

## **APPENDIX C**

### **MOVEMENT SUMMARIES**

## MOVEMENT SUMMARY

### Site: 101 [Schofields Rd/ Junction Rd 2026 Base AM]

P3405

Signals - Fixed Time Isolated Cycle Time = 100 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
<b>South: Pelican Road</b>											
1	L2	211	0.0	0.516	43.1	LOS D	9.2	64.5	0.93	0.81	34.6
2	T1	93	0.0	0.477	47.9	LOS D	4.5	31.4	0.99	0.77	27.1
3	R2	11	0.0	0.099	56.1	LOS D	0.5	3.8	0.97	0.67	31.2
Approach		315	0.0	0.516	45.0	LOS D	9.2	64.5	0.95	0.79	32.5
<b>East: Schofields Road E</b>											
4	L2	3	0.0	0.002	7.0	LOS A	0.0	0.2	0.22	0.57	53.1
5	T1	1310	25.0	0.757	20.3	LOS B	25.8	212.9	0.82	0.74	45.1
6	R2	116	20.0	0.793	60.7	LOS E	6.2	51.0	1.00	0.93	23.0
Approach		1429	24.5	0.793	23.6	LOS B	25.8	212.9	0.83	0.76	42.9
<b>North: Junction Road</b>											
7	L2	162	0.0	0.397	42.0	LOS C	6.9	48.0	0.90	0.79	28.2
8	T1	93	0.0	0.477	47.9	LOS D	4.5	31.4	0.99	0.77	27.1
9	R2	54	0.0	0.485	58.4	LOS E	2.7	19.2	1.00	0.74	24.0
Approach		309	0.0	0.485	46.6	LOS D	6.9	48.0	0.94	0.78	27.0
<b>West: Schofields Road W</b>											
10	L2	1	10.0	0.001	7.4	LOS A	0.0	0.1	0.23	0.56	48.9
11	T1	1336	15.0	0.719	19.5	LOS B	25.1	191.9	0.80	0.72	45.5
12	R2	92	10.0	0.590	56.0	LOS D	4.6	35.0	1.00	0.80	30.9
Approach		1429	14.7	0.719	21.8	LOS B	25.1	191.9	0.81	0.72	44.2
All Vehicles		3482	16.1	0.793	26.8	LOS B	25.8	212.9	0.84	0.75	40.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	50	20.5	LOS C	0.1	0.1	0.64	0.64	
P21	East Stage 1	50	44.3	LOS E	0.1	0.1	0.94	0.94	
P22	East Stage 2	50	44.3	LOS E	0.1	0.1	0.94	0.94	
P3	North Full Crossing	50	8.9	LOS A	0.1	0.1	0.58	0.58	
P41	West Stage 1	50	44.3	LOS E	0.1	0.1	0.94	0.94	
P42	West Stage 2	50	44.3	LOS E	0.1	0.1	0.94	0.94	
All Pedestrians		300	34.4	LOS D			0.83	0.83	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: P:\P3405 Schofields Primary School Alex Avenue TIA\Technical Work\Models\SIDRA\P3405.002M Future Model.sip7

