Traffic Engineering

109 Old Peterborough Road, Peterborough

Proposed Residential Subdivision (57 lots)

Traffic Impact Assessment

Contents

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1 Introduction and Scope

TTM Consulting (Vic) Pty Ltd has been engaged by the Applicant to prepare a Traffic Impact Assessment to accompany the Planning Application for the Proposed Residential Subdivision (57 lots) at 109 Old Peterborough Road, Peterborough.

TTM Consulting reviews the traffic implications of the proposal and provides the necessary assessment as required.

TTM Consulting considers the proposal to be appropriate from a traffic engineering perspective and warrants provision of the sought planning permit subject to conditions.

Record

No.	Author	Reviewed/Approved	Description	Date
1.	[redacted]	[redacted]	TIA: Original Issue	07/03/2024
2.	[redacted]	[redacted]	TIA: Amended Issue	09/04/2024

2 Existing Conditions

2.1 The Site

The site at 109 Old Peterborough Road, Peterborough is approximately 1km north of B100 (Hamilton Street/Great Ocean Road), 41km south-east of Warrnambool and 12km west of Port Campbell.

The site location in the context of the surrounding road network is shown in Figure 1.

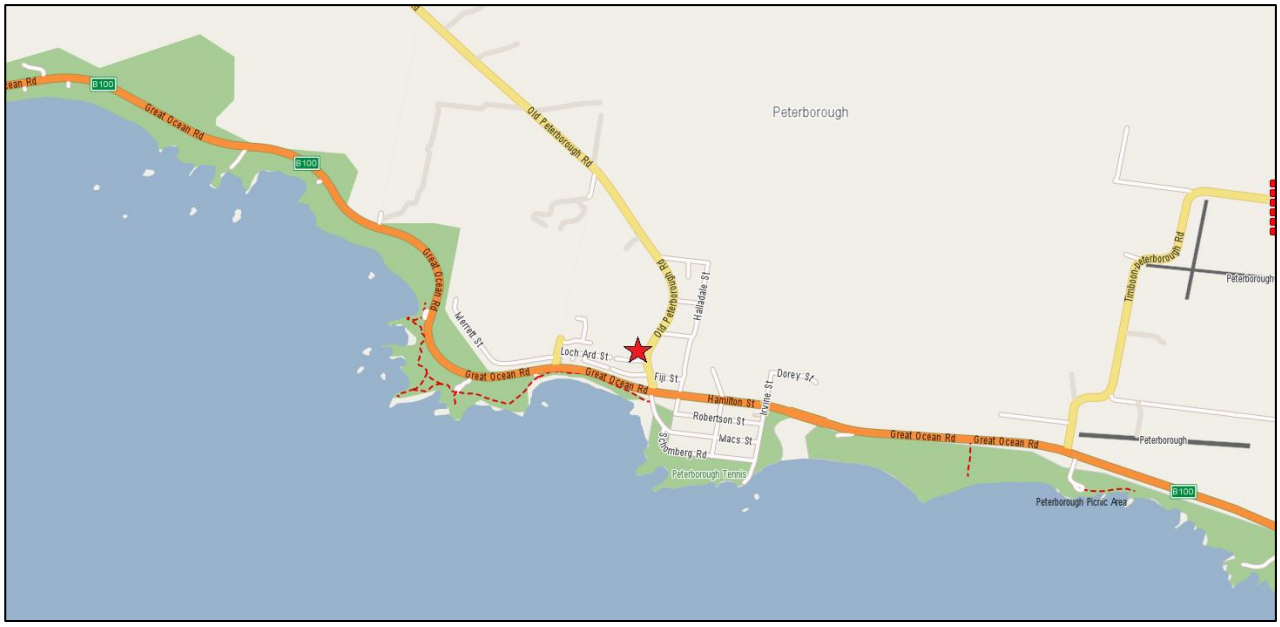


Figure 1: Site Locality Map (Source: Street-Directory)

The site is zoned as a General Residential Zone – Schedule 1 in the Moyne Planning Scheme and is surrounded by General Residential and Farming Zone.

Figure 2: Planning Zone of Site (Source: VicPlan)

The site is currently vacant as shown in the aerial image below.

Figure 3: Aerial Image of Site (Source: NearMap)

2.2 Adjacent Road Network

Old Peterborough Road is a local road under the jurisdiction of Moyne Shire Council. The road consists of an approximately 6.0 metres wide single, two-way, two-lane carriageway. There is a sealed pedestrian footpath along the eastern side of the road reservation. The posted speed limit is 60 kph directly in front of the site.

Figure 4: Old Peterborough Road (Facing North)

Great Ocean Road/Hamilton Street (B100), 1km south of the site, is a Transport Zone 2 (TRZ2) which is part of the Principal Road Network and is under the jurisdiction of Department of Transport and Planning (DTP). The road consists of an approximately 6.4 metres wide single, two-way, two-lane carriageway. The posted speed limit is 60 kph.

Figure 5: Great Ocean Road (facing west)

The intersection at Old Peterborough Road/Great Ocean Road/Macs Street consists of Auxiliary Right-Turn (AUR) lanes and Basic Left Turn (BAL) lanes on Great Ocean Road in each of the westbound and eastbound directions.

Figure 6: Old Peterborough Road / Great Ocean Road Intersection

3 The Proposal

The Applicant proposes a residential subdivision into 57 lots (between 600 square metres and 1,244 square metres per lot).

Vehicle access is proposed as follows:

- Main Access to Lot 3-51 and Lot 52-57.
- Dual vehicle crossing to Lot 1 and 2.
- Single vehicle crossing to Lot 50.

A copy of the proposed subdivision is attached in Appendix A and shown in the following figure.

Figure 7: Proposed Subdivision Plan

4 Traffic Generation and Impacts

4.1 Traffic Count Methodology

TTM has access to the most modern traffic counting systems available which have been utilised as part of this assessment. Counts conducted for this project were undertaken using high definition cameras to capture all (includes through and turning) movements at the intersections. Software is then used to record the direction of each movement, classify the vehicle (8 classifications are available) and time stamp each movement providing the outputs that are attached in Appendix B.

4.2 Existing Traffic at Old Peterborough Road/B100/Macs Street

TTM Consulting (Vic) Pty Ltd has undertaken a PM peak period traffic count at Old Peterborough Road/Great Ocean Road/Macs Street on Wednesday, February 28th, 2024, from 2:00pm to 6:00pm.

Figure 8: Traffic Count Site #1

The PM peak hour was recorded to be 2:00pm to 3:00pm with the following peak hour traffic volumes. Further details of the traffic counts are available in Appendix B.

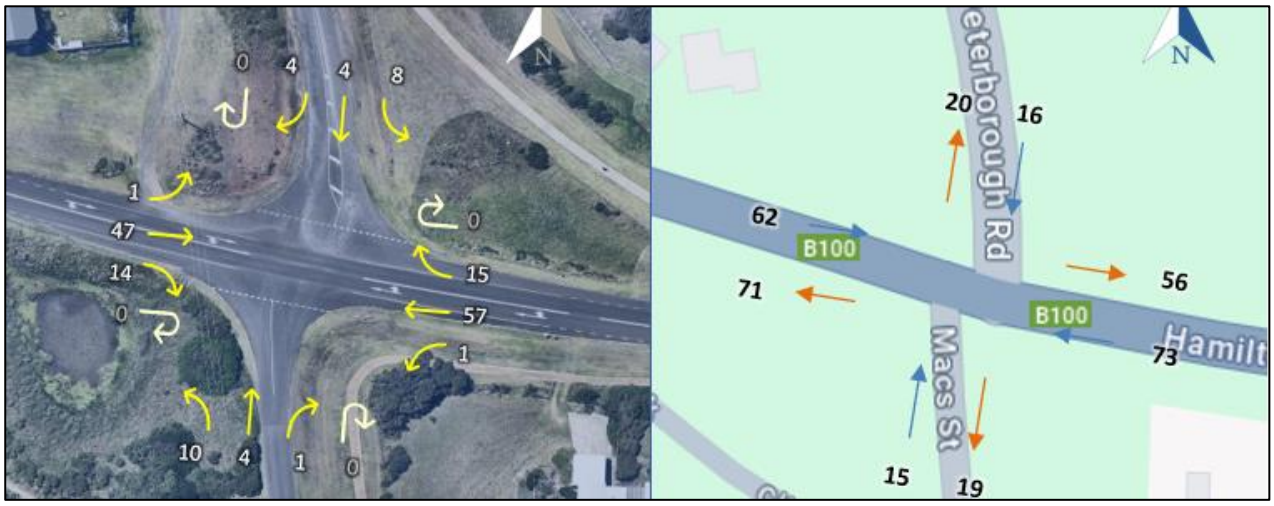


Figure 9: Recorded PM Peak Hour of Old Peterborough Rd / Great Ocean Rd / Macs St - Wednesday, Feb 28th 2024

Old Peterborough Road and Great Ocean Road carried 36 and 133 two-way peak hour movements respectively.

It is anticipated that the AM peak hour would generate similar volumes except in the opposite direction and is presented in the following figure.

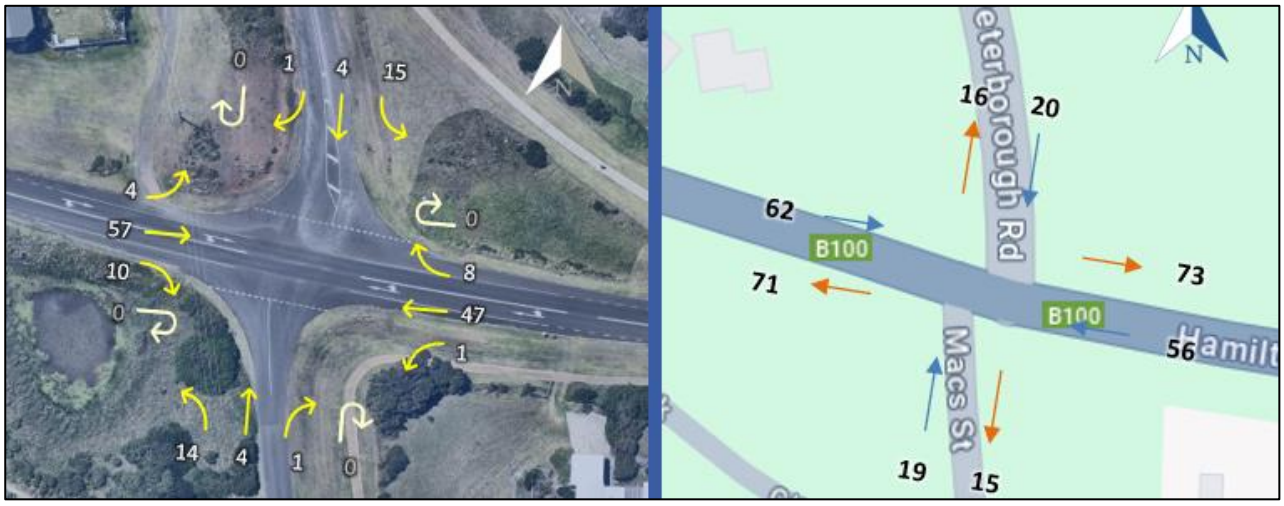


Figure 10: Anticipated AM Peak Hour of Old Peterborough Rd / Great Ocean Rd/ Macs St

The existing daily traffic volumes are estimated to be ten times the recorded peak hour traffic. Therefore, it is anticipated that Old Peterborough Road and Great Ocean Road carry 360 and 1,330 two-way daily movements respectively.

4.3 Anticipated Traffic Generation of Proposed Subdivision

TTM Consulting has undertaken a PM peak period traffic count at Macgillivray Road/Great Ocean Road, 500 metres west of Old Peterborough Road, on Wednesday, February 28th, 2024, from 2:00pm to 6:00pm.

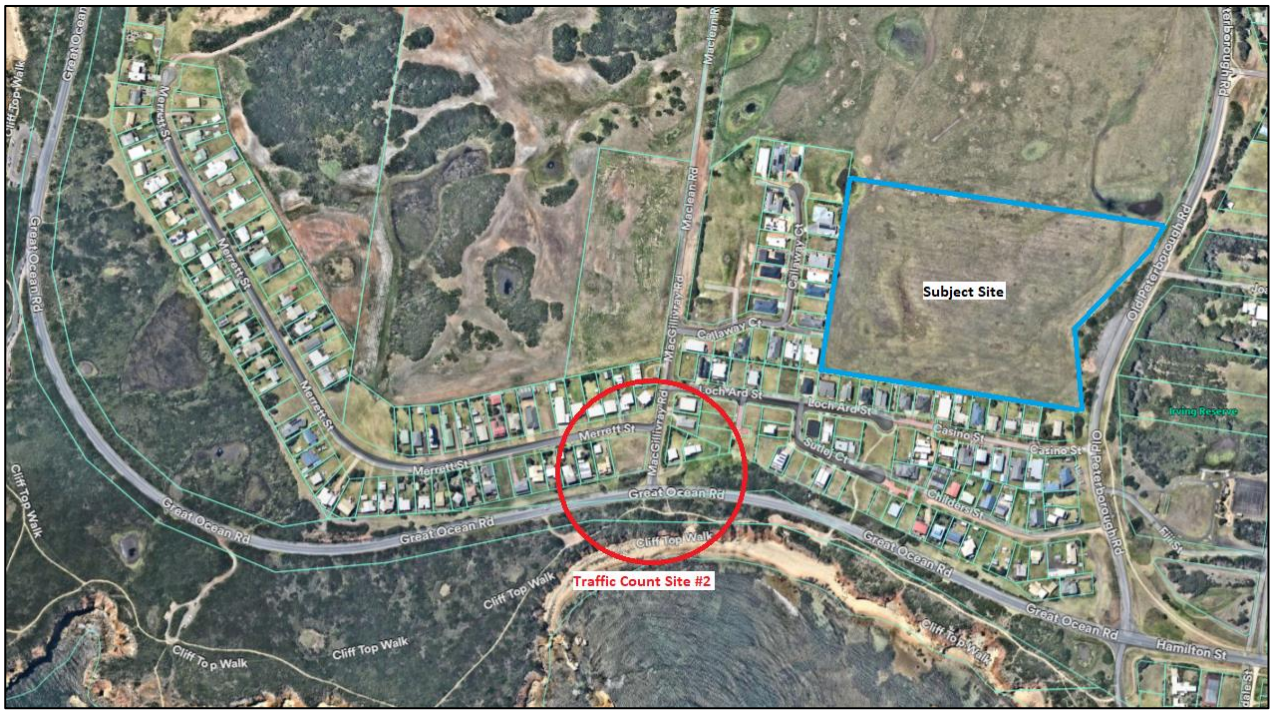


Figure 11: Traffic Count Site #2

The PM peak hour was recorded to be 3:30pm to 4:30pm with the following peak hour traffic volumes. Further details of the traffic counts are available in Appendix B.

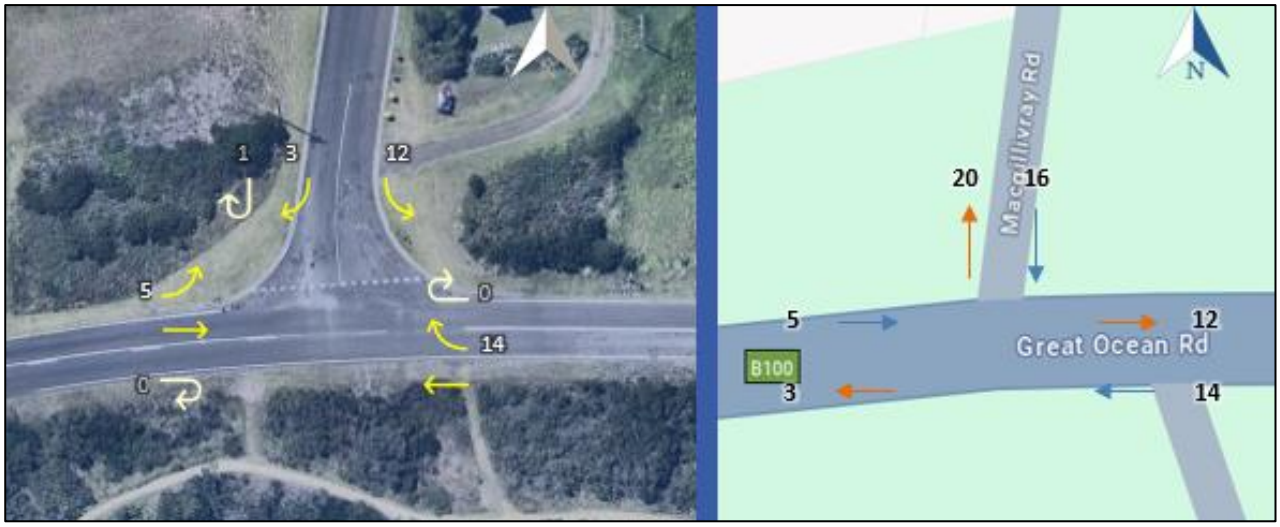


Figure 12: PM Peak Hour of Great Ocean Rd / Macgillivray Rd - Wednesday, Feb 28th, 2024 (3:30pm – 4:30pm)

Macgillivray Road carried 36 peak hour two-way movements.

TTM Consulting inspected Macgillivray Road, noting that it provides access to a total of 113 dwellings, of which there are 30 permanent residential dwellings and 83 holiday dwellings.

Table 1: Residential and Holiday Homes on Macgillivray Road

Street	No. of Dwellings	No. of Permanent Residential Dwellings	No. of Holiday Dwellings
Callaway Ct	19	4	15
Loch Ard St	20	6	14
Sutej Ct	7	2	5
Merrett St (south)	27	6	21
Merrett St (north)	40	12	28
Total	**113**	**30**	**83**

Assuming the traffic generation of the holiday dwellings was zero (0), which is conservative, the peak hour traffic generation rate would be equivalent to 0.83 vehicles per hour per dwelling with 56% inbound and 44% outbound movements. It is anticipated that the AM peak hour would generate similar volumes.

