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Cleanaway Operations Pty Ltd

Bromelton Energy and Resource Centre

Traffic Impact Assessment

Reference: BERC-ARU-BNE-TTTM-RPT-0002

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Acknowledgement of Country

Arup acknowledges the Traditional Owners across all lands, waters and skies our firm may reach; we acknowledge their wisdom, resilience, and rich cultural heritage. We pay our respects to the Elders, past and present, and to all Aboriginal and Torres Strait Islander peoples.

‘Continuing to Shift to shape an even better world’ original artwork by Tarni O’Shea of Gilimbaa and updated by David Williams of Gilimbaa.



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1. Abbreviations

Abbreviation	Definition
AADT	Annual Average Daily Traffic
AUL	Auxiliary Left Turn
AUL(s)	Short Auxiliary Left Turn
BAL	Basic Left
BAR	Basic Right
BCA	Building Code of Australia
BERC	Bromelton Energy and Resource Centre
C&I	Commercial and Industrial
CHL	Channelised Left
CHR	Channelised Right
CHR(s)	Short Channelised Right
CTMP	Construction Traffic Management Plan
DAMS	Development Assessment Mapping System
DOS	Degree of Saturation
DSDILGP	Department of State Development, Infrastructure, Local Government and Planning
EDD	Extended Design Domain
EfW	Energy from Waste
GTIA	Guide to Traffic Impact Assessment
LGA	Local Government Area
LGIP	Local Government Infrastructure Plan
LOS	Level of Service
MCU	Material Change of Use
m	Metres
m/s	Metres per second
m^2	Meters squared
m^3	Meters cubed
MGSD	Minimum Gap Sight Distance
MSW	Municipal Solid Waste
Mtpa	Million tonnes per annum

Abbreviation	Definition
NDD	Normal Design Domain
NHVR	National Heavy Vehicle Regulator
QTRIP	Queensland Transport and Roads Investment Program
SARA	State Assessment and Referral Agency
SCRC	Scenic Rim Regional Council
SDA	State Development Area
SDAP	State Development Assessment Provisions
SISD	Safe Intersection Sight Distance
SPPF	State Planning Policy Framework
SSD	Stopping Sight Distance
t	Tonnes
TIA	Traffic Impact Assessment
TMR	Department of Transport and Main Roads
tpa	Tonnes per annum
tph	Tonnes per hour
vpd	Vehicles per day
vph	Vehicles per hour

2. Executive Summary

Cleanaway Operations Pty Ltd (Cleanaway) is an Australian waste management, recycling, and industrial services company. Cleanaway is developing an Energy from Waste (EfW) facility in Queensland known as the Bromelton Energy and Resource Centre (BERC / the Project). The Project will be located within the Special Industry Precinct of the Bromelton State Development Area (SDA), west of Beaudesert.

This report provides a detailed traffic and transport assessment of the subject site at Lot 1 Beaudesert Boonah Road, Bromelton, to support the Development Application for the Project. The scope of this Traffic Impact Assessment was to compile, analyse and document the effect of the proposed development on the operation of the road network and demonstrate how these can be avoided, reduced, managed or mitigated.

This assessment is based on the design of the BERC available at the time of authoring. This study informs the project approvals including the State Development Area (SDA) Material Change of Use application and other environmental approvals (including but not limited to Environmentally Relevant Activity applications).

Queensland Department of Transport and Main Roads (TMR) legislation and guidelines have been used to outline appropriate assessment methodologies and criteria for traffic assessment of the BERC facility.

Access to the BERC facility is proposed via the addition of a fourth leg to the Beaudesert Boonah Road / Recycling Street intersection and signalisation of this intersection. The signalisation instigates a subsequent speed reduction along Beaudesert Boonah Road in the vicinity of the intersection to 70 km/h. The facility will operate 24 hours a day and will have truck deliveries 24 hours a day, 7 days a week, however majority of truck deliveries are expected between 6 am to 6 pm each day. Traffic modelling of the BERC facility includes the morning and evening operational peak periods, with 79 vehicles trips expected to be generated in each peak.

The key outcomes of the traffic and transport assessment are as follows:

- Overall network delays are expected to increase by 6.36% as a result of the proposed development. One assessed intersection will operate outside of acceptable limits in the post development scenario.
- Mitigation measures are proposed at the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street signalised intersection to address the traffic impacts of the BERC site:
  - Allowing right turns from both lanes on Brisbane Street (i.e. dual right turn)
  - Increasing the turn lane length to 130-metres for the right turn lane on Beaudesert Bypass Road. This turn lane length can be accommodated within the existing median.
- With the mitigation measures, overall network delays expected to increase by -14.33%.

- A review of the concept layout has identified the opportunity to enhance pedestrian safety on-site. It is recommended that, at the next design stage, consideration be given to measures such as providing a signalised or grade-separated pedestrian crossing between the main car park and control room, relocating the bus bay north of the ACC building to reduce pedestrian-vehicle interaction and increasing staff parking near the administration building.
- A road safety impact assessment has been carried out to identify the existing safety risks in the study area and any new or modified risks that result from the proposed development. This assessment has identified the need to implement the following mitigation measures:
  - A "Turning Vehicles" sign be installed prior to the crest of the curve on Beaudesert Boonah Road, for westbound vehicles, to warn oncoming drivers of the potential for slowing vehicles ahead.
  - Signage be installed to ensure drivers are aware of the speed reduction to 70km/h.
  - Signalisation of the Beaudesert Boonah Road / Recycling Street / Site Access intersection, allowing compliant sight distance for vehicles exiting Recycling Street and reducing potential for crashes between through traffic and turning vehicles at both Recycling Street and SCT Logistics Site Access.
  - Cleanaway to work with TMR, Department of State Development and the Coordinator General of Queensland to develop operational safety upgrades within the impact assessment area in the interim, prior to outcomes from strategic transport network planning for the Bromelton SDA being implemented.

3. Introduction

Arup has been engaged by Cleanaway Operations Pty Ltd (Cleanaway), an Australian waste management, recycling and industrial services company to examine the traffic implications of a new planned Energy from Waste (EfW) facility at Lot 1 Beaudesert-Boonah Road, Bromelton. In accordance with the requirements of the Department of Transport and Main Roads (TMR) *Guide to Traffic Impact Assessment (GTIA, 2018)* and the Bromelton *SDA Development Scheme*, a Traffic Impact Assessment (TIA) has been prepared. The scope of this TIA is to compile, analyse and document the effect of the proposed development on the operation of the road network and demonstrate how these can be avoided, reduced, managed or mitigated (if required).

This TIA includes:

- A review of background conditions- including land use zoning, road network hierarchy / configuration and public and active transport facilities - in light of relevant Queensland legislation and the State Development Area (SDA) scheme.
- A review of the trip generation and distribution from the development.
- An assessment of the potential road safety, access and frontage intersection delay impacts of the proposed developments on the surrounding road network.
- An outline of recommendations and mitigation measures if applicable.

The analysis described in this report has been carried out in accordance with the GTIA and seeks to ensure the proposed development does not compromise the safety, efficiency and infrastructure condition of the surrounding road network.

3.1 Purpose of this assessment

This report provides a detailed traffic assessment of the subject site on Beaudesert Boonah Road, Bromelton to support the development application for the project.

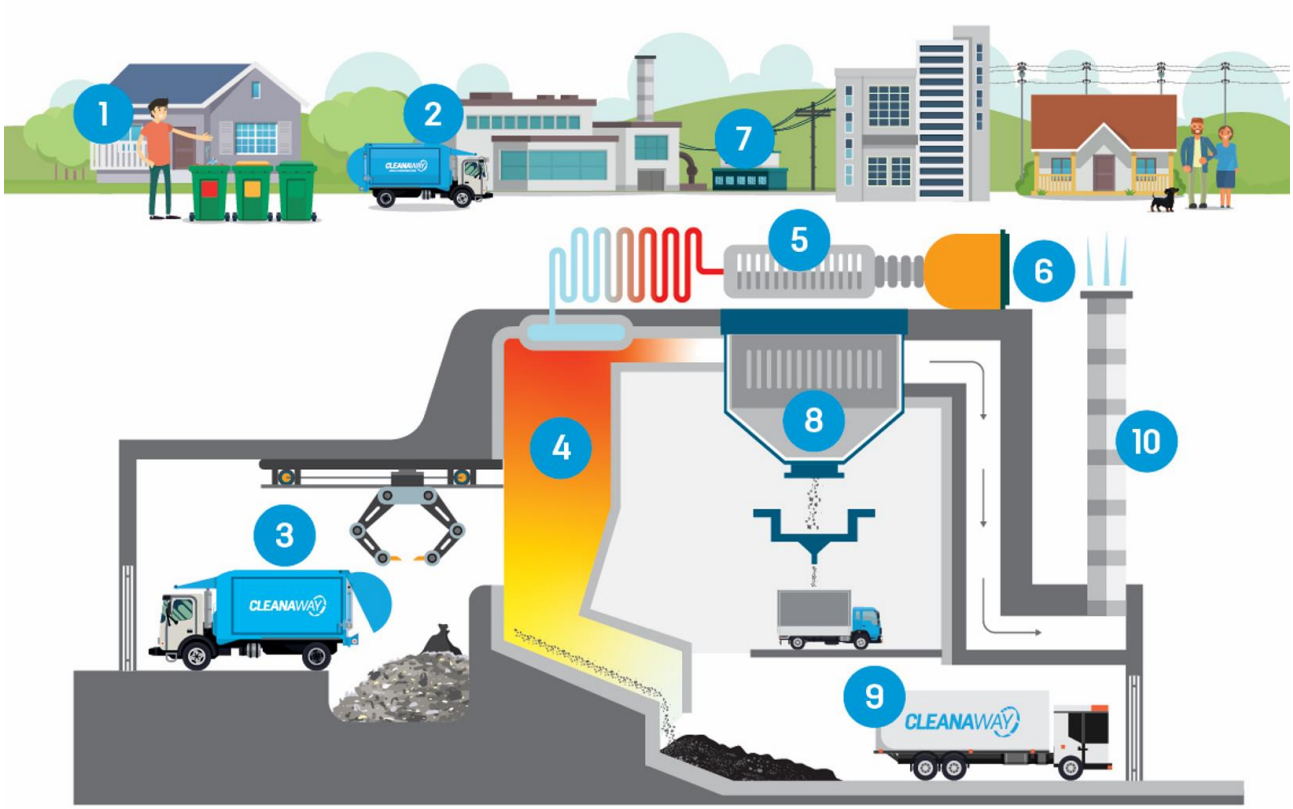
3.2 Project description

3.2.1 Project overview

Cleanaway Operations Pty Ltd (Cleanaway) is developing an Energy from Waste (EfW) facility in Queensland known as the Bromelton Energy and Resource Centre (BERC / the Project). The Project will be located within the Special Industry Precinct of the Bromelton State Development Area (SDA), west of Beaudesert within the Scenic Rim Regional Council local government area.

The Project has been designed to thermally treat approximately 760,000 tonnes per annum (tpa) of waste feedstock, consisting of residual Municipal Solid Waste (MSW) and residual Commercial and Industrial (C&I) waste. Residual waste is waste that is not technically, environmentally and economically practical (TEEP) to reuse or recycle, which would otherwise be sent to landfill for disposal. The facility's actual annual throughput will vary depending on the calorific value of the feedstock and plant availability. To account for variability in feedstock energy content, the facility

will be designed for a maximum processing capacity of up to 10% above the nominal figure (836,000 tpa). The EfW process is summarised in Figure 3-1.



1. At home and work, we sort our waste into recyclable and non-recyclable items.
2. Before arrival at the energy from waste facility, residual waste that has been sorted at home and work is delivered to the facility.
3. In the bunker, waste is mixed, ensuring consistency, by large crane claws before placement into the combustion chamber.
4. Waste is combusted as it moves along a moving grate. The temperature in the combustion chamber reaches more than 850ºC to ensure that waste combusts completely while also destroying organic pollutants and odour.
5. Water is heated during combustion creating steam which turns a turbine.
6. Baseload electricity is generated.
7. Electricity is put back into the grid and used to power homes and businesses.
8. Gases created during combustion pass through a multi-step flue gas treatment system, removing pollutants from the gases. Residues from the flue gas treatment are collected in a sealed system for treatment before disposal.
9. Bottom ash from the combustion process is collected and stored. Metals are recovered for recycling. It is intended that the remaining bottom ash is sent for reuse in construction.
10. Cleaned gases and steam are dispersed high into the atmosphere, mixing well to ensure negligible impact on the surrounding air quality.

Figure 3-1: Energy from Waste process

3.2.2 Proponent

Cleanaway, an Australian owned company, has operated for more than 50 years, supporting industry, government, communities and households across Australia. Its mission is to make a sustainable future possible, achieved through action across all levels of the waste hierarchy. Waste generation is minimised through extensive education programs, with Cleanaway's 50 education officers reaching over 120 businesses, 30 councils, and almost 33,000 school participants in the last financial year.

Cleanaway invests heavily in recycling, operating several Material Recovery Facilities nationwide and has partnered with Pact Group, Asahi Beverages and Coca-Cola to deliver two large-scale PET (polyethylene terephthalate) recycling facilities and a HDPE (high density polyethylene) recycling facility with Pact Group. In addition, in collaboration with Viva Energy, Cleanaway is developing a soft plastics recycling plant. EfW is recognised by Cleanaway as an important part of the future waste management framework, enabling recovery of energy and other resources from residual waste that cannot otherwise be recycled.

3.2.3 Policy alignment

The BERC aligns with the Queensland EfW Policy and the Queensland EfW Guideline (2021) by diverting residual waste from landfill and delivering economic and social benefits through employment and local business opportunities in South East Queensland.

In accordance with Policy outcome 7 of the Queensland EfW Policy, the BERC will be designed to meet the best practice emission standards and requirements of the European Industrial Emissions Directive (IED) (2010) and the associated Best Available Techniques Reference (BREF) Document for Waste Incineration (2019), which sets the European Union environmental standards for waste incineration.

The Project also supports the Queensland Waste Strategy contributing to its 2050 targets to reduce household waste by 25%, recycle 75% of all waste, and divert 90% from landfill. In doing so, the BERC will play a key role in advancing Queensland's transition to a circular economy and reducing long-term reliance on landfill.

3.2.4 Key components

The key components of the Project are summarised in Table 3-1.

Table 3-1: Key project components

Project Component	Detail
Address	Lot 1 Beaudesert Boonah Road, Bromelton, Queensland, 4285 (Lot 1 on RP45234). Refer Figure 3-2.
Site Area	63 hectares
Summary of proposed works	The Project includes the construction of a main EfW facility for waste processing, incinerator bottom ash (IBA) maturation and processing facility and an air pollution control residue (APCr) facility. It also includes all onsite infrastructure needed for the EfW facility, such as site utilities, internal roads, weighbridges, parking and hardstand areas, stormwater infrastructure, fencing and landscaping. The Project will include a visitor centre to help educate and inform the community on circular economy principles, the waste hierarchy, including waste avoidance, recycling, resource recovery, the benefits of landfill diversion and the EfW process. The intent behind this education is to drive a shift in community awareness and attitudes toward waste management and resource recovery.
Technology Used	The proposed technology is moving grate combustion technology. This has been used globally for over 100 years and is common in many of the 500 similar operational examples across Europe.
Facility Outputs	Approximately 73.2 MW (577,600 MWh/year, corrected for ambient temperature) exported to the grid as baseload electricity.

Project Component	Detail
	Potential to supply energy in the form of heat and/or process steam to local industrial users. Residual materials include IBA and APCr. – It is intended that the IBA will be mechanically processed on site to create incinerator bottom ash aggregate (IBAA). During this process, both ferrous and non-ferrous metals are recovered for recycling and sale. It is intended that the remaining material is repurposed for use as an aggregate in construction. – The Project includes a facility to stabilise APCr before removal and disposal at a licensed landfill.
Key infrastructure	EfW facility including administration and visitor's centre IBA maturation and processing facility (2 x pads and 2 x sheds) APCr facility (1 x pad, 1 x shed) Transformer yard and switchyard De-coupling area for trucks Weighbridges Internal road network and carparking 2 x combined storm water treatment and detention basin 1 x lined retention basin Access from Beaudesert Boonah Road via a signalised intersection with Recycling Street
Hours of Operation	24 hours per day, seven days per week (365 days per year)
Operational Staff	Approximately 60 staff

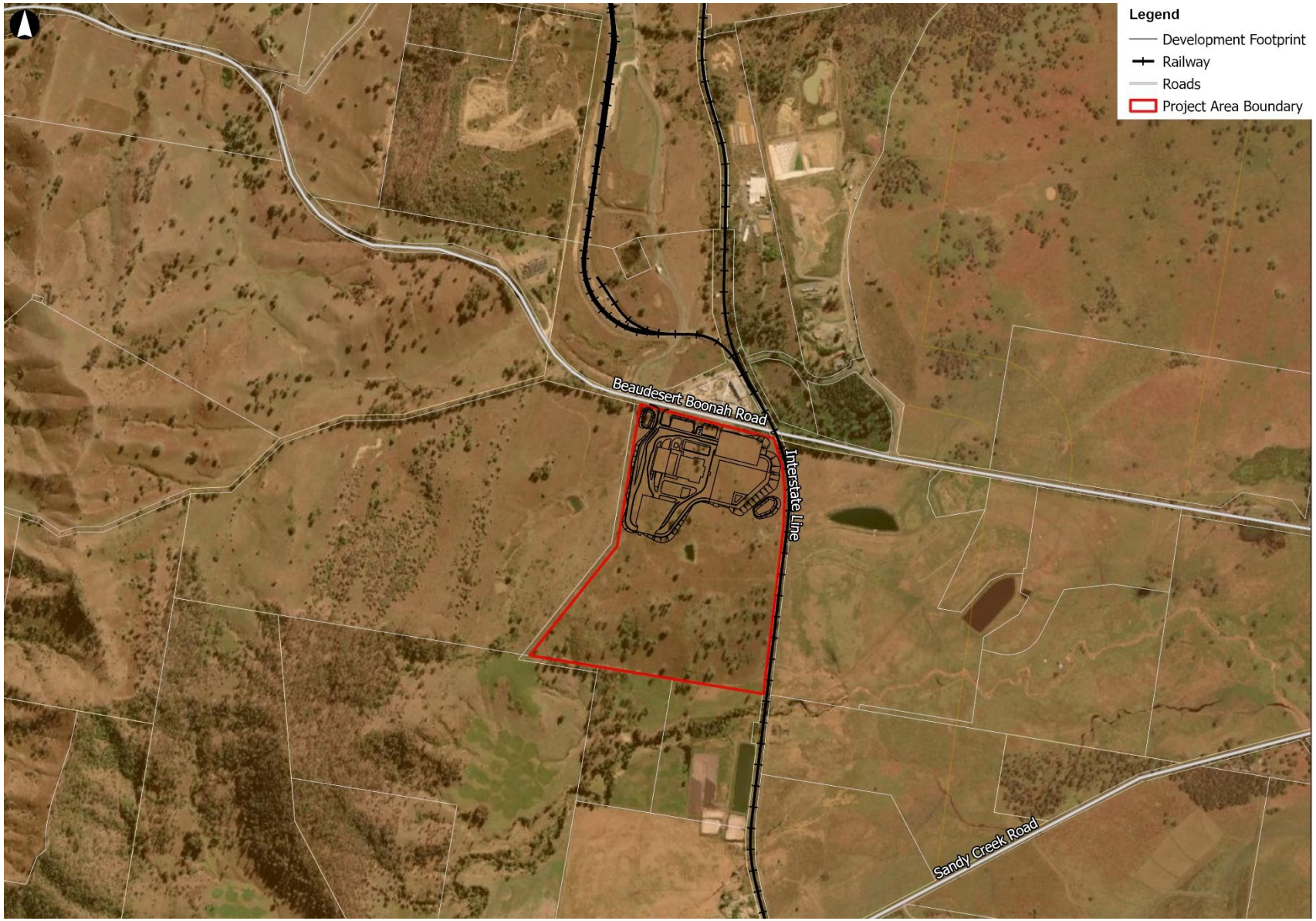


Figure 3-2: Site location

3.3 Study area and location

The subject site, constituting Lot 1 on RP45234, is located near existing industrial developments on Beaudesert Boonah Road and is adjacent to an existing rail line. The development site is within the Special Industry Precinct of the Bromelton SDA and is also located within the Scenic Rim Regional Council local government area. The location of the development is shown in Figure 3-2.

3.4 Limits of report

The above tasks have been carried out based on information supplied by Cleanaway, Ramboll, Therefor Group and Arup and in consultation with TMR surrounding the site access location and design. While Arup has taken care in the preparation of this report, it neither accepts liability nor responsibility whatsoever in respect of:

- Any use of this report by any third party (other than the approving authority); and
- Any third party (other than the approving authority) whose interests may be affected by any decision made regarding the contents of this report.

3.5 Safety in design

Within the scope of this report, we have identified safety in design issues and potential hazards, whenever reasonably practicable within our field of expertise and scope of traffic services. It is not considered reasonably practicable to identify all potential hazards which may occur throughout the life of a project.

4. Regulatory Context

This section sets out the traffic and transport legislation, policy and guidelines applicable to Queensland. Together, these documents form the current regulatory context for traffic and transport in relation to the site.

4.1 Commonwealth legislation

Commonwealth legislation relevant to the BERC is discussed in Section 6 of the Planning Report. There is no relevant commonwealth legislation considered for this report.

4.2 State legislation

Relevant State legislation is discussed in Section 6 of the Planning Report. Specific legislation has been considered in relation to traffic and transport includes:

- The Bromelton State Development (SDA) Scheme (QLD)
- State Development Assessment Provisions (SDAP) – State code 1: Development in a state-controlled road environment
- SDAP – State code 2: Development in a railway environment
- SDAP – State code 6: Protection of state transport networks
- TMR Road Planning and Design Manual (RPDM)
- TMR Guide to Traffic Impact Assessment.

4.2.1 Bromelton State Development Scheme

In 2008 the Co-ordinator General of Queensland declared the Bromelton SDA in accordance with the State Development and Public Works Organisation Act 1971 (SDPWO Act). The Bromelton SDA comprises an area of approximately 15,610 ha of land located in the Scenic Rim Regional Council local government area, approximately 6 km west of the town of Beaudesert.

The purpose of the SDA is to promote and facilitate economic development in Queensland, and more specifically to support the growing demand for medium to large scale industries and difficult to locate industries.

The Bromelton SDA Development Scheme was prepared, outlining a development assessment framework and processes for making, assessing and deciding SDA applications. The Development Scheme prevails over local and state government planning instruments for development.

SDA applications are made to, assessed, and determined by the Co-ordinator General of Queensland. SDA applications are often referred to relevant state government agencies and local governments for comment, therefore other state and local legislation may also be considered as part of the referral process.

The Bromelton SDA is composed of six (6) precincts, with each precinct intended to service differing functions for the broader SDA. The precincts are as follows:

- Bromelton Local Service Centre Precinct
- Medium – High Impact Industry Precinct
- Rail Dependant Industry Precinct
- Rural Precinct
- Special Industry Precinct
- Transition Precinct.

The subject site is located within the Special Industry Precinct which provides an area for high-impact and difficult-to-locate industries that require separation from non-industrial uses due to the potential for off-site impacts.

The proposed BERC constitutes a Material Change of Use for Special Industry and is assessable development under the Development Scheme. The SDA application is assessed against the criteria below from Section 2.5.2 of the Development Scheme:

- Increased traffic arising from development is either able to be accommodated within existing road networks, or works are undertaken to minimise adverse impacts on existing and future infrastructure networks.
- Development is established to take advantage of proximity to appropriate transport routes and does not adversely impact on the safe and efficient functioning of the Sydney-Brisbane Rail corridor as well as integrated rail and road transport routes.
- Local road networks within the Bromelton SDA are to be designed to accommodate the proposed vehicle type and predicted traffic volumes associated with the development and the precinct/s.
- The establishment and operation of existing and planned transport infrastructure is not compromised.
- Sufficient car parking, vehicular manoeuvring and off-street loading / unloading facilities, which are adaptable to a variety of uses, are provided within the development site.
- Development is designed to facilitate safe and efficient vehicular ingress and egress and does not unduly impact on the safe and efficient operation of external roads, rail, transport infrastructure or services.

5. Existing Conditions

This Section provides an overview of existing / background conditions including current land use zoning, transport network and public and active transport facilities. References have been made to the Scenic Rim Planning Scheme and relevant TMR publications.

5.1 Land use and zoning

The subject site is addressed as Lot 1 Beaudesert Boonah Road, Bromelton and formally described as Lot 1 on RP45234. The site measures 63.308 hectares in area and is located in the local government area of the Scenic Rim Regional Council, and more specifically, within the Bromelton SDA. The site is located within the Special Industry Precinct of the SDA Development Scheme, There are currently no buildings residing on the site. The broader locality comprises primarily rural and agricultural land uses. Established and emerging industrial land uses are located within the SDA. These include:

- SOILCO – Vacant land at Lot 4 on RP85497 with a SDA development application for a Compost Manufacturing Facility.
- SCT Logistics (SCT) – a $30 million intermodal rail freight facility and warehouses on land situated adjacent to the Sydney-Brisbane rail line.
- GELITA Australia Pty Ltd. The Australian plant of the GELITA Group manufactures gelatine which is sold as edible gelatine for food industry uses.
- A.J. Bush and Son's (Manufactures) Pty Ltd. Established in 1993, A.J. Bush & Sons are recognised internationally as a leading rendering industry producing protein meal and tallow. The company utilises on site clean energy practices by recycling methane content biogas captured from covered anaerobic lagoons to generate electricity for power and recycles wastewater for irrigation on their substantial landholdings.
- Beaudesert Central Waste Management Facility, a waste transfer station operated by the SRRC.
- Bromelton Quarry, a hard rock quarry established in 2000 which supplies blue rock to the regional area.
- The Neilsen Group quarry supplying general quarry and gravel products to the regional area.
- Quickcell Technology Products Pty Ltd (Quickcell), concrete manufacturers established in 1993 producing prestressed and precast concrete products.

5.2 Surrounding road network details

The proposed development site directly fronts Beaudesert Boonah Road. An overview of the road hierarchy in the vicinity of the development site is provided in Figure 5-1, with further details for key roads provided in Sections 5.2.1 to 5.2.3.

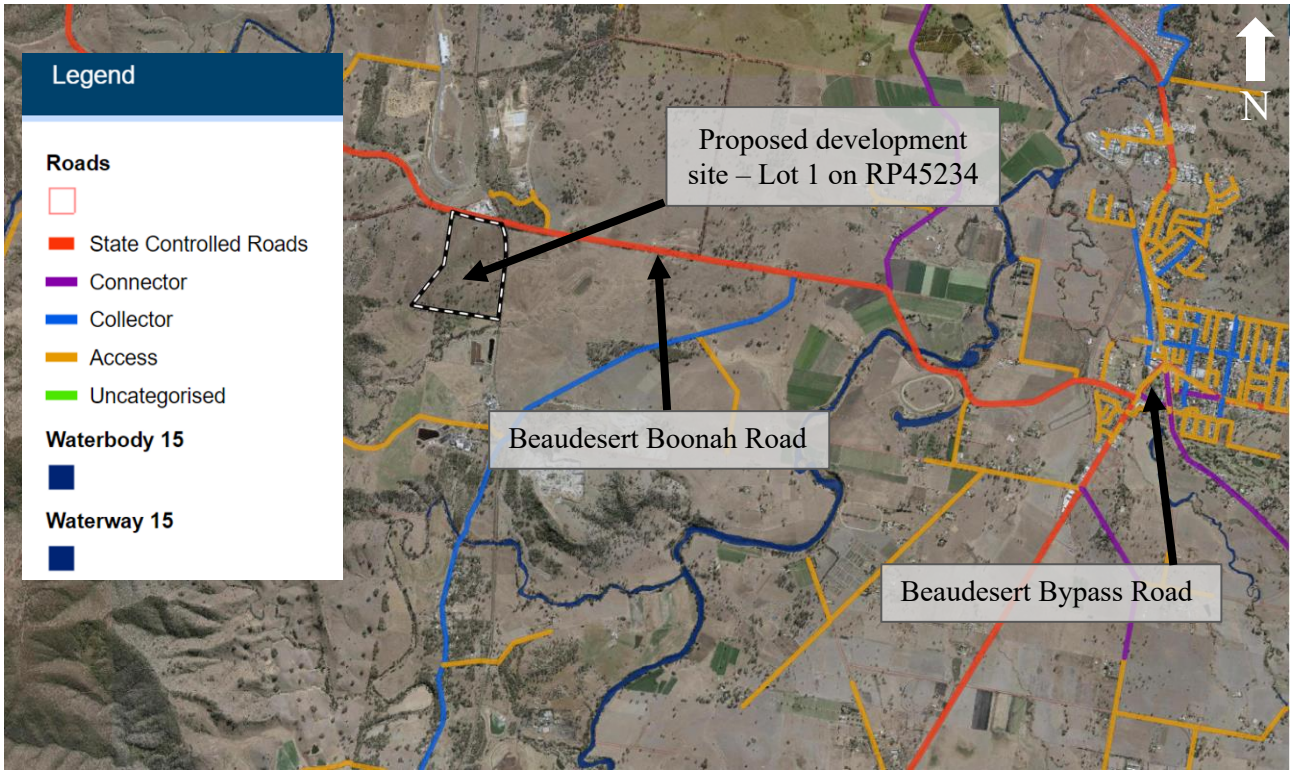


Figure 5-1: Overview of road hierarchy in the vicinity of the proposed development site (Retrieved from Scenic Rim Planning Scheme 2020)

5.2.1 Beaudesert Boonah Road

Beaudesert Boonah Road is an east-west oriented state-controlled road, Road 212, with an Annual Average Daily Traffic (AADT) volume of 4,000 vehicles per day (vpd). The road is a single carriageway road featuring one lane of traffic in each direction and a 100km/h posted speed limit near the proposed development site. The road features limited / no shoulder and no pedestrian and / or cycling facilities / infrastructure.

5.2.2 Ipswich Boonah Road

Ipswich Boonah Road is a north-south oriented state-controlled road, Road 211, within the Scenic Rim Regional Council area. Ipswich Boonah Road is a two-way / two-lane road with a posted speed limit of 100km/h and limited shoulder width. No pedestrian and / or cycling facilities / infrastructure are currently provided.

5.2.3 Beaudesert Bypass Road and Mount Lindesay Highway

Beaudesert Bypass Road connects the Mount Lindesay Highway, Road 25A, to Beaudesert Boonah Road, bypassing the Beaudesert Town Centre. It is a north-south oriented single carriageway road with one lane of traffic in each direction. No pedestrian or cycling facilities / infrastructure are available and the speed limit ranges from 60-80km/h.

The Mount Lindesay Highway has an AADT of 13,300vpd using the road near Beaudesert. The road, controlled by TMR, is a single carriageway road featuring one lane in each direction and a 60km/h posted speed limit through Beaudesert-to-Beaudesert Bypass Road.

5.2.4 Heavy vehicle network

As shown in Figure 5-2, the existing heavy vehicle network surrounding the site comprises B-double routes. The broader network shown in Figure 5-3, outlines that the Road Train / A-double network ends at Warwick and Toowoomba, west of the site and the PBS Level 2B network, which includes some A-doubles, incorporates the Cunningham Highway from Warwick and Allora, the Warrego Highway from Toowoomba and the Pacific, Ipswich and Logan Motorways.

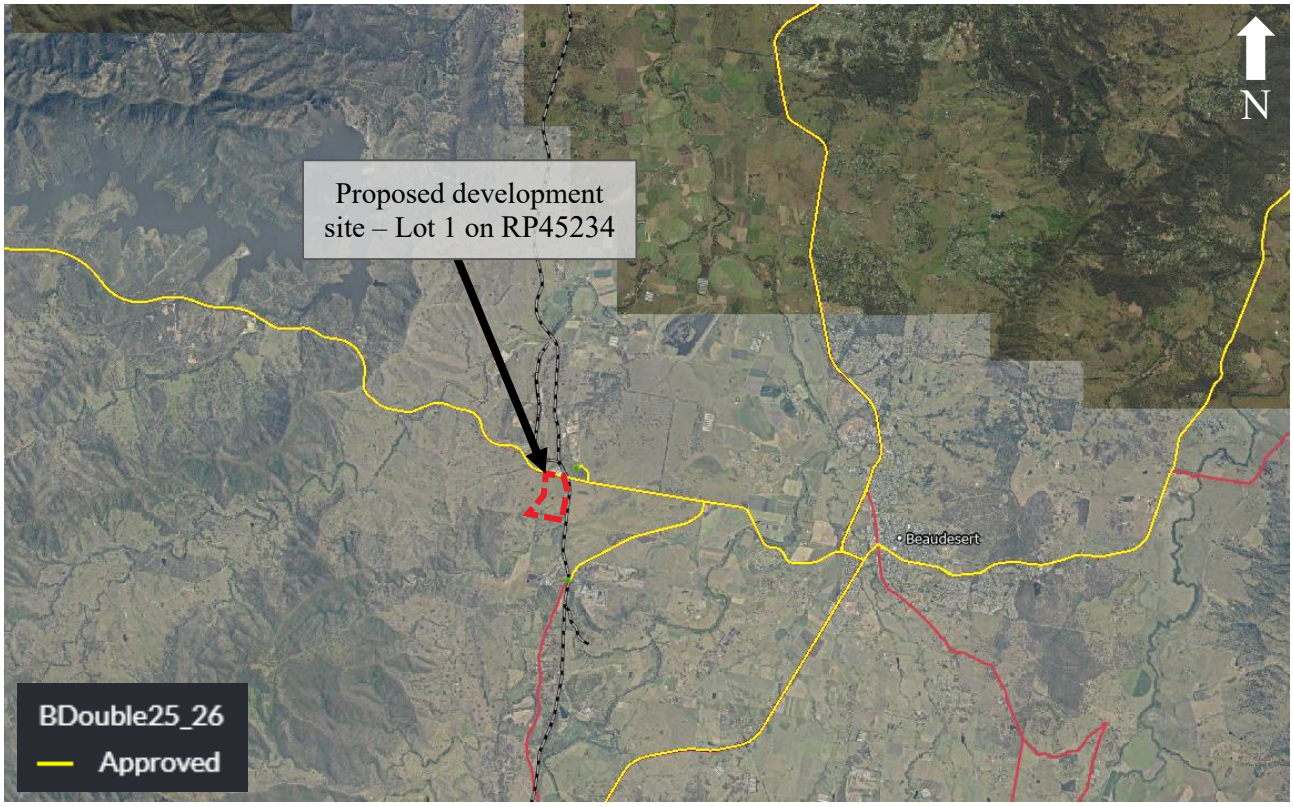


Figure 5-2: Existing heavy vehicle network (Retrieved from Queensland Globe 2025)

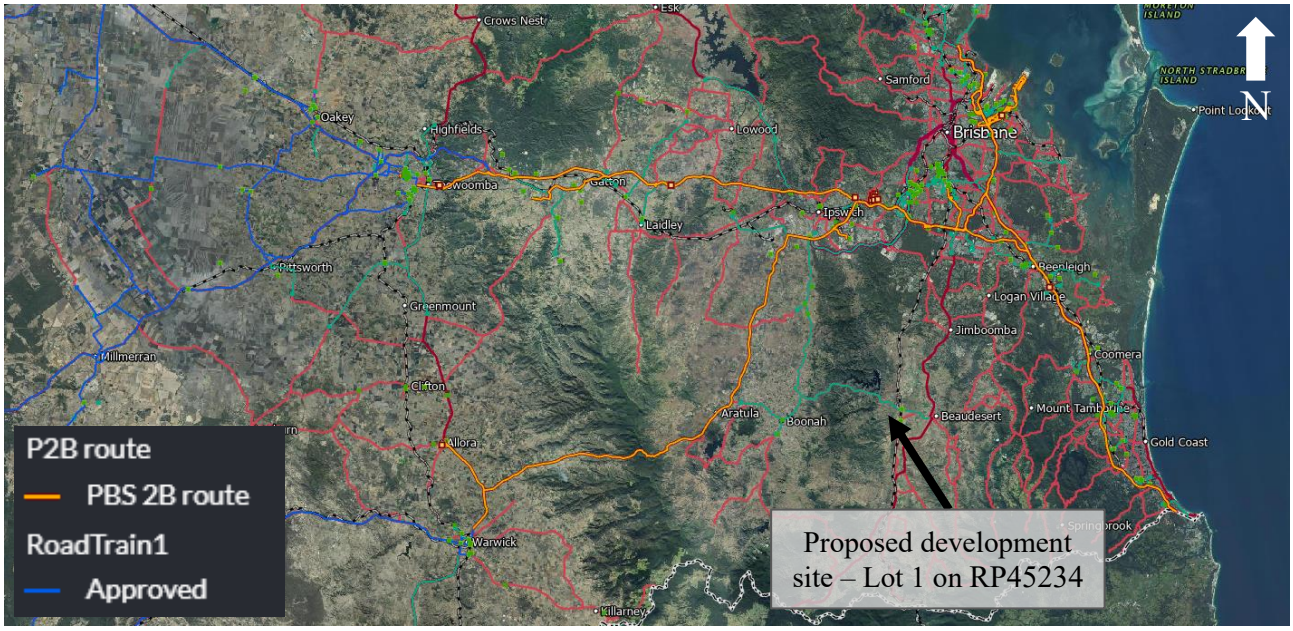


Figure 5-3: Broader heavy vehicle network (Retrieved from Queensland Globe 2025)

5.2.5 Future road upgrades

A review of Council's Local Government Infrastructure Plan (LGIP), TMR's Queensland Transport and Roads Investment Program 2022/23-2025/26 (QTRIP) and Queensland Government's Development Assessment Mapping System (DAMS) was undertaken to identify future transport infrastructure upgrades in proximity of the site. Planned works are indicated along Beaudesert Boonah Road, between the 7 km mark at the railway bridge and Bromelton House Road; however, the scope and timing of these works are not specified within QTRIP.

5.3 Existing traffic volumes

Intersection traffic counts were commissioned on 20th June 2023 and 10th September 2025 to establish existing peak hour traffic volumes within the study area. The counts were conducted at the following intersections, as shown in Figure 5-4:

- Beaudesert Boonah Road / Ipswich Boonah Road
- Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street
- Beaudesert Boonah Road / Recycling Street
- Beaudesert Boonah Road / SCT Logistics Site Access
- Beaudesert Boonah Road / Sandy Creek Road
- Beaudesert Boonah Road / Bromelton House Road
- Beaudesert Boonah Road / Ilbogan Road
- Beaudesert Boonah Road / Lupton Road
- Bromelton Street / Hopkins Street
- Bromelton Street / Telemon Street
- Bromelton Street / McKee Street
- Brisbane Street / Telemon Street / William Street
- William Street / Anna Street
- Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street
- Beaudesert Beenleigh Road / Mundoolun Connection Road

The collective peak hours at the surveyed intersections were found to be 7:45AM to 8:45AM and 2:45PM to 3:45PM and has been used for the assessment of development impacts.

A link diagram showing existing traffic volumes is provided in Appendix A.



Figure 5-4: Intersections in study area

5.4 Existing Intersection and network performance

All the above listed intersections have been assessed as part of the existing conditions analysis.

The existing (2023 and 2025) intersection performance of these intersections in their current form has been carried out using SIDRA 9.1 software and the following parameters:

- Geometrical configuration of the intersections measured from Nearmap
- Calculated Peak Flow Factor (PFF)
- Heavy vehicles as per the traffic count data
- SIDRA default values for all other parameters.

The intersections' operational performance has been assessed in terms of Degree of Saturation (DOS) and Level of Service (LOS).

Parameters from Austroads Guide to Traffic Management Part 3: Transport Studies and Analysis Methods (2020) (AGTM Part 3) will be used to determine if the intersections are operating within the acceptable limits of operations.

LOS is assessed based on a range of A to F categories in accordance with AGTM Part 3. Each of the six LOS categories represents a range of operating conditions and the driver's perception of those conditions and are generally described in Table 5-1.

Table 5-1: Level of Service category descriptions

Level of Service	Description
A	Level of service A is a condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
B	Level of service B is in the zone of stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream, although the general level of comfort and convenience is a little less than with level of service A.
C	Level of service C is also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
D	Level of service D is close to the limit of stable flow and is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Intersection Failure	
E	Level of service E occurs when traffic volumes are at or close to capacity, and there is virtually no freedom to select their desired speeds and to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause flow breakdown.
F	Level of service F is in the zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

For this assessment, intersection operations are considered acceptable if the overall intersection LOS is LOS D or better, individual turn movement delays do not exceed LOS E, and the DOS does not exceed the following limits:

- 80% for priority-controlled intersections
- 85% for roundabout intersections
- 90% for signalised intersections.

The delays applicable to each LOS classification are shown below in Table 5-2.

Table 5-2: Level of service benchmarks for priority-controlled intersections, roundabouts and signalised intersections

Level of Service	Average delay per vehicle in seconds (s)		
	Priority controlled intersections	Roundabouts	Signalised intersections
A	d ≤ 10	d ≤ 10	d ≤ 10
B	10 < d ≤ 15	10 ≤ d ≤ 20	10 < d ≤ 20
C	15 < d ≤ 25	20 ≤ d ≤ 35	20 < d ≤ 35
D	25 < d ≤ 35	35 ≤ d ≤ 50	35 < d ≤ 55
E	35 < d ≤ 50	50 ≤ d ≤ 70	55 < d ≤ 80
F	50 < d	70 < d	80 < d

5.4.1 Beaudesert Boonah Road / Recycling Street and Beaudesert Boonah Road / SCT Logistics Site Access

The Beaudesert Boonah Road / Recycling Street and Beaudesert Boonah Road / SCT Logistics Site Access priority-controlled intersections are shown in Figure 5-5 along with their equivalent SIDRA representations. Due to the proximity of these two intersections, analysis has been undertaken as a SIDRA Network.

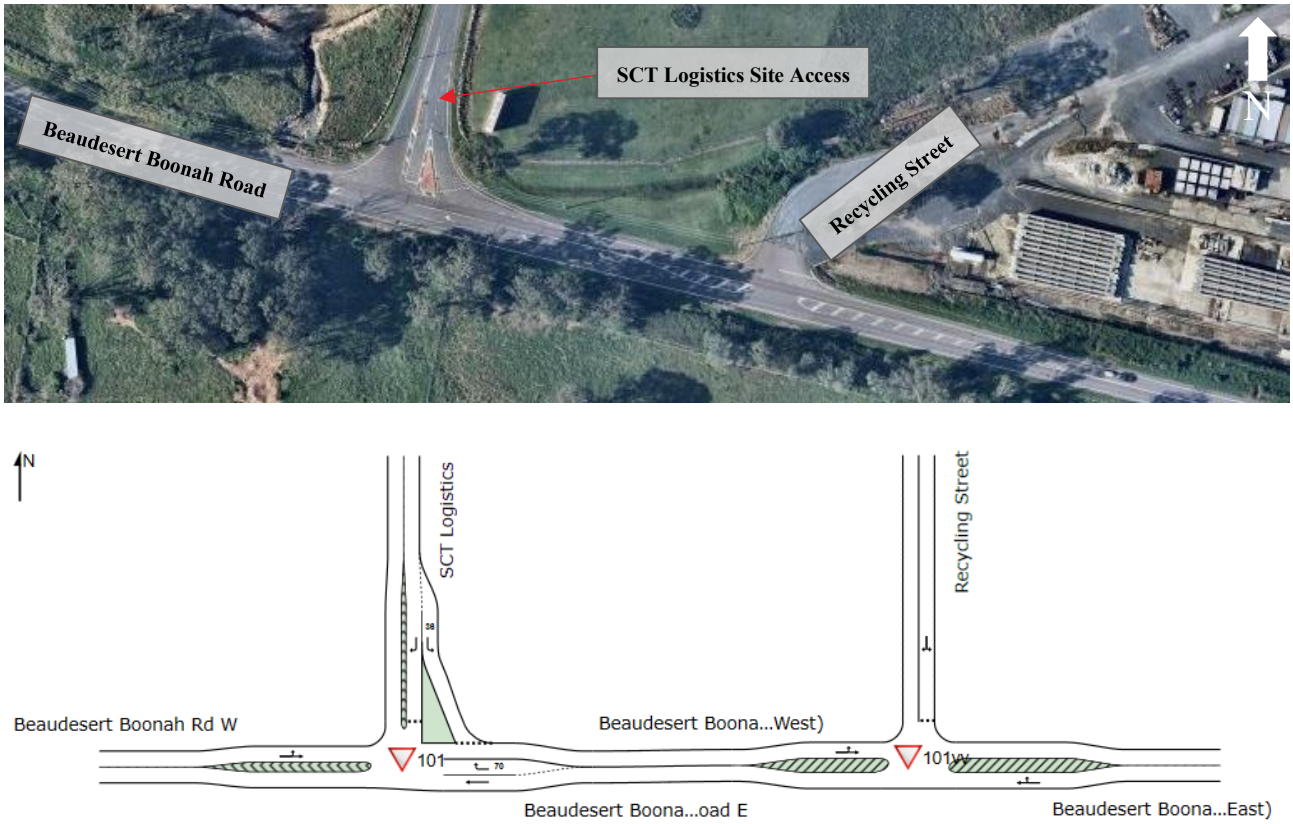


Figure 5-5: Beaudesert Boonah Road / Recycling Street and Beaudesert Boonah Road / SCT Logistics Site Access network intersection layout

A summary of the existing operations for the intersections is provided in Table 5-3, with detailed outputs provided in Appendix B. Both intersections are operating within acceptable limits with low

levels of delays (LOS A) and DOS less than 80%. All individual turn delays do not exceed LOS E, and queues are able to be accommodated within the short turn lanes provided.

Table 5-3: Summary of existing Beaudesert Boonah Road / Recycling Street and Beaudesert Boonah Road / SCT Logistics Site Access operations

Intersection	Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
Beaudesert Boonah Road / Recycling Street	AM Peak	7.7	0.4	LOS A	0.5
	PM Peak	9.0	0.3	LOS A	0.3
Beaudesert Boonah Road / SCT Logistics Site Access	AM Peak	6.4	0.6	LOS A	0.3
	PM Peak	8.4	0.4	LOS A	0.3

5.4.2 Beaudesert Boonah Road / Ipswich Boonah Road

The Beaudesert Boonah Road / Ipswich Boonah Road priority-controlled intersection is shown in Figure 5-6 along with its equivalent SIDRA representation.

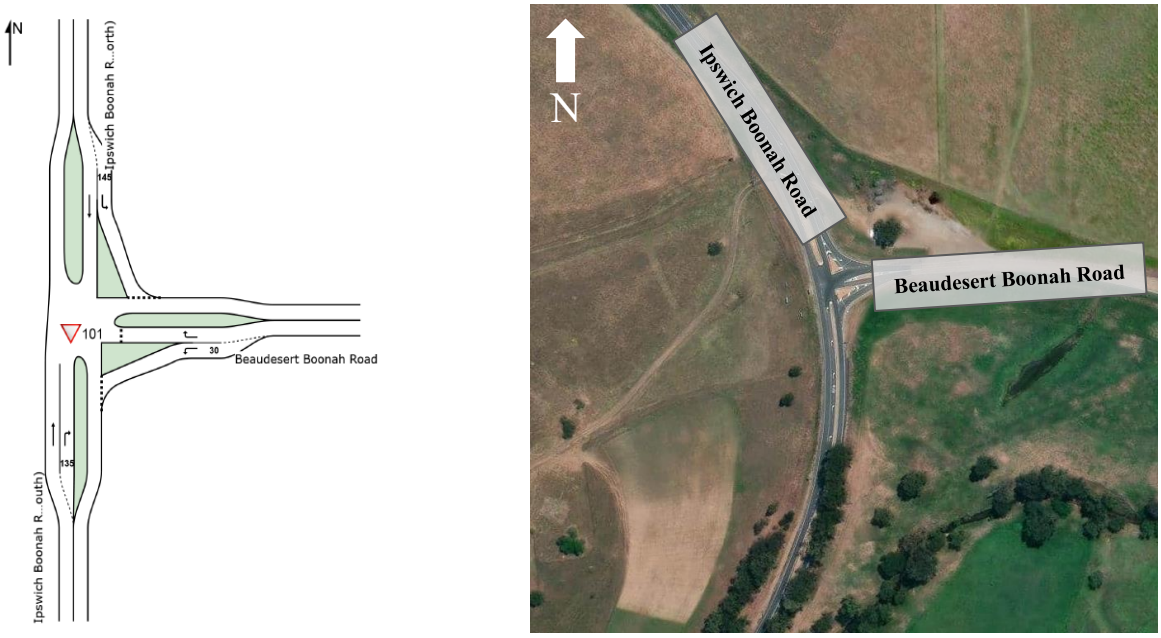


Figure 5-6: Beaudesert Boonah Road / Ipswich Boonah Road intersection layout

A summary of the existing operations for the intersection is provided in Table 5-4, with detailed outputs provided in Appendix B. The intersection is operating within acceptable limits with low levels of delays (LOS A) and DOS less than 80%. All individual turn delays do not exceed LOS E, and queues are able to be accommodated within the short turn lanes provided.

Table 5-4: Summary of existing Beaudesert Boonah Road / Ipswich Boonah Road operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak	7.5	4.3	LOS A	1.8
PM Peak	6.2	5.2	LOS A	2.2

5.4.3 Beaudesert Boonah Road / Sandy Creek Road

The Beaudesert Boonah Road / Sandy Creek Road priority-controlled intersection is shown in Figure 5-7 along with its equivalent SIDRA representation.

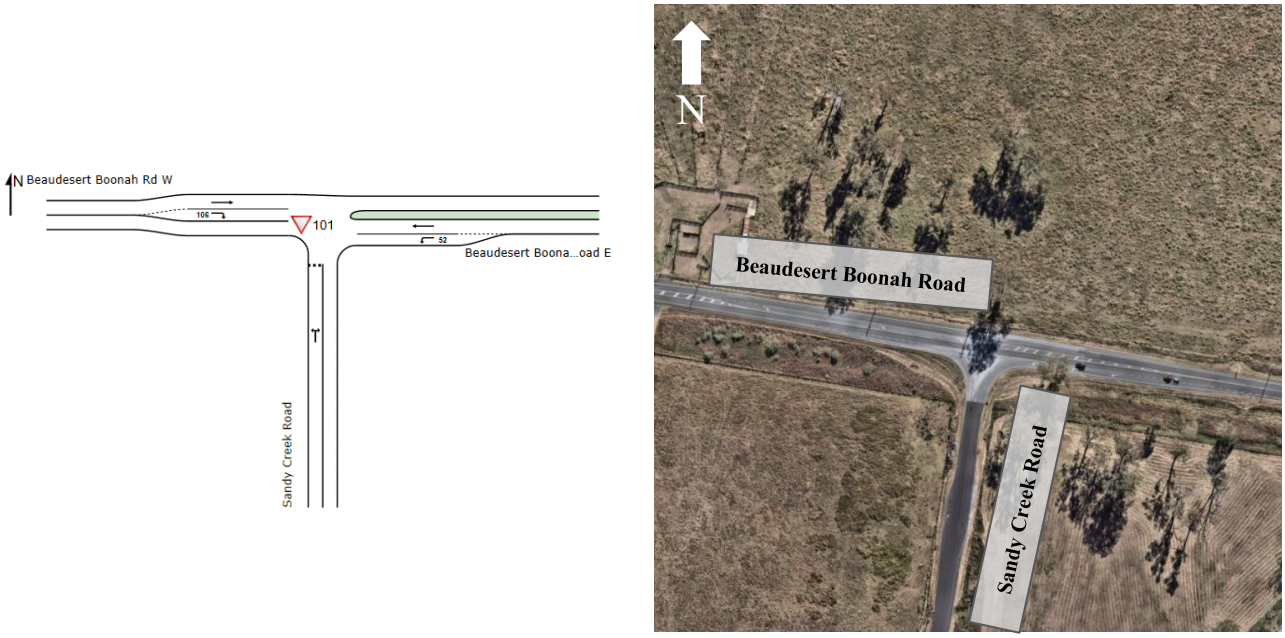


Figure 5-7: Beaudesert Boonah Road / Sandy Creek Road intersection layout

A summary of the existing operations for the intersection is provided in Table 5-5 with detailed outputs provided in Appendix B. The intersection is operating within acceptable limits with low levels of delays (LOS A) and DOS less than 80%. All individual turn delays do not exceed LOS E, and queues are able to be accommodated within the short turn lanes provided.

Table 5-5: Summary of existing Beaudesert Boonah Road / Sandy Creek Road operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak	8.8	2.5	LOS A	3.0
PM Peak	12.3	2.1	LOS A	3.8

5.4.4 Beaudesert Boonah Road / Bromelton House Road

The Beaudesert Boonah Road / Bromelton House Road priority-controlled intersection is shown in Figure 5-8 along with its equivalent SIDRA representation.



Figure 5-8: Beaudesert Boonah Road / Bromelton House Road intersection layout

A summary of the existing operations for the intersection is provided in Table 5-6 with detailed outputs provided in Appendix B. The intersection is operating within acceptable limits with low levels of delays (LOS A) and DOS less than 80%. All individual turn delays do not exceed LOS E, and queues are able to be accommodated with the short turn lanes provided.

Table 5-6: Summary of existing Beaudesert Boonah Road / Bromelton House Road operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak	14.9	3.4	LOS A	4.2
PM Peak	12.2	3.3	LOS A	3.8

5.4.5 Beaudesert Boonah Road / Ilbogan Road

The Beaudesert Boonah Road / Ilbogan Road priority-controlled intersection is shown in Figure 5-9 along with its equivalent SIDRA representation.

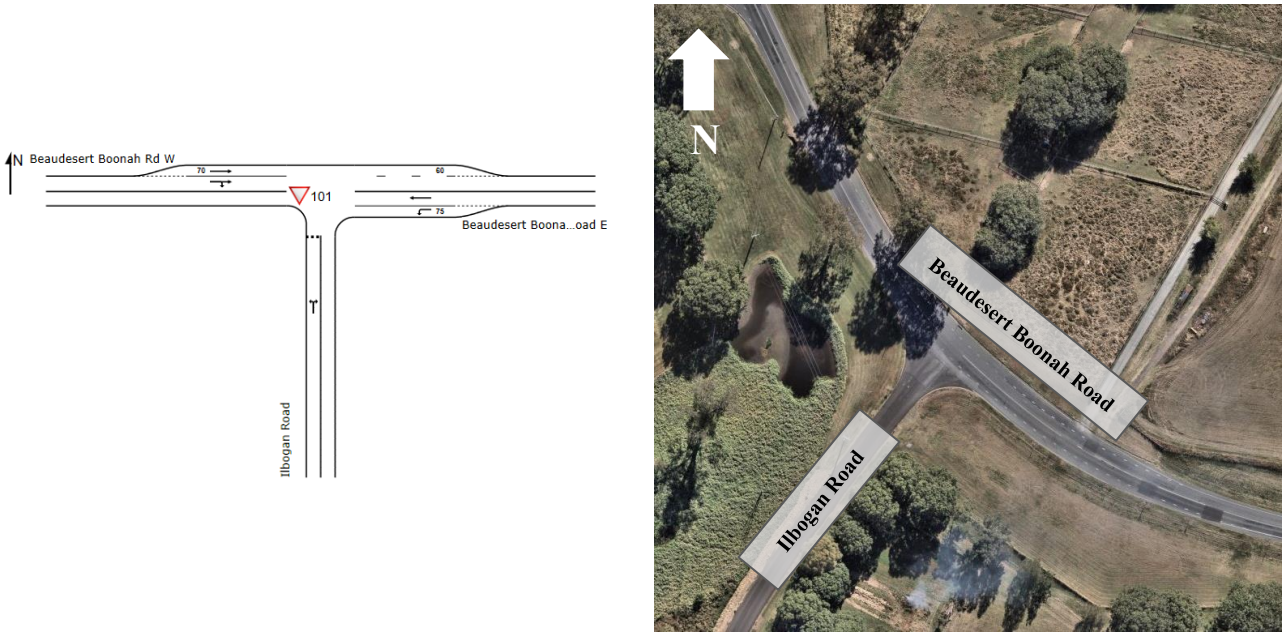


Figure 5-9: Beaudesert Boonah Road / Ilbogan Road intersection layout

A summary of the existing operations for the intersection is provided in Table 5-7 with detailed outputs provided in Appendix B. The intersection is operating within acceptable limits with low levels of delays (LOS A) and DOS less than 80%. All individual turn delays do not exceed LOS E, and queues are able to be accommodated with the short turn lanes provided.

Table 5-7: Summary of existing Beaudesert Boonah Road / Ilbogan Road operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak	12.7	1.0	LOS A	2.0
PM Peak	11.3	1.1	LOS A	1.7

5.4.6 Beaudesert Boonah Road / Lupton Road, Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street and Bromelton Street / Hopkins Street

The Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street signalised intersection and Beaudesert Boonah Road / Lupton Street and Bromelton Street / Hopkins Street priority-controlled intersections are shown in Figure 5-10 along with their equivalent SIDRA representations. Due to the proximity of these three intersections, analysis has been undertaken as a SIDRA Network. The Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street intersection has been assessed using with the phasing and cycle time as provided by TMR and shown in Figure 5-11.

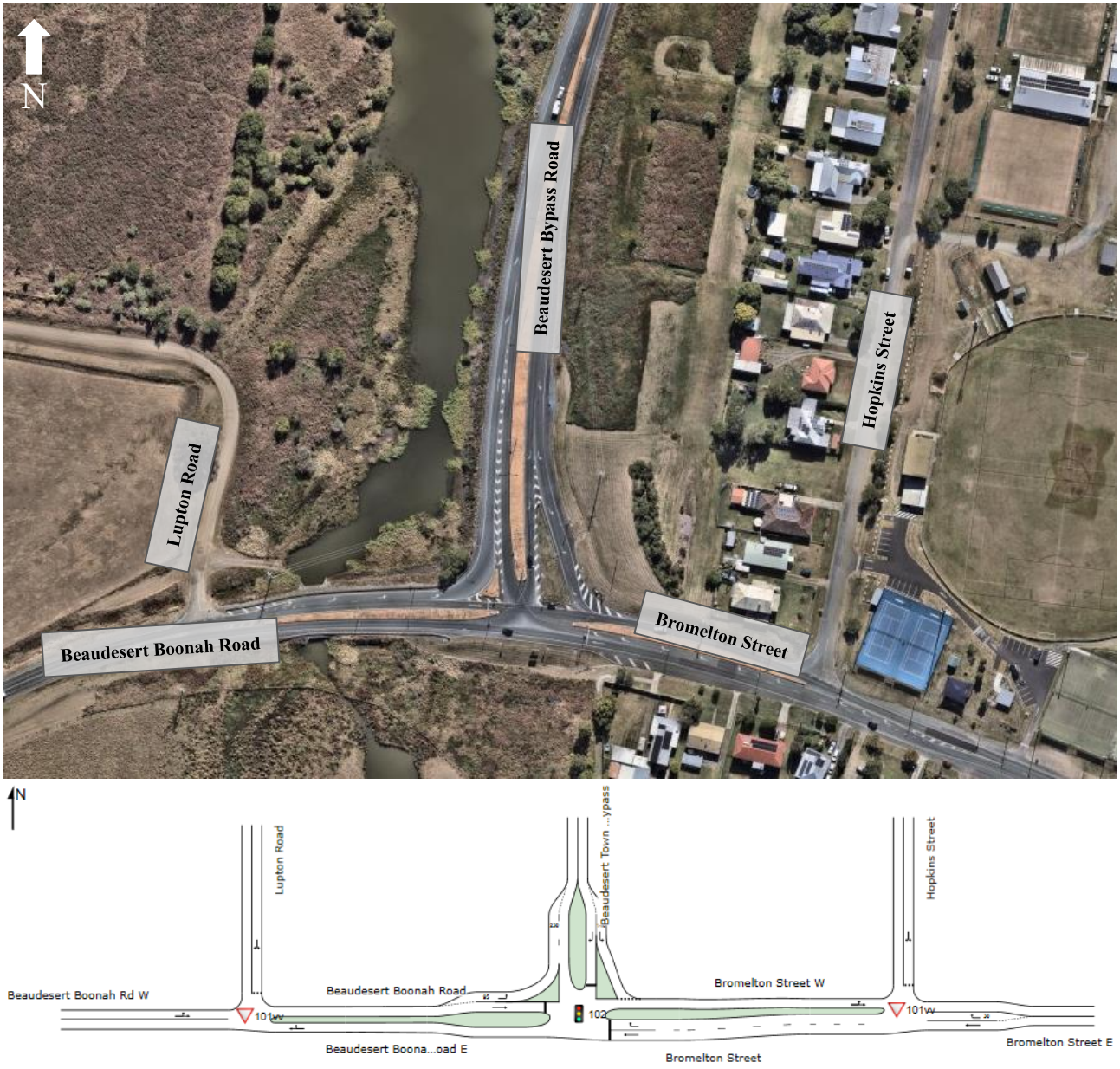


Figure 5-10: Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street and Bromelton Street / Hopkins Street intersection layout

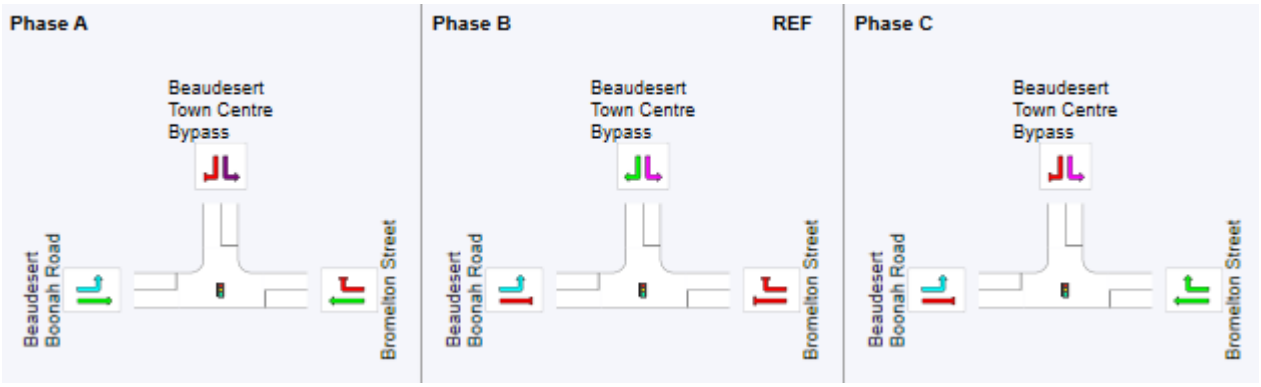


Figure 5-11: Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street intersection phasing

A summary of the existing operations for the intersection is provided in Table 5-8, with detailed outputs provided in Appendix B. The intersections are operating within acceptable limits with low

levels of delays (LOS A and LOS B) and DOS less than 90% for the signalised intersection and 80% for the priority-controlled intersections. No individual turn delays exceed LOS E and queues are able to be accommodated within the existing short turn lanes provided.

Table 5-8: Summary of existing Beaudesert Boonah Road / Lupton Road, Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street and Bromelton Street / Hopkins Street operations

Intersection	Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
Beaudesert Boonah Road / Lupton Road	AM Peak	13.7	0.2	LOS A	0.2
	PM Peak	13.9	0.2	LOS A	0.4
Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street	AM Peak	31.8	12.4	LOS B	17.7
	PM Peak	40.8	13.3	LOS B	21.0
Bromelton Street / Hopkins Street	AM Peak	19.9	0.5	LOS A	1.1
	PM Peak	20.2	0.5	LOS A	1.0

5.4.7 Bromelton Street / Telemon Street and Telemon Street / McKee Street

The Bromelton Street / Telemon Street and Telemon Street / McKee Street priority-controlled intersections are shown in Figure 5-12 along with their equivalent SIDRA representations. Due to the proximity of these two intersections, analysis has been undertaken as a SIDRA Network.



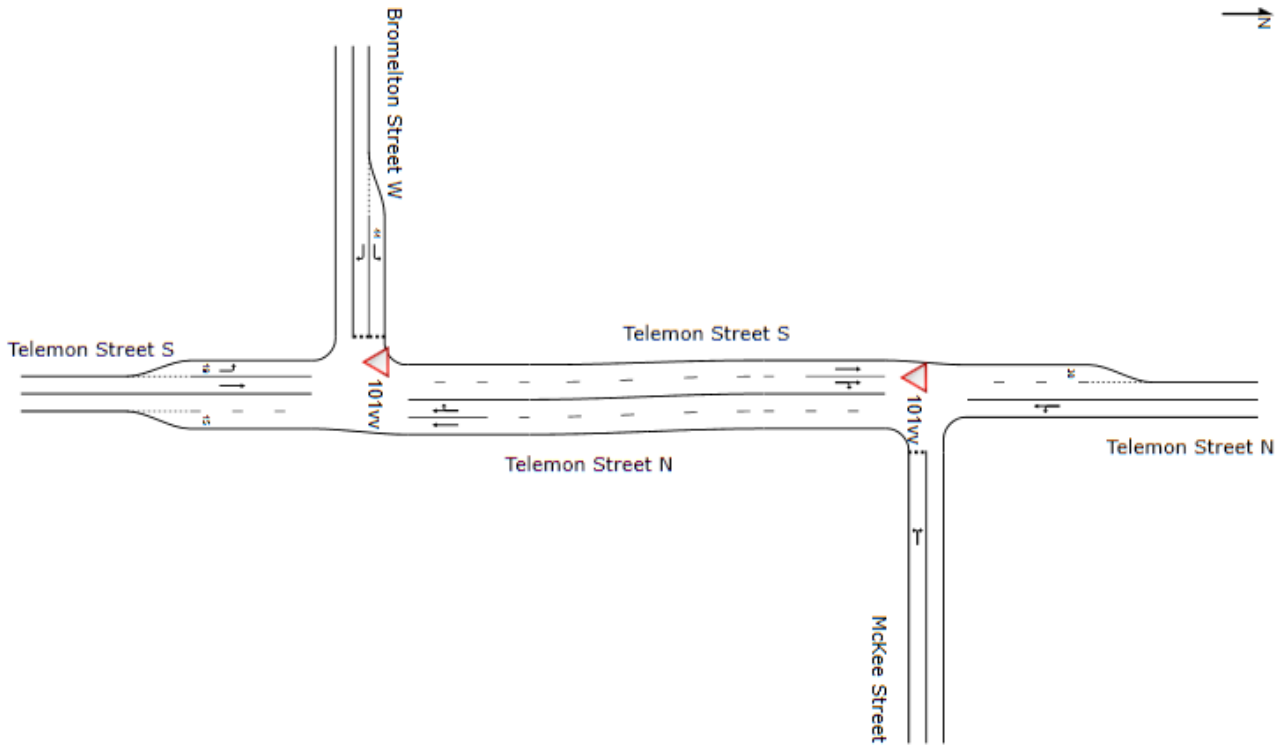


Figure 5-12: Bromelton Street / Telemon Street and Telemon Street / McKee Street network intersection layout

A summary of the existing operations for the intersections is provided in Table 5-9 with detailed outputs provided in Appendix B. The intersections are operating within acceptable limits with low levels of delays (LOS A) and DOS less than 80%. No individual turn delays exceed LOS E and queues are able to be accommodated within the existing short turn lanes provided. However, queues extend from the Bromelton Street / Telemon Street intersection through the Telemon Street / McKee Street intersection in both peak hours due to vehicles waiting to turn right.

Table 5-9: Summary of existing Bromelton Street / Telemon Street operations

Intersection	Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
Bromelton Street / Telemon Street	AM Peak	54.7	6.5	LOS A	27.2
	PM Peak	40.4	5.1	LOS A	21.8
Telemon Street / McKee Street	AM Peak	33.1	2.9	LOS A	12.2
	PM Peak	33.3	3.3	LOS A	13.2

5.4.8 Brisbane Street / Telemon Street / William Street

The Brisbane Street / Telemon Street / William Street signalised intersection is shown in Figure 5-13 along with its equivalent SIDRA representation. The intersection has been assessed using with the phasing shown in Figure 5-14.

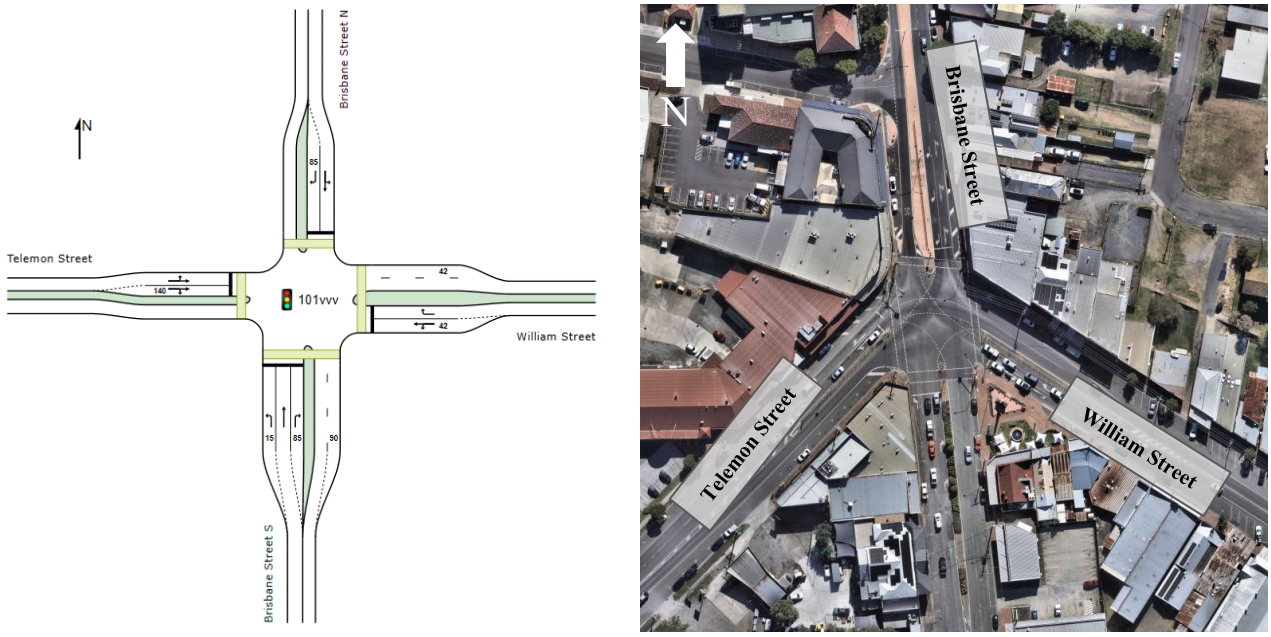


Figure 5-13: Brisbane Street / Telemon Street / William Street intersection layout

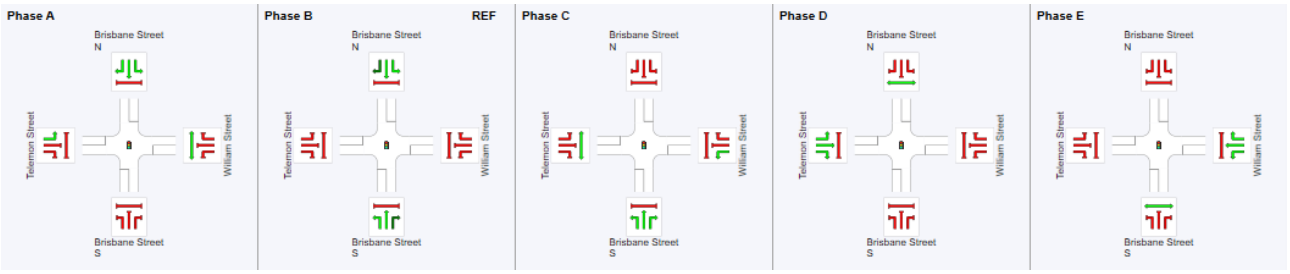


Figure 5-14: Brisbane Street / Telemon Street / William Street intersection phasing

A summary of the existing operations for the intersection is provided in Table 5-10 with detailed outputs provided in Appendix B. The intersection is operating within acceptable limits with moderate levels of delays (LOS D) and DOS less than 90%. No individual turn delay exceeds LOS E, and queues are able to be accommodated with the short turn lanes provided.

Table 5-10: Summary of existing Brisbane Street / Telemon Street / William Street operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak	81.0	38.6	LOS D	99.9
PM Peak	67.2	40.0	LOS D	120.9

5.4.9 William Street / Anna Street

The William Street / Anna Street priority-controlled intersection is shown in Figure 5-15 along with its equivalent SIDRA representation.

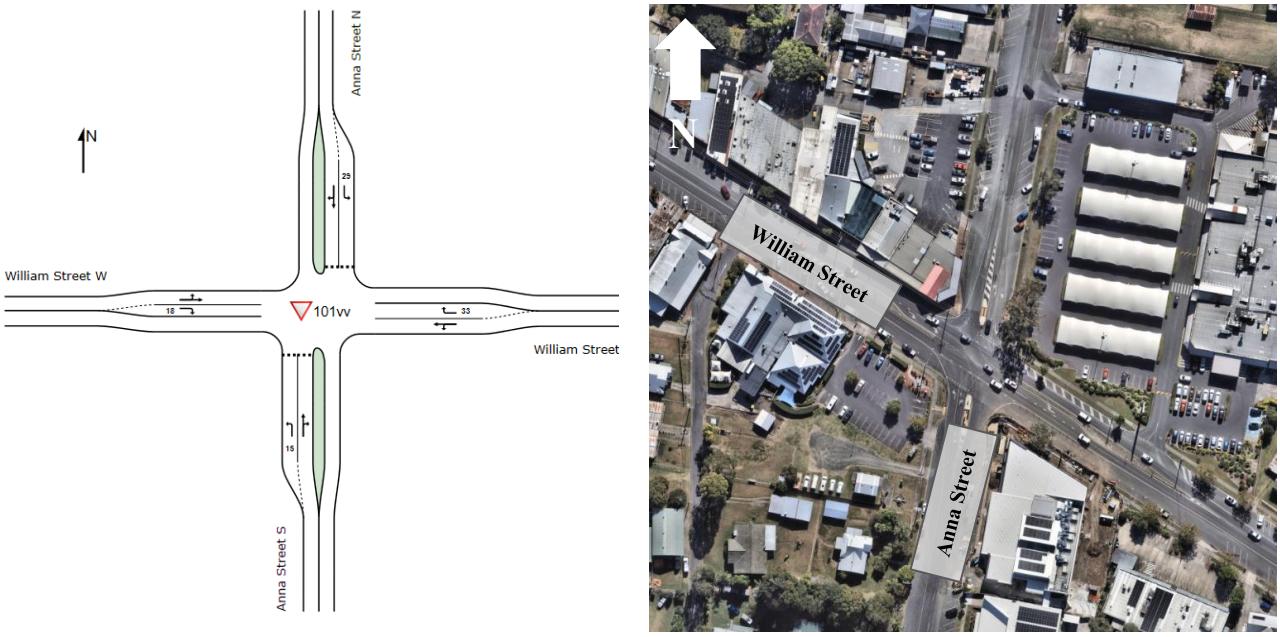


Figure 5-15: William Street / Anna Street intersection layout

A summary of the existing operations for the intersection is provided in Table 5-11 with detailed outputs provided in Appendix B. The intersection is operating within acceptable limits with low levels of delays (LOS A) and DOS less than 80%. All individual turn delays do not exceed LOS E, and queues are able to be accommodated with the short turn lanes provided.

Table 5-11: Summary of existing William Street / Anna Street operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak	23.9	3.5	LOS A	7.2
PM Peak	24.8	4.2	LOS A	6.0

5.4.10 Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street

The Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street signalised intersection is shown in Figure 5-16 along with its equivalent SIDRA representation. The intersection has been assessed using with the phasing shown in Figure 5-17.

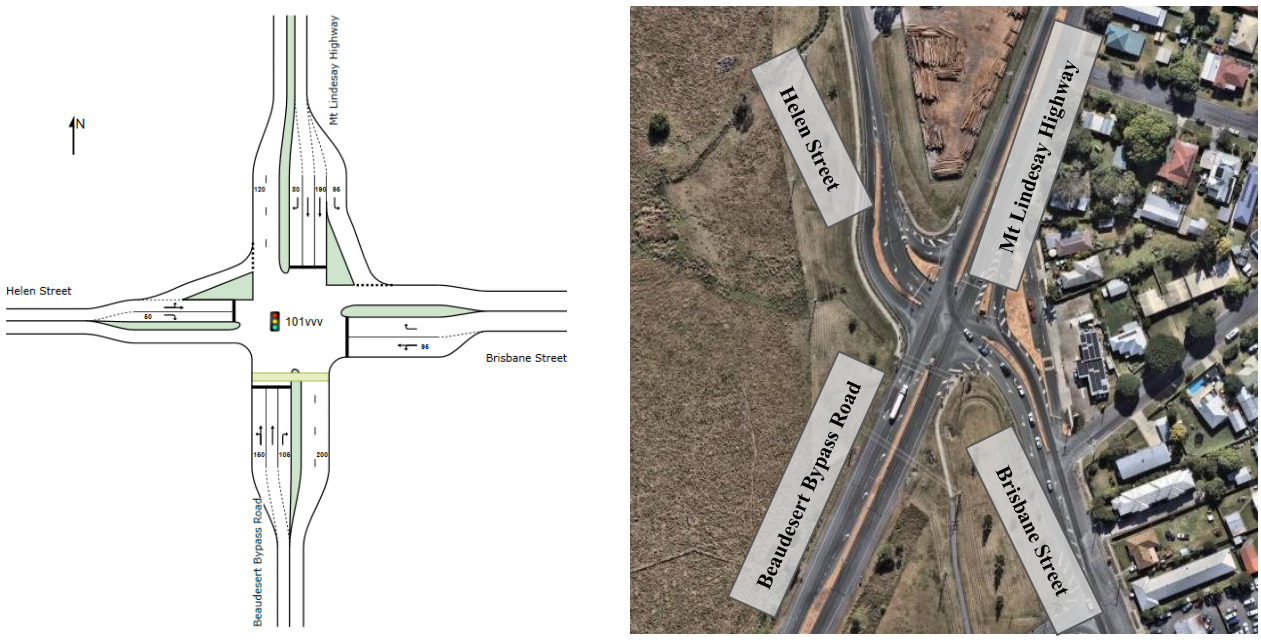


Figure 5-16: Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection layout

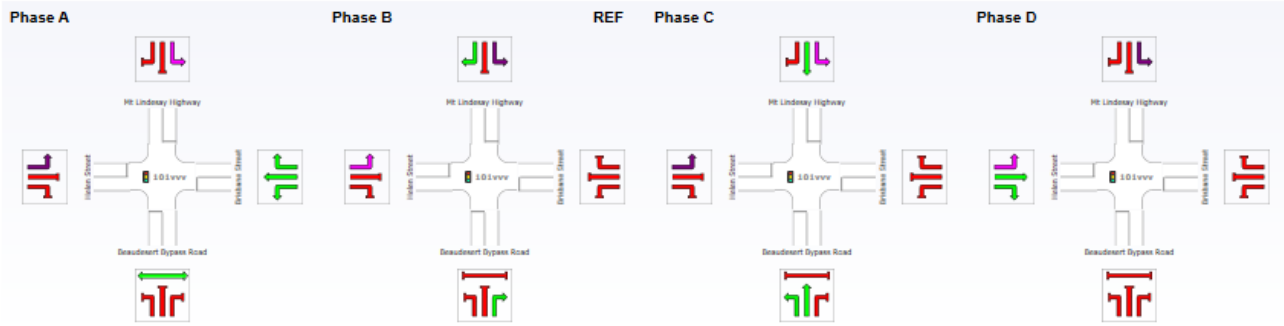


Figure 5-17: Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection phasing

A summary of the existing operations for the intersections is provided in Table 5-12 with detailed outputs provided in Appendix B. The intersection is operating within acceptable limits with low levels of delays (LOS C) and DOS less than 90%. No individual turn delays exceed LOS E, and queues are able to be accommodated with the short turn lanes provided.

Table 5-12: Summary of existing Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak	81.3	20.7	LOS C	108.4
PM Peak	74.9	22.1	LOS C	127.5

5.4.11 Beaudesert Beenleigh Road / Mundoolun Connection Road

The Beaudesert Beenleigh Road / Mundoolun Connection Road priority-controlled intersection is shown in Figure 5-18 along with its equivalent SIDRA representation.

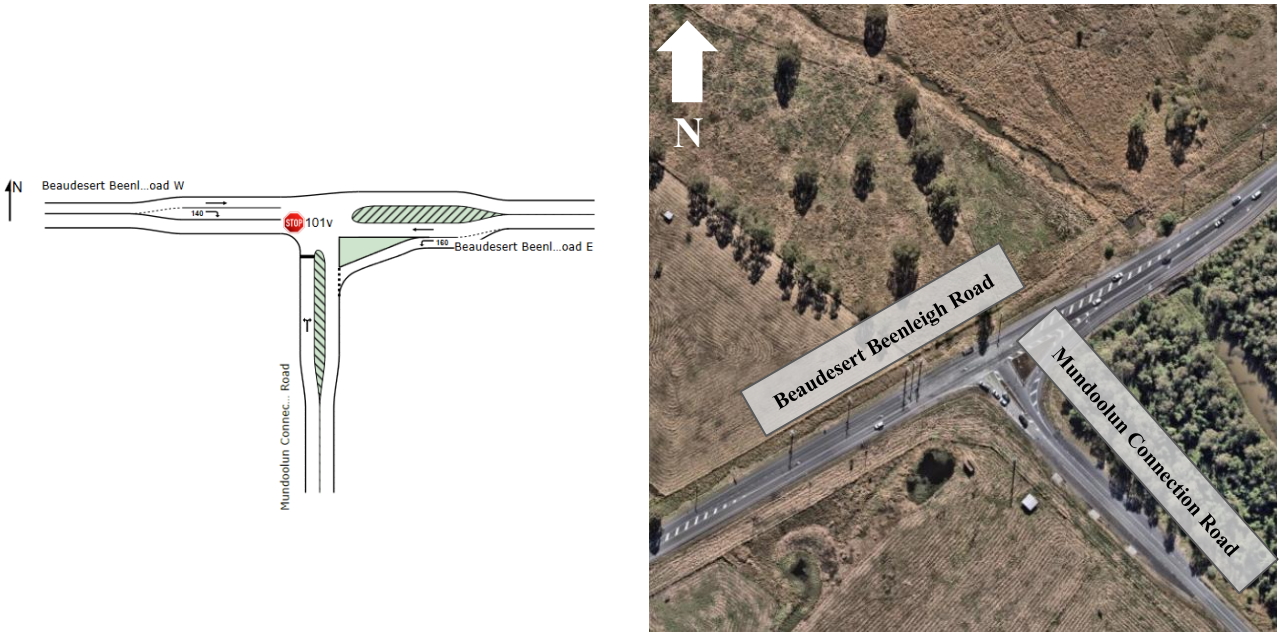


Figure 5-18: Beaudesert Beenleigh Road / Mundoolun Connection Road intersection layout

A summary of existing operations for the intersection is provided in Table 5-13 with detailed outputs provided in Appendix B. The intersection exceeds acceptable limits with high levels of delays (LOS D and LOS F) and DOS more than 80%. Some individual turn delays exceed LOS E, however queues are able to be accommodated with the short turn lanes provided.

Table 5-13: Summary of existing Beaudesert Beenleigh Road / Mundoolun Connection Road operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak	107.0	30.9	LOS D	237.5
PM Peak	128.4	79.5	LOS F	505.8

5.4.12 Summary

Table 5-14 outlines a summary of the above intersection operations.

Table 5-14: Summary of existing intersection operations

Intersection and Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
Beaudesert Boonah Road / Recycling Street				
AM Peak	7.7	0.4	LOS A	0.5
PM Peak	9.0	0.3	LOS A	0.3
Beaudesert Boonah Road / SCT Logistics Site Access				
AM Peak	6.4	0.6	LOS A	0.3
PM Peak	8.4	0.4	LOS A	0.3
Beaudesert Boonah Road / Ipswich Boonah Road				
AM Peak	7.5	4.3	LOS A	1.8

Intersection and Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
PM Peak	6.2	5.2	LOS A	2.2
Beaudesert Boonah Road / Sandy Creek Road				
AM Peak	8.8	2.5	LOS A	3.0
PM Peak	12.3	2.1	LOS A	3.8
Beaudesert Boonah Road / Bromelton House Road				
AM Peak	14.9	3.4	LOS A	4.2
PM Peak	12.2	3.3	LOS A	3.8
Beaudesert Boonah Road / Ilbogan Road				
AM Peak	12.7	1.0	LOS A	2.0
PM Peak	11.3	1.1	LOS A	1.7
Beaudesert Boonah Road / Lupton Road				
AM Peak	13.7	0.2	LOS A	0.2
PM Peak	13.9	0.2	LOS A	0.4
Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street				
AM Peak	31.8	12.4	LOS B	17.7
PM Peak	40.8	13.3	LOS B	21.0
Bromelton Street / Hopkins Street				
AM Peak	19.9	0.5	LOS A	1.1
PM Peak	20.2	0.5	LOS A	1.0
Bromelton Street / Telemon Street				
AM Peak	54.7	6.5	LOS A	27.2
PM Peak	40.4	5.1	LOS A	21.8
Telemon Street / McKee Street				
AM Peak	33.1	2.9	LOS A	12.2
PM Peak	33.3	3.3	LOS A	13.2
Brisbane Street / Telemon Street / William Street				
AM Peak	81.0	38.6	LOS D	99.9
PM Peak	67.2	40.0	LOS D	120.9
William Street / Anna Street				
AM Peak	23.9	3.5	LOS A	7.2
PM Peak	24.8	4.2	LOS A	6.0

Intersection and Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street				
AM Peak	81.3	20.7	LOS C	108.4
PM Peak	74.9	22.1	LOS C	127.5
Beaudesert Beenleigh Road / Mundoolun Connection Road				
AM Peak	107.0	30.9	LOS D	237.5
PM Peak	128.4	79.5	LOS F	505.8

5.5 Existing road safety issues

Safety on the surrounding road network has been considered in this assessment. Road safety is a relative measure benchmarked against an existing condition or an acceptable risk threshold. The identified safety risks relevant to the development impact assessment area are:

- There is a steep grade on the westbound approach of Beaudesert Boonah Road.
- The current Beaudesert Boonah Road cross section features limited road shoulders that do not provide sufficient width for a vehicle to pull over and stop.

These risks, and the potential impact of the proposed development on these risks, have been further assessed as part of the road safety risk assessment in Section 8.4.5 of this report.

5.5.1 Crash history review

The crash analysis has been undertaken on the road network within the BERC study area. Figure 5-19 highlights the extent of the study area.

