Appendix G:

Traffic Engineering Assessment

TRAFFIC & TRANSPORT ENGINEERING

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18 September 2026

Misson Australia
C/- Core Property Group
Level 8, 100 Creek Street
Brisbane QLD 4000

Attention: Kane Boucaut

Dear Kane,

RE: 56 BLINZINGER ROAD, BANYO
TRAFFIC ENGINEERING ASSESSMENT

INTRODUCTION

This report has been prepared by PTT to assess the traffic engineering aspects of a proposed affordable housing development at 56 Blinzinger Road, Banyo. The proposal comprises of 64 units.

The aim of this assessment is to review the proposed development in terms of its site access arrangements, car parking provision and design, servicing arrangements and active transport facilities, with respect to Economic Development Queensland's (EDQ) Provisional Land Use Plan (PLUP), Brisbane City Council's (Council) Planning Scheme and Australian Standards Parking Facilities Part 1: Off-Street Car Parking (AS2890.1).

EXISTING CONDITIONS

SUBJECT SITE

The subject site is formally described as Lot 1 on PR124669 and according to Council's City Plan, the site is zoned as Emerging Community. The entire site has a total approximate site area of 58,845m^2 and is currently vacant, as shown in Figure 1. The site is located within the Banyo Precinct, with EDQ overseeing the future development of the precinct. The PLUP for the precinct was endorsed by the State on 24 August 2026, with the PLUP supporting the development of medium density housing over the subject site, including affordable housing.

The site is bounded by residential uses to the north and east, Blinzinger Road to the west and Wellington Street to the south. The surrounding area primarily consists of residential uses.

Figure 1: SUBJECT SITE



ROAD NETWORK

Both Wellington Street and Blinzinger Road are classified as Neighbourhood (minor) Roads, are undivided with a single lane of traffic in each direction and have a default urban speed of 50km/h. On-street parking is permitted on both sides of each frontage road.

ACTIVE & PUBLIC TRANSPORT

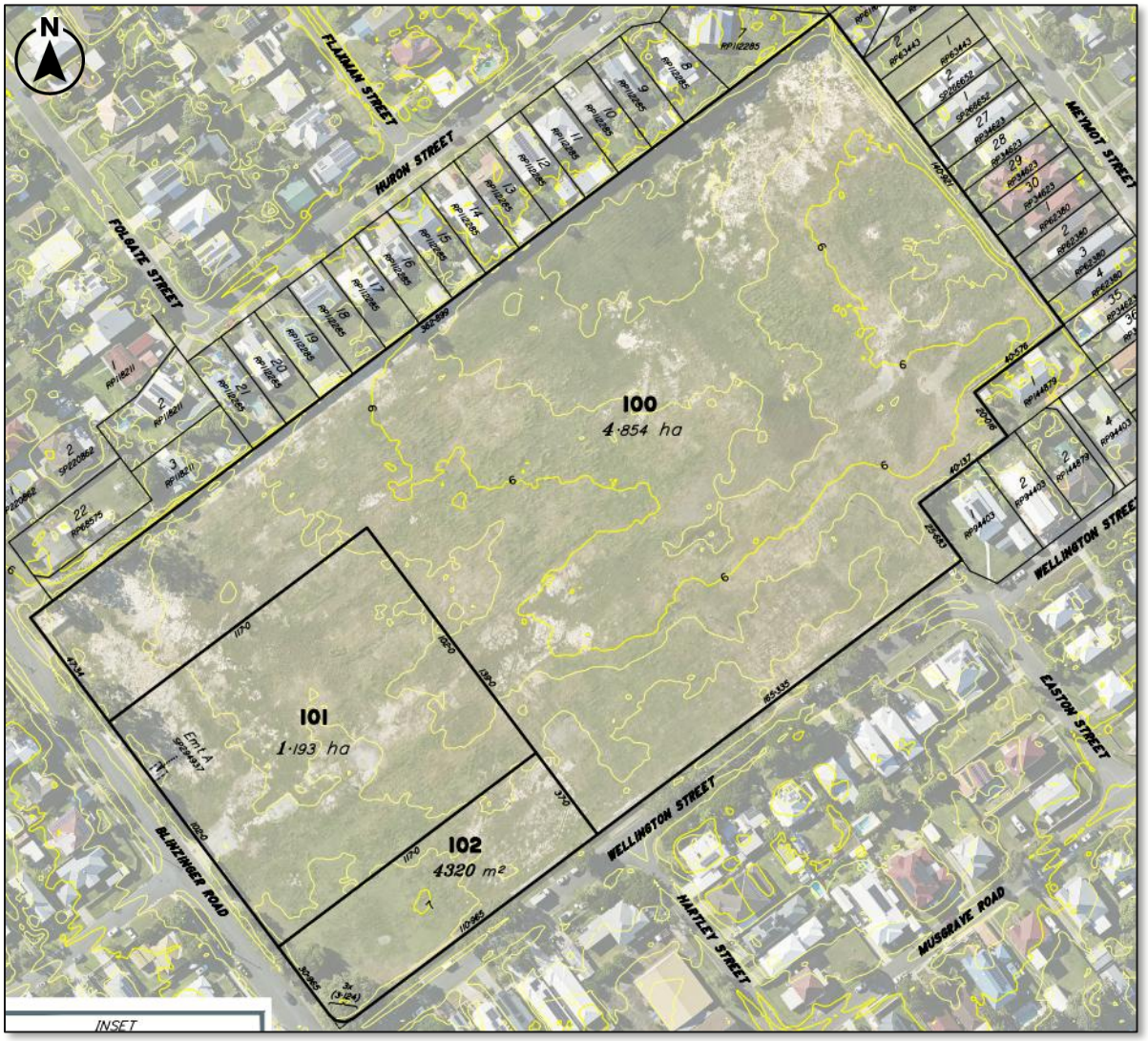
There are no pedestrian footpaths or on-road cycle lanes located along each street frontage.