## MOVEMENT SUMMARY

### Site: 101 [Schofields Rd/ Junction Rd 2026 Base PM]

P3405

Signals - Fixed Time Isolated Cycle Time = 105 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
<b>South: Pelican Road</b>											
1	L2	226	0.0	0.516	45.7	LOS D	11.1	77.4	0.95	0.82	33.8
2	T1	107	0.0	0.516	49.8	LOS D	11.1	77.4	0.99	0.78	26.4
3	R2	5	0.0	0.047	58.3	LOS E	0.3	1.8	0.97	0.64	30.6
Approach		338	0.0	0.516	47.2	LOS D	11.1	77.4	0.96	0.81	31.7
<b>East: Schofields Road E</b>											
4	L2	3	0.0	0.002	7.8	LOS A	0.0	0.2	0.25	0.57	52.5
5	T1	1373	25.0	0.836	28.4	LOS B	34.2	282.8	0.87	0.85	41.0
6	R2	168	20.0	0.835	62.7	LOS E	9.6	78.4	1.00	0.96	22.5
Approach		1544	24.4	0.836	32.1	LOS C	34.2	282.8	0.88	0.86	38.7
<b>North: Junction Road</b>											
7	L2	128	0.0	0.278	40.1	LOS C	5.3	37.3	0.85	0.77	28.9
8	T1	113	0.0	0.608	51.8	LOS D	5.9	41.0	1.00	0.80	26.0
9	R2	9	0.0	0.085	58.8	LOS E	0.5	3.2	0.97	0.67	23.9
Approach		250	0.0	0.608	46.1	LOS D	5.9	41.0	0.92	0.78	27.3
<b>West: Schofields Road W</b>											
10	L2	1	10.0	0.001	8.4	LOS A	0.0	0.1	0.27	0.56	48.0
11	T1	1339	15.0	0.762	22.1	LOS B	28.5	217.2	0.83	0.75	44.1
12	R2	142	10.0	0.662	55.8	LOS D	7.3	55.9	1.00	0.83	31.0
Approach		1482	14.5	0.762	25.3	LOS B	28.5	217.2	0.84	0.75	42.4
All Vehicles		3614	16.4	0.836	31.7	LOS C	34.2	282.8	0.88	0.81	38.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	50	22.1	LOS C	0.1	0.1	0.65	0.65	
P21	East Stage 1	50	46.8	LOS E	0.1	0.1	0.94	0.94	
P22	East Stage 2	50	46.8	LOS E	0.1	0.1	0.94	0.94	
P3	North Full Crossing	50	9.9	LOS A	0.1	0.1	0.59	0.59	
P41	West Stage 1	50	46.8	LOS E	0.1	0.1	0.94	0.94	
P42	West Stage 2	50	46.8	LOS E	0.1	0.1	0.94	0.94	
All Pedestrians		300	36.5	LOS D			0.84	0.84	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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## MOVEMENT SUMMARY

### Site: 101 [Schofields Rd/ Junction Rd 2026 With School AM]

P3405

Signals - Fixed Time Isolated Cycle Time = 100 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
<b>South: Pelican Road</b>											
1	L2	258	0.0	0.579	42.2	LOS C	11.3	79.0	0.94	0.82	34.9
2	T1	93	0.0	0.477	47.9	LOS D	4.5	31.4	0.99	0.77	27.1
3	R2	31	0.0	0.278	57.3	LOS E	1.5	10.8	0.99	0.72	30.9
Approach		382	0.0	0.579	44.8	LOS D	11.3	79.0	0.95	0.80	32.9
<b>East: Schofields Road E</b>											
4	L2	3	0.0	0.002	8.7	LOS A	0.0	0.2	0.30	0.58	51.9
5	T1	1310	25.0	0.787	23.6	LOS B	27.8	229.6	0.85	0.79	43.3
6	R2	116	20.0	0.649	55.1	LOS D	5.8	47.6	1.00	0.83	24.3
Approach		1429	24.5	0.787	26.1	LOS B	27.8	229.6	0.86	0.80	41.6
<b>North: Junction Road</b>											
7	L2	162	0.0	0.363	40.0	LOS C	6.7	46.6	0.88	0.79	28.9
8	T1	160	0.0	0.821	54.3	LOS D	8.5	59.8	1.00	0.94	25.3
9	R2	54	0.0	0.485	58.4	LOS E	2.7	19.2	1.00	0.74	24.0
Approach		376	0.0	0.821	48.7	LOS D	8.5	59.8	0.95	0.85	26.5
<b>West: Schofields Road W</b>											
10	L2	1	10.0	0.001	7.4	LOS A	0.0	0.1	0.23	0.56	48.9
11	T1	1336	15.0	0.774	22.2	LOS B	28.0	213.6	0.83	0.76	44.0
12	R2	159	10.0	0.834	60.7	LOS E	8.6	65.6	1.00	0.96	29.8
Approach		1496	14.5	0.834	26.3	LOS B	28.0	213.6	0.85	0.78	41.9
All Vehicles		3683	15.4	0.834	30.4	LOS C	28.0	229.6	0.88	0.80	39.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	50	21.8	LOS C	0.1	0.1	0.66	0.66	
P21	East Stage 1	50	44.3	LOS E	0.1	0.1	0.94	0.94	
P22	East Stage 2	50	44.3	LOS E	0.1	0.1	0.94	0.94	
P3	North Full Crossing	50	9.7	LOS A	0.1	0.1	0.60	0.60	
P41	West Stage 1	50	44.3	LOS E	0.1	0.1	0.94	0.94	
P42	West Stage 2	50	44.3	LOS E	0.1	0.1	0.94	0.94	
All Pedestrians		300	34.8	LOS D			0.84	0.84	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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## MOVEMENT SUMMARY

