ROCKHAMPTON NETBALL CENTRE

Traffic Impact Assessment

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

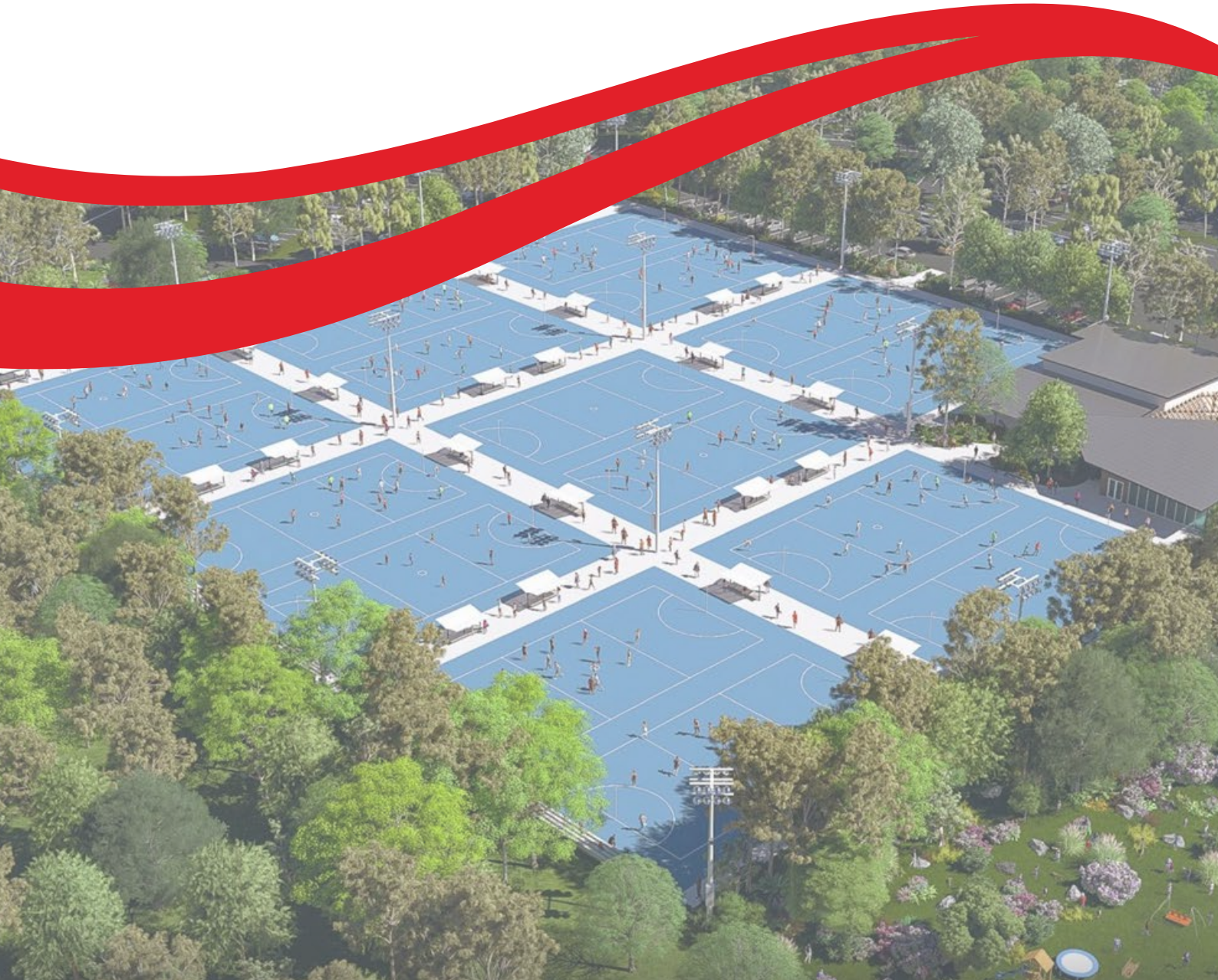
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16 September 2025



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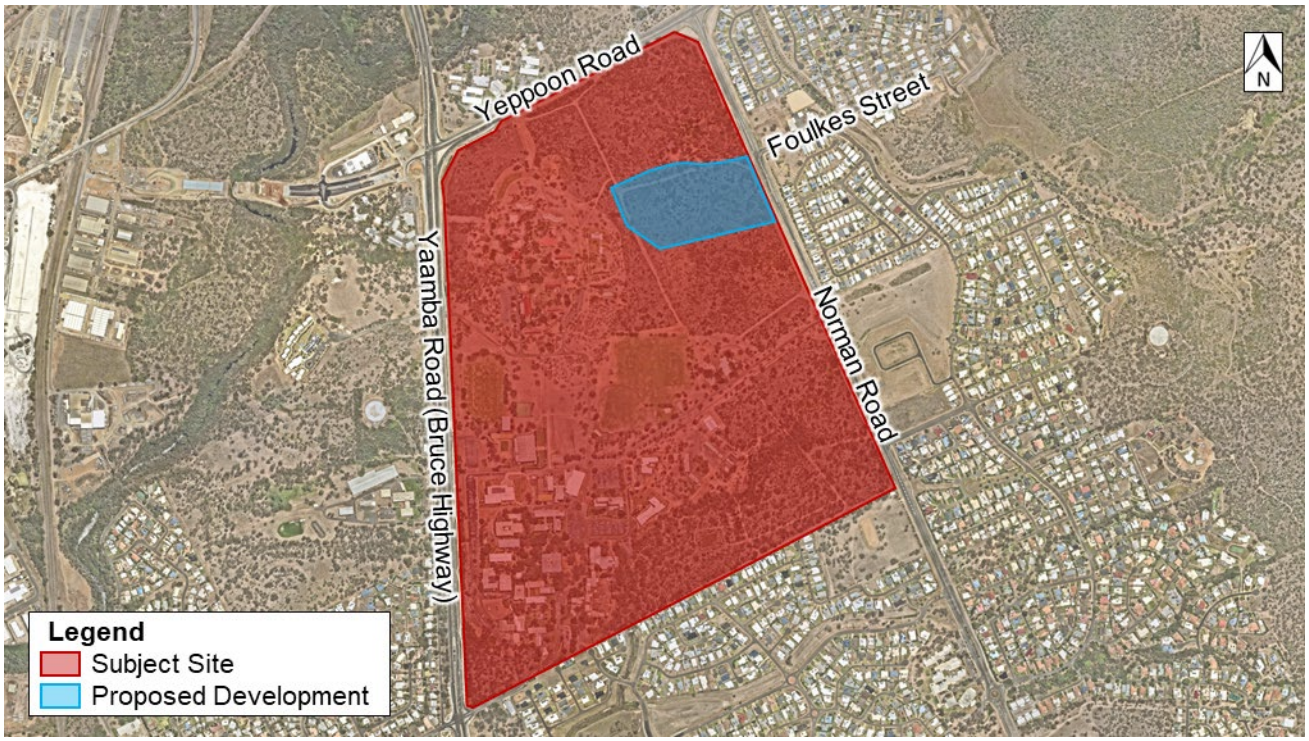
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1. INTRODUCTION

1.1 Background

Bitzios Consulting (Bitzios) has been engaged by SportEng on behalf of Rockhampton Regional Council (Council) to prepare a Traffic Impact Assessment (TIA) for the proposed Rockhampton Netball Centre located at 554-700 Yamba Road, Norman Gardens (subject site). The subject site is formally described as Lot 70 on SP304746.

The location of the proposed development is illustrated in Figure 1.1



Aerial Source: Nearmap

Figure 1.1: Subject Site Location

1.2 Proposed Development

The proposal is for an 'Outdoor Sport and Recreation' development comprising of:

- 16 outdoor netball courts and a park
- At-grade car parking areas
- Access via a proposed western leg to the existing Norman Road / Foulkes Street intersection
- Pedestrian access provided via Norman Road.

A copy of the development plans is provided at **Appendix A**.

1.3 Scope

The scope of this assessment includes:

- Reviewing the existing conditions of the site and its surrounds relevant to traffic and transport
- Reviewing the car and bicycle parking provision against Council's *Access, Parking and Transport Code* (version 5)
- Reviewing the on-site car and bicycle parking geometric layout against Council's requirements and Australian Standards AS2890
- Estimating the proposed development's traffic generation and distribution onto the surrounding road network
- Reviewing the proposed site access arrangements against Council's requirements and Australian Standards AS2890
- Reviewing the servicing / refuse collection arrangements against Council's requirements and Australian Standards AS2890.

2. EXISTING CONDITIONS

2.1 Existing Site

The subject site is formally described as Lot 70 on SP304746, located within the Central Queensland University (CQU) Rockhampton North campus and zoned as Community Facilities. The proposed development is to be constructed on greenfield land toward the north-eastern corner of the lot.

2.2 Road Network

Details of the road network surrounding the subject site are outlined in Table 2.1.

Table 2.1: Surrounding Road Network

Road Name	Jurisdiction	Hierarchy	No of Lanes	Speed Limit
Bruce Highway (Yaamba Road)	DTMR[1]	State-controlled	4	70km/h
Yeppoon Road	DTMR[1]	State-controlled	4	70km/h & 100km/h
Norman Road	Council	Arterial	2	60km/h & 70km/h
Farm Street	Council	Sub-Arterial	2	60km/h
Carlton Street	Council	Major Collector	2	60km/h
Foulkes Street	Council	Major / Minor Collector	2	50km/h
Founders Drive	Council	Access Place / Private Road	2	40km/h
Darambal Road	Council	Private Road	2	40km/h
College Road	Council	Private Road	2	40km/h
Nuttall Street	Council	Private Road	2	40km/h

1 Department of Transport and Main Roads

The surrounding key intersections are outlined in Table 2.2.

Table 2.2: Key Intersections

No.	Intersection Name	Jurisdiction	Type
1	Bruce Highway (Yaamba Road) / Yeppoon Road	DTMR[1]	Signalised
2	Bruce Highway (Yaamba Road) / Nuttall Street & College Road	DTMR[1]	Priority-Controlled
3	Bruce Highway (Yaamba Road) / Carlton Street & Founders Drive	DTMR[1]	Signalised
4	Bruce Highway (Yaamba Road) / Farm Street	DTMR[1]	Signalised
5	Yeppoon Road / Norman Road	DTMR[1]	Signalised
6	Norman Road / Site Access & Foulkes Street	Council	Priority-Controlled
7	Norman Road / Darambal Road	Council	Priority-Controlled
8	Norman Road / Farm Street	Council	Signalised

1 Department of Transport and Main Roads

2.3 Public Transport

The subject site is located within 1.2km walking distance of the nearest bus stop pair located at the Department of Agriculture and Fisheries along Yeppoon Road to the north.

Figure 2.1 shows the location of relevant bus stops along the desired route.



Aerial Source: Nearmap

Figure 2.1: Public Transport Connectivity

Table 2.3 summarises the relevant bus services and their frequency during peak periods.

Table 2.3: Relevant Public Transport Services

Service	Route	Peak Frequency
440	Rockhampton to Zilzie via Yeppoon	Hourly
442	Rockhampton to Zilzie via Carrawal & Emu Park	Hourly

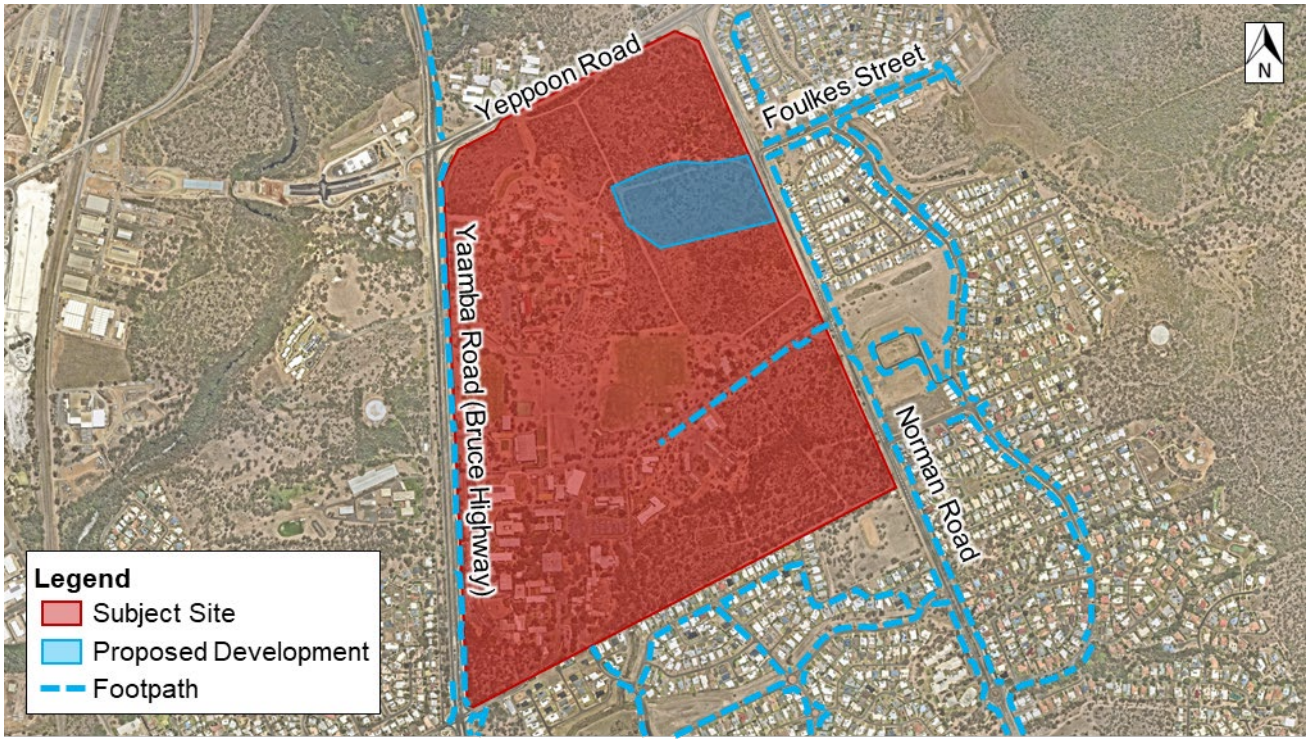
The subject site is considered well serviced by the existing public transport network. Importantly, no new services or upgrades to existing facilities are warranted as a part of the proposed development.

2.4 Active Transport

2.4.1 Pedestrian Facilities

The subject site benefits from a well-connected path network with a number of local neighbourhood paths as well as a high-quality shared path along the Bruce Highway (Yaamba Road) and Norman Road.

The footpath network surrounding the subject site is shown in Figure 2.2.



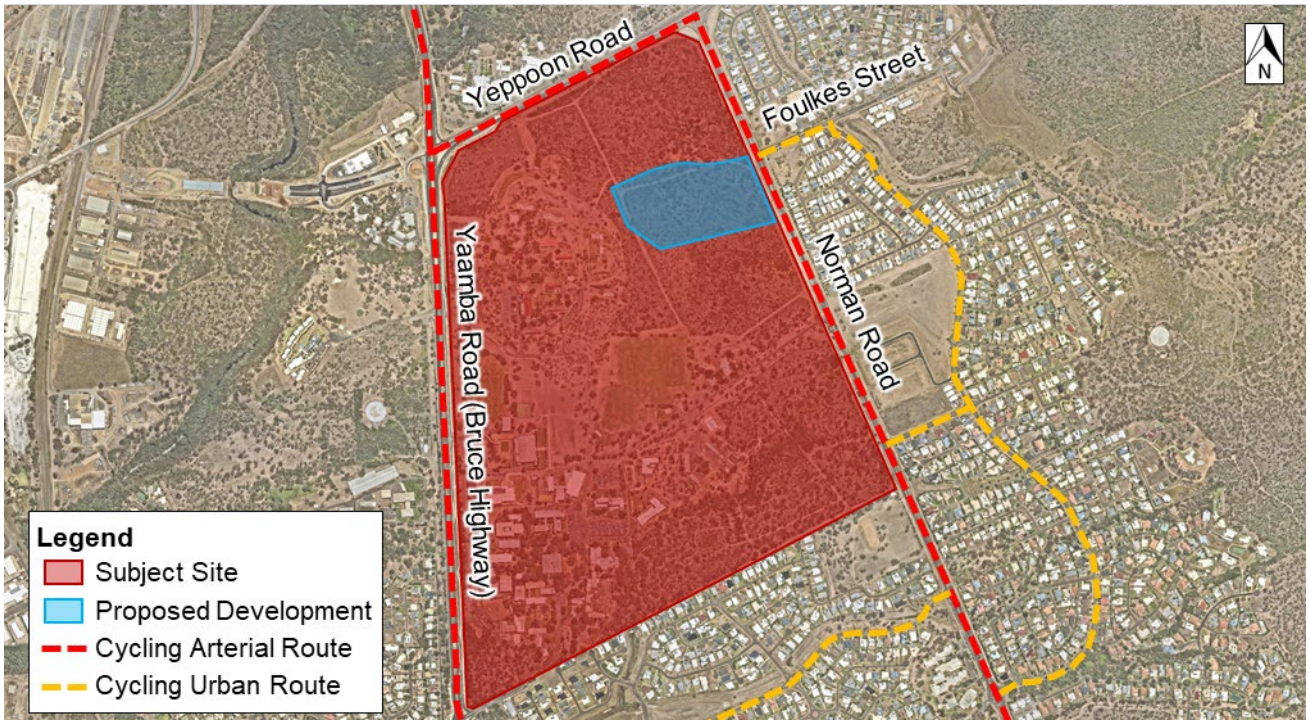
Aerial Source: Nearmap

Figure 2.2: Pedestrian Connectivity

2.4.2 Cycling Facilities

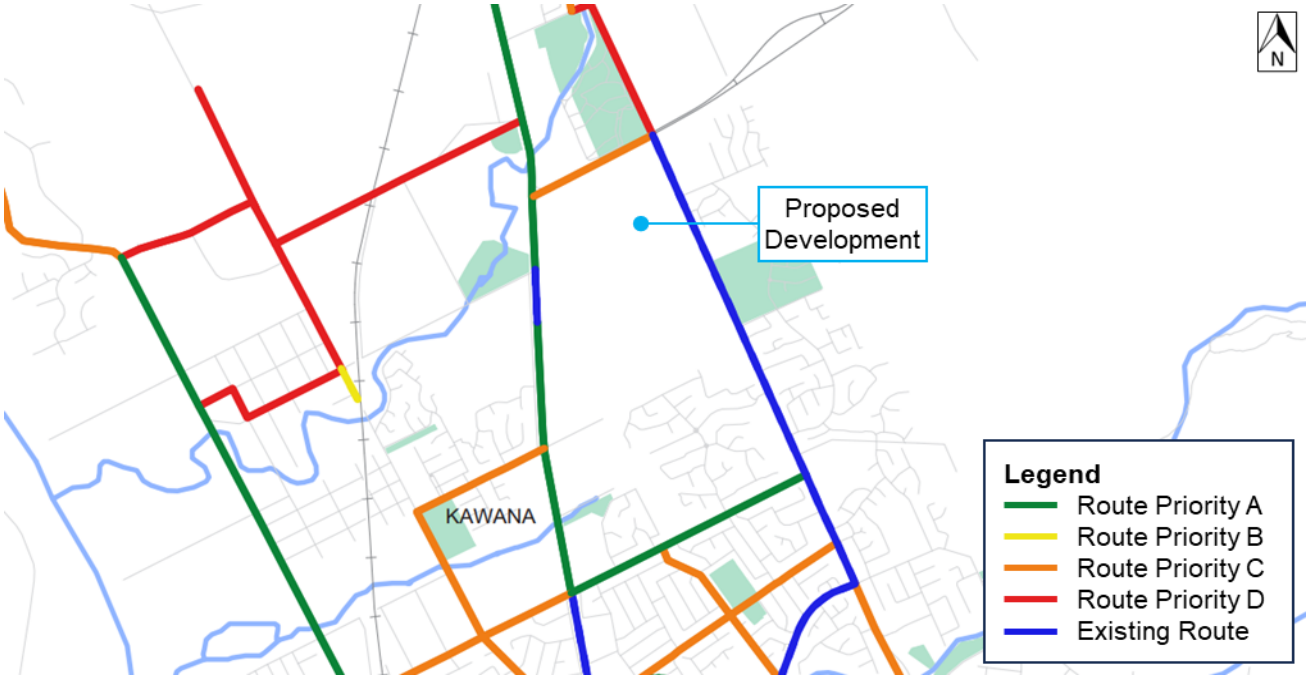
Figure 2.3 illustrates the on-road cycle network within proximity to the proposed development.

The subject site is also located within DTMR's Principal Cycle Network Plans with Bruce Highway (Yaamba Road) identified as 'Route Priority A' with expected delivery within 10 years or more from 2021. Figure 2.4 illustrates the surrounding Principal Cycle Network in proximity to the site.



Aerial Source: Nearmap

Figure 2.3: Surrounding Cycling Network



Aerial Source: Department of Transport and Main Roads

Figure 2.4: DTMR Central Queensland Cycling Priority Route Map

The development is well serviced by existing cycling infrastructure, with both on-road bikeways to the north and south along the Bruce Highway (Yaamba Road), Yeppoon Road and Norman Road.

3. PARKING ASSESSMENT

3.1 Car Parking Provision

3.1.1 Car Parking Rates

Council's *Access, Parking and Transport Code* (version 5) was used to reference car parking rates for the proposed Netball component of the development. It is noted Council does not prescribe rates for a Park, therefore, investigations were undertaken to determine suitable parking rates for the Park land use, based on rates from other relevant Council's as shown in Table 3.1.

Table 3.1: Parking Rate Investigations

Council	Land Use	Parking Rate for a Park
Livingstone Shire Council	Recreation Parks	40 spaces
Banana Shire Council	Outdoor sports / recreation	*No rate specified*
Central Highlands Regional Council	Recreation	*No rate specified*
Bundaberg Regional Council	Recreational activities	*No rate specified*
Isaac Regional Council	Recreation	*No rate specified*
Brisbane City Council	Park	10-20 spaces
Adopted Rate	**-**	**20 spaces**

As shown, few Councils prescribe parking rates for a park land use. Given the size of the proposed Park and that peak use times are likely to be outside of peak netball game times, a flat requirement of 20 parking spaces for the Park land use has been adopted for the development.

3.1.2 Car Parking Requirements

Table 3.2 details the car parking recommendations and provision based on the investigations undertaken in Section 3.1.1.

Table 3.2: Adopted Car Parking Recommendation and Provision

Land Use	Quantity	Parking Rate	Recommended	Proposed
Netball Courts	16 courts	20 spaces per court	320 spaces	332 spaces
Park	17,295m^2 GFA	20 spaces	20 spaces	
		Total	**340 spaces**	**332 spaces**

As shown, the development proposes 332 off-street parking spaces with a recommendation of 340 spaces. In addition to the parking modules, on-street parking along the spine road south of the internal roundabout will be provided with sufficient shoulder width to accommodate approximately 120m of kerbside parking, equating to approximately 17 car parking spaces. The parking provision internal to the development is therefore considered sufficient to accommodate parking demands.

3.2 Disability Discrimination Act

The Building Code Australia (BCA) was used to determine the number of parking spaces suitable to accommodate People with a Disability (PWD) for a Class 9b development.

Table 3.3 summarises the required PWD spaces for the proposed development.

Table 3.3: Car Parking Requirements and Provision – PWD Spaces

Parking Spaces	Parking Rate	Required	Proposed
340 spaces	1 PWD space per 50 spaces	**7 spaces**	**6 spaces**

As shown, the development proposes six (6) PWD spaces with a requirement of seven (7) spaces based on the parking requirement of 340 spaces. It is recommended that PWD parking be provided at a rate of 1 PWD space per 50 parking spaces, in accordance with BCA requirements.

3.3 Bicycle Parking Provision

It is noted that Council does not prescribe bicycle parking rates for an 'Outdoor Sport & Recreation' land use. As such, it is recommended that a rate equivalent to 5% of the car parking supply be applied, reflecting the anticipated mode share for a sporting precinct development. The proposed provision is considered appropriate for the intended use and anticipated demand.

Table 3.4 outlines the recommended bicycle parking rates for the proposed development.

Table 3.4: Bicycle Parking Recommendation and Provision

Land Use	Parking Spaces	Parking Rate	Required	Provided
Outdoor Sport & Recreation	340 spaces	5% of the car parking supply for 'Outdoor Sport & Recreation' land uses	**17 spaces**	**17 spaces**

It is understood that a total of 17 bicycle parking spaces shall be provided in proximity to the netball fields, with clear active transport connections, appropriate signage, lighting, and conducive to passive surveillance as required by AS2890.3.

3.4 Geometric Layout Assessment

The on-site parking layout has been assessed in accordance with the relevant requirements of Council's *Access, Parking and Transport Code* (version 5) and Australian Standards AS2890.

The outcomes of the assessment are summarised in Table 3.5.

Table 3.5: Parking Geometric Layout Assessment

Design Element	Requirements	Provided	Compliant
Car Parking Bays (User Class 3)	2.6m x 5.4m	2.6m x 5.4m	**Yes**
PWD Car Parking Bay	2.4m x 5.4m with shared space of same dimensions	2.4m x 5.4m with shared space of same dimensions	**Yes**
Parking Aisle Width	5.8m + 0.3m clearance to vertical obstructions	Minimum 6.2m	**Yes**
Blind Aisle Extension	1.0m	1.5m	**Yes**
Clearance to Vertical Obstructions	0.3m	Minimum 0.3m	**Yes**
Visitor Turnaround	Space to Turnaround	Dedicated Turnaround Bay	**Yes**
SRV Servicing Bay	3.5m x 6.4m	Not Provided	***Shall Comply***
Horizontal Bicycle Parking	0.5m x 1.8m	Not Provided	***Shall Comply***
Bicycle Parking Aisle	1.5m separated from vehicular movements	Not Provided	***Shall Comply***
Grades (Parking Module)	1:20 parallel to the angle of parking and 1:16 in any other direction	Not Annotated	***Shall Comply***
Grades (Servicing)	Maximum 1:6.5 (15.4%)	Not Annotated	***Shall Comply***

As shown above, the on-site parking geometric layout generally complies with the relevant requirements of Council's *Access, Parking and Transport Code* (version 5) and Australian Standards AS2890.

Swept path diagrams are provided at **Appendix B** to demonstrate successful vehicle manoeuvring.

4. TRAFFIC ASSESSMENT

4.1 Background Traffic

4.1.1 Traffic Survey Data

Traffic surveys were undertaken by Matrix Traffic & Transport Data at the following locations:

- Intersection 1: Bruce Highway (Yaamba Road) / Yeppoon Road
- Intersection 3: Bruce Highway (Yaamba Road) / Carlton Street & Founders Drive
- Intersection 4: Bruce Highway (Yaamba Road) / Farm Street
- Intersection 5: Yeppoon Road / Norman Road
- Intersection 6: Norman Road / Foulkes Street
- Intersection 7: Norman Road / Darambal Road
- Intersection 8: Norman Road / Farm Street.

Traffic survey date and times are as follows (excluding Intersections 2 & 3):

- Weekday PM Peak: Thursday 13th March 2025 3:00pm to 6:00pm
- Weekend Peak. Saturday 15th March 2025 9:00am to 1:00pm.

It is noted the traffic surveys for Intersection 5 (Yeppoon Road / Norman Road) were resurveyed on Thursday 8th May 2025 and Saturday 10th May 2025 due to technical difficulties.

Additional observation checks were undertaken on the same dates as the Intersection 5 resurveys at Intersection 2 (Bruce Highway (Yaamba Road) / Nuttall Street & College Road) to quantify traffic volumes to/from the minor roads. Through traffic volumes along the Bruce Highway at Intersection 2 were extrapolated from the survey data for Intersections 1 & 3 respectively, noting there are no accesses or side roads present between the intersections.

Detailed traffic survey data is provided at **Appendix C**.

4.1.2 Assessed Peak Hours

Each intersection was modelled individually. As such, the peak hour for each intersection was adopted in order to determine 'worst-case' impacts at each intersection. A network diagram illustrating surveyed peak hour traffic volumes is provided at **Appendix D**.

4.1.3 Adopted Growth Rates

A compounding growth rate of 1.0% per annum was adopted to forecast background traffic volumes to future years. This is consistent with the growth forecast for Rockhampton as sourced from Profile.ID.

4.1.4 Design Horizons

Forecast background traffic volumes are provided at **Appendix D** for the year of opening (2027) for all intersections and 10-year design horizon (2037) for the Council-controlled intersections (i.e. Intersections 6 to 8).

4.2 Development Traffic

4.2.1 Traffic Generation Rates

The traffic generations rates for the proposed land uses have been based on a 'first principles' approach, based on the estimated patronage in combination with a peak use factor, private vehicle mode share and average vehicle occupancy.

The estimated patronage assumptions (i.e. players, coaches, parents, spectators, and officials) for the 'Netball Courts' and 'Park' land uses are detailed in Table 4.1.

Table 4.1: Estimated Patronage Assumptions

Type	Peak Period	
	Weekday PM	Saturday
Netball Courts		
Players	12 per court	24 per court
Coaches	2 per court	4 per court
Parents / Spectators	12 per court	24 per court
Officials	1 per court	2 per court
Park		
Car Parking	20 spaces	20 spaces

Based on the assumptions outlined in Table 4.1, the following factors were applied to determine the trip generation rates for the 'Netball Courts' and 'Park' land uses during the respective peak periods:

- Peak Use Factor: Expected demand for each of the land use (i.e. Netball Courts, Park) during the peak periods relative to average demand
- Private Vehicle Mode Share: Proportion of total trips made by private vehicle to/from the site
- Vehicle Occupancy: Average number of people travelling per private vehicle to/from the site.

The adopted trip generation rates are detailed in Table 4.2.

Table 4.2: Adopted Trip Generation Rates

Peak Period	Peak Use Factor	Patronage (Table 4.1)			Private Vehicle Mode Share	Vehicle Occupancy		Trip Rate (veh/h)
		Players / Coaches	Parents / Spectators	Officials		Players / Parents	Officials	
Netball Courts								
Weekday PM	60%	14	12	1	95%	2	1.5	***7.8***
Saturday	100%	28	24	3	95%	2.5	1.5	***21***
Park								
Weekday PM	-	-	-	-	-	-	-	***20***
Saturday	-	-	-	-	-	-	-	***20***

4.2.2 Development Traffic Generation

Table 4.3 summarises the trip generation rates calculated in Table 4.2 and presents the forecast traffic generation for the proposed development.

Table 4.3: Development Traffic Generation

Land Use	Quantity	Traffic Generation Rates		Peak Trips	
		Weekday PM	Saturday	Weekday PM	Saturday
Netball Courts	16 courts	7.8 trips per court	21 trips per court	(+) 125	(+) 336
Park	-	20 trips	20 trips	(+) 20	(+) 20
			Total	**(+) 145**	**(+) 356**

As shown, the proposed development is expected to generate in the order of 145 vehicle trips in the Weekday PM peak hour and 356 vehicle trips in the Saturday peak hour.

4.2.3 Development Trip Directionality

The expected directional split of peak hour trips, based on typical splits for each land use is presented in Table 4.4.

Table 4.4: Development Traffic Directionality

Land Use	Split (%)				Trips (vph)			
	Weekday PM		Saturday		Weekday PM		Saturday	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Netball Courts	50%	50%	50%	50%	(+) 62	(+) 62	(+) 168	(+) 168
Park	50%	50%	50%	50%	(+) 10	(+) 10	(+) 10	(+) 10
				Total	**(+) 72**	**(+) 72**	**(+) 178**	**(+) 178**

4.2.4 Development Traffic Distribution

The distribution of development traffic (north, south, and east) onto the external road network was based on observed traffic flow within the area. The following traffic distribution assumptions have been applied:

- North (Bruce Highway (Yaamba Road)): 10%
- South (Bruce Highway (Yaamba Road)): 50%
- South (Norman Road): 25%
- East (Yeppoon Road): 15%.

The development traffic distribution and assignment has been provided at **Appendix D** for both the year of opening (2027) for all intersections and the 10-year design horizon (2037) for the Council-controlled intersections (i.e. Intersections 6 to 8).

4.3 SIDRA Assessment

4.3.1 Methodology

The key intersections outlined in Section 4.1 were assessed using SIDRA Intersection 9.1 to determine the impact of development trips on the surrounding road network. Signal Plans and ICA data were sourced from DTMR and Council, respectively.

The assessment was undertaken for the Weekday PM and Saturday peak hours. Detailed SIDRA outputs for with and without development scenarios at the year of opening (2027) for all intersections and 10-year design horizon (2037) for the Council-controlled intersections (i.e. Intersections 6 to 8). are provided at **Appendix E**.

4.3.2 Bruce Highway (Yaamba Road) / Yeppoon Road Intersection

The Bruce Highway (Yaamba Road) / Yeppoon Road intersection layout as assessed in SIDRA is shown in Figure 4.1.

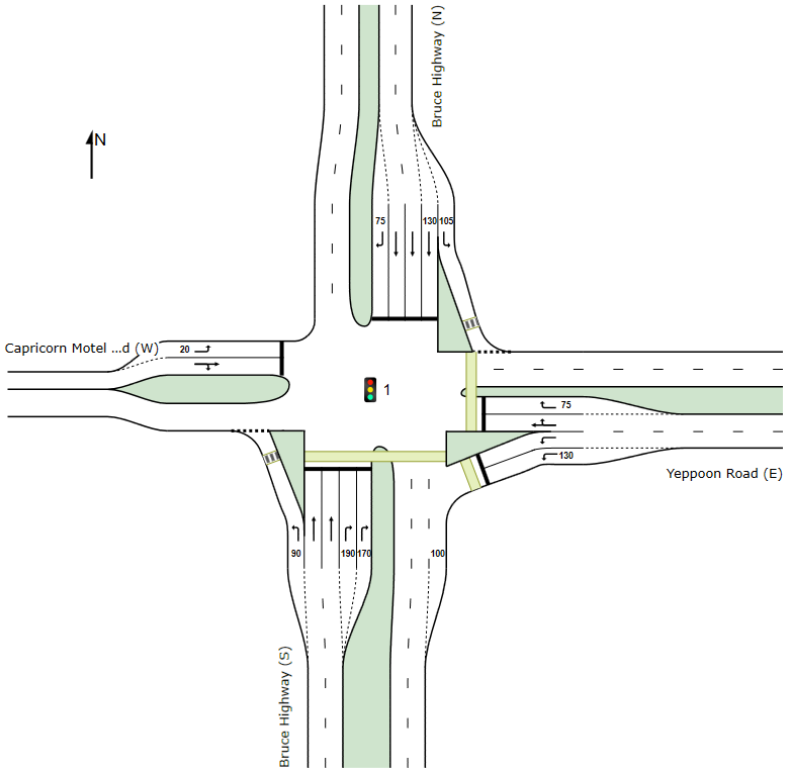


Figure 4.1: Bruce Highway (Yaamba Road) / Yeppoon Road SIDRA Intersection Layout

The signal phasing as assessed in SIDRA is shown in Figure 4.2.

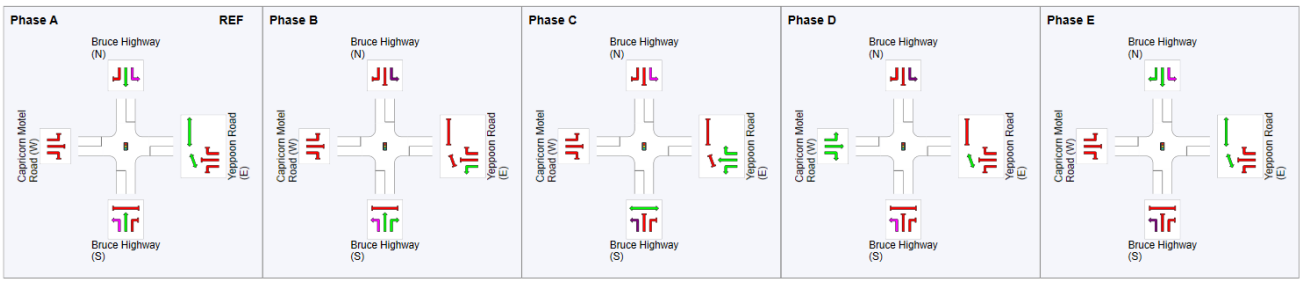


Figure 4.2: Bruce Highway (Yaamba Road) / Yeppoon Road SIDRA Signal Layout

Table 4.5 summarises the SIDRA results for the Bruce Highway (Yaamba Road) / Yeppoon Road intersection for the Weekday PM and Saturday peak hours at the year of opening (2027).

Table 4.5: Bruce Highway (Yaamba Road) / Yeppoon Road Intersection SIDRA Results Summary

Approach	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Weekday PM Peak								
Bruce Highway (S)	0.34	17	B	59	0.36	18	B	59
Yeppoon Road (E)	0.32	33	C	29	0.33	32	C	31
Bruce Highway (N)	0.36	20	B	52	0.36	20	C	52
Capricorn Motel (W)	0.34	54	D	7	0.34	54	D	7
2027 Saturday Peak								
Bruce Highway (S)	0.27	16	B	44	0.31	17	B	43
Yeppoon Road (E)	0.26	31	C	25	0.31	29	C	28
Bruce Highway (N)	0.26	19	B	42	0.30	21	C	45
Capricorn Motel (W)	0.24	58	E	4	0.24	58	E	4

As shown, the Bruce Highway (Yaamba Road) / Yeppoon Road intersection is expected to operate within the acceptable performance threshold for a signalised intersection (DOS < 0.9) at the year of opening (2027) with or without the proposed development. Furthermore, the introduction of development trips is shown to have a negligible impact on intersection performance.

4.3.3 Bruce Highway (Yaamba Road) / Nuttall Street & College Road Intersection

The Bruce Highway (Yaamba Road) / Nuttall Street & College Road intersection layout as assessed in SIDRA is shown in Figure 4.3.

Observations indicate a mix of one-stage and two-stage right-turn movements from Nuttall Street and College Road. Results show that one-stage turns experience long delays, whereas two-stage turns operate efficiently. In practice, it is expected that a combination of both turning movements would occur.

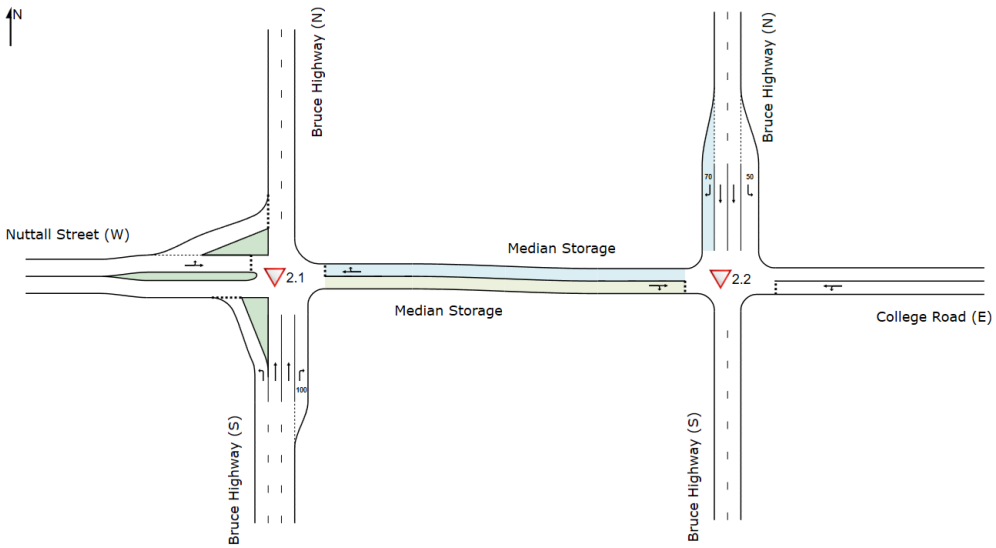


Figure 4.3: Bruce Highway (Yaamba Road) / Nuttall Street & College Road SIDRA Intersection Layout

Table 4.6 and Table 4.7 summarises the SIDRA results for the Bruce Highway (Yaamba Road) / Nuttall Street & College Road intersection for the Weekday PM and Saturday peak hours at the year of opening (2027).

Table 4.6: Bruce Highway (Yaamba Road) / Nuttall Street & College Road (West) Intersection SIDRA Results Summary

Approach	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Weekday PM Peak								
Bruce Highway (S)	0.27	0	A	0	0.28	0	A	0
Median Storage (E)	*0.03*	*15*	*C*	*1*	*0.04*	*17*	*C*	*1*
Nuttall Street (W)	0.01	7	A	0	0.01	7	A	0
2027 Saturday Peak								
Bruce Highway (S)	0.22	0	A	0	0.24	0	A	0
Median Storage (E)	*0.01*	*9*	*A*	*0*	*0.01*	*12*	*B*	*0*
Nuttall Street (W)	0.00	6	A	0	0.00	7	A	0

Table 4.7: Bruce Highway (Yaamba Road) / Nuttall Street & College Road (East) Intersection SIDRA Results Summary

Approach	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Weekday PM Peak								
College Road (E)	0.02	9	A	1	0.03	9	A	1
Bruce Highway (N)	0.19	0	NA	0	0.20	0	NA	0
Median Storage (W)	*0.02*	*4*	*A*	*1*	*0.02*	*4*	*A*	*1*
2027 Saturday Peak								
College Road (E)	0.01	8	A	0	0.01	8	A	0
Bruce Highway (N)	0.17	0	NA	0	0.20	0	NA	0
Median Storage (W)	*0.02*	*5*	*A*	*0*	*0.02*	*6*	*A*	*1*

As shown, the Bruce Highway (Yaamba Road) / Nuttall Street & College Road intersection is expected to operate within the acceptable performance threshold for a priority-controlled intersection (DOS < 0.8) at the year of opening (2027) with or without the proposed development. Furthermore, the introduction of development trips is shown to have a negligible impact on intersection performance.

4.3.4 Bruce Highway (Yaamba Road) / Carlton Street & Founders Drive Intersection

The Bruce Highway (Yaamba Road) / Carlton Street & Founders Drive intersection layout as assessed in SIDRA is shown in Figure 4.4.

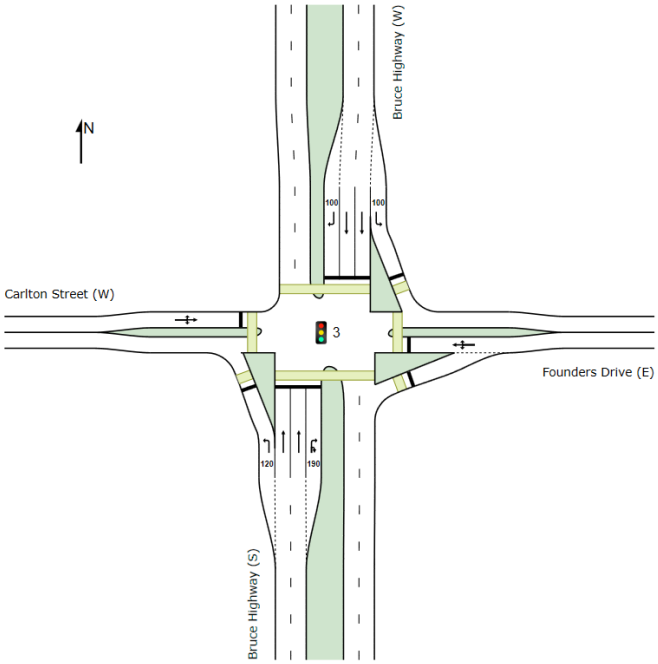


Figure 4.4: Bruce Highway (Yaamba Road) / Carlton Street & Founders Drive SIDRA Intersection Layout

The signal phasing as assessed in SIDRA is shown in Figure 4.5.

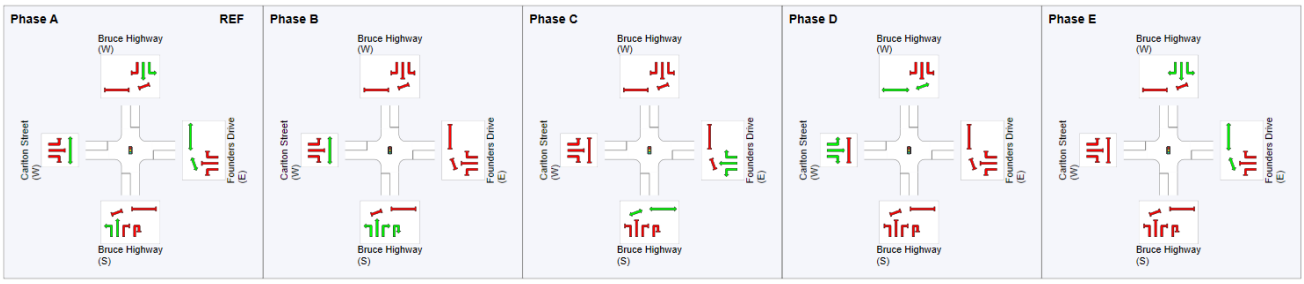


Figure 4.5: Bruce Highway (Yaamba Road) / Carlton Street & Founders Drive SIDRA Signal Layout

Table 4.8 summarises the SIDRA results for the Bruce Highway (Yaamba Road) / Carlton Street & Founders Drive intersection for the Weekday PM and Saturday peak hours at the year of opening (2027).

Table 4.8: Bruce Highway (Yaamba Road) / Carlton Street & Founders Drive Intersection SIDRA Results Summary

Design Year	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Weekday PM Peak								
Bruce Highway (S)	0.85	44	D	173	0.89	48	D	192
Founders Drive (E)	0.44	39	D	58	0.44	39	D	58
Bruce Highway (N)	0.67	37	D	115	0.71	38	D	124
Carlton Street (W)	0.88	58	E	122	0.88	58	E	122

Design Year	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Saturday Peak								
Bruce Highway (S)	0.77	29	C	100	0.86	34	C	126
Founders Drive (E)	0.15	35	D	7	0.15	35	D	7
Bruce Highway (N)	0.62	25	C	72	0.72	27	C	88
Carlton Street (W)	0.27	32	C	22	0.27	32	C	22

As shown, the Bruce Highway (Yaamba Road) / Carlton Street & Founders Drive intersection is expected to operate within the acceptable performance threshold for a signalised intersection (DOS < 0.9) at the year of opening (2027) with or without the proposed development. Furthermore, the introduction of development trips is shown to have a negligible impact on intersection performance.

4.3.5 Bruce Highway (Yaamba Road) / Farm Street Intersection

The Bruce Highway (Yaamba Road) / Farm Street intersection layout as assessed in SIDRA is shown in Figure 4.6.

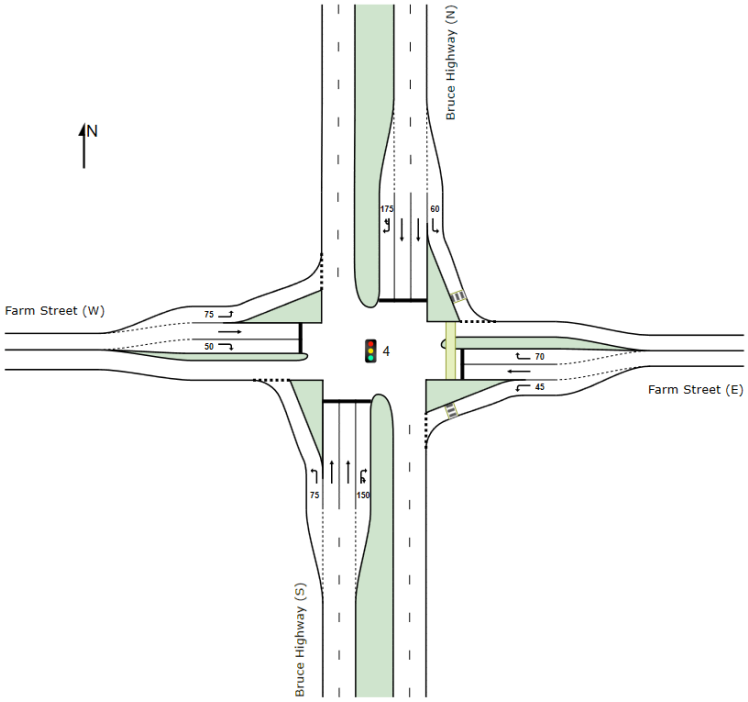


Figure 4.6: Bruce Highway (Yaamba Road) / Farm Street SIDRA Intersection Layout

The signal phasing as assessed in SIDRA is shown in Figure 4.7.

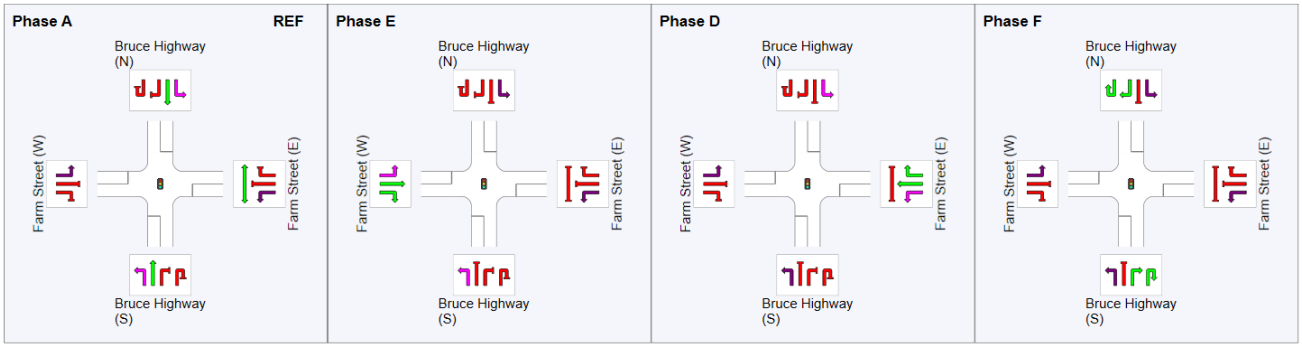


Figure 4.7: Bruce Highway (Yaamba Road) / Farm Street SIDRA Signal Layout

Table 4.9 summarises the SIDRA results for the Bruce Highway (Yaamba Road) / Farm Street intersection for the Weekday PM and Saturday peak hours at the year of opening (2027).

Table 4.9: Bruce Highway (Yaamba Road) / Farm Street Intersection SIDRA Results Summary

Design Year	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Weekday PM Peak								
Bruce Highway (S)	0.78	50	D	175	0.78	50	D	181
Farm Street (E)	0.73	48	D	58	0.80	50	D	59
Bruce Highway (N)	0.77	49	D	201	0.78	50	D	210
Farm Street (W)	0.79	52	D	135	0.79	52	D	135
2027 Saturday Peak								
Bruce Highway (S)	0.63	39	D	165	0.65	40	D	181
Farm Street (E)	0.65	45	D	42	0.65	45	D	42
Bruce Highway (N)	0.62	37	D	179	0.67	38	D	196
Farm Street (W)	0.63	41	D	63	0.63	39	D	63

As shown, the Bruce Highway (Yaamba Road) / Farm Street intersection is expected to operate within the acceptable performance threshold for a signalised intersection (DOS < 0.9) at the year of opening (2027) with or without the proposed development. Furthermore, the introduction of development trips is expected to have a negligible impact on intersection performance.

4.3.6 Yeppoon Road / Norman Road Intersection

The Yeppoon Road / Norman Road intersection layout as assessed in SIDRA is shown in Figure 4.8.

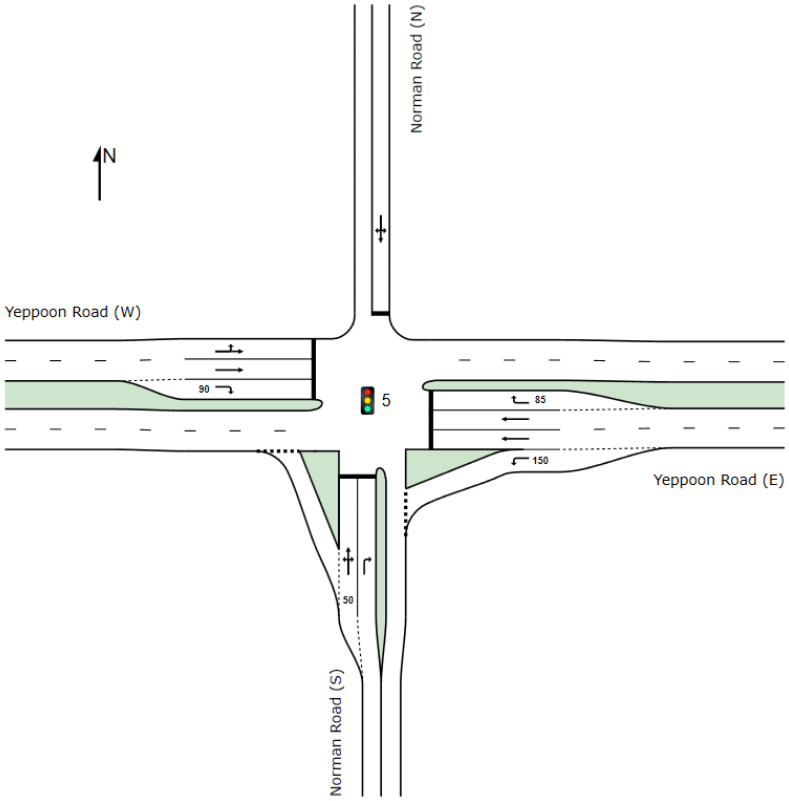


Figure 4.8: Yeppoon Road / Norman Road SIDRA Intersection Layout

The signal phasing as assessed in SIDRA is shown in Figure 4.9.

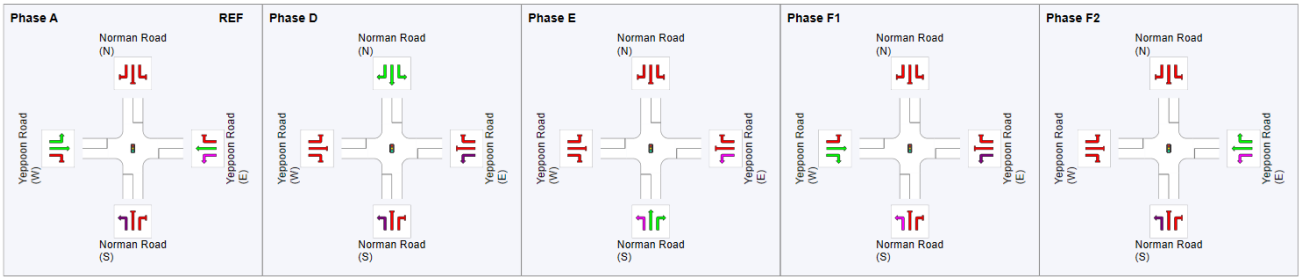


Figure 4.9: Yeppoon Road / Norman Road SIDRA Signal Layout

Table 4.10 summarises the SIDRA results for the Yeppoon Road / Norman Road intersection for the Weekday PM and Saturday peak hours at the year of opening (2027).

Table 4.10: Yeppoon Road / Norman Road Intersection SIDRA Results Summary

Design Year	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Weekday PM Peak								
Norman Road (S)	0.58	26	B	85	0.64	26	B	95
Yeppoon Road (E)	0.25	16	B	21	0.27	16	B	21
Norman Road (N)	0.29	44	D	4	0.29	44	D	4
Yeppoon Road (W)	0.59	20	B	54	0.63	20	B	64
2027 Saturday Peak								
Norman Road (S)	0.35	23	B	45	0.44	22	B	62
Yeppoon Road (E)	0.23	14	A	21	0.31	16	B	23
Norman Road (N)	0.24	49	D	2	0.24	49	D	2
Yeppoon Road (W)	0.34	18	B	26	0.44	18	B	47

As shown, the Yeppoon Road / Norman Road intersection is expected to operate within the acceptable performance threshold for a signalised intersection (DOS < 0.9) at the year of opening (2027) with or without the proposed development. Furthermore, the introduction of development trips is shown to have a negligible impact on intersection performance.

4.3.7 Norman Road / Site Access & Foulkes Street Intersection

The existing Norman Road / Foulkes Street intersection layout as assessed for the background scenarios in SIDRA is shown in Figure 4.10.

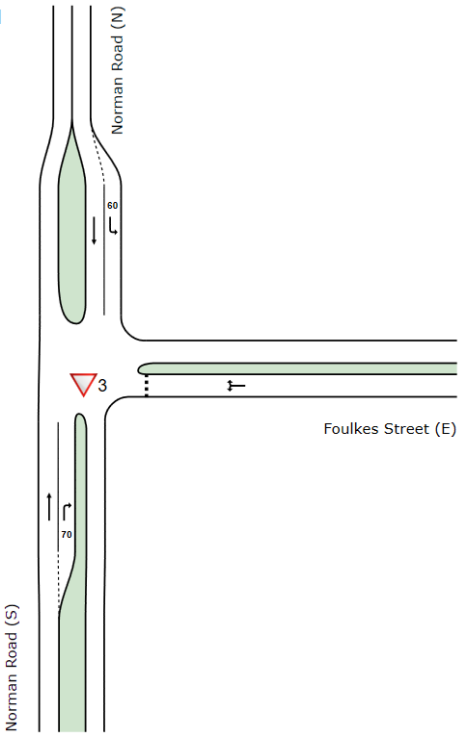


Figure 4.10: Norman Road / Foulkes Street SIDRA Intersection Layout – Existing

The proposed four-way access intersection at Norman Road / Foulkes Street as assessed for the design scenarios in SIDRA is shown in Figure 4.11.

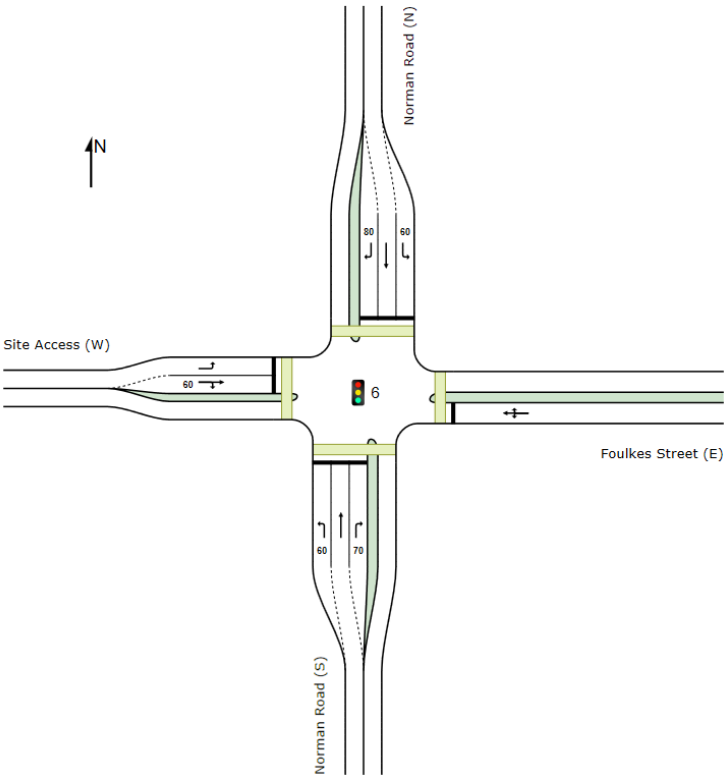


Figure 4.11: Norman Road / Foulkes Street & Site Access SIDRA Intersection Layout - Proposed

The signal phasing as assessed in SIDRA for the proposed layout in the AM Peak hour is shown in Figure 4.12.

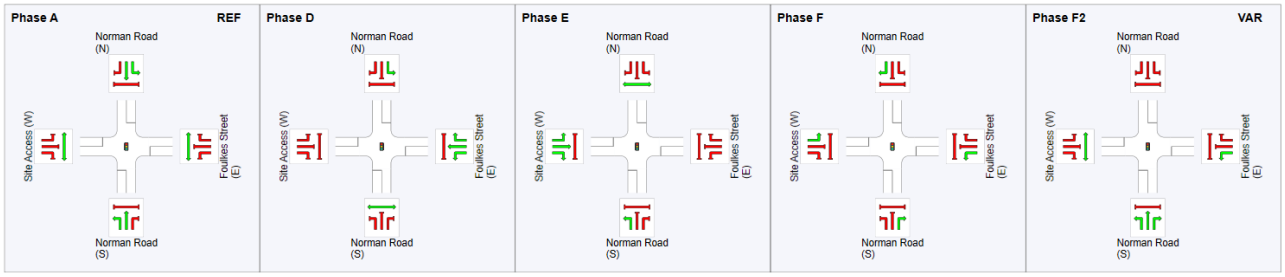


Figure 4.12: Norman Road / Foulkes Street & Site Access SIDRA Signal Layout – AM Peak

The signal phasing as assessed in SIDRA for the proposed layout in the PM Peak hour is shown in Figure 4.13.

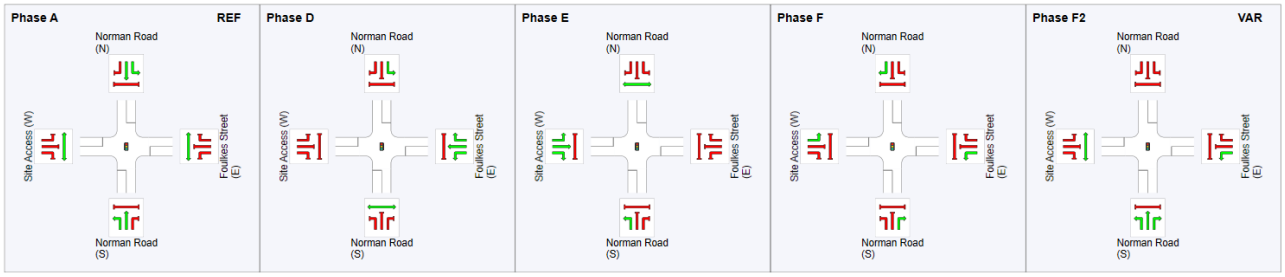


Figure 4.13: Norman Road / Foulkes Street & Site Access SIDRA Signal Layout – PM Peak

Table 4.11 summarises the SIDRA results for the Norman Road / Site Access & Foulkes Street intersection for the Weekday PM and Saturday peak hours at the year of opening (2027) and 10-year design horizon (2037).

Table 4.11: Norman Road / Site Access & Foulkes Street Intersection SIDRA Results Summary

Design Year	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Weekday PM Peak								
Norman Road (S)	0.37	1	NA	4	0.85	43	D	230
Foulkes Street (E)	0.33	15	C	10	0.36	25	C	24
Norman Road (N)	0.24	1	NA	0	0.64	30	C	119
Site Access (W)	-	-	-	-	0.13	35	C	14
2027 Saturday Peak								
Norman Road (S)	0.25	1	NA	2	0.88	36	D	139
Foulkes Street (E)	0.16	10	A	4	0.24	19	B	12
Norman Road (N)	0.21	1	NA	0	0.76	30	C	93
Site Access (W)	-	-	-	-	0.23	25	C	25
2037 Weekday PM Peak								
Norman Road (S)	0.42	1	NA	5	0.86	45	D	273
Foulkes Street (E)	0.47	21	C	16	0.43	30	C	32
Norman Road (N)	0.27	1	NA	0	0.64	33	C	141
Site Access (W)	-	-	-	-	0.14	40	D	16

Design Year	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2037 Saturday Peak								
Norman Road (S)	0.28	1	NA	2	0.84	38	D	158
Foulkes Street (E)	0.20	11	B	5	0.28	22	C	16
Norman Road (N)	0.23	1	NA	0	0.76	30	C	108
Site Access (W)	-	-	-	-	0.24	29	C	29

As shown, the Norman Road / Foulkes Street & Site Access intersection is expected to operate within the acceptable performance threshold for a priority-controlled intersection (DOS < 0.8) in the background scenario and for a signalised intersection (DOS < 0.9) in the design scenario at the year of opening (2027) and 10-year design horizon (2037).

4.3.8 Norman Road / Darambal Road Intersection

The Norman Road / Darambal Road intersection layout as assessed in SIDRA is shown in Figure 4.14. The intersection layout includes a 6.0m short left-turn lane from Darambal Road, with traffic survey footage confirming that vehicles frequently pass right-turning vehicles in order to turn left.

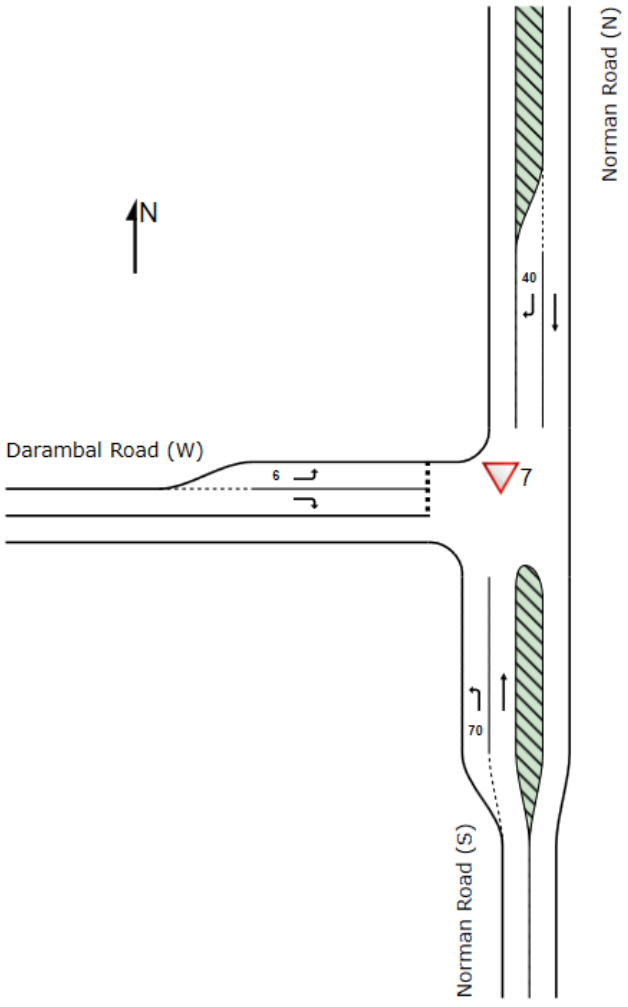


Figure 4.14: Norman Road / Darambal Road SIDRA Intersection Layout

Table 4.12 summarises the SIDRA results for the Norman Road / Darambal Road intersection for the Weekday PM and Saturday peak hours at the year of opening (2027) and 10-year design horizon (2037).

Table 4.12: Norman Road / Darambal Road Intersection SIDRA Results Summary

Design Year	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Weekday PM Peak								
Norman Road (S)	0.41	0	NA	0	0.42	0	NA	0
Norman Road (N)	0.26	1	NA	1	0.27	1	NA	1
Darambal Road (W)	0.30	14	B	7	0.32	15	B	8
2027 Saturday Peak								
Norman Road (S)	0.28	0	NA	0	0.30	0	NA	0
Norman Road (N)	0.24	0	NA	0	0.26	0	NA	0
Darambal Road (W)	0.03	9	A	1	0.04	10	A	1
2037 Weekday PM Peak								
Norman Road (S)	0.45	0	NA	0	0.46	0	NA	0
Norman Road (N)	0.29	1	NA	1	0.30	1	NA	1
Darambal Road (W)	0.45	18	C	10	0.47	19	C	11
2037 Saturday Peak								
Norman Road (S)	0.31	0	NA	0	0.33	0	NA	0
Norman Road (N)	0.26	0	NA	0	0.29	0	NA	0
Darambal Road (W)	0.04	10	A	1	0.05	11	B	1

As shown, the Norman Road / Darambal Road intersection is expected to perform within acceptable performance thresholds for a priority-controlled intersection (DOS < 0.8) at the year of opening (2027) and 10-year design horizon (2037). Furthermore, the introduction of development trips is shown to have a negligible impact on intersection performance.

4.3.9 Norman Road / Farm Street Intersection

The Norman Road / Farm Street intersection layout as assessed in SIDRA is shown in Figure 4.15.

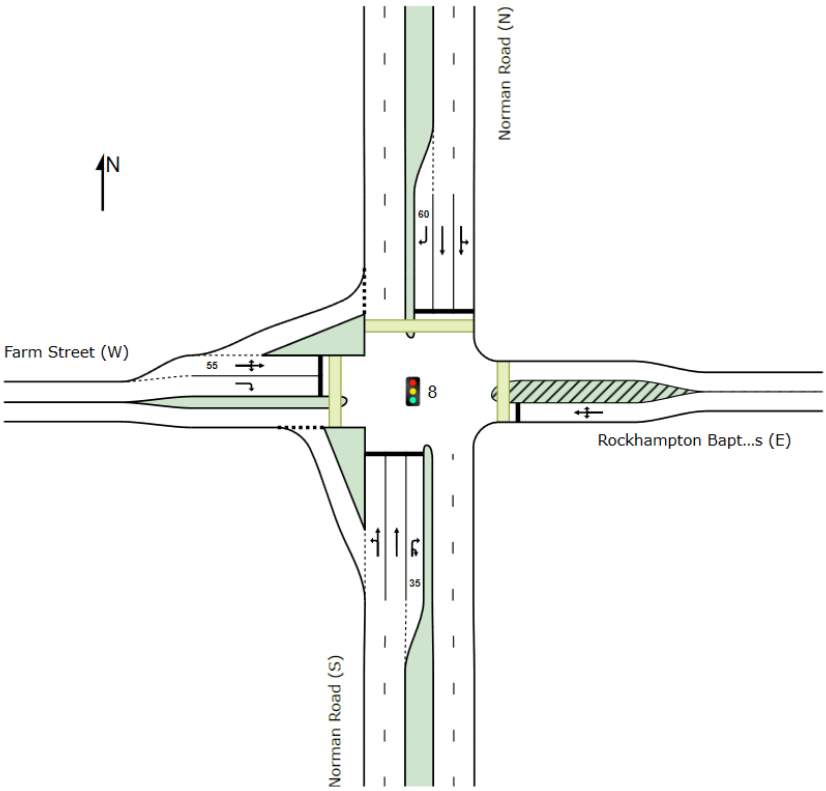


Figure 4.15: Norman Road / Farm Street SIDRA Intersection Layout

The signal phasing as assessed in SIDRA is shown in Figure 4.16.

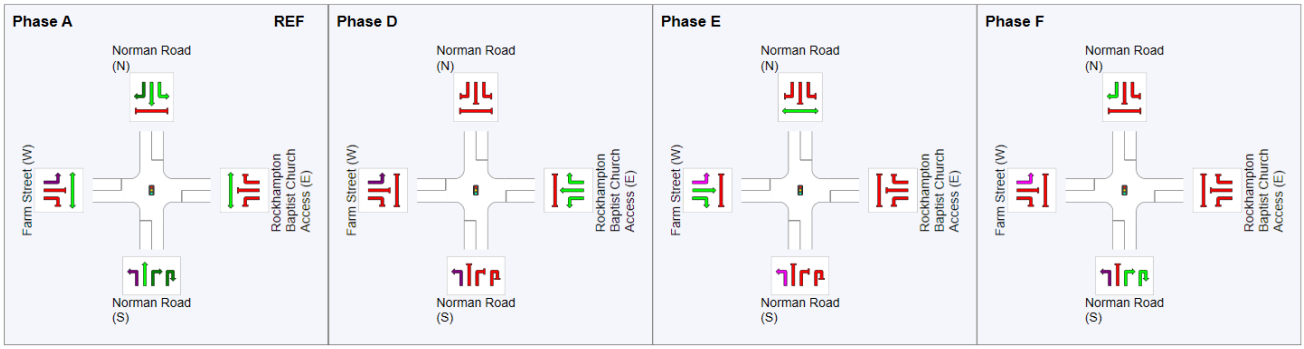


Figure 4.16: Norman Road / Farm Street SIDRA Signal Layout

Table 4.13 summarises the SIDRA results for the Norman Road / Farm Street intersection for the Weekday PM and Saturday peak hours at the year of opening (2027) and 10-year design horizon (2037).

Table 4.13: Norman Road / Farm Street Intersection SIDRA Results Summary

Design Year	Background				Design			
	DOS (v/c)	Delay (sec)	LOS	Queue (m)	DOS (v/c)	Delay (sec)	LOS	Queue (m)
2027 Weekday PM Peak								
Norman Road (S)	0.47	10	B	73	0.48	10	B	74
Church Access (E)	0.16	47	D	1	0.16	47	D	1
Norman Road (N)	0.29	10	A	40	0.29	10	A	41
Farm Street (W)	0.40	20	C	47	0.40	21	C	48
2027 Saturday Peak								
Norman Road (S)	0.32	8	A	45	0.34	8	A	48
Church Access (E)	0.20	47	D	2	0.20	47	D	2
Norman Road (N)	0.26	9	A	35	0.28	10	A	38
Farm Street (W)	0.31	21	C	35	0.31	20	C	36
2037 Weekday PM Peak								
Norman Road (S)	0.53	11	B	83	0.53	11	B	85
Church Access (E)	0.16	47	D	1	0.16	47	D	1
Norman Road (N)	0.32	10	A	45	0.32	10	B	46
Farm Street (W)	0.44	21	C	52	0.44	20	C	53
2037 Saturday Peak								
Norman Road (S)	0.35	8	A	51	0.37	8	A	54
Church Access (E)	0.20	47	D	2	0.20	47	D	2
Norman Road (N)	0.29	10	A	40	0.31	10	A	43
Farm Street (W)	0.34	21	C	40	0.34	20	C	41

As shown, the Norman Road / Farm Street intersection is expected to operate within the acceptable performance threshold for a signalised intersection (DOS < 0.9) at the year of opening (2027) and 10-year design horizon (2037) with or without the proposed development. Furthermore, the introduction of development trips is shown to have a negligible impact on intersection performance.

4.4 Delay Impact Assessment

The State-controlled intersections (i.e. Intersections 1 to 5) have been assessed using the Department of Transport and Main Roads' (TMR) *Guide to Traffic Impact Assessment* (GTIA) (2018) methodology to demonstrate a 'no net worsening' outcome as a result of the proposed development. This methodology quantifies the intersection delay for the proposed development. The impacts are considered significant if the difference is greater than the threshold value (i.e. >5.0%).

