

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

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Yarrabilba, Precinct 4H

Traffic Impact Assessment

Stockland Residential Communities

Level 4, 99 Melbourne Street
South Brisbane, QLD, 4101

Prepared by:

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Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Stockland Residential Communities (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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1.0 Introduction

SLR Consulting Australia Pty Ltd (**SLR**) has been commissioned by Stockland Residential Communities (**Stockland**) to provide traffic engineering and transport planning advice for the Yarrabilba master planned development area. The Yarrabilba master planned development is located within the extents of the Yarrabilba Priority Development Area (**PDA**), which is situated approximately 20km south of Logan Central and Springwood. When fully developed, it is anticipated that the ultimate Yarrabilba development will yield approximately 17,000 residential dwellings and approximately 45,000 residents.

The traffic and transport aspects of the overall Yarrabilba master plan have been extensively documented within several reports, which are referenced in **Section 1.1**. This report specifically addresses the traffic and transport aspects of Precinct 4H (which is a sub-precinct of Precinct 4). The proposed layout plan for the Precinct 4H application is included at **Appendix A**.

1.1 Previous Reporting

The traffic and transport aspects of the entire Yarrabilba master plan development (and other relevant precincts) have been previously addressed within many documents, including the following:

- *Yarrabilba Master Plan Micro-simulation Modelling - Revised Land Use and Road Network* (Cardno, May 2015). This has been superseded by modelling in 2018 and the November 2019 report.
- *Yarrabilba Movement Infrastructure Master Plan* (Cardno, October 2015) – endorsed by EDQ on 11 November 2015, and on 3 July 2019. This version has now been superseded by the endorsed version below.
- *Yarrabilba Master Plan Development Traffic Model and Intersection Analysis Data Compendium* (SLR, November 2019).
- *Yarrabilba Master Plan Development Movement Infrastructure Master Plan (Revision 9 Version 2.0)* (SLR, May 2025) – endorsed by EDQ on 3 June 2025. **Referred herein as the 'Endorsed MIMP (2025)'**.
- *Yarrabilba Masterplan Community – Precinct 4 District Sports Park Access Intersection Traffic Engineering Statement* (SLR, October 2024).

For clarity, it is acknowledged that:

- Updated traffic modelling was undertaken in 2018, and the volumes from this are most representative of current Yarrabilba planning and have been used for all traffic design and assessment since 2018.
- The updated traffic modelling (2018) is included in the Endorsed MIMP (2025) and represents the most recent traffic forecasts and assessment for Yarrabilba.
- The Precinct 4H assessment herein uses volumes from the traffic model update in 2018.

Where relevant, some elements of these reports have been used to inform the traffic assessment herein. In particular, it is intended that the traffic and transport aspects of Precinct 4H are generally consistent with the Endorsed MIMP (2025).



1.2 Traffic Model Update

The overall Yarrabilba road network and demographics were revised in 2018, which included reference to the initial traffic model (2015) and the previously Endorsed MIMP (2015 and 2019). Whilst the demographics have been updated in various precincts, the demographics for the total Yarrabilba PDA are largely unchanged.

The Precinct 4H assessment herein is based on the most recent traffic model volumes and demographics (2018). This is discussed in **Section 4.0**. The traffic volume results from the 2018 modelling are the most up-to-date information available and have been considered and incorporated herein.

The analysis herein uses the 2018 traffic modelling with relevant updates at the subject site intersection/s to reflect the current development yields for Precinct 4H and the adjacent District Sports Park.



2.0 Proposed Development

The proposed Precinct 4H development is located in the north-west corner of the broader Precinct 4 area and immediately west of Precinct 4B. McKenny Boulevard travels along the eastern boundary of Precinct 4H and Wentland Avenue along the southern boundary.

Primary vehicular access for this precinct will be via McKenny Boulevard, which provides connectivity to/from Wentland Avenue and to/from Yarrabilba Drive (via Fauna Way). A secondary access (left-in-left-out) is proposed on Wentland Avenue.

The proposed yield represents 140 residential lots and a childcare facility. Precinct 4H is illustrated on **Figure 1** in context of the precinct staging and overall Yarrabilba Development Area.

Figure 1: Precinct 4H Site Context



The proposed development plan for Precinct 4H has been prepared by RPS Group (**RPS**) and incorporates input from the wider design team (including advice on traffic and transport design matters provided by SLR). The plan will be submitted as part of the planning documents for the application and has been used as the basis of the traffic assessment herein. A copy of the development plan is included at **Appendix A**.

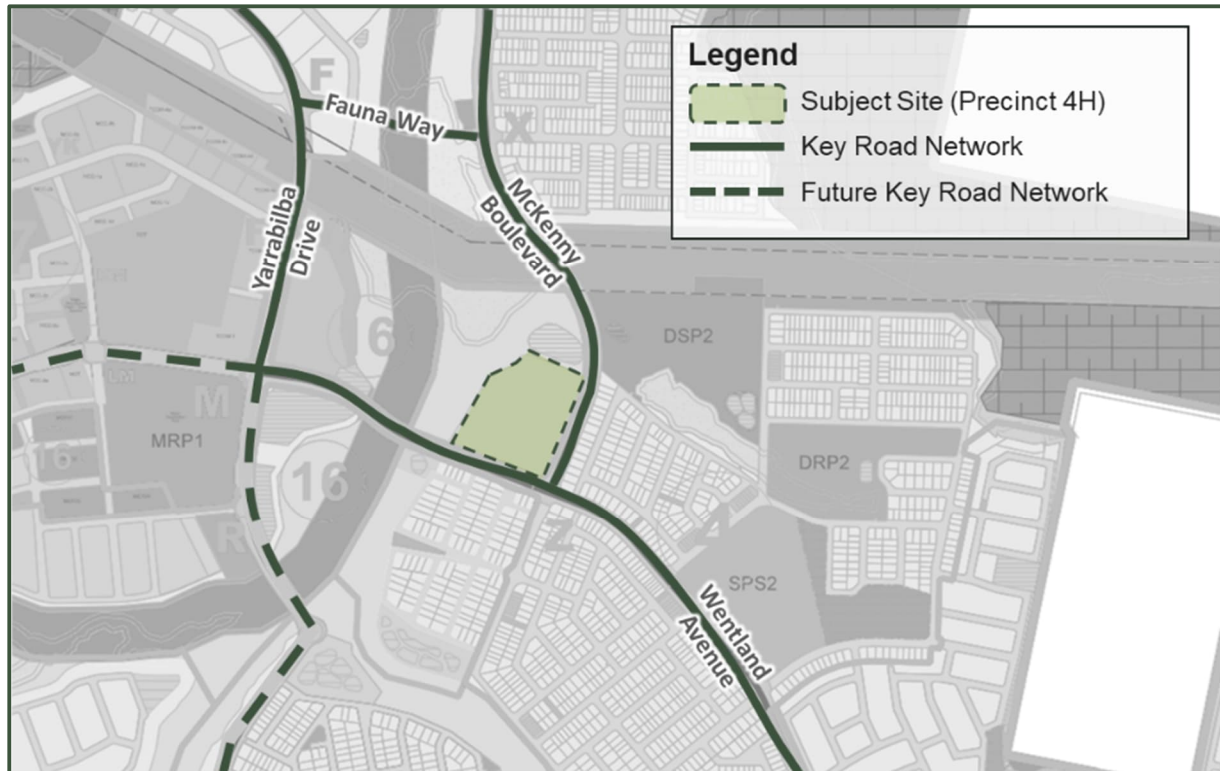
Based on the plan provided by Stockland and RPS and as detailed within the precinct layout plan, Precinct 4H is proposed to include the following key land uses and yields:

- 140 residential lots.
- A balance lot for a future childcare facility anticipated to accommodate 120 children.
- Two local recreation parks.
- Bio-basin for stormwater detention.

The adjacent road network is illustrated on **Figure 2**.



Figure 2: Precinct 4H POD



It is recognised that in the interim McKenny Boulevard extends south to connect with Wentland Avenue (for destinations east and west), extends north to Fauna Way (for destinations north via Yarrabilba Drive) and also provides access to Precinct 3 north of Fauna Way.

The planning and design for the ultimate horizon allows for McKenny Boulevard to connect to/from the north at the Southern Infrastructure Corridor (SIC). It is important to recognise that whilst planning has allowed for the northern connection with the SIC, there is no commitment, certainty or timing around if / when this might occur.



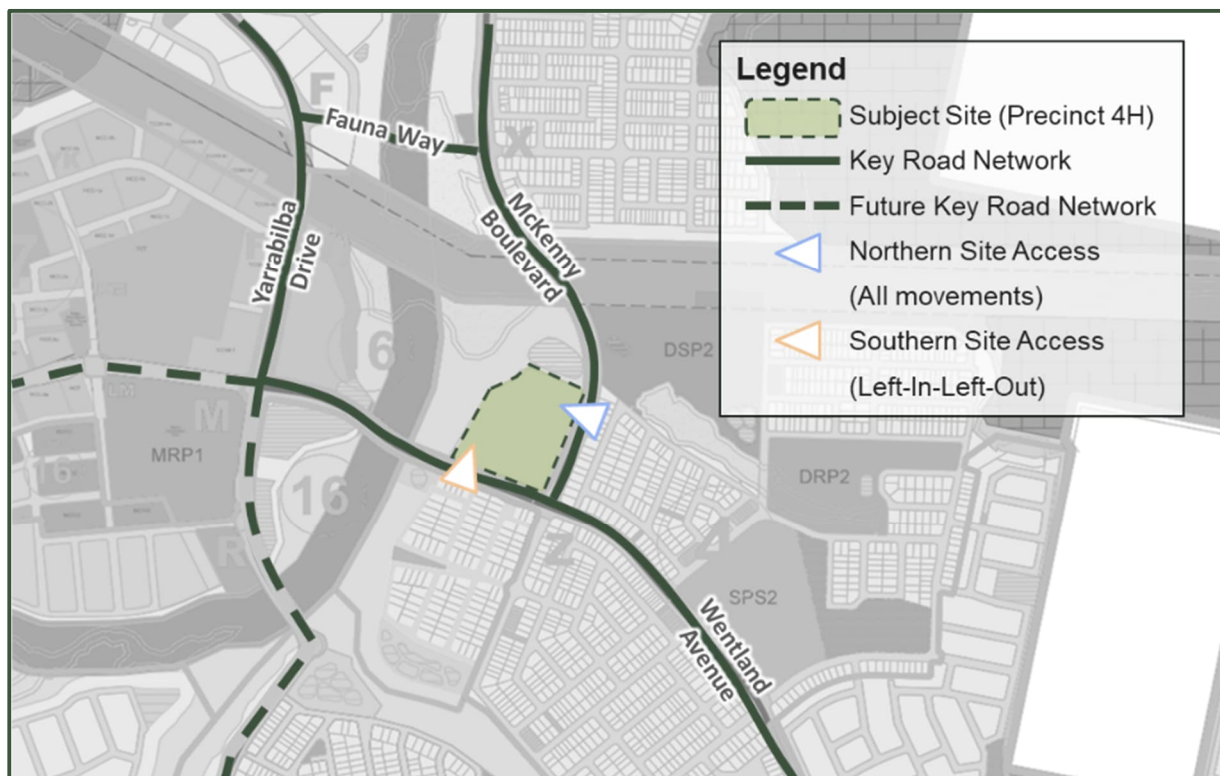
3.0 Design Review

3.1 External Access

Precinct 4H does not include any major road connections that differ from what is identified in the Endorsed MIMP (2025), nor does it propose any changes to these roads. As such, the design review undertaken as a part of this traffic assessment focuses on the geometric suitability of the lower-order roads and connections specific to the Precinct 4H network.

For completeness, the Precinct 4H access location to the major road network has been illustrated on **Figure 3**.

Figure 3 Precinct 4H External Road Connections



3.2 Internal Road Network

The internal roads (and their respective road reserve widths) proposed as part of the Precinct 4H development will include the following:

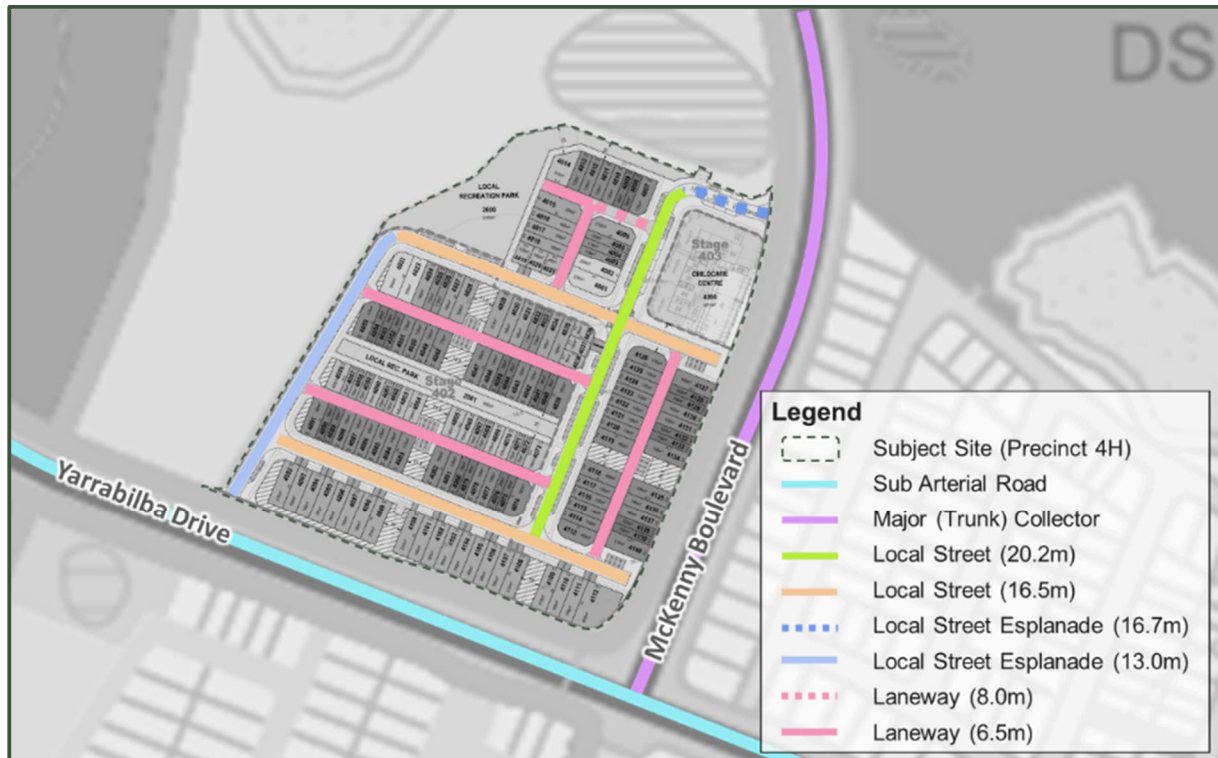
- Local Street (20.2m).
- Local Street (16.5m).
- Local Street Esplanade (16.7m).
- Local Street Esplanade (13.0m).
- Laneway (8.0m).
- Laneway (6.5m).

The allocation of the above road cross sections to the Precinct 4H road network can be seen in **Figure 4**.



The road hierarchy and general road alignments are compliant with those identified in the Endorsed MIMP (2025).

Figure 4 Proposed Road Network Layout and Hierarchy



The cross sections for each road type have been developed by the project team with traffic input from SLR and are based on the design principles outlined within the Endorsed MIMP (2025). These cross sections are generally consistent with those designed/constructed previously in Yarrabilba and are underpinned by the typical cross sections detailed within the Endorsed MIMP (2025).

It is important to note that the cross sections proposed for Precinct 4H have some differences from those included in the Endorsed MIMP (2025). These differences are not considered significant, and the relevant/appropriate transport functions for all roads are retained/achieved by the proposed cross sections. Therefore, the variations to the cross sections are acceptable for Precinct 4H.

3.3 Intersection Forms and Spacing

The majority of the intersections within the Precinct 4H development are three-way priority-controlled intersections. There are no concerns with the form of these intersections, and the traffic volumes do not warrant auxiliary turn lanes.

The only exception is the four-way priority-controlled intersection located to the south of the childcare centre. The eastern leg of this intersection (the Laneway) will have low traffic volumes and speeds and will be constructed with brick paving to resemble a driveway crossover. The intersection will therefore appear as a three-way intersection. This will result in improved safety conditions in comparison to a standard four-way intersection. The traffic volumes anticipated at this intersection do not warrant auxiliary turn lanes.

The spacing (separation) between the intersections is consistent with good transport planning principles, as guided by Queensland Streets. While some intersections with minor roads on



the same side of the major road are spaced closer than the recommended 60 metres, this is considered acceptable in the context of the overall network design.

It is recognised that the Child Care Centre design and layout will be the subject of a separate application. In regard to transport, that application will address the car parking quantum, car park layout, service vehicle facilities and driveway details. As part of the current application, vehicle access for the Child Care Centre has nominally been assumed to occur on the southern boundary, via the Local Street. Since the proposed Local Street has a 7.5m wide pavement and will not include any kerbside parking, it is considered to be adequate width to accommodate vehicle access for the Child Care Centre.

3.4 Active Transport Provisions

The key elements of the walk and cycle network proposed in Precinct 4H are consistent with the connections and elements within the Endorsed MIMP (2025). It is recognised that some active transport links, as proposed in Precinct 4H, are additional to those identified in the Endorsed MIMP (2025).

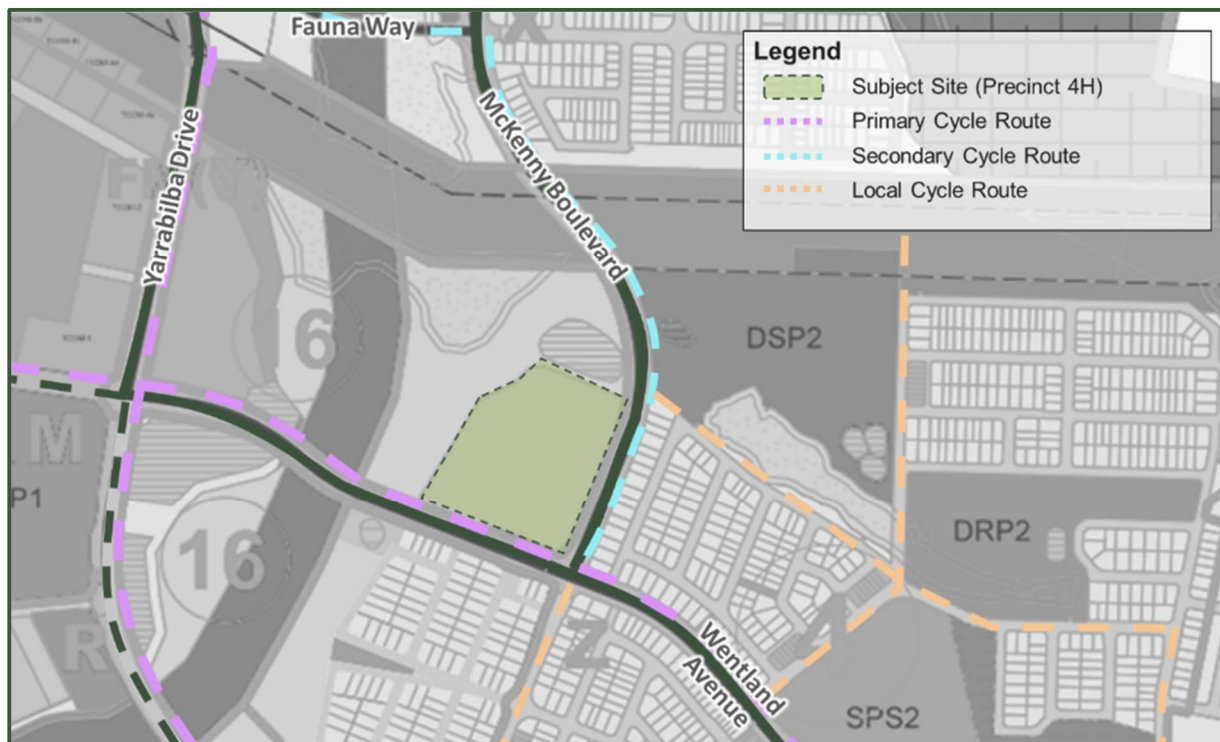
Key elements of the active transport network relative to Precinct 4H have been reproduced below for ease of reference, as identified within the Endorsed MIMP (2025) and can be seen in **Figure 5**:

- Commuter Cycle Route along McKenny Boulevard.
- Commuter Cycle Route along Wentland Avenue.

Within Precinct 4H, all Local Streets will include a footpath on at least one side.

The proposed active transport paths are compliant with and exceed those identified in the Endorsed MIMP (2025).

Figure 5 Proposed Active Transport Provisions



3.5 Public Transport Provisions

In accordance with the provisions outlined in the Movement IMP, the Yarrabilba Master Plan Area aims to provide public transport connections within a 500m walking distance of residents within precinct developments.

As identified in **Figure 6**, several bus routes and bus stops are proposed within the subject site. Bus routes and bus stops exist along Wentland Avenue and Yarrabilba Drive. The bus stop pair immediately south of Precinct 4H has already been constructed. The 500m walking distance assessment has been undertaken, adopting a 400m circle radius measured around each proposed bus stop pair. This assessment is depicted at **Figure 6**.