### Site: 101 [Schofields Rd/ Junction Rd 2026 With School PM]

P3405

Signals - Fixed Time Isolated Cycle Time = 105 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
<b>South: Pelican Road</b>											
1	L2	279	0.0	0.663	52.6	LOS D	16.5	115.4	1.00	0.85	32.0
2	T1	160	0.0	0.663	51.2	LOS D	16.5	115.4	1.00	0.83	25.8
3	R2	5	0.0	0.047	58.3	LOS E	0.3	1.8	0.97	0.64	30.6
Approach		444	0.0	0.663	52.1	LOS D	16.5	115.4	1.00	0.84	30.0
<b>East: Schofields Road E</b>											
4	L2	3	0.0	0.002	9.3	LOS A	0.0	0.3	0.31	0.58	51.4
5	T1	1373	25.0	0.851	31.1	LOS C	35.8	295.8	0.89	0.89	39.9
6	R2	168	20.0	0.775	58.6	LOS E	9.1	74.9	1.00	0.90	23.5
Approach		1544	24.4	0.851	34.0	LOS C	35.8	295.8	0.90	0.89	37.9
<b>North: Junction Road</b>											
7	L2	128	0.0	0.268	39.2	LOS C	5.3	36.8	0.84	0.77	29.2
8	T1	166	0.0	0.894	62.9	LOS E	9.9	69.3	1.00	1.05	23.2
9	R2	9	0.0	0.085	58.8	LOS E	0.5	3.2	0.97	0.67	23.9
Approach		303	0.0	0.894	52.8	LOS D	9.9	69.3	0.93	0.92	25.4
<b>West: Schofields Road W</b>											
10	L2	1	10.0	0.001	8.9	LOS A	0.0	0.1	0.29	0.56	47.5
