

24 June 2024

229044

The Village Building Company
Argyle Corner
92 Hoskins Street
Mitchell ACT 2911

Attention George Danassis

Rutledge Street

Response to Traffic for NSW TIA Comments

Dear George,

Please find TTW's responses addressing the Traffic for NSW comments on the Traffic Impact Assessment for the proposed development at Rutledge Street Queanbeyan, dated 28th March 2023. This statement of response is to be read in conjunction with TTW's Traffic Impact and Parking Assessment – Revision D, dated 15th May 2023.

- TTW notes that the SIDRA modelling undertaken as part of the TIA was calibrated by ensuring that the 95th percentile queuing distances from the SIDRA modelled aligned with the observed queueing distances observed onsite. Refer to Section 5.4 of the TIA for more information.
- In reference to the daily trip generation, TTW notes that the generation rates were updated within Revision D of the TIA to reflect the maximum generation rate provided within the TDT2013 04a, refer to Section 5.2 of Revision D to the TIA. No noticeable change to the Peak AM traffic was noted, and only minor impact in the evening peak noted. There were no level of service changes due to the change in generation.
- As noted in Section 5.2 of the TTW's TIA Revision D, the per unit trip rate is skewed by developments where there are little to no 1-bedroom units present. Based on the per bedroom to per unit ratio, the average bedroom number for the surveyed level is 3 bedrooms, the Rutledge Street development has an average of 1.86 bedrooms per unit, therefore a per bedroom rate has been adopted. The per bedroom ratio of similar sized developments within the surveyed developments was 0.21 peak trips per bedroom, slightly lower than modelled generation rate.

Further to this, if the per unit trip generation rate was used, this would result in a total of 47 extra vehicles in the morning peak hour, which results in a 2.1% increase in traffic at the Rutledge Street and Crawford Street intersection as the most impacted intersection, by the time traffic reached the Monaro Street intersections, it will be 0.5% of total traffic. This is seen as having a negligible impact on the critical intersections around the proposed development.

- As noted in Section 5.2 of TTW's TIA Revision D, based on the location of the development, it is not anticipated that a significant number of vehicle trips will be made specifically to any cafe in the morning, with most usage coming from the offices, residences and businesses in the surrounding area, which would all be in walking distance.
- The assessment of the peak traffic as a percentage of the total traffic in the AM does not consider that restaurant/cafe generation rates skew the peak percentages against the total. When looking at the commercial office tenancies, the peak generation is at 15% for peak AM and 11.5% for peak PM, and the residential generation is just under 10% for traffic generation, which is aligned with the existing case.

- Traffic distribution diagrams have been added to Section 5.3 of TTW's TIPA Revision D.
- The electronic copy of the SIDRA model can be provided to the Council on request.
- It is noted within Section 5.4 and Section 5.5 of TTW's TIPA that there is no loss in LoS due to the proposed development at any of the surrounding intersections, so any upgrades being considered by Council would not be required for the sake of the proposed development.

TTW trusts that the above comments address the concerns outlined within the TfNSW comments.

Should you require anything further please contact the undersigned.

Yours faithfully,
TTW (ACT) PTY LTD

A handwritten signature in black ink, appearing to be 'Ross Costello', written in a cursive style.

Ross Costello
Senior Civil Engineer