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# Traffic Impact Assessment Report

30 Paddys River Falls Road, Burra  
Proposed Caravan Park

24/06/2021



Traffic Impact Assessment Report  
 30 Paddys River Falls Road, Burra - Proposed Caravan Park



# Traffic Impact Assessment Report

30 Paddys River Falls Road, Burra

Proposed Caravan Park

## Document Control

Revision	Date	Reference	Approved By	
Draft	24/06/2021	20-0245	HM	-
Final	24/06/2021	20-0245	HM	-

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Traffic Impact Assessment Report  
30 Paddys River Falls Road, Burra - Proposed Caravan Park



## Executive Summary

Quantum Traffic have been engaged to undertake a Traffic Impact Assessment in relation to a proposed caravan park located at 30 Paddys River Falls Road in Burra. This report summarises the various traffic engineering and transport planning assessments undertaken in relation to the proposed redevelopment.

The subject site is located approximately 12.3km southeast of Tumbarumba, within lot 11 of plan DP747976. This lot is zoned as a combination of RU1: Primary Production and E3: Environmental Management. An existing vehicle access to the subject site is located on Paddys River Falls Road, approximately 300m south of Tooma Road.

The subject site is isolated from existing active travel infrastructure and the public transport network.

Existing traffic volumes on Paddys River Falls Road and Tooma Road were observed during a site visit undertaken during the interpeak period on Tuesday, 15 June 2021. Paddys River Falls Road was observed to carry approximately 12 vehicles per hour in each direction, while Tooma Road was observed to carry in the order of 24 vehicles per hour in each direction.

During the site visit, drivers on Paddys River Falls Road were observed to be appropriately self-regulating their speed, to approximately 40km/h, due to the constrained nature of the road environment (i.e. narrow pavement width, horizontal and vertical curves, limited sight distance).

A review of publicly available historical crash data identified two (2) reported crashes in the vicinity of the subject site in the five (5) years to the end of 2019. No particular road safety issues were identified, in the vicinity of the subject site, as a result of the historical crash data.

The proposed development comprises:

- 15 campsites,
- Three (3) units, and
- Ancillary facilities (i.e. administration building, amenities block, etc.)

Vehicle access to the development is proposed via the existing vehicle access on Paddys River Falls Road.

The proposed development is expected to generate in the order of three (3) vehicle trips per campsite/unit per day. Assuming an 85% occupancy rate on a typical weekday, this reflects approximately 46 vehicle trips per day associated with the proposed development. Furthermore, assuming that 10% of daily vehicle trips occur during each hour during the interpeak period, the proposed development is expected to generate approximately five (5) vehicle trips per hour.

This small increase in traffic demands is expected to marginally increase the frequency of opposing vehicle 'conflicts' on Paddys River Falls Road. The existing 5.0m wide roadway is wide enough for opposing vehicles to pass at low speed. Furthermore, the increase in traffic demands does not warrant the addition of auxiliary turning lanes at the Paddys River Falls Road / Tooma Road intersection or at the site access.

Vehicle turning path analysis demonstrated that vehicles towing conservatively large caravans are able to undertake turning manoeuvres at the Paddys River Falls Road / Tooma Road

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intersection, by tracking across the width of Paddys River Falls Road, while remaining within their lane on Tooma Road. This arrangement is considered to be acceptable, given the low traffic volumes at the intersection.

A range of sight distance checks were undertaken at the existing site access on Paddys River Falls Road. It was found that the available sight distances are generally suitable for the observed conditions (i.e. lower vehicle speeds due to the constrained road environment). It is noted that while the existing arrangement is considered to be appropriate, that Council may wish to review the speed limit on Paddys River Falls Road to further reinforce this driver behaviour.

Based on this assessment, there are no traffic engineering reasons why the proposed development should not be approved, subject to appropriate conditions.

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# 1 Introduction

Quantum Traffic have been engaged to undertake a Traffic Impact Assessment (TIA) in relation to a proposed caravan park located at 30 Paddys River Falls Road, Burra. This report summarises the various traffic engineering and transport planning assessments undertaken in relation to the proposed development.

## 2 Existing Conditions

### 2.1 Subject Site

The subject site is located approximately 12.3km southeast of Tumbarumba and comprises lot 11 of plan DP747976. The lot has an area of approximately 158ha and is currently zoned as a combination of RU1: Primary Production and E3: Environmental Management, as shown at Figure 1 below. Land uses surrounding the site are similar, with RU1: Primary Production to the north and E3: Environmental Management to the south.