11	T1	1339	15.0	0.797	24.8	LOS B	31.2	237.9	0.85	0.79	42.7
12	R2	195	10.0	0.844	62.1	LOS E	11.1	84.3	1.00	0.96	29.4
Approach		1535	14.4	0.844	29.6	LOS C	31.2	237.9	0.86	0.81	40.4
All Vehicles		3826	15.6	0.894	35.8	LOS C	35.8	295.8	0.90	0.85	36.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	50	22.7	LOS C	0.1	0.1	0.66	0.66	
P21	East Stage 1	50	46.8	LOS E	0.1	0.1	0.94	0.94	
P22	East Stage 2	50	46.8	LOS E	0.1	0.1	0.94	0.94	
P3	North Full Crossing	50	10.3	LOS B	0.1	0.1	0.60	0.60	
P41	West Stage 1	50	46.8	LOS E	0.1	0.1	0.94	0.94	
P42	West Stage 2	50	46.8	LOS E	0.1	0.1	0.94	0.94	
All Pedestrians		300	36.7	LOS D			0.84	0.84	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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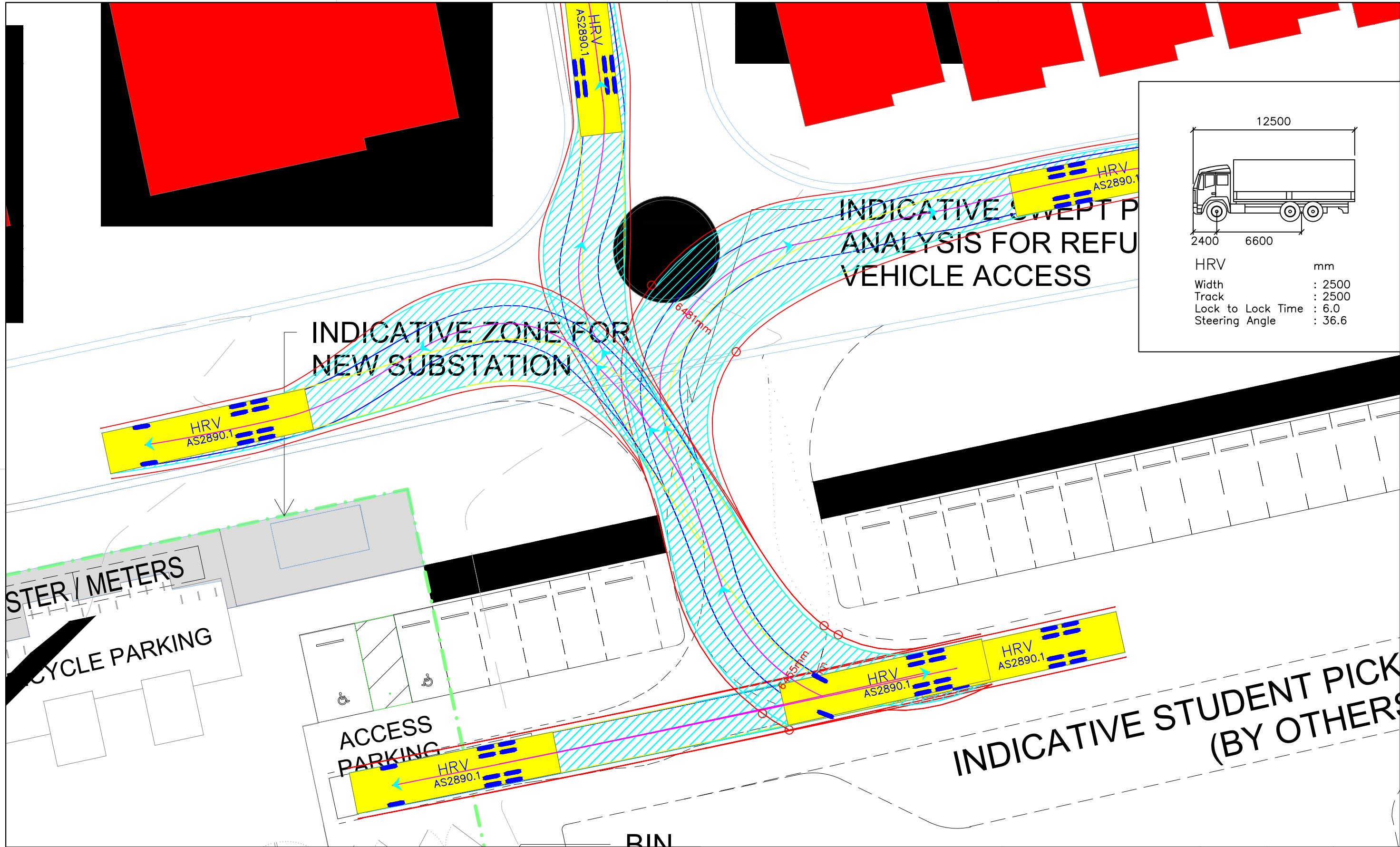
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## **APPENDIX D**

### **SWEPT PATHS**



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**Sydney**  
Studio 203, 3 Gladstone Street, Newtown NSW 2042.  
P: (02) 9557 6202

