

28 July 2026
Our File Ref: B22513TL003REVB
Contact: Mark Booth

OneFin Property Pty Ltd
15 Abbott Street
Camp Hill QLD 4152

Attention: Mitch Paul

RE: PROPOSED DEVELOPMENT – 62 BLUNDER ROAD, OXLEY
TRAFFIC ENGINEERING RESPONSE TO COUNCIL INFORMATION RREQUEST

This letter has been prepared in response to Brisbane City Council's (BCC) Information Request dated 3 July 2026 (BCC Ref: A007037087) for the proposed development at 62 Blunder Road, Oxley QLD 4075.

The traffic engineering issues being addressed are presented below in *italics*. BCC's comments are reproduced with the L+R response to each item following.

BCC Item 1 – Traffic

1. *The proposed Warehouse parking is less than previously approved despite an increase in the number of tenancies and Gross Floor Area (GFA) for the Low impact/Warehouse tenancies.*
 - a) *The intended use of each mezzanine i.e. storage and/or ancillary administration area;*
 - b) *The proposed mezzanine for each tenancy (including clarification on the total number of tenancies and GFA per mezzanine) to enable a detailed assessment of parking requirements; and*
 - c) *Provide an amended RPEQ Traffic Report to reflect the updated plans and demonstrate how any performance outcome for car parking achieves compliance with the City Plan. There may need to be a reduction in the number of tenancies and/or additional GFA to achieve compliance with the car parking requirements in City Plan.*

L+R Response

The proposed mezzanine level is intended to provide an optional storage ancillary area to the primary industrial tenancy.

As the mezzanine is limited to storage ancillary area associated with the ground floor industrial use, it is not expected to result in an increase in staff numbers, customer visitation, or operational intensity. Accordingly, the mezzanine is not anticipated to generate additional parking demand.

Notwithstanding the above, the submitted report's parking assessment contemplates an Industrial total GFA of 6,546m² (assuming mezzanine as GFA despite the above) and two (2) Food and Drink Outlets.

Table -1 Proposed Land Use Parking Provisions

Use	Parking Rate Required	Yield	Min Parking Required		Parking Provided
Food and Drink Outlet 1	13 spaces per Tier 2 Fast Food Outlet	NA	13 ¹	26	36
Food and Drink outlet 2	13 spaces per Tier 2 Fast Food Outlet	NA	13 ¹		
Industrial Units (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m2 of GFA	22 tenancies	44		88 + 22 Loading Bays (1 per tenancy)
		5,035m2 (Ground Floor)	50.35		
		1,510m² GFA (Mezzanine)	15.1		
Total			136		124 +22 Loading Bays (1 per tenancy)

¹ Based on independent parking surveys published by Transport for New South Wales (TfNSW) (formerly RMS) titled Trip Generation and Parking Demand Surveys of Fast Food Outlets (Bitzios Consulting, 2016).

As shown above, the increase in GFA and tenancy numbers results in a revised minimum parking requirement of 110 spaces for the Industrial component. With 88 spaces proposed, this represents a shortfall of 22 spaces, equivalent to 80% without applying any discounts.

1.1.1. Applying BCC Approvals Precedents to Industrial Unit Rate

When assessed independently, the industrial component provides 88 spaces plus 22 Loading Bays (1 per Tenancy) meeting BCC's TAPS nominal parking rate.

It is pertinent to note that Industrial Units (Warehouse), by nature of their use and function are unique and are now considered by Town Planners and BCC alike to serve a different function from a typical Light Industrial user. This is evidenced via the Development Approval condition of a number of similar developments.

BCC has set the precedent that for Industrial Units (Warehouse), 80% of the TAPS carparking rate is the acceptable carparking provision, specific reference to these are made in Table-2. In reviewing the various traffic engineering arguments, this rate represents the less intense nature in which Industrial Units (Warehouse) generate 'parked cars' on site comparatively to the broader Light Industrial uses. Examples of BCC precedents are listed in the table below.

Table -2 Similar DA Parking Approvals

Location (DA Number)	Yield	BCC TAPS Requirements vs Conditioned Parking Spaces
13 Loam Street, Acacia Ridge A006568565 – MCU for a Warehouse	Total GFA = 2,709m2 Number of Tenancies = 13	Required Cars = 53 Provided = 41 (77% of the acceptable car parking rate as per TAPS)
1307 Kingsford Smith Drive, Pinkenba A006301099 – MCU for a Warehouse	Total GFA = 8,633m2 Number of Tenancies = 41	Required Cars = 169 Provided = 137 (80% of the acceptable car parking rate as per TAPS)
95 Basalt Street, Geebung A005834556 – MCU for a Warehouse & Low Impact Industry	Total GFA = 853m2 Number of Tenancies = 10	Required Cars =29 Provided =25 (85% of the acceptable car parking rate as per TAPS)

Adopting this precedent (providing 80% of first principle parking requirements), the below table applies the precedent rates against the parking provided on the proposed development.

Table-3 Proposed Industrial Unit Parking

Use	Parking Rate Required	Yield	Min Parking Required	Parking Provided
Industrial Units (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m2 of GFA	6,546m2 GFA	66 + 44 = 110 (22 tenancies)	88 + 22 Loading Bays (1 per tenancy)
Precedent Discount 80%			-22	
Total			88	

Based on the above calculations, the proposed parking provision meets the adjusted minimum parking requirements that have been conditioned to the DA's documented in Table 3.

Notably, two (2) of the above approvals incorporated service/loading bays as part of the conditioned parking outcome:

- § 13 Loam Street, Acacia Ridge – 41 car spaces plus 10 service bays.
- § 1307 Kingsford Smith Drive, Pinkenba – 137 tenant spaces plus 24 van loading bays.

The proposed development includes 22 loading bays suitable for servicing by a Van use. L&R considers the inclusion of these Loading Bays to be a material consideration when applying the precedent 80% factor to the TAPS rate. These bays ensure that short visit deliveries can occur without imposing additional drain on visitor carparking.

Based on the above factors, the allocation of car parks across the proposed development is suitable in our view.

Accordingly, the proposed parking provision is considered consistent with recent Brisbane City Council approval precedents and appropriately reflects the operational characteristics and parking demand associated with industrial warehouse units.

The submitted Traffic Impact Assessment, which includes the above assessment and supporting justification, has been certified by a Registered Professional Engineer of Queensland (RPEQ).

Refuse

4. It is noted 3000L front lift bulk bins are proposed; however, the bulk bins will be unable to enter the refuse enclosure due to the width available between the stairs and the edge of the door. It is also noted the Heavy Rigid Vehicle (HRV) swept path analysis provided details the HRV reversing into the loading area. A RPEQ endorsed swept path analysis has also not been provided for a front lift Refuse Collection Vehicle (RCV).

In accordance with PO17/AO17.2 of the Industry code and PO8/AO8.1, AO8.2 of the Infrastructure design code, demonstrate on amended plans the following:

- a) The proposed front lift bulk bins can enter and exit the refuse enclosure without being impacted by the stairs or any other obstructions; and*
- b) Provide a RPEQ endorsed swept path analysis demonstrating a front lift RCV as per BSD 3009, can safely and efficiently service the development.*

OR

- c) Remove the reference to front lift bins and remove the indicative bins within the enclosure from the architectural plans. Ensure the dimensions of the refuse enclosure are shown on the amended plans and reference is made to a 'Roofed & Screened Refuse Enclosure'.*

L+R Response

No changes to the approved refuse collection arrangements are proposed. The reference to the 3,000 L front-lift bulk bins has been removed.

The dimensions of the refuse enclosure are shown on the amended plans, which identify the facility as a "Roofed & Screened Refuse Enclosure."

28 July 2026
Our File Ref: B22513TL003REVB
Contact: Mark Booth

Yours faithfully,
For and on behalf of
Lambert & Rehbein (SEQ) PTY LTD

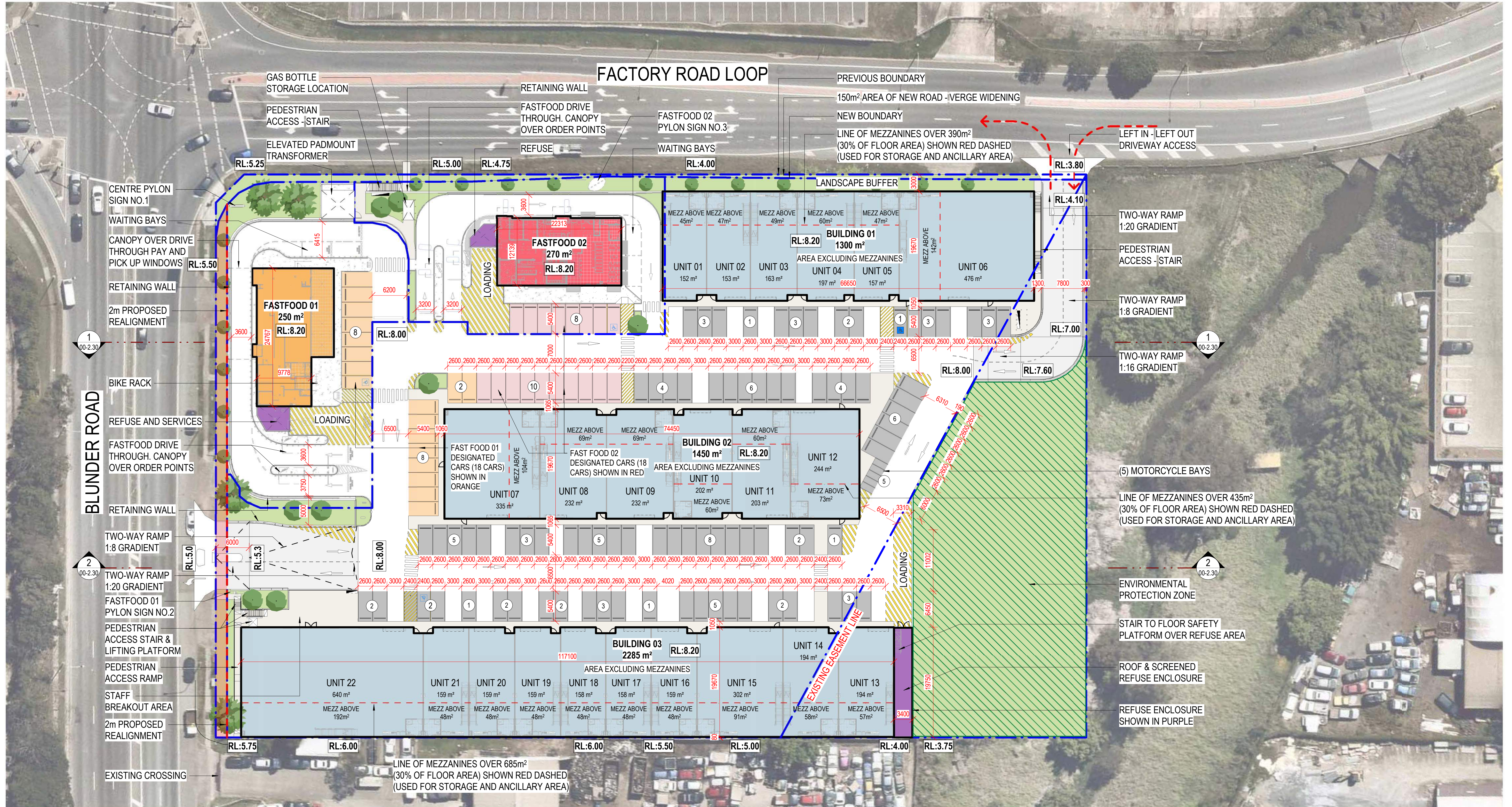
A handwritten signature in black ink, appearing to read 'M. Booth'.

M.S. BOOTH BE(Civil), MIEAust
SENIOR TRAFFIC ENGINEER

A handwritten signature in black ink, appearing to read 'A. Green'.

Andrew Green
Principal Traffic Engineer
RPEQ No. 31707

Enc:
Site Layout
Original Report (B22513TR002)



SITE AREA		
SURFACE TYPE	AREA	% SITE COVERAGE
LANDSCAPE	2873 m ²	18%
IMPERVIOUS AREA	12877 m ²	82%
TOTAL AREA	15750 m ²	100%

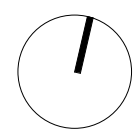
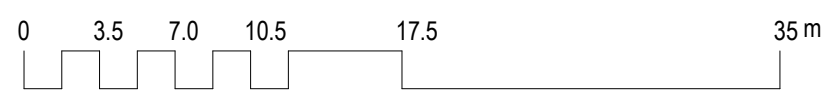
SITE COVER		
	AREA	% SITE COVERAGE
SITE COVER (ROOFED)	6378 m ²	40%
SITE COVER (NOT ROOFED)	9373 m ²	60%
TOTAL AREA	15750 m ²	100%

DEVELOPMENT SCHEDULE			
USE	GFA	CAR RATIO	CARS PROVIDED.
INDUSTRIAL UNITS GROUND	5035 m ²	12/100	88 & (22 LOADING)
INDUSTRIAL UNITS MEZZANINES	1510 m ²		
FAST FOOD	520 m ²		36
TOTAL	7065 m ²		124

* CAR RATIO
1/100m² + 2 PER TANANCY,
ASSUME 22 TENANCIES

CARPARKING SCHEDULE		
TYPE	SIZE	QTY.
CAR PARK BAYS	5400 x 2700	4
CAR PARK BAYS	5400 x 2600	104
CAR PARK BAYS	5400 x 2500	7
CAR PARK BAYS PWD	5400 x 2400	4
MOTORCYCLE BAYS	2500 x 1200	5

TOTAL 124



onefin

OXLEY LIGHT INDUSTRIAL PARK
62 BLUNDER ROAD, OXLEY QLD 4075

ONEFIN PROPERTY PTY LTD

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DEVELOPMENT PLAN

As indicated @ A1

2026-07-27

TA # 22.0238.17

A-00-1.01

rev. 44

PROPOSED DEVELOPMENT – 62 BLUNDER ROAD, OXLEY

Traffic Impact Assessment

For OneFin Ops Pty Ltd



ENGINEERS
MANAGERS
SCIENTISTS

Table of Contents

1.	INTRODUCTION	4
2.	CONTEXT OF THE DEVELOPMENT SITE.....	5
2.1.	DEVELOPMENT SITE	5
2.2.	ADJACENT ROAD NETWORK.....	6
2.3.	PUBLIC TRANSPORT	8
2.4.	ACTIVE TRANSPORT	9
2.5.	LOCAL GOVERNMENT INFRASTRUCTURE PLAN	10
3.	DETAILS OF THE PROPOSED DEVELOPMENT	11
3.1.	PROPOSED DEVELOPMENT.....	11
3.2.	ACCESS ARRANGEMENTS	11
3.3.	SERVICE VEHICLES	11
3.4.	CAR PARKING REQUIREMENTS	12
3.5.	INTERNAL CARPARKING LAYOUT	14
4.	IMPACT ASSESSMENT.....	15
4.1.	TRIP GENERATION	15
5.	SUMMARY	19
	APPENDIX A – SITE LAYOUT	20
	APPENDIX B – SWEPT PATH ASSESSMENT	21
	APPENDIX C – TRAFFIC MOVEMENT DIAGRAMS	22
	APPENDIX D – TRAFFIC SURVEY DATA	23
	APPENDIX E – SIDRA OUTPUTS.....	24
	APPENDIX F – PREVIOUS CARPARKING ASSESSMENT	25

Revision	Date	Description	Author	Verifier	Approver
Draft	11/03/2026	Draft	II	MB	MB
RevA	30/03/2026	RevA	II	MB	MB
RevB	26/05/2026	RevB	II	MB	AG

This traffic report has been prepared under the guidance of:



Andrew Green
Principal Traffic Engineer
RPEQ No. 31707

1. INTRODUCTION

Lambert & Rehbein (SEQ) has been commissioned by OneFin Ops Pty Ltd to undertake a Traffic Impact Assessment for a proposed development located at 62 Blunder Road, Oxley 4075, formally described as Lot 51 on RP146776. The total lot area is 15,614m² and is currently occupied by four (4) industrial structures.

The original approved development site contained two (2) fast food outlets, both featuring dual lane drive-through services and three (3) large industrial units totalling 5,035m² of gross floor area (GFA) with car parking. The proposal introduces additional GFA through the construction of mezzanine levels within each of the three industrial buildings estimated to increase the GFA by 30% up to 6,536m². The proposed site layout, prepared by Thomson Adsett, is included in **Appendix A**.

This report has been undertaken 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 and distribution of the proposed development traffic.

Section 5 summarises the key outcomes of the traffic investigations.

Lambert & Rehbein has completed the assessment in this report primarily from the data provided by the Client, and a desktop site investigation undertaken in March 2026 and an onsite investigation in January 2023.

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 62 Blunder Road, Oxley 4075, formally described as Lot 51 on RP146776. The total lot area is 15,614m² and is currently occupied by four (4) industrial structures. The development site is zoned as 'Industry' as per the Brisbane City Council (BCC) City Plan 2014 and is generally surrounded by other industrial lots. **Figure 2-1** identifies the location of the development site, showing its context within the external road network.



Figure 2-1 Development Site Location

2.2. ADJACENT ROAD NETWORK

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

2.2.1. BLUNDER ROAD

The development site has western frontage to Blunder Road, classified as an 'Arterial Road' under the jurisdiction of BCC, and is proposed to gather and distribute development traffic through a single access/egress. **Figure 2-2** shows the general form of Blunder Road at the site's western frontage and was found to have the following characteristics:

- Four-lane, two-way median divided road with turning lanes allocated at signalised intersection;
- Kerb and channel on both sides of the road;
- Footpaths provided along both sides of road;
- No dedicated on-street cycle lanes;
- On-street parking available on eastern verge;
- Pavement width of approximately 24m; and
- Posted speed limit of 60km/hr.



Figure 2-2 Blunder Road (Facing North)

2.2.2. FACTORY ROAD LOOP

The development site has northern frontage to Factory Road Loop, classified as a 'Neighbourhood Road' under the jurisdiction of BCC. **Figure 2-3** shows the general form of Factory Road Loop at the site's northern frontage and was found to have the following characteristics:

- Three-lane, two-way median divided road with turning lanes allocated at signalised intersection;
- Kerb and channel on northern verge only;
- No footpaths provided on either side of road;
- No dedicated on-street cycle lanes;
- No on-street parking available on either side of the road;
- Pavement width of approximately 22m; and
- No posted speed limit, assume 50km/hr.



Figure 2-3 Factory Road Loop (Facing West)

2.3. PUBLIC TRANSPORT

The development site is serviced by two (2) Translink Bus Stops within a 400m walking radius, located north of the development site on Blunder Road. The location of these bus stops is shown in **Figure 2-4** and the respective routes are summarised in **Table 2-1**. These bus stops are accessible via existing pedestrian pathways and signalised pedestrian crossings at the Blunder Road / Factory Loop Road / Reedy Road intersection.

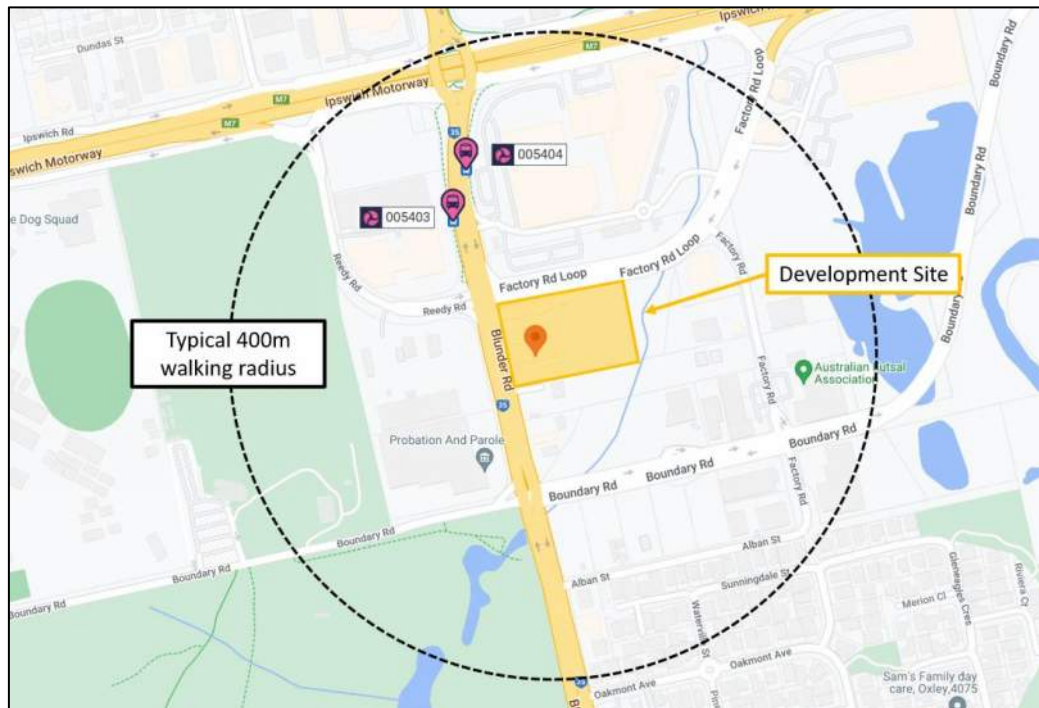


Figure 2-4 Translink Bus Services (within typical 400m walking radius)

Table 2-1 Translink Bus Routes

STOP DESCRIPTION (# TRANSLINK ID)	ROUTE ID	ROUTE DESCRIPTION
#005403 (Inbound) #005404 (Outbound)	100	City, South Bank, Woolloongabba, Inala, Forest Lake
	101	Oxley, Richlands, Inala, Forest Lake
	800	Yeronga High, Clifton Hill, Moorooka, Inala
	S758	Corinda High, Oxley, Inala
	S762	Corinda High, Corinda Primary, Richlands, Forest Lake
	S768	Corinda High & Primary, St Marks, Inala
	S769	Corinda Schools, Glenala High, St Marks, Inala
	S770	Corinda High, Corinda Primary, Richlands, Forest Lake

STOP DESCRIPTION (# TRANSLINK ID)	ROUTE ID	ROUTE DESCRIPTION
	S789	Corinda - Inala
	S791	Corinda High, Oxley, Inala, Inala Plaza, Forest Lake
	S793	Richlands, Inala, Glenala, St Josephs, Corinda schools
	S794	Richlands, Inala, Glenala, St Josephs, Corinda schools

2.4. ACTIVE TRANSPORT

The development site is within close proximity of existing bicycle routes, connecting active transport users to the wider network. Blunder Road is classified as a primary cycle route, and Factory Loop Road is classified as a secondary route, as per the BCC City Plan 2014. **Figure 2-5** below shows the bicycle network surrounding the development site.



Figure 2-5 Existing Bicycle Network

2.5. LOCAL GOVERNMENT INFRASTRUCTURE PLAN

A review of BCC's *Local Government Infrastructure Plan* (LGIP) found no future infrastructure upgrades to the road transport network in close proximity of the site.

We note that recent upgrade works as part of the Ipswich Motorway Upgrade has upgrades to the Boundary Road Off Ramp, Factory Road Loop and intersection upgrade works at Blunder Road / Factory Road Loop / Reedy Road between 2019-2021.

3. DETAILS OF THE PROPOSED DEVELOPMENT

This section of the report describes the nature of the proposed development, the proposed access, car parking and servicing arrangements.

3.1. PROPOSED DEVELOPMENT

The development site will contain two (2) fast food outlets, both featuring dual lane drive-through services and three (3) large industrial units totalling 5,300m² of gross floor area (GFA) with car parking. We note however that a 30% increase of GFA to the industrial units is being proposed resulting in a total GFA of approximately 7,066m². The proposed site layout, prepared by Thomson Adsett, is included in **Appendix A** with a summary of land uses presented in **Table 3-1** below.

Table 3-1 Proposed Land Uses

USE	Approved Yield		Proposed Yield
Fast Food 1	250m2 GFA		250m2 GFA
Fast Food 2	270m2 GFA		270m2 GFA
Industrial Unit 1	1,300m2 GFA	5,035m2 GFA	6,546m2 GFA
Industrial Unit 2	1,450m2 GFA		
Industrial Unit 3	2,285m2 GFA		
Total	5,555m2 GFA		7,066m2 GFA

3.2. ACCESS ARRANGEMENTS

No changes to the approved accesses are proposed.

3.3. SERVICE VEHICLES

BCC's TAPS PSP states that the minimum standard design service vehicle for the intended low impact industry land use is an Articulated Vehicle (AV), however through discussions with the client, we are of the understanding that the largest service vehicle will be a Heavy Rigid Vehicle (HRV). A BCC Waste Collection Vehicle (WCV) and a Medium Rigid Vehicle (MRV) will also service the site.

All service vehicles (HRV, MRV, WCV) are able to access the north-eastern loading area from Factory Loop Road associated with the low impact industry units by completing a four-point manoeuvre. Furthermore, a HRV and WCV can access both fast food loading bays. We understand that the ultimate break down of industrial tenancies has not been finalised, but individual loading docks can be utilised for smaller delivery vehicles such as VANs and SRVs.

3.4. CAR PARKING REQUIREMENTS

The minimum parking requirements for the development are outlined in Table 3-2 below. It is noted that the Tier 2 Fast Food Outlet parking rates adopted within the original parking assessment, as detailed in the enclosed car parking response in Appendix F (B22513TL002_RevA), have been carried through to this assessment.

Table 3-2 Proposed Land Use Parking Provisions

Use	Parking Rate Required	Yield	Min Parking Required		Parking Provided
Food and Drink Outlet 1	13 spaces per Tier 2 Fast Food Outlet	NA	13 ¹	26	36
Food and Drink outlet 2	13 spaces per Tier 2 Fast Food Outlet	NA	13 ¹		
Industrial Units (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m2 of GFA	6,546m 2 GFA	66 + 44 = 110 (22 tenancies)		88 + 22 Loading Bays (1 per tenancy)
Total			136		124 +22 Loading Bays (1 per tenancy)

¹ Based on independent parking surveys published by Transport for New South Wales (TfNSW) (formerly RMS) titled Trip Generation and Parking Demand Surveys of Fast Food Outlets (Bitzios Consulting, 2016).

As shown above, the increase in GFA and tenancy numbers results in a revised minimum parking requirement of 110 spaces for the Industrial component. With 88 spaces proposed, this represents a shortfall of 22 spaces, equivalent to 80% without applying any discounts.

3.4.1. Applying BCC Approvals Precedents to Industrial Unit Rate

When assessed independently, the industrial component provides 88 spaces plus 22 Loading Bays (1 per Tenancy) meeting BCC's TAPS nominal parking rate.

It is pertinent to note that Industrial Units (Warehouse), by nature of their use and function are unique and are now considered by Town Planners and BCC alike to serve a different function from a typical Light Industrial user. This is evidenced via the Development Approval condition of a number of similar developments.

BCC has set the precedent that for Industrial Units (Warehouse), 80% of the TAPS carparking rate is the acceptable carparking provision, specific reference to these are made in the **Table 3-4**. In reviewing the various traffic engineering arguments, this rate represents the less intense nature in which Industrial Units (Warehouse) generate 'parked cars' on site comparatively to the broader Light Industrial uses. Examples of BCC precedents are listed in the table below.

Table 3-3 Similar DA Parking Approvals

Location (DA Number)	Yield	BCC TAPS Requirements vs Conditioned Parking Spaces
13 Loam Street, Acacia Ridge A006568565 – MCU for a Warehouse	Total GFA = 2,709m2 Number of Tenancies = 13	Required Cars = 53 Provided = 41 (77% of the acceptable car parking rate as per TAPS)
1307 Kingsford Smith Drive, Pinkenba A006301099 – MCU for a Warehouse	Total GFA = 8,633m2 Number of Tenancies = 41	Required Cars = 169 Provided = 137 (80% of the acceptable car parking rate as per TAPS)
95 Basmlt Street, Geebung A005834556 – MCU for a Warehouse & Low Impact Industry	Total GFA = 853m2 Number of Tenancies = 10	Required Cars = 29 Provided = 25 (85% of the acceptable car parking rate as per TAPS)

Adopting this precedent (providing 80% of first principle parking requirements), the below table applies the precedent rates against the parking provided on the proposed development.

Table 3-4 Proposed Industrial Unit Parking

Use	Parking Rate Required	Yield	Min Parking Required	Parking Provided
Industrial Units (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m2 of GFA	6,546m2 GFA	66 + 44 = 110 (22 tenancies)	88 + 22 Loading Bays (1 per tenancy)
Precedent Discount 80%			-22	
Total			88	

Based on the above calculations, the proposed parking provision meets the adjusted minimum parking requirements that have been conditioned to the DA's documented in **Table 3-4**.

Notably, two (2) of the above approvals incorporated service/loading bays as part of the conditioned parking outcome:

- 13 Loam Street, Acacia Ridge – 41 car spaces plus 10 service bays.
- 1307 Kingsford Smith Drive, Pinkenba – 137 tenant spaces plus 24 van loading bays.

The proposed development includes 22 loading bays suitable for servicing by a Van use. Lambert and Rehbein considers the inclusion of these Loading Bays to be a material consideration when applying the precedent 80% factor to the TAPS rate. These bays ensure that short visit deliveries can occur without imposing additional drain on visitor carparking.

On this basis, the proposed development squarely complies with the required carparking provision as set by recent BCC Approvals and sound Traffic Engineering principles.

3.5. INTERNAL CARPARKING LAYOUT

The proposed car park, as shown in **Appendix A**, has been designed in accordance with requirements of *AS2890.1: Off-street Parking*. **Table 3-5** compares the proposed car park provisions with these requirements and states if compliance has been achieved.

Table 3-5 Car Park Design

Design Aspect	Proposed Provision	AS2890.1 REQUIREMENTS	Compliance
Parking Bay Length 90° Bay	5.4m	5.4m	<i>AS2890.1:Compliant</i>
Parking Bay Width 90° Bay	2.6m & 2.7m	2.6m & 2.7m	<i>AS2890.1:Compliant</i>
Parking Bay Length PWD Bay	5.4m	5.4m	<i>AS2890.1:Compliant</i>
Parking Bay Width PWD Bay	2.4m + 2.4m shared zone	2.4m + 2.4m shared zone	<i>AS2890.1:Compliant</i>
Service Bay (VAN) 90° Bay	3.0m	3.0m	<i>AS2890.1:Compliant</i>
Parking Bay Length (VAN) 90° Bay	5.4m	5.4m	<i>AS2890.1:Compliant</i>
Parking Bay Length Motorbike Bay	2.5m	2.5m	<i>AS2890.1:Compliant</i>
Parking Bay Width Motorbike Bay	1.2m	1.2m	<i>AS2890.1:Compliant</i>
Parking Aisle Width	≥ 6.6m	6.6m	<i>AS2890.1:Compliant</i>

As illustrated in **Table 3-5**, the proposed car parking layout is in accordance with the minimum requirements set out in *AS2890.1 and AS2890.2*

4. IMPACT ASSESSMENT

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

4.1. TRIP GENERATION

4.1.1. EXISTING TRAFFIC

When considering trips generated by the proposed development, the existing trips using the site can be discounted from the total. **Figure 4-1** below shows the location and gross floor area (GFA) of the existing four (4) industrial structures that occupy the development site. We note that within these four (4) industrial structures the following businesses currently operate:

- Richlands Party Hire
- Oxley Car Repairs and Service Centre
- E&R Automotive
- Oxley Wheels and Tyres
- Mobile Radiator Services
- Real Mechanics
- Gleesons Auto Electrics & Mechanical
- Relove Oxley (Collectable Shop)
- Oxley Paint and Panel
- P&G Mechanical Repairs
- Westside Fight Academy (Gym)
- Harry Gang's Machinery

For the purpose of this assessment, the land use has been assessed as:

- Shop (520m² GFA) as highlight via orange in **Figure 4-1**;
- Gym (250m² GFA) as highlighted via black in **Figure 4-1**; and
- Remaining GFA as Car Tyre Outlets.

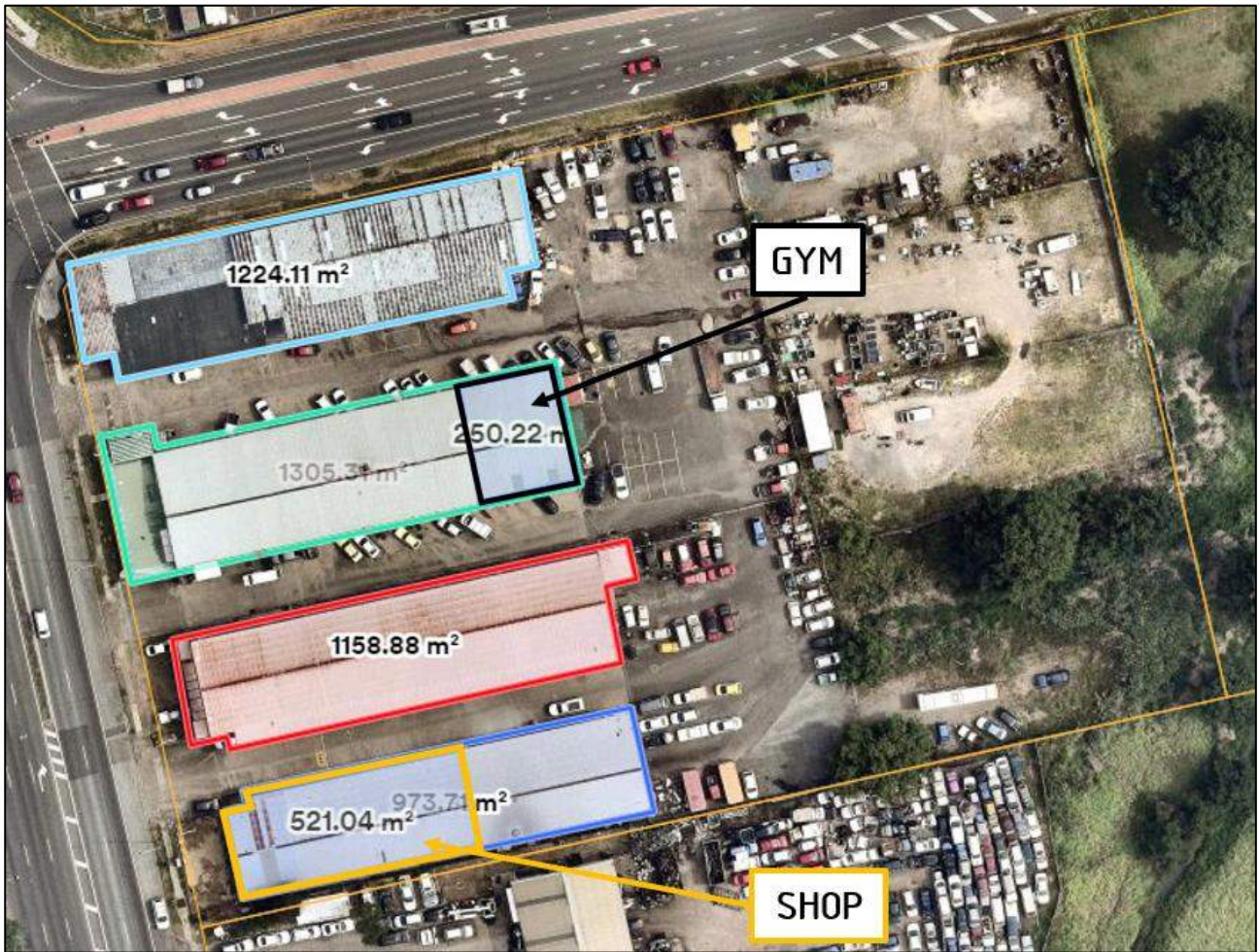


Figure 4-1 Existing Development GFA

Based on the above GFA's, existing traffic has been calculated using the RMS (formerly RTA) *Guide to Traffic Generating Developments*. The traffic generation rates and in / out directional splits adopted for the analysis have been document in **Table 4-1** below.

