TRAFFIC IMPACT ASSESSMENT
Everleigh ROL07

MIRVAC QUEENSLAND PTY LTD

MIR-1700

Rev: A

7 April 2026

Premise

PART OF THE Page Amey GROUP

Document Reference: MIR-1700 ROL07 TIA - Rev B 30.03.2026

Document Authorisation					
Revision	**Revision Date**	**Proposal Details**			
A	07/04/2026	FINAL for Submission			
Prepared by		**Reviewed by**		**Authorised by**	
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FIGURES

1. INTRODUCTION

Premise Brisbane Pty Ltd has been engaged by Mirvac Queensland Pty Ltd to undertake a Traffic Impact Assessment (TIA) for the Everleigh ROL07 residential subdivision. The assessment has been prepared to support development approval and is aligned with the approved Everleigh Movement Network Infrastructure Master Plan.

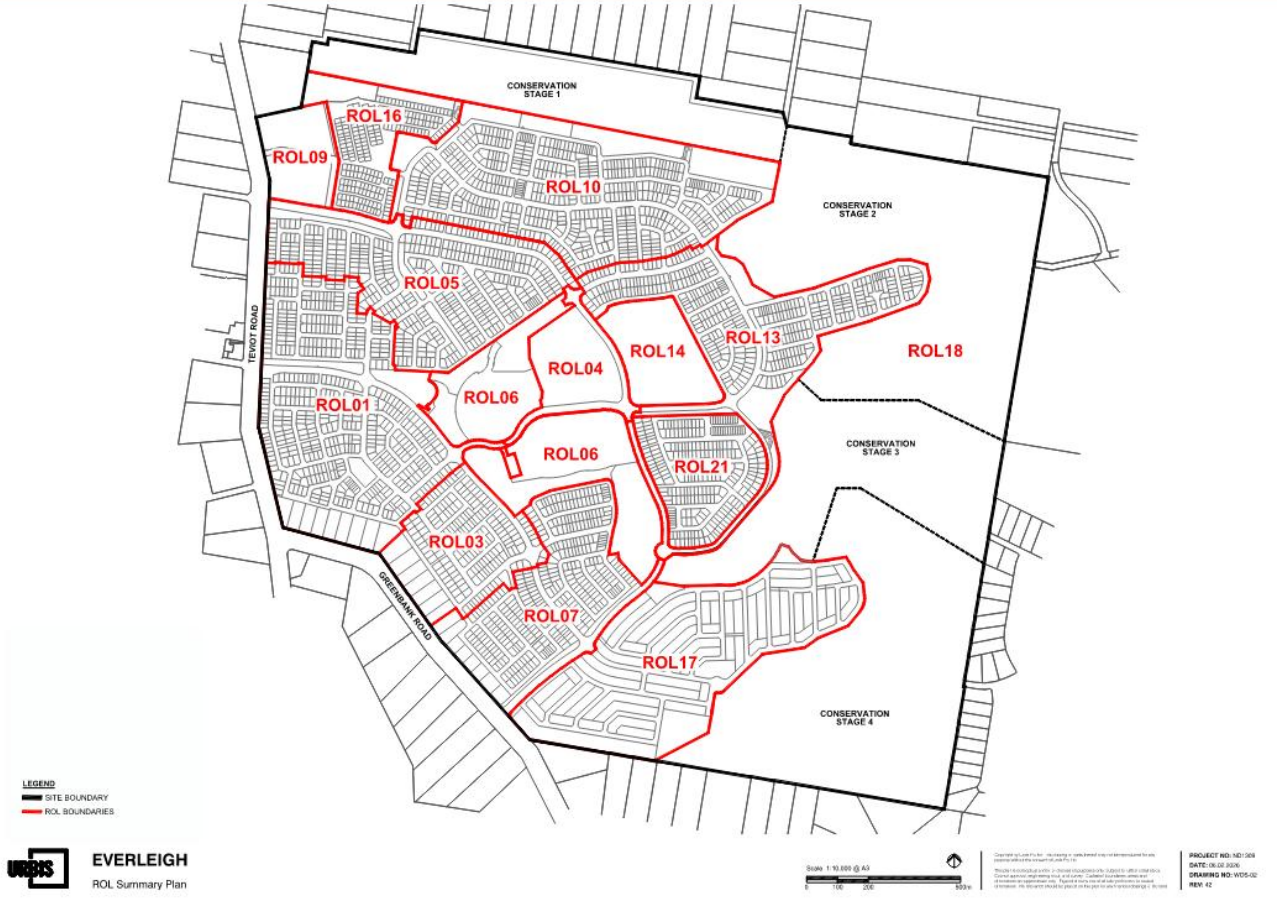
Traffic modelling, network planning and intersection analysis for Everleigh have been undertaken previously under Project P000170. This Traffic Impact Assessment relies on those approved studies and confirms suitability for ROL07.

- Premise P000170-R01-revA *Everleigh: Traffic Modelling (20 March 2024)*
- Premise P000170-R02-revA *Everleigh: Movement Network Infrastructure Master Plan" (27 March 2024)*
- Premise P000170-R03-revA *Everleigh: Intersection Analysis (26 March 2024)*

2. BACKGROUND

Everleigh is an approved master planned community located within the Greater Flagstone Priority Development Area, as shown by Figure 1 and falls under the planning jurisdiction of Economic Development Queensland (EDQ).

Figure 1 – Site Locality (Source: Urbis)



Everleigh is located on a 481Ha parcel of land with road frontage to Teviot Road and Greenbank Road. The latest planning by Mirvac anticipates the following development yield in accordance with the land use plan shown by Figure 2:

- Residential – 3,562 dwellings, predominantly detached with some duplex, terrace, attached and land lease product.
- Schools – Primary school designed for 1,400 students and 140 staff, and a high school designed for 1,800 students and 190 staff.
- Neighbourhood Centre – 8,000m^2 gross floor area (GFA).
- State community health centre – 8,000m^2 GFA.
- Parks and reserves for local recreation, neighbourhood recreation, regional sports and recreation, conservation, and drainage.

"Everleigh: Movement Network Infrastructure Master Plan" (P000170-R02-revA) dated 27 March 2024 by Premise for Mirvac reviewed proposed transport networks and confirmed that these are satisfactory to accommodate the above development yield. P000170-R02-revA investigated:

- Road Networks: Road network layout, hierarchy, typical cross sections, and intersections.
- Public Transport: Bus compatible routes, bus stop locations and infrastructure standards.
- Active Transport: Pedestrian and bicycle network, and movement permeability.
- Parking: Adopted parking rates and provisions.
- Traffic Operation: Modelling of demand, capacity of proposed intersections and road links, and staging of works.

Figure 2 – Land use plan (Source: Urbis)

LEGEND

- Greater Flagstone UDA Boundary
- Site Boundary
- Cadastre Boundaries
- Existing Easements
- Rail Corridor
- Potential Train Station [1]

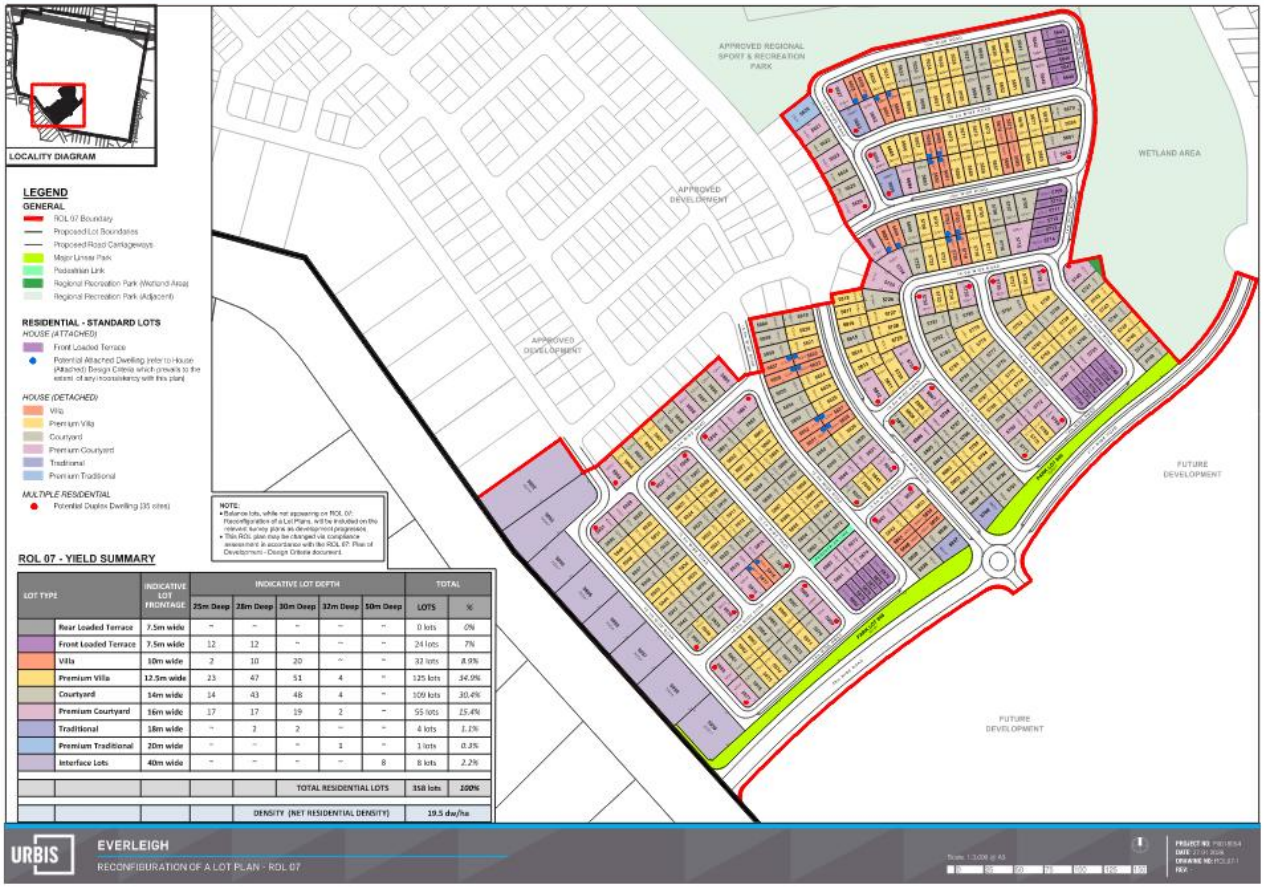
Land Uses

- Residential - Standard Lots
- Residential - Interface Lots
- Potential Land Lease Community (LLC)
- Neighbourhood Centre
- State Community Health Centre
- District Centre (external) [1]
- Conservation Parkland (Corridor Park)
- Combined Regional Recreation and Regional Sports Park
- Major Linear Park
- Indicative Locations of Neighbourhood Parks
- Indicative Location of State Primary School
- Indicative Location of State High School (subject to State agency aquisition)

3. SCOPE AND STUDY AREA

Figure 3 illustrates ROL07 in the context of existing and approved reconfigurations of a lot (ROL) within Everleigh. ROL07 will be developed in accordance with the approved Everleigh Movement Network Infrastructure Master Plan (P000170-R02) and comprises 358 residential dwellings accessed from Anderson Drive and Everleigh Drive.

Figure 3 – Reconfiguration of a lot plan – ROL07 (Source: Urbis)

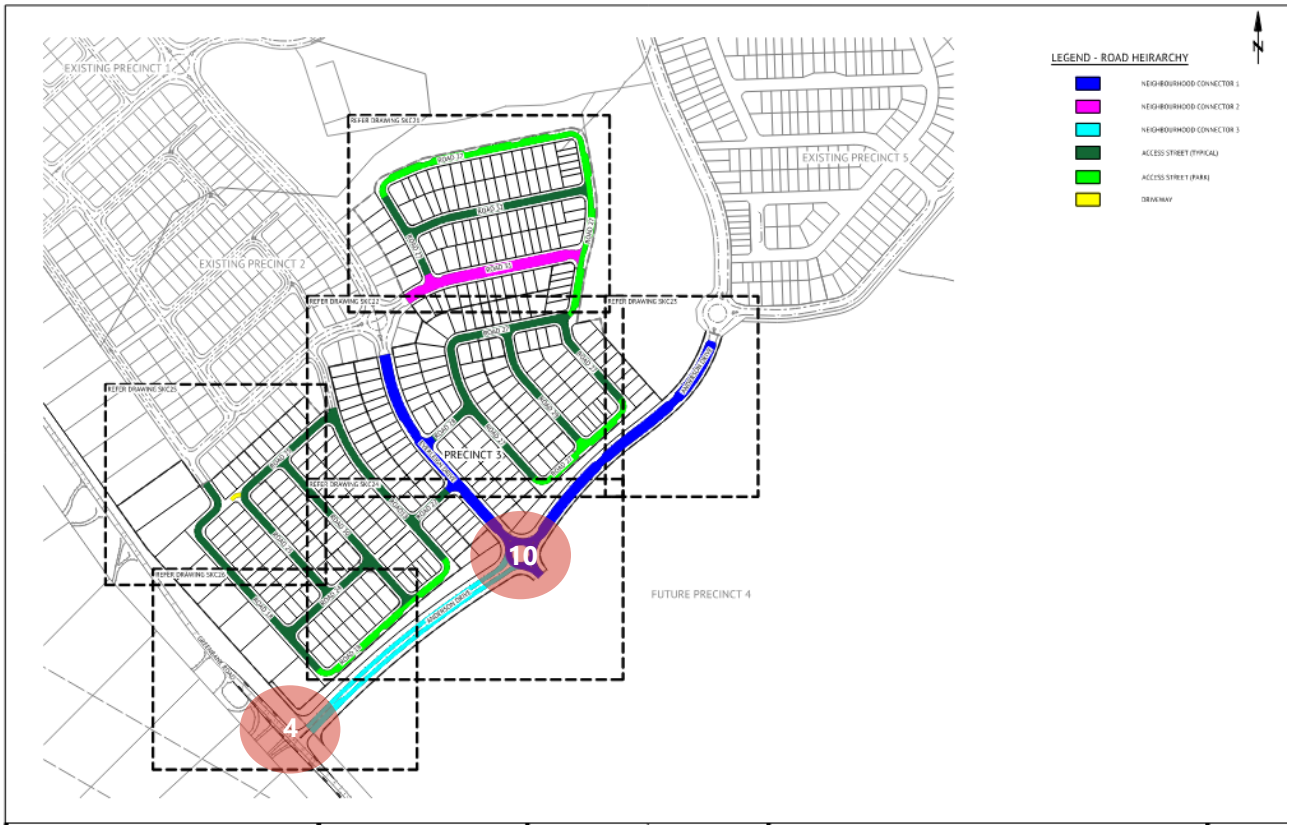


LOT TYPE	INDICATIVE LOT FRONTAGE	INDICATIVE LOT DEPTH					TOTAL	
		25m Deep	28m Deep	30m Deep	32m Deep	50m Deep	LOTS	%
Rear Loaded Terrace	7.5m wide	-	-	-	-	-	0 lots	0%
Front Loaded Terrace	7.5m wide	12	12	-	-	-	24 lots	7%
Villa	10m wide	2	10	20	-	-	32 lots	8.9%
Premium Villa	12.5m wide	23	47	51	4	-	125 lots	34.9%
Courtyard	14m wide	14	43	48	4	-	109 lots	30.4%
Premium Courtyard	16m wide	17	17	19	2	-	55 lots	15.4%
Traditional	18m wide	-	2	2	-	-	4 lots	1.1%
Premium Traditional	20m wide	-	-	-	1	-	1 lots	0.3%
Interface Lots	40m wide	-	-	-	-	8	8 lots	2.2%
				TOTAL RESIDENTIAL LOTS			358 lots	100%
				DENSITY (NET RESIDENTIAL DENSITY)			19.5 dw/ha	

Figure 4 shows the impact assessment area which consists of:

- Anderson Drive/Everleigh Drive roundabout (Intersection 10)
- Anderson Drive/Greenbank Road T-junction intersection (Intersection 4)
- Anderson Drive north and south of Anderson Drive/Everleigh Drive roundabout
- Everleigh Drive west of Anderson Drive/Everleigh Drive roundabout

Figure 4 – Impact assessment area and internal road hierarchy (Source: Premise)



Development in ROL07 is expected to commence in 2026 with ROL07 expected to reach peak traffic generation in 2029. The assessments contained in this report consider critical stages in the development of the Everleigh road network between the completion of ROL07 development in 2034 and 2044 being 10 years after completion of the final stage of Everleigh development.

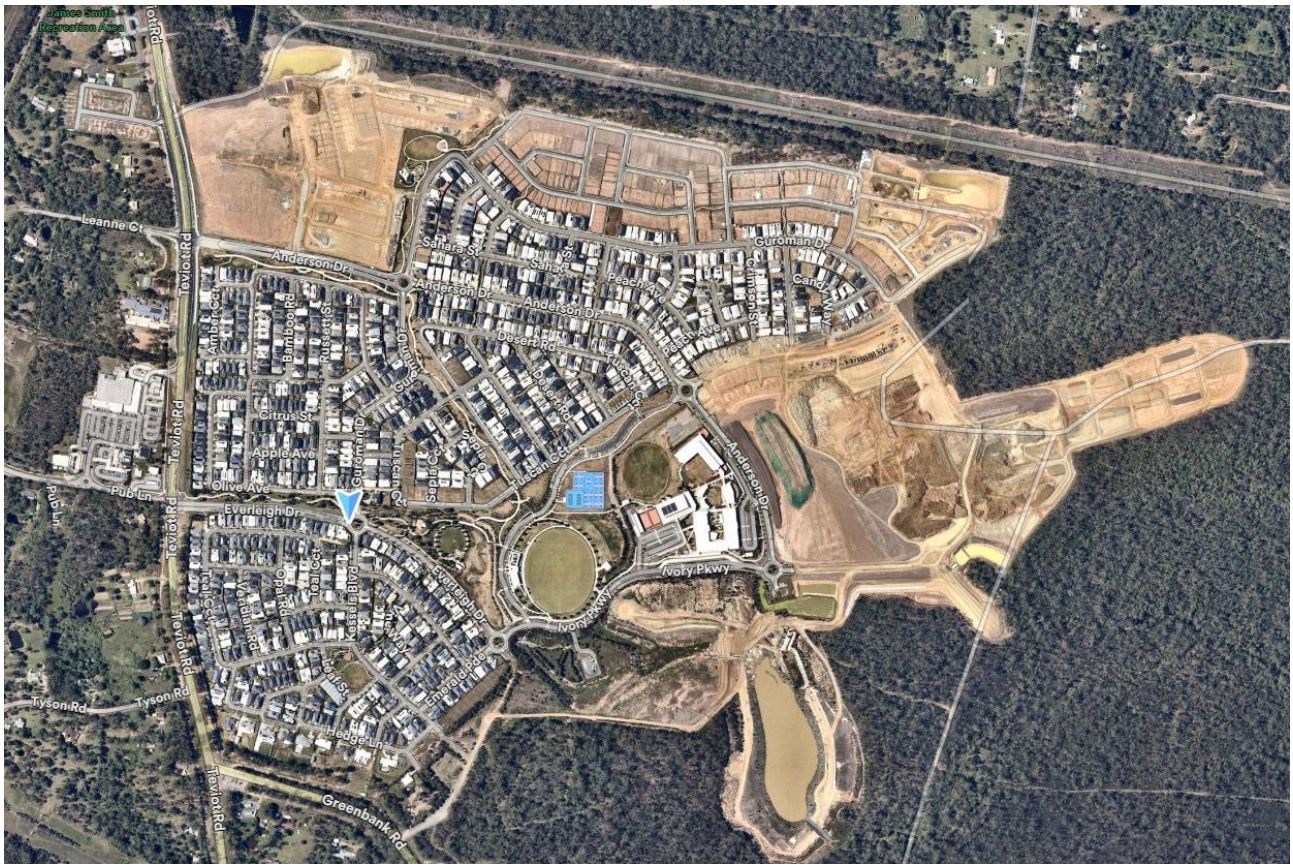
4. EXISTING CONDITIONS

4.1 Land Use and Zoning

Based on the current development status shown in Figure 5 and the approved Everleigh development layout shown in Figure 1, the following land uses and development stages are noted within and surrounding the ROL07 area:

- Everleigh State School, located at the north-west corner of the Anderson Drive / Ivory Parkway / Guroman Drive roundabout, opened in 2022 and is fully operational.
- Central Park is being developed in stages and is accessed via Ivory Parkway and Road 53, with portions currently established and others under construction.
- ROL01, comprising residential lots accessed via the Teviot Road / Pub Lane / Everleigh Drive signalised intersection, is fully developed.
- ROL05, comprising residential development located between Anderson Drive, Central Park, Everleigh Drive and Teviot Road, is fully developed.
- ROL10, comprising residential land to the north of Anderson Drive, is approved and currently being prepared for development.
- ROL13, comprising residential development located to the west of Anderson Drive, is currently under development.

