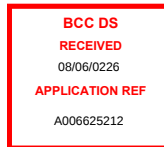


12 May 2026

Kenny Jap
c/- DTS
PO Box 3128
West End Qld 4101



Dear Kenny,

**Re: 288 ALBANY CREEK ROAD
TRAFFIC IMPACT ASSESSMENT**

INTRODUCTION

This report has been prepared by PTT, as requested by DTS Queensland, to advise on the traffic engineering aspects of a proposed residential sub-division located at 288 Albany Creek Road, Bridgeman Downs. The aim of this report is to review the proposed development in terms of its:

- proposed vehicular access location and design
- internal road width
- pedestrian access / footpaths
- vehicle turn around
- on-street car parking
- external traffic impact
- compliance with State Code 1

PROPOSED DEVELOPMENT

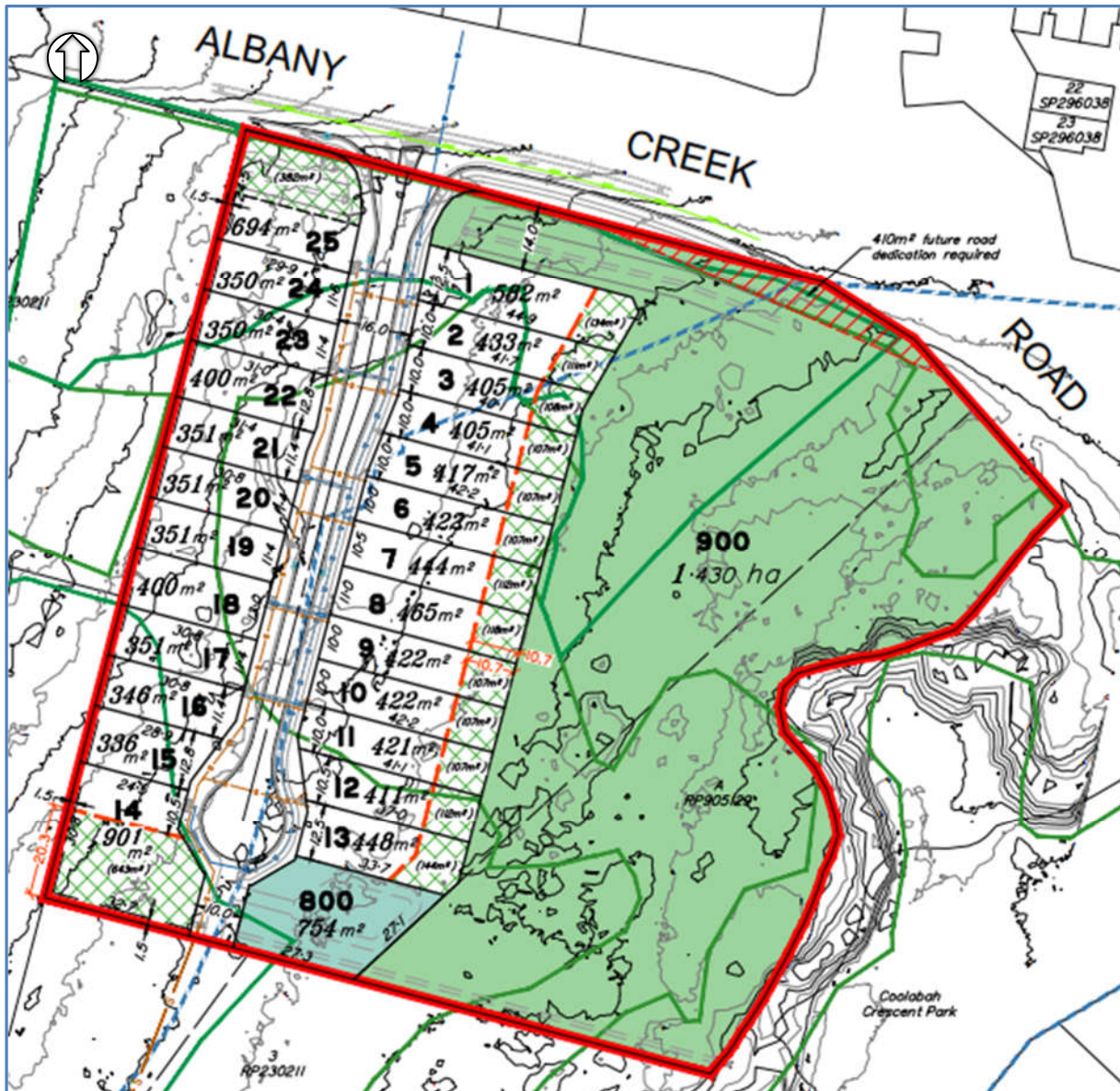
The proposal involves a 25 lot residential sub-division located on Lot 2 on RP138914. The site is to be accessed via a new local road leading to Albany Creek Road, Bridgeman Downs. A plan of the proposed development is shown in Figure 1.