Table 4-1 Existing Development Traffic

Land Use	YIELD (GFA)	generation rate		Directionality (% In / % Out)		Vehicle Trips			
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak (In)	AM Peak (Out)	PM Peak (In)	PM Peak (Out)
Shop	520m ²	12.3 per 100m ² GFA	12.3 per 100m ² GFA	50% IN / 50% OUT	50% IN / 50% OUT	32	32	32	32
Gym	250m ²	9 per 100m ² GFA	9 per 100m ² GFA	50% IN / 50% OUT	50% IN / 50% OUT	11.5	11.5	11.5	11.5
Car Tyre Outlet	3890m ²	1 per 100m ² GFA	1 per 100m ² GFA	50% IN / 50% OUT	50% IN / 50% OUT	19.5	19.5	19.5	19.5
TOTAL						126		126	

Based on the information shown above in **Table 4-1**, the existing development site generates 126 vehicle trips during each AM and PM peak hour. These existing vehicle trips can be deducted from the proposed development traffic totals.

4.1.2. PROPOSED TRAFFIC GENERATION

The proposed development traffic generation rates and in / out directional splits have been updated to reflect fast food trip generation rates documented in NSW Government's Guide to Transport Impact Assessment (GTIA), Version 1.1. The proposed Fast Food Outlets KFC (which does not operate during the AM road peak) and GYG (assumed similar site traffic generation of a Hungry Jacks) trip generations rates have been document in **Table 4-2**.

Table 4-2 Proposed Traffic Generation Rates

Land Use	Generation rate		Directionality (% In / % Out)	
	AM Peak	PM Peak	AM Peak	PM Peak
Fast Food 1	18 veh/hr	72veh/hr	50% IN / 50% OUT	50% IN / 50% OUT
Fast Food 2	-	78veh/hr	100% IN / 0% OUT *	50% IN / 50% OUT
Low Impact Industry and Warehouse	2.5 veh per 100m ² GFA	2.5 veh per 100m ² GFA	50% IN / 50% OUT	50% IN / 50% OUT

Based on the above guidelines and assumptions, the estimated traffic generated by the proposed development is documented in **Table 4-3**.

Table 4-3 Development Traffic Generation - No Reductions Applied

Land Use	Yield	Development traffic			
		AM Peak (IN)	AM Peak (OUT)	PM Peak (IN)	PM Peak (OUT)
Fast Food 1	250	9	9	36	36
Fast Food 2	270	-	-	39	39
Low Impact Industry and Warehouse	6,546	82	82	82	82
Total Trips per Peak by Direction		91	91	157	157
Total Trips per Peak		182		314	

A 10% reduction has been applied to the trip generation based on the assumption that development site users will visit more than one (1) tenancy at the given time. **Table 4-4** outlines the development site traffic generation with the reductions applied to account for the traffic demand of the existing use and cross-utilisation.

Table 4-4 Proposed Development Traffic Generation - 10% Cross Utilisation Applied and Existing Traffic Removed

Land Use	Development traffic			
	AM Peak (IN)	AM Peak (OUT)	PM Peak (IN)	PM Peak (OUT)
Development Site Traffic (no cross utilisation)	91	91	157	157
Existing Development Traffic	-63	-63	-63	-63
Development Site Traffic (10% cross utilisation)	-9	-9	-16	-16
Net Total Trips per Peak by Direction	19	19	78	78
Net Total Trips per Peak	38		156	

It is noted that the proposed site traffic volumes, as documented in **Table 4-4**, are lower than those contemplated under the original Development Application (B22513TL001, enclosed in Appendix E). The previously approved assessment, summarised in **Table 4-5**, concluded that no additional mitigation measures were required. Accordingly, further intersection analysis or mitigation measures are not considered necessary.

Table 4-5: Approved Development Traffic Generation (30% sensitivity Assessment) – B22513TL001

Land Use	Development traffic			
	AM Peak (IN)	AM Peak (OUT)	PM Peak (IN)	PM Peak (OUT)
Development Site Traffic (no cross utilisation)	142	141	191	191
Existing Development Traffic	-63	-63	-63	-63
Development Site Traffic (10% cross utilisation)	-14	-14	-19	-19
Net Total Trips per Peak by Direction	65	64	109	109
Net Total Trips per Peak	129		218	

5. SUMMARY

Lambert & Rehbein (SEQ) has been commissioned by OneFin Ops Pty Ltd to undertake a Traffic Impact Assessment for a proposed development located at 62 Blunder Road, Oxley 4075, formally described as Lot 51 on RP146776. The total lot area is 15,614m² and is currently occupied by four (4) industrial structures.

The original approved development site contained two (2) fast food outlets, both featuring dual lane drive-through services and three (3) large industrial units totalling 5,035m² of gross floor area (GFA) with car parking. The proposal introduces additional GFA through the construction of mezzanine levels within each of the three industrial buildings estimated to increase the GFA by 30% up to 6,536m². The proposed site layout, prepared by Thomson Adsett, is included in **Appendix A**.

The development proposes no changes to access from the approval.

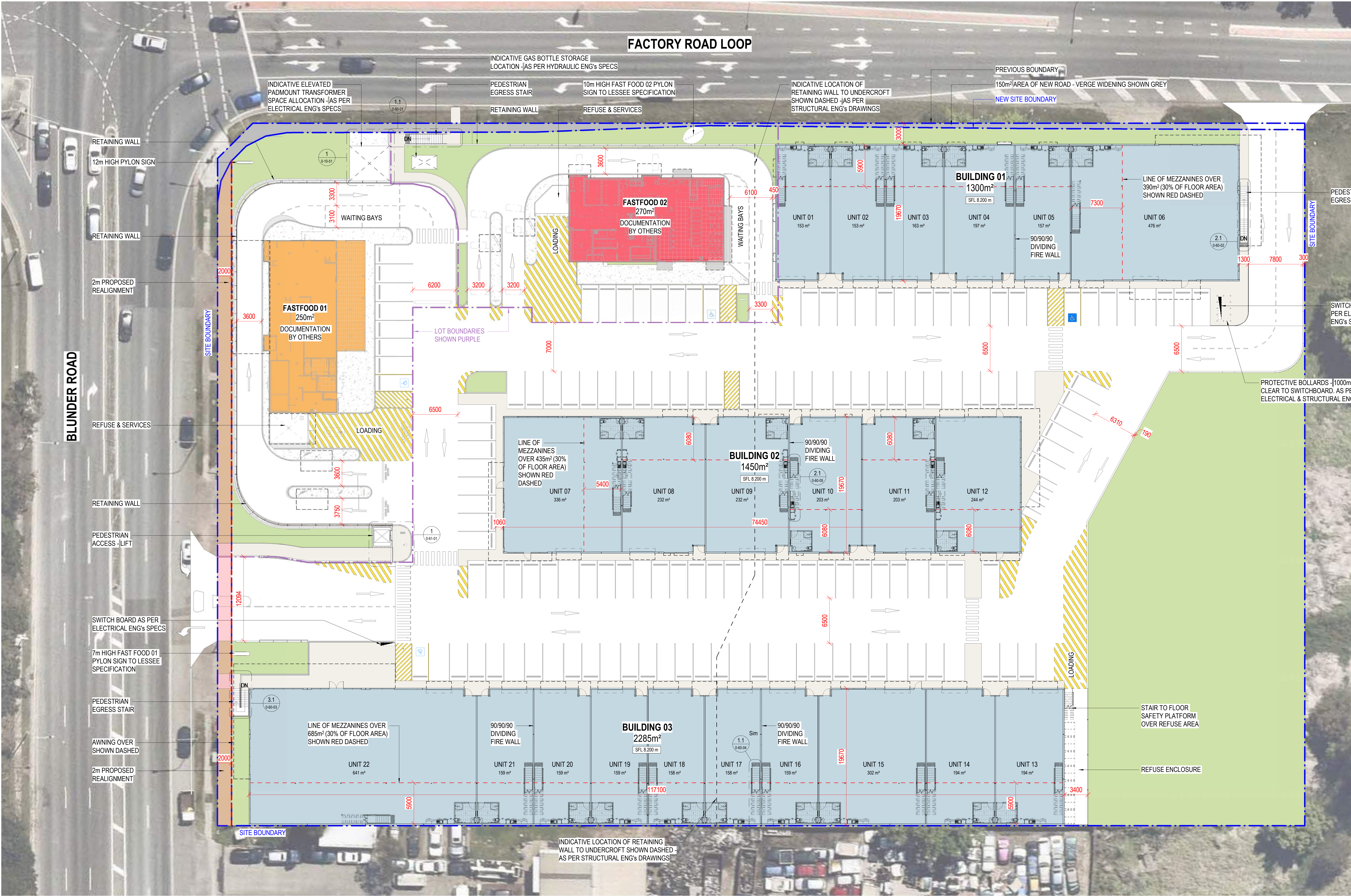
The increase in GFA and tenancy numbers results in a revised minimum parking requirement of 110 spaces for the Industrial component. It is proposed to provide 88 parking spaces and 22 service bays to meet this requirement.

The proposed car park has been designed in accordance with requirements of *AS2890.1: Off-street Parking*.

It is noted that the proposed site traffic volumes, as documented in **Table 4-4**, are lower than those contemplated under the original Development Application (B22513TL001, enclosed in Appendix E). The previously approved assessment, summarised in **Table 4-5**, concluded that no additional mitigation measures were required. Accordingly, further intersection analysis or mitigation measures are not considered necessary.

We do not believe that any traffic and transport engineering matters have been identified that should preclude the approval of the proposed development.

APPENDIX A – SITE LAYOUT



COORDINATION LEGEND

- MECH (xxxx-xx-xx)
- CIVIL (xxxx-xx-xx)
- HYDRAULIC (xxxx-xx-xx)
- ELECTRICAL (xxxx-xx-xx)
- STRUCTURAL (2026-05-19)

DATES ABOVE INDICATE RECEIPT DATE OF
BACKGROUNDS MODEL / DRAWINGS SHOWN.

NOTE:

- ALL RL'S AND DIMENSIONS SHOWN ARE BASED ON THE STRUCTURAL MODEL AS RECEIVED ON THE DATE NOTED ABOVE.
- DRAWINGS TO BE READ IN CONJUNCTION WITH STRUCTURAL, CIVIL, MECHANICAL, ELECTRICAL, HYDRAULIC & TRAFFIC ENGINEERS DRAWINGS AND SPECIFICATIONS.
- ALL DIMENSIONS LEVELS AND SETOUTS TO BE CONFIRMED ON SITE BY CONTRACTOR.

KEYNOTE SCHEDULE

CODE	DESCRIPTION
------	-------------

PARKING SCHEDULE

BAY DESCRIPTION	QTY
-----------------	-----

ACCESSIBLE CARPARK BAY - 5400 x 2400	4
MOTORCYCLE PARKING BAY - 2500 x 1200	5
STANDARD CARPARK BAY - 5400 x 2600	111
STANDARD CARPARK BAY - 5400 x 2700	4
TOTAL PARKING NUMBERS	124
LOADING BAYS NOT INCLUDED IN ABOVE COUNT	

thomson
adsett

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bne@thomsonadsett.com
Level 9, Jubilee Place
470 St Pauls Terrace
Fortitude Valley
QLD 4006 Australia
thomsonadsett.com

Thomson Adsett Pty Ltd
ABN 76 105 314 654

Nominated Architect:
WAYNE SCHOMBERG
Arch. Reg. No. QLD 2573;
NSW 12367; VIC 801158; NT AR1877

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OXLEY LIGHT
INDUSTRIAL PARK

onefin

62 BLUNDER ROAD,
OXLEY QLD 4075

HUTCHINSON
BUILDERS
Established 1912

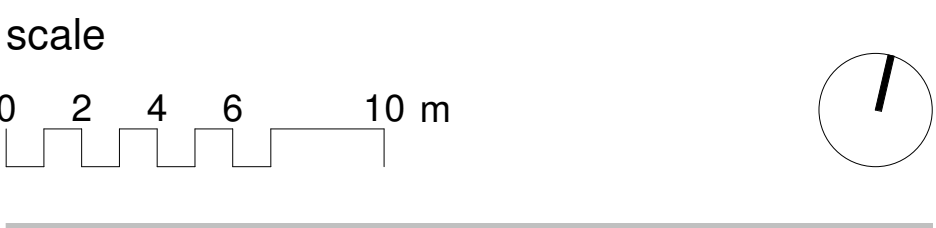
ONEFIN PROPERTY PTY LTD

- NOTE:
- THE DESIGN AND DOCUMENTATION HAS ONLY BEEN DEVELOPED TO DESIGN DEVELOPMENT AND IS SUBJECT TO DA CONDITIONS, FURTHER CONSULTANT INPUT, COORDINATION & BUILDING APPROVAL CONDITIONS.
 - DRAWINGS TO BE READ IN CONJUNCTION WITH STRUCTURAL, CIVIL, MECHANICAL, ELECTRICAL, HYDRAULIC & TRAFFIC ENGINEERS DRAWINGS AND SPECIFICATIONS.
 - ALL DIMENSIONS LEVELS & SETOUTS TO BE CONFIRMED ON SITE BY CONTRACTOR.

#	date	description	init.
7	2026-05-26	ARCHITECTURAL STATUS ISSUE 06	DCB
6	2026-05-12	ARCHITECTURAL STATUS ISSUE 05	DCB
5	2026-04-28	ARCHITECTURAL STATUS ISSUE 04	DCB
4	2026-04-14	ARCHITECTURAL STATUS ISSUE 03	DCB
3	2026-04-01	ARCHITECTURAL STATUS ISSUE 02	DCB
2	2026-03-25	ARCHITECTURAL STATUS ISSUE 01	DCB
1	2026-03-11	ISSUE FOR COORDINATION	DCB

drawn	date
DCB	FEB 2026
checked	date
verified	date

architect
ALEX DU PLESSIS
Arch. Reg. No. QLD 5863



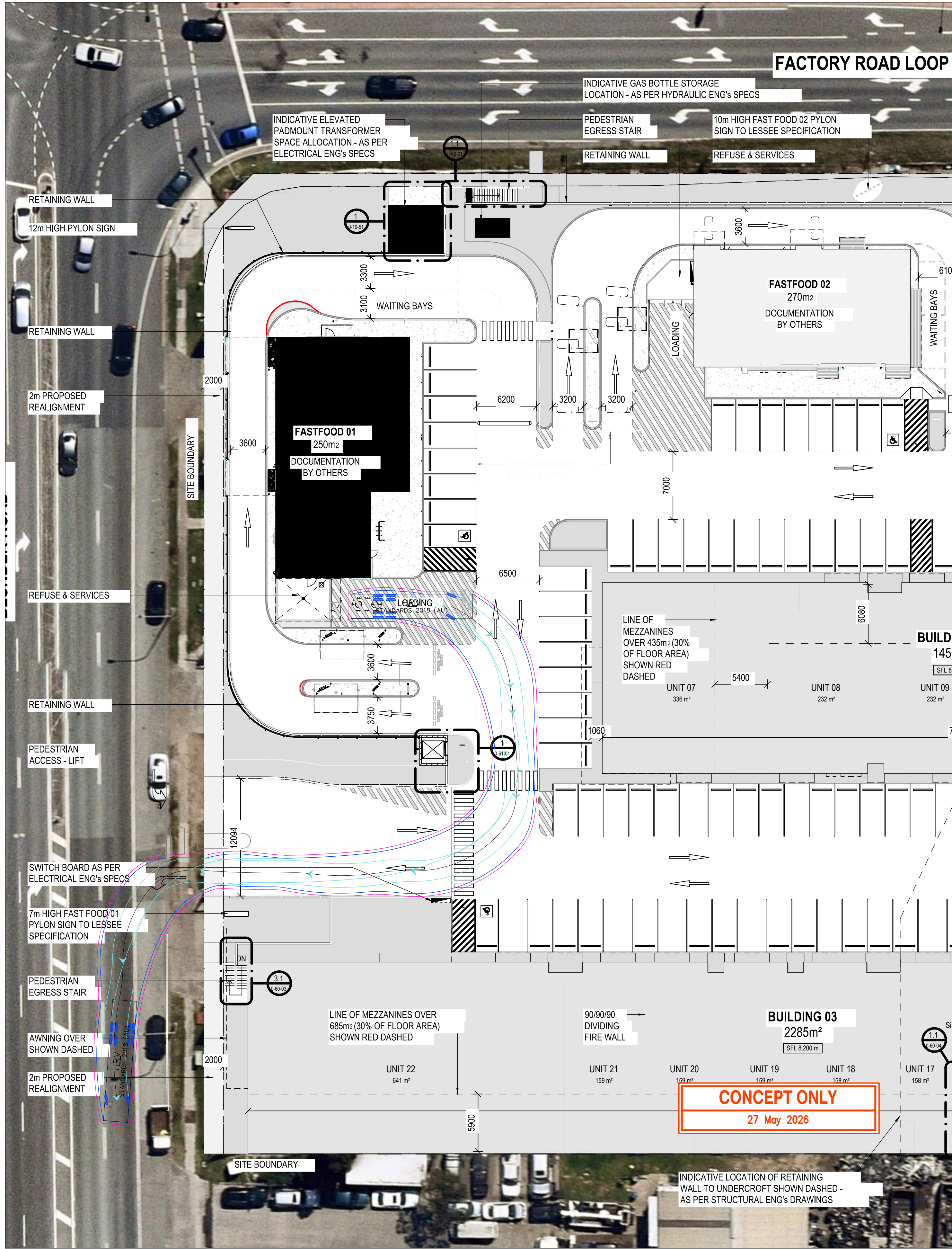
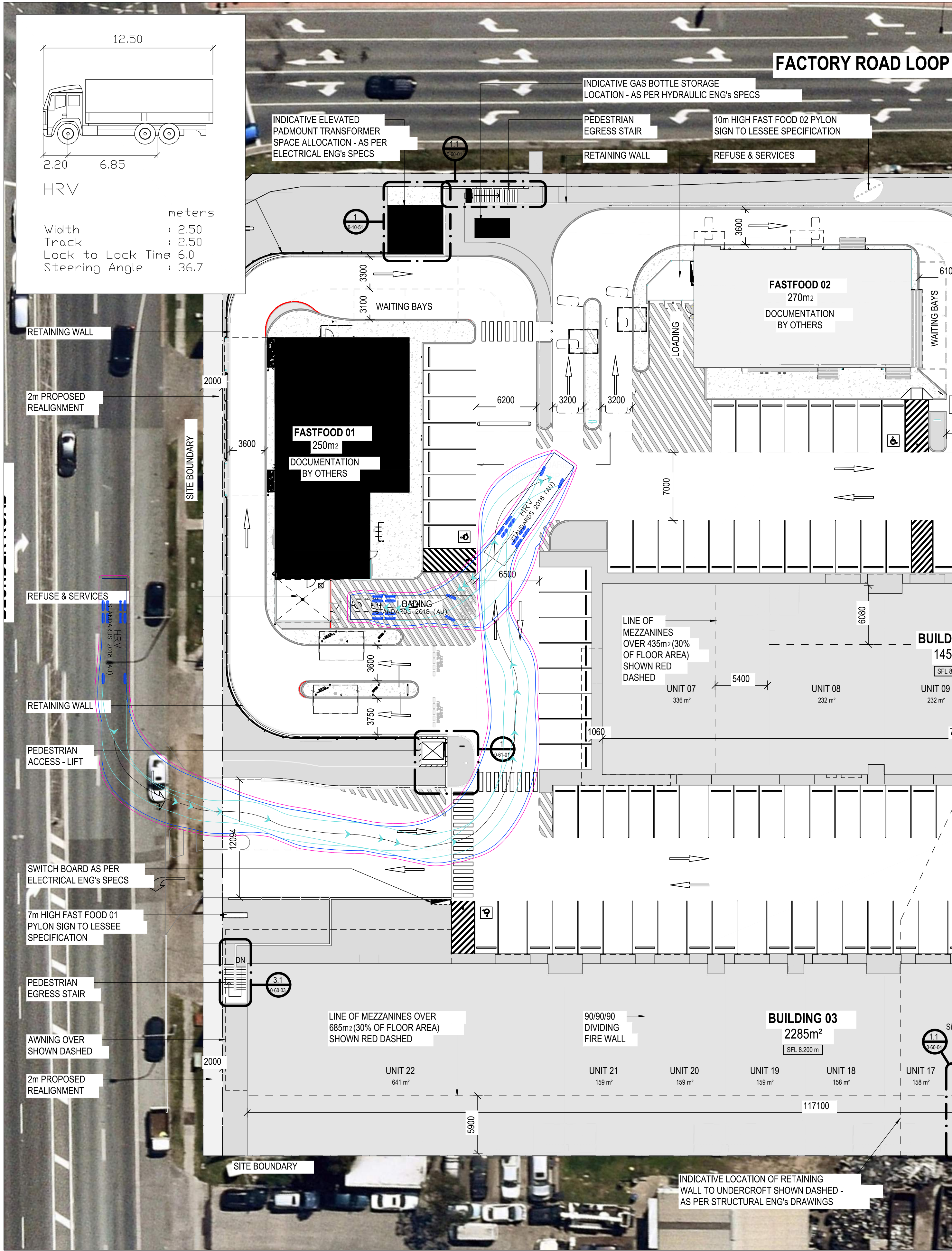
SITE PLAN - GROUND
FLOOR

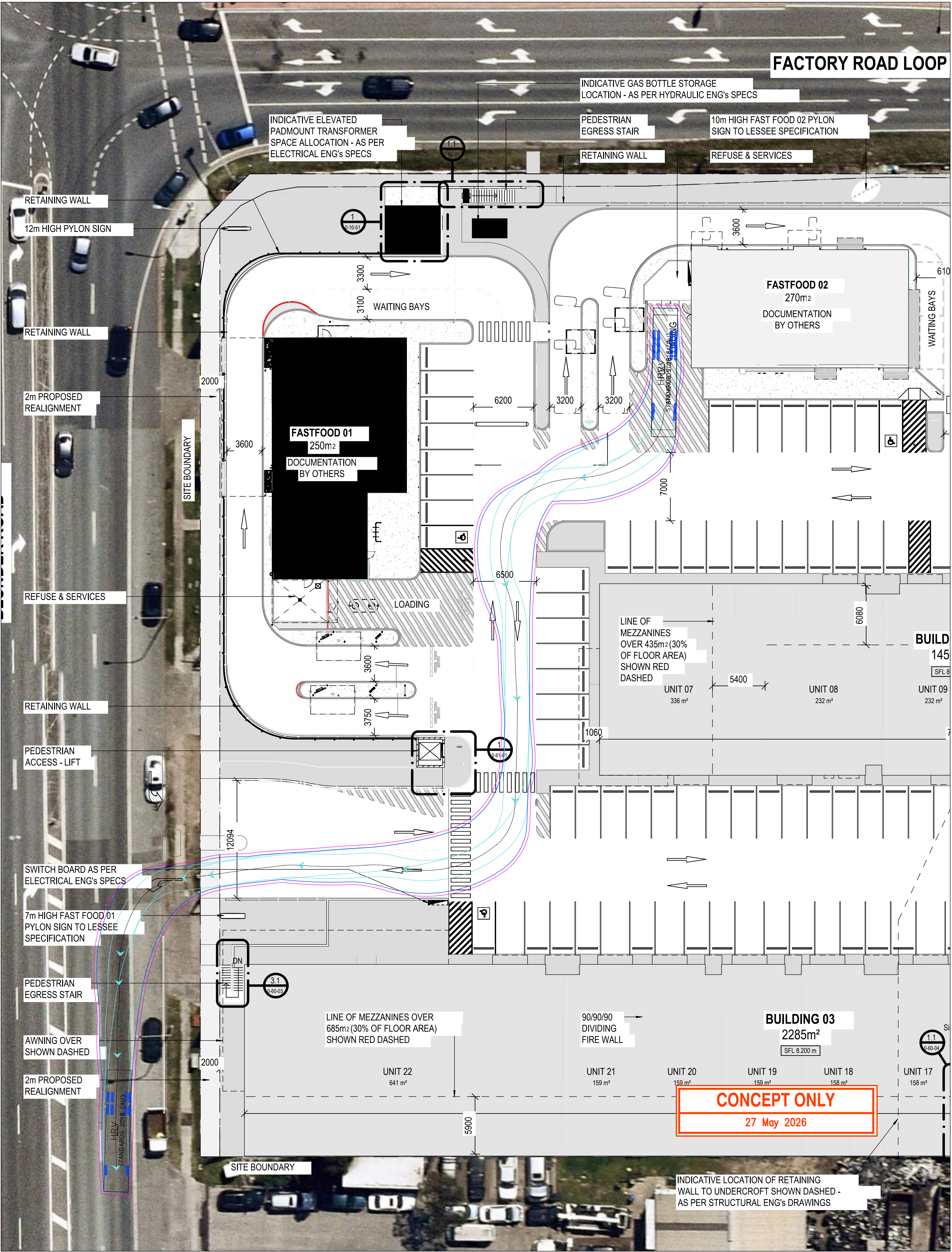
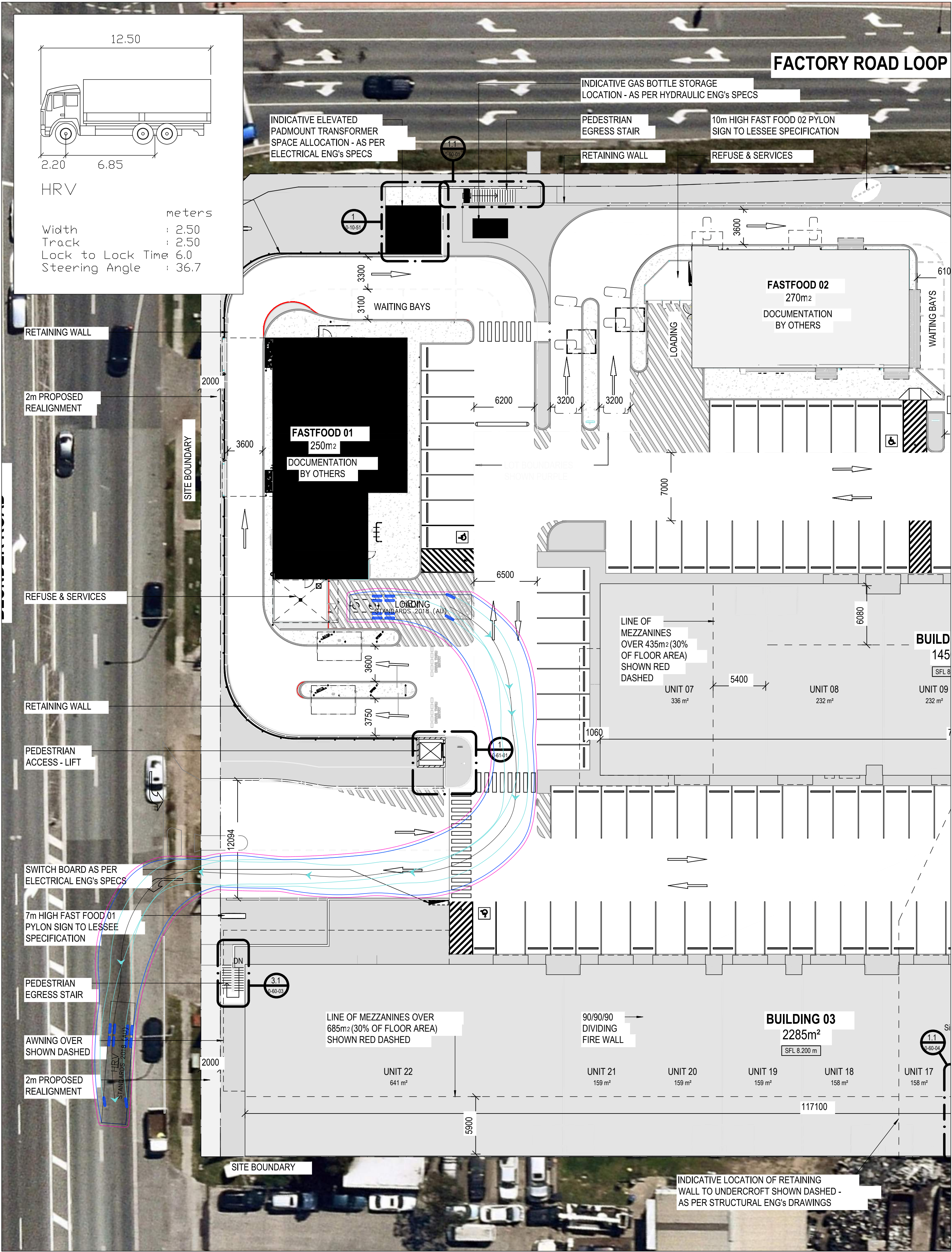
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sheet no.
A-0-10-21
project no.
22.0238.17
revision
7
original sheet size - A0 (841mm x 1189mm)

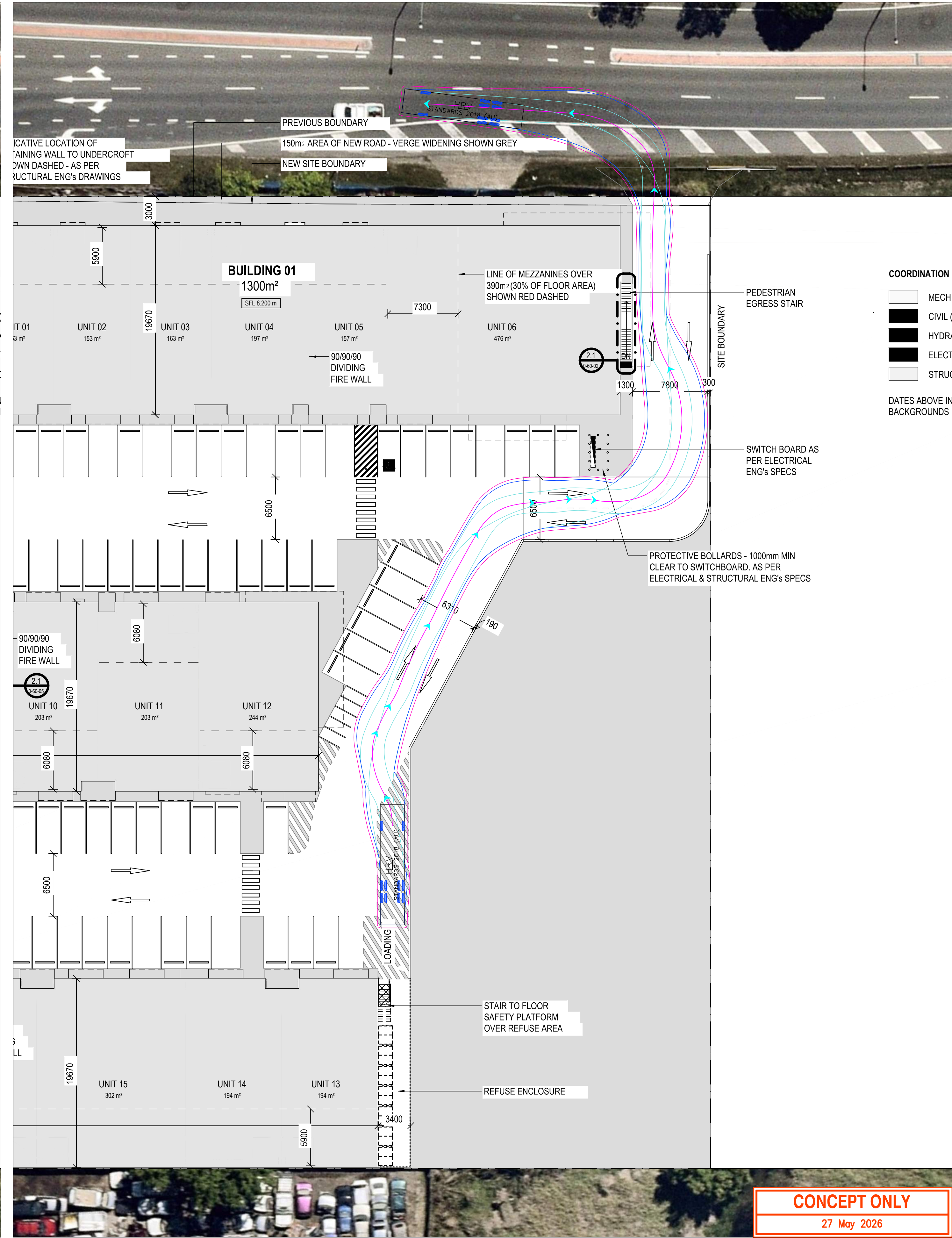
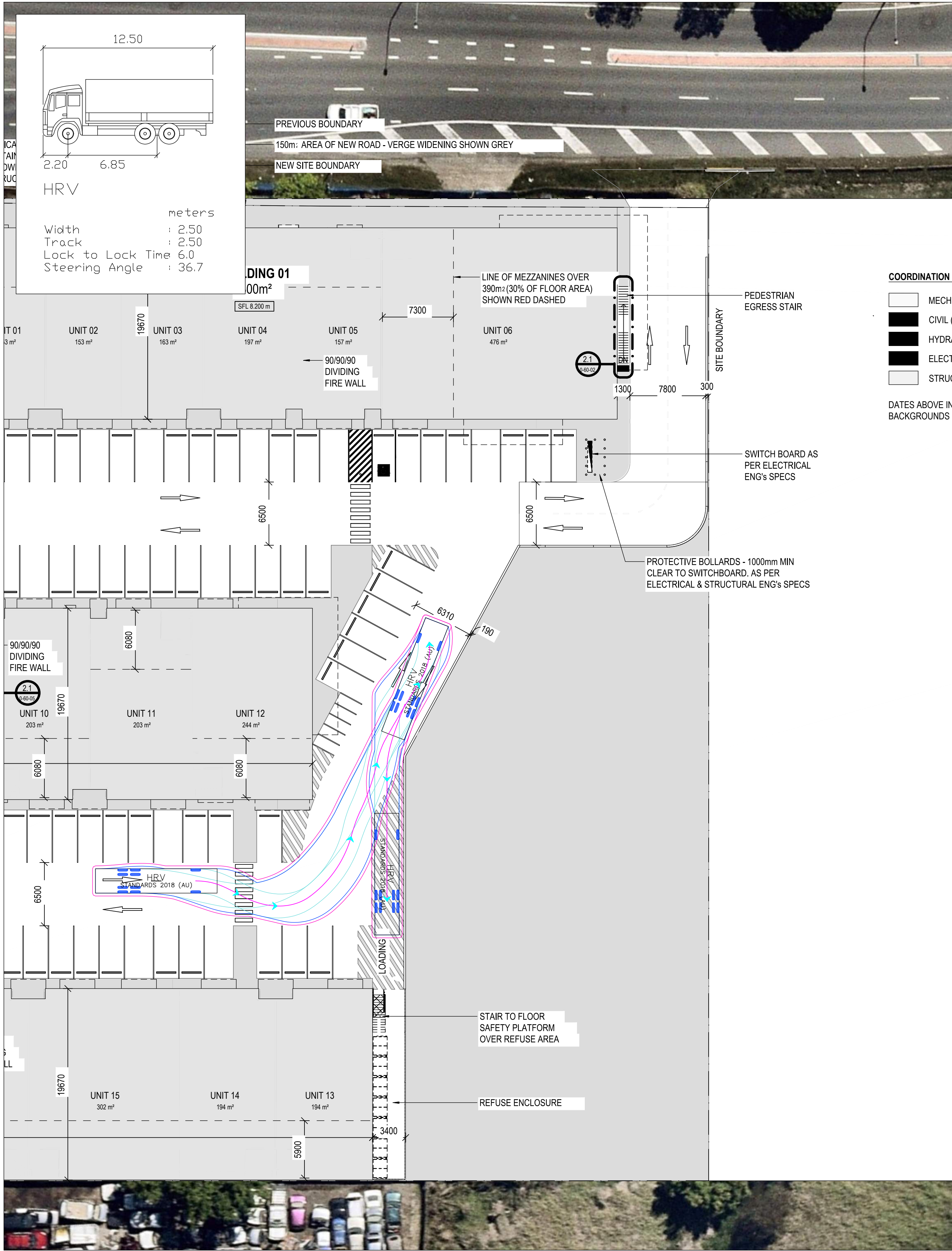
FOR COORDINATION

