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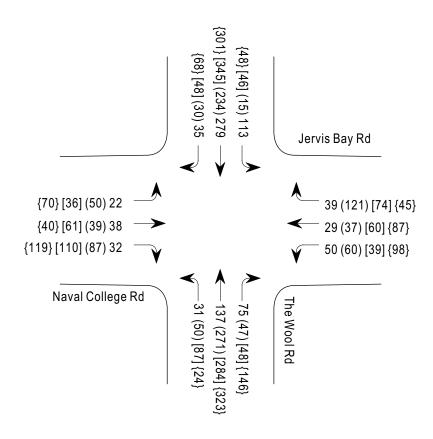
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Appendix B - Saturday Traffic Counts

EXISTING TRAFFIC FLOWS

THE WOOL ROAD/NAVAL COLLEGE ROAD





| Vehicles From | Thursday Morning | Thursday Evening | Saturday 17/01/04 | Saturday 4/10/04 |
|---------------|---------------------|---------------------|----------------------|---------------------|
| East | 118 | 218 | 173 | 230 |
| West | 92 | 176 | 207 | 233 |
| North | 243 | 368 | 419 | 493 |
| South | 427 | 279 | 439 | 417 |
| Total | 880 | 1041 | 1238 | 1373 |

Key

Thursday (25.09.03)

- 5 AM Peak 8am-9am
- (5) PM Peak 4pm-5pm

Saturday (17.01.04)

[5] Peak 11am-12noon

Saturday (04.10.03)

{5} Peak 2pm-3pm

MASSON | WILSON | TWINE

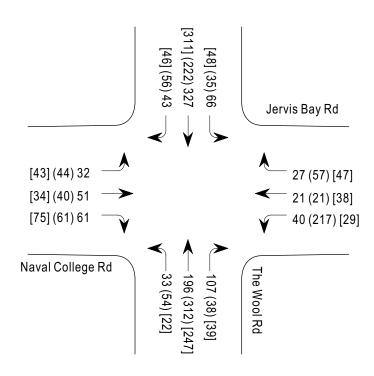
Appendix B1

Filename: 032132di26.ai Date: 29 November 2005

EXISTING TRAFFIC FLOWS

THE WOOL ROAD/NAVAL COLLEGE ROAD





| ٧ | ehicles From | Thursday | Thursday | Saturday 29/05/04 |
|---|--------------|----------|----------|----------------------|
| | | Morning | Evening | 29/05/04 |
| | East | 88 | 295 | 114 |
| | West | 144 | 140 | 152 |
| | North | 336 | 404 | 308 |
| | South | 436 | 313 | 405 |
| | Total | 1004 | 1152 | 979 |

Key

Thursday (03.06.04)

- 5 AM Peak 7:45am-8:45am
- (5) PM Peak 2:30pm-3:30pm

Saturday (25.05.04)

[5] AM Peak 11am-12noon

MASSON | WILSON | TWINE

Appendix B2

Filename: 032132di27.ai Date: 29 November 2005

Appendix C - Extract from *Jervis Bay Settlement Strategy* **Relating to Access Improvements**

ACCESS

Objective – To ensure that settlements are permeable and accessible to pedestrians, cyclists and public transport, and that adequate access is provided from within and outside of the region.

Actions

- i. New development will be designed to provide for permeability and accessibility by pedestrians and cyclists within the local service network (i.e. schools, shops, recreation areas and so on).
- ii. To ensure that the integrity of the State Road Network, and in particular the Princes Highway, is maintained the cumulative impacts of future development within the Region will be addressed at the rezoning investigation stage. Particular attention will be paid to the existing/proposed access points onto the Highway and to the alignment of Jervis Bay Road.
- iii. Public transport within the region will be encouraged and promoted through the implementation of the *Shoalhaven Integrated Transport Strategy*. In particular, public transport will be encouraged between existing and new settlements and the district centre.
- iv. New development will attempt to minimise the need for car usage within the region, and be designed to maximise opportunities for alternative transport usage. Relevant policy principles arising from the NSW Transport Package *Integrating Landuse and Transport* (2001) will be investigated and explored in assessing new development in the region.
- v. New roads and traffic generating developments will be designed and implemented in accordance with State Government policies and environmental criteria for road traffic noise.
- vi. The existing road network will be maintained with the following road hierarchy for the Region:

Regional Roads – Princes Highway, Greenwell Point/Culburra Roads, Jervis Bay Road, St Georges Basin Bypass and the Currambene Creek Crossing and Snowwood Road (if constructed).

Collector Roads – Coonemia Road, Currarong Road, Callala Bay Road, Forest Road, Huskisson Road/Elizabeth Drive, The Wool Road/Larmer Avenue/Paradise Beach Road/Walmer Avenue/Lauren Avenue/Island Point Road/The Wool Road and Hawken Road.