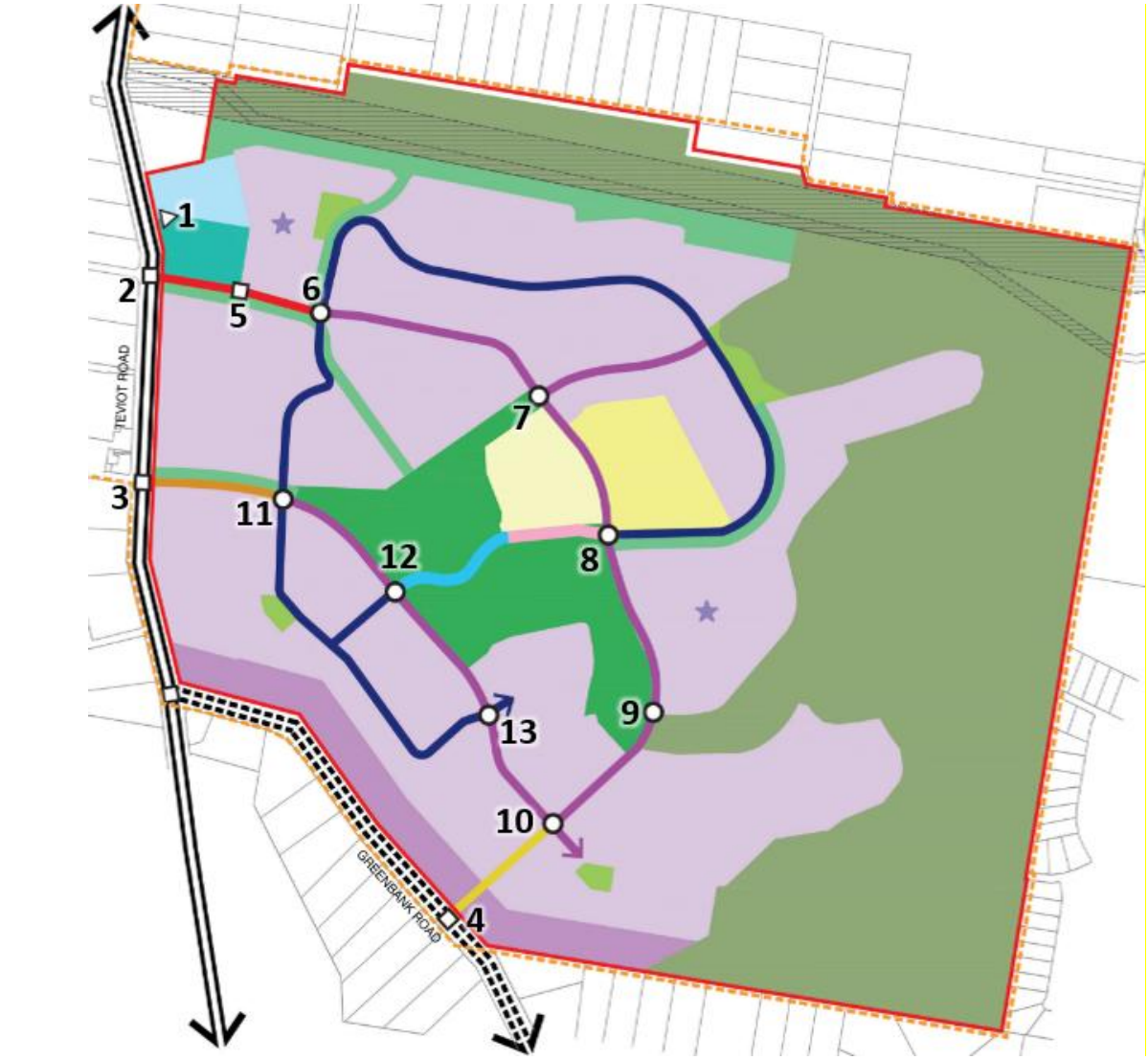
Figure 5 – Aerial image dated 3 December 2025 (Source: NearMap)



4.2 Surrounding Road Network Details

Figure 6 shows the planned Everleigh Road development hierarchy as assessed in P000170-R01-revA.

Figure 6 – Road hierarchy plan and road intersections key (Source: Urbis)



LEGEND

- Greater Flagstone UDA Boundary
- Site Boundary
- Cadastre Boundaries
- Existing Easements
- Rail Corridor
- Potential Train Station [1]
- Indicative Location of Signalised Intersections
- Indicative Location of Roundabout Intersections
- Potential Left In Left Out

Road Typologies

Urban Arterial (Teviot Road)	
Rural Arterial (Greenbank Road)	
Trunk Connector 1 (Leanne Court)	29.0m
Trunk Connector 2 (Pub Lane)	23.0m
Neighbourhood Connector 1 (Green Build Outs)	21.0m
Neighbourhood Connector 2 (Green Build Outs)	20.0m
Neighbourhood Connector 3 (Greenbank Road)	26.0m
Park Connector 1 (Green Build Outs)	20.0m
Park Connector 2 (Green Build Outs)	22.5m

Land Uses

- Residential - Standard Lots
- Residential - Interface Lots
- Potential Land Lease Community (LLC)
- Neighbourhood Centre
- State Community Health Centre
- District Centre (external) [1]
- Conservation Parkland (Corridor Park)
- Combined Regional Recreation and Regional Sports Park
- Major Linear Park
- Indicative Locations of Neighbourhood Parks
- Indicative Location of State Primary School
- Indicative Location of State High School (subject to State agency aquisition)

4.3 Intersections

There are no existing intersections currently operating within the ROL07 site; however, proposed access intersections are assessed in later sections

4.4 Site Access

There is no current access to ROL07.

4.5 Public Transport

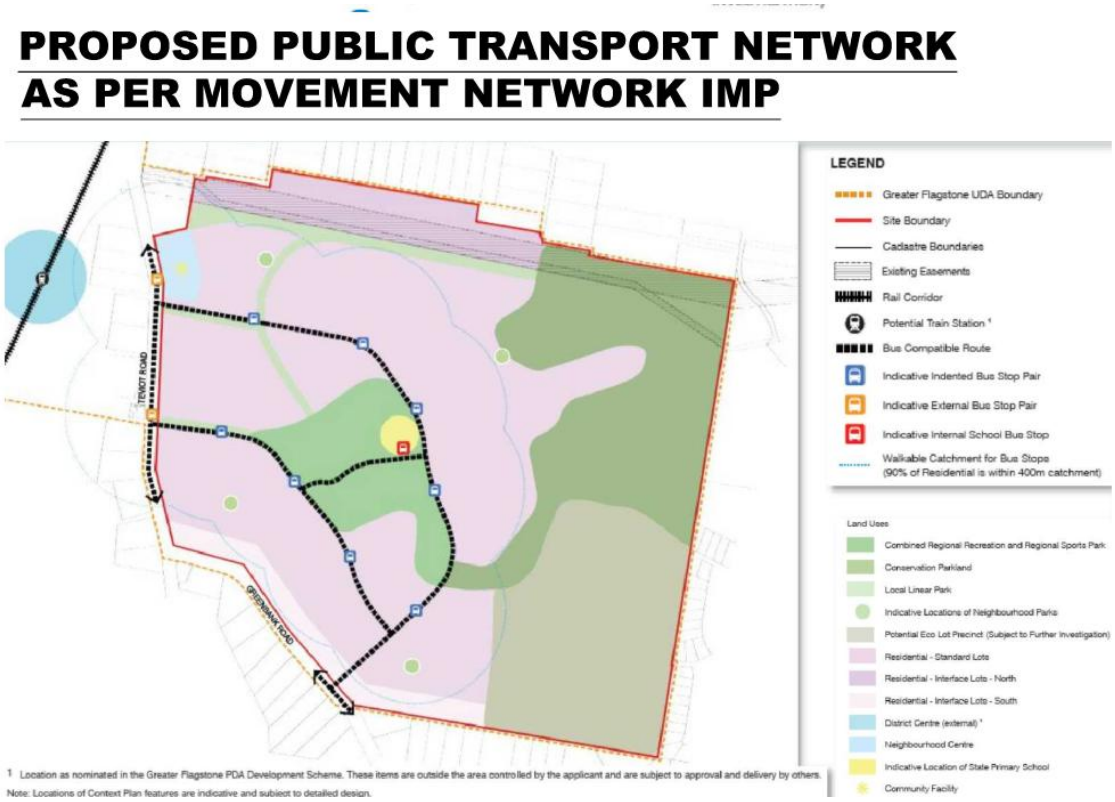
The nearest public transport facility to the development site is TransLink bus stop 320027 on Pub Lane 100m west of Teviot Road. The stop is used by bus route 535 and various school bus services.

Bus route 535 operates between Flagstone and Browns Plains servicing Flagstone, South Maclean, North Maclean, and Browns Plains. The route operates along Teviot Road stopping on the northern side of Pub Lane adjacent to Greenbank Shopping Centre when travelling both northbound and southbound. The route operates 13 northbound and 11 southbound services over approximately 14 hours on weekdays with seven (7) northbound and six (6) southbound services over 12 hours on Saturdays. Route 535 does not operate on Sundays.

Route 535 connects to Browns Plains Plaza which is a hub in the Southeast Queensland public transport network providing bus connections to Brisbane City, Griffith University, Prion Springfield Central, Beaudesert, Greenbank, Park Ridge, Heritage Park, Garden City, Woodridge, Springwood, and Loganholme station.

The proposed public transport for the Everleigh Development is shown in Figure 7

Figure 7 - Proposed Public Transport Network

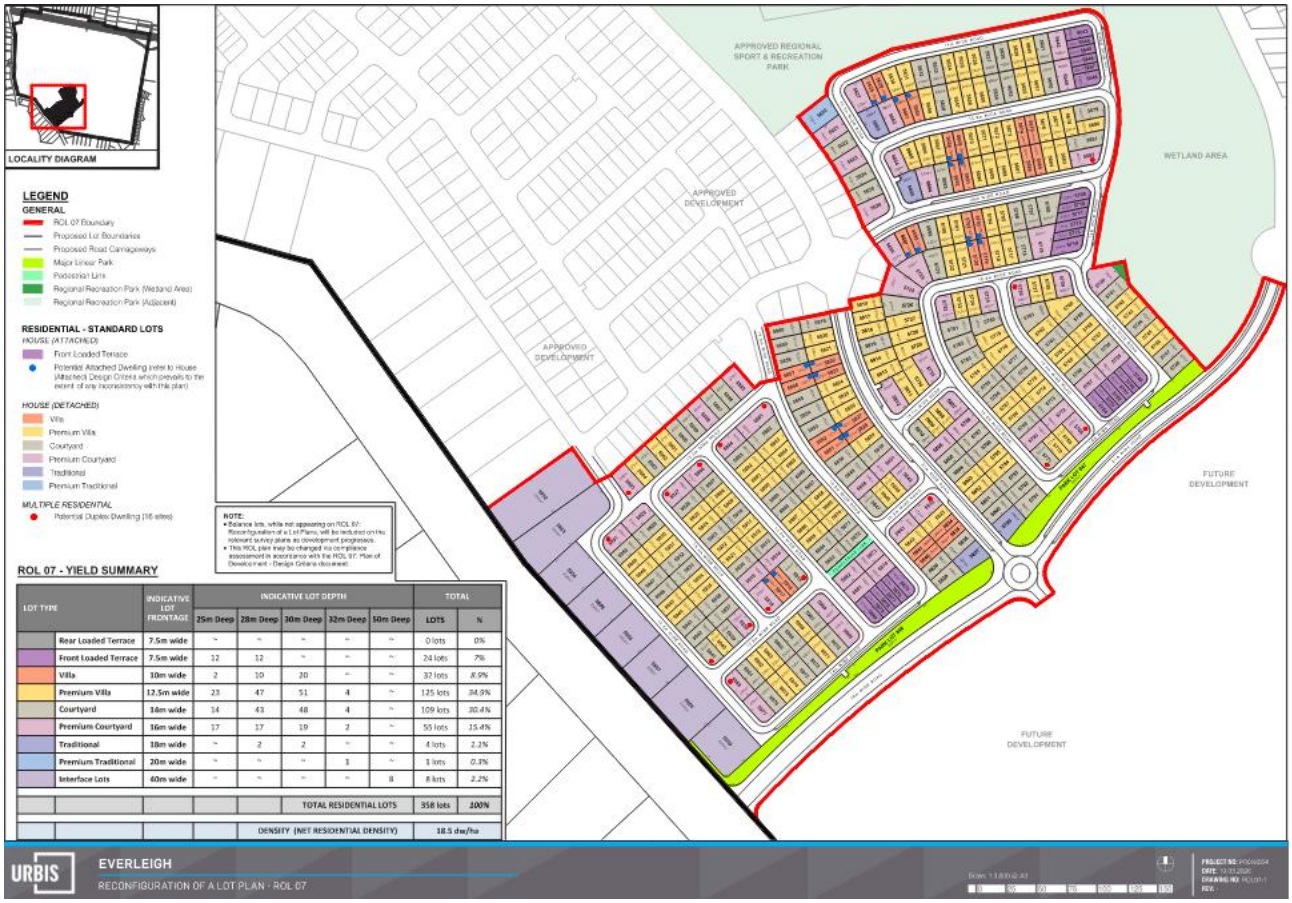


5. PROPOSED DEVELOPMENT DETAILS

5.1 Development Site Plan

ROL07: Reconfiguration of a Lot Plans by Urbis are enclosed in Figure 8. ROL07 consists of 358 residential lots distributed as shown by Figure 8. A full plan of the development is included in Appendix A.

Figure 8 – Development site plan (Source: Urbis)



LOT TYPE	INDICATIVE LOT FRONTAGE	INDICATIVE LOT DEPTH					TOTAL	
		25m Deep	28m Deep	30m Deep	32m Deep	50m Deep	LOTS	%
Rear Loaded Terrace	7.5m wide	"	"	"	"	"	0 lots	0%
Front Loaded Terrace	7.5m wide	12	12	"	"	"	24 lots	7%
Villa	10m wide	2	10	20	"	"	32 lots	8.9%
Premium Villa	12.5m wide	23	47	51	4	"	125 lots	34.9%
Courtyard	14m wide	14	43	48	4	"	109 lots	30.4%
Premium Courtyard	16m wide	17	17	19	2	"	55 lots	15.4%
Traditional	18m wide	"	2	2	"	"	4 lots	2.2%
Premium Traditional	20m wide	"	"	"	1	"	1 lots	0.3%
Interface Lots	40m wide	"	"	"	"	8	8 lots	2.2%
						TOTAL RESIDENTIAL LOTS	358 lots	100%
						DENSITY (NET RESIDENTIAL DENSITY)	18.5 dw/ha	

5.2 Operational Details

Residential development in ROL07 is expected to commence in 2026 and be completed in 2029.

5.3 Proposed Access and Parking

The following intersection will provide access to ROL07 from Greenbank Road (refer to Figure 6):

> Anderson Drive / Everleigh Drive roundabout (New - Intersection 10).

> Anderson Drive / Greenbank Rd priority T-junction (New - Intersection 4).

Access and parking for ROL07 will be provided in accordance with P000170-R02-revA.

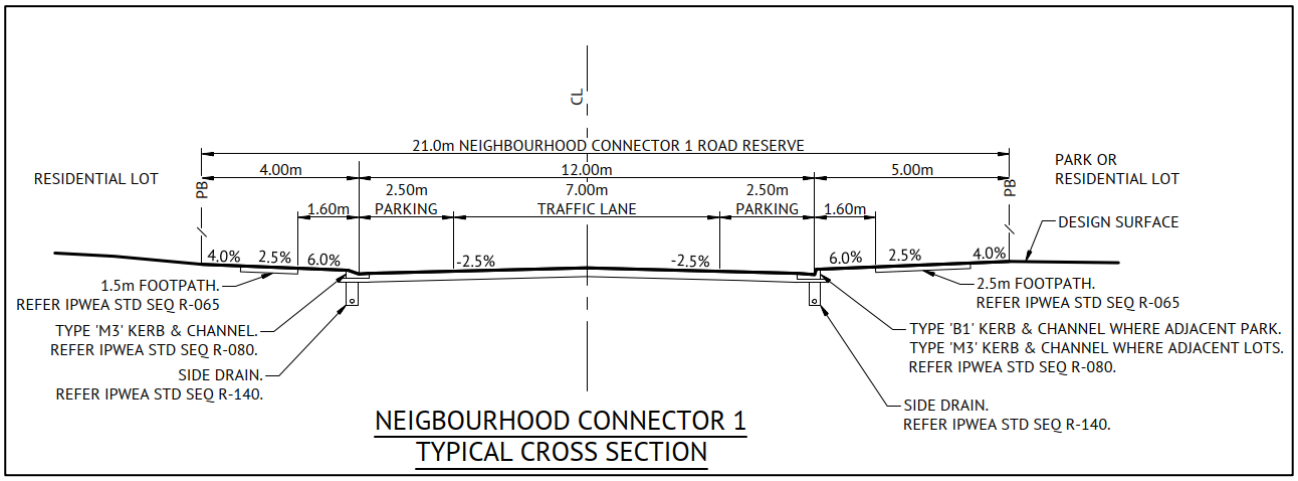
5.4 Frontage Road – Anderson Drive

ROL07 has frontage to Anderson Drive which, as shown in Figure 6, will ultimately connect to Greenbank Road at Intersection 4. At present, Anderson Drive is constructed as the generally north–south aligned segment

fronting Everleigh State School, extending between Teviot Road (Intersection 2) and Ivory Parkway (Intersection 8).

