



NEW STATE PRIMARY SCHOOL GREATER FLAGSTONE TRAFFIC IMPACT ASSESSMENT

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The Director
 Pekol Traffic and Transport
 Level 2, 62 Astor Terrace
 Spring Hill QLD 4000

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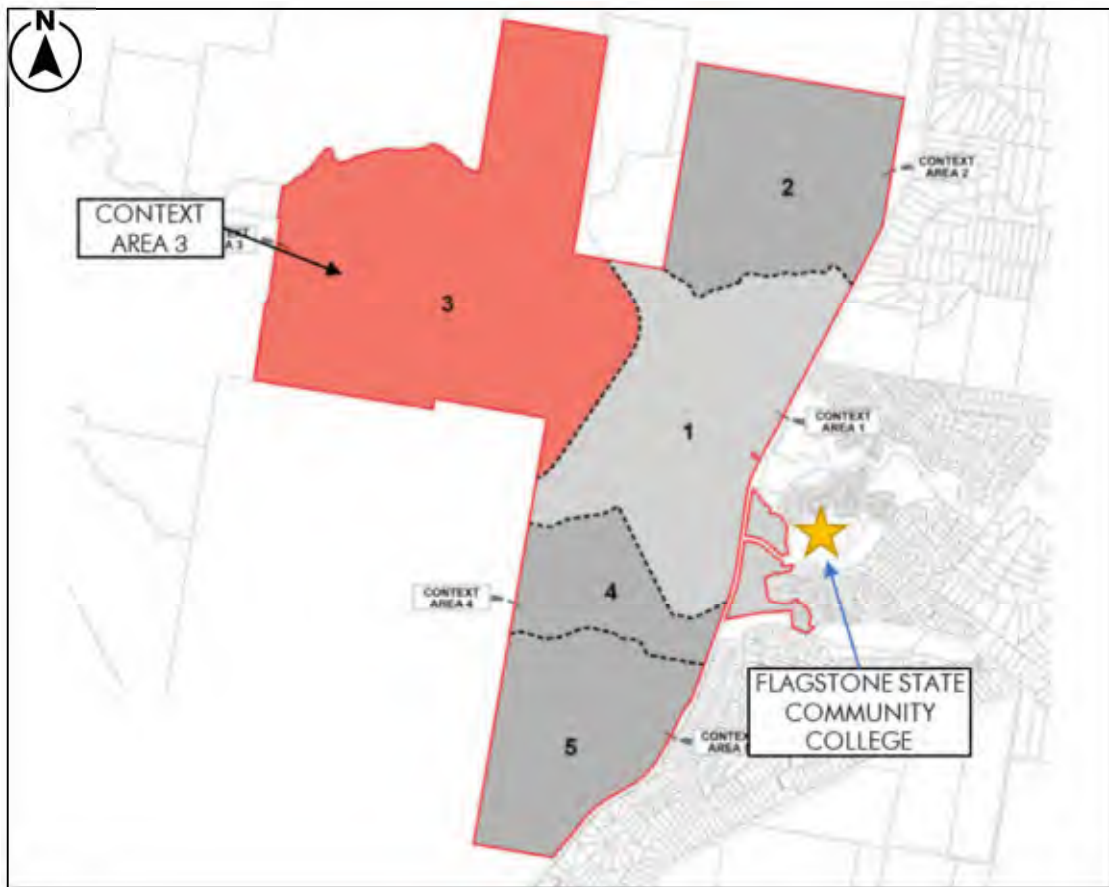
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1.0 INTRODUCTION

1.1 BACKGROUND

In September 2025, PTT was commissioned by Groupd GSA, on behalf of the Department of Education, to undertake a Traffic Impact Assessment (TIA) for a new state primary school in Greater Flagstone. The school is to be located in Context Area 3 of the Greater Flagstone Priority Development Area (PDA), as shown in Figure 1.1.

Figure 1.1: SITE LOCALITY



This TIA report has been prepared on behalf of the State of Queensland, represented by the Department of Education (DoE, the Applicant), in support of a Priority Development Area (PDA) development application over part of land at New Beith Road, Silverbark Ridge QLD 4124 and described as part of Lot 911 on SP356636 (site). This PDA development application seeks approval from the MEDQ for a development permit for a material change of use for educational establishment, child care centre, community facility and health care services.

The Applicant proposes a State primary school for Prep to Year 6, delivered in stages:

- Stage 1 opening in 2029 with capacity for approximately 712 enrolments
- Stage 2 opening in 2031 with a cumulative enrolment capacity for approximately. 1,092
- further undefined stage to provide a cumulative enrolment capacity of approximately. 1,185

The Applicant also proposes a childcare centre (kindergarten) and community facility / health care services (hub) to be delivered at Stage 1 of the State primary school. The:

- childcare centre is intended to be a two-unit kindergarten providing for up to 44 children per day, and up to 88 children across the week, and 15 hours care per week per child
- community facility / health care services is intended to provide a range of services, supporting children and their families with early years programs and support, onsite health and wellbeing services, and family programs and activities

The site is being created as part of a broader subdivision project delivered by Peet Flagstone City Pty Ltd under PDA development approvals DEV2024/1491 and DEV2023/1414. Works undertaken under these PDA development approvals provide the foundational infrastructure required to make the site 'fit for purpose' (including vegetation clearing, roadworks, sewerage, water supply, earthworks, telecommunications and electrical infrastructure).

1.2 AIM

The aim of this assessment is to evaluate the proposed development in terms of its access arrangements, parking provision and design, pedestrian / cyclist facilities, likely peak hour traffic generation and impact on the surrounding road network.

1.3 SCOPE OF REPORT

This report begins by summarising the characteristics of the existing road network (Chapter 2), followed by a description of the scope and scale of the proposed development, including the access, parking and servicing arrangements (Chapter 3). The predicted peak hour traffic generation of the development is estimated along with a consideration of its likely traffic impact on the surrounding road network (Chapter 4). The report concludes with a summary of key findings and recommendations (Chapter 5).

2.0 EXISTING CONDITIONS

2.1 PLANNING OVERVIEW

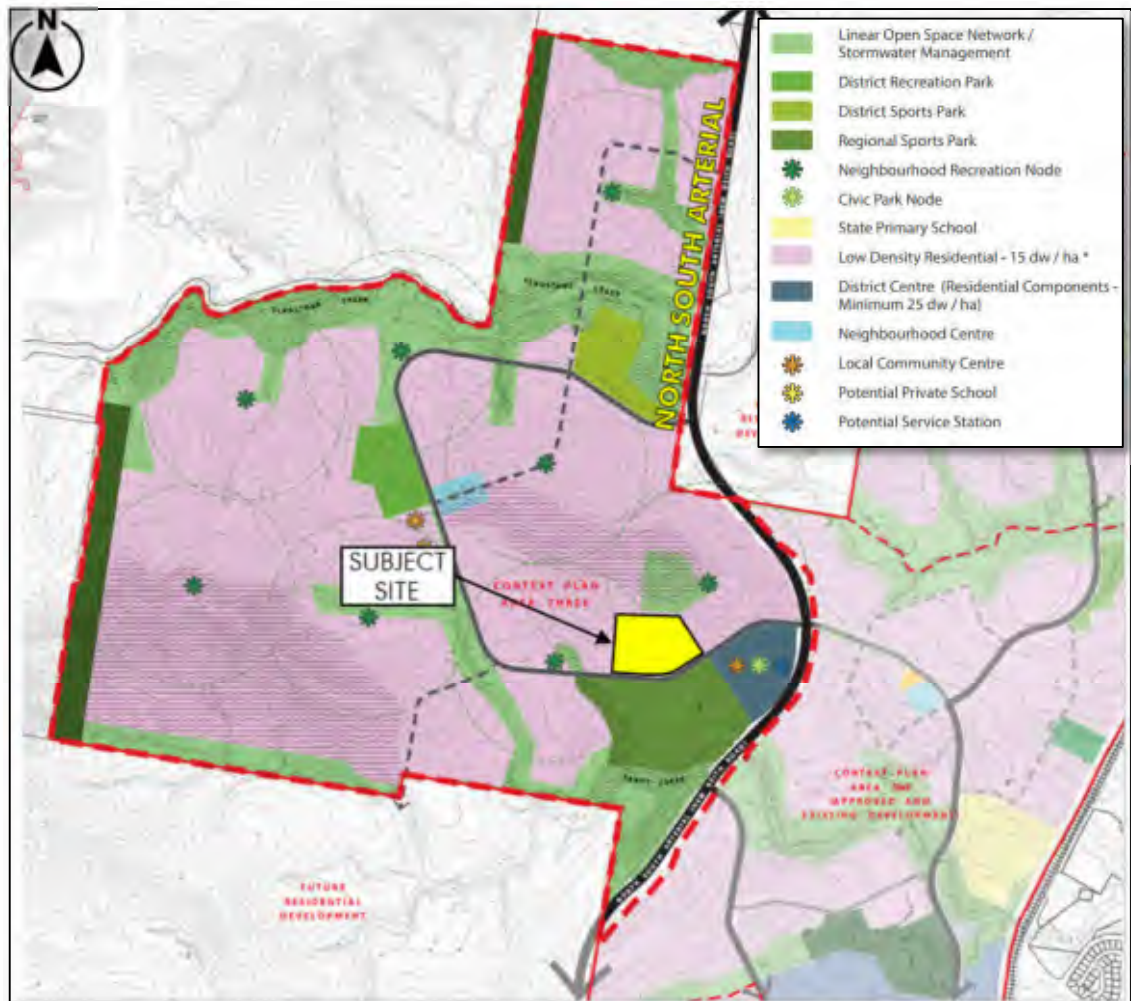
Greater Flagstone has been identified as a priority development area (PDA) by Economic Development Queensland (EDQ). This PDA is approximately 7,188 hectares of land and is located to the west of the Jimboomba. It is intended to be developed over a 30-to-40-year period accommodating up to 120,000 residents in 50,000 dwellings.

2.2 CONTEXT AREA 3

2.2.1 Introduction

Context Area 3 (CA3) forms part of Greater Flagstone PDA and comprises largely of residential lots complemented with educational, centre zones, community and recreational facilities. The proposed zoning of CA3 is shown in Figure 2.1. The overall plan of subdivision for the PEET Flagstone CA3 South Stages 8-14, which was approved by EDQ on 7 May 2025 (Reference Number: DEV2024/1491) is shown in Figure 2.2 and attached in Appendix A. This approval included a Traffic and Transport Assessment report, dated 14 February 2025, prepared by Bitzios Consulting.

Figure 2.1: FLAGSTONE CONTEXT AREA 3 ZONING

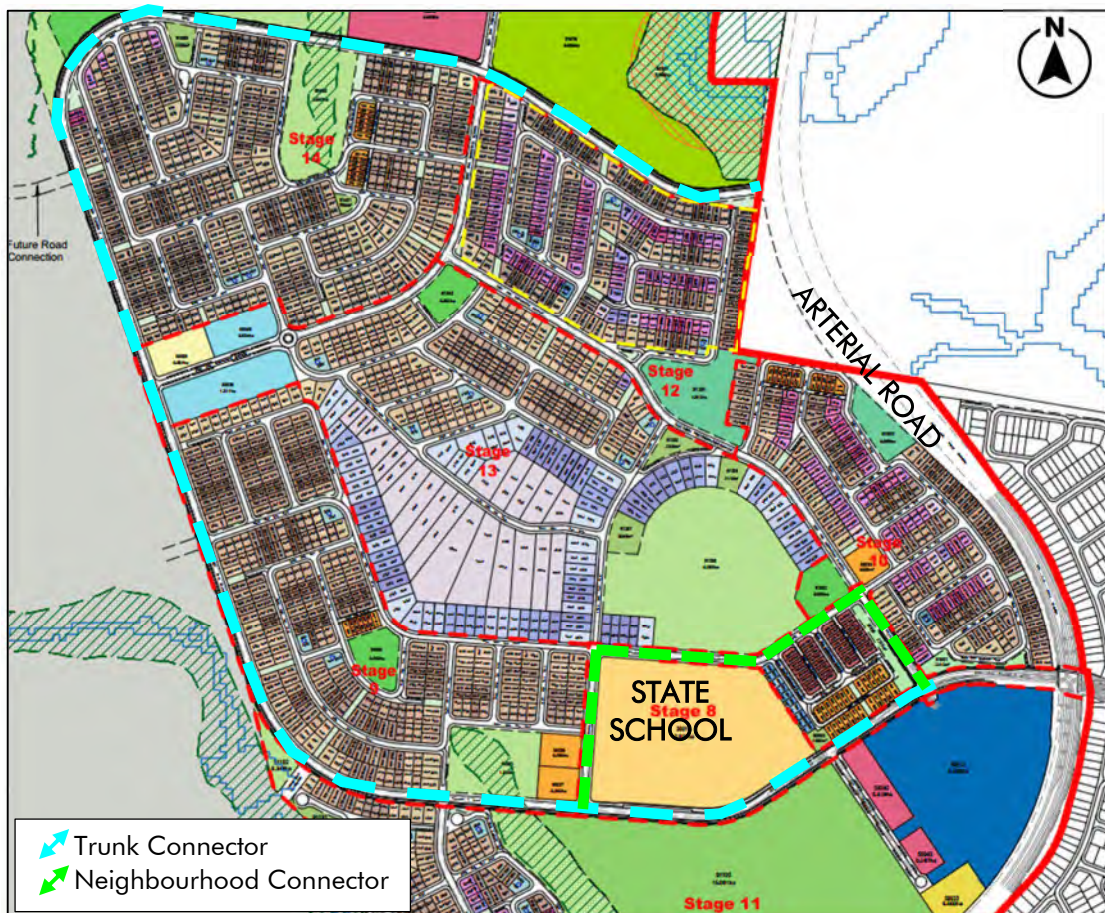


It is understood a change application for CA3 South was submitted subsequently, which incorporated a revised Bitzios Traffic and Transport Assessment report, dated 8 August 2025. In addition, a Traffic and Transport Technical Memorandum was also prepared by Bitzios, dated 30 May 2023 for a RoL Application for the School Site (Reference Number: DEV2023/1414).

2.2.2 Site Location

The subject site for the proposed Greater Flagstone State Primary School is located generally as indicated in Figures 2.1 and 2.2. As shown, the site is to be bounded by neighbourhood connector roads to the north, west, by a trunk connector road to the south and residential properties to the east.

Figure 2.2: SUBJECT SITE



2.2.3 Future Road Cross Sections

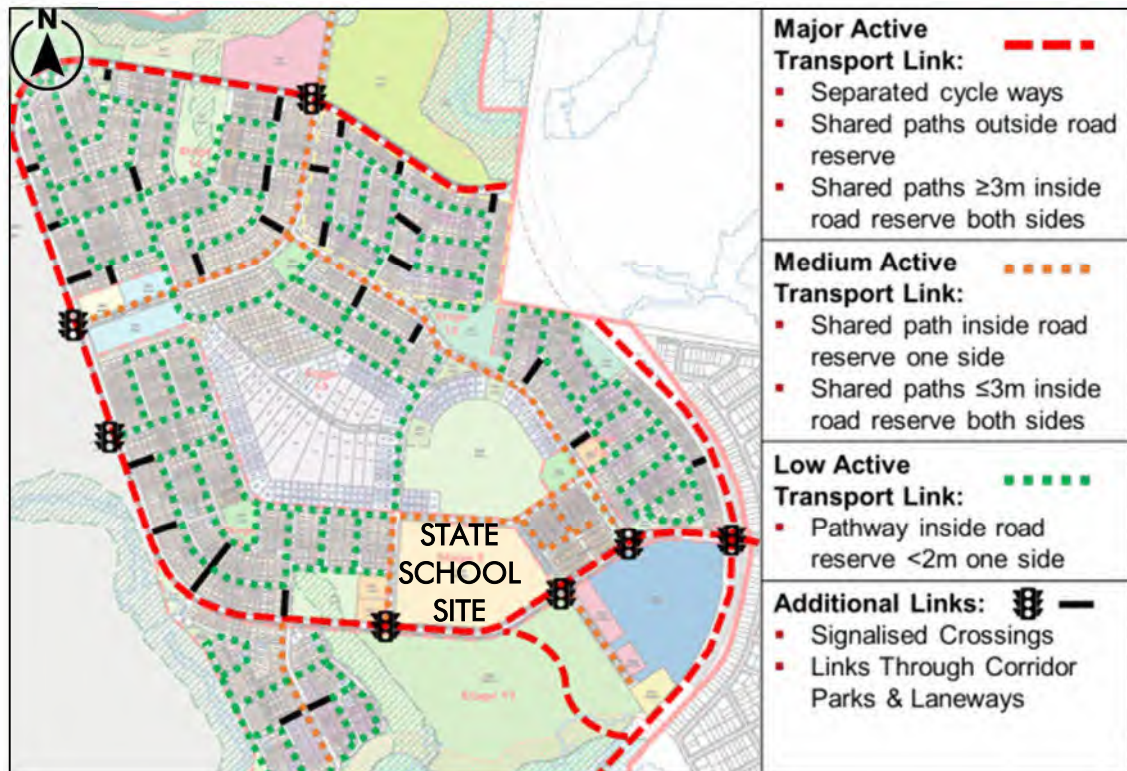
As indicated in Figure 2.2, a proposed road network has been approved for Context Area 3 in the vicinity of the subject site. The key attributes of the future road cross sections for the Trunk and Neighbourhood Connector Road are shown in Figures 2.3 and 2.4.

In addition, the most recent Traffic and Transport Assessment included a cross section for the Trunk Connector with the school bus stop, as demonstrated in Figure 2.5. This includes a wider bus waiting area as well as the adjacent shared path.

2.2.4 Active Transport

As demonstrated with the proposed road cross sections, pedestrian and shared paths are expected to be provided on both sides of the roads fronting the proposed school, with a condition imposed in the development approval for this overall zone required this to be provided by PEET. In addition, off-street cycle ways would be provided along the trunk connector. The provision of bicycle facilities is consistent with the approved active transport network plan, shown in Figure 2.6, which is extracted from the approved traffic and transport assessment report.

Figure 2.6: APPROVED ACTIVE TRANSPORT NETWORK

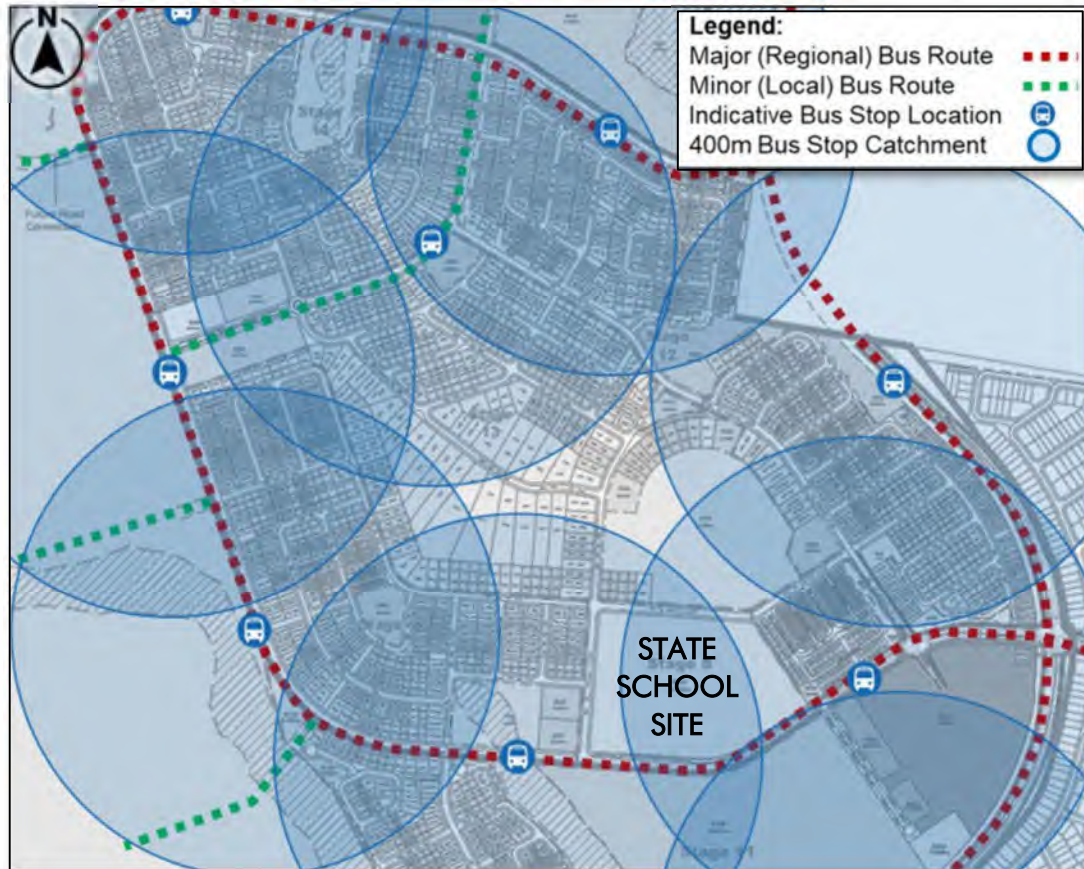


This active network includes a 4.0m shared path along the southern school site frontage, in accordance with the Department of Transport and Main Roads' (TMR) Planning for Safe Transport Infrastructure at Schools (PSTIS) guidance. The neighbourhood connector roads fronting the school site incorporate 3.0m wide paths along the school property boundary. Therefore, appropriate active transport facilities for pedestrian and cyclists are to be provided on the surrounding road network to accommodate the movements associated with the state school to be delivered as per the PEET development approval.

2.2.5 Public Transport

Similar to the active transport network, an indicative public transport network for CA3 South has been considered as part of the approved traffic and transport assessments, as shown in an extract from the latest traffic report in Figure 2.7. This demonstrates the state school site fall within two overlapping 400m bus stop catchments, which is expected to provide appropriate public transport facilities for the school.

Figure 2.7: APPROVED INDICATIVE PUBLIC TRANSPORT NETWORK



2.2.6 Traffic Volumes

As part of the CA3 approval a 2066 microsimulation model in Aimsun of the Flagstone City area was developed by Bitzios using an appropriate cordon study area taken from the strategic models developed for the Greater Flagstone area from the VLC model of Southeast Queensland. The microsimulation Aimsun model includes the state school site.

A further Bitzios traffic and transport technical memorandum, dated 30 May 2023, was prepared for the state school site. This report includes an estimate of traffic generation associated with the school. It outlines morning and afternoon peak hour traffic generation of 876 and 684 trips respectively. This equates to a total of 1,560 trips in both peak hours, which as outlined in the report, has been included in all relevant transport modelling and hence remain consistent with the broader South Logan Strategic Transport Model (SLSTM) and the detailed microsimulation Aimsun model.

Key intersections on the surrounding road network were assessed for the future year 2066 scenario as part of the CA3 approved traffic report, as indicated in Figure 2.8. This includes intersection adjacent to the state school. The results demonstrates that the intersection are expected to operate within acceptable levels of service for the future year scenario.

Figure 2.8: SURROUNDING INTERSECTIONS



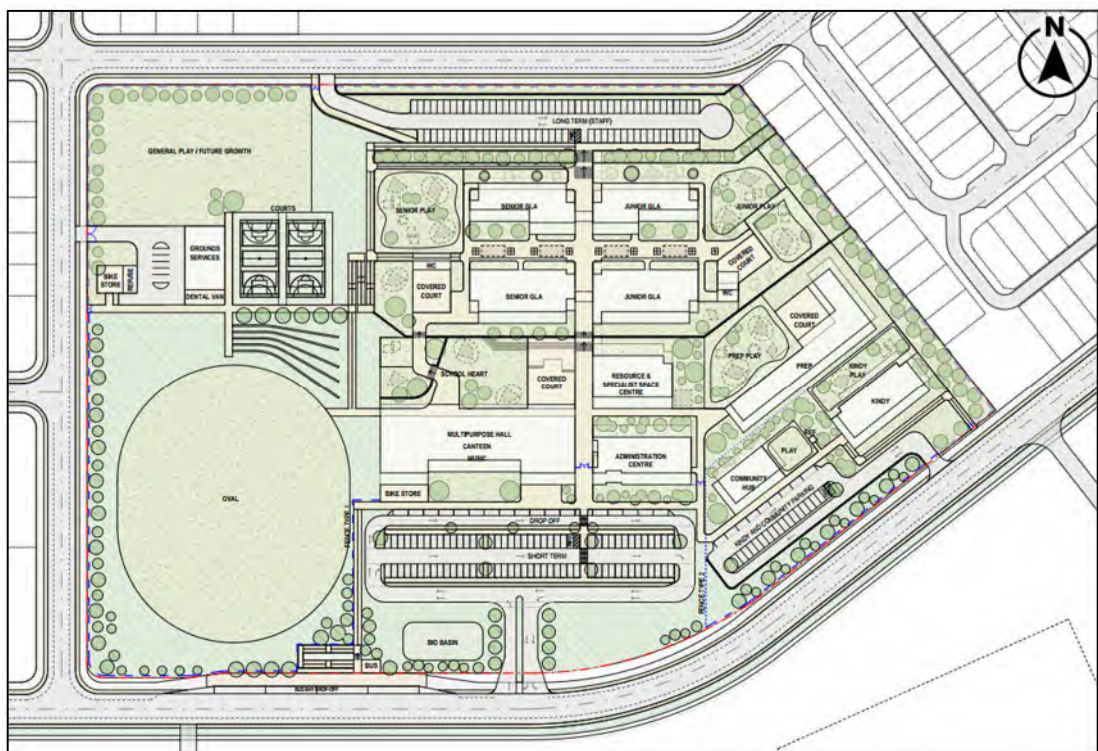
3.0 PROPOSED DEVELOPMENT

3.1 SITE LAYOUT

The proposal involves the development of a primary school to cater for 1,100 students between Prep and Year 6, as well as associated school buildings, outdoor areas and car parking. It is expected that 78 to 93 full-time equivalent (FTE) staff would be required. A Kindergarten (ie Kindy) for up to 44 children and hub providing community facilities and health care services are also proposed on the site. For the most part, these are expected to operate in conjunction with the school. It is understood the development will incorporate an Outside School Hours Care (OSHC) program. The proposed development plan is shown in Figure 3.1, and Appendix C.

Separation of transport modes (ie bus, drop-off / pick-up, long and short-term parking and bicycle) to reduce conflicts and congestion in the school environment has been accommodated as recommended in TMR's PSTIS guidance. The proposed site layout has also taken into consideration *Design Standards for QLD Government Education Facilities*.

Figure 3.1: PROPOSED DEVELOPMENT LAYOUT



3.2 VEHICULAR ACCESS

3.2.1 Access Arrangements

Vehicular access to the site is proposed via the following crossovers:

- on the trunk connector road along the site's southern frontage, providing access to the short-term (ie visitor) parking areas and drop-off / pick-up facility
- at the southeast corner of the site providing access to the Kindy and hub parking area
- on the site's northern frontage for the long-term (ie staff) parking area

- a service vehicle access along the west property boundary to the service area

3.2.2 Location

Australian Standards AS2890.1:2004 Parking Facilities Part 1: Off-Street Car Parking (AS2890.1) requires that access driveways be located a minimum 6.0m from the tangent point of an adjacent intersection. The proposed site accesses are located in excess of 6.0m from adjacent intersection, consistent with AS2890.1 requirements. The site access at the southeast corner of the site is located proximate to a proposed signalised intersection with a right turn lane on the west approach, which may require further consideration.

3.2.3 Design

Access to the visitor and staff parking areas is required to be designed in accordance with AS2890.1 and the Institute of Public Works Engineering Australasia (IPWEA) Standard Drawing RSD-102 requirements.

The service vehicle access along the site's western frontage is required to be designed in accordance with Australian Standards AS2890.2:2018 Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2) and IPWEA RSD-102.

3.2.4 Sight Distance

The requirements for sight distance at the proposed access driveways on the Trunk Connector have been determined in accordance with AS2890.1. Based on an expected posted speed of 60km/h, a minimum sight distance of 65m would be required at exit crossover. All the crossovers achieve over 100m sight distance in both directions.

3.3 PARKING

3.3.1 Requirement

The car parking requirement for the proposed development has been determined based on the parking rates provided in TMR's Planning for Safe Transport Infrastructure at Schools (PSTIS). It has been assumed that the proposed student enrolment capacity would be distributed equally in each year level (ie 158 students in Prep and 942 students in Years 1-6). As shown in Table 3.1, a minimum of 160 spaces, comprising 66 long-term, 81 short-term / preparatory and 13 drop-off / pick-up bays, are required to support the proposed school.

Table 3.1: CAR PARKING REQUIREMENT

USER	SCALE	PARKING RATE	REQUIRED
Long-term (staff / visitor)	93 FTE Staff	0.7 spaces per FTE staff	66
Preparatory	158 students	1 space per 8-10 students	18
Short-term	942 students	1 space per 15 students	63
Drop-off / pick-up	942 students	20% of short-term requirement	13
Total			160 spaces

The parking requirement for the Kindy has been determined based on the parking provision rates outlined in the Logan Planning Scheme. As shown in Table 3.2, 13 car parking spaces are required to support the proposed development. In the order of 10 parking spaces are anticipated to be required for the community hub.

Table 3.2: COUNCIL PARKING REQUIREMENT

USE	SCALE	PARKING RATE	REQUIREMENT
Childcare Centre	8 FTE staff plus 44 children	1 space per FTE staff plus one space per 10 children	13 spaces
Community Care Centre	4 FTE staff	1 space per FTE staff plus one space per 10 visitors	8-10 spaces

3.3.2 Provision

A total of 184 on-site parking spaces and 26 drop-off / pick-up bays are proposed. This comprises the following:

- short-term parking area: 80 spaces
- school drop-off pick-up: 17 bays
- long-term (ie staff) parking area: 87 spaces
- kindy parking area: 17 spaces
- kindy parallel bays: 9 bays

Accordingly, the proposed parking provision complies with TMR's PSTIS and Council requirements.

3.3.3 Persons With Disabilities (PWD) Parking

TMR's PSTIS requires that PWD parking be provided at a rate of one space per 100 ordinary car parking spaces, constructed in accordance with Australian Standards AS2890.6 (2009) Parking Facilities Part 6: Off-Street Parking for People with Disabilities. Based on a parking provision of 184 spaces. Two PWD spaces are provided on-site.

3.3.4 Design

The proposed on-site parking facilities are to be designed fully in accordance with the requirements of TMR's PSTIS and AS2890.1, in terms of minimum space and aisle dimensions. This is typified by:

- staff parking spaces dimensioned a minimum 2.4m wide by 5.4m long and accessed via minimum 6.0m wide aisles
- PWD parking spaces dimensioned 2.4m wide by 5.4m long (with an adjacent 2.4m wide shared area)
- short-term / preparatory parking spaces dimensioned a minimum 2.6m wide by 5.4m long and accessed via minimum 6.0m wide aisles
- parallel drop-off / pick-up bays dimensioned a minimum 2.4m wide by 6.0m long and accessed via a 3.5m wide parking aisle
- minimum 4.0m wide one-lane and 6.0m wide two-lane parking and circulation aisles

Swept path analysis of the parking areas has been undertaken as demonstrated in the drawings attached in Appendix D. The short-term parking has been designed as 90°, perpendicular parking rather than 60° angled parking, which is recommended in TMR's PSTIS. This is considered appropriate as it provides drivers the option to drive in forward or reverse and offer a more efficient parking layout.

3.3.5 Queuing

The TMR's PSTIS provides guidance on the parking demands, size of drop-off / pick-up facilities, queuing requirements and internal layouts for schools. In the case of the proposed school, queuing for a minimum of 10 vehicles (ie 60m) would be required, measured from the property boundary at the entry crossover to the first internal conflict point.

The proposed layout incorporates over 100m of on-site queuing space from the property boundary and the first internal conflict point, which is in accordance with TMR's PSTIS. In addition the site layout accommodates a queuing lane to the short-term parking area and drop-off/ pick-up bays, which doubles the potential queuing space.

3.4 ACTIVE AND PUBLIC TRANSPORT

3.4.1 Pedestrians

Pedestrian access points have been identified as part of the school master planning, shown in Figure 3.4. Pedestrian paths and crossings are to be incorporated into the design of the internal layout with connections to the proposed footpaths on the surrounding street network.

3.4.2 Cyclists

The bicycle parking requirement for the proposed school has been determined in accordance with the rates provided in TMR's PSTIS. As outlined above, it has been assumed that the proposed student enrolment capacity would be equally distributed between each year level (ie 629 students in Prep-Year 3 and 471 students in Years 4-6).

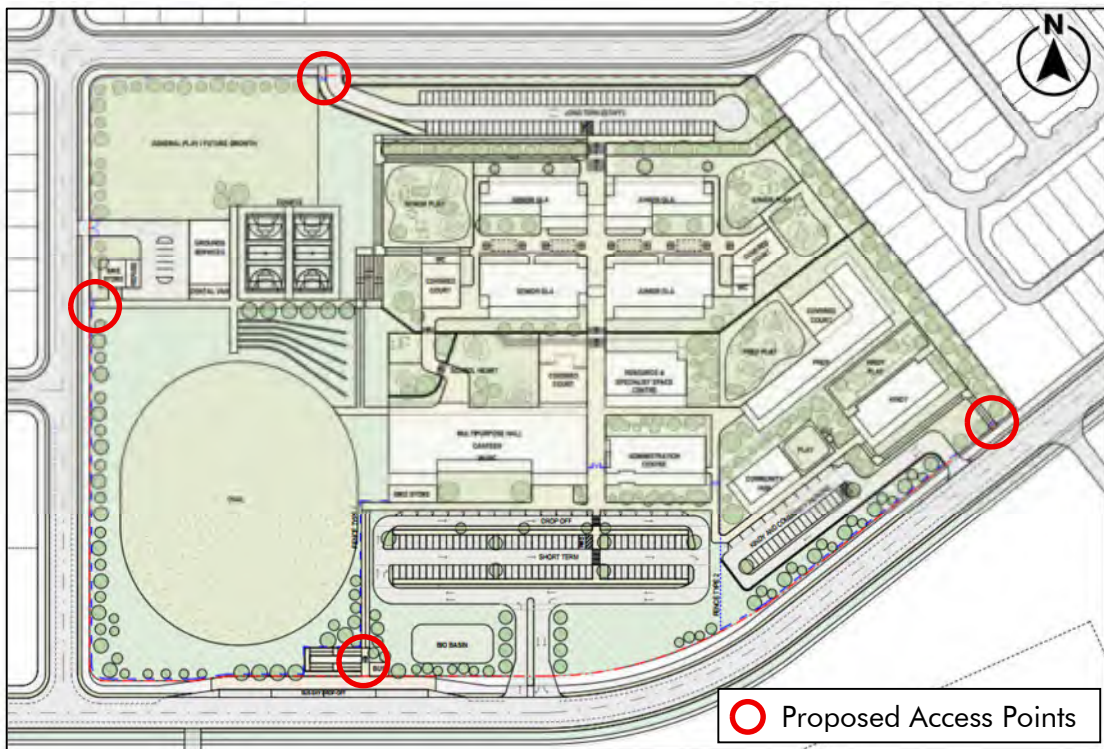
Table 3.2: BICYCLE PARKING REQUIREMENT

USER	SCALE	BICYCLE PARKING RATE	REQUIRED
Staff	93 FTE staff	1 space per 10 staff	10
Student	471 students	1 space per 3 students in Years 4-6	157
Visitors		25% of student provision	39
Total			206

As shown in Table 3.2, 196 student / visitor and 10 staff bicycle parking spaces are required. The location of the bicycle parking facilities are indicated adjacent to the servicing area at the west of the site and the at the multi-purpose hall beside the drop-off / pick-up facility.

It is recommended these bicycle parking areas accommodate a minimum capacity for 206 bicycles. There may be potential to incorporate bicycle parking proximate to the administration centre, adjacent to the community hub, which would permit casual surveillance and achieve some separation of transport modes if co-located with an additional pedestrian access.

Figure 3.4: PEDESTRIAN ACCESS LOCATIONS



3.4.3 Public Transport

A bus zone is proposed at the southwest corner of the site, which is capable of accommodating four buses with minor amendments. This bus zone has been approved as part of the external road network to be delivered by PEET through conditions of their approval. PTT has collected student mode share data for a large number of existing schools in SEQ, including 25 primary schools. The data indicates that an average of 4% of students travel by bus, with an 85th percentile of 7%. This equates to possibly 70 students (capacity of 1,000 students) travel by bus. Therefore, provision for more than four buses to service the school is highly unlikely to be required. In the unlikely event that more than four buses are required, it is understood staggered bus arrivals / departures are implemented at many other schools and could be considered for the proposed development.

It is recommended that the bus bays be designed consistent with the requirements of TMR's PSTIS and Translink's Public Transport Infrastructure Manual (PTIM). Based on the proposed capacity of four buses, these requirements are as follows:

- an 80.5m long by 3.0m wide set-down / pick-up area
- a 21m long 1:7 entry taper and a 15m long 1:5 exit taper

It is expected that the indicated bus zone can readily be modified to this bus bay arrangement.

Responses to the relevant section of State Code 6 have been provided, which is attached in Appendix E.

3.5 SERVICING

The design service vehicle specified in Council's Planning Scheme for an educational facility is a Heavy Rigid Vehicle (HRV). In addition, the proposed development will generate demand for a dental van and Refuse Collection Vehicle (RCV). It is understood that the dental van may visit the site a few times per year, remaining on-site for several days / weeks at a time.

Swept path analysis of the service area has been undertaken with the drawings attached in Appendix D. These indicated that the dental van can be accommodated. Modifications would be required if a double dental van is expected to visit the school. Also, as demonstrated in drawings number 25-728-SK006, additional modification are required to the short-term parking area and drop-off / pick-up facility to accommodate a HRV.

3.6 SCHOOL ZONES

According to TMR's School Zones Guidelines, school zones may be installed on roads where there is direct access to the school from the road or there is a school related activity (ie bus set-down / pick-up) on the road. Therefore, the proposed school would warrant the provision of a school zone on the trunk connector road in the vicinity of the site and considered on other fronting streets. As outlined in TMR's guidelines, the decision whether to implement school zones should be made by the road authority (ie Council) in consultation with the school community and relevant authorities.

4.0 TRAFFIC OPERATIONS

4.1 TRAFFIC GENERATION

The predicted peak hour traffic generation of the proposed school has been determined based on vehicle occupancy and mode share of students and staff.

TMR's Household Travel Survey (HTS) data for South East Queensland indicates that approximately 97% of trips to and from schools for work purposes are by private vehicle. The data also indicates an average private vehicle occupancy of 1.1 persons per vehicle for these trips, with approximately 70% of private vehicle trips to and from schools occurring in the morning and afternoon peak hours.

PTT has previously undertaken traffic impact assessments for numerous schools in South East Queensland, including at least 15 primary schools. Student mode share data was obtained for each of these schools and indicates that, on average, 71% of students travel to / from primary schools by private vehicle, with a vehicle occupancy of 1.7 students per private vehicle. These values have been adopted to estimate the mode share of students at the proposed school.

An in:out split of 50:50 has been adopted for student trips in both peak hours. An in:out split of 100:0 has been adopted for staff trips in the weekday morning peak hour, with the reverse in the afternoon. As demonstrated in Table 4.1, the proposed development is expected to generate 703 trips (381 in and 322 out) in the weekday morning peak hour and 703 trips (322 in and 318 out) in the weekday afternoon peak hour.

Table 4.1: SCHOOL PEAK HOUR TRAFFIC GENERATION

USER	SCALE	% BY CAR	VEH OCC	% PEAK HOUR	TRIPS	IN : OUT
Weekday Morning						
Staff	93 FTE staff	97%	1.1	70%	59	59 : 0
Students	1,100 students	71%	1.7	70%	644	322 : 322
Total					703	381 : 322
Weekday Afternoon						
Staff	93 FTE staff	97%	1.1	70%	59	0 : 59
Students	1,100 students	71%	1.7	70%	644	322 : 322
Total					703	322 : 381

The predicated peak hour traffic generation associated with the proposed Kindy has been based on the 85th percentile trip generation rate for childcare centres, sourced from the Queensland Government traffic generation data (2004-2019) available via the Open Data Portal. This trip generation rate has been adjusted 50% to account for linked and shared trips with the school. An in:out split of 50:50 has been adopted during the weekday morning and evening peak hours.

The predicted peak hour traffic generation of the proposed development is summarised in Table 4.2. As shown, the proposed development is expected to generate 16 vehicle trips (8 in and 8 out) during the weekday morning and afternoon peak hours.

Table 4.1: KINDY TRAFFIC GENERATION

LAND USE	SCALE	TRIP GENERATION RATE	TRIPS (VPH)	IN:OUT SPLIT
Childcare Centre	44 children	0.38 trips per child*	16	8 : 8

*Note: Trip generation rate adjusted by 50% to account for linked trip and shared use with school traffic.

The community hub would be expected to generation in the order of 4-10 trips during the morning and afternoon peak hours.

4.2 TRAFFIC IMPACT

As discussed in Section 2.2.6, traffic modelling and intersection analysis undertaken as part of the overall CA3 South approval and associated reports incorporate traffic associated with the state school. This estimated traffic generation is generally consistent with the proposed State Primary School, Kindy and hub. The results of this traffic analysis demonstrate the surrounding intersections are expected to operate adequately in the future year 2066 scenario with the school included. Therefore, the surrounding road network has been assessed, which is expected to be capable of accommodating the proposed traffic volumes, including state school traffic.

It is assumed that traffic associated with the kindy and hub was not considered in the intersection modelling and analysis of the CA3 South approval. However, traffic generation associated with these used are anticipated to be low, with significant shared trips with the school traffic, particularly during the school peak periods. Therefore, traffic associated with these ancillary uses is not expected to have a significant impact on the traffic operation of the adjacent road network.

4.3 SITE ACCESS OPERATIONS

4.3.1 Forecast Traffic Movements

The peak hour through traffic volumes on the trunk connector road running along the southern site boundary have been sourced from the traffic reports for the CA3 South approval, attached in Appendix B.

4.3.2 Turn Warrant Assessment

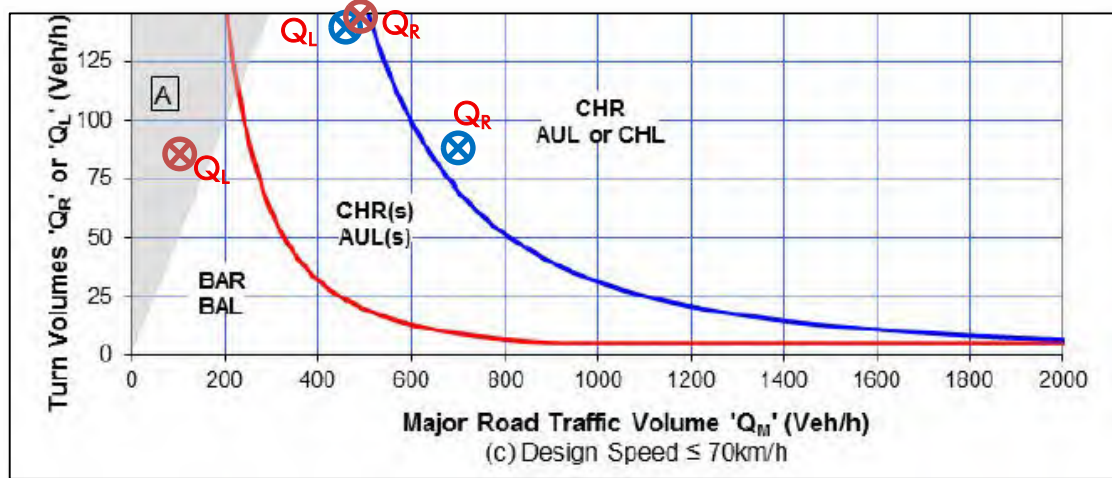
Turn warrant assessments have been undertaken to identify potential turn lane treatments at the site access to the short-term parking area and drop-off / pick-up facility. The assessments have been undertaken in accordance with Austroads' Guide to Traffic Management¹ and based on

¹ Austroads' Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management (2020)

the forecast 2066 traffic modelling data. The adopted parameters are as follows, with results shown in Figure 4.1.

Weekday morning peak hour ☒		Weekday afternoon peak hour ☒	
— Q_R	80 vph	— Q_R	242 vph
— Q_M (right)	714 vph	— Q_M (right)	526 vph
— Q_L	242 vph	— Q_L	80 vph
— Q_M (left)	591 vph	— Q_M (left)	97 vph

Figure 4.1: TURN WARRANT ASSESSMENT



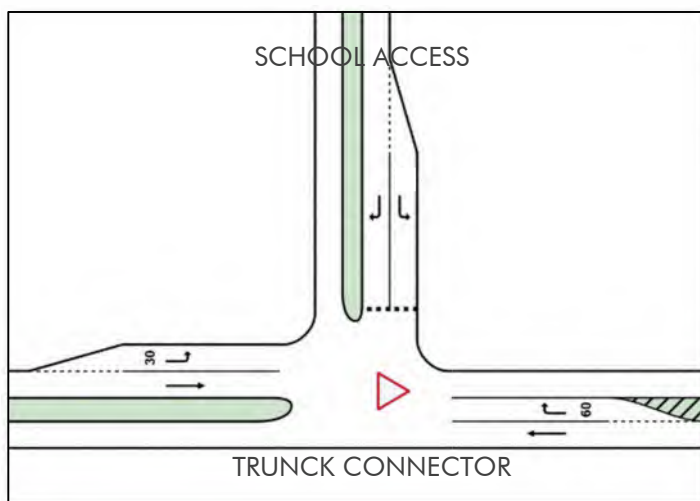
As shown, a full-length channelised right-turn lane (CHR) and short auxiliary left-turn lane (AUL(s)) at this access. The trunk connector cross section includes 3.5m wide traffic lanes and 2.4m parking lanes. Therefore, a CHR lane treatment can be incorporated into the road design.

Traffic volumes are not available on the road along the northern school frontage, so a turn warrant assessment has not been undertaken. It is expected that a Basic Right (BAR) turning treatment comprising of a widening of the through traffic lane to accommodate a through car to pass a car turning right. This road is designated as a neighbourhood connector, which incorporates parking lanes on both side of the road. Therefore, the road carriageway would be adequate to provide a BAR treatment.

4.3.3 Site Access Operations

The operation of the proposed site accesses has been assessed using SIDRA, based on the equivalent SIDRA representations shown in Figure 4.2. The results of the analyses are attached in Appendix B and summarised in Table 4.4.

Figure 4.2: SITE ACCESS REPRESENTATION



As shown in Table 4.2, the results of the analyses indicate that the proposed site access is expected to experience LOS B (or better) operations during the weekday morning and afternoon peak hours, under 2066 post-development scenarios. This is consistent with the desired standards of service outlined in Council's Planning Scheme and, as such, is sufficient.

Table 4.2: SITE ACCESS OPERATIONS

PEAK HOUR & SCENARIO	DOS	AVG DELAY	95% QUEUE	CRITICAL MOVEMENT
Weekday Morning				
2066 Post Development	44%	11.8s	2.2 vehicles	North Approach Right-turn
Weekday Afternoon				
2066 Post Development	51%	15.0s	2.5 vehicles	North Approach Right-turn

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 CONCLUSIONS

The proposed Greater Flagstone State School has been evaluated in terms of the site access arrangements, parking provision and design, servicing arrangements, pedestrian / cyclist facilities and likely traffic impact. The main points to note are:

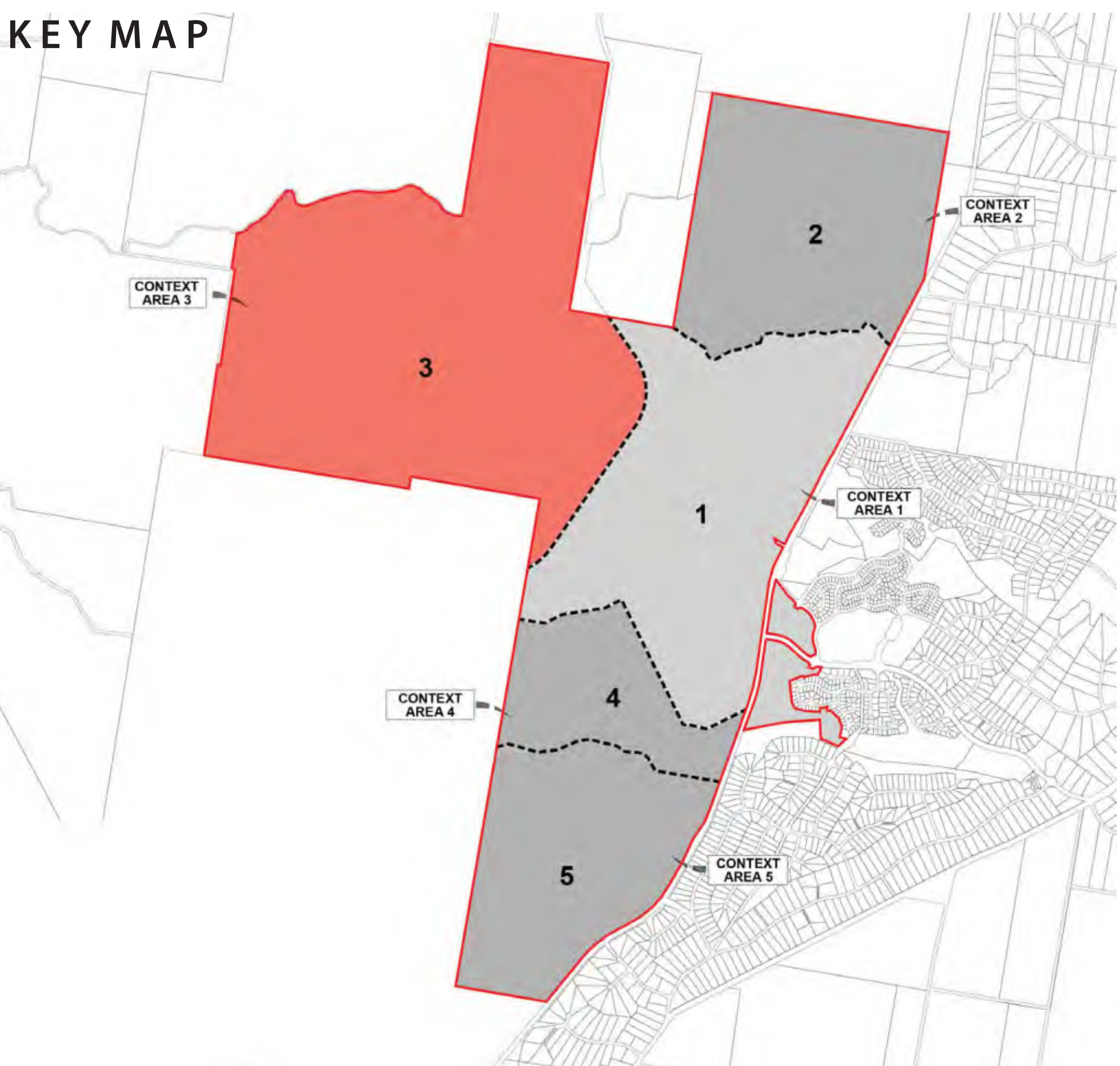
- the proposal involves a state primary school, which will ultimately have capacity for up to 1,100 students and 78 to 93 FTE staff
- vehicular access to the site is proposed via the following crossovers:
 - on the site's southern frontage, providing access to the short-term parking and drop-off / pick-up facility
 - at the southeast corner of the site providing access to the kindy and community hub
 - on the site's northern frontage for the long-term (ie staff) parking area
 - a service vehicle access along the east property boundary to the service area
- the parking provision complies with TMR's PSTIS requirements
- the on-site parking facilities are designed in accordance with the requirements of TMR's PSTIS and AS2890.1, in terms of minimum space and aisle dimensions
- two PWD spaces are to be provided on-site
- queuing space is proposed well in excess of the PSTIS guidance
- pedestrian access points have been identified as part of the school master planning,
- the proposal is expected to integrate with future pedestrian facilities
- a bicycle parking provision of 206 spaces is required based on TMR's PSTIS requirements
- four bus bays are to be provided designed consistent with the requirements of TMR's PSTIS and Translink's PTIM
- the access arrangements, internal layout and loading area have been designed to accommodate the design service vehicle (ie HRV) and dental van
- the development is expected to generate 703 trips during the weekday morning and evening peak hours
- the surrounding road network has been assessed, which is expected to be capable of accommodating the proposed traffic, including traffic associated with the state school

5.2 RECOMMENDATIONS

Based on the above, it is recommended that the access crossovers be designed in accordance with AS2890.1, AS2890.2, and IPWEA RSD-102.

APPENDIX A
CA3 SOUTH SUBDIVISION PLAN

KEY MAP

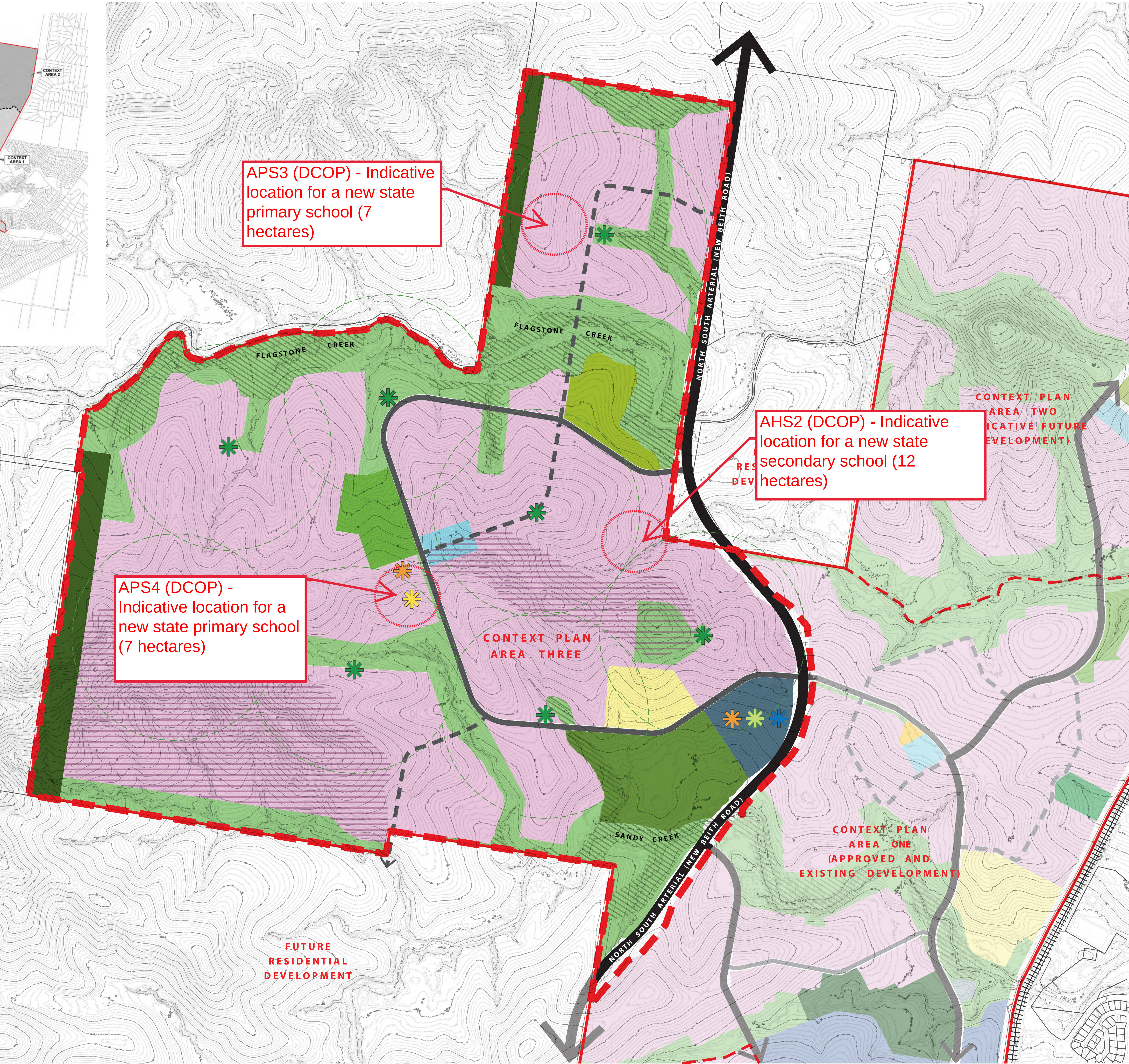


LEGEND

- PEET Flagstone Site Boundary
- Context Area Three Site Boundary
- Other Context Area Boundaries
- Rail Line
- Slope Affected Land ($\geq 15\%$)
- 400m Walkable Catchments
- Arterial Road
- Trunk Connector Road
- Minor Road Linkages
- Conservation - Buffer
- Conservation - Remnant Vegetation
- Linear Open Space Network / Stormwater Management
- District Recreation Park
- District Sports Park
- Regional Sports Park
- Neighbourhood Recreation Node
- Civic Park Node
- State Primary School
- Low Density Residential - 15 dw / ha *
- District Centre (Residential Components - Minimum 25 dw / ha)
- Neighbourhood Centre
- Local Community Centre
- Potential Private School
- Potential Service Station

* Residential areas constrained by slope may adopt < 15 dw/ha

DRAFT
For Discussion Only



FLAGSTONE
CONTEXT AREA 3
CONTEXT PLAN

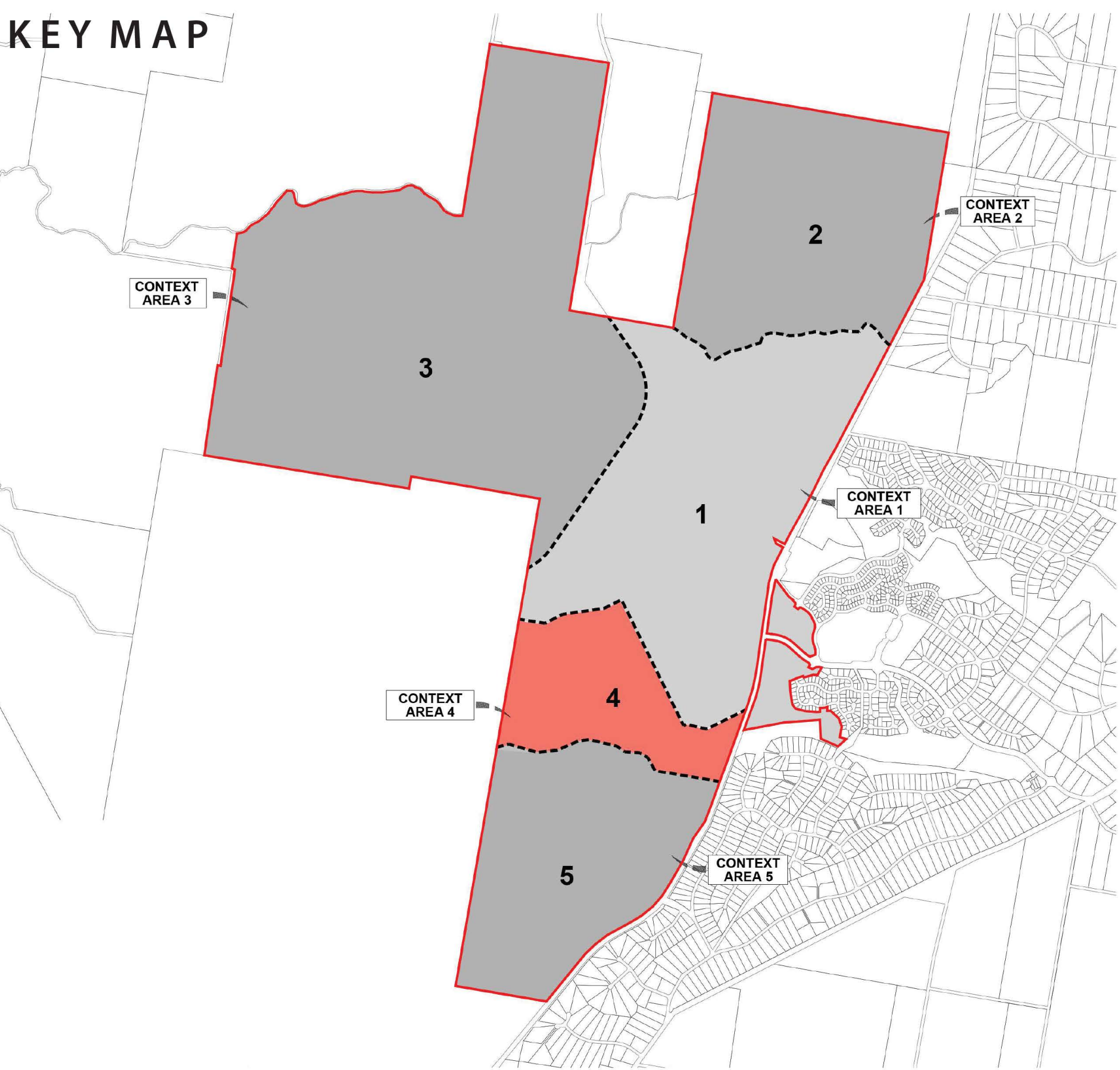
PLAN REF: 110056-499
DATE: 30 OCTOBER 2020
CLIENT: PEET
DRAWN BY: MD
CHECKED BY: DG

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URBAN DESIGN
Level 4 HQ South
520 Wickham Street
PO Box 1559
Fortitude Valley QLD 4006
T +61 7 5539 9500
www.rpsgroup.com.au

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KEY MAP

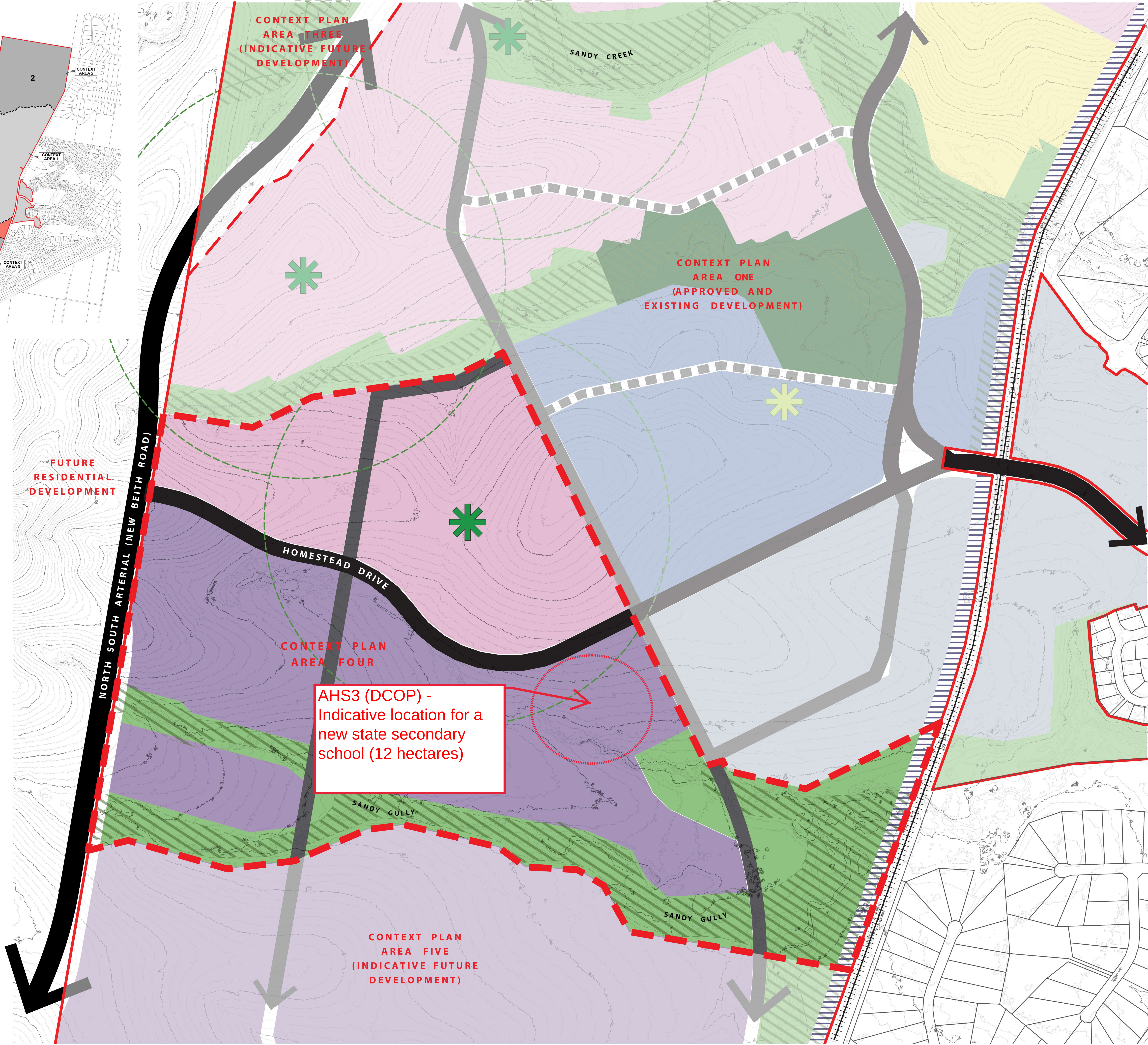


LEGEND

- PEET Flagstone Site Boundary
- Context Area Four Site Boundary
- Other Context Area Boundaries
- Rail Line
- Railway Widening
- 400m Walkable Catchments
- Arterial Road
- Trunk Connector Road
- Minor Road Linkages
- Conservation - Remnant Vegetation
- Linear Open Space Network / Stormwater Management
- Regional Recreation Park
- Neighbourhood Recreation Node
- Civic Park Node
- Private School
- Low Density Residential - 15 dw / ha *
- Town Centre Core
- Town Centre Frame
- Industry and Business

* Residential areas adjoining town centre may propose higher density

DRAFT
For Discussion Only



FLAGSTONE
CONTEXT AREA 4
CONTEXT PLAN

PLAN REF: 110056-500B
DATE: 18 NOVEMBER 2020
CLIENT: PEET
DRAWN BY: MD
CHECKED BY: DG

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URBAN DESIGN
Level 4 HQ South
520 Wickham Street
PO Box 1559
Fortitude Valley QLD 4008
T +617 5539 9500
www.rpsgroup.com.au

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APPENDIX B
CA3 SOUTH TRAFFIC & TRANSPORT ASSESSMENTS

Flagstone City Context Area 3 South

Traffic & Transport Assessment

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

Approval no: DEV2024/1491

Date: 7 May 2025



PEET Limited

14 February 2025



Gold Coast

Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane

Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney

Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au

E: admin@bitziosconsulting.com.au

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ADDENDUM: EDQ FURTHER ISSUES RESPONSE

This cover letter is prepared in response to the Further Issues Letter issued by Economic Development Queensland (EDQ) for the proposed Context Area 3 South (CA3 South) within the Flagstone City Masterplan issued on 20th May 2024.

Amended design plans prepared by RPS are provided in **Appendix A**. The Traffic Impact Assessment (TIA) following this cover letter has also been revised to reflect the changes to the proposed masterplan and to address EDQ comments below.

Item 1a

Amend the plans to:

- iv. increase the number of Lots addressing the trunk collector in Stage 14 and adjacent to Stage 12, and overlooking the DSP in Stage 14

Response:

Plans have been amended such that Stage 14 residential Lots are accessed via the trunk connector road where possible in order to overlook the parklands on the opposite side of the road. Lots 4494, 4501-4504, 4517, 4518, 4635 are proposed to be accessed via a local access road within Stage 14 overlooking the neighbourhood recreation park on the north-west corner of the site. These Lots were unable to be safely accessed directly off the trunk connector road owing to sight line limitations around the curved section of the trunk connector road.

Stage 12 Lots adjacent the trunk connector road, opposite the District Sports Park (DSP), are unable to be accessed via the trunk connector road, noting the high traffic volumes forecast on this length of road. The ultimate (2066) forecast traffic daily volumes sourced from the SLSTM exceed 10,000 vehicles per day. As such, in accordance with the EDQ Street and Movement Network Guideline, property accesses should not be provided off this length of road.

Amend the plans to:

- v. Provide a second access to Stage 11

Response:

The ability to provide a secondary access intersection to Stage 11 is limited by a number of constraints including:

- Environmental constraints on the eastern, southern and western sides of Stage 11
- Intersection spacing requirements on the trunk connector road on the northern side of Stage 11
- The proximity of the R051/R057 trunk connector intersection to the north-west corner of Stage 11.

As a result, there is not a practical location to provide a second intersection access to Stage 11.

Furthermore, the revised report includes SIDRA Intersection analysis of the Stage 11 access intersection. This analysis demonstrates that, from an intersection capacity perspective, a single access to Stage 11 is sufficient to cater for Stage 11 traffic demands.

While shown to not be required for general traffic, it is acknowledged that a secondary access location is beneficial for emergency access purposes. As such, it proposed that an emergency access be provided connecting the north-west corner of Stage 11 to the future R057 trunk connector. The location of this intersection is illustrated in Figure 0.1.

The site plan illustrates the proposed road layout for the development. Red highlighted sections indicate areas where the road is proposed to be widened or constructed. A blue arrow points to a specific location labeled "Emergency Vehicle Access". The plan also shows existing and proposed lots with their respective areas in square meters (m²). Key lots include 91102 (0.348ha), 91101 (1750m²), and a series of lots along the curved road such as 3365, 3366, 3367, 3368, 3369, 3370, 3371, 3372, 3739, 3738, 3737, 3736, 3735, 3734, 3733, 3732, 3731, 3723, and 3722. A "Future Road Connection" is also indicated.

Item 1b

ii. connection/interface to future development of the land adjacent to Stage 12 (road reserve to the east outside of Peet land)

It is understood that access to the small portion of land adjacent Stage 12 is not feasibly developable noting the constraints imposed by the adjacent New Beith Road alignment as specified in the DCOP. Regardless, should future development be planned in this area, vehicle access may be gained via the adjacent Stage 10 road on the southern boundary of this land.

Demonstrate appropriate access is available for the proposed district centre (eg it is noted one entry from a four way intersection is proposed which appears to be for both public and servicing).

Linework has been added to the revised plans provided at **Appendix A**, demonstrating a secondary signalised T-intersection access at the north-western corner of the district centre allow secondary access to the centre while also servicing the ambulance lot and the newly proposed residential lots. Details of this proposed secondary access intersection are outlined in the revised TIA below, including SIDRA Intersection assessment demonstrating that the proposed intersection can appropriately cater for forecast traffic volumes. The secondary access intersection proposed will also provide a key signalised pedestrian connection between the future school in Stage 8 and the district centre.

Item 6a

b. Provide B99 swept path movements for laneway/private driveways servicing multiple properties.

Response:

All laneways are proposed in accordance with the Neighbourhood Lane outlined in the EDQ Street and Movement Network Guideline with a 5.5m wide sealed road width within a 6.5m road reserve.

Additional short driveways are proposed at various locations throughout CA3 South servicing no more than four residential dwellings. The width / design of these driveways is consistent with existing approved driveways in CA1 of Flagstone City serving the same purpose. As such, swept paths are not deemed warranted for each of the driveway locations throughout CA3. Regardless, example B99 swept paths are illustrated in Figure 0.2 and Figure 0.3 demonstrating appropriate manoeuvring.



Figure 0.2: Example Laneway B99 Swept Path

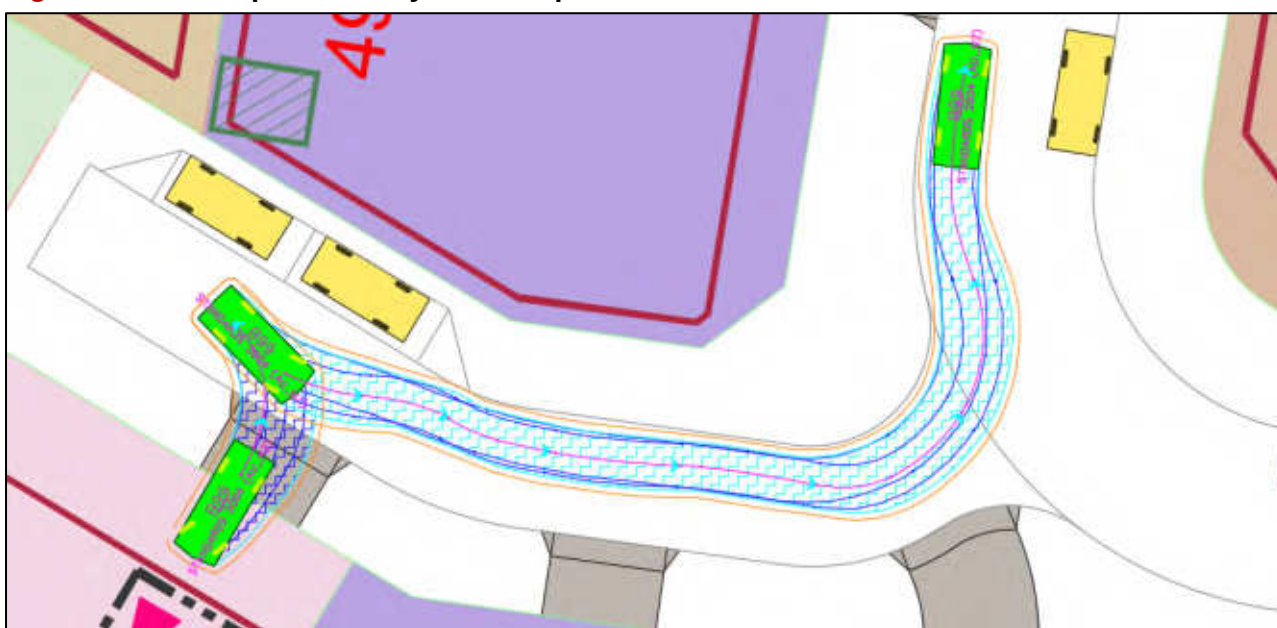


Figure 0.3: Example Driveway B99 Swept Path

Item 11

- Confirm that 90% of lots are within 400m catchment of public transport.
- Submit amended plans/reports to address multiple inconsistencies between proposed cross sections in the Engineering services report/drawings, Traffic Impact Assessment and Endorsed IMP 2015/Revised 2023 IMP.
- Submit amended plans/TIA address non-compliance with EDQ Guideline 6, Street and Movement Network - Table 2, with respect to intersection spacings of less than 300m. It is noted that Section 2.4 of TIA states, "Intersection spacings shall generally comply with those specified in EDQ's Guideline No. 6 for the relevant hierarchy". However Figure 4.8 intersection layout has multiple examples of signalised intersections spaced less than 300m.

