Wagga Wagga City Council

Report for Wagga Planning Studies
Traffic Management - Hammond Avenue North
September 2008
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1. Hammond Avenue North

1.1 Introduction
The area under consideration is along the north side of Hammond Avenue (Sturt Highway) between Kooringal Road and Gillard Road.

1.2 Existing Conditions

1.2.1 Roads and Intersections
Gillard Road is an unsealed track north of its intersection with Tarcoola Road. It provides access to rural properties and to the river. The intersection of Gillard Road and Hammond Avenue is a T junction with priority given to Hammond Avenue.

Kooringal Road north of Hammond Avenue provides access to several commercial properties close to Hammond Road and extends towards the river as an unsealed road providing access to rural properties. A two-lane roundabout regulates traffic flow at the intersection of Kooringal Road and Hammond Avenue.

Hammond Avenue is a four lane undivided road with a posted speed limit of 60 km/hr in the vicinity of the site. On-street parking is provided on both sides of Hammond Avenue. Trucks park in the parking bay on the southern side of Hammond Avenue between Kooringal Road and Gillard Road. A common practice is for B-doubles to use this space to temporarily park a trailer while making a delivery.

1.2.2 Access
Some properties have direct vehicle access to Hammond Avenue and others have their accesses onto Tarcoola Road.

1.2.3 Traffic Flow
The traffic volume on Hammond Avenue in the vicinity of the site is 16,000 vpd. Right turning vehicles entering properties via driveways or at Gillard Road have to cross two-lanes of traffic. There are no nearby traffic signals in either direction on Hammond Avenue and therefore few acceptably large gaps for right turning traffic.

Right turning vehicles leaving driveways or at Gillard Road have to find gaps in both directions of traffic on Hammond Avenue. As the critical gap required crossing an undivided four-lane road is 8 seconds (Austroads Guide to Traffic Engineering Part 2), attempts to turn right onto the highway may be unsafe. No casualty crashes occurred during the period between 2001 and 2005.

1.2.4 Public Transport
The closest bus route runs along Hammond Avenue (Sturt Highway) between the CBD and Forest Hill with three services in each direction per day.
1.2.5 Cycling/Footpath Systems

There are no sealed footpaths on the verges of Hammond Avenue or along Tarcoola Road. On-road cyclists use the sealed shoulders.

1.3 Proposed Development

It is expected that the development of the remaining area of the Hammond Avenue North site will be of a similar nature to the existing development along Tarcoola Street, i.e. a mix of businesses, predominantly light industrial, wholesaling, storage and bulky goods retailing.

To provide safe and effective access to the additional development along Tarcoola Street, it is proposed to extend Tarcoola Street to intersect with Kooringal Road. As development increases, consideration should be given to restricting turning movements at the intersection of Gillard Road and Hammond Avenue so that all right turn movements to and from Sturt Highway are made at the Kooringal Road roundabout. This could be achieved at a relatively low cost by constructing an island at the Gillard Road/Hammond Avenue intersection and erecting ‘no right turn’ signs on the highway.

1.3.1 Future Traffic Flows

Traffic Generation

The assumptions made for traffic generation are:

- The area of developable land is 9 hectares, with an assumed take-up of 4 hectares by 2016
- Gross Floor Area (GFA) is 50% of developable area
- The peak period trip rate is 1 trip per 100m² GFA

Therefore, by 2016 an additional 200 vpd will be generated by Hammond.

Traffic Distribution

With the extension of Tarcoola Road, the majority of vehicles generated by both the existing and future industrial developments will choose to travel down Kooringal Road in preference to Gillard Road.

Even with a 100% take-up of the available land (9 ha), the impact on the surrounding road network would be minor (approximately 250 more vpd). However, the extension of Tarcoola Road connection is an important measure to address the safety issues associated with right turns at Gillard Road. As mentioned above, consideration should be given to restricting turning movements at this intersection to left-in, left-out only.

1.3.2 Traffic Analysis

While no intersection turn volumes were available for the two lane roundabout at Kooringal Road, it is expected that it would have sufficient spare capacity to accommodate the additional traffic flows generated by the proposed developments along the extension of Tarcoola Road.

1.4 Construction Cost Estimate

The proposed improvement works and associated indicative cost estimates are summarised in Table 1.
Table 1   Proposed Improvement Works

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<thead>
<tr>
<th>Location</th>
<th>Proposed Upgrade Works</th>
<th>Estimated Cost</th>
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<tr>
<td>Extension of Tarcoola Road (excluding the cost of land acquisition)</td>
<td>300 metres of new two lane road to extend Tarcoola Road to Hammond Avenue</td>
<td>$300,000</td>
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<td>Kooringal Road</td>
<td>Upgrade section between the roundabout and the Tarcoola Road extension</td>
<td>$200,000</td>
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<td>Hammond Avenue/ Tarcoola Road</td>
<td>Construct island and erect signs to prohibit right turns</td>
<td>$50,000</td>
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The indicative cost estimates are based on typical rates for projects undertaken by WWCC in 2005 and are accurate to +/- 50%. As the estimates are based on indicative information only, they may change when preliminary and detailed design investigations are undertaken. The estimates exclude the costs of escalation to time of construction, design and construction contingency allowances, the costs of detailed investigations, survey, authority approvals, design, documentation, procurement, and project management of the works.
Appendix A

Existing Conditions – Hammond Avenue North
Appendix B

Post Development Arrangement – Hammond Avenue North
This Drawing must not be used for Construction unless signed as Approved.

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