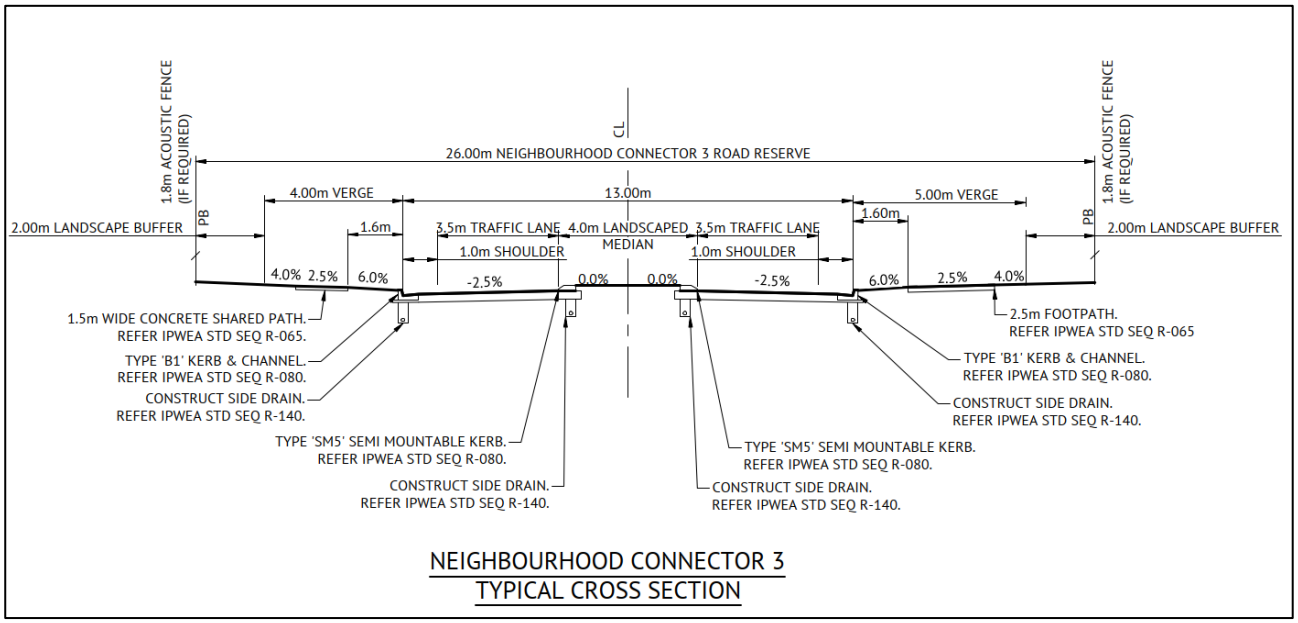
This section of Anderson Drive is constructed to a Neighbourhood Connector 1 standard north of the Everleigh Drive intersection and to a Neighbourhood Connector 3 standard south of the Everleigh Drive intersection. The typical cross-sections and associated characteristics are illustrated in Figure 9 (Neighbourhood Connector 1) and Figure 10 (Neighbourhood Connector 3).

Figure 9 – Anderson Drive north of Everleigh Drive intersection typical cross section and characteristics (Source: P000170-R02-revA)



Item	Value
Traffic Lanes	Two (2)
Traffic Volume	3,000–7,499 vpd
Traffic Lane Width	3.5 m
Parking Lane Width	2.5 m
Median Width	N/A
Verge Width	4–5 m
Vegetated Sound Buffer	N/A
Total Reserve Width	21 m
Road Speed	50 km/h
Residential Frontage	Yes
Notes	Parking lanes include 1.5 m wide green build-outs.

Figure 10 – Anderson Drive south of Everleigh Drive intersection typical cross section and characteristics (Source: P000170-R02-revA)



Item	Value
Traffic Lanes	Two (2)
Traffic Volume	3,000 – 7,499 vpd
Traffic Lane Width	3.5 m
Parking Lane Width	N/A
Median Width	4.0 m
Verge Width	4.0 – 5.0 m
Vegetated Sound Buffer	2.0 m
Total Reserve Width	26.0 m
Road Speed	50 km/h
Residential Frontage	Yes
Notes	The acoustic fence and landscaped buffer may be excluded where acoustic advice indicates that an acoustic fence is not required. A shoulder is provided to allow sufficient passing space in the event of a vehicle breakdown.

6. DEVELOPMENT TRAFFIC

Development traffic is estimated in accordance with "Everleigh: Traffic Modelling" (P000170-R01-revA) dated 20 March 2024 by Premise for Mirvac which forms an appendix to P000170-R02-revA.

The estimated traffic generation is for 358 lots.

6.1 Traffic Generation

The adopted traffic generation rates and directional splits for land uses within ROL07 are identified in Table 1.

Table 1 – ROL07 Traffic Generation Rates and Directional Splits (Source: P000170-R01-revA)

Land Use		Daily	AM Peak	PM Peak
Residential	**Rate**	**7vpd / dwelling**	**0.64vph / dwelling[1]**	**0.85vph / dwelling**
	ROL07	2,506	229	304
	In	**50%**	**22%**	**65%**
	ROL07	1,253	50	198
	Out	**50%**	**78%**	**35%**
	ROL07	1,253	179	107

6.2 Trip Distribution

Trip distribution for the proposed ROL07 development has been adopted directly from the approved Everleigh traffic modelling prepared as part of *Everleigh: Traffic Modelling* (P000170-R01) and the *Everleigh Movement Network Infrastructure Master Plan* (P000170-R02). The distribution reflects the ultimate Everleigh development scenario and accounts for both internal trip capture and external trip distribution.

Internal trip capture has been applied to reflect the progressive delivery of key trip-attracting land uses within Everleigh, including schools, the neighbourhood centre, the state community health centre and local parks. Trips generated by ROL07 that are attracted to these internal land uses are retained within the Everleigh road network, reducing external traffic demand on the surrounding sub-regional road network.

Consistent with P000170-R01, the assumed internal trip distribution for residential development when Everleigh is fully developed is as follows:

- Everleigh State School – approximately 4 per cent
- Central Park – approximately 1 per cent
- ROL13 High School – approximately 4 per cent
- Everleigh Neighbourhood Centre – approximately 12 per cent
- State Community Health Centre – approximately 4 per cent

[1] 0.85vph / dwelling with a 25% discount for internal trips consistent with the "Movement Network Infrastructure Master Plan" dated 03 March 2017 by MWH for Mirvac which was approved by EDQ on 9 August 2017.

The remaining residential trips, representing approximately 75 per cent of total trips, are distributed externally. External residential trips are distributed in accordance with the approved Everleigh modelling assumptions and reflect existing travel patterns and connections to the surrounding road network. The adopted external trip distribution is:

- Teviot Road (northbound) – 40 per cent
- Pub Lane (westbound) – 30 per cent
- Greenbank Road (southbound) – 25 per cent
- Leanne Court (westbound) – 5 per cent

The same external distribution has been applied to residential and high-school-related trips, consistent with the approved Everleigh traffic modelling and previous transport assessments. Internal trip capture assumptions are applied separately to inbound and outbound movements, with internal trips capped such that no negative external trips are generated.

6.3 Development Traffic Volumes on the Network

Development traffic volumes associated with ROL07 have been derived using the approved spreadsheet traffic model developed for *Everleigh: Traffic Modelling* (P000170-R01). The model estimates daily and peak hour traffic volumes on all internal road links and turning movements at the 13 numbered intersections within the Everleigh development, consistent with the approved road hierarchy and staging strategy.

Traffic volumes presented in this assessment represent development traffic only, excluding background traffic, and have been extracted for the following assessment years:

- 2034 – completion of Everleigh development, including delivery of the approved road network
- 2044 – design year, representing 10 years after completion of the final stage of development

A summary of the development traffic volumes for years 2034 (completion year) and 2044 (10 year design horizon) is included in Appendix B.

For the purposes of the ROL07 Traffic Impact Assessment, development traffic volumes have been extracted for the following key locations within the impact assessment area:

- Anderson Drive / Everleigh Drive roundabout (Intersection 10)
- Anderson Drive / Greenbank Road T-intersection (Intersection 4)
- Anderson Drive north and south of Greenbank Road / Everleigh Drive intersection.

The extracted traffic volumes are consistent with the approved Everleigh development yield and reflect the ultimate operation of the road network. These volumes have been used as inputs to the SIDRA Intersection analysis undertaken for Intersections 4 and 10 and to assess mid-block road link performance.

With-development traffic volumes for the 2034 and 2044 scenarios are presented in the appendices to this report. These volumes demonstrate that traffic generated by ROL07 forms a small component of the overall Everleigh development traffic and does not result in any road link or intersection operating beyond acceptable capacity thresholds.

7. IMPACT ASSESSMENT AND MITIGATION

The following discussion draws on "Everleigh: Movement Network Infrastructure Master Plan" (P000170-R02-revA) dated 27 March 2024 by Premise for Mirvac including the following reports which form appendices to P000170-R02-revA:

- "Everleigh: Traffic Modelling" (P000170-R01-revA) dated 20 March 2024 by Premise for Mirvac.
- "Everleigh: Intersection Analysis" (P000170-R03-revA) dated 26 March 2024 by Premise for Mirvac.

7.1 With and Without Development Traffic Volumes

The estimation of with development traffic in and around Everleigh for completion year (2034) and 10 years design horizon is documented in P000170-R01-revA, and included in Appendix E

7.1.1 INTERSECTION IMPACT ASSESSMENT

The potential traffic and operational impacts of the proposed ROL07 development on the surrounding road network have been assessed with specific regard to Intersection 4 (Greenbank Road / Anderson Drive) and Intersection 10 (Anderson Drive / Everleigh Drive). These intersections represent the primary external and internal access points relevant to ROL07 and have been evaluated using SIDRA Intersection modelling in accordance with the approved Everleigh traffic modelling, intersection analysis and road network staging strategy.

Intersection analysis was undertaken using SIDRA Intersection Version 9.1 software (SIDRA). SIDRA is an advanced micro-analytical traffic tool for evaluation of intersection performance in terms of a range of parameters including:

- **Demand Volume (V):** the modelled number of vehicles arriving at the intersection during the assessment hour. Demand volumes are calculated by dividing the peak hour volume by the peak flow factor (PFF). SIDRA's default PFF of 95% was adopted for all movements.
- **Degree of Saturation (DoS):** the ratio of the demand volume, V, to the theoretical capacity. A roundabout is considered to be operating at its practical capacity when the DoS reaches 0.85. For traffic signals, the desirable maximum DoS is 0.90 and cycle times may be increased up to 150sec to reduce DoS.
- **Average Delay (D):** The mean control delay including both queuing delay and geometric delay for all vehicles arriving during the assessment period including the delay experienced after the end of the flow period until the departure of the last vehicle arriving during the flow period. The Department of Transport and Main Roads' (TMR's) "Guide to Traffic Impact Assessment" (GTIA) specified that average delays exceeding 42 seconds for any movement at a priority or roundabout controlled intersection are a safety issue.
- **95th Percentile Back of Queue Length (Q):** The maximum backward extent of the queue relative to the stop line or give way / yield line during a single cycle or gap acceptance cycle below which 95% of all queue lengths fall. The 95th percentile back of queue length is generally accepted as the maximum queue length for design purposes.

The two (2) access intersections were analysed based on forecast peak hour traffic in:

- 2034: At development completion
- 2044: 10 years after completion of the final stage of Everleigh

7.1.2 INTERSECTION 4: ANDERSON DRIVE / GREENBANK ROAD

The Greenbank Road / Anderson Drive intersection (Intersection 4) has been assessed to determine the traffic and operational impacts associated with development traffic generated by ROL07, having regard to the approved Everleigh movement network and road network staging strategy. Intersection performance has been evaluated using SIDRA Intersection modelling for the ultimate design year (2044) and relevant interim staging scenarios. The results are presented in Appendix D.

Key findings of the assessment are summarised as follows:

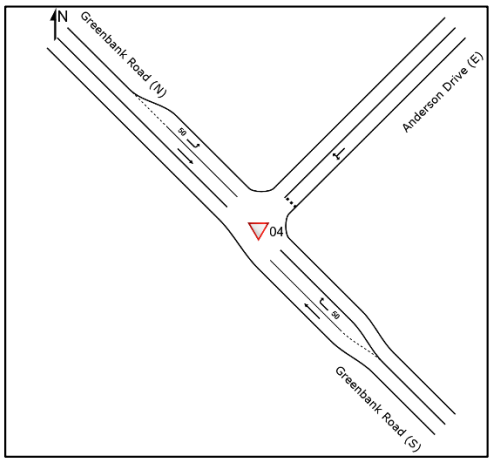
- Intersection 4 is proposed as a priority-controlled T-intersection providing a key external connection between Anderson Drive and Greenbank Road. (refer to Figure 11)
- SIDRA modelling for the design year (2044) indicates acceptable operation, with:
  - a maximum degree of saturation of approximately 0.456; and
  - a maximum average delay of approximately 22.4 seconds for the critical movement.
- These results are below the thresholds identified in the Department of Transport and Main Roads' *Guide to Traffic Impact Assessment* and indicate no unacceptable delay impacts under ultimate development conditions.

Assessment of interim staging scenarios indicates that:

- the right-turn movement from Anderson Drive to Greenbank Road is the critical movement prior to delivery of Precinct 4; and
- turn-warrant assessment and SIDRA modelling confirm that a channelised right-turn treatment on Greenbank Road is warranted to mitigate delay impacts once Precinct 3 is fully finalised.

Auxiliary or channelised left-turn treatments on Greenbank Road may also be required under certain staging scenarios to manage peak period demand and queuing. With the recommended turn treatments in place and delivery of the third access in accordance with the approved road network staging strategy, Intersection 4 is expected to operate with acceptable delays throughout all stages of development.

Figure 11 – Intersection 4: Greenbank Road / Anderson Drive T-intersection (Source: SIDRA)



7.1.3 INTERSECTION 10: ANDERSON DRIVE / EVERLEIGH DRIVE

The Anderson Drive / Everleigh Drive intersection (Intersection 10) has been assessed to determine the traffic and operational impacts associated with development traffic generated by ROL07 within the approved Everleigh movement network. Intersection performance has been evaluated using SIDRA Intersection

modelling for both the ultimate design year (2044) and interim road network staging scenarios. The results are presented in Appendix E.

The assessment demonstrates the following:

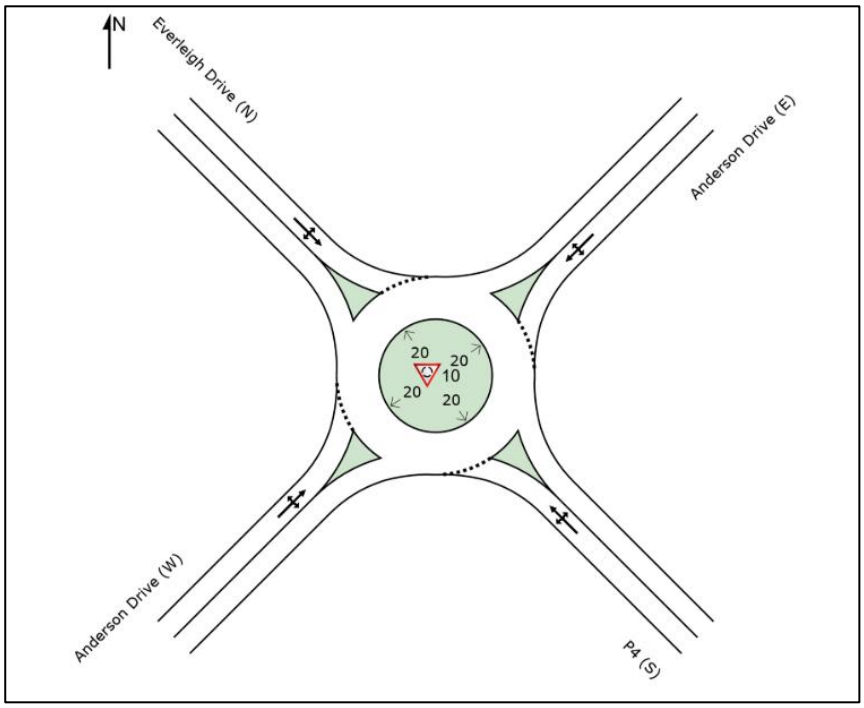
- Intersection 10 (Figure 12) comprises a single-lane roundabout forming a key internal junction between Anderson Drive and Everleigh Drive.
- SIDRA modelling for the design year indicates a high level of performance, with:
  - a maximum degree of saturation of approximately 0.331; and
  - average delays for all movements well below the thresholds identified in the *Guide to Traffic Impact Assessment*.
- Queue lengths are short and remain within available storage on all approaches.

Assessment of interim staging scenarios indicates that:

- Intersection 10 continues to operate acceptably during all stages of development, including periods influenced by the sequencing of southern Everleigh precincts; and
- no critical movements are identified, with no approach predicted to reach practical capacity under any assessed scenario.

Based on the SIDRA results, no intersection-specific mitigation measures are required at Intersection 10. The proposed single-lane roundabout form is considered appropriate to safely and efficiently accommodate forecast traffic demands associated with ROL07 and the broader Everleigh development.

Figure 12 – Intersection 10: Everleigh Drive / Anderson Drive T-intersection (Source: SIDRA)



7.1.4 OTHER INTERNAL INTERSECTIONS

Other intersections within ROL07 are expected to serve less than 4,000vpd and capacity analysis is not required for priority intersection control.

7.2 Intersection Delay Impact Mitigation

7.2.1 INTERSECTION 4: GREENBANK ROAD/ANDERSON DRIVE

The potential for delay impacts at the Greenbank Road / Anderson Drive intersection (Intersection 4) has been considered with reference to SIDRA Intersection modelling undertaken for the ultimate design year and interim road network staging scenarios.

Mitigation measures to address potential delay impacts are summarised as follows:

- SIDRA modelling indicates that, under ultimate development conditions, Intersection 4 operates within acceptable delay thresholds for a priority-controlled intersection and does not require mitigation beyond the approved ultimate intersection form.
- The Anderson Drive / Greenbank Road intersection upgrade is therefore required prior to the delivery of the final lot within Precinct 3 (Precinct 3.6), or alternatively prior to the sealing of the first lot within Precinct 4, whichever occurs first. This ensures sufficient network capacity is provided at the appropriate point in the development sequence, without prematurely delivering infrastructure ahead of demand.
- Auxiliary or channelised left-turn treatments on Greenbank Road may also be required under certain staging scenarios to manage peak period demand and queuing and to ensure robust intersection operation.

The delivery of the third access in accordance with the approved road network staging strategy will materially reduce right-turn demand from Anderson Drive and further mitigate delay impacts at Intersection 4. With these measures in place, no unacceptable delay impacts are anticipated at any stage of development.

