



21 MASKELLS RD GENERAL INDUSTRIAL SUBDIVISION

ULVERSTONE

**TRAFFIC IMPACT ASSESSMENT
FEBRUARY 2026**





21 Maskells Road General Industrial Subdivision Ulverstone

TRAFFIC IMPACT ASSESSMENT

- Final
- February 2026

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1. Introduction

1.1 Background

A Traffic Impact Assessment (TIA) is required by Council to understand the impact of proposed 21 lot General Industrial subdivision at 21 Maskells Road assuming access from the Eastern end of Industrial Drive, Ulverstone. The TIA must provide details as follows:

- Anticipated additional traffic and pedestrian movements.
- The significance of the impact of these movements on the existing road network
- Any changes required to accommodate the additional traffic.

The TIA has been prepared based on Department of State Growth (DSG) guidelines.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development proposals that consider:

- Safety
- Capacity
- Equity and social justice
- Economic efficiency
- The environment
- Future development

This report considers traffic projections to 10 years beyond the opening of the development.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Industrial Drive, Fieldings Way and the intersection with Eastland Drive near the Bass Hwy interchange.

1.4 References

- NSW Guide to Transport Impact Assessment 2024
- Tasmanian Planning Scheme – Central Coast
- Austroads Guide Road Design Part 4A: Unsignalized & Signalised Intersections 2023
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.
- LGAT Tasmanian Standard Drawings
- Precinct Access Options for 21 Maskells Road -TCS Dec 2025



1.5 Statement of Experience and Qualifications

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements. Richard's experience and qualifications include:

- 38 years professional experience in road and traffic engineering industry
 - Manager Traffic Engineering at the Department of State Growth until May 2017.
 - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987

A handwritten signature in blue ink, appearing to read 'R Burk', is shown on a light blue background.

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng

Director Traffic and Civil Services Pty Ltd

1.6 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stated number of days in that period.
Austroroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experienced by a vehicle or pedestrian with reference to a base travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of-way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.



Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site Specific Glossary of Terms

CCC	Central Coast Council
SSA	Safe System Assessment

2. Site Description

The 21 Maskells Road property is located on the West side of Maskells Road with access proposed by extension of Industrial Drive. The site consists of pastureland and is flat with drainage to Bass Strait. The development location, street network and aerial views of the surroundings are shown in Figures 1-4 respectively.

Tasrail Western Line is located on the Northern side of 21 Maskells Road.

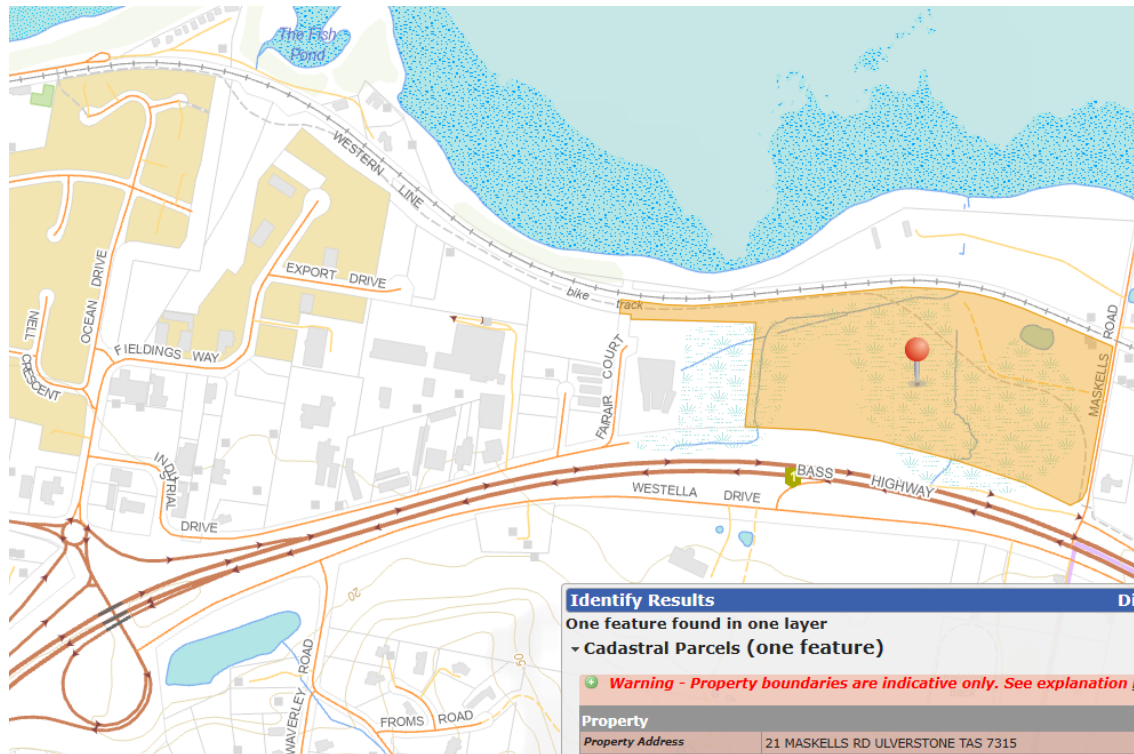
The Bass Highway is located on the Southern side of 21 Maskells Road

Figure 1 - Location of proposed development



Source: LISTmap, DPIPW

Figure 2 – Road network adjacent the development site



Source: LISTmap, DPIPWE

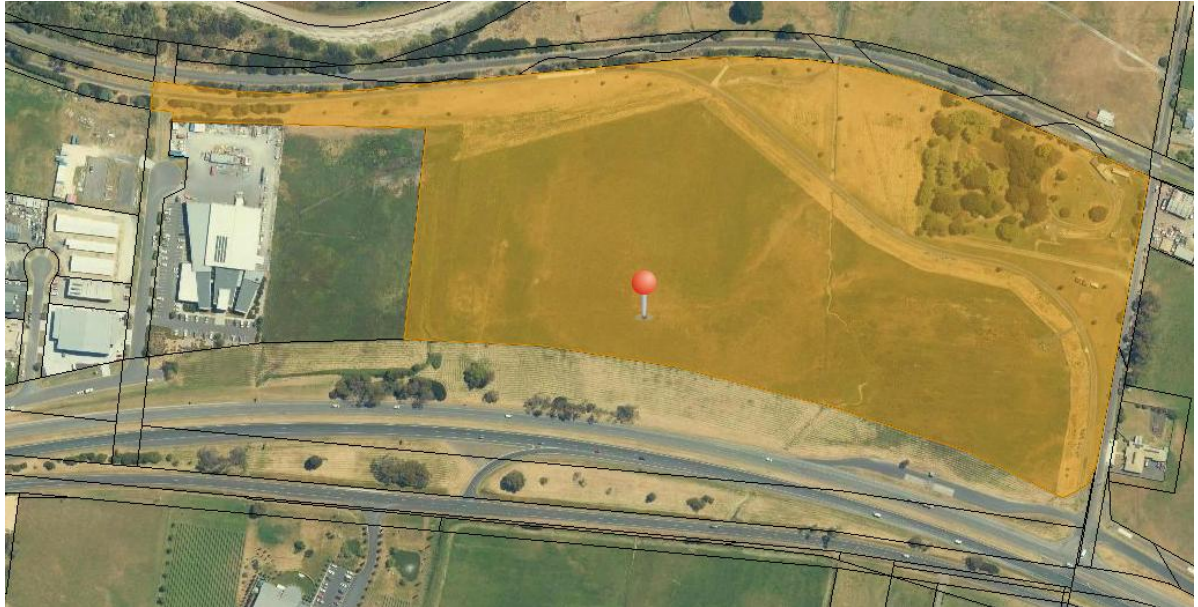
Figure 3 – Aerial view of road network adjacent the development site



Source: LISTmap, DPIPWE



Figure 4 – Aerial view of the development site



Source: LISTmap, DPIPWE

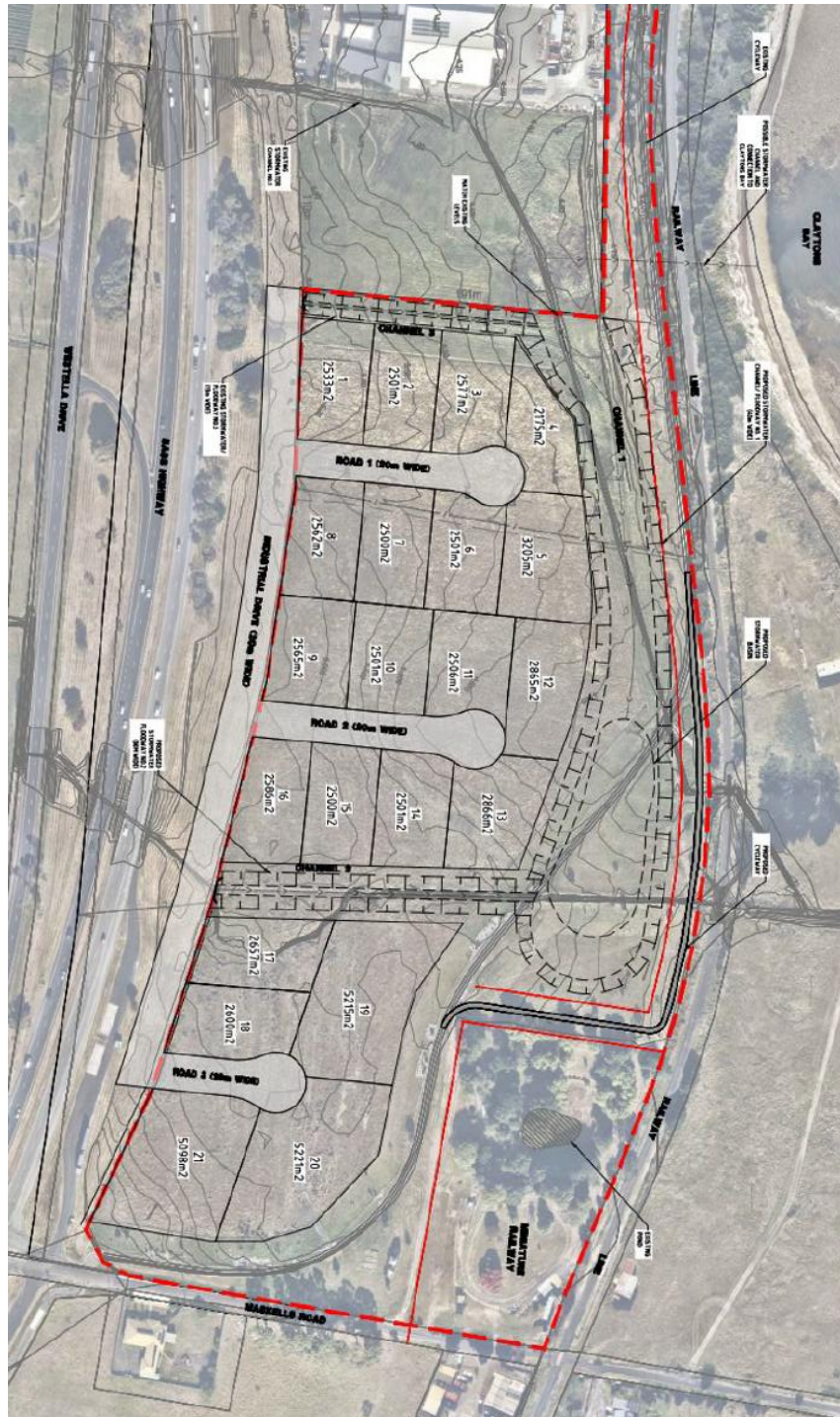
3. Development Proposal & Planning Scheme

3.1 Description of Proposed Development

A 21 lot General Industrial subdivision is proposed at 21 Maskell Road with property access proposed via extension of Industrial Drive, see Figure 5 and Appendix A.

Rezoning of the use from Rural to General Industrial is proposed to facilitate the subdivision.