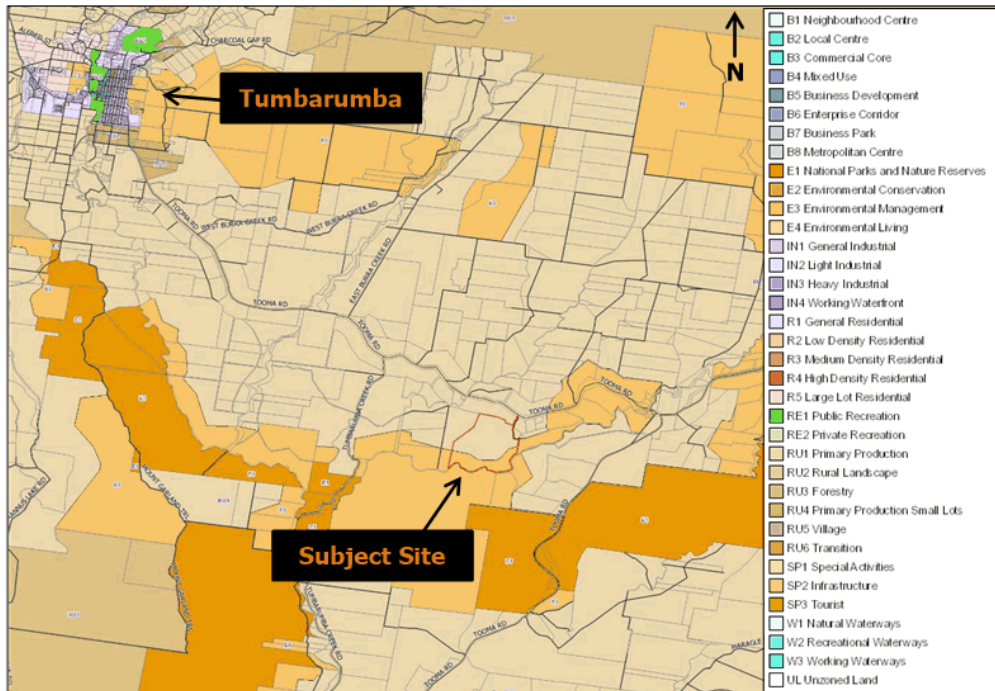
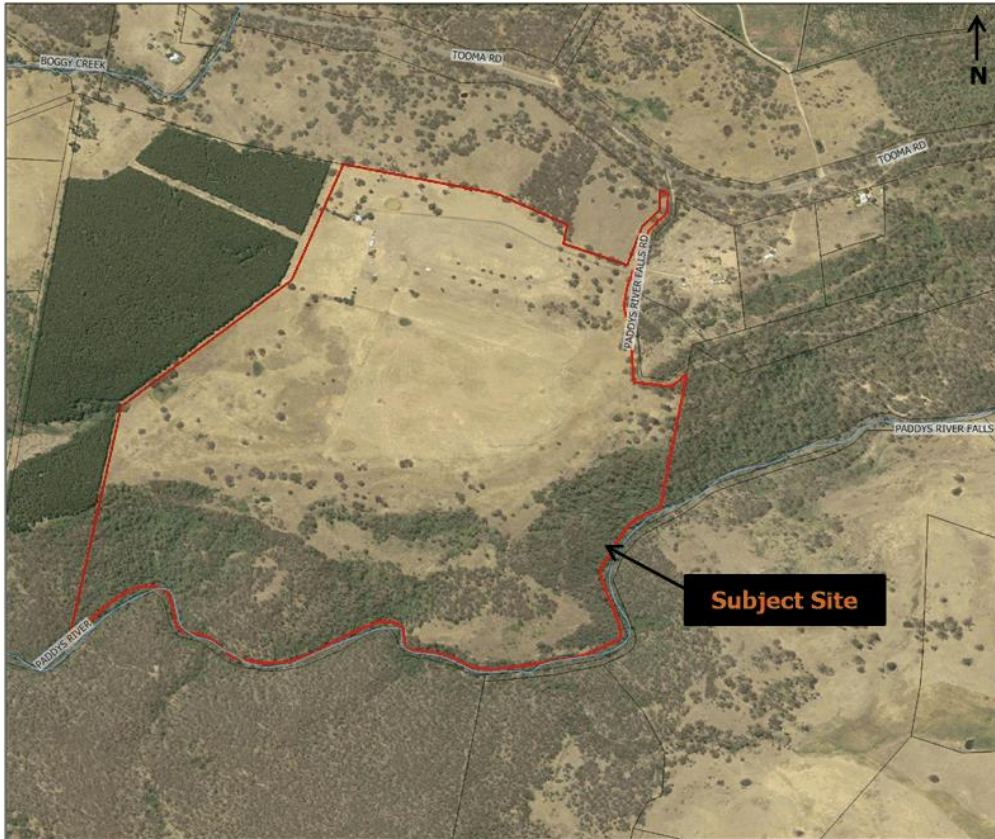
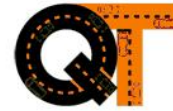


Figure 1: Locality Plan (source: NSW Planning Portal)

The northern part of the site, generally aligning with the RU1: Primary Production land use zone, currently comprises relatively flat, cleared, farmland, with a dwelling and a range of other buildings located in the northwest corner of the site. The southern part of the site, generally aligning with the E3: Environmental Management land use zone, comprises wooded land which falls away to the south. Figure 2 below presents an aerial image of the subject site.

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*Figure 2: Aerial Image (source: SIX Maps)*

Under the existing conditions, vehicular access to the subject site is possible via Paddys River Falls Road on the western boundary of the site. A photograph of this access is presented at Figure 3 below.



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*Figure 3: Existing Property Access via Paddys River Falls Road*

## 2.2 Active Travel and Public Transport Networks

The subject site is isolated from existing active travel infrastructure and the public transport network.

## 2.3 Road Network

**Paddys River Falls Road** is a local road which extends approximately 1.8km from Tooma Road in the northwest to a carpark in the southeast. Along its length, Paddys River Falls Road comprises a sealed carriageway of approximately 5.0m width, located within an approximately 20m wide road reserve. The unmarked carriageway supports vehicular traffic in both directions. On-street parking, while not prohibited, is rare due to the availability of off-street parking on the large adjacent blocks. While Paddys River Falls Road is subject to the rural default speed limit of 100km/h, the constrained nature of the road (i.e. narrow pavement width, horizontal and vertical curves, limited sight distance) limits safe vehicle speeds to approximately 40km/h. Drivers were generally observed to appropriately self-regulate their speed, during the site visit. No pedestrian facilities or street lighting are provided along the length of Paddys River Falls Road.

Figure 4 below, presents photographs of Paddys River Falls Road, taken between Tooma Road and the site access.

