

Afternoon Emma,

Please see comments below from Council's Infrastructure Team in relation to Huntlee Mod. 17.

Proposed Left in-Left out Intersection with HEX Link Road

The trip distribution diagrams indicate there is expected to be 309 veh/hr turning left out in the morning peak hour (230 veh/hr of which would then u-turn at the roundabout). The Guide to Traffic Management Part 6 (Austroads, 2019, p.51) indicates an acceleration lane would be appropriate where turning volumes are high (eg. 300-500 veh/hr). So, if possible within the planning framework and environmental factors, it would be beneficial to have an acceleration lane included in the design of that intersection for vehicles turning left out.

Triton Boulevard / Wine Country Drive

At a normal T-junction, vehicles turning right from the major road into the side street have priority over vehicles turning right out of the terminating road. However, at this intersection there is a give way holding line across the right turn bay on Wine Country Drive (south) which makes the priority of this movement confusing (see attached aerial photo). My understanding of the road rules (extract attached) is that both right turners from Wine Country Drive (south) and from Triton Boulevard both have to give way to each other, which doesn't help clarify the actions drivers are expected to take.

Given the priority allocation of a normal T-junction where main road movements dominate side road movements, the priority confusion described above will be exacerbated by the high volume of vehicles turning right out of Triton Boulevard compared with the volume of vehicles expected to turn right from Wine Country Drive into Triton Boulevard.

The proponent expects capacity to be satisfactory. However, for operational effectiveness (ie safety), it is suggested the priority control be made very clear. For example, by removing the give way holding line that exists across the right turn bay on Wine Country Drive (south).

Regards,



Iain Rush Senior Strategic Planner
62-78 Vincent St | PO Box 152 | Cessnock NSW 2325