These rates are higher than the RTA publication '*Guide to Traffic Generating Developments – Updated Traffic Surveys'*, August 2013 (TDT 2013/03a), which are 0.71-0.78 vehicles per hour per dwelling, and is therefore conservative.

Based on 57 lots and applying the rate of 0.83 vehicles per hour per dwelling, the proposed subdivision is anticipated to generate 47 two-way peak hour movements.

Daily traffic is estimated to be 10 times the peak hour traffic, which is equivalent to 470 daily movements.

4.4 Anticipated Peak Hour Traffic Distribution

Traffic distribution is generally 20% inbound and 80% outbound during the AM peak hour. The traffic distribution of 56% inbound and 44% outbound will be used for the PM peak hour as was observed in the TTM traffic count. It is unlikely traffic will be distributed north of the site on Old Peterborough Road, and therefore all traffic is estimated to travel via the Great Ocean Road (south of the site).

TTM Consulting estimates the peak hour traffic generation from the proposal will be distributed as follows.

Figure 13: Estimated AM Peak Hour Traffic Generation

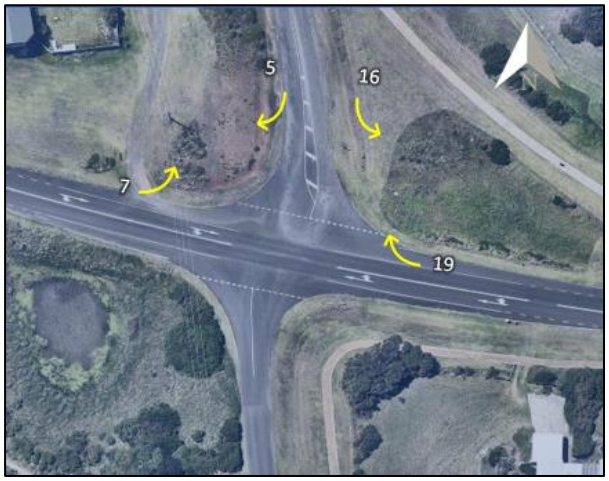


Figure 14: Estimated PM Peak Hour Traffic Generation

In summary the post-development peak hour traffic at Old Peterborough Road/Great Ocean Road/Macs Street intersection is anticipated to be as follows.

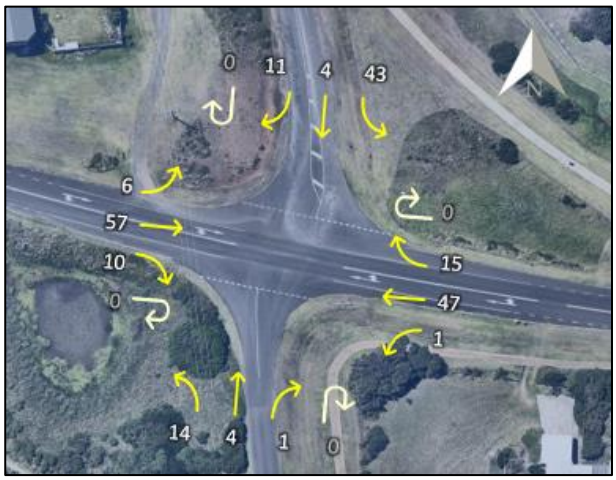


Figure 15: Est. AM Peak Hour Traffic Post-Development

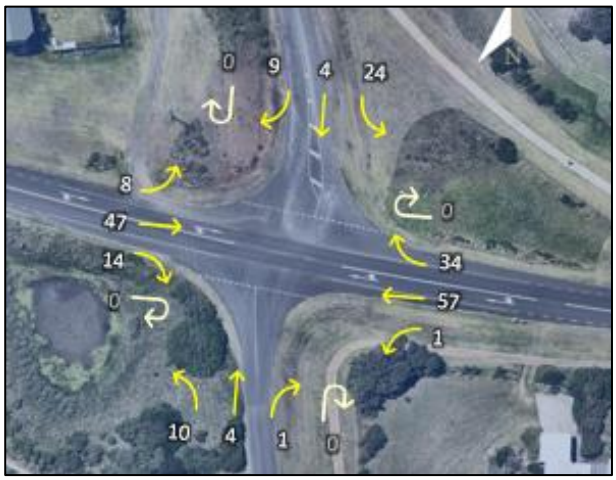


Figure 16: Est. PM Peak Hour Traffic Post-Development

4.5 AustRoads Standards (Warrants for Turn Treatments)

Figure 3.25 of AustRoads Guide to Traffic Management: Part 6 (2020) provides warrants for turn treatments.

The critical assessment is the right-turn into Old Peterborough Road during the PM peak hour, which generates the most turning movements. The posted speed limit on Great Ocean Road is 60 kph.

The following chart indicates that only a Basic Left (BAL) and Right Turn (BAR) is warranted for the Great Ocean Road for turning movements into Old Peterborough Road. Great Ocean Road already has BAL and AUR treatments, and therefore the existing turn treatments remain satisfactory post-development. The traffic impacts of the proposal are appropriate from a traffic engineering perspective.

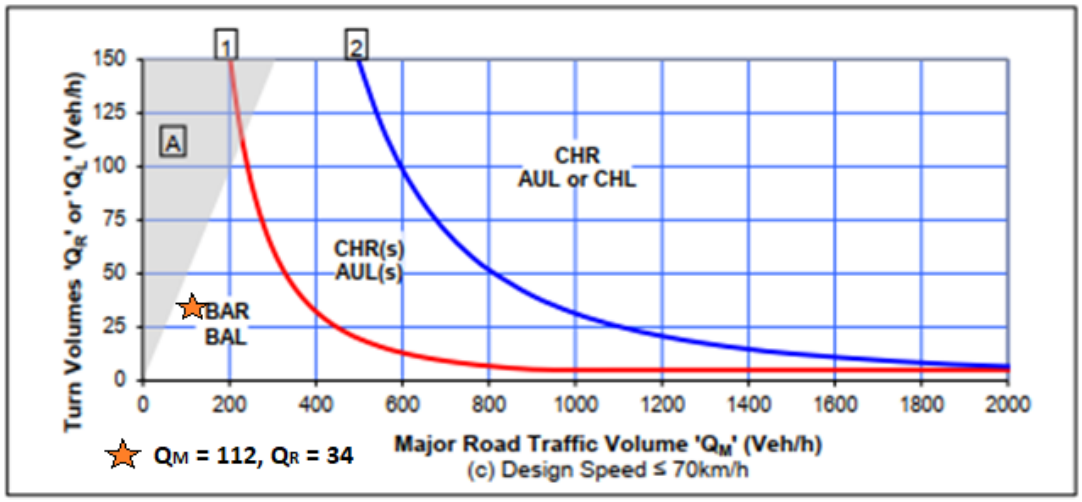


Figure 17: AustRoads Turn Treatment Warrants Chart (Figure 3.25 of AGTM Part 6)

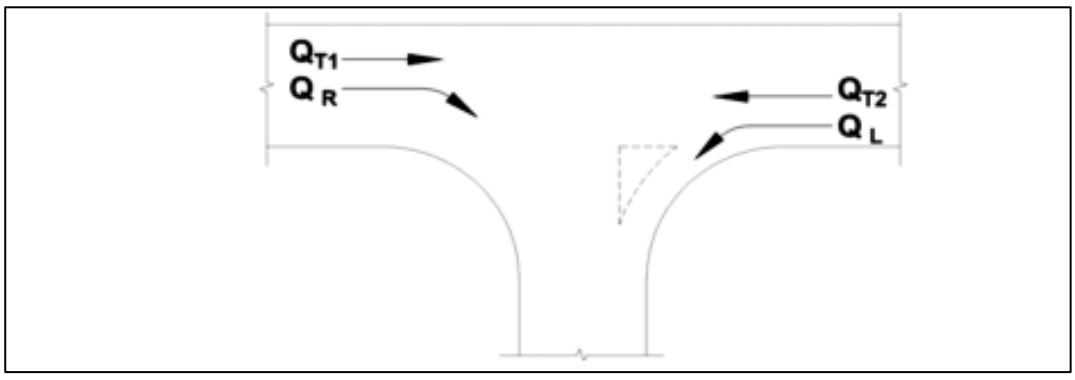
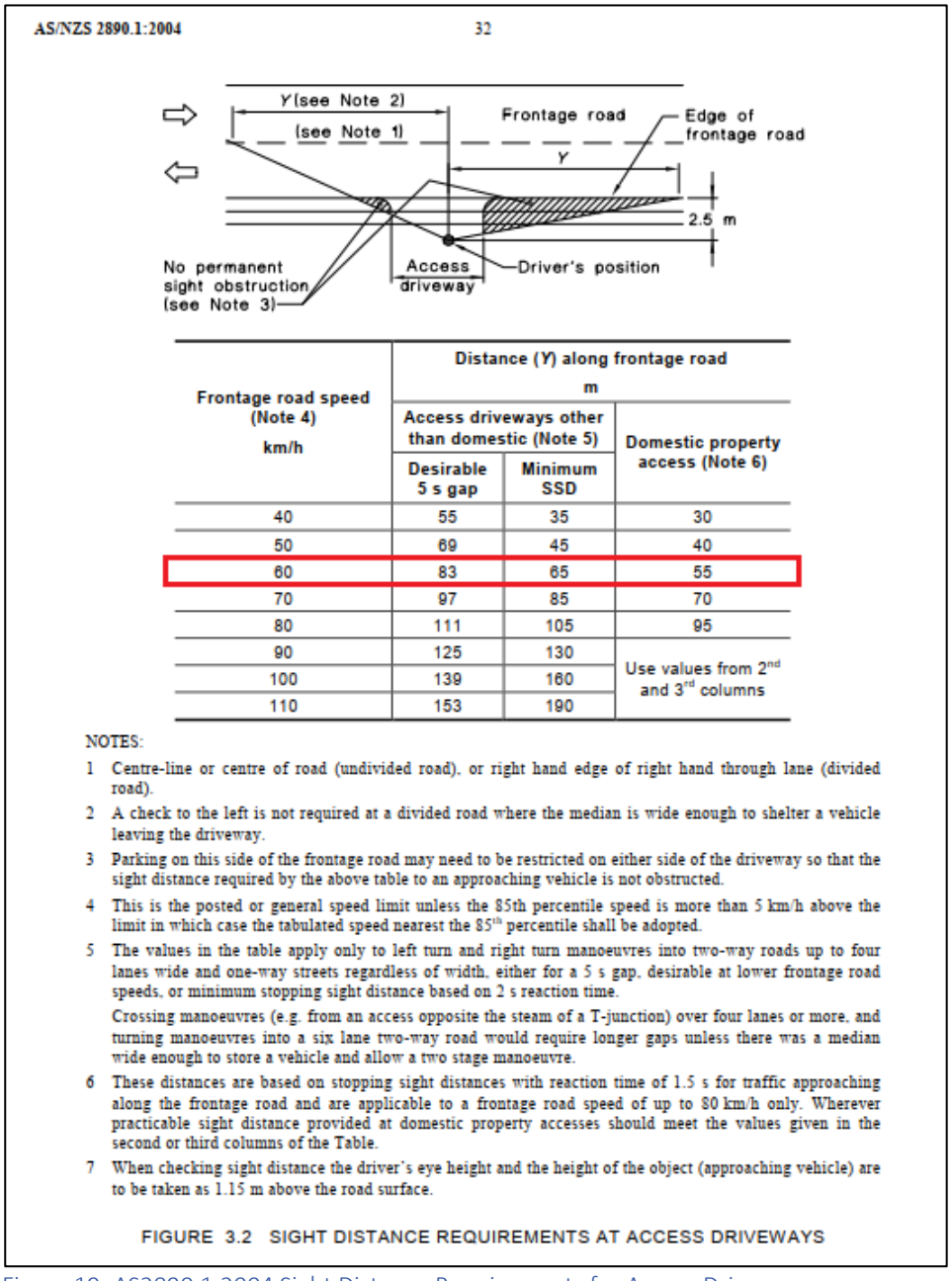


Figure 18: Calculation of the Major Road Traffic Volume (Q_M)

5 Assessment of External Access

5.1 Sight Distance Requirements at Access Driveways

Access driveways need to be located so that there is adequate sight distance to traffic along the frontage road in accordance with AS2890.1:2004 requirements.



AS/NZS 2890.1:2004 32

Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

NOTES:

1 Centre-line or centre of road (undivided road), or right hand edge of right hand through lane (divided road).

2 A check to the left is not required at a divided road where the median is wide enough to shelter a vehicle leaving the driveway.

3 Parking on this side of the frontage road may need to be restricted on either side of the driveway so that the sight distance required by the above table to an approaching vehicle is not obstructed.

4 This is the posted or general speed limit unless the 85th percentile speed is more than 5 km/h above the limit in which case the tabulated speed nearest the 85th percentile shall be adopted.

5 The values in the table apply only to left turn and right turn manoeuvres into two-way roads up to four lanes wide and one-way streets regardless of width, either for a 5 s gap, desirable at lower frontage road speeds, or minimum stopping sight distance based on 2 s reaction time.

Crossing manoeuvres (e.g. from an access opposite the steam of a T-junction) over four lanes or more, and turning manoeuvres into a six lane two-way road would require longer gaps unless there was a median wide enough to store a vehicle and allow a two stage manoeuvre.

6 These distances are based on stopping sight distances with reaction time of 1.5 s for traffic approaching along the frontage road and are applicable to a frontage road speed of up to 80 km/h only. Wherever practicable sight distance provided at domestic property accesses should meet the values given in the second or third columns of the Table.

7 When checking sight distance the driver's eye height and the height of the object (approaching vehicle) are to be taken as 1.15 m above the road surface.

FIGURE 3.2 SIGHT DISTANCE REQUIREMENTS AT ACCESS DRIVEWAYS

Figure 19: AS2890.1:2004 Sight Distance Requirements for Access Driveways

5.1.1 Main Access

TTM Consulting has recorded the following sight distances for the main access and is satisfactory.

- Facing South 175 metres (Satisfied)
- Facing North 260 metres (Satisfied)

Figure 20: Old Peterborough Road (Facing South – 175 metres)

Figure 21: Old Peterborough Road (Facing North – 260 metres)

5.1.2 Access to Lot 50

TTM Consulting has recorded the following sight distances for Lot 50 access and is satisfactory.

- Facing South 210 metres (Satisfied)
- Facing North 83 metres (Satisfied)

Figure 22: Lot 50 Sight Distance (Facing North)

Figure 23: Lot 50 Access Sight Distance (Facing South)

5.1.3 Access to Lot 1 & 2

TTM Consulting has recorded the following sight distances for Lot 1 & 2 access and is satisfactory.

- Facing South 145 metres (Satisfied)
- Facing North 290 metres (Satisfied)

Figure 24: Lot 1 & 2 Access Sight Distance (Facing South)

Figure 25: Lot 1 & 2 Access Sight Distance (Facing North)

5.2 Pedestrian Access to Site

TTM Consulting recommends pedestrian connection between the site and the existing pedestrian footpath on the eastern side of Old Peterborough Road. TTM Consulting has prepared a concept layout plan and is attached in Appendix C showing the recommended pedestrian facilities to be satisfactory from a traffic engineering perspective. This can be conditioned on the Planning Permit.

5.3 Vehicle Access to Site

TTM Consulting has prepared a concept layout plan and is attached in Appendix C showing the recommended design of the vehicle crossings to be satisfactory from the a traffic engineering perspective. This can be conditioned on the Planning Permit.

The swept path diagrams prepared by TTM Consulting and attached in Appendix D demonstrate that a 'B99 vehicle' from AS2890.1:2004 and 'Medium Rigid Vehicle' from AS2890.2:2018 successfully enter and exit the site access points with adequate manoeuvering space. Vehicle access to the site is satisfactory from a traffic engineering perspective.

6 Assessment of Internal Access

6.1 Proposed Street Form

The Applicant has provision for the following street form for the internal roads, which includes a 7.3 metres wide carriageway (invert to invert), 1.5 metres wide pedestrian footpath and 4.3 metres wide verges (invert to boundary).

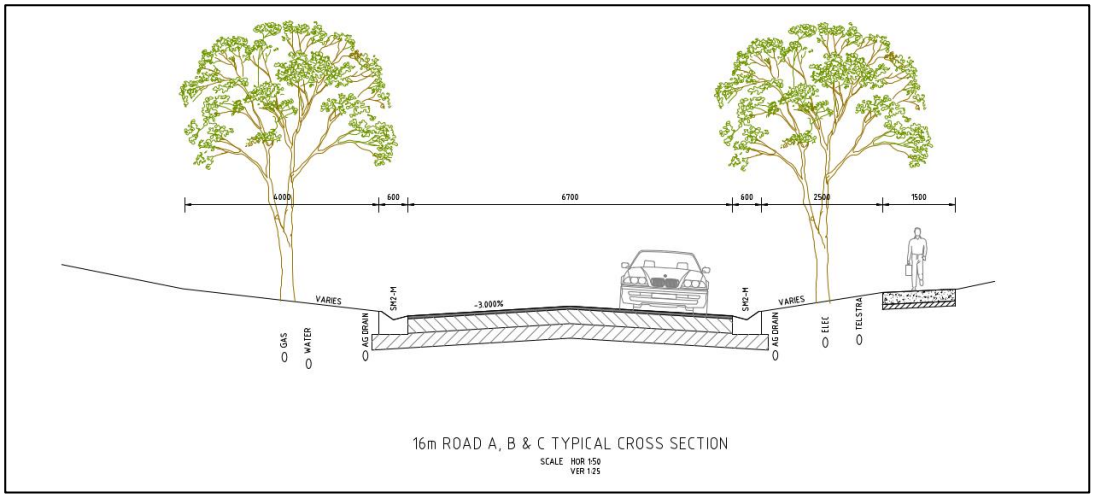


Figure 26: Proposed Street Form

The street form complies with or exceeds the minimum requirements outlined for an 'Access Place' under Clause 56.06 of the Planning Scheme.