Figure 6 Proposed Public Transport Provisions

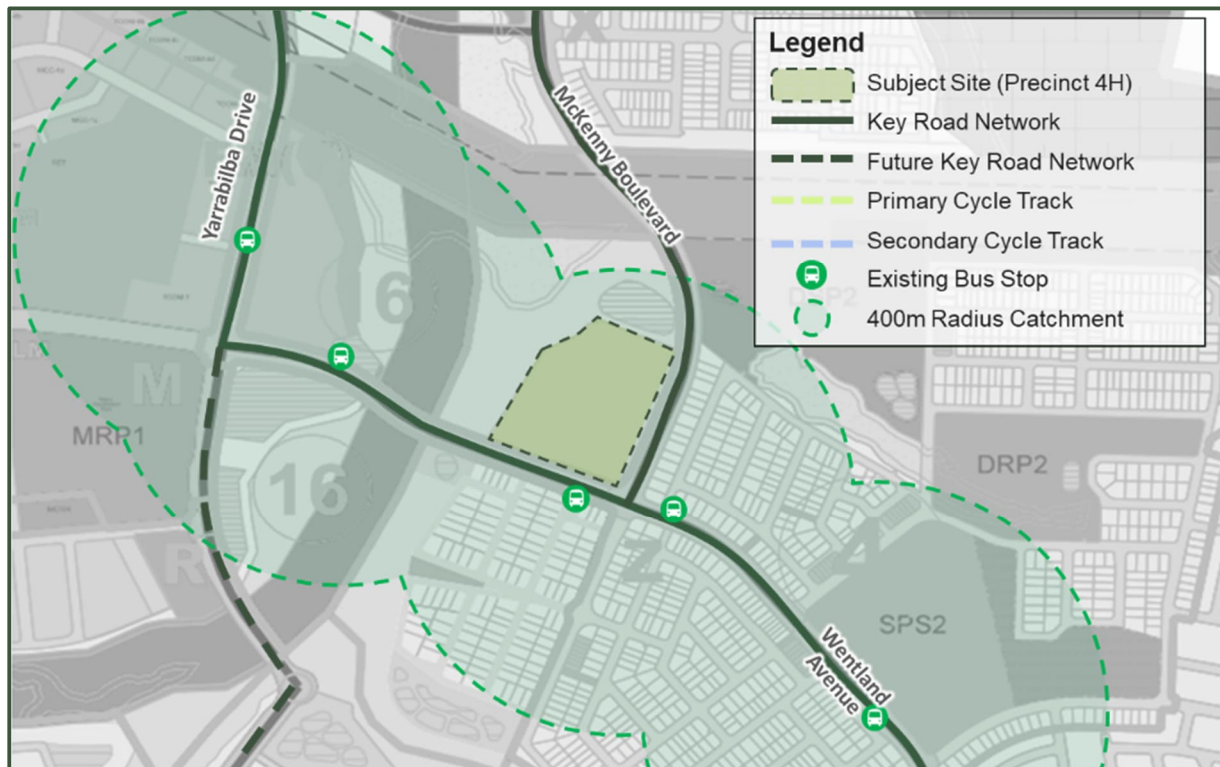


Figure 6 identifies that all lots in Precinct 4H will be within 500m walking distance of a proposed bus stop.

It is recognised that bus services may not be implemented by TransLink on the identified routes (this is to be negotiated by contract with the bus operator, Stockland and TransLink); however, the relevant roads have been designed to enable such bus routes to occur. The proposed bus stops will be constructed in accordance with TransLink's Public Transport Infrastructure Manual (**PTIM**).

On this basis, the public transport will adequately service the Precinct 4H catchment and comply with those identified in both the Endorsed MIMP (2025).



4.0 Traffic Analysis

4.1 Development Scenarios

As identified in **Section 1.2**, the most up-to-date traffic modelling was undertaken in 2018. In line with this modelling, the analysis herein assesses the same two scenarios, identified as follows:

- **Scenario 1: Interim (2031)** – assumes partial (approximately 75%) development of the Yarrabilba Masterplan, excluding some precincts to the south and east predominantly. This scenario also assumes no external road connections to/from the north related to the Southern Infrastructure Corridor (**SIC**).
- **Scenario 2: Ultimate** – which assumes the full development of the wider Yarrabilba Masterplan, with a completed external road network in line with the Movement IMP (including a future connection to the SIC).

Precinct 4H will be fully constructed before 2031 and therefore operational during both scenarios. The required access intersection forms for Precinct 4H have been determined for each scenario.

4.2 Background Traffic Volumes

4.2.1 Model Background Traffic

For the purposes of the following analysis, the traffic volumes on McKenny Boulevard for both scenarios were obtained from the 2018 modelling volumes (as reported in the *Yarrabilba Master Plan Development Traffic Model and Intersection Analysis Data Compendium* (SLR, November 2019)).

The development traffic for Precinct 4H has been included in the 2018 model. The development yield for Precinct 4H within that model was, however, only 99 lots. To gauge the impact of Precinct 4H, the previously determined development traffic has been removed from the background traffic volumes. The adjusted background traffic volumes can be seen in the Traffic Flow Diagrams attached at **Appendix B**.

4.2.2 Additional Development

The 2018 traffic model did not include the traffic generated by the Precinct 4 District Sports Park (DSP), located to the northeast of Precinct 4H. The Precinct 4 DSP is expected to be fully constructed before 2031 and therefore operational during both scenarios. The sports park is expected to be utilised only partially during weekdays. More details on the traffic volumes for the DSP can be seen in the Traffic Engineering Statement submitted for Precinct 4 DSP (SLR, October 2024). The trips generated by the sports park have been added to the background traffic.

4.3 Precinct 4H Development Traffic Assumptions

4.3.1 Traffic Generation

In line with previous assessments and the traffic model of 2018, a traffic generation rate of 0.8vp/h/lot has been applied to the residential component of the development.



Trip generation rates for the childcare land use were sourced from the Queensland Government Open Data Portal's Traffic Generation Data dataset. The original dataset included 17 childcare centres with enrolments ranging from 48 to 75 students. As these centres are generally smaller than the proposed development, the smallest facility was excluded, resulting in a refined sample of 16 sites with student numbers between 72 and 75. The 85th percentile trip generation rates were applied, with the estimated peak hour trips summarised in **Table 1**.

Table 1 Precinct 4H Trip Generation

Land use	Yield	AM Trip Rate	PM Trip Rate	AM Trips	PM Trips
Low Density Residential	140 lots	0.80 vph/lot	0.80 vph/lot	112	112
Childcare	120 children	0.75 vph/child	0.68 vph/child	90	82
Total				202	194

4.3.2 Traffic Distribution

The distribution of traffic generated by Precinct 4H has been assigned to the external road network, consistent with the distribution assumptions adopted in the previous analysis, and can be seen in **Table 2**.

Table 2 External Distribution

Direction (To/from)	Road	Residential Trip Distribution	Childcare Trip Distribution
North	McKenny Boulevard	50%	20%
East	Wentland Avenue	16%	20%
South	Diamond Drive	0%	30%
West	Wentland Avenue	34%	30%
Total		100%	100%

Based on the surrounding road network and the location of the site accesses, it is expected that drivers will have more than one route option to access the development (left-in/left-out on Wentland Avenue, or all turns on McKenny Boulevard). **Table 3** indicates the assumed utilisation of the southern access intersection, with all other trips utilising the northern access intersection. It is further assumed that only residential traffic will make use of the alternative routes, as the childcare centre is located near the northern access. Due to the lower order roads and resulting higher friction of roads within Precinct 4H, the southern route (left-in/left-out on Wentland Avenue) is considered an unfavourable option for accessing the childcare centre.

Table 3 Southern Intersection Utilisations (Residential Trips Only)

Direction (To/from)	Via Road	Trip Distribution	Southern Access Utilisation	
			Left-In	Left-Out
Northwest	Fauna Way	50%		8%
	Wentland Avenue (West)	34%	8%	
Southeast	Wentland Avenue (East)	16%		4%
Total		100%	-	-



4.3.3 In / Out Split

In line with previous assessments, typical industry accepted in / out splits have been adopted for the trips within the Precinct 4H development, summarised in **Table 4**.

Table 4 In / Out Split

Peak Period	Residential Trips		Childcare Trips	
	IN	OUT	IN	OUT
AM	20%	80%	50%	50%
PM	70%	30%	50%	50%

The resultant traffic volume diagrams have been included in **Appendix B**.

4.4 Intersection Assessment

The performance of the access intersections for Precinct 4H has been analysed for each of the interim and ultimate scenarios using SIDRA Intersection 9.1 to establish the operational performance of the proposed layout.

4.4.1 Northern Access Intersection

The proposed form, as extracted from SIDRA, for the intersection of McKenny Boulevard / Access to Precinct 4H, can be seen in **Figure 7** for both the interim and ultimate forms. Detailed outputs for both scenarios have been provided in **Appendix C**. A summary of the results is provided in **Table 5**.



Figure 7 Proposed Intersection Form Alternatives – Northern Access Intersection

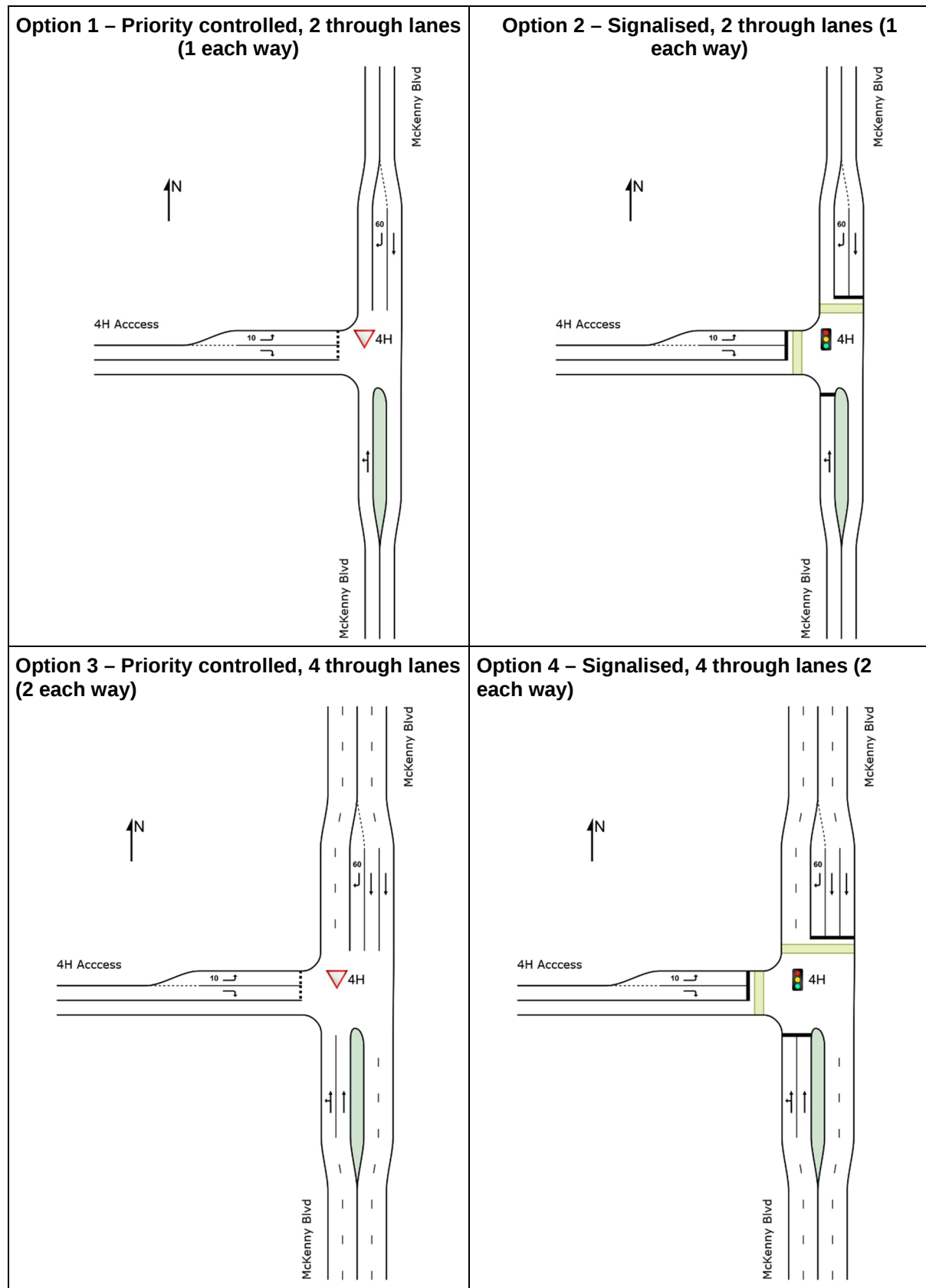


Table 5 Summary of SIDRA Results – Northern Access Intersection

Scenario	AM Peak			PM Peak		
	DoS	Average Delay (s)	95 th ile queue (m)	DoS	Average Delay (s)	95 th ile queue (m)
Option 1 – Priority-controlled, 2 through lanes (1 each way)						
Interim	0.15	9 (W)	3 (W)	0.16	9 (W)	2 (W)
Ultimate	0.29	15 (W)	6 (W)	0.61	74 (W)	15 (W)
Option 2 – Signalised, 2 through lanes (1 each way)						
Interim	0.33	12	30	0.43	14	40
Ultimate	0.63	13	89	0.78	13	219
Option 3 – Priority-controlled, 4 through lanes (2 each way)						
Interim	0.18	11 (W)	5 (W)	0.16	9 (W)	2 (W)
Ultimate	0.33	22 (W)	9 (W)	0.77	111 (W)	20 (W)
Option 4 – Signalised, 4 through lanes (2 each way)						
Interim	0.20	13	15	0.24	14	20
Ultimate	0.46	13	40	0.54	10	65

The results for each scenario are discussed below:

- **Interim Volume Scenario (2031, no connection to SIC):**

The results presented indicate that the proposed 2-lane unsignalised form can perform well within typically adopted performance thresholds (maximum DOS of 0.16).

With a 2-lane signalised form, the intersection can also perform well within typically adopted performance thresholds (maximum DOS of 0.43).

A 4-lane arrangement for McKenny Boulevard is not needed for the Interim volumes, but this would have adequate capacity.

- **Ultimate Volume Scenario (with connection to SIC):**

The ultimate form for McKenny Boulevard is two lanes per direction (allowing for the potential future connection with the SIC), according to the *Yarrabilba Master Plan Development Traffic Model and Intersection Analysis Data Compendium* (SLR, November 2019).

The results presented indicate that the proposed 2-lane unsignalised form can perform within typically adopted capacity thresholds (maximum DOS of 0.61); however, significant delays would be experienced on the right turn exit (west to south).

With a 2-lane signalised form, the intersection can also perform within typically adopted capacity thresholds (maximum DOS of 0.78); however, queue lengths on the northern leg would be approximately 220m, which would approach (maybe extend beyond) the adjacent intersection.

A 4-lane unsignalised form could perform just within typically adopted capacity thresholds (maximum DOS of 0.77); however, significant delays would be experienced on the right turn exit (west to south). This form is not recommended.

With a 4-lane signalised form, the intersection can perform within typically adopted performance thresholds (maximum DOS of 0.54) without queue overflow concerns.



Given the results of the assessment and the significant uncertainty surrounding the SIC, to achieve adequate capacity, a 2-lane unsignalised form would be recommended.

Notwithstanding the above capacity results, it is recommended that a 2-lane signalised intersection be provided to ensure safe pedestrian crossing between the Precinct 4 District Sports Park and the subject development.

Therefore, it is recommended that the intersection be constructed as a 2-lane signalised intersection (one through lane each way on McKenny Boulevard), as per the Interim Option 2 form indicated in **Figure 7**. The intersection form should allow adequate road reserve and geometry for a potential upgrade to four through lanes signalised (two through lanes each way on McKenny Boulevard), as per the Ultimate Option 4 form indicated in **Figure 7**, if and when needed by the ultimate horizon (including a northern connection of McKenny Boulevard with the SIC).

4.4.2 Southern Access Intersection

The proposed form, as extracted from SIDRA, for the left-in-left-out unsignalised intersection of Wentland Avenue / Access to Precinct 4H, can be seen in **Figure 8**. Detailed outputs for the interim and ultimate scenarios have been provided in **Appendix C**. A summary of the results is provided in **Table 6**.

The results presented indicate that the proposed intersection performs well within typically adopted performance thresholds (DOS of 0.80 for a priority-controlled intersection), and delays are low under all traffic scenarios.

Figure 8 Proposed Intersection Form – Southern Access Intersection

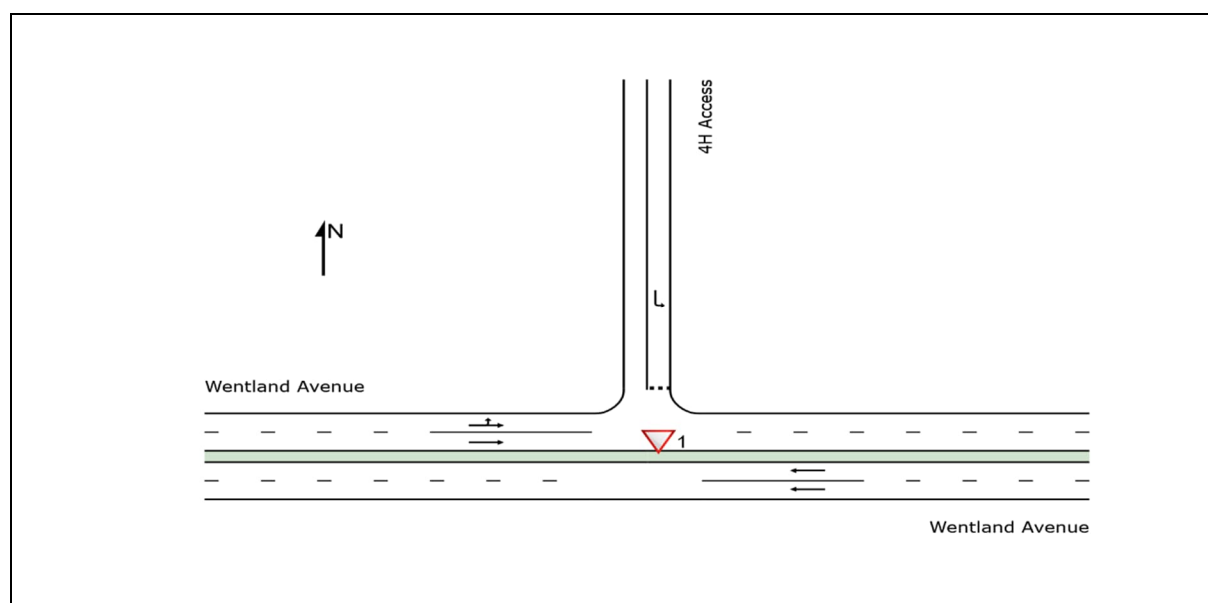


Table 6 Summary of SIDRA Results – Southern Access Intersection

Scenario	AM Peak			PM Peak		
	DoS	Average Delay (s)	95 th ile queue (m)	DoS	Average Delay (s)	95 th ile queue (m)
Interim	0.21	6 (n)	0.3 (n)	0.24	8 (n)	0.1 (n)
Ultimate	0.28	6 (n)	0.3 (n)	0.16	7 (n)	0.1 (n)



4.5 Turn Warrant Assessment

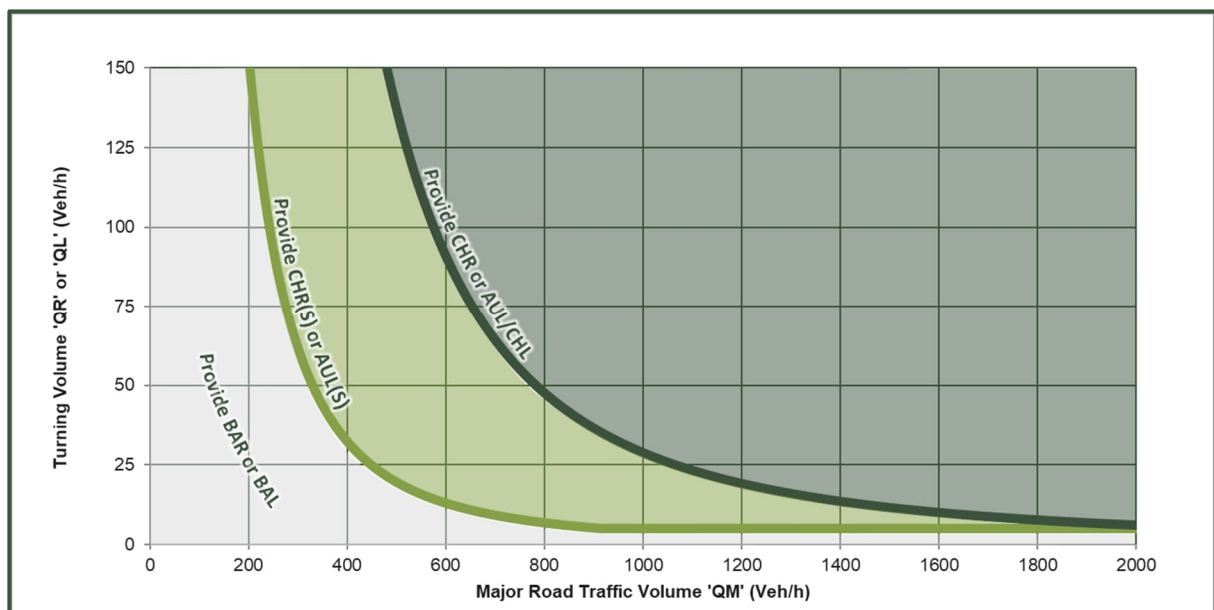
A turn warrant assessment has been conducted to confirm the appropriate turn treatment type required at the northern access intersection if it is proposed as a priority controlled (unsignalised) intersection.

The turn warrant assessment has been undertaken in accordance with research summarised in *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2021)* (AGRD4A). To assist the reader's interpretation of the assessment, a pictorial description of the various urban turn treatments that may be considered based on the design speed (V) is provided in **Figure 9** and **Table 7**. Detailed output from the assessments is included in **Appendix D**.

The results indicate that Basic Left (BAL) and Short Channelised Right (CHR(S)) Turn Treatments will be required during the interim scenario.

Notwithstanding the above, and the SIDRA analysis results, an auxiliary right turn lane (north to west) and an auxiliary left turn lane (south to west) are recommended at the northern access intersection, whether signalised or unsignalised. The latter auxiliary left turn lane is recommended to provide for safe protection and appropriate operation for the pedestrian / cycle crossing on the western leg of the intersection.

