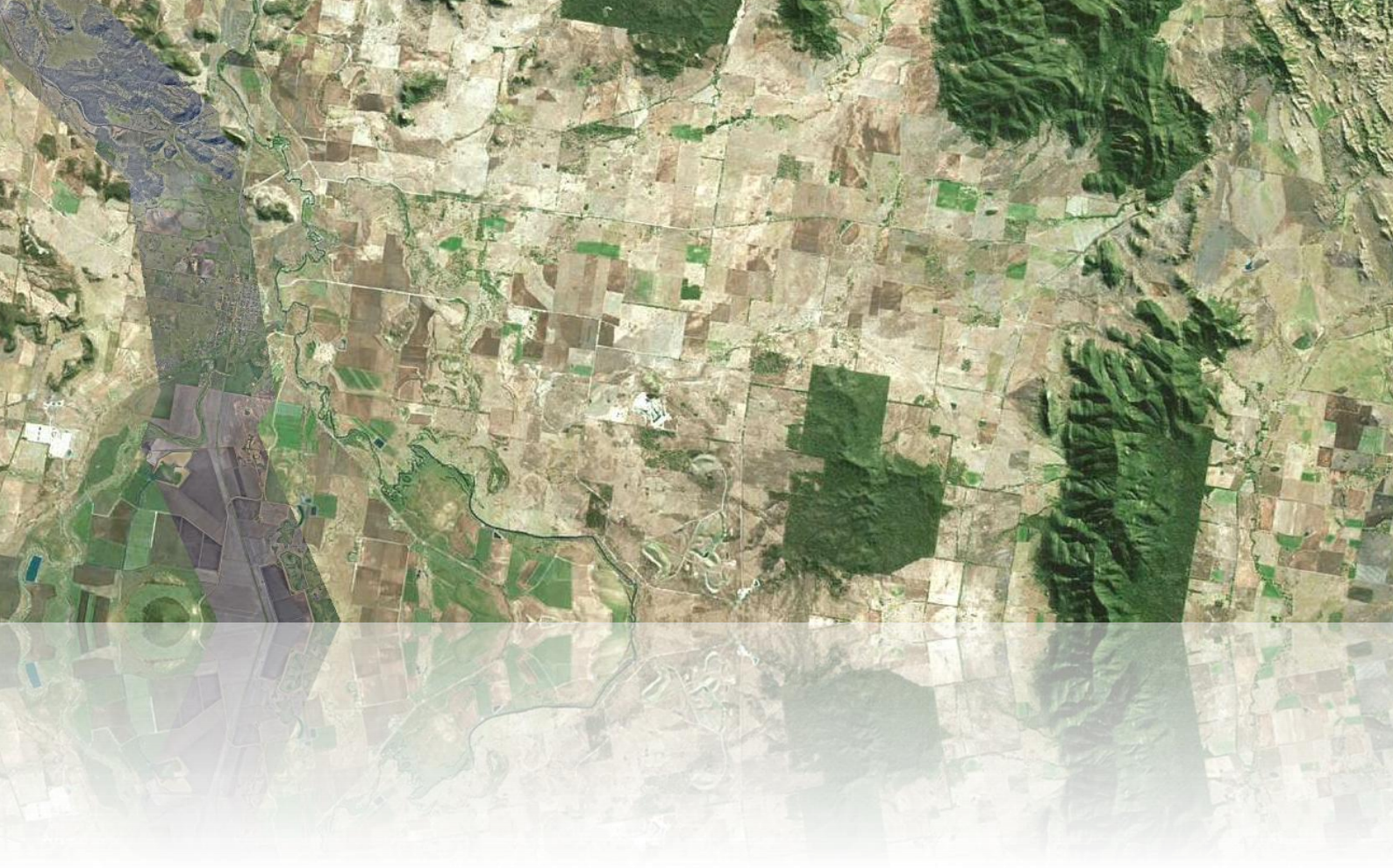

STAGE 6 EXISTING ROAD SAFETY AUDIT OF HAULAGE ROUTE AND REVIEW OF ROAD NETWORK OPERATIONS FOR THE EXISTING COAL MINES AT VICKERY MINE, GUNNEDAH

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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

250994.02FA - 26 February 2026

Development Type: **Coal Mines**

Site Address: **Vickery Mine, Gunnedah**

Prepared for: **Whitehaven Coal**

Document reference: **250994.02FA**

Status	Issue	Prepared By	Checked By	Date
Draft	A	MM	MM / CM	12 January 2026
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Draft	C	MM	MM / CC	17 February 2026
Final	A	MM	MM / CC	26 February 2026

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1 PROJECT OVERVIEW

1.1 Inception

Project	Vickery Coal Pty Ltd SSD 7480
Audit Reference	250994
Audit Stage	Stage 6 Existing Road
Client	Whitehaven Coal Limited
Project Manager(s)	Megan Martin (Whitehaven Coal Limited)
Roads Authorities	• Gunnedah Shire Council & Narrabri Shire Council
Lead Auditor	Craig M^{C}Laren
Audit Team	• Lead Auditor Mr Craig M^{C}Laren (Level 3) Road Safety Auditor identification 02-0263 • Team Member Mr Matthew M^{C}Carthy (Level 3) Road Safety Auditor identification 02-1197
Initial Meeting	N/A
Any previous audit conducted	No

1.2 Reference Materials

The following plans / information were reviewed as part of this detailed design audit:

a) Vickery Extension Project Road Transport Assessment dated 8 August 2018 prepared by GTA Consultants.
b) Whitehaven Gunnedah Open Cut Operations 2025 Haulage Modifications – Road Transport Impact Review dated 1 August 2025 prepared by TTPP.
c) Development Consent for SSD 7480.
d) Haulage records of Vickery Coal Mine and Tarrawonga Coal Mine.
e) Intersection surveys at the following locations:
    a. Rangari Road / Tarrawonga Mine Haul Road.
    b. Braymont Road / Rangari Road.
    c. Blue Vale Road / Hoad Lane / Braymont Road.
    d. Braymont Road / Vickery Mine Access Road.
    e. Kamilaroi Highway / Blue Vale Road.
    f. Kamilaroi Highway / Gunnedah CHPP Access Road.

f) 14-Day Automatic traffic counts (ATC) at the following locations:
    a. Tarrawonga Coal Mine Access Road north of Rangari Road.
    b. Rangari Road to the east of Tarrawonga Coal Mine Access Road.
    c. Braymont Road south of Rangari Road.
    d. Braymont Road to the east of Vickery Coal Mine Access Road.
    e. Braymont Road to the west of Vickery Coal Mine Access Road.
    f. Blue Vale Road south of Braymont Road.
    g. Blue Vale Road east of Kamilaroi Highway.
    h. Kalimaroi Highway south of Blue Vale Road.
    i. Gunnedah CHPP Access Road.

The Existing RSA has been undertaken with due consideration to the following documents:

1. *"Guide to Road Safety Part 6: Road Safety Audit"*, AUSTROADS Publication No. AGRS06-22.

2. *NSW Transport Roads & Traffic Authority Guidelines for Road Safety Audit Practices* July 2011

3. *Haulage route for Vickery Coal Mine and Tarrawonga Coal Mine*

2 INTRODUCTION

2.1 Description

Mr Craig M^{C}Laren, an accredited Level 3 Road Safety Auditor with *M^{C}Laren Traffic Engineering* (MTE), was commissioned in December 2025 by Whitehaven Coal to undertake a Stage 6 Existing Road Safety Audit of the existing haulage route associated with the ongoing road transport of Tarrawonga Coal Mine and Vickery Coal Mine, including a review of the road network operations.

This Road Safety Audit and road network operations review has been prepared as required by Condition B84 of SSD 7480, as shown below:

> *B84. If the Kamilaroi Highway overpass or Project Rail Spur have not been commissioned within 5 years of the date of commencement of development consent, and every 5 years thereafter, the Applicant shall commission an Independent Traffic Audit of haulage operations of the Kamilaroi Highway and its intersections with Blue Vale Road and the CHPP access road, unless the Planning Secretary agrees otherwise. This audit must:*
>
> *(a) Be prepared by a suitably qualified person whose appointment has been approved by the Planning Secretary;*
>
> *(b) Review haulage records;*
>
> *(c) Recommend measures to reduce or mitigate any adverse (or potentially adverse) impacts in the event that the road network is not performing satisfactorily; and*
>
> *(d) Be submitted to the Planning Secretary within 2 months of being commissioned.*
>
> *Note: The Planning Secretary may agree to alternative timing for the audits if the development has not commenced prior to December 2025.*

To undertake this independent assessment as per Condition B84(a) above, the Planning Secretary is required to approve the roads safety auditors. This has occurred as part of the engagement process.

Furthermore, the Kamilaroi Highway overpass is an approved (but not yet constructed) section of private haul road over Kamilaroi Highway, providing access from Blue Vale Road directly to the Whitehaven Coal Gunnedah CHPP access road. In addition, the Project Rail Spur is a road from the Vickery Coal Mine to the Werris Creek Mungindi Railway. Construction of neither pieces of infrastructure has not yet commenced.

2.2 Purpose

The brief for the Stage 6 Existing Road Safety Audit is to:

- Identify relevant risks to all road users with respect to the existing haulage route.
- Identify potential hazards due to vehicle swept path with respect to the haulage route.
- Identify relevant risks to all road users with respect to road geometry along the haulage route.
- Identify any road related traffic efficiency issues relating to the ongoing mine operations and provide recommendations to reduce or mitigate any identified impacts.

2.3 Site Location, Context & Description

Vickery Coal Mine is an approved open cut mine and is located north of Gunnedah, within the Gunnedah Shire Council and Narrabri Shire Council local government area. Tarrawonga Coal Mine is an open cut coal mine located north of Vickery Coal and located within the Narrabri Shire Council.

Whitehaven Coal Limited manages and operates Vickery Coal Mine and Tarrawonga Coal Mine, extracting ROM coal and transporting ROM coal to the Whitehaven Coal Gunnedah Coal Handling and Preparation Plant (CHPP) for processing which is located just out of Gunnedah to the west. In addition, consent has been granted to Vickery Coal Mine to transport ROM coal by rail, pending the construction of the Project Rail Spur.

Limitations are imposed on both the Vickery Coal Mine and Tarrawonga Coal Mine in relation to combined annual extractions of ROM Coal transported by road to the Whitehaven Coal Gunnedah CHPP. These limitations are outlined below and imposed by development consent for the Vickery Coal Project SSD 7480:

- *Prior to the commissioning of the Kamilaroi Highway Overpass shall, together with the proponent of the Tarrawonga Coal Project, ensure that the cumulative haulage of coal along the approved haulage route does not exceed 3.5 million tonnes in any financial year and 3.8 million tonnes in the 2025 / 2026 financial year.*
- *Following the commissioning of the Kamilaroi Highway Overpass and until the commissioning of the Project Rail Spur shall, together with the proponent of the Tarrawonga Coal Project, ensure that the cumulative haulage of coal along the approved haulage route does not exceed 4.5 million tonnes in any financial year.*
- *Following the commissioning of the CHPP, rail load-out facility and Project Rail Spur, transport of coal from Vickery Coal Mine must only be by rail except for up to 150,000 tonnes of ROM coal which is permitted to be transported from the site by road in any financial year for direct distribution to domestic markets via the approved haulage route.*

Transport of ROM coal vehicular access to Whitehaven Coal Gunnedah CHPP is provided directly from Kamilaroi Highway. All vehicular access to Vickery Coal Mine is provided via Braymont Road, via a private road extension to the site. All vehicular access to Tarrawonga Coal Mine is provided via a private road which extends to Rangari Road and travels across Goonbri Road.

2.3.1 Approved Haulage Route

The approved haulage route for Tarrawonga Coal Mine and Vickery Coal Mine includes public roads and private roads, with Vickery Coal Mine utilising less of the transport network in comparison to Tarrawonga Coal Mine. The approved haulage route includes the following roads as travelled from Whitehaven Coal Gunnedah CHPP:

- Kamilaroi Highway (Classified State Road No.29) between the access road to Whitehaven Coal Gunnedah CHPP and Blue Vale Road;
- Blue Vale Road to the intersection of Braymont Road / Hoad Lane;
- Braymont Road (local road);
- Hoad Lane up to the intersection of Hoad Lane / Private Haulage Road;
- Private Haulage Road from Hoad Lane up to Rangari Road;
- Rangari Road between Private Haulage Road and the Access Road to Tarrawonga Coal Mine;
- Private access road which crosses over Goonbri Road.

A detailed map of the haulage routes as approved is provided within the development consent for SSD -7480, which is reproduced in **Annexure A** for reference. The scope of the audit includes the length of the haulage route as it relates to Tarrawonga Coal Mine and Vickery Coal Mine, with specific regard to the traffic flow efficiency at the intersection of Blue Vale Road / Kamilaroi Highway. Whilst this is the case, this report only reports upon the audit findings relating to Kamilaroi Highway and its intersections with Blue Vale Road and the CHPP access road as required by Condition B84.

Blue Vale Road is an approved B-Double Route with conditions and Whitehaven Coal have permits to operate A-Double PBS vehicles for an approved Quad-axle Mass exception limit (QML) of 98.5 tonnes and therefore a mix of 36.5m A-Double and 26m B-Doubles are assumed to be the largest vehicle to travel to and from the site.

2.4 Road Hierarchy

The road network the subject of the approved haulage route has the following characteristics as described in the following sub-sections.

2.4.1 Kamilaroi Highway

- Classified State Road (No. 29);
- Approximately 7.0m wide carriageway facilitating two-way traffic flow and additional width provides for road shoulders and acceleration and turning lanes at intersections;
- Signposted 100km/h speed limit applies;
- No formal kerbside parking permitted along both sides of the road;

2.4.2 Blue Vale Road

- Unclassified Collector Road;
- Approximately 7.0m wide carriageway facilitating two-way traffic flow and additional widening for road shoulders;
- Variable signposted speed limit of 60km/h, 80km/h and 100km/h;
- No kerbside parking permitted along both sides of the road;

2.4.3 Braymont Road

- Unclassified Local Road;
- Approximately 7.0m wide carriageway facilitating two-way traffic flow and additional widening for road shoulders;
- Signposted 60km/h, 80km/h and 100km/h speed limit;
- No formal kerbside parking permitted along both sides of the road.

2.4.4 Private Access Road to Vickery Coal Mine

- Unclassified Private Road;
- Varying road width facilitating two (2) entry lanes after Braymont Road and two (2) exit lanes prior to Braymont Road, tapering down to a single exit lane connecting to Braymont Road.
- Signposted 20km/h speed limit.

2.4.5 Hoad Lane

- Unclassified Collector Road;
- Approximately 7.0m wide carriageway facilitating two-way traffic flow and additional widening for road shoulders;
- Variable signposted speed limit of 60km/h, 80km/h and 100km/h;
- No formal kerbside parking permitted along both sides of the road.

2.4.6 Rangari Road

- Unclassified Local Road;
- Approximately 7.0m wide carriageway facilitating two-way traffic flow and additional widening for road shoulders;
- Unsignposted, default 100km/h speed limit applies;
- No formal kerbside parking permitted along both sides of the road.

2.4.7 Private Access Road to Tarrawonga Coal Mine

- Unclassified Private Road;
- Approximately 7.0m wide carriageway facilitating two-way traffic flow and additional widening for road shoulders;
- Signposted 80 and 100km/h speed limit.
- No formal kerbside parking permitted along both sides of the road.