The GTIA assessment was undertaken with the following considerations:

- The assessment is undertaken at the year of opening (2027)
- The unit of measurement is vehicle seconds (i.e. no. of vehicles x average delay in seconds)
- The average delay for each scenario is weighted only with the background traffic volumes (not design traffic volumes) to determine the delay impact (i.e. does not consider the impact as delays to development traffic, only to existing traffic that is affected by these additional delays).

Table 4.14 summarises the GTIA delay impact assessment for forecast background traffic (without development) and design traffic (with development) at the year of opening (2027).

Table 4.14: GTIA Delay Impact Summary (2027) – Existing Network

Intersection	Delay Impact			Delay Change
	Background	Design	Difference	
Weekday PM Peak				
Bruce Highway / Yeppoon Road	48,748	48,795	+46	+0.1%
Bruce Highway / Nuttall St & College Rd (west)	345	356	+11	+3.1%
Bruce Highway / Nuttall St & College Rd (east)	235	244	+10	+4.1%
Bruce Highway / Carlton Street & Founders Drive	101,996	106,745	+4,750	+4.7%
Bruce Highway / Farm Street	166,150	167,149	+999	+0.6%
Yeppoon Road / Norman Road	40,319	40,732	+413	+1.0%
Saturday Peak				
Bruce Highway / Yeppoon Road	37,718	37,803	+85	+0.2%
Bruce Highway / Nuttall St & College Rd (west)	143	234	+91	+63.5%
Bruce Highway / Nuttall St & College Rd (east)	129	144	+14	+11.0%
Bruce Highway / Carlton Street & Founders Drive	48,136	54,116	+5,980	+12.4%
Bruce Highway / Farm Street	118,225	121,082	+2,857	+2.4%
Yeppoon Road / Norman Road	25,961	27,027	+1,066	+4.1%
Total	**588,105**	**604,426**	**+16,322**	**2.8%**

As shown, the proposed development results in a delay change of **+2.8%**. As such, mitigation measures are not required as the proposed development achieves 'no net worsening' (i.e. <5.0% delay impact) to the State-controlled network.

5. SAFETY ASSESSMENT

5.1 Overview

In terms of road safety, the Department of Transport and Main Roads' (TMR) *Guide to Traffic Impact Assessment* (GTIA) (2018) states:

"*Development should ensure that a road's safety is not significantly worsened as a result of development and that any pre-existing or development-introduced unacceptable safety risk is addressed. 'Significantly worsened' is defined in terms of the change in the safety risk rating (for example, from low to medium or from medium to high).*"

Figure 5.1 illustrates the recommended safety risk score matrix outlined in DTMR's GTIA.

		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 5.1: DTMR's GTIA Safety Risk Score Matrix

Safety risks were identified and scored based on the above matrix.

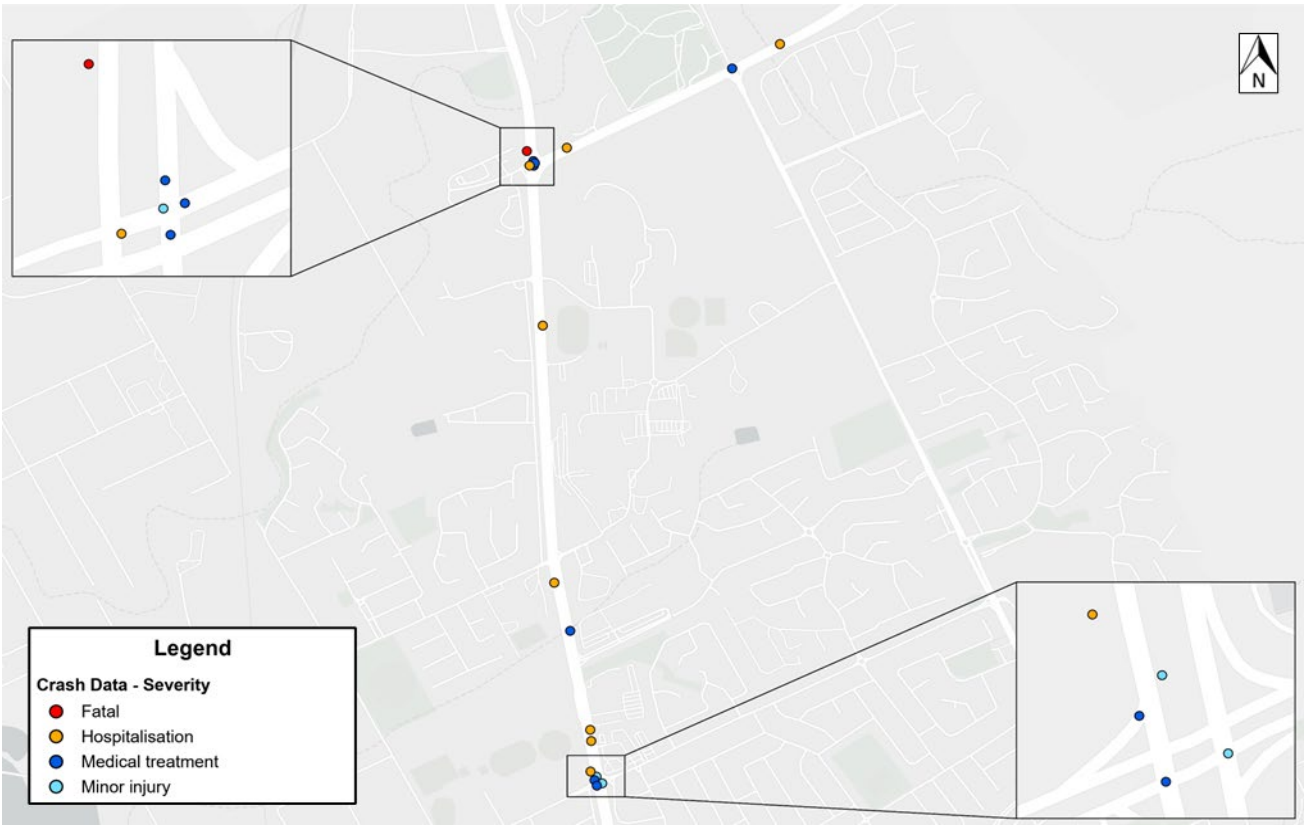
5.2 Crash History Review

Crash data was sourced through DTMR for the study area surrounding the subject site. For crashes to identify as valid they must meet at least one of the following criteria:

- The crash occurred on a public road
- A person was killed or injured
- At least one vehicle was towed away
- The value of damage to property other than vehicles was greater than $2,500.

The crash history was based on validated crash data from reported crashes that have occurred at and on approach to the State-controlled intersections identified in Table 2.2 between the 1st July 2019 to 30th June 2024.

The study area and crashes are shown in Figure 5.2.



Aerial Source: Esri

Figure 5.2: Crash History Review

During the 5-year period, a total of 19 crashes were reported in the study area. It is noted that all of the State-controlled intersections identified in Table 2.2 (with exception to the Yeppoon Road / Norman Road intersection) have received infrastructure / intersection upgrades during the 5-year period.

The intersection crash matrix is included in Table 5.1 outlining DCA code, crash year, and severity for the 21 reported crashes in the study area.

Table 5.1: Crash Matrix

DCA Code	Year						Severity				Total
	2019	2020	2021	2022	2023	2024	Fatal	Hospitalisation	Medical Treatment	Minor Injury	
107	-	-	-	-	-	1	-	-	-	1	**1**
202	1	-	2	1	-	1	-	1	3	1	**5**
301	-	1	1	-	1	-	-	2	1	-	**3**
302	-	-	3	1	-	-	-	-	3	1	**4**
305	-	1	1	-	-	-	1	1	-	-	**2**
703	-	-	-	-	2	-	-	2	-	-	**2**
705	-	-	-	-	1	-	-	1	-	-	**1**
708	-	-	-	1	-	-	-	1	-	-	**1**
Total	**1**	**2**	**7**	**3**	**4**	**2**	**1**	**8**	**7**	**3**	**19**

As shown, **one (1) fatal crash** was reported in the crash data within the 5-year period. The fatal crash occurred in May 2020 and involved a lane side swipe along the Bruce Highway (Yaamba Road) at the Yeppoon Road intersection, which has a posted speed limit of 70km/h speed limit. Conditions were clear and dry; and the incident occurred at approximately 4:00pm during daylight.

Vehicle Crashes

A total of 19 crashes were reported in the 5-year period:

- One (1) fatal crash was recorded, eight (8) crashes resulted in hospitalisation, seven (7) crashes required medical treatment, and three (3) crashes resulted in minor injury
- The predominant crash type was rear-end crashes (DCA Code 301 & 302) accounting for seven (7) crashes (37%
- Five (5) crashes (24%) involved vehicles turning right into oncoming traffic (DCA 202)
- Seven (7) crashes occurred at the Bruce Highway (Yaamba Road) / Yeppoon Road intersection.
  - Four (4) crashes were classified as thru-right crashes (DCA 202), occurring in 2021, 2022 and 2024
  - These incidents resulted in two (2) hospitalisations, six (6) medical treatments, and five (5) minor injuries
  - The DCA 202 crash code indicates collisions involving vehicles from opposing directions, where one vehicle is turning right across the path of oncoming traffic
  - This suggests vehicles turning right may be choosing smaller gaps due to the high traffic volumes along the Bruce Highway (Yaamba Road).

Cyclist & Pedestrian Crashes

Of the 19 reported crashes during the 5-year period, **no cyclist or pedestrian crashes** were recorded within the study area. As such, there are no-pre-existing crash trends, history, or identified safety issues involving cyclists or pedestrians within the study area.

5.3 Risk Assessment

A total of one potential safety risks have been identified due to the additional development traffic and/or proposed upgrades, including:

- **Risk #1:** Potential increase in rear-end crashes resulting from increased queues caused by additional development traffic at major intersections

5.3.1 Risk #1: Increase in Rear-End Crashes due to Increased Vehicle Queues

Overview: The key risk for motorists is inadequate visibility to vehicle queues at intersections and insufficient warning to slow down / stop resulting in rear-end crashes (DCA Code 301-303).

Review: The following points are noted in relation to Risk #1:

- In the last 5 years, the predominant crash type was rear-end crashes (DCA 301-303), which is typical of signalised intersections
- The posted speed limit along Bruce Highway (Yaamba Road) and Yeppoon Road at the crash locations is 70km/h
- The SIDRA testing completed for the intersections shows only marginal increases in queue lengths as a result of development traffic and all queues are contained within turn pockets where relevant
- The approaches to each intersection are generally flat and straight with ample sight distances to the signal lanterns or anticipated back of queues.

Table 5.2 summarises the safety risk review in accordance with the GTIA. It is important to note the following:

- The potential consequence has been assessed as “Medical Treatment” based on the crash type (rear-end) and vehicle speeds
- In the “Without Development” scenario, the likelihood has been assessed as “Moderate” given the number of vehicles that pass through the network and number of rear-end crash occurrences in the last 5 years
- In the “With Development” scenario, the likelihood has been judged to remain “Moderate” given the low increase in vehicles and queue lengths at intersections.

Table 5.2: Risk Assessment – Risk #1

Risk Item	Without Development			With Development		
	Likelihood	Consequences	Risk Score	Likelihood	Consequence	Risk Score
Risk #1: Potential increase in rear-end crashes resulting from increased queues caused by additional development traffic added to the Nerang Broadbeach Road / Lakeside Drive intersection.	3	3	M	3	3	M

In summary, the risk score for Risk #1 remains “Medium”. Therefore, no further safety mitigation is warranted for Risk #1 in accordance with the GTIA.

6. INTERNAL LAYOUT REVIEW

6.1 Servicing

Investigations have been undertaken to determine suitable service vehicle requirements for the proposed development, noting Council's *Access, Parking and Transport Code* (version 5) does not prescribe specific service vehicle requirements.

The service vehicle investigations are detailed in in Table 3.1.

Table 6.1: Service Vehicle Investigations

Council	Outdoor Sport & Recreation
Central Highlands	6.4m Small Rigid Vehicle
Brisbane	Refuse Collection Vehicle
Gold Coast	6.4m Small Rigid Vehicle
Moreton Bay	12.5m Heavy Rigid Vehicle
Summary	**6.4m Small Rigid Vehicle**

It is intended that the proposed pick-up / drop-off zone will also function as a servicing / refuse collection point. A servicing vehicle management plan should be implemented to ensure these movements occur outside of peak operational periods, thereby minimising potential conflicts.

6.2 Refuse Collection

It is recommended waste collection areas are considered to determine the size / frequency of refuse collection and to inform the required Refuse Collection Vehicle (RCV) swept paths. It is noted that Council's *Waste Management Planning Scheme Policy* (version 5) requires developments to provide a turnaround facility for a RCV where the vehicle cannot ingress and egress the site in forward gear.

Swept paths provided at **Appendix B** demonstrate an RCV's ability to enter the loading area and exit the site in a forward gear.

6.3 Bus Stop Infrastructure

6.3.1 Indented Bus Stops

An indented bus stop is proposed as part of the development, in accordance with the requirements of the Department of Transport and Main Roads' *Public Transport Infrastructure Manual: Chapter 5* (2020) as outlined in Table 6.2.

Table 6.2: Minimum Indented Bus Stop Requirements

Dimension	Bus (14.5m)
Lane Width	3.0m
Taper (In)	21.0m (1:7)
Bus Bay Length	Independent: 20.5m
Taper (Out)	15.0m (1:5)

The indented bus stop has been designed to accommodate the independent manoeuvring of two (2) 14.5m long buses. The proposed bus infrastructure is considered suitable to service the proposed development.

6.4 Pedestrian Network Connections

It is recommended that a footpath be provided from the development to the Norman Road frontage, with a minimum width of 2.0m.

7. ACCESS ASSESSMENT

7.1 Overview

The Norman Road access has been designed in accordance with the following standards:

- Austroads *Guide to Road Design: Part 4* (AGRD4) (2023)
- Austroads *Guide to Road Design: Part 4A* (AGRD4A) (2023)
- Austroads *Guide to Traffic Management: Part 6* (AGTM6) (2020)
- Austroads *Harmonisation of Pavement Markings and National Pavement Marking Specification* (2018).

7.2 Foulkes Street Access

Table 7.1 summarises the key parameters for the 'deceleration turning lanes' on the north, south and west approaches at the Norman Road / Foulkes Street & Site Access intersection.

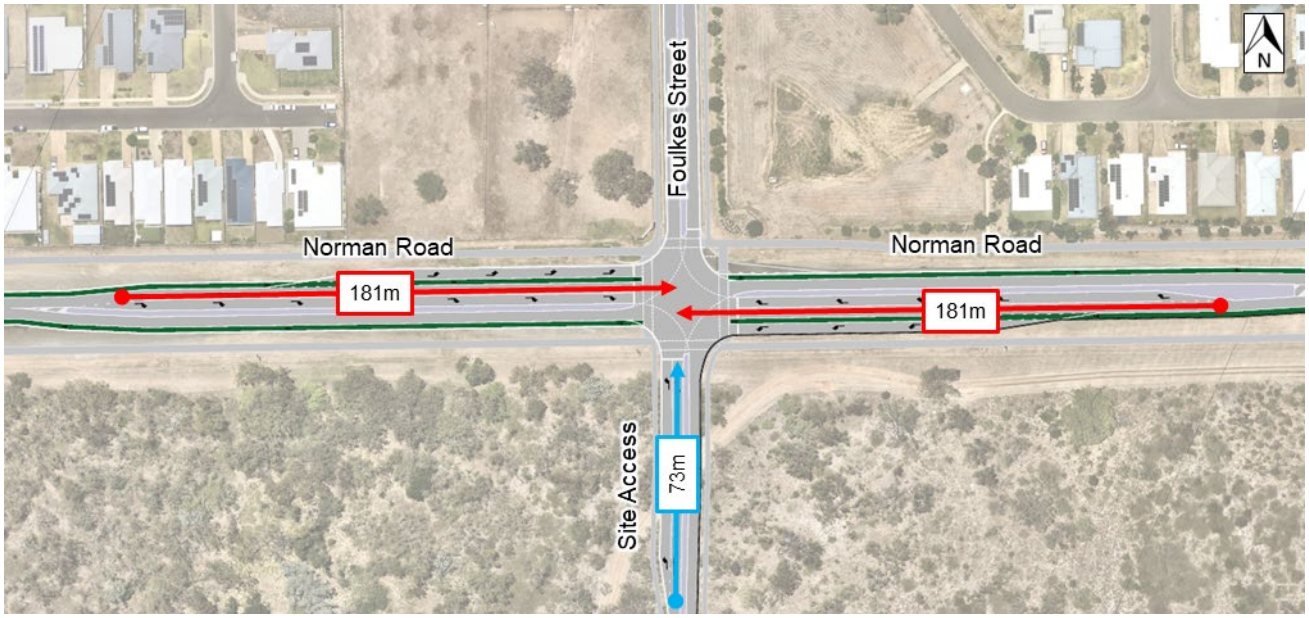
Table 7.1: Deceleration Turning Lane Parameters

Lane	Design Speed	Lane Width	Length			Total Length
			Storage	Parallel Lane	Taper	
North Approach (Norman Road)						
Left Turn	80km/h	3.5m	8m	75m	25m	108m
Right Turn		3.5m	85m	75m	25m	185m
South Approach (Norman Road)						
Left Turn	80km/h	3.5m	6m	75m	25m	106m
Right Turn		3.5m	63m	75m	25m	163m
West Approach (Site Access)						
Left Turn	60km/h	3.5m	65m	-	20m	85m

A sight distance assessment for the proposed Norman Road access has been undertaken in accordance with the standards outlined in Section 7.1 to ensure adequate visibility is provided. The sight distance requirements are summarised in Table 7.2 and illustrated in Figure 7.1.

Table 7.2: Sight Distance Requirements

Sight Distance	Required	Compliant
Approach Sight Distance (ASD)	73m	Yes
Safe Intersection Sight Distance (SISD)	181m	Yes



Aerial Source: Nearmap

Figure 7.1: Available Sight Distance

As shown, sufficient sight distance is available in accordance with the minimum requirements set by the Austroads Guides.

A copy of the Norman Road / Foulkes Street & Site Access intersection concept design is provided in **Appendix F**.

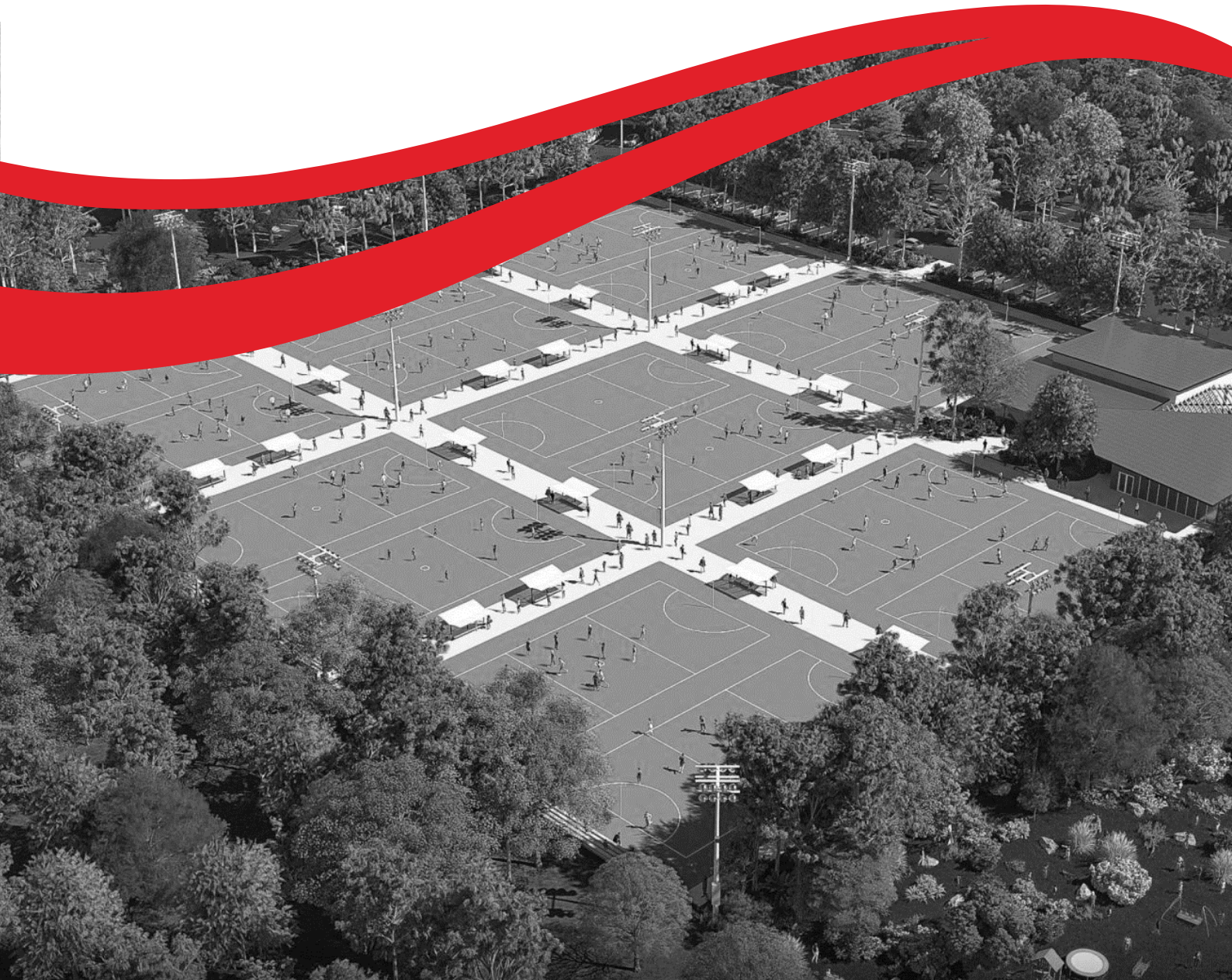
8. SUMMARY AND CONCLUSIONS

The key findings of the TIA for the proposed Rockhampton Netball Centre located at 554-700 Yamba Road, Norman Gardens are as follows:

- The proposal is for an Outdoor Sport and Recreation land use comprising of
  - 16 x outdoor netball courts
  - Park.
- The development does not trigger the need for additional public transport or active transport facilities or services
- It is recommended that PWD parking be provided at a rate of 1 PWD space per 50 parking spaces
- A minimum of 17 bicycle parking shall be provided on-site in accordance with AS2890.3
- The proposed geometric parking layout generally complies with the relevant requirements of Council's *Access, Parking and Transport Code* (version 5) and Australian Standards AS2890
- The proposed development is estimated to result in 145 trips in the Weekday PM peak hour and 356 trips in the Saturday peak hour
- The proposed development results in a delay change of +2.8% which is below the 5.0% threshold in accordance with the Department of Transport and Main Roads' *Guide to Traffic Impact Assessment* (GTIA) (2018). As such, mitigation measures are not warranted on an intersection operations basis
- A safety assessment was undertaken and determined that the identified risks will maintain their risk scores and as such, further safety mitigation is not warranted as per the Department of Transport and Main Roads' *Guide to Traffic Impact Assessment* (GTIA) (2018)
- Servicing is proposed to occur within the pick-up / drop-off zone and should be undertaken outside of peak hours to minimise any potential conflicts
- Waste collection shall occur within the pick-up / drop-off zone outside of peak hours
- The development proposes an indented bus stop to accommodate the independent manoeuvring of two (2) 14.5m long buses, the proposed bus infrastructure is considered suitable to service the proposed development
- It is recommended that a footpath be provided from the development to the Norman Road frontage, with a minimum width of 2.0m
- Access is proposed via a western leg to the Norman Road / Foulkes Street intersection. The intersection concept has been designed in accordance with the relevant Austroads Guides and is considered sufficient to cater for the proposed development
- Available access sight distances are provided in accordance with the relevant Austroads Guides.

Based on the above assessment, it is concluded that there are no significant traffic or transport impacts associated with the proposed development to preclude its approval and relevant conditioning on transport planning grounds.

Appendix A: Development Plans



ROCKHAMPTON SPORTS PRECINCT STAGE 1 WORKS

NORMAN ROAD, NORMAN GARDENS, QLD.

DRAWING SCHEDULE:

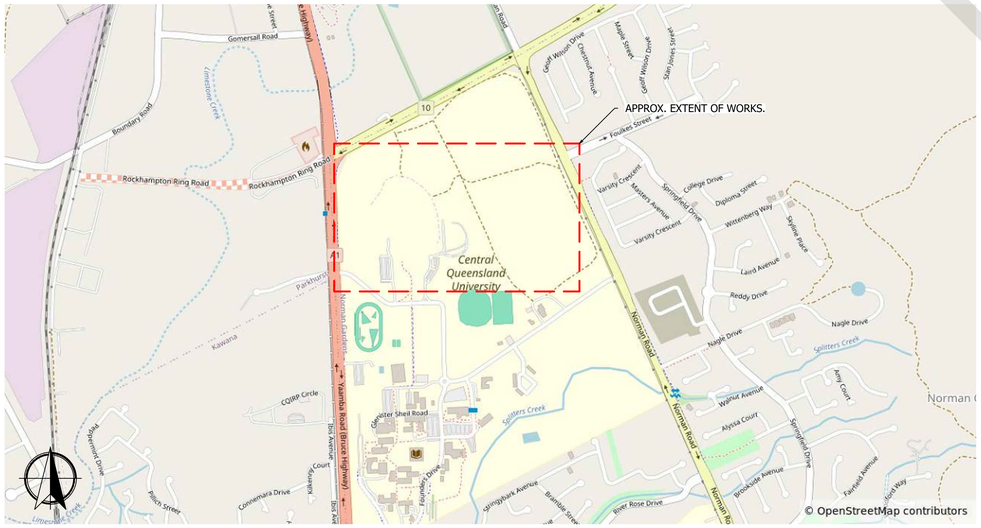
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SE_12306_F1010	GENERAL NOTES
SE_12306_F1100	SITE CLEARING LAYOUT PLAN - SHEET 1 OF 2
SE_12306_F1101	SITE CLEARING LAYOUT PLAN - SHEET 2 OF 2
SE_12306_F1150	BULK EARTHWORKS LAYOUT PLAN - SHEET 1 OF 2
SE_12306_F1151	BULK EARTHWORKS LAYOUT PLAN - SHEET 2 OF 2
SE_12306_F1200	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 1 OF 8
SE_12306_F1201	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 2 OF 8
SE_12306_F1202	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 3 OF 8
SE_12306_F1203	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 4 OF 8
SE_12306_F1204	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 5 OF 8
SE_12306_F1205	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 6 OF 8
SE_12306_F1206	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 7 OF 8
SE_12306_F1207	GENERAL ARRANGEMENT LAYOUT PLAN - SHEET 8 OF 8
SE_12306_F1225	SITE SETOUT PLAN - SHEET 1 OF 2
SE_12306_F1226	SITE SETOUT PLAN - SHEET 1 OF 2
SE_12306_F1250	SITE SECTIONS -SHEET 1 OF X
SE_12306_F1300	STORMWATER DRAINAGE LAYOUT PLAN - SHEET 1 OF 8
SE_12306_F1301	STORMWATER DRAINAGE LAYOUT PLAN - SHEET 2 OF 8
SE_12306_F1302	STORMWATER DRAINAGE LAYOUT PLAN - SHEET 3 OF 8
SE_12306_F1303	STORMWATER DRAINAGE LAYOUT PLAN - SHEET 4 OF 8
SE_12306_F1304	STORMWATER DRAINAGE LAYOUT PLAN - SHEET 5 OF 8
SE_12306_F1305	STORMWATER DRAINAGE LAYOUT PLAN - SHEET 6 OF 8
SE_12306_F1306	STORMWATER DRAINAGE LAYOUT PLAN - SHEET 7 OF 8
SE_12306_F1307	STORMWATER DRAINAGE LAYOUT PLAN - SHEET 8 OF 8
SE_12306_F1650	PAVEMENT PROFILES AND DETAILS

REFERENCE INFORMATION:

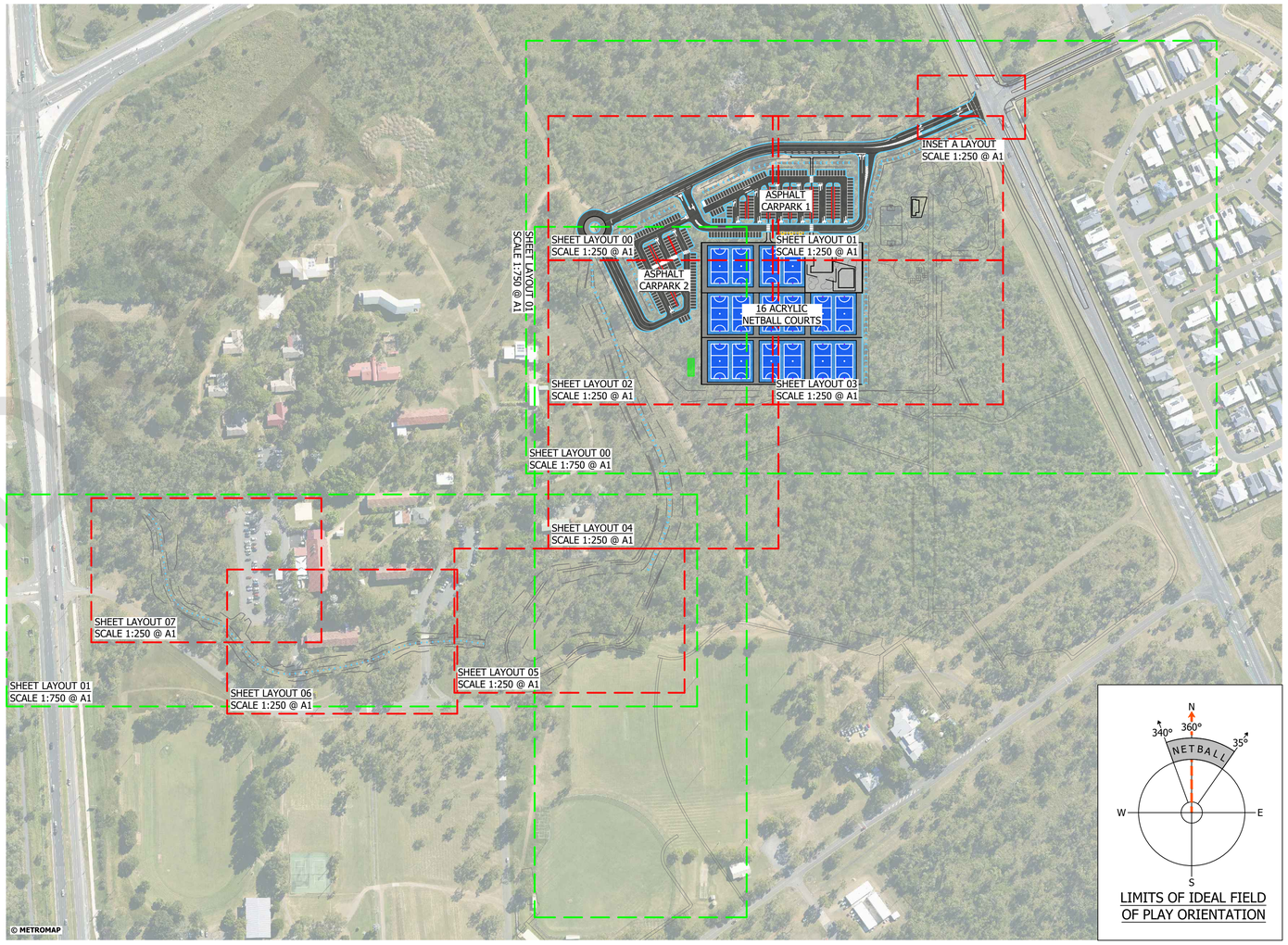
ROCKHAMPTON SPORTS PRECINT, REVISION A. DATED 03/2025, BY SURFCOAST SURVEY & DRAFTING SERVICES P/L.

PROJECT TEAM:

LAND SURVEYOR	SURFCOAST SURVEY & DRAFTING SERVICES P/L
GEOTECHNICAL ENGINEER	PWC
LANDSCAPE ARCHITECT	MODE
ARCHITECT	MODE
STRUCTURAL ENGINEER	HARRIS KMON SOLUTIONS (HKS)
MECHANICAL ENGINEER	HARRIS KMON SOLUTIONS (HKS)
SERVICES AND LIGHTING ENGINEER	HARRIS KMON SOLUTIONS (HKS)
QUANTITY SURVEYOR	RPS
TRAFFIC ENGINEER	BITZIOS
ENVIRONMENTAL REPORTS	THEREFOR GROUP
PLANNER	PLACE DESIGN GROUP
FLOOD SPECIALIST	CUMULUS ENGINEERING
ECOLOGIST	THEREFOR GROUP



LOCALITY PLAN - NORMAN ROAD, NORMAN GARDENS, QLD, 4701.



LIMITS OF IDEAL FIELD OF PLAY ORIENTATION

OVERALL SITE LAYOUT PLAN

ALL AERIAL IMAGERY USED IN THE PRODUCTION OF THIS DRAWING SET HAVE BEEN UNDER LICENSE FROM METROMAP.

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Rockhampton Regional Council

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Issue	Date	By	Chkd	Appd	Description
P1	--/09/25	PJE	MDC	JDH	PRELIMINARY ISSUE

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Drawing Title: COVER SHEET AND DRAWING SCHEDULE

Discipline: FIELD OF PLAY

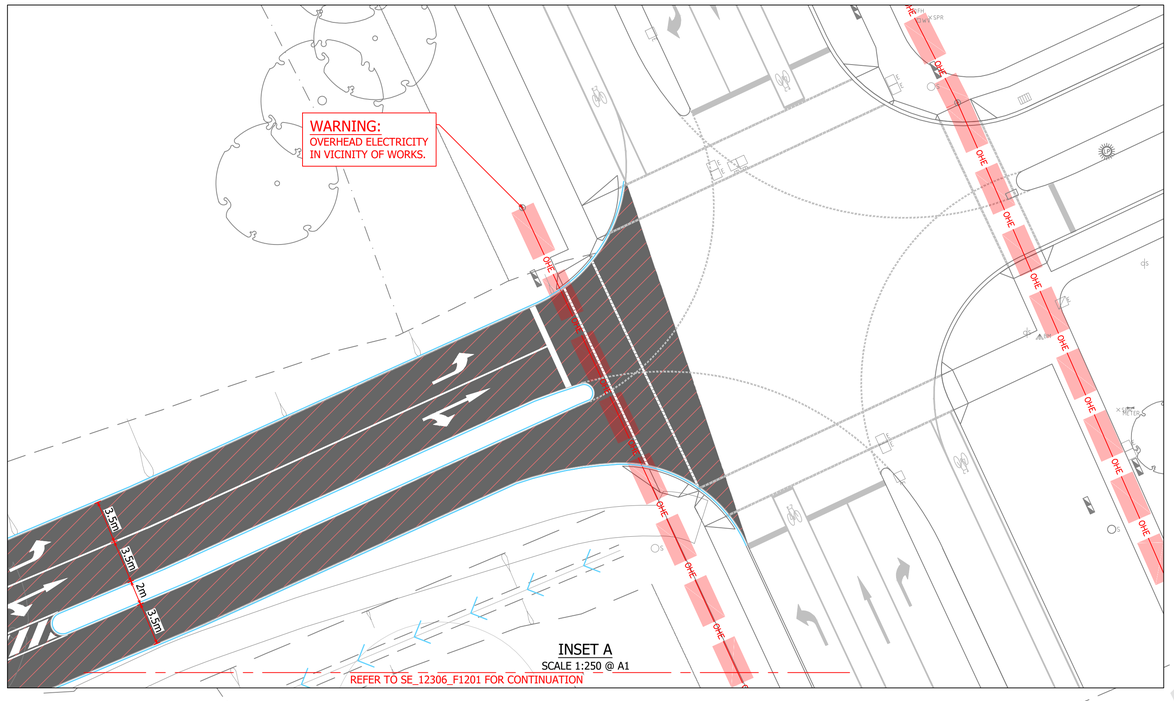
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Drawing Number: SE_12306_F1000

Issue: P1

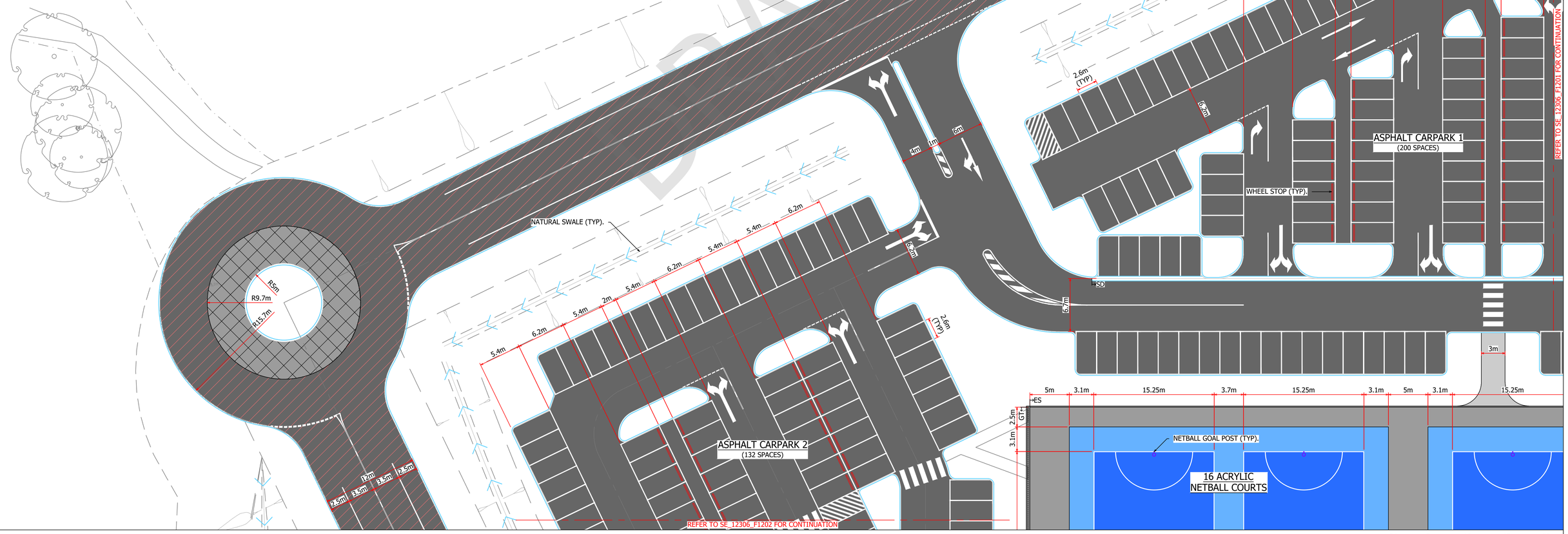
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LEGEND:

NETBALL GOAL POST	
WHEEL STOP	
200mm WIDE CONCRETE EDGE STRIP	ES
GRATED TRENCH	GT
TYPE 6 - CONCRETE INVERT (600 WIDE)	SD
CONCRETE KERB	
ACRYLIC CONCRETE PLAYING SURFACE	15,291m²(APPROX)
CONCRETE FOOTPATH PAVEMENT	2,419m²(APPROX)
CONCRETE VEHICLE PAVEMENT	294m²(APPROX)
ASPHALT ROADWAY PAVEMENT	5,152m²(APPROX)
ASPHALT CARPARK PAVEMENT	10,975m²(APPROX)



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Job Title
ROCKHAMPTON SPORTS PRECINCT STAGE 1 WORKS

Drawing Title
GENERAL ARRANGEMENT LAYOUT PLAN
SHEET 1 OF 8

0 1m 5m 10m 15m 20m
SCALE 1:250 @ A1

Discipline
FIELD OF PLAY

Drawing Status
PRELIMINARY

Drawing Number
SE_12306_F1200

Issue
P1

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REFER TO INSET A ON SE_12306_F1200 FOR CONTINUATION

NOTES:

1. FOR LEGEND AND NOTES, REFER TO DRAWING SE_12306_F1200.

WARNING:
OVERHEAD ELECTRICITY IN VICINITY OF WORKS.

OHE

3.5m
3.5m
2m
3.5m

1.5m
3.5m
11.5m
3.5m
1.5m
1.5m

NATURAL SWALE (TYP).

DISTRICT PARK AREA 1
REFER TO LANDSCAPE DRAWINGS

AMENITIES BUILDING

6.2m 5.4m 2m 5.4m 6.2m 5.4m 2m 5.4m 6.2m 5.4m 2m 5.4m 6.2m 5.4m

REFER TO SE_12306_F1200 FOR CONTINUATION

ASPHALT CARPARK 1
(200 SPACES)

WHEEL STOP (TYP).

SD

6.7m

ACCESSIBLE CARPARK SPACES (TYP).

6m

3m

3.7m 15.25m 3.1m 5m 3.1m 15.25m 3.7m 15.25m 3.1m 5m

ES

ES

GT

NETBALL GOAL POST (TYP).

16 ACRYLIC NETBALL COURTS
(30.5m x 15.25m)

AMENITIES BUILDINGS

REFER TO SE_12306_F1203 FOR CONTINUATION

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Job Title
ROCKHAMPTON SPORTS PRECINCT STAGE 1 WORKS

Drawing Title
GENERAL ARRANGEMENT LAYOUT PLAN
SHEET 2 OF 8

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SCALE 1:250 @ A1

Discipline
FIELD OF PLAY

Drawing Status
PRELIMINARY

Drawing Number
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Issue
P1

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NOTES:

1. FOR LEGEND AND NOTES, REFER TO DRAWING SE_12306_F1200.

REFER TO SE_12306_F1200 FOR CONTINUATION

ASPHALT CARPARK 2
(132 SPACES)

WHEEL STOP (TYP).

6.2m
5.4m
30.5m
3.1m
5.16m
GT
NETBALL GOAL POST (TYP).
16 ACRYLIC NETBALL COURTS
(30.5m x 15.25m)
2m
ES

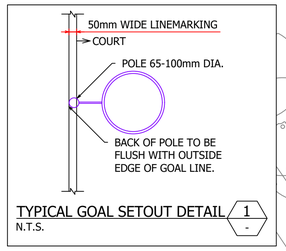
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NATURAL SWALE (TYP).

VEGETATED BUND.

WSUD RAINGARDEN.

REFER TO SE_12306_F1204 FOR CONTINUATION



TYPICAL GOAL SETOUT DETAIL 1
N.T.S.

DRAFT

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Issue	Date	By	Chkd	Appd	Description
P1	--/09/25	PJE	MDC	JDH	PRELIMINARY ISSUE

Job Title
ROCKHAMPTON SPORTS PRECINCT STAGE 1 WORKS

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SHEET 3 OF 8

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SCALE 1:250 @ A1

Discipline
FIELD OF PLAY

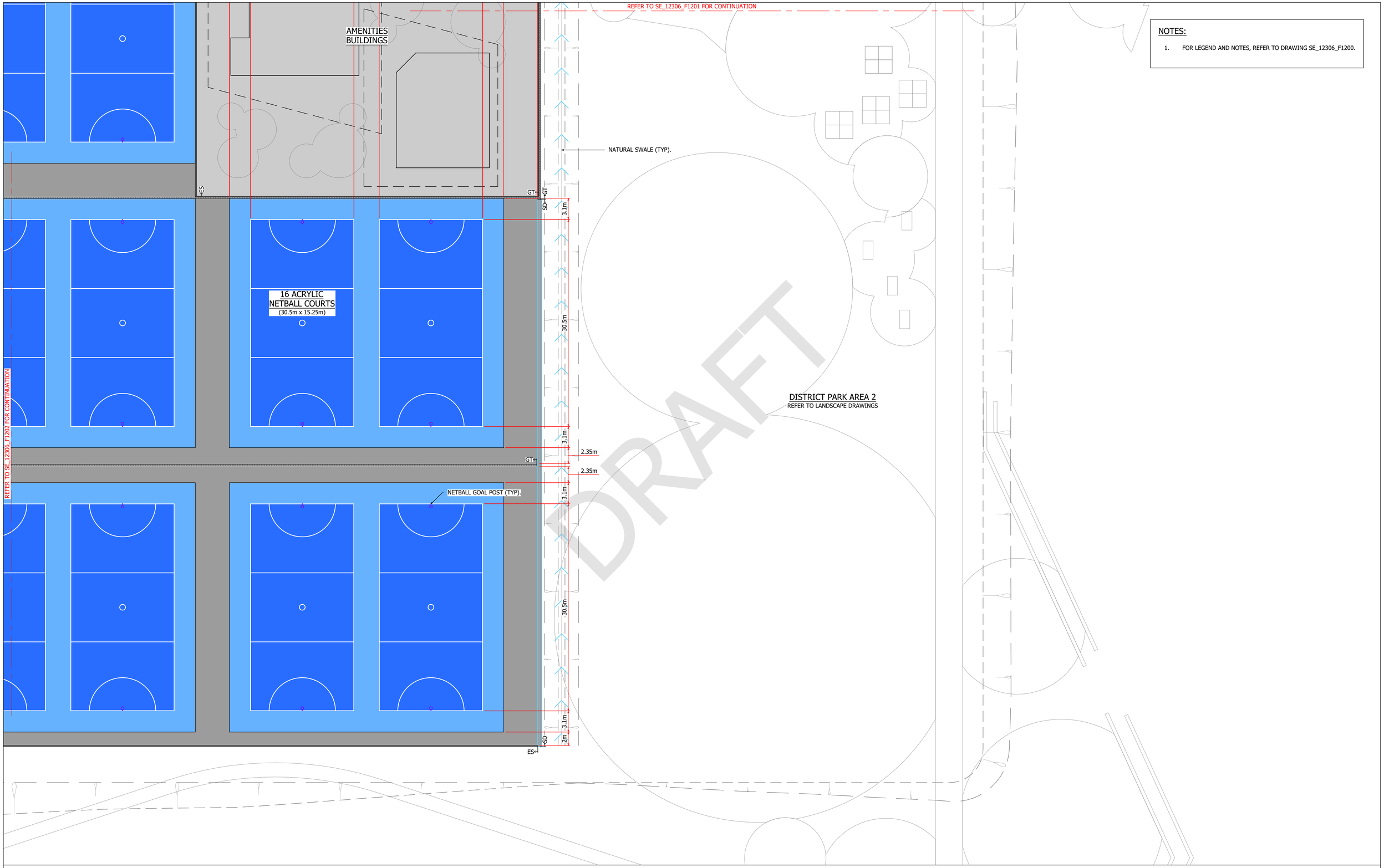
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NOTES:

1. FOR LEGEND AND NOTES, REFER TO DRAWING SE_12306_F1200.

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ROCKHAMPTON SPORTS PRECINCT STAGE 1 WORKS

Drawing Title
GENERAL ARRANGEMENT LAYOUT PLAN
SHEET 4 OF 8

0 1m 5m 10m 15m 20m
SCALE 1:250 @ A1

Discipline
FIELD OF PLAY

Drawing Status
PRELIMINARY

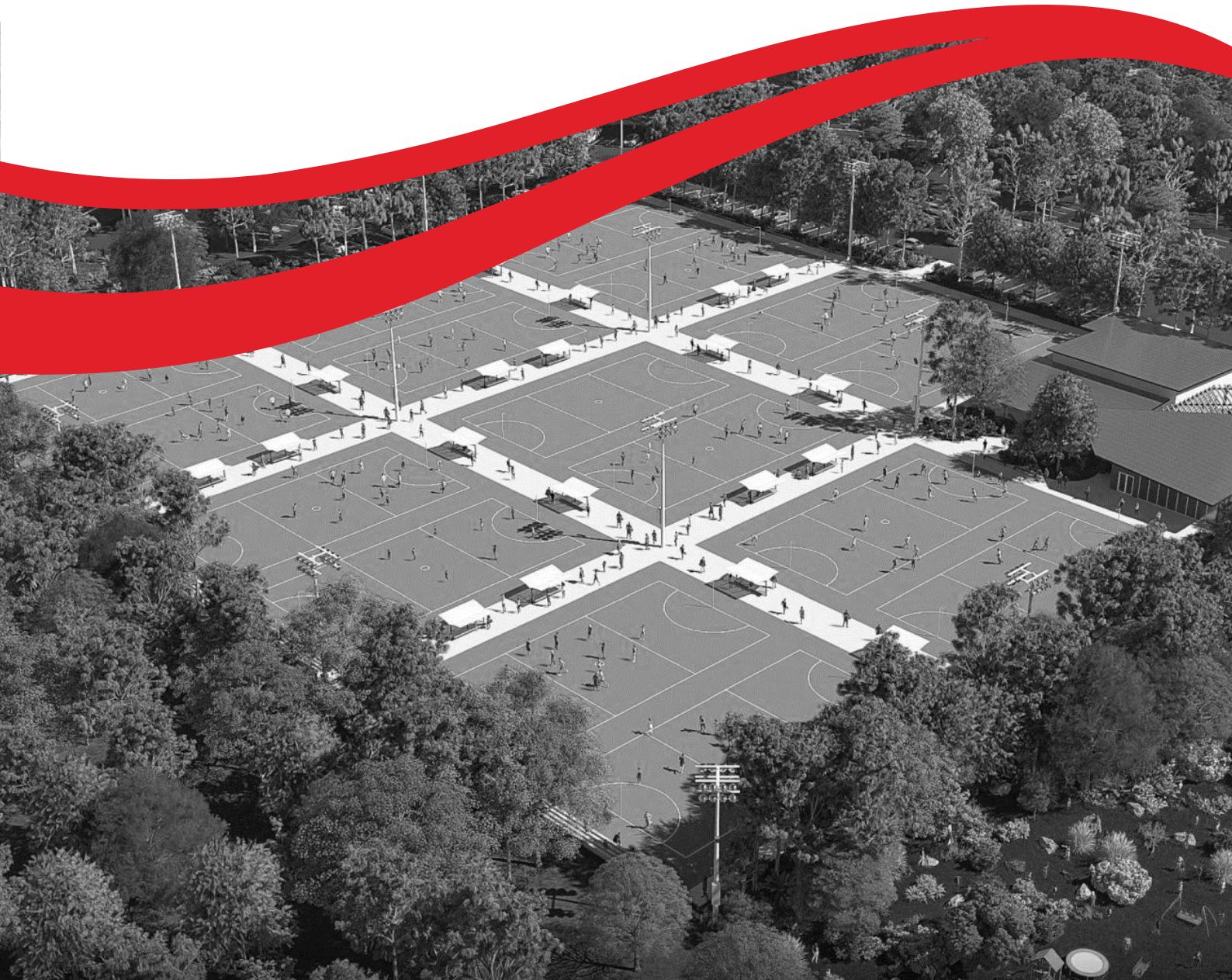
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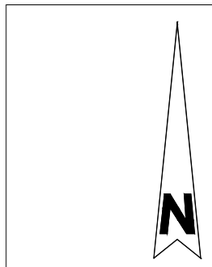
Issue
P1

PLOT DATE: 02/09/2025 PLOT TIME: 2:41 PM FILE PATH: C:\12dS\data\SPORTENG\12306 Rockhampton Sports Precinct_2842\03 Project Data\DRAWINGS STAGE 1\Sheets\SE_12306_F1203.dwg

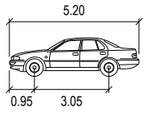
© SPORTENG

Appendix B: Swept Path Diagrams



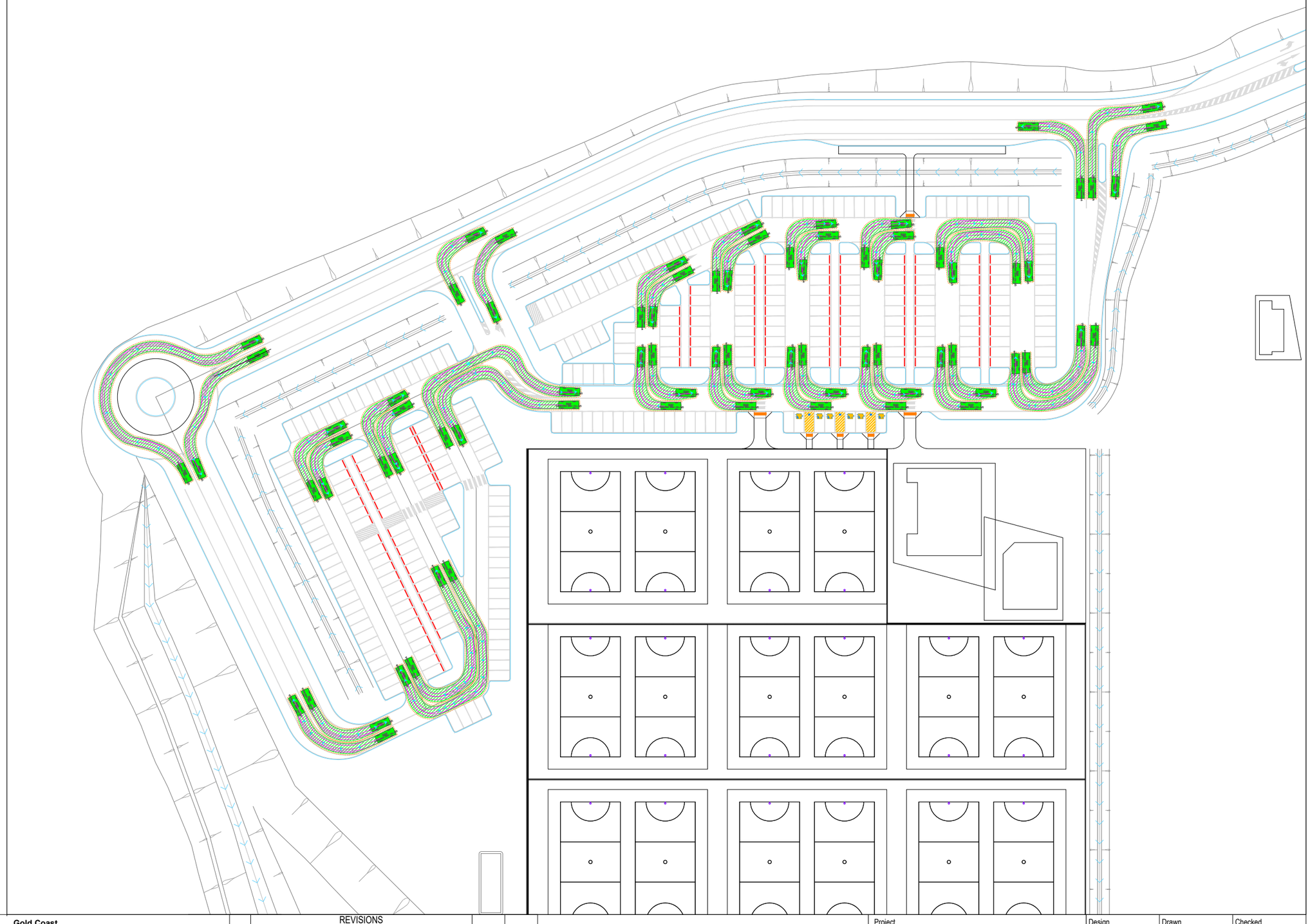


Vehicle Clearance (300mm)



B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

DESIGN VEHICLE



Gold Coast
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Brisbane
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P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	R.TU	15.09.2025

Scale @ A3 0 10 20 30 40 50 1:1000

Project: Rockhampton Netball Centre

Title: B99 Vehicle Manoeuvring

Design	Drawn	Checked
R.TU	R.TU	J.I

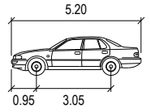
CONCEPT ONLY

Date: 15.09.2025

Project Number	Sheet Number	Issue
P6897	1	001

N

Vehicle Clearance (300mm)



B99	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

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REVISIONS			
Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	R.TU	15.09.2025

Scale @ A3 0 10 20 30 40 50 1:1000

Project: Rockhampton Netball Centre

Title: B99 Vehicle Manoeuvring

Design	Drawn	Checked
R.TU	R.TU	J.I

CONCEPT ONLY

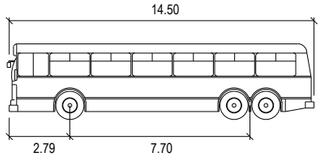
Date: 15.09.2025

Project Number	Sheet Number	Issue
P6897	2	001

N

Vehicle Clearance (500mm)

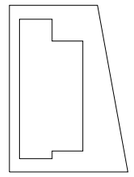
Vehicle Clearance (300mm)



Bus (14.5m)

	meters
Width	: 2.48
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 53.0

DESIGN VEHICLE



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	R.TU	15.09.2025

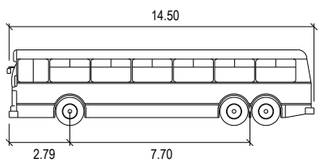
Scale @ A3 0 4 8 12 16 20 24 28 1:600

Project: Rockhampton Netball Centre	Design: R.TU	Drawn: R.TU	Checked: J.I
Title: 14.5m Long Rigid Bus Circulation 1	CONCEPT ONLY		Date: 15.09.2025
	Project Number: P6897	Sheet Number: 3	Issue: 001

N

Vehicle Clearance (500mm)

Vehicle Clearance (300mm)



Bus (14.5m)

	meters
Width	: 2.48
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 53.0

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	R.TU	15.09.2025

Scale @ A3 0 4 8 12 16 20 24 28 1:600

Project: Rockhampton Netball Centre

Title: 14.5m Long Rigid Bus Circulation 2

Design	Drawn	Checked
R.TU	R.TU	J.I

CONCEPT ONLY

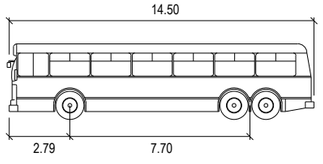
Date: 15.09.2025

Project Number	Sheet Number	Issue
P6897	4	001

N

Vehicle Clearance (500mm)

Vehicle Clearance (300mm)



Bus (14.5m)

	meters
Width	: 2.48
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 53.0

DESIGN VEHICLE



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Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	R.TU	15.09.2025

Scale @ A3 0 4 8 12 16 20 24 28 1:600

Project: Rockhampton Netball Centre

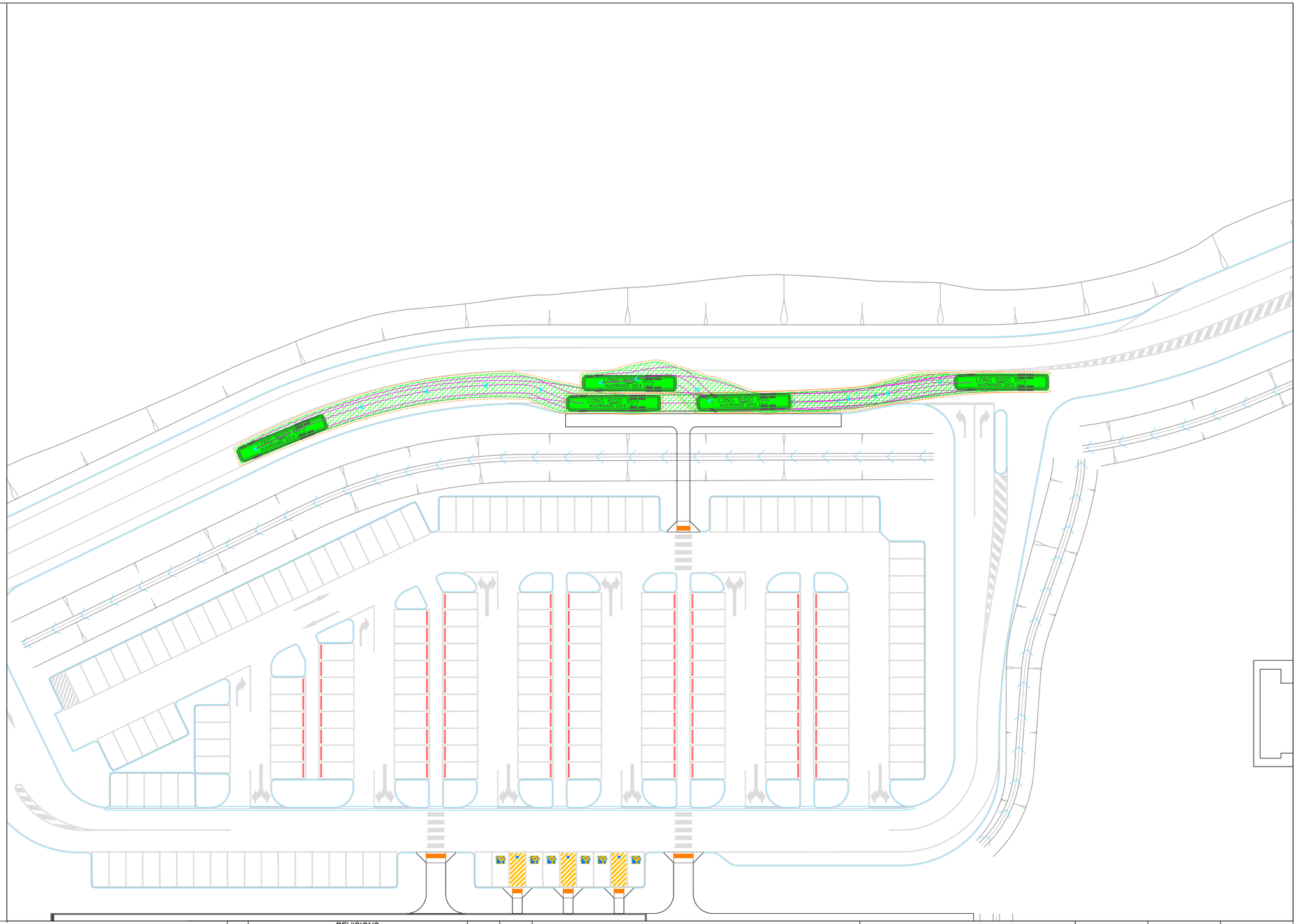
Title: 14.5m Long Rigid Bus Circulation 3

Design	Drawn	Checked
R.TU	R.TU	J.I

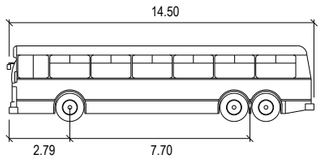
CONCEPT ONLY

Date: 15.09.2025

Project Number	Sheet Number	Issue
P6897	5	001



Vehicle Clearance (300mm)



Bus (14.5m)

	meters
Width	: 2.48
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 53.0

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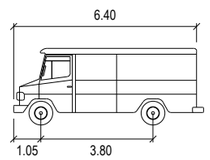
Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	R.TU	15.09.2025

Scale @ A3 0 4 8 12 16 20 24 28 1:600

Project: Rockhampton Netball Centre	Design: R.TU	Drawn: R.TU	Checked: J.I
Title: 14.5m Long Rigid Bus Manoeuvring	CONCEPT ONLY		Date: 15.09.2025
	Project Number: P6897	Sheet Number: 6	Issue: 001

N

Vehicle Clearance (300mm)



SRV	meters
Width	: 2.3
Track	: 2.3
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

DESIGN VEHICLE

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	R.TU	15.09.2025

Scale @ A3 0 4 8 12 16 20 24 28 1:600

Project	Rockhampton Netball Centre
Title	6.4m SRV Servicing

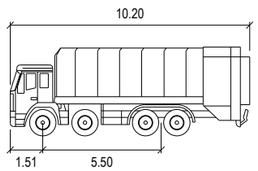
Design	Drawn	Checked
R.TU	R.TU	J.I

CONCEPT ONLY

Date	Project Number	Sheet Number	Issue
15.09.2025	P6897	7	001

N

Vehicle Clearance (300mm)



CoGC RCV Front Loading meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 31.9

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	R.TU	15.09.2025

Scale @ A3 0 4 8 12 16 20 24 28 1:600

Project: Rockhampton Netball Centre

Title: Front Load RCV Servicing

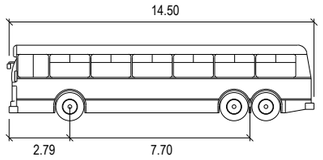
Design	Drawn	Checked
R.TU	R.TU	J.I

CONCEPT ONLY

Date: 15.09.2025

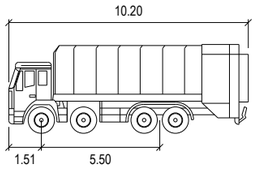
Project Number	Sheet Number	Issue
P6897	8	001

Vehicle Clearance (300mm)



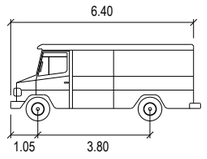
Bus (14.5m)

		meters
Width	:	2.48
Track	:	2.45
Lock to Lock Time	:	6.0
Steering Angle	:	53.0



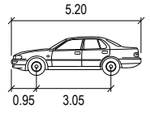
CoGC RCV Front Loading

		meters
Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.0
Steering Angle	:	31.9



SRV

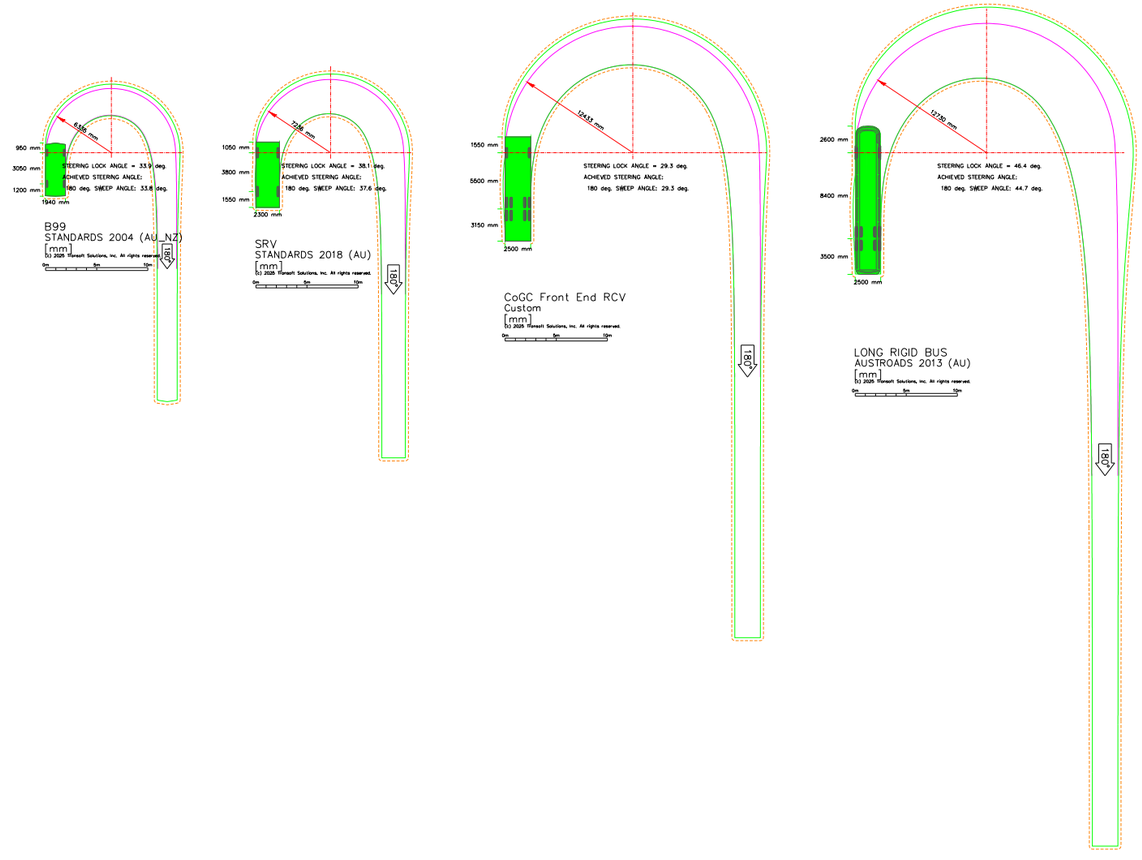
		meters
Width	:	2.3
Track	:	2.3
Lock to Lock Time	:	6.0
Steering Angle	:	40.0



B99

		meters
Width	:	1.94
Track	:	1.84
Lock to Lock Time	:	6.0
Steering Angle	:	38.0

DESIGN VEHICLE



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Assessment	R.TU	15.09.2025

Scale @ A3 0 4 8 12 16 20 24 28 1:600

Project: Rockhampton Netball Centre

Title: Vehicle Turn Templates
B99, SRV, Front Load RCV & 14.5m Rigid Bus

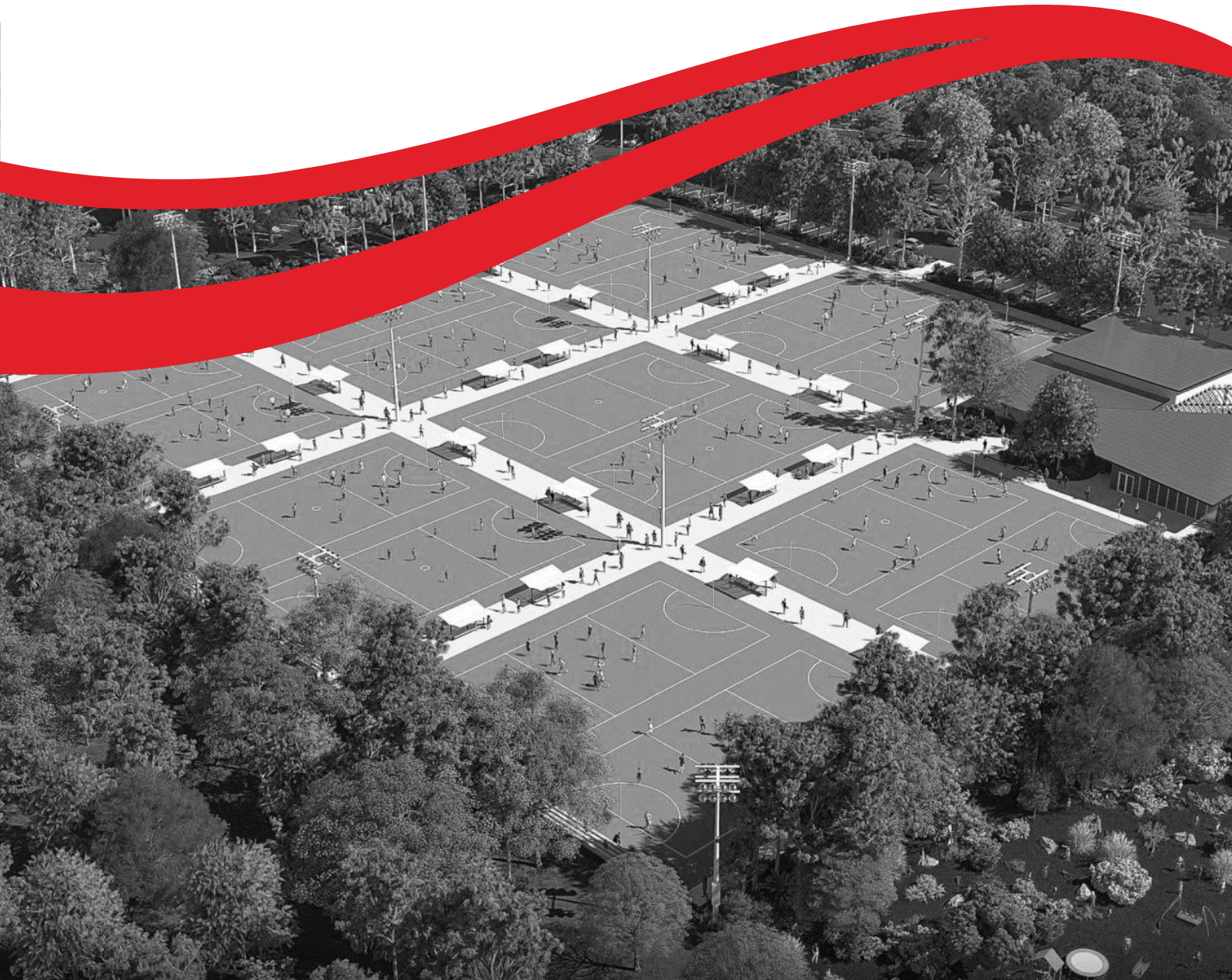
Design	Drawn	Checked
R.TU	R.TU	J.I

CONCEPT ONLY

Date: 15.09.2025

Project Number	Sheet Number	Issue
P6897	9	001

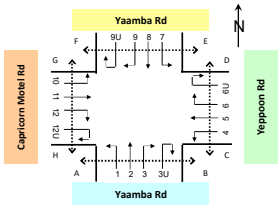
Appendix C: Traffic Survey Data



Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 2. Yeppoon Rd / Yaamba Rd / Capricorn Motel Rd

Day/Date : Thu, 13 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications	Class 1	Class 2
	Lights	Heavies



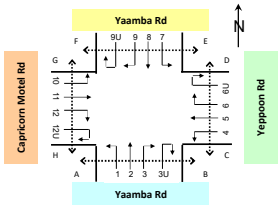
MATRIX Traffic and Transport Data

Approach	Yaamba Rd												Yeppoon Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 15:15	0	0	0	143	7	150	45	1	46	0	0	0	23	3	26	0	0	0	58	3	61	0	0	0
15:15 to 15:30	4	1	5	173	6	179	72	7	79	0	0	0	25	0	25	0	0	0	50	2	52	0	0	0
15:30 to 15:45	1	0	1	166	12	178	64	1	65	0	0	0	25	4	29	0	0	0	48	1	49	0	0	0
15:45 to 16:00	2	0	2	141	10	151	57	5	62	0	0	0	40	3	43	0	0	0	42	2	44	0	0	0
16:00 to 16:15	1	0	1	163	14	177	55	3	58	0	0	0	31	3	34	0	0	0	40	4	44	0	0	0
16:15 to 16:30	1	0	1	151	5	156	70	5	75	0	0	0	29	6	35	0	0	0	57	2	59	0	0	0
16:30 to 16:45	3	1	4	165	9	174	74	1	75	0	0	0	28	3	31	0	0	0	41	3	44	0	0	0
16:45 to 17:00	0	0	0	150	8	158	62	4	66	0	0	0	22	0	22	0	0	0	54	1	55	0	0	0
17:00 to 17:15	0	0	0	207	6	213	86	1	87	0	0	0	22	1	23	0	0	0	49	0	49	0	0	0
17:15 to 17:30	2	1	3	160	11	171	95	2	97	0	0	0	16	3	19	0	0	0	48	1	49	0	0	0
17:30 to 17:45	2	0	2	140	3	143	59	1	60	0	0	0	23	2	25	0	1	1	47	1	48	0	0	0
17:45 to 18:00	1	1	2	125	7	132	40	2	42	0	0	0	22	0	22	1	0	1	41	1	42	0	0	0
Total	17	4	21	1,884	98	1,982	779	33	812	0	0	0	306	28	334	1	1	2	575	21	596	0	0	0