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(a) View south



(b) View north

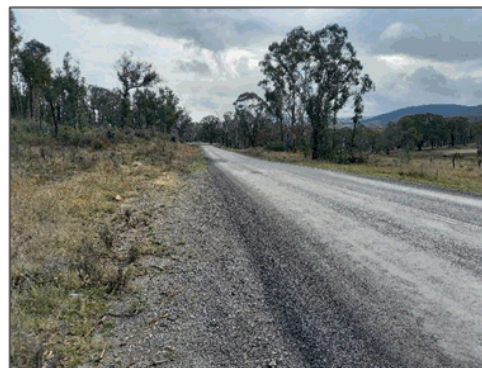
Figure 4: Photographs of Paddys River Falls Road

**Tooma Road** is a classified regional road which extends approximately 62.8km from Byatt Street / Jarvis Lane, Tumbarumba in the north to Alpine Way, Bringenbrong in the south. In the vicinity of Paddys River Falls Road, Tooma Road is aligned in a generally east-west direction, with Tumbarumba located approximately 12km to the west. Here, Tooma Road comprises a sealed carriageway of approximately 7.0m width, located within an approximately 100m wide road reserve. A single traffic lane is provided in each direction, with a marked centreline and edgelines. On-street parking, while not prohibited, is rare due to the availability of off-street parking on the large adjacent blocks. This section of Tooma Road is subject to the rural default speed limit of 100km/h, which provides no pedestrian facilities or street lighting.

Figure 5 below, presents photographs of Tooma Road, taken from the Paddys River Falls Road intersection.



(a) View east



(b) View west

Figure 5: Photographs of Tooma Road

### 2.3.1 Existing Traffic Conditions

A site visit was undertaken by Quantum Traffic staff on Tuesday, 12 June 2021. During the site visit a total of 24 vehicle movements were observed along Paddys River Falls Road between 11:45am and 12:45pm. These vehicle movements appeared to consist primarily of an initial southbound trip towards Paddys River Falls, with the reverse trip towards Tooma Road generally occurring approximately 5-10 minutes later. It was noted that the traffic



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volumes on Tooma Road were approximately twice those on Paddys River Falls Road. No significant directional splits were noted on either Paddys River Falls Road or Tooma Road (i.e. approximately 50% of traffic heading in each direction). On this basis, the traffic volumes presented at Table 1 below, measured in vehicle trips per hour (vph), are considered to represent the typical existing traffic conditions during the interpeak period (i.e. between the morning and evening peak hours).

*Table 1: Existing Traffic Conditions*

Direction	Observed Interpeak Traffic Volumes	
	Paddys River Falls Road	Tooma Road
Northbound / Eastbound	12 vph	24 vph
Southbound / Westbound	12 vph	24 vph
<b>Combined</b>	<b>24 vph</b>	<b>48 vph</b>

### 2.3.2 Crash History

Publicly available crash data has been sourced from Transport for New South Wales' Interactive Crash Statistics webpage. Two (2) crashes, including one (1) fatal and one (1) serious injury crash, were reported in the vicinity of the subject site, during the five (5) years to 31 December 2019.

The serious injury crash occurred at the Paddys River Falls Road / Tooma Road intersection in 2016 and involved a light truck, travelling eastbound on Tooma Road, failing to negotiate the left-hand bend and leaving the roadway to the right (RUM code 85). The crash occurred in daylight conditions and resulted in serious injuries. Speed was considered to be a factor.

The fatal crash occurred on Tooma Road approximately 275m east of Paddys River Falls Road, in 2018 and involved a head-on collision (RUM code 20) between a motorcycle and a school bus. The crash occurred in daylight conditions and resulted in the death of the motorcyclist. Neither speed nor fatigue were considered to be involved.

The publicly available crash data does not indicate the presence of any particular road safety issues in the vicinity of the subject site.



### 3 Proposed Development

The following sections set out the key traffic engineering elements of the proposed development.

#### 3.1 Development Yields

The proposal is to develop part of the site into a caravan park, comprising:

- 15 (commercial accommodation) campsites,
- Three (3) (commercial accommodation) units, and
- Ancillary facilities (i.e. administration building, amenities block, etc.)

Figure 6 below presents a site plan for the proposed development.