2.5 Existing Traffic Management

- "Stop" controlled intersection of Whitehaven Coal Gunnedah CHPP / Kamilaroi Highway:
  - "Truck Turning" sign present upon eastern approach.
- "Stop" controlled intersection of Blue Value Road / Kamilaroi Highway:
  - "Advanced Warning T-Intersection" signage present upon both approaches.
- "Give Way" controlled intersection of Braymont Road / Blue Vale Road / Hoad Lane:
  - "Advanced Warning T-Intersection" and "Truck Turning" sign present upon both approaches.
- "Give-way" controlled intersection of Hoad Lane / Braymont Road:
  - "Advanced Warning T-Intersection" sign present upon southern and western approaches.
- "Stop" controlled intersection of Hoad Lane / Braymont Road:
  - "Advanced Warning Cross- Intersection", "Stop sign ahead" sign present upon southern approach.
  - "Advanced Warning Cross- Intersection" sign present upon northern approach.
- "Give-way" controlled intersection of Rangari Road / Braymont Road:
  - "Advanced Warning T-Intersection" sign present upon southern approach.
  - "Advanced Warning T-Intersection" and "Truck Turning" sign present upon west approach
- "Give-way" controlled intersection of Rangari Road / Private Access Road:

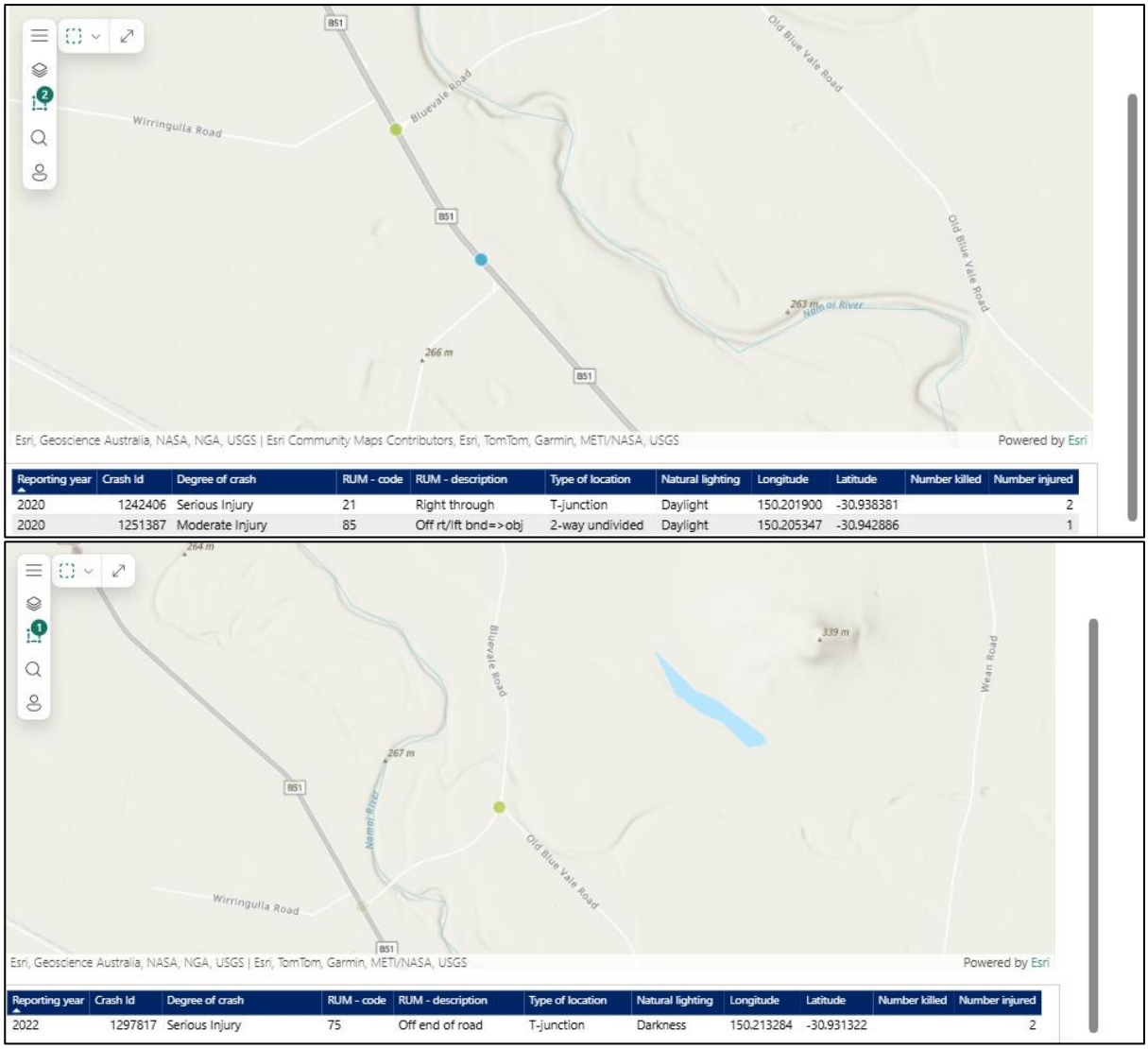
- “Advanced Warning T-Intersection” and “Truck Turning” sign present upon east approach and “Advanced Warning T-Intersection” present upon west and north approaches.

- “Stop” controlled intersection of Goonbri Road / Private Access Road:
  - “Advanced Warning Cross- Intersection”, “Stop sign ahead” sign present upon southern and northern approaches.

2.6 Crash Data

The TfNSW website provides crash data statistics for a five (5) year period between 2020 and 2024. The crashes recorded along the haulage route have been summarised in **Table 1** with a diagram of the locations shown in **Figure 1.**

https://www.transport.nsw.gov.au/roadsafety/statistics/interactive-crash-statistics/lga-view-crashes-map



Reporting year	Crash Id	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	Number killed	Number injured
2020	1242406	Serious Injury	21	Right through	T-junction	Daylight	150.201900	-30.938381		2
2020	1251387	Moderate Injury	85	Off rt/lft bnd=>obj	2-way undivided	Daylight	150.205347	-30.942886		1

Reporting year	Crash Id	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Latitude	Number killed	Number injured
2022	1297817	Serious Injury	75	Off end of road	T-junction	Darkness	150.213284	-30.931322		2

FIGURE 1: TFNSW CRASH STATISTICS

A summary of the crashes along the haulage route has been summarised in **Table 1.**

TABLE 1: CRASH DATA 2020 – 2024

Reporting year	Crash ID	Degree of crash	RUM - description	Type of location	Natural lighting	Street of Crash	Number killed	Number injured
2020	1242406	Serious Injury	Right through	T-junction	Daylight	Kamilaroi Highway	0	2
2020	1251387	Moderate Injury	Off rt/lft bnd =>obj	2-way undivided	Daylight	Kamilaroi Highway	0	1
2022	1297817	Serious Injury	Off end of road	T-junction	Darkness	Blue vale Road / Old Blue Vale Road junction	0	2

In addition to the above, a fatality had occurred on July 11, 2024, just north of the haulage route at the junction of Braymont Road / Hoad Lane where a driver had struck a tree. The location of this crash is shown below.

Fatality location

FIGURE 2: CRASH STATISTICS

As shown, during the five (5) year period between 2020 and 2024, a total of three (**3**) crashes were recorded along the haulage route and one (1) crash occurred outside the haulage route. Of these crashes, two (2) were classified as serious injury, one (1) as a moderate injury and one as a fatality. None of the crashes during the five year period involved coal haulage trucks from either Tarrawonga or Vickery.

2.7 Existing Traffic Environment (Road Network Operations)

As part of this Road Safety Audit and review of road network operations, a detailed analysis has been undertaken specifically for the segment of Kamilaroi Highway between Blue Vale Road and Whitehaven Coal Gunnedah CHPP, as in accordance with Condition B85 of SSD -7480 which is quoted below.

> *If the independent Traffic Audit demonstrates that the intersections and section of haul route on the Kamilaroi Highway are not performing satisfactorily, the Applicant Shall:*

a) *Implement any reasonable and feasible recommendations from the audit to reduce or mitigate adverse impacts until the overpass is commissioned; or*

b) *Construct and commission the Kamilaroi Highway overpass within 3 years of the date of the audit.*

In view of the above, a review of the performance of Kamilaroi Highway and the intersection of Kamilaroi Highway / Blue Vale Road and Whitehaven Coal Gunnedah CHPP / Kamilaroi Highway has been undertaken.

Turning movement count traffic surveys were conducted at the intersections of Blue Vale Road / Kamilaroi Highway and Kamilaroi Highway / Whitehaven Coal Gunnedah CHPP for 24 hours on Thursday 23 October 2025 representing a typical operating weekday. The full survey results are shown in **Annexure B** for reference.

2.7.1 Existing Road Performance

The performance of the surrounding intersections under the existing traffic conditions has been assessed using SIDRA INTERSECTION 10. **Table 2** summarises the resultant intersection performance data, with full SIDRA results reproduced in **Annexure C**.

TABLE 2: EXISTING INTERSECTION PERFORMANCES (SIDRA INTERSECTION 10)

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3][4]	Control Type	Worst Movement
EXISTING PERFORMANCE						
Kamilaroi Highway / Blue Vale Road	AM	0.10	**N/A** (Worst: 10.2)	**N/A** (Worst: A)	Give Way	RT from Blue Vale Road
	PM	0.10	**N/A** (Worst: 14.1)	**N/A** (Worst: A)		RT from Blue Vale Road
Kamilaroi Highway / Whitehaven Coal Gunnedah CHPP	AM	0.10	**N/A** (Worst: 19.7)	**N/A** (Worst: B)	Give Way	RT from CHPP
	PM	0.11	**N/A** (Worst: 13.2)	**N/A** (Worst: A)		RT from CHPP

Notes:

(1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.

(2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.

(3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.

(4) No overall Level of Service is provided for Give Way and Stop controlled intersections as the low delays associated with the dominant movements skew the average delay of the intersection. The Level of Service of the worst approach is an indicator of the operation of the intersection, with a worse Level of Service corresponding to long delays and reduced safety outcomes for that approach.

As shown, the relevant intersections are currently performing at a high level of efficiency, with an overall or worst movement Level of Service “A” or “B” conditions in both the AM & PM peak hour periods. The Level of Service “A” and “B” performance is characterised by low approach delays and spare capacity.

Whilst the above indicates satisfactory network operations, it is important to consider the traffic generation of the Vickery Coal Mine and Tarrawonga Coal Mine on the day of the survey to ensure the sites were operating at a peak. This assessment is provided within **Section 2.7.3**.

2.7.2 Two-Way Traffic Volumes

Automatic traffic count (ATC) surveys were undertaken over 2 weeks from Thursday 23 October 2025 to Wednesday 29 October 2025 (Week 1) and Thursday 30 October 2025 to Wednesday 5 November 2025 (Week 2) along Kamilaroi Highway to determine the existing characteristics of these roads in terms of:

- Peak traffic volumes and speeds;
- Daily traffic volumes and speeds;
- Classification of vehicles.

The complete tube survey results are reproduced in **Annexure B**, with the results summarised in **Table 3**.

TABLE 3: 7-DAY TUBE SURVEY RESULTS

Road	Direction	Weekday Average Peak Hour Volumes		Weekday Average Daily Volume	Weekday 85th Percentile Speed	Weekday Heavy Vehicles
		Time	Volume			
Week 1						
Kamilaroi Highway between Blue Vale Road and CHPP	Northbound	AM $5_{AM} – 6_{AM}$	207	2433	105km/h	43%
		PM $3_{PM} – 4_{PM}$	184			
	Southbound	AM $9_{AM} – 10_{AM}$	168	2428	100km/h	25%
		PM $5_{PM} – 6_{PM}$	189			
	Combined	AM $9_{AM} – 10_{AM}$	299	4861	103km/h	34%
		PM $5_{PM} – 6_{PM}$	361			
Week 2						
Kamilaroi Highway between Blue Vale Road and CHPP	Northbound	AM $7_{AM} – 8_{AM}$	141	2380	106km/h	43%
		PM $4_{PM} – 5_{PM}$	187			
	Southbound	AM $9_{AM} – 10_{AM}$	166	2400	100km/h	29%
		PM $5_{PM} – 6_{PM}$	196			
	Combined	AM $9_{AM} – 10_{AM}$	302	4779	104km/h	36%
		PM $5_{PM} – 6_{PM}$	372			

As shown above, the daily and peak hour volumes are low when considering the function of Kamilaroi Highway, a classified arterial road. Arterial roads generally can carry upwards of 10,000 vehicles per day. The peak hour two-way volumes are comparable to a collector road within an urban road subdivision being a maximum of 500 two-way vehicle trips.

Having regard to midblock capacities, single lane traffic flows operate with peak hour volumes of close to 200 vehicle trips. This indicates a midblock level of service “A” and “B” condition.

Having consideration to this, traffic flow efficiency is unlikely to be adversely impacted even under a 5-year growth modelling scenario. Consideration to background growth scenarios is provided in **Section 2.7.4**.

2.7.3 Design Day Traffic Generation

As mentioned within **Section 2.7.1**, whilst the road network review is currently operating at satisfactory levels, a review must be made into the traffic generated by the Vickery Coal Mine and Tarrawonga Coal Mine to ensure an appropriate design day was assessed. The survey volumes collected do indicate that heavy vehicles operated into and out of Whitehaven Coal Gunnedah CHPP and a comparison has been made against the average number of heavy vehicle trips anticipated to be generated by the site to determine the appropriateness of the assessed day.

An entire year of ROM Coal truck haulage data was provided for Vickery Coal Mine and Tarrawonga Coal Mine for review from November 2024 to November 2025. A summary of the data is shown in **Table 4** which shows the ROM coal tonnage extraction per month and **Figure 3** shows the number of truck loads per day over the data set.

TABLE 4: ROM COAL EXTRACTION DATA IN TONNES BETWEEN NOVEMBER 2024 AND NOVEMBER 2025

Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	Jul 2025	Aug 2025	Sep 2025	Oct 2025	Nov 2025
242320	240246	295590	288485	312581	251846	333435	303394	332356	240710	344657	346608	320135

Note: 1 – These tonnes are from the weighbridge records that have not been survey adjusted. Therefore any 'carryback' is included in these figures and has not been removed.

As shown above, the highest monthly ROM Coal extraction occurred within October 2025, the same period that traffic counts were conducted. Traffic surveys undertaken within October 2025 is therefore appropriate as it captures the peak month. Furthermore, the cumulative period between December 2024 and November 2025 is 3.6 million tonnes which complies with the permitted ROM coal extraction limit for the calendar year 2025 of 3.8 million tonnes.

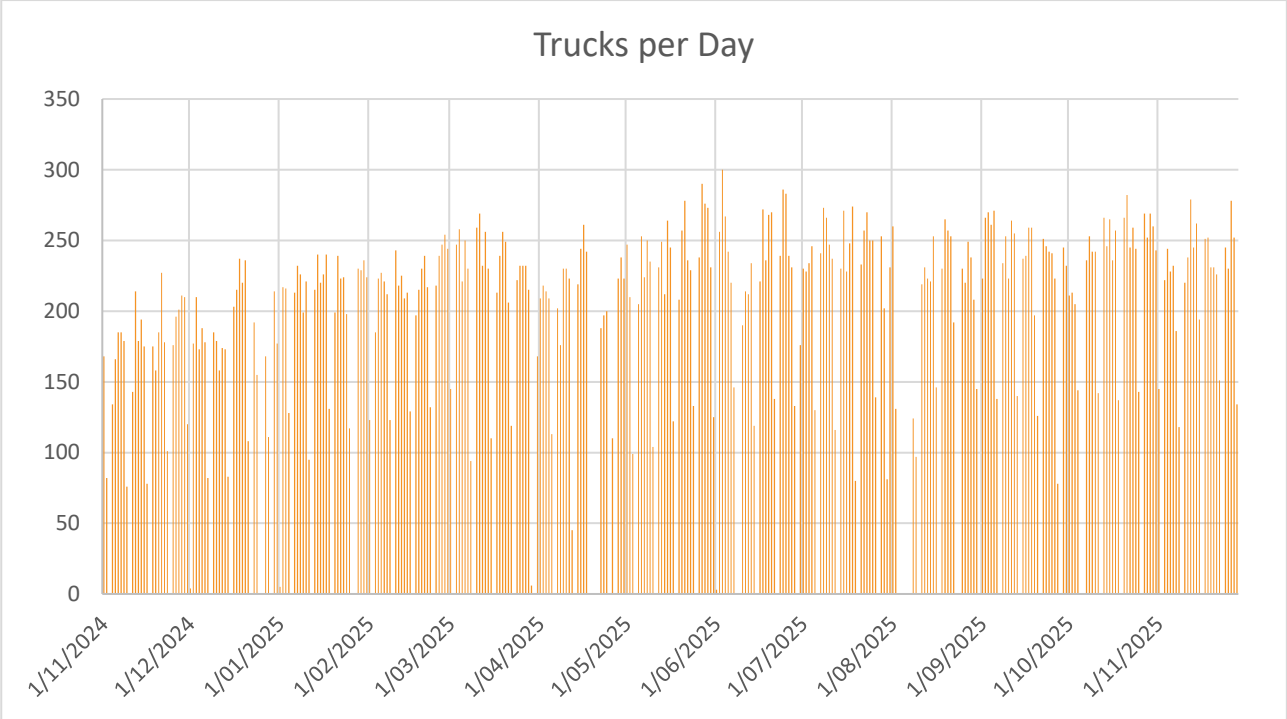


FIGURE 3: DAILY TRUCKS PER DAY FROM DATA SET

From the above, the following is noted when removing days where no transport of ROM Coal occurred (sample size of 319 days):

- The average number of trucks transported per day was 207 trucks per day;
- The 23 October 2025 (survey day) was 259 trucks per day:
    - The survey day represents the 89th percentile day which is higher than both the average (50th) and sensitivity (85th) design test days for typical external traffic impact performance evaluation when undertaking traffic impact assessments.

