



16th March 2023

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Dear Yvonne,

5 FRIEND STREET TIA, STONY RISE

This report reviews the TIA prepared by GHD for a proposed supermarket with retail, commercial and medical tenancies at 5 Friend Street.

5 Friend Street has been subject to various TIA's:

- *2011 – Showrooms / bulky goods development(GTA Consultants).*
 - *This report considered 5 Friend St.*
- *2014 – Bunning Warehouse(O'Brien Traffic).*
 - *This report considered 1&5 Friend St. & 90-102 Stony Rise Rd.*
- *2019 – Stony Rise subdivision (Pitt & Sherry). This report considers:*
 - *130-136 Stony Rise Road*
 - *124-128 Stony Rise Road*
- *2022 – Supermarket & Tenancies (GHD). This report considers:*
 - *130-136 Stony Rise Road*
 - *124-128 Stony Rise Road*
 - *90-102 Stony Rise Road*
 - *1 & 5 Friend St.*
- *2022 – Signalisation Report - Stony Rise Road / Friend Street (GHD).*

Figure 1 shows the undeveloped sites highlighted within the vicinity of 5 Friend Street. The GHD TIA for 5 Friend Street attempts to assess the impact of the proposed supermarket and tenancies including approved adjacent development shown in Figure 1.

Figure 1 – Development Sites in the vicinity of 5 Friend Street



The 130-136 & 124-128 Stony Rise Road properties are zoned General Residential, see Figure 2.

The scope of the GHD TIA includes assessment of the impact of the proposed and approved developments.

Impacted sites that should be considered in the TIA are shown in Figure 3.