Response:

- The 400m catchment of bus stop locations servicing CA3 is illustrated in Figure 5.1 of the following TIA. Based on these bus stop locations, only 23 residential lots are outside the 400m catchment of a public transport stop/service. As such, 98.6% of residential Lots are located within 400m of a public transport stop, compliant with the requirements of the Flagstone Development Scheme.
- The revised reporting below and road cross-sections provided at **Appendix B**, have been updated for consistency with the now endorsed Movement Network IMP (2024).
- It is acknowledged that intersection spacing proposed is less than the 300m specified in the EDQ Guideline for a Trunk Connector in locations between intersections illustrated in Figure 0.4.



Figure 0.4: Trunk Connector Intersection Spacing

Between **Intersections 6 and 7** the approximate spacing of 260m is considered appropriate noting that, at this location, ultimate forecast traffic daily volumes are significantly lower than typical for a trunk road (<7,500vpd), with the road proposed as a Trunk Connector to maintain a consistent cross-section for the length of the esplanade road. As the road at this location isn't considered "trunk" and the proposed intersection spacing exceeds the recommended minimums for a Neighbourhood Connector, the spacing is deemed sufficient. In addition, SIDRA Intersection analysis demonstrates appropriate operation between the two intersections without queuing or operations impacting the adjacent intersection.

Intersection 10 is required to provide access to Stage 11 of CA3. To maximise intersection spacing, this intersection is located at mid-point between Intersection 4 and Intersection 5. Intersection analysis in the following revised TIA demonstrates low vehicle queues and delays at these intersections. Considering the above, the proposed intersection spacing is maximised given access and environmental constraints, with the proposed access spacing not expected to result in any adverse safety or amenity impacts to road users. Furthermore, this intersection services a closed residential catchment and hence the intersection Level of Service (LoS) is expected to remain generally consistent across its design life (unlikely to change to unfavourable conditions over time).

The spacing of **Intersections 1-3** are proposed at less than 300m to facilitate the following:

- To provide multiple vehicle accesses to the district centre and ambulance site, without reliance on access off New Beith Road (a major arterial road)
- To provide safe, signalised pedestrian crossing locations catering for critical pedestrian connections to/from the district centre, adjacent parklands and future Stage 8 school.

Where traffic analysis determines that peak intersection queuing does not impact adjacent intersections, the closer spacing of signalised intersections is considered appropriate to achieve the above access and pedestrian connectivity outcomes, in the vicinity of an environment similar to a town centre (*noting that EDQ's Guideline No. 6, Street and Movement Network specifies minimum intersections spacing of 100m for the Centre Network road typologies, which is achieved in CA3 in this location*). SIDRA analysis undertaken in the following revised TIA demonstrates that ultimate (2066) forecast peak traffic volumes do not result in intersection queue lengths that would adversely impact adjacent intersections proposed.

Item 13

Identify the school bus routes required to service the school (DEV2023/1414), including the northern, southern and western frontages, demonstrating they are designed in accordance with the following standards for a single unit rigid bus of 14.5m in length:

- i. Department of Transport and Main Roads Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design (Parts 3, 4-4C and 6);
- ii. Austroads Guide to Road Design (Parts 3, 4-4C and 6);
- iii. Austroads Design Vehicles and Turning Path Templates;
- iv. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic
- v. Management.
- vi. Chapter 2 - Planning and Design, Section 2.3.2 Bus Route Infrastructure of the Department of Transport and Main Roads Public Transport Infrastructure Manual 2015.

Response:

School bus routes will ultimately be determined by the Department of Education and/or TransLink as required by commencement of the school use. Importantly, the proposed school site is fronted by Neighbourhood Connector roads on the northern and western frontages and a Trunk Connector road type on the school's southern frontage. As per the EDQ Street and Movement Network Guideline, the road types can facilitate bus routes as required. A bus stop facility is also proposed on the site's southern frontage able to cater for six school buses in a nose-to-tail arrangement.

Based on the above, the proposed road network does not preclude the future provision of school bus routes along any of the site's frontages facilitating school bus access from any direction to the proposed bus zone on the site's southern boundary.

Item 14

- a. Undertake a road safety assessment to determine the location and arrangement for the school crossing(s) to meet pedestrian desire lines to the northern, western and south-western frontages of the State Primary School Lot 30015. Consideration of the school entry / exit points will be required.
- b. Demonstrate that the crossing facility/facilities and supporting active transport network are in accordance with Table 1: Active Transport and Schedule 1 of the Department of Transport and Main Road's Planning for Safe Transport Infrastructure at Schools and Queensland Manual Uniform Traffic Control Devices.

Response:

Signalised intersections shall be provided at the south-east and south-west corners of the future school site. These signalised crossings will provide safe pedestrian crossing points for key pedestrian desire lines east and west along the Trunk Connector to/from expected school access locations and school bus stop facilities.

Should a school entry / access point be provided on the site's western or northern frontages, a school crossing may also be provided across the relevant frontage road in the vicinity of entry / exit point. The proposed road network facilitates the provision of school crossings in accordance with the relevant requirements of AS1742.10, for pedestrian crossing demands to/from potential school entry / exit points, subject to the location of the school's accesses.

Given the layout of the school is unknown, a road safety assessment is not considered warranted as entry points and accurate desire lines are also unknown. Furthermore, the updated CA3 plans demonstrate active transport provisions generally in accordance with TMR's *Planning for Safe Transport Infrastructure at Schools* and Queensland Manual Uniform Traffic Control Devices (MUTCD).

1. INTRODUCTION

1.1 Background

Bitzios Consulting has been engaged by PEET Flagstone City Pty Ltd (PEET) to undertake a traffic assessment for the proposed Context Area 3 South (CA3 South) within Flagstone City. The location of the subject site with respect to the Flagstone City boundary is illustrated in Figure 1.1.



Source: Nearmap (edited by Bitzios)

Figure 1.1: Site Location

This report documents the proposed transport network and its integration with the surrounding network and future planning in the region. It includes an assessment of key intersections and identifies the necessary alternative transport provisions to suitably service the development, aligning with existing Context Area Plans and the endorsed Movement Network Infrastructure Master Plan (Movement IMP).

1.2 Scope of Assessment

The purpose of this assessment is to provide an overview and analysis of traffic and transport related elements of the subject site with the following scope of assessment:

- A review of the development's context with relation to transport planning within Flagstone City, the Greater Flagstone PDA and overarching transport planning in the South Logan area
- A review of the proposed development against relevant planning to date
- Detailing previous strategic modelling and current microsimulation modelling undertaken used to identify and evaluate appropriate road layout and road cross-sections within the subject site
- Source traffic volumes from the microsimulation modelling to assess key road links and intersections within the subject site
- Review alternate transport provisions throughout the site, including consideration of public and active transport facilities and connections.

1.3 Reference Material

The following planning documents have been considered as a part of this assessment including (but not limited to):

- The Flagstone City Movement Infrastructure Master Plan (IMP) (2024)
- The Greater Flagstone PDA Development Scheme
- The superseded *Infrastructure Charging Offset Plan* (ICOP) and mapping
- The *Development Charges and Offset Plan* (DCOP) and mapping
- The approved Context Area Plans
- Relevant Economic Development Queensland (EDQ) Guidelines and Practice Notes.

2. SITE LOCATION & PLANNING CONTEXT

2.1 Context Plan Area

Flagstone City consists of five (5) overarching Context Plan areas. The subject site forms a large portion of the developable land within CA3, with the CA3 Plan endorsed 31 May 2023. The location of the subject site with respect to the endorsed CA3 plan is illustrated in Figure 2.1.

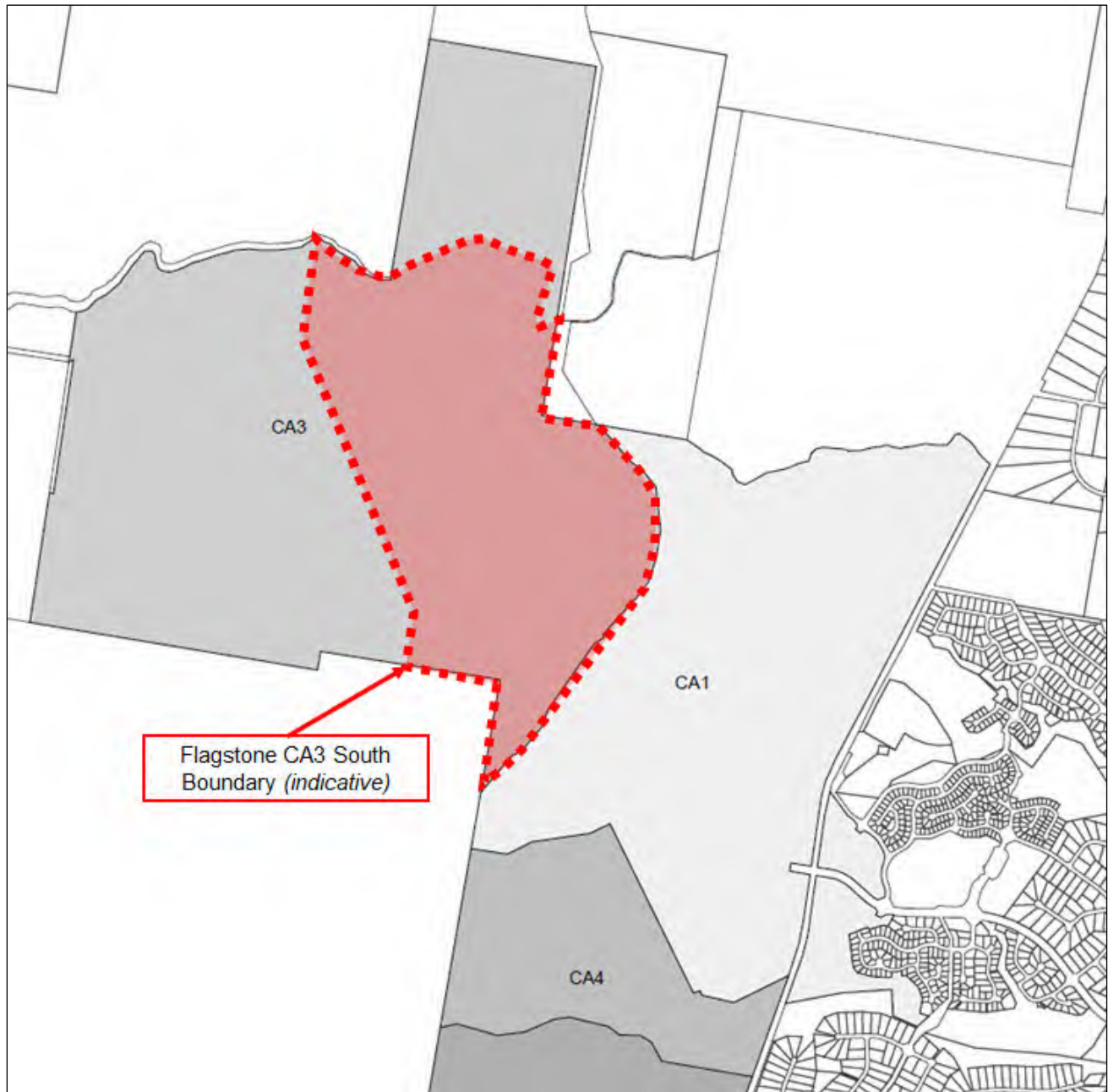


Figure 2.1: Subject Site and Surrounding Context Areas

2.2 Greater Flagstone Priority Development Area (PDA)

2.2.1 Overview

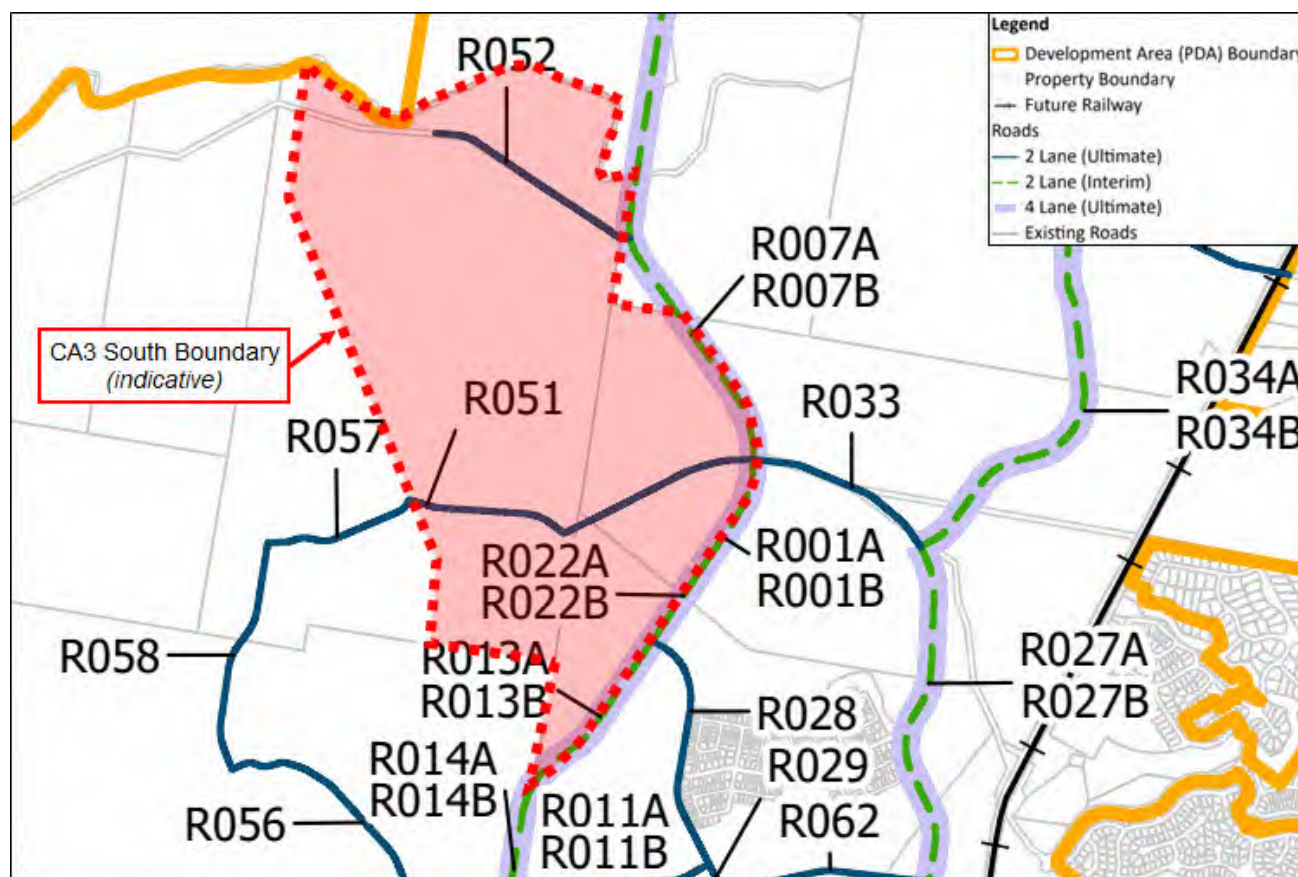
The Greater Flagstone PDA was declared on the 8th October 2010 and is located west of Jimboomba within the southern part of Council's LGA. Key PDA information is as follows:

- The PDA is made up of three (3) separate land areas totalling 7,188ha
- It is projected to experience significant growth in employment and industry
- It is estimated to accommodate approximately 51,500 dwellings & 138,000 residents.

The larger PDA land area is bordered by the Brisbane-Sydney rail line (which is predominately a freight line at present) located east of the subject site, while the Mount Lindesay Highway is located further to the east. The proposed Town Centre Masterplan forms a key portion of the PDA employment area.

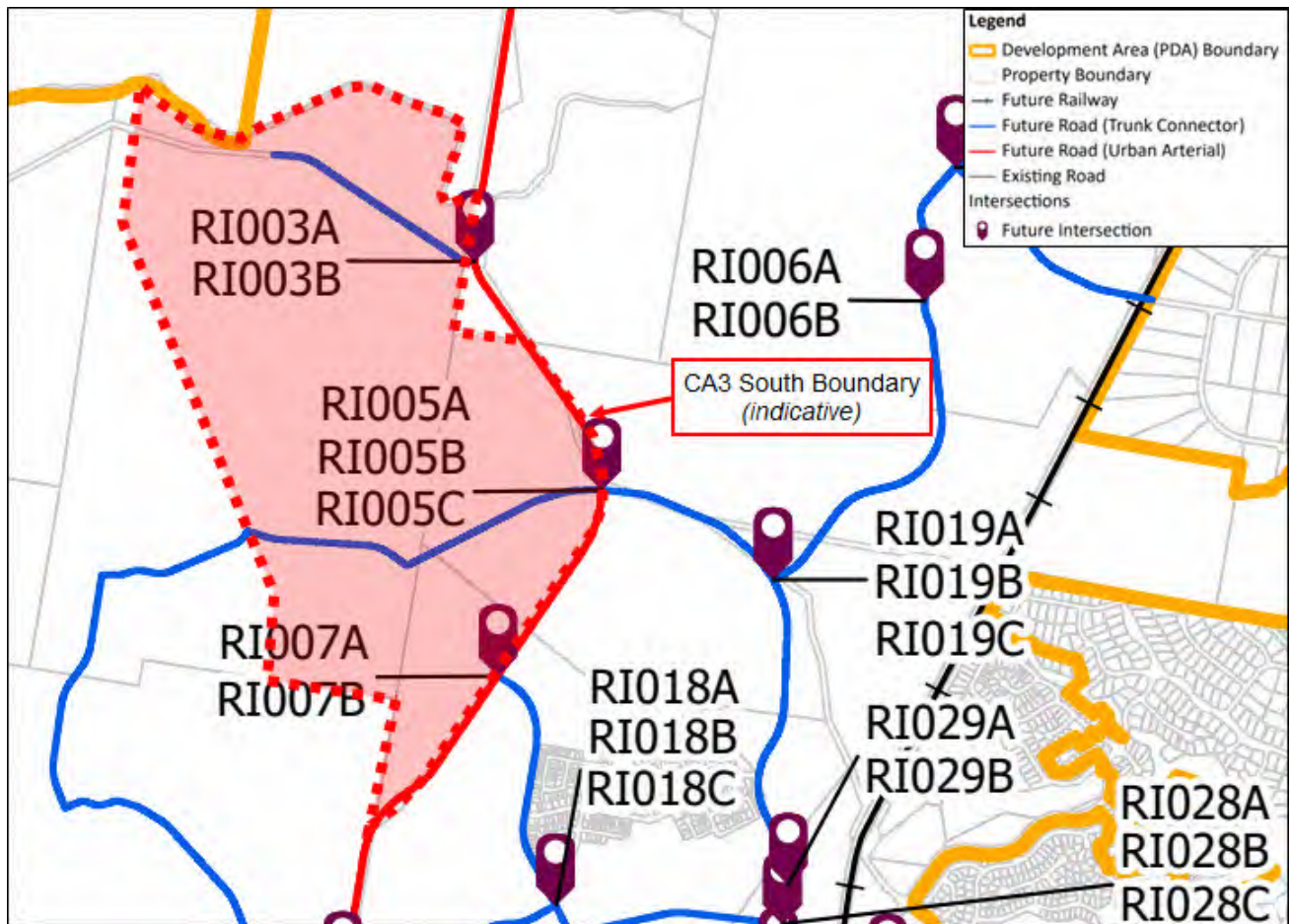
2.2.2 Greater Flagstone Development Charges and Offset Plan (DCOP)

To ensure infrastructure delivery and funding is suitably allocated, EDQ developed the Greater Flagstone PDA Development Charges and Offset Plan (DCOP) effective July 2022. This document provides guidance to trunk infrastructure planning through the PDA. Planned trunk transport infrastructure in the vicinity of the subject site is illustrated in Figure 2.2 and Figure 2.3 for the trunk roads (Map 3) and trunk intersections (Map 4).



Source: EDQ DCOP Map 3 (edited by Bitzios)

Figure 2.2: DCOP Transport (Roads) Trunk Infrastructure



Source: EDQ DCOP Map 4 (edited by Bitzios)

Figure 2.3: DCOP Transport (Intersections) Trunk Infrastructure

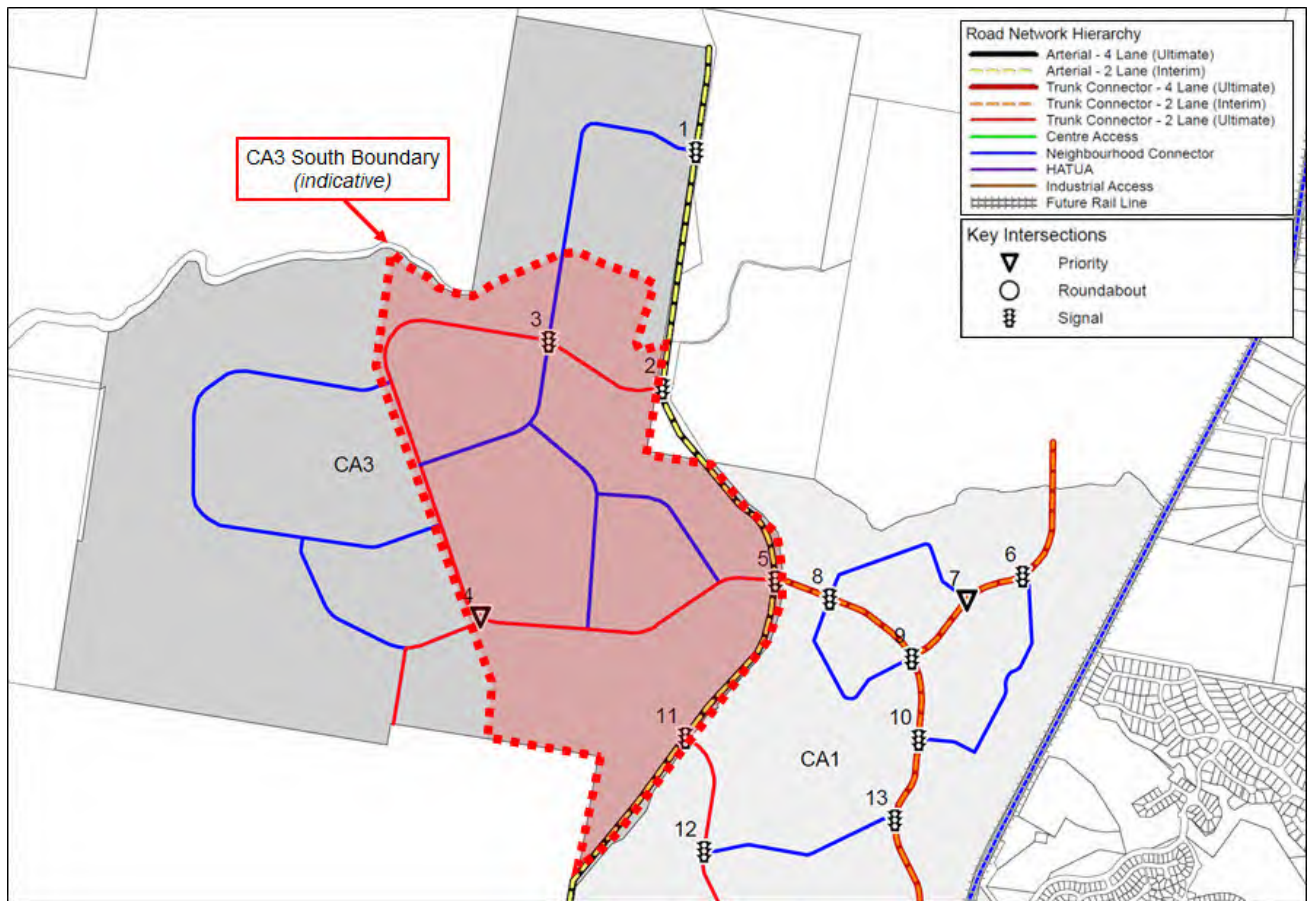
2.2.3 Movement Infrastructure Master Plan (IMP)

The Flagstone City endorsed Movement IMP (circa. 2024) was considered when developing the transport infrastructure requirements of the subject site

For context, the endorsed Movement IMP identifies:

- The ultimate four-lane configuration of New Beith Road adjacent CA3
- A two-lane trunk connector encircling the majority of the CA3 South area
- Key signalised intersections at the CA3 connections to New Beith Road.

The road network from the endorsed Movement IMP, relative to the CA3 South site area is illustrated in Figure 2.4.



Source: Flagstone City Movement Network Infrastructure Master Plan (2024) (edited by Bitzios)

Figure 2.4: Endorsed Movement IMP

As shown above (and in **Attachment A**), the proposed CA3 South road network generally aligns with the endorsed Movement IMP road network.

3. DEVELOPMENT DETAILS

3.1 Proposed Development

The proposed CA3 South development area is comprised of a variety of land uses, including:

- Low-Density Residential (1,635 dwellings)
- Medium-Density Residential (~150 dwellings)
- A District Centre
- Neighbourhood / Local Centres
- A State Primary School
- Child Care Centres
- A Community Centre
- Local, District and Regional Parklands
- An Ambulance Station.

The CA3 South plan prepared by RPS is provided at **Appendix A** and includes the relevant lot / dwelling estimates.

3.2 Road Hierarchy Overview

The proposed road hierarchy within the CA3 South area generally aligns with approvals and planning to date, and EDQ's Guideline No. 6 – Street and Movement Network.

Typical cross-section parameters for each of the proposed hierarchies are detailed in Table 3.1.

Table 3.1: Typical Road Cross-Section Parameters

Road Hierarchy	Reserve	Pavement	Lanes	Parking	Bus	Footpath	Dedicated Cycle	Trunk
Arterial (4-Lane)	32m	14m	4	No	Yes	1.5m (both sides)	2.4m two-way (both sides)	Yes
Trunk Connector (4-Lane)	32m	14m	4	No	Yes	3m shared path (one side) +1.5m (one side)	3.0m two-way (one side)	Yes
Trunk Connector (2-Lane)	23.7m	11.8m	2	Yes	Yes	3m shared path (one side) +1.5m (one side)	3.0m two-way (one side)	Yes
Neighbourhood Connector	20.2m	11.2m	2	On-Street	Yes	1.5m (both sides)	3m shared path (one side)	No
Neighbourhood Access	16.5m	7.5m	2	On-Street	No	1.5m (one side)	On-road	No
Neighbourhood Lane	6.5m	5.5m	2	No	No	No	No	No
Esplanade Road	14.5m	8.3m	2	Yes (one-side)	No	1.5m (one side)	On-road	No

The proposed road network hierarchies are illustrated in Figure 3.1 for key roads i.e. connector and trunk roads, with illustrations of the proposed cross-sections provided at **Appendix B**.

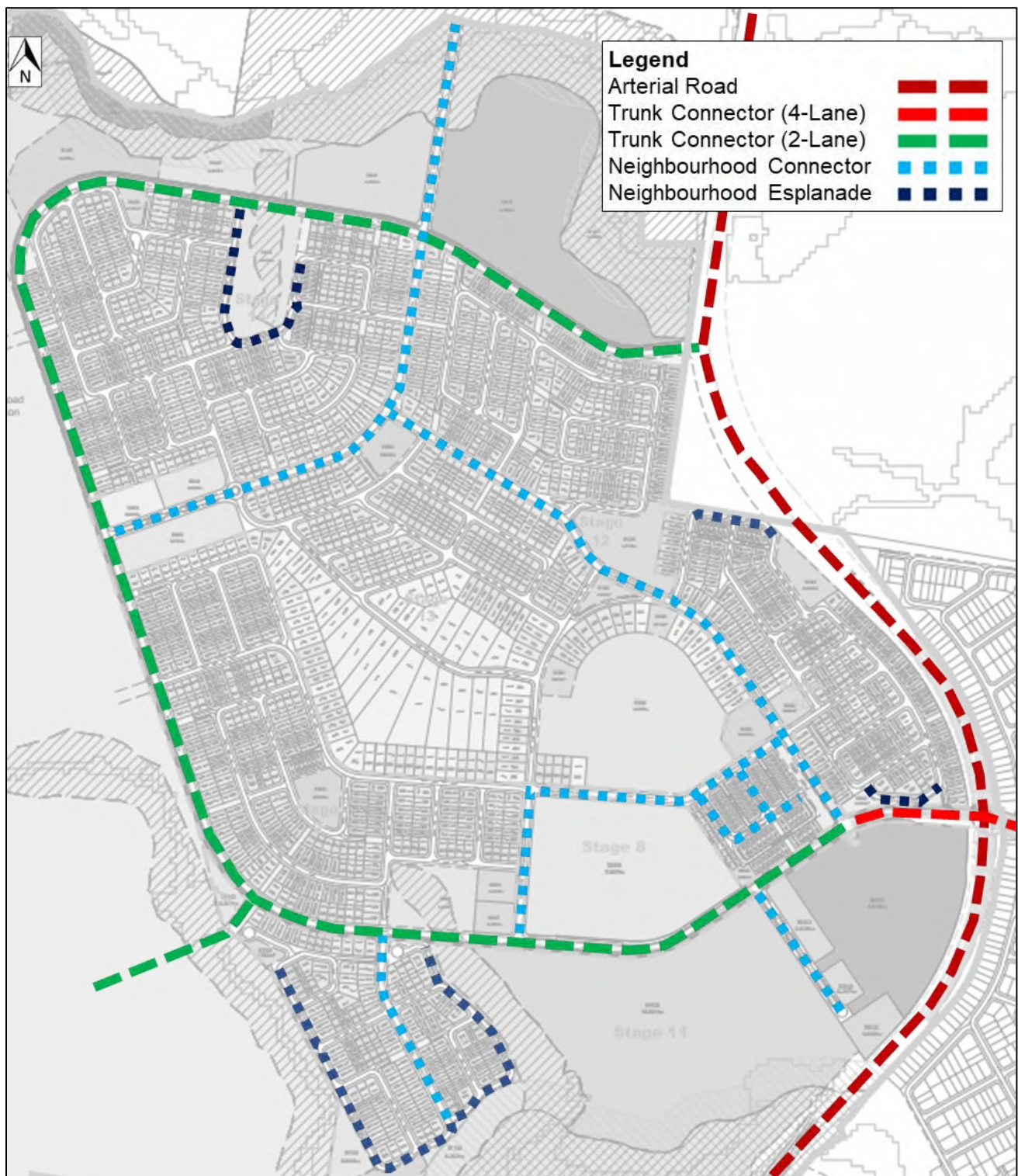


Figure 3.1: Proposed Road Network Hierarchies

As detailed above, the road cross-sections are consistent with the endorsed Movement IMP, with the exception of the Esplanade Road which is shown in Figure 3.2.

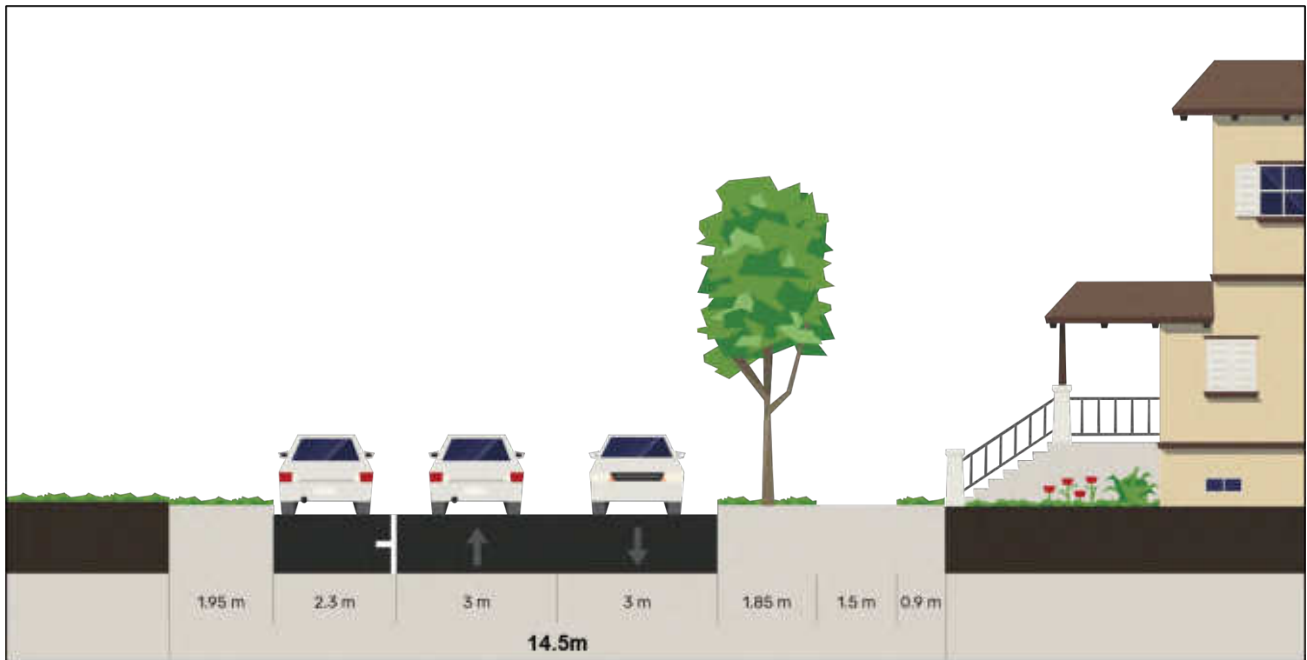


Figure 3.2: Esplanade Road Cross-Section

As shown, the proposed esplanade road is generally in accordance with the EDQ Guideline No. 6, Neighbourhood Access Street (6m). The only difference from the standard cross-section is the proposed verge width on the side of the road fronting adjacent parkland. As this verge is proposed only adjacent parkland and is not required to cater for pathways, this reduced verge width is not considered to result in any adverse impacts to amenity or active transport connectivity.

3.3 Cross Section with Bus Stops

Provision of public bus facilities is detailed in Section 5.1, with bus stops proposed on Neighbourhood Connector and 2-lane Trunk Connector roads within the site area.

Typical Trunk Connector and Neighbourhood Connector cross-sections at bus stop locations are shown in Figure 3.3 and Figure 3.4.

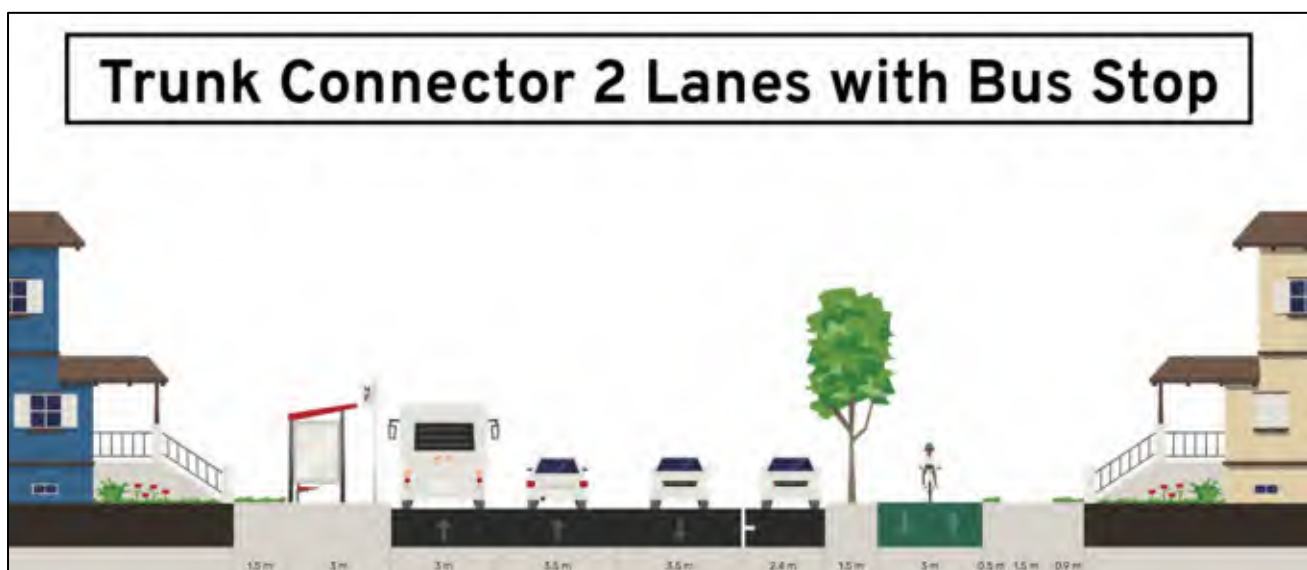


Figure 3.3: Trunk Connector with Bus Stop Cross-Section



Figure 3.4: Neighbourhood Connector with Public Bus Stop Cross-Section

A bus stop facility is also proposed on the southern frontage of the future state school within Stage 8, sufficient to cater for up to six school buses. In accordance with TransLink's *Public Transport Infrastructure Manual* (PTIM) and the TMR *Planning for Safe Transport Infrastructure at Schools* (PSTIS), a 4.2m wide bus station is proposed for the school bus facility with an adjacent 3m shared path. The trunk connector cross-section at the bus facility location fronting the school is illustrated in Figure 3.5.

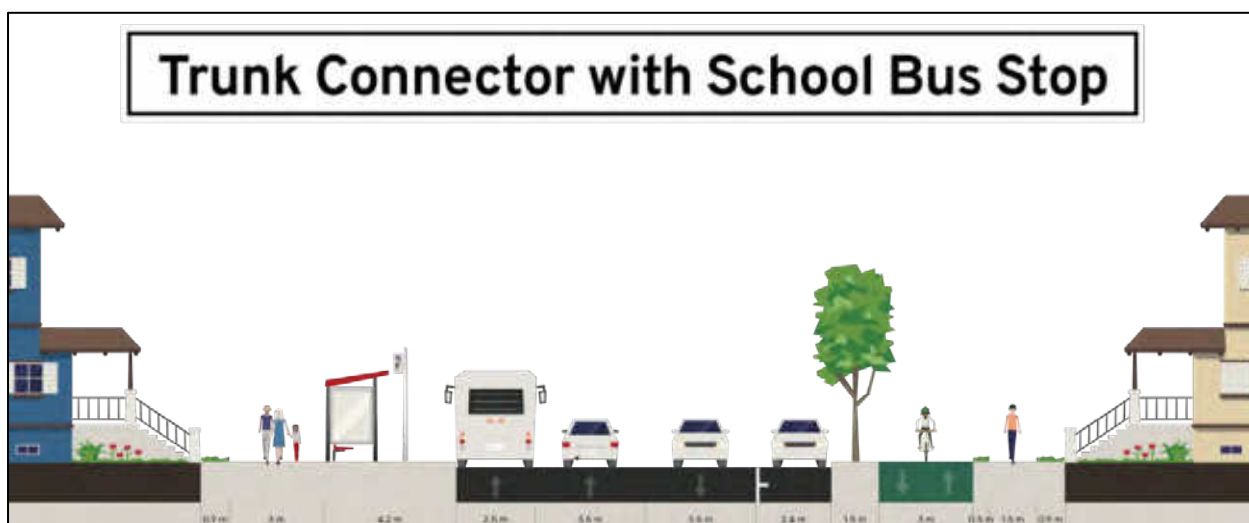


Figure 3.5: Trunk Connector with School Bus Stop

3.4 Intersections

Key principles for the proposed intersection forms and their locations were as follows:

- Intersections with four-lane roads shall be signalised or otherwise restricted to left-in / left-out
- Roundabouts shall be minimised however are considered appropriate at four-way intersections, where servicing a primary component of residential land uses
- Intersection spacings shall generally comply with those specified in EDQ's Guideline No. 6 for the relevant hierarchy. Where a reduced spacing is proposed, appropriate intersection performance shall be demonstrated.

Forecast performance of key intersections is assessed in Section 4.3.

3.5 Access Considerations

Determination of access locations has not yet been undertaken throughout the subject site and should be the subject of further applications for specific developments. That said, the proposed road network and land use arrangements have considered future access locations at a high level such as, loading / servicing requirements, car parking access, direct lot access etc.

As such, a base set of principles shall be adhered to when determining access locations through future applications and shall be provided in accordance with the following general requirements:

- Property accesses shall be provided on a property's lower order frontage road where practical
- Direct property access should be minimised on Trunk Connector roads where traffic volumes >10,000 veh/d or posted speeds >60km/h
- Property accesses shall be clear of prohibited access locations, in particular:
 - Be located clear of nearby intersections as per AS2890.1
 - Be located outside of the functional area of an intersection to avoid queuing impacts
 - Be provided perpendicular to the road unless designed as a one-way access for ease of manoeuvring
- Vehicle crossover design and separation of vehicle crossovers shall be as per the relevant requirements of IPWEAQ Standard Drawings RS-049, RS-050 and RS-051 and Logan City Council requirements.

As mentioned, detailed access design shall be undertaken with each future development application and apply the above general principles to ensure there is no adverse impact to the surrounding road network and that safety is not compromised.

4. TRAFFIC ASSESSMENT

4.1 Strategic Modelling

4.1.1 Overview

Veitch Lister Consulting Pty Ltd (VLC) were previously engaged to produce strategic models of the Flagstone PDA including PEET's development area. Strategic models were developed within VLC's Zenith model of Southeast Queensland with a cordon of the study area taken from the Greater Flagstone Strategic Traffic Model (GFSTM) to provide data relevant to PEET land to inform microsimulation (Aimsun) modelling.

A review of this model cordon was undertaken in comparison to the more recently developed South Logan Strategic Traffic Model (SLSTM) with similar strategic modelling outputs noted within the Flagstone PDA between the GFSTM and SLSTM models. As such, despite updated planning within the South Logan region, key Flagstone City strategic model outcomes remain relevant for the purpose of Aimsun modelling, detailed further below.

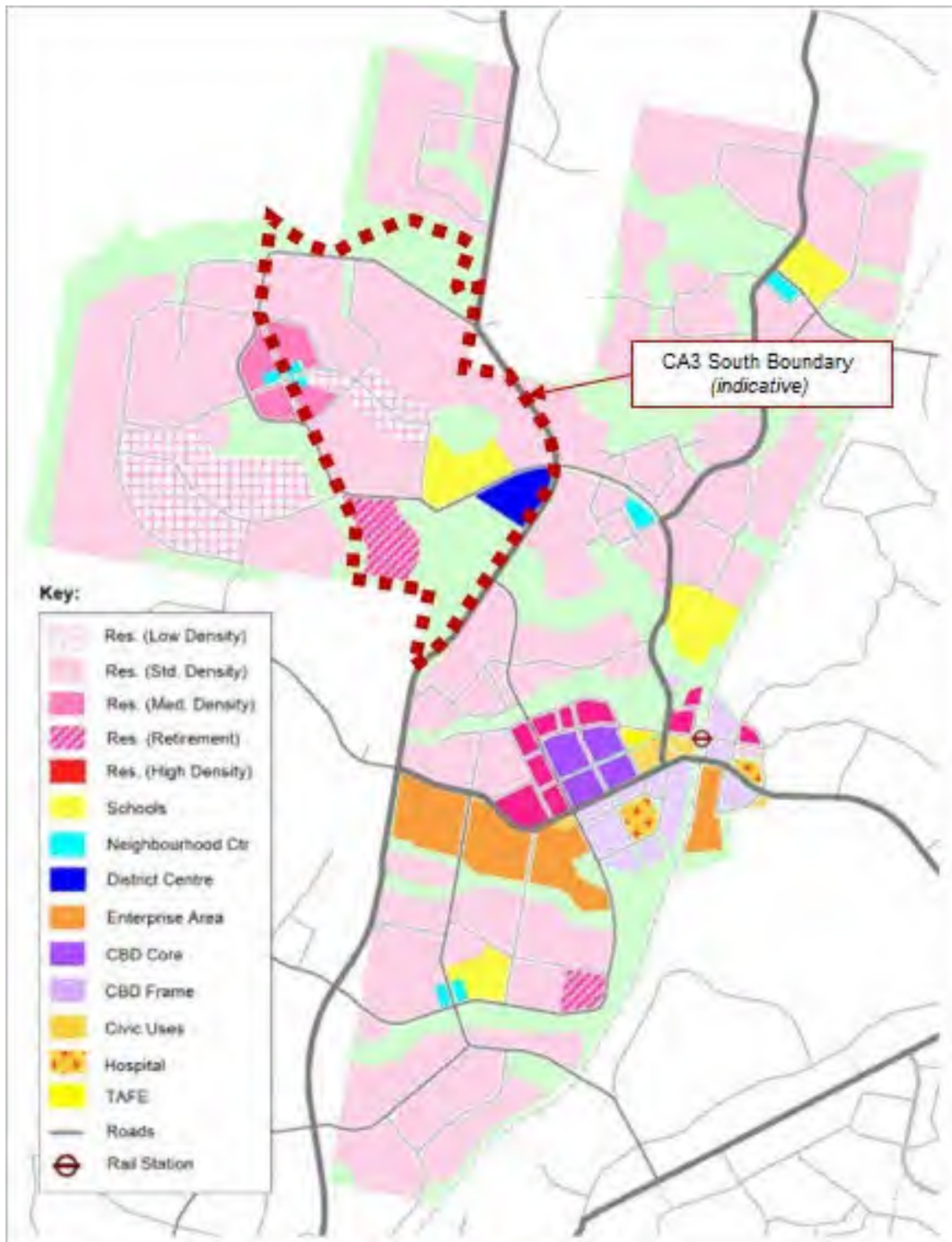
The details of the strategic modelling methodology and outcomes is documented in VLC's Cordon Modelling report for PEET (May 2019).

4.1.2 Land Use Plan

The land use patterns assumed in VLC's Flagstone City strategic model for the Ultimate (2066) development scenario are shown overleaf in Figure 4.1.

The development of this land use plan within the VLC model was done in such a way using single use zones such that land parcels are capable of being relocated throughout the development area (and within the model's origin-destination (OD) demand matrix) to account for changes in planning and land use proposals.

Regardless, Figure 4.1 is representative of the VLC modelling completed on behalf of PEET.



Source: VLC Cordon Modelling of PEET's Flagstone City – Final Report

Figure 4.1: 2066 Flagstone City Land Use Plan

4.2 Microsimulation Modelling

4.2.1 Overview

A 2066 microsimulation model of the Flagstone City area was prepared by Bitzios using Aimsun Next 22.0.1 traffic modelling software. This model was prepared to evaluate route choice and provide detailed insight into vehicle trip movements within Flagstone City. This facilitates analysis of road link and intersection performance at a higher level of detail than possible with strategic modelling undertaken. This model was developed as a part of the development of the now endorsed Movement Network IMP and further refined for subsequent applications within Flagstone City.

The Flagstone City road network as modelled in Aimsun is illustrated in Figure 4.2.



Figure 4.2: Flagstone City Microsimulation (Aimsun) Model Network

4.2.2 Model Time Periods & Profiling

The strategic model cordon provided 2-hour AM and PM peak traffic volumes. In the ultimate (2066) model year, these volumes are multiplied by a factor of 0.53 to determine peak hour traffic volumes, as per the average of VLC's SEQ strategic model.

Given the study area of the model is predominantly greenfield, network peak hours are unknown. As such, AM and PM peak hours are arbitrarily assumed as follows:

- AM Peak: 07:30 – 08:30
- PM Peak: 16:30 – 17:30

The model also includes a 30-minute 'warm-up' and 'cool-down' period for each peak.

4.2.3 Zone System & Traffic Generation

The zone system for the microsimulation model was generally adopted as per the VLC strategic modelling with OD matrices of the study area taken from the cordon of the strategic model. This approach was taken to ensure as close to zone equivalence as possible with the VLC modelling. In the ultimate scenario (2066), 115 centroids are present within the cordon model, including 14 connections to external road links and neighbouring development areas, as per the cordon 'cut' from the strategic modelling.

With further development progression, significant changes in areas of the Flagstone City Structure Plan have occurred since the VLC cordon matrices were developed. To account for modified land uses and the updated scale of development expected in some stages, OD matrices for input into the microsimulation model have been updated accordingly as detailed in the endorsed movement IMP.

With the development of the proposed CA3, model zones within CA3 have been further refined to reflect the additional detail reflected in the plan. Subsequent scaling of OD demands for zones are outlined in Table 4.1, based on dwelling numbers for residential zones and developable area for non-residential zones.

Table 4.1: Aimsun Model 2066 OD Demand Updates

Zone ID	Land Use	VLC Cordon Model		CA3 South Plan		Zone Scaling
		Model Area (ha)	Dwellings	Zone Area (ha)	Dwellings	
3942	Local Centre	1.66	-	2.50	-	150.4%
3946	Low Density Residential	12.75	765	-	165	21.6%
3947	School	7	-	7	-	100%
3948	Low Density Residential	4.8	29	-	240	827.6%
3949	Low Density Residential	5.67	33	-	24	72.7%
3952	Medium Density Residential	3.38	85	0.92	55 ¹	64.7%
3953	Low Density Residential	3.07	77	-	66	85.7%
3954	Medium Density Residential	5.35	134	-	100	74.6%
3955	Low Density Residential	23.17	280	-	396	141.4%
3956	Low Density Residential	21.64	259	-	312	120.5%
3957	Low Density Residential	40	573	-	448	78.2%
3958	District Centre	7.6	-	7.14	-	93.9%

¹Dwellings has been estimated as a rate of 60 dwellings per hectare

The relevant zones are shown graphically in Figure 4.3.

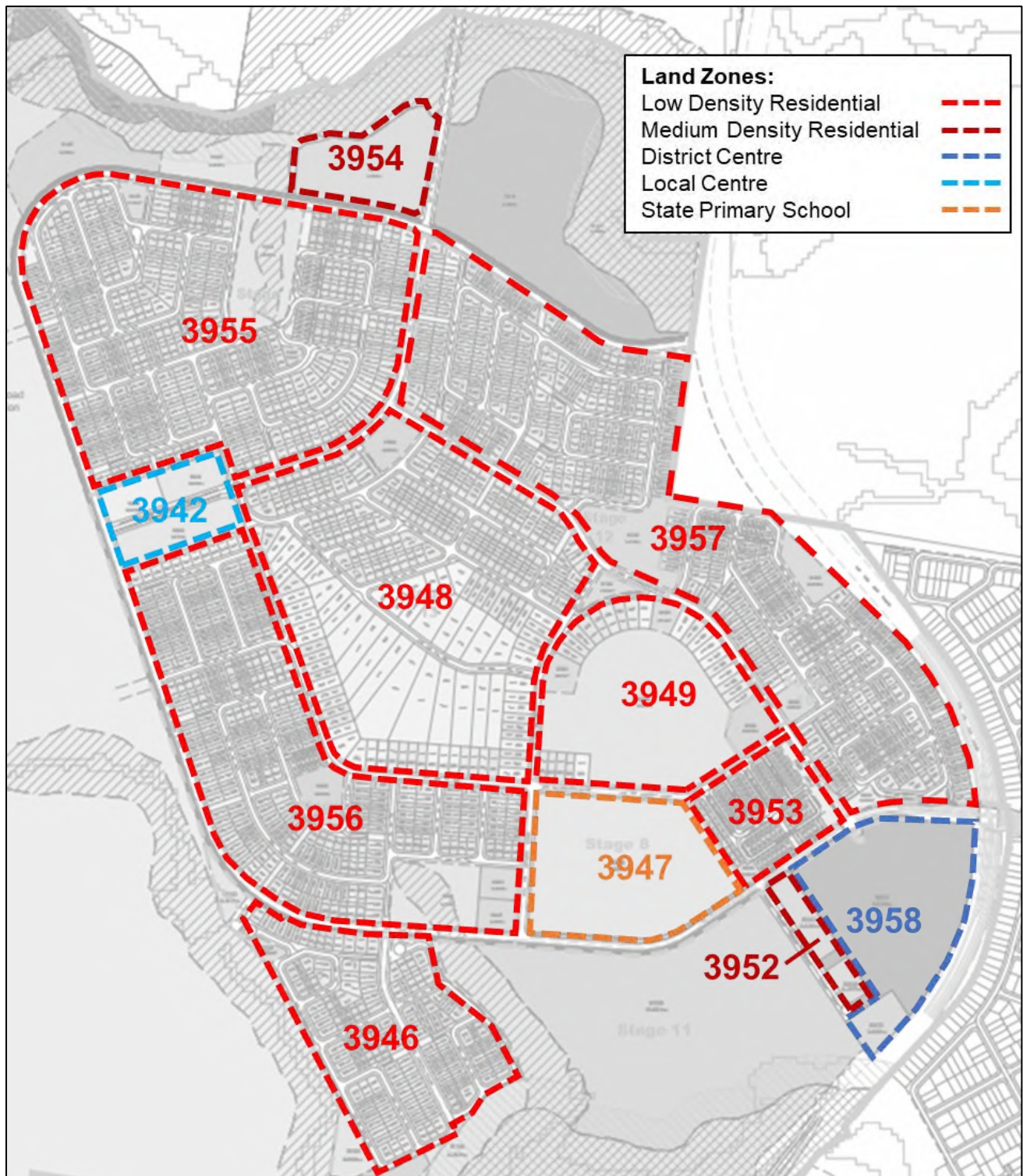


Figure 4.3: Town Centre Zone ID's & Uses

4.2.4 Microsimulation Model Output Overview

Link densities and link delays during the peak hours within the modelled CA3 South area are illustrated in Figure 4.4 to Figure 4.7.

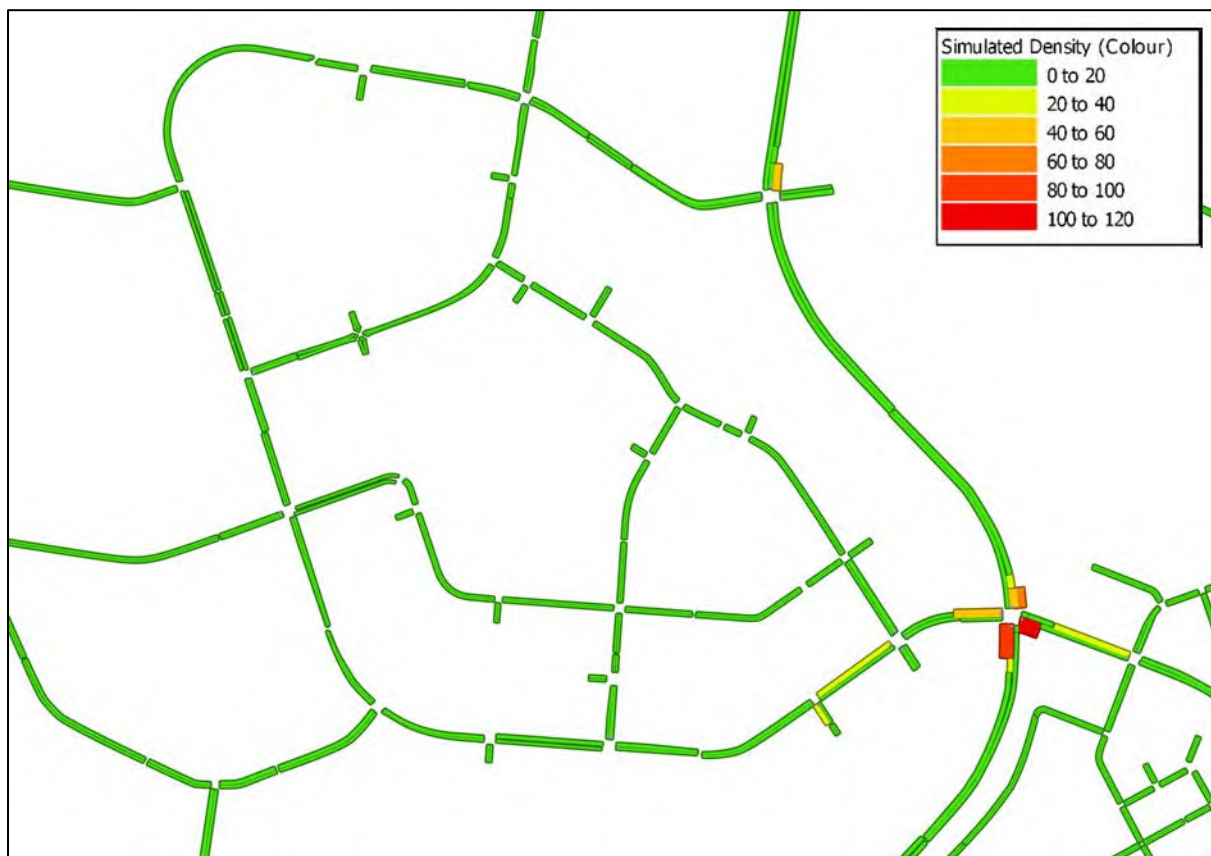


Figure 4.4: AM Peak Link Density

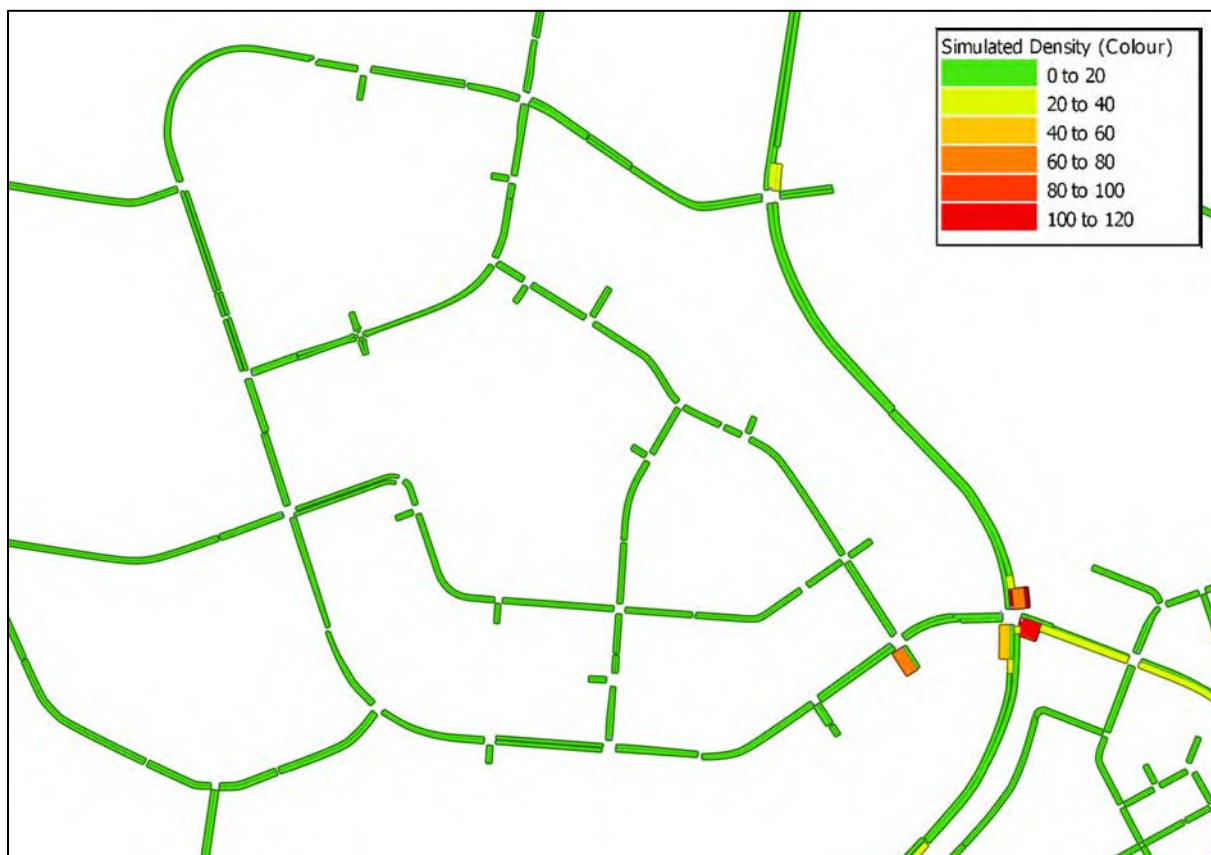


Figure 4.5: PM Peak Link Density



Figure 4.6: Microsimulation Link Delays - AM Peak

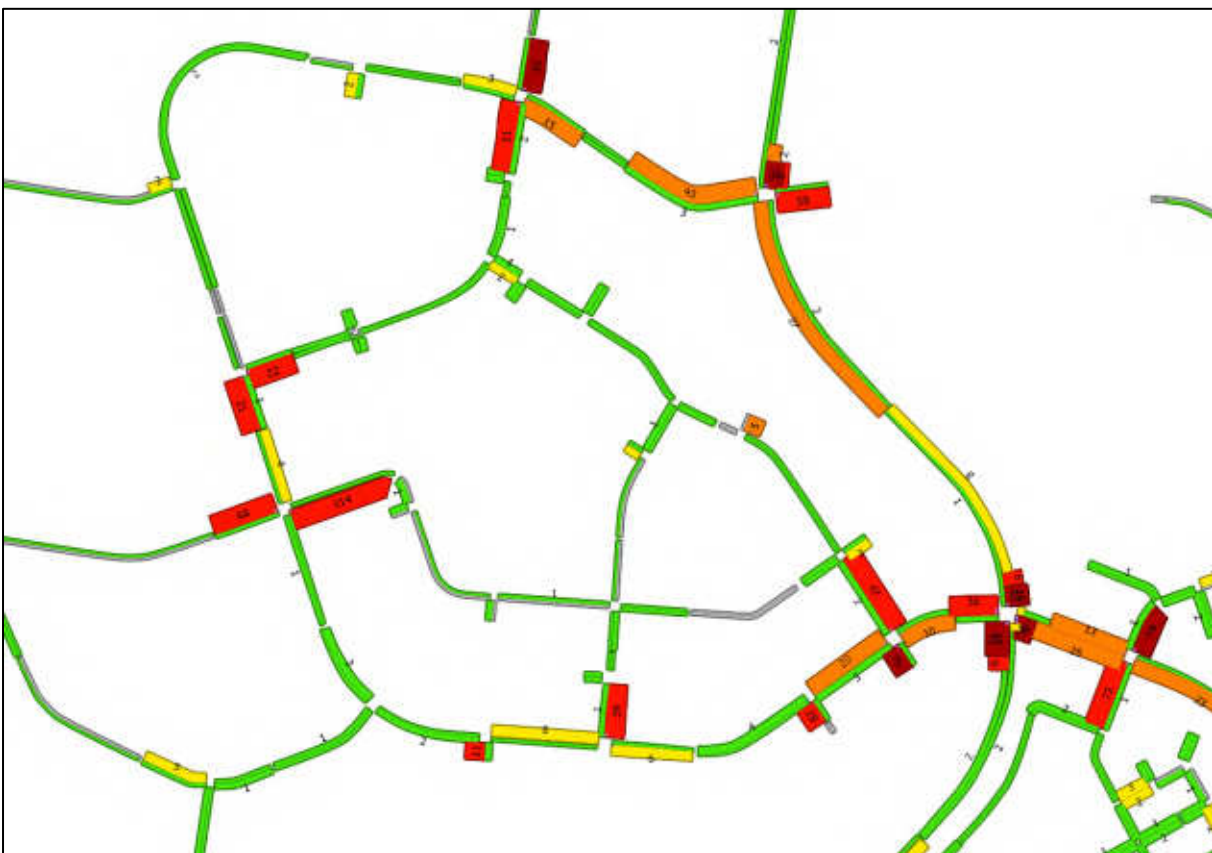


Figure 4.7: Microsimulation Link Delays - PM Peak

As shown, link delays largely occur through key signalised intersections as delays are inherent with a signalised intersection given all vehicles are required to stop at some point. That said, based on the delay results, links are typically expected to be within acceptable performance limits. These signalised intersection delays are typical in an urban environment and considering the forecast growth to the ultimate 2066 design year. Regardless, further assessment of these intersections is detailed further below.

4.3 Intersection Assessment

4.3.1 Overview

The key intersections assessed comprise of future trunk intersections identified in the endorsed Movement IMP as well as additional signalised intersections within the CA3 South area itself. The intersections assessed and their relevant ID are shown in Figure 4.8.



Figure 4.8: Key Intersections

4.3.2 Intersection Forms and Footprints

Key intersection layouts were transferred into SIDRA Intersection (v9.1) based on the Aimsun model layouts and assessed using peak flows extracted from the Aimsun models. This was to gain an indication of critical peak performance at the intersection level.

The resultant intersection forms and layouts are indicative only and subject to change based on further detailed assessment associated with future stages of development. Importantly, ultimate intersection forms are based on 2066 planning (42 years into the future) which may be subject to change over time.

NOTE: turn pocket lengths indicated on SIDRA layouts are indicative only and subject to design to accommodate queuing, deceleration and operational factors.

4.3.3 Intersection Assessment Summary

A summary of the SIDRA intersection results for the key intersections identified is outlined in Table 4.2. Detailed SIDRA outputs are provided in **Appendix C**.

Table 4.2: SIDRA Intersection Results Summary

Intersection ID	DOS (v/c)		Avg. Delay (s)		LOS	
	AM	PM	AM	PM	AM	PM
1	0.87	1.09	46	120	D	F
2	0.87	0.83	34	32	C	C
3	0.76	0.73	10	11	A	B
4	0.55	0.45	9	6	A	A
5	0.48	0.22	7	5	A	A
6	0.32	0.45	9	16	A	B
7	0.15	0.23	9	8	A	A
8	0.60	0.63	20	23	B	C
9	0.88	0.87	50	44	D	D
10	0.22	0.27	1	1	A	A

As shown, with forecast ultimate (2066) traffic volumes, intersections are expected to generally operate within acceptable performance limits in the AM and PM peak hours. The New Beith Road / Flagstonian Drive intersection is forecast to exceed typical performance thresholds in the PM peak only. However, due to the aspirational nature and long-term uncertainty associated with forecasting vehicle and pedestrian volumes for such a long design horizon (i.e. 42-years into the future), it is unclear if these forecasts will ever be met.

Further to this, a key component of the New Beith Road / Flagstonian Drive intersection performance is the impact of fully protected pedestrian movements on the efficiency of the signals noting the long pedestrian crossing distances. Above results adopt SIDRA default pedestrian crossing volumes of 50 pedestrians per hour on each crossing. As such, a sensitivity test was undertaken to test the comparative performance of the intersection if pedestrian volumes were reduced, thereby reducing green time for the pedestrian phase and improving signal efficiency. The east-west pedestrian crossing on the southern approach of the New Beith Road / Flagstonian Drive intersection was determined as critical to intersection performance. Table 4.3 below demonstrates that the intersection would operate within acceptable performance limits if these east-west pedestrian volumes were reduced to 20 per hour.

Table 4.3: Intersection 1 Sensitivity Test SIDRA Results Summary

Intersection ID	DOS (v/c)		Avg. Delay (s)		LOS	
	AM	PM	AM	PM	AM	PM
1	0.87	0.99	39	84	D	F

Based on the above, and the aspirational and somewhat uncertain nature of the 42-year design horizon, the intersection configuration and performance is considered acceptable.

5. ALTERNATIVE TRANSPORT PROVISIONS

5.1 Public Transport

Regional and local bus routes are proposed throughout Context Area 3 generally in accordance with the endorsed Movement IMP and the Context Area plan. Exact bus stop locations through the masterplan area are subject to consultation with TMR / TransLink and may be determined as a part of further applications for specific stages of the CA3 South. Regardless, indicative locations of bus stop pairs within the CA3 site area are shown in Figure 5.1 demonstrating a high level of expected public transport coverage within the town centre.

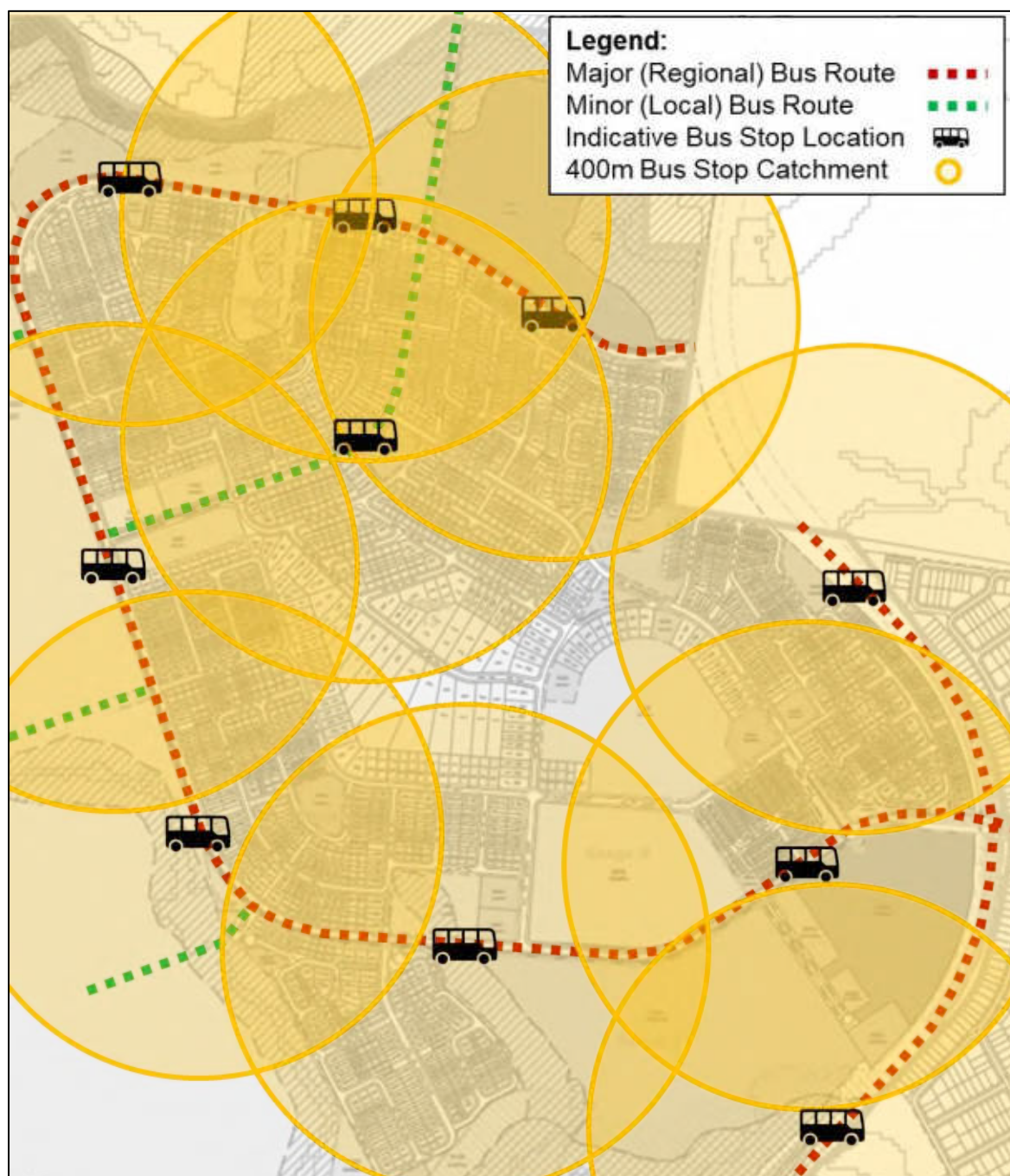


Figure 5.1: Indicative Public Transport Coverage

Where possible, bus stops are located close to signalised intersections to allow road crossings to take place via the signalised crossing(s). Where midblock stops are proposed, these are generally co-located with green space / 'pedestrian linkages' to the nearby residential catchment. This affords residents / passengers with more direct connection points from the stop infrastructure / bus service.

As shown, the majority of the proposed development area is located within reasonable walking distance of a future public transport route / stop, with only a small portion of the lowest density, slope-affected Lots outside of the 400m walking radius. Consistent with public transport requirements of the Flagstone Development Scheme, the indicative bus stop locations identified will result in approximately 98.6% of residential dwellings to be located within walking distance of a bus stop.

Note that bus stop types shall be subject to future applications and detailed design and be in accordance with the PTIM.

5.2 Active Transport Provisions

5.2.1 Overview

Pedestrian and cycle infrastructure will be provided throughout the masterplan area both within the road reserve and outside the road reserve through park linkages and private / shared pedestrian zones.

Major active transport links with separated cycle tracks and pedestrian paths within the road reserve are proposed within:

- New Beith Road (North-south adjacent the CA3 South area)
- 2-lane trunk roads (encircling the majority of the CA3 South area)
- The Regional Sport Park (through the parklands).

Shared paths shall also be provided on the frontage of the state primary school site. Parks, open space and pedestrian linkages are also proposed throughout the site area, with a large number of linkages between residential lots to provide direct pedestrian access between local neighbourhoods and the wider active (and public) transport network.

