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TRANSPORT IMPACT ASSESSMENT

PROPOSED RECONFIGURATION OF A LOT

470 ROCHEDALE ROAD, ROCHEDALE

Prepared for

470 ROCHEDALE LAND PTY LTD

12 NOVEMBER 2026

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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by 470 Rochedale Land Pty Ltd to review the transport elements of its proposed Reconfiguration of a Lot (ROL) in Rochedale.

This report forms part of a Development Application to be lodged with Brisbane City Council. The following matters have been addressed during the study:

- Existing surrounding road network conditions;
- Development traffic generation and distribution;
- Traffic impacts on the surrounding road network;
- Proposed vehicle access arrangements and intersection treatments;
- Internal road network design and future road connections; and
- Service vehicle access and manoeuvring.

2.0 SUBJECT SITE

The subject site is located on the eastern side of Rochedale Road and is formally identified as Lot 2 on RP97162. The site has a total area of approximately 2.171 hectares.

To the south of the site, there is a driveway providing access to the adjoining property. Land to the north of the site has been approved for residential subdivision.

The location of the subject site is shown in Figure 2.1.

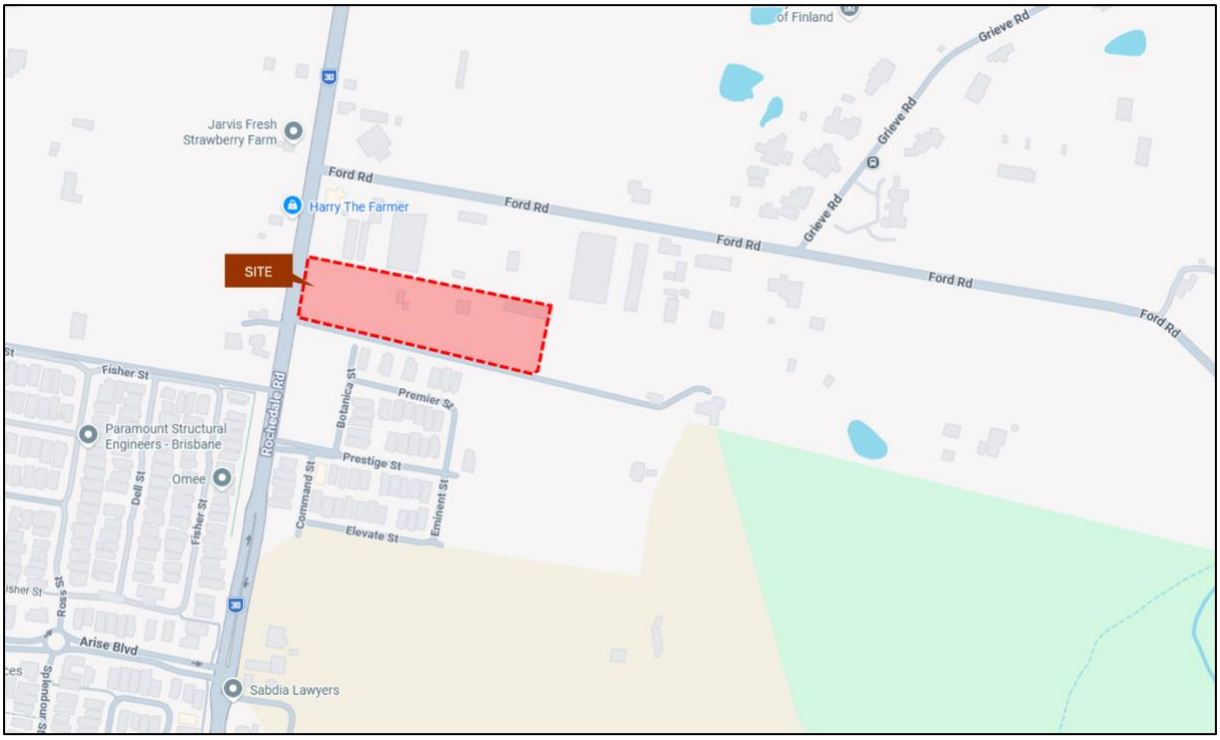




FIGURE 2.1 – LOCATION OF SUBJECT SITE

3.0 ROAD NETWORK

3.1 Surrounding Road Network

Rochedale Road is classified as a Suburban Road under the Brisbane City Council City Plan 2014 (Version 34) and has a posted speed limit of 70 km/h. Rochedale Road generally comprises a two-lane undivided rural road (one lane in each direction) with a pavement width of approximately 8 metres.

Ford Road intersects with Rochedale Road via a T junction and has a carriageway width of approximately 6.5 metres. Ford Road is classified as a District Road under the Brisbane City Council City Plan 2014 (Version 34) and has a posted speed limit of 60 km/h.

Road hierarchy within the vicinity of the site is shown in Figure 3.1.



FIGURE 3.1 – EXCERPT FROM THE BRISBANE CITY COUNCIL CITY PLAN 2014 (VERSION 34)

3.2 Surveyed Traffic Volumes

RTE carried out peak-period traffic counts along Rochedale Road near the site on Thursday 29 October 2026.

The complete traffic survey data is provided in Appendix A, with the surveyed peak-hour traffic volumes summarised in Figure 3.2.

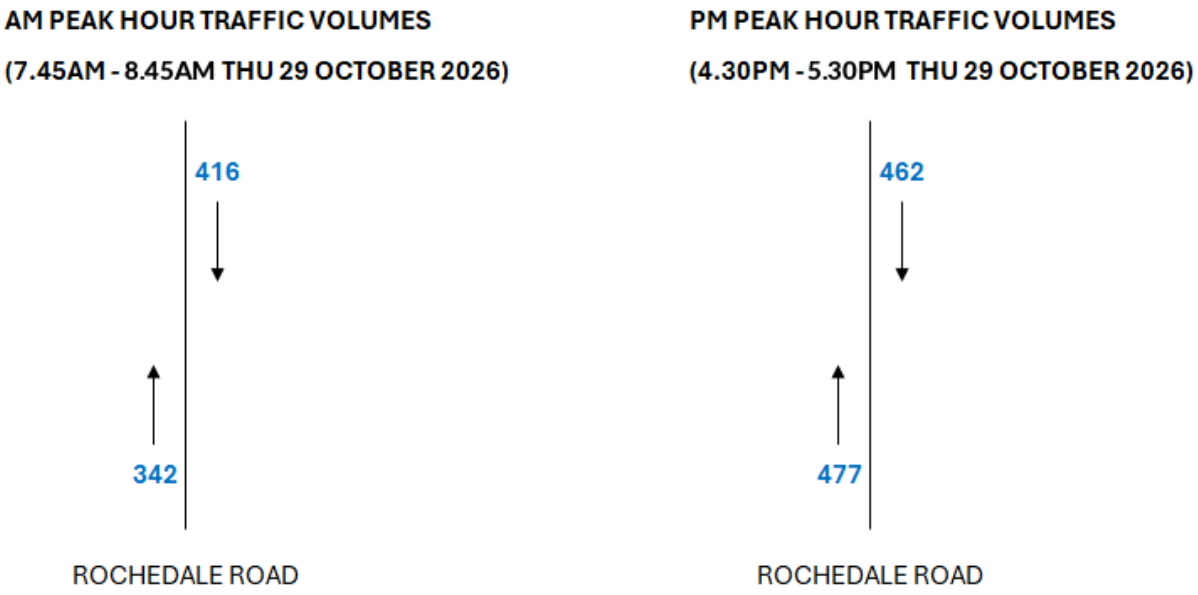


FIGURE 3.2 – SURVEYED PEAK-HOUR TRAFFIC VOLUMES ALONG ROCHEDALE ROAD (ADJACENT TO THE SITE)

3.3 Projected Background Traffic Volumes

A background traffic growth rate of 3.0% per annum has been applied to the surveyed traffic volumes to estimate future background traffic conditions.

