

BCC DS
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APPLICATION REF
A006981495

PROPOSED CHILDCARE CENTRE

23 Thallon Street, Sherwood, Qld, 4075

Traffic Impact Assessment

For OneFin Sherwood Pty Ltd



ENGINEERS
MANAGERS
SCIENTISTS

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Revision	Date	Description	Author	Verifier	Approver
Draft	08/02/2026	Draft	OM/ZN	MB	
RevA	03/03/2026	Final	OM/ZN	MB	MB

This traffic report has been prepared under the guidance of:



Andrew Green
 Principal Traffic Engineer
 RPEQ No. 31707

1 Introduction

Lambert & Rehbein (SEQ) Pty Ltd has been commissioned by OneFin Sherwood Pty Ltd to undertake a Traffic Impact Assessment in support of a proposed childcare centre located at 23 Thallon Street, Sherwood, Qld, 4075. The site is formally described as Lot 23 on RP893783 with a total site area of approximately 1,137m².

The proposal involves a Material Change of Use (MCU) Development Application for a childcare centre that will accommodate 73 children and 13 full time staff. The proposed development will also provide car parking and service areas with access to the external road network on Thallon Street.

The proposed site layout, prepared by Raunik Design Group Architects is attached in **Appendix A**.

This report has been prepared to assess the potential impact that the proposed development could have on the external road network surrounding the site, and is set out as follows:

Section 2 discusses the existing land use and traffic arrangements in the vicinity of the proposed development site.

Section 3 provides details of the proposed development, including an assessment of the site layout, access, car parking and servicing arrangements.

Section 4 displays the calculations and assumptions used to establish the forecast generation of the proposed development traffic.

Section 5 summarises the key outcomes of the traffic investigations.

Lambert & Rehbein has derived the data in this report primarily from the data provided by the Client, and a desktop site investigation.

This report has been prepared on behalf of and for the exclusive use of the Client and is subject to and issued in connection with the provisions of the agreement between Lambert & Rehbein and the Client. Lambert & Rehbein accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

2 Context of the Development Site

This section of the report describes the context of the proposed development and includes a description of the existing road network, adjacent land uses, and existing active and public transport facilities servicing the site.

2.1 Development Site

The development site is located at 23 Thallon Street, Sherwood, Qld, 4075. The site is formally described as Lot 23 on RP893783 with a total site area of approximately 1,137m². The development site is zoned as 'Community Facilities' as per the Brisbane City Council (BCC) Planning Scheme.

The development site is typically surrounded by zoning of 'Low-medium Density Residential' and a railway line along the western frontage. The development site in the context of the surrounding road network is shown in **Figure 2-1**.



Figure 2-1 Development Site Location (Source: Nearmap)

2.2 Adjacent Road Network

Inspection of the land use, road condition, intersection characteristics, public transport facilities, pedestrian access, and cyclist provisions surrounding the proposed development site have been undertaken in preparation of this traffic assessment. This was completed to collect information about the road network operation, safety characteristics, public transport network and specific network / land-use factors potentially of influence on the proposed development.

The road hierarchy of the surrounding road network, as per the BCC Planning Scheme is shown in **Figure 2-2**.



Figure 2-2 BCC Road Hierarchy (Source: BCC LGIP)

2.2.1 Thallon Street

Thallon Street runs along the eastern frontage of the development site and is classified as a 'Neighbourhood Road' under the jurisdiction of BCC. The general form of Thallon Street is shown below in **Figure 2-3** and was found to have the following characteristics at the site frontage:

- Two-way, two-lane road;
- Pavement width of approximately 10.5m;
- Pedestrian pathways provided on both sides of the road;
- On street parking permitted on both sides of the road where signed and line marked;
- No dedicated cycle lanes; and
- No posted speed limit, assume 50km/h;



Figure 2-3 Thallon Street facing North (Source: Google Maps)

2.2.2 Sherwood Road

Sherwood Road intersects with Thallon Street at a priority-controlled T intersection and is classified as a 'District Road' under the jurisdiction of BCC. The general form of Sherwood Road is shown below in **Figure 2-4** and was found to have the following characteristics at the site frontage:

- Two-way, two-lane road;
- Pavement width of approximately 12.3m;
- Pedestrian pathways provided on both sides of the road;
- On street parking and loading permitted on both sides of the road where signed and line marked (including indented on-street parking east of the Thallon Street intersection);
- No dedicated cycle lanes; and
- Posted speed limit of 50km/h;



Figure 2-4 Sherwood Road facing East (Source: Google Maps)

2.3 Public Transport

The development site is well connected to the existing public transport network with eight (8) Translink bus stops and one (1) train station located within a 400m walking catchment as shown in **Figure 2-5**. The services that operate from the stops and station have been summarised below in **Table 2-1** and **Table 2-2**.

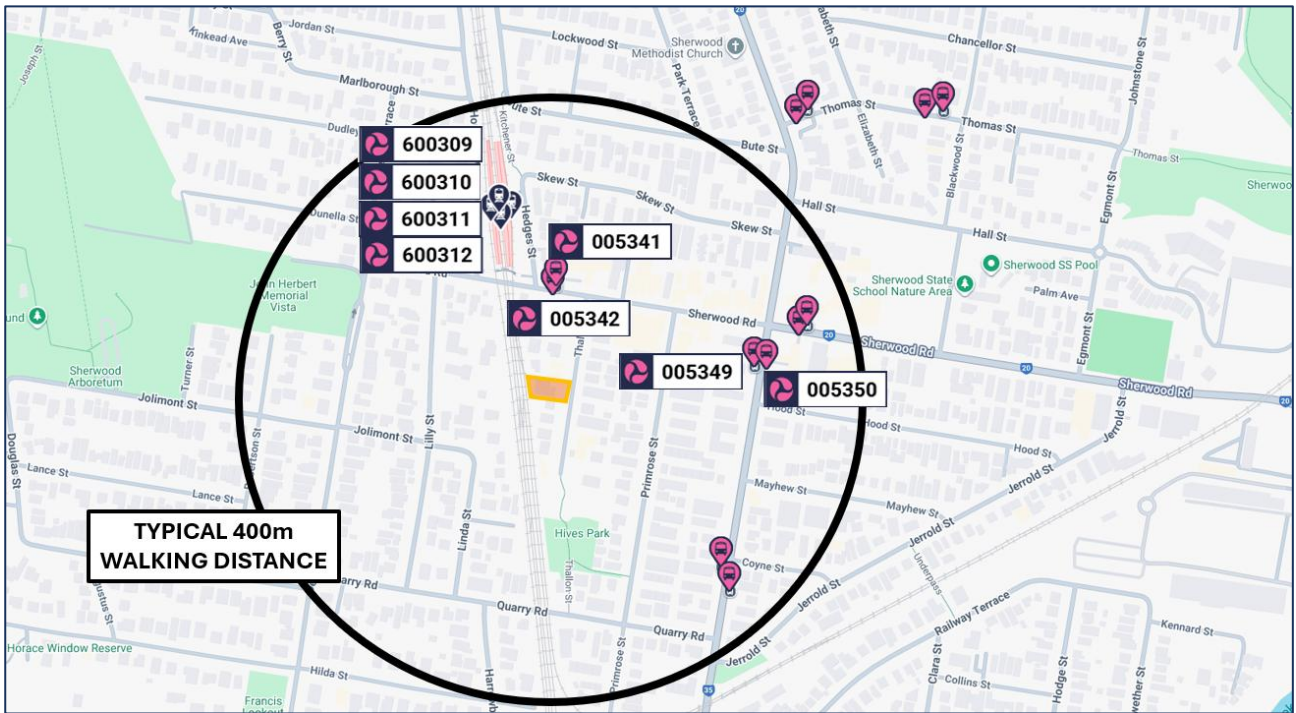


Figure 2-5 Surrounding Translink Bus Stops (Source: Translink)

Table 2-1 Translink Bus Stop Routes

STOP DESCRIPTION (# TRANSLINK ID)	ROUTE ID	ROUTE DESCRIPTION
#005342	599	Cannon Hill, GardenCity, Indooroopilly, Brookside, Chermside (Clockwise)
#005341	598	Brookside, Indooroopilly, GardenCity, Cannon Hill, Chermside (Counterclockwise)
#005349	104	Corinda, Sherwood, Tennyson, Yeronga, Boggo Rd, PA Hospital (Inbound)
	106	Mt Ommaney, Sinnamon Park, Oxley, Sherwood, Indooroopilly (Inbound)
	S795	Corinda High, Corinda, Corinda station (Outbound)
#005350	104	PA Hospital, Boggo Rd, Yeronga, Tennyson, Sherwood, Corinda (Outbound)
	106	Indooroopilly, Sherwood, Oxley, Sinnamon Park, Mt Ommaney (Outbound)

Table 2-2 Translink Train Station Routes

STOP DESCRIPTION (# TRANSLINK ID)	ROUTE ID	ROUTE DESCRIPTION
#600309	RPSP	Redcliffe Peninsula Line to Springfield Line (Upward)
	CARW	Caboolture Line via Brisbane to Rosewood Line (Upward)
	CAIP	Caboolture Line via Brisbane to Ipswich Line (Upward)
#600310	RWNA	Rosewood Line via Brisbane to Nambour Line (Downward)
	SPRP	Springfield Line to Redcliffe Peninsula Line (Downward)
	RWCA	Rosewood Line via Brisbane to Caboolture Line (Downward)
	IPBR	Ipswich Line to Brisbane City (Downward)
	SPNA	Springfield Line via Brisbane to Nambour Line (Downward)
	SPBR	Springfield Line to Brisbane City (Downward)
	RWRP	Rosewood Line to Redcliffe Peninsula Line (Downward)
	IPCA	Ipswich Line via Brisbane to Caboolture Line (Downward)
	IPNA	Ipswich Line via Brisbane to Nambour Line (Downward)
#600311	BRIP	Brisbane City to Ipswich Line (Upward)
	CAIP	Caboolture Line via Brisbane to Ipswich Line (Upward)
#600312	IPRP	Ipswich Line to Redcliffe Peninsula Line (Downward)
	SPCA	Springfield Line via Brisbane to Caboolture Line (Downward)
	IPRP	Ipswich Line to Redcliffe Peninsula Line (Downward)
	SPNA	Springfield Line via Brisbane to Nambour Line (Downward)
	RWRP	Rosewood Line to Redcliffe Peninsula Line (Downward)
	SPRP	Springfield Line to Redcliffe Peninsula Line (Downward)
	IPNA	Ipswich Line via Brisbane to Nambour Line (Downward)
	IPCA	Ipswich Line via Brisbane to Caboolture Line (Downward)

2.4 Active Transport

The development site is well connected to existing active transport infrastructure, with pedestrian footpaths provided along both sides of Thallon Street and Sherwood Road. The site is also well connected to the bicycle network with primary cycle routes provided along Thallon Street and both primary and secondary cycle routes provided along Sherwood Road, shown in **Figure 2-6**.



Figure 2-6 BCC Bicycle Network Mapping.

2.5 Future Infrastructure Upgrades

The following resources were reviewed to determine if there are any future infrastructure upgrades within proximity of the development site:

- BCC's Local Government Infrastructure Plan (LGIP);
- Queensland Transport and Roads Investment Program (QTRIP); and
- Queensland Government's Development Assessment Mapping System (DAMS).

A review of these resources found one (1) relevant project as shown in **Figure 2-7** and described further in **Table 2-3**.

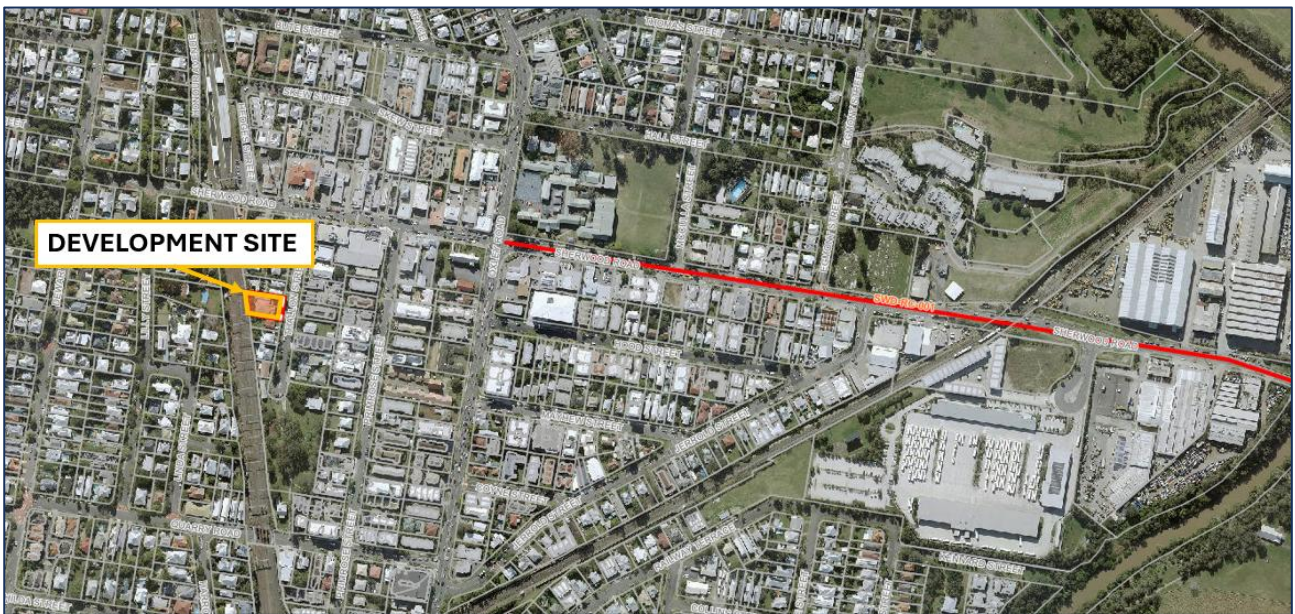


Figure 2-7 LGIP Projects

Table 2-3 LGIP Projects Details

LGIP ID	Project Description	Project Type	Establishment Cost	Estimated Timing
SWD-RC-001	Sherwood Road (Oxley Road to Oxley Creek)	Road Corridor Project	\$8,129,195	2031-2036

2.6 Crash History

An investigation of the road crash history in the immediate vicinity of the subject site has been undertaken using publicly available crash data from the Queensland Government’s mapping service Queensland Globe. The analysis found that there were three (3) ‘killed or seriously injured’ (KSI) crashes recorded within the vicinity of the site within the last five (5) years of available data as shown in **Figure 2-8** and summarised in **Table 2-4**.



Figure 2-8 Road Crash Location (Source: QLD Globe)

Table 2-4 Detailed Crash Descriptions

ID	SEVERITY	TYPE	NATURE	YEAR	CONDITIONS	CRASH DCA	DESCRIPTION	CRASH REFERENCE NUMBER
1	Hospitalisation	Single Vehicle	Hit Object	2024	Daylight - Clear	704	Off Path-Straight: Right Off Cway Hit Ob	185576
2	Hospitalisation	Hit Pedestrian	Hit Pedestrian	2021	Daylight - Clear	3	Pedn: Far Side Vehicle Hit From Left	247159

ID	SEVERITY	TYPE	NATURE	YEAR	CONDITIONS	CRASH DCA	DESCRIPTION	CRASH REFERENCE NUMBER
3	Hospitalisation	Multi-Vehicle	Angle	2023	Daylight - Clear	101	Vehs Adjacent Approach: Thru-Thru	298846

As seen in **Table 2-4**, there has been three (3) hospitalisations recorded in the vicinity of the site within the last five (5) years of available data. We note all crashes were in different locations and had different crash natures, therefore there is no common crash trend near the site.

3 Details of the Proposed Development

This section of the report describes the nature of the proposed development, the proposed access arrangements, servicing arrangements and on-site manoeuvrability.

3.1 Proposed Development

The proposed development is for a childcare centre and associated car park to accommodate 73 children and 13 full time staff. The proposed site layout, prepared by Raunik Design Group Architects is included in **Appendix A**.