VEHICULAR ACCESS

LOCATION

The sub-division is serviced by a new road which would intersect Albany Creek Road about mid-way between the existing intersections of Rand Place (to the east) and Kansas Street (to the west). As there are no other local roads from which the site could be accessed, the only option is construct a new road connection to Albany Creek Road.

Figure 1: PROPOSED DEVELOPMENT



DESIGN

The proposed new access intersection on Albany Creek Road has been designed to cater for left-in/left-out movements only. U-turns are permitted at the Rand Place (to the east) and Bridgeman Road (to the west).

The new intersection on Albany Creek Road incorporates a short auxiliary left turn (AUL(S)) treatment, as shown in PTT Drawing No 24-382-001 (attached). It includes:

- a 45m long x 3.5 wide AUL(S) treatment on Albany Creek Road;
- a 2.0m wide cycle lane on Albany Creek Road; and
- appropriate channelisation to enforce left-in/left-out only operations.

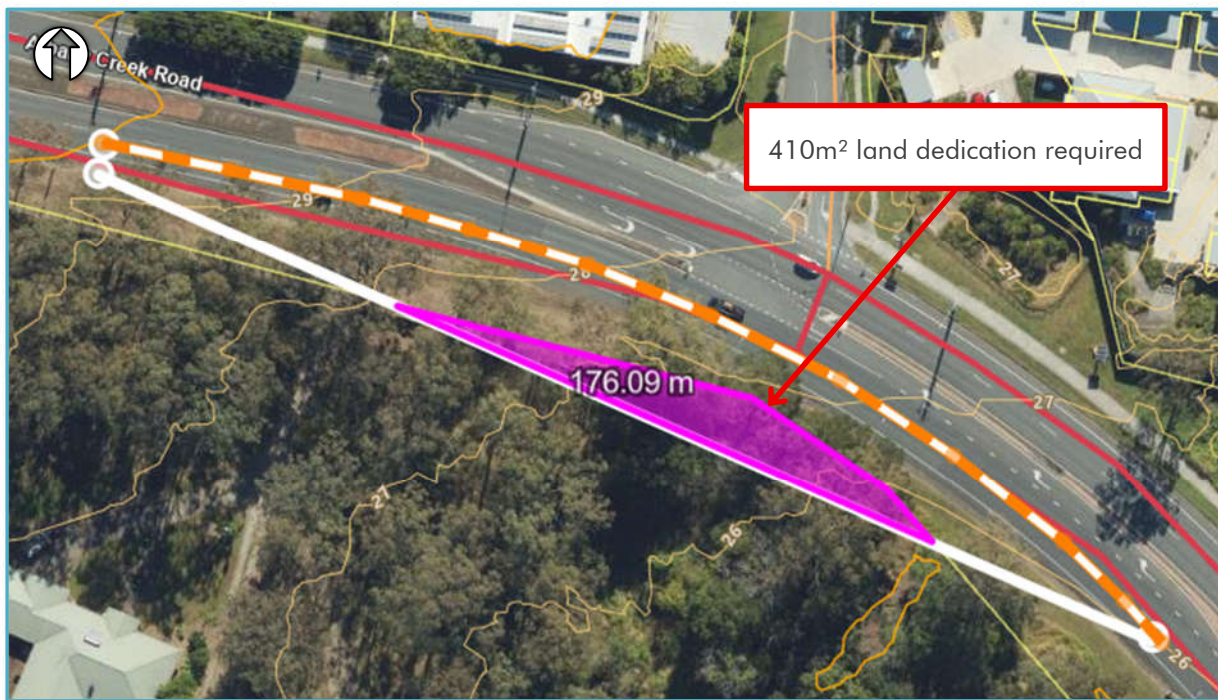
The above dimensions comply with Austroads Guide to Road Design and are consistent with a similar treatment at the next intersection to the west (Kansas Street).