The projected background traffic volumes have been prepared for the anticipated opening year of 2028 and the future design horizon year of 2038.

The resulting 2028 and 2038 background peak-hour traffic volumes along Rochedale Road near the site are shown in Figure 3.3.

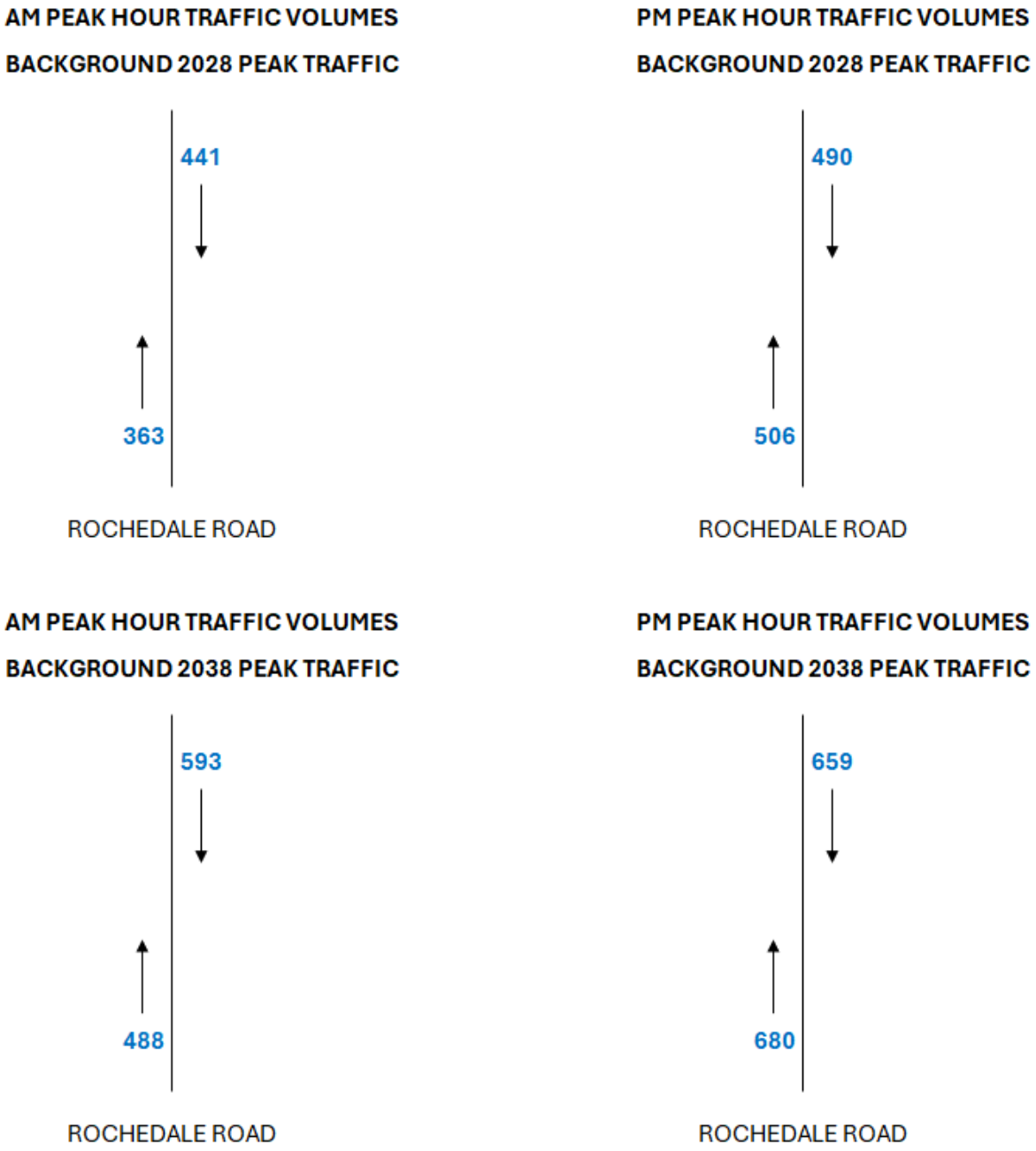


FIGURE 3.3 – BACKGROUND 2028 AND 2038 PEAK-HOUR TRAFFIC VOLUMES ALONG ROCHEDALE ROAD (ADJACENT TO THE SITE)

4.0 DEVELOPMENT PROPOSAL

The proposal comprises a Reconfiguration of a Lot (ROL) to create a total of 38 residential lots. The areas of proposed residential lots have an average of approximately 366m^2.

Vehicle access is proposed via a temporary connection to Rochedale Road, which will be in place until such time as the adjoining properties develop and alternative access is available via connecting public roads. The temporary access road will revert to a pedestrian / bicycle link (only) when it is no longer needed for vehicle access.

The proposed internal road network for the Stage 1 development comprises:

- 8.5m-wide road reserve entering from Rochedale Road by a T junction; and
- 14m-wide road reserve that runs from the northern boundary of the site, and acts as the circulation road within the site.

The northern and southern road reserves have been designed to facilitate future connections to the adjoining residential development land to the north and south of the site.

A temporary turnaround facility suitable for a refuse collection vehicle is proposed to be provided at the eastern end of the site.

The proposed plan of development for Stage 1 is shown in Figure 4.1, with the proposed structure plan shown in Figure 4.2.

