

Project Details:

Project Name	P0925 Catherine McCauley College Medowie
Last Revised	16 th October 2018
Client	Webber Architects

The following tables summarise the revisions and calibration history of the intersection modelling completed for the abovementioned project. This modelling has been completed using *Sidra Intersection 8*, which is a lane based micro-modelling software package recognised by the RMS for the modelling of single intersections and simple linear networks.

The following revisions and calibrations should be read in conjunction with the Traffic Impact Assessment prepared by Seca Solution Pty Ltd (dated June 2018) for Catherine McCauley College, Medowie Road.

Model Revision History:

Version	Revision Date	Details
V01	9 th March 2018	Preliminary Issue
V02	14 th May 2018	Revised with Refined Travel Data
V03	16 th October 2018	Revised using traffic generation rates recommended by RMS

Model Calibration History

Version	Calibration Notes
V01	No changes to standard model parameters.
V02	No changes to standard model parameters.
V03	<p>The peak hour flow factor was changed to 20 minutes, as requested by RMS, with no other changes to standard model parameters.</p> <p>The traffic volumes input for this issue have changed, with the traffic generation rates recommended by RMS in the Response to Submissions adopted for both light vehicles and buses. This allowed for 58% of primary students and 25% of high school students to travel via private vehicle, with 37% of primary students and 70% of high school students to travel via bus. The remaining methodology in the TIA was utilised regarding shared trips and senior student parking, with the origin/destination split also applied as per the previous traffic generation.</p> <p>To address concerns regarding the likelihood of full bus capacities for the school routes an average occupancy of 75% was applied, resulting in 29 buses being required under the revised bus use rates. Note, the revised traffic generation resulted in less buses overall for the development (22 instead of 24), with the average capacity applied seeing the increase up to 29, with these movements incorporated into the <i>Sidra</i> model.</p> <p>This issue also includes the additional scenario of the regular PM road peak as requested by RMS, which made allowance for all staff and peak ELC movements.</p>