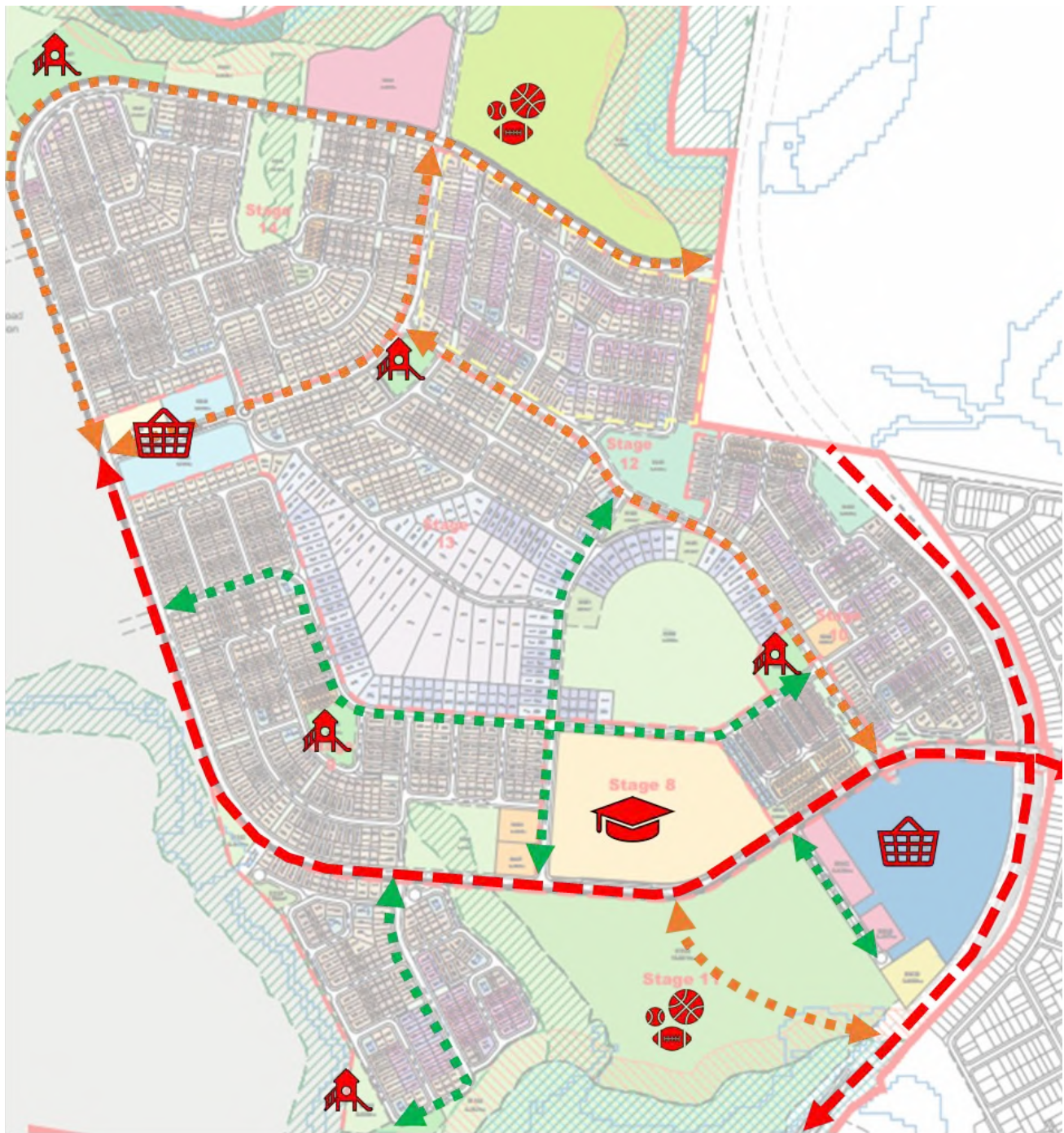
5.2.2 Active Transport Strategy Development

An active transport strategy was developed for the site area to deliver a hierarchy of active transport provisions. The strategy is based on:

- Key active transport attractors
- Relevant user types
- Key active transport desire line routes.

Key active transport attractors consist of the major land uses including retail/commercial centres, schools, and various types of parklands. These land uses are expected to attract a substantial active transport demand from the residential lots throughout the site area

The key attractors and key pedestrian desire line routes through the site area are depicted in Figure 5.2 and provided in **Appendix D**.



Desire Line Routes		Key Attractors	
Major	← ———→	Retail / Dining	Shopping Basket
Medium	← - - - ->	State School	Graduation Cap
Low	← ·····→	Sports Parks	Soccer Ball
		Local Parks	Playground

Figure 5.2: Key Attractors and Active Transport Desire Line Routes

Based on the above attractors and desire line routes, an active transport route hierarchy was developed to specify a set of criteria and relevant infrastructure based on route classification.

The overarching hierarchy classification considers three levels, being:

- Major
- Medium
- Low.

The hierarchy does not suggest any lower level of importance or quality of infrastructure, rather defines the type of trip attractors/generators and user types that are most likely to use the prevailing facility, and therefore assist in the determination of an appropriate facility/infrastructure type.

For example:

a Major classification applies to routes / infrastructure that service multiple trip attractors such as connections between schools, parklands and major retail centres. This hierarchy may warrant a wider treatment due to a higher volume of active transport users.

a Low classification applies to routes / infrastructure that primarily service the immediate catchment, are not expected to service a large number of user types and warrant pathway treatments within the road reserve e.g. 1.5m footpath(s).

The route hierarchy criteria are summarised in Table 5.1.

Table 5.1: Criteria to Determine Route Hierarchy

Classification	Criteria	Infrastructure
Major	Provides connections: ▪ Within or between key centres ▪ To schools, shopping centres, transit hubs/stops ▪ Along major, higher volume transport routes	Includes: ▪ Separated cycleways ▪ Shared paths outside road reserve ▪ Shared paths $\geq 3\text{m}$ inside road reserve both sides of road
Medium	Provides connections: ▪ Within and between residential areas ▪ To major active transport routes ▪ To open space / parks ▪ To public transport stops	Includes: ▪ Shared path inside road reserve one side ▪ Shared paths $\leq 3\text{m}$ inside road reserve both sides of road ▪ Pathways outside road reserve (open space)
Low	Provides connections: ▪ Within immediate catchment (400m) ▪ On lower order, lower volume transport routes	Includes: ▪ Pathways inside road reserve one side (e.g. 1.5m footpath)

The key active transport linkages throughout the site area were therefore developed adopting the strategy of key attractors, key desire line routes and the criteria outlined in the route hierarchy classification. The key active transport linkages and route hierarchy is shown in Figure 5.3 and provided in **Appendix D**.

As shown, the proposed key active transport linkages are considered to provide a high-level of service and accessibility for the CA3 South site and provide connectivity to surrounding services and properties. The proposed connections also generally align with the active transport components of the endorsed Movement IMP.

Further, the DCOP identifies an off-road shared path through the Regional Sport Park and along the southern extent of the CA3 area. While not specifically identified on the plan included at **Appendix A**, the proposal does not preclude part provision of this path, and this off-road shared path is recommended to form part of any future approvals relating to the sports park.

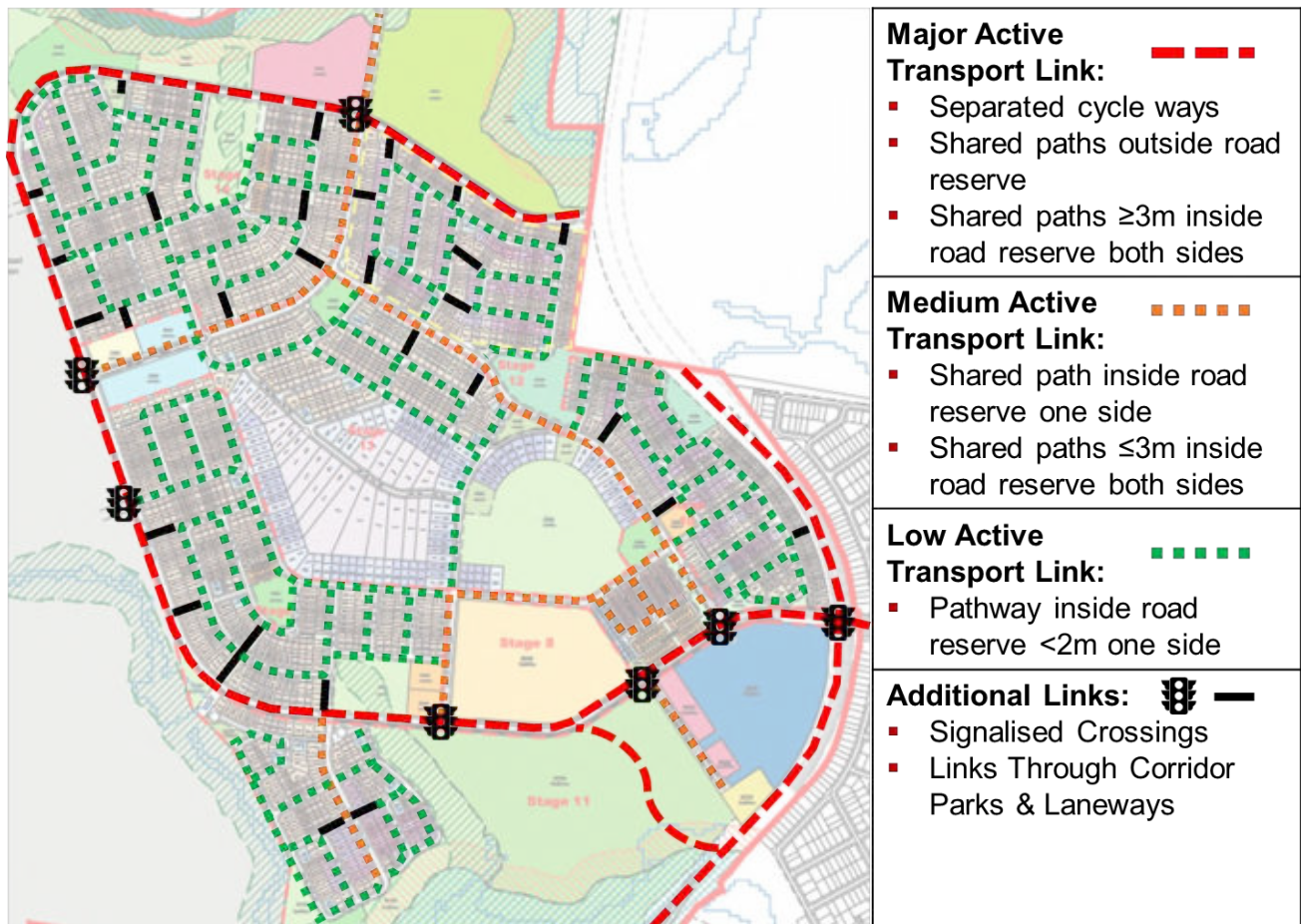


Figure 5.3: Active Transport Linkages

5.2.3 School Frontages

A neighbourhood connector road type is proposed on the northern and western frontages of the proposed Stage 8 school site, including a 3m shared path to be provided on one-side of the road. For compliance with the *TMR Planning for Safe Transport Infrastructure at Schools* (PSTIS) guideline, this shared path shall be provided on the side of the road fronting the proposed school site.

A 4m shared path is proposed on the southern frontage of the school site. As per the PSTIS, this is in line with the required path width for a minor external shared path frontage a large school site. While pedestrian demands to / from the school site along the trunk connector are expected to be high, it would be expected that school pedestrian entry / exit points would be located toward the south-west and south-east corners of the site. As such, active transport movements will flow out from the school at these points without creating a significant pedestrian demand along the length of the path fronting the school, as illustrated in Figure 5.4.

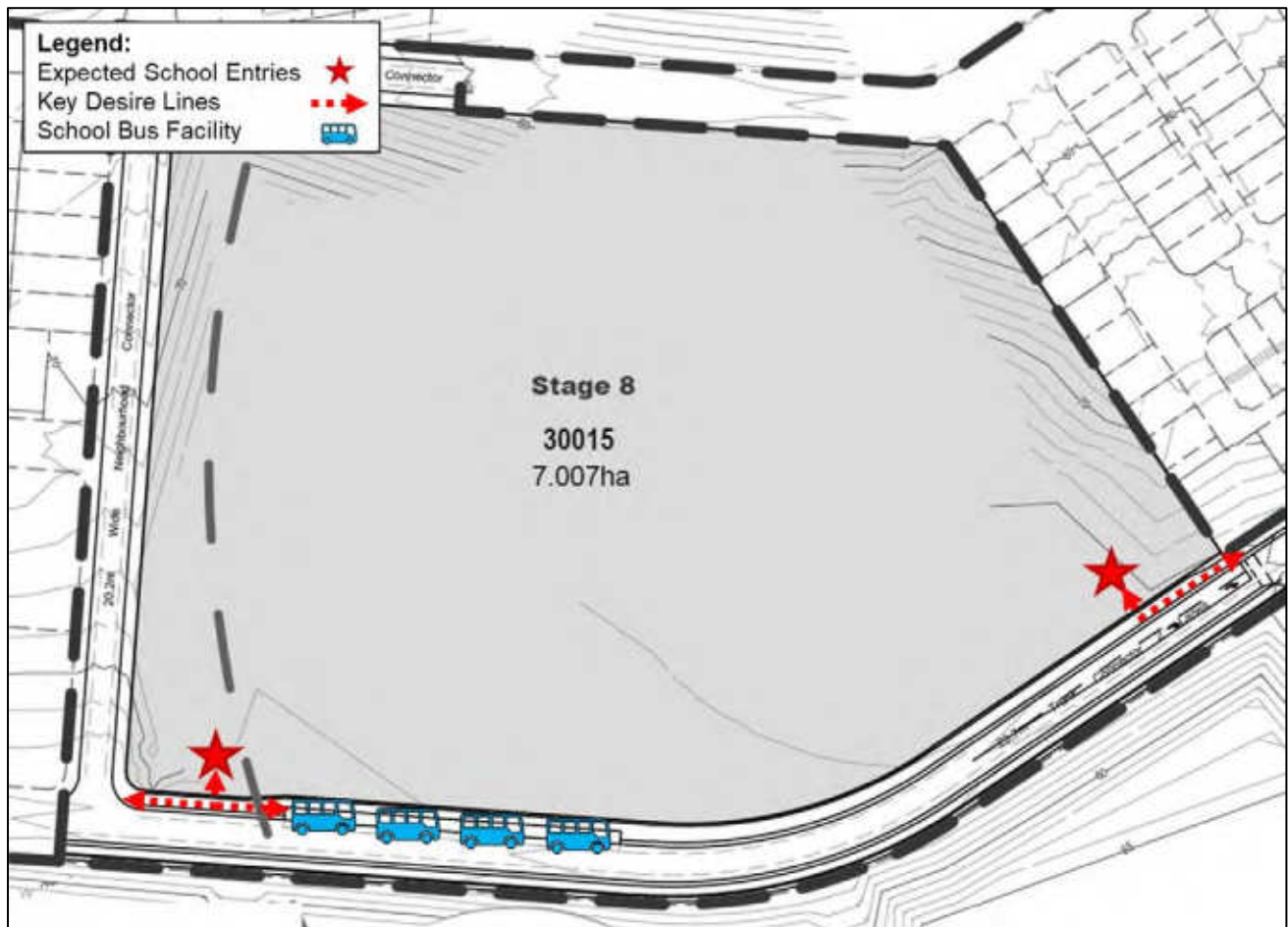


Figure 5.4: Stage 8 School Southern Frontage Pedestrian Connections

Considering this and also noting the proposed two-way cycle path and footpath on the opposing side of the road, a minor shared path classification is considered appropriate for the shared path on the site's southern frontage.

The shared path width narrows to 3m behind the proposed school bus facility. While it is noted that this width is below minimums specified in the PSTIS for a shared path fronting a school, the following should be noted:

- A total sealed width of 7.2m will be available for pedestrians adjacent the bus facility including the bus hardstand width
- The 3m width maintained behind the bus hardstand area maintains the shared path width provided for active transport users on typical a trunk connector cross-section as outlined in Section 3.2.

Based on the above, the proposed shared paths widths fronting the school site are considered ample to cater for expected pedestrian demands generated by the proposed school site and the proposed infrastructure achieves compliance with S1 of the PSTIS.

6. SUMMARY & CONCLUSIONS

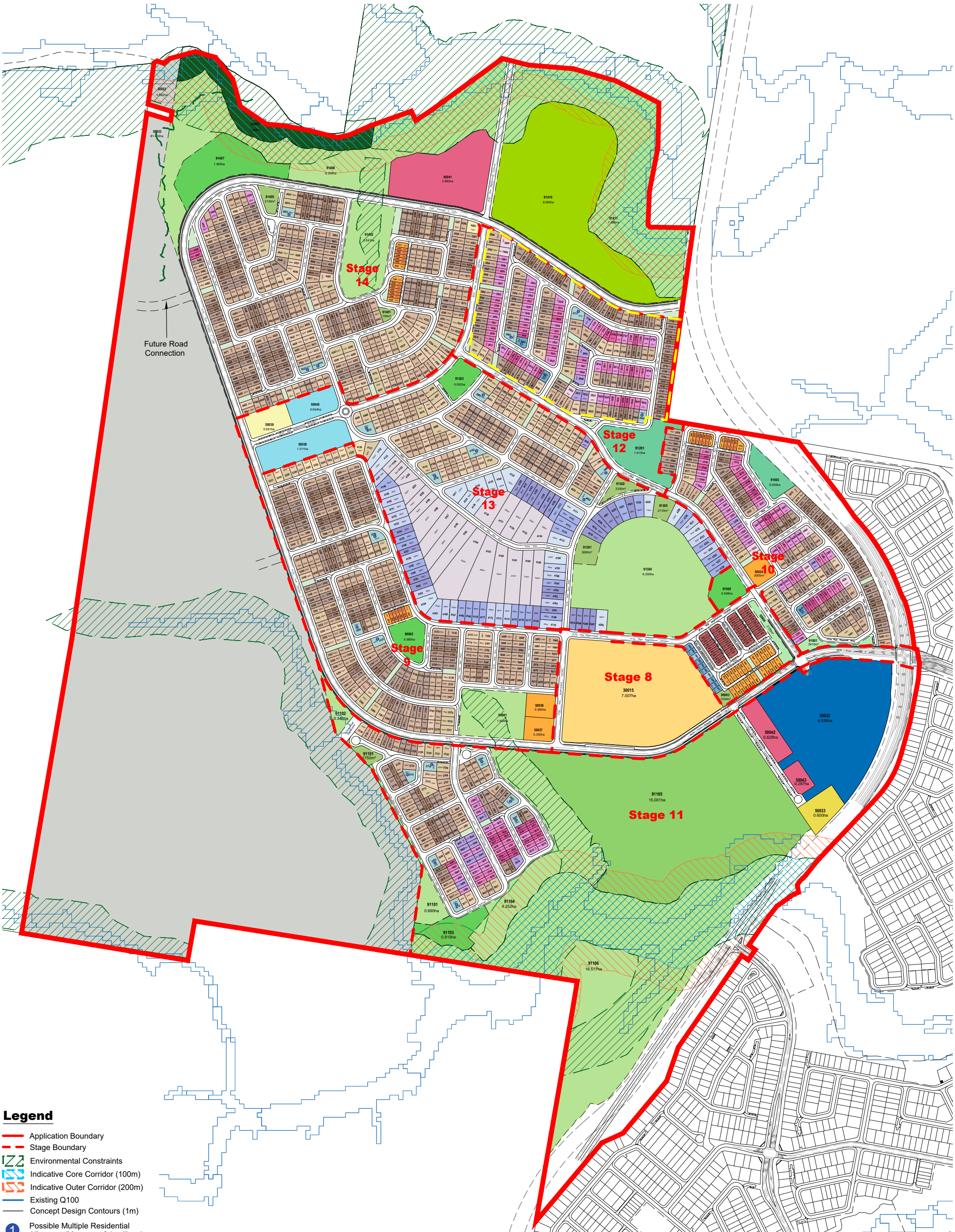
The traffic and transport findings for the Flagstone Town Centre Masterplan are summarised below:

- The proposed development is located within the southern portion of Context Area 3 (CA3 South) of Flagstone City and incorporates a range of land uses generally consistent with relevant planning
- CA3 South includes in the order of 1,750 low-medium density dwellings, local and district centres, a primary school and child care, community centre, ambulance station and parks and open spaces
- Proposed road hierarchies are generally in accordance with the Movement IMP and/or the EDQ *Street and Movement Network PDA Guideline*, with exception only to the “Neighbourhood Esplanade” which reflects EDQ’s Neighbourhood Access (16.5m) with a marginal reduction in verge width on one side. Road hierarchies are therefore considered to meet the relevant requirements
- Strategic traffic modelling was undertaken by VLC for which cordon matrices were extracted for the development of microsimulation (Aimsun) traffic models of Flagstone City, this process has been used throughout all previous application material and as such, presents a consistent approach to determining road network / intersection requirements
- Microsimulation modelling indicates that CA3 links are typically expected to be within acceptable performance limits with some delays noted on approaches to signalised intersections on trunk roads. This is typical of signalised intersections in an urban environment, noting the 2066 design year adopted for the ultimate assessment
- Overall findings of intersection modelling of key intersections demonstrate that, based on current estimates of future traffic volumes, key intersections as detailed can generally cater for peak traffic demands within CA3 south
- Approximately 98% of the proposed site is located within 400m of a future bus route / stop / service achieving the public transport requirements of the Development Scheme. Stops are generally located close to signalised intersections (crossings) or midblock adjacent green pedestrian links
- The CA3 South site is considered to provide a highly accessible active transport network, with a range of route options both within and outside the road reserve. The proposed connections also generally align with the active transport components of the Movement IMP and do not preclude the off-road shared path provisions identified in the DCOP.

Based on the above assessment, it is concluded that the proposed road network, intersection arrangements and alternate transport provisions are expected to accommodate transport demands associated with the proposed CA3 South development.

Appendix A: CA3 South Layout





- Legend**
- Application Boundary
 - Stage Boundary
 - Environmental Constraints
 - Indicative Core Corridor (100m)
 - Indicative Outer Corridor (200m)
 - Existing Q100
 - Concept Design Contours (1m)
 - Possible Multiple Residential Allotment (Max. no. of dwellings)
 - Potential School Site for Acquisition (12ha)

TO BE READ IN CONJUNCTION WITH 110056-640B STAGES 8-14 OVERALL STATISTICS

PLAN REF: **110056 – 639**
Rev No: **B**
DATE: 12 DECEMBER 2024
CLIENT: PEET
DRAWN BY: JC / MM
CHECKED BY: MD

FLAGSTONE CA3 SOUTH
STAGES 8 - 14
OVERALL 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

A TETRA TECH COMPANY

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CA3 SOUTH - Stage 8 - 14 Yield Breakdown									
Lot Type	Stage 8	Stage 9	Stage 10	Stage 11	Stage 12	Stage 13	Stage 14	Overall	
	Yield	Yield	Yield	Yield	Yield	Yield	Yield	Yield	%
25m Deep Product									
Premium Villa 12.5m Allotment	—	8	—	—	—	—	—	8	0%
Courtyard 14m Allotment	—	2	—	—	—	—	—	2	0%
Subtotal	—	10	—	—	—	—	—	10	1%
25m Deep Terrace Product									
Terrace 9.5m Allotment	—	32	—	—	—	—	—	32	2%
Subtotal	—	32	—	—	—	—	—	32	2%
25m Deep Product									
Villa 10m Allotment	—	—	13	16	11	—	—	40	2%
Premium Villa 12.5m Allotment	—	—	23	13	38	—	2	76	5%
Courtyard 14m Allotment	—	—	22	17	30	—	3	72	4%
Premium Courtyard 16m Allotment	—	—	2	9	5	1	—	17	1%
Premium Traditional 20m Allotment	—	—	4	—	4	—	—	8	0%
Possible Multiple Residential Allotment	—	—	1	—	2	—	—	3	0%
Subtotal	—	—	65	55	90	1	5	216	13%
28m Deep Terrace Product									
Terrace 7.5m Allotment	—	5	9	—	—	—	10	24	1%
Terrace 9.5m Allotment	—	26	4	—	—	—	4	34	2%
Subtotal	—	31	13	—	—	—	14	58	4%
30m Deep Product									
Villa 10m Allotment	—	58	30	13	27	—	50	178	11%
Premium Villa 12.5m Allotment	—	88	51	29	66	23	110	367	23%
Courtyard 14m Allotment	—	117	39	33	40	63	153	445	27%
Premium Courtyard 16m Allotment	—	25	6	10	8	35	45	129	8%
Traditional 18m Allotment	—	4	—	—	—	1	—	5	0%
Premium Traditional 20m Allotment	—	10	6	6	4	15	16	57	4%
Possible Multiple Residential Allotment	—	3	—	7	3	6	3	22	1%
Subtotal	—	305	132	98	148	143	377	1203	74%
50m+ Deep Product									
Courtyard 14m Allotment	—	—	—	—	—	25	—	25	2%
Premium Courtyard 16m Allotment	—	—	—	—	—	25	—	25	2%
Traditional 18m Allotment	—	—	—	—	—	20	—	20	1%
Premium Traditional 20m Allotment	—	—	—	—	—	18	—	18	1%
Ridgetop Allotment	—	—	—	—	—	21	—	21	1%
Subtotal	—	—	—	—	—	109	—	109	7%
Total Residential Allotments	—	378	210	153	238	253	396	1628	100%
Residential Net Density	—	16.3 dw/ha	15.5 dw/ha	13.1 dw/ha	14.8 dw/ha	8.9 dw/ha	15.1 dw/ha	13.6 dw/ha	
Super Lots									
Local Centre	—	—	—	—	—	2	—	2	
District Centre	—	—	—	1	—	—	—	1	
Ambulance	—	—	—	1	—	—	—	1	
Child Care	—	2	1	—	—	—	—	3	
Community Centre	—	—	—	—	—	1	—	1	
State Primary School	1	—	—	—	—	—	—	1	
Medium Density Allotment	—	—	—	2	—	—	1	3	
Balance Allotment	—	—	—	—	—	—	2	2	
Subtotal	1	2	1	4	—	3	3	14	
Total Allotments	1	380	211	157	238	256	399	1642	
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)	—	381	211	165	246	264	401	1668	
Maximum Potential Net Residential Density	—	16.4 dw/ha	15.5 dw/ha	14.1 dw/ha	15.3 dw/ha	9.3 dw/ha	15.3 dw/ha	13.9 dw/ha	

CA3 SOUTH - Stage 8 - 14 Land Budget									
Land Use	Stage 8	Stage 9	Stage 10	Stage 11	Stage 12	Stage 13	Stage 14	Overall	
	Area	Area	Area	Area	Area	Area	Area	Area	%
	10.176 ha	28.014 ha	16.967 ha	66.285 ha	16.056 ha	37.553 ha	144.025 ha	319.076 ha	100.0%
Saleable Area									
Residential Allotments	—	14.554 ha	7.934 ha	6.274 ha	9.374 ha	21.607 ha	16.542 ha	76.285 ha	23.9%
Medium Density	—	—	—	0.915 ha	—	—	2.863 ha	3.778 ha	1.2%
Local Centre	—	—	—	—	—	1.945 ha	—	1.945 ha	0.6%
District Centre	—	—	—	6.538 ha	—	—	—	6.538 ha	2.0%
Ambulance	—	—	—	0.600 ha	—	—	—	0.600 ha	0.2%
Child Care	—	0.700 ha	0.301 ha	—	—	—	—	1.001 ha	0.3%
Community Centre	—	—	—	—	—	0.551 ha	—	0.551 ha	0.2%
State Primary School	7.007 ha	—	—	—	—	—	—	7.007 ha	2.2%
Total Area of Allotments	7.007 ha	15.254 ha	8.235 ha	14.327 ha	9.374 ha	24.103 ha	19.405 ha	97.705 ha	30.6%
Road									
North South Arterial Dedication (incl. batters)	0.266 ha	—	3.079 ha	9.561 ha	—	—	0.132 ha	13.038 ha	4.1%
Trunk Connector 2 Lanes (23.7m)	2.195 ha	2.521 ha	—	0.144 ha	0.028 ha	0.327 ha	4.135 ha	9.350 ha	2.9%
Neighbourhood Connector (20.2m)	0.708 ha	1.746 ha	0.598 ha	1.224 ha	1.753 ha	1.016 ha	0.687 ha	7.732 ha	2.4%
Neighbourhood Access Street (16.5m)	—	5.229 ha	3.513 ha	3.143 ha	3.133 ha	4.373 ha	6.101 ha	25.492 ha	8.0%
Laneway (6.5m)	—	0.380 ha	0.075 ha	—	—	—	0.082 ha	0.537 ha	0.2%
Pedestrian Linkages	—	0.365 ha	0.132 ha	0.088 ha	0.255 ha	0.129 ha	0.642 ha	1.611 ha	0.5%
Total Area of New Road	3.169 ha	10.241 ha	7.397 ha	14.160 ha	5.169 ha	5.845 ha	11.779 ha	57.760 ha	18.1%
Open Space									
Conservation Buffer	—	—	—	—	—	—	1.988 ha	1.988 ha	0.6%
Corridor Park / Conservation	—	1.564 ha	—	21.807 ha	—	6.350 ha	18.061 ha	47.782 ha	15.0%
Stormwater Management	—	—	0.555 ha	—	1.513 ha	—	—	2.068 ha	0.6%
Regional Sports	—	—	—	15.001 ha	—	—	—	15.001 ha	4.7%
District Sports	—	—	—	—	—	—	8.560 ha	8.560 ha	2.7%
Neighbourhood Recreation Park	—	0.580 ha	0.539 ha	0.815 ha	—	0.502 ha	1.905 ha	4.341 ha	1.4%
Local Recreation Park	—	0.103 ha	—	0.175 ha	—	0.753 ha	0.293 ha	1.324 ha	0.4%
Local Linear Recreation Park	—	0.272 ha	0.241 ha	—	—	—	—	0.513 ha	0.2%
Total Open Space	—	2.519 ha	1.335 ha	37.798 ha	1.513 ha	7.605 ha	30.807 ha	81.577 ha	25.6%
Balance Allotments									
Balance Allotment	—	—	—	—	—	—	82.034 ha	82.034 ha	25.7%
Total Balance Allotments	—	—	—	—	—	—	82.034 ha	82.034 ha	25.7%

PLAN REF: 110056 – 640

Rev No: B
DATE: 12 DECEMBER 2024
CLIENT: PEET
DRAWN BY: JC / MM
CHECKED BY: MD



Not to Scale @ A3

FLAGSTONE CA3 SOUTH
STAGES 8 - 14
OVERALL PLAN OF SUBDIVISION STATISTICS

PEET

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

rps

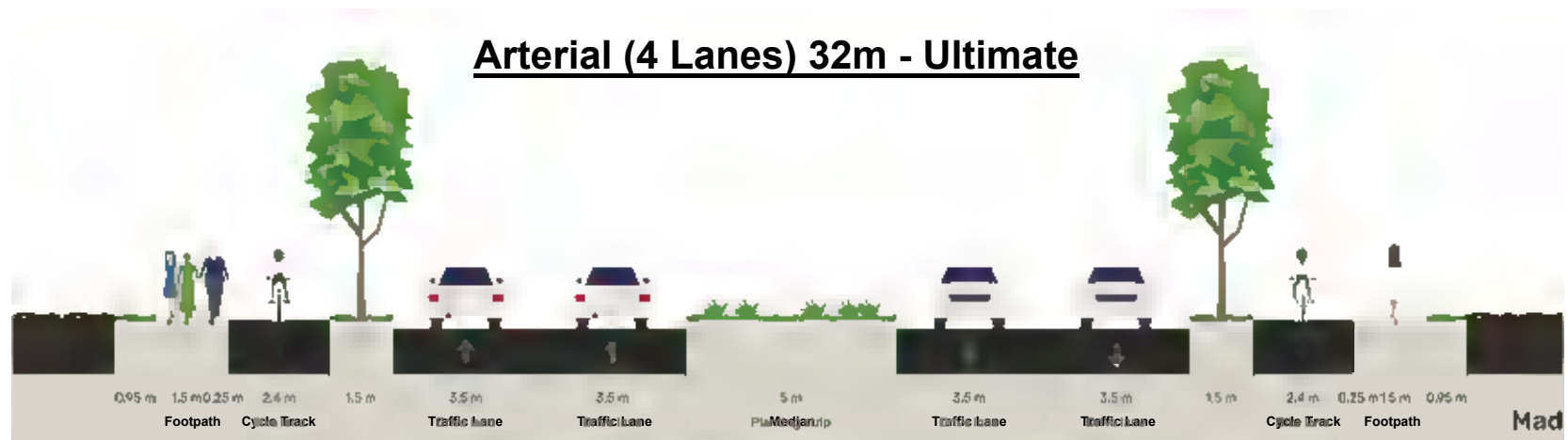
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Appendix B: Typical Road Cross-Sections



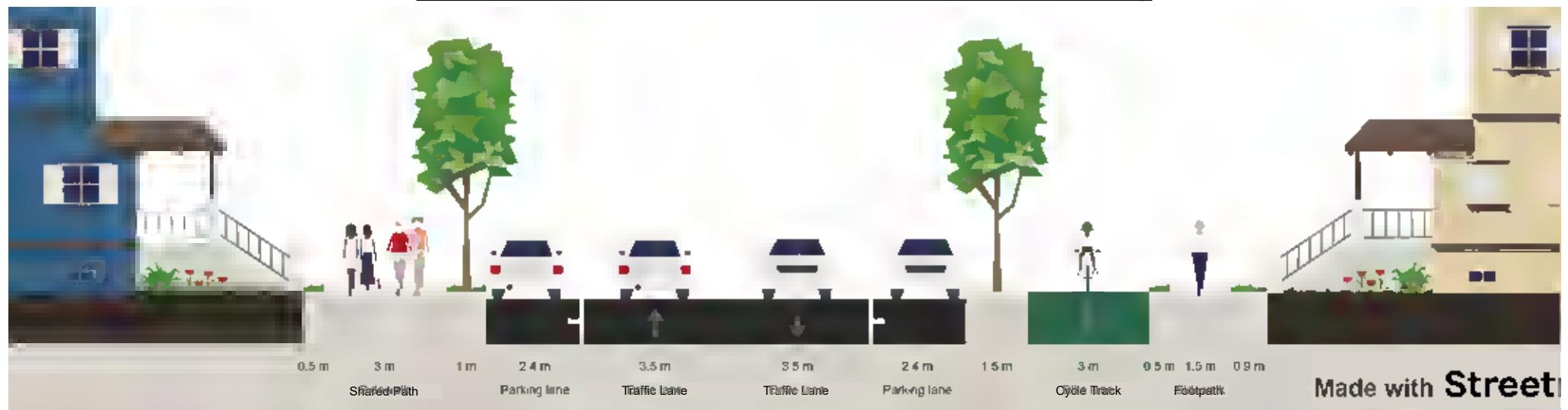
Arterial (4 Lanes) 32m - Ultimate



Trunk Collector (4 Lanes) 32m - Ultimate

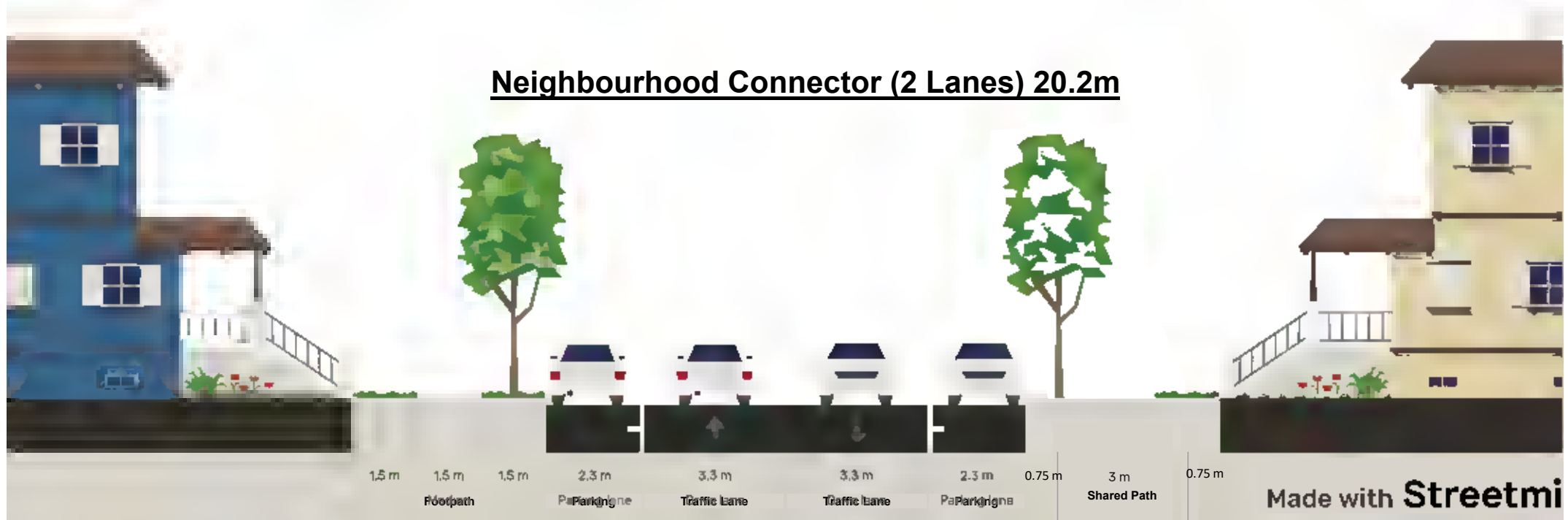


Trunk Connector (2 Lanes) 23.7m – With Parking



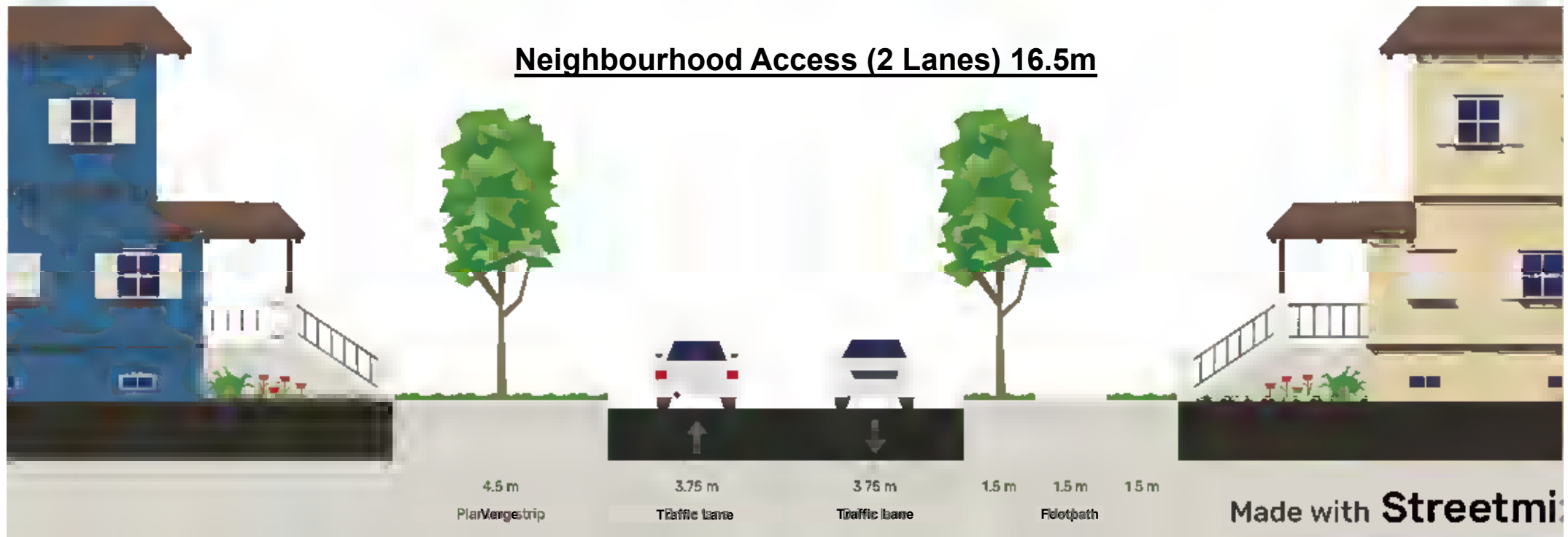
Neighbourhood Connector

Neighbourhood Connector (2 Lanes) 20.2m



Neighbourhood Access 16.5m

Neighbourhood Access (2 Lanes) 16.5m



Neighbourhood Lane 6.5m



Neighbourhood Esplanade



Appendix C: Key Intersection SIDRA Summaries



SITE LAYOUT

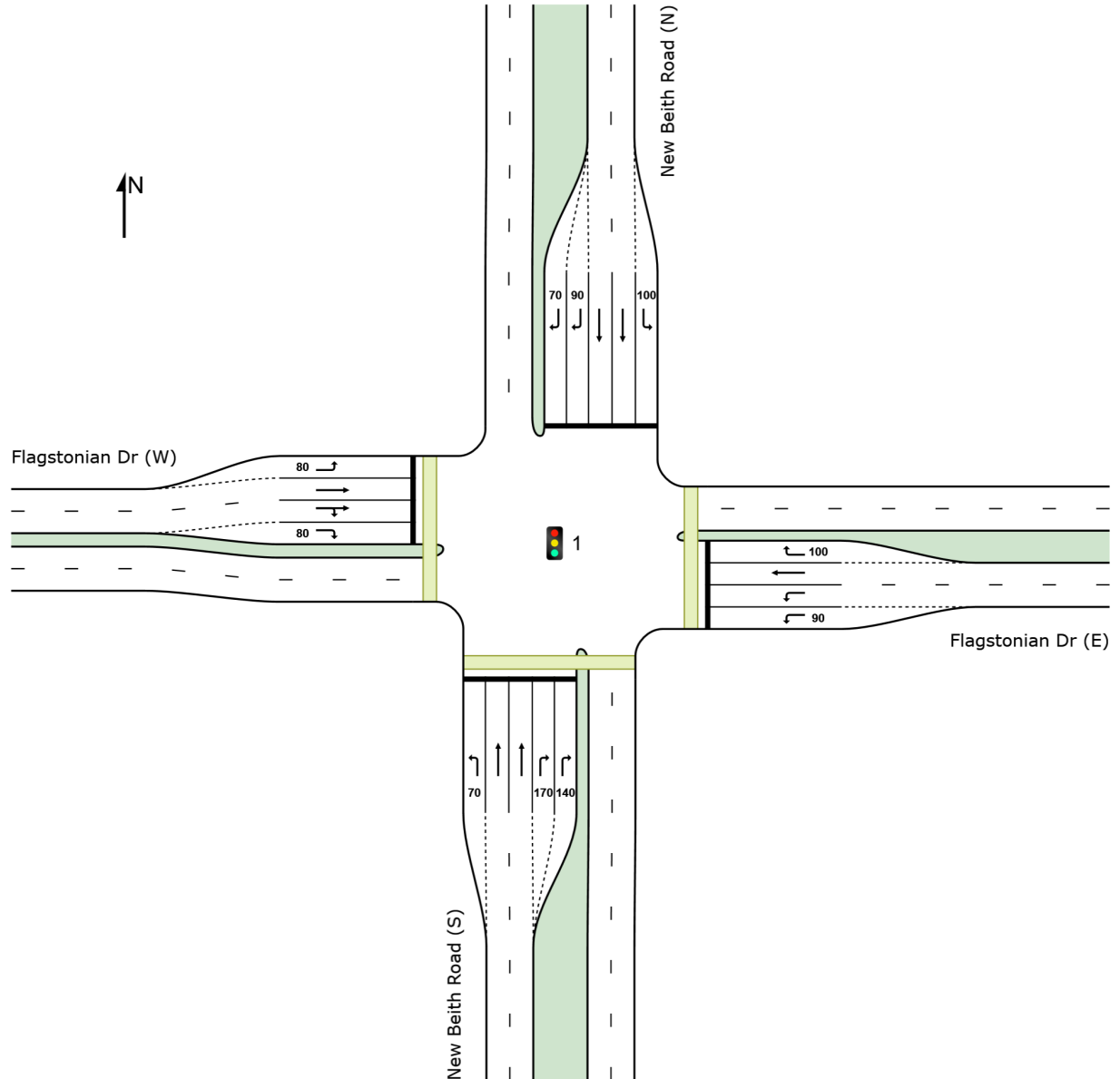
 **Site: 1 [1_2066 AM (Site Folder: 2066 AM)]**

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 1 [1_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 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]					[Veh. veh	Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
South: New Beith Road (S)															
1	L2	All MCs	127	0.0	127	0.0	0.124	21.5	LOS C	2.4	16.5	0.51	0.70	0.51	46.5
2	T1	All MCs	1291	2.4	1291	2.4	0.778	25.6	LOS C	29.4	209.9	0.81	0.73	0.81	55.4
3	R2	All MCs	748	1.6	748	1.6	* 0.873	64.1	LOS E	23.9	169.4	1.00	0.97	1.20	30.1
Approach			2166	2.0	2166	2.0	0.873	38.6	LOS D	29.4	209.9	0.86	0.81	0.93	44.2
East: Flagstonian Dr (E)															
4	L2	All MCs	260	1.9	260	1.9	0.304	47.4	LOS D	6.3	44.9	0.87	0.78	0.87	34.7
5	T1	All MCs	239	0.8	239	0.8	0.616	47.7	LOS D	12.9	91.2	0.97	0.81	0.97	21.6
6	R2	All MCs	277	1.1	277	1.1	* 0.752	58.0	LOS E	16.0	112.9	1.00	0.87	1.07	34.0
Approach			776	1.3	776	1.3	0.752	51.3	LOS D	16.0	112.9	0.95	0.82	0.97	31.4
North: New Beith Road (N)															
7	L2	All MCs	371	2.4	371	2.4	0.488	21.6	LOS C	10.4	74.2	0.78	0.81	0.78	48.4
8	T1	All MCs	805	5.5	805	5.5	0.794	47.5	LOS D	23.1	169.2	0.99	0.91	1.06	44.4
9	R2	All MCs	179	1.7	179	1.7	* 0.836	75.0	LOS E	5.8	41.4	1.00	0.93	1.33	27.1
Approach			1355	4.1	1355	4.1	0.836	44.0	LOS D	23.1	169.2	0.94	0.88	1.02	42.4
West: Flagstonian Dr (W)															
10	L2	All MCs	268	0.7	268	0.7	0.670	52.5	LOS D	14.6	102.6	0.97	0.84	0.97	31.9
11	T1	All MCs	334	1.5	334	1.5	* 0.845	64.5	LOS E	11.3	80.0	1.00	0.97	1.25	17.6
12	R2	All MCs	189	0.0	189	0.0	0.845	70.4	LOS E	11.2	79.6	1.00	0.96	1.26	26.2
Approach			791	0.9	791	0.9	0.845	61.9	LOS E	14.6	102.6	0.99	0.92	1.16	25.2
All Vehicles			5088	2.3	5088	2.3	0.873	45.6	LOS D	29.4	209.9	0.91	0.85	0.99	39.0

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.

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
South: New Beith Road (S)												
P1	Full	50	50	53.3	LOS E	0.2	0.2	0.94	0.94	68.7	20.0	0.29
East: Flagstonian Dr (E)												
P2	Full	50	50	53.3	LOS E	0.2	0.2	0.94	0.94	68.7	20.0	0.29

West: Flagstonian Dr (W)												
P4	Full	50	50	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All		150	150	53.6	LOS E	0.2	0.2	0.95	0.95	115.2	80.0	0.69
Pedestrians												

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.

LANE SUMMARY

 Site: 1 [1_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV] %	[Total veh/h]	[HV] %						[Veh]	[Dist] m				
South: New Beith Road (S)															
Lane 1	127	0.0	127	0.0	1021	0.124	100	21.5	LOS C	2.4	16.5	Short	70	0.0	NA
Lane 2	624	2.4	624	2.4	802 ¹	0.778	100	29.9	LOS C	27.1	193.5	Full	720	0.0	0.0
Lane 3	667	2.4	667	2.4	857	0.778	100	21.6	LOS C	29.4	209.9	Full	720	0.0	0.0
Lane 4	374	1.6	374	1.6	428	0.873	100	64.1	LOS E	23.9	169.4	Short	170	0.0	NA
Lane 5	374	1.6	374	1.6	428	0.873	100	64.1	LOS E	23.9	169.4	Short	140	0.0	NA
Approach	2166	2.0	2166	2.0		0.873		38.6	LOS D	29.4	209.9				
East: Flagstonian Dr (E)															
Lane 1	130	1.9	130	1.9	427	0.304	100	47.4	LOS D	6.3	44.9	Short	90	0.0	NA
Lane 2	130	1.9	130	1.9	427	0.304	100	47.4	LOS D	6.3	44.9	Full	240	0.0	0.0
Lane 3	239	0.8	239	0.8	388	0.616	100	47.7	LOS D	12.9	91.2	Full	240	0.0	0.0
Lane 4	277	1.1	277	1.1	369	0.752	100	58.0	LOS E	16.0	112.9	Short	100	0.0	NA
Approach	776	1.3	776	1.3		0.752		51.3	LOS D	16.0	112.9				
North: New Beith Road (N)															
Lane 1	371	2.4	371	2.4	761	0.488	100	21.6	LOS C	10.4	74.2	Short	100	0.0	NA
Lane 2	403	5.5	403	5.5	507	0.794	100	47.2	LOS D	23.1	169.2	Full	850	0.0	0.0
Lane 3	402	5.5	402	5.5	506 ¹	0.794	100	47.8	LOS D	23.0	168.7	Full	850	0.0	0.0
Lane 4	90	1.7	90	1.7	107	0.836	100	75.3	LOS E	5.8	41.4	Short	90	0.0	NA
Lane 5	90	1.7	90	1.7	107	0.836	100	74.7	LOS E	5.8	41.4	Short	70	0.0	NA
Approach	1355	4.1	1355	4.1		0.836		44.0	LOS D	23.1	169.2				
West: Flagstonian Dr (W)															
Lane 1	268	0.7	268	0.7	400	0.670	100	52.5	LOS D	14.6	102.6	Short	80	0.0	NA
Lane 2	177	1.5	177	1.5	209	0.845	100	64.5	LOS E	11.3	80.0	Full	180	0.0	0.0
Lane 3	176	1.3	176	1.3	208	0.845	100	65.2	LOS E	11.2	79.6	Full	180	0.0	0.0
Lane 4	170	0.0	170	0.0	201	0.845	100	70.4	LOS E	10.9	76.2	Short	80	0.0	NA
Approach	791	0.9	791	0.9		0.845		61.9	LOS E	14.6	102.6				
All Vehicles	5088	2.3	5088	2.3		0.873		45.6	LOS D	29.4	209.9				

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

Lane LOS values are based on average delay per lane.

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

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.

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes.
Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Approach Lane Flows (veh/h)										
South: New Beith Road (S)										
Mov.	L2	T1	R2	Total	%HV	Deg.	Lane	Prob.	Ov.	

From S To Exit:	W	N	E			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	127	-	-	127	0.0	1021	0.124	100	0.0	2
Lane 2	-	624	-	624	2.4	802 ¹	0.778	100	NA	NA
Lane 3	-	667	-	667	2.4	857	0.778	100	NA	NA
Lane 4	-	-	374	374	1.6	428	0.873	100	4.7	3
Lane 5	-	-	374	374	1.6	428	0.873	100	22.3	4
Approach	127	1291	748	2166	2.0		0.873			
East: Flagstonian Dr (E)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From E To Exit:	S	W	N			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	130	-	-	130	1.9	427	0.304	100	0.0	2
Lane 2	130	-	-	130	1.9	427	0.304	100	NA	NA
Lane 3	-	239	-	239	0.8	388	0.616	100	NA	NA
Lane 4	-	-	277	277	1.1	369	0.752	100	16.0	3
Approach	260	239	277	776	1.3		0.752			
North: New Beith Road (N)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N To Exit:	E	S	W			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	371	-	-	371	2.4	761	0.488	100	0.0	2
Lane 2	-	403	-	403	5.5	507	0.794	100	NA	NA
Lane 3	-	402	-	402	5.5	506 ¹	0.794	100	NA	NA
Lane 4	-	-	90	90	1.7	107	0.836	100	0.0	3
Lane 5	-	-	90	90	1.7	107	0.836	100	0.0	4
Approach	371	805	179	1355	4.1		0.836			
West: Flagstonian Dr (W)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W To Exit:	N	E	S			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	268	-	-	268	0.7	400	0.670	100	27.6	2
Lane 2	-	177	-	177	1.5	209	0.845	100	NA	NA
Lane 3	-	157	19	176	1.3	208	0.845	100	NA	NA
Lane 4	-	-	170	170	0.0	201	0.845	100	0.6	3
Approach	268	334	189	791	0.9		0.845			
Total %HV Deg. Satn (v/c)										
All Vehicles	5088	2.3		0.873						

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

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand	Residual Queued Demand	Time for Residual Demand to Clear	Duration of Oversatn

	veh	veh	sec	sec
South: New Beith Road (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0
Lane 5	0.0	0.0	0.0	0.0
East: Flagstonian Dr (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0
North: New Beith Road (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0
Lane 5	0.0	0.0	0.0	0.0
West: Flagstonian Dr (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0

SITE LAYOUT

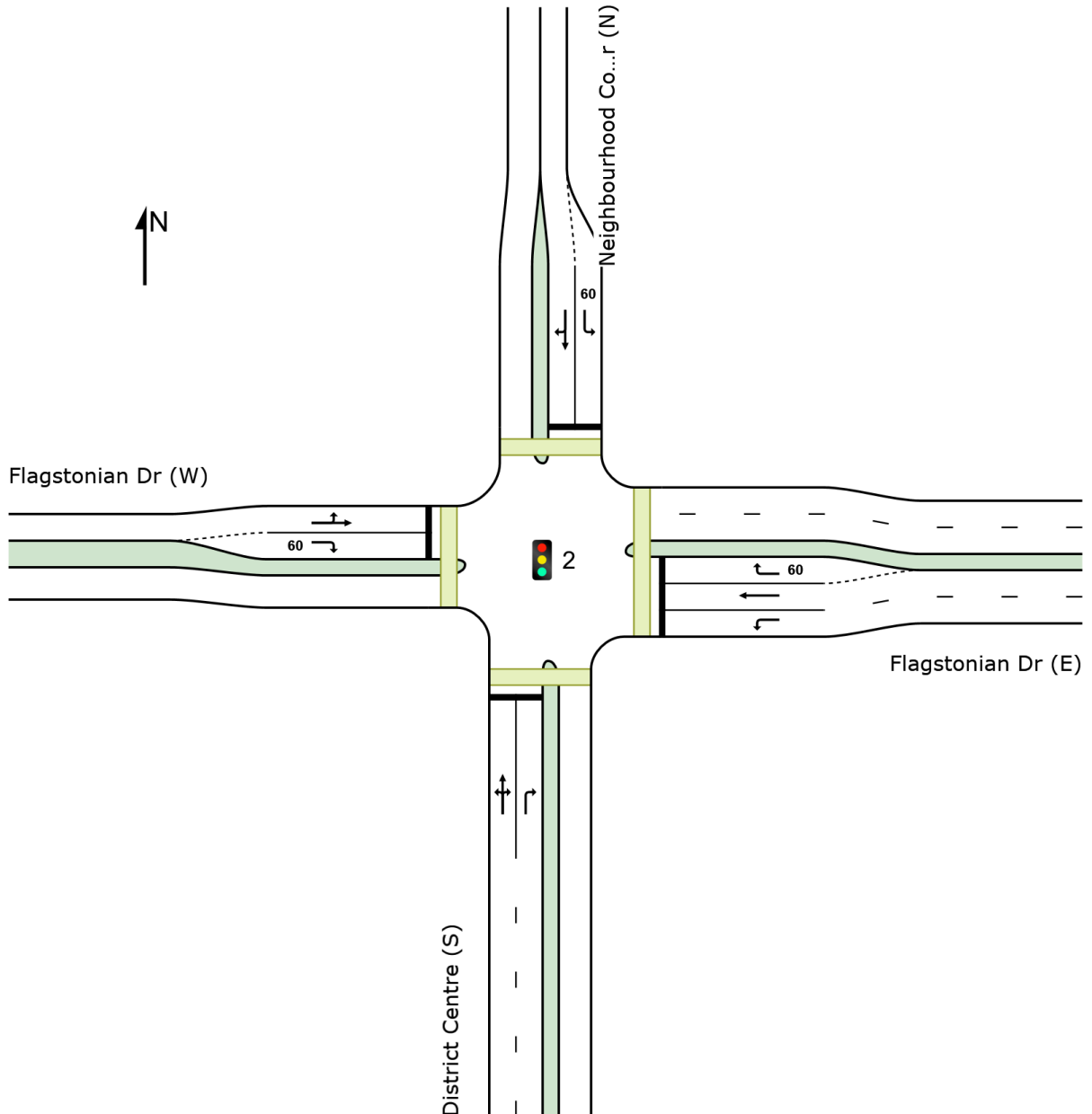
 **Site: 2 [2_2066 AM (Site Folder: 2066 AM)]**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 2 [2_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 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: District Centre (S)															
1	L2	All MCs	1	0.0	1	0.0	0.178	41.3	LOS D	1.8	12.9	0.90	0.72	0.90	17.3
2	T1	All MCs	3	0.0	3	0.0	0.178	32.0	LOS C	1.8	12.9	0.90	0.72	0.90	27.2
3	R2	All MCs	100	3.2	100	3.2	0.178	35.3	LOS D	1.8	13.1	0.90	0.72	0.90	18.1
Approach			104	3.0	104	3.0	0.178	35.3	LOS D	1.8	13.1	0.90	0.72	0.90	18.5
East: Flagstonian Dr (E)															
4	L2	All MCs	203	1.0	203	1.0	* 0.441	20.7	LOS C	4.4	30.8	0.89	0.79	0.89	25.0
5	T1	All MCs	322	1.0	322	1.0	0.578	26.7	LOS C	10.9	77.2	0.91	0.77	0.91	26.7
6	R2	All MCs	46	0.0	46	0.0	* 0.499	49.8	LOS D	2.0	13.7	1.00	0.75	1.03	25.3
Approach			572	0.9	572	0.9	0.578	26.4	LOS C	10.9	77.2	0.91	0.78	0.91	26.0
North: Neighbourhood Connector (N)															
7	L2	All MCs	174	0.0	174	0.0	0.325	29.0	LOS C	5.4	37.8	0.83	0.77	0.83	31.5
8	T1	All MCs	22	0.0	22	0.0	* 0.076	30.6	LOS C	0.9	6.3	0.85	0.66	0.85	28.8
9	R2	All MCs	5	0.0	5	0.0	0.076	33.8	LOS C	0.9	6.3	0.85	0.66	0.85	30.3
Approach			201	0.0	201	0.0	0.325	29.3	LOS C	5.4	37.8	0.83	0.76	0.83	31.1
West: Flagstonian Dr (W)															
10	L2	All MCs	15	0.0	15	0.0	0.874	48.1	LOS D	25.3	178.0	1.00	1.05	1.22	28.9
11	T1	All MCs	563	0.7	563	0.7	* 0.874	42.6	LOS D	25.3	178.0	1.00	1.05	1.22	22.4
12	R2	All MCs	53	0.0	53	0.0	0.227	47.9	LOS D	1.9	13.5	0.94	0.74	0.94	16.2
Approach			631	0.7	631	0.7	0.874	43.1	LOS D	25.3	178.0	0.99	1.02	1.20	19.7
All Vehicles			1507	0.8	1507	0.8	0.874	34.4	LOS C	25.3	178.0	0.93	0.87	1.02	23.6

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
South: District Centre (S)												
P1	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
East: Flagstonian Dr (E)												
P2	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06

North: Neighbourhood Connector (N)												
P3	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
West: Flagstonian Dr (W)												
P4	Full	50	50	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06
All	Pedestrians	200	200	34.3	LOS D	0.1	0.1	0.93	0.93	188.1	200.0	1.06

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.

LANE SUMMARY

 Site: 2 [2_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] m		m	%	%
South: District Centre (S)															
Lane 1	52	2.9	52	2.9	291	0.178	100	35.2	LOS D	1.8	12.9	Full	100	0.0	0.0
Lane 2	52	3.2	52	3.2	295	0.178	100	35.3	LOS D	1.8	13.1	Full	100	0.0	0.0
Approach	104	3.0	104	3.0		0.178		35.3	LOS D	1.8	13.1				
East: Flagstonian Dr (E)															
Lane 1	203	1.0	203	1.0	461	0.441	100	20.7	LOS C	4.4	30.8	Full	180	0.0	0.0
Lane 2	322	1.0	322	1.0	557	0.578	100	26.7	LOS C	10.9	77.2	Full	180	0.0	0.0
Lane 3	46	0.0	46	0.0	93	0.499	100	49.8	LOS D	2.0	13.7	Short	60	0.0	NA
Approach	572	0.9	572	0.9		0.578		26.4	LOS C	10.9	77.2				
North: Neighbourhood Connector (N)															
Lane 1	174	0.0	174	0.0	534	0.325	100	29.0	LOS C	5.4	37.8	Short	60	0.0	NA
Lane 2	27	0.0	27	0.0	362	0.076	100	31.2	LOS C	0.9	6.3	Full	500	0.0	0.0
Approach	201	0.0	201	0.0		0.325		29.3	LOS C	5.4	37.8				
West: Flagstonian Dr (W)															
Lane 1	578	0.7	578	0.7	661 ¹	0.874	100	42.7	LOS D	25.3	178.0	Full	160	0.0	14.7
Lane 2	53	0.0	53	0.0	232	0.227	100	47.9	LOS D	1.9	13.5	Short	60	0.0	NA
Approach	631	0.7	631	0.7		0.874		43.1	LOS D	25.3	178.0				
All Vehicles	1507	0.8	1507	0.8		0.874		34.4	LOS C	25.3	178.0				

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

Lane LOS values are based on average delay per lane.

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

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.

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes.
Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Approach Lane Flows (veh/h)											
South: District Centre (S)											
Mov.	L2	T1	R2	Total	%HV						
From S						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	W	N	E			veh/h	satn	Util.	SL Ov.	Lane	
							v/c	%	%	No.	
Lane 1	1	3	48	52	2.9	291	0.178	100	NA	NA	
Lane 2	-	-	52	52	3.2	295	0.178	100	NA	NA	
Approach	1	3	100	104	3.0		0.178				
East: Flagstonian Dr (E)											
Mov.	L2	T1	R2	Total	%HV						
From E						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	S	W	N			veh/h	satn	Util.	SL Ov.	Lane	
							v/c	%	%	No.	

Lane 1	203	-	-	203	1.0	461	0.441	100	NA	NA
Lane 2	-	322	-	322	1.0	557	0.578	100	NA	NA
Lane 3	-	-	46	46	0.0	93	0.499	100	0.0	2
Approach	203	322	46	572	0.9		0.578			
North: Neighbourhood Connector (N)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	No.
Lane 1	174	-	-	174	0.0	534	0.325	100	0.0	2
Lane 2	-	22	5	27	0.0	362	0.076	100	NA	NA
Approach	174	22	5	201	0.0		0.325			
West: Flagstonian Dr (W)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	No.
Lane 1	15	563	-	578	0.7	661 ¹	0.874	100	NA	NA
Lane 2	-	-	53	53	0.0	232	0.227	100	0.0	1
Approach	15	563	53	631	0.7		0.874			
Total %HV Deg.Satn (v/c)										
All Vehicles	1507	0.8		0.874						

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

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: District Centre (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Flagstonian Dr (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: Neighbourhood Connector (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Flagstonian Dr (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

SITE LAYOUT

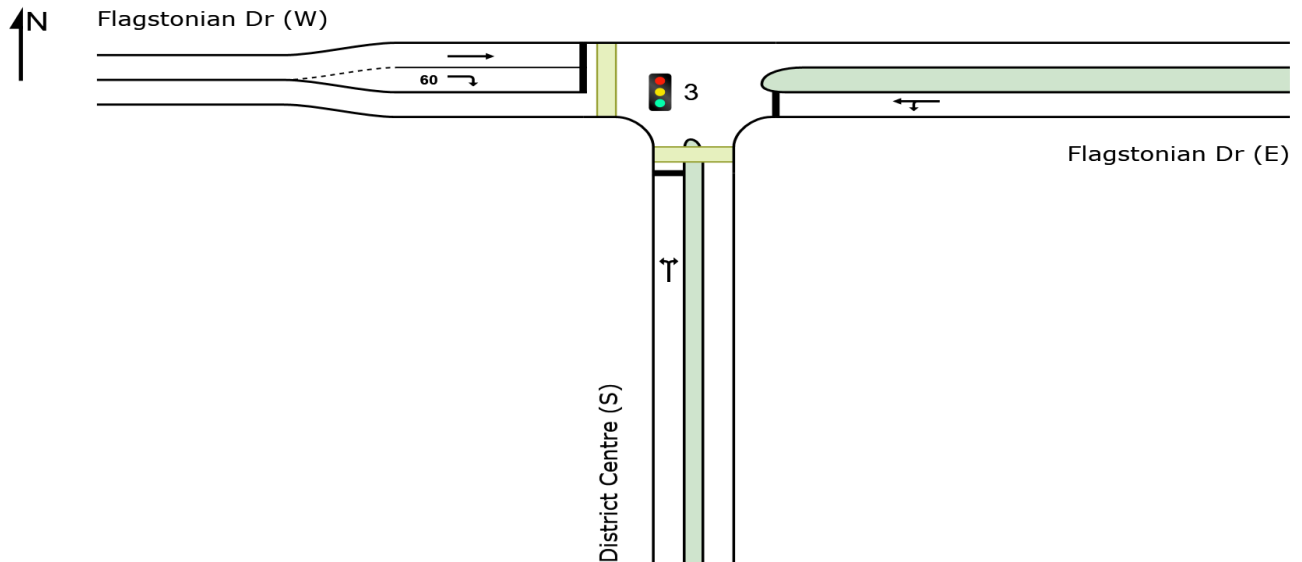
 **Site: 3 [3_2066 AM (Site Folder: 2066 AM)]**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 3 [3_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 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]	%				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: District Centre (S)															
1	L2	All MCs	19	0.0	19	0.0	0.326	17.5	LOS B	1.2	8.6	0.92	0.74	0.92	34.5
3	R2	All MCs	64	3.3	64	3.3	0.326	16.5	LOS B	1.2	8.6	0.92	0.74	0.92	25.0
Approach			83	2.5	83	2.5	0.326	16.7	LOS B	1.2	8.6	0.92	0.74	0.92	27.7
East: Flagstonian Dr (E)															
4	L2	All MCs	63	1.7	63	1.7	* 0.759	23.3	LOS C	5.4	38.1	0.97	0.95	1.30	27.4
5	T1	All MCs	264	0.8	264	0.8	0.759	13.5	LOS B	5.4	38.1	0.97	0.95	1.30	41.4
Approach			327	1.0	327	1.0	0.759	15.4	LOS B	5.4	38.1	0.97	0.95	1.30	39.4
West: Flagstonian Dr (W)															
11	T1	All MCs	575	0.4	575	0.4	0.554	5.2	LOS A	5.8	40.7	0.71	0.62	0.71	52.1
12	R2	All MCs	23	0.0	23	0.0	* 0.187	22.1	LOS C	0.4	2.6	0.97	0.69	0.97	32.3
Approach			598	0.4	598	0.4	0.554	5.8	LOS A	5.8	40.7	0.72	0.62	0.72	51.0
All Vehicles			1008	0.7	1008	0.7	0.759	9.8	LOS A	5.8	40.7	0.82	0.74	0.92	44.9

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					
South: District Centre (S)												
P1	Full	50	50	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22
West: Flagstonian Dr (W)												
P4	Full	50	50	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22
All Pedestrians		100	100	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22

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.

LANE SUMMARY

 Site: 3 [3_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] m		m	%	%
South: District Centre (S)															
Lane 1	83	2.5	83	2.5	255	0.326	100	16.7	LOS B	1.2	8.6	Full	100	0.0	0.0
Approach	83	2.5	83	2.5		0.326		16.7	LOS B	1.2	8.6				
East: Flagstonian Dr (E)															
Lane 1	327	1.0	327	1.0	431	0.759	100	15.4	LOS B	5.4	38.1	Full	160	0.0	0.0
Approach	327	1.0	327	1.0		0.759		15.4	LOS B	5.4	38.1				
West: Flagstonian Dr (W)															
Lane 1	575	0.4	575	0.4	1038	0.554	100	5.2	LOS A	5.8	40.7	Full	400	0.0	0.0
Lane 2	23	0.0	23	0.0	124	0.187	100	22.1	LOS C	0.4	2.6	Short	60	0.0	NA
Approach	598	0.4	598	0.4		0.554		5.8	LOS A	5.8	40.7				
All Vehicles	1008	0.7	1008	0.7		0.759		9.8	LOS A	5.8	40.7				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)										
South: District Centre (S)										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From S To Exit:	W	E			Cap. veh/h	v/c	%	%		
Lane 1	19	64	83	2.5	255	0.326	100	NA	NA	
Approach	19	64	83	2.5		0.326				
East: Flagstonian Dr (E)										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From E To Exit:	S	W			Cap. veh/h	v/c	%	%		
Lane 1	63	264	327	1.0	431	0.759	100	NA	NA	
Approach	63	264	327	1.0		0.759				
West: Flagstonian Dr (W)										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From W To Exit:	E	S			Cap. veh/h	v/c	%	%		
Lane 1	575	-	575	0.4	1038	0.554	100	NA	NA	
Lane 2	-	23	23	0.0	124	0.187	100	0.0	1	
Approach	575	23	598	0.4		0.554				

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1008	0.7	0.759

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

Merge Analysis										
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.										

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: District Centre (S)				
Lane 1	0.0	0.0	0.0	0.0
East: Flagstonian Dr (E)				
Lane 1	0.0	0.0	0.0	0.0
West: Flagstonian Dr (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

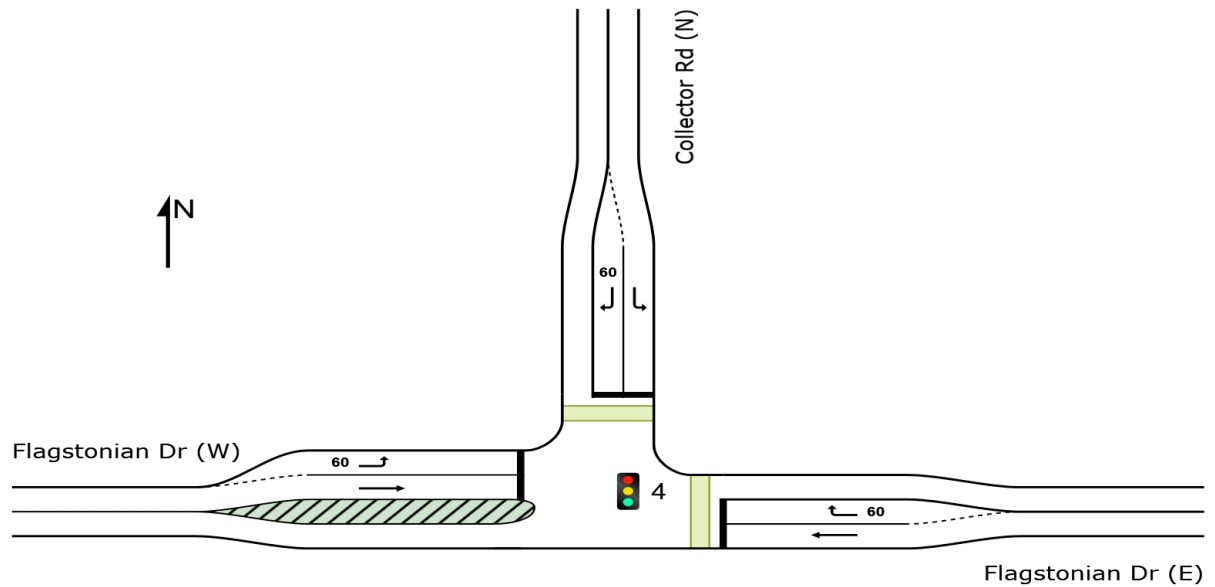
 Site: 4 [4_2066 AM (Site Folder: 2066 AM)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\IP2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 4 [4_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 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]	%				[Veh. veh	[Dist] m				
East: Flagstonian Dr (E)															
5	T1	All MCs	173	1.2	173	1.2	0.178	4.6	LOS A	1.4	10.1	0.58	0.47	0.58	55.4
6	R2	All MCs	26	0.0	26	0.0	* 0.425	24.9	LOS C	0.5	3.4	1.00	0.71	1.10	37.5
Approach			199	1.1	199	1.1	0.425	7.3	LOS A	1.4	10.1	0.63	0.50	0.65	52.1
North: Collector Rd (N)															
7	L2	All MCs	114	0.0	114	0.0	0.459	19.1	LOS B	1.7	12.1	0.96	0.76	0.96	39.8
9	R2	All MCs	34	0.0	34	0.0	* 0.091	15.8	LOS B	0.4	3.0	0.84	0.69	0.84	42.7
Approach			147	0.0	147	0.0	0.459	18.3	LOS B	1.7	12.1	0.94	0.75	0.94	40.5
West: Flagstonian Dr (W)															
10	L2	All MCs	23	4.5	23	4.5	0.020	7.8	LOS A	0.1	0.9	0.39	0.63	0.39	47.7
11	T1	All MCs	463	0.5	463	0.5	* 0.550	7.1	LOS A	5.3	37.2	0.79	0.68	0.79	53.1
Approach			486	0.6	486	0.6	0.550	7.2	LOS A	5.3	37.2	0.77	0.68	0.77	52.8
All Vehicles			833	0.6	833	0.6	0.550	9.2	LOS A	5.3	37.2	0.77	0.65	0.77	49.9

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					
East: Flagstonian Dr (E)												
P2	Full	50	50	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22
North: Collector Rd (N)												
P3	Full	50	50	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22
All Pedestrians		100	100	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22

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.