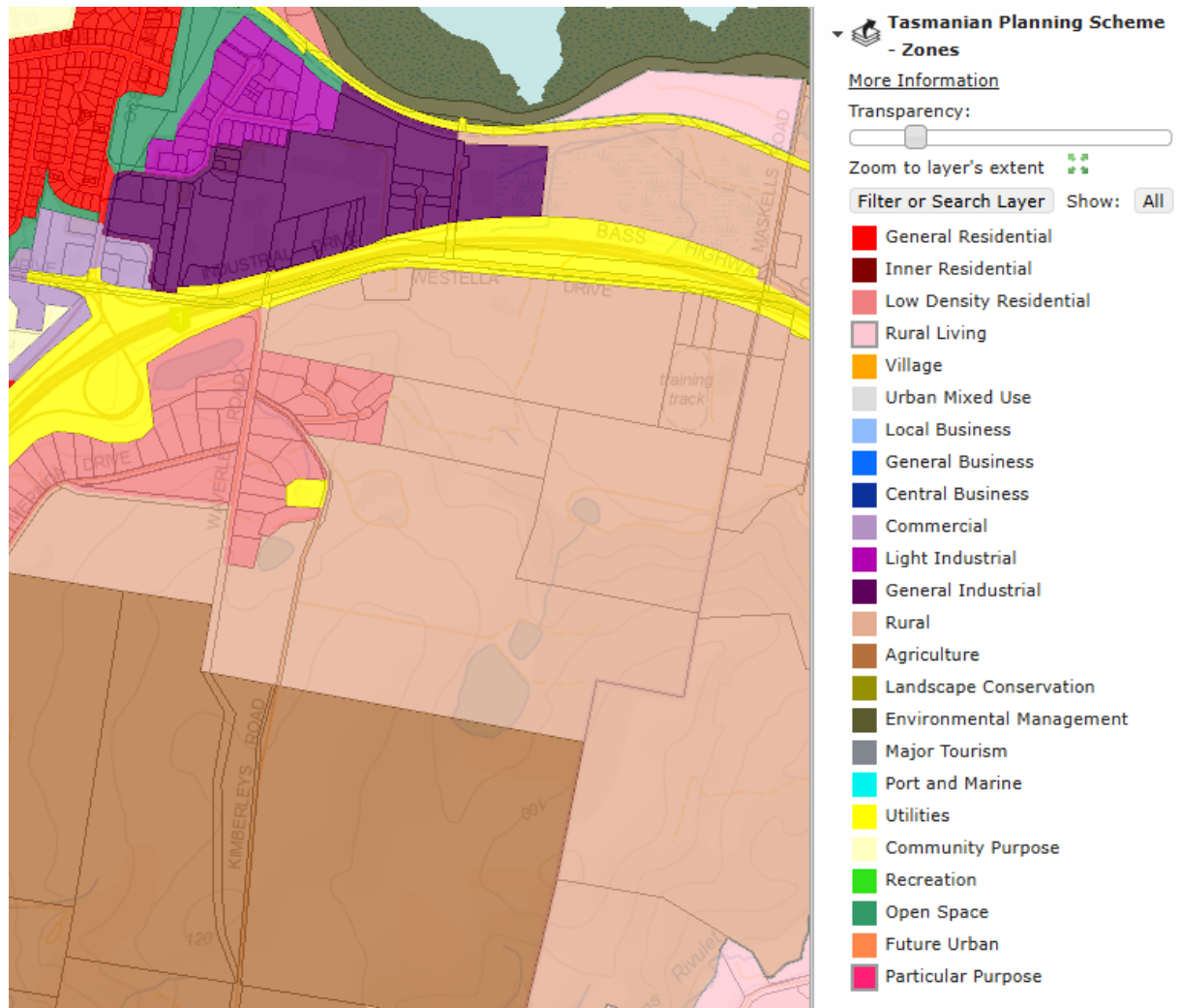
Figure 5 – Proposed 21 lot General Industrial subdivision



3.2 Council Planning Scheme

The proposed development involves land currently zoned Rural under the Tasmanian Planning Scheme – Central Coast, see Figure 6.

Figure 6 – The development site is zoned Rural



Source: LISTmap, DPIPWE

3.3 Local Road Network Objectives

To ensure that safe and efficient roads are operated and maintained, and development is provided for in an orderly manner minimising conflicts between sensitive uses and major roads in accordance with the Tasmanian Planning Scheme – Central Coast.

4. Existing Conditions

The local transport system consists of a network of Council Roads at East Ulverstone connected with the Bass Highway at the Eastland Drive Interchange. All the roads are part of the Tasmanian 26m B Double Network, see Appendix B.

4.1 Bass Highway

Bass Highway is a Category 1 Trunk Road and part of the National Highway and has dual lane grade separated carriageways with a 110km/h Speed Limit.

4.2 Eastland Drive

Eastland Drive is a collector road linking Ulverstone to East Ulverstone. The speed limit is 60km/hr and the road has a 2.6m wide median turn lane, 2m parking lanes and 3.5m traffic lanes with kerb & channel, footpath along the Northern side.

4.3 Fieldings Way

Fieldings Way functions as a Light & General Industrial Zone access road at East Ulverstone. The sign posted speed limit is 50km/h and the road has kerb & channel and sealed width of 13.0m from face to face of kerb. There are no footpaths. The road is a No Through Road and ends in a 35m diameter Cul-De-Sac. The road has a Collector Function North of the Eastlands Drive roundabout.

4.4 Eastland Drive / Fieldings Way Roundabout

The Eastland Drive / Fieldings Way Roundabout layout is shown in Figures 7-10. The roundabout has a single circulating lane and is designed for 26m B Doubles with an outer circulating lane diameter of 45m with a 33m diameter central island.

Figure 7 – Aerial view of Eastland Drive / Fieldings Way Roundabout



Source: *The List, DPIPWE*



Figure 8 – Fieldings Way approach to Eastland Drive Roundabout



Source: Google Maps

Figure 9 – Eastlands Drive approach to Eastland Drive Roundabout



Source: Google Maps

Figure 10 – Bass Hwy Off ramp approach to Eastland Drive Roundabout



Source: Google Maps



4.5 Fieldings Way / Industrial Drive junction

The Fieldings Way / Industrial Drive junction layout and approaches are shown in Figures 11 - 16. The junction has a Basic Right (BAR) layout as the trafficable width from the centreline to the face of kerb is 6.6m.

Figure 11 – Aerial view of Fieldings Way / Industrial Drive junction



Source: *The List*, DPIPWE

Figure 12 – Industrial Drive approach to Fieldings Way



Figure 13 – Looking left along Fieldings Way from Industrial Drive



**Sight distance
left is 110m.**

Figure 14 – Looking right along Fieldings Way from Industrial Drive



**Sight distance
right is 174m.**

Figure 15 – Fieldings Way Southern approach to Industrial Drive





Figure 16 – Fieldings Way Northern approach to Industrial Drive



4.6 Proposed extension of Industrial Drive

Views of the Eastern end of Industrial Drive are shown in Figures 17-19. Extension of Industrial Drive from the Eastern end is proposed.

Figure 17 – Aerial view of proposed Industrial Drive extension site



Source: The List, DPIPWE

Figure 18 – Looking west along Industrial Drive from East end





Figure 19 – Looking east along Industrial Drive towards extension



4.7 Industrial Drive On-Street Parking

Industrial Drive on street parking and parking controls are shown in Figures 20-24.

Figure 20 - East bound on Industrial Drive towards extension site



Figure 21 - East bound on Industrial Drive towards extension site



Figure 22 – West bound on Industrial Drive from extension site



Figure 23 – West bound on Industrial Drive from extension site



Figure 24 – No Parking Control sign from Figure 23.





4.8 Traffic Activity

2025 Traffic Activity without proposal

Based on TCS traffic survey data:

- June 2024 (Fieldings Way / Industrial Drive junction), see 2 Fairair Crt TIA Surveys in July normally indicate annual average rates.
- December 2025 (Eastland Drive / Fieldings Way roundabout), see Appendix C. Surveys in December normally overestimate annual average rates and so are considered conservative for estimation purposes.

Fieldings Way (North of Industrial Drive)

- Estimated AADT 2,980 vpd.

Fieldings Way (South of Industrial Drive)

- Estimated AADT 4,190 vpd.

Industrial Drive

- Estimated AADT 1,300 vpd.

Bass Highway

- Estimated AADT 16,309 vpd (2023) with 2.0% CAG at Lovett St Ramps
- Estimated AADT 23,120 vpd (2024) with 1.8% CAG at Turners Beach Interchange
- Based on DSG traffic survey data, see Appendix D.

2035 Traffic Activity without proposals

Assuming 0.5% compound annual growth applied to survey data.

Fieldings Way (North of Industrial Drive)

- Estimated AADT 3,150 vpd.

Fieldings Way (South of Industrial Drive)

- Estimated AADT 4,425 vpd.

Industrial Drive

- Estimated AADT 1,375 vpd.

4.9 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

The current 5-year reported crash history for Industrial Drive provides no evidence of a crash propensity in the vicinity of the proposed development. Figures 25 and 26 summarise the data.

Figure 25 – Industrial Drive 5 Year reported crash history.

Crash Id	Units	Description	Date	Time	Severity	Light	Speed Limit
52351221	MC	189 - Other curve	15-APR-2024	09:55	Not known	Day	50

MC | Motorcyclist

Figure 26 – Industrial Drive 5 Year reported crash locations.



4.10 Services

No above ground services appear to be impacted by the proposal.

On Street parking is currently available along Fieldings Way opposite Export Drive.



4.11 Road Safety Review

Fieldings Way – Limiting parking to Southern side, see Figure 23 to maintain 2-way flow for trucks.

Industrial Drive - Lack of barrier line through the bends on Industrial Drive to reduce risk of corner cutting, overtaking & Head-On or Side Swipe crashes, see Appendix E.

Fieldings Way /Industrial Drive junction – No signs and line marking to support operation as a BAR junction.

Eastland Drive / Fieldings Way roundabout – No issues

Proposed Industrial Drive extension - No issues.

4.12 Austroads Safe System Assessment

Industrial Drive has been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

The crash risk score indicates how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

Industrial Drive is determined to be well aligned with the safe system objective with crash risk score of 24/448. A barrier line is recommended to treat the bends, see Appendix E. See Figure 27 and Appendix F for assessment details.

Figure 27 – Austroads Safe System Assessment alignment between crash score and risk



5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network in ten years (2035).

5.1 Traffic Growth

5.1.1 Bass Highway

DSG traffic count data, see Appendix D, provides evidence of compound annual growth rate between 2017 and 2024 as follows:

- East of Turners Beach Interchange 1.8%
- West of Lovett Street Ramps 2.0%

5.1.2 Eastland Drive and Fieldings Way

Compound annual growth of 0.5 % is assumed for ongoing infill and subdivision development.

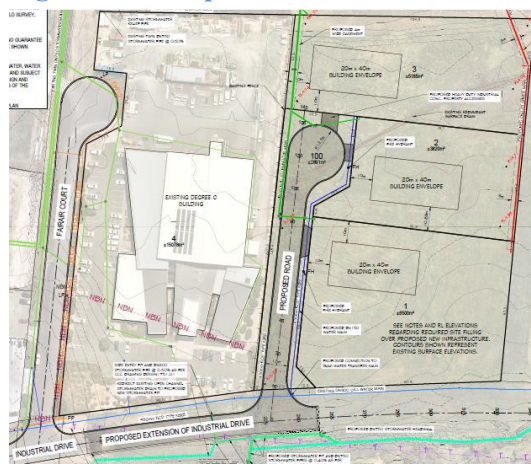
5.2 Trip Generation

Allowance has also been made for other development within the Fieldings Way enclave including the following:

5.2.1 2 Fairair Crt

A TIA was prepared by TCS in 2024 for a 3-lot industrial subdivision of this property, see Figure 28, which was estimated to generate generation 240 vpd & 48vph at peak times.

Figure 28 – Proposed 3 lot subdivision of 2 Fairair Crt





5.2.2 8 Export Drive

A TIA was prepared by TCS in 2024 to develop the property at 8 Export Dr with 3 tenancy buildings for business offices and retained containers. Each tenancy building was proposed with 6 offices, meeting room & reception & lunchroom & office storeroom

This proposal was estimated to generate 120 vpd & 24vph at peak times.

5.2.3 21 Maskells Road

Traffic generation rates are sourced from NSW Guide to Transport Impact Assessment 2024.

Table 5.24 of the guideline for Business Parks for regional NSW have been assumed. Figure 29 summarises the estimated traffic based on the guidelines for the proposal.

This proposal is estimated to generate 1059 vpd with peaks of 99vph (AM) & 112vph (PM).

Figure 29 – Estimated traffic generations due to the 21 Maskells Rd proposal

Lot	Lot Area	Estimated GFA *	Daily Trip Generation**	AM Peak	PM Peak
	(m2)	(m2)	(vpd)	(vph)	(vph)
1	2533	583	43	4.0	4.5
2	2501	575	43	4.0	4.5
3	2577	593	44	4.1	4.6
4	2175	500	37	3.5	3.9
5	3205	737	55	5.1	5.7
6	2501	575	43	4.0	4.5
7	2500	575	43	4.0	4.5
8	2562	589	44	4.1	4.6
9	2565	590	44	4.1	4.6
10	2501	575	43	4.0	4.5
11	2506	576	43	4.0	4.5
12	2865	659	49	4.5	5.1
13	2866	659	49	4.5	5.1
14	2501	575	43	4.0	4.5
15	2500	575	43	4.0	4.5
16	2586	595	44	4.1	4.6
17	2657	611	45	4.2	4.8
18	2600	598	44	4.1	4.7
19	5215	1199	89	8.3	9.4
20	5221	1201	89	8.3	9.4
21	5098	1173	87	8.1	9.1
Total	62235	14314	1059	99	112

* GFA assuming 23% of land area developed

** Assuming 7.4vpd / 100m2 of GFA

*** Assuming 0.69 (AM) and 0.78 (PM) vph / 100m2 of GFA

Based on NSW Guide to Transport Impact Assessment 2024 rates
For Regional Business Parks in NSW

5.3 Trip Assignment

The existing traffic movement patterns for the Eastland Drive / Fieldings Way roundabout are considered a good indicator of traffic movements associated with the proposal within the Fieldings Way & Industrial Drive enclave.

Accordingly, the same traffic distribution is assumed for traffic generated by the proposal.

It is assumed that Industrial Drive will not be connected to Maskells Road and all traffic will enter and exit via the Fieldings Way / Industrial Drive junction.

5.3.1 Eastland Drive / Fieldings Way intersection

Traffic due to the proposal and background traffic growth of 0.5% have been assumed and projected for 2035 as shown in Figures 30 and 31.