Local Roads – All other roads in the Region.

Implementation Responsibility

Council, RTA, and Department of Planning

Timeframes for Action

- i. Ongoing
- ii. Ongoing
- iii. Ongoing
- iv. Ongoing
- v. Short term
- vi. Ongoing

Appendix D - Notes on Community Open Day No. 1 (Saturday 20 September 2003)

- 1. Note Beach Street shortcut, police speed trap and enforce STOP sign on The Wool Road
 - Conditions in BiLo car park are poor customers have to go out of way to exit
- 2. Note 1300 students at the high school
- 3. Note high level of congestion at beaches in summer
- 4. Consider pedestrians crossing The Wool Road at the school
- 5. What will bus services be?
 - Are we going to have underground car parking to reduce the development footprint?
- 6. Sanctuary Point shopping centre is a "disaster"
 - Difficult to get out of retirement village onto The Wool Road east of Naval College Road
- 7. Roads are inadequate
 - Jervis Bay Road is not built for its current volume and has safety problems
- 8. Concern re camber in The Wool Road where it meets the bypass roundabout at Sanctuary Point that is under construction
- 9. Too many people in the area now. Extra people will cause chaos
- 10. Poor Condition of Jervis Bay Road
 - Traffic on it has doubled in recent years
 - It used to take 25 to 30 minutes to get to Nowra for work, now it takes 35 to 40 minutes
 - There are lots of near misses; people are impatient because of lack of overtaking opportunities
- 11. Concern regarding capacity of The Wool Road west of Naval College Road to cater for traffic growth
 - Speed is limited to 60km/h from Vincentia to St John Wood
 - Trouble getting out of McGibbon Parade into Naval College Road
 - Old Errol Bay has access to The Wool Road via only 3 streets
- 12. A person was killed on Jervis Bay Road recently
 - Also problems with animals on Jervis Bay Road
 - Should upgrade the road before any more houses are developed
- 13. Should not provide access to the shopping centre opposite the high school as would be unsafe for school children

- 14. Can't get onto The Wool Road in Vincentia
- 15. The bypass that is under construction will cause a transfer of traffic from Pine Forest Road to The Wool Road
- 16. Hill on The Wool Road at old Errol Bay causes delays
- 17. Egress from Henry Kendall Estate is an issue