LANE SUMMARY

 Site: 4 [4_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] m		m	%	%
East: Flagstonian Dr (E)															
Lane 1	173	1.2	173	1.2	967	0.178	100	4.6	LOS A	1.4	10.1	Full	400	0.0	0.0
Lane 2	26	0.0	26	0.0	62	0.425	100	24.9	LOS C	0.5	3.4	Short	60	0.0	NA
Approach	199	1.1	199	1.1		0.425		7.3	LOS A	1.4	10.1				
North: Collector Rd (N)															
Lane 1	114	0.0	114	0.0	248	0.459	100	19.1	LOS B	1.7	12.1	Full	500	0.0	0.0
Lane 2	34	0.0	34	0.0	371	0.091	100	15.8	LOS B	0.4	3.0	Short	60	0.0	NA
Approach	147	0.0	147	0.0		0.459		18.3	LOS B	1.7	12.1				
West: Flagstonian Dr (W)															
Lane 1	23	4.5	23	4.5	1139	0.020	100	7.8	LOS A	0.1	0.9	Short	60	0.0	NA
Lane 2	463	0.5	463	0.5	843	0.550	100	7.1	LOS A	5.3	37.2	Full	500	0.0	0.0
Approach	486	0.6	486	0.6		0.550		7.2	LOS A	5.3	37.2				
All Vehicles	833	0.6	833	0.6		0.550		9.2	LOS A	5.3	37.2				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)										
East: Flagstonian Dr (E)										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E To Exit:	W	N			Cap. veh/h	v/c	%	%		
Lane 1	173	-	173	1.2	967	0.178	100	NA	NA	
Lane 2	-	26	26	0.0	62	0.425	100	0.0	1	
Approach	173	26	199	1.1		0.425				
North: Collector Rd (N)										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From N To Exit:	E	W			Cap. veh/h	v/c	%	%		
Lane 1	114	-	114	0.0	248	0.459	100	NA	NA	
Lane 2	-	34	34	0.0	371	0.091	100	0.0	1	
Approach	114	34	147	0.0		0.459				
West: Flagstonian Dr (W)										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From W To Exit:	N	E			Cap. veh/h	v/c	%	%		

Lane 1	23	-	23	4.5	1139	0.020	100	0.0	2
Lane 2	-	463	463	0.5	843	0.550	100	NA	NA
Approach	23	463	486	0.6	0.550				
Total %HV Deg.Satn (v/c)									
All Vehicles	833	0.6	0.550						

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

Merge Analysis											
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
East: Flagstonian Dr (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Collector Rd (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Flagstonian Dr (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

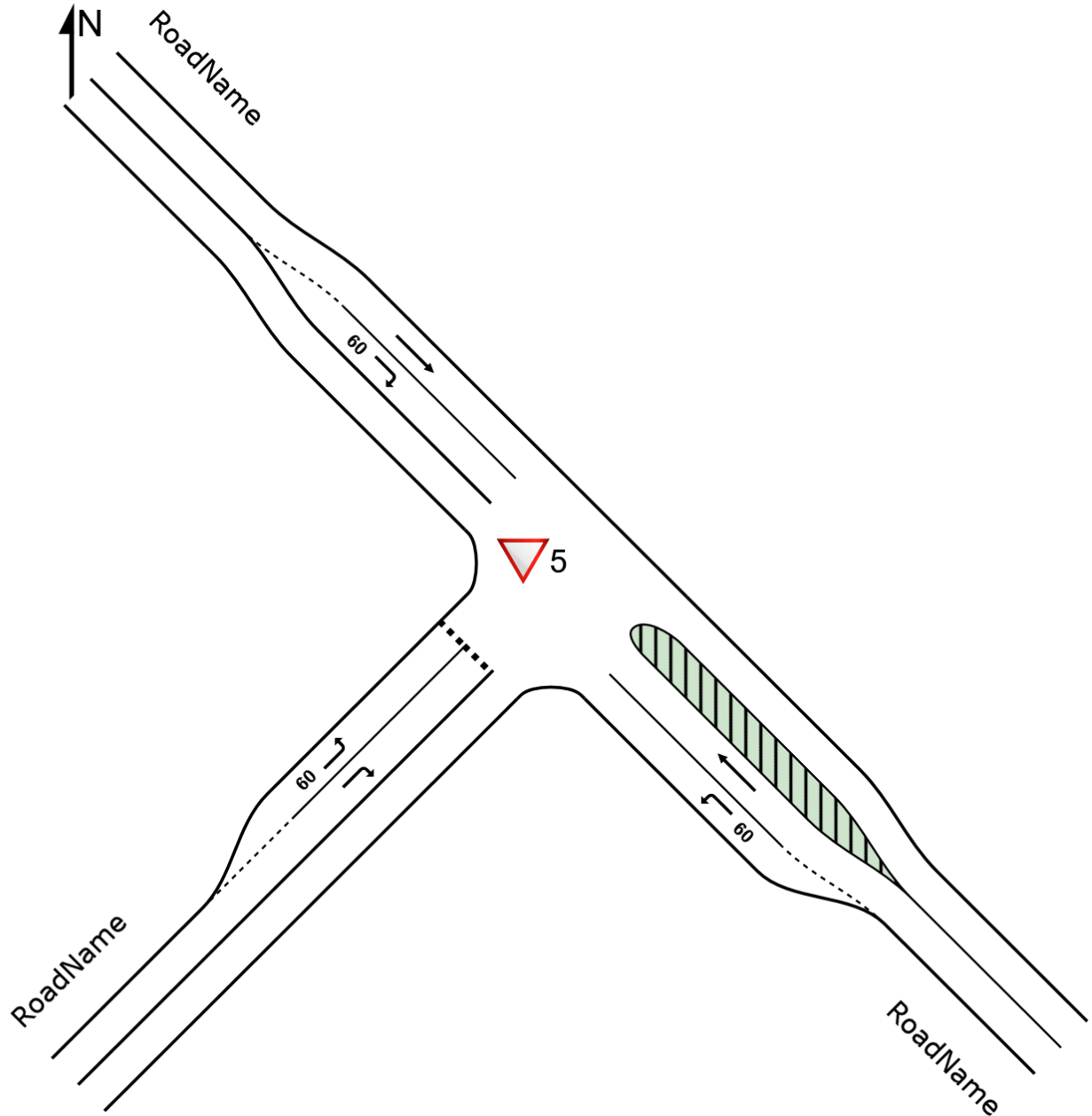
▼ Site: 5 [5_2066 AM (Site Folder: 2066 AM)]

CA3 Collector / Ulladulla N Connection

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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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\IP2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

▼ Site: 5 [5_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CA3 Collector / Ulladulla N Connection

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
SouthEast: RoadName															
4	L2	All MCs	119	0.8	119	0.8	0.064	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	52	0.0	52	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			171	0.6	171	0.6	0.064	3.9	NA	0.0	0.0	0.00	0.40	0.00	54.8
NorthWest: RoadName															
11	T1	All MCs	54	0.0	54	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	68	0.0	68	0.0	0.056	6.2	LOS A	0.2	1.6	0.28	0.57	0.28	52.0
Approach			122	0.0	122	0.0	0.056	3.4	NA	0.2	1.6	0.15	0.32	0.15	55.3
SouthWest: RoadName															
1	L2	All MCs	174	1.7	174	1.7	0.138	5.8	LOS A	0.5	3.9	0.14	0.55	0.14	52.4
3	R2	All MCs	395	0.8	395	0.8	0.483	8.9	LOS A	3.6	25.3	0.53	0.71	0.65	50.5
Approach			569	1.1	569	1.1	0.483	8.0	LOS A	3.6	25.3	0.41	0.66	0.50	51.0
All Vehicles			862	0.8	862	0.8	0.483	6.5	NA	3.6	25.3	0.29	0.56	0.35	52.3

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: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

▼ Site: 5 [5_2066 AM (Site Folder: 2066 AM)]

CA3 Collector / Ulladulla N Connection

Site Category: (None)

Give-Way (Two-Way)

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Lane LOS values are based on average delay per lane.
Minor Road Approach LOS values are based on average delay for all lanes.
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.

Approach Lane Flows (veh/h)									
SouthEast: RoadName									
Mov.	L2	T1	Total	%HV		Deg.	Lane	Prob.	Ov.
From SE					Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	SW	NW			veh/h	v/c	%	%	No.
Lane 1	119	-	119	0.8	1846	0.064	100	0.0	2
Lane 2	-	52	52	0.0	1970	0.026	100	NA	NA
Approach	119	52	171	0.6		0.064			
NorthWest: RoadName									
Mov.	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From NW					Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	SE	SW			veh/h	v/c	%	%	No.
Lane 1	54	-	54	0.0	1970	0.027	100	NA	NA
Lane 2	-	68	68	0.0	1224	0.056	100	0.0	1
Approach	54	68	122	0.0		0.056			
SouthWest: RoadName									

Mov. From SW To Exit:	L2 NW	R2 SE	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	174	-	174	1.7	1261	0.138	100	0.0	2
Lane 2	-	395	395	0.8	817	0.483	100	NA	NA
Approach	174	395	569	1.1		0.483			
Total %HV Deg.Satn (v/c)									
All Vehicles	862	0.8		0.483					

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

Merge Analysis											
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
SouthEast: RoadName				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
NorthWest: RoadName				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
SouthWest: RoadName				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

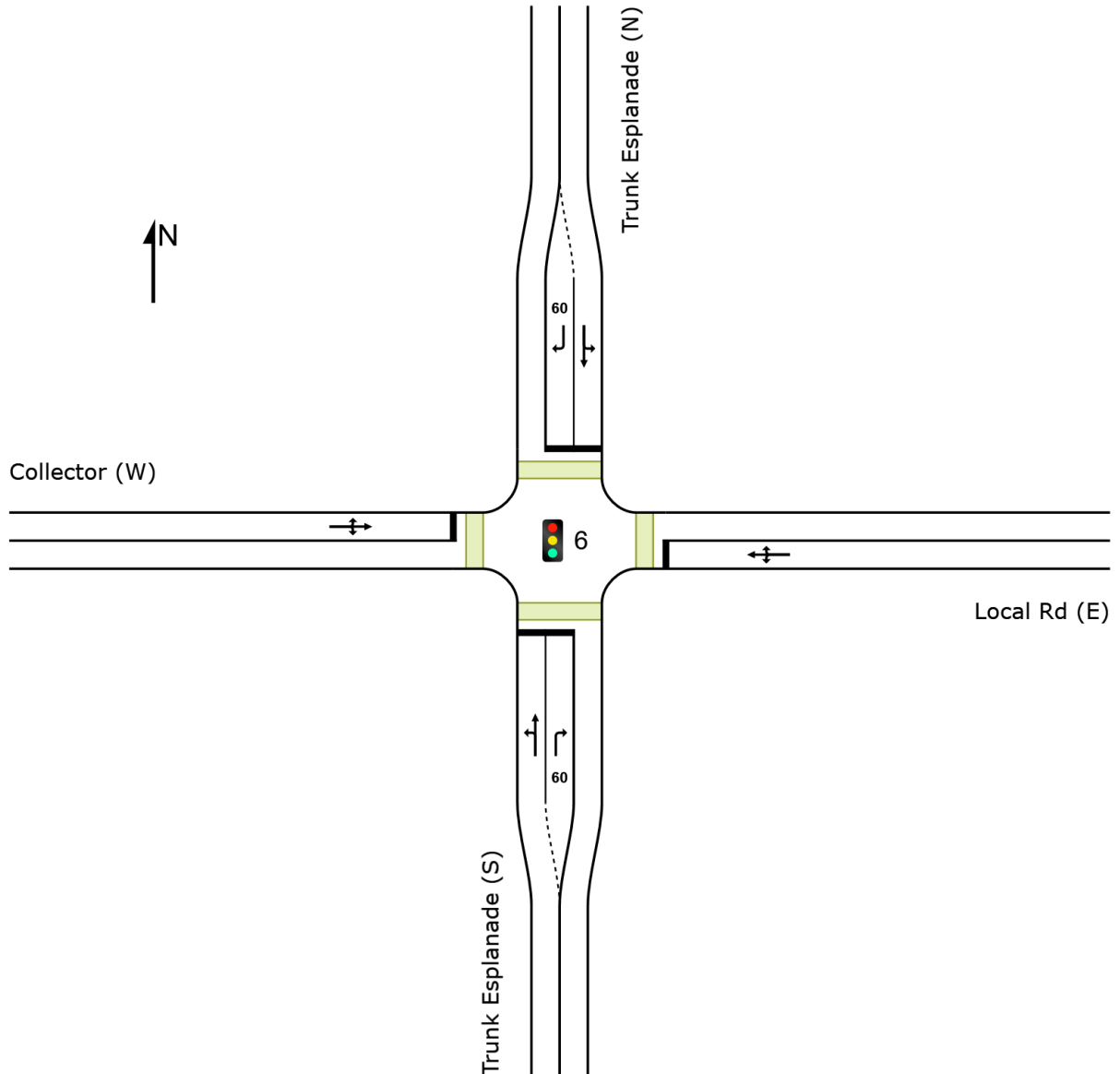
 Site: 6 [6_2066 AM (Site Folder: 2066 AM)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 6 [6_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 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% Queue	Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	[Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
South: Trunk Esplanade (S)															
1	L2	All MCs	29	0.0	29	0.0	*0.319	27.7	LOS C	3.2	23.0	0.73	0.62	0.73	46.4
2	T1	All MCs	204	1.5	204	1.5	0.319	7.3	LOS A	3.2	23.0	0.73	0.62	0.73	51.6
3	R2	All MCs	2	0.0	2	0.0	0.045	29.9	LOS C	0.0	0.3	0.99	0.59	0.99	36.9
Approach			236	1.3	236	1.3	0.319	10.1	LOS B	3.2	23.0	0.73	0.62	0.73	50.7
East: Local Rd (E)															
4	L2	All MCs	1	0.0	1	0.0	*0.024	24.8	LOS C	0.1	0.4	0.95	0.61	0.95	39.3
5	T1	All MCs	1	0.0	1	0.0	0.024	20.2	LOS C	0.1	0.4	0.95	0.61	0.95	37.9
6	R2	All MCs	1	0.0	1	0.0	0.024	24.8	LOS C	0.1	0.4	0.95	0.61	0.95	39.2
Approach			3	0.0	3	0.0	0.024	23.2	LOS C	0.1	0.4	0.95	0.61	0.95	38.8
North: Trunk Esplanade (N)															
7	L2	All MCs	11	20.0	11	20.0	0.137	14.5	LOS B	1.3	9.6	0.54	0.46	0.54	48.7
8	T1	All MCs	122	0.0	122	0.0	0.137	5.0	LOS A	1.3	9.6	0.54	0.46	0.54	54.9
9	R2	All MCs	2	0.0	2	0.0	*0.045	29.9	LOS C	0.0	0.3	0.99	0.59	0.99	36.9
Approach			135	1.6	135	1.6	0.137	6.2	LOS A	1.3	9.6	0.55	0.46	0.55	53.9
West: Collector (W)															
10	L2	All MCs	7	0.0	7	0.0	*0.097	25.7	LOS C	0.3	2.3	0.94	0.68	0.94	39.1
11	T1	All MCs	1	0.0	1	0.0	0.097	17.9	LOS B	0.3	2.3	0.94	0.68	0.94	37.8
12	R2	All MCs	8	0.0	8	0.0	0.097	22.4	LOS C	0.3	2.3	0.94	0.68	0.94	39.1
Approach			17	0.0	17	0.0	0.097	23.6	LOS C	0.3	2.3	0.94	0.68	0.94	39.0
All Vehicles			391	1.3	391	1.3	0.319	9.4	LOS A	3.2	23.0	0.68	0.57	0.68	51.0

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.

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]	[Dist]			sec	m	m/sec
						ped	m					
South: Trunk Esplanade (S)												
P1	Full	20	20	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
East: Local Rd (E)												
P2	Full	20	20	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19

North: Trunk Esplanade (N)												
P3	Full	20	20	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
West: Collector (W)												
P4	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
All	Pedestrians	110	110	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19

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.

LANE SUMMARY

 Site: 6 [6_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh Dist]	[Veh m]				
South: Trunk Esplanade (S)															
Lane 1	234	1.4	234	1.4	733	0.319	100	9.9	LOS A	3.2	23.0	Full	500	0.0	0.0
Lane 2	2	0.0	2	0.0	46	0.045	100	29.9	LOS C	0.0	0.3	Short	60	0.0	NA
Approach	236	1.3	236	1.3		0.319		10.1	LOS B	3.2	23.0				
East: Local Rd (E)															
Lane 1	3	0.0	3	0.0	129	0.024	100	23.2	LOS C	0.1	0.4	Full	500	0.0	0.0
Approach	3	0.0	3	0.0		0.024		23.2	LOS C	0.1	0.4				
North: Trunk Esplanade (N)															
Lane 1	133	1.6	133	1.6	966	0.137	100	5.8	LOS A	1.3	9.6	Full	500	0.0	0.0
Lane 2	2	0.0	2	0.0	46	0.045	100	29.9	LOS C	0.0	0.3	Short	60	0.0	NA
Approach	135	1.6	135	1.6		0.137		6.2	LOS A	1.3	9.6				
West: Collector (W)															
Lane 1	17	0.0	17	0.0	174	0.097	100	23.6	LOS C	0.3	2.3	Full	500	0.0	0.0
Approach	17	0.0	17	0.0		0.097		23.6	LOS C	0.3	2.3				
All Vehicles	391	1.3	391	1.3		0.319		9.4	LOS A	3.2	23.0				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)											
South: Trunk Esplanade (S)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane No.	
From S To Exit:	W	N	E			Cap. veh/h	v/c	%	%		
Lane 1	29	204	-	234	1.4	733	0.319	100	NA	NA	
Lane 2	-	-	2	2	0.0	46	0.045	100	0.0	1	
Approach	29	204	2	236	1.3		0.319				
East: Local Rd (E)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane No.	
From E To Exit:	S	W	N			Cap. veh/h	v/c	%	%		
Lane 1	1	1	1	3	0.0	129	0.024	100	NA	NA	
Approach	1	1	1	3	0.0		0.024				
North: Trunk Esplanade (N)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane No.	

From N To Exit:	E	S	W			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	11	122	-	133	1.6	966	0.137	100	NA	NA
Lane 2	-	-	2	2	0.0	46	0.045	100	0.0	1
Approach	11	122	2	135	1.6		0.137			
West: Collector (W)										
Mov.	L2	T1	R2	Total	%HV		Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From W To Exit:	N	E	S			Cap. veh/h				
Lane 1	7	1	8	17	0.0	174	0.097	100	NA	NA
Approach	7	1	8	17	0.0		0.097			
Total %HV Deg.Satn (v/c)										
All Vehicles	391	1.3			0.319					

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

Merge Analysis										
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.										

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Trunk Esplanade (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Local Rd (E)				
Lane 1	0.0	0.0	0.0	0.0
North: Trunk Esplanade (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Collector (W)				
Lane 1	0.0	0.0	0.0	0.0

SITE LAYOUT

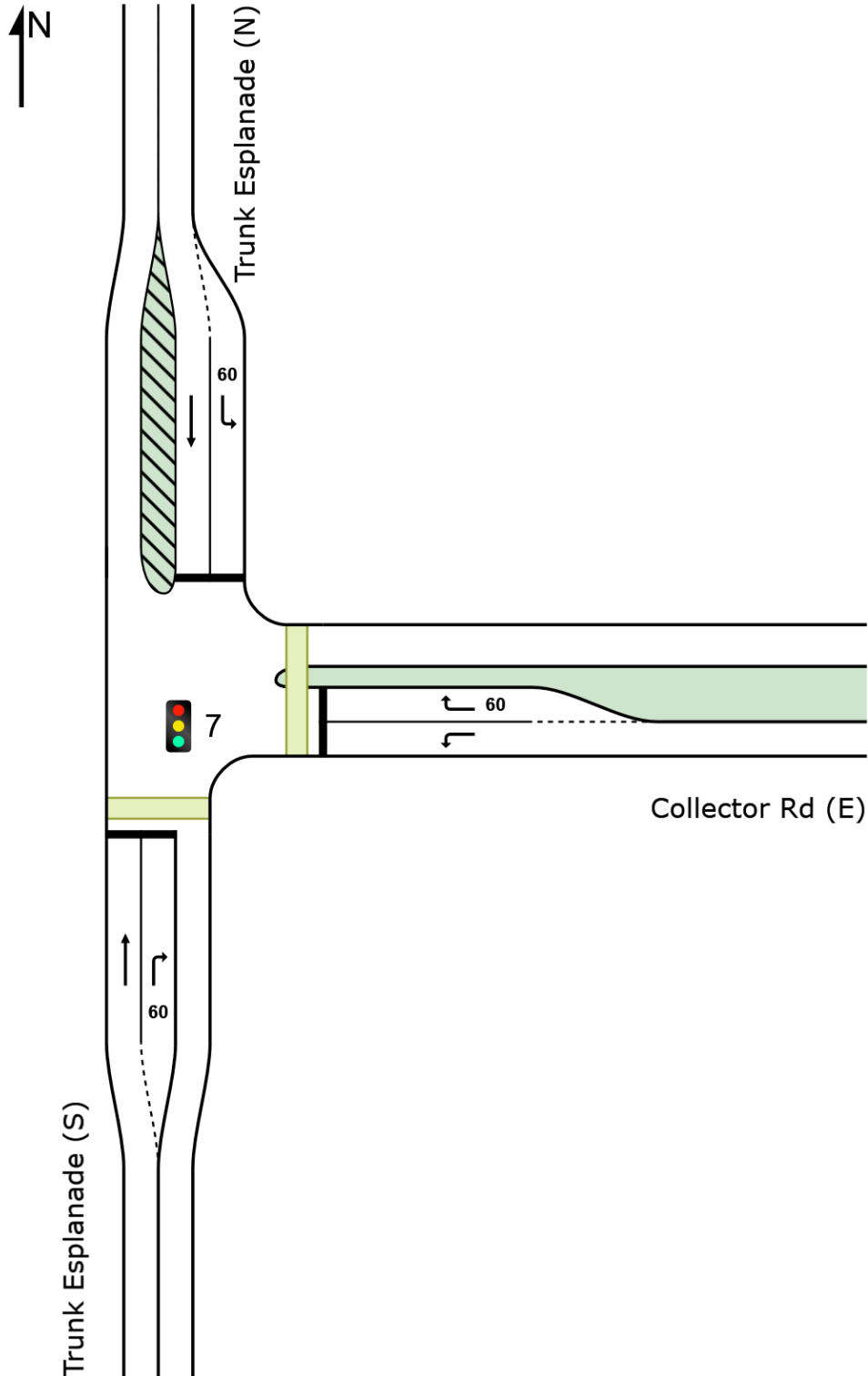
 Site: 7 [7_2066 AM (Site Folder: 2066 AM)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 7 [7_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 25 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]	%				[Veh.]	[Dist]				
			veh/h		veh/h		v/c	sec		veh	m				km/h
South: Trunk Esplanade (S)															
2	T1	All MCs	123	1.7	123	1.7	0.100	1.9	LOS A	0.6	4.2	0.40	0.32	0.40	58.2
3	R2	All MCs	89	1.2	89	1.2	* 0.152	12.5	LOS B	0.8	5.9	0.75	0.72	0.75	45.0
Approach			213	1.5	213	1.5	0.152	6.4	LOS A	0.8	5.9	0.55	0.49	0.55	51.8
East: Collector Rd (E)															
4	L2	All MCs	78	0.0	78	0.0	0.131	11.5	LOS B	0.7	5.0	0.74	0.70	0.74	45.0
6	R2	All MCs	17	6.3	17	6.3	* 0.059	15.1	LOS B	0.2	1.4	0.87	0.67	0.87	43.0
Approach			95	1.1	95	1.1	0.131	12.1	LOS B	0.7	5.0	0.76	0.70	0.76	44.6
North: Trunk Esplanade (N)															
7	L2	All MCs	29	0.0	29	0.0	0.057	13.0	LOS B	0.3	1.9	0.76	0.69	0.76	44.7
8	T1	All MCs	57	3.7	57	3.7	* 0.124	8.6	LOS A	0.6	4.2	0.81	0.61	0.81	52.6
Approach			86	2.4	86	2.4	0.124	10.1	LOS B	0.6	4.2	0.79	0.63	0.79	49.6
All Vehicles			394	1.6	394	1.6	0.152	8.6	LOS A	0.8	5.9	0.65	0.57	0.65	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
South: Trunk Esplanade (S)												
P1	Full	50	50	7.2	LOS A	0.0	0.0	0.76	0.76	161.1	200.0	1.24
East: Collector Rd (E)												
P2	Full	50	50	7.2	LOS A	0.0	0.0	0.76	0.76	161.1	200.0	1.24
All Pedestrians		100	100	7.2	LOS A	0.0	0.0	0.76	0.76	161.1	200.0	1.24

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.

LANE SUMMARY

 Site: 7 [7_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 25 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist]		m	%	%
South: Trunk Esplanade (S)															
Lane 1	123	1.7	123	1.7	1234	0.100	100	1.9	LOS A	0.6	4.2	Full	500	0.0	0.0
Lane 2	89	1.2	89	1.2	589	0.152	100	12.5	LOS B	0.8	5.9	Short	60	0.0	NA
Approach	213	1.5	213	1.5		0.152		6.4	LOS A	0.8	5.9				
East: Collector Rd (E)															
Lane 1	78	0.0	78	0.0	594	0.131	100	11.5	LOS B	0.7	5.0	Full	500	0.0	0.0
Lane 2	17	6.3	17	6.3	284	0.059	100	15.1	LOS B	0.2	1.4	Short	60	0.0	NA
Approach	95	1.1	95	1.1		0.131		12.1	LOS B	0.7	5.0				
North: Trunk Esplanade (N)															
Lane 1	29	0.0	29	0.0	520	0.057	100	13.0	LOS B	0.3	1.9	Short	60	0.0	NA
Lane 2	57	3.7	57	3.7	457	0.124	100	8.6	LOS A	0.6	4.2	Full	500	0.0	0.0
Approach	86	2.4	86	2.4		0.124		10.1	LOS B	0.6	4.2				
All Vehicles	394	1.6	394	1.6		0.152		8.6	LOS A	0.8	5.9				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)										
South: Trunk Esplanade (S)										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane	
From S					Cap. veh/h	v/c	%	Ov. %	No.	
To Exit:	N	E								
Lane 1	123	-	123	1.7	1234	0.100	100	NA	NA	
Lane 2	-	89	89	1.2	589	0.152	100	0.0	1	
Approach	123	89	213	1.5		0.152				
East: Collector Rd (E)										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane	
From E					Cap. veh/h	v/c	%	Ov. %	No.	
To Exit:	S	N								
Lane 1	78	-	78	0.0	594	0.131	100	NA	NA	
Lane 2	-	17	17	6.3	284	0.059	100	0.0	1	
Approach	78	17	95	1.1		0.131				
North: Trunk Esplanade (N)										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov. Lane	
From N					Cap. veh/h	v/c	%	Ov. %	No.	
To Exit:	E	S								

Lane 1	29	-	29	0.0	520	0.057	100	0.0	2
Lane 2	-	57	57	3.7	457	0.124	100	NA	NA
Approach	29	57	86	2.4	0.124				
Total %HV Deg.Satn (v/c)									
All Vehicles	394	1.6	0.152						

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

Merge Analysis											
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Trunk Esplanade (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Collector Rd (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Trunk Esplanade (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

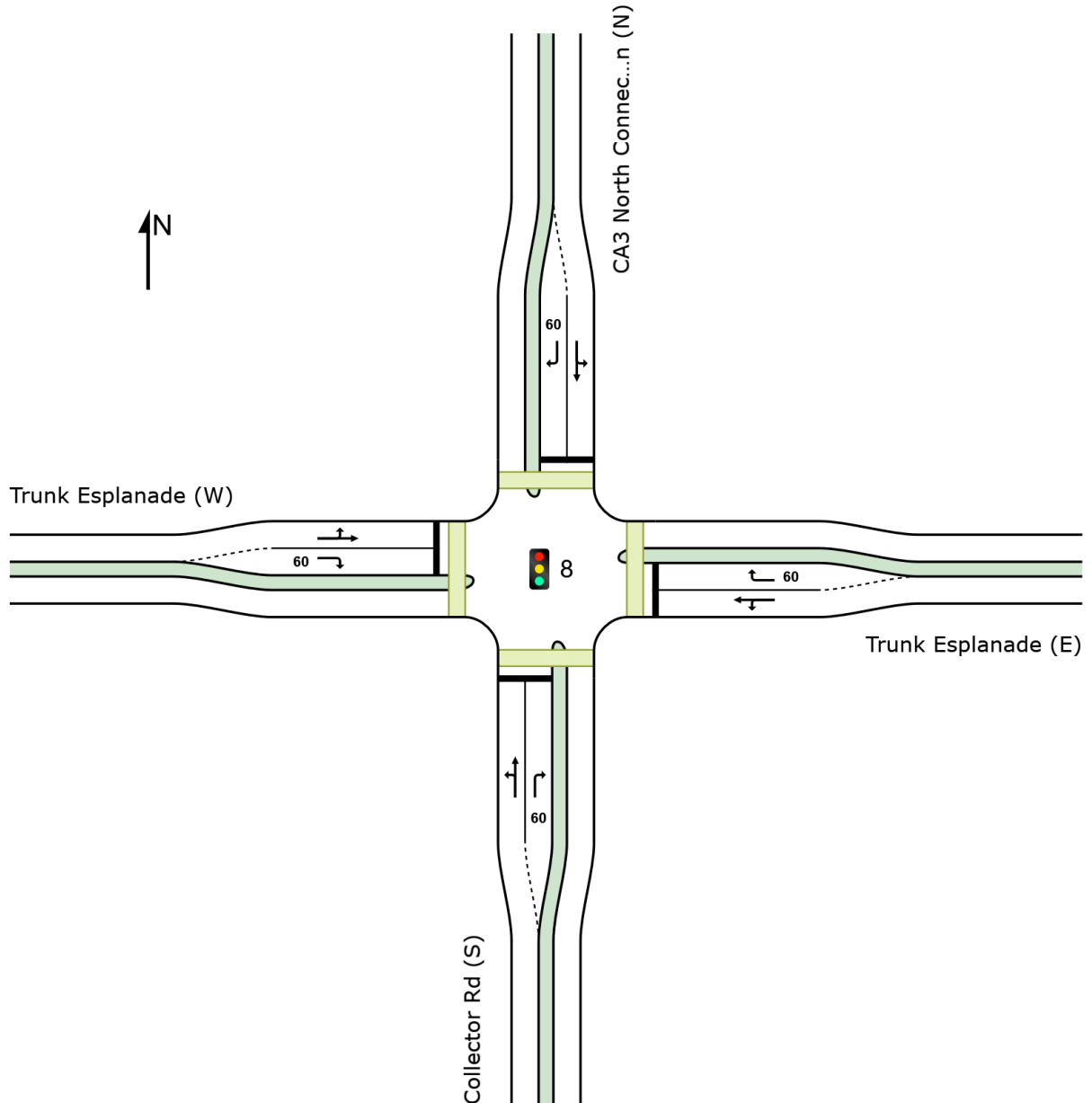
 Site: 8 [8_2066 AM (Site Folder: 2066 AM)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

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
South: Collector Rd (S)												
P1	Full	20	20	25.9	LOS C	0.0	0.0	0.89	0.89	179.7	200.0	1.11
East: Trunk Esplanade (E)												

P2 Full	20	20	25.9	LOS C	0.0	0.0	0.89	0.89	179.7	200.0	1.11
North: CA3 North Connection (N)											
P3 Full	20	20	25.9	LOS C	0.0	0.0	0.89	0.89	179.7	200.0	1.11
West: Trunk Esplanade (W)											
P4 Full	20	20	25.9	LOS C	0.0	0.0	0.89	0.89	179.7	200.0	1.11
All Pedestrians	80	80	25.9	LOS C	0.0	0.0	0.89	0.89	179.7	200.0	1.11

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.

LANE SUMMARY

 Site: 8 [8_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 65 seconds (Site Optimum Cycle Time - Minimum Delay)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %	[Total veh/h	HV %	veh/h	v/c	%	sec		[Veh	Dist] m		m	%	%
South: Collector Rd (S)															
Lane 1	13	7.7	13	7.7	231	0.056	100	27.7	LOS C	0.4	2.8	Full	500	0.0	0.0
Lane 2	61	1.6	61	1.6	113	0.540	100	41.2	LOS D	2.1	14.9	Short	60	0.0	NA
Approach	74	2.7	74	2.7		0.540		38.9	LOS D	2.1	14.9				
East: Trunk Esplanade (E)															
Lane 1	205	3.4	205	3.4	847	0.242	100	15.3	LOS B	4.0	28.5	Full	500	0.0	0.0
Lane 2	6	16.7	6	16.7	26	0.235	100	48.0	LOS D	0.2	1.9	Short	60	0.0	NA
Approach	211	3.8	211	3.8		0.242		16.2	LOS B	4.0	28.5				
North: CA3 North Connection (N)															
Lane 1	32	3.1	32	3.1	152	0.210	100	34.0	LOS C	1.0	7.3	Full	500	0.0	0.0
Lane 2	13	0.0	13	0.0	114	0.114	100	39.3	LOS D	0.4	3.0	Short	60	0.0	NA
Approach	45	2.2	45	2.2		0.210		35.5	LOS D	1.0	7.3				
West: Trunk Esplanade (W)															
Lane 1	471	0.8	471	0.8	791	0.595	100	17.0	LOS B	11.8	83.0	Full	500	0.0	0.0
Lane 2	1	0.0	1	0.0	29	0.035	100	45.3	LOS D	0.0	0.3	Short	60	0.0	NA
Approach	472	0.8	472	0.8		0.595		17.0	LOS B	11.8	83.0				
All Vehicles	802	1.9	802	1.9		0.595		19.9	LOS B	11.8	83.0				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)											
South: Collector Rd (S)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From S To Exit:	W	N	E			Cap. veh/h	v/c	%	%		
Lane 1	1	12	-	13	7.7	231	0.056	100	NA	NA	
Lane 2	-	-	61	61	1.6	113	0.540	100	0.0	1	
Approach	1	12	61	74	2.7		0.540				
East: Trunk Esplanade (E)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From E To Exit:	S	W	N			Cap. veh/h	v/c	%	%		
Lane 1	140	65	-	205	3.4	847	0.242	100	NA	NA	

Lane 2	-	-	6	6	16.7	26	0.235	100	0.0	1
Approach	140	65	6	211	3.8		0.242			
North: CA3 North Connection (N)										
Mov.	L2	T1	R2	Total	%HV					
From N						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	E	S	W			veh/h	Satn	Util.	SL	Lane
							v/c	%	%	No.
Lane 1	13	19	-	32	3.1	152	0.210	100	NA	NA
Lane 2	-	-	13	13	0.0	114	0.114	100	0.0	1
Approach	13	19	13	45	2.2		0.210			
West: Trunk Esplanade (W)										
Mov.	L2	T1	R2	Total	%HV					
From W						Cap.	Deg.	Lane	Prob.	Ov.
To Exit:	N	E	S			veh/h	Satn	Util.	SL	Lane
							v/c	%	%	No.
Lane 1	74	397	-	471	0.8	791	0.595	100	NA	NA
Lane 2	-	-	1	1	0.0	29	0.035	100	0.0	1
Approach	74	397	1	472	0.8		0.595			
Total %HV Deg.Satn (v/c)										
All Vehicles	802	1.9		0.595						

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

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Collector Rd (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Trunk Esplanade (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: CA3 North Connection (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Trunk Esplanade (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

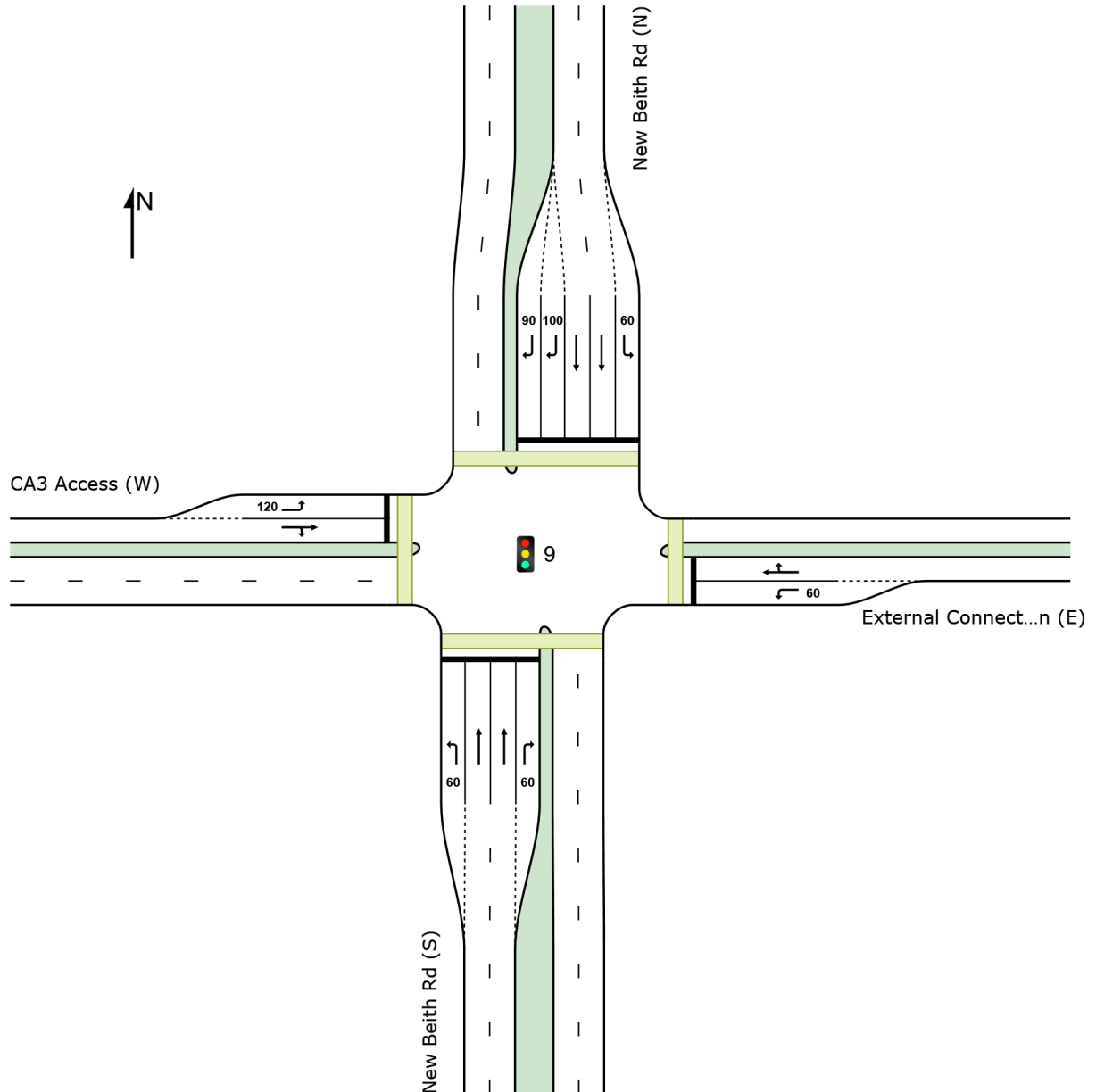
 **Site: 9 [9_2066 AM (Site Folder: 2066 AM)]**

New Beith Road / CA3 Central Access

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 9 [9_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / CA3 Central Access

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 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: New Beith Rd (S)															
1	L2	All MCs	73	1.4	73	1.4	0.075	34.5	LOS C	1.9	13.4	0.52	0.71	0.52	53.4
2	T1	All MCs	1732	1.9	1732	1.9	* 0.876	45.7	LOS D	45.9	326.7	0.95	0.94	1.04	57.8
3	R2	All MCs	26	0.0	26	0.0	0.062	57.4	LOS E	1.1	7.6	0.81	0.71	0.81	43.1
Approach			1831	1.9	1831	1.9	0.876	45.4	LOS D	45.9	326.7	0.93	0.93	1.01	51.0
East: External Connection (E)															
4	L2	All MCs	53	0.0	53	0.0	0.098	36.0	LOS D	2.1	14.4	0.76	0.72	0.76	45.1
5	T1	All MCs	7	0.0	7	0.0	* 0.538	56.2	LOS E	4.0	28.1	1.00	0.77	1.00	30.1
6	R2	All MCs	66	0.0	66	0.0	0.538	61.8	LOS E	4.0	28.1	1.00	0.77	1.00	38.2
Approach			126	0.0	126	0.0	0.538	50.7	LOS D	4.0	28.1	0.90	0.75	0.90	40.2
North: New Beith Rd (N)															
7	L2	All MCs	18	11.1	18	11.1	0.027	35.3	LOS D	0.3	2.6	0.64	0.68	0.64	55.5
8	T1	All MCs	1216	4.9	1216	4.9	0.871	54.2	LOS D	34.2	249.6	1.00	0.98	1.13	52.6
9	R2	All MCs	130	5.4	130	5.4	* 0.666	70.7	LOS E	3.8	27.5	1.00	0.81	1.14	36.8
Approach			1364	5.1	1364	5.1	0.871	55.5	LOS E	34.2	249.6	0.99	0.96	1.13	46.9
West: CA3 Access (W)															
10	L2	All MCs	346	1.4	346	1.4	0.739	47.9	LOS D	17.7	125.2	0.98	0.87	1.02	42.0
11	T1	All MCs	3	0.0	3	0.0	* 0.432	47.4	LOS D	5.8	41.1	0.96	0.78	0.96	32.3
12	R2	All MCs	113	0.9	113	0.9	0.432	53.0	LOS D	5.8	41.1	0.96	0.78	0.96	39.1
Approach			462	1.3	462	1.3	0.739	49.1	LOS D	17.7	125.2	0.97	0.85	1.00	41.2
All Vehicles			3783	2.9	3783	2.9	0.876	49.7	LOS D	45.9	326.7	0.96	0.92	1.05	47.9

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
South: New Beith Rd (S)												
P1	Full	5	5	48.2	LOS E	0.0	0.0	0.94	0.94	202.1	200.0	0.99
East: External Connection (E)												
P2	Full	30	30	48.3	LOS E	0.1	0.1	0.94	0.94	202.1	200.0	0.99

North: New Beith Rd (N)												
P3	Full	20	20	48.3	LOS E	0.1	0.1	0.94	0.94	202.1	200.0	0.99
West: CA3 Access (W)												
P4	Full	50	50	48.3	LOS E	0.1	0.1	0.94	0.94	202.2	200.0	0.99
All	Pedestrians	105	105	48.3	LOS E	0.1	0.1	0.94	0.94	202.1	200.0	0.99

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.

LANE SUMMARY

 Site: 9 [9_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / CA3 Central Access

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV] %	[Total veh/h	HV] %						[Veh	Dist] m				
South: New Beith Rd (S)															
Lane 1	73	1.4	73	1.4	970	0.075	100	34.5	LOS C	1.9	13.4	Short	60	0.0	NA
Lane 2	850	1.9	850	1.9	971 ¹	0.876	100	45.6	LOS D	44.6	317.2	Full	850	0.0	0.0
Lane 3	882	1.9	882	1.9	1006 ¹	0.876	100	45.7	LOS D	45.9	326.7	Full	850	0.0	0.0
Lane 4	26	0.0	26	0.0	422	0.062	100	57.4	LOS E	1.1	7.6	Short	60	0.0	NA
Approach	1831	1.9	1831	1.9		0.876		45.4	LOS D	45.9	326.7				
East: External Connection (E)															
Lane 1	53	0.0	53	0.0	540	0.098	100	36.0	LOS D	2.1	14.4	Short	60	0.0	NA
Lane 2	73	0.0	73	0.0	136	0.538	100	61.3	LOS E	4.0	28.1	Full	500	0.0	0.0
Approach	126	0.0	126	0.0		0.538		50.7	LOS D	4.0	28.1				
North: New Beith Rd (N)															
Lane 1	18	11.1	18	11.1	673	0.027	100	35.3	LOS D	0.3	2.6	Short	60	0.0	NA
Lane 2	609	4.9	609	4.9	700 ¹	0.871	100	59.3	LOS E	34.2	249.6	Full	950	0.0	0.0
Lane 3	607	4.9	607	4.9	697 ¹	0.871	100	49.0	LOS D	34.1	248.7	Full	950	0.0	0.0
Lane 4	65	5.4	65	5.4	98	0.666	100	73.8	LOS E	3.8	27.5	Short	100	0.0	NA
Lane 5	65	5.4	65	5.4	98	0.666	100	67.5	LOS E	3.8	27.5	Short	90	0.0	NA
Approach	1364	5.1	1364	5.1		0.871		55.5	LOS E	34.2	249.6				
West: CA3 Access (W)															
Lane 1	346	1.4	346	1.4	468	0.739	100	47.9	LOS D	17.7	125.2	Short	120	0.0	NA
Lane 2	116	0.9	116	0.9	269	0.432	100	52.9	LOS D	5.8	41.1	Full	500	0.0	0.0
Approach	462	1.3	462	1.3		0.739		49.1	LOS D	17.7	125.2				
All Vehicles	3783	2.9	3783	2.9		0.876		49.7	LOS D	45.9	326.7				

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

Lane LOS values are based on average delay per lane.

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

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.

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Approach Lane Flows (veh/h)											
South: New Beith Rd (S)											
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	73	-	-	73	1.4	970	0.075	100	0.0	2	
Lane 2	-	850	-	850	1.9	971 ¹	0.876	100	NA	NA	
Lane 3	-	882	-	882	1.9	1006 ¹	0.876	100	NA	NA	

Lane 4	-	-	26	26	0.0	422	0.062	100	0.0	3
Approach	73	1732	26	1831	1.9	0.876				
East: External Connection (E)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From E						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	S	W	N			veh/h	v/c	%	%	No.
Lane 1	53	-	-	53	0.0	540	0.098	100	0.0	2
Lane 2	-	7	66	73	0.0	136	0.538	100	NA	NA
Approach	53	7	66	126	0.0	0.538				
North: New Beith Rd (N)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	No.
Lane 1	18	-	-	18	11.1	673	0.027	100	0.0	2
Lane 2	-	609	-	609	4.9	700 ¹	0.871	100	NA	NA
Lane 3	-	607	-	607	4.9	697 ¹	0.871	100	NA	NA
Lane 4	-	-	65	65	5.4	98	0.666	100	0.0	3
Lane 5	-	-	65	65	5.4	98	0.666	100	0.0	4
Approach	18	1216	130	1364	5.1	0.871				
West: CA3 Access (W)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	No.
Lane 1	346	-	-	346	1.4	468	0.739	100	8.8	2
Lane 2	-	3	113	116	0.9	269	0.432	100	NA	NA
Approach	346	3	113	462	1.3	0.739				
Total %HV Deg.Satn (v/c)										
All Vehicles	3783	2.9		0.876						

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

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Opposing Flow Rate % veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: New Beith Rd (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0
East: External Connection (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: New Beith Rd (N)				

Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0
Lane 5	0.0	0.0	0.0	0.0
West: CA3 Access (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

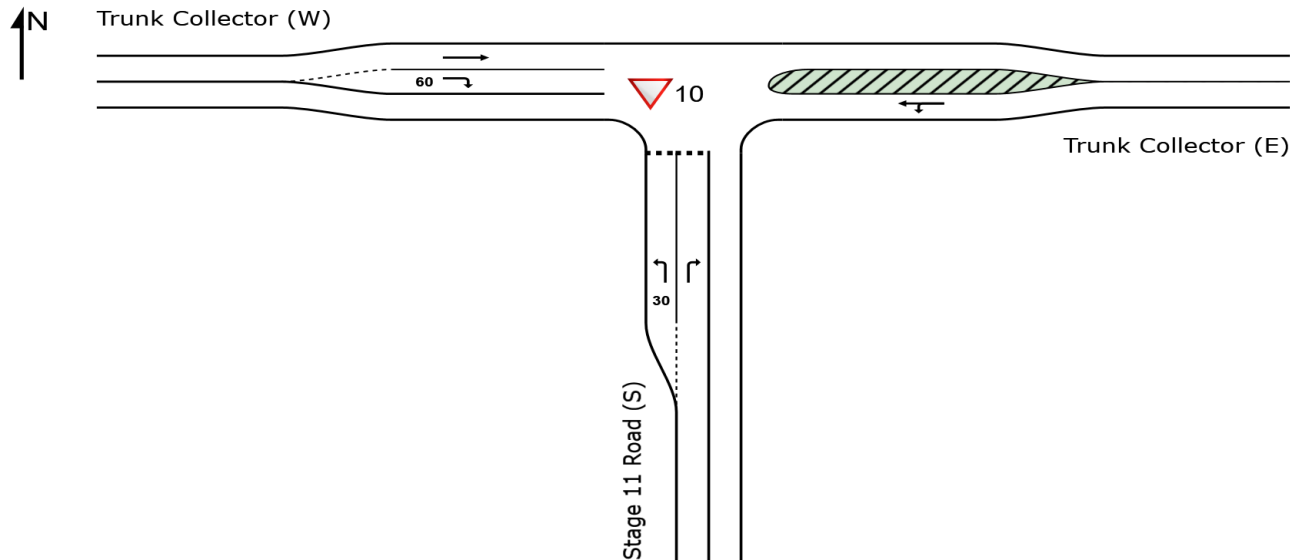
▽ Site: 10 [10_2066 AM (Site Folder: 2066 AM)]

Trunk Collector / Stage 11

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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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\S\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

▼ Site: 10 [10_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Trunk Collector / Stage 11

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
South: Stage 11 Road (S)															
1	L2	All MCs	10	0.0	10	0.0	0.007	6.0	LOS A	0.0	0.2	0.24	0.53	0.24	52.1
3	R2	All MCs	30	0.0	30	0.0	0.055	10.3	LOS B	0.2	1.4	0.57	0.77	0.57	49.4
Approach			40	0.0	40	0.0	0.055	9.2	LOS A	0.2	1.4	0.49	0.71	0.49	50.0
East: Trunk Collector (E)															
4	L2	All MCs	35	2.9	35	2.9	0.101	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	56.5
5	T1	All MCs	161	0.6	161	0.6	0.101	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	59.0
Approach			196	1.0	196	1.0	0.101	1.0	NA	0.0	0.0	0.00	0.11	0.00	58.5
West: Trunk Collector (W)															
11	T1	All MCs	432	0.7	432	0.7	0.220	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	15	0.0	15	0.0	0.010	6.1	LOS A	0.0	0.3	0.29	0.54	0.29	52.0
Approach			447	0.7	447	0.7	0.220	0.3	NA	0.0	0.3	0.01	0.02	0.01	59.6
All Vehicles			683	0.7	683	0.7	0.220	1.0	NA	0.2	1.4	0.04	0.08	0.04	58.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

LANE SUMMARY

Site: 10 [10_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Trunk Collector / Stage 11

Site Category: (None)

Give-Way (Two-Way)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV] %	[Total veh/h	HV] %						[Veh	Dist] m				
South: Stage 11 Road (S)															
Lane 1	10	0.0	10	0.0	1425	0.007	100	6.0	LOS A	0.0	0.2	Short	30	0.0	NA
Lane 2	30	0.0	30	0.0	541	0.055	100	10.3	LOS B	0.2	1.4	Full	500	0.0	0.0
Approach	40	0.0	40	0.0		0.055		9.2	LOS A	0.2	1.4				
East: Trunk Collector (E)															
Lane 1	196	1.0	196	1.0	1939	0.101	100	1.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	196	1.0	196	1.0		0.101		1.0	NA	0.0	0.0				
West: Trunk Collector (W)															
Lane 1	432	0.7	432	0.7	1961	0.220	100	0.1	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	15	0.0	15	0.0	1508	0.010	100	6.1	LOS A	0.0	0.3	Short	60	0.0	NA
Approach	447	0.7	447	0.7		0.220		0.3	NA	0.0	0.3				
All Vehicles	683	0.7	683	0.7		0.220		1.0	NA	0.2	1.4				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)										
South: Stage 11 Road (S)										
Mov.	L2	R2	Total	%HV						
From S										
To Exit:	W	E			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	10	-	10	0.0	1425	0.007	100	0.0	2	
Lane 2	-	30	30	0.0	541	0.055	100	NA	NA	
Approach	10	30	40	0.0		0.055				
East: Trunk Collector (E)										
Mov.	L2	T1	Total	%HV						
From E										
To Exit:	S	W			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	35	161	196	1.0	1939	0.101	100	NA	NA	
Approach	35	161	196	1.0		0.101				
West: Trunk Collector (W)										
Mov.	T1	R2	Total	%HV						
From W					Cap.	Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane	

To Exit:	E	S			veh/h	v/c	%	%	No.
Lane 1	432	-	432	0.7	1961	0.220	100	NA	NA
Lane 2	-	15	15	0.0	1508	0.010	100	0.0	1
Approach	432	15	447	0.7		0.220			
Total %HV Deg.Satn (v/c)									
All Vehicles	683	0.7		0.220					

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

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Stage 11 Road (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Trunk Collector (E)				
Lane 1	0.0	0.0	0.0	0.0
West: Trunk Collector (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

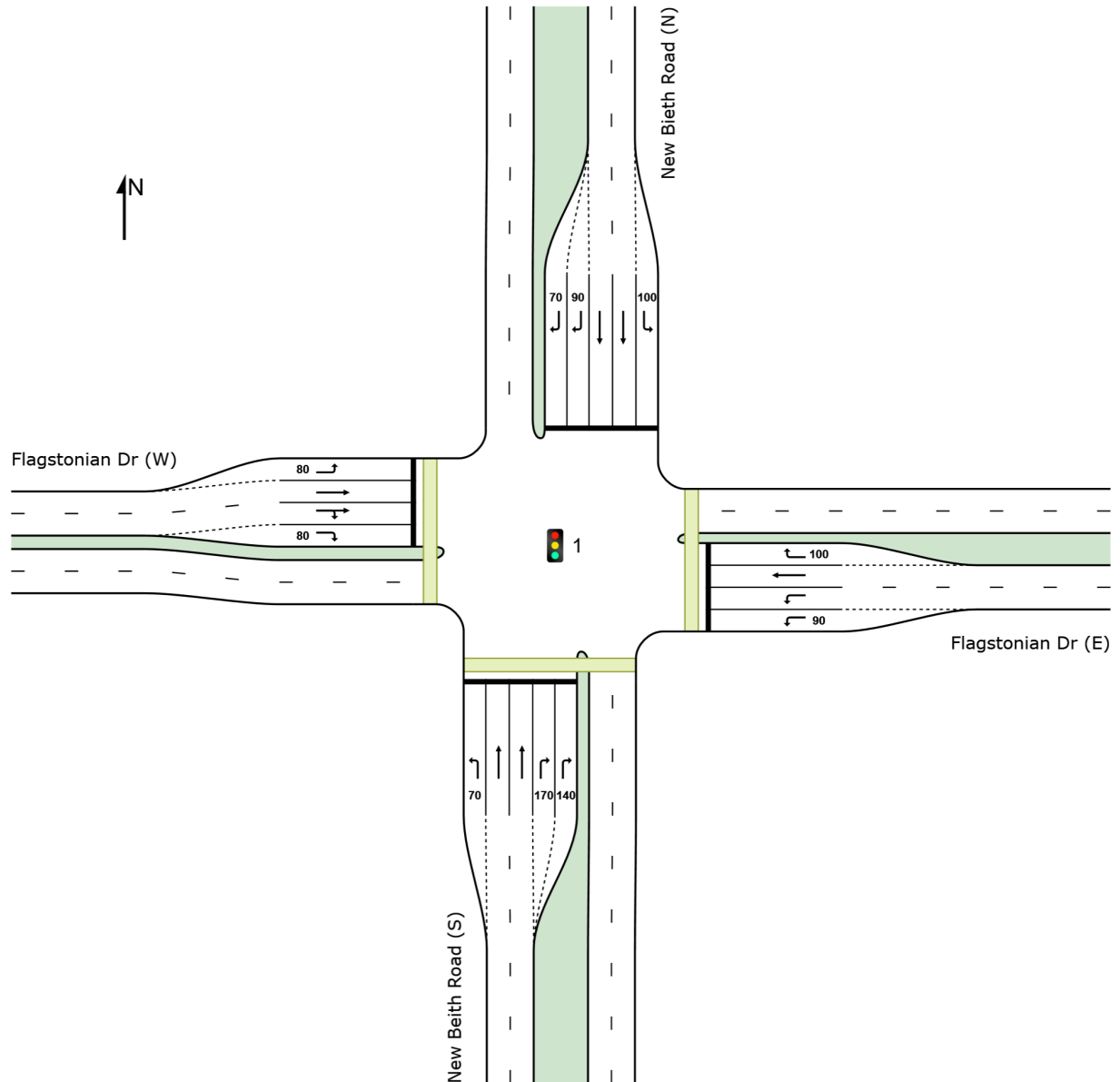
 **Site: 1 [1_2066 PM (Site Folder: 2066 PM)]**

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

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



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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 1 [1_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 160 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]					[Veh. veh	Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
South: New Beith Road (S)															
1	L2	All MCs	149	0.0	149	0.0	0.233	42.0	LOS D	5.2	36.7	0.75	0.76	0.75	38.8
2	T1	All MCs	729	3.2	729	3.2	0.725	63.1	LOS E	27.1	194.5	0.97	0.84	0.97	41.5
3	R2	All MCs	176	1.7	176	1.7	0.548	84.3	LOS F	6.8	48.3	1.00	0.78	1.00	25.7
Approach			1054	2.5	1054	2.5	0.725	63.7	LOS E	27.1	194.5	0.94	0.82	0.94	36.6
East: Flagstonian Dr (E)															
4	L2	All MCs	874	1.6	874	1.6	* 1.090	194.7	LOS F	52.8	374.4	1.00	1.21	1.71	15.2
5	T1	All MCs	354	0.8	354	0.8	0.531	44.8	LOS D	21.9	154.3	0.86	0.75	0.86	22.5
6	R2	All MCs	348	1.4	348	1.4	0.551	51.9	LOS D	21.7	154.0	0.87	0.83	0.87	35.8
Approach			1576	1.4	1576	1.4	1.090	129.5	LOS F	52.8	374.4	0.94	1.02	1.33	17.9
North: New Bieth Road (N)															
7	L2	All MCs	182	3.8	182	3.8	0.153	37.3	LOS D	3.1	22.6	0.41	0.70	0.41	54.6
8	T1	All MCs	1288	1.5	1288	1.5	* 1.076	162.7	LOS F	72.6	514.4	1.00	1.41	1.57	26.4
9	R2	All MCs	324	0.9	324	0.9	0.540	86.8	LOS F	11.7	82.7	0.97	0.81	0.97	27.5
Approach			1794	1.6	1794	1.6	1.076	136.3	LOS F	72.6	514.4	0.93	1.23	1.34	24.4
West: Flagstonian Dr (W)															
10	L2	All MCs	156	2.6	156	2.6	0.318	55.5	LOS E	9.7	69.1	0.85	0.79	0.85	31.1
11	T1	All MCs	246	1.6	246	1.6	* 1.078	171.4	LOS F	16.3	116.0	1.00	1.22	1.79	8.1
12	R2	All MCs	176	0.0	176	0.0	1.078	177.4	LOS F	16.2	114.4	1.00	1.21	1.79	14.3
Approach			578	1.4	578	1.4	1.078	142.0	LOS F	16.3	116.0	0.96	1.10	1.54	14.4
All Vehicles			5002	1.7	5002	1.7	1.090	119.5	LOS F	72.6	514.4	0.94	1.06	1.28	23.2

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.

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
South: New Beith Road (S)												
P1	Full	50	50	73.3	LOS F	0.2	0.2	0.96	0.96	88.7	20.0	0.23
East: Flagstonian Dr (E)												
P2	Full	50	50	73.3	LOS F	0.2	0.2	0.96	0.96	88.7	20.0	0.23

West: Flagstonian Dr (W)												
P4	Full	50	50	74.3	LOS F	0.2	0.2	0.96	0.96	228.1	200.0	0.88
All		150	150	73.6	LOS F	0.2	0.2	0.96	0.96	135.2	80.0	0.59
Pedestrians												

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.

LANE SUMMARY

 Site: 1 [1_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 160 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] m		m	%	%
South: New Beith Road (S)															
Lane 1	149	0.0	149	0.0	638	0.233	100	42.0	LOS D	5.2	36.7	Short	70	0.0	NA
Lane 2	344	3.2	344	3.2	474 ¹	0.725	100	70.8	LOS E	24.2	173.7	Full	720	0.0	0.0
Lane 3	385	3.2	385	3.2	531	0.725	100	56.2	LOS E	27.1	194.5	Full	720	0.0	0.0
Lane 4	88	1.7	88	1.7	161	0.548	100	84.3	LOS F	6.8	48.3	Short	170	0.0	NA
Lane 5	88	1.7	88	1.7	161	0.548	100	84.3	LOS F	6.8	48.3	Short	140	0.0	NA
Approach	1054	2.5	1054	2.5		0.725		63.7	LOS E	27.1	194.5				
East: Flagstonian Dr (E)															
Lane 1	437	1.6	437	1.6	401 ¹	1.090	100	194.7	LOS F	52.8	374.4	Short	90	0.0	NA
Lane 2	437	1.6	437	1.6	401 ¹	1.090	100	194.7	LOS F	52.8	374.4	Full	240	0.0	45.8 ⁸
Lane 3	354	0.8	354	0.8	667	0.531	100	44.8	LOS D	21.9	154.3	Full	240	0.0	0.0
Lane 4	348	1.4	348	1.4	632	0.551	100	51.9	LOS D	21.7	154.0	Short	100	0.0	NA
Approach	1576	1.4	1576	1.4		1.090		129.5	LOS F	52.8	374.4				
North: New Bieth Road (N)															
Lane 1	182	3.8	182	3.8	1186	0.153	100	37.3	LOS D	3.1	22.6	Short	100	0.0	NA
Lane 2	643	1.5	643	1.5	597 ¹	1.076	100	160.9	LOS F	72.3	512.3	Full	850	0.0	0.0
Lane 3	645	1.5	645	1.5	600 ¹	1.076	100	164.5	LOS F	72.6	514.4	Full	850	0.0	0.0
Lane 4	162	0.9	162	0.9	300	0.540	100	101.3	LOS F	11.7	82.7	Short	90	0.0	NA
Lane 5	162	0.9	162	0.9	300	0.540	100	72.4	LOS E	11.7	82.7	Short	70	0.0	NA
Approach	1794	1.6	1794	1.6		1.076		136.3	LOS F	72.6	514.4				
West: Flagstonian Dr (W)															
Lane 1	156	2.6	156	2.6	490	0.318	100	55.5	LOS E	9.7	69.1	Short	80	0.0	NA
Lane 2	143	1.6	143	1.6	133	1.078	100	171.4	LOS F	16.3	116.0	Full	180	0.0	0.0
Lane 3	141	1.2	141	1.2	131	1.078	100	173.0	LOS F	16.2	114.4	Full	180	0.0	0.0
Lane 4	138	0.0	138	0.0	128	1.078	100	177.5	LOS F	15.8	110.4	Short	80	0.0	NA
Approach	578	1.4	578	1.4		1.078		142.0	LOS F	16.3	116.0				
All Vehicles	5002	1.7	5002	1.7		1.090		119.5	LOS F	72.6	514.4				

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

Lane LOS values are based on average delay per lane.

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

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.

¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

⁸ Probability of Blockage has been set on the basis of a queue that overflows from a short lane.

Approach Lane Flows (veh/h)

South: New Beith Road (S)

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	149	-	-	149	0.0	638	0.233	100	0.0	2
Lane 2	-	344	-	344	3.2	474 ¹	0.725	100	NA	NA
Lane 3	-	385	-	385	3.2	531	0.725	100	NA	NA
Lane 4	-	-	88	88	1.7	161	0.548	100	0.0	3
Lane 5	-	-	88	88	1.7	161	0.548	100	0.0	4
Approach	149	729	176	1054	2.5		0.725			
East: Flagstonian Dr (E)										
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	437	-	-	437	1.6	401 ¹	1.090	100	100.0	2
Lane 2	437	-	-	437	1.6	401 ¹	1.090	100	NA	NA
Lane 3	-	354	-	354	0.8	667	0.531	100	NA	NA
Lane 4	-	-	348	348	1.4	632	0.551	100	44.6	3
Approach	874	354	348	1576	1.4		1.090			
North: New Bieth Road (N)										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	182	-	-	182	3.8	1186	0.153	100	0.0	2
Lane 2	-	643	-	643	1.5	597 ¹	1.076	100	NA	NA
Lane 3	-	645	-	645	1.5	600 ¹	1.076	100	NA	NA
Lane 4	-	-	162	162	0.9	300	0.540	100	0.0	3
Lane 5	-	-	162	162	0.9	300	0.540	100	20.1	4
Approach	182	1288	324	1794	1.6		1.076			
West: Flagstonian Dr (W)										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	156	-	-	156	2.6	490	0.318	100	0.0	2
Lane 2	-	143	-	143	1.6	133	1.078	100	NA	NA
Lane 3	-	103	38	141	1.2	131	1.078	100	NA	NA
Lane 4	-	-	138	138	0.0	128	1.078	100	34.3	3
Approach	156	246	176	578	1.4		1.078			
Total %HV Deg.Satn (v/c)										
All Vehicles	5002	1.7		1.090						

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

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Merge Analysis											
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis				
	Initial Queued Demand	Residual Queued Demand	Time for Residual Demand to Clear	Duration of Oversatn

	veh	veh	sec	sec
South: New Beith Road (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0
Lane 5	0.0	0.0	0.0	0.0
East: Flagstonian Dr (E)				
Lane 1	0.0	18.1	162.1	NA
Lane 2	0.0	18.1	162.1	NA
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0
North: New Bieth Road (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	22.7	136.7	NA
Lane 3	0.0	22.8	136.7	NA
Lane 4	0.0	0.0	0.0	0.0
Lane 5	0.0	0.0	0.0	0.0
West: Flagstonian Dr (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	5.1	139.7	NA
Lane 3	0.0	5.1	139.7	NA
Lane 4	0.0	5.0	139.7	NA

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

SITE LAYOUT

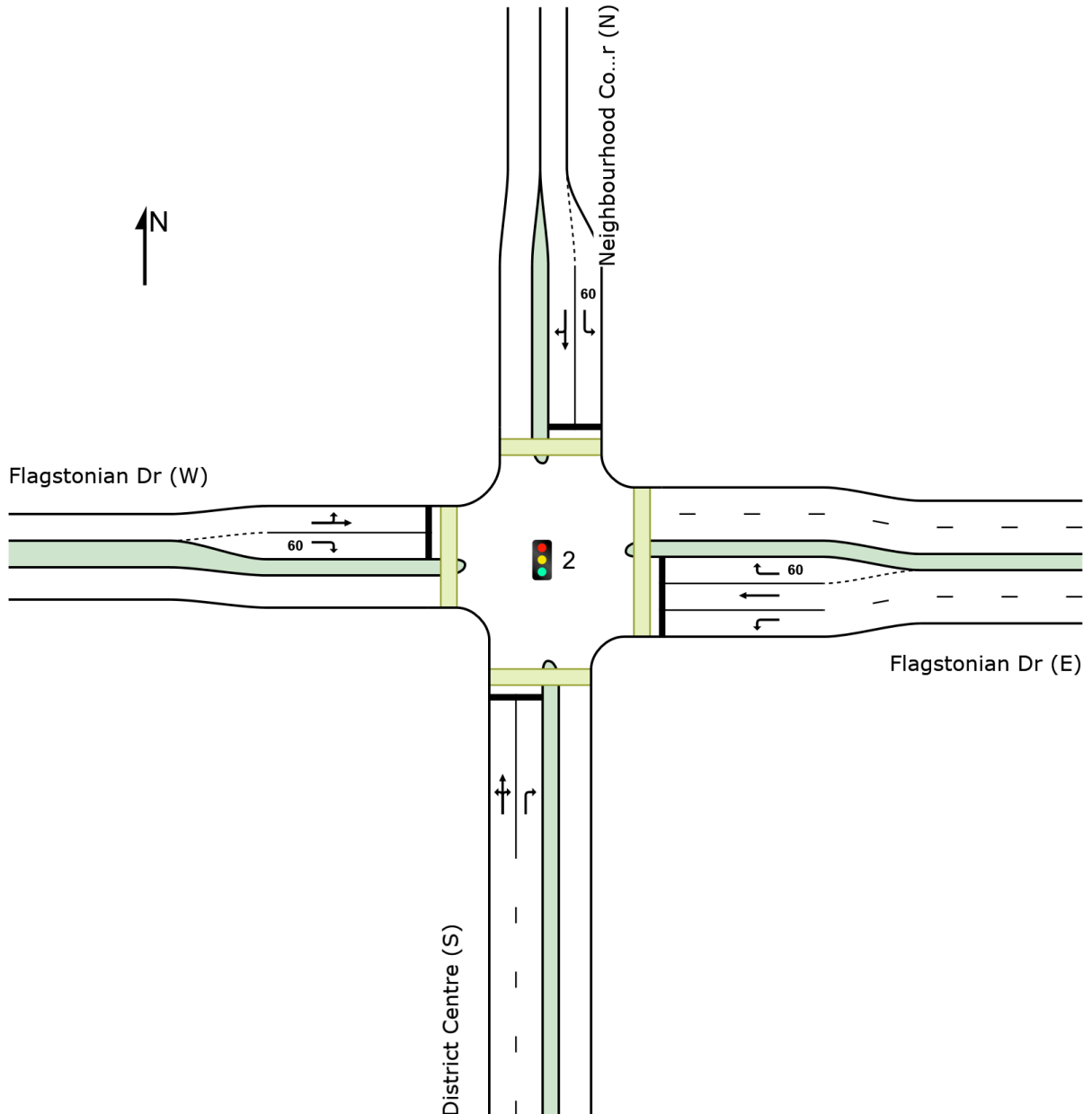
 **Site: 2 [2_2066 PM (Site Folder: 2066 PM)]**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 2 [2_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 75 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	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: District Centre (S)															
1	L2	All MCs	43	0.0	43	0.0	0.589	42.2	LOS D	5.3	37.8	0.98	0.81	1.01	16.8
2	T1	All MCs	31	3.4	31	3.4	* 0.589	32.3	LOS C	5.3	37.8	0.98	0.81	1.01	26.6
3	R2	All MCs	260	2.0	260	2.0	0.589	35.4	LOS D	6.6	46.9	0.97	0.81	0.98	18.0
Approach			334	1.9	334	1.9	0.589	36.0	LOS D	6.6	46.9	0.97	0.81	0.99	18.9
East: Flagstonian Dr (E)															
4	L2	All MCs	134	0.8	134	0.8	0.209	15.2	LOS B	1.8	12.9	0.74	0.74	0.74	28.8
5	T1	All MCs	593	0.9	593	0.9	* 0.829	32.4	LOS C	22.3	157.2	0.97	0.96	1.11	26.0
6	R2	All MCs	138	0.0	138	0.0	0.619	46.4	LOS D	5.1	36.0	1.00	0.82	1.06	27.5
Approach			864	0.7	864	0.7	0.829	32.0	LOS C	22.3	157.2	0.94	0.90	1.05	24.9
North: Neighbourhood Connector (N)															
7	L2	All MCs	79	1.3	79	1.3	0.111	20.4	LOS C	1.9	13.1	0.67	0.70	0.67	35.2
8	T1	All MCs	11	0.0	11	0.0	* 0.050	28.7	LOS C	0.5	3.8	0.85	0.65	0.85	29.2
9	R2	All MCs	7	0.0	7	0.0	0.050	31.9	LOS C	0.5	3.8	0.85	0.65	0.85	30.8
Approach			97	1.1	97	1.1	0.111	22.2	LOS C	1.9	13.1	0.70	0.69	0.70	34.1
West: Flagstonian Dr (W)															
10	L2	All MCs	3	33.3	3	33.3	0.574	33.7	LOS C	8.8	62.4	0.93	0.78	0.93	31.6
11	T1	All MCs	263	0.8	263	0.8	0.574	27.8	LOS C	8.8	62.4	0.93	0.78	0.93	26.1
12	R2	All MCs	14	0.0	14	0.0	* 0.276	50.0	LOS D	0.6	4.0	1.00	0.67	1.00	14.2
Approach			280	1.1	280	1.1	0.574	28.9	LOS C	8.8	62.4	0.94	0.78	0.94	25.3
All Vehicles			1575	1.1	1575	1.1	0.829	31.7	LOS C	22.3	157.2	0.93	0.85	0.99	24.3

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
South: District Centre (S)												
P1	Full	50	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
East: Flagstonian Dr (E)												
P2	Full	50	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08

North: Neighbourhood Connector (N)												
P3	Full	50	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
West: Flagstonian Dr (W)												
P4	Full	50	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
All		200	200	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
Pedestrians												

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.

LANE SUMMARY

 Site: 2 [2_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 75 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] m		m	%	%
South: District Centre (S)															
Lane 1	147	1.7	147	1.7	249	0.589	100	36.8	LOS D	5.3	37.8	Full	100	0.0	0.0
Lane 2	187	2.0	187	2.0	317	0.589	100	35.4	LOS D	6.6	46.9	Full	100	0.0	0.0
Approach	334	1.9	334	1.9		0.589		36.0	LOS D	6.6	46.9				
East: Flagstonian Dr (E)															
Lane 1	134	0.8	134	0.8	640	0.209	100	15.2	LOS B	1.8	12.9	Full	180	0.0	0.0
Lane 2	593	0.9	593	0.9	714 ¹	0.829	100	32.4	LOS C	22.3	157.2	Full	180	0.0	0.0
Lane 3	138	0.0	138	0.0	223	0.619	100	46.4	LOS D	5.1	36.0	Short	60	0.0	NA
Approach	864	0.7	864	0.7		0.829		32.0	LOS C	22.3	157.2				
North: Neighbourhood Connector (N)															
Lane 1	79	1.3	79	1.3	711	0.111	100	20.4	LOS C	1.9	13.1	Short	60	0.0	NA
Lane 2	18	0.0	18	0.0	357	0.050	100	30.0	LOS C	0.5	3.8	Full	500	0.0	0.0
Approach	97	1.1	97	1.1		0.111		22.2	LOS C	1.9	13.1				
West: Flagstonian Dr (W)															
Lane 1	266	1.2	266	1.2	464	0.574	100	27.8	LOS C	8.8	62.4	Full	160	0.0	0.0
Lane 2	14	0.0	14	0.0	50	0.276	100	50.0	LOS D	0.6	4.0	Short	60	0.0	NA
Approach	280	1.1	280	1.1		0.574		28.9	LOS C	8.8	62.4				
All Vehicles	1575	1.1	1575	1.1		0.829		31.7	LOS C	22.3	157.2				

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

Lane LOS values are based on average delay per lane.

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

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.