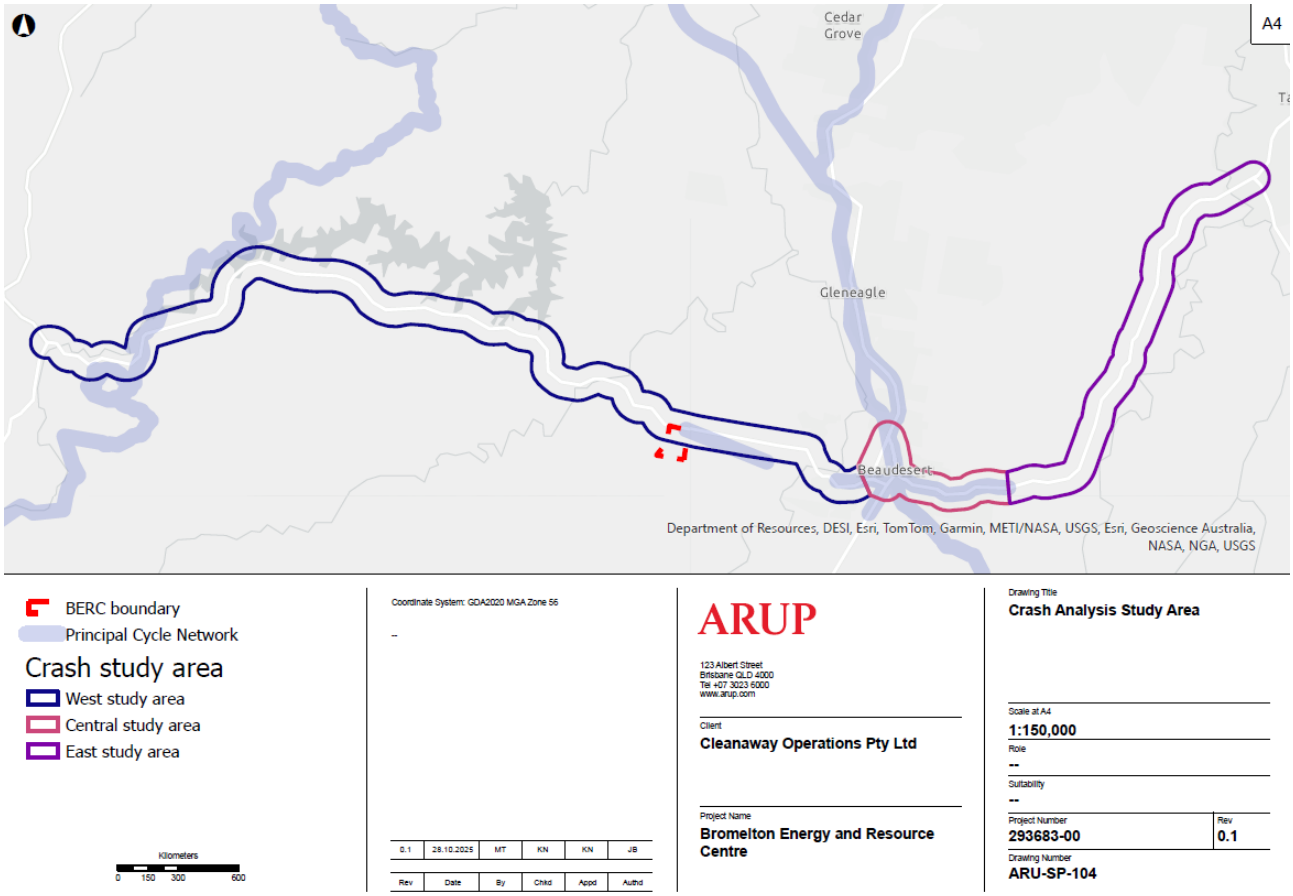


Figure 5-19: Road network crash data study area

To understand key safety issues on the wider road network, the most recent five-year crash history has been reviewed. The crash data incorporates fatal and non-fatal casualty crashes from 1 January 2020 to 31 December 2024.

Crash maps for the study area showing crashes by severity, crashes by Definition for Coding Accidents (DCA) code and truck crashes by severity are shown in Figure 5-21 to Figure 5-29. A summary of the crashes by severity (Table 5-15) and by DCA code (Table 5-16) is provided below. Some key findings of the review are below:

- Of the 107 injury crashes[1] recorded, 68% of the crashes resulted in a Fatal or Serious Injury (FSI). There were seven fatal crashes, with four recorded on Beaudesert Boonah Road west of the site, one recorded on Beaudesert Bypass Road and two recorded on Beaudesert Beenleigh Road one of which was at the Beaudesert Beenleigh Road / Mundoolun Connection Road intersection.
- On average there are 21 crashes p.a. including 1.40 fatalities per year. This equates to approximately 1.47 fatalities per year per 100 million vehicle kilometres travelled (VKT) which is higher than the Australian and Queensland averages of 0.50 and 0.49 fatalities per 100 million VKT in 2023[2].

[1] Property Damage only crashes are no longer recorded in crash data, total number of crashes represents injury crashes only.

[2] Crash rates obtained from the Department of Infrastructure, Transport, Regional Development, Communications, Sports and the Arts *Road Safety International Comparisons – 2023* report.

- Opposing vehicles turning crashes made up approximately 21% of all crashes recorded. A further 24% of crashes were recorded as loss of control type crashes.
- Approximately 17% of all crashes occurred between 10am-12pm with a further 17% recorded between 4pm-6pm.

Table 5-15: Crashes by severity by study area

Crash Severity	West	Central	East	All
Fatal	4	1	2	7
Serious Injury	19	28	19	66
Other Injury	9	13	12	34
Total	**32**	**42**	**33**	**107**

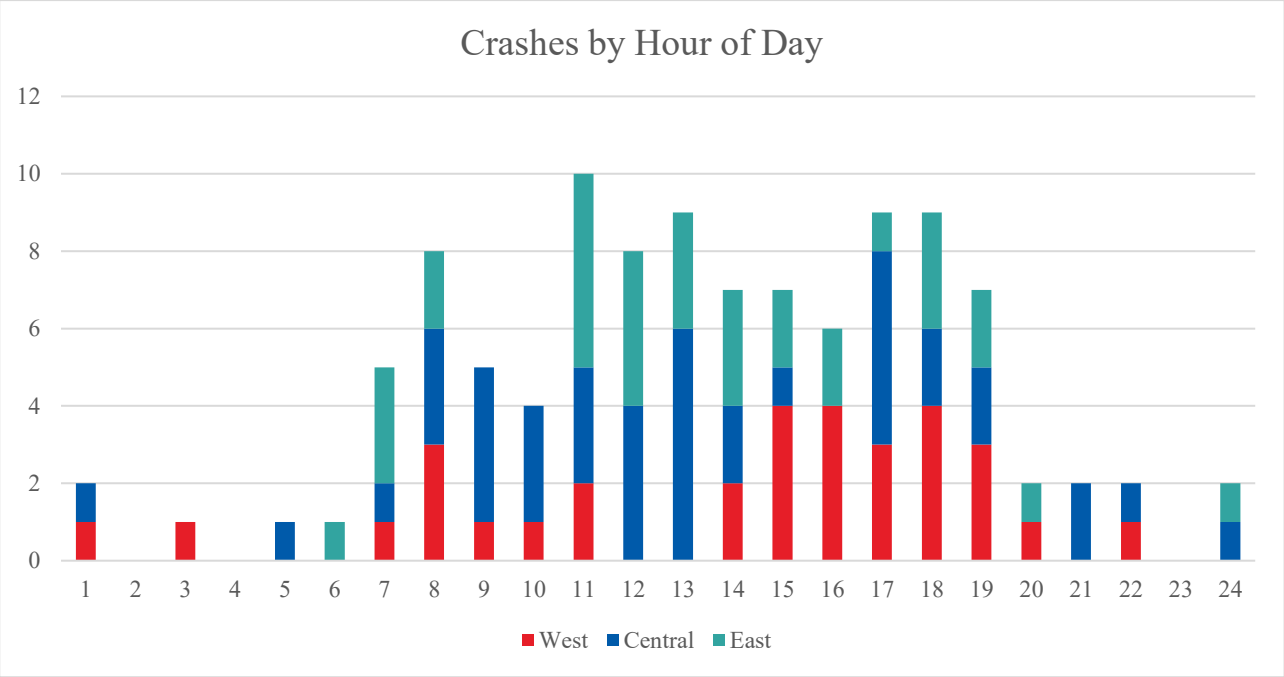


Figure 5-20: Crashes by hour of day

Table 5-16: Crashes by DCA code by study area

DCA Group	Crash Type	West	Central	East	All
	Pedestrian	0	3	0	3
	Intersection from adjacent approaches	2	8	5	15
	Head-on	3	1	4	8
	Opposing vehicles turning	7	8	8	23
	U-turn	1	0	0	1
	Rear-end	2	7	4	13
	Lane changes	0	1	0	1
	Parallel lanes turning	0	0	0	0
	Other	1	2	1	4
	Hit parked vehicle	1	2	0	3
	Vehicle leaving driveway	0	7	0	7
	Off carriageway on straight	1	1	2	4
	Overtaking same direction	1	0	1	2
	Hit animal	1	0	0	1
	Off carriageway on straight hit object	2	0	1	3
	Out of control on straight	1	0	1	2
	Off carriageway on curve	0	0	0	0
	Off carriageway on curve hit object	5	1	6	12
	Out of control on curve	4	1	0	5
	Train	0	0	0	0
	Total	**32**	**42**	**33**	**107**

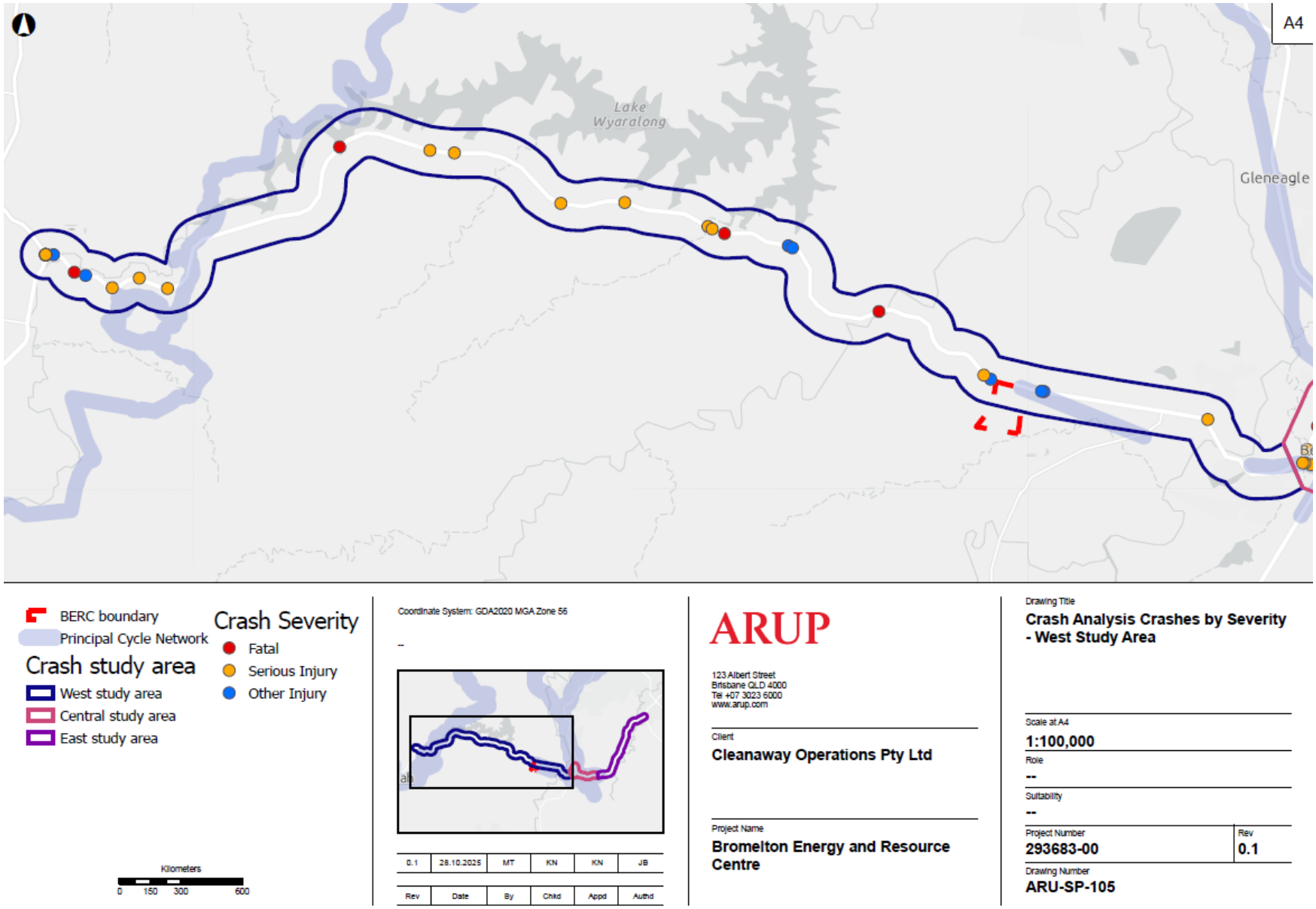


Figure 5-21: Overview of crashes in the West Study Area by crash severity

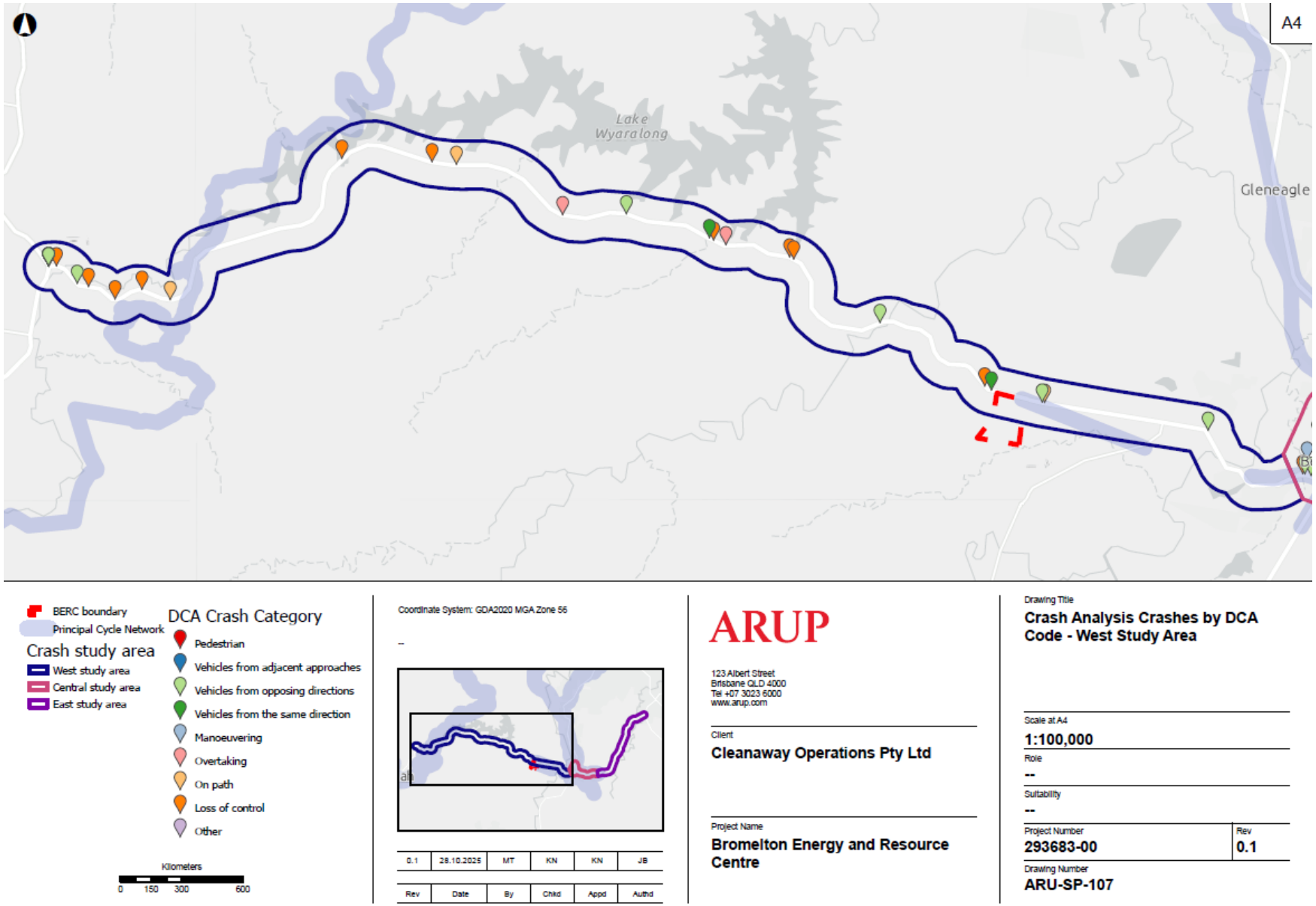


Figure 5-22: Overview of crashes in the West Study Area by DCA Code

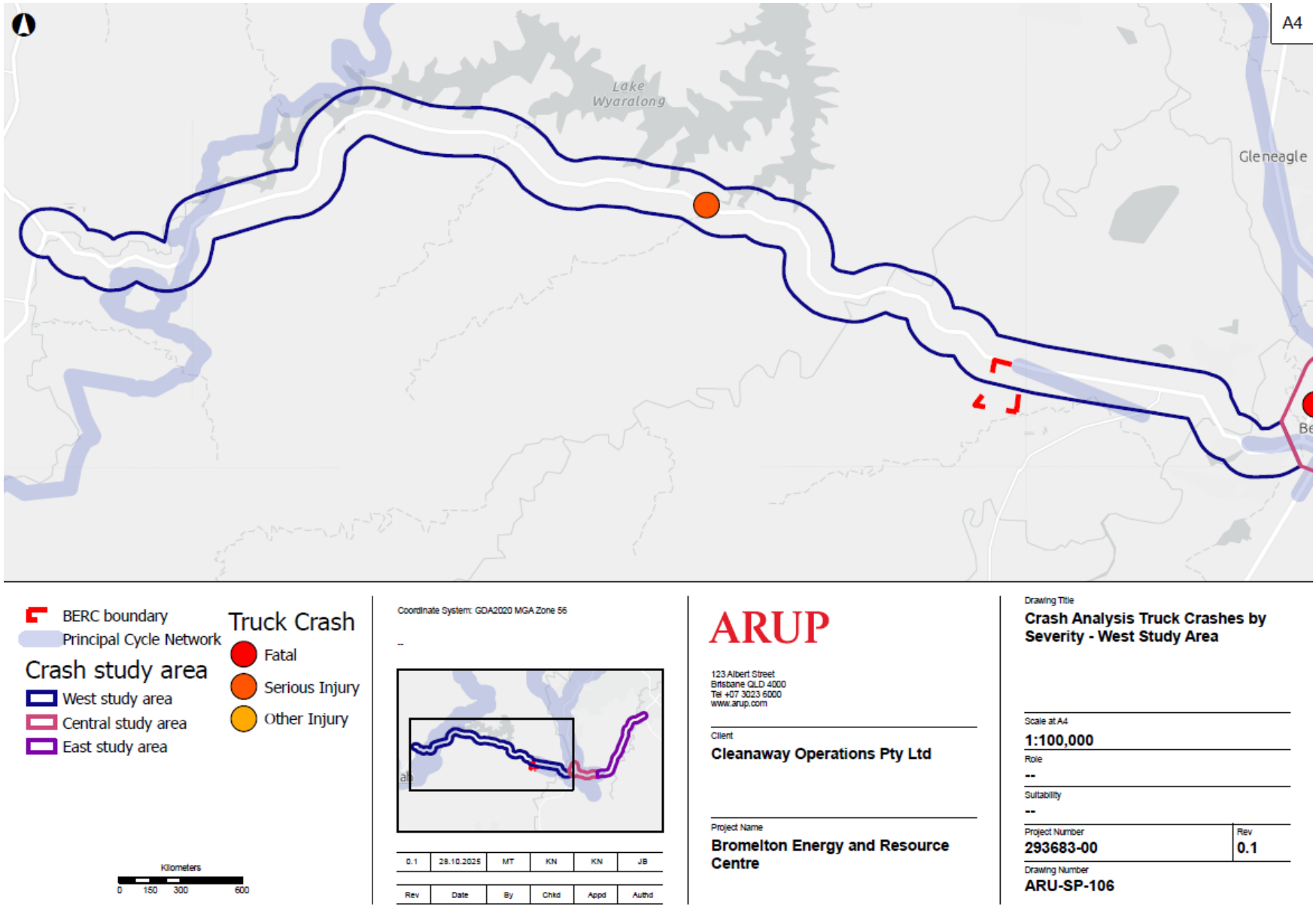


Figure 5-23: Truck crashes in the West Study Area by severity

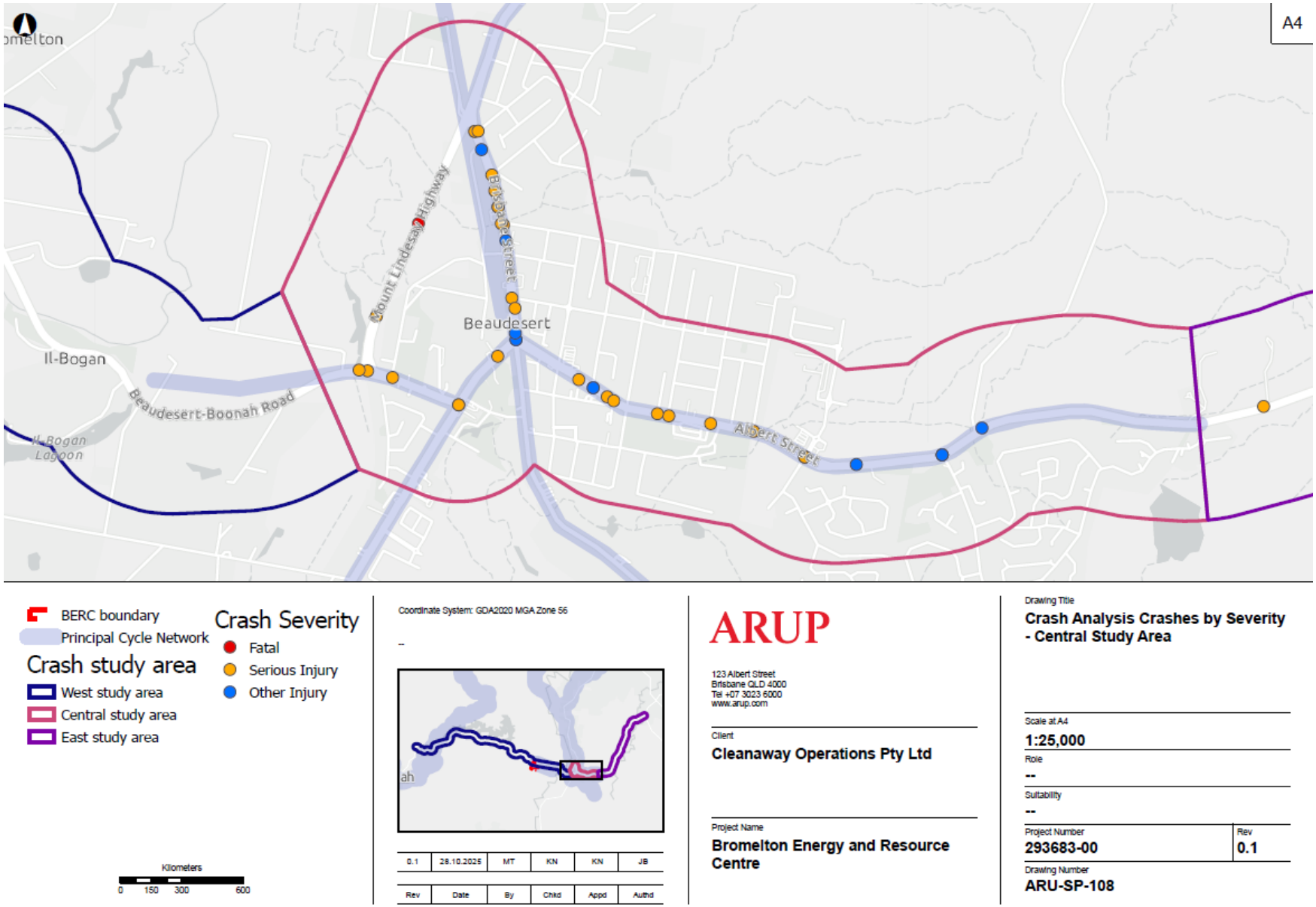


Figure 5-24: Overview of crashes in the Central Study Area by crash severity

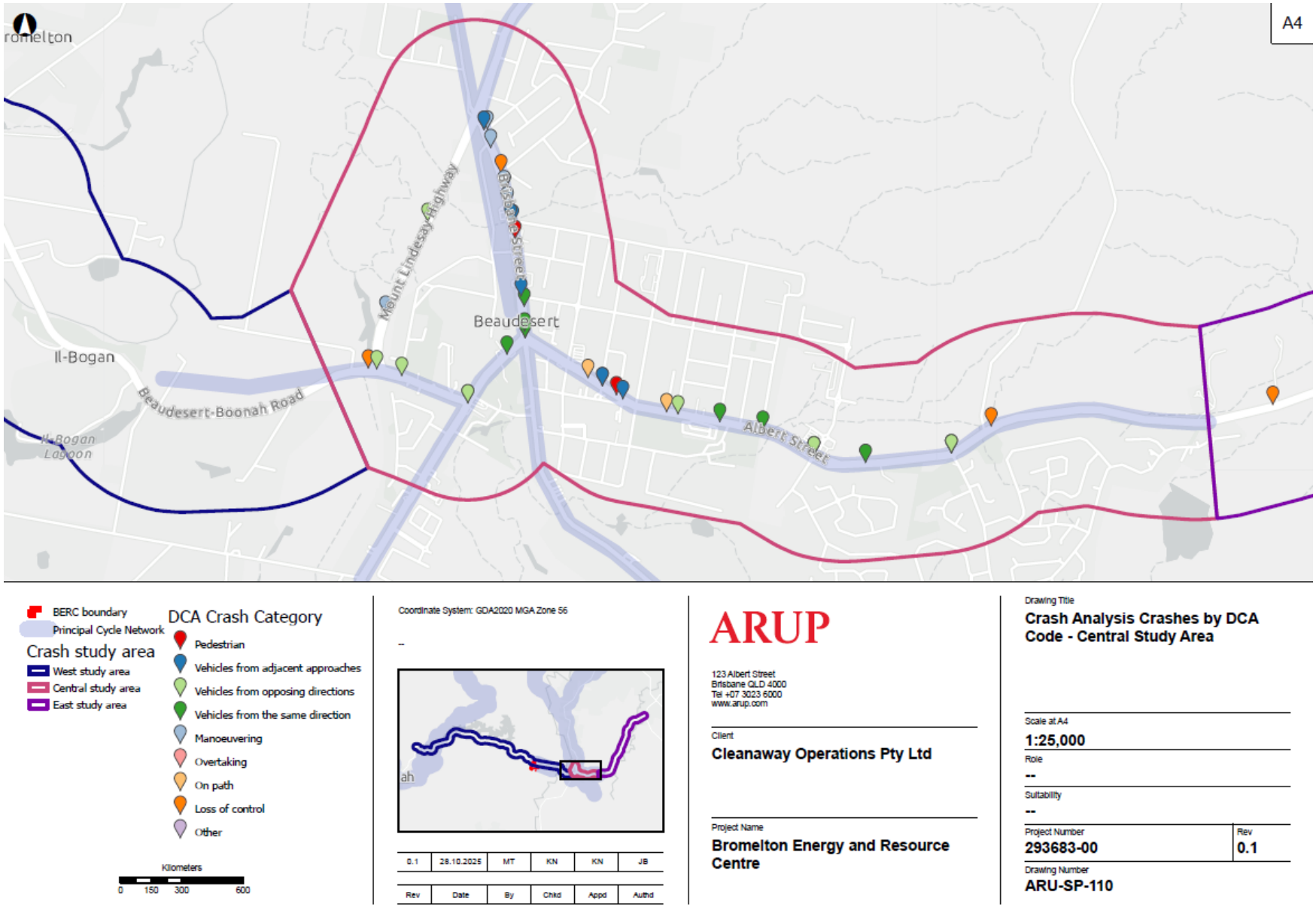


Figure 5-25: Overview of crashes in the Central Study Area by DCA Code

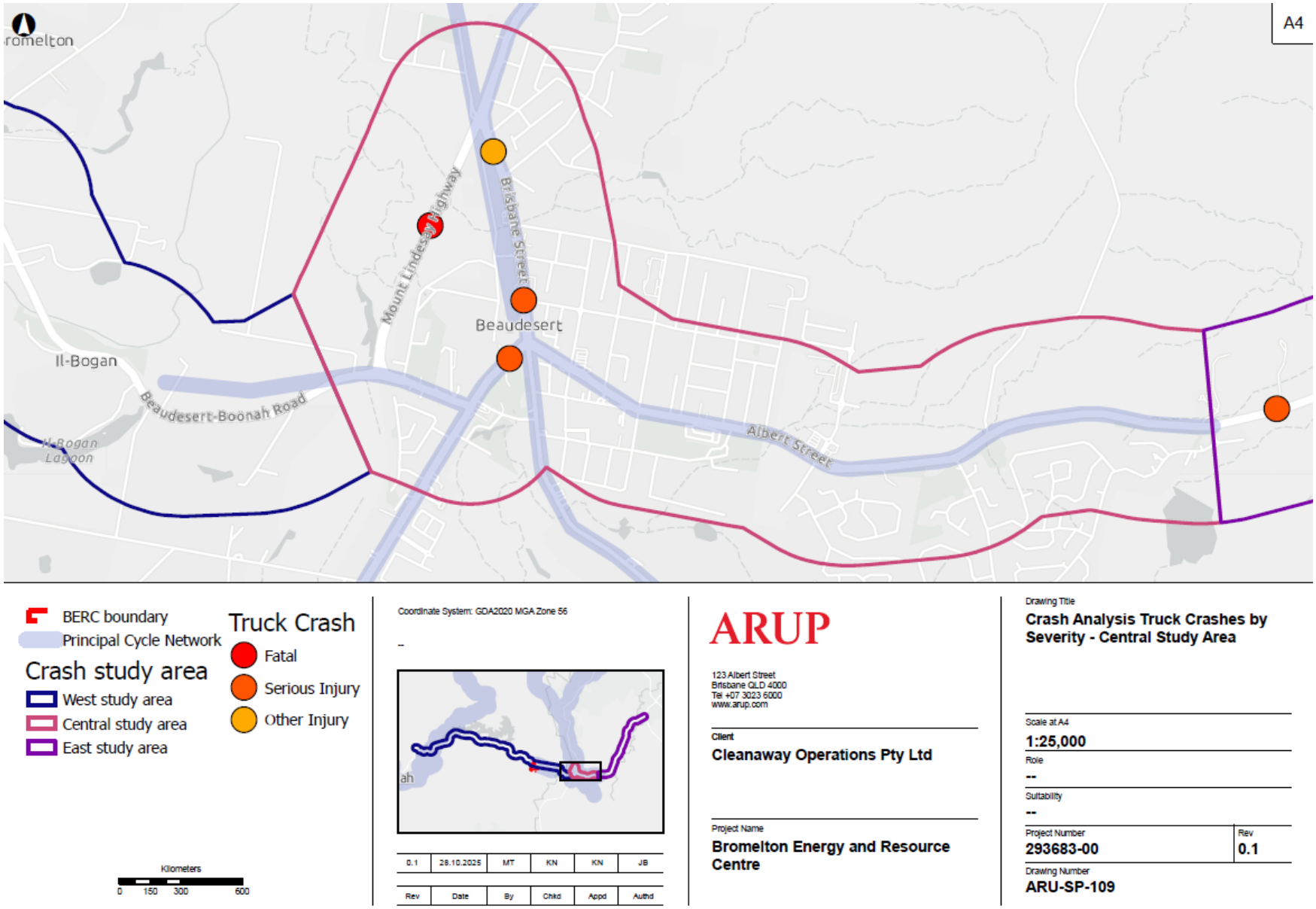


Figure 5-26: Truck crashes in the Central Study Area by severity

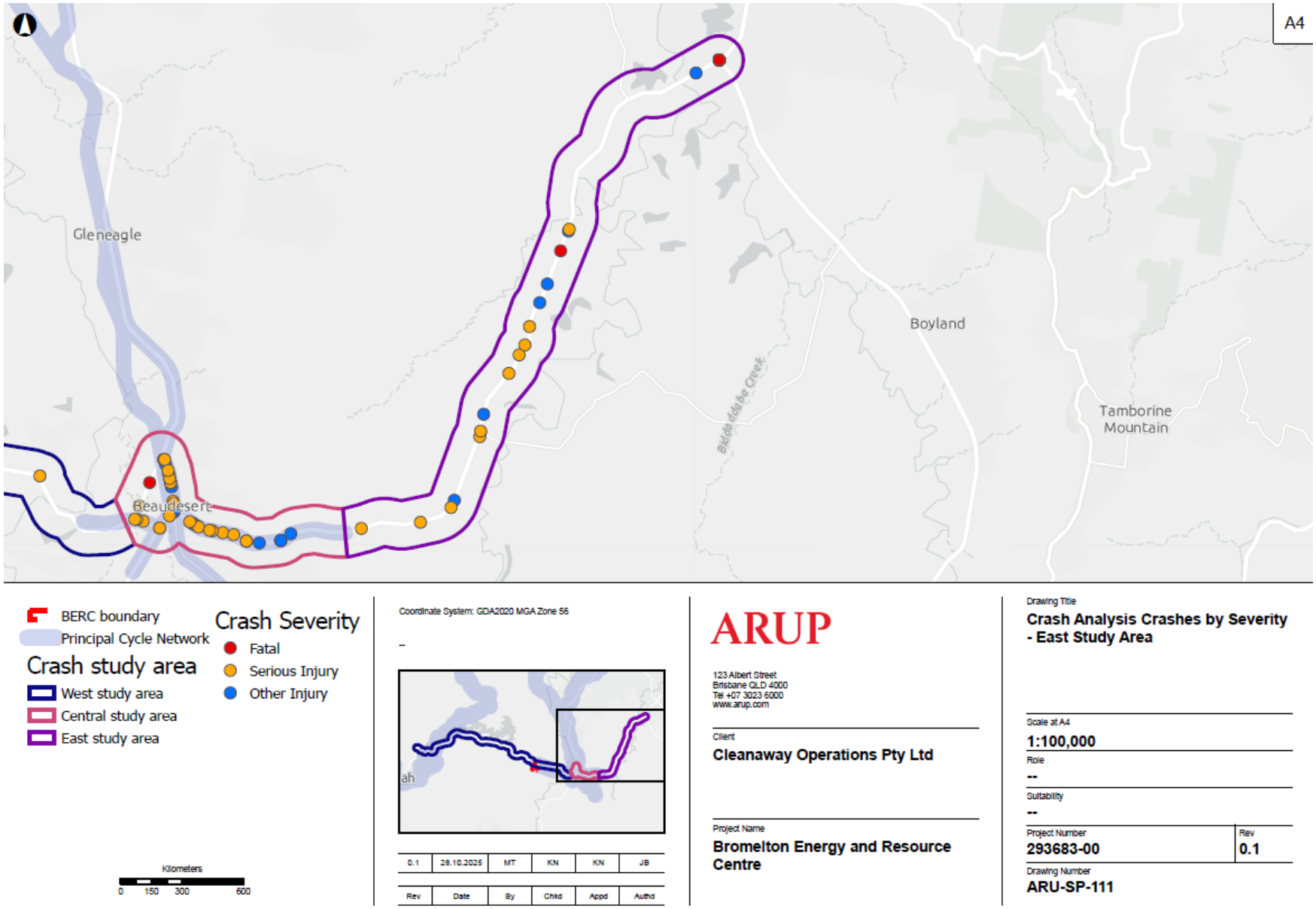


Figure 5-27: Overview of crashes in the East Study Area by crash severity

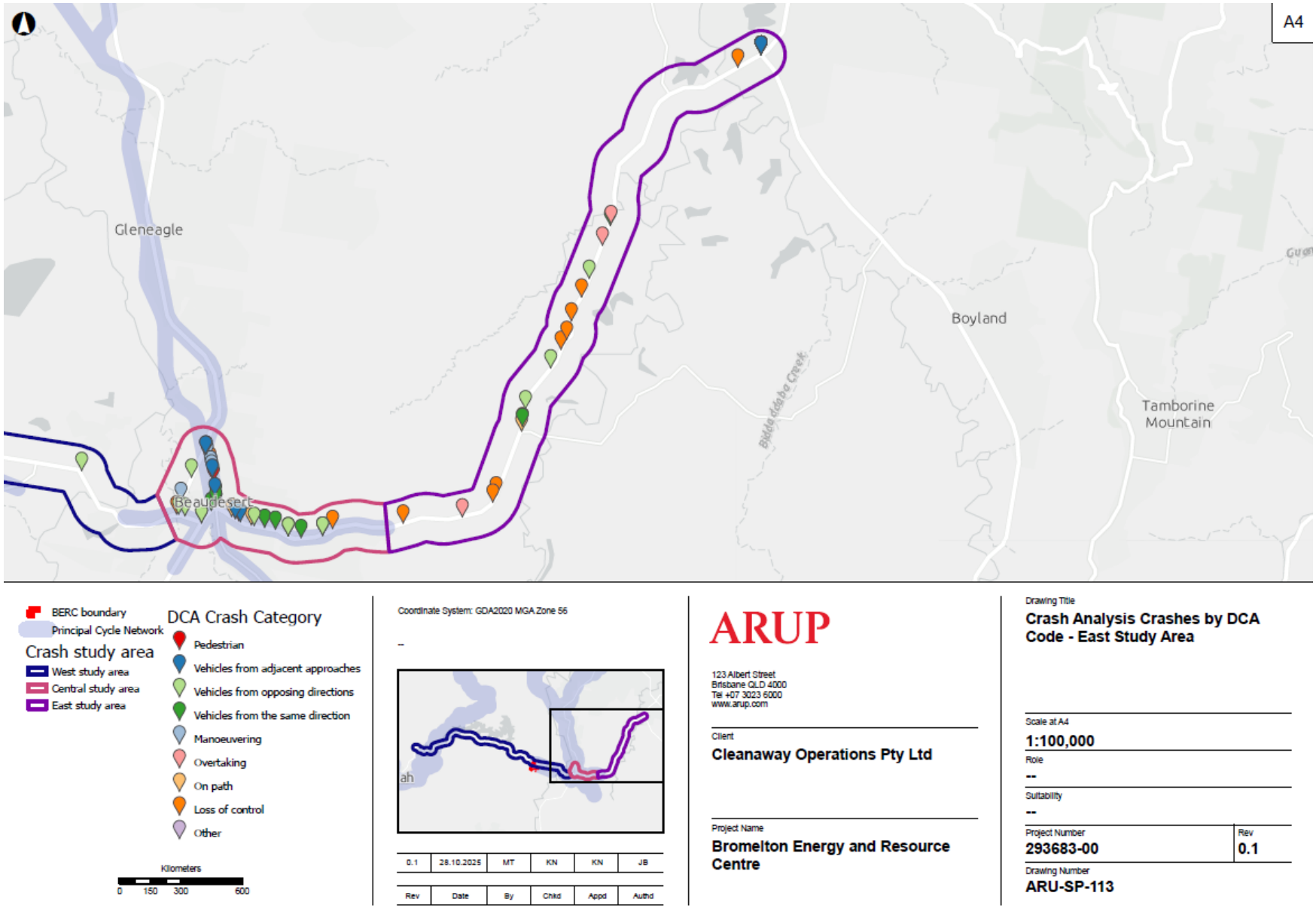


Figure 5-28: Overview of crashes in the East Study Area by DCA Code

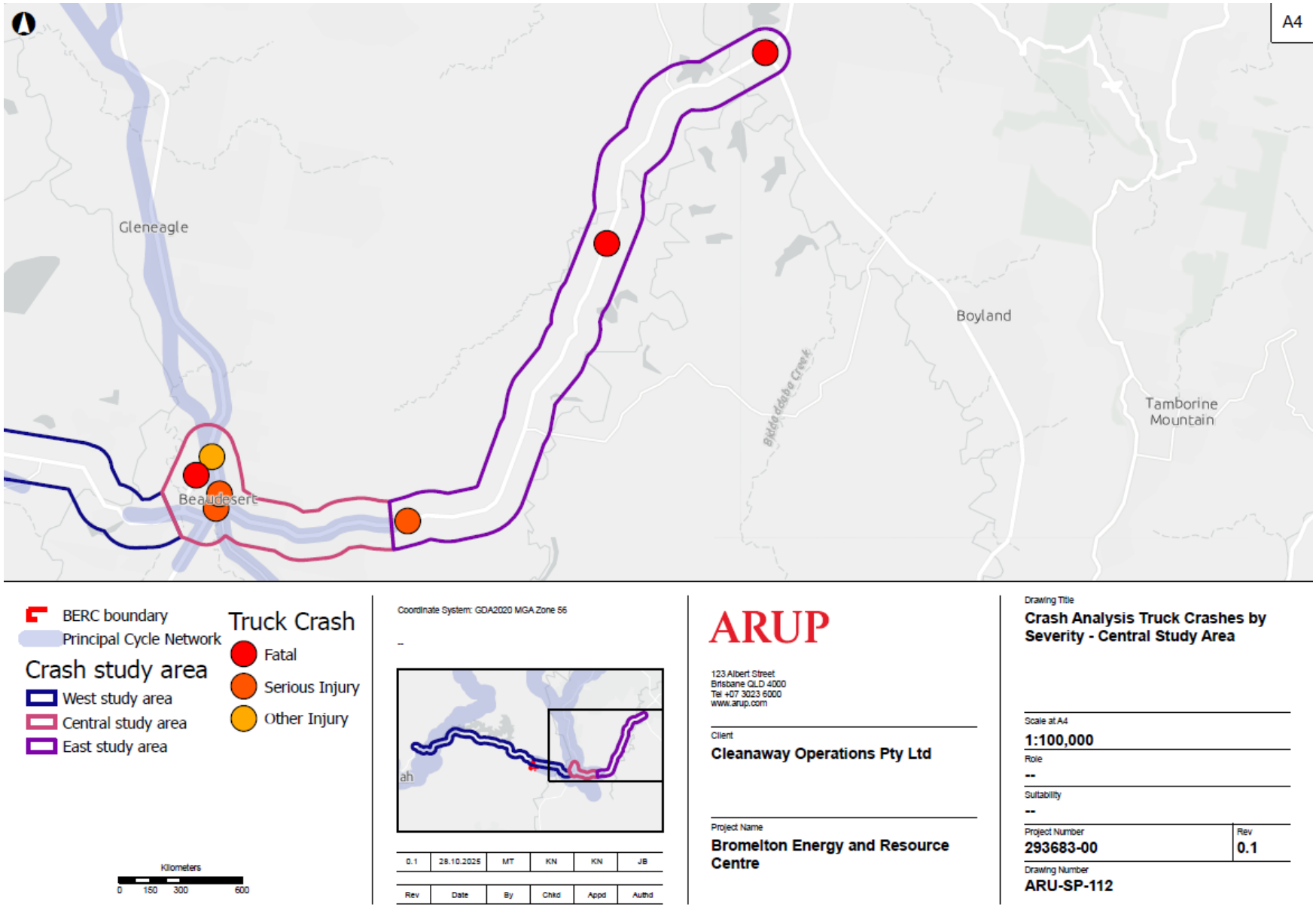


Figure 5-29: Truck crashes in the East Study Area by severity

5.5.2 Trucks

Approximately 7% of all crashes and 10% of FSI crashes on the wider road network involved trucks. About 88% of truck crashes resulted in FSI crashes and 43% of fatal crashes involved trucks.

The Queensland average crash statistics show that trucks represent 18.5% of all fatal crashes[3]. Comparing the crash statistics across the wider network, trucks are represented in 24.5% more fatal crashes.

A summary of the crashes involving trucks grouped by study area is shown below in Table 5-17.

Table 5-17: Truck crashes by severity

Crash Severity	West	Central	East	All
Fatal	0	1	2	3
Serious Injury	1	2	1	4
Other Injury	0	1	0	1
Total	**1**	**4**	**3**	**8**

5.6 Public transport

There are no public transport facilities/service in the vicinity of the development site.

The nearest bus stop is located 7 km away on Anna Street and Brisbane Street in Beaudesert. These stops are serviced by urban bus route 540. Route 540 operates Beaudesert to Browns Plains hourly on weekdays and weekends[4].

5.7 Active transport

There is no active transport (i.e. walking and cycling) infrastructure facilities within the study area, as noted in Section 5.2. Although Strava Heatmap information indicates that there is a presence of confident riders along Beaudesert Boonah Road, as shown in Figure 5-30. It can be assumed that this cycle activity would be for recreational / training purposes.

Bromelton Street at the Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street intersection is designated as a Principal Cycle Route (shown in Figure 5-31), guiding the planning and provision of cyclist infrastructure to deliver good cycling outcomes (as noted in Queensland Government South East Queensland Principal Cycle Network Plan (SEQPCNP)). The Principal Route is designated as a Priority B as per the Principal Cycle Network Plan, indicating a potentially longer-term delivery timeframe[5].

The SEQPCNP is understood to be guided by five planning principles with a focus on connecting major existing and future origin and destinations (such as employment nodes, and major residential areas), and focus on commuter, utility and educational related trips by bicycle.

[3] Source: Department of Transport and Main Roads: 2021 Summary Road Crash Report: Queensland Road Fatalities

[4] https://jp.translink.com.au/plan-your-journey/timetables/bus/T/540

[5] https://www.tmr.qld.gov.au/travel-and-transport/cycling/principal-cycle-network/principal-cycle-network-plans

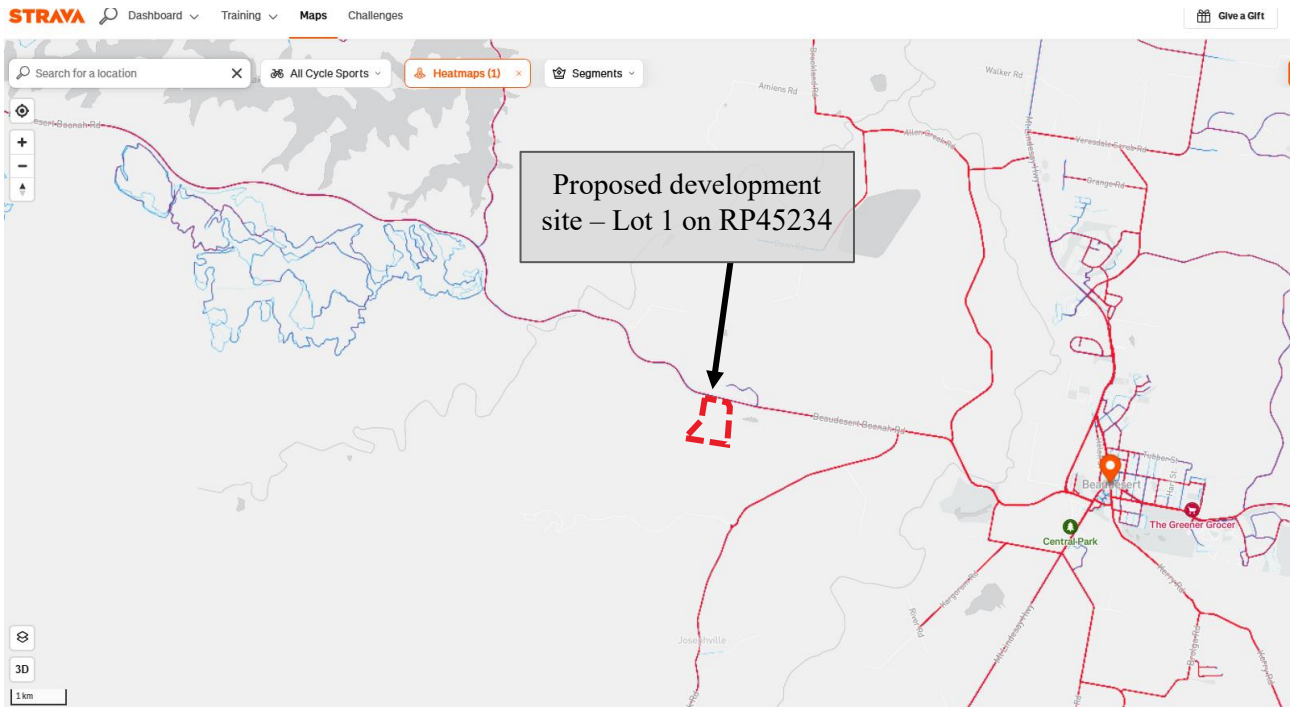


Figure 5-30: Strava heatmap – all cycle sports (retrieved from Strava, 2025)

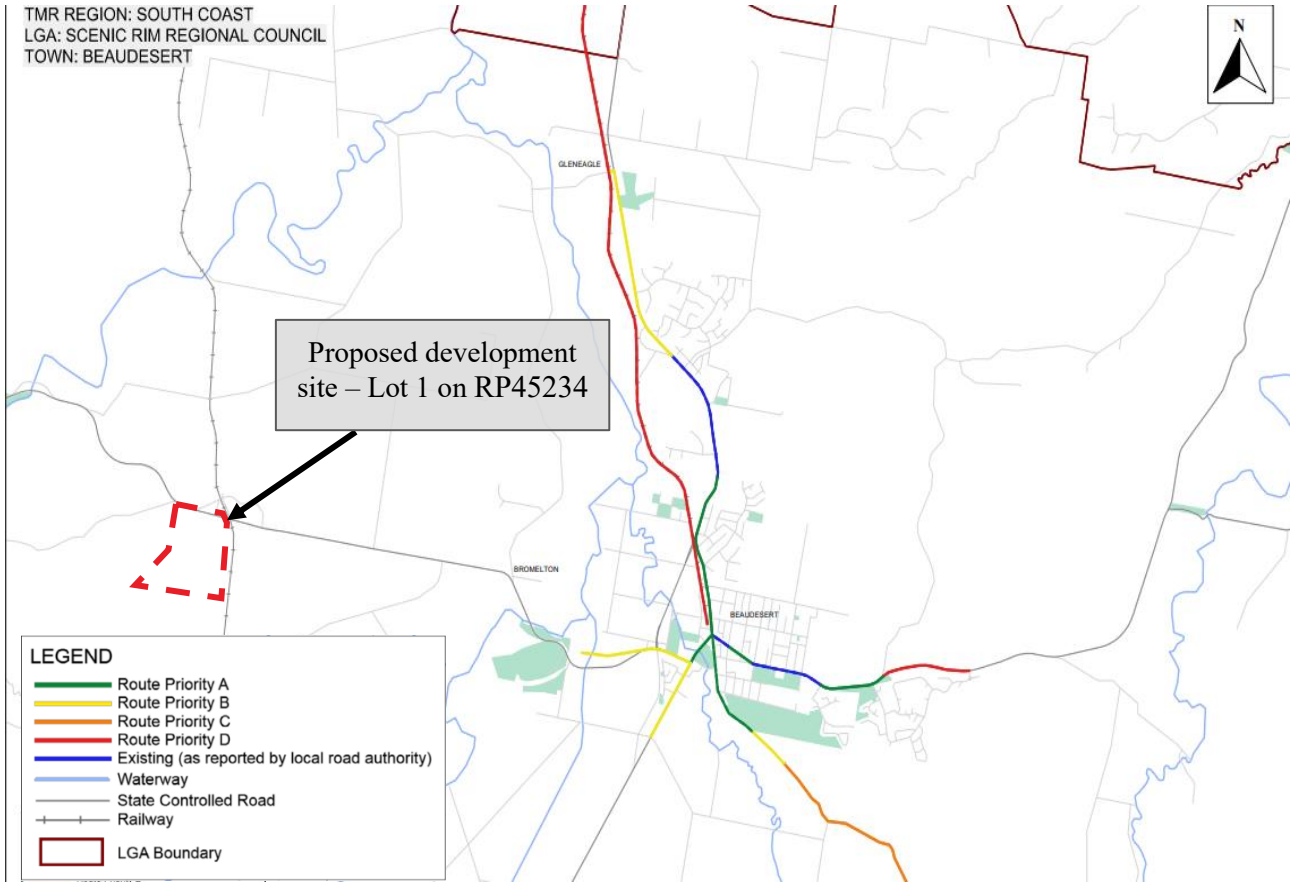


Figure 5-31: Overview of principle cycle network near the proposed development (retrieved from TMR Principal Cycle Network Plan, 2021)

6. Proposed Development Details

This Section provides an overview of the proposed development with respect to the Scenic Rim Planning Scheme and relevant TMR publications.

6.1 Development site plan

The proposed development will consist of an EfW facility that has been designed to treat a design capacity of 760,000 tpa of waste feedstock, consisting of MSW and residual C&I waste. Figure 6-1 below provides an overview of the development layout showing the proposed road network and access point, with the full development plans provided in Appendix C.

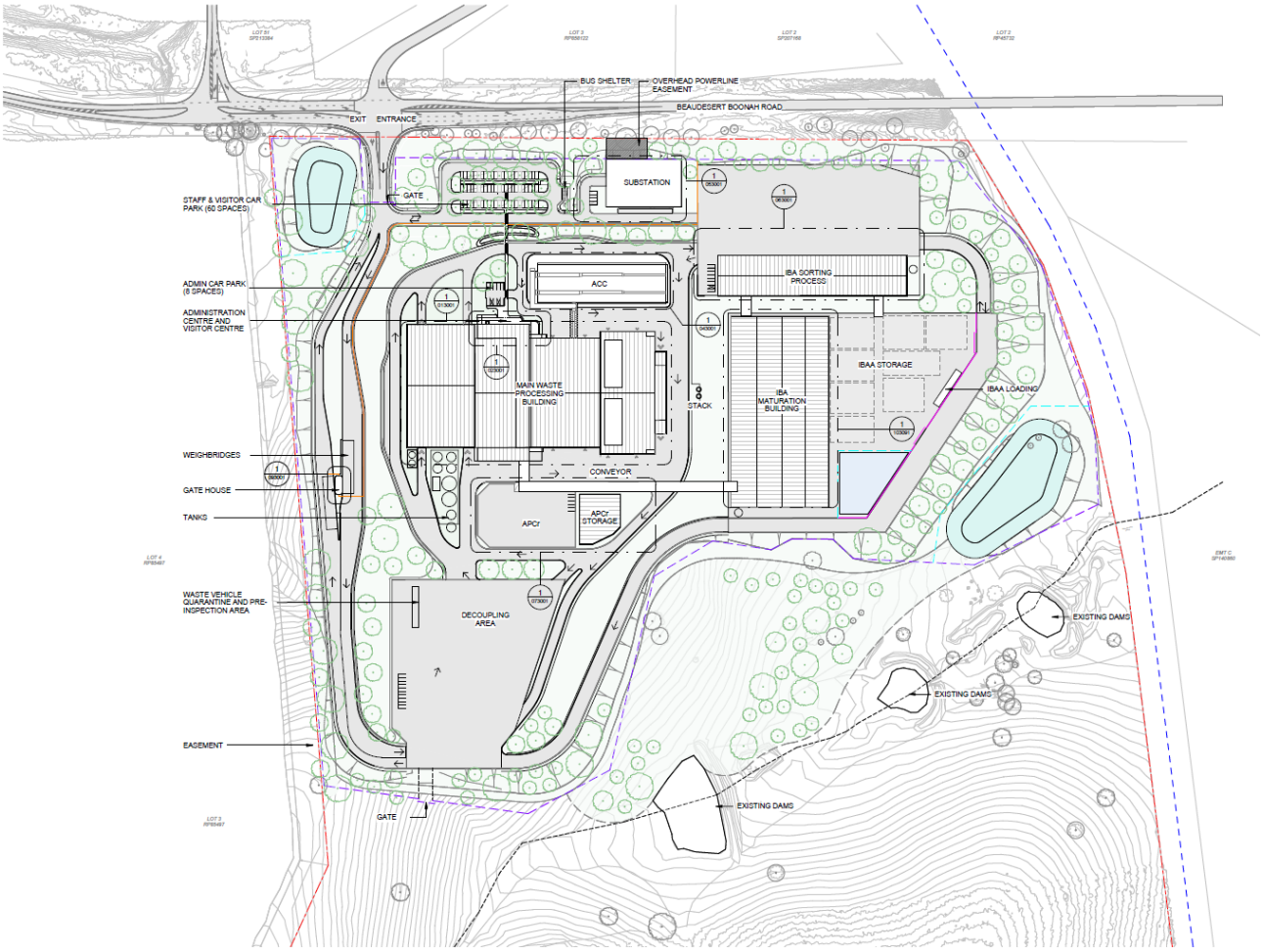


Figure 6-1: Proposed development site plan (Drawing No. BERC-ARUP-BNE-ARAR-DRG-001202)

The development has also been designed to accommodate a 10% Mechanical Overload case (i.e. the facility could process up to 836,000 tpa, or 110% of the 760,000 tpa capacity. Construction and opening of the development is expected to occur in one stage.

6.1.1 Design vehicles

The facility has been designed to receive waste from a number of waste delivery vehicle types, namely:

- Type 1A: A-double trucks (maximum payload 42 t/truck)
- Type 1B: B-double trucks (maximum payload 35 t/truck)
- Type 2: Semi-trailer trucks (maximum payload 21 t/truck)
- Type 3: Compactor trucks (maximum payload 9 t/truck).

The proposed A-double vehicle for use by the development is the PBS Level 2B (A-double) vehicle with a maximum length of 30.0m.

At present, A-double trucks are not permitted to use Beaudesert Boonah Road under the National Heavy Vehicle Regulator's (NHVR) National Road Access Map and TMR's heavy vehicle network mapping. The proposed facility has, been designed to geometric standards suitable for A-double movements. This design approach enables future access by A-double should the road be reclassified through the National Heavy Vehicle Regulator route assessment and approval process, undertaken in consultation with TMR and the respective local councils.

For the purposes of this traffic assessment, all waste proposed to be carried by A-double trucks will be carried by B-double trucks (i.e. there will be more B-doubles required to carry the same amount of waste).

6.2 Access arrangements

Access to the development is proposed via a new signalised access intersection with Beaudesert Boonah Road and Recycling Street. In accordance with TMR's *Queensland Road Safety Technical User Volumes Guide to Speed Management (2023)*, the provision of the proposed signalised access triggers a reduction in speed limit along the fronting section of Beaudesert Boonah Road to 70 km/h. The subsequent access assessment has been conducted on this basis.

6.2.1 Location and design

The Bromelton *SDA Development Scheme* requires development to be designed to facilitate safe and efficient vehicular ingress and egress and to not unduly impact on the safe and efficient operation of external roads, rail, transport infrastructure or services.

Consultation with TMR on the site access arrangements has been ongoing since May 2023.

A summary of consultation to date is shown in Figure 6-2.



Figure 6-2: Site access assessment timeline

Through this consultation with TMR, the proposed signalised access arrangement has been determined as the most suitable access solution for the site, due to the sufficient provision of sight distance and turning lane requirements, as detailed below. Based on advice from TMR's Project Planning team and Corridor Engineers, the intersection design has been 'future-proofed' to allow for a potential upgrade to four lanes on Beaudesert Boonah Road. A total width of 8.0m (3.5m lane + 4.5m offset) has been allowed. Refer Figure 6-5 for the layout of the intersection. The provision of the signalised intersection also allows for future consolidation of access points along Beaudesert Boonah Road, providing for a whole of precinct approach to access for the development.

6.2.1.1 Turn warrant assessment

A Turn Warrant Assessment considers the need for turn lanes at an intersection. This assessment is based on consideration of the estimated through and turning volumes at this intersection, as determined in Section 7.

A Turn Warrant Assessment has been conducted for the proposed development access. The assessment was completed in accordance with *Austroads Guide to Road Design Part 6: Intersections, Interchanges and Crossings Management (2020) (AGTM Part 6)*. Potential turn treatments identified in this process include:

- Basic Right / Left Turn (BAR / BAL): This represents the situation where turning traffic performs the turning movement from the through lane (i.e. no separate turning lane provided)
- Channelised Right Turn (CHR(s) / CHR): (note: CHR(s) means a shortened version of the Channelised Right Turn). This represents the provision of a separate right turn lane at the intersection
- Auxiliary Left Turn (AUL(s) / AUL): (note: AUL(s) means a shortened version of the Auxiliary Left Turn). This represents a separate left turn lane at the intersection
- Channelised Left Turn (CHL): This represents a separate left turn slip lane at the intersection.

The traffic volumes used in the turn warrant assessment for the development site are provided in Figure 6-3, with the assessment provided in Figure 6-4.

Based on the Turn Warrant Assessment, a BAR and BAL treatment is considered an appropriate access arrangement for the proposed development. However, in line with TMR's Road Safety Policy the absolute minimum turning warrant treatment for a right turn is a CHR(s). Therefore, the minimum turning requirements for safety on the state-controlled road network is a CHR(s) and BAL.

It is proposed to provide CHR(s) and AUL(s) turning treatments at the access intersection, as demonstrated in Figure 6-5. The CHR(s) has been designed to accommodate a 26.0m B-double as the design storage vehicle and the AUL(s) has been designed to accommodate a 36.0m A-double as the design storage vehicle. Turning movements at the intersection have been checked with swept path analysis, as shown in Figure 6-6 and included in Appendix E.

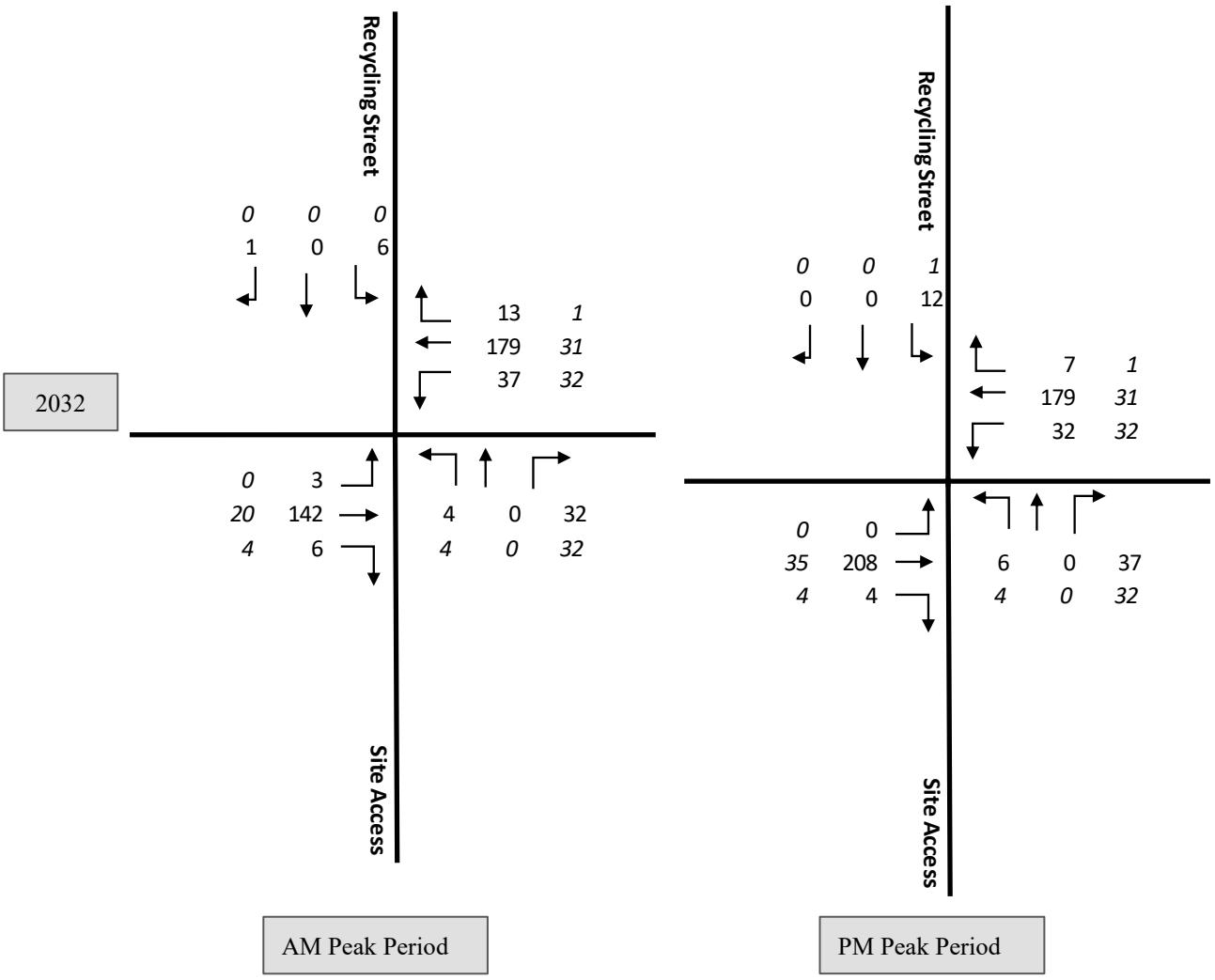


Figure 6-3: Estimated traffic volumes at the proposed development access at opening year

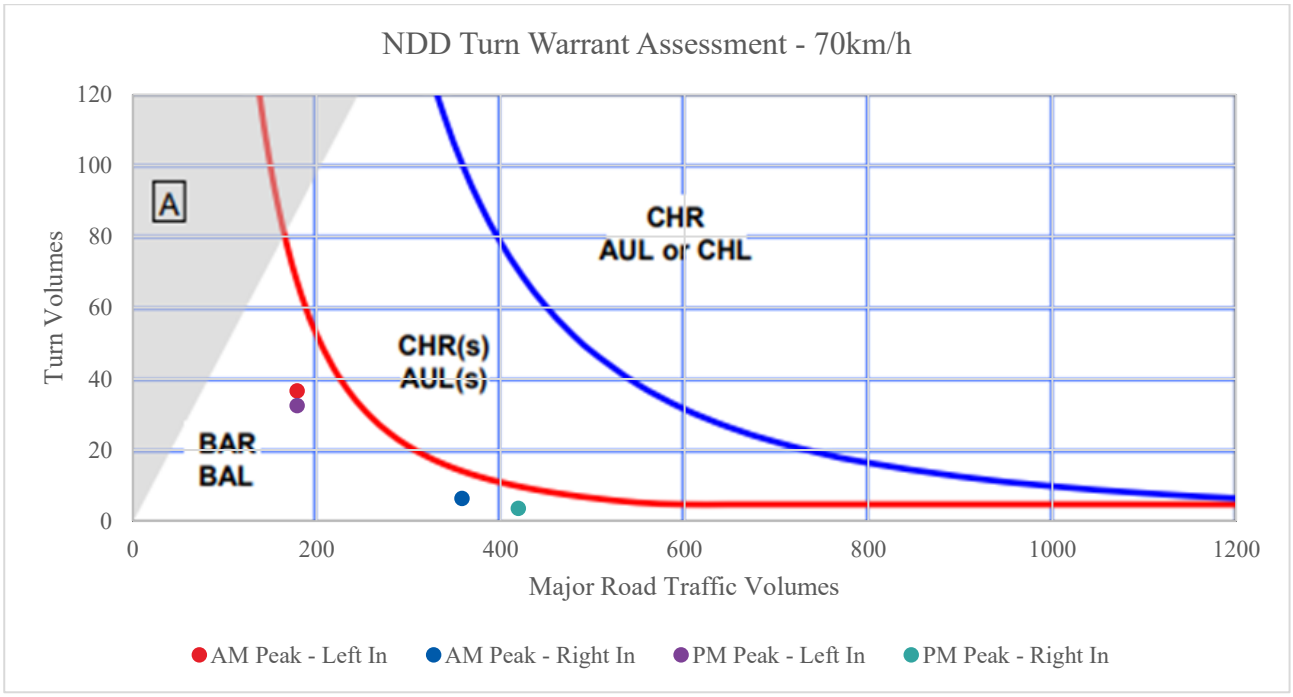


Figure 6-4: Opening Year (2032) Turn Warrant Assessment for the proposed development access

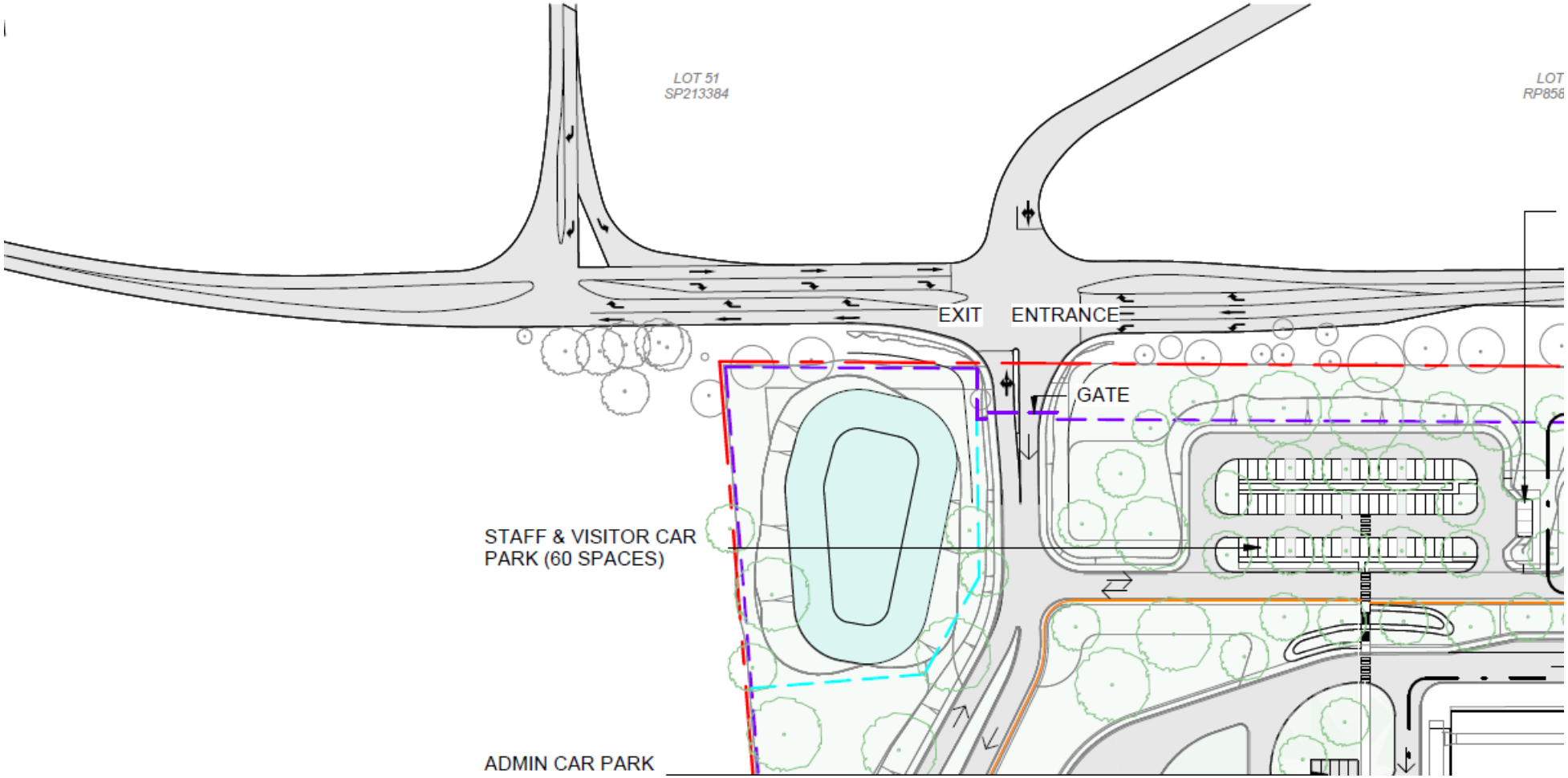


Figure 6-5: Site access functional layout (Drawing No. BERC-ARUP-BNE-ARAR-DRG-001202)

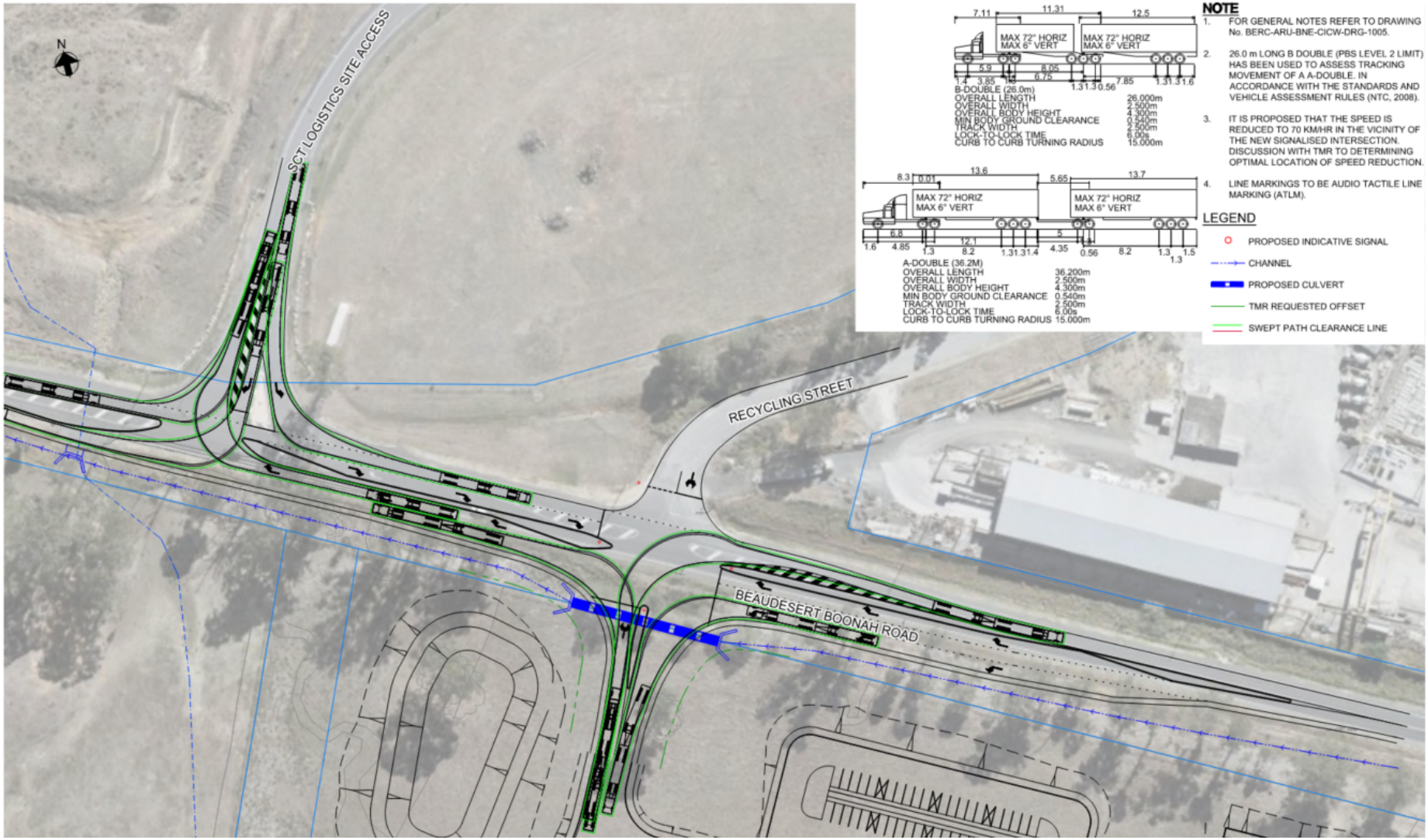


Figure 6-6: B-double design vehicle site access manoeuvring

6.2.2 Sight distance

Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2021) (AGRD Part 4A) requires Safe Intersection Sight Distance (SISD) to be provided as the minimum sight distance on the major road at any intersection. As stated above, the posted speed limit on Beaudesert Boonah Road will be reduced to 70km/h due to the provision of the signalised access intersection. Therefore, the design speed is 80km/h (speed limit + 10km/h).

Equation 2 in *AGRD Part 4A* was used to calculate the sight distance requirements at the site access. A reaction time of 2.0 seconds and coefficients of deceleration of 0.36 and 0.24, for cars and trucks respectively, were used. From the proposed access point, Beaudesert Boonah Road has a grade of 1.6% uphill in the eastbound direction and a grade of 2.6% downhill in the westbound direction. The calculated sight distance requirements are shown in Table 6-1.

Table 6-1: Sight distance requirements

Vehicle	Direction	SISD
Car	Eastbound	178.2m
Car	Westbound	186.5m
Truck	Eastbound	209.6m
Truck	Westbound	228.7m

Both vertical and horizontal sight distance assessments have been undertaken using Drawing BERC-ARU-BNE-CICW-DRG-1020 and surveyed contours. These are outlined in Figure 6-7 and Figure 6-8, and attached in Appendix D, and demonstrate that sight distance at the site access on Beaudesert Boonah Road does meet the SISD requirements of *AGRD Part 4A* under Normal Design Domain (NDD) analysis.



Figure 6-7: Horizontal Sight Distance (refer Drawing 293683 ARU-SP-101)

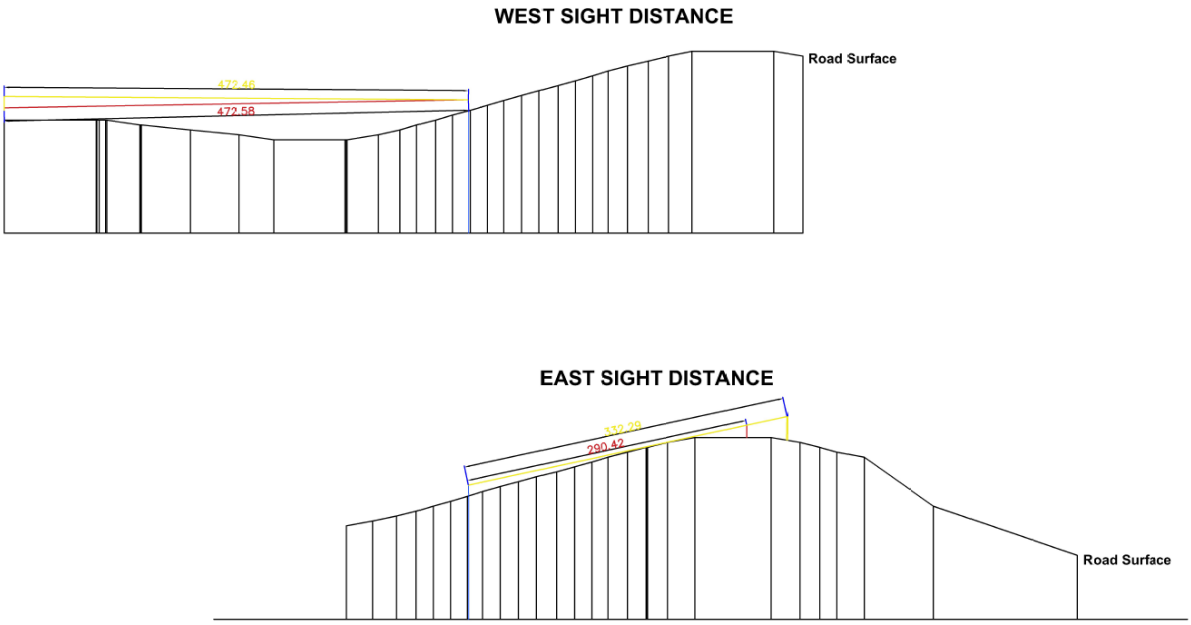


Figure 6-8: Vertical Sight Distance (refer Drawing 293683 ARU-SP-102)

6.3 Car parking

6.3.1 Requirement

There is no prescribed car parking rate for an EfW facility in the *Scenic Rim Planning Scheme Parking and Access Code (2020)*. Therefore, the car parking requirement has been calculated based on a first principles basis based on the expected peak time, at the shift changeover.

As mentioned in Table 3-1, a maximum of 60 staff could be expected on-site at any one time. Discussions held with Cleanaway indicate that during the shutdown period this number could increase to 90-100 persons however, overflow parking is able to be accommodated on the truck de-coupling hardstand and additional formal car parking spaces for shutdown periods are not required.

A small number of visitors are expected each weekday. A nominal allowance of ten visitors per day can be expected. Therefore, it is expected that a minimum of 70 on-site car parking spaces would be required.

6.3.2 Provision

It is proposed to provide a total of 94 on-site parking spaces. This is expected to be sufficient to cater for the demand.

6.3.3 Persons with a disability spaces

The *Building Code of Australia Part D4 (2022)* classifies the proposed development as a Class 8 building which requires one Persons with Disability (PWD) car parking space per 100 car parking spaces. A PWD car parking provision of three space is proposed for the site, which is consistent with the requirements of the *Building Code of Australia Part D4 (2022)*.

6.3.4 Design

The *Scenic Rim Planning Scheme Parking and Access Code (2020)* requires on-site car parking to be designed in accordance with *Australian Standards AS2890.1:2004 Parking Facilities Part 1: Off-street Car Parking (AS2890.1)*.

The requirements for the layout of onsite car parking for User Class 1 vehicles, as outlined in *AS2890.1*, is typified by:

- Car parking spaces dimensioned 2.4m wide by 5.4m long.
- PWD car parking space dimensioned 2.4m wide by 5.4m long with one adjacent shared space of the same size.
- Parking aisles dimensioned minimum 6.2m wide.

The dimensions for the layout of on-site car parking for the development are given as:

- Car parking spaces dimensioned 2.5m wide by 5.4m long
- PWD car parking space dimensioned 2.5m wide by 5.4 long with adjacent shared space of the same size
- Parking aisles dimensioned minimum 6.2 wide.

The development on-site car parking is consistent with the requirements of *AS2980.1*.

The access to the visitor parking area has been provided at a 7.2m width, which is consistent with the requirements of *AS2890.1*.

6.4 Queuing

According to the *Scenic Rim Planning Scheme Parking and Access Code (2020)*, the required number of vehicles to be accommodated in the queue for parking areas with between 61-100 car parking spaces is three vehicles or 18.0m.

Clear queueing space of 58.8m is available between the site access and the entrance to the main car parking area. The proposed queuing area is sufficient to accommodate nine cars or one A-double truck, assuming 6.0m per car and 36.0m per truck. This is consistent with the *Scenic Rim Planning Scheme Parking and Access Code (2020)* and is sufficient to accommodate the expected design queue at the access.

6.5 Servicing

6.5.1 Trucks

An A-double truck is expected to be the largest vehicle required to access the site. Swept path drawings (refer Figure 6-9 and attached drawing in Appendix E) have been prepared demonstrating the required pavement area needed for an A-double truck to manoeuvre (with 0.3m of clearance between the outer wheel track and the kerb) into and out of the Site Access. As demonstrated, two-way operations of the A-doubles at the site access is able to be accommodated.

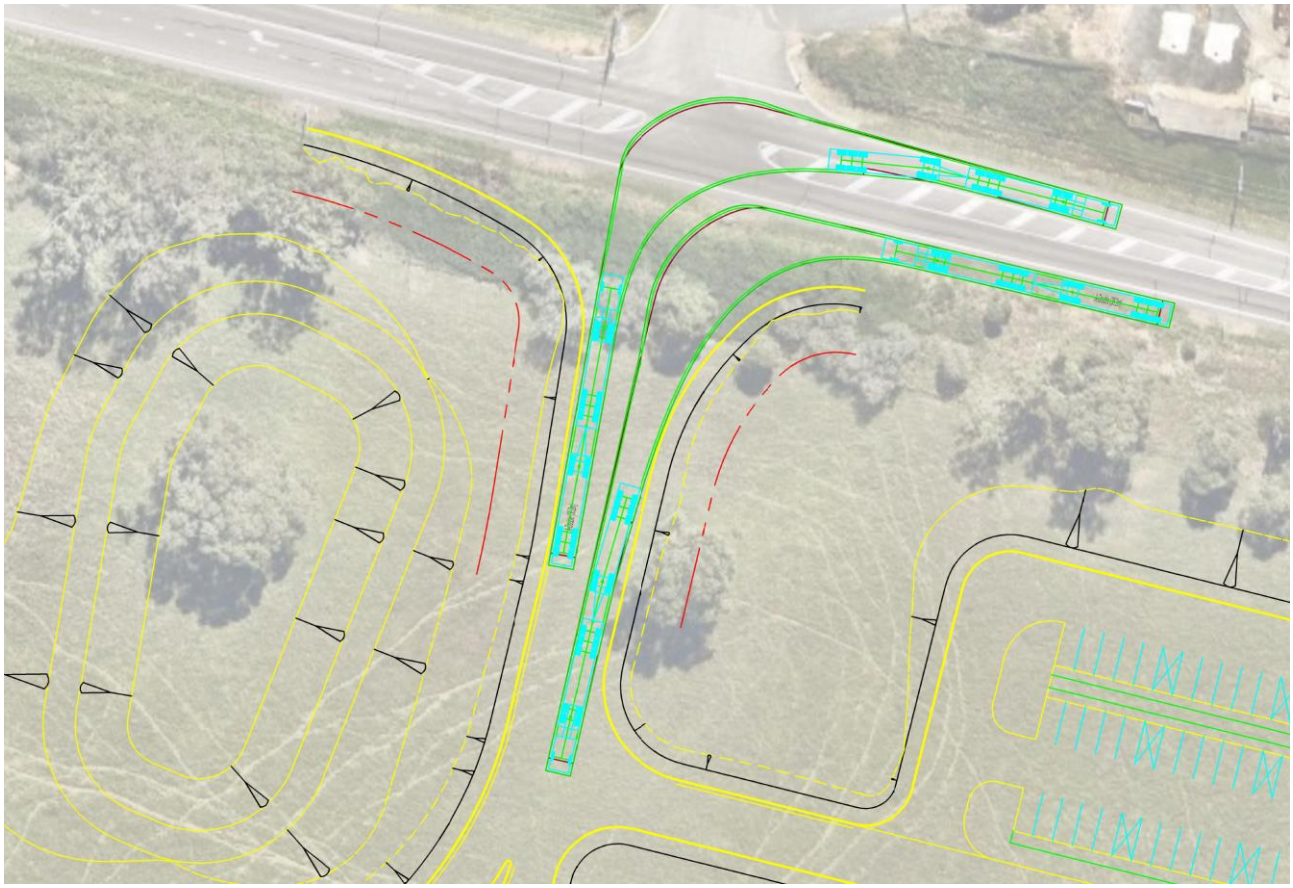


Figure 6-9: A-double entering and exiting (refer Drawing 293683 ARU-SP-102)

Swept path analysis of the A-double manoeuvring through the site has also been conducted and is shown in Figure 6-10 and the attached drawing in Appendix E. The roadway extents within the site can accommodate the A-double manoeuvring.