The site is located within 650m walking distance of Banyo Train Station, which provides frequent (ie every 15 minutes during commuter peak times) services between Shorncliffe to the north and Northgate and Brisbane City to the south. The site is also within 400m walking distance of multiple bus stops on St Vincents Road. These bus stops are served by TransLink bus routes 306 and 348, which provide services to Nudgee Beach to the north and Toombul Bus Interchange and Brisbane City to the south. Accordingly, the site is very accessible via public transport.

SITE SUB-DIVISION

It is understood that EDQ are seeking to sub-divide the subject site into three separate lots. The proposed sub-division plan is shown in Figure 2.

Figure 2: PROPOSED SITE SUB-DIVISION PLAN



PROPOSED DEVELOPMENT

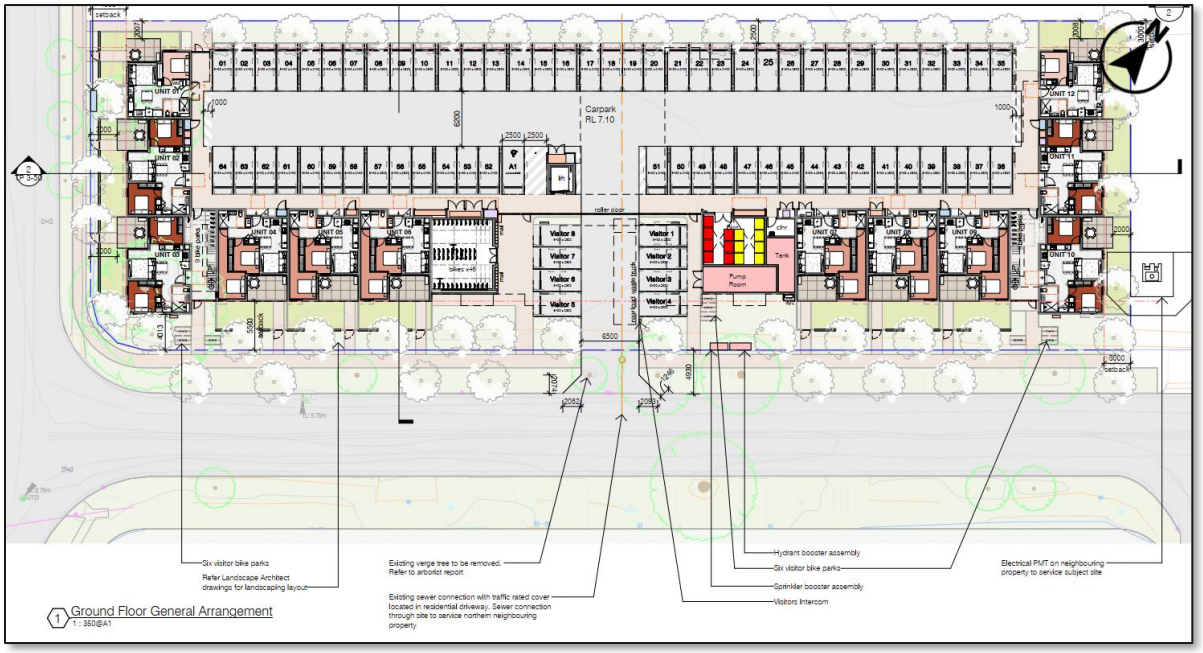
OVERVIEW

The proposed application seeks approval for a Material Change of Use (MCU) for an affordable housing development over proposed lot 102, as shown in Figure 2. The proposal comprises:

- 16 one-bedroom units
- 48 two-bedroom units
- 64 residential car parking spaces
- nine visitor car parking spaces
- 82 bicycle parking spaces

The proposed ground floor layout is shown in Figure 3, with dimensioned plans attached.