Approach	Yaamba Rd												Capricorn Motel Rd												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)										
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 15:15	92	1	93	144	10	154	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	85	3	88	150	8	158	1	0	1	0	0	0	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	59	1	60	120	12	132	1	0	1	0	0	0	0	0	0	1	0	1	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	73	2	75	105	12	117	2	0	2	0	0	0	0	0	0	3	0	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	104	1	105	110	12	122	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	69	2	71	107	11	118	1	0	1	0	0	0	2	1	3	4	0	4	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	68	2	70	151	3	154	0	0	0	0	0	0	1	0	1	2	0	2	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	60	1	61	101	4	105	0	0	0	0	0	0	1	0	1	3	0	3	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	71	0	71	117	10	127	0	0	0	0	0	0	1	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	86	1	87	99	7	106	1	0	1	0	0	0	1	0	1	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	54	1	55	102	5	107	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
17:45 to 18:00	41	0	41	102	9	111	2	0	2	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	862	15	877	1,408	103	1,511	8	0	8	0	0	0	9	2	11	16	0	16	29	3	32	0	0	0	0	0	0	0	0	0	0	0	0

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 2. Yeppoon Rd / Yaamba Rd / Capricorn Motel Rd

Day/Date : Thu, 13 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



MATRIX Traffic and Transport Data

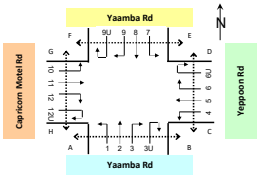
Approach	Yaamba Rd												Yeppoon Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 16:00	7	1	8	623	35	658	238	14	252	0	0	0	113	10	123	0	0	0	198	8	206	0	0	0
15:15 to 16:15	8	1	9	643	42	685	248	16	264	0	0	0	121	10	131	0	0	0	180	9	189	0	0	0
15:30 to 16:30	5	0	5	621	41	662	246	14	260	0	0	0	125	16	141	0	0	0	187	9	196	0	0	0
15:45 to 16:45	7	1	8	620	38	658	256	14	270	0	0	0	128	15	143	0	0	0	180	11	191	0	0	0
16:00 to 17:00	5	1	6	629	36	665	261	13	274	0	0	0	110	12	122	0	0	0	192	10	202	0	0	0
16:15 to 17:15	4	1	5	673	28	701	292	11	303	0	0	0	101	10	111	0	0	0	201	6	207	0	0	0
16:30 to 17:30	5	2	7	682	34	716	317	8	325	0	0	0	88	7	95	0	0	0	192	5	197	0	0	0
16:45 to 17:45	4	1	5	657	28	685	302	8	310	0	0	0	83	6	89	0	1	1	198	3	201	0	0	0
17:00 to 18:00	5	2	7	632	27	659	280	6	286	0	0	0	83	6	89	1	1	2	185	3	188	0	0	0
Total	17	4	21	1,884	98	1,982	779	33	812	0	0	0	306	28	334	1	1	2	575	21	596	0	0	0

Approach	Yaamba Rd												Capricorn Motel Rd												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)										
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 16:00	309	7	316	519	42	561	4	0	4	0	0	0	2	1	3	5	0	5	9	1	10	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 16:15	321	7	328	485	44	529	4	0	4	0	0	0	1	0	1	7	0	7	10	1	11	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 16:30	305	6	311	442	47	489	4	0	4	0	0	0	2	1	3	10	0	10	13	2	15	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:45	314	7	321	473	38	511	3	0	3	0	0	0	3	1	4	11	0	11	10	1	11	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 17:00	301	6	307	469	30	499	1	0	1	0	0	0	4	1	5	11	0	11	12	1	13	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 17:15	268	5	273	476	28	504	1	0	1	0	0	0	5	1	6	9	0	9	13	1	14	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 17:30	285	4	289	468	24	492	1	0	1	0	0	0	4	0	4	5	0	5	12	1	13	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:45	271	3	274	419	26	445	1	0	1	0	0	0	3	0	3	3	0	3	11	1	12	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 18:00	252	2	254	420	31	451	3	0	3	0	0	0	3	0	3	0	0	0	8	1	9	0	0	0	0	0	0	0	0	0	0	0	0
Total	862	15	877	1,408	103	1,511	8	0	8	0	0	0	9	2	11	16	0	16	29	3	32	0	0	0	0	0	0	0	0	0	0	0	0

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 2. Yeppoon Rd / Yaamba Rd / Capricorn Motel Rd

Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications	Class 1	Class 2
	Lights	Heavies

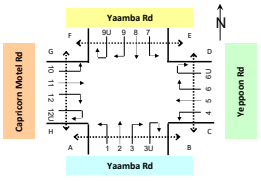


Approach	Yaamba Rd												Yeppoon Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 9:15	0	0	0	93	1	96	33	2	35	0	0	0	44	4	48	0	0	0	30	0	30	0	0	0
9:15 to 9:30	1	0	1	94	2	96	27	2	29	0	0	0	44	2	46	0	0	0	24	1	25	0	0	0
9:30 to 9:45	0	1	1	96	7	103	35	4	39	0	0	0	33	3	36	0	0	0	43	1	44	0	0	0
9:45 to 10:00	1	0	1	96	2	98	37	1	38	0	0	0	54	2	56	0	0	0	43	2	45	0	0	0
10:00 to 10:15	0	3	3	113	5	118	38	2	40	0	0	0	42	3	45	0	0	0	31	2	33	0	0	0
10:15 to 10:30	3	0	3	120	5	125	38	1	39	0	0	0	40	1	41	0	0	0	26	0	26	0	0	0
10:30 to 10:45	0	0	0	117	3	120	50	4	54	0	0	0	36	1	37	0	0	0	33	1	34	0	0	0
10:45 to 11:00	2	0	2	106	7	113	54	1	55	0	0	0	40	0	40	0	0	0	35	4	39	0	0	0
11:00 to 11:15	0	0	0	124	0	124	45	1	46	0	0	0	29	0	29	0	0	0	42	1	43	0	0	0
11:15 to 11:30	0	0	0	133	7	140	57	0	57	0	0	0	30	1	31	0	0	0	41	0	41	0	0	0
11:30 to 11:45	1	0	1	138	5	143	58	0	58	0	0	0	44	2	46	0	0	0	40	0	40	0	0	0
11:45 to 12:00	3	0	3	139	5	144	57	1	58	0	0	0	35	3	38	0	0	0	51	1	52	0	0	0
12:00 to 12:15	0	0	0	156	1	157	50	2	52	0	0	0	25	0	25	0	0	0	34	1	35	0	0	0
12:15 to 12:30	0	0	0	138	4	142	50	1	51	0	0	0	27	2	29	1	0	1	48	0	48	0	0	0
12:30 to 12:45	2	0	2	152	4	156	52	2	54	0	0	0	32	1	33	0	0	0	38	1	39	0	0	0
12:45 to 13:00	1	0	1	122	4	126	48	1	49	0	0	0	22	3	25	0	0	0	46	1	47	0	0	0
Totals	14	4	18	1,937	64	2,001	729	25	754	0	0	0	577	28	605	1	0	1	605	16	621	0	0	0

Approach	Yaamba Rd												Capricorn Motel Rd												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)										
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 9:15	27	0	27	125	10	135	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	20	2	22	123	6	129	0	0	0	0	0	0	1	1	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	24	1	25	117	11	128	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	37	0	37	127	6	133	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	35	0	35	112	5	117	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	31	1	32	130	8	138	1	1	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	34	1	35	152	7	159	0	0	0	0	0	0	0	0	0	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	38	2	40	135	6	141	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	34	0	34	119	4	123	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
11:15 to 11:30	38	2	40	111	2	113	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	35	0	35	121	7	128	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
11:45 to 12:00	41	0	41	113	7	120	0	0	0	0	0	0	2	1	3	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	45	1	46	93	10	103	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	48	0	48	85	4	89	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
12:30 to 12:45	37	1	38	94	7	101	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	40	0	40	85	9	94	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	564	11	575	1,842	109	1,951	5	1	6	1	0	1	7	2	9	5	0	5	17	4	21	0	0	0	0	0	0	0	0	0	0	0	0

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 2. Yeppoon Rd / Yaamba Rd / Capricorn Motel Rd

Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



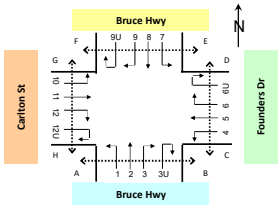
Approach	Yaamba Rd												Yeppoon Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 10:00	2	1	3	379	14	393	132	9	141	0	0	0	175	11	186	0	0	0	140	4	144	0	0	0
9:15 to 10:15	2	4	6	399	16	415	137	9	146	0	0	0	173	10	183	0	0	0	141	6	147	0	0	0
9:30 to 10:30	4	4	8	425	19	444	148	8	156	0	0	0	169	9	178	0	0	0	143	5	148	0	0	0
9:45 to 10:45	4	3	7	446	15	461	163	8	171	0	0	0	172	7	179	0	0	0	133	5	138	0	0	0
10:00 to 11:00	5	3	8	456	20	476	180	8	188	0	0	0	158	5	163	0	0	0	125	7	132	0	0	0
10:15 to 11:15	5	0	5	467	15	482	187	7	194	0	0	0	145	2	147	0	0	0	136	6	142	0	0	0
10:30 to 11:30	2	0	2	480	17	497	206	6	212	0	0	0	135	2	137	0	0	0	151	6	157	0	0	0
10:45 to 11:45	3	0	3	501	19	520	214	2	216	0	0	0	143	3	146	0	0	0	158	5	163	0	0	0
11:00 to 12:00	4	0	4	534	17	551	217	2	219	0	0	0	138	6	144	0	0	0	174	2	176	0	0	0
11:15 to 12:15	4	0	4	566	18	584	222	3	225	0	0	0	134	6	140	0	0	0	166	2	168	0	0	0
11:30 to 12:30	4	0	4	571	15	586	215	4	219	0	0	0	131	7	138	1	0	1	173	2	175	0	0	0
11:45 to 12:45	5	0	5	585	14	599	209	6	215	0	0	0	119	6	125	1	0	1	171	3	174	0	0	0
12:00 to 13:00	3	0	3	568	13	581	200	6	206	0	0	0	106	6	112	1	0	1	166	3	169	0	0	0
Totals	14	4	18	1,937	64	2,001	729	25	754	0	0	0	577	28	605	1	0	1	605	16	621	0	0	0

Approach	Yaamba Rd												Capricorn Motel Rd												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)										
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 10:00	108	3	111	492	33	525	2	0	2	0	0	0	3	1	4	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 10:15	116	3	119	479	28	507	2	0	2	0	0	0	2	1	3	1	0	1	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 10:30	127	2	129	486	30	516	3	1	4	0	0	0	1	0	1	1	0	1	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:45	137	2	139	521	26	547	2	1	3	0	0	0	1	0	1	2	0	2	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 11:00	138	4	142	529	26	555	1	1	2	0	0	0	0	0	0	3	0	3	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 11:15	137	4	141	536	25	561	1	1	2	0	0	0	0	0	0	2	0	2	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 11:30	144	5	149	517	19	536	1	0	1	1	0	1	0	0	0	2	0	2	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:45	145	4	149	486	19	505	1	0	1	1	0	1	0	0	0	1	0	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 12:00	148	2	150	464	20	484	1	0	1	1	0	1	2	1	3	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 12:15	159	3	162	438	26	464	1	0	1	1	0	1	2	1	3	1	0	1	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 12:30	169	1	170	412	28	440	0	0	0	0	0	0	2	1	3	1	0	1	5	2	7	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:45	171	2	173	385	28	413	0	0	0	0	0	0	4	1	5	1	0	1	7	2	9	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 13:00	170	2	172	357	30	387	1	0	1	0	0	0	2	0	2	2	0	2	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Totals	564	11	575	1,842	109	1,951	5	1	6	1	0	1	7	2	9	5	0	5	17	4	21	0	0	0	0	0	0	0	0	0	0	0	0

Job No. : AUQLD12115
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct Additional
Location : 1. Bruce Hwy / Carlton St / Founders Dr

Day/Date : Thu, 8th May 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications	Class 1	Class 2
	Lights	Heavies



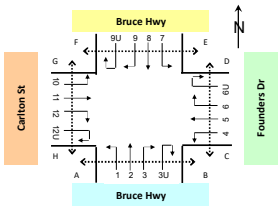
MATRIX Traffic and Transport Data

Approach	Bruce Hwy												Founders Dr											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 15:15	67	1	68	158	15	173	7	2	9	1	0	1	45	2	47	9	1	10	2	0	2	0	0	0
15:15 to 15:30	45	0	45	236	13	249	7	1	8	0	0	0	28	1	29	10	0	10	2	0	2	0	0	0
15:30 to 15:45	25	1	26	180	10	190	7	0	7	1	0	1	24	0	24	3	1	4	4	0	4	0	0	0
15:45 to 16:00	19	0	19	204	18	222	5	2	7	0	0	0	33	0	33	2	0	2	6	1	7	0	0	0
16:00 to 16:15	29	0	29	190	8	198	5	0	5	0	0	0	48	0	48	4	1	5	7	1	8	0	0	0
16:15 to 16:30	23	1	24	212	8	220	9	0	9	0	0	0	51	2	53	6	0	6	7	0	7	0	0	0
16:30 to 16:45	23	0	23	209	16	225	4	0	4	0	0	0	62	0	62	5	1	6	5	0	5	0	0	0
16:45 to 17:00	26	0	26	211	10	221	5	2	7	1	0	1	52	0	52	7	1	8	6	1	7	0	0	0
17:00 to 17:15	27	0	27	245	9	254	9	2	11	0	0	0	53	1	54	5	1	6	5	1	6	0	0	0
17:15 to 17:30	21	0	21	216	10	226	8	0	8	3	0	3	31	1	32	5	0	5	4	0	4	0	0	0
17:30 to 17:45	26	0	26	222	6	228	4	0	4	1	0	1	37	0	37	3	0	3	3	0	3	0	0	0
17:45 to 18:00	23	0	23	214	6	220	4	1	5	0	0	0	12	0	12	2	1	3	3	1	4	0	0	0
Total	354	3	357	2,497	129	2,626	74	10	84	7	0	7	476	7	483	61	7	68	54	5	59	0	0	0

Approach	Bruce Hwy												Carlton St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 15:15	1	0	1	130	16	146	17	2	19	0	0	0	30	0	30	2	1	3	35	0	35	0	0	0	0	16	2	0	0	0	1	1	20
15:15 to 15:30	1	0	1	186	20	206	24	1	25	0	0	0	27	3	30	14	0	14	43	1	44	0	0	0	0	8	0	0	0	0	0	0	8
15:30 to 15:45	0	0	0	136	14	150	8	1	9	0	0	0	29	2	31	8	0	8	49	1	50	0	0	0	0	1	0	0	0	0	0	2	3
15:45 to 16:00	0	0	0	130	12	142	12	1	13	1	0	1	12	0	12	5	0	5	21	1	22	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	0	1	1	136	17	153	11	0	11	0	0	0	30	1	31	3	1	4	29	1	30	0	0	0	0	0	0	0	0	1	0	0	1
16:15 to 16:30	0	0	0	160	16	176	14	3	17	0	0	0	20	0	20	4	1	5	21	0	21	0	0	0	0	0	0	1	0	0	0	0	1
16:30 to 16:45	0	0	0	132	13	145	19	0	19	0	0	0	26	0	26	4	0	4	20	0	20	0	0	0	0	0	1	0	0	0	0	0	1
16:45 to 17:00	0	0	0	146	12	158	17	1	18	0	0	0	7	0	7	2	1	3	27	0	27	0	0	0	0	1	0	0	0	0	0	0	1
17:00 to 17:15	0	1	1	131	6	137	10	2	12	0	0	0	21	0	21	4	0	4	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	0	1	1	128	15	143	5	0	5	0	0	0	19	0	19	4	0	4	29	1	30	0	0	0	1	0	0	0	0	0	0	0	1
17:30 to 17:45	0	0	0	102	14	116	12	0	12	0	0	0	6	0	6	2	1	3	16	0	16	0	0	0	1	0	0	1	2	0	0	0	4
17:45 to 18:00	0	0	0	116	8	124	10	0	10	0	0	0	9	1	10	1	0	1	16	0	16	0	0	0	0	0	0	0	0	1	0	0	1
Total	2	3	5	1,633	163	1,796	159	11	170	1	0	1	236	7	243	53	5	58	324	5	329	0	0	0	2	26	3	2	2	2	1	3	41

Job No. : AUQLD12115
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct Additional
Location : 1. Bruce Hwy / Carlton St / Founders Dr

Day/Date : Thu, 8th May 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



MATRIX Traffic and Transport Data

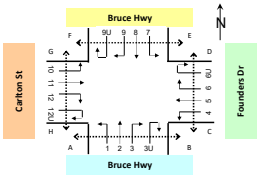
Approach	Bruce Hwy												Founders Dr											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 16:00	156	2	158	778	56	834	26	5	31	2	0	2	130	3	133	24	2	26	14	1	15	0	0	0
15:15 to 16:15	118	1	119	810	49	859	24	3	27	1	0	1	133	1	134	19	2	21	19	2	21	0	0	0
15:30 to 16:30	96	2	98	786	44	830	26	2	28	1	0	1	156	2	158	15	2	17	24	2	26	0	0	0
15:45 to 16:45	94	1	95	815	50	865	23	2	25	0	0	0	194	2	196	17	2	19	25	2	27	0	0	0
16:00 to 17:00	101	1	102	822	42	864	23	2	25	1	0	1	213	2	215	22	3	25	25	2	27	0	0	0
16:15 to 17:15	99	1	100	877	43	920	27	4	31	1	0	1	218	3	221	23	3	26	23	2	25	0	0	0
16:30 to 17:30	97	0	97	881	45	926	26	4	30	4	0	4	198	2	200	22	3	25	20	2	22	0	0	0
16:45 to 17:45	100	0	100	894	35	929	26	4	30	5	0	5	173	2	175	20	2	22	18	2	20	0	0	0
17:00 to 18:00	97	0	97	897	31	928	25	3	28	4	0	4	133	2	135	15	2	17	15	2	17	0	0	0
Total	354	3	357	2,497	129	2,626	74	10	84	7	0	7	476	7	483	61	7	68	54	5	59	0	0	0

Approach	Bruce Hwy												Carlton St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 16:00	2	0	2	582	62	644	61	5	66	1	0	1	98	5	103	29	1	30	148	3	151	0	0	0	0	25	2	0	0	0	1	3	31
15:15 to 16:15	1	1	2	588	63	651	55	3	58	1	0	1	98	6	104	30	1	31	142	4	146	0	0	0	0	9	0	0	0	1	0	2	12
15:30 to 16:30	0	1	1	562	59	621	45	5	50	1	0	1	91	3	94	20	2	22	120	3	123	0	0	0	0	1	0	1	0	1	0	2	5
15:45 to 16:45	0	1	1	558	58	616	56	4	60	1	0	1	88	1	89	16	2	18	91	2	93	0	0	0	0	0	0	1	1	0	1	0	3
16:00 to 17:00	0	1	1	574	58	632	61	4	65	0	0	0	83	1	84	13	3	16	97	1	98	0	0	0	0	1	1	1	0	1	0	0	4
16:15 to 17:15	0	1	1	569	47	616	60	6	66	0	0	0	74	0	74	14	2	16	86	0	86	0	0	0	0	1	1	1	0	0	0	0	3
16:30 to 17:30	0	2	2	537	46	583	51	3	54	0	0	0	73	0	73	14	1	15	94	1	95	0	0	0	1	1	1	0	0	0	0	0	3
16:45 to 17:45	0	2	2	507	47	554	44	3	47	0	0	0	53	0	53	12	2	14	90	1	91	0	0	0	2	1	0	1	2	0	0	0	6
17:00 to 18:00	0	2	2	477	43	520	37	2	39	0	0	0	55	1	56	11	1	12	79	1	80	0	0	0	2	0	0	1	2	1	0	0	6
Total	2	3	5	1,633	163	1,796	159	11	170	1	0	1	236	7	243	53	5	58	324	5	329	0	0	0	2	26	3	2	2	2	1	3	41

Job No. : AUQLD12115
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct Additional
Location : 1. Bruce Hwy / Carlton St / Founders Dr

Day/Date : Sat, 10th May 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications	Class 1	Class 2
	Lights	Heavies

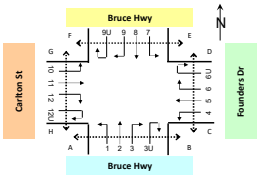


Approach	Bruce Hwy												Founders Dr											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 9:15	11	0	11	98	5	103	1	0	1	0	0	0	6	0	6	1	1	2	0	0	0	0	0	0
9:15 to 9:30	12	1	13	121	4	125	5	0	5	2	0	2	2	0	2	0	0	0	1	0	1	0	0	0
9:30 to 9:45	15	1	16	110	6	116	5	0	5	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0
9:45 to 10:00	19	0	19	167	6	173	2	0	2	2	0	2	4	0	4	1	0	1	0	0	0	0	0	0
10:00 to 10:15	20	0	20	142	12	154	1	0	1	5	0	5	9	0	9	1	0	1	0	0	0	0	0	0
10:15 to 10:30	12	0	12	156	7	163	1	0	1	2	0	2	5	0	5	2	0	2	0	0	0	0	0	0
10:30 to 10:45	11	0	11	159	7	166	3	0	3	0	0	0	3	0	3	1	0	1	0	0	0	0	0	0
10:45 to 11:00	12	0	12	166	4	170	2	0	2	2	0	2	7	0	7	0	0	0	0	0	0	0	0	0
11:00 to 11:15	11	0	11	157	1	158	2	0	2	4	0	4	3	0	3	0	0	0	1	0	1	0	0	0
11:15 to 11:30	12	0	12	176	9	185	1	0	1	1	0	1	3	0	3	1	0	1	0	0	0	0	0	0
11:30 to 11:45	13	0	13	189	3	192	1	0	1	4	0	4	3	0	3	1	0	1	1	0	1	0	0	0
11:45 to 12:00	20	0	20	180	5	185	4	0	4	8	1	9	5	0	5	1	0	1	0	0	0	0	0	0
12:00 to 12:15	17	0	17	181	4	185	4	0	4	1	1	2	4	0	4	2	0	2	0	0	0	0	0	0
12:15 to 12:30	16	0	16	183	7	190	5	0	5	9	0	9	5	0	5	2	0	2	0	0	0	0	0	0
12:30 to 12:45	19	0	19	178	4	182	6	0	6	6	0	6	13	0	13	1	0	1	0	0	0	0	0	0
12:45 to 13:00	15	1	16	168	5	173	2	0	2	4	0	4	2	0	2	0	0	0	0	0	0	0	0	0
Totals	235	3	238	2,531	89	2,620	45	0	45	50	2	52	76	0	76	15	1	16	3	0	3	0	0	0

Approach	Bruce Hwy												Carlton St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 9:15	0	0	0	166	9	175	3	0	3	0	0	0	5	0	5	1	0	1	17	0	17	0	0	0	0	0	1	1	0	0	0	0	2
9:15 to 9:30	1	0	1	161	5	166	6	0	6	0	0	0	6	0	6	0	0	0	9	1	10	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	179	7	186	5	0	5	0	0	0	8	0	8	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	1	0	1	172	11	183	6	0	6	0	0	0	10	0	10	2	0	2	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	163	8	171	5	0	5	0	0	0	12	0	12	1	0	1	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	168	9	177	10	0	10	1	0	1	9	0	9	0	0	0	20	0	20	0	0	0	0	2	0	0	0	0	0	0	2
10:30 to 10:45	0	0	0	150	5	155	8	0	8	0	0	0	7	0	7	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	0	0	0	145	7	152	8	0	8	0	0	0	9	1	10	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	152	4	156	12	0	12	0	0	0	4	0	4	1	0	1	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	0	0	0	155	8	163	8	0	8	0	0	0	4	0	4	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	1	0	1	155	2	157	6	0	6	0	0	0	4	0	4	2	0	2	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	3	0	3	149	4	153	5	0	5	0	0	0	7	0	7	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	1	0	1	140	8	148	4	0	4	0	0	0	4	1	5	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	135	9	144	5	0	5	0	0	0	6	0	6	1	0	1	20	1	21	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	1	0	1	122	5	127	5	1	6	0	0	0	4	0	4	1	0	1	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	0	0	0	134	5	139	2	0	2	0	0	0	3	0	3	1	0	1	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Totals	8	0	8	2,446	106	2,552	98	1	99	1	0	1	102	2	104	10	0	10	290	2	292	0	0	0	0	2	1	1	0	0	0	0	4

Job No. : AUQLD12115
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct Additional
Location : 1. Bruce Hwy / Carlton St / Founders Dr

Day/Date : Sat, 10th May 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



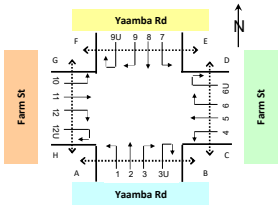
Approach	Bruce Hwy												Founders Dr											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 10:00	57	2	59	496	21	517	13	0	13	4	0	4	14	0	14	3	1	4	1	0	1	0	0	0
9:15 to 10:15	66	2	68	540	28	568	13	0	13	9	0	9	17	0	17	3	0	3	1	0	1	0	0	0
9:30 to 10:30	66	1	67	575	31	606	9	0	9	9	0	9	20	0	20	5	0	5	0	0	0	0	0	0
9:45 to 10:45	62	0	62	624	32	656	7	0	7	9	0	9	21	0	21	5	0	5	0	0	0	0	0	0
10:00 to 11:00	55	0	55	623	30	653	7	0	7	9	0	9	24	0	24	4	0	4	0	0	0	0	0	0
10:15 to 11:15	46	0	46	638	19	657	8	0	8	8	0	8	18	0	18	3	0	3	1	0	1	0	0	0
10:30 to 11:30	46	0	46	658	21	679	8	0	8	7	0	7	16	0	16	2	0	2	1	0	1	0	0	0
10:45 to 11:45	48	0	48	688	17	705	6	0	6	11	0	11	16	0	16	2	0	2	2	0	2	0	0	0
11:00 to 12:00	56	0	56	702	18	720	8	0	8	17	1	18	14	0	14	3	0	3	2	0	2	0	0	0
11:15 to 12:15	62	0	62	726	21	747	10	0	10	14	2	16	15	0	15	5	0	5	1	0	1	0	0	0
11:30 to 12:30	66	0	66	733	19	752	14	0	14	22	2	24	17	0	17	6	0	6	1	0	1	0	0	0
11:45 to 12:45	72	0	72	722	20	742	19	0	19	24	2	26	27	0	27	6	0	6	0	0	0	0	0	0
12:00 to 13:00	67	1	68	710	20	730	17	0	17	20	1	21	24	0	24	5	0	5	0	0	0	0	0	0
Totals	235	3	238	2,531	89	2,620	45	0	45	50	2	52	76	0	76	15	1	16	3	0	3	0	0	0

Approach	Bruce Hwy												Carlton St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 10:00	2	0	2	678	32	710	20	0	20	0	0	0	29	0	29	3	0	3	73	1	74	0	0	0	0	0	1	1	0	0	0	0	2
9:15 to 10:15	2	0	2	675	31	706	22	0	22	0	0	0	36	0	36	3	0	3	70	1	71	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 10:30	1	0	1	682	35	717	26	0	26	1	0	1	39	0	39	3	0	3	81	0	81	0	0	0	0	2	0	0	0	0	0	0	2
9:45 to 10:45	1	0	1	653	33	686	29	0	29	1	0	1	38	0	38	3	0	3	72	0	72	0	0	0	0	2	0	0	0	0	0	0	2
10:00 to 11:00	0	0	0	626	29	655	31	0	31	1	0	1	37	1	38	1	0	1	70	0	70	0	0	0	0	2	0	0	0	0	0	0	2
10:15 to 11:15	0	0	0	615	25	640	38	0	38	1	0	1	29	1	30	1	0	1	82	0	82	0	0	0	0	2	0	0	0	0	0	0	2
10:30 to 11:30	0	0	0	602	24	626	36	0	36	0	0	0	24	1	25	1	0	1	86	0	86	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:45	1	0	1	607	21	628	34	0	34	0	0	0	21	1	22	3	0	3	87	0	87	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 12:00	4	0	4	611	18	629	31	0	31	0	0	0	19	0	19	3	0	3	82	0	82	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 12:15	5	0	5	599	22	621	23	0	23	0	0	0	19	1	20	2	0	2	70	0	70	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 12:30	5	0	5	579	23	602	20	0	20	0	0	0	21	1	22	3	0	3	66	1	67	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:45	5	0	5	546	26	572	19	1	20	0	0	0	21	1	22	2	0	2	66	1	67	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 13:00	2	0	2	531	27	558	16	1	17	0	0	0	17	1	18	3	0	3	65	1	66	0	0	0	0	0	0	0	0	0	0	0	0
Totals	8	0	8	2,446	106	2,552	98	1	99	1	0	1	102	2	104	10	0	10	290	2	292	0	0	0	0	2	1	1	0	0	0	0	4

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 6. Yaamba Rd / Farm St

Day/Date : Thu, 13 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications	Class 1	Class 2
	Lights	Heavies



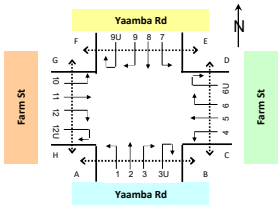
MATRIX Traffic and Transport Data

Approach	Yaamba Rd												Farm St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 15:15	12	0	**12**	193	7	**200**	48	0	**48**	0	0	**0**	40	0	**40**	32	1	**33**	47	0	**47**	0	0	**0**
15:15 to 15:30	5	0	**5**	232	7	**239**	55	1	**56**	3	0	**3**	33	0	**33**	23	1	**24**	43	0	**43**	0	0	**0**
15:30 to 15:45	1	0	**1**	151	7	**158**	61	2	**63**	1	0	**1**	39	1	**40**	26	0	**26**	35	0	**35**	0	0	**0**
15:45 to 16:00	0	0	**0**	190	16	**206**	56	2	**58**	1	0	**1**	30	1	**31**	25	3	**28**	29	1	**30**	0	0	**0**
16:00 to 16:15	3	0	**3**	178	10	**188**	54	0	**54**	1	0	**1**	23	1	**24**	23	1	**24**	28	1	**29**	0	0	**0**
16:15 to 16:30	0	0	**0**	203	10	**213**	60	0	**60**	1	0	**1**	34	1	**35**	24	0	**24**	25	0	**25**	0	0	**0**
16:30 to 16:45	7	0	**7**	202	9	**211**	72	0	**72**	0	0	**0**	37	0	**37**	28	1	**29**	24	0	**24**	0	0	**0**
16:45 to 17:00	3	0	**3**	223	11	**234**	67	0	**67**	0	0	**0**	21	0	**21**	23	0	**23**	23	0	**23**	0	0	**0**
17:00 to 17:15	8	0	**8**	245	8	**253**	68	2	**70**	2	0	**2**	32	0	**32**	25	0	**25**	32	0	**32**	0	0	**0**
17:15 to 17:30	5	0	**5**	222	11	**233**	66	0	**66**	1	0	**1**	31	1	**32**	27	1	**28**	17	0	**17**	0	0	**0**
17:30 to 17:45	2	0	**2**	178	6	**184**	47	0	**47**	1	0	**1**	29	0	**29**	26	0	**26**	19	0	**19**	0	0	**0**
17:45 to 18:00	5	0	**5**	150	8	**158**	59	0	**59**	1	0	**1**	20	0	**20**	26	5	**31**	19	0	**19**	0	0	**0**
Total	**51**	**0**	**51**	**2,367**	**110**	**2,477**	**713**	**7**	**720**	**12**	**0**	**12**	**369**	**5**	**374**	**308**	**13**	**321**	**341**	**2**	**343**	**0**	**0**	**0**

Approach	Yaamba Rd												Farm St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 15:15	34	2	**36**	193	13	**206**	41	1	**42**	3	0	**3**	38	1	**39**	66	2	**68**	44	0	**44**	0	0	**0**	0	0	5	0	0	0	0	0	**5**
15:15 to 15:30	41	0	**41**	198	13	**211**	26	2	**28**	10	0	**10**	52	3	**55**	77	0	**77**	29	3	**32**	0	0	**0**	0	0	0	0	0	1	0	0	**1**
15:30 to 15:45	36	0	**36**	186	11	**197**	24	4	**28**	11	1	**12**	40	6	**46**	67	2	**69**	23	0	**23**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
15:45 to 16:00	42	0	**42**	184	17	**201**	26	4	**30**	6	0	**6**	25	0	**25**	58	5	**63**	11	0	**11**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:00 to 16:15	37	1	**38**	185	11	**196**	28	0	**28**	8	0	**8**	48	1	**49**	71	0	**71**	24	0	**24**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:15 to 16:30	44	0	**44**	168	10	**178**	27	1	**28**	4	1	**5**	31	1	**32**	46	1	**47**	17	0	**17**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:30 to 16:45	48	0	**48**	218	16	**234**	21	0	**21**	6	0	**6**	27	0	**27**	59	0	**59**	20	1	**21**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:45 to 17:00	29	0	**29**	199	5	**204**	18	3	**21**	10	0	**10**	22	1	**23**	66	2	**68**	10	0	**10**	0	0	**0**	0	0	0	0	3	0	0	0	**3**
17:00 to 17:15	36	0	**36**	184	10	**194**	25	0	**25**	11	0	**11**	46	1	**47**	55	1	**56**	10	1	**11**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
17:15 to 17:30	32	2	**34**	162	11	**173**	24	1	**25**	12	0	**12**	31	1	**32**	44	1	**45**	12	1	**13**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
17:30 to 17:45	24	0	**24**	129	7	**136**	21	0	**21**	13	0	**13**	26	0	**26**	46	0	**46**	7	0	**7**	0	0	**0**	0	0	0	0	1	0	0	0	**1**
17:45 to 18:00	27	0	**27**	126	11	**137**	17	0	**17**	10	0	**10**	21	1	**22**	27	1	**28**	6	0	**6**	0	0	**0**	0	0	1	0	0	0	0	0	**1**
Total	**430**	**5**	**435**	**2,132**	**135**	**2,267**	**298**	**16**	**314**	**104**	**2**	**106**	**407**	**16**	**423**	**682**	**15**	**697**	**213**	**6**	**219**	**0**	**0**	**0**	**0**	**0**	**6**	**4**	**0**	**1**	**0**	**0**	**11**

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 6. Yaamba Rd / Farm St

Day/Date : Thu, 13 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



MATRIX Traffic and Transport Data

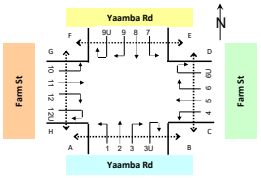
Approach	Yaamba Rd												Farm St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 16:00	18	0	**18**	766	37	**803**	220	5	**225**	5	0	**5**	142	2	**144**	106	5	**111**	154	1	**155**	0	0	**0**
15:15 to 16:15	9	0	**9**	751	40	**791**	226	5	**231**	6	0	**6**	125	3	**128**	97	5	**102**	135	2	**137**	0	0	**0**
15:30 to 16:30	4	0	**4**	722	43	**765**	231	4	**235**	4	0	**4**	126	4	**130**	98	4	**102**	117	2	**119**	0	0	**0**
15:45 to 16:45	10	0	**10**	773	45	**818**	242	2	**244**	3	0	**3**	124	3	**127**	100	5	**105**	106	2	**108**	0	0	**0**
16:00 to 17:00	13	0	**13**	806	40	**846**	253	0	**253**	2	0	**2**	115	2	**117**	98	2	**100**	100	1	**101**	0	0	**0**
16:15 to 17:15	18	0	**18**	873	38	**911**	267	2	**269**	3	0	**3**	124	1	**125**	100	1	**101**	104	0	**104**	0	0	**0**
16:30 to 17:30	23	0	**23**	892	39	**931**	273	2	**275**	3	0	**3**	121	1	**122**	103	2	**105**	96	0	**96**	0	0	**0**
16:45 to 17:45	18	0	**18**	868	36	**904**	248	2	**250**	4	0	**4**	113	1	**114**	101	1	**102**	91	0	**91**	0	0	**0**
17:00 to 18:00	20	0	**20**	795	33	**828**	240	2	**242**	5	0	**5**	112	1	**113**	104	6	**110**	87	0	**87**	0	0	**0**
Total	**51**	**0**	**51**	**2,367**	**110**	**2,477**	**713**	**7**	**720**	**12**	**0**	**12**	**369**	**5**	**374**	**308**	**13**	**321**	**341**	**2**	**343**	**0**	**0**	**0**

Approach	Yaamba Rd												Farm St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 16:00	153	2	**155**	761	54	**815**	117	11	**128**	30	1	**31**	155	10	**165**	268	9	**277**	107	3	**110**	0	0	**0**	0	0	5	0	0	1	0	0	**6**
15:15 to 16:15	156	1	**157**	753	52	**805**	104	10	**114**	35	1	**36**	165	10	**175**	273	7	**280**	87	3	**90**	0	0	**0**	0	0	0	0	0	1	0	0	**1**
15:30 to 16:30	159	1	**160**	723	49	**772**	105	9	**114**	29	2	**31**	144	8	**152**	242	8	**250**	75	0	**75**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
15:45 to 16:45	171	1	**172**	755	54	**809**	102	5	**107**	24	1	**25**	131	2	**133**	234	6	**240**	72	1	**73**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:00 to 17:00	158	1	**159**	770	42	**812**	94	4	**98**	28	1	**29**	128	3	**131**	242	3	**245**	71	1	**72**	0	0	**0**	0	0	0	0	3	0	0	0	**3**
16:15 to 17:15	157	0	**157**	769	41	**810**	91	4	**95**	31	1	**32**	126	3	**129**	226	4	**230**	57	2	**59**	0	0	**0**	0	0	0	0	3	0	0	0	**3**
16:30 to 17:30	145	2	**147**	763	42	**805**	88	4	**92**	39	0	**39**	126	3	**129**	224	4	**228**	52	3	**55**	0	0	**0**	0	0	0	0	3	0	0	0	**3**
16:45 to 17:45	121	2	**123**	674	33	**707**	88	4	**92**	46	0	**46**	125	3	**128**	211	4	**215**	39	2	**41**	0	0	**0**	0	0	0	0	4	0	0	0	**4**
17:00 to 18:00	119	2	**121**	601	39	**640**	87	1	**88**	46	0	**46**	124	3	**127**	172	3	**175**	35	2	**37**	0	0	**0**	0	0	1	1	0	0	0	0	**2**
Total	**430**	**5**	**435**	**2,132**	**135**	**2,267**	**298**	**16**	**314**	**104**	**2**	**106**	**407**	**16**	**423**	**682**	**15**	**697**	**213**	**6**	**219**	**0**	**0**	**0**	**0**	**0**	**6**	**4**	**0**	**1**	**0**	**0**	**11**

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 6. Yaamba Rd / Farm St

Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications	Class 1	Class 2
	Lights	Heavies



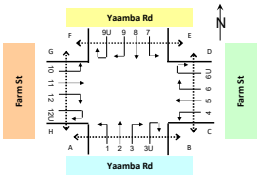
MATRIX Traffic and Transport Data

Approach	Yaamba Rd												Farm St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 9:15	2	0	2	130	5	135	36	0	36	0	0	0	27	0	27	14	1	15	11	0	11	0	0	0
9:15 to 9:30	3	0	3	131	3	134	36	0	36	1	0	1	34	0	34	26	1	27	19	0	19	0	0	0
9:30 to 9:45	1	0	1	154	12	166	39	0	39	1	0	1	46	0	46	18	0	18	20	0	20	0	0	0
9:45 to 10:00	3	0	3	170	3	173	43	0	43	1	0	1	33	1	34	21	0	21	14	0	14	0	0	0
10:00 to 10:15	5	0	5	178	11	189	45	0	45	0	0	0	52	1	53	21	0	21	12	0	12	0	0	0
10:15 to 10:30	3	0	3	198	4	202	35	0	35	0	0	0	25	0	25	23	1	24	24	0	24	0	0	0
10:30 to 10:45	5	0	5	192	5	197	42	1	43	0	0	0	48	1	49	28	0	28	19	0	19	0	0	0
10:45 to 11:00	1	0	1	174	6	180	53	0	53	0	0	0	42	0	42	32	1	33	25	1	26	0	0	0
11:00 to 11:15	1	0	1	215	3	218	49	0	49	4	0	4	34	1	35	16	1	17	18	0	18	0	0	0
11:15 to 11:30	3	0	3	213	5	218	54	0	54	0	0	0	26	0	26	15	1	16	17	0	17	0	0	0
11:30 to 11:45	3	0	3	218	3	221	54	0	54	0	0	0	35	0	35	18	0	18	24	0	24	0	0	0
11:45 to 12:00	3	0	3	224	6	230	58	0	58	1	0	1	31	1	32	31	0	31	27	0	27	0	0	0
12:00 to 12:15	3	0	3	198	3	201	56	0	56	0	0	0	27	0	27	22	0	22	42	0	42	0	0	0
12:15 to 12:30	3	0	3	189	6	195	64	0	64	0	0	0	27	0	27	19	1	20	24	0	24	0	0	0
12:30 to 12:45	3	0	3	210	4	214	43	0	43	0	0	0	42	0	42	21	0	21	35	0	35	0	0	0
12:45 to 13:00	3	0	3	183	2	185	55	2	57	1	0	1	36	1	37	18	0	18	24	1	25	0	0	0
Totals	45	0	45	2,977	81	3,058	762	3	765	9	0	9	565	6	571	343	7	350	355	2	357	0	0	0

Approach	Yaamba Rd												Farm St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 9:15	25	0	25	200	13	213	19	0	19	7	0	7	22	0	22	32	1	33	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	19	0	19	196	10	206	17	1	18	8	0	8	18	2	20	26	1	27	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	21	2	23	162	9	171	22	0	22	3	0	3	29	0	29	29	0	29	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	23	0	23	210	10	220	16	0	16	3	0	3	27	1	28	18	2	20	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	18	0	18	179	10	189	26	0	26	5	0	5	22	1	23	26	1	27	7	2	9	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	44	0	44	214	6	220	18	1	19	4	0	4	36	0	36	33	0	33	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	38	0	38	252	8	260	19	0	19	9	0	9	37	1	38	31	1	32	13	1	14	0	0	0	0	0	1	0	0	0	0	0	1
10:45 to 11:00	27	0	27	214	12	226	32	0	32	6	0	6	30	1	31	26	1	27	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	27	0	27	227	3	230	24	0	24	10	0	10	30	0	30	25	0	25	6	1	7	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	29	0	29	208	9	217	22	0	22	9	0	9	31	0	31	34	0	34	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	31	0	31	209	4	213	17	0	17	7	0	7	28	1	29	45	0	45	4	0	4	0	0	0	0	0	1	0	0	0	0	0	1
11:45 to 12:00	38	0	38	221	9	230	20	1	21	8	0	8	29	0	29	28	1	29	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	35	0	35	186	17	203	25	0	25	12	0	12	30	1	31	30	0	30	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	34	0	34	155	7	162	16	0	16	13	0	13	19	1	20	40	0	40	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	29	0	29	172	11	183	23	1	24	9	0	9	29	0	29	34	0	34	7	0	7	0	0	0	0	0	0	0	0	0	1	0	1
12:45 to 13:00	38	0	38	163	8	171	21	0	21	15	0	15	25	1	26	31	0	31	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Totals	476	2	478	3,168	146	3,314	337	4	341	128	0	128	442	10	452	488	8	496	116	4	120	0	0	0	0	0	2	0	0	0	1	0	3

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 6. Yaamba Rd / Farm St

Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



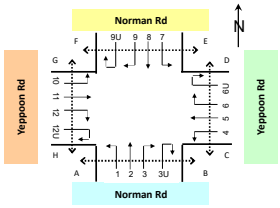
MATRIX Traffic and Transport Data

Approach	Yaamba Rd												Farm St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 10:00	9	0	9	585	23	608	154	0	154	3	0	3	140	1	141	79	2	81	64	0	64	0	0	0
9:15 to 10:15	12	0	12	633	29	662	163	0	163	3	0	3	165	2	167	86	1	87	65	0	65	0	0	0
9:30 to 10:30	12	0	12	700	30	730	162	0	162	2	0	2	156	2	158	83	1	84	70	0	70	0	0	0
9:45 to 10:45	16	0	16	738	23	761	165	1	166	1	0	1	158	3	161	93	1	94	69	0	69	0	0	0
10:00 to 11:00	14	0	14	742	26	768	175	1	176	0	0	0	167	2	169	104	2	106	80	1	81	0	0	0
10:15 to 11:15	10	0	10	779	18	797	179	1	180	4	0	4	149	2	151	99	3	102	86	1	87	0	0	0
10:30 to 11:30	10	0	10	794	19	813	198	1	199	4	0	4	150	2	152	91	3	94	79	1	80	0	0	0
10:45 to 11:45	8	0	8	820	17	837	210	0	210	4	0	4	137	1	138	81	3	84	84	1	85	0	0	0
11:00 to 12:00	10	0	10	870	17	887	215	0	215	5	0	5	126	2	128	80	2	82	86	0	86	0	0	0
11:15 to 12:15	12	0	12	853	17	870	222	0	222	1	0	1	119	1	120	86	1	87	110	0	110	0	0	0
11:30 to 12:30	12	0	12	829	18	847	232	0	232	1	0	1	120	1	121	90	1	91	117	0	117	0	0	0
11:45 to 12:45	12	0	12	821	19	840	221	0	221	1	0	1	127	1	128	93	1	94	128	0	128	0	0	0
12:00 to 13:00	12	0	12	780	15	795	218	2	220	1	0	1	132	1	133	80	1	81	125	1	126	0	0	0
Totals	45	0	45	2,977	81	3,058	762	3	765	9	0	9	565	6	571	343	7	350	355	2	357	0	0	0

Approach	Yaamba Rd												Farm St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 10:00	88	2	90	768	42	810	74	1	75	21	0	21	96	3	99	105	4	109	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 10:15	81	2	83	747	39	786	81	1	82	19	0	19	96	4	100	99	4	103	24	2	26	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 10:30	106	2	108	765	35	800	82	1	83	15	0	15	114	2	116	106	3	109	30	2	32	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:45	123	0	123	855	34	889	79	1	80	21	0	21	122	3	125	108	4	112	38	3	41	0	0	0	0	0	1	0	0	0	0	0	1
10:00 to 11:00	127	0	127	859	36	895	95	1	96	24	0	24	125	3	128	116	3	119	39	3	42	0	0	0	0	0	1	0	0	0	0	0	1
10:15 to 11:15	136	0	136	907	29	936	93	1	94	29	0	29	133	2	135	115	2	117	38	2	40	0	0	0	0	0	1	0	0	0	0	0	1
10:30 to 11:30	121	0	121	901	32	933	97	0	97	34	0	34	128	2	130	116	2	118	38	2	40	0	0	0	0	0	1	0	0	0	0	0	1
10:45 to 11:45	114	0	114	858	28	886	95	0	95	32	0	32	119	2	121	130	1	131	29	1	30	0	0	0	0	0	1	0	0	0	0	0	1
11:00 to 12:00	125	0	125	865	25	890	83	1	84	34	0	34	118	1	119	132	1	133	27	1	28	0	0	0	0	0	1	0	0	0	0	0	1
11:15 to 12:15	133	0	133	824	39	863	84	1	85	36	0	36	118	2	120	137	1	138	27	0	27	0	0	0	0	0	1	0	0	0	0	0	1
11:30 to 12:30	138	0	138	771	37	808	78	1	79	40	0	40	106	3	109	143	1	144	22	0	22	0	0	0	0	0	1	0	0	0	0	0	1
11:45 to 12:45	136	0	136	734	44	778	84	2	86	42	0	42	107	2	109	132	1	133	25	0	25	0	0	0	0	0	0	0	0	0	1	0	1
12:00 to 13:00	136	0	136	676	43	719	85	1	86	49	0	49	103	3	106	135	0	135	24	0	24	0	0	0	0	0	0	0	0	0	1	0	1
Totals	476	2	478	3,168	146	3,314	337	4	341	128	0	128	442	10	452	488	8	496	116	4	120	0	0	0	0	0	2	0	0	0	1	0	3

Job No.	: AUQLD11056
Client	: Bitzios Consulting
Suburb	: Rockhampton Sports Precinct
Location	: 1. Yeppoon Rd / Norman Rd
Day/Date	: Thu, 13 Mar 2025
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

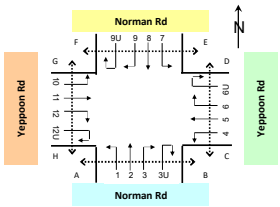
Classifications	**Class 1**	**Class 2**
	Lights	Heavies



Approach	Norman Rd												Yeppoon Rd											
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**			**Direction 3 (Right Turn)**			**Direction 3U (U Turn)**			**Direction 4 (Left Turn)**			**Direction 5 (Through)**			**Direction 6 (Right Turn)**			**Direction 6U (U Turn)**		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 15:15	59	2	**61**	1	0	**1**	97	2	**99**	0	0	**0**	44	2	**46**	30	4	**34**	0	0	**0**	0	0	**0**
15:15 to 15:30	33	0	**33**	0	1	**1**	117	1	**118**	0	0	**0**	62	2	**64**	29	2	**31**	0	0	**0**	0	0	**0**
15:30 to 15:45	40	0	**40**	0	0	**0**	135	1	**136**	0	0	**0**	69	4	**73**	34	7	**41**	0	0	**0**	0	0	**0**
15:45 to 16:00	42	1	**43**	0	0	**0**	118	3	**121**	0	0	**0**	67	1	**68**	45	3	**48**	0	0	**0**	0	0	**0**
16:00 to 16:15	46	3	**49**	1	0	**1**	110	6	**116**	0	0	**0**	63	1	**64**	33	4	**37**	0	0	**0**	0	0	**0**
16:15 to 16:30	46	1	**47**	0	0	**0**	149	2	**151**	0	0	**0**	57	1	**58**	36	6	**42**	0	0	**0**	0	0	**0**
16:30 to 16:45	35	2	**37**	0	0	**0**	128	2	**130**	0	0	**0**	59	1	**60**	27	4	**31**	0	0	**0**	0	0	**0**
16:45 to 17:00	46	0	**46**	0	0	**0**	132	1	**133**	0	0	**0**	47	2	**49**	16	3	**19**	0	0	**0**	0	0	**0**
17:00 to 17:15	47	0	**47**	0	0	**0**	139	0	**139**	0	0	**0**	51	3	**54**	26	2	**28**	0	0	**0**	0	0	**0**
17:15 to 17:30	35	0	**35**	0	0	**0**	114	0	**114**	0	0	**0**	72	2	**74**	26	4	**30**	0	0	**0**	0	0	**0**
17:30 to 17:45	48	2	**50**	1	0	**1**	110	0	**110**	0	0	**0**	48	2	**50**	25	2	**27**	0	0	**0**	0	0	**0**
17:45 to 18:00	36	1	**37**	0	0	**0**	75	2	**77**	0	0	**0**	56	1	**57**	25	0	**25**	0	0	**0**	0	0	**0**
Total	**513**	**12**	**525**	**3**	**1**	**4**	**1,424**	**20**	**1,444**	**0**	**0**	**0**	**695**	**22**	**717**	**352**	**41**	**393**	**0**	**0**	**0**	**0**	**0**	**0**

Approach	Norman Rd												Yeppoon Rd												Crossing Pedestrians								
Direction	**Direction 7 (Left Turn)**			**Direction 8 (Through)**			**Direction 9 (Right Turn)**			**Direction 9U (U Turn)**			**Direction 10 (Left Turn)**			**Direction 11 (Through)**			**Direction 12 (Right Turn)**			**Direction 12U (U Turn)**											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 15:15	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**	64	2	**66**	71	3	**74**	0	0	**0**	0	1	0	0	0	0	0	0	**1**
15:15 to 15:30	0	0	**0**	2	0	**2**	2	0	**2**	0	0	**0**	1	0	**1**	104	6	**110**	60	0	**60**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
15:30 to 15:45	1	0	**1**	1	1	**2**	0	0	**0**	0	0	**0**	0	0	**0**	75	4	**79**	42	1	**43**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
15:45 to 16:00	2	0	**2**	0	0	**0**	1	0	**1**	0	0	**0**	2	0	**2**	84	5	**89**	49	1	**50**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:00 to 16:15	1	0	**1**	3	0	**3**	1	0	**1**	0	0	**0**	0	0	**0**	84	5	**89**	72	0	**72**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:15 to 16:30	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	110	6	**116**	55	1	**56**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:30 to 16:45	1	0	**1**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	86	3	**89**	44	0	**44**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:45 to 17:00	1	0	**1**	0	0	**0**	4	0	**4**	0	0	**0**	0	0	**0**	94	5	**99**	45	1	**46**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
17:00 to 17:15	0	0	**0**	2	0	**2**	0	0	**0**	0	0	**0**	0	0	**0**	110	1	**111**	53	0	**53**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
17:15 to 17:30	1	0	**1**	1	0	**1**	0	0	**0**	0	0	**0**	1	0	**1**	120	3	**123**	49	0	**49**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
17:30 to 17:45	1	0	**1**	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	68	1	**69**	46	0	**46**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
17:45 to 18:00	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	0	1	**1**	46	1	**47**	36	1	**37**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
Total	**8**	**0**	**8**	**10**	**1**	**11**	**12**	**0**	**12**	**0**	**0**	**0**	**4**	**1**	**5**	**1,045**	**42**	**1,087**	**622**	**8**	**630**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

Job No.	: AUQLD11056
Client	: Bitzios Consulting
Suburb	: Rockhampton Sports Precinct
Location	: 1. Yeppoon Rd / Norman Rd
Day/Date	: Thu, 13 Mar 2025
Weather	: Fine
Description	: Classified Intersection Count
	: Hourly Summary

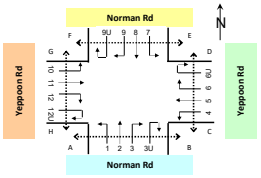


Approach	Norman Rd												Yeppoon Rd											
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**			**Direction 3 (Right Turn)**			**Direction 3U (U Turn)**			**Direction 4 (Left Turn)**			**Direction 5 (Through)**			**Direction 6 (Right Turn)**			**Direction 6U (U Turn)**		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 16:00	174	3	**177**	1	1	**2**	467	7	**474**	0	0	**0**	242	9	**251**	138	16	**154**	0	0	**0**	0	0	**0**
15:15 to 16:15	161	4	**165**	1	1	**2**	480	11	**491**	0	0	**0**	261	8	**269**	141	16	**157**	0	0	**0**	0	0	**0**
15:30 to 16:30	174	5	**179**	1	0	**1**	512	12	**524**	0	0	**0**	256	7	**263**	148	20	**168**	0	0	**0**	0	0	**0**
15:45 to 16:45	169	7	**176**	1	0	**1**	505	13	**518**	0	0	**0**	246	4	**250**	141	17	**158**	0	0	**0**	0	0	**0**
16:00 to 17:00	173	6	**179**	1	0	**1**	519	11	**530**	0	0	**0**	226	5	**231**	112	17	**129**	0	0	**0**	0	0	**0**
16:15 to 17:15	174	3	**177**	0	0	**0**	548	5	**553**	0	0	**0**	214	7	**221**	105	15	**120**	0	0	**0**	0	0	**0**
16:30 to 17:30	163	2	**165**	0	0	**0**	513	3	**516**	0	0	**0**	229	8	**237**	95	13	**108**	0	0	**0**	0	0	**0**
16:45 to 17:45	176	2	**178**	1	0	**1**	495	1	**496**	0	0	**0**	218	9	**227**	93	11	**104**	0	0	**0**	0	0	**0**
17:00 to 18:00	166	3	**169**	1	0	**1**	438	2	**440**	0	0	**0**	227	8	**235**	102	8	**110**	0	0	**0**	0	0	**0**
Total	**513**	**12**	**525**	**3**	**1**	**4**	**1,424**	**20**	**1,444**	**0**	**0**	**0**	**695**	**22**	**717**	**352**	**41**	**393**	**0**	**0**	**0**	**0**	**0**	**0**

Approach	Norman Rd												Yeppoon Rd												Crossing Pedestrians								
Direction	**Direction 7 (Left Turn)**			**Direction 8 (Through)**			**Direction 9 (Right Turn)**			**Direction 9U (U Turn)**			**Direction 10 (Left Turn)**			**Direction 11 (Through)**			**Direction 12 (Right Turn)**			**Direction 12U (U Turn)**											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 16:00	3	0	**3**	3	1	**4**	5	0	**5**	0	0	**0**	3	0	**3**	327	17	**344**	222	5	**227**	0	0	**0**	0	1	0	0	0	0	0	0	**1**
15:15 to 16:15	4	0	**4**	6	1	**7**	4	0	**4**	0	0	**0**	3	0	**3**	347	20	**367**	223	2	**225**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
15:30 to 16:30	4	0	**4**	4	1	**5**	2	0	**2**	0	0	**0**	2	0	**2**	353	20	**373**	218	3	**221**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
15:45 to 16:45	4	0	**4**	3	0	**3**	3	0	**3**	0	0	**0**	2	0	**2**	364	19	**383**	220	2	**222**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:00 to 17:00	3	0	**3**	3	0	**3**	6	0	**6**	0	0	**0**	0	0	**0**	374	19	**393**	216	2	**218**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:15 to 17:15	2	0	**2**	2	0	**2**	5	0	**5**	0	0	**0**	0	0	**0**	400	15	**415**	197	2	**199**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:30 to 17:30	3	0	**3**	3	0	**3**	5	0	**5**	0	0	**0**	1	0	**1**	410	12	**422**	191	1	**192**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
16:45 to 17:45	3	0	**3**	4	0	**4**	4	0	**4**	0	0	**0**	1	0	**1**	392	10	**402**	193	1	**194**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
17:00 to 18:00	2	0	**2**	4	0	**4**	1	0	**1**	0	0	**0**	1	1	**2**	344	6	**350**	184	1	**185**	0	0	**0**	0	0	0	0	0	0	0	0	**0**
Total	**8**	**0**	**8**	**10**	**1**	**11**	**12**	**0**	**12**	**0**	**0**	**0**	**4**	**1**	**5**	**1,045**	**42**	**1,087**	**622**	**8**	**630**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**

Job No.	: AUQLD11056
Client	: Bitzios Consulting
Suburb	: Rockhampton Sports Precinct
Location	: 1. Yeppoon Rd / Norman Rd
Day/Date	: Sat, 15 Mar 2025
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

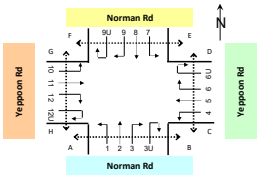
Classifications	**Class 1**	**Class 2**
	Lights	Heavies



Approach	Norman Rd												Yeppoon Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 9:15	23	0	23	0	0	0	37	2	39	0	0	0	79	1	80	57	3	60	0	0	0	0	0	0
9:15 to 9:30	21	1	22	0	0	0	54	0	54	0	0	0	82	0	82	49	2	51	0	0	0	0	0	0
9:30 to 9:45	32	0	32	0	0	0	53	0	53	0	0	0	103	0	103	45	4	49	0	0	0	0	0	0
9:45 to 10:00	33	1	34	0	1	1	51	1	52	0	0	0	108	0	108	72	3	75	0	0	0	0	0	0
10:00 to 10:15	28	0	28	0	0	0	45	2	47	0	0	0	72	3	75	47	3	50	0	0	0	0	0	0
10:15 to 10:30	27	1	28	0	0	0	80	1	81	0	0	0	72	0	72	44	2	46	0	0	0	0	0	0
10:30 to 10:45	30	0	30	0	0	0	60	0	60	0	0	0	77	2	79	49	0	49	0	0	0	0	0	0
10:45 to 11:00	34	0	34	0	0	0	78	1	79	0	0	0	76	0	76	48	5	53	0	0	0	0	0	0
11:00 to 11:15	32	0	32	0	0	0	79	0	79	0	0	0	66	2	68	40	0	40	0	0	0	0	0	0
11:15 to 11:30	30	0	30	0	0	0	88	1	89	0	0	0	77	1	78	49	1	50	0	0	0	0	0	0
11:30 to 11:45	32	0	32	0	0	0	74	2	76	0	0	0	79	0	79	46	2	48	1	0	1	0	0	0
11:45 to 12:00	42	0	42	0	0	0	62	0	62	0	0	0	77	0	77	38	4	42	1	0	1	0	0	0
12:00 to 12:15	26	0	26	0	0	0	74	0	74	0	0	0	78	2	80	30	2	32	0	0	0	0	0	0
12:15 to 12:30	40	0	40	0	0	0	81	1	82	0	0	0	66	1	67	39	1	40	0	0	0	0	0	0
12:30 to 12:45	37	0	37	0	0	0	83	1	84	0	0	0	54	0	54	38	2	40	0	0	0	0	0	0
12:45 to 13:00	39	1	40	0	0	0	95	0	95	0	0	0	76	0	76	33	4	37	0	0	0	0	0	0
Totals	**506**	**4**	**510**	**0**	**1**	**1**	**1,094**	**12**	**1,106**	**0**	**0**	**0**	**1,242**	**12**	**1,254**	**724**	**38**	**762**	**2**	**0**	**2**	**0**	**0**	**0**

Approach	Norman Rd												Yeppoon Rd												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	2	34	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	2	41	18	2	20	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	4	43	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	2	51	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	43	2	45	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	46	0	46	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	5	63	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	2	73	27	2	29	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	56	1	57	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	68	2	70	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	62	1	63	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	63	1	64	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	2	77	33	1	34	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	2	63	41	0	41	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	4	63	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	1	68	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**2**	**0**	**2**	**0**	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**2**	**0**	**2**	**888**	**33**	**921**	**433**	**5**	**438**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Job No.	: AUQLD11056
Client	: Bitzios Consulting
Suburb	: Rockhampton Sports Precinct
Location	: 1. Yeppoon Rd / Norman Rd
Day/Date	: Sat, 15 Mar 2025
Weather	: Fine
Description	: Classified Intersection Count
	: Hourly Summary

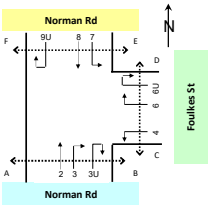


Approach	Norman Rd												Yeppoon Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 10:00	109	2	111	0	1	1	195	3	198	0	0	0	372	1	373	223	12	235	0	0	0	0	0	0
9:15 to 10:15	114	2	116	0	1	1	203	3	206	0	0	0	365	3	368	213	12	225	0	0	0	0	0	0
9:30 to 10:30	120	2	122	0	1	1	229	4	233	0	0	0	355	3	358	208	12	220	0	0	0	0	0	0
9:45 to 10:45	118	2	120	0	1	1	236	4	240	0	0	0	329	5	334	212	8	220	0	0	0	0	0	0
10:00 to 11:00	119	1	120	0	0	0	263	4	267	0	0	0	297	5	302	188	10	198	0	0	0	0	0	0
10:15 to 11:15	123	1	124	0	0	0	297	2	299	0	0	0	291	4	295	181	7	188	0	0	0	0	0	0
10:30 to 11:30	126	0	126	0	0	0	305	2	307	0	0	0	296	5	301	186	6	192	0	0	0	0	0	0
10:45 to 11:45	128	0	128	0	0	0	319	4	323	0	0	0	298	3	301	183	8	191	1	0	1	0	0	0
11:00 to 12:00	136	0	136	0	0	0	303	3	306	0	0	0	299	3	302	173	7	180	2	0	2	0	0	0
11:15 to 12:15	130	0	130	0	0	0	298	3	301	0	0	0	311	3	314	163	9	172	2	0	2	0	0	0
11:30 to 12:30	140	0	140	0	0	0	291	3	294	0	0	0	300	3	303	153	9	162	2	0	2	0	0	0
11:45 to 12:45	145	0	145	0	0	0	300	2	302	0	0	0	275	3	278	145	9	154	1	0	1	0	0	0
12:00 to 13:00	142	1	143	0	0	0	333	2	335	0	0	0	274	3	277	140	9	149	0	0	0	0	0	0
Totals	**506**	**4**	**510**	**0**	**1**	**1**	**1,094**	**12**	**1,106**	**0**	**0**	**0**	**1,242**	**12**	**1,254**	**724**	**38**	**762**	**2**	**0**	**2**	**0**	**0**	**0**

Approach	Norman Rd												Yeppoon Rd												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	10	169	81	2	83	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 10:15	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	170	10	180	91	2	93	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 10:30	0	0	0	0	0	0	1	2	3	0	0	0	1	0	1	177	8	185	95	0	95	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:45	0	0	0	0	0	0	1	2	3	0	0	0	1	0	1	196	9	205	106	0	106	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 11:00	0	0	0	0	0	0	1	2	3	0	0	0	1	0	1	218	9	227	113	2	115	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 11:15	1	0	1	0	0	0	1	0	1	0	0	0	2	0	2	231	8	239	101	2	103	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 11:30	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	253	10	263	108	2	110	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:45	2	0	2	0	0	0	1	0	1	0	0	0	1	0	1	257	6	263	107	2	109	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 12:00	2	0	2	0	0	0	2	0	2	0	0	0	1	0	1	249	5	254	108	0	108	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 12:15	1	0	1	0	0	0	2	0	2	0	0	0	0	0	0	268	6	274	119	1	120	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 12:30	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	261	6	267	131	1	132	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	258	9	267	131	1	132	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262	9	271	131	1	132	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**2**	**0**	**2**	**0**	**0**	**0**	**3**	**2**	**5**	**0**	**0**	**0**	**2**	**0**	**2**	**888**	**33**	**921**	**433**	**5**	**438**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Job No.	: AUQLD11056
Client	: Bitzios Consulting
Suburb	: Rockhampton Sports Precinct
Location	: 3. Norman Rd / Foulkes St
Day/Date	: Thu, 13 Mar 2025
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies

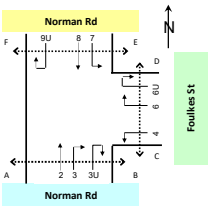


MATRIX Traffic and Transport Data

Approach	Norman Rd									Foulkes St								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 15:15		165	4	**169**	40	0	**40**	0	0	**0**	17	0	**17**		4	0	**4**	0	0	**0**
15:15 to 15:30		151	2	**153**	52	0	**52**	0	0	**0**	17	1	**18**		0	0	**0**	0	0	**0**
15:30 to 15:45		157	1	**158**	26	0	**26**	0	0	**0**	7	0	**7**		7	0	**7**	0	0	**0**
15:45 to 16:00		168	4	**172**	27	0	**27**	0	0	**0**	8	0	**8**		3	0	**3**	0	0	**0**
16:00 to 16:15		137	9	**146**	21	0	**21**	0	0	**0**	23	0	**23**		9	0	**9**	0	0	**0**
16:15 to 16:30		195	3	**198**	22	0	**22**	0	0	**0**	19	0	**19**		9	0	**9**	0	0	**0**
16:30 to 16:45		154	4	**158**	25	1	**26**	0	0	**0**	25	0	**25**		2	0	**2**	0	0	**0**
16:45 to 17:00		171	1	**172**	36	0	**36**	0	0	**0**	22	0	**22**		7	0	**7**	0	0	**0**
17:00 to 17:15		176	0	**176**	37	0	**37**	0	0	**0**	18	1	**19**		5	0	**5**	0	0	**0**
17:15 to 17:30		154	0	**154**	41	0	**41**	0	0	**0**	18	0	**18**		4	0	**4**	0	0	**0**
17:30 to 17:45		149	3	**152**	30	0	**30**	0	0	**0**	28	0	**28**		6	0	**6**	0	0	**0**
17:45 to 18:00		104	2	**106**	21	0	**21**	0	0	**0**	19	0	**19**		5	0	**5**	0	0	**0**
Total		**1,881**	**33**	**1,914**	**378**	**1**	**379**	**0**	**0**	**0**	**221**	**2**	**223**		**61**	**0**	**61**	**0**	**0**	**0**

Approach	Norman Rd										Crossing Pedestrians						
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)									
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total		B to A	A to B	D to C	C to D	F to E	E to F	Total
15:00 to 15:15	8	0	**8**	97	6	**103**		0	0	**0**		0	0	0	0	0	0	**0**
15:15 to 15:30	8	0	**8**	113	2	**115**		0	0	**0**		0	0	0	0	0	0	**0**
15:30 to 15:45	11	0	**11**	104	6	**110**		0	0	**0**		0	0	0	0	0	0	**0**
15:45 to 16:00	11	0	**11**	99	1	**100**		0	0	**0**		0	0	0	0	0	0	**0**
16:00 to 16:15	15	1	**16**	129	1	**130**		0	0	**0**		0	0	0	0	0	0	**0**
16:15 to 16:30	4	0	**4**	117	2	**119**		0	0	**0**		0	0	0	0	0	0	**0**
16:30 to 16:45	10	0	**10**	91	1	**92**		0	0	**0**		0	0	0	0	0	0	**0**
16:45 to 17:00	6	0	**6**	87	3	**90**		0	0	**0**		0	0	0	0	0	0	**0**
17:00 to 17:15	10	0	**10**	89	3	**92**		0	0	**0**		0	0	0	0	0	0	**0**
17:15 to 17:30	11	0	**11**	110	2	**112**		0	0	**0**		0	0	0	0	0	0	**0**
17:30 to 17:45	9	0	**9**	88	2	**90**		0	0	**0**		0	0	0	0	0	0	**0**
17:45 to 18:00	9	0	**9**	83	2	**85**		0	0	**0**		0	0	0	0	0	0	**0**
Total	**112**	**1**	**113**	**1,207**	**31**	**1,238**		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**0**	**0**

Job No.	: AUQLD11056
Client	: Bitzios Consulting
Suburb	: Rockhampton Sports Precinct
Location	: 3. Norman Rd / Foulkes St
Day/Date	: Thu, 13 Mar 2025
Weather	: Fine
Description	: Classified Intersection Count
	: Hourly Summary



MATRIX Traffic and Transport Data

Approach	Norman Rd									Foulkes St								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 16:00		641	11	**652**	145	0	**145**	0	0	**0**	49	1	**50**		14	0	**14**	0	0	**0**
15:15 to 16:15		613	16	**629**	126	0	**126**	0	0	**0**	55	1	**56**		19	0	**19**	0	0	**0**
15:30 to 16:30		657	17	**674**	96	0	**96**	0	0	**0**	57	0	**57**		28	0	**28**	0	0	**0**
15:45 to 16:45		654	20	**674**	95	1	**96**	0	0	**0**	75	0	**75**		23	0	**23**	0	0	**0**
16:00 to 17:00		657	17	**674**	104	1	**105**	0	0	**0**	89	0	**89**		27	0	**27**	0	0	**0**
16:15 to 17:15		696	8	**704**	120	1	**121**	0	0	**0**	84	1	**85**		23	0	**23**	0	0	**0**
16:30 to 17:30		655	5	**660**	139	1	**140**	0	0	**0**	83	1	**84**		18	0	**18**	0	0	**0**
16:45 to 17:45		650	4	**654**	144	0	**144**	0	0	**0**	86	1	**87**		22	0	**22**	0	0	**0**
17:00 to 18:00		583	5	**588**	129	0	**129**	0	0	**0**	83	1	**84**		20	0	**20**	0	0	**0**
Total		**1,881**	**33**	**1,914**	**378**	**1**	**379**	**0**	**0**	**0**	**221**	**2**	**223**		**61**	**0**	**61**	**0**	**0**	**0**

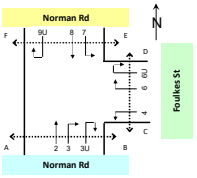
Approach	Norman Rd										Crossing Pedestrians						
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)									
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total		B to A	A to B	D to C	C to D	F to E	E to F	Total
15:00 to 16:00	38	0	**38**	413	15	**428**		0	0	**0**		0	0	0	0	0	0	**0**
15:15 to 16:15	45	1	**46**	445	10	**455**		0	0	**0**		0	0	0	0	0	0	**0**
15:30 to 16:30	41	1	**42**	449	10	**459**		0	0	**0**		0	0	0	0	0	0	**0**
15:45 to 16:45	40	1	**41**	436	5	**441**		0	0	**0**		0	0	0	0	0	0	**0**
16:00 to 17:00	35	1	**36**	424	7	**431**		0	0	**0**		0	0	0	0	0	0	**0**
16:15 to 17:15	30	0	**30**	384	9	**393**		0	0	**0**		0	0	0	0	0	0	**0**
16:30 to 17:30	37	0	**37**	377	9	**386**		0	0	**0**		0	0	0	0	0	0	**0**
16:45 to 17:45	36	0	**36**	374	10	**384**		0	0	**0**		0	0	0	0	0	0	**0**
17:00 to 18:00	39	0	**39**	370	9	**379**		0	0	**0**		0	0	0	0	0	0	**0**
Total	**112**	**1**	**113**	**1,207**	**31**	**1,238**		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**0**	**0**