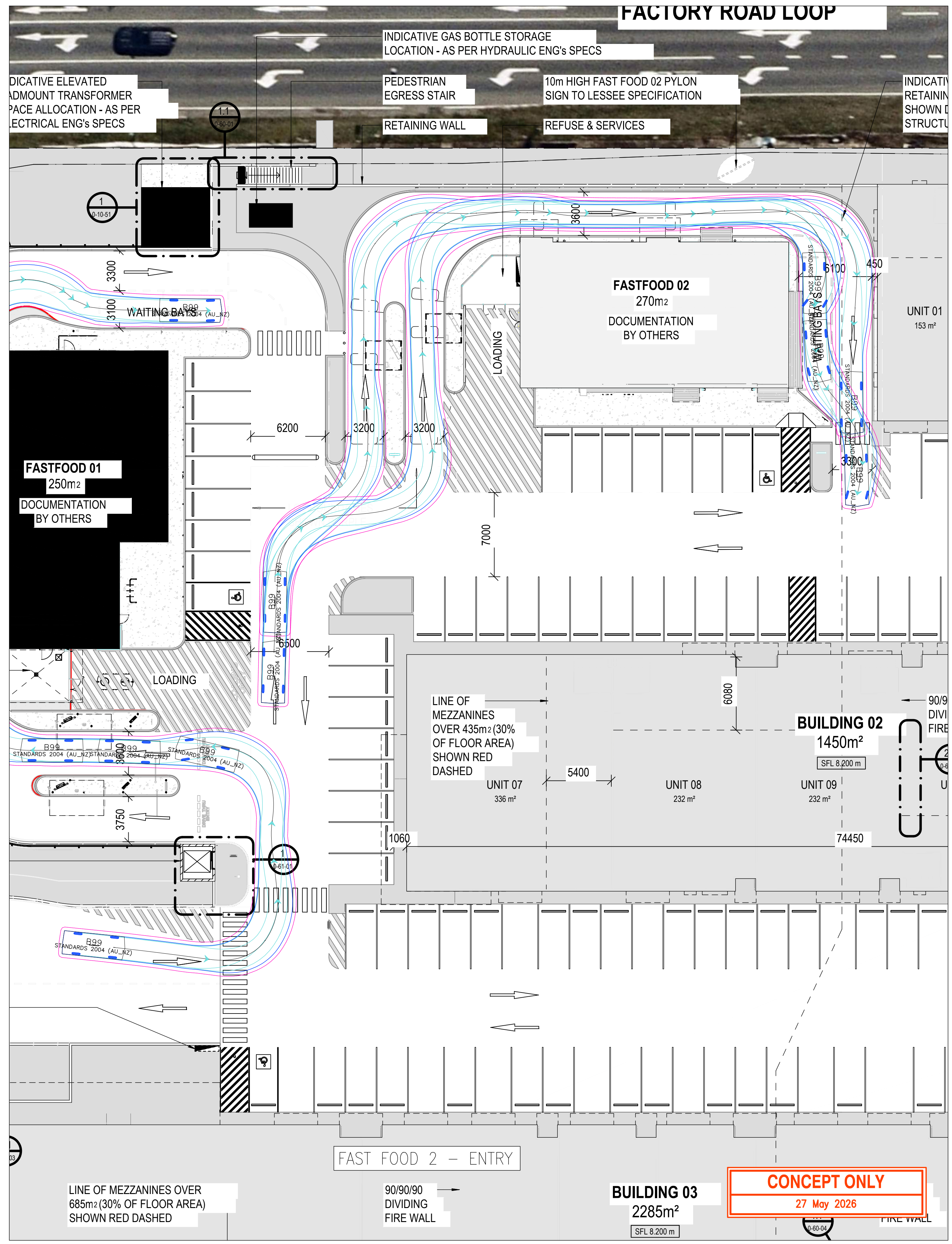
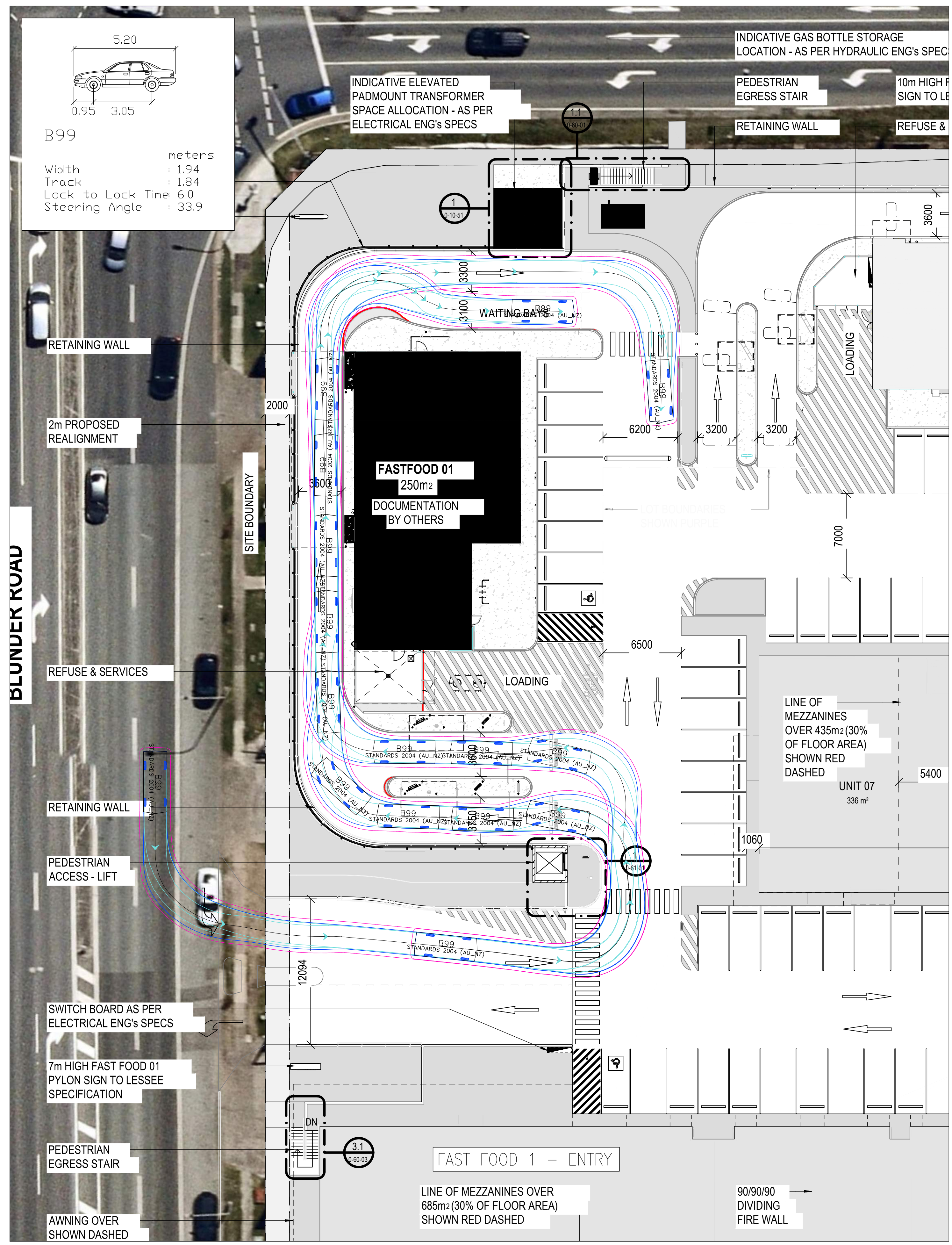
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APPENDIX B – SWEEP PATH ASSESSMENT









0 2 4 6 8m
SCALE 1:200 (A1)

Project:
PROPOSED DEVELOPMENT
62 BLUNDER ROAD, OXLEY

Client:
Onefin Property Pty Ltd

Title:
SWEEP PATH ASSESSMENT
B99 FAST FOOD DRIVE-THROUGH

LAMBERT & REHBEIN
ENGINEERS • MANAGERS • SCIENTISTS

TEL: (07) 3250 9000
FAX: (07) 3250 9001
EMAIL: mail@lar.net.au
A.C.N. 010 451 902

The Association of Consulting Engineers Australia

Drawn: ZN
Checked: MB
Approved: MB

Figure No:
B22513-SK-105

Scale: AS SHOWN

File Ref: SEE BELOW

Rev. Date

27/05/26
18/06/24
15/12/23
13/12/23

A1
Sheet Size

APPENDIX C – TRAFFIC MOVEMENT DIAGRAMS

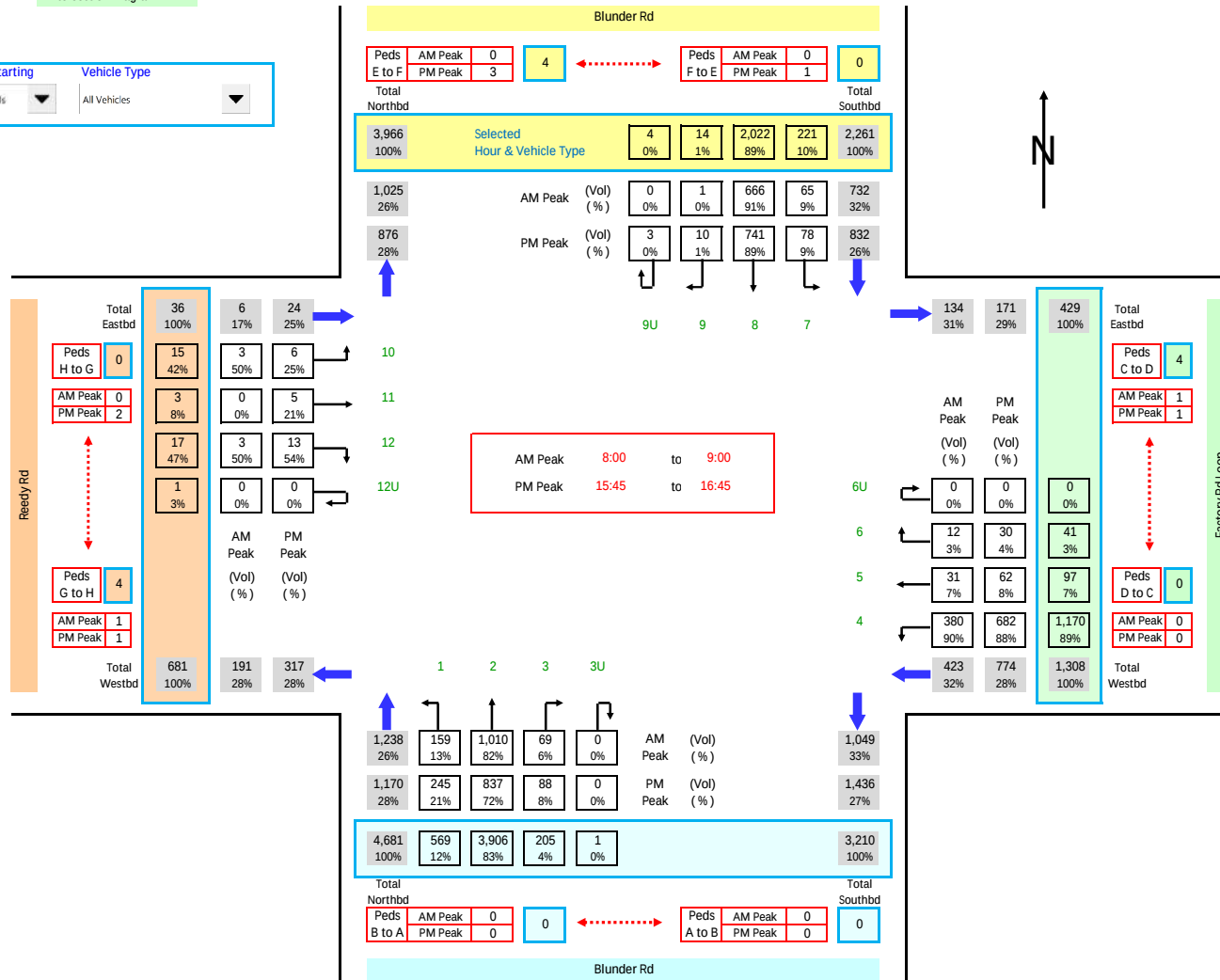
APPENDIX D – TRAFFIC SURVEY DATA

Job No. : AUQLD5304
Client : Lambert & Rehbein (SEQ) Pty Ltd
Suburb : Blunder Road
Location : 1. Blunder Rd / Factory Rd Loop / Reedy Rd

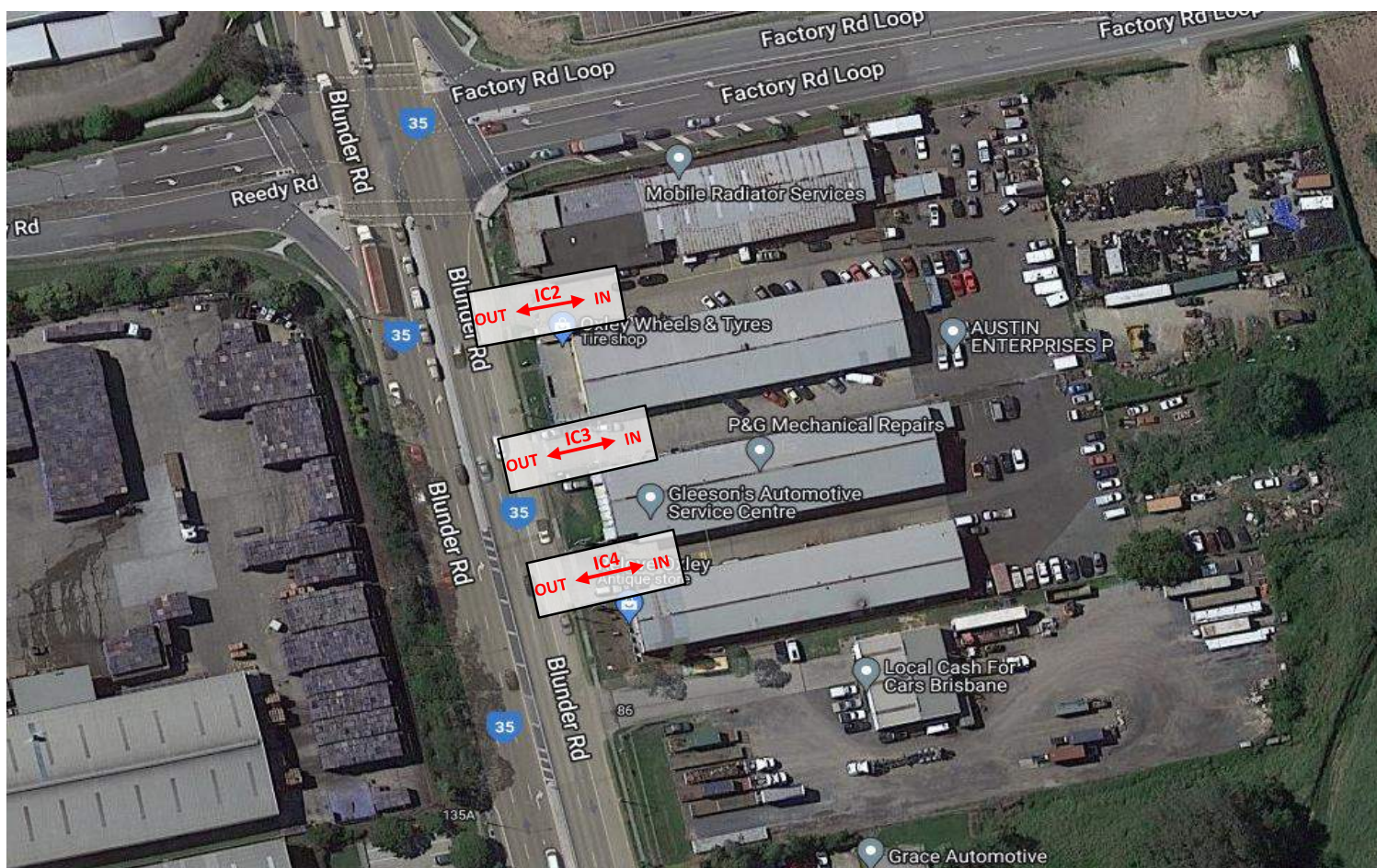
Day/Date : Wed, 9 Nov 2022
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram



Hour Starting	Vehicle Type
AM Totals	All Vehicles



Client	Lambert & Rehbein (SEQ) Pty Ltd
Location	Blunder Road Driveways
Date	Wednesday, 9 November 2022
Survey Time	6:00-10:00 & 14:00-18:00
Description	Classified Intersection Count



Client Lambert & Rehbein (SEQ) Pty Ltd
 Location Blunder Road Driveways
 Date Wednesday, 9 November 2022
 Survey Time 6:00-10:00 & 14:00-18:00
 Description Classified Intersection Count



[Peak Hour Summary]

Direction	IN					OUT					Grand Total
	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
Time Periods											
AM 8:30 to 9:30	9	1	0	0	10	2	0	0	0	2	12
PM 14:45 to 15:45	8	0	0	0	8	4	0	0	0	4	12

[15mins interval]

Direction	IN					OUT					Grand Total
	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
Time Periods											
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	1	0	0	0	1	0	0	0	0	0	1
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	1	0	0	0	1	0	0	0	0	0	1
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	2	1	0	0	3	0	0	0	0	0	3
8:45 to 9:00	4	0	0	0	4	1	0	0	0	1	5
9:00 to 9:15	1	0	0	0	1	1	0	0	0	1	2
9:15 to 9:30	2	0	0	0	2	0	0	0	0	0	2
9:30 to 9:45	2	0	0	0	2	0	0	0	0	0	2
9:45 to 10:00	2	0	0	0	2	0	0	0	0	0	2
Totals	15	1	0	0	16	2	0	0	0	2	18
14:00 to 14:15	3	1	0	0	4	1	0	0	0	1	5
14:15 to 14:30	1	0	0	0	1	0	0	0	0	0	1
14:30 to 14:45	1	0	0	0	1	0	0	0	0	0	1
14:45 to 15:00	2	0	0	0	2	1	0	0	0	1	3
15:00 to 15:15	1	0	0	0	1	1	0	0	0	1	2
15:15 to 15:30	1	0	0	0	1	1	0	0	0	1	2
15:30 to 15:45	4	0	0	0	4	1	0	0	0	1	5
15:45 to 16:00	1	0	0	0	1	0	0	0	0	0	1
16:00 to 16:15	1	1	0	0	2	0	0	0	0	0	2
16:15 to 16:30	2	0	0	0	2	1	0	0	0	1	3
16:30 to 16:45	0	0	0	0	0	1	0	0	0	1	1
16:45 to 17:00	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	1	0	0	0	1	1	0	0	0	1	2
17:15 to 17:30	0	0	0	0	0	1	0	0	0	1	1
17:30 to 17:45	3	0	0	0	3	1	0	0	0	1	4
17:45 to 18:00	3	0	0	0	3	0	0	0	0	0	3
Totals	24	2	0	0	26	10	0	0	0	10	36

[Hourly Summary]

Direction	IN					OUT					Grand Total
	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
Time Periods											
6:00 to 7:00	1	0	0	0	1	0	0	0	0	0	1
6:15 to 7:15	1	0	0	0	1	0	0	0	0	0	1
6:30 to 7:30	1	0	0	0	1	0	0	0	0	0	1
6:45 to 7:45	2	0	0	0	2	0	0	0	0	0	2
7:00 to 8:00	1	0	0	0	1	0	0	0	0	0	1
7:15 to 8:15	1	0	0	0	1	0	0	0	0	0	1
7:30 to 8:30	1	0	0	0	1	0	0	0	0	0	1
7:45 to 8:45	2	1	0	0	3	0	0	0	0	0	3
8:00 to 9:00	6	1	0	0	7	1	0	0	0	1	8
8:15 to 9:15	7	1	0	0	8	2	0	0	0	2	10
8:30 to 9:30	9	1	0	0	10	2	0	0	0	2	12
8:45 to 9:45	9	0	0	0	9	2	0	0	0	2	11
9:00 to 10:00	7	0	0	0	7	1	0	0	0	1	8
Totals	15	1	0	0	16	2	0	0	0	2	18
14:00 to 15:00	7	1	0	0	8	2	0	0	0	2	10
14:15 to 15:15	5	0	0	0	5	2	0	0	0	2	7
14:30 to 15:30	5	0	0	0	5	3	0	0	0	3	8
14:45 to 15:45	8	0	0	0	8	4	0	0	0	4	12
15:00 to 16:00	7	0	0	0	7	3	0	0	0	3	10
15:15 to 16:15	7	1	0	0	8	2	0	0	0	2	10
15:30 to 16:30	8	1	0	0	9	2	0	0	0	2	11
15:45 to 16:45	4	1	0	0	5	2	0	0	0	2	7
16:00 to 17:00	3	1	0	0	4	2	0	0	0	2	6
16:15 to 17:15	3	0	0	0	3	3	0	0	0	3	6
16:30 to 17:30	1	0	0	0	1	3	0	0	0	3	4
16:45 to 17:45	4	0	0	0	4	3	0	0	0	3	7
17:00 to 18:00	7	0	0	0	7	3	0	0	0	3	10
Totals	24	2	0	0	26	10	0	0	0	10	36

Client Lambert & Rehbein (SEQ) Pty Ltd
 Location Blunder Road Driveways
 Date Wednesday, 9 November 2022
 Survey Time 6:00-10:00 & 14:00-18:00
 Description Classified Intersection Count



[Peak Hour Summary]

Direction	IN					OUT					Grand Total
	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
Time Periods											
AM 9:00 to 10:00	1	0	0	0	1	3	1	0	0	4	5
PM 15:30 to 16:30	0	0	0	0	0	8	1	0	0	9	9

[15mins interval]

Direction	IN					OUT					Grand Total
	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
Time Periods											
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	1	0	0	0	1	1	1	0	0	2	3
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	1	0	0	0	1	1
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	2	0	0	0	2	0	0	0	0	0	2
8:30 to 8:45	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	1	0	0	0	1	2	0	0	0	2	3
9:30 to 9:45	0	0	0	0	0	0	1	0	0	1	1
9:45 to 10:00	0	0	0	0	0	1	0	0	0	1	1
Totals	4	0	0	0	4	5	2	0	0	7	11
14:00 to 14:15	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	0	0	0	0	0	2	0	0	0	2	2
14:30 to 14:45	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	0	0	0	0	0	1	0	0	0	1	1
15:00 to 15:15	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	1	0	0	0	1	2	0	0	0	2	3
15:30 to 15:45	0	0	0	0	0	4	0	0	0	4	4
15:45 to 16:00	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	0	0	0	0	0	1	0	0	0	1	1
16:15 to 16:30	0	0	0	0	0	3	1	0	0	4	4
16:30 to 16:45	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	1	0	0	0	1	1	0	0	0	1	2
17:00 to 17:15	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	0	0	0	0	0	1	0	0	0	1	1
17:30 to 17:45	0	0	0	0	0	1	0	0	0	1	1
17:45 to 18:00	2	0	0	0	2	2	0	0	0	2	4
Totals	4	0	0	0	4	18	1	0	0	19	23

[Hourly Summary]

Direction	IN					OUT					Grand Total
	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
Time Periods											
6:00 to 7:00	0	0	0	0	0	0	0	0	0	0	0
6:15 to 7:15	1	0	0	0	1	1	1	0	0	2	3
6:30 to 7:30	1	0	0	0	1	1	1	0	0	2	3
6:45 to 7:45	1	0	0	0	1	1	1	0	0	2	3
7:00 to 8:00	1	0	0	0	1	2	1	0	0	3	4
7:15 to 8:15	0	0	0	0	0	1	0	0	0	1	1
7:30 to 8:30	2	0	0	0	2	1	0	0	0	1	3
7:45 to 8:45	2	0	0	0	2	1	0	0	0	1	3
8:00 to 9:00	2	0	0	0	2	0	0	0	0	0	2
8:15 to 9:15	2	0	0	0	2	0	0	0	0	0	2
8:30 to 9:30	1	0	0	0	1	2	0	0	0	2	3
8:45 to 9:45	1	0	0	0	1	2	1	0	0	3	4
9:00 to 10:00	1	0	0	0	1	3	1	0	0	4	5
Totals	4	0	0	0	4	5	2	0	0	7	11
14:00 to 15:00	0	0	0	0	0	3	0	0	0	3	3
14:15 to 15:15	0	0	0	0	0	3	0	0	0	3	3
14:30 to 15:30	1	0	0	0	1	3	0	0	0	3	4
14:45 to 15:45	1	0	0	0	1	7	0	0	0	7	8
15:00 to 16:00	1	0	0	0	1	6	0	0	0	6	7
15:15 to 16:15	1	0	0	0	1	7	0	0	0	7	8
15:30 to 16:30	0	0	0	0	0	8	1	0	0	9	9
15:45 to 16:45	0	0	0	0	0	4	1	0	0	5	5
16:00 to 17:00	1	0	0	0	1	5	1	0	0	6	7
16:15 to 17:15	1	0	0	0	1	4	1	0	0	5	6
16:30 to 17:30	1	0	0	0	1	2	0	0	0	2	3
16:45 to 17:45	1	0	0	0	1	3	0	0	0	3	4
17:00 to 18:00	2	0	0	0	2	4	0	0	0	4	6
Totals	4	0	0	0	4	18	1	0	0	19	23

Client Lambert & Rehbein (SEQ) Pty Ltd
 Location Blunder Road Driveways
 Date Wednesday, 9 November 2022
 Survey Time 6:00-10:00 & 14:00-18:00
 Description Classified Intersection Count



[Peak Hour Summary]

Direction	IN					OUT					Grand Total
	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
Time Periods											
AM 8:30 to 9:30	7	0	0	0	7	4	0	0	0	4	11
PM 14:45 to 15:45	6	2	0	0	8	5	2	0	0	7	15

[15mins interval]

Direction	IN					OUT					Grand Total
	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
Time Periods											
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	1	0	0	0	1	0	0	0	0	0	1
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	1	0	0	0	1	0	0	0	0	0	1
7:30 to 7:45	2	0	0	0	2	0	0	0	0	0	2
7:45 to 8:00	1	0	0	0	1	0	0	0	0	0	1
8:00 to 8:15	1	0	0	0	1	0	0	0	0	0	1
8:15 to 8:30	1	0	0	0	1	1	0	0	0	1	2
8:30 to 8:45	1	0	0	0	1	1	0	0	0	1	2
8:45 to 9:00	2	0	0	0	2	1	0	0	0	1	3
9:00 to 9:15	2	0	0	0	2	1	0	0	0	1	3
9:15 to 9:30	2	0	0	0	2	1	0	0	0	1	3
9:30 to 9:45	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	1	0	0	0	1	1	0	0	0	1	2
Totals	15	0	0	0	15	6	0	0	0	6	21
14:00 to 14:15	1	0	0	0	1	2	0	0	0	2	3
14:15 to 14:30	1	0	0	0	1	1	0	0	0	1	2
14:30 to 14:45	0	0	0	0	0	2	0	0	0	2	2
14:45 to 15:00	0	1	0	0	1	1	1	0	0	2	3
15:00 to 15:15	0	1	0	0	1	0	0	0	0	0	1
15:15 to 15:30	3	0	0	0	3	2	1	0	0	3	6
15:30 to 15:45	3	0	0	0	3	2	0	0	0	2	5
15:45 to 16:00	0	0	0	0	0	1	0	0	0	1	1
16:00 to 16:15	1	0	0	0	1	0	0	0	0	0	1
16:15 to 16:30	2	0	0	0	2	2	0	0	0	2	4
16:30 to 16:45	0	0	0	0	0	1	0	0	0	1	1
16:45 to 17:00	1	0	0	0	1	0	0	0	0	0	1
17:00 to 17:15	1	0	0	0	1	0	0	0	0	0	1
17:15 to 17:30	1	0	0	0	1	1	0	0	0	1	2
17:30 to 17:45	0	0	0	0	0	2	0	0	0	2	2
17:45 to 18:00	2	0	0	0	2	2	0	0	0	2	4
Totals	16	2	0	0	18	19	2	0	0	21	39

[Hourly Summary]

Direction	IN					OUT					Grand Total
	Lights	Heavies	Buses	Cyclists	Total	Lights	Heavies	Buses	Cyclists	Total	
Time Periods											
6:00 to 7:00	1	0	0	0	1	0	0	0	0	0	1
6:15 to 7:15	1	0	0	0	1	0	0	0	0	0	1
6:30 to 7:30	2	0	0	0	2	0	0	0	0	0	2
6:45 to 7:45	3	0	0	0	3	0	0	0	0	0	3
7:00 to 8:00	4	0	0	0	4	0	0	0	0	0	4
7:15 to 8:15	5	0	0	0	5	0	0	0	0	0	5
7:30 to 8:30	5	0	0	0	5	1	0	0	0	1	6
7:45 to 8:45	4	0	0	0	4	2	0	0	0	2	6
8:00 to 9:00	5	0	0	0	5	3	0	0	0	3	8
8:15 to 9:15	6	0	0	0	6	4	0	0	0	4	10
8:30 to 9:30	7	0	0	0	7	4	0	0	0	4	11
8:45 to 9:45	6	0	0	0	6	3	0	0	0	3	9
9:00 to 10:00	5	0	0	0	5	3	0	0	0	3	8
Totals	15	0	0	0	15	6	0	0	0	6	21
14:00 to 15:00	2	1	0	0	3	6	1	0	0	7	10
14:15 to 15:15	1	2	0	0	3	4	1	0	0	5	8
14:30 to 15:30	3	2	0	0	5	5	2	0	0	7	12
14:45 to 15:45	6	2	0	0	8	5	2	0	0	7	15
15:00 to 16:00	6	1	0	0	7	5	1	0	0	6	13
15:15 to 16:15	7	0	0	0	7	5	1	0	0	6	13
15:30 to 16:30	6	0	0	0	6	5	0	0	0	5	11
15:45 to 16:45	3	0	0	0	3	4	0	0	0	4	7
16:00 to 17:00	4	0	0	0	4	3	0	0	0	3	7
16:15 to 17:15	4	0	0	0	4	3	0	0	0	3	7
16:30 to 17:30	3	0	0	0	3	2	0	0	0	2	5
16:45 to 17:45	3	0	0	0	3	3	0	0	0	3	6
17:00 to 18:00	4	0	0	0	4	5	0	0	0	5	9
Totals	16	2	0	0	18	19	2	0	0	21	39

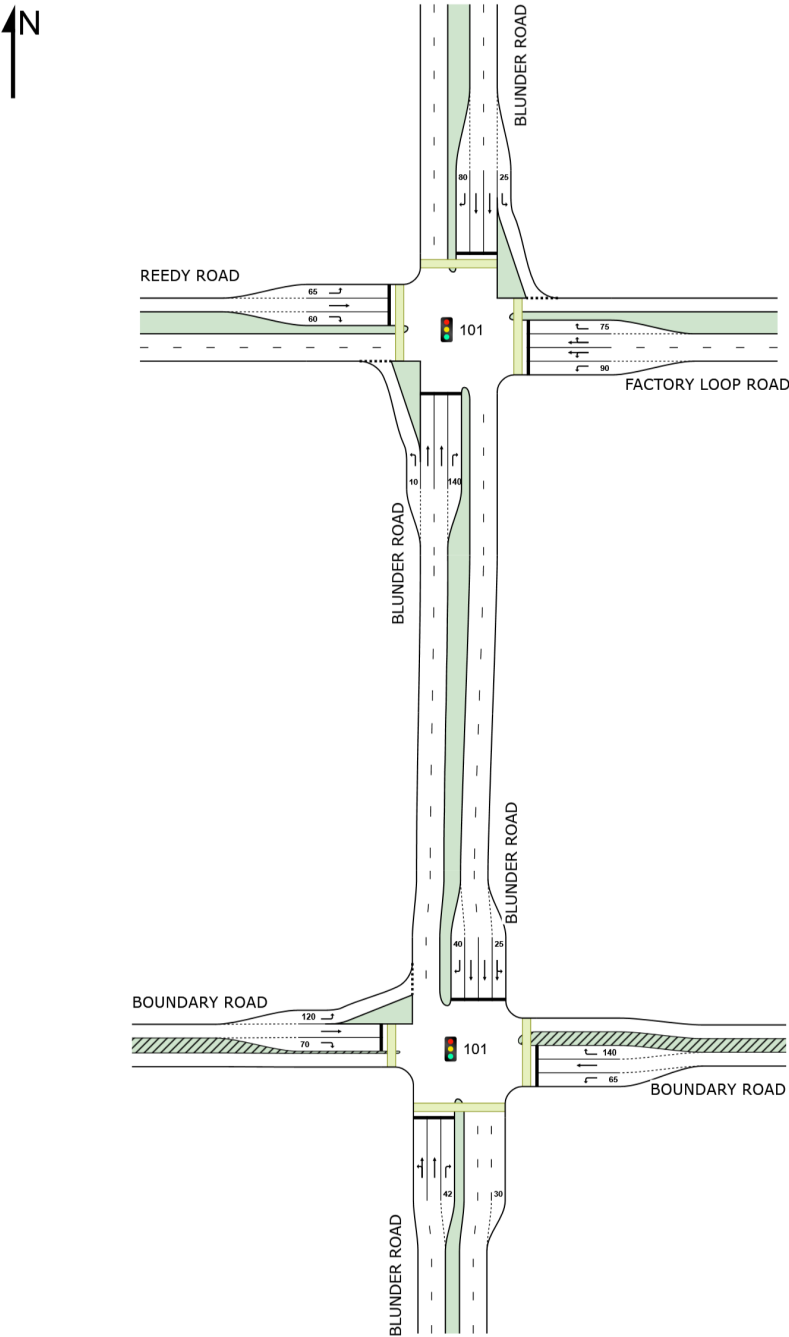
APPENDIX E – SIDRA OUTPUTS

NETWORK LAYOUT

■ Network: N101 [BG 2025 PM (Network Folder: BACKGROUND 2025)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	CCG ID	Site Name
101	NA	Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD
101	NA	SITE 2 PM: BLUNDER RD / BOUNDARY RD