3.2 Access Arrangements

The proposed development will provide a driveway crossover that facilitates access to the external road network on Thallon Street in the form of a 6.5m wide Type B1 all-movements crossover. The proposed crossover has been designed to accommodate access for the largest design vehicle as discussed further in **Section 3.5**.

A dedicated pedestrian access will be provided in the south-eastern corner of the site, separate to vehicular access. Pedestrian footpaths will also be provided along the site frontage to facilitate pedestrian access to and from the development site.

The proposed access location requires an on-street PWD parking space to be relocated to the southern side of the new crossover. The proposed relocated PWD parking space has been designed generally in accordance with the existing on-street parking space and is presented in the functional layout attached in **Appendix A**.

3.3 Car Parking Provision

BCC's Planning Scheme outlines the minimum car parking requirements for a childcare centre, this is outlined below in **Table 3-1**.

Table 3-1: Car Parking Requirement

USE	YIELD	PARKING RATE	MINIMUM CAR PARKING REQUIREMENT	PROPOSED CAR PARKING SUPPLY
Childcare Centre	73 children + 13 full time staff	1 space per 5 children 60% of these spaces are for staff and can be provided in tandem	15	15 (including 1 PWD)
Total			15 spaces	15 (including 1 PWD)

As summarised above in **Table 3-1**, the minimum car parking requirement for the proposed development is 15 spaces. As shown in the site layout attached in **Appendix A**, the proposed development will provide 15 spaces including one (1) PWD parking space, meeting BCC's requirements.

The staff bays have been positioned to provide maximum separation between the external road network and the higher-turnover visitor spaces.

3.4 Car Parking Design

Table 3-2 below presents the traffic engineering elements of the proposed new car parking layout, and the respective level of compliance with BCC TAPS PSP and *AS2890.1 Parking Facilities – Off-street Car Parking*.

Table 3-2: Car Parking Design

DESIGN ASPECT	PROPOSED PROVISION	BCC REQUIREMENTS	AS2890.1 REQUIREMENT	COMPLIANCE
Parking Bay Length - Visitor	5.4m	5.4m	5.4m	BCC TAPS PSP Compliant
Parking Bay Width - Visitor	2.6m	2.6m	2.6m (Class 3)	BCC TAPS PSP Compliant
Parking Bay Length - Staff	5.4m	5.4m	5.4m	BCC TAPS PSP Compliant

DESIGN ASPECT	PROPOSED PROVISION	BCC REQUIREMENTS	AS2890.1 REQUIREMENT	COMPLIANCE
Parking Bay Width - Staff	2.6m	2.4m	2.4m (Class 1A)	BCC TAPS PSP Compliant
Parking Bay Length - PWD Bay	5.4m	5.4m	5.4m	BCC TAPS PSP Compliant
Parking Bay Width - PWD Bay	2.4m plus 2.4, shared area	2.4m plus 2.4, shared area	2.4m plus 2.4m shared area	BCC TAPS PSP Compliant
Parking Aisle Minimum Width	6.5m	6.2m	5.8m	BCC TAPS PSP Compliant

As outlined in **Table 3-2** above, the proposed car park is designed in accordance with the requirements of BCC TAPS PSP & AS2890.1.

3.5 Servicing Arrangements

BCC's TAPS PSP outlines the occasional access service vehicle for a childcare centre as an RCV. A swept path assessment demonstrating the RCV entering the site, manoeuvring within and exiting the site, has been included in **Appendix B**. Servicing will be completed outside of peak pick-up and drop-off periods where the RCV can reverse onto site and exit in a forward direction.

4 Impact Assessment

This section of the report provides details of the potential impact that the development generated traffic volumes could have on the operation of the surrounding road network.

4.1 Trip Generation

Traffic associated with the proposed development has been forecast using the trip generation rates based on the Transport for New South Wales (TfNSW) (formerly RMS) *Guide to Transport Impact Assessment* trip generation rates for childcare centres. The traffic generation rates, and in/out directionality of movements adopted for the proposed development is shown in **Table 4-1**.

Table 4-1: Proposed Development Traffic Generation and Directional Rates

LAND USE	GENERATION RATE		DIRECTIONALITY (% IN / % OUT)	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK
Childcare Centres	0.81	0.80	50% / 50%	50% / 50%

As such, based on the above guidelines and assumptions, the estimated traffic generated by the proposed development is documented in **Table 4-2**.

Table 4-2: Proposed Development Traffic Generation

LAND USE	YIELD	AM(IN)	AM (OUT)	PM (IN)	PM (OUT)
Childcare Centre	73 children	30	30	30	29
Total Trips per Peak		60		59	

As shown in **Table 4-2** above, the development site is anticipated to generate up to 60 trips (combined in and out) in the AM peak hour and 59 trips (combined in and out) in the PM peak hour. This represents approximately one (1) trip every minute, which in our view, will have a negligible impact on the surrounding road network.

Notwithstanding the above we have undertaken SIDRA analysis of the Sherwood Road / Thallon Street priority-controlled intersection.

4.2 Background Traffic

Vehicle movement survey data was collected at the Sherwood Road / Thallon Street intersection on Wednesday 11th February 2026.

The intersection count data was collected from 6:00 AM to 9:00 AM and from 3:00 PM to 6:00 PM on Wednesday and presented in 15-minute periods to capture peak periods. The AM and PM peak hours for the intersections were found to be as follows:

- Friday AM: 8:00 AM to 9:00 AM;
- Friday PM: 4:15 PM to 5:15 PM; and

A summary of traffic survey data is displayed in **Figure D1** attached in **Appendix D**, with detailed traffic survey data included in **Appendix C**.

The opening year for the development is forecasted to be 2028. To assess the future background traffic a linear annual growth rate of 1.0% per annum has been applied to the through movements on Sherwood Road. The predicted background traffic in 2028 and 2038 (10-year design horizon) has been presented in **Figure D2** and **Figure D6** attached in **Appendix D**.

4.3 Trip Distribution

It has been assumed that 40% of the trips will travel to and from the west and 60% will travel to and from east. The adopted trip distribution has been presented in **Figure D3** attached in **Appendix D**.

4.4 Development Traffic

Based on the trip distribution outlined in **Section 4.3**, the overall trip generation for the site in is displayed in **Figures D4** attached in **Appendix D**.

4.5 Design Traffic

The design traffic (background traffic plus the development generated traffic) in 2028 and 2038 is displayed in **Figure D5** and **Figure D7** attached in **Appendix D**.

4.6 Intersection Analysis

This section details the intersection analysis undertaken as part of this assessment. SIDRA Intersection Analysis software was used to analyse the performance of the Sherwood Road / Thallon Street priority-controlled intersection.

4.6.1 SIDRA Model Assumptions

SIDRA Intersections software has been used to analyse the performance of the intersections within the impact assessment area. The following parameters have been applied to the SIDRA model:

- A Saturation Flow of 1,950 through car units per hour;
- A Peak Flow Period of 30 minutes, with a conservative Peak Flow Factor of 95%;
- Existing Intersection geometry based on measurements of aerial imagery; and
- SIDRA default gap acceptance parameters.

We note that all intersections have been analysed using conservative values for both peak flow factors and peak flow periods. These values effectively inflate the design traffic volumes, producing a more conservative assessment for each intersection.

Considering the values noted above, we believe that the assessment presented herein should be considered highly conservative and the results should represent a worst-case scenario for the impacts of the proposed development.

4.6.2 Sherwood Road / Thallon Street Priority-Controlled Intersection

The existing form of the Sherwood Road / Thallon Street priority-controlled intersection has been modelled in SIDRA based on aerial imagery dated Wednesday November 5th 2025, as shown below in **Figure 4-1**.



Figure 4-1 Sherwood Road / Thallon Street Priority-Controlled Intersection SIDRA Layout

Table 4-3 presents the results of the SIDRA Intersection analysis of the background and design (background plus development) scenarios in 2028 and 2038 for the existing intersection configuration. Detailed SIDRA outputs, including the intersection layout and movement summary, have been included in **Appendix E**.

Table 4-3 SIDRA Results - Sherwood Road / Thallon Street Priority-Controlled Intersection

Scenario	Approach	AM Peak				PM Peak			
		DoS	Avg Delay (s)	LoS	95% Back of Queue (m)	DoS	Avg Delay (s)	LoS	95% Back of Queue (m)
2028 Background Traffic	Thallon Street (S)	0.04	6.7	LOS A	0.9	0.067	6.6	LOS A	1.6
	Sherwood Road (E)	0.081	1.2	NA	0	0.099	1.3	NA	0
	Sherwood Road (W)	0.121	0.9	NA	1.4	0.111	0.4	NA	0.7
2028 Design Traffic (incl. Development)	Thallon Street (S)	0.07	6.7	LOS A	1.7	0.098	6.7	LOS A	2.5
	Sherwood Road (E)	0.091	1.7	NA	0	0.109	1.6	NA	0
	Sherwood Road (W)	0.129	1.2	NA	2.1	0.12	0.8	NA	1.3
2038 Background Traffic	Thallon Street (S)	0.041	6.8	LOS A	1	0.069	6.7	LOS A	1.7
	Sherwood Road (E)	0.087	1.2	NA	0	0.106	1.2	NA	0
	Sherwood Road (W)	0.131	0.8	NA	1.5	0.121	0.4	NA	0.7
2038 Design Traffic (incl. Development)	Thallon Street (S)	0.072	6.9	LOS A	1.8	0.101	6.9	LOS A	2.5
	Sherwood Road (E)	0.097	1.6	NA	0	0.116	1.5	NA	0
	Sherwood Road (W)	0.14	1.1	NA	2.1	0.13	0.8	NA	1.3

As indicated above in **Table 4-3**, the Sherwood Road / Thallon Street priority-controlled intersection will theoretically operate below capacity during the year of opening (2028) and 10-year design horizon (2038) in all peak periods with very minor delays and queues on all approaches.

5 Summary

Lambert & Rehbein (SEQ) Pty Ltd has been commissioned by OneFin Sherwood Pty Ltd to undertake a Traffic Impact Assessment in support of a proposed childcare centre located at 23 Thallon Street, Sherwood, Qld, 4075. The site is formally described as Lot 23 on RP893783 with a total site area of approximately 1,137m².

The proposal involves a Material Change of Use (MCU) Development Application for a childcare centre that will accommodate 73 children and 13 full time staff. The proposed development will also provide car parking and service areas with access to the external road network on Thallon Street.

The proposed development will provide a driveway crossover that facilitates access to the external road network on Thallon Street in the form of a 6.5m wide Type B1 all-movements crossover. The proposed crossover has been designed to accommodate access for the largest design vehicle.

The minimum car parking requirement for the proposed development is 15 spaces and the proposed development will provide 15 spaces including one (1) PWD parking space, meeting BCC's requirements.

The proposed car park is designed generally in accordance with the requirements of BCC TAPS PSP and AS2890.1.

The development site is anticipated to generate a total of 60 trips (combined in and out) in the AM peak hour and 59 trips (combined in and out) in the PM peak hour. This represents approximately one (1) trip every minute, which in our view, will have a negligible impact on the surrounding road network.

The Sherwood Road / Thallon Street priority-controlled intersection will theoretically operate below capacity during the year of opening (2028) and 10-year design horizon (2038) in all peak periods with very minor delays and queues on all approaches.

We are of the view that there are no outstanding matters from a traffic engineering perspective that should preclude approval of the proposed development.

Appendix A – Site Layout

SHERWOOD CHILDCARE

DEVELOPMENT APPLICATION

23 THALLON STREET SHERWOOD QLD 4075
FOR ONEFIN SHERWOOD PTY LTD



ARTIST IMPRESSION ONLY

DRAWING LIST

SHEET	DRAWING NAME
23956_DA-000...	COVERPAGE
23956_DA-030...	SITE CONTEXT
23956_DA-031...	SITE ANALYSIS
23956_DA-040...	DESIGN INTENT
23956_DA-100...	SITE PLAN
23956_DA-130...	GROUND FLOOR PLAN
23956_DA-131...	FIRST FLOOR PLAN
23956_DA-200...	ELEVATIONS - 1
23956_DA-201...	ELEVATIONS - 2
23956_DA-300...	SECTIONS
23956_DA-820...	SIGNAGE & MATERIALS
23956_DA-900...	PERSPECTIVES

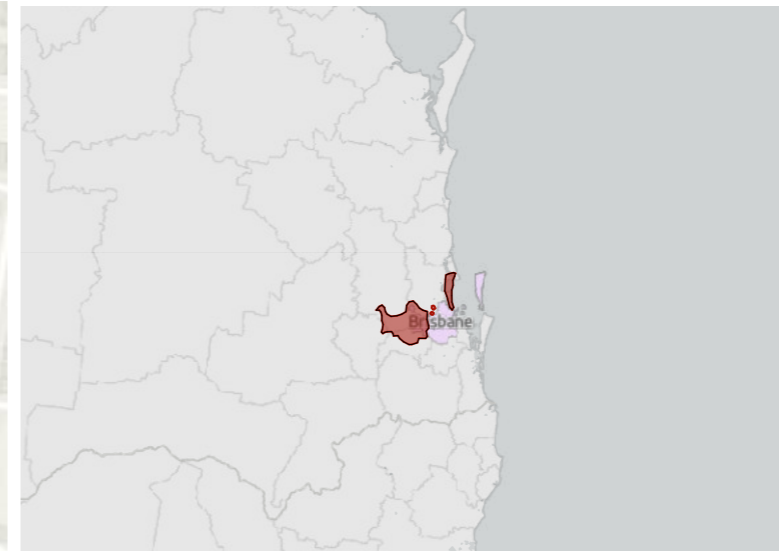
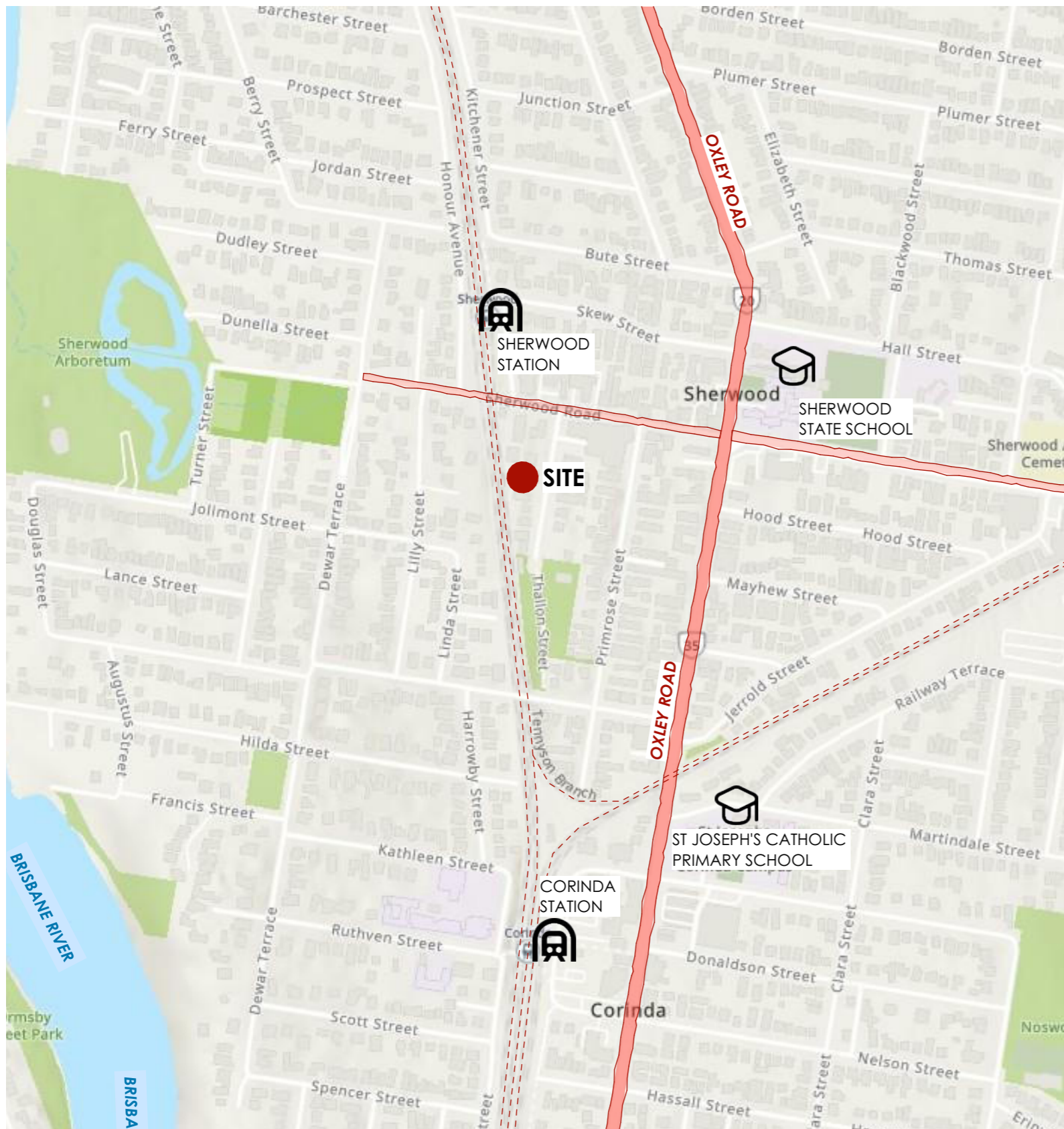
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RAUNIK DESIGN GROUP ARCHITECTS ACKNOWLEDGES THE TRADITIONAL CUSTODIANS OF THE COUNTRIES ON WHICH WE WORK.
WE PAY RESPECTS TO ELDERS PAST AND PRESENT.