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 3. Norman Rd / Foulkes St

Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications

Class 1	Class 2
Lights	Heavies



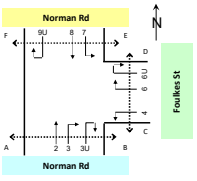
MATRIX Traffic and Transport Data

Approach	Norman Rd									Foulkes St								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 9:15		55	2	57	7	0	7	0	0	0	19	0	19		7	0	7	0	0	0
9:15 to 9:30		74	0	74	19	0	19	0	0	0	23	0	23		6	1	7	0	0	0
9:30 to 9:45		74	0	74	15	0	15	0	0	0	15	0	15		3	0	3	0	0	0
9:45 to 10:00		77	3	80	12	0	12	0	0	0	20	0	20		8	0	8	0	0	0
10:00 to 10:15		71	2	73	11	0	11	0	0	0	16	0	16		5	0	5	0	0	0
10:15 to 10:30		101	1	102	16	0	16	0	0	0	23	0	23		2	1	3	0	0	0
10:30 to 10:45		83	0	83	11	0	11	1	0	1	17	0	17		8	0	8	0	0	0
10:45 to 11:00		107	1	108	19	0	19	0	0	0	18	0	18		4	0	4	0	0	0
11:00 to 11:15		108	0	108	15	0	15	0	0	0	10	0	10		7	0	7	0	0	0
11:15 to 11:30		108	1	109	21	0	21	0	0	0	14	0	14		6	0	6	0	0	0
11:30 to 11:45		107	2	109	18	0	18	0	0	0	10	0	10		3	0	3	0	0	0
11:45 to 12:00		94	0	94	16	0	16	0	0	0	12	0	12		6	0	6	0	0	0
12:00 to 12:15		96	1	97	16	0	16	0	0	0	16	0	16		4	0	4	0	0	0
12:15 to 12:30		116	0	116	14	0	14	0	0	0	17	0	17		5	0	5	0	0	0
12:30 to 12:45		118	1	119	19	0	19	0	0	0	10	1	11		6	0	6	0	0	0
12:45 to 13:00		124	1	125	14	0	14	0	0	0	17	0	17		6	0	6	0	0	0
Totals		1,513	15	1,528	243	0	243	1	0	1	257	1	258		86	2	88	0	0	0

Approach	Norman Rd										Crossing Pedestrians						
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)									
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total		B to A	A to B	D to C	C to D	F to E	E to F	Total
9:00 to 9:15	2	0	2	101	1	102		0	0	0		0	0	0	0	0	0	0
9:15 to 9:30	3	0	3	97	2	99		0	0	0		0	0	0	0	0	0	0
9:30 to 9:45	6	0	6	115	0	115		0	0	0		0	0	0	0	0	0	0
9:45 to 10:00	5	0	5	123	0	123		0	0	0		0	0	0	0	0	0	0
10:00 to 10:15	10	0	10	99	2	101		0	0	0		0	0	0	0	0	0	0
10:15 to 10:30	3	0	3	88	1	89		0	0	0		0	0	0	0	0	0	0
10:30 to 10:45	6	0	6	100	2	102		0	0	0		0	0	0	0	0	0	0
10:45 to 11:00	1	0	1	105	2	107		0	0	0		0	0	0	0	0	0	0
11:00 to 11:15	3	0	3	83	2	85		0	0	0		0	0	0	0	0	0	0
11:15 to 11:30	9	0	9	97	1	98		0	0	0		0	0	0	0	0	0	0
11:30 to 11:45	4	0	4	107	0	107		0	0	0		0	0	0	0	0	0	0
11:45 to 12:00	9	0	9	93	0	93		0	0	0		0	0	0	0	0	0	0
12:00 to 12:15	8	1	9	105	2	107		0	0	0		0	0	0	0	0	0	0
12:15 to 12:30	4	0	4	96	1	97		0	0	0		0	0	0	0	0	0	0
12:30 to 12:45	11	0	11	79	0	79		0	0	0		0	0	0	0	0	0	0
12:45 to 13:00	7	0	7	93	0	93		0	0	0		0	0	0	0	0	0	0
Totals	91	1	92	1,581	16	1,597		0	0	0		0	0	0	0	0	0	0

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 3. Norman Rd / Foulkes St

Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



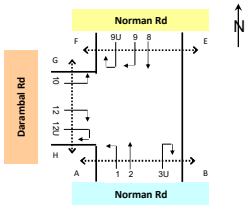
MATRIX Traffic and Transport Data

Approach	Norman Rd									Foulkes St								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 10:00		280	5	285	53	0	53	0	0	0	77	0	77		24	1	25	0	0	0
9:15 to 10:15		296	5	301	57	0	57	0	0	0	74	0	74		22	1	23	0	0	0
9:30 to 10:30		323	6	329	54	0	54	0	0	0	74	0	74		18	1	19	0	0	0
9:45 to 10:45		332	6	338	50	0	50	1	0	1	76	0	76		23	1	24	0	0	0
10:00 to 11:00		362	4	366	57	0	57	1	0	1	74	0	74		19	1	20	0	0	0
10:15 to 11:15		399	2	401	61	0	61	1	0	1	68	0	68		21	1	22	0	0	0
10:30 to 11:30		406	2	408	66	0	66	1	0	1	59	0	59		25	0	25	0	0	0
10:45 to 11:45		430	4	434	73	0	73	0	0	0	52	0	52		20	0	20	0	0	0
11:00 to 12:00		417	3	420	70	0	70	0	0	0	46	0	46		22	0	22	0	0	0
11:15 to 12:15		405	4	409	71	0	71	0	0	0	52	0	52		19	0	19	0	0	0
11:30 to 12:30		413	3	416	64	0	64	0	0	0	55	0	55		18	0	18	0	0	0
11:45 to 12:45		424	2	426	65	0	65	0	0	0	55	1	56		21	0	21	0	0	0
12:00 to 13:00		454	3	457	63	0	63	0	0	0	60	1	61		21	0	21	0	0	0
Totals		1,513	15	1,528	243	0	243	1	0	1	257	1	258		86	2	88	0	0	0

Approach	Norman Rd										Crossing Pedestrians						
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)									
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total		B to A	A to B	D to C	C to D	F to E	E to F	Total
9:00 to 10:00	16	0	16	436	3	439		0	0	0		0	0	0	0	0	0	0
9:15 to 10:15	24	0	24	434	4	438		0	0	0		0	0	0	0	0	0	0
9:30 to 10:30	24	0	24	425	3	428		0	0	0		0	0	0	0	0	0	0
9:45 to 10:45	24	0	24	410	5	415		0	0	0		0	0	0	0	0	0	0
10:00 to 11:00	20	0	20	392	7	399		0	0	0		0	0	0	0	0	0	0
10:15 to 11:15	13	0	13	376	7	383		0	0	0		0	0	0	0	0	0	0
10:30 to 11:30	19	0	19	385	7	392		0	0	0		0	0	0	0	0	0	0
10:45 to 11:45	17	0	17	392	5	397		0	0	0		0	0	0	0	0	0	0
11:00 to 12:00	25	0	25	380	3	383		0	0	0		0	0	0	0	0	0	0
11:15 to 12:15	30	1	31	402	3	405		0	0	0		0	0	0	0	0	0	0
11:30 to 12:30	25	1	26	401	3	404		0	0	0		0	0	0	0	0	0	0
11:45 to 12:45	32	1	33	373	3	376		0	0	0		0	0	0	0	0	0	0
12:00 to 13:00	30	1	31	373	3	376		0	0	0		0	0	0	0	0	0	0
Totals	91	1	92	1,581	16	1,597		0	0	0		0	0	0	0	0	0	0

Job No.	: AUQLD11056
Client	: Bitzios Consulting
Suburb	: Rockhampton Sports Precinct
Location	: 4. Norman Rd / Darambal Rd
Day/Date	: Thu, 13 Mar 2025
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

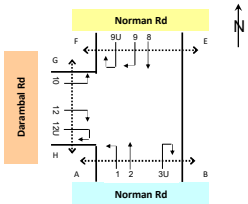
	Class 1	Class 2
Classifications	Lights	Heavies



Approach	Norman Rd									
Direction	Direction 1 (Left Turn)			Direction 2 (Through)				Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total
15:00 to 15:15	8	0	8	180	4	184		0	0	0
15:15 to 15:30	10	1	11	184	2	186		0	0	0
15:30 to 15:45	8	0	8	166	3	169		0	0	0
15:45 to 16:00	10	0	10	174	2	176		0	0	0
16:00 to 16:15	10	1	11	143	9	152		0	0	0
16:15 to 16:30	12	0	12	196	3	199		0	0	0
16:30 to 16:45	7	0	7	165	5	170		0	0	0
16:45 to 17:00	3	0	3	179	1	180		0	0	0
17:00 to 17:15	4	1	5	192	0	192		0	0	0
17:15 to 17:30	6	0	6	188	0	188		0	0	0
17:30 to 17:45	5	0	5	171	3	174		0	0	0
17:45 to 18:00	3	0	3	121	2	123		0	0	0
Total	**86**	**3**	**89**	**2,059**	**34**	**2,093**		**0**	**0**	**0**

Approach	Norman Rd									Darambal Rd									Crossing Pedestrians									
Direction		Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)												
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B		F to E	E to F	H to G	G to H	Total
15:00 to 15:15		104	6	110	1	0	1	0	0	0	13	0	13	11	0	11	0	0	0	0	0		0	0	0	0	0
15:15 to 15:30		131	3	134	6	0	6	0	0	0	23	0	23	7	1	8	1	0	1	0	3		0	0	0	0	3
15:30 to 15:45		109	6	115	0	0	0	1	0	1	18	0	18	14	1	15	0	0	0	0	0		0	0	0	0	0
15:45 to 16:00		109	1	110	2	0	2	0	0	0	19	0	19	13	0	13	0	0	0	0	0		0	0	0	0	0
16:00 to 16:15		151	1	152	0	0	0	0	0	0	13	0	13	15	1	16	0	0	0	0	0		0	0	0	0	0
16:15 to 16:30		125	2	127	5	0	5	0	0	0	22	0	22	22	0	22	0	0	0	0	0		0	0	0	0	0
16:30 to 16:45		121	1	122	3	0	3	0	0	0	21	0	21	14	0	14	0	0	0	0	0		0	0	0	0	0
16:45 to 17:00		105	3	108	4	0	4	0	0	0	21	0	21	19	0	19	0	0	0	0	1		0	0	0	0	1
17:00 to 17:15		105	4	109	4	0	4	0	0	0	18	0	18	17	0	17	0	0	0	0	0		0	0	0	0	0
17:15 to 17:30		126	2	128	1	0	1	0	0	0	8	0	8	17	1	18	0	0	0	0	0		0	0	0	0	0
17:30 to 17:45		111	2	113	4	0	4	0	0	0	7	0	7	7	0	7	0	0	0	0	0		0	0	0	0	0
17:45 to 18:00		103	2	105	1	0	1	0	0	0	6	0	6	4	0	4	0	0	0	0	0		0	0	1	0	1
Total		**1,400**	**33**	**1,433**	**31**	**0**	**31**	**1**	**0**	**1**	**189**	**0**	**189**	**160**	**4**	**164**	**1**	**0**	**1**	**0**	**4**		**0**	**0**	**1**	**0**	**5**

Job No.	: AUQLD11056
Client	: Bitzios Consulting
Suburb	: Rockhampton Sports Precinct
Location	: 4. Norman Rd / Darambal Rd
Day/Date	: Thu, 13 Mar 2025
Weather	: Fine
Description	: Classified Intersection Count
	: Hourly Summary



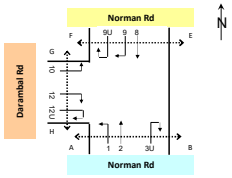
Approach	Norman Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)				Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total
15:00 to 16:00	36	1	37	704	11	715		0	0	0
15:15 to 16:15	38	2	40	667	16	683		0	0	0
15:30 to 16:30	40	1	41	679	17	696		0	0	0
15:45 to 16:45	39	1	40	678	19	697		0	0	0
16:00 to 17:00	32	1	33	683	18	701		0	0	0
16:15 to 17:15	26	1	27	732	9	741		0	0	0
16:30 to 17:30	20	1	21	724	6	730		0	0	0
16:45 to 17:45	18	1	19	730	4	734		0	0	0
17:00 to 18:00	18	1	19	672	5	677		0	0	0
Total	**86**	**3**	**89**	**2,059**	**34**	**2,093**		**0**	**0**	**0**

Approach	Norman Rd									Darambal Rd									Crossing Pedestrians									
Direction		Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)												
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B		F to E	E to F	H to G	G to H	Total
15:00 to 16:00		453	16	469	9	0	9	1	0	1	73	0	73	45	2	47	1	0	1	0	3		0	0	0	0	3
15:15 to 16:15		500	11	511	8	0	8	1	0	1	73	0	73	49	3	52	1	0	1	0	3		0	0	0	0	3
15:30 to 16:30		494	10	504	7	0	7	1	0	1	72	0	72	64	2	66	0	0	0	0	0		0	0	0	0	0
15:45 to 16:45		506	5	511	10	0	10	0	0	0	75	0	75	64	1	65	0	0	0	0	0		0	0	0	0	0
16:00 to 17:00		502	7	509	12	0	12	0	0	0	77	0	77	70	1	71	0	0	0	0	1		0	0	0	0	1
16:15 to 17:15		456	10	466	16	0	16	0	0	0	82	0	82	72	0	72	0	0	0	0	1		0	0	0	0	1
16:30 to 17:30		457	10	467	12	0	12	0	0	0	68	0	68	67	1	68	0	0	0	0	1		0	0	0	0	1
16:45 to 17:45		447	11	458	13	0	13	0	0	0	54	0	54	60	1	61	0	0	0	0	1		0	0	0	0	1
17:00 to 18:00		445	10	455	10	0	10	0	0	0	39	0	39	45	1	46	0	0	0	0	0		0	0	1	0	1
Total		**1,400**	**33**	**1,433**	**31**	**0**	**31**	**1**	**0**	**1**	**189**	**0**	**189**	**160**	**4**	**164**	**1**	**0**	**1**	**0**	**4**		**0**	**0**	**1**	**0**	**5**

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 4. Norman Rd / Darambal Rd

Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications Class 1: Lights; Class 2: Heavies



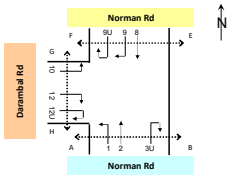
MATRIX Traffic and Transport Data

Approach	Norman Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)				Direction 3U (U Turn)	
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total
9:00 to 9:15	3	0	3	59	1	60		0	0	0
9:15 to 9:30	3	0	3	92	0	92		0	0	0
9:30 to 9:45	3	0	3	86	0	86		0	0	0
9:45 to 10:00	1	0	1	86	3	89		0	0	0
10:00 to 10:15	8	0	8	85	2	87		0	0	0
10:15 to 10:30	4	1	5	113	1	114		0	0	0
10:30 to 10:45	6	0	6	98	0	98		0	0	0
10:45 to 11:00	6	0	6	120	1	121		0	0	0
11:00 to 11:15	4	0	4	123	0	123		0	0	0
11:15 to 11:30	8	0	8	129	1	130		0	0	0
11:30 to 11:45	3	0	3	118	2	120		0	0	0
11:45 to 12:00	2	0	2	108	0	108		0	0	0
12:00 to 12:15	3	0	3	111	0	111		0	0	0
12:15 to 12:30	2	0	2	123	0	123		1	0	1
12:30 to 12:45	3	0	3	136	1	137		0	0	0
12:45 to 13:00	1	0	1	135	1	136		0	0	0
Totals	60	1	61	1,722	13	1,735		1	0	1

Approach	Norman Rd									Darambal Rd						Crossing Pedestrians					
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)									
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	F to E	E to F	H to G	G to H	Total
9:00 to 9:15	118	1	119	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	118	1	119	2	0	2	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1
9:30 to 9:45	127	1	128	1	0	1	0	0	0	3	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	141	0	141	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	118	2	120	1	0	1	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	109	1	110	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	1	0	0	0	0	1
10:30 to 10:45	116	2	118	3	0	3	0	0	0	2	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	119	2	121	4	0	4	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	87	2	89	2	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	114	1	115	2	0	2	0	0	0	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	113	0	113	1	0	1	0	0	0	5	0	5	3	0	3	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	107	0	107	1	0	1	0	0	0	2	0	2	4	0	4	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	120	1	121	1	0	1	0	0	0	4	0	4	5	0	5	1	0	1	0	0	0	0	0	0	0
12:15 to 12:30	113	1	114	2	0	2	0	0	0	4	1	5	1	0	1	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	88	1	89	0	1	1	1	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	107	0	107	2	0	2	0	0	0	3	0	3	3	0	3	0	0	0	0	0	0	0	0	0	0
Totals	1,815	16	1,831	25	1	26	2	0	2	29	2	31	31	0	31	1	0	1	1	1	0	0	0	0	2

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 4. Norman Rd / Darambal Rd

Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



MATRIX Traffic and Transport Data

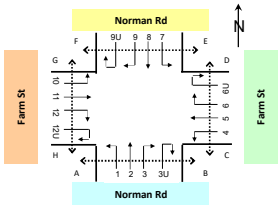
Approach	Norman Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)				Direction 3U (U Turn)	
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total
9:00 to 10:00	10	0	10	323	4	327		0	0	0
9:15 to 10:15	15	0	15	349	5	354		0	0	0
9:30 to 10:30	16	1	17	370	6	376		0	0	0
9:45 to 10:45	19	1	20	382	6	388		0	0	0
10:00 to 11:00	24	1	25	416	4	420		0	0	0
10:15 to 11:15	20	1	21	454	2	456		0	0	0
10:30 to 11:30	24	0	24	470	2	472		0	0	0
10:45 to 11:45	21	0	21	490	4	494		0	0	0
11:00 to 12:00	17	0	17	478	3	481		0	0	0
11:15 to 12:15	16	0	16	466	3	469		0	0	0
11:30 to 12:30	10	0	10	460	2	462		1	0	1
11:45 to 12:45	10	0	10	478	1	479		1	0	1
12:00 to 13:00	9	0	9	505	2	507		1	0	1
Totals	60	1	61	1,722	13	1,735		1	0	1

Approach	Norman Rd									Darambal Rd						Crossing Pedestrians					
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)									
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	F to E	E to F	H to G	G to H	Total
9:00 to 10:00	504	3	507	6	0	6	0	0	0	5	0	5	5	0	5	0	0	0	1	0	0	0	0	0	1
9:15 to 10:15	504	4	508	4	0	4	1	0	1	6	0	6	6	0	6	0	0	0	1	0	0	0	0	0	1
9:30 to 10:30	495	4	499	2	0	2	1	0	1	5	0	5	6	0	6	0	0	0	0	1	0	0	0	0	1
9:45 to 10:45	484	5	489	4	0	4	1	0	1	4	0	4	7	0	7	0	0	0	0	1	0	0	0	0	1
10:00 to 11:00	462	7	469	8	0	8	1	0	1	5	0	5	5	0	5	0	0	0	0	1	0	0	0	0	1
10:15 to 11:15	431	7	438	9	0	9	0	0	0	5	0	5	4	0	4	0	0	0	0	1	0	0	0	0	1
10:30 to 11:30	436	7	443	11	0	11	0	0	0	4	1	5	4	0	4	0	0	0	0	0	0	0	0	0	0
10:45 to 11:45	433	5	438	9	0	9	0	0	0	7	1	8	5	0	5	0	0	0	0	0	0	0	0	0	0
11:00 to 12:00	421	3	424	6	0	6	0	0	0	8	1	9	9	0	9	0	0	0	0	0	0	0	0	0	0
11:15 to 12:15	454	2	456	5	0	5	0	0	0	11	1	12	14	0	14	1	0	1	0	0	0	0	0	0	0
11:30 to 12:30	453	2	455	5	0	5	0	0	0	15	1	16	13	0	13	1	0	1	0	0	0	0	0	0	0
11:45 to 12:45	428	3	431	4	1	5	1	0	1	10	1	11	13	0	13	1	0	1	0	0	0	0	0	0	0
12:00 to 13:00	428	3	431	5	1	6	1	0	1	11	1	12	12	0	12	1	0	1	0	0	0	0	0	0	0
Totals	1,815	16	1,831	25	1	26	2	0	2	29	2	31	31	0	31	1	0	1	1	1	0	0	0	0	2

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 5. Norman Rd / Farm St

Day/Date : Thu, 13 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications	Class 1	Class 2
	Lights	Heavies



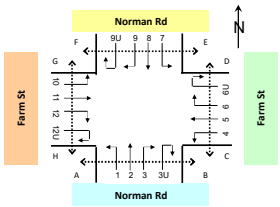
MATRIX Traffic and Transport Data

Approach	Norman Rd												Farm St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 15:15	58	0	58	174	5	179	0	0	0	1	0	1	0	0	0	2	0	2	1	0	1	0	0	0
15:15 to 15:30	45	1	46	197	3	200	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	29	0	29	186	1	187	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	34	1	35	175	5	180	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	24	0	24	166	5	171	1	0	1	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	27	2	29	183	2	185	1	0	1	5	0	5	0	0	0	1	0	1	0	0	0	0	0	0
16:30 to 16:45	34	0	34	202	4	206	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	27	0	27	198	0	198	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	36	0	36	200	0	200	1	0	1	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	37	2	39	201	1	202	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	36	0	36	159	2	161	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	21	2	23	138	3	141	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Total	408	8	416	2,179	31	2,210	3	0	3	39	0	39	0	0	0	3	0	3	1	0	1	0	0	0

Approach	Norman Rd												Farm St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 15:15	1	0	1	115	7	122	30	1	31	0	0	0	42	1	43	0	0	0	53	1	54	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	0	0	0	121	3	124	27	1	28	0	0	0	52	0	52	0	0	0	45	0	45	0	0	0	0	0	0	2	0	1	0	0	3
15:30 to 15:45	0	0	0	122	5	127	31	2	33	0	0	0	34	1	35	0	0	0	43	0	43	0	0	0	0	0	2	0	0	0	0	0	2
15:45 to 16:00	0	0	0	131	2	133	12	0	12	0	0	0	53	2	55	0	0	0	32	2	34	0	0	0	0	0	0	0	1	0	0	0	1
16:00 to 16:15	0	0	0	154	3	157	22	1	23	0	0	0	47	3	50	0	0	0	49	2	51	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	0	0	0	156	2	158	22	0	22	0	0	0	43	0	43	0	0	0	51	0	51	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	0	0	0	143	0	143	33	0	33	0	0	0	42	0	42	0	0	0	46	0	46	0	0	0	0	0	1	2	0	0	0	0	3
16:45 to 17:00	0	0	0	117	2	119	21	0	21	0	0	0	38	1	39	1	0	1	50	2	52	0	0	0	0	0	0	0	0	0	1	0	1
17:00 to 17:15	0	0	0	138	4	142	25	0	25	0	0	0	53	2	55	0	0	0	38	0	38	0	0	0	0	0	0	1	0	0	0	0	1
17:15 to 17:30	0	0	0	142	3	145	15	1	16	0	0	0	47	0	47	0	0	0	39	2	41	0	0	0	0	0	0	1	0	1	0	0	2
17:30 to 17:45	0	0	0	119	1	120	23	1	24	0	0	0	29	0	29	0	0	0	39	0	39	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	0	0	0	104	2	106	34	0	34	0	0	0	32	0	32	0	0	0	27	1	28	0	0	0	0	0	0	3	0	0	0	0	3
Total	1	0	1	1,562	34	1,596	295	7	302	0	0	0	512	10	522	1	0	1	512	10	522	0	0	0	0	0	3	9	1	2	1	0	16

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 5. Norman Rd / Farm St

Day/Date : Thu, 13 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



MATRIX Traffic and Transport Data

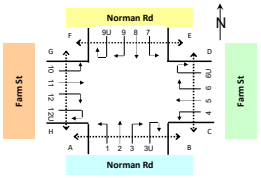
Approach	Norman Rd												Farm St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
15:00 to 16:00	166	2	168	732	14	746	0	0	0	6	0	6	0	0	0	2	0	2	1	0	1	0	0	0
15:15 to 16:15	132	2	134	724	14	738	1	0	1	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 16:30	114	3	117	710	13	723	2	0	2	11	0	11	0	0	0	1	0	1	0	0	0	0	0	0
15:45 to 16:45	119	3	122	726	16	742	2	0	2	14	0	14	0	0	0	1	0	1	0	0	0	0	0	0
16:00 to 17:00	112	2	114	749	11	760	2	0	2	17	0	17	0	0	0	1	0	1	0	0	0	0	0	0
16:15 to 17:15	124	2	126	783	6	789	2	0	2	18	0	18	0	0	0	1	0	1	0	0	0	0	0	0
16:30 to 17:30	134	2	136	801	5	806	1	0	1	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:45	136	2	138	758	3	761	1	0	1	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 18:00	130	4	134	698	6	704	1	0	1	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
Total	408	8	416	2,179	31	2,210	3	0	3	39	0	39	0	0	0	3	0	3	1	0	1	0	0	0

Approach	Norman Rd												Farm St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
15:00 to 16:00	1	0	1	489	17	506	100	4	104	0	0	0	181	4	185	0	0	0	173	3	176	0	0	0	0	0	2	2	1	1	0	0	6
15:15 to 16:15	0	0	0	528	13	541	92	4	96	0	0	0	186	6	192	0	0	0	169	4	173	0	0	0	0	0	2	2	1	1	0	0	6
15:30 to 16:30	0	0	0	563	12	575	87	3	90	0	0	0	177	6	183	0	0	0	175	4	179	0	0	0	0	0	2	0	1	0	0	0	3
15:45 to 16:45	0	0	0	584	7	591	89	1	90	0	0	0	185	5	190	0	0	0	178	4	182	0	0	0	0	0	1	2	1	0	0	0	4
16:00 to 17:00	0	0	0	570	7	577	98	1	99	0	0	0	170	4	174	1	0	1	196	4	200	0	0	0	0	0	1	2	0	0	1	0	4
16:15 to 17:15	0	0	0	554	8	562	101	0	101	0	0	0	176	3	179	1	0	1	185	2	187	0	0	0	0	0	1	3	0	0	1	0	5
16:30 to 17:30	0	0	0	540	9	549	94	1	95	0	0	0	180	3	183	1	0	1	173	4	177	0	0	0	0	0	1	4	0	1	1	0	7
16:45 to 17:45	0	0	0	516	10	526	84	2	86	0	0	0	167	3	170	1	0	1	166	4	170	0	0	0	0	0	0	2	0	1	1	0	4
17:00 to 18:00	0	0	0	503	10	513	97	2	99	0	0	0	161	2	163	0	0	0	143	3	146	0	0	0	0	0	0	5	0	1	0	0	6
Total	1	0	1	1,562	34	1,596	295	7	302	0	0	0	512	10	522	1	0	1	512	10	522	0	0	0	0	0	3	9	1	2	1	0	16

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 5. Norman Rd / Farm St

Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

Classifications — Class 1: Lights; Class 2: Heavies

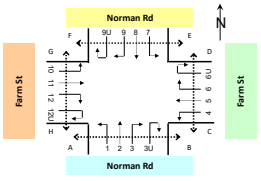


Approach	Norman Rd												Farm St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 9:15	12	0	12	85	1	86	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	26	1	27	100	0	100	1	0	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	18	0	18	89	1	90	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0
9:45 to 10:00	20	0	20	108	3	111	1	0	1	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0
10:00 to 10:15	25	0	25	112	3	115	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0
10:15 to 10:30	10	1	11	122	2	124	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
10:30 to 10:45	33	0	33	108	0	108	1	0	1	0	0	0	1	0	1	1	0	1	1	0	1	0	0	0
10:45 to 11:00	33	1	34	134	1	135	2	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	24	0	24	125	0	125	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
11:15 to 11:30	33	1	34	136	1	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	22	0	22	120	3	123	1	0	1	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0
11:45 to 12:00	29	1	30	123	1	124	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	32	0	32	124	2	126	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0
12:15 to 12:30	25	1	26	138	0	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	26	0	26	138	0	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	14	1	15	137	2	139	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**382**	**7**	**389**	**1,899**	**20**	**1,919**	**9**	**0**	**9**	**11**	**0**	**11**	**3**	**0**	**3**	**5**	**0**	**5**	**4**	**0**	**4**	**0**	**0**	**0**

Approach	Norman Rd												Farm St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 9:15	1	0	1	134	4	138	16	0	16	0	0	0	13	0	13	0	0	0	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	132	1	133	24	0	24	0	0	0	24	0	24	0	0	0	22	1	23	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	134	0	134	27	0	27	0	0	0	19	1	20	0	0	0	20	0	20	0	0	0	0	0	1	0	1	0	0	0	2
9:45 to 10:00	0	0	0	144	0	144	27	0	27	0	0	0	17	1	18	0	0	0	25	1	26	0	0	0	0	0	0	0	0	1	0	0	1
10:00 to 10:15	2	0	2	134	3	137	25	0	25	0	0	0	28	0	28	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	114	0	114	22	0	22	0	0	0	29	0	29	0	0	0	32	0	32	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	1	0	1	134	2	136	23	0	23	0	0	0	24	2	26	0	0	0	33	0	33	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	1	0	1	139	4	143	23	0	23	0	0	0	19	0	19	0	0	0	30	1	31	0	0	0	0	0	1	1	0	0	0	0	2
11:00 to 11:15	0	0	0	120	0	120	16	2	18	0	0	0	30	0	30	0	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	0	0	0	125	2	127	13	0	13	0	0	0	28	0	28	0	0	0	32	0	32	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	134	1	135	17	0	17	0	0	0	29	0	29	0	0	0	38	0	38	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	0	0	0	122	1	123	23	0	23	0	0	0	40	0	40	1	0	1	37	1	38	0	0	0	0	0	1	0	0	0	0	0	1
12:00 to 12:15	1	0	1	120	2	122	22	0	22	0	0	0	31	0	31	0	0	0	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	127	3	130	25	0	25	0	0	0	37	0	37	0	0	0	29	1	30	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	101	1	102	23	0	23	0	0	0	27	0	27	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	1	0	1	124	0	124	21	0	21	0	0	0	40	0	40	1	0	1	31	0	31	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**7**	**0**	**7**	**2,038**	**24**	**2,062**	**347**	**2**	**349**	**0**	**0**	**0**	**435**	**4**	**439**	**2**	**0**	**2**	**449**	**5**	**454**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**1**	**0**	**0**	**6**

Job No. : AUQLD11056
Client : Bitzios Consulting
Suburb : Rockhampton Sports Precinct
Location : 5. Norman Rd / Farm St

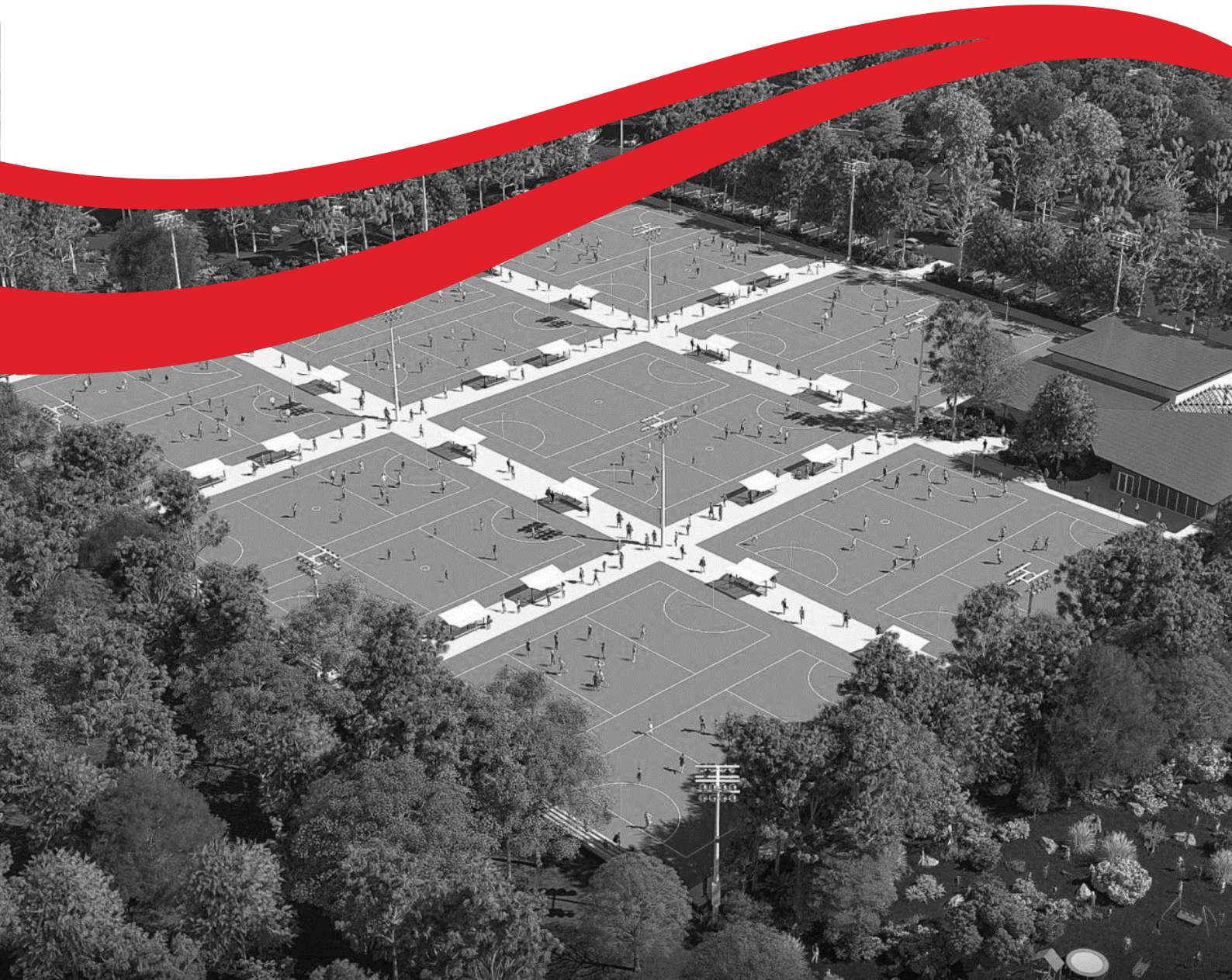
Day/Date : Sat, 15 Mar 2025
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



Approach	Norman Rd												Farm St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
9:00 to 10:00	76	1	77	382	5	387	3	0	3	5	0	5	1	0	1	2	0	2	0	0	0	0	0	0
9:15 to 10:15	89	1	90	409	7	416	2	0	2	5	0	5	2	0	2	2	0	2	1	0	1	0	0	0
9:30 to 10:30	73	1	74	431	9	440	2	0	2	2	0	2	2	0	2	2	0	2	2	0	2	0	0	0
9:45 to 10:45	88	1	89	450	8	458	3	0	3	1	0	1	3	0	3	2	0	2	3	0	3	0	0	0
10:00 to 11:00	101	2	103	476	6	482	4	0	4	2	0	2	2	0	2	1	0	1	3	0	3	0	0	0
10:15 to 11:15	100	2	102	489	3	492	4	0	4	2	0	2	1	0	1	2	0	2	2	0	2	0	0	0
10:30 to 11:30	123	2	125	503	2	505	3	0	3	2	0	2	1	0	1	2	0	2	1	0	1	0	0	0
10:45 to 11:45	112	2	114	515	5	520	3	0	3	3	0	3	0	0	0	2	0	2	0	0	0	0	0	0
11:00 to 12:00	108	2	110	504	5	509	2	0	2	2	0	2	0	0	0	2	0	2	0	0	0	0	0	0
11:15 to 12:15	116	2	118	503	7	510	2	0	2	3	0	3	0	0	0	1	0	1	1	0	1	0	0	0
11:30 to 12:30	108	2	110	505	6	511	2	0	2	3	0	3	0	0	0	1	0	1	1	0	1	0	0	0
11:45 to 12:45	112	2	114	523	3	526	1	0	1	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0
12:00 to 13:00	97	2	99	537	4	541	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0
Totals	**382**	**7**	**389**	**1,899**	**20**	**1,919**	**9**	**0**	**9**	**11**	**0**	**11**	**3**	**0**	**3**	**5**	**0**	**5**	**4**	**0**	**4**	**0**	**0**	**0**

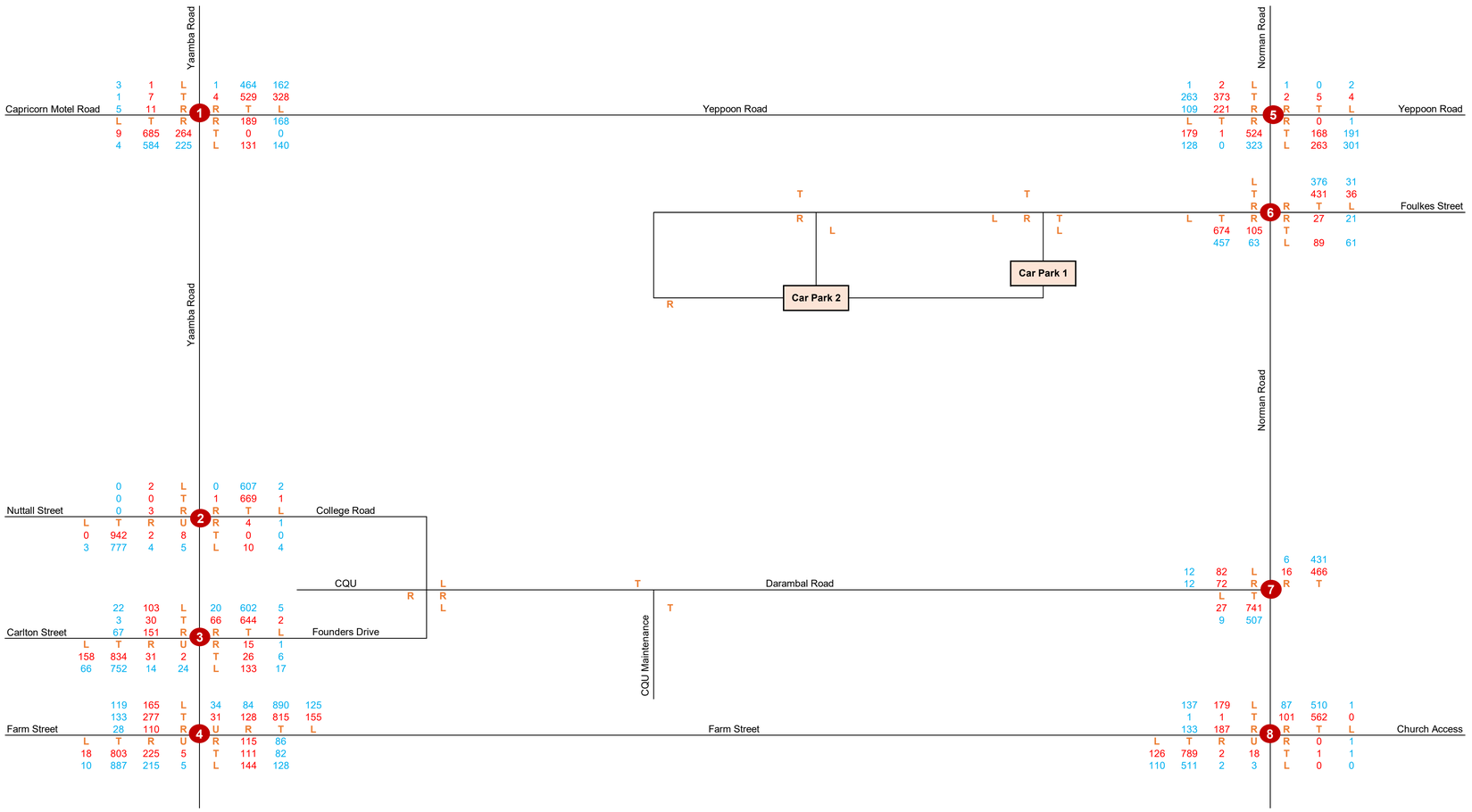
Approach	Norman Rd												Farm St												Crossing Pedestrians								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)											
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	B to A	A to B	D to C	C to D	F to E	E to F	H to G	G to H	Total
9:00 to 10:00	1	0	1	544	5	549	94	0	94	0	0	0	73	2	75	0	0	0	89	2	91	0	0	0	0	0	1	0	1	1	0	0	3
9:15 to 10:15	2	0	2	544	4	548	103	0	103	0	0	0	88	2	90	0	0	0	87	2	89	0	0	0	0	0	1	0	1	1	0	0	3
9:30 to 10:30	2	0	2	526	3	529	101	0	101	0	0	0	93	2	95	0	0	0	97	1	98	0	0	0	0	0	1	0	1	1	0	0	3
9:45 to 10:45	3	0	3	526	5	531	97	0	97	0	0	0	98	3	101	0	0	0	110	1	111	0	0	0	0	0	0	0	0	1	0	0	1
10:00 to 11:00	4	0	4	521	9	530	93	0	93	0	0	0	100	2	102	0	0	0	115	1	116	0	0	0	0	0	1	1	0	0	0	0	2
10:15 to 11:15	2	0	2	507	6	513	84	2	86	0	0	0	102	2	104	0	0	0	121	1	122	0	0	0	0	0	1	1	0	0	0	0	2
10:30 to 11:30	2	0	2	518	8	526	75	2	77	0	0	0	101	2	103	0	0	0	121	1	122	0	0	0	0	0	1	1	0	0	0	0	2
10:45 to 11:45	1	0	1	518	7	525	69	2	71	0	0	0	106	0	106	0	0	0	126	1	127	0	0	0	0	0	1	1	0	0	0	0	2
11:00 to 12:00	0	0	0	501	4	505	69	2	71	0	0	0	127	0	127	1	0	1	133	1	134	0	0	0	0	0	1	0	0	0	0	0	1
11:15 to 12:15	1	0	1	501	6	507	75	0	75	0	0	0	128	0	128	1	0	1	134	1	135	0	0	0	0	0	1	0	0	0	0	0	1
11:30 to 12:30	1	0	1	503	7	510	87	0	87	0	0	0	137	0	137	1	0	1	131	2	133	0	0	0	0	0	1	0	0	0	0	0	1
11:45 to 12:45	1	0	1	470	7	477	93	0	93	0	0	0	135	0	135	1	0	1	118	2	120	0	0	0	0	0	1	0	0	0	0	0	1
12:00 to 13:00	2	0	2	472	6	478	91	0	91	0	0	0	135	0	135	1	0	1	112	1	113	0	0	0	0	0	0	0	0	0	0	0	0
Totals	**7**	**0**	**7**	**2,038**	**24**	**2,062**	**347**	**2**	**349**	**0**	**0**	**0**	**435**	**4**	**439**	**2**	**0**	**2**	**449**	**5**	**454**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**1**	**0**	**0**	**6**

Appendix D: Network Diagrams

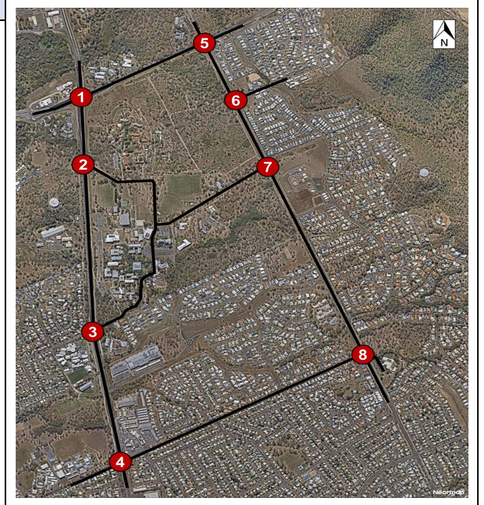


TRAFFIC VOLUMES

Survey Volumes - All Vehicles



LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
Survey -All	PM	2158	1642	2195	3102	1742	1362	1404	1966
	Wkend	1757	1403	1599	2826	1320	1009	977	1497

DETAILS

Base Year 2025 **Growth Rate** 1%

Scenario Year

DOCUMENT CONTROL

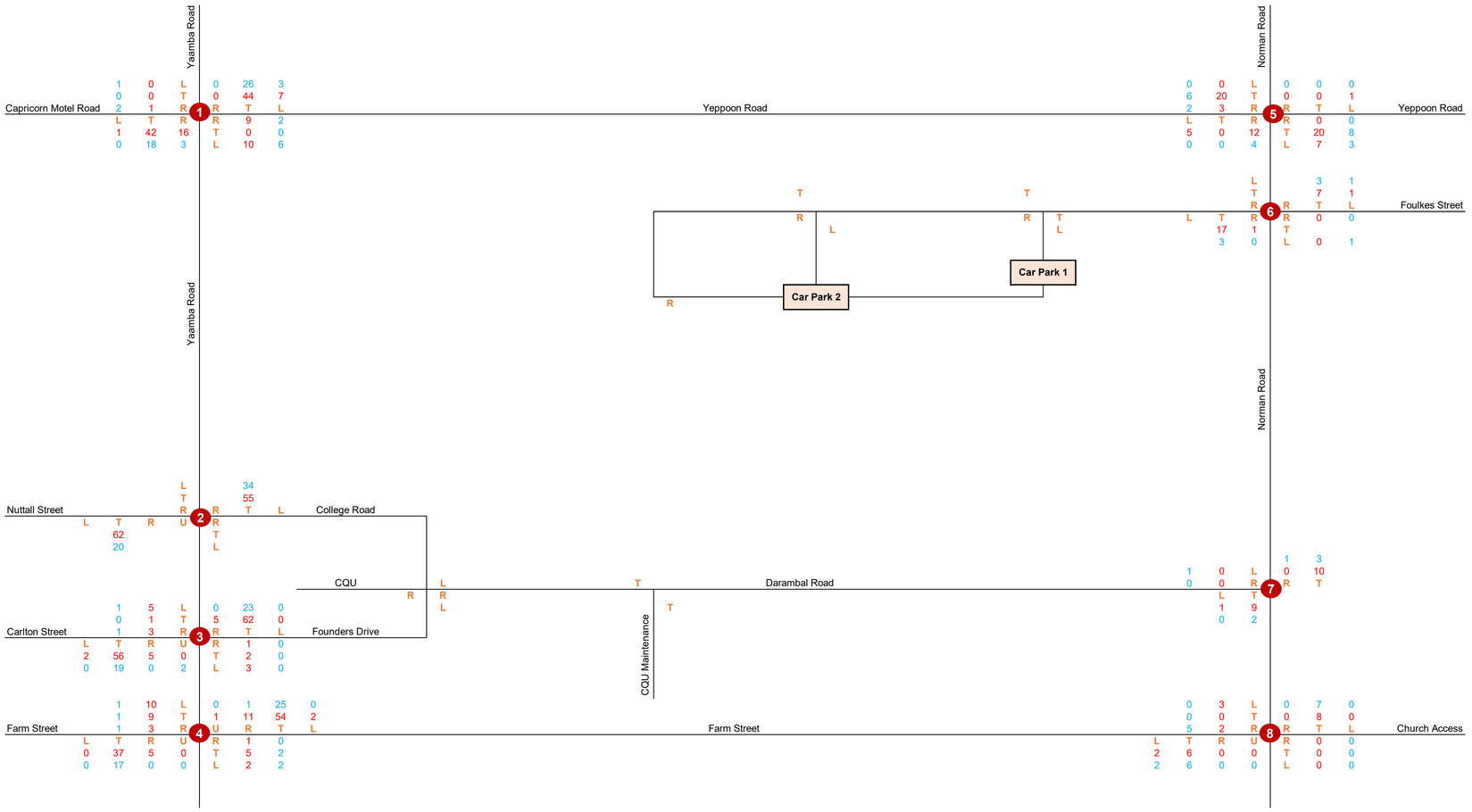
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

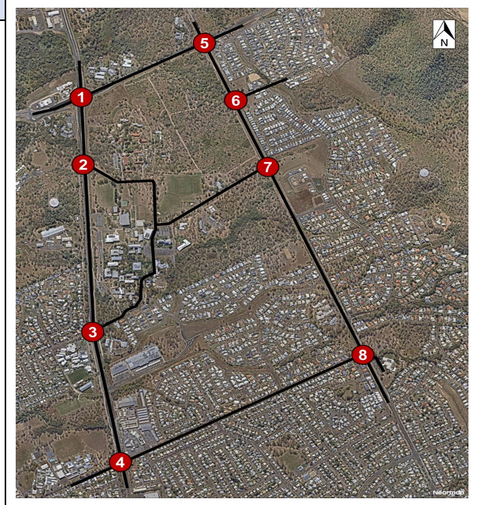
##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

TRAFFIC VOLUMES

Survey Volumes - Heavy Vehicles



LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
Survey - HV	PM	130	117	145	140	68	26	20	21
	Wkend	61	54	46	50	23	8	7	20

DETAILS

Base Year 2025 **Growth Rate** 1%

Scenario Year

DOCUMENT CONTROL

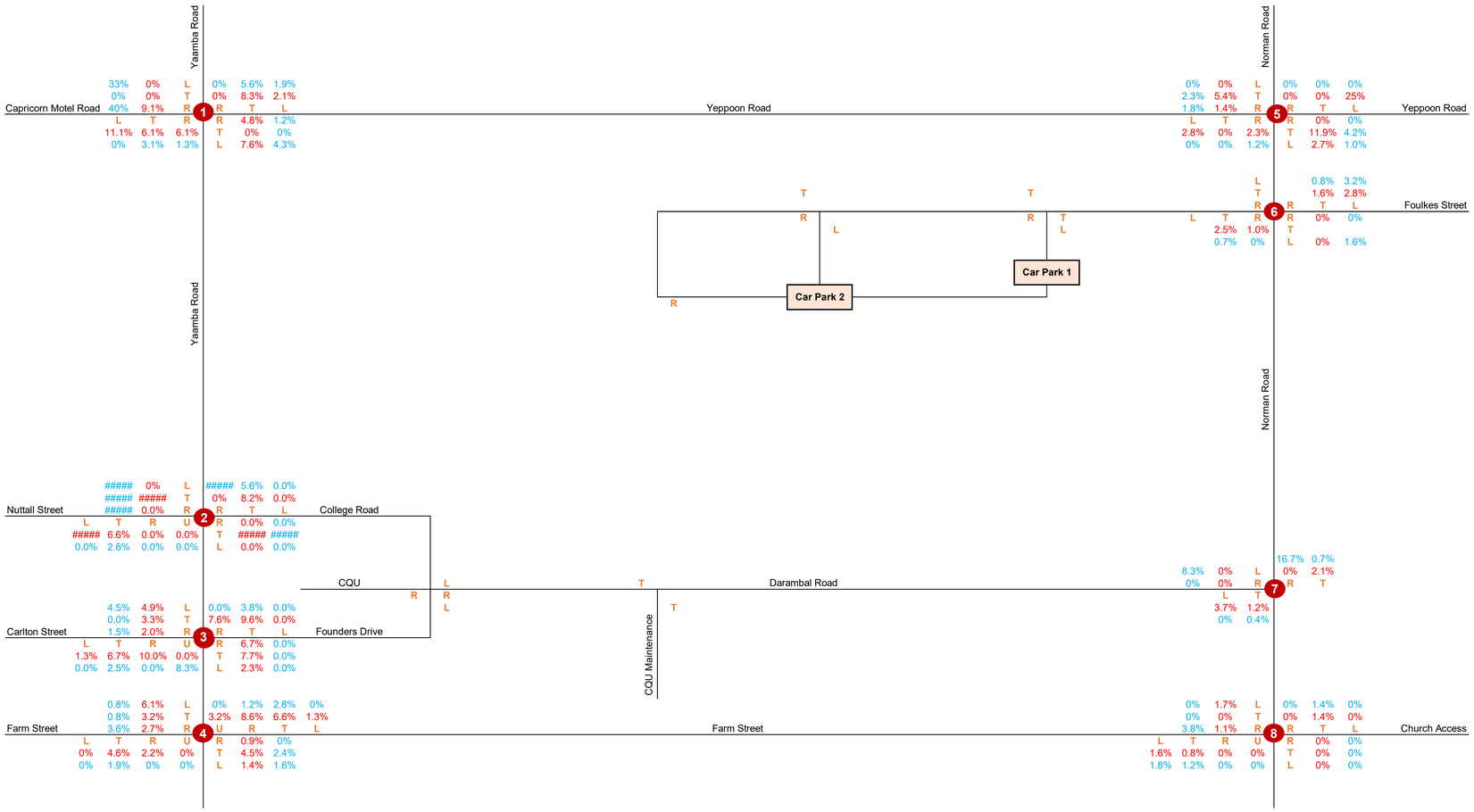
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

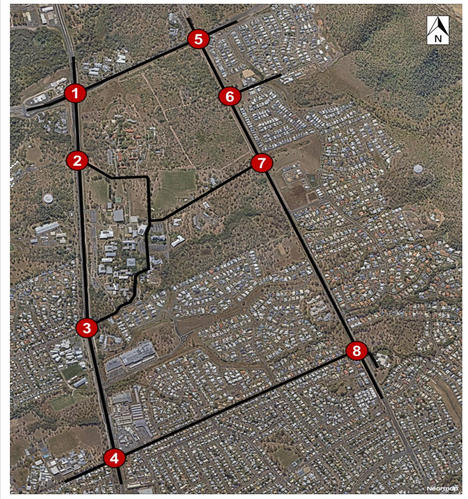
##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

TRAFFIC VOLUMES

Survey Volumes - Heavy Vehicles %



LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
Survey - HV%	PM								
	Wkend								

DETAILS

Base Year 2025 **Growth Rate** 1%

Scenario Year

DOCUMENT CONTROL

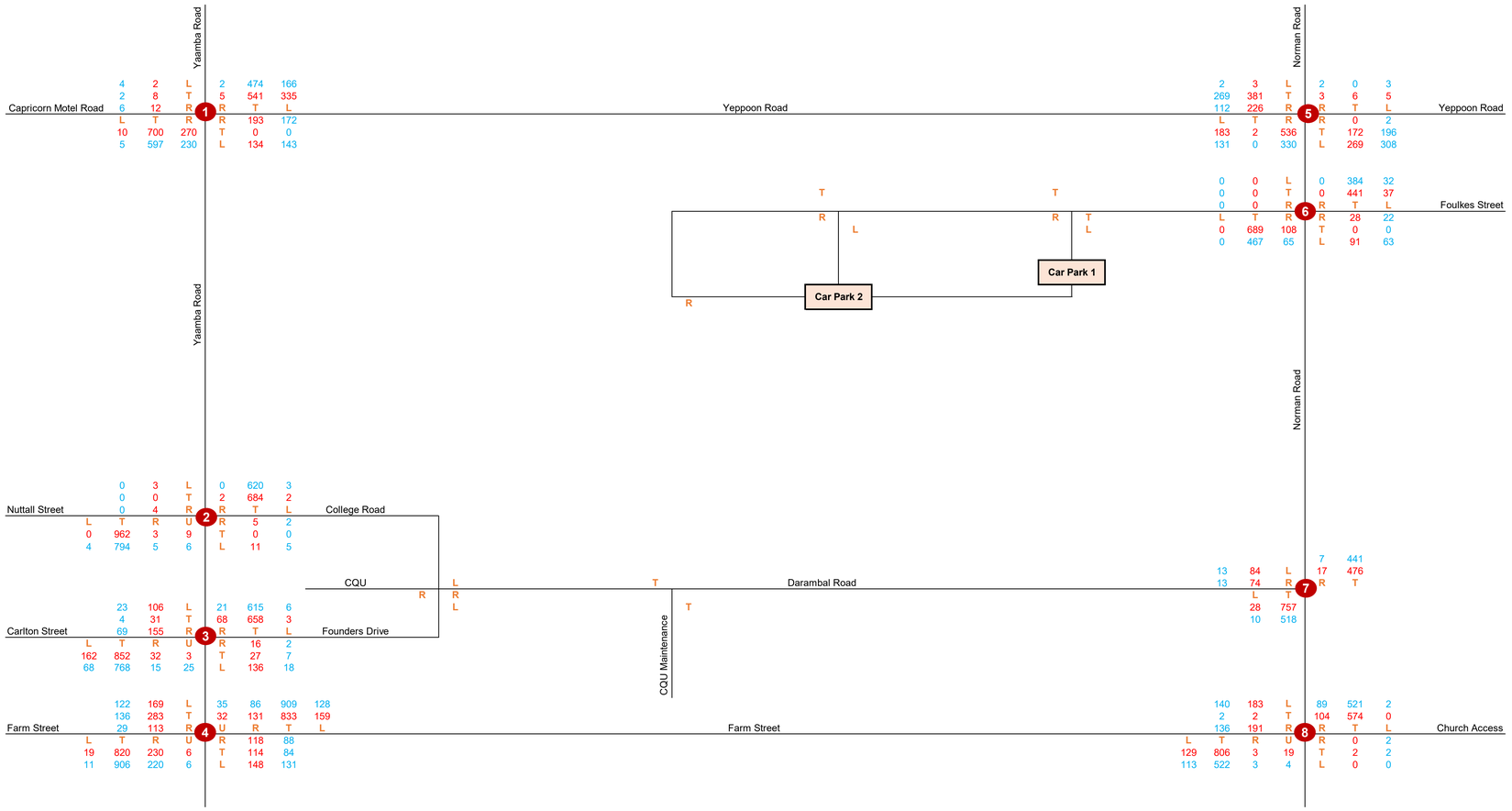
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

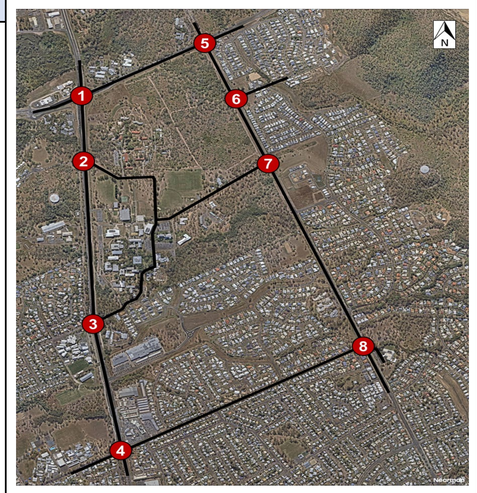
##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

TRAFFIC VOLUMES

2027 Background Scenario



LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
2027BG	PM	2210	1685	2249	3175	1786	1394	1436	2013
	Wkend	1801	1439	1641	2891	1355	1033	1002	1536

DETAILS

Base Year 2025 **Growth Rate** 1%
Scenario Year 2027

DOCUMENT CONTROL

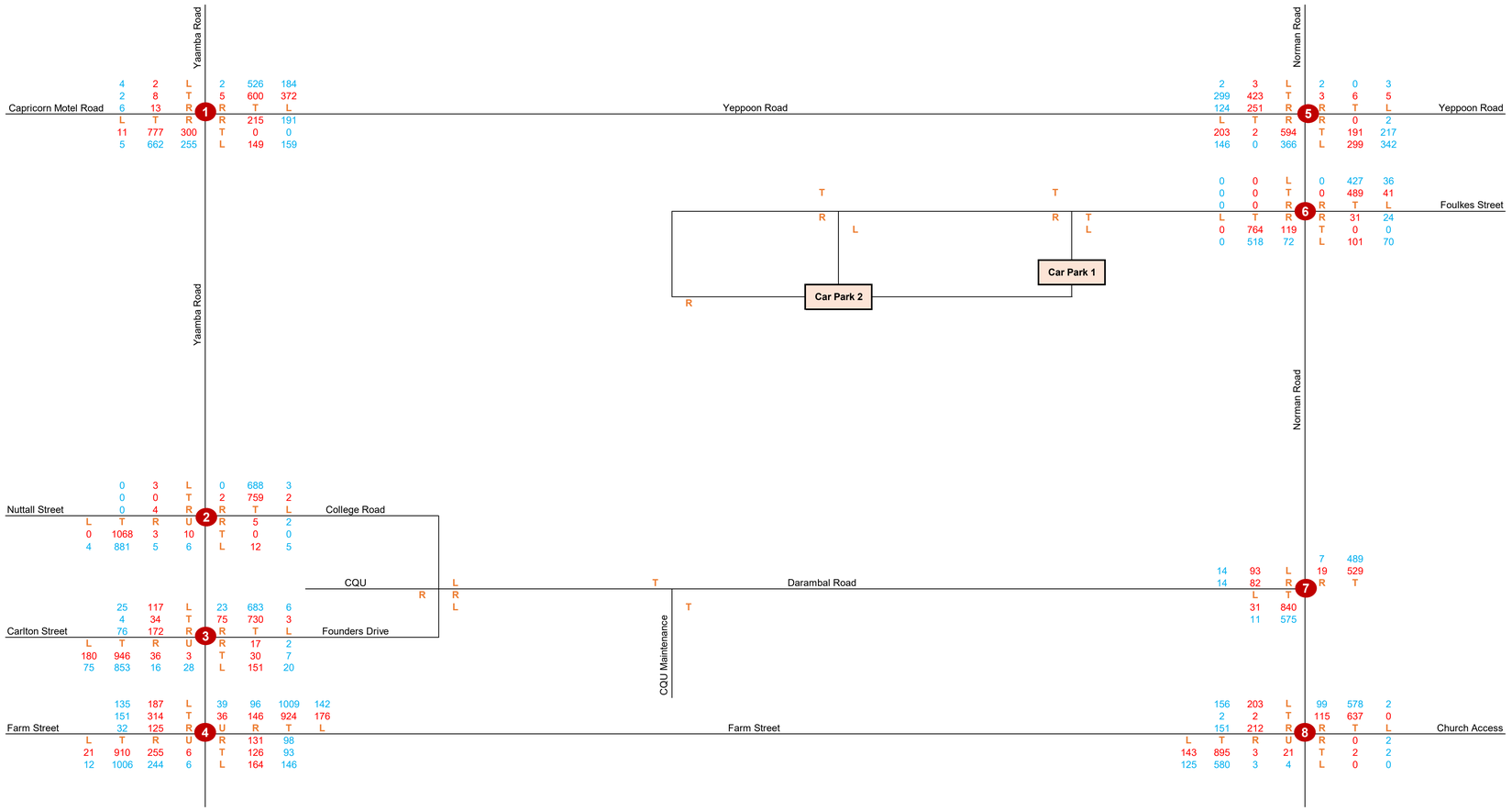
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

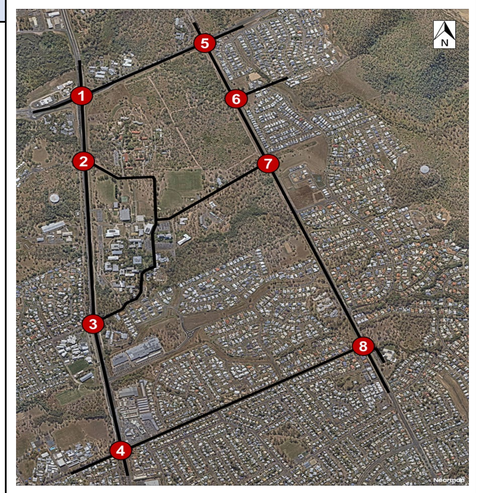
##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

TRAFFIC VOLUMES

2037 Background Scenario



LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
2037BG	PM	2452	1868	2494	3521	1980	1545	1594	2233
	Wkend	1996	1594	1818	3209	1503	1147	1110	1704

DETAILS

Base Year 2025 **Growth Rate** 1%
Scenario Year 2037

DOCUMENT CONTROL

Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

Traffic Generation

Land Use	Quantity	Weekday PM						Weekend					
		Rate	Trips	IN %	OUT %	IN	OUT	Rate	Trips	IN %	OUT %	IN	OUT
Rockhampton Netball Centre													
Netball Courts	16	7.8	125	50%	50%	62	62	21.0	336	50%	50%	168	168
Park			20	50%	50%	10	10		20	50%	50%	10	10
Total			**145**			**72**	**72**		**356**			**178**	**178**

Traffic Split - Car Park

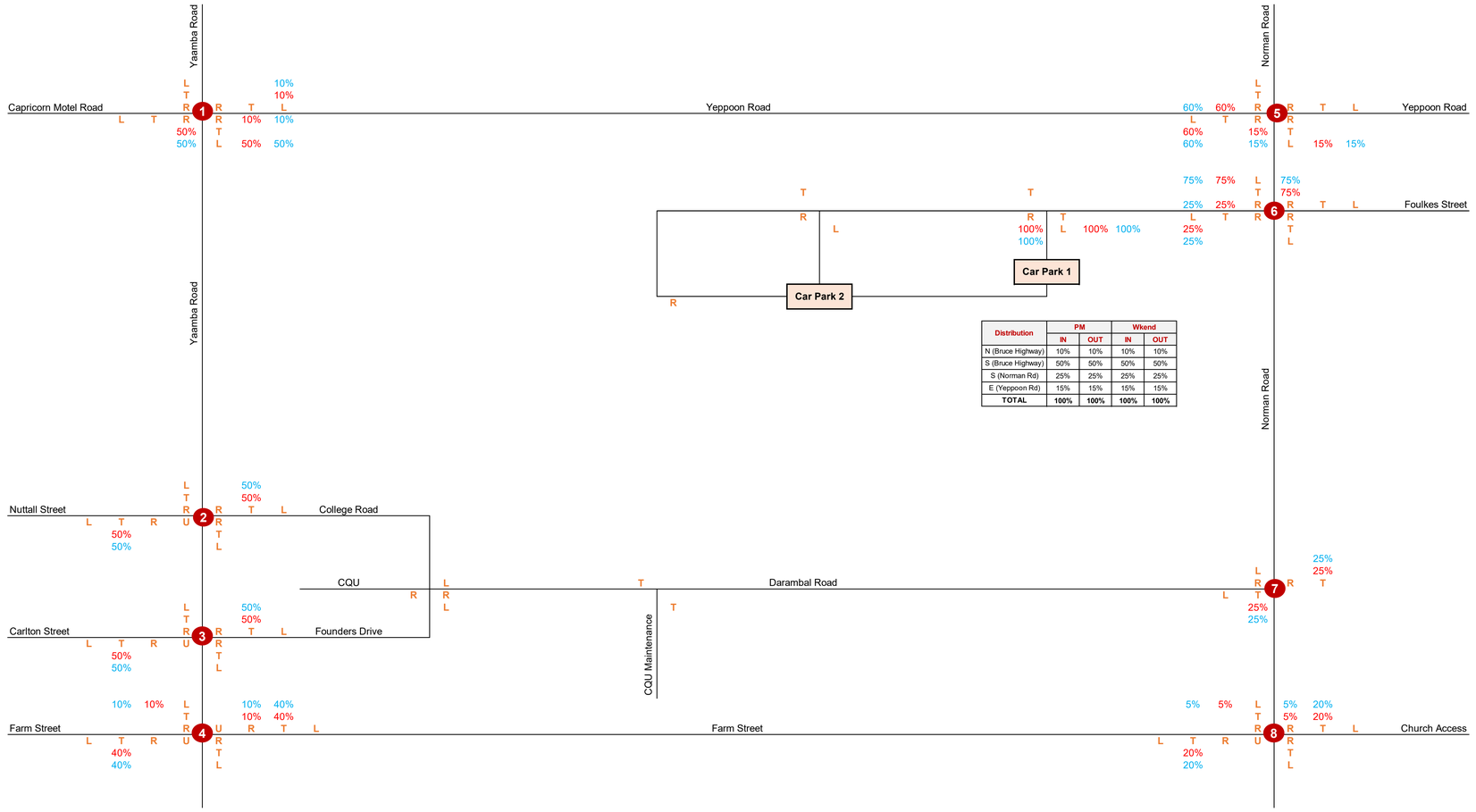
Car Park	Quantity	Weekday PM		Weekend	
		IN	OUT	IN	OUT
Rockhampton Netball Centre					
1	201	54	54	132	132
2	72	20	20	48	48

Assumptions

Peak Period	Quantity	Type	Peak Use Factor	Players / Coaches	Parents / Spectators	Officials	Private Vehicle Mode Share	Vehicle Occupancy (Players / Coaches)	Vehicle Occupancy (Officials)	Hourly Trip Rate	Total Trips	
Netball Courts												
Saturday	16	Courts	100%	28	24	2	95%	2.5	1.5	21.0	336	*24 players + 4 coaches + 24 parents/spectators + 2 umpires per court x 2 games per hour*
Weekday PM			60%	14	12	1	95%	2	1.5	7.8	125	*12 players + 2 coaches + 12 parents per court + 1 official x 1 training per hour*
Park												
Saturday	1	Park								20.0	20	*20 car parking spaces = 1 turnover per space per hour*
Weekday PM										20.0	20	*20 car parking spaces = 2 turnoverS per space per hour*
									Total Trips (Saturday)		**356**	
									Total Trips (Weekday PM)		**145**	

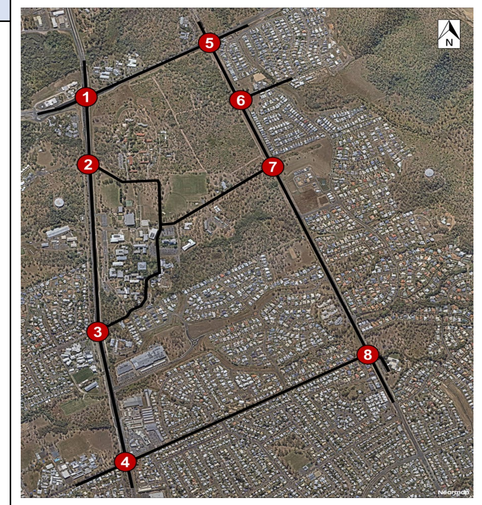
TRAFFIC VOLUMES

Distribution - Car Park 1



Distribution	PM		Wkend	
	IN	OUT	IN	OUT
N (Bruce Highway)	10%	10%	10%	10%
S (Bruce Highway)	50%	50%	50%	50%
S (Norman Rd)	25%	25%	25%	25%
E (Yeppoon Rd)	15%	15%	15%	15%
TOTAL	**100%**	**100%**	**100%**	**100%**

LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
Distribution - Car Park 1	PM								
	Wkend								

DETAILS

Base Year 2025 **Growth Rate** 1%

Scenario Year

DOCUMENT CONTROL

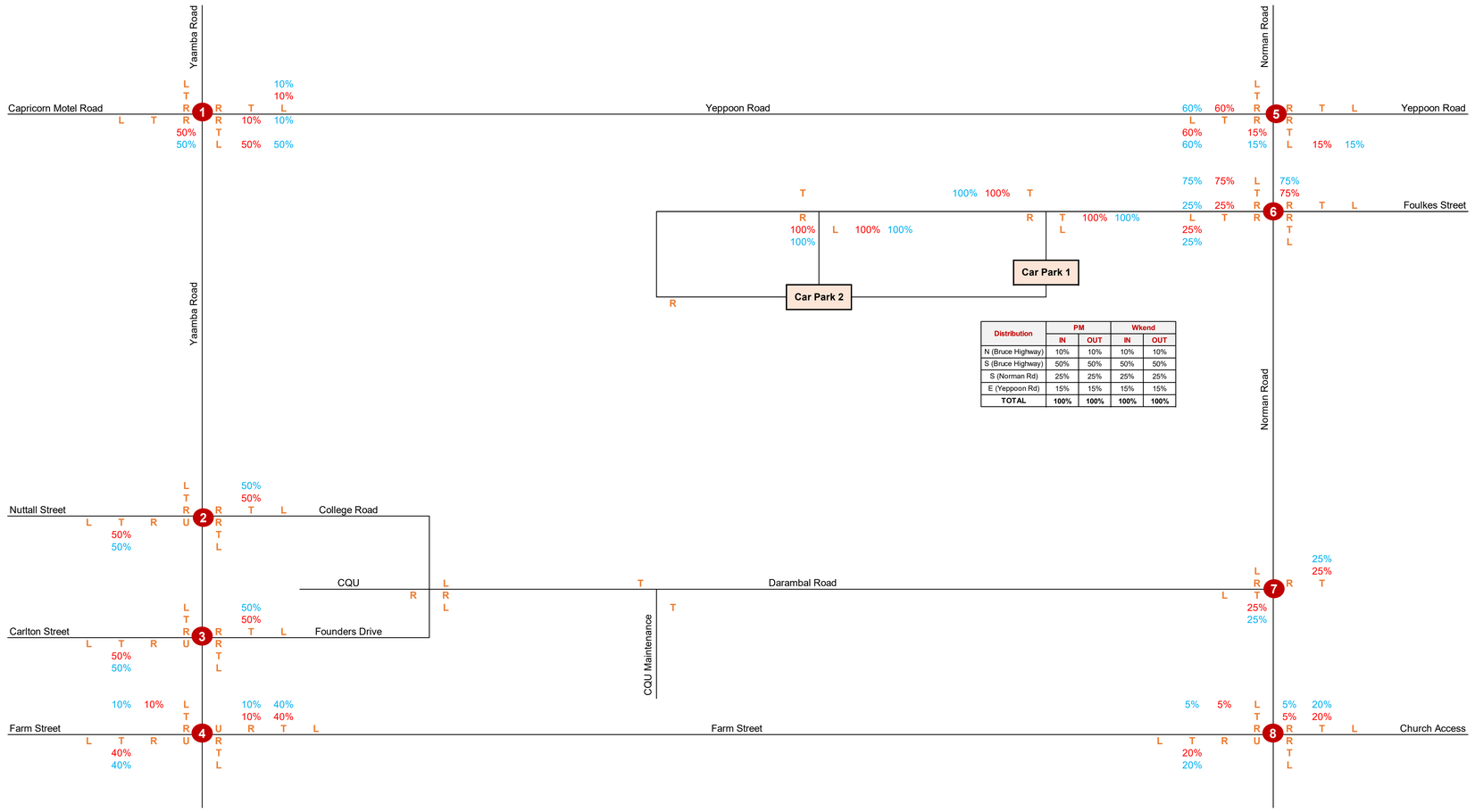
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

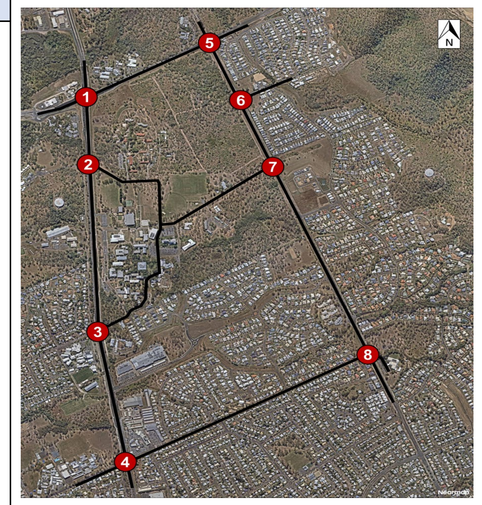
TRAFFIC VOLUMES

Distribution - Car Park 2



Distribution	PM		Wkend	
	IN	OUT	IN	OUT
N (Bruce Highway)	10%	10%	10%	10%
S (Bruce Highway)	50%	50%	50%	50%
S (Norman Rd)	25%	25%	25%	25%
E (Yeppoon Rd)	15%	15%	15%	15%
TOTAL	**100%**	**100%**	**100%**	**100%**

LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
Distribution - Car Park 2	PM								
	Wkend								

DETAILS

Base Year 2025 **Growth Rate** 1%

Scenario Year

DOCUMENT CONTROL

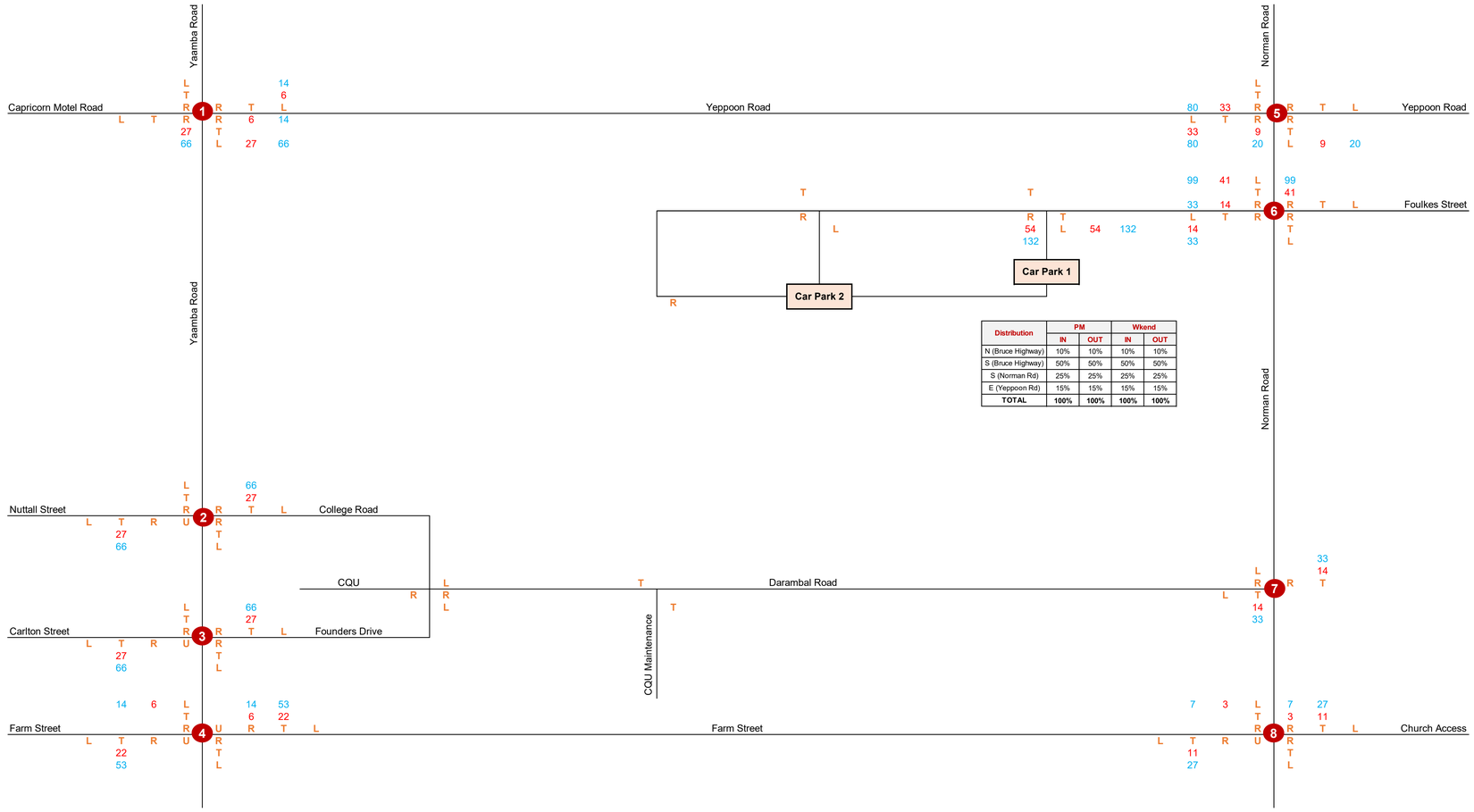
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

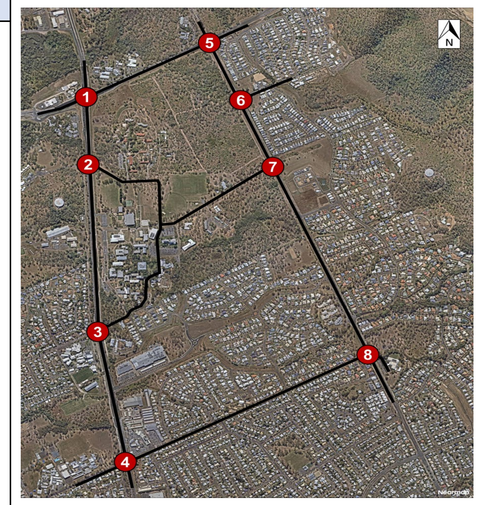
TRAFFIC VOLUMES

Development Traffic - Car Park 1



Distribution	PM		Wkend	
	IN	OUT	IN	OUT
N (Bruce Highway)	10%	10%	10%	10%
S (Bruce Highway)	50%	50%	50%	50%
S (Norman Rd)	25%	25%	25%	25%
E (Yeppoon Rd)	15%	15%	15%	15%
TOTAL	**100%**	**100%**	**100%**	**100%**

LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
Dev Traffic - CP1	PM								
	Wkend								

DETAILS

Base Year 2025 **Growth Rate** 1%

Scenario Year

DOCUMENT CONTROL

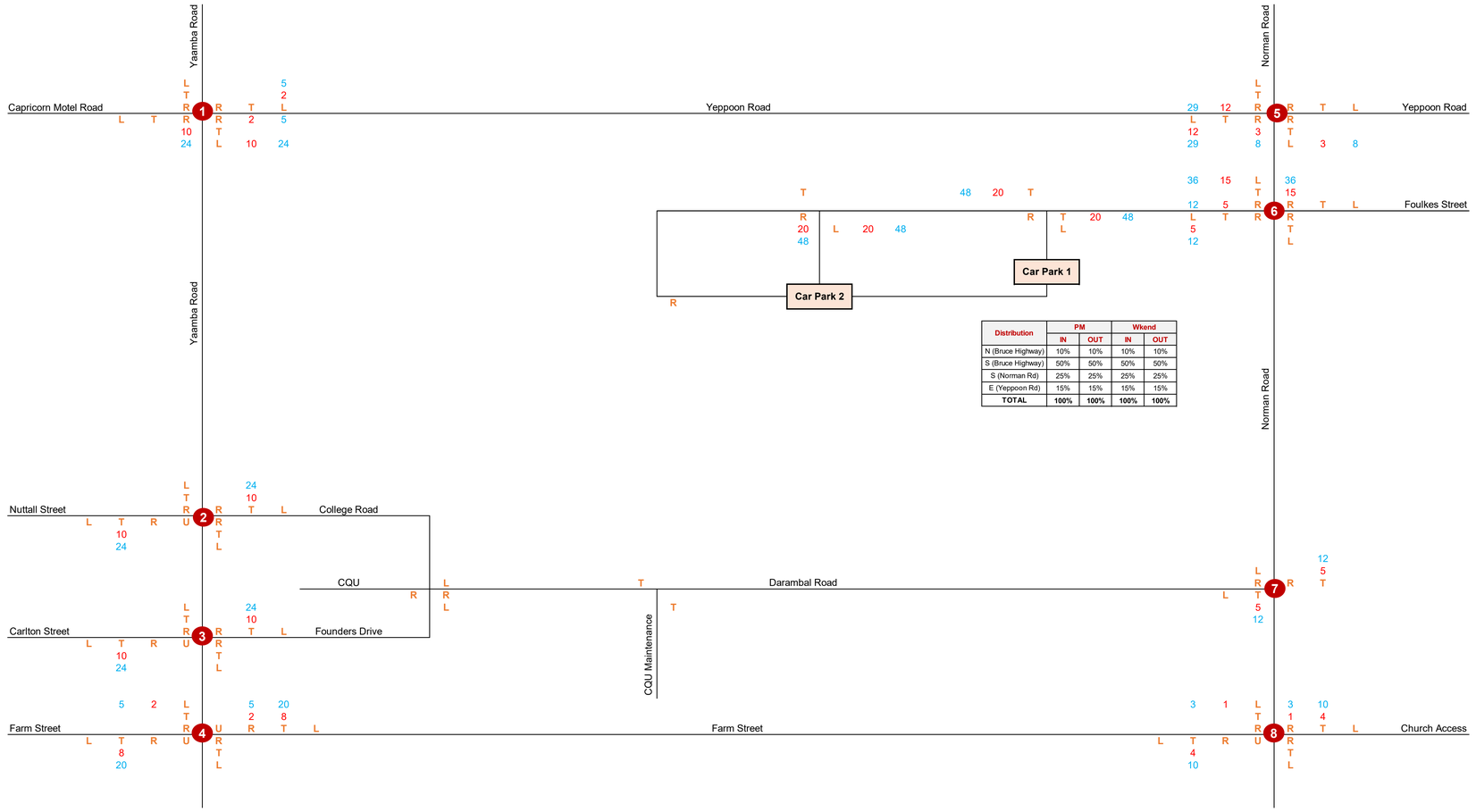
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

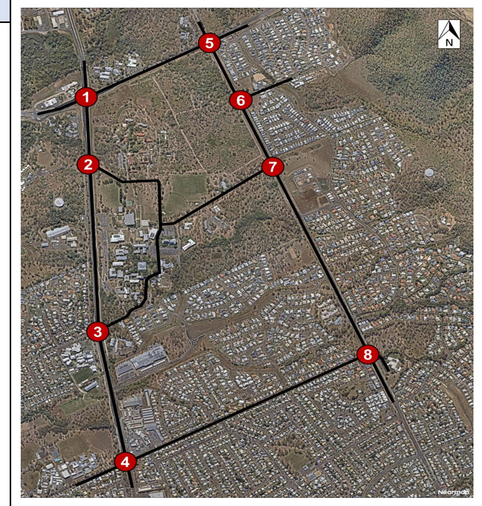
TRAFFIC VOLUMES

Development Traffic - Car Park 2



Distribution	PM		Wkend	
	IN	OUT	IN	OUT
N (Bruce Highway)	10%	10%	10%	10%
S (Bruce Highway)	50%	50%	50%	50%
S (Norman Rd)	25%	25%	25%	25%
E (Yeppoon Rd)	15%	15%	15%	15%
TOTAL	**100%**	**100%**	**100%**	**100%**

LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
Dev Traffic - CP2	PM								
	Wkend								

DETAILS

Base Year 2025 **Growth Rate** 1%

Scenario Year

DOCUMENT CONTROL

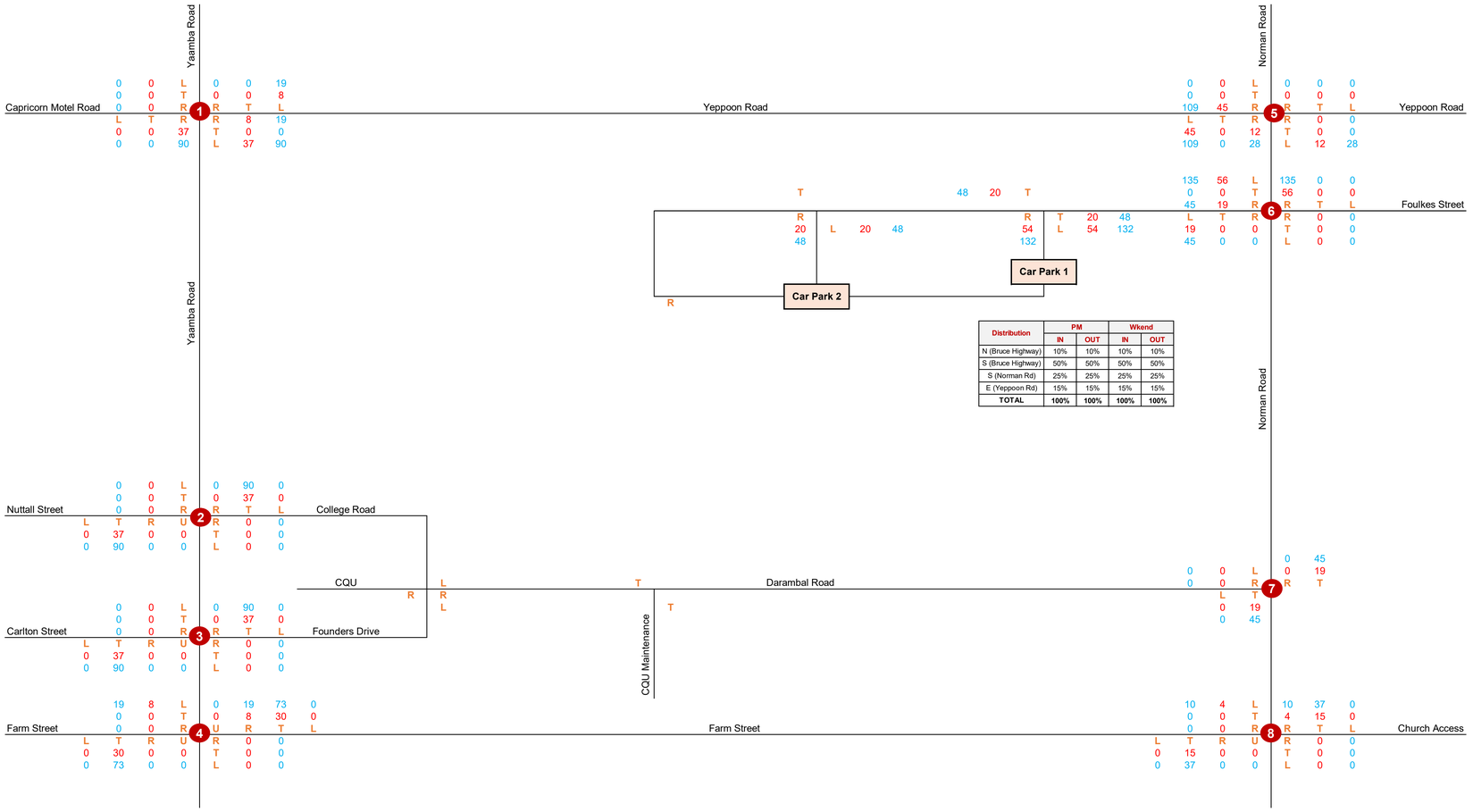
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

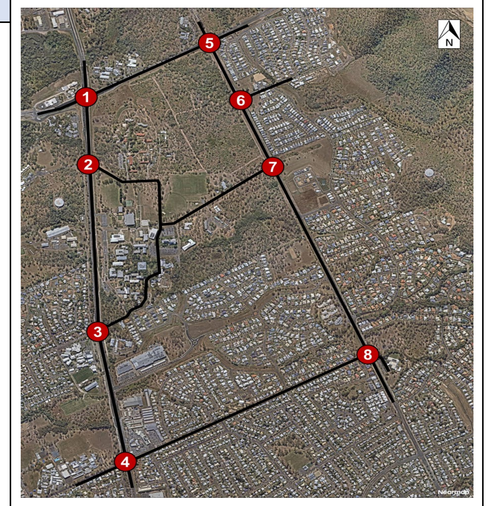
TRAFFIC VOLUMES

Development Traffic



Distribution	PM		Wkend	
	IN	OUT	IN	OUT
N (Bruce Highway)	10%	10%	10%	10%
S (Bruce Highway)	50%	50%	50%	50%
S (Norman Rd)	25%	25%	25%	25%
E (Yeppoon Rd)	15%	15%	15%	15%
TOTAL	100%	100%	100%	100%

LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
Dev Traffic	PM								
	Wkend								

DETAILS

Base Year 2025 **Growth Rate** 1%

Scenario Year

DOCUMENT CONTROL

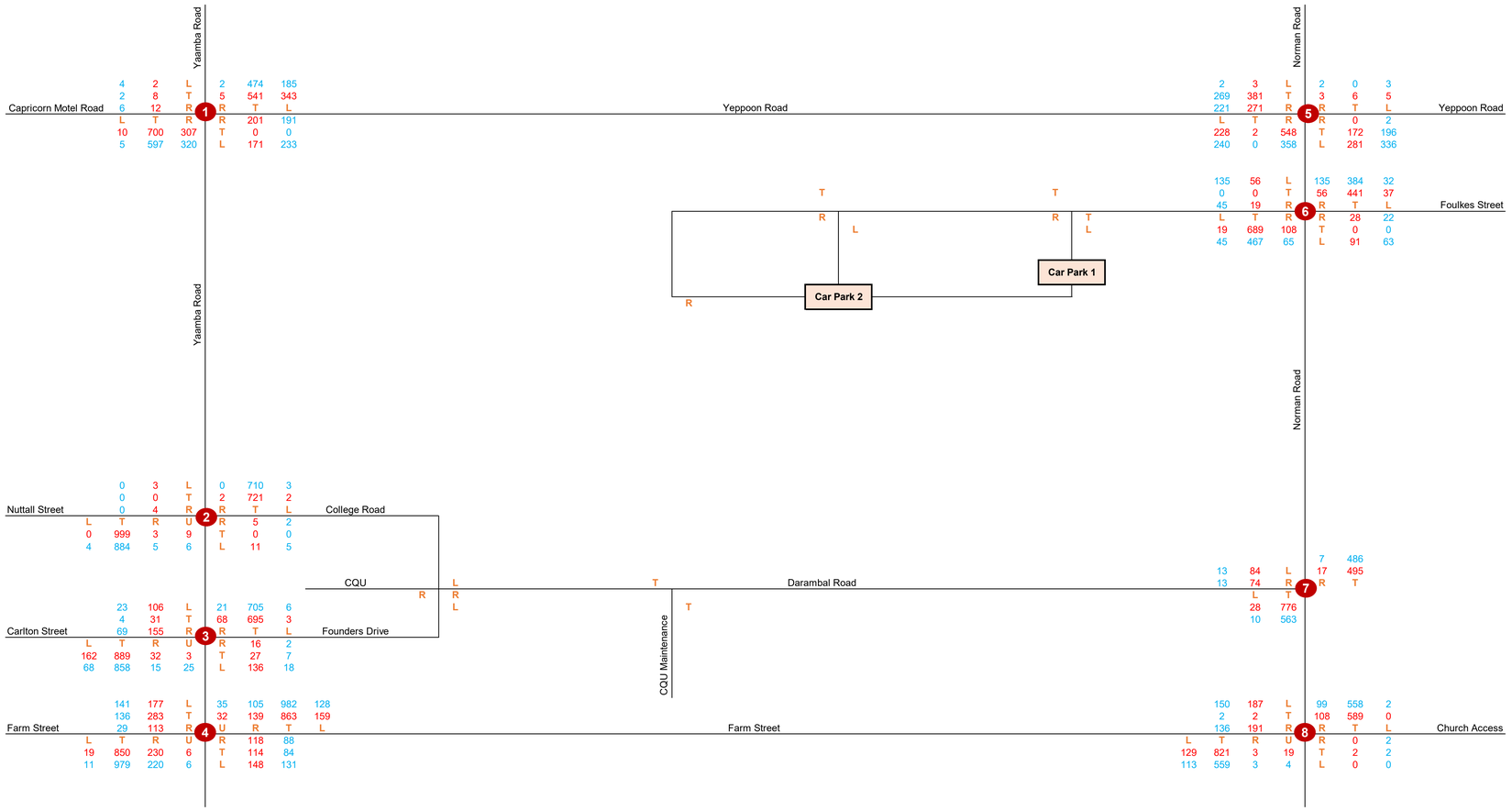
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

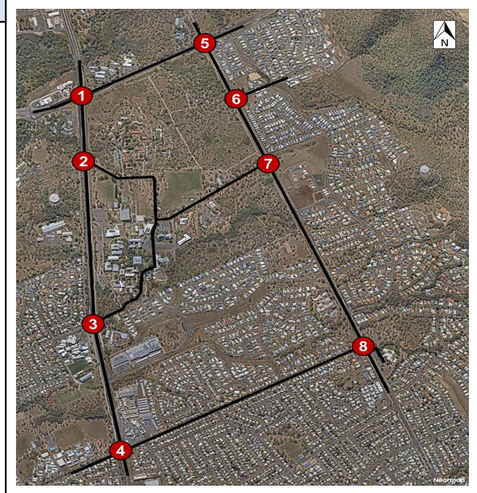
##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

TRAFFIC VOLUMES

2027 Design Scenario



LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
2027DES	PM	2300	1759	2323	3251	1900	1544	1474	2051
	Wkend	2019	1619	1821	3075	1629	1393	1092	1630

DETAILS

Base Year 2025 **Growth Rate** 1%
Scenario Year 2027

DOCUMENT CONTROL

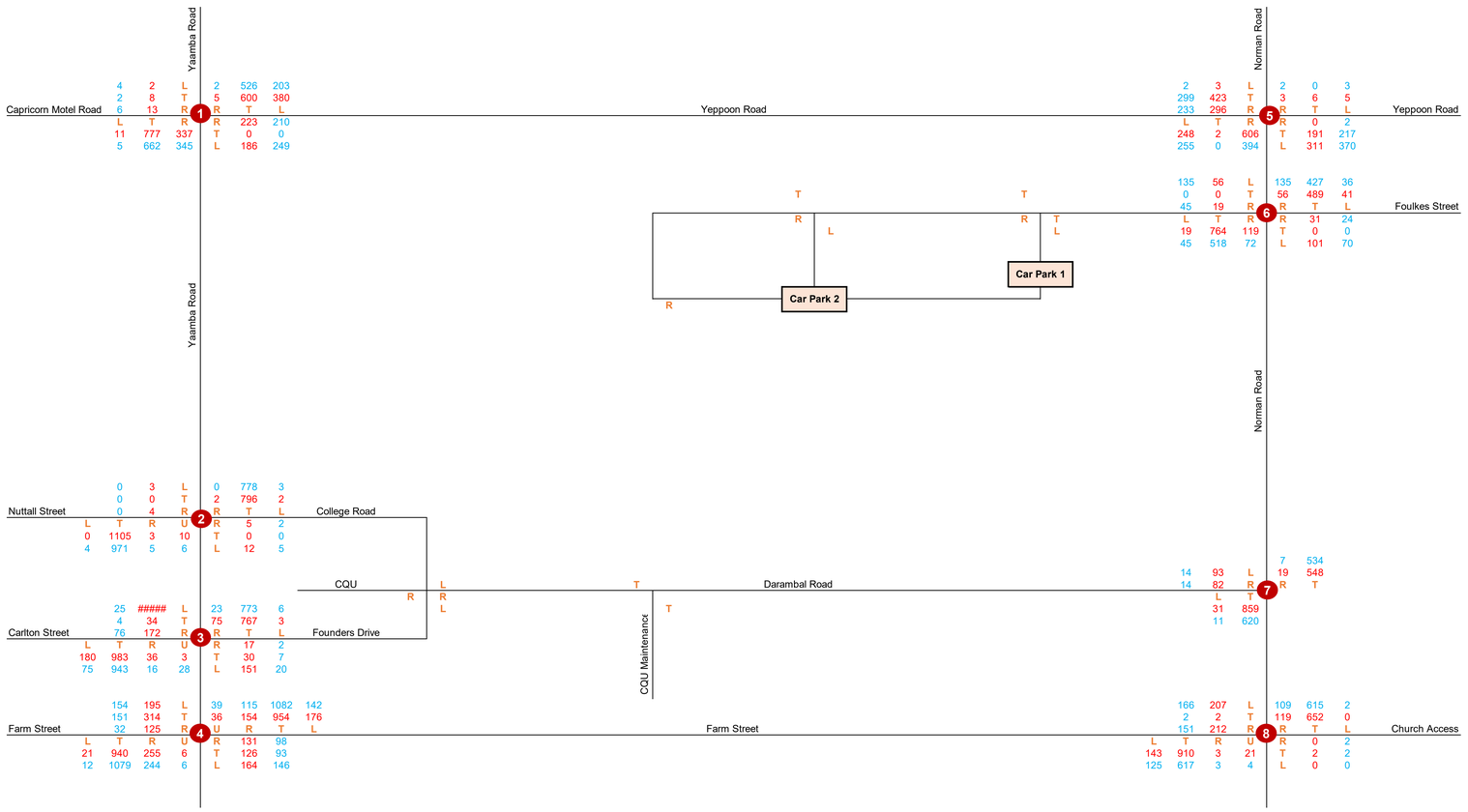
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

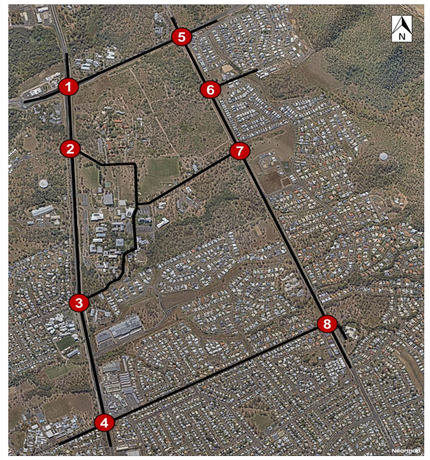
##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

TRAFFIC VOLUMES

2037 Design Scenario



LOCALITY PLAN



INTERSECTION VOLUMES

		#1	#2	#3	#4	#5	#6	#7	#8
2037DES	PM	2542	1942	2568	3597	2094	1695	1632	2271
	Wkend	2214	1774	1998	3393	1777	1507	1200	1798

DETAILS

Base Year 2025 **Growth Rate** 1%

Scenario Year 2037

DOCUMENT CONTROL

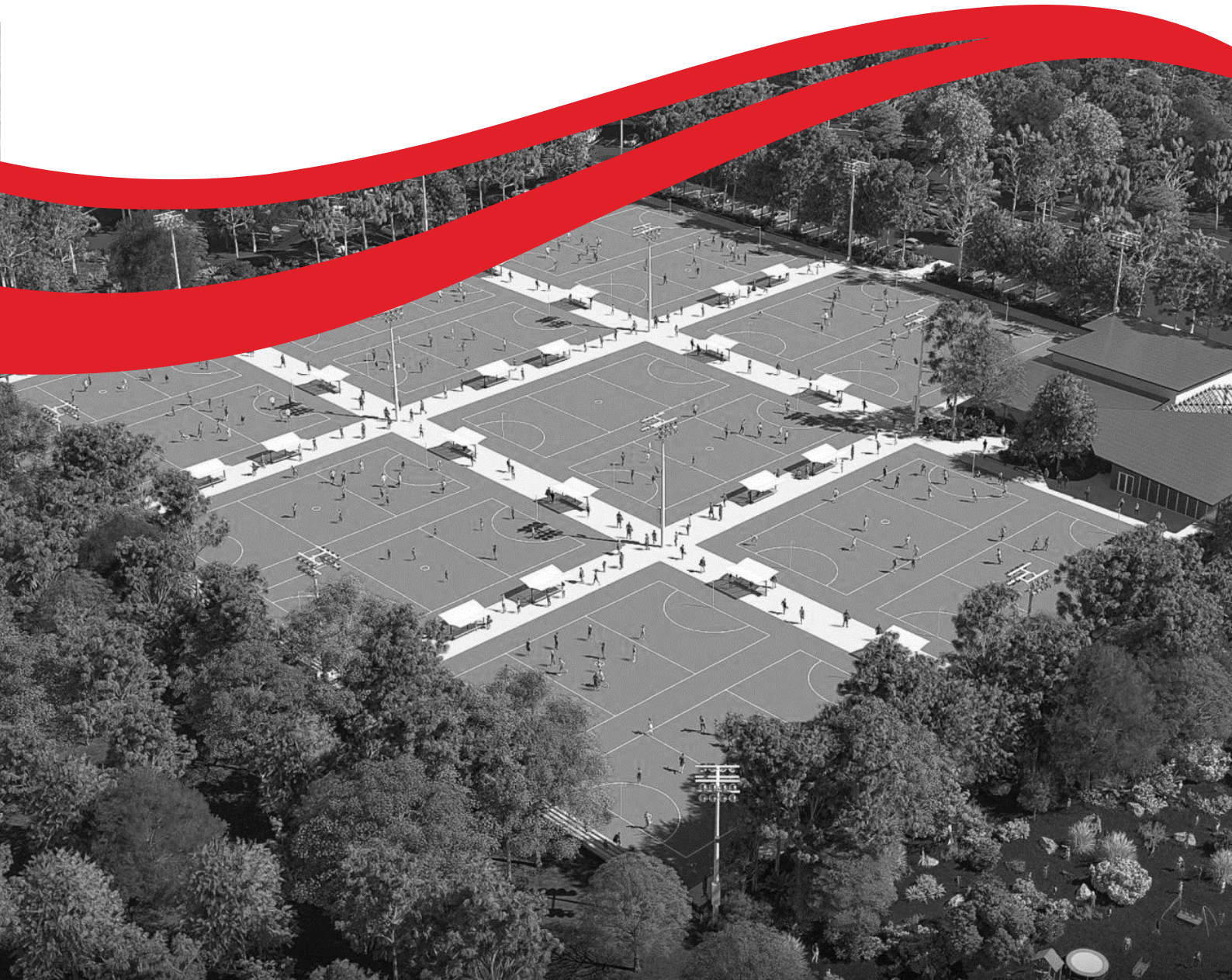
Job Number: P6864
Prepared By: RTU
Reviewed By: JI
Job Name: Rockhampton Netball Centre
Prepared Date: 16/09/2025
Reviewed Date: 16/09/2025

LEGEND

##	PM Peak Period	L	Left Turn Movement
##	Weekend Peak Period	T	Through Turn Movement
1	Interection ID	R	Right Turn Movement
		U	U-Turn Movement

Appendix E: SIDRA Outputs

BITZIOS consulting
traffic engineering transport planning

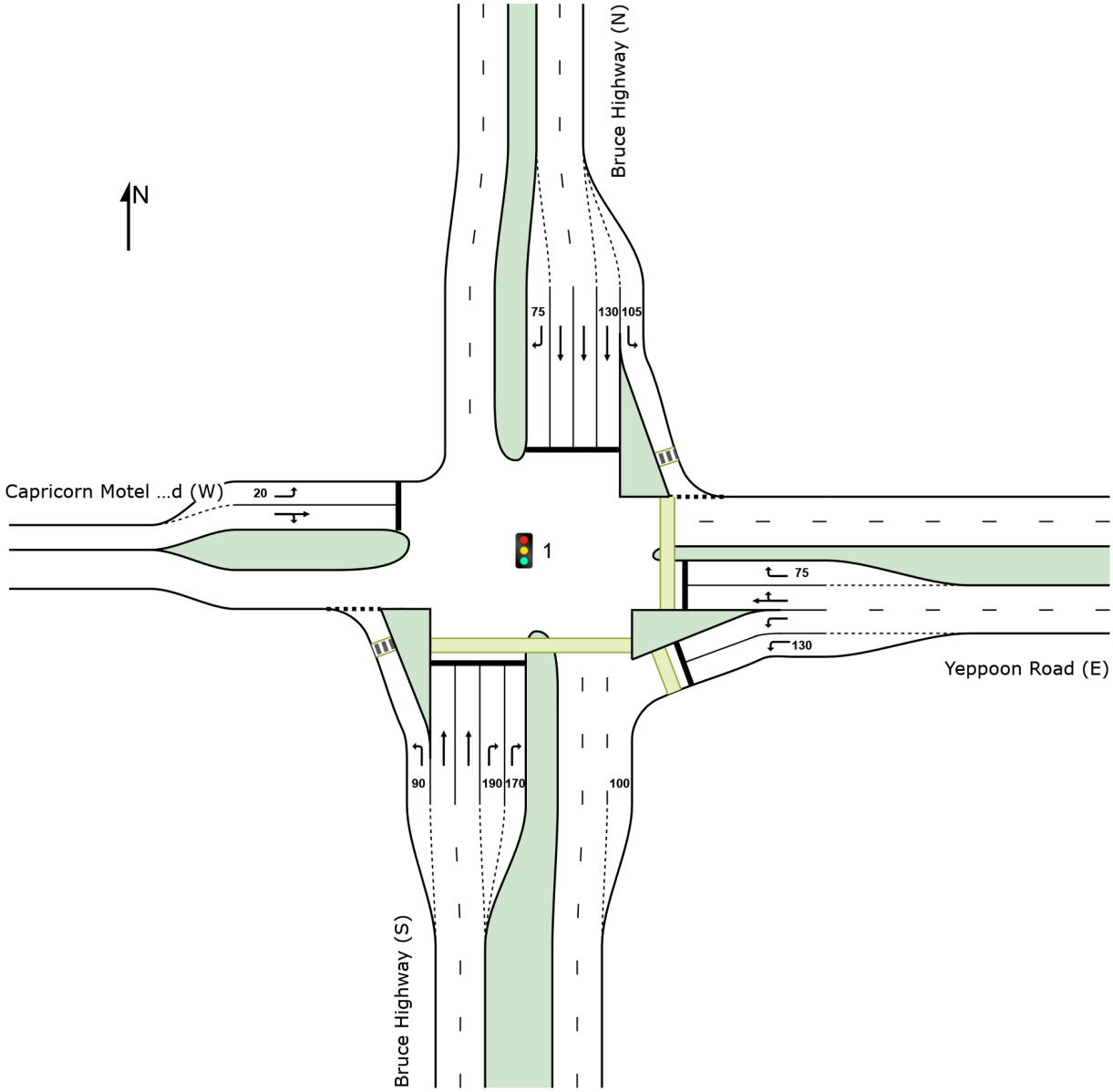


SITE LAYOUT

Site: 1 [2027BG PM (Site Folder: 1. Bruce Highway / Yeppoon Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Capricorn Motel Road & Yeppoon Road
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: 1 [2027BG PM (Site Folder: 1. Bruce Highway / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Capricorn Motel Road & Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 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: Bruce Highway (S)															
1	L2	All MCs	11	11.1	11	11.1	0.007	7.0	LOS A	0.0	0.3	0.08	0.59	0.08	51.6
2	T1	All MCs	737	6.1	737	6.1	*0.324	9.5	LOS A	7.9	58.5	0.53	0.46	0.53	59.3
3	R2	All MCs	284	6.1	284	6.1	0.343	38.2	LOS D	5.4	39.5	0.88	0.78	0.88	38.7
Approach			1032	6.2	1032	6.2	0.343	17.4	LOS B	7.9	58.5	0.62	0.55	0.62	51.7
East: Yeppoon Road (E)															
4	L2	All MCs	141	7.6	141	7.6	0.084	20.3	LOS C	1.7	12.4	0.57	0.70	0.57	47.2
5	T1	All MCs	1	0.0	1	0.0	*0.316	38.3	LOS D	4.0	29.2	0.91	0.77	0.91	30.3
6	R2	All MCs	203	4.8	203	4.8	0.316	42.4	LOS D	4.0	29.2	0.91	0.77	0.91	37.3
Approach			345	5.9	345	5.9	0.316	33.3	LOS C	4.0	29.2	0.77	0.74	0.77	40.8
North: Bruce Highway (N)															
7	L2	All MCs	353	2.1	353	2.1	0.361	17.4	LOS B	7.3	52.2	0.57	0.77	0.57	50.0
8	T1	All MCs	569	8.3	569	8.3	0.304	20.4	LOS C	6.7	49.9	0.73	0.60	0.73	50.6
9	R2	All MCs	5	0.0	5	0.0	*0.255	64.4	LOS E	0.3	2.0	1.00	0.63	1.00	23.3
Approach			927	5.9	927	5.9	0.361	19.5	LOS B	7.3	52.2	0.67	0.67	0.67	50.1
West: Capricorn Motel Road (W)															
10	L2	All MCs	2	0.0	2	0.0	0.034	53.5	LOS D	0.1	0.7	0.99	0.60	0.99	25.1
11	T1	All MCs	8	0.0	8	0.0	*0.343	51.3	LOS D	1.0	7.4	1.00	0.70	1.00	26.2
12	R2	All MCs	13	9.1	13	9.1	0.343	55.7	LOS E	1.0	7.4	1.00	0.70	1.00	24.9
Approach			23	5.0	23	5.0	0.343	53.9	LOS D	1.0	7.4	1.00	0.69	1.00	25.4
All Vehicles			2327	6.0	2327	6.0	0.361	21.0	LOS C	7.9	58.5	0.67	0.63	0.67	48.8

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: Bruce Highway (S)												
P1	Full	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97

East: Yeppoon Road (E)												
P2	Full	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97
P2B	Slip/ Bypass	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97
All Pedestrians		3	3	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97

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.

PHASING SUMMARY

Site: 1 [2027BG PM (Site Folder: 1. Bruce Highway / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Capricorn Motel Road & Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

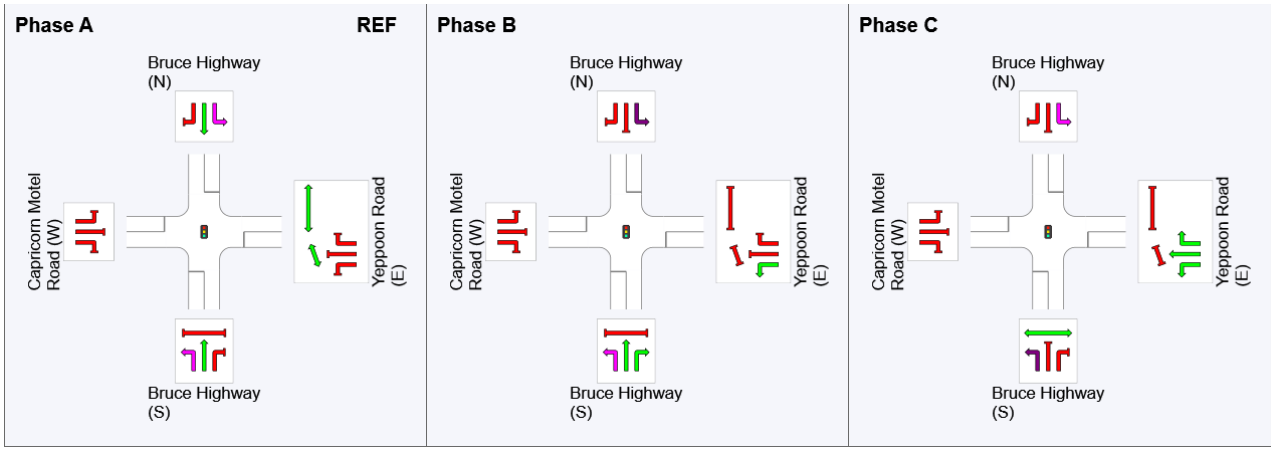
Phase Timing Summary

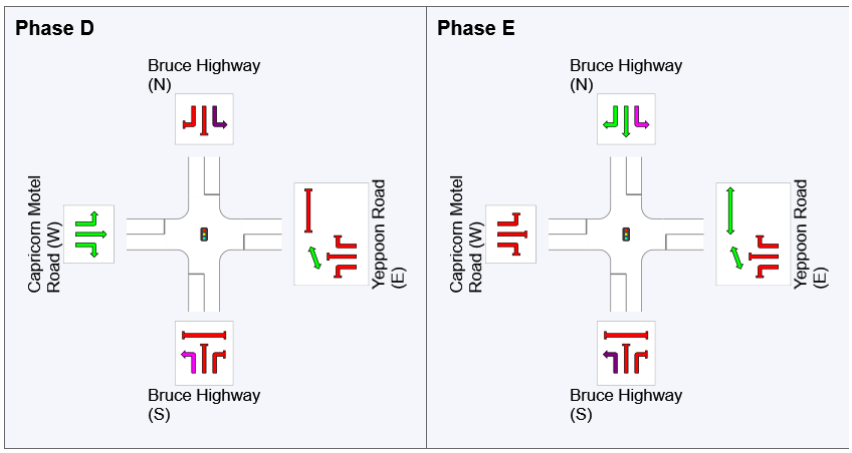
Phase	A	B	C	D	E
Phase Change Time (sec)	0	34	55	77	86
Green Time (sec)	33	21	16	3	1
Phase Time (sec)	33	27	22	6	2
Phase Split	37%	30%	24%	7%	2%
Phase Frequency (%)	2.5[3]	100.0	100.0	41.7[3]	11.6[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

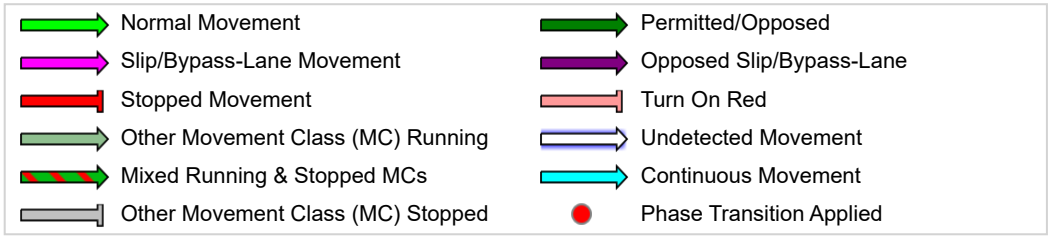
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 1 [2027BG SAT (Site Folder: 1. Bruce Highway / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Capricorn Motel Road & Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 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: Bruce Highway (S)															
1	L2	All MCs	5	0.0	5	0.0	0.003	6.8	LOS A	0.0	0.1	0.08	0.60	0.08	52.6
2	T1	All MCs	628	3.1	628	3.1	*0.261	8.1	LOS A	6.1	44.1	0.48	0.42	0.48	60.6
3	R2	All MCs	242	1.3	242	1.3	0.270	36.7	LOS D	4.4	31.2	0.85	0.77	0.85	40.0
Approach			876	2.6	876	2.6	0.270	16.0	LOS B	6.1	44.1	0.58	0.51	0.58	53.0
East: Yeppoon Road (E)															
4	L2	All MCs	151	4.3	151	4.3	0.084	19.1	LOS B	1.7	12.3	0.55	0.70	0.55	48.5
5	T1	All MCs	1	0.0	1	0.0	*0.259	36.8	LOS D	3.5	24.6	0.89	0.76	0.89	30.9
6	R2	All MCs	181	1.2	181	1.2	0.259	40.9	LOS D	3.5	24.6	0.89	0.76	0.89	38.3
Approach			333	2.6	333	2.6	0.259	31.0	LOS C	3.5	24.6	0.74	0.73	0.74	42.3
North: Bruce Highway (N)															
7	L2	All MCs	175	1.9	175	1.9	0.171	14.8	LOS B	3.4	24.2	0.47	0.67	0.47	51.8
8	T1	All MCs	499	5.6	499	5.6	0.262	20.0	LOS C	5.7	42.0	0.71	0.59	0.71	50.8
9	R2	All MCs	2	0.0	2	0.0	*0.102	63.1	LOS E	0.1	0.8	1.00	0.60	1.00	23.6
Approach			676	4.6	676	4.6	0.262	18.8	LOS B	5.7	42.0	0.65	0.61	0.65	51.0
West: Capricorn Motel Road (W)															
10	L2	All MCs	4	33.0	4	33.0	0.126	58.5	LOS E	0.2	1.9	1.00	0.63	1.00	21.7
11	T1	All MCs	2	0.0	2	0.0	*0.243	54.3	LOS D	0.4	3.7	1.00	0.66	1.00	25.3
12	R2	All MCs	6	40.0	6	40.0	0.243	58.9	LOS E	0.4	3.7	1.00	0.66	1.00	22.2
Approach			13	31.0	13	31.0	0.243	58.0	LOS E	0.4	3.7	1.00	0.65	1.00	22.5
All Vehicles			1897	3.5	1897	3.5	0.270	19.9	LOS B	6.1	44.1	0.64	0.59	0.64	49.8

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: Bruce Highway (S)												
P1	Full	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97

East: Yeppoon Road (E)												
P2	Full	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97
P2B	Slip/ Bypass	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97
All Pedestrians		3	3	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97

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.

PHASING SUMMARY

Site: 1 [2027BG SAT (Site Folder: 1. Bruce Highway / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Capricorn Motel Road & Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

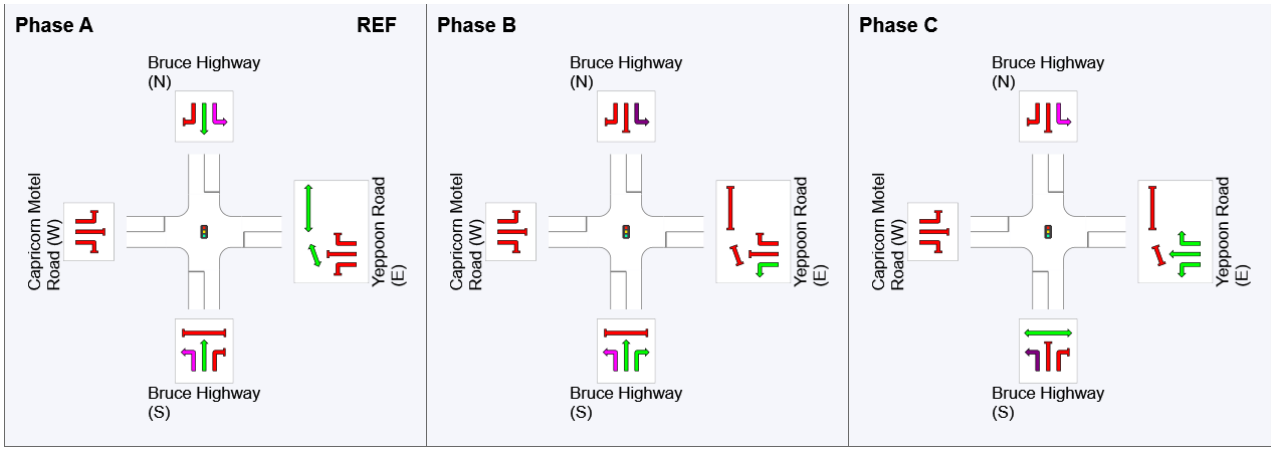
Phase Timing Summary

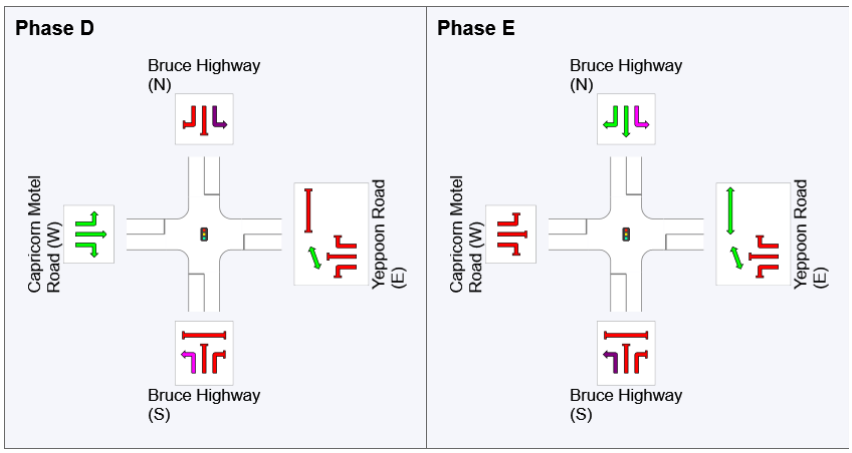
Phase	A	B	C	D	E
Phase Change Time (sec)	0	34	56	79	87
Green Time (sec)	34	22	17	2	1
Phase Time (sec)	34	28	23	4	1
Phase Split	38%	31%	26%	4%	1%
Phase Frequency (%)	2.5[3]	100.0	100.0	25.5[3]	4.8[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

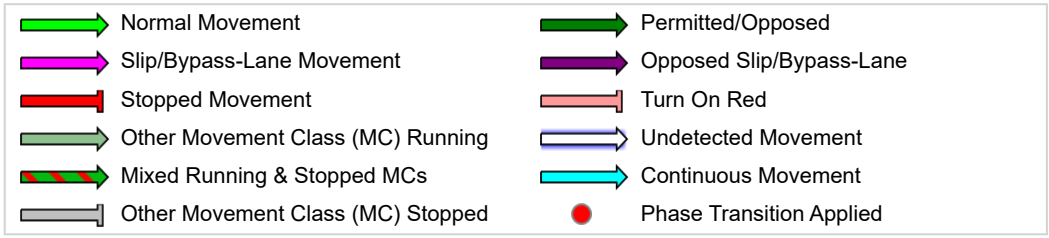
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 1 [2027DES PM (Site Folder: 1. Bruce Highway / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Capricorn Motel Road & Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 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: Bruce Highway (S)															
1	L2	All MCs	11	11.1	11	11.1	0.007	7.0	LOS A	0.0	0.3	0.08	0.59	0.08	51.6
2	T1	All MCs	737	6.1	737	6.1	*0.324	9.5	LOS A	7.9	58.5	0.53	0.46	0.53	59.3
3	R2	All MCs	323	6.1	323	6.1	0.356	36.7	LOS D	6.0	44.0	0.86	0.78	0.86	39.4
Approach			1071	6.1	1071	6.1	0.356	17.7	LOS B	7.9	58.5	0.63	0.56	0.63	51.4
East: Yeppoon Road (E)															
4	L2	All MCs	180	7.6	180	7.6	0.102	19.3	LOS B	2.1	15.3	0.55	0.70	0.55	47.8
5	T1	All MCs	1	0.0	1	0.0	*0.329	38.4	LOS D	4.2	30.5	0.92	0.77	0.92	30.3
6	R2	All MCs	212	4.8	212	4.8	0.329	42.5	LOS D	4.2	30.5	0.92	0.77	0.92	37.3
Approach			393	6.1	393	6.1	0.329	31.8	LOS C	4.2	30.5	0.75	0.74	0.75	41.4
North: Bruce Highway (N)															
7	L2	All MCs	361	2.1	361	2.1	0.364	16.5	LOS B	7.1	50.6	0.56	0.77	0.56	50.6
8	T1	All MCs	569	8.3	569	8.3	0.323	22.0	LOS C	6.9	51.9	0.75	0.63	0.75	49.5
9	R2	All MCs	5	0.0	5	0.0	*0.255	64.4	LOS E	0.3	2.0	1.00	0.63	1.00	23.3
Approach			936	5.9	936	5.9	0.364	20.1	LOS C	7.1	51.9	0.68	0.68	0.68	49.7
West: Capricorn Motel Road (W)															
10	L2	All MCs	2	0.0	2	0.0	0.034	53.5	LOS D	0.1	0.7	0.99	0.60	0.99	25.1
11	T1	All MCs	8	0.0	8	0.0	*0.343	51.3	LOS D	1.0	7.4	1.00	0.70	1.00	26.2
12	R2	All MCs	13	9.1	13	9.1	0.343	55.7	LOS E	1.0	7.4	1.00	0.70	1.00	24.9
Approach			23	5.0	23	5.0	0.343	53.9	LOS D	1.0	7.4	1.00	0.69	1.00	25.4
All Vehicles			2422	6.0	2422	6.0	0.364	21.3	LOS C	7.9	58.5	0.67	0.64	0.67	48.5

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: Bruce Highway (S)												
P1	Full	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97

East: Yeppoon Road (E)												
P2	Full	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97
P2B	Slip/ Bypass	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97
All Pedestrians		3	3	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97

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.

PHASING SUMMARY

Site: 1 [2027DES PM (Site Folder: 1. Bruce Highway / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Capricorn Motel Road & Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

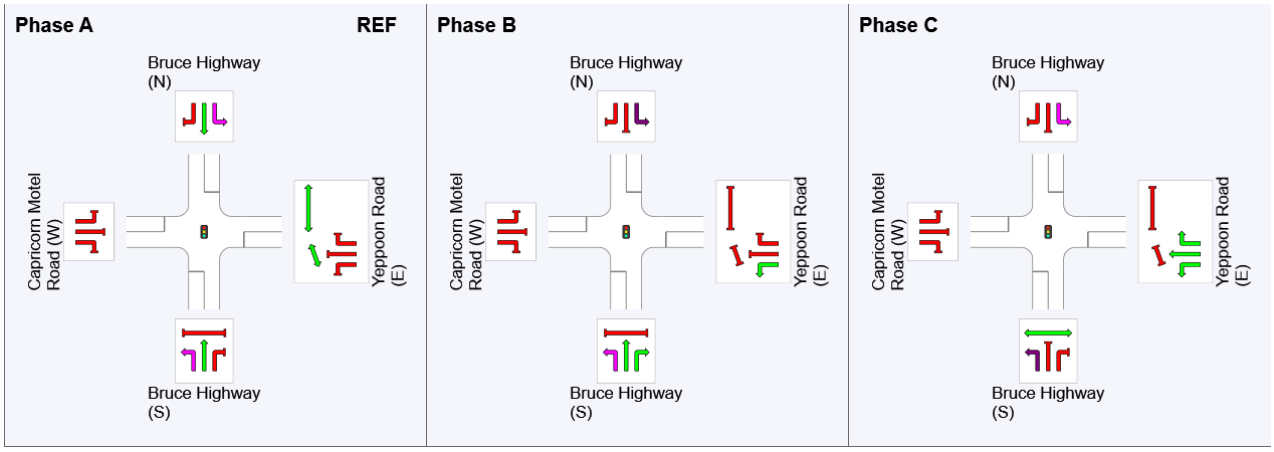
Phase Timing Summary

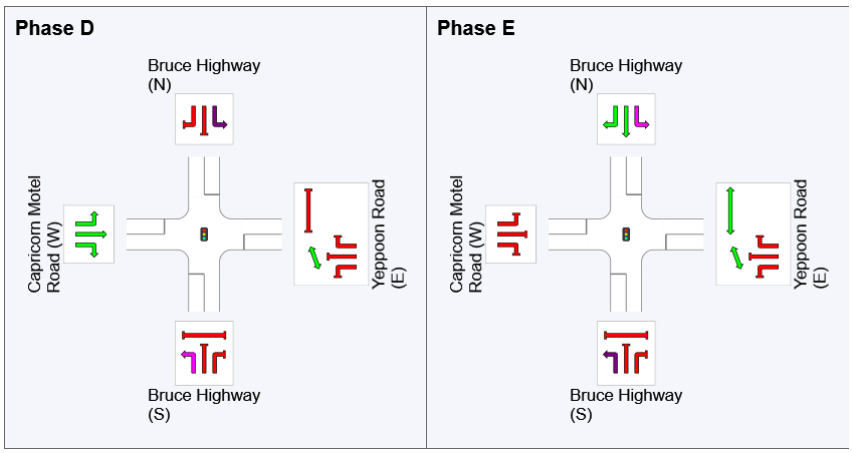
Phase	A	B	C	D	E
Phase Change Time (sec)	0	32	55	77	86
Green Time (sec)	31	23	16	3	1
Phase Time (sec)	31	29	22	6	2
Phase Split	34%	32%	24%	7%	2%
Phase Frequency (%)	2.5[3]	100.0	100.0	41.7[3]	11.6[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

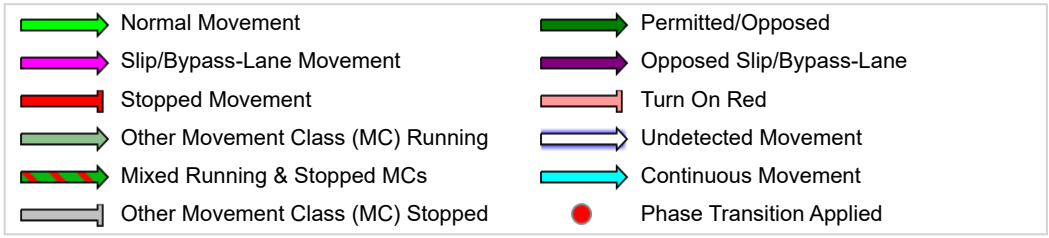
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 1 [2027DES SAT (Site Folder: 1. Bruce Highway / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Capricorn Motel Road & Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 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: Bruce Highway (S)															
1	L2	All MCs	5	0.0	5	0.0	0.003	6.8	LOS A	0.0	0.1	0.08	0.60	0.08	52.6
2	T1	All MCs	628	3.1	628	3.1	0.257	7.7	LOS A	6.0	42.8	0.47	0.40	0.47	61.1
3	R2	All MCs	337	1.3	337	1.3	*0.306	33.0	LOS C	5.8	41.2	0.81	0.78	0.81	41.6
Approach			971	2.5	971	2.5	0.306	16.5	LOS B	6.0	42.8	0.59	0.53	0.59	52.5
East: Yeppoon Road (E)															
4	L2	All MCs	245	4.3	245	4.3	0.125	17.3	LOS B	2.6	18.8	0.52	0.71	0.52	49.7
5	T1	All MCs	1	0.0	1	0.0	*0.305	38.1	LOS D	4.0	28.0	0.91	0.77	0.91	30.4
6	R2	All MCs	201	1.2	201	1.2	0.305	42.2	LOS D	4.0	28.0	0.91	0.77	0.91	37.8
Approach			447	2.9	447	2.9	0.305	28.5	LOS C	4.0	28.0	0.69	0.73	0.69	43.5
North: Bruce Highway (N)															
7	L2	All MCs	195	1.9	195	1.9	0.186	13.2	LOS B	3.4	24.1	0.45	0.68	0.45	53.0
8	T1	All MCs	499	5.6	499	5.6	*0.296	23.1	LOS C	6.2	45.2	0.76	0.63	0.76	48.8
9	R2	All MCs	2	0.0	2	0.0	0.102	63.1	LOS E	0.1	0.8	1.00	0.60	1.00	23.6
Approach			696	4.5	696	4.5	0.296	20.5	LOS C	6.2	45.2	0.68	0.64	0.68	49.8
West: Capricorn Motel Road (W)															
10	L2	All MCs	4	33.0	4	33.0	0.126	58.5	LOS E	0.2	1.9	1.00	0.63	1.00	21.7
11	T1	All MCs	2	0.0	2	0.0	*0.243	54.3	LOS D	0.4	3.7	1.00	0.66	1.00	25.3
12	R2	All MCs	6	40.0	6	40.0	0.243	58.9	LOS E	0.4	3.7	1.00	0.66	1.00	22.2
Approach			13	31.0	13	31.0	0.243	58.0	LOS E	0.4	3.7	1.00	0.65	1.00	22.5
All Vehicles			2126	3.4	2126	3.4	0.306	20.6	LOS C	6.2	45.2	0.64	0.61	0.64	49.2

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: Bruce Highway (S)												
P1	Full	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97

East: Yeppoon Road (E)												
P2	Full	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97
P2B	Slip/ Bypass	1	1	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97
All Pedestrians		3	3	39.2	LOS D	0.0	0.0	0.93	0.93	205.9	200.0	0.97

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.

PHASING SUMMARY

Site: 1 [2027DES SAT (Site Folder: 1. Bruce Highway / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Capricorn Motel Road & Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

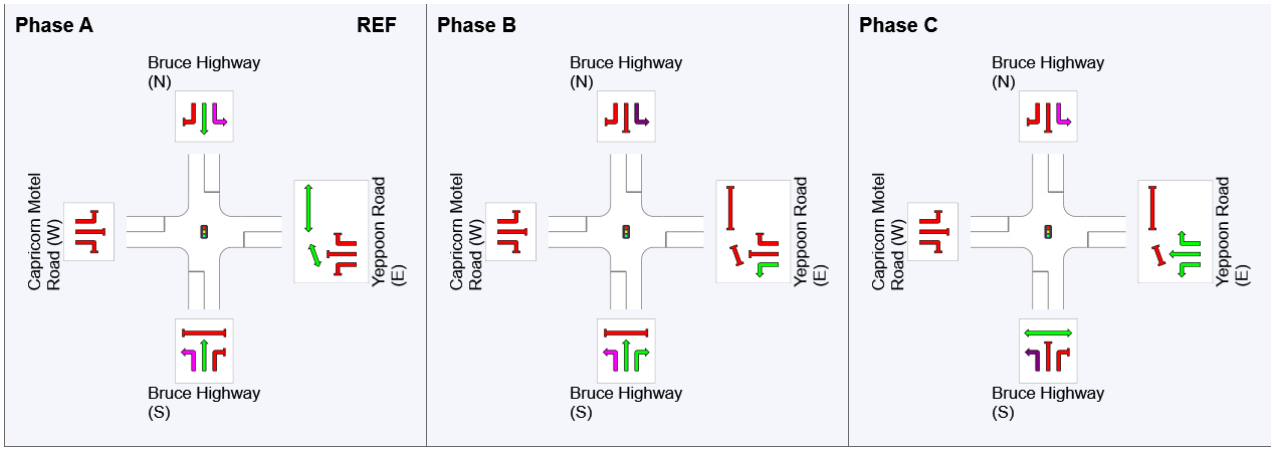
Phase Timing Summary

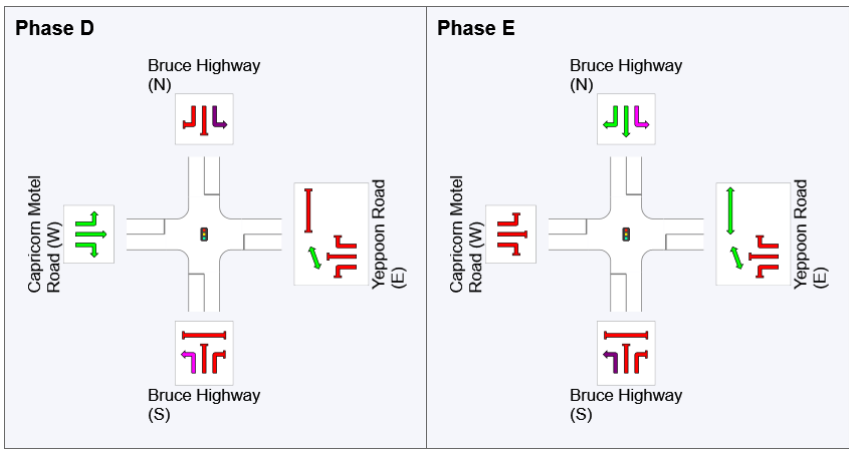
Phase	A	B	C	D	E
Phase Change Time (sec)	0	30	57	79	87
Green Time (sec)	30	27	16	2	1
Phase Time (sec)	30	33	22	4	1
Phase Split	33%	37%	24%	4%	1%
Phase Frequency (%)	2.5[3]	100.0	100.0	25.5[3]	4.8[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

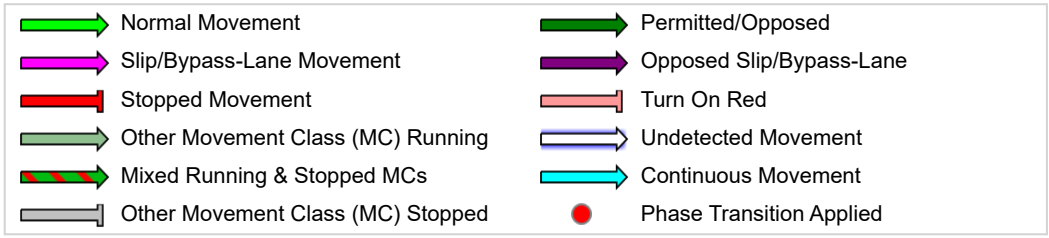
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase

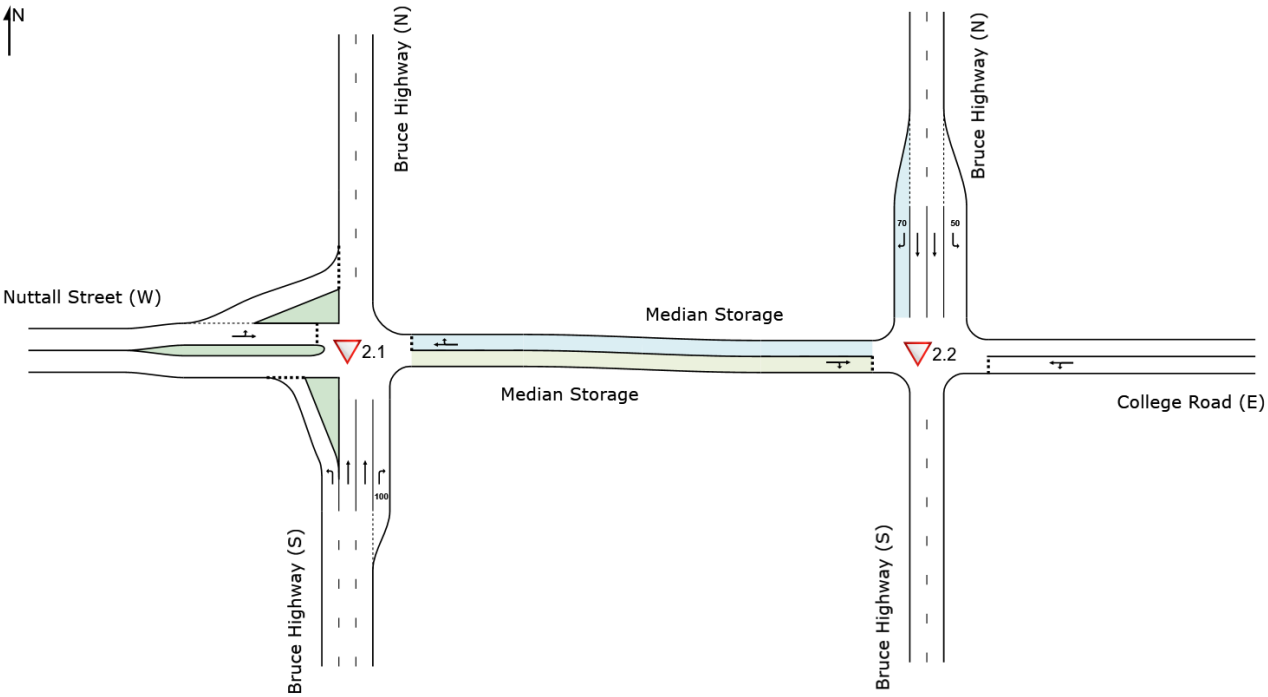


NETWORK LAYOUT

Network: N2 [2027BG PM (Network Folder: 2. Bruce Highway / Nuttall Street & College Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Nuttall Street & College Road
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**
▽2.1	NA	2027BG PM | Left
▽2.2	NA	2027BG PM | Right

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MOVEMENT SUMMARY

Site: 2.1 [2027BG PM | Left (Site Folder: 2. Bruce Highway / Nuttall Street & College Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N2 [2027BG PM (Network Folder: 2. Bruce Highway / Nuttall Street & College Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Nuttall Street
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: Bruce Highway (S)															
3	L2	All MCs	1	0.0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.58	0.02	52.5
4	T1	All MCs	1013	6.6	1013	6.6	0.268	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
6	R2	All MCs	13	0.0	13	0.0	0.007	6.3	LOS A	0.0	0.0	0.00	0.66	0.00	56.4
Approach			1026	6.5	1026	6.5	0.268	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
East: Median Storage															
5	T1	All MCs	2	0.0	2	0.0	0.033	9.8	LOS A	0.1	0.7	0.80	0.83	0.80	25.1
9U	R2	All MCs	5	0.0	5	0.0	0.033	17.5	LOS C	0.1	0.7	0.80	0.83	0.80	35.0
Approach			7	0.0	7	0.0	0.033	15.3	LOS C	0.1	0.7	0.80	0.83	0.80	32.4
West: Nuttall Street (W)															
1	L2	All MCs	3	0.0	3	0.0	0.007	6.4	LOS A	0.0	0.2	0.53	0.61	0.53	48.2
2	T1	All MCs	4	0.0	4	0.0	0.007	7.3	LOS A	0.0	0.2	0.53	0.61	0.53	36.7
Approach			7	0.0	7	0.0	0.007	6.9	LOS A	0.0	0.2	0.53	0.61	0.53	43.4
All Vehicles			1041	6.4	1041	6.4	0.268	0.3	NA	0.1	0.7	0.01	0.02	0.01	69.3

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.

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MOVEMENT SUMMARY

Site: 2.2 [2027BG PM | Right (Site Folder: 2. Bruce Highway / Nuttall Street & College Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N2 [2027BG PM (Network Folder: 2. Bruce Highway / Nuttall Street & College Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / College Road
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: College Road (E)															
4	L2	All MCs	12	0.0	12	0.0	0.024	7.2	LOS A	0.1	0.6	0.50	0.64	0.50	50.7
5	T1	All MCs	5	0.0	5	0.0	0.024	11.5	LOS B	0.1	0.6	0.50	0.64	0.50	47.1
Approach			17	0.0	17	0.0	0.024	8.5	LOS A	0.1	0.6	0.50	0.64	0.50	50.0
North: Bruce Highway (N)															
7	L2	All MCs	2	0.0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.9
2	T1	All MCs	720	8.2	720	8.2	0.192	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
3	R2	All MCs	2	0.0	2	0.0	0.001	6.3	LOS A	0.0	0.0	0.00	0.66	0.00	56.4
Approach			724	8.2	724	8.2	0.192	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
West: Median Storage															
11	T1	All MCs	3	0.0	3	0.0	0.021	8.4	LOS A	0.1	0.5	0.56	0.55	0.56	48.0
1	R2	All MCs	14	0.0	14	0.0	0.021	3.0	LOS A	0.1	0.5	0.56	0.55	0.56	51.5
Approach			17	0.0	17	0.0	0.021	4.0	LOS A	0.1	0.5	0.56	0.55	0.56	50.8
All Vehicles			758	7.8	758	7.8	0.192	0.4	NA	0.1	0.6	0.02	0.03	0.02	69.0

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: 2.1 [2027BG SAT | Left (Site Folder: 2. Bruce Highway / Nuttall Street & College Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N2 [2027BG SAT (Network Folder: 2. Bruce Highway / Nuttall Street & College Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Nuttall Street
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: Bruce Highway (S)															
3	L2	All MCs	4	0.0	4	0.0	0.004	6.6	LOS A	0.0	0.1	0.01	0.58	0.01	52.5
4	T1	All MCs	836	2.6	836	2.6	0.216	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
6	R2	All MCs	12	0.0	12	0.0	0.006	6.3	LOS A	0.0	0.0	0.00	0.66	0.00	56.4
Approach			852	2.6	852	2.6	0.216	0.2	LOS A	0.0	0.1	0.00	0.01	0.00	69.6
East: Median Storage															
5	T1	All MCs	1	0.0	1	0.0	0.009	6.3	LOS A	0.0	0.2	0.71	0.64	0.71	29.5
9U	R2	All MCs	2	0.0	2	0.0	0.009	11.0	LOS B	0.0	0.2	0.71	0.64	0.71	40.5
Approach			3	0.0	3	0.0	0.009	9.5	LOS A	0.0	0.2	0.71	0.64	0.71	37.1
West: Nuttall Street (W)															
1	L2	All MCs	1	0.0	1	0.0	0.002	5.9	LOS A	0.0	0.0	0.47	0.53	0.47	48.5
2	T1	All MCs	1	0.0	1	0.0	0.002	6.6	LOS A	0.0	0.0	0.47	0.53	0.47	37.3
Approach			2	0.0	2	0.0	0.002	6.2	LOS A	0.0	0.0	0.47	0.53	0.47	44.6
All Vehicles			857	2.5	857	2.5	0.216	0.2	NA	0.0	0.2	0.00	0.02	0.00	69.5

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.

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MOVEMENT SUMMARY

Site: 2.2 [2027BG SAT | Right (Site Folder: 2. Bruce Highway / Nuttall Street & College Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N2 [2027BG SAT (Network Folder: 2. Bruce Highway / Nuttall Street & College Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / College Road
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: College Road (E)															
4	L2	All MCs	5	0.0	5	0.0	0.010	6.9	LOS A	0.0	0.2	0.46	0.59	0.46	51.2
5	T1	All MCs	2	0.0	2	0.0	0.010	10.2	LOS B	0.0	0.2	0.46	0.59	0.46	47.9
Approach			7	0.0	7	0.0	0.010	7.9	LOS A	0.0	0.2	0.46	0.59	0.46	50.6
North: Bruce Highway (N)															
7	L2	All MCs	3	0.0	3	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.9
2	T1	All MCs	653	5.6	653	5.6	0.172	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
3	R2	All MCs	1	0.0	1	0.0	0.001	6.3	LOS A	0.0	0.0	0.00	0.66	0.00	56.4
Approach			657	5.6	657	5.6	0.172	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
West: Median Storage															
11	T1	All MCs	5	0.0	5	0.0	0.016	7.2	LOS A	0.1	0.4	0.56	0.56	0.56	47.9
1	R2	All MCs	6	0.0	6	0.0	0.016	2.6	LOS A	0.1	0.4	0.56	0.56	0.56	51.3
Approach			12	0.0	12	0.0	0.016	4.7	LOS A	0.1	0.4	0.56	0.56	0.56	49.7
All Vehicles			676	5.4	676	5.4	0.172	0.2	NA	0.1	0.4	0.01	0.02	0.01	69.3

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.