7.2.2 INTERSECTION 10: ANDERSON DRIVE/EVERLEIGH DRIVE

The Anderson Drive / Everleigh Drive intersection (Intersection 10) has been reviewed to determine whether mitigation is required to address potential delay impacts associated with development traffic generated by ROL07.

The following outcomes are noted:

- SIDRA Intersection modelling indicates that Intersection 10 operates with low delays and degrees of saturation in both the ultimate design year and all assessed interim staging scenarios.
- No critical movements are identified, and queue lengths remain short and contained within available storage on all approaches.
- The proposed single-lane roundabout form is sufficient to accommodate forecast traffic demands without giving rise to unacceptable delay impacts.

Based on the SIDRA results, no intersection-specific delay mitigation measures are required at Intersection 10. The approved roundabout configuration is considered appropriate to maintain acceptable operation throughout all stages of development.

7.3 Road Link Capacity Assessment and Mitigation

The Traffic Modelling Report includes diagrams of forecast daily and peak hour traffic 10-years after completion of the final stage of the development, that is 2044, being the design year.

Table 2 shows estimated design year (2044) bidirectional weekday traffic at the midblock locations on the two roads affected by ROL07 development. Estimated traffic volumes on all road segments are below the capacities identified for the road typologies shown in Table 2.

Table 2 – Estimated Design Year (2044) Bidirectional Weekday Traffic Volumes

Location	Street Type	Capacity, C vpd	Volume, V vpd	V<C
Anderson Drive North of Everleigh Drive intersection	Neighbourhood Connector 1	7,499	5,228	✓
Anderson Drive North of Everleigh Drive intersection	Neighbourhood Connector 3	7,499	5,596	✓
Everleigh Drive west of Anderson Drive intersection	Neighbourhood Connector 1	7,499	3,006	✓

8. CONCLUSIONS AND RECOMMENDATIONS

This Traffic Impact Assessment has been prepared to assess the traffic and transport impacts associated with the proposed Everleigh ROL07 residential subdivision, comprising 358 residential lots accessed via Anderson Drive and Everleigh Drive. The assessment has been undertaken in the context of the approved Everleigh Movement Network Infrastructure Master Plan and supporting traffic modelling and intersection analysis prepared under Project P000170.

The assessment demonstrates that traffic generated by ROL07 can be accommodated within the planned Everleigh road network without giving rise to unacceptable traffic, safety or operational impacts. Traffic generation, trip distribution and development traffic volumes adopted for this assessment are consistent with the approved Everleigh traffic modelling and reflect the ultimate development scenario.

Key conclusions and recommendations arising from the assessment are summarised as follows:

- Traffic generated by ROL07 is consistent with the approved Everleigh development yield and has been assessed using the approved traffic modelling framework.
- SIDRA Intersection modelling confirms that both access intersections relevant to ROL07 operate within acceptable performance thresholds under ultimate development conditions.
- The Anderson Drive / Everleigh Drive roundabout (Intersection 10) operates with low degrees of saturation, short queues and minimal delays under all assessed scenarios. No intersection-specific mitigation measures are required at this location.
- The Greenbank Road / Anderson Drive T-intersection (Intersection 4) operates within acceptable performance thresholds for the design year and does not require upgrading during the development of Precinct 3. The current on Greenbank Road is sufficient to accommodate traffic demands through to the completion of Precinct 3 (Precinct 3.6). Accordingly, an intersection upgrade would only be required following the finalisation of Precinct 3 and prior to the commencement of construction within Precinct 4
- Delivery of the third access serving the southern Everleigh precincts, in accordance with the approved road network staging strategy, will materially reduce right-turn demand at Intersection 4 and further mitigate delay impacts.
- Road link capacity assessment indicates that forecast traffic volumes on Anderson Drive and Everleigh Drive remain within the capacity of their nominated road hierarchy classifications in the design year.

Based on the above, it is concluded that the proposed ROL07 development is appropriate from a traffic and transport perspective and is consistent with the approved Everleigh movement network planning framework. Subject to delivery of the identified intersection treatments and road network staging already provided for under the approved Everleigh planning framework, no additional traffic mitigation measures are required to support the development.

APPENDICES

APPENDIX A Development Site Plan

Everleigh

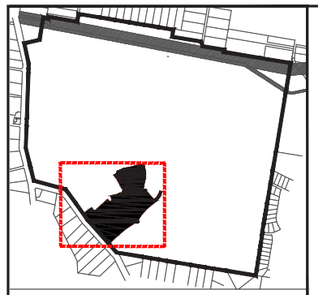
ROL 07:
RECONFIGURATION OF A LOT PLANS

TEVIOT ROAD, EVERLEIGH

MARCH 2026

mirvac

URBIS



LOCALITY DIAGRAM

LEGEND

GENERAL

- ROL 07 Boundary
- Proposed Lot Boundaries
- Proposed Road Carriageways
- Major Linear Park
- Pedestrian Link
- Regional Recreation Park (Wetland Area)
- Regional Recreation Park (Adjacent)

RESIDENTIAL - STANDARD LOTS

HOUSE (ATTACHED)

- Front Loaded Terrace
- Potential Attached Dwelling (refer to House (Attached) Design Criteria which prevails to the extent of any inconsistency with this plan)

HOUSE (DETACHED)

- Villa
- Premium Villa
- Courtyard
- Premium Courtyard
- Traditional
- Premium Traditional

MULTIPLE RESIDENTIAL

- Potential Duplex Dwelling (16 sites)

NOTE:

- Balance lots, while not appearing on ROL 07: Reconfiguration of a Lot Plans, will be included on the relevant survey plans as development progresses.
- This ROL plan may be changed via compliance assessment in accordance with the ROL 07: Plan of Development - Design Criteria document.

ROL 07 - YIELD SUMMARY

LOT TYPE		INDICATIVE LOT FRONTAGE	INDICATIVE LOT DEPTH					TOTAL	
			25m Deep	28m Deep	30m Deep	32m Deep	50m Deep	LOTS	%
	Rear Loaded Terrace	7.5m wide	~	~	~	~	~	0 lots	*0%*
	Front Loaded Terrace	7.5m wide	12	12	~	~	~	24 lots	*7%*
	Villa	10m wide	2	10	20	~	~	32 lots	*8.9%*
	Premium Villa	12.5m wide	23	47	51	4	~	125 lots	*34.9%*
	Courtyard	14m wide	14	43	48	4	~	109 lots	*30.4%*
	Premium Courtyard	16m wide	17	17	19	2	~	55 lots	*15.4%*
	Traditional	18m wide	~	2	2	~	~	4 lots	*1.1%*
	Premium Traditional	20m wide	~	~	~	1	~	1 lots	*0.3%*
	Interface Lots	40m wide	~	~	~	~	8	8 lots	*2.2%*
						TOTAL RESIDENTIAL LOTS		358 lots	***100%***
					DENSITY (NET RESIDENTIAL DENSITY)			18.5 dw/ha	

APPROVED REGIONAL SPORT & RECREATION PARK

APPROVED DEVELOPMENT

APPROVED DEVELOPMENT

WETLAND AREA

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

PARK LOT 847

PARK LOT 846

PEDESTRIAN LINK

14m WIDE ROAD

15.5m WIDE ROAD

20m WIDE ROAD

21m WIDE ROAD

26m WIDE ROAD

URBIS

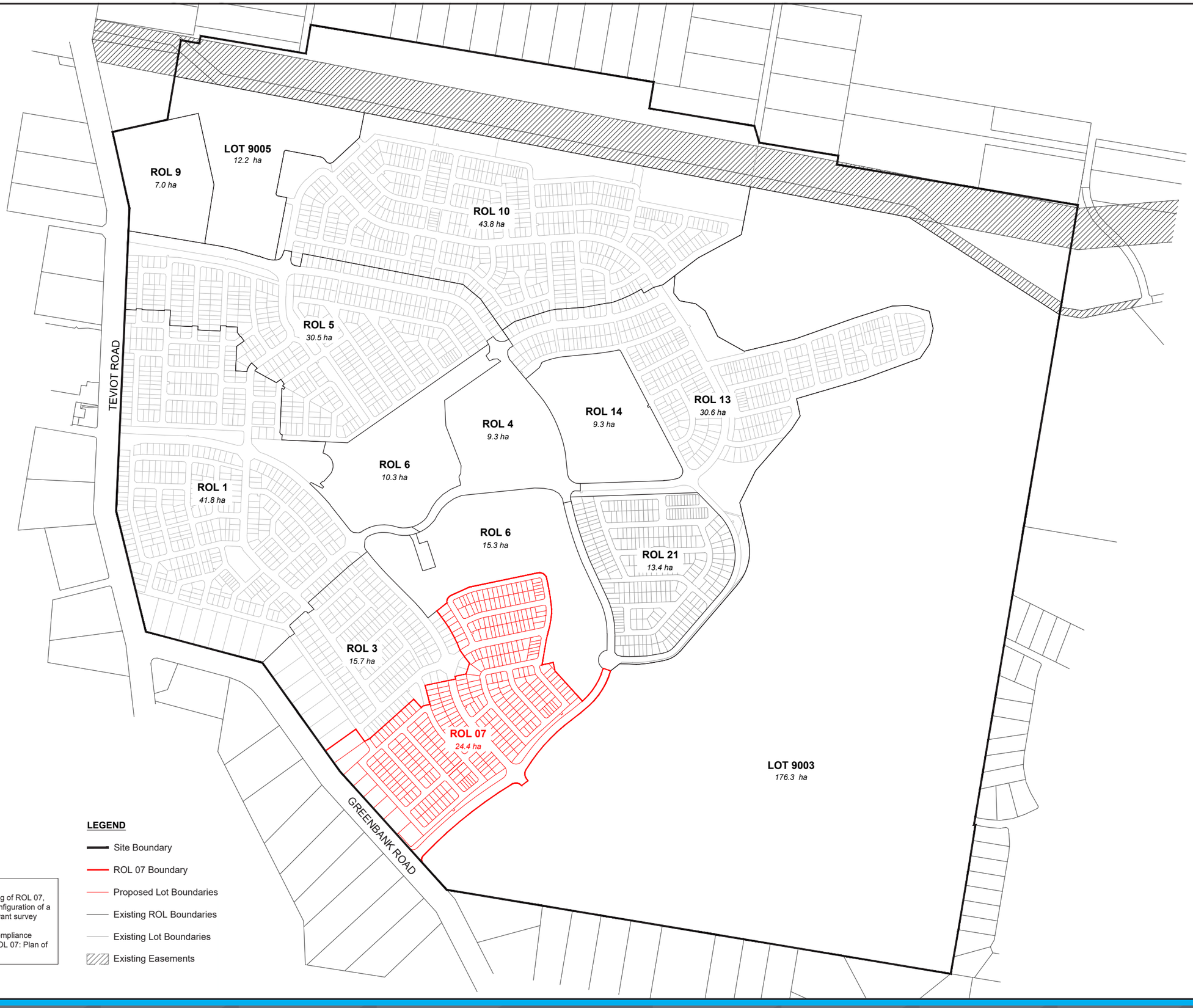
EVERLEIGH

RECONFIGURATION OF A LOT PLAN - ROL 07

Scale: 1:3,000 @ A3

0 25 50 75 100 125 150

PROJECT NO: P0018054
DATE: 10.03.2026
DRAWING NO: ROL07-1
REV: -



LEGEND

- Site Boundary
- ROL 07 Boundary
- Proposed Lot Boundaries
- Existing ROL Boundaries
- Existing Lot Boundaries
- Existing Easements

NOTE:

- Balance lots for the progressive staging of ROL 07, while not appearing on ROL 07: Reconfiguration of a Lot Plans, will be included on the relevant survey plans as development progresses.
- This ROL plan may be changed via compliance assessment in accordance with the ROL 07: Plan of Development - Design Criteria.

URBIS

EVERLEIGH

RECONFIGURATION OF A LOT PLAN - ROL 07 - BALANCE LOTS

Scale: 1:10,000 @ A3

0 100 200 300 400 500

PROJECT NO: P0018054
DATE: 10.03.2026
DRAWING NO: ROL07-2
REV: -

APPROVED REGIONAL SPORT & RECREATION PARK

APPROVED DEVELOPMENT

APPROVED DEVELOPMENT

WETLAND AREA

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

PRECINCT 3.1

PRECINCT 3.2

PRECINCT 3.3

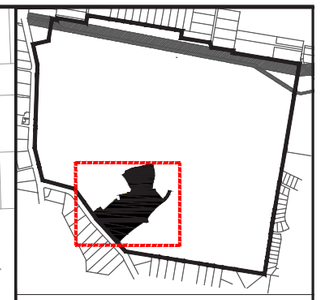
PRECINCT 3.4

PRECINCT 3.5

PRECINCT 3.6

PARK LOT 847

PARK LOT 846



LOCALITY DIAGRAM

LEGEND

- Site boundary
- ROL 07 boundary
- Preliminary Stage Boundaries

NOTE:

- Balance lots, while not appearing on ROL 07: Reconfiguration of a Lot Plans, will be included on the relevant survey plans as development progresses.
- This ROL plan may be changed via compliance assessment in accordance with the ROL 07: Plan of Development - Design Criteria document.

URBIS

EVERLEIGH

RECONFIGURATION OF A LOT PLAN - ROL 07 - PRELIMINARY STAGING PLAN

Scale: 1:3,000 @ A3

0 25 50 75 100 125 150

PROJECT NO: P0018054
DATE: 10.03.2026
DRAWING NO: ROL07-3
REV: -

APPROVED REGIONAL SPORT & RECREATION PARK

APPROVED DEVELOPMENT

APPROVED DEVELOPMENT

WETLAND AREA

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

PARK LOT 846

PARK LOT 847

LOCALITY DIAGRAM

LEGEND

- ROL 07 boundary
- Potential Social Housing Site (18 Sites)

NOTE:

- Balance lots, while not appearing on ROL 07: Reconfiguration of a Lot Plans, will be included on the relevant survey plans as development progresses.
- This ROL plan may be changed via compliance assessment in accordance with the ROL 07: Plan of Development - Design Criteria document.

URBIS

EVERLEIGH

RECONFIGURATION OF A LOT PLAN - ROL 07 - INDICATIVE SOCIAL HOUSING PLAN

Scale: 1:3,000 @ A3

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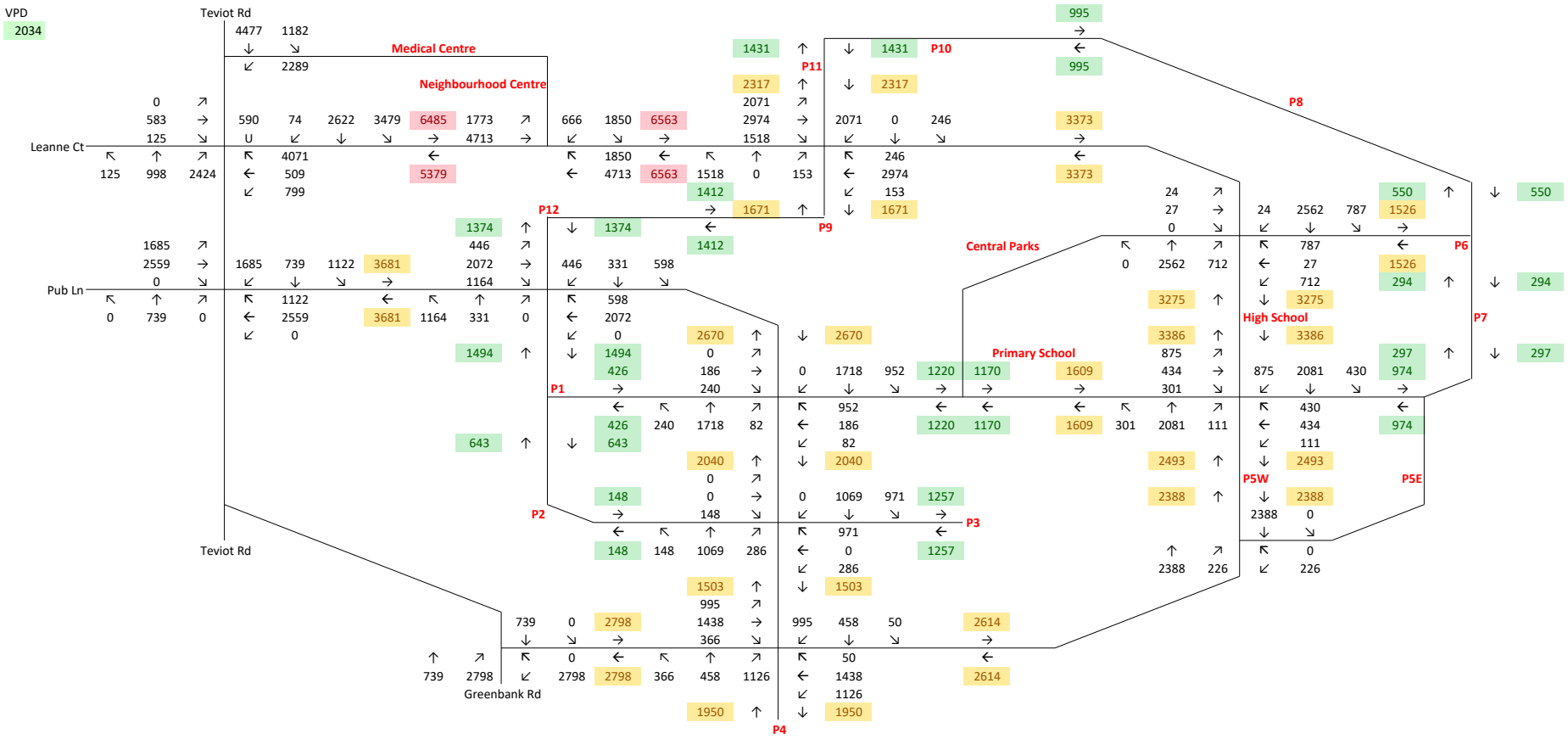
PROJECT NO: P0018054
DATE: 10.03.2026
DRAWING NO: ROL07-4
REV: -

