

Appendix E1:
Amendment to Appendix E
Traffic and Transport
Assessment

7 June 2019

Ewen McKenzie
Benedict Industries Pty Ltd
PO Box 431
Frenchs Forest NSW 1640

Dear Ewen

RE: Attachment A - Further information required CRS materials recovery facility - Revised EIS

Below is AECOM's response to the most recent TCCS comment in regard the Traffic and Transport Assessment for Block 9 and 11 – Section 8, Fyshwick ACT, dated 9 February 2018.

TCCS comment:

To enhance the safety, the study has proposed signalisation of the Ipswich St/driveway access. However, the right turn movement from Ipswich St into the driveway is proposed from (eastbound) fast through lane, does not seem right from the signals operation. For example, Figure 14 shows that the eastbound and westbound vehicles on through lanes are allowed in Phase A, but at the same time, the right turning truck on the through lane is stopped. Therefore, TCCS will not be supportive of allowing the right turn from Ipswich St into the site as per those proposed diagrams.

AECOM's response:

AECOM understands the concerns outlined by TCCS about the right-turn into the driveway from Ipswich Street. Therefore, the following is an update to Section 3.2 of the Traffic and Transport Assessment report, dated 9 February 2018.

As the current site entrance on Ipswich Street has sufficient safe intersection sight distance and the additional vehicle numbers are relatively low there is no clear warrant under the Austroads Guidelines to amend the driveway arrangements.

Even though there is no warrant the development, for the safety of all road users, proposes to signalise the exit from the site. This will improve safety for the opposed turn with southbound traffic on Ipswich Street.

The signals would work in phase with the existing signals at Wiluna Street. When the turning movement phase at Wiluna Street operates then the vehicles from the site can make a safe right turn from the driveway to Ipswich Street as the opposed signals on Ipswich will enter a red phase. The site exit phase will have a much shorter turning time than the Wiluna Street lights and should not significantly increase delay on to southbound traffic on Ipswich Street.

Right turn into the site is not proposed. Eastbound vehicles could enter the site from the access off Lithgow Street.



Figure 1 - Proposed Signal Phase A



Figure 2 - Proposed Signal Phase B1



Figure 3 - Proposed Signal Phase B2



Figure 4 - Proposed Signal Phase C

Yours faithfully



Brendan Hogan