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes.
Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Approach Lane Flows (veh/h)											
South: District Centre (S)											
Mov.	L2	T1	R2	Total	%HV						
From S						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	W	N	E			veh/h	satn	Util.	SL Ov.	Lane	No.
							v/c	%	%		
Lane 1	43	31	73	147	1.7	249	0.589	100	NA	NA	
Lane 2	-	-	187	187	2.0	317	0.589	100	NA	NA	
Approach	43	31	260	334	1.9		0.589				
East: Flagstonian Dr (E)											
Mov.	L2	T1	R2	Total	%HV						
From E						Cap.	Deg.	Lane	Prob.	Ov.	
To Exit:	S	W	N			veh/h	satn	Util.	SL Ov.	Lane	No.
							v/c	%	%		

Lane 1	134	-	-	134	0.8	640	0.209	100	NA	NA
Lane 2	-	593	-	593	0.9	714 ¹	0.829	100	NA	NA
Lane 3	-	-	138	138	0.0	223	0.619	100	0.0	2
Approach	134	593	138	864	0.7		0.829			
North: Neighbourhood Connector (N)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	No.
Lane 1	79	-	-	79	1.3	711	0.111	100	0.0	2
Lane 2	-	11	7	18	0.0	357	0.050	100	NA	NA
Approach	79	11	7	97	1.1		0.111			
West: Flagstonian Dr (W)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	No.
Lane 1	3	263	-	266	1.2	464	0.574	100	NA	NA
Lane 2	-	-	14	14	0.0	50	0.276	100	0.0	1
Approach	3	263	14	280	1.1		0.574			
Total %HV Deg.Satn (v/c)										
All Vehicles	1575	1.1		0.829						

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

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: District Centre (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Flagstonian Dr (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
North: Neighbourhood Connector (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Flagstonian Dr (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

SITE LAYOUT

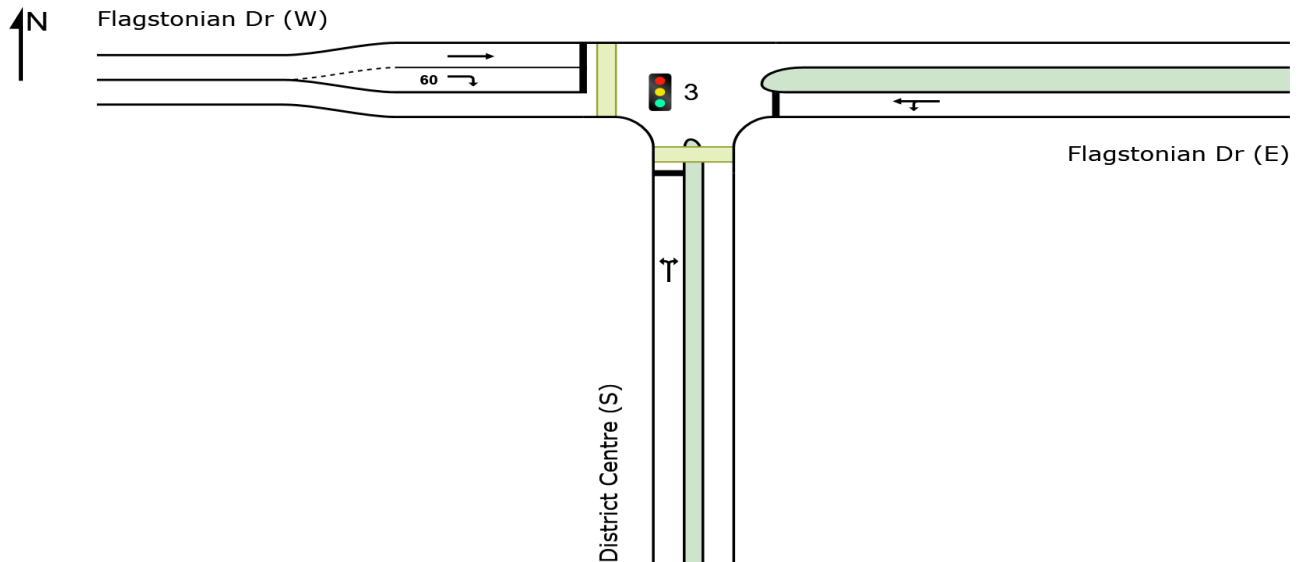
 **Site: 3 [3_2066 PM (Site Folder: 2066 PM)]**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 3 [3_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 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]	%				[Veh.]	[Dist]				
			veh/h		veh/h		v/c	sec		veh	m				km/h
South: District Centre (S)															
1	L2	All MCs	33	0.0	33	0.0	0.434	23.5	LOS C	1.9	13.1	0.96	0.76	0.96	31.0
3	R2	All MCs	60	1.8	60	1.8	0.434	22.4	LOS C	1.9	13.1	0.96	0.76	0.96	21.7
Approach			93	1.1	93	1.1	0.434	22.8	LOS C	1.9	13.1	0.96	0.76	0.96	25.6
East: Flagstonian Dr (E)															
4	L2	All MCs	52	0.0	52	0.0	* 0.733	17.6	LOS B	11.4	80.2	0.86	0.83	0.96	30.7
5	T1	All MCs	592	0.9	592	0.9	0.733	11.0	LOS B	11.4	80.2	0.86	0.83	0.96	44.9
Approach			643	0.8	643	0.8	0.733	11.5	LOS B	11.4	80.2	0.86	0.83	0.96	44.1
West: Flagstonian Dr (W)															
11	T1	All MCs	220	1.0	220	1.0	0.197	4.4	LOS A	2.1	14.7	0.51	0.42	0.51	53.1
12	R2	All MCs	7	0.0	7	0.0	* 0.159	30.7	LOS C	0.2	1.2	1.00	0.64	1.00	28.1
Approach			227	0.9	227	0.9	0.197	5.3	LOS A	2.1	14.7	0.52	0.43	0.52	51.8
All Vehicles			963	0.9	963	0.9	0.733	11.1	LOS B	11.4	80.2	0.79	0.73	0.86	43.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
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					
South: District Centre (S)												
P1	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
West: Flagstonian Dr (W)												
P4	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
All Pedestrians		100	100	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19

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.

LANE SUMMARY

 Site: 3 [3_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist m]				
South: District Centre (S)															
Lane 1	93	1.1	93	1.1	213	0.434	100	22.8	LOS C	1.9	13.1	Full	100	0.0	0.0
Approach	93	1.1	93	1.1		0.434		22.8	LOS C	1.9	13.1				
East: Flagstonian Dr (E)															
Lane 1	643	0.8	643	0.8	877	0.733	100	11.5	LOS B	11.4	80.2	Full	160	0.0	0.0
Approach	643	0.8	643	0.8		0.733		11.5	LOS B	11.4	80.2				
West: Flagstonian Dr (W)															
Lane 1	220	1.0	220	1.0	1114	0.197	100	4.4	LOS A	2.1	14.7	Full	400	0.0	0.0
Lane 2	7	0.0	7	0.0	46	0.159	100	30.7	LOS C	0.2	1.2	Short	60	0.0	NA
Approach	227	0.9	227	0.9		0.197		5.3	LOS A	2.1	14.7				
All Vehicles	963	0.9	963	0.9		0.733		11.1	LOS B	11.4	80.2				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)										
South: District Centre (S)										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	
From S					Cap.	v/c	%	%	Lane	
To Exit:	W	E			veh/h				No.	
Lane 1	33	60	93	1.1	213	0.434	100	NA	NA	
Approach	33	60	93	1.1		0.434				
East: Flagstonian Dr (E)										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	
From E					Cap.	v/c	%	%	Lane	
To Exit:	S	W			veh/h				No.	
Lane 1	52	592	643	0.8	877	0.733	100	NA	NA	
Approach	52	592	643	0.8		0.733				
West: Flagstonian Dr (W)										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	
From W					Cap.	v/c	%	%	Lane	
To Exit:	E	S			veh/h				No.	
Lane 1	220	-	220	1.0	1114	0.197	100	NA	NA	
Lane 2	-	7	7	0.0	46	0.159	100	0.0	1	
Approach	220	7	227	0.9		0.197				

	Total	%HV	Deg.Satn (v/c)
All Vehicles	963	0.9	0.733

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

Merge Analysis										
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.										

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: District Centre (S)				
Lane 1	0.0	0.0	0.0	0.0
East: Flagstonian Dr (E)				
Lane 1	0.0	0.0	0.0	0.0
West: Flagstonian Dr (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

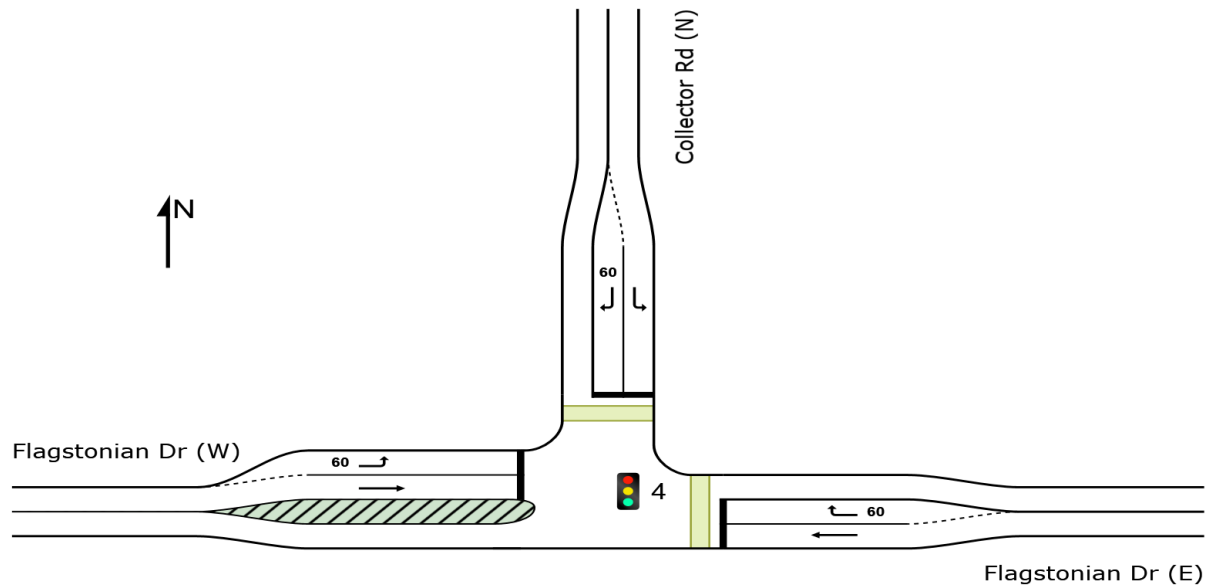
 Site: 4 [4_2066 PM (Site Folder: 2066 PM)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\IP2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 4 [4_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 25 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]	%				[Veh.]	[Dist]				
			veh/h		veh/h		v/c	sec		veh	m				km/h
East: Flagstonian Dr (E)															
5	T1	All MCs	528	0.0	528	0.0	0.452	3.1	LOS A	3.7	25.8	0.59	0.51	0.59	56.8
6	R2	All MCs	76	0.0	76	0.0	* 0.255	16.6	LOS B	0.9	6.3	0.91	0.74	0.91	41.4
Approach			604	0.0	604	0.0	0.452	4.8	LOS A	3.7	25.8	0.63	0.54	0.63	54.3
North: Collector Rd (N)															
7	L2	All MCs	36	0.0	36	0.0	0.120	15.2	LOS B	0.4	2.9	0.89	0.70	0.89	41.7
9	R2	All MCs	23	0.0	23	0.0	* 0.078	15.1	LOS B	0.3	1.8	0.88	0.68	0.88	43.1
Approach			59	0.0	59	0.0	0.120	15.2	LOS B	0.4	2.9	0.88	0.69	0.88	42.3
West: Flagstonian Dr (W)															
10	L2	All MCs	25	0.0	25	0.0	0.031	10.0	LOS A	0.2	1.3	0.59	0.66	0.59	46.4
11	T1	All MCs	153	1.4	153	1.4	* 0.219	6.3	LOS A	1.4	9.7	0.73	0.58	0.73	53.8
Approach			178	1.2	178	1.2	0.219	6.9	LOS A	1.4	9.7	0.71	0.59	0.71	52.5
All Vehicles			841	0.3	841	0.3	0.452	5.9	LOS A	3.7	25.8	0.66	0.56	0.66	52.8

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.
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]	[Dist]					
		ped/h	ped/h	sec		ped	m			sec	m	m/sec
East: Flagstonian Dr (E)												
P2	Full	50	50	7.2	LOS A	0.0	0.0	0.76	0.76	161.1	200.0	1.24
North: Collector Rd (N)												
P3	Full	50	50	7.2	LOS A	0.0	0.0	0.76	0.76	161.1	200.0	1.24
All Pedestrians		100	100	7.2	LOS A	0.0	0.0	0.76	0.76	161.1	200.0	1.24

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.

LANE SUMMARY

 Site: 4 [4_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 25 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] m		m	%	%
East: Flagstonian Dr (E)															
Lane 1	528	0.0	528	0.0	1170	0.452	100	3.1	LOS A	3.7	25.8	Full	400	0.0	0.0
Lane 2	76	0.0	76	0.0	297	0.255	100	16.6	LOS B	0.9	6.3	Short	60	0.0	NA
Approach	604	0.0	604	0.0		0.452		4.8	LOS A	3.7	25.8				
North: Collector Rd (N)															
Lane 1	36	0.0	36	0.0	297	0.120	100	15.2	LOS B	0.4	2.9	Full	500	0.0	0.0
Lane 2	23	0.0	23	0.0	297	0.078	100	15.1	LOS B	0.3	1.8	Short	60	0.0	NA
Approach	59	0.0	59	0.0		0.120		15.2	LOS B	0.4	2.9				
West: Flagstonian Dr (W)															
Lane 1	25	0.0	25	0.0	817	0.031	100	10.0	LOS A	0.2	1.3	Short	60	0.0	NA
Lane 2	153	1.4	153	1.4	696	0.219	100	6.3	LOS A	1.4	9.7	Full	500	0.0	0.0
Approach	178	1.2	178	1.2		0.219		6.9	LOS A	1.4	9.7				
All Vehicles	841	0.3	841	0.3		0.452		5.9	LOS A	3.7	25.8				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)										
East: Flagstonian Dr (E)										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E To Exit:	W	N			Cap. veh/h	v/c	%	%		
Lane 1	528	-	528	0.0	1170	0.452	100	NA	NA	
Lane 2	-	76	76	0.0	297	0.255	100	0.0	1	
Approach	528	76	604	0.0		0.452				
North: Collector Rd (N)										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From N To Exit:	E	W			Cap. veh/h	v/c	%	%		
Lane 1	36	-	36	0.0	297	0.120	100	NA	NA	
Lane 2	-	23	23	0.0	297	0.078	100	0.0	1	
Approach	36	23	59	0.0		0.120				
West: Flagstonian Dr (W)										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From W To Exit:	N	E			Cap. veh/h	v/c	%	%		

Lane 1	25	-	25	0.0	817	0.031	100	0.0	2
Lane 2	-	153	153	1.4	696	0.219	100	NA	NA
Approach	25	153	178	1.2	0.219				
Total %HV Deg.Satn (v/c)									
All Vehicles	841	0.3	0.452						

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

Merge Analysis											
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
East: Flagstonian Dr (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Collector Rd (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Flagstonian Dr (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

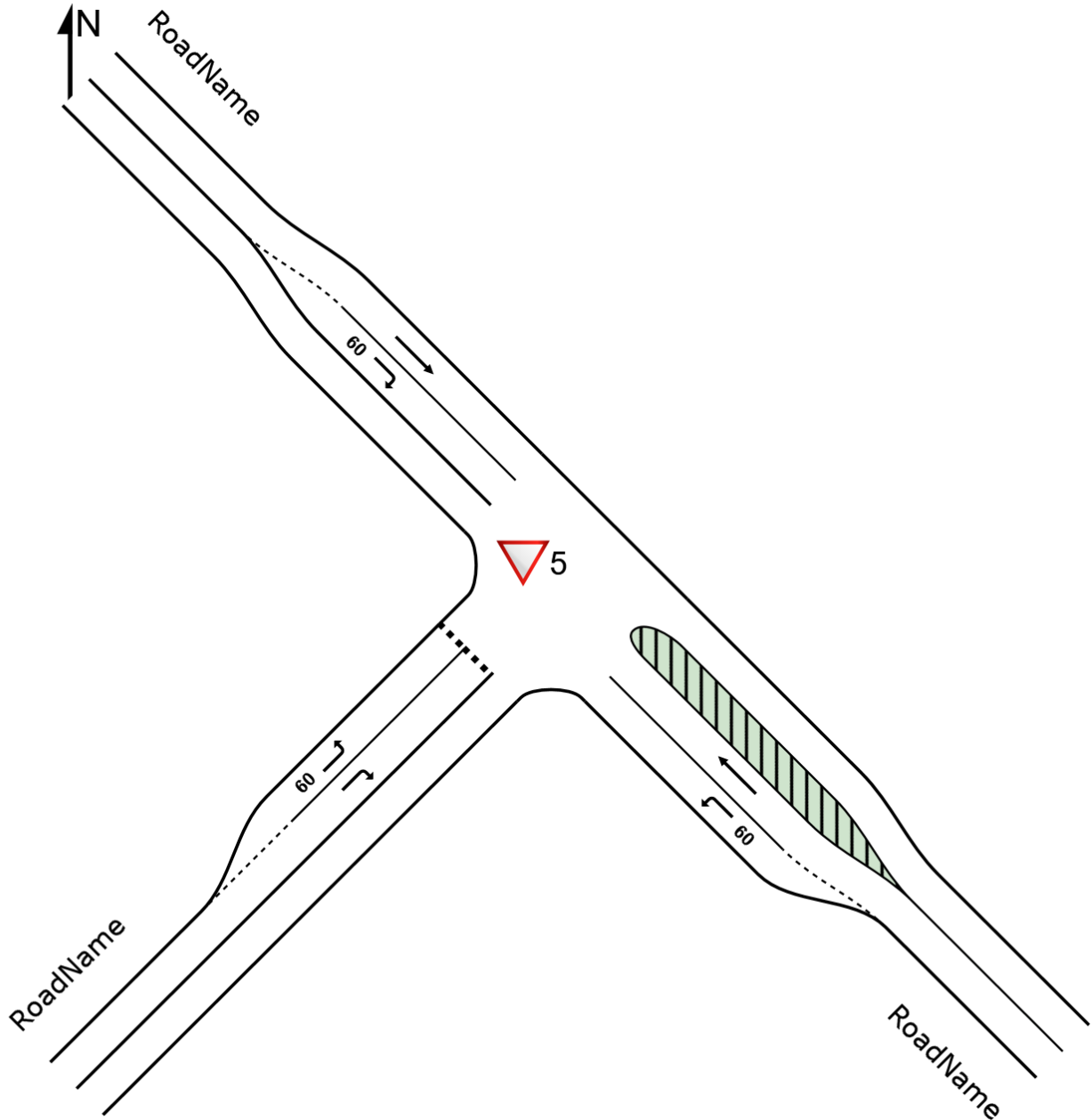
▼ Site: 5 [5_2066 PM (Site Folder: 2066 PM)]

CA3 Collector / Ulladulla N Connection

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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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\IP2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

▼ Site: 5 [5_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CA3 Collector / Ulladulla N Connection

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
SouthEast: RoadName															
4	L2	All MCs	406	0.7	406	0.7	0.220	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	96	2.1	96	2.1	0.049	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			502	1.0	502	1.0	0.220	4.5	NA	0.0	0.0	0.00	0.47	0.00	54.0
NorthWest: RoadName															
11	T1	All MCs	52	1.9	52	1.9	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	98	0.0	98	0.0	0.117	8.1	LOS A	0.5	3.2	0.51	0.73	0.51	50.9
Approach			150	0.7	150	0.7	0.117	5.3	NA	0.5	3.2	0.33	0.48	0.33	53.7
SouthWest: RoadName															
1	L2	All MCs	83	0.0	83	0.0	0.068	5.9	LOS A	0.2	1.7	0.19	0.55	0.19	52.3
3	R2	All MCs	103	1.9	103	1.9	0.172	9.6	LOS A	0.7	4.8	0.54	0.75	0.54	50.0
Approach			186	1.1	186	1.1	0.172	8.0	LOS A	0.7	4.8	0.39	0.66	0.39	51.0
All Vehicles			838	1.0	838	1.0	0.220	5.4	NA	0.7	4.8	0.15	0.51	0.15	53.3

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: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

▼ Site: 5 [5 2066 PM (Site Folder: 2066 PM)]

CA3 Collector / Ulladulla N Connection

Site Category: (None)

Give-Way (Two-Way)

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab). Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)									
SouthEast: RoadName									
Mov.	L2	T1	Total	%HV		Deg.	Lane	Prob.	Ov.
From SE					Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	SW	NW			veh/h	v/c	%	%	No.
Lane 1	406	-	406	0.7	1847	0.220	100	0.0	2
Lane 2	-	96	96	2.1	1944	0.049	100	NA	NA
Approach	406	96	502	1.0		0.220			
NorthWest: RoadName									
Mov.	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From NW					Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	SE	SW			veh/h	v/c	%	%	No.
Lane 1	52	-	52	1.9	1946	0.027	100	NA	NA
Lane 2	-	98	98	0.0	840	0.117	100	0.0	1
Approach	52	98	150	0.7		0.117			
SouthWest: RoadName									

Mov. From SW To Exit:	L2 NW	R2 SE	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	83	-	83	0.0	1221	0.068	100	0.0	2
Lane 2	-	103	103	1.9	599	0.172	100	NA	NA
Approach	83	103	186	1.1		0.172			
Total %HV Deg.Satn (v/c)									
All Vehicles	838	1.0		0.220					

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

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
SouthEast: RoadName				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
NorthWest: RoadName				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
SouthWest: RoadName				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

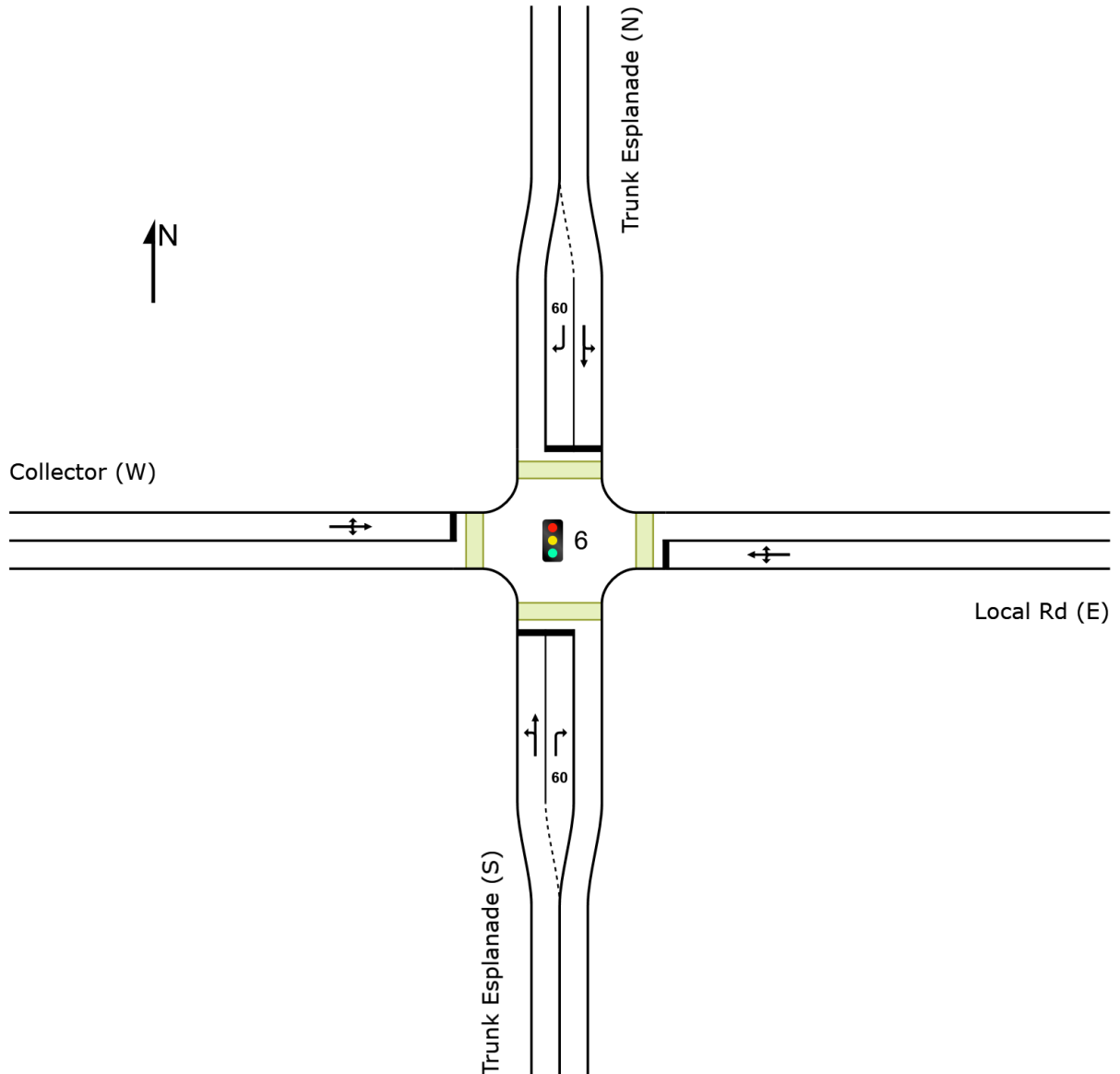
 Site: 6 [6_2066 PM (Site Folder: 2066 PM)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 6 [6_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 45 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]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Trunk Esplanade (S)															
1	L2	All MCs	66	0.0	66	0.0	* 0.447	32.3	LOS C	3.7	28.1	0.89	0.75	0.89	41.8
2	T1	All MCs	119	17.7	119	17.7	0.447	10.7	LOS B	3.7	28.1	0.89	0.75	0.89	45.9
3	R2	All MCs	2	0.0	2	0.0	0.026	30.1	LOS C	0.0	0.3	0.97	0.60	0.97	36.8
Approach			187	11.2	187	11.2	0.447	18.6	LOS B	3.7	28.1	0.89	0.75	0.89	44.2
East: Local Rd (E)															
4	L2	All MCs	2	0.0	2	0.0	* 0.080	26.7	LOS C	0.3	1.9	0.94	0.65	0.94	39.3
5	T1	All MCs	9	0.0	9	0.0	0.080	22.1	LOS C	0.3	1.9	0.94	0.65	0.94	37.9
6	R2	All MCs	1	0.0	1	0.0	0.080	26.7	LOS C	0.3	1.9	0.94	0.65	0.94	39.2
Approach			13	0.0	13	0.0	0.080	23.2	LOS C	0.3	1.9	0.94	0.65	0.94	38.3
North: Trunk Esplanade (N)															
7	L2	All MCs	20	0.0	20	0.0	0.199	17.8	LOS B	2.3	16.1	0.64	0.55	0.64	46.9
8	T1	All MCs	147	0.7	147	0.7	0.199	7.8	LOS A	2.3	16.1	0.64	0.55	0.64	52.2
9	R2	All MCs	13	0.0	13	0.0	* 0.153	31.1	LOS C	0.3	2.2	0.99	0.67	0.99	36.4
Approach			180	0.6	180	0.6	0.199	10.6	LOS B	2.3	16.1	0.67	0.56	0.67	50.1
West: Collector (W)															
10	L2	All MCs	13	0.0	13	0.0	* 0.230	32.6	LOS C	0.6	4.7	0.98	0.70	0.98	37.2
11	T1	All MCs	2	0.0	2	0.0	0.230	20.9	LOS C	0.6	4.7	0.98	0.70	0.98	36.0
12	R2	All MCs	13	8.3	13	8.3	0.230	25.6	LOS C	0.6	4.7	0.98	0.70	0.98	37.0
Approach			27	3.8	27	3.8	0.230	28.5	LOS C	0.6	4.7	0.98	0.70	0.98	37.0
All Vehicles			407	5.7	407	5.7	0.447	15.8	LOS B	3.7	28.1	0.80	0.66	0.80	45.8

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.

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]	[Dist]			sec	m	m/sec
						ped	m					
South: Trunk Esplanade (S)												
P1	Full	20	20	16.9	LOS B	0.0	0.0	0.87	0.87	170.8	200.0	1.17
East: Local Rd (E)												
P2	Full	20	20	16.9	LOS B	0.0	0.0	0.87	0.87	170.8	200.0	1.17

North: Trunk Esplanade (N)												
P3	Full	20	20	16.9	LOS B	0.0	0.0	0.87	0.87	170.8	200.0	1.17
West: Collector (W)												
P4	Full	50	50	16.9	LOS B	0.1	0.1	0.87	0.87	170.8	200.0	1.17
All	Pedestrians	110	110	16.9	LOS B	0.1	0.1	0.87	0.87	170.8	200.0	1.17

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.

LANE SUMMARY

 Site: 6 [6_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 45 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist m]				
South: Trunk Esplanade (S)															
Lane 1	185	11.4	185	11.4	414	0.447	100	18.4	LOS B	3.7	28.1	Full	500	0.0	0.0
Lane 2	2	0.0	2	0.0	83	0.026	100	30.1	LOS C	0.0	0.3	Short	60	0.0	NA
Approach	187	11.2	187	11.2		0.447		18.6	LOS B	3.7	28.1				
East: Local Rd (E)															
Lane 1	13	0.0	13	0.0	157	0.080	100	23.2	LOS C	0.3	1.9	Full	500	0.0	0.0
Approach	13	0.0	13	0.0		0.080		23.2	LOS C	0.3	1.9				
North: Trunk Esplanade (N)															
Lane 1	167	0.6	167	0.6	842	0.199	100	9.0	LOS A	2.3	16.1	Full	500	0.0	0.0
Lane 2	13	0.0	13	0.0	83	0.153	100	31.1	LOS C	0.3	2.2	Short	60	0.0	NA
Approach	180	0.6	180	0.6		0.199		10.6	LOS B	2.3	16.1				
West: Collector (W)															
Lane 1	27	3.8	27	3.8	119	0.230	100	28.5	LOS C	0.6	4.7	Full	500	0.0	0.0
Approach	27	3.8	27	3.8		0.230		28.5	LOS C	0.6	4.7				
All Vehicles	407	5.7	407	5.7		0.447		15.8	LOS B	3.7	28.1				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)											
South: Trunk Esplanade (S)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From S To Exit:	W	N	E			Cap. veh/h	v/c	%	%		
Lane 1	66	119	-	185	11.4	414	0.447	100	NA	NA	
Lane 2	-	-	2	2	0.0	83	0.026	100	0.0	1	
Approach	66	119	2	187	11.2		0.447				
East: Local Rd (E)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From E To Exit:	S	W	N			Cap. veh/h	v/c	%	%		
Lane 1	2	9	1	13	0.0	157	0.080	100	NA	NA	
Approach	2	9	1	13	0.0		0.080				
North: Trunk Esplanade (N)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.

From N To Exit:	E	S	W			Cap. veh/h	Satn v/c	Util. %	SL Ov. %	Lane No.
Lane 1	20	147	-	167	0.6	842	0.199	100	NA	NA
Lane 2	-	-	13	13	0.0	83	0.153	100	0.0	1
Approach	20	147	13	180	0.6		0.199			
West: Collector (W)										
Mov.	L2	T1	R2	Total	%HV		Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
From W To Exit:	N	E	S			Cap. veh/h				
Lane 1	13	2	13	27	3.8	119	0.230	100	NA	NA
Approach	13	2	13	27	3.8		0.230			
Total %HV Deg.Satn (v/c)										
All Vehicles	407	5.7			0.447					

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

Merge Analysis											
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h		Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Trunk Esplanade (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Local Rd (E)				
Lane 1	0.0	0.0	0.0	0.0
North: Trunk Esplanade (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Collector (W)				
Lane 1	0.0	0.0	0.0	0.0

SITE LAYOUT

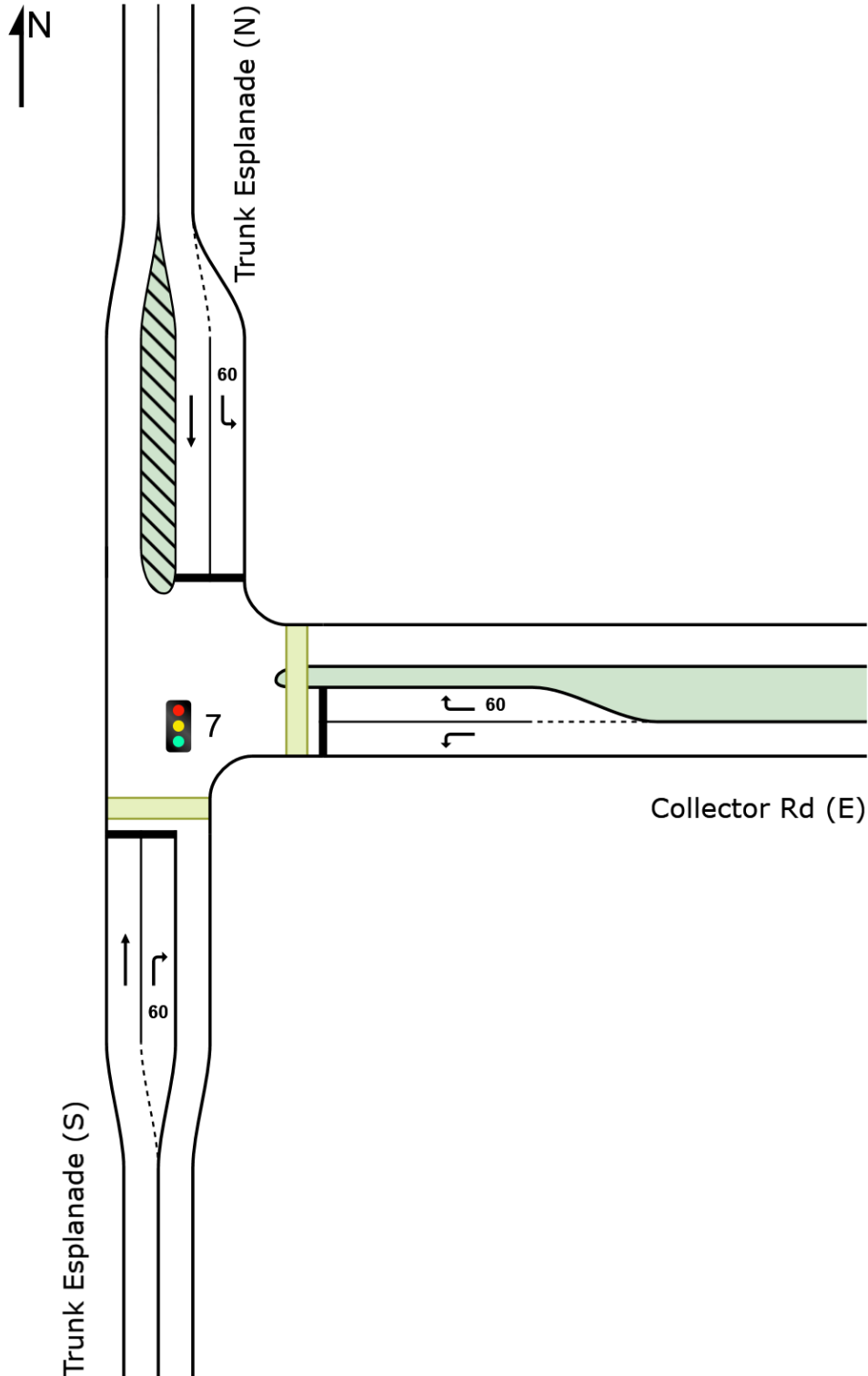
 Site: 7 [7_2066 PM (Site Folder: 2066 PM)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 7 [7_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 20 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV] veh/h %		Arrival Flows [Total HV] veh/h %		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh Dist] veh m		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Trunk Esplanade (S)															
2	T1	All MCs	67	1.6	67	1.6	0.054	1.4	LOS A	0.2	1.7	0.38	0.29	0.38	58.3
3	R2	All MCs	65	3.2	65	3.2	0.090	9.8	LOS A	0.4	3.0	0.65	0.69	0.65	46.5
Approach			133	2.4	133	2.4	0.090	5.6	LOS A	0.4	3.0	0.51	0.49	0.51	51.8
East: Collector Rd (E)															
4	L2	All MCs	151	0.0	151	0.0	* 0.232	9.9	LOS A	1.1	7.9	0.74	0.73	0.74	45.9
6	R2	All MCs	27	0.0	27	0.0	0.098	13.4	LOS B	0.3	1.8	0.89	0.68	0.89	44.0
Approach			178	0.0	178	0.0	0.232	10.5	LOS B	1.1	7.9	0.76	0.72	0.76	45.6
North: Trunk Esplanade (N)															
7	L2	All MCs	8	0.0	8	0.0	0.030	14.2	LOS B	0.1	0.5	0.88	0.65	0.88	44.1
8	T1	All MCs	27	3.8	27	3.8	* 0.072	7.7	LOS A	0.2	1.7	0.84	0.59	0.84	53.3
Approach			36	2.9	36	2.9	0.072	9.2	LOS A	0.2	1.7	0.85	0.61	0.85	50.8
All Vehicles			346	1.2	346	1.2	0.232	8.4	LOS A	1.1	7.9	0.68	0.62	0.68	48.3

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					
South: Trunk Esplanade (S)												
P1	Full	50	50	4.9	LOS A	0.0	0.0	0.70	0.70	158.8	200.0	1.26
East: Collector Rd (E)												
P2	Full	50	50	4.9	LOS A	0.0	0.0	0.70	0.70	158.8	200.0	1.26
All Pedestrians		100	100	4.9	LOS A	0.0	0.0	0.70	0.70	158.8	200.0	1.26

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: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

LANE SUMMARY

 Site: 7 [7_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 20 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]	veh/h	v/c	%	sec		[Veh]	[Dist] m		m	%	%
South: Trunk Esplanade (S)															
Lane 1	67	1.6	67	1.6	1255	0.054	100	1.4	LOS A	0.2	1.7	Full	500	0.0	0.0
Lane 2	65	3.2	65	3.2	726	0.090	100	9.8	LOS A	0.4	3.0	Short	60	0.0	NA
Approach	133	2.4	133	2.4		0.090		5.6	LOS A	0.4	3.0				
East: Collector Rd (E)															
Lane 1	151	0.0	151	0.0	650	0.232	100	9.9	LOS A	1.1	7.9	Full	500	0.0	0.0
Lane 2	27	0.0	27	0.0	279	0.098	100	13.4	LOS B	0.3	1.8	Short	60	0.0	NA
Approach	178	0.0	178	0.0		0.232		10.5	LOS B	1.1	7.9				
North: Trunk Esplanade (N)															
Lane 1	8	0.0	8	0.0	279	0.030	100	14.2	LOS B	0.1	0.5	Short	60	0.0	NA
Lane 2	27	3.8	27	3.8	380	0.072	100	7.7	LOS A	0.2	1.7	Full	500	0.0	0.0
Approach	36	2.9	36	2.9		0.072		9.2	LOS A	0.2	1.7				
All Vehicles	346	1.2	346	1.2		0.232		8.4	LOS A	1.1	7.9				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)										
South: Trunk Esplanade (S)										
Mov.	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From S To Exit:	N	E			Cap. veh/h	v/c	%	%		
Lane 1	67	-	67	1.6	1255	0.054	100	NA	NA	
Lane 2	-	65	65	3.2	726	0.090	100	0.0	1	
Approach	67	65	133	2.4		0.090				
East: Collector Rd (E)										
Mov.	L2	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From E To Exit:	S	N			Cap. veh/h	v/c	%	%		
Lane 1	151	-	151	0.0	650	0.232	100	NA	NA	
Lane 2	-	27	27	0.0	279	0.098	100	0.0	1	
Approach	151	27	178	0.0		0.232				
North: Trunk Esplanade (N)										
Mov.	L2	T1	Total	%HV		Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane No.	
From N To Exit:	E	S			Cap. veh/h	v/c	%	%		

Lane 1	8	-	8	0.0	279	0.030	100	0.0	2
Lane 2	-	27	27	3.8	380	0.072	100	NA	NA
Approach	8	27	36	2.9	0.072				
Total %HV Deg.Satn (v/c)									
All Vehicles	346	1.2	0.232						

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

Merge Analysis											
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane % veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.											

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Trunk Esplanade (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Collector Rd (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Trunk Esplanade (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

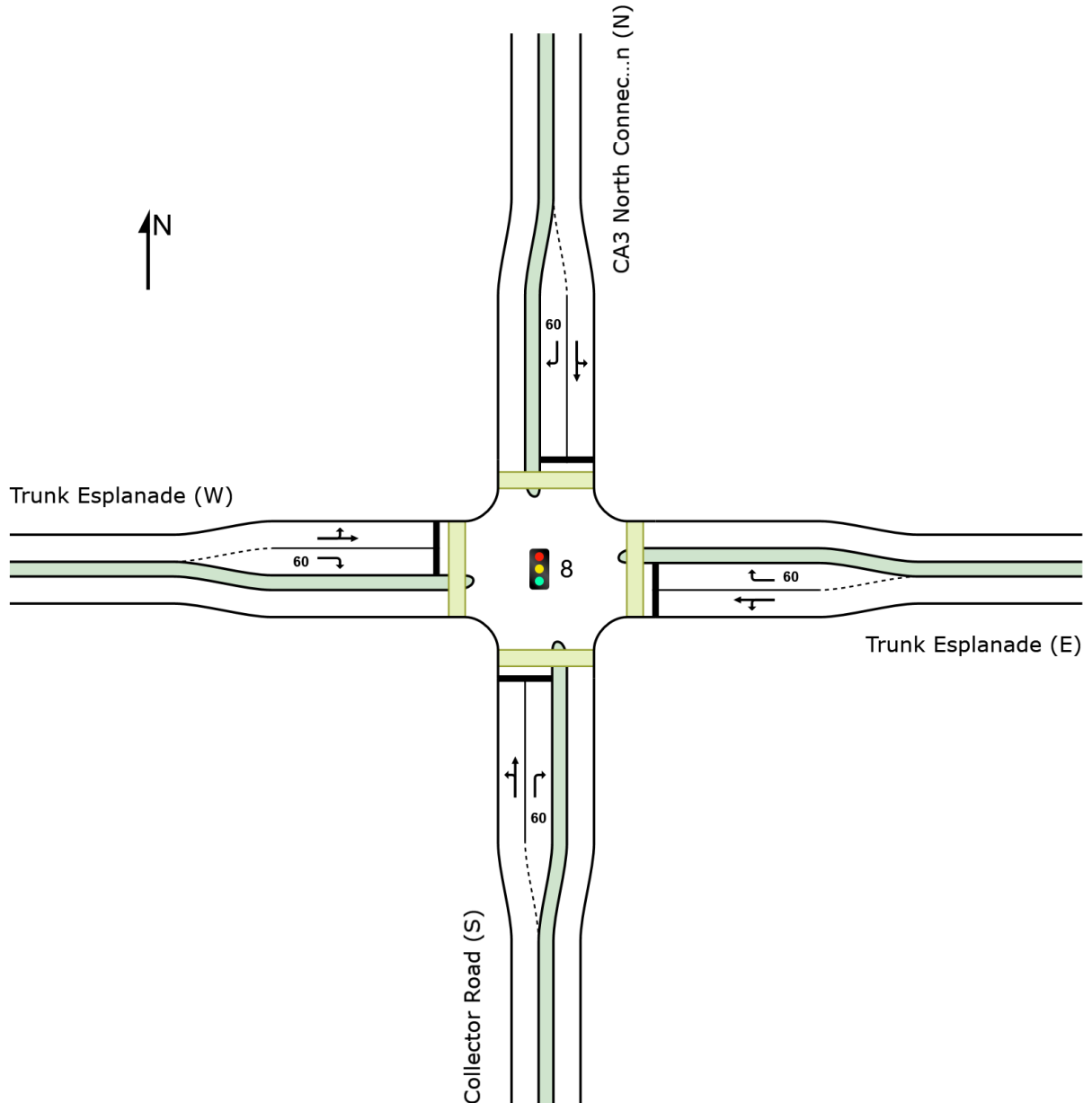
 Site: 8 [8_2066 PM (Site Folder: 2066 PM)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

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
South: Collector Road (S)												
P1	Full	20	20	23.4	LOS C	0.0	0.0	0.88	0.88	177.3	200.0	1.13
East: Trunk Esplanade (E)												

P2 Full	20	20	23.4	LOS C	0.0	0.0	0.88	0.88	177.3	200.0	1.13
North: CA3 North Connection (N)											
P3 Full	20	20	23.4	LOS C	0.0	0.0	0.88	0.88	177.3	200.0	1.13
West: Trunk Esplanade (W)											
P4 Full	20	20	23.4	LOS C	0.0	0.0	0.88	0.88	177.3	200.0	1.13
All Pedestrians	80	80	23.4	LOS C	0.0	0.0	0.88	0.88	177.3	200.0	1.13

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.

LANE SUMMARY

 Site: 8 [8_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

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

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %	[Total veh/h	HV %	veh/h	v/c	%	sec		[Veh	Dist] m		m	%	%
South: Collector Road (S)															
Lane 1	25	0.0	25	0.0	276	0.091	100	24.9	LOS C	0.7	4.6	Full	500	0.0	0.0
Lane 2	78	3.8	78	3.8	181	0.432	100	35.3	LOS D	2.3	16.9	Short	60	0.0	NA
Approach	103	2.9	103	2.9		0.432		32.7	LOS C	2.3	16.9				
East: Trunk Esplanade (E)															
Lane 1	422	1.4	422	1.4	671	0.629	100	20.3	LOS C	10.4	73.9	Full	500	0.0	0.0
Lane 2	19	5.3	19	5.3	60	0.318	100	41.2	LOS D	0.6	4.6	Short	60	0.0	NA
Approach	441	1.6	441	1.6		0.629		21.2	LOS C	10.4	73.9				
North: CA3 North Connection (N)															
Lane 1	23	0.0	23	0.0	145	0.159	100	32.7	LOS C	0.7	4.7	Full	500	0.0	0.0
Lane 2	30	0.0	30	0.0	186	0.162	100	34.0	LOS C	0.9	6.0	Short	60	0.0	NA
Approach	53	0.0	53	0.0		0.162		33.4	LOS C	0.9	6.0				
West: Trunk Esplanade (W)															
Lane 1	128	3.1	128	3.1	645	0.198	100	15.4	LOS B	2.7	19.1	Full	500	0.0	0.0
Lane 2	1	0.0	1	0.0	62	0.016	100	38.8	LOS D	0.0	0.2	Short	60	0.0	NA
Approach	129	3.1	129	3.1		0.198		15.6	LOS B	2.7	19.1				
All Vehicles	726	1.9	726	1.9		0.629		22.8	LOS C	10.4	73.9				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)											
South: Collector Road (S)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From S To Exit:	W	N	E			Cap. veh/h	v/c	%	%		
Lane 1	1	24	-	25	0.0	276	0.091	100	NA	NA	
Lane 2	-	-	78	78	3.8	181	0.432	100	0.0	1	
Approach	1	24	78	103	2.9		0.432				
East: Trunk Esplanade (E)											
Mov.	L2	T1	R2	Total	%HV		Deg. Satn	Lane Util.	Prob. SL	Ov.	Ov. Lane No.
From E To Exit:	S	W	N			Cap. veh/h	v/c	%	%		
Lane 1	234	188	-	422	1.4	671	0.629	100	NA	NA	

Lane 2	-	-	19	19	5.3	60	0.318	100	0.0	1
Approach	234	188	19	441	1.6		0.629			
North: CA3 North Connection (N)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N						Cap.	Satn	Util.	SL	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	No.
Lane 1	12	11	-	23	0.0	145	0.159	100	NA	NA
Lane 2	-	-	30	30	0.0	186	0.162	100	0.0	1
Approach	12	11	30	53	0.0		0.162			
West: Trunk Esplanade (W)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W						Cap.	Satn	Util.	SL	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	No.
Lane 1	12	116	-	128	3.1	645	0.198	100	NA	NA
Lane 2	-	-	1	1	0.0	62	0.016	100	0.0	1
Approach	12	116	1	129	3.1		0.198			
Total %HV Deg.Satn (v/c)										
All Vehicles	726	1.9		0.629						

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

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Collector Road (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Trunk Esplanade (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: CA3 North Connection (N)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Trunk Esplanade (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

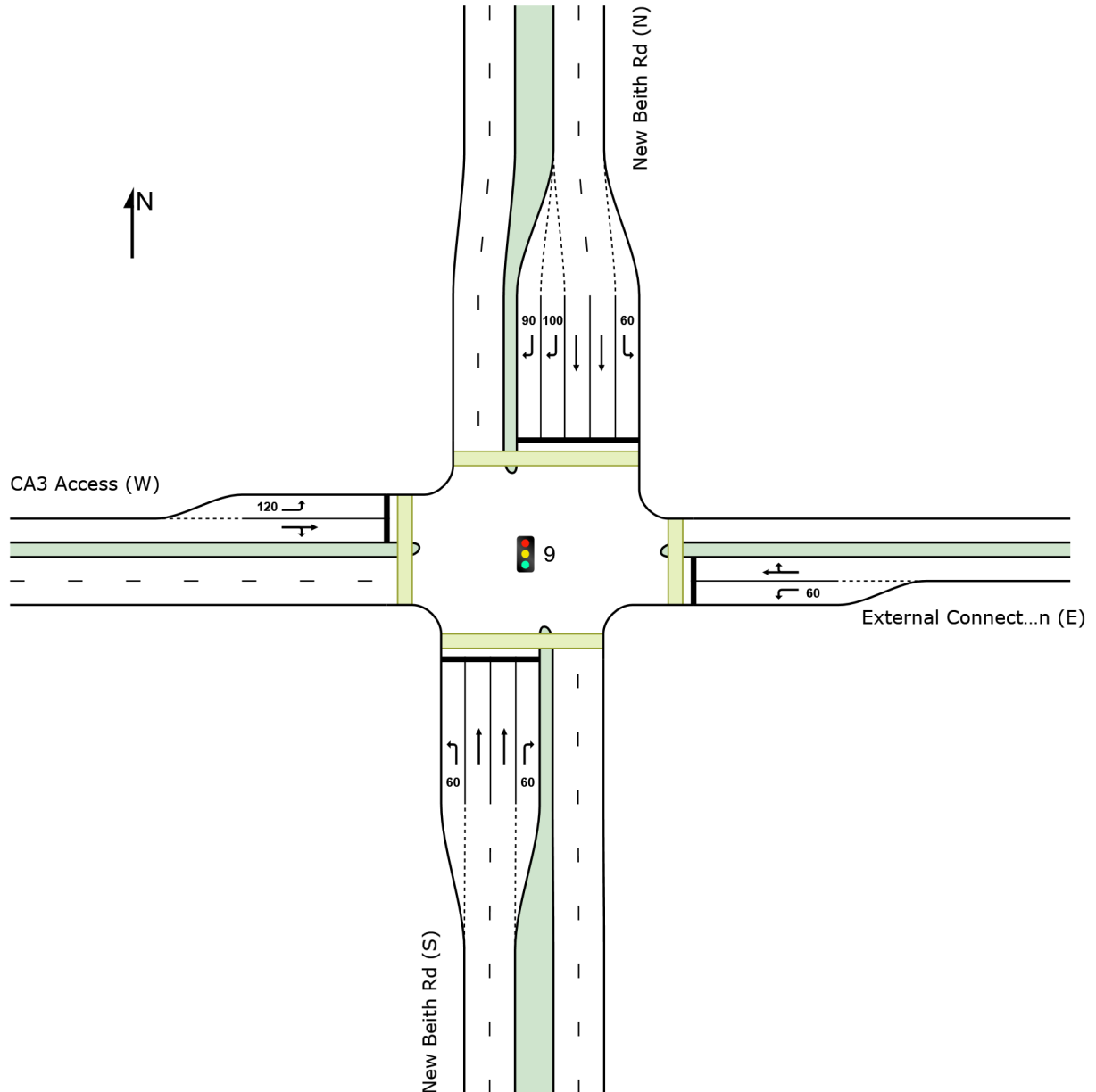
 **Site: 9 [9_2066 PM (Site Folder: 2066 PM)]**

New Beith Road / CA3 Central Access

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRAs\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 9 [9_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / CA3 Central Access

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 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: New Beith Rd (S)															
1	L2	All MCs	105	2.9	105	2.9	0.167	47.6	LOS D	3.9	27.9	0.73	0.76	0.73	46.6
2	T1	All MCs	1073	2.6	1073	2.6	0.854	57.5	LOS E	30.3	217.1	1.00	0.96	1.12	52.5
3	R2	All MCs	46	0.0	46	0.0	* 0.545	82.7	LOS F	2.6	18.5	1.00	0.76	1.05	35.4
Approach			1224	2.5	1224	2.5	0.854	57.6	LOS E	30.3	217.1	0.97	0.94	1.09	45.9
East: External Connection (E)															
4	L2	All MCs	32	9.4	32	9.4	0.202	57.6	LOS E	1.7	12.5	0.96	0.72	0.96	37.3
5	T1	All MCs	2	0.0	2	0.0	0.138	55.3	LOS E	0.8	6.3	0.97	0.69	0.97	30.4
6	R2	All MCs	13	15.4	13	15.4	0.138	61.1	LOS E	0.8	6.3	0.97	0.69	0.97	38.0
Approach			47	10.6	47	10.6	0.202	58.5	LOS E	1.7	12.5	0.96	0.71	0.96	37.2
North: New Beith Rd (N)															
7	L2	All MCs	53	3.8	53	3.8	* 0.050	25.1	LOS C	0.7	5.3	0.44	0.69	0.44	59.5
8	T1	All MCs	1878	1.5	1878	1.5	* 0.874	36.9	LOS D	47.6	337.3	0.92	0.91	0.99	60.2
9	R2	All MCs	347	1.2	347	1.2	0.345	45.5	LOS D	7.5	53.1	0.85	0.79	0.85	44.8
Approach			2278	1.5	2278	1.5	0.874	37.9	LOS D	47.6	337.3	0.90	0.88	0.96	53.3
West: CA3 Access (W)															
10	L2	All MCs	148	2.7	148	2.7	0.175	23.8	LOS C	4.6	32.7	0.62	0.73	0.62	51.8
11	T1	All MCs	14	0.0	14	0.0	* 0.199	46.4	LOS D	2.5	17.4	0.92	0.73	0.92	33.0
12	R2	All MCs	37	0.0	37	0.0	0.199	52.0	LOS D	2.5	17.4	0.92	0.73	0.92	40.0
Approach			199	2.0	199	2.0	0.199	30.7	LOS C	4.6	32.7	0.70	0.73	0.70	47.9
All Vehicles			3748	2.0	3748	2.0	0.874	44.2	LOS D	47.6	337.3	0.92	0.89	0.99	50.1

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
South: New Beith Rd (S)												
P1	Full	5	5	48.2	LOS E	0.0	0.0	0.94	0.94	202.1	200.0	0.99
East: External Connection (E)												
P2	Full	30	30	48.3	LOS E	0.1	0.1	0.94	0.94	202.1	200.0	0.99

North: New Beith Rd (N)												
P3	Full	20	20	48.3	LOS E	0.1	0.1	0.94	0.94	202.1	200.0	0.99
West: CA3 Access (W)												
P4	Full	50	50	48.3	LOS E	0.1	0.1	0.94	0.94	202.2	200.0	0.99
All	Pedestrians	105	105	48.3	LOS E	0.1	0.1	0.94	0.94	202.1	200.0	0.99

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.

LANE SUMMARY

 Site: 9 [9_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / CA3 Central Access

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 110 seconds (Site Practical Cycle Time)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh]	[Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: New Beith Rd (S)															
Lane 1	105	2.9	105	2.9	629	0.167	100	47.6	LOS D	3.9	27.9	Short	60	0.0	NA
Lane 2	523	2.6	523	2.6	612 ¹	0.854	100	57.0	LOS E	29.0	207.6	Full	850	0.0	0.0
Lane 3	550	2.6	550	2.6	644 ¹	0.854	100	57.9	LOS E	30.3	217.1	Full	850	0.0	0.0
Lane 4	46	0.0	46	0.0	84	0.545	100	82.7	LOS F	2.6	18.5	Short	60	0.0	NA
Approach	1224	2.5	1224	2.5		0.854		57.6	LOS E	30.3	217.1				
East: External Connection (E)															
Lane 1	32	9.4	32	9.4	158	0.202	100	57.6	LOS E	1.7	12.5	Short	60	0.0	NA
Lane 2	15	13.3	15	13.3	109	0.138	100	60.3	LOS E	0.8	6.3	Full	500	0.0	0.0
Approach	47	10.6	47	10.6		0.202		58.5	LOS E	1.7	12.5				
North: New Beith Rd (N)															
Lane 1	53	3.8	53	3.8	1069	0.050	100	25.1	LOS C	0.7	5.3	Short	60	0.0	NA
Lane 2	954	1.5	954	1.5	1092 ¹	0.874	100	39.3	LOS D	47.6	337.3	Full	950	0.0	0.0
Lane 3	924	1.5	924	1.5	1057 ¹	0.874	100	34.4	LOS C	46.4	328.8	Full	950	0.0	0.0
Lane 4	174	1.2	174	1.2	502	0.345	100	49.1	LOS D	7.5	53.1	Short	100	0.0	NA
Lane 5	174	1.2	174	1.2	502	0.345	100	41.8	LOS D	7.5	53.1	Short	90	0.0	NA
Approach	2278	1.5	2278	1.5		0.874		37.9	LOS D	47.6	337.3				
West: CA3 Access (W)															
Lane 1	148	2.7	148	2.7	845	0.175	100	23.8	LOS C	4.6	32.7	Short	120	0.0	NA
Lane 2	51	0.0	51	0.0	257	0.199	100	50.4	LOS D	2.5	17.4	Full	500	0.0	0.0
Approach	199	2.0	199	2.0		0.199		30.7	LOS C	4.6	32.7				
All Vehicles	3748	2.0	3748	2.0		0.874		44.2	LOS D	47.6	337.3				

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

Lane LOS values are based on average delay per lane.

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

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.

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Approach Lane Flows (veh/h)											
South: New Beith Rd (S)											
Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	105	-	-	105	2.9	629	0.167	100	0.0	2	
Lane 2	-	523	-	523	2.6	612 ¹	0.854	100	NA	NA	
Lane 3	-	550	-	550	2.6	644 ¹	0.854	100	NA	NA	

Lane 4	-	-	46	46	0.0	84	0.545	100	0.0	3
Approach	105	1073	46	1224	2.5	0.854				
East: External Connection (E)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From E						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	S	W	N			veh/h	v/c	%	%	No.
Lane 1	32	-	-	32	9.4	158	0.202	100	0.0	2
Lane 2	-	2	13	15	13.3	109	0.138	100	NA	NA
Approach	32	2	13	47	10.6	0.202				
North: New Beith Rd (N)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From N						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	E	S	W			veh/h	v/c	%	%	No.
Lane 1	53	-	-	53	3.8	1069	0.050	100	0.0	2
Lane 2	-	954	-	954	1.5	1092 ¹	0.874	100	NA	NA
Lane 3	-	924	-	924	1.5	1057 ¹	0.874	100	NA	NA
Lane 4	-	-	174	174	1.2	502	0.345	100	0.0	3
Lane 5	-	-	174	174	1.2	502	0.345	100	0.0	4
Approach	53	1878	347	2278	1.5	0.874				
West: CA3 Access (W)										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W						Cap.	Satn	Util.	SL Ov.	Lane
To Exit:	N	E	S			veh/h	v/c	%	%	No.
Lane 1	148	-	-	148	2.7	845	0.175	100	0.0	2
Lane 2	-	14	37	51	0.0	257	0.199	100	NA	NA
Approach	148	14	37	199	2.0	0.199				
Total %HV Deg.Satn (v/c)										
All Vehicles	3748	2.0		0.874						

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

- ¹ Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Opposing Flow Rate % veh/h	Critical Gap sec	Follow-up Headway sec	Lane Capacity Flow Rate veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec		
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: New Beith Rd (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0
East: External Connection (E)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: New Beith Rd (N)				

Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
Lane 3	0.0	0.0	0.0	0.0
Lane 4	0.0	0.0	0.0	0.0
Lane 5	0.0	0.0	0.0	0.0
West: CA3 Access (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

SITE LAYOUT

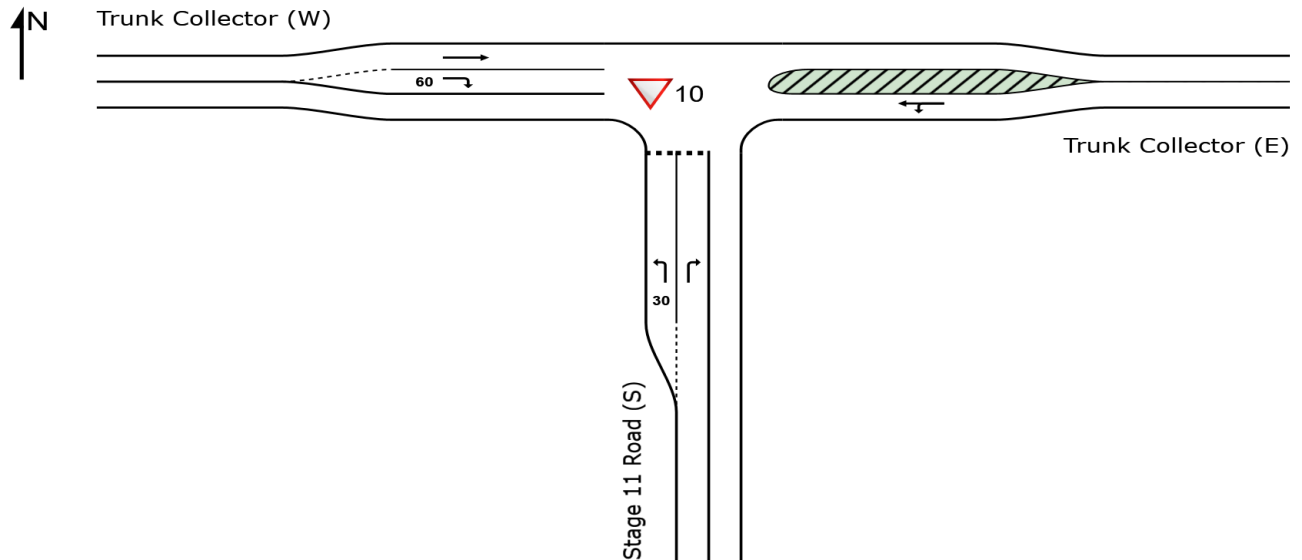
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Trunk Collector / Stage 11

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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Project: P:\P2300 Flagstone City Stages 2-5\Technical\Models\SIDRA\2024_02_16 CA3 Masterplan SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

▼ Site: 10 [10_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Trunk Collector / Stage 11

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
South: Stage 11 Road (S)															
1	L2	All MCs	11	0.0	11	0.0	0.011	7.3	LOS A	0.0	0.3	0.46	0.62	0.46	51.5
3	R2	All MCs	25	0.0	25	0.0	0.050	10.9	LOS B	0.2	1.2	0.59	0.78	0.59	49.0
Approach			36	0.0	36	0.0	0.050	9.8	LOS A	0.2	1.2	0.55	0.73	0.55	49.8
East: Trunk Collector (E)															
4	L2	All MCs	32	0.0	32	0.0	0.268	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.1
5	T1	All MCs	492	1.0	492	1.0	0.268	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
Approach			524	1.0	524	1.0	0.268	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
West: Trunk Collector (W)															
11	T1	All MCs	145	1.4	145	1.4	0.074	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	9	11.1	9	11.1	0.010	8.0	LOS A	0.0	0.3	0.52	0.62	0.52	50.7
Approach			154	1.9	154	1.9	0.074	0.5	NA	0.0	0.3	0.03	0.04	0.03	59.3
All Vehicles			714	1.1	714	1.1	0.268	0.9	NA	0.2	1.2	0.03	0.07	0.03	58.8

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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LANE SUMMARY

Site: 10 [10_2066 PM (Site Folder: 2066 PM)]

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Trunk Collector / Stage 11

Site Category: (None)

Give-Way (Two-Way)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h]	[HV %]	[Total veh/h]	[HV %]						[Veh m]	[Dist m]				
South: Stage 11 Road (S)															
Lane 1	11	0.0	11	0.0	1004	0.011	100	7.3	LOS A	0.0	0.3	Short	30	0.0	NA
Lane 2	25	0.0	25	0.0	504	0.050	100	10.9	LOS B	0.2	1.2	Full	500	0.0	0.0
Approach	36	0.0	36	0.0		0.050		9.8	LOS A	0.2	1.2				
East: Trunk Collector (E)															
Lane 1	524	1.0	524	1.0	1952	0.268	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	524	1.0	524	1.0		0.268		0.4	NA	0.0	0.0				
West: Trunk Collector (W)															
Lane 1	145	1.4	145	1.4	1953	0.074	100	0.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Lane 2	9	11.1	9	11.1	940	0.010	100	8.0	LOS A	0.0	0.3	Short	60	0.0	NA
Approach	154	1.9	154	1.9		0.074		0.5	NA	0.0	0.3				
All Vehicles	714	1.1	714	1.1		0.268		0.9	NA	0.2	1.2				

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

Lane LOS values are based on average delay per lane.

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

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.

Approach Lane Flows (veh/h)										
South: Stage 11 Road (S)										
Mov.	L2	R2	Total	%HV						
From S										
To Exit:	W	E			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	11	-	11	0.0	1004	0.011	100	0.0	2	
Lane 2	-	25	25	0.0	504	0.050	100	NA	NA	
Approach	11	25	36	0.0		0.050				
East: Trunk Collector (E)										
Mov.	L2	T1	Total	%HV						
From E										
To Exit:	S	W			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	32	492	524	1.0	1952	0.268	100	NA	NA	
Approach	32	492	524	1.0		0.268				
West: Trunk Collector (W)										
Mov.	T1	R2	Total	%HV						
From W					Cap.	Deg. Satn	Lane Util.	Prob. SL Ov.	Ov. Lane	

To Exit:	E	S			veh/h	v/c	%	%	No.
Lane 1	145	-	145	1.4	1953	0.074	100	NA	NA
Lane 2	-	9	9	11.1	940	0.010	100	0.0	1
Approach	145	9	154	1.9		0.074			
Total %HV Deg.Satn (v/c)									
All Vehicles	714	1.1		0.268					

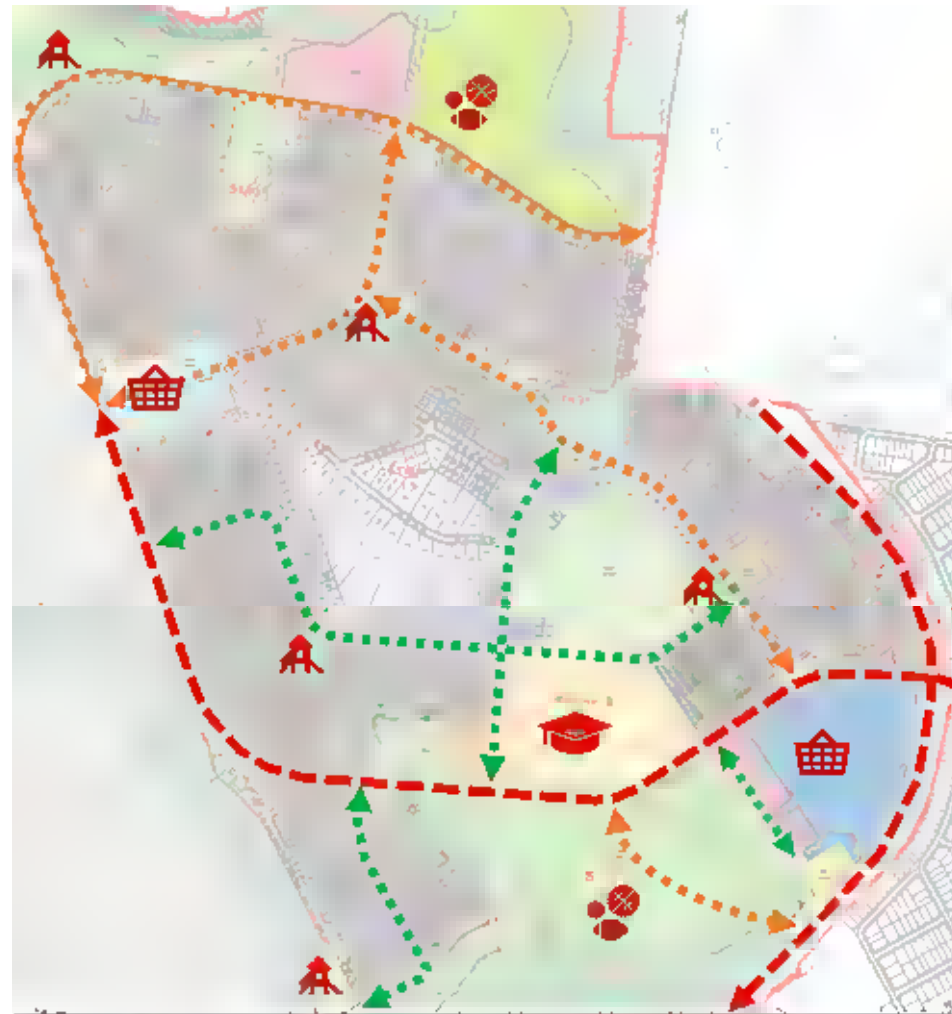
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis												
	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Opposing Flow Rate veh/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec	
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Stage 11 Road (S)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Trunk Collector (E)				
Lane 1	0.0	0.0	0.0	0.0
West: Trunk Collector (W)				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

Appendix D: Active Transport Provisions





Desire Line Routes		Key Attractors	
Major	← — — — — →	Retail / Dining	
Medium	← — — — — →	State School	
Low	← — — — — →	Sports Parks	
		Local Parks	



Major Active

Transport Link:



- Separated cycle ways
- Shared paths outside road reserve
- Shared paths $\geq 3\text{m}$ inside road reserve both sides

Medium Active

Transport Link:



- Shared path inside road reserve one side
- Shared paths $\leq 3\text{m}$ inside road reserve both sides

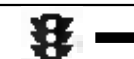
Low Active

Transport Link:



- Pathway inside road reserve $< 2\text{m}$ one side

Additional Links:



- Signalised Crossings
- Links Through Corridor Parks & Laneways

Flagstone City Context Area 3 South

Traffic & Transport Assessment

PEET Limited

08 August 2025



Gold Coast

Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane

Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney

Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au

E: admin@bitziosconsulting.com.au

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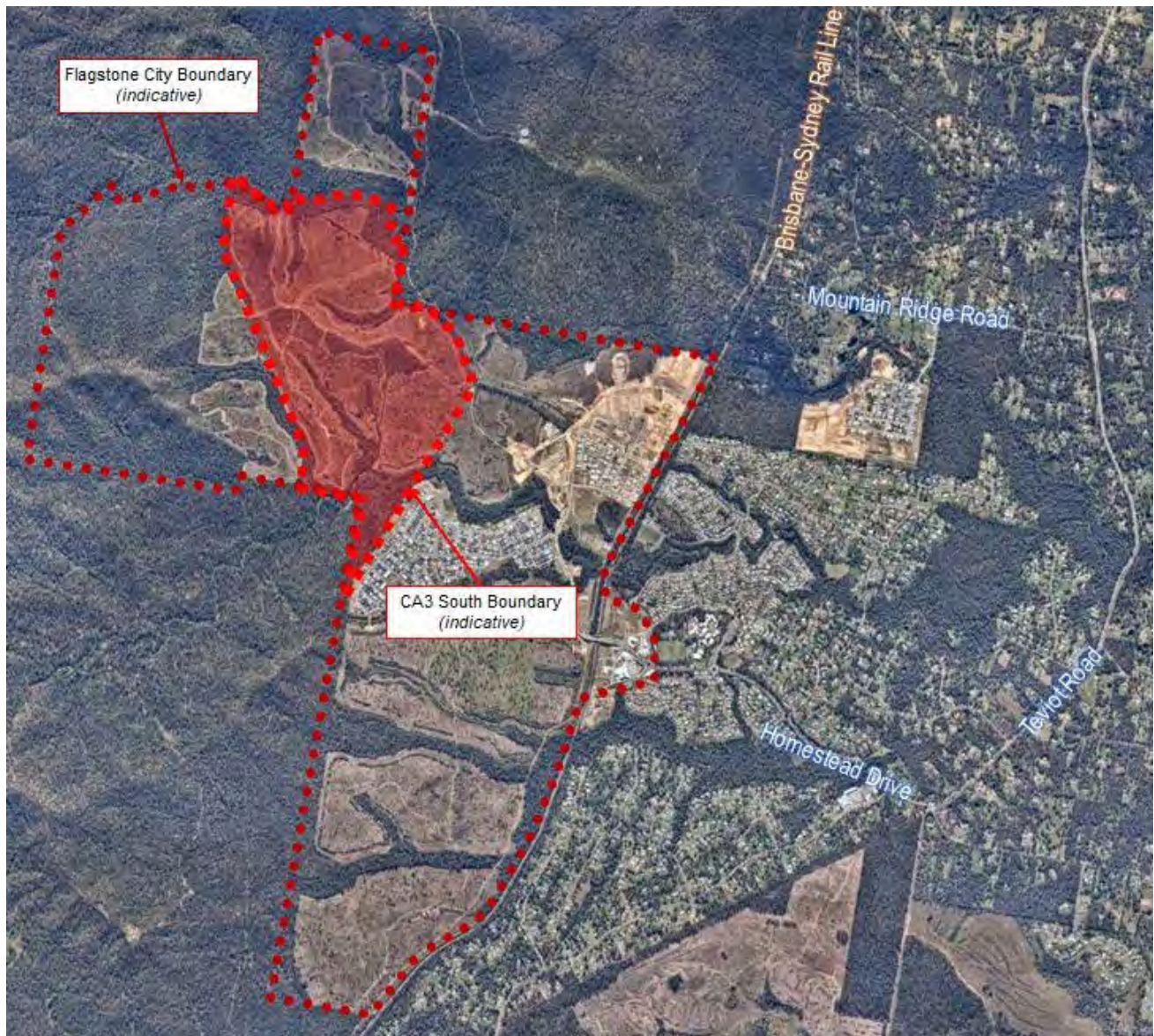
Appendices

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Appendix B:	Typical Road Cross-Sections
Appendix C:	Key Intersection SIDRA Summaries
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1. INTRODUCTION

1.1 Background

Bitzios Consulting has been engaged by PEET Flagstone City Pty Ltd (PEET) to undertake a traffic assessment for the proposed Context Area 3 South (CA3 South) within Flagstone City. The location of the subject site with respect to the Flagstone City boundary is illustrated in Figure 1.1.