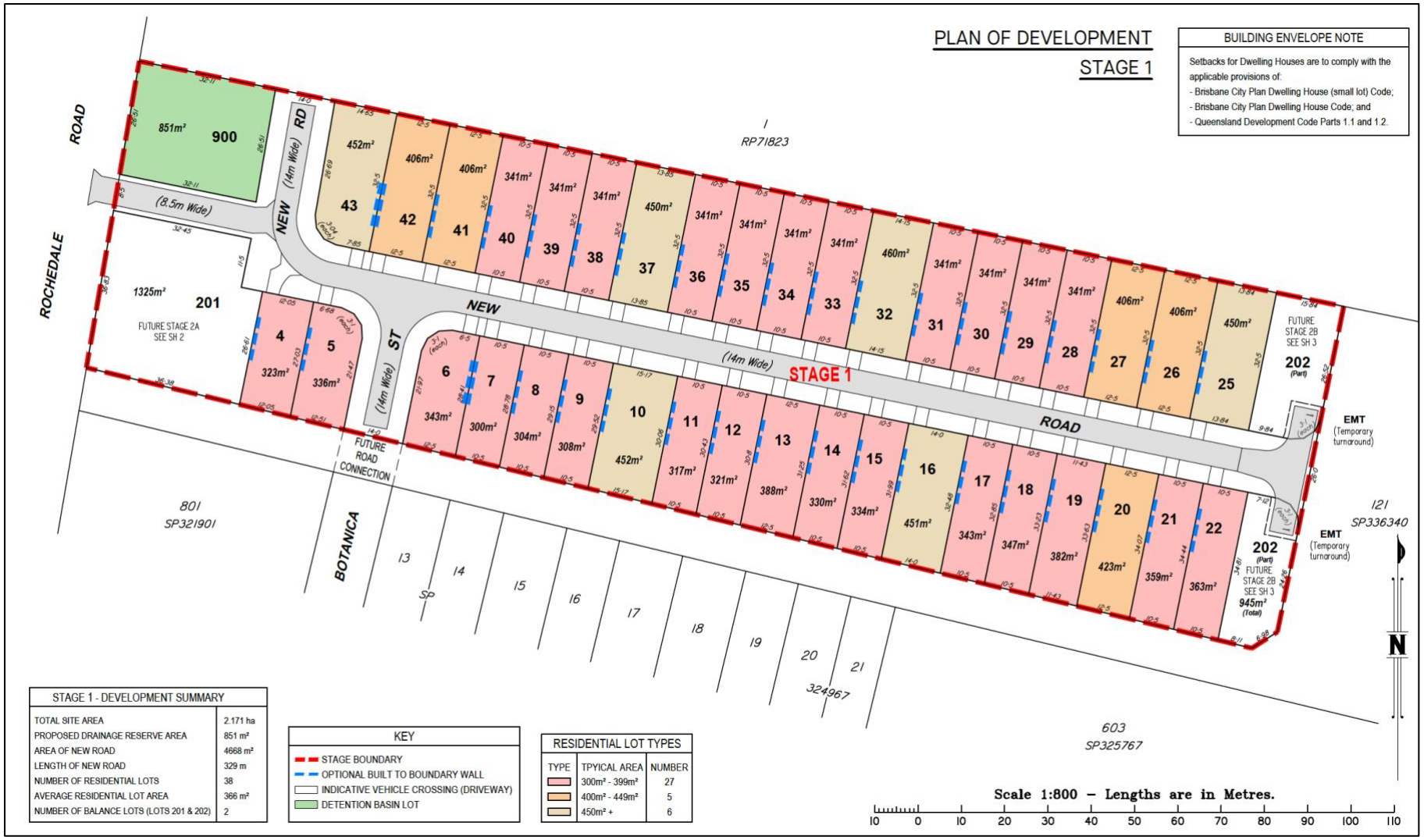


FIGURE 4.1 – PROPOSED PLAN OF DEVELOPMENT (INTERIM ARRANGEMENT)

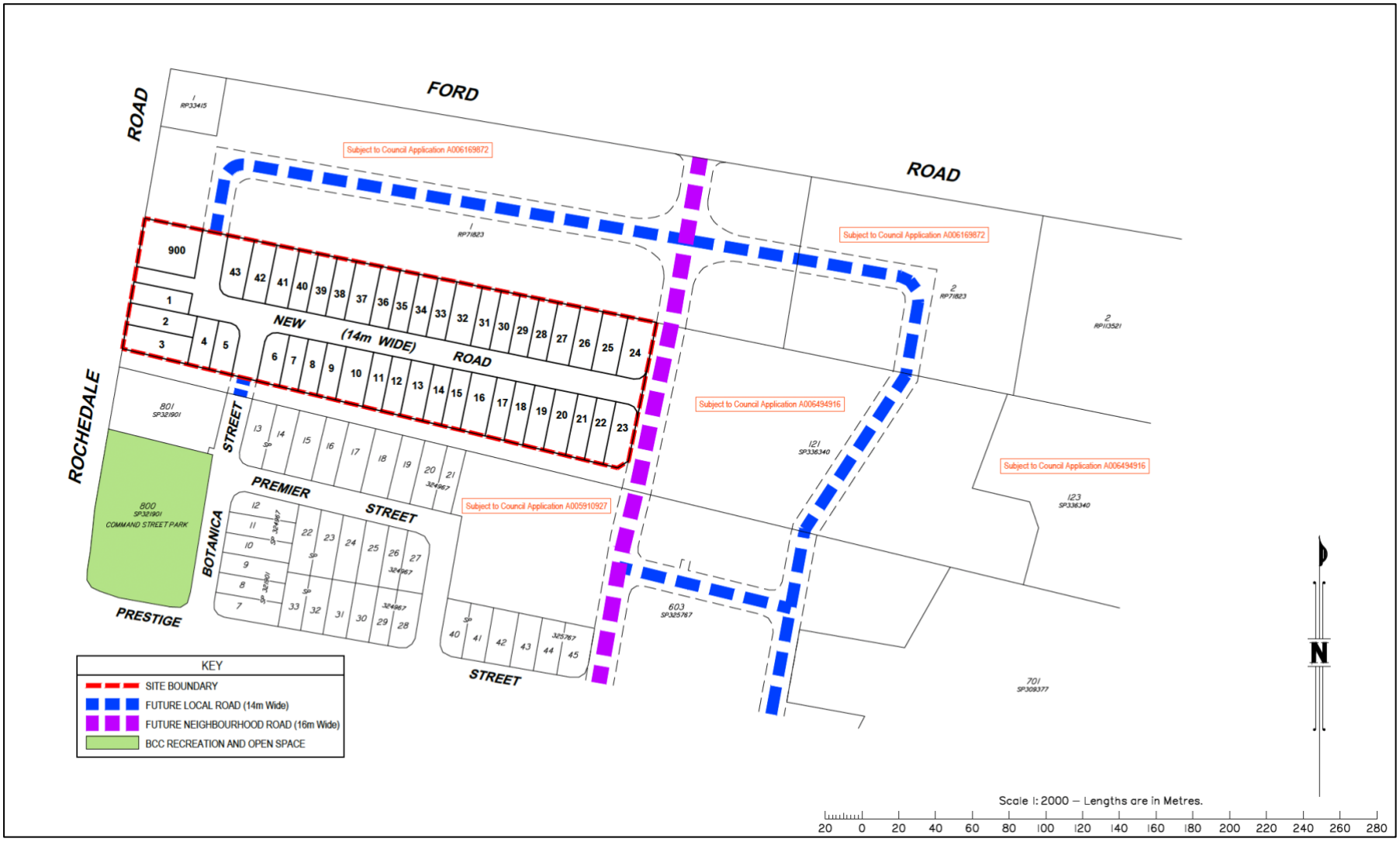


FIGURE 4.2 – PROPOSED STRUCTURE PLAN (ULTIMATE ARRANGEMENT)

5.0 DEVELOPMENT TRAFFIC ESTIMATES

5.1 Trip Generation

Trip generation rates have been adopted in accordance with the Queensland Department of Transport and Main Roads (TMR) guidelines for residential developments. The following rates have been adopted:

- 8 daily trips / lot; and
- 0.8 peak-hour trips / lot.

Application of the above rates resulted in the following estimates for the proposal:

- 304 vehicle movements per day;
- 30 vehicle movements per hour, during the morning peak period; and
- 30 vehicle movements per hour, during the afternoon peak period.

A summary of the estimated traffic generation of the proposal is shown in Table 5.1.

Table 5.1 – Estimated Development Trip Generation

Site	No. of Lots	Daily	Morning Peak-Hour			Afternoon Peak-Hour		
			In	Out	Total	In	Out	Total
Residential Subdivision (38 lots)	**38**	**304**	**6**	**24**	**30**	**21**	**9**	**30**

Peak-hour Distribution: AM – in (20%) / out (80%), PM – in (70%) / out (30%)

5.2 Trip Distribution

Given the surrounding land use pattern and road network structure, the majority of development traffic is expected to travel to and from the south via Rochedale Road.

For the purpose of this assessment, the following traffic distributions have been adopted:

- To and from the north via Rochedale Road: 30%
- To and from the south via Rochedale Road: 70%

The resultant development-generated peak-hour traffic volumes at the Rochedale Road / Proposed New Road intersection are shown in Figure 5.1.