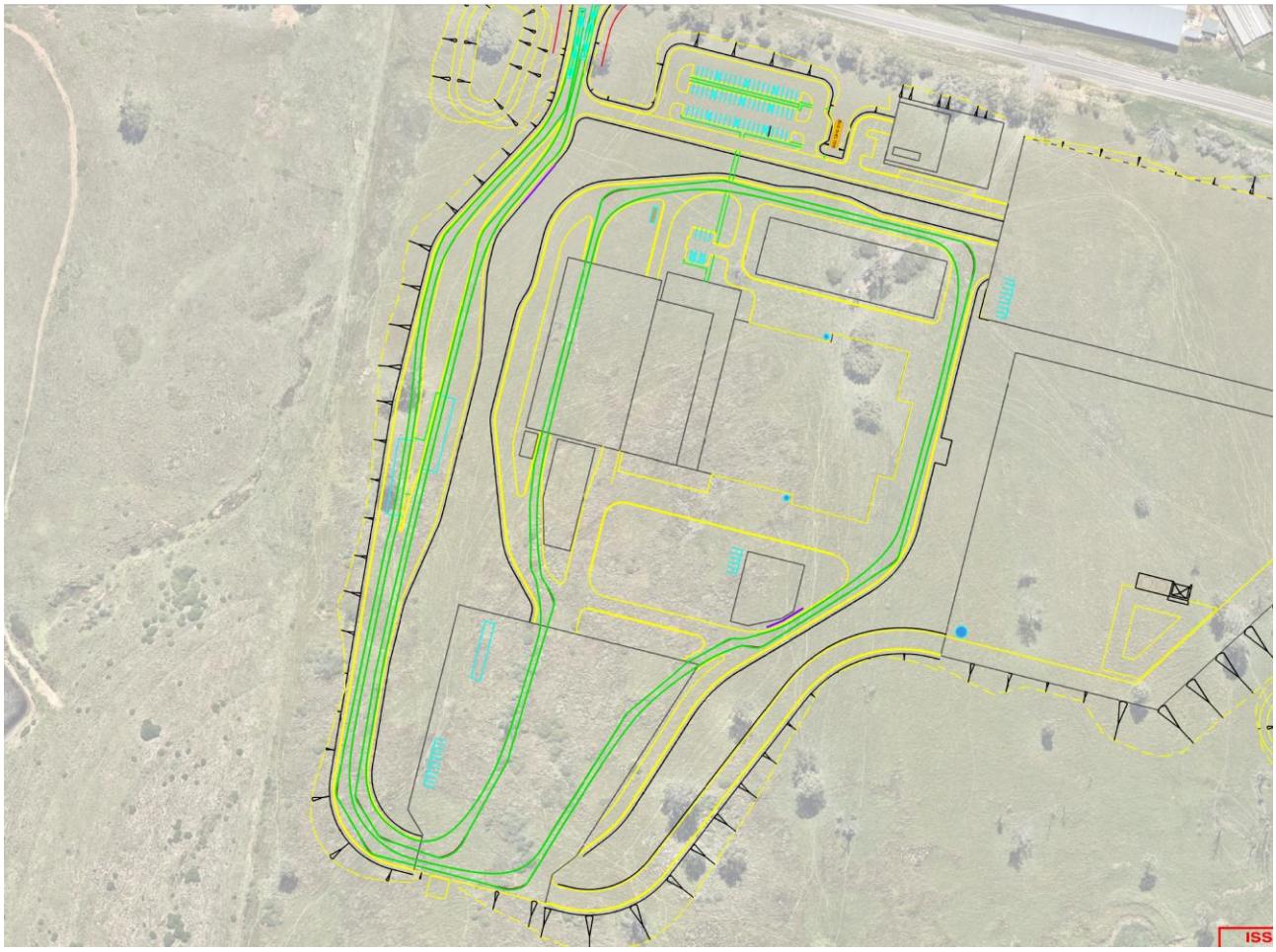


Figure 6-10: A-double site manoeuvring (refer Drawing 293683 ARU-SP-103)

6.5.2 Buses

There are two bus pick-up / set-down facilities proposed for the site. A bus shelter is proposed within the main car park, and a bus bay is located on the circulation road north of the ACC building. The inclusion of the bus shelter and bus bay provide a dedicated zone for visitors to board and alight buses, which reduces the risk of vehicle / pedestrian collisions.

6.6 Active and public transport

6.6.1 Pedestrians and cyclists

6.6.1.1 External

There are currently no footpaths within the vicinity of the site. TMR's *Road Safety Policy* requires crossings to be provided on all legs of a signalised intersection. However, given the location and proposed use of the site, no external pedestrian demand is expected to occur.

Consultation with TMR has been undertaken regarding the provision of pedestrian crossings at the site access intersection and there has been agreement that there is no requirement to provide these crossings due to the lack of pedestrian demand expected and existing infrastructure in the surrounding area.

6.6.1.2 Internal

The majority of car parking spaces are located in the main car park and staff parked in these spaces are required to cross the circulation road to access the main building and control room. The pedestrian facilities currently proposed are a footpath connecting the car park and main building, with a gated access zebra crossing provided. Given the large volume of heavy vehicles that would be using the circulation road, it is recommended that at the next design stage consideration be given to measures such as providing a signalised or grade-separated pedestrian crossing between the main car park and control room, relocating the bus bay north of the ACC building to reduce pedestrian-vehicle interaction and increasing staff parking near the administration building. An operational traffic management plan may also assist in increasing pedestrian safety around the site.

The *Scenic Rim Planning Scheme Parking and Access Code (2020)* and the Bromelton *SDA Development Scheme* do not outline any requirements for bicycle parking to be provided onsite. Additionally, given the hierarchy and function of Beaudesert Boonah Road (i.e. high-speed arterial road), it is not expected for there to be a demand for cycling infrastructure facilities onsite. However, an end-of-trip facility has been provided to accommodate any staff who may choose to ride to / from the site.

6.6.2 Public transport

As stated in Section 5.5.2, the closest bus stops are located 7 km away. The proposed development is not expected to generate a demand for public transport.

7. Development Traffic

An assessment of the trip generation and distribution has been undertaken for the operations of the proposed development. Both morning (AM) and evening (PM) peak periods have been considered as critical peak periods for this assessment.

7.1 Traffic generation

Traffic generation for the site has been calculated by Ramboll and is detailed in their Traffic Analysis and Management Plan Memo, dated 11 June 2025, extract attached in Appendix F. The peak hour traffic generation has been taken from Table 3 of the Ramboll Traffic Modelling Assumptions in Appendix F and is reproduced in Table 7-1. As shown the proposed development is expected to generate 79 trips in the morning and evening peak hours.

Table 7-1: Proposed development traffic generation summary

Land use	AM Peak			PM Peak		
	In (vph)	Out (vph)	Trips (vph)	In (vph)	Out (vph)	Trips (vph)
EFW Facility - trucks	36	36	72	36	36	72
EfW Facility – staff and contractors	7	0	7	0	7	7
EfW Facility – Total	**43**	**36**	**79**	**36**	**43**	**79**

7.2 Trip distribution

The distribution of traffic generated by the proposed development has been determined based on the location of waste transfer stations, population distribution and existing traffic patterns, with most of the traffic expected to travel to / from the east of the development site. The assumed traffic distribution is attached in Appendix G.

It is proposed that all heavy vehicles be routed via Beaudesert Bypass Road and Mt Lindesay Highway towards Brisbane. This route was selected due to community consultation which flagged concerns around additional heavy vehicles through the town centre, and the high probability that waste will not be sourced from the Gold Coast as they are proposing their own Energy from Waste Facility (ARRC). The proposed route will be enforced by GPS tracking, driver training and monitoring of vehicles.

8. Impact Assessment

8.1 Pre and post development traffic volumes

To forecast traffic volumes in year 2032 (opening year) a compounding growth rate of 4.2% per annum has been applied. This growth rate has been calculated based on the historic growth in AADT on Beaudesert Boonah Road and is considered to be a reasonable estimate of traffic growth given the expected levels of development in the Bromelton SDA.

Development Application documents for the adjacent SOILCO site have been reviewed as part of this analysis. The SOILCO development proposes 45 trips in the peak hours and has conducted the traffic analysis using a 3.0% linear annual background traffic growth rate. The trips generated by the SOILCO development have not been specifically incorporated as background traffic. The 4.2% compound background traffic growth rate is considered to be sufficient to account for the trips generated by the SOILCO development.

Pre and post development traffic volumes for the design year are provided in Appendix H and Appendix I, respectively.

8.2 Access impact assessment and mitigation

The desired outcomes regarding the access and frontage is for the proposed development to:

- Minimise impacts on the through carrying function of Beaudesert Boonah Road.
- Ensure the new access point does not worsen the safety or efficiency of the road network.
- Ensure that the frontage works are constructed to ensure continuity of adjacent or planned transport infrastructure and to ensure existing infrastructure is not adversely impacted.

The proposed development is to be accessed via a new four-way signalised intersection on Beaudesert Boonah Road with Recycling Street. To assess the proposed development in accordance with TMR's desired outcomes and to demonstrate that the safety and efficiency of the surrounding road network is not worsened:

- A turn warrant assessment was undertaken to determine the appropriate turn treatments for the new proposed site access (see Section 6.2.1.1)
- Traffic analysis has been carried out for the access for the 2032 opening year and 2042 design year using SIDRA 9.1 software.

8.2.1 Operational assessment

The analysis of the site access intersection has been undertaken based on the SIDRA Network layout shown in Figure 8-1 and signal phasing shown in Figure 8-2, with a 70 second cycle time.

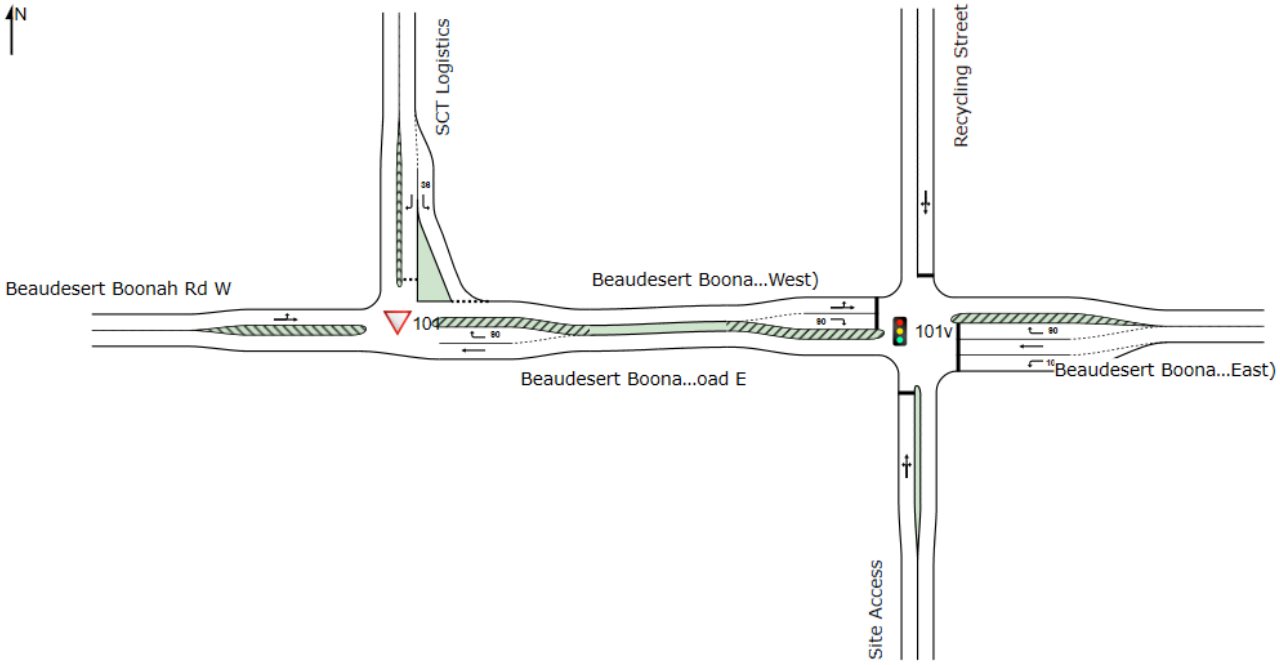


Figure 8-1: SIDRA representation of Site Access intersection layout

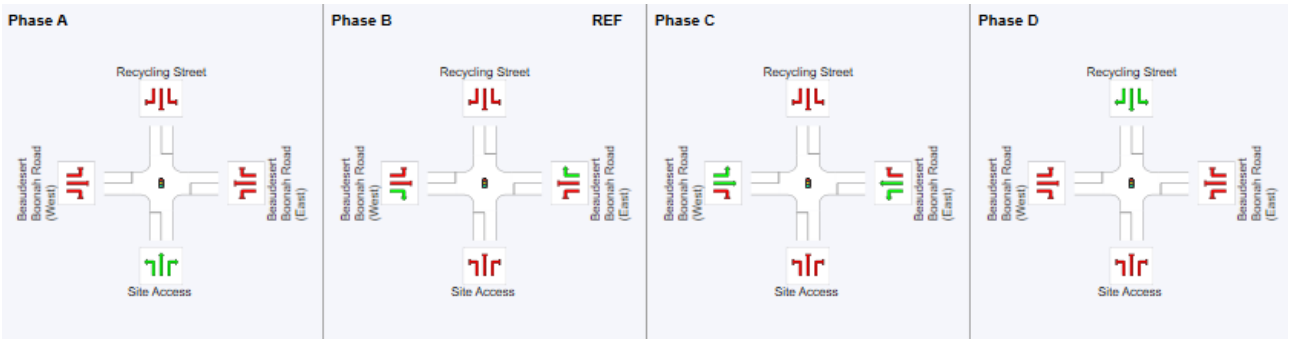


Figure 8-2: Beaudesert Boonah Road / Recycling Street / Site Access intersection phasing

A summary of the operational performance of the access intersection, assuming provision of a CHR(s) and AUL(s), is provided in Table 8-1. Based on the analysis undertaken, the access intersection is expected to operate within acceptable limits with low levels of delays (LOS C) and DOS less than 90%. No individual turn delays exceed LOS E and queues are able to be accommodated within the short turn lanes provided.

The detailed SIDRA outputs are provided in Appendix J.

Table 8-1: Site Access intersection operational performance assessment

Year	Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th %ile Queue (m)
2032 – Opening	AM Peak	29.9	20.7	LOS C	35.3
	PM Peak	36.0	20.7	LOS C	45.9
2042 – Design	AM Peak	39.4	19.5	LOS C	54.1
	PM Peak	49.3	19.9	LOS C	71.8

8.3 Intersection delay impact assessment and mitigation

The desired outcome in regard to access and frontage is to ensure the sum of intersection delays on base traffic in the study area does not significantly worsen (i.e. does not increase average delay by more than 5% in aggregate) as a result of development.

Network delay impacts calculations are to be carried out where the development traffic exceeds 5% of the base traffic for any movement in the design peak periods in the year of opening (TMR's *GTIA*, Table 6.4), and where at least one approach of the intersection forms part of the State-Controlled Road network (TMR's *GTIA*, Section 6.4.1). As such, the impact assessment area has been determined to include the following intersections, as highlighted in Figure 5-4:

- Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street
- Beaudesert Boonah Road / Sandy Creek Road
- Beaudesert Boonah Road / Bromelton House Road
- Beaudesert Boonah Road / Ilbogan Road
- Beaudesert Boonah Road / Lupton Road
- Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street

Whilst traffic counts further north than the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection along the Mt Lindesay Highway have not been conducted, the next intersections are minor side street intersections which are not expected to generate large turning volumes. Therefore, it can be reasonably assumed that the two-way volume north of the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection would carry through as through traffic at these intersections. Trips generated by the development will also travel straight through these intersections. The increase in traffic volume to the north of the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection due to the development traffic is less than 5%. Therefore, the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection is the extent of the impact assessment area.

8.3.1 Operational assessment

8.3.1.1 Beaudesert Boonah Road / Sandy Creek Road

A summary of the intersection performance in 2032, with and without the proposed development traffic volumes, is presented in Table 8-2. Detailed assessment and SIDRA outputs for each intersection are provided in Appendix J. As can be seen the intersection is expected to operate within acceptable limits both with and without the development traffic, with low levels of delays (LOS A) and DOS less than 80%. No individual turn delays exceed LOS E and queues are able to be accommodated within the short turn lanes provided.

Table 8-2: Summary of 2032 Beaudesert Boonah Road / Sandy Creek Road operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak Pre Development	16.8	2.9	LOS A	5.6
AM Peak Post Development	20.5	2.9	LOS A	6.7
PM Peak Pre Development	23.8	2.6	LOS A	7.6
PM Peak Post Development	29.0	2.9	LOS A	9.6

8.3.1.2 Beaudesert Boonah Road / Bromelton House Road

A summary of the intersection performance in 2032, with and without the proposed development traffic volumes, is presented in Table 8-3. Detailed assessment and SIDRA outputs for each intersection are provided in Appendix J. As can be seen the intersection is expected to operate within acceptable limits both with and without the development traffic, with low levels of delays (LOS A) and DOS less than 80%. No individual turn delays exceed LOS E and queues are able to be accommodated within the short turn lanes provided.

Table 8-3: Summary of 2032 Beaudesert Boonah Road / Bromelton House Road operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak Pre Development	25.8	3.9	LOS A	7.7
AM Peak Post Development	29.5	3.9	LOS A	9.4
PM Peak Pre Development	20.9	3.8	LOS A	6.2
PM Peak Post Development	24.3	3.9	LOS A	7.6

8.3.1.3 Beaudesert Boonah Road / Ilbogan Road

A summary of the intersection performance in 2032, with and without the proposed development traffic volumes, is presented in Table 8-4. Detailed assessment and SIDRA outputs for each intersection are provided in Appendix J. As can be seen the intersection is expected to operate within acceptable limits both with and without the development traffic, with low levels of delays (LOS A) and DOS less than 80%. No individual turn delays exceed LOS E and queues are able to be accommodated within the short turn lanes provided.

Table 8-4: Summary of 2032 Beaudesert Boonah Road / Ilbogan Road operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak Pre Development	18.4	1.2	LOS A	3.6
AM Peak Post Development	21.6	1.2	LOS A	4.1
PM Peak Pre Development	16.4	1.4	LOS A	3.1
PM Peak Post Development	19.2	1.4	LOS A	3.5

8.3.1.4 *Beaudesert Boonah Road / Lupton Road and Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street*

A summary of the intersection performance in 2032, with and without the proposed development traffic volumes, is presented in Table 8-5. Detailed assessment and SIDRA outputs for each intersection are provided in Appendix J. As can be seen the intersections are expected to operate within acceptable limits both with and without the development traffic, with low levels of delays (LOS A and LOS B) and DOS less than 90% for the signalised intersection and 80% for the priority-controlled intersections. No individual turn delays exceed LOS E and queues are able to be accommodated within the short turn lanes provided.

Table 8-5: Summary of 2032 Beaudesert Boonah Road / Lupton Road and Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street

Intersection	Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
Beaudesert Boonah Road / Lupton Road	AM Peak Pre	19.9	0.2	LOS A	0.4
	AM Peak Post	23.1	0.2	LOS A	0.4
	PM Peak Pre	20.1	0.3	LOS A	0.6
	PM Peak Post	23.2	0.3	LOS A	0.7
Beaudesert Boonah Road/ Beaudesert Bypass Road / Bromelton Street	AM Peak Pre	46.2	12.8	LOS B	26.7
	AM Peak Post	48.7	13.4	LOS B	27.2
	PM Peak Pre	59.3	13.9	LOS B	32.4
	PM Peak Post	60.2	14.2	LOS B	33.0

8.3.1.5 *Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street*

A summary of the intersection performance in 2032, with and without the proposed development traffic volumes, is presented in Table 8-6. Detailed assessment and SIDRA outputs for each intersection are provided in Appendix J. As can be seen the intersection is expected to operate within acceptable limits both with and without the development traffic in the AM peak hour, with low levels of delay (LOS C) and DOS less than 90%. All individual turn delays do not exceed LOS E. However, queues for the short left turn lane on Mt Lindesay Highway exceed the available short turn lane length in the post development scenario.

During the PM peak period, the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection is expected to exceed acceptable limits with the development traffic. Moderate levels of delay (LOS D) are expected in both the pre and post development scenarios with DOS exceeding 90% in the post development scenario. All individual turn delays do not exceed LOS E. However, queues for the short right turn lane on Beaudesert Bypass Road exceed the available short turn lane length in both the pre and post development scenarios.

Table 8-6: Summary of 2032 Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street operations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak Pre Development	83.7	24.4	LOS C	197.8
AM Peak Post Development	86.7	27.0	LOS C	210.4
PM Peak Pre Development	89.2	41.0	LOS D	342.3
PM Peak Post Development	91.0	43.5	LOS D	358.5

8.3.2 Network delay impacts

As noted, network delay impacts calculations are to be carried out where the development traffic exceeds 5% of the base traffic for any movement in the design peak periods in the year of opening for intersections where at least one approach of the intersection forms part of the State-Controlled Road. The increase in intersection delay associated with the proposed development was calculated using the following formula (see GTIA Section 11.3.1):

$$ID = \sum_{i=1}^{n} WD - \sum_{i=1}^{n} BC$$

Where:

- ID is aggregate intersection-delay impact vehicle-minutes
- WD is with development intersection vehicle-minutes for design peak periods. This is calculated by multiplying the with development average delay by movement to the base case volume on each movement, thus not counting the impact as delays to development traffic, only to pre-existing traffic that is affected by these additional delays.
- BC is base case intersection vehicle-minutes for design peak periods
- n is the number of intersections in the impact assessment area
- i is each intersection within the impact assessment area

This calculation is a multi-step calculation that requires the use of SIDRA models and spreadsheets to complete a series of consecutive calculations. The key SIDRA results tables and spreadsheet used to complete this calculation are provided in Appendix K.

TMR's *GTIA Frequently Asked Questions* states that if an access upgrade is required for safety reasons and provides additional safety benefits to the intersection, then the upgrade's effect should not be considered in the summation of intersection delay impacts (i.e. the safety related upgrade can be considered as the base case condition).

The provision of the signalised intersection as access to the site has been provided as a safety upgrade, as noted in Section 6.2, and increases the safety of the surrounding road network by reducing the speed limit, allowing vehicles exiting Recycling Street to achieve compliant sight distance requirements and reducing potential for crashes between through traffic and turning vehicles at both Recycling Street and SCT Logistics Site Access. Due to this and based on advice received from TMR, the Beaudesert Boonah Road / Recycling Street / Site Access intersection has not been included in the scenarios for the assessment of no net worsening.

Network Delay

The key results of the calculation for the development site are:

- Sum of WD = 210,654 vehicle-seconds (3,511 vehicle-minutes)
- Sum of BC = 198,066 vehicle-seconds (3,301 vehicle-minutes)
- ID = 12,588 vehicle-seconds (210 vehicle-minutes)
- Percentage increase in delay = 6.36%.

The results demonstrate that the development site increases the intersection delay by more than 5%. As such, the delay impacts of the surrounding road network at the opening year are required to be mitigated.

8.3.3 Mitigations

The analysis of the intersections revealed that the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street operates outside of acceptable limits in the PM pre-development and post-development scenarios. The assessment found that DOS exceeds 90%, LOS E for all southern approach movements and the east approach right turn, and short turn lane lengths are insufficient to accommodate queues. Two potential mitigation measures were explored to improve the performance of this intersection:

- Allowing right turns from both lanes on Brisbane Street (i.e. dual right turn)
- Increasing the turn lane length to 130-metres for the right turn lane on Beaudesert Bypass Road. This turn lane length can be accommodated within the existing median.

Net worsening analysis has been conducted with the implementation of these mitigation measures. Figure 8-3 shows the proposed changes to the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street intersection.

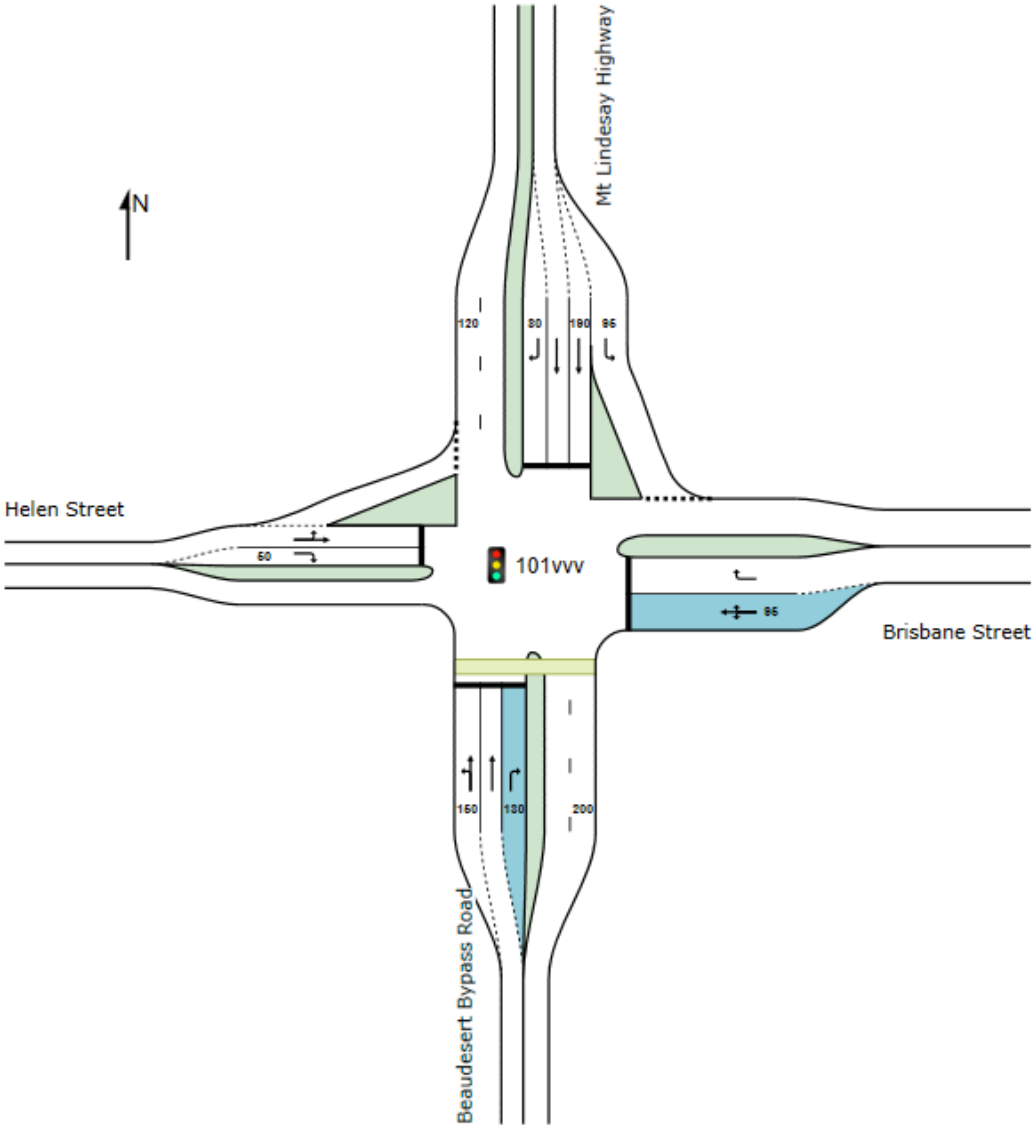


Figure 8-3: Proposed upgrades to Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street / Helen Street intersection

A summary of the intersection performance in 2032 is presented in Table 8-7. Detailed assessment and SIDRA outputs are provided in Appendix L.

Table 8-7: Summary of 2032 Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street operations with mitigations

Scenario	DOS (%)	Avg. Delay (sec)	LOS	Max 95th percentile Queue (m)
AM Peak Pre Development	83.7	24.4	LOS C	197.8
AM Peak Post Development	86.7	27.0	LOS C	210.4
AM Peak Post Development (With Mitigations)	72.5	21.3	LOS C	103.0
PM Peak Pre Development	89.2	41.0	LOS D	342.3
PM Peak Post Development	91.0	43.5	LOS D	358.5
PM Peak Post Development (With Mitigations)	70.5	32.8	LOS C	174.3

Network Delay

The key results of the calculation for the development site with mitigation measures are:

- Sum of WD = 169,692 vehicle-seconds (2,828 vehicle-minutes)
- Sum of BC = 198,066 vehicle-seconds (3,301 vehicle-minutes)
- ID = -28,374 vehicle-seconds (-473 vehicle-minutes)
- Percentage increase in delay = -14.33%.

The results of this analysis demonstrate that with the implementation of the mitigation measures, the development site does not increase the intersection delay by more than 5%.

8.4 Road link capacity assessment

The desired outcome of this road link capacity assessment is to ensure that traffic generated by the development does not significantly worsen the operational capacity of the road links in the study area. This assessment is carried out on all road links where the development traffic exceeds 5% of the base traffic in either direction of the link's AADT in the year of opening.

Based on this criterion, it was determined that the development traffic of the following road links exceeds 5% of the base traffic:

- Beaudesert Boonah Road between Recycling Street / Site Access and Sandy Creek Road
- Beaudesert Boonah Road between Sandy Creek Road and Bromelton House Road
- Beaudesert Boonah Road between Bromelton House Road and Ilbogan Road
- Beaudesert Boonah Road between Ilbogan Road and Lupton Road
- Beaudesert Boonah Road between Lupton Road and Beaudesert Bypass Road
- Beaudesert Bypass Road between Beaudesert Boonah Road / Bromelton Street and Helen Street / Brisbane Street

In order to determine if the traffic generated by the development significantly worsens the operational capacity of the road links, the LOS was calculated for both the pre development and post development traffic.

The LOS was determined by calculating the maximum volume to capacity ratio (V/C) for each road link using the criteria outlined in *Austroads Guide to Traffic Management Part 3: Transport Study and Analysis Methods (2020) (AGTM Part 3)*. The capacity for each scenario was calculated using Equation 5 from *AGTM Part 3* for each direction of travel on each road link. Table 5.5 from *AGTM Part 3* was used to determine the LOS, with criteria taken based on the speed limit of each road segment. It should be noted that Table 5.5 relates to multi-lane highways. While the roads assessed do not meet the criteria to be a multi-lane highway, this assessment is conducting a comparison analysis between pre and post development scenarios and the use of Table 5.5 from *AGTM Part 3* is considered acceptable for this purpose. Table 8-8 replicates the criteria used for this assessment.

Table 8-8: Maximum volume to capacity ratio Level of Service criteria (Source: AGTM Part 3)

Free-flow speed	Criteria	LOS				
		A	B	C	D	E
100 km/h	Maximum volume to capacity ratio (v/c)	0.32	0.50	0.72	0.92	1.00
90 km/h	Maximum volume to capacity ratio (v/c)	0.30	0.47	0.68	0.89	1.00
80 km/h	Maximum volume to capacity ratio (v/c)	0.28	0.44	0.64	0.85	1.00
70 km/h	Maximum volume to capacity ratio (v/c)	0.26	0.41	0.59	0.81	1.00
60 km/h*	Maximum volume to capacity ratio (v/c)	0.24	0.38	0.55	0.77	1.00

*The 60 km/h free-flow speed maximum volume to capacity ratio (v/c) criteria was estimated based on the patterns between the existing free-flow speed conditions in Table 5.5 of *AGTM Part 3*.

8.4.1 Beaudesert Boonah Road between Recycling Street / Site Access and Sandy Creek Road

A summary of the results of the road link capacity assessment on Beaudesert Boonah Road between Recycling Street / Site Access and Sandy Creek Road can be seen in Table 8-9. As can be seen the road link is expected to operate within acceptable limits both with and without the development traffic, with LOS A operations.

Table 8-9: Summary of 2032 Beaudesert Boonah Road between Recycling Street / Site Access and Sandy Creek Road road link operations

Scenario	Direction	Capacity (vph)	Volume (vph)	Volume to capacity ratio (v/c)	LOS
AM Peak Pre Development	Eastbound	1,036	170	0.16	LOS A
	Westbound	1,145	231	0.20	LOS A
AM Peak Post Development	Eastbound	1,036	203	0.20	LOS A
	Westbound	1,145	268	0.23	LOS A
PM Peak Pre Development	Eastbound	1,093	289	0.26	LOS A
	Westbound	1,096	201	0.18	LOS A
PM Peak Post Development	Eastbound	1,093	326	0.30	LOS A
	Westbound	1,096	233	0.21	LOS A

8.4.2 Beaudesert Boonah Road between Sandy Creek Road and Bromelton House Road

A summary of the results of the road link capacity assessment on Beaudesert Boonah Road between Sandy Creek Road and Bromelton House Road can be seen in Table 8-10. As can be seen the road link is expected to operate within acceptable limits both with and without the development traffic, with LOS A or LOS B operations.

Table 8-10: Summary of 2032 Beaudesert Boonah Road between Sandy Creek Road and Bromelton House Road road link operations

Scenario	Direction	Capacity (vph)	Volume (vph)	Volume to capacity ratio (v/c)	LOS
AM Peak Pre Development	Eastbound	917	199	0.22	LOS A
	Westbound	978	312	0.32	LOS B
AM Peak Post Development	Eastbound	917	232	0.25	LOS A
	Westbound	978	349	0.36	LOS B
PM Peak Pre Development	Eastbound	1,080	384	0.36	LOS B
	Westbound	1,105	234	0.21	LOS A
PM Peak Post Development	Eastbound	1,080	420	0.39	LOS B
	Westbound	1,105	266	0.24	LOS A

8.4.3 Beaudesert Boonah Road between Bromelton House Road and Ilbogan Road

A summary of the results of the road link capacity assessment on Beaudesert Boonah Road between Bromelton House Road and Ilbogan Road can be seen in Table 8-11. As can be seen the road link is expected to operate within acceptable limits both with and without the development traffic, with LOS A or LOS B operations. While the LOS does increase between pre and post development scenarios in the AM peak eastbound direction and PM peak westbound direction, the road link is expected to remain operating within acceptable limits.

Table 8-11: Summary of 2032 Beaudesert Boonah Road between Bromelton House Road and Ilbogan Road road link operations

Scenario	Direction	Capacity (vph)	Volume (vph)	Volume to capacity ratio (v/c)	LOS
AM Peak Pre Development	Eastbound	1,005	278	0.28	LOS A
	Westbound	973	308	0.32	LOS B
AM Peak Post Development	Eastbound	1,005	310	0.31	LOS B
	Westbound	973	345	0.35	LOS B
PM Peak Pre Development	Eastbound	1,058	344	0.33	LOS B
	Westbound	1,162	321	0.28	LOS A
PM Peak Post Development	Eastbound	1,058	381	0.36	LOS B
	Westbound	1,162	354	0.30	LOS B

8.4.4 Beaudesert Boonah Road between Ilbogan Road and Lupton Road

A summary of the results of the road link capacity assessment on Beaudesert Boonah Road between Ilbogan Road and Lupton Road can be seen in Table 8-12. As can be seen the road link is expected to operate within acceptable limits both with and without the development traffic, with LOS B operations.

Table 8-12: Summary of 2032 Beaudesert Boonah Road between Ilbogan Road and Lupton Road road link operations

Scenario	Direction	Capacity (vph)	Volume (vph)	Volume to capacity ratio (v/c)	LOS
AM Peak Pre Development	Eastbound	1,035	254	0.25	LOS B
	Westbound	988	314	0.32	LOS B
AM Peak Post Development	Eastbound	1,035	287	0.28	LOS B
	Westbound	988	351	0.35	LOS B
PM Peak Pre Development	Eastbound	1,099	340	0.31	LOS B
	Westbound	1,190	326	0.27	LOS B
PM Peak Post Development	Eastbound	1,099	377	0.34	LOS B
	Westbound	1,190	358	0.30	LOS B

8.4.5 Beaudesert Boonah Road between Lupton Road and Beaudesert Bypass Road / Bromelton Street

A summary of the results of the road link capacity assessment on Beaudesert Boonah Road between Lupton Road and Beaudesert Bypass Road / Bromelton Street can be seen in Table 8-12. As can be seen the road link is expected to operate within acceptable limits both with and without the development traffic, with LOS B and LOS C operations.

Table 8-13: Summary of 2032 Beaudesert Bypass Road between Beaudesert Boonah Road / Bromelton Street and Helen Street / Brisbane Street road link operations

Scenario	Direction	Capacity (vph)	Volume (vph)	Volume to capacity ratio (v/c)	LOS
AM Peak Pre Development	Northbound	1000	218	0.37	LOS B
	Southbound	989	233	0.43	LOS C
AM Peak Post Development	Northbound	1000	251	0.37	LOS B
	Southbound	989	269	0.43	LOS C
PM Peak Pre Development	Northbound	1004	249	0.34	LOS B
	Southbound	1086	249	0.41	LOS C
PM Peak Post Development	Northbound	1004	285	0.34	LOS B
	Southbound	1086	281	0.41	LOS C

8.4.6 Beaudesert Bypass Road between Beaudesert Boonah Road / Bromelton Street and Helen Street / Brisbane Street

A summary of the results of the road link capacity assessment on Beaudesert Bypass Road between Beaudesert Boonah Road / Bromelton Street and Helen Street / Brisbane Street can be seen in Table 8-12. As can be seen the road link is expected to operate within acceptable limits both with and without the development traffic, with LOS A or LOS B operations. While the LOS does increase between pre and post development scenarios in the AM peak northbound direction, the road link is expected to remain operating within acceptable limits.

Table 8-14: Summary of 2032 Beaudesert Bypass Road between Beaudesert Boonah Road / Bromelton Street and Helen Street / Brisbane Street road link operations

Scenario	Direction	Capacity (vph)	Volume (vph)	Volume to capacity ratio (v/c)	LOS
AM Peak Pre Development	Northbound	872	214	0.24	LOS A
	Southbound	991	247	0.25	LOS B
AM Peak Post Development	Northbound	872	246	0.28	LOS B
	Southbound	991	281	0.28	LOS B
PM Peak Pre Development	Northbound	910	246	0.27	LOS B
	Southbound	1092	171	0.16	LOS A
PM Peak Post Development	Northbound	910	279	0.31	LOS B
	Southbound	1092	204	0.19	LOS A

8.5 Road safety impact assessment and mitigation

A road safety impact assessment is necessary to determine if there is likely to be any significant change to the level of road safety risk on the surrounding road network due to the development. The desired outcome is for road safety at any location on the network to not be significantly worsened as a result of the proposed development. Significantly worsened is defined within the *GTIA* as a change to the level of safety risk (e.g. Low to Moderate, Moderate to High etc).

To achieve the desired outcomes for safety, the road safety assessment process carried out includes:

- Identifying the current safety risks relevant to the development impact assessment area.
- Identifying the likely new risks or modified risks resulting from the proposed development and the relevant road environment, including the safety risk rating.
- Recommending management and mitigation works to ensure the existing safety risk rating for the road is not worsened because of the development and that any unacceptable safety risk is addressed.

The safety risks for all road users (including pedestrians and cyclists) have been identified and scored in accordance with the *GTIA* risk scoring matrix, as shown in Figure 8-4 and has been assessed for the pre development, post development and post development with mitigation measures (if required) scenarios.

The road safety assessment is presented in Table 8-15.

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

L: Low risk
M: Medium risk
H: High risk

Figure 8-4: *GTIA* safety risk score matrix (see Figure 9.3.2(a) in *GTIA*)

Table 8-15: Safety risk assessment summary

Risk Item	Pre Development			Post Development			Mitigation Measures	Post with Mitigation		
	L	C	Risk	L	C	Risk		L	C	Risk
There is a steep grade on Beaudesert Boonah Road, east of the proposed development site. The gradient limits available sight distance for property accesses on Beaudesert Boonah Road. The development requires an access on Beaudesert Boonah Road, which will increase the likelihood of vehicular collisions between vehicles exiting the site and vehicles travelling westbound on Beaudesert Boonah Road.	2	4	M	3	4	M	Sight distance at the sight access meets the minimum SISD requirements in *AGRD Part 4A* and so the likelihood of conflicts at the access should be reduced.	2	4	M
The geometry of Beaudesert Boonah Road would conceal the proposed site access to westbound travelling vehicles. Given a significant number of heavy vehicles will be turning left into the site from Beaudesert Boonah Road, there is a risk that through travelling vehicles will not see a slowing truck and rear end the truck at high speed.	1	4	L	2	4	M	A separate left turning lane is proposed for the site access which will remove left turning trucks and vehicles from the through lane on Beaudesert Boonah Road. It is also recommended that a "Turning Vehicles" sign be installed prior to the crest of the curve to warn oncoming drivers of the potential for slowing vehicles ahead	1	4	L
The increased volume of vehicles turning into the site may result in a queue of eastbound travelling vehicles waiting to turn into the site. The queue of vehicles may overflow the dedicated turning lane and impact the Beaudesert Boonah Road through movement, as well as movements turning out of the SCT Logistics site access which can result in vehicle collisions.	2	4	M	3	4	M	The addition of a signalised intersection will reduce the time that eastbound travelling vehicles will be queuing to enter the site, which will reduce the likelihood of a collision occurring. The right turning lane has been designed to the maximum possible length to ensure minimal overflow occurs. The turning lane length is expected to be sufficient in containing all turning vehicles.	2	4	M

Risk Item	Pre Development			Post Development			Mitigation Measures	Post with Mitigation		
	L	C	Risk	L	C	Risk		L	C	Risk
The current speed limit on Beaudesert Boonah Road is 100 km/h which is a significant risk of vehicle collisions for the site access intersection and the SCT Logistics site access. Any vehicle slowing to turn into the site may be rear-ended by a vehicle travelling behind. This risk is also significant for vehicles travelling westbound on Beaudesert Boonah Rd as the steep grade will limit visibility of trucks turning right into the site which may result in an angle crash.	2	4	M	4	4	H	The speed limit will be lowered to 70km/h around the area to align with guidelines for signalised intersections. Signage is recommended to ensure drivers are aware of the speed change. The reduction of speed will reduce the risk of collisions.	2	4	M
The site will generate an increase in the number of turning vehicles entering the site, in particular an increase in heavy vehicles. This may increase the overall number of collisions on the network surrounding the site access.	3	3	M	4	3	M	Additional turning lanes will be added to Beaudesert Boonah Rd to accommodate the increase in turning vehicles. The signalised intersection will separate the movements at the intersection which will reduce the likelihood of collisions	3	3	M
There are a number of Auxiliary Right Turn lanes within the study area. The proposed development will add a significant number of heavy vehicles along the route. This may increase the risk of a collision between a truck and a car. In accordance with TMR's Road Safety Policy, AUR's are not permitted and are required to be upgraded to CHR.	3	3	M	4	3	M	Due to the increase in heavy vehicle usage along Beaudesert Boonah Road, it is recommended that Cleanaway work with TMR, Department of State Development and the Coordinator General of Queensland to develop operational safety upgrades within the impact assessment area in the interim, prior to outcomes from strategic transport network planning for the Bromelton SDA being implemented.	3	3	M

The *GTIA* also states that for any works identified as being required for a development, either through the risk assessment or delay assessment, a road safety audit (RSA) or road safety assessment is required to be undertaken to ensure the design of the works does not introduce unacceptable safety risks.

The level of assessment required is determined based on the AADT and speed of the surrounding road environment as well as the type of development. Based on the AADT and speed reduction of Beaudesert Boonah Road identified in Section 5.2.1 and Section 6.2 and the development being determined to be a Major Development in accordance with Table 5.7 in the *GTIA*, an RSA is required to be undertaken. The RSA is required to be undertaken independently of the design team and is included in Appendix M. Updated intersection drawings incorporating feedback from the RSA are included in Appendix M.

9. Summary

This report has assessed the development impacts of the proposed EfW Facility development at Lot 1 Beaudesert Boonah Road, Bromelton. The site is to be accessed via a proposed four-way signalised intersection with Recycling Street featuring a CHR(s) and AUL(s) on Beaudesert Boonah Road.

The development site is expected to generate 79 trips in the morning and evening peak periods, of which 72 are heavy vehicle movements. The overall impacts on the surrounding transport network are assessed to be minor. However, a number of targeted mitigation measures are required to maintain acceptable network performance and road safety outcomes.

9.1 Summary of impacts and mitigation measures required

The access and frontage impact, network delay and route link capacity assessments identified some development impacts to the network. Overall network delays are expected to increase by 6.36% as a result of the proposed development while all intersections will operate within acceptable limits, except for the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street signalised intersection.

The following mitigation measures at the Beaudesert Bypass Road / Mt Lindesay Highway / Brisbane Street / Helen Street signalised intersection are recommended to address the traffic impacts of the BERC site:

- Allowing right turns from both lanes on Brisbane Street (i.e. dual right turn)
- Increasing the turn lane length to 130-metres for the right turn lane on Beaudesert Bypass Road. This turn lane length can be accommodated within the existing median.

With the mitigation measures, overall network delays expected to increase by -14.33%.

A detailed review of the concept layout has identified the opportunity to enhance pedestrian safety on-site. It is recommended that, at the next design stage, consideration be given to measures such as:

- Providing a signalised or grade-separated pedestrian crossing between the main car park and control room.
- Relocating the bus bay north of the ACC building to reduce pedestrian-vehicle interaction.
- .Increasing staff parking near the administration building.

A road safety impact assessment has been carried out to identify the existing safety risks in the study area and any new or modified risks that result from the proposed development. This assessment has identified the need to implement the following mitigation measures:

- A “Turning Vehicles” sign be installed prior to the crest of the curve on Beaudesert Boonah Road, for westbound vehicles, to warn oncoming drivers of the potential for slowing vehicles ahead.

- Signage be installed to ensure drivers are aware of the speed reduction to 70km/h.
- Signalisation of the Beaudesert Boonah Road / Recycling Street / Site Access intersection, allowing compliant sight distance foe vehicles exiting Recycling Street and reducing potential for crashes between through traffic and turning vehicles at both Recycling Street and SCT Logistics Site Access.
- Cleanaway to work with TMR, Department of State Development and the Coordinator General of Queensland to develop operational safety upgrades within the impact assessment area in the interim, prior to outcomes from strategic transport network planning for the Bromelton SDA being implemented.

Based on the impact assessments undertaken, we would recommend that this application be approved from a transport planning and engineering perspective subject to the above recommended mitigation measures being implemented / adopted.

9.2 Certification of TIA report

As a professional engineer registered by the Board of Professional Engineers of Queensland pursuant to the Professional Engineers Act 2002 as competent in my areas of nominated expertise, I understand and recognise:

- The significant role of engineering as a profession, and that
- The community has a legitimate expectation that my certification affixed to this engineering work can be trusted, and that
- I am responsible for ensuring its preparation has satisfied all necessary standards, conduct and contemporary practice.

As the responsible RPEQ, I certify:

- I am satisfied that all submitted components comprising this traffic impact assessment, listed in the following table, have been completed in accordance with the Guide to Traffic Impact Assessment published by the Queensland Department of Transport and Main Roads and using sound engineering principles, and
- Where specialised areas of work have not been under my direct supervision, I have reviewed the outcomes of the work and consider the work and its outcomes as suitable for the purposes of this traffic impact assessment, and that
- The outcomes of this traffic impact assessment are a true reflection of results of assessment, and that
- I believe the strategies recommended for mitigating impacts by this traffic impact assessment, embrace contemporary practice initiatives and will deliver the desired outcomes.

Name	John Bennett	**RPEQ Number**	18467
RPEQ Competencies	Civil		
Signature		**Date**	10/02/2026
Postal Address	Arup, Level 26, 123 Albert Street, Brisbane Qld 4000		
Email	John.Bennett@arup.com		

Traffic impact assessment items checklist	✓	Report section
1. Introduction		
Background	✓	3.1
Scope and study area	✓	3.3
Pre-lodgement meeting notes	N/A	
2. Existing Conditions		
Land use and zoning	✓	5.1
Adjacent land uses / approvals	✓	5.1
Surrounding road network details	✓	5.2
Traffic volumes	✓	5.3
Intersection and network performance	✓	5.4
Road safety issues	✓	5.5
Site access	N/A	
Public transport (if applicable)	✓	5.6
Active transport (if applicable)	✓	5.7
Parking (if applicable)	N/A	
Pavement (if applicable)	N/A	
Transport infrastructure (if applicable)	N/A	
3. Proposed Development Details		
Development site plan	✓	6.1
Operational details (including year of opening of each stage and any relevant catchment/market analysis)	✓	6.1
Proposed access and parking	✓	6.2 & 6.3
4. Development Traffic		
Traffic generation (by development stage if relevant and considering light and heavy vehicle trips)	✓	7.1

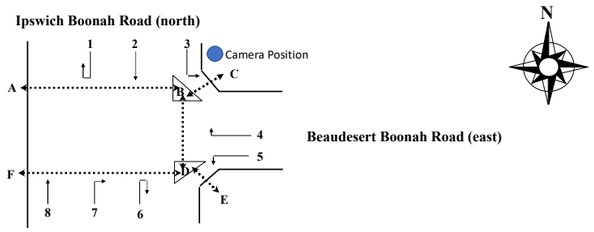
Traffic impact assessment items checklist	✓	Report section
Trip distribution	✓	7.2
Development traffic volumes on the network	✓	7.2
5. Impact Assessment and Mitigation		
Pavement (if applicable)	N/A	
With and without development traffic volumes	✓	8.1
Construction traffic impact assessment and mitigation (if applicable)	N/A	
Road safety impact assessment and mitigation	✓	8.4.5
Access and frontage impact assessment and mitigation	✓	8.2
Intersection delay impact assessment and mitigation	✓	8.3
Road link capacity assessment and mitigation	✓	8.4
Pavement impact assessment and mitigation	✓	Separate report
Transport infrastructure impact assessment and mitigation	N/A	
Other impacts assessment relevant to the specific development type / location (if applicable)	N/A	
6. Conclusions and Recommendations		
Summary of impacts and mitigation measures proposed	✓	9.1
Certification statement and authorisation	✓	9.2

Appendix A

2023 and 2025 intersection traffic volumes

AUSTRAFFIC VIDEO INTERSECTION COUNT

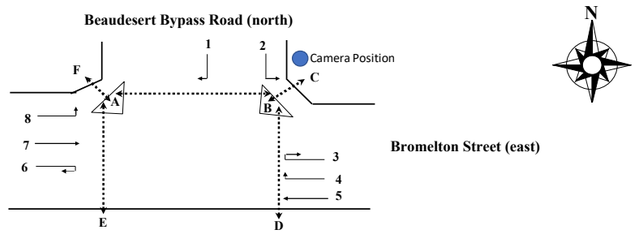
Site No.: 1 **Weather:** Fine
Location: Beaudesert Boonah Road/Ipswich Boonah Road
Day/Date: Tuesday, 23 May 2023
AM Peak: *Hour ending - 9:00 AM*
PM Peak: *Hour ending - 5:00 PM*



TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements															
																															A - B		B - A		B - C		C - B		B - D		D - B		D - E		E - D		D - F		F - D	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
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1:15 PM	0	0	**0**	0	28	0	**28**	0	1	1	**2**	0	4	1	**5**	0	13	2	**15**	0	0	0	**0**	0	28	4	**32**	0	14	2	**16**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	20	2	**22**	0	7	0	**7**	0	6	1	**7**	0	14	0	**14**	0	0	0	**0**	0	17	4	**21**	0	23	4	**27**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	**0**	0	26	3	**29**	0	4	3	**7**	0	4	0	**4**	0	10	0	**10**	0	0	0	**0**	0	15	3	**18**	0	20	2	**22**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	**0**	0	24	0	**24**	0	5	4	**9**	0	4	1	**5**	0	8	5	**13**	0	0	0	**0**	0	12	0	**12**	0	20	2	**22**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	**0**	0	21	2	**23**	0	5	2	**7**	0	6	1	**7**	0	21	3	**24**	0	0	0	**0**	0	14	5	**19**	0	24	1	**25**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	**0**	0	27	1	**28**	0	1	1	**2**	0	4	1	**5**	0	9	1	**10**	0	0	0	**0**	0	17	2	**19**	0	20	1	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	25	0	**25**	0	9	1	**10**	0	4	1	**5**	0	17	3	**20**	0	0	0	**0**	0	17	4	**21**	1	18	7	**25**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	**0**	0	32	2	**34**	0	6	6	**12**	0	3	1	**4**	0	11	0	**11**	0	0	0	**0**	0	25	4	**29**	0	16	0	**16**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	**0**	0	27	2	**29**	0	6	2	**8**	0	7	1	**8**	0	17	1	**18**	0	0	0	**0**	0	18	2	**20**	0	26	0	**26**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	**0**	0	13	0	**13**	0	7	1	**8**	0	8	1	**9**	0	24	7	**31**	0	0	0	**0**	0	22	2	**24**	0	21	0	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	**0**	0	37	2	**39**	0	11	0	**11**	0	13	2	**15**	0	9	3	**12**	0	0	0	**0**	0	18	3	**21**	0	7	1	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	25	3	**28**	0	11	4	**15**	0	5	3	**8**	0	20	6	**26**	0	0	0	**0**	0	3	1	**4**	0	5	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	**0**	0	11	1	**12**	0	22	2	**24**	0	3	1	**4**	0	43	1	**44**	0	0	0	**0**	0	28	6	**34**	0	29	1	**30**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	38	2	**40**	0	23	5	**28**	0	9	0	**9**	0	36	2	**38**	0	0	0	**0**	0	35	2	**37**	0	29	0	**29**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	35	2	**37**	0	5	0	**5**	0	3	0	**3**	0	17	0	**17**	0	0	0	**0**	0	21	1	**22**	0	21	0	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	**0**	0	34	2	**36**	0	9	1	**10**	0	9	0	**9**	0	17	1	**18**	0	0	0	**0**	0	15	1	**16**	0	19	0	**19**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	**0**	0	29	1	**30**	0	6	1	**7**	0	13	0	**13**	0	16	1	**17**	0	0	0	**0**	0	16	0	**16**	0	22	1	**23**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	30	1	**31**	0	2	2	**4**	0	11	2	**13**	0	27	2	**29**	0	0	0	**0**	0	13	0	**13**	0	28	0	**28**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	36	2	**38**	0	8	2	**10**	0	2	0	**2**	0	14	0	**14**	0	0	0	**0**	0	12	2	**14**	0	20	1	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	**0**	0	22	0	**22**	0	8	3	**11**	0	4	0	**4**	0	15	3	**18**	0	0	0	**0**	0	8	1	**9**	0	12	0	**12**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**0**	**0**	**0**	**0**	**1114**	**83**	**1197**	**0**	**290**	**74**	**364**	**0**	**254**	**55**	**309**	**0**	**762**	**108**	**870**	**0**	**0**	**0**	**0**	**0**	**783**	**108**	**891**	**1**	**1071**	**67**	**1138**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
AM Peak	**0**	**0**	**0**	**0**	**119**	**12**	**131**	**0**	**28**	**4**	**32**	**0**	**17**	**9**	**26**	**0**	**66**	**9**	**75**	**0**	**0**	**0**	**0**	**0**	**64**	**13**	**77**	**0**	**123**	**7**	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	**0**	**0**	**0**	**0**	**118**	**7**	**125**	**0**	**59**	**8**	**67**	**0**	**24**	**1**	**25**	**0**	**113**	**4**	**117**	**0**	**0**	**0**	**0**	**0**	**99**	**10**	**109**	**0**	**98**	**1**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

AUSTRAFFIC VIDEO INTERSECTION COUNT

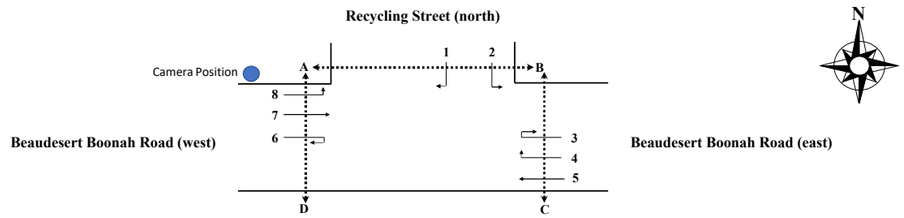
Site No.: 2 **Weather:** Fine
Location: Beaudesert Boonah Road/Beaudesert Bypass Road/Bromelton Street
Day/Date: Tuesday, 23 May 2023
AM Peak: *Hour ending - 8:45 AM*
PM Peak: *Hour ending - 3:30 PM*



TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements																	
																																	A - B		B - A		B - C		C - B		B - D		D - B		E - A		A - E		A - F		F - A	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	3	8	**11**	0	13	2	**15**	0	0	0	**0**	0	14	0	**14**	0	17	3	**20**	0	0	0	**0**	0	11	6	**17**	0	4	5	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	7	1	**8**	0	11	4	**15**	0	0	0	**0**	0	10	7	**17**	0	19	1	**20**	0	0	0	**0**	0	16	8	**24**	0	5	8	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	2	5	**7**	0	17	4	**21**	0	0	0	**0**	0	9	2	**11**	0	21	10	**31**	0	0	0	**0**	0	19	6	**25**	0	3	4	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	4	5	**9**	0	9	4	**13**	0	0	0	**0**	0	14	2	**16**	0	25	6	**31**	0	0	0	**0**	0	11	2	**13**	0	8	0	**8**	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	6	1	**7**	0	4	2	**6**	0	0	0	**0**	0	11	2	**13**	0	17	7	**24**	0	0	0	**0**	0	17	3	**20**	0	3	4	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	4	5	**9**	0	9	5	**14**	0	0	0	**0**	0	7	5	**12**	0	30	7	**37**	0	0	0	**0**	0	14	6	**20**	0	5	6	**11**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8	5	**13**	0	16	4	**20**	0	0	0	**0**	0	13	2	**15**	0	19	5	**24**	0	0	0	**0**	0	23	8	**31**	0	12	2	**14**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	6	6	**12**	0	24	2	**26**	0	0	0	**0**	0	20	6	**26**	0	23	4	**27**	0	0	0	**0**	0	22	4	**26**	0	8	4	**12**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	4	4	**8**	0	32	3	**35**	0	0	0	**0**	0	20	5	**25**	0	28	3	**31**	0	0	0	**0**	0	30	2	**32**	0	7	3	**10**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	9	4	**13**	0	41	3	**44**	0	1	0	**1**	0	26	4	**30**	0	30	3	**33**	0	0	0	**0**	0	20	8	**28**	0	5	2	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	4	4	**8**	0	20	4	**24**	0	0	0	**0**	0	18	6	**24**	0	22	6	**28**	0	0	0	**0**	0	19	3	**22**	0	8	5	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	7	8	**15**	0	16	2	**18**	0	0	0	**0**	0	22	6	**28**	0	22	2	**24**	0	0	0	**0**	0	26	2	**28**	0	10	4	**14**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	6	4	**10**	0	13	2	**15**	0	0	0	**0**	0	12	4	**16**	0	17	8	**25**	0	0	0	**0**	0	30	5	**35**	0	4	3	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	2	2	**4**	0	13	0	**13**	0	0	0	**0**	0	12	3	**15**	0	18	3	**21**	0	0	0	**0**	0	31	4	**35**	0	5	4	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	4	3	**7**	0	7	2	**9**	0	0	0	**0**	0	8	5	**13**	0	20	2	**22**	0	0	0	**0**	0	16	11	**27**	0	3	3	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	6	3	**9**	0	3	1	**4**	0	0	0	**0**	0	12	3	**15**	0	16	5	**21**	0	0	0	**0**	0	20	3	**23**	0	3	7	**10**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	5	2	**7**	0	6	5	**11**	0	0	0	**0**	0	5	3	**8**	0	15	3	**18**	0	0	0	**0**	0	23	1	**24**	0	4	2	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	4	6	**10**	0	14	4	**18**	0	0	0	**0**	0	7	3	**10**	0	24	6	**30**	0	0	0	**0**	0	15	2	**17**	0	2	6	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	5	6	**11**	0	8	0	**8**	0	0	0	**0**	0	12	5	**17**	0	22	2	**24**	0	0	0	**0**	0	19	5	**24**	0	8	5	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	6	5	**11**	0	14	5	**19**	0	0	0	**0**	0	11	4	**15**	0	21	5	**26**	0	0	0	**0**	0	24	4	**28**	0	6	3	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	5	3	**8**	0	6	2	**8**	0	0	0	**0**	0	6	2	**8**	0	15	7	**22**	0	0	0	**0**	0	24	4	**28**	0	5	9	**14**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	2	2	**4**	0	7	2	**9**	0	0	0	**0**	0	6	2	**8**	0	25	3	**28**	0	0	0	**0**	0	23	5	**28**	0	5	4	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	6	4	**10**	0	12	1	**13**	0	0	0	**0**	0	9	0	**9**	0	22	4	**26**	0	0	0	**0**	0	25	3	**28**	0	3	1	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	5	5	**10**	0	6	4	**10**	0	0	0	**0**	0	2	2	**4**	0	14	4	**18**	0	0	0	**0**	0	23	4	**27**	0	3	6	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	10	5	**15**	0	8	1	**9**	0	0	0	**0**	0	16	1	**17**	0	27	6	**33**	0	0	0	**0**	0	28	3	**31**	0	9	6	**15**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	8	3	**11**	0	8	5	**13**	0	0	0	**0**	0	9	4	**13**	0	17	10	**27**	0	0	0	**0**	0	35	0	**35**	0	9	7	**16**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	5	7	**12**	0	6	1	**7**	0	0	0	**0**	0	16	2	**18**	0	15	2	**17**	0	0	0	**0**	0	16	7	**23**	1	4	4	**8**	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	6	2	**8**	0	12	2	**14**	0	0	0	**0**	0	15	3	**18**	0	14	2	**16**	0	0	0	**0**	0	16	3	**19**	0	3	6	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	4	4	**8**	0	13	2	**15**	0	0	0	**0**	0	10	5	**15**	0	15	3	**18**	0	0	0	**0**	0	25	1	**26**	0	2	4	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	12	5	**17**	0	9	2	**11**	0	0	0	**0**	0	15	6	**21**	0	21	5	**26**	0	0	0	**0**	0	25	4	**29**	0	8	3	**11**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	9	6	**15**	0	6	7	**13**	0	0	0	**0**	0	9	0	**9**	0	28	7	**35**	0	0	0	**0**	0	33	3	**36**	0	8	5	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	6	5	**11**	0	15	2	**17**	0	0	0	**0**	0	16	2	**18**	0	16	2	**18**	0	0	0	**0**	0	33	6	**39**	0	2	1	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	12	1	**13**	0	9	2	**11**	0	0	0	**0**	0	9	4	**13**	0	14	0	**14**	0	0	0	**0**	0	24	5	**29**	0	5	4	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	8	7	**15**	0	11	4	**15**	0	0	0	**0**	0	16	3	**19**	0	22	7	**29**	0	0	0	**0**	0	38	7	**45**	0	9	7	**16**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	7	7	**14**	0	23	2	**25**	0	0	0	**0**	0	15	3	**18**	0	21	1	**22**	0	0	0	**0**	0	31	5	**36**	0	9	10	**19**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3	2	**5**	0	25	2	**27**	0	0	0	**0**	0	22	6	**28**	0	21	7	**28**	0	0	0	**0**	0	24	5	**29**	0	5	8	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	8	2	**10**	0	14	1	**15**	0	0	0	**0**	0	46	2	**48**	0	41	3	**44**	0	0	0	**0**	0	26	4	**30**	0	7	4	**11**	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
3:30 PM	10	2	**12**	0	16	1	**17**	0	0	0	**0**	0	18	7	**25**	0	28	5	**33**	0	0	0	**0**	0	40	6	**46**	0	5	2	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	11	3	**14**	0	16	2	**18**	0	0	0	**0**	0	20	7	**27**	0	21	4	**25**	0	0	0	**0**	0	21	4	**25**	0	8	2	**10**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	8	1	**9**	0	13	3	**16**	0	0	0	**0**	0	19	3	**22**	0	21	1	**22**	0	0	0	**0**	0	36	1	**37**	0	8	5	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	11	1	**12**	0	14	2	**16**	0	0	0	**0**	0	11	3	**14**	0	28	3	**31**	0	0	0	**0**	0	34	4	**38**	0	8	3	**11**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	13	1	**14**	0	14	2	**16**	0	0	0	**0**	0	14	2	**16**	0	16	1	**17**	0	0	0	**0**	0	20	3	**23**	0	4	4	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	9	0	**9**	0	10	0	**10**	0	0	0	**0**	0	16	0	**16**	0	21	1	**22**	0	0	0	**0**	0	49	2	**51**	0	7	5	**12**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	5	2	**7**	0	25	3	**28**	0	0	0	**0**	0	14	2	**16**	0	21	2	**23**	0	0	0	**0**	0	27	1	**28**	0	4	4	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	6	1	**7**	0	12	1	**13**	0	0	0	**0**	0	22	1	**23**	0	32	2	**34**	0	0	0	**0**	0	33	2	**35**	0	2	1	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5	1	**6**	0	11	1	**12**	0	0	0	**0**	0	14	2	**16**	0	26	1	**27**	0	0	0	**0**	0	27	2	**29**	0	4	1	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	3	2	**5**	0	13	1	**14**	0	0	0	**0**	0	16	1	**17**	0	17	2	**19**	0	0	0	**0**	0	20	1	**21**	0	5	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	2	0	**2**	0	14	0	**14**	0	0	0	**0**	0	8	1	**9**	0	12	2	**14**	0	0	0	**0**	0	14	1	**15**	0	2	2	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**301**	**171**	**472**	**0**	**638**	**116**	**754**	**0**	**1**	**0**	**1**	**0**	**672**	**153**	**825**	**0**	**1017**	**188**	**1205**	**0**	**0**	**0**	**0**	**0**	**1176**	**189**	**1365**	**1**	**266**	**198**	**464**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**
AM Peak	**23**	**18**	**41**	**0**	**117**	**12**	**129**	**0**	**1**	**0**	**1**	**0**	**84**	**21**	**105**	**0**	**103**	**16**	**119**	**0**	**0**	**0**	**0**	**0**	**91**	**17**	**108**	**0**	**28**	**14**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	**28**	**13**	**41**	**0**	**78**	**6**	**84**	**0**	**0**	**0**	**0**	**0**	**101**	**18**	**119**	**0**	**111**	**16**	**127**	**0**	**0**	**0**	**0**	**0**	**121**	**20**	**141**	**0**	**26**	**24**	**50**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

AUSTRAFFIC VIDEO INTERSECTION COUNT

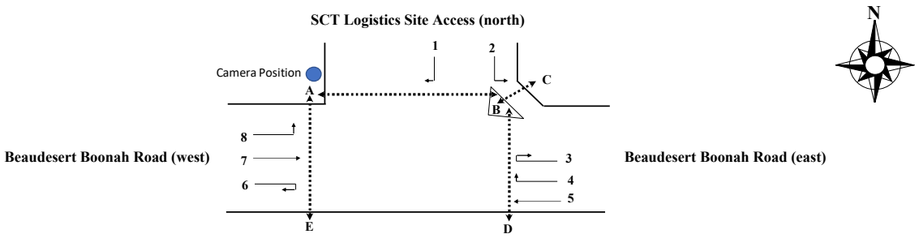
Site No.: 3 **Weather:** Fine
Location: Beaudesert Boonah Road/Recycling Street
Day/Date: Tuesday, 23 May 2023
AM Peak: *Hour ending -* *8:15 AM*
PM Peak: *Hour ending -* *3:45 PM*



TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements											
																																	A - B		B - A		B - C		C - B		D - A		A - D	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	13	5	**18**	0	0	0	**0**	0	10	3	**13**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	18	4	**22**	0	0	0	**0**	0	13	4	**17**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	26	7	**33**	0	0	0	**0**	0	16	2	**18**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	1	**2**	0	15	2	**17**	0	0	0	**0**	0	17	2	**19**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	24	6	**30**	0	0	0	**0**	0	18	5	**23**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	28	4	**32**	0	0	0	**0**	0	31	5	**36**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	2	0	**2**	0	36	10	**46**	0	0	0	**0**	0	19	3	**22**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	3	1	**4**	0	23	3	**26**	0	0	0	**0**	0	23	5	**28**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	25	4	**29**	0	0	0	**0**	0	27	1	**28**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	4	0	**4**	0	28	7	**35**	0	0	0	**0**	0	12	5	**17**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	26	7	**33**	0	0	0	**0**	0	22	3	**25**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	16	2	**18**	0	0	0	**0**	0	27	5	**32**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	19	3	**22**	0	0	0	**0**	0	29	4	**33**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	1	**2**	0	18	4	**22**	0	0	0	**0**	0	19	4	**23**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	14	4	**18**	0	0	0	**0**	0	22	4	**26**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	24	4	**28**	0	0	0	**0**	0	17	4	**21**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	14	0	**14**	0	0	0	**0**	0	22	2	**24**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	**0**	0	3	1	**4**	0	0	0	**0**	0	0	0	**0**	0	19	3	**22**	0	0	0	**0**	0	13	5	**18**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	27	5	**32**	0	0	0	**0**	0	20	2	**22**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	1	0	**1**	0	19	3	**22**	0	0	0	**0**	0	18	1	**19**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	**0**	0	5	0	**5**	0	0	0	**0**	0	0	0	**0**	0	19	5	**24**	0	0	0	**0**	0	19	3	**22**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	**0**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	29	2	**31**	0	0	0	**0**	0	23	5	**28**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	18	6	**24**	0	0	0	**0**	0	21	3	**24**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	21	2	**23**	0	0	0	**0**	0	31	6	**37**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	16	3	**19**	0	0	0	**0**	0	22	4	**26**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	22	5	**27**	0	0	0	**0**	0	22	5	**27**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	17	6	**23**	0	0	0	**0**	0	13	4	**17**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	19	5	**24**	0	0	0	**0**	0	15	4	**19**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	21	2	**23**	0	0	0	**0**	0	33	3	**36**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	2	1	**3**	0	0	0	**0**	0	1	0	**1**	0	15	3	**18**	0	0	0	**0**	0	31	7	**38**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	18	6	**24**	.	0	0	**0**	0	27	5	**32**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	**0**	0	8	0	**8**	0	0	0	**0**	0	1	0	**1**	0	20	4	**24**	0	0	0	**0**	0	25	5	**30**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	0	**1**	0	6	0	**6**	0	0	0	**0**	0	1	0	**1**	0	14	4	**18**	0	0	0	**0**	0	19	2	**21**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	19	4	**23**	0	0	0	**0**	0	26	9	**35**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	14	3	**17**	0	0	0	**0**	0	17	7	**24**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	1	1	**2**	0	23	2	**25**	0	0	0	**0**	0	28	6	**34**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	**0**	0	2	1	**3**	0	0	0	**0**	0	1	0	**1**	0	30	8	**38**	0	0	0	**0**	0	35	8	**43**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	29	7	**36**	0	0	0	**0**	0	24	6	**30**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	20	4	**24**	0	0	0	**0**	0	32	4	**36**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	21	1	**22**	0	0	0	**0**	0	34	2	**36**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	30	2	**32**	0	0	0	**0**	0	12	6	**18**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	19	0	**19**	0	0	0	**0**	0	35	10	**45**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	25	1	**26**	0	0	0	**0**	0	42	8	**50**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	24	0	**24**	0	0	0	**0**	0	24	1	**25**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	35	6	**41**	0	0	0	**0**	0	29	2	**31**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	**1**	0	6	0	**6**	0	0	0	**0**	0	1	0	**1**	0	18	1	**19**	0	0	0	**0**	0	20	1	**21**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	**1**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	15	4	**19**	0	0	0	**0**	0	18	1	**19**	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	12	2	**14**	0	0	0	**0**	0	20	6	**26**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**5**	**1**	**6**	**0**	**59**	**5**	**64**	**0**	**0**	**0**	**0**	**0**	**34**	**7**	**41**	**0**	**1015**	**185**	**1200**	**0**	**0**	**0**	**0**	**0**	**1092**	**202**	**1294**	**0**	**3**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak	**0**	**0**	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**7**	**0**	**112**	**21**	**133**	**0**	**0**	**0**	**0**	**0**	**100**	**14**	**114**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	**0**	**0**	**0**	**0**	**7**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**5**	**0**	**102**	**21**	**123**	**0**	**0**	**0**	**0**	**0**	**119**	**24**	**143**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

AUSTRAFFIC VIDEO INTERSECTION COUNT

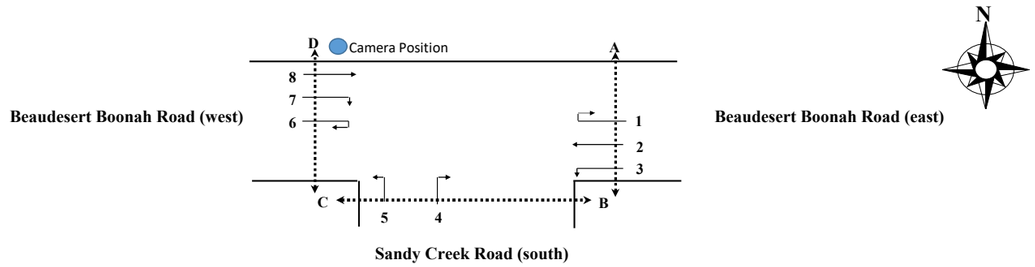
Site No.: 4 **Weather:** Fine
Location: Beaudesert Boonah Road/SCT Logistics Site Access
Day/Date: Tuesday, 23 May 2023
AM Peak: *Hour ending - 8:15 AM*
PM Peak: *Hour ending - 3:45 PM*



TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements													
																																	A - B		B - A		B - C		C - B		B - D		D - B		E - A		A - E	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	12	5	**17**	0	0	0	**0**	0	10	3	**13**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	17	4	**21**	0	0	0	**0**	0	14	4	**18**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	3	1	**4**	0	23	6	**29**	0	0	0	**0**	0	15	2	**17**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	1	1	**2**	0	13	1	**14**	0	0	0	**0**	0	17	2	**19**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	1	0	**1**	0	24	6	**30**	0	0	0	**0**	0	18	4	**22**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	25	4	**29**	0	0	0	**0**	0	32	5	**37**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	1	**3**	0	34	9	**43**	0	0	0	**0**	0	19	3	**22**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	**0**	0	1	2	**3**	0	0	0	**0**	0	1	0	**1**	0	22	3	**25**	0	0	0	**0**	0	23	3	**26**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	2	0	**2**	0	23	4	**27**	0	0	0	**0**	0	26	1	**27**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	**1**	0	0	1	**1**	0	0	0	**0**	0	1	4	**5**	0	28	3	**31**	0	0	0	**0**	0	12	4	**16**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	1	1	**2**	0	25	6	**31**	0	0	0	**0**	0	22	3	**25**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	16	2	**18**	0	0	0	**0**	0	27	5	**32**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	0	1	**1**	0	19	2	**21**	0	0	0	**0**	0	29	3	**32**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	18	4	**22**	0	0	0	**0**	0	19	4	**23**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	**0**	0	1	2	**3**	0	0	0	**0**	0	0	0	**0**	0	14	4	**18**	0	0	0	**0**	0	21	2	**23**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	1	**1**	0	0	1	**1**	0	0	0	**0**	0	1	2	**3**	0	23	2	**25**	0	0	0	**0**	0	17	3	**20**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	1	1	**2**	0	0	0	**0**	0	1	0	**1**	0	13	0	**13**	0	0	0	**0**	0	21	2	**23**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	1	0	**1**	0	18	3	**21**	0	0	0	**0**	0	13	4	**17**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	25	6	**31**	0	0	0	**0**	0	20	2	**22**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	1	**3**	0	19	2	**21**	0	0	0	**0**	0	19	1	**20**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	1	2	**3**	0	18	3	**21**	0	0	0	**0**	0	16	3	**19**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	29	2	**31**	0	0	0	**0**	0	23	5	**28**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	16	5	**21**	0	0	0	**0**	0	21	3	**24**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	**0**	0	1	1	**2**	0	0	0	**0**	0	2	0	**2**	0	21	3	**24**	0	0	0	**0**	0	31	5	**36**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	16	3	**19**	0	0	0	**0**	0	19	4	**23**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	4	0	**4**	0	18	5	**23**	0	0	0	**0**	0	21	5	**26**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	2	2	**4**	0	15	4	**19**	0	0	0	**0**	0	13	3	**16**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	2	**4**	0	17	3	**20**	0	0	0	**0**	0	15	4	**19**	0	1	1	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	**0**	0	11	0	**11**	0	0	0	**0**	0	3	1	**4**	0	18	1	**19**	0	0	0	**0**	0	22	3	**25**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	3	1	**4**	0	0	0	**0**	0	1	2	**3**	0	14	1	**15**	0	0	0	**0**	0	29	5	**34**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	**1**	0	1	2	**3**	0	0	0	**0**	0	7	1	**8**	0	11	5	**16**	0	0	0	**0**	0	25	4	**29**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	**0**	0	4	0	**4**	0	0	0	**0**	0	0	0	**0**	0	20	4	**24**	0	0	0	**0**	0	21	5	**26**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	**0**	0	3	0	**3**	0	0	0	**0**	0	0	1	**1**	0	15	3	**18**	0	0	0	**0**	0	16	2	**18**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	0	**1**	0	3	1	**4**	0	0	0	**0**	0	0	0	**0**	0	20	4	**24**	0	0	0	**0**	0	23	8	**31**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	0	3	**3**	0	0	0	**0**	0	0	0	**0**	0	14	3	**17**	0	0	0	**0**	0	17	4	**21**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	**1**	0	2	1	**3**	0	0	0	**0**	0	0	0	**0**	0	23	2	**25**	0	0	0	**0**	0	26	5	**31**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	**0**	0	4	0	**4**	0	0	0	**0**	0	2	0	**2**	0	28	8	**36**	0	0	0	**0**	0	31	8	**39**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	28	7	**35**	0	0	0	**0**	0	24	6	**30**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	**0**	0	4	0	**4**	0	0	0	**0**	0	0	0	**0**	0	20	4	**24**	0	0	0	**0**	0	28	4	**32**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	21	1	**22**	0	0	0	**0**	0	33	2	**35**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	30	2	**32**	0	0	0	**0**	0	12	5	**17**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	1	2	**3**	0	0	0	**0**	0	0	0	**0**	0	19	0	**19**	0	0	0	**0**	0	34	8	**42**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	25	1	**26**	0	0	0	**0**	0	42	7	**49**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	24	0	**24**	0	0	0	**0**	0	23	1	**24**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	2	**2**	0	35	4	**39**	0	0	0	**0**	0	28	2	**30**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	1	**2**	0	18	0	**18**	0	0	0	**0**	0	19	1	**20**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	1	**2**	0	15	3	**18**	0	0	0	**0**	0	17	1	**18**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	12	2	**14**	0	0	0	**0**	0	20	5	**25**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**5**	**3**	**8**	**0**	**52**	**25**	**77**	**0**	**0**	**0**	**0**	**0**	**49**	**27**	**76**	**0**	**971**	**159**	**1130**	**0**	**0**	**0**	**0**	**0**	**1043**	**178**	**1221**	**0**	**4**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak	**0**	**0**	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**9**	**0**	**104**	**20**	**124**	**0**	**0**	**0**	**0**	**0**	**100**	**12**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	**1**	**1**	**2**	**0**	**10**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**99**	**21**	**120**	**0**	**0**	**0**	**0**	**0**	**109**	**23**	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 1 **Weather:** Fine
Location: Beaudesert Boonah Road/Sandy Creek Road
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 11:00 AM*
PM Peak: *Hour ending - 4:30 PM*

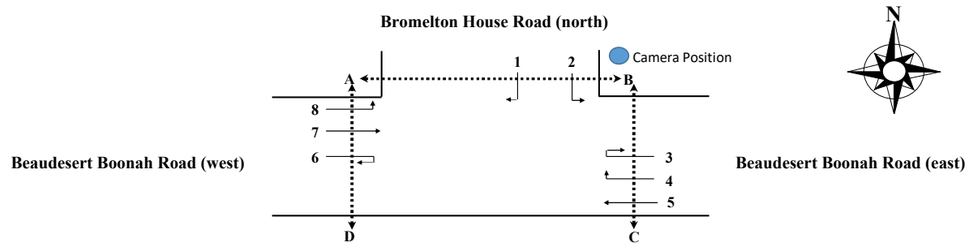


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements											
																																	A - B		B - A		B - C		C - B		C - D		D - C	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	20	2	**22**	0	7	7	**14**	0	5	4	**9**	0	2	0	**2**	0	0	0	**0**	0	2	4	**6**	0	14	12	**26**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	30	7	**37**	0	16	9	**25**	0	8	6	**14**	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	15	6	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	30	9	**39**	0	13	5	**18**	0	5	9	**14**	0	1	1	**2**	0	0	0	**0**	0	3	0	**3**	0	20	4	**24**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	20	3	**23**	0	13	2	**15**	0	5	12	**17**	0	1	1	**2**	0	0	0	**0**	0	6	1	**7**	0	19	5	**24**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	**0**	0	31	2	**33**	0	9	4	**13**	0	8	4	**12**	0	1	1	**2**	0	0	0	**0**	0	0	0	**0**	0	10	2	**12**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	32	2	**34**	0	6	3	**9**	0	4	5	**9**	0	3	2	**5**	0	0	0	**0**	0	1	2	**3**	0	27	3	**30**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	25	2	**27**	0	9	4	**13**	0	6	6	**12**	0	1	0	**1**	0	0	0	**0**	0	11	0	**11**	0	28	2	**30**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	**0**	0	36	9	**45**	0	15	2	**17**	0	4	4	**8**	0	0	1	**1**	0	0	0	**0**	0	4	0	**4**	0	26	4	**30**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	**0**	0	28	4	**32**	0	8	7	**15**	0	8	2	**10**	0	2	0	**2**	0	0	0	**0**	0	4	0	**4**	0	23	5	**28**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	**0**	0	36	3	**39**	0	9	11	**20**	0	3	4	**7**	0	3	0	**3**	0	0	0	**0**	0	5	1	**6**	0	15	6	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	**0**	0	32	3	**35**	0	5	8	**13**	0	9	7	**16**	0	2	0	**2**	0	0	0	**0**	0	1	2	**3**	0	17	4	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	**0**	0	26	6	**32**	0	6	9	**15**	0	5	4	**9**	0	1	2	**3**	0	0	0	**0**	0	0	1	**1**	0	17	7	**24**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	**0**	0	29	4	**33**	0	9	5	**14**	0	5	8	**13**	0	1	1	**2**	0	0	0	**0**	0	2	1	**3**	0	24	8	**32**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	**0**	0	19	8	**27**	0	10	6	**16**	0	10	9	**19**	0	2	1	**3**	0	0	0	**0**	0	1	2	**3**	0	27	2	**29**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	**0**	0	30	3	**33**	0	7	7	**14**	0	12	4	**16**	0	1	2	**3**	0	0	0	**0**	0	0	1	**1**	0	21	2	**23**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	**0**	0	23	3	**26**	0	3	6	**9**	0	7	9	**16**	0	1	0	**1**	0	0	0	**0**	0	3	0	**3**	0	16	5	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	33	8	**41**	0	7	11	**18**	0	4	10	**14**	0	3	2	**5**	0	0	0	**0**	0	1	0	**1**	0	28	2	**30**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	**0**	0	29	8	**37**	0	13	3	**16**	0	11	7	**18**	0	1	0	**1**	0	0	0	**0**	0	1	1	**2**	0	13	11	**24**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	**0**	0	24	6	**30**	0	4	7	**11**	0	7	8	**15**	0	0	1	**1**	0	0	0	**0**	0	0	1	**1**	0	34	6	**40**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	**0**	0	24	4	**28**	0	8	5	**13**	0	9	3	**12**	0	1	1	**2**	0	0	0	**0**	0	0	1	**1**	0	22	6	**28**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	**0**	0	24	4	**28**	0	7	5	**12**	0	2	5	**7**	0	0	1	**1**	0	0	0	**0**	0	1	2	**3**	0	32	5	**37**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	**0**	0	27	5	**32**	0	4	9	**13**	0	5	9	**14**	0	1	1	**2**	0	0	0	**0**	0	0	1	**1**	0	27	5	**32**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	**0**	0	32	10	**42**	0	5	9	**14**	0	12	5	**17**	0	2	1	**3**	0	0	0	**0**	0	2	1	**3**	0	24	7	**31**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	**0**	0	16	5	**21**	0	6	8	**14**	0	6	6	**12**	0	0	1	**1**	0	0	0	**0**	0	1	1	**2**	0	26	10	**36**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	26	6	**32**	0	5	10	**15**	0	9	11	**20**	0	0	1	**1**	0	0	0	**0**	0	0	1	**1**	0	22	4	**26**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	**0**	0	31	9	**40**	0	6	1	**7**	0	6	5	**11**	0	1	0	**1**	0	0	0	**0**	0	3	2	**5**	0	27	5	**32**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**0**	0	28	8	**36**	0	8	13	**21**	0	14	9	**23**	0	3	2	**5**	0	0	0	**0**	0	2	0	**2**	0	24	8	**32**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	1	**1**	0	29	7	**36**	0	10	5	**15**	0	3	10	**13**	0	4	1	**5**	0	0	0	**0**	0	0	1	**1**	0	26	7	**33**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	**0**	0	13	5	**18**	0	10	3	**13**	0	9	7	**16**	0	0	1	**1**	0	0	0	**0**	0	2	1	**3**	0	44	2	**46**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	27	4	**31**	0	12	9	**21**	0	6	7	**13**	0	3	3	**6**	0	0	0	**0**	0	1	0	**1**	0	27	8	**35**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	**0**	0	33	5	**38**	0	8	8	**16**	0	9	2	**11**	0	2	3	**5**	0	0	0	**0**	0	0	0	**0**	0	29	8	**37**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	**0**	0	24	10	**34**	0	4	4	**8**	0	6	8	**14**	0	6	0	**6**	0	0	0	**0**	0	2	0	**2**	0	23	8	**31**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	0	**1**	0	22	7	**29**	0	6	1	**7**	0	12	3	**15**	0	4	1	**5**	0	0	0	**0**	0	2	0	**2**	0	31	12	**43**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	**0**	0	25	7	**32**	0	8	7	**15**	0	9	4	**13**	0	4	0	**4**	0	0	0	**0**	0	2	1	**3**	0	36	6	**42**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	34	10	**44**	0	6	4	**10**	0	12	8	**20**	0	11	1	**12**	0	0	0	**0**	0	0	0	**0**	0	46	8	**54**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	**0**	0	20	2	**22**	0	7	3	**10**	0	10	5	**15**	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	30	10	**40**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	2	0	**2**	0	30	6	**36**	0	6	1	**7**	0	13	3	**16**	0	4	0	**4**	0	0	0	**0**	0	2	1	**3**	0	43	6	**49**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	**0**	0	33	5	**38**	0	6	2	**8**	0	8	3	**11**	0	2	0	**2**	0	0	0	**0**	0	0	2	**2**	0	34	6	**40**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	**1**	0	27	5	**32**	0	5	1	**6**	0	15	3	**18**	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	56	7	**63**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	30	6	**36**	0	12	3	**15**	0	11	2	**13**	0	1	0	**1**	0	0	0	**0**	0	3	0	**3**	0	43	2	**45**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	**0**	0	42	9	**51**	0	8	1	**9**	0	14	1	**15**	0	2	1	**3**	0	0	0	**0**	0	5	0	**5**	0	32	4	**36**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	19	6	**25**	0	6	2	**8**	0	15	0	**15**	0	4	1	**5**	0	0	0	**0**	0	4	2	**6**	0	46	7	**53**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	24	4	**28**	0	8	1	**9**	0	14	2	**16**	0	1	1	**2**	0	0	0	**0**	0	1	0	**1**	0	42	3	**45**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	**0**	0	29	3	**32**	0	7	2	**9**	0	5	0	**5**	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	31	3	**34**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	**0**	0	28	5	**33**	0	3	5	**8**	0	10	2	**12**	0	1	0	**1**	0	0	0	**0**	0	2	1	**3**	0	37	5	**42**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	27	2	**29**	0	5	0	**5**	0	7	1	**8**	0	1	0	**1**	0	0	0	**0**	0	3	0	**3**	0	21	2	**23**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	13	0	**13**	0	6	2	**8**	0	5	2	**7**	0	0	3	**3**	0	0	0	**0**	0	0	0	**0**	0	27	7	**34**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	**0**	0	15	3	**18**	0	2	0	**2**	0	7	0	**7**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	16	3	**19**	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**4**	**1**	**5**	**0**	**1285**	**254**	**1539**	**0**	**363**	**240**	**603**	**0**	**389**	**248**	**637**	**0**	**92**	**39**	**131**	**0**	**0**	**0**	**0**	**0**	**88**	**35**	**123**	**0**	**1318**	**270**	**1588**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