Figure 2 – Tasmanian Planning Scheme – Devonport at Stony Rise

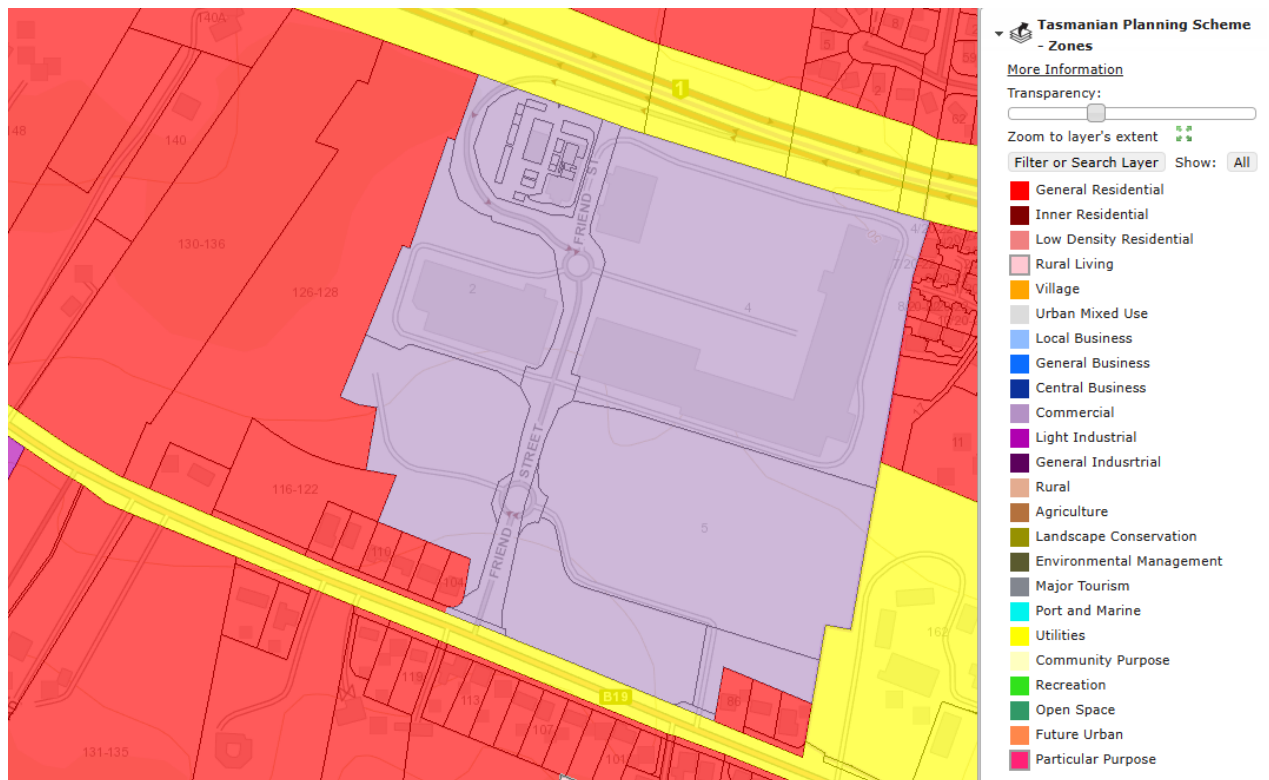
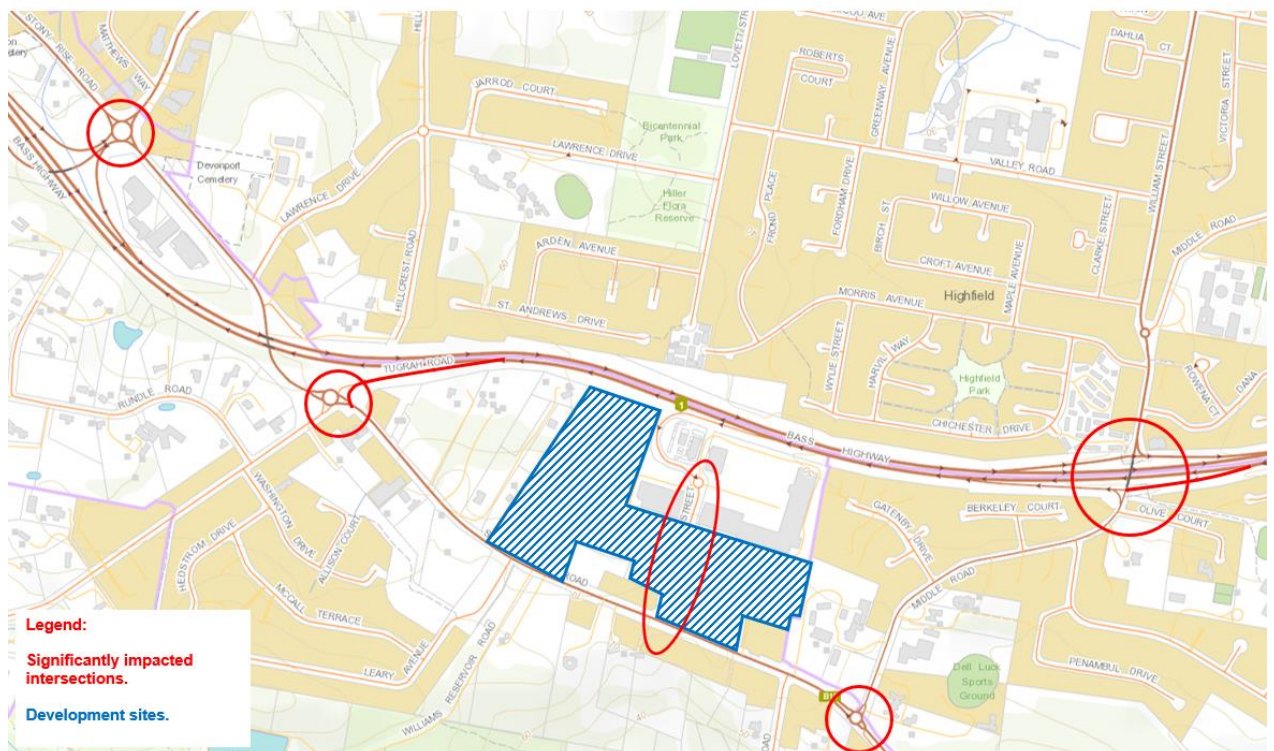


Figure 3 – Impacted Sites





A. TCS Comments on the GHD (2022) TIA:

Section 1 – Introduction - no comment

Section 2 – Existing Conditions

2.1 Subject Site

- No details on standard of Access Road 1 or Access Road 2

2.2 Planning and Land Use – no comment

2.3 Road Network

- No details on existing intersections - **Major omission.**
- No details on State Road status e.g. Limited Access & 26m B Double Network. See Appendix C and D of this report.

