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TRAFFIC ENGINEERING

TRAFFIC ENGINEERING REPORT

38 Pioneer Street, Zillmere



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Document Details

Prepared For	**Harjas Singh**
Project Title	**38 Pioneer Street, Zillmere**

Revision History

Description	Revision No.	Author	Approver	Signature	Date
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1 Introduction

1.1 Purpose of Report

Waymaker Traffic Engineering has been commissioned by Harjas Singh to provide traffic engineering advice regarding the proposed subdivision and material change of use for the site located at 38 Pioneer Street, Zillmere.

The following report aims to provide a holistic review of the proposed development access arrangement and assess the suitability with the external road network. A copy of the development plans are provided in Appendix A.

1.2 Referenced Guidelines

In order to assess the proposed arrangements, the proposed development plans have been assessed against the following guidelines:

- Australian Standard 2890.1 – Off Street Car Parking, 2004
- Brisbane City Council Planning Scheme Policy, 2014

2 Existing Conditions

2.1 Site Location & Land Use

The development site is located at 38 Pioneer Street, Zillmere and is classed as a low-medium density residential zone in the Brisbane City Council (BCC) Planning Scheme. The site is currently accommodating a residential use.

The site has Pioneer Street to the south, Birdwood Street to the west and residential uses in all other directions. Access to the site is currently provided via Birdwood Street. The site location and surrounds are illustrated in Figure 2-1.

Figure 2-1 Site Location



Source: Nearmap

2.2 Existing Road Network

The external road network surrounding the proposed development site is outlined in Table 2-1.

Table 2-1 Key Road Characteristics

Road	Authority	Hierarchy	Speed Limit	Typical Cross Section
Pioneer Street	Council	Neighbourhood Road	50km/hr	Two lanes, undivided
Birdwood Street	Council	Neighbourhood Road	50km/hr	Two lanes, undivided