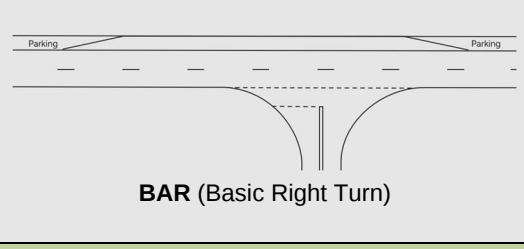
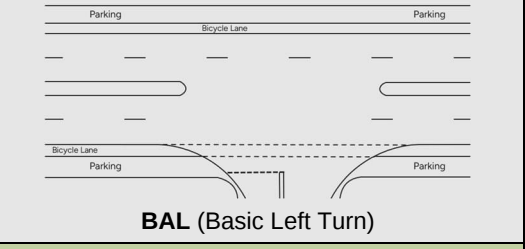
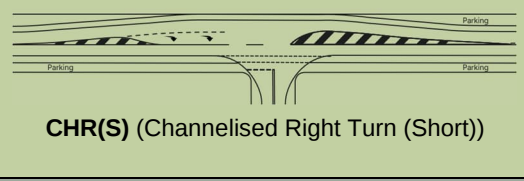
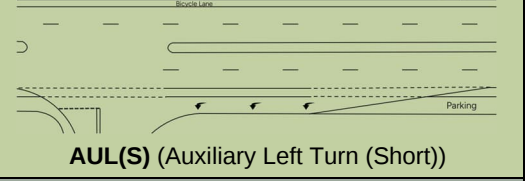
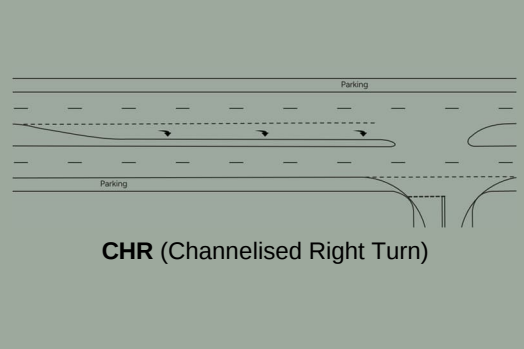
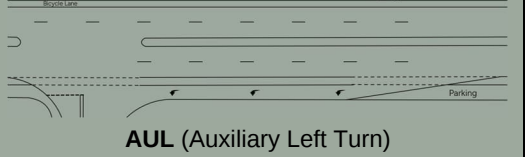
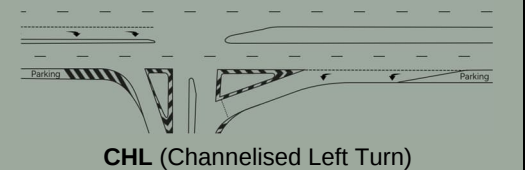
Figure 9 Turn Treatment Types and Volume Criteria ($V \leq 70\text{km/h}$)



Source: AGTM4A-21



Table 7 Urban Turn Treatment Types

Acronym	Right Turn Treatment	Left Turn Treatment
BAR or BAL	 BAR (Basic Right Turn)	 BAL (Basic Left Turn)
CHR(S) or AUL(S)	 CHR(S) (Channelised Right Turn (Short))	 AUL(S) (Auxiliary Left Turn (Short))
CHR or AUL or CHL	 CHR (Channelised Right Turn)	 AUL (Auxiliary Left Turn)  CHL (Channelised Left Turn)



5.0 Summary

The following summarises the key conclusions in respect of the traffic and transport aspects of Precinct 4H and considers the need for consistency with the Endorsed Movement Infrastructure Master Plan (MIMP):

- **Road Hierarchy** – The network of roads within Precinct 4H is consistent with the road hierarchy identified in the Endorsed MIMP (2025). The proposed network of roads is appropriate for the proposed Precinct 4H development and the overall Yarrabilba development.
- **Local Street Network** – The local street network will comprise a network of local streets and laneways. This is designed to achieve good street design principles, particularly related to local traffic speeds and active transport needs.
- **Cross Sections** – The proposed cross sections in Precinct 4H, whilst differing in some aspects from those in the Endorsed MIMP, are generally consistent with the Endorsed MIMP (2025). The transport functions of the MIMP are achieved by the proposed cross sections.
- **Key Intersections** – The design form of key intersections within Precinct 4H is appropriate to accommodate the anticipated traffic volumes. Adequate allowance has been made in these intersection forms to facilitate the needs of the ultimate Yarrabilba development.
- **Active Transport** – The active transport provisions are consistent with the Endorsed MIMP (2025) and are appropriate to satisfy the needs of Precinct 4H in conjunction with the surrounding development of Yarrabilba.
- **Public Transport** – The layout and design of the surrounding network includes an appropriate provision for public transport (bus services) and potential bus stops. This is consistent with the Endorsed MIMP (2025).
- **Traffic Considerations** –
 - o The design and configuration of the key road network have been informed by the anticipated traffic demands using the outputs of the most recent traffic modelling performed in 2018.
 - o **Northern Access Intersection:**
 - **Interim Scenario:** The design form for the northern access intersection is recommended to be a 2-lane signalised intersection with one lane per direction on McKenny Boulevard during the interim scenario. The turn warrant assessment recommends an auxiliary right turn lane (north to west) and an auxiliary left turn lane (south to west).
 - **Ultimate Scenario:** The design form for the northern access intersection is recommended to allow adequate road reserve and geometry for a potential upgrade to a 4-lane signalised intersection (two through lanes each way on McKenny Boulevard) if and when needed for the ultimate scenario (including a northern connection of McKenny Boulevard with the SIC).
 - o **Southern Access Intersection:** The design form for the northern access intersection is recommended to be a left-in/left-out intersection.



6.0 RPEQ Certification

This traffic assessment and report has been prepared under the direction of a Registered Professional Engineer of Queensland (RPEQ) and Road Safety Auditor (as accredited by TMR) who is experienced in traffic engineering, transport planning and road safety. The report is endorsed by this RPEQ accordingly.

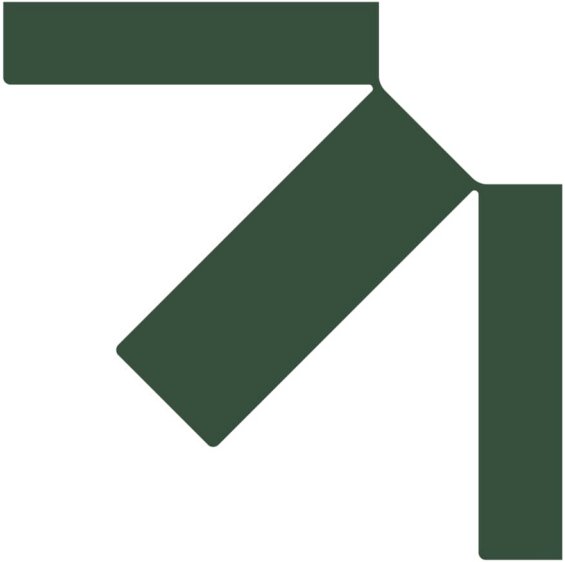
Sincerely,

SLR Consulting Australia Pty Ltd



Brendyn Rheinberger, RPEQ #17962
Principal Consultant – Transport Advisory





Appendix A Development Plans

Yarrabilba, Precinct 4H

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

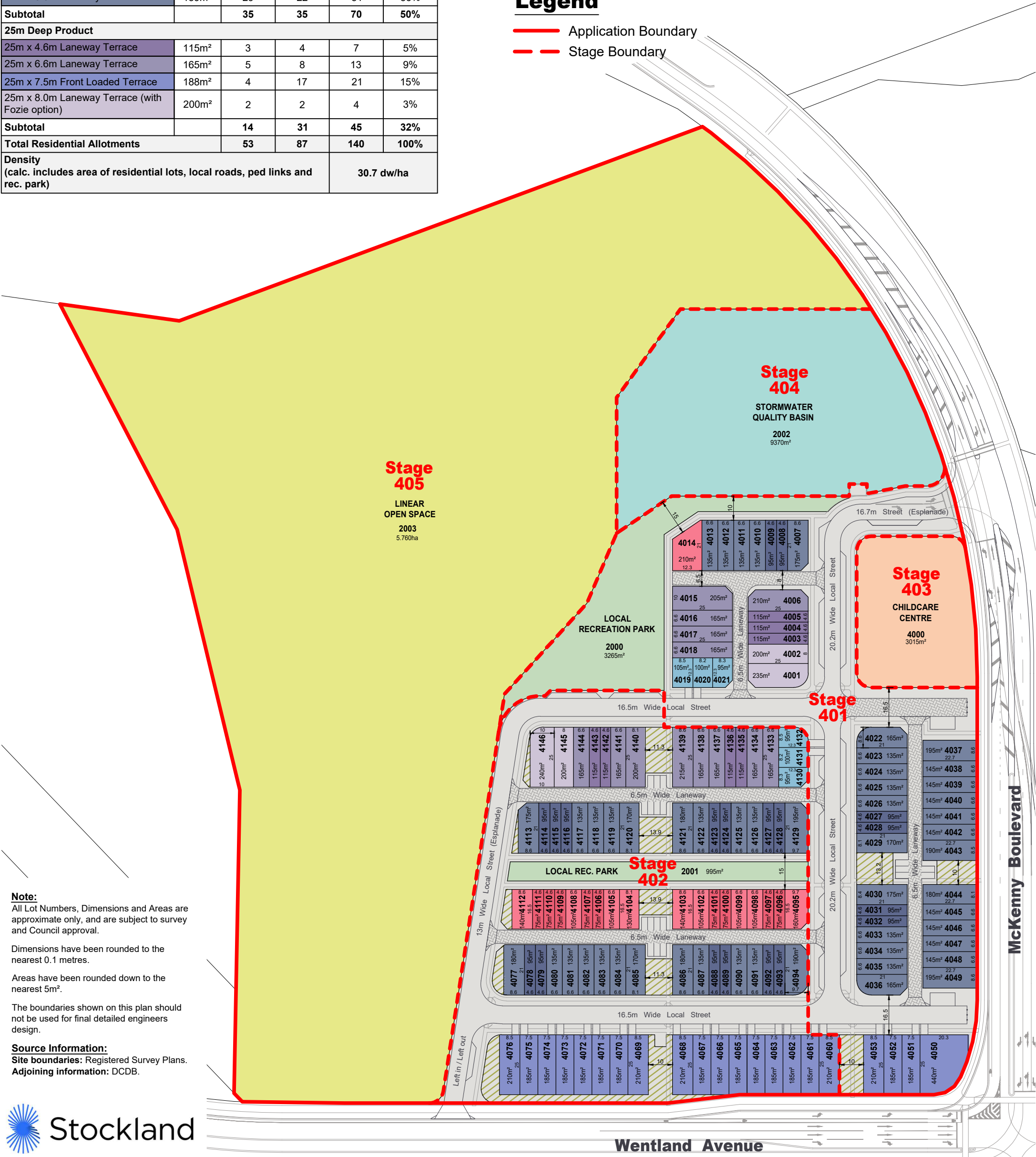
17 July 2025

Yield Breakdown					
Allotment Typology	Typical Area	Stage 401	Stage 402	Overall	
12m Deep Product					
12m x 8.2m Front Loaded Urban Loft	98m²	3	3	6	4%
Subtotal		3	3	6	4%
16.5m Deep Product					
16.5m x 4.6m Laneway Terrace	76m²	—	9	9	6%
16.5m x 6.6m Laneway Terrace	109m²	1	9	10	7%
Subtotal		1	18	19	14%
21m Deep Product					
21m x 4.6m Laneway Terrace	97m²	6	13	19	14%
21m x 6.6m Laneway Terrace	139m²	29	22	51	36%
Subtotal		35	35	70	50%
25m Deep Product					
25m x 4.6m Laneway Terrace	115m²	3	4	7	5%
25m x 6.6m Laneway Terrace	165m²	5	8	13	9%
25m x 7.5m Front Loaded Terrace	188m²	4	17	21	15%
25m x 8.0m Laneway Terrace (with Fozie option)	200m²	2	2	4	3%
Subtotal		14	31	45	32%
Total Residential Allotments		53	87	140	100%
Density (calc. includes area of residential lots, local roads, ped links and rec. park)				30.7 dw/ha	

Land Use	Stage 401	Stage 402	Stage 403	Stage 404	Stage 405	Overall	
Childcare Centre	—	—	0.302 ha	—	—	0.302 ha	2.6%
Residential Allotments	0.836 ha	1.232 ha	—	—	—	2.068 ha	17.9%
Local Roads	1.023 ha	0.817 ha	—	—	—	1.840 ha	15.9%
Pedestrian Links / Widened Road Reserve for Planting	0.061 ha	0.162 ha	—	—	—	0.223 ha	1.9%
Local Recreation Park	0.327 ha	0.099 ha	—	—	—	0.426 ha	3.7%
Drainage Open Space	—	—	—	0.927 ha	—	0.927 ha	8.0%
Linear Open Space	—	—	—	—	5.764 ha	5.764 ha	49.9%
Total	2.247 ha	2.310 ha	0.302 ha	0.927 ha	5.764 ha	11.550 ha	100.0%

Legend

- Application Boundary
- Stage Boundary



Note:
All Lot Numbers, Dimensions and Areas are approximate only, and are subject to survey and Council approval.

Dimensions have been rounded to the nearest 0.1 metres.

Areas have been rounded down to the nearest 5m².

The boundaries shown on this plan should not be used for final detailed engineers design.

Source Information:
Site boundaries: Registered Survey Plans.
Adjoining information: DCDB.



YARRABILBA PRECINCT 4 - APPLICATION 8 PLAN OF SUBDIVISION

URBAN DESIGN
Level 8
31 Duncan Street
PO Box 1559
Fortitude Valley QLD 4006
T +61 7 3539 9500
W rpsgroup.com



PLAN REF: 150827 – 36

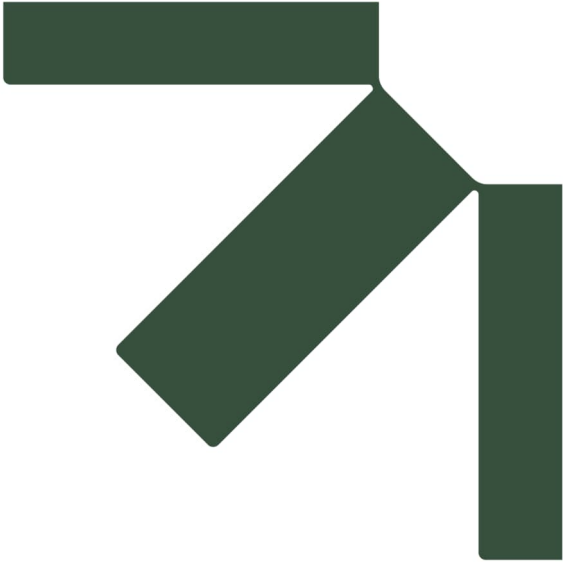
Rev No: -
DATE: 17 July 2025
CLIENT: Stockland
DRAWN BY: BM / MM
CHECKED BY: BM / PE



0 20 40 60 80 100 1 : 1,500 @ A3

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Appendix B Traffic Flow Diagrams