Appendix E - Proposed Masterplan

PROPOSED MASTERPLAN

VINCENTIA DEVELOPMENT





Appendix E

Date: 25 January 2005

Appendix F - Proposed Public Transport, Cycle and Pedestrian Routes

PROPOSED PUBLIC TRANSPORT ROUTE

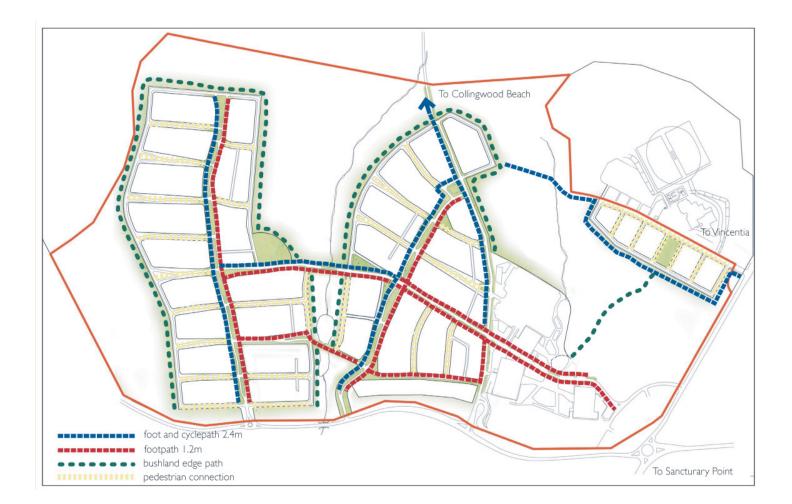
VINCENTIA DEVELOPMENT





PROPOSED CYCLE AND PEDESTRIAN ROUTES

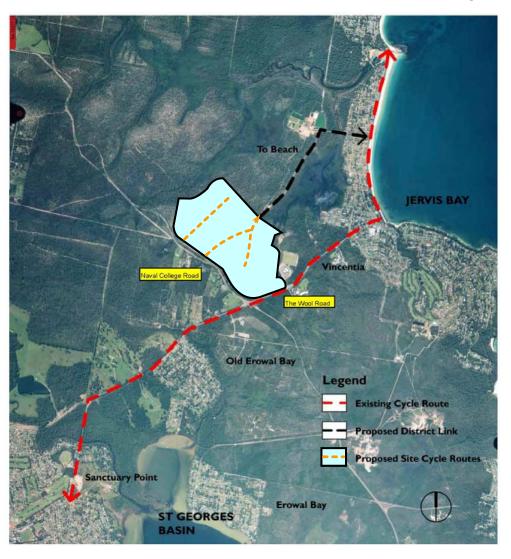
VINCENTIA DEVELOPMENT





EXISTING AND PROPOSED CYCLE AND PEDESTRIAN ROUTES

VINCENTIA DEVELOPMENT



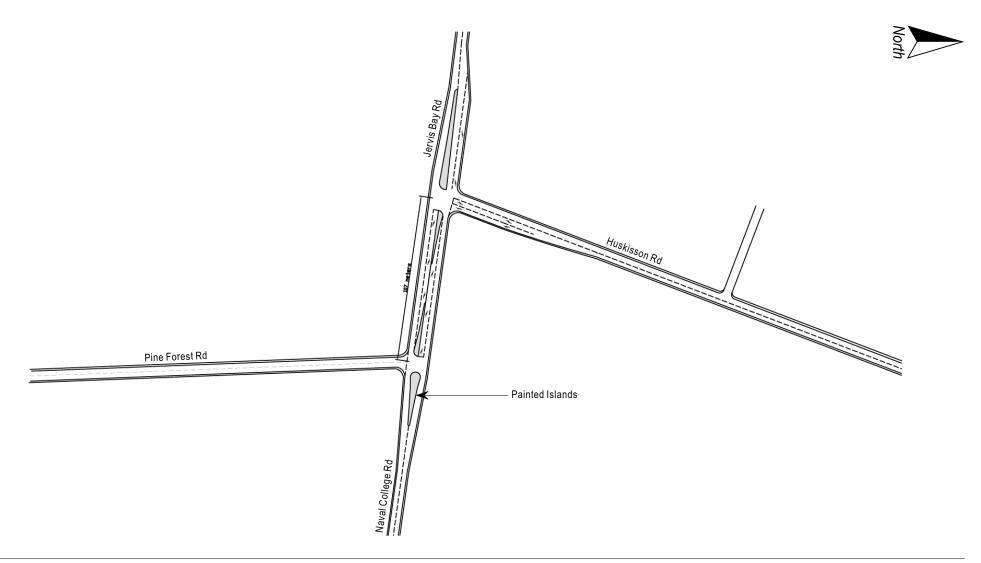


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Appendix G - Concept Plan for Jervis Bay Road/Huskisson Road/Pine Forest Road Intersection

SUGGESTED UPGRADE OF JERVIS BAY/HUSKISSON/PINE FOREST INTERSECTION

VINCENTIA DEVELOPMENT



MASSON | WILSON | TWINEY

Appendix G

Filename: 032132di28.ai **Date:** 29 November 2005

Appendix H - Advice to the RTA on Princes Highway/Jervis Bay Road Intersection



Mr Chris Millet Roads and Traffic Authority PO Box 477 WOLLONGONG NSW 2520 Ref: 032132L01 W

9 August 2005

Dear Chris

Re Proposed Stockland Town Centre Development at Vincentia

As per your request to Martin Wells, we have analysed the operation of the intersection of Princes Highway with Jervis Bay road for the following cases for normal and holiday periods.

- Existing situation
- Existing situation plus additional town centre development traffic
- Future situation (2016) with background traffic growth added to existing traffic
- Future situation (2016) with development traffic also added.

We note that the town centre development includes the development of about 800 dwellings and along with a retail/commercial centre to serve the Bay and Basin area and act as a public transport focus.

Traffic volumes used in the analysis are indicated in the attached diagrams. The methods of determining future traffic forecasts are explained in the traffic report which accompanied the development/rezoning application submission.

In summary background traffic growth was determined based on historic growth trends as evidenced by RTA AADT records for the Princes Highway. The development traffic growth relates only to the additional residential lots for which rezoning is not required. The estimated traffic increase through the intersection due to this development is 150 vehicle trips per peak hour. This estimate is based on the traffic generating characteristics of existing development within the catchment in the Bay and Basin area that feeds traffic to/from the intersection.

As previously advised, the retail part of the development is expected to contain travel within the local area and would not attract patronage from the direction of Nowra. If anything it would reduce traffic through the intersection by:

- containing shopping trips within the local area as described above, and
- intercepting shopping trips from Ulladulla to Nowra by providing an intermediate opportunity.

To be conservative the analysis has not assumed any reduction in traffic through the intersection due to these occurrences.

The analysis was conducted using the SIDRA intersection analysis program. Results are summarised below on Table 2. Full data reports can be emailed if required. For ease of reference Table 1 sets out standard intersection operation evaluation criteria.