AM Peak	0	0	0	0	110	26	136	0	32	26	58	0	31	28	59	0	5	4	9	0	0	0	0	0	2	3	5	0	97	25	122	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak	1	0	1	0	118	26	144	0	31	7	38	0	55	6	61	0	9	2	11	0	0	0	0	0	13	2	15	0	177	20	197	0	0	0	0	0	0	0	0	0	0	0	0	0

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 2 **Weather:** Fine
Location: Beaudesert Boonah Road/Bromelton House Road
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 8:45 AM*
PM Peak: *Hour ending - 4:00 PM*

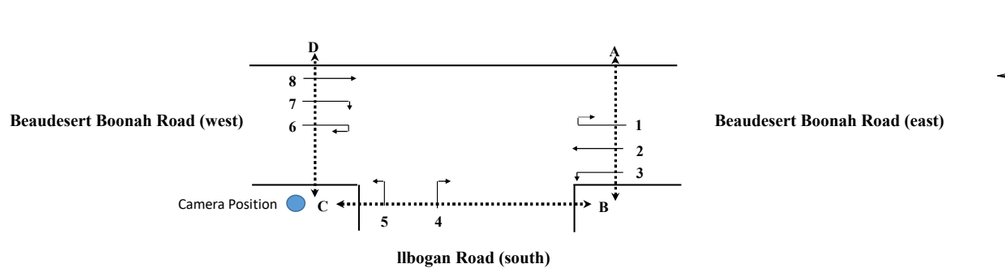


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements											
																																	A - B		B - A		B - C		C - B		D - A		A - D	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	6	1	**7**	0	3	1	**4**	0	0	0	**0**	0	6	1	**7**	0	20	10	**30**	0	0	0	**0**	0	15	15	**30**	0	4	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	19	5	**24**	0	8	1	**9**	0	0	0	**0**	0	7	1	**8**	0	26	10	**36**	0	0	0	**0**	0	14	12	**26**	0	7	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	16	1	**17**	0	5	0	**5**	0	0	0	**0**	0	3	0	**3**	0	28	13	**41**	0	0	0	**0**	0	21	13	**34**	0	6	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	14	0	**14**	0	7	1	**8**	0	0	0	**0**	0	4	0	**4**	0	18	5	**23**	0	0	0	**0**	0	18	17	**35**	0	5	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	13	1	**14**	0	7	0	**7**	0	0	0	**0**	0	2	2	**4**	0	31	5	**36**	0	0	0	**0**	0	14	5	**19**	0	5	1	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7	0	**7**	0	5	0	**5**	0	0	0	**0**	0	4	0	**4**	0	28	5	**33**	0	0	0	**0**	0	24	8	**32**	0	6	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	11	1	**12**	0	5	0	**5**	0	0	0	**0**	0	4	0	**4**	0	23	5	**28**	0	0	0	**0**	0	28	8	**36**	0	7	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	19	0	**19**	0	12	2	**14**	0	0	0	**0**	0	6	0	**6**	0	29	11	**40**	0	0	0	**0**	0	20	9	**29**	0	9	0	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	7	0	**7**	0	20	1	**21**	0	0	0	**0**	0	12	0	**12**	0	32	11	**43**	0	0	0	**0**	0	23	7	**30**	0	7	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	10	1	**11**	0	22	0	**22**	0	0	0	**0**	0	7	1	**8**	0	35	13	**48**	0	0	0	**0**	0	14	10	**24**	0	7	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	6	0	**6**	0	10	0	**10**	0	0	0	**0**	0	9	1	**10**	0	30	11	**41**	0	0	0	**0**	0	17	9	**26**	0	5	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	6	0	**6**	0	10	0	**10**	0	0	0	**0**	0	4	0	**4**	0	27	15	**42**	0	0	0	**0**	0	20	11	**31**	0	5	1	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	9	1	**10**	0	12	0	**12**	0	0	0	**0**	0	6	0	**6**	0	30	8	**38**	0	0	0	**0**	0	22	15	**37**	0	8	1	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	10	1	**11**	0	3	0	**3**	0	0	0	**0**	0	3	0	**3**	0	20	13	**33**	0	0	0	**0**	0	27	11	**38**	0	7	1	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	5	0	**5**	0	7	0	**7**	0	0	0	**0**	0	5	2	**7**	0	31	10	**41**	0	0	0	**0**	0	29	6	**35**	0	7	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	8	0	**8**	0	4	0	**4**	0	0	0	**0**	0	5	2	**7**	0	19	8	**27**	0	0	0	**0**	0	18	13	**31**	0	5	1	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10	4	**14**	0	1	1	**2**	0	0	0	**0**	0	3	0	**3**	0	28	18	**46**	0	0	0	**0**	0	27	12	**39**	0	6	2	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	11	1	**12**	0	3	1	**4**	0	0	0	**0**	0	2	0	**2**	0	31	10	**41**	0	0	0	**0**	0	15	18	**33**	0	7	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	3	2	**5**	0	1	0	**1**	0	0	0	**0**	0	8	0	**8**	0	25	10	**35**	0	0	0	**0**	0	37	12	**49**	0	6	2	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	5	0	**5**	0	8	0	**8**	0	0	0	**0**	0	1	0	**1**	0	28	9	**37**	0	0	0	**0**	0	25	10	**35**	0	6	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	7	0	**7**	0	3	1	**4**	0	0	0	**0**	0	2	0	**2**	0	24	10	**34**	0	0	0	**0**	0	32	9	**41**	0	4	1	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	6	0	**6**	0	4	0	**4**	0	0	0	**0**	0	4	1	**5**	0	29	14	**43**	0	0	0	**0**	0	27	13	**40**	0	5	1	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	3	1	**4**	0	3	1	**4**	0	0	0	**0**	0	4	0	**4**	0	32	17	**49**	0	0	0	**0**	0	28	12	**40**	0	9	0	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	5	0	**5**	0	5	0	**5**	0	0	0	**0**	0	7	0	**7**	0	16	17	**33**	0	0	0	**0**	0	22	14	**36**	0	8	0	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	4	1	**5**	0	6	0	**6**	0	0	0	**0**	0	2	0	**2**	0	26	12	**38**	0	0	0	**0**	0	28	14	**42**	0	5	1	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	6	0	**6**	0	6	0	**6**	0	1	0	**1**	0	5	0	**5**	0	32	11	**43**	0	0	0	**0**	0	24	8	**32**	0	10	1	**11**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	9	1	**10**	0	3	1	**4**	0	0	0	**0**	0	4	1	**5**	0	28	19	**47**	0	0	0	**0**	0	26	17	**43**	0	12	1	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	10	0	**10**	0	5	0	**5**	0	0	0	**0**	0	6	1	**7**	0	27	13	**40**	0	0	0	**0**	0	23	18	**41**	0	5	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	3	2	**5**	0	2	0	**2**	0	0	0	**0**	0	4	1	**5**	0	22	6	**28**	0	0	0	**0**	0	44	9	**53**	0	12	0	**12**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	8	1	**9**	0	6	1	**7**	0	0	0	**0**	0	6	0	**6**	0	31	12	**43**	0	0	0	**0**	0	28	15	**43**	0	6	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	11	1	**12**	0	2	0	**2**	0	0	0	**0**	0	5	0	**5**	0	28	12	**40**	0	0	0	**0**	0	29	9	**38**	0	9	1	**10**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	5	0	**5**	0	15	0	**15**	0	0	0	**0**	0	5	0	**5**	0	26	12	**38**	0	0	0	**0**	0	16	13	**29**	0	11	2	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	6	2	**8**	0	9	1	**10**	0	0	0	**0**	0	10	0	**10**	0	23	8	**31**	0	0	0	**0**	0	36	15	**51**	0	7	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	11	0	**11**	0	9	1	**10**	0	0	0	**0**	0	6	0	**6**	0	21	12	**33**	0	0	0	**0**	0	41	9	**50**	0	4	2	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	5	0	**5**	0	10	0	**10**	0	0	0	**0**	0	8	0	**8**	0	35	14	**49**	0	0	0	**0**	0	43	14	**57**	0	11	1	**12**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	5	0	**5**	0	12	1	**13**	0	0	0	**0**	0	17	1	**18**	0	24	5	**29**	0	0	0	**0**	0	36	13	**49**	0	12	2	**14**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	8	0	**8**	0	13	0	**13**	0	0	0	**0**	0	23	0	**23**	0	29	7	**36**	0	0	0	**0**	0	36	9	**45**	0	17	1	**18**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	7	0	**7**	0	5	0	**5**	0	0	0	**0**	0	22	0	**22**	0	33	7	**40**	0	0	0	**0**	0	29	8	**37**	0	18	1	**19**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	7	0	**7**	0	7	4	**11**	0	0	0	**0**	0	19	2	**21**	0	23	6	**29**	0	0	0	**0**	0	54	9	**63**	0	18	1	**19**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	3	0	**3**	0	8	1	**9**	0	0	0	**0**	0	16	0	**16**	0	39	9	**48**	0	0	0	**0**	0	37	3	**40**	0	16	0	**16**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	5	0	**5**	0	1	0	**1**	0	0	0	**0**	0	5	1	**6**	0	44	10	**54**	0	0	0	**0**	0	36	6	**42**	0	13	0	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	8	1	**9**	0	5	0	**5**	0	0	0	**0**	0	6	0	**6**	0	19	7	**26**	0	0	0	**0**	0	37	4	**41**	0	23	1	**24**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	11	0	**11**	0	7	0	**7**	0	0	0	**0**	0	5	0	**5**	0	20	4	**24**	0	0	0	**0**	0	45	6	**51**	0	12	1	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	7	1	**8**	0	9	0	**9**	0	0	0	**0**	0	9	2	**11**	0	29	4	**33**	0	0	0	**0**	0	29	2	**31**	0	6	1	**7**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	3	1	**4**	0	7	0	**7**	0	0	0	**0**	0	9	0	**9**	0	30	9	**39**	0	0	0	**0**	0	31	7	**38**	0	13	0	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	3	0	**3**	0	4	1	**5**	0	0	0	**0**	0	4	0	**4**	0	27	2	**29**	0	0	0	**0**	0	21	2	**23**	0	12	1	**13**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6	0	**6**	0	7	0	**7**	0	0	0	**0**	0	11	0	**11**	0	14	2	**16**	0	0	0	**0**	0	28	8	**36**	0	5	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	6	0	**6**	0	6	0	**6**	0	0	0	**0**	0	2	0	**2**	0	12	3	**15**	0	0	0	**0**	0	12	2	**14**	0	8	0	**8**	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**373**	**31**	**404**	**0**	**332**	**21**	**353**	**0**	**1**	**0**	**1**	**0**	**327**	**20**	**347**	**0**	**1282**	**464**	**1746**	**0**	**0**	**0**	**0**	**0**	**1306**	**489**	**1795**	**0**	**416**	**29**	**445**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

AM Peak	42	1	43	0	64	3	67	0	0	0	0	0	34	2	36	0	126	46	172	0	0	0	0	0	74	35	109	0	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak	25	0	25	0	33	5	38	0	0	0	0	0	80	2	82	0	124	29	153	0	0	0	0	0	156	29	185	0	69	3	72	0	0	0	0	0	0	0	0	0	0	0	0	0

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 3 **Weather:** Fine
Location: Beaudesert Boonah Road/llbogan Road
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 8:45 AM*
PM Peak: *Hour ending - 4:00 PM*



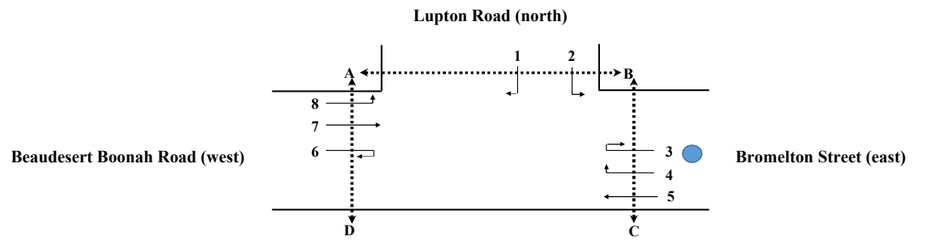


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements											
																																	A - B		B - A		B - C		C - B		C - D		D - C	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	30	15	**45**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	1	**2**	0	18	12	**30**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	31	7	**38**	0	0	0	**0**	0	0	0	**0**	0	4	0	**4**	0	0	0	**0**	0	5	3	**8**	0	17	9	**26**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	32	14	**46**	0	0	0	**0**	0	1	0	**1**	0	5	0	**5**	0	0	0	**0**	0	1	1	**2**	0	23	16	**39**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	20	3	**23**	0	2	1	**3**	0	0	0	**0**	0	2	2	**4**	0	0	0	**0**	0	3	2	**5**	0	25	15	**40**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	**0**	0	32	8	**40**	0	0	1	**1**	0	1	0	**1**	0	3	1	**4**	0	0	0	**0**	0	4	0	**4**	0	22	7	**29**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	25	2	**27**	0	1	0	**1**	0	1	0	**1**	0	3	0	**3**	0	0	0	**0**	0	6	1	**7**	0	26	6	**32**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	26	7	**33**	0	3	0	**3**	0	0	1	**1**	0	6	0	**6**	0	0	0	**0**	0	5	0	**5**	0	26	7	**33**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	**0**	0	38	10	**48**	0	2	1	**3**	0	1	0	**1**	0	1	1	**2**	0	0	0	**0**	0	4	2	**6**	0	33	11	**44**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	**0**	0	46	9	**55**	0	4	0	**4**	0	2	0	**2**	0	2	0	**2**	0	0	0	**0**	0	8	2	**10**	0	35	6	**41**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	**0**	0	37	16	**53**	0	5	0	**5**	0	2	0	**2**	0	2	0	**2**	0	0	0	**0**	0	1	1	**2**	0	36	10	**46**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	**0**	0	37	10	**47**	0	0	0	**0**	0	1	0	**1**	0	2	1	**3**	0	0	0	**0**	0	1	2	**3**	0	34	5	**39**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	1	0	**1**	0	33	14	**47**	0	6	0	**6**	0	2	0	**2**	0	2	0	**2**	0	0	0	**0**	0	2	1	**3**	0	27	12	**39**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	0	**1**	0	27	8	**35**	0	2	1	**3**	0	2	0	**2**	0	6	0	**6**	0	0	0	**0**	0	3	1	**4**	0	32	14	**46**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	1	0	**1**	0	26	13	**39**	0	2	0	**2**	0	0	0	**0**	0	3	0	**3**	0	0	0	**0**	0	1	2	**3**	0	27	10	**37**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	1	0	**1**	0	27	13	**40**	0	2	0	**2**	0	1	0	**1**	0	4	0	**4**	0	0	0	**0**	0	0	0	**0**	0	35	6	**41**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	**0**	0	24	8	**32**	0	4	0	**4**	0	2	0	**2**	0	1	0	**1**	0	0	0	**0**	0	1	1	**2**	0	23	12	**35**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	30	16	**46**	0	1	0	**1**	0	2	2	**4**	0	1	2	**3**	0	0	0	**0**	0	0	1	**1**	0	29	12	**41**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	**0**	0	28	9	**37**	0	2	0	**2**	0	2	0	**2**	0	2	1	**3**	0	0	0	**0**	0	1	2	**3**	0	17	17	**34**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	**0**	0	27	13	**40**	0	0	0	**0**	0	4	0	**4**	0	7	0	**7**	0	0	0	**0**	0	0	1	**1**	0	37	11	**48**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	**0**	0	30	5	**35**	0	1	1	**2**	0	1	0	**1**	0	4	1	**5**	0	0	0	**0**	0	0	1	**1**	0	32	7	**39**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	**0**	0	21	10	**31**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	37	11	**48**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	**0**	0	32	13	**45**	0	1	0	**1**	0	5	0	**5**	0	2	2	**4**	0	0	0	**0**	0	2	1	**3**	0	30	11	**41**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	**0**	0	43	18	**61**	0	4	0	**4**	0	2	1	**3**	0	1	2	**3**	0	0	0	**0**	0	5	3	**8**	0	30	13	**43**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	1	0	**1**	0	25	12	**37**	0	4	1	**5**	0	1	0	**1**	0	5	2	**7**	0	0	0	**0**	0	5	0	**5**	0	23	13	**36**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	25	10	**35**	0	3	0	**3**	0	1	0	**1**	0	1	1	**2**	0	0	0	**0**	0	5	0	**5**	0	30	14	**44**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	**1**	0	35	10	**45**	0	2	0	**2**	0	2	0	**2**	0	1	0	**1**	0	0	0	**0**	0	6	1	**7**	0	24	8	**32**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**0**	0	32	20	**52**	0	0	0	**0**	0	1	0	**1**	0	2	1	**3**	0	0	0	**0**	0	1	1	**2**	0	31	16	**47**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	**0**	0	35	13	**48**	0	1	0	**1**	0	3	0	**3**	0	2	1	**3**	0	0	0	**0**	0	2	1	**3**	0	29	18	**47**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	**0**	0	20	7	**27**	0	5	0	**5**	0	5	0	**5**	0	2	1	**3**	0	0	0	**0**	0	4	1	**5**	0	46	7	**53**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	34	12	**46**	0	6	0	**6**	0	0	0	**0**	0	6	0	**6**	0	0	0	**0**	0	1	0	**1**	0	28	15	**43**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	**0**	0	35	13	**48**	0	3	1	**4**	0	1	0	**1**	0	2	0	**2**	0	0	0	**0**	0	3	1	**4**	0	35	10	**45**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	**0**	0	22	10	**32**	0	0	0	**0**	0	1	0	**1**	0	7	1	**8**	0	0	0	**0**	0	2	0	**2**	0	32	12	**44**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	**0**	0	30	6	**36**	0	5	0	**5**	0	3	0	**3**	0	4	0	**4**	0	0	0	**0**	0	4	2	**6**	0	40	15	**55**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	**0**	0	31	11	**42**	0	6	0	**6**	0	0	0	**0**	0	1	1	**2**	0	0	0	**0**	0	1	1	**2**	0	54	8	**62**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	40	12	**52**	0	2	0	**2**	0	1	0	**1**	0	1	3	**4**	0	0	0	**0**	0	4	0	**4**	0	49	13	**62**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	**0**	0	38	7	**45**	0	4	1	**5**	0	2	1	**3**	0	2	0	**2**	0	0	0	**0**	0	1	4	**5**	0	48	11	**59**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	**0**	0	52	4	**56**	0	6	0	**6**	0	0	0	**0**	0	2	3	**5**	0	0	0	**0**	0	4	0	**4**	0	44	8	**52**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	**0**	0	51	6	**57**	0	4	1	**5**	0	4	0	**4**	0	4	0	**4**	0	0	0	**0**	0	0	1	**1**	0	39	9	**48**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	**0**	0	37	8	**45**	0	2	0	**2**	0	4	0	**4**	0	6	1	**7**	0	0	0	**0**	0	9	1	**10**	0	50	8	**58**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	41	11	**52**	0	4	0	**4**	0	3	2	**5**	0	9	2	**11**	0	0	0	**0**	0	3	0	**3**	0	43	5	**48**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	**0**	0	35	9	**44**	0	1	0	**1**	0	2	0	**2**	0	5	1	**6**	0	0	0	**0**	0	4	0	**4**	0	33	5	**38**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	22	6	**28**	0	3	0	**3**	0	7	0	**7**	0	1	1	**2**	0	0	0	**0**	0	5	0	**5**	0	40	4	**44**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	21	3	**24**	0	0	0	**0**	0	1	0	**1**	0	3	0	**3**	0	0	0	**0**	0	4	0	**4**	0	50	7	**57**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	**0**	0	37	4	**41**	0	2	0	**2**	0	5	0	**5**	0	2	0	**2**	0	0	0	**0**	0	2	0	**2**	0	32	1	**33**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	**0**	0	40	9	**49**	0	1	0	**1**	0	3	0	**3**	0	4	0	**4**	0	0	0	**0**	0	4	0	**4**	0	37	7	**44**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	29	3	**32**	0	1	1	**2**	0	2	0	**2**	0	3	0	**3**	0	0	0	**0**	0	4	0	**4**	0	20	3	**23**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	21	1	**22**	0	4	0	**4**	0	2	0	**2**	0	2	1	**3**	0	0	0	**0**	0	2	3	**5**	0	32	6	**38**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	**0**	0	13	3	**16**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	2	1	**3**	0	21	1	**22**	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**6**	**0**	**6**	**0**	**1503**	**451**	**1954**	**0**	**112**	**10**	**122**	**0**	**87**	**7**	**94**	**0**	**143**	**33**	**176**	**0**	**0**	**0**	**0**	**0**	**137**	**47**	**184**	**0**	**1561**	**464**	**2025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PM Peak	AM Peak
0	0
0	0
0	0
0	0
181	158
29	45
210	203
0	0
16	11
1	1
17	12
0	0
11	6
2	0
13	6
0	0
21	7
6	2
27	9
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
206	170
30	32
176	138
0	0
18	21
2	7
16	14
0	0
0	0
0	0

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 4 **Weather:** Fine
Location: Beaudesert Boonah Road/Lupton Road
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 9:00 AM*
PM Peak: *Hour ending - 3:15 PM*

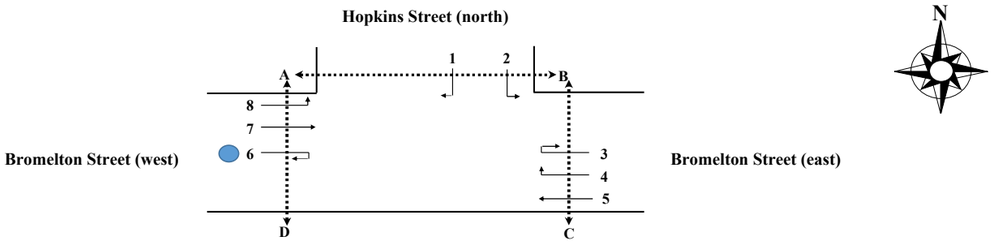


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements											
																																	A - B		B - A		B - C		C - B		D - A		A - D	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	1	**1**	0	31	14	**45**	0	0	0	**0**	0	19	12	**31**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	1	1	**2**	0	0	0	**0**	0	0	0	**0**	0	28	7	**35**	0	0	0	**0**	0	20	9	**29**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	1	**2**	0	34	14	**48**	0	0	0	**0**	0	20	16	**36**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	2	0	**2**	0	22	4	**26**	0	0	0	**0**	0	28	13	**41**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	34	7	**41**	0	0	0	**0**	0	23	8	**31**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	26	2	**28**	0	0	0	**0**	0	27	6	**33**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	29	8	**37**	0	0	0	**0**	0	30	7	**37**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	**1**	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	41	9	**50**	0	0	0	**0**	0	29	11	**40**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	49	10	**59**	0	0	0	**0**	0	41	5	**46**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	42	16	**58**	0	0	0	**0**	0	33	10	**43**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	37	10	**47**	0	0	0	**0**	0	39	7	**46**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	40	16	**56**	0	0	0	**0**	0	28	11	**39**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	1	1	**2**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	28	7	**35**	0	0	0	**0**	0	34	15	**49**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	31	12	**43**	0	0	0	**0**	0	26	9	**35**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	2	0	**2**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	28	13	**41**	0	0	0	**0**	0	38	6	**44**	0	1	1	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	**0**	0	5	0	**5**	0	0	0	**0**	0	0	1	**1**	0	26	10	**36**	0	0	0	**0**	0	24	13	**37**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	34	15	**49**	0	0	0	**0**	0	31	12	**43**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	27	10	**37**	0	0	0	**0**	0	21	18	**39**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	31	12	**43**	0	0	0	**0**	0	35	12	**47**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	2	0	**2**	0	28	6	**34**	0	0	0	**0**	0	38	7	**45**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	**1**	0	1	1	**2**	0	0	0	**0**	0	0	0	**0**	0	23	10	**33**	0	0	0	**0**	0	36	10	**46**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	**0**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	34	13	**47**	0	0	0	**0**	0	34	11	**45**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	44	18	**62**	0	0	0	**0**	0	28	12	**40**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	**1**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	29	13	**42**	0	0	0	**0**	0	29	15	**44**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	30	11	**41**	0	0	0	**0**	0	29	13	**42**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	36	10	**46**	0	0	0	**0**	0	25	9	**34**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	35	20	**55**	0	0	0	**0**	0	35	15	**50**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	34	13	**47**	0	0	0	**0**	0	34	17	**51**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	27	6	**33**	0	0	0	**0**	0	41	9	**50**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	41	13	**54**	0	0	0	**0**	0	39	15	**54**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	40	14	**54**	0	0	0	**0**	0	31	9	**40**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	23	9	**32**	0	0	0	**0**	0	35	9	**44**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	33	8	**41**	0	0	0	**0**	0	43	17	**60**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	37	10	**47**	0	0	0	**0**	0	51	9	**60**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	1	**2**	0	45	12	**57**	0	0	0	**0**	0	53	12	**65**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	41	8	**49**	0	0	0	**0**	0	48	11	**59**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	1	0	**1**	0	7	0	**7**	0	0	0	**0**	0	0	0	**0**	0	60	4	**64**	0	0	0	**0**	0	49	9	**58**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	55	6	**61**	0	0	0	**0**	0	39	7	**46**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	1	**1**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	40	7	**47**	0	0	0	**0**	0	61	9	**70**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	47	11	**58**	0	0	0	**0**	0	47	7	**54**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	**0**	0	1	2	**3**	0	0	0	**0**	0	1	0	**1**	0	46	9	**55**	0	0	0	**0**	0	33	4	**37**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	**1**	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	27	6	**33**	0	0	0	**0**	0	45	5	**50**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	23	3	**26**	0	0	0	**0**	0	53	6	**59**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	39	6	**45**	0	0	0	**0**	0	38	3	**41**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	39	7	**46**	0	0	0	**0**	0	45	6	**51**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	30	3	**33**	0	0	0	**0**	0	22	3	**25**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	26	1	**27**	0	0	0	**0**	0	32	5	**37**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	10	3	**13**	0	0	0	**0**	0	25	2	**27**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**9**	**5**	**14**	**0**	**39**	**6**	**45**	**0**	**6**	**0**	**6**	**0**	**31**	**4**	**35**	**0**	**1640**	**456**	**2096**	**0**	**0**	**0**	**0**	**0**	**1664**	**466**	**2130**	**0**	**11**	**6**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PM Peak	AM Peak
1	1
0	0
1	1
0	0
9	3
0	0
9	3
0	0
0	1
0	0
0	1
0	0
4	1
1	0
5	1
0	0
183	168
34	52
217	220
0	0
0	0
0	0
0	0
0	0
201	141
41	33
242	174
0	0
0	1
1	0
1	1
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0
0	0

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 5 **Weather:** Fine
Location: Bromelton Street/Hopkins Street
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 8:45 AM*
PM Peak: *Hour ending - 3:30 PM*

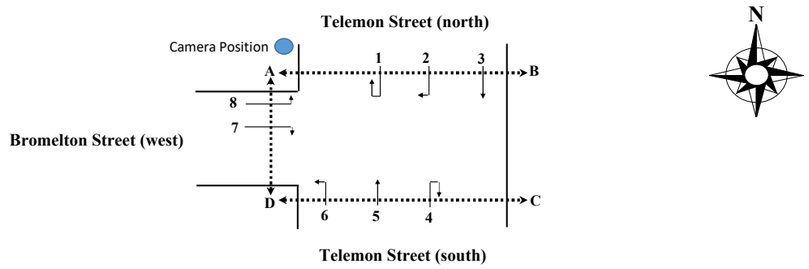


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements											
																																	A - B		B - A		B - C		C - D		D - A		A - D	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	40	6	**46**	0	0	0	**0**	0	31	16	**47**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	32	11	**43**	0	0	0	**0**	0	29	9	**38**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	39	7	**46**	0	0	0	**0**	0	31	13	**44**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	34	9	**43**	0	0	0	**0**	0	33	15	**48**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	38	6	**44**	0	0	0	**0**	0	30	4	**34**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	**1**	0	4	0	**4**	0	0	0	**0**	0	0	0	**0**	0	38	6	**44**	0	0	0	**0**	0	46	6	**52**	0	0	0	**0**	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	50	10	**60**	0	0	0	**0**	0	37	13	**50**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	0	**3**	0	4	0	**4**	0	0	0	**0**	0	2	0	**2**	0	53	10	**63**	0	0	0	**0**	0	52	11	**63**	0	1	1	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	1	**2**	0	4	1	**5**	0	0	0	**0**	0	3	0	**3**	0	66	13	**79**	0	0	0	**0**	0	80	9	**89**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	**1**	0	6	0	**6**	0	0	0	**0**	0	2	0	**2**	0	72	17	**89**	0	0	0	**0**	0	87	7	**94**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	3	0	**3**	0	2	0	**2**	0	0	0	**0**	0	10	0	**10**	0	72	11	**83**	0	0	0	**0**	0	60	5	**65**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	0	**2**	0	1	0	**1**	0	1	0	**1**	0	2	0	**2**	0	49	9	**58**	0	0	0	**0**	0	40	16	**56**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	45	14	**59**	0	0	0	**0**	0	33	9	**42**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	39	16	**55**	0	0	0	**0**	0	38	10	**48**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	4	0	**4**	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	53	9	**62**	0	1	0	**1**	0	45	8	**53**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	1	**1**	0	5	0	**5**	0	0	0	**0**	0	1	0	**1**	0	41	12	**53**	0	0	0	**0**	0	35	9	**44**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	1	**2**	0	45	16	**61**	0	0	0	**0**	0	31	11	**42**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	41	9	**50**	0	0	0	**0**	0	27	16	**43**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	**1**	0	1	1	**2**	0	0	0	**0**	0	0	0	**0**	0	43	13	**56**	0	0	0	**0**	0	32	7	**39**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	37	8	**45**	0	0	0	**0**	0	49	9	**58**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	**1**	0	4	0	**4**	0	0	0	**0**	0	1	0	**1**	0	29	10	**39**	0	0	0	**0**	0	45	8	**53**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	**1**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	34	11	**45**	0	1	0	**1**	0	35	4	**39**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	47	12	**59**	0	0	0	**0**	0	36	14	**50**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	47	8	**55**	0	0	0	**0**	0	37	10	**47**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	37	10	**47**	0	0	0	**0**	0	32	10	**42**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	42	11	**53**	0	0	0	**0**	0	27	4	**31**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	42	16	**58**	0	0	0	**0**	0	36	15	**51**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	**1**	0	3	0	**3**	0	0	0	**0**	0	2	0	**2**	0	36	12	**48**	0	0	0	**0**	0	42	7	**49**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	1	0	**1**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	31	6	**37**	0	0	0	**0**	0	43	9	**52**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	1	0	**1**	0	3	0	**3**	0	0	0	**0**	0	3	0	**3**	0	43	10	**53**	0	0	0	**0**	0	44	10	**54**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	52	11	**63**	0	0	0	**0**	0	36	7	**43**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	2	0	**2**	0	2	0	**2**	0	0	0	**0**	0	5	0	**5**	0	35	10	**45**	0	0	0	**0**	0	49	13	**62**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	4	1	**5**	0	46	7	**53**	0	0	0	**0**	0	45	12	**57**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	1	**2**	0	4	1	**5**	0	0	0	**0**	0	1	0	**1**	0	42	12	**54**	0	0	0	**0**	0	64	8	**72**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	0	**1**	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	53	14	**67**	0	0	0	**0**	0	70	8	**78**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3	0	**3**	0	5	0	**5**	0	0	0	**0**	0	3	0	**3**	0	73	11	**84**	0	0	0	**0**	0	60	12	**72**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	2	0	**2**	0	9	0	**9**	0	0	0	**0**	0	2	0	**2**	0	81	11	**92**	0	0	0	**0**	0	67	7	**74**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	3	0	**3**	0	3	0	**3**	0	0	0	**0**	0	0	0	**0**	0	71	11	**82**	0	0	0	**0**	0	52	5	**57**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	3	0	**3**	0	55	10	**65**	0	0	0	**0**	0	55	9	**64**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	0	**2**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	61	10	**71**	0	0	0	**0**	0	54	5	**59**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	**2**	0	11	0	**11**	0	0	0	**0**	0	4	0	**4**	0	52	15	**67**	0	0	0	**0**	0	36	6	**42**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	**1**	0	3	0	**3**	0	0	0	**0**	0	2	0	**2**	0	38	9	**47**	0	0	0	**0**	0	51	5	**56**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	**2**	0	5	0	**5**	0	0	0	**0**	0	2	0	**2**	0	45	5	**50**	0	0	0	**0**	0	61	3	**64**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	**2**	0	4	0	**4**	0	0	0	**0**	0	5	0	**5**	0	55	5	**60**	0	0	0	**0**	0	47	3	**50**	0	2	1	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	**1**	0	4	0	**4**	0	0	0	**0**	0	2	0	**2**	0	51	6	**57**	0	0	0	**0**	0	59	8	**67**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	3	0	**3**	0	39	3	**42**	0	0	0	**0**	0	27	2	**29**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	3	0	**3**	0	4	0	**4**	0	0	0	**0**	0	9	0	**9**	0	37	4	**41**	0	0	0	**0**	0	33	5	**38**	0	4	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	14	0	**14**	0	24	4	**28**	0	0	0	**0**	0	27	1	**28**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**55**	**4**	**59**	**0**	**119**	**3**	**122**	**0**	**1**	**0**	**1**	**0**	**100**	**2**	**102**	**0**	**2225**	**476**	**2701**	**0**	**2**	**0**	**2**	**0**	**2116**	**413**	**2529**	**0**	**41**	**2**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

AM Peak	8	1	9	0	16	1	17	0	0	0	0	0	17	0	17	0	263	51	314	0	0	0	0	0	279	32	311	0	5	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak	9	0	9	0	19	0	19	0	0	0	0	0	6	0	6	0	278	47	325	0	0	0	0	0	249	32	281	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 6 **Weather:** Fine
Location: Bromelton Street/Telemon Street
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 8:45 AM*
PM Peak: *Hour ending - 3:45 PM*

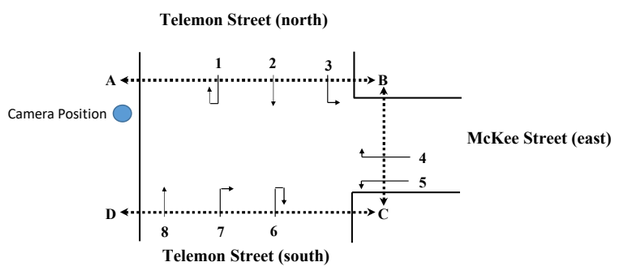


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements											
																															A - B		B - A		C - D		D - C		D - A		A - D	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	27	1	**28**	0	29	10	**39**	0	0	0	**0**	0	38	9	**47**	0	12	1	**13**	0	13	9	**22**	0	21	7	**28**	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	22	7	**29**	0	32	7	**39**	0	0	0	**0**	0	38	2	**40**	0	9	4	**13**	0	13	5	**18**	0	15	5	**20**	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	31	8	**39**	0	39	7	**46**	0	0	0	**0**	0	35	7	**42**	0	12	1	**13**	0	10	3	**13**	0	21	11	**32**	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	25	4	**29**	0	41	7	**48**	0	0	0	**0**	0	47	5	**52**	0	8	5	**13**	0	16	4	**20**	0	18	7	**25**	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	**0**	0	25	5	**30**	0	45	4	**49**	0	0	0	**0**	0	38	2	**40**	0	11	3	**14**	0	10	4	**14**	0	20	1	**21**	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	24	3	**27**	0	35	6	**41**	0	0	0	**0**	0	51	2	**53**	0	17	3	**20**	0	23	3	**26**	0	26	3	**29**	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	34	2	**36**	1	47	4	**51**	0	0	0	**0**	0	64	10	**74**	0	22	8	**30**	0	13	6	**19**	0	26	7	**33**	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	**0**	0	49	6	**55**	0	70	6	**76**	0	0	0	**0**	0	66	5	**71**	0	16	5	**21**	0	15	2	**17**	0	26	5	**31**	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	**0**	0	74	5	**79**	0	68	5	**73**	0	0	0	**0**	0	82	2	**84**	0	26	7	**33**	0	12	9	**21**	0	64	0	**64**	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	**0**	0	83	11	**94**	0	57	10	**67**	0	0	0	**0**	0	71	2	**73**	0	24	6	**30**	0	11	2	**13**	0	89	5	**94**	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	**0**	0	60	6	**66**	0	46	6	**52**	0	0	0	**0**	0	76	2	**78**	0	27	5	**32**	0	24	3	**27**	0	87	3	**90**	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	**0**	0	34	4	**38**	0	55	4	**59**	0	0	0	**0**	0	64	3	**67**	0	23	6	**29**	0	8	6	**14**	0	41	9	**50**	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	**0**	0	26	7	**33**	0	53	7	**60**	0	0	0	**0**	0	66	4	**70**	0	15	7	**22**	0	7	3	**10**	0	31	6	**37**	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	**0**	0	29	8	**37**	0	75	5	**80**	0	0	0	**0**	0	63	4	**67**	0	15	8	**23**	0	9	4	**13**	0	31	7	**38**	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	**0**	0	37	4	**41**	0	53	8	**61**	0	0	0	**0**	0	63	3	**66**	0	19	5	**24**	0	9	5	**14**	0	35	3	**38**	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	**0**	0	27	7	**34**	0	61	3	**64**	0	0	0	**0**	0	54	3	**57**	0	14	5	**19**	0	10	3	**13**	0	33	6	**39**	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	45	11	**56**	0	61	2	**63**	0	0	0	**0**	0	44	7	**51**	0	17	6	**23**	0	6	7	**13**	0	26	2	**28**	0	0	0	0	0	3	0	0	0	2	0
10:30 AM	0	0	**0**	0	32	4	**36**	0	49	4	**53**	0	0	0	**0**	0	57	4	**61**	0	10	5	**15**	0	7	5	**12**	0	24	13	**37**	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	**0**	0	33	3	**36**	0	45	6	**51**	0	0	0	**0**	0	60	3	**63**	0	11	10	**21**	0	4	3	**7**	0	32	3	**35**	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	**0**	0	36	4	**40**	0	57	5	**62**	0	0	0	**0**	0	37	3	**40**	0	9	5	**14**	0	10	5	**15**	0	40	4	**44**	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	**0**	0	21	6	**27**	0	44	3	**47**	0	0	0	**0**	0	45	3	**48**	0	8	4	**12**	0	11	4	**15**	0	38	3	**41**	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	**0**	0	21	10	**31**	0	53	5	**58**	0	0	0	**0**	0	52	2	**54**	0	12	2	**14**	0	11	2	**13**	0	26	2	**28**	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	**0**	0	39	6	**45**	0	52	3	**55**	0	0	0	**0**	0	47	5	**52**	0	11	5	**16**	0	15	6	**21**	0	22	6	**28**	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	**0**	0	35	4	**39**	0	53	6	**59**	0	0	0	**0**	0	46	8	**54**	0	12	4	**16**	0	10	3	**13**	0	44	7	**51**	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	28	3	**31**	0	58	6	**64**	0	0	0	**0**	0	55	5	**60**	0	13	8	**21**	0	7	4	**11**	0	23	6	**29**	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	**0**	0	30	6	**36**	0	54	4	**58**	0	0	0	**0**	0	46	3	**49**	0	15	5	**20**	0	6	1	**7**	0	22	3	**25**	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**0**	0	28	9	**37**	0	47	3	**50**	0	0	0	**0**	0	54	10	**64**	0	16	5	**21**	0	4	5	**9**	0	32	9	**41**	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	**0**	0	32	7	**39**	0	47	6	**53**	0	0	0	**0**	0	58	5	**63**	0	12	6	**18**	0	10	2	**12**	0	34	6	**40**	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	**0**	0	22	2	**24**	0	48	5	**53**	0	0	0	**0**	0	53	7	**60**	0	11	3	**14**	0	11	2	**13**	0	36	7	**43**	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	28	7	**35**	0	45	2	**47**	0	0	0	**0**	0	44	3	**47**	0	18	3	**21**	0	8	2	**10**	0	42	6	**48**	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	**0**	0	31	9	**40**	0	43	4	**47**	0	0	0	**0**	0	40	3	**43**	0	22	3	**25**	0	10	3	**13**	0	31	7	**38**	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	**0**	0	31	4	**35**	0	61	6	**67**	0	0	0	**0**	0	40	6	**46**	0	6	6	**12**	0	10	6	**16**	0	35	7	**42**	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	**0**	0	36	5	**41**	0	71	6	**77**	0	0	0	**0**	0	69	2	**71**	1	18	4	**22**	0	11	5	**16**	0	38	7	**45**	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	**0**	0	51	5	**56**	1	68	5	**73**	0	0	0	**0**	0	35	4	**39**	0	15	8	**23**	0	9	4	**13**	0	49	4	**53**	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	63	8	**71**	0	57	4	**61**	0	0	0	**0**	0	50	7	**57**	0	25	6	**31**	0	5	4	**9**	0	41	4	**45**	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	**0**	0	59	4	**63**	0	50	4	**54**	0	0	0	**0**	0	47	9	**56**	0	19	6	**25**	0	11	2	**13**	0	82	7	**89**	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	**0**	0	71	9	**80**	0	76	7	**83**	0	0	0	**0**	0	52	2	**54**	0	19	4	**23**	0	12	2	**14**	0	125	8	**133**	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	**0**	0	57	4	**61**	0	76	8	**84**	0	0	0	**0**	0	62	6	**68**	0	21	5	**26**	0	11	1	**12**	0	55	4	**59**	0	0	0	0	0	0	0	0	0	1	0
3:45 PM	0	0	**0**	0	42	6	**48**	0	79	6	**85**	0	0	0	**0**	0	56	10	**66**	0	19	5	**24**	0	4	4	**8**	0	53	4	**57**	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	42	6	**48**	0	73	2	**75**	0	0	0	**0**	0	72	2	**74**	0	20	4	**24**	0	14	2	**16**	0	45	4	**49**	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	**0**	0	49	8	**57**	0	72	3	**75**	0	0	0	**0**	0	50	2	**52**	0	13	6	**19**	0	8	1	**9**	0	39	5	**44**	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	29	5	**34**	0	81	2	**83**	0	0	0	**0**	0	52	3	**55**	0	21	4	**25**	0	7	1	**8**	0	42	3	**45**	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	28	1	**29**	0	87	3	**90**	0	0	0	**0**	0	61	0	**61**	0	14	3	**17**	0	19	3	**22**	0	54	0	**54**	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	**0**	0	46	4	**50**	0	67	3	**70**	0	0	0	**0**	0	49	2	**51**	0	18	1	**19**	0	15	1	**16**	0	40	2	**42**	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	**0**	0	35	5	**40**	0	78	1	**79**	0	0	0	**0**	0	59	4	**63**	0	21	1	**22**	0	19	4	**23**	0	44	3	**47**	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	32	2	**34**	0	87	4	**91**	0	0	0	**0**	0	46	1	**47**	0	13	2	**15**	0	5	1	**6**	0	34	2	**36**	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	35	0	**35**	0	51	1	**52**	0	0	0	**0**	0	39	0	**39**	0	13	3	**16**	0	10	0	**10**	0	28	5	**33**	0	0	0	0	0	1	0	0	0	0	0
6:00 PM	0	0	**0**	0	32	2	**34**	0	42	1	**43**	0	0	0	**0**	0	27	1	**28**	0	6	2	**8**	0	8	2	**10**	0	28	1	**29**	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**0**	**0**	**0**	**0**	**1806**	**257**	**2063**	**2**	**2738**	**229**	**2967**	**0**	**0**	**0**	**0**	**0**	**2520**	**197**	**2717**	**1**	**748**	**223**	**971**	**0**	**511**	**168**	**679**	**0**	**1888**	**239**	**2127**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**0**

AM Peak	0	0	0	0	266	28	294	0	241	27	268	0	0	0	0	0	295	11	306	0	93	23	116	0	62	16	78	0	266	13	279	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak	0	0	0	0	229	23	252	0	281	25	306	0	0	0	0	0	217	27	244	0	78	20	98	0	38	9	47	0	315	23	338	0	0	0	0	0	0	0	0	0	0	0	1	0

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 7 **Weather:** Fine
Location: Telemon Street/McKee Street
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 8:45 AM*
PM Peak: *Hour ending - 3:45 PM*

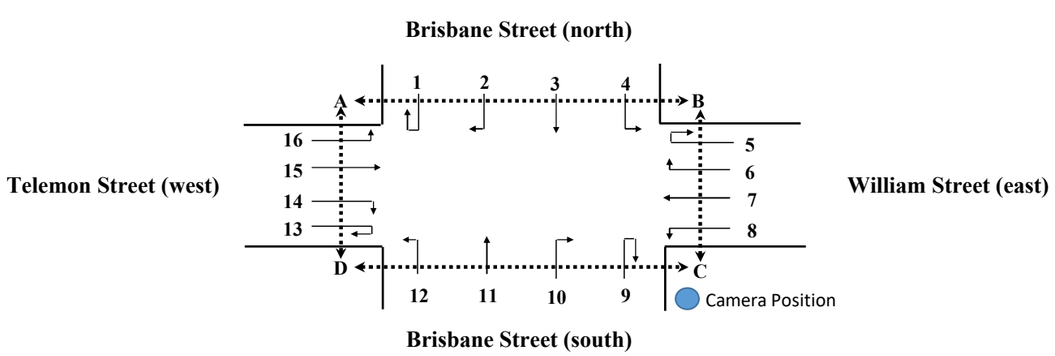


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements											
																																	A - B		B - A		B - C		C - B		C - D		D - C	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	32	7	**39**	0	0	0	**0**	0	1	0	**1**	0	24	4	**28**	0	0	0	**0**	0	26	4	**30**	0	33	12	**45**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	17	7	**24**	0	0	0	**0**	0	3	0	**3**	0	37	7	**44**	0	0	0	**0**	0	20	2	**22**	0	33	5	**38**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	19	4	**23**	0	2	0	**2**	0	2	0	**2**	0	51	11	**62**	0	0	0	**0**	0	21	2	**23**	0	35	16	**51**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	22	4	**26**	0	4	0	**4**	0	2	0	**2**	0	44	7	**51**	0	0	0	**0**	0	13	1	**14**	0	52	11	**63**	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	**0**	0	25	2	**27**	0	1	0	**1**	0	1	0	**1**	0	45	7	**52**	0	0	0	**0**	0	22	1	**23**	0	36	2	**38**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	25	3	**28**	0	0	0	**0**	0	0	0	**0**	0	34	6	**40**	0	0	0	**0**	0	29	0	**29**	0	48	5	**53**	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	39	5	**44**	0	2	0	**2**	0	0	0	**0**	0	42	1	**43**	1	0	0	**0**	0	33	11	**44**	0	57	6	**63**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	**0**	0	38	3	**41**	0	0	0	**0**	0	2	0	**2**	0	81	9	**90**	0	0	0	**0**	0	28	4	**32**	0	64	6	**70**	0	0	0	0	0	2	0	0	0	0	0	0	0
8:15 AM	0	0	**0**	0	62	3	**65**	0	1	0	**1**	0	1	1	**2**	0	80	7	**87**	0	0	0	**0**	0	40	0	**40**	0	106	2	**108**	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	**0**	0	44	10	**54**	0	4	0	**4**	0	0	0	**0**	0	96	11	**107**	0	0	0	**0**	0	39	1	**40**	0	121	6	**127**	0	0	0	0	0	1	0	0	0	0	0	0	0
8:45 AM	0	0	**0**	0	44	5	**49**	0	6	0	**6**	0	1	0	**1**	0	62	7	**69**	0	0	0	**0**	0	38	0	**38**	0	125	5	**130**	0	0	0	0	0	1	0	1	0	0	0	0	0
9:00 AM	0	0	**0**	0	42	6	**48**	0	3	0	**3**	0	4	0	**4**	0	47	2	**49**	0	0	0	**0**	0	22	4	**26**	0	83	8	**91**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	**0**	0	38	5	**43**	0	2	0	**2**	0	6	0	**6**	0	41	9	**50**	0	0	0	**0**	0	26	1	**27**	0	71	9	**80**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	**0**	0	34	6	**40**	0	4	1	**5**	0	3	0	**3**	0	70	7	**77**	0	0	0	**0**	0	23	3	**26**	0	71	8	**79**	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	**0**	0	47	8	**55**	0	6	0	**6**	0	3	0	**3**	0	43	4	**47**	0	0	0	**0**	0	37	2	**39**	0	61	4	**65**	0	0	0	0	0	0	0	1	0	0	0	0	0
10:00 AM	0	0	**0**	0	42	6	**48**	0	1	1	**2**	0	2	0	**2**	0	46	4	**50**	0	0	0	**0**	0	31	1	**32**	0	56	8	**64**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	40	3	**43**	0	3	0	**3**	0	3	0	**3**	0	66	10	**76**	0	0	0	**0**	0	15	2	**17**	0	55	7	**62**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	**0**	0	47	6	**53**	0	8	0	**8**	0	2	0	**2**	0	34	2	**36**	0	0	0	**0**	0	19	4	**23**	0	62	13	**75**	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	**0**	0	35	4	**39**	0	5	1	**6**	0	4	0	**4**	0	43	5	**48**	0	0	0	**0**	0	27	0	**27**	0	65	6	**71**	0	0	0	0	0	2	0	1	0	0	0	0	0
11:00 AM	0	0	**0**	0	52	3	**55**	0	3	0	**3**	0	4	0	**4**	0	41	6	**47**	0	0	0	**0**	0	25	0	**25**	0	52	7	**59**	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	**0**	0	38	1	**39**	0	4	0	**4**	0	2	0	**2**	0	27	8	**35**	0	0	0	**0**	0	26	1	**27**	0	57	5	**62**	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	**0**	0	47	4	**51**	0	2	0	**2**	0	3	0	**3**	0	27	11	**38**	0	0	0	**0**	0	22	1	**23**	0	56	3	**59**	0	0	0	0	0	0	0	1	0	0	0	0	0
11:45 AM	0	0	**0**	0	54	3	**57**	0	1	0	**1**	0	0	0	**0**	0	37	6	**43**	0	0	0	**0**	0	16	4	**20**	0	53	7	**60**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	**0**	0	45	4	**49**	0	3	0	**3**	1	6	0	**6**	0	43	6	**49**	0	0	0	**0**	0	25	5	**30**	0	65	10	**75**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	42	6	**48**	0	3	0	**3**	0	3	0	**3**	0	44	3	**47**	0	0	0	**0**	0	24	3	**27**	0	54	8	**62**	0	0	0	0	0	0	0	1	2	0	0	0	0
12:30 PM	0	1	**1**	0	39	5	**44**	0	2	0	**2**	0	3	0	**3**	0	45	5	**50**	0	0	0	**0**	0	26	2	**28**	0	42	4	**46**	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**0**	0	45	2	**47**	0	6	0	**6**	0	6	0	**6**	0	30	10	**40**	0	0	0	**0**	0	25	8	**33**	0	61	11	**72**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	**0**	0	45	9	**54**	0	5	1	**6**	0	0	0	**0**	0	34	4	**38**	0	0	0	**0**	0	26	2	**28**	0	66	9	**75**	0	0	0	0	0	2	0	0	0	0	0	0	0
1:15 PM	0	0	**0**	0	34	4	**38**	0	5	0	**5**	0	3	0	**3**	0	36	3	**39**	0	0	0	**0**	0	28	3	**31**	0	61	11	**72**	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	42	1	**43**	0	3	0	**3**	0	1	0	**1**	0	31	8	**39**	0	0	0	**0**	0	28	3	**31**	0	58	6	**64**	0	0	0	0	0	0	0	1	0	0	0	0	0
1:45 PM	0	0	**0**	0	39	7	**46**	0	9	0	**9**	0	5	0	**5**	0	35	6	**41**	0	0	0	**0**	0	24	1	**25**	0	47	9	**56**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	**0**	0	44	7	**51**	0	9	0	**9**	0	1	0	**1**	0	48	3	**51**	0	0	0	**0**	0	25	4	**29**	0	50	9	**59**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	**0**	0	60	6	**66**	0	7	0	**7**	0	1	0	**1**	0	47	5	**52**	0	0	0	**0**	0	34	2	**36**	0	73	7	**80**	1	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	**0**	0	55	4	**59**	1	5	0	**5**	0	8	0	**8**	0	64	6	**70**	0	0	0	**0**	0	23	3	**26**	0	61	5	**66**	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	0	**1**	0	60	3	**63**	0	3	0	**3**	0	2	0	**2**	0	60	9	**69**	0	0	0	**0**	0	29	3	**32**	0	62	8	**70**	0	0	0	0	0	0	0	1	0	0	0	0	0
3:00 PM	0	0	**0**	0	48	4	**52**	0	7	0	**7**	0	7	0	**7**	0	61	4	**65**	0	0	0	**0**	0	43	5	**48**	0	86	11	**97**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	**0**	0	73	5	**78**	0	3	0	**3**	0	3	0	**3**	0	74	11	**85**	0	0	0	**0**	0	67	2	**69**	0	110	8	**118**	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	**0**	0	70	5	**75**	0	7	0	**7**	0	3	0	**3**	0	63	7	**70**	0	0	0	**0**	0	35	6	**41**	0	82	4	**86**	0	0	0	0	0	0	0	2	0	0	0	0	0
3:45 PM	0	0	**0**	0	54	8	**62**	0	4	0	**4**	0	3	1	**4**	0	67	4	**71**	0	0	0	**0**	0	44	6	**50**	0	65	8	**73**	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	55	3	**58**	0	4	0	**4**	0	2	0	**2**	0	60	5	**65**	0	0	0	**0**	0	39	3	**42**	0	78	3	**81**	0	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	**0**	0	54	4	**58**	0	3	0	**3**	0	1	0	**1**	0	67	7	**74**	0	0	0	**0**	0	31	2	**33**	0	58	5	**63**	0	0	0	0	0	1	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	55	1	**56**	0	7	0	**7**	0	3	0	**3**	0	55	6	**61**	0	0	0	**0**	0	27	3	**30**	0	67	3	**70**	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	64	3	**67**	0	3	0	**3**	0	3	0	**3**	0	51	1	**52**	0	0	0	**0**	0	29	0	**29**	0	86	0	**86**	0	0	0	0	0	0	0	1	0	0	0	0	0
5:00 PM	0	0	**0**	0	57	4	**61**	0	3	0	**3**	0	1	0	**1**	0	56	3	**59**	0	0	0	**0**	0	33	0	**33**	0	56	4	**60**	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	**0**	0	66	1	**67**	0	7	0	**7**	0	4	0	**4**	0	47	5	**52**	0	0	0	**0**	0	35	2	**37**	0	68	5	**73**	0	0	0	0	0	0	0	0	1	0	0	0	0
5:30 PM	0	0	**0**	0	52	1	**53**	0	3	0	**3**	0	3	0	**3**	0	67	5	**72**	0	0	0	**0**	0	27	2	**29**	0	53	1	**54**	0	0	0	0	0	1	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	39	0	**39**	0	3	0	**3**	0	1	0	**1**	0	47	1	**48**	0	0	0	**0**	0	22	2	**24**	0	45	3	**48**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	1	0	**1**	0	38	2	**40**	0	2	0	**2**	0	2	0	**2**	0	36	1	**37**	0	0	0	**0**	0	16	0	**16**	0	39	2	**41**	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**2**	**1**	**3**	**0**	**2158**	**207**	**2365**	**1**	**178**	**4**	**182**	**1**	**124**	**2**	**126**	**0**	**2386**	**279**	**2665**	**1**	**0**	**0**	**0**	**0**	**1363**	**121**	**1484**	**0**	**3045**	**315**	**3360**	**1**	**0**	**0**	**0**	**0**	**10**	**2**	**15**	**2**	**0**	**0**	**0**	**0**

AM Peak	0	0	0	0	188	21	209	0	11	0	11	0	4	1	5	0	319	34	353	0	0	0	0	0	145	5	150	0	416	19	435	0	0	0	0	0	4	0	1	0	0	0	0	0
PM Peak	0	0	0	0	245	22	267	0	21	0	21	0	16	1	17	0	265	26	291	0	0	0	0	0	189	19	208	0	343	31	374	0	0	0	0	0	0	0	2	0	0	0	0	0

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 8 **Weather:** Fine
Location: Brisbane Street/Telemon Street/William Stree
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 9:00 AM*
PM Peak: *Hour ending - 3:45 PM*

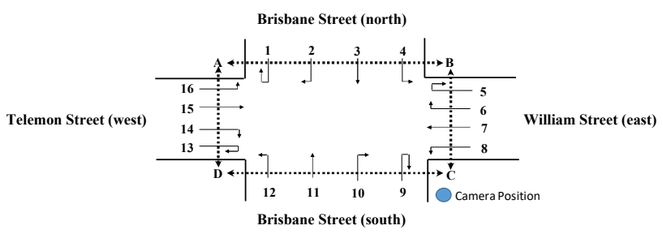


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8			
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*
6:15 AM	0	0	**0**	0	16	7	**23**	0	7	0	**7**	0	12	9	**21**	0	0	0	**0**	0	14	5	**19**	0	15	3	**18**	0	1	0	**1**	0
6:30 AM	0	0	**0**	0	6	3	**9**	0	12	0	**12**	0	13	2	**15**	0	0	0	**0**	0	10	0	**10**	0	10	4	**14**	0	1	0	**1**	0
6:45 AM	0	0	**0**	0	13	3	**16**	0	14	1	**15**	0	9	4	**13**	0	0	0	**0**	0	14	1	**15**	0	10	1	**11**	0	2	0	**2**	0
7:00 AM	0	0	**0**	0	15	1	**16**	0	6	1	**7**	0	24	2	**26**	0	0	0	**0**	0	18	1	**19**	0	9	1	**10**	0	1	0	**1**	0
7:15 AM	0	0	**0**	0	23	1	**24**	0	12	2	**14**	0	23	4	**27**	0	0	0	**0**	0	14	2	**16**	0	5	3	**8**	0	4	0	**4**	0
7:30 AM	0	0	**0**	0	17	3	**20**	0	21	0	**21**	0	35	1	**36**	0	0	0	**0**	0	17	2	**19**	0	10	0	**10**	0	4	0	**4**	0
7:45 AM	0	0	**0**	0	29	3	**32**	0	26	2	**28**	0	32	1	**33**	0	0	0	**0**	0	19	0	**19**	0	10	3	**13**	0	1	0	**1**	0
8:00 AM	0	0	**0**	0	27	1	**28**	0	19	1	**20**	0	36	0	**36**	0	0	0	**0**	0	23	0	**23**	0	16	2	**18**	0	4	0	**4**	0
8:15 AM	0	0	**0**	0	46	1	**47**	0	29	1	**30**	0	42	2	**44**	0	0	0	**0**	0	33	2	**35**	0	21	0	**21**	0	3	0	**3**	0
8:30 AM	0	0	**0**	0	35	5	**40**	0	19	0	**19**	0	32	2	**34**	0	0	0	**0**	0	31	3	**34**	0	16	5	**21**	0	4	0	**4**	0
8:45 AM	0	0	**0**	0	33	2	**35**	0	26	0	**26**	0	36	3	**39**	0	0	0	**0**	0	36	2	**38**	0	20	4	**24**	0	6	0	**6**	0
9:00 AM	0	0	**0**	0	32	1	**33**	0	38	0	**38**	0	49	6	**55**	0	0	0	**0**	0	39	1	**40**	0	16	4	**20**	0	3	0	**3**	0
9:15 AM	0	0	**0**	0	39	3	**42**	0	29	0	**29**	0	27	3	**30**	0	0	0	**0**	0	35	2	**37**	0	16	3	**19**	0	6	0	**6**	0
9:30 AM	1	0	**1**	0	31	3	**34**	0	34	0	**34**	0	42	1	**43**	0	0	0	**0**	0	31	0	**31**	0	20	3	**23**	0	4	0	**4**	0
9:45 AM	0	0	**0**	0	33	5	**38**	0	35	0	**35**	0	31	2	**33**	0	0	0	**0**	0	28	0	**28**	0	20	2	**22**	0	7	0	**7**	0
10:00 AM	0	0	**0**	0	32	3	**35**	0	37	1	**38**	0	47	2	**49**	0	0	0	**0**	0	29	1	**30**	0	9	1	**10**	0	10	0	**10**	0
10:15 AM	0	0	**0**	0	21	0	**21**	0	18	0	**18**	0	42	0	**42**	0	0	0	**0**	0	35	3	**38**	0	20	3	**23**	0	6	0	**6**	0
10:30 AM	0	0	**0**	0	28	1	**29**	0	20	0	**20**	0	31	3	**34**	0	0	0	**0**	0	24	2	**26**	0	19	5	**24**	0	8	0	**8**	0
10:45 AM	0	0	**0**	0	27	2	**29**	0	26	3	**29**	0	53	3	**56**	0	0	0	**0**	0	25	1	**26**	0	14	1	**15**	0	2	0	**2**	0
11:00 AM	1	0	**1**	0	41	1	**42**	0	26	1	**27**	0	54	4	**58**	0	0	0	**0**	0	33	1	**34**	0	15	0	**15**	0	5	0	**5**	0
11:15 AM	0	0	**0**	0	33	0	**33**	0	25	1	**26**	0	52	1	**53**	0	0	0	**0**	0	31	5	**36**	0	10	3	**13**	0	4	0	**4**	0
11:30 AM	1	0	**1**	0	35	1	**36**	0	17	1	**18**	0	43	2	**45**	0	0	0	**0**	0	29	2	**31**	0	20	1	**21**	0	2	0	**2**	0
11:45 AM	1	0	**1**	0	29	2	**31**	0	29	0	**29**	0	40	3	**43**	0	1	0	**1**	0	32	2	**34**	0	19	2	**21**	0	7	0	**7**	0
12:00 PM	0	0	**0**	0	39	2	**41**	0	22	1	**23**	0	41	1	**42**	0	0	0	**0**	0	32	2	**34**	0	16	2	**18**	0	6	0	**6**	0
12:15 PM	0	0	**0**	0	26	5	**31**	0	20	0	**20**	0	34	2	**36**	0	0	0	**0**	0	24	1	**25**	0	20	1	**21**	0	3	0	**3**	0
12:30 PM	0	0	**0**	0	27	2	**29**	0	22	0	**22**	0	38	0	**38**	0	0	0	**0**	0	21	1	**22**	0	15	4	**19**	0	9	0	**9**	0
12:45 PM	0	0	**0**	0	29	0	**29**	0	26	0	**26**	0	40	1	**41**	0	0	0	**0**	0	22	1	**23**	0	11	2	**13**	0	3	0	**3**	0
1:00 PM	1	0	**1**	0	38	3	**41**	0	21	0	**21**	0	37	0	**37**	0	0	0	**0**	0	29	3	**32**	0	13	6	**19**	0	1	0	**1**	0
1:15 PM	0	0	**0**	0	30	1	**31**	0	26	1	**27**	0	36	3	**39**	0	0	0	**0**	0	35	0	**35**	0	14	3	**17**	0	4	0	**4**	0
1:30 PM	0	0	**0**	0	32	1	**33**	0	19	2	**21**	0	34	1	**35**	0	0	0	**0**	0	41	1	**42**	0	8	2	**10**	0	2	0	**2**	0
1:45 PM	0	0	**0**	0	43	1	**44**	0	29	0	**29**	0	42	2	**44**	0	0	0	**0**	0	24	4	**28**	0	13	3	**16**	0	5	0	**5**	0
2:00 PM	1	0	**1**	0	43	3	**46**	0	25	0	**25**	0	37	0	**37**	0	0	0	**0**	0	28	2	**30**	0	9	5	**14**	0	6	0	**6**	0
2:15 PM	0	0	**0**	0	51	4	**55**	0	22	1	**23**	0	50	3	**53**	0	0	0	**0**	0	27	1	**28**	0	18	1	**19**	0	6	0	**6**	0
2:30 PM	0	0	**0**	0	43	0	**43**	0	28	1	**29**	0	45	0	**45**	0	0	0	**0**	0	18	2	**20**	0	11	1	**12**	0	6	0	**6**	0
2:45 PM	0	0	**0**	0	54	3	**57**	0	26	0	**26**	0	42	3	**45**	0	0	0	**0**	0	20	1	**21**	0	12	3	**15**	0	7	0	**7**	0

3:00 PM	1	0	**1**	0	38	2	**40**	0	39	0	**39**	0	55	4	**59**	0	0	0	**0**	0	23	1	**24**	0	14	2	**16**	0	3	0	**3**	0
3:15 PM	0	0	**0**	0	63	1	**64**	0	41	0	**41**	0	49	1	**50**	0	0	0	**0**	0	34	1	**35**	0	12	2	**14**	0	3	0	**3**	0
3:30 PM	1	0	**1**	0	50	2	**52**	0	39	3	**42**	0	43	0	**43**	0	0	0	**0**	0	35	0	**35**	0	17	4	**21**	0	7	0	**7**	0
3:45 PM	0	0	**0**	0	53	7	**60**	0	29	0	**29**	0	34	1	**35**	0	0	0	**0**	0	22	3	**25**	0	12	1	**13**	0	4	0	**4**	0
4:00 PM	0	0	**0**	0	42	2	**44**	0	28	0	**28**	0	37	1	**38**	0	0	0	**0**	0	34	3	**37**	0	12	2	**14**	0	2	0	**2**	0
4:15 PM	0	0	**0**	0	43	0	**43**	0	41	1	**42**	0	48	2	**50**	0	0	0	**0**	0	30	3	**33**	0	18	2	**20**	0	3	1	**4**	0
4:30 PM	0	0	**0**	0	57	1	**58**	0	25	0	**25**	0	53	1	**54**	0	0	0	**0**	0	21	1	**22**	0	9	1	**10**	0	2	0	**2**	0
4:45 PM	0	0	**0**	0	44	2	**46**	0	16	0	**16**	0	42	2	**44**	0	0	0	**0**	0	41	1	**42**	0	14	1	**15**	0	3	0	**3**	0
5:00 PM	0	0	**0**	0	39	2	**41**	0	31	0	**31**	0	46	1	**47**	0	0	0	**0**	0	25	1	**26**	0	11	2	**13**	0	4	0	**4**	0
5:15 PM	1	0	**1**	0	59	1	**60**	0	27	1	**28**	0	39	1	**40**	0	0	0	**0**	0	32	3	**35**	0	10	0	**10**	0	7	0	**7**	0
5:30 PM	0	0	**0**	0	49	1	**50**	0	23	0	**23**	0	44	0	**44**	0	0	0	**0**	0	29	0	**29**	0	9	0	**9**	0	2	0	**2**	0
5:45 PM	0	0	**0**	0	26	0	**26**	0	14	0	**14**	0	27	2	**29**	0	0	0	**0**	0	19	2	**21**	0	14	0	**14**	0	2	1	**3**	0
6:00 PM	0	0	**0**	0	37	0	**37**	0	19	0	**19**	0	34	0	**34**	0	0	0	**0**	0	25	0	**25**	0	9	2	**11**	0	7	0	**7**	1
12 hr Total	**9**	**0**	**9**	**0**	**1696**	**98**	**1794**	**0**	**1183**	**26**	**1209**	**0**	**1832**	**92**	**1924**	**0**	**1**	**0**	**1**	**0**	**1291**	**76**	**1367**	**0**	**661**	**106**	**767**	**0**	**202**	**2**	**204**	**1**
AM Peak	**0**	**0**	**0**	**0**	**146**	**9**	**155**	**0**	**112**	**1**	**113**	**0**	**159**	**13**	**172**	**0**	**0**	**0**	**0**	**0**	**139**	**8**	**147**	**0**	**73**	**13**	**86**	**0**	**16**	**0**	**16**	**0**
PM Peak	**2**	**0**	**2**	**0**	**204**	**12**	**216**	**0**	**148**	**3**	**151**	**0**	**181**	**6**	**187**	**0**	**0**	**0**	**0**	**0**	**114**	**5**	**119**	**0**	**55**	**9**	**64**	**0**	**17**	**0**	**17**	**0**

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 8 **Weather:** Fine
Location: Brisbane Street/Telemon Street/William Street
Day/Date: Wednesday, September 10, 2025
AM Peak: *Hour ending - 9:00 AM*
PM Peak: *Hour ending - 3:45 PM*

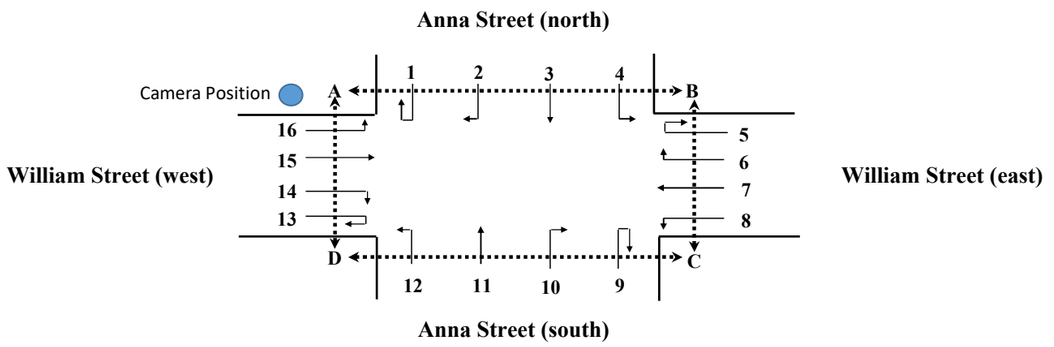




TIME (1/4 hr end)	Movement 9				Movement 10				Movement 11				Movement 12				Movement 13				Movement 14				Movement 15				Movement 16				Pedestrian Movements													
																																	A - B		B - A		B - C		C - B		C - D		D - C		D - A		A - D	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	0	0	**0**	0	6	0	**6**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	17	6	**23**	0	6	2	**8**	0	0	0	0	0	0	0	0	0	2	0	0	0
6:30 AM	0	0	**0**	0	2	0	**2**	0	10	1	**11**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	14	5	**19**	0	20	1	**21**	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	2	0	**2**	0	8	0	**8**	0	3	0	**3**	0	0	0	**0**	0	2	0	**2**	0	20	14	**34**	0	15	1	**16**	0	0	0	0	0	1	0	3	0	2	0	0	0	1	0
7:00 AM	0	0	**0**	0	1	0	**1**	0	12	0	**12**	0	2	0	**2**	0	0	0	**0**	0	0	0	**0**	0	26	11	**37**	0	28	0	**28**	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
7:15 AM	0	0	**0**	0	3	1	**4**	0	14	1	**15**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	20	3	**23**	0	15	0	**15**	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0
7:30 AM	0	0	**0**	0	7	0	**7**	0	18	0	**18**	0	3	1	**4**	0	1	0	**1**	0	1	0	**1**	0	23	5	**28**	0	18	1	**19**	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:45 AM	0	0	**0**	0	4	0	**4**	0	14	0	**14**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	35	7	**42**	0	26	1	**27**	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0
8:00 AM	0	0	**0**	0	13	0	**13**	0	26	0	**26**	0	1	1	**2**	0	0	0	**0**	0	2	0	**2**	0	27	6	**33**	0	35	1	**36**	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0
8:15 AM	0	0	**0**	0	16	0	**16**	0	20	0	**20**	0	2	0	**2**	0	0	0	**0**	0	1	0	**1**	0	66	3	**69**	0	33	1	**34**	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0
8:30 AM	0	0	**0**	0	12	0	**12**	0	24	0	**24**	0	6	1	**7**	0	0	0	**0**	0	5	0	**5**	0	60	6	**66**	0	52	1	**53**	0	2	0	4	0	0	0	3	0	0	0	0	0	0	0
8:45 AM	0	0	**0**	0	12	0	**12**	0	20	0	**20**	0	3	0	**3**	0	0	0	**0**	0	3	1	**4**	0	59	3	**62**	0	57	1	**58**	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	**0**	0	4	0	**4**	0	22	0	**22**	0	5	0	**5**	0	0	0	**0**	0	3	0	**3**	0	46	7	**53**	0	42	0	**42**	0	1	0	2	0	1	1	3	0	0	0	1	0	1	0
9:15 AM	0	0	**0**	0	5	0	**5**	0	14	1	**15**	0	4	0	**4**	0	0	0	**0**	0	0	0	**0**	0	30	7	**37**	0	32	1	**33**	0	5	0	3	0	1	0	2	0	0	0	0	0	0	0
9:30 AM	0	0	**0**	0	8	0	**8**	0	16	0	**16**	0	7	0	**7**	0	0	0	**0**	0	3	0	**3**	0	39	6	**45**	0	35	3	**38**	0	4	0	3	0	1	0	2	0	5	0	6	0	2	0
9:45 AM	0	0	**0**	0	6	0	**6**	0	16	0	**16**	0	5	0	**5**	0	0	0	**0**	0	1	0	**1**	0	40	0	**40**	0	35	1	**36**	0	3	0	3	0	1	0	4	0	0	0	2	0	2	0
10:00 AM	0	0	**0**	0	9	0	**9**	0	18	0	**18**	0	6	0	**6**	0	0	0	**0**	0	2	0	**2**	0	35	9	**44**	0	29	1	**30**	0	1	0	1	0	5	0	1	0	3	0	0	0	0	0
10:15 AM	0	0	**0**	0	5	0	**5**	0	18	1	**19**	0	5	0	**5**	0	0	0	**0**	0	3	1	**4**	0	31	6	**37**	0	35	1	**36**	0	4	0	1	0	6	0	3	0	2	0	1	0	0	0
10:30 AM	1	0	**1**	0	5	0	**5**	0	17	1	**18**	0	7	0	**7**	0	0	0	**0**	0	4	0	**4**	0	32	6	**38**	0	36	3	**39**	0	4	0	0	0	3	0	1	0	0	0	1	0	2	0
10:45 AM	0	0	**0**	0	7	0	**7**	0	19	0	**19**	0	3	0	**3**	0	0	0	**0**	0	4	0	**4**	0	33	5	**38**	0	34	1	**35**	0	5	0	4	0	1	0	5	0	0	0	0	0	3	0
11:00 AM	0	0	**0**	0	16	0	**16**	0	26	0	**26**	0	5	0	**5**	0	0	0	**0**	0	1	0	**1**	0	19	5	**24**	0	40	2	**42**	0	6	0	0	0	1	0	6	0	3	0	2	0	4	0
11:15 AM	1	0	**1**	0	8	0	**8**	0	23	0	**23**	0	7	0	**7**	0	0	0	**0**	0	4	0	**4**	0	38	4	**42**	0	41	0	**41**	0	4	0	1	0	5	0	1	0	2	0	8	0	1	0
11:30 AM	0	0	**0**	0	8	0	**8**	0	18	1	**19**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	37	4	**41**	0	30	0	**30**	0	1	0	4	0	6	0	2	0	4	0	1	0	5	0
11:45 AM	0	0	**0**	0	8	0	**8**	0	13	0	**13**	0	5	0	**5**	0	0	0	**0**	0	2	0	**2**	0	43	6	**49**	0	26	2	**28**	0	2	0	7	0	5	0	0	0	0	0	1	0	1	0
12:00 PM	0	0	**0**	0	10	0	**10**	0	18	0	**18**	0	4	0	**4**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	38	8	**46**	0	32	3	**35**	0	0	0	3	0	5	0	1	0	4	0
12:15 PM	0	0	**0**	0	13	0	**13**	0	30	0	**30**	0	3	0	**3**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	27	8	**35**	0	30	0	**30**	0	4	0	5	0	0	0	4	0	0	0
12:30 PM	0	0	**0**	0	6	0	**6**	0	28	0	**28**	0	3	0	**3**	0	0	0	**0**	0	0	0	**0**	0	4	0	**4**	0	20	3	**23**	0	19	0	**19**	0	1	0	4	0	0	0	0	0	2	0
12:45 PM	1	0	**1**	0	7	0	**7**	0	20	1	**21**	0	1	1	**2**	0	0	0	**0**	0	0	0	**0**	0	4	0	**4**	0	27	8	**35**	0	45	2	**47**	0	2	0	0	0	2	0	3	0	2	0
1:00 PM	0	0	**0**	0	9	2	**11**	0	30	0	**30**	0	6	0	**6**	0	1	0	**1**	0	0	0	**0**	0	35	6	**41**	0	39	2	**41**	0	0	0	1	0	3	0	1	1	1	0	3	0	5	0
1:15 PM	0	0	**0**	0	8	0	**8**	0	29	0	**29**	0	3	0	**3**	0	0	0	**0**	0	2	1	**3**	0	35	9	**44**	0	37	2	**39**	0	4	0	0	0	0	0	0	0	1	0	0	0	5	0
1:30 PM	0	0	**0**	0	8	0	**8**	0	20	0	**20**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	26	3	**29**	0	44	3	**47**	0	5	0	5	0	0	0	3	0	3	0	3	0	1	0
1:45 PM	0	0	**0**	0	11	1	**12**	0	31	0	**31**	0	6	0	**6**	0	0	0	**0**	0	0	1	**1**	0	22	8	**30**	0	31	0	**31**	0	1	0	1	0	3	1	1	0	1	0	0	0	1	0
2:00 PM	0	0	**0**	0	12	0	**12**	0	19	2	**21**	0	8	0	**8**	0	0	0	**0**	0	2	0	**2**	0	28	6	**34**	0	39	3	**42**	0	1	0	4	0	2	0	6	0	1	0	1	0	2	0
2:15 PM	0	0	**0**	0	9	0	**9**	0	22	0	**22**	0	5	0	**5**	0	0	0	**0**	0	1	0	**1**	0	42	3	**45**	0	37	3	**40**	0	3	0	3	0	4	0	1	0	4	0	0	0	5	0
2:30 PM	0	0	**0**	0	5	0	**5**	0	30	0	**30**	0	6	0	**6**	0	0	0	**0**	0	3	0	**3**	0	31	5	**36**	0	37	0	**37**	0	0	0	5	1	2	0	1	0	1	0	1	0	2	0
2:45 PM	0	0	**0**	0	10	0	**10**	0	25	0	**25**	0	4	0	**4**	0	0	0	**0**	0	2	0	**2**	0	35	4	**39**	0	36	4	**40**	0	1	0	2	0	1	0	2	0	0	0	1	0	4	0
3:00 PM	0	0	**0**	0	11	0	**11**	0	22	0	**22**	0	10	0	**10**	0	0	0	**0**	0	2	0	**2**	0	41	6	**47**	0	53	4	**57**	0	2	0	2	0	1	0	1	0	1	0	0	0	2	0
3:15 PM	0	0	**0**	0	11	0	**11**	0	22	0	**22**	0	9	0	**9**	0	0	0	**0**	0	1	0	**1**	0	60	6	**66**	0	57	2	**59**	0	5	0	2	0	1	0	4	0	0	0	1	0	5	0
3:30 PM	0	0	**0**	0	9	1	**10**	0	22	0	**22**	0	4	0	**4**	0	0	0	**0**	0	3	0	**3**	0	48	3	**51**	0	44	2	**46**	0	2	0	4	0	0	0	1	0	2	0	0	0	2	0
3:45 PM	0	0	**0**	0	18	0	**18**	0	40	1	**41**	0	5	0	**5**	0	0	0	**0**	0	1	0	**1**	0	38	7	**45**	0	38	1	**39**	0	1	0	4	0	6	0	2	0	1	1	0	0	2	1
4:00 PM	0	0	**0**	0	15	0	**15**	0	45	1	**46**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	41	3	**44**	0	31	2	**33**	0	3	0	1	0	1	0	1	0	2	0	0	0	8	0
4:15 PM	0	0	**0**	0	8	0	**8**	0	30	0	**30**	0	4	1	**5**	0	0	0	**0**	0	1	0	**1**	0	39	4	**43**	0	35	1	**36**	0	1	0	1	0	0	0	0	0	0	0	0	0	4	1
4:30 PM	0	0	**0**	0	13	1	**14**	0	16	1	**17**	0	4	0	**4**	0	0	0	**0**	0	4	1	**5**	0	42	1	**43**	0	36	2	**38**	0	0	0	1	0	1	0	0	0	1	0	0	0	2	0
4:45 PM	0	0	**0**	0	7	0	**7**	0	27	2	**29**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	56	0	**56**	0	32	0	**32**	0	1	0	0	0	1	1	1	0	1	0	0	0	0	0
5:00 PM	0	0	**0**	0	7	0	**7**	0	22	0	**22**	0	2	0	**2**	0	0	0	**0**	0	2	0	**2**	0	37	3	**40**	0	29	1	**30**	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0
5:15 PM	0	0	**0**	0	9	0	**9**	0	26	0	**26**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	44	4	**48**	0	44	1	**45**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	7	0	**7**	0	19	0	**19**	0	7	0	**7**	0	0	0	**0**	0	1	0	**1**	0	26	1	**27**	0	32	0	**32**	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	**0**	0	3	1	**4**	0	19	0	**19**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	17	3	**20**	0	34	0	**34**	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0
6:00 PM	0	0	**0**	0	2	0	**2**	0	13	0	**13**	0	4	0	**4**	0	0	0	**0**	0	1	0	**1**	0	27	0	**27**	0	22	0	**22**	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**3**	**0**	**3**	**0**	**389**	**7**	**396**	**0**	**1017**	**14**	**1031**	**0**	**193**	**5**	**198**	**0**	**2**	**0**	**2**	**0**	**90**	**5**	**95**	**0**	**1672**	**246**	**1918**	**0**	**1633**	**63**	**1696**	**0**	**86**	**0**	**86**	**1**	**74**	**4**	**69**	**3**	**54**	**2**	**49**	**1**	**75**	**1**	**52**	**1**
AM Peak	**0**	**0**	**0**	**0**	**44**	**0**	**44**	**0**	**86**	**0**	**86**	**0**	**16**	**1**	**17**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**13**	**0**	**231**	**19**	**250**	**0**	**184**	**3**	**187**	**0**	**4**	**0**	**8**	**0**	**3**	**1**	**8**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**0**
PM Peak	**0**	**0**	**0**	**0**	**49**	**1**	**50**	**0**	**106**	**1**	**107**	**0**	**28**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**	**0**	**187**	**22**	**209**	**0**	**192**	**9**	**201**	**0**	**10**	**0**	**12**	**0**	**8**	**0**	**8**	**0**	**4**	**1**	**1**	**0**	**11**	**1**	**8**	**0**

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 9 **Weather:** Fine
Location: William Street/Anna Street
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 9:00 AM*
PM Peak: *Hour ending - 3:45 PM*