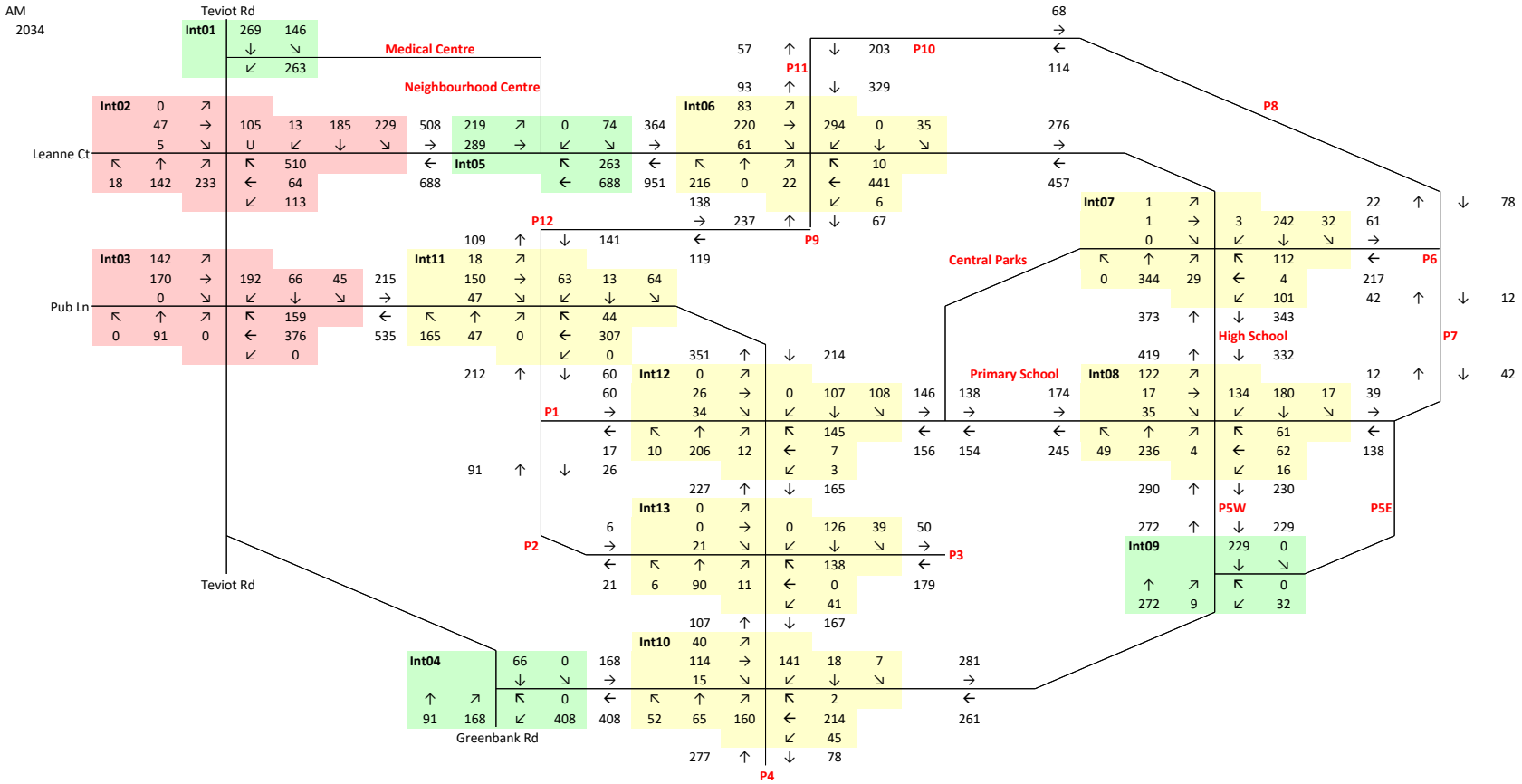
APPENDIX B Development Traffic Volumes



Greenbank Drive access		Y
P1	365	100%
P2	226	100%
P3	359	100%
P4	557	100%
P5W	48	100%
P6	195	100%
P7	169	100%
P8	286	100%
P9	423	100%
P10	280	100%
P11	253	100%
P12	143	100%
P5E	258	100%
Primary	1400	100%
Medical	8000	100%
Retail	8000	100%
Secondary	1800	100%
Background		N

Everleigh Drive link: Y

Anderson Drive link: Y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2034
Teviot Rd
Int01
Medical Centre
Neighbourhood Centre
Int02
Leanne Ct
Int03
Pub Ln
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Int11
Int12
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P2
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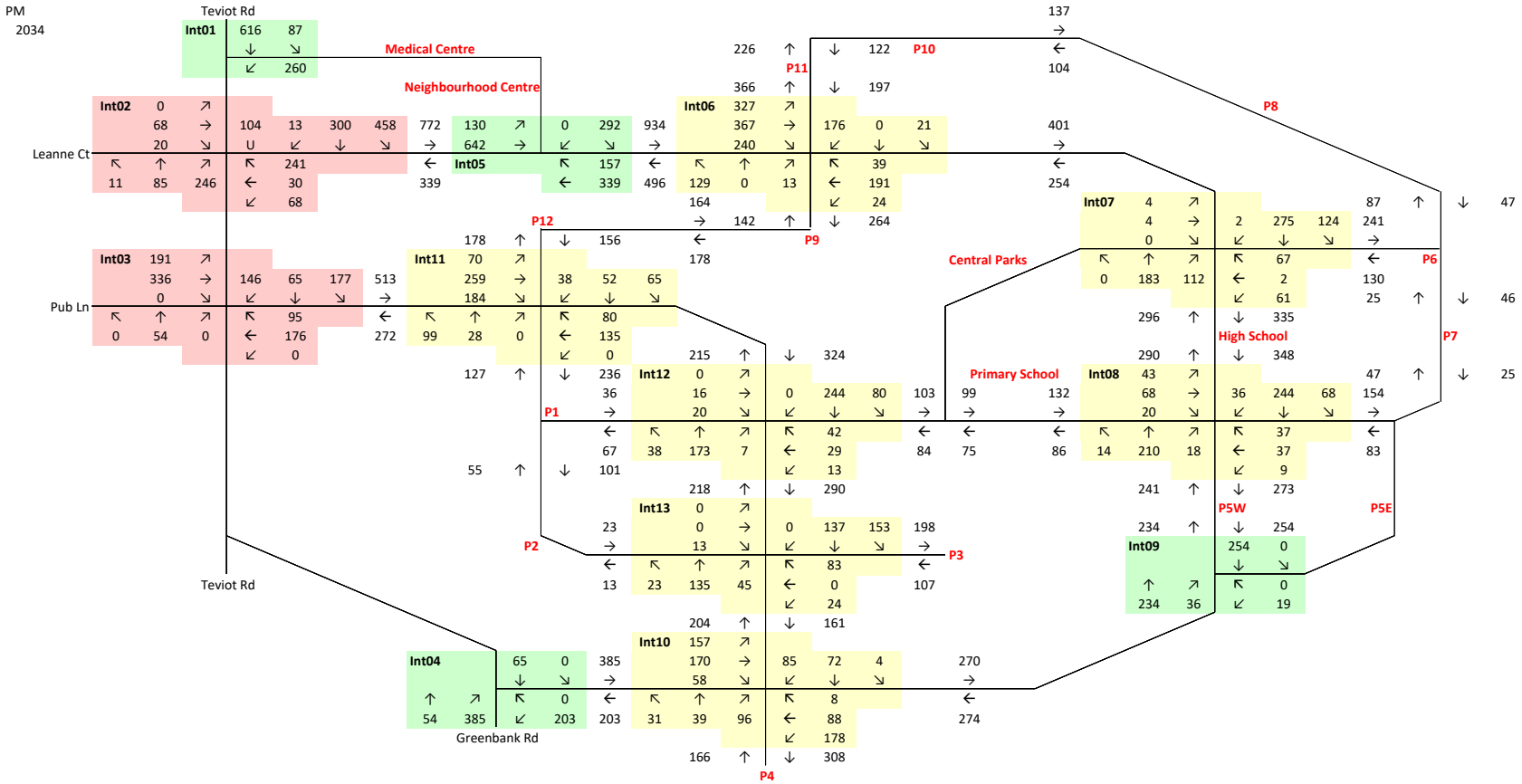
P5E
P5W
P6
P7
P8
P9
P10
P11
P12
Central Parks
Primary School
High School
Greenbank Rd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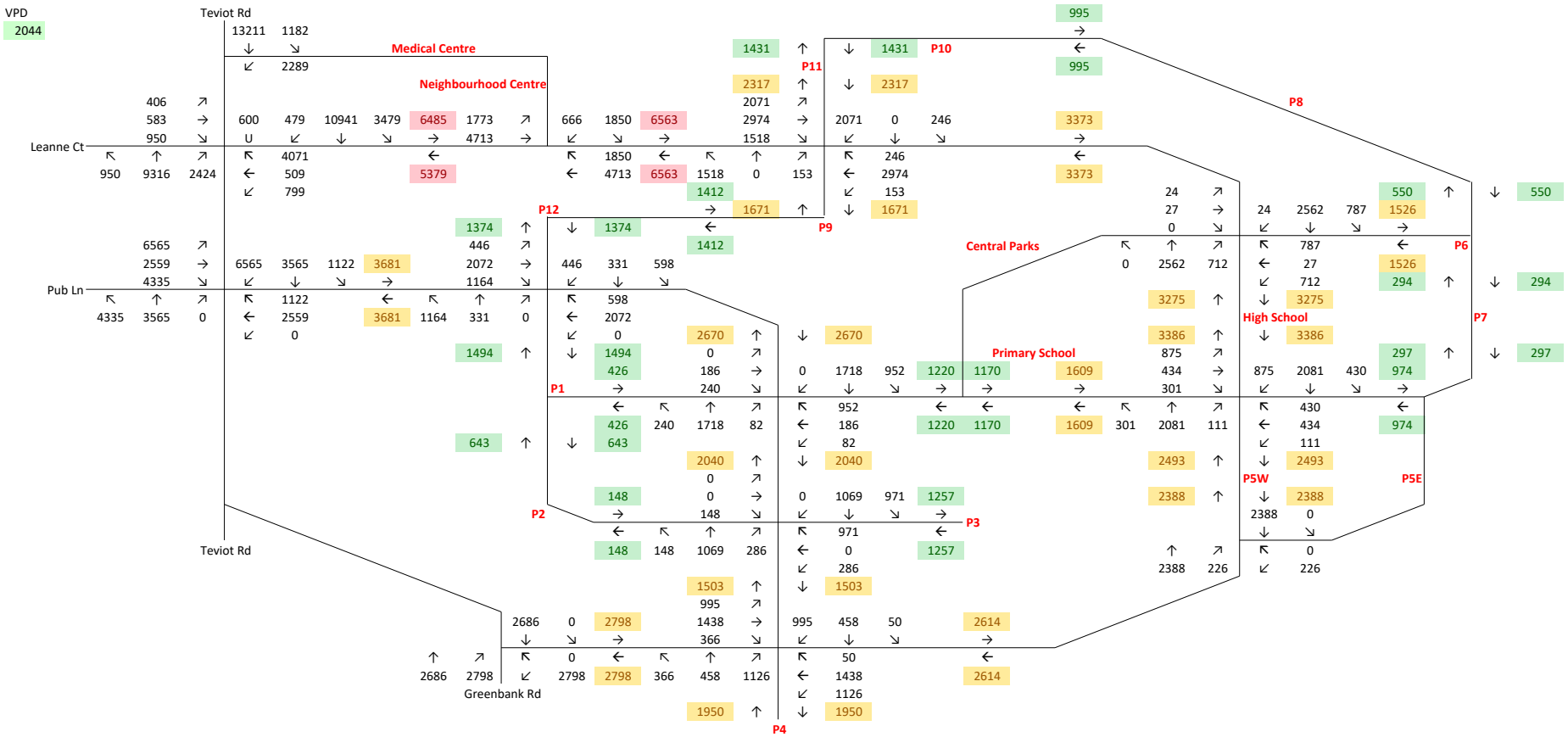
Central Parks
Primary School
High School

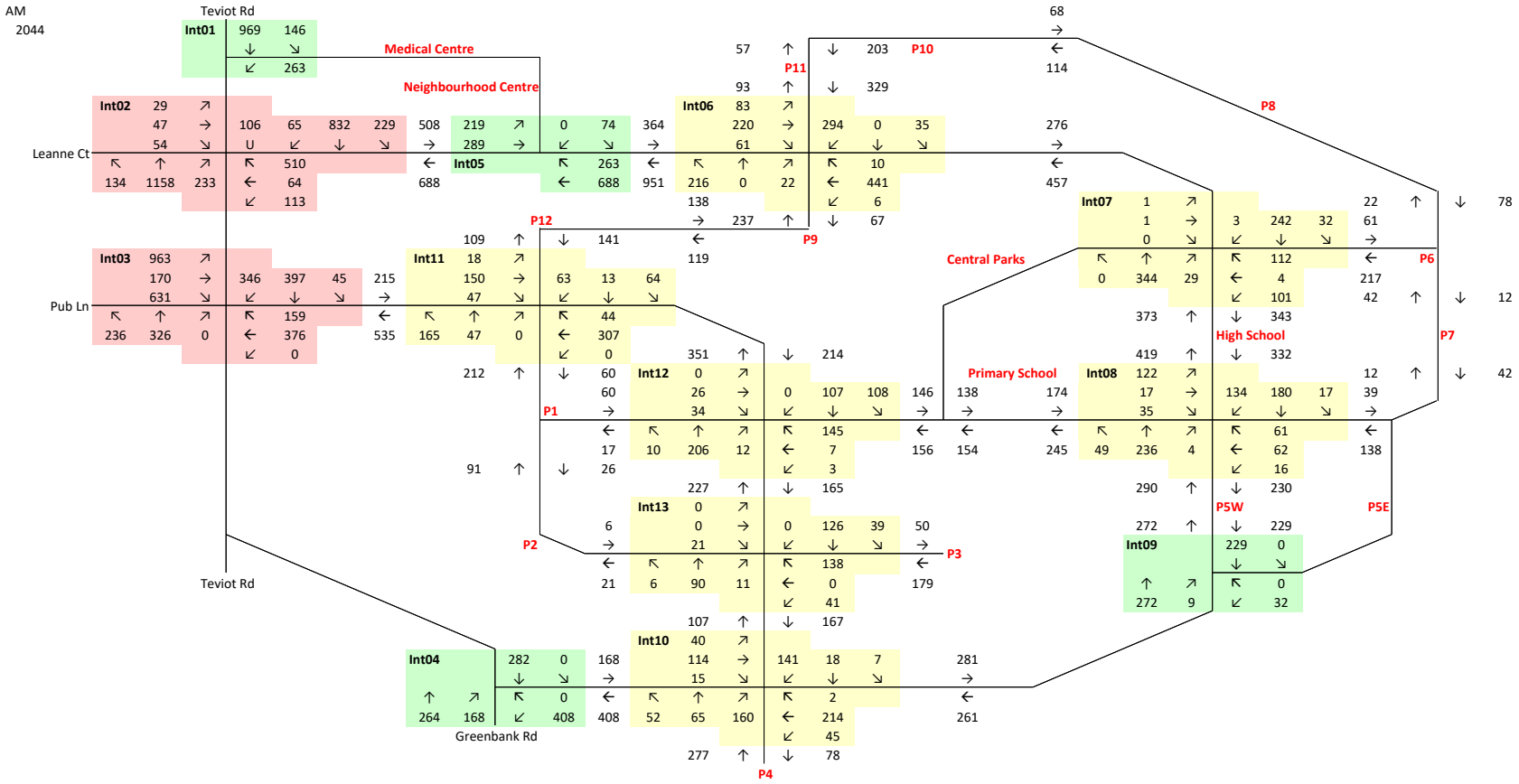
APPENDIX C Daily and Peak Hour WITH the Development Traffic Volumes



Greenbank Drive access		Y
P1	365	100%
P2	226	100%
P3	359	100%
P4	557	100%
P5W	48	100%
P6	195	100%
P7	169	100%
P8	286	100%
P9	423	100%
P10	280	100%
P11	253	100%
P12	143	100%
P5E	258	100%
Primary	1400	100%
Medical	8000	100%
Retail	8000	100%
Secondary	1800	100%
Background		Y

Everleigh Drive link Y

Anderson Drive link Y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Central Parks
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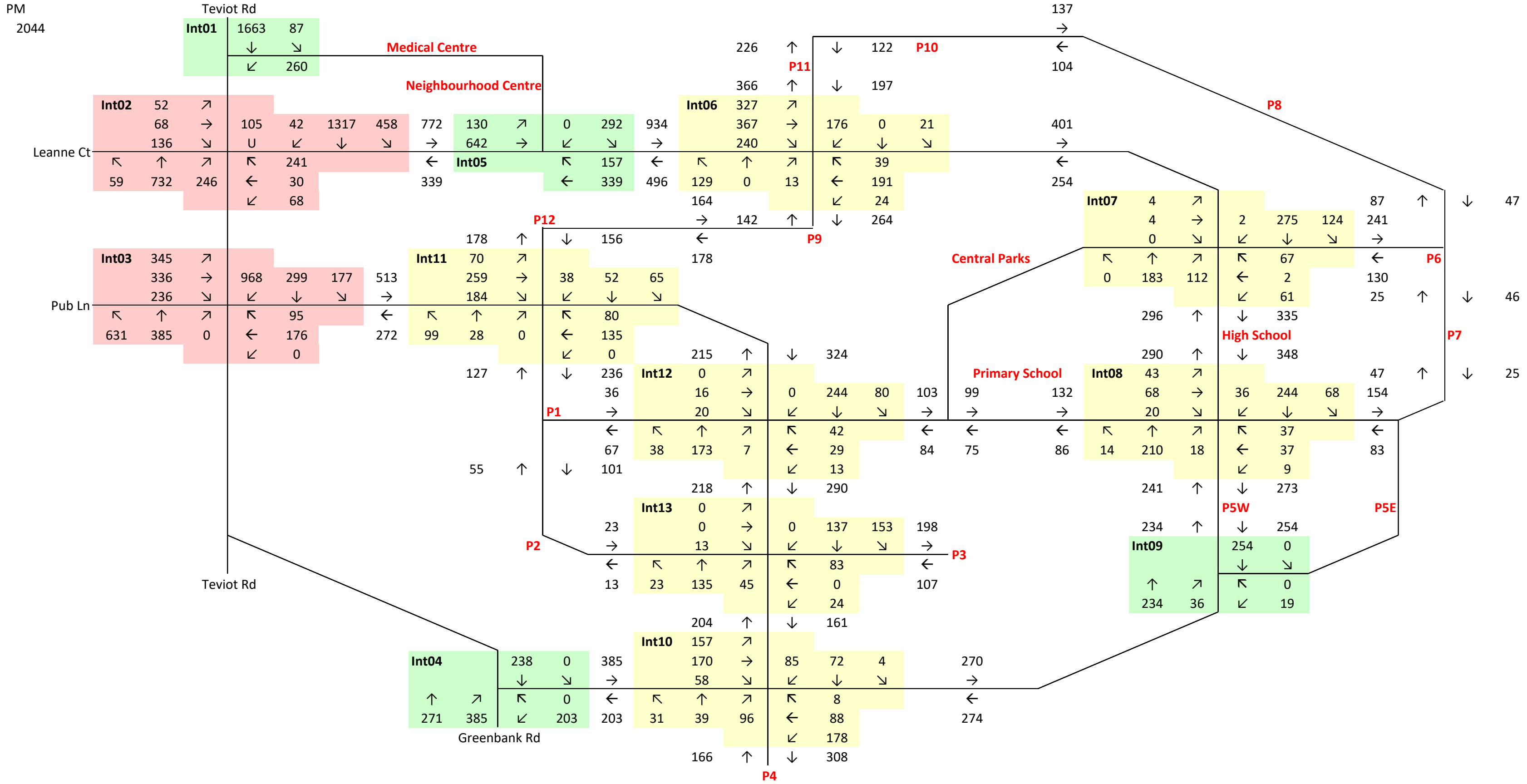
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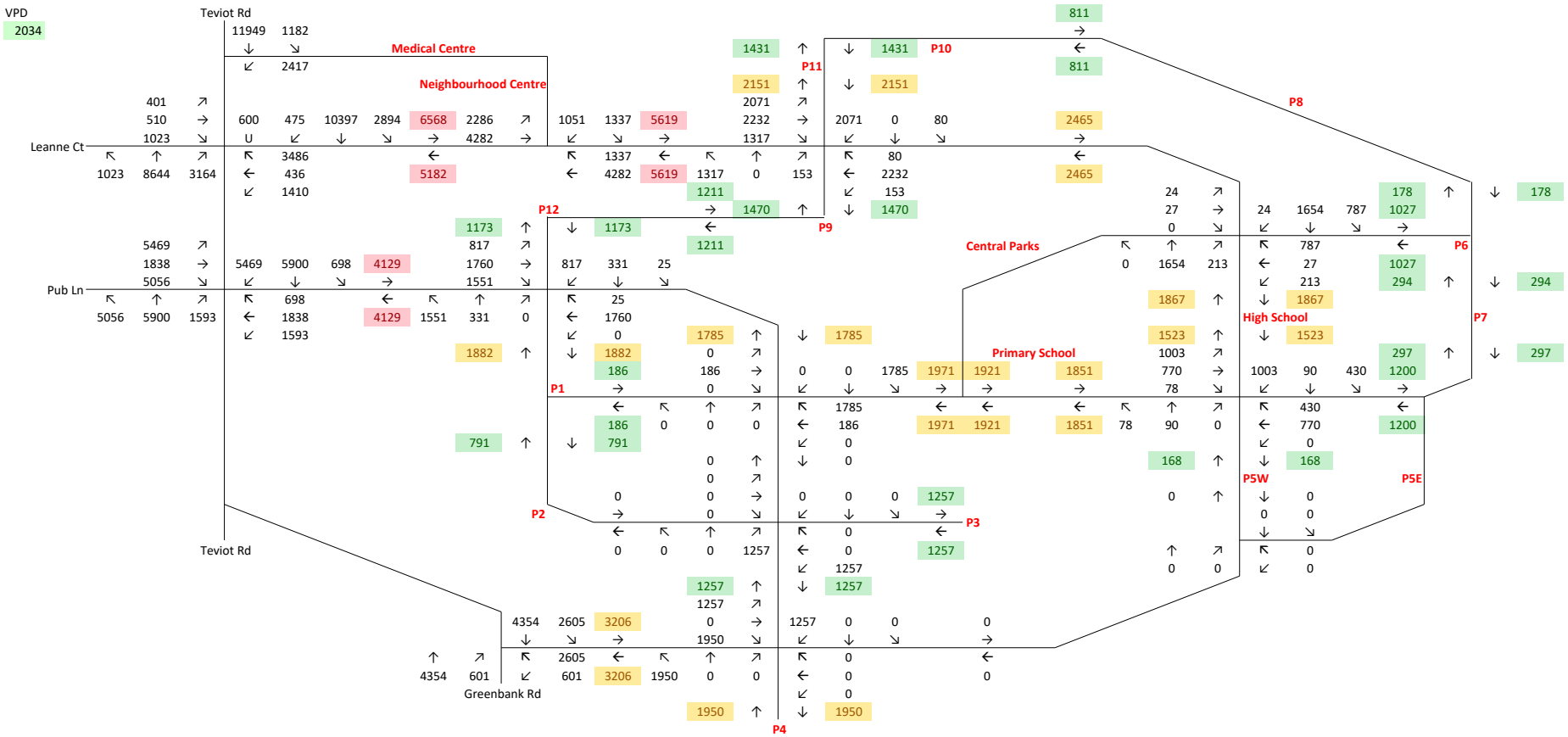