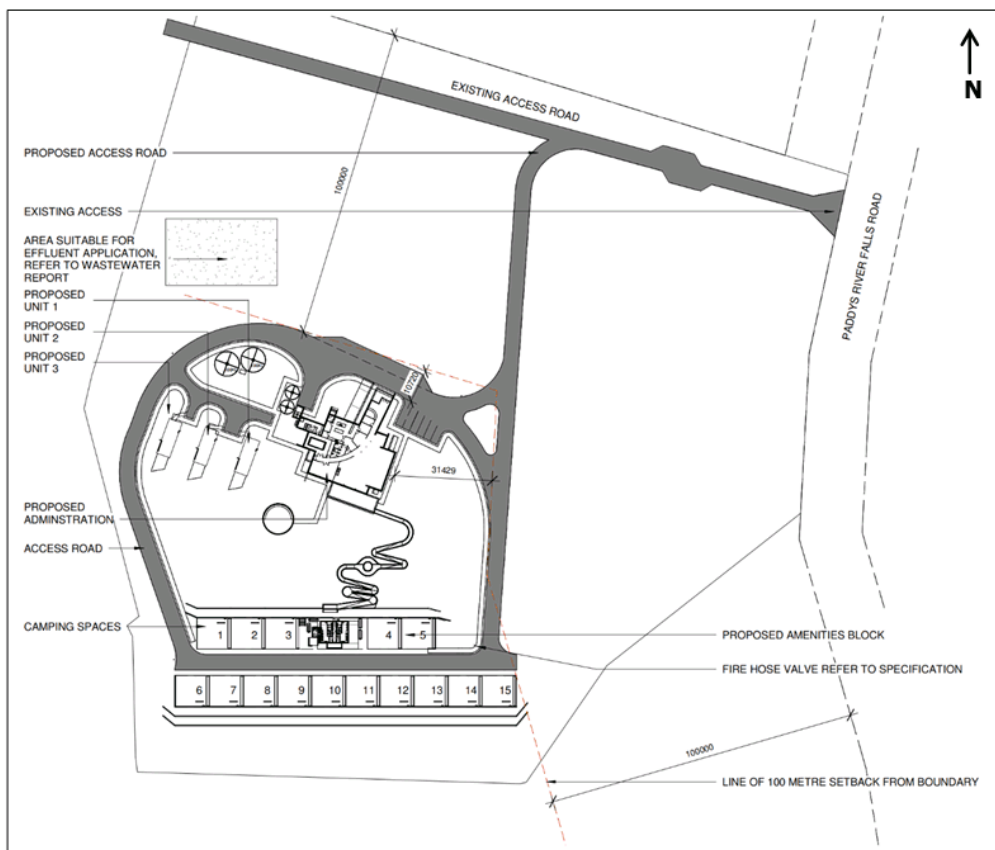


Figure 6: Proposed Development – Site Plan

#### 3.2 Vehicle Access

Vehicle access to the proposed development is via the existing access to the subject site (Figure 3, page 3), located on Paddys River Falls Road, approximately 300m south of Tooma Road.

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### 3.3 Traffic Demands

The traffic demands for the proposed development have been estimated based on a first principles analysis, as set out below.

The campsites and units, when occupied, are expected to generate in the order of three (3) vehicle trips per campsite/unit per day. This represents an average stay of two (2) nights, involving:

- One (1) arrival trip (i.e. arriving prior to check-in) per campsite/unit,
- Two (2) excursions (each involving a departure trip and an arrival trip) per campsite/unit, and
- One (1) departure trip (i.e. departing after checking-out) per campsite/unit.

It is assumed that approximately 10% of vehicle trips will occur in each hour during the interpeak period.

Assuming an 85% occupancy rate on a typical day, the proposed development is expected to generate approximately 46 vehicle trips per day, including 5 vehicle trips per hour during the interpeak period, as shown at Table 2 below.

*Table 2: Anticipated Development Traffic Demands*

<b>Time Period</b>	<b>Traffic Demands</b>
<b>Daily</b>	46 vehicle trips per day
<b>Interpeak</b>	5 vehicle trips per hour



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## 4 Traffic Impact Assessment

The following sections summarise the assessments undertaken in relation to the proposed development. These assessments broadly address the following three (3) key concerns:

- Available sight distances,
- Impacts due to the traffic associated with the proposed development, and
- Accessibility of the road network for the traffic associated with the proposed development.

### 4.1 Paddys River Falls Road

The key concern along Paddys River Falls Road is the impact of the additional traffic demands associated with the proposed development, particularly in relation to conflicts between vehicles travelling in opposing directions.

#### 4.1.1 Impact of Development Traffic Demands

A statistical analysis has been undertaken to quantify the number of 'conflicts' between vehicles travelling in opposing directions on Paddys River Falls Road, between Tooma Road and the site access (a length of approximately 300m). It is noted that the existing pavement width on this section of Paddys River Falls Road (approximately 5.0m) does permit vehicles to pass one another at low speed.

The statistical analysis involved the simulation of vehicle movements in both directions along Paddys River Falls Road and recording the number of 'conflicts' between opposing vehicles. Vehicle arrival times were simulated based on the negative exponential distribution of vehicle headways and an average speed of 40km/h was adopted for all vehicles. Each scenario was then simulated a total of 40 times, with the results summarised at Table 3 below.

*Table 3: Opposing Vehicle Conflict Analysis – Summary*

Measure	Existing Conditions <sup>1</sup>	Unbalanced Development <sup>2</sup>	Balanced Development <sup>3</sup>
<b>Minimum</b>	0.0 conflicts per hour	0.0 conflicts per hour	0.0 conflicts per hour
<b>Mean</b>	1.9 conflicts per hour	2.6 conflicts per hour	2.9 conflicts per hour
<b>Median</b>	2.0 conflicts per hour	3.0 conflicts per hour	3.0 conflicts per hour
<b>85<sup>th</sup> Percentile</b>	3.0 conflicts per hour	4.0 conflicts per hour	4.7 conflicts per hour
<b>Maximum</b>	4.0 conflicts per hour	4.0 conflicts per hour	6.0 conflicts per hour

**Notes:**

- 1 Represents the existing conditions (i.e. 12vph vs 12vph)
- 2 Represents the five (5) development vehicle trips all travelling in the same direction (i.e. 17 vph vs 12vph)
- 3 Represents the five (5) development vehicle trips (approximately) equally in both directions (i.e. 15vph vs 14vph)

The additional traffic demands associated with the proposed development are expected to result in an average increase of between 0.7 and 1.0 'conflicts' per hour during the interpeak on a typical weekday. This is considered to be acceptable given the constrained road environment and the ability for opposing vehicles to pass at low speed.

### 4.2 Paddys River Falls Road / Tooma Road

The key concerns at the Paddys River Falls Road / Tooma Road intersection relate to the impact of the additional traffic demands associated with the proposed development on

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intersection safety, as well as concerns regarding the ability for vehicles towing caravans to make the acute turns between the south and west legs at the intersection.

4.2.1 Impact of Development Traffic Demands

Section 3.3.6 of the *Austrroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management (AGTM06-20)* sets out the warrants for auxiliary turn lanes at unsignalised intersections. Figure 7 below presents the turn lane warrant checks for the Paddys River Falls Road / Tooma Road intersection, under existing conditions and under a development scenario, with unbalanced traffic demands associated with the proposed caravan park (i.e. all development traffic approaching the subject site).