Based upon the above, the survey day of 23 October 2025 exceeds the average day by 52 truckloads. A review of the traffic generation of the combined sites of the Vickery Coal Mine and Tarrawonga Coal Mine has been undertaken and is summarised in **Table 5**.

.

TABLE 5: ESTIMATED TRAFFIC GENERATION

Annual Coal Extraction	Weekly Coal Extraction[2]	Daily Coal Extraction[3]	Average Truck Size	Average Number of Trucks per Day
3.8 million	73,076	12,179	57 tonnes[1]	214
3.5 million	67,307	11,218		197

Note: 1 – Based upon the average truck size from haulage data

2 – Based upon 52 weeks per year

3 – Based upon 6 working days a week

As shown above, the average number of trucks per day is in the range of 197 to 214 trucks per day based upon the permitted annual extraction. The surveyed and assessed day for the road network review generated 259 trucks per day, well above the anticipated average. Hence it is concluded that no alterations are required to the traffic volumes or modelling results as outlined within **Section 2.7.1** as the collected data exceeds the average day and accordingly reflects a conservative analysis.

2.7.4 Traffic Growth

As part of Condition B84 of SSD 7480 a road network review is required every 5 years and hence a modelling scenario has been undertaken based upon 5-Year traffic growth along Kamilaroi Highway to ensure the road network will continue to operate satisfactorily until the next review.

Reference is made to TfNSW Traffic Volume Viewer, which has a count station (Station ID 6167) located within Gunnedah, east of Chandos Street along Kamilaroi Highway. This provides traffic data between 2015 and 2025 and indicates growth patterns of 1% per year between 2015 and 2025. Hence, a 1% growth rate per annum will be applied to the traffic volumes surveyed in October 2025 and forecast to 2031 (6 years total).

The performance of the surrounding intersections under the traffic conditions has been assessed using SIDRA INTERSECTION 10. **TABLE 6** summarises the resultant intersection performance data, with full SIDRA results reproduced in **Annexure C**.

TABLE 6: 2031 INTERSECTION PERFORMANCES (SIDRA INTERSECTION 10)

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3][4]	Control Type	Worst Movement
2031 PERFORMANCE						
Kamilaroi Highway / Blue Vale Road	AM	0.10	**N/A** (Worst: 10.4)	**N/A** (Worst: A)	Give Way	RT from Blue Vale Road
	PM	0.10	**N/A** (Worst: 14.5)	**N/A** (Worst: A)		RT from Blue Vale Road
Kamilaroi Highway / Whitehaven Coal Gunnedah CHPP	AM	0.10	**N/A** (Worst: 20.7)	**N/A** (Worst: B)	Give Way	RT from CHPP
	PM	0.12	**N/A** (Worst: 13.6)	**N/A** (Worst: A)		RT from CHPP

Notes: Refer to TABLE 2

As shown, the relevant intersections are currently performing at a high level of efficiency, with an overall or worst movement Level of Service “A” or “B” conditions in both the AM & PM peak hour periods. The Level of Service “A” and “B” performance is characterised by low approach delays and spare capacity.

Hence, there are no network performance concerns that warrants further investigations and another road network review will be undertaken in 2031 if required.

3 ROAD SAFETY AUDIT PROCEDURE

3.1 Brief Description

In general, the *Stage 6 Existing Road Safety Audit* concentrates on the geometric design, traffic signage, roadside furniture and line marking of the existing road in terms of functional and safe operation with particular regard to on-going road users.

The objective of the Audit is to:

a) Identify and remove potential safety hazards with respect to the above features;

b) Identify measures to remove or reduce current or future safety problems with regards to the above features;

c) Improve safety risks as a result of the overall Audit findings.

4 SAFETY AUDIT FINDINGS

Section 4.1 documents the general findings of the specialised road safety audit. The CVs of the authors are presented **Annexure D**.

The audit findings are categorised based on the frequency and severity of potential accidents as a direct result of the identified hazard. AUSTROADS "*Guide to Road Safety Part 6"* provides guidance on indicating the level of risk and how to respond to it. The process is to assess the hazard into two categories based on **Table 7** and **Table 8** before determining the level of risk shown in **Table 9**.

The severity of each risk is based on the experience of the auditors and reference to the severity guidance sheet as provided in the *Austroads Guide to Road Safety Part 6*, which is reproduced as **Figure 4**.

TABLE 7: HOW OFTEN IS THE PROBLEM LIKELY TO LEAD TO A CRASH

Frequency	Austroads Description
Almost Certain	Occurrence once per Quarter
Likely	Occurrence once per quarter to once per year
Possible	Occurrence once every three years
Unlikely	Occurrence once every three years to once every five years
Rare	Occurrence less than once every seven years.

TABLE 8: WHAT IS THE LIKELY SEVERITY OF THE RESULTING CRASH TYPE

Severity	Description	Austroads Description
Fatal	Single Fatality	Fatality at the scene or within 30 days of the crash
Serious	Severe Injury	Admitted to Hospital
Moderate	Moderate Injury	Major first aid and/or presents to the hospital (not admitted)
Minor Injury	Minor Injury	Minor first aid
Insignificant	Property Damage	Property Damage

TABLE 9: LEVEL OF RISK RESULT TABLE

Severity / Likelihood	Insignificant	Minor Injury	Moderate Injury	Serious Injury	Fatal
Almost Certain	Medium	High	High	**Extreme**	**Extreme**
Likely	Medium	Medium	High	**Extreme**	**Extreme**
Possible	Low	Medium	High	High	**Extreme**
Unlikely	Negligible	Low	Medium	High	**Extreme**
Rare	Negligible	Negligible	Low	Medium	High

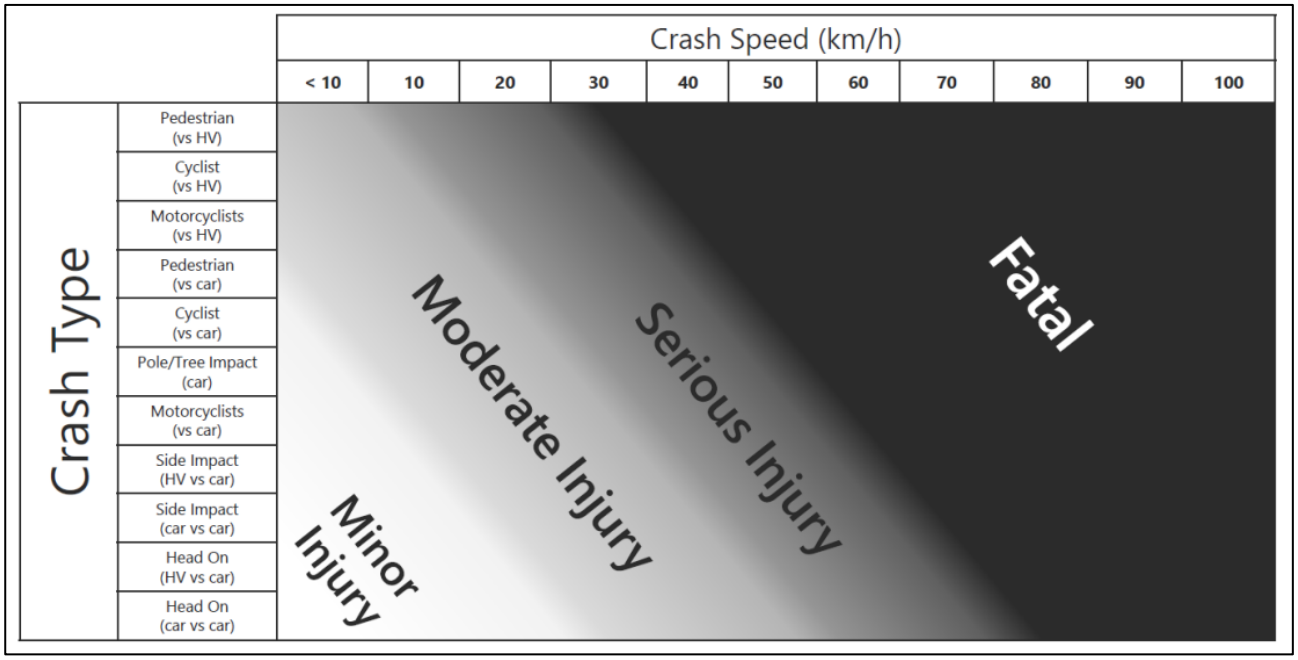


FIGURE 4: SEVERITY GUIDANCE SHEET – AUSTROADS

4.1 General Findings

It should be noted that the scope of the audit was expanded beyond the strict requirement of B84 and B85 to include the haulage road between the Whitehaven Coal Gunnedah Coal Handling and Preparation Plant / Kamilaroi Highway and Tarrawonga Coal Mine. No concerns were raised in relation to the haulage route to and from Vickery Mine and its intersection with Kamilaroi Highway or the intersection of Whitehaven Coal Gunnedah Coal Handling and Preparation Plant / Kamilaroi Highway as required in SSD7480 Conditions B84 and B85, as no evident road safety issue was present. Hence all audit findings relate to the northern portion of haulage road, north of Braymont Road / Hoad Lane. These audit findings have not been presented within this report as they fall outside the scope of Conditions B84 and B85.

5 DISCLAIMER

During the conducted audit the following items were not provided to the Audit team for assessment:

- Detailed swept paths for all turning movements and the design vehicle for each movement along the haulage route;
- Exact bus stop locations along the haulage route;
- Kamilaroi Highway overpass plans.

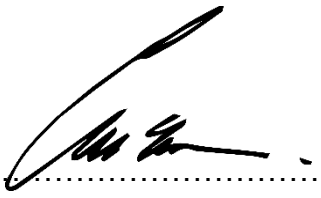
As part of the subsequent 5-Year Review in 2031, it is recommended that the following actions occur as a minimum:

- Undertake new intersection counts in October and reassess the intersection of Blue Vale Road / Kamilaroi Highway and Kamilaroi Highway / Whitehaven Coal Gunnedah CHPP;
- Undertake a 5 -Year growth modelling scenario for the intersection of Vale Road / Kamilaroi Highway and Kamilaroi Highway / Whitehaven Coal Gunnedah CHPP.
- A Stage 6 (existing) road safety audit of the haulage route.

6 CONCLUDING STATEMENT ON ROAD SAFETY FINDINGS

Mr Craig M^{C}Laren and Mr Matthew M^{C}Carthy, Level 3 Road Safety Audits have been engaged by Whitehaven Coal Limited to undertake a road safety audit in accordance with condition B84 of SSD 7480 and have been approved by the Planning Secretary as shown in **Annexure E**.

The scope of the audit was expanded beyond the strict requirement of B84 and B85 to include the haulage road between the Whitehaven Coal Gunnedah Coal Handling and Preparation Plant / Kamilaroi Highway and Tarrawonga Coal Mine. No concerns were raised in relation to the haulage route to and from Vickery Mine and its intersection with Kamilaroi Highway or the intersection of Whitehaven Coal Gunnedah Coal Handling and Preparation Plant / Kamilaroi Highway as required in SSD7480 Conditions B84 and B85. The audit findings relating to the northern portion of haulage road, north of Braymont Road / Hoad Lane have not been presented within this report as they fall outside the scope of Conditions B84.



……..

Craig M^{C}Laren
(RMS Accredited Level 3 Road Safety Auditor) 24 February 2026

……..

Matthew Mc^{C}arthy
(RMS Accredited Level 3 Road Safety Auditor) 24 February 2026

7 ROAD NETWORK OPERATIONS

The requirements of Condition B84 of SSD 7480 have been assessed within the following subsections and refence is made back to the relevant section of the report that details the assessment.

7.1 Review of Haulage records

An entire year of ROM Coal weighbridge truck haulage data that has not been adjusted to remove any 'carry back' tonnages was provided for Vickery Coal Mine and Tarrawonga Coal Mine for review from November 2024 to November 2025. This determined that the cumulative haulage so far in 2025 indicates compliance with the 3.8 million tonnes per annum for calendar year 2025 and also financial year 2026 (VEP Approval) as per modification 2 to SSD-7480 and mod11 to MP11_0047. Refer to **Section 2.7.3** for further information and assessment.

7.2 Review of Road Network Performance

A detailed assessment has been undertaken for the intersection of Blue Vale Road / Kamilaroi Highway and Kamilaroi Highway / Whitehaven Coal Gunnedah CHPP and found that in 2031, the intersection perform at a high level of efficiency, with an overall or worst movement Level of Service "A" or "B" conditions in both the AM & PM peak hour periods. The Level of Service "A" and "B" performance is characterised by low approach delays and spare capacity. Refer to **Section 2.7** for further details.

8 CONCLUDING STATEMENT OF ROAD NETWORK OPERATIONS

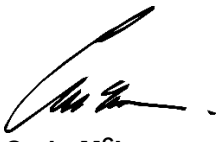
A review of the road network operations has been undertaken with the exiting road network operating with no traffic flow efficiency concerns up to the Year 2031. It is recommended that a further review be undertaken in 2031 if road haulage south of Vickery Coal Mine is still being undertaken in accordance with the Condition of Consent.

The intersection of Kamilaroi Highway / Blue Vale Road and Whitehaven Coal Gunnedah Coal Handling and Preparation Plant / Kamilaroi Highway are performing satisfactorily from a traffic flow efficiency and road safety perspective.

Please contact the undersigned on 9521 7199 should you require further information or assistance.