Figure 3: PROPOSED GROUND FLOOR LAYOUT



ACCESS

LOCATION

The proposed development would be accessed via a 6.5m wide driveway on Wellington Street. The proposed driveway exit taper achieves approximately 1.25m separation to a retained street tree within the Wellington Street verge. Council Standard Drawing BSD-2022 requires a minimum separation of 2.0m between a driveway and nearby street tree. It is expected that this separation is required to ensure tree roots do not encroach the driveway. From a traffic perspective, the proposed driveway location and reduced separation to the existing tree, is not expected to impact vehicle access/egress and sight lines. Accordingly, no changes to the driveway location and tree are considered necessary.

DESIGN

The proposed access width (ie 6.5m) would adequately cater for two-way traffic flow and Refuse Collection Vehicle (RCV) access/egress. A Type B1 crossover is proposed, designed in accordance with Council Standard Drawing BSD-2021.

SIGHT DISTANCE

For a 50km/h posted speed and a two-way peak generation of less than 100 vehicles per hour, Council's TAPS Policy requires an absolute minimum sight distance of 70m and a desirable minimum sight distance of 90m. The proposed access would achieve in excess of 100m sight distance to the east on Wellington Street. However, given the locality of the nearby Blinzinger Road / Wellington Street intersection, approximately 50m sight distance would be achieved to the intersection, to allow an exiting driver to view and locate a car turning into Wellington Street. Vehicles turning into Wellington Street would be travelling at low speed (ie 20 – 30km/h) and as such, the available sight distance is considered acceptable.

QUEUING

Section 4.8(8) of Council's TAPS Policy recommends queuing be provided based on the car park capacity and design, service rate and frontage road classification, in order to allow a free influx of traffic which will not adversely affect traffic or pedestrian flows on the frontage road. The 95th percentile queue at the site access is considered to be an adequate measure of an acceptable queuing provision.

We have undertaken an assessment of the predicted 95th percentile queuing at the site access using the queuing theory outlined in the PTT Queuing Practice Note (attached). This assessment is based on an expected weekday peak arrival rate of 19 vehicles per hour (based on a trip generation rate of 0.21 trips per bedroom and an 80:20 in:out split during the evening peak), with an average service rate (ie vehicle parking rate) of 14.7 seconds.

The results of the analysis indicate a 95th percentile queue of 1.0m at the site access. The proposed layout incorporates 4.9m of queuing space at the access, measured between the proposed Wellington Street site boundary and first internal visitor parking space. Thus, the proposed queuing provision is sufficient to accommodate the predicted 95th percentile queue and is not expected to significant impact on the adjacent road network.

PARKING

REQUIREMENT

The car parking requirement for the proposed development has been determined based on rates in Council's TAPS Policy for a multiple dwelling. The following parking provision rates apply:

- One-bedroom: 1.0 residential space per dwelling
- Two-bedroom: 1.5 residential spaces per dwelling
- Visitor: 0.25 visitor spaces per dwelling

Based on the above rates, a minimum provision of 88 residential and 16 visitor parking spaces is required to support the proposal.

PROVISION

A parking provision of 73 car parking spaces, including 65 residential parking spaces and nine visitor parking spaces is proposed. This equates to a shortfall of 31 parking spaces, compared to Council's minimum requirement outlined in Table 1.

EXPECTED RESIDENTIAL PARKING DEMAND

To assess the proposed shortfall in parking, we have analysed car ownership for households throughout the Brisbane Local Government Area (LGA), living in affordable / social housing, using 2021 Australian Bureau of Statistics (ABS) census data. The census data was filtered to only include households living in one and two bedroom apartments who rented to:

- a State or Territory housing authority
- a housing co-operative, community or church group

The data shows that car ownership rates for households living in affordable / social housing throughout the wider Council LGA is:

- one-bedroom dwellings: average ownership of 0.54 cars / 85th percentile ownership of 0.75 cars
- two-bedroom dwellings: average ownership of 0.73 cars / 85th percentile ownership of 0.90 cars

Thus, the residential parking demand generated by the proposal is expected to be within the range of 44 to 55 cars. The expected demand is therefore expected to be significantly less than BCC's minimum requirement.