Source: Nearmap (edited by Bitzios)

Figure 1.1: Site Location

This report documents the proposed transport network and its integration with the surrounding network and future planning in the region. It includes an assessment of key intersections and identifies the necessary alternative transport provisions to suitably service the development, aligning with existing Context Area Plans and the endorsed Movement Network Infrastructure Master Plan (Movement IMP).

1.2 Scope of Assessment

The purpose of this assessment is to provide an overview and analysis of traffic and transport related elements of the subject site with the following scope of assessment:

- A review of the development's context with relation to transport planning within Flagstone City, the Greater Flagstone PDA and overarching transport planning in the South Logan area
- A review of the proposed development against relevant planning to date
- Detailing previous strategic modelling and current microsimulation modelling undertaken used to identify and evaluate appropriate road layout and road cross-sections within the subject site
- Source traffic volumes from the microsimulation modelling to assess key road links and intersections within the subject site
- Review alternate transport provisions throughout the site, including consideration of public and active transport facilities and connections.

1.3 Reference Material

The following planning documents have been considered as a part of this assessment including (but not limited to):

- The Flagstone City Movement Infrastructure Master Plan (IMP) (2024)
- The Greater Flagstone PDA Development Scheme
- The *Development Charges and Offset Plan* (DCOP) and mapping
- The approved Context Area Plans
- Relevant Economic Development Queensland (EDQ) Guidelines and Practice Notes.

2. SITE LOCATION & PLANNING CONTEXT

2.1 Context Plan Area

Flagstone City consists of five (5) overarching Context Plan areas. The subject site forms a large portion of the developable land within CA3, with the CA3 Plan endorsed 31 May 2023. The location of the subject site with respect to the endorsed CA3 plan is illustrated in Figure 2.1.

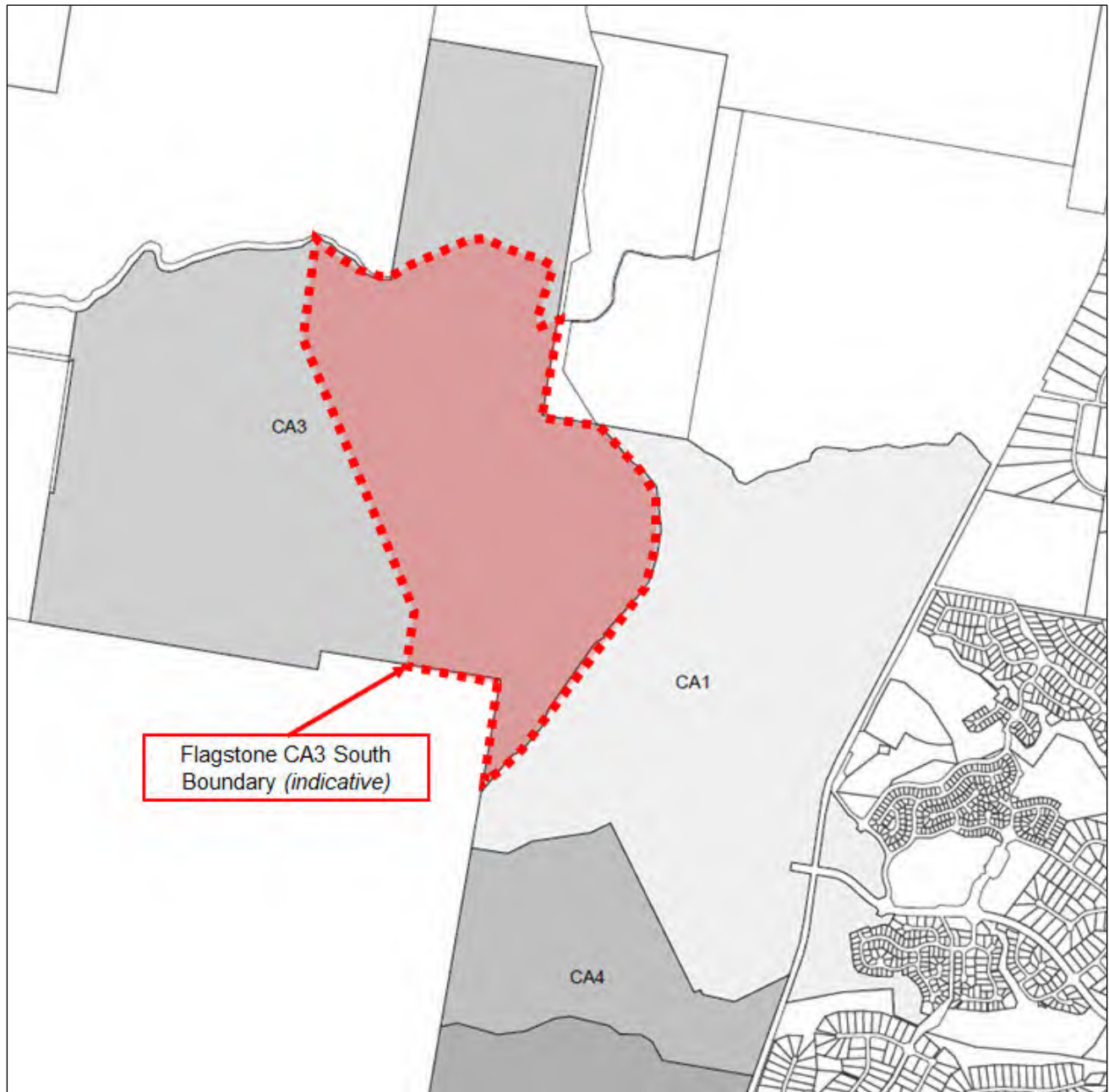


Figure 2.1: Subject Site and Surrounding Context Areas

2.2 Greater Flagstone Priority Development Area (PDA)

2.2.1 Overview

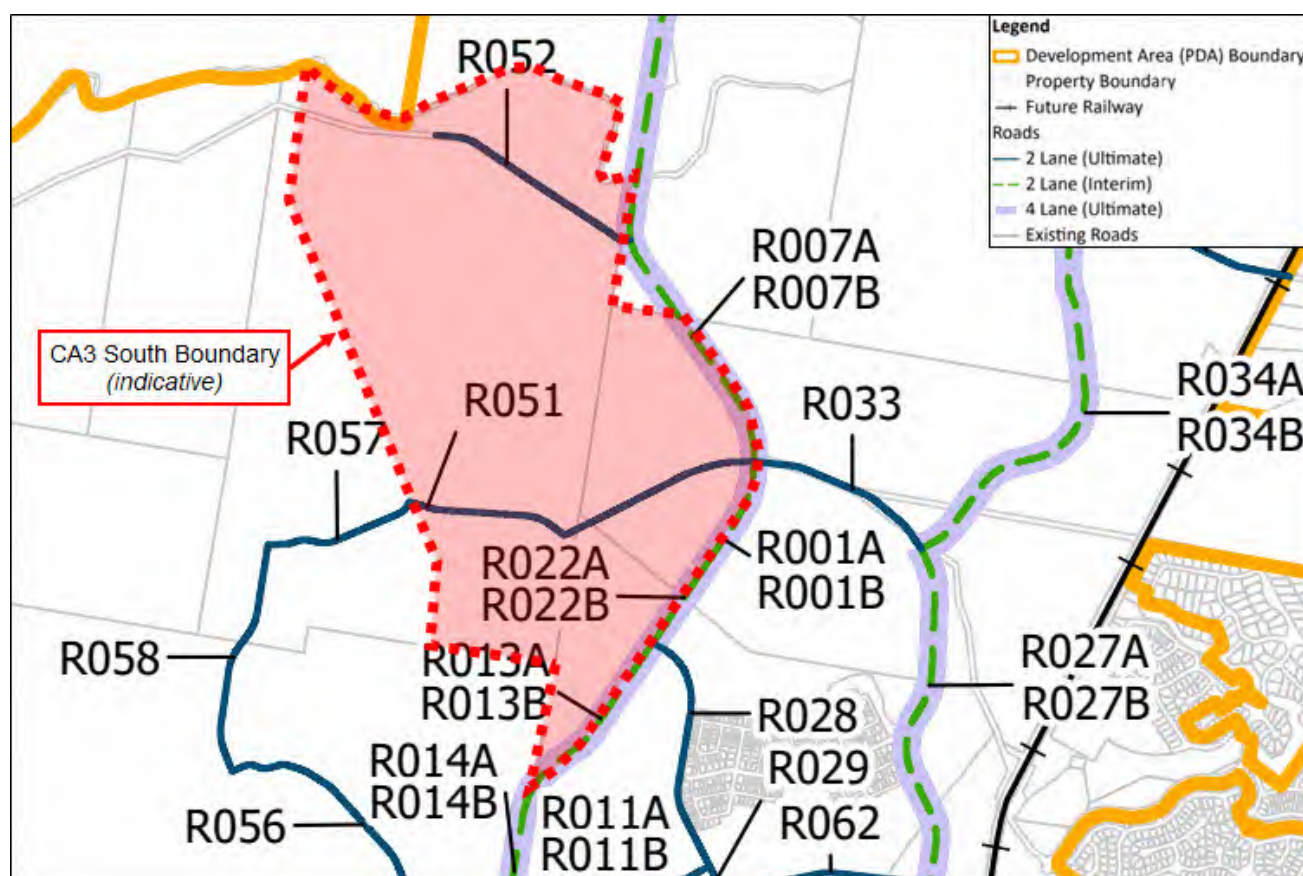
The Greater Flagstone PDA was declared on the 8th October 2010 and is located west of Jimboomba within the southern part of Council's LGA. Key PDA information is as follows:

- The PDA is made up of three (3) separate land areas totalling 7,188ha
- It is projected to experience significant growth in employment and industry
- It is estimated to accommodate approximately 51,500 dwellings & 138,000 residents.

The larger PDA land area is bordered by the Brisbane-Sydney rail line (which is predominately a freight line at present) located east of the subject site, while the Mount Lindesay Highway is located further to the east. The proposed Town Centre Masterplan forms a key portion of the PDA employment area.

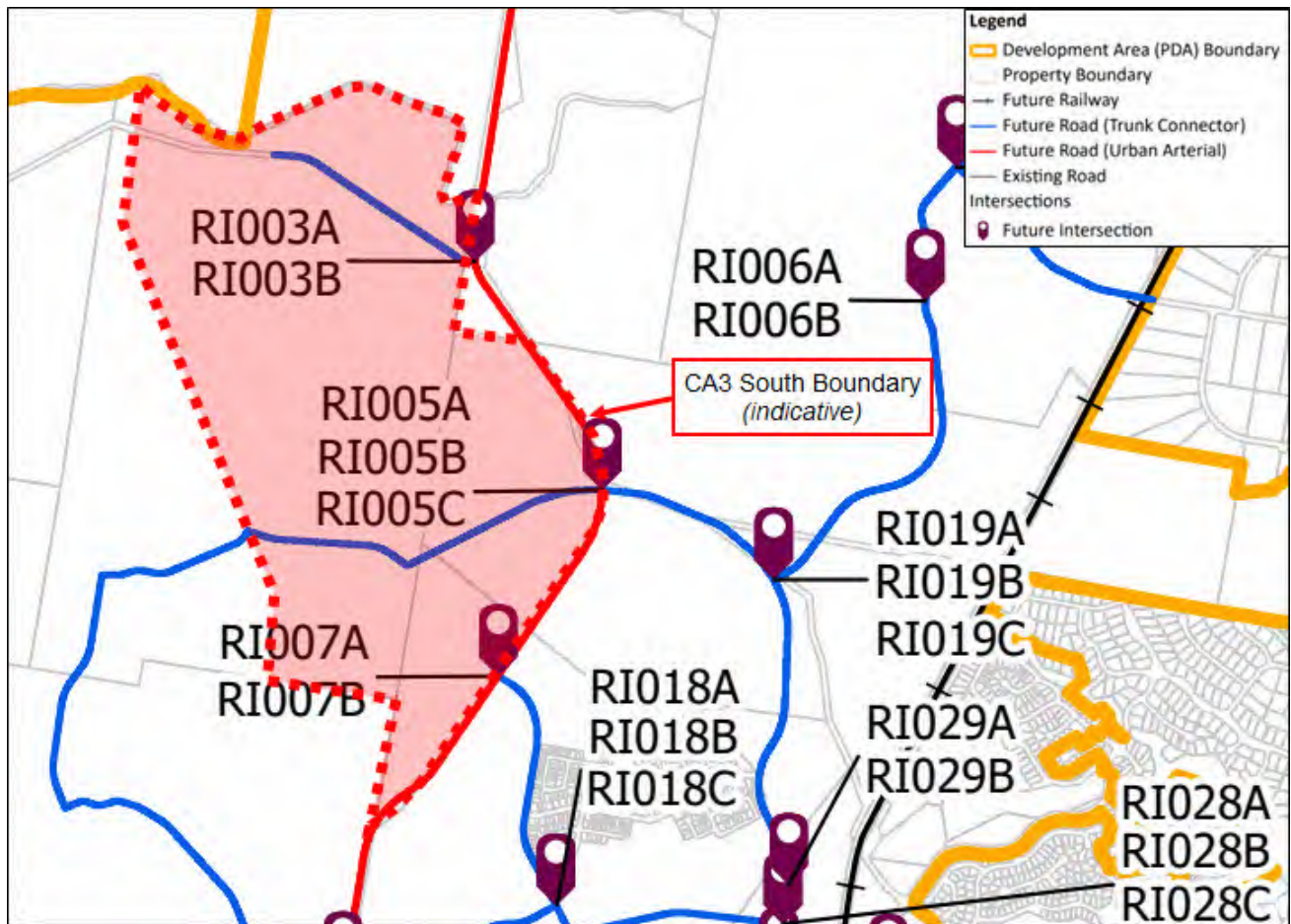
2.2.2 Greater Flagstone Development Charges and Offset Plan (DCOP)

To ensure infrastructure delivery and funding is suitably allocated, EDQ developed the Greater Flagstone PDA Development Charges and Offset Plan (DCOP) effective July 2022. This document provides guidance to trunk infrastructure planning through the PDA. Planned trunk transport infrastructure in the vicinity of the subject site is illustrated in Figure 2.2 and Figure 2.3 for the trunk roads (Map 3) and trunk intersections (Map 4).



Source: EDQ DCOP Map 3 (edited by Bitzios)

Figure 2.2: DCOP Transport (Roads) Trunk Infrastructure



Source: EDQ DCOP Map 4 (edited by Bitzios)

Figure 2.3: DCOP Transport (Intersections) Trunk Infrastructure

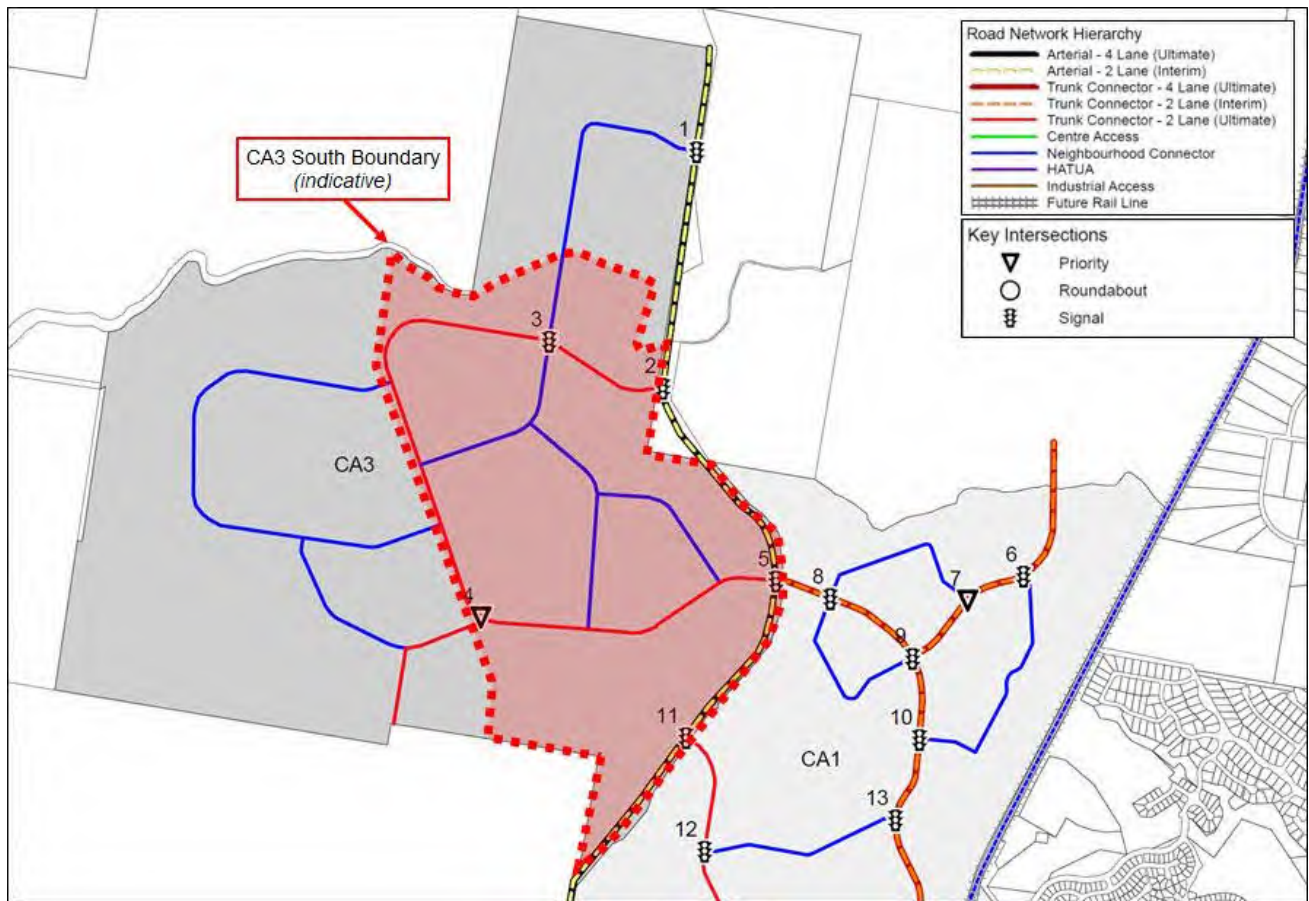
2.2.3 Movement Infrastructure Master Plan (IMP)

The Flagstone City endorsed Movement IMP (circa. 2024) was considered when developing the transport infrastructure requirements of the subject site

For context, the endorsed Movement IMP identifies:

- The ultimate four-lane configuration of New Beith Road adjacent CA3
- A two-lane trunk connector encircling the majority of the CA3 South area
- Key signalised intersections at the CA3 connections to New Beith Road.

The road network from the endorsed Movement IMP, relative to the CA3 South site area is illustrated in Figure 2.4.



Source: Flagstone City Movement Network Infrastructure Master Plan (2024) (edited by Bitzios)

Figure 2.4: Endorsed Movement IMP

As shown above (and in **Attachment A**), the proposed CA3 South road network generally aligns with the endorsed Movement IMP road network.

3. DEVELOPMENT DETAILS

3.1 Proposed Development

The proposed CA3 South development area is comprised of a variety of land uses, including:

- Low-Density Residential (1,637 dwellings)
- Medium-Density Residential (~150 dwellings)
- A District Centre
- Neighbourhood / Local Centres
- A State Primary School
- Child Care Centres
- A Community Centre
- Local, District and Regional Parklands
- An Ambulance Station.

The CA3 South plan prepared by RPS is provided at **Appendix A** and includes the relevant lot / dwelling estimates.

3.2 Road Hierarchy Overview

The proposed road hierarchy within the CA3 South area generally aligns with approvals and planning to date, and EDQ's Guideline No. 6 – Street and Movement Network.

Typical cross-section parameters for each of the proposed hierarchies are detailed in Table 3.1.

Table 3.1: Typical Road Cross-Section Parameters

Road Hierarchy	Reserve	Pavement	Lanes	Parking	Bus	Footpath	Dedicated Cycle	Trunk
Arterial (4-Lane)	32m	14m	4	No	Yes	1.5m (both sides)	2.4m two-way (both sides)	Yes
Trunk Connector (4-Lane)	32m	14m	4	No	Yes	3m shared path (one side) + 1.5m (one side)	3.0m two-way (one side)	Yes
Trunk Connector (2-Lane)	23.7m	11.8m	2	Yes	Yes	3m shared path (one side) + 1.5m (one side)	3.0m two-way (one side)	Yes
Neighbourhood Connector	20.2m	11.2m	2	On-Street	Yes	1.5m (both sides)	3m shared path (one side)	No
Neighbourhood Access	16.5m	7.5m	2	On-Street	No	1.5m (one side)	On-road	No
Neighbourhood Lane	6.5m	5.5m	2	No	No	No	No	No
Esplanade Road	14.5m	8.3m	2	Yes (one-side)	No	1.5m (one side)	On-road	No

The proposed road network hierarchies are illustrated in Figure 3.1 for key roads i.e. connector and trunk roads, with illustrations of the proposed cross-sections provided at **Appendix B**.

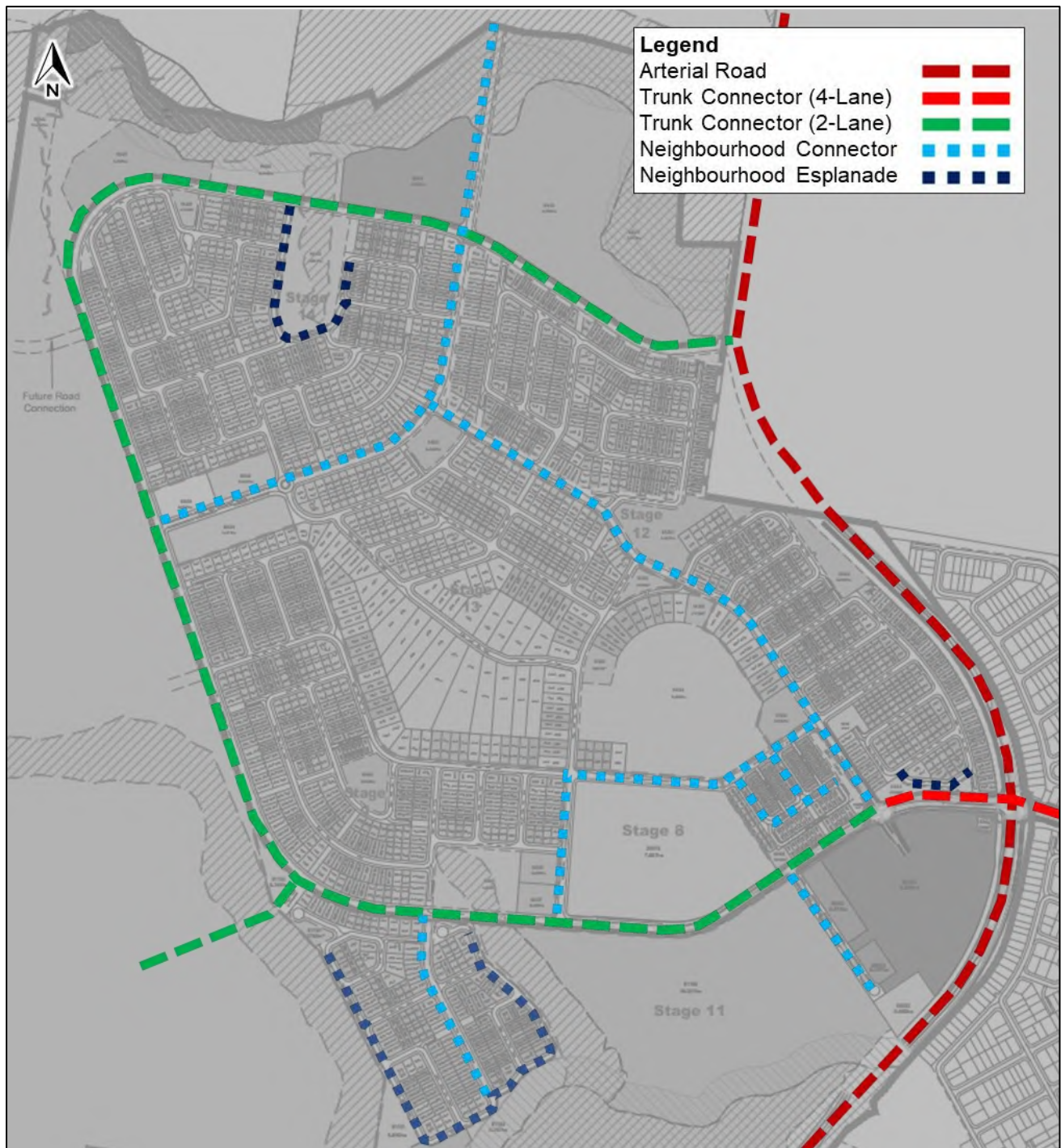


Figure 3.1: Proposed Road Network Hierarchies

As detailed above, the road cross-sections are consistent with the endorsed Movement IMP, with the exception of the Esplanade Road which is shown in Figure 3.2.

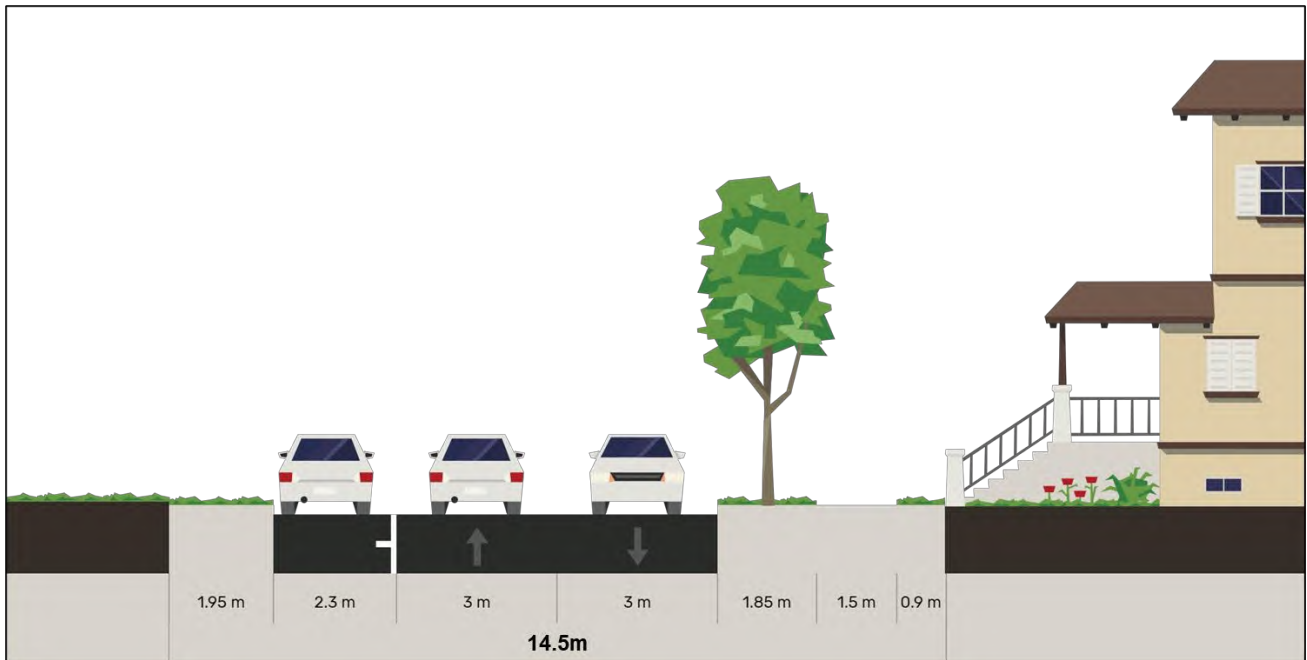


Figure 3.2: Esplanade Road Cross-Section

As shown, the proposed esplanade road is generally in accordance with the EDQ Guideline No. 6, Neighbourhood Access Street (6m). The only difference from the standard cross-section is the proposed verge width on the side of the road fronting adjacent parkland. As this verge is proposed only adjacent parkland and is not required to cater for pathways, this reduced verge width is not considered to result in any adverse impacts to amenity or active transport connectivity.

3.3 Cross Section with Bus Stops

Provision of public bus facilities is detailed in Section 5.1, with bus stops proposed on Neighbourhood Connector and 2-lane Trunk Connector roads within the site area.

Typical Trunk Connector and Neighbourhood Connector cross-sections at bus stop locations are shown in Figure 3.3 and Figure 3.4.

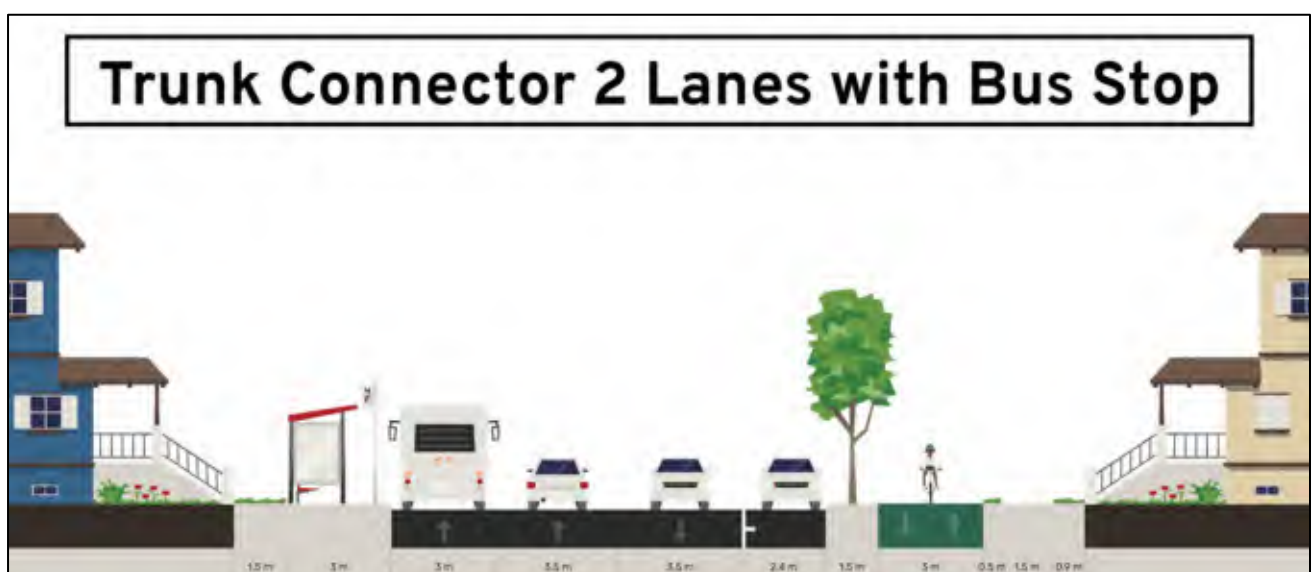


Figure 3.3: Trunk Connector with Bus Stop Cross-Section

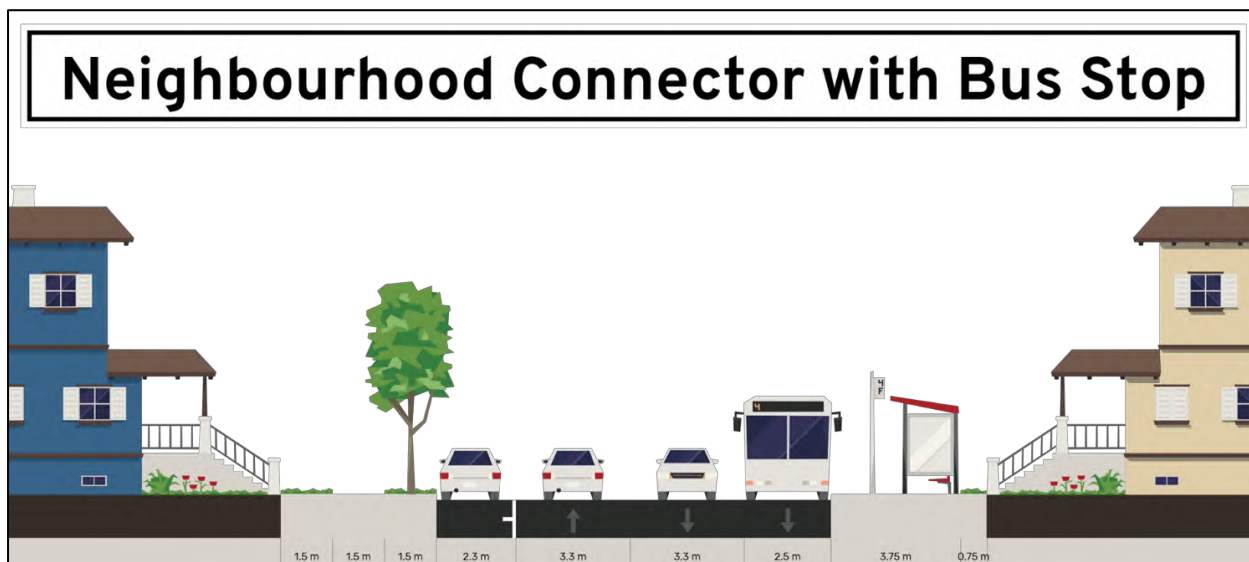


Figure 3.4: Neighbourhood Connector with Public Bus Stop Cross-Section

A bus stop facility is also proposed on the southern frontage of the future state school within Stage 8, sufficient to cater for up to six school buses. In accordance with TransLink's *Public Transport Infrastructure Manual* (PTIM) and the TMR *Planning for Safe Transport Infrastructure at Schools* (PSTIS), a 4.2m wide bus station is proposed for the school bus facility with an adjacent 3m shared path. The trunk connector cross-section at the bus facility location fronting the school is illustrated in Figure 3.5.

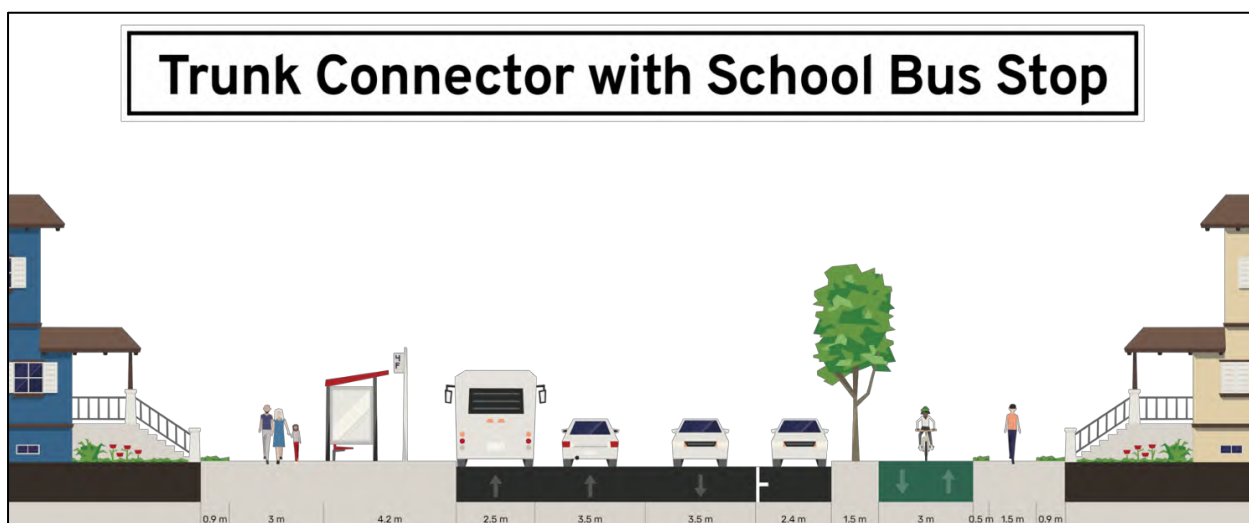


Figure 3.5: Trunk Connector with School Bus Stop

3.4 Intersections

Key principles for the proposed intersection forms and their locations were as follows:

- Intersections with four-lane roads shall be signalised or otherwise restricted to left-in / left-out
- Roundabouts shall be minimised however are considered appropriate at four-way intersections, where servicing a primary component of residential land uses
- Intersection spacings shall generally comply with those specified in EDQ's Guideline No. 6 for the relevant hierarchy.

Where reduced intersection spacing is proposed, lower than the limits outlined in EDQ Guideline No. 6, appropriate intersection performance was demonstrated as a part of the traffic report for the existing CA3 South approval (*P2300.005R Flagstone City_CA3 South TIA*).

Since this approval, changes to development plans have introduced some additional intersections on the neighbourhood connector road, located on the eastern portion of the site, spaced approximately 70m apart. While this does not align with EDQ Guideline No. 6, this intersection spacing is not anticipated to result in any adverse impacts to road safety or efficiency, noting:

- Roads intersecting with the neighbourhood connector are local streets servicing a small number of dwelling and turning volumes at the closely spaced intersections are low
- Closely spaced intersections are mostly T-intersections, not 4-way intersections, and therefore have a comparatively lower number of conflicting vehicle movements
- Side roads generally intersect on the same side of the neighbourhood connector or in a way that does not result in back-to-back right turn movements at this intersection
- The proposed spacing ensures a reasonable time interval between driver decisions.

Considering the above, there is not anticipated to be any occurrence of vehicle queues at one intersection on the neighbourhood connector road impacting an adjacent intersection, despite the reduced intersection spacing in comparison to the specification of EDQ Guideline No 6. Furthermore, reduced intersection spacing on neighbourhood connector roads, where side roads are low volume local streets, is common within existing / approved residential developments throughout the Flagstone PDA.

3.5 Access Considerations

Determination of access locations has not yet been undertaken throughout the subject site and should be the subject of further applications for specific developments. That said, the proposed road network and land use arrangements have considered future access locations at a high level such as, loading / servicing requirements, car parking access, direct lot access etc.

As such, a base set of principles shall be adhered to when determining access locations through future applications and shall be provided in accordance with the following general requirements:

- Property accesses shall be provided on a property's lower order frontage road where practical
- Direct property access should be minimised on Trunk Connector roads where traffic volumes >10,000 veh/d or posted speeds >60km/h
- Property accesses shall be clear of prohibited access locations, in particular:
 - Be located clear of nearby intersections as per AS2890.1
 - Be located outside of the functional area of an intersection to avoid queuing impacts
 - Be provided perpendicular to the road unless designed as a one-way access for ease of manoeuvring
- Vehicle crossover design and separation of vehicle crossovers shall be as per the relevant requirements of IPWEAQ Standard Drawings RS-049, RS-050 and RS-051 and Logan City Council requirements.

As mentioned, detailed access design shall be undertaken with each future development application and apply the above general principles to ensure there is no adverse impact to the surrounding road network and that safety is not compromised.

4. TRAFFIC ASSESSMENT

4.1 Strategic Modelling

4.1.1 Overview

Veitch Lister Consulting Pty Ltd (VLC) were previously engaged to produce strategic models of the Flagstone PDA including PEET's development area. Strategic models were developed within VLC's Zenith model of Southeast Queensland with a cordon of the study area taken from the Greater Flagstone Strategic Traffic Model (GFSTM) to provide data relevant to PEET land to inform microsimulation (Aimsun) modelling.

A review of this model cordon was undertaken in comparison to the more recently developed South Logan Strategic Traffic Model (SLSTM) with similar strategic modelling outputs noted within the Flagstone PDA between the GFSTM and SLSTM models. As such, despite updated planning within the South Logan region, key Flagstone City strategic model outcomes remain relevant for the purpose of Aimsun modelling, detailed further below.

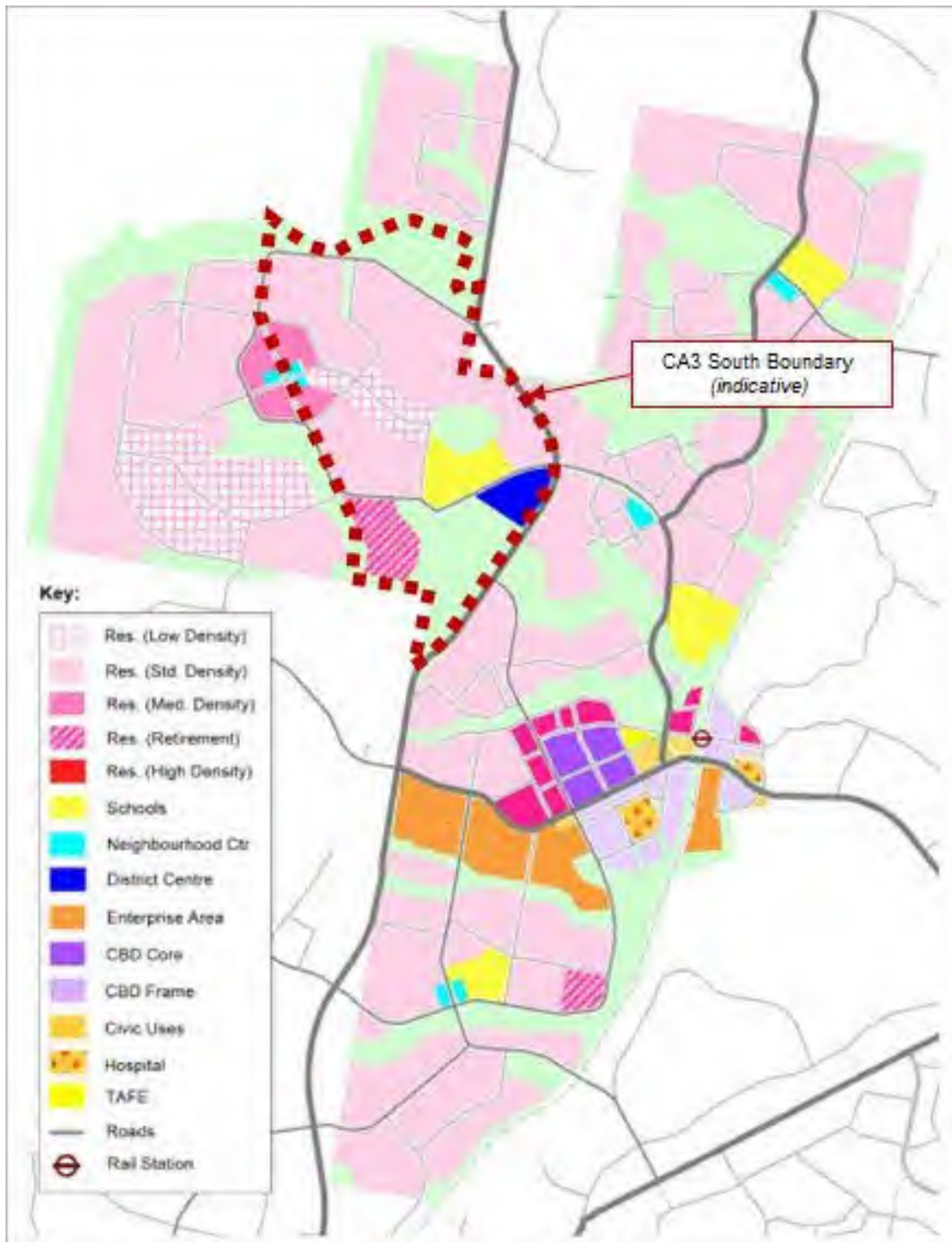
The details of the strategic modelling methodology and outcomes is documented in VLC's Cordon Modelling report for PEET (May 2019).

4.1.2 Land Use Plan

The land use patterns assumed in VLC's Flagstone City strategic model for the Ultimate (2066) development scenario are shown overleaf in Figure 4.1.

The development of this land use plan within the VLC model was done in such a way using single use zones such that land parcels are capable of being relocated throughout the development area (and within the model's origin-destination (OD) demand matrix) to account for changes in planning and land use proposals.

Regardless, Figure 4.1 is representative of the VLC modelling completed on behalf of PEET.



Source: VLC Cordon Modelling of PEET's Flagstone City – Final Report

Figure 4.1: 2066 Flagstone City Land Use Plan

4.2 Microsimulation Modelling

4.2.1 Overview

A 2066 microsimulation model of the Flagstone City area was prepared by Bitzios using Aimsun Next 22.0.1 traffic modelling software. This model was prepared to evaluate route choice and provide detailed insight into vehicle trip movements within Flagstone City. This facilitates analysis of road link and intersection performance at a higher level of detail than possible with strategic modelling undertaken. This model was developed as a part of the development of the now endorsed Movement Network IMP and further refined for subsequent applications within Flagstone City.

The Flagstone City road network as modelled in Aimsun is illustrated in Figure 4.2.



Figure 4.2: Flagstone City Microsimulation (Aimsun) Model Network

4.2.2 Model Time Periods & Profiling

The strategic model cordon provided 2-hour AM and PM peak traffic volumes. In the ultimate (2066) model year, these volumes are multiplied by a factor of 0.53 to determine peak hour traffic volumes, as per the average of VLC's SEQ strategic model.

Given the study area of the model is predominantly greenfield, network peak hours are unknown. As such, AM and PM peak hours are arbitrarily assumed as follows:

- AM Peak: 07:30 – 08:30
- PM Peak: 16:30 – 17:30

The model also includes a 30-minute 'warm-up' and 'cool-down' period for each peak.

4.2.3 Zone System & Traffic Generation

The zone system for the microsimulation model was generally adopted as per the VLC strategic modelling with OD matrices of the study area taken from the cordon of the strategic model. This approach was taken to ensure as close to zone equivalence as possible with the VLC modelling. In the ultimate scenario (2066), 115 centroids are present within the cordon model, including 14 connections to external road links and neighbouring development areas, as per the cordon 'cut' from the strategic modelling.

With further development progression, significant changes in areas of the Flagstone City Structure Plan have occurred since the VLC cordon matrices were developed. To account for modified land uses and the updated scale of development expected in some stages, OD matrices for input into the microsimulation model have been updated accordingly as detailed in the endorsed movement IMP.

With the development of the proposed CA3, model zones within CA3 have been further refined to reflect the additional detail reflected in the plan. Subsequent scaling of OD demands for zones are outlined in Table 4.1, based on dwelling numbers for residential zones and developable area for non-residential zones.

Table 4.1: Aimsun Model 2066 OD Demand Updates

Zone ID	Land Use	VLC Cordon Model		CA3 South Plan		Zone Scaling
		Model Area (ha)	Dwellings	Zone Area (ha)	Dwellings	
3942	Local Centre	1.66	-	2.50	-	150.4%
3946	Low Density Residential	12.75	765	-	165	21.6%
3947	School	7	-	7.00	-	100%
3948	Low Density Residential	4.8	29	-	240	827.6%
3949	Low Density Residential	5.67	33	-	24	72.7%
3952	Medium Density Residential	3.38	85	0.905	54 ¹	63.5%
3953	Low Density Residential	3.07	77	-	66	85.7%
3954	Medium Density Residential	5.35	134	-	100	74.6%
3955	Low Density Residential	23.17	280	-	401	143.2%
3956	Low Density Residential	21.64	259	-	312	120.5%
3957	Low Density Residential	40	573	-	457	79.8%
3958	District Centre	7.6	-	6.94	-	91.3%

¹Dwellings has been estimated as a rate of 60 dwellings per hectare

The relevant zones are shown graphically in Figure 4.3.

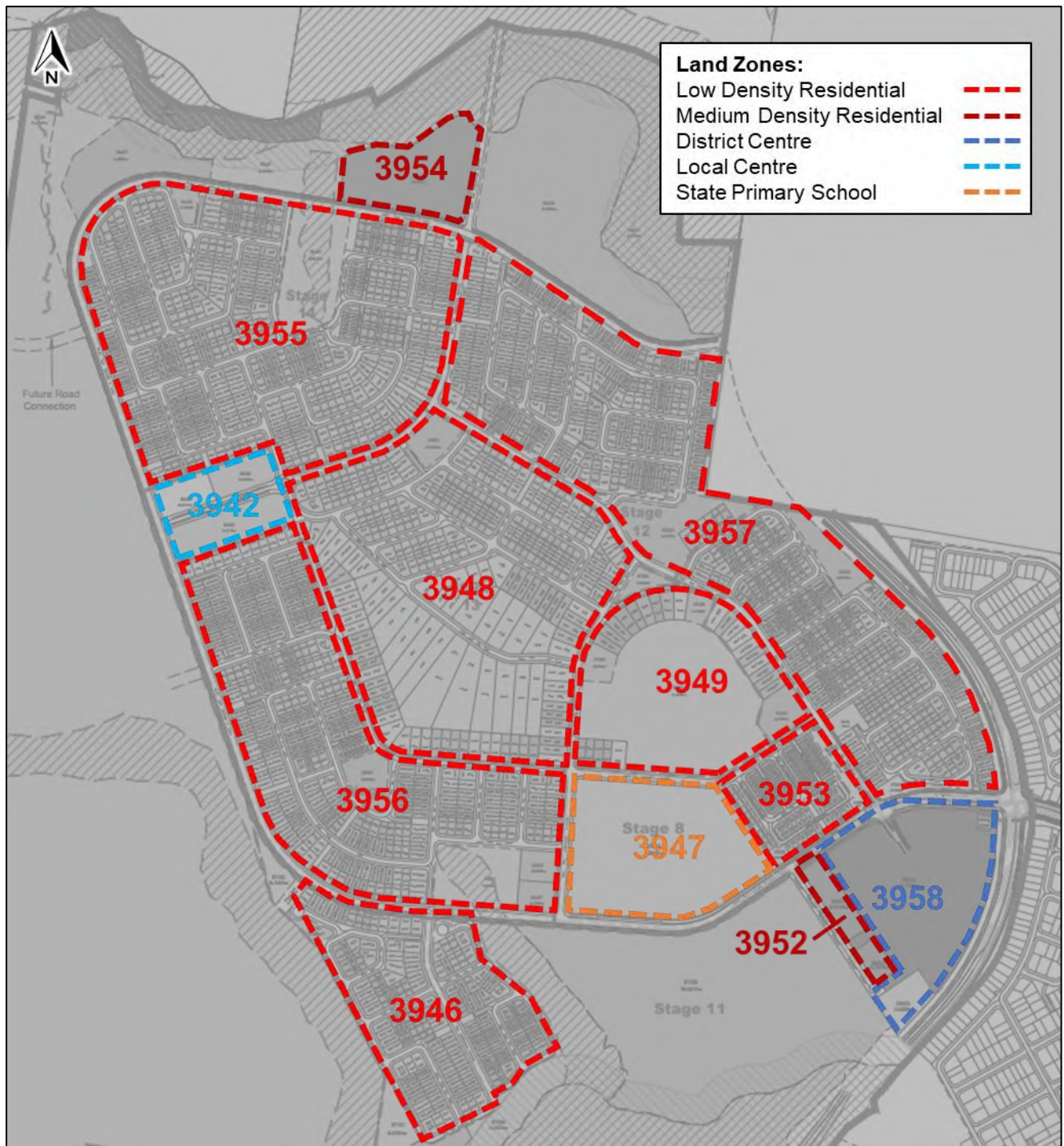


Figure 4.3: Town Centre Zone ID's & Uses

4.2.4 Microsimulation Model Output Overview

Link densities and link delays during the peak hours within the modelled CA3 South area are illustrated in Figure 4.4 to Figure 4.7.



Figure 4.4: AM Peak Link Density

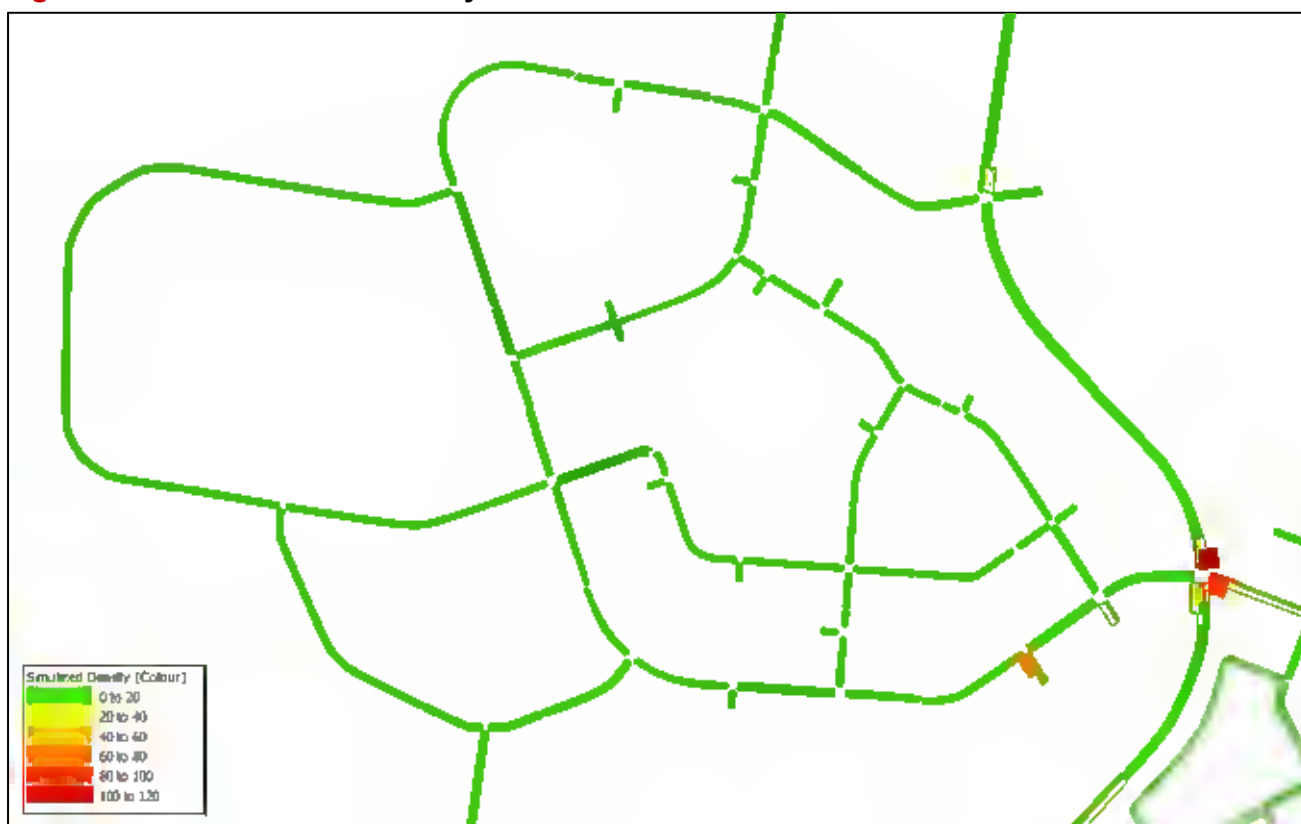


Figure 4.5: PM Peak Link Density



Figure 4.6: Microsimulation Link Delays - AM Peak



Figure 4.7: Microsimulation Link Delays - PM Peak

As shown, link delays largely occur through key signalised intersections as delays are inherent with a signalised intersection given all vehicles are required to stop at some point. That said, based on the delay results, links are typically expected to be within acceptable performance limits. These signalised intersection delays are typical in an urban environment and considering the forecast growth to the ultimate 2066 design year. Regardless, further assessment of these intersections is detailed further below.

4.3 Intersection Assessment

4.3.1 Overview

The key intersections assessed comprise of future trunk intersections identified in the endorsed Movement IMP as well as additional signalised intersections within the CA3 South area itself. The intersections assessed and their relevant ID are shown in Figure 4.8.

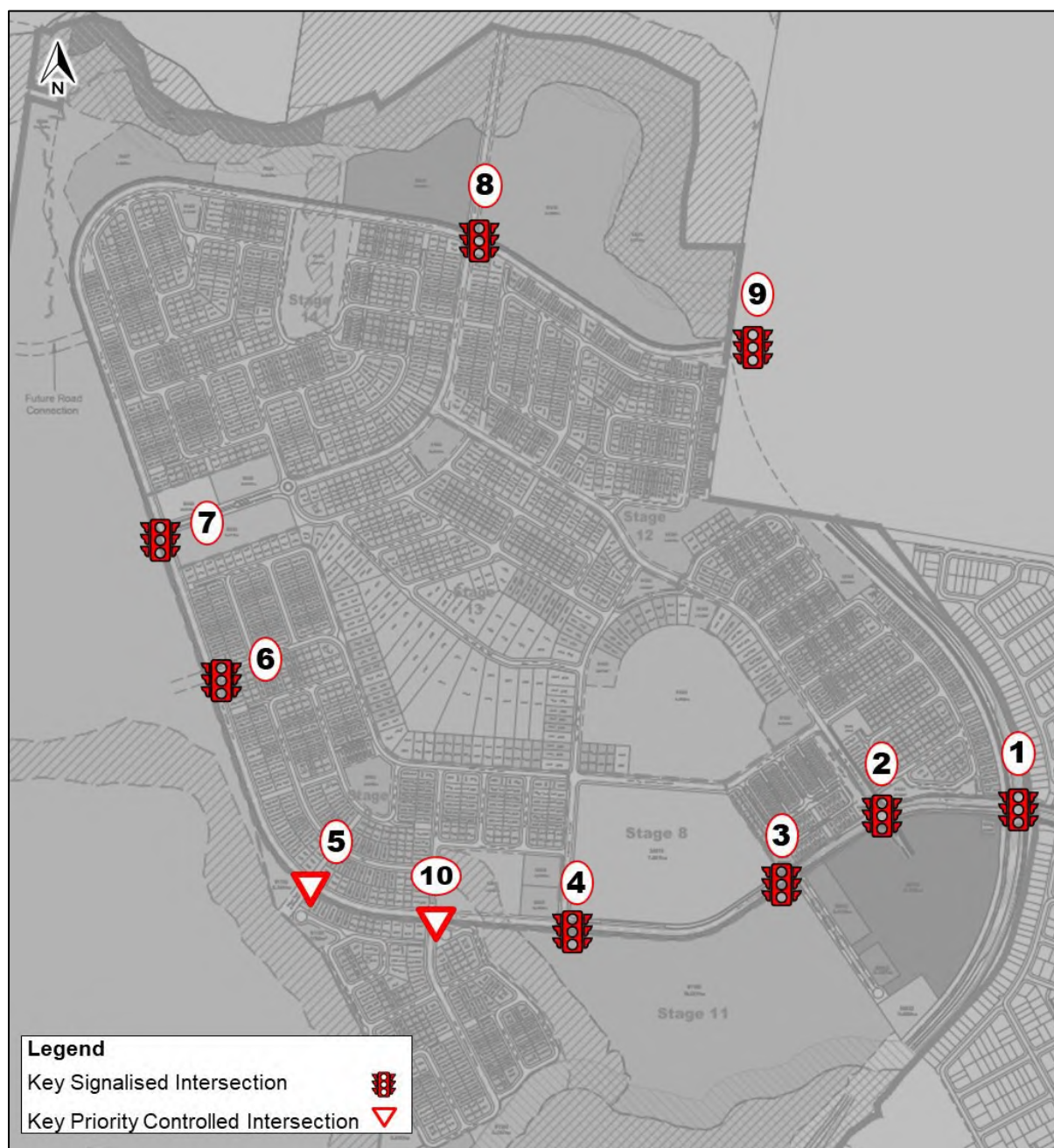


Figure 4.8: Key Intersections

4.3.2 Intersection Forms and Footprints

Key intersection layouts were transferred into SIDRA Intersection (v9.1) based on the Aimsun model layouts and assessed using peak flows extracted from the Aimsun models. This was to gain an indication of critical peak performance at the intersection level.

The resultant intersection forms and layouts are indicative only and subject to change based on further detailed assessment associated with future stages of development. Importantly, ultimate intersection forms are based on 2066 planning (41 years into the future) which may be subject to change over time.

NOTE: turn pocket lengths indicated on SIDRA layouts are indicative only and subject to design to accommodate queuing, deceleration and operational factors.

4.3.3 Intersection Assessment Summary

A summary of the SIDRA intersection results for the key intersections identified is outlined in Table 4.2. Detailed SIDRA outputs are provided in **Appendix C**.

Table 4.2: SIDRA Intersection Results Summary

Intersection ID	DOS (v/c)		Avg. Delay (s)		LOS	
	AM	PM	AM	PM	AM	PM
1	0.87	1.10	46	122	D	F
2	0.86	0.81	36	31	D	C
3	0.78	0.80	10	15	B	B
4	0.57	0.44	9	6	A	A
5	0.50	0.22	7	6	A	A
6	0.28	0.36	9	15	A	B
7	0.15	0.23	8	8	A	A
8	0.64	0.63	21	23	C	C
9	0.88	0.89	54	43	D	D
10	0.23	0.26	1	1	A	A

As shown, with forecast ultimate (2066) traffic volumes, intersections are expected to generally operate within acceptable performance limits in the AM and PM peak hours. The New Beith Road / Flagstonian Drive intersection is forecast to exceed typical performance thresholds in the PM peak only. However, due to the aspirational nature and long-term uncertainty associated with forecasting vehicle and pedestrian volumes for such a long design horizon (i.e. 41-years into the future), it is unclear if these forecasts will ever be met.

Further to this, a key component of the New Beith Road / Flagstonian Drive intersection performance is the impact of fully protected pedestrian movements on the efficiency of the signals noting the long pedestrian crossing distances. Above results adopt SIDRA default pedestrian crossing volumes of 50 pedestrians per hour on each crossing. As such, a sensitivity test was undertaken to test the comparative performance of the intersection if pedestrian volumes were reduced, thereby reducing green time for the pedestrian phase and improving signal efficiency. The east-west pedestrian crossing on the southern approach of the New Beith Road / Flagstonian Drive intersection was determined as critical to intersection performance. Table 4.3 below demonstrates that the intersection would operate within acceptable performance limits if these east-west pedestrian volumes were reduced to 20 per hour.

Table 4.3: Intersection 1 Sensitivity Test SIDRA Results Summary

Intersection ID	DOS (v/c)		Avg. Delay (s)		LOS	
	AM	PM	AM	PM	AM	PM
1	0.90	1.03	41	95	D	F

Based on the above, and the aspirational and somewhat uncertain nature of the 41-year design horizon, the intersection configuration and performance is considered acceptable.

5. ALTERNATIVE TRANSPORT PROVISIONS

5.1 Public Transport

Regional and local bus routes are proposed throughout Context Area 3 generally in accordance with the endorsed Movement IMP and the Context Area plan. Exact bus stop locations through the masterplan area are subject to consultation with TMR / TransLink and may be determined as a part of further applications for specific stages of the CA3 South. Regardless, indicative locations of bus stop pairs within the CA3 site area are shown in Figure 5.1 demonstrating a high level of expected public transport coverage within the town centre.

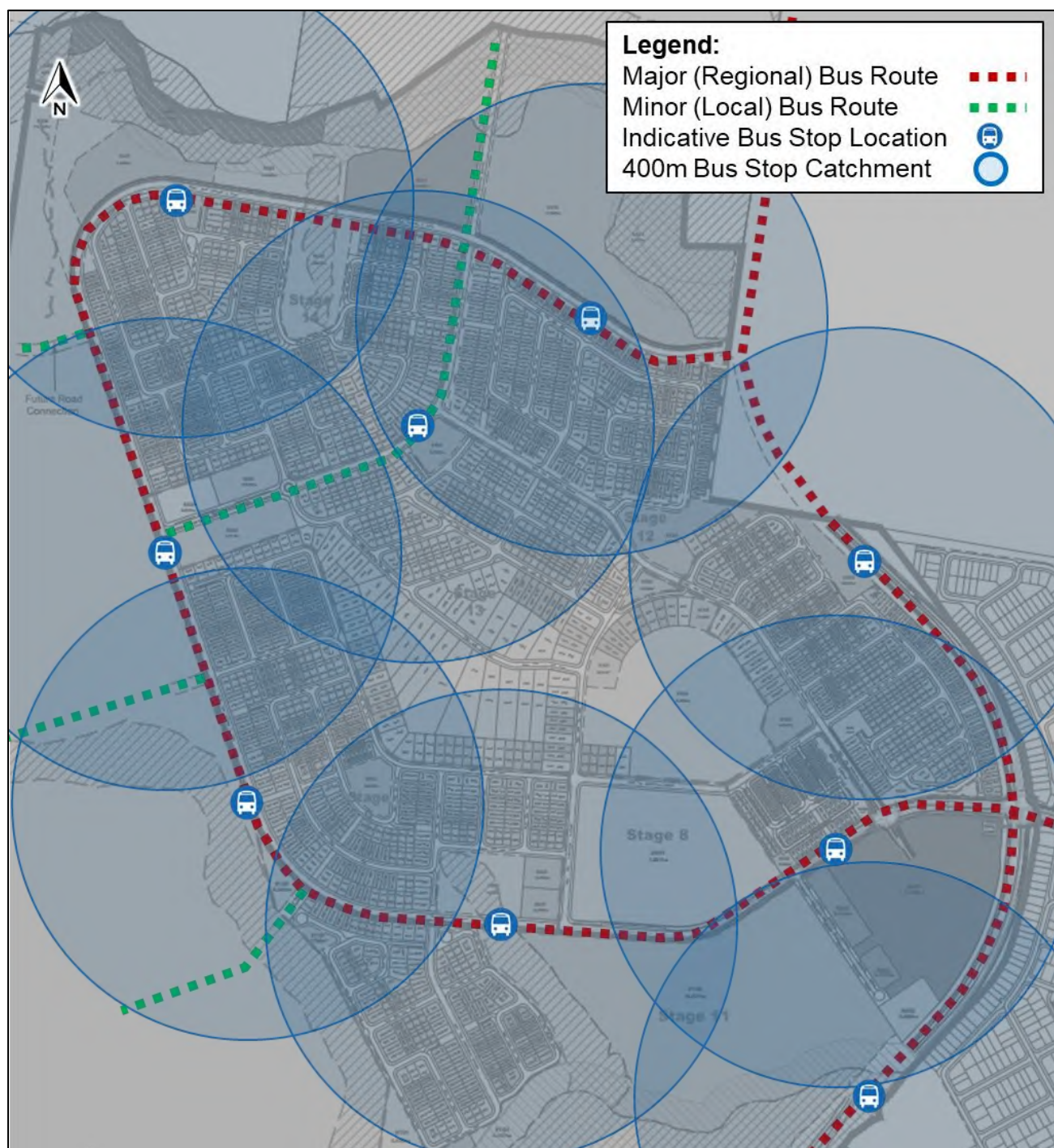


Figure 5.1: Indicative Public Transport Coverage

Where possible, bus stops are located close to signalised intersections to allow road crossings to take place via the signalised crossing(s). Where midblock stops are proposed, these are generally co-located with green space / 'pedestrian linkages' to the nearby residential catchment. This affords residents / passengers with more direct connection points from the stop infrastructure / bus service.

As shown, the majority of the proposed development area is located within reasonable walking distance of a future public transport route / stop, with only a small portion of the lowest density, slope-affected Lots outside of the 400m walking radius. Consistent with public transport requirements of the Flagstone Development Scheme, the indicative bus stop locations identified will result in approximately 98.6% of residential dwellings to be located within walking distance of a bus stop.

Note that bus stop types shall be subject to future applications and detailed design and be in accordance with the PTIM.

5.2 Active Transport Provisions

5.2.1 Overview

Pedestrian and cycle infrastructure will be provided throughout the masterplan area both within the road reserve and outside the road reserve through park linkages and private / shared pedestrian zones.

Major active transport links with separated cycle tracks and pedestrian paths within the road reserve are proposed within:

- New Beith Road (North-south adjacent the CA3 South area)
- 2-lane trunk roads (encircling the majority of the CA3 South area)
- The Regional Sport Park (through the parklands).

Shared paths shall also be provided on the frontage of the state primary school site. Parks, open space and pedestrian linkages are also proposed throughout the site area, with a large number of linkages between residential lots to provide direct pedestrian access between local neighbourhoods and the wider active (and public) transport network.

5.2.2 Active Transport Strategy Development

An active transport strategy was developed for the site area to deliver a hierarchy of active transport provisions. The strategy is based on:

- Key active transport attractors
- Relevant user types
- Key active transport desire line routes.

Key active transport attractors consist of the major land uses including retail/commercial centres, schools, and various types of parklands. These land uses are expected to attract a substantial active transport demand from the residential lots throughout the site area

The key attractors and key pedestrian desire line routes through the site area are depicted in Figure 5.2 and provided in **Appendix D**.



Figure 5.2: Key Attractors and Active Transport Desire Line Routes

Based on the above attractors and desire line routes, an active transport route hierarchy was developed to specify a set of criteria and relevant infrastructure based on route classification.

The overarching hierarchy classification considers three levels, being:

- Major
- Medium
- Low.

The hierarchy does not suggest any lower level of importance or quality of infrastructure, rather defines the type of trip attractors/generators and user types that are most likely to use the prevailing facility, and therefore assist in the determination of an appropriate facility/infrastructure type.

For example:

a Major classification applies to routes / infrastructure that service multiple trip attractors such as connections between schools, parklands and major retail centres. This hierarchy may warrant a wider treatment due to a higher volume of active transport users.

a Low classification applies to routes / infrastructure that primarily service the immediate catchment, are not expected to service a large number of user types and warrant pathway treatments within the road reserve e.g. 1.5m footpath(s).

The route hierarchy criteria are summarised in Table 5.1.

Table 5.1: Criteria to Determine Route Hierarchy

Classification	Criteria	Infrastructure
Major	Provides connections: ▪ Within or between key centres ▪ To schools, shopping centres, transit hubs/stops ▪ Along major, higher volume transport routes	Includes: ▪ Separated cycleways ▪ Shared paths outside road reserve ▪ Shared paths ≥3m inside road reserve both sides of road
Medium	Provides connections: ▪ Within and between residential areas ▪ To major active transport routes ▪ To open space / parks ▪ To public transport stops	Includes: ▪ Shared path inside road reserve one side ▪ Shared paths ≤3m inside road reserve both sides of road ▪ Pathways outside road reserve (open space)
Low	Provides connections: ▪ Within immediate catchment (400m) ▪ On lower order, lower volume transport routes	Includes: ▪ Pathways inside road reserve one side (e.g. 1.5m footpath)

The key active transport linkages throughout the site area were therefore developed adopting the strategy of key attractors, key desire line routes and the criteria outlined in the route hierarchy classification. The key active transport linkages and route hierarchy is shown in Figure 5.3 and provided in **Appendix D**.

As shown, the proposed key active transport linkages are considered to provide a high-level of service and accessibility for the CA3 South site and provide connectivity to surrounding services and properties. The proposed connections also generally align with the active transport components of the endorsed Movement IMP.

Further, the DCOP identifies an off-road shared path through the Regional Sport Park and along the southern extent of the CA3 area. While not specifically identified on the plan included at **Appendix A**,

the proposal does not preclude part provision of this path, and this off-road shared path is recommended to form part of any future approvals relating to the sports park.

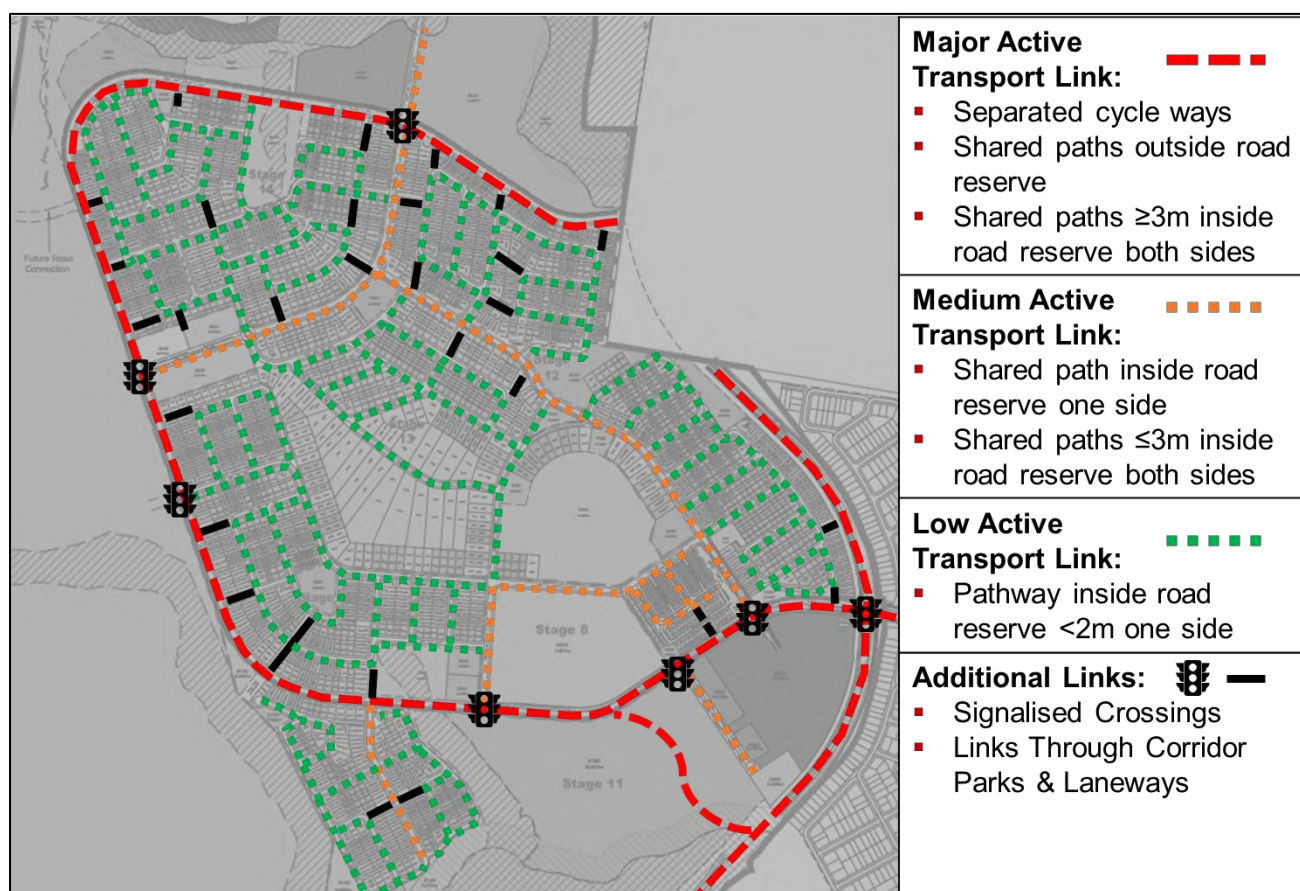


Figure 5.3: Active Transport Linkages

5.2.3 School Frontages

A neighbourhood connector road type is proposed on the northern and western frontages of the proposed Stage 8 school site, including a 3m shared path to be provided on one-side of the road. For compliance with the *TMR Planning for Safe Transport Infrastructure at Schools (PSTIS)* guideline, this shared path shall be provided on the side of the road fronting the proposed school site.