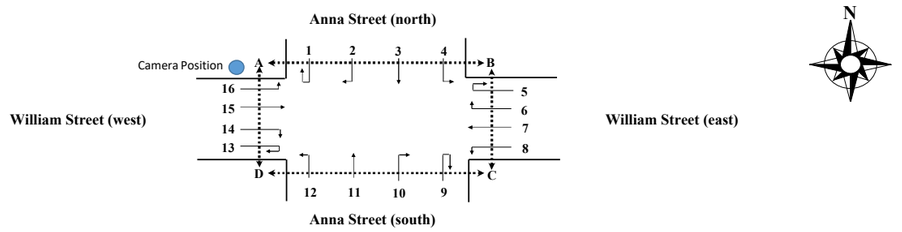


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8			
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*
6:15 AM	0	0	**0**	0	2	0	**2**	0	2	0	**2**	0	13	2	**15**	0	0	0	**0**	0	22	0	**22**	0	19	6	**25**	0	0	0	**0**	0
6:30 AM	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	9	2	**11**	0	1	0	**1**	0	15	1	**16**	0	23	4	**27**	0	0	0	**0**	0
6:45 AM	0	0	**0**	0	2	0	**2**	0	1	0	**1**	0	11	1	**12**	0	0	0	**0**	0	23	0	**23**	0	30	2	**32**	0	0	0	**0**	0
7:00 AM	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	9	0	**9**	0	1	0	**1**	0	29	0	**29**	0	24	2	**26**	0	0	0	**0**	0
7:15 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	19	1	**20**	0	0	0	**0**	0	25	2	**27**	0	20	5	**25**	0	0	0	**0**	0
7:30 AM	0	0	**0**	0	2	0	**2**	0	1	0	**1**	0	23	3	**26**	0	0	0	**0**	0	43	1	**44**	0	21	3	**24**	0	1	0	**1**	0
7:45 AM	0	0	**0**	0	2	0	**2**	0	3	0	**3**	0	18	3	**21**	0	0	0	**0**	0	46	1	**47**	0	30	2	**32**	0	1	0	**1**	0
8:00 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	19	1	**20**	0	0	0	**0**	0	52	0	**52**	0	33	2	**35**	0	0	0	**0**	0
8:15 AM	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	31	0	**31**	0	0	0	**0**	0	46	1	**47**	0	56	2	**58**	0	0	0	**0**	0
8:30 AM	0	0	**0**	0	4	0	**4**	0	1	0	**1**	0	26	1	**27**	0	0	0	**0**	0	59	3	**62**	0	45	8	**53**	0	1	0	**1**	0
8:45 AM	0	0	**0**	0	2	0	**2**	0	1	1	**2**	0	21	0	**21**	0	1	0	**1**	0	63	0	**63**	0	58	6	**64**	0	0	0	**0**	0
9:00 AM	0	0	**0**	0	6	0	**6**	0	1	0	**1**	0	18	1	**19**	0	1	0	**1**	0	48	0	**48**	0	47	7	**54**	0	2	0	**2**	0
9:15 AM	0	0	**0**	0	3	1	**4**	0	8	0	**8**	0	23	0	**23**	0	0	0	**0**	0	46	0	**46**	0	51	2	**53**	0	2	0	**2**	0
9:30 AM	0	0	**0**	0	6	0	**6**	0	2	0	**2**	0	27	0	**27**	0	0	0	**0**	0	47	0	**47**	0	46	3	**49**	0	1	0	**1**	0
9:45 AM	0	0	**0**	0	3	0	**3**	0	5	0	**5**	0	18	1	**19**	0	0	0	**0**	0	30	1	**31**	0	49	1	**50**	0	0	0	**0**	0
10:00 AM	0	0	**0**	0	7	0	**7**	0	2	0	**2**	0	22	1	**23**	0	0	0	**0**	0	48	0	**48**	0	39	2	**41**	0	3	0	**3**	0
10:15 AM	0	0	**0**	0	6	0	**6**	0	4	0	**4**	0	25	0	**25**	0	0	0	**0**	0	34	0	**34**	0	48	6	**54**	0	2	0	**2**	0
10:30 AM	0	0	**0**	0	4	1	**5**	0	4	0	**4**	0	15	0	**15**	0	0	0	**0**	0	37	1	**38**	0	42	6	**48**	0	2	0	**2**	0
10:45 AM	0	0	**0**	0	4	1	**5**	0	2	0	**2**	0	21	0	**21**	0	0	0	**0**	0	27	2	**29**	0	31	1	**32**	0	1	0	**1**	0
11:00 AM	0	0	**0**	0	5	0	**5**	0	3	0	**3**	0	28	2	**30**	0	0	0	**0**	0	52	0	**52**	0	42	1	**43**	0	3	0	**3**	0
11:15 AM	0	0	**0**	0	8	0	**8**	0	5	0	**5**	0	22	1	**23**	0	0	0	**0**	0	35	1	**36**	0	38	7	**45**	0	3	0	**3**	0
11:30 AM	0	0	**0**	0	4	0	**4**	0	6	0	**6**	0	23	0	**23**	0	0	0	**0**	0	30	0	**30**	0	34	3	**37**	0	1	0	**1**	0
11:45 AM	0	0	**0**	0	5	0	**5**	0	7	0	**7**	0	20	2	**22**	0	0	0	**0**	0	42	1	**43**	0	38	4	**42**	0	3	0	**3**	0
12:00 PM	0	0	**0**	0	5	0	**5**	0	3	0	**3**	0	25	1	**26**	0	0	0	**0**	0	47	0	**47**	0	39	3	**42**	0	4	0	**4**	0
12:15 PM	0	0	**0**	0	5	0	**5**	0	3	0	**3**	0	22	1	**23**	0	0	0	**0**	0	45	3	**48**	0	34	3	**37**	1	2	0	**2**	0
12:30 PM	0	0	**0**	0	9	0	**9**	0	3	0	**3**	0	21	1	**22**	0	0	0	**0**	0	47	0	**47**	0	28	5	**33**	0	3	0	**3**	0
12:45 PM	0	0	**0**	0	4	0	**4**	0	2	0	**2**	0	28	2	**30**	0	0	0	**0**	0	35	1	**36**	0	25	2	**27**	0	1	0	**1**	0
1:00 PM	0	0	**0**	0	1	0	**1**	0	6	0	**6**	0	22	1	**23**	0	0	0	**0**	0	30	1	**31**	0	34	9	**43**	0	1	0	**1**	0
1:15 PM	0	0	**0**	0	5	0	**5**	0	8	0	**8**	0	21	0	**21**	0	0	0	**0**	0	41	0	**41**	0	37	2	**39**	0	2	0	**2**	0
1:30 PM	0	0	**0**	0	4	0	**4**	0	2	0	**2**	0	20	4	**24**	0	0	0	**0**	0	29	2	**31**	0	40	3	**43**	0	0	0	**0**	0
1:45 PM	0	0	**0**	0	9	0	**9**	0	1	0	**1**	0	22	1	**23**	0	0	0	**0**	0	39	1	**40**	0	26	7	**33**	0	2	0	**2**	0
2:00 PM	0	0	**0**	0	3	0	**3**	0	6	0	**6**	0	21	3	**24**	0	0	0	**0**	0	37	0	**37**	0	30	7	**37**	0	1	0	**1**	0
2:15 PM	0	0	**0**	0	8	0	**8**	0	5	0	**5**	0	22	1	**23**	0	0	0	**0**	0	38	1	**39**	0	33	2	**35**	0	2	0	**2**	0
2:30 PM	0	0	**0**	0	6	0	**6**	0	5	0	**5**	0	25	0	**25**	0	0	0	**0**	0	45	0	**45**	0	24	3	**27**	0	1	0	**1**	0
2:45 PM	0	0	**0**	0	7	0	**7**	0	7	1	**8**	0	29	1	**30**	0	0	0	**0**	0	41	1	**42**	0	29	4	**33**	0	2	0	**2**	0

3:00 PM	0	0	**0**	0	7	0	**7**	0	6	0	**6**	0	28	2	**30**	0	0	0	**0**	0	49	0	**49**	0	31	3	**34**	0	4	0	**4**	0
3:15 PM	0	0	**0**	0	8	0	**8**	0	4	0	**4**	0	35	1	**36**	0	0	0	**0**	0	51	0	**51**	0	41	4	**45**	0	0	0	**0**	0
3:30 PM	0	0	**0**	0	5	0	**5**	0	4	0	**4**	0	29	0	**29**	0	0	0	**0**	0	49	1	**50**	0	44	3	**47**	0	3	0	**3**	0
3:45 PM	0	0	**0**	0	2	0	**2**	0	7	0	**7**	0	28	1	**29**	0	0	0	**0**	0	47	1	**48**	0	33	4	**37**	0	2	0	**2**	0
4:00 PM	0	0	**0**	0	8	0	**8**	0	2	0	**2**	0	32	1	**33**	0	0	0	**0**	0	47	1	**48**	0	33	5	**38**	0	0	0	**0**	0
4:15 PM	0	0	**0**	0	5	0	**5**	0	5	0	**5**	0	44	0	**44**	0	0	0	**0**	0	56	0	**56**	0	43	6	**49**	0	0	0	**0**	0
4:30 PM	0	0	**0**	0	1	0	**1**	0	6	0	**6**	0	31	1	**32**	0	0	0	**0**	0	52	1	**53**	0	29	2	**31**	0	1	0	**1**	0
4:45 PM	0	0	**0**	0	3	0	**3**	0	3	0	**3**	0	31	0	**31**	0	0	0	**0**	0	52	5	**57**	0	49	2	**51**	0	2	0	**2**	0
5:00 PM	0	0	**0**	0	8	0	**8**	0	3	1	**4**	0	19	0	**19**	0	0	0	**0**	0	43	2	**45**	0	27	3	**30**	0	1	0	**1**	0
5:15 PM	0	0	**0**	0	8	0	**8**	0	5	0	**5**	0	21	2	**23**	0	0	0	**0**	0	45	0	**45**	0	36	3	**39**	0	2	0	**2**	0
5:30 PM	0	0	**0**	0	3	0	**3**	0	5	0	**5**	0	15	0	**15**	0	0	0	**0**	0	35	0	**35**	0	35	0	**35**	0	3	0	**3**	0
5:45 PM	0	0	**0**	0	3	0	**3**	0	7	0	**7**	0	12	1	**13**	0	0	0	**0**	0	31	1	**32**	0	26	3	**29**	0	1	0	**1**	0
6:00 PM	0	0	**0**	0	7	1	**8**	0	2	0	**2**	0	8	0	**8**	0	0	0	**0**	0	33	0	**33**	0	34	1	**35**	1	0	0	**0**	0
12 hr Total	**0**	**0**	**0**	**0**	**213**	**4**	**217**	**0**	**171**	**3**	**174**	**0**	**1072**	**47**	**1119**	**0**	**4**	**0**	**4**	**0**	**1963**	**37**	**2000**	**0**	**1704**	**174**	**1878**	**2**	**66**	**0**	**66**	**0**
AM Peak	**0**	**0**	**0**	**0**	**14**	**0**	**14**	**0**	**3**	**1**	**4**	**0**	**96**	**2**	**98**	**0**	**2**	**0**	**2**	**0**	**216**	**4**	**220**	**0**	**206**	**23**	**229**	**0**	**3**	**0**	**3**	**0**
PM Peak	**0**	**0**	**0**	**0**	**22**	**0**	**22**	**0**	**21**	**0**	**21**	**0**	**120**	**4**	**124**	**0**	**0**	**0**	**0**	**0**	**196**	**2**	**198**	**0**	**149**	**14**	**163**	**0**	**9**	**0**	**9**	**0**

AUSTRAFFIC VIDEO INTERSECTION COUNT

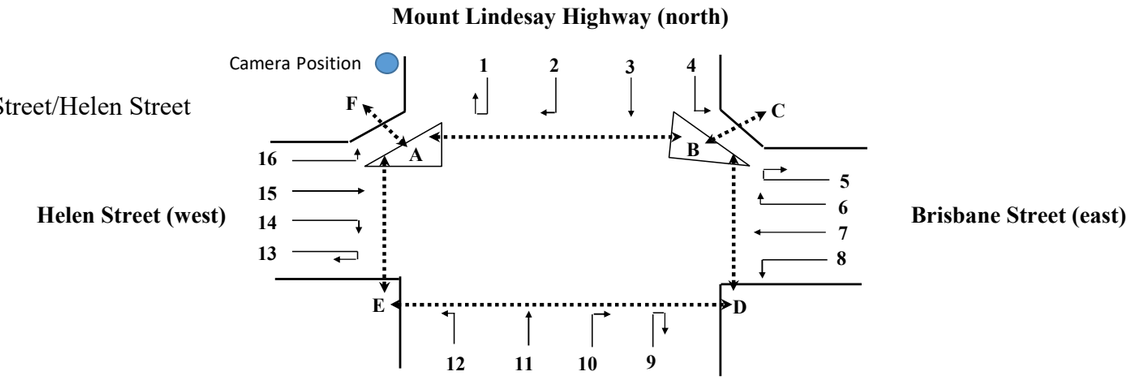
Site No.: 9 **Weather:** Fine
Location: William Street/Anna Street
Day/Date: Wednesday, September 10, 2025
AM Peak: *Hour ending - 9:00 AM*
PM Peak: *Hour ending - 3:45 PM*



TIME (1/4 hr end)	Movement 9				Movement 10				Movement 11				Movement 12				Movement 13				Movement 14				Movement 15				Movement 16				Pedestrian Movements													
																																	A - B		B - A		B - C		C - B		C - D		D - C		D - A		A - D	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	23	11	**34**	0	0	0	**0**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	0	0	**0**	0	4	0	**4**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	29	9	**38**	0	2	2	**4**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	27	15	**42**	0	1	1	**2**	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	2	0	**2**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	33	10	**43**	0	11	0	**11**	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
7:15 AM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	2	2	**4**	0	35	8	**43**	0	5	1	**6**	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	2	0	**2**	0	54	8	**62**	0	9	0	**9**	0	7	0	2	0	1	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	1	0	**1**	0	1	1	**2**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	52	7	**59**	0	15	1	**16**	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	2	0	**2**	0	1	0	**1**	0	2	0	**2**	0	50	6	**56**	0	13	0	**13**	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	2	0	**2**	0	0	0	**0**	0	4	0	**4**	0	90	5	**95**	0	12	1	**13**	0	3	1	0	0	0	0	0	0	4	0	0	0	0	0
8:30 AM	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	87	8	**95**	1	18	0	**18**	0	5	0	6	0	0	0	0	0	1	0	1	0	0	0
8:45 AM	0	0	**0**	0	1	0	**1**	0	2	0	**2**	0	3	0	**3**	0	0	0	**0**	0	2	0	**2**	0	83	6	**89**	0	18	0	**18**	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	**0**	0	1	0	**1**	0	3	0	**3**	0	1	0	**1**	0	0	0	**0**	0	3	0	**3**	0	63	9	**72**	0	23	2	**25**	0	8	0	6	0	0	0	1	0	2	0	1	0	0	0
9:15 AM	0	0	**0**	0	2	0	**2**	0	4	0	**4**	1	4	0	**4**	0	0	0	**0**	0	3	0	**3**	0	42	10	**52**	0	25	1	**26**	0	4	0	1	0	0	0	0	0	1	0	2	0	0	0
9:30 AM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	1	1	**2**	0	0	0	**0**	0	4	0	**4**	0	68	7	**75**	0	14	0	**14**	0	3	0	3	0	0	0	0	0	3	0	2	0	1	0
9:45 AM	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	1	0	**1**	0	0	0	**0**	0	3	0	**3**	0	57	1	**58**	0	11	1	**12**	0	2	0	6	1	0	0	0	0	0	0	8	0	0	0
10:00 AM	0	0	**0**	0	1	0	**1**	0	4	0	**4**	0	6	0	**6**	0	2	0	**2**	0	6	0	**6**	0	59	12	**71**	0	22	0	**22**	0	5	0	4	0	0	0	0	0	2	0	1	0	0	0
10:15 AM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	3	0	**3**	0	0	0	**0**	0	6	0	**6**	0	61	4	**65**	0	12	0	**12**	0	5	0	7	0	1	0	0	0	3	0	2	0	0	0
10:30 AM	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	3	0	**3**	0	0	0	**0**	0	3	0	**3**	0	36	8	**44**	1	26	1	**27**	0	4	0	6	0	0	0	0	0	2	0	0	0	0	0
10:45 AM	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	5	0	**5**	0	1	0	**1**	0	6	1	**7**	0	62	7	**69**	0	22	2	**24**	0	4	1	5	0	0	0	1	0	1	0	1	0	0	0
11:00 AM	0	0	**0**	0	2	0	**2**	0	3	0	**3**	0	0	0	**0**	0	1	0	**1**	0	4	0	**4**	0	60	7	**67**	0	22	0	**22**	0	5	1	10	0	1	0	0	0	2	0	2	0	1	0
11:15 AM	0	0	**0**	0	2	0	**2**	0	4	0	**4**	0	3	0	**3**	0	1	0	**1**	0	2	0	**2**	0	60	7	**67**	0	23	0	**23**	0	3	0	5	2	0	0	0	0	0	0	2	0	0	0
11:30 AM	0	0	**0**	0	2	0	**2**	0	1	0	**1**	0	2	0	**2**	0	1	0	**1**	0	8	0	**8**	0	57	6	**63**	0	26	0	**26**	0	5	0	8	0	0	0	1	0	2	0	1	0	0	0
11:45 AM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	3	0	**3**	0	2	0	**2**	0	5	0	**5**	0	61	6	**67**	0	26	2	**28**	0	7	0	3	0	0	0	1	0	5	0	3	0	0	0
12:00 PM	0	0	**0**	0	2	0	**2**	0	5	0	**5**	0	1	0	**1**	0	1	0	**1**	0	3	0	**3**	0	68	9	**77**	0	17	0	**17**	0	3	0	6	0	1	0	1	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	0	0	**0**	0	4	0	**4**	0	4	0	**4**	0	0	0	**0**	0	5	0	**5**	0	49	8	**57**	0	18	0	**18**	0	11	0	2	0	0	0	5	0	6	0	0	0	0	0
12:30 PM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	2	0	**2**	0	0	0	**0**	0	5	0	**5**	0	48	5	**53**	0	17	1	**18**	0	7	1	3	0	0	0	0	0	1	0	1	0	0	0
12:45 PM	0	0	**0**	0	1	0	**1**	0	6	0	**6**	0	5	0	**5**	0	0	0	**0**	0	3	0	**3**	0	55	7	**62**	0	16	1	**17**	0	8	0	5	1	0	0	0	0	4	0	0	0	0	0
1:00 PM	0	0	**0**	0	1	0	**1**	0	2	0	**2**	0	4	0	**4**	0	2	0	**2**	0	3	0	**3**	0	48	8	**56**	0	24	0	**24**	0	2	2	4	1	0	0	2	0	2	0	3	0	0	0
1:15 PM	0	0	**0**	0	1	0	**1**	0	2	0	**2**	0	4	0	**4**	0	0	0	**0**	0	8	0	**8**	0	56	5	**61**	0	15	0	**15**	0	3	1	7	0	2	0	0	0	1	0	1	0	0	0
1:30 PM	0	0	**0**	0	4	0	**4**	0	3	0	**3**	0	2	0	**2**	0	0	0	**0**	0	6	0	**6**	0	52	10	**62**	0	14	0	**14**	0	14	1	5	0	1	0	2	0	0	0	0	0	0	0
1:45 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	2	0	**2**	0	3	0	**3**	0	47	12	**59**	0	21	1	**22**	0	9	0	3	1	1	0	0	0	2	0	0	0	1	0
2:00 PM	0	0	**0**	0	2	0	**2**	0	3	0	**3**	0	3	0	**3**	0	0	0	**0**	0	3	0	**3**	0	61	4	**65**	0	15	0	**15**	0	5	0	3	0	0	0	0	0	0	0	2	0	0	0
2:15 PM	0	0	**0**	0	1	0	**1**	0	3	0	**3**	0	4	0	**4**	0	0	0	**0**	0	4	0	**4**	0	74	7	**81**	0	18	1	**19**	0	10	0	2	0	0	0	1	0	2	0	1	0	0	0
2:30 PM	0	0	**0**	0	0	0	**0**	0	8	0	**8**	0	0	0	**0**	0	1	0	**1**	0	3	0	**3**	0	68	5	**73**	0	13	0	**13**	0	2	0	5	0	1	0	1	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	1	0	**1**	0	4	0	**4**	0	2	0	**2**	0	0	0	**0**	0	2	0	**2**	0	70	5	**75**	0	15	1	**16**	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	**0**	0	3	0	**3**	0	2	0	**2**	0	2	0	**2**	0	0	0	**0**	0	5	0	**5**	0	88	8	**96**	1	12	3	**15**	0	7	0	2	0	1	0	2	0	0	0	1	0	0	0
3:15 PM	0	0	**0**	0	1	0	**1**	0	6	0	**6**	0	2	0	**2**	0	0	0	**0**	0	3	0	**3**	0	98	6	**104**	0	22	1	**23**	0	3	0	3	0	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	2	0	**2**	0	0	0	**0**	0	4	0	**4**	0	82	4	**86**	0	17	0	**17**	0	5	1	3	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	**0**	0	1	0	**1**	0	5	1	**6**	0	2	0	**2**	0	0	0	**0**	0	6	0	**6**	0	63	5	**68**	1	20	0	**20**	0	3	1	8	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	1	0	**1**	0	3	0	**3**	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	74	7	**81**	0	19	0	**19**	0	2	0	0	0	1	0	0	0	0	0	1	0	0	0
4:15 PM	0	0	**0**	0	3	0	**3**	0	3	0	**3**	0	3	0	**3**	0	0	0	**0**	0	4	0	**4**	0	76	5	**81**	0	20	1	**21**	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	1	0	**1**	0	3	0	**3**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	87	2	**89**	0	18	0	**18**	0	6	0	2	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	1	0	**1**	0	0	0	**0**	0	6	1	**7**	0	68	1	**69**	0	19	0	**19**	0	0	0	3	0	2	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	**0**	0	4	0	**4**	0	3	0	**3**	0	2	0	**2**	0	1	0	**1**	0	3	0	**3**	0	75	4	**79**	0	17	0	**17**	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0
5:15 PM	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	3	0	**3**	0	0	0	**0**	0	5	0	**5**	0	66	4	**70**	0	10	1	**11**	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	4	0	**4**	0	4	0	**4**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	67	1	**68**	0	7	0	**7**	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	1	0	**1**	0	45	5	**50**	0	6	0	**6**	0	1	0	1	0	0	0	0	0	0	1	1	1	0	0
6:00 PM	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	3	0	**3**	0	57	2	**59**	0	4	0	**4**	0	2	0	0	0	1	0	1	0	8	0	1	0	0	0
12 hr Total	**0**	**0**	**0**	**0**	**51**	**0**	**51**	**0**	**117**	**2**	**119**	**1**	**100**	**1**	**101**	**0**	**19**	**0**	**19**	**0**	**164**	**5**	**169**	**0**	**2891**	**316**	**3207**	**4**	**750**	**26**	**776**	**1**	**192**	**11**	**157**	**8**	**15**	**0**	**21**	**1**	**57**	**2**	**39**	**1**	**5**	**0**	**4**	**0**
AM Peak	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**9**	**0**	**9**	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**11**	**0**	**323**	**28**	**351**	**1**	**71**	**3**	**74**	**0**	**16**	**1**	**16**	**0**	**0**	**0**	**1**	**0**	**7**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
PM Peak	**0**	**0**	**0**	**0**	**6**	**0**	**6**	**0**	**14**	**1**	**15**	**0**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**18**	**0**	**331**	**23**	**354**	**2**	**71**	**4**	**75**	**0**	**18**	**2**	**16**	**1**	**1**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

AUSTRAFFIC VIDEO INTERSECTION COUNT

Site No.: 10 **Weather:** Fine
Location: Beaudesert Bypass Road/Mount Lindesay Highway/Brisbane Street/Helen Street
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 9:00 AM*
PM Peak: *Hour ending - 3:30 PM*

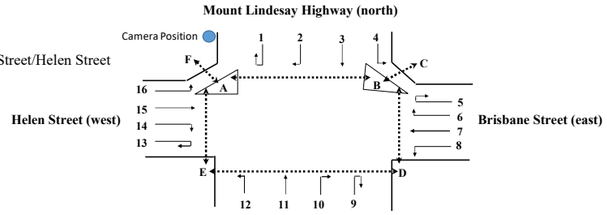


TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8			
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*
6:15 AM	0	0	**0**	0	3	0	**3**	0	23	17	**40**	0	32	7	**39**	0	0	0	**0**	0	38	3	**41**	0	0	0	**0**	0	2	1	**3**	0
6:30 AM	0	0	**0**	0	1	0	**1**	0	11	8	**19**	0	46	6	**52**	0	0	0	**0**	0	42	4	**46**	0	1	0	**1**	0	4	0	**4**	0
6:45 AM	0	0	**0**	0	1	0	**1**	0	19	8	**27**	0	48	6	**54**	0	0	0	**0**	0	51	4	**55**	0	1	0	**1**	0	4	0	**4**	0
7:00 AM	0	0	**0**	0	2	0	**2**	0	20	5	**25**	0	77	7	**84**	0	0	0	**0**	0	54	1	**55**	0	4	1	**5**	0	0	1	**1**	0
7:15 AM	0	0	**0**	0	1	0	**1**	0	28	5	**33**	0	93	9	**102**	0	0	0	**0**	0	47	5	**52**	0	0	0	**0**	0	3	0	**3**	0
7:30 AM	0	0	**0**	0	1	0	**1**	0	20	3	**23**	0	102	1	**103**	0	0	0	**0**	0	65	5	**70**	0	2	0	**2**	0	6	0	**6**	0
7:45 AM	0	0	**0**	0	1	0	**1**	0	22	14	**36**	0	150	6	**156**	0	0	0	**0**	0	65	3	**68**	0	0	0	**0**	0	4	1	**5**	0
8:00 AM	0	0	**0**	0	5	0	**5**	0	36	9	**45**	0	155	5	**160**	0	0	0	**0**	0	82	4	**86**	0	1	0	**1**	0	10	0	**10**	0
8:15 AM	1	0	**1**	0	1	0	**1**	0	58	8	**66**	0	158	9	**167**	0	0	0	**0**	0	84	3	**87**	0	2	1	**3**	0	3	0	**3**	0
8:30 AM	1	0	**1**	0	1	0	**1**	0	55	9	**64**	0	177	12	**189**	0	0	0	**0**	0	114	5	**119**	0	2	0	**2**	0	8	0	**8**	0
8:45 AM	0	0	**0**	0	0	0	**0**	0	32	10	**42**	0	172	7	**179**	0	0	0	**0**	0	137	6	**143**	0	2	0	**2**	0	4	0	**4**	0
9:00 AM	1	0	**1**	0	1	0	**1**	0	20	13	**33**	0	160	5	**165**	0	0	0	**0**	0	126	5	**131**	0	6	0	**6**	0	4	0	**4**	0
9:15 AM	0	0	**0**	0	0	0	**0**	0	12	5	**17**	0	143	8	**151**	1	0	0	**0**	0	108	4	**112**	0	4	0	**4**	0	6	0	**6**	0
9:30 AM	0	0	**0**	0	2	0	**2**	0	15	8	**23**	0	90	3	**93**	0	0	0	**0**	0	95	6	**101**	0	3	0	**3**	0	4	0	**4**	0
9:45 AM	0	0	**0**	0	2	0	**2**	0	15	10	**25**	0	107	3	**110**	0	0	0	**0**	0	88	2	**90**	0	3	0	**3**	0	6	0	**6**	0
10:00 AM	0	0	**0**	0	0	0	**0**	0	12	4	**16**	0	109	5	**114**	0	0	0	**0**	0	82	2	**84**	0	1	0	**1**	0	3	1	**4**	0
10:15 AM	0	0	**0**	0	0	0	**0**	0	11	14	**25**	0	106	0	**106**	0	0	0	**0**	0	103	3	**106**	0	2	0	**2**	0	3	2	**5**	0
10:30 AM	0	0	**0**	0	4	0	**4**	0	11	7	**18**	0	89	10	**99**	0	0	0	**0**	0	97	6	**103**	0	4	0	**4**	0	1	0	**1**	0
10:45 AM	0	0	**0**	0	0	0	**0**	0	11	11	**22**	0	106	6	**112**	0	0	0	**0**	0	76	6	**82**	0	1	0	**1**	0	6	1	**7**	0
11:00 AM	0	0	**0**	0	0	0	**0**	0	17	9	**26**	0	121	1	**122**	0	0	0	**0**	0	104	3	**107**	0	3	0	**3**	0	7	1	**8**	0
11:15 AM	1	0	**1**	0	0	0	**0**	0	18	4	**22**	0	104	2	**106**	0	0	0	**0**	0	105	5	**110**	0	1	0	**1**	0	7	1	**8**	0
11:30 AM	0	0	**0**	0	0	1	**1**	0	18	9	**27**	0	101	4	**105**	0	0	0	**0**	0	100	3	**103**	0	3	0	**3**	0	10	0	**10**	0
11:45 AM	0	0	**0**	0	0	0	**0**	0	15	15	**30**	0	106	5	**111**	0	0	0	**0**	0	102	3	**105**	0	2	0	**2**	0	12	0	**12**	0
12:00 PM	0	0	**0**	0	1	0	**1**	0	12	12	**24**	0	112	4	**116**	1	0	0	**0**	0	103	2	**105**	0	2	0	**2**	0	5	0	**5**	0
12:15 PM	0	0	**0**	0	1	0	**1**	0	9	11	**20**	0	109	8	**117**	0	0	0	**0**	0	111	4	**115**	0	2	0	**2**	0	9	0	**9**	0
12:30 PM	0	0	**0**	0	0	0	**0**	0	13	8	**21**	0	95	1	**96**	0	0	0	**0**	0	121	3	**124**	1	2	0	**2**	0	7	0	**7**	0
12:45 PM	0	0	**0**	0	0	0	**0**	0	12	12	**24**	0	107	1	**108**	0	0	0	**0**	0	114	5	**119**	0	3	0	**3**	0	4	0	**4**	0
1:00 PM	0	0	**0**	0	0	0	**0**	0	13	9	**22**	0	78	4	**82**	0	0	0	**0**	0	99	8	**107**	0	2	0	**2**	0	8	1	**9**	0
1:15 PM	0	0	**0**	0	0	0	**0**	0	8	5	**13**	0	80	3	**83**	0	0	0	**0**	0	115	4	**119**	0	3	0	**3**	0	11	0	**11**	0
1:30 PM	0	0	**0**	0	2	0	**2**	0	14	10	**24**	0	105	8	**113**	1	0	0	**0**	0	104	2	**106**	0	4	0	**4**	0	7	1	**8**	0
1:45 PM	0	0	**0**	0	1	1	**2**	0	12	10	**22**	0	118	5	**123**	0	0	0	**0**	0	94	4	**98**	0	4	0	**4**	0	8	1	**9**	0
2:00 PM	1	0	**1**	0	0	0	**0**	0	21	7	**28**	0	113	5	**118**	0	0	0	**0**	0	110	4	**114**	0	2	1	**3**	0	6	2	**8**	0

2:15 PM	0	0	**0**	0	0	0	**0**	0	12	10	**22**	0	110	7	**117**	0	0	0	**0**	0	86	5	**91**	0	1	1	**2**	0	9	1	**10**	0
2:30 PM	0	0	**0**	0	1	0	**1**	0	21	8	**29**	0	114	2	**116**	0	0	0	**0**	0	93	2	**95**	0	4	0	**4**	0	7	0	**7**	0
2:45 PM	0	0	**0**	0	0	0	**0**	0	37	9	**46**	0	120	4	**124**	0	0	0	**0**	0	119	3	**122**	0	2	0	**2**	0	12	0	**12**	0
3:00 PM	0	0	**0**	0	2	0	**2**	0	16	7	**23**	0	129	7	**136**	0	0	0	**0**	0	118	0	**118**	0	1	0	**1**	0	6	0	**6**	0
3:15 PM	0	0	**0**	0	0	0	**0**	1	28	3	**31**	0	163	5	**168**	1	0	0	**0**	0	145	5	**150**	0	2	0	**2**	0	8	0	**8**	0
3:30 PM	1	0	**1**	0	1	0	**1**	0	21	3	**24**	0	122	14	**136**	0	0	0	**0**	0	108	4	**112**	0	4	0	**4**	0	6	0	**6**	0
3:45 PM	0	0	**0**	0	1	0	**1**	0	12	3	**15**	0	114	7	**121**	0	0	0	**0**	0	142	1	**143**	0	2	0	**2**	0	7	2	**9**	0
4:00 PM	0	0	**0**	0	3	0	**3**	0	17	6	**23**	0	135	0	**135**	0	0	0	**0**	0	113	4	**117**	0	2	0	**2**	0	11	0	**11**	0
4:15 PM	1	0	**1**	0	0	0	**0**	0	14	4	**18**	0	116	3	**119**	0	0	0	**0**	0	148	4	**152**	0	3	0	**3**	0	8	0	**8**	0
4:30 PM	0	0	**0**	0	3	0	**3**	0	23	6	**29**	0	145	3	**148**	0	0	0	**0**	0	137	3	**140**	0	1	0	**1**	0	6	0	**6**	0
4:45 PM	0	0	**0**	0	3	0	**3**	0	20	4	**24**	0	106	3	**109**	0	0	0	**0**	0	151	6	**157**	0	4	0	**4**	0	1	0	**1**	0
5:00 PM	0	0	**0**	0	2	0	**2**	0	26	4	**30**	0	112	5	**117**	0	0	0	**0**	0	132	4	**136**	0	9	0	**9**	0	5	0	**5**	0
5:15 PM	0	0	**0**	0	5	0	**5**	0	22	4	**26**	0	100	3	**103**	0	0	0	**0**	0	140	2	**142**	0	4	0	**4**	0	10	0	**10**	0
5:30 PM	0	0	**0**	0	7	0	**7**	0	9	4	**13**	0	79	2	**81**	0	0	0	**0**	0	123	1	**124**	0	4	0	**4**	0	5	0	**5**	0
5:45 PM	1	0	**1**	0	1	0	**1**	0	18	2	**20**	0	80	2	**82**	0	0	0	**0**	0	98	2	**100**	0	5	0	**5**	0	2	0	**2**	0
6:00 PM	0	0	**0**	0	3	0	**3**	0	5	2	**7**	0	71	1	**72**	0	0	0	**0**	0	77	1	**78**	0	5	0	**5**	0	1	1	**2**	0
12 hr Total	**8**	**0**	**8**	**0**	**63**	**2**	**65**	**1**	**914**	**368**	**1282**	**0**	**5285**	**234**	**5519**	**4**	**0**	**0**	**0**	**0**	**4866**	**174**	**5040**	**1**	**125**	**4**	**129**	**0**	**286**	**18**	**304**	**0**
AM Peak	**3**	**0**	**3**	**0**	**3**	**0**	**3**	**0**	**165**	**40**	**205**	**0**	**667**	**33**	**700**	**0**	**0**	**0**	**0**	**0**	**461**	**19**	**480**	**0**	**12**	**1**	**13**	**0**	**19**	**0**	**19**	**0**
PM Peak	**1**	**0**	**1**	**0**	**3**	**0**	**3**	**1**	**102**	**22**	**124**	**0**	**534**	**30**	**564**	**1**	**0**	**0**	**0**	**0**	**490**	**12**	**502**	**0**	**9**	**0**	**9**	**0**	**32**	**0**	**32**	**0**

AUSTRAFFIC VIDEO INTERSECTION COUNT

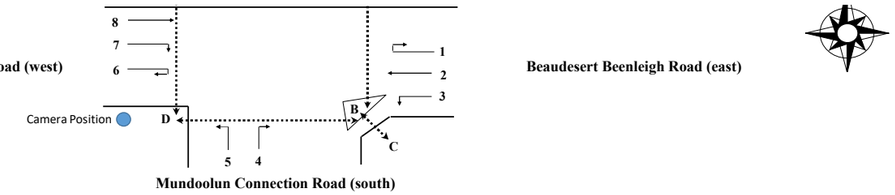
Site No.: 10 **Weather:** Fine
Location: Beaudesert Bypass Road/Mount Lindesay Highway/Brisbane Street/Helen Street
Day/Date: Wednesday, September 10, 202:
AM Peak: *Hour ending - 9:00 AM*
PM Peak: *Hour ending - 3:30 PM*





TIME (1/4 hr end)	Movement 9				Movement 10				Movement 11				Movement 12				Movement 13				Movement 14				Movement 15				Movement 16				Pedestrian Movements																	
																																	A - B		B - A		B - C		C - B		B - D		D - B		D - E		E - D		E - A		A - E		A - F		F - A	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	4	1	**5**	0	15	4	**19**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	2	0	**2**	0	17	11	**28**	0	0	1	**1**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
6:45 AM	0	0	**0**	0	5	0	**5**	0	16	6	**22**	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	2	0	**2**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	6	0	**6**	0	17	9	**26**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	**0**	0	3	1	**4**	0	17	10	**27**	0	0	0	**0**	0	0	0	**0**	0	0	2	**2**	0	4	0	**4**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	4	0	**4**	0	16	8	**24**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	13	0	**13**	0	24	7	**31**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
8:00 AM	0	0	**0**	0	9	0	**9**	0	19	8	**27**	0	0	1	**1**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	**0**	0	8	1	**9**	0	31	9	**40**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	**0**	0	3	0	**3**	0	47	12	**59**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	4	1	**5**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	**0**	0	9	0	**9**	0	40	11	**51**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	4	0	**4**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	**0**	0	6	0	**6**	0	20	4	**24**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	4	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	**0**	0	10	0	**10**	0	23	14	**37**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	5	0	**5**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	**0**	0	5	1	**6**	0	22	8	**30**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	9	0	**9**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	**0**	0	6	0	**6**	0	32	8	**40**	0	1	0	**1**	0	0	0	**0**	0	2	1	**3**	0	4	0	**4**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	**0**	0	3	3	**6**	0	17	8	**25**	0	1	1	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	4	0	**4**	0	22	13	**35**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	**0**	0	1	2	**3**	0	21	11	**32**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	**0**	0	7	2	**9**	0	15	10	**25**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	**0**	0	9	0	**9**	0	17	12	**29**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	**0**	0	8	3	**11**	0	13	8	**21**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	**0**	0	10	0	**10**	0	17	10	**27**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	**0**	0	8	1	**9**	0	16	11	**27**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	1	1	**2**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	**0**	0	7	0	**7**	0	19	9	**28**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	8	0	**8**	0	17	14	**31**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	**0**	0	6	0	**6**	0	14	11	**25**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	4	0	**4**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**0**	0	9	1	**10**	0	14	11	**25**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	1	0	**1**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	**0**	0	6	2	**8**	0	11	12	**23**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	**0**	0	3	1	**4**	0	16	6	**22**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	6	1	**7**	0	21	9	**30**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	**0**	0	4	0	**4**	0	20	9	**29**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	4	0	**4**	0	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	1	0	**1**	0	2	0	**2**	0	21	8	**29**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	**0**	0	5	0	**5**	0	27	16	**43**	0	1	0	**1**	0	0	0	**0**	0	1	0	**1**	0	2	2	**4**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0
2:30 PM	0	0	**0**	0	5	0	**5**	0	17	14	**31**	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	4	1	**5**	0	33	9	**42**	0	0	1	**1**	0	0	0	**0**	0	1	1	**2**	0	2	0	**2**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	**0**	0	7	0	**7**	0	30	11	**41**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	4	1	**5**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	**0**	0	14	0	**14**	0	36	10	**46**	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	**0**	0	8	0	**8**	0	24	12	**36**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	0	0	0	0	0	0	0	3	0	3	0	0	0	1	0	0	0	0	0	0
3:45 PM	0	0	**0**	0	10	0	**10**	0	35	9	**44**	0	0	1	**1**	0	0	0	**0**	0	1	1	**2**	0	4	0	**4**	0	1	0	**1**	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	8	1	**9**	0	29	9	**38**	0	0	2	**2**	0	0	0	**0**	0	0	1	**1**	0	3	0	**3**	0	4	0	**4**	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	**0**	0	11	0	**11**	0	20	9	**29**	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	0	2	0	**2**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	2	0	**2**	0	21	9	**30**	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	10	0	**10**	0	29	9	**38**	0	0	1	**1**	0	0	0	**0**	0	1	0	**1**	0	4	0	**4**	0	4	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	**0**	0	8	0	**8**	0	28	3	**31**	0	3	1	**4**	0	0	0	**0**	0	1	0	**1**	0	4	0	**4**	0	2	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	**0**	0	8	1	**9**	0	30	3	**33**	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	3	0	**3**	0	15	4	**19**	0	3	0	**3**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	6	0	**6**	0	19	5	**24**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	3	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	**0**	0	6	0	**6**	0	17	2	**19**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	1	0	1	0	309	23	332	0	1057	435	1492	0	30	9	39	0	0	0	0	0	21	8	29	0	104	6	110	0	76	1	77	0	0	0	3	0	0	0	12	0	9	0	0	0	11	5	6	4	1	0	1	0
AM Peak	0	0	0	0	26	1	27	0	138	36	174	0	2	0	2	0	0	0	0	0	3	0	3	0	11	1	12	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
PM Peak	0	0	0	0	33	1	34	0	123	42	165	0	5	2	7	0	0	0	0	0	1	1	2	0	8	1	9	0	8	0	8	0	0	0	0	0	0	0	6	0	6	0	0	0	0	1	1	1	0	0	0	0

Site No.: 11 **Weather:** Fine
Location: Beaudesert Beenleigh Road/Mundoolun Connection Road
Day/Date: Wednesday, 10 September 2025
AM Peak: *Hour ending - 8:15 AM*
PM Peak: *Hour ending - 5:00 PM*



TIME (1/4 hr end)	Movement 1				Movement 2				Movement 3				Movement 4				Movement 5				Movement 6				Movement 7				Movement 8				Pedestrian Movements													
																																	A - B		B - A		B - C		C - B		B - D		D - B		D - E		E - D	
	Light Vehicles	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Light Vehicles*	*Heavy Vehicles*	***Total***	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*	*Pedestrians*	*Cyclists*
6:15 AM	0	0	**0**	0	40	7	**47**	0	47	1	**48**	0	26	3	**29**	0	32	4	**36**	0	0	0	**0**	0	79	8	**87**	0	56	7	**63**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	**0**	0	45	11	**56**	0	41	5	**46**	0	26	3	**29**	0	50	8	**58**	0	0	0	**0**	0	88	7	**95**	0	68	13	**81**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	**0**	0	50	7	**57**	0	45	1	**46**	0	23	1	**24**	0	47	0	**47**	0	0	0	**0**	0	96	8	**104**	0	64	9	**73**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	**0**	0	45	12	**57**	0	47	10	**57**	0	35	1	**36**	0	32	3	**35**	0	0	0	**0**	0	79	19	**98**	0	64	9	**73**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	**0**	0	52	14	**66**	0	59	11	**70**	0	20	1	**21**	0	35	1	**36**	0	0	0	**0**	0	82	11	**93**	0	58	9	**67**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	**0**	0	53	6	**59**	0	42	10	**52**	0	17	2	**19**	0	46	2	**48**	0	0	0	**0**	0	97	3	**100**	0	72	6	**78**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	**0**	0	68	9	**77**	0	57	7	**64**	0	34	7	**41**	0	68	6	**74**	0	0	0	**0**	0	69	10	**79**	0	93	9	**102**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	**0**	0	77	1	**78**	0	69	2	**71**	0	30	4	**34**	0	66	5	**71**	0	0	0	**0**	0	56	5	**61**	0	70	11	**81**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	**0**	0	75	16	**91**	0	55	5	**60**	0	29	5	**34**	0	48	8	**56**	0	0	0	**0**	0	66	7	**73**	0	57	9	**66**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	**0**	0	69	5	**74**	0	32	2	**34**	0	24	2	**26**	0	38	7	**45**	0	0	0	**0**	0	56	2	**58**	0	61	4	**65**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	**0**	0	57	8	**65**	0	30	6	**36**	0	15	4	**19**	0	45	3	**48**	0	0	0	**0**	0	44	8	**52**	0	52	4	**56**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	**0**	0	57	9	**66**	0	23	7	**30**	0	28	5	**33**	0	51	2	**53**	0	0	0	**0**	0	50	3	**53**	0	54	7	**61**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	**0**	0	55	8	**63**	0	31	4	**35**	0	15	4	**19**	0	51	4	**55**	0	0	0	**0**	0	49	9	**58**	0	50	7	**57**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	**0**	0	53	8	**61**	0	15	3	**18**	0	19	1	**20**	0	57	4	**61**	0	0	0	**0**	0	48	3	**51**	0	39	1	**40**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	**0**	0	39	2	**41**	0	27	3	**30**	0	12	8	**20**	0	36	3	**39**	0	0	0	**0**	0	37	4	**41**	0	45	5	**50**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	**0**	0	43	12	**55**	0	31	3	**34**	0	14	3	**17**	0	40	4	**44**	0	0	0	**0**	0	37	2	**39**	0	45	7	**52**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	**0**	0	30	6	**36**	0	16	5	**21**	0	8	3	**11**	0	36	5	**41**	0	0	0	**0**	0	48	10	**58**	0	36	10	**46**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	**0**	0	39	10	**49**	0	13	3	**16**	0	13	5	**18**	0	27	4	**31**	0	0	0	**0**	0	32	3	**35**	0	37	7	**44**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	**0**	0	42	9	**51**	0	22	8	**30**	0	21	3	**24**	0	28	3	**31**	0	0	0	**0**	0	35	8	**43**	0	34	10	**44**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	**0**	0	40	10	**50**	0	21	1	**22**	0	12	3	**15**	0	33	6	**39**	0	0	0	**0**	0	41	3	**44**	0	40	8	**48**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	**0**	0	30	4	**34**	0	25	2	**27**	0	15	4	**19**	0	24	5	**29**	0	0	0	**0**	0	36	4	**40**	0	43	8	**51**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	**0**	0	30	9	**39**	0	19	2	**21**	0	16	3	**19**	0	42	8	**50**	0	0	0	**0**	0	32	7	**39**	0	46	4	**50**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	**0**	0	43	7	**50**	0	20	5	**25**	0	19	3	**22**	0	34	5	**39**	0	0	0	**0**	0	30	6	**36**	0	39	5	**44**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	**0**	0	30	7	**37**	0	14	9	**23**	0	16	3	**19**	0	32	4	**36**	0	0	0	**0**	0	43	9	**52**	0	46	7	**53**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	**0**	0	33	3	**36**	0	10	3	**13**	0	11	2	**13**	0	33	6	**39**	0	0	0	**0**	0	32	10	**42**	0	50	11	**61**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	**0**	0	31	6	**37**	0	22	3	**25**	0	11	3	**14**	0	24	8	**32**	0	0	0	**0**	0	35	2	**37**	0	33	7	**40**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	**0**	0	40	10	**50**	0	17	7	**24**	0	19	7	**26**	0	36	5	**41**	0	0	0	**0**	0	33	5	**38**	0	31	5	**36**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	**0**	0	31	7	**38**	0	22	3	**25**	0	19	3	**22**	0	39	6	**45**	0	0	0	**0**	0	38	8	**46**	0	50	14	**64**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	**0**	0	47	6	**53**	0	24	3	**27**	0	20	1	**21**	0	42	6	**48**	0	0	0	**0**	0	31	6	**37**	0	42	8	**50**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	**0**	0	41	9	**50**	0	25	3	**28**	0	27	4	**31**	0	32	9	**41**	0	0	0	**0**	0	43	5	**48**	0	36	6	**42**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	**0**	0	41	3	**44**	0	31	3	**34**	0	24	7	**31**	0	38	4	**42**	0	0	0	**0**	0	40	8	**48**	0	41	6	**47**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	**0**	0	39	9	**48**	0	18	3	**21**	0	23	6	**29**	0	37	4	**41**	0	0	0	**0**	0	55	9	**64**	0	41	5	**46**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	**0**	0	61	9	**70**	0	25	5	**30**	0	21	1	**22**	0	48	5	**53**	0	0	0	**0**	0	43	11	**54**	0	42	6	**48**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	**0**	0	73	8	**81**	0	27	1	**28**	0	23	5	**28**	0	49	9	**58**	0	0	0	**0**	0	61	5	**66**	0	49	6	**55**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	**0**	0	76	9	**85**	0	23	5	**28**	0	17	2	**19**	0	46	1	**47**	0	0	0	**0**	0	42	10	**52**	0	46	9	**55**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	**0**	0	63	5	**68**	0	29	9	**38**	0	40	4	**44**	0	53	6	**59**	0	0	0	**0**	0	62	8	**70**	0	53	2	**55**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	**0**	0	105	7	**112**	0	32	3	**35**	0	18	3	**21**	0	65	5	**70**	0	0	0	**0**	0	51	9	**60**	0	47	6	**53**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	**0**	0	90	11	**101**	0	43	5	**48**	0	22	3	**25**	0	52	4	**56**	0	0	0	**0**	0	76	4	**80**	0	79	11	**90**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	**0**	0	95	8	**103**	0	34	6	**40**	0	46	5	**51**	0	62	7	**69**	0	0	0	**0**	0	54	10	**64**	0	61	10	**71**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	**0**	0	86	7	**93**	0	44	3	**47**	0	50	9	**59**	0	67	7	**74**	0	0	0	**0**	0	61	7	**68**	0	60	12	**72**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	**0**	0	103	5	**108**	0	50	1	**51**	0	30	3	**33**	0	68	6	**74**	0	0	0	**0**	0	68	3	**71**	0	80	9	**89**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	**0**	0	92	5	**97**	0	33	3	**36**	0	36	3	**39**	0	77	7	**84**	0	0	0	**0**	0	63	5	**68**	0	69	4	**73**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	**0**	0	89	7	**96**	0	52	2	**54**	0	39	3	**42**	0	64	5	**69**	0	0	0	**0**	0	49	4	**53**	0	72	2	**74**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	**0**	0	88	5	**93**	0	38	2	**40**	0	66	5	**71**	0	123	5	**128**	0	0	0	**0**	0	45	3	**48**	0	59	1	**60**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	**0**	0	64	5	**69**	0	43	2	**45**	0	43	3	**46**	0	67	7	**74**	0	0	0	**0**	0	44	2	**46**	0	50	3	**53**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	**0**	0	93	5	**98**	0	38	1	**39**	0	52	2	**54**	0	86	5	**91**	0	0	0	**0**	0	42	5	**47**	0	61	4	**65**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	**0**	0	83	3	**86**	0	25	1	**26**	0	37	2	**39**	0	70	0	**70**	0	0	0	**0**	0	43	4	**47**	0	40	3	**43**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	**0**	0	76	4	**80**	0	26	0	**26**	0	30	0	**30**	0	78	0	**78**	0	0	0	**0**	0	25	2	**27**	0	34	5	**39**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr Total	**0**	**0**	**0**	**0**	**2802**	**353**	**3155**	**0**	**1532**	**192**	**1724**	**0**	**1211**	**167**	**1378**	**0**	**2354**	**231**	**2585**	**0**	**0**	**0**	**0**	**0**	**2466**	**304**	**2770**	**0**	**2495**	**331**	**2826**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak	**0**	**0**	**0**	**0**	**273**	**32**	**305**	**0**	**223**	**24**	**247**	**0**	**110**	**18**	**128**	**0**	**228**	**21**	**249**	**0**	**0**	**0**	**0**	**0**	**288**	**25**	**313**	**0**	**292**	**35**	**327**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak	**0**	**0**	**0**	**0**	**372**	**22**	**394**	**0**	**173**	**8**	**181**	**0**	**171**	**14**	**185**	**0**	**332**	**23**	**355**	**0**	**0**	**0**	**0**	**0**	**225**	**15**	**240**	**0**	**280**	**16**	**296**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Appendix B

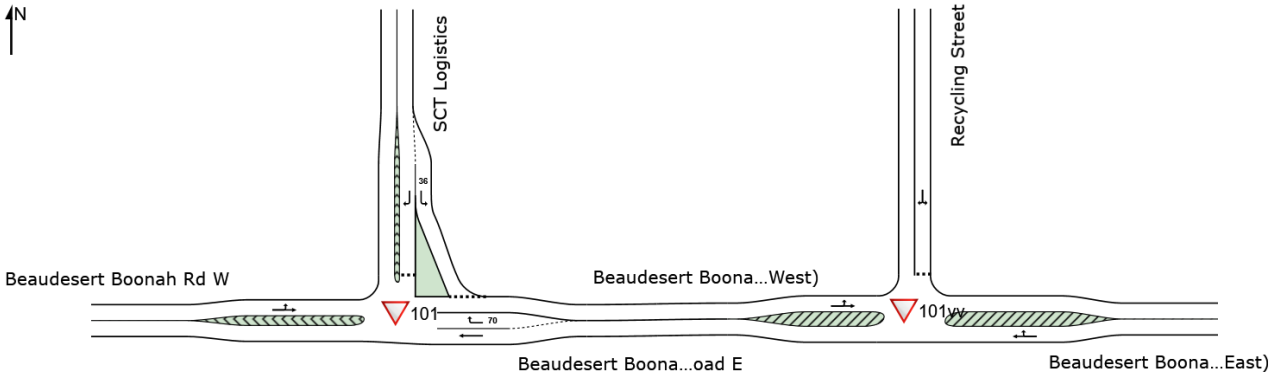
Existing intersection operations

NETWORK LAYOUT

Network: N101 [Existing AM (Network Folder: Existing Conditions)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101vv	NA	Beaudesert Boonah Road / Recycling Street
▽101	NA	Beaudesert Boonah Road / SCT Logistics

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MOVEMENT SUMMARY

Site: 101vv [Beaudesert Boonah Road / Recycling Street (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing AM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Recycling Street
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road (East)															
5	T1	All MCs	124	17.1	124	17.1	0.077	0.0	LOS A	0.1	0.5	0.04	0.05	0.04	92.5
6	R2	All MCs	9	11.1	9	11.1	0.077	5.9	LOS A	0.1	0.5	0.04	0.05	0.04	68.2
Approach			134	16.7	134	16.7	0.077	0.4	NA	0.1	0.5	0.04	0.05	0.04	88.5
North: Recycling Street															
7	L2	All MCs	4	0.0	4	0.0	0.004	5.8	LOS A	0.0	0.1	0.20	0.53	0.20	52.3
9	R2	All MCs	1	0.0	1	0.0	0.004	6.3	LOS A	0.0	0.1	0.20	0.53	0.20	49.8
Approach			5	0.0	5	0.0	0.004	5.9	LOS A	0.0	0.1	0.20	0.53	0.20	52.0
West: Beaudesert Boonah Road (West)															
10	L2	All MCs	2	0.0	2	0.0	0.057	4.9	LOS A	0.0	0.0	0.00	0.01	0.00	80.4
11	T1	All MCs	99	14.3	99	14.3	0.057	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	98.2
Approach			101	14.0	101	14.0	0.057	0.1	NA	0.0	0.0	0.00	0.01	0.00	97.7
All Vehicles			240	15.2	240	15.2	0.077	0.4	NA	0.1	0.5	0.02	0.04	0.02	90.2

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / SCT Logistics (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing AM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / SCT Logistics
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	114	14.0	114	14.0	0.064	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	10	50.0	10	50.0	0.008	6.2	LOS A	0.0	0.3	0.23	0.52	0.23	45.4
Approach			124	16.9	124	16.9	0.064	0.5	NA	0.0	0.3	0.02	0.04	0.02	58.5
North: SCT Logistics															
7	L2	All MCs	6	50.0	6	50.0	0.005	6.6	LOS A	0.0	0.2	0.21	0.49	0.21	49.6
9	R2	All MCs	2	50.0	2	50.0	0.003	8.1	LOS A	0.0	0.1	0.38	0.56	0.38	49.3
Approach			8	50.0	8	50.0	0.005	7.0	LOS A	0.0	0.2	0.25	0.51	0.25	49.5
West: Beaudesert Boonah Rd W															
10	L2	All MCs	1	100.0	1	100.0	0.053	6.7	LOS A	0.0	0.0	0.00	0.01	0.00	52.9
11	T1	All MCs	94	11.7	94	11.7	0.053	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			95	12.6	95	12.6	0.053	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles			228	16.3	228	16.3	0.064	0.6	NA	0.0	0.3	0.02	0.04	0.02	58.5

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101vv [Beaudesert Boonah Road / Recycling Street (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing PM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Recycling Street
Existing PM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road (East)															
5	T1	All MCs	135	17.1	135	17.1	0.081	0.0	LOS A	0.0	0.3	0.03	0.03	0.03	95.7
6	R2	All MCs	5	20.0	5	20.0	0.081	6.2	LOS A	0.0	0.3	0.03	0.03	0.03	68.4
Approach			140	17.2	140	17.2	0.081	0.3	NA	0.0	0.3	0.03	0.03	0.03	92.9
North: Recycling Street															
7	L2	All MCs	9	12.5	9	12.5	0.008	6.2	LOS A	0.0	0.2	0.27	0.54	0.27	51.6
9	R2	All MCs	1	0.0	1	0.0	0.008	6.6	LOS A	0.0	0.2	0.27	0.54	0.27	49.4
Approach			10	11.1	10	11.1	0.008	6.3	LOS A	0.0	0.2	0.27	0.54	0.27	51.4
West: Beaudesert Boonah Road (West)															
10	L2	All MCs	1	0.0	1	0.0	0.090	4.8	LOS A	0.0	0.0	0.00	0.00	0.00	80.7
11	T1	All MCs	157	16.8	157	16.8	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	99.3
Approach			158	16.7	158	16.7	0.090	0.0	NA	0.0	0.0	0.00	0.00	0.00	99.2
All Vehicles			308	16.7	308	16.7	0.090	0.3	NA	0.0	0.3	0.02	0.03	0.02	92.2

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / SCT Logistics (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing PM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / SCT Logistics
Existing PM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	133	17.5	133	17.5	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	All MCs	3	0.0	3	0.0	0.002	5.9	LOS A	0.0	0.1	0.26	0.52	0.26	48.0
Approach			136	17.1	136	17.1	0.076	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.6
North: SCT Logistics															
7	L2	All MCs	12	9.1	12	9.1	0.009	6.2	LOS A	0.0	0.3	0.25	0.51	0.25	49.4
9	R2	All MCs	2	50.0	2	50.0	0.004	8.9	LOS A	0.0	0.1	0.44	0.58	0.44	48.8
Approach			14	15.4	14	15.4	0.009	6.6	LOS A	0.0	0.3	0.28	0.52	0.28	49.2
West: Beaudesert Boonah Rd W															
10	L2	All MCs	1	0.0	1	0.0	0.084	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
11	T1	All MCs	146	17.4	146	17.4	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			147	17.3	147	17.3	0.084	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			297	17.1	297	17.1	0.084	0.4	NA	0.0	0.3	0.02	0.03	0.02	59.1

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

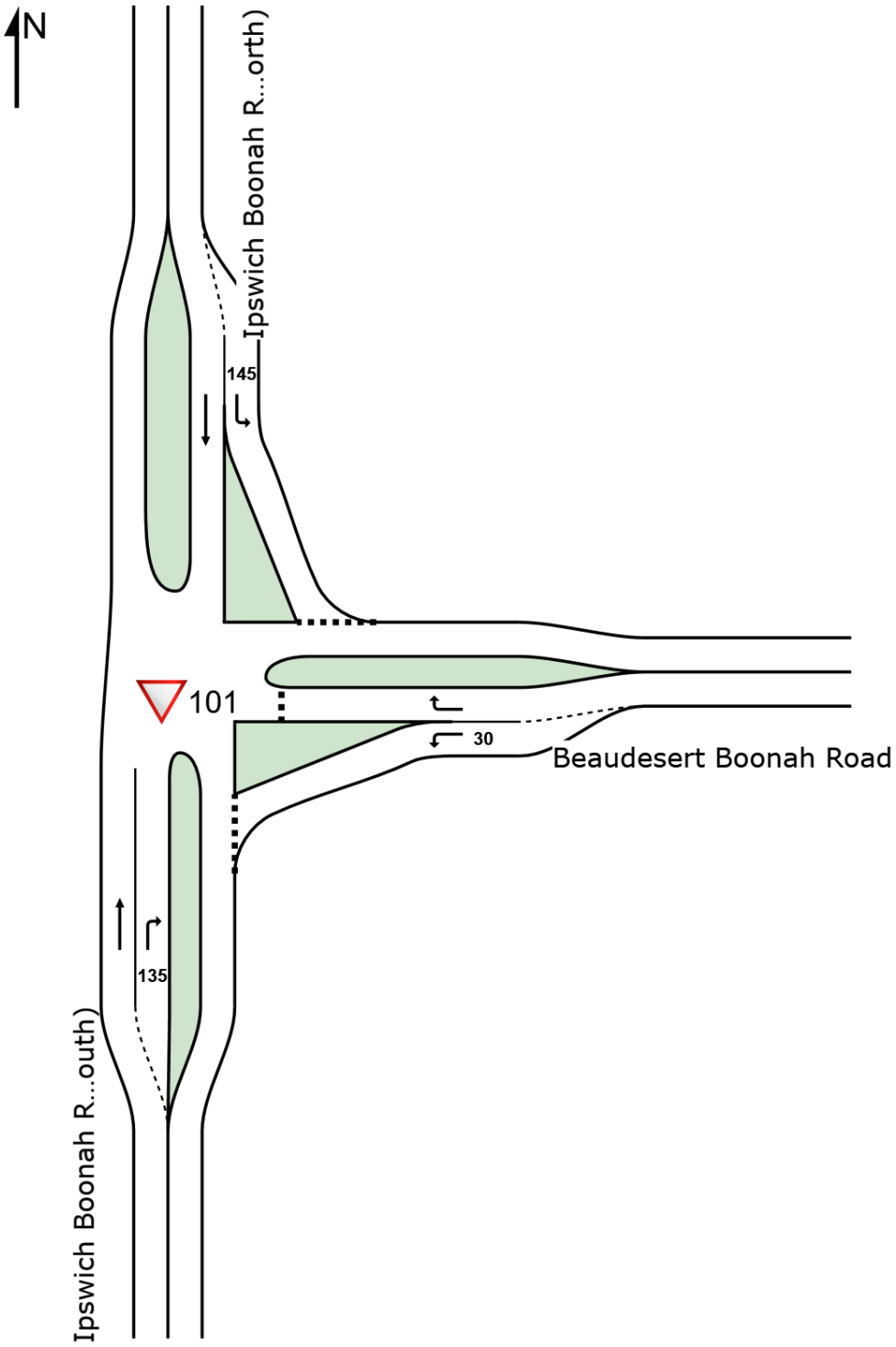
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101 [Beaudesert Boonah Road / Ipswich Boonah Road (Site Folder: Existing AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Ipswich Boonah Road
2023 AM Existing Conditions
Site Category: (None)
Give-Way (Two-Way)

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



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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Ipswich Boonah Road (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Ipswich Boonah Road
2023 AM Existing Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ipswich Boonah Road (South)															
2	T1	All MCs	122	6.9	122	6.9	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	73	17.1	73	17.1	0.051	9.0	LOS A	0.2	1.8	0.27	0.60	0.27	66.4
Approach			195	10.8	195	10.8	0.065	3.4	NA	0.2	1.8	0.10	0.23	0.10	84.0
East: Beaudesert Boonah Road															
4	L2	All MCs	78	13.5	78	13.5	0.058	9.2	LOS A	0.2	1.8	0.25	0.60	0.25	67.4
6	R2	All MCs	35	27.3	35	27.3	0.052	11.5	LOS B	0.2	1.6	0.44	0.70	0.44	61.9
Approach			112	17.8	112	17.8	0.058	9.9	LOS A	0.2	1.8	0.31	0.63	0.31	65.6
North: Ipswich Boonah Road (North)															
7	L2	All MCs	36	11.8	36	11.8	0.025	8.9	LOS A	0.1	0.8	0.17	0.59	0.17	68.3
8	T1	All MCs	139	8.3	139	8.3	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			175	9.0	175	9.0	0.075	1.8	LOS A	0.1	0.8	0.03	0.12	0.03	91.3
All Vehicles			482	11.7	482	11.7	0.075	4.3	NA	0.2	1.8	0.12	0.28	0.12	81.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Ipswich Boonah Road (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Ipswich Boonah Road
2023 PM Existing Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ipswich Boonah Road (South)															
2	T1	All MCs	72	1.4	72	1.4	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
3	R2	All MCs	95	11.7	95	11.7	0.062	8.7	LOS A	0.3	2.2	0.24	0.60	0.24	68.2
Approach			166	7.3	166	7.3	0.062	5.0	NA	0.3	2.2	0.13	0.34	0.13	79.0
East: Beaudesert Boonah Road															
4	L2	All MCs	73	15.3	73	15.3	0.053	9.1	LOS A	0.2	1.7	0.22	0.60	0.22	67.0
6	R2	All MCs	36	13.9	36	13.9	0.046	10.3	LOS B	0.2	1.3	0.39	0.67	0.39	66.4
Approach			109	14.8	109	14.8	0.053	9.5	LOS A	0.2	1.7	0.28	0.62	0.28	66.8
North: Ipswich Boonah Road (North)															
7	L2	All MCs	39	23.1	39	23.1	0.030	9.3	LOS A	0.1	1.0	0.20	0.59	0.20	65.0
8	T1	All MCs	116	5.2	116	5.2	0.061	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
Approach			155	9.7	155	9.7	0.061	2.3	LOS A	0.1	1.0	0.05	0.15	0.05	87.9
All Vehicles			430	10.1	430	10.1	0.062	5.2	NA	0.3	2.2	0.14	0.34	0.14	78.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

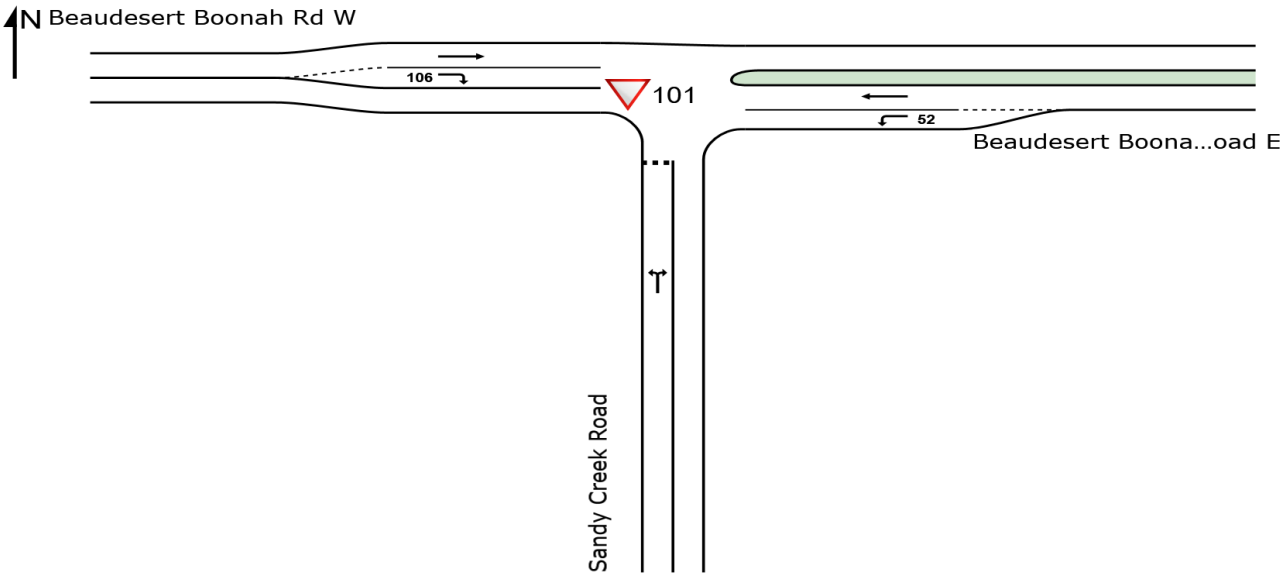
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SITE LAYOUT

Site: 101 [Beaudesert Boonah Road / Sandy Creek Road (Site Folder: Existing AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Sandy Creek Road (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sandy Creek Road															
1	L2	All MCs	8	12.5	8	12.5	0.088	6.4	LOS A	0.3	3.0	0.46	0.67	0.46	49.9
3	R2	All MCs	42	41.5	42	41.5	0.088	10.1	LOS B	0.3	3.0	0.46	0.67	0.46	43.8
Approach			50	36.7	50	36.7	0.088	9.5	LOS A	0.3	3.0	0.46	0.67	0.46	45.2
East: Beaudesert Boonah Road E															
4	L2	All MCs	67	43.1	67	43.1	0.049	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	46.8
5	T1	All MCs	155	12.6	155	12.6	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			222	21.8	222	21.8	0.086	1.7	NA	0.0	0.0	0.00	0.17	0.00	55.2
West: Beaudesert Boonah Rd W															
11	T1	All MCs	103	19.0	103	19.0	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	17	17.6	17	17.6	0.017	6.8	LOS A	0.1	0.5	0.34	0.59	0.34	51.0
Approach			120	18.8	120	18.8	0.059	1.0	NA	0.1	0.5	0.05	0.09	0.05	57.7
All Vehicles			392	22.8	392	22.8	0.088	2.5	NA	0.3	3.0	0.07	0.21	0.07	54.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Sandy Creek Road (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sandy Creek Road															
1	L2	All MCs	10	0.0	10	0.0	0.123	6.1	LOS A	0.5	3.8	0.48	0.69	0.48	50.2
3	R2	All MCs	62	23.3	62	23.3	0.123	10.0	LOS B	0.5	3.8	0.48	0.69	0.48	44.4
Approach			73	20.0	73	20.0	0.123	9.5	LOS A	0.5	3.8	0.48	0.69	0.48	45.6
East: Beaudesert Boonah Road E															
4	L2	All MCs	32	22.6	32	22.6	0.021	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	47.9
5	T1	All MCs	133	14.1	133	14.1	0.074	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			165	15.7	165	15.7	0.074	1.1	NA	0.0	0.0	0.00	0.11	0.00	57.1
West: Beaudesert Boonah Rd W															
11	T1	All MCs	200	15.1	200	15.1	0.112	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	7	42.9	7	42.9	0.008	7.0	LOS A	0.0	0.3	0.30	0.56	0.30	50.0
Approach			207	16.1	207	16.1	0.112	0.3	NA	0.0	0.3	0.01	0.02	0.01	59.3
All Vehicles			445	16.6	445	16.6	0.123	2.1	NA	0.5	3.8	0.08	0.16	0.08	55.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

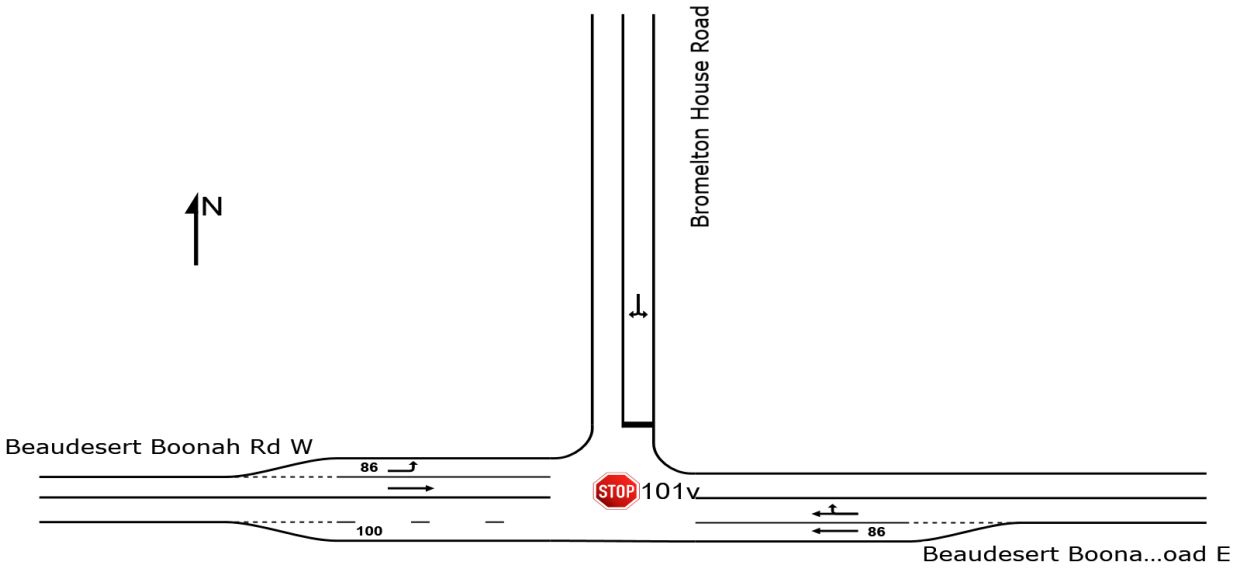
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SITE LAYOUT

Site: 101v [Beaudesert Boonah Road / Bromelton House Road (Site Folder: Existing AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Stop (Two-Way)

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



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Project: C:\Users\Holly.Rice\OneDrive - Arup\CLEANAWAY BROMELTON EFW - Traffic\BERC V5.sip9

MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Bromelton House Road (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	181	26.7	181	26.7	0.093	0.3	LOS A	0.3	2.3	0.10	0.13	0.10	57.8
6	R2	All MCs	38	5.6	38	5.6	0.093	6.2	LOS A	0.3	2.3	0.17	0.22	0.17	51.9
Approach			219	23.1	219	23.1	0.093	1.3	NA	0.3	2.3	0.11	0.14	0.11	56.7
North: Bromelton House Road															
7	L2	All MCs	71	4.5	71	4.5	0.149	8.9	LOS A	0.6	4.2	0.37	0.88	0.37	45.3
9	R2	All MCs	45	2.3	45	2.3	0.149	11.8	LOS B	0.6	4.2	0.37	0.88	0.37	50.0
Approach			116	3.6	116	3.6	0.149	10.1	LOS B	0.6	4.2	0.37	0.88	0.37	47.6
West: Beaudesert Boonah Rd W															
10	L2	All MCs	30	0.0	30	0.0	0.017	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.9
11	T1	All MCs	115	32.1	115	32.1	0.073	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			145	25.5	145	25.5	0.073	1.1	NA	0.0	0.0	0.00	0.12	0.00	57.7
All Vehicles			480	19.1	480	19.1	0.149	3.4	NA	0.6	4.2	0.14	0.31	0.14	54.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Bromelton House Road (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	141	18.7	141	18.7	0.110	0.5	LOS A	0.5	3.8	0.13	0.17	0.13	57.3
6	R2	All MCs	89	3.6	89	3.6	0.110	6.9	LOS A	0.5	3.8	0.40	0.51	0.40	48.8
Approach			230	12.8	230	12.8	0.110	3.0	NA	0.5	3.8	0.23	0.30	0.23	53.7
North: Bromelton House Road															
7	L2	All MCs	44	11.9	44	11.9	0.109	9.9	LOS A	0.4	3.0	0.45	0.90	0.45	44.4
9	R2	All MCs	28	0.0	28	0.0	0.109	13.0	LOS B	0.4	3.0	0.45	0.90	0.45	49.6
Approach			73	7.2	73	7.2	0.109	11.1	LOS B	0.4	3.0	0.45	0.90	0.45	46.9
West: Beaudesert Boonah Rd W															
10	L2	All MCs	74	7.1	74	7.1	0.044	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	52.6
11	T1	All MCs	205	20.1	205	20.1	0.122	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			278	16.7	278	16.7	0.122	1.5	NA	0.0	0.0	0.00	0.15	0.00	57.0
All Vehicles			581	14.0	581	14.0	0.122	3.3	NA	0.5	3.8	0.15	0.30	0.15	54.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

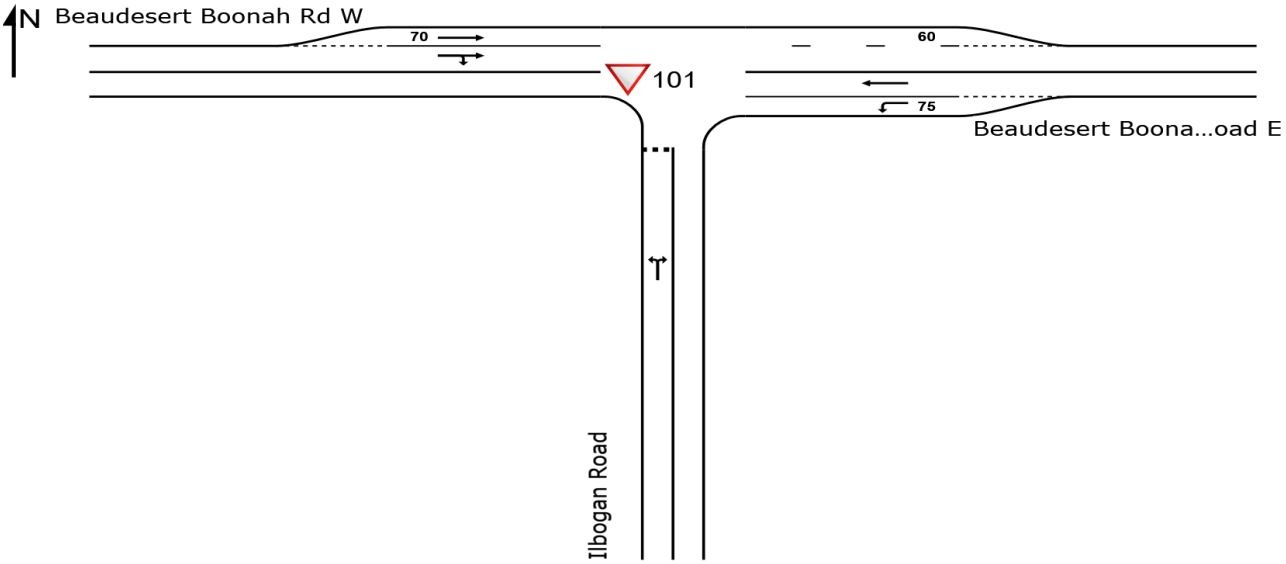
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SITE LAYOUT

Site: 101 [Beaudesert Boonah Road / Ilbogan Road (Site Folder: Existing AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Ilbogan Road (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ilbogan Road															
1	L2	All MCs	10	22.2	10	22.2	0.021	7.0	LOS A	0.1	0.6	0.41	0.61	0.41	50.4
3	R2	All MCs	6	0.0	6	0.0	0.021	9.1	LOS A	0.1	0.6	0.41	0.61	0.41	46.7
Approach			16	13.3	16	13.3	0.021	7.9	LOS A	0.1	0.6	0.41	0.61	0.41	49.3
East: Beaudesert Boonah Road E															
4	L2	All MCs	13	8.3	13	8.3	0.008	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	48.7
5	T1	All MCs	216	22.2	216	22.2	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			229	21.4	229	21.4	0.127	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.2
West: Beaudesert Boonah Rd W															
11	T1	All MCs	181	18.8	181	18.8	0.098	0.4	LOS A	0.2	2.0	0.11	0.12	0.11	58.5
12	R2	All MCs	22	33.3	22	33.3	0.098	7.5	LOS A	0.2	2.0	0.16	0.18	0.16	54.3
Approach			203	20.4	203	20.4	0.098	1.2	NA	0.2	2.0	0.12	0.13	0.12	57.7
All Vehicles			448	20.7	448	20.7	0.127	1.0	NA	0.2	2.0	0.07	0.10	0.07	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Ilbogan Road (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ilbogan Road															
1	L2	All MCs	18	22.2	18	22.2	0.040	6.9	LOS A	0.1	1.1	0.41	0.62	0.41	50.3
3	R2	All MCs	11	9.1	11	9.1	0.040	10.1	LOS B	0.1	1.1	0.41	0.62	0.41	46.1
Approach			29	17.2	29	17.2	0.040	8.1	LOS A	0.1	1.1	0.41	0.62	0.41	49.1
East: Beaudesert Boonah Road E															
4	L2	All MCs	18	11.1	18	11.1	0.011	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
5	T1	All MCs	204	12.3	204	12.3	0.113	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			222	12.2	222	12.2	0.113	0.5	NA	0.0	0.0	0.00	0.05	0.00	58.8
West: Beaudesert Boonah Rd W															
11	T1	All MCs	218	16.6	218	16.6	0.110	0.3	LOS A	0.2	1.7	0.09	0.10	0.09	58.8
12	R2	All MCs	20	30.0	20	30.0	0.110	7.3	LOS A	0.2	1.7	0.12	0.13	0.12	54.7
Approach			238	17.7	238	17.7	0.110	0.9	NA	0.2	1.7	0.09	0.10	0.09	58.2
All Vehicles			490	15.2	490	15.2	0.113	1.1	NA	0.2	1.7	0.07	0.11	0.07	57.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

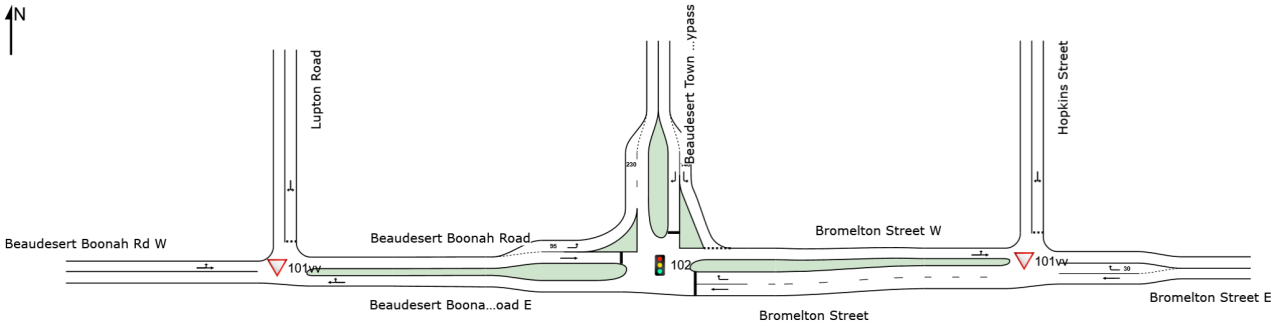
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NETWORK LAYOUT

Network: N101 [Bromelton Street Existing AM (Network Folder: Existing Conditions)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
102	NA	Beaudesert Boonah Road / Beaudesert Bypass Road
101vv	NA	Beaudesert Boonah Road / Lupton Road
101vv	NA	Bromelton Street / Hopkins Street

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Organisation: ARUP AUSTRALIA SERVICES PTY LTD | Licence: NETWORK / Enterprise Level 4 | Created: Tuesday, October 28, 2025 10:54:39 AM
Project: C:\Users\Holly.Rice\OneDrive - Arup\CLEANAWAY BROMELTON EFW - Traffic\BERC V5.sip9

MOVEMENT SUMMARY

Site: 101vv [Beaudesert Boonah Road / Lupton Road (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street Existing AM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	226	21.0	226	21.0	0.137	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	59.7
6	R2	All MCs	4	0.0	4	0.0	0.137	5.7	LOS A	0.0	0.2	0.01	0.01	0.01	55.4
Approach			231	20.6	231	20.6	0.137	0.1	NA	0.0	0.2	0.01	0.01	0.01	59.6
North: Lupton Road															
7	L2	All MCs	2	0.0	2	0.0	0.005	6.1	LOS A	0.0	0.1	0.36	0.57	0.36	48.6
9	R2	All MCs	2	50.0	2	50.0	0.005	8.9	LOS A	0.0	0.1	0.36	0.57	0.36	49.3
Approach			4	25.0	4	25.0	0.005	7.5	LOS A	0.0	0.1	0.36	0.57	0.36	49.1
West: Beaudesert Boonah Rd W															
10	L2	All MCs	1	0.0	1	0.0	0.109	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
11	T1	All MCs	185	18.9	185	18.9	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			186	18.8	186	18.8	0.109	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			421	19.8	421	19.8	0.137	0.2	NA	0.0	0.2	0.01	0.01	0.01	59.5

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 102 [Beaudesert Boonah Road / Beaudesert Bypass Road (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street Existing AM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Beaudesert Bypass Road
2023 AM Existing Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 43 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Bromelton Street															
5	T1	All MCs	130	13.4	130	13.4	0.124	4.4	LOS A	1.2	9.7	0.48	0.38	0.48	36.2
6	R2	All MCs	114	20.0	114	20.0	* 0.299	21.1	LOS C	2.1	17.2	0.86	0.76	0.86	36.7
Approach			244	16.5	244	16.5	0.299	12.2	LOS B	2.1	17.2	0.66	0.56	0.66	36.7
North: Beaudesert Town Centre Bypass															
7	L2	All MCs	141	9.3	141	9.3	0.117	7.1	LOS A	0.6	4.8	0.37	0.64	0.37	38.3
9	R2	All MCs	45	43.9	45	43.9	* 0.226	25.5	LOS C	0.9	8.8	0.92	0.73	0.92	20.4
Approach			185	17.6	185	17.6	0.226	11.6	LOS B	0.9	8.8	0.50	0.66	0.50	31.7
West: Beaudesert Boonah Road															
10	L2	All MCs	46	33.3	46	33.3	0.030	6.1	LOS A	0.0	0.0	0.00	0.51	0.00	48.6
11	T1	All MCs	118	15.7	118	15.7	* 0.318	16.5	LOS B	2.2	17.7	0.89	0.70	0.89	19.5
Approach			163	20.7	163	20.7	0.318	13.6	LOS B	2.2	17.7	0.64	0.65	0.64	32.0
All Vehicles			593	18.0	593	18.0	0.318	12.4	LOS B	2.2	17.7	0.60	0.61	0.60	34.1

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

* Critical Movement (Signal Timing)

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MOVEMENT SUMMARY

Site: 101vv [Bromelton Street / Hopkins Street (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street Existing AM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Bromelton Street E															
5	T1	All MCs	346	16.2	346	16.2	0.199	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	All MCs	19	0.0	19	0.0	0.014	5.0	LOS A	0.1	0.5	0.42	0.56	0.42	48.5
Approach			365	15.4	365	15.4	0.199	0.3	NA	0.1	0.5	0.02	0.03	0.02	55.5
North: Hopkins Street															
7	L2	All MCs	19	5.9	19	5.9	0.040	6.9	LOS A	0.1	1.1	0.51	0.65	0.51	45.1
9	R2	All MCs	10	11.1	10	11.1	0.040	12.6	LOS B	0.1	1.1	0.51	0.65	0.51	46.7
Approach			29	7.7	29	7.7	0.040	8.9	LOS A	0.1	1.1	0.51	0.65	0.51	45.6
West: Bromelton Street W															
10	L2	All MCs	7	16.7	7	16.7	0.194	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	54.4
11	T1	All MCs	343	10.3	343	10.3	0.194	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.3
Approach			349	10.4	349	10.4	0.194	0.1	NA	0.0	0.0	0.00	0.01	0.00	58.9
All Vehicles			742	12.8	742	12.8	0.199	0.5	NA	0.1	1.1	0.03	0.04	0.03	55.4

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101vv [Beaudesert Boonah Road / Lupton Road (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street Existing PM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	228	11.3	228	11.3	0.128	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	All MCs	1	0.0	1	0.0	0.128	5.6	LOS A	0.0	0.1	0.00	0.00	0.00	55.6
Approach			229	11.3	229	11.3	0.128	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lupton Road															
7	L2	All MCs	9	0.0	9	0.0	0.013	6.3	LOS A	0.0	0.4	0.37	0.58	0.37	48.8
9	R2	All MCs	3	66.7	3	66.7	0.013	10.1	LOS B	0.0	0.4	0.37	0.58	0.37	48.8
Approach			12	16.7	12	16.7	0.013	7.3	LOS A	0.0	0.4	0.37	0.58	0.37	48.8
West: Beaudesert Boonah Rd W															
10	L2	All MCs	1	100.0	1	100.0	0.139	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	52.8
11	T1	All MCs	240	15.5	240	15.5	0.139	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			241	15.8	241	15.8	0.139	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			482	13.7	482	13.7	0.139	0.2	NA	0.0	0.4	0.01	0.02	0.01	59.5

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 102 [Beaudesert Boonah Road / Beaudesert Bypass Road (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street Existing PM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Beaudesert Bypass Road
2023 PM Existing Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 41 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Bromelton Street															
5	T1	All MCs	142	14.6	142	14.6	0.142	4.7	LOS A	1.4	10.8	0.50	0.41	0.50	35.4
6	R2	All MCs	139	17.2	139	17.2	* 0.380	21.2	LOS C	2.5	20.4	0.89	0.77	0.89	37.2
Approach			281	15.9	281	15.9	0.380	12.9	LOS B	2.5	20.4	0.70	0.59	0.70	36.9
North: Beaudesert Town Centre Bypass															
7	L2	All MCs	84	7.8	84	7.8	0.071	7.1	LOS A	0.4	2.8	0.37	0.63	0.37	38.3
9	R2	All MCs	45	22.0	45	22.0	* 0.190	23.8	LOS C	0.9	7.1	0.91	0.72	0.91	21.3
Approach			129	12.7	129	12.7	0.190	12.9	LOS B	0.9	7.1	0.56	0.66	0.56	30.0
West: Beaudesert Boonah Road															
10	L2	All MCs	45	39.0	45	39.0	0.031	6.2	LOS A	0.0	0.0	0.00	0.50	0.00	48.3
11	T1	All MCs	142	14.6	142	14.6	* 0.408	16.7	LOS B	2.7	21.0	0.92	0.73	0.92	19.3
Approach			186	20.5	186	20.5	0.408	14.2	LOS B	2.7	21.0	0.70	0.67	0.70	30.3
All Vehicles			596	16.6	596	16.6	0.408	13.3	LOS B	2.7	21.0	0.67	0.63	0.67	33.7

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

* Critical Movement (Signal Timing)