Access Place

A minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority.

▪ **Traffic volume**[1]	300vpd to1000vpd
▪ **Target speed**[2]	15kph
▪ **Carriageway width**[3] **& parking provision within street reservation**	5.5m wide with 1 hard standing verge parking space per 2 lots. or 5.5m wide with parking on carriageway - one side. Appropriately signed.
▪ **Verge width**[4]	7.5m minimum total width. For services provide a minimum of 3.5m on one side and a minimum of 2.5m on the other.
▪ **Kerbing**[5]	Semi-mountable rollover or flush and swale or other water sensitive urban design treatment area.
▪ **Footpath provision**	Not required if serving 5 dwellings or less and the carriageway is designed as a shared zone and appropriately signed. or 1.5m wide footpath offset a minimum distance of 1m from the kerb.
▪ **Cycle path provision**	None

Figure 27: Clause 56.06 Requirements for an Access Place

6.2 Vehicle Circulation

The cul-de-sacs measure 20.6 metres in diameter (kerb to kerb) which is suitable passenger cars and service vehicles. Service vehicles can perform a three-point turn within the cul-de-sacs to turnaround whereas passenger cars will be able to turnaround in a single manoeuvre.

The swept path diagrams prepared by TTM Consulting and attached in Appendix D demonstrate that a 'B99 vehicle' from AS2890.1:2004 and 'Medium Rigid Vehicle' from AS2890.2:2018 successfully circulate the internal road network with adequate manoeuvering space. Vehicle circulation is satisfactory from a traffic engineering perspective.

7 Summary and Conclusions

The proposed residential subdivision of 57 lots at 109 Old Peterborough Road, Peterborough is summarised as follows from a traffic engineering perspective:

- Based on 57 lots and applying the rate of 0.83 vehicles per hour per dwelling, the proposed subdivision is anticipated to generate 47 two-way peak hour movements. Daily traffic is estimated to be 10 times the peak hour traffic, which is equivalent to 470 daily movements.
- Only a Basic Left (BAL) and Right Turn (BAR) is warranted for the Great Ocean Road to enter Old Peterborough Road under AustRoads requirements. Great Ocean Road already has BAL and AUR treatments, and therefore the existing turn treatments remain satisfactory post-development. The traffic impacts of the proposal are appropriate from a traffic engineering perspective.
- The access driveways provide adequate sight distance to traffic along Old Peterborough Road in accordance with AS2890.1:2004 requirements.
- TTM Consulting has prepared a concept layout plan and is attached in Appendix C showing the recommended pedestrian connection between the site and existing footpath on Old Peterborough Road and design of the vehicle crossings to be satisfactory from a traffic engineering perspective. This can be conditioned on the Planning Permit.
- The swept path diagrams attached in Appendix D confirm the 'B99 vehicle' and 'Medium Rigid Vehicle' successfully enter and exit the site access points and circulate the internal road network with adequate manoeuvering space. The vehicle access and circulation are satisfactory from a traffic engineering perspective.
- The street form complies with or exceeds the minimum requirements outlined for an 'Access Place' under Clause 56.06 of the Planning Scheme.

TTM Consulting are satisfied that the proposal warrants provision of the sought planning permit from a traffic engineering perspective subject to conditions.

TTM Consulting (Vic) Pty Ltd

Appendix A: Proposed Subdivision Plan

LOT DIMENSIONS AND AREAS SHOWN ARE APPROXIMATE ONLY, AND WILL BE SUBJECT TO TITLE ESTABLISHMENT & FINALISATION BY LICENSED SURVEYOR.

SITEC CONSULTING ENGINEERS
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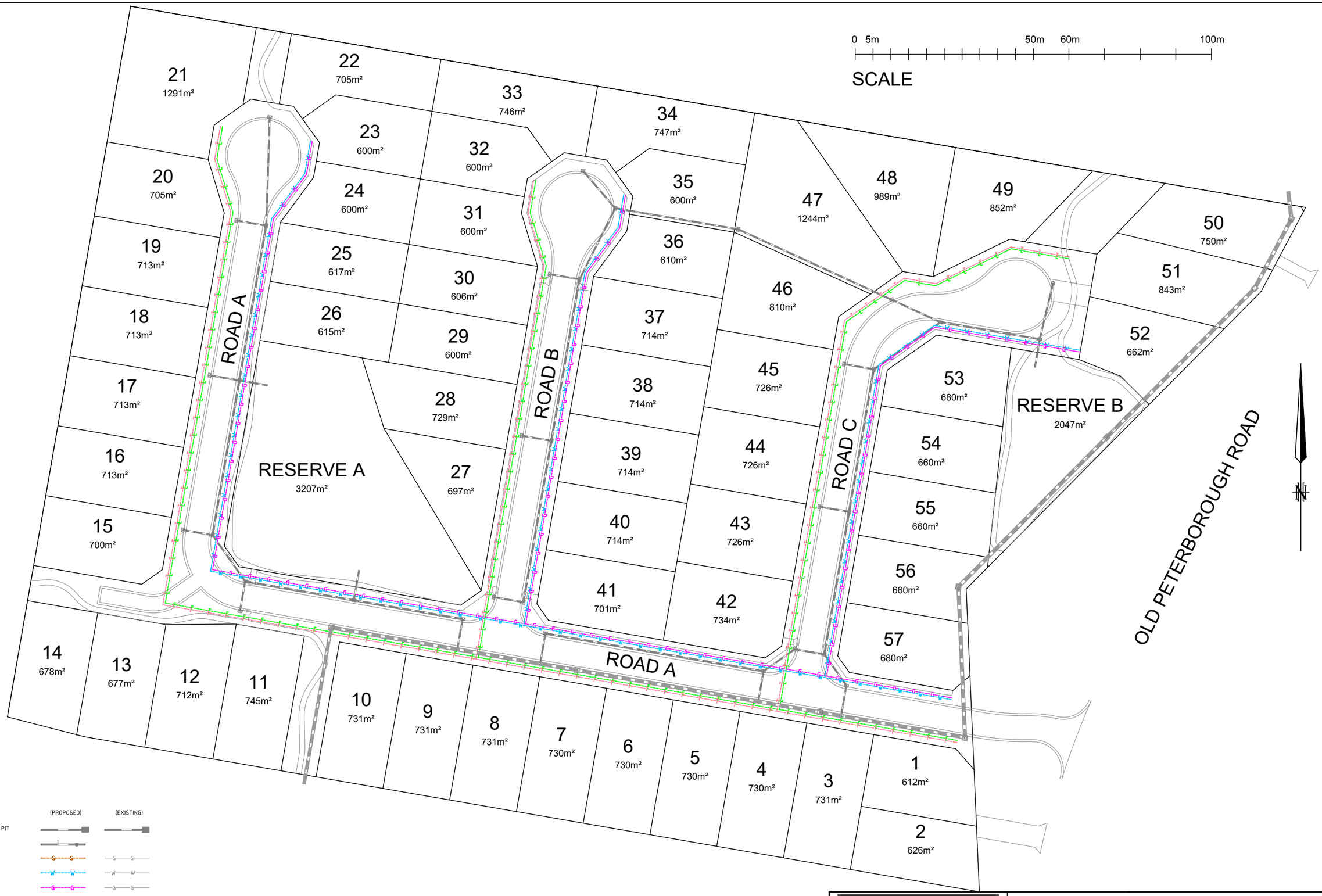
Warrnambool Vic 3280
E: info@sitecvic.com.au P: (03) 5561 3939

PETERBOROUGH SURF PTY LTD



LEGEND

	(PROPOSED)	(EXISTING)
STORMWATER DRAIN / PIT		
HOUSE BRANCH/RISER		
SEWER	S S	S S
WATER	W W	W W
GAS	G G	G G
TELSTRA	T T	T T
ELECTRICITY	E E	E E
KERB & CHANNEL		
WATER CONDUIT	W	
LOT CORNER LEVEL	24.51	24.51

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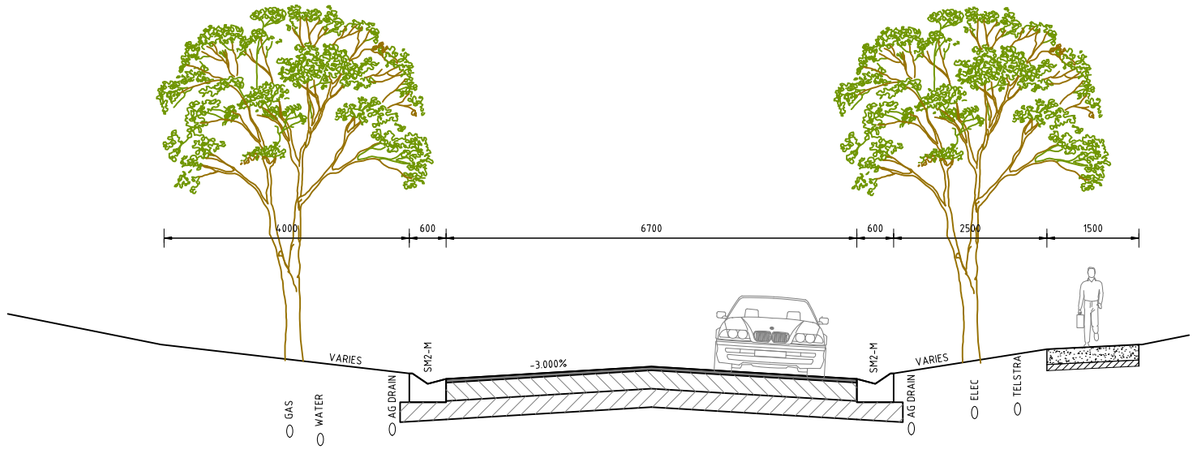
3 OF 4



16m ROAD A, B & C TYPICAL CROSS SECTION

SCALE HOR 1:50
VER 1:25

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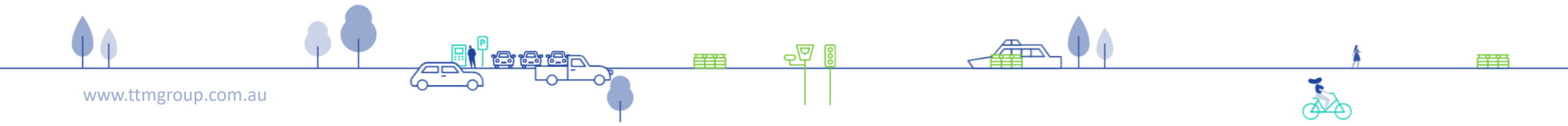
SHEET No.
4 OF 4

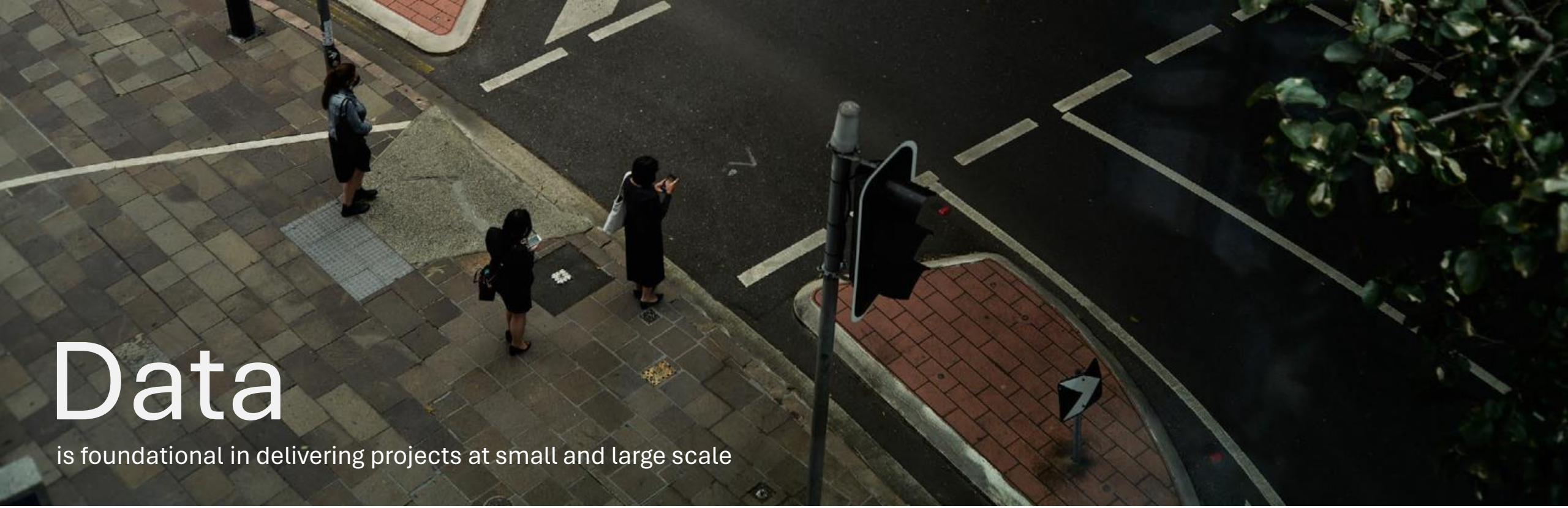
Appendix B: TTM Traffic Counts

ttm Data

Traffic and Transport Data Collection

- Acoustics
- Data
- Design
- Transport
- Waste





Data

is foundational in delivering projects at small and large scale

TTM Data Services Include

- Intersection Count Data Collection
- Gap Acceptance Studies
- Active Transport Studies
- Parking Surveys
- Lane Utilisation
- Speed Data
- Origin & Destination Surveys
- Queue Length Data
- Pedestrian Hotspots

+ more

TTM Data operates as a specialised division within TTM Consulting. With over two decades of experience and its strategic collaborations with Traffic, Acoustics, and Waste engineering teams, TTM Data delivers accurate, detailed and valuable insights using state-of-the-art technology.

ttm

Intersection Count Data

Multiple data processing partners
Vehicle classification
Peak hour identification
Turn movement tracking
HD Cameras

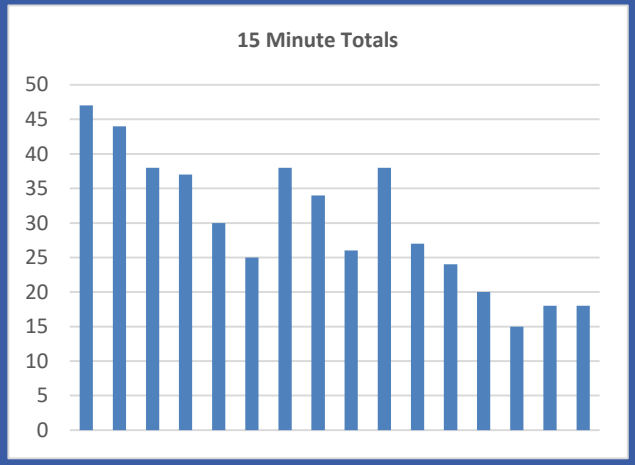
Survey Details

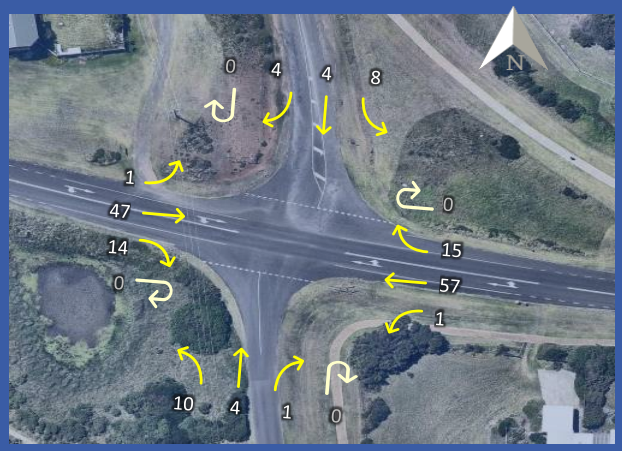
TTM Reference: **24MED0002**
Location: **Old Peterborough Rd / Great Ocean Rd / Macs St**
Suburb: **Peterborough**
Date: **Wednesday, 28 February 2024**
Duration: **14:00 - 18:00**
Weather: **Fine**