The ABS data includes affordable / social housing sites at various locations throughout the BCC LGA (ie inner city sites and outer suburb sites). It is expected that car ownership would be lower at sites located in inner city suburbs, given that these sites typically have better active and public transport connectivity and are co-located with centres. It is expected that the average car ownership rates outlined above would be more representative of inner city affordable / social housing sites, with the 85th percentile rates representative of outer suburb sites. The application of the 85th percentile rates suggest the proposed residential parking demand would be in the order of 55 spaces.

A total of 64 parking spaces are proposed behind the security gate. This provision far exceeds the likely 85th percentile parking demand generated by residents. Assuming all units are allocated a parking space, this provision would place the development within the 95th and 90th percentiles with respect to residential parking demand for one- and two-bedroom dwellings, respectively, based on the ABS data. However, as outlined below, it is recommended that residential parking be unbundled / unallocated. Additional residential parking is not considered necessary to support the proposal.

Nine visitor parking spaces are proposed on-site, including one persons with disability (PWD) bay. This provision is seven spaces short of Council's minimum requirement. However, the expected resident car ownership over the site suggests that there would be spare capacity within the residential parking area (ie behind the security gate) to cater for this short fall in visitor parking.

MANAGEMENT OF PARKING

De-Coupled Parking

It is understood that Mission Australia would manage residential parking on-site. Accordingly, car parking would be de-coupled from the dwellings, with car parking spaces leased to residents on an as needs basis. This would ensure that residential parking is more efficiently utilised. This arrangement would also allow Mission Australia to be more selective with the leasing of dwellings. For example, if all parking spaces are leased, Mission Australia would be able to prioritise additional tenants that do not own a car.

Visitor Parking

The de-coupled residential parking arrangement would also allow for additional visitor cars to park within the residential area, should there be spare capacity. The proposal results in a shortfall of visitor parking spaces (ie seven spaces) compared to Council's minimum requirement. However, not every resident occupying a dwelling is expected to own a car. As such, spare parking is expected to be available within the residential parking area (which Mission Australia would be able to track). This spare parking could be readily utilised by visitors, to reduce the development's reliance on on-street parking.

Car Share Space

Some residents may not own a car but at times may need access to a car. Mission Australia could readily provide one or multiple car share spaces on-site depending on the needs of their tenants. This would give tenants (who do not own a car) occasional access to a car, which would help maintain lower car ownership across the development.

Promotion of Active & Public Transport

Sufficient bicycle parking facilities would be provided on-site to ensure all dwellings are allocated a bicycle parking space. This would help promote active travel to/from the site, which would reduce reliance on car usage / ownership.

The site is co-located with public transport services and Mission Australia could implement strategies to promote the use of public transport. For example, Mission Australia could inform all new tenants of the surrounding bus and train services and their frequency and/or Mission Australia could readily gift new residents a Go Card credit to make public transport more financially accessible.

Intercom

Residents who require a parking space on-site would be given a remote to open the security gate. To facilitate bona fide visitor access to secure parking area, an intercom is proposed just south of visitor parking bay 4 (located on the exit side of the access circulation aisle). This would allow visitors to contact their respective tenant and/or on-site manager (during daytime hours) to gain access to the secure parking area, should there be available parking.

PERSONS WITH DISABILITY PARKING

One persons with disability (PWD) bay is proposed on-site, which accords with Council's TAPS Policy.

DESIGN

The proposed parking facilities have been designed generally in accordance with Council's TAPS Policy and AS2890.1 in terms of bay dimensions, aisle widths, ramp grades, vehicle circulation and manoeuvring. This is typified by:

- residential parking spaces – dimensioned 2.4m to 2.6m wide by 5.4m long
- visitor parking spaces – dimensioned 2.5m wide by 5.4m long
- PWD parking space and shared bay – dimensioned 2.5m wide by 5.4m long
- residential parking aisles – dimensioned 6.2m wide
- visitor parking aisle – dimensioned 6.5m wide
- parking clearances to adjacent walls / high obstructions – dimensioned 0.3m wide
- columns located a minimum of 0.75m from the open ends of parking spaces
- basement height clearance – minimum 2.3m
- end of parking aisle extension – dimensioned 1.0m wide

SERVICING

REFUSE COLLECTION

On-site refuse collection is proposed, with a refuse store comprising 1,100L bins located within the site. Council's TAPS Policy outlines regular access be provided for rear-lift RCV. An RCV is expected to access the site in a single reverse manoeuvre, as demonstrated in attached drawing 27-038-001. The proposed parking aisle width (ie 6.5m) over the RCV standing area complies with Council's TAPS and Refuse Planning Scheme Policies. The prepared swept path accords with Council Standard Drawing BSD-3008-2 and adopts a kerb-to-kerb radius of 9.76m and lock-to-lock time of six seconds.