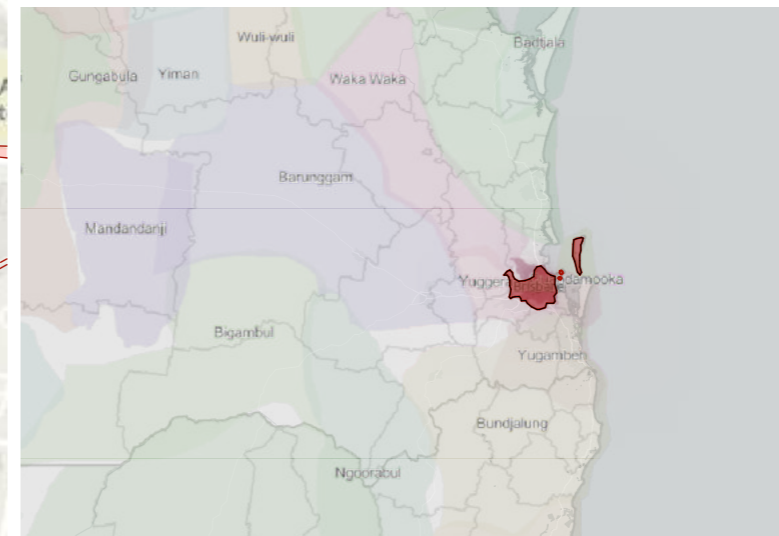


REGIONAL CONTEXT

REGION:
BRISBANE REGION

LGA:
BRISBANE LOCAL GOVERNMENT AREA

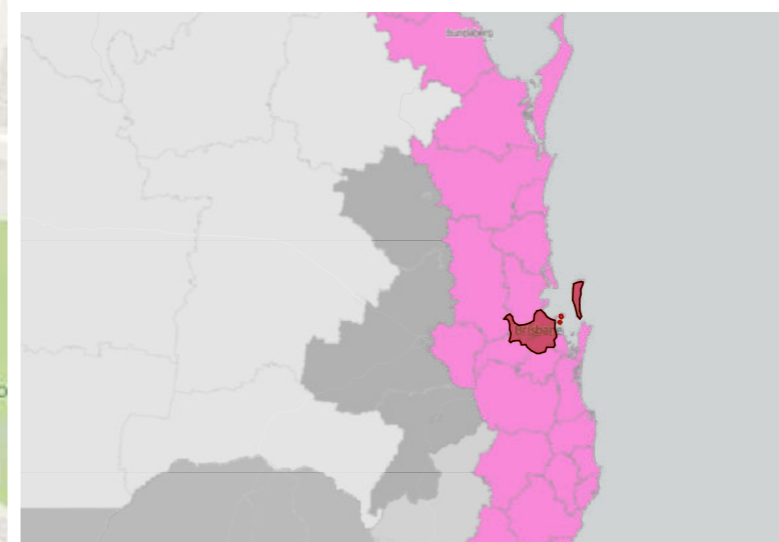
PLANNING SCHEME:
BRISBANE CITY PLAN 2014



INDIGENOUS CONTEXT

INDIGENOUS LAND:
TURRBAL, YUGGERRA, QUANDAMOOKA

"The Turrbal Tribe comprises direct descendants of the original owners and custodians of Brisbane. These bloodlines link Turrbal peoples' past, present and future to one another, with traditional customs and laws intact".



CLIMATE ZONE CLASSIFICATION

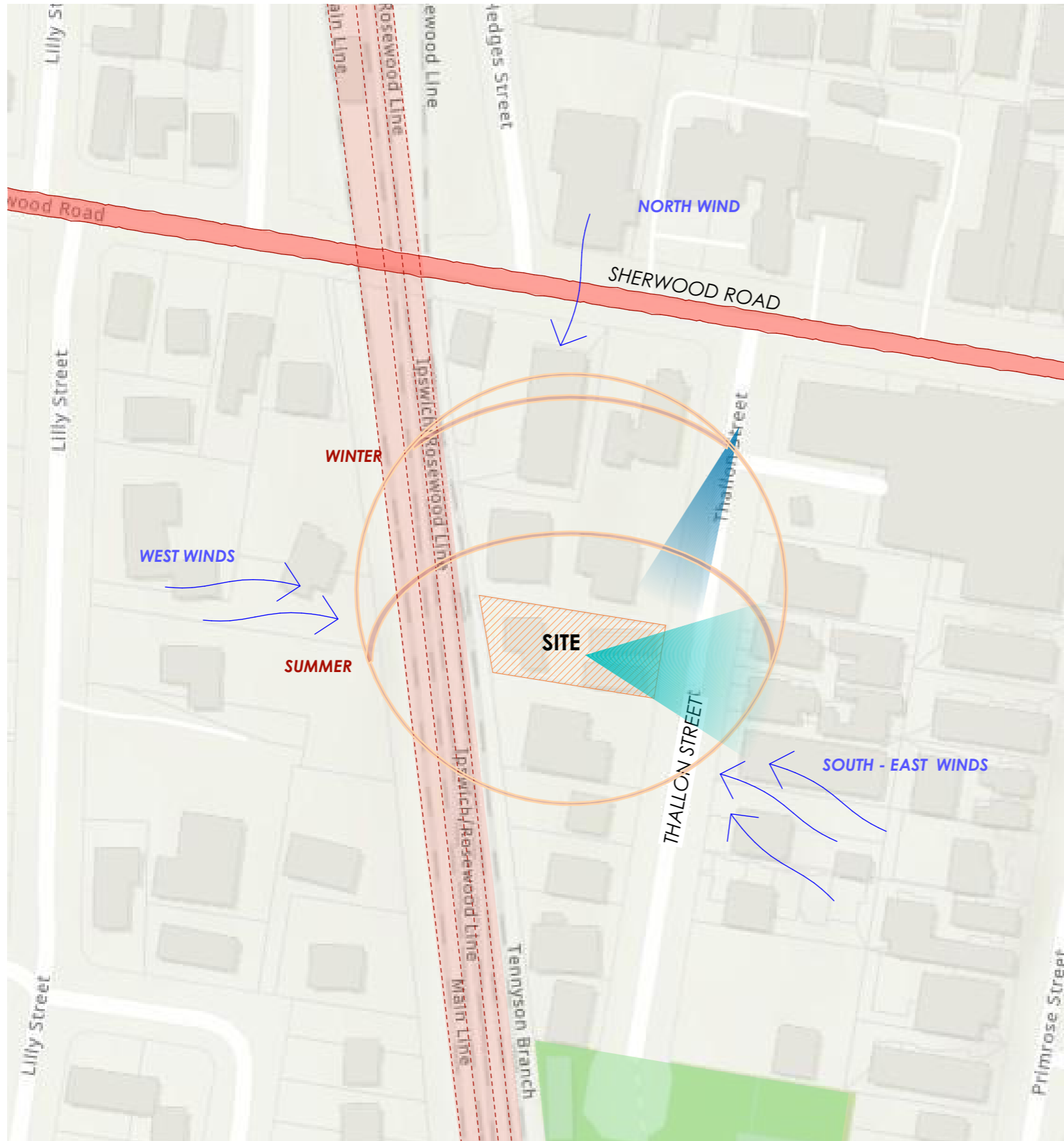
CLIMATE ZONE:
2 - WARM HUMID SUMMER, MILD WINTER

DESIGN OBJECTIVES:
INCREASE NATURAL VENTILATION, ADEQUATE ROOF OVERHANG FOR SHADE AND RAIN FALL

MEAN YEARLY TEMPERATURES-
MINIMUM: **15.7°C** MAXIMUM: **25.5°C**

MEAN YEARLY RAINFALL:
1149.1mm





SITE CONTEXT






LOT NO.:
LOT 23

PLAN NO.:
RP893783

BUILT ENVIRONMENT TYPOLOGIES:
CF4 COMMUNITY FACILITIES

GEO-ENVIRONMENTAL CONDITIONS:
E.g. Gradient, Overland Flow, Riparian Zone

LEGEND

SITE	
VIEW CORRIDOR (EXTERNAL):	
VIEW CORRIDOR (INTERNAL):	
NOISE CORRIDOR:	
GREEN CORRIDOR:	