Yarrabilba, Precinct 4H

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

17 July 2025

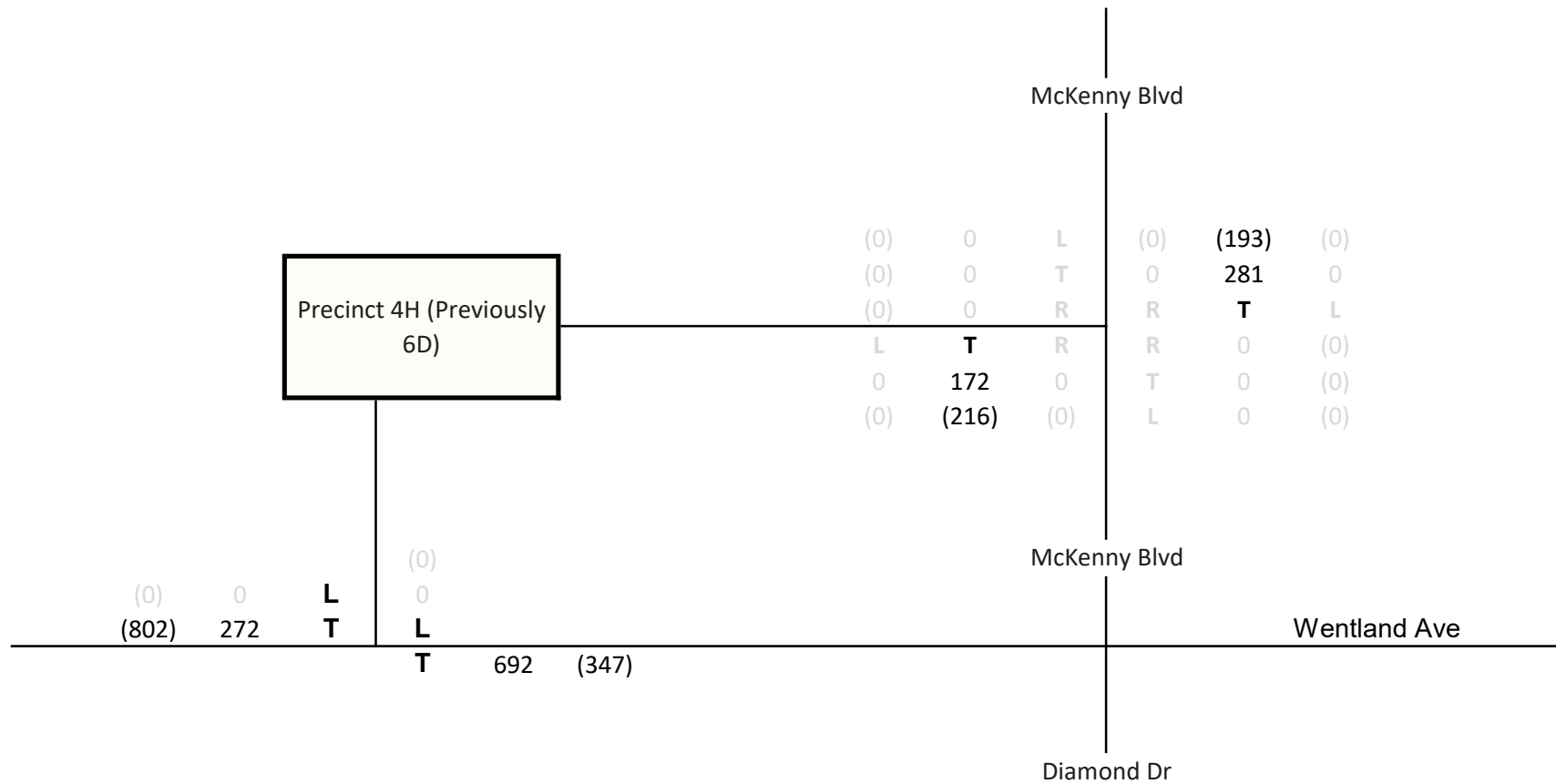


Figure B1
2031 Background Traffic
 620.11743
 Yarrabilba Precinct 4H

R - Right Turn
 T - Through
 L - Left Turn

0 - AM Peak Traffic
 (0) - PM Peak Traffic



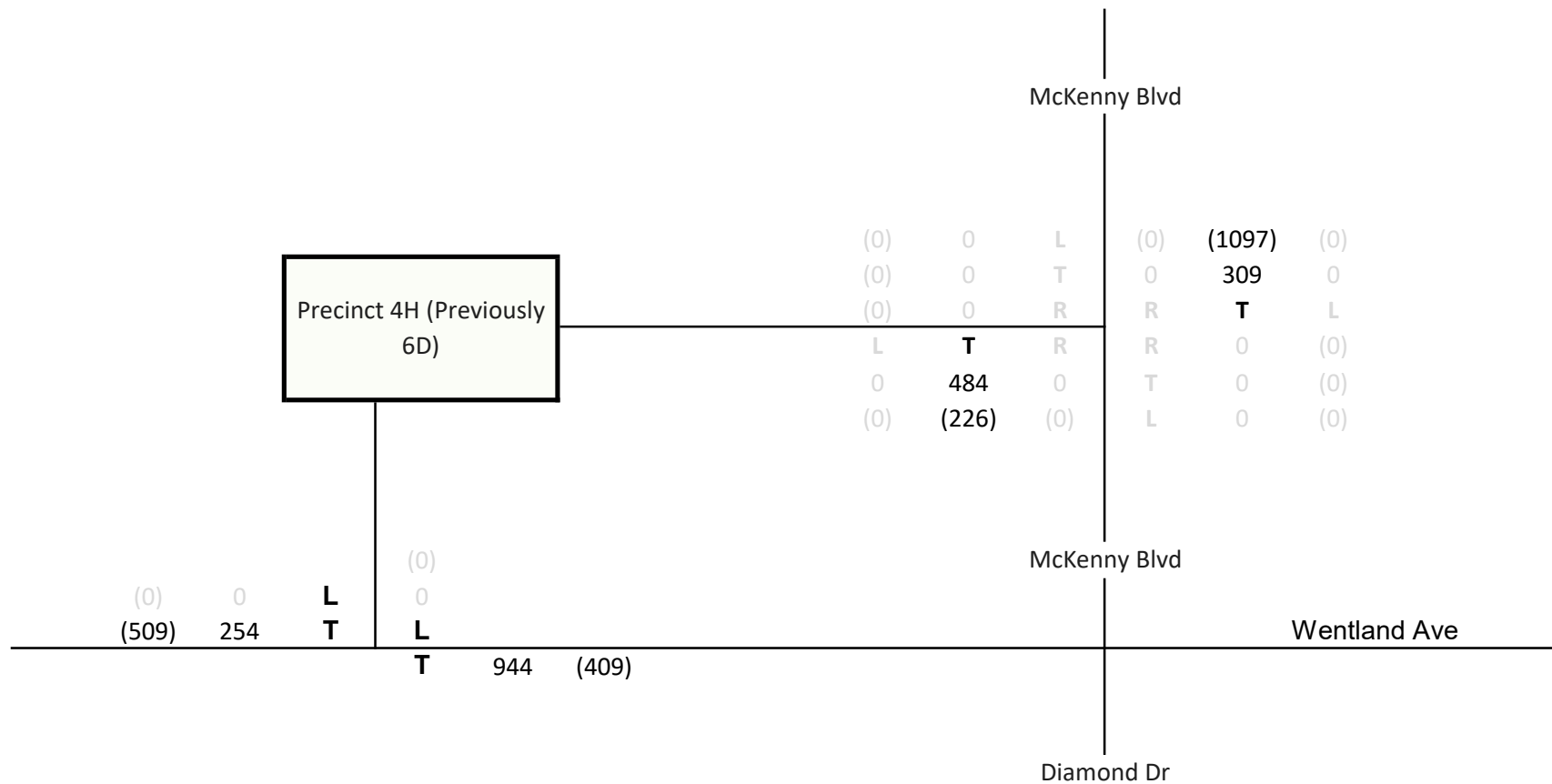


Figure B2
Ultimate Background Traffic
 620.11743
 Yarrabilba Precinct 4H

R - Right Turn
T - Through
L - Left Turn

0 - AM Peak Traffic
(0) - PM Peak Traffic



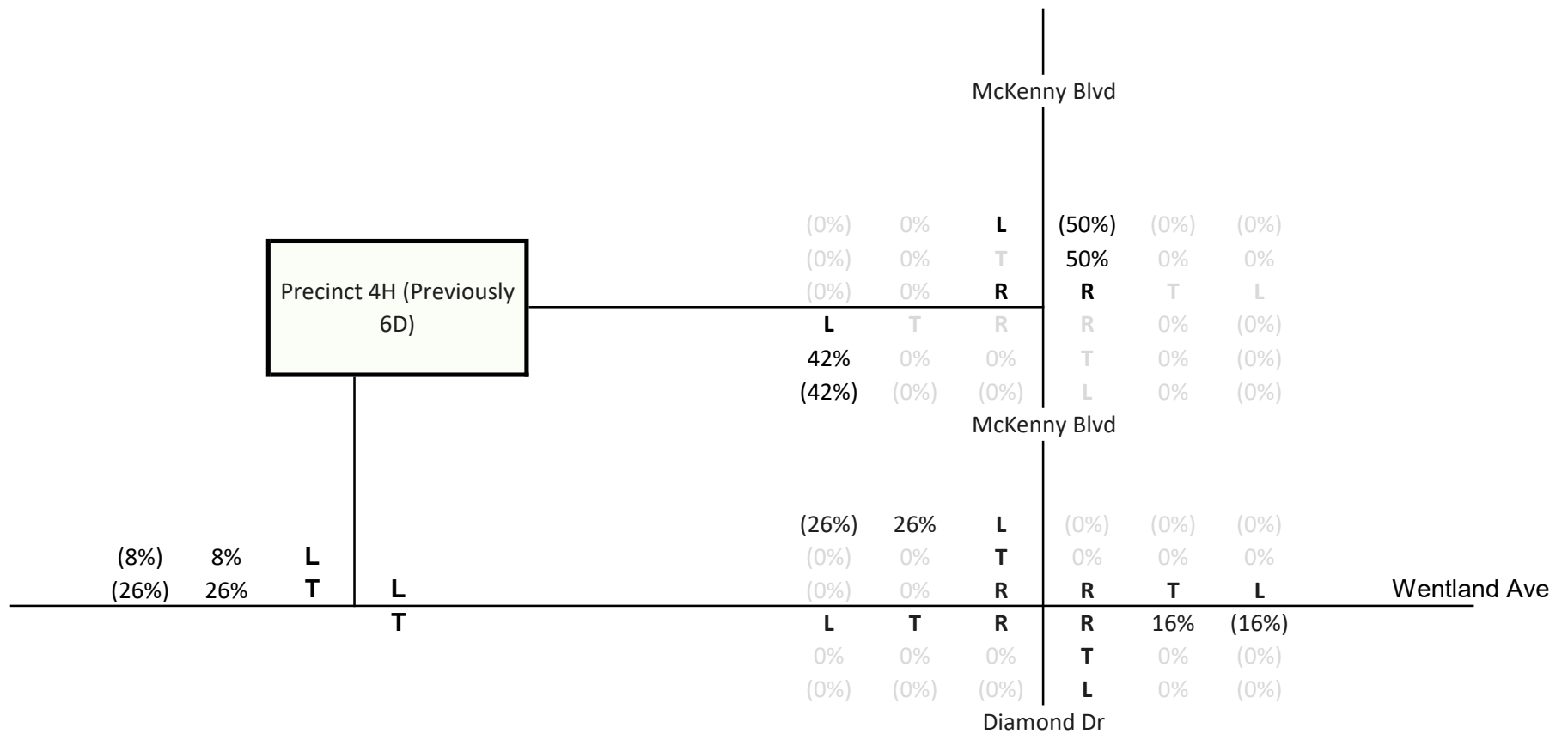


Figure B3
4H Residential Distribution IN
 620.11743
 Yarrabilba Precinct 4H

R - Right Turn **0** - AM Peak Traffic
T - Through **(0)** - PM Peak Traffic
L - Left Turn



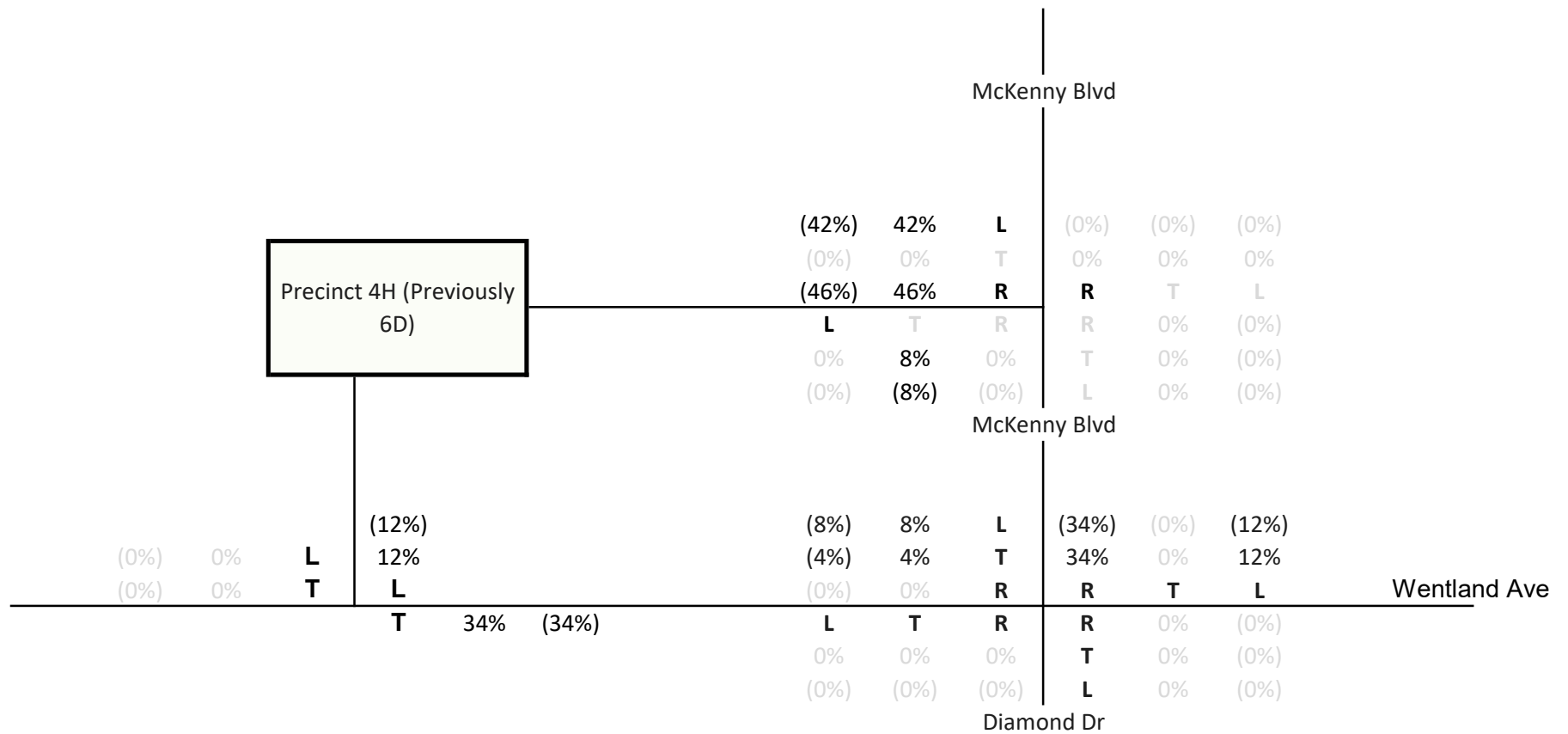


Figure B4
4H Residential Distribution OUT
 620.11743
 Yarrabilba Precinct 4H

R - Right Turn
T - Through
L - Left Turn

0 - AM Peak Traffic
(0) - PM Peak Traffic





R	- Right Turn	0	- AM Peak Traffic
T	- Through	(0)	- PM Peak Traffic
L	- Left Turn		



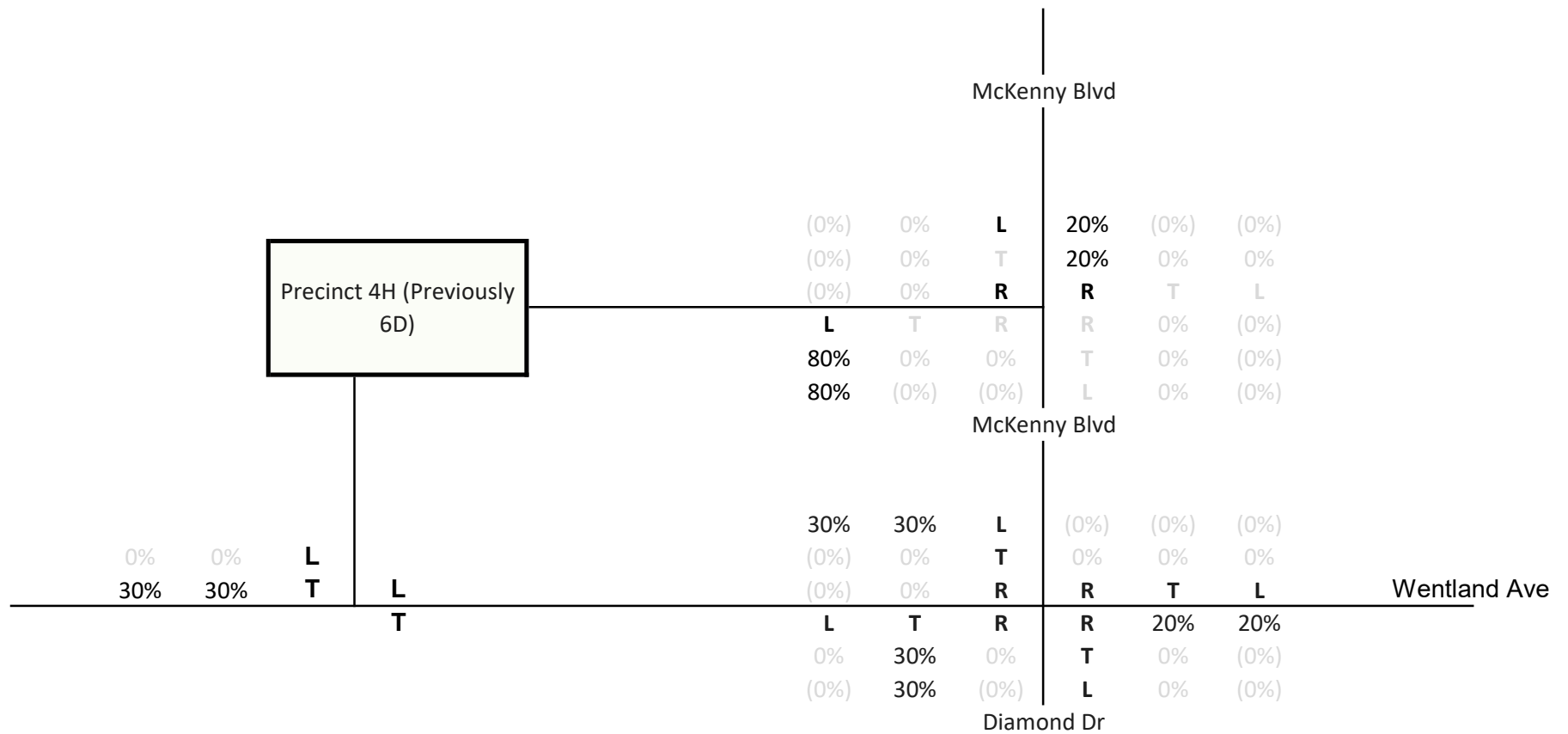


Figure B6
4H Childcare Distribution IN
 620.11743
 Yarrabilba Precinct 4H

R - Right Turn
T - Through
L - Left Turn

0 - AM Peak Traffic
(0) - PM Peak Traffic



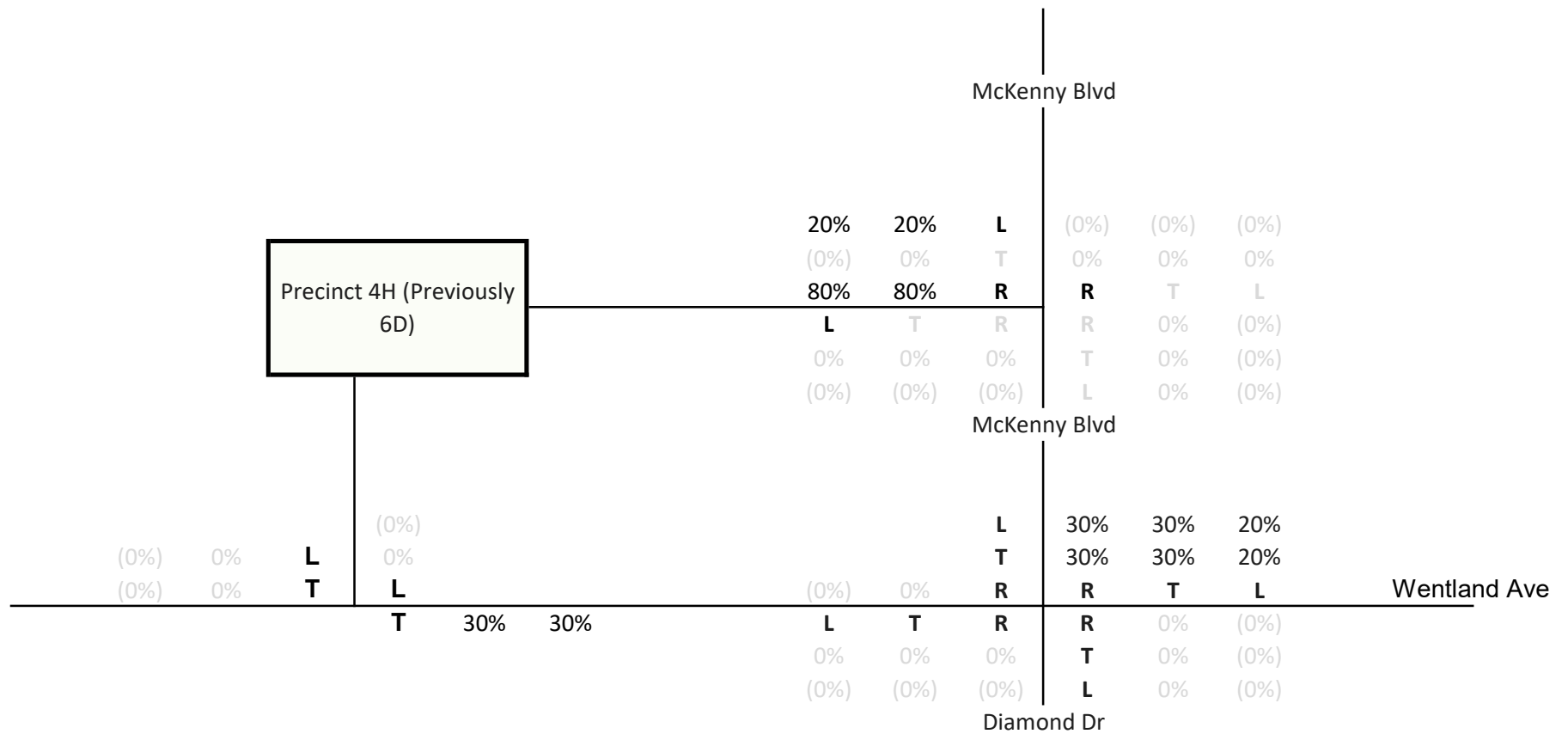


Figure B7
4H Childcare Distribution OUT
 620.11743
 Yarrabilba Precinct 4H

R - Right Turn **0** - AM Peak Traffic
T - Through **(0)** - PM Peak Traffic
L - Left Turn



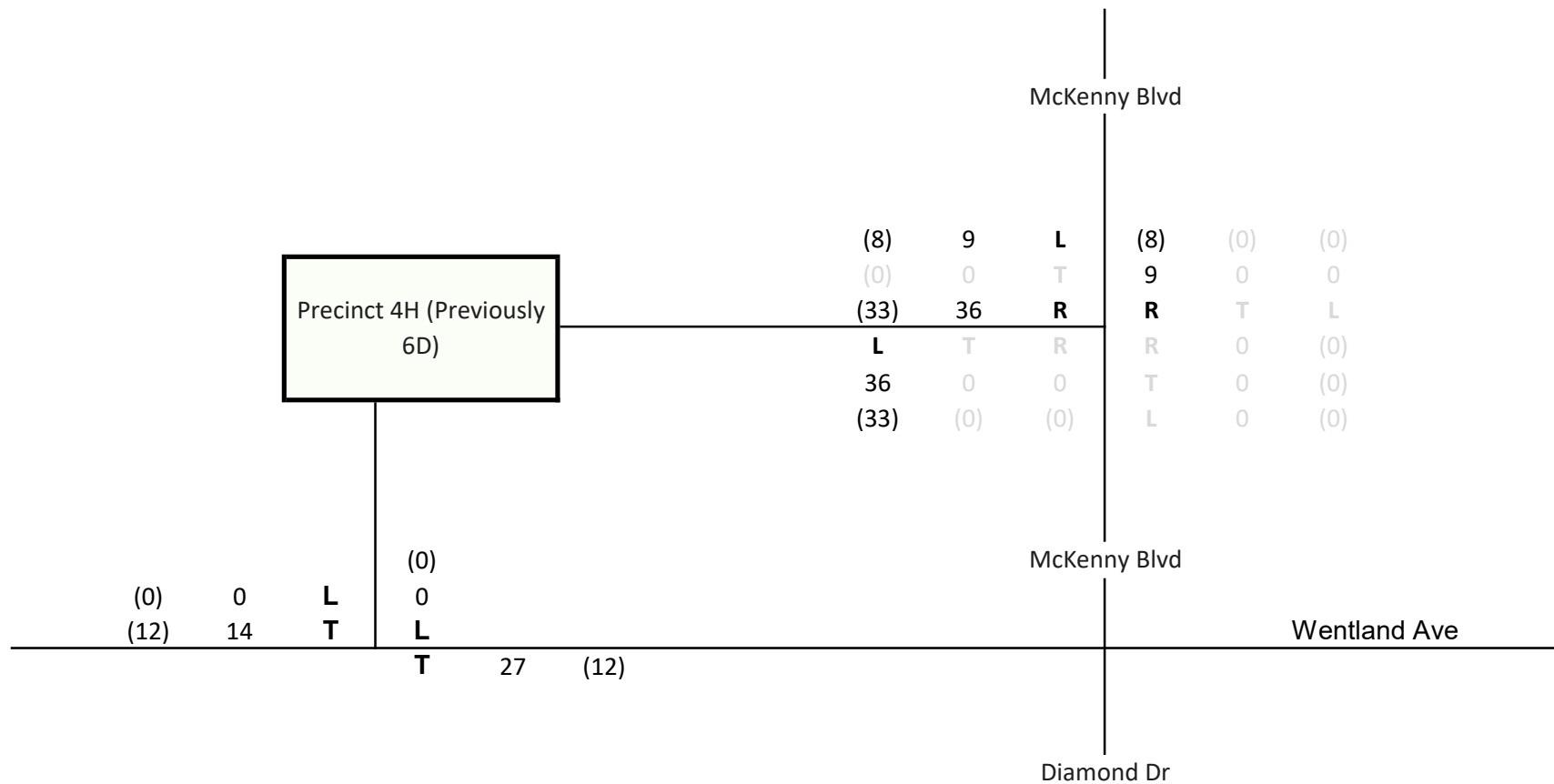


Figure B8
4H Childcare Development Traffic
 620.11743
 Yarrabilba Precinct 4H

R - Right Turn
T - Through
L - Left Turn

0 - AM Peak Traffic
(0) - PM Peak Traffic



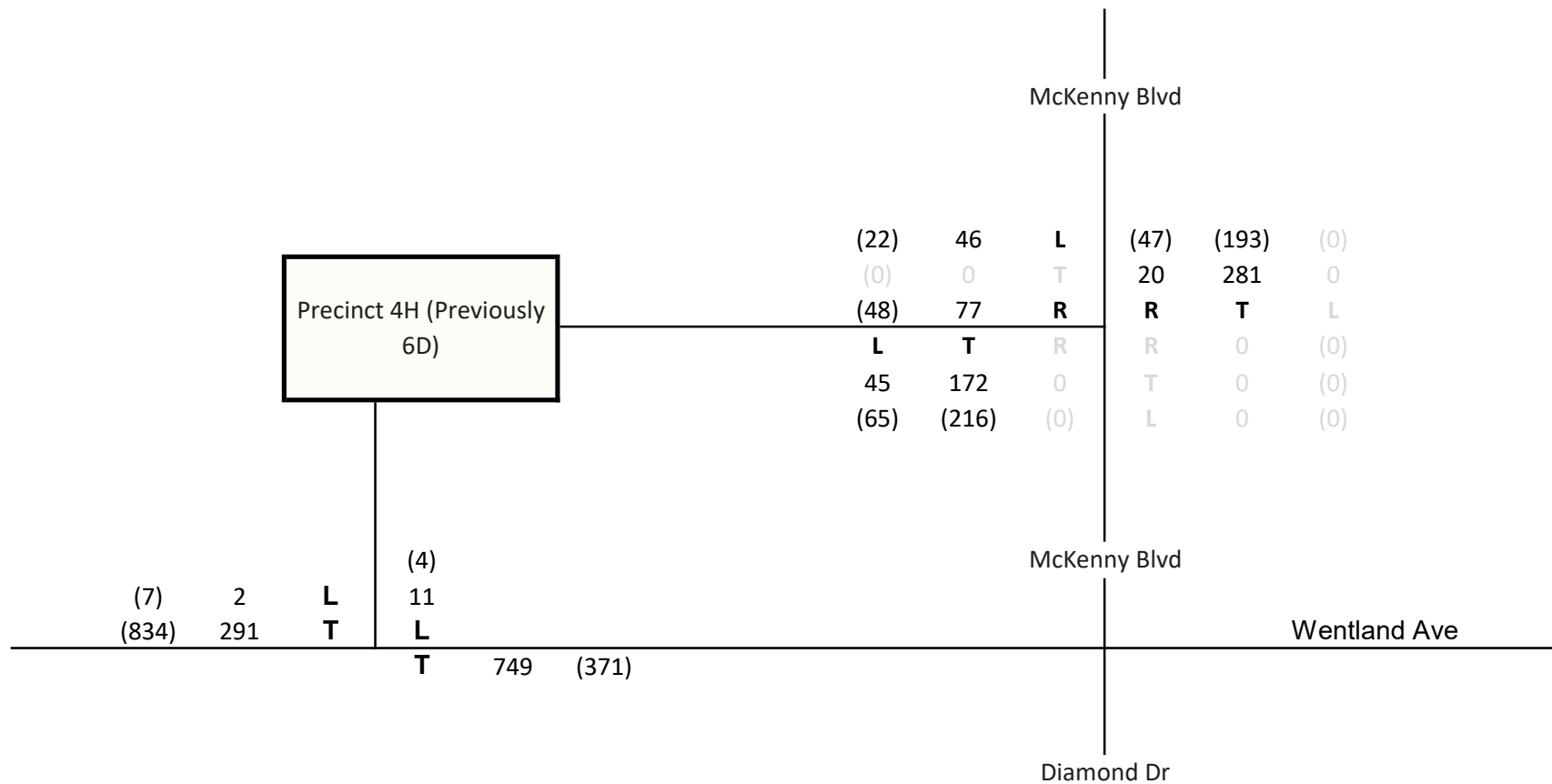


Figure B10
2031 BG + 4H Development
 620.11743
 Yarrabilba Precinct 4H

R - Right Turn
 T - Through
 L - Left Turn
 0 - AM Peak Traffic
 (0) - PM Peak Traffic