Under the proposed refuse collection arrangement an RCV would:

- access the site in reverse gear from Wellington Street
- stand within the driveway collect bins from the nearby bin store
- exit to Wellington Street in a forward gear
- not obstruct other vehicles from entering / exiting the development
- not encroach legally parked cars on Wellington Street

FURNITURE DELIVERIES

Council's TAPS Policy requires that the proposed development accommodates occasional access for a large rigid vehicle (LRV) for furniture deliveries. Allowance for a LRV is considered unreasonable given the scale of the development and the number and size of dwellings proposed. On occasions where furniture removal trucks require access to the site, it is expected that smaller trucks such as a medium rigid vehicle (MRV) would be used. These vehicles would either stand on-site similar to an RCV, or stand on-street (noting that that the site has significant street frontage).

Accordingly, the proposed servicing arrangements are expected to be sufficient to cater for the proposed development.

ACTIVE TRANSPORT

PEDESTRIANS

Dedicated pedestrian accesses (separate to the vehicular driveway) are proposed on both the Blinzinger Road and Wellington Street frontages. These would provide a safe and direct connection between each ground floor unit and the main ground floor building entrance / lift lobby.

A 2.0m by 2.5m deep pedestrian sight splay should be provided on the exit side of the access driveway. It is recommended low lying landscaping (up to 0.5m high) be planted within this area to ensure that exiting drivers have sufficient sight distance to locate approaching pedestrians in the Wellington Street verge.

CYCLISTS

The bicycle parking requirement for the proposed development has been determined based on rates in Council's TAPS Policy. A bicycle parking provision of 80 bicycle parking spaces is required, as indicated in Table 1.

Table 1: BICYCLE PARKING REQUIREMENT

USE	SCALE	PARKING RATE	REQUIRED
Residents	64 dwellings	1 space per dwelling	64 spaces
Visitors		1 space per 4 dwellings	16 spaces
		Total	**80 spaces**

The proposed development layout comprises a total of 64 residential and 18 visitor bicycle spaces, which accords with Council's minimum requirements. The provision of sufficient bicycle parking is expected to further offset the proposed short fall in on-site car parking.

TRAFFIC GENERATION

The peak hour traffic generation for the proposed development has been estimated using traffic generation survey data published by the Department of Transport and Main Roads for high density residential developments. The survey data includes 17 survey sites in Council's local government area. The data indicates an 85th percentile peak traffic generation rate of 0.21 trips per bedroom. The proposed comprises a total of 112 bedrooms and therefore is expected to generate in the order of 24 two-way vehicle trips during the commuter peak hours. This equates to around 0.38 trips per dwelling. It is expected that the surrounding road network has sufficient spare capacity to cater for the proposed small increase in traffic and as such, additional analyses are not considered necessary.

CONCLUSIONS AND RECOMMENDATIONS

The proposed multi-dwelling affordable housing development located at 56 Blinzinger Road, Banyo has been evaluated in terms of the site access arrangements, parking provision and design, servicing arrangements, pedestrian facilities and traffic generation. The main points to note are:

- the proposed development comprises 16 one bedroom and 48 two bedroom dwellings
- access is proposed via a 6.5m wide crossover on Wellington Street
- the proposed access location and design generally accords with Council's Planning Scheme
- there is sufficient queuing available to accommodate the expected 95th percentile queue during peak hours
- the proposed development includes 64 on-site parking spaces, which results in a short-fall in parking compared to Council's minimum parking requirement
- the proposed parking provision is expected to sufficiently cater for the on-site residential and visitor parking demand generated by the proposal
- on-site parking would be managed and monitored by Mission Australia
- the on-site parking layout has been designed generally in accordance with Council and AS2890.1 requirements
- RCV servicing would be undertaken on-site
- dedicated pedestrian accesses are proposed on both the Blinzinger Road and Wellington Street frontages, separate to the vehicular driveway
- sufficient bicycle parking is proposed on-site in accordance with Council's TAPS Policy
- the addition of development generated traffic is not expected to have a significant adverse impact on the operation of the surrounding road network