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MOVEMENT SUMMARY

Site: 101vv [Bromelton Street / Hopkins Street (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street Existing PM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Bromelton Street E															
5	T1	All MCs	357	13.3	357	13.3	0.202	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	All MCs	9	0.0	9	0.0	0.007	6.5	LOS A	0.0	0.2	0.39	0.55	0.39	51.6
Approach			365	13.0	365	13.0	0.202	0.2	NA	0.0	0.2	0.01	0.01	0.01	59.4
North: Hopkins Street															
7	L2	All MCs	20	0.0	20	0.0	0.035	6.6	LOS A	0.1	1.0	0.46	0.61	0.46	51.1
9	R2	All MCs	10	0.0	10	0.0	0.035	10.7	LOS B	0.1	1.0	0.46	0.61	0.46	47.7
Approach			30	0.0	30	0.0	0.035	7.9	LOS A	0.1	1.0	0.46	0.61	0.46	50.4
West: Bromelton Street W															
10	L2	All MCs	12	0.0	12	0.0	0.172	5.5	LOS A	0.0	0.0	0.00	0.02	0.00	55.5
11	T1	All MCs	295	12.4	295	12.4	0.172	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach			307	11.9	307	11.9	0.172	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.3
All Vehicles			702	11.9	702	11.9	0.202	0.5	NA	0.1	1.0	0.02	0.04	0.02	58.7

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

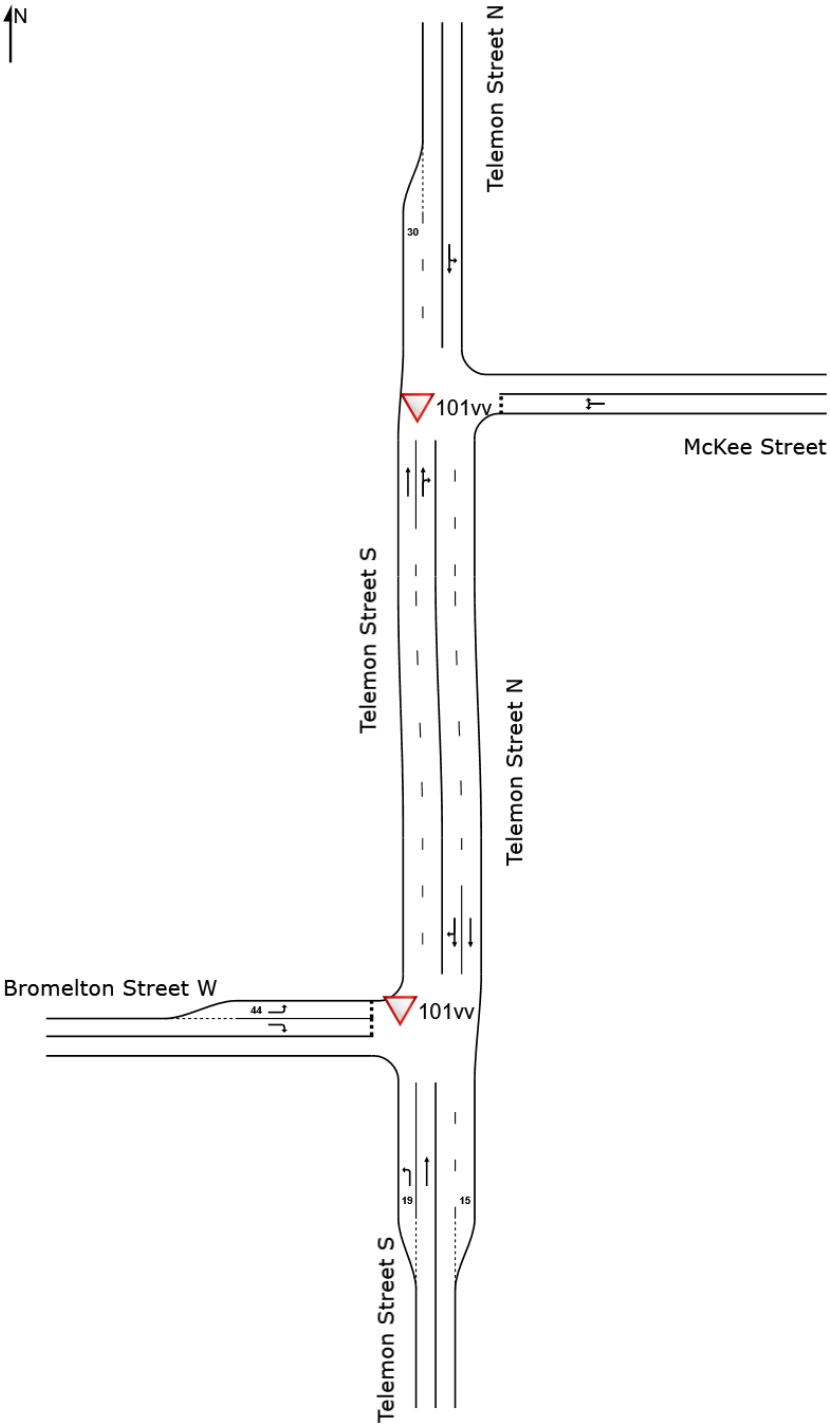
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

NETWORK LAYOUT

Network: N101 [Telemon Street Existing AM (Network Folder: Existing Conditions)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
▽101vv	NA	Bromelton Street / Telemon Street
▽101vv	NA	Telemon Street / McKee Street

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MOVEMENT SUMMARY

Site: 101vv [Bromelton Street / Telemon Street (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Telemon Street Existing AM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Telemon Street S															
1	L2	All MCs	125	19.8	125	19.8	0.078	5.8	LOS A	0.0	0.0	0.00	0.57	0.00	52.1
2	T1	All MCs	331	3.6	331	3.6	0.174	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			456	8.1	456	8.1	0.174	1.6	NA	0.0	0.0	0.00	0.16	0.00	56.3
North: Telemon Street N															
8	T1	All MCs	290	10.1	290	10.1	0.460	2.2	LOS A	3.6	27.2	0.26	0.32	0.37	55.2
9	R2	All MCs	318	9.5	318	9.5	0.460	7.4	LOS A	3.6	27.2	0.63	0.76	0.88	45.9
Approach			608	9.8	608	9.8	0.460	5.0	NA	3.6	27.2	0.45	0.55	0.63	49.9
West: Bromelton Street W															
10	L2	All MCs	302	4.7	302	4.7	0.330	7.8	LOS A	1.5	11.0	0.48	0.70	0.51	47.9
12	R2	All MCs	84	20.5	84	20.5	0.547	39.4	LOS E	2.0	16.7	0.91	1.09	1.36	35.1
Approach			386	8.1	386	8.1	0.547	14.7	LOS B	2.0	16.7	0.57	0.78	0.69	42.4
All Vehicles			1450	8.8	1450	8.8	0.547	6.5	NA	3.6	27.2	0.34	0.49	0.45	49.4

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101vv [Telemon Street / McKee Street (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Telemon Street Existing AM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Telemon Street S															
2	T1	All MCs	475	4.4	475	4.4	0.302	0.6	LOS A	1.3	9.3	0.20	0.22	0.20	57.9
3	R2	All MCs	164	3.3	164	3.3	0.302	3.7	LOS A	1.3	9.3	0.28	0.31	0.28	52.5
Approach			639	4.1	639	4.1	0.302	1.4	NA	1.3	9.3	0.22	0.25	0.22	56.4
East: McKee Street															
4	L2	All MCs	385	9.6	385	9.6	0.331	6.8	LOS A	1.6	12.2	0.42	0.61	0.42	48.6
6	R2	All MCs	5	20.0	5	20.0	0.331	23.6	LOS C	1.6	12.2	0.42	0.61	0.42	50.5
Approach			391	9.8	391	9.8	0.331	7.1	LOS A	1.6	12.2	0.42	0.61	0.42	48.7
North: Telemon Street N															
7	L2	All MCs	12	0.0	12	0.0	0.131	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.2
8	T1	All MCs	228	10.0	228	10.0	0.131	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.3
Approach			240	9.5	240	9.5	0.131	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.1
All Vehicles			1270	6.9	1270	6.9	0.331	2.9	NA	1.6	12.2	0.24	0.32	0.24	54.3

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101vv [Bromelton Street / Telemon Street (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Telemon Street Existing PM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Telemon Street S															
1	L2	All MCs	106	20.4	106	20.4	0.067	5.8	LOS A	0.0	0.0	0.00	0.57	0.00	52.0
2	T1	All MCs	265	11.1	265	11.1	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			371	13.7	371	13.7	0.145	1.7	NA	0.0	0.0	0.00	0.16	0.00	56.2
North: Telemon Street N															
8	T1	All MCs	332	8.2	332	8.2	0.404	1.9	LOS A	2.9	21.8	0.30	0.34	0.36	55.4
9	R2	All MCs	273	9.1	273	9.1	0.404	6.0	LOS A	2.9	21.8	0.55	0.62	0.66	48.0
Approach			605	8.6	605	8.6	0.404	3.7	NA	2.9	21.8	0.42	0.47	0.50	51.8
West: Bromelton Street W															
10	L2	All MCs	367	6.8	367	6.8	0.380	7.7	LOS A	2.0	14.5	0.46	0.68	0.50	48.2
12	R2	All MCs	51	19.1	51	19.1	0.280	27.6	LOS D	0.9	7.4	0.84	0.97	0.98	39.6
Approach			418	8.3	418	8.3	0.380	10.1	LOS B	2.0	14.5	0.51	0.71	0.56	46.0
All Vehicles			1394	9.9	1394	9.9	0.404	5.1	NA	2.9	21.8	0.33	0.46	0.38	51.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101vv [Telemon Street / McKee Street (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Telemon Street Existing PM (Network Folder: Existing Conditions)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Telemon Street S															
2	T1	All MCs	405	8.3	405	8.3	0.330	1.0	LOS A	1.8	13.2	0.28	0.30	0.28	56.9
3	R2	All MCs	225	9.1	225	9.1	0.330	4.2	LOS A	1.8	13.2	0.42	0.45	0.42	50.6
Approach			631	8.6	631	8.6	0.330	2.2	NA	1.8	13.2	0.33	0.35	0.33	54.5
East: McKee Street															
4	L2	All MCs	315	8.9	315	8.9	0.333	7.2	LOS A	1.6	12.2	0.50	0.67	0.52	47.8
6	R2	All MCs	18	5.9	18	5.9	0.333	21.3	LOS C	1.6	12.2	0.50	0.67	0.52	50.6
Approach			334	8.8	334	8.8	0.333	8.0	LOS A	1.6	12.2	0.50	0.67	0.52	48.1
North: Telemon Street N															
7	L2	All MCs	23	0.0	23	0.0	0.169	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.0
8	T1	All MCs	289	8.2	289	8.2	0.169	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.1
Approach			312	7.6	312	7.6	0.169	0.4	NA	0.0	0.0	0.00	0.04	0.00	58.8
All Vehicles			1276	8.4	1276	8.4	0.333	3.3	NA	1.8	13.2	0.29	0.36	0.30	53.6

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

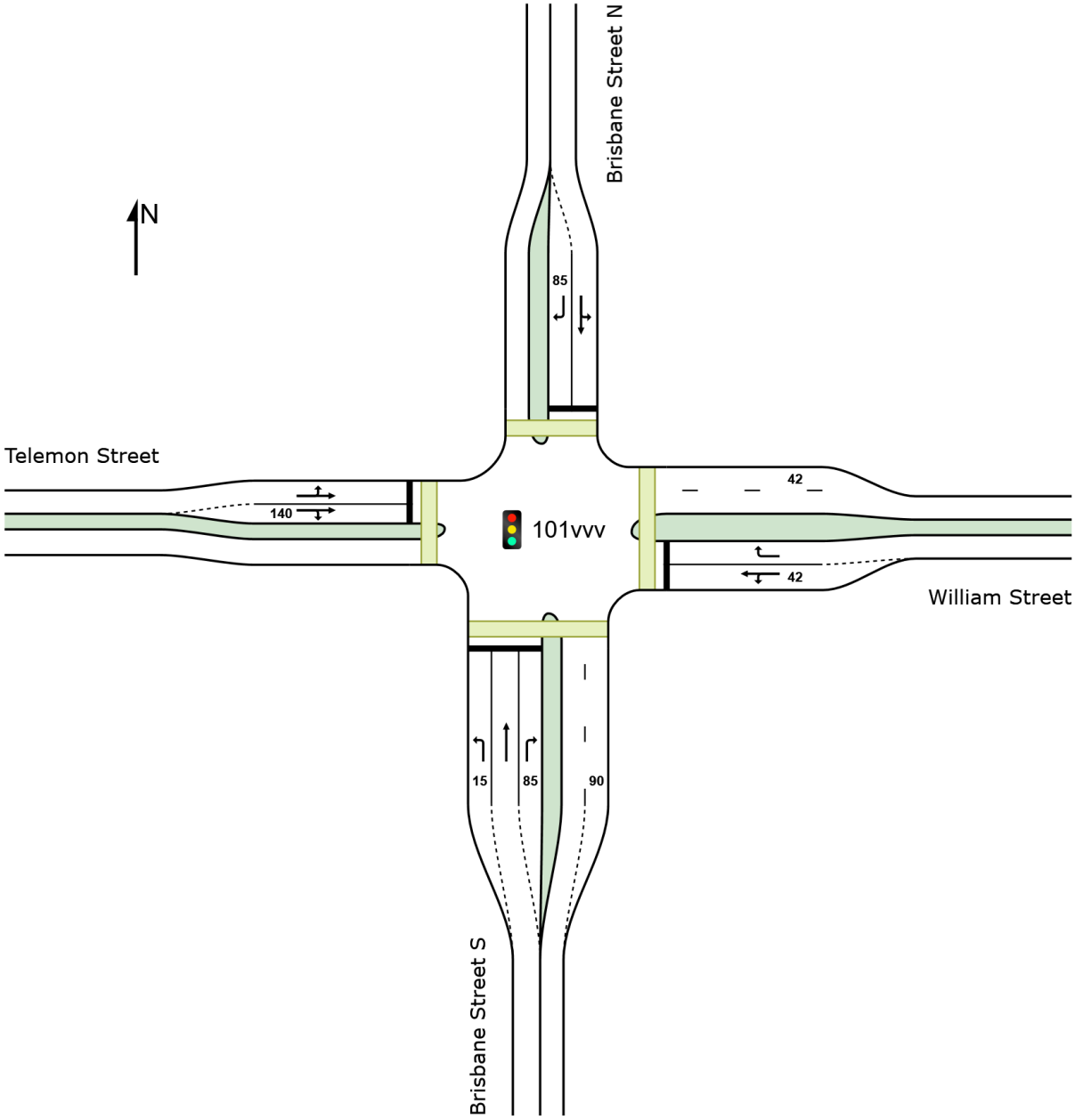
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101vvv [Telemon Street / Brisbane Street / William Street (Site Folder: Existing AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



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MOVEMENT SUMMARY

Site: 101vvv [Telemon Street / Brisbane Street / William Street (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Brisbane Street S															
1	L2	All MCs	15	14.3	15	14.3	0.036	36.2	LOS D	0.6	4.3	0.78	0.68	0.78	36.4
2	T1	All MCs	96	0.0	96	0.0	0.195	31.9	LOS C	3.7	26.0	0.83	0.65	0.83	39.4
3	R2	All MCs	57	0.0	57	0.0	0.162	39.5	LOS D	2.3	16.1	0.87	0.72	0.87	35.6
Approach			168	1.3	168	1.3	0.195	34.9	LOS C	3.7	26.0	0.84	0.68	0.84	37.8
East: William Street															
4	L2	All MCs	18	0.0	18	0.0	* 0.356	24.0	LOS C	4.4	33.6	0.92	0.78	0.92	34.3
5	T1	All MCs	90	13.1	90	13.1	0.356	47.1	LOS D	4.4	33.6	0.92	0.78	0.92	35.1
6	R2	All MCs	139	5.4	139	5.4	* 0.464	47.1	LOS D	6.3	46.0	0.95	0.79	0.95	33.1
Approach			247	7.8	247	7.8	0.464	45.4	LOS D	6.3	46.0	0.94	0.79	0.94	33.9
North: Brisbane Street N															
7	L2	All MCs	163	4.6	163	4.6	0.554	41.6	LOS D	11.3	81.7	0.92	0.80	0.92	35.8
8	T1	All MCs	101	2.1	101	2.1	0.554	33.2	LOS C	11.3	81.7	0.92	0.80	0.92	36.9
9	R2	All MCs	160	6.0	160	6.0	* 0.461	37.9	LOS D	6.4	47.2	0.94	0.79	0.94	35.9
Approach			425	4.5	425	4.5	0.554	38.2	LOS D	11.3	81.7	0.92	0.80	0.92	36.1
West: Telemon Street															
10	L2	All MCs	193	2.2	193	2.2	0.347	20.8	LOS C	4.4	31.3	0.82	0.77	0.82	43.3
11	T1	All MCs	246	7.8	246	7.8	* 0.810	48.2	LOS D	13.4	99.9	1.00	0.96	1.18	33.5
12	R2	All MCs	13	8.3	13	8.3	0.810	53.8	LOS D	13.4	99.9	1.00	0.96	1.18	32.6
Approach			452	5.4	452	5.4	0.810	36.6	LOS D	13.4	99.9	0.92	0.88	1.02	37.0
All Vehicles			1292	5.0	1292	5.0	0.810	38.6	LOS D	13.4	99.9	0.91	0.81	0.95	36.2

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Brisbane Street S												
P1	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

East: William Street											
P2	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
North: Brisbane Street N											
P3	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Telemon Street											
P4	Full	50	53	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		0	211	44.3	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01

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

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MOVEMENT SUMMARY

Site: 101vvv [Telemon Street / Brisbane Street / William Street (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Brisbane Street S															
1	L2	All MCs	29	0.0	29	0.0	0.071	49.9	LOS D	1.2	8.6	0.82	0.71	0.82	34.8
2	T1	All MCs	112	0.9	112	0.9	0.269	46.3	LOS D	5.0	35.1	0.87	0.69	0.87	37.1
3	R2	All MCs	52	2.0	52	2.0	0.169	45.2	LOS D	2.4	17.2	0.89	0.72	0.89	33.7
Approach			194	1.1	194	1.1	0.269	46.6	LOS D	5.0	35.1	0.86	0.70	0.86	35.8
East: William Street															
4	L2	All MCs	18	0.0	18	0.0	* 0.309	26.0	LOS C	3.7	28.0	0.92	0.77	0.92	33.5
5	T1	All MCs	67	14.1	67	14.1	0.309	51.0	LOS D	3.7	28.0	0.92	0.77	0.92	34.3
6	R2	All MCs	125	4.2	125	4.2	* 0.455	52.4	LOS D	6.3	45.4	0.96	0.79	0.96	31.6
Approach			210	7.0	210	7.0	0.455	49.7	LOS D	6.3	45.4	0.94	0.78	0.94	32.6
North: Brisbane Street N															
7	L2	All MCs	196	3.2	196	3.2	0.672	44.2	LOS D	16.9	120.9	0.94	0.83	0.94	35.1
8	T1	All MCs	158	2.0	158	2.0	0.672	35.7	LOS D	16.9	120.9	0.94	0.83	0.94	36.1
9	R2	All MCs	229	5.5	229	5.5	* 0.562	40.2	LOS D	10.1	74.0	0.95	0.82	0.95	35.1
Approach			583	3.8	583	3.8	0.672	40.3	LOS D	16.9	120.9	0.94	0.82	0.94	35.4
West: Telemon Street															
10	L2	All MCs	211	4.5	211	4.5	0.319	19.5	LOS B	4.8	34.8	0.75	0.77	0.75	43.9
11	T1	All MCs	219	10.5	219	10.5	* 0.619	43.4	LOS D	11.3	85.7	0.96	0.80	0.96	35.1
12	R2	All MCs	7	0.0	7	0.0	0.619	48.9	LOS D	11.3	85.7	0.96	0.80	0.96	34.3
Approach			437	7.4	437	7.4	0.619	32.0	LOS C	11.3	85.7	0.86	0.79	0.86	38.8
All Vehicles			1423	5.0	1423	5.0	0.672	40.0	LOS D	16.9	120.9	0.91	0.79	0.91	36.0

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Brisbane Street S												
P1	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98

East: William Street											
P2	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
North: Brisbane Street N											
P3	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
West: Telemon Street											
P4	Full	50	53	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98
All Pedestrians		0	211	49.3	LOS E	0.2	0.2	0.95	0.95	203.1	200.0	0.98

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

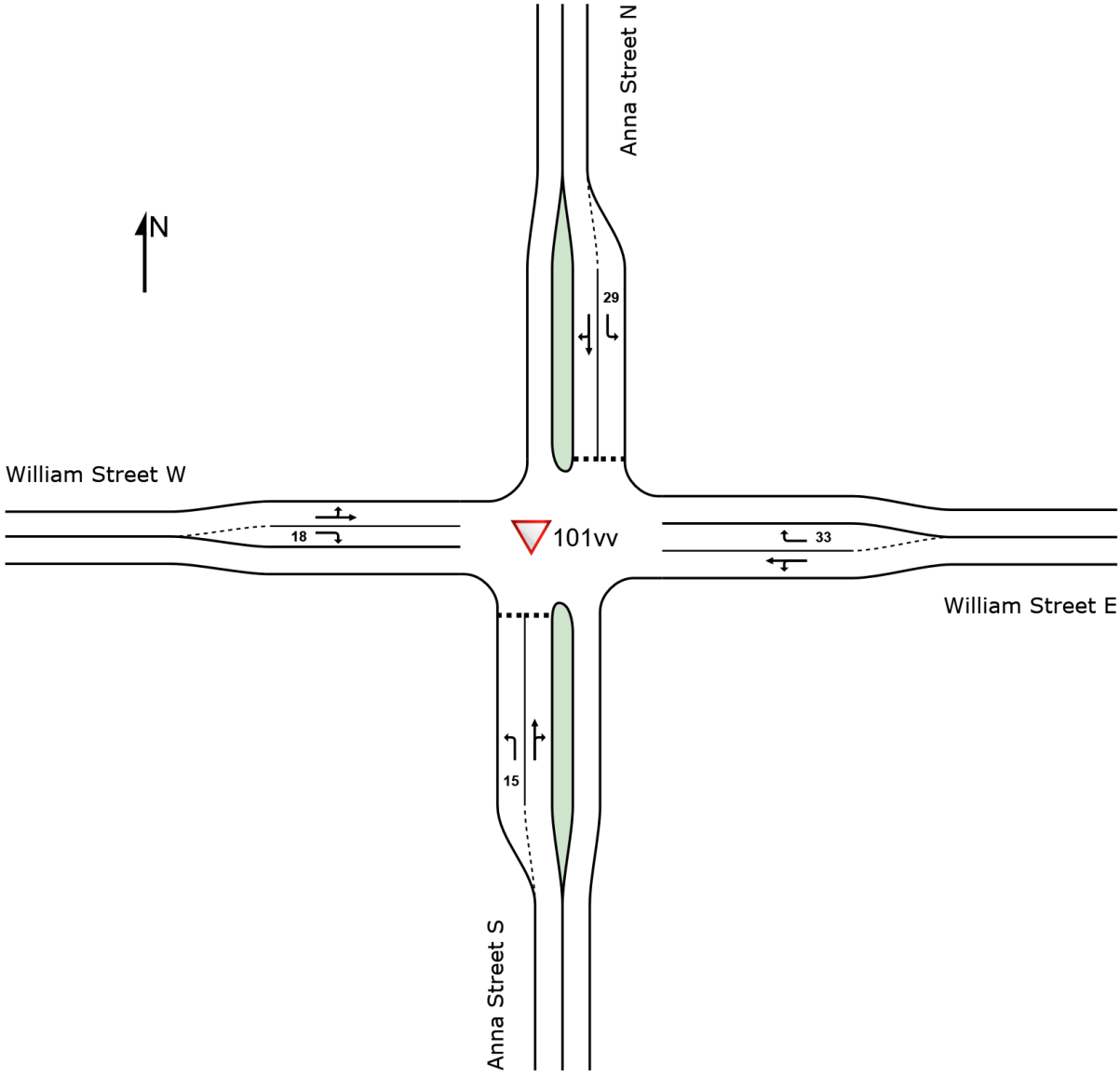
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SITE LAYOUT

Site: 101vv [William Street / Anna Street (Site Folder: Existing AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 101vv [William Street / Anna Street (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Anna Street S															
1	L2	All MCs	9	0.0	9	0.0	0.008	6.5	LOS A	0.0	0.2	0.31	0.56	0.31	51.9
2	T1	All MCs	8	0.0	8	0.0	0.046	17.2	LOS C	0.2	1.1	0.79	0.90	0.79	44.6
3	R2	All MCs	3	0.0	3	0.0	0.046	23.0	LOS C	0.2	1.1	0.79	0.90	0.79	44.3
Approach			20	0.0	20	0.0	0.046	13.4	LOS B	0.2	1.1	0.57	0.75	0.57	47.5
East: William Street E															
4	L2	All MCs	1	0.0	1	0.0	0.126	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
5	T1	All MCs	231	8.6	231	8.6	0.126	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
6	R2	All MCs	248	1.8	248	1.8	0.219	7.6	LOS A	1.0	7.2	0.52	0.70	0.52	51.2
Approach			480	5.0	480	5.0	0.219	3.9	NA	1.0	7.2	0.27	0.36	0.27	55.1
North: Anna Street N															
7	L2	All MCs	109	2.0	109	2.0	0.123	7.5	LOS A	0.4	3.2	0.43	0.68	0.43	51.4
8	T1	All MCs	3	33.3	3	33.3	0.066	26.2	LOS D	0.2	1.6	0.80	0.91	0.80	42.1
9	R2	All MCs	10	0.0	10	0.0	0.066	20.9	LOS C	0.2	1.6	0.80	0.91	0.80	42.5
Approach			122	2.7	122	2.7	0.123	9.1	LOS A	0.4	3.2	0.47	0.71	0.47	50.2
West: William Street W															
10	L2	All MCs	68	1.6	68	1.6	0.239	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.5
11	T1	All MCs	369	7.5	369	7.5	0.239	0.1	LOS A	0.0	0.0	0.00	0.09	0.00	59.0
12	R2	All MCs	12	0.0	12	0.0	0.008	6.3	LOS A	0.0	0.3	0.33	0.54	0.33	51.9
Approach			449	6.4	449	6.4	0.239	1.1	NA	0.0	0.3	0.01	0.11	0.01	58.4
All Vehicles			1070	5.2	1070	5.2	0.239	3.5	NA	1.0	7.2	0.19	0.30	0.19	55.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101vv [William Street / Anna Street (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Anna Street S															
1	L2	All MCs	8	0.0	8	0.0	0.008	6.2	LOS A	0.0	0.2	0.26	0.54	0.26	52.1
2	T1	All MCs	16	6.7	16	6.7	0.092	17.8	LOS C	0.3	2.2	0.78	0.90	0.78	44.3
3	R2	All MCs	6	0.0	6	0.0	0.092	22.3	LOS C	0.3	2.2	0.78	0.90	0.78	44.2
Approach			31	3.4	31	3.4	0.092	15.5	LOS C	0.3	2.2	0.64	0.80	0.64	46.2
East: William Street E															
4	L2	All MCs	10	0.0	10	0.0	0.099	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.2
5	T1	All MCs	172	8.6	172	8.6	0.099	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
6	R2	All MCs	210	1.0	210	1.0	0.188	7.6	LOS A	0.8	6.0	0.52	0.70	0.52	51.3
Approach			392	4.3	392	4.3	0.188	4.2	NA	0.8	6.0	0.28	0.39	0.28	54.8
North: Anna Street N															
7	L2	All MCs	131	3.2	131	3.2	0.151	7.6	LOS A	0.6	4.0	0.45	0.69	0.45	51.2
8	T1	All MCs	22	0.0	22	0.0	0.165	15.3	LOS C	0.6	4.1	0.77	0.90	0.77	45.3
9	R2	All MCs	23	0.0	23	0.0	0.165	19.7	LOS C	0.6	4.1	0.77	0.90	0.77	45.0
Approach			177	2.4	177	2.4	0.165	10.2	LOS B	0.6	4.1	0.53	0.74	0.53	49.5
West: William Street W															
10	L2	All MCs	79	5.3	79	5.3	0.248	5.7	LOS A	0.0	0.0	0.00	0.10	0.00	56.3
11	T1	All MCs	375	6.5	375	6.5	0.248	0.1	LOS A	0.0	0.0	0.00	0.10	0.00	58.9
12	R2	All MCs	19	0.0	19	0.0	0.013	6.1	LOS A	0.1	0.4	0.29	0.54	0.29	52.0
Approach			473	6.0	473	6.0	0.248	1.3	NA	0.1	0.4	0.01	0.12	0.01	58.1
All Vehicles			1072	4.7	1072	4.7	0.248	4.2	NA	0.8	6.0	0.21	0.34	0.21	54.9

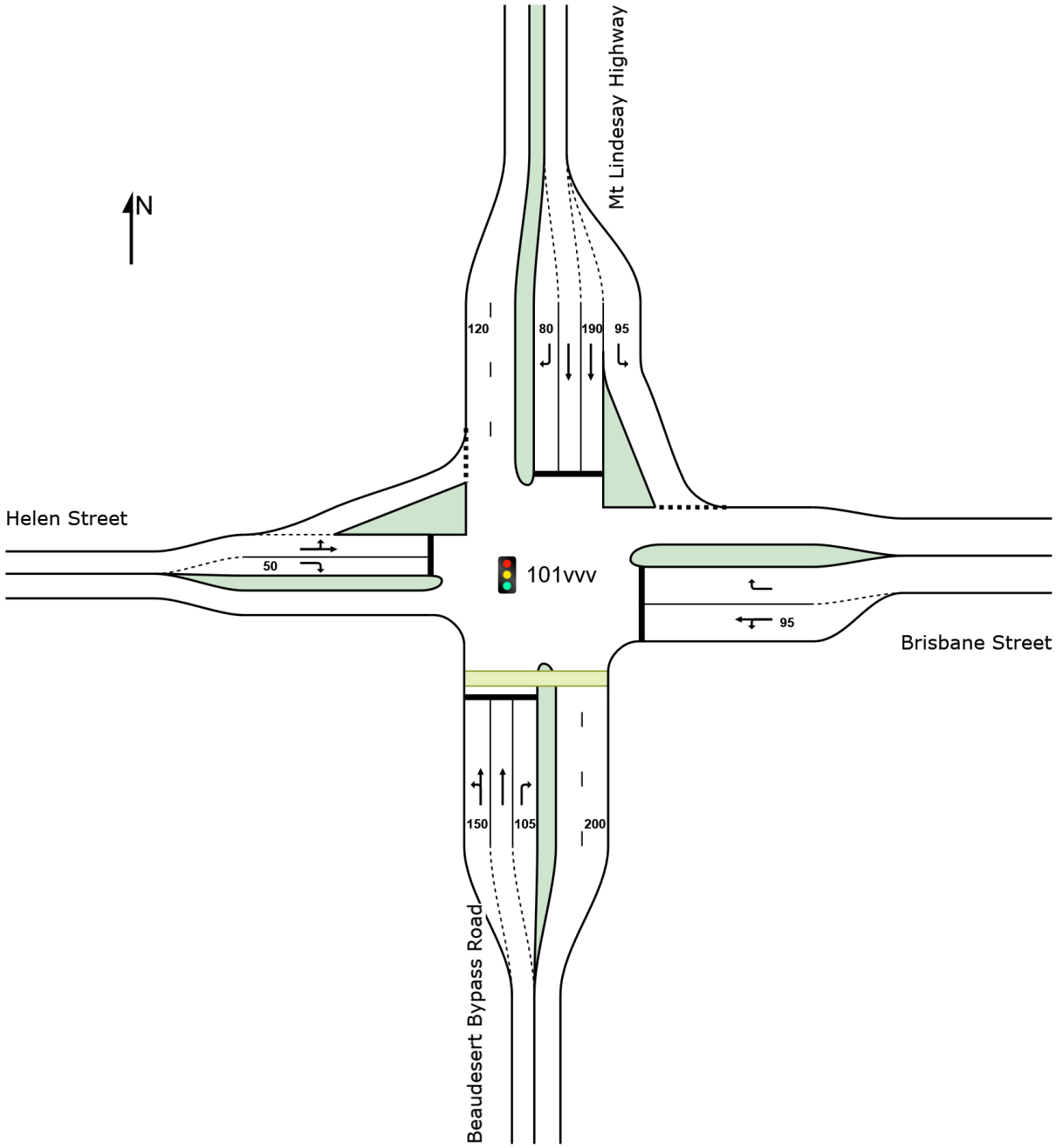
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street (Site Folder: Existing AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Beaudesert Bypass Road															
1	L2	All MCs	2	50.0	2	50.0	0.473	36.1	LOS D	2.4	20.5	0.98	0.75	0.98	38.0
2	T1	All MCs	195	22.6	195	22.6	* 0.695	31.4	LOS C	3.7	31.1	0.99	0.82	1.12	39.7
3	R2	All MCs	33	3.3	33	3.3	* 0.182	34.2	LOS C	1.0	6.8	0.95	0.71	0.95	37.6
Approach			230	20.1	230	20.1	0.695	31.9	LOS C	3.7	31.1	0.99	0.81	1.09	39.4
East: Brisbane Street															
4	L2	All MCs	28	0.0	28	0.0	0.066	23.0	LOS C	0.8	5.6	0.76	0.67	0.76	43.0
5	T1	All MCs	9	12.5	9	12.5	0.066	15.9	LOS B	0.8	5.6	0.76	0.67	0.76	44.4
6	R2	All MCs	479	4.1	479	4.1	* 0.813	31.5	LOS C	15.0	108.4	0.99	0.96	1.18	38.8
Approach			515	4.1	515	4.1	0.813	30.8	LOS C	15.0	108.4	0.97	0.93	1.15	39.0
North: Mt Lindesay Highway															
7	L2	All MCs	765	4.7	765	4.7	0.530	7.0	LOS A	4.5	32.9	0.39	0.68	0.39	51.7
8	T1	All MCs	239	16.6	239	16.6	0.690	31.9	LOS C	3.8	30.4	1.00	0.87	1.19	39.5
9	R2	All MCs	10	0.0	10	0.0	0.053	33.3	LOS C	0.3	1.9	0.93	0.67	0.93	37.8
Approach			1014	7.5	1014	7.5	0.690	13.1	LOS B	4.5	32.9	0.54	0.72	0.59	48.0
West: Helen Street															
10	L2	All MCs	6	0.0	6	0.0	0.058	8.9	LOS A	0.3	1.9	0.84	0.61	0.84	48.2
11	T1	All MCs	14	7.7	14	7.7	* 0.058	14.4	LOS B	0.3	1.9	0.84	0.61	0.84	49.6
12	R2	All MCs	4	0.0	4	0.0	0.025	33.1	LOS C	0.1	0.9	0.92	0.64	0.92	38.0
Approach			24	4.5	24	4.5	0.058	16.6	LOS B	0.3	1.9	0.85	0.62	0.85	46.7
All Vehicles			1784	8.1	1784	8.1	0.813	20.7	LOS C	15.0	108.4	0.73	0.79	0.82	43.8

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Beaudesert Bypass Road												
P1	Full	50	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12

All Pedestrians	0	53	24.4	LOS C	0.1	0.1	0.90	0.90	178.2	200.0	1.12

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: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Beaudesert Bypass Road															
1	L2	All MCs	8	28.6	8	28.6	0.467	40.5	LOS D	2.7	23.3	0.98	0.76	0.98	36.5
2	T1	All MCs	184	25.1	184	25.1	* 0.686	36.2	LOS D	4.2	35.4	0.99	0.82	1.10	37.7
3	R2	All MCs	43	0.0	43	0.0	* 0.270	40.2	LOS D	1.5	10.3	0.97	0.73	0.97	35.5
Approach			235	20.7	235	20.7	0.686	37.1	LOS D	4.2	35.4	0.99	0.80	1.07	37.3
East: Brisbane Street															
4	L2	All MCs	32	6.9	32	6.9	0.058	21.1	LOS C	0.9	6.7	0.67	0.65	0.67	43.9
5	T1	All MCs	10	0.0	10	0.0	0.058	14.1	LOS B	0.9	6.7	0.67	0.65	0.67	45.6
6	R2	All MCs	576	1.9	576	1.9	* 0.749	27.3	LOS C	17.9	127.5	0.93	0.88	0.97	40.6
Approach			618	2.1	618	2.1	0.749	26.8	LOS C	17.9	127.5	0.91	0.86	0.95	40.8
North: Mt Lindesay Highway															
7	L2	All MCs	618	5.9	618	5.9	0.501	9.9	LOS A	8.1	59.9	0.55	0.73	0.55	49.8
8	T1	All MCs	102	17.2	102	17.2	0.297	33.7	LOS C	1.7	14.0	0.96	0.72	0.96	38.7
9	R2	All MCs	6	0.0	6	0.0	0.035	38.6	LOS D	0.2	1.3	0.94	0.64	0.94	35.9
Approach			726	7.4	726	7.4	0.501	13.4	LOS B	8.1	59.9	0.61	0.73	0.61	47.8
West: Helen Street															
10	L2	All MCs	10	0.0	10	0.0	0.050	9.5	LOS A	0.3	2.3	0.75	0.60	0.75	48.1
11	T1	All MCs	12	9.1	12	9.1	* 0.050	16.2	LOS B	0.3	2.3	0.75	0.60	0.75	49.5
12	R2	All MCs	2	50.0	2	50.0	0.020	39.7	LOS D	0.1	0.7	0.94	0.62	0.94	34.9
Approach			24	9.1	24	9.1	0.050	15.6	LOS B	0.3	2.3	0.77	0.60	0.77	47.2
All Vehicles			1602	7.4	1602	7.4	0.749	22.1	LOS C	17.9	127.5	0.78	0.79	0.81	43.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Beaudesert Bypass Road												
P1	Full	50	53	29.3	LOS C	0.1	0.1	0.92	0.92	183.2	200.0	1.09

All Pedestrians	0	53	29.3	LOS C	0.1	0.1	0.92	0.92	183.2	200.0	1.09

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

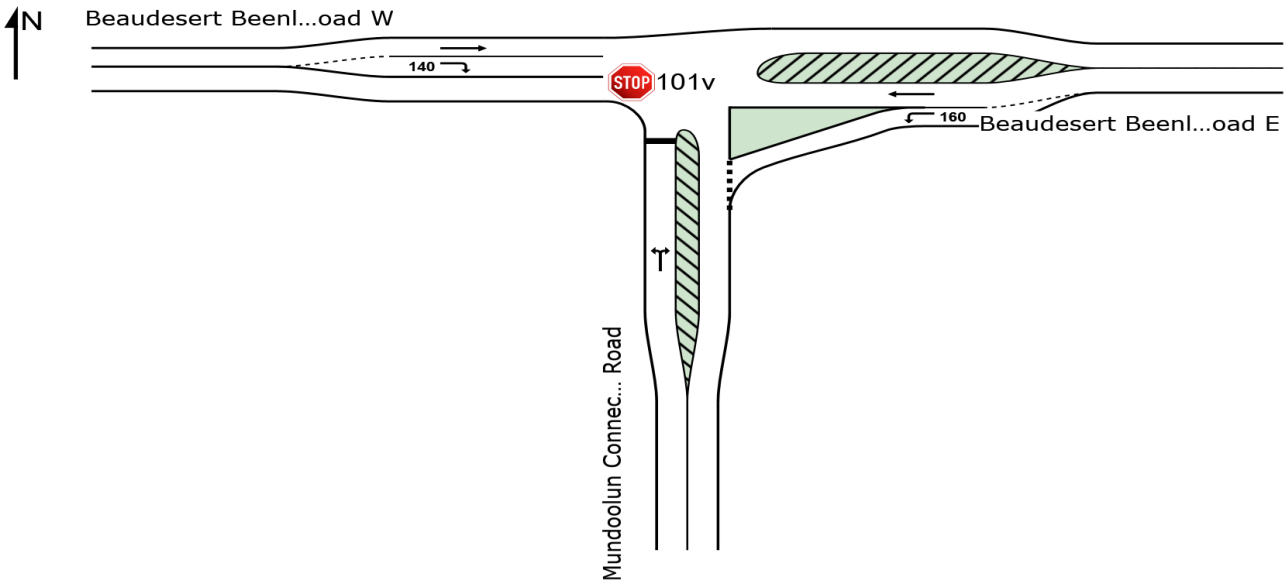
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SITE LAYOUT

Site: 101v [Beaudesert Beenleigh Road / Mundoolun Connection Road (Site Folder: Existing AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Stop (Two-Way)

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



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MOVEMENT SUMMARY

Site: 101v [Beaudesert Beenleigh Road / Mundoolun Connection Road (Site Folder: Existing AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mundoolun Connection Road															
1	L2	All MCs	252	10.5	252	10.5	1.070	103.3	LOS F	30.9	237.5	1.00	3.24	7.14	20.6
3	R2	All MCs	130	13.3	130	13.3	1.070	140.2	LOS F	30.9	237.5	1.00	3.24	7.14	20.6
Approach			382	11.4	382	11.4	1.070	115.8	LOS F	30.9	237.5	1.00	3.24	7.14	20.6
East: Beaudesert Beenleigh Road E															
4	L2	All MCs	231	7.5	231	7.5	0.193	6.9	LOS A	0.8	6.2	0.40	0.61	0.40	51.5
5	T1	All MCs	353	9.7	353	9.7	0.193	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			584	8.8	584	8.8	0.193	2.8	LOS A	0.8	6.2	0.16	0.24	0.16	56.3
West: Beaudesert Beenleigh Road W															
11	T1	All MCs	307	10.4	307	10.4	0.176	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	280	9.0	280	9.0	0.238	7.4	LOS A	1.1	8.6	0.49	0.67	0.49	51.0
Approach			587	9.8	587	9.8	0.238	3.5	NA	1.1	8.6	0.23	0.32	0.23	55.3
All Vehicles			1553	9.8	1553	9.8	1.070	30.9	NA	30.9	237.5	0.39	1.01	1.91	39.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101v [Beaudesert Beenleigh Road / Mundoolun Connection Road (Site Folder: Existing PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
Existing AM Conditions
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mundoolun Connection Road															
1	L2	All MCs	273	8.7	273	8.7	1.284	277.6	LOS F	66.9	505.8	1.00	5.20	13.27	10.4
3	R2	All MCs	152	10.6	152	10.6	1.284	312.2	LOS F	66.9	505.8	1.00	5.20	13.27	10.4
Approach			425	9.4	425	9.4	1.284	290.0	LOS F	66.9	505.8	1.00	5.20	13.27	10.4
East: Beaudesert Beenleigh Road E															
4	L2	All MCs	173	14.3	173	14.3	0.156	7.2	LOS A	0.6	5.1	0.41	0.62	0.41	51.3
5	T1	All MCs	413	8.1	413	8.1	0.223	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			587	9.9	587	9.9	0.223	2.2	LOS A	0.6	5.1	0.12	0.18	0.12	57.0
West: Beaudesert Beenleigh Road W															
11	T1	All MCs	290	10.8	290	10.8	0.166	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	295	11.3	295	11.3	0.276	7.9	LOS A	1.3	10.1	0.54	0.71	0.54	50.6
Approach			584	11.0	584	11.0	0.276	4.0	NA	1.3	10.1	0.27	0.36	0.27	54.8
All Vehicles			1596	10.2	1596	10.2	1.284	79.5	NA	66.9	505.8	0.41	1.58	3.68	25.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

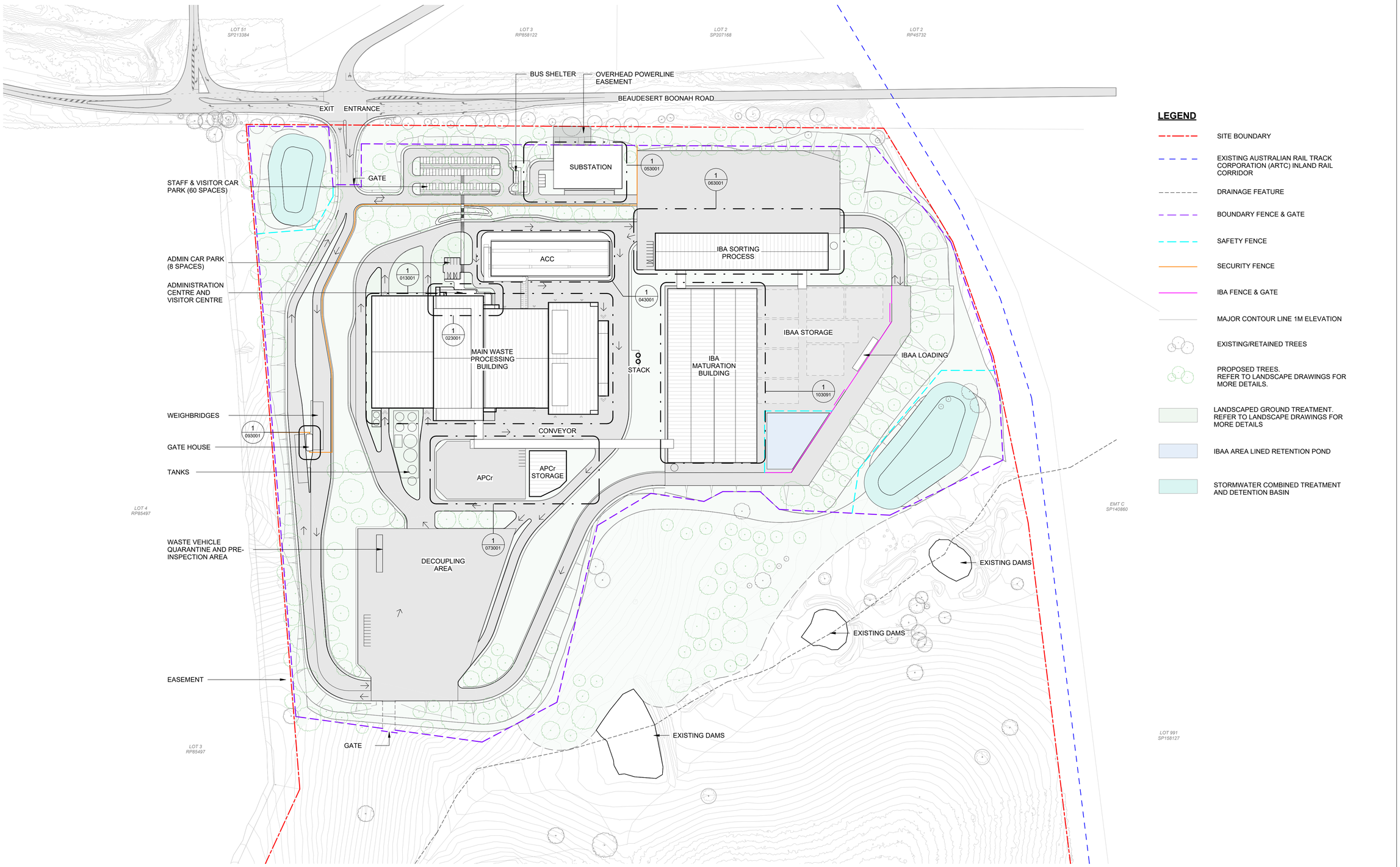
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Appendix C

Site layout

A1

15/12/2025 12:07:26 PM



LEGEND

- SITE BOUNDARY
- EXISTING AUSTRALIAN RAIL TRACK CORPORATION (ARTC) INLAND RAIL CORRIDOR
- DRAINAGE FEATURE
- BOUNDARY FENCE & GATE
- SAFETY FENCE
- SECURITY FENCE
- IBA FENCE & GATE
- MAJOR CONTOUR LINE 1M ELEVATION
- EXISTING/RETAINED TREES
- PROPOSED TREES. REFER TO LANDSCAPE DRAWINGS FOR MORE DETAILS.
- LANDSCAPED GROUND TREATMENT. REFER TO LANDSCAPE DRAWINGS FOR MORE DETAILS
- IBAA AREA LINED RETENTION POND
- STORMWATER COMBINED TREATMENT AND DETENTION BASIN

NOT FOR CONSTRUCTION

N

0 50 m 100m

A1 1:1500 | A3 1:3000

Do not scale

Issue	Date	By	Chkd	Appd
R03	12/12/2025	SC	CH	MB
R02	19/09/2025	SC	CH	MB
R01	18/08/2025	SC	CH	MB

Client: CLEANAWAY — Making a sustainable future possible

Architectural Certification
Name: .....
Signature: ..... Date: .....

Job Title: Bromelton Energy and Resource Centre
Lot 1 RP45234
Beaudesert-Boonah Road
Bromelton, Queensland

Scale at A1: 1:1500

Discipline: Architecture

ARUP
Turrbal and Jagera/Yuggera Country
Level 26, 123 Albert Street
Brisbane City Qld 4000
Australia

CONSULT AUSTRALIA
Member Firm
Arup Pty Ltd
ABN 18 000 966 165

Drawing Title: GENERAL ARRANGEMENT SITE PROPOSED

Drawing Status: ISSUE FOR APPROVAL

Job No	Drawing No	Issue
293683-00	BERC-ARUP-BNE-ARAR-DRG-001202	R03

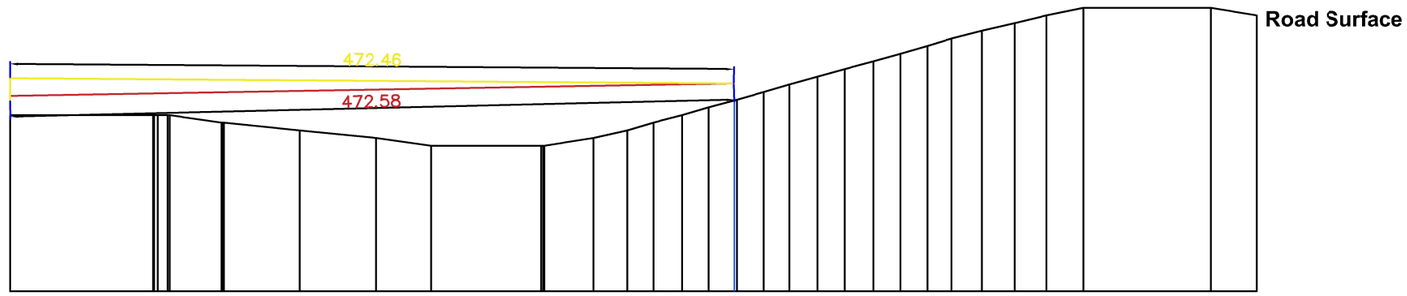
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Appendix D

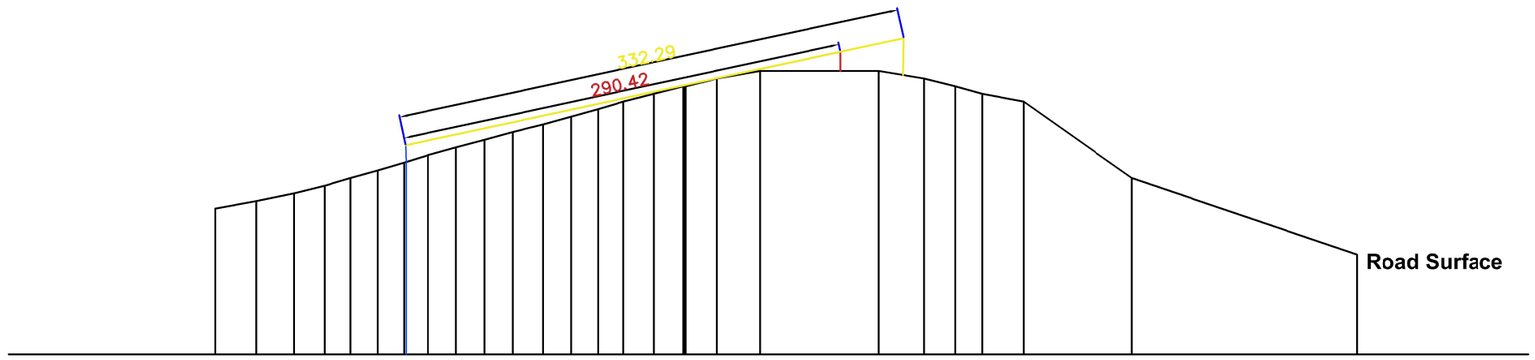
Access sight distance drawings



WEST SIGHT DISTANCE



EAST SIGHT DISTANCE



SCALES
HORIZONTAL 1:2000
VERTICAL 1:200

ISSUED FOR APPROVAL

A1 / A3
1:500 / 1:1000
0 5 10 15 20m

Approved by:
Name

RPEQ No. #

Issue	Description	Date	By	Chkd	Appd
1	Issued For Approval	21.10.25	MT	KN	KN

ARUP
Level 26, 123 Albert Street
Brisbane, Qld, Australia
Tel + 61(7) 3023 6000 Fax +61(7) 3023 6023
www.arup.com

CONSULT AUSTRALIA
Member Firm
Arup Pty Ltd
ABN 18 000 966 165

Client
CLEANAWAY OPERATIONS PTY LTD

Job Title
BROMELTON ENERGY AND RESOURCE CENTRE

CAR AND TRUCK
80KM/H DESIGN SPEED
SIGHT DISTANCE
SHEET 1 OF 1

Scale at A1: AS STATED
Discipline:
Job No: 293683
Drawing Status: FOR APPROVAL
Drawing No: ARU-SP-101
Issue: 1

C:\projectwise\eyd_projects\global_madison.taylor\d0721119\Sight Distance Assessment.dwg

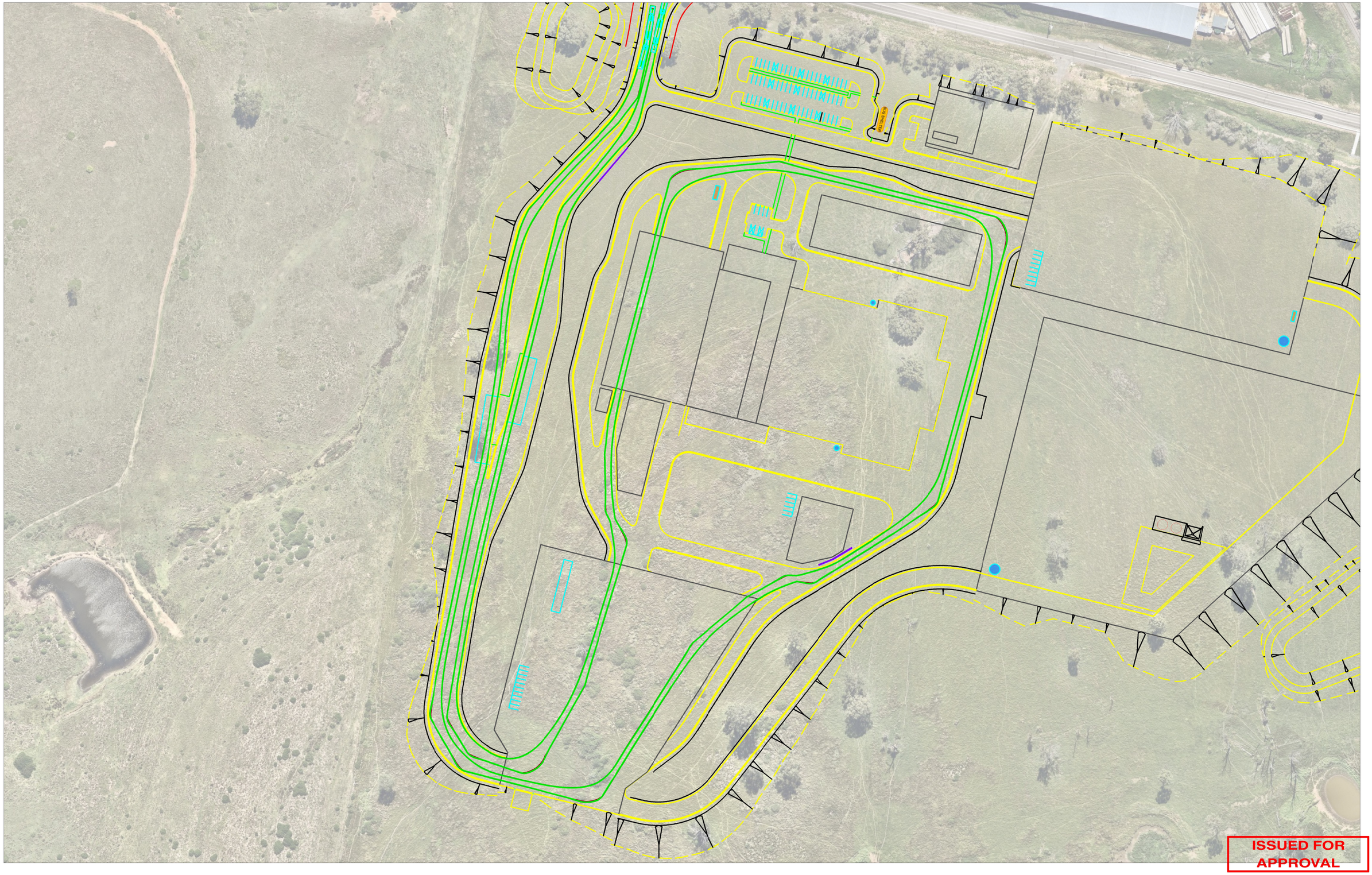
Do not scale © Arup

User : Madison Taylor Plot Date : 21/10/2025 1:57:52 PM

Appendix E

Swept path drawings

A1



A1 / A3
1:500 / 1:1000

0 5 10 15 20m

Approved by:
Name

RPEQ No. #

Issue	Description	Date	By	Chkd	Appd
1	Issued For Approval	27.10.25	MT	KN	KN

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CONSULT AUSTRALIA
Member Firm
Arup Pty Ltd
ABN 18 000 966 165

Client
CLEANAWAY OPERATIONS PTY LTD

Job Title
BROMELTON ENERGY AND RESOURCE CENTRE

A-DOUBLE
SITE MANOEUVRING
SWEPT PATHS
SHEET 2 OF 2

Scale at A1 1:100 @ A3
Discipline
Job No 293683
Drawing Status FOR APPROVAL
Drawing No ARU-SP-103
Issue 1

C:\projectwise\eyd_projects\global_madison.taylor\d0721119\Swept paths.dwg

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User : Madison Taylor Plot Date : 27/10/2025 2:16:29 PM

Appendix F

Ramboll Traffic Memo

Technical Note

Project name	**EFW CLEAN WtE Facility Brisbane (AU)**
Subject:	**BERC Traffic Modelling Assumptions**
Project no.	**1100049472**
Client	**Cleanaway**
Memo no.	**REN2021N00922-RAM-ME-00027**
Version	**3.0**
To	**Michael Hartley**
From	**Anthony Douglas**
Copy to	**Marc Revault, Geert Stryg**

Prepared by	**ADOUGL**
Checked by	**EMAN**
Approved by	**GES**

Revision History:

Date 2026/02/20

1.0 First issue for review and comment

2.0 Updated to include waste delivery vehicle results summary table

3.0 Updated to include overall daily and peak hour vehicle arrival summary tables

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1 Introduction

Cleanaway is an Australian waste management, recycling and industrial services company, that is exploring a proposal to develop an Energy from Waste (EfW) facility to thermally treat approximately 760,000 tonnes per annum (tpa) of residual Municipal Solid Waste (MSW) and residual Commercial and Industrial (C&I) waste streams at 100% MCR, at a site in Bromelton, QLD. The targeted waste streams would otherwise be disposed of at a landfill.

This Technical Note provides a summary of the key assumptions utilised for modelling vehicle movements to inform the preliminary BERC traffic analysis and management plan for the EfW facility and the associated Air Pollution Control residue (APCr) stabilisation and Incinerator Bottom Ash (IBA) treatment areas. The preliminary BERC traffic analysis and management plan was in turn used to inform the traffic impact assessment, to assess the impact of the BERC project on existing external roads and intersections.

2 Key Assumptions for BERC Traffic Modelling

2.1 Waste Delivery Vehicle Modelling Assumptions

The key assumptions used for estimation of waste delivery vehicle arrival numbers are summarised in Table 1. These assumptions relate to maximum payload (tonnes) carrying capacity, typical average capacity assumed for modelling purposes, the assumed split of vehicles by truck type, the assumed peak-hour factor for estimating peak delivery vehicle hour arrival numbers and delivery hours/days used for modelling to estimate average daily vehicle arrival numbers.

Rambøll Danmark A/S
CVR NR. 35128417

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Table 1 Waste delivery vehicle arrival assumptions for both 100% MCR and 110% MCR

Truck type & Payload	Max. Payload (tonnes)	Typical Average Capacity Assumption (tonnes)	% Delivery Capacity Split	Peak-hour Factor for Modelling	Delivery hours/days (Delivery hours/days for modelling)
Truck Type 1B – B-Double side-tipping articulated truck	35	33	70%	2.4	24/7 (12/7)
Truck Type 2 – Semi- Trailer Rear Eject truck	21	20	20%	2.0	24/7 (12/7)
Truck Type 3 – Direct delivery Council Compactor truck OR Front Load- Direct Delivery	9	9	10%	2.5	24/7 (12/5)

2.2 Consumables Delivery Vehicle Modelling Assumptions

Key assumptions used for estimation of consumable delivery truck arrival numbers are as follows:

- Delivery vehicle capacities to vary depending on consumption rate and storage silo/tank capacity, noting that it is desirable to fully unload the delivery vehicle into the storage silo/tank:
  - Quicklime deliveries (B-doubles tanker, 33t/delivery)
  - Powdered Activated Carbon (12 m^3 pneumatic tanker)
  - 40% Urea solution (B-double tanker, 33t/delivery)
  - Cement for APCr stabilisation (B-double tanker, 33t/delivery)
- Reagent/adsorbent silo storage capacities assumed
- Truck delivering consumables 5 days a week (Monday-Friday)
- 10hr delivery window per day, to avoid morning and afternoon waste delivery peak hours
- Peak-hour factors generally not applicable to consumables, except for quicklime, which has the highest specific consumption rate.

2.3 Solid Product and Residue Dispatch Vehicle Modelling Assumptions

Key calculation assumptions for IBA and IBAA production include:

- 25% ash content in waste, 95% of ash content remains as IBA
- Fe (1.97%) and Non-Fe (0.88%) in waste deliveries are the average for 2023 seasonal waste audits for all samples of MSW and C&I waste
- 10% moisture in IBAA, after maturation & metals recovery
- 80% recovery of ferrous metals from IBA, 70% recovery of non-ferrous metals from IBA
- Dispatch by campaign (B-doubles for IBAA (33t/vehicle) and semi-trailers (19t/vehicle) for recovered scrap metal dispatch), assumed to be 10 hours per day, 6 days per week (Mon-Sat) excluding public holidays.

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Key assumptions used for estimation of stabilised APCr dispatch truck numbers are as follows:

- APCr inclusive of boiler ash production per boiler line is assumed to be ~4.5% of total waste received (wet basis)
- 30% cement and 35% moisture addition for cement stabilisation purposes
- Stabilised APCr dispatch by B-doubles (32t per truck), assumed to be 10 hours per day, 5 days per week (Mon-Fri)

3 BERC Traffic Modelling Outcomes

After applying the traffic modelling assumptions described in section 2, the estimated daily vehicle arrival numbers for BERC are summarised in Table 2 and the estimated peak hour vehicle arrival numbers for BERC are summarised in Table 3, for both the base case (100% MCR) and a 10% mechanical overload operating scenario (110% MCR).

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Table 2: Daily vehicle arrival numbers estimated for BERC for both 100% MCR and 110% MCR

Vehicle Movement Description	100% MCR	110% MCR	Comments
	Vehicles/day	Vehicles/day	
Waste Delivery Vehicles			
Type 1B - B-Double Side-Tipping	49	54	**Monday to Sunday,** Portion of feedstock, 70%
Type 2 - Rear-Eject Semi-Trailers	23	26	**Monday to Sunday,** Portion of feedstock, 20%
Type 3 - Compactor Trucks	36	39	**Monday to Friday,** Portion of feedstock, 10%
Sub-Total Waste Delivery	**108**	**119**	
Consumable Delivery Vehicles			**Monday to Friday**
Quicklime (B-Double)	3	4	Peak delivery frequency e.g. after a long weekend
PAC (Pneumatic 12m3 tanker truck)	1	1	Every 4 days
40% Urea solution (B-Double tanker)	4	4	Trucks to fill storage tank
Cement (for APCr stabilisation) (B-Double)	11	11	Trucks to fill storage silo
Sub-Total Consumables	**19**	**20**	
Product/By-Product Dispatch Vehicles			**Monday to Saturday**
IBAA (B-Double)	27	30	B-Double trucks to dispatch 1.5 months IBAA storage in a 28 day campaign
Scrap Metals (Semi-trailer)	3	3	
Stabilised APCr concrete (B-Double)	10	10	Monday to Friday
Sub-Total Products/By-Products	**40**	**43**	
Total Trucks	**167**	**182**	
O&M Staff & Contractors			
Maintenance Vehicles - light trucks	2	2	
EfW Facility - cars	45	45	
APCr Stabilisation Area - cars	2	2	
IBA Treatment Area - cars	5	5	
Sub-Total	**54**	**54**	
Total All Vehicles	**221**	**236**	

Confidential

Table 3: Peak hour vehicle arrival numbers estimated for BERC for both 100% MCR and 110% MCR

Peak Vehicle Movement Description	100% MCR	110% MCR	Comments
	Peak Hour Vehicle Arrivals	Peak Hour Vehicle Arrivals	
Waste Delivery Vehicles			
Type 1B - B-Double Side-Tipping	12	12	**Monday to Sunday,** Portion of feedstock, 70%
Type 2 - Rear-Eject Semi-Trailers	4	6	**Monday to Sunday,** Portion of feedstock, 20%
Type 3 - Compactor Trucks	8	10	**Monday to Friday,** Portion of feedstock, 10%
Sub-Total Waste Delivery	**24**	**28**	
Consumable Delivery Vehicles			**Monday to Friday**
Quicklime (B-Double)	1	1	Peak delivery frequency e.g. after a long weekend
PAC (Pneumatic 12m3 tanker truck)	0	0	Every 4 days
40% Urea solution (B-Double tanker)	1	1	Daily
Cement (for APCr stabilisation) (B-Double)	1	1	Trucks to fill storage silo
Sub-Total Consumables	**3**	**3**	
Product/By-Product Dispatch Vehicles			**Monday to Saturday**
IBAA (B-Double)	3	3	B-Double trucks to dispatch 1.5 months IBAA storage in a 28-day campaign
Scrap Metals (Semi-trailer)	1	1	
Stabilised APCr concrete (B-Double)	1	1	Monday to Friday
Sub-Total	**5**	**5**	
Total Trucks	**32**	**36**	
O&M Staff & Contractors			
Maintenance Vehicles - light trucks	1	1	Allowance
EfW Facility - cars	5	5	Allowance
APCr Stabilisation Area - cars	0	0	
IBA Treatment Area - cars	1	1	Allowance
Sub-Total	**7**	**7**	
Total All Vehicles	**39**	**43**	

Appendix G

Development traffic distribution and generation diagrams

Job: BERC
Job Number: 293683-00
Description: Development Traffic Distribution

Date: 3/2/2026

ARUP

% LV In
% LV Out
% HV In
% HV Out

Total
HV

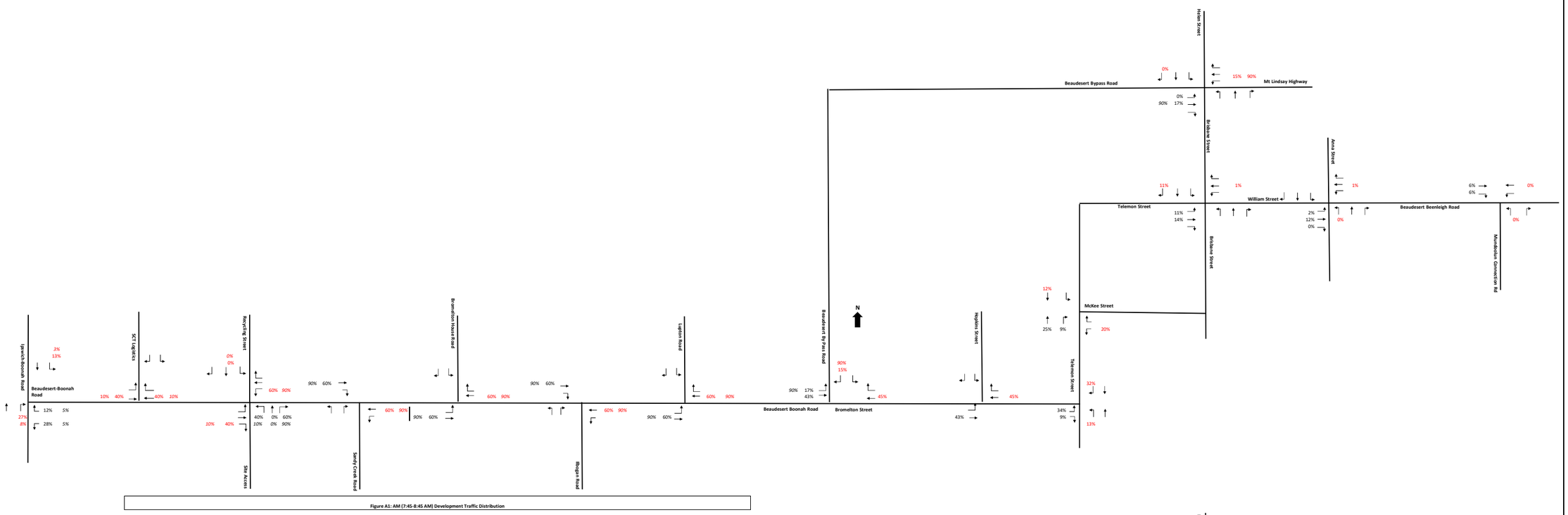


Figure A1: AM (7:45-8:45 AM) Development Traffic Distribution

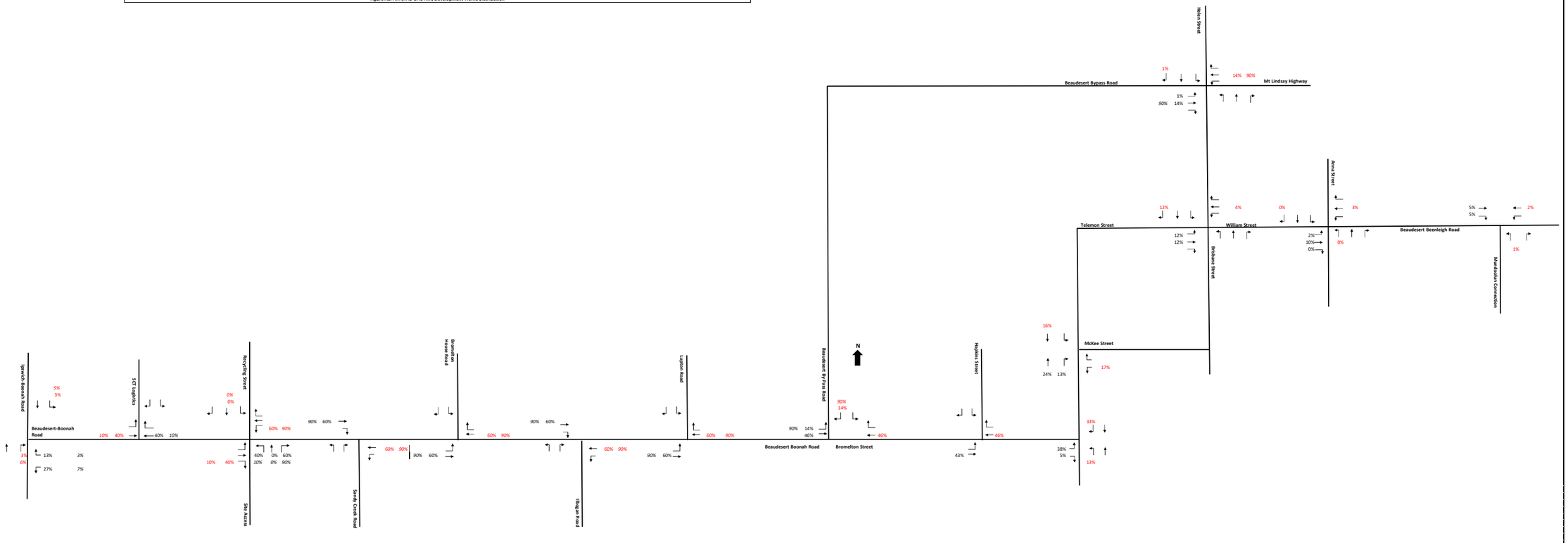


Figure A2: PM (2:45-3:45PM) Development Traffic Distribution

Job: BERC
Job Number: 293683-00
Description: Development Traffic Maximum

Date: 2/3/2026

ARUP

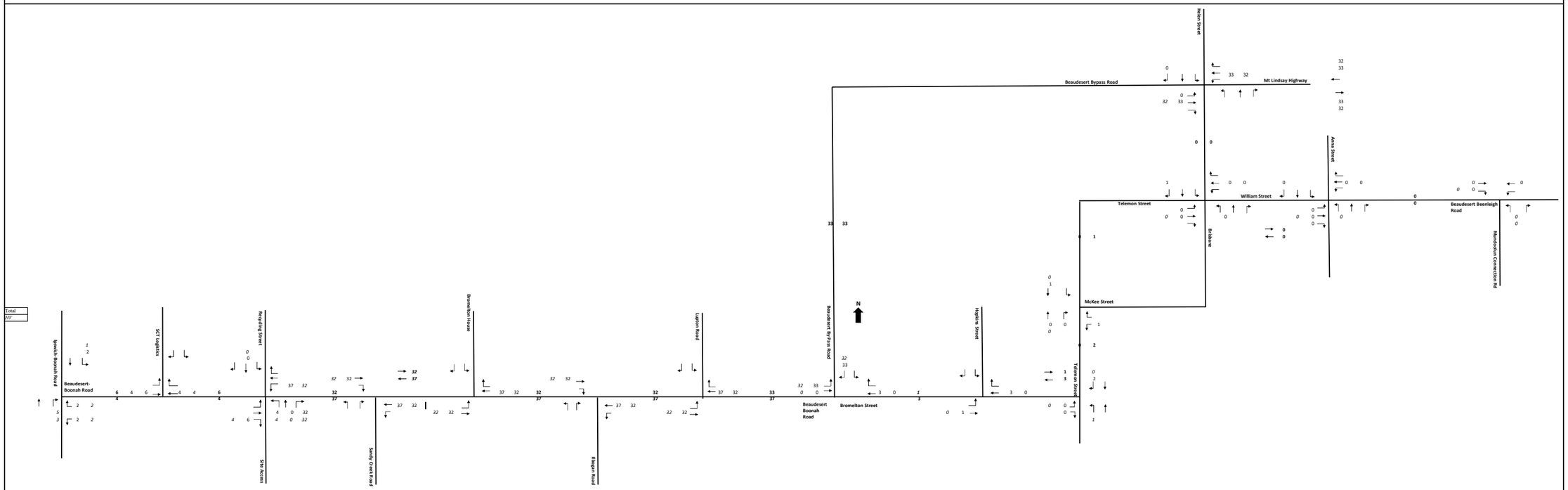


Figure A1: AM (7:45-8:45 AM) Development Traffic Maximum Volumes

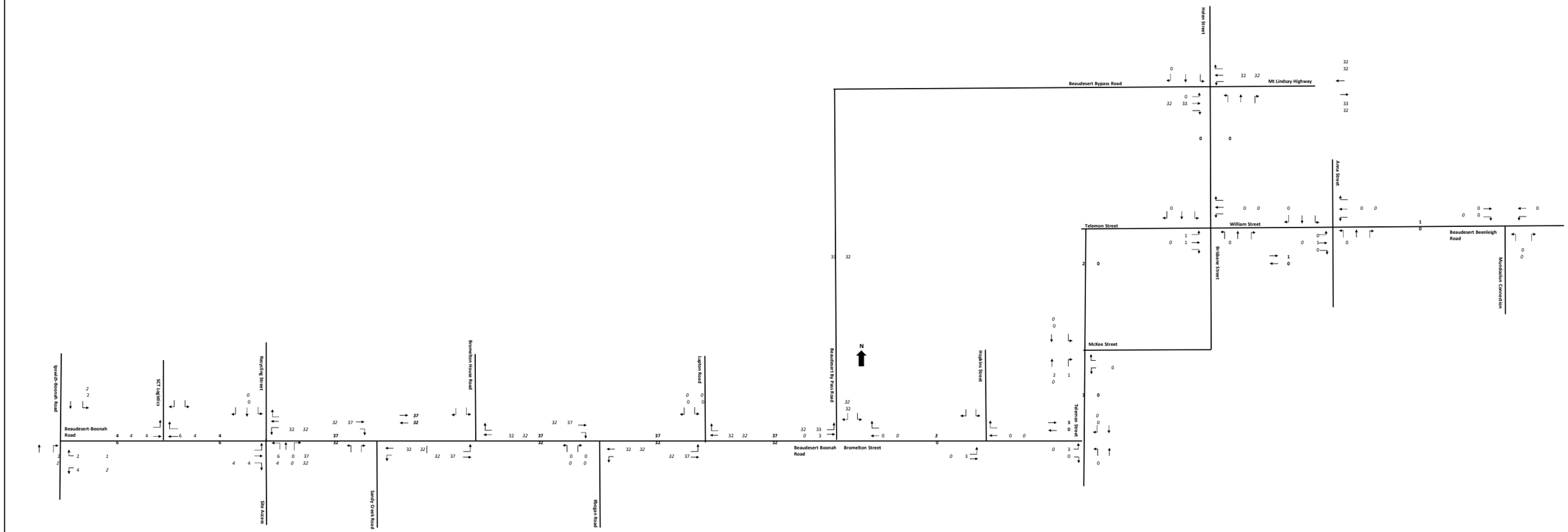


Figure A2: PM (2:45-3:45PM) Development Traffic Maximum Volumes

Appendix H

Pre development traffic volumes

Job: BERC
Job Number: 293683-00
Description: Base Volumes 2032

Date: 3/2/2026

ARUP

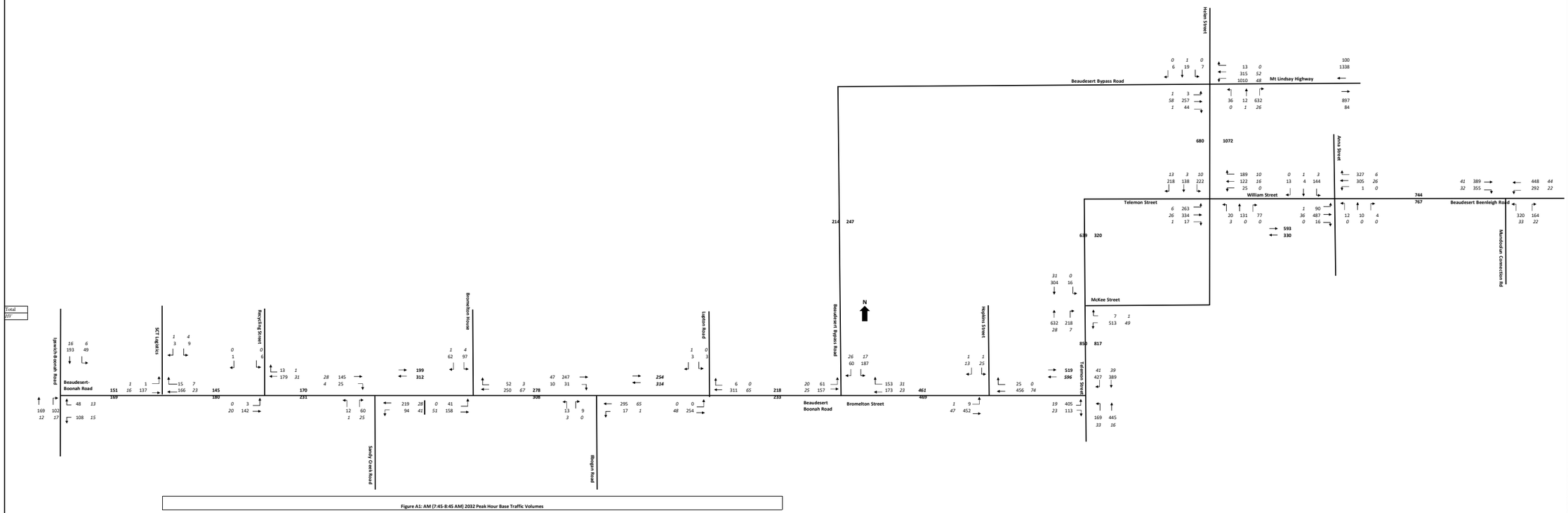


Figure A1: AM (7:45-8:45 AM) 2032 Peak Hour Base Traffic Volumes

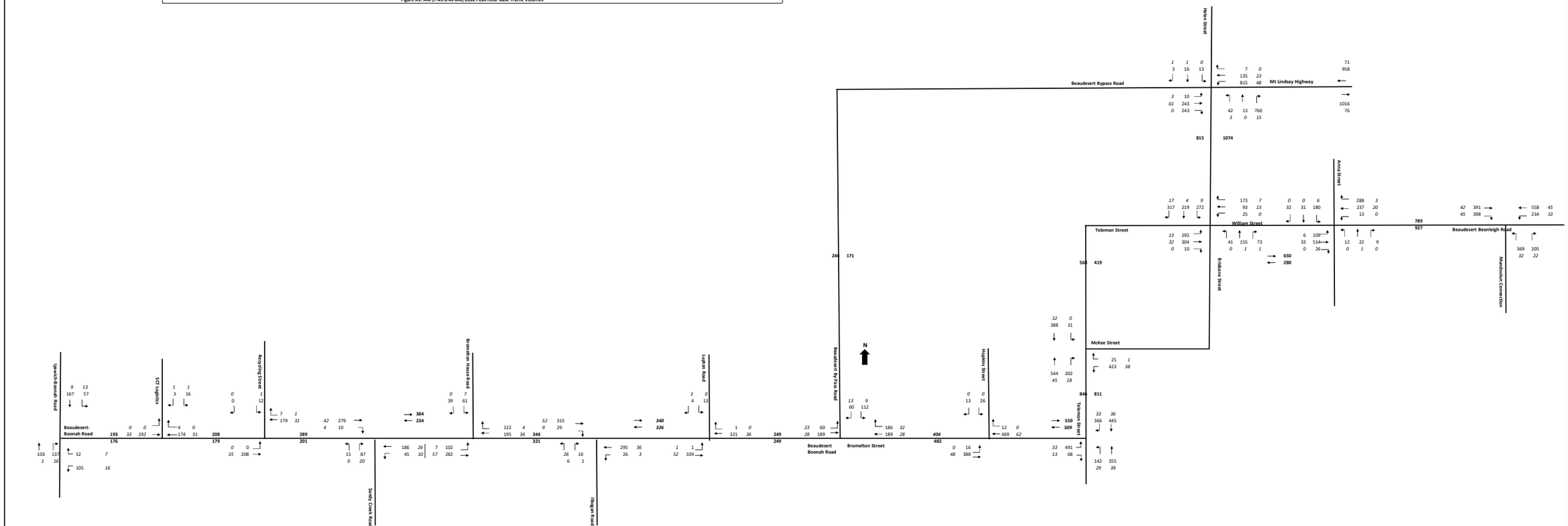


Figure A2: PM (2:45-3:45PM) 2032 Peak Hour Base Traffic Volumes

Job: BERC
Job Number: 293683-00
Description: Base Volumes 2042

Date: 3/2/2026

ARUP

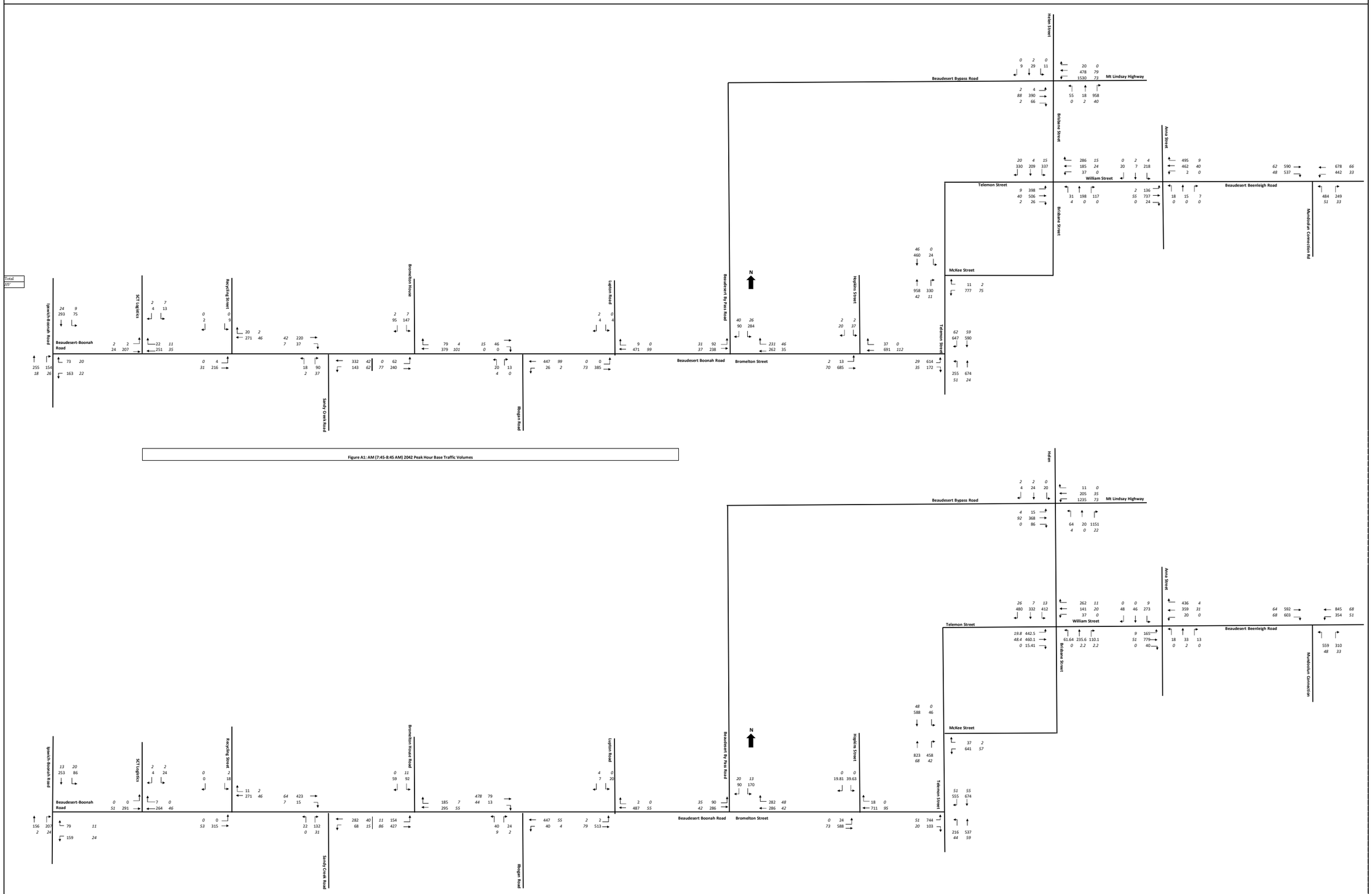


Figure A1: AM (7:45-8:45 AM) 2042 Peak Hour Base Traffic Volumes

Figure A2: PM (2:45-3:45PM) 2042 Peak Hour Base Traffic Volumes

Appendix I

Post development traffic volumes

Job: BERC
Job Number: 293683-00
Description: Post Development Traffic Volumes 2032 Maximum

