



# HI-QUALITY – INTEGRATED RESOURCE RECOVERY FACILITY

## TRAFFIC AND PARKING IMPACTS

**As part of planning for the Project and responding to the requirements of the EIS, Hi-Quality prepared an assessment of the impact of traffic to and from the site and parking arrangements at the site.**

This assessment considered feedback from the community and specifically assessed:

- potential for traffic congestion and parking during both construction and operation of the facility
- impact on road safety resulting from increased traffic and truck movements.

The assessment drew on the following data:

- Census data on how people travel to work in Fyshwick
- Physical count of vehicle movements at surrounding intersections during weekday AM, weekday PM and Saturday midday peak hour.
- Crash data sourced from ACT Government Open Data
- Review of public transport to the site
- Cycle and pedestrian facilities within the site vicinity

Detailed outcomes of the studies can be found in both Chapter 6 and the associated Appendix E of the Draft EIS.

### COMMUNITY FEEDBACK

received during pre-EIS consultation

‘There is often a serious traffic snarl on the corner of Collie and Newcastle Streets’

‘Impact on parking on Tennant St.’

‘Traffic and traffic management along Tennant Street in the building phases of the facility, it is already bad enough ...’

‘Traffic and road congestion are a serious concern for Tennant/Collie St; will not cope with all the trucks!’

‘Impact on the number of heavy vehicle movements in Tennant St’

### TRAFFIC TO AND FROM THE SITE

The following conservative assessment methods were adopted in the traffic impact assessment:

- Traffic has been modelled based on 1.346 million tonnes of materials annually, while the Project only proposes to accept up to 1.1 million tonnes.
- Despite the maximum traffic generated by the Project not occurring during road network peak times, the calculated maximum hourly traffic generation is assessed as during the surrounding road network peak hours.
- Traffic movements have been modelled to assume trucks would either arrive or depart empty. During operation of the site many trucks will actually arrive and leave the site with materials, this will result in less traffic movements than were assessed.

- All 84 operation employees have been assessed as arriving and departing from the site in a private vehicle on their own.
- All traffic (including employees) have been assessed as accessing the site via the one route of Newcastle street / Barrier Street / Collie Street when further routes are available.
- Modelling (using Sidra Intersection Software) found that all impacted intersections will continue to perform at an acceptable level with the additional traffic flow. Figure 2 shows the intersections that were modelled. A full analysis report can be found as part of Appendix E of the Draft EIS.

Figure 1. Intersections in Fyshwick that were reviewed for the operational performance in traffic modelling.



### PARKING ON THE SITE

The traffic assessment confirmed that sufficient parking is proposed within the site. This includes:

- 84 parking spaces for employees,
- eight visitor spaces
- 20 truck and trailer parking spaces
- 27 concrete truck spaces
- truck queuing at weighbridges.