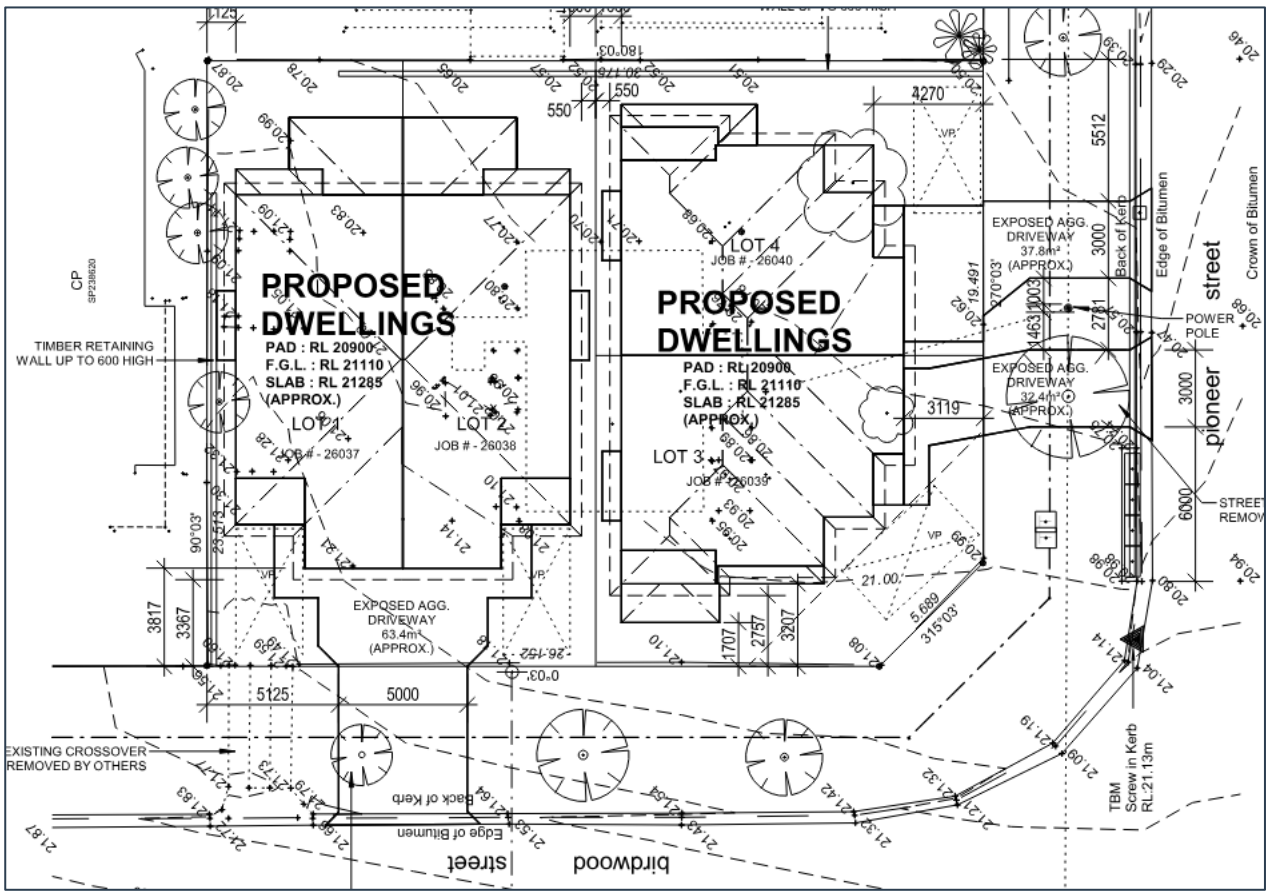
3 Development Proposal

3.1 Development Details

The proposed development involves the subdivision of the site into four (4) lots. Each lot will provide a new four-bedroom dwelling.

The proposed development plan is outlined in Figure 3-1.

Figure 3-1 Proposed Development



Source: Nearmap

3.2 Access Arrangements

The proposed development will remove the existing driveway on Birdwood Street and provide three (3) new crossovers. The proposed development will provide one (1) shared crossover on Birdwood Street and two (2) crossovers on Pioneer Street. All proposed crossovers will operate as all-movements accesses.

4 Access Assessment

A detailed review of the proposed development design has been undertaken against the relevant guidelines.

4.1 Access Design

The proposed development will provide one (1) driveway crossover on Birdwood Street and two (2) crossovers on Pioneer Street. An assessment of the proposed accesses has been undertaken in line with BCC Transport Access Parking and Servicing Planning Scheme Policy (TAPS). Table 4-1 outlines the requirements of BCC TAPS for the proposed design.

Table 4-1 Proposed Crossover Design

Crossover	BCC TAPS Access Width	Proposed Width	Compliance
Lot 1 & 2	3.5m – 6.0m	5m	✓
Lot 3	2.5m	3m	✓
Lot 4	2.5m	3m	✓

On the basis of the above, the access design is considered to be suitable for the proposed development.

4.2 Sight Distance

A review of sight distance has been prepared for the proposed crossover locations. Sight distance requirements are based on the speed environment in line with BCC TAPS. Pioneer Street and Birdwood Streethave a posted speed limit of 50km/hr and thus the minimum sight distance required is 50m.

The available sight distance at each proposed crossover exceeds the BCC TAPS requirement, with the exception of sight distance to the south at the Lot 1 and Lot 2 crossover. However, as the crossover is located in close proximity to the Pioneer Street / Birdwood Street intersection, approaching vehicles are expected to travel at reduced speeds while negotiating the intersection, resulting in a lower practical sight distance requirement. Therefore, the available sight distance is considered suitable.

4.3 Driveway Separation

4.3.1 Intersection Separation

The proposed driveway crossovers have been reviewed with specific regard to their separation from the Pioneer Street / Birdwood Street intersection. BCC TAPS requires a minimum driveway separation of 10m from a minor road intersection. The provided driveway separation is outlined in Table 4-2.

