

Good morning Glenn (and Christopher -FYI)

Further to your email to Damien on 7 April 2022, we have completed the assessment for the s4.55 Modification for Huntlee proposal.

I have attached a spreadsheet of the SIDRA model review listing items for clarification regarding the assumptions used and calculation of future volumes for your review and comment.

Please feel free to contact me again if you would like a meeting to discuss further.

Kind regards

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I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

WR 556 SIDRA Model Review Review findings					
Status	Scenario ID / Section	Intersection	Category	Review comment	Model developer response
Minor	WCD Triton (All scenarios)	Wine Country Drive / Triton Boulevard	Volume	We request that the proponent provide a breakdown of the LV/HV volumes within the report. Given that the proponent undertook the count in 2020, this should be made available. The counted values for heavy vehicles should be used if available, instead of %.	
Medium	All	All	Volume	We request that the proponent confirm trip distribution assumptions that have been used. Has the trip distributions been adopted from the original Stage 1 Hyder Traffic Report which was completed in 2012?	
Major	2023 plus Scenarios	All	Volume	We request the proponent to provide calculation of the future flows (both for the additional 900 lots and additional 1350 lots scenarios) - trip generation calculations and the trip distribution assumptions out of/into the 4 intersections modelled. The values shown in the last image 'Predicted Generated Flows (1350 lots) AM/PM' in the technical design note does not match up with what has been inputted into SIDRA.	
Info required	All	All	Volume	We request that the proponent provide justification of the changes to the default growth rate (specifically the growth rates adopted) - is this for sensitivity testing?	
Medium	Winepress (All scenarios)	Winepress Road / Wine Country Drive	Gap Acceptance	TWSC Calibration should be turned off as this will reduce the actual critical gap and follow-up headway values used by SIDRA.	
Medium	LinLout HEX (All scenarios)	HEXLink Road / Link Road off HEX	Gap Acceptance	TWSC Calibration should be turned off as this will reduce the actual critical gap and follow-up headway values used by SIDRA.	
Medium	WCD Triton (All priority controlled scenarios)	Wine Country Drive / Triton Boulevard	Gap Acceptance	TWSC Calibration should be turned off as this will reduce the actual critical gap and follow-up headway values used by SIDRA.	
Minor	All	Network	Network Data	Change maximum number of iterations to 60 before processing each network.	
Medium	2023 plus 900 & 2023 plus 1350 scenarios	Network	Midblock	Volumes should be checked as the differences in midblock flows are quite large (>100) within the network - this also appears in the diagnostic messages for these networks	
Minor	WCD Triton (Signal scenarios)	Wine Country Drive / Triton Boulevard	Lane Movements	Left turn on the east approach enters the short lane on the south approach. It is recommended to first utilise the full lanes before allowing vehicles to turn into a short lane.	
Major	Base and 2023 plus 900 scenarios	Network	Network Layout	We request the proponent to justify why the Wine Country Drive / Triton Boulevard intersection was not modelled with the network.	
Major	WCD roundabout (Base scenarios)	Wine Country Drive / HEXLink Road	Lane Geometry	We request the proponent to justify why a u-turn movement has been specified for the east approach lane for the 2023 + 900 & 2023 + 1350 scenarios but not for the base scenarios.	
Info required	WCD roundabout (Base scenarios), LinLout HEX (Base scenarios)	Wine Country Drive / HEXLink Road HEXLink Road / Link Road off HEX	Lane Geometry	We request the proponent to confirm whether the lane geometry of the intersection(s) are subject to change at a later stage (between 1500 lots and 1950 lots), and hence why it differs to the layout geometry of the 2023 base and 2023 plus 900 scenarios	

Status	Description	Count
Closed	Review comment addressed - no further action required	0
Not reviewed	Not reviewed	0
Satisfactory	No issues or risks identified. Documented for posterity	0
Note	Reviewer note - no immediate action required	0
Info required	Additional information / clarification required to confirm key details	2
Minor	A small issue / risk identified that is unlikely to have any significant impact on the strategic outcomes. Modeller may choose whether or not to rectify for this project	3
Medium	An issue / risk identified that may influence the outcomes at a local level and rectification should be considered	5
Major	An issue / risk identified that is wide-reaching and propagating in nature, requiring immediate rectification	3