SIGHT DISTANCE

The signed speed limit on the fronting section of Albany Creek Road is 70km/h. In the absence of any local speed data, we have adopted a design speed of 80km/h (ie 10km/h above the signed speed limit). Albany Creek Road grades uphill from east to west across the site frontage at a grade of 2.6%. Given the above information, a Safe Intersection Sight Distance (SISD) of 176m has been calculated using Equation [2] in Austroads Guide to Road Design: Part 4A.

In order to provide the required sight distance, an area of land (approx 410m²) located in the north-east corner of the site would need to be dedicated to road reserve, as shown in Figure 2. It would be reasonable to condition the approval to require the dedication and clearing of this land to ensure the requisite sight lines are available.

Figure 2: SISD AT NEW ROAD INTERSECTION



ROAD WIDTH

According to Council's Infrastructure Design Policy, the new road would need to incorporate a 5.5m wide carriageway within a 14m wide road reserve. Council's standard cross-section for this type of road is shown in Figure 3.

The new road has been designed in accordance with this cross-section, widening out to a 16m reserve for the first (ie northernmost) 40m.

ON-STREET CAR PARKING

Council's standard 5.5m wide carriageway typically provides opportunity for on-street parking. This is demonstrated by Figure 5, which shows on-street parking in Pinnibar Street, Bridgeman Downs, located about 330m north of the subject site. Accordingly, the proposed development will cater adequately for on-street parking.

Figure 5: PINNIBAR STREET, BRIDGEMAN DOWNS



EXTERNAL TRAFFIC IMPACT

EXISTING TRAFFIC VOLUMES

According to Average Annual Daily Traffic (AADT) volumes reported by DTMR for their Permanent Counter Site ID 135725, the most recent (2024) 2024 AADT on the adjacent section of Albany Creek Road was 20,400vpd. These data also indicate that:

- daily traffic volumes are 15% higher than average on Thursdays and Fridays
- peak hour traffic volumes equate for about 9-10% of the average daily value

On-site observations indicate that traffic flows on Albany Creek Road are heavily biased toward inbound (ie eastbound) movements during the morning peak hour, with the reverse during the evening peak hour. In the absence of quantitative data on the east-west directional split, we have assumed a 60:40 east:west split during the morning peak hour, with the reverse during the evening peak hour.

Based on the above, westbound traffic volumes on Albany Creek Road (past the subject site) are estimated be about 840vpd during the morning peak hour and 1,410vph during the evening peak hour.

DEVELOPMENT TRAFFIC GENERATION

Based on trip generation rates published in the Department of Transport and Main Roads (DTMR) Road Planning and Design Manual, the proposed development is expected to generate traffic at the rate of 0.85 vph/dwelling during peak hours and about 9vpd / dwelling over an average weekday.

Application of these rates to the 25 lots in the proposed development suggest a peak hour traffic generation of about 21vph and a daily generation of 225vpd.

The development's external traffic impact is expected to be greatest during the morning and evening peak hours. Assuming an 20:80 in:out split during morning peak hour, with the reverse during the evening peak, we estimate development related traffic movements of:

- 4vph entering and 17vph exiting during the morning peak hour
- 17vph entering and 4vph exiting during the evening peak hour

TRAFFIC IMPACT

Based on the above, the proposed development is expected to increase peak hour traffic volumes on Albany Creek Road by about 0.5-2.0% during the morning peak hour and by about 0.3-1.2% during the evening peak hour. Given the very small scale of these increases, the proposed development is not expected to adversely affect traffic operations or safety on the external road network.