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MOVEMENT SUMMARY

Site: 2.1 [2027DES PM | Left (Site Folder: 2. Bruce Highway / Nuttall Street & College Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N2 [2027DES PM (Network Folder: 2. Bruce Highway / Nuttall Street & College Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Nuttall Street
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: Bruce Highway (S)															
3	L2	All MCs	1	0.0	1	0.0	0.001	6.6	LOS A	0.0	0.0	0.02	0.58	0.02	52.5
4	T1	All MCs	1052	6.6	1052	6.6	0.278	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
6	R2	All MCs	13	0.0	13	0.0	0.007	6.3	LOS A	0.0	0.0	0.00	0.66	0.00	56.4
Approach			1065	6.5	1065	6.5	0.278	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
East: Median Storage															
5	T1	All MCs	2	0.0	2	0.0	0.035	10.6	LOS B	0.1	0.8	0.82	0.85	0.82	24.2
9U	R2	All MCs	5	0.0	5	0.0	0.035	19.1	LOS C	0.1	0.8	0.82	0.85	0.82	33.9
Approach			7	0.0	7	0.0	0.035	16.7	LOS C	0.1	0.8	0.82	0.85	0.82	31.4
West: Nuttall Street (W)															
1	L2	All MCs	3	0.0	3	0.0	0.008	6.5	LOS A	0.0	0.2	0.54	0.62	0.54	48.1
2	T1	All MCs	4	0.0	4	0.0	0.008	7.5	LOS A	0.0	0.2	0.54	0.62	0.54	36.6
Approach			7	0.0	7	0.0	0.008	7.1	LOS A	0.0	0.2	0.54	0.62	0.54	43.3
All Vehicles			1080	6.4	1080	6.4	0.278	0.3	NA	0.1	0.8	0.01	0.02	0.01	69.3

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: 2.2 [2027DES PM | Right (Site Folder: 2. Bruce Highway / Nuttall Street & College Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N2 [2027DES PM (Network Folder: 2. Bruce Highway / Nuttall Street & College Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / College Road
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: College Road (E)															
4	L2	All MCs	12	0.0	12	0.0	0.026	7.3	LOS A	0.1	0.6	0.52	0.65	0.52	50.5
5	T1	All MCs	5	0.0	5	0.0	0.026	12.2	LOS B	0.1	0.6	0.52	0.65	0.52	46.7
Approach			17	0.0	17	0.0	0.026	8.8	LOS A	0.1	0.6	0.52	0.65	0.52	49.8
North: Bruce Highway (N)															
7	L2	All MCs	2	0.0	2	0.0	0.001	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.9
2	T1	All MCs	759	8.2	759	8.2	0.203	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
3	R2	All MCs	2	0.0	2	0.0	0.001	6.3	LOS A	0.0	0.0	0.00	0.66	0.00	56.4
Approach			763	8.2	763	8.2	0.203	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
West: Median Storage															
11	T1	All MCs	3	0.0	3	0.0	0.022	9.1	LOS A	0.1	0.6	0.57	0.57	0.57	47.7
1	R2	All MCs	14	0.0	14	0.0	0.022	3.2	LOS A	0.1	0.6	0.57	0.57	0.57	51.1
Approach			17	0.0	17	0.0	0.022	4.3	LOS A	0.1	0.6	0.57	0.57	0.57	50.4
All Vehicles			797	7.8	797	7.8	0.203	0.4	NA	0.1	0.6	0.02	0.03	0.02	69.0

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: 2.1 [2027DES SAT | Left (Site Folder: 2. Bruce Highway / Nuttall Street & College Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N2 [2027DES SAT (Network Folder: 2. Bruce Highway / Nuttall Street & College Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Nuttall Street
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: Bruce Highway (S)															
3	L2	All MCs	4	0.0	4	0.0	0.004	6.6	LOS A	0.0	0.1	0.01	0.58	0.01	52.5
4	T1	All MCs	931	2.6	931	2.6	0.240	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
6	R2	All MCs	12	0.0	12	0.0	0.006	6.3	LOS A	0.0	0.0	0.00	0.66	0.00	56.4
Approach			946	2.6	946	2.6	0.240	0.2	LOS A	0.0	0.1	0.00	0.01	0.00	69.7
East: Median Storage															
5	T1	All MCs	1	0.0	1	0.0	0.011	7.7	LOS A	0.0	0.3	0.75	0.71	0.75	27.7
9U	R2	All MCs	2	0.0	2	0.0	0.011	13.6	LOS B	0.0	0.3	0.75	0.71	0.75	38.2
Approach			3	0.0	3	0.0	0.011	11.6	LOS B	0.0	0.3	0.75	0.71	0.75	35.0
West: Nuttall Street (W)															
1	L2	All MCs	1	0.0	1	0.0	0.002	6.1	LOS A	0.0	0.1	0.49	0.54	0.49	48.4
2	T1	All MCs	1	0.0	1	0.0	0.002	6.9	LOS A	0.0	0.1	0.49	0.54	0.49	37.1
Approach			2	0.0	2	0.0	0.002	6.5	LOS A	0.0	0.1	0.49	0.54	0.49	44.5
All Vehicles			952	2.5	952	2.5	0.240	0.2	NA	0.0	0.3	0.00	0.01	0.00	69.5

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: 2.2 [2027DES SAT | Right (Site Folder: 2. Bruce Highway / Nuttall Street & College Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N2 [2027DES SAT (Network Folder: 2. Bruce Highway / Nuttall Street & College Road)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / College Road
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: College Road (E)															
4	L2	All MCs	5	0.0	5	0.0	0.011	7.2	LOS A	0.0	0.3	0.50	0.61	0.50	50.8
5	T1	All MCs	2	0.0	2	0.0	0.011	11.6	LOS B	0.0	0.3	0.50	0.61	0.50	47.2
Approach			7	0.0	7	0.0	0.011	8.4	LOS A	0.0	0.3	0.50	0.61	0.50	50.1
North: Bruce Highway (N)															
7	L2	All MCs	3	0.0	3	0.0	0.002	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	52.9
2	T1	All MCs	747	5.6	747	5.6	0.197	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
3	R2	All MCs	1	0.0	1	0.0	0.001	6.3	LOS A	0.0	0.0	0.00	0.66	0.00	56.4
Approach			752	5.6	752	5.6	0.197	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
West: Median Storage															
11	T1	All MCs	5	0.0	5	0.0	0.018	8.7	LOS A	0.1	0.5	0.60	0.61	0.60	46.8
1	R2	All MCs	6	0.0	6	0.0	0.018	3.0	LOS A	0.1	0.5	0.60	0.61	0.60	50.1
Approach			12	0.0	12	0.0	0.018	5.6	LOS A	0.1	0.5	0.60	0.61	0.60	48.6
All Vehicles			771	5.4	771	5.4	0.197	0.2	NA	0.1	0.5	0.01	0.02	0.01	69.3

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.

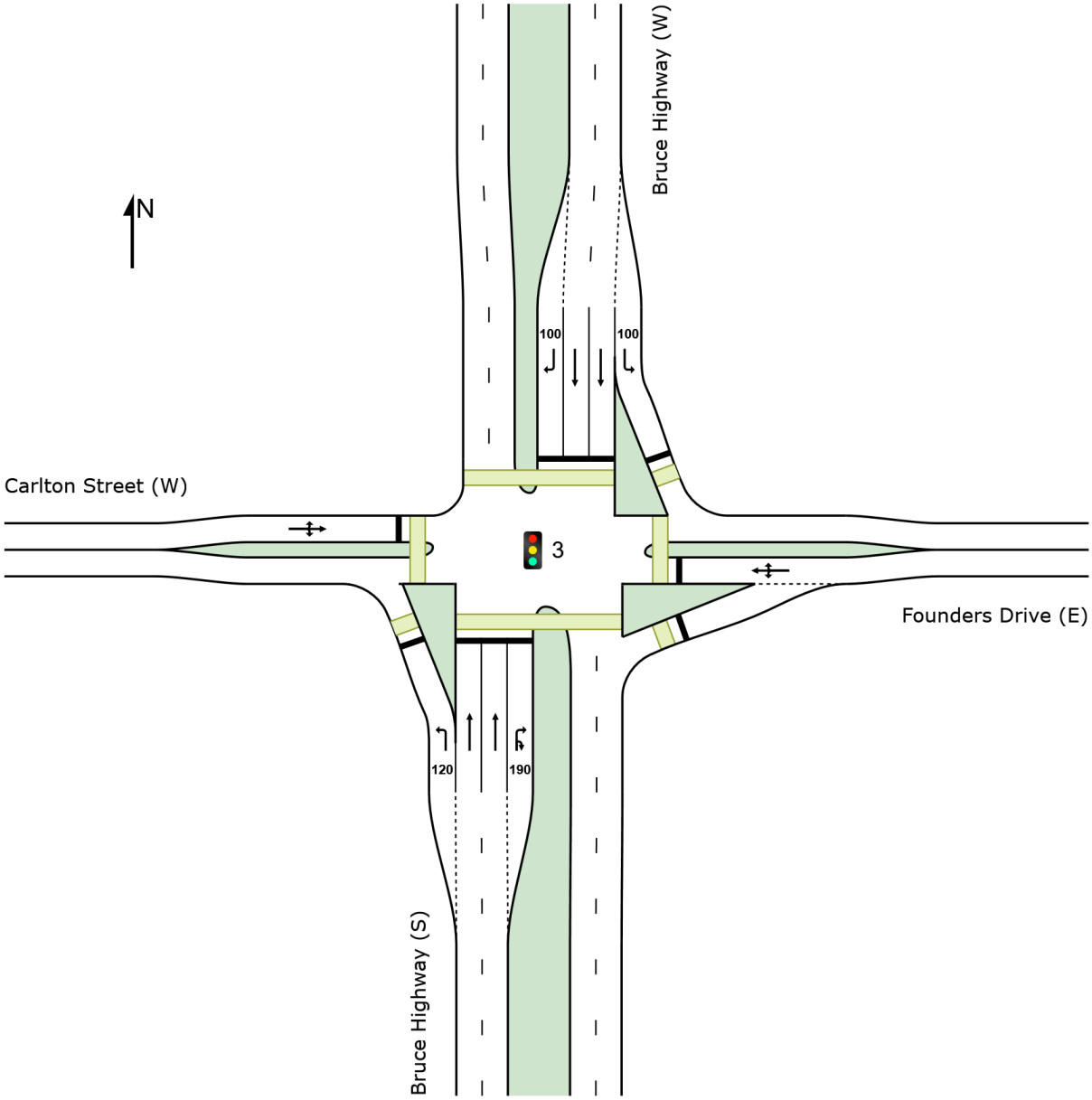
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SITE LAYOUT

Site: 3 [2027BG PM (Site Folder: 3. Bruce Highway / Carlton Street & Founders Drive)]

P6897
Rockhampton Netball Centre
Bruce Highway / Carlton Street & Founders Drive
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: 3 [2027BG PM (Site Folder: 3. Bruce Highway / Carlton Street & Founders Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway / Carlton Street & Founders Drive
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: Bruce Highway (S)															
1	L2	All MCs	171	1.3	171	1.3	0.328	37.5	LOS D	6.6	47.0	0.84	0.78	0.84	35.5
2	T1	All MCs	897	6.7	897	6.7	*0.853	44.1	LOS D	23.4	172.8	1.00	0.99	1.17	35.3
3	R2	All MCs	34	16.1	34	16.1	0.373	59.4	LOS E	1.9	14.7	1.00	0.73	1.00	25.4
3u	U	All MCs	3	0.0	3	0.0	0.373	60.6	LOS E	1.9	14.7	1.00	0.73	1.00	26.4
Approach			1104	6.1	1104	6.1	0.853	43.6	LOS D	23.4	172.8	0.97	0.95	1.11	34.9
East: Founders Drive (E)															
4	L2	All MCs	143	2.3	143	2.3	0.444	39.3	LOS D	8.0	57.7	0.91	0.78	0.91	29.5
5	T1	All MCs	28	7.7	28	7.7	*0.444	36.1	LOS D	8.0	57.7	0.91	0.78	0.91	31.6
6	R2	All MCs	17	6.7	17	6.7	0.444	39.2	LOS D	8.0	57.7	0.91	0.78	0.91	31.6
Approach			188	3.5	188	3.5	0.444	38.8	LOS D	8.0	57.7	0.91	0.78	0.91	30.0
North: Bruce Highway (W)															
7	L2	All MCs	3	0.0	3	0.0	0.006	34.0	LOS C	0.1	0.8	0.74	0.63	0.74	34.6
8	T1	All MCs	693	9.6	693	9.6	0.670	34.8	LOS C	15.2	114.8	0.94	0.81	0.94	39.4
9	R2	All MCs	72	7.6	72	7.6	*0.674	61.3	LOS E	3.8	28.1	1.00	0.82	1.15	30.3
Approach			767	9.4	767	9.4	0.674	37.2	LOS D	15.2	114.8	0.95	0.81	0.96	38.2
West: Carlton Street (W)															
10	L2	All MCs	112	4.9	112	4.9	0.877	58.4	LOS E	17.0	122.0	1.00	1.01	1.28	30.7
11	T1	All MCs	33	3.3	33	3.3	*0.877	55.6	LOS E	17.0	122.0	1.00	1.01	1.28	27.4
12	R2	All MCs	163	2.0	163	2.0	0.877	58.4	LOS E	17.0	122.0	1.00	1.01	1.28	28.6
Approach			307	3.2	307	3.2	0.877	58.1	LOS E	17.0	122.0	1.00	1.01	1.28	29.2
All Vehicles			2367	6.6	2367	6.6	0.877	43.0	LOS D	23.4	172.8	0.96	0.90	1.07	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: Bruce Highway (S)												

P1	Full	25	26	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95
P1B	Slip/ Bypass	29	31	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95
East: Founders Drive (E)												
P2	Full	2	2	44.2	LOS E	0.0	0.0	0.94	0.94	210.9	200.0	0.95
P2B	Slip/ Bypass	27	28	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95
North: Bruce Highway (W)												
P3	Full	1	1	44.2	LOS E	0.0	0.0	0.94	0.94	210.8	200.0	0.95
P3B	Slip/ Bypass	2	2	44.2	LOS E	0.0	0.0	0.94	0.94	210.9	200.0	0.95
West: Carlton Street (W)												
P4	Full	4	4	44.2	LOS E	0.0	0.0	0.94	0.94	210.9	200.0	0.95
All Pedestrians		90	95	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95

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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PHASING SUMMARY

Site: 3 [2027BG PM (Site Folder: 3. Bruce Highway / Carlton Street & Founders Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway / Carlton Street & Founders Drive
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

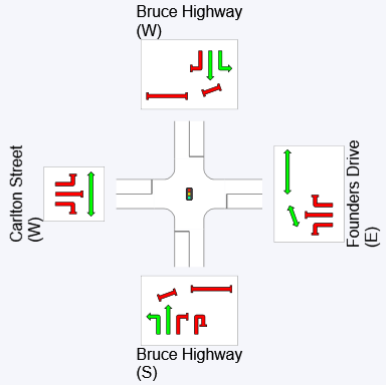
Phase Timing Summary

Phase	A	B	C	D	E
Phase Change Time (sec)	0	22	34	63	88
Green Time (sec)	16	6	23	19	6
Phase Time (sec)	22	12	29	25	12
Phase Split	22%	12%	29%	25%	12%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

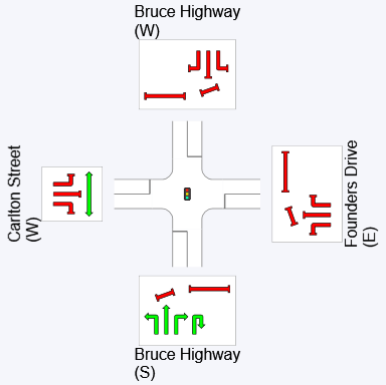
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

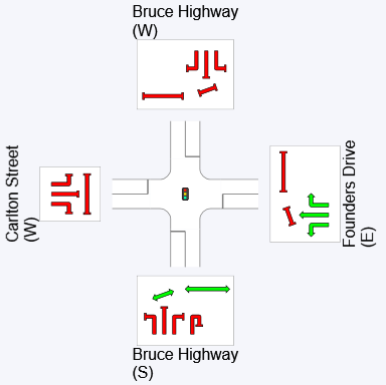
Phase A **REF**



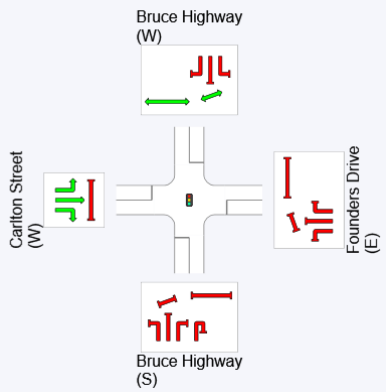
Phase B



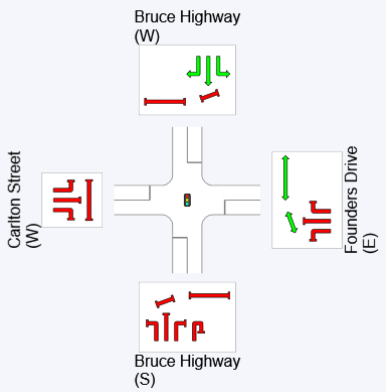
Phase C



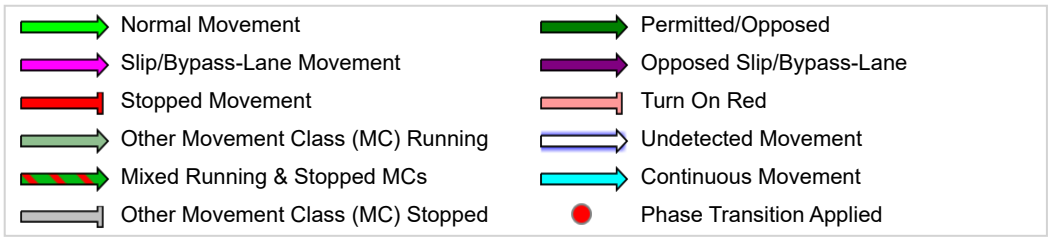
Phase D



Phase E



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 3 [2027BG SAT (Site Folder: 3. Bruce Highway / Carlton Street & Founders Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway / Carlton Street & Founders Drive
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: Bruce Highway (S)															
1	L2	All MCs	72	0.0	72	0.0	0.141	27.7	LOS C	1.9	13.1	0.79	0.74	0.79	39.9
2	T1	All MCs	808	2.5	808	2.5	*0.772	28.6	LOS C	14.0	99.8	0.98	0.91	1.10	42.7
3	R2	All MCs	16	0.0	16	0.0	0.330	42.0	LOS D	1.5	10.8	0.98	0.74	0.98	29.3
3u	U	All MCs	26	8.3	26	8.3	0.330	43.5	LOS D	1.5	10.8	0.98	0.74	0.98	30.9
Approach			922	2.4	922	2.4	0.772	29.2	LOS C	14.0	99.8	0.97	0.89	1.07	41.8
East: Founders Drive (E)															
4	L2	All MCs	19	0.0	19	0.0	0.150	35.9	LOS D	0.9	6.6	0.95	0.70	0.95	30.7
5	T1	All MCs	7	0.0	7	0.0	*0.150	32.7	LOS C	0.9	6.6	0.95	0.70	0.95	32.6
6	R2	All MCs	2	0.0	2	0.0	0.150	35.8	LOS D	0.9	6.6	0.95	0.70	0.95	33.2
Approach			28	0.0	28	0.0	0.150	35.1	LOS D	0.9	6.6	0.95	0.70	0.95	31.4
North: Bruce Highway (W)															
7	L2	All MCs	6	0.0	6	0.0	0.012	26.5	LOS C	0.2	1.1	0.75	0.65	0.75	37.1
8	T1	All MCs	647	3.8	647	3.8	0.623	24.7	LOS C	10.0	72.0	0.93	0.79	0.93	45.1
9	R2	All MCs	22	0.0	22	0.0	*0.138	40.4	LOS D	0.7	5.2	0.96	0.70	0.96	36.8
Approach			676	3.6	676	3.6	0.623	25.2	LOS C	10.0	72.0	0.93	0.78	0.93	44.6
West: Carlton Street (W)															
10	L2	All MCs	24	4.5	24	4.5	0.273	31.9	LOS C	3.0	21.5	0.89	0.76	0.89	39.3
11	T1	All MCs	4	0.0	4	0.0	*0.273	29.1	LOS C	3.0	21.5	0.89	0.76	0.89	34.1
12	R2	All MCs	73	1.5	73	1.5	0.273	32.0	LOS C	3.0	21.5	0.89	0.76	0.89	37.4
Approach			101	2.2	101	2.2	0.273	31.8	LOS C	3.0	21.5	0.89	0.76	0.89	37.7
All Vehicles			1727	2.8	1727	2.8	0.772	27.9	LOS C	14.0	99.8	0.95	0.84	1.00	42.3

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.
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: Bruce Highway (S)												

P1	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
P1B	Slip/ Bypass	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
East: Founders Drive (E)												
P2	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
P2B	Slip/ Bypass	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Bruce Highway (W)												
P3	Full	10	11	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
P3B	Slip/ Bypass	11	12	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Carlton Street (W)												
P4	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians		26	27	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 3 [2027BG SAT (Site Folder: 3. Bruce Highway / Carlton Street & Founders Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway / Carlton Street & Founders Drive
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

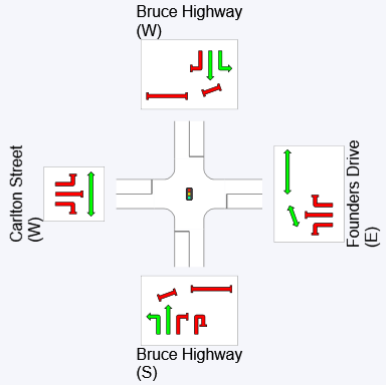
Phase Timing Summary

Phase	A	B	C	D	E
Phase Change Time (sec)	0	13	25	38	58
Green Time (sec)	7	6	7	14	6
Phase Time (sec)	13	12	13	20	12
Phase Split	19%	17%	19%	29%	17%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

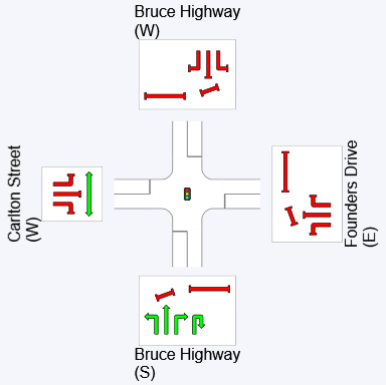
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

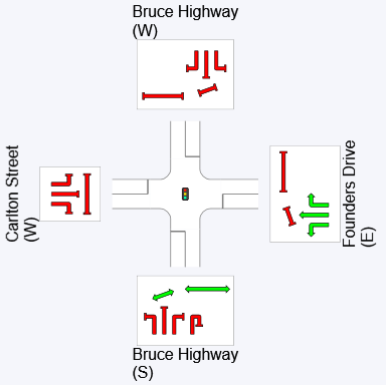
Phase A **REF**



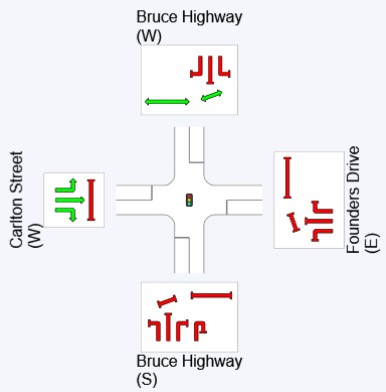
Phase B



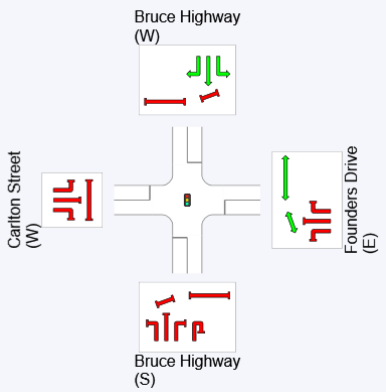
Phase C



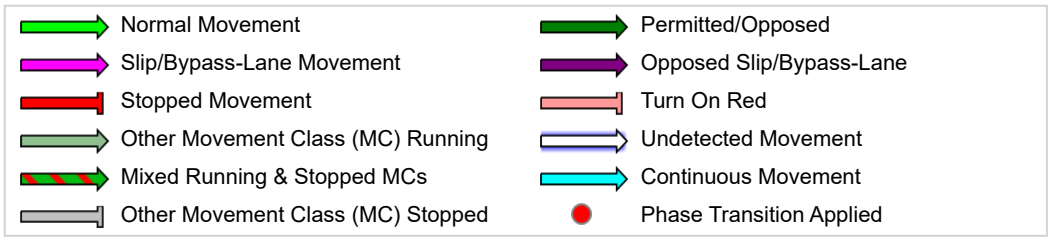
Phase D



Phase E



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 3 [2027DES PM (Site Folder: 3. Bruce Highway / Carlton Street & Founders Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway / Carlton Street & Founders Drive
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: Bruce Highway (S)															
1	L2	All MCs	171	1.3	171	1.3	0.328	37.5	LOS D	6.6	47.0	0.84	0.78	0.84	35.5
2	T1	All MCs	936	6.7	936	6.7	*0.890	48.7	LOS D	25.9	191.6	1.00	1.05	1.24	33.6
3	R2	All MCs	34	16.1	34	16.1	0.373	59.4	LOS E	1.9	14.7	1.00	0.73	1.00	25.4
3u	U	All MCs	3	0.0	3	0.0	0.373	60.6	LOS E	1.9	14.7	1.00	0.73	1.00	26.4
Approach			1143	6.2	1143	6.2	0.890	47.4	LOS D	25.9	191.6	0.98	1.00	1.17	33.5
East: Founders Drive (E)															
4	L2	All MCs	143	2.3	143	2.3	0.444	39.3	LOS D	8.0	57.7	0.91	0.78	0.91	29.5
5	T1	All MCs	28	7.7	28	7.7	*0.444	36.1	LOS D	8.0	57.7	0.91	0.78	0.91	31.6
6	R2	All MCs	17	6.7	17	6.7	0.444	39.2	LOS D	8.0	57.7	0.91	0.78	0.91	31.6
Approach			188	3.5	188	3.5	0.444	38.8	LOS D	8.0	57.7	0.91	0.78	0.91	30.0
North: Bruce Highway (W)															
7	L2	All MCs	3	0.0	3	0.0	0.006	34.0	LOS C	0.1	0.8	0.74	0.63	0.74	34.6
8	T1	All MCs	732	9.6	732	9.6	0.708	35.7	LOS D	16.4	124.3	0.96	0.84	0.98	39.0
9	R2	All MCs	72	7.6	72	7.6	*0.674	61.3	LOS E	3.8	28.1	1.00	0.82	1.15	30.3
Approach			806	9.4	806	9.4	0.708	38.0	LOS D	16.4	124.3	0.96	0.83	0.99	37.8
West: Carlton Street (W)															
10	L2	All MCs	112	4.9	112	4.9	0.877	58.4	LOS E	17.0	122.0	1.00	1.01	1.28	30.7
11	T1	All MCs	33	3.3	33	3.3	*0.877	55.6	LOS E	17.0	122.0	1.00	1.01	1.28	27.4
12	R2	All MCs	163	2.0	163	2.0	0.877	58.4	LOS E	17.0	122.0	1.00	1.01	1.28	28.6
Approach			307	3.2	307	3.2	0.877	58.1	LOS E	17.0	122.0	1.00	1.01	1.28	29.2
All Vehicles			2445	6.6	2445	6.6	0.890	45.0	LOS D	25.9	191.6	0.97	0.93	1.10	33.8

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: Bruce Highway (S)												

P1	Full	25	26	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95
P1B	Slip/ Bypass	29	31	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95
East: Founders Drive (E)												
P2	Full	2	2	44.2	LOS E	0.0	0.0	0.94	0.94	210.9	200.0	0.95
P2B	Slip/ Bypass	27	28	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95
North: Bruce Highway (W)												
P3	Full	1	1	44.2	LOS E	0.0	0.0	0.94	0.94	210.8	200.0	0.95
P3B	Slip/ Bypass	2	2	44.2	LOS E	0.0	0.0	0.94	0.94	210.9	200.0	0.95
West: Carlton Street (W)												
P4	Full	4	4	44.2	LOS E	0.0	0.0	0.94	0.94	210.9	200.0	0.95
All Pedestrians		90	95	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95

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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PHASING SUMMARY

Site: 3 [2027DES PM (Site Folder: 3. Bruce Highway / Carlton Street & Founders Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway / Carlton Street & Founders Drive
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

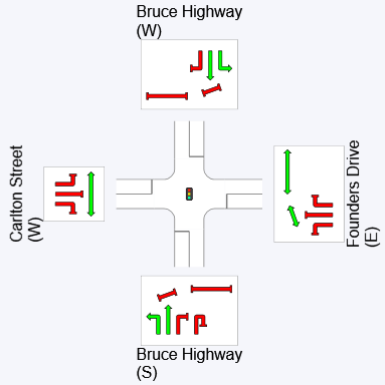
Phase Timing Summary

Phase	A	B	C	D	E
Phase Change Time (sec)	0	22	34	63	88
Green Time (sec)	16	6	23	19	6
Phase Time (sec)	22	12	29	25	12
Phase Split	22%	12%	29%	25%	12%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

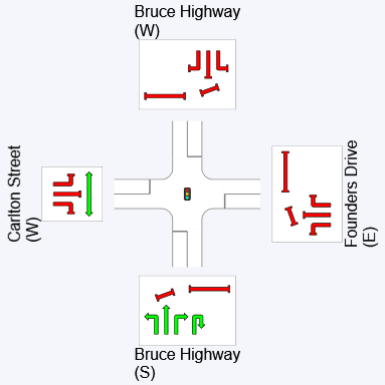
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

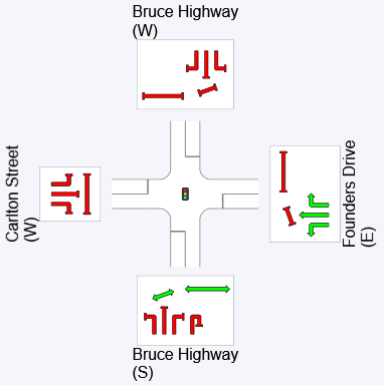
Phase A **REF**



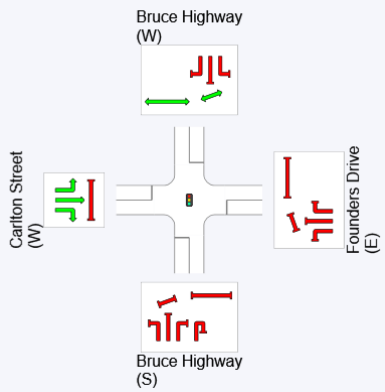
Phase B



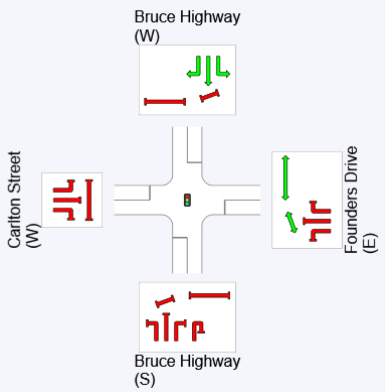
Phase C



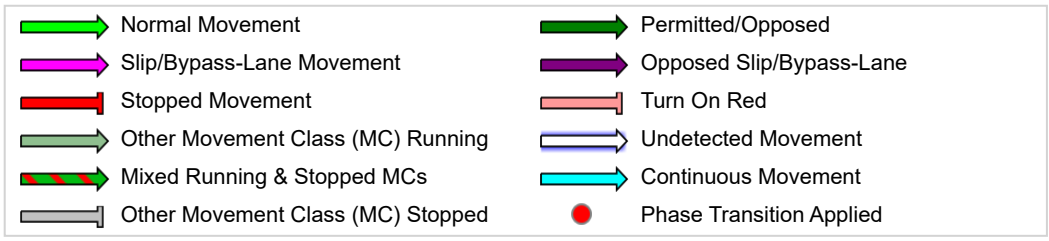
Phase D



Phase E



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 3 [2027DES SAT (Site Folder: 3. Bruce Highway / Carlton Street & Founders Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway / Carlton Street & Founders Drive
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: Bruce Highway (S)															
1	L2	All MCs	72	0.0	72	0.0	0.141	27.7	LOS C	1.9	13.1	0.79	0.74	0.79	39.9
2	T1	All MCs	903	2.5	903	2.5	*0.863	34.4	LOS C	17.6	125.5	1.00	1.03	1.27	39.6
3	R2	All MCs	16	0.0	16	0.0	0.330	42.0	LOS D	1.5	10.8	0.98	0.74	0.98	29.3
3u	U	All MCs	26	8.3	26	8.3	0.330	43.5	LOS D	1.5	10.8	0.98	0.74	0.98	30.9
Approach			1017	2.4	1017	2.4	0.863	34.3	LOS C	17.6	125.5	0.98	0.99	1.23	39.2
East: Founders Drive (E)															
4	L2	All MCs	19	0.0	19	0.0	0.150	35.9	LOS D	0.9	6.6	0.95	0.70	0.95	30.7
5	T1	All MCs	7	0.0	7	0.0	*0.150	32.7	LOS C	0.9	6.6	0.95	0.70	0.95	32.6
6	R2	All MCs	2	0.0	2	0.0	0.150	35.8	LOS D	0.9	6.6	0.95	0.70	0.95	33.2
Approach			28	0.0	28	0.0	0.150	35.1	LOS D	0.9	6.6	0.95	0.70	0.95	31.4
North: Bruce Highway (W)															
7	L2	All MCs	6	0.0	6	0.0	0.012	26.5	LOS C	0.2	1.1	0.75	0.65	0.75	37.1
8	T1	All MCs	742	3.8	742	3.8	0.715	26.7	LOS C	12.2	87.9	0.96	0.86	1.02	43.9
9	R2	All MCs	22	0.0	22	0.0	*0.138	40.4	LOS D	0.7	5.2	0.96	0.70	0.96	36.8
Approach			771	3.7	771	3.7	0.715	27.0	LOS C	12.2	87.9	0.96	0.85	1.02	43.6
West: Carlton Street (W)															
10	L2	All MCs	24	4.5	24	4.5	0.273	31.9	LOS C	3.0	21.5	0.89	0.76	0.89	39.3
11	T1	All MCs	4	0.0	4	0.0	*0.273	29.1	LOS C	3.0	21.5	0.89	0.76	0.89	34.1
12	R2	All MCs	73	1.5	73	1.5	0.273	32.0	LOS C	3.0	21.5	0.89	0.76	0.89	37.4
Approach			101	2.2	101	2.2	0.273	31.8	LOS C	3.0	21.5	0.89	0.76	0.89	37.7
All Vehicles			1917	2.9	1917	2.9	0.863	31.3	LOS C	17.6	125.5	0.97	0.92	1.12	40.6

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: Bruce Highway (S)												

P1	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
P1B	Slip/ Bypass	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
East: Founders Drive (E)												
P2	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
P2B	Slip/ Bypass	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Bruce Highway (W)												
P3	Full	10	11	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
P3B	Slip/ Bypass	11	12	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Carlton Street (W)												
P4	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians		26	27	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 3 [2027DES SAT (Site Folder: 3. Bruce Highway / Carlton Street & Founders Drive)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway / Carlton Street & Founders Drive
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, B, C, D, E
Output Phase Sequence: A, B, C, D, E
Reference Phase: Phase A

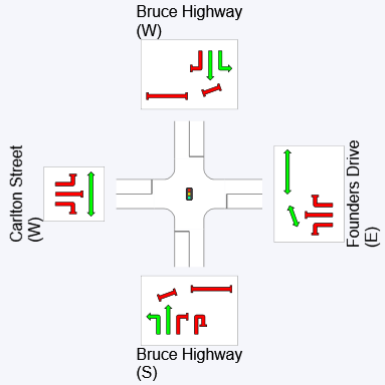
Phase Timing Summary

Phase	A	B	C	D	E
Phase Change Time (sec)	0	13	25	38	58
Green Time (sec)	7	6	7	14	6
Phase Time (sec)	13	12	13	20	12
Phase Split	19%	17%	19%	29%	17%
Phase Frequency (%)	100.0	100.0	100.0	100.0	100.0

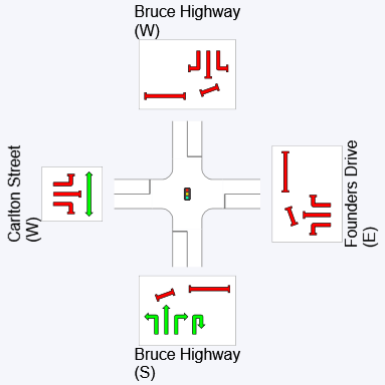
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

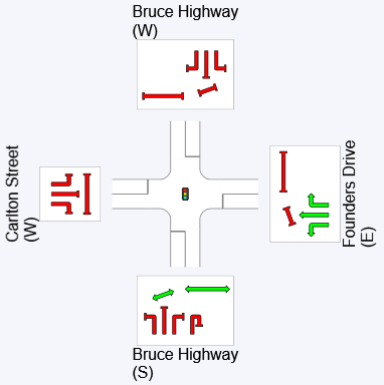
Phase A **REF**



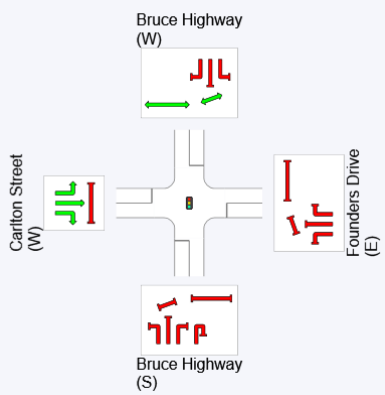
Phase B



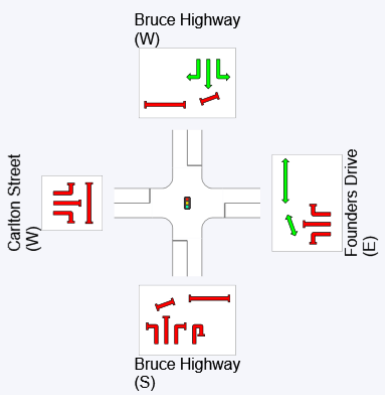
Phase C



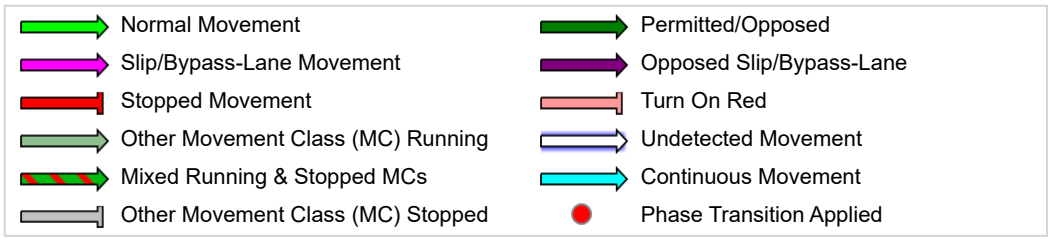
Phase D



Phase E



REF: Reference Phase
VAR: Variable Phase



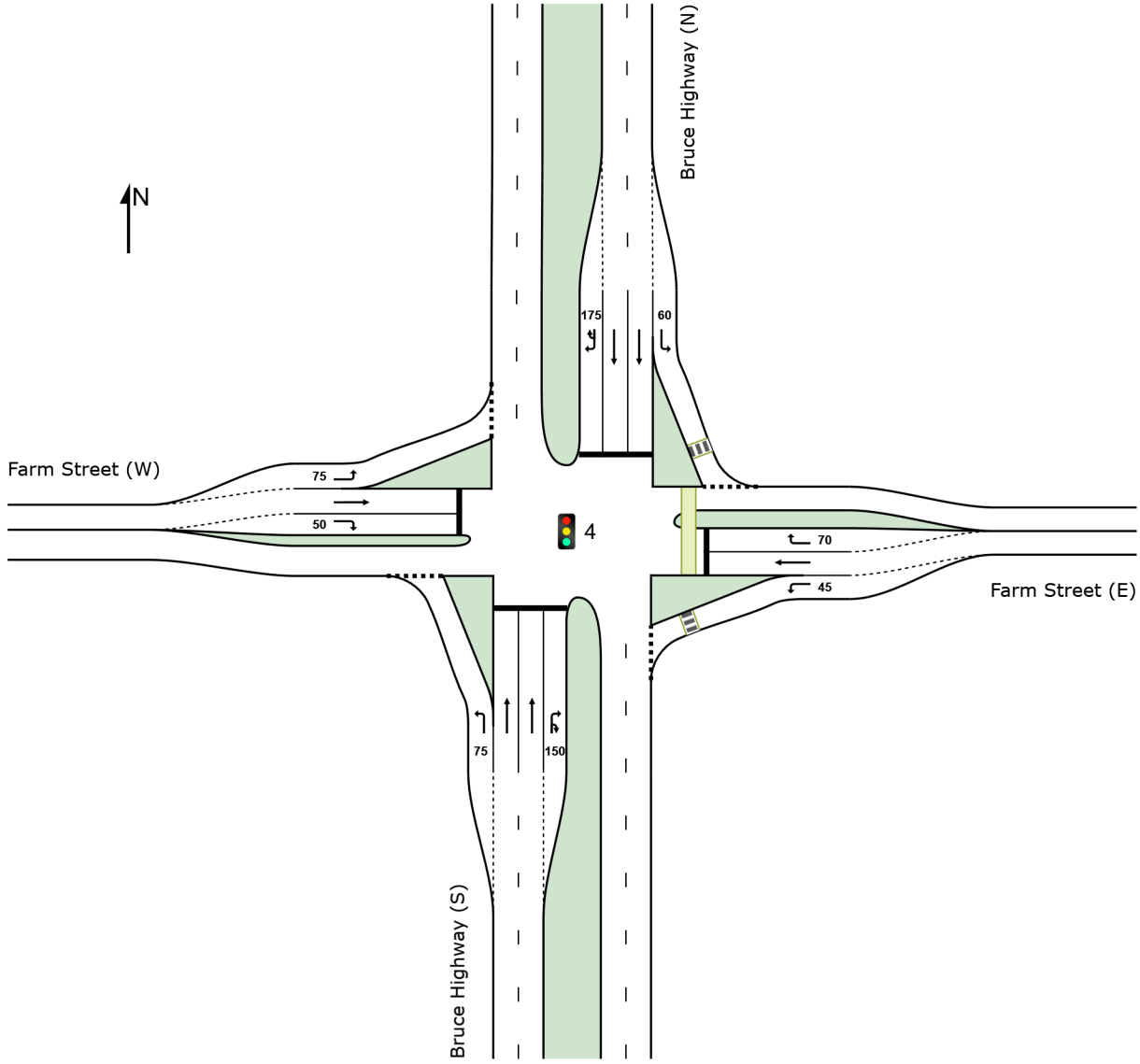
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SITE LAYOUT

Site: 4 [2027BG PM (Site Folder: 4. Bruce Highway / Farm Street)]

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Farm Street
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: 4 [2027BG PM (Site Folder: 4. Bruce Highway / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 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: Bruce Highway (S)															
1	L2	All MCs	20	0.0	20	0.0	0.014	18.1	LOS B	0.2	1.6	0.23	0.62	0.23	54.0
2	T1	All MCs	863	4.6	863	4.6	0.702	45.9	LOS D	24.0	174.9	0.94	0.82	0.94	37.9
3	R2	All MCs	242	2.2	242	2.2	* 0.778	65.5	LOS E	15.9	113.5	1.00	0.89	1.10	29.5
3u	U	All MCs	6	0.0	6	0.0	0.778	66.8	LOS E	15.9	113.5	1.00	0.89	1.10	30.3
Approach			1132	4.0	1132	4.0	0.778	49.7	LOS D	24.0	174.9	0.94	0.83	0.96	34.5
East: Farm Street (E)															
4	L2	All MCs	156	1.4	156	1.4	0.176	16.4	LOS B	4.0	28.6	0.49	0.69	0.49	47.9
5	T1	All MCs	120	4.5	120	4.5	0.686	65.1	LOS E	7.8	56.6	1.00	0.84	1.08	29.2
6	R2	All MCs	124	0.9	124	0.9	* 0.729	71.8	LOS E	8.2	57.7	1.00	0.87	1.12	26.8
Approach			400	2.2	400	2.2	0.729	48.2	LOS D	8.2	57.7	0.80	0.79	0.86	33.5
North: Bruce Highway (N)															
7	L2	All MCs	167	1.3	167	1.3	0.151	29.7	LOS C	3.9	27.7	0.44	0.70	0.44	48.4
8	T1	All MCs	877	6.6	877	6.6	* 0.770	50.6	LOS D	27.2	201.4	0.97	0.87	0.99	36.9
9	R2	All MCs	138	8.6	138	8.6	0.588	60.7	LOS E	10.2	76.0	0.97	0.82	0.97	29.4
9u	U	All MCs	34	3.2	34	3.2	0.588	62.0	LOS E	10.2	76.0	0.97	0.82	0.97	28.7
Approach			1216	6.0	1216	6.0	0.770	49.2	LOS D	27.2	201.4	0.89	0.84	0.91	34.2
West: Farm Street (W)															
10	L2	All MCs	178	6.1	178	6.1	0.204	14.5	LOS B	4.3	31.8	0.46	0.69	0.46	47.2
11	T1	All MCs	298	3.2	298	3.2	* 0.785	68.8	LOS E	18.7	134.6	1.00	0.91	1.08	31.8
12	R2	All MCs	119	2.7	119	2.7	0.297	65.1	LOS E	6.3	45.1	0.88	0.77	0.88	33.0
Approach			595	4.0	595	4.0	0.785	51.8	LOS D	18.7	134.6	0.81	0.82	0.86	32.2
All Vehicles			3342	4.5	3342	4.5	0.785	49.7	LOS D	27.2	201.4	0.88	0.83	0.91	33.8

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

East: Farm Street (E)											
P2 Full	5	5	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians	5	5	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

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PHASING SUMMARY

Site: 4 [2027BG PM (Site Folder: 4. Bruce Highway / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, E, D, F
Output Phase Sequence: A, E, D, F
Reference Phase: Phase A

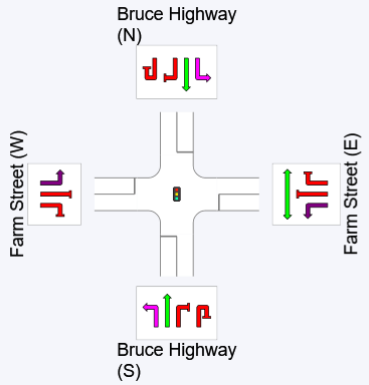
Phase Timing Summary

Phase	A	E	D	F
Phase Change Time (sec)	0	48	83	101
Green Time (sec)	42	29	12	23
Phase Time (sec)	48	35	18	29
Phase Split	37%	27%	14%	22%
Phase Frequency (%)	100.0	100.0	100.0	100.0

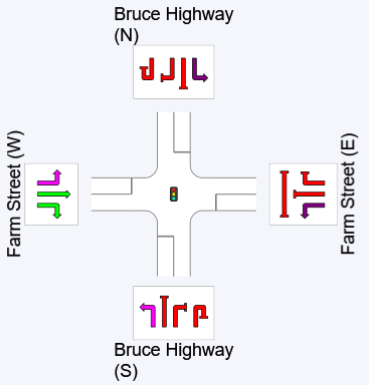
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

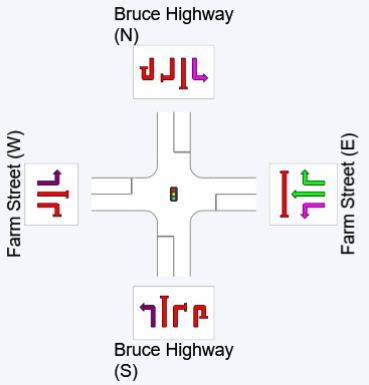
Phase A **REF**



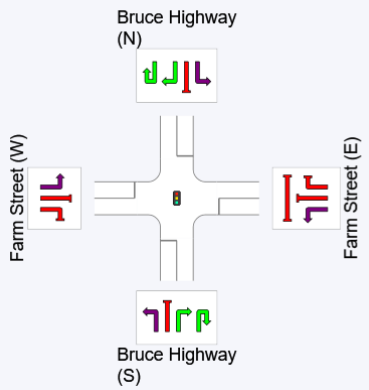
Phase E



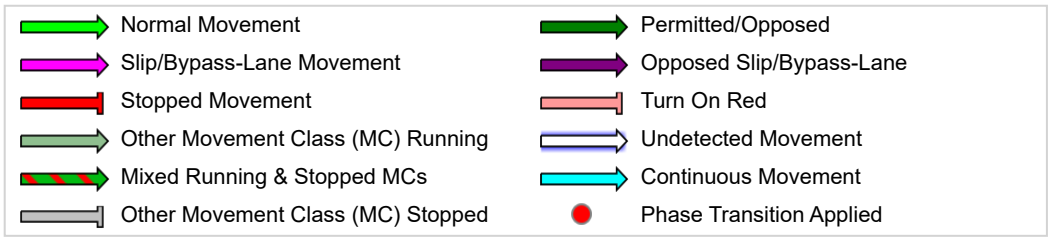
Phase D



Phase F



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 4 [2027BG SAT (Site Folder: 4. Bruce Highway / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 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: Bruce Highway (S)															
1	L2	All MCs	12	0.0	12	0.0	0.008	14.0	LOS B	0.1	0.7	0.18	0.61	0.18	54.9
2	T1	All MCs	954	1.9	954	1.9	0.591	34.4	LOS C	23.2	165.3	0.83	0.74	0.83	42.6
3	R2	All MCs	232	0.0	232	0.0	* 0.625	57.6	LOS E	13.9	97.2	0.97	0.83	0.97	31.6
3u	U	All MCs	6	0.0	6	0.0	0.625	59.0	LOS E	13.9	97.2	0.97	0.83	0.97	32.4
Approach			1203	1.5	1203	1.5	0.625	38.8	LOS D	23.2	165.3	0.85	0.75	0.85	38.7
East: Farm Street (E)															
4	L2	All MCs	138	1.6	138	1.6	0.148	13.0	LOS B	2.9	20.9	0.42	0.67	0.42	50.0
5	T1	All MCs	88	2.4	88	2.4	0.599	65.7	LOS E	5.7	40.7	1.00	0.79	1.03	29.1
6	R2	All MCs	93	0.0	93	0.0	* 0.648	72.1	LOS E	6.0	42.3	1.00	0.82	1.06	26.8
Approach			319	1.4	319	1.4	0.648	44.8	LOS D	6.0	42.3	0.75	0.75	0.77	34.6
North: Bruce Highway (N)															
7	L2	All MCs	135	0.0	135	0.0	0.103	20.5	LOS C	2.1	14.5	0.31	0.66	0.31	51.9
8	T1	All MCs	957	2.8	957	2.8	* 0.625	36.7	LOS D	24.9	178.5	0.85	0.75	0.85	42.3
9	R2	All MCs	91	1.2	91	1.2	0.366	54.6	LOS D	7.0	49.3	0.90	0.79	0.90	31.1
9u	U	All MCs	37	0.0	37	0.0	0.366	56.0	LOS E	7.0	49.3	0.90	0.79	0.90	30.6
Approach			1219	2.3	1219	2.3	0.625	36.8	LOS D	24.9	178.5	0.79	0.75	0.79	39.3
West: Farm Street (W)															
10	L2	All MCs	128	0.8	128	0.8	0.164	12.9	LOS B	2.8	19.5	0.42	0.67	0.42	49.2
11	T1	All MCs	143	0.8	143	0.8	* 0.633	61.0	LOS E	8.9	63.1	1.00	0.81	1.02	30.2
12	R2	All MCs	31	3.6	31	3.6	0.148	62.5	LOS E	1.8	12.8	0.93	0.72	0.93	29.9
Approach			302	1.1	302	1.1	0.633	40.7	LOS D	8.9	63.1	0.74	0.74	0.75	35.8
All Vehicles			3043	1.8	3043	1.8	0.648	38.8	LOS D	24.9	178.5	0.81	0.75	0.81	38.1

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

East: Farm Street (E)											
P2 Full	1	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians	1	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

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PHASING SUMMARY

Site: 4 [2027BG SAT (Site Folder: 4. Bruce Highway / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, E, D, F
Output Phase Sequence: A, E, D, F
Reference Phase: Phase A

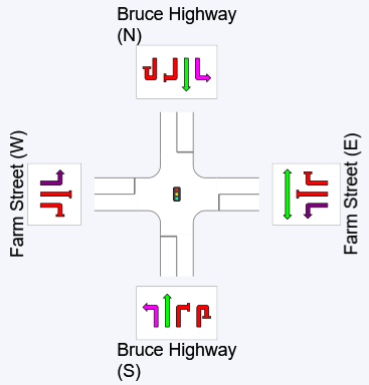
Phase Timing Summary

Phase	A	E	D	F
Phase Change Time (sec)	0	60	81	97
Green Time (sec)	54	15	10	27
Phase Time (sec)	60	21	16	33
Phase Split	46%	16%	12%	25%
Phase Frequency (%)	100.0	100.0	100.0	100.0

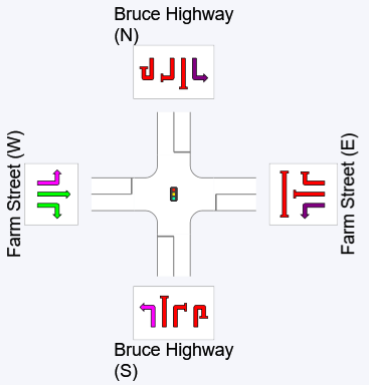
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

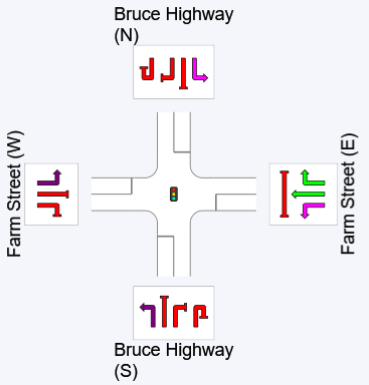
Phase A **REF**



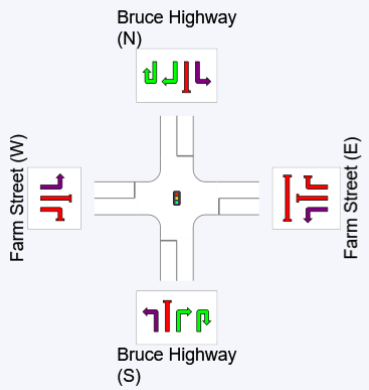
Phase E



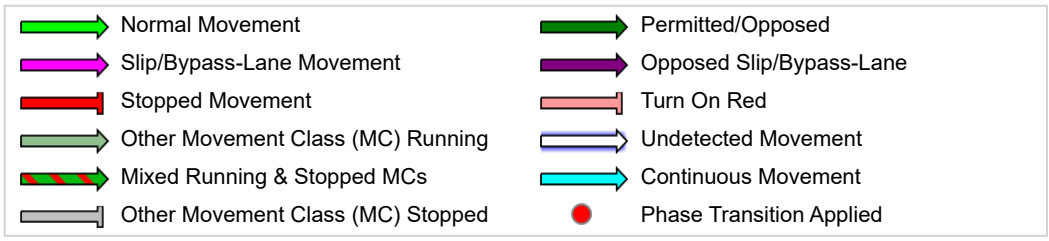
Phase D



Phase F



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 4 [2027DES PM (Site Folder: 4. Bruce Highway / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 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: Bruce Highway (S)															
1	L2	All MCs	20	0.0	20	0.0	0.014	19.2	LOS B	0.2	1.7	0.24	0.62	0.24	53.9
2	T1	All MCs	895	4.6	895	4.6	0.711	45.8	LOS D	24.9	181.2	0.94	0.82	0.94	38.1
3	R2	All MCs	242	2.2	242	2.2	* 0.778	65.5	LOS E	15.9	113.5	1.00	0.89	1.10	29.5
3u	U	All MCs	6	0.0	6	0.0	0.778	66.8	LOS E	15.9	113.5	1.00	0.89	1.10	30.3
Approach			1163	4.0	1163	4.0	0.778	49.6	LOS D	24.9	181.2	0.94	0.83	0.96	34.5
East: Farm Street (E)															
4	L2	All MCs	156	1.4	156	1.4	0.179	16.8	LOS B	4.1	29.2	0.50	0.69	0.50	47.6
5	T1	All MCs	120	4.5	120	4.5	0.749	67.5	LOS E	8.0	58.0	1.00	0.88	1.14	28.7
6	R2	All MCs	124	0.9	124	0.9	* 0.796	74.9	LOS E	8.4	59.4	1.00	0.91	1.20	26.1
Approach			400	2.2	400	2.2	0.796	50.1	LOS D	8.4	59.4	0.81	0.82	0.91	32.9
North: Bruce Highway (N)															
7	L2	All MCs	167	1.3	167	1.3	0.151	30.3	LOS C	3.9	27.8	0.44	0.70	0.44	48.3
8	T1	All MCs	908	6.6	908	6.6	* 0.781	50.7	LOS D	28.4	210.0	0.97	0.87	1.00	36.9
9	R2	All MCs	146	8.6	146	8.6	0.615	61.0	LOS E	10.8	80.2	0.98	0.82	0.98	29.3
9u	U	All MCs	34	3.2	34	3.2	0.615	62.3	LOS E	10.8	80.2	0.98	0.82	0.98	28.7
Approach			1256	6.0	1256	6.0	0.781	49.5	LOS D	28.4	210.0	0.90	0.84	0.92	34.1
West: Farm Street (W)															
10	L2	All MCs	186	6.1	186	6.1	0.218	15.0	LOS B	4.7	34.6	0.48	0.69	0.48	46.9
11	T1	All MCs	298	3.2	298	3.2	* 0.785	68.8	LOS E	18.7	134.6	1.00	0.91	1.08	31.8
12	R2	All MCs	119	2.7	119	2.7	0.297	65.1	LOS E	6.3	45.1	0.88	0.77	0.88	33.0
Approach			603	4.0	603	4.0	0.785	51.5	LOS D	18.7	134.6	0.81	0.82	0.86	32.3
All Vehicles			3422	4.5	3422	4.5	0.796	50.0	LOS D	28.4	210.0	0.89	0.83	0.92	33.8

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

East: Farm Street (E)											
P2 Full	5	5	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians	5	5	59.2	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

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PHASING SUMMARY

Site: 4 [2027DES PM (Site Folder: 4. Bruce Highway / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, E, D, F
Output Phase Sequence: A, E, D, F
Reference Phase: Phase A

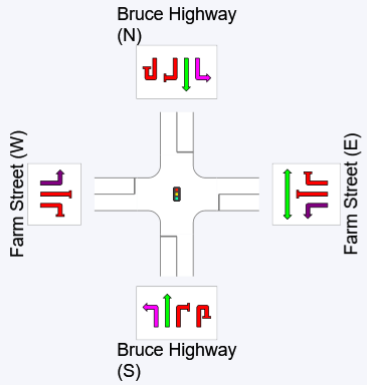
Phase Timing Summary

Phase	A	E	D	F
Phase Change Time (sec)	0	49	84	101
Green Time (sec)	43	29	11	23
Phase Time (sec)	49	35	17	29
Phase Split	38%	27%	13%	22%
Phase Frequency (%)	100.0	100.0	100.0	100.0

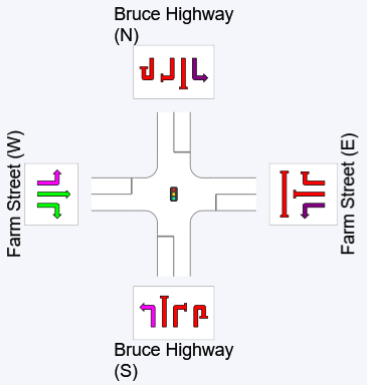
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

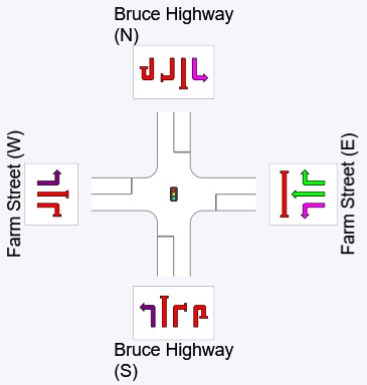
Phase A **REF**



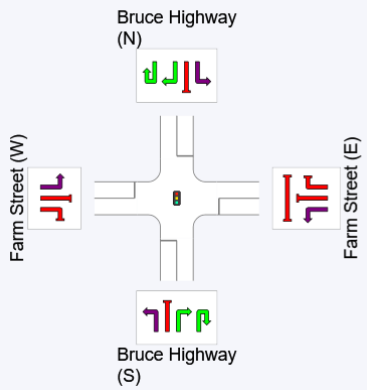
Phase E



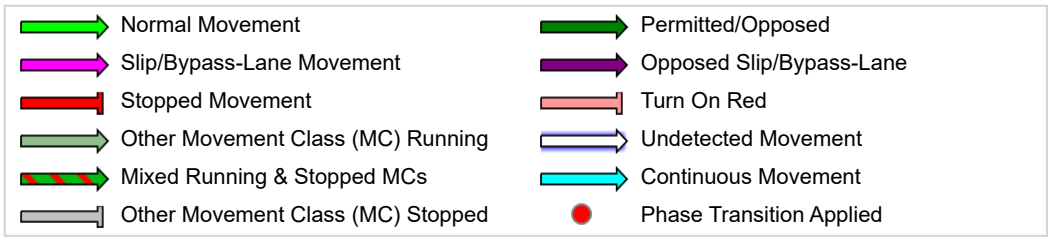
Phase D



Phase F



REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 4 [2027DES SAT (Site Folder: 4. Bruce Highway / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 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: Bruce Highway (S)															
1	L2	All MCs	12	0.0	12	0.0	0.008	16.1	LOS B	0.1	0.7	0.19	0.61	0.19	54.7
2	T1	All MCs	1031	1.9	1031	1.9	0.628	35.4	LOS D	25.5	181.2	0.84	0.75	0.84	42.6
3	R2	All MCs	232	0.0	232	0.0	* 0.650	58.7	LOS E	14.0	98.3	0.97	0.83	0.97	31.3
3u	U	All MCs	6	0.0	6	0.0	0.650	60.0	LOS E	14.0	98.3	0.97	0.83	0.97	32.1
Approach			1280	1.5	1280	1.5	0.650	39.5	LOS D	25.5	181.2	0.86	0.77	0.86	38.4
East: Farm Street (E)															
4	L2	All MCs	138	1.6	138	1.6	0.153	14.2	LOS B	3.2	22.5	0.44	0.67	0.44	49.2
5	T1	All MCs	88	2.4	88	2.4	0.599	65.7	LOS E	5.7	40.7	1.00	0.79	1.03	29.1
6	R2	All MCs	93	0.0	93	0.0	* 0.648	72.1	LOS E	6.0	42.3	1.00	0.82	1.06	26.8
Approach			319	1.4	319	1.4	0.648	45.3	LOS D	6.0	42.3	0.76	0.75	0.78	34.5
North: Bruce Highway (N)															
7	L2	All MCs	135	0.0	135	0.0	0.103	22.4	LOS C	2.1	15.0	0.32	0.66	0.32	51.7
8	T1	All MCs	1034	2.8	1034	2.8	* 0.665	37.6	LOS D	27.4	196.7	0.86	0.77	0.86	42.3
9	R2	All MCs	111	1.2	111	1.2	0.435	56.2	LOS E	8.3	58.5	0.92	0.80	0.92	30.6
9u	U	All MCs	37	0.0	37	0.0	0.435	57.6	LOS E	8.3	58.5	0.92	0.80	0.92	30.1
Approach			1316	2.3	1316	2.3	0.665	38.2	LOS D	27.4	196.7	0.81	0.76	0.81	38.7
West: Farm Street (W)															
10	L2	All MCs	148	0.8	148	0.8	0.198	13.9	LOS B	3.5	24.5	0.45	0.68	0.45	48.5
11	T1	All MCs	143	0.8	143	0.8	* 0.633	61.0	LOS E	8.9	63.1	1.00	0.81	1.02	30.2
12	R2	All MCs	31	3.6	31	3.6	0.148	62.5	LOS E	1.8	12.8	0.93	0.72	0.93	29.9
Approach			322	1.1	322	1.1	0.633	39.4	LOS D	8.9	63.1	0.74	0.74	0.74	36.2
All Vehicles			3237	1.8	3237	1.8	0.665	39.5	LOS D	27.4	196.7	0.82	0.76	0.82	37.8

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

East: Farm Street (E)											
P2 Full	1	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89
All Pedestrians	1	1	59.1	LOS E	0.0	0.0	0.95	0.95	225.8	200.0	0.89

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

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PHASING SUMMARY

Site: 4 [2027DES SAT (Site Folder: 4. Bruce Highway / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Bruce Highway (Yaamba Road) / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, E, D, F
Output Phase Sequence: A, E, D, F
Reference Phase: Phase A

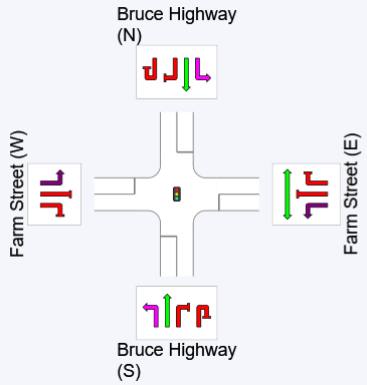
Phase Timing Summary

Phase	A	E	D	F
Phase Change Time (sec)	0	61	82	98
Green Time (sec)	55	15	10	26
Phase Time (sec)	61	21	16	32
Phase Split	47%	16%	12%	25%
Phase Frequency (%)	100.0	100.0	100.0	100.0

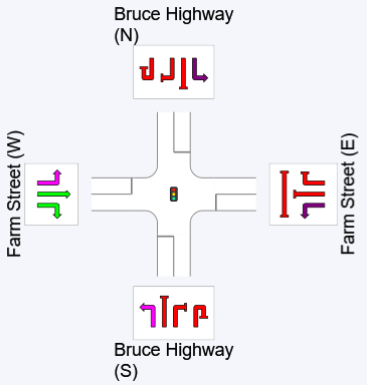
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence

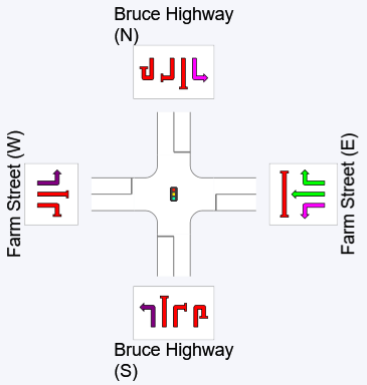
Phase A **REF**



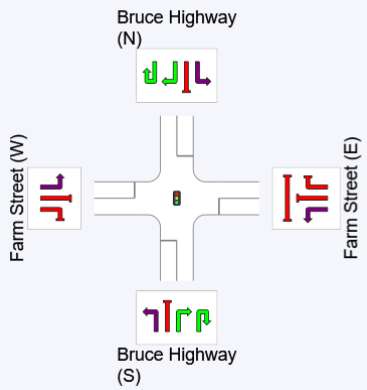
Phase E



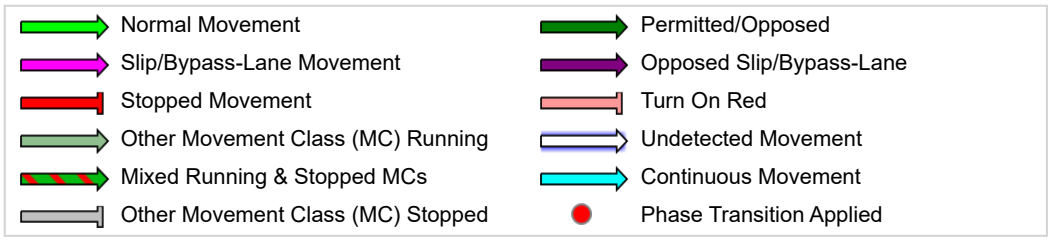
Phase D



Phase F



REF: Reference Phase
VAR: Variable Phase



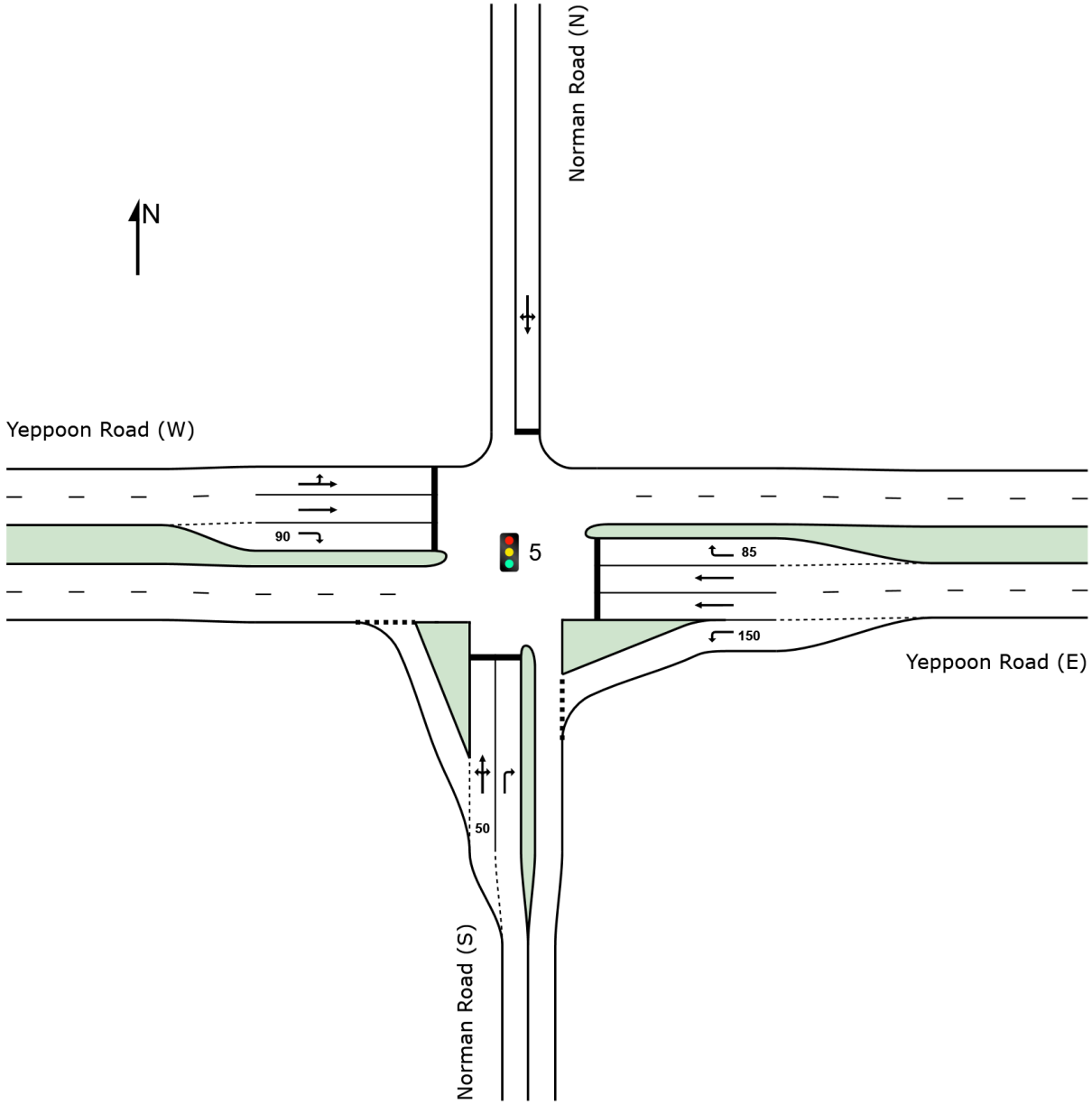
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SITE LAYOUT

Site: 5 [2027BG PM (Site Folder: 5. Norman Road / Yeppoon Road)]

P6897
Rockhampton Netball Centre
Norman Road / Yeppoon Road
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: 5 [2027BG PM (Site Folder: 5. Norman Road / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Yeppoon Road
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: Norman Road (S)															
1	L2	All MCs	193	2.8	193	2.8	0.584	7.0	LOS A	11.9	85.1	0.81	0.82	0.81	46.3
2	T1	All MCs	2	0.0	2	0.0	* 0.584	30.9	LOS C	11.9	85.1	0.81	0.82	0.81	38.8
3	R2	All MCs	563	2.3	563	2.3	0.584	32.5	LOS C	11.9	85.1	0.87	0.82	0.87	44.2
Approach			758	2.4	758	2.4	0.584	26.0	LOS B	11.9	85.1	0.85	0.82	0.85	44.7
East: Yeppoon Road (E)															
4	L2	All MCs	283	2.7	283	2.7	0.215	8.7	LOS A	2.3	16.4	0.36	0.68	0.36	56.4
5	T1	All MCs	181	11.9	181	11.9	0.247	26.2	LOS B	2.7	20.7	0.88	0.69	0.88	46.6
6	R2	All MCs	1	0.0	1	0.0	* 0.039	49.3	LOS D	0.0	0.3	1.00	0.57	1.00	25.5
Approach			465	6.3	465	6.3	0.247	15.6	LOS B	2.7	20.7	0.56	0.68	0.56	52.1
North: Norman Road (N)															
7	L2	All MCs	5	25.0	5	25.0	0.293	46.3	LOS D	0.6	4.3	1.00	0.68	1.00	24.3
8	T1	All MCs	6	0.0	6	0.0	* 0.293	41.7	LOS C	0.6	4.3	1.00	0.68	1.00	27.7
9	R2	All MCs	3	0.0	3	0.0	0.293	46.2	LOS D	0.6	4.3	1.00	0.68	1.00	26.8
Approach			15	8.9	15	8.9	0.293	44.3	LOS D	0.6	4.3	1.00	0.68	1.00	26.2
West: Yeppoon Road (W)															
10	L2	All MCs	3	0.0	3	0.0	* 0.265	34.6	LOS C	4.0	29.2	0.71	0.58	0.71	29.8
11	T1	All MCs	401	5.4	401	5.4	0.265	11.2	LOS A	4.0	29.3	0.71	0.57	0.71	57.3
12	R2	All MCs	238	1.4	238	1.4	* 0.594	34.2	LOS C	7.6	53.8	0.95	0.82	0.95	40.7
Approach			642	3.9	642	3.9	0.594	19.8	LOS B	7.6	53.8	0.80	0.66	0.80	49.6
All Vehicles			1880	3.9	1880	3.9	0.594	21.5	LOS B	11.9	85.1	0.76	0.73	0.76	47.9

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

* Critical Movement (Signal Timing)