2.4 Public Transport Network – no comment

2.5 Active Transport Network – no comment

2.6 Crash History

- A crash summary and discussion in the same format for each intersection should be provided. Data presentation could be clearer. See TCS summary in Appendix B.

Section 3 – Previous Development Assessments

No traffic data has been presented from Pitt & Sherry TIA for proposed residential areas – **Major omission.**

Section 4 – Proposed Development

4.1 Overview – no comment.

4.2 Parking Provisions – no comment.

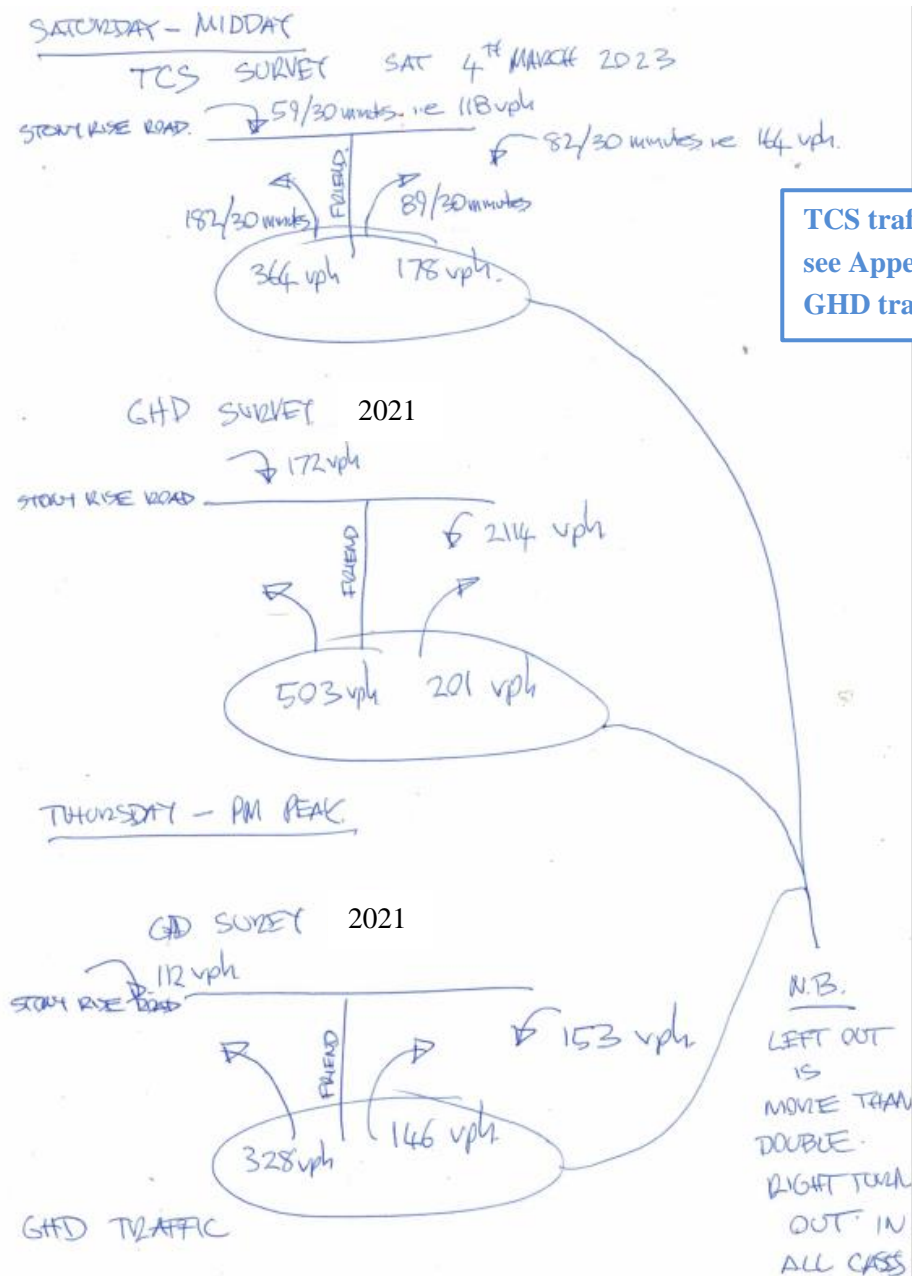
4.3 Trip Generation and Distribution

