

Ref: 20/152

22nd September 2020

Coastal Design Link
203 Terrigal Drive
TERRIGAL NSW 2260

Attention: - Rod Wall

Dear Rod,

RE: Traffic Impact Assessment Review – Kariong Sand and Soil Supplies Development and Light Industrial Subdivision Development – 90 and 83 Gindurra Road, Somersby

As requested by Mr. Roger Kennard I have reviewed the two Seca Solution traffic impact reports for these separate developments and raise the following concerns regarding the reports.

1. Queuing of vehicles on the road network. In the Kariong Sand and Soil report there is a general statement that vehicles will arrive once every 5 minutes therefore two queuing spaces should be enough, but they do not prove it. No detail on service times or length of stays for vehicles or the internal capacity of the site to cater for vehicles has been provided. Also in a peak hour there will actually be a vehicle arriving every 3 minutes (21 vtph) so the report has not addressed peak hour traffic from a queuing perspective and the queue lengths could be predicted using queuing theory to determine if there is enough queuing area on the site such that queuing trucks will not impede traffic on Gindurra Road. Therefore I am of the opinion the report does not prove there is enough queuing space on-site.
2. The traffic data used for the traffic assessment is 5 years old. For an important development like this current traffic data should be used. Whilst it is understood undertaking traffic counts in June and July this year would have resulted in reduced traffic volumes due to the impacts of COVID 19 and the requirement to isolate as much as possible. However traffic volumes are now considered to be close enough to pre COVID volumes for traffic counting to recommence. Given the amount and type of traffic generated by this development I would have thought Council and TfNSW should be requiring that updated traffic counts be used in this assessment.
3. I am not sure that the measures to stop vehicles heading through the rural residential area to the east is sufficient. At the moment they are only suggesting signposting at the access. I think new load limit signs and enforcement should occur to the east of the site and the development should ensure all heavy vehicle drivers using the site are aware of and sign off on a driver code of conduct for the development.

4. Both traffic impact reports do not appear to have considered the cumulative impacts of other development in the area, not the least being the cumulative impacts of traffic from the other development. Whilst they consider the impacts of their own traffic generation at least one of the reports should consider the impacts of the combined traffic from both developments. This has not been done and given the same consultant was used for each report it would have been easy for this to be done.
5. It is noted that the Sidra modelling was done for 2017 traffic, yet the report was dated July 2020. It is my opinion that the modelling should have been undertaken for 2020 conditions including the cumulative impacts of both developments. While this is unlikely to have a major impact on the operation of the Wiseman's Ferry Road / Gindurra Road roundabout it may not be the case with the Central Coast Highway / Wiseman's Ferry Road traffic signals where an overall LoS C already exists.
6. Further it is usual to undertake traffic impact assessments over a horizon period of 10 years and as such Sidra modelling of at least the Central Coast Highway / Wiseman's Ferry Road traffic signals for the 2030 traffic conditions including the development traffic from both developments should have been undertaken as part of the traffic assessments for both developments.

Should you require further information or clarification please do not hesitate to contact me on 0423 324 188.

Yours sincerely



Jeff Garry
Director
Intersect Traffic