PM Peak: **14:00-15:00**
Notes: **All Movements**

Quick display - Summaries

Survey Period: PM Peak to Select End time

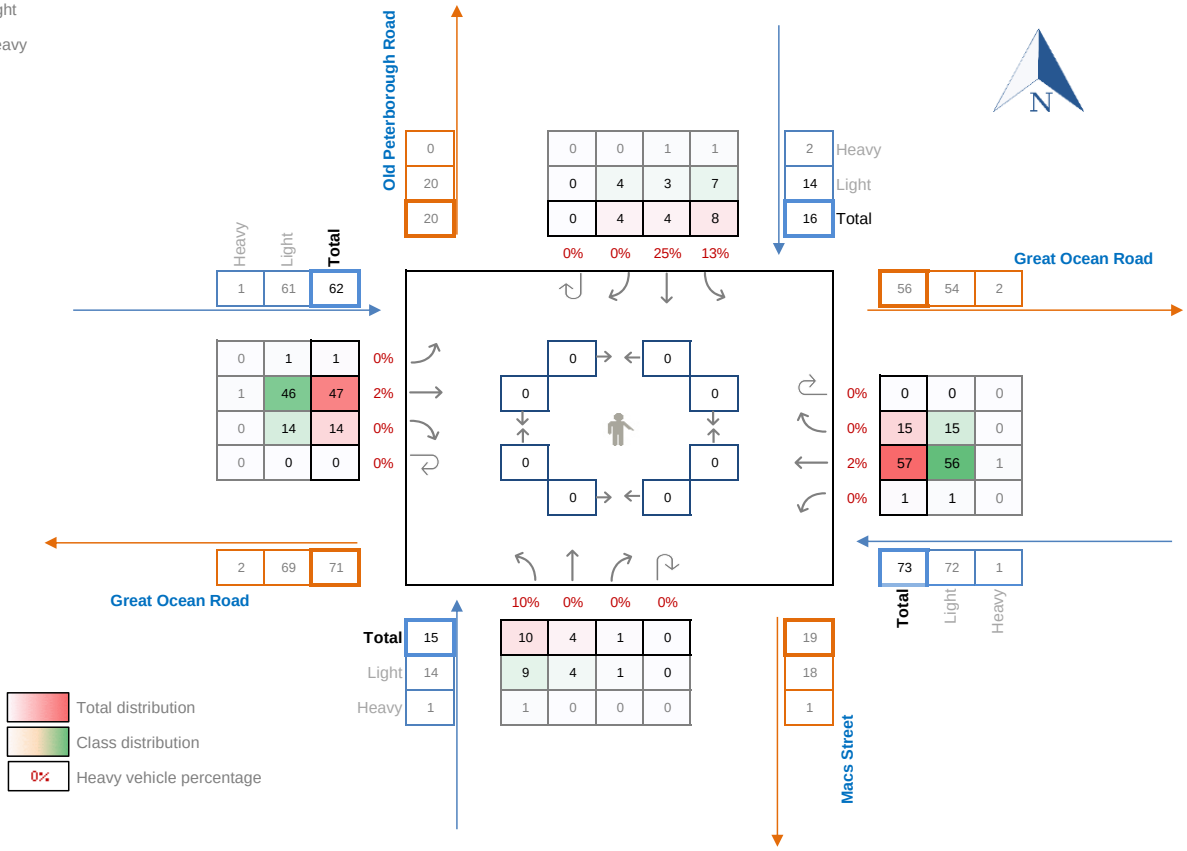




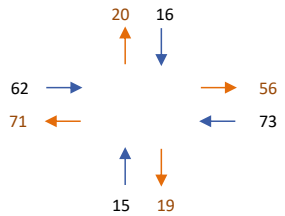
Location: Old Peterborough Rd / Great Ocean Rd / Macs St
Date: Wednesday, 28 February 2024
Survey Duration: 14:00 - 18:00
Survey Period: PM Peak to Select End time
Notes: All Movements

AM Peak: 0
PM Peak: 14:00-15:00

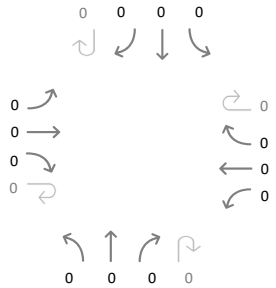
Class 1: Light
Class 2: Heavy



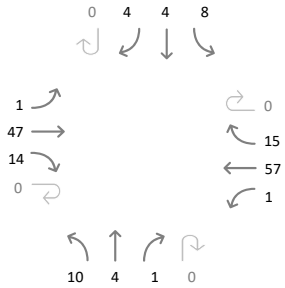
Approach & Departures (adjustable)



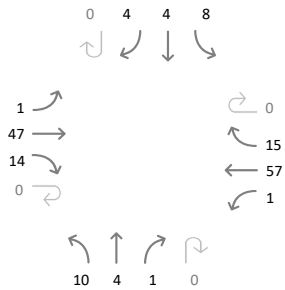
AM Peak Totals: 0



Turning Movements (adjustable)



PM Peak Totals: 14:00-15:00

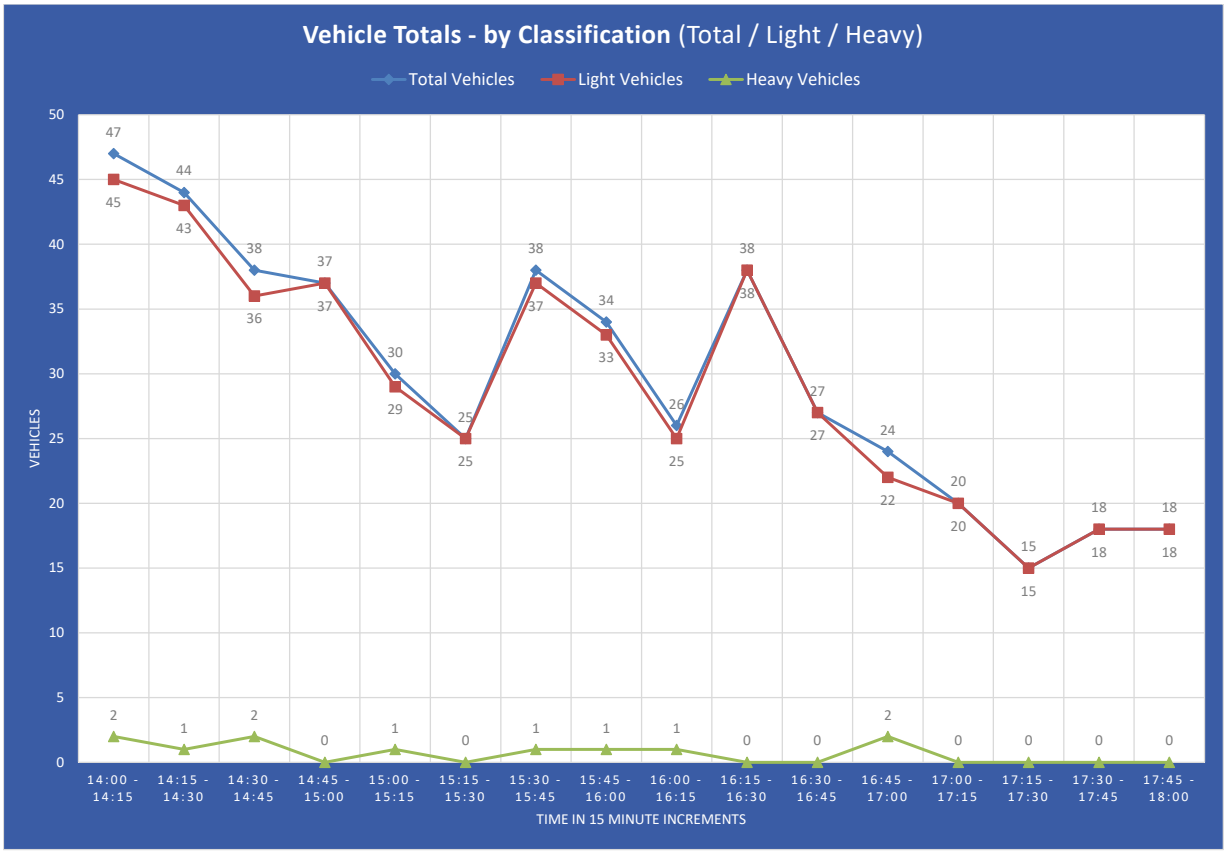


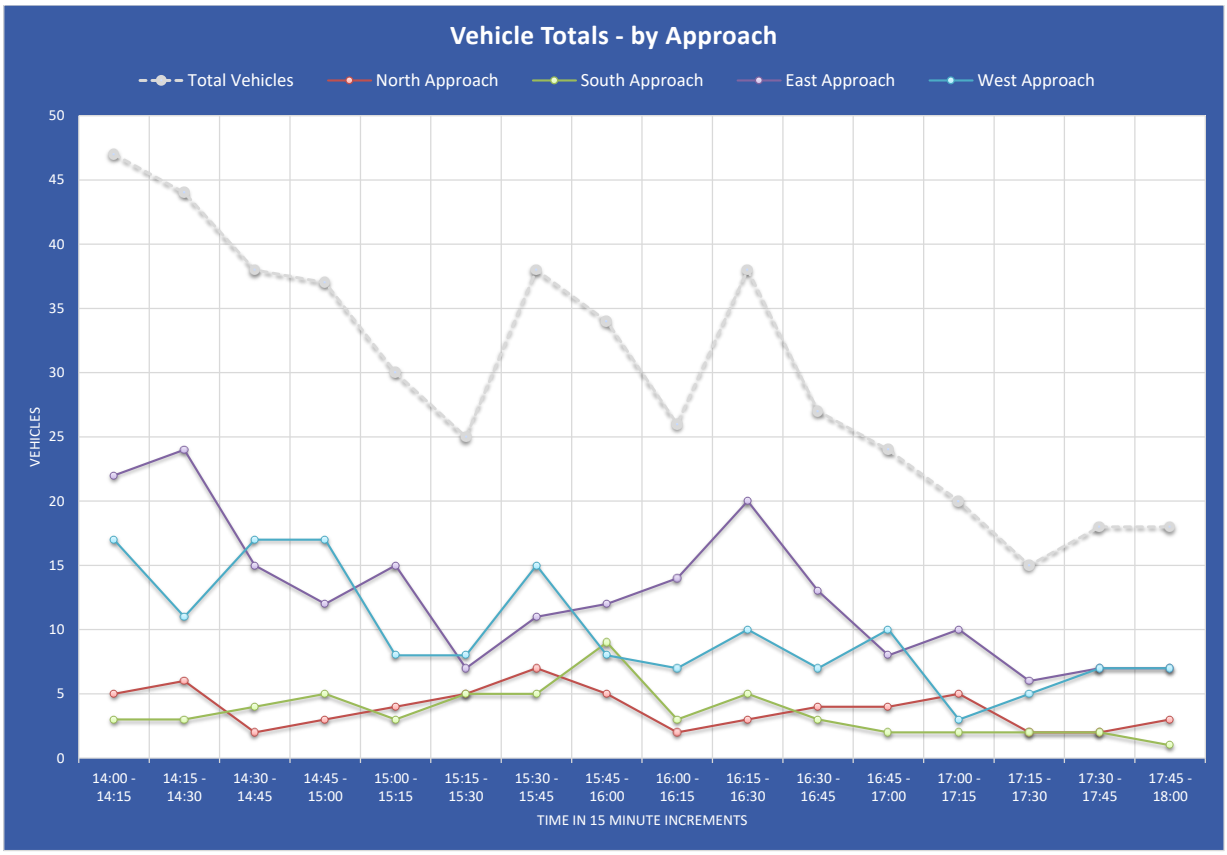
Movement	Nth App - Left			Nth App - Straight			Nth App - Right			Nth App - U Turn			Nth Total	Peds	
Time	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehicles	EB	WB
14:00 - 14:15	0	0	0	3	1	4	1	0	1	0	0	0	5	0	0
14:15 - 14:30	3	1	4	0	0	0	2	0	2	0	0	0	6	0	0
14:30 - 14:45	1	0	1	0	0	0	1	0	1	0	0	0	2	0	0
14:45 - 15:00	3	0	3	0	0	0	0	0	0	0	0	0	3	0	0
15:00 - 15:15	1	0	1	1	1	2	1	0	1	0	0	0	4	0	0
15:15 - 15:30	4	0	4	1	0	1	0	0	0	0	0	0	5	0	0
15:30 - 15:45	4	0	4	0	0	0	3	0	3	0	0	0	7	0	0
15:45 - 16:00	4	0	4	1	0	1	0	0	0	0	0	0	5	0	0
16:00 - 16:15	1	0	1	0	0	0	1	0	1	0	0	0	2	0	0
16:15 - 16:30	2	0	2	0	0	0	1	0	1	0	0	0	3	0	0
16:30 - 16:45	4	0	4	0	0	0	0	0	0	0	0	0	4	0	0
16:45 - 17:00	3	0	3	0	0	0	1	0	1	0	0	0	4	0	0
17:00 - 17:15	3	0	3	1	0	1	1	0	1	0	0	0	5	0	0
17:15 - 17:30	1	0	1	1	0	1	0	0	0	0	0	0	2	0	0
17:30 - 17:45	1	0	1	1	0	1	0	0	0	0	0	0	2	0	0
17:45 - 18:00	3	0	3	0	0	0	0	0	0	0	0	0	3	0	0
PM TOTAL	38	1	39	9	2	11	12	0	12	0	0	0	62	0	0
PM Peak:	7	1	8	3	1	4	4	0	4	0	0	0	16	0	0

Movement	Sth App - Left			Sth App - Straight			Sth App - Right			Sth App - U Turn			Sth Total	Peds	
Time	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehicles	EB	WB
14:00 - 14:15	3	0	3	0	0	0	0	0	0	0	0	0	3	0	0
14:15 - 14:30	0	0	0	2	0	2	1	0	1	0	0	0	3	0	0
14:30 - 14:45	2	1	3	1	0	1	0	0	0	0	0	0	4	0	0
14:45 - 15:00	4	0	4	1	0	1	0	0	0	0	0	0	5	0	0
15:00 - 15:15	2	0	2	1	0	1	0	0	0	0	0	0	3	0	0
15:15 - 15:30	4	0	4	1	0	1	0	0	0	0	0	0	5	0	0
15:30 - 15:45	3	0	3	1	1	2	0	0	0	0	0	0	5	0	0
15:45 - 16:00	5	1	6	1	0	1	2	0	2	0	0	0	9	0	0
16:00 - 16:15	1	0	1	0	1	1	1	0	1	0	0	0	3	0	0
16:15 - 16:30	2	0	2	1	0	1	2	0	2	0	0	0	5	0	0
16:30 - 16:45	1	0	1	1	0	1	1	0	1	0	0	0	3	0	0
16:45 - 17:00	1	0	1	1	0	1	0	0	0	0	0	0	2	0	0
17:00 - 17:15	1	0	1	1	0	1	0	0	0	0	0	0	2	0	0
17:15 - 17:30	0	0	0	2	0	2	0	0	0	0	0	0	2	0	0
17:30 - 17:45	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0
17:45 - 18:00	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
PM TOTAL	32	2	34	14	2	16	7	0	7	0	0	0	57	0	0
PM Peak:	9	1	10	4	0	4	1	0	1	0	0	0	15	0	0

Movement	Est App - Left			Est App - Straight			Est App - Right			Est App - U Turn			Est Total	Peds	
Time	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehicles	NB	SB
14:00 - 14:15	1	0	1	17	0	17	4	0	4	0	0	0	22	0	0
14:15 - 14:30	0	0	0	20	0	20	4	0	4	0	0	0	24	0	0
14:30 - 14:45	0	0	0	10	1	11	4	0	4	0	0	0	15	0	0
14:45 - 15:00	0	0	0	9	0	9	3	0	3	0	0	0	12	0	0
15:00 - 15:15	0	0	0	13	0	13	2	0	2	0	0	0	15	0	0
15:15 - 15:30	1	0	1	5	0	5	1	0	1	0	0	0	7	0	0
15:30 - 15:45	0	0	0	9	0	9	2	0	2	0	0	0	11	0	0
15:45 - 16:00	0	0	0	9	0	9	3	0	3	0	0	0	12	0	0
16:00 - 16:15	0	0	0	10	0	10	4	0	4	0	0	0	14	0	0
16:15 - 16:30	1	0	1	10	0	10	9	0	9	0	0	0	20	0	0
16:30 - 16:45	0	0	0	10	0	10	3	0	3	0	0	0	13	0	0
16:45 - 17:00	0	0	0	4	1	5	3	0	3	0	0	0	8	0	0
17:00 - 17:15	1	0	1	8	0	8	1	0	1	0	0	0	10	0	0
17:15 - 17:30	0	0	0	6	0	6	0	0	0	0	0	0	6	0	0
17:30 - 17:45	0	0	0	5	0	5	2	0	2	0	0	0	7	0	0
17:45 - 18:00	0	0	0	5	0	5	2	0	2	0	0	0	7	0	0
PM TOTAL	4	0	4	150	2	152	47	0	47	0	0	0	203	0	0
PM Peak:	1	0	1	56	1	57	15	0	15	0	0	0	73	0	0

Movement	Wst App - Left			Wst App - Straight			Wst App - Right			Wst App - U Turn			Wst Total	Peds	
Time	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehicles	NB	SB
14:00 - 14:15	0	0	0	13	1	14	3	0	3	0	0	0	17	0	0
14:15 - 14:30	0	0	0	7	0	7	4	0	4	0	0	0	11	0	0
14:30 - 14:45	1	0	1	12	0	12	4	0	4	0	0	0	17	0	0
14:45 - 15:00	0	0	0	14	0	14	3	0	3	0	0	0	17	0	0
15:00 - 15:15	0	0	0	6	0	6	2	0	2	0	0	0	8	0	1
15:15 - 15:30	1	0	1	6	0	6	1	0	1	0	0	0	8	0	0
15:30 - 15:45	1	0	1	8	0	8	6	0	6	0	0	0	15	1	0
15:45 - 16:00	0	0	0	6	0	6	2	0	2	0	0	0	8	0	0
16:00 - 16:15	0	0	0	4	0	4	3	0	3	0	0	0	7	0	0
16:15 - 16:30	1	0	1	7	0	7	2	0	2	0	0	0	10	0	0
16:30 - 16:45	1	0	1	5	0	5	1	0	1	0	0	0	7	0	1
16:45 - 17:00	0	0	0	8	1	9	1	0	1	0	0	0	10	0	0
17:00 - 17:15	0	0	0	2	0	2	1	0	1	0	0	0	3	0	0
17:15 - 17:30	1	0	1	4	0	4	0	0	0	0	0	0	5	0	0
17:30 - 17:45	0	0	0	7	0	7	0	0	0	0	0	0	7	0	0
17:45 - 18:00	0	0	0	7	0	7	0	0	0	0	0	0	7	0	0
PM TOTAL	6	0	6	116	2	118	33	0	33	0	0	0	157	1	2
PM Peak:	1	0	1	46	1	47	14	0	14	0	0	0	62	0	0