Greenbank Drive access		Y
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P5W	48	100%
P6	195	100%
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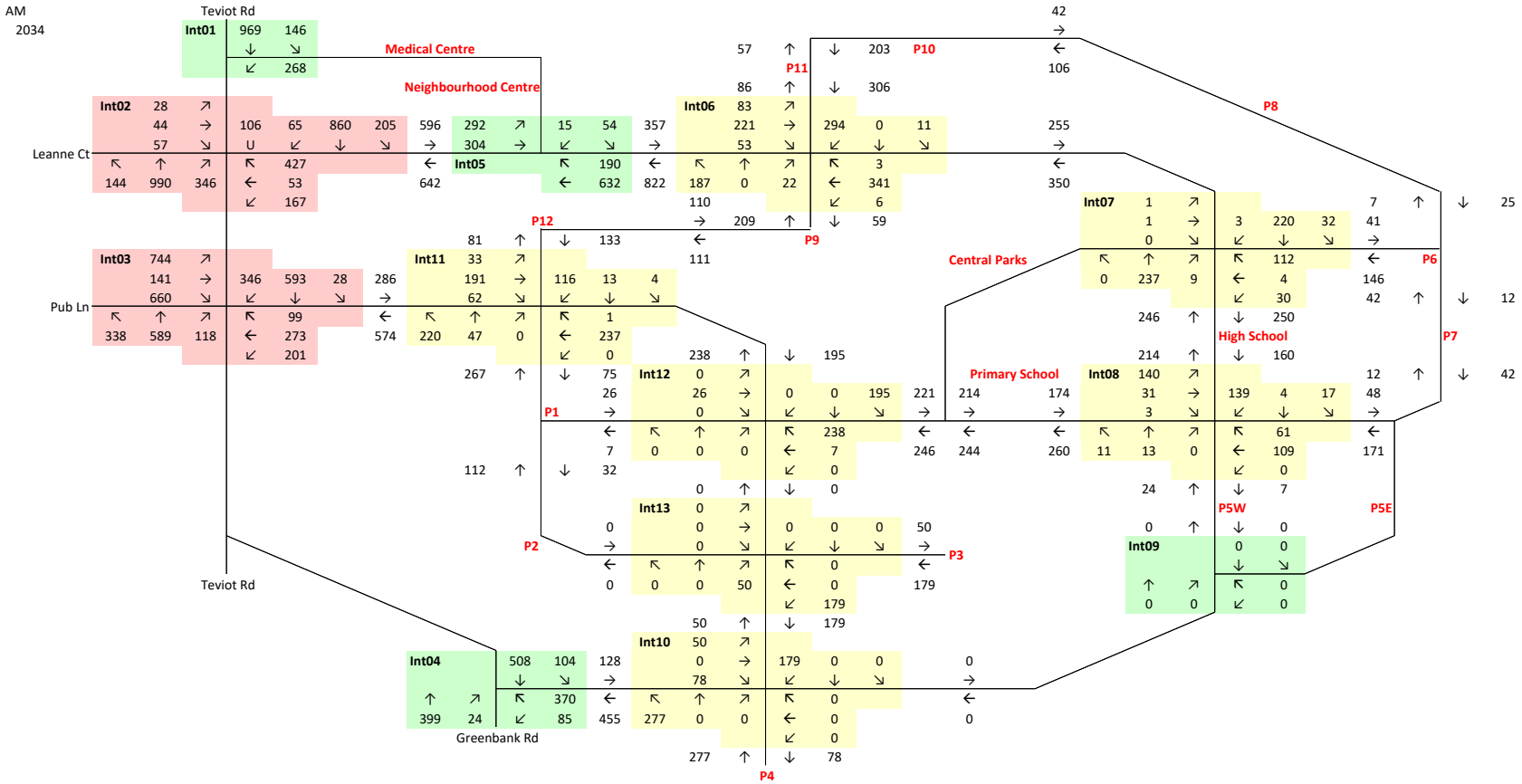
P11	253	100%
P12	143	100%
P5E	258	100%
Primary	1400	100%
Medical	8000	100%
Retail	8000	100%
Secondary	1800	100%
Background		Y

Everleigh Drive link: N

Anderson Drive link: N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Central Parks
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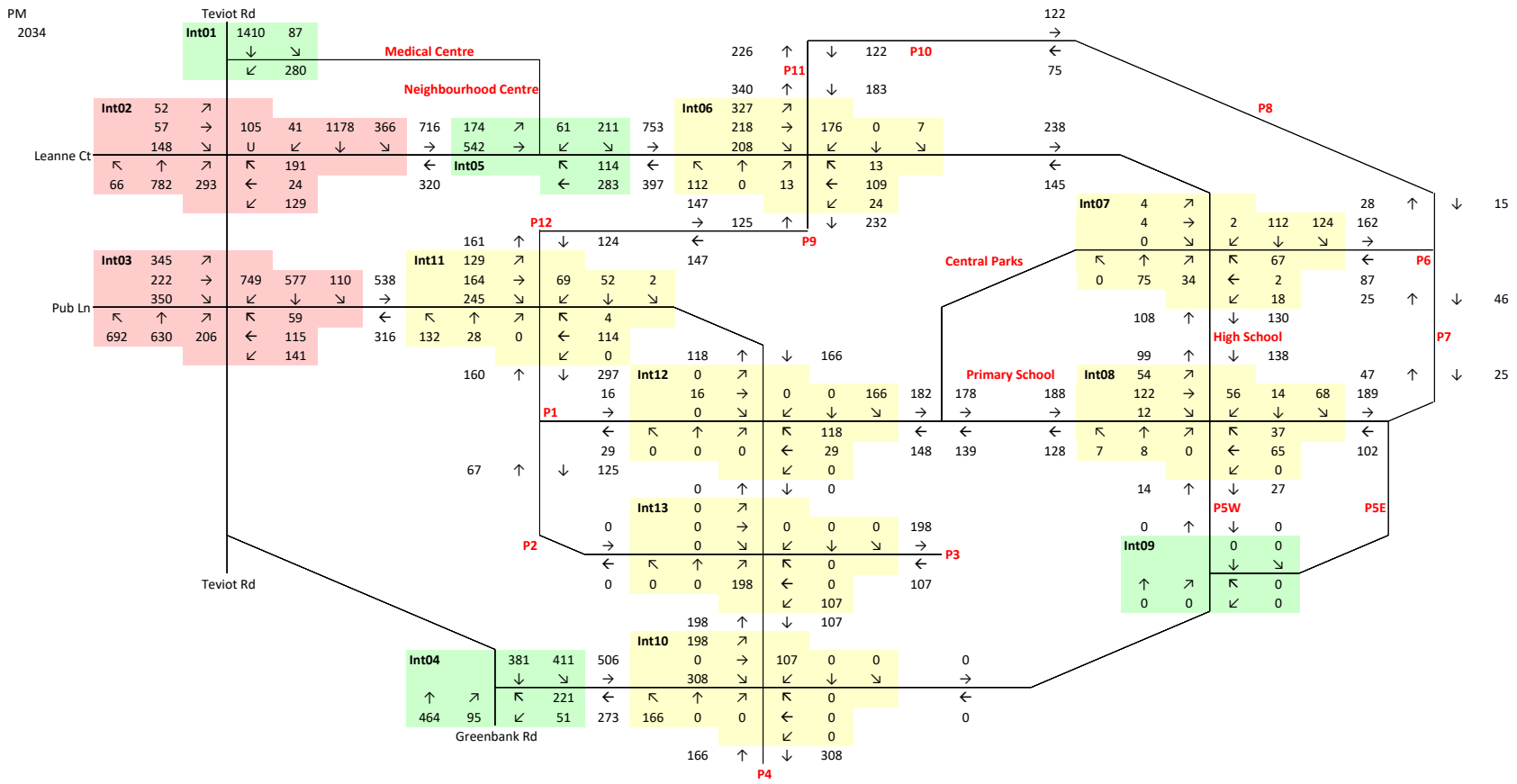
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Central Parks
Primary School
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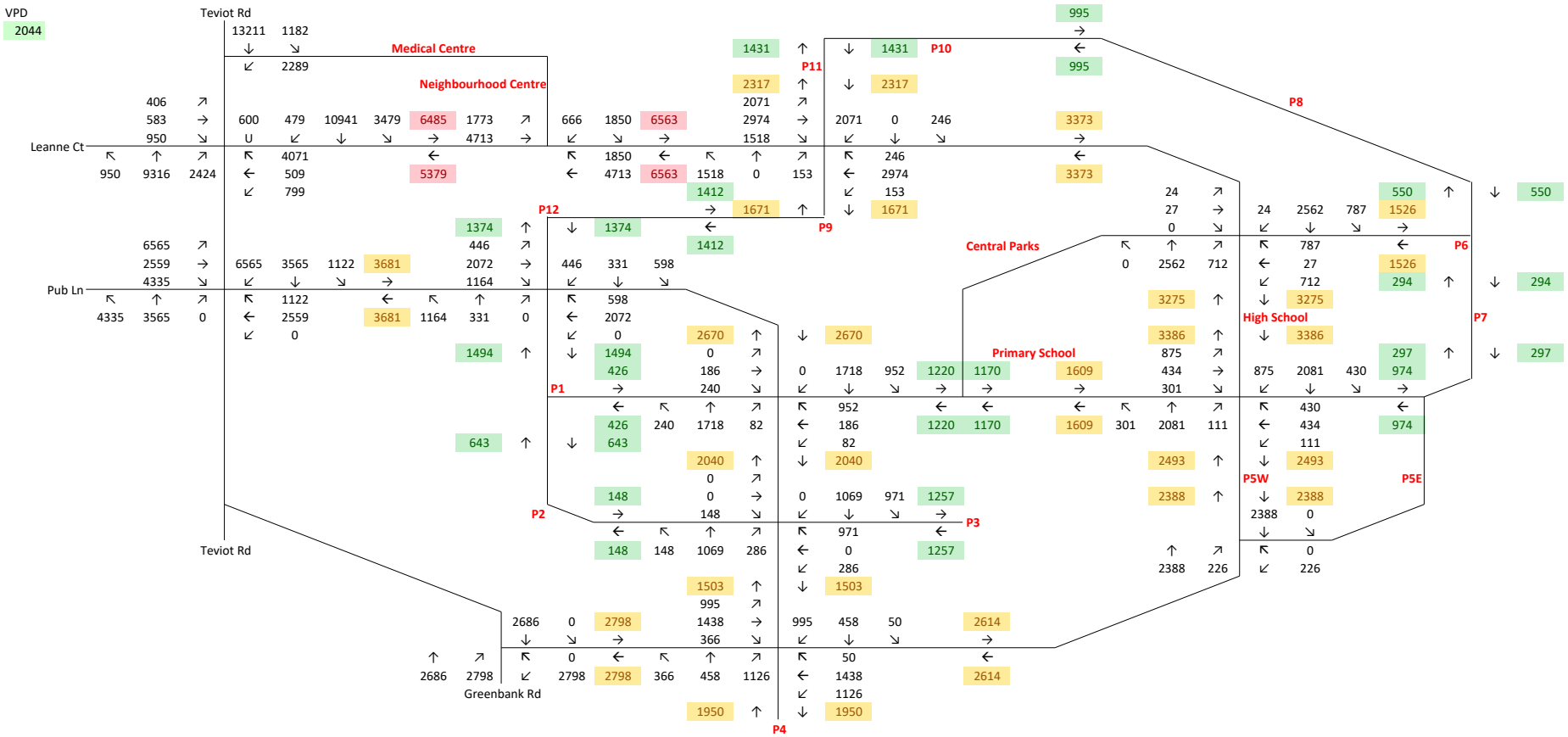
Greenbank Rd



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P12	143	100%
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Primary	1400	100%
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Retail	8000	100%
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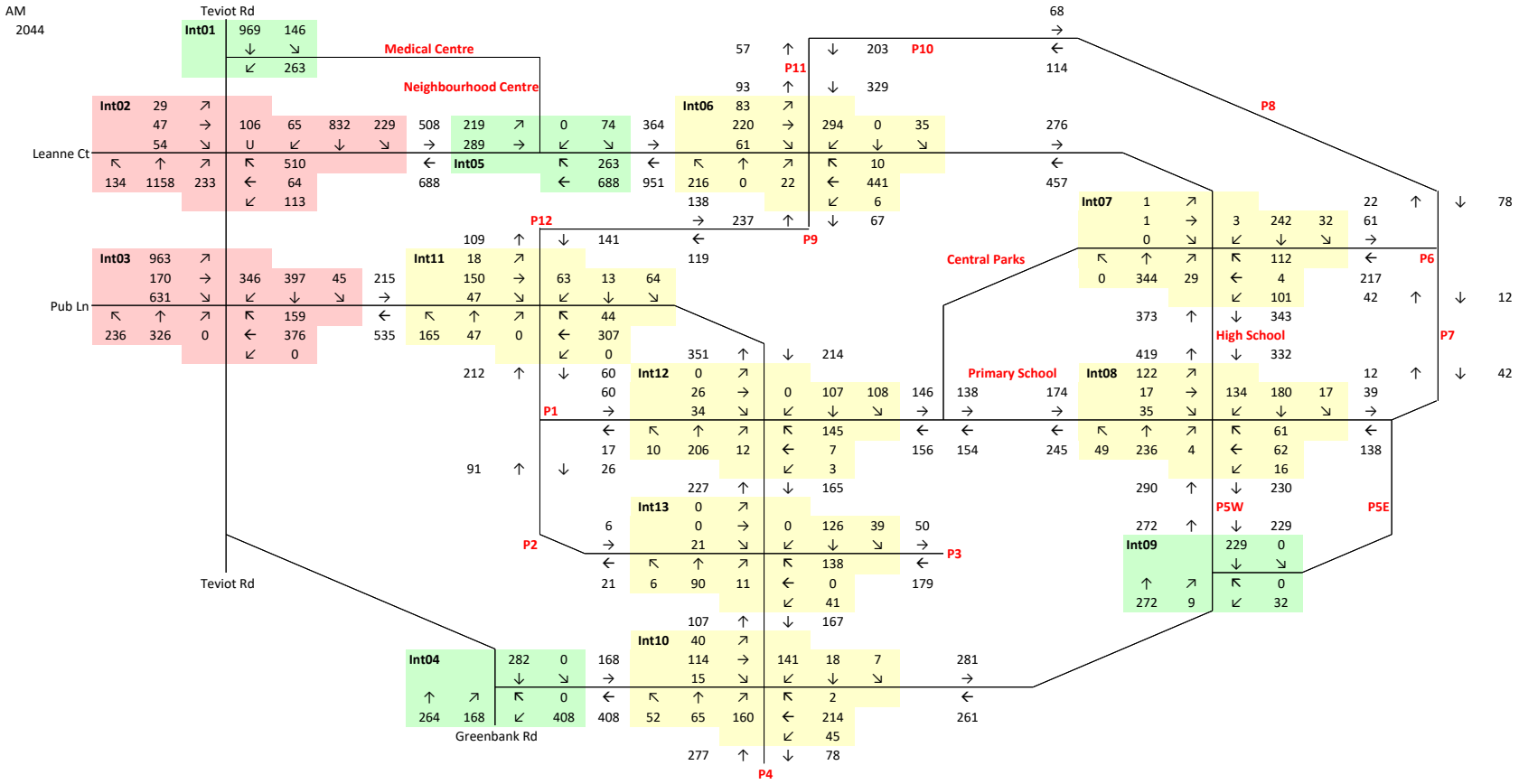
Background		Y

Everleigh Drive link Y

Anderson Drive link Y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Greenbank Rd

