



Traffic Engineering

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20th September 2023

Steven Hodgins
Hutchies
PO Box 3028
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**PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL**

Approval no: DEV2021/1232

Date: 06/12/2023



Dear Steven,

**RE: Traffic Engineering Advice
Lot 110 Multi Storey Car Park, Market Street, Maroochydore City Centre**

I refer to your recent correspondence requesting traffic engineering advice for two outstanding items for the Multi Storey car park located at Lot 110 in Maroochydore City Centre.

A review of Council's Further Issues letter for MCU 2021/1232/4 has been undertaken and a response to Item 1a and 1b provided below.

Information Request

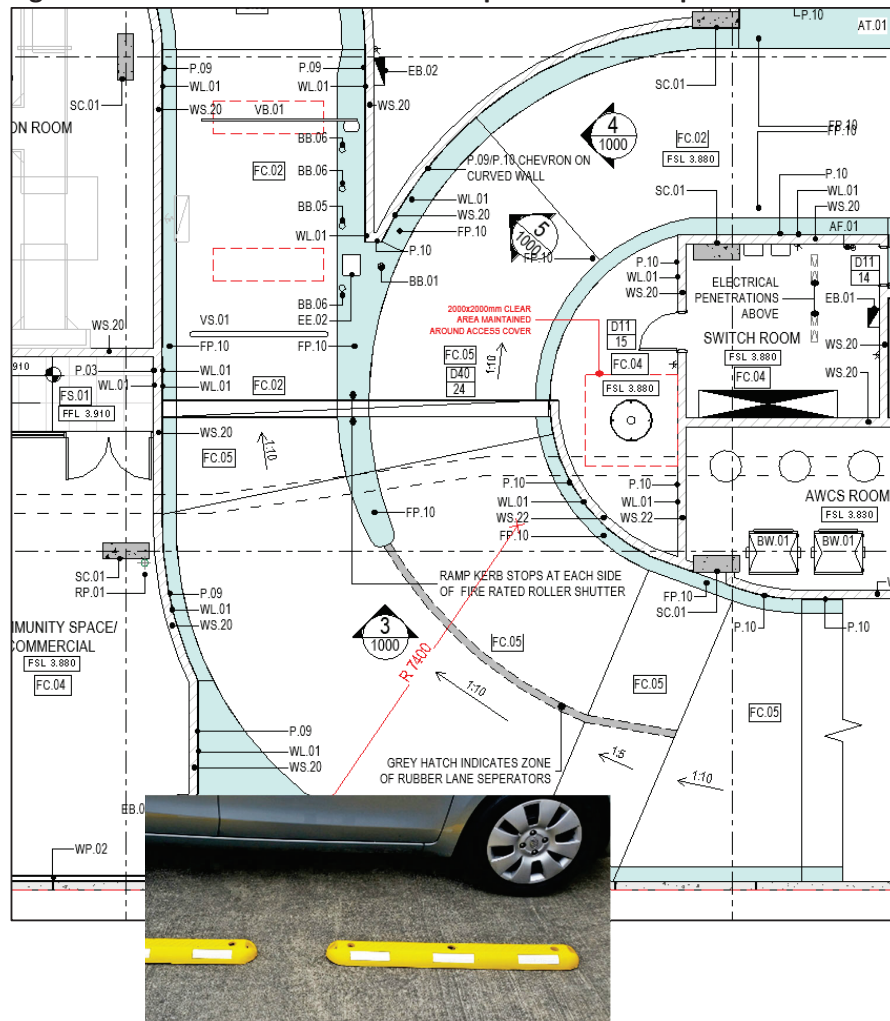
1a Information Required

The requested change appears to be shortening of the ramp divider though the plan does not have a proper clouding to demonstrate the requested change. Nevertheless, the proposed change does not seem to comply with the AS2890.1. The applicant is requested to submit a letter from an RPEQ specialised in transport engineering stating that the proposed change in the ramp meet the requirements of the AS 2890.1.

RESPONSE to Item 1a

A review of the curved ramp has been undertaken with reference to Clause 2.5.2 (b) of AS2890.1. To achieve compliance with requirements it is proposed to install kerb/lane separator as shown in Figure 1 below. Devices range from 150mm to 265mm wide and provide suitable clearance for the outside of a wheel to touch the separator before the body of a vehicle can contact an opposing vehicle. This treatment is considered suitable and compliant with the requirements of AS2890.1.

Figure 1 – Installation of rubber lane separators on ramp



Information Request

1b Information Required

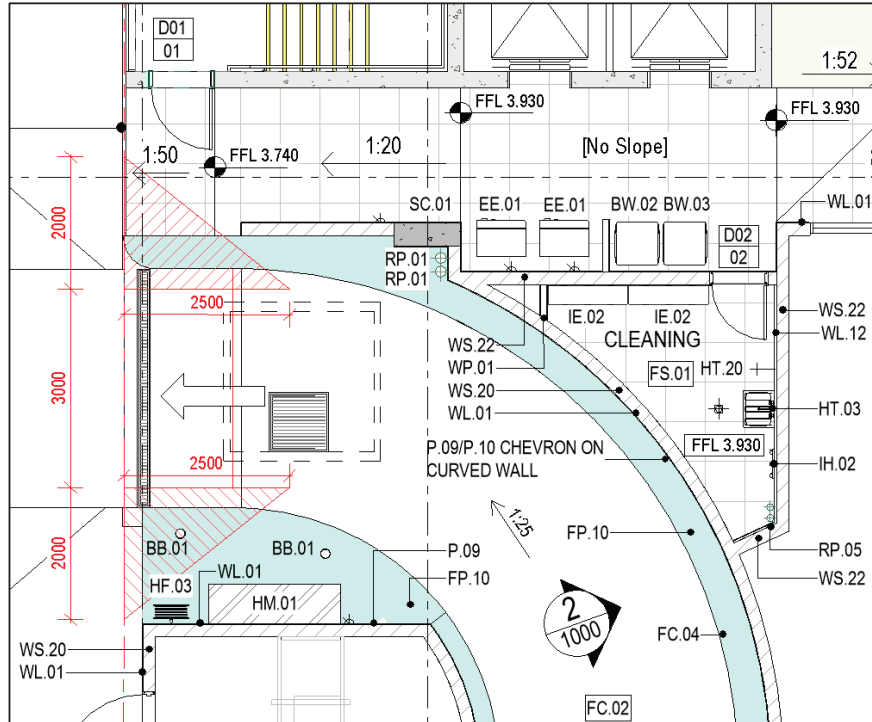
Please also note that the exit ramp near the interface of the property boundary does not have an adequate straight length for a car to position itself perpendicular to the interface of the footpath/road. This compromises the safety of the pedestrians and other road users by not having an adequate line of sight from the exit vehicles. The RPEQ is required to assess and provide a road safety audit on the design.

RESPONSE to Item 1b

A review of the sight lines has been undertaken to ensure the sight triangles comply with the requirements of Figure 3.3 of AS2890.1. As shown in Figure 2 below there are no obstructions and compliance is achieved. The alignment of the exit ramp results in very low vehicle speeds.

Market Lane is also a one lane, one-way, narrow street with a low speed environment. The drainage grate at the exit also provides an audible cue for pedestrians to hear a vehicle exiting the car park. Given the low speed environment and the available sight lines for visual cues and drainage grate for audible cues, the driveway exit is considered suitable.

Figure 2 – Compliant Sight Lines on exit ramp



Should you require any further information please do not hesitate to contact me.

Yours faithfully

D. Hayes

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