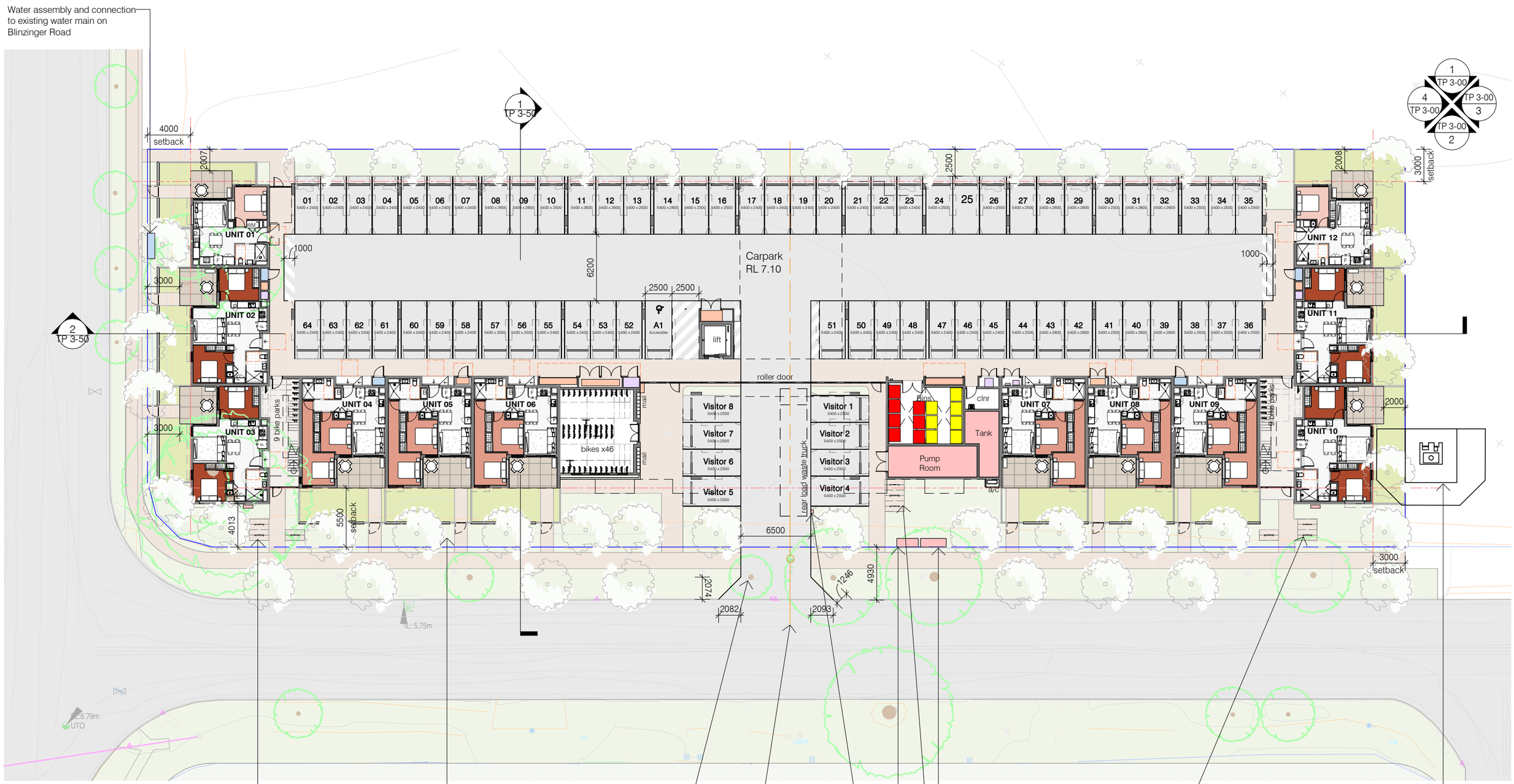
Based on the above, it is recommended that low lying landscaping (up to 0.5m high) be planted within the 2.0m wide by 2.5m deep pedestrian sight triangle on the exit side of the access driveway

If you have any questions regarding the issues discussed above, please do not hesitate to contact us.

Yours sincerely,



Casey Glover
Principal Engineer (RPEQ 34450)



1 Ground Floor General Arrangement

1 : 350@A1

18/09/2026 8:46:39 AM

Town Planning

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Nominated Architect
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Architecture
Interiors
Urban Design

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Project:
Banyo Affordable Housing
Address:
56 Blinzinger Road, Banyo 4014
Project Number:
CPP001