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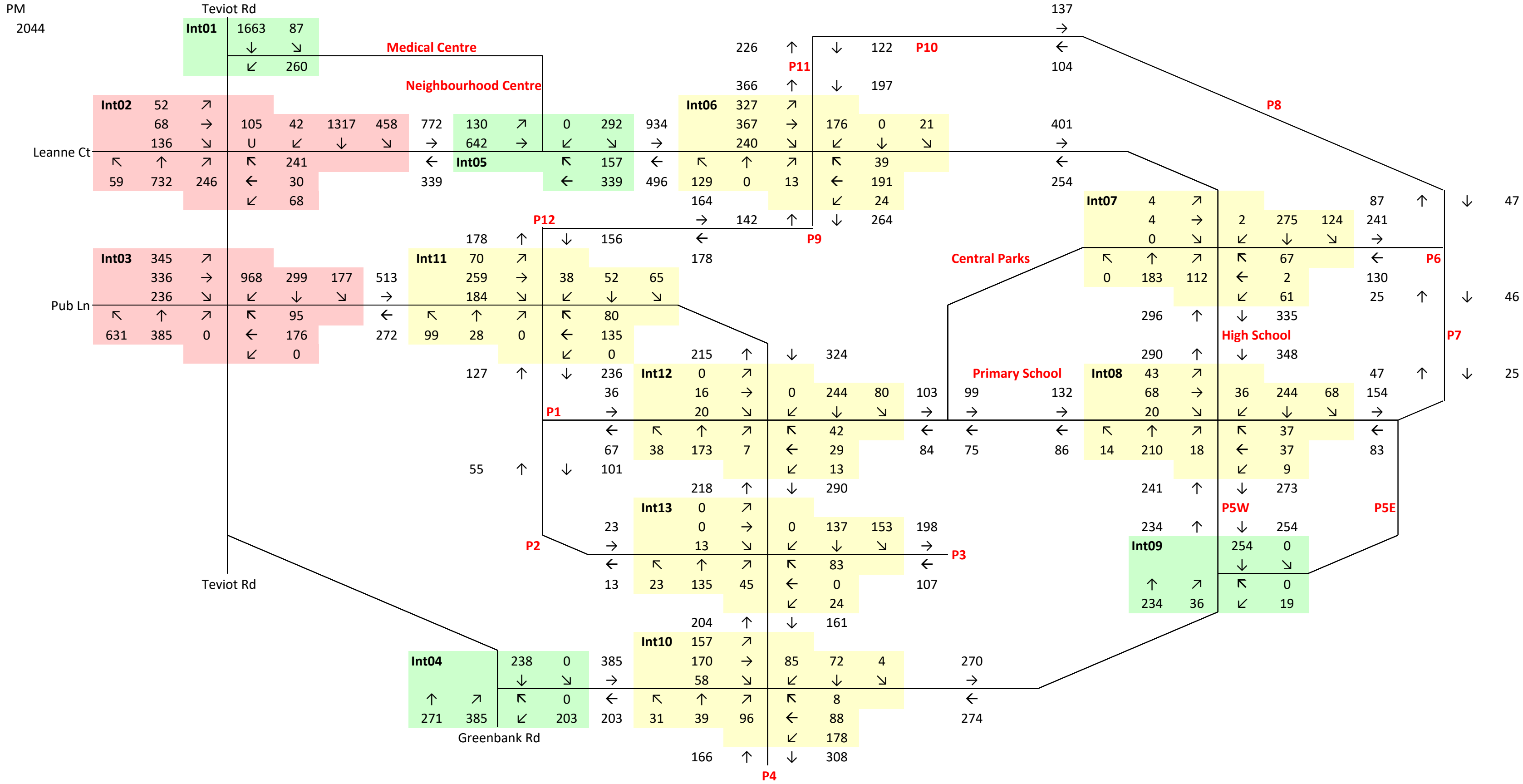
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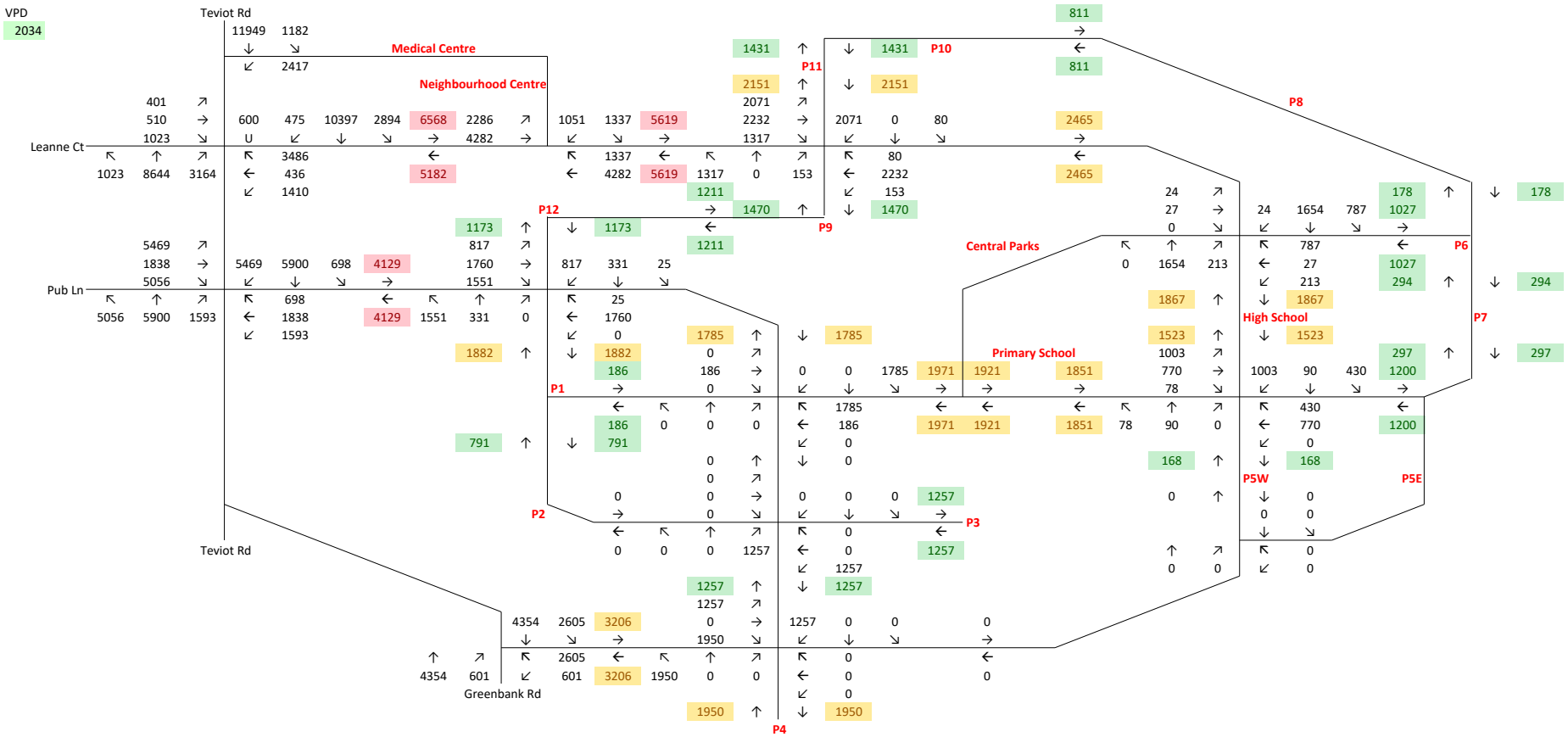

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P4	557	100%
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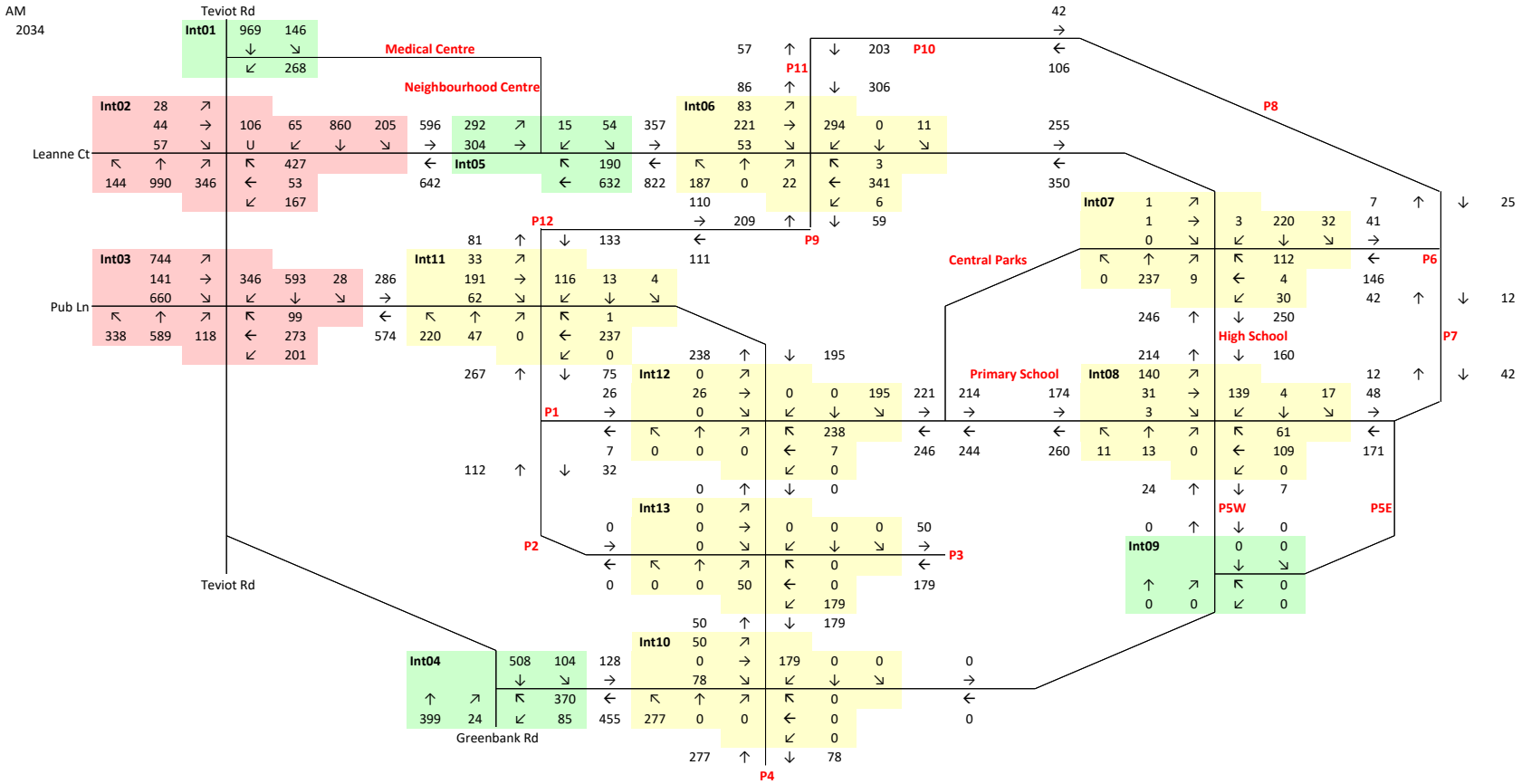
P11	253	100%
P12	143	100%
P5E	258	100%
Primary	1400	100%
Medical	8000	100%
Retail	8000	100%
Secondary	1800	100%
Background		Y

Everleigh Drive link: N

Anderson Drive link: N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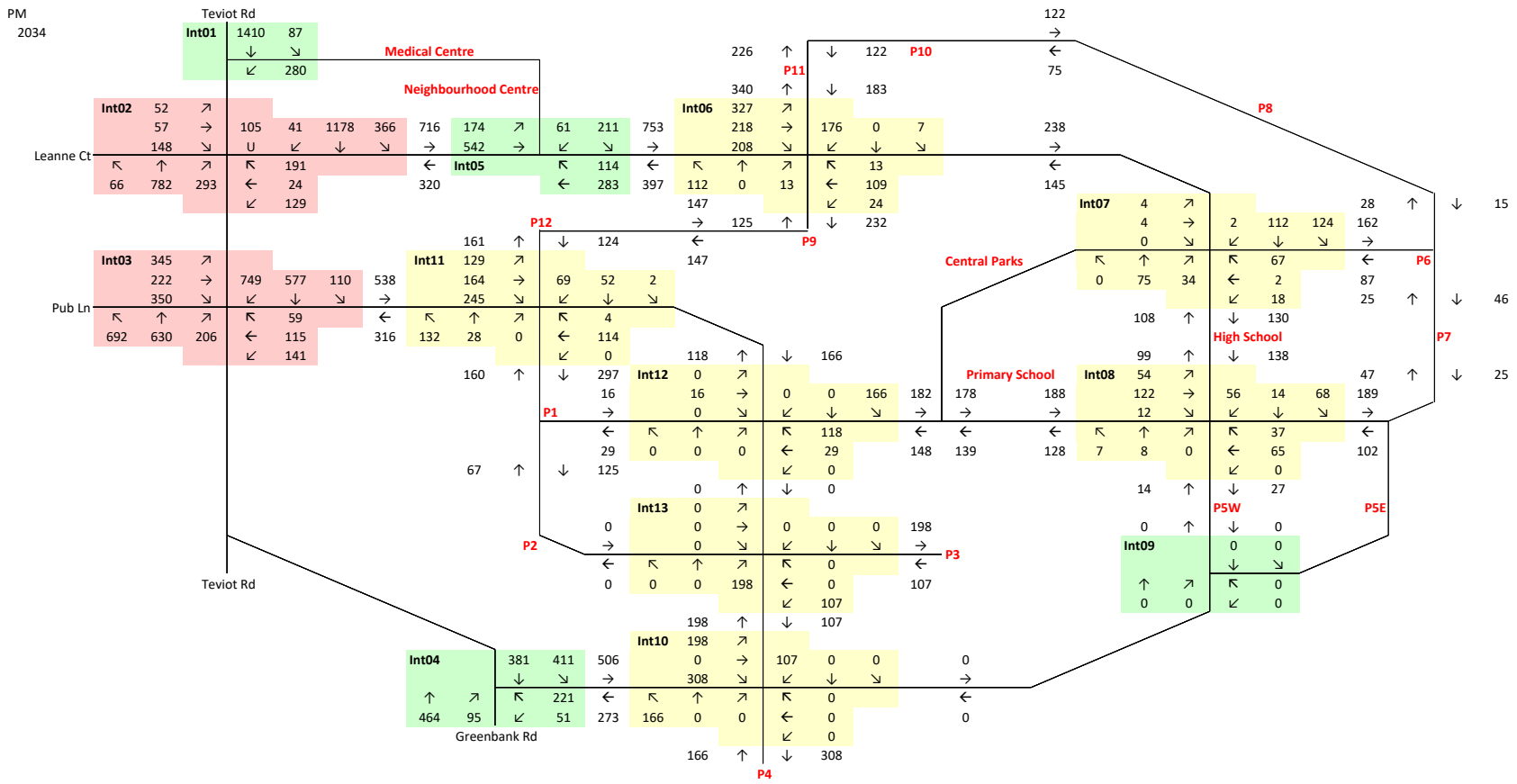
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Central Parks
Primary School
High School
Greenbank Rd

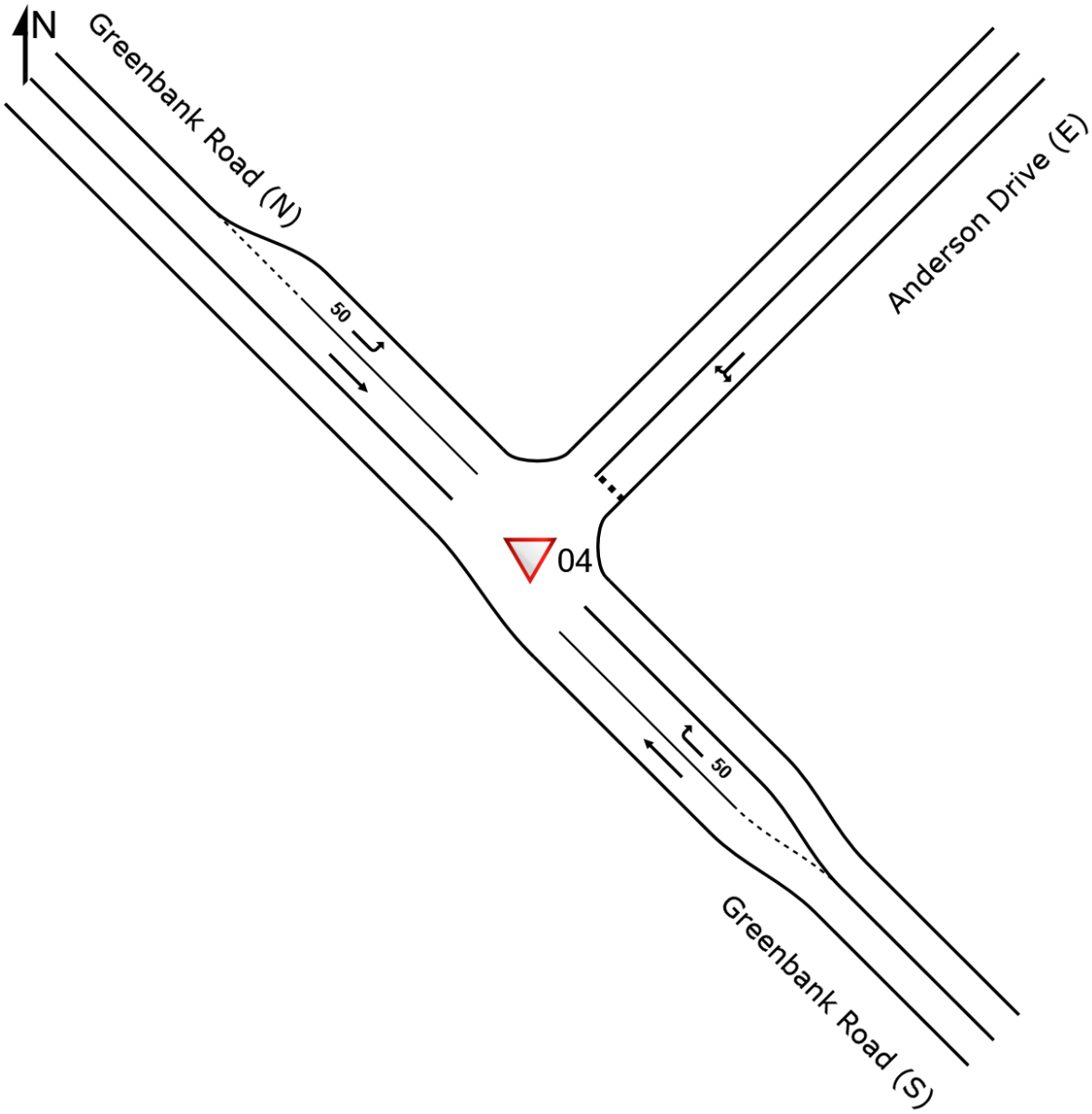
APPENDIX D SIDRA Analysis for Intersection 4 - Greenbank Road / Anderson Drive

SITE LAYOUT

Site: 04 [INT04 (Site Folder: 2044AM)]

Greenbank Road / Anderson Drive - Priority Control
2044 AM
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 04 [INT04 (Site Folder: 2044AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenbank Road / Anderson Drive - Priority Control
2044 AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Greenbank Road (S)															
2	T1	All MCs	278	5.0	278	5.0	0.147	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
3	R2	All MCs	177	5.0	177	5.0	0.174	7.1	LOS A	0.7	5.3	0.42	0.66	0.42	49.8
Approach			455	5.0	455	5.0	0.174	2.8	NA	0.7	5.3	0.16	0.26	0.16	56.8
NorthEast: Anderson Drive (E)															
4	L2	All MCs	429	5.0	429	5.0	0.456	8.4	LOS A	2.9	20.9	0.51	0.74	0.64	49.1
6	R2	All MCs	1	5.0	1	5.0	0.456	19.9	LOS C	2.9	20.9	0.51	0.74	0.64	52.1
Approach			431	5.0	431	5.0	0.456	8.4	LOS A	2.9	20.9	0.51	0.74	0.64	49.1
NorthWest: Greenbank Road (N)															
7	L2	All MCs	1	5.0	1	5.0	0.001	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.9
8	T1	All MCs	297	5.0	297	5.0	0.157	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			298	5.0	298	5.0	0.157	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			1183	5.0	1183	5.0	0.456	4.1	NA	2.9	20.9	0.25	0.37	0.29	55.3

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.