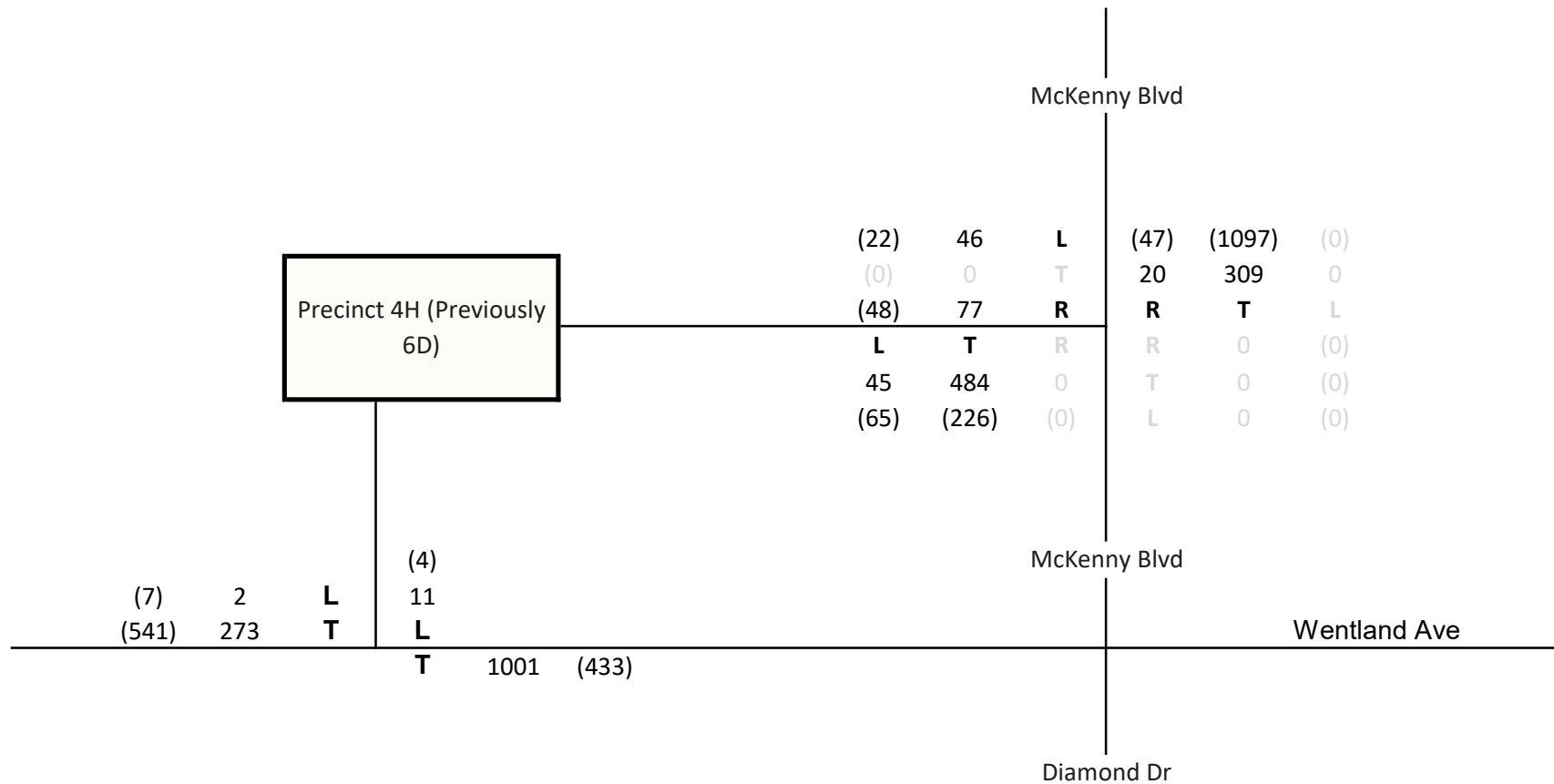
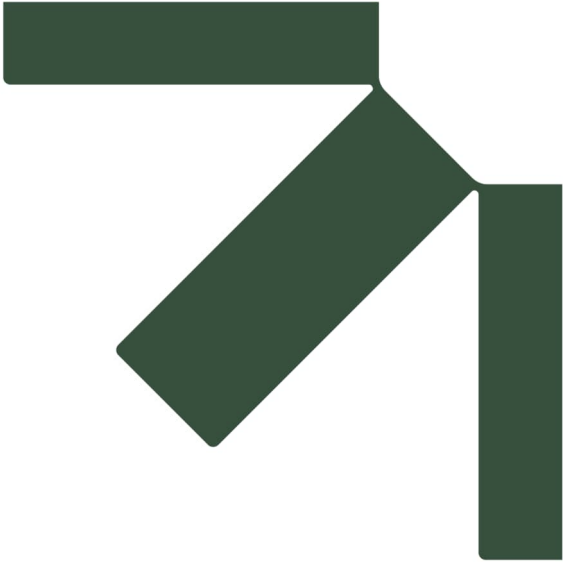


Figure B11
Ultimate BG + 4H Development
 620.11743
 Yarrabilba Precinct 4H

R - Right Turn **0** - AM Peak Traffic
T - Through **(0)** - PM Peak Traffic
L - Left Turn





Appendix C SIDRA Outputs

Yarrabilba, Precinct 4H

Traffic Impact Assessment

Stockland Residential Communities

SLR Project No.: 620.V11743.00001

17 July 2025

SITE LAYOUT

▽ Site: 4H [4H_2 Lane_2031 AM (Site Folder: General)]

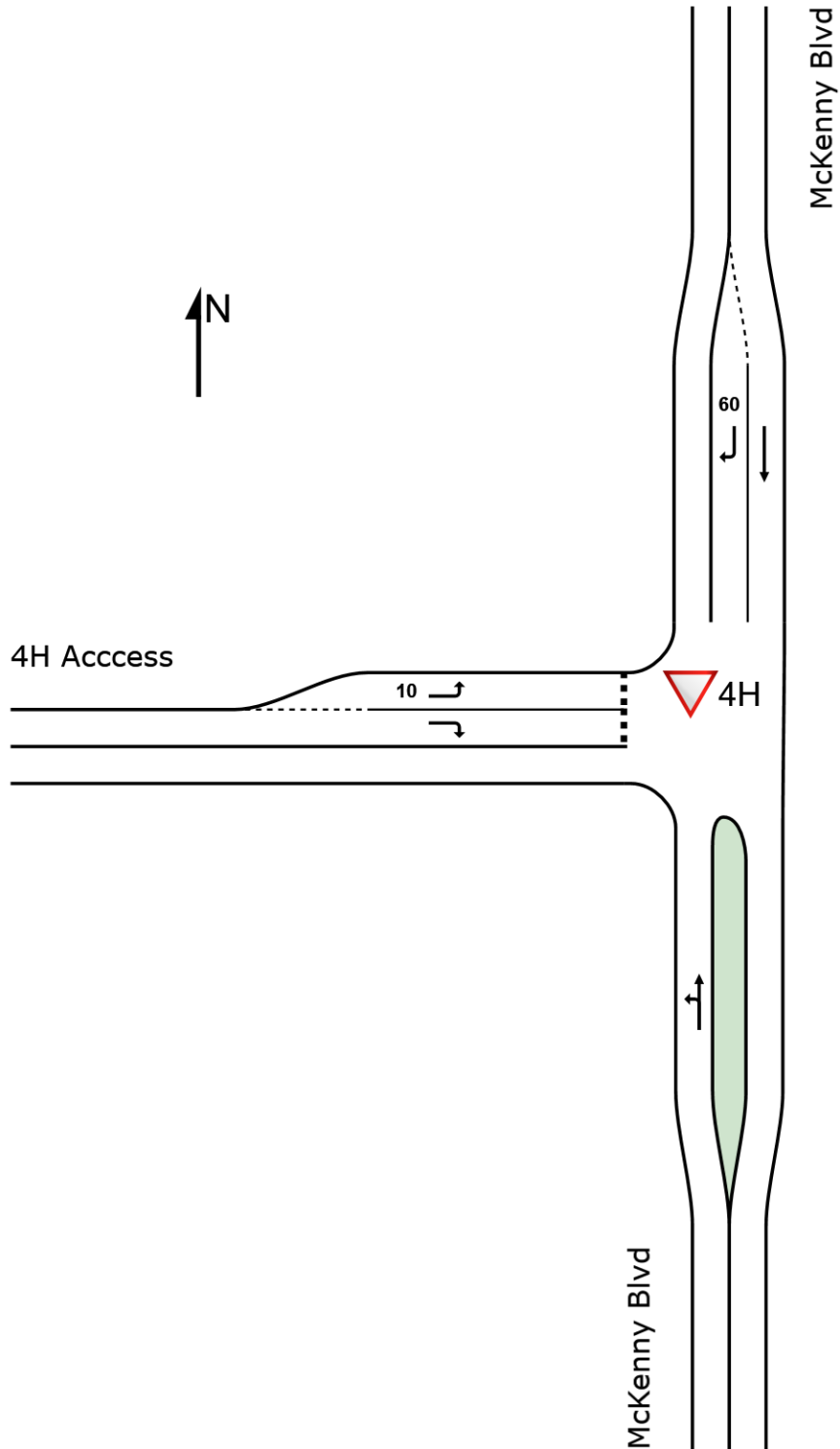
McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

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



MOVEMENT SUMMARY

▼ Site: 4H [4H_2 Lane_2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	48	0.0	48	0.0	0.120	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	56.4
2	T1	All MCs	181	3.0	181	3.0	0.120	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	58.8
Approach			228	2.4	228	2.4	0.120	1.2	NA	0.0	0.0	0.00	0.12	0.00	58.3
North: McKenny Blvd															
8	T1	All MCs	296	3.0	296	3.0	0.155	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	21	0.0	21	0.0	0.015	6.2	LOS A	0.1	0.4	0.32	0.55	0.32	51.9
Approach			317	2.8	317	2.8	0.155	0.5	NA	0.1	0.4	0.02	0.04	0.02	59.3
West: 4H Access															
10	L2	All MCs	49	0.0	49	0.0	0.035	6.1	LOS A	0.1	1.0	0.27	0.55	0.27	52.1
12	R2	All MCs	81	0.0	81	0.0	0.129	9.4	LOS A	0.5	3.4	0.55	0.77	0.55	50.0
Approach			130	0.0	130	0.0	0.129	8.1	LOS A	0.5	3.4	0.44	0.69	0.44	50.7
All Vehicles			676	2.1	676	2.1	0.155	2.2	NA	0.5	3.4	0.10	0.19	0.10	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: 4H [4H_2 Lane_2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%	v/c			sec	[Veh. veh				
South: McKenny Blvd															
1	L2	All MCs	69	0.0	69	0.0	0.156	5.6	LOS A	0.0	0.0	0.00	0.14	0.00	56.3
2	T1	All MCs	228	3.0	228	3.0	0.156	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	58.7
Approach			297	2.3	297	2.3	0.156	1.3	NA	0.0	0.0	0.00	0.14	0.00	58.1
North: McKenny Blvd															
8	T1	All MCs	204	3.0	204	3.0	0.106	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	All MCs	50	0.0	50	0.0	0.037	6.5	LOS A	0.2	1.1	0.38	0.59	0.38	51.7
Approach			253	2.4	253	2.4	0.106	1.3	NA	0.2	1.1	0.07	0.12	0.07	58.1
West: 4H Access															
10	L2	All MCs	23	0.0	23	0.0	0.017	6.2	LOS A	0.1	0.5	0.30	0.56	0.30	52.0
12	R2	All MCs	51	0.0	51	0.0	0.079	9.1	LOS A	0.3	2.1	0.53	0.74	0.53	50.2
Approach			74	0.0	74	0.0	0.079	8.2	LOS A	0.3	2.1	0.46	0.68	0.46	50.7
All Vehicles			624	2.1	624	2.1	0.156	2.1	NA	0.3	2.1	0.08	0.19	0.08	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: 4H [4H_2 Lane_Ultimate AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	48	0.0	48	0.0	0.292	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	56.9
2	T1	All MCs	509	3.0	509	3.0	0.292	0.1	LOS A	0.0	0.0	0.00	0.05	0.00	59.4
Approach			557	2.7	557	2.7	0.292	0.6	NA	0.0	0.0	0.00	0.05	0.00	59.1
North: McKenny Blvd															
8	T1	All MCs	325	3.0	325	3.0	0.170	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	21	0.0	21	0.0	0.021	7.7	LOS A	0.1	0.6	0.52	0.66	0.52	51.1
Approach			347	2.8	347	2.8	0.170	0.5	NA	0.1	0.6	0.03	0.04	0.03	59.3
West: 4H Access															
10	L2	All MCs	49	0.0	49	0.0	0.050	7.6	LOS A	0.2	1.3	0.48	0.68	0.48	51.4
12	R2	All MCs	81	0.0	81	0.0	0.226	15.4	LOS C	0.8	5.9	0.75	0.91	0.81	46.2
Approach			130	0.0	130	0.0	0.226	12.5	LOS B	0.8	5.9	0.65	0.83	0.69	48.0
All Vehicles			1034	2.4	1034	2.4	0.292	2.0	NA	0.8	5.9	0.09	0.15	0.10	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: 4H [4H_2 Lane_Ultimate PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	69	0.0	69	0.0	0.162	5.6	LOS A	0.0	0.0	0.00	0.13	0.00	56.3
2	T1	All MCs	238	3.0	238	3.0	0.162	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	58.7
Approach			307	2.3	307	2.3	0.162	1.3	NA	0.0	0.0	0.00	0.13	0.00	58.1
North: McKenny Blvd															
8	T1	All MCs	1155	3.0	1155	3.0	0.604	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
9	R2	All MCs	50	0.0	50	0.0	0.037	6.5	LOS A	0.2	1.1	0.39	0.59	0.39	51.7
Approach			1205	2.9	1205	2.9	0.604	0.6	NA	0.2	1.1	0.02	0.02	0.02	59.0
West: 4H Access															
10	L2	All MCs	23	0.0	23	0.0	0.018	6.3	LOS A	0.1	0.5	0.31	0.56	0.31	51.9
12	R2	All MCs	51	0.0	51	0.0	0.606	74.2	LOS F	2.1	14.7	0.97	1.07	1.33	26.5
Approach			74	0.0	74	0.0	0.606	52.8	LOS F	2.1	14.7	0.76	0.91	1.01	31.3
All Vehicles			1586	2.6	1586	2.6	0.606	3.1	NA	2.1	14.7	0.05	0.09	0.06	56.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: C:\Users\Inneale\OneDrive - SLR Consulting Limited\Documents_Assessments\620.11743 Yarrabilla\McKenny Blvd & 4H - 20250711.sip9

SITE LAYOUT

 **Site: 4H [4H_2 Lane_2031 AM (Site Folder: General)]**

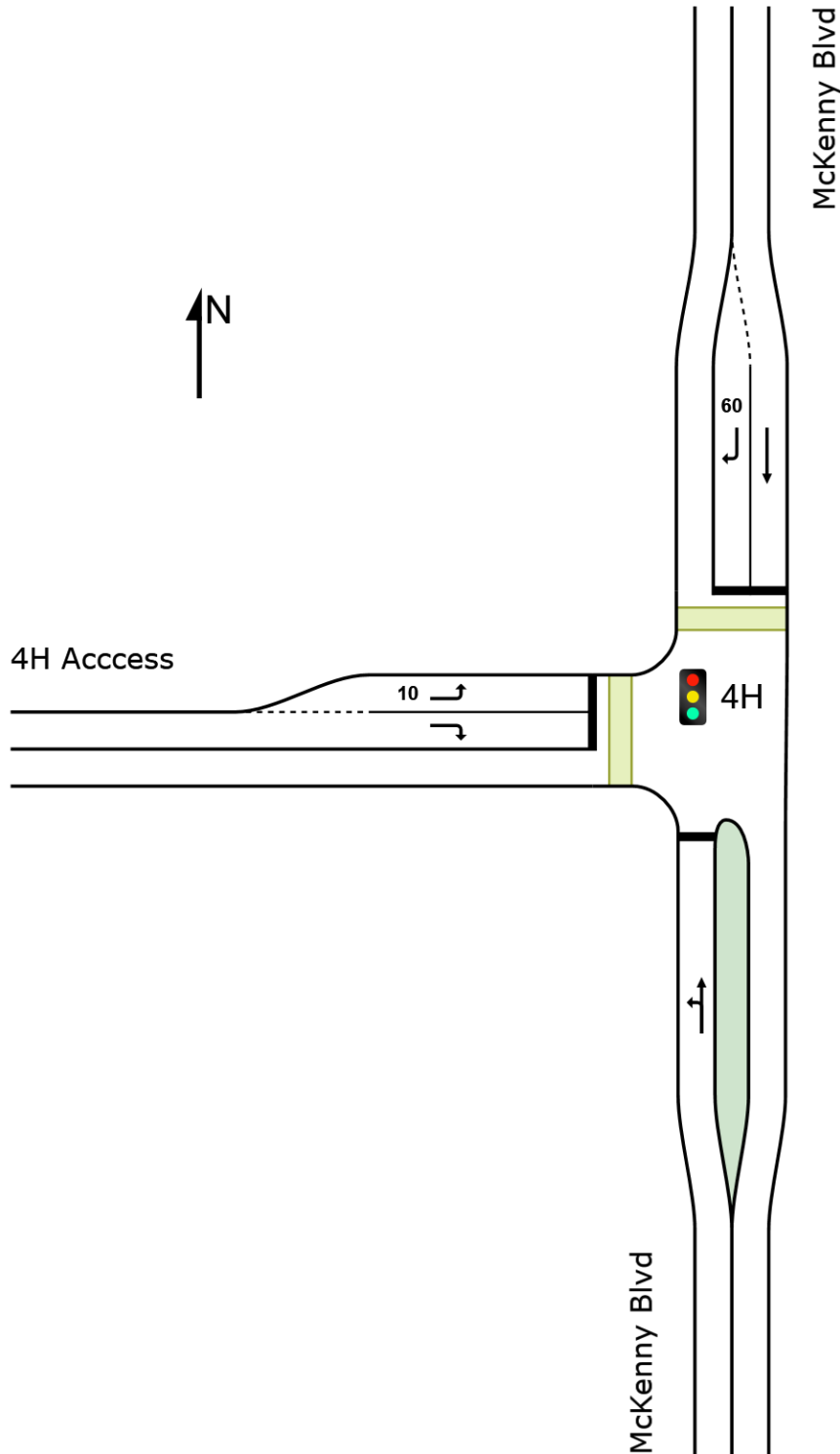
McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