MOVEMENT SUMMARY

 Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2022 BASE TRAFFIC)]

 Network: N101 [BG 2022 AM (Network Folder: BACKGROUND 2022)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	159	20.8	159	20.8	0.113	5.9	LOS A	0.1	0.8	0.02	0.55	0.02	51.3
2	T1	1010	3.1	1010	3.1	* 0.605	14.1	LOS B	15.7	112.7	0.56	0.50	0.56	40.0
3	R2	69	7.2	69	7.2	0.391	53.3	LOS D	3.2	24.0	0.95	0.76	0.95	26.9
Approach		1238	5.6	1238	5.6	0.605	15.2	LOS B	15.7	112.7	0.52	0.52	0.52	40.1
East: FACTORY LOOP ROAD														
4	L2	380	6.3	380	6.3	0.486	43.0	LOS D	8.3	60.9	0.92	0.81	0.92	25.1
5	T1	31	12.9	31	12.9	* 0.287	51.9	LOS D	1.6	12.1	0.99	0.71	0.99	32.5
6	R2	12	16.7	12	16.7	0.120	56.8	LOS E	0.6	4.7	0.97	0.68	0.97	25.7
Approach		423	7.1	423	7.1	0.486	44.0	LOS D	8.3	60.9	0.93	0.80	0.93	25.9
North: BLUNDER ROAD														
7	L2	65	6.2	65	6.2	0.044	5.8	LOS A	0.0	0.3	0.02	0.55	0.02	52.1
8	T1	666	4.5	666	4.5	0.392	15.6	LOS B	8.4	61.2	0.54	0.47	0.54	29.4
9	R2	1	0.0	1	0.0	* 0.009	54.5	LOS D	0.0	0.3	0.94	0.58	0.94	26.7
Approach		732	4.6	732	4.6	0.392	14.8	LOS B	8.4	61.2	0.49	0.47	0.49	32.6
West: REEDY ROAD														
10	L2	3	66.7	3	66.7	0.017	47.0	LOS D	0.1	1.4	0.88	0.64	0.88	26.3
11	T1	1	0.0	1	0.0	0.004	39.5	LOS D	0.0	0.3	0.88	0.52	0.88	36.5
12	R2	3	0.0	3	0.0	0.012	45.5	LOS D	0.1	0.9	0.88	0.63	0.88	24.4
Approach		7	28.6	7	28.6	0.017	45.3	LOS D	0.1	1.4	0.88	0.62	0.88	27.2
All Vehicles		2400	5.6	2400	5.6	0.605	20.2	LOS C	15.7	112.7	0.58	0.55	0.58	34.4

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: FACTORY LOOP ROAD											
P2	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	213.9	220.5	1.03
North: BLUNDER ROAD											
P3	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	213.9	220.5	1.03
West: REEDY ROAD											
P4	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	213.9	220.5	1.03

All Pedestrians	150	44.3	LOS E	0.1	0.1	0.94	0.94	213.9	220.5	1.03
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

MOVEMENT SUMMARY

 Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2022 BASE TRAFFIC)]

 Network: N101 [BG 2022 AM (Network Folder: BACKGROUND 2022)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: BLUNDER ROAD														
1	L2	115	9.6	115	9.6	0.860	40.0	LOS D	28.7	210.1	0.94	0.93	1.06	37.1
2	T1	993	4.2	993	4.2	* 0.860	34.3	LOS C	28.7	210.1	0.89	0.89	1.03	28.3
3	R2	132	15.2	132	15.2	* 0.875	63.6	LOS E	7.3	57.6	1.00	0.98	1.41	25.1
Approach		1240	5.9	1240	5.9	0.875	38.0	LOS D	28.7	210.1	0.91	0.91	1.07	28.8
East: BOUNDARY ROAD														
4	L2	43	44.2	43	44.2	0.098	33.3	LOS C	1.5	14.5	0.74	0.72	0.74	34.2
5	T1	108	40.7	108	40.7	0.438	42.4	LOS D	4.9	46.7	0.95	0.76	0.95	32.0
6	R2	38	18.4	38	18.4	0.145	45.6	LOS D	1.6	13.2	0.89	0.73	0.89	17.2
Approach		189	37.0	189	37.0	0.438	41.0	LOS D	4.9	46.7	0.89	0.74	0.89	30.3
North: BLUNDER ROAD														
7	L2	44	27.3	44	27.3	* 0.148	16.6	LOS B	1.4	11.3	0.55	0.55	0.55	37.1
8	T1	743	4.2	743	4.2	0.595	23.2	LOS C	12.0	86.8	0.70	0.61	0.70	39.3
9	R2	134	5.2	134	5.2	0.832	60.5	LOS E	7.1	52.2	1.00	0.92	1.28	25.0
Approach		921	5.4	921	5.4	0.832	28.3	LOS C	12.0	86.8	0.74	0.65	0.78	36.1
West: BOUNDARY ROAD														
10	L2	106	13.2	106	13.2	0.128	11.3	LOS B	1.7	13.3	0.42	0.66	0.42	44.2
11	T1	188	40.4	188	40.4	* 0.870	57.0	LOS E	10.6	100.3	1.00	1.06	1.43	27.6
12	R2	89	15.7	89	15.7	0.381	49.4	LOS D	4.1	32.5	0.95	0.77	0.95	32.5
Approach		383	27.2	383	27.2	0.870	42.6	LOS D	10.6	100.3	0.83	0.88	1.04	31.2
All Vehicles		2733	10.9	2733	10.9	0.875	35.6	LOS D	28.7	210.1	0.84	0.81	0.96	31.7

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: BLUNDER ROAD											
P1	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	216.7	224.1	1.03
East: BOUNDARY ROAD											
P2	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	212.3	218.5	1.03
West: BOUNDARY ROAD											
P4	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	207.4	212.1	1.02

All Pedestrians	150	44.3	LOS E	0.1	0.1	0.94	0.94	212.1	218.2	1.03
-----------------	-----	------	-------	-----	-----	------	------	-------	-------	------

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

PHASING SUMMARY

Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2022 BASE TRAFFIC)]

Network: N101 [BG 2022 AM (Network Folder: BACKGROUND 2022)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: Leading Right Turn - Import

Reference Phase: Phase D

Input Phase Sequence: A, B*, C*, D, E, F

Output Phase Sequence: A, C*, D, E, F

(* Variable Phase)

Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	84	96	0	52	72
Green Time (sec)	6	***	46	14	6
Phase Time (sec)	12	4	52	20	12
Phase Split	12%	4%	52%	20%	12%

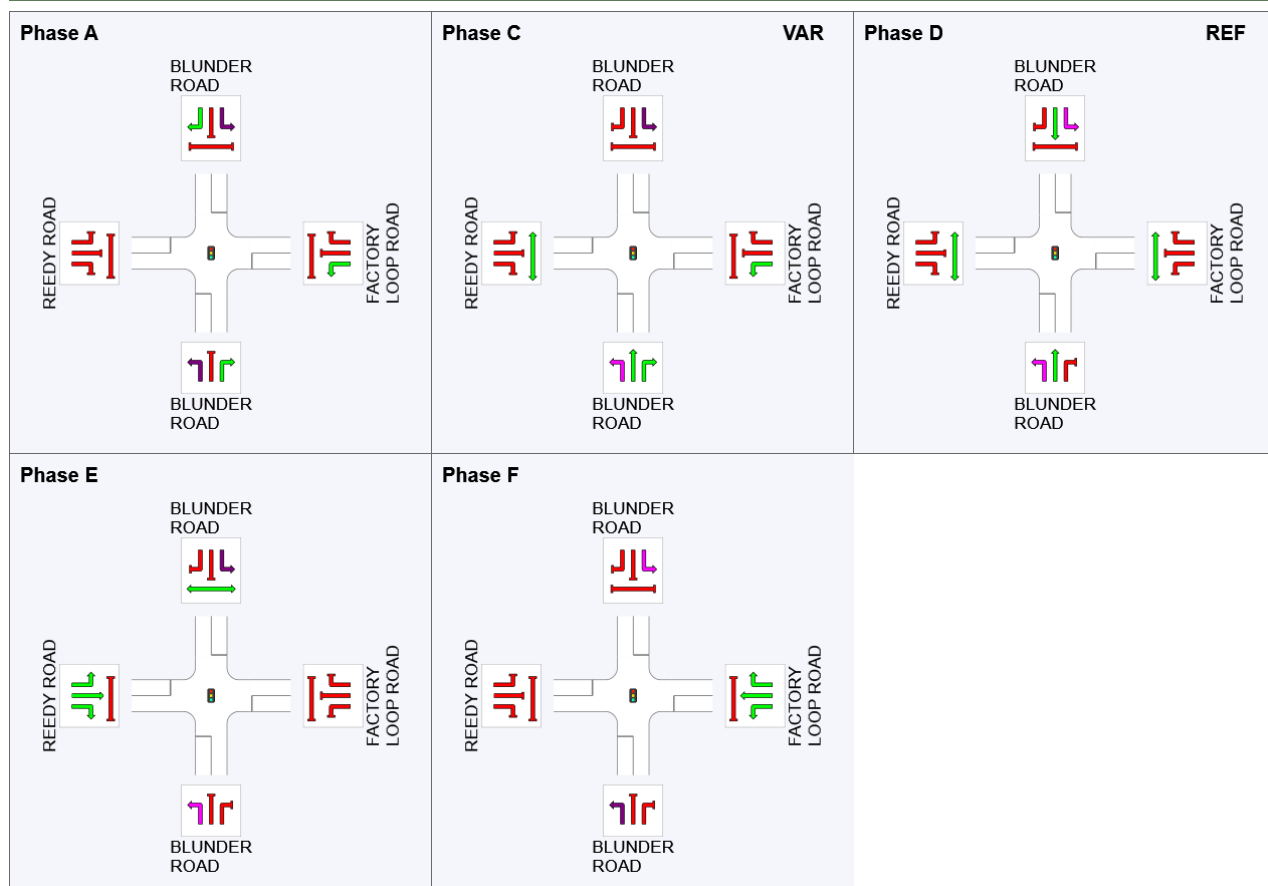
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified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

*** No green time has been calculated for this phase because the next phase starts during its intergreen time.

This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.

If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

PHASING SUMMARY

 **Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2022 BASE TRAFFIC)]**

 **Network: N101 [BG 2022 AM (Network Folder: BACKGROUND 2022)]**

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network Practical Cycle Time)

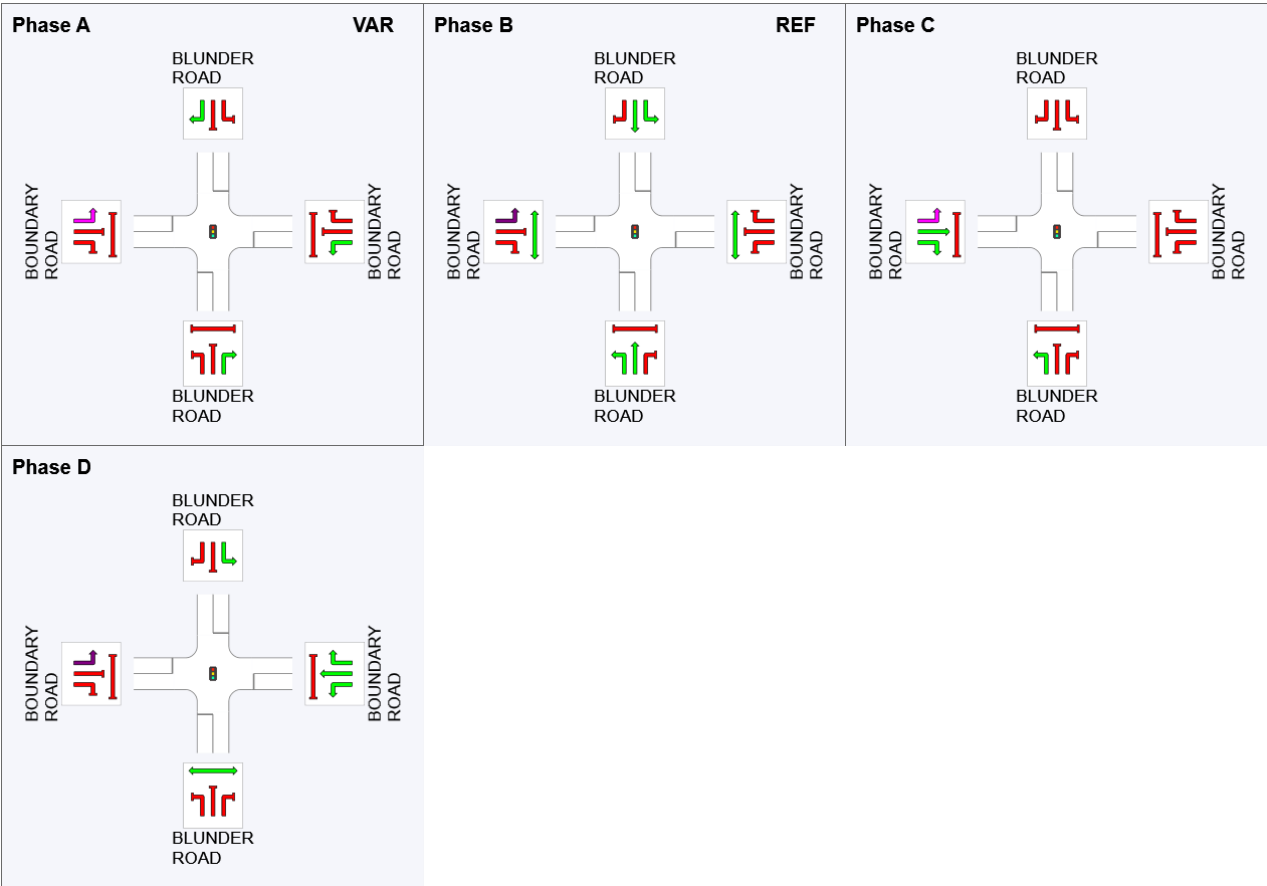
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A*, B, C, D
Output Phase Sequence: A*, B, C, D
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	85	0	43	63
Green Time (sec)	9	37	14	16
Phase Time (sec)	15	43	20	22
Phase Split	15%	43%	20%	22%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

MOVEMENT SUMMARY

Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2022 BASE TRAFFIC)]

Network: N102 [BG 2022 PM (Network Folder: BACKGROUND 2022)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	245	11.8	245	11.8	0.166	5.9	LOS A	0.2	1.6	0.03	0.55	0.03	51.7
2	T1	837	1.4	837	1.4	* 0.502	12.3	LOS B	12.5	88.2	0.46	0.41	0.46	41.8
3	R2	88	0.0	88	0.0	0.217	43.8	LOS D	3.6	25.2	0.79	0.74	0.79	29.9
Approach		1170	3.5	1170	3.5	0.502	13.3	LOS B	12.5	88.2	0.39	0.46	0.39	42.4
East: FACTORY LOOP ROAD														
4	L2	682	2.1	682	2.1	0.554	37.7	LOS D	14.9	106.5	0.87	0.83	0.87	27.1
5	T1	62	3.2	62	3.2	* 0.510	57.2	LOS E	3.4	24.7	1.00	0.75	1.00	31.1
6	R2	30	0.0	30	0.0	0.254	61.4	LOS E	1.6	11.4	0.98	0.72	0.98	25.1
Approach		774	2.1	774	2.1	0.554	40.1	LOS D	14.9	106.5	0.89	0.82	0.89	27.5
North: BLUNDER ROAD														
7	L2	78	3.8	78	3.8	0.054	5.7	LOS A	0.1	0.4	0.02	0.55	0.02	52.2
8	T1	741	3.5	741	3.5	0.567	27.7	LOS C	14.9	107.8	0.74	0.64	0.74	21.1
9	R2	13	0.0	13	0.0	* 0.128	61.9	LOS E	0.7	4.8	0.96	0.68	0.96	24.9
Approach		832	3.5	832	3.5	0.567	26.2	LOS C	14.9	107.8	0.68	0.64	0.68	24.6
West: REEDY ROAD														
10	L2	6	0.0	6	0.0	0.024	50.0	LOS D	0.3	2.0	0.89	0.65	0.89	27.8
11	T1	5	20.0	5	20.0	0.021	44.6	LOS D	0.2	1.9	0.89	0.59	0.89	34.8
12	R2	13	0.0	13	0.0	* 0.051	50.5	LOS D	0.6	4.3	0.90	0.68	0.90	22.9
Approach		24	4.2	24	4.2	0.051	49.2	LOS D	0.6	4.3	0.89	0.66	0.89	27.1
All Vehicles		2800	3.1	2800	3.1	0.567	24.8	LOS C	14.9	107.8	0.62	0.61	0.62	32.1

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped	Dist]			sec	m	m/sec
					ped	m					
East: FACTORY LOOP ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
North: BLUNDER ROAD											
P3	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
West: REEDY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

MOVEMENT SUMMARY

 Site: 101 [SITE 2 PM: BLUNDER RD / BOUNDARY RD (Site Folder: 2022 BASE TRAFFIC)]

 Network: N102 [BG 2022 PM (Network Folder: BACKGROUND 2022)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	75	2.7	75	2.7	0.639	33.7	LOS C	17.6	126.1	0.79	0.71	0.79	39.8
2	T1	786	3.2	786	3.2	0.639	28.3	LOS C	17.6	126.1	0.78	0.69	0.78	31.1
3	R2	32	21.9	32	21.9	0.183	55.6	LOS E	1.6	13.0	0.91	0.72	0.91	26.7
Approach		893	3.8	893	3.8	0.639	29.8	LOS C	17.6	126.1	0.79	0.70	0.79	31.9
East: BOUNDARY ROAD														
4	L2	201	3.5	201	3.5	0.290	32.1	LOS C	7.5	53.7	0.74	0.77	0.74	35.7
5	T1	332	10.8	332	10.8	* 0.933	69.4	LOS E	22.7	173.4	1.00	1.20	1.53	24.7
6	R2	205	6.8	205	6.8	0.531	47.2	LOS D	9.9	73.3	0.94	0.81	0.94	16.8
Approach		738	7.7	738	7.7	0.933	53.1	LOS D	22.7	173.4	0.91	0.98	1.15	25.7
North: BLUNDER ROAD														
7	L2	35	5.7	35	5.7	0.223	27.5	LOS C	4.3	30.8	0.60	0.57	0.60	32.9
8	T1	1134	2.1	1134	2.1	* 0.896	40.6	LOS D	26.4	188.2	0.83	0.87	1.01	31.3
9	R2	170	2.9	170	2.9	* 0.857	65.2	LOS E	9.9	71.4	1.00	0.93	1.28	23.9
Approach		1339	2.3	1339	2.3	0.896	43.4	LOS D	26.4	188.2	0.84	0.87	1.04	30.1
West: BOUNDARY ROAD														
10	L2	127	2.4	127	2.4	0.151	12.1	LOS B	2.3	16.7	0.43	0.67	0.43	43.3
11	T1	66	21.2	66	21.2	0.424	53.5	LOS D	3.5	29.2	0.99	0.75	0.99	28.5
12	R2	141	6.4	141	6.4	* 0.873	69.8	LOS E	8.6	63.8	1.00	0.99	1.47	27.6
Approach		334	7.8	334	7.8	0.873	44.7	LOS D	8.6	63.8	0.78	0.82	0.98	30.6
All Vehicles		3304	4.5	3304	4.5	0.933	42.0	LOS D	26.4	188.2	0.84	0.84	0.99	29.4

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: BLUNDER ROAD											
P1	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	221.7	224.1	1.01
East: BOUNDARY ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	217.3	218.5	1.01
West: BOUNDARY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	212.4	212.1	1.00

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	217.1	218.2	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

PHASING SUMMARY

Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2022 BASE TRAFFIC)]

Network: N102 [BG 2022 PM (Network Folder: BACKGROUND 2022)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: Leading Right Turn

Reference Phase: Phase D

Input Phase Sequence: A, B*, C*, D, E, F

Output Phase Sequence: A, C*, D, E, F

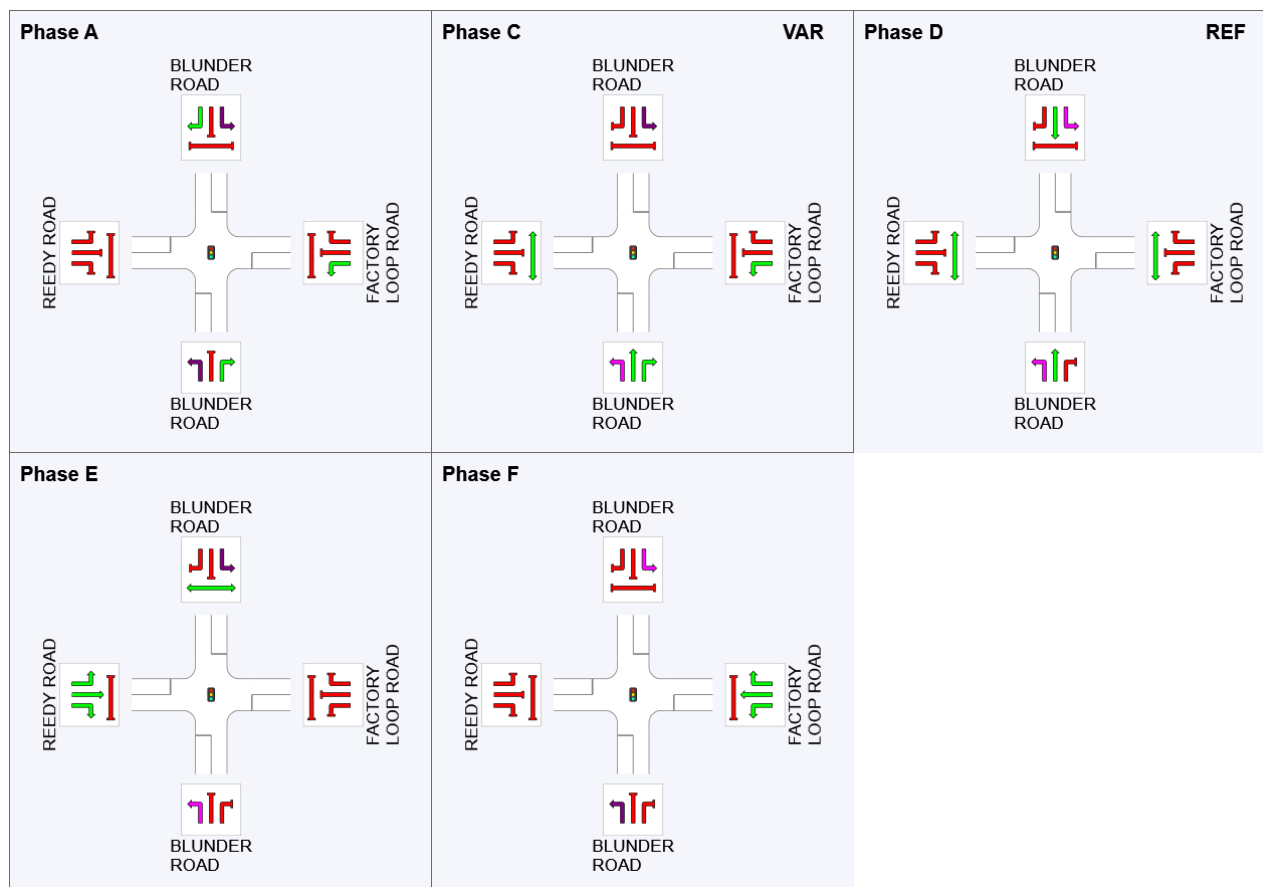
(* Variable Phase)

Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	80	92	0	46	67
Green Time (sec)	6	12	40	15	7
Phase Time (sec)	12	18	46	21	13
Phase Split	11%	16%	42%	19%	12%

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

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

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

PHASING SUMMARY

Site: 101 [SITE 2 PM: BLUNDER RD / BOUNDARY RD (Site Folder: 2022 BASE TRAFFIC)]

Network: N102 [BG 2022 PM (Network Folder: BACKGROUND 2022)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: Leading Right Turn - Import (2)

Reference Phase: Phase B

Input Phase Sequence: A*, B, C, D

Output Phase Sequence: A*, B, C, D

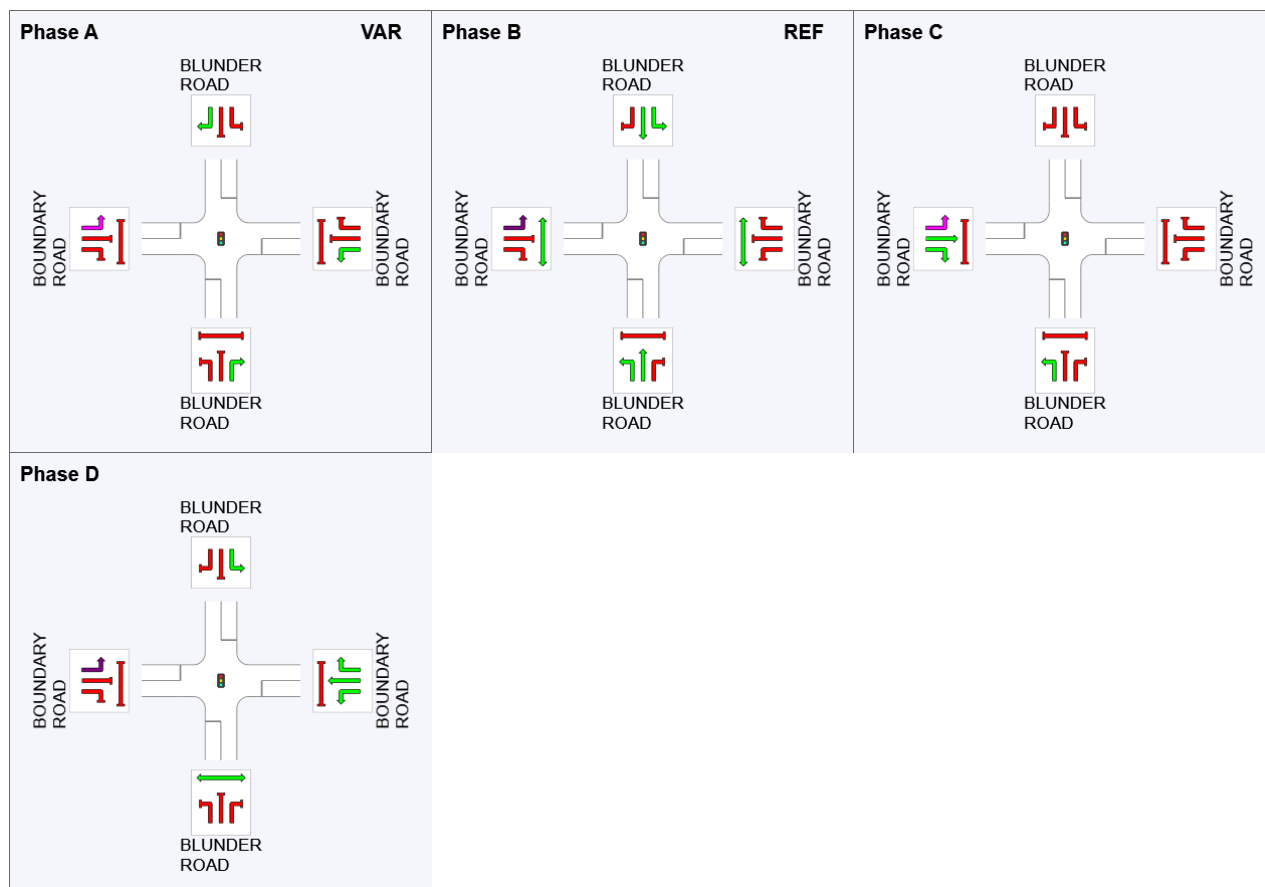
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	92	0	46	62
Green Time (sec)	12	40	10	24
Phase Time (sec)	18	46	16	30
Phase Split	16%	42%	15%	27%

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

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase

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

MOVEMENT SUMMARY

Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2025 BASE GROWN TRAFFIC)]

Network: N101 [BG 2025 AM (Network Folder: BACKGROUND 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	164	20.7	164	20.7	0.116	5.9	LOS A	0.1	0.8	0.02	0.55	0.02	51.3
2	T1	1041	3.1	1041	3.1	* 0.625	14.2	LOS B	16.6	119.0	0.57	0.51	0.57	39.9
3	R2	72	6.9	72	6.9	0.407	53.4	LOS D	3.4	25.1	0.96	0.76	0.96	26.9
Approach		1277	5.6	1277	5.6	0.625	15.4	LOS B	16.6	119.0	0.52	0.53	0.52	40.0
East: FACTORY LOOP ROAD														
4	L2	392	6.4	392	6.4	0.502	43.1	LOS D	8.5	63.1	0.93	0.81	0.93	25.1
5	T1	32	12.5	32	12.5	* 0.296	51.9	LOS D	1.6	12.4	0.99	0.72	0.99	32.5
6	R2	13	15.4	13	15.4	0.129	56.8	LOS E	0.6	5.1	0.98	0.68	0.98	25.7
Approach		437	7.1	437	7.1	0.502	44.2	LOS D	8.5	63.1	0.93	0.80	0.93	25.9
North: BLUNDER ROAD														
7	L2	67	6.0	67	6.0	0.046	5.8	LOS A	0.0	0.3	0.02	0.55	0.02	52.1
8	T1	686	4.5	686	4.5	0.405	15.7	LOS B	8.8	63.9	0.54	0.47	0.54	29.3
9	R2	1	0.0	1	0.0	* 0.009	54.5	LOS D	0.0	0.3	0.94	0.58	0.94	26.7
Approach		754	4.6	754	4.6	0.405	14.8	LOS B	8.8	63.9	0.50	0.48	0.50	32.5
West: REEDY ROAD														
10	L2	3	66.7	3	66.7	0.017	47.0	LOS D	0.1	1.4	0.88	0.64	0.88	26.3
11	T1	1	0.0	1	0.0	0.004	39.5	LOS D	0.0	0.3	0.88	0.52	0.88	36.5
12	R2	3	0.0	3	0.0	0.012	45.5	LOS D	0.1	0.9	0.88	0.63	0.88	24.4
Approach		7	28.6	7	28.6	0.017	45.3	LOS D	0.1	1.4	0.88	0.62	0.88	27.2
All Vehicles		2475	5.6	2475	5.6	0.625	20.4	LOS C	16.6	119.0	0.59	0.56	0.59	34.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: FACTORY LOOP ROAD											
P2	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	213.9	220.5	1.03
North: BLUNDER ROAD											
P3	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	213.9	220.5	1.03
West: REEDY ROAD											
P4	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	213.9	220.5	1.03

All Pedestrians	150	44.3	LOS E	0.1	0.1	0.94	0.94	213.9	220.5	1.03
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

MOVEMENT SUMMARY

Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2025 BASE GROWN TRAFFIC)]

Network: N101 [BG 2025 AM (Network Folder: BACKGROUND 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	119	9.2	119	9.2	0.886	43.4	LOS D	31.6	230.9	0.96	0.99	1.13	35.9
2	T1	1023	4.3	1023	4.3	* 0.886	37.8	LOS D	31.6	230.9	0.91	0.95	1.09	26.8
3	R2	136	14.7	136	14.7	* 0.899	65.7	LOS E	7.7	60.6	1.00	1.02	1.50	24.7
Approach		1278	5.9	1278	5.9	0.899	41.3	LOS D	31.6	230.9	0.92	0.96	1.14	27.6
East: BOUNDARY ROAD														
4	L2	45	42.2	45	42.2	0.102	33.3	LOS C	1.6	15.0	0.74	0.72	0.74	34.2
5	T1	112	41.1	112	41.1	0.455	42.5	LOS D	5.1	48.7	0.95	0.76	0.95	32.0
6	R2	40	17.5	40	17.5	0.151	45.6	LOS D	1.7	13.8	0.90	0.73	0.90	17.2
Approach		197	36.5	197	36.5	0.455	41.0	LOS D	5.1	48.7	0.89	0.74	0.89	30.2
North: BLUNDER ROAD														
7	L2	46	26.1	46	26.1	* 0.153	16.6	LOS B	1.5	11.7	0.55	0.55	0.55	37.2
8	T1	766	4.2	766	4.2	0.615	23.4	LOS C	12.4	90.1	0.71	0.62	0.71	39.2
9	R2	139	5.0	139	5.0	0.861	62.1	LOS E	7.5	55.1	1.00	0.95	1.36	24.6
Approach		951	5.4	951	5.4	0.861	28.7	LOS C	12.4	90.1	0.74	0.66	0.80	36.0
West: BOUNDARY ROAD														
10	L2	110	12.7	110	12.7	0.134	12.0	LOS B	1.9	14.7	0.44	0.67	0.44	43.4
11	T1	194	40.7	194	40.7	* 0.899	61.2	LOS E	11.5	108.3	1.00	1.13	1.55	26.5
12	R2	92	15.2	92	15.2	0.392	49.4	LOS D	4.2	33.6	0.95	0.77	0.95	32.5
Approach		396	27.0	396	27.0	0.899	44.8	LOS D	11.5	108.3	0.83	0.92	1.10	30.4
All Vehicles		2822	10.8	2822	10.8	0.899	37.5	LOS D	31.6	230.9	0.85	0.84	1.00	30.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: BLUNDER ROAD											
P1	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	216.7	224.1	1.03
East: BOUNDARY ROAD											
P2	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	212.3	218.5	1.03
West: BOUNDARY ROAD											
P4	Full	50	44.3	LOS E	0.1	0.1	0.94	0.94	207.4	212.1	1.02

All Pedestrians	150	44.3	LOS E	0.1	0.1	0.94	0.94	212.1	218.2	1.03
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

PHASING SUMMARY

Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2025 BASE GROWN TRAFFIC)]

Network: N101 [BG 2025 AM (Network Folder: BACKGROUND 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import
Reference Phase: Phase D
Input Phase Sequence: A, B*, C*, D, E, F
Output Phase Sequence: A, C*, D, E, F
(* Variable Phase)