Figure 30 – Eastland Drive / Fieldings Way intersection traffic assignment 2035

AM Peak



Compound Annual Growth applied of 0.5%

Estimated contribution from 2 Fairair Crt & 8 Export Drive

Proposal traffic applied of 99 vph

Figure 31 – Eastland Drive / Fieldings Way intersection traffic assignment 2035

PM Peak



Compound Annual Growth applied of 0.5%

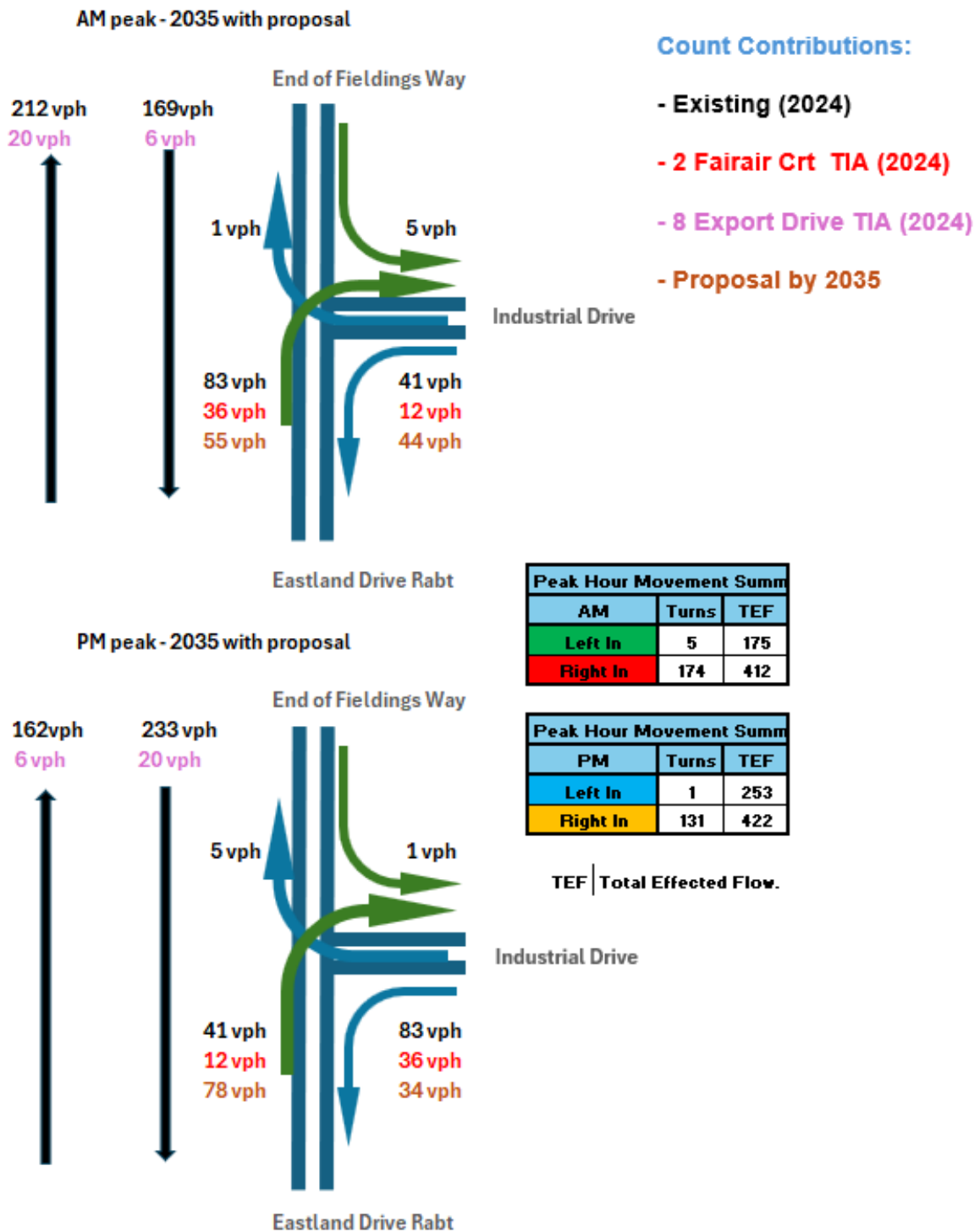
Estimated contribution from 2 Fairair Crt & 8 Export Drive

Proposal traffic applied of 112 vph

5.3.2 Fieldings Way / Industrial Drive junction

Traffic due to the proposal and background traffic growth of 0.5% have been assumed and projected for 2035 as shown in Figure 32.

Figure 32 – Fieldings Way / Industrial Drive junction traffic assignment 2035



6. Impact on Road Network

6.1 Impact of traffic generated by the proposal

This section considers the performance of the proposed junction in 2035 based on estimated and assigned traffic from Section 5 which have been modelled with SIDRA INTERSECTION 9.1+ intersection analysis software to calculate:

- Degree of Saturation (DOS)
- Delays
- Queuing
- Level of Service (LOS), see Appendix G for descriptions.

6.1.1 Eastland Drive / Fieldings Way intersection capacity analysis

Figure 33 summarises the results of the analysis and shows that the roundabout will continue to operate at LOS A beyond 2035. See Appendix H details of the intersection model and analysis.

Figure 33 – Eastland Drive / Fieldings Way roundabout

Eastland Drive / Fieldings Way Roundabout 2035 with proposal											
AM Peak Hr		DOS	Delay (secs)	Queue (m)	LOS	PM Peak Hr		DOS	Delay (secs)	Queue (m)	LOS
Bass Hwy Ramps	L1	0.455	3.0	17.9	A	Bass Hwy Ramps	L1	0.447	3.1	17.9	A
	R1		8.3		A		R1		8.4		A
	R3		10.7		B		R3		10.8		B
Fieldings Way	L2	0.225	5	8.0	A	Fieldings Way	L2	0.329	5.5	13.0	A
	L1		4.3		A		L1		4.8		A
	R2		10.8		B		R2		11.3		B
Eastland Drive	L2	0.447	5.1	20.8	A	Eastland Drive	L2	0.470	4.7	22.8	A
	T1		4.8		A		T1		4.5		A
	R1		9.8		A		R1		9.5		A
Production Drive	L3	0.085	6.5	3.0	A	Production Drive	L3	0.057	6.3	20.0	A
	L1		5.6		A		L1		5.5		A
	R1		10.9		B		R1		10.8		B
	R2		11.9		B		R2		11.8		B
All Vehicles		0.455	5.5	20.8	A	All Vehicles		0.470	5.3	22.8	A

Where:

DOS = Degree of saturation

LOS = Level of Service



6.1.2 Fieldings Way / Industrial Drive junction capacity analysis

Figure 34 summarises the results of the analysis and shows that the roundabout will continue to operate at LOS A beyond 2035. See Appendix I details of the intersection model and analysis.

Figure 34 – Fieldings Way / Industrial Drive junction

Fieldings Way / Industrial Drive Junction 2035 with proposal												
AM Peak Hr		DOS	Delay (secs)	Queue (m)	LOS		PM Peak Hr		DOS	Delay (secs)	Queue (m)	LOS
Fieldings Way (South)	T	0.255	0.6	9.7	A		Fieldings Way (South)	T	0.197	0.9	7.4	A
	R		5.6		A	R		5.9		A		
Industrial Drive (East)	L	0.080	5.4	2.5	A		Industrial Drive (East)	L	0.137	5.8	4.3	A
	R		8.6		A	R		8.3		A		
Fieldings Way (North)	L	0.100	4.7	0.0	A		Fieldings Way (North)	L	0.140	4.7	0.0	A
	T		0		A	T		0		A		
All Vehicles		0.255	2.4	9.7	A		All Vehicles		0.197	2.6	7.4	A

Where:

DOS = Degree of saturation

LOS = Level of Service

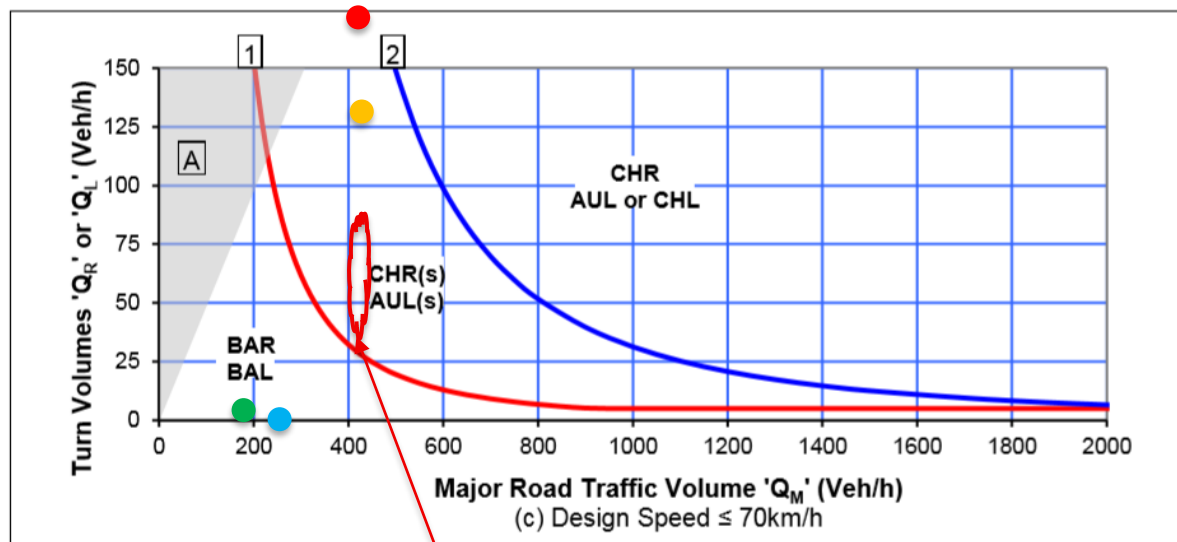
6.2 Austroads Junction Warrant

The junction layout requirements are based on Austroads Guidelines which take into account the standard of the road, speed limit and volume of through and side road traffic. The junction layouts provide for safe operation, being designed to maximise capacity and minimise crash risk.

Fieldings Way / Industrial Drive junction

Figure 35 shows the warranted junction layout.

Figure 35 – Austroads Junction Warrant – Fieldings Way / Industrial Dr junction 2035



Peak Hour Movement Summ		
AM	Turns	TEF
Left In	5	175
Right In	174	412

Peak Hour Movement Summ		
PM	Turns	TEF
Left In	1	253
Right In	131	422

TEF | Total Effected Flow.

**Current operation
as of 2025.**

Figure 35 demonstrates that technically an Austroads Channelised Right Short - CHR(s) junction layout is required at the Fieldings Way / Industrial Drive junction.

It is also noted that as of 2025, without the proposal and impending developments a CHR(s) junction layout is warranted.

Currently the junction appears to be operating ok however if a truck or cars park opposite the junction, North bound lane width reduces from 6.8 to 4.3m wide which is insufficient width for through traffic to pass a propped right turner and increases the risk of rear end crashes and causes delay.

No Stopping signs would allow operation as a BAR junction. As Fieldings Way is 13.4m wide there is adequate width for retrofit of a CHR(s) layout. Retrofit would involve signage and line marking only, see Appendix J.



6.3 Sight Distance

Sight distance requirements are summarised in Figure 36.

Figure 36 – Sight distance requirements summary

Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance			
			Austroads SISD (m)	Available		AS/NZS 2890.1 SSD (m)
				Left(m)	Right(m)	
Fieldings - Industrial	50	50	97	110	174	na
Industrial - Road 1	50	50	97	97+	97+	na
Road 1 access to Lots 1-8	50	50	97	35+	35+	35
Industrial - Road 2	50	50	97	97+	97+	na
Road 2 access to Lots 9-16	50	50	97	35+	35+	35
Industrial - access to lot 17	50	50	97	35+	35+	35
Industrial - Road 3	50	50	97	na	97+	na
Road 3 access to Lots 18-21	50	50	97	35+	35+	35

Austroads Compliant

AS / NZS 2890.1 Compliant



6.4 Tasmanian Planning Scheme – Central Coast

6.4.1 Road and Railway Assets Code C3

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Acceptable Solution A1.1 – For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:

- (a) A new junction*
- (b) A new vehicle crossing*
- (c) A new level crossing*

Not applicable as the roads are not Category 1.

Acceptable Solution A1.2 – For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

A1.2 Council has requested a review of access options review and this TIA to assist decision making with transport planning / understanding future traffic capacity and safety requirements.

This TIA provides evidence that the proposal considered in this report is safe and efficient and is supported on traffic grounds with introduction of junction line marking.

Acceptable Solution A1.3 – For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.

Not applicable as a new private level crossing is not required.

Acceptable solution A1.4:

Vehicular traffic to and from the site, using and existing vehicle crossing or private level crossing will not increase by more than:

- (a) The amounts in Table C3.1*
- (b) Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and*

From Table C3.1 for vehicle crossings on *other* roads, the acceptable increase in AADT at the site is 20% or 40vpd whichever is greater.



Current Traffic is 4,190 vpd on Fieldings Way at Industrial Drive junction

- Fieldings Way (Sth of Industrial Dr): 4,190 vpd with 130vph peaks

Proposal adds 1,419 vpd to Fieldings Way at Industrial Drive junction

- 21 Maskells Road: 1059 vpd with 99vph AM & 112 vph PM peaks.
- 8 Export Drive: 120 vpd with 24 vpd peaks
- 2 Fairair Court: 240 vpd with 48 vpd peaks

A1.4 is not satisfied.