Vehicle Totals - by Classification (Total / Light / Heavy)
Total Vehicles
Light Vehicles
Heavy Vehicles
VEHICLES
TIME IN 15 MINUTE INCREMENTS
14:00 - 14:15
14:15 - 14:30
14:30 - 14:45
14:45 - 15:00
15:00 - 15:15
15:15 - 15:30
15:30 - 15:45
15:45 - 16:00
16:00 - 16:15
16:15 - 16:30
16:30 - 16:45
16:45 - 17:00
17:00 - 17:15
17:15 - 17:30
17:30 - 17:45
17:45 - 18:00
47 44 38 37 30 25 38 34 26 38 27 24 20 15 18 18
45 43 36 37 29 25 37 33 25 38 27 22 20 15 18 18
2 1 2 0 1 0 1 1 1 0 0 2 0 0 0 0


Vehicle Totals - by Approach
Total Vehicles
North Approach
South Approach
East Approach
West Approach
VEHICLES
50
45
40
35
30
25
20
15
10
5
0
14:00 - 14:15
14:15 - 14:30
14:30 - 14:45
14:45 - 15:00
15:00 - 15:15
15:15 - 15:30
15:30 - 15:45
15:45 - 16:00
16:00 - 16:15
16:15 - 16:30
16:30 - 16:45
16:45 - 17:00
17:00 - 17:15
17:15 - 17:30
17:30 - 17:45
17:45 - 18:00
TIME IN 15 MINUTE INCREMENTS

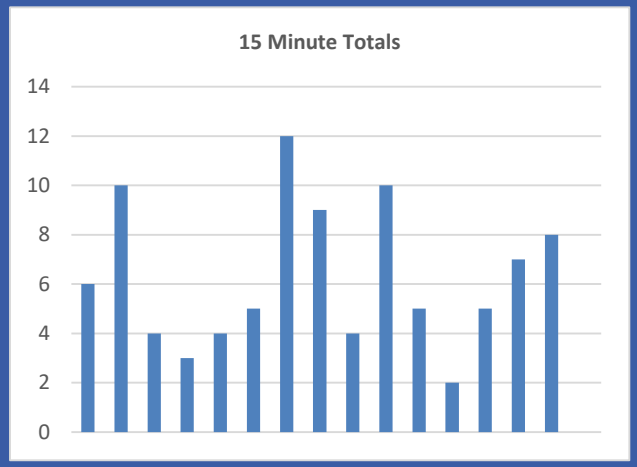
Survey Details

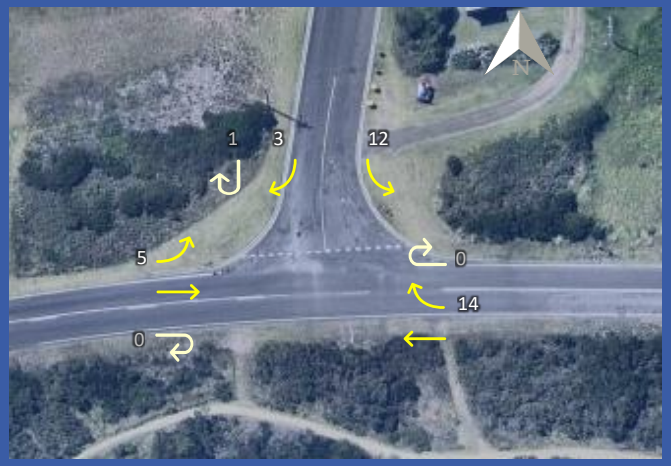
TTM Reference: **24MED0002**
Location: **Macgillivray Rd / Great Ocean Rd**
Suburb: **Peterborough**
Date: **Wednesday, 28 February 2024**
Duration: **14:00 - 18:00**
Weather: **Fine**

PM Peak: **15:30-16:30**
Notes: **Turning Movements Only**

Quick display - Summaries

Survey Period: PM Peak to Select End time

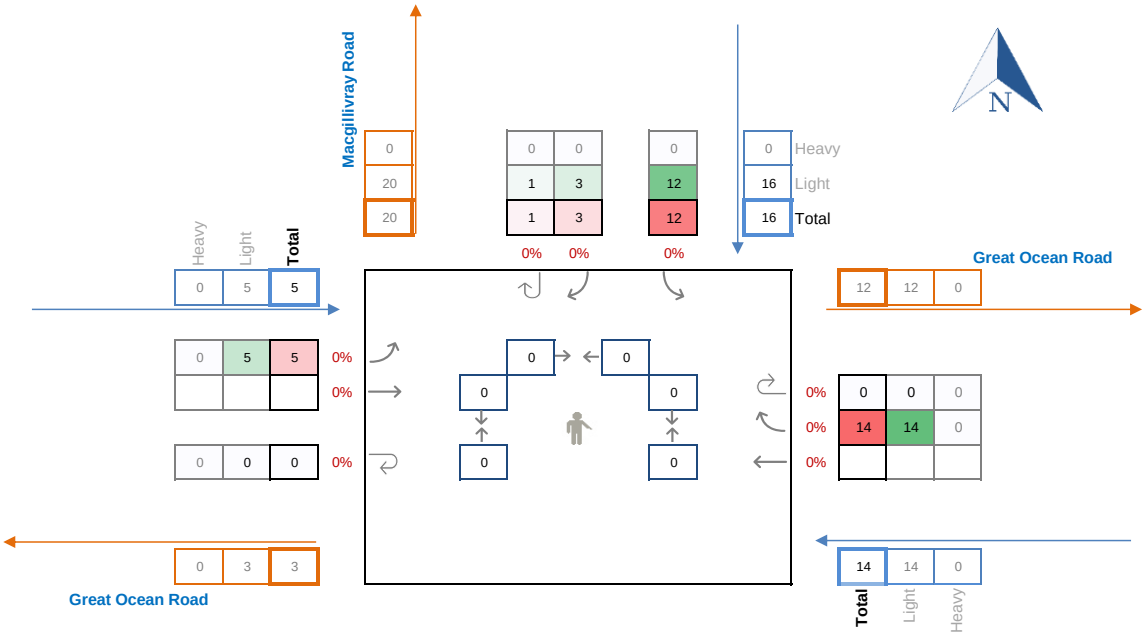




Location: Macgillivray Rd / Great Ocean Rd
Date: Wednesday, 28 February 2024
Survey Duration: 14:00 - 18:00
Survey Period: PM Peak to Select End time
Notes: Turning Movements Only

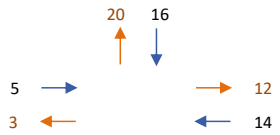
AM Peak: 0
PM Peak: 15:30-16:30

Class 1: Light
Class 2: Heavy

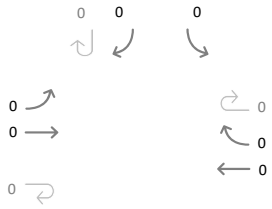


Total distribution
Class distribution
0% Heavy vehicle percentage

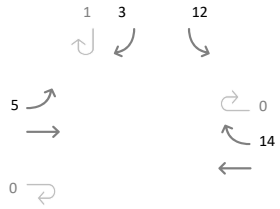
Approach & Departures (adjustable)



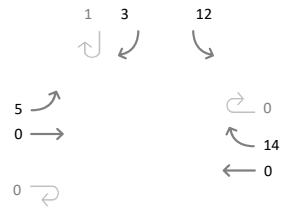
AM Peak Totals: 0



Turning Movements (adjustable)



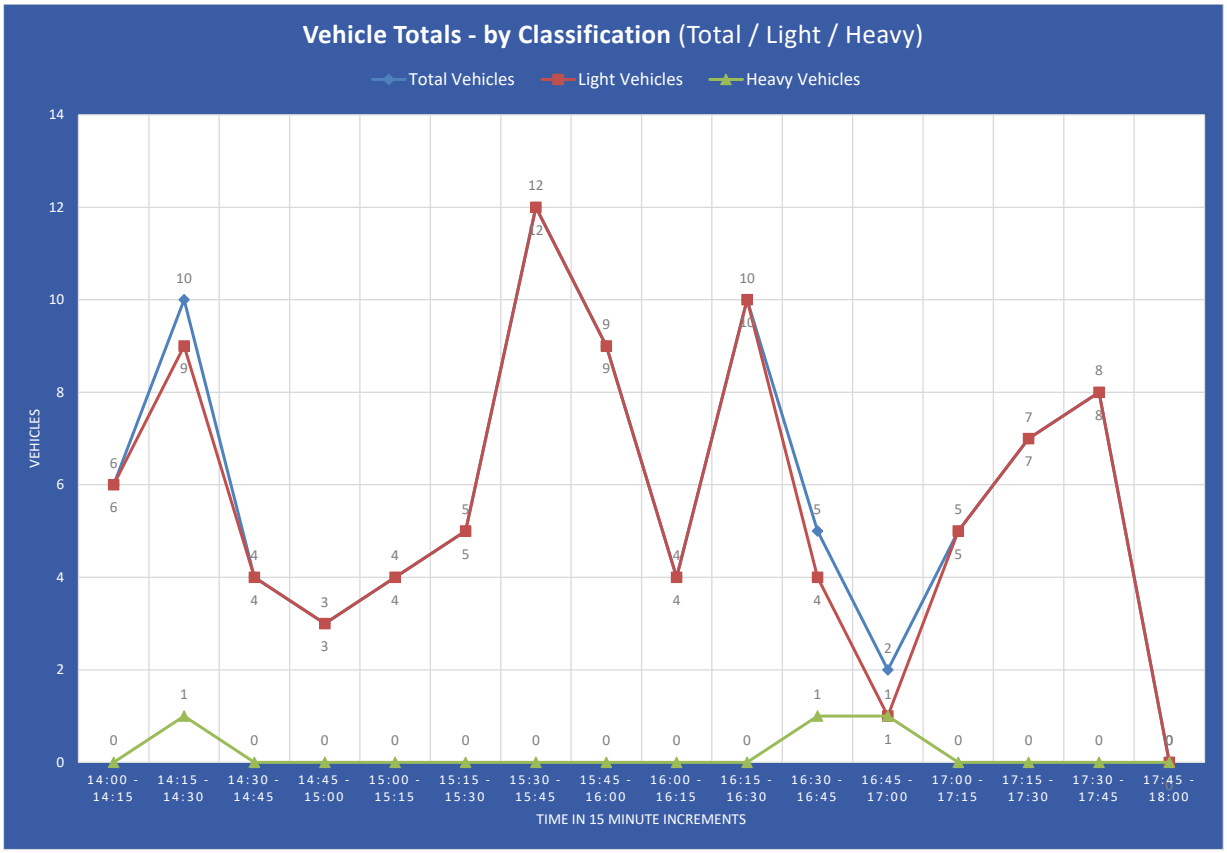
PM Peak Totals: 15:30-16:30

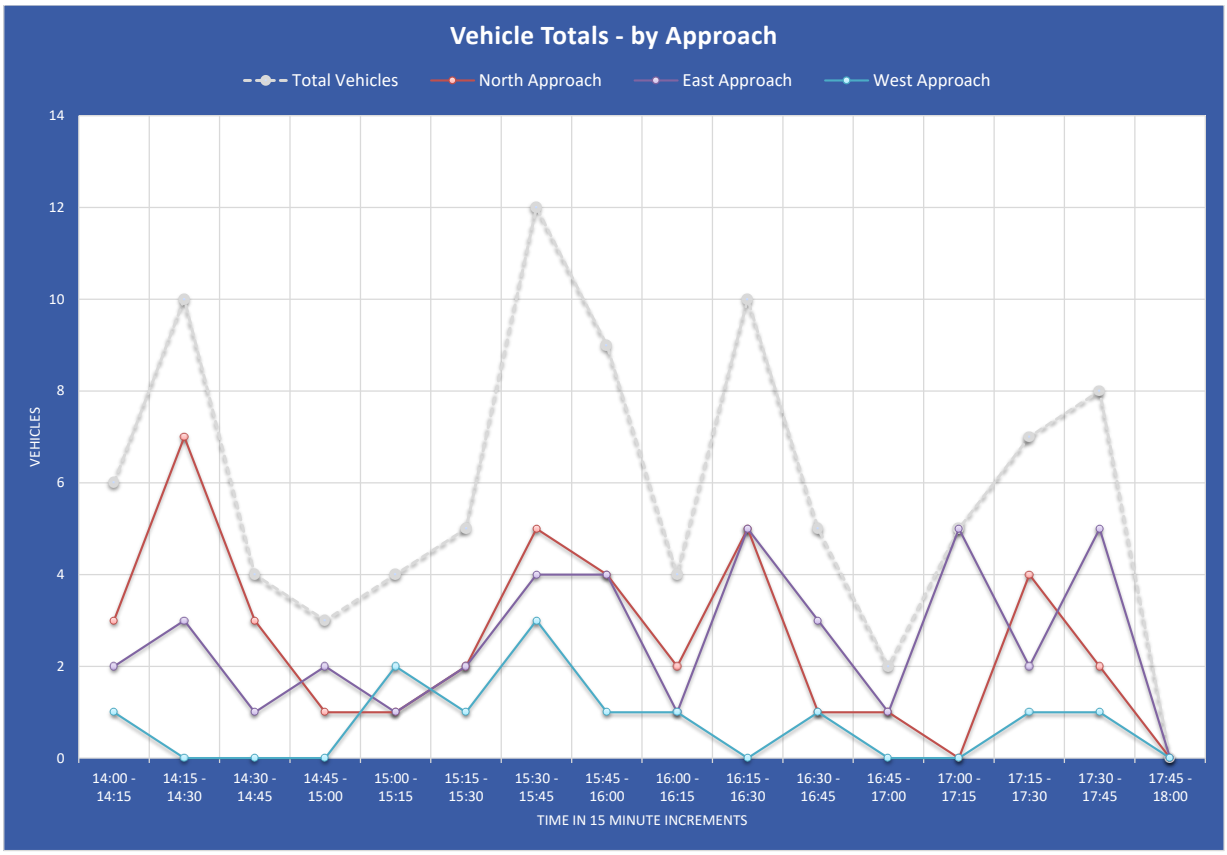


Movement	Nth App - Left			Nth App - Right			Nth App - U Turn			Nth Total	Peds	
Time	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehicles	EB	WB
14:00 - 14:15	3	0	**3**	0	0	**0**	0	0	**0**	**3**	1	0
14:15 - 14:30	3	0	**3**	3	1	**4**	0	0	**0**	**7**	0	0
14:30 - 14:45	3	0	**3**	0	0	**0**	0	0	**0**	**3**	0	0
14:45 - 15:00	1	0	**1**	0	0	**0**	0	0	**0**	**1**	0	0
15:00 - 15:15	1	0	**1**	0	0	**0**	0	0	**0**	**1**	0	0
15:15 - 15:30	2	0	**2**	0	0	**0**	0	0	**0**	**2**	0	0
15:30 - 15:45	3	0	**3**	2	0	**2**	0	0	**0**	**5**	0	0
15:45 - 16:00	3	0	**3**	0	0	**0**	1	0	**1**	**4**	0	0
16:00 - 16:15	2	0	**2**	0	0	**0**	0	0	**0**	**2**	0	0
16:15 - 16:30	4	0	**4**	1	0	**1**	0	0	**0**	**5**	0	0
16:30 - 16:45	1	0	**1**	0	0	**0**	0	0	**0**	**1**	0	0
16:45 - 17:00	0	1	**1**	0	0	**0**	0	0	**0**	**1**	0	0
17:00 - 17:15	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
17:15 - 17:30	3	0	**3**	1	0	**1**	0	0	**0**	**4**	0	0
17:30 - 17:45	2	0	**2**	0	0	**0**	0	0	**0**	**2**	0	0
17:45 - 18:00	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
PM TOTAL	31	1	**32**	7	1	**8**	1	0	**1**	**41**	**1**	0
PM Peak:	12	0	**12**	3	0	**3**	1	0	**1**	**16**	**0**	0

Movement	Est App - Straight			Est App - Right			Est App - U Turn			Est Total	Peds	
Time	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehicles	NB	SB
14:00 - 14:15	0	0	**0**	2	0	**2**	0	0	**0**	**2**	0	0
14:15 - 14:30	0	0	**0**	3	0	**3**	0	0	**0**	**3**	0	0
14:30 - 14:45	0	0	**0**	1	0	**1**	0	0	**0**	**1**	0	0
14:45 - 15:00	0	0	**0**	2	0	**2**	0	0	**0**	**2**	0	0
15:00 - 15:15	0	0	**0**	1	0	**1**	0	0	**0**	**1**	0	0
15:15 - 15:30	0	0	**0**	2	0	**2**	0	0	**0**	**2**	0	0
15:30 - 15:45	0	0	**0**	4	0	**4**	0	0	**0**	**4**	0	0
15:45 - 16:00	0	0	**0**	4	0	**4**	0	0	**0**	**4**	0	0
16:00 - 16:15	0	0	**0**	1	0	**1**	0	0	**0**	**1**	0	0
16:15 - 16:30	0	0	**0**	5	0	**5**	0	0	**0**	**5**	0	0
16:30 - 16:45	0	0	**0**	3	0	**3**	0	0	**0**	**3**	0	0
16:45 - 17:00	0	0	**0**	1	0	**1**	0	0	**0**	**1**	0	0
17:00 - 17:15	0	0	**0**	5	0	**5**	0	0	**0**	**5**	0	0
17:15 - 17:30	0	0	**0**	2	0	**2**	0	0	**0**	**2**	0	0
17:30 - 17:45	0	0	**0**	5	0	**5**	0	0	**0**	**5**	0	0
17:45 - 18:00	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
PM TOTAL	0	0	**0**	41	0	**41**	0	0	**0**	**41**	**0**	0
PM Peak:	0	0	**0**	14	0	**14**	0	0	**0**	**14**	**0**	0