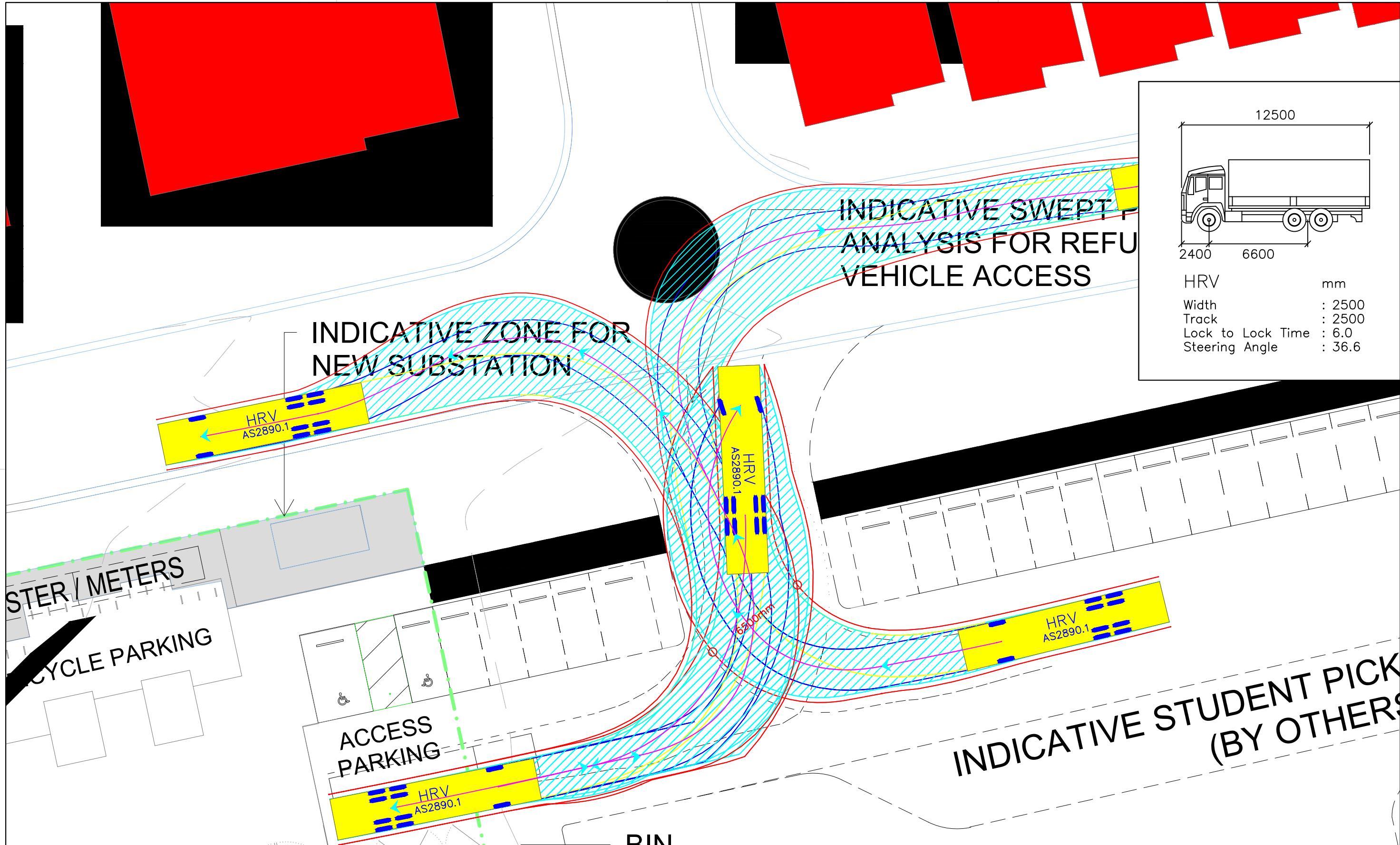
Issue	REVISIONS Revisions/Descriptions
001	Swept Path Analysis
002	Swept Path Analysis