NORTH

Town Planning

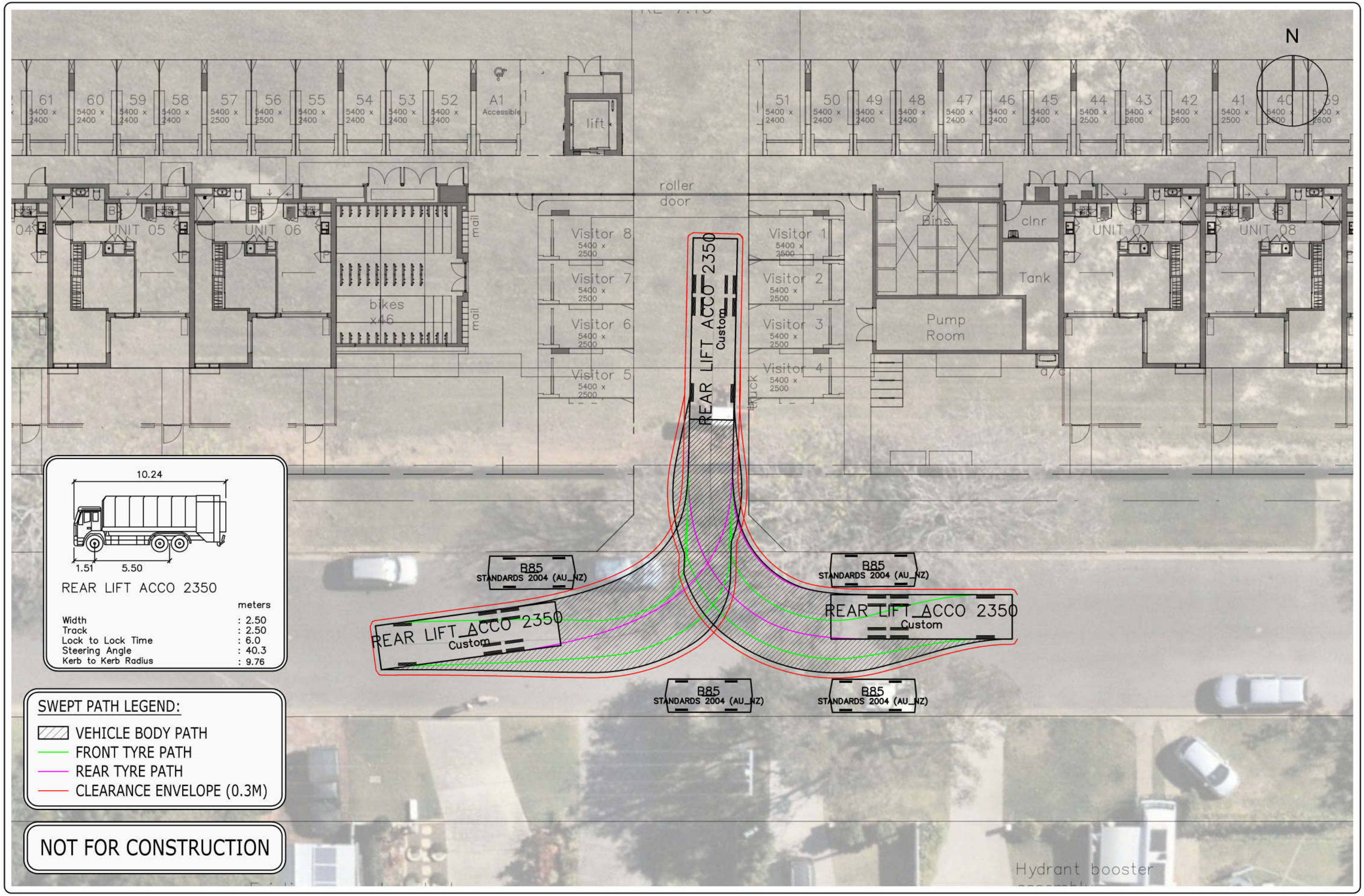
Rev.	Date	Amendment	By	Chk.
A	14/09/26	Town Planning - Draft	DC8	CPP
B	17/09/26	Town Planning	DC8	CPP

Drawn: DC8
Approved: GV
Date: 09/11/26
A3 Scale: 1 : 350

Ground Floor Plan

TP 2-00

Revision: B



REAR LIFT ACCO 2350

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 40.3
Kerb to Kerb Radius	: 9.76

SWEPT PATH LEGEND:

- VEHICLE BODY PATH
- FRONT TYRE PATH
- REAR TYRE PATH
- CLEARANCE ENVELOPE (0.3M)

NOT FOR CONSTRUCTION

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REV	DESCRIPTION	DRN	DATE
A	INITIAL ISSUE	CG	18/09/26

DRAWING TITLE: RCV SERVICING	DRAWING NO: 27-038-001	REV: A	SCALE: 1:200 @ A3	APPROVED BY: CG (RPEQ 34450)
PROJECT TITLE: 56 BLINZINGER ROAD, BANYO	CLIENT: MISSION AUSTRALIA			

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PRACTICE NOTE

QUEUING CHARACTERISTICS AT SITE ACCESSES



BACKGROUND

On-site queuing areas are required at site access locations to ensure that vehicles do not queue across pedestrian paths or back onto the frontage road.

However, with queuing requirements in planning scheme policies becoming increasingly onerous, the usage of these figures can result in excessive queuing areas which can unnecessarily have an adverse effect construction costs and development yields.

This practice note demonstrates how conventional queuing theory can be used in traffic engineering to determine the anticipated queue length at access locations as a function of local conditions.