Table 1 – Level of Service Criteria

| Level of Service | Average Delay per Vehicle (secs/veh) | Traffic Signals, Roundabout | Give Way & Stop Signs |
|------------------|---|--|--|
| A | less than 14 | Good operation | Good operation |
| В | 15 to 28 | Good with acceptable delays & spare capacity | Acceptable delays & Spare capacity |
| С | 29 to 42 | Satisfactory | Satisfactory, but accident study required |
| D | 43 to 56 | Operating near capacity | Near capacity & accident study required |
| E | 57 to 70 | At capacity; at signals, incidents will cause excessive delays | At capacity, requires other control mode |
| | | Roundabouts require other control mode | |
| F | > 70 | Extra capacity required | Extreme delay, traffic signals or other major treatment required |

Adapted from RTA Guide to Traffic Generating Developments, 1993.

The results are little different from those provided in the traffic report because for the purpose of this exercise we have added the "development" traffic on top of "background" traffic growth. In the report we analysed only the effects of background traffic growth on the basis that it is new development such as that proposed in Vincentia which produces background traffic growth on a regional road system. Thus the results of the analysis are conservative and most likely represent a time horizon beyond 2016.

The analysis assumed critical gaps for unsignalised right turn movements of 6 seconds with a follow up head way of 3 seconds. Our previous analysis was based on sidra default values of 7.5 and 3 seconds respectively. In retrospect the default values do not appropriately reflect the layout of the intersection which provides and exclusive lane for right turning vehicles to turn into. Accordingly our previous analysis was somewhat pessimistic.

The results in Table 2 indicate that the intersection is currently under stress at level of Service D during holiday peaks (Case 1). Any additional traffic would add to this stress.

The table indicates that signalization of the intersection would be one potential method of overcoming its capacity shortfall.

Ref: 032132101 w Page 2/4

Under Case 3 with normal background traffic growth the intersection would fail (run out of capacity) operating at level of Service F during even normal evening peaks by 2016. Obviously any additional traffic as per Case 4 would not change the situation but the exceedance of capacity would increase.

The Conclusion of this analysis are that:

- there is an inescapable need to upgrade the intersection of the Princes Highway with Jervis Bay Road as a result of normal background growth
- proposed residential development in the proposed Vincentia town centre will not of itself necessitate any works that would not otherwise needed, and
- the proposed rezoning of land to allow retail/commercial development as a replacement for land already zoned but with ecological constraints will if anything reduce traffic through the intersection and hence delay the timing of the need for an upgrade.

Yours sincerely

BonMan

Bruce Masson Director

Ref: 032132101 w

Table 2 – Results of AASidra Analysis

| | | AM | Peak | PM | Peak | Sat 1 | Peak | | ay AM ak | | ay PM eak | | ay Sat eak |
|--|--|----------------------|-------------|----------------------|-------------|----------------------|-------------|----------------------|-------------|----------------------|--------------|----------------------|---------------|
| | | AD | LOS | AD | LOS |
| Case 1 – Existing | Signs – Left turn | 14.0 | B | 27.6 | B | 21.8 | B | 15.3 | B | 39.6 | C | 28.2 | C |
| Traffic Volumes | Signs – Right turn | 16.1 | B | 25.8 | B | 18.3 | B | 19.8 | B | 45.1 | D | 39.4 | C |
| Case 2 – Existing volumes with project | Signs – Left turn | 14.0 | B | 27.6 | B | 22.7 | B | 15.3 | B | 39.6 | C | 28.2 | C |
| | Signs – Right turn | 18.0 | B | 29.2 | C | 19.6 | B | 24.3 | B | 87.8 | F | 86.3 | F |
| | Signals - Overall | 10.9 | A | 12.8 | A | 13.3 | A | 10.4 | A | 14.3 | B | 14.5 | B |
| Case 3 – 2016 Growth | Signs – Left turn | 15.9 | B | 57.7 | E | 35.2 | C | 17.2 | B | >100 | F | 64.1 | E |
| Volumes without | Signs – Right turn | 25.0 | B | >100 | F | 32.1 | C | >100 | F | >100 | F | >100 | F |
| project | Signals - Overall | 10.8 | A | 14.5 | B | 14.4 | B | 12.5 | A | 23.3 | B | 19.3 | B |
| Case 4 – 2016 Growth Volumes with project | Signs – Left turn Signs – Right turn Signals - Overall | 15.9 41.6 12.1 | B C A | 57.7 >100 17.1 | E F B | 35.2 60.8 15.9 | C E B | 17.2 >100 15.1 | B F B | >100 >100 32.3 | F F C | 85.0 >100 22.2 | F F B |

Notes:

- Left turn is left turn out of Jervis Bay Road
 Right turn is right turn out of Jervis Bay Road