- RIN

## Scale @ A3

10 Project Alex Avenue Public School  
1:200 Schofields  
Traffic Impact Assessment

	Design J.Y	Drawn J.Y	Checked A.G
	<b>FOR INFORMATION ONLY</b>		Date 17.01.2019
	Project Number P3405	Sheet Number 1	Issue 002



**BITZIOS**  
consulting  
traffic engineering ■ transport planning

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**Sydney**  
Studio 203, 3 Gladstone Street, Newtown NSW 2042.  
P: (02) 9557 6202

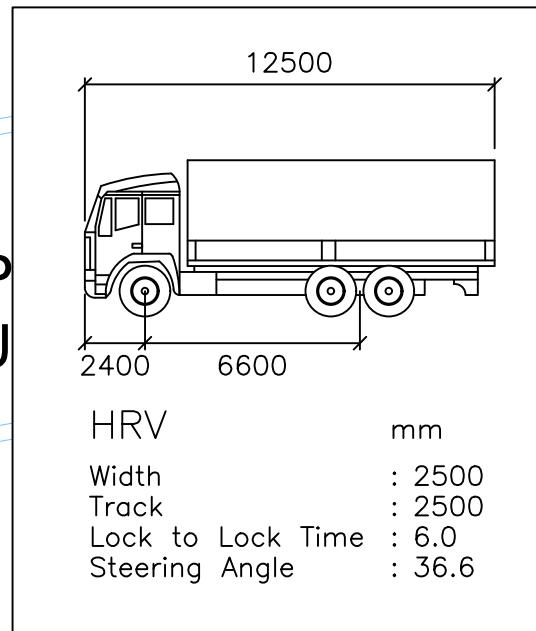
- B1N

A horizontal scale bar representing the A3 paper size. It features a blue line with tick marks and numerical labels from 0 to 10 in increments of 2. The text "Scale @ A3" is positioned to the left of the scale.

The image features a large, bold, black, sans-serif font watermark that reads "INDICATIVE STUDENT PICK (BY OTHERS)". The text is oriented diagonally from the bottom-left towards the top-right. In the background, there is a graphic representation of a map or diagram. It includes a yellow rectangular area with the label "AJ2" in blue. A red line runs diagonally across the upper portion of the yellow area. There are also some blue and white striped regions and other dashed lines, suggesting a technical or geographical drawing.

1:200	Project Alex Avenue Public School Schofields Traffic Impact Assessment	Design J.Y	Drawn J.Y	Checked A.G
		<b>FOR INFORMATION ONLY</b>		Date 17.01.2019
	Title Swept Path Analysis HRV (Design Refuse Vehicle) Reverse towards bins	Project Number P3405	Sheet Number 2	Issue 002

# INDICATIVE SWEPT PATH ANALYSIS FOR REFUGEE VEHICLE ACCESS



# INDICATIVE ZONE FOR NEW SUBSTATION

DEGREES METERS

NO PARKING

**ACCES**

# INDICATIVE STUDENT PICK (BY OTHERS)

RIN

REVISIONS		
	Issue	Revisions/Descriptions
e, Robina QLD 4226.	001	Swept Path Analysis
n.au	002	Swept Path Analysis
street, Spring Hill 4000.		
om.au		
et, Newtown NSW 2042.		

Scale @ A3

ANSWER

For more information about the study, please contact the study team at 1-800-258-4263 or visit [www.cancer.gov](http://www.cancer.gov).