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PHASING SUMMARY

Site: 5 [2027BG PM (Site Folder: 5. Norman Road / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F1, F2
Output Phase Sequence: A, D, E, F1, F2
Reference Phase: Phase A

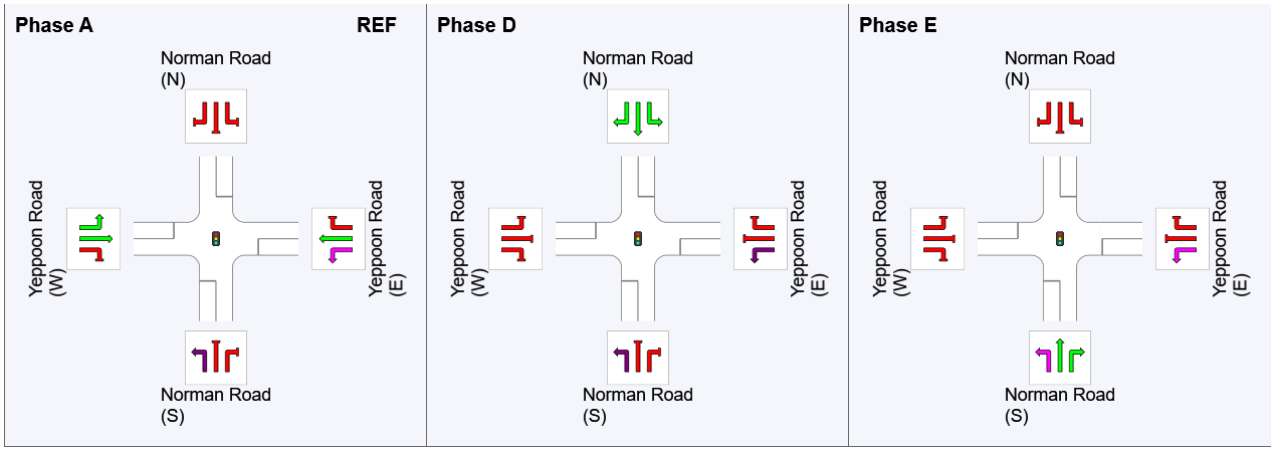
Phase Timing Summary

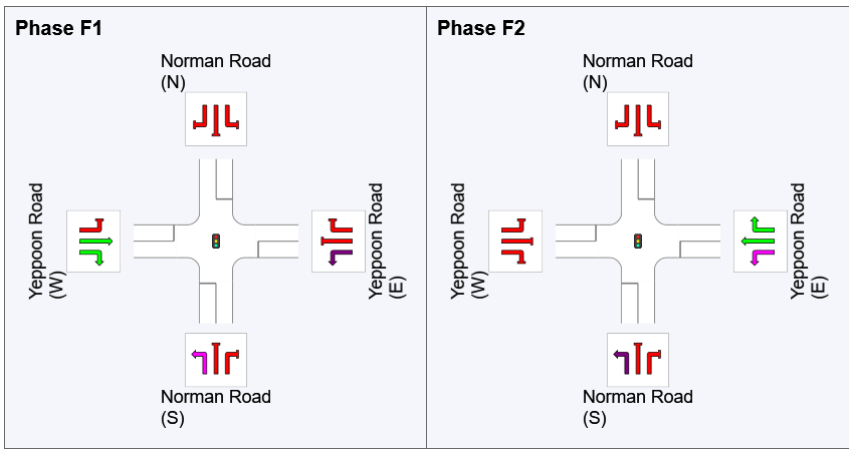
Phase	A	D	E	F1	F2
Phase Change Time (sec)	0	13	21	42	63
Green Time (sec)	13	2	20	15	1
Phase Time (sec)	19	3	26	21	1
Phase Split	27%	4%	37%	30%	1%
Phase Frequency (%)	100.0	23.0[3]	100.0	100.0	1.9[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

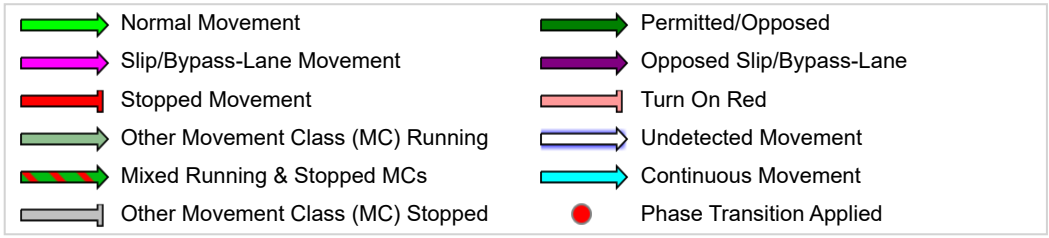
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 5 [2027BG SAT (Site Folder: 5. Norman Road / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Yeppoon Road
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: Norman Road (S)															
1	L2	All MCs	138	0.0	138	0.0	0.347	6.9	LOS A	6.4	44.8	0.67	0.77	0.67	49.2
2	T1	All MCs	1	0.0	1	0.0	* 0.347	25.8	LOS B	6.4	44.8	0.67	0.77	0.67	41.8
3	R2	All MCs	347	1.2	347	1.2	0.347	28.7	LOS C	6.4	44.8	0.76	0.78	0.76	46.2
Approach			486	0.9	486	0.9	0.347	22.5	LOS B	6.4	44.8	0.73	0.77	0.73	47.0
East: Yeppoon Road (E)															
4	L2	All MCs	324	1.0	324	1.0	0.223	7.7	LOS A	1.7	12.2	0.28	0.66	0.28	57.8
5	T1	All MCs	205	4.2	205	4.2	0.234	24.3	LOS B	2.9	21.2	0.85	0.67	0.85	47.8
6	R2	All MCs	2	0.0	2	0.0	* 0.079	50.0	LOS D	0.1	0.6	1.00	0.59	1.00	25.3
Approach			532	2.2	532	2.2	0.234	14.2	LOS A	2.9	21.2	0.50	0.67	0.50	53.3
North: Norman Road (N)															
7	L2	All MCs	3	0.0	3	0.0	0.239	49.5	LOS D	0.3	1.8	1.00	0.64	1.00	25.2
8	T1	All MCs	1	0.0	1	0.0	* 0.239	44.9	LOS D	0.3	1.8	1.00	0.64	1.00	26.0
9	R2	All MCs	2	0.0	2	0.0	0.239	49.4	LOS D	0.3	1.8	1.00	0.64	1.00	25.2
Approach			6	0.0	6	0.0	0.239	48.7	LOS D	0.3	1.8	1.00	0.64	1.00	25.3
West: Yeppoon Road (W)															
10	L2	All MCs	2	0.0	2	0.0	* 0.182	31.7	LOS C	2.7	19.6	0.67	0.52	0.67	30.0
11	T1	All MCs	283	2.3	283	2.3	0.182	10.8	LOS A	2.7	19.6	0.67	0.53	0.67	57.7
12	R2	All MCs	118	1.8	118	1.8	* 0.341	34.2	LOS C	3.6	25.8	0.91	0.78	0.91	40.6
Approach			403	2.1	403	2.1	0.341	17.8	LOS B	3.6	25.8	0.74	0.60	0.74	51.2
All Vehicles			1427	1.7	1427	1.7	0.347	18.2	LOS B	6.4	44.8	0.65	0.68	0.65	50.3

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

* Critical Movement (Signal Timing)

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PHASING SUMMARY

Site: 5 [2027BG SAT (Site Folder: 5. Norman Road / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F1, F2
Output Phase Sequence: A, D, E, F1, F2
Reference Phase: Phase A

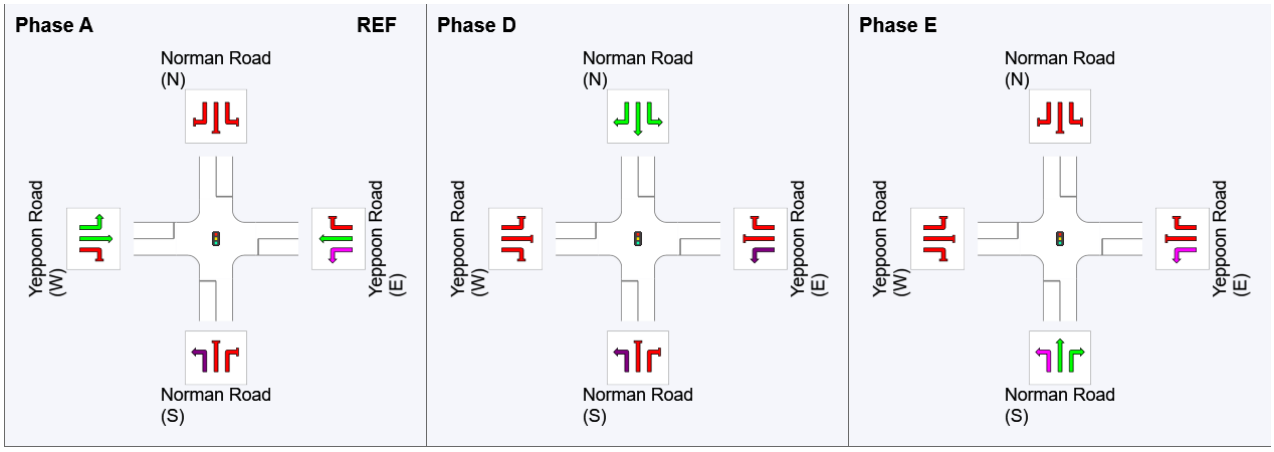
Phase Timing Summary

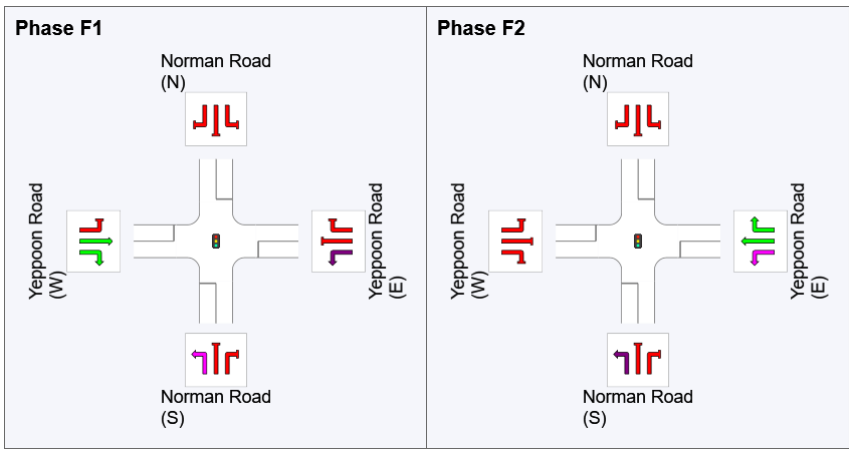
Phase	A	D	E	F1	F2
Phase Change Time (sec)	0	15	22	44	63
Green Time (sec)	15	1	21	13	1
Phase Time (sec)	21	2	27	19	1
Phase Split	30%	3%	39%	27%	1%
Phase Frequency (%)	100.0	10.6[3]	100.0	100.0	3.7[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

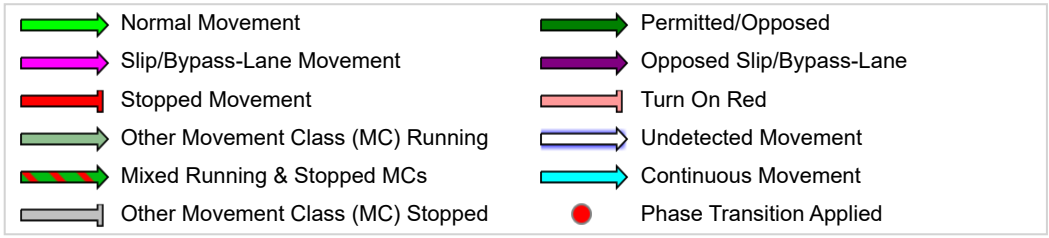
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 5 [2027DES PM (Site Folder: 5. Norman Road / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Yeppoon Road
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: Norman Road (S)															
1	L2	All MCs	240	2.8	240	2.8	0.641	7.0	LOS A	13.2	94.6	0.82	0.83	0.82	46.7
2	T1	All MCs	2	0.0	2	0.0	*0.641	32.4	LOS C	13.2	94.6	0.82	0.83	0.82	39.3
3	R2	All MCs	577	2.3	577	2.3	0.641	33.8	LOS C	13.2	94.6	0.88	0.83	0.89	44.0
Approach			819	2.4	819	2.4	0.641	26.0	LOS B	13.2	94.6	0.87	0.83	0.87	44.8
East: Yeppoon Road (E)															
4	L2	All MCs	296	2.7	296	2.7	0.233	9.0	LOS A	2.6	18.6	0.38	0.69	0.38	56.2
5	T1	All MCs	181	11.9	181	11.9	0.267	27.2	LOS B	2.7	21.2	0.90	0.70	0.90	46.0
6	R2	All MCs	1	0.0	1	0.0	*0.039	49.3	LOS D	0.0	0.3	1.00	0.57	1.00	25.5
Approach			478	6.2	478	6.2	0.267	16.0	LOS B	2.7	21.2	0.58	0.69	0.58	51.8
North: Norman Road (N)															
7	L2	All MCs	5	25.0	5	25.0	0.293	46.3	LOS D	0.6	4.3	1.00	0.68	1.00	24.3
8	T1	All MCs	6	0.0	6	0.0	*0.293	41.7	LOS C	0.6	4.3	1.00	0.68	1.00	27.7
9	R2	All MCs	3	0.0	3	0.0	0.293	46.2	LOS D	0.6	4.3	1.00	0.68	1.00	26.8
Approach			15	8.9	15	8.9	0.293	44.3	LOS D	0.6	4.3	1.00	0.68	1.00	26.2
West: Yeppoon Road (W)															
10	L2	All MCs	3	0.0	3	0.0	*0.257	35.4	LOS C	3.8	28.1	0.69	0.57	0.69	30.1
11	T1	All MCs	401	5.4	401	5.4	0.257	10.5	LOS A	3.9	28.5	0.69	0.56	0.69	57.9
12	R2	All MCs	285	1.4	285	1.4	*0.629	32.9	LOS C	9.0	63.9	0.95	0.83	0.95	41.2
Approach			689	3.7	689	3.7	0.629	19.9	LOS B	9.0	63.9	0.80	0.67	0.80	49.5
All Vehicles			2001	3.8	2001	3.8	0.641	21.6	LOS B	13.2	94.6	0.77	0.74	0.78	47.7

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

* Critical Movement (Signal Timing)

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PHASING SUMMARY

Site: 5 [2027DES PM (Site Folder: 5. Norman Road / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F1, F2
Output Phase Sequence: A, D, E, F1, F2
Reference Phase: Phase A

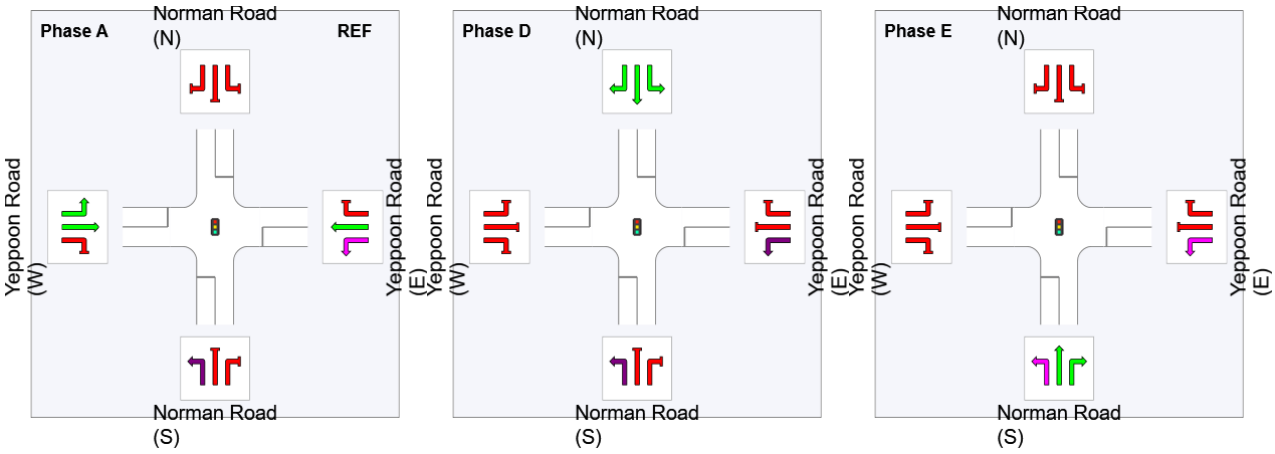
Phase Timing Summary

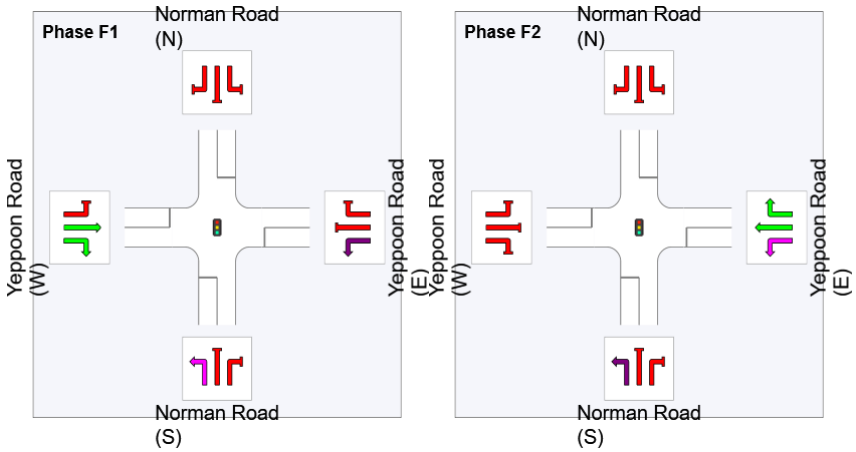
Phase	A	D	E	F1	F2
Phase Change Time (sec)	0	12	20	40	63
Green Time (sec)	12	2	19	17	1
Phase Time (sec)	18	3	25	23	1
Phase Split	26%	4%	36%	33%	1%
Phase Frequency (%)	100.0	23.0[3]	100.0	100.0	1.9[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

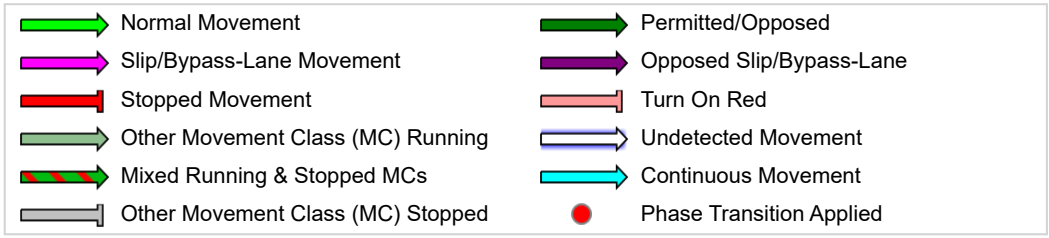
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 5 [2027DES SAT (Site Folder: 5. Norman Road / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Yeppoon Road
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: Norman Road (S)															
1	L2	All MCs	253	0.0	253	0.0	0.438	6.9	LOS A	8.9	62.3	0.66	0.78	0.66	50.4
2	T1	All MCs	1	0.0	1	0.0	*0.438	29.0	LOS C	8.9	62.3	0.66	0.78	0.66	43.2
3	R2	All MCs	377	1.2	377	1.2	0.438	31.8	LOS C	8.9	62.3	0.78	0.79	0.78	45.7
Approach			631	0.7	631	0.7	0.438	21.8	LOS B	8.9	62.3	0.73	0.78	0.73	47.4
East: Yeppoon Road (E)															
4	L2	All MCs	354	1.0	354	1.0	0.269	8.6	LOS A	2.8	19.8	0.36	0.69	0.36	57.0
5	T1	All MCs	206	4.2	206	4.2	0.314	28.4	LOS B	3.2	23.2	0.92	0.72	0.92	45.3
6	R2	All MCs	2	0.0	2	0.0	*0.079	50.0	LOS D	0.1	0.6	1.00	0.59	1.00	25.3
Approach			562	2.2	562	2.2	0.314	16.0	LOS B	3.2	23.2	0.57	0.70	0.57	52.0
North: Norman Road (N)															
7	L2	All MCs	3	0.0	3	0.0	0.239	49.5	LOS D	0.3	1.8	1.00	0.64	1.00	25.2
8	T1	All MCs	1	0.0	1	0.0	*0.239	44.9	LOS D	0.3	1.8	1.00	0.64	1.00	26.0
9	R2	All MCs	2	0.0	2	0.0	0.239	49.4	LOS D	0.3	1.8	1.00	0.64	1.00	25.2
Approach			6	0.0	6	0.0	0.239	48.7	LOS D	0.3	1.8	1.00	0.64	1.00	25.3
West: Yeppoon Road (W)															
10	L2	All MCs	2	0.0	2	0.0	*0.167	34.9	LOS C	2.4	17.3	0.63	0.51	0.63	30.8
11	T1	All MCs	283	2.3	283	2.3	0.167	8.9	LOS A	2.5	17.7	0.63	0.51	0.63	59.5
12	R2	All MCs	233	1.8	233	1.8	*0.437	29.0	LOS C	6.6	47.2	0.86	0.80	0.86	43.1
Approach			518	2.1	518	2.1	0.437	18.0	LOS B	6.6	47.2	0.74	0.64	0.74	50.7
All Vehicles			1717	1.6	1717	1.6	0.438	18.9	LOS B	8.9	62.3	0.68	0.71	0.68	49.7

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

* Critical Movement (Signal Timing)

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PHASING SUMMARY

Site: 5 [2027DES SAT (Site Folder: 5. Norman Road / Yeppoon Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Yeppoon Road
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F1, F2
Output Phase Sequence: A, D, E, F1, F2
Reference Phase: Phase A

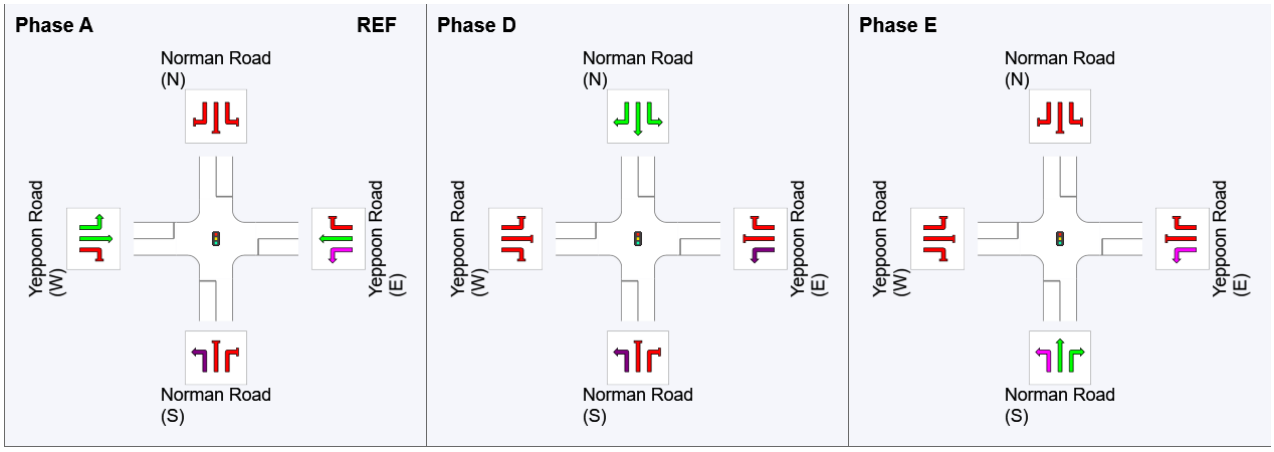
Phase Timing Summary

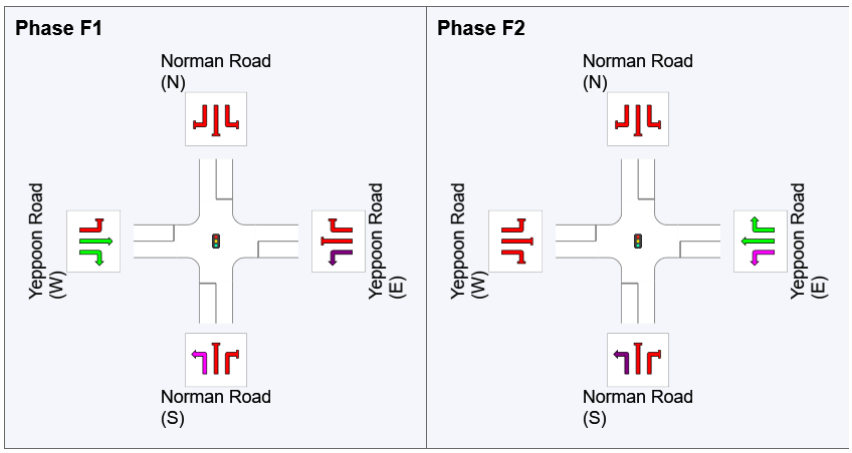
Phase	A	D	E	F1	F2
Phase Change Time (sec)	0	11	18	37	63
Green Time (sec)	11	1	18	20	1
Phase Time (sec)	17	2	24	26	1
Phase Split	24%	3%	34%	37%	1%
Phase Frequency (%)	100.0	10.6[3]	100.0	100.0	3.7[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

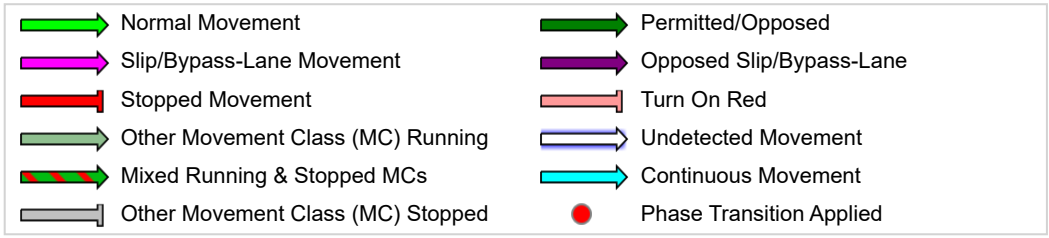
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase

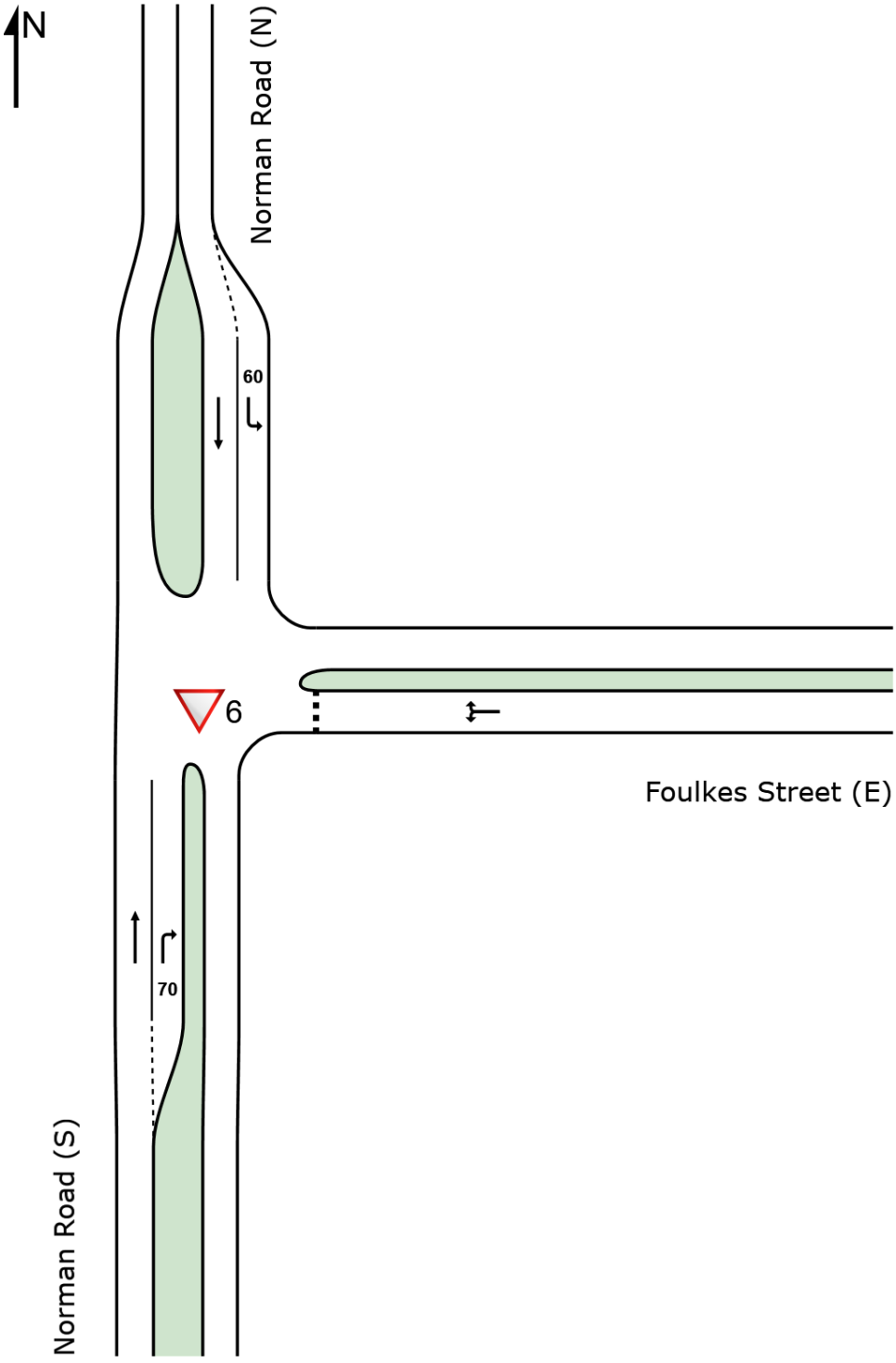


SITE LAYOUT

Site: 6 [2027BG PM (Site Folder: 6. Norman Road / Foulkes Street)]

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 6 [2027BG PM (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street
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: Norman Road (S)															
2	T1	All MCs	725	2.5	725	2.5	0.374	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
3	R2	All MCs	114	1.0	114	1.0	0.131	8.9	LOS A	0.5	3.9	0.51	0.73	0.51	49.8
Approach			839	2.3	839	2.3	0.374	1.3	NA	0.5	3.9	0.07	0.10	0.07	65.8
East: Foulkes Street (E)															
4	L2	All MCs	96	0.0	96	0.0	0.333	8.4	LOS A	1.4	10.1	0.74	0.88	0.92	44.9
6	R2	All MCs	29	0.0	29	0.0	0.333	37.6	LOS E	1.4	10.1	0.74	0.88	0.92	42.9
Approach			125	0.0	125	0.0	0.333	15.3	LOS C	1.4	10.1	0.74	0.88	0.92	44.4
North: Norman Road (N)															
7	L2	All MCs	39	2.8	39	2.8	0.022	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	56.8
8	T1	All MCs	464	1.6	464	1.6	0.241	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
Approach			503	1.7	503	1.7	0.241	0.5	NA	0.0	0.0	0.00	0.05	0.00	68.6
All Vehicles			1467	1.9	1467	1.9	0.374	2.2	NA	1.4	10.1	0.10	0.15	0.12	63.8

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: 6 [2027BG SAT (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street
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: Norman Road (S)															
2	T1	All MCs	492	0.7	492	0.7	0.251	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
3	R2	All MCs	68	0.0	68	0.0	0.072	8.3	LOS A	0.3	2.1	0.46	0.67	0.46	50.3
Approach			560	0.6	560	0.6	0.251	1.1	NA	0.3	2.1	0.06	0.08	0.06	66.3
East: Foulkes Street (E)															
4	L2	All MCs	66	1.6	66	1.6	0.158	6.6	LOS A	0.6	4.2	0.58	0.72	0.58	48.0
6	R2	All MCs	23	0.0	23	0.0	0.158	17.8	LOS C	0.6	4.2	0.58	0.72	0.58	46.5
Approach			89	1.2	89	1.2	0.158	9.5	LOS A	0.6	4.2	0.58	0.72	0.58	47.6
North: Norman Road (N)															
7	L2	All MCs	34	3.2	34	3.2	0.019	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	56.7
8	T1	All MCs	404	0.8	404	0.8	0.208	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
Approach			438	1.0	438	1.0	0.208	0.5	NA	0.0	0.0	0.00	0.05	0.00	68.7
All Vehicles			1087	0.8	1087	0.8	0.251	1.5	NA	0.6	4.2	0.08	0.12	0.08	64.9

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: 6 [2037BG PM (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street
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: Norman Road (S)															
2	T1	All MCs	804	2.5	804	2.5	0.415	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
3	R2	All MCs	125	1.0	125	1.0	0.155	9.4	LOS A	0.6	4.5	0.54	0.75	0.54	49.5
Approach			929	2.3	929	2.3	0.415	1.4	NA	0.6	4.5	0.07	0.10	0.07	65.7
East: Foulkes Street (E)															
4	L2	All MCs	106	0.0	106	0.0	0.469	10.9	LOS B	2.2	15.5	0.82	1.02	1.21	41.9
6	R2	All MCs	33	0.0	33	0.0	0.469	53.6	LOS F	2.2	15.5	0.82	1.02	1.21	39.9
Approach			139	0.0	139	0.0	0.469	21.0	LOS C	2.2	15.5	0.82	1.02	1.21	41.5
North: Norman Road (N)															
7	L2	All MCs	43	2.8	43	2.8	0.024	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	56.8
8	T1	All MCs	515	1.6	515	1.6	0.267	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach			558	1.7	558	1.7	0.267	0.5	NA	0.0	0.0	0.00	0.05	0.00	68.6
All Vehicles			1626	1.9	1626	1.9	0.469	2.8	NA	2.2	15.5	0.11	0.16	0.15	63.2

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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MOVEMENT SUMMARY

Site: 6 [2037BG SAT (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street
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: Norman Road (S)															
2	T1	All MCs	545	0.7	545	0.7	0.278	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
3	R2	All MCs	76	0.0	76	0.0	0.085	8.6	LOS A	0.3	2.4	0.49	0.70	0.49	50.0
Approach			621	0.6	621	0.6	0.278	1.1	NA	0.3	2.4	0.06	0.09	0.06	66.3
East: Foulkes Street (E)															
4	L2	All MCs	74	1.6	74	1.6	0.198	7.0	LOS A	0.7	5.2	0.63	0.76	0.63	47.2
6	R2	All MCs	25	0.0	25	0.0	0.198	21.5	LOS C	0.7	5.2	0.63	0.76	0.63	45.7
Approach			99	1.2	99	1.2	0.198	10.7	LOS B	0.7	5.2	0.63	0.76	0.63	46.9
North: Norman Road (N)															
7	L2	All MCs	38	3.2	38	3.2	0.021	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	56.7
8	T1	All MCs	449	0.8	449	0.8	0.232	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
Approach			487	1.0	487	1.0	0.232	0.5	NA	0.0	0.0	0.00	0.05	0.00	68.6
All Vehicles			1207	0.8	1207	0.8	0.278	1.7	NA	0.7	5.2	0.08	0.12	0.08	64.8

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.

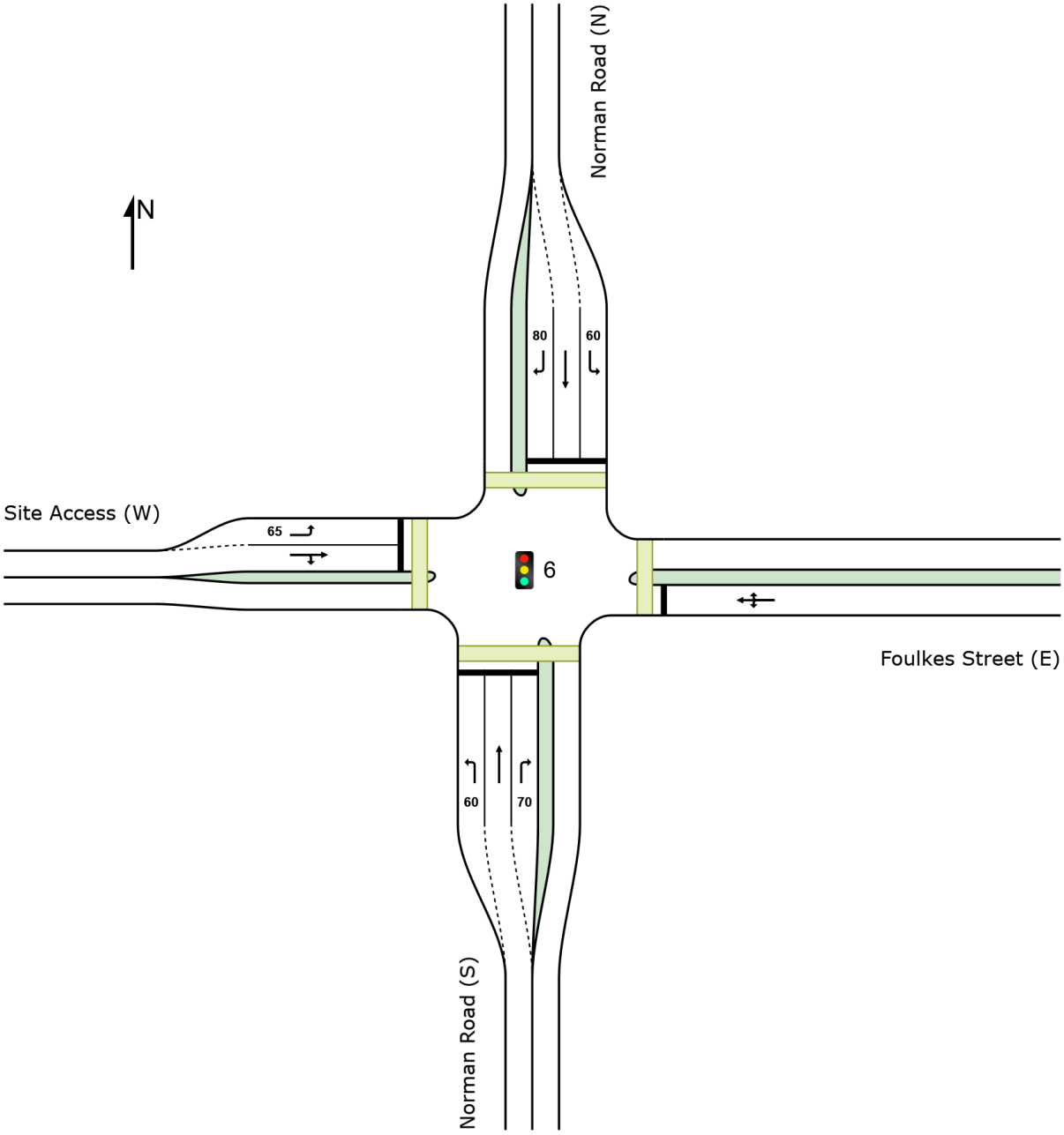
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SITE LAYOUT

Site: 6 [2027DES PM (Site Folder: 6. Norman Road / Foulkes Street)]

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street - Signalised
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: 6 [2027DES PM (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street - Signalised
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	20	0.0	20	0.0	0.019	22.0	LOS C	0.2	1.7	0.45	0.66	0.45	43.6
2	T1	All MCs	725	2.5	725	2.5	*0.853	41.0	LOS D	32.1	229.7	0.96	0.96	1.08	42.2
3	R2	All MCs	114	1.0	114	1.0	0.610	60.0	LOS E	5.1	36.0	1.00	0.80	1.05	31.7
Approach			859	2.2	859	2.2	0.853	43.1	LOS D	32.1	229.7	0.96	0.93	1.06	35.7
East: Foulkes Street (E)															
4	L2	All MCs	96	0.0	96	0.0	0.357	20.1	LOS C	3.4	24.0	0.91	0.77	0.91	40.1
5	T1	All MCs	1	0.0	1	0.0	*0.357	37.1	LOS D	3.4	24.0	0.91	0.77	0.91	34.2
6	R2	All MCs	29	0.0	29	0.0	0.357	40.3	LOS D	3.4	24.0	0.91	0.77	0.91	38.0
Approach			126	0.0	126	0.0	0.357	25.0	LOS C	3.4	24.0	0.91	0.77	0.91	39.6
North: Norman Road (N)															
7	L2	All MCs	39	2.8	39	2.8	0.037	17.5	LOS B	0.7	5.2	0.45	0.68	0.45	44.0
8	T1	All MCs	464	1.6	464	1.6	0.637	27.3	LOS C	16.8	119.0	0.88	0.77	0.88	45.5
9	R2	All MCs	59	0.0	59	0.0	*0.565	55.3	LOS E	2.8	19.4	1.00	0.77	1.06	26.5
Approach			562	1.5	562	1.5	0.637	29.5	LOS C	16.8	119.0	0.86	0.76	0.87	41.0
West: Site Access (W)															
10	L2	All MCs	59	0.0	59	0.0	0.129	32.1	LOS C	2.0	14.2	0.81	0.71	0.81	31.8
11	T1	All MCs	1	0.0	1	0.0	*0.092	38.8	LOS D	0.8	5.9	0.92	0.69	0.92	29.4
12	R2	All MCs	20	0.0	20	0.0	0.092	42.1	LOS D	0.8	5.9	0.92	0.69	0.92	31.2
Approach			80	0.0	80	0.0	0.129	34.7	LOS C	2.0	14.2	0.84	0.70	0.84	31.6
All Vehicles			1627	1.7	1627	1.7	0.853	36.6	LOS D	32.1	229.7	0.91	0.85	0.97	37.4

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: Norman Road (S)												

P1	Full	20	21	39.2	LOS D	0.1	0.1	0.93	0.93	205.9	200.0	0.97
East: Foulkes Street (E)												
P2	Full	20	21	39.2	LOS D	0.1	0.1	0.93	0.93	205.9	200.0	0.97
North: Norman Road (N)												
P3	Full	20	21	39.2	LOS D	0.1	0.1	0.93	0.93	193.1	200.0	1.04
West: Site Access (W)												
P4	Full	20	21	39.2	LOS D	0.1	0.1	0.93	0.93	193.1	200.0	1.04
All Pedestrians		80	84	39.2	LOS D	0.1	0.1	0.93	0.93	199.5	200.0	1.00

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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PHASING SUMMARY

Site: 6 [2027DES PM (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street - Signalised
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Proposed Plan
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F, F2*
Reference Phase: Phase A
(* Variable Phase)

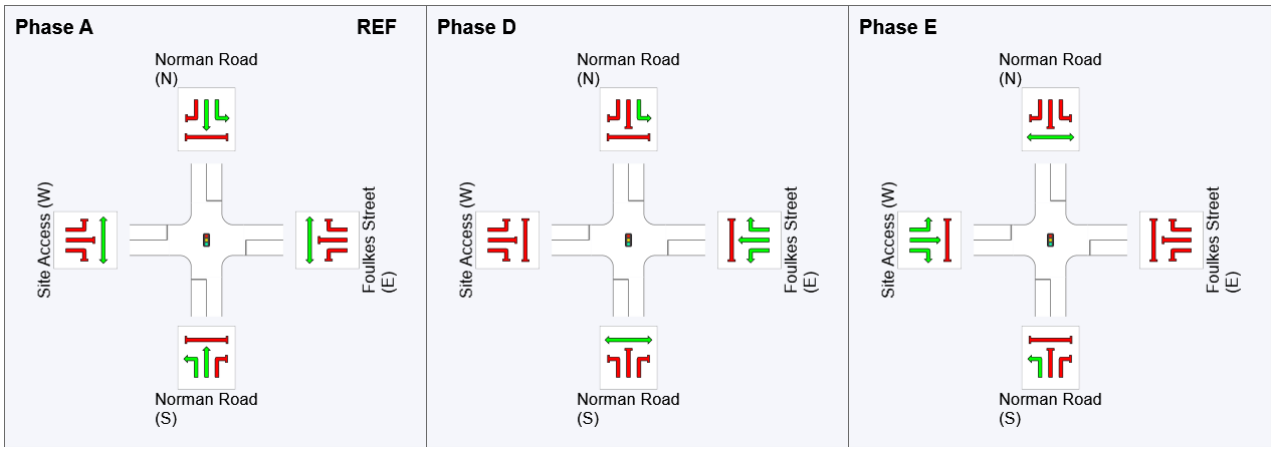
Phase Timing Summary

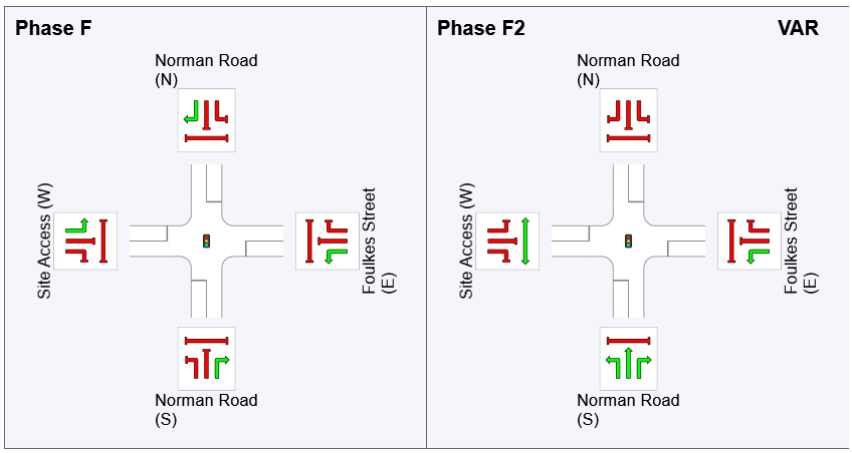
Phase	A	D	E	F	F2
Phase Change Time (sec)	0	40	58	75	86
Green Time (sec)	34	12	11	5	***
Phase Time (sec)	40	18	17	9	6
Phase Split	44%	20%	19%	10%	7%
Phase Frequency (%)	100.0	92.5[3]	100.0	74.7[3]	96.5[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

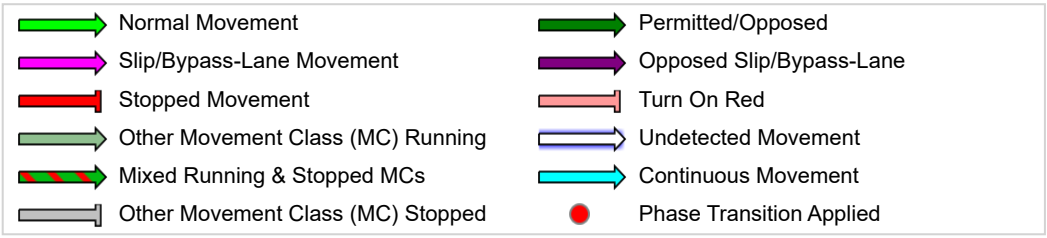
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



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MOVEMENT SUMMARY

Site: 6 [2027DES SAT (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street - Signalised
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	47	0.0	47	0.0	0.059	14.4	LOS B	0.5	3.6	0.61	0.70	0.61	42.8
2	T1	All MCs	492	0.7	492	0.7	* 0.883	37.5	LOS D	19.8	139.3	1.00	1.06	1.31	39.3
3	R2	All MCs	68	0.0	68	0.0	0.365	40.2	LOS D	2.3	16.3	0.97	0.75	0.97	34.9
Approach			607	0.6	607	0.6	0.883	36.0	LOS D	19.8	139.3	0.97	1.00	1.22	38.3
East: Foulkes Street (E)															
4	L2	All MCs	66	1.6	66	1.6	0.241	14.9	LOS B	1.7	12.0	0.88	0.74	0.88	42.7
5	T1	All MCs	1	0.0	1	0.0	* 0.241	26.7	LOS C	1.7	12.0	0.88	0.74	0.88	36.2
6	R2	All MCs	23	0.0	23	0.0	0.241	29.9	LOS C	1.7	12.0	0.88	0.74	0.88	41.0
Approach			91	1.2	91	1.2	0.241	18.9	LOS B	1.7	12.0	0.88	0.74	0.88	42.2
North: Norman Road (N)															
7	L2	All MCs	34	3.2	34	3.2	0.036	15.3	LOS B	0.6	4.0	0.52	0.68	0.52	43.8
8	T1	All MCs	404	0.8	404	0.8	0.722	26.0	LOS C	13.2	92.8	0.96	0.86	1.02	44.7
9	R2	All MCs	142	0.0	142	0.0	* 0.757	44.1	LOS D	5.3	37.2	1.00	0.89	1.25	29.2
Approach			580	0.7	580	0.7	0.757	29.8	LOS C	13.2	92.8	0.94	0.86	1.05	39.5
West: Site Access (W)															
10	L2	All MCs	142	0.0	142	0.0	0.230	22.0	LOS C	3.6	25.0	0.77	0.73	0.77	35.3
11	T1	All MCs	1	0.0	1	0.0	* 0.180	29.6	LOS C	1.5	10.6	0.91	0.72	0.91	31.7
12	R2	All MCs	47	0.0	47	0.0	0.180	32.9	LOS C	1.5	10.6	0.91	0.72	0.91	33.8
Approach			191	0.0	191	0.0	0.230	24.7	LOS C	3.6	25.0	0.80	0.72	0.80	34.9
All Vehicles			1468	0.6	1468	0.6	0.883	31.1	LOS C	19.8	139.3	0.93	0.89	1.08	38.5

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: Norman Road (S)												

P1 Full	20	21	29.3	LOS C	0.0	0.0	0.92	0.92	195.9	200.0	1.02
East: Foulkes Street (E)											
P2 Full	20	21	29.3	LOS C	0.0	0.0	0.92	0.92	195.9	200.0	1.02
North: Norman Road (N)											
P3 Full	20	21	29.3	LOS C	0.0	0.0	0.92	0.92	183.1	200.0	1.09
West: Site Access (W)											
P4 Full	20	21	29.3	LOS C	0.0	0.0	0.92	0.92	183.1	200.0	1.09
All Pedestrians	80	84	29.3	LOS C	0.0	0.0	0.92	0.92	189.5	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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PHASING SUMMARY

Site: 6 [2027DES SAT (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street - Signalised
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Proposed Plan
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

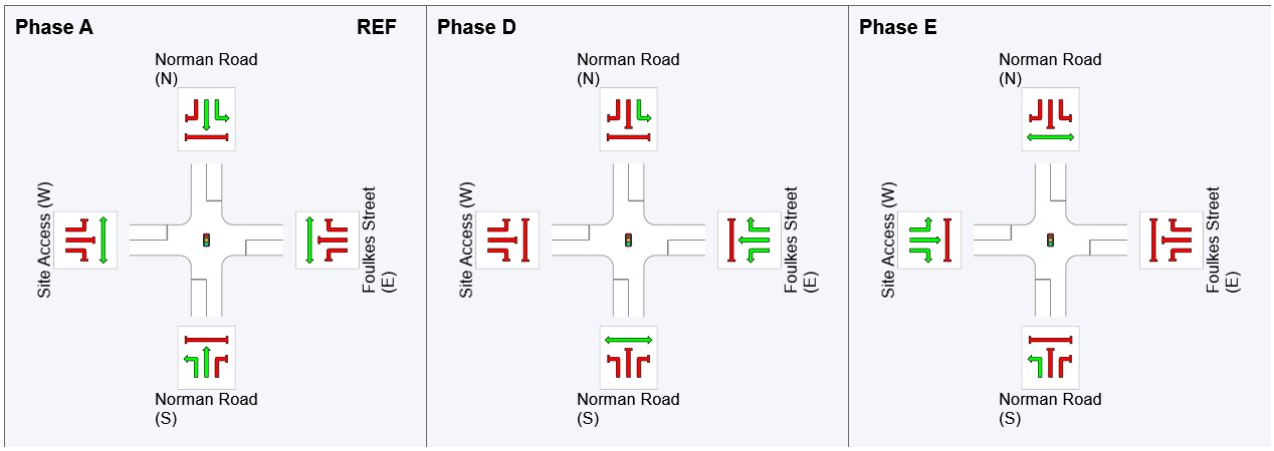
Phase Timing Summary

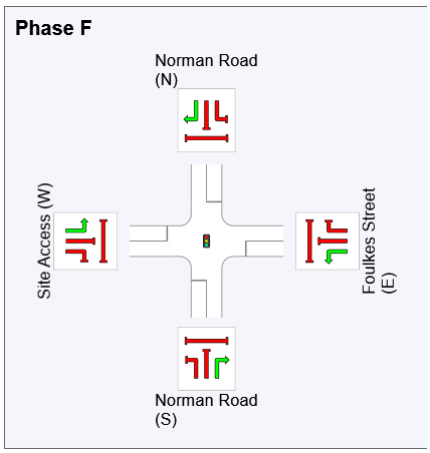
Phase	A	D	E	F
Phase Change Time (sec)	0	26	42	57
Green Time (sec)	20	10	10	7
Phase Time (sec)	26	15	16	13
Phase Split	37%	21%	23%	19%
Phase Frequency (%)	100.0	77.5[3]	100.0	98.4[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

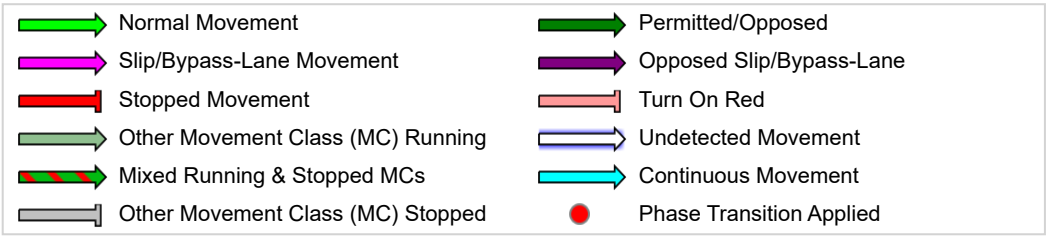
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 6 [2037DES PM (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street - Signalised
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	20	0.0	20	0.0	0.018	23.7	LOS C	0.2	1.7	0.42	0.65	0.42	43.8
2	T1	All MCs	804	2.5	804	2.5	*0.859	42.7	LOS D	38.2	273.3	0.95	0.94	1.04	42.4
3	R2	All MCs	125	1.0	125	1.0	0.611	66.2	LOS E	6.1	43.4	1.00	0.80	1.03	30.7
Approach			949	2.2	949	2.2	0.859	45.4	LOS D	38.2	273.3	0.95	0.91	1.03	34.8
East: Foulkes Street (E)															
4	L2	All MCs	106	0.0	106	0.0	0.430	23.9	LOS C	4.6	32.2	0.94	0.78	0.94	38.1
5	T1	All MCs	1	0.0	1	0.0	*0.430	44.8	LOS D	4.6	32.2	0.94	0.78	0.94	32.7
6	R2	All MCs	33	0.0	33	0.0	0.430	48.0	LOS D	4.6	32.2	0.94	0.78	0.94	36.0
Approach			140	0.0	140	0.0	0.430	29.7	LOS C	4.6	32.2	0.94	0.78	0.94	37.6
North: Norman Road (N)															
7	L2	All MCs	43	2.8	43	2.8	0.039	20.7	LOS C	0.8	6.0	0.43	0.68	0.43	44.0
8	T1	All MCs	515	1.6	515	1.6	0.643	30.5	LOS C	19.9	141.2	0.85	0.75	0.85	45.5
9	R2	All MCs	59	0.0	59	0.0	*0.628	61.7	LOS E	3.1	21.7	1.00	0.79	1.12	25.2
Approach			617	1.5	617	1.5	0.643	32.8	LOS C	19.9	141.2	0.84	0.75	0.85	39.5
West: Site Access (W)															
10	L2	All MCs	59	0.0	59	0.0	0.143	37.4	LOS D	2.3	16.3	0.84	0.72	0.84	30.2
11	T1	All MCs	1	0.0	1	0.0	*0.102	44.3	LOS D	1.0	6.7	0.93	0.69	0.93	28.1
12	R2	All MCs	20	0.0	20	0.0	0.102	47.6	LOS D	1.0	6.7	0.93	0.69	0.93	29.8
Approach			80	0.0	80	0.0	0.143	40.1	LOS D	2.3	16.3	0.86	0.71	0.86	30.1
All Vehicles			1786	1.7	1786	1.7	0.859	39.6	LOS D	38.2	273.3	0.91	0.84	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: Norman Road (S)												

P1 Full	20	21	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95
East: Foulkes Street (E)											
P2 Full	20	21	44.2	LOS E	0.1	0.1	0.94	0.94	210.9	200.0	0.95
North: Norman Road (N)											
P3 Full	20	21	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: Site Access (W)											
P4 Full	20	21	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians	80	84	44.2	LOS E	0.1	0.1	0.94	0.94	204.5	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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PHASING SUMMARY

Site: 6 [2037DES PM (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street - Signalised
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Proposed Plan
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F, F2*
Reference Phase: Phase A
(* Variable Phase)

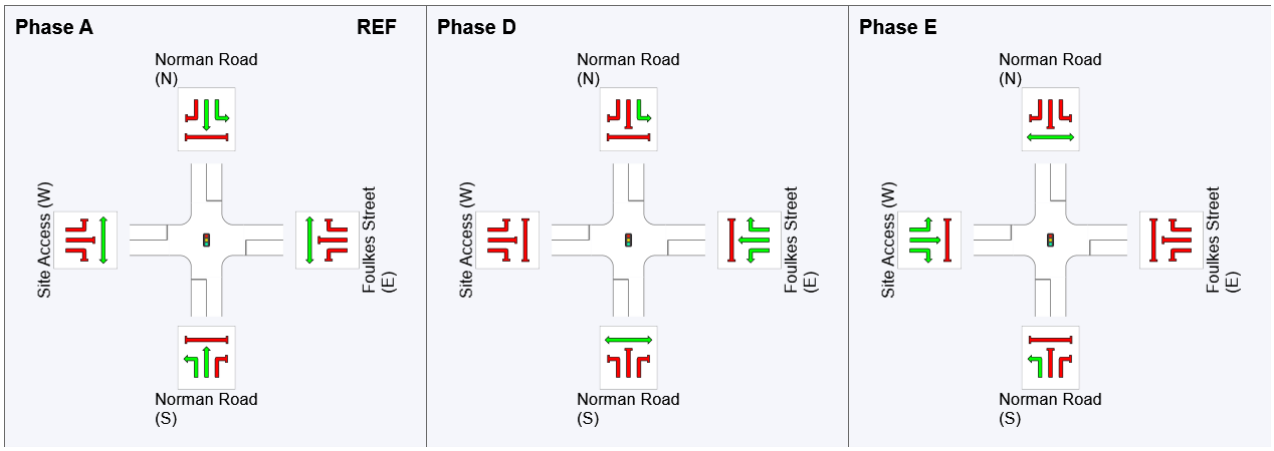
Phase Timing Summary

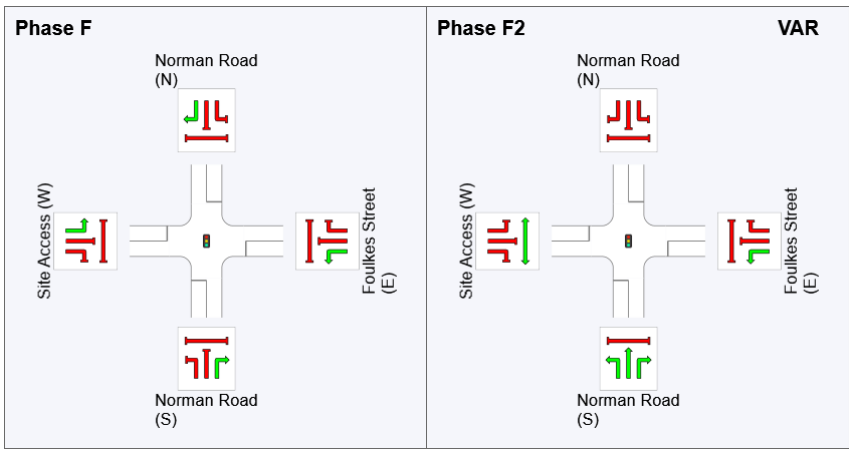
Phase	A	D	E	F	F2
Phase Change Time (sec)	0	48	66	83	94
Green Time (sec)	42	12	11	5	1
Phase Time (sec)	48	18	17	10	7
Phase Split	48%	18%	17%	10%	7%
Phase Frequency (%)	100.0	96.0[3]	100.0	78.5[3]	98.3[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

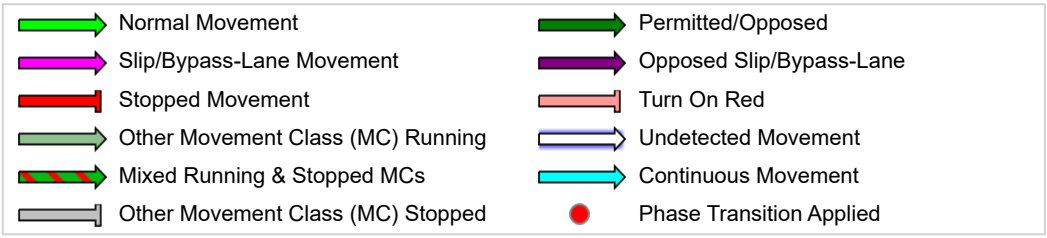
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 6 [2037DES SAT (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street - Signalised
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	47	0.0	47	0.0	0.053	18.3	LOS B	0.5	3.8	0.56	0.69	0.56	42.9
2	T1	All MCs	545	0.7	545	0.7	* 0.842	38.5	LOS D	22.5	158.4	0.99	0.97	1.16	40.9
3	R2	All MCs	76	0.0	76	0.0	0.404	47.5	LOS D	2.9	20.6	0.98	0.76	0.98	33.4
Approach			668	0.6	668	0.6	0.842	38.1	LOS D	22.5	158.4	0.96	0.93	1.09	37.5
East: Foulkes Street (E)															
4	L2	All MCs	74	1.6	74	1.6	0.278	17.0	LOS B	2.3	16.0	0.89	0.75	0.89	41.4
5	T1	All MCs	1	0.0	1	0.0	* 0.278	30.9	LOS C	2.3	16.0	0.89	0.75	0.89	35.3
6	R2	All MCs	25	0.0	25	0.0	0.278	34.1	LOS C	2.3	16.0	0.89	0.75	0.89	39.7
Approach			100	1.2	100	1.2	0.278	21.5	LOS C	2.3	16.0	0.89	0.75	0.89	40.9
North: Norman Road (N)															
7	L2	All MCs	38	3.2	38	3.2	0.038	15.3	LOS B	0.7	4.8	0.48	0.68	0.48	43.9
8	T1	All MCs	449	0.8	449	0.8	0.680	25.0	LOS C	15.3	107.7	0.92	0.80	0.92	45.5
9	R2	All MCs	142	0.0	142	0.0	* 0.757	48.9	LOS D	6.0	42.0	1.00	0.89	1.22	28.0
Approach			629	0.8	629	0.8	0.757	29.8	LOS C	15.3	107.7	0.91	0.81	0.96	39.7
West: Site Access (W)															
10	L2	All MCs	142	0.0	142	0.0	0.242	25.6	LOS C	4.2	29.1	0.78	0.73	0.78	33.9
11	T1	All MCs	1	0.0	1	0.0	* 0.187	34.1	LOS C	1.7	12.1	0.92	0.72	0.92	30.5
12	R2	All MCs	47	0.0	47	0.0	0.187	37.4	LOS D	1.7	12.1	0.92	0.72	0.92	32.5
Approach			191	0.0	191	0.0	0.242	28.6	LOS C	4.2	29.1	0.82	0.73	0.82	33.5
All Vehicles			1588	0.6	1588	0.6	0.842	32.6	LOS C	22.5	158.4	0.92	0.85	0.99	38.0

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: Norman Road (S)												

P1	Full	20	21	34.3	LOS D	0.0	0.0	0.93	0.93	200.9	200.0	1.00
East: Foulkes Street (E)												
P2	Full	20	21	34.3	LOS D	0.0	0.0	0.93	0.93	200.9	200.0	1.00
North: Norman Road (N)												
P3	Full	20	21	34.3	LOS D	0.0	0.0	0.93	0.93	188.1	200.0	1.06
West: Site Access (W)												
P4	Full	20	21	34.3	LOS D	0.0	0.0	0.93	0.93	188.1	200.0	1.06
All Pedestrians		80	84	34.3	LOS D	0.0	0.0	0.93	0.93	194.5	200.0	1.03

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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PHASING SUMMARY

Site: 6 [2037DES SAT (Site Folder: 6. Norman Road / Foulkes Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Foulkes Street - Signalised
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Proposed Plan
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

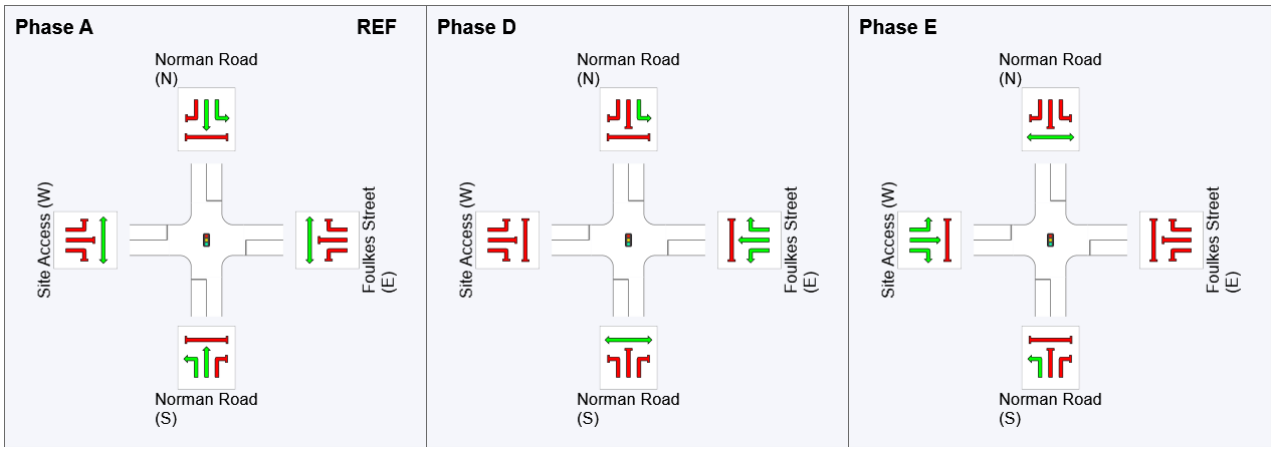
Phase Timing Summary

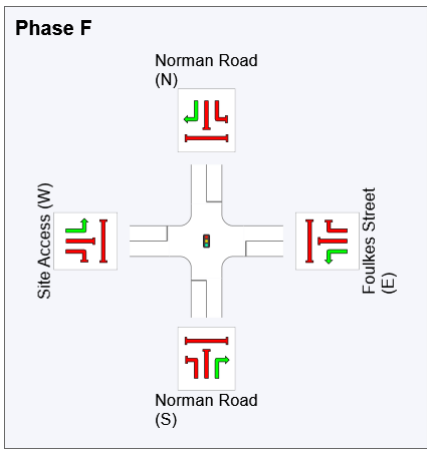
Phase	A	D	E	F
Phase Change Time (sec)	0	33	50	66
Green Time (sec)	27	11	11	8
Phase Time (sec)	33	16	17	14
Phase Split	41%	20%	21%	18%
Phase Frequency (%)	100.0	84.7[3]	100.0	99.3[3]

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

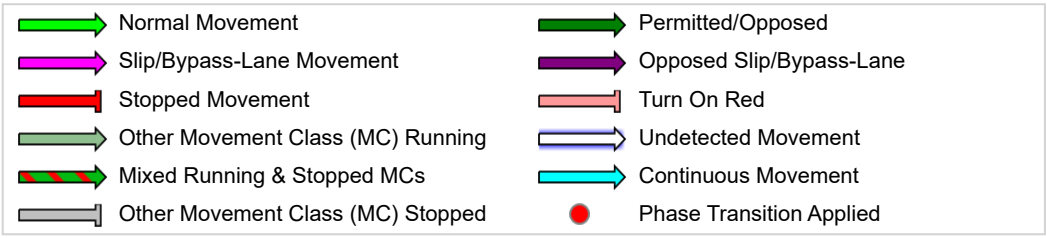
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase

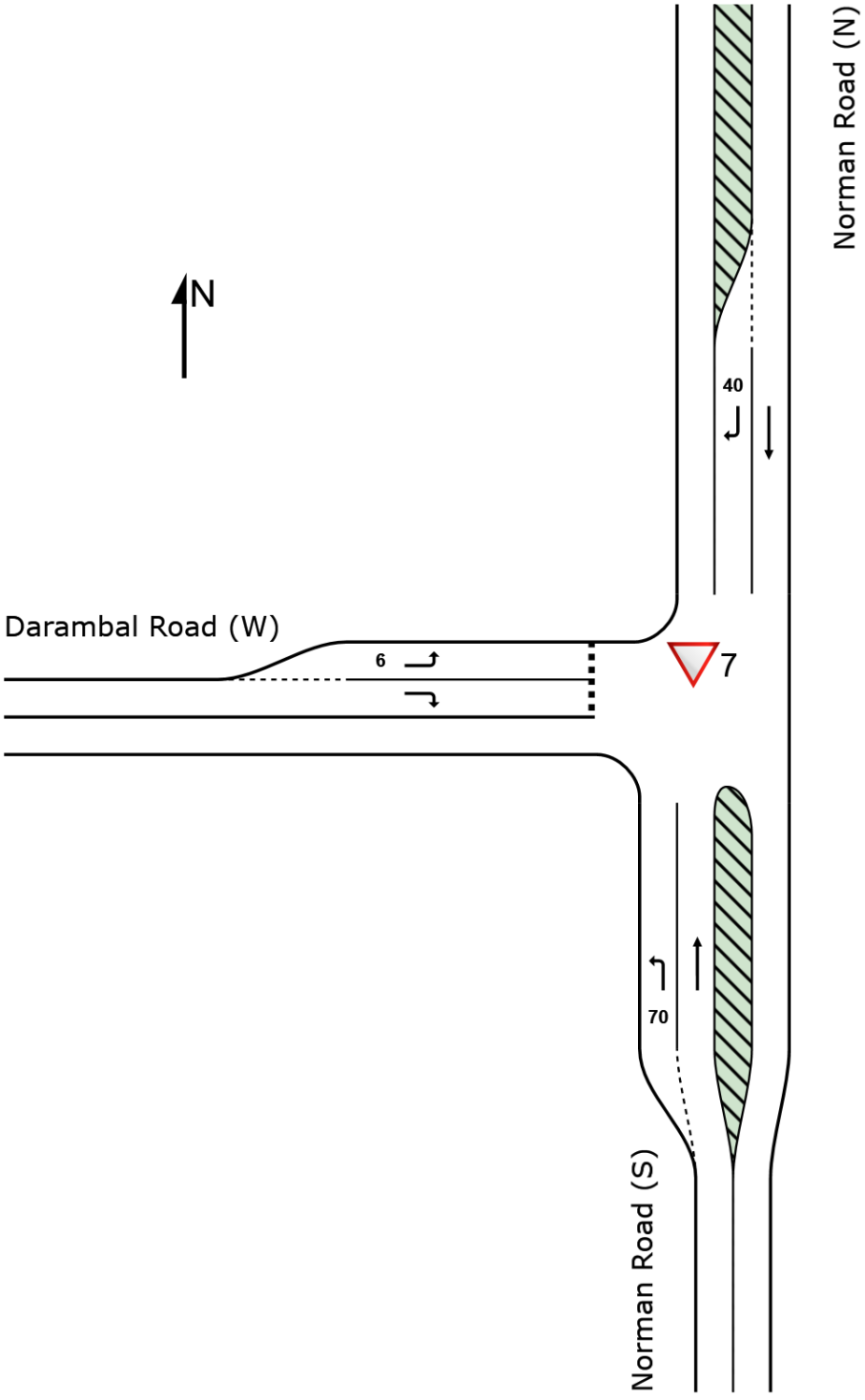


SITE LAYOUT

Site: 7 [2027BG PM (Site Folder: 7. Norman Road / Darambal Road)]

P6897
Rockhampton Netball Centre
Norman Road / Darambal Road
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: 7 [2027BG PM (Site Folder: 7. Norman Road / Darambal Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Darambal Road
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: Norman Road (S)															
1	L2	All MCs	29	3.7	29	3.7	0.016	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	57.9
2	T1	All MCs	797	1.2	797	1.2	0.408	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
Approach			826	1.3	826	1.3	0.408	0.3	NA	0.0	0.0	0.00	0.02	0.00	69.2
North: Norman Road (N)															
8	T1	All MCs	501	2.1	501	2.1	0.258	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
9	R2	All MCs	18	0.0	18	0.0	0.036	12.1	LOS B	0.1	0.9	0.66	0.84	0.66	47.7
Approach			519	2.0	519	2.0	0.258	0.5	NA	0.1	0.9	0.02	0.03	0.02	68.7
West: Darambal Road (W)															
10	L2	All MCs	88	0.0	88	0.0	0.147	9.1	LOS A	0.5	3.4	0.63	0.83	0.63	48.5
12	R2	All MCs	78	0.0	78	0.0	0.302	19.2	LOS C	1.0	7.0	0.85	0.97	0.99	42.8
Approach			166	0.0	166	0.0	0.302	13.8	LOS B	1.0	7.0	0.73	0.89	0.80	45.7
All Vehicles			1512	1.4	1512	1.4	0.408	1.9	NA	1.0	7.0	0.09	0.12	0.10	65.3

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: 7 [2027BG SAT (Site Folder: 7. Norman Road / Darambal Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Darambal Road
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: Norman Road (S)															
1	L2	All MCs	11	0.0	11	0.0	0.006	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	59.0
2	T1	All MCs	545	0.4	545	0.4	0.277	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach			556	0.4	556	0.4	0.277	0.2	NA	0.0	0.0	0.00	0.01	0.00	69.6
North: Norman Road (N)															
8	T1	All MCs	464	0.7	464	0.7	0.237	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
9	R2	All MCs	7	16.7	7	16.7	0.011	10.1	LOS B	0.0	0.3	0.53	0.68	0.53	48.9
Approach			472	0.9	472	1.0	0.237	0.2	NA	0.0	0.3	0.01	0.01	0.01	69.4
West: Darambal Road (W)															
10	L2	All MCs	14	8.3	14	8.3	0.017	7.0	LOS A	0.1	0.4	0.47	0.64	0.47	48.2
12	R2	All MCs	14	0.0	14	0.0	0.032	10.8	LOS B	0.1	0.7	0.67	0.83	0.67	47.5
Approach			27	4.2	27	4.2	0.032	8.9	LOS A	0.1	0.7	0.57	0.73	0.57	47.9
All Vehicles			1055	0.7	1055	0.7	0.277	0.4	NA	0.1	0.7	0.02	0.03	0.02	68.7

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: 7 [2037BG PM (Site Folder: 7. Norman Road / Darambal Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Darambal Road
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: Norman Road (S)															
1	L2	All MCs	33	3.7	33	3.7	0.018	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	57.9
2	T1	All MCs	884	1.2	884	1.2	0.452	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.6
Approach			917	1.3	917	1.3	0.452	0.4	NA	0.0	0.0	0.00	0.02	0.00	69.1
North: Norman Road (N)															
8	T1	All MCs	557	2.1	557	2.1	0.286	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
9	R2	All MCs	20	0.0	20	0.0	0.048	13.6	LOS B	0.2	1.1	0.72	0.89	0.72	46.8
Approach			577	2.0	577	2.0	0.286	0.5	NA	0.2	1.1	0.02	0.03	0.02	68.6
West: Darambal Road (W)															
10	L2	All MCs	98	0.0	98	0.0	0.190	10.3	LOS B	0.6	4.3	0.70	0.86	0.71	47.7
12	R2	All MCs	86	0.0	86	0.0	0.437	26.6	LOS D	1.5	10.4	0.91	1.03	1.17	39.4
Approach			184	0.0	184	0.0	0.437	18.0	LOS C	1.5	10.4	0.79	0.94	0.92	43.4
All Vehicles			1678	1.4	1678	1.4	0.452	2.4	NA	1.5	10.4	0.10	0.13	0.11	64.8

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: 7 [2037BG SAT (Site Folder: 7. Norman Road / Darambal Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Darambal Road
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: Norman Road (S)															
1	L2	All MCs	12	0.0	12	0.0	0.006	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	59.0
2	T1	All MCs	605	0.4	605	0.4	0.308	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach			617	0.4	617	0.4	0.308	0.2	NA	0.0	0.0	0.00	0.01	0.00	69.6
North: Norman Road (N)															
8	T1	All MCs	515	0.7	515	0.7	0.262	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
9	R2	All MCs	7	16.7	7	16.7	0.013	10.8	LOS B	0.0	0.3	0.56	0.71	0.56	48.4
Approach			522	0.9	522	0.9	0.262	0.2	NA	0.0	0.3	0.01	0.01	0.01	69.4
West: Darambal Road (W)															
10	L2	All MCs	15	8.3	15	8.3	0.020	7.5	LOS A	0.1	0.5	0.49	0.66	0.49	48.0
12	R2	All MCs	15	0.0	15	0.0	0.040	12.3	LOS B	0.1	0.8	0.72	0.87	0.72	46.6
Approach			29	4.2	29	4.2	0.040	9.9	LOS A	0.1	0.8	0.61	0.77	0.61	47.3
All Vehicles			1168	0.7	1168	0.7	0.308	0.4	NA	0.1	0.8	0.02	0.03	0.02	68.7

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: 7 [2027DES PM (Site Folder: 7. Norman Road / Darambal Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Darambal Road
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: Norman Road (S)															
1	L2	All MCs	29	3.7	29	3.7	0.016	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	57.9
2	T1	All MCs	817	1.2	817	1.2	0.418	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
Approach			846	1.3	846	1.3	0.418	0.3	NA	0.0	0.0	0.00	0.02	0.00	69.2
North: Norman Road (N)															
8	T1	All MCs	521	2.1	521	2.1	0.268	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
9	R2	All MCs	18	0.0	18	0.0	0.037	12.4	LOS B	0.1	0.9	0.67	0.85	0.67	47.5
Approach			539	2.0	539	2.0	0.268	0.5	NA	0.1	0.9	0.02	0.03	0.02	68.8
West: Darambal Road (W)															
10	L2	All MCs	88	0.0	88	0.0	0.152	9.3	LOS A	0.5	3.5	0.64	0.83	0.64	48.4
12	R2	All MCs	78	0.0	78	0.0	0.323	20.7	LOS C	1.1	7.5	0.86	0.98	1.03	42.1
Approach			166	0.0	166	0.0	0.323	14.6	LOS B	1.1	7.5	0.75	0.90	0.82	45.2
All Vehicles			1552	1.4	1552	1.4	0.418	1.9	NA	1.1	7.5	0.09	0.12	0.10	65.3

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: 7 [2027DES SAT (Site Folder: 7. Norman Road / Darambal Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Darambal Road
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: Norman Road (S)															
1	L2	All MCs	11	0.0	11	0.0	0.006	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	59.0
2	T1	All MCs	593	0.4	593	0.4	0.302	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach			603	0.4	603	0.4	0.302	0.2	NA	0.0	0.0	0.00	0.01	0.00	69.6
North: Norman Road (N)															
8	T1	All MCs	512	0.7	512	0.7	0.261	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
9	R2	All MCs	7	16.7	7	16.7	0.012	10.7	LOS B	0.0	0.3	0.55	0.70	0.55	48.5
Approach			519	0.9	519	0.9	0.261	0.2	NA	0.0	0.3	0.01	0.01	0.01	69.4
West: Darambal Road (W)															
10	L2	All MCs	14	8.3	14	8.3	0.018	7.4	LOS A	0.1	0.4	0.49	0.66	0.49	48.0
12	R2	All MCs	14	0.0	14	0.0	0.036	12.1	LOS B	0.1	0.8	0.71	0.86	0.71	46.7
Approach			27	4.2	27	4.2	0.036	9.7	LOS A	0.1	0.8	0.60	0.76	0.60	47.4
All Vehicles			1149	0.7	1149	0.7	0.302	0.4	NA	0.1	0.8	0.02	0.03	0.02	68.7

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.