Estimated trip generation for the proposal (supermarket and tenancies) is presented.

Estimated trip generation from each of the approved developments is not presented – **Major omission.**

Traffic assignment is shown for the Friend Street and Stony Rise Road junction due to the proposal only. It is noted that the while the TCS and GHD traffic survey data show roughly similar traffic assignment for the Sat. Midday Peak and a similar pattern occurs for the Thurs PM peak. See Figure 4.

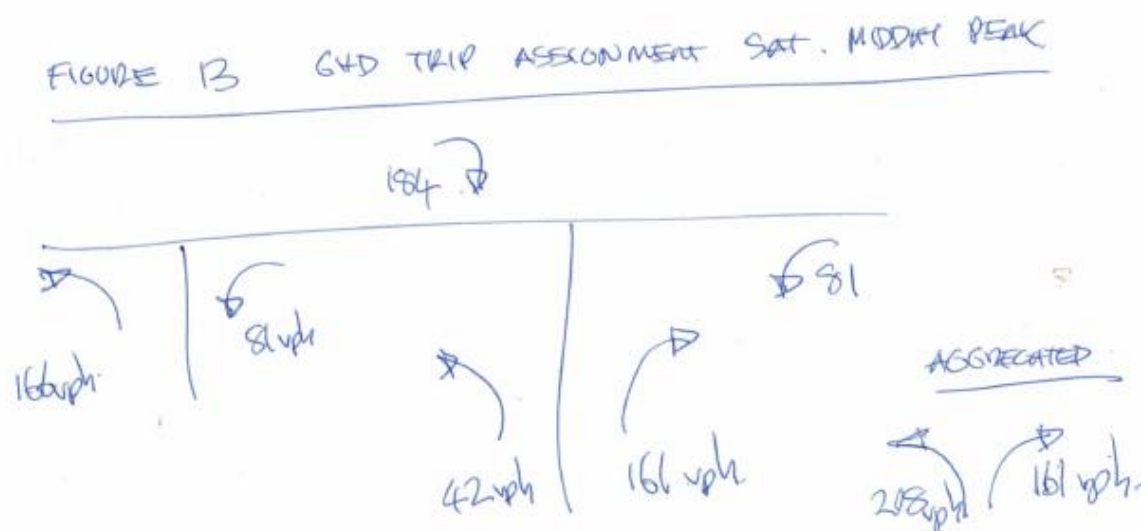
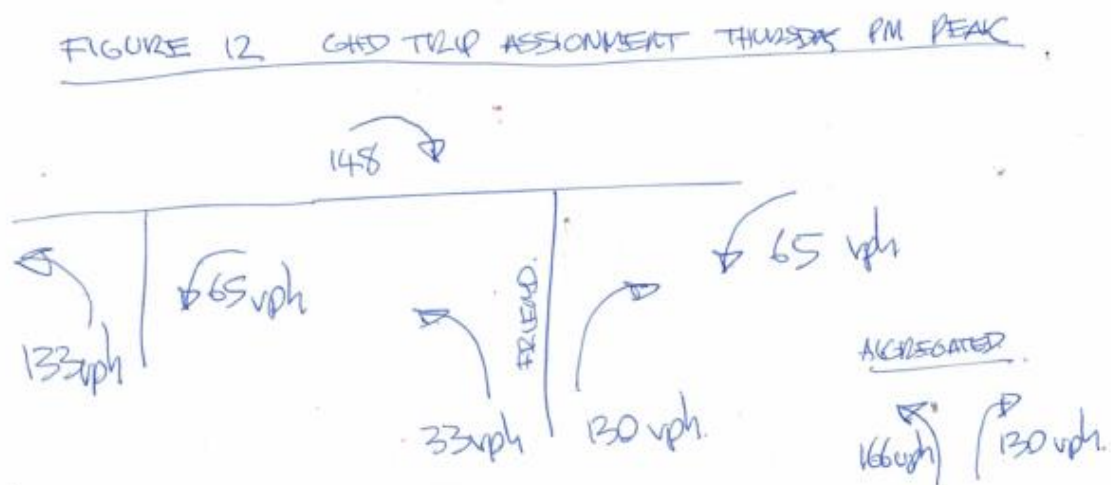
Figure 4 – Observed traffic assignment (TCS 2023 & GHD 2021)