Date: 3/2/2026

ARUP

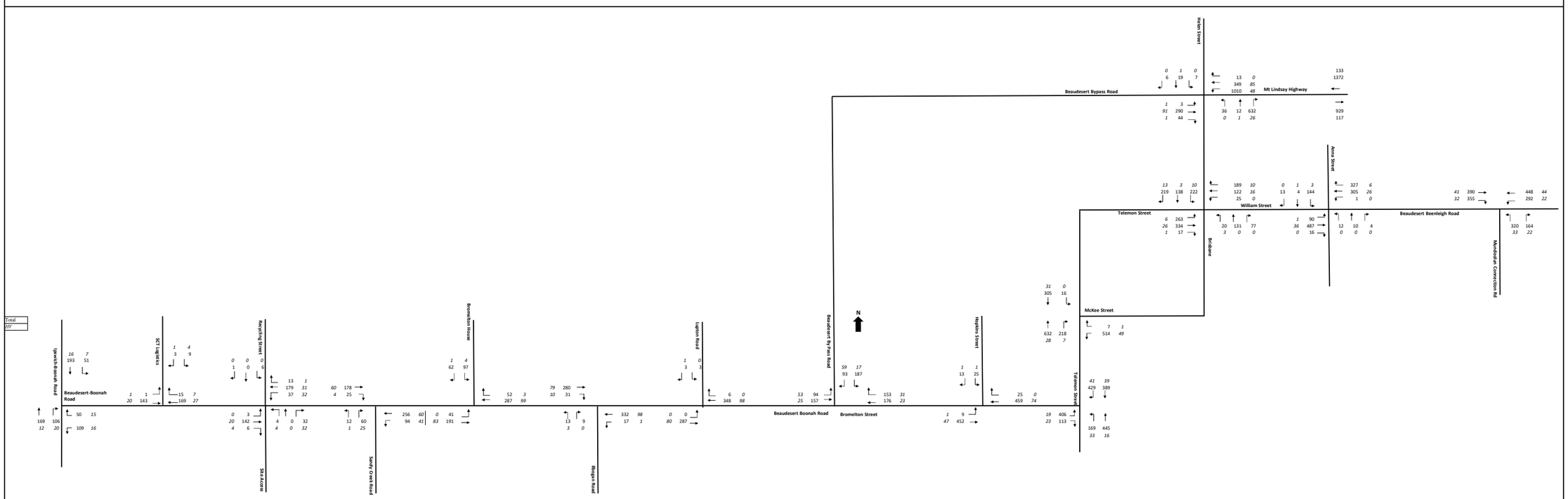


Figure A1: AM (7:45-8:45 AM) Post Development 2032 Maximum Traffic Volumes

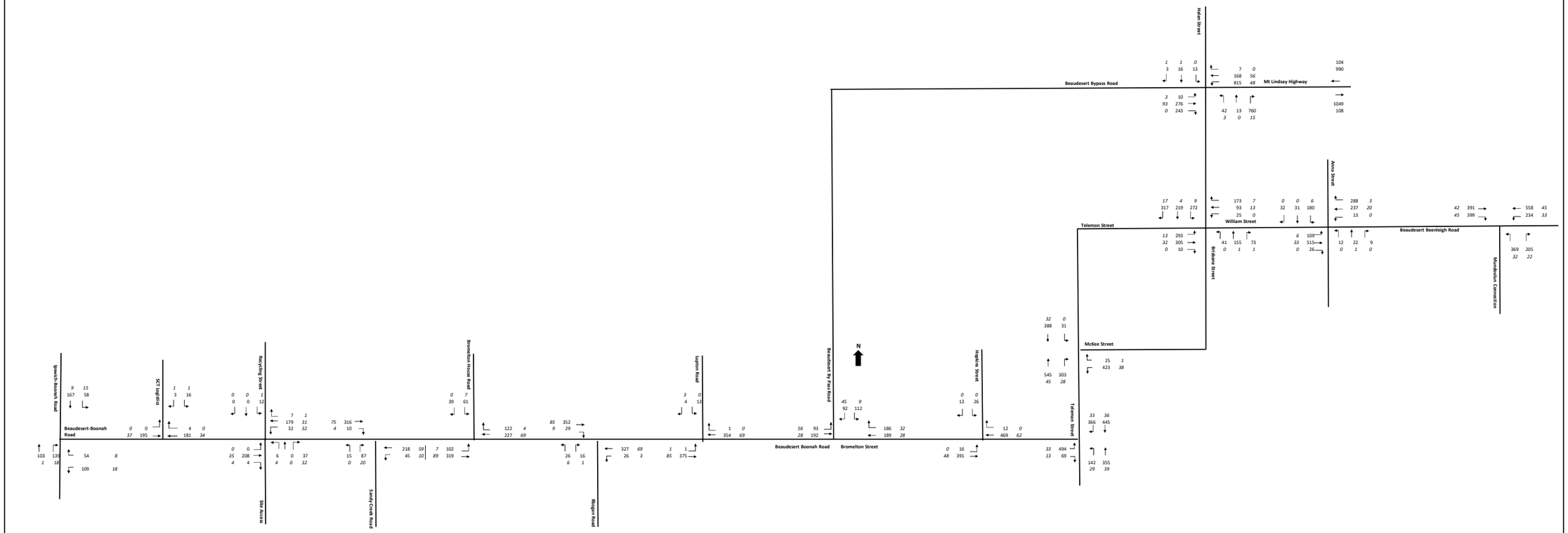


Figure A2: PM (2:45-3:45PM) Post Development 2032 Maximum Traffic Volumes

Job: BERC
Job Number: 293683-00
Description: Post Development Traffic Volumes 2042 Maximum

Date: 3/2/2026

ARUP

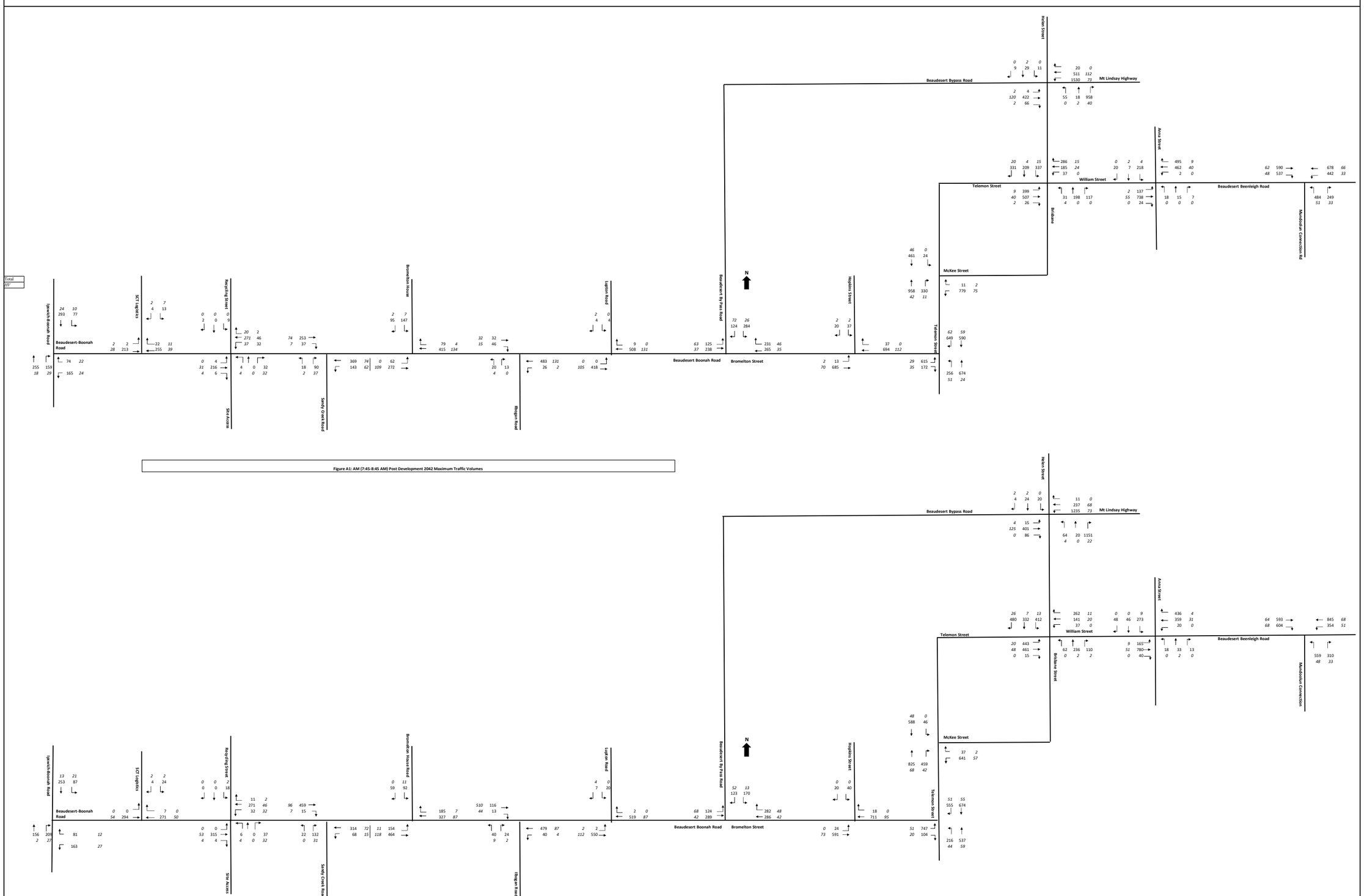


Figure A1: AM (7:45-8:45 AM) Post Development 2042 Maximum Traffic Volumes

Figure A2: PM (2:45-3:45PM) Post Development 2042 Maximum Traffic Volumes

Appendix J

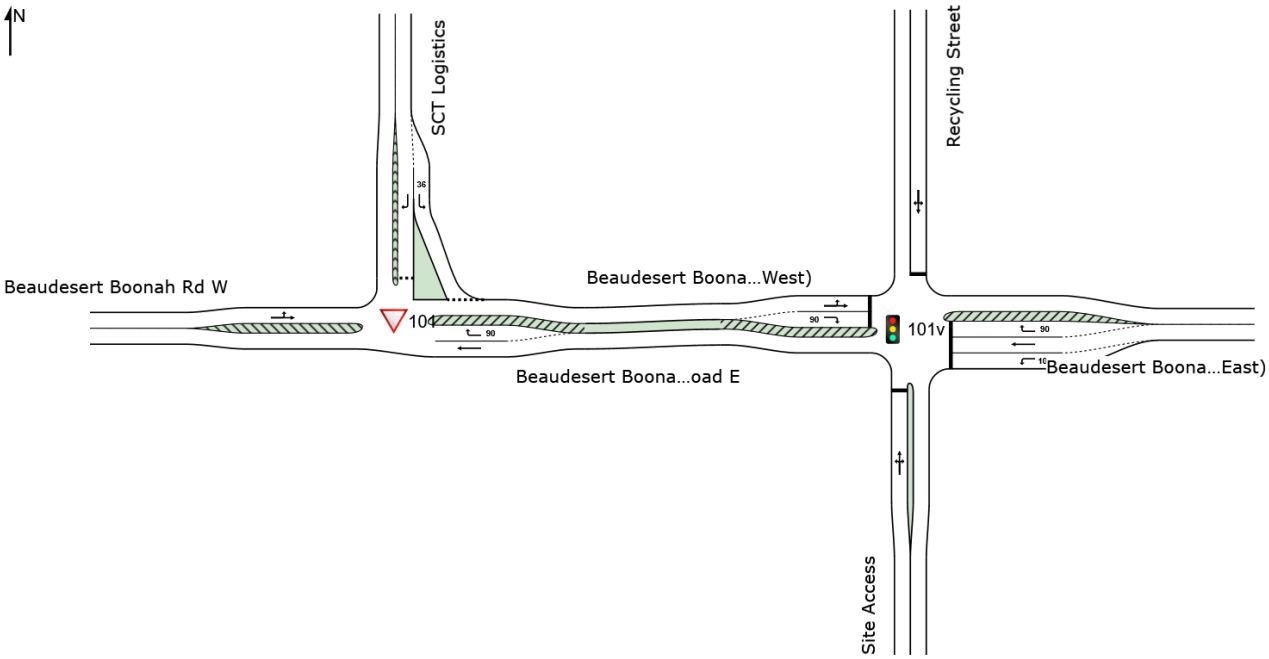
SIDRA summaries

NETWORK LAYOUT

Network: N101 [2032 Post Development AM (Network Folder: 2032 Post Development)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101v	NA	Beaudesert Boonah Road / Recycling Street / Site Access
101	NA	Beaudesert Boonah Road / SCT Logistics

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Organisation: ARUP AUSTRALIA SERVICES PTY LTD | Licence: NETWORK / Enterprise Level 4 | Created: Monday, 2 February 2026 10:05:36 AM
Project: C:\Users\Madison.Taylor\OneDriveCloudTemp\ZFSBV6ZF\BERC V5.1.sip9

MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Recycling Street / Site Access (Site Folder: 2032 Post Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2032 Post Development AM (Network Folder: 2032 Post Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Recycling Street / Site Access
2032 AM Post Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	4	100.0	4	100.0	0.299	37.6	LOS D	1.3	16.5	0.95	0.73	0.95	22.3
2	T1	All MCs	1	0.0	1	0.0	* 0.299	33.6	LOS C	1.3	16.5	0.95	0.73	0.95	32.3
3	R2	All MCs	32	100.0	32	100.0	0.299	37.5	LOS D	1.3	16.5	0.95	0.73	0.95	29.6
Approach			37	97.3	37	97.3	0.299	37.4	LOS D	1.3	16.5	0.95	0.73	0.95	29.2
East: Beaudesert Boonah Road (East)															
4	L2	All MCs	37	86.5	37	86.5	0.088	25.8	LOS C	0.8	10.3	0.68	0.73	0.68	41.2
5	T1	All MCs	181	17.3	181	17.3	* 0.278	16.8	LOS B	4.4	35.3	0.74	0.61	0.74	52.3
6	R2	All MCs	13	7.7	13	7.7	* 0.087	39.3	LOS D	0.4	3.3	0.95	0.68	0.95	35.3
Approach			232	27.9	232	27.9	0.278	19.5	LOS B	4.4	35.3	0.74	0.64	0.74	46.8
North: Recycling Street															
7	L2	All MCs	6	0.0	6	0.0	0.051	38.8	LOS D	0.3	1.9	0.94	0.66	0.94	36.0
8	T1	All MCs	1	0.0	1	0.0	* 0.051	33.3	LOS C	0.3	1.9	0.94	0.66	0.94	36.9
9	R2	All MCs	1	0.0	1	0.0	0.051	38.8	LOS D	0.3	1.9	0.94	0.66	0.94	26.9
Approach			8	0.0	8	0.0	0.051	38.1	LOS D	0.3	1.9	0.94	0.66	0.94	35.3
West: Beaudesert Boonah Road (West)															
10	L2	All MCs	3	0.0	3	0.0	0.221	21.9	LOS C	3.5	27.1	0.72	0.59	0.72	41.5
11	T1	All MCs	144	14.1	144	14.1	0.221	16.4	LOS B	3.5	27.1	0.72	0.59	0.72	57.2
12	R2	All MCs	6	66.7	6	66.7	0.056	38.9	LOS D	0.2	2.3	0.94	0.66	0.94	24.8
Approach			153	15.9	153	15.9	0.221	17.4	LOS B	3.5	27.1	0.73	0.60	0.73	54.0
All Vehicles			430	29.2	430	29.2	0.299	20.7	LOS C	4.4	35.3	0.76	0.63	0.76	44.9

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

* Critical Movement (Signal Timing)

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MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Recycling Street / Site Access (Site Folder: 2032 Post Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2032 Post Development PM (Network Folder: 2032 Post Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Recycling Street / Site Access
2032 PM Post Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	7	66.7	7	66.7	0.360	37.6	LOS D	1.7	19.9	0.96	0.74	0.96	22.9
2	T1	All MCs	1	0.0	1	0.0	* 0.360	33.8	LOS C	1.7	19.9	0.96	0.74	0.96	32.9
3	R2	All MCs	41	86.5	41	86.5	0.360	37.6	LOS D	1.7	19.9	0.96	0.74	0.96	29.2
Approach			48	81.8	48	81.8	0.360	37.5	LOS D	1.7	19.9	0.96	0.74	0.96	28.7
East: Beaudesert Boonah Road (East)															
4	L2	All MCs	35	100.0	35	100.0	0.087	26.2	LOS C	0.8	10.4	0.68	0.73	0.68	39.9
5	T1	All MCs	196	17.3	196	17.3	0.301	17.0	LOS B	4.8	38.6	0.75	0.62	0.75	52.0
6	R2	All MCs	8	14.3	8	14.3	* 0.053	39.1	LOS D	0.3	2.0	0.94	0.66	0.94	35.2
Approach			239	29.4	239	29.4	0.301	19.0	LOS B	4.8	38.6	0.74	0.64	0.74	47.2
North: Recycling Street															
7	L2	All MCs	13	8.3	13	8.3	0.101	39.4	LOS D	0.5	3.8	0.95	0.68	0.95	35.5
8	T1	All MCs	1	0.0	1	0.0	* 0.101	33.8	LOS C	0.5	3.8	0.95	0.68	0.95	36.6
9	R2	All MCs	1	0.0	1	0.0	0.101	39.3	LOS D	0.5	3.8	0.95	0.68	0.95	26.6
Approach			15	7.1	15	7.1	0.101	39.0	LOS D	0.5	3.8	0.95	0.68	0.95	35.2
West: Beaudesert Boonah Road (West)															
10	L2	All MCs	1	0.0	1	0.0	0.351	22.9	LOS C	5.7	45.9	0.77	0.64	0.77	40.9
11	T1	All MCs	228	16.8	228	16.8	* 0.351	17.4	LOS B	5.7	45.9	0.77	0.64	0.77	56.0
12	R2	All MCs	4	100.0	4	100.0	0.047	39.3	LOS D	0.1	1.9	0.94	0.65	0.94	24.5
Approach			234	18.3	234	18.3	0.351	17.8	LOS B	5.7	45.9	0.77	0.64	0.77	54.6
All Vehicles			536	28.6	536	28.6	0.360	20.7	LOS C	5.7	45.9	0.78	0.65	0.78	45.2

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

* Critical Movement (Signal Timing)

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MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Recycling Street / Site Access (Site Folder: 2042 Post Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2042 Post Development AM (Network Folder: 2042 Post Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Recycling Street / Site Access
2042 AM Post Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	4	75.0	4	75.0	0.394	40.5	LOS D	1.4	17.2	0.98	0.74	0.98	21.6
2	T1	All MCs	1	0.0	1	0.0	* 0.394	36.6	LOS D	1.4	17.2	0.98	0.74	0.98	31.5
3	R2	All MCs	32	100.0	32	100.0	0.394	40.5	LOS D	1.4	17.2	0.98	0.74	0.98	29.0
Approach			37	94.6	37	94.6	0.394	40.4	LOS D	1.4	17.2	0.98	0.74	0.98	28.5
East: Beaudesert Boonah Road (East)															
4	L2	All MCs	37	86.5	37	86.5	0.081	24.3	LOS C	0.8	9.8	0.65	0.73	0.65	41.8
5	T1	All MCs	274	17.0	274	17.0	* 0.390	16.3	LOS B	6.7	54.1	0.76	0.64	0.76	53.1
6	R2	All MCs	20	10.0	20	10.0	* 0.136	39.7	LOS D	0.7	5.2	0.95	0.70	0.95	35.1
Approach			332	24.4	332	24.4	0.390	18.6	LOS B	6.7	54.1	0.76	0.65	0.76	48.1
North: Recycling Street															
7	L2	All MCs	9	0.0	9	0.0	0.076	39.0	LOS D	0.4	2.8	0.95	0.67	0.95	35.8
8	T1	All MCs	1	0.0	1	0.0	* 0.076	33.5	LOS C	0.4	2.8	0.95	0.67	0.95	36.7
9	R2	All MCs	2	0.0	2	0.0	0.076	39.0	LOS D	0.4	2.8	0.95	0.67	0.95	26.7
Approach			12	0.0	12	0.0	0.076	38.6	LOS D	0.4	2.8	0.95	0.67	0.95	34.8
West: Beaudesert Boonah Road (West)															
10	L2	All MCs	4	0.0	4	0.0	0.312	21.2	LOS C	5.3	41.3	0.73	0.61	0.73	42.1
11	T1	All MCs	219	14.4	219	14.4	0.312	15.7	LOS B	5.3	41.3	0.73	0.61	0.73	58.4
12	R2	All MCs	6	66.7	6	66.7	0.056	38.9	LOS D	0.2	2.3	0.94	0.66	0.94	24.8
Approach			229	15.5	229	15.5	0.312	16.4	LOS B	5.3	41.3	0.73	0.61	0.73	56.0
All Vehicles			610	24.9	610	24.9	0.394	19.5	LOS B	6.7	54.1	0.76	0.64	0.76	46.9

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

* Critical Movement (Signal Timing)

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MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Recycling Street / Site Access (Site Folder: 2042 Post Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2042 Post Development PM (Network Folder: 2042 Post Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Recycling Street / Site Access
2042 PM Post Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Access															
1	L2	All MCs	7	66.7	7	66.7	0.480	40.7	LOS D	1.8	21.0	0.99	0.76	1.01	22.1
2	T1	All MCs	1	0.0	1	0.0	* 0.480	36.9	LOS D	1.8	21.0	0.99	0.76	1.01	32.0
3	R2	All MCs	41	86.5	41	86.5	0.480	40.7	LOS D	1.8	21.0	0.99	0.76	1.01	28.5
Approach			48	81.8	48	81.8	0.480	40.6	LOS D	1.8	21.0	0.99	0.76	1.01	27.9
East: Beaudesert Boonah Road (East)															
4	L2	All MCs	35	100.0	35	100.0	0.081	24.7	LOS C	0.8	9.9	0.65	0.73	0.65	40.6
5	T1	All MCs	297	17.0	297	17.0	0.423	16.5	LOS B	7.4	59.6	0.77	0.65	0.77	52.7
6	R2	All MCs	12	18.2	12	18.2	* 0.086	39.5	LOS D	0.4	3.3	0.95	0.68	0.95	35.0
Approach			344	25.5	344	25.5	0.423	18.2	LOS B	7.4	59.6	0.76	0.66	0.76	48.6
North: Recycling Street															
7	L2	All MCs	20	11.1	20	11.1	0.147	39.8	LOS D	0.7	5.6	0.96	0.70	0.96	35.3
8	T1	All MCs	1	0.0	1	0.0	* 0.147	34.1	LOS C	0.7	5.6	0.96	0.70	0.96	36.5
9	R2	All MCs	1	0.0	1	0.0	0.147	39.7	LOS D	0.7	5.6	0.96	0.70	0.96	26.4
Approach			22	10.0	22	10.0	0.147	39.5	LOS D	0.7	5.6	0.96	0.70	0.96	35.1
West: Beaudesert Boonah Road (West)															
10	L2	All MCs	1	0.0	1	0.0	0.493	22.7	LOS C	9.0	71.8	0.80	0.69	0.80	41.1
11	T1	All MCs	345	16.8	345	16.8	* 0.493	17.1	LOS B	9.0	71.8	0.80	0.69	0.80	56.4
12	R2	All MCs	4	100.0	4	100.0	0.047	39.3	LOS D	0.1	1.9	0.94	0.65	0.94	24.5
Approach			351	17.8	351	17.8	0.493	17.4	LOS B	9.0	71.8	0.80	0.69	0.80	55.4
All Vehicles			765	25.1	765	25.1	0.493	19.9	LOS B	9.0	71.8	0.80	0.68	0.80	47.1

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

* Critical Movement (Signal Timing)

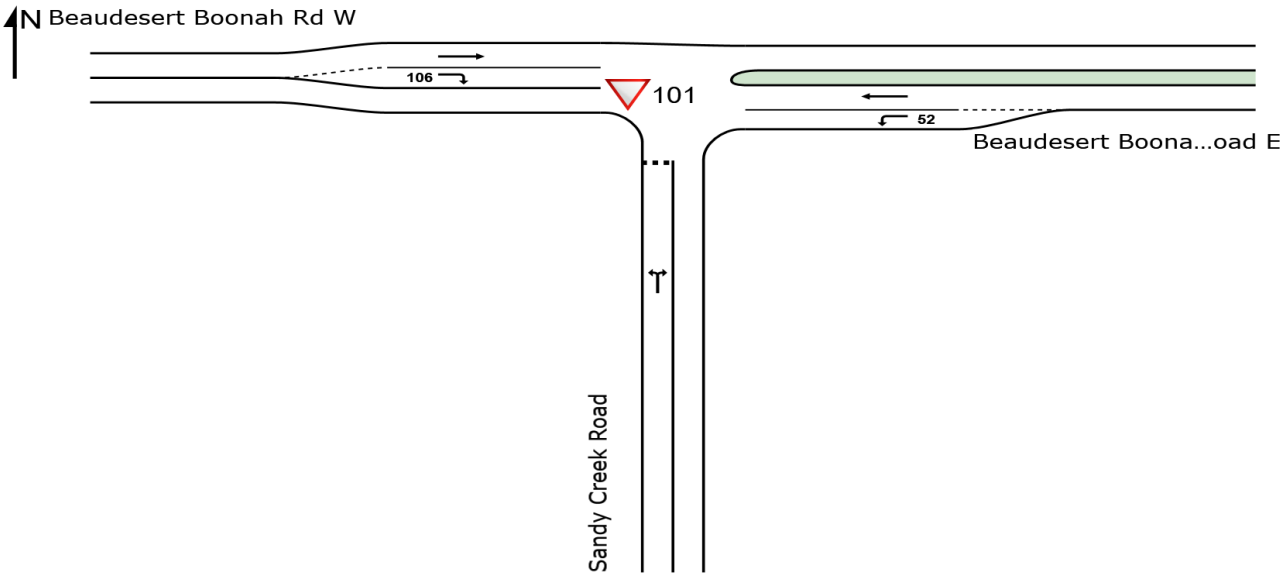
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SITE LAYOUT

Site: 101 [Beaudesert Boonah Road / Sandy Creek Road (Site Folder: 2032 Pre Development AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
2032 AM Pre Development Conditions
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Sandy Creek Road (Site Folder: 2032 Pre Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
2032 AM Pre Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sandy Creek Road															
1	L2	All MCs	12	8.3	12	8.3	0.168	6.8	LOS A	0.6	5.6	0.58	0.77	0.58	48.2
3	R2	All MCs	62	41.7	62	41.7	0.168	13.4	LOS B	0.6	5.6	0.58	0.77	0.58	41.5
Approach			74	36.1	74	36.1	0.168	12.3	LOS B	0.6	5.6	0.58	0.77	0.58	43.0
East: Beaudesert Boonah Road E															
4	L2	All MCs	97	43.6	97	43.6	0.071	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	46.7
5	T1	All MCs	225	12.8	225	12.8	0.125	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			321	22.0	321	22.0	0.125	1.7	NA	0.0	0.0	0.00	0.17	0.00	55.2
West: Beaudesert Boonah Rd W															
11	T1	All MCs	149	19.3	149	19.3	0.086	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	26	16.0	26	16.0	0.029	7.5	LOS A	0.1	0.9	0.42	0.63	0.42	50.6
Approach			175	18.8	175	18.8	0.086	1.1	NA	0.1	0.9	0.06	0.09	0.06	57.6
All Vehicles			570	22.9	570	22.9	0.168	2.9	NA	0.6	5.6	0.09	0.22	0.09	53.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Sandy Creek Road (Site Folder: 2032 Post Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
2032 AM Post Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sandy Creek Road															
1	L2	All MCs	12	8.3	12	8.3	0.205	7.2	LOS A	0.7	6.7	0.63	0.84	0.64	46.6
3	R2	All MCs	62	41.7	62	41.7	0.205	16.3	LOS C	0.7	6.7	0.63	0.84	0.64	39.7
Approach			74	36.1	74	36.1	0.205	14.8	LOS B	0.7	6.7	0.63	0.84	0.64	41.2
East: Beaudesert Boonah Road E															
4	L2	All MCs	97	43.6	97	43.6	0.071	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	46.7
5	T1	All MCs	263	23.4	263	23.4	0.155	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			359	28.9	359	28.9	0.155	1.6	NA	0.0	0.0	0.00	0.15	0.00	55.7
West: Beaudesert Boonah Rd W															
11	T1	All MCs	183	33.7	183	33.7	0.114	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	26	16.0	26	16.0	0.031	7.9	LOS A	0.1	0.9	0.46	0.65	0.46	50.3
Approach			208	31.5	208	31.5	0.114	1.0	NA	0.1	0.9	0.06	0.08	0.06	57.9
All Vehicles			642	30.6	642	30.6	0.205	2.9	NA	0.7	6.7	0.09	0.21	0.09	54.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Sandy Creek Road (Site Folder: 2032 Pre Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
2032 PM Pre Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: RoadName															
1	L2	All MCs	16	0.0	16	0.0	0.238	6.6	LOS A	0.9	7.6	0.61	0.80	0.64	48.0
3	R2	All MCs	90	23.0	90	23.0	0.238	13.8	LOS B	0.9	7.6	0.61	0.80	0.64	41.7
Approach			106	19.6	106	19.6	0.238	12.7	LOS B	0.9	7.6	0.61	0.80	0.64	43.0
East: Beaudesert Boonah Road E															
4	L2	All MCs	47	22.2	47	22.2	0.030	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	47.9
5	T1	All MCs	193	14.0	193	14.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			240	15.6	240	15.6	0.108	1.1	NA	0.0	0.0	0.00	0.11	0.00	57.1
West: Beaudesert Boonah Rd W															
11	T1	All MCs	290	15.1	290	15.1	0.163	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	10	40.0	10	40.0	0.012	7.5	LOS A	0.0	0.4	0.37	0.59	0.37	49.9
Approach			300	15.9	300	15.9	0.163	0.3	NA	0.0	0.4	0.01	0.02	0.01	59.2
All Vehicles			647	16.4	647	16.4	0.238	2.6	NA	0.9	7.6	0.11	0.18	0.11	54.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Sandy Creek Road (Site Folder: 2032 Post Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Sandy Creek Road
2032 PM Post Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sandy Creek Road															
1	L2	All MCs	16	0.0	16	0.0	0.290	7.6	LOS A	1.2	9.6	0.67	0.89	0.79	46.1
3	R2	All MCs	90	23.0	90	23.0	0.290	17.3	LOS C	1.2	9.6	0.67	0.89	0.79	39.4
Approach			106	19.6	106	19.6	0.290	15.9	LOS C	1.2	9.6	0.67	0.89	0.79	40.7
East: Beaudesert Boonah Road E															
4	L2	All MCs	47	22.2	47	22.2	0.030	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	47.9
5	T1	All MCs	227	27.1	227	27.1	0.137	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			273	26.2	273	26.2	0.137	1.0	NA	0.0	0.0	0.00	0.10	0.00	57.4
West: Beaudesert Boonah Rd W															
11	T1	All MCs	328	23.7	328	23.7	0.194	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	10	40.0	10	40.0	0.013	7.9	LOS A	0.0	0.4	0.41	0.61	0.41	49.6
Approach			339	24.2	339	24.2	0.194	0.3	NA	0.0	0.4	0.01	0.02	0.01	59.3
All Vehicles			718	24.3	718	24.3	0.290	2.9	NA	1.2	9.6	0.10	0.18	0.12	54.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

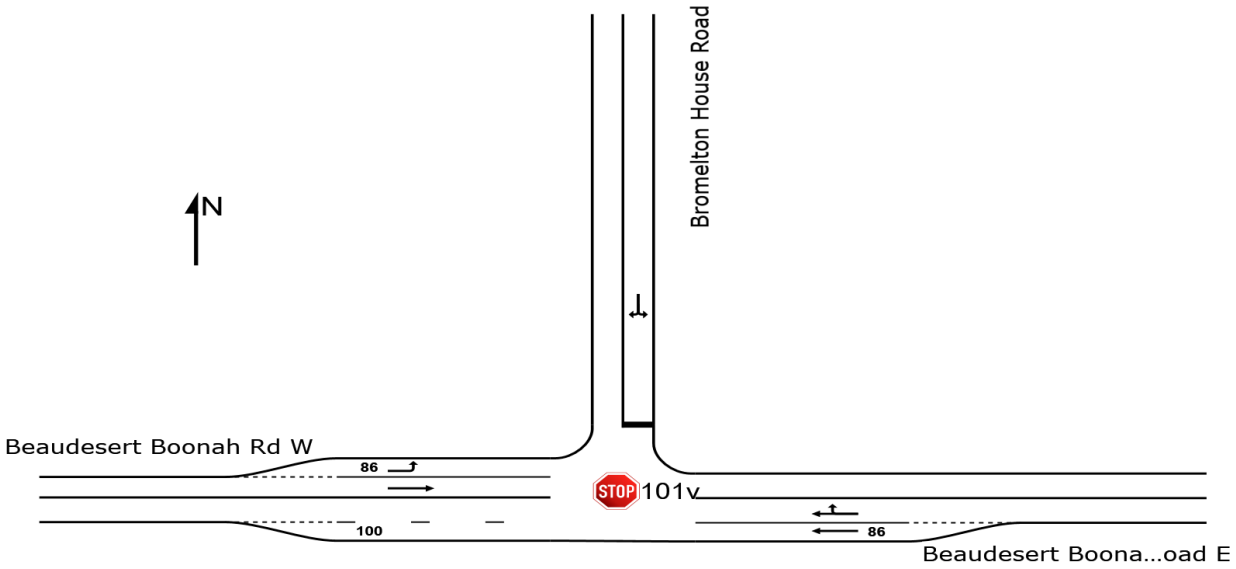
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SITE LAYOUT

Site: 101v [Beaudesert Boonah Road / Bromelton House Road (Site Folder: 2032 Pre Development AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Bromelton House Road
2032 AM Pre Development Conditions
Site Category: (None)
Stop (Two-Way)

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



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MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Bromelton House Road (Site Folder: 2032 Pre Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Bromelton House Road
2032 AM Pre Development Conditions
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	264	26.8	264	26.8	0.138	0.5	LOS A	0.4	3.7	0.12	0.15	0.12	57.6
6	R2	All MCs	55	5.8	55	5.8	0.138	6.6	LOS A	0.4	3.7	0.22	0.26	0.22	51.6
Approach			319	23.2	319	23.2	0.138	1.6	NA	0.4	3.7	0.14	0.17	0.14	56.5
North: Bromelton House Road															
7	L2	All MCs	102	4.1	102	4.1	0.258	9.4	LOS A	1.1	7.7	0.50	0.88	0.50	44.1
9	R2	All MCs	65	1.6	65	1.6	0.258	15.2	LOS C	1.1	7.7	0.50	0.88	0.50	49.1
Approach			168	3.1	168	3.1	0.258	11.7	LOS B	1.1	7.7	0.50	0.88	0.50	46.5
West: Beaudesert Boonah Rd W															
10	L2	All MCs	43	0.0	43	0.0	0.024	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.9
11	T1	All MCs	167	32.3	167	32.3	0.106	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			210	25.6	210	25.6	0.106	1.2	NA	0.0	0.0	0.00	0.12	0.00	57.6
All Vehicles			696	19.1	696	19.1	0.258	3.9	NA	1.1	7.7	0.18	0.32	0.18	53.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Bromelton House Road (Site Folder: 2032 Post Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Bromelton House Road
2032 AM Post Development Conditions
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	303	34.5	303	34.5	0.160	0.6	LOS A	0.5	4.2	0.13	0.15	0.13	57.6
6	R2	All MCs	55	5.8	55	5.8	0.160	6.9	LOS A	0.5	4.2	0.22	0.27	0.22	51.7
Approach			358	30.1	358	30.1	0.160	1.6	NA	0.5	4.2	0.14	0.17	0.14	56.6
North: Bromelton House Road															
7	L2	All MCs	102	4.1	102	4.1	0.295	10.1	LOS B	1.3	9.4	0.57	0.92	0.62	42.9
9	R2	All MCs	65	1.6	65	1.6	0.295	18.0	LOS C	1.3	9.4	0.57	0.92	0.62	48.2
Approach			168	3.1	168	3.1	0.295	13.2	LOS B	1.3	9.4	0.57	0.92	0.62	45.5
West: Beaudesert Boonah Rd W															
10	L2	All MCs	43	0.0	43	0.0	0.024	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.9
11	T1	All MCs	201	43.5	201	43.5	0.136	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			245	35.8	245	35.8	0.136	1.0	NA	0.0	0.0	0.00	0.10	0.00	57.9
All Vehicles			770	26.0	770	26.0	0.295	3.9	NA	1.3	9.4	0.19	0.31	0.20	53.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Bromelton House Road (Site Folder: 2032 Pre Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Bromelton House Road
2032 PM Pre Development Conditions
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	206	18.5	206	18.5	0.173	0.8	LOS A	0.8	6.2	0.13	0.17	0.13	57.3
6	R2	All MCs	129	3.3	129	3.3	0.173	7.9	LOS A	0.8	6.2	0.50	0.62	0.50	47.7
Approach			334	12.6	334	12.6	0.173	3.5	NA	0.8	6.2	0.27	0.34	0.27	53.2
North: Bromelton House Road															
7	L2	All MCs	64	11.5	64	11.5	0.209	10.9	LOS B	0.8	5.8	0.58	0.95	0.58	42.4
9	R2	All MCs	41	0.0	41	0.0	0.209	18.1	LOS C	0.8	5.8	0.58	0.95	0.58	48.1
Approach			105	7.0	105	7.0	0.209	13.7	LOS B	0.8	5.8	0.58	0.95	0.58	45.1
West: Beaudesert Boonah Rd W															
10	L2	All MCs	108	6.9	108	6.9	0.063	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	52.6
11	T1	All MCs	297	20.2	297	20.2	0.178	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			405	16.7	405	16.7	0.178	1.5	NA	0.0	0.0	0.00	0.15	0.00	56.9
All Vehicles			845	13.9	845	13.9	0.209	3.8	NA	0.8	6.2	0.18	0.33	0.18	53.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101v [Beaudesert Boonah Road / Bromelton House Road (Site Folder: 2032 Post Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Bromelton House Road
2032 PM Post Development Conditions
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	239	30.4	239	30.4	0.197	1.1	LOS A	1.0	7.6	0.17	0.21	0.17	56.7
6	R2	All MCs	129	3.3	129	3.3	0.197	8.3	LOS A	1.0	7.6	0.53	0.63	0.53	47.5
Approach			368	20.9	368	20.9	0.197	3.6	NA	1.0	7.6	0.30	0.35	0.30	53.1
North: Bromelton House Road															
7	L2	All MCs	64	11.5	64	11.5	0.243	11.7	LOS B	0.9	7.0	0.63	0.99	0.68	41.1
9	R2	All MCs	41	0.0	41	0.0	0.243	21.4	LOS C	0.9	7.0	0.63	0.99	0.68	47.0
Approach			105	7.0	105	7.0	0.243	15.5	LOS C	0.9	7.0	0.63	0.99	0.68	43.9
West: Beaudesert Boonah Rd W															
10	L2	All MCs	108	6.9	108	6.9	0.063	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	52.6
11	T1	All MCs	336	27.9	336	27.9	0.210	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			444	22.8	444	22.8	0.210	1.4	NA	0.0	0.0	0.00	0.14	0.00	57.1
All Vehicles			918	20.2	918	20.2	0.243	3.9	NA	1.0	7.6	0.19	0.32	0.20	53.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

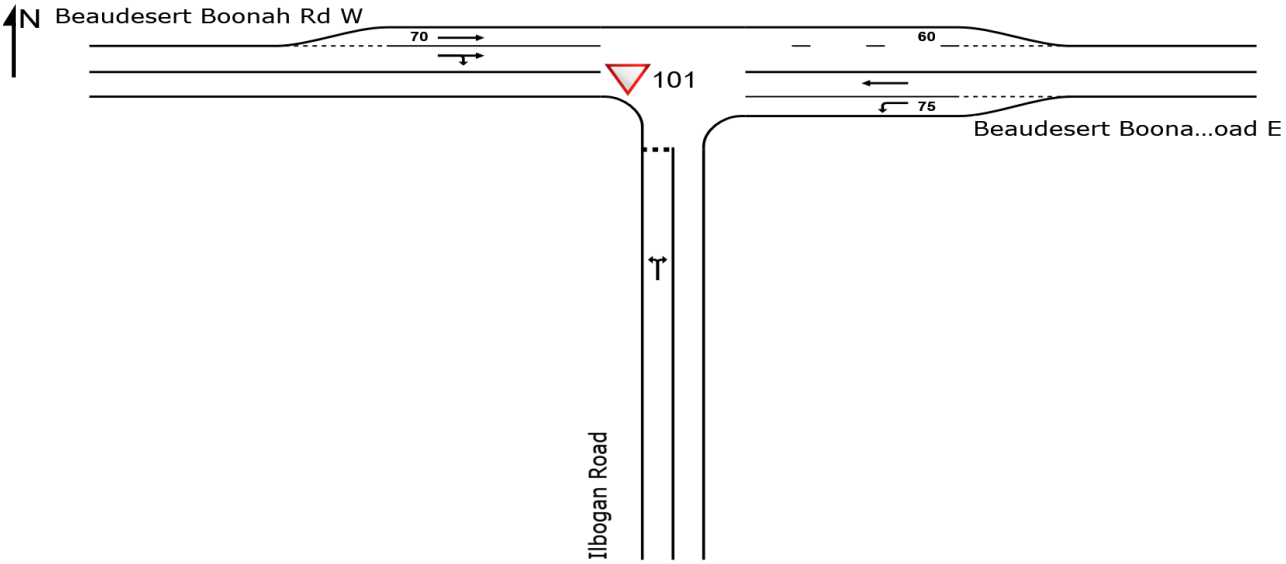
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SITE LAYOUT

Site: 101 [Beaudesert Boonah Road / Ilbogan Road (Site Folder: 2032 Pre Development AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Ilbogan Road
2032 AM Pre Development Conditions
Site Category: (None)
Give-Way (Two-Way)

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



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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Ilbogan Road (Site Folder: 2032 Pre Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Ilbogan Road
2032 AM Pre Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ilbogan Road															
1	L2	All MCs	14	23.1	14	23.1	0.040	7.8	LOS A	0.1	1.1	0.51	0.69	0.51	49.2
3	R2	All MCs	10	0.0	10	0.0	0.040	12.0	LOS B	0.1	1.1	0.51	0.69	0.51	45.1
Approach			23	13.6	23	13.6	0.040	9.6	LOS A	0.1	1.1	0.51	0.69	0.51	47.9
East: Beaudesert Boonah Road E															
4	L2	All MCs	18	5.9	18	5.9	0.011	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	48.8
5	T1	All MCs	314	22.0	314	22.0	0.184	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			332	21.2	332	21.2	0.184	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.2
West: Beaudesert Boonah Rd W															
11	T1	All MCs	263	19.0	263	19.0	0.147	0.7	LOS A	0.4	3.6	0.15	0.16	0.15	58.1
12	R2	All MCs	33	32.3	33	32.3	0.147	8.5	LOS A	0.4	3.6	0.21	0.23	0.21	54.0
Approach			296	20.5	296	20.5	0.147	1.6	NA	0.4	3.6	0.15	0.17	0.15	57.3
All Vehicles			651	20.6	651	20.6	0.184	1.2	NA	0.4	3.6	0.09	0.12	0.09	57.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Ilbogan Road (Site Folder: 2032 Post Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Ilbogan Road
2032 AM Post Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ilbogan Road															
1	L2	All MCs	14	23.1	14	23.1	0.046	8.3	LOS A	0.2	1.2	0.56	0.73	0.56	48.5
3	R2	All MCs	10	0.0	10	0.0	0.046	14.0	LOS B	0.2	1.2	0.56	0.73	0.56	44.1
Approach			23	13.6	23	13.6	0.046	10.6	LOS B	0.2	1.2	0.56	0.73	0.56	47.1
East: Beaudesert Boonah Road E															
4	L2	All MCs	18	5.9	18	5.9	0.011	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	48.8
5	T1	All MCs	353	29.5	353	29.5	0.216	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			371	28.4	371	28.4	0.216	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.2
West: Beaudesert Boonah Rd W															
11	T1	All MCs	298	28.2	298	28.2	0.171	0.8	LOS A	0.5	4.1	0.14	0.16	0.14	57.9
12	R2	All MCs	33	32.3	33	32.3	0.171	9.2	LOS A	0.5	4.1	0.21	0.23	0.21	53.9
Approach			331	28.6	331	28.6	0.171	1.6	NA	0.5	4.1	0.15	0.17	0.15	57.2
All Vehicles			726	28.0	726	28.0	0.216	1.2	NA	0.5	4.1	0.09	0.11	0.09	57.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Ilbogan Road (Site Folder: 2032 Pre Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Ilbogan Road
2032 PM Pre Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ilbogan Road															
1	L2	All MCs	26	23.1	26	23.1	0.074	7.6	LOS A	0.3	2.1	0.52	0.70	0.52	49.0
3	R2	All MCs	16	6.3	16	6.3	0.074	13.5	LOS B	0.3	2.1	0.52	0.70	0.52	44.6
Approach			42	16.7	42	16.7	0.074	9.9	LOS A	0.3	2.1	0.52	0.70	0.52	47.7
East: Beaudesert Boonah Road E															
4	L2	All MCs	26	11.5	26	11.5	0.016	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
5	T1	All MCs	297	12.2	297	12.2	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			323	12.1	323	12.1	0.164	0.5	NA	0.0	0.0	0.00	0.05	0.00	58.8
West: Beaudesert Boonah Rd W															
11	T1	All MCs	317	16.5	317	16.5	0.163	0.5	LOS A	0.4	3.1	0.11	0.12	0.11	58.6
12	R2	All MCs	29	31.0	29	31.0	0.163	8.3	LOS A	0.4	3.1	0.16	0.17	0.16	54.5
Approach			346	17.7	346	17.7	0.163	1.2	NA	0.4	3.1	0.12	0.13	0.12	58.0
All Vehicles			711	15.1	711	15.1	0.164	1.4	NA	0.4	3.1	0.09	0.12	0.09	57.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101 [Beaudesert Boonah Road / Ilbogan Road (Site Folder: 2032 Post Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Ilbogan Road
2032 PM Post Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ilbogan Road															
1	L2	All MCs	26	23.1	26	23.1	0.084	8.0	LOS A	0.3	2.3	0.56	0.75	0.56	48.3
3	R2	All MCs	16	6.3	16	6.3	0.084	15.8	LOS C	0.3	2.3	0.56	0.75	0.56	43.6
Approach			42	16.7	42	16.7	0.084	11.0	LOS B	0.3	2.3	0.56	0.75	0.56	46.9
East: Beaudesert Boonah Road E															
4	L2	All MCs	26	11.5	26	11.5	0.016	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	48.5
5	T1	All MCs	329	21.1	329	21.1	0.192	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			355	20.4	355	20.4	0.192	0.4	NA	0.0	0.0	0.00	0.04	0.00	58.9
West: Beaudesert Boonah Rd W															
11	T1	All MCs	354	24.1	354	24.1	0.187	0.6	LOS A	0.4	3.5	0.11	0.12	0.11	58.5
12	R2	All MCs	29	31.0	29	31.0	0.187	8.8	LOS A	0.4	3.5	0.15	0.17	0.15	54.4
Approach			383	24.7	383	24.7	0.187	1.3	NA	0.4	3.5	0.11	0.13	0.11	58.0
All Vehicles			781	22.3	781	22.3	0.192	1.4	NA	0.4	3.5	0.09	0.12	0.09	57.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

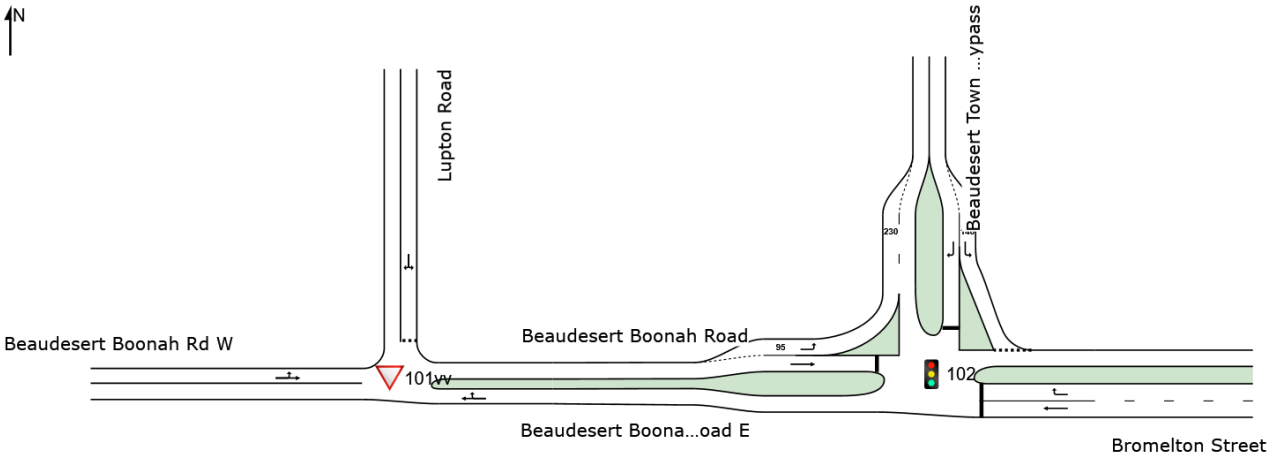
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NETWORK LAYOUT

Network: N101 [Bromelton Street 2032 Pre Development AM (Network Folder: 2032 Pre Development)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
102	NA	Beaudesert Boonah Road / Beaudesert Bypass Road
101vv	NA	Beaudesert Boonah Road / Lupton Road

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MOVEMENT SUMMARY

Site: 101vv [Beaudesert Boonah Road / Lupton Road (Site Folder: 2032 Pre Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street 2032 Pre Development AM (Network Folder: 2032 Pre Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Lupton Road
2032 AM Pre Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	329	20.9	329	20.9	0.199	0.0	LOS A	0.0	0.4	0.02	0.02	0.02	59.7
6	R2	All MCs	6	0.0	6	0.0	0.199	6.1	LOS A	0.0	0.4	0.02	0.02	0.02	55.4
Approach			335	20.5	335	20.5	0.199	0.1	NA	0.0	0.4	0.02	0.02	0.02	59.6
North: Lupton Road															
7	L2	All MCs	3	0.0	3	0.0	0.009	6.4	LOS A	0.0	0.2	0.45	0.61	0.45	47.5
9	R2	All MCs	3	33.3	3	33.3	0.009	10.2	LOS B	0.0	0.2	0.45	0.61	0.45	49.4
Approach			6	16.7	6	16.7	0.009	8.3	LOS A	0.0	0.2	0.45	0.61	0.45	48.7
West: Beaudesert Boonah Rd W															
10	L2	All MCs	1	0.0	1	0.0	0.158	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
11	T1	All MCs	269	18.9	269	18.9	0.158	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			270	18.8	270	18.8	0.158	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			612	19.7	612	19.7	0.199	0.2	NA	0.0	0.4	0.01	0.02	0.01	59.5

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101vv [Beaudesert Boonah Road / Lupton Road (Site Folder: 2032 Post Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street 2032 Post Development AM (Network Folder: 2032 Post Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Lupton Road
2032 AM Post Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	368	28.2	368	28.2	0.231	0.0	LOS A	0.0	0.4	0.01	0.02	0.01	59.7
6	R2	All MCs	6	0.0	6	0.0	0.231	6.3	LOS A	0.0	0.4	0.01	0.02	0.01	55.4
Approach			375	27.7	375	27.7	0.231	0.1	NA	0.0	0.4	0.01	0.02	0.01	59.6
North: Lupton Road															
7	L2	All MCs	3	0.0	3	0.0	0.010	6.6	LOS A	0.0	0.2	0.49	0.63	0.49	46.6
9	R2	All MCs	3	33.3	3	33.3	0.010	11.4	LOS B	0.0	0.2	0.49	0.63	0.49	48.9
Approach			6	16.7	6	16.7	0.010	9.0	LOS A	0.0	0.2	0.49	0.63	0.49	48.1
West: Beaudesert Boonah Rd W															
10	L2	All MCs	1	0.0	1	0.0	0.187	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
11	T1	All MCs	304	27.9	304	27.9	0.187	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			305	27.8	305	27.8	0.187	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			686	27.6	686	27.6	0.231	0.2	NA	0.0	0.4	0.01	0.02	0.01	59.5

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101vv [Beaudesert Boonah Road / Lupton Road (Site Folder: 2032 Pre Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street 2032 Pre Development PM (Network Folder: 2032 Pre Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Lupton Road
2032 AM Pre Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	331	11.2	331	11.2	0.186	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	All MCs	1	0.0	1	0.0	0.186	5.7	LOS A	0.0	0.1	0.00	0.00	0.00	55.6
Approach			332	11.2	332	11.2	0.186	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lupton Road															
7	L2	All MCs	13	0.0	13	0.0	0.023	6.8	LOS A	0.1	0.6	0.47	0.64	0.47	47.4
9	R2	All MCs	4	75.0	4	75.0	0.023	13.8	LOS B	0.1	0.6	0.47	0.64	0.47	47.7
Approach			18	17.6	18	17.6	0.023	8.5	LOS A	0.1	0.6	0.47	0.64	0.47	47.5
West: Beaudesert Boonah Rd W															
10	L2	All MCs	1	100.0	1	100.0	0.201	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	52.8
11	T1	All MCs	349	15.3	349	15.3	0.201	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			350	15.6	350	15.6	0.201	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			699	13.5	699	13.5	0.201	0.3	NA	0.1	0.6	0.01	0.02	0.01	59.4

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 101vv [Beaudesert Boonah Road / Lupton Road (Site Folder: 2032 Post Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street 2032 Post Development PM (Network Folder: 2032 Post Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Lupton Road
2032 PM Post Development Conditions
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Beaudesert Boonah Road E															
5	T1	All MCs	365	19.5	365	19.5	0.215	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	59.9
6	R2	All MCs	1	0.0	1	0.0	0.215	5.7	LOS A	0.0	0.1	0.00	0.00	0.00	55.7
Approach			366	19.4	366	19.4	0.215	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
North: Lupton Road															
7	L2	All MCs	13	0.0	13	0.0	0.026	7.0	LOS A	0.1	0.7	0.51	0.67	0.51	46.6
9	R2	All MCs	4	75.0	4	75.0	0.026	15.9	LOS C	0.1	0.7	0.51	0.67	0.51	47.3
Approach			18	17.6	18	17.6	0.026	9.1	LOS A	0.1	0.7	0.51	0.67	0.51	46.8
West: Beaudesert Boonah Rd W															
10	L2	All MCs	1	100.0	1	100.0	0.232	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	52.8
11	T1	All MCs	386	22.7	386	22.7	0.232	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			387	22.9	387	22.9	0.232	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			770	21.1	770	21.1	0.232	0.3	NA	0.1	0.7	0.01	0.02	0.01	59.4

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

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

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

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 102 [Beaudesert Boonah Road / Beaudesert Bypass Road (Site Folder: 2032 Pre Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street 2032 Pre Development AM (Network Folder: 2032 Pre Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Beaudesert Bypass Road
2032 AM Pre Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 43 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Bromelton Street															
5	T1	All MCs	188	13.3	188	13.3	0.181	4.6	LOS A	1.9	14.6	0.49	0.41	0.49	35.7
6	R2	All MCs	167	20.3	167	20.3	* 0.437	21.7	LOS C	3.2	26.2	0.90	0.78	0.90	36.3
Approach			355	16.6	355	16.6	0.437	12.6	LOS B	3.2	26.2	0.68	0.58	0.68	36.2
North: Beaudesert Town Centre Bypass															
7	L2	All MCs	204	9.1	204	9.1	0.175	7.5	LOS A	1.1	8.3	0.41	0.66	0.41	38.7
9	R2	All MCs	65	43.3	65	43.3	* 0.330	26.0	LOS C	1.4	13.1	0.94	0.75	0.94	20.2
Approach			269	17.4	269	17.4	0.330	12.0	LOS B	1.4	13.1	0.54	0.68	0.54	33.1
West: Beaudesert Boonah Road															
10	L2	All MCs	66	32.8	66	32.8	0.044	6.2	LOS A	0.0	0.0	0.00	0.51	0.00	48.6
11	T1	All MCs	171	15.9	171	15.9	* 0.462	17.1	LOS B	3.4	26.7	0.92	0.74	0.92	26.3
Approach			237	20.6	237	20.6	0.462	14.1	LOS B	3.4	26.7	0.66	0.68	0.66	34.7
All Vehicles			862	18.0	862	18.0	0.462	12.8	LOS B	3.4	26.7	0.63	0.64	0.63	34.9

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

* Critical Movement (Signal Timing)

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MOVEMENT SUMMARY

Site: 102 [Beaudesert Boonah Road / Beaudesert Bypass Road (Site Folder: 2032 Post Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street 2032 Post Development AM (Network Folder: 2032 Post Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Beaudesert Bypass Road
2032 AM Post Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 43 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Bromelton Street															
5	T1	All MCs	192	13.1	192	13.1	0.191	5.1	LOS A	2.0	15.7	0.52	0.43	0.52	34.0
6	R2	All MCs	167	20.3	167	20.3	* 0.486	22.9	LOS C	3.3	27.2	0.93	0.79	0.93	35.7
Approach			358	16.4	358	16.4	0.486	13.4	LOS B	3.3	27.2	0.71	0.60	0.71	35.4
North: Beaudesert Town Centre Bypass															
7	L2	All MCs	204	9.1	204	9.1	0.175	7.5	LOS A	1.1	8.3	0.41	0.66	0.41	38.7
9	R2	All MCs	101	63.4	101	63.4	* 0.487	25.9	LOS C	2.2	23.2	0.95	0.78	0.96	20.4
Approach			305	27.1	305	27.1	0.487	13.6	LOS B	2.2	23.2	0.59	0.70	0.59	31.3
West: Beaudesert Boonah Road															
10	L2	All MCs	102	56.4	102	56.4	0.077	6.5	LOS A	0.0	0.0	0.00	0.49	0.00	47.5
11	T1	All MCs	171	15.9	171	15.9	* 0.462	17.1	LOS B	3.4	26.7	0.92	0.74	0.92	26.3
Approach			273	31.1	273	31.1	0.462	13.1	LOS B	3.4	26.7	0.58	0.65	0.58	36.7
All Vehicles			937	24.2	937	24.2	0.487	13.4	LOS B	3.4	27.2	0.63	0.64	0.63	34.6

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

* Critical Movement (Signal Timing)

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MOVEMENT SUMMARY

Site: 102 [Beaudesert Boonah Road / Beaudesert Bypass Road (Site Folder: 2032 Pre Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street 2032 Pre Development PM (Network Folder: 2032 Pre Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Beaudesert Bypass Road
2032 PM Pre Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 41 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Bromelton Street															
5	T1	All MCs	206	14.8	206	14.8	0.206	4.9	LOS A	2.1	16.4	0.53	0.44	0.53	34.7
6	R2	All MCs	203	17.2	203	17.2	* 0.552	22.1	LOS C	3.9	31.3	0.94	0.81	0.95	36.6
Approach			408	16.0	408	16.0	0.552	13.4	LOS B	3.9	31.3	0.73	0.62	0.74	36.3
North: Beaudesert Town Centre Bypass															
7	L2	All MCs	122	8.0	122	8.0	0.108	7.7	LOS A	0.7	5.2	0.43	0.65	0.43	38.4
9	R2	All MCs	65	21.7	65	21.7	* 0.278	24.2	LOS C	1.3	10.6	0.93	0.74	0.93	21.1
Approach			187	12.8	187	12.8	0.278	13.5	LOS B	1.3	10.6	0.61	0.68	0.61	31.3
West: Beaudesert Boonah Road															
10	L2	All MCs	65	38.3	65	38.3	0.045	6.4	LOS A	0.0	0.0	0.00	0.51	0.00	48.3
11	T1	All MCs	206	14.8	206	14.8	* 0.593	17.8	LOS B	4.1	32.4	0.96	0.80	1.02	25.7
Approach			271	20.5	271	20.5	0.593	15.0	LOS B	4.1	32.4	0.73	0.73	0.77	33.1
All Vehicles			867	16.7	867	16.7	0.593	13.9	LOS B	4.1	32.4	0.70	0.67	0.72	34.3

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

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 102 [Beaudesert Boonah Road / Beaudesert Bypass Road (Site Folder: 2032 Post Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Bromelton Street 2032 Post Development PM (Network Folder: 2032 Post Development)]

293683 Bromelton Energy and Resource Centre
Beaudesert Boonah Road / Beaudesert Bypass Road
2032 PM Post Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 41 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Bromelton Street															
5	T1	All MCs	206	14.8	206	14.8	0.206	4.9	LOS A	2.1	16.4	0.53	0.44	0.53	34.7
6	R2	All MCs	203	17.2	203	17.2	* 0.552	22.1	LOS C	3.9	31.3	0.94	0.81	0.95	36.6
Approach			408	16.0	408	16.0	0.552	13.4	LOS B	3.9	31.3	0.73	0.62	0.74	36.3
North: Beaudesert Town Centre Bypass															
7	L2	All MCs	122	8.0	122	8.0	0.108	7.7	LOS A	0.7	5.2	0.43	0.65	0.43	38.3
9	R2	All MCs	100	48.9	100	48.9	* 0.497	25.6	LOS C	2.1	20.6	0.96	0.78	0.99	20.4
Approach			222	26.5	222	26.5	0.497	15.8	LOS B	2.1	20.6	0.67	0.71	0.68	29.0
West: Beaudesert Boonah Road															
10	L2	All MCs	101	60.2	101	60.2	0.078	6.6	LOS A	0.0	0.0	0.00	0.49	0.00	47.4
11	T1	All MCs	209	14.6	209	14.6	* 0.602	17.8	LOS B	4.2	33.0	0.96	0.81	1.03	25.7
Approach			310	29.5	310	29.5	0.602	14.2	LOS B	4.2	33.0	0.65	0.71	0.69	35.0
All Vehicles			941	22.9	941	22.9	0.602	14.2	LOS B	4.2	33.0	0.69	0.67	0.71	34.3

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

* Critical Movement (Signal Timing)

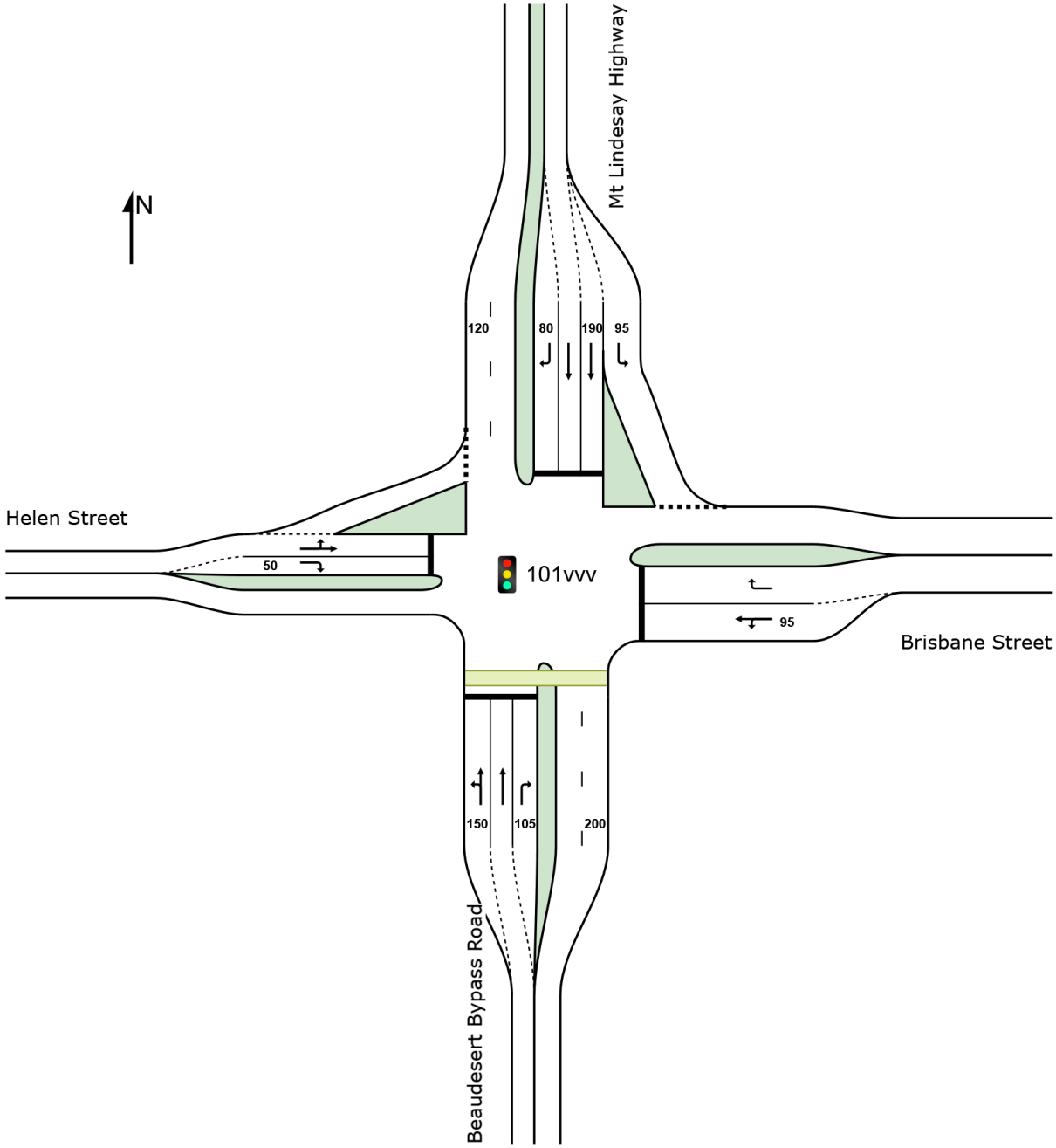
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SITE LAYOUT

Site: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street (Site Folder: 2032 Pre Development AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street
2032 AM Pre Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street (Site Folder: 2032 Pre Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street
2032 AM Pre Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Beaudesert Bypass Road															
1	L2	All MCs	3	33.3	3	33.3	0.549	43.4	LOS D	4.6	38.3	0.98	0.78	0.99	35.6
2	T1	All MCs	283	22.6	283	22.6	* 0.807	41.3	LOS D	7.3	61.0	0.99	0.89	1.17	36.0
3	R2	All MCs	48	2.3	48	2.3	* 0.354	46.4	LOS D	1.9	13.8	0.99	0.74	0.99	33.5
Approach			335	19.7	335	19.7	0.807	42.1	LOS D	7.3	61.0	0.99	0.87	1.14	35.6
East: Brisbane Street															
4	L2	All MCs	40	0.0	40	0.0	0.065	22.0	LOS C	1.2	8.8	0.63	0.65	0.63	44.1
5	T1	All MCs	13	8.3	13	8.3	0.065	15.2	LOS B	1.2	8.8	0.63	0.65	0.63	45.6
6	R2	All MCs	696	4.1	696	4.1	* 0.837	34.1	LOS C	27.3	197.8	0.96	0.94	1.08	38.1
Approach			749	4.0	749	4.0	0.837	33.1	LOS C	27.3	197.8	0.94	0.92	1.05	38.1
North: Mt Lindesay Highway															
7	L2	All MCs	1112	4.8	1112	4.8	0.722	7.3	LOS A	10.8	78.8	0.46	0.71	0.46	51.4
8	T1	All MCs	347	16.5	347	16.5	0.800	42.6	LOS D	7.4	59.5	1.00	0.95	1.27	35.4
9	R2	All MCs	14	0.0	14	0.0	0.103	44.9	LOS D	0.6	3.9	0.96	0.68	0.96	33.8
Approach			1474	7.5	1474	7.5	0.800	16.0	LOS B	10.8	78.8	0.59	0.77	0.65	46.3
West: Helen Street															
10	L2	All MCs	8	0.0	8	0.0	0.113	12.9	LOS B	0.6	4.4	0.88	0.66	0.88	44.8
11	T1	All MCs	21	5.3	21	5.3	* 0.113	21.2	LOS C	0.6	4.4	0.88	0.66	0.88	46.0
12	R2	All MCs	7	0.0	7	0.0	0.050	44.6	LOS D	0.3	1.8	0.95	0.65	0.95	34.0
Approach			35	3.1	35	3.1	0.113	23.8	LOS C	0.6	4.4	0.90	0.66	0.90	42.9
All Vehicles			2593	8.0	2593	8.0	0.837	24.4	LOS C	27.3	197.8	0.75	0.82	0.83	42.0

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Beaudesert Bypass Road												

P1	Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All Pedestrians		0	53	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06

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: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street (Site Folder: 2032 Post Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street
2032 AM Post Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Beaudesert Bypass Road															
1	L2	All MCs	3	33.3	3	33.3	0.591	43.0	LOS D	5.2	46.0	0.99	0.80	1.01	35.7
2	T1	All MCs	319	31.4	319	31.4	* 0.867	43.4	LOS D	8.7	77.2	0.99	0.95	1.25	35.4
3	R2	All MCs	48	2.3	48	2.3	* 0.354	46.4	LOS D	1.9	13.8	0.99	0.74	0.99	33.5
Approach			371	27.6	371	27.6	0.867	43.8	LOS D	8.7	77.2	0.99	0.92	1.22	35.1
East: Brisbane Street															
4	L2	All MCs	40	0.0	40	0.0	0.067	23.2	LOS C	1.3	9.0	0.64	0.65	0.64	43.8
5	T1	All MCs	13	8.3	13	8.3	0.067	16.3	LOS B	1.3	9.0	0.64	0.65	0.64	45.2
6	R2	All MCs	696	4.1	696	4.1	* 0.864	38.0	LOS D	29.0	210.4	0.98	0.97	1.15	36.8
Approach			749	4.0	749	4.0	0.864	36.9	LOS D	29.0	210.4	0.96	0.95	1.11	36.7
North: Mt Lindesay Highway															
7	L2	All MCs	1112	4.8	1112	4.8	0.747	8.6	LOS A	15.5	112.8	0.58	0.75	0.58	50.7
8	T1	All MCs	384	24.4	384	24.4	0.843	44.5	LOS D	8.5	72.3	1.00	1.01	1.35	34.8
9	R2	All MCs	14	0.0	14	0.0	0.103	44.9	LOS D	0.6	3.9	0.96	0.68	0.96	33.8
Approach			1511	9.7	1511	9.7	0.843	18.0	LOS B	15.5	112.8	0.69	0.82	0.78	45.2
West: Helen Street															
10	L2	All MCs	8	0.0	8	0.0	0.113	14.1	LOS B	0.6	4.6	0.88	0.66	0.88	44.5
11	T1	All MCs	21	5.3	21	5.3	* 0.113	21.5	LOS C	0.6	4.6	0.88	0.66	0.88	45.8
12	R2	All MCs	7	0.0	7	0.0	0.050	44.6	LOS D	0.3	1.8	0.95	0.65	0.95	34.0
Approach			35	3.1	35	3.1	0.113	24.2	LOS C	0.6	4.6	0.90	0.66	0.90	42.8
All Vehicles			2666	10.5	2666	10.5	0.867	27.0	LOS C	29.0	210.4	0.81	0.87	0.93	40.9

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Beaudesert Bypass Road												

P1	Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All Pedestrians		0	53	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06

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: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street (Site Folder: 2032 Pre Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street
2032 PM Pre Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Beaudesert Bypass Road															
1	L2	All MCs	10	30.0	10	30.0	0.580	62.1	LOS E	6.6	56.0	0.99	0.79	0.99	30.1
2	T1	All MCs	268	25.1	268	25.1	* 0.852	62.6	LOS E	10.6	90.4	1.00	0.92	1.17	29.8
3	R2	All MCs	268	0.0	268	0.0	* 0.865	67.3	LOS E	17.2	120.2	1.00	0.97	1.23	28.2
Approach			545	12.9	545	12.9	0.865	64.9	LOS E	17.2	120.2	1.00	0.94	1.20	29.0
East: Brisbane Street															
4	L2	All MCs	44	7.1	44	7.1	0.066	38.6	LOS D	1.9	13.8	0.59	0.64	0.59	41.7
5	T1	All MCs	14	0.0	14	0.0	0.066	31.2	LOS C	1.9	13.8	0.59	0.64	0.59	43.2
6	R2	All MCs	803	2.0	803	2.0	* 0.892	58.8	LOS E	48.1	342.3	0.99	0.96	1.10	33.7
Approach			861	2.2	861	2.2	0.892	57.4	LOS E	48.1	342.3	0.96	0.94	1.06	30.5
North: Mt Lindesay Highway															
7	L2	All MCs	861	5.9	861	5.9	0.574	7.4	LOS A	10.5	77.4	0.33	0.66	0.33	51.6
8	T1	All MCs	143	17.0	143	17.0	0.354	54.3	LOS D	4.0	31.9	0.96	0.74	0.96	31.8
9	R2	All MCs	7	0.0	7	0.0	0.024	50.4	LOS D	0.4	2.5	0.86	0.66	0.86	32.2
Approach			1011	7.4	1011	7.4	0.574	14.4	LOS B	10.5	77.4	0.42	0.67	0.42	47.2
West: Helen Street															
10	L2	All MCs	14	0.0	14	0.0	0.118	18.7	LOS B	1.0	7.2	0.88	0.68	0.88	40.2
11	T1	All MCs	17	6.3	17	6.3	* 0.118	37.0	LOS D	1.0	7.2	0.88	0.68	0.88	41.2
12	R2	All MCs	3	33.3	3	33.3	0.044	67.9	LOS E	0.2	1.7	0.97	0.63	0.97	27.6
Approach			34	6.3	34	6.3	0.118	32.5	LOS C	1.0	7.2	0.89	0.67	0.89	39.0
All Vehicles			2450	6.8	2450	6.8	0.892	41.0	LOS D	48.1	342.3	0.75	0.83	0.82	35.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Beaudesert Bypass Road												

P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All Pedestrians		0	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96

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

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MOVEMENT SUMMARY

Site: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street (Site Folder: 2032 Post Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street
2032 PM Post Development Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Beaudesert Bypass Road															
1	L2	All MCs	10	30.0	10	30.0	0.600	60.6	LOS E	7.4	66.5	0.99	0.80	1.00	30.4
2	T1	All MCs	304	33.7	304	33.7	* 0.881	63.5	LOS E	12.4	111.4	1.00	0.95	1.20	29.6
3	R2	All MCs	268	0.0	268	0.0	* 0.910	74.0	LOS E	18.2	127.4	1.00	1.03	1.33	26.8
Approach			582	18.1	582	18.1	0.910	68.3	LOS E	18.2	127.4	1.00	0.98	1.25	28.3
East: Brisbane Street															
4	L2	All MCs	44	7.1	44	7.1	0.067	39.9	LOS D	1.9	14.0	0.60	0.65	0.60	41.4
5	T1	All MCs	14	0.0	14	0.0	0.067	32.5	LOS C	1.9	14.0	0.60	0.65	0.60	42.9
6	R2	All MCs	803	2.0	803	2.0	* 0.908	63.6	LOS E	50.4	358.5	1.00	0.98	1.14	32.5
Approach			861	2.2	861	2.2	0.908	61.9	LOS E	50.4	358.5	0.97	0.96	1.10	29.4
North: Mt Lindesay Highway															
7	L2	All MCs	861	5.9	861	5.9	0.549	6.8	LOS A	8.0	58.5	0.27	0.64	0.27	52.0
8	T1	All MCs	177	33.3	177	33.3	0.422	53.2	LOS D	4.9	44.4	0.96	0.76	0.96	32.1
9	R2	All MCs	7	0.0	7	0.0	0.025	51.4	LOS D	0.4	2.6	0.87	0.66	0.87	31.9
Approach			1045	10.5	1045	10.5	0.549	15.0	LOS B	8.0	58.5	0.39	0.66	0.39	46.9
West: Helen Street															
10	L2	All MCs	14	0.0	14	0.0	0.118	20.5	LOS C	1.0	7.5	0.88	0.68	0.88	39.8
11	T1	All MCs	17	6.3	17	6.3	* 0.118	37.4	LOS D	1.0	7.5	0.88	0.68	0.88	40.8
12	R2	All MCs	3	33.3	3	33.3	0.044	67.9	LOS E	0.2	1.7	0.97	0.63	0.97	27.6
Approach			34	6.3	34	6.3	0.118	33.4	LOS C	1.0	7.5	0.89	0.67	0.89	38.7
All Vehicles			2521	9.4	2521	9.4	0.910	43.5	LOS D	50.4	358.5	0.74	0.84	0.84	34.5

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Beaudesert Bypass Road												

P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All Pedestrians		0	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96

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

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Appendix K

Network delay calculation

Total Intersection Aggregate Delay Impact

Sum WD	210653.5	3510.9
Sum BC	198066.2	3301.1
ID	12587.3	209.788
% Impact	6.36%	

Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street — Aggregate Delay (per intersection) — 1.8% increase

2032 AM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	188	4.6	864.8
6	R2	167	21.7	3623.9
Approach		355	12.6	
7	L2	204	7.5	1530.0
9	R2	65	26.0	1690.0
Approach		269	12.0	
10	L2	66	6.2	409.2
11	T1	171	17.1	2924.1
Approach		237	14.1	
All Vehicles		862	12.8	11042.0

2032 PM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	206	4.9	1009.4
6	R2	203	22.1	4486.3
Approach		408	13.4	
7	L2	122	7.7	939.4
9	R2	65	24.2	1573.0
Approach		187	13.5	
10	L2	65	6.4	416.0
11	T1	206	17.8	3666.8
Approach		271	15.0	
All Vehicles		867	13.9	12090.9

2032 AM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	188	5.1	958.8
6	R2	167	22.9	3824.3
Approach		355	13.4	
7	L2	204	7.5	1530.0
9	R2	65	25.9	1683.5
Approach		269	13.6	
10	L2	66	6.5	429
11	T1	171	17.1	2924.1
Approach		237	13.1	
All Vehicles		862	13.4	11349.7

2032 PM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	206	4.9	1009.4
6	R2	203	22.1	4486.3
Approach		408	13.4	
7	L2	122	7.7	939.4
9	R2	65	25.6	1664.0
Approach		187	15.8	
10	L2	65	6.6	429
11	T1	206	17.8	3666.8
Approach		271	14.2	
All Vehicles		867	14.2	12194.9

Beaudesert Boonah Road / Sandy Creek Road — Aggregate Delay (per intersection) — 16.7% increase

2032 AM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	12	6.8	81.6
3	R2	62	13.4	830.8
Approach		74	12.3	
4	L2	97	5.7	552.9
5	T1	225	0.0	0.0
Approach		321	1.7	
11	T1	149	0.0	0.0
12	R2	26	7.5	195.0
Approach		175	1.1	
All Vehicles		570	2.9	1660.3

2032 PM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	16	6.6	105.6
3	R2	90	13.8	1242.0
Approach		106	12.7	
4	L2	47	5.6	263.2
5	T1	193	0.0	0.0
Approach		240	1.1	
11	T1	290	0.0	0.0
12	R2	10	7.5	75.0
Approach		300	0.3	
All Vehicles		647	2.6	1685.8

2032 AM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	12	7.2	86.4
3	R2	62	16.3	1010.6
Approach		74	14.8	
4	L2	97	5.7	552.9
5	T1	225	0.0	0.0
Approach		321	1.6	
11	T1	149	0.0	0.0
12	R2	26	7.9	205.4
Approach		175	1.0	
All Vehicles		570	2.9	1855.3

2032 PM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	16	7.6	121.6
3	R2	90	17.3	1557.0
Approach		106	15.9	
4	L2	47	5.6	263.2
5	T1	193	0.0	0.0
Approach		240	1.0	
11	T1	290	0.1	29.0
12	R2	10	7.9	79.0
Approach		300	0.3	
All Vehicles		647	2.9	2049.8

Beaudesert Boonah Road / Bromelton House Road — Aggregate Delay (per intersection) — 10.0% increase

2032 AM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	264	0.5	132.0
6	R2	55	6.6	363
Approach		319	1.6	
7	L2	102	9.4	958.8
9	R2	65	15.2	988
Approach		168	11.7	
10	L2	43	5.5	236.5
11	T1	167	0.0	0.0
Approach		210	1.2	
All Vehicles		696	3.9	2678.3

2032 PM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	206	0.8	164.8
6	R2	129	7.9	1019.1
Approach		334	3.5	
7	L2	64	10.9	697.6
9	R2	41	18.1	742.1
Approach		105	13.7	
10	L2	108	5.6	604.8
11	T1	297	0.1	29.7
Approach		405	1.5	
All Vehicles		845	3.8	3258.1

2032 AM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	264	0.6	158.4
6	R2	55	6.9	379.5
Approach		319	1.6	
7	L2	102	10.1	1030.2
9	R2	65	18	1170
Approach		168	13.2	
10	L2	43	5.5	236.5
11	T1	167	0.0	0.0
Approach		210	1.0	
All Vehicles		696	3.9	2974.6

2032 PM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	206	1.1	226.6
6	R2	129	8.3	1070.7
Approach		334	3.6	
7	L2	64	11.7	748.8
9	R2	41	21.4	877.4
Approach		105	15.5	
10	L2	108	5.6	604.8
11	T1	297	0.1	29.7
Approach		405	1.4	
All Vehicles		845	3.9	3558.0

Beaudesert Boonah Road / Ilbogan Road — Aggregate Delay (per intersection) — 9.7% increase

2032 AM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	14	7.8	109.2
3	R2	10	12.0	120.0
Approach		23	9.6	
4	L2	18	5.6	100.8
5	T1	314	0.0	0.0
Approach		332	0.3	
11	T1	263	0.7	184.1
12	R2	33	8.5	280.5
Approach		296	1.6	
All Vehicles		651	1.2	794.6

2032 PM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	26	7.6	197.6
3	R2	16	13.5	216.0
Approach		42	9.9	
4	L2	26	5.6	145.6
5	T1	297	0.0	0.0
Approach		323	0.5	
11	T1	317	0.5	158.5
12	R2	29	8.3	240.7
Approach		346	1.2	
All Vehicles		711	1.4	958.4

2032 AM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	14	8.3	116.2
3	R2	10	14.0	140.0
Approach		23	10.6	
4	L2	18	5.6	100.8
5	T1	314	0.0	0.0
Approach		332	0.3	
11	T1	263	0.8	210.4
12	R2	33	9.2	303.6
Approach		296	1.6	
All Vehicles		651	1.2	871.0

2032 PM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	26	8.0	208.0
3	R2	16	15.8	252.8
Approach		42	11.0	
4	L2	26	5.6	145.6
5	T1	297	0.0	0.0
Approach		323	0.4	
11	T1	317	0.6	190.2
12	R2	29	8.8	255.2
Approach		346	1.3	
All Vehicles		711	1.4	1051.8

Beaudesert Boonah Road / Lupton Road Aggregate Delay (per intersection) 15.3% increase

2032 AM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	329	0.0	0.0
6	R2	6	6.1	36.6
Approach		335	0.1	
7	L2	3	6.4	19.2
9	R2	3	10.2	30.6
Approach		6	8.3	
10	L2	1	5.6	5.6
11	T1	269	0.0	0.0
Approach		270	0.1	
All Vehicles		612	0.2	92.0

2032 PM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	331	0.0	0.0
6	R2	1	5.7	5.7
Approach		332	0.0	
7	L2	13	6.8	88.4
9	R2	4	13.8	55.2
Approach		18	8.5	
10	L2	1	6.7	6.7
11	T1	349	0.1	34.9
Approach		350	0.1	
All Vehicles		699	0.3	190.9

2032 AM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	329	0.0	0.0
6	R2	6	6.3	37.8
Approach		335	0.1	
7	L2	3	6.6	19.8
9	R2	3	11.4	34.2
Approach		6	9.0	
10	L2	1	5.6	5.6
11	T1	269	0.1	26.9
Approach		270	0.1	
All Vehicles		612	0.2	124.3

2032 PM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	331	0.0	0.0
6	R2	1	5.7	5.7
Approach		332	0.0	
7	L2	13	7.0	91.0
9	R2	4	15.9	63.6
Approach		18	9.1	
10	L2	1	6.7	6.7
11	T1	349	0.1	34.9
Approach		350	0.1	
All Vehicles		699	0.3	201.9

Brisbane Street / Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway Aggregate Delay (per intersection) 6.6% increase

2032 AM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	3	43.4	130.2
2	T1	283	41.3	11687.9
3	R2	48	46.4	2227.2
Approach		335	42.1	
4	L2	40	22.0	880.0
5	T1	13	15.2	197.6
6	R2	696	34.1	23733.6
Approach		749	33.1	
7	L2	1112	7.3	8117.6
8	T1	347	42.6	14782.2
9	R2	14	44.9	628.6
Approach		1474	16.0	
10	L2	8	12.9	103.2
11	T1	21	21.2	445.2
12	R2	7	44.6	312.2
Approach		35	23.8	
All Vehicles		2593	24.4	63245.5

2032 PM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	10	62.1	621.0
2	T1	268	62.6	16776.8
3	R2	268	67.3	18036.4
Approach		545	64.9	
4	L2	44	38.6	1698.4
5	T1	14	31.2	436.8
6	R2	803	58.8	47216.4
Approach		861	57.4	
7	L2	861	7.4	6371.4
8	T1	143	54.3	7764.9
9	R2	7	50.4	352.8
Approach		1011	14.4	
10	L2	14	18.7	261.8
11	T1	17	37.0	629
12	R2	3	67.9	203.7
Approach		34	32.5	
All Vehicles		2450	41.0	100369.4

2032 AM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	3	43.0	129.0
2	T1	283	43.4	12282.2
3	R2	48	46.4	2227.2
Approach		335	43.8	
4	L2	40	23.2	928.0
5	T1	13	16.3	211.9
6	R2	696	38.0	26448.0
Approach		749	36.9	
7	L2	1112	8.6	9563.2
8	T1	347	44.5	15441.5
9	R2	14	44.9	628.6
Approach		1474	18.0	
10	L2	8	14.1	112.8
11	T1	21	21.5	451.5
12	R2	7	44.6	312.2
Approach		35	24.2	
All Vehicles		2593	27.0	68736.1

2032 PM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	10	60.6	606.0
2	T1	268	63.5	17018
3	R2	268	74.0	19832
Approach		545	68.3	
4	L2	44	39.9	1755.6
5	T1	14	32.5	455.0
6	R2	803	63.6	51070.8
Approach		861	61.9	
7	L2	861	6.8	5854.8
8	T1	143	53.2	7607.6
9	R2	7	51.4	359.8
Approach		1011	15.0	
10	L2	14	20.5	287
11	T1	17	37.4	635.8
12	R2	3	67.9	203.7
Approach		34	33.4	
All Vehicles		2450	43.5	105686.1