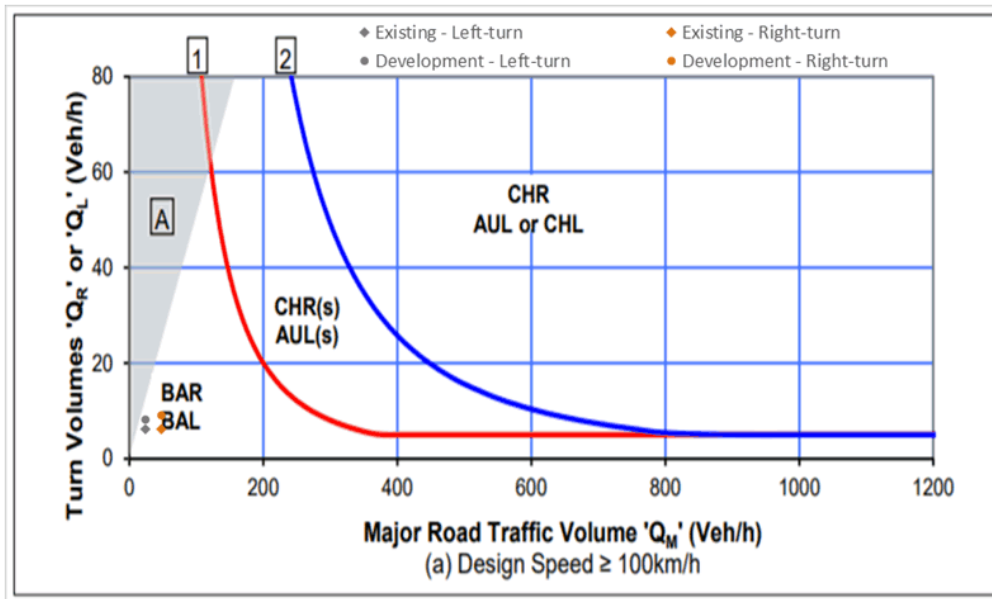


Figure 7: Turn Lane Warrants – Paddys River Falls Road / Tooma Road

Under both the existing conditions and the development scenario, 'basic' left- and right-turn treatments are warranted at the Paddys River Falls Road / Tooma Road intersection. On this basis, the additional traffic anticipated due to the proposed caravan park, is not expected to significantly impact the operation of the intersection.

4.2.2 Vehicle Turning Path Analysis

Vehicle turning path analysis has been undertaken to model movement of vehicles towing caravans at the Paddys River Falls Road / Tooma Road intersection. Figure 8 below presents an overview of the adopted vehicle combination.

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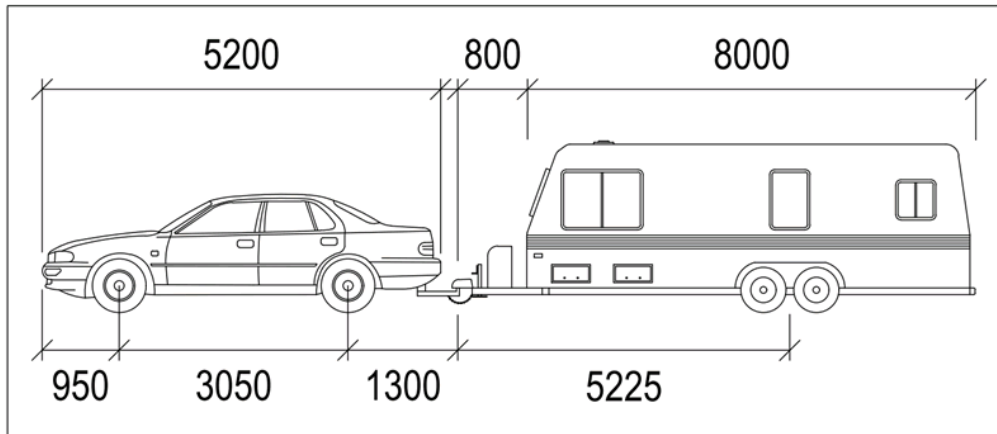


Figure 8: Vehicle Dimensions – B99 Towing

It is noted that this combination is based on the B99 standard vehicle (99<sup>th</sup> percentile light vehicle by size) towing a large trailer (i.e. a vehicle trailer). This therefore represents a conservatively large combination, particularly due to the size of the trailer, which exceeds the length of typical large caravans. Furthermore, vehicles towing camper-trailers, particularly off-road models, are yet smaller in size and so will have improved manoeuvrability.

The turning path analysis, provided at Appendix A, shows that vehicles towing large caravans will track across the width of Paddys River Falls Road when undertaking turning manoeuvres at the intersection. This is particularly the case for the acute left-turn from Tooma Road into Paddys River Falls Road. It is noted that for all manoeuvres, the vehicle remains within its lane on Tooma Road. On this basis, and given the low traffic demands at the intersection, this arrangement is considered to be acceptable, with drivers making space for one another in the rare instance that it is necessary.

### 4.3 Site Access

The key concerns at the site access on Paddys River Falls Road are the available sight distances and the impact of additional traffic demands associated with the proposed development on intersection safety.

#### 4.3.1 Sight Distances

Section 3.4 of the *Austrroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* (AGRD04A-17) states that the following sight distances should be provided at property accesses:

- Minimum Gap Sight Distance (MGSD), and
- Safe Intersection Sight Distance (SISD) under the Extended Design Domain (EDD) criteria.

It is also noted that Approach Sight Distance (ASD) only need be provided at non-domestic accesses, if the access cannot be perceived by other means (i.e. signage, gateway fencing, etc.)

A range of sight distance checks were undertaken at the existing site access on Paddys River Falls Road. The following sections compare the available sight distances with the relevant requirements.