Yours faithfully,

McLaren Traffic Engineering



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Associate
BE Civil Engineering
Masters of Engineering Science
RMS Accredited Level 3 Road Safety Auditor
RMS Accredited Work Zone Traffic Management Plan Designer and Inspector

ANNEXURE A: APPROVED HAULAGE ROUTE

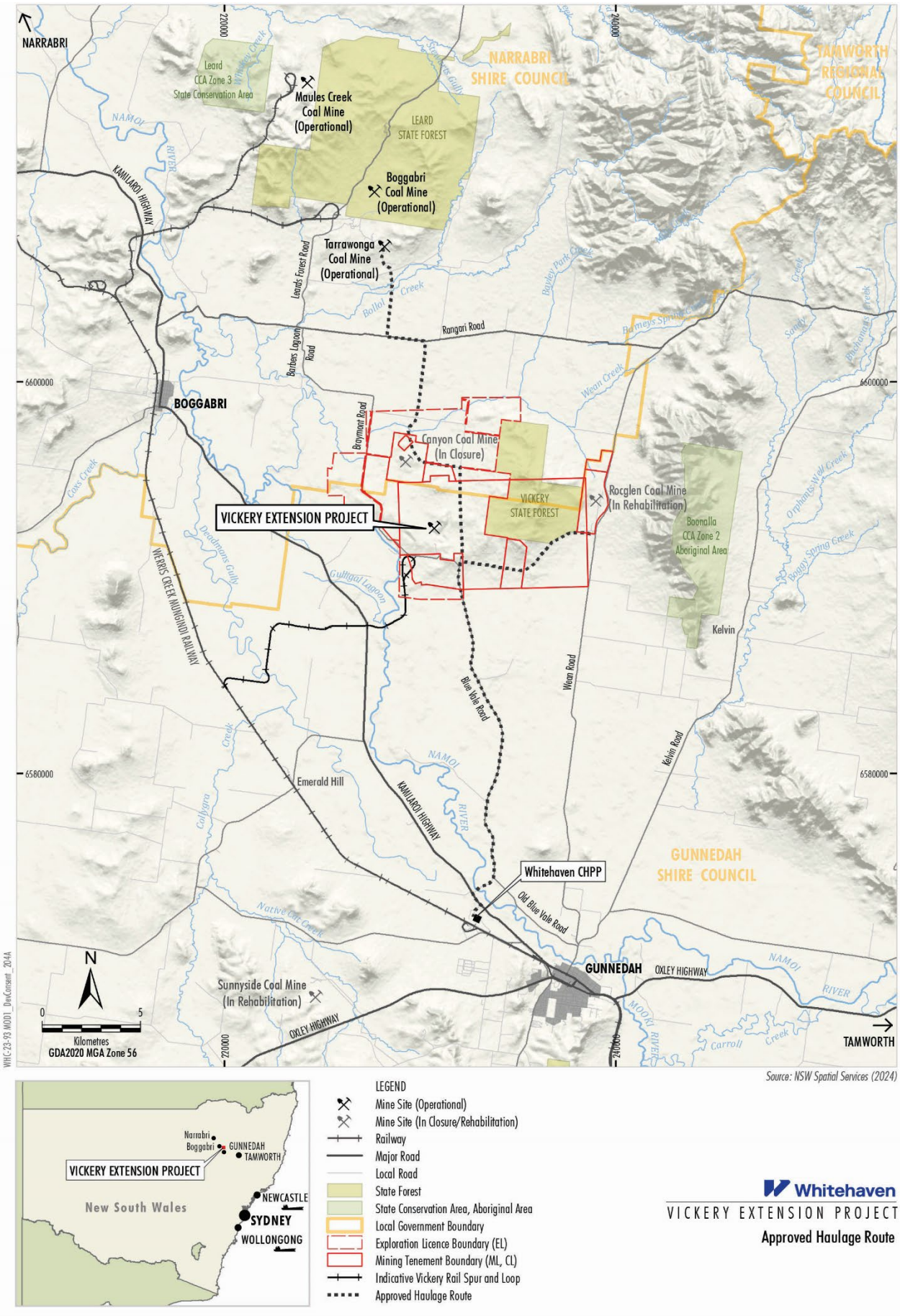

Figure 3: Approved Haulage Route

ANNEXURE B: SURVEY RESULTS

(4 SHEETS)

Hourly Flows

South Approach – Kamilaroi Hwy

Start	End	Left Light	Left Heavy Rigid	Left Heavy Artic	Left B Double	Left Total Vehicles	Through Light	Through Heavy Rigid	Through Heavy Artic	Through B Double	Through Total Vehicles	Right Light	Right Heavy Rigid	Right Heavy Artic	Right B Double	Right Total Vehicles	U-turn Light	U-turn Heavy Rigid	U-turn Heavy Artic	U-turn B Double	U-turn Total Vehicles	Peds
0:00	1:00	0	0	0	0	0	4	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0
0:15	1:15	0	0	0	0	0	5	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0
0:30	1:30	0	0	0	0	0	6	0	0	1	7	1	0	0	0	1	0	0	0	0	0	0
0:45	1:45	0	0	0	0	0	7	0	0	1	8	2	0	0	0	2	0	0	0	0	0	0
1:00	2:00	0	0	0	0	0	5	0	0	1	6	2	0	0	0	2	0	0	0	0	0	0
1:15	2:15	0	0	0	0	0	6	0	0	1	7	2	0	0	0	2	0	0	0	0	0	0
1:30	2:30	0	0	0	0	0	3	0	0	1	4	1	0	0	0	1	0	0	0	0	0	0
1:45	2:45	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0
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East Approach – Blue Vale Rd

Start	End	Left Light	Left Heavy Rigid	Left Heavy Artic	Left B Double	Left Total Vehicles	Through Light	Through Heavy Rigid	Through Heavy Artic	Through B Double	Through Total Vehicles	Right Light	Right Heavy Rigid	Right Heavy Artic	Right B Double	Right Total Vehicles	U-turn Light	U-turn Heavy Rigid	U-turn Heavy Artic	U-turn B Double	U-turn Total Vehicles	Peds
0:00	1:00	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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4:45	5:45	3	0	0	14	17	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
5:00	6:00	1	0	0	14	15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
5:15	6:15	4	0	0	13	17	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
5:30	6:30	7	1	0	17	25	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
5:45	6:45	12	2	0	15	29	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0
6:00	7:00	15	2	0	18	35	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0
6:15	7:15	18	2	0	15	35	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0
6:30	7:30	17	1	0	16	34	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0
6:45	7:45	12	0	1	17	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	8:00	9	0	1	14	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	8:15	3	0	2	17	22	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
7:30	8:30	2	0	2	15	19	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
7:45	8:45	3	0	1	14	18	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
8:00	9:00	3	0	2	19	24	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
8:15	9:15	6	1	1	23	31	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0
8:30	9:30	10	1	2	19	32	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
8:45	9:45	9	1	2	18	30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
9:00	10:00	11	1	2	11	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	10:15	11	1	2	7	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	10:30	6	2	1	10	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:45	8	2	1	12	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	11:00	11	2	1	13	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	11:15	9	1	1	12	23	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
10:30	11:30	8	1	2	13	24	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
10:45	11:45	9	1	2	15	27	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
11:00	12:00	9	2	2	19	32	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
11:15	12:15	12	2	2	22	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	12:30	12	1	1	19	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:45	13	1	1	20	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	13:00	12	0	0	19	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	13:15	13	0	0	18	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	13:30	14	1	0	21	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:45	15	2	0	17	34	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0
13:00	14:00	13	3	0	13	29	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0
13:15	14:15	14	3	1	10	28	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0
13:30	14:30	15	2	2	6	25	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0
13:45	14:45	17	1	3	7	28	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
14:00	15:00	22	1	4	14	41	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
14:15	15:15	23	2	3	15	43	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
14:30	15:30	26	2	2	20	50	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
14:45	15:45	27	3	1	19	50	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0
15:00	16:00	24	3	0	14	41	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0
15:15	16:15	20	2	0	16	38	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0
15:30	16:30	21	2	1	12	36	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0
15:45	16:45	21	1	1	14	37	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
16:00	17:00	24	0	1	12	37	0	0	0	0	0	3	0	0	1	4	0	0	0	0	0	0
16:15	17:15	30	0	1	13	44	0	0	0	0	0	4	1	0	1	6	0	0	0	0	0	0
16:30	17:30	37	1	0	16	54	0	0	0	0	0	4	1	0	2	7	0	0	0	0	0	0
16:45	17:45	37	1	0	14	52	0	0	0	0	0	3	1	0	1	5	0	0	0	0	0	0
17:00	18:00	40	2	0	21	63	0	0	0	0	0	2	1	0	1	4	0	0	0	0	0	0
17:15	18:15	34	3	0	18	55	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
17:30	18:30	27	2	0	16	45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
17:45	18:45	26	3	0	19	48	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
18:00	19:00	19	2	0	13	34	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0
18:15	19:15	22	1	0	14	37	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
18:30	19:30	17	2	0	13	32	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
18:45	19:45	13	1	0	14	28	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
19:00	20:00	11	1	0	16	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	20:15	8	1	0	15	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	20:30	8	0	0	17	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	20:45	5	0	0	14	19	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
20:00	21:00	4	0	1	15	20	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
20:15	21:15	1	0	1	16	18	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
20:30	21:30	0	0	1	17	18	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
20:45	21:45	0	0	1	14	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	22:00	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	22:15	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	22:30	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	22:45	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	23:00	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	23:15	1	0	0	15	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	23:30	2	0	0	14	16	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
22:45	23:45	2	0	0	14	16	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
23:00	0:00	4	0	0	9	13	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0

North Approach – Kamilaroi Hwy

Start	End	Left Light	Left Heavy Rigid	Left Heavy Artic	Left B Double	Left Total Vehicles	Through Light	Through Heavy Rigid	Through Heavy Artic	Through B Double	Through Total Vehicles	Right Light	Right Heavy Rigid	Right Heavy Artic	Right B Double	Right Total Vehicles	U-turn Light	U-turn Heavy Rigid	U-turn Heavy Artic	U-turn B Double	U-turn Total Vehicles	Peds
0:00	1:00	0	0	0	0	0	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0
0:15	1:15	0	0	0	0	0	4	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0
0:30	1:30	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0
0:45	1:45	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
1:00	2:00	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
1:15	2:15	0	0	0	0	0	9	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0
1:30	2:30	0	0	0	0	0	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0
1:45	2:45	0	0	0	0	0	3	0	2	1	6	0	0	0	0	0	0	0	0	0	0	0
2:00	3:00	0	0	0	0	0	5	0	3	1	9	0	0	0	0	0	0	0	0	0	0	0
2:15	3:15	0	0	0	0	0	4	0	2	1	7	0	0	0	0	0	0	0	0	0	0	0
2:30	3:30	0	0	0	0	0	7	0	1	3	11	0	0	0	0	0	0	0	0	0	0	0
2:45	3:45	0	0	0	0	0	5	0	1	3	9	0	0	0	0	0	0	0	0	0	0	0
3:00	4:00	0	0	0	0	0	4	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0
3:15	4:15	0	0	0	0	0	5	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0
3:30	4:30	0	0	0	0	0	5	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0
3:45	4:45	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
4:00	5:00	0	0	0	0	0	7	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0
4:15	5:15	0	0	0	0	0	8	0	0	6	14	0	0	0	0	0	0	0	0	0	0	0
4:30	5:30	1	0	0	0	1	10	0	0	8	18	0	0	0	0	0	0	0	0	0	0	0
4:45	5:45	1	0	0	0	1	16	0	1	10	27	0	0	0	0	0	0	0	0	0	0	0
5:00	6:00	1	0	0	0	1	28	0	1	9	38	0	0	0	0	0	0	0	0	0	0	0
5:15	6:15	1	0	0	0	1	43	0	1	7	51	0	0	0	0	0	0	0	0	0	0	0
5:30	6:30	1	0	0	0	1	55	0	1	5	61	0	0	0	0	0	0	0	0	0	0	0
5:45	6:45	1	0	0	1	2	81	0	1	3	85	0	0	0	0	0	0	0	0	0	0	0
6:00	7:00	2	0	0	1	3	89	2	6	2	99	0	0	0	0	0	0	0	0	0	0	0
6:15	7:15	3	0	0	1	4	91	4	7	4	106	0	0	0	0	0	0	0	0	0	0	0
6:30	7:30	2	0	0	1	3	97	5	9	5	116	0	0	0	0	0	0	0	0	0	0	0
6:45	7:45	2	0	0	0	2	92	9	8	7	116	0	0	0	0	0	0	0	0	0	0	0
7:00	8:00	3	0	0	1	4	102	12	3	5	122	0	0	0	0	0	0	0	0	0	0	0
7:15	8:15	3	0	0	1	4	123	12	3	4	142	0	0	0	0	0	0	0	0	0	0	0
7:30	8:30	3	0	0	1	4	141	12	2	5	160	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	3	0	0	1	4	139	9	4	6	158	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	1	0	0	0	1	133	4	8	7	152	0	0	0	0	0	0	0	0	0	0	0
8:15	9:15	0	0	0	0	0	122	5	7	6	140	0	0	0	0	0	0	0	0	0	0	0
8:30	9:30	1	0	0	0	1	119	7	8	7	141	0	0	0	0	0	0	0	0	0	0	0
8:45	9:45	2	0	0	1	3	123	6	9	8	146	0	0	0	0	0	0	0	0	0	0	0
9:00	10:00	2	0	0	1	3	129	7	6	8	150	0	0	0	0	0	0	0	0	0	0	0
9:15	10:15	3	0	0	2	5	115	6	9	10	140	0	0	0	0	0	0	0	0	0	0	0
9:30	10:30	2	0	0	2	4	104	3	9	12	128	0	0	0	0	0	0	0	0	0	0	0
9:45	10:45	1	0	0	1	2	92	7	6	10	115	0	0	0	0	0	0	0	0	0	0	0
10:00	11:00	1	0	0	1	2	89	7	8	10	114	0	0	0	0	0	0	0	0	0	0	0
10:15	11:15	0	0	0	0	0	87	9	6	11	113	0	0	0	0	0	0	0	0	0	0	0
10:30	11:30	1	0	0	0	1	92	12	5	11	120	0	0	0	0	0	0	0	0	0	0	0
10:45	11:45	1	0	0	0	1	90	8	6	10	114	0	0	0	0	0	0	0	0	0	0	0
11:00	12:00	1	0	0	0	1	87	9	4	10	110	0	0	0	0	0	0	0	0	0	0	0
11:15	12:15	2	1	0	0	3	98	10	3	9	120	0	0	0	0	0	0	0	0	0	0	0
11:30	12:30	1	1	0	1	3	85	9	5	5	104	0	0	0	0	0	0	0	0	0	0	0
11:45	12:45	1	1	0	2	4	85	11	4	6	106	0	0	0	0	0	0	0	0	0	0	0
12:00	13:00	1	1	0	2	4	77	12	8	8	105	0	0	0	0	0	0	0	0	0	0	0
12:15	13:15	0	0	0	2	2	76	8	10	10	104	0	0	0	0	0	0	0	0	0	0	0
12:30	13:30	0	0	0	1	1	78	6	9	11	104	0	0	0	0	0	0	0	0	0	0	0
12:45	13:45	1	0	0	0	1	89	6	11	17	123	0	0	0	0	0	0	0	0	0	0	0
13:00	14:00	1	0	0	0	1	96	6	10	17	129	0	0	0	0	0	0	0	0	0	0	0
13:15	14:15	1	0	0	1	2	98	7	10	15	130	0	0	0	0	0	0	0	0	0	0	0
13:30	14:30	1	0	0	1	2	107	11	13	15	146	0	0	0	0	0	0	0	0	0	0	0
13:45	14:45	0	0	0	1	1	97	15	12	9	133	0	0	0	0	0	0	0	0	0	0	0
14:00	15:00	0	0	1	1	2	97	12	10	6	125	0	0	0	0	0	0	0	0	0	0	0
14:15	15:15	3	0	1	1	5	104	11	8	7	130	0	0	0	0	0	0	0	0	0	0	0
14:30	15:30	3	0	1	2	6	93	8	7	6	114	0	0	0	0	0	0	0	0	0	0	0
14:45	15:45	3	0	1	2	6	106	5	10	4	125	0	0	0	0	0	0	0	0	0	0	0
15:00	16:00	4	0	1	2	7	112	7	10	7	136	0	0	0	0	0	0	0	0	0	0	0
15:15	16:15	1	0	1	1	3	105	8	13	7	133	0	0	0	0	0	0	0	0	0	0	0
15:30	16:30	4	0	2	1	7	120	7	11	9	147	0	0	0	0	0	0	0	0	0	0	0
15:45	16:45	4	0	2	1	7	129	5	8	10	152	0	0	0	0	0	0	0	0	0	0	0
16:00	17:00	3	0	1	1	5	129	5	6	8	148	0	0	0	0	0	0	0	0	0	0	0
16:15	17:15	3	0	1	1	5	132	6	5	8	151	0	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	129	10	4	8	151	0	0	0	0	0	0	0	0	0	0	0
16:45	17:45	2	0	0	0	2	124	11	3	9	147	0	0	0	0	0	0	0	0	0	0	0
17:00	18:00	3	0	0	0	3	124	12	4	14	154	0	0	0	0	0	0	0	0	0	0	0
17:15	18:15	5	0	0	0	5	138	10	2	13	163	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	5	0	0	0	5	143	8	2	14	167	0	0	0	0	0	0	0	0	0	0	0
17:45	18:45	4	0	0	0	4	145	8	4	16	173	0	0	0	0	0	0	0	0	0	0	0
18:00	19:00	3	0	0	0	3	142	7	3	12	164	0	0	0	0	0	0	0	0	0	0	0
18:15	19:15	1	0	0	0	1	128	9	4	12	153	0	0	0	0	0	0	0	0	0	0	0
18:30	19:30	1	0	0	0	1	109	7	3	10	129	0	0	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	82	11	1	9	103	0	0	0	0	0	0	0	0	0	0	0
19:00	20:00	0	1	0	0	1	69	12	1	10	92	0	0	0	0	0	0	0	0	0	0	0
19:15	20:15	0	1	0	0	1	56	9	1	8	74	0	0	0	0	0	0	0	0	0	0	0
19:30	20:30	0	1	0	0	1	45	9	1	6	61	0	0	0	0	0	0	0	0	0	0	0
19:45	20:45	0	1	0	0	1	42	3	3	4	52	0	0	0	0	0	0	0	0	0	0	0
20:00	21:00	0	0	0	0	0	29	0	5	2	36	0	0	0	0	0	0	0	0	0	0	0
20:15	21:15	0	0	0	0	0	15	0	4	2	21	0	0	0	0	0	0	0	0	0	0	0
20:30	21:30	0	0	0	0	0	14	0	4	3	21	0	0	0	0	0	0	0	0	0	0	0
20:45	21:45	0	0	0	0	0	11	2	3	5	21	0	0	0	0	0	0	0	0	0	0	0
21:00	22:00	0	0	0	0	0	15	2	1	4	22	0	0	0	0	0	0	0	0	0	0	0
21:15	22:15	0	0	0	0	0	18	2	2	5	27	0	0	0	0	0	0	0	0	0	0	0
21:30	22:30	0	0	0	0	0	16	2	2	4	24	0	0	0	0	0	0	0	0	0	0	0
21:45	22:45	0	0	0	0	0	16	0	2	2	20	0	0	0	0	0	0	0	0	0	0	0
22:00	23:00	0	0	0	0	0	11	0	3	4	18	0	0	0	0	0	0	0	0	0	0	0
22:15	23:15	0	0	0	0	0	10	1	2	4	17	0	0	0	0	0	0	0	0	0	0	0
22:30	23:30	0	0	0	0	0	9	1	2	5	17	0	0	0	0	0	0	0	0	0	0	0
22:45	23:45	0	0	0	0	0	6	1	1	6	14	0	0	0	0	0	0	0	0	0	0	0
23:00	0:00	0	0	0	0	0	8	1	0	5	14	0	0	0	0	0	0	0	0	0	0	0