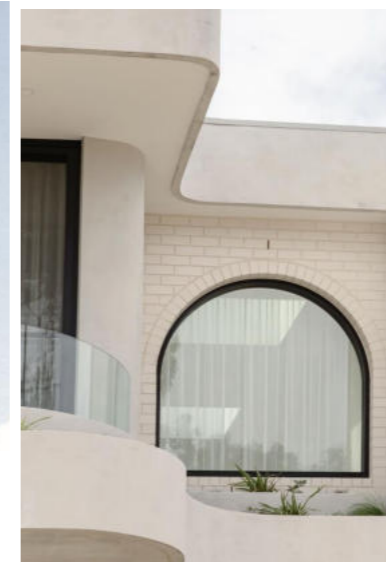
MODERN
ARTICULATION



ENTRY STATEMENT



BUILDING
FORM



WINDOW FEATURE



VERANDAH - SHADE AREA



LOCAL INSPIRED
ELEMENTS



INDOOR/ OUTDOOR
CONNECTION



MATERIALITY
NATURAL & EARTHY TONES



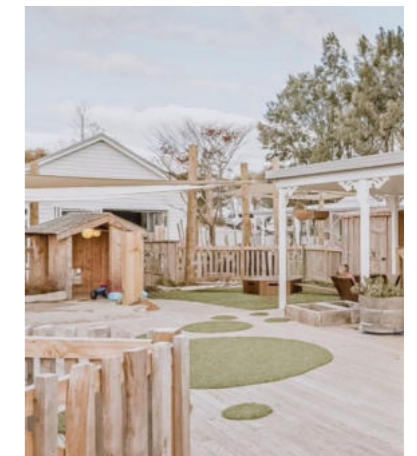
CASCADING PLANTS

DESIGN
INTENT

LANDSCAPE
FEATURE

PLAY AREAS

ENGAGING
PLAY

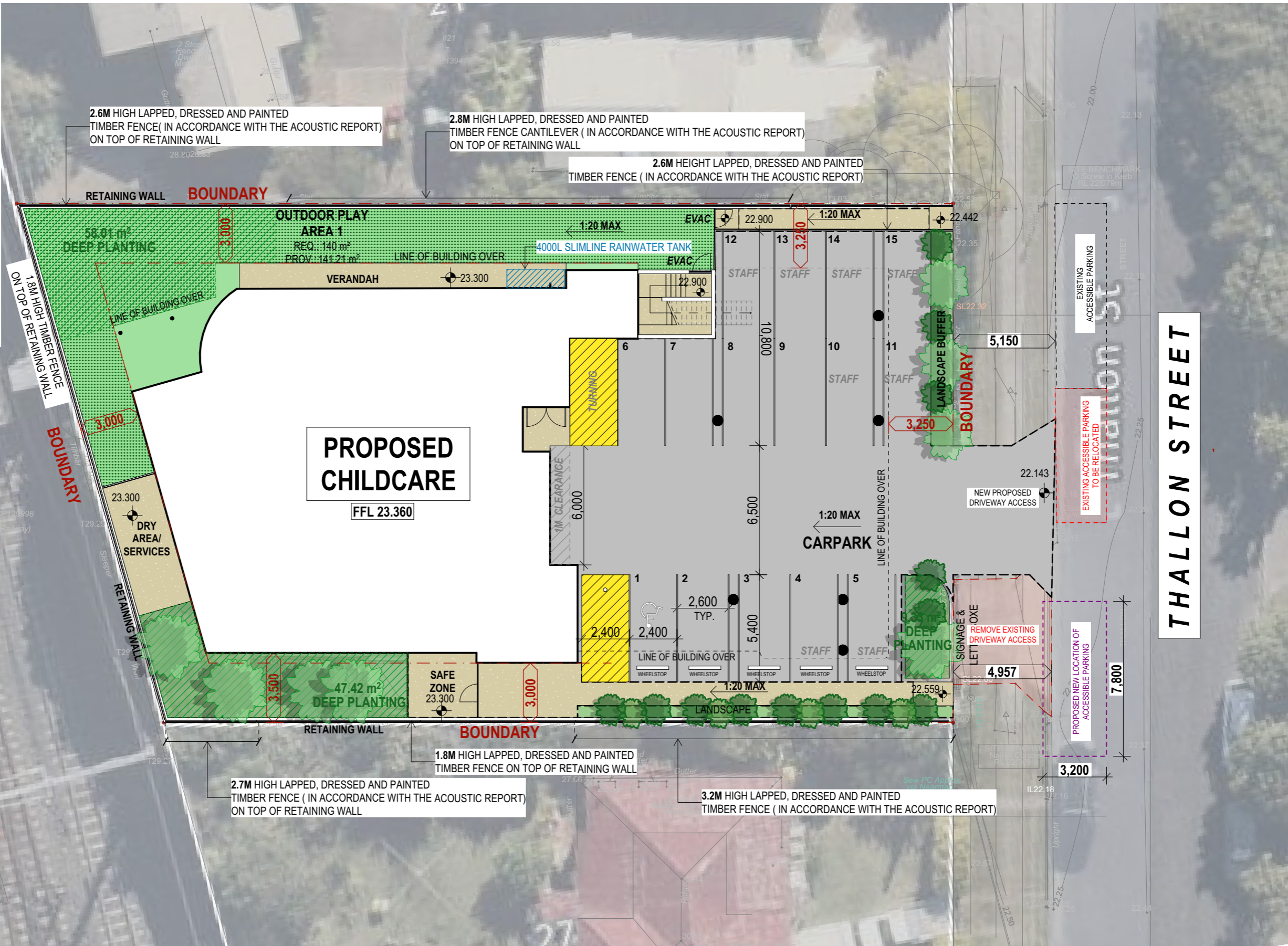


NATURAL ELEMENTS

DA ISSUE
NOT FOR CONSTRUCTION

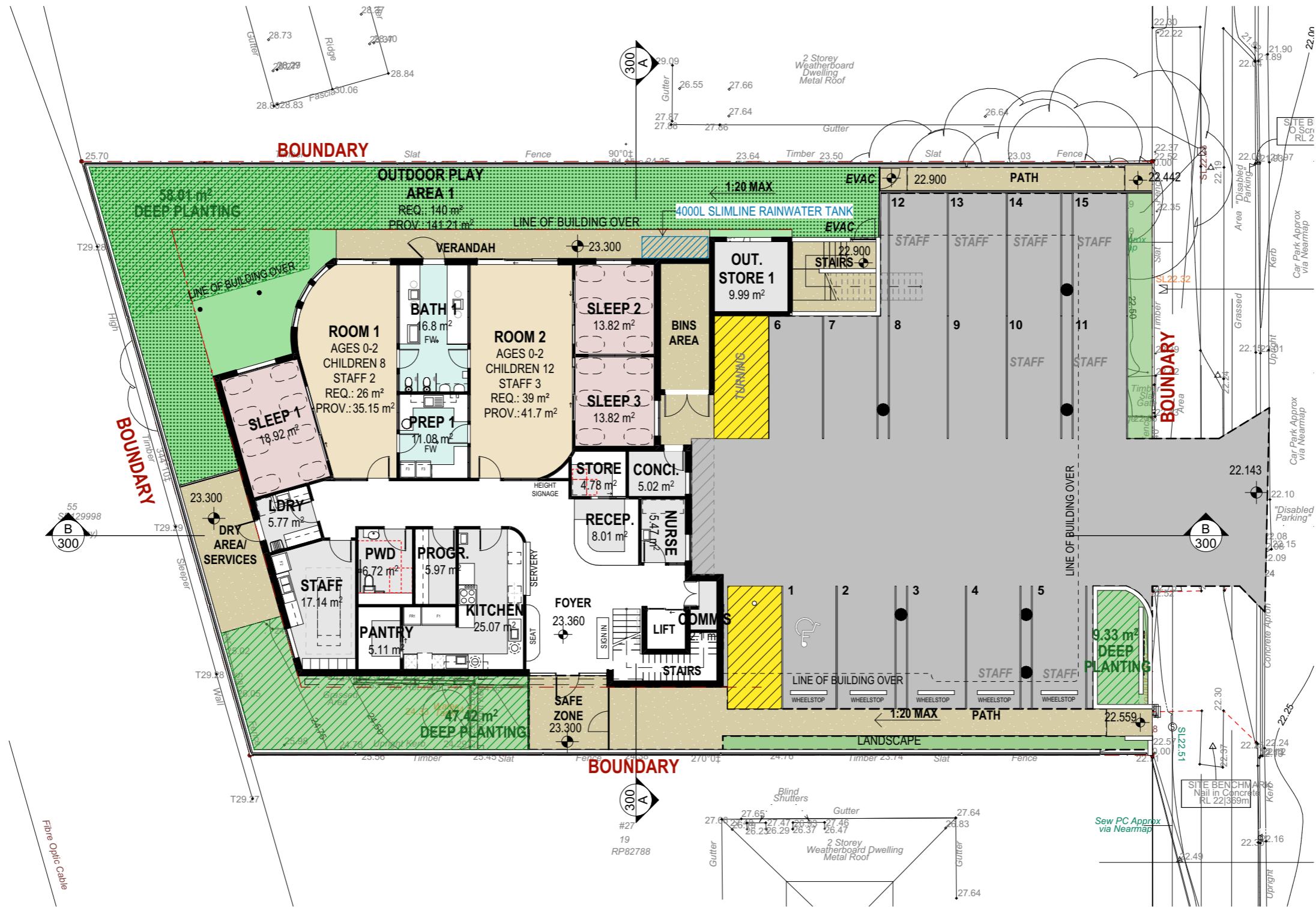
AREA SCHEDULE

SITE COVER:	63.6 %
SITE COVER:	720 m ²
SITE AREA :	1137.0 m ²
DEEP PLANTING REQUIRED :	113.7 m ²
10% OF SITE AREA	
DEEP PLANTING PROVIDED :	113.7 m ²
GBA	
CHILDCARE:	
GROUND FLOOR:	333 m ²
FIRST FLOOR:	297 m ²
PLAY AREA:	
GROUND FLOOR:	141m ²
FIRST FLOOR:	373 m ²
OUTDOOR STORE:	14m ²
CARPARK:	376 m ²
POPULATION:	
CHILDREN:	73
FULL TIME STAFF:	13
CAR PARKING REQUIRED:	14.6
1 PER 5 CHILDREN (60% STAFF)	
CAR PARKING PROVIDED:	15
(INCLUDES 1 DISABLED)	