The design traffic volumes at year 2028 and 2038 are shown in Figure 5.2.

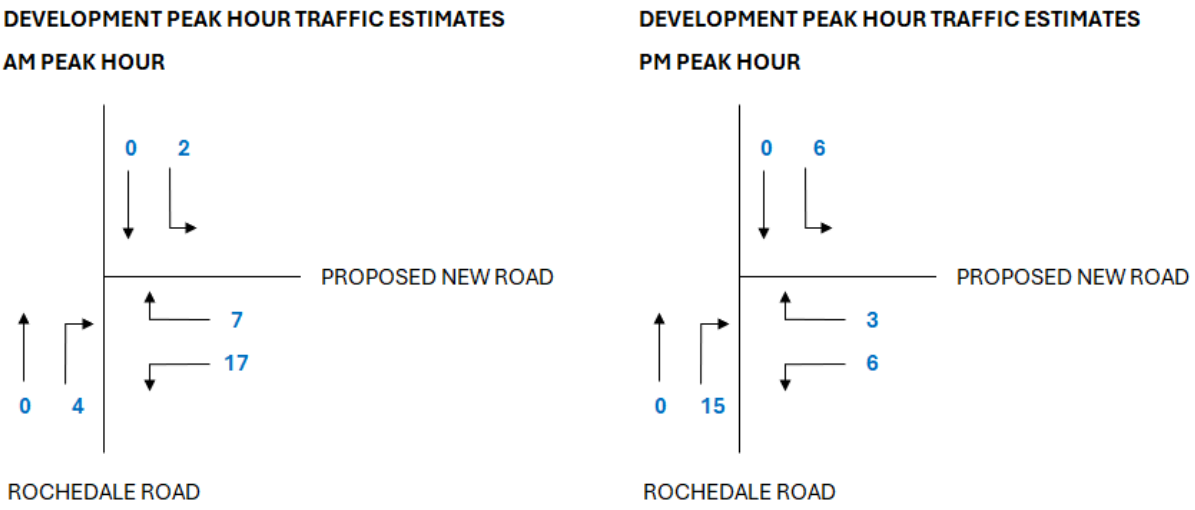


FIGURE 5.1 – DEVELOPMENT PEAK-HOUR TRAFFIC ESTIMATES



FIGURE 5.2 – DESIGN 2028 AND 2038 PEAK-HOUR TRAFFIC ESTIMATES

6.0 ROAD NETWORK IMPACTS

6.1 Turn Warrant Assessment (Rochedale Road / Proposed New Road Intersection)

A turn warrant assessment has been carried out in accordance with Austroads Guide to Traffic Management Part 6.

As shown in Figure 6.1, the following turn treatments are warranted at the Rochedale Road / Proposed New Road intersection under the 2038 weekday afternoon peak with the proposal:

- Type CHR right-turn treatment; and
- Type BAL left-turn treatment.

Although a CHR right-turn treatment is warranted, Type BAR right-turn and Type BAL left-turn treatments are proposed given the temporary nature of the access. The 2038 design traffic volumes have been adopted as a conservative approach, and it is likely that the future internal road connection to Ford Road will be completed well before 2038. The right-turn demand is also low (approximately 15 vehicles during the afternoon peak hour). The proposed intersection layout is shown in Figure 6.2, and Figure 6.3 demonstrates that B99 vehicles can enter and exit the new road at the same time. It is noted that the same intersection layout has been constructed at the Rochedale Road / Ford Road intersection, where turning demands will be significantly higher.