Appendix L

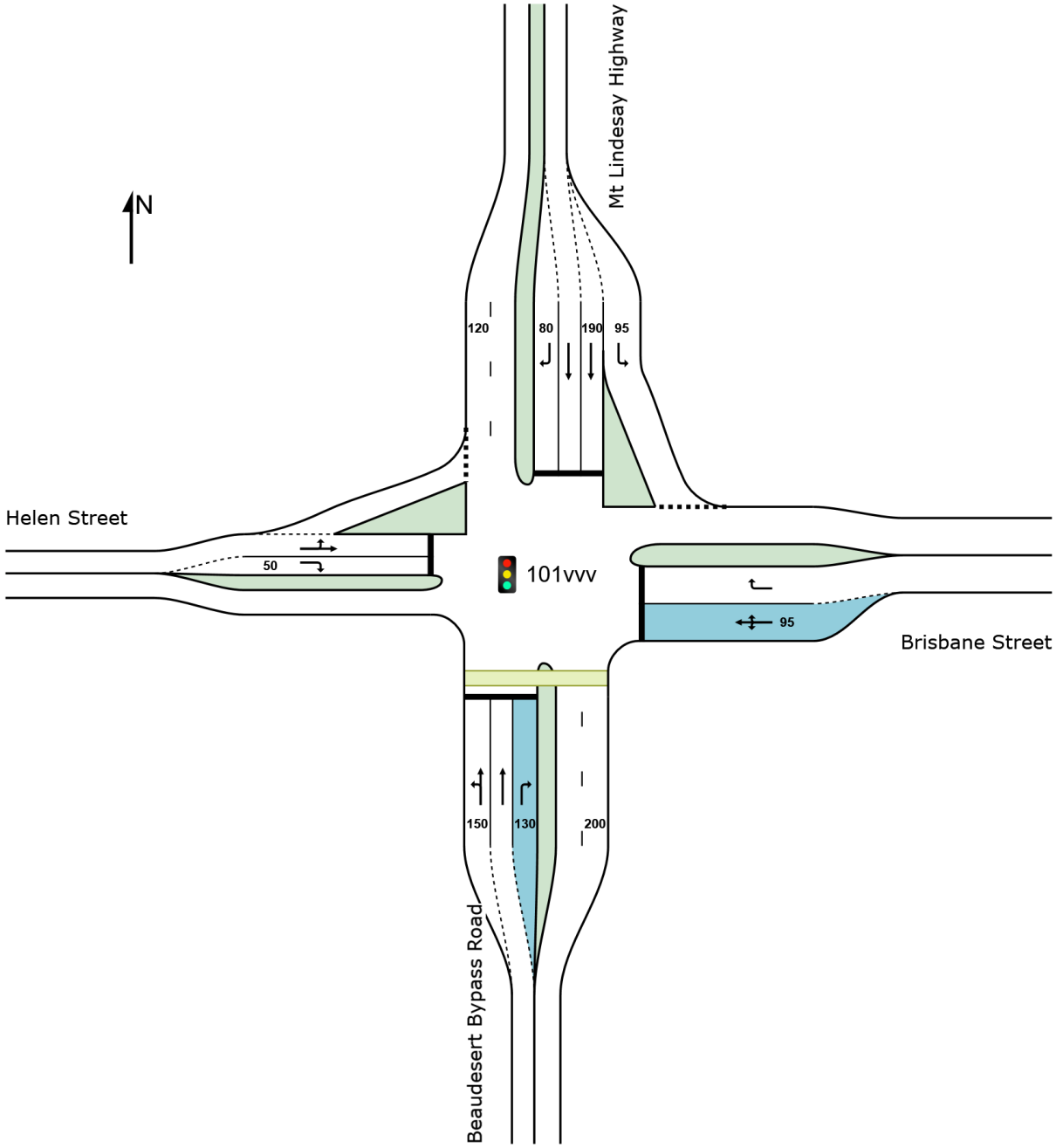
Upgraded intersection outputs

SITE LAYOUT

Site: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street - Upgraded (Site Folder: 2032 Post Development AM)]

293683 Bromelton Energy and Resource Centre
Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street
2032 AM Post Development Upgraded Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street - Upgraded (Site Folder: 2032 Post Development AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street
2032 AM Post Development Upgraded Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Beaudesert Bypass Road															
1	L2	All MCs	3	33.3	3	33.3	0.433	38.1	LOS D	4.8	42.3	0.93	0.75	0.93	37.5
2	T1	All MCs	319	31.4	319	31.4	* 0.636	33.7	LOS C	7.2	64.3	0.96	0.79	0.98	38.8
3	R2	All MCs	48	2.3	48	2.3	* 0.354	46.4	LOS D	1.9	13.8	0.99	0.74	0.99	33.5
Approach			371	27.6	371	27.6	0.636	35.4	LOS D	7.2	64.3	0.96	0.79	0.98	38.0
East: Brisbane Street															
4	L2	All MCs	40	0.0	40	0.0	0.437	28.0	LOS C	9.2	66.7	0.81	0.79	0.81	40.8
5	T1	All MCs	13	8.3	13	8.3	0.437	20.7	LOS C	9.2	66.7	0.81	0.79	0.81	42.0
6	R2	All MCs	696	4.1	696	4.1	* 0.617	28.0	LOS C	14.2	103.0	0.85	0.81	0.85	40.4
Approach			749	4.0	749	4.0	0.617	27.9	LOS C	14.2	103.0	0.85	0.81	0.85	40.4
North: Mt Lindesay Highway															
7	L2	All MCs	1112	4.8	1112	4.8	0.725	7.3	LOS A	11.0	80.4	0.46	0.71	0.46	51.4
8	T1	All MCs	384	24.4	384	24.4	0.618	33.9	LOS C	7.2	61.2	0.97	0.81	0.99	38.7
9	R2	All MCs	14	0.0	14	0.0	0.103	44.9	LOS D	0.6	3.9	0.96	0.68	0.96	33.8
Approach			1511	9.7	1511	9.7	0.725	14.4	LOS B	11.0	80.4	0.60	0.73	0.60	47.2
West: Helen Street															
10	L2	All MCs	8	0.0	8	0.0	0.113	9.6	LOS A	0.6	4.1	0.87	0.65	0.87	45.2
11	T1	All MCs	21	5.3	21	5.3	* 0.113	21.1	LOS C	0.6	4.1	0.87	0.65	0.87	46.5
12	R2	All MCs	7	0.0	7	0.0	0.050	44.6	LOS D	0.3	1.8	0.95	0.65	0.95	34.0
Approach			35	3.1	35	3.1	0.113	23.0	LOS C	0.6	4.1	0.89	0.65	0.89	43.2
All Vehicles			2666	10.5	2666	10.5	0.725	21.3	LOS C	14.2	103.0	0.72	0.76	0.73	43.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Beaudesert Bypass Road												

P1	Full	50	53	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All Pedestrians		0	53	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06

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: 101vvv [Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street - Upgraded (Site Folder: 2032 Post Development PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

293683 Bromelton Energy and Resource Centre
Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway / Brisbane Street
2032 PM Post Development Upgraded Conditions
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Beaudesert Bypass Road															
1	L2	All MCs	10	30.0	10	30.0	0.480	55.9	LOS E	7.0	63.1	0.95	0.77	0.95	31.7
2	T1	All MCs	304	33.7	304	33.7	* 0.705	52.7	LOS D	10.8	97.1	0.98	0.83	1.02	32.3
3	R2	All MCs	268	0.0	268	0.0	* 0.692	54.0	LOS D	14.8	103.6	0.98	0.85	1.00	31.4
Approach			582	18.1	582	18.1	0.705	53.3	LOS D	14.8	103.6	0.98	0.84	1.01	31.9
East: Brisbane Street															
4	L2	All MCs	44	7.1	44	7.1	0.490	39.7	LOS D	16.1	115.1	0.82	0.80	0.82	36.7
5	T1	All MCs	14	0.0	14	0.0	0.490	31.5	LOS C	16.1	115.1	0.82	0.80	0.82	37.8
6	R2	All MCs	803	2.0	803	2.0	* 0.691	39.8	LOS D	24.5	174.3	0.87	0.83	0.87	36.2
Approach			861	2.2	861	2.2	0.691	39.6	LOS D	24.5	174.3	0.87	0.83	0.87	35.9
North: Mt Lindesay Highway															
7	L2	All MCs	861	5.9	861	5.9	0.627	9.0	LOS A	15.5	114.3	0.44	0.70	0.44	50.5
8	T1	All MCs	177	33.3	177	33.3	0.337	48.7	LOS D	4.7	42.2	0.93	0.73	0.93	33.5
9	R2	All MCs	7	0.0	7	0.0	0.019	45.7	LOS D	0.3	2.4	0.82	0.66	0.82	33.5
Approach			1045	10.5	1045	10.5	0.627	16.0	LOS B	15.5	114.3	0.52	0.71	0.52	46.3
West: Helen Street															
10	L2	All MCs	14	0.0	14	0.0	0.119	12.4	LOS B	0.9	6.3	0.87	0.67	0.87	40.9
11	T1	All MCs	17	6.3	17	6.3	* 0.119	38.3	LOS D	0.9	6.3	0.87	0.67	0.87	41.9
12	R2	All MCs	3	33.3	3	33.3	0.044	67.9	LOS E	0.2	1.7	0.97	0.63	0.97	27.6
Approach			34	6.3	34	6.3	0.119	30.6	LOS C	0.9	6.3	0.88	0.67	0.88	39.6
All Vehicles			2521	9.4	2521	9.4	0.705	32.8	LOS C	24.5	174.3	0.75	0.78	0.76	38.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Beaudesert Bypass Road												

P1	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All Pedestrians		0	53	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96

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

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Total Intersection Aggregate Delay Impact - Upgraded

Sum WD	169691.8	2828.2
Sum BC	198066.2	3301.1
ID	-28374.4	-472.907
% Impact	-14.33%	

Beaudesert Boonah Road / Beaudesert Bypass Road / Bromelton Street — Aggregate Delay (per intersection) — 1.8% increase

2032 AM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	188	4.6	864.8
6	R2	167	21.7	3623.9
Approach		355	12.6	
7	L2	204	7.5	1530.0
9	R2	65	26.0	1690.0
Approach		269	12.0	
10	L2	66	6.2	409.2
11	T1	171	17.1	2924.1
Approach		237	14.1	
All Vehicles		862	12.8	11042.0

2032 PM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	206	4.9	1009.4
6	R2	203	22.1	4486.3
Approach		408	13.4	
7	L2	122	7.7	939.4
9	R2	65	24.2	1573.0
Approach		187	13.5	
10	L2	65	6.4	416.0
11	T1	206	17.8	3666.8
Approach		271	15.0	
All Vehicles		867	13.9	12090.9

2032 AM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	188	5.1	958.8
6	R2	167	22.9	3824.3
Approach		355	13.4	
7	L2	204	7.5	1530.0
9	R2	65	25.9	1683.5
Approach		269	13.6	
10	L2	66	6.5	429
11	T1	171	17.1	2924.1
Approach		237	13.1	
All Vehicles		862	13.4	11349.7

2032 PM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	206	4.9	1009.4
6	R2	203	22.1	4486.3
Approach		408	13.4	
7	L2	122	7.7	939.4
9	R2	65	25.6	1664.0
Approach		187	15.8	
10	L2	65	6.6	429
11	T1	206	17.8	3666.8
Approach		271	14.2	
All Vehicles		867	14.2	12194.9

Beaudesert Boonah Road / Sandy Creek Road — Aggregate Delay (per intersection) — 16.7% increase

2032 AM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	12	6.8	81.6
3	R2	62	13.4	830.8
Approach		74	12.3	
4	L2	97	5.7	552.9
5	T1	225	0.0	0.0
Approach		321	1.7	
11	T1	149	0.0	0.0
12	R2	26	7.5	195.0
Approach		175	1.1	
All Vehicles		570	2.9	1660.3

2032 PM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	16	6.6	105.6
3	R2	90	13.8	1242.0
Approach		106	12.7	
4	L2	47	5.6	263.2
5	T1	193	0.0	0.0
Approach		240	1.1	
11	T1	290	0.0	0.0
12	R2	10	7.5	75.0
Approach		300	0.3	
All Vehicles		647	2.6	1685.8

2032 AM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	12	7.2	86.4
3	R2	62	16.3	1010.6
Approach		74	14.8	
4	L2	97	5.7	552.9
5	T1	225	0.0	0.0
Approach		321	1.6	
11	T1	149	0.0	0.0
12	R2	26	7.9	205.4
Approach		175	1.0	
All Vehicles		570	2.9	1855.3

2032 PM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	16	7.6	121.6
3	R2	90	17.3	1557.0
Approach		106	15.9	
4	L2	47	5.6	263.2
5	T1	193	0.0	0.0
Approach		240	1.0	
11	T1	290	0.1	29.0
12	R2	10	7.9	79.0
Approach		300	0.3	
All Vehicles		647	2.9	2049.8

Beaudesert Boonah Road / Bromelton House Road — Aggregate Delay (per intersection) — 10.0% increase

2032 AM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	264	0.5	132.0
6	R2	55	6.6	363
Approach		319	1.6	
7	L2	102	9.4	958.8
9	R2	65	15.2	988
Approach		168	11.7	
10	L2	43	5.5	236.5
11	T1	167	0.0	0.0
Approach		210	1.2	
All Vehicles		696	3.9	2678.3

2032 PM Peak Base Case

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	206	0.8	164.8
6	R2	129	7.9	1019.1
Approach		334	3.5	
7	L2	64	10.9	697.6
9	R2	41	18.1	742.1
Approach		105	13.7	
10	L2	108	5.6	604.8
11	T1	297	0.1	29.7
Approach		405	1.5	
All Vehicles		845	3.8	3258.1

2032 AM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	264	0.6	158.4
6	R2	55	6.9	379.5
Approach		319	1.6	
7	L2	102	10.1	1030.2
9	R2	65	18	1170
Approach		168	13.2	
10	L2	43	5.5	236.5
11	T1	167	0.0	0.0
Approach		210	1.0	
All Vehicles		696	3.9	2974.6

2032 PM Peak With Development

Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	206	1.1	226.6
6	R2	129	8.3	1070.7
Approach		334	3.6	
7	L2	64	11.7	748.8
9	R2	41	21.4	877.4
Approach		105	15.5	
10	L2	108	5.6	604.8
11	T1	297	0.1	29.7
Approach		405	1.4	
All Vehicles		845	3.9	3558.0

Beaudesert Boonah Road / Ilbogan Road — Aggregate Delay (per intersection) — 9.7% increase

2032 AM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	14	7.8	109.2
3	R2	10	12.0	120.0
Approach		23	9.6	
4	L2	18	5.6	100.8
5	T1	314	0.0	0.0
Approach		332	0.3	
11	T1	263	0.7	184.1
12	R2	33	8.5	280.5
Approach		296	1.6	
All Vehicles		651	1.2	794.6

2032 PM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	26	7.6	197.6
3	R2	16	13.5	216.0
Approach		42	9.9	
4	L2	26	5.6	145.6
5	T1	297	0.0	0.0
Approach		323	0.5	
11	T1	317	0.5	158.5
12	R2	29	8.3	240.7
Approach		346	1.2	
All Vehicles		711	1.4	958.4

2032 AM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	14	8.3	116.2
3	R2	10	14.0	140.0
Approach		23	10.6	
4	L2	18	5.6	100.8
5	T1	314	0.0	0.0
Approach		332	0.3	
11	T1	263	0.8	210.4
12	R2	33	9.2	303.6
Approach		296	1.6	
All Vehicles		651	1.2	871.0

2032 PM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	26	8.0	208.0
3	R2	16	15.8	252.8
Approach		42	11.0	
4	L2	26	5.6	145.6
5	T1	297	0.0	0.0
Approach		323	0.4	
11	T1	317	0.6	190.2
12	R2	29	8.8	255.2
Approach		346	1.3	
All Vehicles		711	1.4	1051.8

Beaudesert Boonah Road / Lupton Road Aggregate Delay (per intersection) 15.3% increase

2032 AM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	329	0.0	0.0
6	R2	6	6.1	36.6
Approach		335	0.1	
7	L2	3	6.4	19.2
9	R2	3	10.2	30.6
Approach		6	8.3	
10	L2	1	5.6	5.6
11	T1	269	0.0	0.0
Approach		270	0.1	
All Vehicles		612	0.2	92.0

2032 PM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
5	T1	331	0.0	0.0
6	R2	1	5.7	5.7
Approach		332	0.0	
7	L2	13	6.8	88.4
9	R2	4	13.8	55.2
Approach		18	8.5	
10	L2	1	6.7	6.7
11	T1	349	0.1	34.9
Approach		350	0.1	
All Vehicles		699	0.3	190.9

2032 AM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	329	0.0	0.0
6	R2	6	6.3	37.8
Approach		335	0.1	
7	L2	3	6.6	19.8
9	R2	3	11.4	34.2
Approach		6	9.0	
10	L2	1	5.6	5.6
11	T1	269	0.1	26.9
Approach		270	0.1	
All Vehicles		612	0.2	124.3

2032 PM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
5	T1	331	0.0	0.0
6	R2	1	5.7	5.7
Approach		332	0.0	
7	L2	13	7.0	91.0
9	R2	4	15.9	63.6
Approach		18	9.1	
10	L2	1	6.7	6.7
11	T1	349	0.1	34.9
Approach		350	0.1	
All Vehicles		699	0.3	201.9

Brisbane Street / Beaudesert Bypass Road / Helen Street / Mt Lindesay Highway Aggregate Delay (per intersection) -18.4% increase

2032 AM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	3	43.4	130.2
2	T1	283	41.3	11687.9
3	R2	48	46.4	2227.2
Approach		335	42.1	
4	L2	40	22.0	880.0
5	T1	13	15.2	197.6
6	R2	696	34.1	23733.6
Approach		749	33.1	
7	L2	1112	7.3	8117.6
8	T1	347	42.6	14782.2
9	R2	14	44.9	628.6
Approach		1474	16.0	
10	L2	8	12.9	103.2
11	T1	21	21.2	445.2
12	R2	7	44.6	312.2
Approach		35	23.8	
All Vehicles		2593	24.4	63245.5

2032 PM Peak Base Case				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	BC (veh-sec)
1	L2	10	62.1	621.0
2	T1	268	62.6	16776.8
3	R2	268	67.3	18036.4
Approach		545	64.9	
4	L2	44	38.6	1698.4
5	T1	14	31.2	436.8
6	R2	803	58.8	47216.4
Approach		861	57.4	
7	L2	861	7.4	6371.4
8	T1	143	54.3	7764.9
9	R2	7	50.4	352.8
Approach		1011	14.4	
10	L2	14	18.7	261.8
11	T1	17	37.0	629
12	R2	3	67.9	203.7
Approach		34	32.5	
All Vehicles		2450	41.0	100369.4

2032 AM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	3	38.1	114.3
2	T1	283	33.7	9537.1
3	R2	48	46.4	2227.2
Approach		335	35.4	
4	L2	40	28.0	1120.0
5	T1	13	20.7	269.1
6	R2	696	28.0	19488.0
Approach		749	27.9	
7	L2	1112	7.3	8117.6
8	T1	347	33.9	11763.3
9	R2	14	44.9	628.6
Approach		1474	14.4	
10	L2	8	9.6	76.8
11	T1	21	21.1	443.1
12	R2	7	44.6	312.2
Approach		35	23.0	
All Vehicles		2593	21.3	54097.3

2032 PM Peak With Development				
Mov ID	OD Mov	Total (veh/h)	Average Delay (sec)	WD (veh-sec)
1	L2	10	55.9	559.0
2	T1	268	52.7	14123.6
3	R2	268	54.0	14472
Approach		545	53.3	
4	L2	44	39.7	1746.8
5	T1	14	31.5	441.0
6	R2	803	39.8	31959.4
Approach		861	39.6	
7	L2	861	9	7749
8	T1	143	48.7	6964.1
9	R2	7	45.7	319.9
Approach		1011	16.0	
10	L2	14	12.4	173.6
11	T1	17	38.3	651.1
12	R2	3	67.9	203.7
Approach		34	30.6	
All Vehicles		2450	32.8	79363.2

Appendix M

Road Safety Audit

ARUP

Cleanaway Operations Pty Ltd

Bromelton Energy and Resource Centre

Concept Design Road Safety Audit Report

Reference: 293683-ARU-00-RSA-RPT-0001

Draft | 4 November 2025



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 293683-00

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Document Verification

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Issue	04/11/2025	**Description**	Concept Design Road Safety Audit Report

	Prepared by	**Checked by**	**Approved by**
Name	Paul Poulsen / Thomas Herrmann	Paul Poulsen	Paul Poulsen
Signature			

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Name			
Signature			

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Signature			

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Figure 1 Overview of RSA study area 1

Appendices

Appendix A A-1
Road Safety Audit findings A-1

Appendix B B-1
Summary of Documentation Provided for Audit B-1

1. Introduction

Arup has been engaged by Cleanaway Operations Pty Ltd (Cleanaway), an Australian waste management, recycling and industrial services company to examine the traffic implications of a new planned Energy from Waste (EfW) facility at Lot 1 Beaudesert-Boonah Road, Bromelton.

The proposed works include the signalisation and general intersection upgrade at the intersection of Recycling Street (Quickcell Technology Products Pty Ltd access), Beaudesert-Boonah Road and the proposed site access road. The intersection upgrade also includes the following:

- Reduction of posted speed from 100km/h to 70km/h through the site (occurring approximately 300m upstream and downstream of the site)
- Accommodations for vehicles of maximum size 36.2m A-double (planned for future use)
- Designed to accommodate regular use of 26m B-double

Arup has further been commissioned to undertake a Road Safety Audit (RSA) on the Concept Design of the intersection signalisation/ upgrade to identify potential safety issues. This report documents the RSA for the extents illustrated in Figure 1 for Beaudesert-Boonah Road, Quickcell Technology Products Pty Ltd access and SCT Logistics access.

1.1 Study area

Beaudesert-Boonah Road (refer Figure 1) operates as the major link between Beaudesert and Boonah. The current posted speed of Beaudesert-Boonah Road is 100km/h, and is a rural type environment with an existing AADT of less than 4,000.

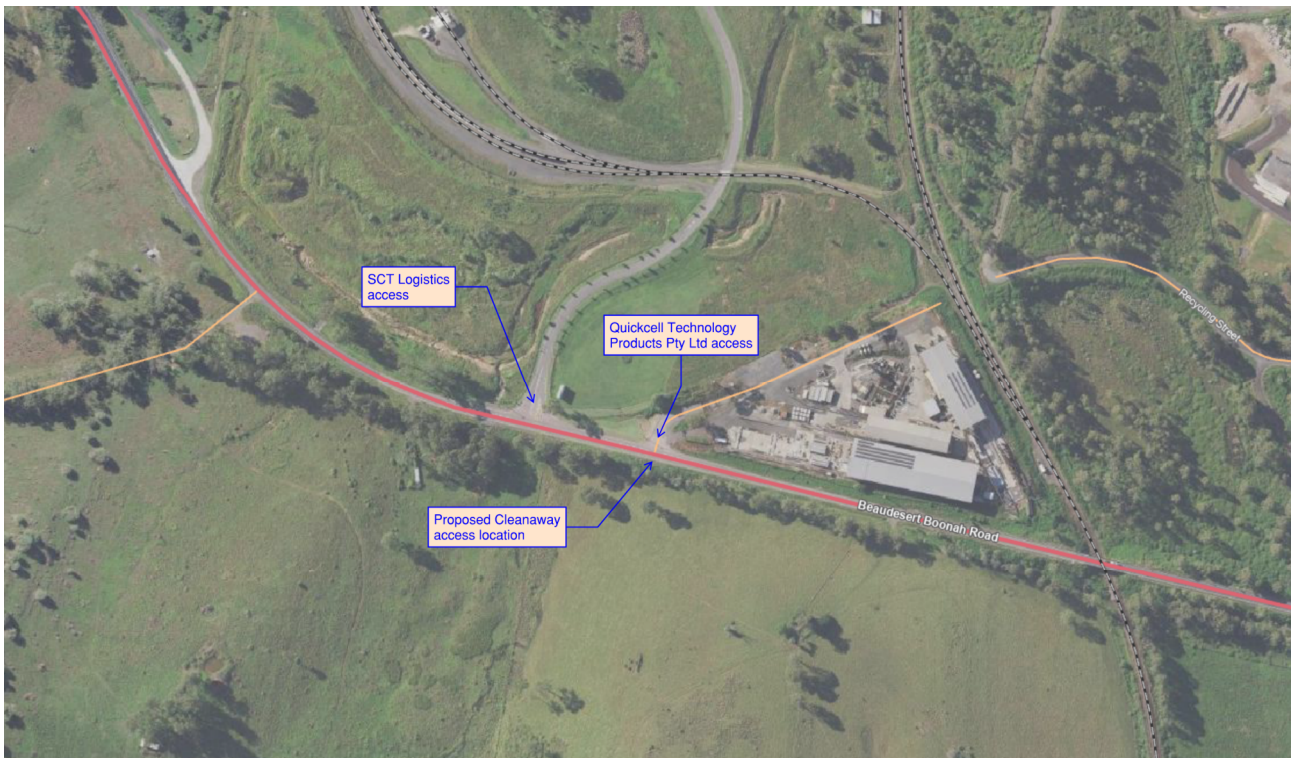


Figure 1 Overview of RSA study area

2. Audit process

2.1 The road safety audit

The *Austroads Guide to Road Safety Part 6: Road Safety Audit (2022)* defines an RSA as:

"a formal examination of a future road or traffic project or an existing road or road related area, in which an independent, qualified team reports on the project's crash potential and actual safety performance respectively."

An audit is not a check against the design standards and does not imply compliance with the standards, which may represent the minimum requirements. The essential elements of this definition are that the audit:

- is completed by an independent and qualified audit team
- considers the safety of all road users (unless specified within the audit brief), crash types and severities
- is aligned with the Safe System principles which focuses on eliminating fatal and serious injury crash potential
- can be conducted on proposed or existing roads.

The objective of an RSA is to identify foreseeable hazards for all users. It does not guarantee safety. The RSA process provides a reasonable, but not absolute, hazard identification method for all road users with a particular focus on the reduction in fatal and serious injuries.

The benefits of conducting RSAs include:

- the exposure of road users to safety risks can be reduced
- the likelihood of crashes on the road network can be reduced
- the severity of crashes that occur can be reduced.

2.2 Limitations of road safety audit

Whilst RSAs are detailed in some respects, they represent a relatively brief assessment of a road network or of an associated feature and are not intended to extend to or investigate every aspect which may potentially have some level of influence on road function or safety.

It should not be expected that a review has been carried out in relation to issues requiring specific verification testing in order to confirm conformity with all of the relevant (and possibly exacting) standards, or where a level of detailed investigation is required that is inconsistent with the general audit process.

In an audit it may be appropriate to ensure the existence of aspects such as roadway lighting, but the actual levels or quality would not be verified in absolute terms.

In general, auditors are unfamiliar with the roads under review and may be unaware of all of the circumstances of use of a road or all of the conditions that exist from time to time (e.g. specific traffic manoeuvres, sun glare from a building during a short period of the day).

2.3 Audit team

This RSA was undertaken by:

- Audit team lead – Paul Poulsen (Senior Technician)
- Thomas Herrmann (Engineer)

Paul Poulsen is registered as a Senior Road Safety Auditor on the TMR Road Safety Auditor Register. Thomas Herrmann is registered as a Road Safety Auditor on the TMR Road Safety Auditor Register.

2.4 Information sources

References used for the RSA include:

- Austroads Guide to Road Safety
- Austroads Guide to Road Design
- Austroads Guide to Traffic Management
- TMR Road Planning and Design Manual
- TMR Manual of Uniform Traffic Control Devices (MUTCD)

2.5 Inception meeting

An inception meeting was held on 21st October 2025 between Madi Taylor (senior traffic engineer for the project), Paul Poulsen (Arup audit team) and Thomas Herrmann (Arup audit team). As part of the inception correspondence, key issues and focus areas were discussed.

2.6 Site visit

Day and night site visits were undertaken on 27th October 2024. The weather conditions for both the day and night site visits were both sunny with minimal cloud cover, but hazy.

The site visit inspections included a vehicular drive through the trafficable lanes and a general pedestrian walk through within the site extents. All drive throughs were recorded, allowing the audit team to analyse the footage post site visit to review initial findings and/or assess additional safety concerns. Photos were also captured during the pedestrian walk through for the same purpose.

2.7 Methodology

This RSA was carried out to review the existing conditions in the vicinity of the site and identify potential road user safety issues, including specific risks to vulnerable road users. It was undertaken in accordance with the practices outlined in the *Austroads Guide to Road Safety Part 6: Road Safety Audit* (2022). The audit covers physical features of the existing network which may affect road user safety and it has sought to identify potential safety deficiencies.

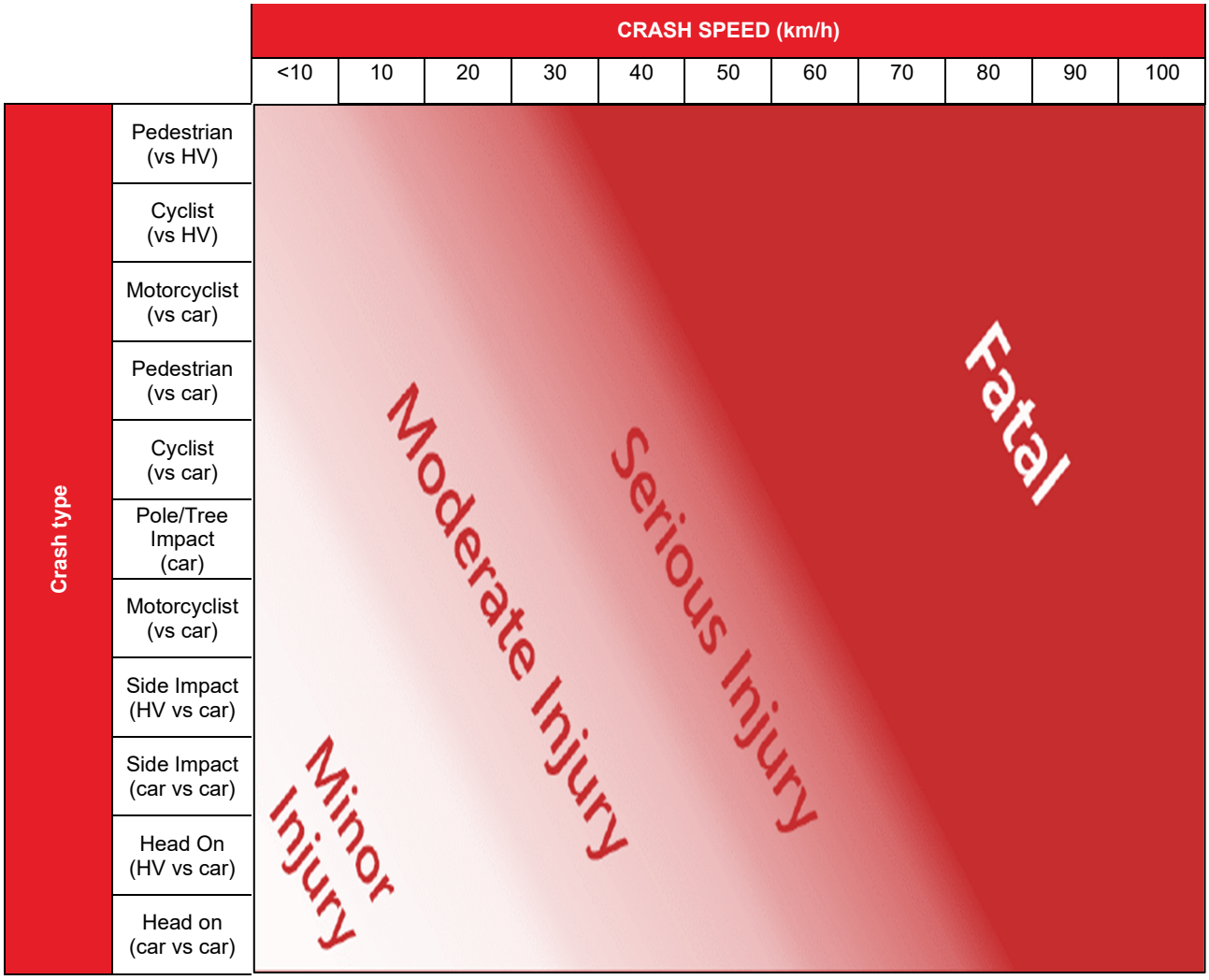
However, the auditors point out that no guarantee is made that every deficiency has been identified. Further, if all recommendations in the report were to be followed, this would not guarantee that the existing roads are 'safe' rather the adoption of the recommendations should improve the level of safety of the roads.

Safety deficiencies identified in this report have been rated based on the likelihood and severity of a traffic accident resulting from the identified issue as described in the tables below. These tables have been reproduced from *Austroads Guide to Road Safety Part 6: Road Safety Audit* (2022).

Table 1: Likelihood

Frequency	Description
Almost Certain	Occurrence once per quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once per year to once every three years
Unlikely	Occurrence once every three years to once every seven years
Rare	Occurrence less than once every seven years

Table 2: Severity Guidance



The information contained within the severity guidance sheet is a general indication only.

Table 3: Resulting level of risk

			Severity				
			Insignificant	**Minor**	**Moderate**	**Serious**	**Fatal**
			Property damage	Minor first aid	Major first aid and/or presents to hospital (not admitted)	Admitted to hospital	Death within 30 days of crash
Likelihood	**Almost Certain**	One per quarter	Medium	High	High	Extreme (FSI)	Extreme (FSI)
	Likely	Quarter to 1-year	Medium	Medium	High	Extreme (FSI)	Extreme (FSI)
	Possible	1 to 3 years	Low	Medium	High	High (FSI)	Extreme (FSI)
	Unlikely	3 to 7 years	Negligible	Low	Medium	High (FSI)	Extreme (FSI)
	Rare	>7 years	Negligible	Negligible	Low	Medium (FSI)	High (FSI)

Table 4: Corresponding priorities for mitigation

Risk	Description
Negligible	No action required
Low	Should be corrected or the risk reduced if the treatment is low cost
Medium	Should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high
Extreme	Must be corrected regardless of cost

Possible actions have been suggested for the identified deficiencies. These should be considered as a guide to assist with the investigation of remedial measures.

2.8 Interpretation of audit results

As set out in the RSA guidelines, responsibility for the RSA always rests with the road controlling authority and not with the auditor. An asset owner is under no obligation to accept all the of audit recommendations. Also, it is not the role of the auditor to agree to or approve of the asset owner's response to the audit. Rather, the audit provides the opportunity to highlight potential safety issues and have them formally considered by the asset owner, in conjunction with all other asset considerations.

3. Audit findings

3.1 Summary of findings and recommendations

A summary of the findings and their subsequent risk rating is listed below in Table 5 with a detailed description of each finding presented in Appendix A. The findings are not presented in order of relative safety, importance, priority for treatment or chainage.

Table 5: Summary of audit findings

Item	Finding	Risk Rating
1	SCT Logistics Intersection | Sight distance for egress of lot	High
2	Quickcell Technology Products Pty Ltd Intersection | Second driveway consideration	Negligible
3	Project Area | Large number of roadkill	Medium
4	Project Area | Vehicle storage requirements	High
5	Project Area | Wide centre line treatment (WCLT)	Medium (FSI)
6	Project Area | Audio tactile line marking (ATLM) and sealed shoulders	Medium
7	Project Area | Light poles, power poles and large trees close to edge line	Medium
8	Project Area | Steep batters and drains	Medium
9	Project Area | Culverts	Medium
10	Project Area | Speed reduction compliance	Medium
11	Project Area | Cyclist consideration	Medium (FSI)
12	Project Area | General pavement marking design	Negligible
13	Project Area | General signage design	Negligible
14	Project Area | Signal design (including phasing)	High (FSI)
15	Project Area | Existing and proposed lighting.	High
16	Project Area | Requirement for large kerbing	Negligible
17	Quickcell Technology Products Pty Ltd Intersection | No left turn into facility for eastbound traffic.	Medium
18	Project Area | Deceleration lengths	Medium
19	Project Area | Design and check vehicles	Low
20	Subject site | Gate positioning	High
21	SCT Logistics Intersection | Staggered stop/ give way locations	Low
22	Project Area | Lane widths	Low
23	Project Area | Median type	Negligible
24	Quickcell Technology Products Pty Ltd Intersection | Median width	Low
25	Project Area | Clearance envelope encroaching kerb line	Medium

Item	Finding	Risk Rating
26	SCT Logistics Intersection | Left out egress swept path	Negligible
27	Quickcell Technology Products Pty Ltd Intersection | Access and egress swept paths	Negligible
28	Project Area | Access and egress swept paths	Low
29	Quickcell Technology Products Pty Ltd Intersection | Lack of raised central median	Negligible
30	SCT Logistics Intersection | Speed of egressing vehicles	High
31	Project Area | Wide swept paths	Medium

4. Audit team statement

This RSA was carried out by the audit team based on the existing conditions of the site and inception meeting conducted.

Suggested actions have been indicated, where applicable. Such actions are not likely to be the only possible measures available, therefore it is recommended that any suggested actions provided be used only as a guide, and that other treatments should be considered.

The audit findings and suggested actions included in this report have been compiled by the following persons:



.....
Paul Poulsen (Senior Technician)

Senior Road Safety Auditor

Date: 3/11/2025



.....
Thomas Herrmann (Engineer)

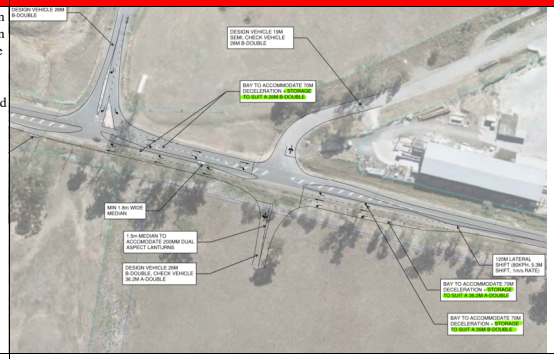
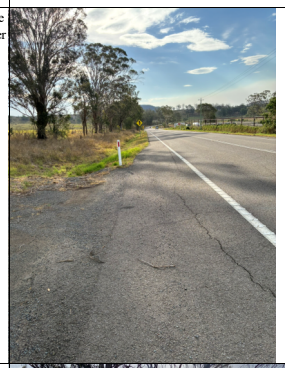
Road Safety Auditor

Date: 29/10/2025

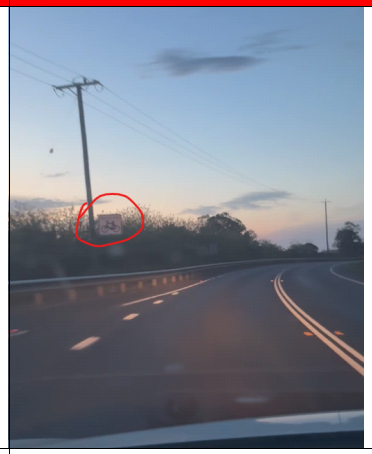
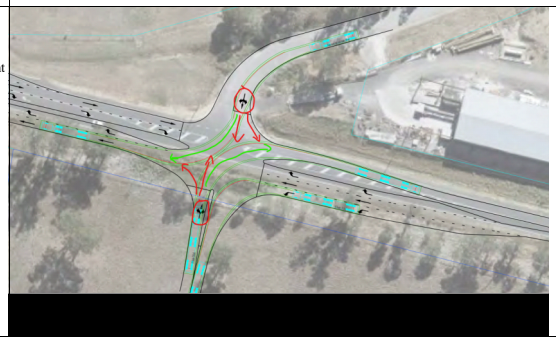
Appendix A

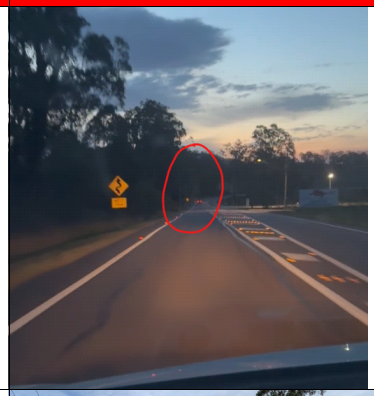
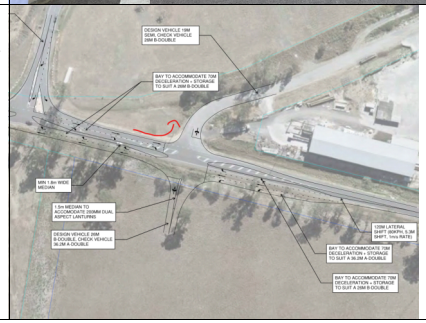
Road Safety Audit findings

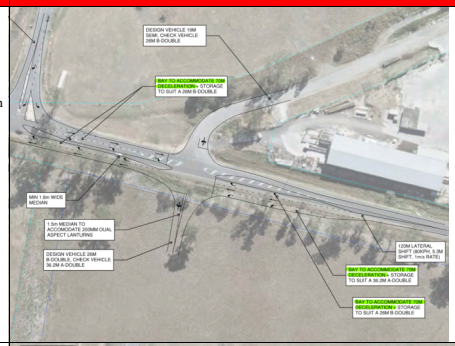
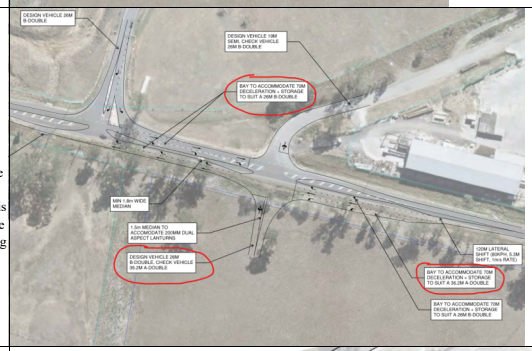
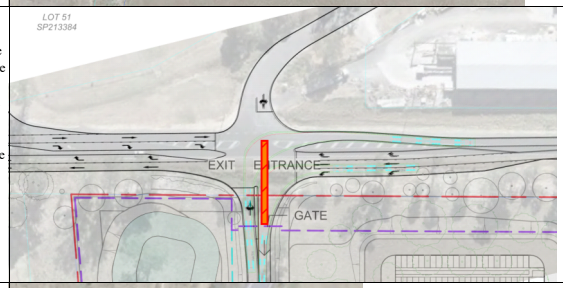
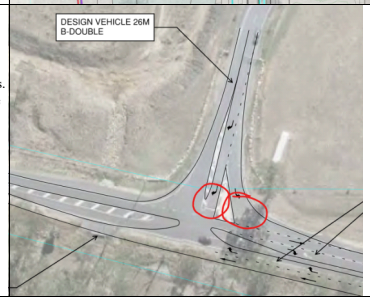
1	SCT Logistics Intersection	Sight distance for egress of lot	Vehicles egressing the SCT Logistics site have limited sight distance when attempting to site west around the horizontal curve of the road. Sight distance is impeded by light/ power poles, business signage and trees, for both the right out and left out movements from the lot. Impeded sight distance increases risk of intersection type crashes.		Possible	Moderate	High	Consider improving sight distance by removing conflicts. Consider improving sight distance by reconfiguring intersection.	Yes	Acknowledged. These sight distances issues exist with the current intersection layout. Sight distance will be reviewed at the next design stage.
2	Quickcell Technology Products Pty Ltd Intersection	Second driveway consideration	Current concept design does not include second driveway into lot. Consideration of second driveway may influence intersection type and layout.		Unlikely	Insignificant	Negligible	Consider second driveway into lot when developing intersection layout.	No	Acknowledged. The concept design includes a single driveway. The second access needs to be clarified through discussions with the landholder. The final design will develop a layout that provides safe and efficient access for both Cleanaway and Quickcell Technology Products.
3	Project Area	Large number of roadkill	A large number of roadkill was observed on site, which may influence further design development (such as barrier design and more).	N/A	Likely	Insignificant	Medium	Consider number of animals that may be present on the roadway throughout design development. Consider limited use and/ or gaps for animal safe passage when designing roadside safety barriers.	Yes	Acknowledged. The potential presence of animals on the roadway will be considered throughout design development. Any roadside safety barrier design will incorporate limited use or gaps where appropriate to allow safe animal passage.

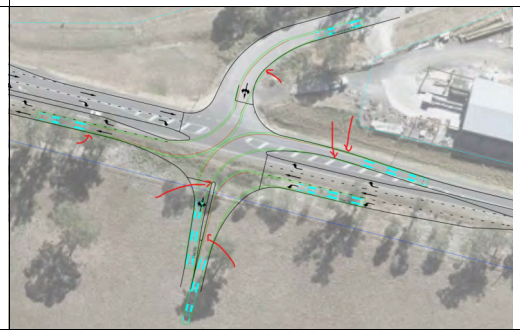
4	Project Area	Vehicle storage requirements	Current documentation indicates that only one design vehicle will be required to store in each turn lane. On site, two design vehicles observed to store within the existing turn lanes prior to executing movement into facility. If the proposed storage length within turn lanes is too short, the risk of intersection and rear end type crashes increases.		Possible	Moderate	High	Consider increasing storage length within turn lanes to cater for more design vehicles.	No	Traffic modelling indicates that the current proposed length of lanes is sufficient to accommodate the 95% queues expected.
5	Project Area	Wide center line treatment (WCLT)	TMR's Road Safety Policy states that WCLTs are to be included on rural roads with an AADT greater than 4000. The design currently does not include a WCLT, increasing the risk of head on type crashes.	N/A	Rare	Serious	Medium (FSI)	Investigate the warrants of WCLTs with respect to intersection design life and anticipated AADT growth rate. Consider inclusion of WCLT throughout project area.	No	The design has a median not a wider center line.
6	Project Area	Audio tactile line marking (ATLM) and sealed shoulders	TMR's Road Safety Policy states that ATLM is to be included on rural roads with a sealed shoulder greater than 0.5m. The design currently does not include a ATLM, increasing the risk of run off road type crashes. Note, the existing road has both sealed shoulders and ATLM.		Unlikely	Moderate	Medium	Investigate the warrants of ATLM. Consider inclusion of ATLM throughout project area.	Yes	Acknowledged. The intersection concept has been updated to include a sealed shoulders in accordance with TMR's Road Safety Policy. Refer to updated intersection drawings.
7	Project Area	Light poles, power poles and large trees close to edge line	Large trees, power poles and light poles were observed to be close to the existing edge line. With potential widening required, the closer these hazards get to the edge line, the more hazardous they are to the road user, increasing risk of vehicles hitting object type crashes.		Unlikely	Moderate	Medium	Consider conducting Risk Score assessment on existing objects that vehicles can potentially hit. If warranted, consider increasing lateral offset between edge line and roadside hazards. If warranted, consider protecting roadside hazards with roadside safety barrier.		Acknowledged. At the next design stage, a risk assessment of existing roadside hazards will be conducted, and measures such as installing safety barriers will be considered to reduce the risk of vehicle-object crashes.

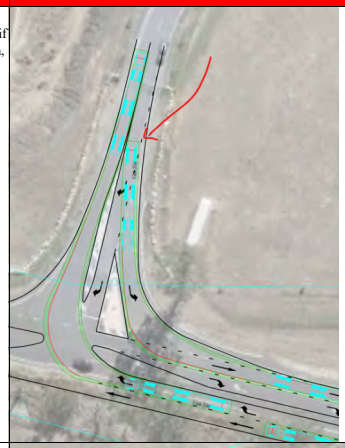
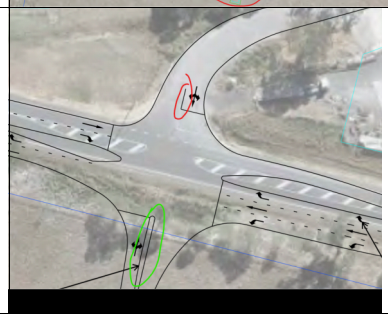
8	Project Area	Steep batters and drains	Steep batters and drains were observed to be close to the existing edge line. With potential widening required, the closer these hazards get to the edge lie, the more hazardous they are to the road user, increasing risk of vehicle rollover and vehicles hitting non-recoverable slopes.		Unlikely	Moderate	Medium	Consider conducting Risk Score assessment on steep batters and drains that vehicles can potentially hit. If warranted, consider increasing lateral offset between edge line and roadside hazards. If warranted, consider protecting roadside hazards with roadside safety barrier.		Acknowledged. At the next design stage, a risk assessment of existing roadside hazards will be conducted, and measures such as installing safety barriers will be considered to reduce the risk of vehicle-object crashes.
9	Project Area	Culverts	Culverts (including culvert headwalls, vertical drops and potential for water to be present) were observed to be close to the existing edge line. With potential widening required, the closer these hazards get to the edge line, the more hazardous they are to the road user, increasing risk of vehicles hitting object and vertical drop into water type crashes.		Unlikely	Moderate	Medium	Consider conducting Risk Score assessment on culverts (including vehicle hitting object, vertical drops and potential for water to be present). If warranted, consider increasing lateral offset between edge line and roadside hazards. If warranted, consider protecting roadside hazards with roadside safety barrier.		Acknowledged. At the next design stage, a risk assessment of existing roadside hazards will be conducted, and measures such as installing safety barriers will be considered to reduce the risk of vehicle-object crashes.
10	Project Area	Speed reduction compliance	Drivers are not likely to comply with the proposed posted speed reduction from 100km/h to 70km/h due to the rural visual amenity of the site. This, coupled with the proposed signalized intersection, increases the risk of potential rear ending and intersection movement type crashes. Note, east of project area, a large crest within the existing vertical alignment was observed. To be considered when determining optimal location of speed reduction. Note, west of project area, a horizontal curve with steep longitudinal grade was observed. To be considered when determining optimal location of speed reduction.		Unlikely	Moderate	Medium	Consider alternative intersection arrangements that may be more fit for purpose. Consider conducting a Safe Systems Assessment (SSA) for proposed solution. Consider alternative arrangements with speed reduction to increase driver compliance. Consider incremental speed reductions. Consider both horizontal and vertical road geometry upstream and downstream of proposed intersection when selecting optimal speed reduction placement.	No	Acknowledged. Multiple intersection options have been considered, and the selected signalized intersection with Recycling Street layout has been agreed with TMR as the preferred solution. At the next design stage, consideration will be given to incremental speed reductions to enhance driver compliance and safety.

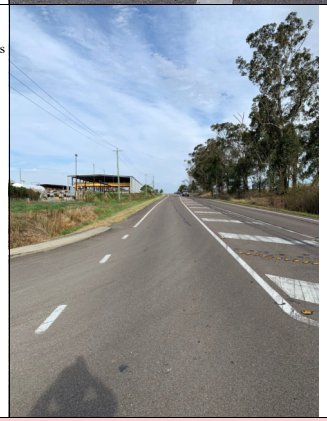
11	Project Area	Cyclist consideration	Whilst not a Principle Cycle Network (PCN) route, cyclist signage was generally observed on site prior to the project area. The current design does not cater for cyclists, increasing risk of cyclist-vehicle type crashes. Note, shoulders were not shown on concept level design drawings.		Rare	Serious	Medium (FSI)	Consider inclusion of cyclist facilities during design development. Consider conducting SSA on site, considering vulnerable user groups.	Yes	Consideration to be given during detailed design in consultation with TMR. However, inclusion of inconsistent cyclist facilities along Beaudesert Boonah Road may create a greater risk.
12	Project Area	General pavement marking design	The current design does not show a complete line marking design, with stop bars, give way line marking, turn lines through intersections, chevrons and more omitted. Current intent of line marking is unclear, increasing risk of intersection type crashes.		Rare	Minor	Negligible	Line marking design to be complete throughout design development.	Yes	Acknowledged. Line marking design will be developed and finalised throughout the design process to ensure consistency and compliance with relevant standards.
13	Project Area	General signage design	The current design does not show a complete signage design. Current intent of signage design is unclear, increasing risk of intersection type crashes.	N/A	Rare	Minor	Negligible	Signage design to be complete throughout design development.	Yes	Acknowledged. A complete signage design will be developed at the next design stage to clarify intent and reduce the risk of intersection-type crashes.
14	Project Area	Signal design (including phasing)	Signal and phasing design is unclear from current documentation. Swept paths provided show movements that conflict with allowable signal phasing (based on pavement arrows provided). Intent of intersection movements are currently unclear, increasing risk of intersection type crashes.		Possible	Serious	High (FSI)	Signal and signal phasing design to be complete throughout design development. Swept paths are to be complete in accordance with signal phasing design.	No	The intent of the intersection movements has been clarified. Updated swept-path drawings have now been prepared to illustrate the movements permitted within each signal phase. It is acknowledged that the majority of traffic from both Quickcell Technology Products and BERC will turn towards Beaudesert, and these movements cannot be accommodated within a single phase.

15	Project Area	Existing and proposed lighting.	No lighting design was provided at time of concept design RSA. Lack of sufficient lighting of intersections increases risk of intersection type crashes at night time. Note, existing road lighting was observed to not be functional at the time of night time site inspection. Note, there was significant lighting observed within the SCT Logistics lot at the time of the night time inspection, so this business is assumed to be fully operational during night time hours.		Possible	Moderate	High	Consider upgrade of existing road lighting within design development.	Yes	Acknowledged. Lighting design for the intersections will be developed in the next design stage to ensure adequate illumination and reduce the risk of night-time intersection crashes, taking into account existing lighting conditions on the road and within the SCT Logistics site.
16	Project Area	Requirement for large kerbing	Large kerbing was observed on site, presumably to withstand heavy vehicle impacts/ swept paths, indicating existing formation may be less than optimal given the number of large vehicles entering surrounding businesses.		Unlikely	Insignificant	Negligible	Consider larger formation to allow for heavy vehicle swept paths. Consider use of large kerbs to withstand impact/ swept paths of heavy vehicles.	No	The use of large kerbing is not proposed in the current design, as the intersection geometry accommodates the required swept paths. The lack of kerbing also maintains consistency with the surrounding rural setting.
17	Quickcell Technology Products Pty Ltd Intersection	No left turn into facility for eastbound traffic.	Throughout the proposed intersection that facilitates access into the Quickcell Technology Products lot, there is no way for traffic to enter the lot for vehicles travelling eastbound on Beaudesert-Boonah Road. The assumption is that this movement is required. Not catering for this movement within the design forces eastbound traffic entering Quickcell Technology Products to use the intersection against design intent, increasing risk of intersection type crashes.		Likely	Minor	Medium	Consider including a left turn lane/ movement into Quickcell Technology Products.	No	The traffic volumes from the west do not warrant a left turn pocket.

18	Project Area	Deceleration lengths	Current design allows for 70m deceleration length within each turn lane. Based on a design speed of 80km/h, this is considered a "maximum" stopping type condition, with a more "comfortable" stopping condition being 100m. Consideration of grade correction is also not evident. With the consideration of heavy vehicles utilising the proposed turn lanes and their reduced stopping capabilities, using the maximum allowed stopping condition increases risk of rear ending and intersection type crashes.		Unlikely	Moderate	Medium	Consider increasing deceleration lengths within turn lanes.	Yes	Acknowledged. Deceleration length has been increased to 100 m. Refer to updated intersection drawings.
19	Project Area	Design and check vehicles	Current documentation is unclear as to what should be considered as the design vehicle and the check vehicle. Various lanes accessing the facility have been designed to cater for differing vehicle lengths, however swept paths indicate A-double sized vehicles will require straddling type movements through intersections. Clarity is required for what vehicles are required as design vehicles and check vehicles. If the intersection is designed with the design vehicle as a 26m B-double, and a check vehicle as a 36.2m A-double, and in future, the A-double sized vehicle is to be the most common vehicle to use the facility, the risk of geometry non-compliances increases, resulting in increased risk of intersection type crashes.		Rare	Moderate	Low	Clarify what vehicles are to be design and check vehicles throughout design development and ensure all intersection movements & swept paths accommodate design and check vehicle movements correctly.		BERC: Design + Check Vehicle: A double Quickcell Technology Product: Design: 19m articulated vehicle. Check: D double STC: Design + Check: B double
20	Subject site	Gate positioning	Gate does not appear to be positioned to allow the required vehicle to be stored at the gate and be clear of the intersection. Turning right into the facility, the largest required vehicle should be able to perform the movement and store at the gate, clear of the intersection to wait for the gate to open. Turning left into the facility, straddling movements are required, which also creates need for vehicles to be stored at the gate, clear of the intersection. If the vehicles store at the gate and encroach the intersection, risk of intersection and rear ending type crashes increases.		Possible	Moderate	High	Consider relocating gate to appropriate position to allow for vehicle storage at gate, clear of intersection.	No	The gate shown in purple represents the boundary fence. This gate would remain open during operation. The security gate, which can be opened and closed, is shown in orange. The security gate is aligned with the weighbridges, which are located more than 250 m inside the site boundary, providing sufficient space to ensure that vehicles are not queuing on the external road network.
21	SCT Logistics Intersection	Staggered stop/ give way locations	Documentation provided potentially shows misaligned/ staggered stop bar (right turn) and give way line (left turn) egressing the facility. This misalignment increases risk of impeded sight distances, increasing risk of intersection type crashes. Noted, both give way line marking and stop bars are not shown on plan. This assumption is due to the location of left out island and central median on the facility egress.		Unlikely	Minor	Low	Consider more cohesive alignment of stop bar, give way line marking and medians for egressing movements from facility throughout design development.	No	Stop and give way location shown are as per the existing intersection.

22	Project Area	Lane widths	General lane widths are not shown within documentation provided. This is considered critical for an intersection requiring large vehicle movements such as this. Incorrect lane widths may increase risk of intersection, opposing direction and one/ same direction type crashes.	N/A	Unlikely	Minor	Low	Consider appropriate lane widths throughout design development that cater for heavy vehicle use.	No	Lane widths are 3.5m.
23	Project Area	Median type	It is unclear what types of medians are to be provided within the documentation provided (i.e., physical/ raised medians or painted medians). It is assumed that the signalised intersection will have raised medians to house signal infrastructure, and the give way/ stop controlled intersection will have painted medians to allow for large vehicle swept paths. Distinguishing where raised and painted medians are positioned is critical to an intersection with high percentages of heavy vehicles to allow for large swept paths. If swept paths are not catered for, median islands and signal infrastructure can be impacted by vehicles.	N/A	Unlikely	Insignificant	Negligible	Consider showing raised and painted/ chevroned medians throughout design development.	Yes	Acknowledged. Raised medians have been defined in the updated drawings with two lines. Chevrons have also been shown. Refer to updated intersection drawings.
24	Quickcell Technology Products Pty Ltd Intersection	Median width	Medians nominated seem to meet minimum width criteria when housing signal infrastructure. However, with large vehicle movements required, increasing median width decreases risk of vehicles striking signal infrastructure. The minimum requirements met within AGRD P3 also list these requirements as appropriate to an urban setting, as opposed to the subject rural setting.	N/A	Possible	Insignificant	Low	Consider increasing median widths above minimums required to cater for rural environment and large vehicle types.	No	Median width has been reviewed and updated where required to allow for the 2.5 m width required to house signal infrastructure. Refer to updated intersection drawings.
25	Project Area	Clearance envelope encroaching kerb line	It is currently unclear what design strings represent within the documentation provided. Swept paths of design vehicles are to maintain required clearances from physical obstructions. If design strings are assumed to be kerb lines, various vehicle envelopes encroach over kerb lines. If appropriate geometry isn't provided to allow for the required swept path, risk of intersection type crashes increases.		Possible	Minor	Medium	Consider positioning of lane lines, edge lines, kerb lines and edge of pavement throughout design development in relation to vehicle swept paths.	Yes	Swept paths have been updated to ensure sufficient space is provided. Refer to updated intersection drawings.

26	SCT Logistics Intersection	Left out egress swept path	The left out swept path from the facility (B-double) swept path starts in an unrealistic position. Unclear if movement is possible from realistic starting position, increasing risk of conflict with kerb.		Rare	Minor	Negligible	Consider adjusting swept path to ensure realistic starting position.	Yes	Swept paths have been updated to ensure sufficient space is provided. Refer to updated intersection drawings.
27	Quickcell Technology Products Pty Ltd Intersection	Access and egress swept paths	Access and egress design vehicle swept paths show conflicting clearance envelopes when through the intersection and closest to facility gate. Geometry may be too constrained around access horizontal bend to allow for two design vehicles to pass each other, increasing risk of head on and side swipe type collisions.		Unlikely	Insignificant	Negligible	Consider widening access geometry to facility to accommodate two design vehicles to pass each other, ensuring clearance envelopes do not conflict.	No	This is an existing access arrangement.
28	Project Area	Access and egress swept paths	Various swept paths are shown to cross the center of the lane, increasing risk of head on and side swipe type crashes.		Rare	Moderate	Low	Consider review of geometry to allow all swept paths to be clear of center line/ opposing traffic stream.	Yes	Acknowledged. Updated swept paths have been undertaken. Refer revised intersection drawings.
29	Quickcell Technology Products Pty Ltd Intersection	Lack of raised central median	There is no median shown to house signal infrastructure on the Quickcell Technology Products leg of the intersection. If the central median was required for the subject site as shown, it is assumed similar warrants would apply to the opposing leg.		Rare	Insignificant	Negligible	Consider warrants for central raised median at Quickcell Technology Products leg of the intersection throughout design development.	No	A raised median has not been provided to allow for flexibility in terms of lager vehicles accessing Quickcell Technology Products. It is suggested that the traffic light is provided by an outreach signal.

30	SCT Logistics Intersection	Speed of egressing vehicles	Due to lack of sight distance available for egressing vehicles, vehicles were often observed evaluating their minimum gap a substantial distance back from the stop/ give way lines, where appropriate sight distance was available. Drivers would then make the decision to perform the required movement and speed up prior to the stop/ give way line, often to a speed where the vehicle would not be able to stop if needing to prior to entering the intersection. If an opposing vehicle is positioned where the egressing vehicle cannot sight, and the egressing vehicle has gained considerable speed, the risk of intersection and T-bone type crashes increases.		Possible	Moderate	High	Consider improving sight distance by removing conflicts. Consider improving sight distance by reconfiguring intersection.	No	This is the same issue flagged in item 1. Refer item 1 for response.
31	Project Area	Wide swept paths	The tire marks on site indicate vehicles needing to cross chevrons, center lines and make wide turns to complete the required movements. If the intersections are not generous enough to cater for heavy vehicle movements, this increases risk of intersection and side swipe type crashes.		Unlikely	Moderate	Medium	Consider intersection design with larger geometric factors to cater for large vehicles.	Yes	The revised intersection layout has provided a hatched area in addition to a raised median to accommodate heavy vehicles turning whilst still delineating the through movement.

Appendix B

Summary of Documentation Provided for Audit

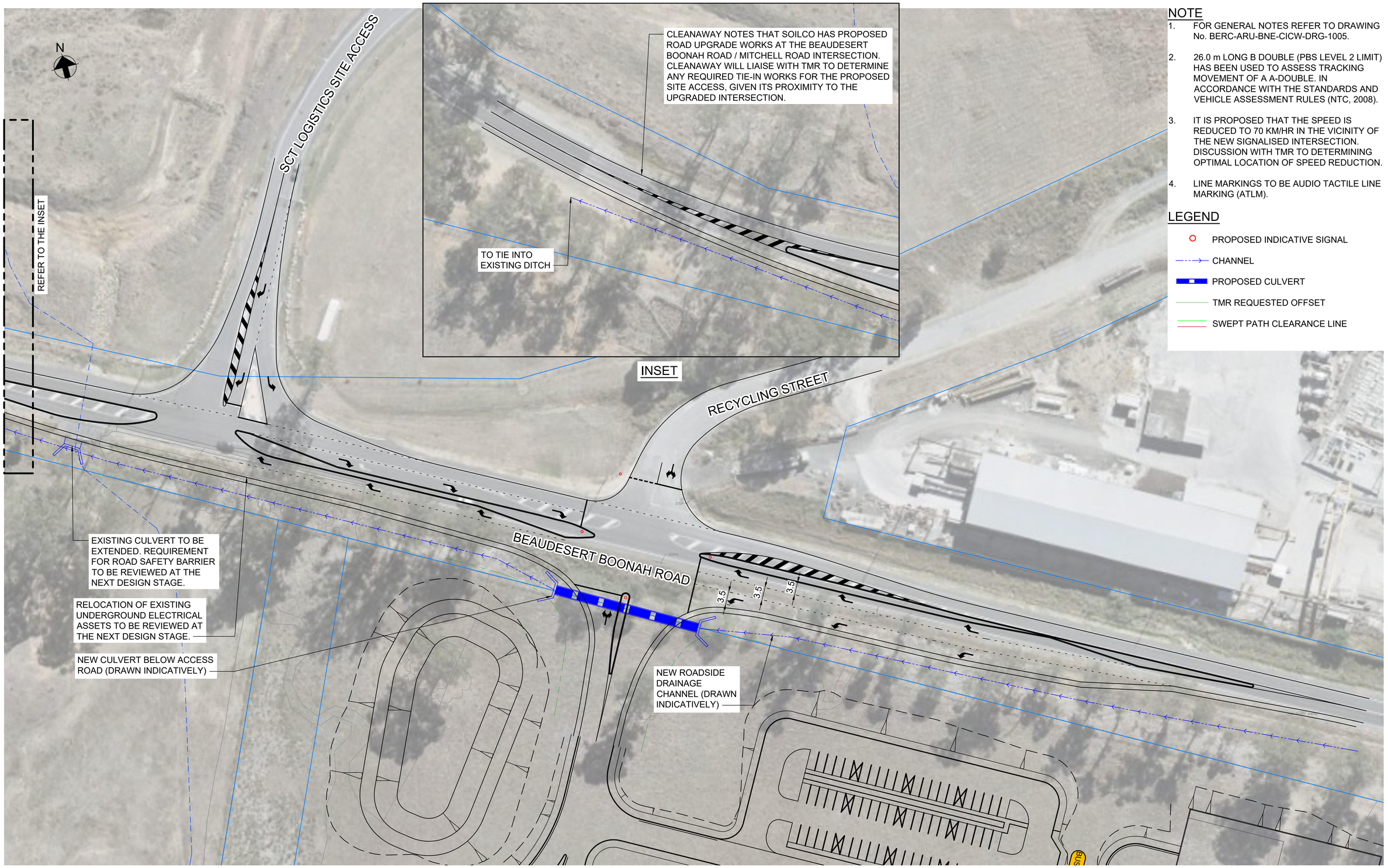
See a summary of documents provided for the purpose of the audit listed below. Note, all documents provided were provided in PDF form on the date of the inception meeting. All documents were provided via SharePoint electronic link.

- BERC DESIGN SIGNAL OPT B 80 Combined turn paths.pdf (6 pages)
    - Documented dated 06/11/2023
- BERC DESIGN SIGNAL OPT B 80.pdf (1 page)
    - Documented dated 06/11/2023
- BERC-ARUP-BNE-ARAR-DGR-001202 (1 page)
    - Documented dated 19/09/2025

Appendix N

Updated Intersection Drawings

A1



NOTE

1. FOR GENERAL NOTES REFER TO DRAWING No. BERC-ARU-BNE-CICW-DRG-1005.
2. 26.0 m LONG B DOUBLE (PBS LEVEL 2 LIMIT) HAS BEEN USED TO ASSESS TRACKING MOVEMENT OF A A-DOUBLE. IN ACCORDANCE WITH THE STANDARDS AND VEHICLE ASSESSMENT RULES (NTC, 2008).
3. IT IS PROPOSED THAT THE SPEED IS REDUCED TO 70 KM/HR IN THE VICINITY OF THE NEW SIGNALISED INTERSECTION. DISCUSSION WITH TMR TO DETERMINING OPTIMAL LOCATION OF SPEED REDUCTION.
4. LINE MARKINGS TO BE AUDIO TACTILE LINE MARKING (ATLM).

LEGEND

- PROPOSED INDICATIVE SIGNAL
- CHANNEL
- PROPOSED CULVERT
- TMR REQUESTED OFFSET
- SWEPT PATH CLEARANCE LINE

NOT FOR CONSTRUCTION

Scales

5 0 10 20m

1:500(A1)/1:1000(A3)

Issue	Date	By	Chkd	Appd

Issue	Date	By	Chkd	Appd

Issue	Date	By	Chkd	Appd
B	22.01.26	PDA	ERA	EGM
	ISSUED FOR INFORMATION			
A	21.11.25	PDA	ERA	EGM
	ISSUED FOR INFORMATION			

Client: CLEANAWAY — Making a sustainable future possible

Engineering Certification (CEng)

Name: .....

Signature: ..... Date: .....

Job Title: BROMELTON ENERGY AND RESOURCES CENTRE

Scale at A1: 1:500m

Discipline: CIVIL

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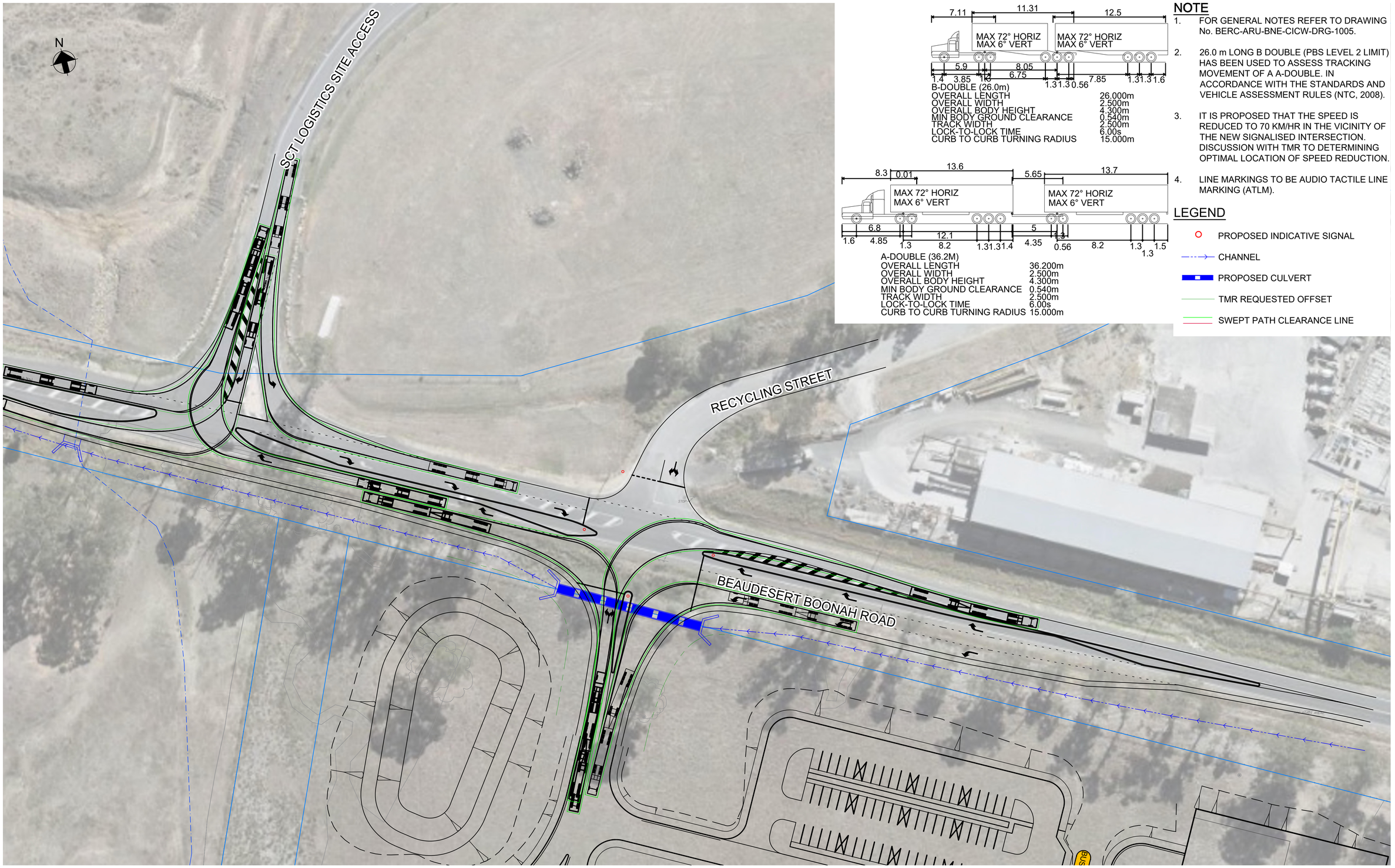
Drawing Title: GENERAL ARRANGEMENT PLAN

Drawing Status: **ISSUED FOR INFORMATION**

Job No	Drawing No	Issue
293683-00	**BERC- ARU-BNE-CICW-SKT-2010**	**B**

Do not scale

© Arup



B-DOUBLE (26.0m)

OVERALL LENGTH	26.000m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	4.300m
MIN BODY GROUND CLEARANCE	0.540m
TRACK WIDTH	2.500m
LOCK-TO-LOCK TIME	6.00s
CURB TO CURB TURNING RADIUS	15.000m

A-DOUBLE (36.2M)

OVERALL LENGTH	36.200m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	4.300m
MIN BODY GROUND CLEARANCE	0.540m
TRACK WIDTH	2.500m
LOCK-TO-LOCK TIME	6.00s
CURB TO CURB TURNING RADIUS	15.000m

NOTE

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- PROPOSED INDICATIVE SIGNAL
- CHANNEL
- PROPOSED CULVERT
- TMR REQUESTED OFFSET
- SWEPT PATH CLEARANCE LINE

NOT FOR CONSTRUCTION

Scales

5 0 10 20m

1:500(A1)/1:1000(A3)

Issue	Date	By	Chkd	Appd

Issue	Date	By	Chkd	Appd

Issue	Date	By	Chkd	Appd
B	22.01.26	PDA	ERA	EGM
	ISSUED FOR INFORMATION			
A	21.11.25	PDA	ERA	EGM
	ISSUED FOR INFORMATION			

Client: CLEANAWAY — Making a sustainable future possible

Engineering Certification (CEng)

Name: .....

Signature: ..... Date: .....

Job Title: BROMELTON ENERGY AND RESOURCES CENTRE

Scale at A1: 1:500m

Discipline: CIVIL

ARUP

Arup, Level 5, 151 Clarence St
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CONSULT AUSTRALIA
Member Firm
Arup Pty Ltd
ABN 18 000 966 165

Drawing Title: VEHICLE TRACKING SHEET 1 PLAN

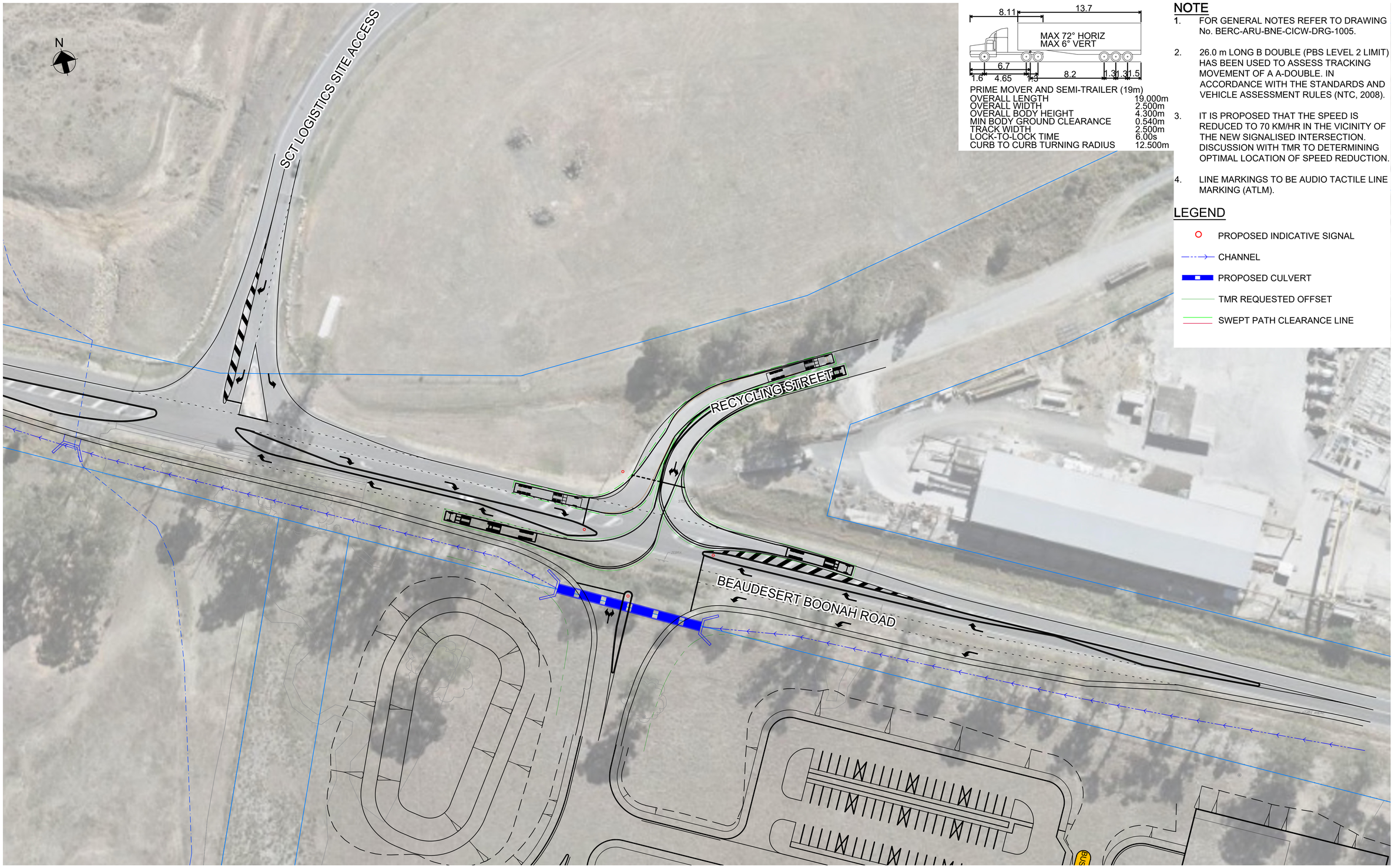
Drawing Status: **ISSUED FOR INFORMATION**

Job No	Drawing No	Issue
293683-00	**BERC- ARU-BNE-CICW-SKT-2020**	**B**

Do not scale

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A1



PRIME MOVER AND SEMI-TRAILER (19m)

OVERALL LENGTH	19.000m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	4.300m
MIN BODY GROUND CLEARANCE	0.540m
TRACK WIDTH	2.500m
LOCK-TO-LOCK TIME	6.00s
CURB TO CURB TURNING RADIUS	12.500m

NOTE

1. FOR GENERAL NOTES REFER TO DRAWING No. BERC-ARU-BNE-CICW-DRG-1005.
2. 26.0 m LONG B DOUBLE (PBS LEVEL 2 LIMIT) HAS BEEN USED TO ASSESS TRACKING MOVEMENT OF A A-DOUBLE. IN ACCORDANCE WITH THE STANDARDS AND VEHICLE ASSESSMENT RULES (NTC, 2008).
3. IT IS PROPOSED THAT THE SPEED IS REDUCED TO 70 KM/HR IN THE VICINITY OF THE NEW SIGNALISED INTERSECTION. DISCUSSION WITH TMR TO DETERMINING OPTIMAL LOCATION OF SPEED REDUCTION.
4. LINE MARKINGS TO BE AUDIO TACTILE LINE MARKING (ATLM).

LEGEND

- PROPOSED INDICATIVE SIGNAL
- CHANNEL
- PROPOSED CULVERT
- TMR REQUESTED OFFSET
- SWEPT PATH CLEARANCE LINE

NOT FOR CONSTRUCTION

Scales

5 0 10 20m

1:500(A1)/1:1000(A3)

Issue	Date	By	Chkd	Appd

Issue	Date	By	Chkd	Appd

Issue	Date	By	Chkd	Appd
B	22.01.26	PDA	ERA	EGM
	ISSUED FOR INFORMATION			
A	21.11.25	PDA	ERA	EGM
	ISSUED FOR INFORMATION			

Client: CLEANAWAY — Making a sustainable future possible

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Name: .....

Signature: ..... Date: .....

Job Title: BROMELTON ENERGY AND RESOURCES CENTRE

Scale at A1: 1:500m

Discipline: CIVIL

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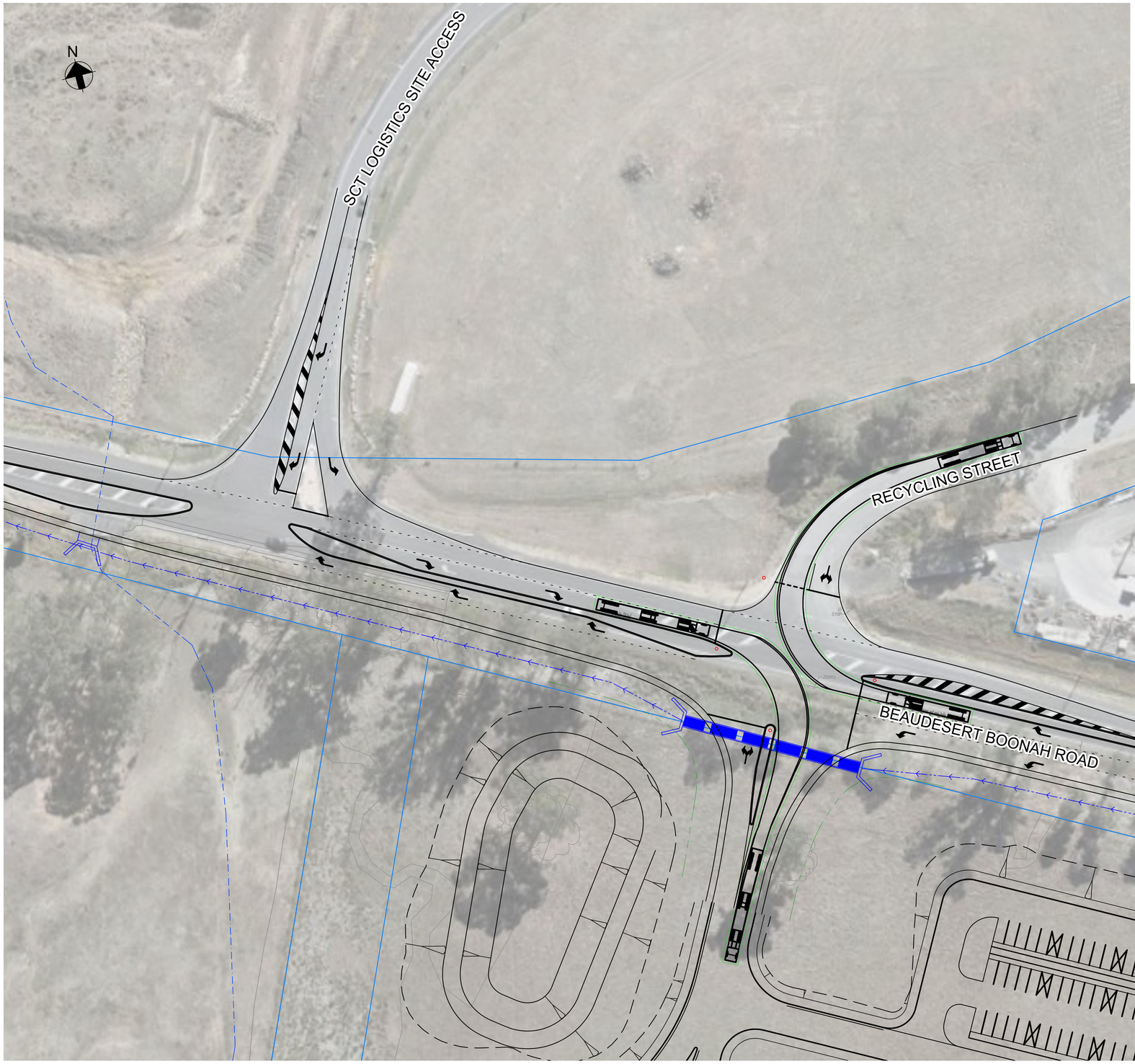
Drawing Title: VEHICLE TRACKING SHEET 2 PLAN

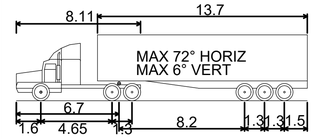
Drawing Status: **ISSUED FOR INFORMATION**

Job No	Drawing No	Issue
293683-00	**BERC- ARU-BNE-CICW-SKT-2021**	**B**

Do not scale

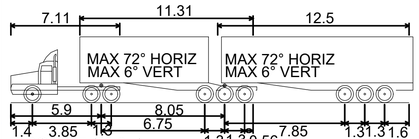
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PRIME MOVER AND SEMI-TRAILER (19m)

OVERALL LENGTH	19.000m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	4.300m
MIN BODY GROUND CLEARANCE	0.540m
TRACK WIDTH	2.500m
LOCK-TO-LOCK TIME	6.00s
CURB TO CURB TURNING RADIUS	12.500m



B-DOUBLE (26.0m)

OVERALL LENGTH	26.000m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	4.300m
MIN BODY GROUND CLEARANCE	0.540m
TRACK WIDTH	2.500m
LOCK-TO-LOCK TIME	6.00s
CURB TO CURB TURNING RADIUS	15.000m

NOTE

1. FOR GENERAL NOTES REFER TO DRAWING No. BERC-ARU-BNE-CICW-DRG-1005.
2. 26.0 m LONG B DOUBLE (PBS LEVEL 2 LIMIT) HAS BEEN USED TO ASSESS TRACKING MOVEMENT OF A A-DOUBLE. IN ACCORDANCE WITH THE STANDARDS AND VEHICLE ASSESSMENT RULES (NTC, 2008).
3. IT IS PROPOSED THAT THE SPEED IS REDUCED TO 70 KM/HR IN THE VICINITY OF THE NEW SIGNALISED INTERSECTION. DISCUSSION WITH TMR TO DETERMINING OPTIMAL LOCATION OF SPEED REDUCTION.
4. LINE MARKINGS TO BE AUDIO TACTILE LINE MARKING (ATLM).

LEGEND

- PROPOSED INDICATIVE SIGNAL
- CHANNEL
- PROPOSED CULVERT
- TMR REQUESTED OFFSET
- SWEPT PATH CLEARANCE LINE

NOT FOR CONSTRUCTION

Scales

5 0 10 20m

1:500(A1)/1:1000(A3)

Issue	Date	By	Chkd	Appd
B	22.01.26	PDA	ERA	EGM
	ISSUED FOR INFORMATION			
A	21.11.25	PDA	ERA	EGM
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Client: CLEANAWAY — Making a sustainable future possible

Engineering Certification (CEng)

Name: .....

Signature: ..... Date: .....

Job Title: BROMELTON ENERGY AND RESOURCES CENTRE

Scale at A1: 1:500m

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ABN 18 000 966 165

Drawing Title: VEHICLE TRACKING SHEET 3 PLAN

Drawing Status: **ISSUED FOR INFORMATION**

Job No	Drawing No	Issue
293683-00	**BERC- ARU-BNE-CICW-SKT-2022**	**B**

Do not scale

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