 Site: 4H [4H_2 Lane_2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	48	0.0	48	0.0	0.334	10.3	LOS B	4.2	29.7	0.77	0.67	0.77	47.1
2	T1	All MCs	181	3.0	181	3.0	* 0.334	15.0	LOS B	4.2	29.7	0.77	0.67	0.77	48.8
Approach			228	2.4	228	2.4	0.334	14.0	LOS B	4.2	29.7	0.77	0.67	0.77	48.4
North: McKenny Blvd															
8	T1	All MCs	296	3.0	296	3.0	0.258	5.1	LOS A	3.4	24.7	0.50	0.43	0.50	55.3
9	R2	All MCs	21	0.0	21	0.0	* 0.096	27.9	LOS C	0.5	3.4	0.92	0.69	0.92	39.9
Approach			317	2.8	317	2.8	0.258	6.7	LOS A	3.4	24.7	0.53	0.45	0.53	53.9
West: 4H Access															
10	L2	All MCs	49	0.0	49	0.0	0.066	15.6	LOS B	0.7	5.2	0.64	0.69	0.64	46.2
12	R2	All MCs	81	0.0	81	0.0	* 0.274	26.6	LOS C	1.9	13.0	0.92	0.75	0.92	40.4
Approach			130	0.0	130	0.0	0.274	22.5	LOS C	1.9	13.0	0.81	0.73	0.81	42.4
All Vehicles			676	2.1	676	2.1	0.334	12.2	LOS B	4.2	29.7	0.67	0.58	0.67	49.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

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

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: McKenny Blvd												
P3	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
West: 4H Access												
P4	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
All Pedestrians		0	42	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15

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: C:\Users\Inneale\OneDrive - SLR Consulting Limited\Documents_Assessments\620.11743 Yarrabilla\Mckenny Blvd & 4H - 20250711.sip9

PHASING SUMMARY

 Site: 4H [4H_2 Lane_2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Convert Function Default

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

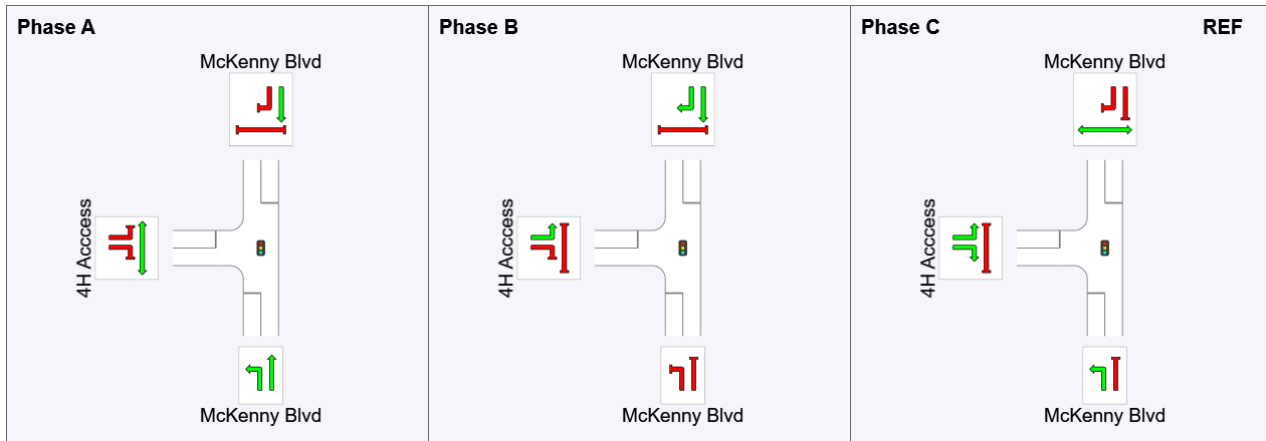
Reference Phase: Phase C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	14	38	0
Green Time (sec)	18	6	8
Phase Time (sec)	24	12	14
Phase Split	48%	24%	28%
Phase Frequency (%)	100.0	100.0	100.0

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

Output Phase Sequence



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: 4H [4H_2 Lane_2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	69	0.0	69	0.0	0.434	10.6	LOS B	5.6	40.3	0.80	0.70	0.80	46.7
2	T1	All MCs	228	3.0	228	3.0	* 0.434	15.9	LOS B	5.6	40.3	0.80	0.70	0.80	48.3
Approach			297	2.3	297	2.3	0.434	14.7	LOS B	5.6	40.3	0.80	0.70	0.80	47.9
North: McKenny Blvd															
8	T1	All MCs	204	3.0	204	3.0	0.177	4.8	LOS A	2.2	16.0	0.47	0.39	0.47	55.6
9	R2	All MCs	50	0.0	50	0.0	* 0.224	28.5	LOS C	1.2	8.3	0.94	0.73	0.94	39.6
Approach			253	2.4	253	2.4	0.224	9.5	LOS A	2.2	16.0	0.57	0.46	0.57	51.5
West: 4H Access															
10	L2	All MCs	23	0.0	23	0.0	0.031	15.4	LOS B	0.3	2.4	0.63	0.67	0.63	46.3
12	R2	All MCs	51	0.0	51	0.0	* 0.170	26.1	LOS C	1.1	7.9	0.90	0.73	0.90	40.6
Approach			74	0.0	74	0.0	0.170	22.7	LOS C	1.1	7.9	0.81	0.71	0.81	42.3
All Vehicles			624	2.1	624	2.1	0.434	13.5	LOS B	5.6	40.3	0.71	0.61	0.71	48.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

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

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: McKenny Blvd												
P3	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
West: 4H Access												
P4	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
All Pedestrians		0	42	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15

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: C:\Users\Inneale\OneDrive - SLR Consulting Limited\Documents_Assessments\620.11743 Yarrabilla\Mckenny Blvd & 4H - 20250711.sip9

PHASING SUMMARY

 Site: 4H [4H_2 Lane_2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Convert Function Default

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

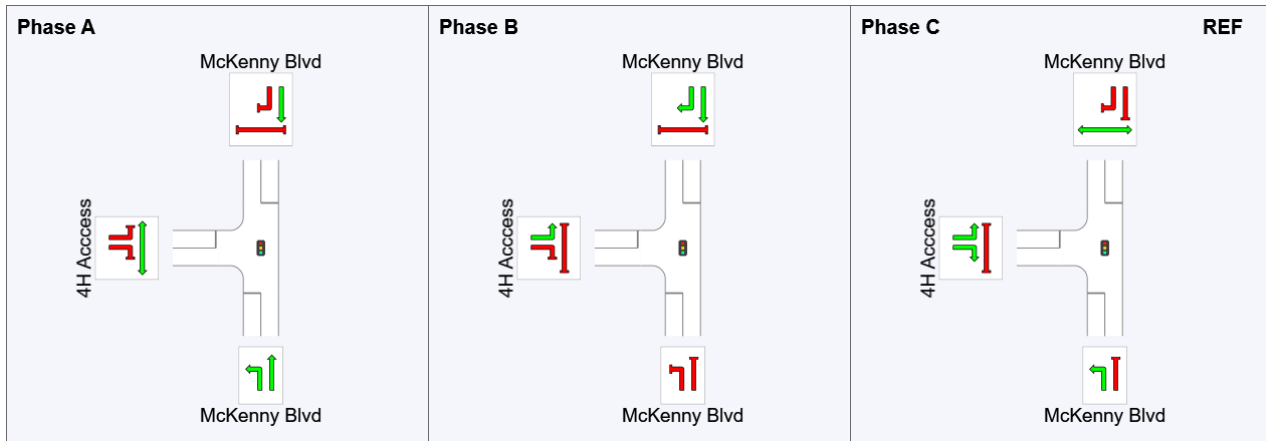
Reference Phase: Phase C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	14	38	0
Green Time (sec)	18	6	8
Phase Time (sec)	24	12	14
Phase Split	48%	24%	28%
Phase Frequency (%)	100.0	100.0	100.0

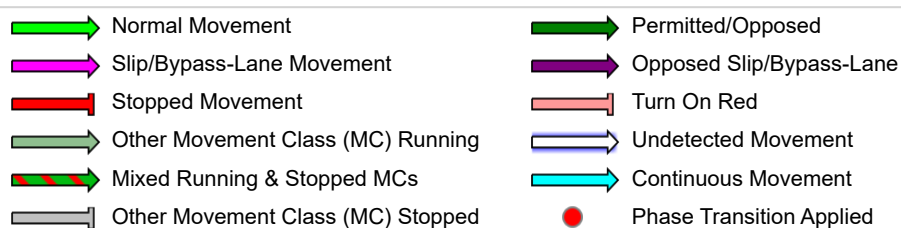
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified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

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase



MOVEMENT SUMMARY

 Site: 4H [4H_2 Lane_Ultimate AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: McKenny Blvd															
1	L2	All MCs	48	0.0	48	0.0	0.626	10.0	LOS A	12.4	89.1	0.81	0.72	0.81	47.3
2	T1	All MCs	509	3.0	509	3.0	* 0.626	14.0	LOS B	12.4	89.1	0.81	0.72	0.81	49.0
Approach			557	2.7	557	2.7	0.626	13.6	LOS B	12.4	89.1	0.81	0.72	0.81	48.9
North: McKenny Blvd															
8	T1	All MCs	325	3.0	325	3.0	0.255	4.3	LOS A	3.8	27.4	0.43	0.37	0.43	56.0
9	R2	All MCs	21	0.0	21	0.0	* 0.115	33.7	LOS C	0.6	4.2	0.94	0.70	0.94	37.5
Approach			347	2.8	347	2.8	0.255	6.1	LOS A	3.8	27.4	0.46	0.39	0.46	54.4
West: 4H Access															
10	L2	All MCs	49	0.0	49	0.0	0.079	20.4	LOS C	1.0	6.9	0.71	0.71	0.71	43.5
12	R2	All MCs	81	0.0	81	0.0	* 0.329	32.5	LOS C	2.3	16.1	0.95	0.76	0.95	38.0
Approach			130	0.0	130	0.0	0.329	27.9	LOS C	2.3	16.1	0.86	0.74	0.86	39.9
All Vehicles			1034	2.4	1034	2.4	0.626	12.9	LOS B	12.4	89.1	0.70	0.61	0.70	49.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

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

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped]	[Dist m]			sec	m	m/sec
North: McKenny Blvd												
P3	Full	20	21	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
West: 4H Access												
P4	Full	20	21	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12
All Pedestrians		0	42	24.3	LOS C	0.0	0.0	0.90	0.90	178.2	200.0	1.12

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: 4H [4H_2 Lane_Ultimate AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Convert Function Default

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

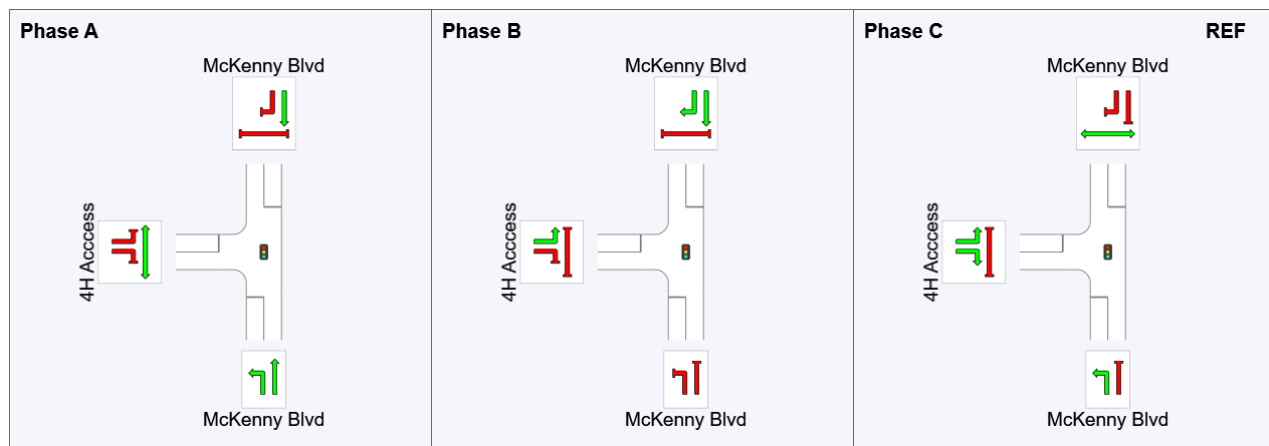
Reference Phase: Phase C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	14	48	0
Green Time (sec)	28	6	8
Phase Time (sec)	34	12	14
Phase Split	57%	20%	23%
Phase Frequency (%)	100.0	100.0	100.0

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

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase



MOVEMENT SUMMARY

 Site: 4H [4H_2 Lane_Ultimate PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: McKenny Blvd															
1	L2	All MCs	69	0.0	69	0.0	0.257	9.1	LOS A	6.5	46.4	0.47	0.48	0.47	49.7
2	T1	All MCs	238	3.0	238	3.0	0.257	10.1	LOS B	6.5	46.4	0.47	0.48	0.47	51.6
Approach			307	2.3	307	2.3	0.257	9.9	LOS A	6.5	46.4	0.47	0.48	0.47	51.2
North: McKenny Blvd															
8	T1	All MCs	1155	3.0	1155	3.0	* 0.781	9.0	LOS A	30.4	218.5	0.60	0.55	0.60	54.5
9	R2	All MCs	50	0.0	50	0.0	0.268	55.2	LOS E	2.3	16.4	0.96	0.74	0.96	31.5
Approach			1205	2.9	1205	2.9	0.781	10.9	LOS B	30.4	218.5	0.61	0.56	0.61	50.8
West: 4H Access															
10	L2	All MCs	23	0.0	23	0.0	0.050	36.1	LOS D	0.9	6.0	0.79	0.70	0.79	36.7
12	R2	All MCs	51	0.0	51	0.0	* 0.303	53.6	LOS D	2.4	17.0	0.97	0.74	0.97	31.1
Approach			74	0.0	74	0.0	0.303	48.1	LOS D	2.4	17.0	0.91	0.73	0.91	32.7
All Vehicles			1586	2.6	1586	2.6	0.781	12.5	LOS B	30.4	218.5	0.60	0.55	0.60	49.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

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

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: McKenny Blvd												
P3	Full	20	21	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
West: 4H Access												
P4	Full	20	21	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	1.01
All Pedestrians		0	42	44.2	LOS E	0.1	0.1	0.94	0.94	198.1	200.0	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: 4H [4H_2 Lane_Ultimate PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 seconds (Site Optimum Cycle Time - Minimum Delay)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Convert Function Default

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

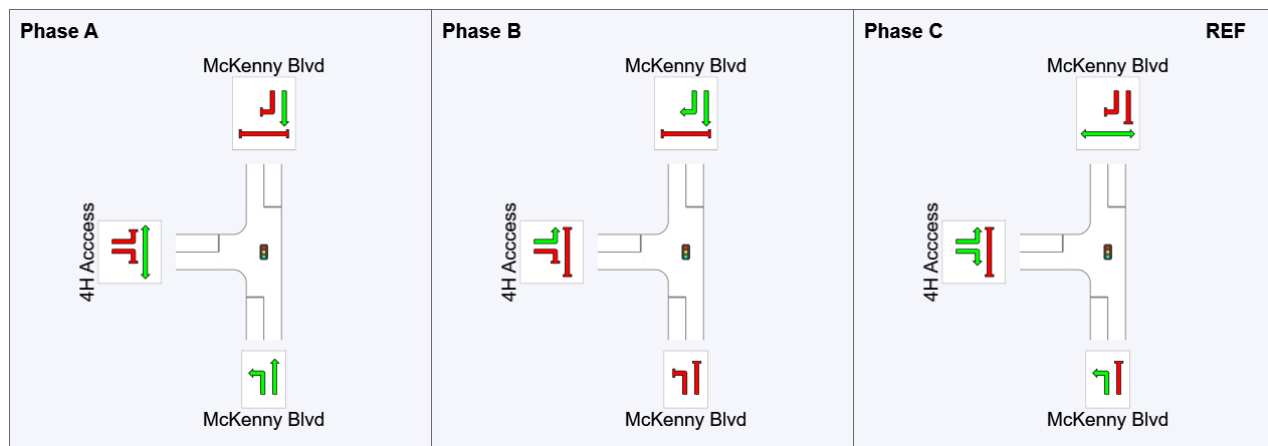
Reference Phase: Phase C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	15	84	0
Green Time (sec)	63	10	9
Phase Time (sec)	69	16	15
Phase Split	69%	16%	15%
Phase Frequency (%)	100.0	100.0	100.0

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

Output Phase Sequence



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

SITE LAYOUT

▽ Site: 4H [4H_4 Lane_2031 AM (Site Folder: General)]

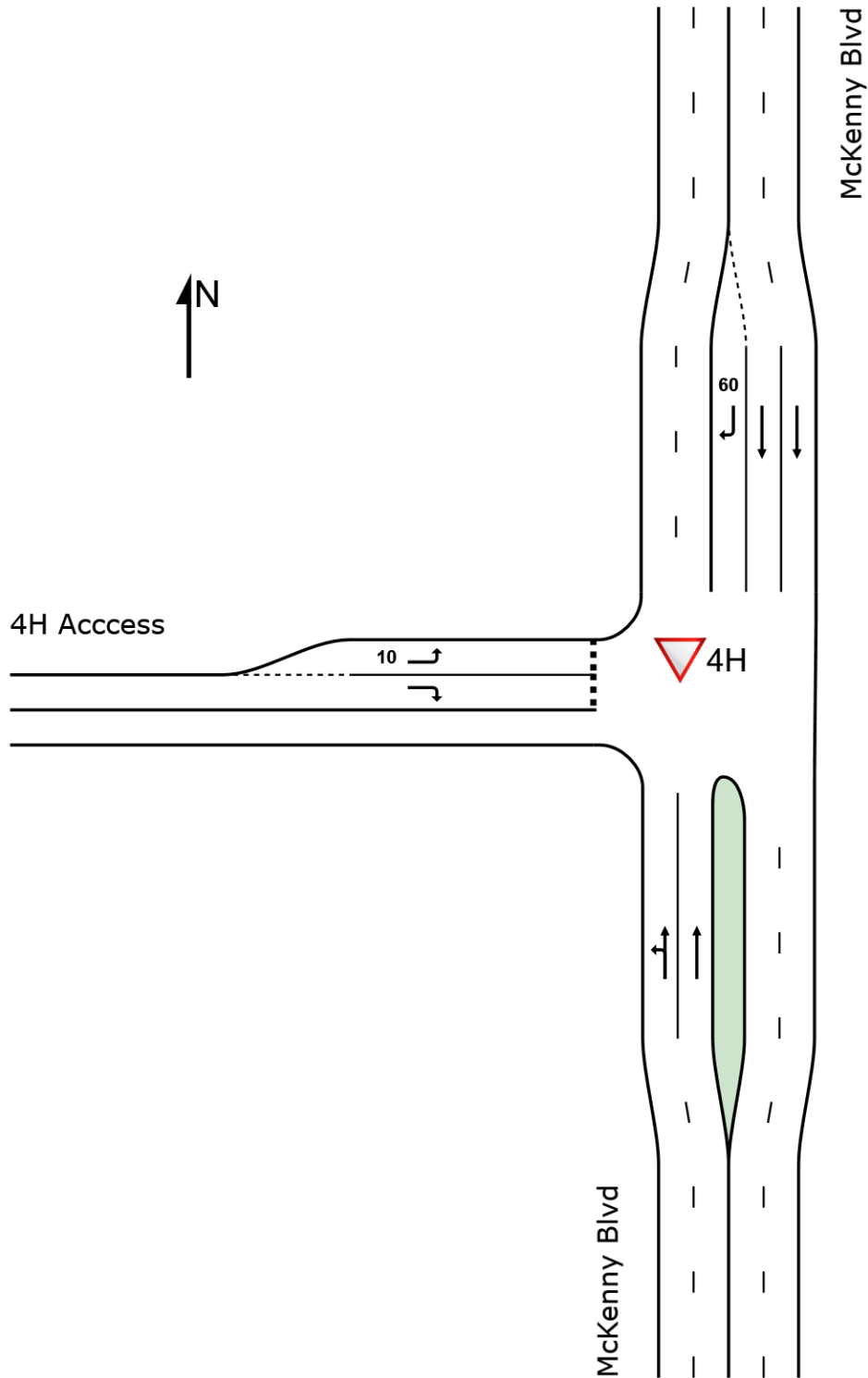
McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