Movement	Wst App - Left			Wst App - Straight			Wst App - U Turn			Wst Total	Peds	
Time	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehicles	NB	SB
14:00 - 14:15	1	0	**1**	0	0	**0**	0	0	**0**	**1**	0	0
14:15 - 14:30	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
14:30 - 14:45	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
14:45 - 15:00	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
15:00 - 15:15	2	0	**2**	0	0	**0**	0	0	**0**	**2**	0	0
15:15 - 15:30	1	0	**1**	0	0	**0**	0	0	**0**	**1**	0	0
15:30 - 15:45	3	0	**3**	0	0	**0**	0	0	**0**	**3**	0	0
15:45 - 16:00	1	0	**1**	0	0	**0**	0	0	**0**	**1**	0	0
16:00 - 16:15	1	0	**1**	0	0	**0**	0	0	**0**	**1**	0	0
16:15 - 16:30	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
16:30 - 16:45	0	1	**1**	0	0	**0**	0	0	**0**	**1**	0	0
16:45 - 17:00	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
17:00 - 17:15	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
17:15 - 17:30	1	0	**1**	0	0	**0**	0	0	**0**	**1**	0	0
17:30 - 17:45	1	0	**1**	0	0	**0**	0	0	**0**	**1**	0	0
17:45 - 18:00	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0	0
PM TOTAL	11	1	**12**	0	0	**0**	0	0	**0**	**12**	**0**	0
PM Peak:	5	0	**5**	0	0	**0**	0	0	**0**	**5**	**0**	0


Vehicle Totals - by Classification (Total / Light / Heavy)
Total Vehicles
Light Vehicles
Heavy Vehicles
VEHICLES
TIME IN 15 MINUTE INCREMENTS
14:00 - 14:15
14:15 - 14:30
14:30 - 14:45
14:45 - 15:00
15:00 - 15:15
15:15 - 15:30
15:30 - 15:45
15:45 - 16:00
16:00 - 16:15
16:15 - 16:30
16:30 - 16:45
16:45 - 17:00
17:00 - 17:15
17:15 - 17:30
17:30 - 17:45
17:45 - 18:00


Vehicle Totals - by Approach
Total Vehicles
North Approach
East Approach
West Approach
VEHICLES
0
2
4
6
8
10
12
14
14:00 - 14:15
14:15 - 14:30
14:30 - 14:45
14:45 - 15:00
15:00 - 15:15
15:15 - 15:30
15:30 - 15:45
15:45 - 16:00
16:00 - 16:15
16:15 - 16:30
16:30 - 16:45
16:45 - 17:00
17:00 - 17:15
17:15 - 17:30
17:30 - 17:45
17:45 - 18:00
TIME IN 15 MINUTE INCREMENTS

Appendix C: TTM Concept Layout Plan

SINGLE VEHICLE CROSSING AS PER
IDM STANDARD DRAWING SD 240

21 1291m²
20 705m²
19 713m²
18 713m²
17 713m²
16 713m²
15 700m²
22 705m²
23 600m²
24 600m²
25 617m²
26 615m²
RESERVE A 3207m²
28 729m²
27 697m²
33 746m²
32 600m²
31 600m²
30 606m²
29 600m²
34 747m²
35 600m²
36 610m²
37 714m²
38 714m²
39 714m²
40 714m²
41 701m²
42 734m²
47 1244m²
48 989m²
46 810m²
45 726m²
44 726m²
43 726m²
49 852m²
50 750m²
51 843m²
52 662m²
53 680m²
RESERVE B 2047m²
54 660m²
55 660m²
56 660m²
57 680m²
ROAD A
ROAD B
ROAD C
OLD PETERBOROUGH ROAD
R69
R8
R75
R8
14 678m²
13 677m²
12 712m²
11 745m²
10 731m²
9 731m²
8 731m²
7 730m²
6 730m²
5 730m²
4 730m²
3 731m²
1 612m²
2 626m²

PEDESTRIAN CONNECTION
TO EXISTING FOOTPATH ON
OLD PETERBOROUGH ROAD

SHARED VEHICLE CROSSING AS PER
IDM STANDARD DRAWING SD 245

Issue	Appd	Date	Comments
A	PJM	06/03/24	Original Issue

N

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PROPOSED
RESIDENTIAL SUBDIVISION
109 OLD PETERBOROUGH RD,
PETERBOROUGH
CONCEPT LAYOUT PLAN

Scale 0 5 10 15 20 25
1:1,000 @ A3

Drawing No : 1248501

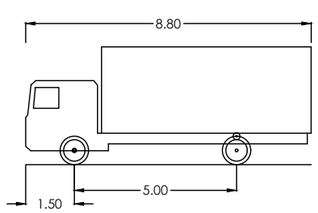
Sheet No : 1 Issue : A

Appendix D: Swept Path Diagrams

Wheel path
Vehicle Overhang
Vehicle Overhang + 300mm Clearance

Issue	Appd	Date	Comments
A	PJM	06/03/24	Original Issue

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v23



MRV - Medium Rigid Vehicle (See note ...)

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock to Lock Time	4.00sec
Curb to Curb Turning Radius	10.000m

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PROPOSED RESIDENTIAL SUBDIVISION 109 OLD PETERBOROUGH RD, PETERBOROUGH SWEPT PATH DIAGRAMS

Scale 0 3 6 9 12 15 — 1:750 @ A3

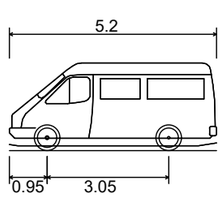
Drawing No : 1248502

Sheet No : 1 | Issue : A

Wheel path
Vehicle Overhang
Vehicle Overhang + 300mm Clearance

Issue	Appd	Date	Comments
A	PJM	06/03/24	Original Issue

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v23



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.527m
Min Body Ground Clearance	0.120m
Track Width	1.840m
Lock to Lock Time	4.00sec
Curb to Curb Turning Radius	6.250m

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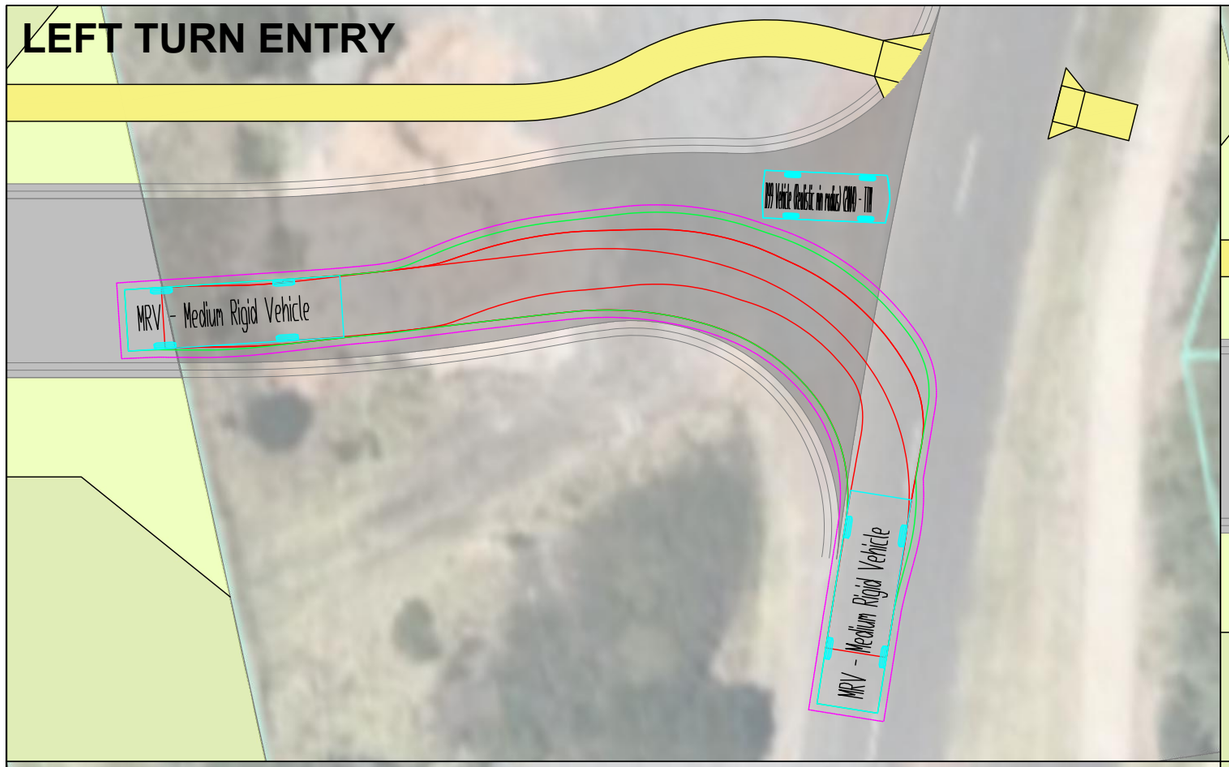
PROPOSED RESIDENTIAL SUBDIVISION 109 OLD PETERBOROUGH RD, PETERBOROUGH SWEPT PATH DIAGRAMS

Scale 0 3 6 9 12 15 1:750 @ A3

Drawing No : 1248502

Sheet No : 2 | Issue : A

LEFT TURN ENTRY



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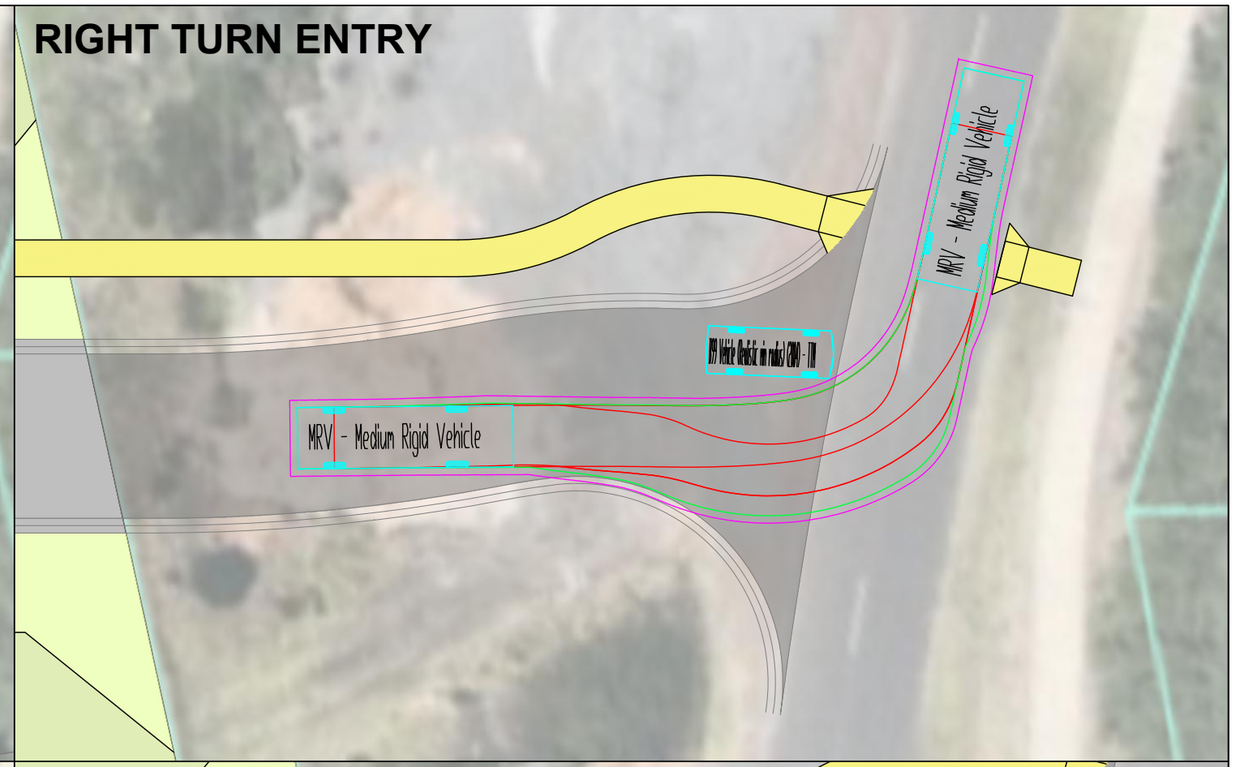
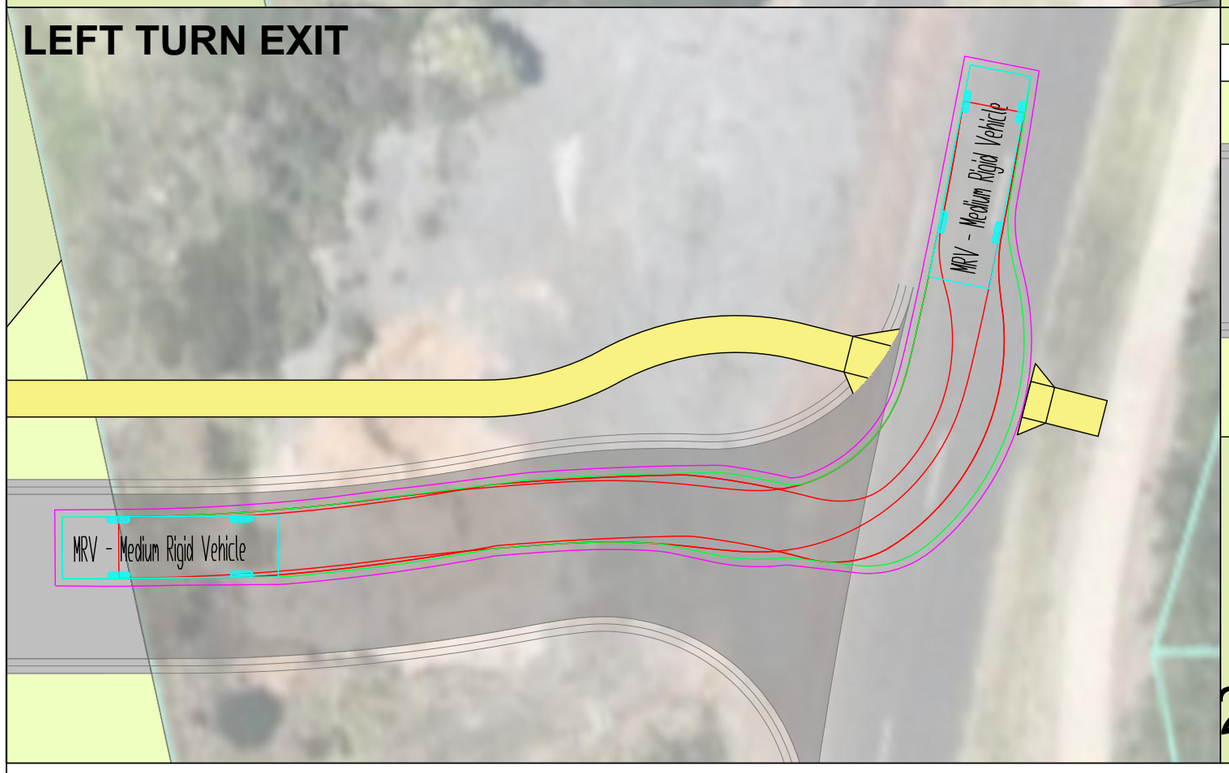
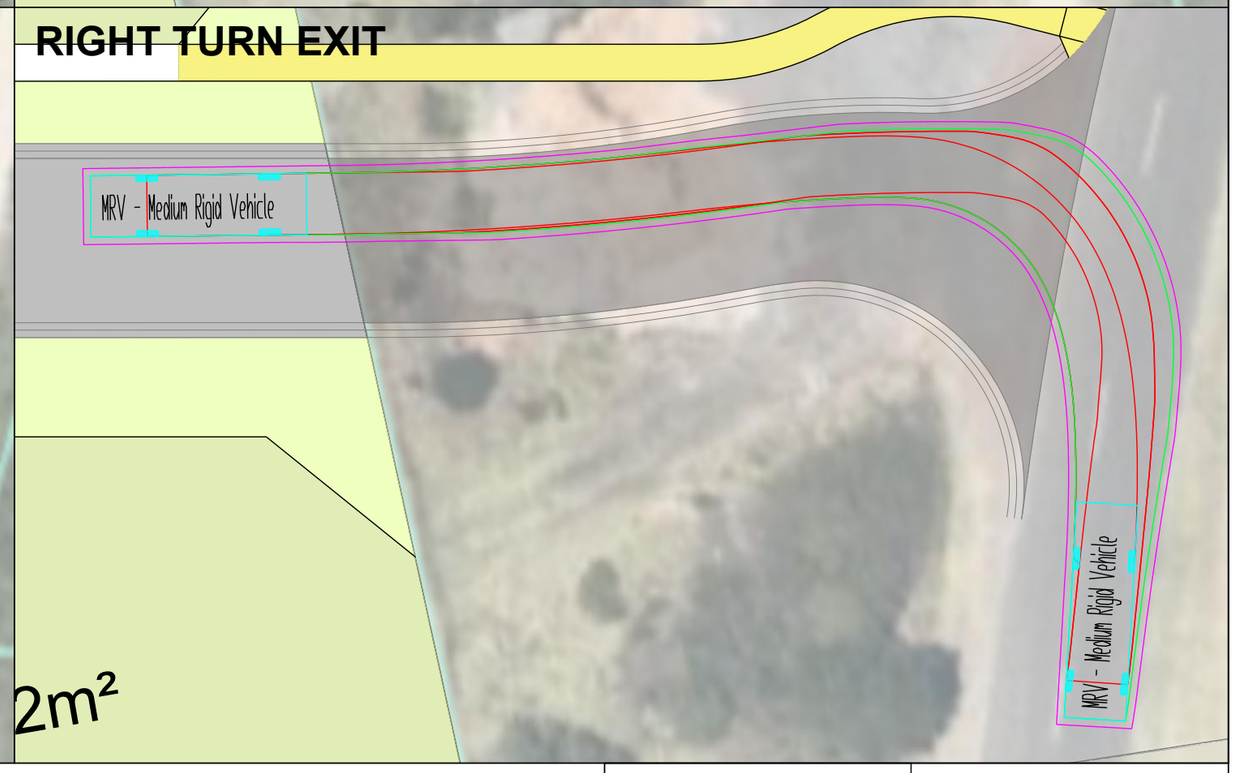


LEFT TURN EXIT



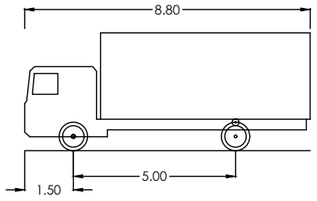
RIGHT TURN EXIT



Wheel path
Vehicle Overhang
Vehicle Overhang + 300mm Clearance

Issue	Appd	Date	Comments
A	PJM	06/03/24	Original Issue

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v23



MRV - Medium Rigid Vehicle (See note ...)