TCS traffic survey data (2023) see Appendix A, is similar to GHD traffic survey data (2021).

Figure 5 show a clear difference between current and GHD estimated future traffic movement proportions which is expected as Access Roads 1 & 2 change the road network. Signalisation of the Stony Rise Rd / Friend St intersection enables more right turn movements however Middle Rd rather than Stony Rise Rd provides more direct access to the Bass Hwy and Devonport. Accordingly, there is strong evidence that there will be higher left turn activity than the GHD traffic assignments show in Figures 11, 12 and 13 of the TIA show. The GDH Signalisation Report (2022) does not discuss impact of Access Roads 1 & 2. **Traffic Assignment issue.**

Figure 5 – GHD assumed traffic assignment due to proposal.



FIGURES 12 & 13 SHOW A DIFFERENT TRAFFIC ASSIGNMENT THAN OCCURS.



Traffic assignments at the other impacted intersections due to the proposed and approved developments are not presented i.e :

- *Bass Hwy/ Middle Road Interchange*
- *Middle Road / Stony Rise Road Roundabout*
- *Stony Rise Road Roundabouts at Don Road and Tugrah Road.*

*DSG has previously requested assessment of the Middle Road interchange and roundabout . Traffic assignments for the 2030's for these intersections are not presented - **Major omission.***

Section 5 – Access

5.1 Site Access – *no comment.*

5.2 Commercial Vehicle Access – *no comment.*

5.2 Direct to Boot Access – *no comment.*

Section 6 – Parking Assessment

6.1 Number of Parking Spaces – *no comment.*

6.2 Parking Area Design and Layout – *no comment.*

6.3 Accessible Parking – *no comment.*

6.4 Pedestrian Access within Carpark – *no comment.*



Section 7 – Traffic Assessment

7.1 Intersection Analysis

- *2% Compound annual growth rate is assumed for Stony Rise Rd. TCS agree.*
- *The compound annual growth rate assumed for 2031 for Friend Street is not stated nor the rational provided agreed. TCS suggest 2% should be applied for Friend Street as for Stony Rise Road due to demand created from background development at Devonport / Spreyton etc - **Major Issue.***

7.1.1. Scenario 1 (Existing 2021)

- *No turn volumes used for intersection analysis are shown.*
- *Intersection model used for analysis are not shown.*
- *No analysis of the Bass Hwy West bound off ramp to Middle Road.*
- *No analysis of the Stony Rise Road / Middle Road roundabout.*

7.1.2. Scenario 2 (Existing plus Approved 2021)

- *No turn volumes used for intersection analysis are shown.*
- *Intersection models used for analysis are not shown.*
- *No analysis of the Bass Hwy West bound off ramp to Middle Road.*
- *No analysis of the Stony Rise Road / Middle Road roundabout.*

7.1.3. Scenario 3 (Proposed 2021)

- *No turn volumes used for intersection analysis are shown.*
- *Intersection model used for analysis are not shown.*
- *No analysis of the Bass Hwy West bound off ramp to Middle Road.*
- *No analysis of the Stony Rise Road / Middle Road roundabout.*