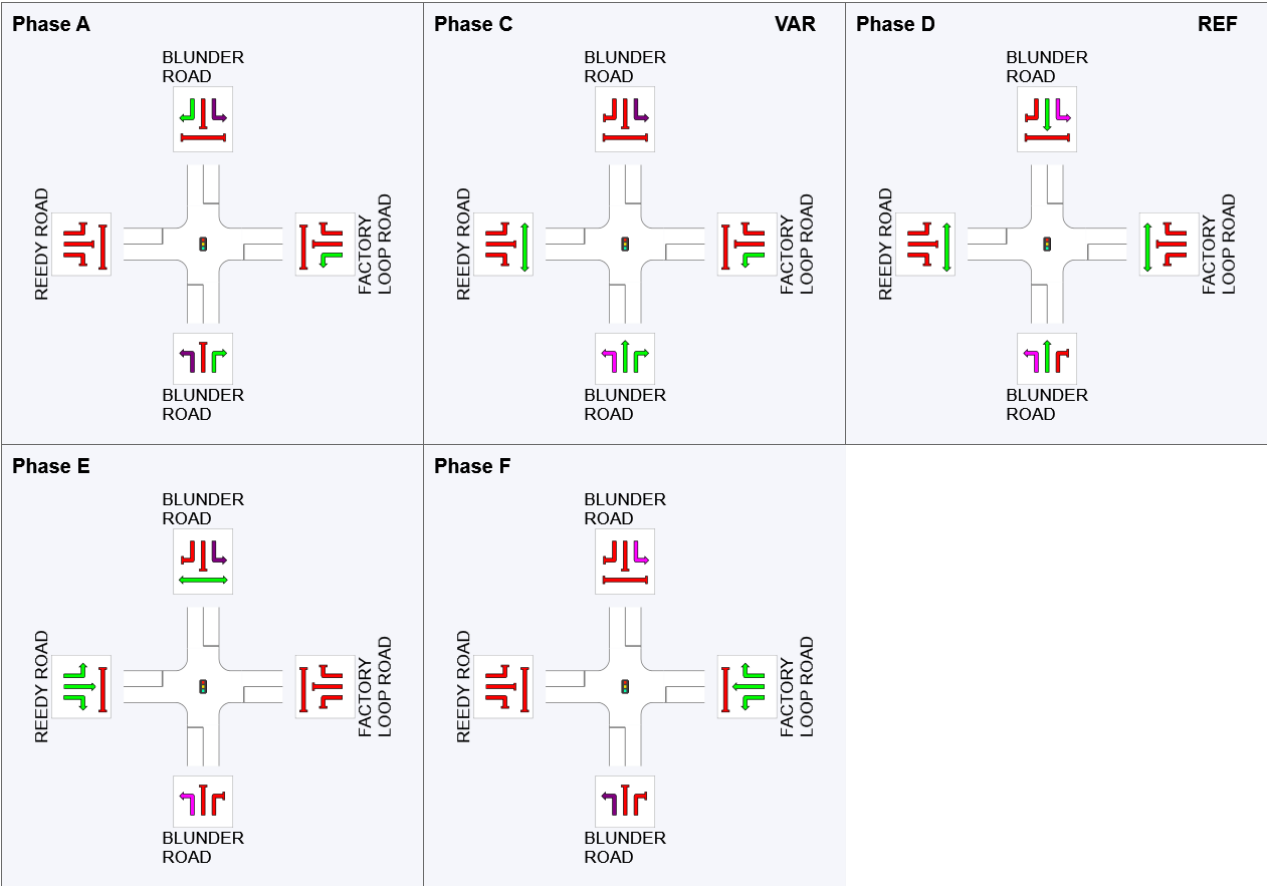
Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	84	96	0	52	72
Green Time (sec)	6	***	46	14	6
Phase Time (sec)	12	4	52	20	12
Phase Split	12%	4%	52%	20%	12%

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

*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified. If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

PHASING SUMMARY

Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2025 BASE GROWN TRAFFIC)]

Network: N101 [BG 2025 AM (Network Folder: BACKGROUND 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network Practical Cycle Time)

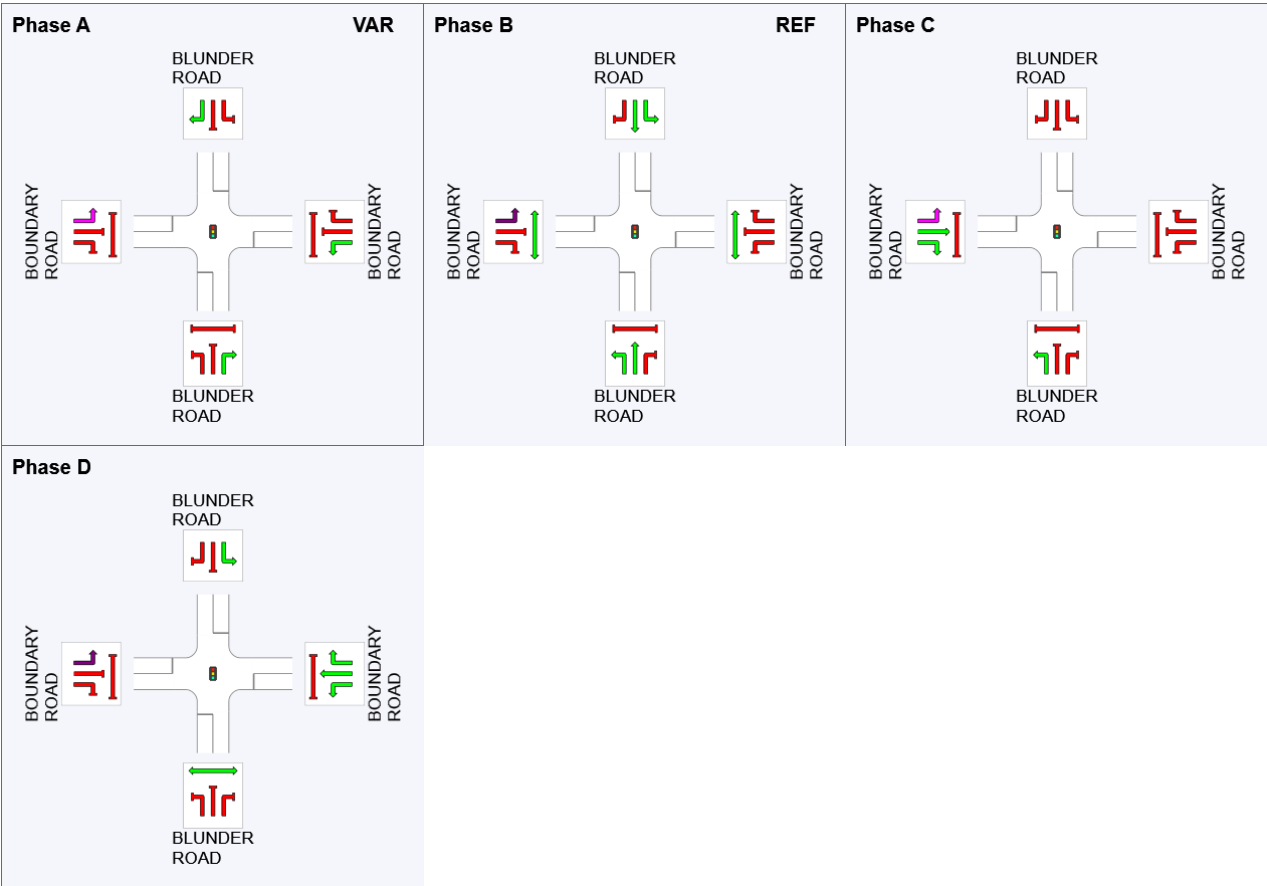
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A*, B, C, D
Output Phase Sequence: A*, B, C, D
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	85	0	43	63
Green Time (sec)	9	37	14	16
Phase Time (sec)	15	43	20	22
Phase Split	15%	43%	20%	22%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

MOVEMENT SUMMARY

Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2025 BASE GROWN TRAFFIC)]

Network: N101 [BG 2025 PM (Network Folder: BACKGROUND 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	253	11.9	253	11.9	0.172	5.9	LOS A	0.2	1.6	0.03	0.55	0.03	51.7
2	T1	863	1.5	863	1.5	* 0.520	12.4	LOS B	13.1	93.2	0.47	0.41	0.47	41.7
3	R2	91	0.0	91	0.0	0.225	43.9	LOS D	3.7	26.1	0.80	0.74	0.80	29.8
Approach		1207	3.6	1207	3.6	0.520	13.4	LOS B	13.1	93.2	0.40	0.47	0.40	42.3
East: FACTORY LOOP ROAD														
4	L2	703	2.1	703	2.1	0.584	38.1	LOS D	15.6	111.4	0.88	0.83	0.88	26.9
5	T1	64	4.7	64	4.7	* 0.531	57.4	LOS E	3.6	25.9	1.00	0.76	1.01	31.0
6	R2	31	0.0	31	0.0	0.262	61.5	LOS E	1.7	11.7	0.99	0.72	0.99	25.1
Approach		798	2.3	798	2.3	0.584	40.5	LOS D	15.6	111.4	0.90	0.82	0.90	27.3
North: BLUNDER ROAD														
7	L2	81	3.7	81	3.7	0.056	5.8	LOS A	0.1	0.4	0.02	0.55	0.02	52.2
8	T1	764	3.5	764	3.5	0.598	28.1	LOS C	15.8	113.8	0.76	0.66	0.76	20.9
9	R2	13	0.0	13	0.0	* 0.128	61.9	LOS E	0.7	4.8	0.96	0.68	0.96	24.9
Approach		858	3.5	858	3.5	0.598	26.5	LOS C	15.8	113.8	0.69	0.65	0.69	24.5
West: REEDY ROAD														
10	L2	6	0.0	6	0.0	0.024	50.0	LOS D	0.3	2.0	0.89	0.65	0.89	27.8
11	T1	5	20.0	5	20.0	0.021	44.6	LOS D	0.2	1.9	0.89	0.59	0.89	34.8
12	R2	13	0.0	13	0.0	* 0.052	50.6	LOS D	0.6	4.3	0.90	0.68	0.90	22.9
Approach		24	4.2	24	4.2	0.052	49.2	LOS D	0.6	4.3	0.89	0.66	0.89	27.1
All Vehicles		2887	3.2	2887	3.2	0.598	25.1	LOS C	15.8	113.8	0.63	0.62	0.63	32.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: FACTORY LOOP ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
North: BLUNDER ROAD											
P3	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
West: REEDY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [SITE 2 PM: BLUNDER RD / BOUNDARY RD (Site Folder: 2025 BASE GROWN TRAFFIC)]

Network: N101 [BG 2025 PM (Network Folder: BACKGROUND 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	78	2.6	78	2.6	0.659	34.0	LOS C	18.4	132.0	0.80	0.72	0.80	39.7
2	T1	810	3.2	810	3.2	0.659	28.6	LOS C	18.4	132.0	0.79	0.71	0.79	31.0
3	R2	33	21.2	33	21.2	0.205	56.9	LOS E	1.6	13.6	0.92	0.72	0.92	26.4
Approach		921	3.8	921	3.8	0.659	30.1	LOS C	18.4	132.0	0.80	0.71	0.80	31.7
East: BOUNDARY ROAD														
4	L2	208	3.4	208	3.4	0.300	32.3	LOS C	7.7	55.8	0.74	0.77	0.74	35.6
5	T1	342	11.1	342	11.1	* 0.939	71.5	LOS E	23.8	182.6	1.00	1.22	1.56	24.2
6	R2	212	6.6	212	6.6	0.526	46.4	LOS D	10.1	74.9	0.93	0.81	0.93	17.0
Approach		762	7.7	762	7.7	0.939	53.8	LOS D	23.8	182.6	0.91	0.99	1.16	25.5
North: BLUNDER ROAD														
7	L2	37	5.4	37	5.4	0.230	27.5	LOS C	4.5	32.0	0.60	0.57	0.60	32.9
8	T1	1169	2.1	1169	2.1	* 0.926	47.3	LOS D	29.9	213.2	0.84	0.95	1.11	29.0
9	R2	176	2.8	176	2.8	* 0.967	86.2	LOS F	12.4	88.7	1.00	1.13	1.76	20.1
Approach		1382	2.3	1382	2.3	0.967	51.7	LOS D	29.9	213.2	0.85	0.96	1.18	27.5
West: BOUNDARY ROAD														
10	L2	131	2.3	131	2.3	0.160	12.5	LOS B	2.5	17.8	0.44	0.67	0.44	42.9
11	T1	68	22.1	68	22.1	0.439	53.6	LOS D	3.6	30.3	0.99	0.76	0.99	28.5
12	R2	146	6.2	146	6.2	* 0.903	73.4	LOS E	9.3	68.2	1.00	1.04	1.58	26.9
Approach		345	7.8	345	7.8	0.903	46.4	LOS D	9.3	68.2	0.78	0.84	1.03	30.0
All Vehicles		3410	4.5	3410	4.5	0.967	45.8	LOS D	29.9	213.2	0.84	0.89	1.06	28.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: BLUNDER ROAD											
P1	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	221.7	224.1	1.01
East: BOUNDARY ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	217.3	218.5	1.01
West: BOUNDARY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	212.4	212.1	1.00

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	217.1	218.2	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

PHASING SUMMARY

Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2025 BASE GROWN TRAFFIC)]

Network: N101 [BG 2025 PM (Network Folder: BACKGROUND 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

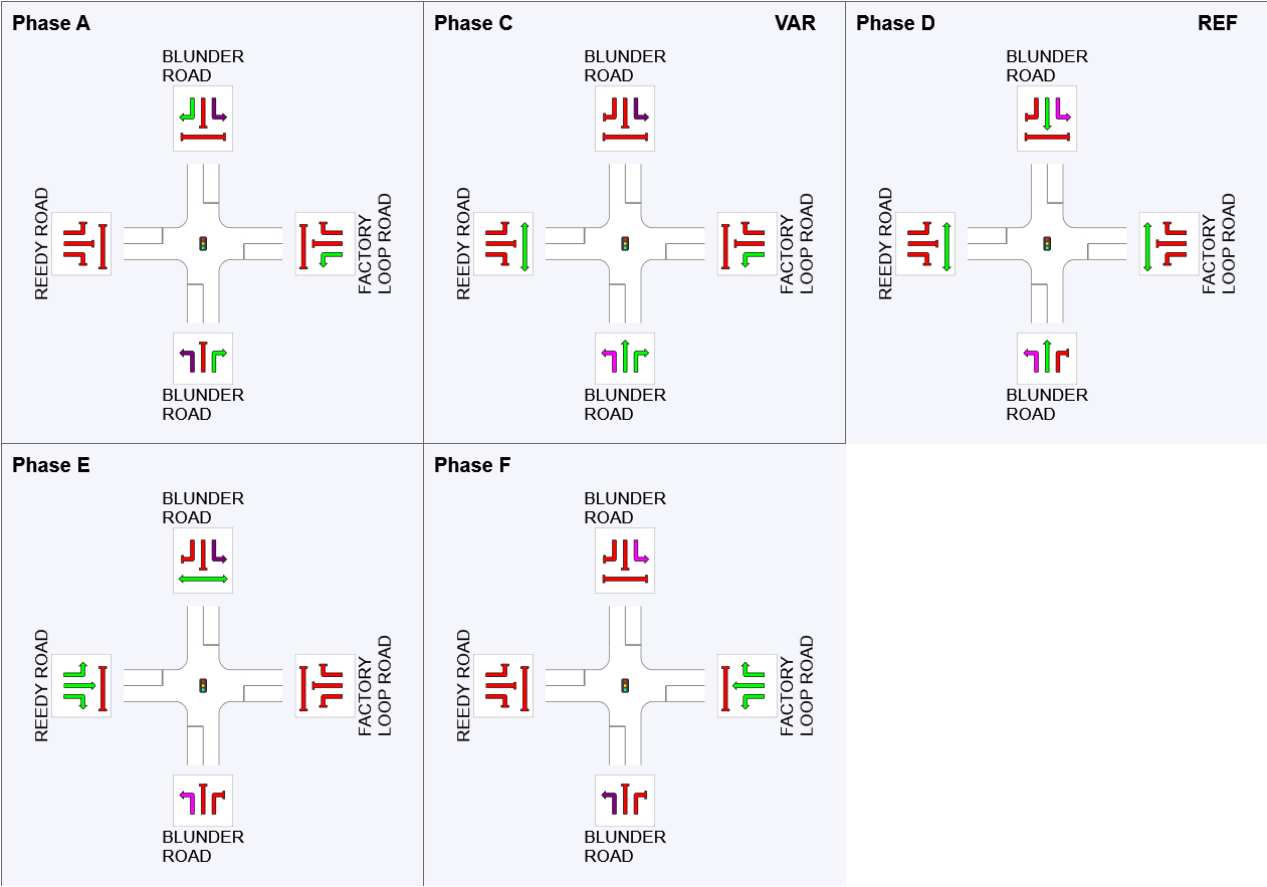
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import
Reference Phase: Phase D
Input Phase Sequence: A, B*, C*, D, E, F
Output Phase Sequence: A, C*, D, E, F
(* Variable Phase)

Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	80	92	0	46	67
Green Time (sec)	6	12	40	15	7
Phase Time (sec)	12	18	46	21	13
Phase Split	11%	16%	42%	19%	12%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

PHASING SUMMARY

Site: 101 [SITE 2 PM: BLUNDER RD / BOUNDARY RD (Site Folder: 2025 BASE GROWN TRAFFIC)]

Network: N101 [BG 2025 PM (Network Folder: BACKGROUND 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

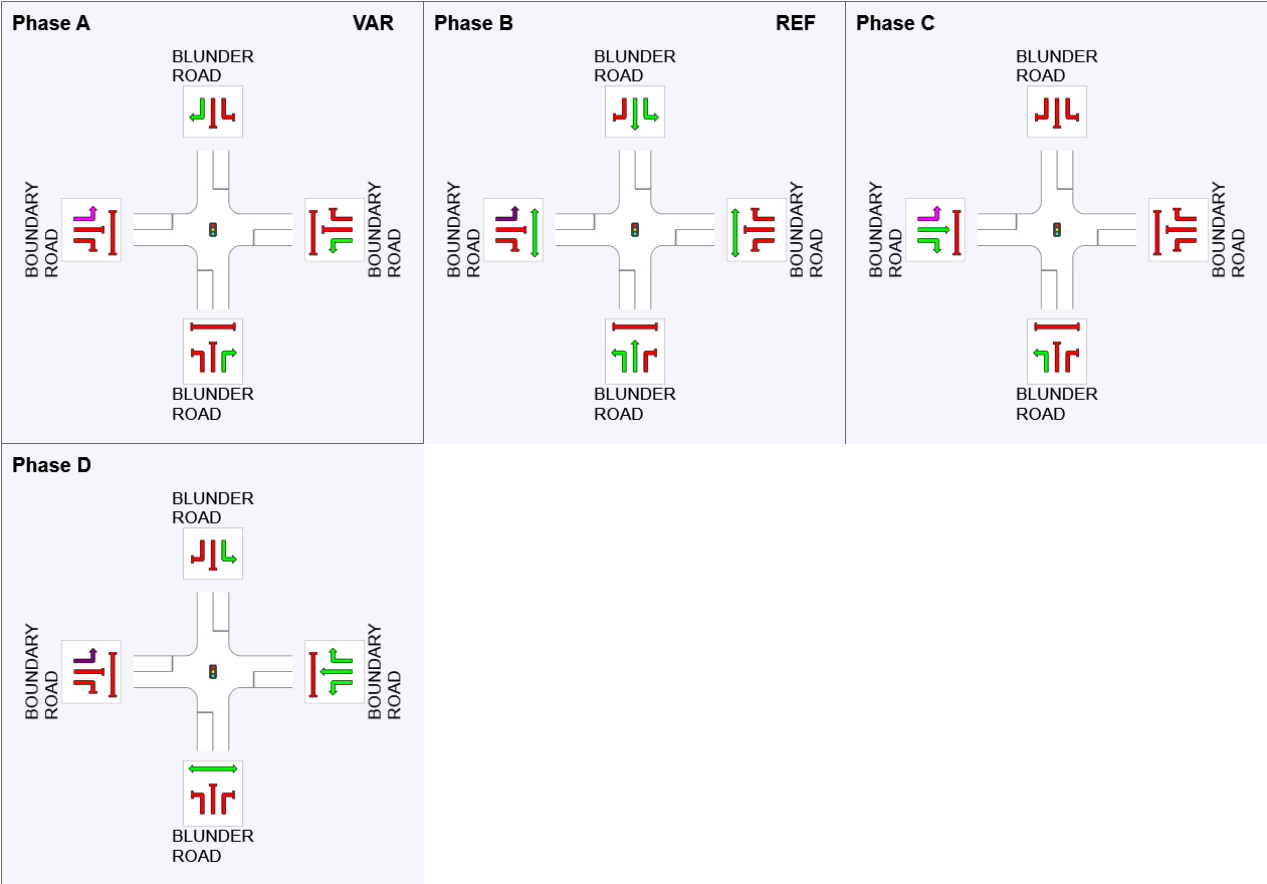
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import (2)
Reference Phase: Phase B
Input Phase Sequence: A*, B, C, D
Output Phase Sequence: A*, B, C, D
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	93	0	46	62
Green Time (sec)	11	40	10	25
Phase Time (sec)	17	46	16	31
Phase Split	15%	42%	15%	28%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

MOVEMENT SUMMARY

Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2025 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2025 AM (Network Folder: DESIGN 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	164	20.7	164	20.7	0.115	5.9	LOS A	0.1	0.9	0.02	0.55	0.02	51.3
2	T1	1034	3.1	1034	3.1	* 0.578	12.3	LOS B	15.3	109.7	0.49	0.44	0.49	41.8
3	R2	72	6.9	72	6.9	0.373	56.6	LOS E	3.6	26.9	0.94	0.76	0.94	26.1
Approach		1270	5.6	1270	5.6	0.578	14.0	LOS B	15.3	109.7	0.45	0.47	0.45	41.2
East: FACTORY LOOP ROAD														
4	L2	400	6.3	400	6.3	0.516	47.0	LOS D	9.6	70.8	0.93	0.81	0.93	23.8
5	T1	32	12.5	32	12.5	0.325	57.8	LOS E	1.8	13.7	1.00	0.72	1.00	30.9
6	R2	37	5.4	37	5.4	* 0.379	63.7	LOS E	2.1	15.1	1.00	0.73	1.00	24.4
Approach		469	6.6	469	6.6	0.516	49.1	LOS D	9.6	70.8	0.94	0.80	0.94	24.6
North: BLUNDER ROAD														
7	L2	67	6.0	67	6.0	0.045	5.8	LOS A	0.0	0.3	0.02	0.55	0.02	52.1
8	T1	697	4.4	697	4.4	0.393	15.3	LOS B	9.1	66.3	0.51	0.44	0.51	29.7
9	R2	1	0.0	1	0.0	* 0.010	60.0	LOS E	0.1	0.4	0.94	0.58	0.94	25.3
Approach		765	4.6	765	4.6	0.393	14.5	LOS B	9.1	66.3	0.47	0.45	0.47	32.8
West: REEDY ROAD														
10	L2	3	66.7	3	66.7	0.017	51.4	LOS D	0.1	1.6	0.89	0.64	0.89	25.2
11	T1	1	0.0	1	0.0	0.004	43.7	LOS D	0.0	0.3	0.88	0.52	0.88	35.0
12	R2	3	0.0	3	0.0	0.012	49.8	LOS D	0.1	1.0	0.89	0.63	0.89	23.2
Approach		7	28.6	7	28.6	0.017	49.6	LOS D	0.1	1.6	0.89	0.62	0.89	26.0
All Vehicles		2511	5.5	2511	5.5	0.578	20.8	LOS C	15.3	109.7	0.55	0.53	0.55	34.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: FACTORY LOOP ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
North: BLUNDER ROAD											
P3	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
West: REEDY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

MOVEMENT SUMMARY

 Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2025 BASE + DEV TRAFFIC)]

 Network: N101 [DESIGN 2025 AM (Network Folder: DESIGN 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist m				km/h
South: BLUNDER ROAD														
1	L2	119	9.2	119	9.2	* 0.883	45.3	LOS D	33.9	248.0	0.96	0.97	1.10	35.2
2	T1	1016	4.3	1016	4.3	0.883	39.6	LOS D	33.9	248.0	0.90	0.92	1.06	26.1
3	R2	145	13.8	145	13.8	* 0.858	66.5	LOS E	8.6	67.1	1.00	0.94	1.32	24.5
Approach		1280	5.9	1280	5.9	0.883	43.2	LOS D	33.9	248.0	0.92	0.93	1.09	27.0
East: BOUNDARY ROAD														
4	L2	45	42.2	45	42.2	0.099	35.2	LOS D	1.7	16.2	0.74	0.72	0.74	33.5
5	T1	112	41.1	112	41.1	0.445	46.1	LOS D	5.6	53.0	0.95	0.76	0.95	30.8
6	R2	40	17.5	40	17.5	0.148	49.0	LOS D	1.9	15.1	0.89	0.73	0.89	16.4
Approach		197	36.5	197	36.5	0.445	44.2	LOS D	5.6	53.0	0.89	0.74	0.89	29.1
North: BLUNDER ROAD														
7	L2	61	19.7	61	19.7	* 0.156	16.8	LOS B	1.7	13.1	0.54	0.58	0.54	37.3
8	T1	768	4.2	768	4.2	0.629	25.6	LOS C	13.7	99.6	0.71	0.62	0.71	37.9
9	R2	140	5.0	140	5.0	0.781	62.6	LOS E	7.9	57.6	1.00	0.87	1.17	24.5
Approach		969	5.3	969	5.3	0.781	30.4	LOS C	13.7	99.6	0.74	0.65	0.76	35.1
West: BOUNDARY ROAD														
10	L2	110	12.7	110	12.7	0.133	12.2	LOS B	2.0	15.6	0.42	0.66	0.42	43.3
11	T1	195	40.5	195	40.5	0.869	61.4	LOS E	12.0	113.1	1.00	1.06	1.39	26.5
12	R2	92	15.2	92	15.2	0.378	52.9	LOS D	4.6	36.4	0.95	0.78	0.95	31.5
Approach		397	27.0	397	27.0	0.869	45.8	LOS D	12.0	113.1	0.83	0.88	1.02	30.1
All Vehicles		2843	10.7	2843	10.7	0.883	39.3	LOS D	33.9	248.0	0.84	0.82	0.96	30.2

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist m			sec	m	m/sec
South: BLUNDER ROAD											
P1	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	221.7	224.1	1.01
East: BOUNDARY ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	217.3	218.5	1.01
West: BOUNDARY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	212.4	212.1	1.00

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	217.1	218.2	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

PHASING SUMMARY

Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2025 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2025 AM (Network Folder: DESIGN 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import
Reference Phase: Phase D
Input Phase Sequence: A, B*, C*, D, E, F
Output Phase Sequence: A, C*, D, E, F
(* Variable Phase)

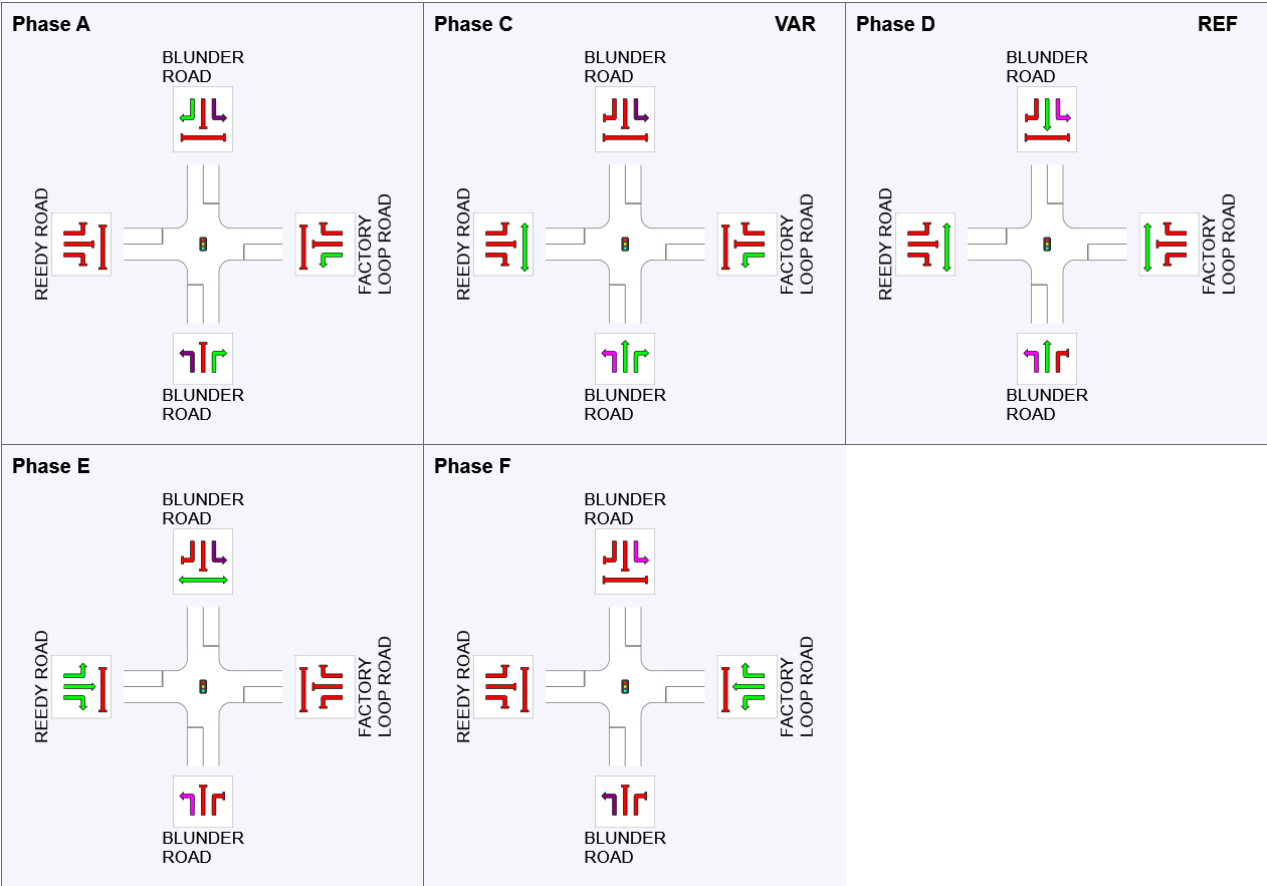
Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	92	104	0	59	80
Green Time (sec)	6	***	53	15	6
Phase Time (sec)	12	6	59	21	12
Phase Split	11%	5%	54%	19%	11%

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

*** No green time has been calculated for this phase because the next phase starts during its intergreen time.
This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.
If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

PHASING SUMMARY

Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2025 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2025 AM (Network Folder: DESIGN 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

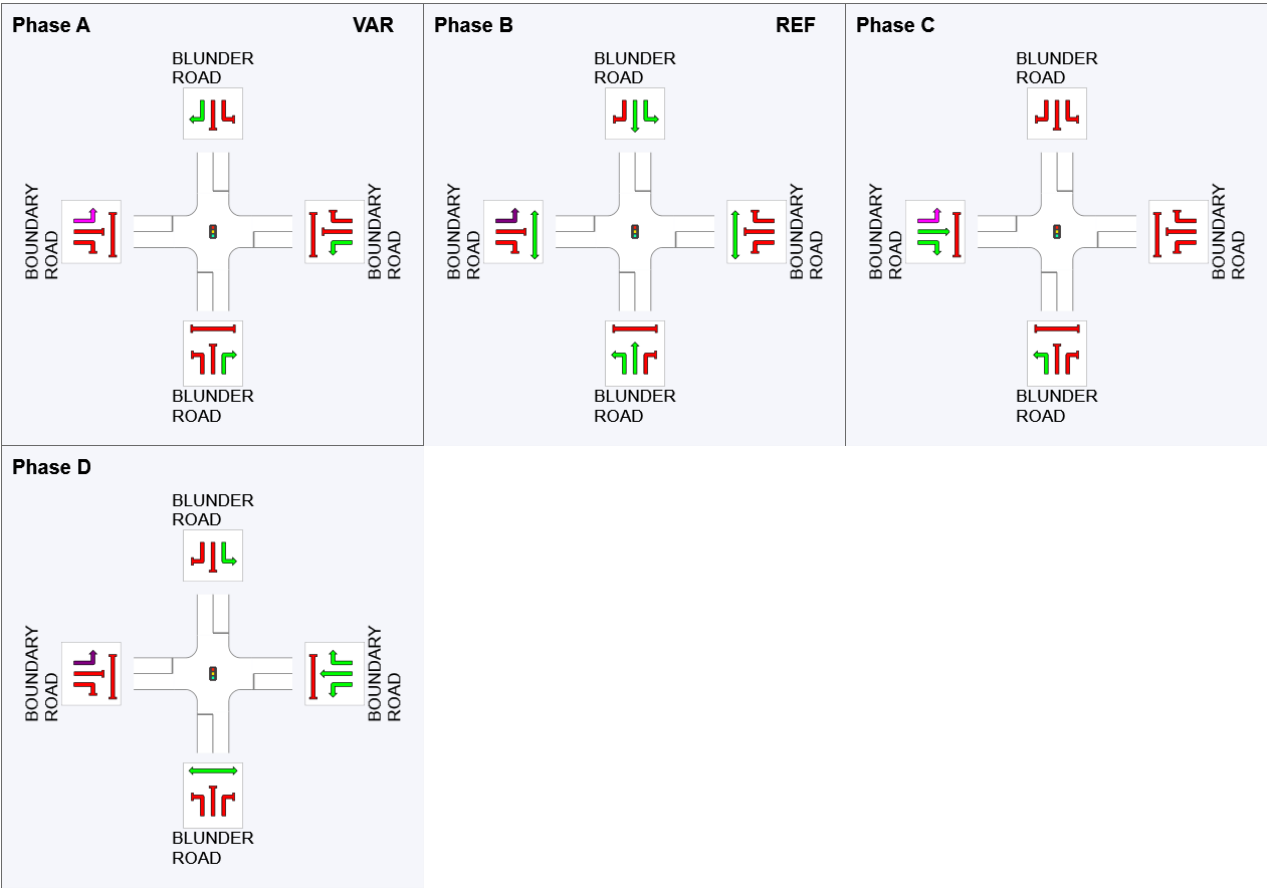
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A*, B, C, D
Output Phase Sequence: A*, B, C, D
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	93	0	47	69
Green Time (sec)	11	41	16	18
Phase Time (sec)	17	47	22	24
Phase Split	15%	43%	20%	22%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