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

(a) *any increase in traffic caused by the use.*

The increase in traffic due to the proposal and other impending development is estimated at 1,419 vpd. Analysis, see Section 6 of this report, demonstrates:

- The Fieldings Way / Industrial Drive junction will continue to operate at LOS A beyond 2035 but should be upgraded to an Austroads CHR(s) junction layout for capacity reliability and safety.
- The Eastland Drive / Fieldings Way roundabout will continue to operate at LOS A beyond 2035.
- From traffic Safety review barrier line is recommended at the bends on Industrial Drive to reduce risk of corner cutting, overtaking & Head-On or Side Swipe crashes, see Section 4.12 and Appendix E.

The recommended improvements in each case can be easily implemented with pave marking and signs.

(b) *the nature of the traffic generated by the use.*

It has been assumed traffic generated by the use will be mostly light vehicles with some 10% trucks which can negotiate the proposed road and accesses safely and efficiently.

(c) *the nature of the road.*

Industrial Drive is of appropriate standard for the land use and projected traffic.



(d) *the speed limit and traffic flow of the road.*

The roads surrounding the development site are all within the General Urban Speed Limit of 50km/h and traffic flows are in the moderate to low range.

(e) *any alternative access to a road.*

The proposed access to 21 Maskells Road is via extension of Industrial Drive. Other access alternatives have been examined as requested by Council. A separate Precinct Access report for 21 Maskells Road has been prepared recommending access via extension of Industrial Drive.

(f) *the need for the use.*

The use is required based on commercial reasoning and operation of the site.

(g) *any traffic impact assessment; and*

This TIA finds no reason to disallow the proposal due to traffic impacts.

(h) *any advice received from the rail or road authority.*

CCC has requested this TIA to understand impacts of the proposal.

In summary the proposal will not significantly impact operation of the adjacent road network and traffic can operate safely and efficiently along Fieldings Way, Industrial Drive, Fieldings Way / Industrial Drive junction and Eastland Drive / Fieldings Way roundabout.

P1 is satisfied.

A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.

A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve habitable buildings.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as the proposal does not involve sensitive uses.



6.5 Other requirements

6.5.1 Environmental

No adverse environmental impact is anticipated in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads, Air Pollution and Dust and Dirt
- Ecological Impacts and Heritage and Conservation

6.5.2 Street Lighting and Furniture

Street lighting should be provided on the proposed roads.

6.6 Urban Road access standard for commercial properties.

The driveway standard should be consistent with LGAT standard drawing TSD-R09 and design vehicle turning template requirements. LGAT standards are available online at:

https://www.lgat.tas.gov.au/_data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf

It is assumed delivery vehicles will be 26m B Doubles consistent with current design vehicles in the area, see Appendix D. Driveways should be designed to cater for expected loading.

6.7 Proposed Road standards.

Proposed road standards should be based on LGAT standard drawing TSD-R06 – Urban Roads Typical Section & Pavement Widths.

Industrial Drive extension

Extend Industrial Drive to 11m width. Transition from existing 10m to 11m will be required which can be achieved over 50m without issues.

Proposed Roads

Proposed road widths should be 11m consistent with LGAT guidelines, see LGAT standard drawing TSD-R06 – Urban Roads Typical Section & Pavement Widths.

Previously accepted side road width on Fairair Court is 11m.



6.8 Liveability, Safety and Amenity Guidelines

Guidelines for the safety and amenity of residential areas are not applicable with the proposal being within a General Industrial precinct.

6.9 Property access standard

In urban residential zones property accesses should be constructed in accordance with the LGAT Standard Drawing for Urban Road Driveways TSD-R09 available online:

<https://www.lgat.tas.gov.au/webdata/resources/files/LGAT%20Standard%20Drawings%20Release%20Version%20Dec%202013.pdf>

6.10 Tasmanian Subdivision Guideline Considerations

No traffic engineering issues have been identified.

6.11 Transport Planning Considerations

The proposed access to 21 Maskells Road is via extension of Industrial Drive. For Transport Planning purposes other access alternatives have been examined as requested by Council. A separate Precinct Access report for 21 Maskells Road (TCS Dec 2025) has been prepared recommending access via extension of Industrial Drive.

6.12 Provisions for all road users

Light Vehicles

Traffic safety and capacity requirements for light vehicles have been considered, and a suitable junction and road safety improvements have been recommended.

Heavy Vehicles

The design vehicle for the proposal, in keeping with the balance of the area is 26m B Double, see Appendix B.

Kerb crossovers and driveway pavements should be designed for expected loading.

Public Transport

Industrial Drive is not envisaged as a public transport corridor due to the General Industrial land use proposed for the precinct.



Vulnerable Road Users

- **Pedestrians**

On street provisions are not provided within General Industrial subdivisions as pedestrian activity is not expected or desired for pedestrian safety reasons.

- **Cyclists**

The wide streets provide for safe cyclist access.

- **Motorcyclists**

The proposal caters for motorcycle access.

6.13 Services

Power and Telecommunications

Extension of Industrial Drive should connect with existing service infrastructure. Figure 37 shows above ground power supply on Industrial Drive.

Figure 37 – Eastbound midway along Industrial Drive





7. Recommendations and Conclusions

This traffic impact assessment has been prepared to consider the proposed 21-lot subdivision of 21 Maskells Road, Ulverstone for General Industrial use and includes consideration of impact of other impending development in the area ie. 2 Fairair Court and 8 Export Drive.

The proposed access to 21 Maskells Road is via extension of Industrial Drive. For Transport Planning purposes other access alternatives have been examined as requested by Council. A separate Precinct Access report for 21 Maskells Road (TCS Dec 2025) has been prepared recommending access via extension of Industrial Drive.

This assessment has reviewed existing conditions, road safety, crash history, traffic activity, Austroads Safe System Assessment of Industrial Drive and Austroads junction guidelines to understand requirements.

The scope of this TIA includes assessment of impact on Fieldings Way / Industrial Drive junction and Eastland Drive / Fieldings Way roundabout.

The proposal is assessed in terms of the Tasmanian Planning Scheme – Central Coast Road & Railway Assets Code C3

7.1 Road Safety and Crash History

From road safety review no significant traffic safety issues have been identified with Industrial Drive or the junction with Fieldings Way.

The Industrial Drive 5-year reported crash history shows no evidence of a crash propensity.

No traffic safety issues have been identified with the proposed road extension, side roads and junction or property accesses.

7.2 Austroads Safe System Assessment

Crash risk score indicates how well infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

From safe system assessment a crash risk score of 24/448 was determined for Industrial Drive indicating good alignment with the safe system objective.

7.3 Traffic Activity and impact on traffic capacity

From Table C3.1 of the TPS – Central Coast, for vehicle crossings on *other* roads, the acceptable increase in AADT at the site is 20% or 40vpd whichever is greater.



Current Traffic is 4,190 vpd on Fieldings Way at Industrial Drive junction

- Fieldings Way (Sth of Industrial Dr): 4,190 vpd with 130vph peaks

Proposal adds 1,419 vpd to Fieldings Way at Industrial Drive junction

- 21 Maskells Road: 1059 vpd with 99vph AM & 112 vph PM peaks.
- 8 Export Drive: 120 vpd with 24 vpd peaks
- 2 Fairair Court: 240 vpd with 48 vpd peaks

The proposal is estimated to add 1,419vpd to the existing 1,300vpd on Industrial Drive.

While the proposal generates a notable volume of traffic, existing traffic is low and the roads and intersections can easily accept the estimated increases.

7.3.1 Fieldings Way / Industrial Drive junction

For the projected traffic volumes there are no traffic capacity issues and intersection analysis shows that the junction will operate at LOS A by 2035. Delays for turning traffic of less than 10 seconds are expected which is acceptable for the situation.

It is noted that the Fieldings Way / Industrial Drive junction is located where Fieldings Way traffic is at its maximum for the industrial enclave (some 4,190 vpd) and where Fieldings Way has a Collector Function.

7.3.2 Eastland Drive / Fieldings Way / Bass Hwy roundabout

For the projected traffic volumes there are no traffic capacity issues and intersection analysis shows that the roundabout will operate at LOS A by 2035 regardless of the development. Maximum delays for approaching traffic of less than 6 seconds are expected with maximum queues of less than 25m.

7.4 Austroads guidelines on junction and access layout

From review of Austroads guidelines, technically the Fieldings Way / Industrial Drive junction currently meets the warrant for a CHR(s) junction i.e as of 2025. The junction currently operates with a BAR layout. The proposal justifies the case for retrofit of a CHR(s).

The advantage of the CHR(s) over the BAR junction layout is in traffic safety, in particular the risk of rear end type crashes is reduced with a CHR(s) as separate channels are line marked to separate through and right turning traffic. BAR junctions do not include line marking to separate through and right turning traffic.

TCS considers that the CHR(s) retrofit should be proceed as soon as practical as the required road width is available and the work only requires pavement markings and No Stopping signs.



7.5 Tasmanian Planning Scheme – Central Coast

Evidence is provided to demonstrate that the proposal satisfies the requirements of Road & Railway Assets Code C3.

Recommendations:

- *Developer provide street lighting on the proposed roads to Council standard.*
- *Proposed roads be constructed to a width of 11.0m from face to face of kerb.*

Suggestions for Council consideration:

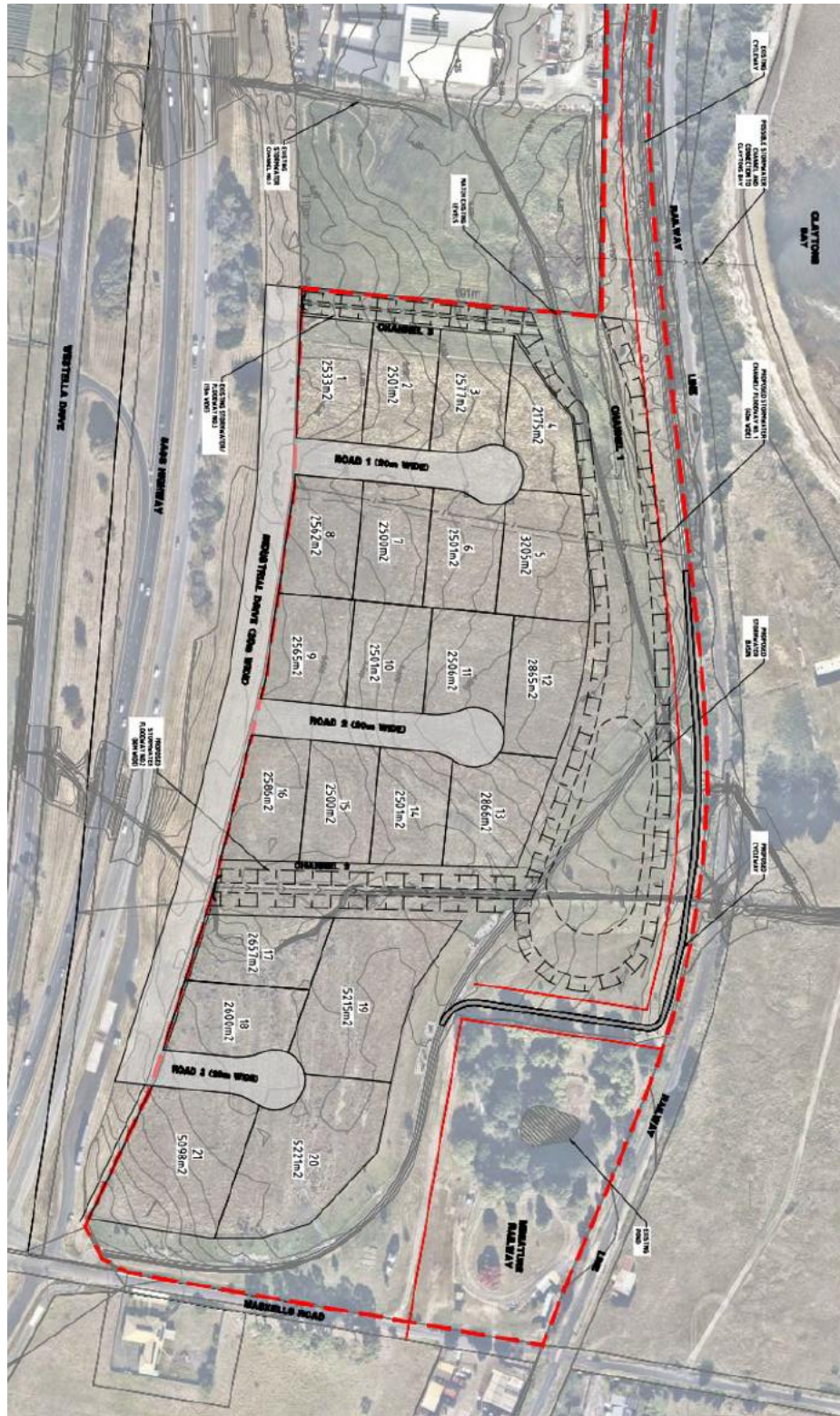
- *Council install B3 barrier line through the Industrial Drive bends, see Appendix E.*
- *Council upgrade the Fieldings Way / Industrial Drive junction from BAR to CHR(s) layout. Appendix J shows typical CHR(s) layout.*
- *Council consider extending No Parking along the Southern side of Industrial Drive to maintain two-way flow for heavy vehicles, see Figure 23.*

It is considered that subject to the recommendations above the proposal will not create any traffic issues and traffic can operate safely and efficiently on the proposed roads, Industrial Drive, at the Industrial Drive / Fieldings Way junction and Eastland Drive / Fieldings Way roundabout. Based on the findings of this report the proposed development is supported on traffic grounds.