Overall Length	8.800m
Overall Width	2.500m
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Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock to Lock Time	4.00sec
Curb to Curb Turning Radius	10.000m

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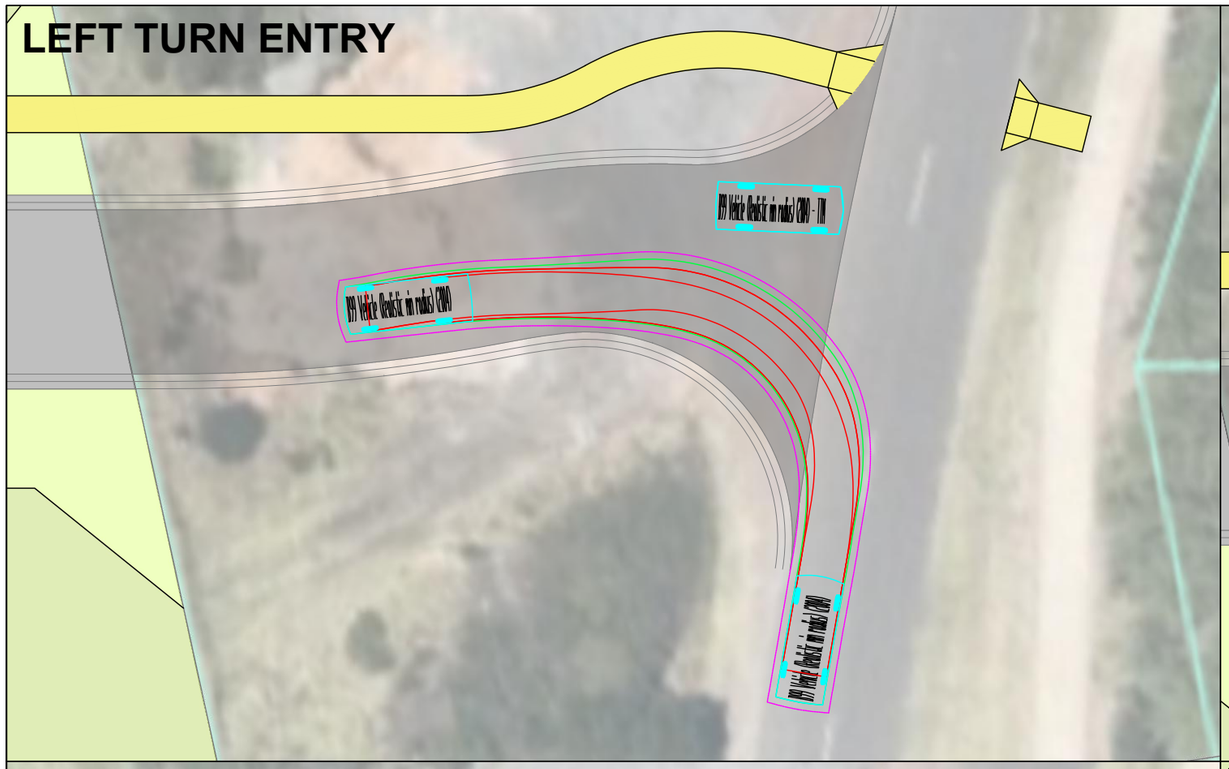
PROPOSED RESIDENTIAL SUBDIVISION 109 OLD PETERBOROUGH RD, PETERBOROUGH SWEPT PATH DIAGRAMS

Scale 0 1 2 3 4 5 — 1:250 @ A3

Drawing No : 1248503

Sheet No : 1 | Issue : A

LEFT TURN ENTRY



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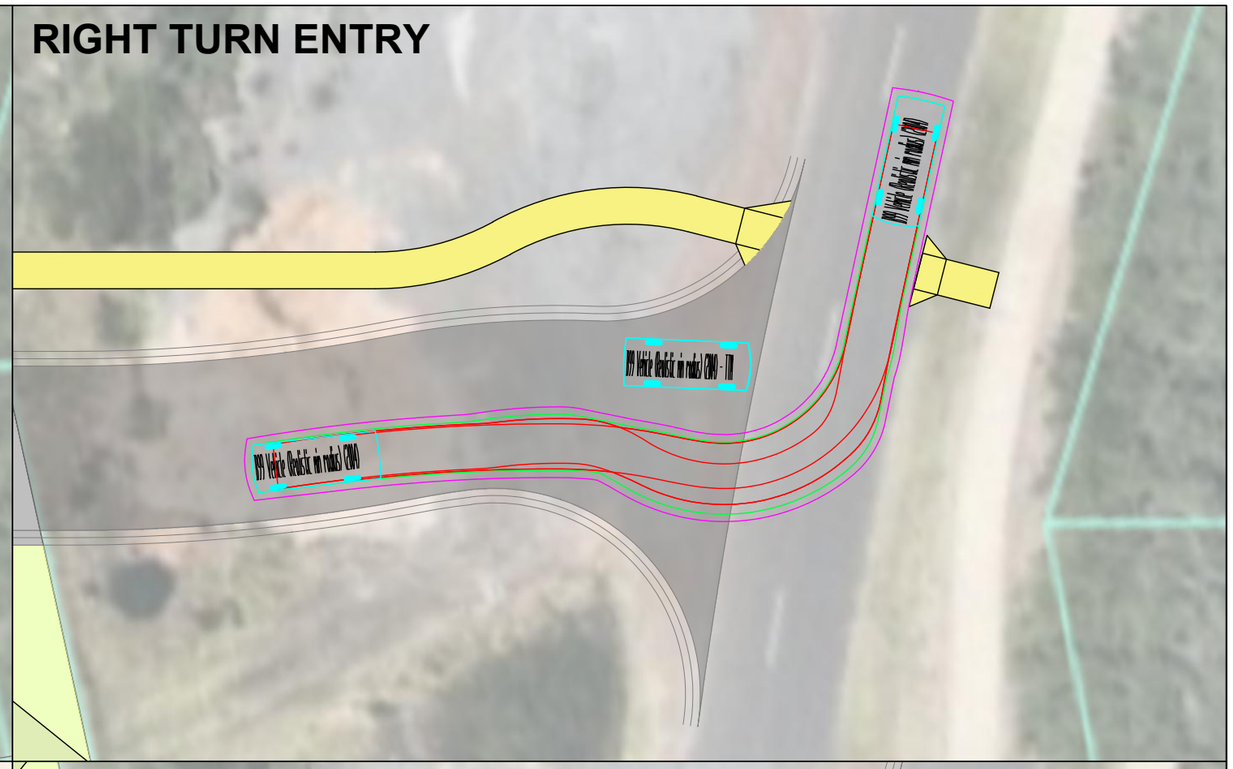

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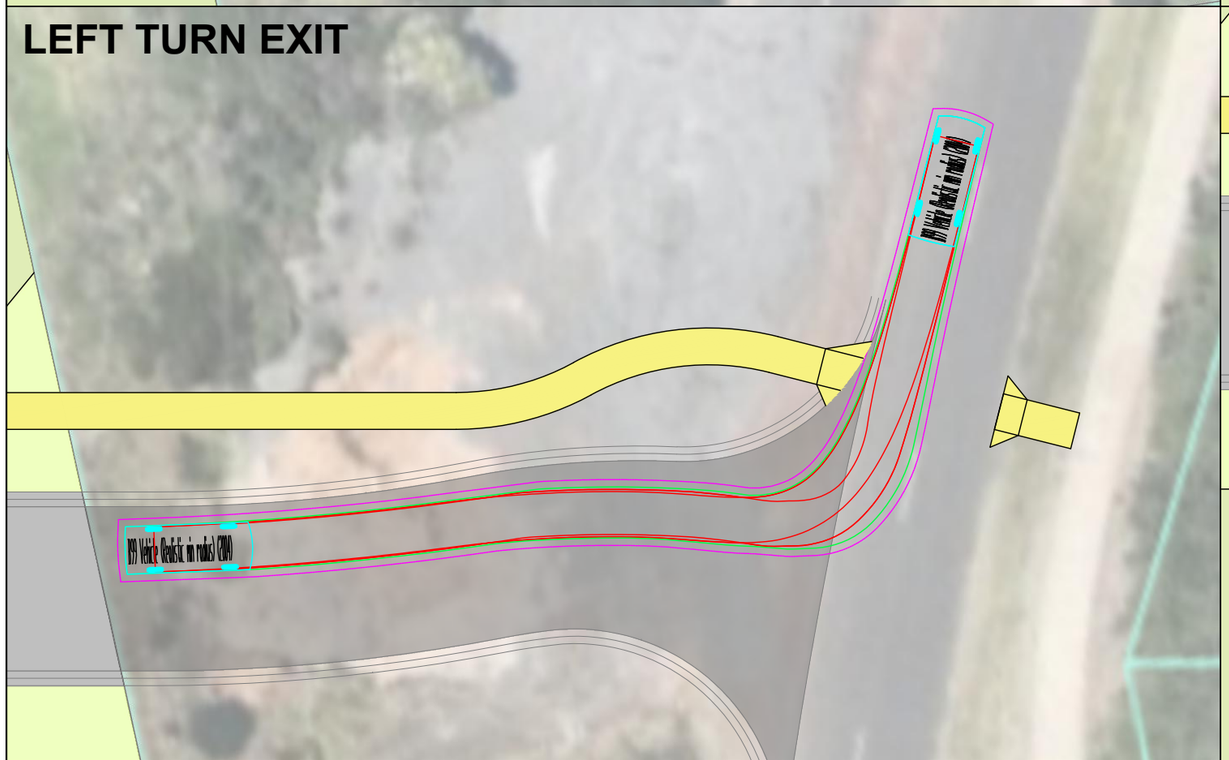

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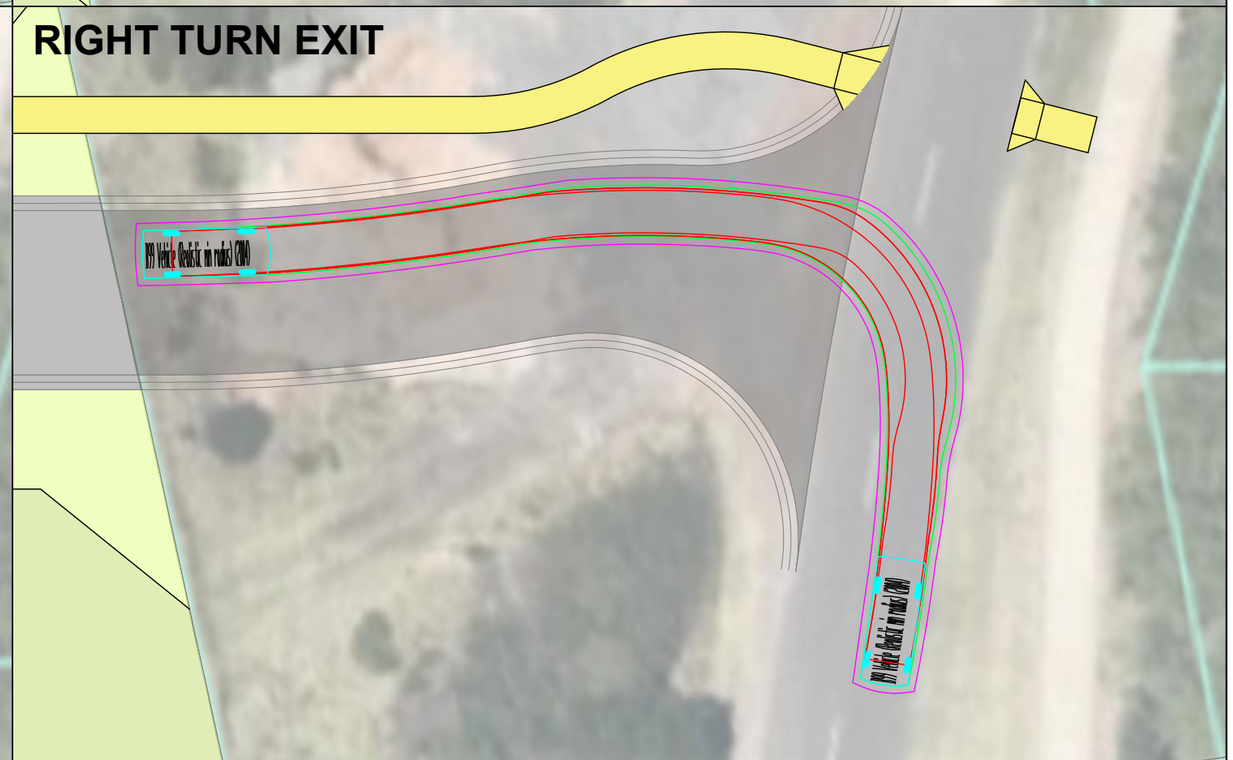
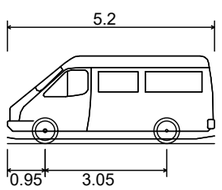


Wheel path
Vehicle Overhang
Vehicle Overhang + 300mm Clearance

Issue	Appd	Date	Comments
A	PJM	06/03/24	Original Issue

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v23



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.527m
Min Body Ground Clearance	0.120m
Track Width	1.840m
Lock to Lock Time	4.00sec
Curb to Curb Turning Radius	6.250m

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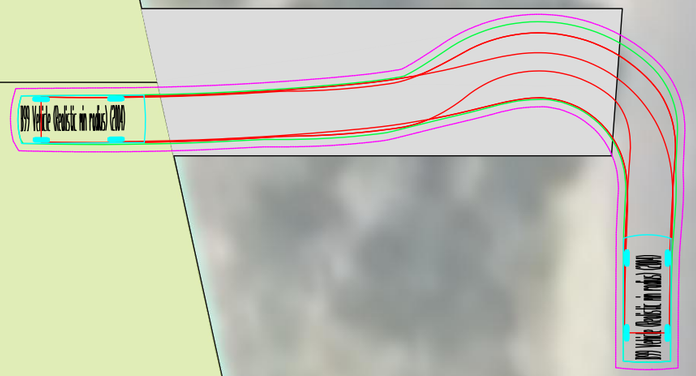
PROPOSED RESIDENTIAL SUBDIVISION 109 OLD PETERBOROUGH RD, PETERBOROUGH SWEPT PATH DIAGRAMS

Scale 0 1 2 3 4 5 1:250 @ A3

Drawing No : 1248503

Sheet No : 2 | Issue : A

LEFT TURN ENTRY



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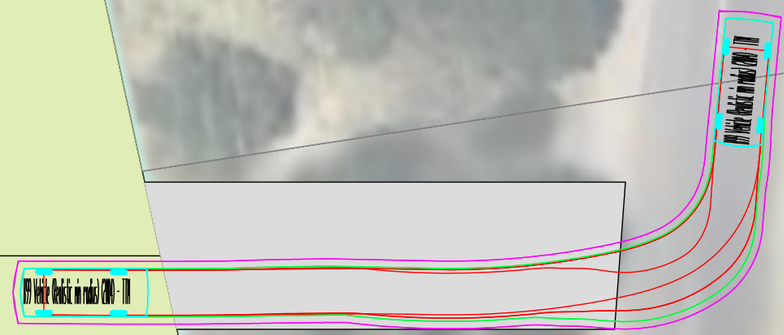
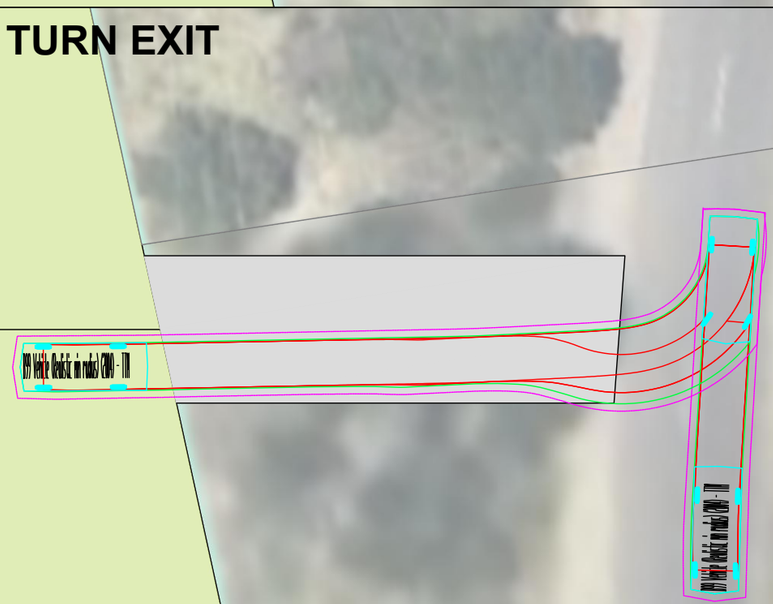