7.1.3.1 Signalisation of Friend Street and Stony Rise Road Intersection

- *No turn volumes used for intersection analysis are shown.*



7.1.4. Scenario 4 (Proposed 2031) – not assessed.

- *No turn volumes used for intersection analysis are shown.*
- *Intersection models used for analysis are not shown.*
- *Queue lengths as summarised in Table 15 for the Stony Rise / Friend Street intersection show queue length on Friend Street approach to Stony Rise Road is 82m. There is 85m between Stony Rise Road and Access Road 1. The 82m of queue is unlikely to develop as traffic will transfer to the Stony Rise / Access Road 2 junction rather than be delayed at Friend Street.*
- *No analysis of the Bass Hwy West bound off ramp to Middle Road.*
- *No analysis of the Stony Rise Road / Middle Road roundabout.*

Section 8 – Traffic Impact Assessment.

8.1 Network Performance

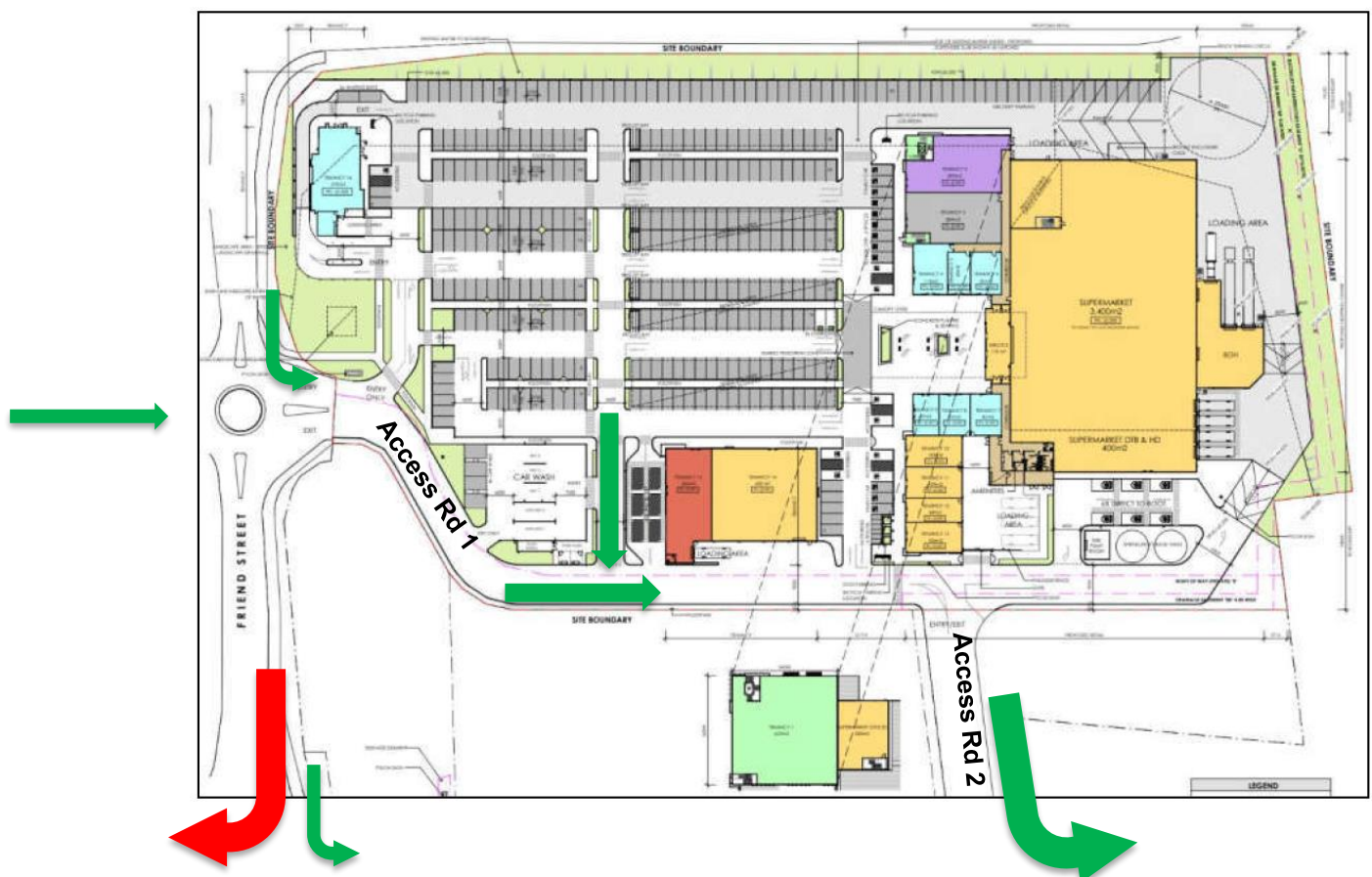
- *Table 16 does not appear to correctly summarise the traffic generated by the proposed and approved developments.*
- *Accordingly, percentage changes in daily traffic do not appear to be correct as reported in Table 16.*
- *Accordingly, confidence in the Stony Rise Road / Friend Street intersection analysis is low.*
- *No analysis of the Bass Hwy West bound off ramp to Middle Road.*
- *No analysis of the Stony Rise Road / Middle Road roundabout.*
- *No discussion on how site will operate.*