Appendices

Appendix A - Proposed subdivision plan 21 Maskell Road



Appendix B - Tas. 26m B Double Network



Legend

Network Access - State Growth

B Double (26m) Structures with conditions

- Conditionally approved B-Double overpass
- Conditionally approved B-Double overpass
- Conditionally approved B-Double overpass
- Conditionally approved B-Double bridge
- undefined
- Restricted Structure
- Restricted Structure

B Double (26m)

- 26m B-Double access
- Conditionally Approved 26m B-Double access
- Restricted Road

Network Access - not State Growth

B Double (26m) Structures with conditions

- ☐ Conditionally approved B-Double overpass
- ☐ Conditionally approved B-Double overpass
- ☐ Conditionally approved B-Double overpass
- ☒ Conditionally approved B-Double bridge
- ☐ undefined



Appendix C - TCS Traffic Count Data

Eastland Drive Rabt

AM Peak Friday 12th Dec 2025

Turn Count Summary

Location: Fieldings Way at Eastlands Drive, Ulverstone

GPS Coordinates: Lat=-41.453240, Lon=147.143350

Date: 2025-12-12

Day of week: Friday

Weather:

Analyst: Sid Saxby

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:00	4	0	7	0	35	8	1	2	7	1	28	0	93
08:05	12	0	2	0	29	5	0	2	1	4	37	0	92
08:10	1	6	1	0	36	4	1	0	5	5	19	0	78
08:15	7	2	4	1	44	11	0	0	3	5	31	3	111
08:20	3	7	3	0	38	13	0	1	9	3	21	1	99
08:25	5	8	4	1	32	12	0	0	4	3	23	2	94
08:30	5	5	5	0	34	14	1	0	4	8	31	3	110
08:35	4	7	5	2	23	13	1	0	4	14	34	8	115
08:40	9	0	1	0	27	8	0	2	4	7	24	4	86
08:45	1	8	5	0	45	13	3	0	4	4	35	3	121
08:50	4	8	7	0	34	18	2	0	4	3	31	5	116
08:55	5	1	6	0	25	15	0	1	3	4	27	3	90

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:00	3	0	5	0	32	8	1	2	7	1	25	0	84
08:05	8	0	2	0	29	5	0	2	1	4	36	0	87
08:10	0	6	1	0	34	3	0	0	5	5	19	0	73
08:15	5	2	3	1	42	11	0	0	3	5	29	3	104
08:20	2	5	3	0	37	13	0	1	9	3	21	1	95
08:25	4	8	4	1	28	9	0	0	4	3	21	2	84
08:30	4	4	5	0	32	10	1	0	4	5	31	2	98
08:35	4	7	4	1	23	11	1	0	4	11	33	8	107
08:40	8	0	1	0	27	5	0	2	4	4	24	4	79
08:45	0	6	5	0	45	12	3	0	4	3	33	3	114
08:50	4	5	5	0	32	15	1	0	4	3	29	4	102
08:55	4	1	5	0	23	10	0	1	3	2	26	3	78



Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:00	1	0	2	0	3	0	0	0	0	0	3	0	9
08:05	4	0	0	0	0	0	0	0	0	0	0	0	4
08:10	1	0	0	0	2	1	1	0	0	0	0	0	5
08:15	2	0	1	0	2	0	0	0	0	0	2	0	7
08:20	1	2	0	0	1	0	0	0	0	0	0	0	4
08:25	1	0	0	0	4	3	0	0	0	0	2	0	10
08:30	1	1	0	0	2	4	0	0	0	3	0	1	12
08:35	0	0	1	1	0	2	0	0	0	2	1	0	7
08:40	1	0	0	0	0	3	0	0	0	3	0	0	7
08:45	1	2	0	0	0	1	0	0	0	1	2	0	7
08:50	0	2	2	0	2	2	1	0	0	0	2	1	12
08:55	1	0	1	0	2	5	0	0	0	2	1	0	12

Bicycle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	1	0	1
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	1	0	0	1
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	1	0	0	0	1	0	0	0	0	0	0	2
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	60	52	50	4	402	134	9	8	52	61	341	32	1205
Factor	0.42	0.54	0.60	0.17	0.74	0.62	0.25	0.33	0.48	0.36	0.77	0.33	0.83
Approach Factor	0.71			0.78			0.57			0.65			

Peak Hour Vehicle Summary

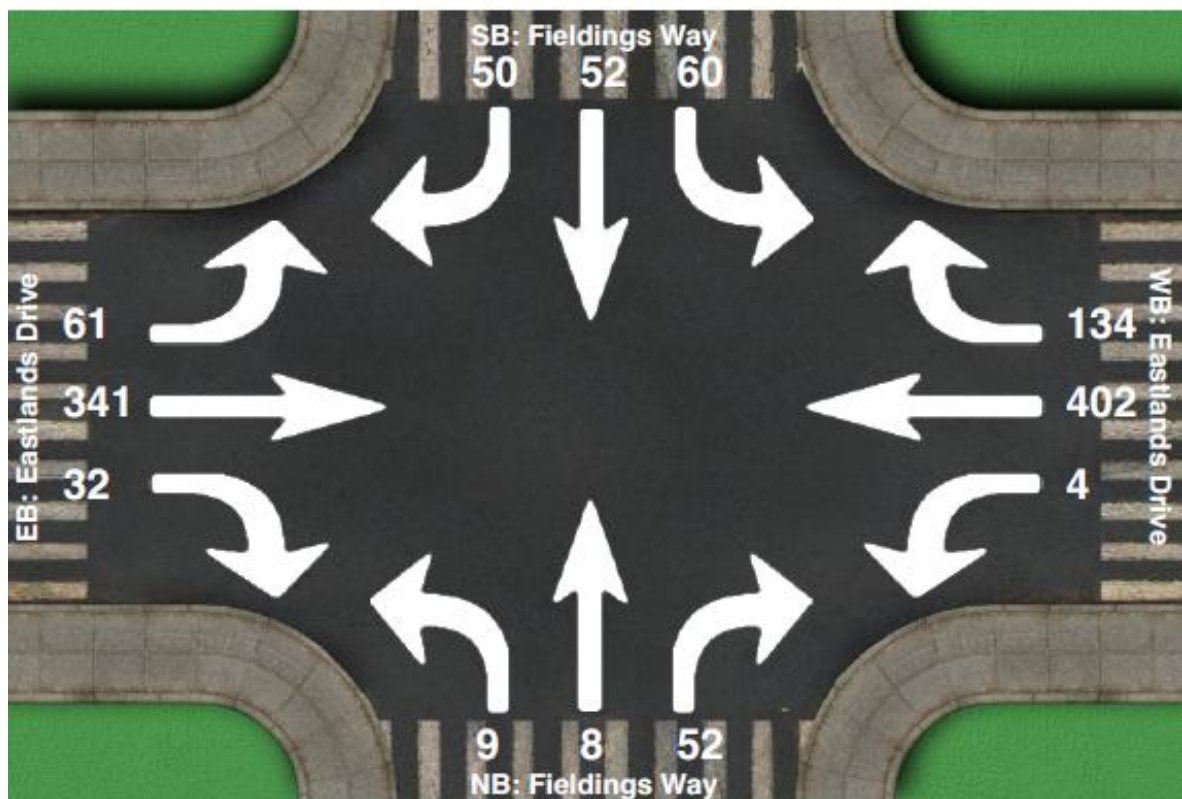
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	46	44	43	3	384	112	7	8	52	49	327	30	1105
Truck	14	7	7	1	18	21	2	0	0	11	13	2	96
Bicycle	0	1	0	0	0	1	0	0	0	1	1	0	4

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: Fieldings Way at Eastlands Drive, Ulverstone
GPS Coordinates: Lat=-41.453240, Lon=147.143350
Date: 2025-12-12
Day of week: Friday
Weather:
Analyst: Sid Saxby



Intersection Peak Hour

08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	60	52	50	4	402	134	9	8	52	61	341	32	1205
Factor	0.42	0.54	0.60	0.17	0.74	0.62	0.25	0.33	0.48	0.36	0.77	0.33	0.83
Approach Factor	0.71			0.78			0.57			0.65			

PM Peak Friday 12th Dec 2025

Turn Count Summary

Location: Fieldings Way at Eastlands Drive, Ulverstone

GPS Coordinates: Lat=-41.158863, Lon=146.196335

Date: 2025-12-12

Day of week: Friday

Weather:

Analyst: Sid Saxby

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	7	2	4	0	46	10	0	0	1	3	37	5	115
16:05	7	10	1	0	27	12	0	0	0	12	44	4	117
16:10	8	7	4	0	33	18	1	1	1	5	39	5	122
16:15	5	8	6	0	33	10	1	0	0	1	33	3	100
16:20	14	9	7	0	29	4	2	0	2	6	35	0	108
16:25	3	9	10	0	41	13	0	1	3	4	31	0	115
16:30	5	5	12	0	30	11	1	0	4	4	42	0	114
16:35	7	7	5	0	36	3	0	1	11	5	30	0	105
16:40	6	5	4	0	32	8	0	0	5	3	42	1	106
16:45	3	6	4	1	38	2	0	0	5	1	37	0	97
16:50	3	12	6	0	29	4	0	2	2	1	26	0	85
16:55	3	4	4	0	35	8	0	0	1	2	31	0	88

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	7	2	4	0	45	9	0	0	1	3	36	5	112
16:05	7	10	1	0	25	10	0	0	0	11	43	4	111
16:10	7	5	4	0	33	13	1	1	1	4	36	5	110
16:15	4	8	6	0	31	9	1	0	0	1	33	3	96
16:20	14	9	7	0	29	3	2	0	2	6	35	0	107
16:25	3	8	10	0	41	12	0	1	3	4	30	0	112
16:30	5	5	12	0	30	10	1	0	4	4	40	0	111
16:35	6	7	5	0	36	2	0	1	11	5	29	0	102
16:40	5	4	4	0	32	8	0	0	4	3	40	1	101
16:45	3	6	4	1	37	2	0	0	5	0	36	0	94
16:50	3	12	6	0	29	4	0	2	2	1	25	0	84
16:55	3	4	4	0	35	6	0	0	1	2	30	0	85



Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	0	0	0	1	1	0	0	0	0	1	0	3
16:05	0	0	0	0	2	2	0	0	0	1	1	0	6
16:10	1	2	0	0	0	5	0	0	0	1	3	0	12
16:15	1	0	0	0	2	1	0	0	0	0	0	0	4
16:20	0	0	0	0	0	1	0	0	0	0	0	0	1
16:25	0	1	0	0	0	1	0	0	0	0	1	0	3
16:30	0	0	0	0	0	1	0	0	0	0	2	0	3
16:35	1	0	0	0	0	1	0	0	0	0	1	0	3
16:40	1	1	0	0	0	0	0	0	0	0	2	0	4
16:45	0	0	0	0	1	0	0	0	0	1	1	0	3
16:50	0	0	0	0	0	0	0	0	0	0	1	0	1
16:55	0	0	0	0	0	2	0	0	0	0	1	0	3

Bicycle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	0	0	0	0	0	0	0
16:40	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Peak Hour

16:00 - 17:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	71	84	67	1	409	103	5	5	35	47	427	18	1272
Factor	0.42	0.58	0.47	0.08	0.74	0.48	0.21	0.21	0.27	0.33	0.81	0.30	0.87
Approach Factor	0.62			0.76			0.31			0.68			

Peak Hour Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	67	80	67	1	403	88	5	5	34	44	413	18	1225
Truck	4	4	0	0	6	15	0	0	0	3	14	0	46
Bicycle	0	0	0	0	0	0	0	0	1	0	0	0	1