CRASH HISTORY

A review of the historic crash data reported in Queensland Globe indicates that there have been no reported crashes on the westbound carriageway on Albany Creek Road, in the vicinity of the subject site, over the last five years.

STATE CODE 1

SARA ADVICE

According to the SARA Information Request dated 13 November 2024, DTMR is unlikely to support accessing the subject site via the existing driveway serving the adjacent lot to the west (Lot 1 on RP230211). SARA advised that access strategy is required that:

- (a) does not rely on third party land;
- (b) demonstrates that the safety and efficiency of Albany Creek Road will not be adversely impacted as required by Performance Outcomes (PO)25–PO27 of State Code 1: Development in a state-controlled road environment (State Code 1) and DTMR's Limited Access Road Policy principles included in the Vehicular Access to State-Controlled Road Policy; and
- (c) demonstrates compliance with the Limited Access Road Policy for Albany Creek Road as required by PO18 of State Code 1.

The SARA Information Request goes on to state that DTMR supports the existing 6.5m wide driveway serving Lot 1 on RP230211, even though it is located in a slip lane, because this is driveway and not a public road. DTMR also claim that this existing access to Lot 1 on RP230211 would not have sufficient capacity to cater for traffic generated by the subject site (Lot 2 on RP138914).

Furthermore, DTMR state they are unlikely to allow the existing driveway to Lot 1 on RP230211 to be upgraded to a public road, nor are they likely to approve a separate driveway to the subject site because of the number of driveways already on this section of Albany Creek Road, which is a limited access road.

PROPOSED ACCESS STRATEGY

Given that the subject site does not front any other lower order road and that SARA has indicated that access to the subject site should not rely on third party land, the only option available is to access the site via a new public road leading from Albany Creek Road.

The proposed access strategy complies with DTMR's limited access policy for Albany Creek Road because it does not involve a new or changed access to this road. The proposed new road shown in Figure 1 would be designed and dedicated as a public road and therefore could not reasonably be classified as an "access", as defined by DTMR's limited access policy.

CODE RESPONSE

A formal repose to PO18, PO25, PO26 and PO27 of State Code 1 is summarised in Table 1.

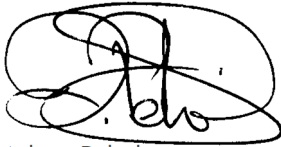
Table 1: STATE CODE 1 ASSESSMENT

Performance Outcome	Comment
PO18 New or changed access is consistent with the access for the relevant limited access road policy: 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	Complies The code defines an access as being between a premises and a road corridor. The proposed new public road could not reasonably be defined as an "access". Accordingly, the proposal does not involve a new or changed access to a limited access road.
PO25 Development does not compromise the safety of users of the state-controlled road network.	Complies The proposed new intersection on Albany Creek Road can be designed in accordance with the relevant Austroads and DTMR road design guides, thus ensuring an adequate level of safety on Albany Creek Road.
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	Complies The proposed development comprises 25 detached dwellings, which are expected to generate about 21vph or 225vpd. The subject proposal will increase peak hour traffic volumes on Albany Creek Road by less than 2% and on this basis will have a negligible impact on the performance of the state-controlled road network.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	Complies The site does not front the local road network and DTMR has directed that the site not to be accessed through third party land. The only option is to construct a new road from Albany Creek Road to serve the proposed development. The individual lots within the development will then be accessed off this new local road, in accordance with PO27.