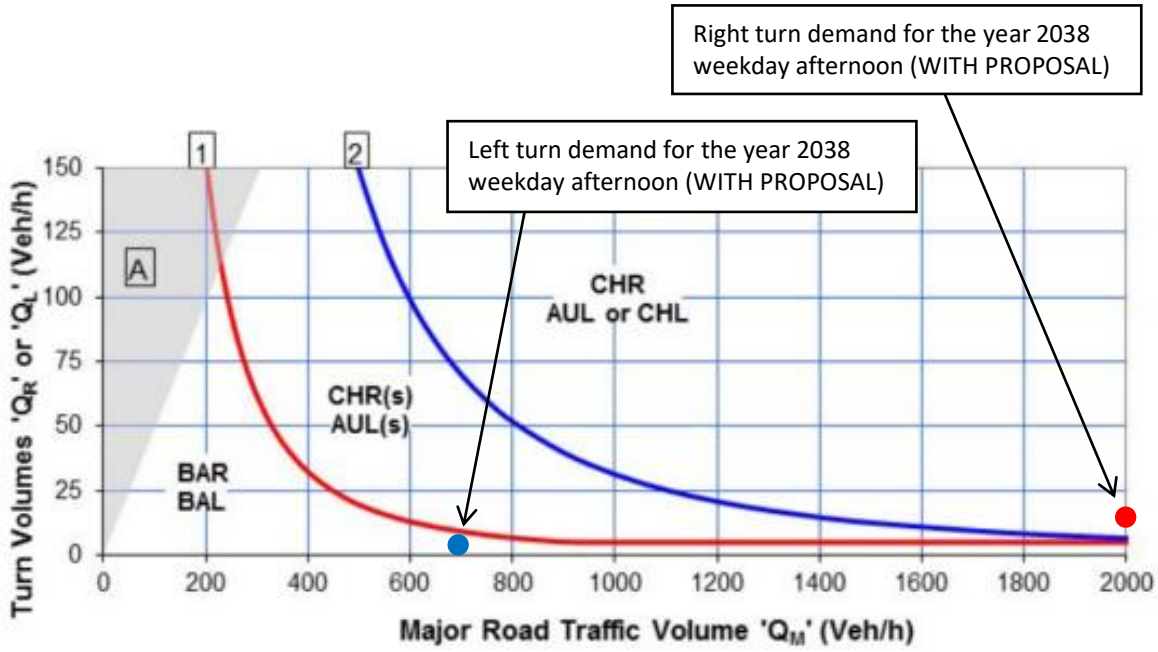


FIGURE 6.1 – TURN WARRANT ASSESSMENT FOR THE INTERIM ROCHEDALE ROAD / PROPOSED NEW ROAD INTERSECTION

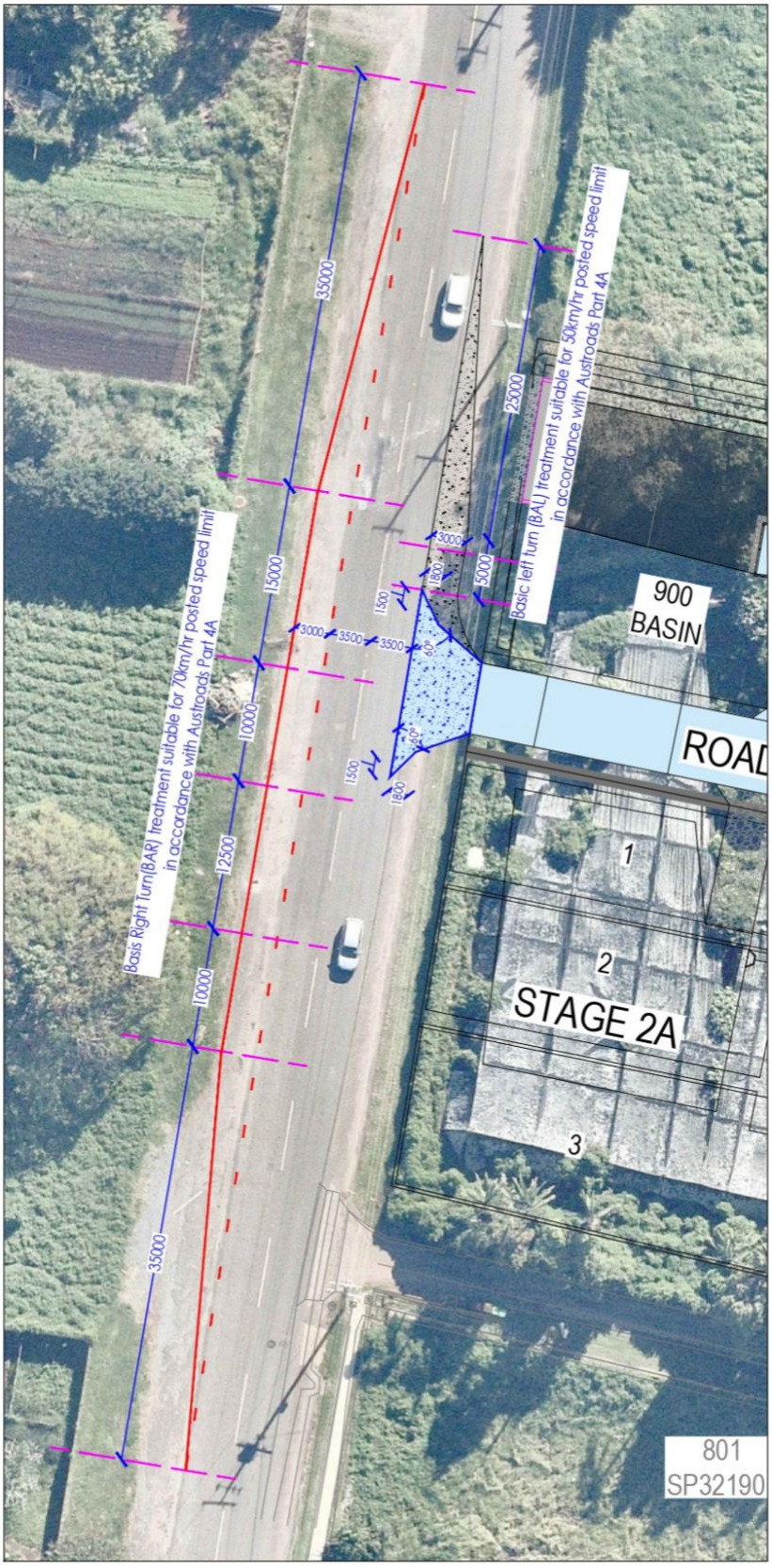


FIGURE 6.2 – FUNCTIONAL LAYOUT OF PROPOSED ROCHEDALE ROAD / TEMPORARY ACCESS INTERSECTION

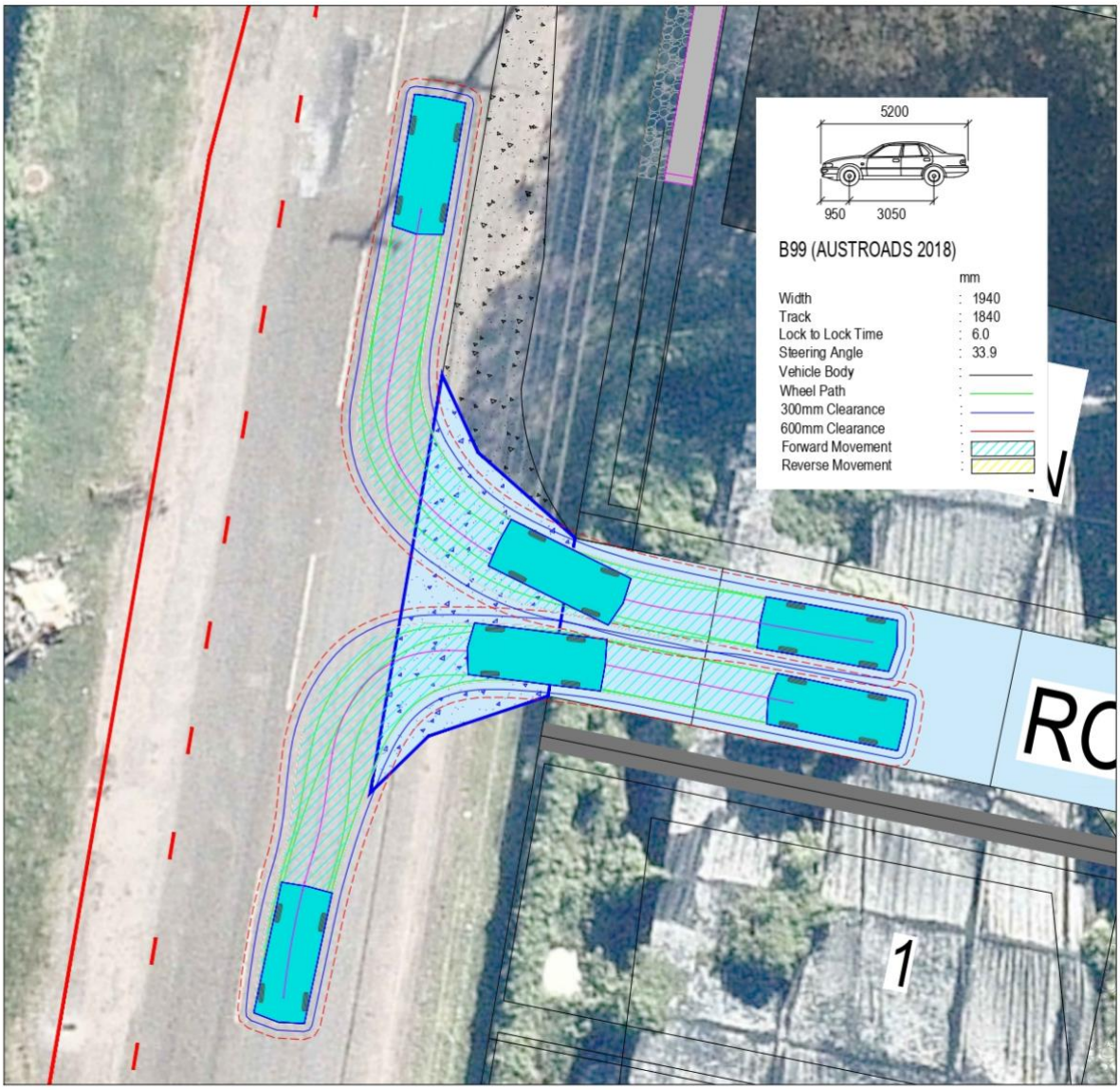


FIGURE 6.3 – B99 VEHICLE ACCESS

6.2 SIDRA Network Modelling

Traffic modelling has been carried out using SIDRA Intersection for the Rochedale Road / Proposed New Road intersection to assess its operational performance under future design traffic conditions.

Given that the intersection will be new as part of the proposed development, the analysis considers the development-generated traffic associated with the proposed residential subdivision.

The results of the SIDRA analysis are presented in Appendix C and summarised in Table 6.1.

Table 6.1 – SIDRA Results (Rochedale Road / Proposed New Road Intersection)

Scenario	Degree of Saturation	Total Average Delay (seconds)	Queue Length (metres)
2028 AM Peak – Design Traffic	0.235	0.3	0.8
2028 PM Peak – Design Traffic	0.283	0.3	1.3
2038 AM Peak – Design Traffic	0.315	0.3	1.0
2038 PM Peak – Design Traffic	0.379	0.4	2.0

The SIDRA modelling results presented in Table 6.1 demonstrate that the new intersection along Rochedale Road together with the proposed new road is anticipated to operate within the acceptable performance levels under the projected design traffic conditions.