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**Approach Sight Distance**

ASD represents the distance required for drivers to observe the presence of an intersection (or property access) in time to comfortably decelerate in order to stop before entering the intersection. As such, it is measured from drivers' eye height (1.1m) to the road surface (0.0m). ASD is primarily measured from the perspective of a driver approaching the intersection.

Observations made on site indicate that, due to the crest vertical curve at the site access, ASD is limited to 55m from the south and 40m from the north. Figure 9 below presents photographs of the available ASD from Paddys River Falls Road to the site access.



(a) View from 55m south



(b) View from 40m north

Figure 9: Approach Sight Distance – Site Access

The AGRD04A-17 specifies that the available ASD is suitable for a 50km/h design speed to the south of the site access and a 40km/h design speed to the north of the site access. This generally reflects the observed vehicle speeds. Furthermore, it is noted that ASD is not required for site accesses and that the existing entrance gateway fencing at the site access does provide drivers with advanced notice of the access.

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**Minimum Gap Sight Distance**

MGSD represents the distance required for drivers to observe an appropriate gap in the stream of vehicles approaching the intersection (or property access). As such, it is measured from driver's eye height (1.1m) to vehicle indicator height (0.65m). For the purposes of this assessment, MGSD has been measured in reverse (i.e. from vehicle indicator height to drivers' eye height).

Observations made on site indicate that, due to the crest vertical curve at the site access, MGSD is limited to 80m to the south and 45m to the north. Figure 10 below presents photographs of the available MGSD from Paddys River Falls Road to the site access.



(a) View from 80m south



(b) View from 45m north

Figure 10: Minimum Gap Sight Distance – Site Access

The AGRD04A-17 specifies that the available MGSD is suitable for 85<sup>th</sup> percentile speeds of 60km/h to the south of the site access and 30km/h from the north. This generally reflects the observed vehicle speeds.



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**Safe Intersection Sight Distance**

SISD represents the distance required for drivers to observe the presence of another vehicle waiting at an intersection (either waiting to enter the major road or waiting to turn right to exit the major road). As such it is measured from drivers' eye height (1.1m) to 'vehicle' height (1.25m). SISD is measured both from the perspective of an approaching driver, as well as from the perspective of a driver waiting to turn. Given the similarities in measurement heights, measurements in one direction are generally representative of the reverse measurements.

Observations made on site indicate that, due to the crest vertical curve at the site access, SISD is limited to 100m from the south and 55m from the north.

*(a) View from 100m south**(b) View from 55m north**Figure 11: Safe Intersection Sight Distance – Site Access*

The AGRD04A-17 specifies that, under the EDD, the available SISD is suitable for a 60km/h design speed to the south of the site access and a 40km/h design speed to the north of the site access. This generally reflects the observed vehicle speeds.

**Summary**

While the available sight distances are considered to be suitable for the existing conditions on Paddys River Falls Road, it is noted that they do not meet the requirements for a road subject to the rural default speed limit of 100km/h. On this basis, Council may wish to review the speed limit on Paddys River Falls Road to further reinforce the existing vehicle speeds.

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4.3.2 Impact of Development Traffic Demands

Figure 12 below presents the turn lane warrant checks for the site access on Paddys River Falls Road, under existing conditions and under a development scenario, with unbalanced traffic demands associated with the proposed caravan park (i.e. all development traffic approaching the subject site).

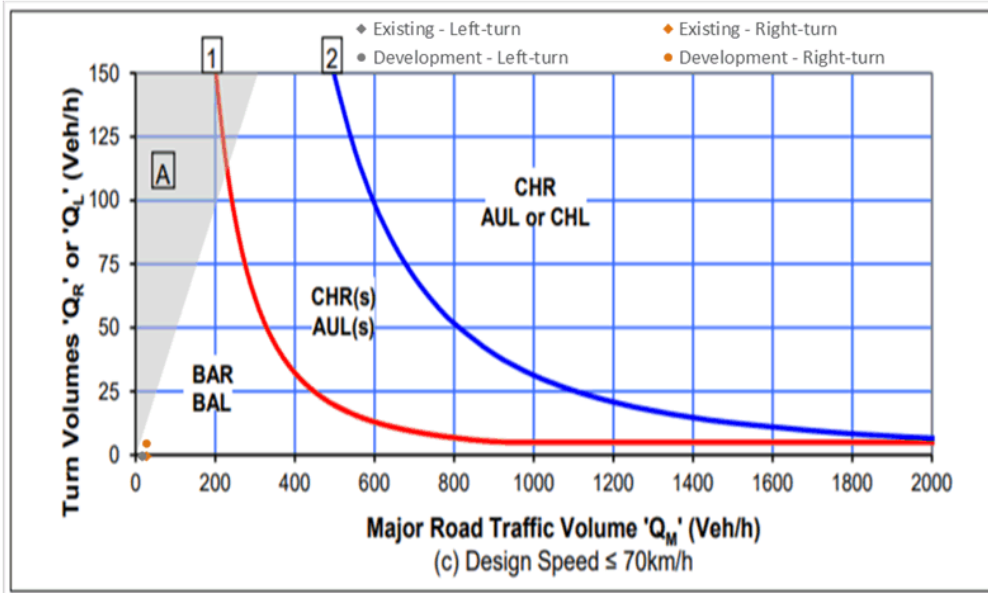


Figure 12: Turn Lane Warrants – Site Access

Under both the existing conditions and the development scenario, 'basic' left- and right-turn treatments are warranted at the site access on Paddys River Falls Road. On this basis the additional traffic anticipated due to the proposed caravan park, is not expected to significantly impact the operation of the site access.