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



MOVEMENT SUMMARY

▼ Site: 4H [4H_4 Lane_2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%				[Veh. veh	Dist] m				
South: McKenny Blvd															
1	L2	All MCs	48	0.0	48	0.0	0.060	5.6	LOS A	0.0	0.0	0.00	0.25	0.00	55.4
2	T1	All MCs	181	3.0	181	3.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.1
Approach			228	2.4	228	2.4	0.060	1.2	NA	0.0	0.0	0.00	0.12	0.00	58.3
North: McKenny Blvd															
8	T1	All MCs	296	3.0	296	3.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	All MCs	21	0.0	21	0.0	0.018	6.4	LOS A	0.1	0.5	0.32	0.56	0.32	51.9
Approach			317	2.8	317	2.8	0.077	0.4	NA	0.1	0.5	0.02	0.04	0.02	59.3
West: 4H Access															
10	L2	All MCs	49	0.0	49	0.0	0.039	5.8	LOS A	0.1	1.0	0.15	0.54	0.15	52.4
12	R2	All MCs	81	0.0	81	0.0	0.178	11.3	LOS B	0.6	4.5	0.57	0.81	0.57	48.8
Approach			130	0.0	130	0.0	0.178	9.2	LOS A	0.6	4.5	0.41	0.71	0.41	50.1
All Vehicles			676	2.1	676	2.1	0.178	2.4	NA	0.6	4.5	0.09	0.20	0.09	57.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 4H [4H_4 Lane_2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	69	0.0	69	0.0	0.078	5.6	LOS A	0.0	0.0	0.00	0.28	0.00	55.2
2	T1	All MCs	228	3.0	228	3.0	0.078	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
Approach			297	2.3	297	2.3	0.078	1.3	NA	0.0	0.0	0.00	0.14	0.00	58.1
North: McKenny Blvd															
8	T1	All MCs	204	3.0	204	3.0	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	All MCs	50	0.0	50	0.0	0.046	6.8	LOS A	0.2	1.3	0.37	0.60	0.37	51.8
Approach			253	2.4	253	2.4	0.053	1.3	NA	0.2	1.3	0.07	0.12	0.07	58.2
West: 4H Access															
10	L2	All MCs	23	0.0	23	0.0	0.019	5.8	LOS A	0.1	0.5	0.16	0.54	0.16	52.4
12	R2	All MCs	51	0.0	51	0.0	0.110	11.0	LOS B	0.4	2.7	0.55	0.79	0.55	49.1
Approach			74	0.0	74	0.0	0.110	9.3	LOS A	0.4	2.7	0.43	0.71	0.43	50.1
All Vehicles			624	2.1	624	2.1	0.110	2.3	NA	0.4	2.7	0.08	0.20	0.08	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: 4H [4H_4 Lane_Ultimate AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	48	0.0	48	0.0	0.146	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	56.6
2	T1	All MCs	509	3.0	509	3.0	0.146	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach			557	2.7	557	2.7	0.146	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.2
North: McKenny Blvd															
8	T1	All MCs	325	3.0	325	3.0	0.085	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	All MCs	21	0.0	21	0.0	0.027	8.2	LOS A	0.1	0.7	0.51	0.67	0.51	50.9
Approach			347	2.8	347	2.8	0.085	0.5	NA	0.1	0.7	0.03	0.04	0.03	59.3
West: 4H Access															
10	L2	All MCs	49	0.0	49	0.0	0.046	6.5	LOS A	0.2	1.1	0.31	0.58	0.31	51.9
12	R2	All MCs	81	0.0	81	0.0	0.329	21.7	LOS C	1.3	8.8	0.81	0.97	0.99	42.9
Approach			130	0.0	130	0.0	0.329	16.0	LOS C	1.3	8.8	0.62	0.82	0.73	45.9
All Vehicles			1034	2.4	1034	2.4	0.329	2.5	NA	1.3	8.8	0.09	0.14	0.10	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: 4H [4H_4 Lane_Ultimate PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	69	0.0	69	0.0	0.081	5.6	LOS A	0.0	0.0	0.00	0.27	0.00	55.3
2	T1	All MCs	238	3.0	238	3.0	0.081	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.1
Approach			307	2.3	307	2.3	0.081	1.3	NA	0.0	0.0	0.00	0.13	0.00	58.2
North: McKenny Blvd															
8	T1	All MCs	1155	3.0	1155	3.0	0.302	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	All MCs	50	0.0	50	0.0	0.047	6.8	LOS A	0.2	1.3	0.38	0.60	0.38	51.7
Approach			1205	2.9	1205	2.9	0.302	0.4	NA	0.2	1.3	0.02	0.02	0.02	59.4
West: 4H Access															
10	L2	All MCs	23	0.0	23	0.0	0.019	5.8	LOS A	0.1	0.5	0.17	0.54	0.17	52.4
12	R2	All MCs	51	0.0	51	0.0	0.766	110.6	LOS F	2.9	20.3	0.98	1.13	1.61	21.0
Approach			74	0.0	74	0.0	0.766	77.6	LOS F	2.9	20.3	0.73	0.95	1.16	25.9
All Vehicles			1586	2.6	1586	2.6	0.766	4.1	NA	2.9	20.3	0.05	0.09	0.07	55.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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SITE LAYOUT

 Site: 4H [4H_4 Lane_2031 AM (Site Folder: General)]

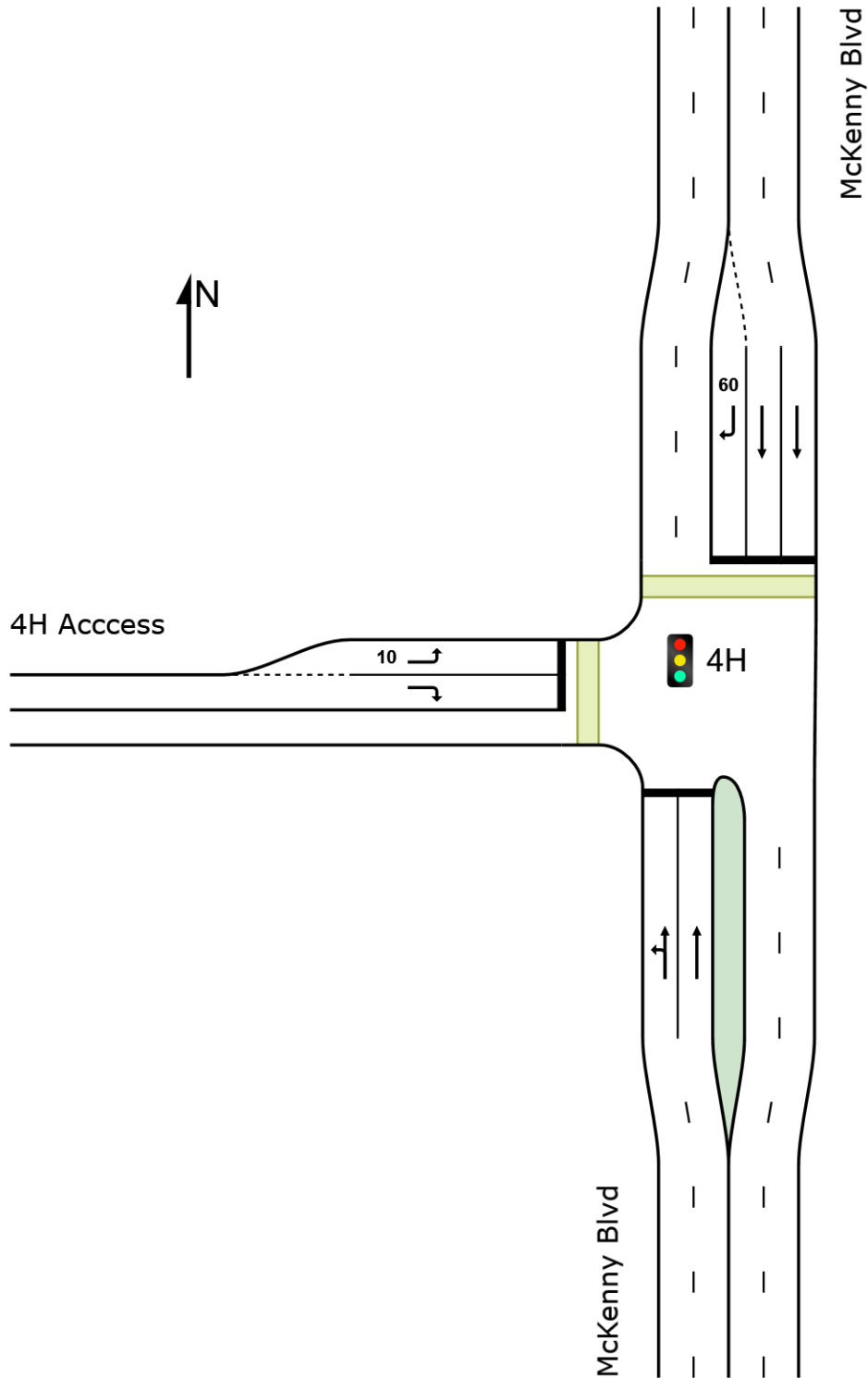
McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

 Site: 4H [4H_4 Lane_2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	48	0.0	48	0.0	0.200	11.1	LOS B	2.1	15.1	0.78	0.67	0.78	45.5
2	T1	All MCs	181	3.0	181	3.0	* 0.200	16.8	LOS B	2.1	15.4	0.78	0.64	0.78	47.9
Approach			228	2.4	228	2.4	0.200	15.6	LOS B	2.1	15.4	0.78	0.65	0.78	47.4
North: McKenny Blvd															
8	T1	All MCs	296	3.0	296	3.0	0.143	6.2	LOS A	1.8	13.0	0.53	0.43	0.53	54.4
9	R2	All MCs	21	0.0	21	0.0	* 0.096	28.0	LOS C	0.5	3.4	0.92	0.69	0.92	39.9
Approach			317	2.8	317	2.8	0.143	7.7	LOS A	1.8	13.0	0.55	0.45	0.55	53.1
West: 4H Access															
10	L2	All MCs	49	0.0	49	0.0	0.057	13.6	LOS B	0.7	4.6	0.58	0.68	0.58	47.4
12	R2	All MCs	81	0.0	81	0.0	* 0.199	23.4	LOS C	1.7	11.8	0.85	0.74	0.85	42.0
Approach			130	0.0	130	0.0	0.199	19.7	LOS B	1.7	11.8	0.75	0.72	0.75	43.9
All Vehicles			676	2.1	676	2.1	0.200	12.7	LOS B	2.1	15.4	0.67	0.57	0.67	49.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

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

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: McKenny Blvd												
P3	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
West: 4H Access												
P4	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
All Pedestrians		0	42	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15

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: 4H [4H_4 Lane_2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Convert Function Default

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

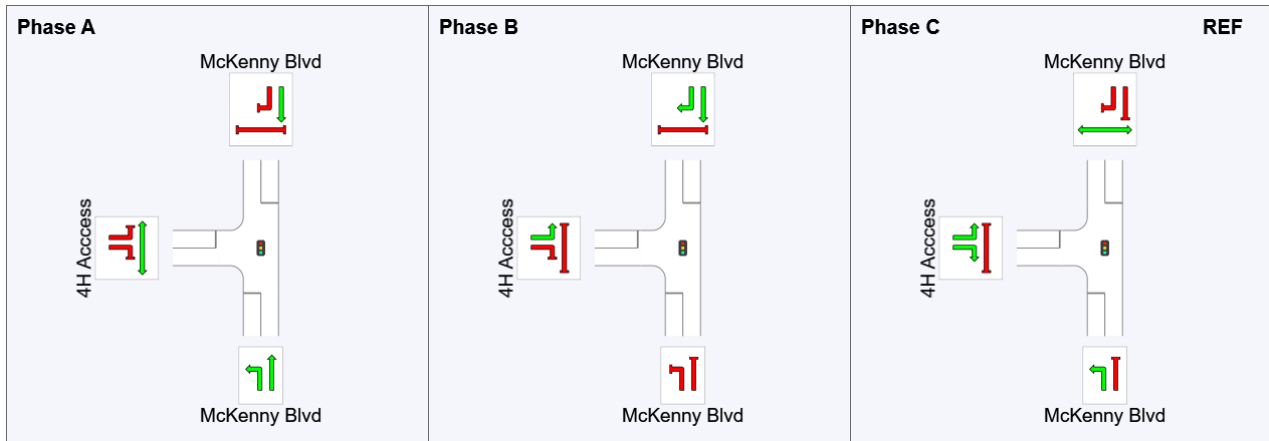
Reference Phase: Phase C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	16	38	0
Green Time (sec)	16	6	10
Phase Time (sec)	22	12	16
Phase Split	44%	24%	32%
Phase Frequency (%)	100.0	100.0	100.0

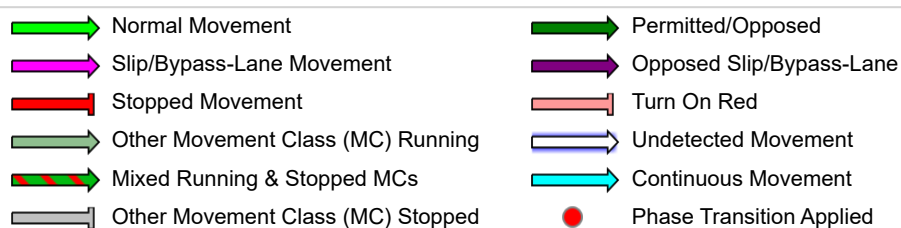
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified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

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase



MOVEMENT SUMMARY

 Site: 4H [4H_4 Lane_2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	69	0.0	69	0.0	0.244	11.4	LOS B	2.7	19.3	0.78	0.69	0.78	45.7
2	T1	All MCs	228	3.0	228	3.0	* 0.244	16.3	LOS B	2.8	19.8	0.78	0.65	0.78	48.3
Approach			297	2.3	297	2.3	0.244	15.1	LOS B	2.8	19.8	0.78	0.66	0.78	47.6
North: McKenny Blvd															
8	T1	All MCs	204	3.0	204	3.0	0.095	5.5	LOS A	1.2	8.3	0.49	0.39	0.49	55.0
9	R2	All MCs	50	0.0	50	0.0	* 0.224	28.6	LOS C	1.2	8.3	0.94	0.73	0.94	39.7
Approach			253	2.4	253	2.4	0.224	10.0	LOS B	1.2	8.3	0.58	0.46	0.58	51.1
West: 4H Access															
10	L2	All MCs	23	0.0	23	0.0	0.029	14.1	LOS B	0.3	2.3	0.59	0.66	0.59	47.1
12	R2	All MCs	51	0.0	51	0.0	* 0.136	24.0	LOS C	1.1	7.4	0.86	0.72	0.86	41.8
Approach			74	0.0	74	0.0	0.136	20.9	LOS C	1.1	7.4	0.77	0.71	0.77	43.3
All Vehicles			624	2.1	624	2.1	0.244	13.8	LOS B	2.8	19.8	0.69	0.58	0.69	48.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

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

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: McKenny Blvd												
P3	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
West: 4H Access												
P4	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
All Pedestrians		0	42	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15

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: 4H [4H_4 Lane_2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Convert Function Default

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

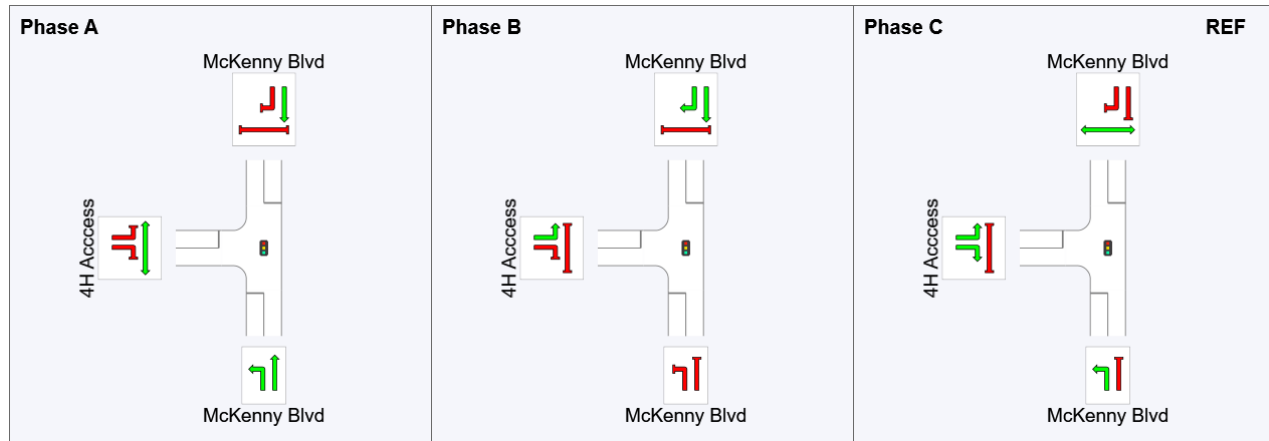
Reference Phase: Phase C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	17	38	0
Green Time (sec)	15	6	11
Phase Time (sec)	21	12	17
Phase Split	42%	24%	34%
Phase Frequency (%)	100.0	100.0	100.0

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

Output Phase Sequence



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: 4H [4H_4 Lane_Ultimate AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	48	0.0	48	0.0	0.456	10.4	LOS B	5.6	39.8	0.84	0.72	0.84	45.9
2	T1	All MCs	509	3.0	509	3.0	* 0.456	16.0	LOS B	5.6	40.3	0.84	0.71	0.84	47.8
Approach			557	2.7	557	2.7	0.456	15.5	LOS B	5.6	40.3	0.84	0.71	0.84	47.6
North: McKenny Blvd															
8	T1	All MCs	325	3.0	325	3.0	0.152	5.7	LOS A	1.9	13.8	0.51	0.42	0.51	54.8
9	R2	All MCs	21	0.0	21	0.0	* 0.096	28.0	LOS C	0.5	3.4	0.92	0.69	0.92	39.9
Approach			347	2.8	347	2.8	0.152	7.1	LOS A	1.9	13.8	0.53	0.43	0.53	53.6
West: 4H Access															
10	L2	All MCs	49	0.0	49	0.0	0.060	14.3	LOS B	0.7	4.8	0.60	0.69	0.60	47.0
12	R2	All MCs	81	0.0	81	0.0	* 0.219	24.4	LOS C	1.7	12.2	0.87	0.75	0.87	41.6
Approach			130	0.0	130	0.0	0.219	20.6	LOS C	1.7	12.2	0.77	0.72	0.77	43.4
All Vehicles			1034	2.4	1034	2.4	0.456	13.3	LOS B	5.6	40.3	0.73	0.62	0.73	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

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

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: McKenny Blvd												
P3	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
West: 4H Access												
P4	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
All Pedestrians		0	42	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15

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: 4H [4H_4 Lane_Ultimate AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Convert Function Default

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

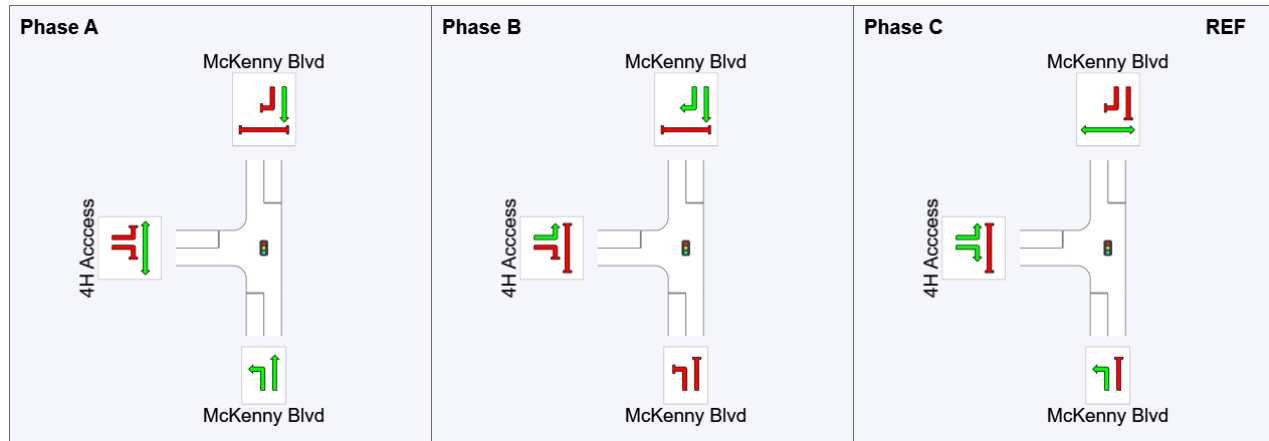
Reference Phase: Phase C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	16	38	0
Green Time (sec)	16	6	10
Phase Time (sec)	22	12	16
Phase Split	44%	24%	32%
Phase Frequency (%)	100.0	100.0	100.0

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

Output Phase Sequence



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: 4H [4H_4 Lane_Ultimate PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: McKenny Blvd															
1	L2	All MCs	69	0.0	69	0.0	0.253	11.3	LOS B	2.8	20.1	0.78	0.69	0.78	45.7
2	T1	All MCs	238	3.0	238	3.0	* 0.253	16.3	LOS B	2.9	20.6	0.78	0.65	0.78	48.3
Approach			307	2.3	307	2.3	0.253	15.1	LOS B	2.9	20.6	0.78	0.66	0.78	47.7
North: McKenny Blvd															
8	T1	All MCs	1155	3.0	1155	3.0	0.539	7.6	LOS A	9.0	64.7	0.68	0.60	0.68	53.4
9	R2	All MCs	50	0.0	50	0.0	* 0.224	28.6	LOS C	1.2	8.3	0.94	0.73	0.94	39.7
Approach			1205	2.9	1205	2.9	0.539	8.4	LOS A	9.0	64.7	0.69	0.60	0.69	52.6
West: 4H Access															
10	L2	All MCs	23	0.0	23	0.0	0.029	14.1	LOS B	0.3	2.3	0.59	0.66	0.59	47.1
12	R2	All MCs	51	0.0	51	0.0	* 0.136	24.0	LOS C	1.1	7.4	0.86	0.72	0.86	41.8
Approach			74	0.0	74	0.0	0.136	20.9	LOS C	1.1	7.4	0.77	0.71	0.77	43.3
All Vehicles			1586	2.6	1586	2.6	0.539	10.3	LOS B	9.0	64.7	0.71	0.62	0.71	51.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

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

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov ID	Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
North: McKenny Blvd												
P3	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
West: 4H Access												
P4	Full	20	21	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15
All Pedestrians		0	42	19.4	LOS B	0.0	0.0	0.88	0.88	173.2	200.0	1.15

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: 4H [4H_4 Lane_Ultimate PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

McKenny Blvd / 4H Access

Prepared: NN

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 50 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog

Phase Times determined by the program

Phase Sequence: Convert Function Default

Input Phase Sequence: A, B, C

Output Phase Sequence: A, B, C

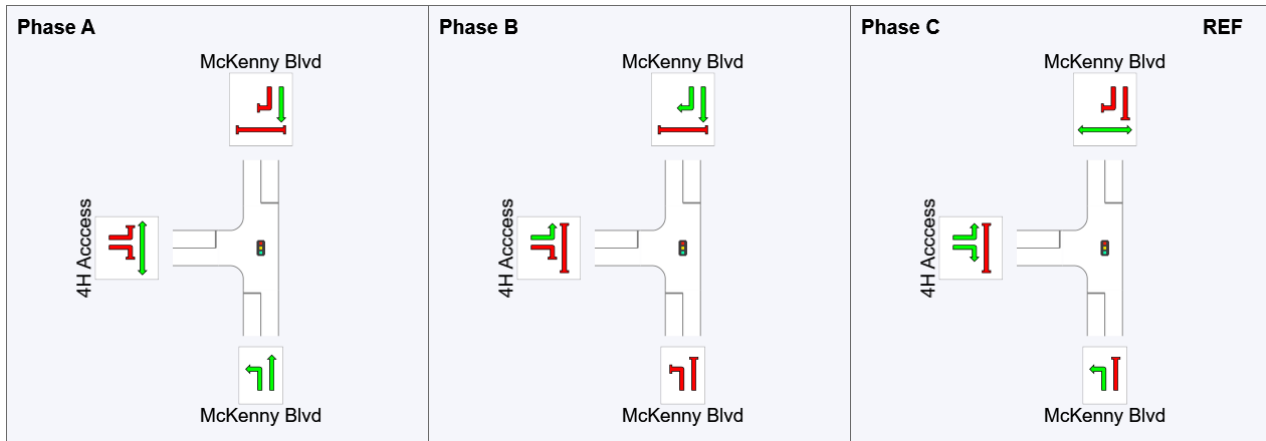
Reference Phase: Phase C

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	16	38	0
Green Time (sec)	16	6	10
Phase Time (sec)	22	12	16
Phase Split	44%	24%	32%
Phase Frequency (%)	100.0	100.0	100.0