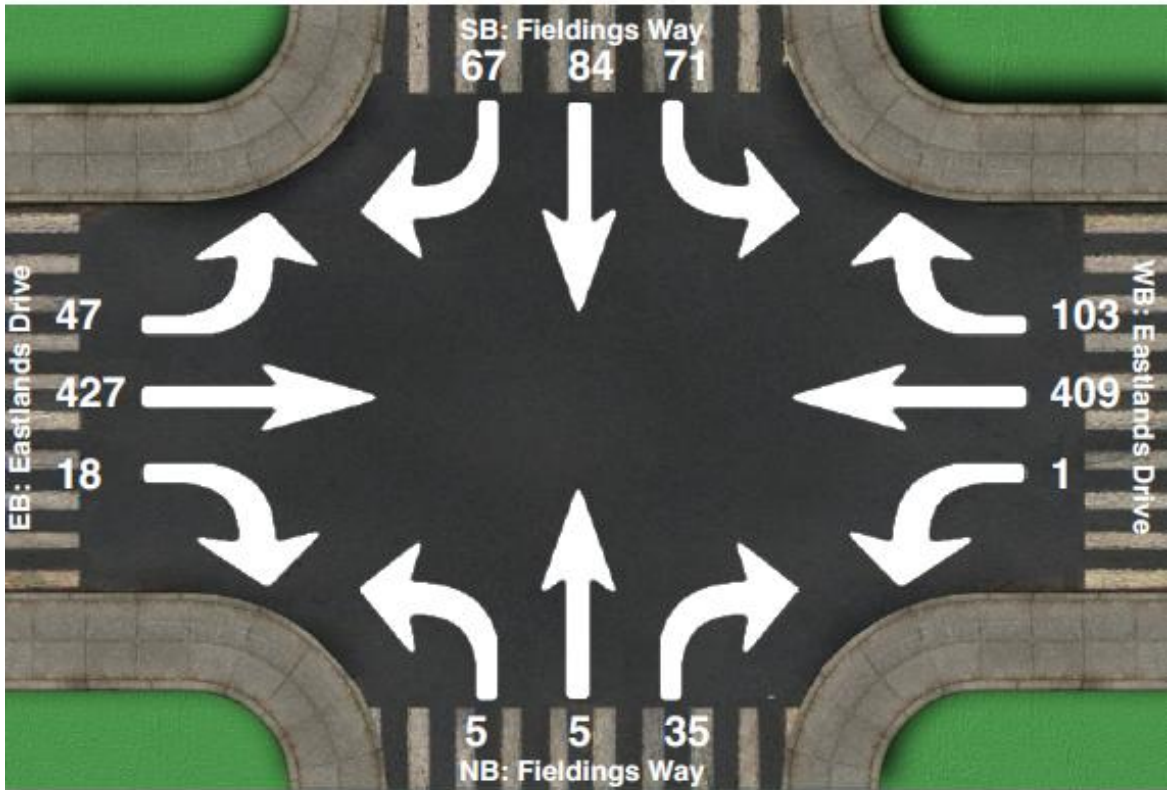
Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Peak Hour

Location: Fieldings Way at Eastlands Drive, Ulverstone
GPS Coordinates: Lat=-41.158863, Lon=146.196335
Date: 2025-12-12
Day of week: Friday
Weather:
Analyst: Sid Saxby

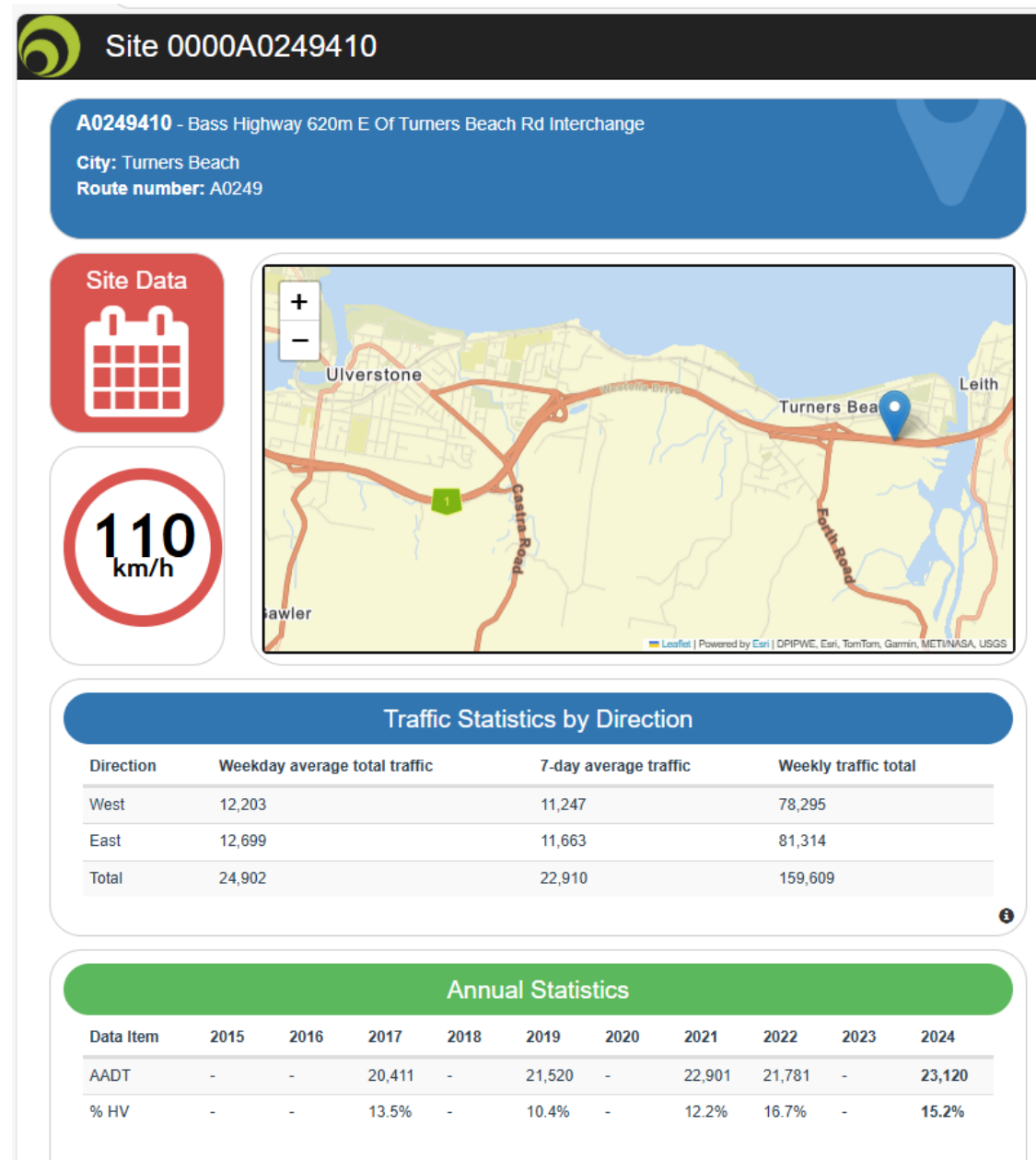


Intersection Peak Hour

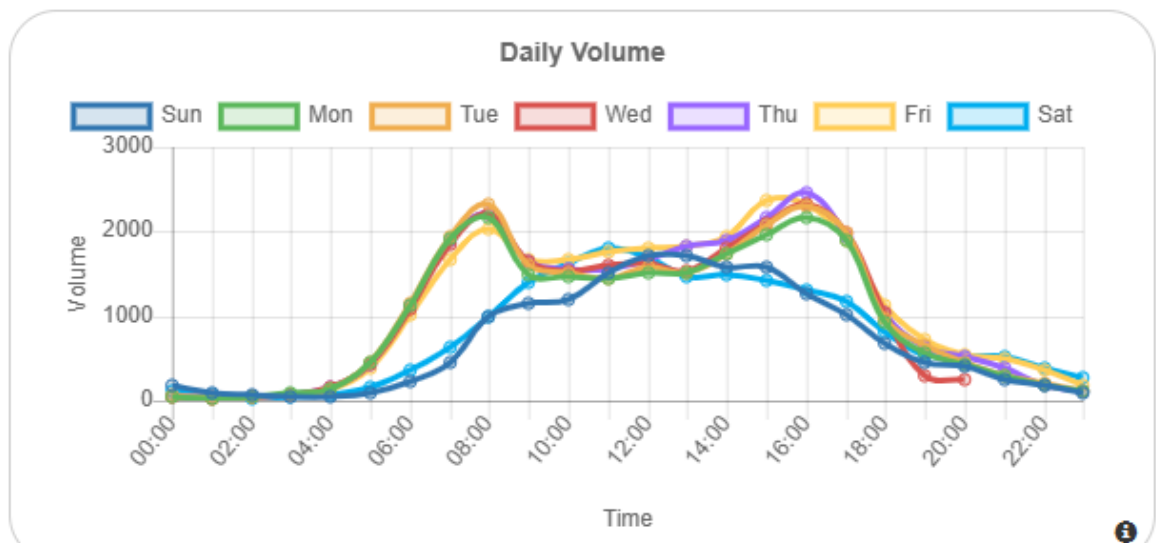
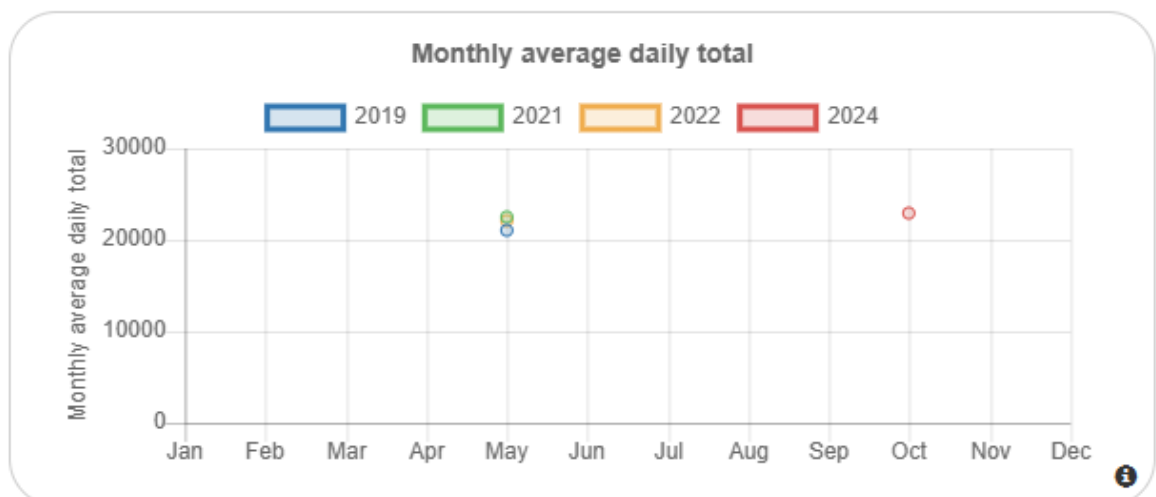
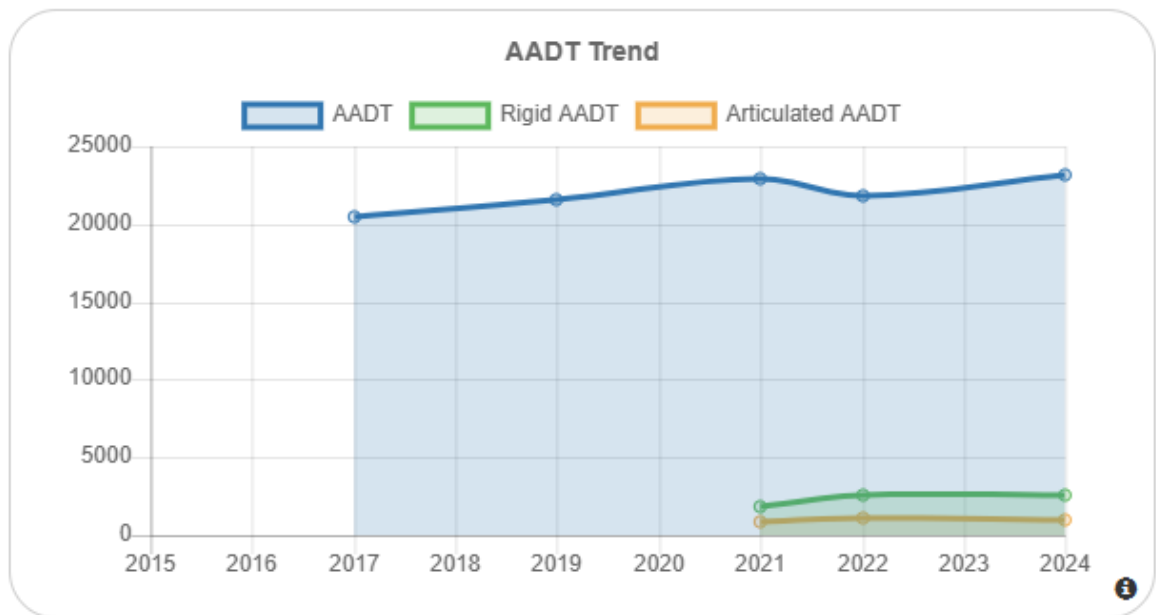
16:00 - 17:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	71	84	67	1	409	103	5	5	35	47	427	18	1272
Factor	0.42	0.58	0.47	0.08	0.74	0.48	0.21	0.21	0.27	0.33	0.81	0.30	0.87
Approach Factor	0.62			0.76			0.31			0.68			