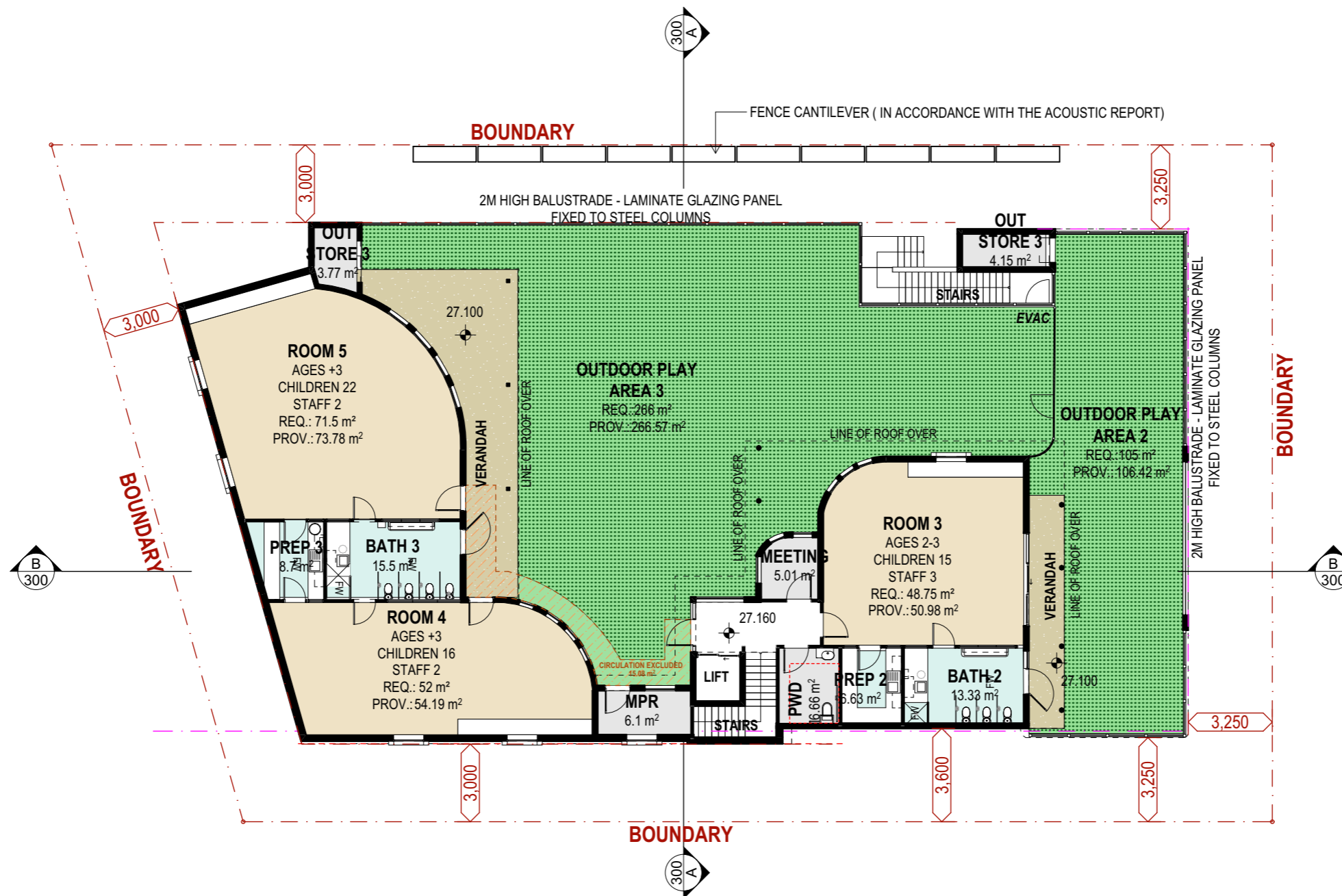


1

SITE PLAN
1:200

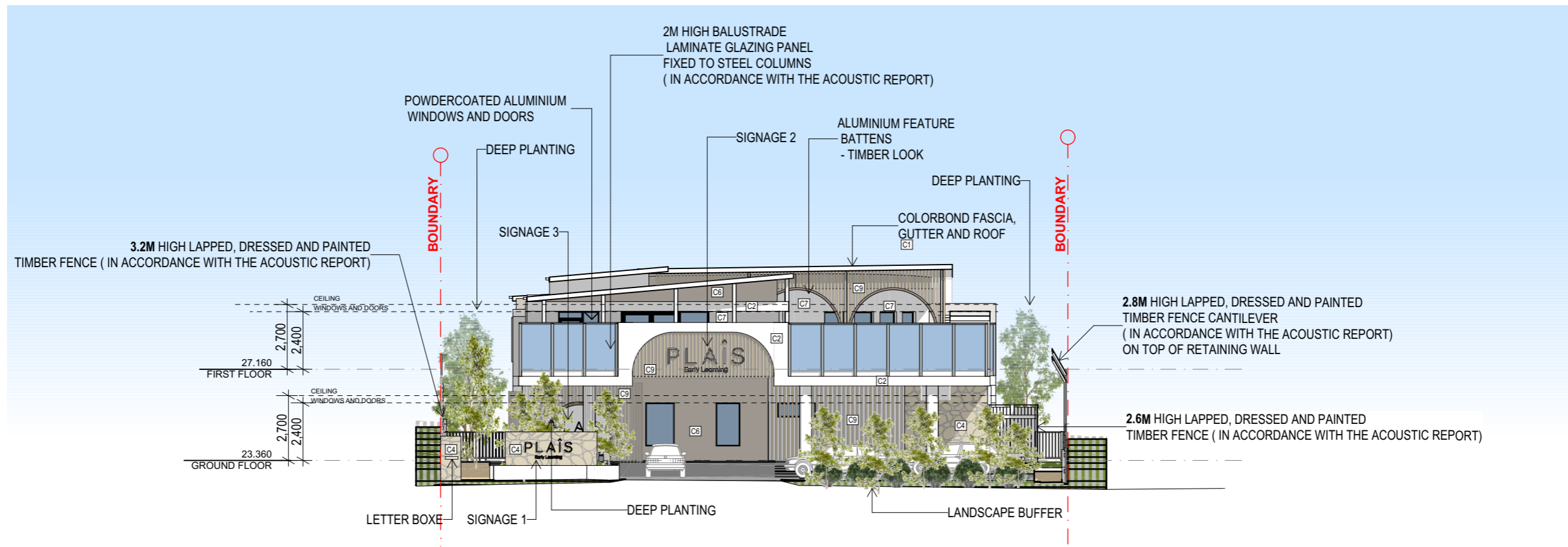


1 **GROUND FLOOR**
1:200

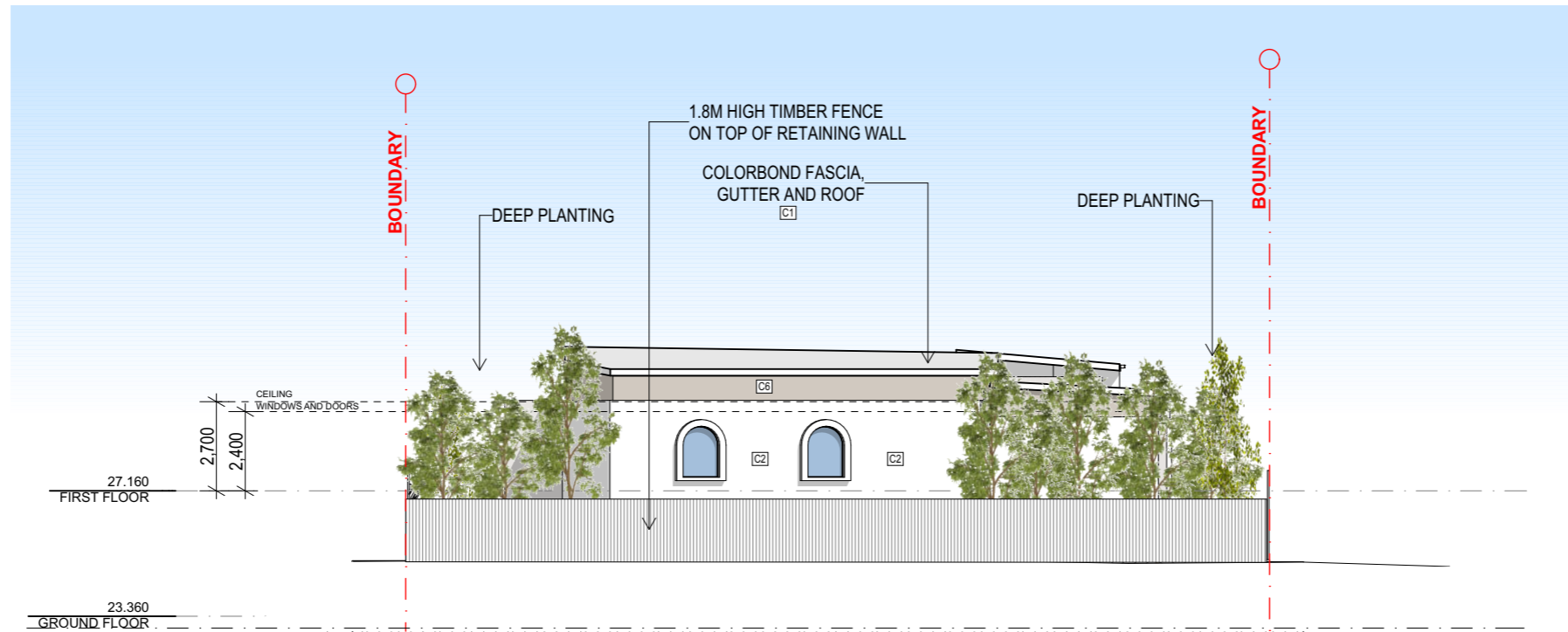


1 **FIRST FLOOR**
1:200

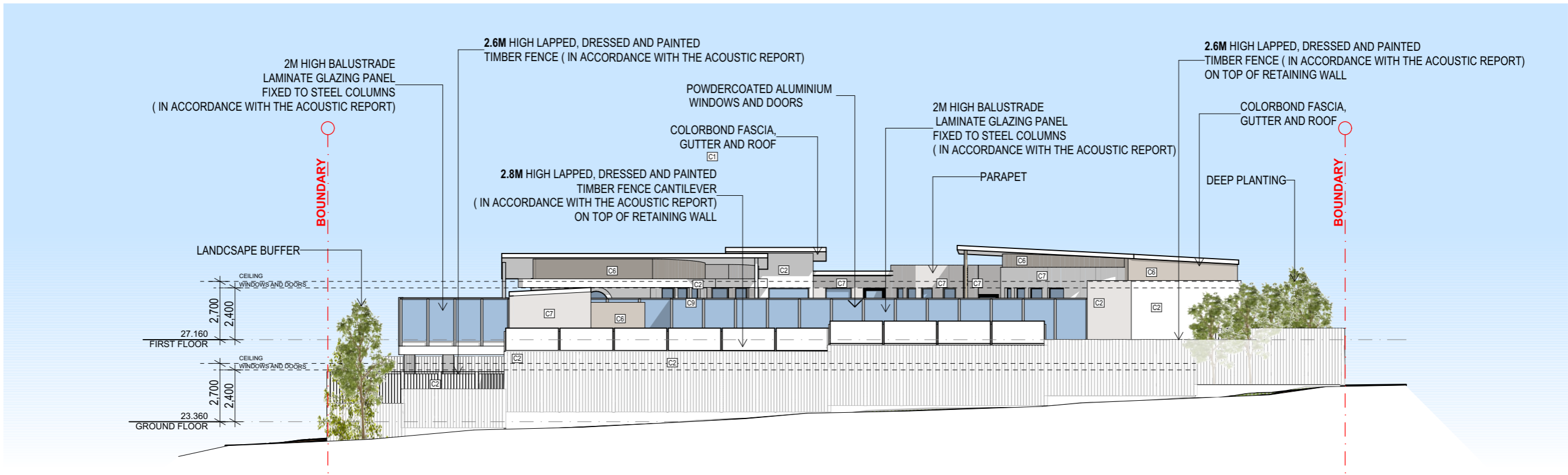




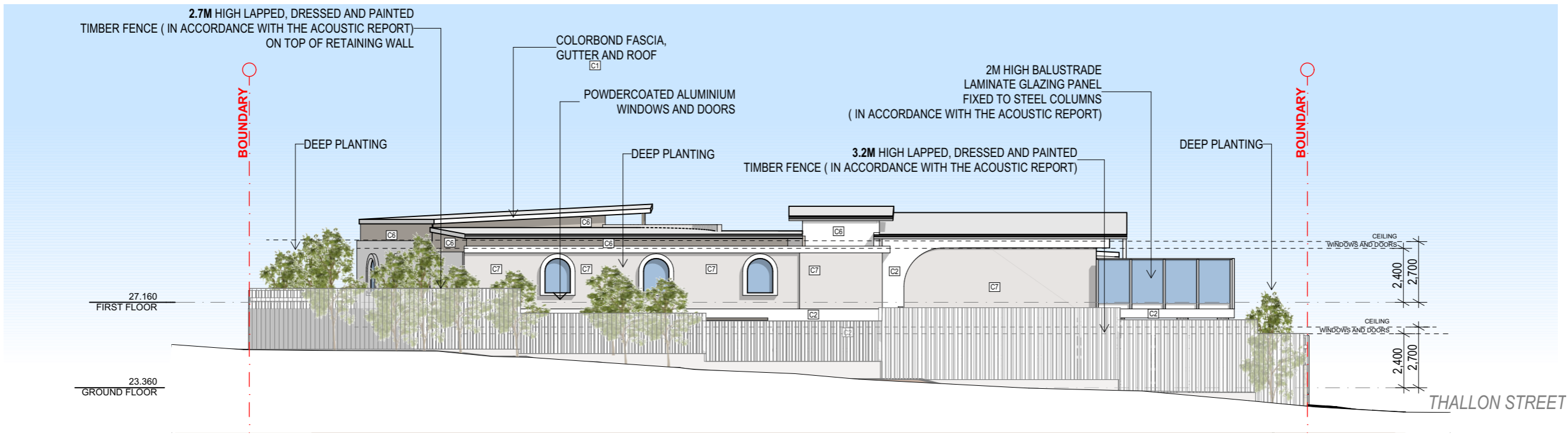
1 EAST ELEVATION
1:200



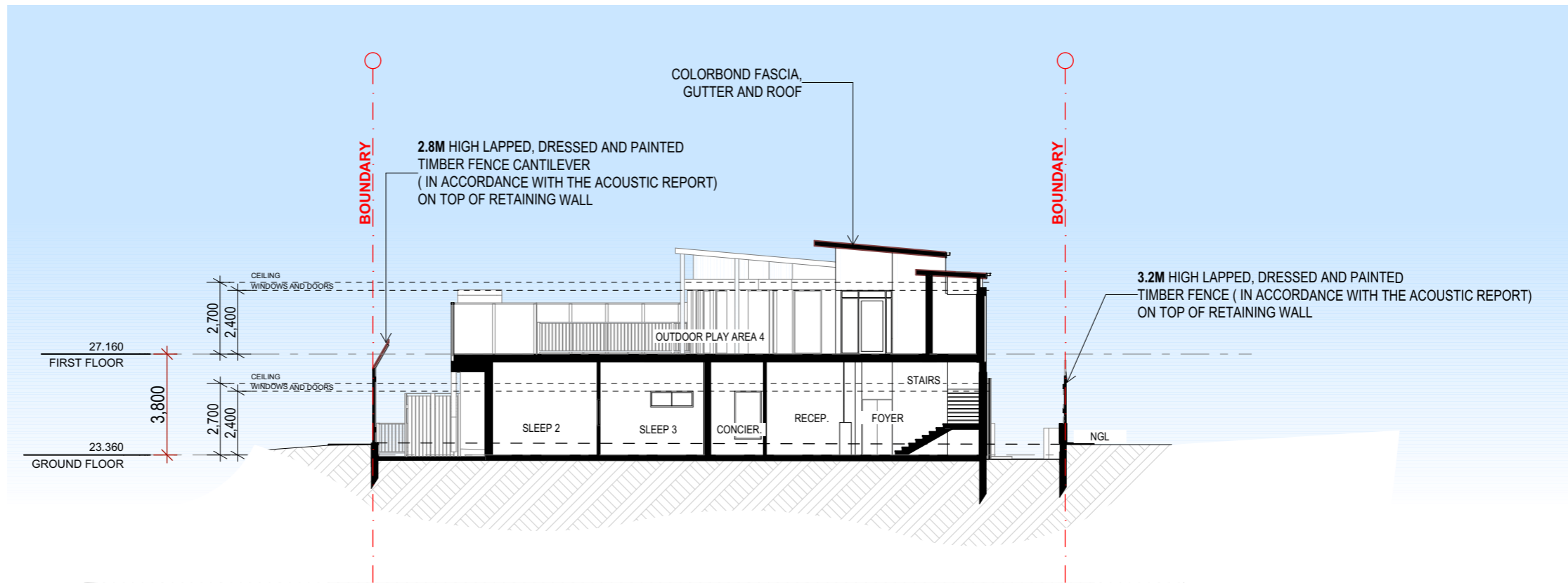
2 WEST ELEVATION
1:200



1 **NORTH ELEVATION**
1:200

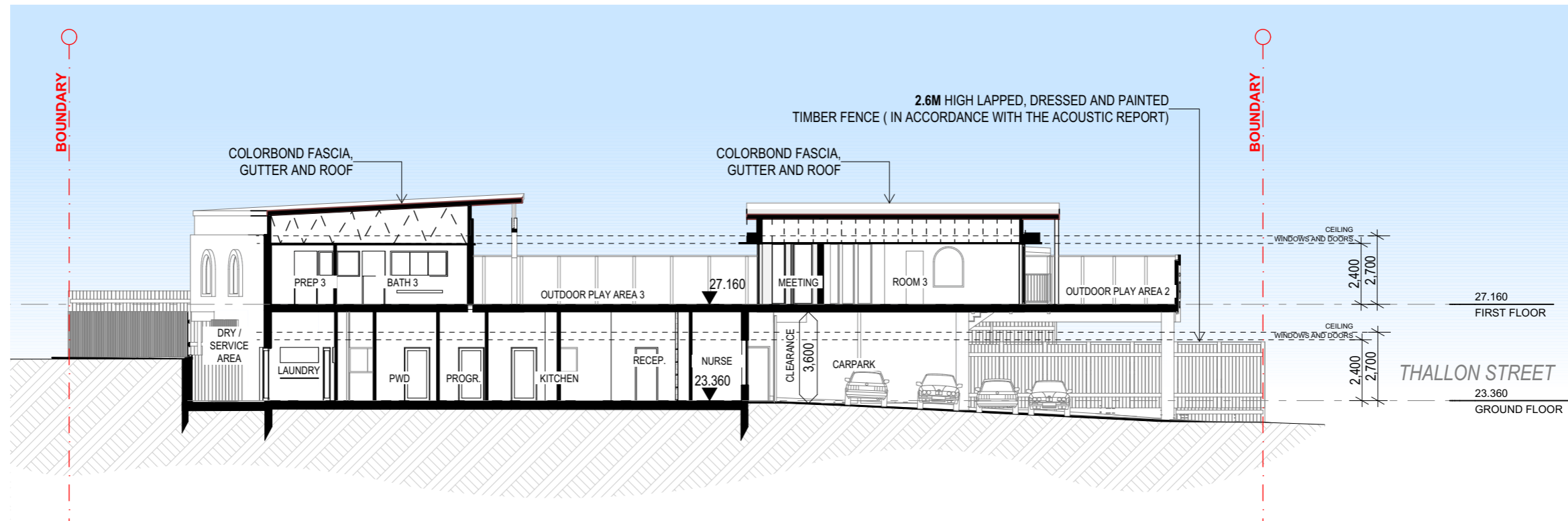


2 **SOUTH ELEVATION**
1:200



1

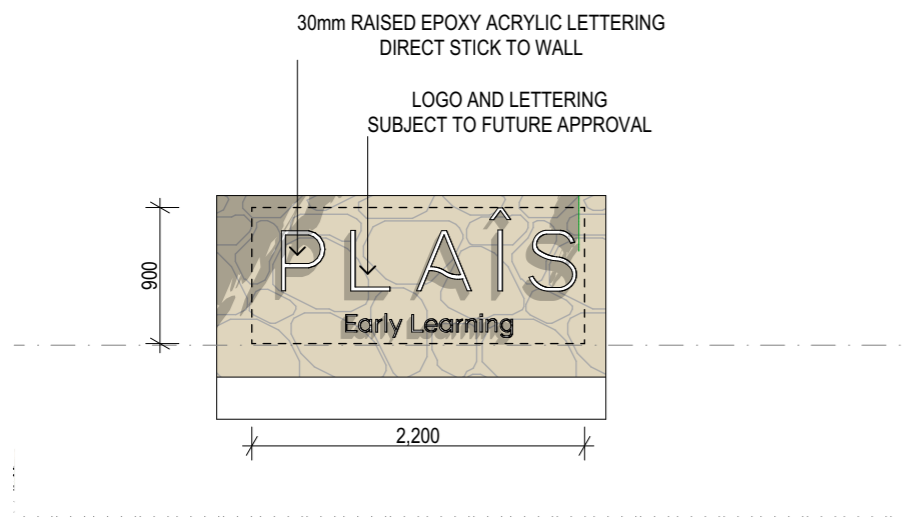
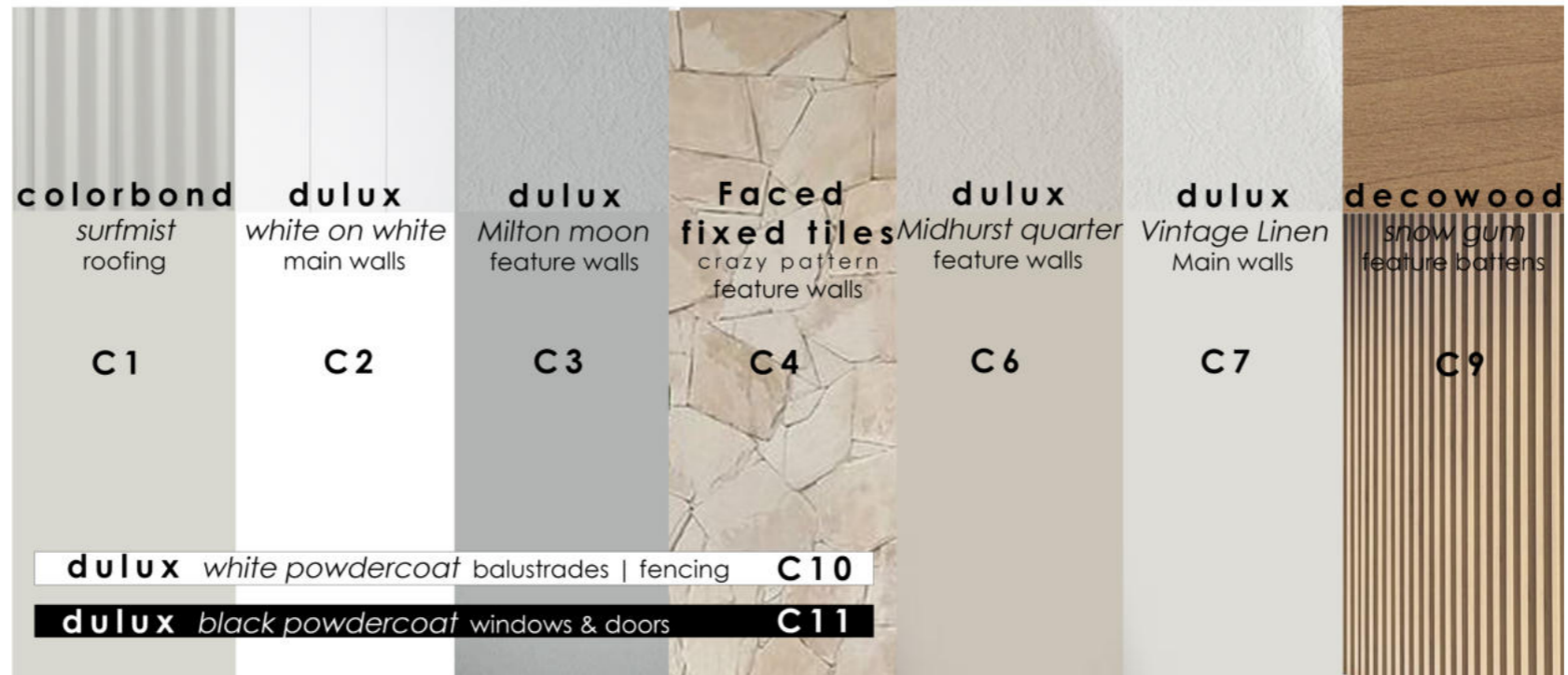
SECTION A-A
1:200



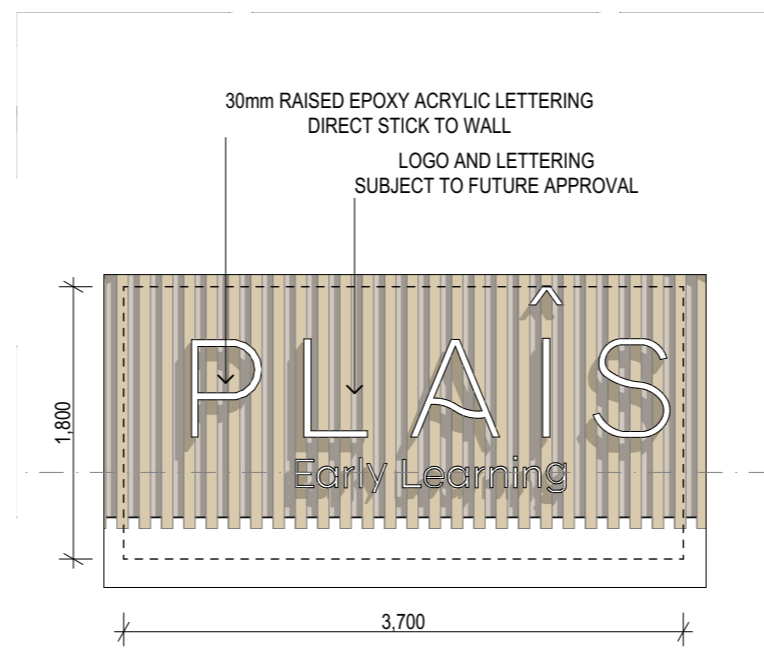
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SECTION B-B
1:200

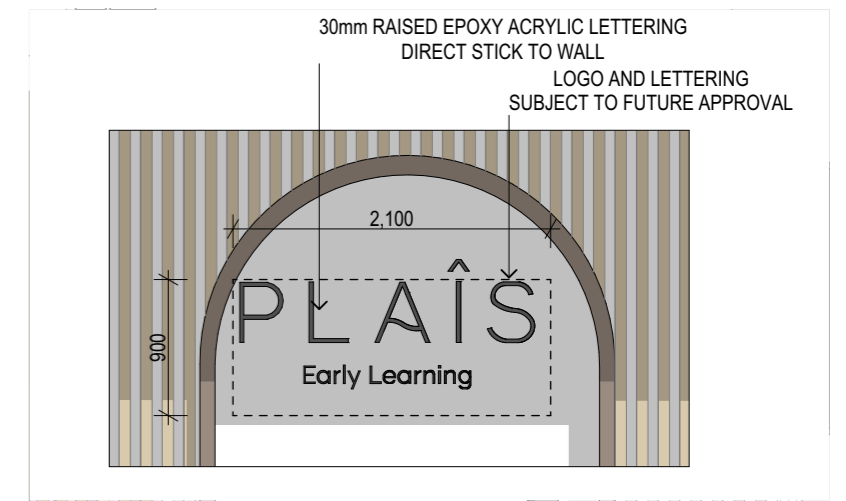
CHILDCARE CENTRE EXTERNAL COLOUR PALETTE