A 4m shared path is proposed on the southern frontage of the school site. As per the PSTIS, this is in line with the required path width for a minor external shared path frontage a large school site. While pedestrian demands to / from the school site along the trunk connector are expected to be high, it would be expected that school pedestrian entry / exit points would be located toward the south-west and south-east corners of the site. As such, active transport movements will flow out from the school at these points without creating a significant pedestrian demand along the length of the path fronting the school, as illustrated in Figure 5.4.

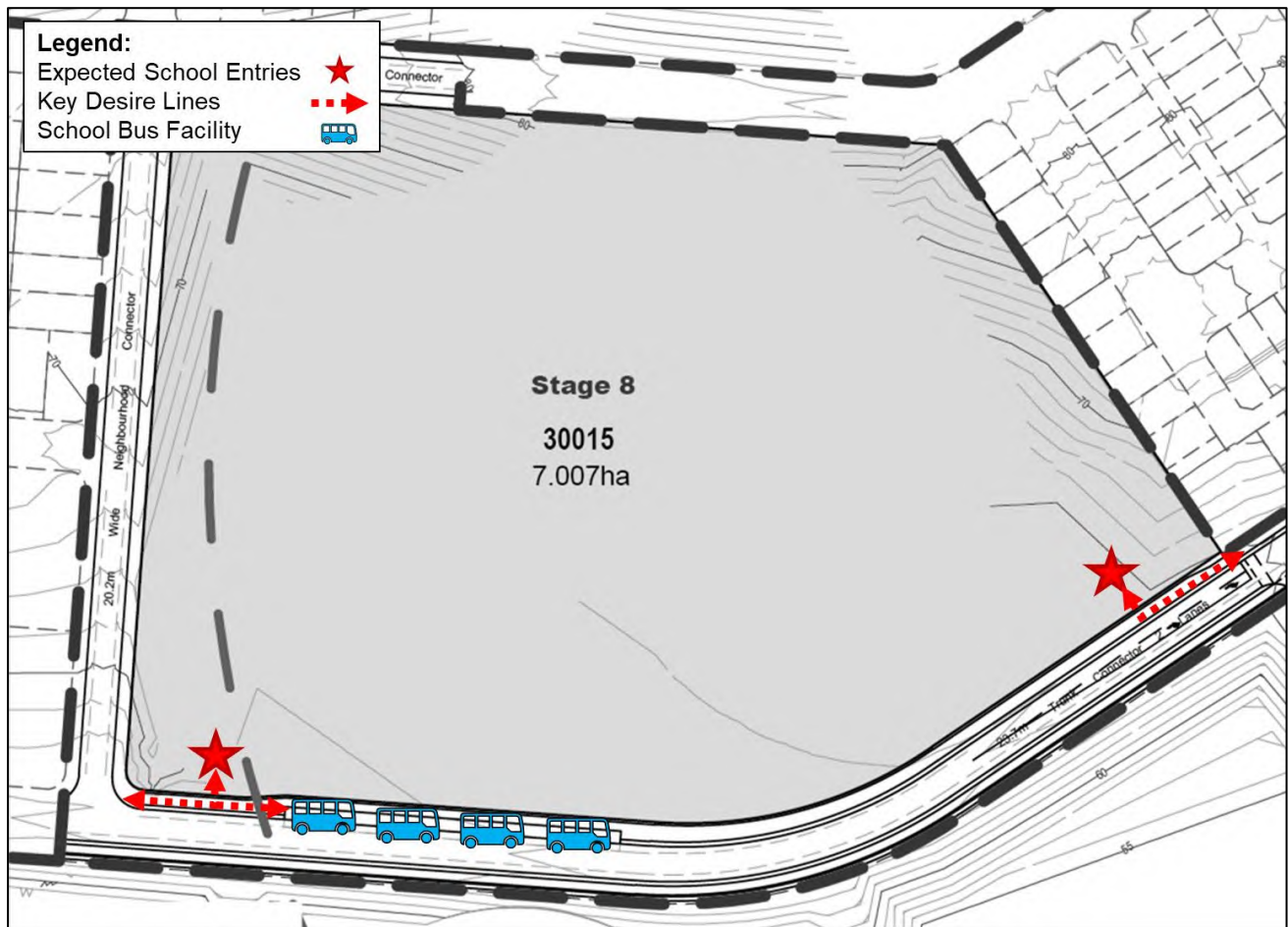


Figure 5.4: Stage 8 School Southern Frontage Pedestrian Connections

Considering this and also noting the proposed two-way cycle path and footpath on the opposing side of the road, a minor shared path classification is considered appropriate for the shared path on the site's southern frontage.

The shared path width narrows to 3m behind the proposed school bus facility. While it is noted that this width is below minimums specified in the PSTIS for a shared path fronting a school, the following should be noted:

- A total sealed width of 7.2m will be available for pedestrians adjacent the bus facility including the bus hardstand width
- The 3m width maintained behind the bus hardstand area maintains the shared path width provided for active transport users on typical a trunk connector cross-section as outlined in Section 3.2.

Based on the above, the proposed shared paths widths fronting the school site are considered ample to cater for expected pedestrian demands generated by the proposed school site and the proposed infrastructure achieves compliance with S1 of the PSTIS.

6. SUMMARY & CONCLUSIONS

The traffic and transport findings for the Flagstone Town Centre Masterplan are summarised below:

- The proposed development is located within the southern portion of Context Area 3 (CA3 South) of Flagstone City and incorporates a range of land uses generally consistent with relevant planning
- CA3 South includes in the order of 1,750 low-medium density dwellings, local and district centres, a primary school and child care, community centre, ambulance station and parks and open spaces
- Proposed road hierarchies are generally in accordance with the Movement IMP and/or the EDQ *Street and Movement Network PDA Guideline*, with exception only to the “Neighbourhood Esplanade” which reflects EDQ’s Neighbourhood Access (16.5m) with a marginal reduction in verge width on one side. Road hierarchies are therefore considered to meet the relevant requirements
- Strategic traffic modelling was undertaken by VLC for which cordon matrices were extracted for the development of microsimulation (Aimsun) traffic models of Flagstone City, this process has been used throughout all previous application material and as such, presents a consistent approach to determining road network / intersection requirements
- Microsimulation modelling indicates that CA3 links are typically expected to be within acceptable performance limits with some delays noted on approaches to signalised intersections on trunk roads. This is typical of signalised intersections in an urban environment, noting the 2066 design year adopted for the ultimate assessment
- Overall findings of intersection modelling of key intersections demonstrate that, based on current estimates of future traffic volumes, key intersections as detailed can generally cater for peak traffic demands within CA3 south
- Approximately 98% of the proposed site is located within 400m of a future bus route / stop / service achieving the public transport requirements of the Development Scheme. Stops are generally located close to signalised intersections (crossings) or midblock adjacent green pedestrian links
- The CA3 South site is considered to provide a highly accessible active transport network, with a range of route options both within and outside the road reserve. The proposed connections also generally align with the active transport components of the Movement IMP and do not preclude the off-road shared path provisions identified in the DCOP.

Based on the above assessment, it is concluded that the proposed road network, intersection arrangements and alternate transport provisions are expected to accommodate transport demands associated with the proposed CA3 South development.

Appendix A: CA3 South Layout





- Legend**
- Application Boundary
 - Stage Boundary
 - Lease Area (Signage)
 - Environmental Constraints
 - Indicative Core Corridor (100m)
 - Indicative Outer Corridor (200m)
 - Existing Q100
 - Concept Design Contours (1m)
 - Possible Multiple Residential Allotment (Max. no. of dwellings)
 - Potential School Site for Acquisition (12ha)

TO BE READ IN CONJUNCTION WITH 110056-640E STAGES 8-14 OVERALL STATISTICS

CA3 SOUTH - Stage 8 - 14 Yield Breakdown									
Lot Type	Stage 8	Stage 9	Stage 10	Stage 11	Stage 12	Stage 13	Stage 14	Overall	
	Yield	Yield	Yield	Yield	Yield	Yield	Yield	Yield	%
20.5m Deep Product									
Premium Villa 12.5m Allotment	—	8	—	—	—	—	—	8	0%
Courtyard 14m Allotment	—	2	—	—	—	—	—	2	0%
Subtotal	—	10	—	—	—	—	—	10	1%
25m Deep Terrace Product									
Terrace 9.5m Allotment	—	32	—	—	—	—	—	32	2%
Subtotal	—	32	—	—	—	—	—	32	2%
25m Deep Product									
Villa 10.5m Allotment	—	—	25	17	11	—	—	53	3%
Premium Villa 12.5m Allotment	—	—	26	17	38	—	2	83	5%
Courtyard 14m Allotment	—	—	12	12	30	—	3	57	3%
Premium Courtyard 16m Allotment	—	—	4	11	5	1	—	21	1%
Premium Traditional 20m Allotment	—	—	—	—	4	—	—	4	0%
Possible Multiple Residential Allotment	—	—	3	1	2	—	—	6	0%
Subtotal	—	—	70	58	90	1	5	224	13%
28m Deep Terrace Product									
Terrace 7.5m Allotment	—	5	—	—	—	—	10	15	1%
Terrace 9.5m Allotment	—	26	—	—	—	—	4	30	2%
Subtotal	—	31	—	—	—	—	14	45	3%
30m Deep Product									
Villa 10.5m Allotment	—	60	39	12	29	—	52	192	12%
Premium Villa 12.5m Allotment	—	95	66	28	67	23	111	390	24%
Courtyard 14m Allotment	—	108	34	33	43	63	152	433	26%
Premium Courtyard 16m Allotment	—	26	3	10	8	35	43	125	8%
Traditional 18m Allotment	—	4	—	—	—	1	—	5	0%
Premium Traditional 20m Allotment	—	9	1	6	4	15	16	51	3%
Possible Multiple Residential Allotment	—	3	—	6	3	6	3	21	1%
Subtotal	—	305	143	95	154	143	377	1217	74%
50m+ Deep Product									
Courtyard 14m Allotment	—	—	—	—	—	25	—	25	2%
Premium Courtyard 16m Allotment	—	—	5	—	—	20	—	25	2%
Traditional 18m Allotment	—	—	3	—	—	17	—	20	1%
Premium Traditional 20m Allotment	—	—	2	—	—	16	—	18	1%
Ridgetop Allotment	—	—	—	—	—	21	—	21	1%
Subtotal	—	—	10	—	—	99	—	109	7%
Total Residential Allotments	—	378	223	153	244	243	396	1637	100%
Residential Net Density	—	16.8 dw/ha	15.0 dw/ha	13.1 dw/ha	16.5 dw/ha	8.8 dw/ha	15.0 dw/ha	13.6 dw/ha	
Super Lots									
Local Centre	—	—	—	—	—	2	—	2	
District Centre	—	—	—	1	—	—	—	1	
Ambulance	—	—	—	1	—	—	—	1	
Child Care	—	2	—	—	—	—	—	2	
Community Centre	—	—	—	—	—	1	—	1	
State Primary School	1	—	—	—	—	—	—	1	
Medium Density Allotment	—	—	—	2	—	—	1	3	
Balance Allotment	—	—	2	—	—	—	2	4	
Subtotal	1	2	2	4	—	3	3	15	
Utilities									
Water Booster Pump Station	—	—	1	—	—	—	—	1	
Total Area of Utilities	—	—	1	—	—	—	—	1	
Total Allotments	1	380	226	157	244	246	399	1653	
Maximum Potential Residential Dwellings (Includes Multiple Residential Allotments)	—	381	226	165	252	254	401	1679	
Maximum Potential Net Residential Density	—	16.9 dw/ha	15.2 dw/ha	14.1 dw/ha	17.1 dw/ha	9.2 dw/ha	15.2 dw/ha	14.0 dw/ha	

CA3 SOUTH - Stage 8 - 14 Land Budget									
Land Use	Stage 8	Stage 9	Stage 10	Stage 11	Stage 12	Stage 13	Stage 14	Overall	
	Area	Area	Area	Area	Area	Area	Area	Area	%
	9.607 ha	27.225 ha	19.337 ha	66.007 ha	16.220 ha	36.655 ha	144.021 ha	319.072 ha	100.0%
Saleable Area									
Residential Allotments	—	14.554 ha	8.763 ha	6.286 ha	9.627 ha	20.708 ha	16.547 ha	76.485 ha	24.0%
Medium Density	—	—	—	0.905 ha	—	—	2.863 ha	3.768 ha	1.2%
Local Centre	—	—	—	—	—	1.945 ha	—	1.945 ha	0.6%
District Centre	—	—	—	6.335 ha	—	—	—	6.335 ha	2.0%
Ambulance	—	—	—	0.600 ha	—	—	—	0.600 ha	0.2%
Child Care	—	0.700 ha	—	—	—	—	—	0.700 ha	0.2%
Community Centre	—	—	—	—	—	0.551 ha	—	0.551 ha	0.2%
State Primary School	7.007 ha	—	—	—	—	—	—	7.007 ha	2.2%
Total Area of Allotments	7.007 ha	15.254 ha	8.763 ha	14.126 ha	9.627 ha	23.204 ha	19.410 ha	97.391 ha	30.5%
Utilities									
Water Booster Pump Station	—	—	0.068 ha	—	—	—	—	0.068 ha	0.0%
Area of Utilities	—	—	0.068 ha	—	—	—	—	0.068 ha	0.0%
Road									
North South Arterial Dedication (incl. batters)	—	—	3.050 ha	9.501 ha	—	—	0.126 ha	12.677 ha	4.0%
Trunk Connector 2 Lanes (23.7m)	1.578 ha	2.474 ha	1.121 ha	0.144 ha	0.028 ha	0.327 ha	4.052 ha	9.724 ha	3.0%
Neighbourhood Connector (20.2m)	1.022 ha	1.026 ha	1.094 ha	1.225 ha	1.642 ha	1.016 ha	0.688 ha	7.713 ha	2.4%
Neighbourhood Access Street (16.5m)	—	5.229 ha	3.446 ha	3.124 ha	3.246 ha	4.373 ha	6.177 ha	25.595 ha	8.0%
Laneway (6.5m)	—	0.363 ha	—	—	—	—	0.083 ha	0.446 ha	0.1%
Pedestrian Linkages	—	0.365 ha	0.042 ha	0.088 ha	0.255 ha	0.130 ha	0.638 ha	1.518 ha	0.5%
Total Area of New Road	2.600 ha	9.457 ha	8.753 ha	14.082 ha	5.171 ha	5.846 ha	11.764 ha	57.673 ha	18.1%
Open Space									
Conservation Buffer	—	—	—	—	—	—	1.988 ha	1.988 ha	0.6%
Corridor Park / Conservation	—	1.564 ha	—	21.807 ha	—	6.350 ha	18.067 ha	47.788 ha	15.0%
Stormwater Management	—	—	0.699 ha	—	1.422 ha	—	—	2.121 ha	0.7%
Regional Sports	—	—	—	15.001 ha	—	—	—	15.001 ha	4.7%
District Sports	—	—	—	—	—	—	8.560 ha	8.560 ha	2.7%
Neighbourhood Recreation Park	—	0.580 ha	0.539 ha	0.816 ha	—	0.502 ha	1.905 ha	4.342 ha	1.4%
Local Recreation Park	—	0.103 ha	—	0.175 ha	—	0.753 ha	0.293 ha	1.324 ha	0.4%
Local Linear Recreation Park	—	0.267 ha	0.273 ha	—	—	—	—	0.540 ha	0.2%
Total Open Space	—	2.514 ha	1.511 ha	37.799 ha	1.422 ha	7.605 ha	30.813 ha	81.664 ha	25.6%
Balance Allotments									
Balance Allotment	—	—	0.242 ha	—	—	—	82.034 ha	82.276 ha	25.8%
Total Balance Allotments	—	—	0.242 ha	—	—	—	82.034 ha	82.276 ha	25.8%

PLAN REF: 110056 – 640

Rev No: E
DATE: 30 JULY 2025
CLIENT: PEET
DRAWN BY: JC / MM
CHECKED BY: MD



Not to Scale @ A3

FLAGSTONE CA3 SOUTH
STAGES 8 - 14
OVERALL PLAN OF SUBDIVISION STATISTICS

PEET

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



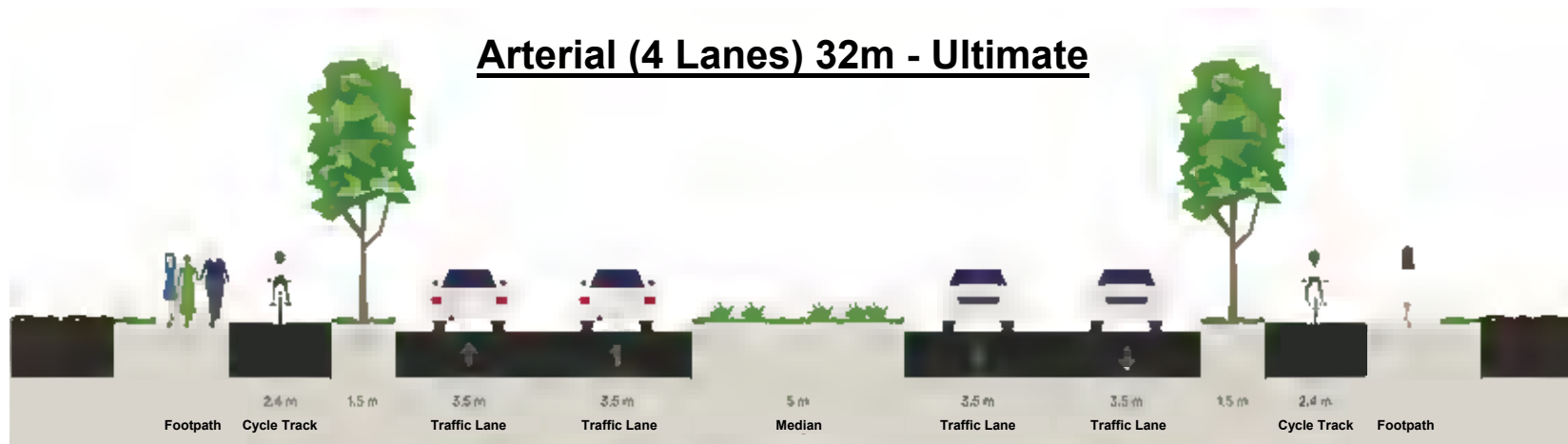
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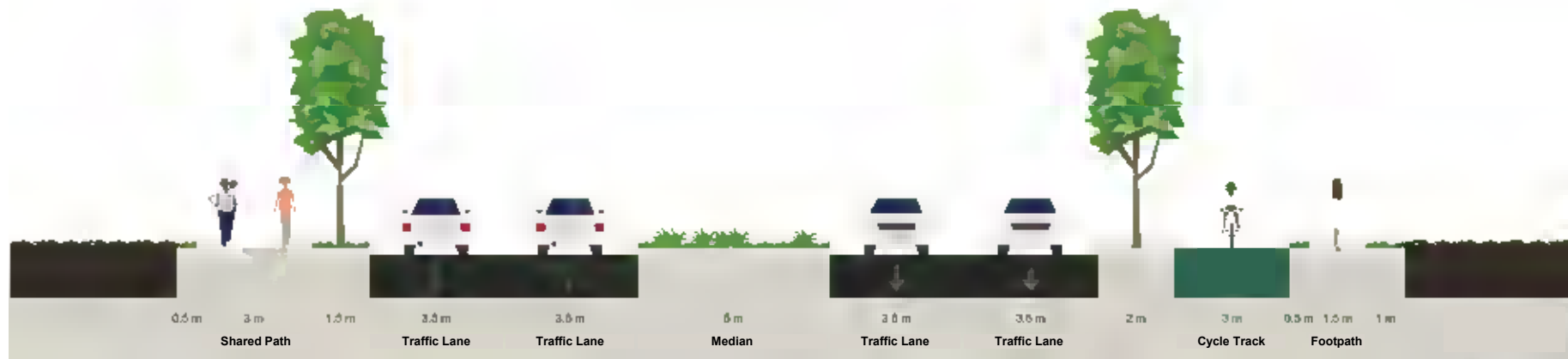
Appendix B: Typical Road Cross-Sections



Arterial (4 Lanes) 32m - Ultimate



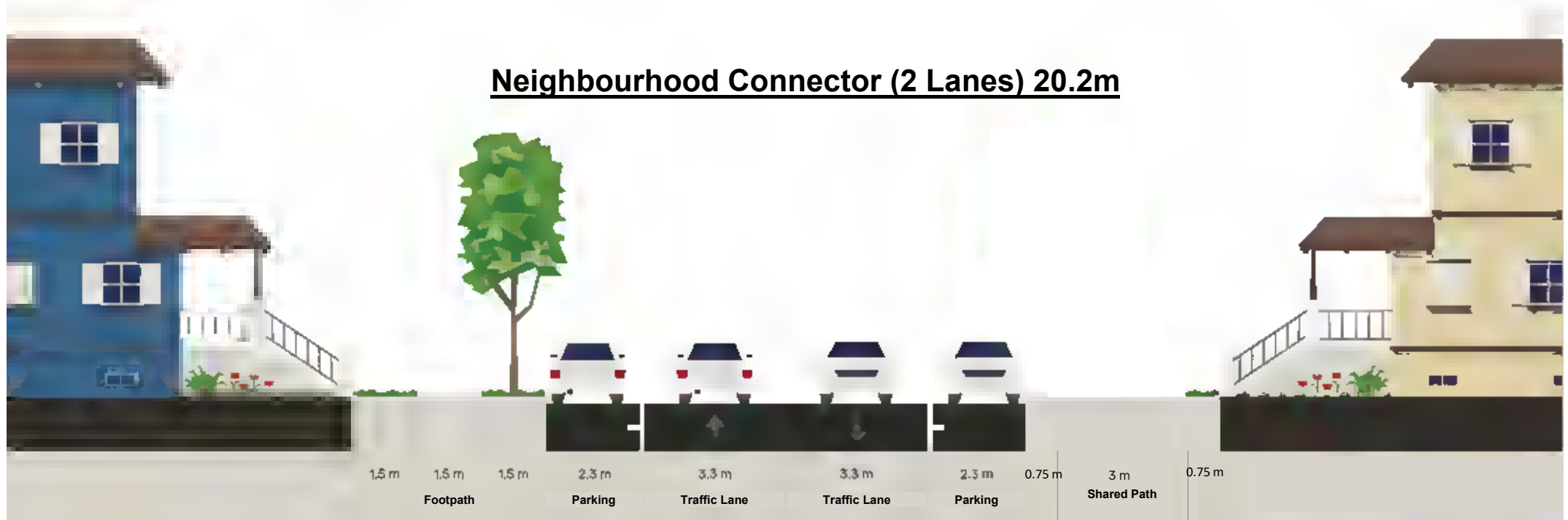
Trunk Collector (4 Lanes) 32m - Ultimate



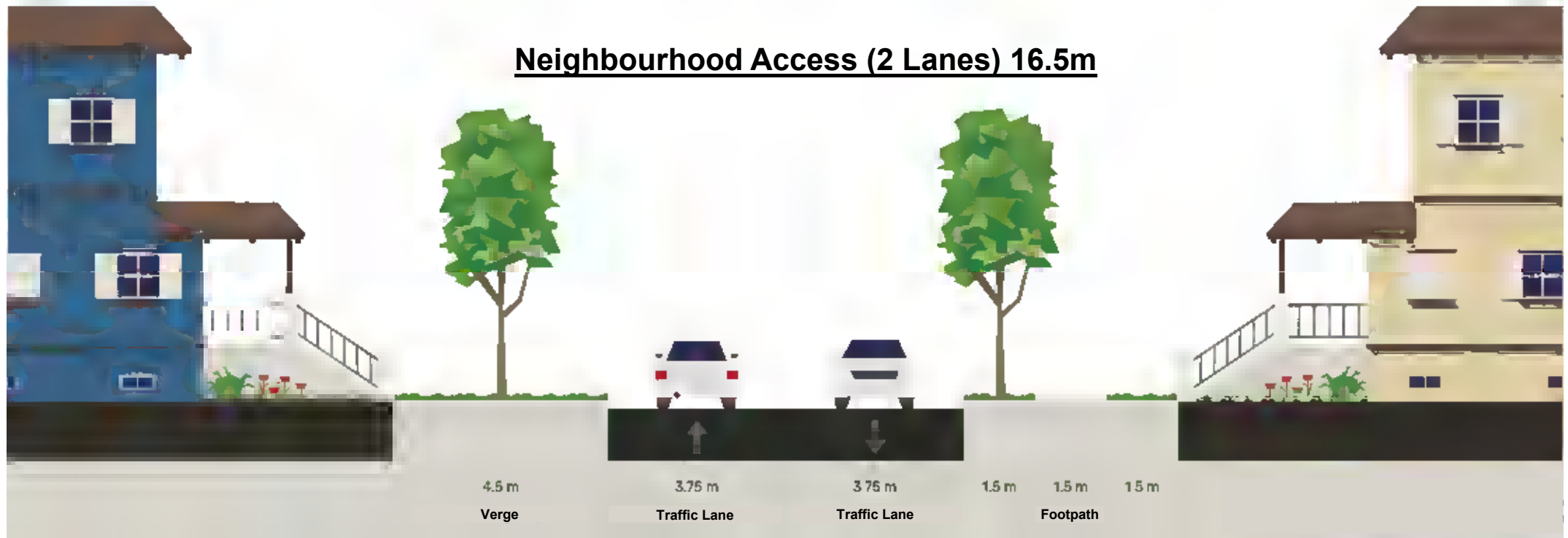
Trunk Connector (2 Lanes) 23.7m – With Parking



Neighbourhood Connector (2 Lanes) 20.2m



Neighbourhood Access (2 Lanes) 16.5m



Neighbourhood Lane 6.5m



Neighbourhood Esplanade



Appendix C: Key Intersection SIDRA Summaries



SITE LAYOUT

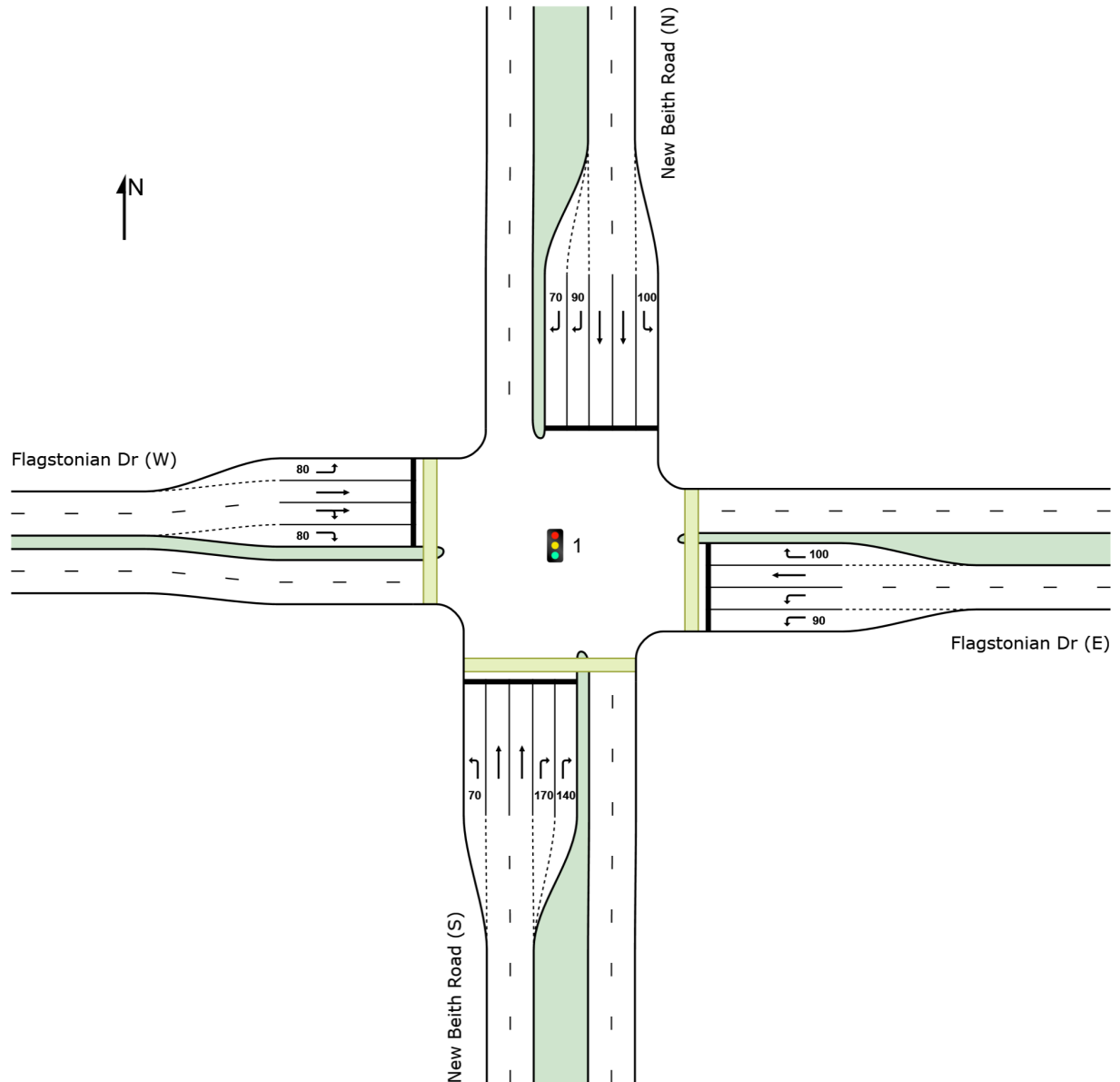
 **Site: 1 [1_2066 AM (Site Folder: 2066 AM)]**

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

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Project: P:\P6887 Flagstone City Traffic and Transport Services\Technical\Models\SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 1 [1_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2066 District Centre AM (Network Folder: General)]

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]			km/h
			veh/h	%	veh/h	%	v/c	sec			m			
South: New Beith Road (S)														
1	L2	All MCs	135	0.0	135	0.0	0.132	22.4	LOS C	1.5	10.8	0.51	0.70	46.1
2	T1	All MCs	1326	2.2	1326	2.2	0.801	27.1	LOS C	19.3	137.6	0.83	0.76	54.8
3	R2	All MCs	722	1.5	722	1.5	*0.842	60.7	LOS E	13.6	96.3	1.00	0.94	30.9
Approach			2183	1.8	2183	1.8	0.842	37.9	LOS D	19.3	137.6	0.87	0.81	44.5
East: Flagstonian Dr (E)														
4	L2	All MCs	268	2.6	268	2.6	0.315	47.6	LOS D	4.0	28.6	0.87	0.79	34.6
5	T1	All MCs	224	0.9	224	0.9	0.578	47.3	LOS D	7.4	51.9	0.96	0.80	15.3
6	R2	All MCs	271	1.8	271	1.8	*0.739	57.5	LOS E	9.5	67.6	1.00	0.87	34.1
Approach			763	1.8	763	1.8	0.739	51.0	LOS D	9.5	67.6	0.94	0.82	30.6
North: New Beith Road (N)														
7	L2	All MCs	376	1.9	376	1.9	0.492	21.6	LOS C	6.5	46.0	0.78	0.81	48.5
8	T1	All MCs	814	5.7	814	5.7	0.805	48.5	LOS D	14.5	106.3	1.00	0.92	44.2
9	R2	All MCs	186	2.2	186	2.2	*0.872	77.4	LOS E	3.8	27.0	1.00	0.96	24.4
Approach			1376	4.1	1376	4.1	0.872	45.1	LOS D	14.5	106.3	0.94	0.89	41.9
West: Flagstonian Dr (W)														
10	L2	All MCs	294	0.7	294	0.7	0.734	54.6	LOS D	10.2	71.6	0.99	0.86	31.4
11	T1	All MCs	333	1.5	333	1.5	*0.839	64.1	LOS E	6.8	48.4	1.00	0.96	17.7
12	R2	All MCs	186	0.0	186	0.0	0.839	69.9	LOS E	6.8	48.2	1.00	0.96	26.3
Approach			813	0.9	813	0.9	0.839	62.0	LOS E	10.2	71.6	1.00	0.93	25.4
All Vehicles			5135	2.3	5135	2.3	0.872	45.6	LOS D	19.3	137.6	0.92	0.85	38.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
South: New Beith Road (S)											
P1	Full	50	53.3	LOS E	0.2	0.2	0.94	0.94	68.7	20.0	0.29

East: Flagstonian Dr (E)											
P2	Full	50	53.3	LOS E	0.2	0.2	0.94	0.94	68.7	20.0	0.29
West: Flagstonian Dr (W)											
P4	Full	50	54.3	LOS E	0.2	0.2	0.95	0.95	208.1	200.0	0.96
All Pedestrians		150	53.6	LOS E	0.2	0.2	0.95	0.95	115.2	80.0	0.69

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

MOVEMENT SUMMARY

 Site: 1 [1_2066 AM_Sensitivity (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2066 District Centre AM_Sensitivity (Network Folder: General)]

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 105 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]			km/h
			veh/h	%	veh/h	%	v/c	sec			m			
South: New Beith Road (S)														
1	L2	All MCs	135	0.0	135	0.0	0.132	17.6	LOS B	1.3	9.0	0.51	0.70	47.1
2	T1	All MCs	1326	2.2	1326	2.2	0.783	21.9	LOS C	16.3	116.5	0.81	0.74	56.7
3	R2	All MCs	722	1.5	722	1.5	*0.897	62.5	LOS E	13.1	92.8	1.00	1.01	30.5
Approach			2183	1.8	2183	1.8	0.897	35.0	LOS D	16.3	116.5	0.85	0.82	45.8
East: Flagstonian Dr (E)														
4	L2	All MCs	268	2.6	268	2.6	0.241	35.9	LOS D	3.2	22.6	0.79	0.77	39.1
5	T1	All MCs	224	0.9	224	0.9	0.674	45.5	LOS D	6.8	48.1	0.99	0.84	15.7
6	R2	All MCs	271	1.8	271	1.8	*0.862	61.3	LOS E	9.4	67.1	1.00	0.98	33.0
Approach			763	1.8	763	1.8	0.862	47.7	LOS D	9.4	67.1	0.92	0.86	31.7
North: New Beith Road (N)														
7	L2	All MCs	376	1.9	376	1.9	0.525	21.0	LOS C	5.9	42.1	0.82	0.81	48.8
8	T1	All MCs	814	5.7	814	5.7	0.775	40.3	LOS D	12.4	90.9	0.98	0.89	46.9
9	R2	All MCs	186	2.2	186	2.2	*0.890	70.3	LOS E	3.4	24.2	1.00	0.98	25.6
Approach			1376	4.1	1376	4.1	0.890	39.1	LOS D	12.4	90.9	0.94	0.88	44.1
West: Flagstonian Dr (W)														
10	L2	All MCs	294	0.7	294	0.7	0.726	48.6	LOS D	8.9	62.9	0.99	0.86	33.0
11	T1	All MCs	333	1.5	333	1.5	*0.867	59.2	LOS E	6.2	43.9	1.00	1.00	18.7
12	R2	All MCs	186	0.0	186	0.0	0.867	65.1	LOS E	6.2	43.7	1.00	1.00	27.3
Approach			813	0.9	813	0.9	0.867	56.7	LOS E	8.9	62.9	1.00	0.95	26.6
All Vehicles			5135	2.3	5135	2.3	0.897	41.4	LOS D	16.3	116.5	0.91	0.87	40.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
South: New Beith Road (S)											
P1	Full	20	45.8	LOS E	0.1	0.1	0.93	0.93	61.2	20.0	0.33

East: Flagstonian Dr (E)											
P2	Full	50	45.8	LOS E	0.1	0.1	0.94	0.94	61.2	20.0	0.33
West: Flagstonian Dr (W)											
P4	Full	50	46.8	LOS E	0.1	0.1	0.94	0.94	200.6	200.0	1.00
All Pedestrians		120	46.2	LOS E	0.1	0.1	0.94	0.94	119.3	95.0	0.80

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: P:\P6887 Flagstone City Traffic and Transport Services\Technical\Models\SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 1 [1_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2066 District Centre PM (Network Folder: General)]

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 160 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]			km/h
			veh/h	%	veh/h	%	v/c	sec			m			
South: New Beith Road (S)														
1	L2	All MCs	151	0.0	151	0.0	0.237	42.4	LOS D	3.3	23.2	0.75	0.76	36.9
2	T1	All MCs	732	3.3	732	3.3	0.730	63.3	LOS E	16.7	120.2	0.97	0.84	41.5
3	R2	All MCs	172	1.2	172	1.2	0.534	84.2	LOS F	4.1	28.7	1.00	0.78	25.7
Approach			1055	2.5	1055	2.5	0.730	63.7	LOS E	16.7	120.2	0.94	0.82	36.4
East: Flagstonian Dr (E)														
4	L2	All MCs	885	1.9	885	1.9	* 1.091	195.2	LOS F	32.8	233.4	1.00	1.21	15.2
5	T1	All MCs	353	0.6	353	0.6	0.519	43.8	LOS D	13.2	93.0	0.85	0.74	16.1
6	R2	All MCs	356	1.4	356	1.4	0.553	51.2	LOS D	13.6	96.1	0.86	0.83	36.0
Approach			1594	1.5	1594	1.5	1.091	129.5	LOS F	32.8	233.4	0.94	1.02	17.4
North: New Bieth Road (N)														
7	L2	All MCs	193	4.1	193	4.1	0.163	38.1	LOS D	2.0	14.8	0.41	0.70	54.5
8	T1	All MCs	1291	1.4	1291	1.4	* 1.097	180.9	LOS F	46.7	331.2	1.00	1.48	24.4
9	R2	All MCs	316	0.9	316	0.9	0.548	88.4	LOS F	7.0	49.7	0.97	0.81	25.0
Approach			1800	1.6	1800	1.6	1.097	149.4	LOS F	46.7	331.2	0.93	1.28	22.8
West: Flagstonian Dr (W)														
10	L2	All MCs	144	2.1	144	2.1	0.300	56.0	LOS E	5.5	39.0	0.85	0.78	31.0
11	T1	All MCs	234	1.7	234	1.7	* 1.040	144.2	LOS F	9.0	64.1	1.00	1.16	9.4
12	R2	All MCs	173	0.0	173	0.0	1.040	150.2	LOS F	8.9	63.2	1.00	1.16	16.1
Approach			551	1.3	551	1.3	1.040	123.0	LOS F	9.0	64.1	0.96	1.06	16.0
All Vehicles			5000	1.7	5000	1.7	1.097	122.1	LOS F	46.7	331.2	0.94	1.08	22.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
						m					
South: New Beith Road (S)											
P1	Full	50	73.3	LOS F	0.2	0.2	0.96	0.96	88.7	20.0	0.23

East: Flagstonian Dr (E)											
P2	Full	50	73.3	LOS F	0.2	0.2	0.96	0.96	88.7	20.0	0.23
West: Flagstonian Dr (W)											
P4	Full	50	74.3	LOS F	0.2	0.2	0.96	0.96	228.1	200.0	0.88
All Pedestrians		150	73.6	LOS F	0.2	0.2	0.96	0.96	135.2	80.0	0.59

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: P:\P6887 Flagstone City Traffic and Transport Services\Technical\Models\SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 1 [1_2066 PM_Sensitivity (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2066 District Centre PM_Sensitivity (Network Folder: General)]

New Beith Road / Flagstonian Drive

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 160 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]			km/h
			veh/h	%	veh/h	%	v/c	sec			m			
South: New Beith Road (S)														
1	L2	All MCs	151	0.0	151	0.0	0.237	42.2	LOS D	3.1	21.8	0.75	0.76	37.3
2	T1	All MCs	732	3.3	732	3.3	0.747	64.8	LOS E	16.9	121.5	0.98	0.85	41.1
3	R2	All MCs	172	1.2	172	1.2	0.575	85.5	LOS F	4.1	29.0	1.00	0.78	25.4
Approach			1055	2.5	1055	2.5	0.747	64.9	LOS E	16.9	121.5	0.95	0.83	36.1
East: Flagstonian Dr (E)														
4	L2	All MCs	885	1.9	885	1.9	* 1.019	142.0	LOS F	29.4	209.5	1.00	1.13	19.5
5	T1	All MCs	353	0.6	353	0.6	0.559	47.4	LOS D	13.8	96.8	0.88	0.77	15.2
6	R2	All MCs	356	1.4	356	1.4	0.596	54.8	LOS D	14.1	100.0	0.90	0.84	34.9
Approach			1594	1.5	1594	1.5	1.019	101.6	LOS F	29.4	209.5	0.95	0.99	20.6
North: New Bieth Road (N)														
7	L2	All MCs	193	4.1	193	4.1	0.163	34.1	LOS C	2.0	14.3	0.41	0.70	54.5
8	T1	All MCs	1291	1.4	1291	1.4	* 1.027	123.8	LOS F	40.7	288.3	1.00	1.26	31.6
9	R2	All MCs	316	0.9	316	0.9	0.473	82.3	LOS F	6.8	48.0	0.95	0.80	25.9
Approach			1800	1.6	1800	1.6	1.027	106.9	LOS F	40.7	288.3	0.93	1.12	28.1
West: Flagstonian Dr (W)														
10	L2	All MCs	144	2.1	144	2.1	0.268	51.6	LOS D	5.2	37.2	0.81	0.78	32.1
11	T1	All MCs	234	1.7	234	1.7	* 0.953	102.8	LOS F	7.8	55.6	1.00	1.06	12.4
12	R2	All MCs	173	0.0	173	0.0	0.953	108.7	LOS F	7.7	54.8	1.00	1.05	20.2
Approach			551	1.3	551	1.3	0.953	91.3	LOS F	7.8	55.6	0.95	0.98	19.7
All Vehicles			5000	1.7	5000	1.7	1.027	94.6	LOS F	40.7	288.3	0.94	1.00	26.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m	m/sec
						m					
South: New Beith Road (S)											
P1	Full	20	73.2	LOS F	0.1	0.1	0.96	0.96	88.6	20.0	0.23

East: Flagstonian Dr (E)											
P2	Full	50	73.3	LOS F	0.2	0.2	0.96	0.96	88.7	20.0	0.23
West: Flagstonian Dr (W)											
P4	Full	50	74.3	LOS F	0.2	0.2	0.96	0.96	228.1	200.0	0.88
All Pedestrians		120	73.7	LOS F	0.2	0.2	0.96	0.96	146.8	95.0	0.65

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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SITE LAYOUT

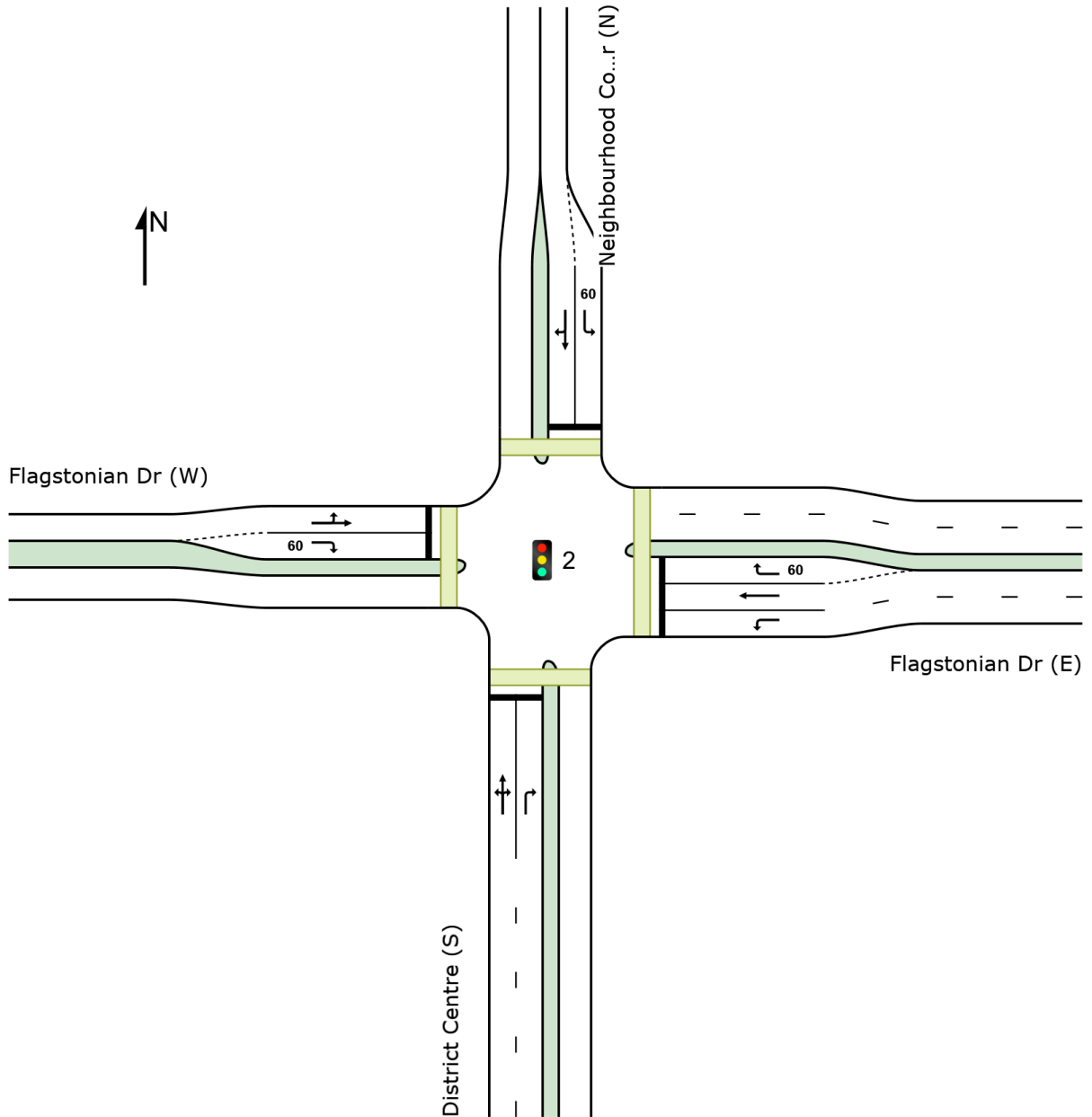
 **Site: 2 [2_2066 AM (Site Folder: 2066 AM)]**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



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MOVEMENT SUMMARY

 Site: 2 [2_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2066 District Centre AM (Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 85 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	[Total HV]						[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m			km/h	
South: District Centre (S)															
1	L2	All MCs	1	0.0	1	0.0	0.167	44.0	LOS D	1.0	7.4	0.90	0.72	0.90	16.6
2	T1	All MCs	2	0.0	2	0.0	0.167	34.6	LOS C	1.0	7.4	0.90	0.72	0.90	26.3
3	R2	All MCs	89	2.4	89	2.4	0.167	37.9	LOS D	1.1	7.6	0.90	0.72	0.90	8.9
Approach			93	2.3	93	2.3	0.167	37.9	LOS D	1.1	7.6	0.90	0.72	0.90	9.7
East: Flagstonian Dr (E)															
4	L2	All MCs	201	1.0	201	1.0	* 0.421	21.4	LOS C	2.8	19.8	0.88	0.79	0.88	24.7
5	T1	All MCs	324	1.0	324	1.0	0.569	27.8	LOS C	7.1	50.0	0.90	0.77	0.90	26.1
6	R2	All MCs	46	0.0	46	0.0	* 0.424	50.8	LOS D	1.2	8.7	1.00	0.74	1.00	25.1
Approach			572	0.9	572	0.9	0.569	27.4	LOS C	7.1	50.0	0.90	0.77	0.90	25.5
North: Neighbourhood Connector (N)															
7	L2	All MCs	172	0.0	172	0.0	0.327	30.8	LOS C	3.5	24.4	0.83	0.77	0.83	27.3
8	T1	All MCs	19	0.0	19	0.0	* 0.084	33.3	LOS C	0.6	4.3	0.87	0.67	0.87	27.6
9	R2	All MCs	9	0.0	9	0.0	0.084	36.5	LOS D	0.6	4.3	0.87	0.67	0.87	29.2
Approach			200	0.0	200	0.0	0.327	31.3	LOS C	3.5	24.4	0.84	0.76	0.84	27.5
West: Flagstonian Dr (W)															
10	L2	All MCs	14	0.0	14	0.0	0.864	48.7	LOS D	16.7	118.1	0.99	1.01	1.17	29.3
11	T1	All MCs	598	0.9	598	0.9	* 0.864	43.2	LOS D	16.7	118.1	0.99	1.01	1.17	14.0
12	R2	All MCs	51	0.0	51	0.0	0.178	48.9	LOS D	1.2	8.1	0.91	0.74	0.91	16.4
Approach			662	0.8	662	0.8	0.864	43.7	LOS D	16.7	118.1	0.99	0.99	1.15	12.5
All Vehicles			1526	0.8	1526	0.8	0.864	35.6	LOS D	16.7	118.1	0.93	0.86	1.00	19.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m/sec
						m				
South: District Centre (S)										
P1	Full	50	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	1.05

East: Flagstonian Dr (E)											
P2	Full	50	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	200.0	1.05
North: Neighbourhood Connector (N)											
P3	Full	50	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	200.0	1.05
West: Flagstonian Dr (W)											
P4	Full	50	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	200.0	1.05
All Pedestrians		200	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	200.0	1.05

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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MOVEMENT SUMMARY

 Site: 2 [2_2066 AM_Sensitivity (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2066 District Centre AM_Sensitivity (Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 85 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m			km/h	
South: District Centre (S)															
1	L2	All MCs	1	0.0	1	0.0	0.167	44.0	LOS D	1.0	7.4	0.90	0.72	0.90	16.6
2	T1	All MCs	2	0.0	2	0.0	0.167	34.6	LOS C	1.0	7.4	0.90	0.72	0.90	26.3
3	R2	All MCs	89	2.4	89	2.4	0.167	37.9	LOS D	1.1	7.6	0.90	0.72	0.90	8.9
Approach			93	2.3	93	2.3	0.167	37.9	LOS D	1.1	7.6	0.90	0.72	0.90	9.7
East: Flagstonian Dr (E)															
4	L2	All MCs	201	1.0	201	1.0	* 0.421	21.4	LOS C	2.8	19.8	0.88	0.79	0.88	24.7
5	T1	All MCs	324	1.0	324	1.0	0.569	27.8	LOS C	7.1	50.0	0.90	0.77	0.90	26.1
6	R2	All MCs	46	0.0	46	0.0	* 0.424	50.8	LOS D	1.2	8.7	1.00	0.74	1.00	25.1
Approach			572	0.9	572	0.9	0.569	27.4	LOS C	7.1	50.0	0.90	0.77	0.90	25.5
North: Neighbourhood Connector (N)															
7	L2	All MCs	172	0.0	172	0.0	0.327	30.8	LOS C	3.5	24.4	0.83	0.77	0.83	27.3
8	T1	All MCs	19	0.0	19	0.0	* 0.084	33.3	LOS C	0.6	4.3	0.87	0.67	0.87	27.6
9	R2	All MCs	9	0.0	9	0.0	0.084	36.5	LOS D	0.6	4.3	0.87	0.67	0.87	29.2
Approach			200	0.0	200	0.0	0.327	31.3	LOS C	3.5	24.4	0.84	0.76	0.84	27.5
West: Flagstonian Dr (W)															
10	L2	All MCs	14	0.0	14	0.0	0.864	48.7	LOS D	16.7	118.1	0.99	1.01	1.17	29.3
11	T1	All MCs	598	0.9	598	0.9	* 0.864	43.2	LOS D	16.7	118.1	0.99	1.01	1.17	14.0
12	R2	All MCs	51	0.0	51	0.0	0.178	48.9	LOS D	1.2	8.1	0.91	0.74	0.91	16.4
Approach			662	0.8	662	0.8	0.864	43.7	LOS D	16.7	118.1	0.99	0.99	1.15	12.5
All Vehicles			1526	0.8	1526	0.8	0.864	35.6	LOS D	16.7	118.1	0.93	0.86	1.00	19.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m/sec
						m				
South: District Centre (S)										
P1	Full	50	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	1.05

East: Flagstonian Dr (E)											
P2	Full	50	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	200.0	1.05
North: Neighbourhood Connector (N)											
P3	Full	50	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	200.0	1.05
West: Flagstonian Dr (W)											
P4	Full	50	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	200.0	1.05
All Pedestrians		200	36.8	LOS D	0.1	0.1	0.93	0.93	190.6	200.0	1.05

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

MOVEMENT SUMMARY

 Site: 2 [2_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2066 District Centre PM (Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 75 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]			
			veh/h	%	veh/h	%	v/c	sec			m			km/h
South: District Centre (S)														
1	L2	All MCs	25	0.0	25	0.0	0.445	41.5	LOS D	2.5	18.0	0.96	0.77	17.1
2	T1	All MCs	22	4.8	22	4.8	* 0.445	31.6	LOS C	2.5	18.0	0.96	0.77	27.0
3	R2	All MCs	213	1.5	213	1.5	0.445	34.6	LOS C	3.0	21.0	0.95	0.78	9.5
Approach			260	1.6	260	1.6	0.445	35.0	LOS C	3.0	21.0	0.95	0.78	12.8
East: Flagstonian Dr (E)														
4	L2	All MCs	135	0.8	135	0.8	0.210	15.2	LOS B	1.1	8.0	0.74	0.74	28.7
5	T1	All MCs	581	0.7	581	0.7	0.810	30.4	LOS C	12.9	91.1	0.96	0.93	26.9
6	R2	All MCs	141	0.0	141	0.0	* 0.633	46.1	LOS D	3.2	22.7	1.00	0.83	27.5
Approach			857	0.6	857	0.6	0.810	30.6	LOS C	12.9	91.1	0.93	0.88	25.6
North: Neighbourhood Connector (N)														
7	L2	All MCs	76	1.4	76	1.4	0.107	20.4	LOS C	1.1	7.7	0.67	0.70	32.3
8	T1	All MCs	9	0.0	9	0.0	* 0.032	28.5	LOS C	0.2	1.5	0.84	0.62	29.6
9	R2	All MCs	2	0.0	2	0.0	0.032	31.7	LOS C	0.2	1.5	0.84	0.62	31.1
Approach			87	1.2	87	1.2	0.107	21.6	LOS C	1.1	7.7	0.69	0.69	31.9
West: Flagstonian Dr (W)														
10	L2	All MCs	8	12.5	8	12.5	0.637	34.1	LOS C	6.1	43.3	0.95	0.80	31.5
11	T1	All MCs	286	1.1	286	1.1	0.637	28.4	LOS C	6.1	43.3	0.95	0.80	16.2
12	R2	All MCs	13	0.0	13	0.0	* 0.255	49.9	LOS D	0.3	2.2	1.00	0.67	14.2
Approach			307	1.4	307	1.4	0.637	29.4	LOS C	6.1	43.3	0.95	0.80	16.9
All Vehicles			1512	1.0	1512	1.0	0.810	30.6	LOS C	12.9	91.1	0.92	0.84	22.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: District Centre (S)											
P1	Full	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08

East: Flagstonian Dr (E)											
P2	Full	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
North: Neighbourhood Connector (N)											
P3	Full	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
West: Flagstonian Dr (W)											
P4	Full	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
All Pedestrians		200	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08

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

MOVEMENT SUMMARY

 Site: 2 [2_2066 PM_Sensitivity (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [2066 District Centre PM_Sensitivity (Network Folder: General)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 75 seconds (Site Practical Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m			km/h	
South: District Centre (S)															
1	L2	All MCs	25	0.0	25	0.0	0.445	41.5	LOS D	2.5	18.0	0.96	0.77	0.96	17.1
2	T1	All MCs	22	4.8	22	4.8	* 0.445	31.6	LOS C	2.5	18.0	0.96	0.77	0.96	27.0
3	R2	All MCs	213	1.5	213	1.5	0.445	34.6	LOS C	3.0	21.0	0.95	0.78	0.95	9.5
Approach			260	1.6	260	1.6	0.445	35.0	LOS C	3.0	21.0	0.95	0.78	0.95	12.8
East: Flagstonian Dr (E)															
4	L2	All MCs	135	0.8	135	0.8	0.210	15.2	LOS B	1.1	8.0	0.74	0.74	0.74	28.7
5	T1	All MCs	581	0.7	581	0.7	0.810	30.4	LOS C	12.9	91.1	0.96	0.93	1.07	26.9
6	R2	All MCs	141	0.0	141	0.0	* 0.633	46.1	LOS D	3.2	22.7	1.00	0.83	1.07	27.5
Approach			857	0.6	857	0.6	0.810	30.6	LOS C	12.9	91.1	0.93	0.88	1.02	25.6
North: Neighbourhood Connector (N)															
7	L2	All MCs	76	1.4	76	1.4	0.107	20.4	LOS C	1.1	7.7	0.67	0.70	0.67	32.3
8	T1	All MCs	9	0.0	9	0.0	* 0.032	28.5	LOS C	0.2	1.5	0.84	0.62	0.84	29.6
9	R2	All MCs	2	0.0	2	0.0	0.032	31.7	LOS C	0.2	1.5	0.84	0.62	0.84	31.1
Approach			87	1.2	87	1.2	0.107	21.6	LOS C	1.1	7.7	0.69	0.69	0.69	31.9
West: Flagstonian Dr (W)															
10	L2	All MCs	8	12.5	8	12.5	0.637	34.1	LOS C	6.1	43.3	0.95	0.80	0.96	31.5
11	T1	All MCs	286	1.1	286	1.1	0.637	28.4	LOS C	6.1	43.3	0.95	0.80	0.96	16.2
12	R2	All MCs	13	0.0	13	0.0	* 0.255	49.9	LOS D	0.3	2.2	1.00	0.67	1.00	14.2
Approach			307	1.4	307	1.4	0.637	29.4	LOS C	6.1	43.3	0.95	0.80	0.96	16.9
All Vehicles			1512	1.0	1512	1.0	0.810	30.6	LOS C	12.9	91.1	0.92	0.84	0.98	22.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data 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	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Eff. Stop Rate	Travel Time	Aver. Speed
		ped/h	sec		[Ped ped	Dist]			sec	m/sec
						m				
South: District Centre (S)										
P1	Full	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	1.08

East: Flagstonian Dr (E)											
P2	Full	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
North: Neighbourhood Connector (N)											
P3	Full	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
West: Flagstonian Dr (W)											
P4	Full	50	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08
All Pedestrians		200	31.8	LOS D	0.1	0.1	0.92	0.92	185.7	200.0	1.08

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.

SITE LAYOUT

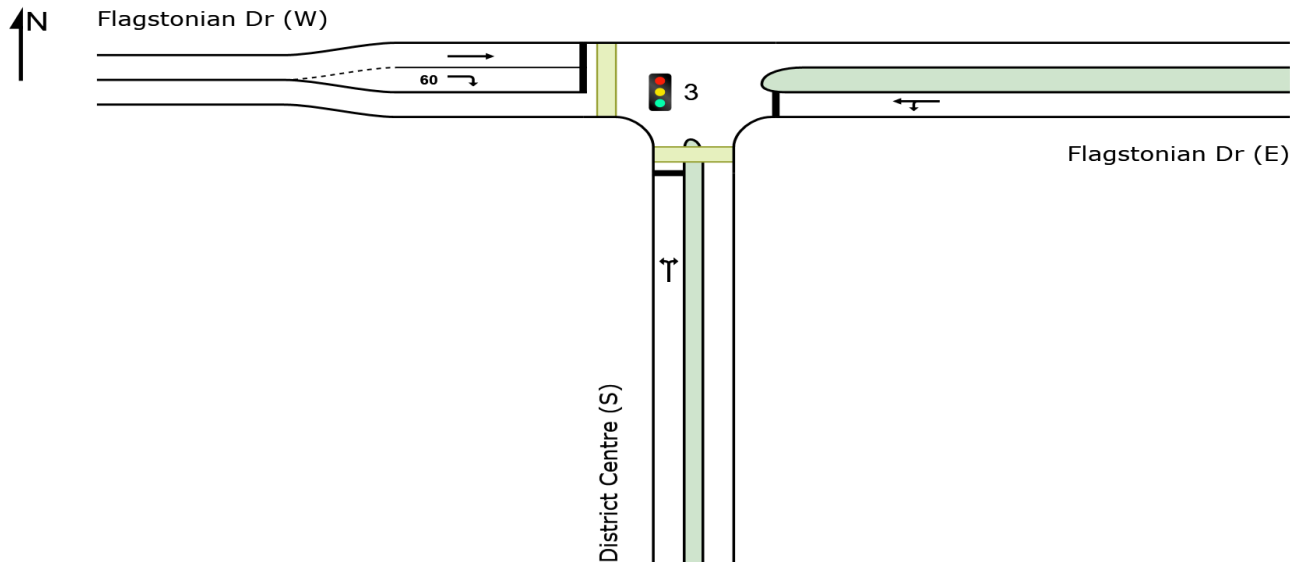
 **Site: 3 [3_2066 AM (Site Folder: 2066 AM)]**

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P6887 Flagstone City Traffic and Transport Services\Technical\Models\SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 3 [3_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 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]	%				[Veh. veh	Dist] m				
			veh/h		veh/h		v/c	sec							km/h
South: District Centre (S)															
1	L2	All MCs	19	0.0	19	0.0	0.348	17.6	LOS B	1.3	9.5	0.92	0.75	0.92	34.5
3	R2	All MCs	73	2.9	73	2.9	0.348	16.5	LOS B	1.3	9.5	0.92	0.75	0.92	25.0
Approach			92	2.3	92	2.3	0.348	16.8	LOS B	1.3	9.5	0.92	0.75	0.92	27.4
East: Flagstonian Dr (E)															
4	L2	All MCs	65	1.6	65	1.6	* 0.782	24.0	LOS C	5.7	40.1	0.98	0.98	1.36	26.9
5	T1	All MCs	269	0.8	269	0.8	0.782	14.2	LOS B	5.7	40.1	0.98	0.98	1.36	40.9
Approach			335	0.9	335	0.9	0.782	16.1	LOS B	5.7	40.1	0.98	0.98	1.36	38.8
West: Flagstonian Dr (W)															
11	T1	All MCs	596	0.4	596	0.4	0.574	5.3	LOS A	6.1	42.9	0.72	0.63	0.72	52.0
12	R2	All MCs	20	0.0	20	0.0	* 0.162	22.0	LOS C	0.3	2.2	0.97	0.68	0.97	32.3
Approach			616	0.3	616	0.3	0.574	5.8	LOS A	6.1	42.9	0.73	0.63	0.73	51.1
All Vehicles			1042	0.7	1042	0.7	0.782	10.1	LOS B	6.1	42.9	0.83	0.75	0.95	44.6

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					
South: District Centre (S)												
P1	Full	50	50	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22
West: Flagstonian Dr (W)												
P4	Full	50	50	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22
All Pedestrians		100	100	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22

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

MOVEMENT SUMMARY

 Site: 3 [3_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 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]	%				[Veh. veh	Dist] m				
South: District Centre (S)															
1	L2	All MCs	49	0.0	49	0.0	0.572	22.4	LOS C	3.0	21.7	0.97	0.82	1.05	31.2
3	R2	All MCs	101	3.1	101	3.1	* 0.572	22.4	LOS C	3.0	21.7	0.97	0.82	1.05	21.8
Approach			151	2.1	151	2.1	0.572	22.4	LOS C	3.0	21.7	0.97	0.82	1.05	25.5
East: Flagstonian Dr (E)															
4	L2	All MCs	54	0.0	54	0.0	0.797	20.5	LOS C	12.6	88.6	0.93	0.94	1.14	27.3
5	T1	All MCs	557	0.8	557	0.8	* 0.797	15.0	LOS B	12.6	88.6	0.93	0.94	1.14	41.3
Approach			611	0.7	611	0.7	0.797	15.5	LOS B	12.6	88.6	0.93	0.94	1.14	40.4
West: Flagstonian Dr (W)															
11	T1	All MCs	205	0.5	205	0.5	0.201	5.5	LOS A	2.2	15.2	0.56	0.46	0.56	51.7
12	R2	All MCs	6	0.0	6	0.0	* 0.136	30.6	LOS C	0.1	1.0	1.00	0.63	1.00	28.1
Approach			212	0.5	212	0.5	0.201	6.3	LOS A	2.2	15.2	0.57	0.47	0.57	50.5
All Vehicles			973	0.9	973	0.9	0.797	14.6	LOS B	12.6	88.6	0.86	0.82	1.01	39.9

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					
South: District Centre (S)												
P1	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
West: Flagstonian Dr (W)												
P4	Full	50	50	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
All Pedestrians		100	100	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19

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.

SITE LAYOUT

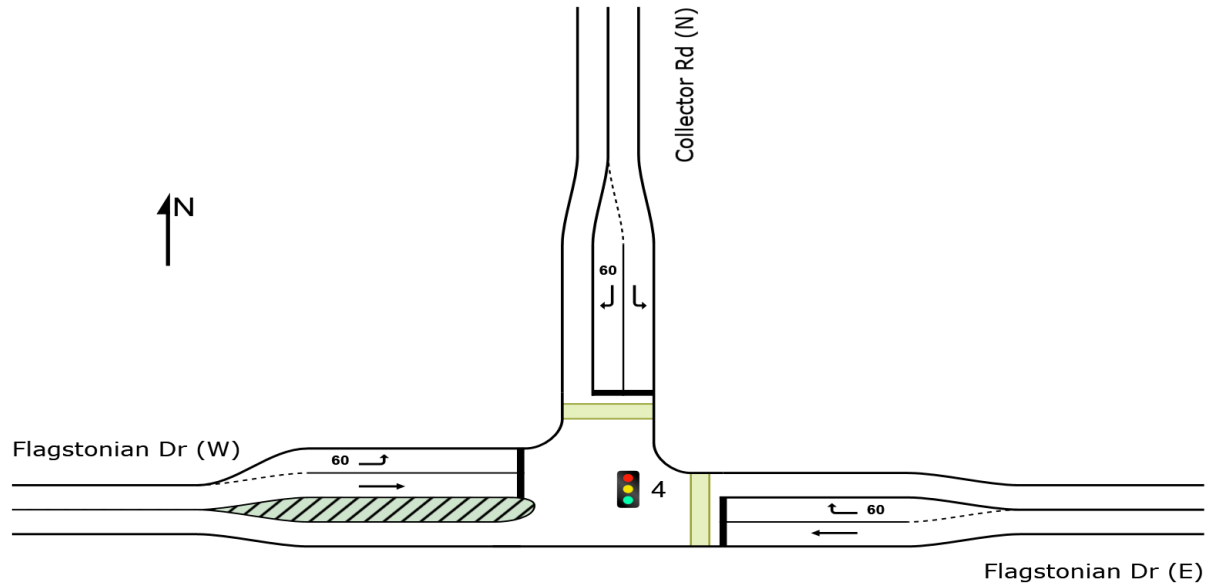
 Site: 4 [4_2066 AM (Site Folder: 2066 AM)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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Project: P:\P6887 Flagstone City Traffic and Transport Services\Technical\Models\SIDRA\IP2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 4 [4_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 30 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]	%				[Veh. veh	Dist] m				
			veh/h		veh/h		v/c	sec							km/h
East: Flagstonian Dr (E)															
5	T1	All MCs	177	1.2	177	1.2	0.171	4.0	LOS A	1.4	9.7	0.54	0.44	0.54	55.9
6	R2	All MCs	26	0.0	26	0.0	* 0.213	22.2	LOS C	0.4	3.0	0.98	0.69	0.98	38.7
Approach			203	1.0	203	1.0	0.213	6.3	LOS A	1.4	9.7	0.60	0.47	0.60	52.9
North: Collector Rd (N)															
7	L2	All MCs	111	0.0	111	0.0	0.446	19.1	LOS B	1.7	11.7	0.96	0.76	0.96	39.8
9	R2	All MCs	28	0.0	28	0.0	* 0.077	15.8	LOS B	0.4	2.5	0.84	0.69	0.84	42.8
Approach			139	0.0	139	0.0	0.446	18.4	LOS B	1.7	11.7	0.94	0.75	0.94	40.4
West: Flagstonian Dr (W)															
10	L2	All MCs	26	4.0	26	4.0	0.023	7.8	LOS A	0.1	1.0	0.39	0.64	0.39	47.7
11	T1	All MCs	480	0.4	480	0.4	* 0.570	7.2	LOS A	5.6	39.0	0.80	0.69	0.80	53.0
Approach			506	0.6	506	0.6	0.570	7.3	LOS A	5.6	39.0	0.78	0.69	0.78	52.7
All Vehicles			848	0.6	848	0.6	0.570	8.9	LOS A	5.6	39.0	0.76	0.65	0.76	50.2

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.
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					
East: Flagstonian Dr (E)												
P2	Full	50	50	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22
North: Collector Rd (N)												
P3	Full	50	50	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22
All Pedestrians		100	100	9.6	LOS A	0.0	0.0	0.80	0.80	163.5	200.0	1.22

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

MOVEMENT SUMMARY

 Site: 4 [4_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 25 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]	%				[Veh. veh	Dist] m				
			veh/h	%	veh/h	%	v/c	sec							km/h
East: Flagstonian Dr (E)															
5	T1	All MCs	515	0.8	515	0.8	0.442	3.1	LOS A	3.6	25.1	0.58	0.50	0.58	56.8
6	R2	All MCs	76	0.0	76	0.0	* 0.204	15.4	LOS B	0.8	5.9	0.87	0.73	0.87	42.1
Approach			591	0.7	591	0.7	0.442	4.6	LOS A	3.6	25.1	0.62	0.53	0.62	54.4
North: Collector Rd (N)															
7	L2	All MCs	38	0.0	38	0.0	0.102	14.1	LOS B	0.4	2.9	0.85	0.70	0.85	42.3
9	R2	All MCs	27	0.0	27	0.0	* 0.092	15.1	LOS B	0.3	2.2	0.88	0.69	0.88	43.1
Approach			65	0.0	65	0.0	0.102	14.5	LOS B	0.4	2.9	0.86	0.69	0.86	42.7
West: Flagstonian Dr (W)															
10	L2	All MCs	23	0.0	23	0.0	0.031	10.6	LOS B	0.2	1.2	0.63	0.66	0.63	46.0
11	T1	All MCs	139	0.8	139	0.8	* 0.224	7.1	LOS A	1.3	9.3	0.77	0.61	0.77	53.1
Approach			162	0.6	162	0.6	0.224	7.6	LOS A	1.3	9.3	0.75	0.62	0.75	51.8
All Vehicles			818	0.6	818	0.6	0.442	6.0	LOS A	3.6	25.1	0.66	0.56	0.66	52.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
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					
East: Flagstonian Dr (E)												
P2	Full	50	50	7.2	LOS A	0.0	0.0	0.76	0.76	161.1	200.0	1.24
North: Collector Rd (N)												
P3	Full	50	50	7.2	LOS A	0.0	0.0	0.76	0.76	161.1	200.0	1.24
All Pedestrians		100	100	7.2	LOS A	0.0	0.0	0.76	0.76	161.1	200.0	1.24

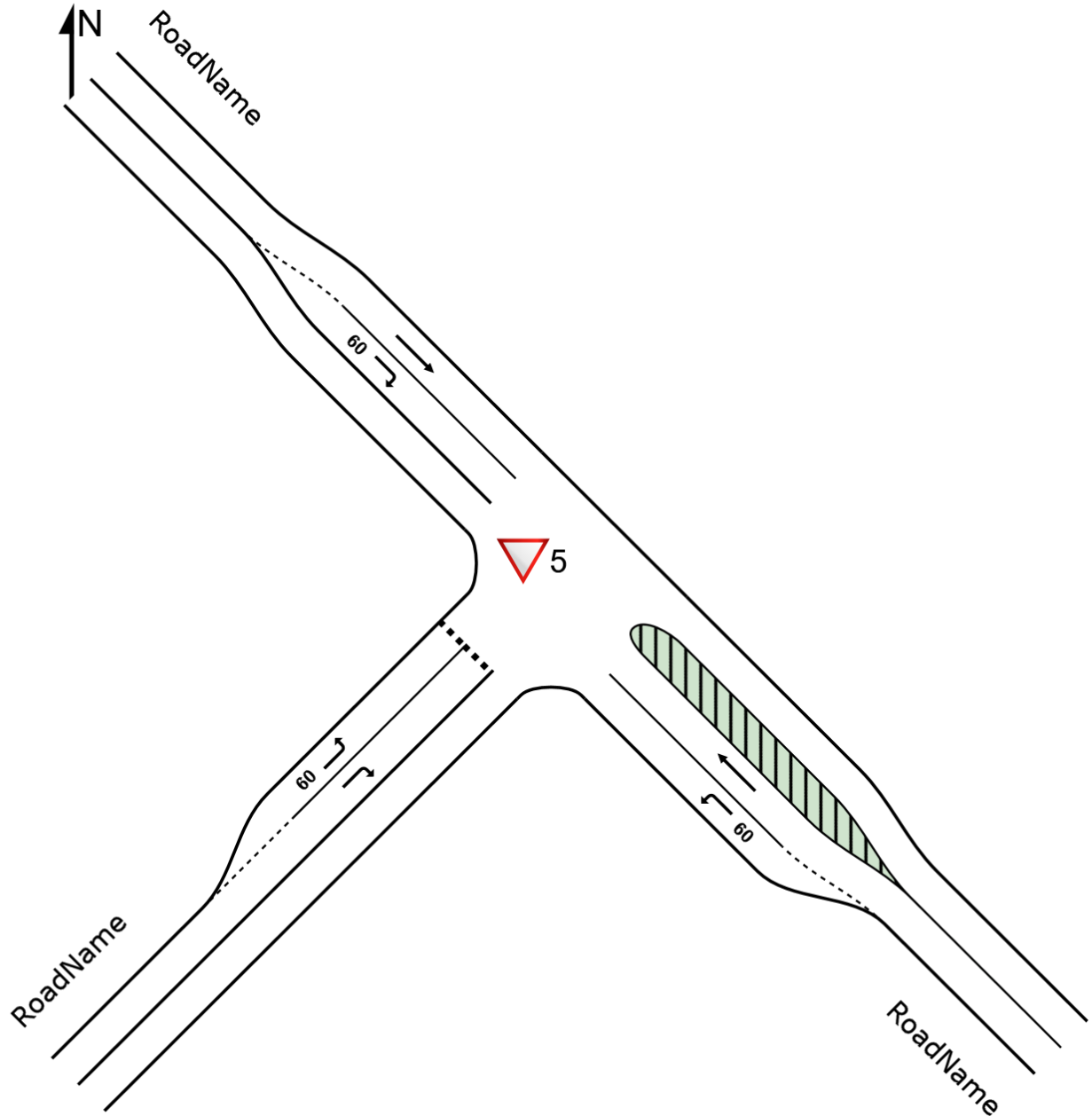
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

▼ Site: 5 [5_2066 AM (Site Folder: 2066 AM)]

CA3 Collector / Ulladulla N Connection
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

▼ Site: 5 [5_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CA3 Collector / Ulladulla N Connection
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
SouthEast: RoadName															
4	L2	All MCs	123	0.8	123	0.8	0.067	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	46	0.0	46	0.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			169	0.6	169	0.6	0.067	4.1	NA	0.0	0.0	0.00	0.42	0.00	54.6
NorthWest: RoadName															
11	T1	All MCs	53	0.0	53	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	64	0.0	64	0.0	0.052	6.2	LOS A	0.2	1.5	0.27	0.57	0.27	52.0
Approach			117	0.0	117	0.0	0.052	3.4	NA	0.2	1.5	0.15	0.31	0.15	55.3
SouthWest: RoadName															
1	L2	All MCs	152	2.0	152	2.0	0.120	5.7	LOS A	0.5	3.3	0.13	0.55	0.13	52.4
3	R2	All MCs	414	0.7	414	0.7	0.500	9.0	LOS A	3.9	27.4	0.53	0.71	0.66	50.4
Approach			566	1.1	566	1.1	0.500	8.1	LOS A	3.9	27.4	0.42	0.66	0.52	51.0
All Vehicles			852	0.8	852	0.8	0.500	6.6	NA	3.9	27.4	0.30	0.57	0.37	52.2

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.