MOVEMENT SUMMARY

Site: 04 [INT04 (Site Folder: 2044PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenbank Road / Anderson Drive - Priority Control
2044 PM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Greenbank Road (S)															
2	T1	All MCs	285	5.0	285	5.0	0.151	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
3	R2	All MCs	405	5.0	405	5.0	0.377	7.2	LOS A	2.0	14.8	0.46	0.66	0.48	49.7
Approach			691	5.0	691	5.0	0.377	4.3	NA	2.0	14.8	0.27	0.39	0.28	54.7
NorthEast: Anderson Drive (E)															
4	L2	All MCs	214	5.0	214	5.0	0.217	7.0	LOS A	0.9	6.3	0.38	0.63	0.38	50.1
6	R2	All MCs	1	5.0	1	5.0	0.217	22.4	LOS C	0.9	6.3	0.38	0.63	0.38	52.8
Approach			215	5.0	215	5.0	0.217	7.0	LOS A	0.9	6.3	0.38	0.63	0.38	50.1
NorthWest: Greenbank Road (N)															
7	L2	All MCs	1	5.0	1	5.0	0.001	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.9
8	T1	All MCs	251	5.0	251	5.0	0.133	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			252	5.0	252	5.0	0.133	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles			1157	5.0	1157	5.0	0.377	3.9	NA	2.0	14.8	0.23	0.35	0.24	55.3

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.

MOVEMENT SUMMARY

Site: 04 [INT04 (Site Folder: 34AM+S)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenbank Road / Anderson Drive - Priority Control
2034 AM with P3/P4 access via Greenbank Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Greenbank Road (S)															
2	T1	All MCs	420	5.0	420	5.0	0.222	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
3	R2	All MCs	25	5.0	25	5.0	0.039	9.5	LOS A	0.1	1.0	0.56	0.75	0.56	47.9
Approach			445	5.0	445	5.0	0.222	0.6	NA	0.1	1.0	0.03	0.04	0.03	59.4
NorthEast: Anderson Drive (E)															
4	L2	All MCs	89	5.0	89	5.0	2.160	1056.5	LOS F	164.4	1199.8	1.00	7.30	23.90	2.7
6	R2	All MCs	389	5.0	389	5.0	2.160	1076.7	LOS F	164.4	1199.8	1.00	7.30	23.90	3.9
Approach			479	5.0	479	5.0	2.160	1073.0	LOS F	164.4	1199.8	1.00	7.30	23.90	3.7
NorthWest: Greenbank Road (N)															
7	L2	All MCs	109	5.0	109	5.0	0.061	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.9
8	T1	All MCs	535	5.0	535	5.0	0.283	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			644	5.0	644	5.0	0.283	1.1	NA	0.0	0.0	0.00	0.10	0.00	58.8
All Vehicles			1568	5.0	1568	5.0	2.160	328.3	NA	164.4	1199.8	0.31	2.28	7.31	11.6

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

MOVEMENT SUMMARY

Site: 04 [INT04 (Site Folder: 34PM+S)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Greenbank Road / Anderson Drive - Priority Control
2034 PM with P3/P4 access via Greenbank Road
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Greenbank Road (S)															
2	T1	All MCs	488	5.0	488	5.0	0.259	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
3	R2	All MCs	100	5.0	100	5.0	0.197	11.9	LOS B	0.7	5.3	0.68	0.87	0.68	46.2
Approach			588	5.0	588	5.0	0.259	2.1	NA	0.7	5.3	0.12	0.15	0.12	58.0
NorthEast: Anderson Drive (E)															
4	L2	All MCs	54	5.0	54	5.0	1.707	651.7	LOS F	78.1	570.3	1.00	5.10	15.89	4.2
6	R2	All MCs	233	5.0	233	5.0	1.707	681.4	LOS F	78.1	570.3	1.00	5.10	15.89	5.9
Approach			286	5.0	286	5.0	1.707	675.8	LOS F	78.1	570.3	1.00	5.10	15.89	5.6
NorthWest: Greenbank Road (N)															
7	L2	All MCs	433	5.0	433	5.0	0.241	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	53.8
8	T1	All MCs	401	5.0	401	5.0	0.212	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach			834	5.0	834	5.0	0.241	3.0	NA	0.0	0.0	0.00	0.30	0.00	56.8
All Vehicles			1708	5.0	1708	5.0	1.707	115.4	NA	78.1	570.3	0.21	1.05	2.70	24.0

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

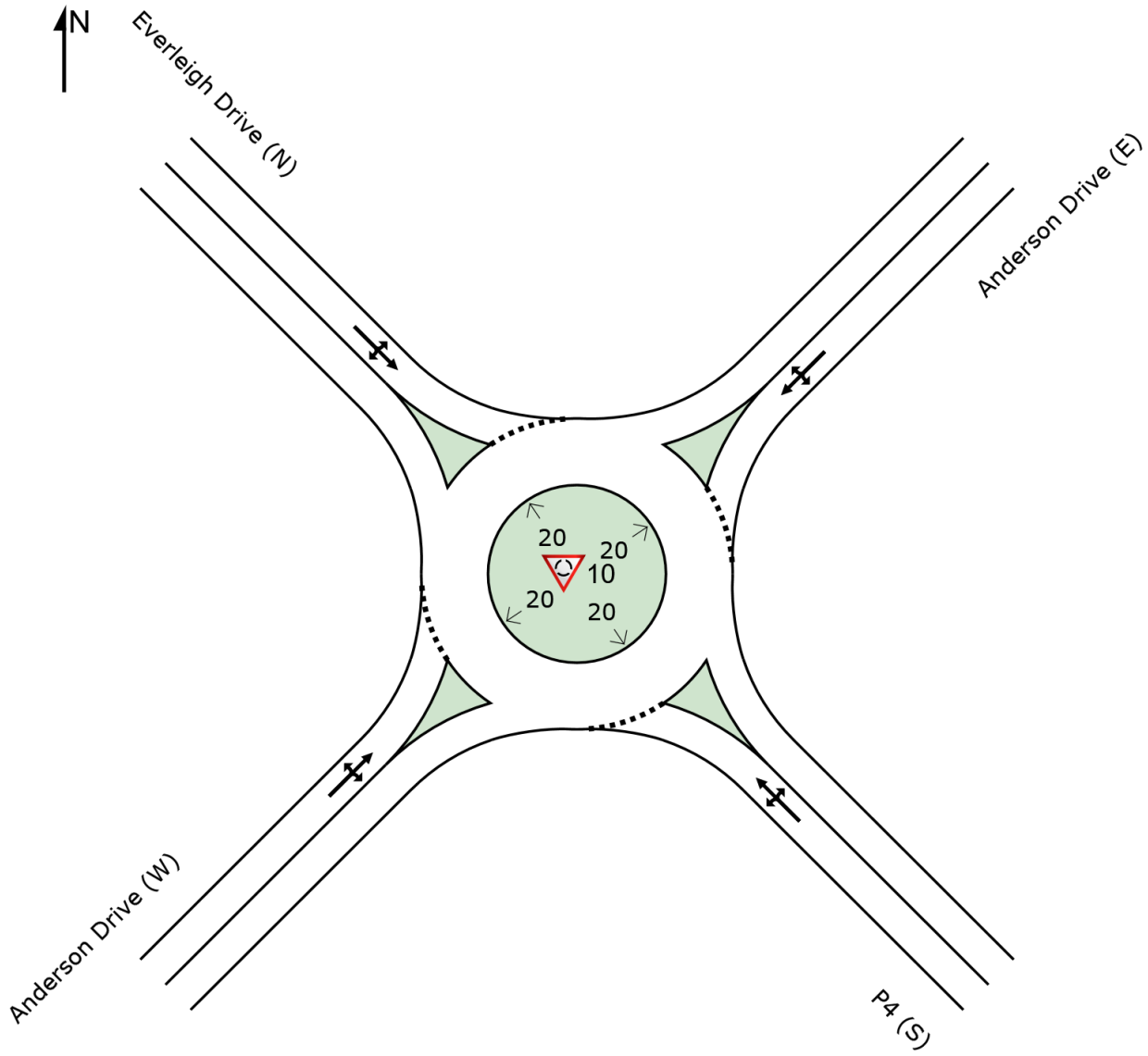
APPENDIX E SIDRA Analysis for Intersection 10 – Everleigh Drive / Anderson Drive

SITE LAYOUT

Site: 10 [INT10 (Site Folder: 2044AM)]

Anderson Drive / Everleigh Drive / P4 - Roundabout
2044 AM
Site Category: (None)
Roundabout

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



MOVEMENT SUMMARY

Site: 10 [INT10 (Site Folder: 2044AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Anderson Drive / Everleigh Drive / P4 - Roundabout
2044 AM
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: P4 (S)															
1	L2	All MCs	55	5.0	55	5.0	0.299	6.3	LOS A	1.8	13.2	0.58	0.65	0.58	50.8
2	T1	All MCs	68	5.0	68	5.0	0.299	6.5	LOS A	1.8	13.2	0.58	0.65	0.58	51.2
3	R2	All MCs	168	5.0	168	5.0	0.299	11.2	LOS B	1.8	13.2	0.58	0.65	0.58	50.3
Approach			292	5.0	292	5.0	0.299	9.2	LOS A	1.8	13.2	0.58	0.65	0.58	50.6
NorthEast: Anderson Drive (E)															
4	L2	All MCs	47	5.0	47	5.0	0.239	5.0	LOS A	1.4	10.6	0.42	0.48	0.42	52.9
5	T1	All MCs	225	5.0	225	5.0	0.239	5.2	LOS A	1.4	10.6	0.42	0.48	0.42	53.3
6	R2	All MCs	2	5.0	2	5.0	0.239	9.8	LOS A	1.4	10.6	0.42	0.48	0.42	52.3
Approach			275	5.0	275	5.0	0.239	5.2	LOS A	1.4	10.6	0.42	0.48	0.42	53.2
NorthWest: Everleigh Drive (N)															
7	L2	All MCs	7	5.0	7	5.0	0.170	5.6	LOS A	0.9	6.9	0.49	0.64	0.49	50.4
8	T1	All MCs	19	5.0	19	5.0	0.170	5.8	LOS A	0.9	6.9	0.49	0.64	0.49	50.7
9	R2	All MCs	148	5.0	148	5.0	0.170	10.4	LOS B	0.9	6.9	0.49	0.64	0.49	49.9
Approach			175	5.0	175	5.0	0.170	9.7	LOS A	0.9	6.9	0.49	0.64	0.49	50.0
SouthWest: Anderson Drive (W)															
10	L2	All MCs	42	5.0	42	5.0	0.166	5.2	LOS A	1.0	7.0	0.46	0.52	0.46	52.6
11	T1	All MCs	120	5.0	120	5.0	0.166	5.4	LOS A	1.0	7.0	0.46	0.52	0.46	53.0
12	R2	All MCs	16	5.0	16	5.0	0.166	10.1	LOS B	1.0	7.0	0.46	0.52	0.46	52.0
Approach			178	5.0	178	5.0	0.166	5.8	LOS A	1.0	7.0	0.46	0.52	0.46	52.8
All Vehicles			919	5.0	919	5.0	0.299	7.4	LOS A	1.8	13.2	0.49	0.57	0.49	51.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
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.
Roundabout 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: 10 [INT10 (Site Folder: 2044PM)]

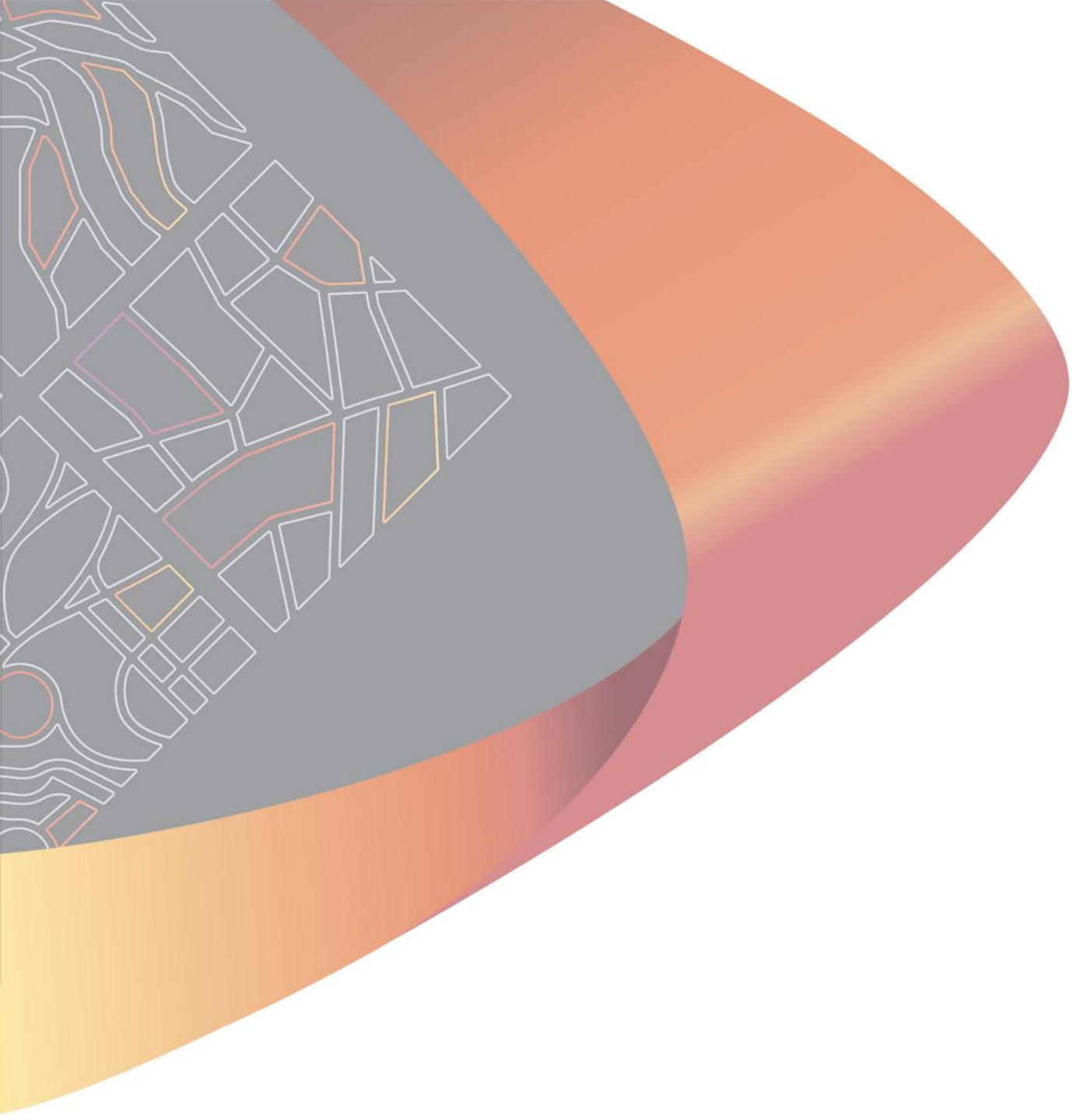
Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Anderson Drive / Everleigh Drive / P4 - Roundabout
2044 PM
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: P4 (S)															
1	L2	All MCs	33	5.0	33	5.0	0.154	5.0	LOS A	0.8	6.0	0.38	0.58	0.38	51.5
2	T1	All MCs	41	5.0	41	5.0	0.154	5.1	LOS A	0.8	6.0	0.38	0.58	0.38	51.9
3	R2	All MCs	101	5.0	101	5.0	0.154	9.8	LOS A	0.8	6.0	0.38	0.58	0.38	51.0
Approach			175	5.0	175	5.0	0.154	7.8	LOS A	0.8	6.0	0.38	0.58	0.38	51.3
NorthEast: Anderson Drive (E)															
4	L2	All MCs	187	5.0	187	5.0	0.262	5.3	LOS A	1.6	11.6	0.47	0.53	0.47	53.0
5	T1	All MCs	93	5.0	93	5.0	0.262	5.5	LOS A	1.6	11.6	0.47	0.53	0.47	53.4
6	R2	All MCs	8	5.0	8	5.0	0.262	10.1	LOS B	1.6	11.6	0.47	0.53	0.47	52.4
Approach			288	5.0	288	5.0	0.262	5.5	LOS A	1.6	11.6	0.47	0.53	0.47	53.1
NorthWest: Everleigh Drive (N)															
7	L2	All MCs	4	5.0	4	5.0	0.169	5.8	LOS A	0.9	6.8	0.51	0.62	0.51	51.1
8	T1	All MCs	76	5.0	76	5.0	0.169	6.0	LOS A	0.9	6.8	0.51	0.62	0.51	51.5
9	R2	All MCs	89	5.0	89	5.0	0.169	10.7	LOS B	0.9	6.8	0.51	0.62	0.51	50.6
Approach			169	5.0	169	5.0	0.169	8.5	LOS A	0.9	6.8	0.51	0.62	0.51	51.0
SouthWest: Anderson Drive (W)															
10	L2	All MCs	165	5.0	165	5.0	0.331	4.9	LOS A	2.2	15.8	0.41	0.50	0.41	52.7
11	T1	All MCs	179	5.0	179	5.0	0.331	5.0	LOS A	2.2	15.8	0.41	0.50	0.41	53.1
12	R2	All MCs	61	5.0	61	5.0	0.331	9.7	LOS A	2.2	15.8	0.41	0.50	0.41	52.2
Approach			405	5.0	405	5.0	0.331	5.7	LOS A	2.2	15.8	0.41	0.50	0.41	52.8
All Vehicles			1038	5.0	1038	5.0	0.331	6.4	LOS A	2.2	15.8	0.44	0.54	0.44	52.3

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



Premise

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