1 **SIGNAGE1**
1:50



2 **SIGNAGE2**
1:50



3 **SIGNAGE3**
1:50



ARTIST IMPRESSION ONLY



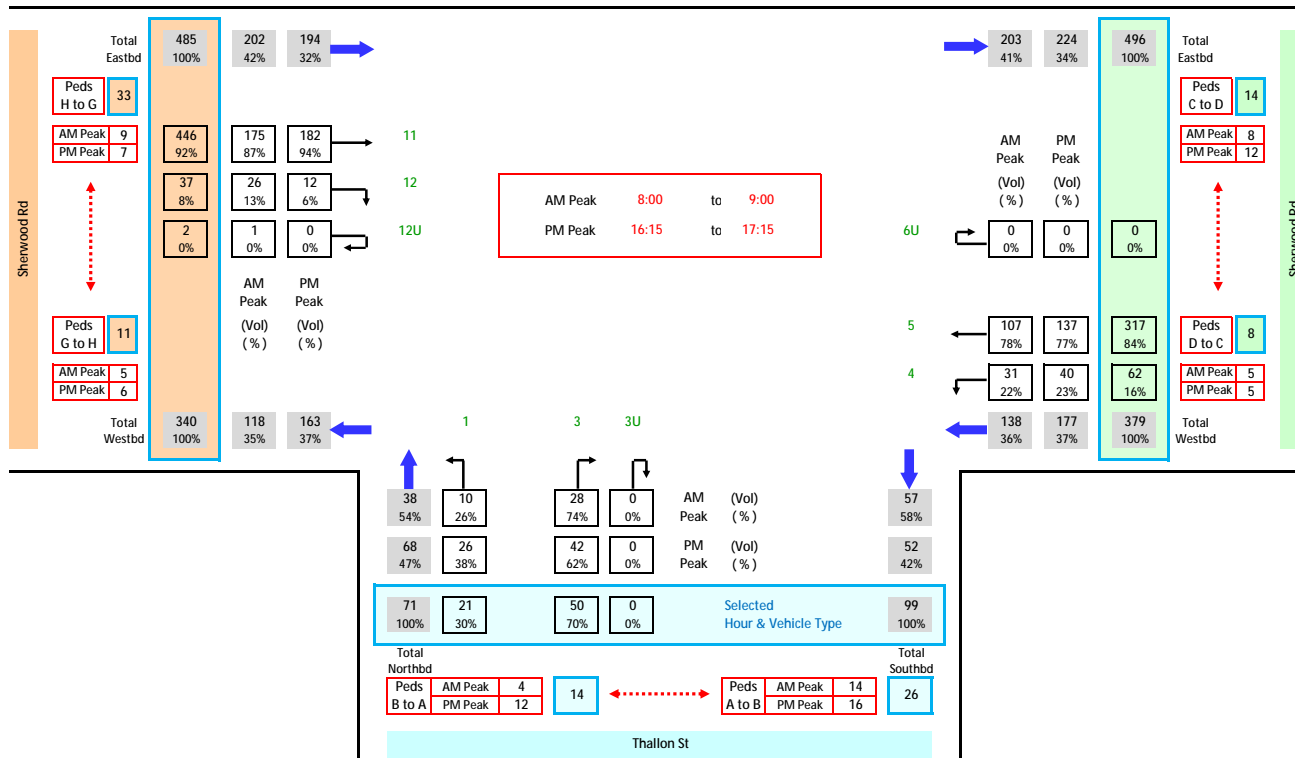
ARTIST IMPRESSION ONLY

Appendix B – Swept Path Assessment

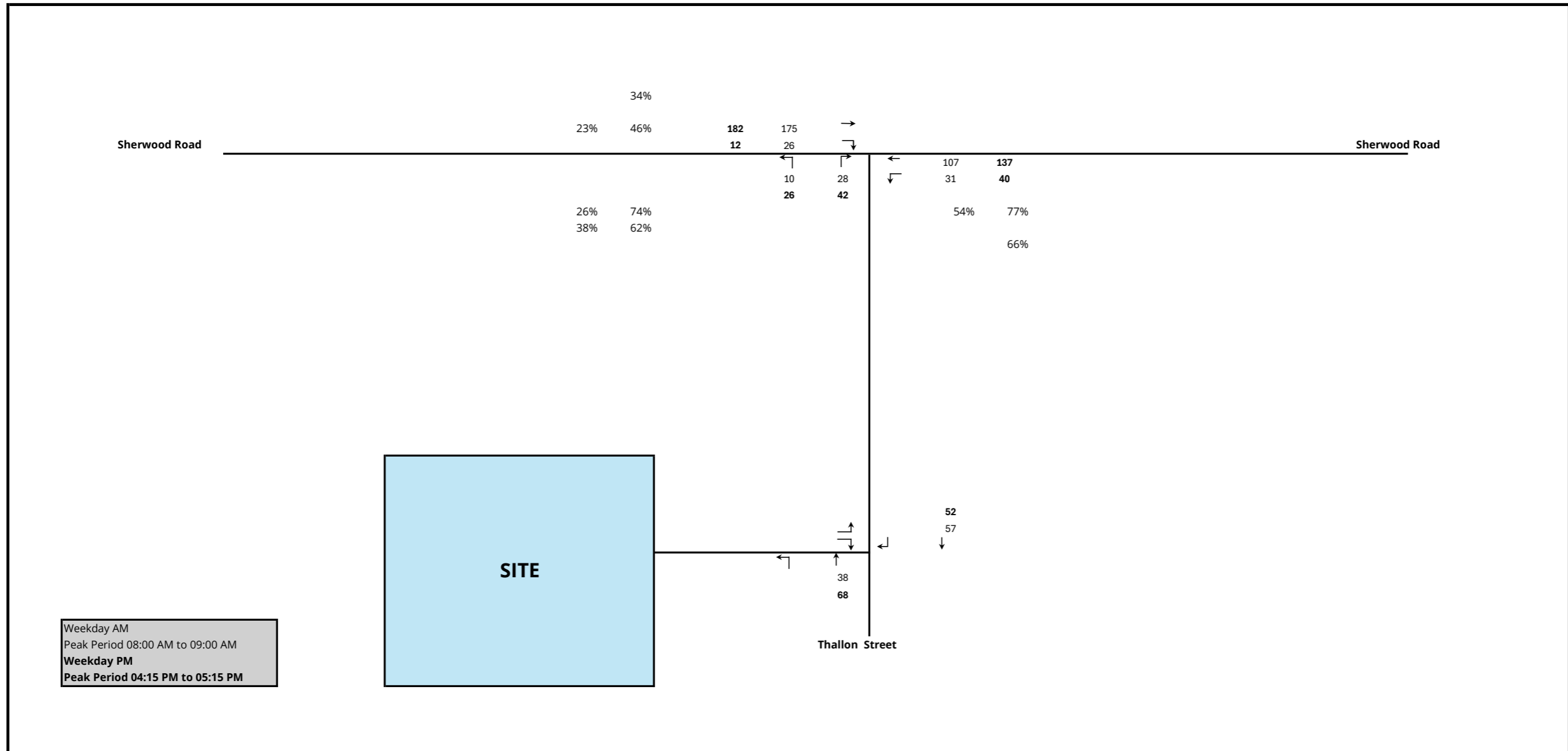
Appendix C – Traffic Survey Data

Job No. : AUQLD14093
 Client : Lambert & Rehbein (SEQ) Pty Ltd
 Suburb : Sherwood Road
 Location : 1. Sherwood Rd & Thallon St
 Day/Date : Wednesday, 11 February 2026
 Weather : Fine
 Description : Classified Intersection Count
 : Intersection Diagram

Hour Starting	Vehicle Type
AM Totals	All Vehicles



Appendix D – Traffic Network Diagrams



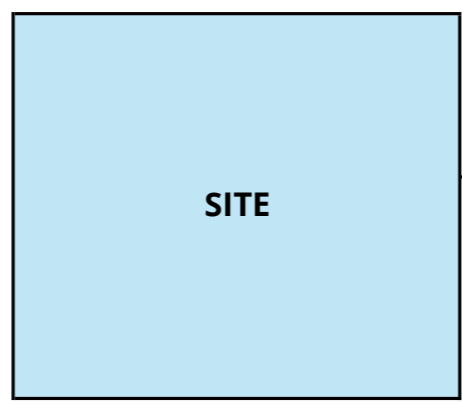
Weekday AM
 Peak Period 08:00 AM to 09:00 AM
 Weekday PM
 Peak Period 04:15 PM to 05:15 PM

Project Number:	B25523	Title:	Background Traffic 2026	Figure Number:	D1
Project Name:	PROPOSED CHILDCARE			Prepared:	OM/ZN
Address:	23, THALLON STREET, SHERWOOD			Rev:	A
Client:	OneFin Sherwood Pty Ltd			Date:	Mar-26

Growth
1%

Sherwood Road

186 179 →
12 26 →
← 10 28
← 26 42
← 109 140
← 31 40

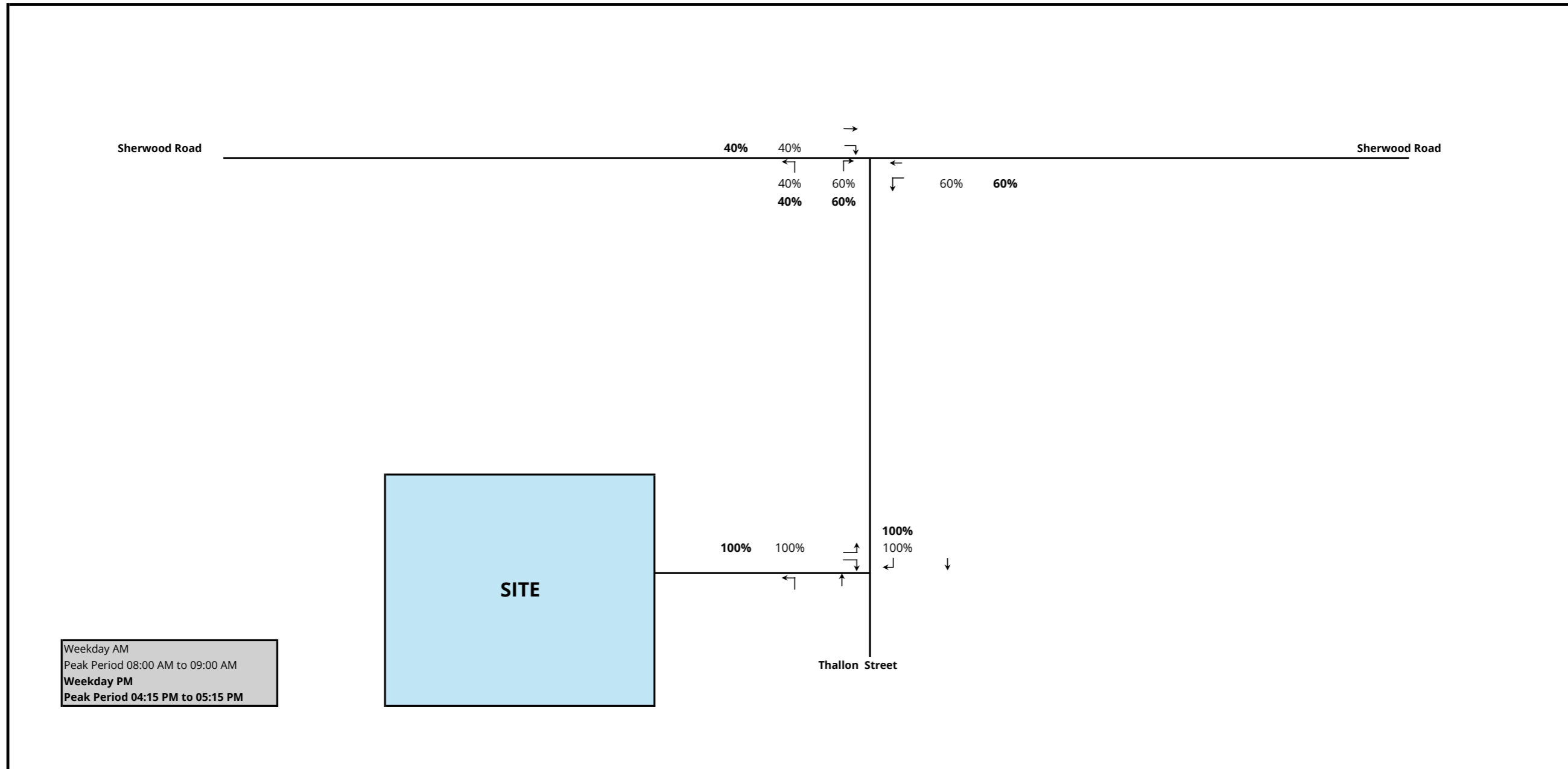


Thallon Street

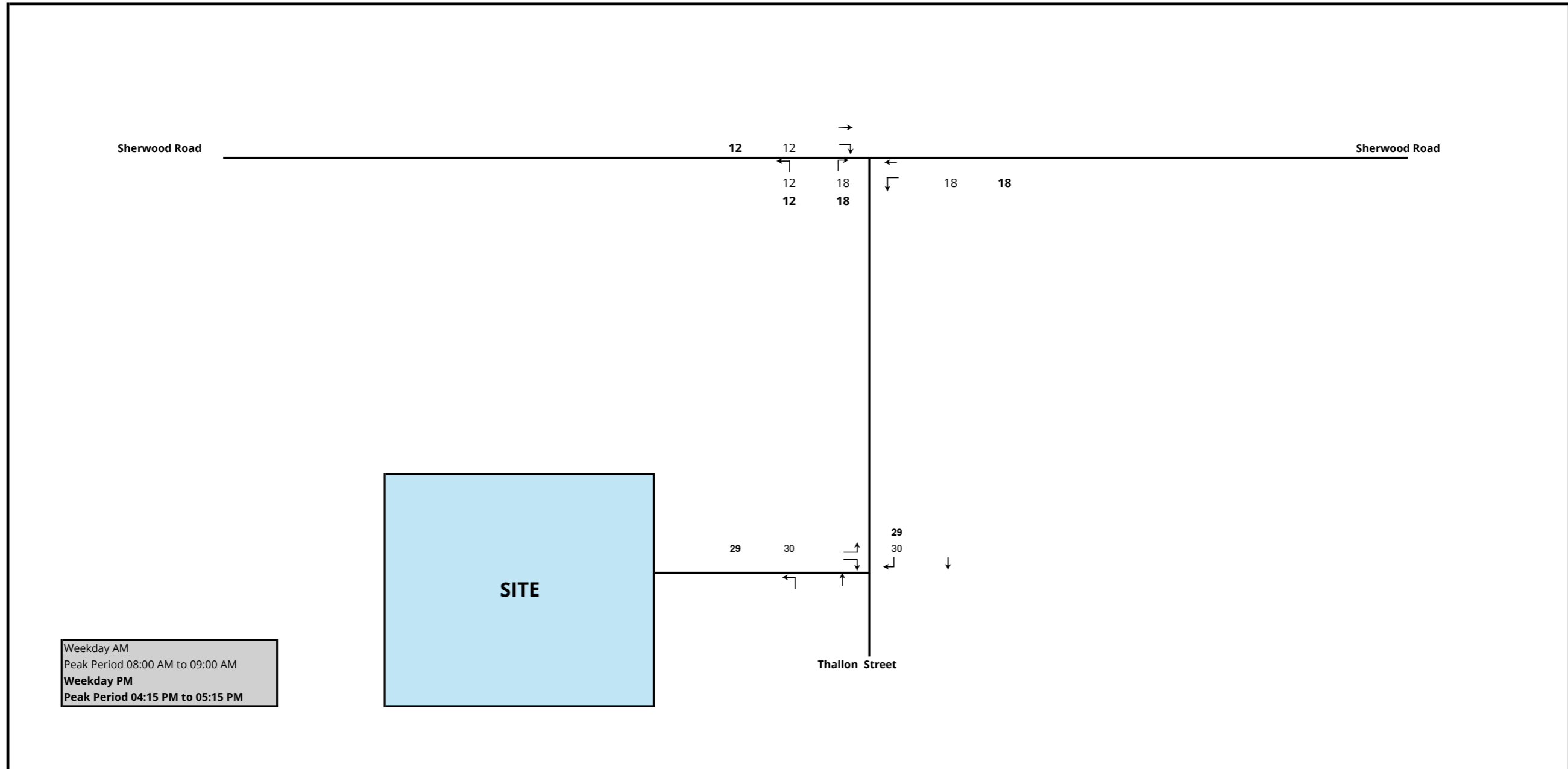
52
57 ↓
38
68

Weekday AM
Peak Period 08:00 AM to 09:00 AM
Weekday PM
Peak Period 04:15 PM to 05:15 PM