— 1 —

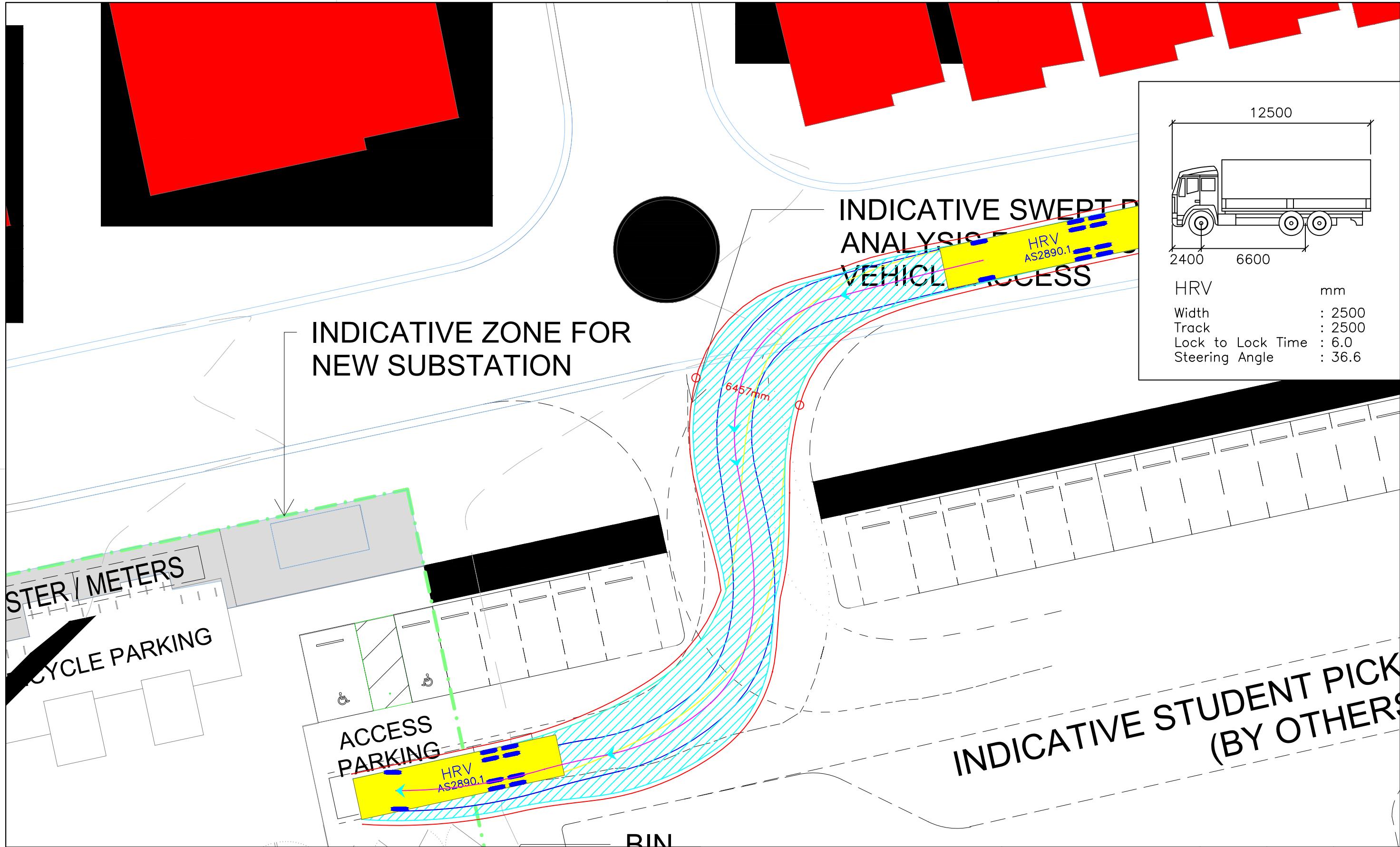
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00 Project Alex Avenue Public School  
Schofields  
Traffic Impact Assessment

Title	Swept Path Analysis HRV (Design Refuse Vehicle) Left Out
-------	--

	Design J.Y	Drawn J.Y	Checked A.G
<b>FOR INFORMATION</b>			Date 17-01-2012

ONLY	17.01.2019
Project Number	Sheet Number



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**Sydney**  
Studio 203, 3 Gladstone Street, Newtown NSW 2042.  
P: (02) 9557 6202