MOVEMENT SUMMARY

Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2025 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2025 PM (Network Folder: DESIGN 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	253	11.9	253	11.9	0.174	5.9	LOS A	0.2	1.6	0.03	0.55	0.03	51.7
2	T1	850	1.5	850	1.5	0.594	18.1	LOS B	17.1	121.1	0.60	0.53	0.60	36.5
3	R2	91	0.0	91	0.0	0.317	51.1	LOS D	4.2	29.7	0.89	0.76	0.89	27.6
Approach		1194	3.6	1194	3.6	0.594	18.0	LOS B	17.1	121.1	0.50	0.55	0.50	38.5
East: FACTORY LOOP ROAD														
4	L2	718	2.1	718	2.1	* 0.677	39.6	LOS D	16.8	119.7	0.92	0.85	0.92	26.3
5	T1	64	4.7	64	4.7	0.266	47.9	LOS D	3.2	23.2	0.94	0.72	0.94	33.7
6	R2	79	0.0	79	0.0	0.334	54.1	LOS D	4.0	27.9	0.95	0.76	0.95	26.9
Approach		861	2.1	861	2.1	0.677	41.6	LOS D	16.8	119.7	0.92	0.83	0.92	27.2
North: BLUNDER ROAD														
7	L2	81	3.7	81	3.7	0.055	5.8	LOS A	0.1	0.4	0.02	0.55	0.02	52.2
8	T1	784	3.4	784	3.4	* 0.693	29.5	LOS C	17.2	124.2	0.81	0.71	0.81	20.2
9	R2	13	0.0	13	0.0	0.128	61.9	LOS E	0.7	4.8	0.96	0.68	0.96	24.9
Approach		878	3.4	878	3.4	0.693	27.8	LOS C	17.2	124.2	0.74	0.69	0.74	23.7
West: REEDY ROAD														
10	L2	6	0.0	6	0.0	0.024	50.0	LOS D	0.3	2.0	0.89	0.65	0.89	27.8
11	T1	5	20.0	5	20.0	0.021	44.6	LOS D	0.2	1.9	0.89	0.59	0.89	34.8
12	R2	13	0.0	13	0.0	* 0.060	50.9	LOS D	0.6	4.3	0.90	0.69	0.90	22.8
Approach		24	4.2	24	4.2	0.060	49.4	LOS D	0.6	4.3	0.89	0.66	0.89	27.1
All Vehicles		2957	3.1	2957	3.1	0.693	28.0	LOS C	17.2	124.2	0.70	0.68	0.70	30.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: FACTORY LOOP ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
North: BLUNDER ROAD											
P3	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
West: REEDY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

MOVEMENT SUMMARY

Site: 101 [SITE 2 PM: BLUNDER RD / BOUNDARY RD (Site Folder: 2025 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2025 PM (Network Folder: DESIGN 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	78	2.6	78	2.6	0.657	34.0	LOS C	18.3	131.7	0.80	0.72	0.80	39.7
2	T1	797	3.3	797	3.3	0.657	28.5	LOS C	18.3	131.7	0.79	0.70	0.79	31.0
3	R2	49	14.3	49	14.3	0.266	56.0	LOS E	2.4	19.1	0.93	0.74	0.93	26.9
Approach		924	3.8	924	3.8	0.657	30.4	LOS C	18.3	131.7	0.80	0.70	0.80	31.7
East: BOUNDARY ROAD														
4	L2	208	3.4	208	3.4	0.300	32.3	LOS C	7.7	55.8	0.74	0.77	0.74	35.6
5	T1	342	11.1	342	11.1	* 0.973	90.2	LOS F	27.1	207.5	1.00	1.36	1.78	21.0
6	R2	212	6.6	212	6.6	0.548	47.4	LOS D	10.3	76.0	0.94	0.82	0.94	16.7
Approach		762	7.7	762	7.7	0.973	62.5	LOS E	27.1	207.5	0.91	1.05	1.26	23.4
North: BLUNDER ROAD														
7	L2	67	3.0	67	3.0	0.237	23.4	LOS C	4.1	29.0	0.59	0.60	0.59	35.1
8	T1	1172	2.1	1172	2.1	* 0.952	56.8	LOS E	34.2	244.0	0.86	1.05	1.24	26.2
9	R2	178	2.8	178	2.8	* 0.896	68.6	LOS E	10.8	77.6	1.00	0.98	1.39	23.2
Approach		1417	2.3	1417	2.3	0.952	56.7	LOS E	34.2	244.0	0.86	1.02	1.23	26.0
West: BOUNDARY ROAD														
10	L2	131	2.3	131	2.3	0.156	12.5	LOS B	2.5	17.7	0.44	0.67	0.44	42.9
11	T1	70	21.4	70	21.4	0.450	53.7	LOS D	3.7	31.1	0.99	0.76	0.99	28.5
12	R2	146	6.2	146	6.2	* 0.903	73.4	LOS E	9.3	68.2	1.00	1.04	1.58	26.9
Approach		347	7.8	347	7.8	0.903	46.4	LOS D	9.3	68.2	0.79	0.84	1.03	30.0
All Vehicles		3450	4.4	3450	4.4	0.973	49.9	LOS D	34.2	244.0	0.85	0.92	1.10	26.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: BLUNDER ROAD											
P1	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	221.7	224.1	1.01
East: BOUNDARY ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	217.3	218.5	1.01
West: BOUNDARY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	212.4	212.1	1.00

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	217.1	218.2	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

PHASING SUMMARY

Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2025 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2025 PM (Network Folder: DESIGN 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

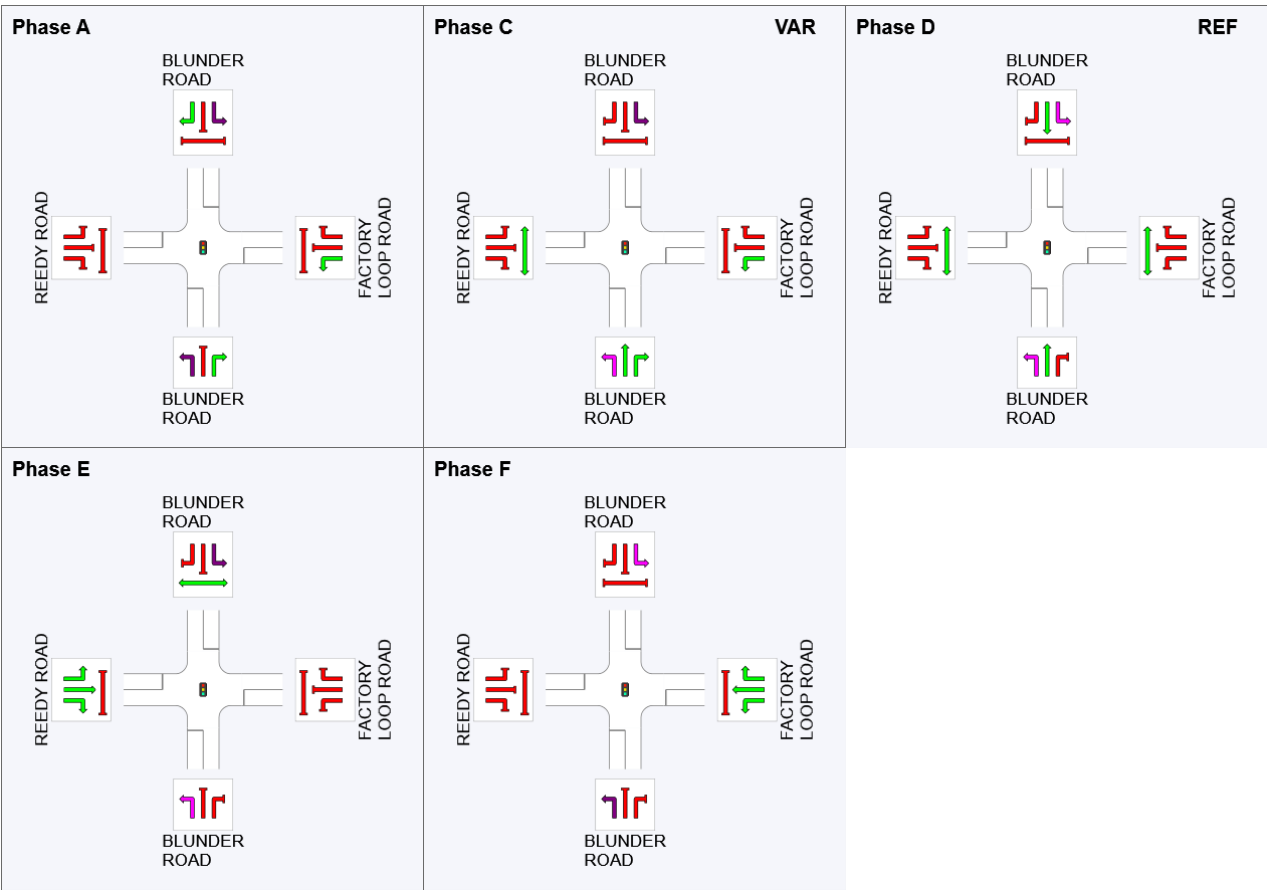
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import
Reference Phase: Phase D
Input Phase Sequence: A, B*, C*, D, E, F
Output Phase Sequence: A, C*, D, E, F
(* Variable Phase)

Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	87	99	0	46	67
Green Time (sec)	6	5	40	15	14
Phase Time (sec)	12	11	46	21	20
Phase Split	11%	10%	42%	19%	18%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

PHASING SUMMARY

Site: 101 [SITE 2 PM: BLUNDER RD / BOUNDARY RD (Site Folder: 2025 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2025 PM (Network Folder: DESIGN 2025)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

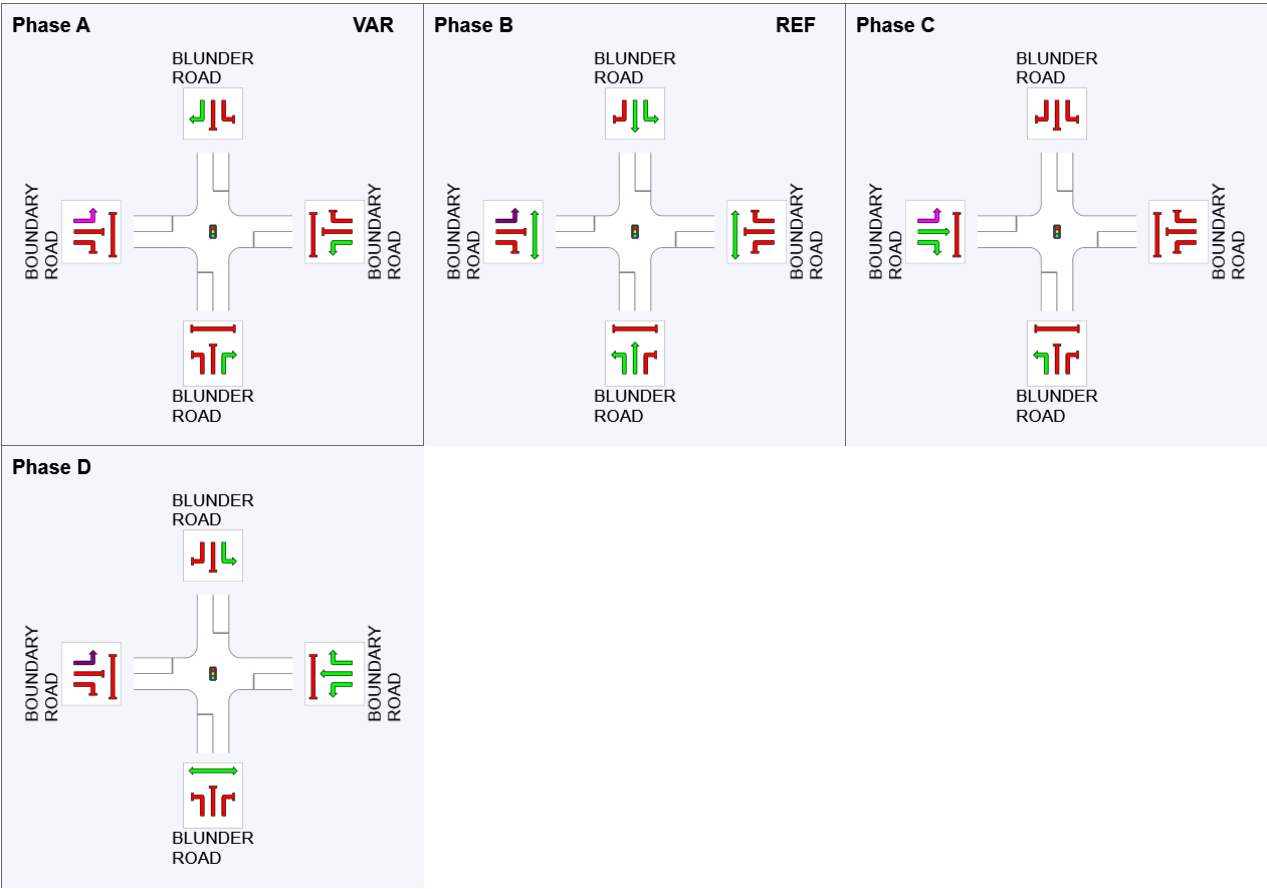
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import (2)
Reference Phase: Phase B
Input Phase Sequence: A*, B, C, D
Output Phase Sequence: A*, B, C, D
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	92	0	46	62
Green Time (sec)	12	40	10	24
Phase Time (sec)	18	46	16	30
Phase Split	16%	42%	15%	27%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

MOVEMENT SUMMARY

Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2035 BASE GROWN TRAFFIC)]

Network: N101 [BG 2035 AM (Network Folder: BACKGROUND 2035)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	180	21.1	180	21.1	0.127	5.9	LOS A	0.1	1.1	0.02	0.55	0.02	51.3
2	T1	1142	3.2	1142	3.2	* 0.642	12.9	LOS B	18.4	132.2	0.52	0.47	0.52	41.2
3	R2	78	6.4	78	6.4	0.439	58.1	LOS E	4.0	29.8	0.96	0.76	0.96	25.7
Approach		1400	5.6	1400	5.6	0.642	14.5	LOS B	18.4	132.2	0.48	0.50	0.48	40.7
East: FACTORY LOOP ROAD														
4	L2	430	6.5	430	6.5	0.579	48.5	LOS D	10.6	78.2	0.95	0.82	0.95	23.4
5	T1	36	11.1	36	11.1	* 0.363	57.9	LOS E	2.0	15.3	1.00	0.73	1.00	30.9
6	R2	14	14.3	14	14.3	0.152	62.6	LOS E	0.8	6.0	0.98	0.69	0.98	24.4
Approach		480	7.1	480	7.1	0.579	49.6	LOS D	10.6	78.2	0.96	0.81	0.96	24.2
North: BLUNDER ROAD														
7	L2	74	5.4	74	5.4	0.050	5.8	LOS A	0.1	0.4	0.02	0.55	0.02	52.1
8	T1	753	4.5	753	4.5	0.419	14.8	LOS B	9.9	71.7	0.50	0.44	0.50	30.2
9	R2	1	0.0	1	0.0	* 0.010	60.0	LOS E	0.1	0.4	0.94	0.58	0.94	25.3
Approach		828	4.6	828	4.6	0.419	14.0	LOS B	9.9	71.7	0.46	0.45	0.46	33.4
West: REEDY ROAD														
10	L2	3	66.7	3	66.7	0.017	51.4	LOS D	0.1	1.6	0.89	0.64	0.89	25.2
11	T1	1	0.0	1	0.0	0.004	43.7	LOS D	0.0	0.3	0.88	0.52	0.88	35.0
12	R2	3	0.0	3	0.0	0.012	49.8	LOS D	0.1	1.0	0.89	0.63	0.89	23.2
Approach		7	28.6	7	28.6	0.017	49.6	LOS D	0.1	1.6	0.89	0.62	0.89	26.0
All Vehicles		2715	5.6	2715	5.6	0.642	20.7	LOS C	18.4	132.2	0.56	0.54	0.56	34.2

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: FACTORY LOOP ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
North: BLUNDER ROAD											
P3	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
West: REEDY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

MOVEMENT SUMMARY

 Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2035 BASE GROWN TRAFFIC)]

 Network: N101 [BG 2035 AM (Network Folder: BACKGROUND 2035)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	130	8.5	130	8.5	* 0.947	61.0	LOS E	46.0	335.7	1.00	1.13	1.32	30.6
2	T1	1123	4.3	1123	4.3	0.947	55.8	LOS E	46.0	335.7	0.94	1.11	1.29	21.3
3	R2	150	13.3	150	13.3	* 0.973	90.3	LOS F	10.8	84.3	1.00	1.18	1.85	20.4
Approach		1403	5.6	1403	5.6	0.973	60.0	LOS E	46.0	335.7	0.95	1.12	1.35	22.2
East: BOUNDARY ROAD														
4	L2	49	38.8	49	38.8	0.109	36.1	LOS D	1.9	17.5	0.75	0.72	0.75	33.3
5	T1	123	40.7	123	40.7	0.487	46.5	LOS D	6.2	58.5	0.96	0.77	0.96	30.6
6	R2	43	16.3	43	16.3	0.158	49.1	LOS D	2.0	16.1	0.89	0.73	0.89	16.3
Approach		215	35.3	215	35.3	0.487	44.6	LOS D	6.2	58.5	0.90	0.75	0.90	29.0
North: BLUNDER ROAD														
7	L2	50	24.0	50	24.0	* 0.165	19.2	LOS B	2.1	16.0	0.54	0.56	0.54	35.6
8	T1	840	4.3	840	4.3	0.664	25.0	LOS C	14.8	107.4	0.71	0.62	0.71	38.3
9	R2	152	4.6	152	4.6	0.930	74.8	LOS E	9.7	70.7	1.00	1.05	1.57	22.0
Approach		1042	5.3	1042	5.3	0.930	32.0	LOS C	14.8	107.4	0.74	0.68	0.83	34.4
West: BOUNDARY ROAD														
10	L2	120	11.7	120	11.7	0.153	14.2	LOS B	2.5	19.6	0.48	0.68	0.48	41.4
11	T1	213	40.4	213	40.4	0.948	80.0	LOS F	15.4	145.0	1.00	1.27	1.75	22.6
12	R2	101	13.9	101	13.9	0.411	53.1	LOS D	5.1	39.8	0.95	0.78	0.95	31.5
Approach		434	26.3	434	26.3	0.948	55.6	LOS E	15.4	145.0	0.84	0.99	1.21	27.3
All Vehicles		3094	10.5	3094	10.5	0.973	48.9	LOS D	46.0	335.7	0.86	0.93	1.12	27.0

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped	Dist]			sec	m	m/sec
					ped	m					
South: BLUNDER ROAD											
P1	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	221.7	224.1	1.01
East: BOUNDARY ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	217.3	218.5	1.01
West: BOUNDARY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	212.4	212.1	1.00

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	217.1	218.2	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

PHASING SUMMARY

Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2035 BASE GROWN TRAFFIC)]

Network: N101 [BG 2035 AM (Network Folder: BACKGROUND 2035)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: Leading Right Turn - Import

Reference Phase: Phase D

Input Phase Sequence: A, B*, C*, D, E, F

Output Phase Sequence: A, C*, D, E, F

(* Variable Phase)

Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	93	105	0	60	81
Green Time (sec)	6	***	54	15	6
Phase Time (sec)	12	5	60	21	12
Phase Split	11%	5%	55%	19%	11%

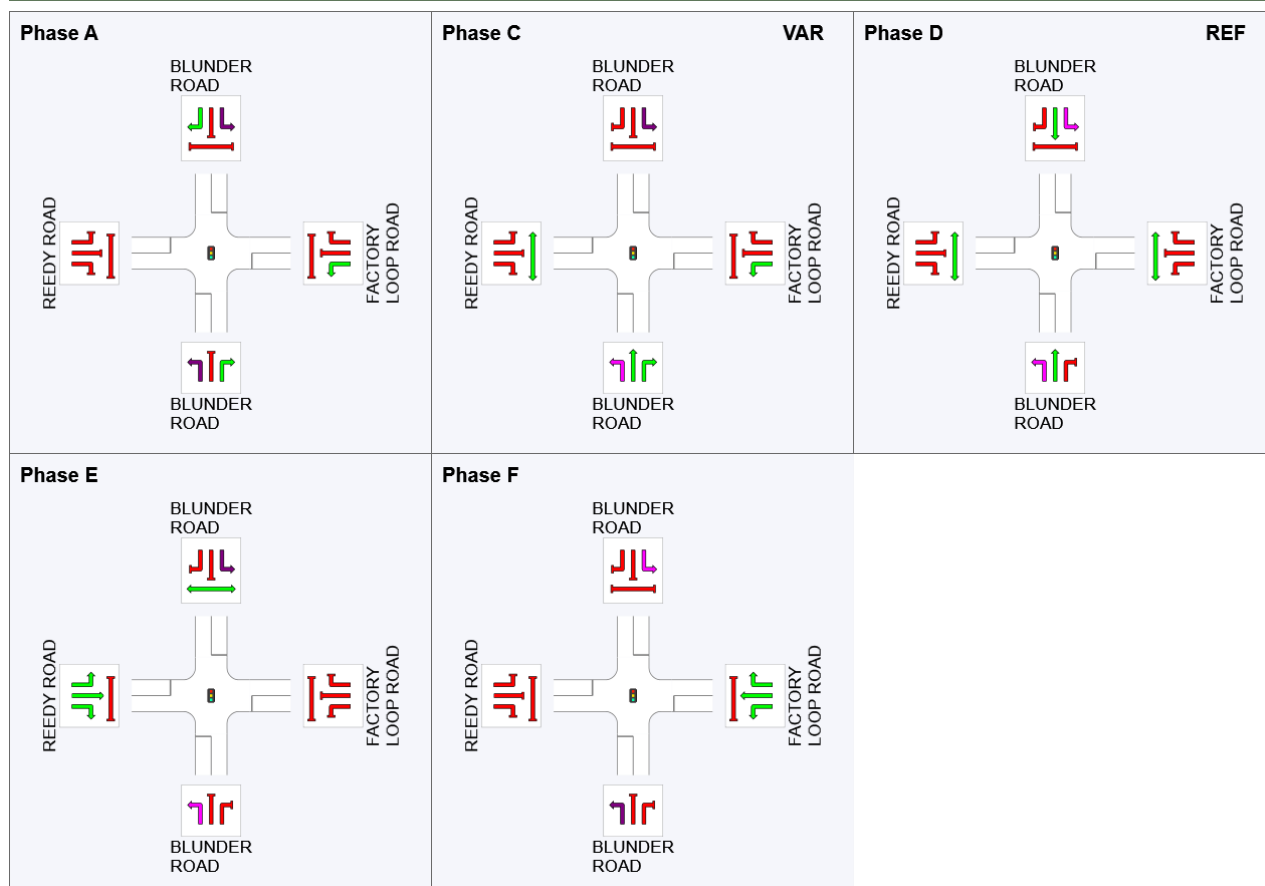
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified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

*** No green time has been calculated for this phase because the next phase starts during its intergreen time.

This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.

If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

PHASING SUMMARY

Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2035 BASE GROWN TRAFFIC)]

Network: N101 [BG 2035 AM (Network Folder: BACKGROUND 2035)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

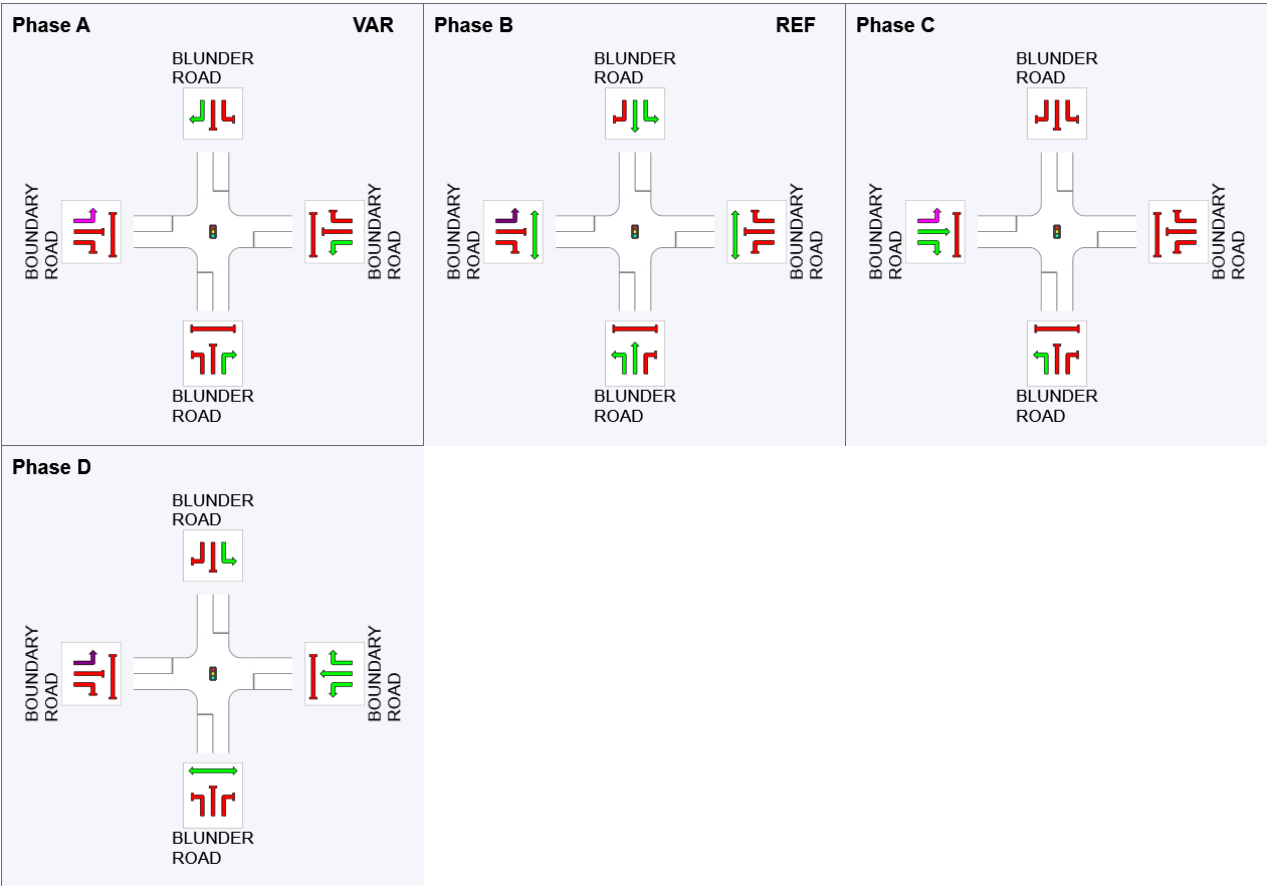
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A*, B, C, D
Output Phase Sequence: A*, B, C, D
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	94	0	48	70
Green Time (sec)	10	42	16	18
Phase Time (sec)	16	48	22	24
Phase Split	15%	44%	20%	22%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

MOVEMENT SUMMARY

Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2035 BASE GROWN TRAFFIC)]

Network: N101 [BG 2035 PM (Network Folder: BACKGROUND 2035)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	277	11.9	277	11.9	0.190	5.9	LOS A	0.2	1.8	0.03	0.55	0.03	51.7
2	T1	946	1.5	946	1.5	0.652	17.9	LOS B	19.9	140.9	0.62	0.55	0.62	36.7
3	R2	100	0.0	100	0.0	0.329	50.2	LOS D	4.6	32.3	0.88	0.76	0.88	27.9
Approach		1323	3.6	1323	3.6	0.652	17.8	LOS B	19.9	140.9	0.51	0.56	0.51	38.6
East: FACTORY LOOP ROAD														
4	L2	771	2.1	771	2.1	* 0.778	44.5	LOS D	20.0	142.4	0.96	0.90	1.04	24.6
5	T1	71	2.8	71	2.8	0.314	49.3	LOS D	3.6	25.8	0.96	0.73	0.96	33.3
6	R2	34	0.0	34	0.0	0.155	53.7	LOS D	1.7	11.8	0.93	0.72	0.93	27.0
Approach		876	2.1	876	2.1	0.778	45.2	LOS D	20.0	142.4	0.96	0.88	1.03	25.7
North: BLUNDER ROAD														
7	L2	89	3.4	89	3.4	0.061	5.8	LOS A	0.1	0.5	0.02	0.55	0.02	52.2
8	T1	838	3.6	838	3.6	* 0.799	34.3	LOS C	21.1	152.2	0.87	0.82	0.94	18.2
9	R2	13	0.0	13	0.0	0.128	61.9	LOS E	0.7	4.8	0.96	0.68	0.96	24.9
Approach		940	3.5	940	3.5	0.799	32.0	LOS C	21.1	152.2	0.79	0.79	0.86	21.8
West: REEDY ROAD														
10	L2	6	0.0	6	0.0	0.024	50.0	LOS D	0.3	2.0	0.89	0.65	0.89	27.8
11	T1	5	20.0	5	20.0	0.021	44.6	LOS D	0.2	1.9	0.89	0.59	0.89	34.8
12	R2	13	0.0	13	0.0	* 0.064	51.1	LOS D	0.6	4.3	0.90	0.69	0.90	22.8
Approach		24	4.2	24	4.2	0.064	49.5	LOS D	0.6	4.3	0.90	0.66	0.90	27.0
All Vehicles		3163	3.1	3163	3.1	0.799	29.9	LOS C	21.1	152.2	0.72	0.72	0.76	29.4

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: FACTORY LOOP ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
North: BLUNDER ROAD											
P3	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
West: REEDY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

■ **Site: 101 [SITE 2 PM: BLUNDER RD / BOUNDARY RD (Site Folder: 2035 BASE GROWN TRAFFIC)]**
■ **Network: N101 [BG 2035 PM (Network Folder: BACKGROUND 2035)]**

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped	Dist]			sec	m	m/sec
					ped	m					
South: BLUNDER ROAD											
P1	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	221.7	224.1	1.01
East: BOUNDARY ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	217.3	218.5	1.01
West: BOUNDARY ROAD											

P4 Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	212.4	212.1	1.00
All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	217.1	218.2	1.01

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

PHASING SUMMARY

Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2035 BASE GROWN TRAFFIC)]

Network: N101 [BG 2035 PM (Network Folder: BACKGROUND 2035)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

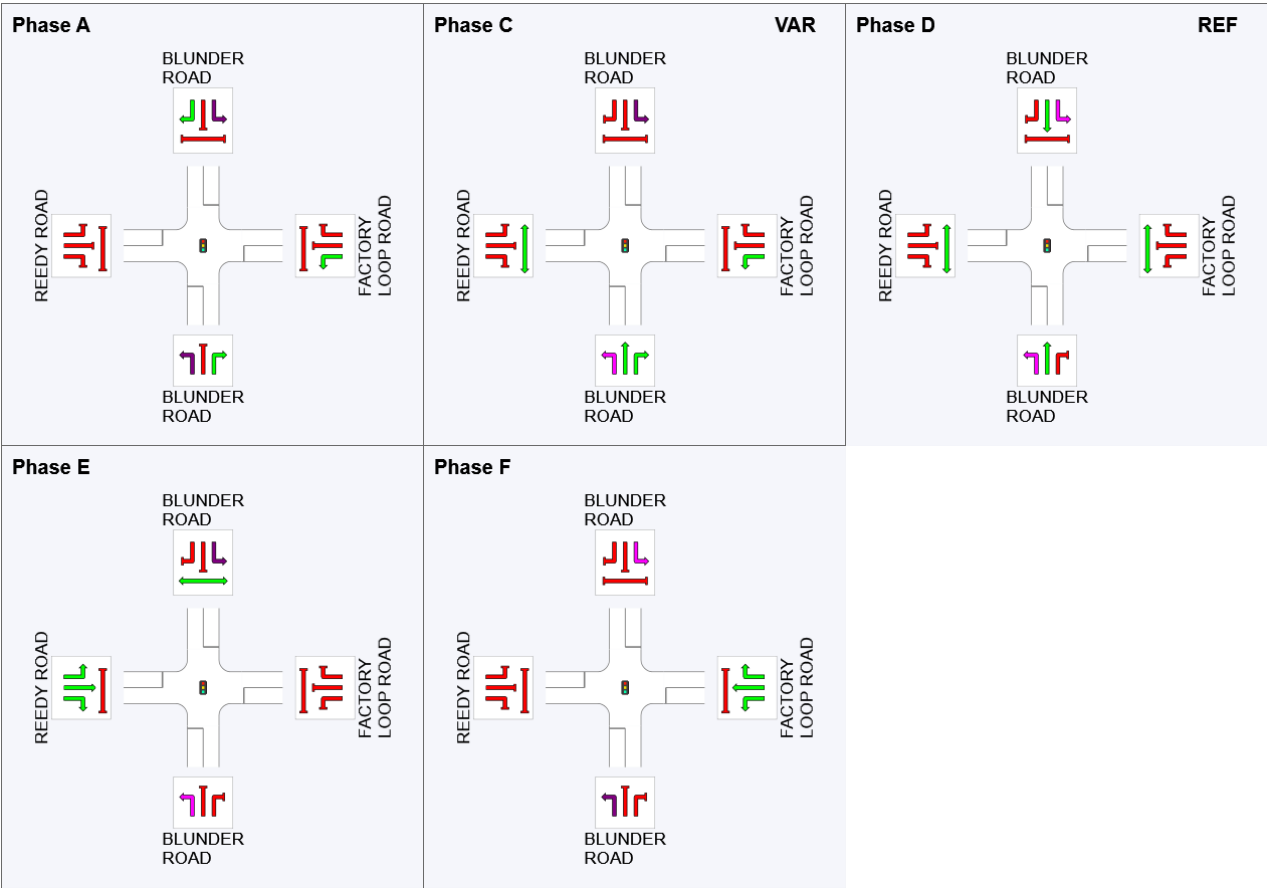
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import
Reference Phase: Phase D
Input Phase Sequence: A, B*, C*, D, E, F
Output Phase Sequence: A, C*, D, E, F
(* Variable Phase)

Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	86	98	0	46	67
Green Time (sec)	6	6	40	15	13
Phase Time (sec)	12	12	46	21	19
Phase Split	11%	11%	42%	19%	17%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

PHASING SUMMARY

 Site: 101 [SITE 2 PM: BLUNDER RD / BOUNDARY RD (Site Folder: 2035 BASE GROWN TRAFFIC)]

 Network: N101 [BG 2035 PM (Network Folder: BACKGROUND 2035)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