With the proposed development in operation, the intersection maintains satisfactory levels of service, manageable queue lengths, and degrees of saturation below critical limits.

This confirms that the background and the development-generated trips can be adequately accommodated, ensuring satisfactory performance.

The above assessment considers the interim scenario, with access via the temporary connection to Rochedale Road. Ultimately, access to the site will be gained via future road connections to the north, east and south, with access to Rochedale Road via Ford Road and Prestige Street. Traffic studies prepared for the adjoining subdivisions have considered the traffic generation of the subject site.

7.0 ROAD NETWORK DESIGN

The proposed internal road network comprises an 8.5m-wide road reserve connecting to Rochedale Road, together with 14 m-wide northern and southern road reserves extending east towards the adjoining development land.

The proposed road reserve widths and intersection arrangements shown on the concept plan are generally in accordance with Brisbane City Council's road design standards.

8.0 PROVISION FOR SERVICE VEHICLES

The proposed internal road network has been designed to accommodate service vehicles, including waste collection vehicles. A temporary turnaround facility suitable for a refuse collection vehicle is proposed to be provided at the eastern end of the site. Swept path analysis has been undertaken for a 9.64 metre Side Loading Waste Collection Vehicle (WCV) as shown in Figures 8.1 and 8.2. The WCV can manoeuvre at the proposed temporary turnaround facility and turn left into and left out of the site at the Rochedale Road intersection.

Accordingly, the proposed internal road network is considered suitable to accommodate the servicing requirements of the proposed residential subdivision.

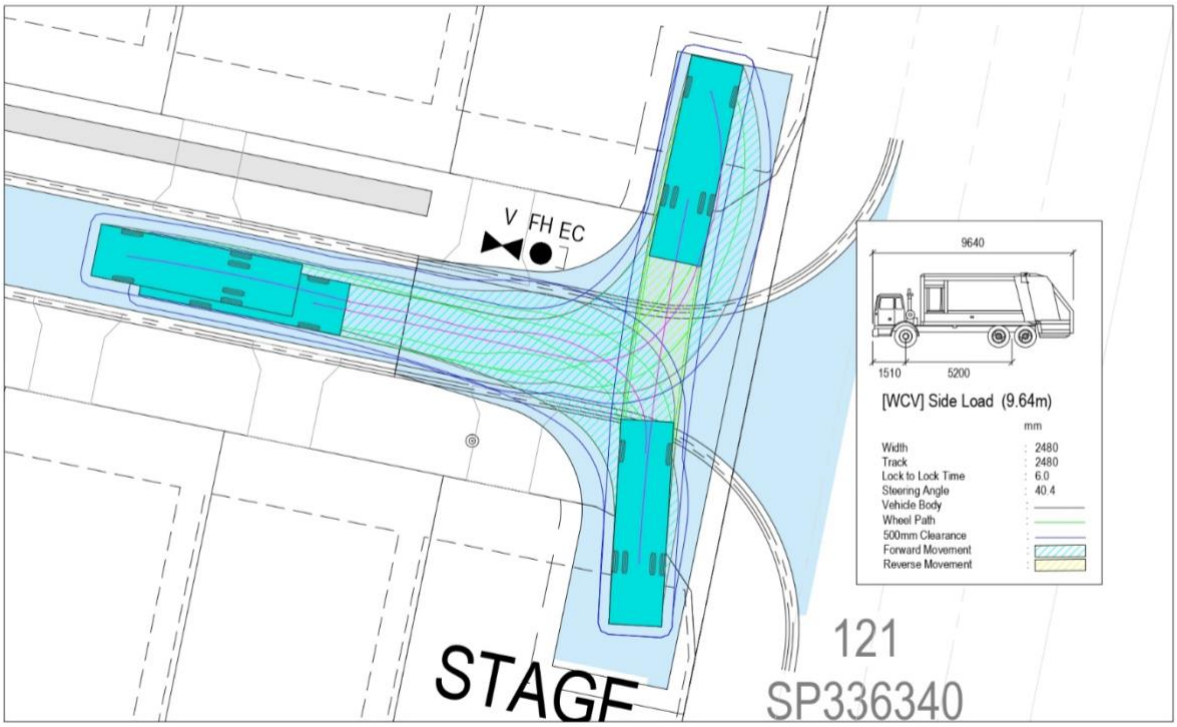


FIGURE 8.1 – SWEPT PATH OF 9.64M SIDE LOADING WASTE COLLECTION VEHICLE (MANOEUVRING AT THE PROPOSED TEMPORARY TURNAROUND FACILITY)