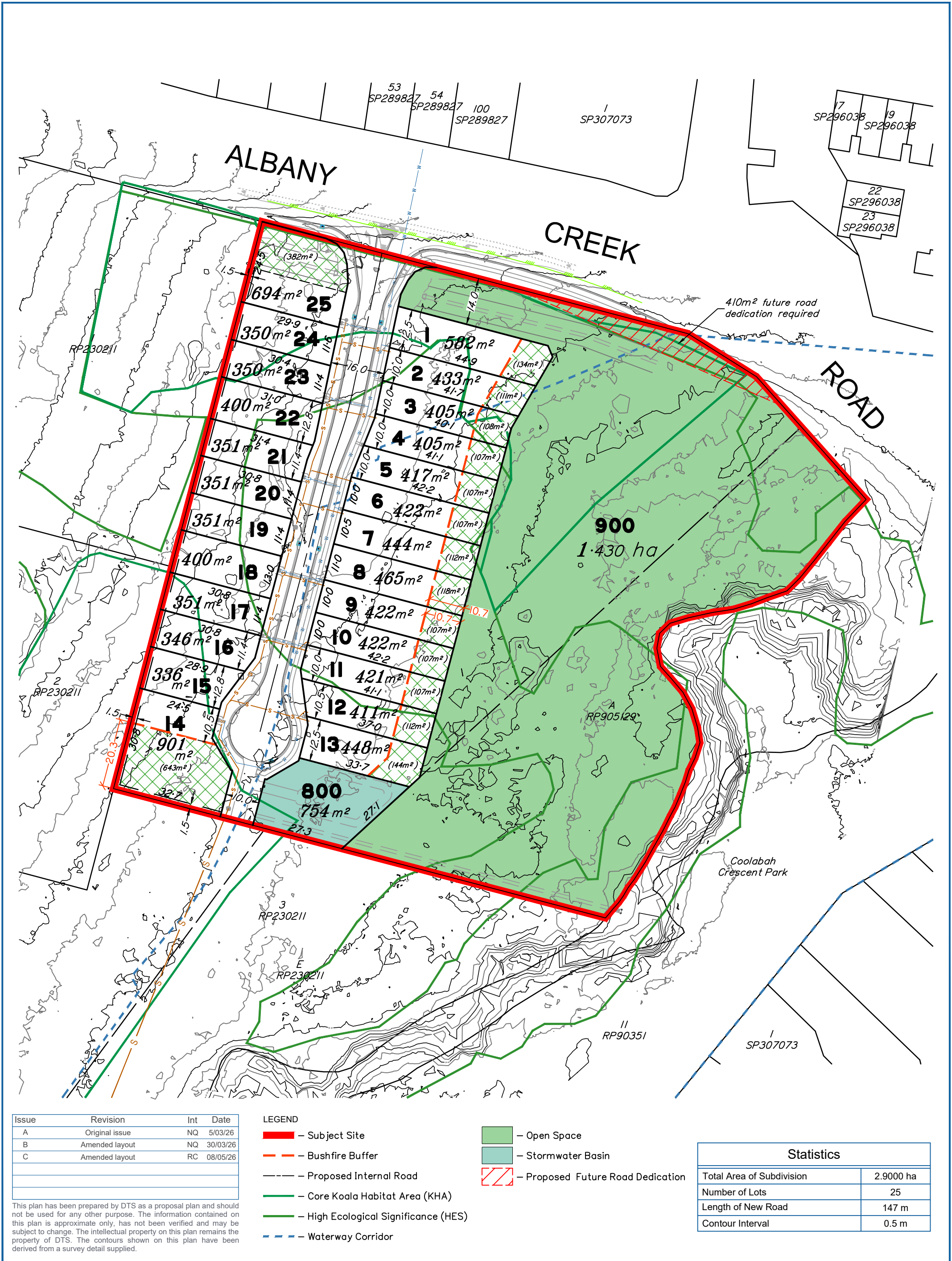
CONCLUSION

If you have any questions regarding this matter, then please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'A. Pekol', enclosed within a large, loopy oval shape.

Adam Pekol
Managing Director (RPEQ 5286)





CLIENT: KENNY YAP			
DATE: 28/05/2025	SCALE: 1:500@A3	DRAWN: CB	APPROVED: AP
DRAWING NO. 24-382-001	REV	JOB NO.	24-382

PROJECT TITLE: 288 ALBANY CREEK ROAD, ALBANY CREEK
DRAWING TITLE: PROPOSED LEFT-IN/LEFT-OUT INTERSECTION

REV.	AMENDMENTS	DRN	DATE



PTT
TRAFFIC & TRANSPORT ENGINEERING

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