Project Number:	B25523	Title:		Figure Number:
Project Name:	PROPOSED CHILDCARE		Background Traffic	
Address:	23, THALLON STREET, SHERWOOD		2028	D2
Client:	OneFin Sherwood Pty Ltd	Prepared:	OM/ZN	Rev: A Date: Mar-26

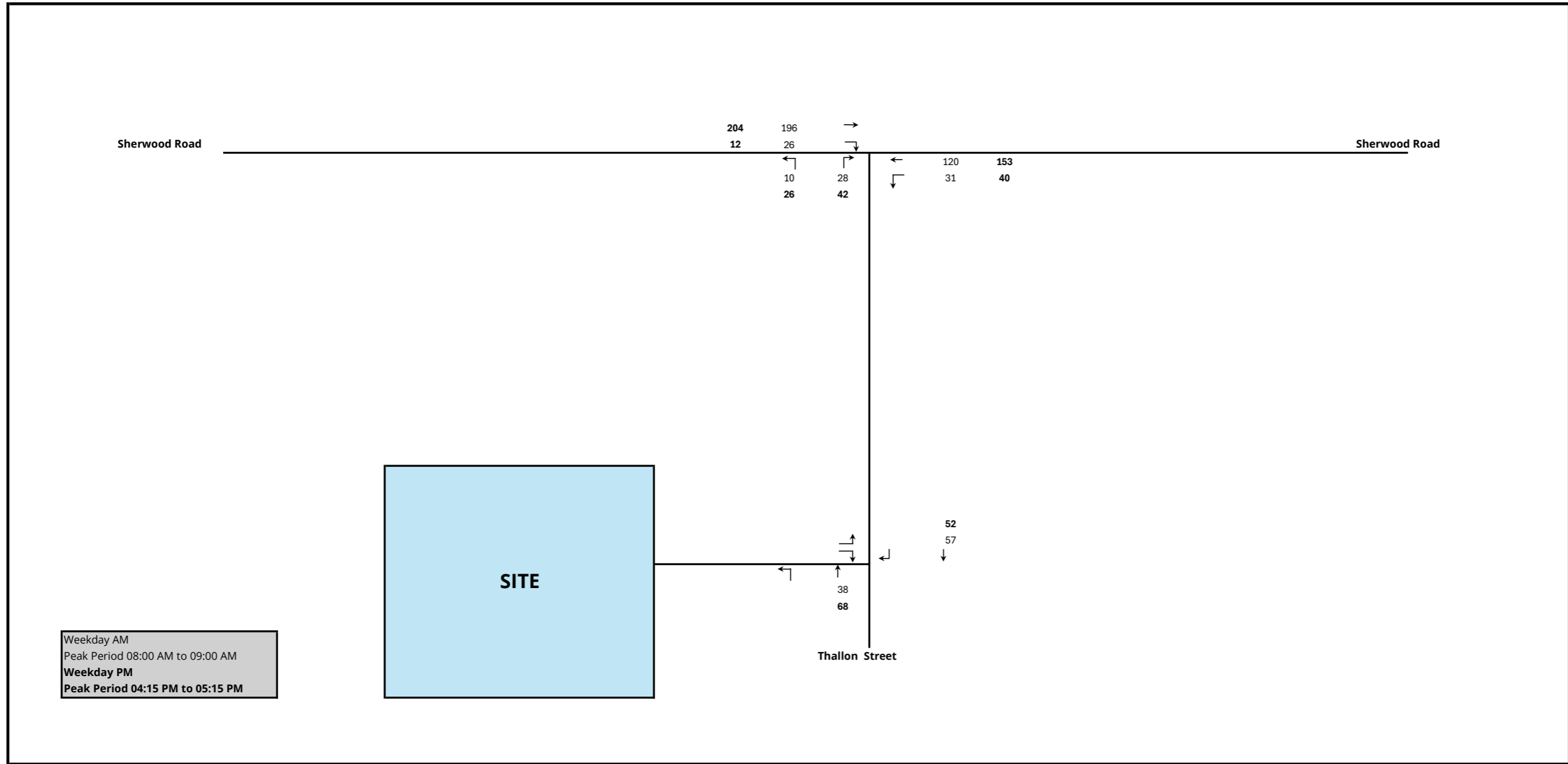


Project Number:	B25523	Title:	Development Traffic Distribution		Figure Number:
Project Name:	PROPOSED CHILDCARE				D3
Address:	23, THALLON STREET, SHERWOOD				
Client:	OneFin Sherwood Pty Ltd	Prepared:	OM/ZN	Rev:	A
				Date:	Mar-26



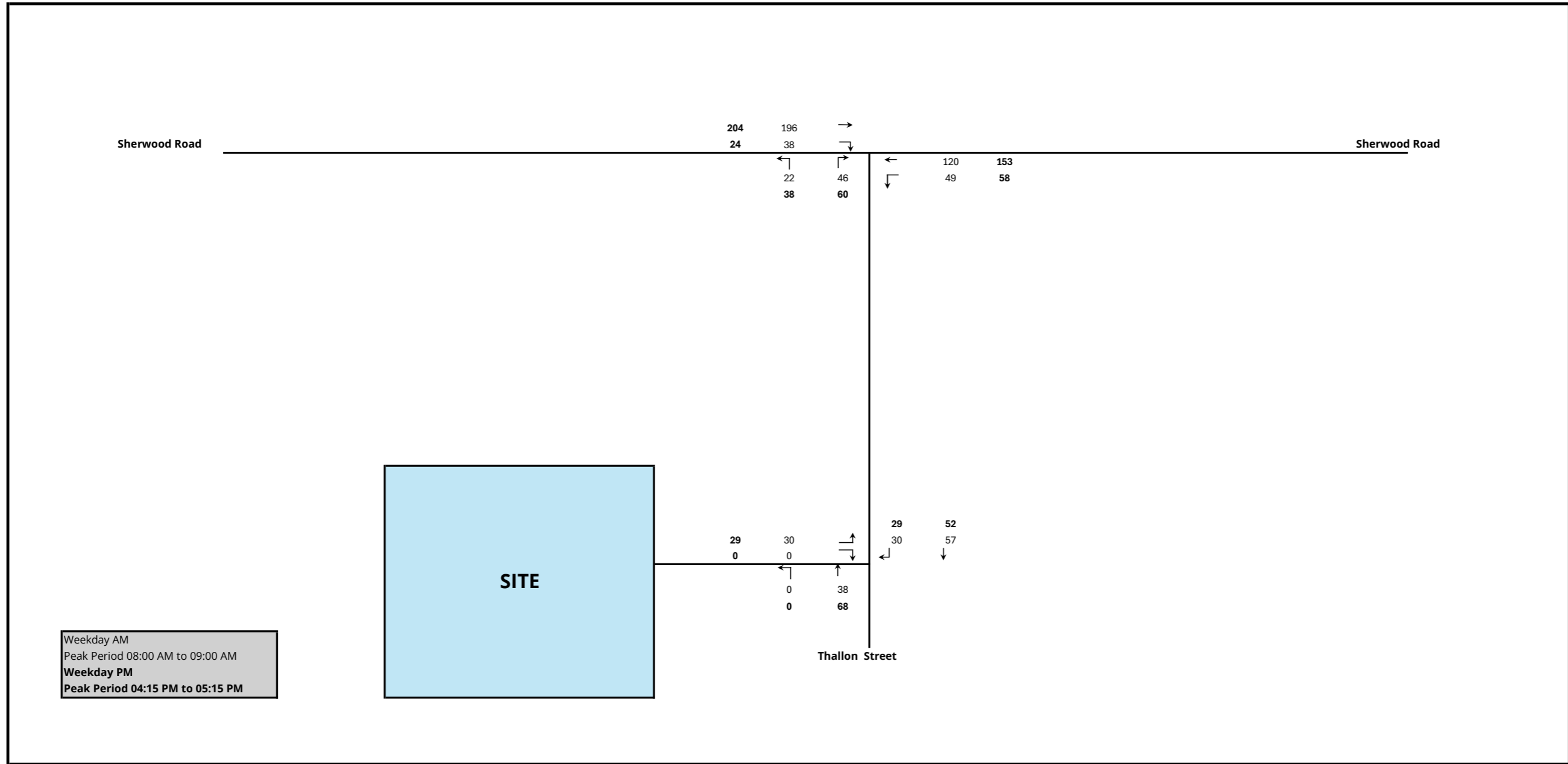
Weekday AM
 Peak Period 08:00 AM to 09:00 AM
Weekday PM
 Peak Period 04:15 PM to 05:15 PM

Project Number:	B25523	Title:	Development Traffic	Figure Number:	D4
Project Name:	PROPOSED CHILDCARE			Prepared:	OM/ZN
Address:	23, THALLON STREET, SHERWOOD			Rev:	A
Client:	OneFin Sherwood Pty Ltd			Date:	Mar-26



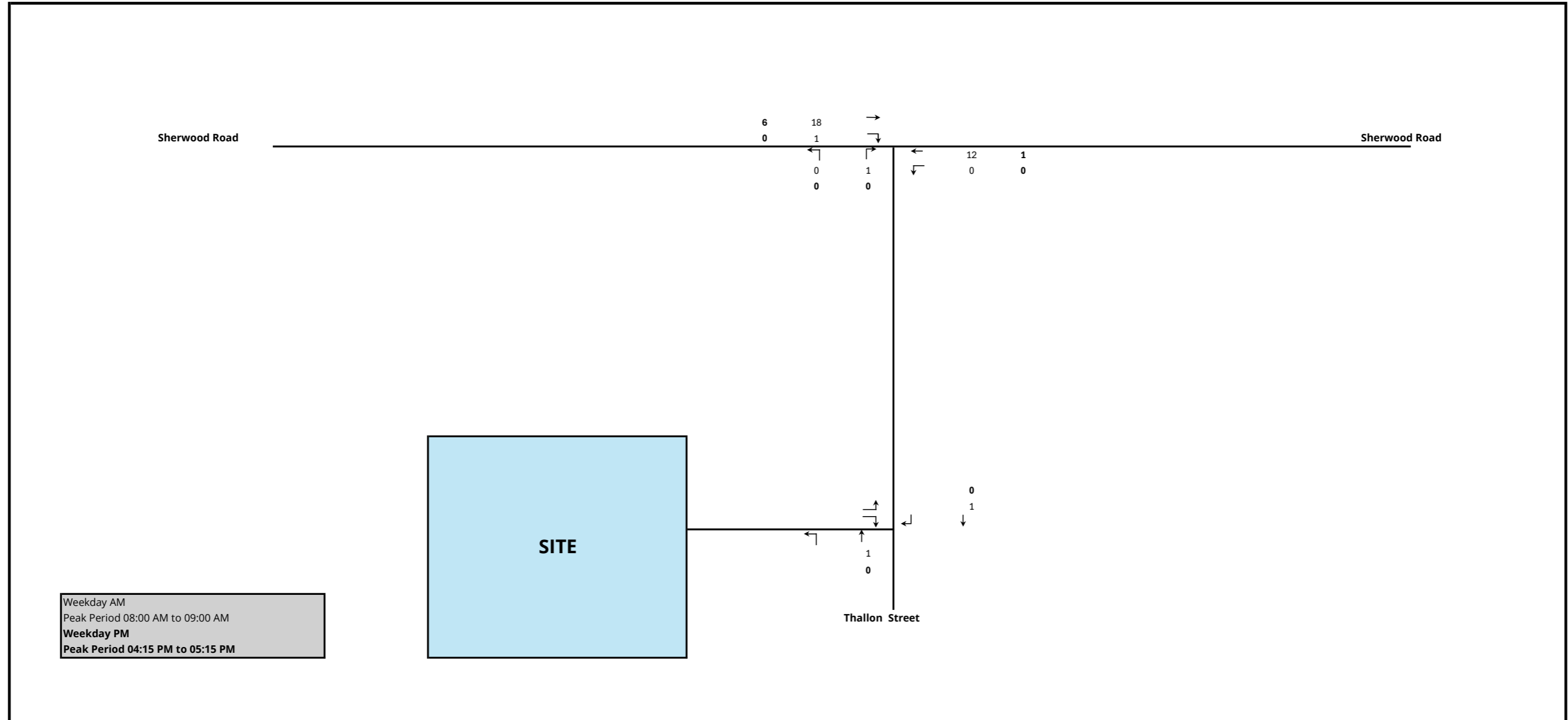
Weekday AM
 Peak Period 08:00 AM to 09:00 AM
 Weekday PM
 Peak Period 04:15 PM to 05:15 PM

Project Number:	B25523	Title:	Background Traffic	Figure Number:	D6
Project Name:	PROPOSED CHILDCARE		2038		
Address:	23, THALLON STREET, SHERWOOD				
Client:	OneFin Sherwood Pty Ltd			Prepared: OM/ZN	Rev: A Date: Mar-26



Weekday AM
 Peak Period 08:00 AM to 09:00 AM
 Weekday PM
 Peak Period 04:15 PM to 05:15 PM

Project Number:	B25523	Title:	Design Traffic	Figure Number:
Project Name:	PROPOSED CHILDCARE		2038	D7
Address:	23, THALLON STREET, SHERWOOD			
Client:	OneFin Sherwood Pty Ltd	Prepared:	OM/ZN	Rev: A Date: Mar-26



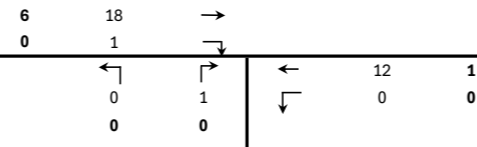
Weekday AM
 Peak Period 08:00 AM to 09:00 AM
 Weekday PM
 Peak Period 04:15 PM to 05:15 PM

Project Number:	B25523	Title:	Background Traffic 2026	Figure Number:	D1-HV
Project Name:	PROPOSED CHILDCARE			Prepared:	OM/ZN
Address:	23, THALLON STREET, SHERWOOD			Rev:	A
Client:				Date:	

Growth
1%

Sherwood Road

Sherwood Road



Thallon Street

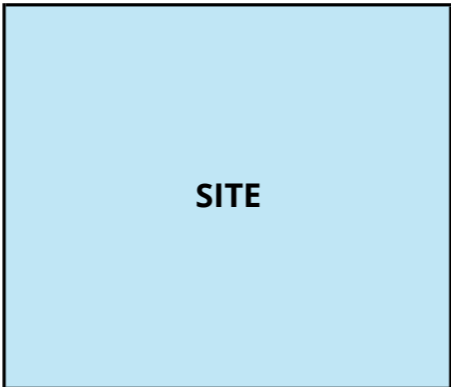
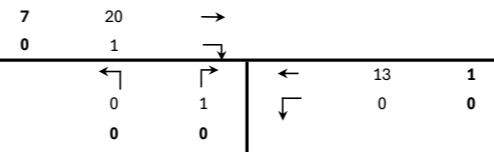
Weekday AM
Peak Period 08:00 AM to 09:00 AM
Weekday PM
Peak Period 04:15 PM to 05:15 PM