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## 5 Conclusions

Quantum Traffic have undertaken a TIA for the proposed caravan park at 30 Paddys River Falls Road in Burra. As part of these assessments, it has been concluded that:

- a) The subject site currently contains a number of farm buildings including a single dwelling and is currently zoned as a combination of RU1: Primary Production and E3: Environmental Management,
- b) Vehicle access to the site is via Paddys River Falls Road,
- c) There is limited access to active travel infrastructure and the public transport network from the subject site,
- d) Existing traffic demands on Paddys River Falls Road and Tooma Road were observed to be in the order of 24 vph and 48 vph, respectively, during the interpeak period on Tuesday, 15 June 2021. No significant directional split was noted on either road,
- e) No patterns were identified in the crash history to suggest a significant road safety issue,
- f) The proposed development is a caravan park, comprising:
  - i. 15 campsites,
  - ii. Three (3) units, and
  - iii. Ancillary facilities.
- g) Vehicle access is proposed via the existing vehicle access on Paddys River Falls Road,
- h) The proposed development is expected to generate in the order of 46 vehicle trips per day, including approximately five (5) vehicle trips per hour during the interpeak period,
- i) The additional traffic demands associated with the proposed development are expected to:
  - i. Result in marginal (and acceptable) increases in the average frequency of 'conflicts' between opposing vehicles on Paddys River Falls Road, and
  - ii. Not warrant auxiliary turn-lanes at the Paddys River Falls Road / Tooma Road intersection, or at the site access on Paddys River Falls Road.
- j) A vehicle turning path analysis demonstrated that a vehicle towing a conservatively large caravan can undertake the turning manoeuvres at the Paddys River Falls Road / Tooma Road intersection, by tracking across the width of the existing pavement on Paddys River Falls Road, while remaining within its lane on Tooma Road. This arrangement is considered to be acceptable, given the low traffic volumes at the intersection, and
- k) A range of sight distance checks at the existing site access on Paddys River Falls Road, identified that the available sight distances were generally suitable for the observed conditions on Paddys River Falls Road.

On this basis, there are no traffic engineering reasons why the proposed development should not be approved, subject to appropriate conditions.

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# Appendix A:

## Vehicle Turning Path Analysis

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# Left-Turn into Paddys River Falls Road

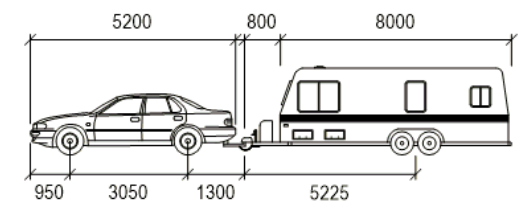
**Address:** 30 Paddys River Falls Road, Burra **Development Type:** Caravan Park  
**LGA:** Snowy Valleys **Ref:** 21-0205 **Assessment:** Critical Swept Paths

**Simulation Software:** AutoTURN Pro 11.0



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### Design Vehicle Used in Simulation



### B99 Towing

Car Width	: 1940 mm
Trailer Width	: 2470 mm
Car Track	: 1840 mm
Trailer Track	: 2470 mm
Lock to Lock Time	: 6.0 s
Steering Angle	: 33.9 degrees
Articulating Angle	: 70.0 degrees
Speed	: 15 km/h



### Legend

Vehicle Body	— (Orange line)
Wheel Tracks	— (Green line)
Clearance Lines (300mm)	— (Red line)

### Notes

**Scale:** 1:400 @ A3  
**Aerial Image Base:** SIX Maps

### Revision & Date

**Rev:** 0 **Date:** 23/06/2021



# Left-Turn out of Paddys River Falls Road

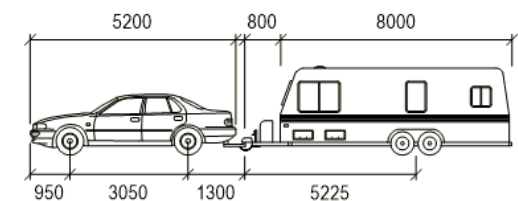
**Address:** 30 Paddys River Falls Road, Burra **Development Type:** Caravan Park  
**LGA:** Snowy Valleys **Ref:** 21-0205 **Assessment:** Critical Swept Paths