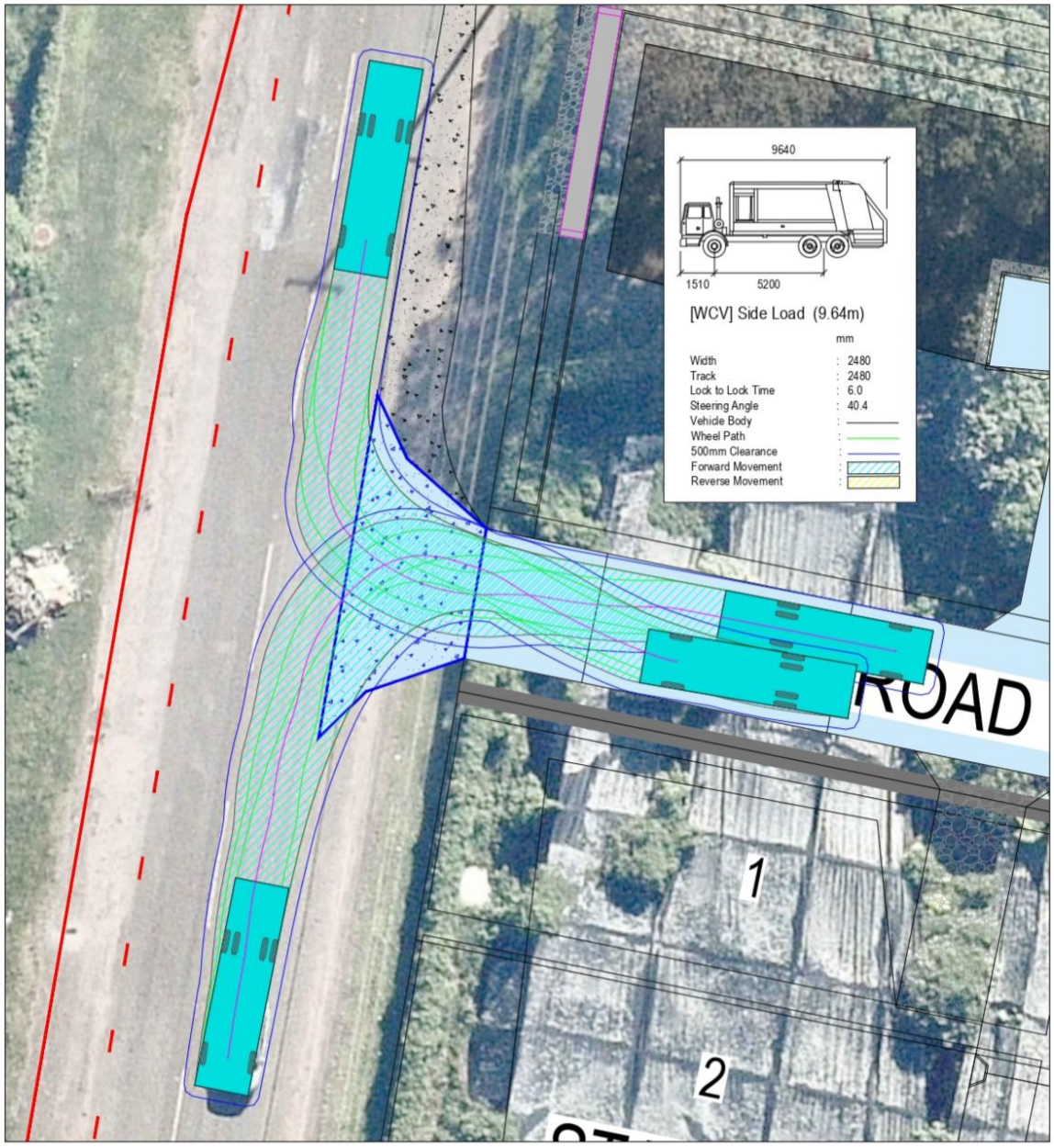


FIGURE 8.2 – SWEPT PATH OF 9.64M SIDE LOADING WASTE COLLECTION VEHICLE

9.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The proposal comprises a Reconfiguration of a Lot (ROL) to create a total of 38 residential lots over a total area of approximately 2.171 Ha. The areas of proposed residential lots have an average of approximately 366m^2.

- Vehicle access is proposed via a temporary connection to Rochedale Road, which will be in place until such time as the adjoining properties develop and alternative access is available via connecting public roads. The proposed internal road network comprises an 8.5m-wide road reserve and 14m-wide road reserve that runs from the northern boundary, and acts as the circulation road within the site. The temporary access road will revert to a pedestrian / bicycle link (only) when it is no longer needed for vehicle access.

- In the ultimate arrangement, access to the site will be via future road connections to the north, east and south, with access to Rochedale Road via Ford Road and Prestige Street. Traffic studies prepared for the adjoining subdivisions have considered the traffic generation of the subject site.

- The development is estimated to generate approximately 304 vehicle movements per day and approximately 30 vehicle movements during each of the AM and PM peak hours.

- Development-generated traffic is expected to be distributed to and from the south via Rochedale Road, with a minor volume distributing to and from the north.

- Although a CHR right-turn treatment is warranted based on the 2038 design traffic volumes, Type BAR right-turn and Type BAL left-turn treatments are proposed at the Rochedale Road / Proposed New Road intersection given the temporary nature of the access.

- The proposed internal road network, comprising 8.5m-wide and 14m-wide road reserves and a temporary turnaround facility suitable for a refuse collection vehicle at the eastern end of the site, is considered suitable to accommodate service vehicles, including waste collection vehicles.

- The proposed layout allows for a 9.64m Side Loading Waste Collection Vehicle (WCV) to manoeuvre within the road network satisfactorily.

- Overall, the proposed vehicle access arrangements, intersection treatments, internal road network and servicing provisions are considered satisfactory from a traffic engineering perspective.

APPENDICES

APPENDIX A – SURVEYED TRAFFIC VOLUMES
APPENDIX B – CRITERIA FOR EVALUATING SIDRA RESULTS
APPENDIX C – SIDRA RESULTS

APPENDIX A – SURVEYED TRAFFIC VOLUMES

MANUAL TRAFFIC SURVEY RESULTS

Unit Type: Camera
RTE ID: 26189
Location: Rochedale Road adjacent to No 470
Date: Thursday 29 October 2026
Comments: Fine weather

Class **All Vehicles**

Time	Southbnd	Northbnd	Total	Cumul Tot
7:00	81	71	152	
7:15	75	77	152	
7:30	88	75	163	
7:45	96	80	176	643
8:00	101	85	186	677
8:15	107	87	194	719
8:30	112	90	202	**758**
8:45	91	80	171	753
9:00	96	78	174	741
9:15	89	75	164	711
9:30	85	71	156	665
9:45	81	75	156	650
10:00	90	69	159	635
10:15	88	70	158	629
14:00	85	80	165	
14:15	87	89	176	
14:30	82	97	179	
14:45	90	90	180	700
15:00	96	98	194	729
15:15	98	97	195	748
15:30	97	88	185	754
15:45	92	91	183	757
16:00	101	103	204	767
16:15	99	101	200	772
16:30	110	111	221	808
16:45	117	117	234	859
17:00	120	121	241	896
17:15	115	128	243	**939**
17:30	101	107	208	926
17:45	85	94	179	871
AM PEAK HR	**416**	**342**	**758**	
PM PEAK HR	**462**	**477**	**939**	

APPENDIX B – CRITERIA FOR EVALUATING SIDRA RESULTS

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**[1] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

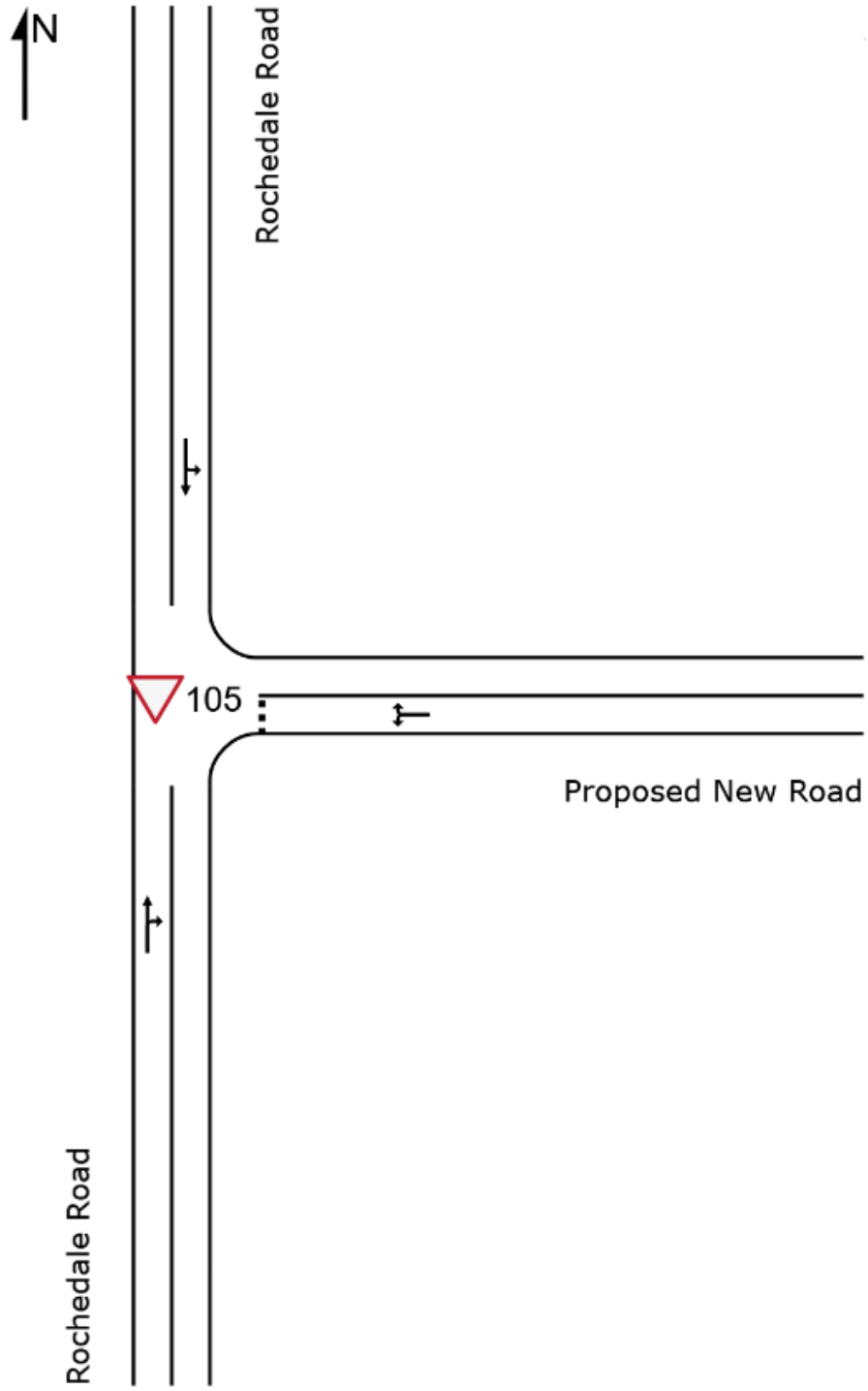
For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