Project Number:	B25523	Title:		Figure Number:
Project Name:	PROPOSED CHILDCARE		Background Traffic	
Address:	23, THALLON STREET, SHERWOOD		2028	D2-HV
Client:	0	Prepared:	OM/ZN	Rev: A Date:

Growth
1%

Sherwood Road

Sherwood Road



Thallon Street

Weekday AM
Peak Period 08:00 AM to 09:00 AM
Weekday PM
Peak Period 04:15 PM to 05:15 PM

Project Number:	B25523	Title:		Figure Number:
Project Name:	PROPOSED CHILDCARE		Background Traffic	
Address:	23, THALLON STREET, SHERWOOD		2038	D3-HV
Client:	0	Prepared:	OM/ZN	Rev: A Date:

Use:	Yield	Rate		AM		(PM)	
		AM	PM	IN	OUT	IN	OUT
Childcare Centre	73	0.81	0.8	50%	50%	50%	50%
				60		58	
				30	30	(29)	(29)

Appendix E – SIDRA Outputs

SITE LAYOUT

▽ Site: [1] 2028 BG AM (Sherwood Road / Thallon Street)

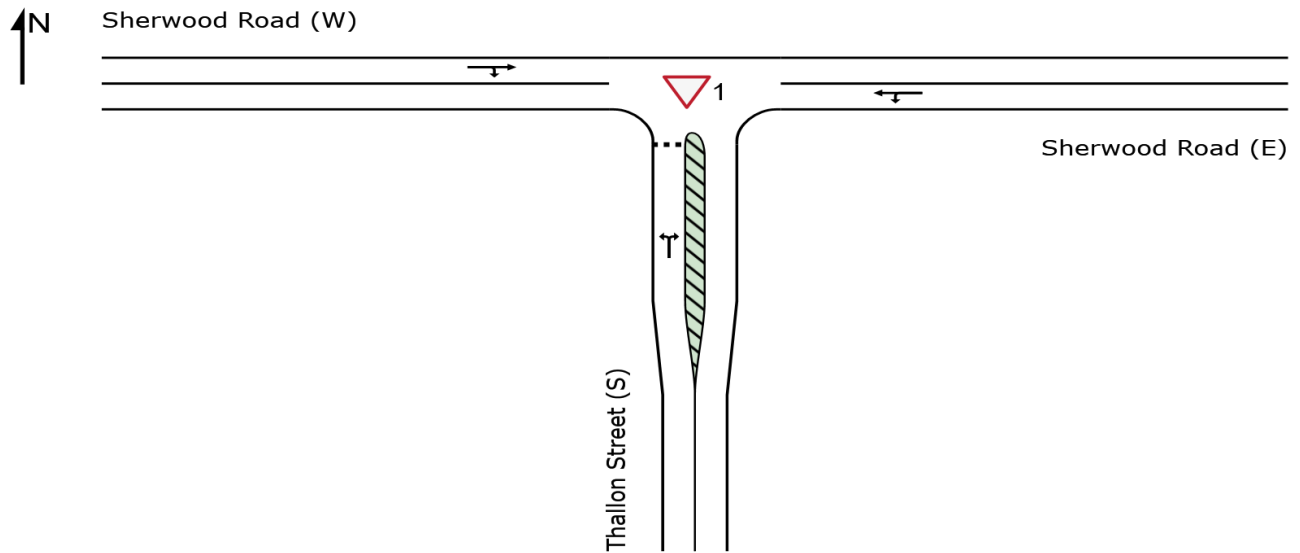
New Site

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

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



SIDRA INTERSECTION 10.0 | Copyright © 2000-2025 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: LAMBERT AND REHBEIN (SEQ) PTY LTD | Licence: NETWORK / 1PC | Created: Friday, 6 March 2026 11:35:21 AM

Project: F:\Jobs\B25500\B25523\Design\Traffic\Sherwood Road - Thallon Street.sipx

MOVEMENT SUMMARY

Site: [1] 2028 BG AM (Sherwood Road / Thallon Street)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: Thallon Street (S)															
1	L2	All MCs	11	0.0	11	0.0	0.040	5.9	LOS A	0.1	0.9	0.31	0.59	0.31	52.0
3	R2	All MCs	29	3.6	29	3.6	0.040	7.0	LOS A	0.1	0.9	0.31	0.59	0.31	51.7
Approach			40	2.6	40	2.6	0.040	6.7	LOS A	0.1	0.9	0.31	0.59	0.31	51.8
East: Sherwood Road (E)															
4	L2	All MCs	33	0.0	33	0.0	0.081	5.6	LOS A	0.0	0.0	0.00	0.13	0.00	56.3
5	T1	All MCs	115	11.0	115	11.0	0.081	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	58.7
Approach			147	8.6	147	8.6	0.081	1.2	NA	0.0	0.0	0.00	0.13	0.00	58.1
West: Sherwood Road (W)															
11	T1	All MCs	188	10.1	188	10.1	0.121	0.1	LOS A	0.2	1.4	0.08	0.10	0.08	58.9
12	R2	All MCs	27	3.8	27	3.8	0.121	6.1	LOS A	0.2	1.4	0.08	0.10	0.08	56.1
Approach			216	9.3	216	9.3	0.121	0.9	NA	0.2	1.4	0.08	0.10	0.08	58.6
All Vehicles			403	8.4	403	8.4	0.121	1.6	NA	0.2	1.4	0.07	0.16	0.07	57.7

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

MOVEMENT SUMMARY

Site: [1 (2)] 2028 BG PM (Sherwood Road / Thallon Street)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
South: Thallon Street (S)															
1	L2	All MCs	27	0.0	27	0.0	0.067	6.0	LOS A	0.2	1.6	0.32	0.60	0.32	52.0
3	R2	All MCs	44	0.0	44	0.0	0.067	7.0	LOS A	0.2	1.6	0.32	0.60	0.32	51.8
Approach			72	0.0	72	0.0	0.067	6.6	LOS A	0.2	1.6	0.32	0.60	0.32	51.9
East: Sherwood Road (E)															
4	L2	All MCs	42	0.0	42	0.0	0.099	5.6	LOS A	0.0	0.0	0.00	0.13	0.00	56.4
5	T1	All MCs	147	0.7	147	0.7	0.099	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	58.8
Approach			189	0.6	189	0.6	0.099	1.3	NA	0.0	0.0	0.00	0.13	0.00	58.2
West: Sherwood Road (W)															
11	T1	All MCs	196	3.2	196	3.2	0.111	0.1	LOS A	0.1	0.7	0.04	0.06	0.04	59.5
12	R2	All MCs	13	0.0	13	0.0	0.111	6.1	LOS A	0.1	0.7	0.04	0.06	0.04	56.8
Approach			208	3.0	208	3.0	0.111	0.4	NA	0.1	0.7	0.04	0.06	0.04	59.3
All Vehicles			469	1.6	469	1.6	0.111	1.7	NA	0.2	1.6	0.07	0.17	0.07	57.6

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

MOVEMENT SUMMARY

Site: [1 (3)] 2028 DT AM (Sherwood Road / Thallon Street)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: Thallon Street (S)															
1	L2	All MCs	23	0.0	23	0.0	0.070	5.9	LOS A	0.2	1.7	0.31	0.59	0.31	52.0
3	R2	All MCs	48	2.2	48	2.2	0.070	7.1	LOS A	0.2	1.7	0.31	0.59	0.31	51.7
Approach			72	1.5	72	1.5	0.070	6.7	LOS A	0.2	1.7	0.31	0.59	0.31	51.8
East: Sherwood Road (E)															
4	L2	All MCs	52	0.0	52	0.0	0.091	5.6	LOS A	0.0	0.0	0.00	0.18	0.00	55.8
5	T1	All MCs	115	11.0	115	11.0	0.091	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	58.2
Approach			166	7.6	166	7.6	0.091	1.7	NA	0.0	0.0	0.00	0.18	0.00	57.4
West: Sherwood Road (W)															
11	T1	All MCs	188	10.1	188	10.1	0.129	0.2	LOS A	0.3	2.1	0.12	0.15	0.12	58.5
12	R2	All MCs	40	2.6	40	2.6	0.129	6.1	LOS A	0.3	2.1	0.12	0.15	0.12	55.8
Approach			228	8.8	228	8.8	0.129	1.2	NA	0.3	2.1	0.12	0.15	0.12	58.0
All Vehicles			466	7.2	466	7.2	0.129	2.2	NA	0.3	2.1	0.11	0.23	0.11	56.8

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

MOVEMENT SUMMARY

Site: [1 (4)] 2028 DT PM (Sherwood Road / Thallon Street)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
South: Thallon Street (S)															
1	L2	All MCs	40	0.0	40	0.0	0.098	6.0	LOS A	0.4	2.5	0.33	0.60	0.33	51.9
3	R2	All MCs	63	0.0	63	0.0	0.098	7.2	LOS A	0.4	2.5	0.33	0.60	0.33	51.8
Approach			103	0.0	103	0.0	0.098	6.7	LOS A	0.4	2.5	0.33	0.60	0.33	51.8
East: Sherwood Road (E)															
4	L2	All MCs	61	0.0	61	0.0	0.109	5.6	LOS A	0.0	0.0	0.00	0.17	0.00	56.0
5	T1	All MCs	147	0.7	147	0.7	0.109	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	58.4
Approach			208	0.5	208	0.5	0.109	1.6	NA	0.0	0.0	0.00	0.17	0.00	57.7
West: Sherwood Road (W)															
11	T1	All MCs	196	3.2	196	3.2	0.120	0.1	LOS A	0.2	1.3	0.09	0.11	0.09	59.0
12	R2	All MCs	25	0.0	25	0.0	0.120	6.2	LOS A	0.2	1.3	0.09	0.11	0.09	56.4
Approach			221	2.9	221	2.9	0.120	0.8	NA	0.2	1.3	0.09	0.11	0.09	58.7
All Vehicles			533	1.4	533	1.4	0.120	2.3	NA	0.4	2.5	0.10	0.23	0.10	56.8

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

MOVEMENT SUMMARY

Site: [1 (5)] 2038 BG AM (Sherwood Road / Thallon Street)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
South: Thallon Street (S)															
1	L2	All MCs	11	0.0	11	0.0	0.041	5.9	LOS A	0.1	1.0	0.33	0.60	0.33	51.9
3	R2	All MCs	29	3.6	29	3.6	0.041	7.2	LOS A	0.1	1.0	0.33	0.60	0.33	51.6
Approach			40	2.6	40	2.6	0.041	6.8	LOS A	0.1	1.0	0.33	0.60	0.33	51.7
East: Sherwood Road (E)															
4	L2	All MCs	33	0.0	33	0.0	0.087	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	56.4
5	T1	All MCs	126	10.8	126	10.8	0.087	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.8
Approach			159	8.6	159	8.6	0.087	1.2	NA	0.0	0.0	0.00	0.12	0.00	58.2
West: Sherwood Road (W)															
11	T1	All MCs	206	10.2	206	10.2	0.131	0.1	LOS A	0.2	1.5	0.08	0.10	0.08	59.0
12	R2	All MCs	27	3.8	27	3.8	0.131	6.1	LOS A	0.2	1.5	0.08	0.10	0.08	56.2
Approach			234	9.5	234	9.5	0.131	0.8	NA	0.2	1.5	0.08	0.10	0.08	58.7
All Vehicles			433	8.5	433	8.5	0.131	1.5	NA	0.2	1.5	0.07	0.15	0.07	57.8

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

MOVEMENT SUMMARY

Site: [1 (6)] 2038 BG PM (Sherwood Road / Thallon Street)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]				km/h
			veh/h	%	veh/h	%				veh	m				
South: Thallon Street (S)															
1	L2	All MCs	27	0.0	27	0.0	0.069	6.0	LOS A	0.2	1.7	0.33	0.60	0.33	51.9
3	R2	All MCs	44	0.0	44	0.0	0.069	7.2	LOS A	0.2	1.7	0.33	0.60	0.33	51.8
Approach			72	0.0	72	0.0	0.069	6.7	LOS A	0.2	1.7	0.33	0.60	0.33	51.8
East: Sherwood Road (E)															
4	L2	All MCs	42	0.0	42	0.0	0.106	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	56.4
5	T1	All MCs	161	0.7	161	0.7	0.106	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.8
Approach			203	0.5	203	0.5	0.106	1.2	NA	0.0	0.0	0.00	0.12	0.00	58.3
West: Sherwood Road (W)															
11	T1	All MCs	215	3.4	215	3.4	0.121	0.1	LOS A	0.1	0.7	0.04	0.05	0.04	59.5
12	R2	All MCs	13	0.0	13	0.0	0.121	6.2	LOS A	0.1	0.7	0.04	0.05	0.04	56.8
Approach			227	3.2	227	3.2	0.121	0.4	NA	0.1	0.7	0.04	0.05	0.04	59.3
All Vehicles			502	1.7	502	1.7	0.121	1.6	NA	0.2	1.7	0.07	0.16	0.07	57.7

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

MOVEMENT SUMMARY

Site: [1 (7)] 2038 DT AM (Sherwood Road / Thallon Street)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: Thallon Street (S)															
1	L2	All MCs	23	0.0	23	0.0	0.072	5.9	LOS A	0.2	1.8	0.33	0.60	0.33	51.9
3	R2	All MCs	48	2.2	48	2.2	0.072	7.3	LOS A	0.2	1.8	0.33	0.60	0.33	51.6
Approach			72	1.5	72	1.5	0.072	6.9	LOS A	0.2	1.8	0.33	0.60	0.33	51.7
East: Sherwood Road (E)															
4	L2	All MCs	52	0.0	52	0.0	0.097	5.6	LOS A	0.0	0.0	0.00	0.17	0.00	55.9
5	T1	All MCs	126	10.8	126	10.8	0.097	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	58.3
Approach			178	7.7	178	7.7	0.097	1.6	NA	0.0	0.0	0.00	0.17	0.00	57.6
West: Sherwood Road (W)															
11	T1	All MCs	206	10.2	206	10.2	0.140	0.2	LOS A	0.3	2.1	0.11	0.14	0.11	58.6
12	R2	All MCs	40	2.6	40	2.6	0.140	6.2	LOS A	0.3	2.1	0.11	0.14	0.11	55.9
Approach			246	9.0	246	9.0	0.140	1.1	NA	0.3	2.1	0.11	0.14	0.11	58.1
All Vehicles			496	7.4	496	7.4	0.140	2.1	NA	0.3	2.1	0.10	0.22	0.10	56.9

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

MOVEMENT SUMMARY

Site: [1 (8)] 2038 DT PM (Sherwood Road / Thallon Street)
 Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]		Rate		km/h
			veh/h	%	veh/h	%				veh	m				
South: Thallon Street (S)															
1	L2	All MCs	40	0.0	40	0.0	0.101	6.1	LOS A	0.4	2.5	0.35	0.61	0.35	51.9
3	R2	All MCs	63	0.0	63	0.0	0.101	7.4	LOS A	0.4	2.5	0.35	0.61	0.35	51.7
Approach			103	0.0	103	0.0	0.101	6.9	LOS A	0.4	2.5	0.35	0.61	0.35	51.8
East: Sherwood Road (E)															
4	L2	All MCs	61	0.0	61	0.0	0.116	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	56.1
5	T1	All MCs	161	0.7	161	0.7	0.116	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.5
Approach			222	0.5	222	0.5	0.116	1.5	NA	0.0	0.0	0.00	0.16	0.00	57.8
West: Sherwood Road (W)															
11	T1	All MCs	215	3.4	215	3.4	0.130	0.1	LOS A	0.2	1.3	0.09	0.10	0.09	59.1
12	R2	All MCs	25	0.0	25	0.0	0.130	6.3	LOS A	0.2	1.3	0.09	0.10	0.09	56.4
Approach			240	3.1	240	3.1	0.130	0.8	NA	0.2	1.3	0.09	0.10	0.09	58.8
All Vehicles			565	1.5	565	1.5	0.130	2.2	NA	0.4	2.5	0.10	0.22	0.10	57.0

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