MOVEMENT SUMMARY

Site: 7 [2037DES PM (Site Folder: 7. Norman Road / Darambal Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Darambal Road
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: Norman Road (S)															
1	L2	All MCs	33	3.7	33	3.7	0.018	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	57.9
2	T1	All MCs	904	1.2	904	1.2	0.463	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.6
Approach			937	1.3	937	1.3	0.463	0.4	NA	0.0	0.0	0.00	0.02	0.00	69.1
North: Norman Road (N)															
8	T1	All MCs	577	2.1	577	2.1	0.297	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
9	R2	All MCs	20	0.0	20	0.0	0.050	14.0	LOS B	0.2	1.2	0.73	0.90	0.73	46.6
Approach			597	2.0	597	2.0	0.297	0.5	NA	0.2	1.2	0.02	0.03	0.02	68.7
West: Darambal Road (W)															
10	L2	All MCs	98	0.0	98	0.0	0.197	10.7	LOS B	0.6	4.5	0.71	0.87	0.73	47.5
12	R2	All MCs	86	0.0	86	0.0	0.471	29.2	LOS D	1.6	11.2	0.92	1.04	1.21	38.4
Approach			184	0.0	184	0.0	0.471	19.4	LOS C	1.6	11.2	0.81	0.95	0.96	42.7
All Vehicles			1718	1.4	1718	1.4	0.471	2.5	NA	1.6	11.2	0.10	0.12	0.11	64.7

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: 7 [2037DES SAT (Site Folder: 7. Norman Road / Darambal Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Darambal Road
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: Norman Road (S)															
1	L2	All MCs	12	0.0	12	0.0	0.006	6.4	LOS A	0.0	0.0	0.00	0.61	0.00	59.0
2	T1	All MCs	653	0.4	653	0.4	0.332	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach			664	0.4	664	0.4	0.332	0.2	NA	0.0	0.0	0.00	0.01	0.00	69.6
North: Norman Road (N)															
8	T1	All MCs	562	0.7	562	0.7	0.287	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
9	R2	All MCs	7	16.7	7	16.7	0.014	11.5	LOS B	0.0	0.4	0.58	0.73	0.58	48.0
Approach			569	0.9	569	0.9	0.287	0.2	NA	0.0	0.4	0.01	0.01	0.01	69.4
West: Darambal Road (W)															
10	L2	All MCs	15	8.3	15	8.3	0.022	7.9	LOS A	0.1	0.5	0.51	0.69	0.51	47.7
12	R2	All MCs	15	0.0	15	0.0	0.046	13.9	LOS B	0.1	1.0	0.76	0.88	0.76	45.7
Approach			29	4.2	29	4.2	0.046	10.9	LOS B	0.1	1.0	0.64	0.79	0.64	46.7
All Vehicles			1263	0.7	1263	0.7	0.332	0.5	NA	0.1	1.0	0.02	0.03	0.02	68.7

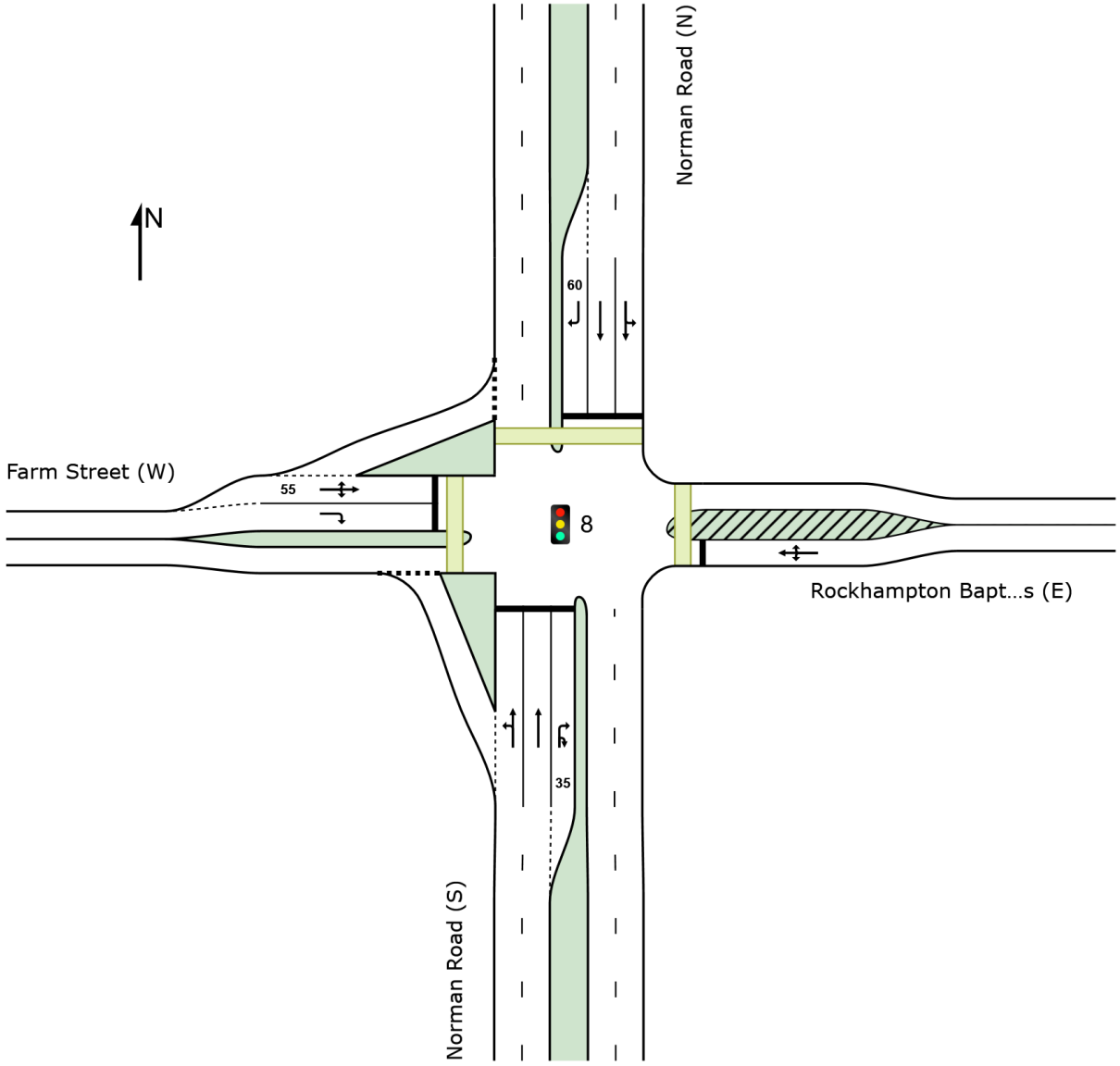
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of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

SITE LAYOUT

Site: 8 [2027BG PM (Site Folder: 8. Norman Road / Farm Street)]

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
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: 8 [2027BG PM (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	136	1.6	136	1.6	0.471	6.6	LOS A	7.7	54.4	0.62	0.61	0.62	51.3
2	T1	All MCs	848	0.8	848	0.8	* 0.471	10.6	LOS B	10.3	72.8	0.64	0.59	0.64	51.9
3	R2	All MCs	3	0.0	3	0.0	0.050	11.4	LOS B	0.3	1.8	0.47	0.69	0.47	45.8
3u	U	All MCs	20	0.0	20	0.0	0.050	12.8	LOS B	0.3	1.8	0.47	0.69	0.47	48.7
Approach			1007	0.9	1007	0.9	0.471	10.1	LOS B	10.3	72.8	0.64	0.60	0.64	51.2
East: Rockhampton Baptist Church Access (E)															
4	L2	All MCs	1	0.0	1	0.0	0.155	48.8	LOS D	0.2	1.2	1.00	0.62	1.00	31.5
5	T1	All MCs	2	0.0	2	0.0	* 0.155	44.3	LOS D	0.2	1.2	1.00	0.62	1.00	32.2
6	R2	All MCs	1	0.0	1	0.0	0.155	48.8	LOS D	0.2	1.2	1.00	0.62	1.00	31.6
Approach			4	0.0	4	0.0	0.155	46.5	LOS D	0.2	1.2	1.00	0.62	1.00	31.8
North: Norman Road (N)															
7	L2	All MCs	1	0.0	1	0.0	0.286	14.8	LOS B	5.6	39.5	0.58	0.49	0.58	46.8
8	T1	All MCs	604	1.4	604	1.4	0.286	9.3	LOS A	5.6	39.5	0.58	0.49	0.58	52.1
9	R2	All MCs	109	0.0	109	0.0	* 0.239	11.9	LOS B	1.2	8.7	0.62	0.71	0.62	48.6
Approach			715	1.2	715	1.2	0.286	9.7	LOS A	5.6	39.5	0.58	0.53	0.58	51.5
West: Farm Street (W)															
10	L2	All MCs	193	1.7	193	1.7	0.395	7.6	LOS A	6.6	46.9	0.64	0.75	0.64	46.0
11	T1	All MCs	2	0.0	2	0.0	* 0.395	24.9	LOS C	6.6	46.9	0.64	0.75	0.64	44.0
12	R2	All MCs	201	1.1	201	1.1	0.395	33.1	LOS C	6.6	46.9	0.76	0.75	0.76	41.5
Approach			396	1.4	396	1.4	0.395	20.6	LOS C	6.6	46.9	0.70	0.75	0.70	43.6
All Vehicles			2122	1.1	2122	1.1	0.471	12.0	LOS B	10.3	72.8	0.63	0.60	0.63	49.6

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

East: Rockhampton Baptist Church Access (E)											
P2 Full	4	4	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Norman Road (N)											
P3 Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Farm Street (W)											
P4 Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians	6	6	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 8 [2027BG PM (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

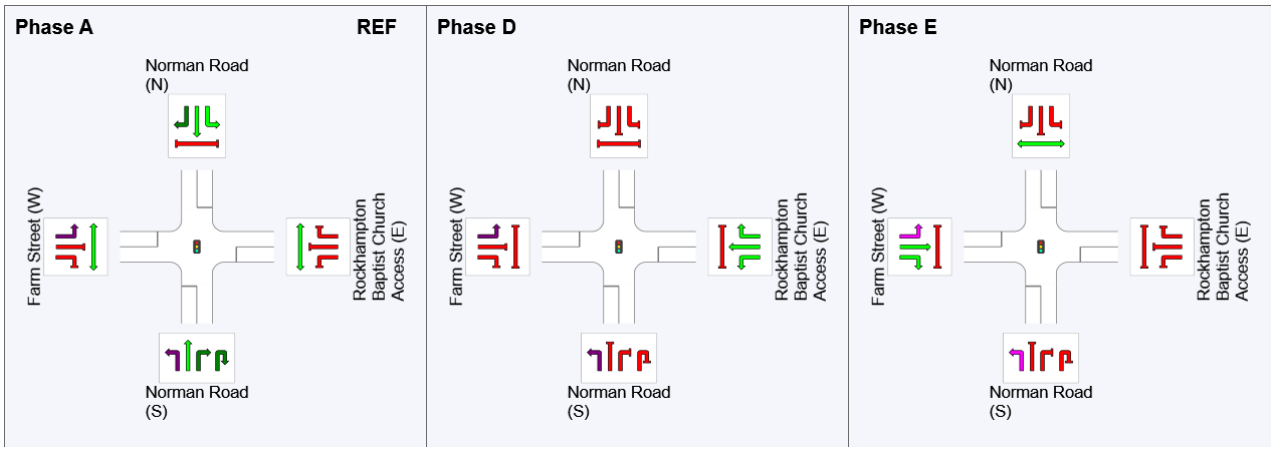
Phase Timing Summary

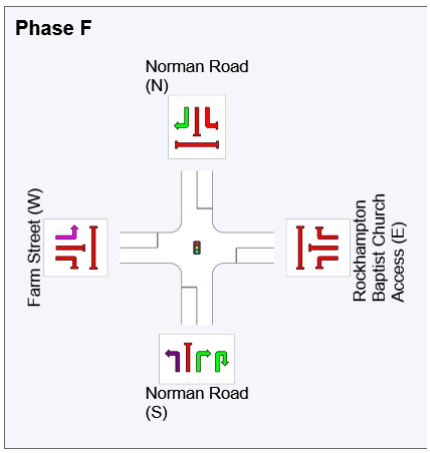
Phase	A	D	E	F
Phase Change Time (sec)	0	44	51	58
Green Time (sec)	38	1	7	6
Phase Time (sec)	44	1	13	12
Phase Split	63%	1%	19%	17%
Phase Frequency (%)	100.0	7.2[3]	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

MOVEMENT SUMMARY

Site: 8 [2027BG SAT (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	119	1.8	119	1.8	0.318	6.3	LOS A	4.2	29.7	0.53	0.55	0.53	52.2
2	T1	All MCs	549	1.2	549	1.2	*0.318	8.5	LOS A	6.3	44.9	0.57	0.52	0.57	52.7
3	R2	All MCs	3	0.0	3	0.0	0.014	9.8	LOS A	0.1	0.5	0.46	0.65	0.46	46.2
3u	U	All MCs	4	0.0	4	0.0	0.014	11.1	LOS B	0.1	0.5	0.46	0.65	0.46	49.0
Approach			676	1.3	676	1.3	0.318	8.2	LOS A	6.3	44.9	0.56	0.53	0.56	52.6
East: Rockhampton Baptist Church Access (E)															
4	L2	All MCs	1	0.0	1	0.0	0.195	49.1	LOS D	0.2	1.5	1.00	0.63	1.00	31.3
5	T1	All MCs	2	0.0	2	0.0	*0.195	44.5	LOS D	0.2	1.5	1.00	0.63	1.00	32.0
6	R2	All MCs	2	0.0	2	0.0	0.195	49.1	LOS D	0.2	1.5	1.00	0.63	1.00	31.4
Approach			5	0.0	5	0.0	0.195	47.3	LOS D	0.2	1.5	1.00	0.63	1.00	31.6
North: Norman Road (N)															
7	L2	All MCs	2	0.0	2	0.0	0.260	14.7	LOS B	5.0	35.3	0.57	0.48	0.57	46.9
8	T1	All MCs	548	1.4	548	1.4	0.260	9.1	LOS A	5.0	35.3	0.57	0.48	0.57	52.2
9	R2	All MCs	94	0.0	94	0.0	*0.158	10.4	LOS B	1.0	7.3	0.51	0.68	0.51	49.6
Approach			644	1.2	644	1.2	0.260	9.3	LOS A	5.0	35.3	0.56	0.51	0.56	51.8
West: Farm Street (W)															
10	L2	All MCs	147	0.0	147	0.0	0.308	6.7	LOS A	5.0	35.2	0.63	0.74	0.63	45.8
11	T1	All MCs	2	0.0	2	0.0	*0.308	27.8	LOS C	5.0	35.2	0.63	0.74	0.63	43.7
12	R2	All MCs	143	3.8	143	3.8	0.308	35.0	LOS C	5.0	35.2	0.75	0.74	0.75	41.5
Approach			293	1.9	293	1.9	0.308	20.7	LOS C	5.0	35.2	0.69	0.74	0.69	43.5
All Vehicles			1618	1.4	1618	1.4	0.318	11.0	LOS B	6.3	44.9	0.58	0.56	0.58	50.2

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

East: Rockhampton Baptist Church Access (E)											
P2	Full	4	4	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Norman Road (N)											
P3	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Farm Street (W)											
P4	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians		6	6	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 8 [2027BG SAT (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

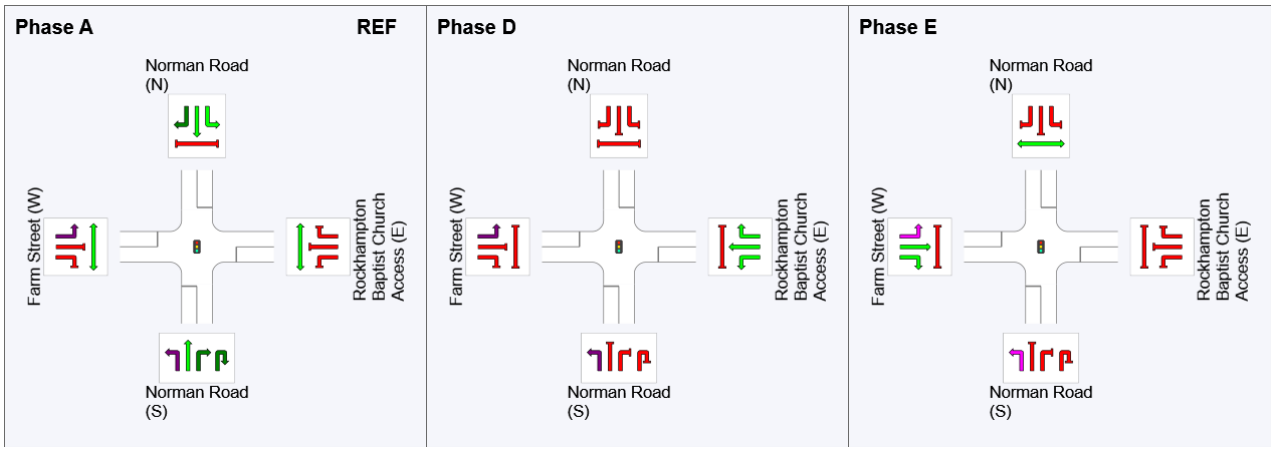
Phase Timing Summary

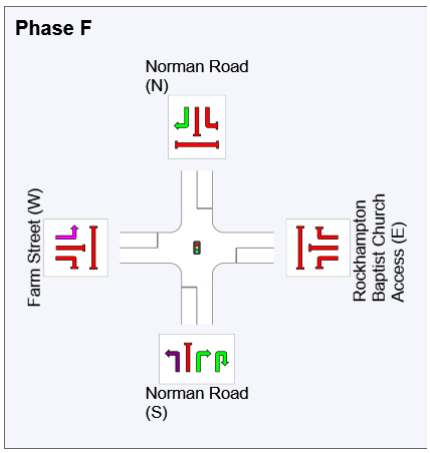
Phase	A	D	E	F
Phase Change Time (sec)	0	44	51	58
Green Time (sec)	38	1	6	6
Phase Time (sec)	44	2	12	12
Phase Split	63%	3%	17%	17%
Phase Frequency (%)	100.0	8.9[3]	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

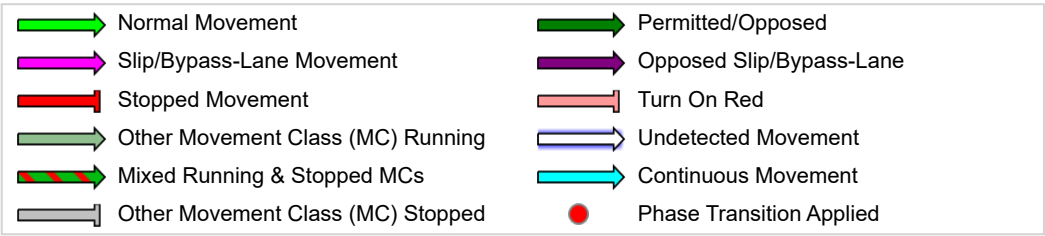
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 8 [2037BG PM (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	149	1.6	149	1.6	0.525	6.8	LOS A	9.5	66.7	0.65	0.64	0.65	50.8
2	T1	All MCs	942	0.8	942	0.8	* 0.525	11.9	LOS B	11.8	83.2	0.67	0.62	0.67	51.5
3	R2	All MCs	3	0.0	3	0.0	0.059	12.7	LOS B	0.3	1.9	0.49	0.69	0.49	45.7
3u	U	All MCs	22	0.0	22	0.0	0.059	14.1	LOS B	0.3	1.9	0.49	0.69	0.49	48.5
Approach			1117	0.9	1117	0.9	0.525	11.2	LOS B	11.8	83.2	0.66	0.62	0.66	50.4
East: Rockhampton Baptist Church Access (E)															
4	L2	All MCs	1	0.0	1	0.0	0.155	48.8	LOS D	0.2	1.2	1.00	0.62	1.00	31.5
5	T1	All MCs	2	0.0	2	0.0	* 0.155	44.3	LOS D	0.2	1.2	1.00	0.62	1.00	32.2
6	R2	All MCs	1	0.0	1	0.0	0.155	48.8	LOS D	0.2	1.2	1.00	0.62	1.00	31.6
Approach			4	0.0	4	0.0	0.155	46.5	LOS D	0.2	1.2	1.00	0.62	1.00	31.8
North: Norman Road (N)															
7	L2	All MCs	1	0.0	1	0.0	0.317	15.0	LOS B	6.3	44.7	0.59	0.51	0.59	46.7
8	T1	All MCs	671	1.4	671	1.4	0.317	9.5	LOS A	6.3	44.8	0.59	0.51	0.59	51.9
9	R2	All MCs	121	0.0	121	0.0	* 0.286	12.4	LOS B	1.4	9.6	0.65	0.72	0.65	48.3
Approach			793	1.2	793	1.2	0.317	9.9	LOS A	6.3	44.8	0.60	0.54	0.60	51.3
West: Farm Street (W)															
10	L2	All MCs	214	1.7	214	1.7	0.440	7.7	LOS A	7.4	52.4	0.64	0.76	0.64	46.2
11	T1	All MCs	2	0.0	2	0.0	* 0.440	24.1	LOS C	7.4	52.4	0.64	0.76	0.64	44.1
12	R2	All MCs	223	1.1	223	1.1	0.440	32.7	LOS C	7.4	52.4	0.77	0.76	0.77	41.5
Approach			439	1.4	439	1.4	0.440	20.5	LOS C	7.4	52.4	0.71	0.76	0.71	43.7
All Vehicles			2353	1.1	2353	1.1	0.525	12.6	LOS B	11.8	83.2	0.65	0.62	0.65	49.2

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

East: Rockhampton Baptist Church Access (E)											
P2	Full	4	4	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Norman Road (N)											
P3	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Farm Street (W)											
P4	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians		6	6	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 8 [2037BG PM (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

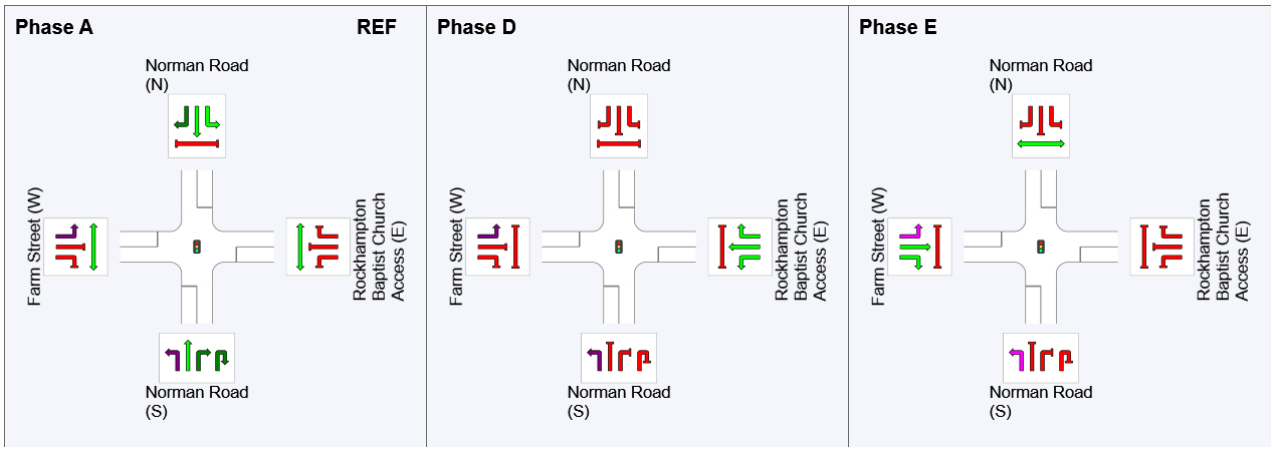
Phase Timing Summary

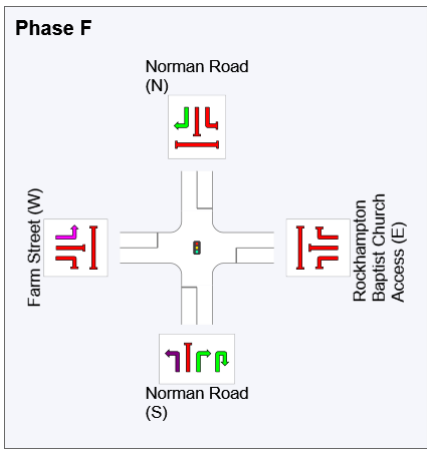
Phase	A	D	E	F
Phase Change Time (sec)	0	44	51	58
Green Time (sec)	38	1	7	6
Phase Time (sec)	44	1	13	12
Phase Split	63%	1%	19%	17%
Phase Frequency (%)	100.0	7.2[3]	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

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MOVEMENT SUMMARY

Site: 8 [2037BG SAT (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	132	1.8	132	1.8	0.353	6.3	LOS A	4.8	33.9	0.54	0.56	0.54	52.1
2	T1	All MCs	611	1.2	611	1.2	* 0.353	8.8	LOS A	7.2	51.1	0.58	0.54	0.58	52.6
3	R2	All MCs	3	0.0	3	0.0	0.015	9.8	LOS A	0.1	0.5	0.46	0.65	0.46	46.2
3u	U	All MCs	4	0.0	4	0.0	0.015	11.2	LOS B	0.1	0.5	0.46	0.65	0.46	49.0
Approach			749	1.3	749	1.3	0.353	8.3	LOS A	7.2	51.1	0.57	0.54	0.57	52.4
East: Rockhampton Baptist Church Access (E)															
4	L2	All MCs	1	0.0	1	0.0	0.195	49.1	LOS D	0.2	1.5	1.00	0.63	1.00	31.3
5	T1	All MCs	2	0.0	2	0.0	* 0.195	44.5	LOS D	0.2	1.5	1.00	0.63	1.00	32.0
6	R2	All MCs	2	0.0	2	0.0	0.195	49.1	LOS D	0.2	1.5	1.00	0.63	1.00	31.4
Approach			5	0.0	5	0.0	0.195	47.3	LOS D	0.2	1.5	1.00	0.63	1.00	31.6
North: Norman Road (N)															
7	L2	All MCs	2	0.0	2	0.0	0.288	14.8	LOS B	5.6	39.9	0.58	0.50	0.58	46.8
8	T1	All MCs	608	1.4	608	1.4	0.288	9.3	LOS A	5.6	39.9	0.58	0.49	0.58	52.0
9	R2	All MCs	104	0.0	104	0.0	* 0.186	10.6	LOS B	1.2	8.2	0.54	0.69	0.54	49.4
Approach			715	1.2	715	1.2	0.288	9.5	LOS A	5.6	39.9	0.57	0.52	0.57	51.6
West: Farm Street (W)															
10	L2	All MCs	164	0.0	164	0.0	0.343	6.9	LOS A	5.6	40.0	0.64	0.75	0.64	45.6
11	T1	All MCs	2	0.0	2	0.0	* 0.343	28.2	LOS C	5.6	40.0	0.64	0.75	0.64	43.6
12	R2	All MCs	159	3.8	159	3.8	0.343	35.3	LOS D	5.6	40.0	0.76	0.74	0.76	41.3
Approach			325	1.9	325	1.9	0.343	20.9	LOS C	5.6	40.0	0.70	0.75	0.70	43.4
All Vehicles			1795	1.4	1795	1.4	0.353	11.2	LOS B	7.2	51.1	0.60	0.57	0.60	50.1

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

East: Rockhampton Baptist Church Access (E)											
P2 Full	4	4	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Norman Road (N)											
P3 Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Farm Street (W)											
P4 Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians	6	6	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 8 [2037BG SAT (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

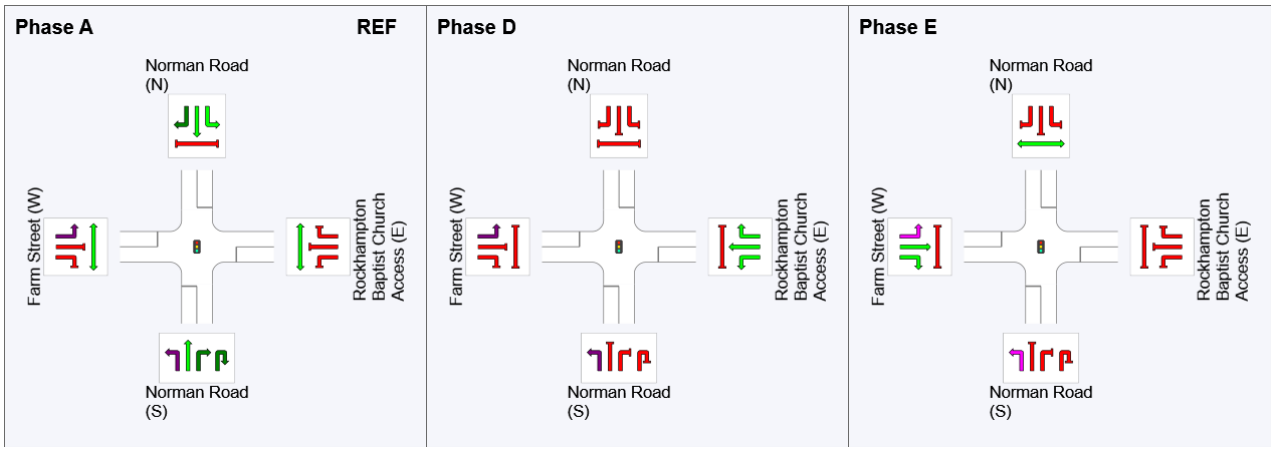
Phase Timing Summary

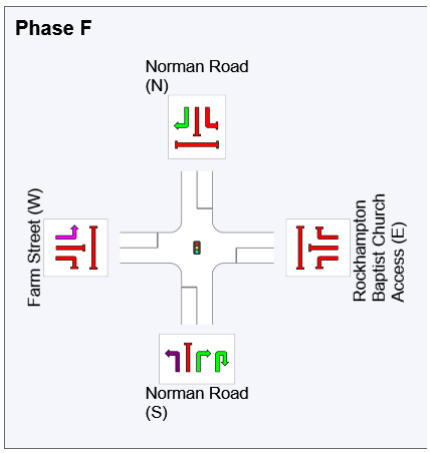
Phase	A	D	E	F
Phase Change Time (sec)	0	44	51	58
Green Time (sec)	38	1	6	6
Phase Time (sec)	44	2	12	12
Phase Split	63%	3%	17%	17%
Phase Frequency (%)	100.0	8.9[3]	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

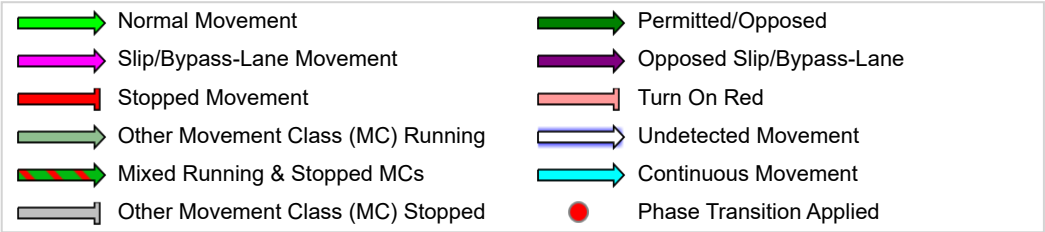
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 8 [2027DES PM (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	136	1.6	136	1.6	0.479	6.6	LOS A	8.0	56.4	0.63	0.61	0.63	51.2
2	T1	All MCs	864	0.8	864	0.8	* 0.479	10.8	LOS B	10.5	74.3	0.65	0.60	0.65	51.8
3	R2	All MCs	3	0.0	3	0.0	0.051	11.8	LOS B	0.3	1.8	0.48	0.69	0.48	45.7
3u	U	All MCs	20	0.0	20	0.0	0.051	13.1	LOS B	0.3	1.8	0.48	0.69	0.48	48.6
Approach			1023	0.9	1023	0.9	0.479	10.3	LOS B	10.5	74.3	0.64	0.60	0.64	51.1
East: Rockhampton Baptist Church Access (E)															
4	L2	All MCs	1	0.0	1	0.0	0.155	48.8	LOS D	0.2	1.2	1.00	0.62	1.00	31.5
5	T1	All MCs	2	0.0	2	0.0	* 0.155	44.3	LOS D	0.2	1.2	1.00	0.62	1.00	32.2
6	R2	All MCs	1	0.0	1	0.0	0.155	48.8	LOS D	0.2	1.2	1.00	0.62	1.00	31.6
Approach			4	0.0	4	0.0	0.155	46.5	LOS D	0.2	1.2	1.00	0.62	1.00	31.8
North: Norman Road (N)															
7	L2	All MCs	1	0.0	1	0.0	0.293	14.9	LOS B	5.7	40.7	0.58	0.50	0.58	46.8
8	T1	All MCs	620	1.4	620	1.4	0.293	9.3	LOS A	5.7	40.7	0.58	0.50	0.58	52.0
9	R2	All MCs	114	0.0	114	0.0	* 0.251	11.9	LOS B	1.3	9.0	0.62	0.71	0.62	48.6
Approach			735	1.2	735	1.2	0.293	9.7	LOS A	5.7	40.7	0.59	0.53	0.59	51.4
West: Farm Street (W)															
10	L2	All MCs	197	1.7	197	1.7	0.402	7.6	LOS A	6.7	47.6	0.64	0.75	0.64	46.0
11	T1	All MCs	2	0.0	2	0.0	* 0.402	25.4	LOS C	6.7	47.6	0.64	0.75	0.64	44.0
12	R2	All MCs	201	1.1	201	1.1	0.402	33.4	LOS C	6.7	47.6	0.76	0.75	0.76	41.4
Approach			400	1.4	400	1.4	0.402	20.7	LOS C	6.7	47.6	0.70	0.75	0.70	43.6
All Vehicles			2162	1.1	2162	1.1	0.479	12.1	LOS B	10.5	74.3	0.63	0.60	0.63	49.5

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

East: Rockhampton Baptist Church Access (E)											
P2	Full	4	4	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Norman Road (N)											
P3	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Farm Street (W)											
P4	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians		6	6	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 8 [2027DES PM (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

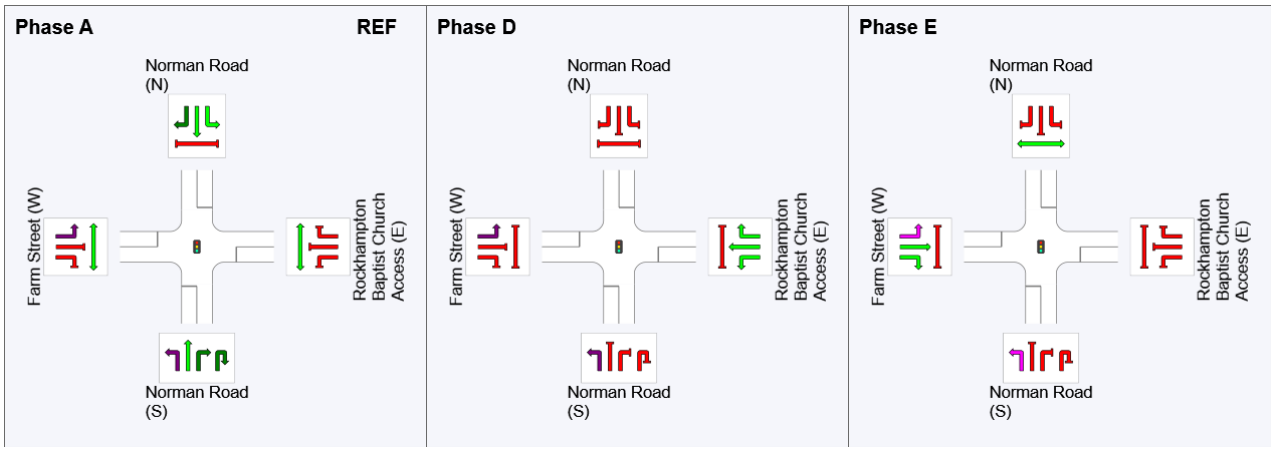
Phase Timing Summary

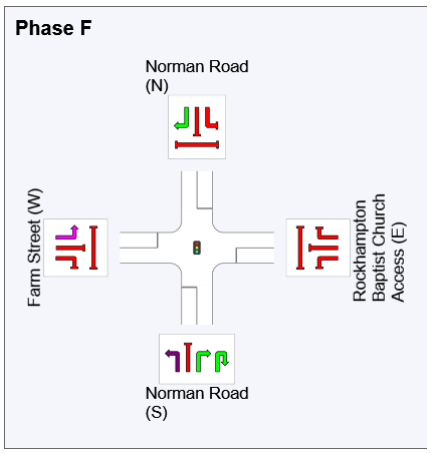
Phase	A	D	E	F
Phase Change Time (sec)	0	44	51	58
Green Time (sec)	38	1	7	6
Phase Time (sec)	44	1	13	12
Phase Split	63%	1%	19%	17%
Phase Frequency (%)	100.0	7.2[3]	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

MOVEMENT SUMMARY

Site: 8 [2027DES SAT (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	119	1.8	119	1.8	0.337	6.3	LOS A	4.5	31.8	0.54	0.55	0.54	52.2
2	T1	All MCs	588	1.2	588	1.2	* 0.337	8.6	LOS A	6.8	48.2	0.57	0.53	0.57	52.7
3	R2	All MCs	3	0.0	3	0.0	0.015	9.8	LOS A	0.1	0.5	0.46	0.65	0.46	46.2
3u	U	All MCs	4	0.0	4	0.0	0.015	11.1	LOS B	0.1	0.5	0.46	0.65	0.46	49.0
Approach			715	1.3	715	1.3	0.337	8.2	LOS A	6.8	48.2	0.57	0.53	0.57	52.5
East: Rockhampton Baptist Church Access (E)															
4	L2	All MCs	1	0.0	1	0.0	0.195	49.1	LOS D	0.2	1.5	1.00	0.63	1.00	31.3
5	T1	All MCs	2	0.0	2	0.0	* 0.195	44.5	LOS D	0.2	1.5	1.00	0.63	1.00	32.0
6	R2	All MCs	2	0.0	2	0.0	0.195	49.1	LOS D	0.2	1.5	1.00	0.63	1.00	31.4
Approach			5	0.0	5	0.0	0.195	47.3	LOS D	0.2	1.5	1.00	0.63	1.00	31.6
North: Norman Road (N)															
7	L2	All MCs	2	0.0	2	0.0	0.278	14.8	LOS B	5.4	38.3	0.57	0.49	0.57	46.8
8	T1	All MCs	587	1.4	587	1.4	0.278	9.2	LOS A	5.4	38.3	0.57	0.49	0.57	52.1
9	R2	All MCs	104	0.0	104	0.0	* 0.182	10.6	LOS B	1.2	8.2	0.54	0.69	0.54	49.4
Approach			694	1.2	694	1.2	0.278	9.5	LOS A	5.4	38.3	0.57	0.52	0.57	51.6
West: Farm Street (W)															
10	L2	All MCs	158	0.0	158	0.0	0.311	6.9	LOS A	5.1	35.8	0.62	0.74	0.62	46.1
11	T1	All MCs	2	0.0	2	0.0	* 0.311	27.2	LOS C	5.1	35.8	0.62	0.74	0.62	44.0
12	R2	All MCs	143	3.8	143	3.8	0.311	34.7	LOS C	5.1	35.8	0.74	0.74	0.74	41.6
Approach			303	1.8	303	1.8	0.311	20.1	LOS C	5.1	35.8	0.67	0.74	0.67	43.8
All Vehicles			1717	1.3	1717	1.3	0.337	10.9	LOS B	6.8	48.2	0.59	0.56	0.59	50.3

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.
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

East: Rockhampton Baptist Church Access (E)											
P2 Full	4	4	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Norman Road (N)											
P3 Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Farm Street (W)											
P4 Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians	6	6	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 8 [2027DES SAT (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

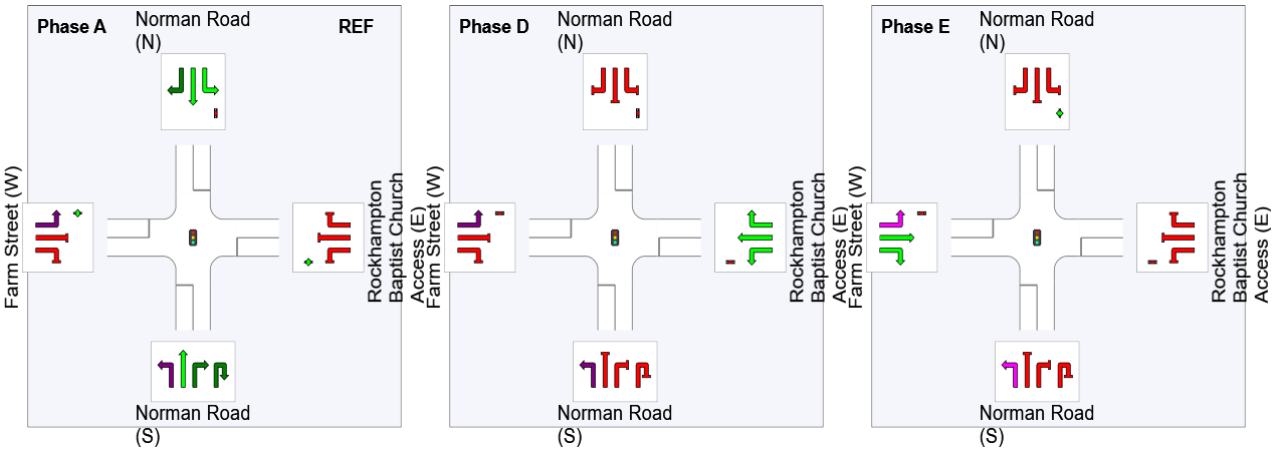
Phase Timing Summary

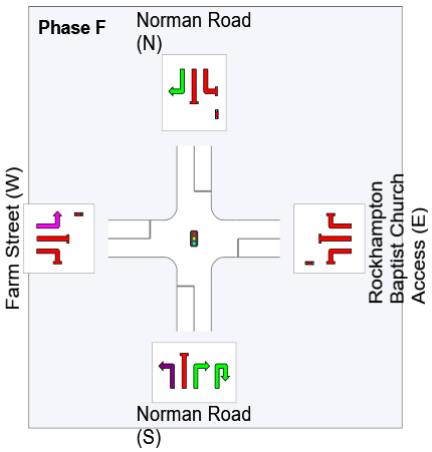
Phase	A	D	E	F
Phase Change Time (sec)	0	44	51	58
Green Time (sec)	38	1	6	6
Phase Time (sec)	44	2	12	12
Phase Split	63%	3%	17%	17%
Phase Frequency (%)	100.0	8.9[3]	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

MOVEMENT SUMMARY

Site: 8 [2037DES PM (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	151	1.6	151	1.6	0.534	6.9	LOS A	9.8	68.9	0.66	0.64	0.66	50.6
2	T1	All MCs	958	0.8	958	0.8	* 0.534	12.1	LOS B	12.1	84.9	0.68	0.62	0.68	51.4
3	R2	All MCs	3	0.0	3	0.0	0.059	12.9	LOS B	0.3	1.9	0.49	0.69	0.49	45.7
3u	U	All MCs	22	0.0	22	0.0	0.059	14.2	LOS B	0.3	1.9	0.49	0.69	0.49	48.5
Approach			1134	0.9	1134	0.9	0.534	11.4	LOS B	12.1	84.9	0.67	0.63	0.67	50.3
East: Rockhampton Baptist Church Access (E)															
4	L2	All MCs	1	0.0	1	0.0	0.155	48.8	LOS D	0.2	1.2	1.00	0.62	1.00	31.5
5	T1	All MCs	2	0.0	2	0.0	* 0.155	44.3	LOS D	0.2	1.2	1.00	0.62	1.00	32.2
6	R2	All MCs	1	0.0	1	0.0	0.155	48.8	LOS D	0.2	1.2	1.00	0.62	1.00	31.6
Approach			4	0.0	4	0.0	0.155	46.5	LOS D	0.2	1.2	1.00	0.62	1.00	31.8
North: Norman Road (N)															
7	L2	All MCs	1	0.0	1	0.0	0.324	15.1	LOS B	6.5	46.0	0.59	0.51	0.59	46.7
8	T1	All MCs	686	1.4	686	1.4	0.324	9.5	LOS A	6.5	46.0	0.59	0.51	0.59	51.9
9	R2	All MCs	125	0.0	125	0.0	* 0.300	12.8	LOS B	1.5	10.5	0.67	0.73	0.67	48.0
Approach			813	1.2	813	1.2	0.324	10.0	LOS B	6.5	46.0	0.60	0.54	0.60	51.2
West: Farm Street (W)															
10	L2	All MCs	218	1.7	218	1.7	0.440	7.9	LOS A	7.5	53.0	0.64	0.76	0.64	46.2
11	T1	All MCs	2	0.0	2	0.0	* 0.440	24.0	LOS C	7.5	53.0	0.64	0.76	0.64	44.1
12	R2	All MCs	223	1.1	223	1.1	0.440	32.6	LOS C	7.5	53.0	0.77	0.76	0.77	41.5
Approach			443	1.4	443	1.4	0.440	20.4	LOS C	7.5	53.0	0.71	0.76	0.71	43.7
All Vehicles			2394	1.1	2394	1.1	0.534	12.7	LOS B	12.1	84.9	0.65	0.62	0.65	49.2

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

East: Rockhampton Baptist Church Access (E)											
P2	Full	4	4	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Norman Road (N)											
P3	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Farm Street (W)											
P4	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians		6	6	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 8 [2037DES PM (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

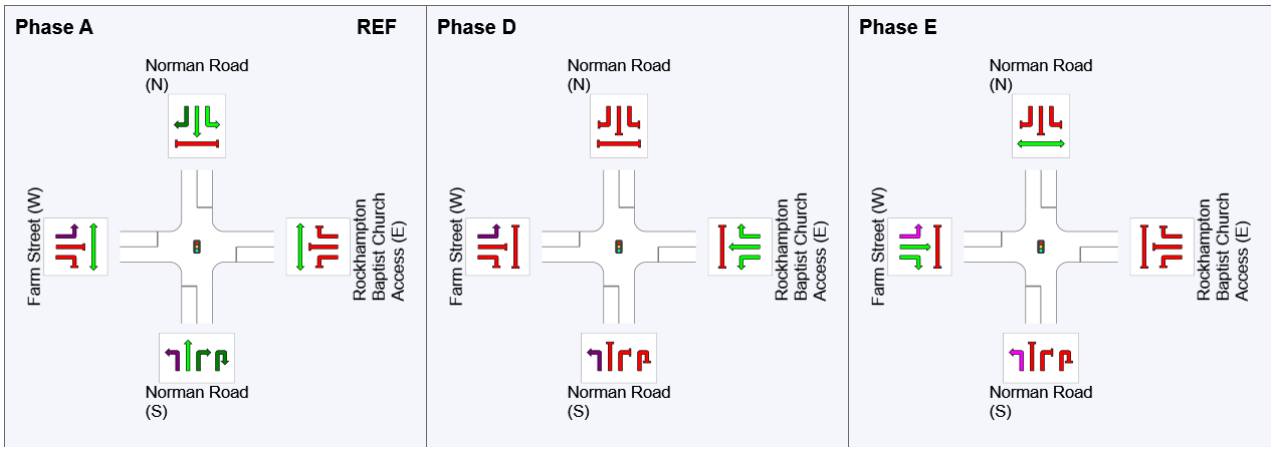
Phase Timing Summary

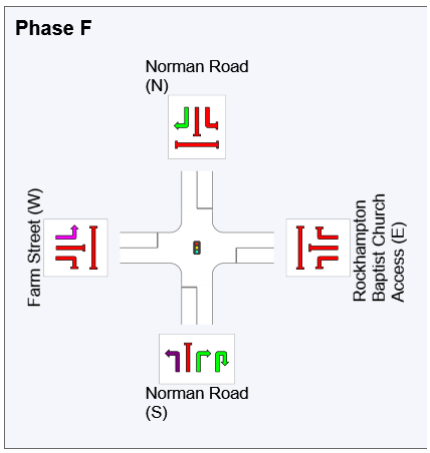
Phase	A	D	E	F
Phase Change Time (sec)	0	44	51	58
Green Time (sec)	38	1	7	6
Phase Time (sec)	44	1	13	12
Phase Split	63%	1%	19%	17%
Phase Frequency (%)	100.0	7.2[3]	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

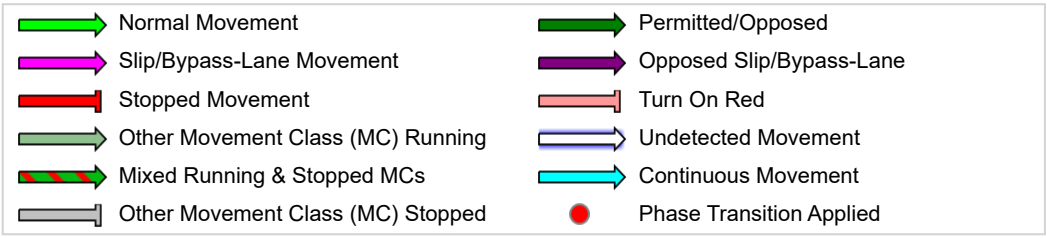
3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence





REF: Reference Phase
VAR: Variable Phase



MOVEMENT SUMMARY

Site: 8 [2037DES SAT (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Norman Road (S)															
1	L2	All MCs	132	1.8	132	1.8	0.370	6.4	LOS A	5.1	36.1	0.55	0.56	0.55	52.1
2	T1	All MCs	649	1.2	649	1.2	* 0.370	8.8	LOS A	7.7	54.2	0.59	0.54	0.59	52.5
3	R2	All MCs	3	0.0	3	0.0	0.016	10.0	LOS A	0.1	0.5	0.47	0.65	0.47	46.0
3u	U	All MCs	4	0.0	4	0.0	0.016	11.3	LOS B	0.1	0.5	0.47	0.65	0.47	48.9
Approach			788	1.3	788	1.3	0.370	8.4	LOS A	7.7	54.2	0.58	0.55	0.58	52.4
East: Rockhampton Baptist Church Access (E)															
4	L2	All MCs	1	0.0	1	0.0	0.195	49.1	LOS D	0.2	1.5	1.00	0.63	1.00	31.3
5	T1	All MCs	2	0.0	2	0.0	* 0.195	44.5	LOS D	0.2	1.5	1.00	0.63	1.00	32.0
6	R2	All MCs	2	0.0	2	0.0	0.195	49.1	LOS D	0.2	1.5	1.00	0.63	1.00	31.4
Approach			5	0.0	5	0.0	0.195	47.3	LOS D	0.2	1.5	1.00	0.63	1.00	31.6
North: Norman Road (N)															
7	L2	All MCs	2	0.0	2	0.0	0.306	15.0	LOS B	6.1	43.0	0.58	0.50	0.58	46.7
8	T1	All MCs	647	1.4	647	1.4	0.306	9.4	LOS A	6.1	43.0	0.58	0.50	0.58	52.0
9	R2	All MCs	115	0.0	115	0.0	* 0.211	10.9	LOS B	1.3	9.1	0.56	0.70	0.56	49.2
Approach			764	1.2	764	1.2	0.306	9.7	LOS A	6.1	43.0	0.58	0.53	0.58	51.5
West: Farm Street (W)															
10	L2	All MCs	175	0.0	175	0.0	0.343	7.1	LOS A	5.7	40.5	0.63	0.74	0.63	46.0
11	T1	All MCs	2	0.0	2	0.0	* 0.343	27.4	LOS C	5.7	40.5	0.63	0.74	0.63	43.9
12	R2	All MCs	159	3.8	159	3.8	0.343	34.8	LOS C	5.7	40.5	0.75	0.74	0.75	41.5
Approach			336	1.8	336	1.8	0.343	20.3	LOS C	5.7	40.5	0.68	0.74	0.68	43.8
All Vehicles			1894	1.3	1894	1.3	0.370	11.1	LOS B	7.7	54.2	0.60	0.58	0.60	50.2

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

East: Rockhampton Baptist Church Access (E)											
P2	Full	4	4	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
North: Norman Road (N)											
P3	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
West: Farm Street (W)											
P4	Full	1	1	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02
All Pedestrians		6	6	29.3	LOS C	0.0	0.0	0.91	0.91	195.9	200.0	1.02

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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PHASING SUMMARY

Site: 8 [2037DES SAT (Site Folder: 8. Norman Road / Farm Street)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

P6897
Rockhampton Netball Centre
Norman Road / Farm Street
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 70 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Signal Plans
Input Phase Sequence: A, D, E, F, F1*, F2*
Output Phase Sequence: A, D, E, F
Reference Phase: Phase A
(* Variable Phase)

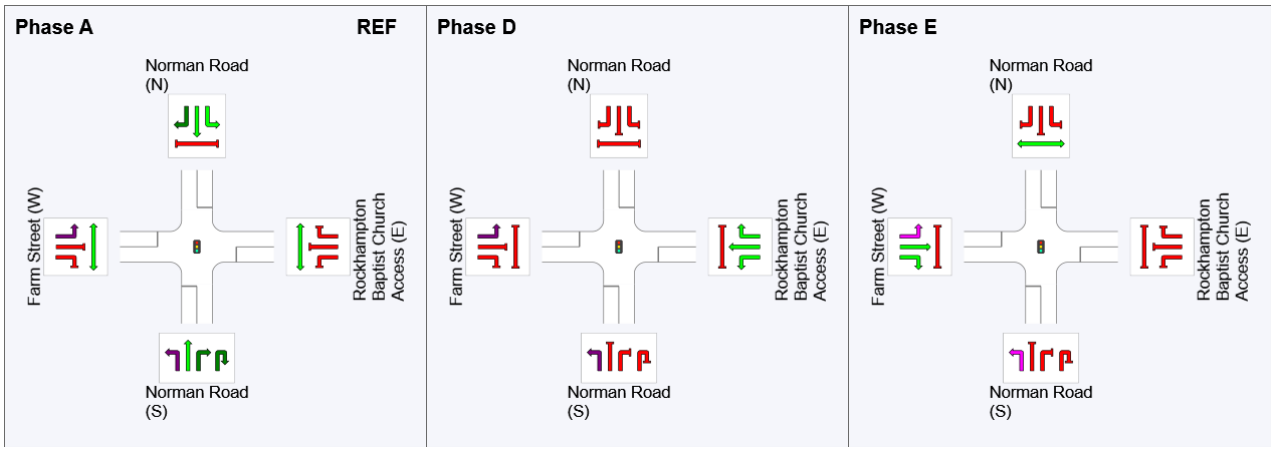
Phase Timing Summary

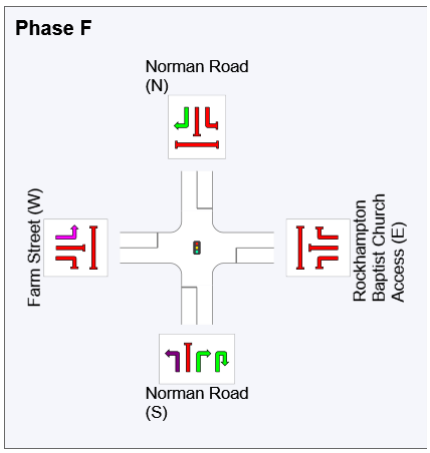
Phase	A	D	E	F
Phase Change Time (sec)	0	44	51	58
Green Time (sec)	38	1	6	6
Phase Time (sec)	44	2	12	12
Phase Split	63%	3%	17%	17%
Phase Frequency (%)	100.0	8.9[3]	100.0	100.0

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

3 Phase Frequency has been estimated from actuated movement movement probabilities.

Output Phase Sequence



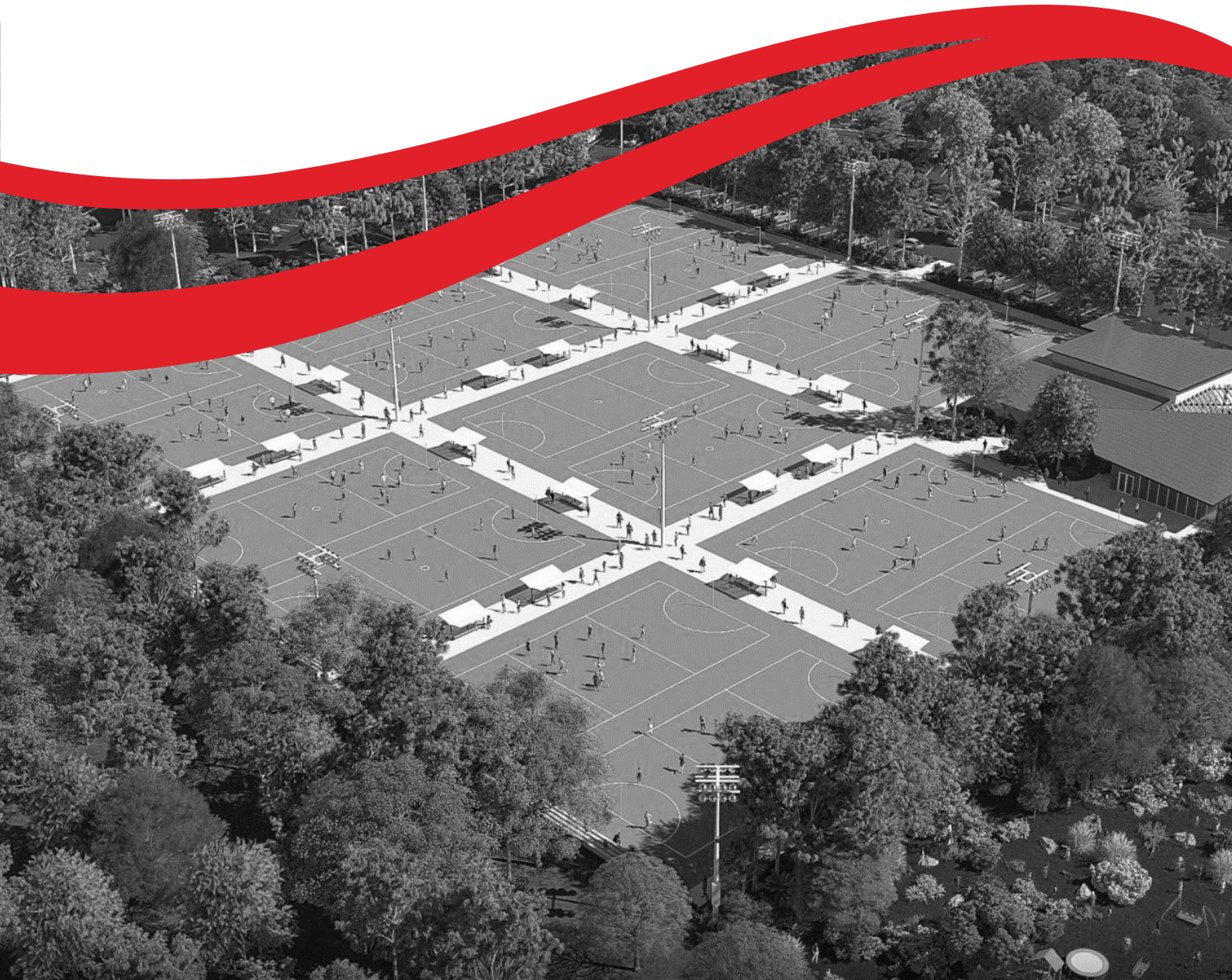


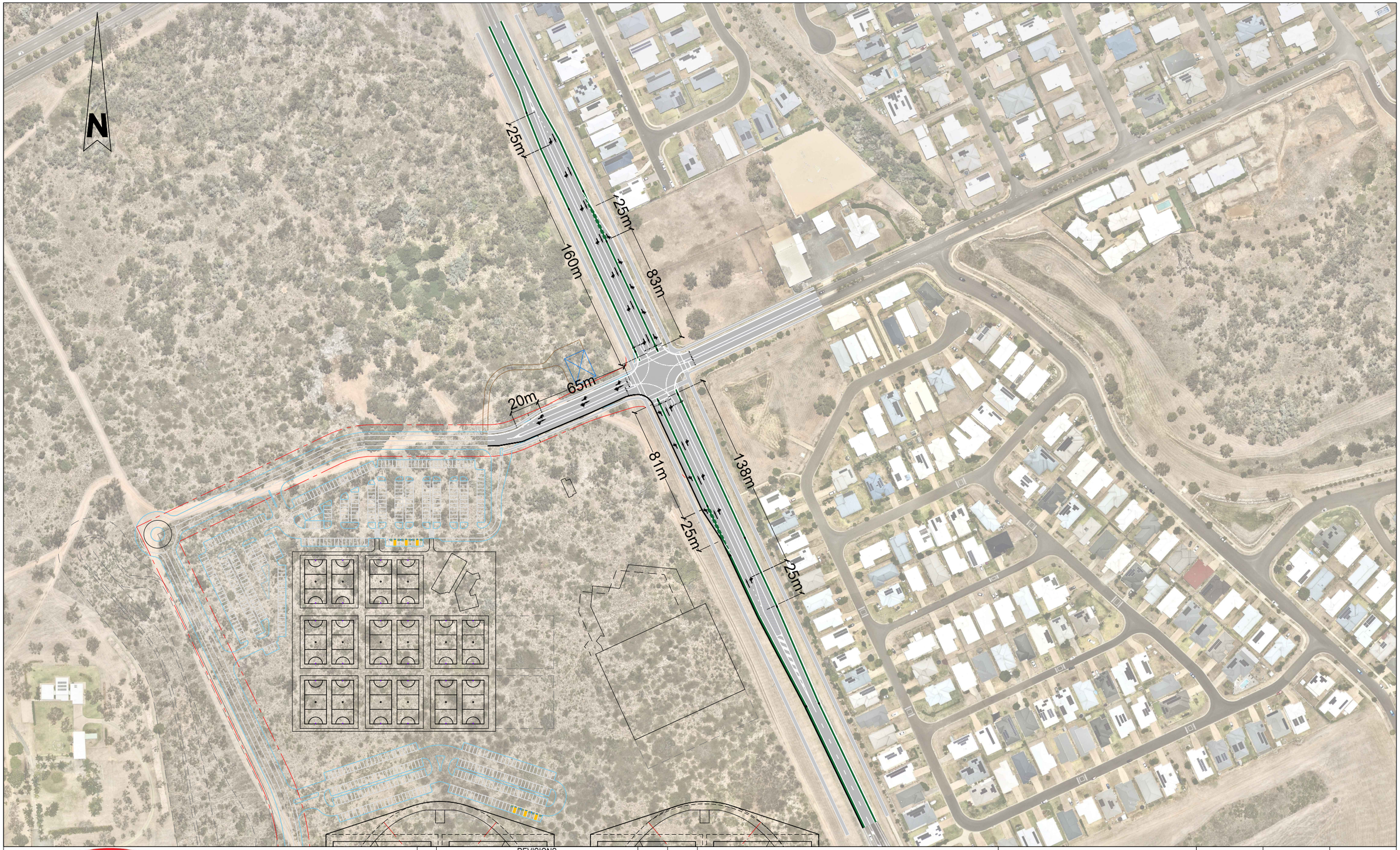
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

Appendix F: Access Concept Plan

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traffic engineering transport planning





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REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Concept Plan - Foulkes Street Access	R.TU	25.06.2025
002	Concept Plan - Foulkes Street Access	R.TU	26.06.2025

Scale @ A3 0 20 40 60 80 100 120 1:2500

Project: Rockhampton Netball Centre

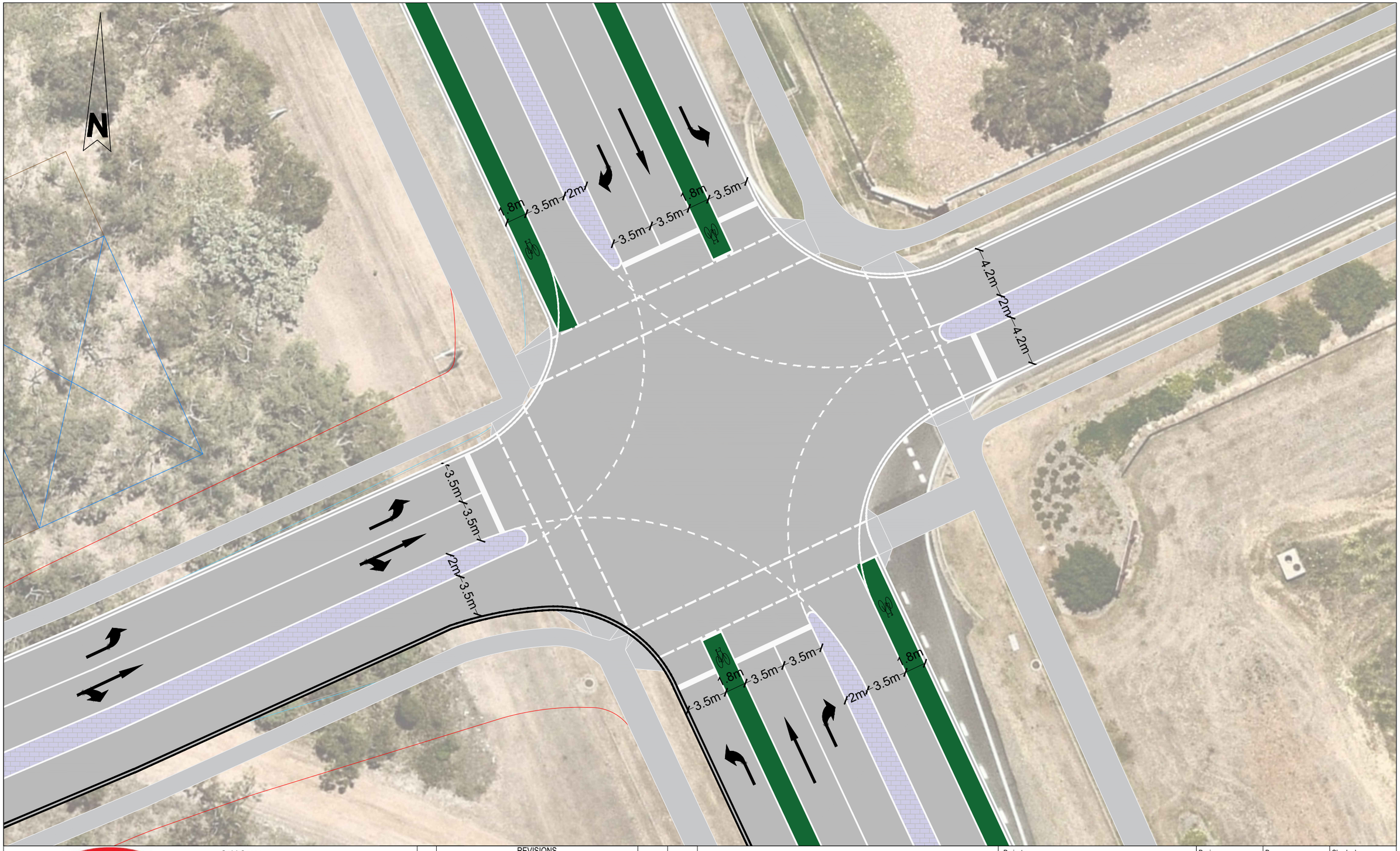
Title: Concet Plan - Foulkes Street Access Overview

Design	Drawn	Checked
R.TU	R.TU	J.I

CONCEPT ONLY

Date: 26.06.2025

Project Number	Sheet Number	Issue
P6897	1	002



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REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Concept Plan - Foulkes Street Access	R.TU	25.06.2025
002	Concept Plan - Foulkes Street Access	R.TU	26.06.2025

Scale @ A3 0 2 4 6 8 10 12 14 1:300

Project: Rockhampton Netball Centre

Title: Concet Plan - Foulkes Street Access
Detailed View

Design	Drawn	Checked
R.TU	R.TU	J.I

CONCEPT ONLY

Date: 26.06.2025

Project Number	Sheet Number	Issue
P6897	2	002

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