MOVEMENT SUMMARY

▼ Site: 5 [5_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

CA3 Collector / Ulladulla N Connection

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
SouthEast: RoadName															
4	L2	All MCs	405	0.7	405	0.7	0.219	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	52.8
5	T1	All MCs	89	1.1	89	1.1	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach			494	0.8	494	0.8	0.219	4.6	NA	0.0	0.0	0.00	0.47	0.00	54.0
NorthWest: RoadName															
11	T1	All MCs	42	2.4	42	2.4	0.022	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	96	0.0	96	0.0	0.113	8.1	LOS A	0.4	3.1	0.51	0.72	0.51	50.9
Approach			138	0.7	138	0.7	0.113	5.6	NA	0.4	3.1	0.35	0.50	0.35	53.4
SouthWest: RoadName															
1	L2	All MCs	90	1.1	90	1.1	0.074	5.9	LOS A	0.3	1.9	0.18	0.55	0.18	52.3
3	R2	All MCs	100	1.0	100	1.0	0.161	9.3	LOS A	0.6	4.5	0.53	0.74	0.53	50.2
Approach			190	1.1	190	1.1	0.161	7.7	LOS A	0.6	4.5	0.37	0.65	0.37	51.2
All Vehicles			822	0.9	822	0.9	0.219	5.5	NA	0.6	4.5	0.14	0.52	0.14	53.2

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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Project: P:\P6887 Flagstone City Traffic and Transport Services\Technical\Models\SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

SITE LAYOUT

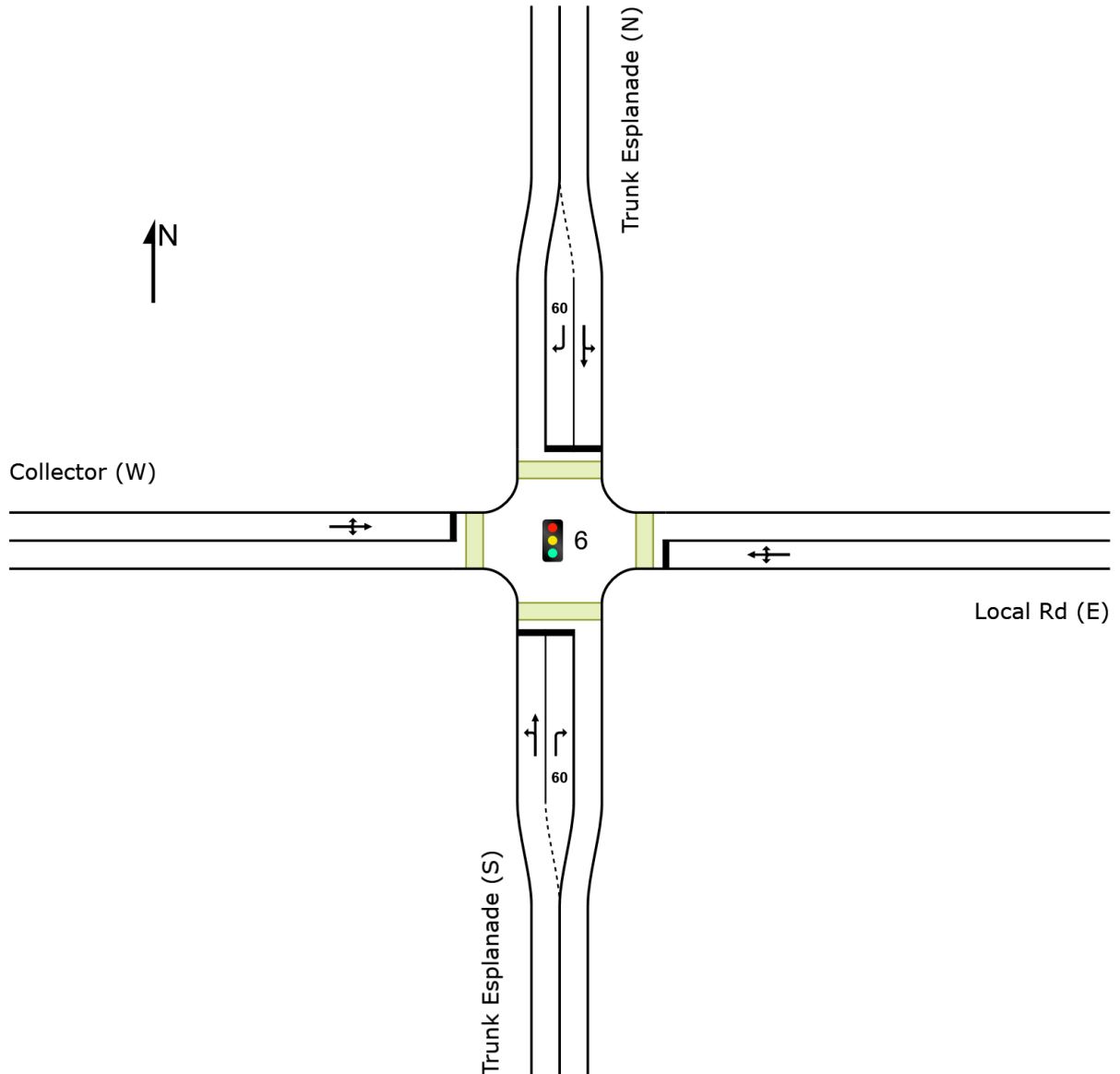
 Site: 6 [6_2066 AM (Site Folder: 2066 AM)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



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Project: P:\P6887 Flagstone City Traffic and Transport Services\Technical\Models\SIDRA\IP2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 6 [6_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 40 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]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Trunk Esplanade (S)															
1	L2	All MCs	26	0.0	26	0.0	* 0.280	27.1	LOS C	2.8	19.6	0.71	0.61	0.71	46.5
2	T1	All MCs	177	1.8	177	1.8	0.280	7.2	LOS A	2.8	19.6	0.71	0.61	0.71	51.7
3	R2	All MCs	2	0.0	2	0.0	0.045	29.9	LOS C	0.0	0.3	0.99	0.59	0.99	36.9
Approach			205	1.5	205	1.5	0.280	9.9	LOS A	2.8	19.6	0.72	0.61	0.72	50.8
East: Local Rd (E)															
4	L2	All MCs	2	0.0	2	0.0	* 0.035	25.0	LOS C	0.1	0.6	0.95	0.62	0.95	39.1
5	T1	All MCs	1	0.0	1	0.0	0.035	20.4	LOS C	0.1	0.6	0.95	0.62	0.95	37.7
6	R2	All MCs	1	0.0	1	0.0	0.035	25.0	LOS C	0.1	0.6	0.95	0.62	0.95	39.0
Approach			4	0.0	4	0.0	0.035	23.8	LOS C	0.1	0.6	0.95	0.62	0.95	38.7
North: Trunk Esplanade (N)															
7	L2	All MCs	11	20.0	11	20.0	0.131	14.4	LOS B	1.3	9.1	0.54	0.45	0.54	48.7
8	T1	All MCs	116	0.0	116	0.0	0.131	5.0	LOS A	1.3	9.1	0.54	0.45	0.54	54.9
9	R2	All MCs	2	0.0	2	0.0	* 0.045	29.9	LOS C	0.0	0.3	0.99	0.59	0.99	36.9
Approach			128	1.6	128	1.6	0.131	6.2	LOS A	1.3	9.1	0.54	0.46	0.54	53.9
West: Collector (W)															
10	L2	All MCs	5	0.0	5	0.0	* 0.074	25.7	LOS C	0.3	1.8	0.93	0.67	0.93	39.3
11	T1	All MCs	1	0.0	1	0.0	0.074	17.8	LOS B	0.3	1.8	0.93	0.67	0.93	37.9
12	R2	All MCs	7	0.0	7	0.0	0.074	22.4	LOS C	0.3	1.8	0.93	0.67	0.93	39.2
Approach			14	0.0	14	0.0	0.074	23.3	LOS C	0.3	1.8	0.93	0.67	0.93	39.1
All Vehicles			352	1.5	352	1.5	0.280	9.3	LOS A	2.8	19.6	0.66	0.56	0.66	51.0

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.

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]	[Dist]			sec	m	m/sec
						ped	m					
South: Trunk Esplanade (S)												
P1	Full	20	20	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19
East: Local Rd (E)												
P2	Full	20	20	14.5	LOS B	0.0	0.0	0.85	0.85	168.3	200.0	1.19

MOVEMENT SUMMARY

 Site: 6 [6_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 45 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: Trunk Esplanade (S)															
1	L2	All MCs	56	0.0	56	0.0	*0.363	30.6	LOS C	3.4	24.0	0.84	0.71	0.84	43.1
2	T1	All MCs	131	1.6	131	1.6	0.363	9.7	LOS A	3.4	24.0	0.84	0.71	0.84	47.5
3	R2	All MCs	1	0.0	1	0.0	0.013	29.8	LOS C	0.0	0.2	0.97	0.58	0.97	36.9
Approach			187	1.1	187	1.1	0.363	16.0	LOS B	3.4	24.0	0.84	0.71	0.84	46.0
East: Local Rd (E)															
4	L2	All MCs	1	0.0	1	0.0	*0.083	26.6	LOS C	0.3	2.1	0.94	0.65	0.94	39.5
5	T1	All MCs	12	0.0	12	0.0	0.083	22.0	LOS C	0.3	2.1	0.94	0.65	0.94	38.1
6	R2	All MCs	1	0.0	1	0.0	0.083	26.6	LOS C	0.3	2.1	0.94	0.65	0.94	39.4
Approach			14	0.0	14	0.0	0.083	22.7	LOS C	0.3	2.1	0.94	0.65	0.94	38.3
North: Trunk Esplanade (N)															
7	L2	All MCs	21	0.0	21	0.0	0.183	16.8	LOS B	2.1	14.8	0.61	0.53	0.61	47.3
8	T1	All MCs	140	0.8	140	0.8	0.183	7.1	LOS A	2.1	14.8	0.61	0.53	0.61	52.7
9	R2	All MCs	22	0.0	22	0.0	*0.268	31.5	LOS C	0.5	3.8	1.00	0.69	1.00	36.3
Approach			183	0.6	183	0.6	0.268	11.2	LOS B	2.1	14.8	0.66	0.55	0.66	49.4
West: Collector (W)															
10	L2	All MCs	9	0.0	9	0.0	*0.146	29.0	LOS C	0.5	3.6	0.95	0.69	0.95	37.8
11	T1	All MCs	1	0.0	1	0.0	0.146	21.1	LOS C	0.5	3.6	0.95	0.69	0.95	36.6
12	R2	All MCs	12	9.1	12	9.1	0.146	25.7	LOS C	0.5	3.6	0.95	0.69	0.95	37.6
Approach			22	4.8	22	4.8	0.146	26.9	LOS C	0.5	3.6	0.95	0.69	0.95	37.6
All Vehicles			406	1.0	406	1.0	0.363	14.7	LOS B	3.4	24.0	0.77	0.64	0.77	46.6

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
South: Trunk Esplanade (S)												
P1	Full	20	20	16.9	LOS B	0.0	0.0	0.87	0.87	170.8	200.0	1.17
East: Local Rd (E)												
P2	Full	20	20	16.9	LOS B	0.0	0.0	0.87	0.87	170.8	200.0	1.17

SITE LAYOUT

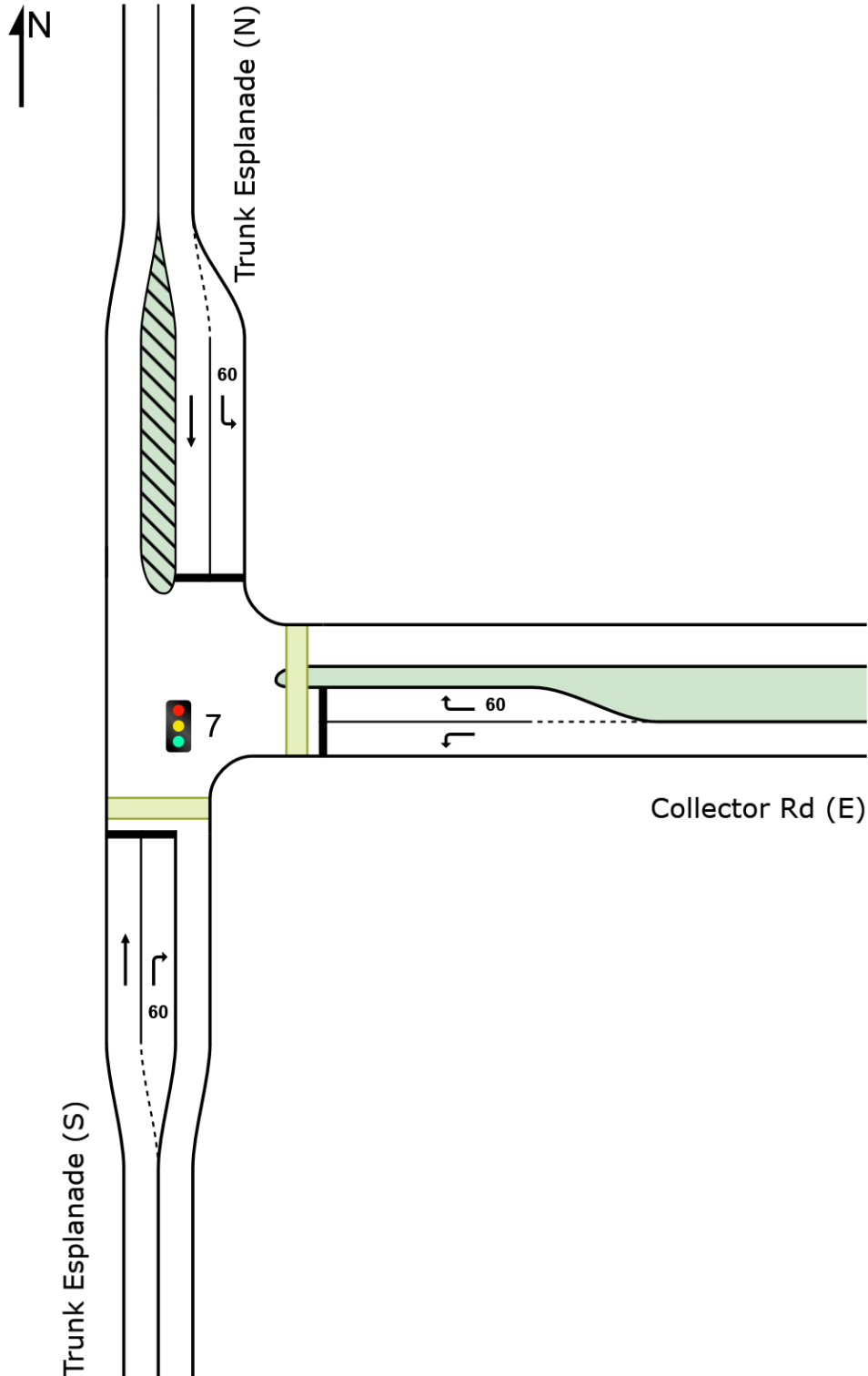
 Site: 7 [7_2066 AM (Site Folder: 2066 AM)]

NA

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: 7 [7_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 20 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]	%				[Veh. veh	Dist] m				
			veh/h		veh/h		v/c	sec							km/h
South: Trunk Esplanade (S)															
2	T1	All MCs	91	2.3	91	2.3	0.067	1.0	LOS A	0.3	2.0	0.33	0.22	0.33	58.5
3	R2	All MCs	94	1.1	94	1.1	* 0.127	9.9	LOS A	0.6	4.4	0.66	0.71	0.66	46.5
Approach			184	1.7	184	1.7	0.127	5.6	LOS A	0.6	4.4	0.50	0.47	0.50	51.7
East: Collector Rd (E)															
4	L2	All MCs	78	0.0	78	0.0	0.140	10.5	LOS B	0.6	4.2	0.76	0.71	0.76	45.5
6	R2	All MCs	13	8.3	13	8.3	* 0.048	13.4	LOS B	0.1	0.9	0.88	0.66	0.88	43.9
Approach			91	1.2	91	1.2	0.140	10.9	LOS B	0.6	4.2	0.78	0.70	0.78	45.3
North: Trunk Esplanade (N)															
7	L2	All MCs	31	0.0	31	0.0	0.110	14.5	LOS B	0.3	2.0	0.89	0.70	0.89	43.9
8	T1	All MCs	52	4.1	52	4.1	* 0.136	7.8	LOS A	0.5	3.3	0.85	0.63	0.85	53.2
Approach			82	2.6	82	2.6	0.136	10.3	LOS B	0.5	3.3	0.87	0.65	0.87	49.3
All Vehicles			357	1.8	357	1.8	0.140	8.0	LOS A	0.6	4.4	0.65	0.57	0.65	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					
South: Trunk Esplanade (S)												
P1	Full	50	50	4.9	LOS A	0.0	0.0	0.70	0.70	158.8	200.0	1.26
East: Collector Rd (E)												
P2	Full	50	50	4.9	LOS A	0.0	0.0	0.70	0.70	158.8	200.0	1.26
All Pedestrians		100	100	4.9	LOS A	0.0	0.0	0.70	0.70	158.8	200.0	1.26

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: P:\P6887 Flagstone City Traffic and Transport Services\Technical\Models\SIDRA\P2300.001M 2066 CA3 South Masterplan SIDRA Models.sip9

MOVEMENT SUMMARY

 Site: 7 [7_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 20 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]	%				[Veh. veh	Dist] m				
			veh/h	%	veh/h	%	v/c	sec							km/h
South: Trunk Esplanade (S)															
2	T1	All MCs	82	2.6	82	2.6	0.066	1.4	LOS A	0.3	2.2	0.38	0.30	0.38	58.3
3	R2	All MCs	58	1.8	58	1.8	0.079	9.8	LOS A	0.4	2.6	0.64	0.69	0.64	46.5
Approach			140	2.3	140	2.3	0.079	4.9	LOS A	0.4	2.6	0.49	0.46	0.49	52.8
East: Collector Rd (E)															
4	L2	All MCs	148	0.0	148	0.0	* 0.228	9.9	LOS A	1.1	7.7	0.74	0.72	0.74	45.9
6	R2	All MCs	25	0.0	25	0.0	0.091	13.4	LOS B	0.2	1.7	0.89	0.68	0.89	44.1
Approach			174	0.0	174	0.0	0.228	10.4	LOS B	1.1	7.7	0.76	0.72	0.76	45.6
North: Trunk Esplanade (N)															
7	L2	All MCs	11	0.0	11	0.0	0.038	14.2	LOS B	0.1	0.7	0.88	0.65	0.88	44.1
8	T1	All MCs	33	3.2	33	3.2	* 0.085	7.7	LOS A	0.3	2.0	0.84	0.60	0.84	53.3
Approach			43	2.4	43	2.4	0.085	9.3	LOS A	0.3	2.0	0.85	0.61	0.85	50.7
All Vehicles			357	1.2	357	1.2	0.228	8.1	LOS A	1.1	7.7	0.67	0.60	0.67	48.8

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.

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					
South: Trunk Esplanade (S)												
P1	Full	50	50	4.9	LOS A	0.0	0.0	0.70	0.70	158.8	200.0	1.26
East: Collector Rd (E)												
P2	Full	50	50	4.9	LOS A	0.0	0.0	0.70	0.70	158.8	200.0	1.26
All Pedestrians		100	100	4.9	LOS A	0.0	0.0	0.70	0.70	158.8	200.0	1.26

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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SITE LAYOUT

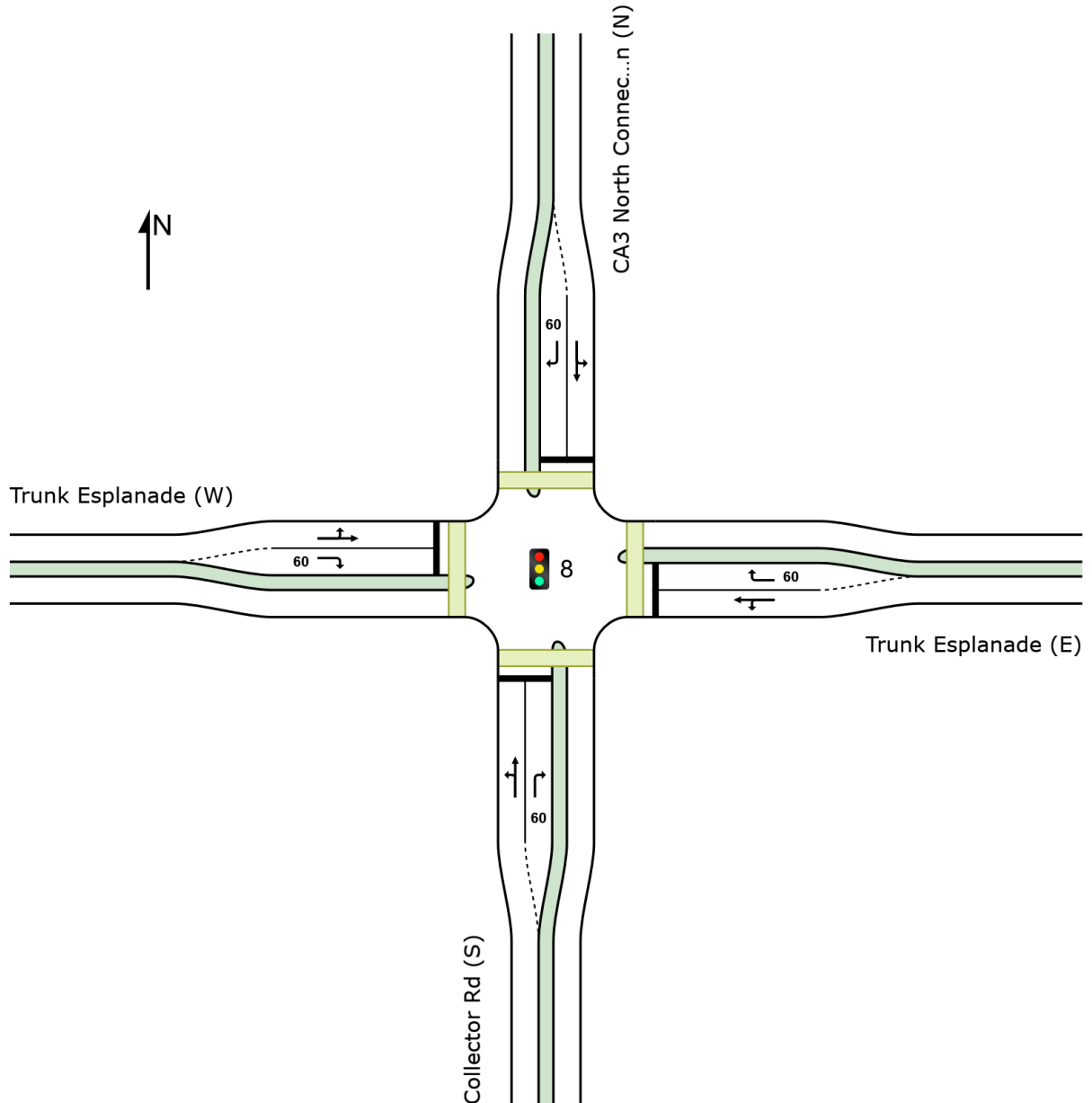
 Site: 8 [8_2066 AM (Site Folder: 2066 AM)]

NA

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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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
South: Collector Rd (S)												
P1	Full	20	20	23.4	LOS C	0.0	0.0	0.88	0.88	177.3	200.0	1.13
East: Trunk Esplanade (E)												

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
South: Collector Road (S)												
P1	Full	20	20	23.4	LOS C	0.0	0.0	0.88	0.88	177.3	200.0	1.13
East: Trunk Esplanade (E)												

SITE LAYOUT

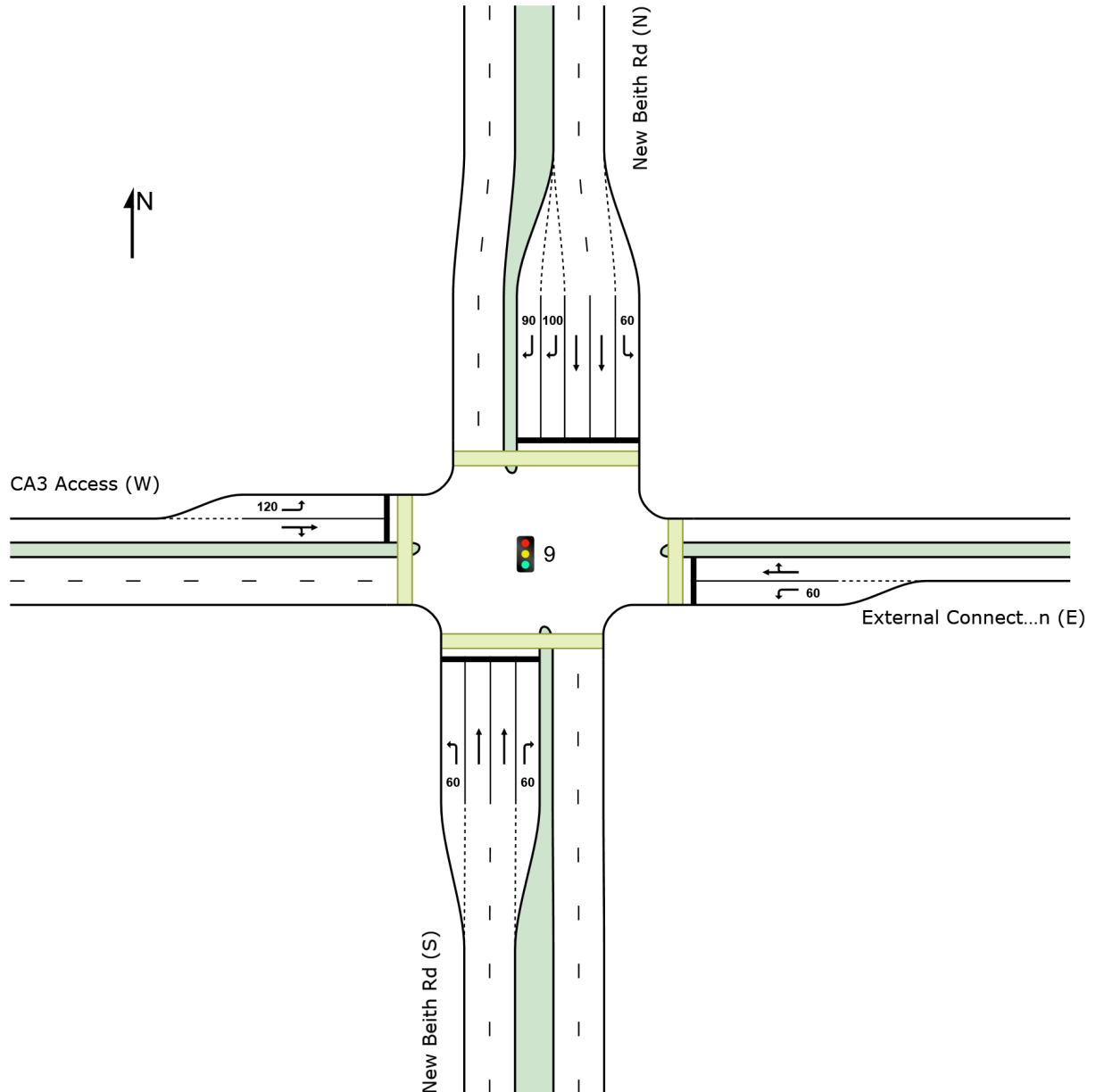
 **Site: 9 [9_2066 AM (Site Folder: 2066 AM)]**

New Beith Road / CA3 Central Access

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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MOVEMENT SUMMARY

 Site: 9 [9_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / CA3 Central Access

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 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]	%				[Veh. veh]	[Dist] m				
			veh/h		veh/h		v/c	sec						km/h	
South: New Beith Rd (S)															
1	L2	All MCs	79	1.3	79	1.3	0.079	36.6	LOS D	2.2	15.3	0.50	0.72	0.50	53.2
2	T1	All MCs	1788	1.9	1788	1.9	*0.883	48.8	LOS D	51.2	364.2	0.95	0.94	1.03	57.2
3	R2	All MCs	25	0.0	25	0.0	0.058	61.7	LOS E	1.1	7.9	0.81	0.71	0.81	42.2
Approach			1892	1.8	1892	1.8	0.883	48.4	LOS D	51.2	364.2	0.93	0.93	1.00	49.8
East: External Connection (E)															
4	L2	All MCs	53	0.0	53	0.0	0.093	37.0	LOS D	2.2	15.3	0.74	0.72	0.74	44.6
5	T1	All MCs	7	0.0	7	0.0	*0.522	60.6	LOS E	4.3	30.3	1.00	0.77	1.00	29.0
6	R2	All MCs	66	0.0	66	0.0	0.522	66.2	LOS E	4.3	30.3	1.00	0.77	1.00	37.0
Approach			126	0.0	126	0.0	0.522	53.6	LOS D	4.3	30.3	0.89	0.75	0.89	39.3
North: New Beith Rd (N)															
7	L2	All MCs	18	11.1	18	11.1	0.026	39.1	LOS D	0.4	2.9	0.63	0.68	0.63	55.0
8	T1	All MCs	1225	4.9	1225	4.9	0.874	60.3	LOS E	37.3	272.2	1.00	0.98	1.12	51.3
9	R2	All MCs	119	5.0	119	5.0	*0.664	77.9	LOS E	3.7	27.3	1.00	0.80	1.13	35.4
Approach			1362	5.0	1362	5.0	0.874	61.5	LOS E	37.3	272.2	1.00	0.96	1.12	45.0
West: CA3 Access (W)															
10	L2	All MCs	338	1.5	338	1.5	0.761	53.4	LOS D	19.1	135.7	0.99	0.88	1.04	40.2
11	T1	All MCs	4	0.0	4	0.0	*0.469	52.2	LOS D	6.8	47.8	0.97	0.79	0.97	31.0
12	R2	All MCs	119	0.8	119	0.8	0.469	57.9	LOS E	6.8	47.8	0.97	0.79	0.97	37.7
Approach			461	1.3	461	1.3	0.761	54.6	LOS D	19.1	135.7	0.98	0.85	1.02	39.5
All Vehicles			3841	2.8	3841	2.8	0.883	54.0	LOS D	51.2	364.2	0.96	0.92	1.04	46.4

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	Aver. Speed
		ped/h	ped/h	sec		[Ped ped]	[Dist] m			sec	m/sec
South: New Beith Rd (S)											
P1	Full	5	5	53.2	LOS E	0.0	0.0	0.94	0.94	207.1	0.97
East: External Connection (E)											
P2	Full	30	30	53.3	LOS E	0.1	0.1	0.94	0.94	207.1	0.97

MOVEMENT SUMMARY

 Site: 9 [9_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Beith Road / CA3 Central Access

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 100 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: New Beith Rd (S)															
1	L2	All MCs	105	3.8	105	3.8	0.171	43.1	LOS D	3.6	25.9	0.74	0.76	0.74	47.5
2	T1	All MCs	1073	2.6	1073	2.6	0.862	53.1	LOS D	28.4	202.9	1.00	0.98	1.16	53.2
3	R2	All MCs	48	0.0	48	0.0	* 0.646	76.5	LOS E	2.6	18.1	1.00	0.79	1.16	36.3
Approach			1226	2.6	1226	2.6	0.862	53.1	LOS D	28.4	202.9	0.98	0.96	1.12	47.4
East: External Connection (E)															
4	L2	All MCs	31	9.7	31	9.7	0.223	54.6	LOS D	1.5	11.3	0.97	0.72	0.97	38.1
5	T1	All MCs	3	0.0	3	0.0	0.155	51.2	LOS D	0.8	6.1	0.98	0.69	0.98	31.5
6	R2	All MCs	13	15.4	13	15.4	0.155	57.0	LOS E	0.8	6.1	0.98	0.69	0.98	39.2
Approach			47	10.6	47	10.6	0.223	55.0	LOS E	1.5	11.3	0.97	0.71	0.97	38.1
North: New Beith Rd (N)															
7	L2	All MCs	53	3.8	53	3.8	* 0.051	24.1	LOS C	0.7	5.2	0.46	0.69	0.46	59.5
8	T1	All MCs	1877	1.5	1877	1.5	* 0.888	37.8	LOS D	46.4	329.4	0.94	0.95	1.06	59.1
9	R2	All MCs	348	1.1	348	1.1	0.363	43.1	LOS D	7.0	49.5	0.86	0.80	0.86	45.6
Approach			2278	1.5	2278	1.5	0.888	38.3	LOS D	46.4	329.4	0.92	0.92	1.01	53.1
West: CA3 Access (W)															
10	L2	All MCs	155	2.6	155	2.6	0.185	22.5	LOS C	4.4	31.6	0.62	0.73	0.62	52.5
11	T1	All MCs	3	0.0	3	0.0	* 0.184	41.9	LOS D	2.1	14.8	0.92	0.73	0.92	34.0
12	R2	All MCs	45	0.0	45	0.0	0.184	47.5	LOS D	2.1	14.8	0.92	0.73	0.92	41.0
Approach			203	2.0	203	2.0	0.185	28.4	LOS C	4.4	31.6	0.69	0.73	0.69	49.3
All Vehicles			3754	2.0	3754	2.0	0.888	42.8	LOS D	46.4	329.4	0.93	0.92	1.03	50.7

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

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

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
South: New Beith Rd (S)												
P1	Full	5	5	43.3	LOS E	0.0	0.0	0.93	0.93	197.1	200.0	1.01
East: External Connection (E)												
P2	Full	30	30	43.3	LOS E	0.1	0.1	0.93	0.93	197.1	200.0	1.01

SITE LAYOUT

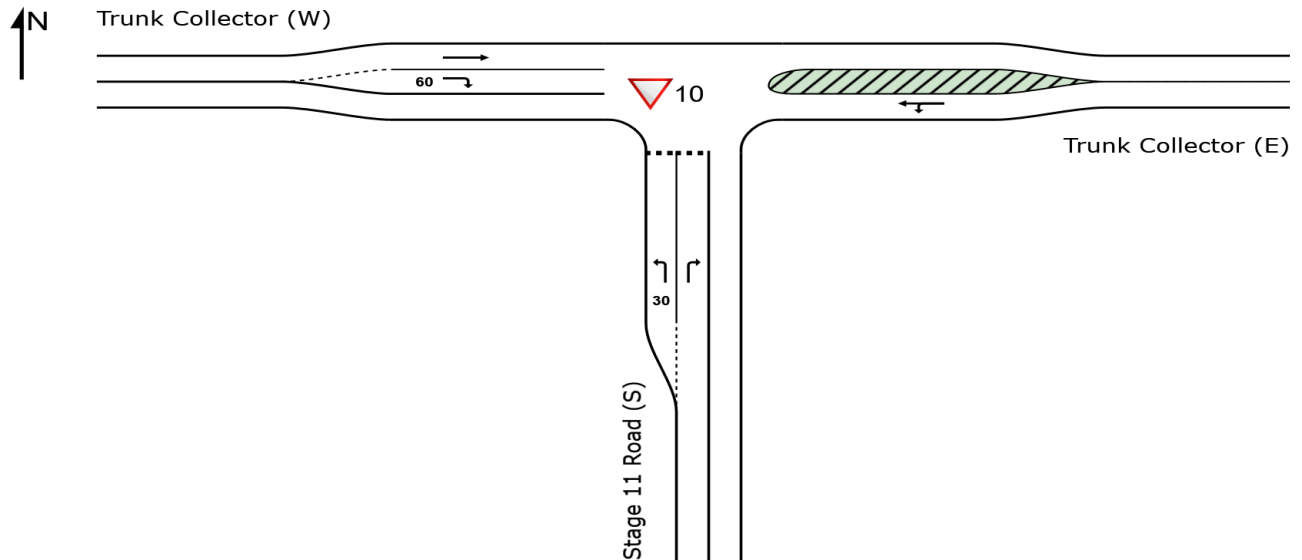
▽ Site: 10 [10_2066 AM (Site Folder: 2066 AM)]

Trunk Collector / Stage 11

Site Category: (None)

Give-Way (Two-Way)

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MOVEMENT SUMMARY

▼ Site: 10 [10_2066 AM (Site Folder: 2066 AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Trunk Collector / Stage 11

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
South: Stage 11 Road (S)															
1	L2	All MCs	10	0.0	10	0.0	0.007	6.0	LOS A	0.0	0.2	0.24	0.53	0.24	52.1
3	R2	All MCs	30	0.0	30	0.0	0.057	10.6	LOS B	0.2	1.4	0.58	0.78	0.58	49.2
Approach			40	0.0	40	0.0	0.057	9.4	LOS A	0.2	1.4	0.49	0.72	0.49	49.9
East: Trunk Collector (E)															
4	L2	All MCs	35	2.9	35	2.9	0.100	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	56.5
5	T1	All MCs	159	0.6	159	0.6	0.100	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	59.0
Approach			194	1.0	194	1.0	0.100	1.0	NA	0.0	0.0	0.00	0.11	0.00	58.5
West: Trunk Collector (W)															
11	T1	All MCs	451	0.7	451	0.7	0.230	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	15	0.0	15	0.0	0.010	6.1	LOS A	0.0	0.3	0.29	0.54	0.29	52.0
Approach			466	0.6	466	0.6	0.230	0.3	NA	0.0	0.3	0.01	0.02	0.01	59.6
All Vehicles			700	0.7	700	0.7	0.230	1.0	NA	0.2	1.4	0.03	0.08	0.03	58.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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MOVEMENT SUMMARY

▼ Site: 10 [10_2066 PM (Site Folder: 2066 PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

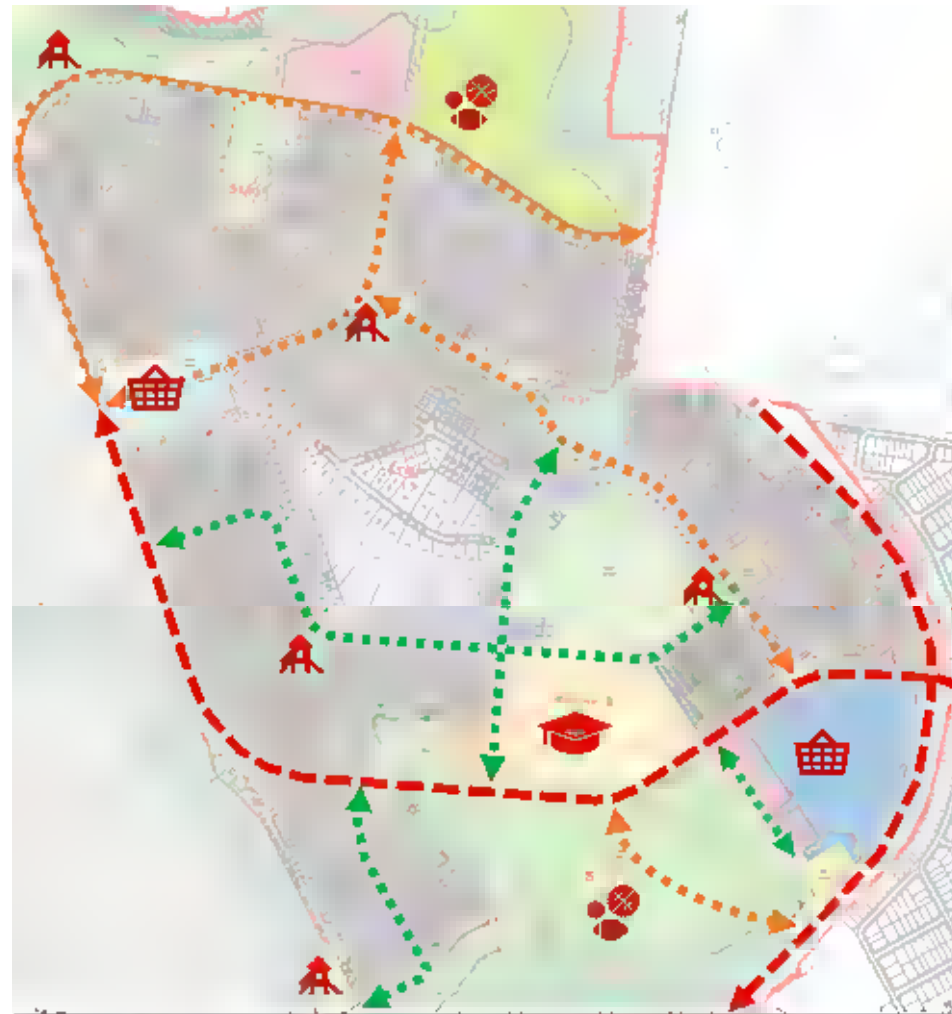
Trunk Collector / Stage 11
Site Category: (None)
Give-Way (Two-Way)

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
South: Stage 11 Road (S)															
1	L2	All MCs	12	0.0	12	0.0	0.012	7.3	LOS A	0.0	0.3	0.46	0.62	0.46	51.5
3	R2	All MCs	22	0.0	22	0.0	0.042	10.5	LOS B	0.2	1.1	0.58	0.76	0.58	49.2
Approach			34	0.0	34	0.0	0.042	9.4	LOS A	0.2	1.1	0.53	0.71	0.53	50.0
East: Trunk Collector (E)															
4	L2	All MCs	32	0.0	32	0.0	0.264	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	57.1
5	T1	All MCs	483	0.8	483	0.8	0.264	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	59.5
Approach			515	0.8	515	0.8	0.264	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
West: Trunk Collector (W)															
11	T1	All MCs	132	0.8	132	0.8	0.067	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	9	11.1	9	11.1	0.009	7.9	LOS A	0.0	0.3	0.51	0.62	0.51	50.7
Approach			141	1.4	141	1.4	0.067	0.5	NA	0.0	0.3	0.03	0.04	0.03	59.3
All Vehicles			690	0.9	690	0.9	0.264	0.9	NA	0.2	1.1	0.03	0.07	0.03	58.8

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.

Appendix D: Active Transport Provisions





Desire Line Routes		Key Attractors	
Major	← — — — →	Retail / Dining	
Medium	← ··· ··· →	State School	
Low	← ····· ····· →	Sports Parks	
		Local Parks	



Major Active

Transport Link:



- Separated cycle ways
- Shared paths outside road reserve
- Shared paths $\geq 3\text{m}$ inside road reserve both sides

Medium Active

Transport Link:



- Shared path inside road reserve one side
- Shared paths $\leq 3\text{m}$ inside road reserve both sides

Low Active

Transport Link:



- Pathway inside road reserve $< 2\text{m}$ one side

Additional Links:



- Signalised Crossings
- Links Through Corridor Parks & Laneways

APPENDIX C

PLANS OF DEVELOPMENT



PRELIMINARY

Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Client
PC BUNDLE - GREATER FLAGSTONE SS
Client Details



Group GSA Pty Ltd ABN 76 002 113 779
Level 07, 260 Queen St Brisbane QLD
Australia 4000
www.groupgsa.com
T +617 3112 3079
architecture interior design urban design landscape
nom architect Lisa-Maree Carrigan 5696
Project Title

GREATER FLAGSTONE
STATE SCHOOL

Drawing Title

MASTERPLAN 90%

Scale		1 : 1000
Drawing Created (date)		
Drawing Created (by)		
Plotted and checked by		Designer
Verified		Checker
Approved		Approver
Project No	Drawing No	Issue

A252250 2001

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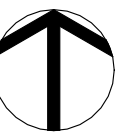
1 OVERALL 90% MASTERPLAN

1 : 1000



1 OVERALL 90% MASTERPLAN STAGE 1
1 : 1000

Amendments		Date
Issue	Description	



PRELIMINARY

Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Client
PC BUNDLE - GREATER FLAGSTONE SS
Client Details



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Level 07, 260 Queen St Brisbane QLD
Australia 4000
www.groupgsa.com
T +617 3112 3079
architecture interior design urban design landscape
nom architect Lisa-Maree Carrigan 5696
Project Title

GREATER FLAGSTONE STATE SCHOOL

MASTERPLAN - STAGE 1 90%

Scale	1 : 1000	
Drawing Created (date)		
Drawing Created (by)		
Plotted and checked by	Designer	
Verified	Checker	
Approved	Approver	
Project No	Drawing No	Issue

A252250 2002

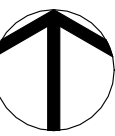
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1 OVERALL 90% MASTERPLAN STAGE 2
1:1000

Amendments		Date
Issue	Description	



PRELIMINARY

Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Client
PC BUNDLE - GREATER FLAGSTONE SS
Client Details



Group GSA Pty Ltd ABN 76 002 113 779
Level 07, 260 Queen St Brisbane QLD
Australia 4000
www.groupgsa.com
T +617 3112 3079
architecture interior design urban design landscape
nom architect Lisa-Maree Carrigan 5696
Project Title

GREATER FLAGSTONE STATE SCHOOL

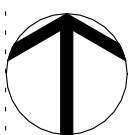
MASTERPLAN - STAGE 2 90%

Scale	1 : 1000	
Drawing Created (date)		
Drawing Created (by)		
Plotted and checked by	Designer	
Verified	Checker	
Approved	Approver	
Project No	Drawing No	Issue

A252250 2003

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PRELIMINARY

Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Consultant
Consultant Company
Consultant Details
Client
PC BUNDLE - GREATER FLAGSTONE SS
Client Details



Group GSA Pty Ltd ABN 76 002 113 779
Level 07, 260 Queen St Brisbane QLD
Australia 4000
www.groupgsa.com
T +617 3112 3079
architecture interior design urban design landscape
nom architect Lisa-Maree Carrigan 5696
Project Title

GREATER FLAGSTONE
STATE SCHOOL

MASTERPLAN - STAGE 3
90%

Scale	1 : 1000	
Drawing Created (date)		
Drawing Created (by)		
Plotted and checked by	Designer	
Verified	Checker	
Approved	Approver	
Project No	Drawing No	Issue

A252250 2004

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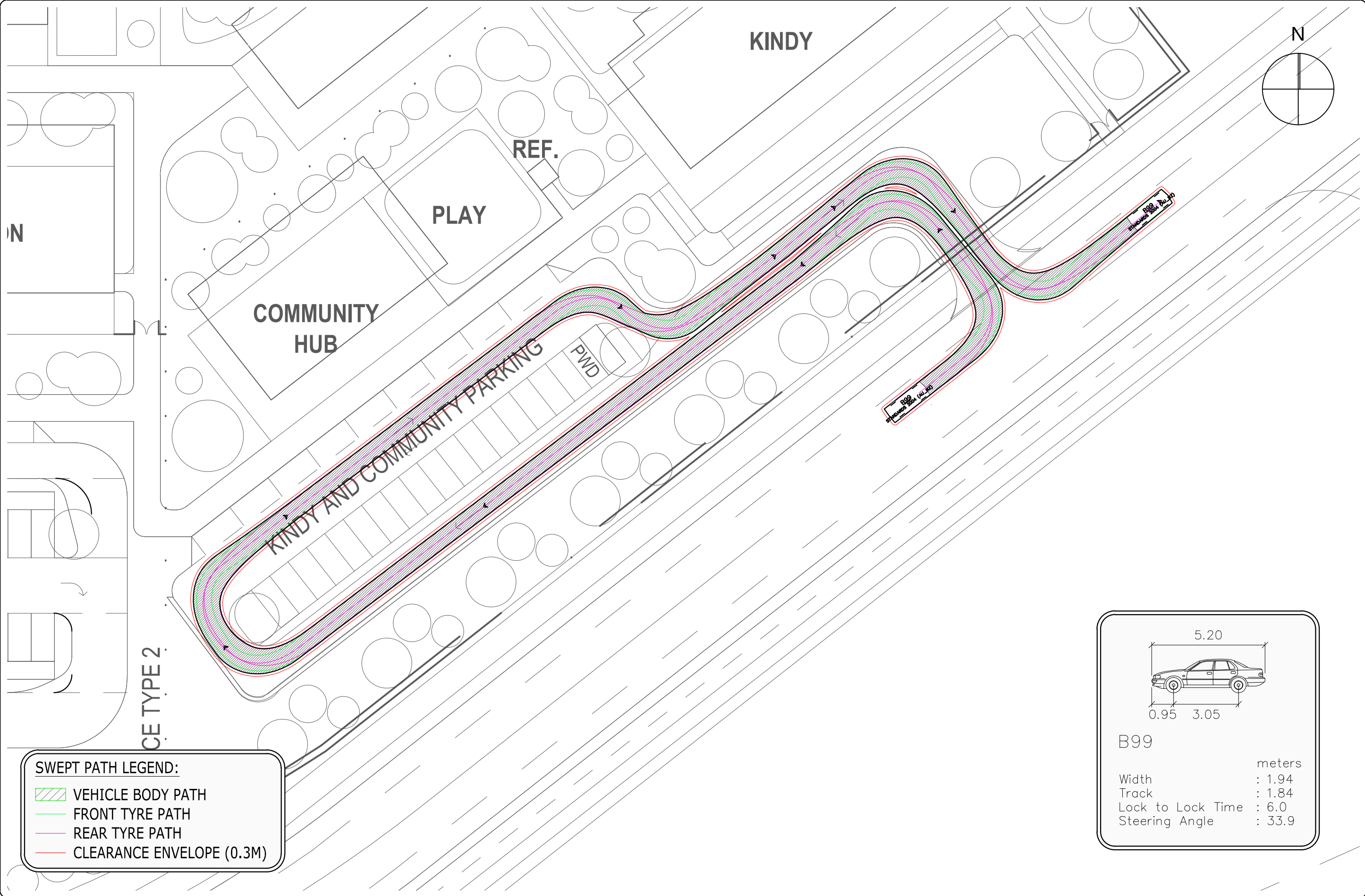
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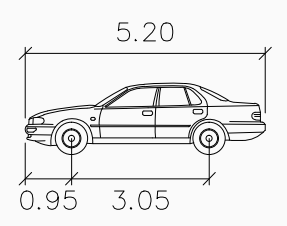
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APPENDIX D
PTT DRAWINGS



SWEPT PATH LEGEND:

- VEHICLE BODY PATH
- FRONT TYRE PATH
- REAR TYRE PATH
- CLEARANCE ENVELOPE (0.3M)



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

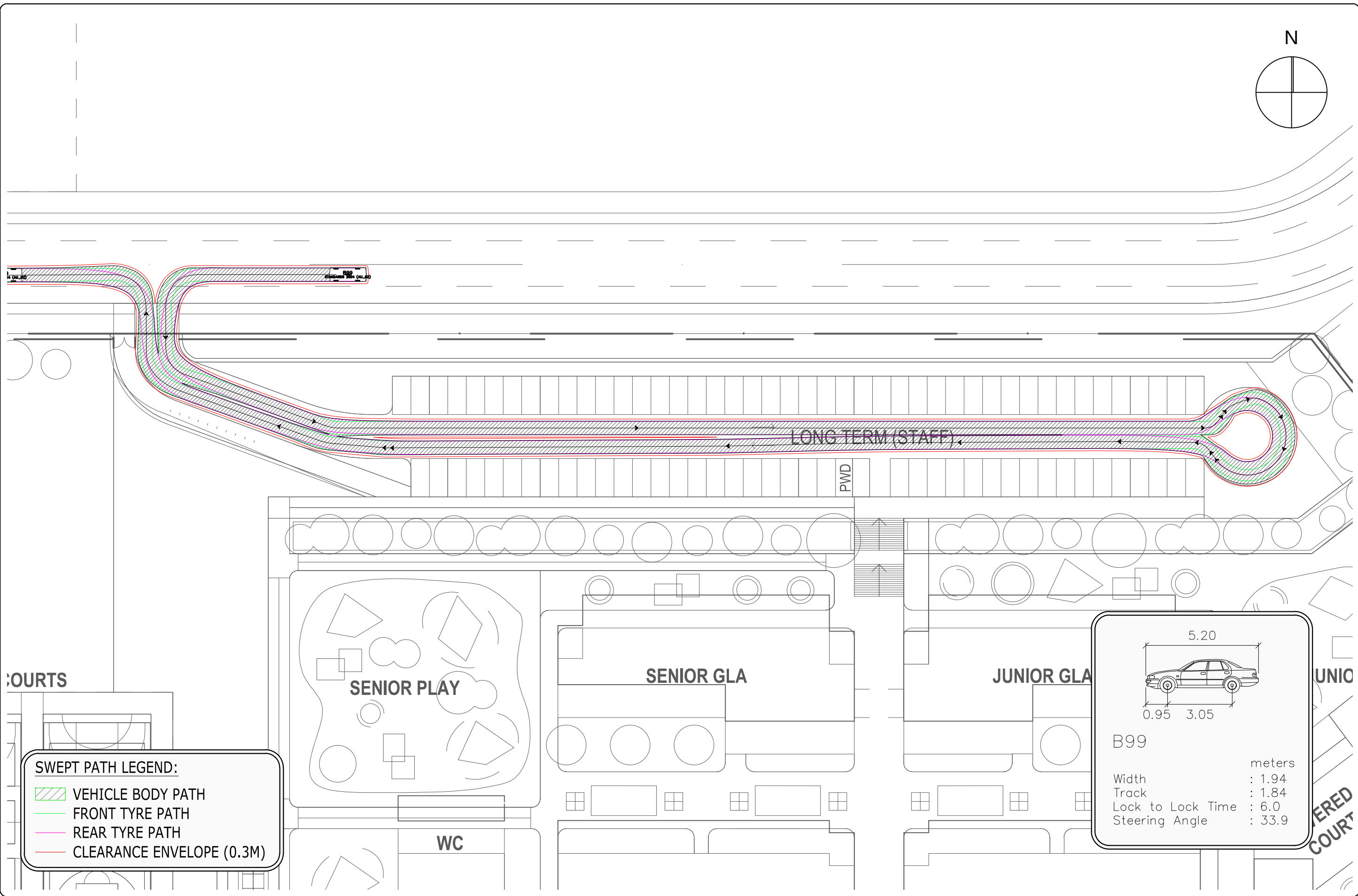


PTT
TRAFFIC & TRANSPORT ENGINEERING

ABN 96 067 593 962
P 07 3839 6771 WWW.PTT.COM.AU
Level 2, 62 Astor Tce, Spring Hill QLD 4000

A	INITIAL ISSUE	CB	20/03/26
REV	DESCRIPTION	DRN	DATE

DRAWING TITLE: B99 SWEPT PATHS	DRAWING NO: 25-728-001	REV: A	SCALE: 1:400 @ A3	APPROVED BY: JPG (RPEQ 22233)
PROJECT TITLE: GREATER FLAGSTONE PRIMARY SCHOOL	CLIENT: DEPARTMENT OF EDUCATION			





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Level 2, 62 Astor Tce, Spring Hill QLD 4000

A	INITIAL ISSUE	CB	20/03/26
REV	DESCRIPTION	DRN	DATE

DRAWING TITLE:
B99 SWEPT PATHS

PROJECT TITLE:
GREATER FLAGSTONE PRIMARY SCHOOL

DRAWING NO:
25-728-002

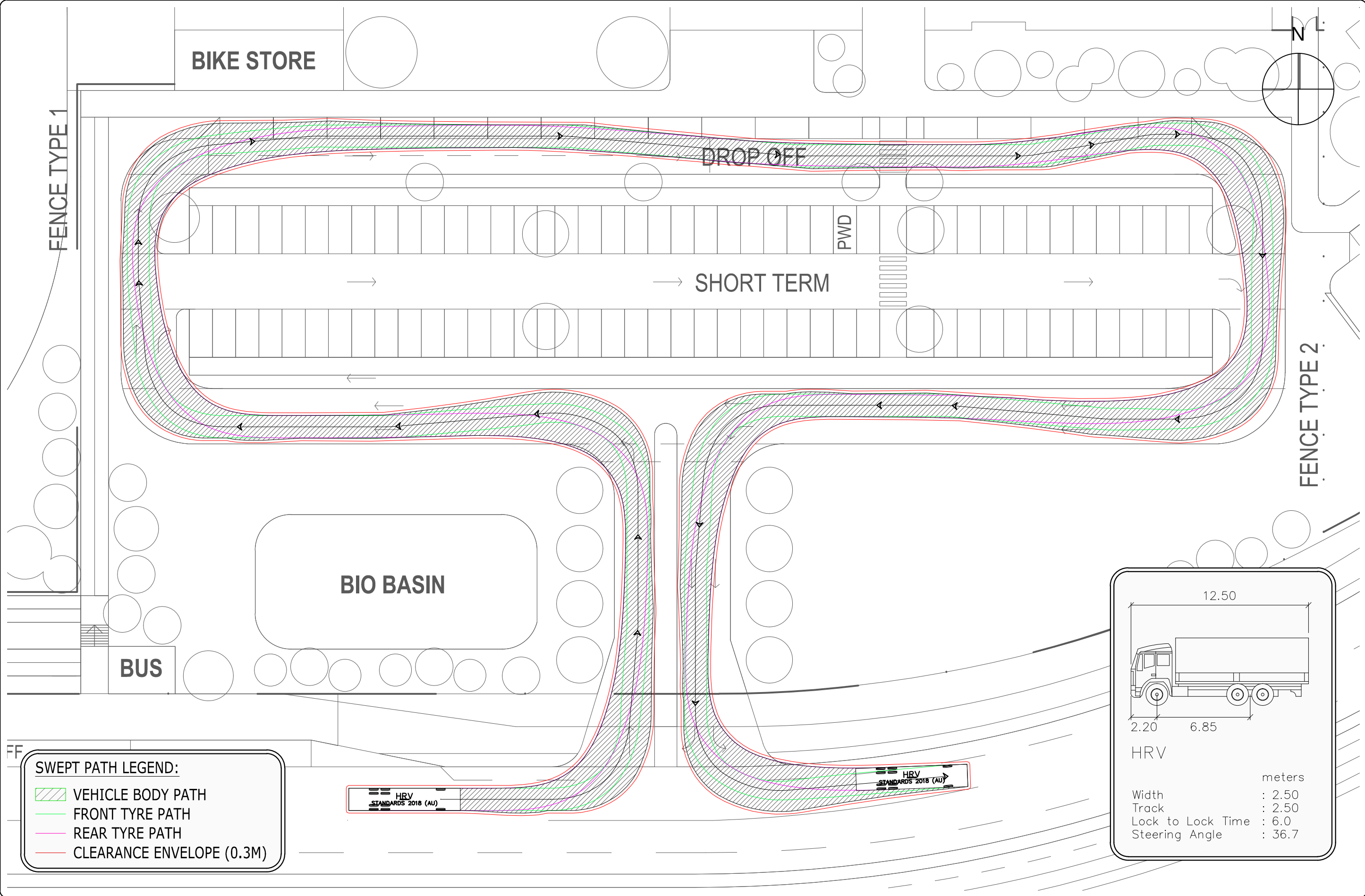
REV:
A

SCALE:
1:500 @ A3

APPROVED BY:
JPG
(RPEQ 22233)



CLIENT:
DEPARTMENT OF EDUCATION



SWEPT PATH LEGEND:

- VEHICLE BODY PATH
- FRONT TYRE PATH
- REAR TYRE PATH
- CLEARANCE ENVELOPE (0.3M)

12.50

2.20 6.85

HRV

Width : 2.50 meters

Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 36.7

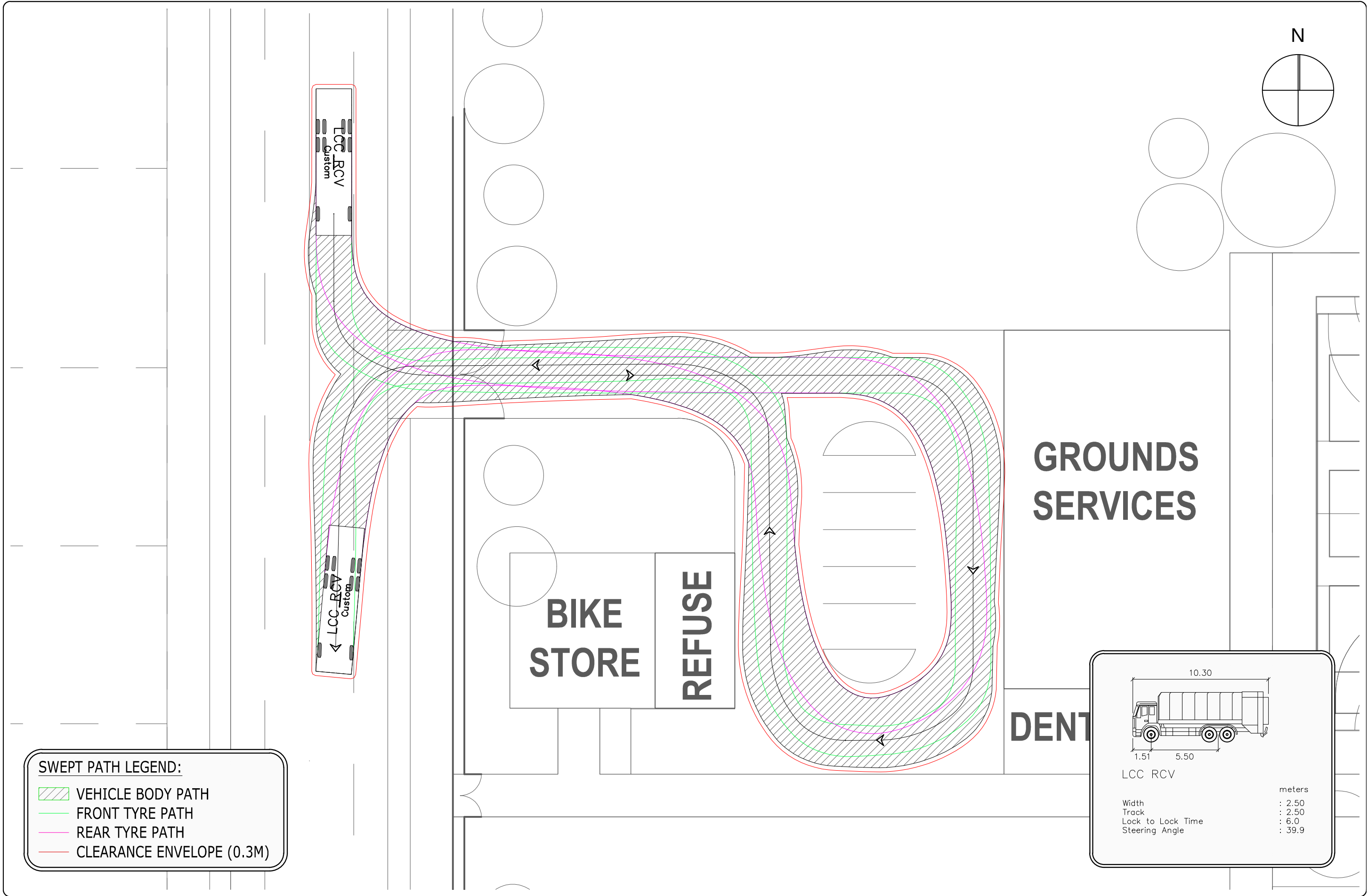


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Level 2, 62 Astor Tce, Spring Hill QLD 4000

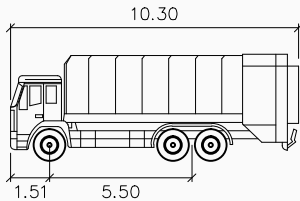
A	INITIAL ISSUE	CB	20/03/26
REV	DESCRIPTION	DRN	DATE

DRAWING TITLE: HRV SWEPT PATHS	DRAWING NO: 25-728-003	REV: A	SCALE: 1:400 @ A3	APPROVED BY: JPG (RPEQ 22233)
PROJECT TITLE: GREATER FLAGSTONE PRIMARY SCHOOL	CLIENT: DEPARTMENT OF EDUCATION			



SWEPT PATH LEGEND:

- VEHICLE BODY PATH
- FRONT TYRE PATH
- REAR TYRE PATH
- CLEARANCE ENVELOPE (0.3M)



LCC RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 39.9

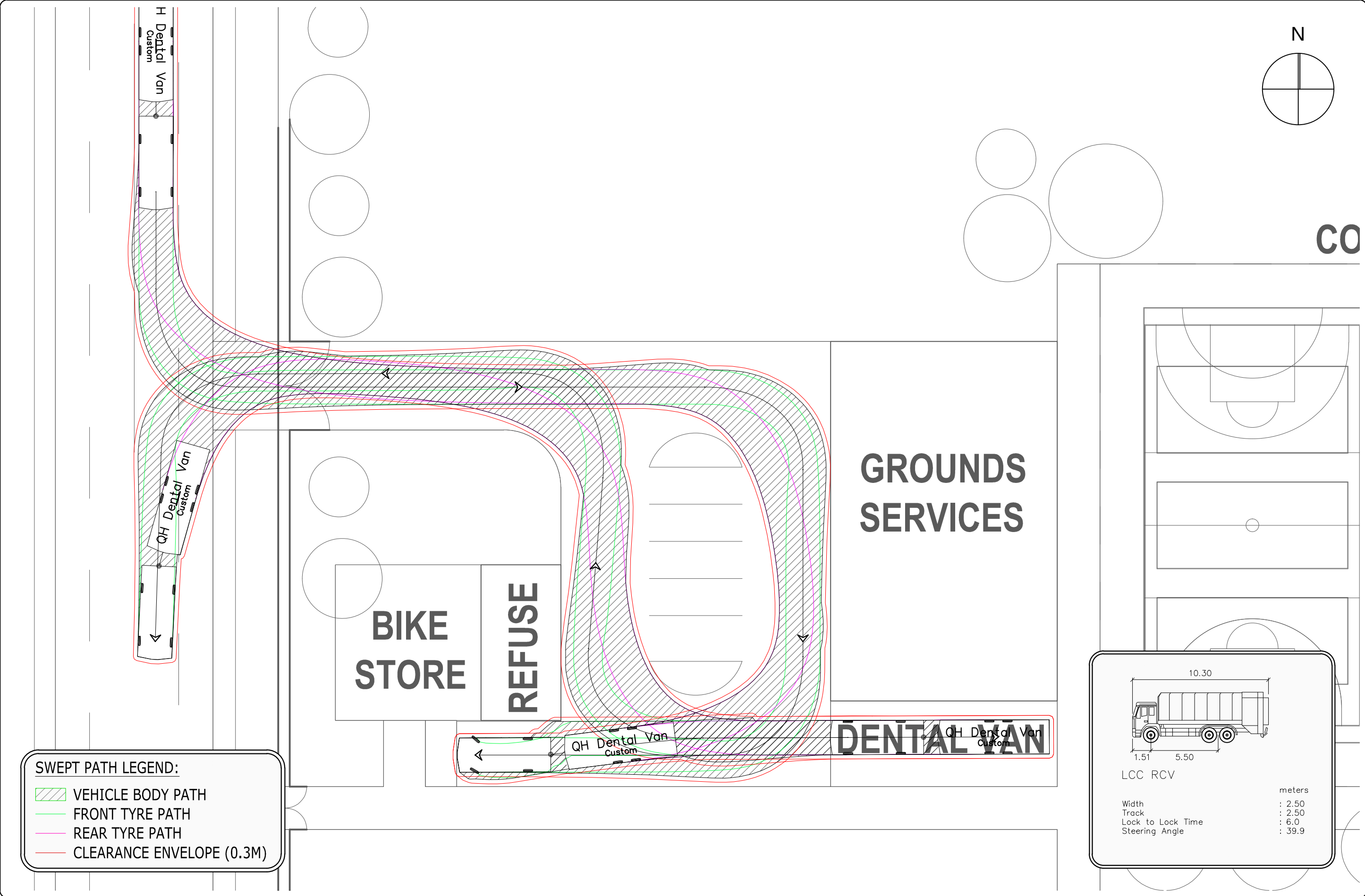


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ABN 96 067 593 962
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A	INITIAL ISSUE	CB	20/03/26
REV	DESCRIPTION	DRN	DATE

DRAWING TITLE: RCV SWEPT PATHS	DRAWING NO: 25-728-004	REV: A	SCALE: 1:250 @ A3	APPROVED BY: JPG (RPEQ 22233)
PROJECT TITLE: GREATER FLAGSTONE PRIMARY SCHOOL	CLIENT: DEPARTMENT OF EDUCATION			



SWEPT PATH LEGEND:

- VEHICLE BODY PATH
- FRONT TYRE PATH
- REAR TYRE PATH
- CLEARANCE ENVELOPE (0.3M)

LCC RCV

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 39.9

10.30
1.51 5.50

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A	INITIAL ISSUE	CB	20/03/26
REV	DESCRIPTION	DRN	DATE

DRAWING TITLE:
DENTAL VAN SWEPT PATHS

PROJECT TITLE:
GREATER FLAGSTONE PRIMARY SCHOOL

DRAWING NO:
25-728-005

CLIENT:
DEPARTMENT OF EDUCATION

REV:
A

SCALE:
1:250 @ A3

APPROVED BY:
JPG (RPEQ 22233)

APPENDIX E
STATE CODE RESPONSE

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies with PO The proposed development is not located in proximity to the State controlled road network and is for development anticipated on the site (considered for the creation of the site).
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO Refer to above comment.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	Complies with PO Refer to above comment.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies with PO Refer to above comment.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Not applicable
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	Not applicable
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	Not applicable
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Not applicable
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Not applicable
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Not applicable

Performance outcomes	Acceptable outcomes	Response
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Not applicable
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Not applicable
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	Not applicable
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO Refer to above comment.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	Complies with PO The proposed public and active transport infrastructure is to be provided in accordance with relevant standards and guidelines.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO The proposed public and active transport infrastructure is to be provided in accordance with relevant standards and guidelines.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO The proposed public and active transport infrastructure is to be provided in accordance with relevant standards and guidelines.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO The proposed public and active transport infrastructure is to be provided in accordance with relevant standards and guidelines.
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the	No acceptable outcome is prescribed.	Complies with PO The proposed public and active transport infrastructure is to be provided in accordance with relevant standards and guidelines and

Performance outcomes	Acceptable outcomes	Response
demand for public passenger transport and active transport generated by the development.		expected to adequate to cater for the anticipated demand.
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	Complies with PO The proposed public transport infrastructure is to be located in accordance with relevant standards and guidelines.
PO28 Development enables the provision or extension of public passenger services , public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services .	No acceptable outcome is prescribed.	Complies with PO The proposed public and active transport infrastructure is to be provided in accordance with relevant standards and guidelines.
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND	Complies with PO The proposed public and active transport infrastructure is to be provided in accordance with relevant standards and guidelines.

Performance outcomes	Acceptable outcomes	Response
	A029.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies with PO The proposed development provides adequate access to future public transport infrastructure.
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	Complies with PO On-site vehicular circulation associated with the proposed development is separated from future public transport infrastructure and services.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Not applicable
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	Not applicable

Performance outcomes	Acceptable outcomes	Response
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND AO34.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	Not applicable
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services, pedestrian and cyclist access and active transport infrastructure.	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	Complies with AO The proposed public and active transport infrastructure is to be provided in accordance with the Planning for Safe Transport Infrastructure at Schools guidance.