West Approach – 0

Start	End	Left Light	Left Heavy Rigid	Left Heavy Artic	Left B Double	Left Total Vehicles	Through Light	Through Heavy Rigid	Through Heavy Artic	Through B Double	Through Total Vehicles	Right Light	Right Heavy Rigid	Right Heavy Artic	Right B Double	Right Total Vehicles	U-turn Light	U-turn Heavy Rigid	U-turn Heavy Artic	U-turn B Double	U-turn Total Vehicles	Peds
0:00	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Flows

South Approach — Kamilaroi Hwy

Start	End	Left					Through					Right					U-turn					Peds
		Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	
0:00	1:00	1	0	0	0	1	4	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0
0:15	1:15	1	0	0	0	1	5	1	0	1	7	0	0	0	0	0	0	0	0	0	0	0
0:30	1:30	1	0	0	0	1	6	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0
0:45	1:45	0	0	0	0	0	8	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0
1:00	2:00	0	0	0	0	0	6	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0
1:15	2:15	0	0	0	0	0	7	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0
1:30	2:30	0	0	0	0	0	4	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0
1:45	2:45	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00	3:00	1	0	0	0	1	3	2	0	1	6	0	0	0	0	0	0	0	0	0	0	0
2:15	3:15	1	0	0	0	1	1	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0
2:30	3:30	1	0	0	0	1	3	2	0	2	7	0	0	0	0	0	0	0	0	0	0	0
2:45	3:45	1	0	0	0	1	6	1	0	2	9	0	0	0	0	0	0	0	0	0	0	0
3:00	4:00	1	0	0	0	1	5	2	0	2	9	0	0	0	0	0	0	0	0	0	0	0
3:15	4:15	2	0	0	1	3	22	2	0	4	28	0	0	0	0	0	0	0	0	0	0	0
3:30	4:30	2	0	0	1	3	48	3	1	4	56	0	0	0	0	0	0	0	0	0	0	0
3:45	4:45	2	0	0	1	3	68	4	1	4	77	0	0	0	0	0	0	0	0	0	0	0
4:00	5:00	1	0	0	1	2	122	4	1	5	132	0	0	0	0	0	0	0	0	0	0	0
4:15	5:15	2	0	0	0	2	161	9	1	5	176	0	0	0	0	0	0	0	0	0	0	0
4:30	5:30	6	0	0	0	6	175	13	0	5	193	0	0	0	0	0	0	0	0	0	0	0
4:45	5:45	14	0	0	0	14	194	19	0	6	219	0	0	0	0	0	0	0	0	0	0	0
5:00	6:00	21	0	0	0	21	171	17	2	4	194	0	0	0	0	0	0	0	0	0	0	0
5:15	6:15	21	0	0	1	22	138	15	5	5	163	0	0	0	0	0	0	0	0	0	0	0
5:30	6:30	23	0	0	2	25	122	15	7	9	153	0	0	0	0	0	0	0	0	0	0	0
5:45	6:45	16	0	0	3	19	105	11	10	10	136	0	0	0	0	0	0	0	0	0	0	0
6:00	7:00	12	0	0	3	15	101	12	9	18	140	0	0	0	0	0	0	0	0	0	0	0
6:15	7:15	12	0	0	2	14	94	9	7	19	129	0	0	0	0	0	0	0	0	0	0	0
6:30	7:30	11	0	0	1	12	88	8	9	17	122	0	0	0	0	0	0	0	0	0	0	0
6:45	7:45	16	0	0	0	16	86	9	10	17	122	0	0	0	0	0	0	0	0	0	0	0
7:00	8:00	14	0	0	0	14	84	13	10	11	118	0	0	0	0	0	0	0	0	0	0	0
7:15	8:15	14	0	0	0	14	97	14	11	9	131	0	0	0	0	0	0	0	0	0	0	0
7:30	8:30	10	0	0	0	10	107	11	9	8	135	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	4	0	0	0	4	106	10	8	9	133	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	5	0	0	0	5	113	9	10	8	140	0	0	0	0	0	0	0	0	0	0	0
8:15	9:15	5	1	0	0	6	114	12	9	9	144	0	0	0	0	0	0	0	0	0	0	0
8:30	9:30	5	1	0	1	7	99	13	8	9	129	0	0	0	0	0	0	0	0	0	0	0
8:45	9:45	5	1	0	1	7	98	13	7	12	130	0	0	0	0	0	0	0	0	0	0	0
9:00	10:00	6	1	0	1	8	83	11	8	15	117	0	0	0	0	0	0	0	0	0	0	0
9:15	10:15	4	0	0	1	5	84	8	8	13	113	0	0	0	0	0	0	0	0	0	0	0
9:30	10:30	3	1	0	0	4	83	7	9	16	115	0	0	0	0	0	0	0	0	0	0	0
9:45	10:45	7	1	0	0	8	83	7	9	11	110	0	0	0	0	0	0	0	0	0	0	0
10:00	11:00	5	1	0	0	6	86	6	6	9	107	0	0	0	0	0	0	0	0	0	0	0
10:15	11:15	5	2	0	0	7	83	5	8	8	104	0	0	0	0	0	0	0	0	0	0	0
10:30	11:30	6	1	0	0	7	84	5	10	7	106	0	0	0	0	0	0	0	0	0	0	0
10:45	11:45	5	1	0	0	6	89	7	9	12	117	0	0	0	0	0	0	0	0	0	0	0
11:00	12:00	6	1	0	0	7	95	8	10	13	126	0	0	0	0	0	0	0	0	0	0	0
11:15	12:15	7	1	0	0	8	89	12	9	13	123	0	0	0	0	0	0	0	0	0	0	0
11:30	12:30	8	1	0	0	9	85	13	9	11	118	0	0	0	0	0	0	0	0	0	0	0
11:45	12:45	9	1	0	0	10	83	11	11	7	112	0	0	0	0	0	0	0	0	0	0	0
12:00	13:00	8	1	0	1	10	79	12	12	6	109	0	0	0	0	0	0	0	0	0	0	0
12:15	13:15	8	0	0	2	10	82	10	11	7	110	0	0	0	0	0	0	0	0	0	0	0
12:30	13:30	9	0	0	2	11	93	9	9	7	118	0	0	0	0	0	0	0	0	0	0	0
12:45	13:45	6	0	0	2	8	97	7	6	8	118	0	0	0	0	0	0	0	0	0	0	0
13:00	14:00	9	0	0	1	10	98	7	5	8	118	0	0	0	0	0	0	0	0	0	0	0
13:15	14:15	8	0	0	0	8	93	8	6	10	117	0	0	0	0	0	0	0	0	0	0	0
13:30	14:30	7	0	0	0	7	93	8	7	11	119	0	0	0	0	0	0	0	0	0	0	0
13:45	14:45	8	0	0	0	8	82	7	8	9	106	0	0	0	0	0	0	0	0	0	0	0
14:00	15:00	5	0	0	0	5	86	5	7	10	108	0	0	0	0	0	0	0	0	0	0	0
14:15	15:15	5	0	0	0	5	99	3	7	7	116	0	0	0	0	0	0	0	0	0	0	0
14:30	15:30	3	0	0	0	3	102	5	7	6	120	0	0	0	0	0	0	0	0	0	0	0
14:45	15:45	1	0	0	0	1	117	8	8	9	142	0	0	0	0	0	0	0	0	0	0	0
15:00	16:00	1	0	0	0	1	126	9	10	10	155	0	0	0	0	0	0	0	0	0	0	0
15:15	16:15	2	0	0	0	2	128	8	10	11	157	0	0	0	0	0	0	0	0	0	0	0
15:30	16:30	3	0	0	0	3	139	6	8	11	164	0	0	0	0	0	0	0	0	0	0	0
15:45	16:45	3	0	0	0	3	138	5	7	8	158	0	0	0	0	0	0	0	0	0	0	0
16:00	17:00	2	0	0	0	2	143	4	6	7	160	0	0	0	0	0	0	0	0	0	0	0
16:15	17:15	1	0	0	0	1	148	7	4	8	167	0	0	0	0	0	0	0	0	0	0	0
16:30	17:30	2	0	0	0	2	142	13	4	9	168	0	0	0	0	0	0	0	0	0	0	0
16:45	17:45	4	0	0	0	4	141	13	3	9	166	0	0	0	0	0	0	0	0	0	0	0
17:00	18:00	6	0	0	0	6	129	13	2	9	153	0	0	0	0	0	0	0	0	0	0	0
17:15	18:15	6	0	0	0	6	119	10	2	9	140	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	4	0	0	0	4	104	3	4	8	119	0	0	0	0	0	0	0	0	0	0	0
17:45	18:45	2	0	0	0	2	100	2	4	9	115	0	0	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	86	2	4	6	98	0	0	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	73	2	6	5	86	0	0	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	73	2	4	7	86	0	0	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	66	1	4	7	78	0	0	0	0	0	0	0	0	0	0	0
19:00	20:00	0	0	0	0	0	60	0	3	9	72	0	0	0	0	0	0	0	0	0	0	0
19:15	20:15	0	0	0	0	0	57	1	1	9	68	0	0	0	0	0	0	0	0	0	0	0
19:30	20:30	0	0	0	0	0	56	1	0	6	63	0	0	0	0	0	0	0	0	0	0	0
19:45	20:45	0	0	0	0	0	42	1	0	7	50	0	0	0	0	0	0	0	0	0	0	0
20:00	21:00	0	1	0	0	1	38	2	0	7	47	0	0	0	0	0	0	0	0	0	0	0
20:15	21:15	0	1	0	0	1	30	2	0	6	38	0	0	0	0	0	0	0	0	0	0	0
20:30	21:30	0	1	0	0	1	21	2	0	8	31	0	0	0	0	0	0	0	0	0	0	0
20:45	21:45	0	1	0	0	1	22	2	0	6	30	0	0	0	0	0	0	0	0	0	0	0
21:00	22:00	1	0	0	0	1	23	2	0	4	29	0	0	0	0	0	0	0	0	0	0	0
21:15	22:15	1	0	0	0	1	20	1	0	3	24	0	0	0	0	0	0	0	0	0	0	0
21:30	22:30	1	0	0	0	1	19	1	0	2	22	0	0	0	0	0	0	0	0	0	0	0
21:45	22:45	1	0	0	0	1	15	1	1	1	18	0	0	0	0	0	0	0	0	0	0	0
22:00	23:00	0	0	0	0	0	13	0	1	2	16	0	0	0	0	0	0	0	0	0	0	0
22:15	23:15	0	0	0	0	0	15	0	1	3	19	0	0	0	0	0	0	0	0	0	0	0
22:30	23:30	0	0	0	0	0	13	0	2	3	18	0	0	0	0	0	0	0	0	0	0	0
22:45	23:45	1	0	0	0	1	13	0	1	3	17	0	0	0	0	0	0	0	0	0	0	0
23:00	0:00	1	0	0	0	1	10	0	1	4	15	0	0	0	0	0	0	0	0	0	0	0

East Approach — 0

Start	End	Left					Through					Right					U-turn					Peds
		Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	
0:00	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