QUEUING THEORY

To calculate the amount of queuing space required, we must estimate the probability of a number of vehicles in a queue (n) exceeding a specified number of vehicles (N) at any instant. This is calculated using the following formula:

$$Pr\ (n>N) = \rho^{N+1} \leq \alpha$$

Where:

- ρ is the queue utilisation factor
- α is the probability of a queue of N vehicles being exceeded

Rearranging this formula enables the calculation of the design queue length in terms of the number of vehicles as follows:

$$N = \frac{\log(\alpha)}{\log(\rho)} - 1$$

The **minimum** design queue would be calculated as N vehicles, which may include a fraction of a vehicle (eg 1.2 vehicles). This design queue could be applied subject to engineering judgment.

The **desirable** design queue would be the smallest integer which contains the value, N (ie rounded up to the nearest integer).

Application of a standard vehicle length of 6m per vehicle results in a design queue length in metres.

QUEUE UTILISATION FACTOR

The utilisation factor, ρ, is the ratio of the mean arrival rate (r) and the mean service rate (s), ie:

$$\rho = \frac{r}{s}$$

The mean arrival rate (veh/hr) varies for each situation. It is calculated using the peak hour trip generation for the facility. This is expressed in vehicles per hour.

The mean service rate (veh/hr) is determined by observing the operations of similar facilities.

PTT has calculated the mean service rate for a non-controlled (ie no boom gate) parking facility by surveying the average time taken for cars to enter and leave from visitor parks in a residential development.

This survey was undertaken at a recently approved and constructed mixed use commercial/residential development at Nundah on a Wednesday in July 2014 between 4:30-6:00pm. A minimum of 30 observations were made for both "parking" and "unparking" manoeuvres The results of this analysis are shown in Table 1.

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PRACTICE NOTE

QUEUING CHARACTERISTICS AT SITE ACCESSES



Table 1: MEAN VEHICLE MANOEUVRING TIME (seconds/vehicle)

MANOEUVRE	MEAN TIME	STD DEV	MIN	MAX
Parking	12.2	13.8	1.1	69.5
Unparking	14.7	7.1	2.1	37.2

The application of the mean "unparking" value from Table 1 assumes that each vehicle which enters the access will be waiting for a car to "unpark" from the space nearest to the access. This is an extremely conservative assumption, which will result in an over-estimate of queue lengths.

The mean service time for car parks with entrance controls such as boom gates, ticket dispensing machines, car stackers and mechanical parking installations can usually be provided by the supplier of the product.

PROBABILITY OF EXCEEDANCE

The queuing formula is used to calculate the queue length given a specified probability (α).

Generally, the 95th percentile queue is considered an adequate measure of an acceptable queue at access driveways. This infers that there is a 5% probability that the queue length will be exceeded (ie α=0.05).

Australian Standards, AS2890.1, outlines the requirement to provide a 98th percentile queue for situations where mechanical parking installations such as car stackers are used (ie α=0.02).

EXAMPLE

A development with a mean peak hour trip generation of 100 veh/hr and a 80:20 in:out split results in a vehicle arrival rate of 80 veh/hr.

The service rates from Table 1 can be applied to calculate the queue utilisation factor. However common units are required to find a ratio.

Therefore, the service rate, s, is:

$$\frac{vehicle}{hour} = 3{,}600\left(\frac{seconds}{vehicle}\right)^{-1}$$

$$s = \frac{3{,}600}{14.7} = 244.9 \text{ vehicles per hour}$$

The queue utilisation factor is:

$$\rho = \frac{r}{s} = \frac{80}{244.9} = 0.327$$

The 95th percentile design queue:

$$N = \frac{\log(\alpha)}{\log(\rho)} - 1$$

$$N = \frac{\log(0.05)}{\log(0.327)} - 1$$

$$N = 1.68 \text{ vehicles}$$

Therefore, desirably, the development should be designed to allow for an entrance queue of two vehicles (ie 12m). However, an available queuing distance of 1.68 vehicles (ie 10.1m) would be considered acceptable to cater for the 95th percentile queue, subject to engineering judgment.

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PRACTICE NOTE

QUEUING CHARACTERISTICS AT SITE ACCESSES



CONCLUSION

Conventional traffic engineering queuing theory can be used to determine the anticipated queue length at access locations. This ensures that queuing does not adversely impact on nearby traffic or pedestrian flows whilst ensuring that the queuing area is not excessive.

REFERENCES

Bennett, DW and Rose, G (1988), *Unsignalised Intersection Analysis,* University of Melbourne

Institute of Transport Studies Monash University (2003), *Traffic Engineering and Management,* Volume 2, Caufield East

Standards Australia (2004), *AS2890.1:2004 Parking facilities Part 1: Off-street car parking,* Sydney

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