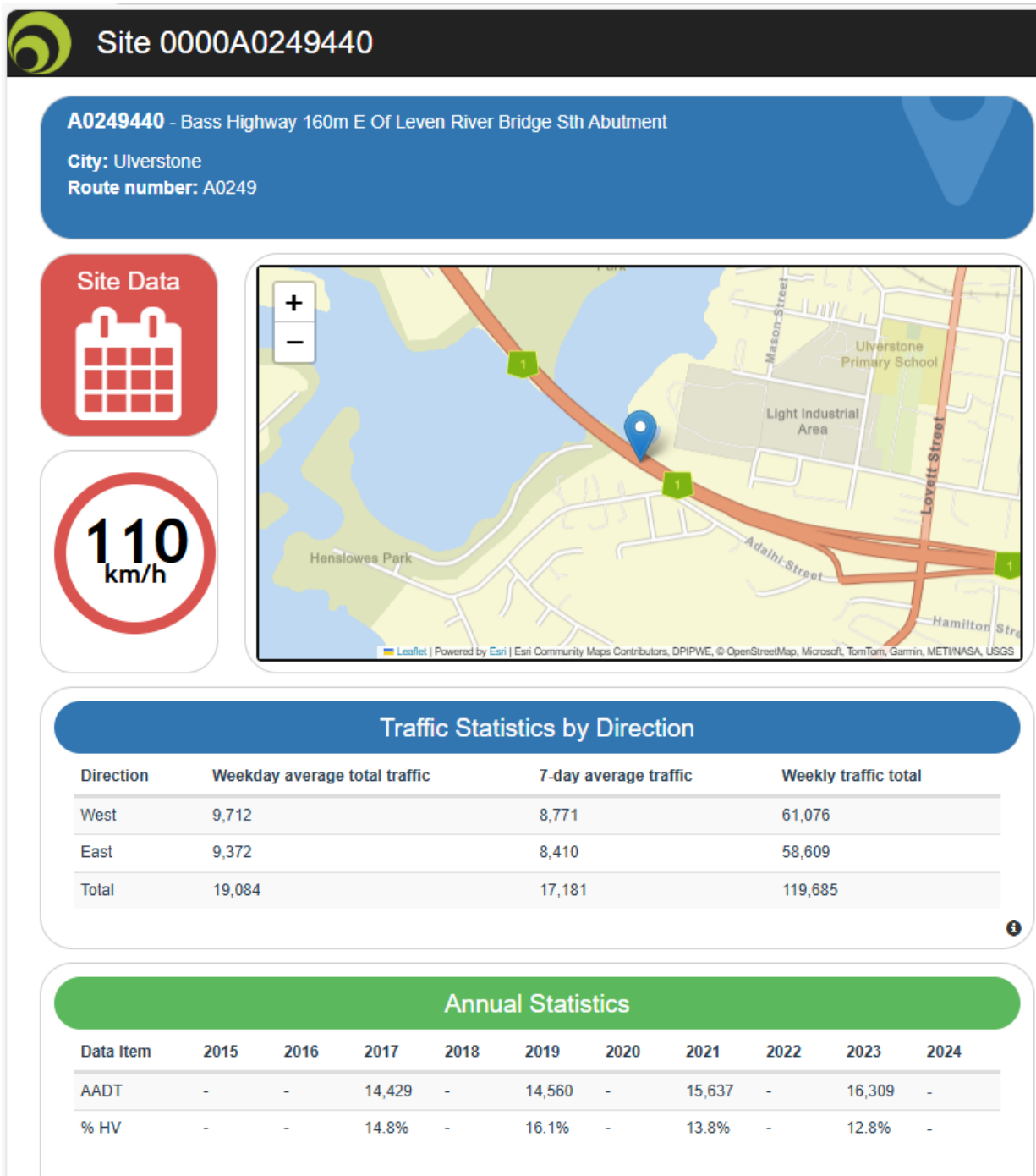
Appendix D - DSG Bass Hwy Traffic Count Data East of Turners Beach Interchange



- 20,411 vpd (2017)
- 23,120 vpd (2024)



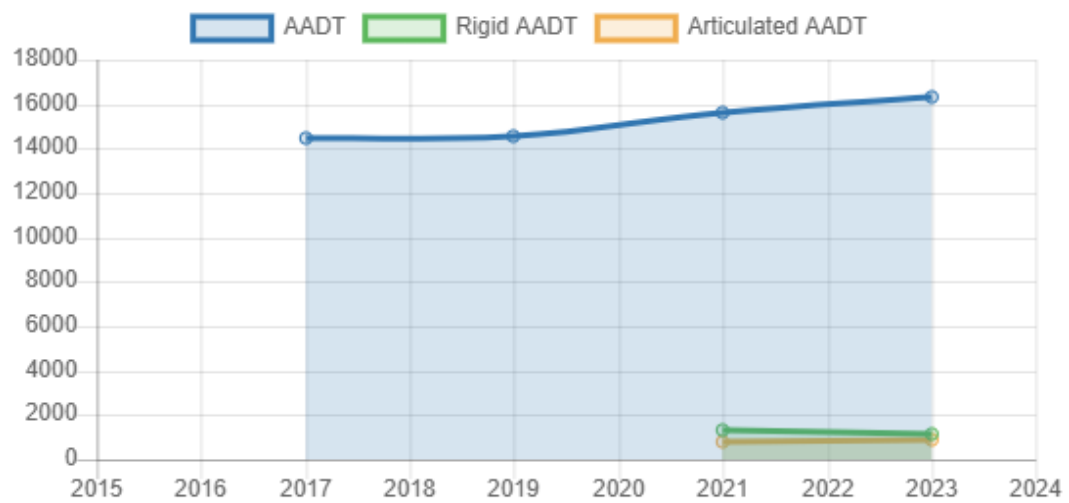
West of Lovett Street Ramps



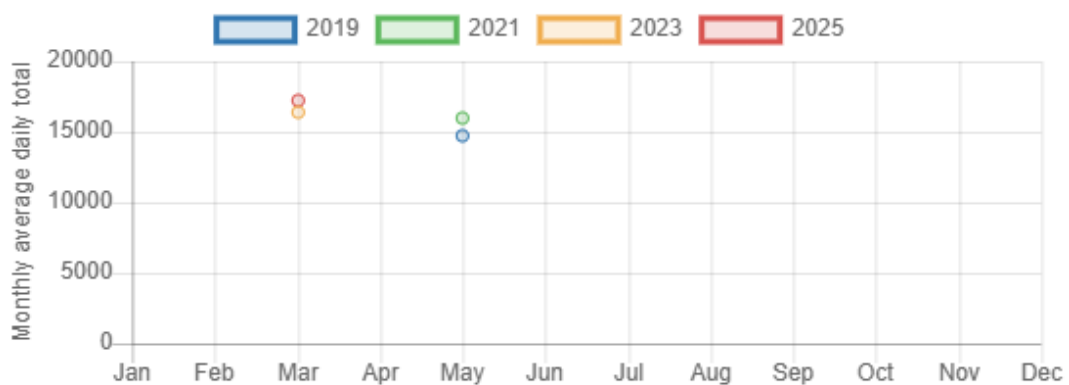
Compound Annual Growth: 2.0%

- 14,429 vpd (2017)
- 16,309 vpd (2023)

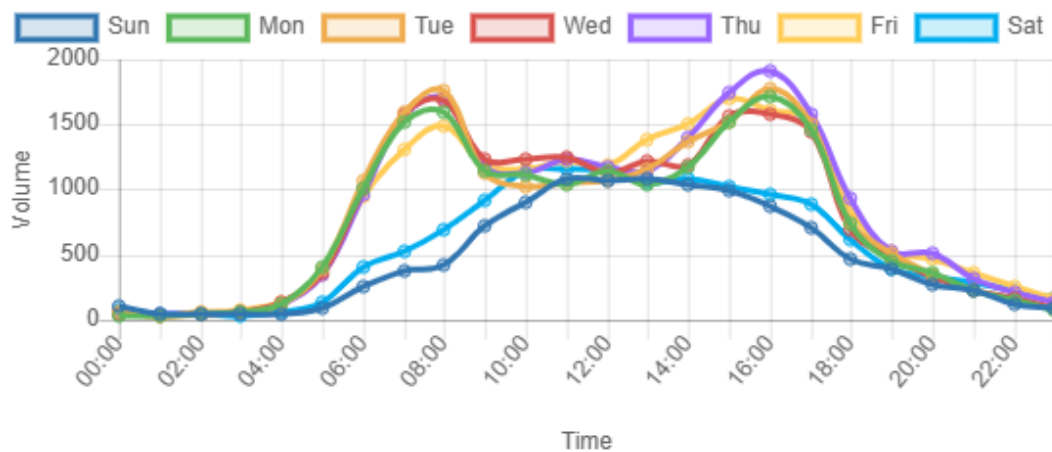
AADT Trend



Monthly average daily total



Daily Volume



Appendix E - Industrial Drive Bends

Retrofit B3 Barrier Line to encompass the bends on Industrial Drive to reduce risk of corner cutting, overtaking & Head-On or Side Swipe crashes.



App

Appendix F - Safe Systems Assessment

Safe System Assessment			Existing situation - Industrial Drive						
		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 1,300 vpd)	Low AADT, one reported crash on a bend	Low AADT, no reported crashes	Moderate -Low AADT at Fieldings Way / Industrial Drive junction with no reported junction crashes	Heavy commerical vehicles, no reported crashes	Low AADT, minimal pedestrian activity at <1 pph	Low AADT, minimal cyclist activity	Low AADT, minimal motorcyclist activity, one motorcycuclist crash on a curve, crash severity unknown.	
	Score / 4	1	1	2	1	1	1	2	
Likelihood	Justification	Wide road (11m) with some bends, adequate sight distance, kerb and channel and delineation by street lighting.	Series of bends with no road centreline relying on delineation by street lighting and kerb and channel.	BAR junction layout	Wide road (11m) with some bends, adequate sight distance, kerb and channel and delineation by street lighting.	Footpath along West half of the Northern side of the road.	No specif facilities for cyclists	Series of bends with no road centreline relying on delineation by street lighting and kerb and channel.	
	Score / 4	1	2	1	1	1	1	2	
Severity	Justification (50km/h speed limit)	No roadside hazards, low speed environment	Wide road, low speed environment	Wide road, low speed environment	Wide road, low speed environment	Moderate to crash severity for pedestrians.	Moderate crash severity risk for cyclists	Moderate crash severity for motorcyclists	
	Score / 4	1	1	1	1	3	3	3	
Product	Total Score /64	1	2	2	1	3	3	12	
								Total /448	24



Appendix G - Level of Service Descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.



Appendix H - Eastland / Fieldings Way Rabt

Intersection Approach widths 2026



Intersection Model All Turns 2035

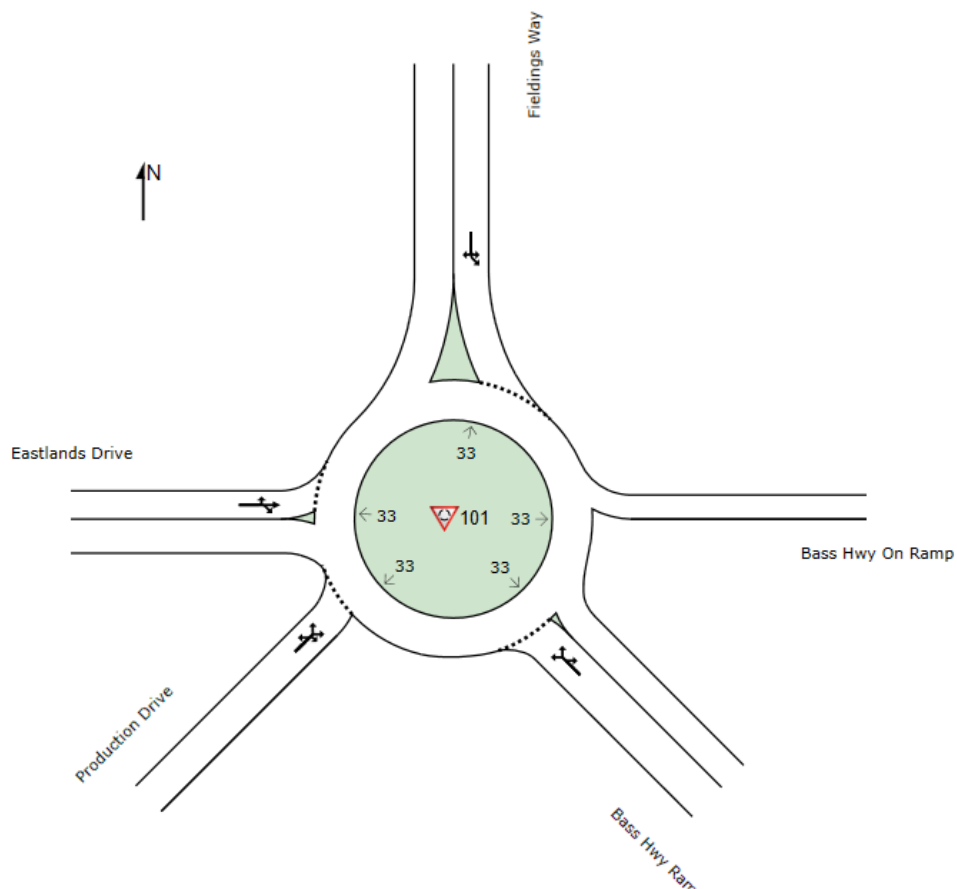
SITE LAYOUT

▼ Site: 101 [Eastlands Drive Rabt AM (Site Folder: General)]

Eastlands Drive / Fieldings Way Rabt

Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Rabt AM Peak 2035 with proposal

MOVEMENT SUMMARY

 Site: 101 [Eastlands Drive Rabt AM (Site Folder: General)]
Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Eastlands Drive / Fieldings Way Rabt