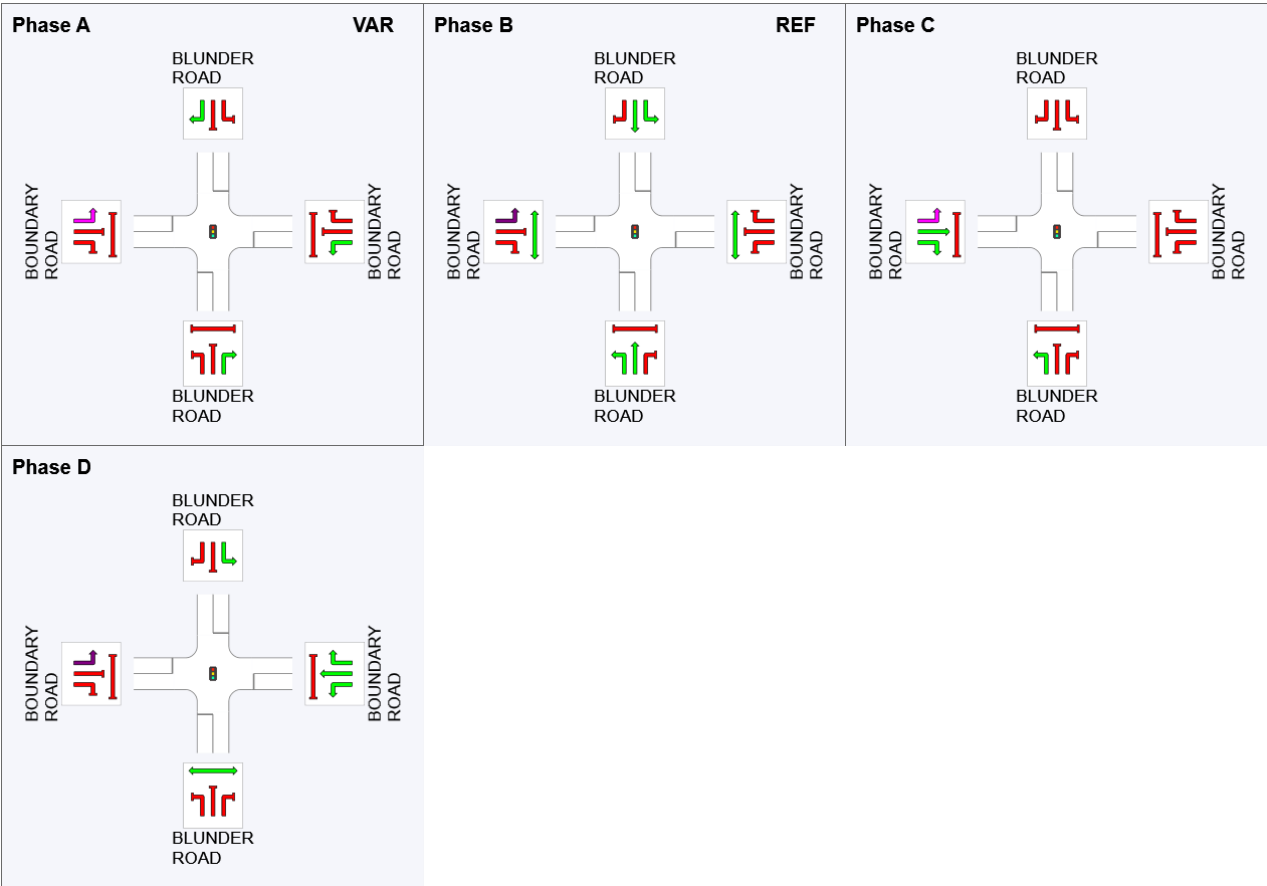
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import (2)
Reference Phase: Phase B
Input Phase Sequence: A*, B, C, D
Output Phase Sequence: A*, B, C, D
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	93	0	44	60
Green Time (sec)	11	38	10	27
Phase Time (sec)	17	44	16	33
Phase Split	15%	40%	15%	30%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

MOVEMENT SUMMARY

 Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2035 BASE + DEV TRAFFIC)]

 Network: N101 [DESIGN 2035 AM (Network Folder: DESIGN 2035)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	180	21.1	180	21.1	0.127	5.9	LOS A	0.1	1.1	0.02	0.55	0.02	51.3
2	T1	1135	3.2	1135	3.2	* 0.638	12.8	LOS B	18.2	130.9	0.52	0.47	0.52	41.2
3	R2	78	6.4	78	6.4	0.439	58.1	LOS E	4.0	29.8	0.96	0.76	0.96	25.7
Approach		1393	5.7	1393	5.7	0.638	14.5	LOS B	18.2	130.9	0.48	0.49	0.48	40.7
East: FACTORY LOOP ROAD														
4	L2	438	6.4	438	6.4	0.590	48.6	LOS D	10.8	79.7	0.96	0.82	0.96	23.4
5	T1	36	11.1	36	11.1	0.363	57.9	LOS E	2.0	15.3	1.00	0.73	1.00	30.9
6	R2	38	5.3	38	5.3	* 0.389	63.8	LOS E	2.1	15.5	1.00	0.73	1.00	24.4
Approach		512	6.6	512	6.6	0.590	50.4	LOS D	10.8	79.7	0.96	0.81	0.96	24.2
North: BLUNDER ROAD														
7	L2	74	5.4	74	5.4	0.050	5.8	LOS A	0.1	0.4	0.02	0.55	0.02	52.1
8	T1	764	4.5	764	4.5	0.426	14.8	LOS B	10.1	73.2	0.51	0.44	0.51	30.2
9	R2	1	0.0	1	0.0	* 0.010	60.0	LOS E	0.1	0.4	0.94	0.58	0.94	25.3
Approach		839	4.5	839	4.5	0.426	14.1	LOS B	10.1	73.2	0.46	0.45	0.46	33.3
West: REEDY ROAD														
10	L2	3	66.7	3	66.7	0.017	51.4	LOS D	0.1	1.6	0.89	0.64	0.89	25.2
11	T1	1	0.0	1	0.0	0.004	43.7	LOS D	0.0	0.3	0.88	0.52	0.88	35.0
12	R2	3	0.0	3	0.0	0.012	49.8	LOS D	0.1	1.0	0.89	0.63	0.89	23.2
Approach		7	28.6	7	28.6	0.017	49.6	LOS D	0.1	1.6	0.89	0.62	0.89	26.0
All Vehicles		2751	5.6	2751	5.6	0.638	21.1	LOS C	18.2	130.9	0.57	0.54	0.57	33.9

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: FACTORY LOOP ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
North: BLUNDER ROAD											
P3	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
West: REEDY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
-----------------	-----	------	-------	-----	-----	------	------	-------	-------	------

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

MOVEMENT SUMMARY

 Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2035 BASE + DEV TRAFFIC)]

 Network: N101 [DESIGN 2035 AM (Network Folder: DESIGN 2035)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %	v/c	sec		[Veh. veh	Dist] m				km/h
South: BLUNDER ROAD														
1	L2	130	8.5	130	8.5	* 0.968	73.2	LOS E	50.8	371.0	1.00	1.22	1.44	27.8
2	T1	1116	4.3	1116	4.3	0.968	68.2	LOS E	50.8	371.0	0.95	1.20	1.42	18.6
3	R2	159	12.6	159	12.6	* 0.933	75.7	LOS E	10.3	79.8	1.00	1.07	1.58	22.8
Approach		1405	5.6	1405	5.6	0.968	69.5	LOS E	50.8	371.0	0.96	1.19	1.44	20.3
East: BOUNDARY ROAD														
4	L2	49	38.8	49	38.8	0.106	35.3	LOS D	1.9	17.3	0.74	0.72	0.74	33.6
5	T1	123	40.7	123	40.7	0.487	46.5	LOS D	6.2	58.5	0.96	0.77	0.96	30.6
6	R2	43	16.3	43	16.3	0.158	49.1	LOS D	2.0	16.1	0.89	0.73	0.89	16.3
Approach		215	35.3	215	35.3	0.487	44.4	LOS D	6.2	58.5	0.89	0.75	0.89	29.1
North: BLUNDER ROAD														
7	L2	65	18.5	65	18.5	* 0.172	17.0	LOS B	1.9	14.5	0.54	0.58	0.54	37.4
8	T1	842	4.3	842	4.3	0.692	26.1	LOS C	15.4	111.5	0.73	0.64	0.73	37.7
9	R2	153	4.6	153	4.6	0.851	65.6	LOS E	9.0	65.1	1.00	0.93	1.29	23.8
Approach		1060	5.2	1060	5.2	0.851	31.2	LOS C	15.4	111.5	0.76	0.68	0.80	34.7
West: BOUNDARY ROAD														
10	L2	120	11.7	120	11.7	0.151	14.2	LOS B	2.5	19.5	0.48	0.68	0.48	41.4
11	T1	214	40.2	214	40.2	0.952	81.6	LOS F	15.6	147.1	1.00	1.28	1.77	22.4
12	R2	101	13.9	101	13.9	0.411	53.1	LOS D	5.1	39.8	0.95	0.78	0.95	31.5
Approach		435	26.2	435	26.2	0.952	56.4	LOS E	15.6	147.1	0.84	1.00	1.22	27.0
All Vehicles		3115	10.4	3115	10.4	0.968	52.9	LOS D	50.8	371.0	0.87	0.96	1.15	25.8

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped	Dist]			sec	m	m/sec
					ped	m					
South: BLUNDER ROAD											
P1	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	221.7	224.1	1.01
East: BOUNDARY ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	217.3	218.5	1.01
West: BOUNDARY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	212.4	212.1	1.00

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	217.1	218.2	1.01
-----------------	-----	------	-------	-----	-----	------	------	-------	-------	------

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

 Site: 101 [Site 1 AM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2035 BASE + DEV TRAFFIC)]

 Network: N101 [DESIGN 2035 AM (Network Folder: DESIGN 2035)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Timings based on settings in the Network Timing dialog

Phase Times determined by the program

Downstream lane blockage effects included in determining phase times

Phase Sequence: Leading Right Turn - Import

Reference Phase: Phase D

Input Phase Sequence: A, B*, C*, D, E, F

Output Phase Sequence: A, C*, D, E, F

(* Variable Phase)

Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	93	105	0	60	81
Green Time (sec)	6	***	54	15	6
Phase Time (sec)	12	5	60	21	12
Phase Split	11%	5%	55%	19%	11%

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

*** No green time has been calculated for this phase because the next phase starts during its intergreen time.

This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.

If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

PHASING SUMMARY

Site: 101 [SITE 2 AM: BLUNDER RD / BOUNDARY RD (Site Folder: 2035 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2035 AM (Network Folder: DESIGN 2035)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

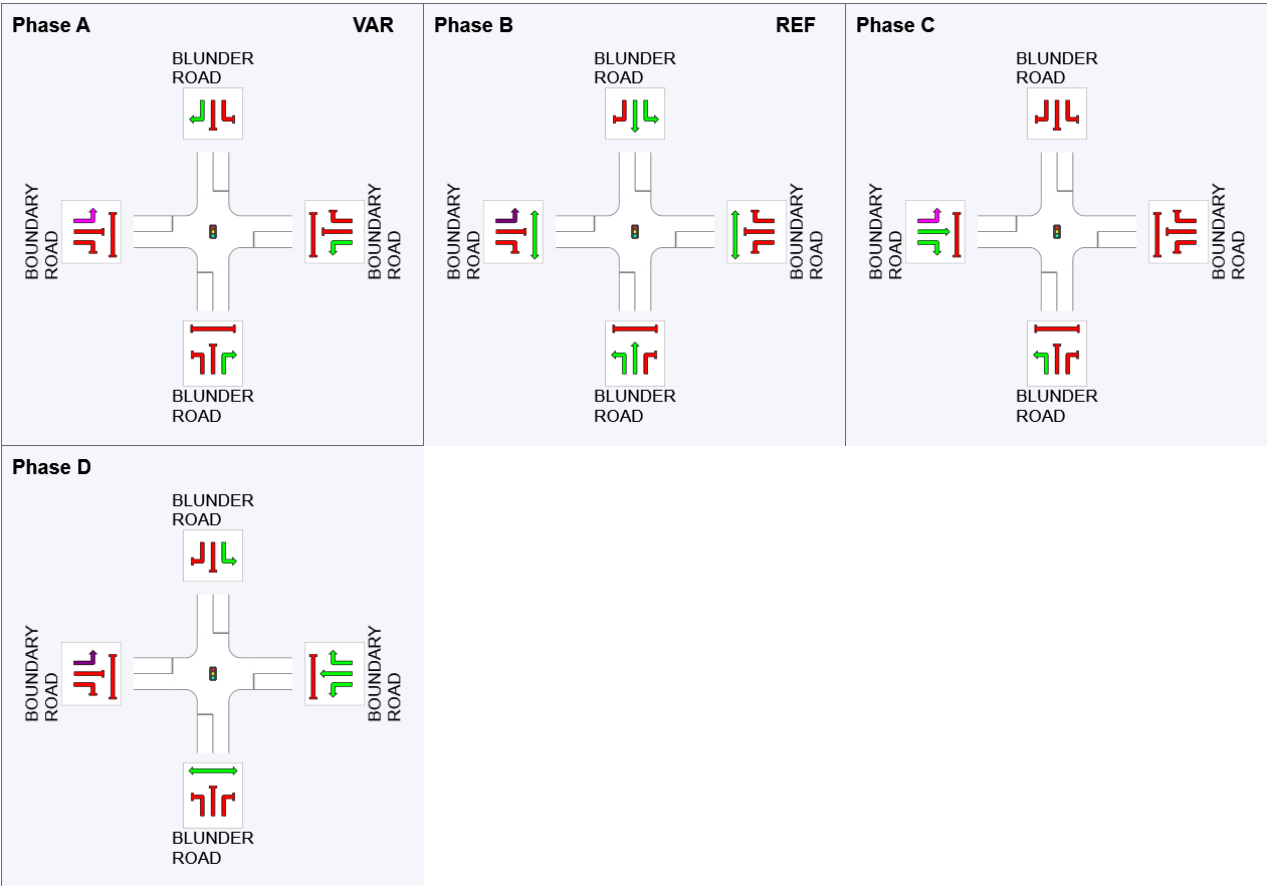
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A*, B, C, D
Output Phase Sequence: A*, B, C, D
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	93	0	47	69
Green Time (sec)	11	41	16	18
Phase Time (sec)	17	47	22	24
Phase Split	15%	43%	20%	22%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

MOVEMENT SUMMARY

 Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2035 BASE + DEV TRAFFIC)]

 Network: N101 [DESIGN 2035 PM (Network Folder: DESIGN 2035)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: BLUNDER ROAD														
1	L2	277	11.9	277	11.9	0.191	5.9	LOS A	0.2	1.8	0.03	0.55	0.03	51.7
2	T1	933	1.5	933	1.5	0.658	18.8	LOS B	20.2	143.1	0.63	0.56	0.63	36.0
3	R2	100	0.0	100	0.0	0.370	52.5	LOS D	4.8	33.5	0.91	0.77	0.91	27.2
Approach		1310	3.6	1310	3.6	0.658	18.6	LOS B	20.2	143.1	0.53	0.58	0.53	38.1
East: FACTORY LOOP ROAD														
4	L2	786	2.0	786	2.0	* 0.832	50.3	LOS D	22.3	158.9	0.99	0.94	1.15	22.9
5	T1	71	2.8	71	2.8	0.291	48.1	LOS D	3.5	25.4	0.95	0.73	0.95	33.6
6	R2	82	0.0	82	0.0	0.347	54.2	LOS D	4.1	29.0	0.95	0.77	0.95	26.9
Approach		939	1.9	939	1.9	0.832	50.5	LOS D	22.3	158.9	0.98	0.91	1.12	24.3
North: BLUNDER ROAD														
7	L2	89	3.4	89	3.4	0.061	5.8	LOS A	0.1	0.5	0.02	0.55	0.02	52.2
8	T1	858	3.5	858	3.5	* 0.814	34.6	LOS C	21.9	157.7	0.87	0.84	0.96	18.1
9	R2	13	0.0	13	0.0	0.128	61.9	LOS E	0.7	4.8	0.96	0.68	0.96	24.9
Approach		960	3.4	960	3.4	0.814	32.3	LOS C	21.9	157.7	0.80	0.81	0.87	21.6
West: REEDY ROAD														
10	L2	6	0.0	6	0.0	0.024	50.0	LOS D	0.3	2.0	0.89	0.65	0.89	27.8
11	T1	5	20.0	5	20.0	0.021	44.6	LOS D	0.2	1.9	0.89	0.59	0.89	34.8
12	R2	13	0.0	13	0.0	* 0.066	51.2	LOS D	0.6	4.4	0.90	0.69	0.90	22.8
Approach		24	4.2	24	4.2	0.066	49.5	LOS D	0.6	4.4	0.90	0.66	0.90	27.0
All Vehicles		3233	3.1	3233	3.1	0.832	32.2	LOS C	22.3	158.9	0.74	0.74	0.80	28.4

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

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
East: FACTORY LOOP ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
North: BLUNDER ROAD											
P3	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
West: REEDY ROAD											
P4	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01

All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	218.9	220.5	1.01
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Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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■ ■ Network: N101 [DESIGN
2035 PM (Network Folder:
DESIGN 2035)]

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance											
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: BLUNDER ROAD											
P1	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	221.7	224.1	1.01
East: BOUNDARY ROAD											
P2	Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	217.3	218.5	1.01
West: BOUNDARY ROAD											

P4 Full	50	49.3	LOS E	0.1	0.1	0.95	0.95	212.4	212.1	1.00
All Pedestrians	150	49.3	LOS E	0.1	0.1	0.95	0.95	217.1	218.2	1.01

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: F:\Jobs\B22500\B22513\Design\Traffic\One Percent Test - New Layout\B22513 SIDRA - One Percent - Zonair.sip9

PHASING SUMMARY

Site: 101 [Site 1 PM: BLUNDER RD / FACTORY LOOP RD / REEDY RD (Site Folder: 2035 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2035 PM (Network Folder: DESIGN 2035)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

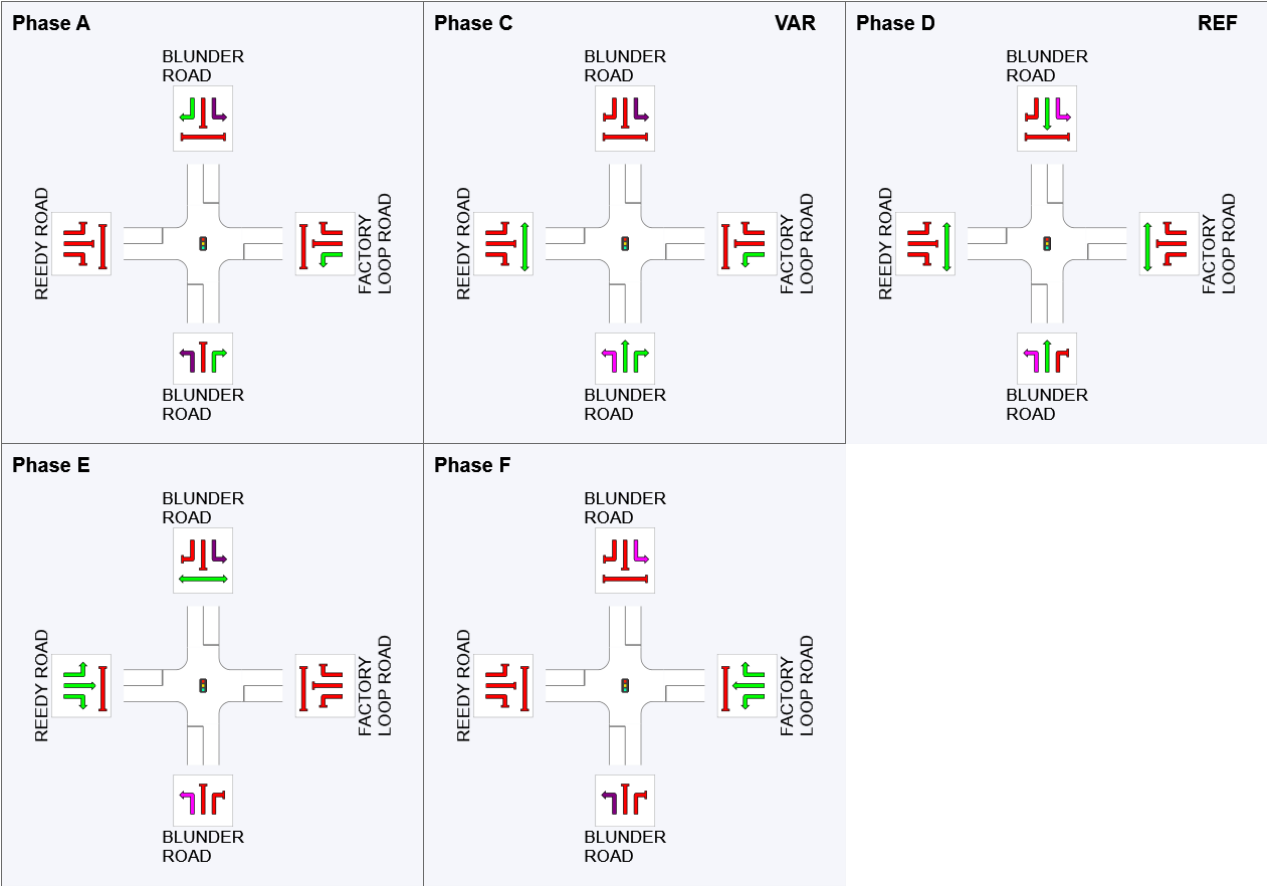
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import
Reference Phase: Phase D
Input Phase Sequence: A, B*, C*, D, E, F
Output Phase Sequence: A, C*, D, E, F
(* Variable Phase)

Phase Timing Summary

Phase	A	C	D	E	F
Phase Change Time (sec)	88	100	0	47	68
Green Time (sec)	6	4	41	15	14
Phase Time (sec)	12	10	47	21	20
Phase Split	11%	9%	43%	19%	18%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

PHASING SUMMARY

Site: 101 [SITE 2 PM: BLUNDER RD / BOUNDARY RD (Site Folder: 2035 BASE + DEV TRAFFIC)]

Network: N101 [DESIGN 2035 PM (Network Folder: DESIGN 2035)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)

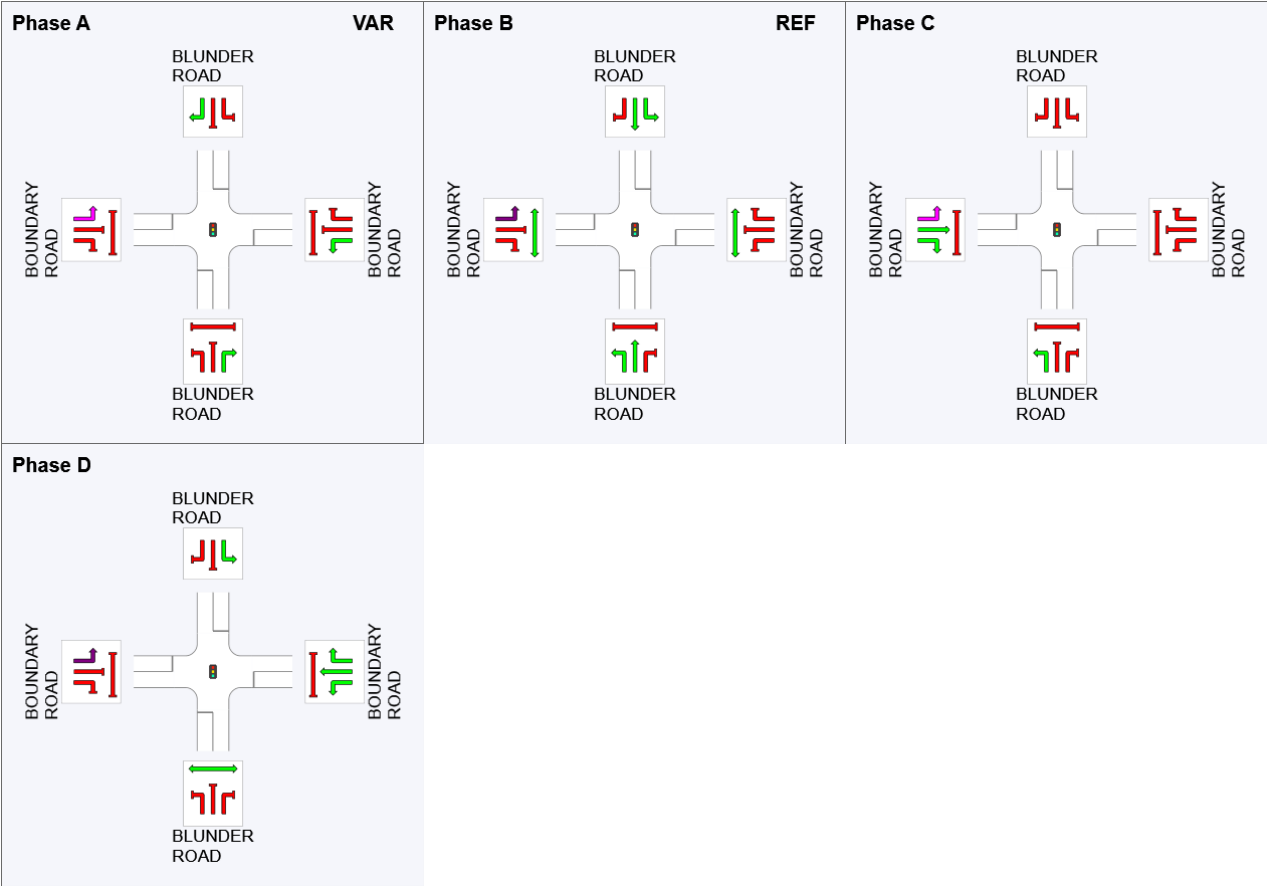
Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn - Import (2)
Reference Phase: Phase B
Input Phase Sequence: A*, B, C, D
Output Phase Sequence: A*, B, C, D
(* Variable Phase)

Phase Timing Summary

Phase	A	B	C	D
Phase Change Time (sec)	93	0	44	60
Green Time (sec)	11	38	10	27
Phase Time (sec)	17	44	16	33
Phase Split	15%	40%	15%	30%

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

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

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

APPENDIX F – PREVIOUS CARPARKING ASSESSMENT

28 May 2025
Our File Ref: B22513TL002_REVA
Contact: Mark Booth

OneFin Property Pty Ltd
15 Abbott Street
Camp Hill QLD 4152

Attention: Mitch Paul

RE: PROPOSED DEVELOPMENT – 62 BLUNDER ROAD, OXLEY
TRAFFIC ENGINEERING RESPONSE TO COUNCIL FURTHER ADVICE NOTICE

This letter has been prepared in response to Brisbane City Council's (BCC) Further Advice Notice dated 19 February 2025 (Ref: A006250342) for the proposed development at 62 Blunder Road, Oxley QLD 4075. The Further Advice Notice is in relation to the Development Application (DA) for two (2) food and drink outlets with associated dual-lane drive-through facilities and three (3) large industrial units with several tenancies. The site is formally known as Lot 51 on RP146776 with a total lot area of 15,740m². This letter also includes an updated swept path assessment with respect to the updated site layout.

1.0 Further Advice Notice Response

The traffic engineering issues being addressed are presented below in *italics*. BCC's comments are reproduced with the L+R response to each item following.

BCC Item 2 – Transport and traffic

It is acknowledged while there has now been more consideration of the ultimate development outcome on the site, the scale of development is being underrepresented in terms of the Performance outcome (PO) for onsite parking. The inclusion of service bays in front of the roller doors is also noted and not supported. The current proposal includes a PO of approximately 40% of the required rate for the Food and drink outlet component, and a PO of approximately 70% for the Warehouse component (with service bays removed), also dependant on the final tenancy count (noting this is also based on there being no provision for mezzanines and additional ancillary administration areas). The current proposal also does not provide sufficient servicing for the large-scale warehouses proposed. The current plans imply smaller individual tenancies, which also require a greater number of carparks (i.e. 1 space per 100m² plus 2 spaces per tenancy), whilst not allowing dedicated carparking spaces located within service bays.

Provide amended plans and information that:

- a) *Reduce the scale of the development to ensure onsite parking is more closely aligned with Table 14 of the Transport, access, parking and servicing planning scheme policy; and*

- b) *Accurately represent three larger tenancies including a reduction in the number of roller door accesses, including revised elevations.*

L+R Response

Please refer to the updated site layout enclosed in Attachment 1. The layout has been updated to reduce the scale of the development to satisfy a number of BCC requested constraints, including to ensure onsite parking provision is improved from the previous version.

The industrial unit element of the proposed development has been updated to show 18 tenancies as depicted by the 18 roller doors and a reduced total GFA of 5,035m².

Table-1-1 below outlines the proposed car parking supply for the developments land uses based on BCC's minimum car parking rates.

Table-1-1 BCC Minimum Car Parking Requirements

Use	Parking Rate Required	Yield	Min Parking Required		Parking Provided
Food and Drink Outlet 1	12 spaces per 100m ² of GFA	250m ²	30	62.40	128 (incl. 4 PWD's & 5 MC's)
Food and Drink outlet 2	12 spaces per 100m ² of GFA	270m ²	32.4		
Industrial Unit 1 (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m ² of GFA	1,300m ²	86.35 ¹ (18 tenancies)		
Industrial Unit 2 (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m ² of GFA	1,450m ²			
Industrial Unit 3 (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m ² of GFA	2,285m ²			
Total			148.75		

¹Based on 18 tenancies with a total GFA of 5,035m²

As summarised above in Table-1-1, the minimum parking requirement for the proposed development is 149 parking spaces. As shown in the updated site layout in Attachment 1, the proposed development will provide 128 parking spaces (including four (4) PWD's and five (5) motorcycle spaces), which is equivalent to 86% of the parking based on BCC's requirements.

It is our opinion that a 14% reduction is still suitable to the site when the following is considered:

- Tier 2 Fast Food Outlet (GYG and KFC) parking demand;
- Industrial unit parking demand; and
- Non-concurrent parking peaks and likelihood of cross-utilisation.

The following provides a detailed response to the above.

Tier 2 Fast Food Outlet Parking Demand

In contrast to Tier 1 Fast Food (FF) Outlets such as McDonalds and Hungry Jacks, Tier 2 outlets are often designed to prioritise:

- § Quick service and turnover;
- § Smaller seating areas; and
- § Limited in-store amenities such as play gyms and playgrounds.

Data collected and supplied by both GYG and KFC based on existing store sales indicate that over 60% of their customer profile is drive-through customers.

Both food and drink outlets propose a dual-lane drive-through facility which increases the net capacity of vehicles to be served, further reducing the car parking demand at each outlet. In regard to the remaining 40% of store traffic, data obtained from GYG indicates that visitor traffic is broken up into in-store dine-in, delivery and in-store takeaway. This data is documented in Table-1-2 is enclosed within Attachment 2 of this letter.

Table-1-2 GYG Traffic Profile

Traffic Profile	Channel	%	Total %
Drive-Through Traffic	App	16%	65%
	Drive Thru	49%	
On-Site Car Parking Traffic	Delivery (fast bay)	18%	35%
	Dine-In	4%	
	Take-Away (In store)	13%	

As outlined in Table-1-2, the data clearly shows that customers favour drive-through, app orders, or delivery services, which further diminishes the reliance on on-site parking. This is backed up by independent parking surveys published by Transport for New South Wales (TfNSW) (formerly RMS) titled *Trip Generation and Parking Demand Surveys of Fast Food Outlets (Bitzios Consulting, 2016)*, where the maximum number of parked vehicles in the peak hour was found to be between 6 and 13 vehicles for Tier 2 (excluding McDonald's and Hungry Jacks Restaurants) food and drink outlets such as GYG and KFC. The data in this survey was taken from 26 fast food outlets in metropolitan and regional areas.

While providing 13 (the absolute maximum number of carparks required to meet peak demands in the survey) allocated parking bays for each FF outlet would comfortably cover each FF outlet's peak parking demand, we propose to allocate 18 parking bays per outlet. This is to ensure the bank of car parks adjacent to the FF outlets (highlighted via pink and orange in Figure -1), are made available for only FF customers.

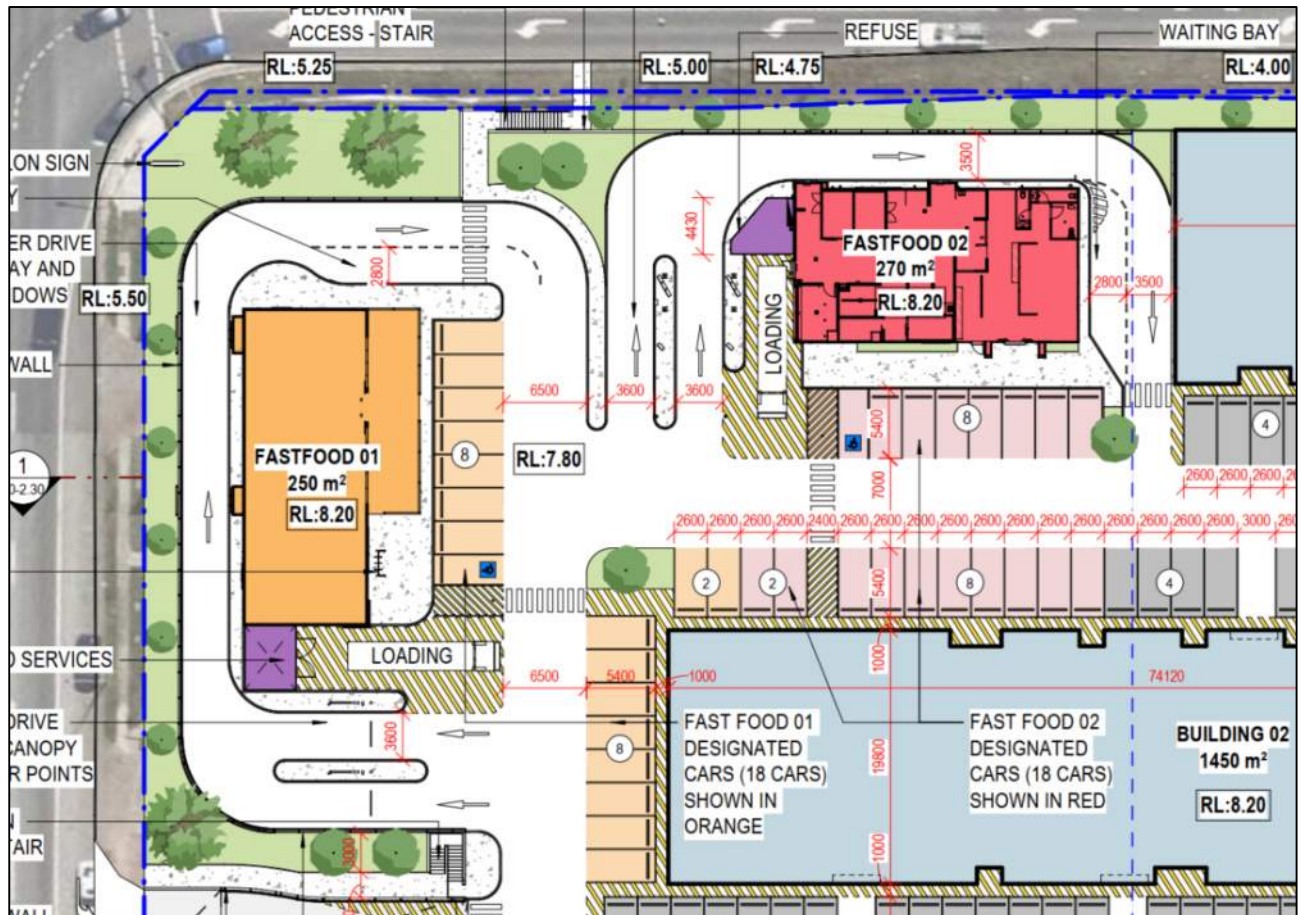


Figure -1 Fast Food Proposed Parking Allocation

As per the GYG data, a large percentage of site traffic relying on on-site parking provisions is for short term parking for pre ordered food (18%) and general customer take-away (13%), leaving the remaining 4% of customers likely to stay in store for a period of time.

To directly address this parking demand profile, we recommend four (4) parking bays along each FF outlet be allocated as short term parking limited to P10mins. These short-term four (4) parking bays will have a capacity to service up to 24veh/hr. This combined with the remaining 14 parking spaces will allow each FF allocated parking bays (18) to service over 38veh/hr, further oversupplying the demand for carparks at the FF outlets of the likely 30veh/hr.

