Keith Midson
Midson Traffic Pty Ltd
25 Hinman Drive
Kingston TAS 7050
0437 366 040

24 January 2020

Keri Thurley
48 Blessington Road
St Leonards TAS 7250

Dear Keri,

48 ST LEONARDS ROAD – RESPONSE TO TRAFFIC SUBMISSIONS

This letter provides a response to traffic matters raised through the consultation phase of the DA process for the proposed dog day care centre development at the abovementioned address.

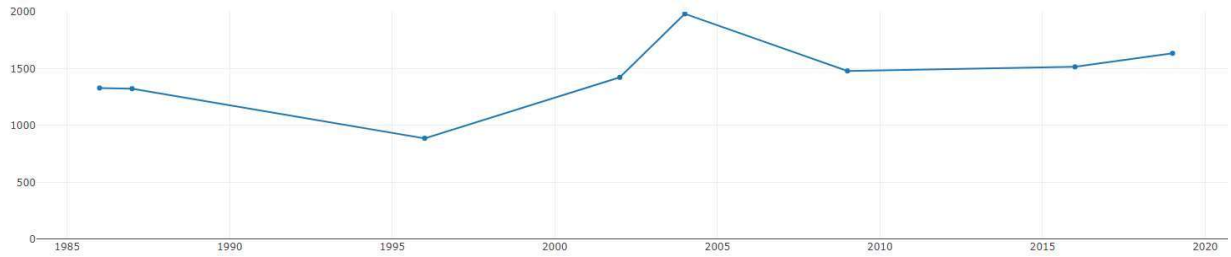
The response to the traffic submissions is set out in the following sections:

1. Traffic Volumes & Traffic Generation

Several submissions raised concerns about increased traffic on Blessington Road. Blessington Road carries approximately 1,600 vehicles per day according to Department of State Growth traffic data obtained in May 2019.

The variation of traffic flow on Blessington Road is shown in Figure 1. It can be seen that traffic volumes have varied between 888 vehicles per day (1996) and 1,982 vehicles per day (2004). The traffic volumes in 2019 were lower than 2004 volumes. The capacity of Blessington Road is significantly higher than the recorded traffic flows.

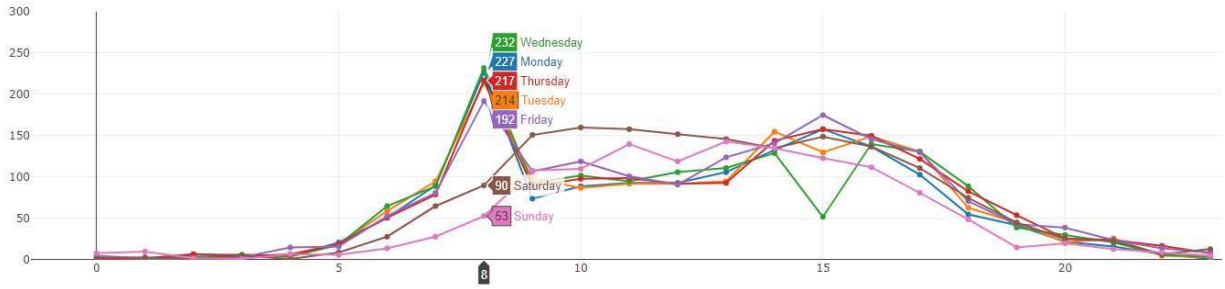
Figure 1 Blessington Road Historic Traffic Data



Hourly traffic flows are of greater importance in determining capacity of a road network. The 2019 hourly flows of Blessington Road are shown in Figure 2. The weekday morning peak hour volumes vary between 232 vehicles per hour (Wednesday) and 192 vehicles per hour (Friday). This is considered to be a relatively low peak hour volume for a major arterial road. There is considerable spare capacity to cater for the additional 44 vehicles per hour forecast for the proposed development (noting that this

volume consists of equal 22 vehicles per hour inward and outward flows). It is further noted that 44 vehicles per hour is less than 1 vehicle movement per minute on average.

Figure 2 Hourly Traffic Volumes (2019 data)



By comparison, St Leonards Road in Waverley carries approximately 7,000 vehicles per day and has a morning peak volume of approximately 800 vehicles per hour.

2. Road Safety Performance

Several submissions raised concerns regarding road safety. Some key concerns raised included:

- Conflict between school peak periods and traffic generated by the development.
- Conflict between heavy vehicle traffic and traffic generated by the development.
- Concerns regarding safety of access to the development within the 100-km/h speed zone.
- Road safety assessment does not include 'near misses'.

These are addressed as follows.

School Traffic Conflict

It is possible that the morning peak traffic generation will occur during school peak periods. As noted in Section 1 above, the traffic volumes in Blessington Road have sufficient spare capacity to cater for the increased traffic flow generated by the proposed development.

It is also noted that the peak operation periods associated with the development are likely to occur during school holidays.

Heavy Vehicle Traffic

Blessington Road carries approximately 7.7% heavy vehicles (5.9% single rigid vehicles and 1.8% articulated). This equates to approximately 123 trucks per day. This is a relatively low truck volume for a rural arterial road. The potential conflict between traffic generated by the development and heavy vehicle traffic is therefore relatively low.

Speed zoning

The development is located within the 100-km/h speed zone. The access to the development is located approximately 250 metres from the start of the 100-km/h. Property accesses are less frequent in the 100-km/h zone (one of the factors for reducing speed limits is the number of accesses) and therefore there is generally less conflict with vehicles entering and exiting property within the 100-km/h zone compared to the lower speed zones elsewhere in the network.

The access is located in a straight section of Blessington Road. Vehicles accessing the property will be visible from a safe distance on the approaches along Blessington Road.

Access Design

The access was assessed using Austroads Guidelines. The turn volumes associated with the access and traffic volumes on Blessington Road are both relatively low. This results in the requirement for a 'Basic Auxiliary Lane' turn treatment which will be constructed to facilitate safe access to the development. The details of this access treatment are in Section 4.4 of the TIA. The design takes into account the speed zoning of Blessington Road.

Note that if traffic volumes were higher in Blessington Road then more substantial turn lane treatments would be required.

The access design is therefore considered appropriate for the development in the context of the traffic conditions in Blessington Road.

Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,

Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

DIRECTOR
Midson Traffic Pty Ltd