LEFT TURN EXIT



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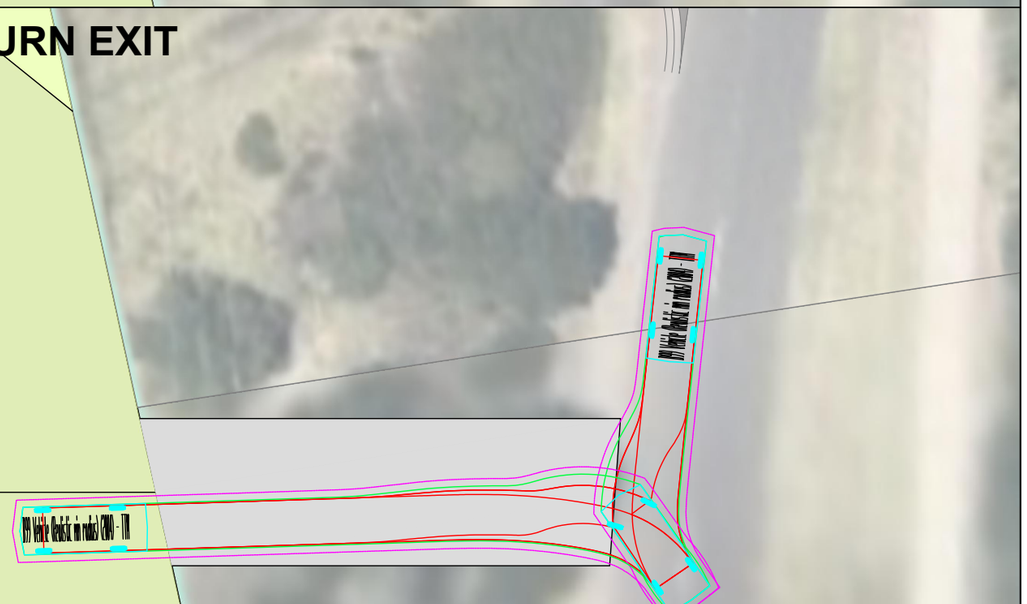
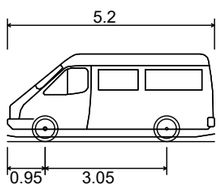


Wheel path
Vehicle Overhang
Vehicle Overhang + 300mm Clearance

A	PJM	06/03/24	Original Issue
Issue	Appd	Date	Comments

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v23



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Min Body Ground Clearance	0.120m
Track Width	1.840m
Lock to Lock Time	4.00sec
Curb to Curb Turning Radius	6.250m

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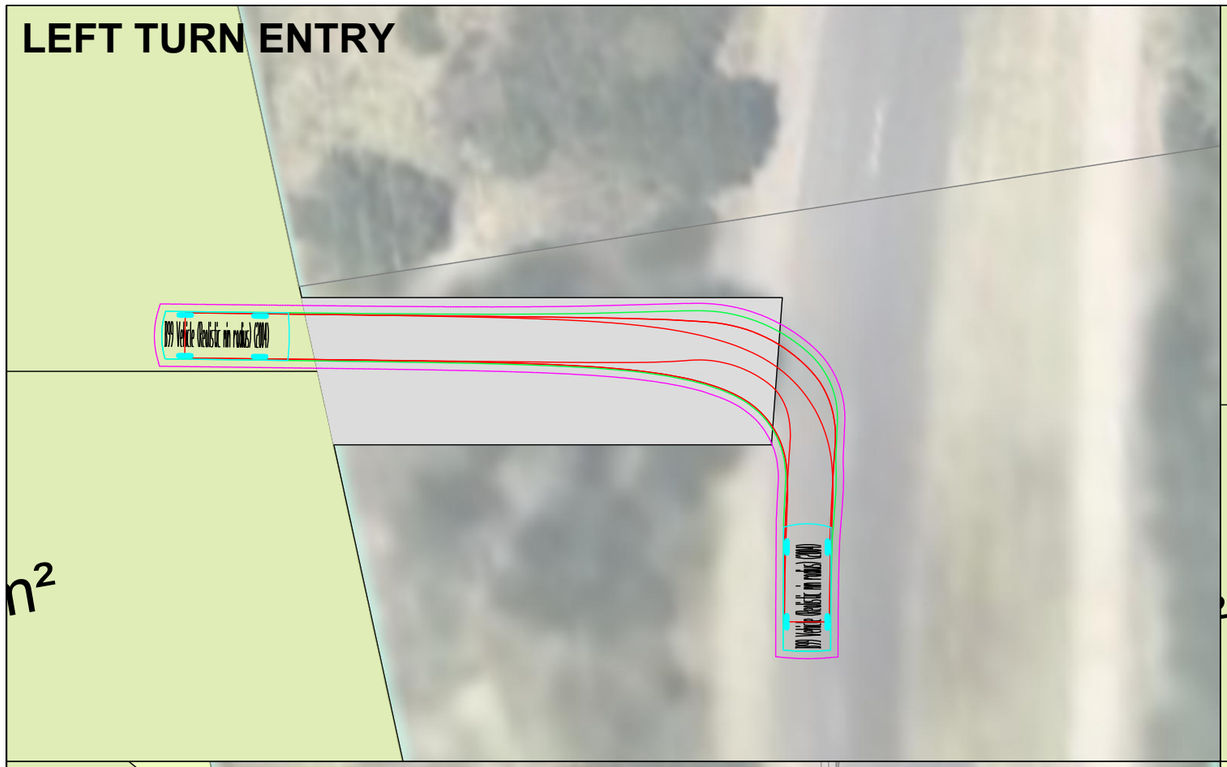
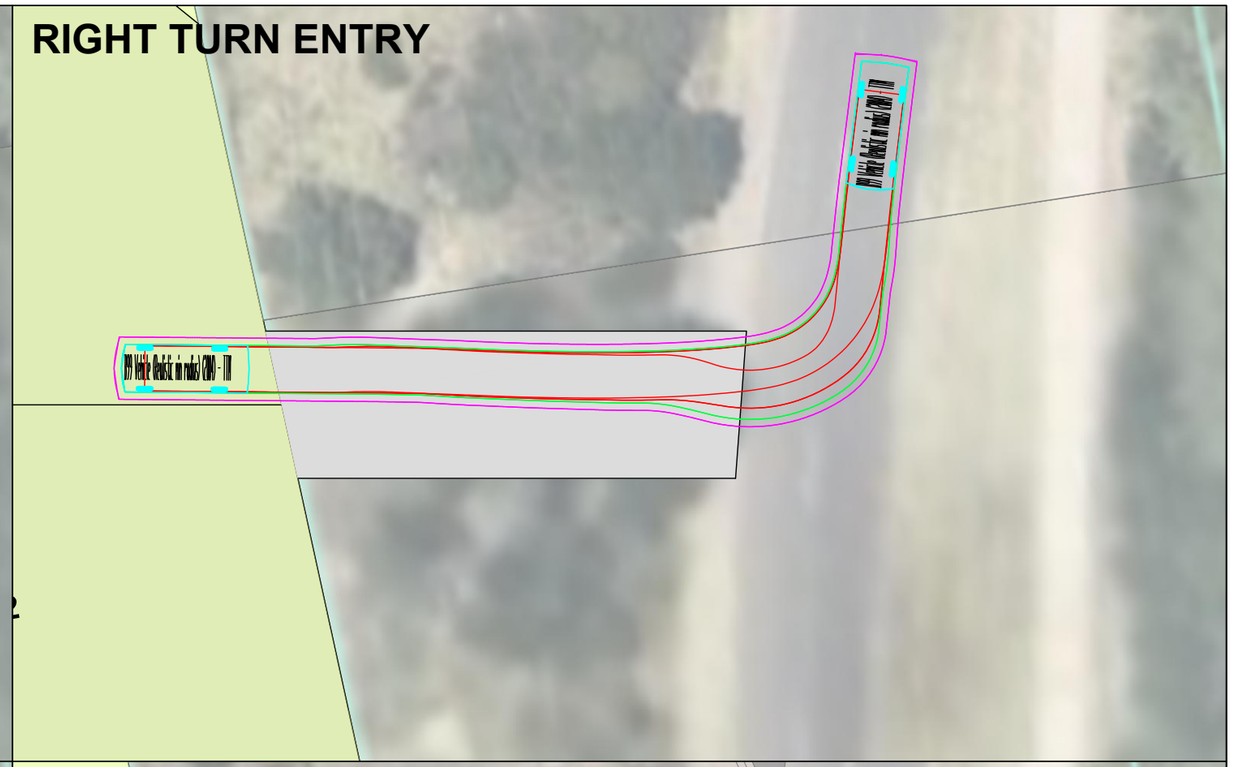
PROPOSED RESIDENTIAL SUBDIVISION 109 OLD PETERBOROUGH RD, PETERBOROUGH SWEPT PATH DIAGRAMS

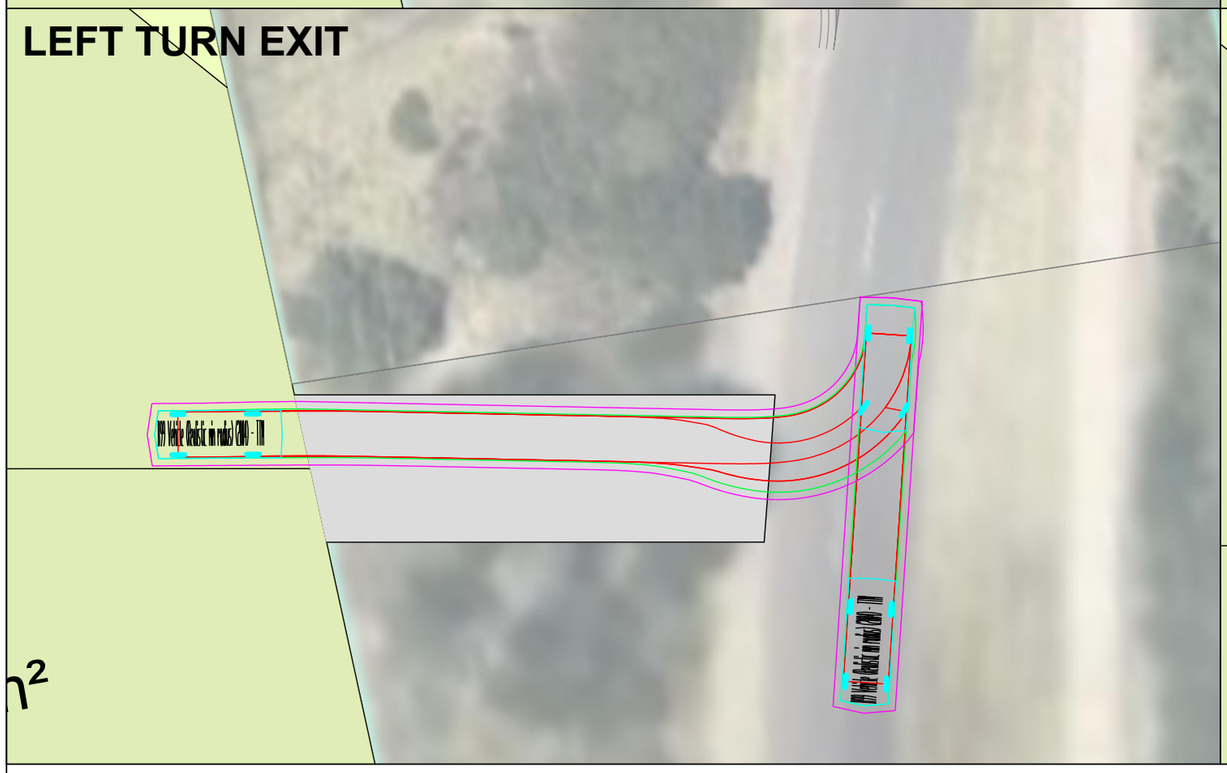
Scale 0 1 2 3 4 5 1:250 @ A3

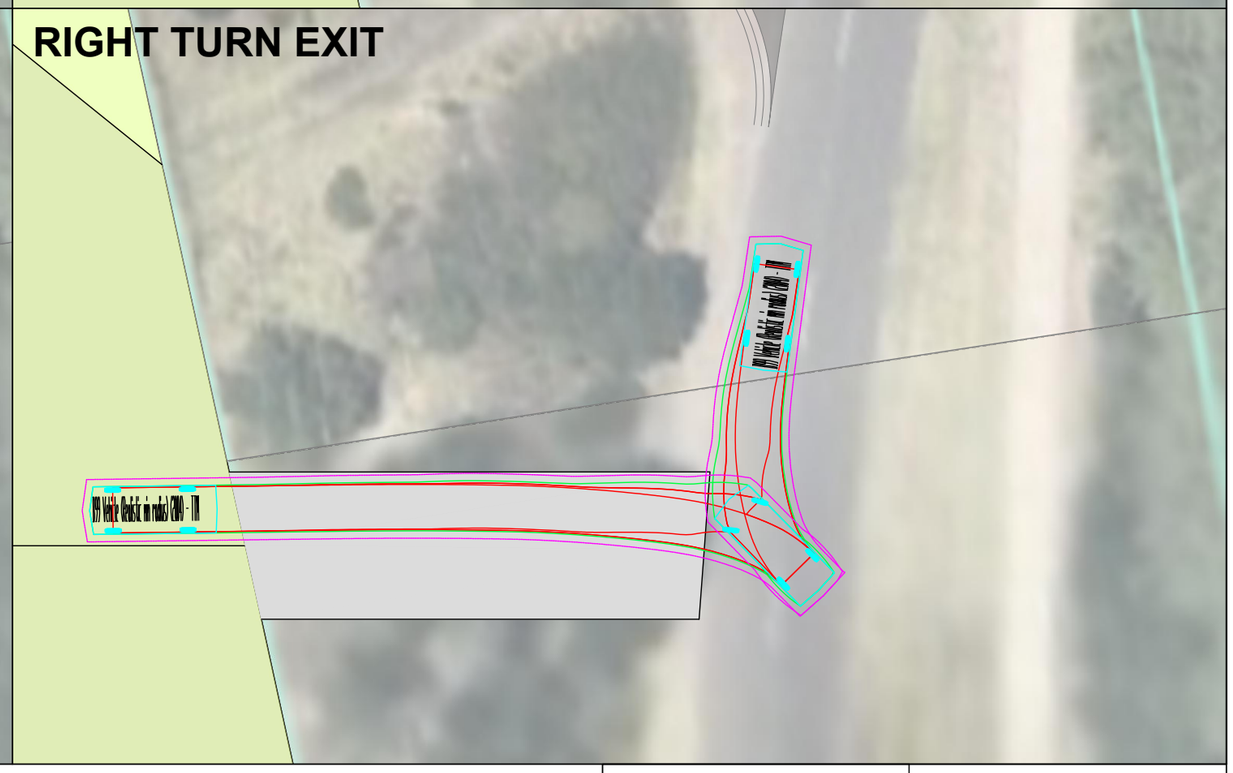
Drawing No : 1248503

Sheet No : 3 | Issue : A





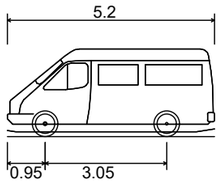




Wheel path
Vehicle Overhang
Vehicle Overhang + 300mm Clearance

Issue	Appd	Date	Comments
A	PJM	06/03/24	Original Issue

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v23



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PROPOSED RESIDENTIAL SUBDIVISION 109 OLD PETERBOROUGH RD, PETERBOROUGH SWEPT PATH DIAGRAMS

Scale 0 1 2 3 4 5 1:250 @ A3

Drawing No : 1248503

Sheet No : 4 | Issue : A

LEFT TURN ENTRY

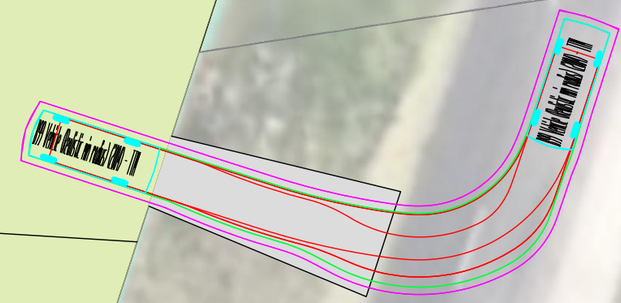
50

750m²

RIGHT TURN ENTRY

50

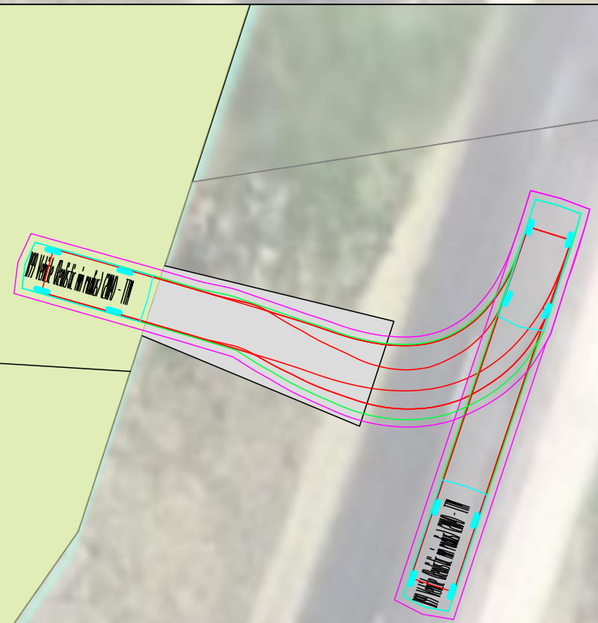
750m²



LEFT TURN EXIT

50

750m²



RIGHT TURN EXIT

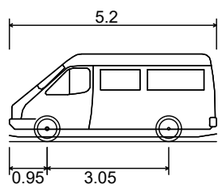
50

750m²

Wheel path
Vehicle Overhang
Vehicle Overhang + 300mm Clearance

A	PJM	06/03/24	Original Issue
Issue	Appd	Date	Comments

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v23



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PROPOSED RESIDENTIAL SUBDIVISION
109 OLD PETERBOROUGH RD, PETERBOROUGH
SWEPT PATH DIAGRAMS

Scale 0 1 2 3 4 5 — 1:250 @ A3

Drawing No : 1248503

Sheet No : 5 | Issue : A