Site Category: (None)
Roundabout

Vehicle Movement Performance										
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	% HV]	Arrival Flows [Total veh/h	% HV]	Deg. Satm v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. Dist] veh m
SouthEast: Bass Hwy Ramps										
21a	L1	All MCs	444	10.0	444	10.0	0.455	3.0	LOS A	2.4 17.9
23a	R1	All MCs	223	10.0	223	10.0	0.455	8.3	LOS A	2.4 17.9
23b	R3	All MCs	1	10.0	1	10.0	0.455	10.7	LOS B	2.4 17.9
Approach			668	10.0	668	10.0	0.455	4.8	LOS A	2.4 17.9
North: Fieldings Way										
7	L2	All MCs	89	10.0	89	10.0	0.225	5.0	LOS A	1.0 8.0
7a	L1	All MCs	78	10.0	78	10.0	0.225	4.3	LOS A	1.0 8.0
9	R2	All MCs	76	10.0	76	10.0	0.225	10.8	LOS B	1.0 8.0
Approach			243	10.0	243	10.0	0.225	6.6	LOS A	1.0 8.0
West: Eastlands Drive										
10	L2	All MCs	104	10.0	104	10.0	0.447	5.1	LOS A	2.7 20.8
11	T1	All MCs	377	10.0	377	10.0	0.447	4.8	LOS A	2.7 20.8
12a	R1	All MCs	36	10.0	36	10.0	0.447	9.8	LOS A	2.7 20.8
Approach			517	10.0	517	10.0	0.447	5.2	LOS A	2.7 20.8
SouthWest: Production Drive										
30b	L3	All MCs	9	10.0	9	10.0	0.085	6.5	LOS A	0.4 3.0
30a	L1	All MCs	12	10.0	12	10.0	0.085	5.6	LOS A	0.4 3.0
32a	R1	All MCs	57	10.0	57	10.0	0.085	10.9	LOS B	0.4 3.0
32	R2	All MCs	1	0.0	1	0.0	0.085	11.9	LOS B	0.4 3.0
Approach			79	9.9	79	9.9	0.085	9.6	LOS A	0.4 3.0
All Vehicles			1507	10.0	1507	10.0	0.455	5.5	LOS A	2.7 20.8



Rabt PM Peak 2035 with proposal

MOVEMENT SUMMARY

Site: 101 [Eastlands Drive Rabt PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Eastlands Drive / Fieldings Way Rabt

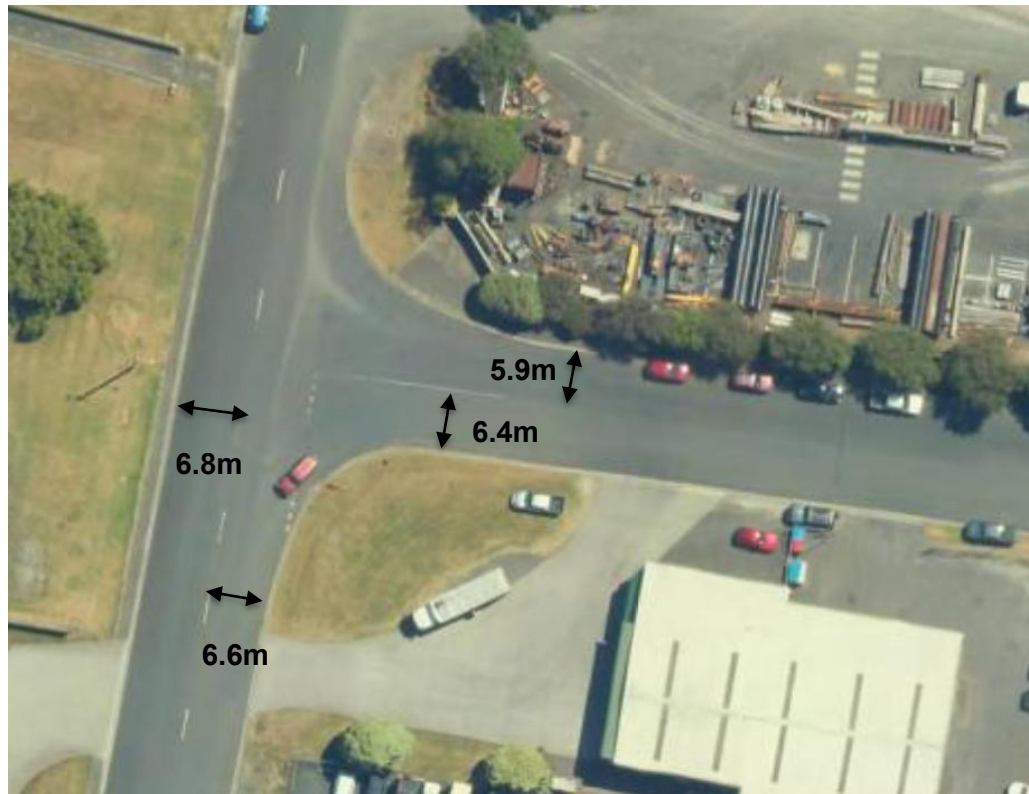
Site Category: (None)

Roundabout

Vehicle Movement Performance										
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Sam	Aver. Delay	Level of Service	95% Back Of Queue [Veh.]
			veh/h	%	veh/h	%	v/c	sec		veh
SouthEast: Bass Hwy Ramps										
21a	L1	All MCs	452	10.0	452	10.0	0.447	3.1	LOSA	2.4
23a	R1	All MCs	182	10.0	182	10.0	0.447	8.4	LOSA	2.4
23b	R3	All MCs	1	10.0	1	10.0	0.447	10.8	LOSB	2.4
Approach			635	10.0	635	10.0	0.447	4.7	LOSA	2.4
North: Fieldings Way										
7	L2	All MCs	112	10.0	112	10.0	0.329	5.5	LOSA	1.7
7a	L1	All MCs	125	10.0	125	10.0	0.329	4.8	LOSA	1.7
9	R2	All MCs	103	10.0	103	10.0	0.329	11.3	LOSB	1.7
Approach			340	10.0	340	10.0	0.329	7.0	LOSA	1.7
West: Eastlands Drive										
10	L2	All MCs	82	10.0	82	10.0	0.470	4.7	LOSA	3.0
11	T1	All MCs	472	10.0	472	10.0	0.470	4.5	LOSA	3.0
12a	R1	All MCs	20	10.0	20	10.0	0.470	9.5	LOSA	3.0
Approach			574	10.0	574	10.0	0.470	4.7	LOSA	3.0
SouthWest: Production Drive										
30b	L3	All MCs	5	10.0	5	10.0	0.057	6.3	LOSA	0.3
30a	L1	All MCs	7	10.0	7	10.0	0.057	5.5	LOSA	0.3
32a	R1	All MCs	39	10.0	39	10.0	0.057	10.8	LOSB	0.3
32	R2	All MCs	1	0.0	1	0.0	0.057	11.8	LOSB	0.3
Approach			53	9.8	53	9.8	0.057	9.6	LOSA	0.3
All Vehicles			1601	10.0	1601	10.0	0.470	5.3	LOSA	3.0
										22.8

Appendix I - Fieldings Way / Ind. Drive Junction

Junction Approach widths 2025



The dimensions shown are from face of kerb to centreline markings. Widths assigned in SIDRA are less 2.5m to account for on street parking except for the Fielding Way Southern approach to the junction.

Currently there is no on street parking control on the Fielding Way Southern approach, see Figure 10 and so technically the Fielding Way traffic lane on the Southern approach has a width of 4.3m with 2.5m of on street parking.

In the junction model the Fielding Way traffic lane on the Southern approach has been specified as 6.8m reflecting the normal situation with no parking.



Intersection Model All Turns 2035

SITE LAYOUT

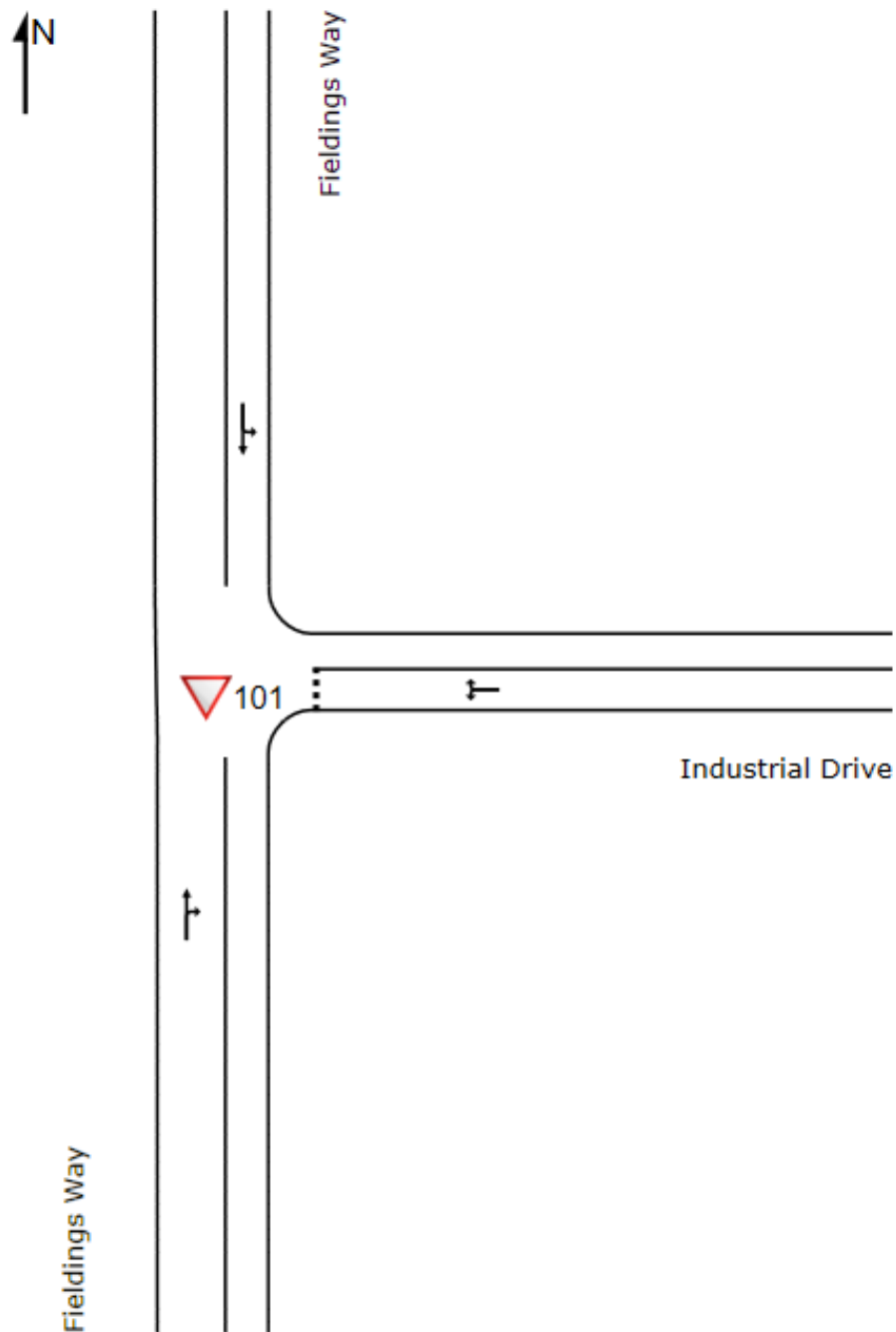
▽ Site: 101 [Fieldings AM Peak 2035 (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Junction AM Peak 2035 with proposal

MOVEMENT SUMMARY

Site: 101 [Fieldings AM Peak 2035 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows [Total]		Arrival Flows [Total]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Fieldings Way											
2	T1	All MCs	244	10.0	244	10.0	0.255	0.6	LOS A	1.3	9.7
3	R2	All MCs	183	10.0	183	10.0	0.255	5.6	LOS A	1.3	9.7
Approach			427	10.0	427	10.0	0.255	2.7	NA	1.3	9.7
East: Industrial Drive											
4	L2	All MCs	102	10.0	102	10.0	0.080	5.4	LOS A	0.3	2.5
6	R2	All MCs	1	10.0	1	10.0	0.080	8.6	LOS A	0.3	2.5
Approach			103	10.0	103	10.0	0.080	5.4	LOS A	0.3	2.5
North: Fieldings Way											
7	L2	All MCs	5	10.0	5	10.0	0.100	4.7	LOS A	0.0	0.0
8	T1	All MCs	184	10.0	184	10.0	0.100	0.0	LOS A	0.0	0.0
Approach			189	10.0	189	10.0	0.100	0.2	NA	0.0	0.0
All Vehicles			720	10.0	720	10.0	0.255	2.4	NA	1.3	9.7



Junction PM Peak 2035 with proposal

MOVEMENT SUMMARY

Site: 101 [Fieldings PM Peak 2035 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance										
Mov ID	Turn	Mov Class	Demand Flows [Total]		Arrival Flows [Total]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]
			veh/h	%	veh/h	%	v/c	sec		m
South: Fieldings Way										
2	T1	All MCs	177	10.0	177	10.0	0.197	0.9	LOS A	1.0 7.4
3	R2	All MCs	138	10.0	138	10.0	0.197	5.9	LOS A	1.0 7.4
Approach			315	10.0	315	10.0	0.197	3.1	NA	1.0 7.4
East: Industrial Drive										
4	L2	All MCs	161	10.0	161	10.0	0.137	5.8	LOS A	0.6 4.3
6	R2	All MCs	1	10.0	1	10.0	0.137	8.3	LOS A	0.6 4.3
Approach			162	10.0	162	10.0	0.137	5.8	LOS A	0.6 4.3
North: Fieldings Way										
7	L2	All MCs	1	10.0	1	10.0	0.140	4.7	LOS A	0.0 0.0
8	T1	All MCs	266	10.0	266	10.0	0.140	0.0	LOS A	0.0 0.0
Approach			267	10.0	267	10.0	0.140	0.1	NA	0.0 0.0
All Vehicles			744	10.0	744	10.0	0.197	2.6	NA	1.0 7.4

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