North Approach — Kamilaroi Hwy

Start	End	Left					Through					Right					U-turn					Peds
		Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	
0:00	1:00	0	0	0	0	0	9	1	0	2	12	1	0	0	0	1	0	0	0	0	0	0
0:15	1:15	0	0	0	0	0	12	1	0	2	15	1	0	0	0	1	0	0	0	0	0	0
0:30	1:30	0	0	0	0	0	17	1	0	1	19	0	0	0	0	0	0	0	0	0	0	0
0:45	1:45	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0
1:00	2:00	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
1:15	2:15	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
1:30	2:30	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0
1:45	2:45	0	0	0	0	0	3	0	1	0	4	1	0	0	0	1	0	0	0	0	0	0
2:00	3:00	0	0	0	0	0	4	0	2	0	6	2	3	0	0	5	0	0	0	0	0	0
2:15	3:15	0	0	0	0	0	3	0	2	0	5	2	3	0	0	5	0	0	0	0	0	0
2:30	3:30	0	0	0	0	0	8	0	1	2	11	4	3	0	0	7	0	0	0	0	0	0
2:45	3:45	0	0	0	0	0	7	0	1	3	11	3	3	0	0	6	0	0	0	0	0	0
3:00	4:00	0	0	0	0	0	7	0	0	3	10	2	0	0	0	2	0	0	0	0	0	0
3:15	4:15	0	0	0	0	0	7	0	0	3	10	2	0	0	0	2	0	0	0	0	0	0
3:30	4:30	0	0	0	0	0	5	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0
3:45	4:45	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
4:00	5:00	0	0	0	0	0	9	0	0	4	13	0	0	0	3	3	0	0	0	0	0	0
4:15	5:15	0	0	0	0	0	10	0	0	5	15	0	0	0	6	6	0	0	0	0	0	0
4:30	5:30	0	0	0	0	0	10	0	0	8	18	1	0	0	9	10	0	0	0	0	0	0
4:45	5:45	0	0	0	0	0	16	0	1	10	27	2	0	0	13	15	0	0	0	0	0	0
5:00	6:00	0	0	0	0	0	21	0	3	8	32	5	0	0	12	17	0	0	0	0	0	0
5:15	6:15	0	0	0	0	0	39	0	3	7	49	6	0	0	12	18	0	0	0	0	0	0
5:30	6:30	0	0	0	0	0	55	0	3	6	64	6	0	0	14	20	0	0	0	0	0	0
5:45	6:45	0	0	0	0	0	87	2	3	4	96	7	0	0	13	20	0	0	0	0	0	0
6:00	7:00	0	0	0	0	0	102	3	6	4	115	6	0	0	16	22	0	0	0	0	0	0
6:15	7:15	0	0	0	0	0	106	5	7	6	124	7	0	0	14	21	0	0	0	0	0	0
6:30	7:30	0	0	0	0	0	112	6	9	5	132	8	0	0	16	24	0	0	0	0	0	0
6:45	7:45	0	0	0	0	0	98	8	9	7	122	10	0	0	16	26	0	0	0	0	0	0
7:00	8:00	0	0	0	0	0	106	11	5	5	127	8	0	0	15	23	0	0	0	0	0	0
7:15	8:15	0	0	0	0	0	119	11	6	5	141	7	0	0	16	23	0	0	0	0	0	0
7:30	8:30	0	0	0	0	0	138	11	5	6	160	5	0	0	13	18	0	0	0	0	0	0
7:45	8:45	0	0	0	0	0	141	9	6	7	163	1	0	0	13	14	0	0	0	0	0	0
8:00	9:00	0	0	0	0	0	133	5	10	8	156	1	0	0	17	18	0	0	0	0	0	0
8:15	9:15	0	0	0	0	0	128	7	8	8	151	1	0	0	19	20	0	0	0	0	0	0
8:30	9:30	0	0	0	0	0	129	9	10	8	156	1	0	0	17	18	0	0	0	0	0	0
8:45	9:45	0	0	0	0	0	133	7	11	10	161	1	0	0	16	17	0	0	0	0	0	0
9:00	10:00	0	0	0	0	0	141	8	8	10	167	2	0	0	9	11	0	0	0	0	0	0
9:15	10:15	0	0	0	0	0	128	7	11	10	156	1	0	0	8	9	0	0	0	0	0	0
9:30	10:30	0	0	0	0	0	111	5	12	11	139	1	0	0	10	11	0	0	0	0	0	0
9:45	10:45	0	0	0	0	0	100	9	9	10	128	1	0	0	9	10	0	0	0	0	0	0
10:00	11:00	0	0	0	0	0	102	9	11	10	132	0	0	0	11	11	0	0	0	0	0	0
10:15	11:15	0	0	0	0	0	96	10	9	11	126	0	0	0	10	10	0	0	0	0	0	0
10:30	11:30	0	0	0	0	0	100	13	8	12	133	1	0	0	11	12	0	0	0	0	0	0
10:45	11:45	0	0	0	0	0	98	9	9	10	126	1	0	0	13	14	0	0	0	0	0	0
11:00	12:00	0	0	0	0	0	95	11	7	10	123	1	0	0	16	17	0	0	0	0	0	0
11:15	12:15	0	0	0	0	0	110	12	7	11	140	1	0	0	18	19	0	0	0	0	0	0
11:30	12:30	0	0	0	0	0	98	10	7	8	123	0	0	0	15	15	0	0	0	0	0	0
11:45	12:45	0	0	0	0	0	97	12	6	9	124	1	0	0	17	18	0	0	0	0	0	0
12:00	13:00	0	0	0	0	0	89	11	9	12	121	1	0	0	16	17	0	0	0	0	0	0
12:15	13:15	0	0	0	0	0	84	7	10	12	113	5	0	0	16	21	0	0	0	0	0	0
12:30	13:30	0	0	0	0	0	87	6	9	13	115	5	0	0	18	23	0	0	0	0	0	0
12:45	13:45	0	0	0	0	0	103	6	11	17	137	5	0	0	17	22	0	0	0	0	0	0
13:00	14:00	0	0	0	0	0	106	9	9	19	143	5	0	0	12	17	0	0	0	0	0	0
13:15	14:15	0	0	0	0	0	113	10	10	17	150	1	0	0	9	10	0	0	0	0	0	0
13:30	14:30	0	0	0	0	0	120	13	13	18	164	2	0	0	6	8	0	0	0	0	0	0
13:45	14:45	0	0	0	0	0	111	16	13	14	154	1	0	0	4	5	0	0	0	0	0	0
14:00	15:00	0	0	0	0	0	112	13	13	8	146	3	0	0	13	16	0	0	0	0	0	0
14:15	15:15	0	0	0	0	0	123	13	10	9	155	3	0	0	14	17	0	0	0	0	0	0
14:30	15:30	0	0	0	0	0	117	10	9	7	143	3	0	0	19	22	0	0	0	0	0	0
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15:00	16:00	0	0	0	0	0	134	10	10	7	161	2	0	0	14	16	0	0	0	0	0	0
15:15	16:15	0	0	0	0	0	124	10	13	8	155	2	0	0	15	17	0	0	0	0	0	0
15:30	16:30	0	0	0	0	0	140	9	12	9	170	1	0	0	10	11	0	0	0	0	0	0
15:45	16:45	0	0	0	0	0	149	6	9	11	175	1	0	0	13	14	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	153	4	7	9	173	2	0	0	11	13	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	163	6	6	8	183	3	0	0	12	15	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	164	11	4	10	189	3	0	0	15	18	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	161	12	3	10	186	3	0	0	12	15	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	166	15	4	15	200	3	0	0	19	22	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	169	13	2	14	198	3	0	0	16	19	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	171	9	2	14	196	3	0	0	15	18	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	168	10	4	17	199	2	0	0	18	20	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	158	8	3	13	182	1	0	0	12	13	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	149	8	3	14	174	0	0	0	13	13	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	123	9	2	12	146	0	0	0	13	13	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	98	9	0	10	117	0	0	0	14	14	0	0	0	0	0	0
19:00	20:00	0	0	0	0	0	84	9	0	11	104	0	0	0	16	16	0	0	0	0	0	0
19:15	20:15	0	0	0	0	0	67	7	1	8	83	0	0	0	14	14	0	0	0	0	0	0
19:30	20:30	0	0	0	0	0	56	5	1	7	69	0	0	0	16	16	0	0	0	0	0	0
19:45	20:45	0	0	0	0	0	48	2	2	5	57	0	0	0	13	13	0	0	0	0	0	0
20:00	21:00	0	0	0	0	0	33	0	5	4	42	0	0	0	14	14	0	0	0	0	0	0
20:15	21:15	0	0	0	0	0	16	0	4	4	24	0	0	0	17	17	0	0	0	0	0	0
20:30	21:30	0	0	0	0	0	15	0	4	4	23	0	0	0	17	17	0	0	0	0	0	0
20:45	21:45	0	0	0	0	0	11	1	5	6	23	0	0	0	14	14	0	0	0	0	0	0
21:00	22:00	0	0	0	0	0	15	1	2	4	22	0	0	0	10	10	0	0	0	0	0	0
21:15	22:15	0	0	0	0	0	18	1	3	5	27	0	0	0	9	9	0	0	0	0	0	0
21:30	22:30	0	0	0	0	0	16	1	3	4	24	0	0	0	7	7	0	0	0	0	0	0
21:45	22:45	0	0	0	0	0	16	0	2	2	20	0	0	0	8	8	0	0	0	0	0	0
22:00	23:00	0	0	0	0	0	11	0	3	4	18	0	0	0	12	12	0	0	0	0	0	0
22:15	23:15	0	0	0	0	0	11	1	2	4	18	0	0	0	15	15	0	0	0	0	0	0
22:30	23:30	0	0	0	0	0	11	1	2	5	19	0	0	0	13	13	0	0	0	0	0	0
22:45	23:45	0	0	0	0	0	8	1	1	7	17	0	0	0	14	14	0	0	0	0	0	0
23:00	0:00	0	0	0	0	0	11	1	0	6	18	2	0	0	9	11	0	0	0	0	0	0

West Approach — Gunnedah CHPP Access Rd

Start	End	Left					Through					Right					U-turn					Peds
		Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	Light	Heavy Rigid	Heavy Artic	B Double	Total Vehicles	
0:00	1:00	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
0:15	1:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
0:30	1:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
0:45	1:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
1:00	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	2:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	3:00	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
2:15	3:15	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
2:30	3:30	3	1	0	0	4	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	0
2:45	3:45	2	1	0	0	3	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	0
3:00	4:00	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0
3:15	4:15	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0
3:30	4:30	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	4:45	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	5:00	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	5:15	1	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	5:30	1	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:45	1	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	6:00	1	0	0	12	13	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
5:15	6:15	1	0	0	12	13	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
5:30	6:30	1	0	0	10	11	0	0	0	0	0	3	0	0	1	4	0	0	0	0	0	0
5:45	6:45	2	0	0	13	15	0	0	0	0	0	6	0	0	1	7	0	0	0	0	0	0
6:00	7:00	3	0	0	14	17	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0
6:15	7:15	4	0	0	14	18	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0
6:30	7:30	3	0	0	15	18	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0
6:45	7:45	2	0	0	15	17	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0
7:00	8:00	3	0	0	16	19	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0
7:15	8:15	3	0	0	16	19	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0
7:30	8:30	4	0	0	16	20	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
7:45	8:45	4	0	0	13	17	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
8:00	9:00	3	0	0	12	15	0	0	0	0	0	3	0	0	1	4	0	0	0	0	0	0
8:15	9:15	2	0	0	14	16	0	0	0	0	0	3	0	0	1	4	0	0	0	0	0	0
8:30	9:30	1	1	0	15	17	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
8:45	9:45	1	1	0	17	19	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0
9:00	10:00	0	1	1	16	18	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0
9:15	10:15	0	1	1	12	14	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0
9:30	10:30	0	0	1	11	12	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0
9:45	10:45	0	0	1	10	11	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0
10:00	11:00	0	0	0	10	10	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0
10:15	11:15	0	0	0	10	10	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0
10:30	11:30	0	0	0	10	10	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0
10:45	11:45	0	0	0	11	11	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0
11:00	12:00	0	0	0	10	10	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0
11:15	12:15	0	0	0	15	15	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0
11:30	12:30	1	0	0	15	16	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0
11:45	12:45	3	0	0	15	18	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0
12:00	13:00	5	0	0	18	23	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0
12:15	13:15	7	0	0	15	22	0	0	0	0	0	7	1	0	0	8	0	0	0	0	0	0
12:30	13:30	6	0	0	19	25	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0
12:45	13:45	4	0	0	17	21	0	0	0	0	0	11	0	0	1	12	0	0	0	0	0	0
13:00	14:00	2	0	0	18	20	0	0	0	0	0	13	0	0	1	14	0	0	0	0	0	0
13:15	14:15	0	0	0	16	16	0	0	0	0	0	10	0	0	1	11	0	0	0	0	0	0
13:30	14:30	0	0	0	10	10	0	0	0	0	0	13	0	0	1	14	0	0	0	0	0	0
13:45	14:45	2	0	0	8	10	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	0
14:00	15:00	2	0	0	6	8	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	0
14:15	15:15	2	0	0	11	13	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0
14:30	15:30	2	0	0	13	15	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	0
14:45	15:45	0	0	0	17	17	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	0
15:00	16:00	1	0	0	18	19	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0
15:15	16:15	1	0	0	13	14	0	0	0	0	0	7	0	0	1	8	0	0	0	0	0	0
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15:45	16:45	1	0	0	12	13	0	0	0	0	0	14	0	0	1	15	0	0	0	0	0	0
16:00	17:00	0	0	0	13	13	0	0	0	0	0	15	0	0	1	16	0	0	0	0	0	0
16:15	17:15	6	0	0	13	19	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	0
16:30	17:30	6	0	0	10	16	0	0	0	0	0	19	0	0	1	20	0	0	0	0	0	0
16:45	17:45	7	0	0	12	19	0	0	0	0	0	10	0	0	1	11	0	0	0	0	0	0
17:00	18:00	7	0	0	11	18	0	0	0	0	0	11	0	0	1	12	0	0	0	0	0	0
17:15	18:15	3	0	0	17	20	0	0	0	0	0	12	0	0	1	13	0	0	0	0	0	0
17:30	18:30	4	0	0	19	23	0	0	0	0	0	14	0	0	1	15	0	0	0	0	0	0
17:45	18:45	4	0	0	16	20	0	0	0	0	0	15	0	0	1	16	0	0	0	0	0	0
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18:15	19:15	2	0	0	12	14	0	0	0	0	0	5	0	0	1	6	0	0	0	0	0	0
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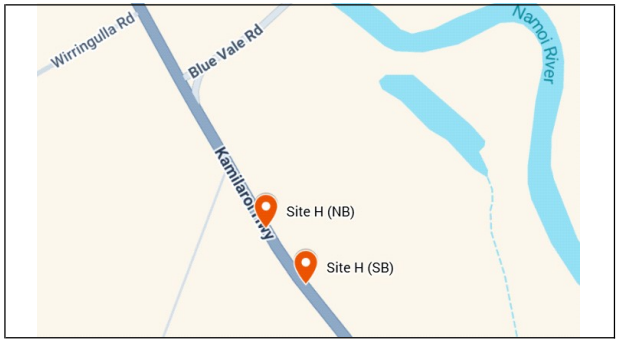
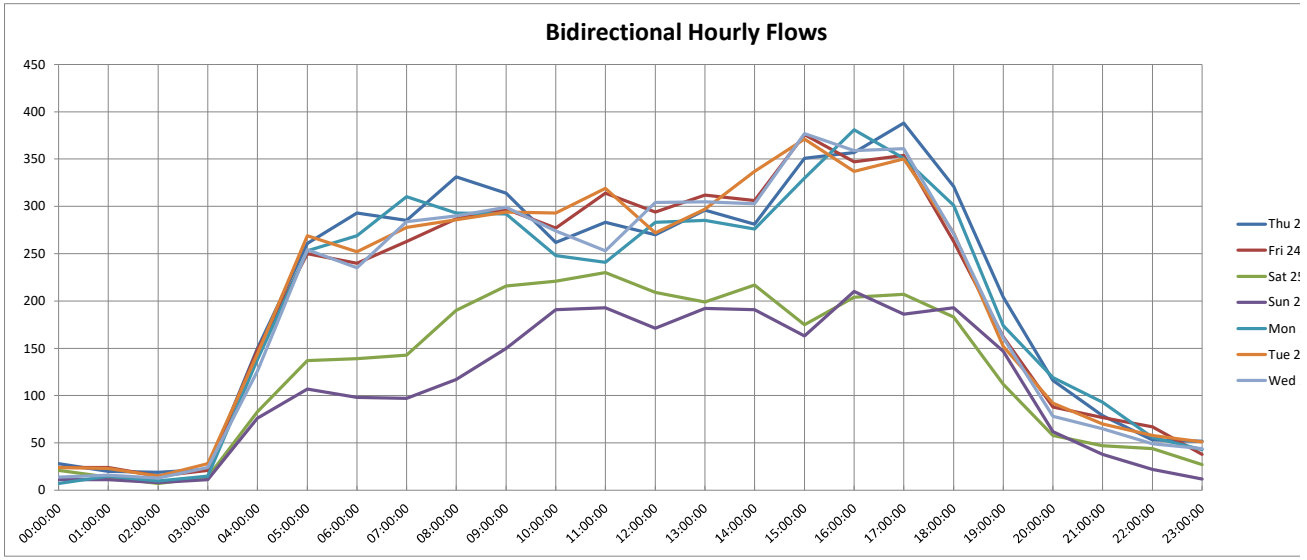
19:00	20:00	0	0	0	15	15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
19:15	20:15	0	0	0	14	14	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
19:30	20:30	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	20:45	0	0	0	17	17	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
20:00	21:00	0	0	0	10	10	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
20:15	21:15	0	0	0	15	15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
20:30	21:30	0	0	0	15	15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
20:45	21:45	0	0	0	15	15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
21:00	22:00	0	0	0	16	16	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
21:15	22:15	0	0	0	11	11	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
21:30	22:30	0	0	0	10	10	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
21:45	22:45	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	23:00	0	0	0	7	7	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
22:15	23:15	0	0	0	12	12	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0
22:30	23:30	0	0	0	12	12	0	0	0	0	0	2	0	0	2	4	0	0	0	0	0	0
22:45	23:45	0	0	0	11	11	0	0	0	0	0	2	0	0	3	5	0	0	0	0	0	0
23:00	0:00	0	0	0	10	10	0	0	0	0	0	2	0	0	4	6	0	0	0	0	0	0