**Simulation Software:** AutoTURN Pro 11.0



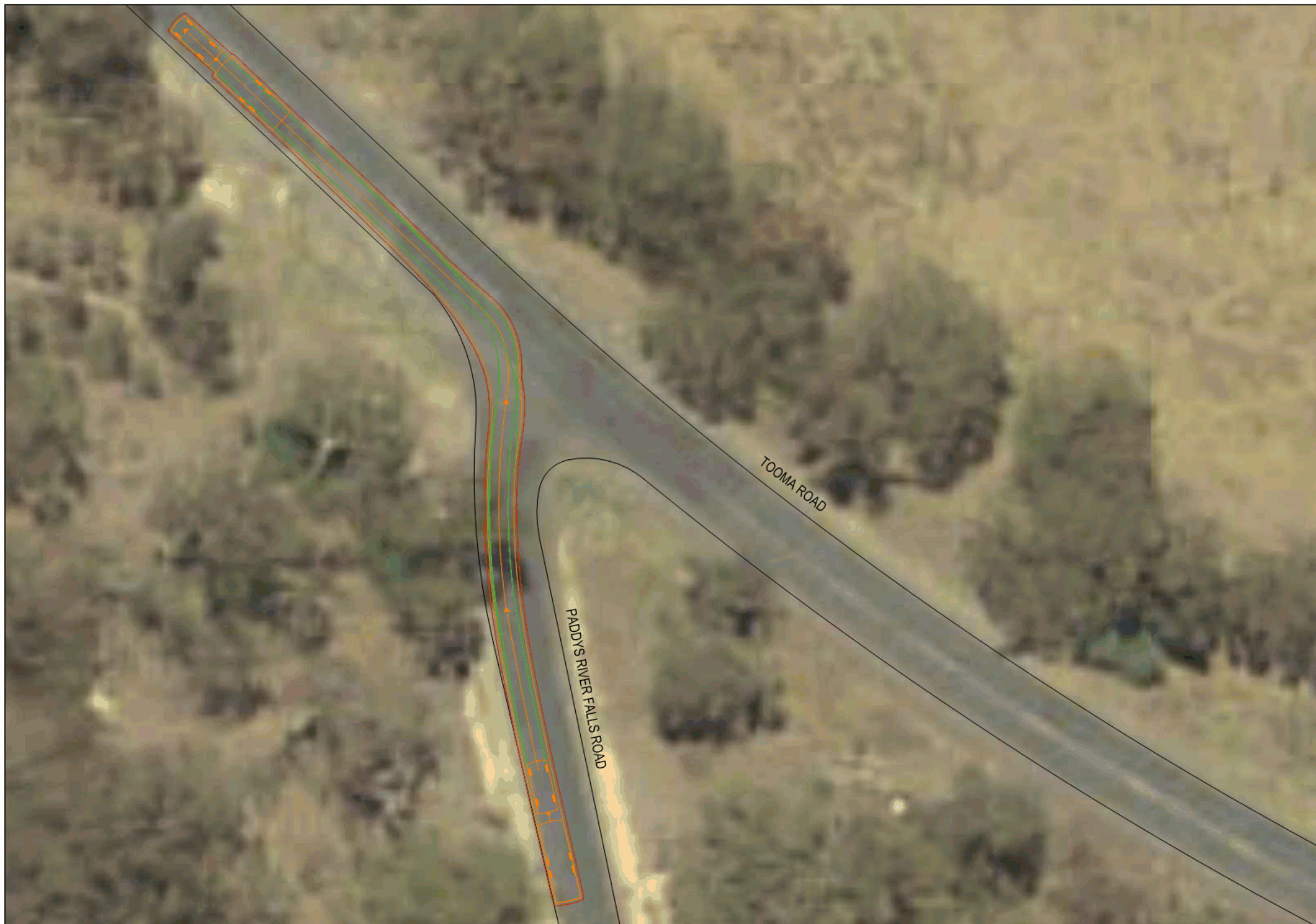
**e:** admin@quantumtraffic.com.au  
**p:** (02) 6243 3672  
**w:** www.quantumtraffic.com.au  
**a:** Level 9, 2 Phillip Law Street  
 Canberra ACT 2601

### Design Vehicle Used in Simulation



### B99 Towing

Car Width	: 1940 mm
Trailer Width	: 2470 mm
Car Track	: 1840 mm
Trailer Track	: 2470 mm
Lock to Lock Time	: 6.0 s
Steering Angle	: 33.9 degrees
Articulating Angle	: 70.0 degrees
Speed	: 15 km/h



### Legend

Vehicle Body	— (orange line)
Wheel Tracks	— (green line)
Clearance Lines (300mm)	— (red line)

### Notes

**Scale:** 1:400 @ A3  
**Aerial Image Base:** SIX Maps

### Revision & Date

**Rev:** 0 **Date:** 23/06/2021



# Right-Turn into Paddys River Falls Road

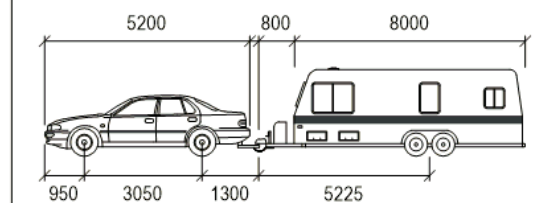
**Address:** 30 Paddys River Falls Road, Burra **Development Type:** Caravan Park  
**LGA:** Snowy Valleys **Ref:** 21-0205 **Assessment:** Critical Swept Paths

**Simulation Software:** AutoTURN Pro 11.0



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### Design Vehicle Used in Simulation



### B99 Towing

Car Width	: 1940 mm
Trailer Width	: 2470 mm
Car Track	: 1840 mm
Trailer Track	: 2470 mm
Lock to Lock Time	: 6.0 s
Steering Angle	: 33.9 degrees
Articulating Angle	: 70.0 degrees
Speed	: 15 km/h



### Legend

Vehicle Body	— (Orange line)
Wheel Tracks	— (Green line)
Clearance Lines (300mm)	— (Red line)

### Notes

**Scale:** 1:400 @ A3  
**Aerial Image Base:** SIX Maps

### Revision & Date

**Rev:** 0 **Date:** 23/06/2021



# Right-Turn into Paddys River Falls Road

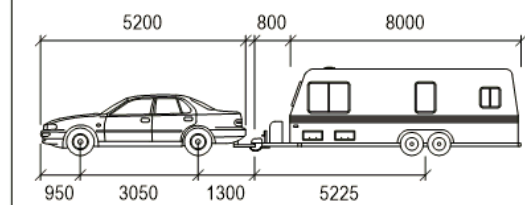
**Address:** 30 Paddys River Falls Road, Burra **Development Type:** Caravan Park  
**LGA:** Snowy Valleys **Ref:** 21-0205 **Assessment:** Critical Swept Paths

**Simulation Software:** AutoTURN Pro 11.0



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### Design Vehicle Used in Simulation



### B99 Towing

- Car Width : 1940 mm
- Trailer Width : 2470 mm
- Car Track : 1840 mm
- Trailer Track : 2470 mm
- Lock to Lock Time : 6.0 s
- Steering Angle : 33.9 degrees
- Articulating Angle : 70.0 degrees
- Speed : 15 km/h



### Legend

- Vehicle Body —
- Wheel Tracks —
- Clearance Lines (300mm) —

### Notes

**Scale:** 1:400 @ A3  
**Aerial Image Base:** SIX Maps

### Revision & Date

**Rev:** 0 **Date:** 23/06/2021