[1] *The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.*

APPENDIX C – SIDRA RESULTS

ROCHEDALE ROAD / PROPOSED NEW ROAD INTERSECTION

2028 AM Peak – Design Traffic
2028 PM Peak – Design Traffic
2038 AM Peak – Design Traffic
2038 PM Peak – Design Traffic



MOVEMENT SUMMARY

Site: [101] Design 2028 AM (Rochedale Road / Proposed New Road Intersection)

Output produced by SIDRA INTERSECTION Version: 11.0.2

26189 - Rochedale Road / Proposed New Road Intersection
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Rochedale Road															
2	T1	All MCs	363	5.0	363	5.0	0.196	0.0	LOS A	0.0	0.3	0.02	0.01	0.02	59.9
3	R2	All MCs	4	5.0	4	5.0	0.196	6.6	LOS A	0.0	0.3	0.02	0.01	0.02	56.8
Approach			367	5.0	367	5.0	0.196	0.1	NA	0.0	0.3	0.02	0.01	0.02	59.8
East: Proposed New Road															
4	L2	All MCs	17	5.0	17	5.0	0.031	7.3	LOS A	0.1	0.8	0.49	0.67	0.49	50.7
6	R2	All MCs	7	5.0	7	5.0	0.031	10.4	LOS B	0.1	0.8	0.49	0.67	0.49	50.5
Approach			24	5.0	24	5.0	0.031	8.2	LOS A	0.1	0.8	0.49	0.67	0.49	50.7
North: Rochedale Road															
7	L2	All MCs	2	5.0	2	5.0	0.235	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.1
8	T1	All MCs	441	5.0	441	5.0	0.235	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			443	5.0	443	5.0	0.235	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			834	5.0	834	5.0	0.235	0.3	NA	0.1	0.8	0.02	0.03	0.02	59.5

MOVEMENT SUMMARY

Site: [102] Design 2028 PM (Rochedale Road / Proposed New Road Intersection)

Output produced by SIDRA INTERSECTION Version: 11.0.2

26189 - Rochedale Road / Proposed New Road Intersection
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Rochedale Road															
2	T1	All MCs	506	5.0	506	5.0	0.283	0.1	LOS A	0.2	1.3	0.04	0.06	0.04	59.6
3	R2	All MCs	15	5.0	15	5.0	0.283	8.2	LOS A	0.2	1.3	0.04	0.06	0.04	56.6
Approach			521	5.0	521	5.0	0.283	0.4	NA	0.2	1.3	0.04	0.06	0.04	59.5
East: Proposed New Road															
4	L2	All MCs	6	5.0	6	5.0	0.014	7.6	LOS A	0.0	0.3	0.54	0.68	0.54	50.0
6	R2	All MCs	3	5.0	3	5.0	0.014	12.8	LOS B	0.0	0.3	0.54	0.68	0.54	49.7
Approach			9	5.0	9	5.0	0.014	9.3	LOS A	0.0	0.3	0.54	0.68	0.54	49.9
North: Rochedale Road															
7	L2	All MCs	6	5.0	6	5.0	0.263	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.1
8	T1	All MCs	490	5.0	490	5.0	0.263	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			496	5.0	496	5.0	0.263	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles			1026	5.0	1026	5.0	0.283	0.3	NA	0.2	1.3	0.03	0.04	0.03	59.5

MOVEMENT SUMMARY

Site: [103] Design 2038 AM (Rochedale Road / Proposed New Road Intersection)

Output produced by SIDRA INTERSECTION Version: 11.0.2

26189 - Rochedale Road / Proposed New Road Intersection
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Rochedale Road															
2	T1	All MCs	488	5.0	488	5.0	0.263	0.0	LOS A	0.1	0.4	0.01	0.02	0.01	59.9
3	R2	All MCs	4	5.0	4	5.0	0.263	7.5	LOS A	0.1	0.4	0.01	0.02	0.01	56.8
Approach			492	5.0	492	5.0	0.263	0.1	NA	0.1	0.4	0.01	0.02	0.01	59.9
East: Proposed New Road															
4	L2	All MCs	17	5.0	17	5.0	0.042	8.4	LOS A	0.1	1.0	0.58	0.76	0.58	49.4
6	R2	All MCs	7	5.0	7	5.0	0.042	14.5	LOS B	0.1	1.0	0.58	0.76	0.58	49.2
Approach			24	5.0	24	5.0	0.042	10.1	LOS B	0.1	1.0	0.58	0.76	0.58	49.4
North: Rochedale Road															
7	L2	All MCs	2	5.0	2	5.0	0.315	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.1
8	T1	All MCs	593	5.0	593	5.0	0.315	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			595	5.0	595	5.0	0.315	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			1111	5.0	1111	5.0	0.315	0.3	NA	0.1	1.0	0.02	0.02	0.02	59.5

MOVEMENT SUMMARY

Site: [104] Design 2038 PM (Rochedale Road / Proposed New Road Intersection)

Output produced by SIDRA INTERSECTION Version: 11.0.2

26189 - Rochedale Road / Proposed New Road Intersection
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Rochedale Road															
2	T1	All MCs	680	5.0	680	5.0	0.379	0.2	LOS A	0.3	2.0	0.04	0.05	0.05	59.6
3	R2	All MCs	15	5.0	15	5.0	0.379	9.9	LOS A	0.3	2.0	0.04	0.05	0.05	56.5
Approach			695	5.0	695	5.0	0.379	0.4	NA	0.3	2.0	0.04	0.05	0.05	59.5
East: Proposed New Road															
4	L2	All MCs	6	5.0	6	5.0	0.023	8.8	LOS A	0.1	0.5	0.67	0.79	0.67	47.7
6	R2	All MCs	3	5.0	3	5.0	0.023	20.7	LOS C	0.1	0.5	0.67	0.79	0.67	47.5
Approach			9	5.0	9	5.0	0.023	12.8	LOS B	0.1	0.5	0.67	0.79	0.67	47.7
North: Rochedale Road															
7	L2	All MCs	6	5.0	6	5.0	0.352	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.0
8	T1	All MCs	659	5.0	659	5.0	0.352	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach			665	5.0	665	5.0	0.352	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles			1369	5.0	1369	5.0	0.379	0.4	NA	0.3	2.0	0.03	0.04	0.03	59.5