Client	TTPP
360TS Project No.	25137
Location	Gunnedah
Road Name	Kalimaroi Highway
Description	south of Blue Vale Road
Coordinates	-30.94075, 150.20344
PSL (kph)	100
Start Day/Date	Thu 23/10/25
End Day/Date	Wed 29/10/25





Datetime	Thu 23/10/25	Fri 24/10/25	Sat 25/10/25	Sun 26/10/25	Mon 27/10/25	Tue 28/10/25	Wed 29/10/25	Virtual Week	Virtual Weekday	Virtual Weekend
0:00	28	24	21	11	7	24	14	18	19	16
1:00	20	24	14	11	15	23	16	18	20	13
2:00	19	15	7	8	10	15	13	12	14	8
3:00	22	21	14	11	15	28	24	19	22	13
4:00	150	148	83	76	138	144	126	124	141	80
5:00	261	250	137	107	253	269	254	219	257	122
6:00	293	240	139	98	269	252	235	218	258	119
7:00	285	263	143	97	310	278	284	237	284	120
8:00	331	287	190	117	293	286	290	256	297	154
9:00	314	297	216	150	292	294	299	266	299	183
10:00	262	277	221	191	248	293	274	252	271	206
11:00	283	314	230	193	241	319	253	262	282	212
12:00	270	294	209	171	283	272	304	258	285	190
13:00	296	312	199	192	285	297	305	269	299	196
14:00	281	306	217	191	276	337	303	273	301	204
15:00	351	376	175	163	330	371	377	306	361	169
16:00	357	347	204	210	381	337	359	314	356	207
17:00	388	354	207	186	351	350	361	314	361	197
18:00	321	263	183	193	301	272	271	258	286	188
19:00	204	162	112	147	174	152	161	159	171	130
20:00	116	88	58	62	119	92	78	88	99	60
21:00	79	77	47	38	93	70	65	67	77	43
22:00	53	67	44	22	56	58	49	50	57	33
23:00	52	38	27	12	43	51	44	38	46	20
TOTAL	**5036**	**4844**	**3097**	**2657**	**4783**	**4884**	**4759**	**4294**	**4863**	**2883**

Weekly Data Summary

Daily Average (veh)	**4294**
Weekday Average (veh)	**4863**
Weekend Average (veh)	**2883**

Busiest Day	**Thu 23/10/25**
Busiest Day Volume (veh)	**5036**
Busiest Hour (starting on...)	**Wed 2025-10-29 16:30:00**
Busiest Hour Volume (veh)	**403**

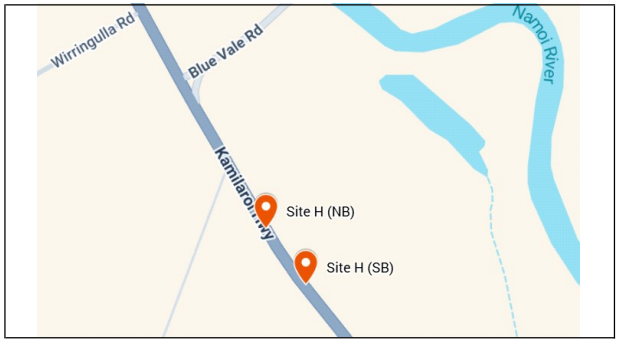
Virtual Weekday AM Peak Hour	**9:00**
Virtual Weekday PM Peak Hour	**15:00**
Virtual Weekend AM Peak Hour	**11:00**
Virtual Weekend PM Peak Hour	**16:00**

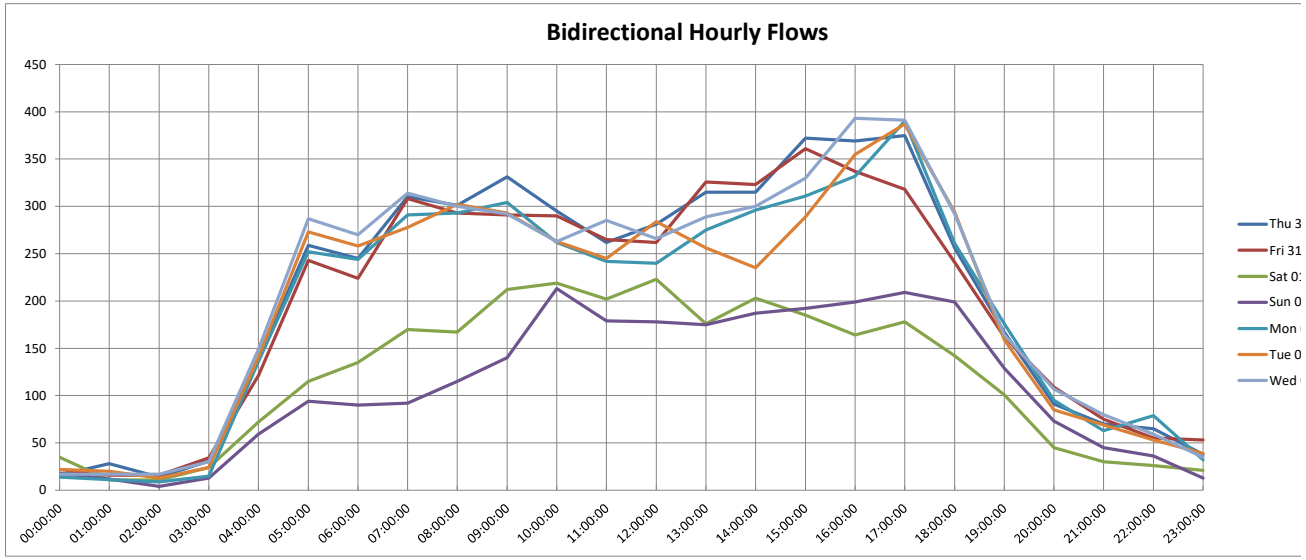
Light Vehicle %	**67.9%**
Heavy Rigid Vehicle %	**16.0%**
Heavy Articulated Vehicle %	**16.1%**

Average Speed (km/h)	**91.3**
Maximum Speed (km/h)	**151.3**
85th Percentile Speed (km/h)	**103.6**

Southbound %	**49.8%**
Northbound %	**50.2%**

Client	TTPP
360TS Project No.	25137
Location	Gunnedah
Road Name	Kalimaroi Highway
Description	south of Blue Vale Road
Coordinates	-30.94075, 150.20344
PSL (kph)	100
Start Day/Date	Thu 30/10/25
End Day/Date	Wed 05/11/25





Datetime	Thu 30/10/25	Fri 31/10/25	Sat 01/11/25	Sun 02/11/25	Mon 03/11/25	Tue 04/11/25	Wed 05/11/25	Virtual Week	Virtual Weekday	Virtual Weekend
0:00	16	22	35	18	14	22	17	21	18	27
1:00	28	16	11	12	11	20	17	16	18	12
2:00	14	16	11	4	9	13	17	12	14	8
3:00	31	34	24	13	15	24	30	24	27	19
4:00	139	121	72	59	136	141	149	117	137	66
5:00	259	243	115	94	252	273	287	218	263	105
6:00	245	224	135	90	244	258	270	209	248	113
7:00	310	308	170	92	291	278	314	252	300	131
8:00	301	293	167	115	293	302	300	253	298	141
9:00	331	291	212	140	304	293	292	266	302	176
10:00	295	290	219	213	262	263	263	258	275	216
11:00	262	265	202	179	242	245	285	240	260	191
12:00	281	262	223	178	240	284	266	248	267	201
13:00	315	326	176	175	275	256	289	259	292	176
14:00	315	323	203	187	296	235	300	266	294	195
15:00	372	361	185	192	311	289	330	291	333	189
16:00	369	337	164	199	332	355	393	307	357	182
17:00	375	318	178	209	390	387	391	321	372	194
18:00	256	241	142	199	261	294	292	241	269	171
19:00	167	162	101	129	176	159	164	151	166	115
20:00	91	109	45	73	95	85	107	86	97	59
21:00	70	75	30	45	63	69	80	62	71	38
22:00	65	55	26	36	79	53	59	53	62	31
23:00	38	53	21	13	32	39	35	33	39	17
TOTAL	**4945**	**4745**	**2867**	**2664**	**4623**	**4637**	**4947**	**4204**	**4779**	**2773**

Weekly Data Summary

Daily Average (veh)	**4204**
Weekday Average (veh)	**4779**
Weekend Average (veh)	**2773**

Busiest Day	**Wed 05/11/25**
Busiest Day Volume (veh)	**4947**
Busiest Hour (starting on...)	**Wed 2025-11-05 16:45:00**
Busiest Hour Volume (veh)	**412**

Virtual Weekday AM Peak Hour	**9:00**
Virtual Weekday PM Peak Hour	**17:00**
Virtual Weekend AM Peak Hour	**10:00**
Virtual Weekend PM Peak Hour	**12:00**

Light Vehicle %	**65.6%**
Heavy Rigid Vehicle %	**16.3%**
Heavy Articulated Vehicle %	**18.1%**

Average Speed (km/h)	**91.2**
Maximum Speed (km/h)	**146.7**
85th Percentile Speed (km/h)	**103.7**

Southbound %	**50.0%**
Northbound %	**50.0%**

ANNEXURE C: SIDRA RESULTS

(8 SHEETS)

MOVEMENT SUMMARY

Site: [1] Kamilaroi Highway / Blue Vale Road EX AM (2025 Performance)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Kamilaroi Highway / Blue Vale Road
Existing
AM Peak Hour - 7:30am to 8:30am
Site Category: (None)
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

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. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Kamilaroi Highway (S)															
2	T1	All MCs	124	20.3	124	20.3	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	All MCs	34	59.4	34	59.4	0.051	9.0	LOS A	0.2	3.8	0.41	0.59	0.41	47.9
Approach			158	28.7	158	28.7	0.072	1.9	NA	0.2	3.8	0.09	0.13	0.09	56.9
East: Blue Vale Road (E)															
4	L2	All MCs	20	89.5	20	89.5	0.025	8.4	LOS A	0.0	0.0	0.00	0.49	0.00	49.6
6	R2	All MCs	2	0.0	2	0.0	0.003	10.2	LOS A	0.0	0.1	0.46	0.81	0.46	49.9
Approach			22	81.0	22	81.0	0.025	8.6	LOS A	0.0	0.1	0.04	0.52	0.04	49.6
North: Kamilaroi Highway (N)															
7	L2	All MCs	4	25.0	4	25.0	0.096	5.8	LOS A	0.0	0.0	0.00	0.01	0.00	56.2
8	T1	All MCs	168	11.9	168	11.9	0.096	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			173	12.2	173	12.2	0.096	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles			353	23.9	353	23.9	0.096	1.5	NA	0.2	3.8	0.04	0.10	0.04	57.7

Site Level of Service (LOS) Method: Delay (NSW). 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: [1 (2)] Kamilaroi Highway / Blue Vale Road EX PM

(2025 Performance)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Kamilaroi Highway / Blue Vale Road
Existing
PM Peak Hour - 4:30pm to 5:30pm
Site Category: (None)
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

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. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Kamilaroi Highway (S)															
2	T1	All MCs	163	14.2	163	14.2	0.091	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	All MCs	29	50.0	29	50.0	0.040	8.4	LOS A	0.2	2.7	0.38	0.57	0.38	48.7
Approach			193	19.7	193	19.7	0.091	1.3	NA	0.2	2.7	0.06	0.09	0.06	57.9
East: Blue Vale Road (E)															
4	L2	All MCs	57	31.5	57	31.5	0.044	6.3	LOS A	0.0	0.0	0.00	0.51	0.00	52.0
6	R2	All MCs	7	42.9	7	42.9	0.016	14.1	LOS A	0.1	0.5	0.51	0.90	0.51	47.1
Approach			64	32.8	64	32.8	0.044	7.2	LOS A	0.1	0.5	0.06	0.56	0.06	51.4
North: Kamilaroi Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.090	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
8	T1	All MCs	159	14.6	159	14.6	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			160	14.5	160	14.5	0.090	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			417	19.7	417	19.7	0.091	1.7	NA	0.2	2.7	0.04	0.13	0.04	57.5

Site Level of Service (LOS) Method: Delay (NSW). 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: [1 (3)] Kamilaroi Highway / CHPP EX AM (2025 Performance)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Kamilaroi Highway / CHPP
Existing
AM Peak Hour - 7:30am to 8:30am
Site Category: (None)
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

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. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Kamilaroi Highway (S)															
1	L2	All MCs	11	0.0	11	0.0	0.088	7.8	LOS A	0.0	0.0	0.00	0.05	0.00	86.1
2	T1	All MCs	142	20.7	142	20.7	0.088	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	98.2
Approach			153	19.3	153	19.3	0.088	0.6	NA	0.0	0.0	0.00	0.05	0.00	97.2
North: Kamilaroi Highway (N)															
8	T1	All MCs	168	13.7	168	13.7	0.094	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	All MCs	19	72.2	19	72.2	0.031	12.8	LOS A	0.1	2.6	0.40	0.64	0.40	54.4
Approach			187	19.7	187	19.7	0.094	1.3	NA	0.1	2.6	0.04	0.06	0.04	92.1
West: CHPP															
10	L2	All MCs	21	80.0	21	80.0	0.025	7.9	LOS A	0.0	0.0	0.00	0.49	0.00	49.9
12	R2	All MCs	3	33.3	3	33.3	0.012	19.7	LOS B	0.0	0.4	0.55	0.91	0.55	44.0
Approach			24	73.9	24	73.9	0.025	9.5	LOS A	0.0	0.4	0.07	0.54	0.07	49.1
All Vehicles			364	23.1	364	23.1	0.094	1.5	NA	0.1	2.6	0.03	0.09	0.03	88.8

Site Level of Service (LOS) Method: Delay (NSW). 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: [1 (4)] Kamilaroi Highway / CHPP EX PM (2025 Performance)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Kamilaroi Highway / CHPP
Existing
AM Peak Hour - 4:30pm to 5:30pm
Site Category: (None)
Stop (Two-Way)
Site Scenario: 1 | Local Volumes

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. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Kamilaroi Highway (S)															
1	L2	All MCs	2	0.0	2	0.0	0.101	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.4
2	T1	All MCs	177	15.5	177	15.5	0.101	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach			179	15.3	179	15.3	0.101	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Kamilaroi Highway (N)															
8	T1	All MCs	199	13.2	199	13.2	0.111	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	19	83.3	19	83.3	0.036	10.4	LOS A	0.2	3.3	0.45	0.61	0.45	46.2
Approach			218	19.3	218	19.3	0.111	0.9	NA	0.2	3.3	0.04	0.05	0.04	58.4
West: CHPP															
10	L2	All MCs	19	66.7	19	66.7	0.020	7.6	LOS A	0.0	0.0	0.00	0.50	0.00	50.5
12	R2	All MCs	21	5.0	21	5.0	0.043	13.2	LOS A	0.1	1.1	0.52	0.91	0.52	48.2
Approach			40	34.2	40	34.2	0.043	10.6	LOS A	0.1	1.1	0.27	0.72	0.27	49.3
All Vehicles			437	19.0	437	19.0	0.111	1.5	NA	0.2	3.3	0.04	0.09	0.04	58.0

