



# TRAFFIC SOLUTIONS PTY LTD

Reference No: 21.22.057

11 May 2022

The Chief Executive Officer  
Northern Beaches Council  
PO Box 82  
MANLY NSW 1655

Dear Sir,

**Traffic Impact Assessment - Proposed Residential Subdivision,  
15 – 17 Mona Street, Mona Vale**

Traffic Solutions Pty Ltd has been engaged by Sydney Water to provide Council with an assessment of the traffic implications of a development proposing a 4 lot residential subdivision at the subject location.

Vehicle access to the 4 lots is proposed direct to Mona Street via a reciprocal “Right of Carriageway” 6m wide. The width of the “Right of Carriageway” exceeds the minimum width requirements of AS/NZS 2890.1 of 5.5m for two way traffic flows.

The proposed reciprocal “Right of Carriageway” location is considered appropriately located in the centre of the site proposed subdivision boundaries and approximately in the middle of the bus turn around facility of Pittwater High School to reduce vehicle conflicts. The “Right of Carriageway” will provide very good sight distance in both directions along Mona Street. The available sight distance exceeds the desirable 69m distance suggested by AS/NZS 2890.1:2004 for 50km/h.

This assessment has been undertaken with reference to a concept plan of subdivision prepared by RJK Architects Pty Ltd, Option H.

## TRAFFIC

An estimation of the traffic generation of the proposed development can be calculated by reference to the Roads and Maritime Services Technical Direction ‘*Guide to Traffic Generating Developments, Updated surveys TDT 2013/14*’ of May 2013. The guide specifies the following average peak hour generation rates for low density residential dwellings in Sydney:

AM Peak Hour Vehicle Trips	=	0.95 trips per dwelling
PM Peak Hour Vehicle Trips	=	0.99 trips per dwelling

Therefore, the estimated traffic generation of the development calculates as:

### AM Peak

4 lots @ 0.95 trips per lot = 3.8 peak hour trips

### PM Peak

4 lots @ 0.99 trips per lot = 4 peak hour trips

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Accordingly, the potential increase in traffic flows are estimated to be in the order of 4 vehicle trips in the morning and evening peak hours respectively. This increase in traffic will not have any unacceptable traffic impacts effect on the current operation of or the surrounding road network.

## CONCLUSIONS

The preceding assessment has revealed the following:

- The reciprocal “Right of carriageway” width of 6m exceeds the minimum width requirement for two way traffic flows in AS/NZS 2890.1: 2004 of 5.5m
- The available sight lines to/from the proposed “Right of Carriageway” will provide very good sight distance and exceeds the desirable sight distance suggested by AS/NZS 28901:2004.
- The proposal has a potential net increase in estimated peak hour traffic flows in the order of 4 vehicle trips in the morning and evening peak hours respectively, which will not have any unacceptable traffic impacts.

Should you require any additional information or clarification of the contents of this letter please contact me on the numbers provided.

Yours sincerely



Craig Hazell  
Director