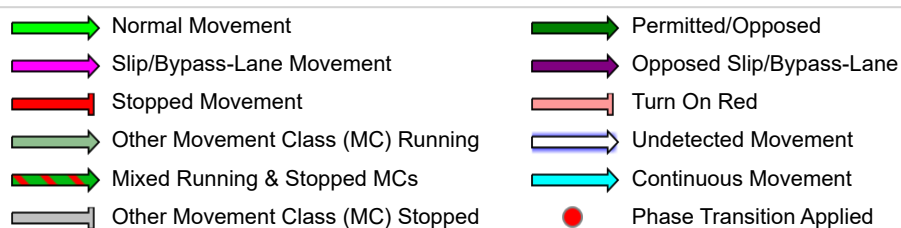
See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified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

Output Phase Sequence



REF: Reference Phase

VAR: Variable Phase



SITE LAYOUT

▽ Site: 1 [4H_LILO_2031 AM (Site Folder: General)]

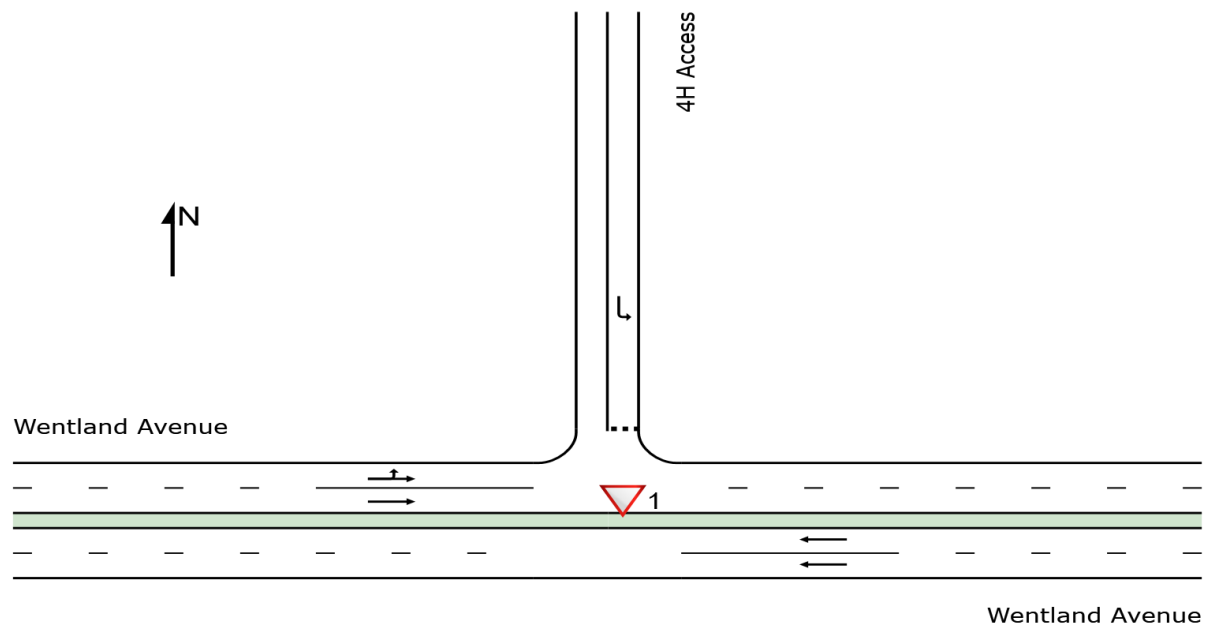
Wentland Avenue / 4H Access - LILO

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

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



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MOVEMENT SUMMARY

▼ Site: 1 [4H_LILO_2031 AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wentland Avenue / 4H Access - LILO

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Wentland Avenue															
4	T1	All MCs	789	9.1	789	9.1	0.214	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			789	9.1	789	9.1	0.214	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: 4H Access															
1	L2	All MCs	12	9.1	12	9.1	0.011	6.3	LOS A	0.0	0.3	0.25	0.54	0.25	51.8
Approach			12	9.1	12	9.1	0.011	6.3	LOS A	0.0	0.3	0.25	0.54	0.25	51.8
West: Wentland Avenue															
2	L2	All MCs	2	9.1	2	9.1	0.084	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	56.9
3	T1	All MCs	307	9.1	307	9.1	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			309	9.1	309	9.1	0.084	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			1109	9.1	1109	9.1	0.214	0.1	NA	0.0	0.3	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: 1 [4H_LILO_2031 PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wentland Avenue / 4H Access - LILO

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Wentland Avenue															
4	T1	All MCs	390	9.1	390	9.1	0.106	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			390	9.1	390	9.1	0.106	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: 4H Access															
1	L2	All MCs	4	9.1	4	9.1	0.006	8.0	LOS A	0.0	0.1	0.45	0.61	0.45	50.8
Approach			4	9.1	4	9.1	0.006	8.0	LOS A	0.0	0.1	0.45	0.61	0.45	50.8
West: Wentland Avenue															
2	L2	All MCs	7	9.1	7	9.1	0.240	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	56.9
3	T1	All MCs	878	9.1	878	9.1	0.240	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			885	9.1	885	9.1	0.240	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
All Vehicles			1280	9.1	1280	9.1	0.240	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: 1 [4H_LILO_Ultimate AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wentland Avenue / 4H Access - LILO

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
East: Wentland Avenue															
4	T1	All MCs	1054	9.1	1054	9.1	0.286	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			1054	9.1	1054	9.1	0.286	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: 4H Access															
1	L2	All MCs	12	9.1	12	9.1	0.011	6.2	LOS A	0.0	0.3	0.24	0.54	0.24	51.8
Approach			12	9.1	12	9.1	0.011	6.2	LOS A	0.0	0.3	0.24	0.54	0.24	51.8
West: Wentland Avenue															
2	L2	All MCs	2	9.1	2	9.1	0.079	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	56.9
3	T1	All MCs	288	9.1	288	9.1	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			290	9.1	290	9.1	0.079	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			1355	9.1	1355	9.1	0.286	0.1	NA	0.0	0.3	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

▼ Site: 1 [4H_LILO_Ultimate PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Wentland Avenue / 4H Access - LILO

Prepared: NN

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				
			veh/h		veh/h		v/c	sec							km/h
East: Wentland Avenue															
4	T1	All MCs	456	9.1	456	9.1	0.124	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			456	9.1	456	9.1	0.124	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: 4H Access															
1	L2	All MCs	4	9.1	4	9.1	0.005	6.9	LOS A	0.0	0.1	0.35	0.56	0.35	51.4
Approach			4	9.1	4	9.1	0.005	6.9	LOS A	0.0	0.1	0.35	0.56	0.35	51.4
West: Wentland Avenue															
2	L2	All MCs	7	9.1	7	9.1	0.157	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	56.9
3	T1	All MCs	570	9.1	570	9.1	0.157	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach			576	9.1	576	9.1	0.157	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
All Vehicles			1036	9.1	1036	9.1	0.157	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

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

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

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

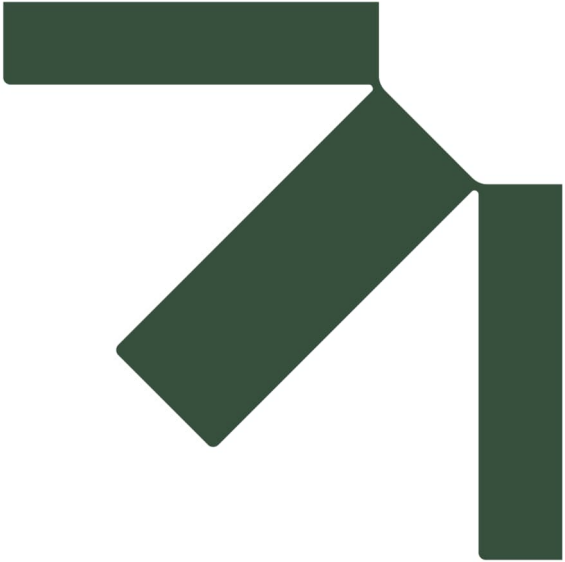
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | [sidrasolutions.com](https://www.sidrasolutions.com)

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Project: C:\Users\inneale\OneDrive - SLR Consulting Limited\Documents_Assessments\620.11743 Yarrabilla\Mckenny Blvd & 4H - 20250711.sip9



Appendix D Turn Warrant Assessment

Yarrabilba, Precinct 4H

Traffic Impact Assessment

Stockland Residential Communities

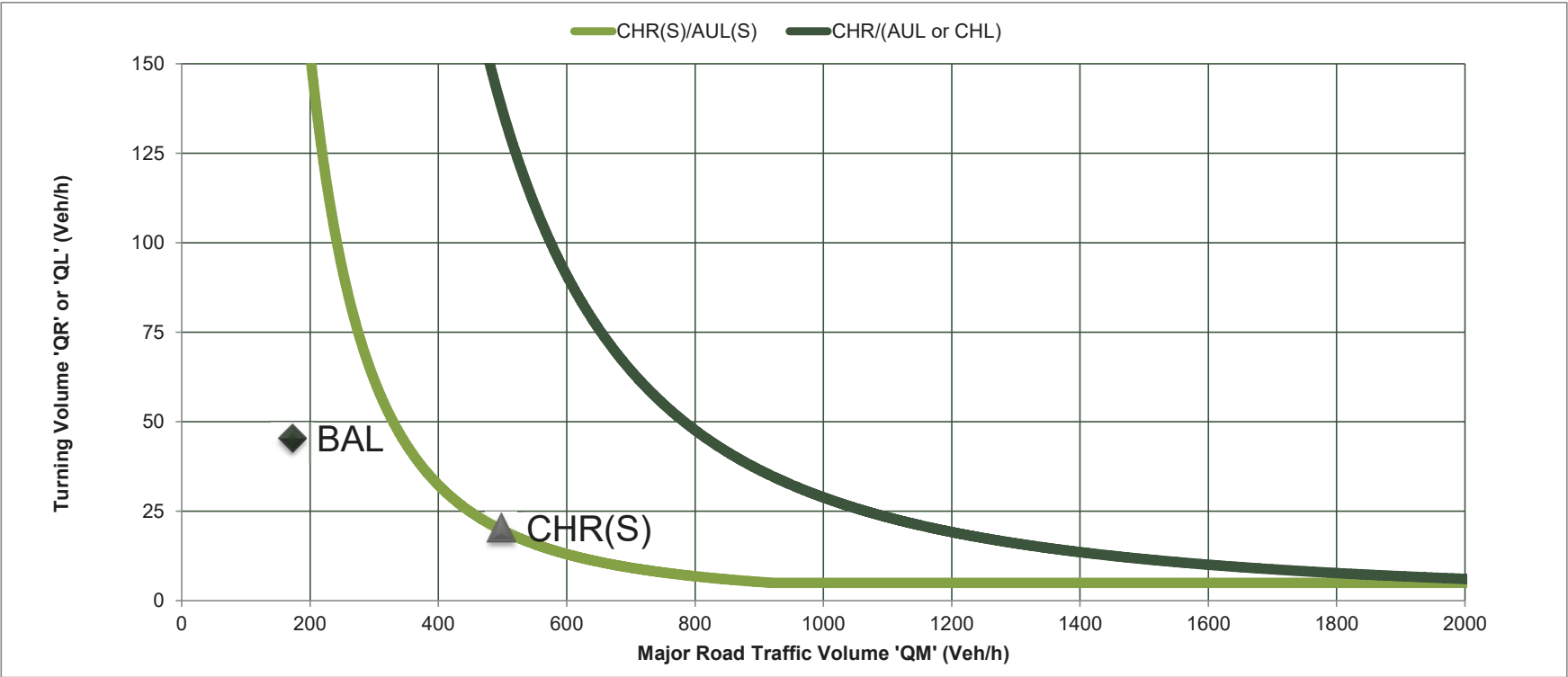
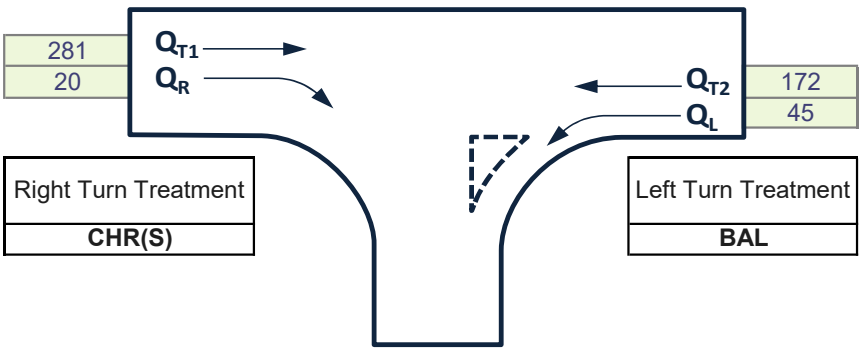
SLR Project No.: 620.V11743.00001

17 July 2025

Assessment Year	2031
Peak Period	AM
Scenario	Background + Dev

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

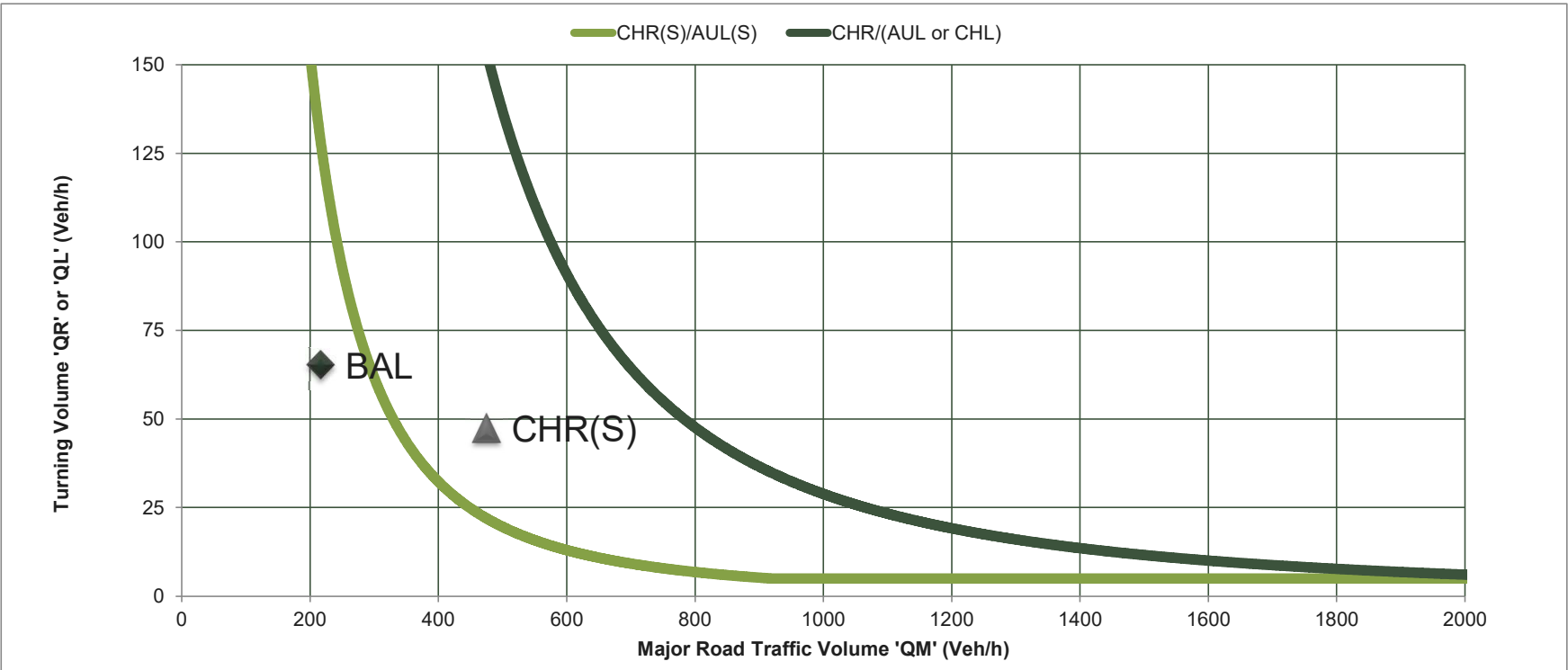
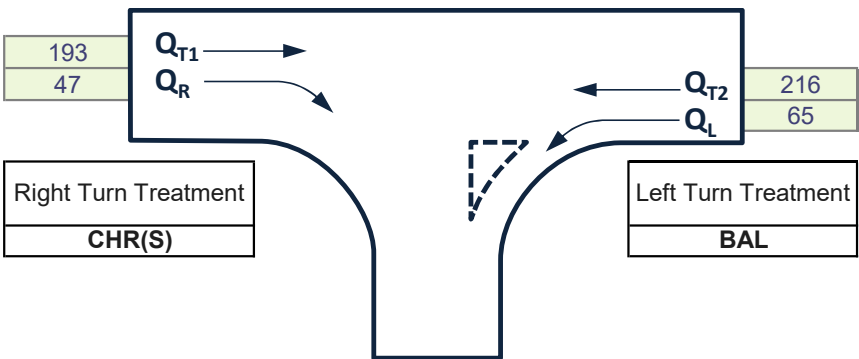
Q _M	Q _R /Q _L	
498	20.224	Right
172	45.4144	Left



Assessment Year	2031
Peak Period	PM
Scenario	Background + Dev

Design Domain	Normal Design Domain
Design Year	10
Lane Count	2L2W
Design Speed	<= 70km/h
Splitter Island?	No

Q _M	Q _R /Q _L	
475	47.36	Right
216	65.2544	Left

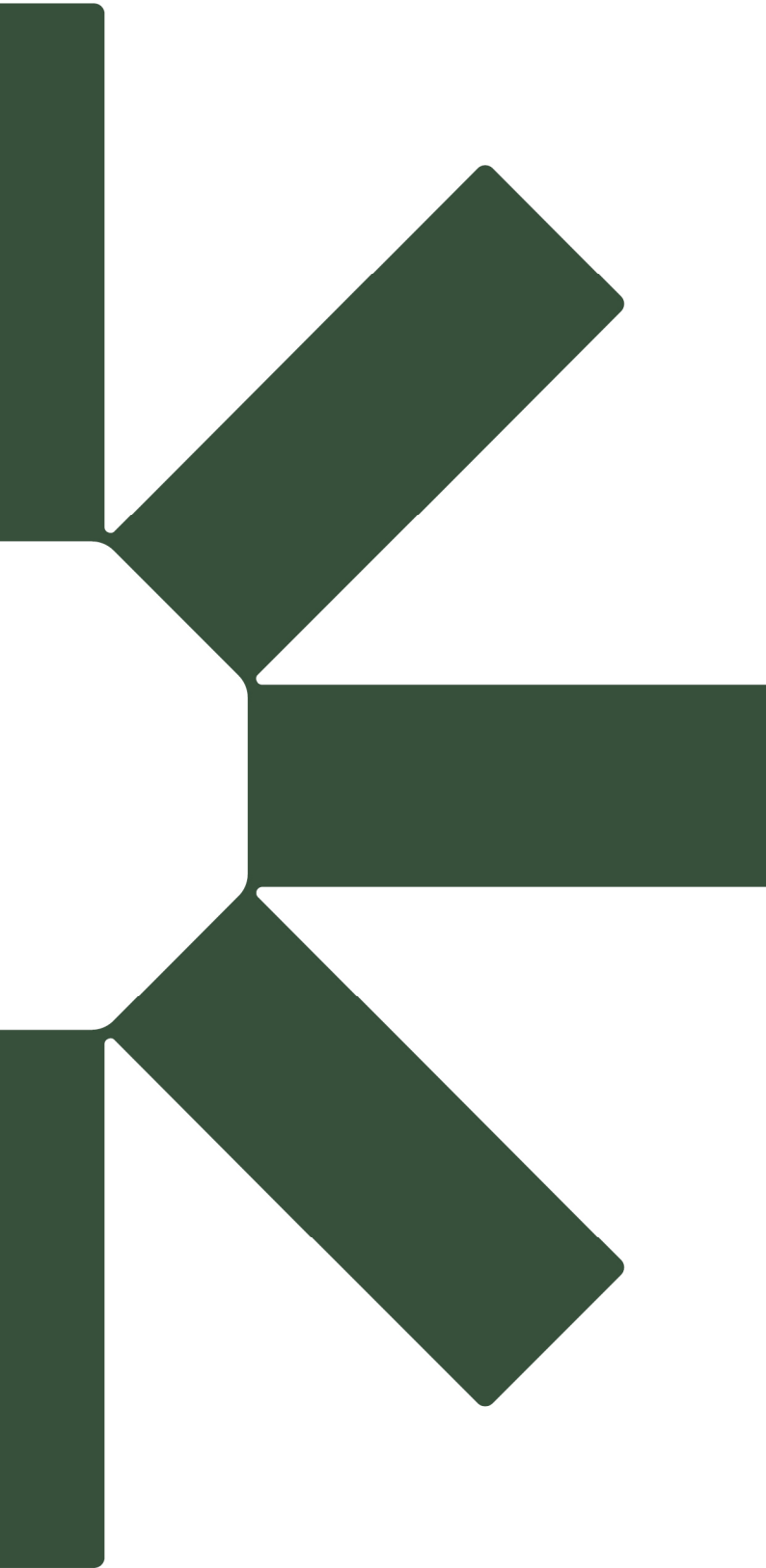


Reflects changes made in RPDM (Ed2: Vol3) Supplement to Austroads Part 4A (DTMR - August, 2014)

Turn Warrant Assessment

McKenny Blvd / 4H Intersection
620.11743
07 07 2025





Making Sustainability Happen