Site Level of Service (LOS) Method: Delay (NSW). 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: [1 (5)] Kamilaroi Highway / Blue Vale Road 2031 AM

(2031 Performance)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Kamilaroi Highway / Blue Vale Road
2031
AM Peak Hour - 7:30am to 8:30am
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 6 years
Site Scenario: 1 | Local Volumes

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. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Kamilaroi Highway (S)															
2	T1	All MCs	132	20.3	132	20.3	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	All MCs	34	59.4	34	59.4	0.052	9.2	LOS A	0.2	3.9	0.42	0.60	0.42	47.8
Approach			165	28.3	165	28.3	0.076	1.9	NA	0.2	3.9	0.09	0.12	0.09	57.0
East: Blue Vale Road (E)															
4	L2	All MCs	20	89.5	20	89.5	0.025	8.5	LOS A	0.0	0.0	0.00	0.49	0.00	49.6
6	R2	All MCs	2	0.0	2	0.0	0.003	10.4	LOS A	0.0	0.1	0.47	0.81	0.47	49.8
Approach			22	81.0	22	81.0	0.025	8.7	LOS A	0.0	0.1	0.04	0.52	0.04	49.6
North: Kamilaroi Highway (N)															
7	L2	All MCs	4	25.0	4	25.0	0.101	5.9	LOS A	0.0	0.0	0.00	0.01	0.00	56.2
8	T1	All MCs	179	11.9	179	11.9	0.101	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			183	12.2	183	12.2	0.101	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles			370	23.5	370	23.5	0.101	1.5	NA	0.2	3.9	0.04	0.09	0.04	57.8

Site Level of Service (LOS) Method: Delay (NSW). 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: [1 (6)] Kamilaroi Highway / Blue Vale Road 2031 PM

(2031 Performance)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Kamilaroi Highway / Blue Vale Road
2031
PM Peak Hour - 4:30pm to 5:30pm
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 6 years
Site Scenario: 1 | Local Volumes

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. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Kamilaroi Highway (S)															
2	T1	All MCs	173	14.2	173	14.2	0.097	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
3	R2	All MCs	29	50.0	29	50.0	0.041	8.5	LOS A	0.2	2.7	0.39	0.58	0.39	48.6
Approach			202	19.4	202	19.4	0.097	1.3	NA	0.2	2.7	0.06	0.08	0.06	58.0
East: Blue Vale Road (E)															
4	L2	All MCs	57	31.5	57	31.5	0.044	6.4	LOS A	0.0	0.0	0.00	0.51	0.00	52.0
6	R2	All MCs	7	42.9	7	42.9	0.016	14.5	LOS A	0.1	0.5	0.52	0.91	0.52	46.8
Approach			64	32.8	64	32.8	0.044	7.3	LOS A	0.1	0.5	0.06	0.56	0.06	51.4
North: Kamilaroi Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.095	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	57.4
8	T1	All MCs	168	14.6	168	14.6	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			170	14.5	170	14.5	0.095	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			436	19.5	436	19.5	0.097	1.7	NA	0.2	2.7	0.04	0.12	0.04	57.6

Site Level of Service (LOS) Method: Delay (NSW). 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: [1 (7)] Kamilaroi Highway / CHPP 2031 AM (2031 Performance)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Kamilaroi Highway / CHPP
2031
AM Peak Hour - 7:30am to 8:30am
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 6 years
Site Scenario: 1 | Local Volumes

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. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Kamilaroi Highway (S)															
1	L2	All MCs	11	0.0	11	0.0	0.093	7.8	LOS A	0.0	0.0	0.00	0.04	0.00	86.2
2	T1	All MCs	151	20.7	151	20.7	0.093	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	98.3
Approach			161	19.4	161	19.4	0.093	0.5	NA	0.0	0.0	0.00	0.04	0.00	97.4
North: Kamilaroi Highway (N)															
8	T1	All MCs	179	13.7	179	13.7	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	100.0
9	R2	All MCs	19	72.2	19	72.2	0.032	13.0	LOS A	0.1	2.7	0.41	0.65	0.41	54.2
Approach			197	19.4	197	19.4	0.100	1.3	NA	0.1	2.7	0.04	0.06	0.04	92.5
West: CHPP															
10	L2	All MCs	21	80.0	21	80.0	0.025	8.0	LOS A	0.0	0.0	0.00	0.49	0.00	49.9
12	R2	All MCs	3	33.3	3	33.3	0.012	20.7	LOS B	0.0	0.4	0.56	0.92	0.56	43.6
Approach			24	73.9	24	73.9	0.025	9.6	LOS A	0.0	0.4	0.07	0.55	0.07	49.0
All Vehicles			383	22.8	383	22.8	0.100	1.5	NA	0.1	2.7	0.03	0.09	0.03	89.3

Site Level of Service (LOS) Method: Delay (NSW). 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: [1 (8)] Kamilaroi Highway / CHPP 2031 PM (2031 Performance)

Output produced by SIDRA INTERSECTION Version: 10.0.8.241

Kamilaroi Highway / CHPP
2031
AM Peak Hour - 4:30pm to 5:30pm
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 6 years
Site Scenario: 1 | Local Volumes

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. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Kamilaroi Highway (S)															
1	L2	All MCs	2	0.0	2	0.0	0.107	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.4
2	T1	All MCs	187	15.5	187	15.5	0.107	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach			190	15.3	190	15.3	0.107	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Kamilaroi Highway (N)															
8	T1	All MCs	211	13.2	211	13.2	0.117	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	19	83.3	19	83.3	0.037	10.6	LOS A	0.2	3.4	0.46	0.62	0.46	46.0
Approach			230	19.0	230	19.0	0.117	0.9	NA	0.2	3.4	0.04	0.05	0.04	58.5
West: CHPP															
10	L2	All MCs	19	66.7	19	66.7	0.020	7.7	LOS A	0.0	0.0	0.00	0.50	0.00	50.5
12	R2	All MCs	21	5.0	21	5.0	0.045	13.6	LOS A	0.1	1.2	0.53	0.92	0.53	47.9
Approach			40	34.2	40	34.2	0.045	10.8	LOS A	0.1	1.2	0.28	0.72	0.28	49.1
All Vehicles			459	18.8	459	18.8	0.117	1.4	NA	0.2	3.4	0.04	0.09	0.04	58.1

Site Level of Service (LOS) Method: Delay (NSW). 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.

ANNEXURE D: CV OF AUDITORS

(2 SHEETS)

Craig McLaren (Director / Mentor)

FIEAust (2025) RPEQ 19457

Craig is an acknowledged traffic consultant since the company inception in 1995. The company's primary function has been to serve both the public and private sectors focusing on traffic impact assessments, transport planning, special event transport planning, local area traffic management, road safety and expert evidence at Land and Environment Court, Supreme Court and the Commission of Inquiry.

Qualifications

Bachelor of Civil Engineering, UNSW, 1985

Graduate Diploma in Traffic Engineering, University of New South Wales, 1991

Accredited Level 3 Road Safety Auditor, 1998

Risk Management Workshop, September 2014

Professional Engineers Australia. RPEng 2017

Registered Professional Engineer Queensland 2017 RPEQ 19457

RMS Accredited Traffic Management Plan Designer [2018]

SafeWork NSW Traffic Control Work Training card, [Authorisation number TCT0015914: Prepare Work Zone (PWZ)]

Expert Traffic Engineering & Road Safety Witness at NSW Land & Environment & NSW Supreme Court

Fellow Institute of Engineers Australia 2025

Affiliations:

Member, Institute of Transportation Engineers USA (Australian Branch) – ITE

Papers at Conferences

"Safe & Liveable Communities, Can You Have Both?" Georgia Institute of Transportation Engineers, St Simons Island, Georgia USA July 1999.

Experience:

McLAREN TRAFFIC ENGINEERING
1995 to date:
Director and experienced traffic engineer responsible for the conduct of all facets of traffic impact assessment ranging from report preparation, design advice and giving evidence at the Land and Environment Court.

SINCLAIR KNIGHT MERZ
1994 to 1995:
Executive Traffic Engineer. Responsible for the conduct of all facets of traffic impact assessment ranging from report preparation, design advice and giving evidence at the Land and Environment Court.

TRANSPORTATION PLANNING WORKSHOP
1989 to 1994:
Senior Associate. Responsible for the conduct of a vast number of traffic impact assessment report and gained invaluable experience in giving expert evidence before the Land and Environment Court.

ROADS AND TRAFFIC AUTHORITY, NSW
1988 to 1989:
Technical Secretary to the Regional Traffic Committee, Traffic Engineer, Traffic Engineering Section, involved in traffic/transport research, policy development and assisting councils in the application of the Authority's guidelines.

OVE ARUP TRANSPORTATION PLANNING
1985 to 1988:
Traffic Engineer. Involved in the preparation of traffic impact reports for a wide range of projects.

GUTTERIDGE HASKINS & DAVEY
1980 to 1982:
Trainee Civil Engineer. Involved in assisting with road and subdivision design and field surveying.

Matthew McCarthy (Associate)

Experienced consulting traffic engineer within the private sector for the preparation and review of traffic impact assessments for a wide range of land uses and scales. Skilled in traffic modelling and analysis, preparation of road safety audits, traffic and transport planning, provision of detailed design advice for small and large scale developments. Regular appearances as an expert witness in the NSW Land and Environment Court to provide evidence on matters related to traffic, parking and road safety aspects of development.

Qualifications

Bachelor of Civil Engineering,
University of New South Wales Australia
2013

Masters of Engineering Science (Civil)
Majoring in Transport Engineering
University of New South Wales Australia
2015

RMS Accredited level 3 Road Safety Auditor (RSA-02-1197)
RMS Accredited Work Zone Traffic Management Plan Designer

Experience

MCLAREN TRAFFIC ENGINEERING
2016 to date

- Construction Traffic Management Plans
- Concept Parking Designs
- Roundabout Intersection Concept Designs
- SIDRA Intersection Traffic Modelling
- Invarian Rapid Plan
- Expert Advice at Public Meetings
- Preparation of Conditions of Consent
- Preparation & Review of Traffic Impact Assessment
- Expert Witness
- Road Safety Audits
- Signalised Intersection concept designs
- Unsignalised Intersection Concept Designs
- Detailed Design Advice for a varity of Land Uses
- Staff Training
- Preparation of Statement of Facts and Contentions relevant to traffic
- Reviewing and approval of documents and Plan
- Peer Reviews

ANNEXURE E: PLANNING SECRETARY SUBMISSION

(6 SHEETS)

6. Appendices

Appendix A – Declaration of Independence Form Template

Declaration of Independence - Auditor	
Project Name	Whitehaven Coal
Consent Number	SSD - 7480
Description of Project	RSA of Whitehaven Coal Haulage Route
Project Address	5 Braymont Road, Blue Vale, Gunnedah
Proponent	Whitehaven
Date	13 November 2025

I declare that:

i. I am not related to any proponent, owner, operator or other entity involved in the delivery of the project. Such a relationship includes that of employer/employee, a business partnership, sharing a common employer, a contractual arrangement outside an Independent Audit, or that of a spouse, partner, sibling, parent, or child;

ii. I do not have any pecuniary interest in the project, proponent or related entities. Such an interest includes where there is a reasonable likelihood or expectation of financial gain (other than being reimbursed for performing the audit) or loss to the auditor, or their spouse, partner, sibling, parent, or child;

iii. I have not provided services (not including independent reviews or auditing) to the project with the result that the audit work performed by themselves or their company, except as otherwise declared to the Department prior to the audit;

iv. I am not an Environmental Representative for the project; and

v. I will not accept any inducement, commission, gift or any other benefit from auditee organisations, their employees or any interested party, or knowingly allow colleagues to do so.

Notes:

a) Under section 10.6 of the *Environmental Planning and Assessment Act 1979* a person must not include false or misleading information (or provide information for inclusion in) in a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an

approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, $1 million and for an individual, $250,000; and

b) The *Crimes Act 1900* contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years imprisonment or 200 penalty units, or both)

Name of Proposed Auditor	Craig McLaren
Signature	
Qualification	Level 3 Road Safety Audit
Company	McLaren Traffic Engineer

6. Appendices

Appendix A – Declaration of Independence Form Template

Declaration of Independence - Auditor	
Project Name	Whitehaven Coal
Consent Number	SSD - 7480
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Project Address	5 Braymont Road, Blue Vale, Gunnedah
Proponent	Whitehaven
Date	13 November 2025

I declare that:

i. I am not related to any proponent, owner, operator or other entity involved in the delivery of the project. Such a relationship includes that of employer/employee, a business partnership, sharing a common employer, a contractual arrangement outside an Independent Audit, or that of a spouse, partner, sibling, parent, or child;

ii. I do not have any pecuniary interest in the project, proponent or related entities. Such an interest includes where there is a reasonable likelihood or expectation of financial gain (other than being reimbursed for performing the audit) or loss to the auditor, or their spouse, partner, sibling, parent, or child;

iii. I have not provided services (not including independent reviews or auditing) to the project with the result that the audit work performed by themselves or their company, except as otherwise declared to the Department prior to the audit;

iv. I am not an Environmental Representative for the project; and

v. I will not accept any inducement, commission, gift or any other benefit from auditee organisations, their employees or any interested party, or knowingly allow colleagues to do so.

Notes:

a) Under section 10.6 of the *Environmental Planning and Assessment Act 1979* a person must not include false or misleading information (or provide information for inclusion in) in a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an

approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, $1 million and for an individual, $250,000; and

b) The *Crimes Act 1900* contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years imprisonment or 200 penalty units, or both)

Name of Proposed Auditor	Matthew McCarthy
Signature	
Qualification	Level 3 Road Safety Audit
Company	McLaren Traffic Engineer

Department of Planning, Housing and Infrastructure

NSW Planning ref: SSD-7480-PA-93

Megan Martin
Superintendent - Environment
VICKERY COAL PTY LTD
21/11/2025

Sent via the Major Projects Portal only

Subject: Vickery Coal Mine Extension - 2025 Traffic Audit endorsement request

Dear Ms Martin

I refer to your request for the Planning Secretary's approval of suitably qualified, experienced, and independent person/s to conduct an Independent Traffic Audit (ITA) of the Vickery Coal Mine Extension, submitted as required by Condition B84 of SSD-7480 as modified (the consent) to NSW Department of Planning, Housing and Infrastructure (NSW Planning) on 20 November 2025.

NSW Planning has reviewed the independent auditor nominations and based on the information you have provided is satisfied that the proposed person/s are suitably qualified, experienced, and independent.

In accordance with Condition B84 of the consent, as nominee of the Planning Secretary, I endorse the following independent audit team:

- Craig McLaren
- Matthew McCarthy

Please note:

- This correspondence must be appended to the ITA report.
- The ITA must be prepared, undertaken, and finalised in accordance with the conditions of consent. Failure to meet these requirements will require revision and resubmission.
- The above audit team is approved for the current ITA only. Additional approval must be sought from the Planning Secretary for future audits of the development.
- Any change to the auditor or auditor roles must be approved by the Planning Secretary prior to the audit commencing.
- The ITA report is to be submitted to the Planning Secretary within 2 months of the date of this endorsement, or as otherwise agreed prior to this date.

Should you wish to discuss the matter further, please contact me on 02 65753401 or email compliance@planning.nsw.gov.au

Yours sincerely

Heidi Watters
Team Leader - Hunter
Compliance

As nominee of the Planning Secretary