Table 4-2 Proposed Driveway Separation

Crossover	BCC TAPS Driveway Separation	Proposed Driveway Separation	Compliance
Lot 1 & 2	10m	14m	✓
Lot 3	10m	6m	×
Lot 4	10m	11m	✓

The proposed development driveway crossovers provide sufficient driveway separation with the exception of the Lot 3 driveway crossover. While the Lot 3 driveway crossover does not meet the BCC TAPS requirement, the proposed separation of approximately 6m satisfies the minimum separation requirement of AS2890.1.

It is also noted that the proposed Lot 3 driveway crossover location is suitable for the following reasons:

- The proposed Lot 3 driveway crossover is not located within the immediate intersection throat,
- Vehicles entering and exiting the driveway crossover will operate at low speed,
- The development generates low traffic volumes,
- Pioneer Street is a neighbourhood street which is a lower order road.

On this basis, the proposed Lot 3 driveway location is considered acceptable and will operate safely and efficiently.

4.3.2 Separation Between Driveway Crossovers

The proposed development is required to provide 3m separation between driveway locations in accordance with BCC TAPS. The proposed development provides well over 3m on Birdwood Street and 1.7m on Pioneer Street between the Lot 3 and Lot 4 driveways.

The proposed Lot 3 and 4 driveways serve individual dwellings and will generate low-frequency residential vehicle movements. The proposed arrangement is supportable for the following reasons:

- Each driveway services one dwelling only,
- Traffic generation from each driveway will be low,
- Vehicle movements will occur at low speeds,
- Users will generally be residents familiar with the access arrangement,
- Vehicle movements for each crossover will be low turnover which reduces the chance of conflicts occurring,

- Adequate sight lines can be maintained between vehicles, pedestrians and frontage traffic,
- The reduced separation is not expected to affect the safety or efficiency of Pioneer Street.

On this basis, while the proposed separation between the Lot 3 and Lot 4 driveways does not achieve the BCC TAPS requirement, the arrangement is considered acceptable from a traffic engineering perspective. The proposal maintains a safe and legible residential access outcome and is not expected to create a material traffic safety or operational issue.

5 Summary

Waymaker Traffic Engineering prepared this report for Harjas Singh to provide advice on the access arrangements for the proposed subdivision and material change of use located at 38 Pioneer Street, Zillmere. The key findings of the assessment are outlined as follows:

- **Site & Surroundings:** The site is located in a low-medium density residential zone, with Pioneer Street to the south and Birdwood Street to the west. Pioneer Street and Birdwood Street are two-lane undivided roads with a posted speed limit of 50 km/h.
- **Proposed Development:**
  - → The proposed development seeks to subdivide and provide four (4) new lots.
  - → The proposed new dwellings will each provide four-bedrooms.
- **Access Arrangements:**
  - → The proposed driveway crossovers comply with the BCC TAPS access width and sight distance requirements, with the exception of the sight distance available to the south at the Lot 1 and Lot 2 crossover. The Lot 1 and 2 crossover is provided near the Pioneer Street / Birdwood Street intersection which will reduce vehicle speeds at the proposed driveway location.
  - → The proposed driveway crossovers provide sufficient separation from the Pioneer Street / Birdwood Street intersection with the exception of the Lot 3 driveway crossover. While the Lot 3 driveway crossover does not meet the BCC TAPS requirement, the crossover satisfies the minimum separation requirement of AS2890.1 and is not expected to affect the operation of the Pioneer Street / Birdwood Street intersection.
  - → The proposed Lot 1 and 2 driveway crossover provides sufficient separation to adjacent driveways, however the Lot 3 and 4 driveways do not achieve the BCC TAPS requirement. As the Lot 3 and Lot 4 driveway crossovers each provide access to a single dwelling, the reduced separation is not expected to materially affect the safety or efficiency of the external road network.

The proposed development generally complies with relevant guidelines and is considered suitable for the external road network.

APPENDIX A:

PROPOSED DEVELOPMENT PLANS