Industrial Unit Parking Demand

Based on the allocation of 36 parking spaces to the two (2) FF outlets, Table 1-3 documents the proposed parking provisions per use.

Table 1-3 Proposed Car Parking Requirements

Use	Parking Rate Required	Yield	Min Parking Required		Parking Provided
Food and Drink Outlet 1	13 spaces per Tier 2 Fast Food Outlet	NA	13 ¹	26	36
Food and Drink outlet 2	13 spaces per Tier 2 Fast Food Outlet	NA	13 ¹		
Industrial Unit 1 (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m ² of GFA	1,300m ²	86.35 (18 tenancies)		92
Industrial Unit 2 (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m ² of GFA	1,450m ²			
Industrial Unit 3 (low impact industry and warehouse)	2 spaces per tenancy or lot plus 1 space per 100m ² of GFA	2,285m ²			
Total			113		128

¹Based on independent parking surveys published by Transport for New South Wales (TfNSW) (formerly RMS) titled Trip Generation and Parking Demand Surveys of Fast Food Outlets (Bitzios Consulting, 2016).

As documented in Table 1-3, in comparison to the site's likely peak parking demand, the site will provide a 15 car park space surplus across the site. Based on the proposed parking allocation, the car park will provide five (5) additional parking spaces for the Industrial Units and a further five (5) each for the two (2) FF outlets.

Non concurrent parking peak

A review of likely parking peaks was completed, we note the following:

- § Concurrent peak periods are likely to only occur mid-week as the industrial tenancies are unlikely to be operational over the weekend;
- § Tier 2 food and drink outlets typically have different operating hours, where some of these outlets do not open in the AM peak period (breakfast menu) such as KFC. Similarly, the 'dinner menu peak' will occur post operating hours of the industrial tenancies;
- § GYG data indicates midweek peak trade occurring at midday and 17:00-21:00;
- § KFC notes that peak demand is dinner trade occurring 17:00-21:00;
- § Industrial tenancy likely peak periods are 6:00-15:00;
- § Furthermore, during the lunch peak periods, there is the likelihood of cross utilisation between the industrial tenancies and fast food outlets, further reducing the demand for car parking adjacent to these outlets;
- § Cross utilisation between the tenancies and fast food outlets is likely to be 10-20%, similar to the level of parking reduction the site is proposing (14%).

Based on the above factors, the allocation of car parks across the proposed development is suitable in our view.

2.0 Swept Path Assessment

A swept path assessment has been undertaken to demonstrate the successful manoeuvrability of a Heavy Rigid Vehicle (HRV) at the proposed loading bay located east of Industrial Unit Building 03. The swept path assessment indicates that the HRV will be able to enter the site via Blunder Road, reverse into the loading bay and exit the site via Factory Loop Road. The swept path assessment is enclosed within Attachment 3 of this letter.

Yours faithfully,
For and on behalf of
Lambert & Rehbein (SEQ) PTY LTD



M.S. BOOTH BE(Civil), MIEAust
SENIOR TRAFFIC ENGINEER



K.M. CHUA BE(Civil), RPEQ (#31618), CPEng, NER
ENGINEER – TRAFFIC & TRANSPORT

Enc:
Attachment 1 – Updated Site Layout
Attachment 2 – GYG Data
Attachment 3 – Swept Path Assessment

OXLEY LIGHT INDUSTRIAL PARK

62 Blunder Road, Oxley
QLD 4075



PROPOSED DEVELOPMENT 3D VIEW

DRAWING LIST		
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A-	00-0.00	COVER SHEET
A-	00-0.10	SITE CONTEXT PLAN
A-	00-1.01	DEVELOPMENT PLAN
A-	00-1.02	ROOF PLAN
A-	00-2.30	SITE SECTIONS
A-	00-5.01	3D VIEWS - SHEET 01
A-	00-5.02	3D VIEWS - SHEET 02
A-	00-5.03	3D VIEWS - SHEET 03
A-	00-5.04	3D VIEWS - SHEET 04
A-	00-5.05	3D VIEWS - SHEET 05
A-	00-5.06	3D VIEWS - SHEET 06
A-	00-5.07	3D VIEWS - SHEET 07
A-	00-6.01	SIGNAGE ELEVATIONS
FAST FOOD 01		
A-	F1-3.01	FAST FOOD 01 - ELEVATION SHEET 01
A-	F1-3.02	FAST FOOD 01 - ELEVATION SHEET 02
FAST FOOD 02		
A-	F2-3.01	FAST FOOD 02 - ELEVATION SHEET 01
A-	F2-3.02	FAST FOOD 02 - ELEVATION SHEET 02
INDUSTRIAL UNIT - BUILDING 01		
A-	01-3.01	INDUSTRIAL UNIT - BUILDING 01 - ELEVATION SHEET 01
A-	01-3.02	INDUSTRIAL UNIT - BUILDING 01 - ELEVATION SHEET 02
A-	01-4.01	INDUSTRIAL UNIT - BUILDING 01 - SECTION
INDUSTRIAL UNIT - BUILDING 02		
A-	02-3.01	INDUSTRIAL UNIT - BUILDING 02 - ELEVATION SHEET 01
A-	02-3.02	INDUSTRIAL UNIT - BUILDING 02 - ELEVATION SHEET 02
A-	02-3.03	INDUSTRIAL UNIT - BUILDING 02 - ELEVATION SHEET 03
A-	02-3.04	INDUSTRIAL UNIT - BUILDING 02 - SECTION
INDUSTRIAL UNIT - BUILDING 03		
A-	03-3.01	INDUSTRIAL UNIT - BUILDING 03 - ELEVATION SHEET 01
A-	03-3.02	INDUSTRIAL UNIT - BUILDING 03 - ELEVATION SHEET 02
A-	03-3.03	INDUSTRIAL UNIT - BUILDING 03 - ELEVATION SHEET 03
A-	03-3.04	INDUSTRIAL UNIT - BUILDING 03 - SECTION

DEVELOPMENT APPLICATION ISSUE



OXLEY LIGHT INDUSTRIAL PARK

62 Blunder Road, Oxley
QLD 4075

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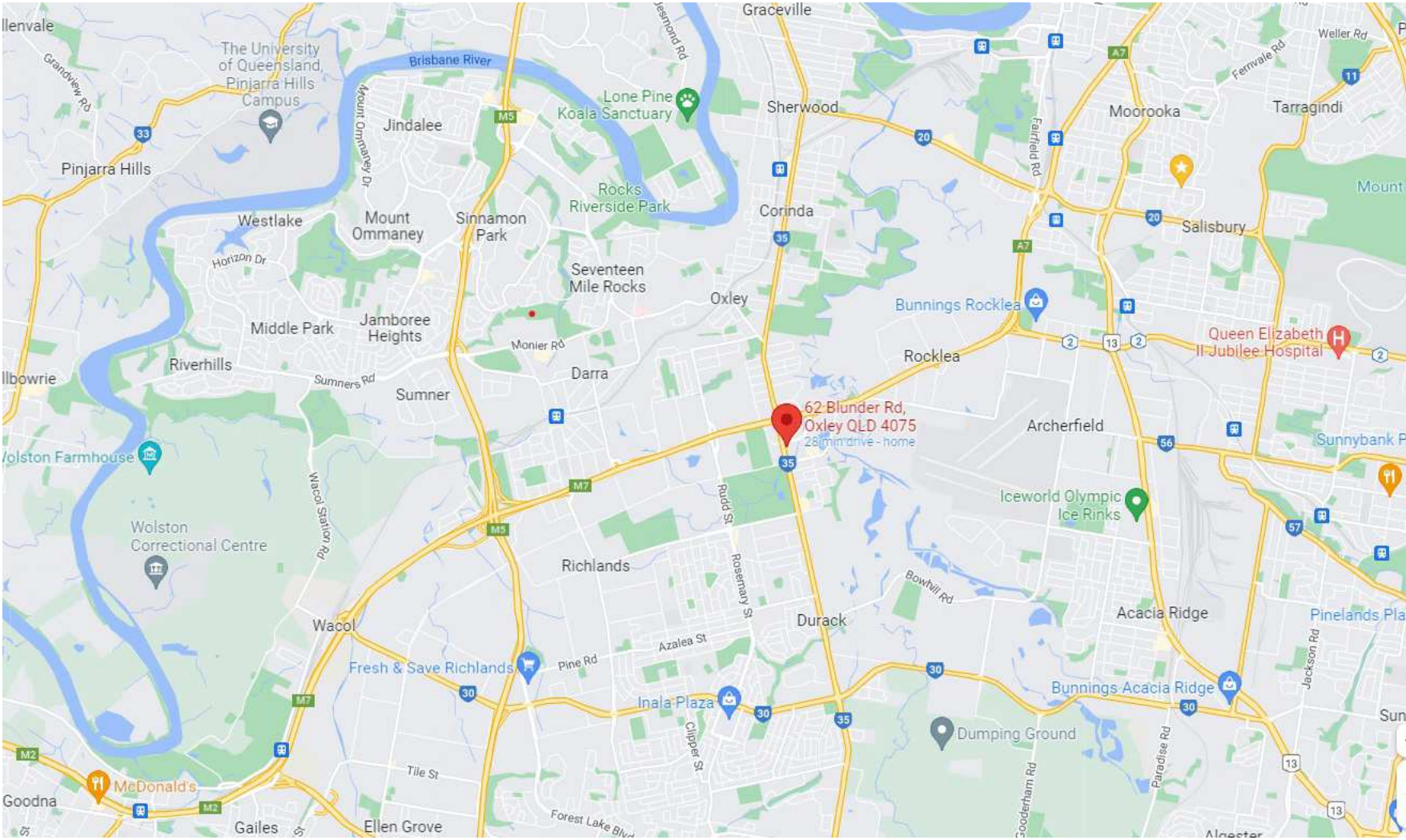
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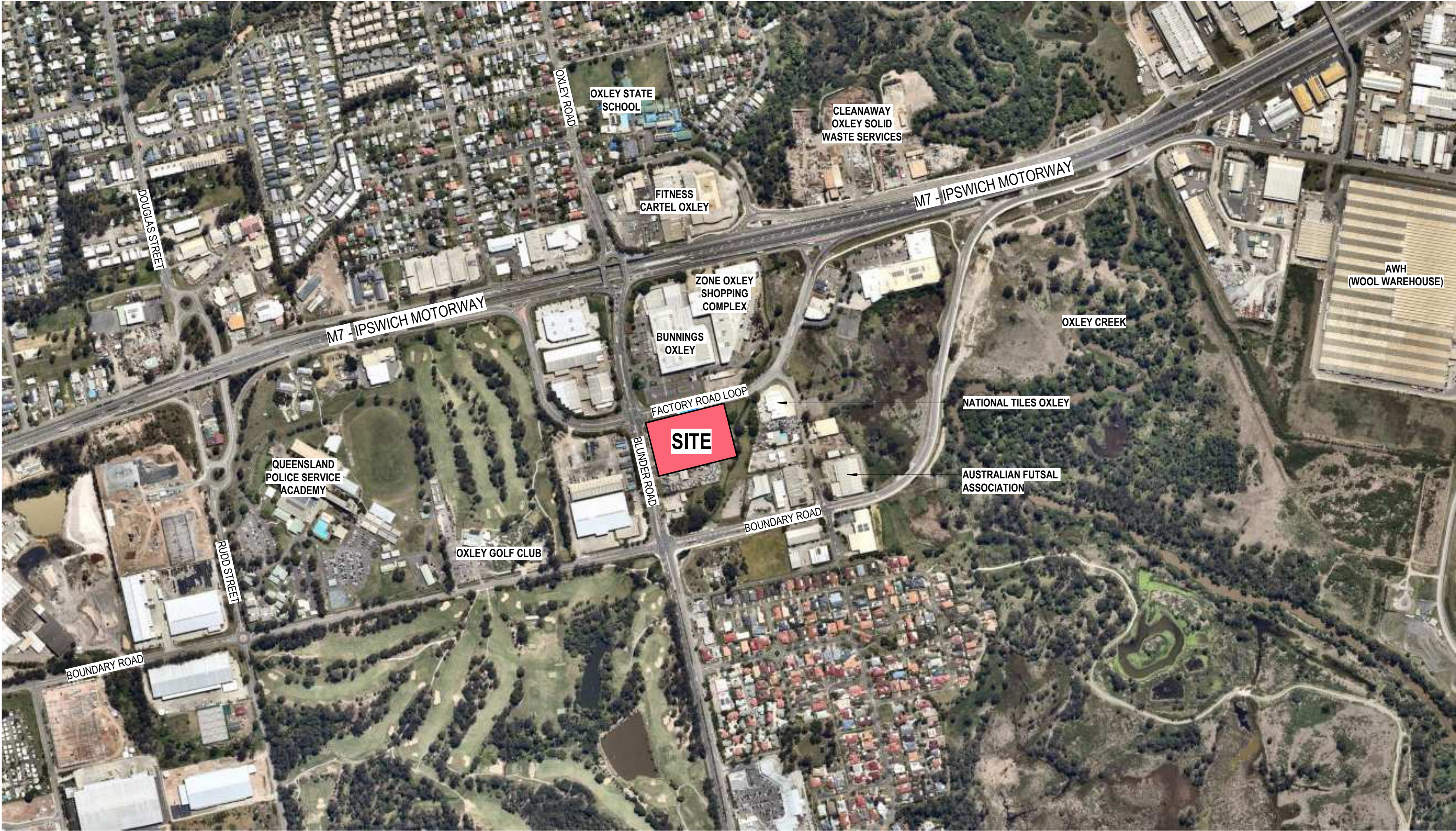
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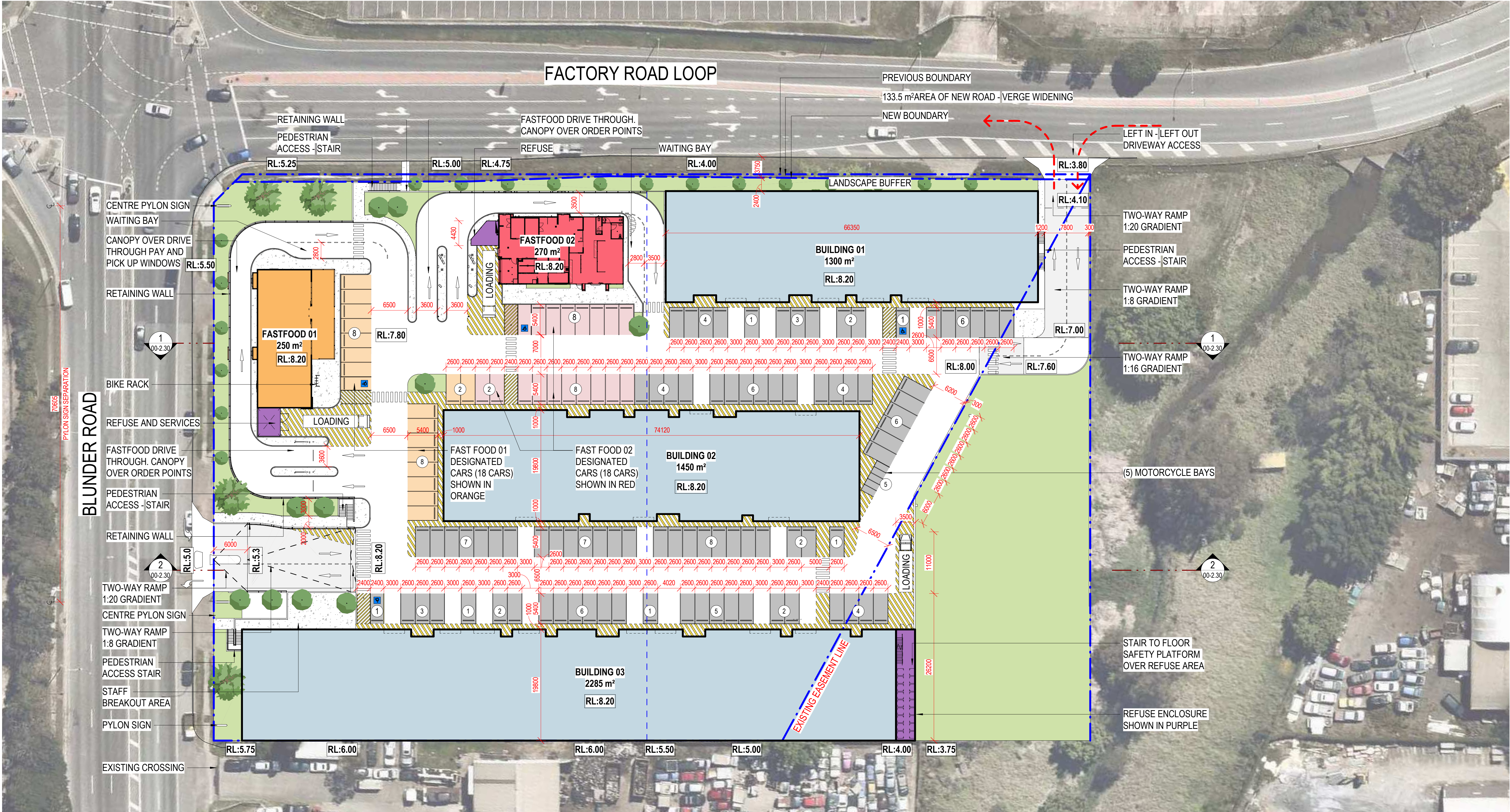
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AREA CONTEXT - GOOGLE MAPS VIEW



SITE CONTEXT - NEARMAPS VIEW

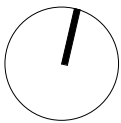
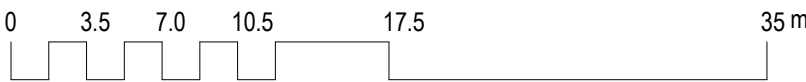


SITE AREA		
SURFACE TYPE	AREA	% SITE COVERAGE
LANDSCAPE	2962 m²	19%
IMPERVIOUS AREA	12652 m²	81%
TOTAL AREA	15614 m²	100%

SITE COVER		
	AREA	% SITE COVERAGE
SITE COVER (ROOFED)	6392 m²	41%
SITE COVER (NOT ROOFED)	9222 m²	59%
TOTAL AREA	15614 m²	100%

DEVELOPMENT SCHEDULE			
USE	GFA	CAR RATIO	CARS REQ.
INDUSTRIAL UNITS	5035	*	86.35
FAST FOOD	520	12/100	62.40
TOTAL	5555		148.75
CAR PARK BAYS PROVIDED	5400 x 2600		123
MOTORCYCLE BAYS PROVIDED	2500 x 1200		5
TOTAL			128

* CAR RATIO
1/100m² + 2 PER TANANCY,
ASSUME 18 TENANCIES



OXLEY LIGHT INDUSTRIAL PARK

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QLD 4075

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DEVELOPMENT PLAN

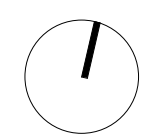
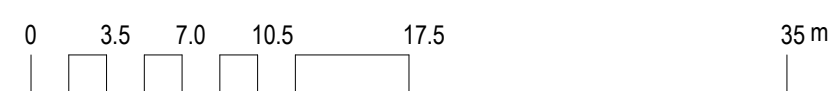
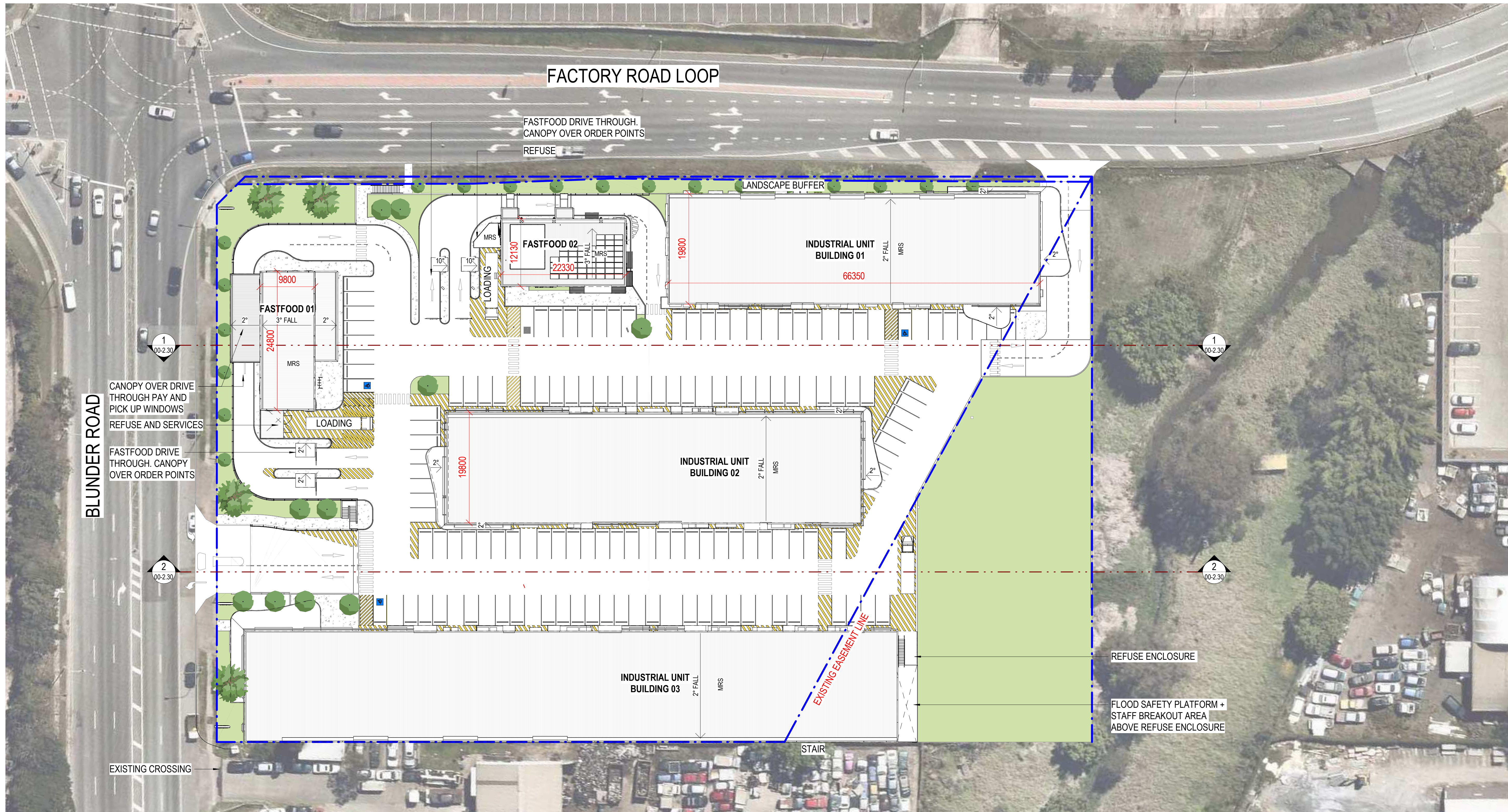
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ROOF PLAN

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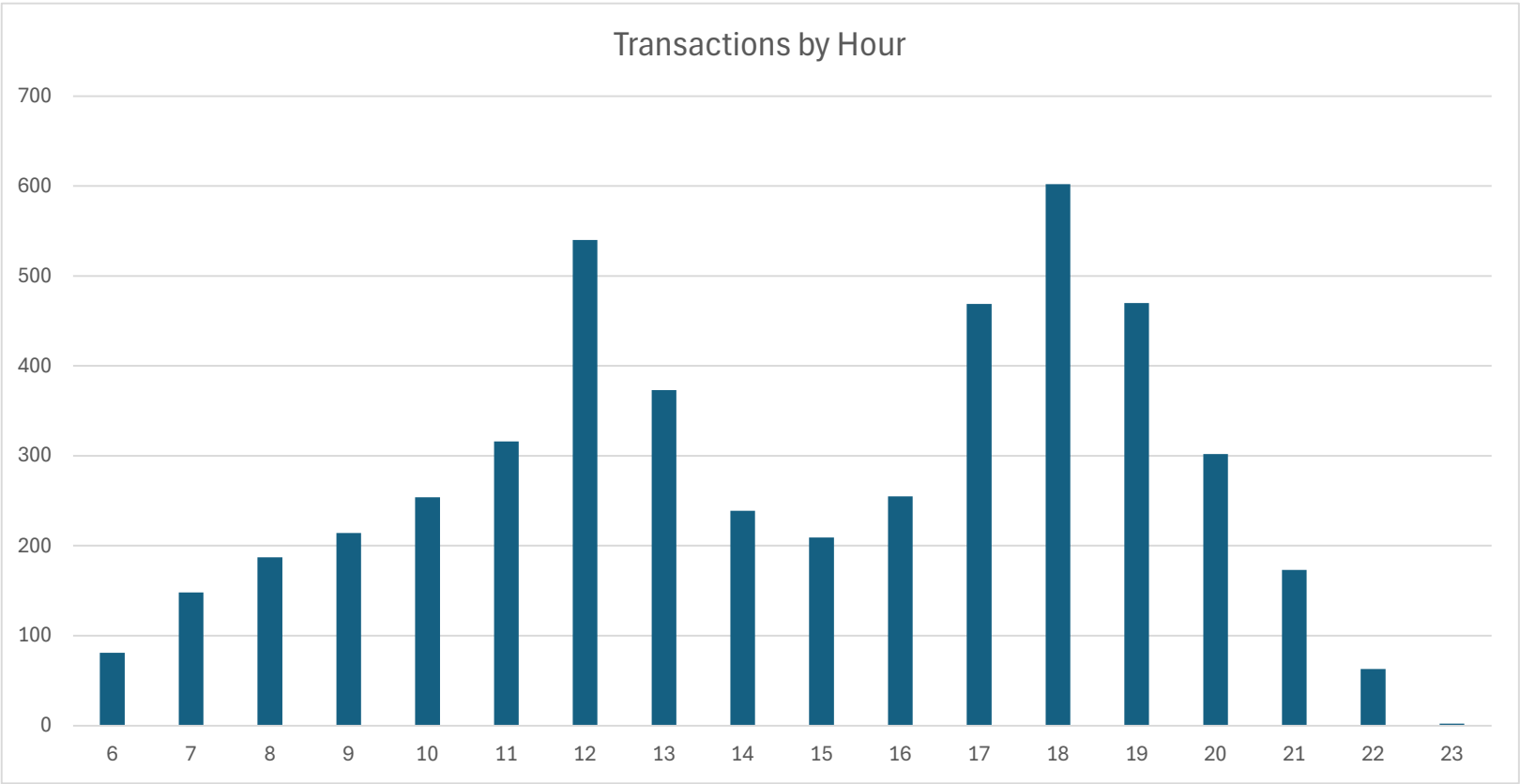
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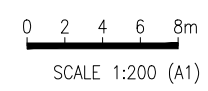
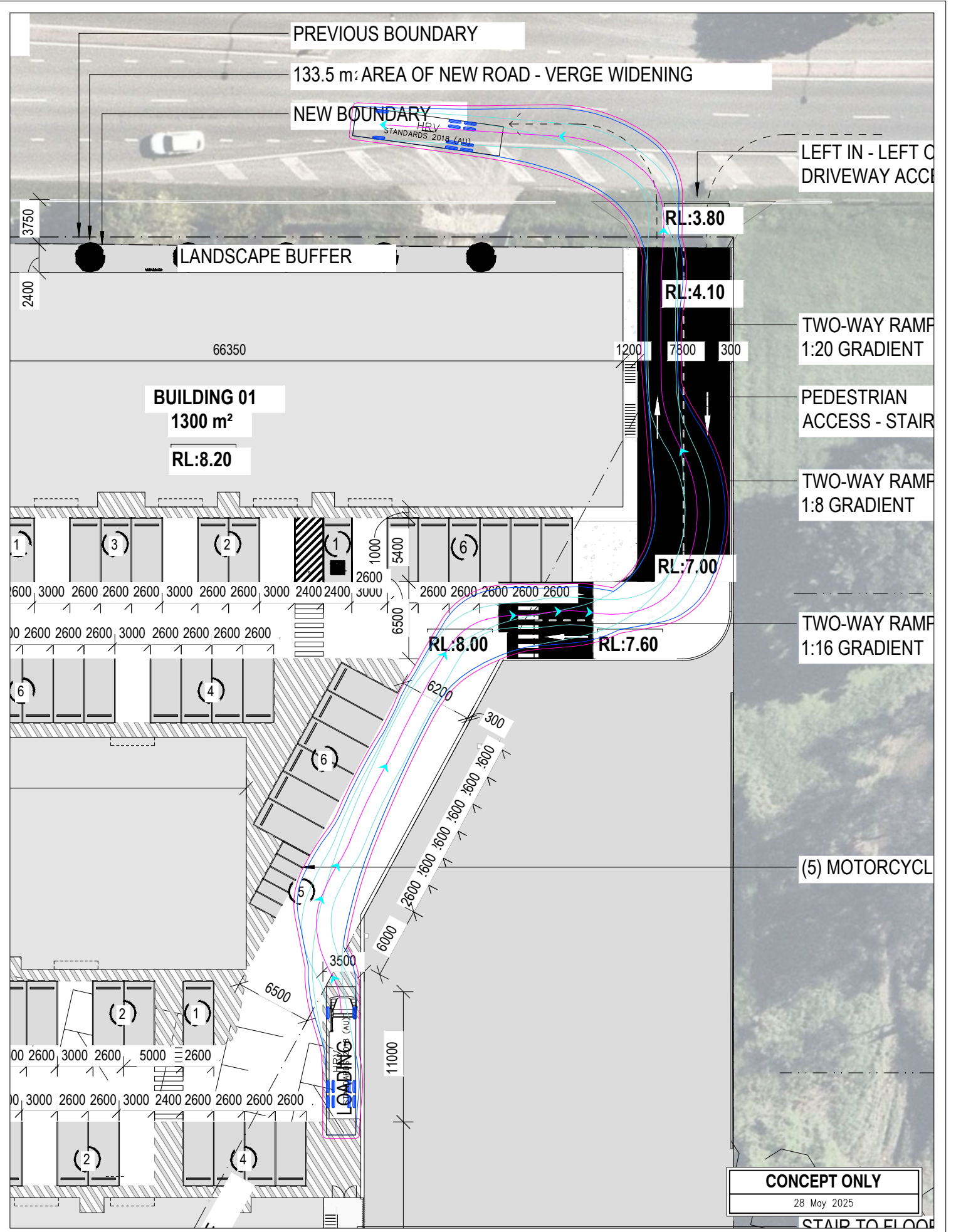
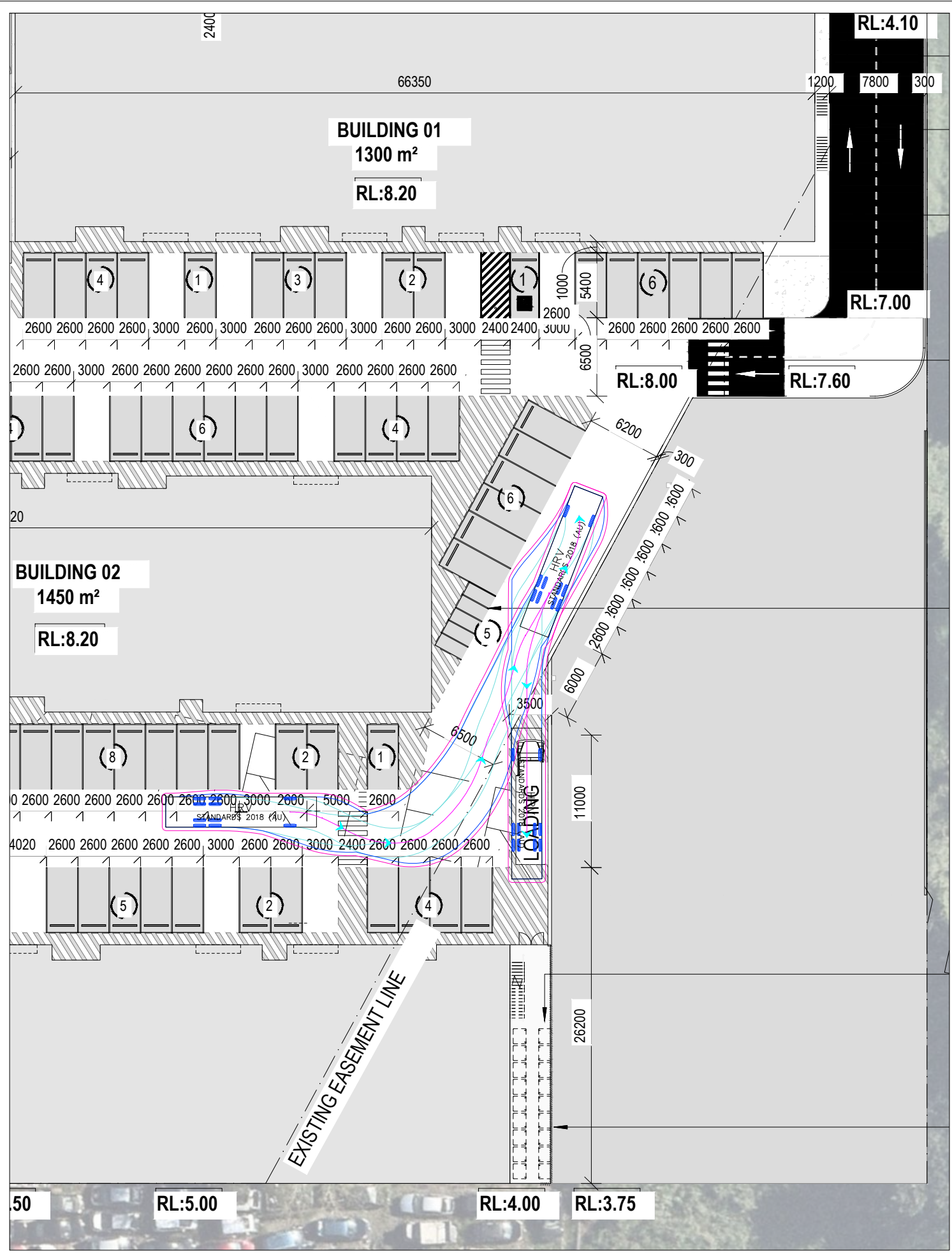
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Week Ending11/05/2025

Channel	Transactions	%
App (Drive Thru)	769	16%
Delivery (fast bay)	858	18%
Dine-In (in store)	183	4%
Drive-Thru	2,413	49%
Take-Away (in store)	653	13%
Web (in store)	21	0%

BusinessHour	7-day Transactions	7-day average
6	81	12
7	148	21
8	187	27
9	214	31
10	254	36
11	316	45
12	540	77
13	373	53
14	239	34
15	209	30
16	255	36
17	469	67
18	602	86
19	470	67
20	302	43
21	173	25
22	63	9
23	2	0





Project:
PROPOSED DEVELOPMENT
62 BLUNDER ROAD, OXLEY

Client:
Onefin Property Pty Ltd
Title:
SWEEP PATH ASSESSMENT
BUILDING 3 - HEAVY RIGID VEHICLE

L+R ENGINEERS
MANAGERS
SCIENTISTS
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Rev. Date File Ref: SEE BELOW