- RIN

Scale @ A3

# INDICATIVE STUDENT PICK (BY OTHERS)

1:200	Project Alex Avenue Public School Schofields Traffic Impact Assessment	Design J.Y	Drawn J.Y	Checked A.G
		<b>FOR INFORMATION ONLY</b>		Date 17.01.2019
	Title Swept Path Analysis HRV (Design Refuse Vehicle) Left In	Project Number P3405	Sheet Number 4	Issue 002

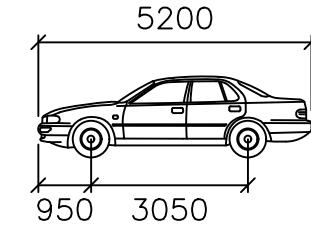


# INDICATIVE ZONE FOR NEW SUBSTATION

A graphic element featuring a green line at the top, followed by several white dashed lines. The word "STER / METERS" is written in large, bold, black capital letters across the middle. Below it, the words "E PARKING" are written in a large, bold, black font. The entire graphic is set against a light grey background.

**FOOTPATH**

# BIN ENCLOSURE



B99	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

# INDICATIVE STUDENT PICK (BY OTHERS)

**BITZIOS**  
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**Sydney**  
Studio 203, 3 Gladstone Street, Newtown NSW 2042.  
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A horizontal scale bar with numerical markings at 0, 2, 4, 6, 8, and 10. The bar is labeled "Scale @ A3" on its left side.

Table 1. Summary of the main characteristics of the four groups of patients.

Project	Alex Avenue Public School Schofields Traffic Impact Assessment
Title	Swept Path Analysis B99 Design Vehicle PWD Spaces - Reverse Out

	Design	Drawn	Checked
	J.Y	J.Y	A.G
	FOR INFORMATION ONLY		Date
			17.01.2019
Project Number	Sheet Number	Issue	
P3405	6	002	

# INDICATIVE ZONE FOR NEW SUBSTATION

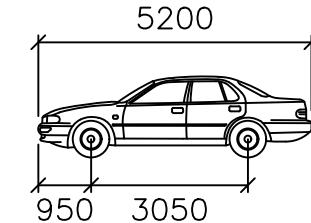
PARKING

~~ACCESS~~

**ACCESS**

# - BIN ENCLOSURE

**FOOTPATH**



B99	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

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**Sydney**  
Studio 203, 3 Gladstone Street, Newtown NSW 2042.  
P: (02) 9557 6202

Date  
12.2018  
01.2019

Scale @ A3

Project	Alex Avenue Public School Schofields Traffic Impact Assessment
00	

Design	Drawn	Checked
J.Y	J.Y	A.G

Date 17.01.2019

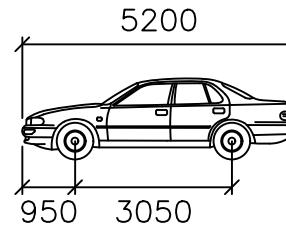
ONLY	11.01.2015
Project Number	Sheet Number

# INDICATIVE ZONE FOR NEW SUBSTATION

A diagram illustrating a site plan. It features a yellow polygon representing a building footprint. From the top-left corner of this footprint, two red lines extend downwards and to the right, representing access roads. From the bottom-right corner, a blue line extends upwards and to the left. A large green area to the right of the footprint is labeled "ACCESS" at the top and "PARKING" at the bottom. The word "EAST" is written vertically along the right edge of the green area.

# BIN ENCLOSURE

**FOOTPATH**



B99	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

# INDICATIVE STUDENT PICK (BY OTHERS)

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A horizontal scale bar labeled "Scale @ A3" at the bottom left. The scale ranges from 0 to 10 with major tick marks every 2 units (0, 2, 4, 6, 8, 10). A solid blue horizontal line extends from the 1 mark to the 10 mark, indicating a value of 10.

ANSWER

Project	Alex Avenue Public School Schofields Traffic Impact Assessment
Title	Swept Path Analysis B99 Design Vehicle PWD Spaces - Forward Out

Date 17.01.2019

**ONLY**

P3405 | 8 | 002