TCS Comment on Stony Rise Road & Friend Street & Access Road 2:

From the information provided in the GHD report it appears that the traffic assignment used is not representative of how traffic will operate. Figure 6 shows some of the traffic movements 6 months from site opening.

- *Right turners onto Stony Rise Rd would use the Friend St approach.*
- *Most left turners onto Stony Rise Road would use the Access Road 1 and 2 approach being the more efficient route.*
- *TCS recommends traffic facilities be provided to support the operation as indicated in Figure 6, being an efficient layout. This operation would likely yield better Level of Service at the Stony Rise Road / Friend Street junction and minimise delays for left turners exiting the site. Intersection analysis based on this traffic assignment is recommended to compare with the GHD version. The aggregated GHD traffic assignment for all development is unclear and projected turning movements for 2031 are not shown.*

Figure 6 – Likely left & right turn movements onto Stony Rise Road 6 months from site opening.





8.2 Impacts to Active Transport – no comment.

8.3 Impacts to Road Safety

- *Intersection signalisation is to manage vehicle and pedestrian activity fairly and equitably. Signalisation is not specifically a traffic safety improvement as traffic signals can be crash prone.*
- *GHD comment on the Bass Hwy West bound off ramp to Middle Road or the Stony Rise Road / Middle Road roundabout is as follows:*

There is a trend in cross-traffic and right-through type crashes at the Bass Highway ramp intersections with Middle Road. Since the proposed supermarket land use tends to attract more local traffic, the expected increase in vehicle movements turning on and off the Bass Highway at these intersections is considered to be fairly minor. The associated crash risk is therefore unlikely to be significantly increased.

- *The GHD comment does not appear to factor in traffic due to the approved developments. Analysis of these intersections would provide more clarity and should be provided consistent with DSG request.*

Section 9 – Planning Scheme Assessment.

Compliance with Performance Criteria P1 of Code C3.5.1 is not demonstrated as:

- *There is insufficient discussion of how the site will operate.*
- *Network Performance as described in Section 8.1 and Table 16 is incorrect.*
- *No analysis of impact on the Bass Hwy West bound off ramp to Middle Road.*
- *No analysis of impact on the Stony Rise Road / Middle Road roundabout.*

Section 10 – Adjacent Vacant Parcels.

10.1 Other Vacant parcels along Friend Street – no comment

10.2 General Residential Parcels

- *No turn volumes used for intersection analysis are shown. Appendix D is referenced but estimated turning movements are not presented.*



10.3 Traffic Assessment

10.3.1 Scenario 5 Future Potential (2031)

GHD midday Saturday performance for 2031 is from Table 19.

- analysis assumes signalised of Stony Rise Road / Friend Street intersection.

Friend / Access Road 1 roundabout:

- Access Rd 1 approach to Friend Street – 87m Queue (**90m available**)
- Friend St Northern approach to Access Rd 1 > 500m Queue(**150m available**)
- Friend St Southern approach to Access Rd 1 - 64m Queue (**75m available**)

Stony Rise Road / Friend Street intersection:

- Stony Rise Eastern Approach - 291m Queue (**left lane queue not reported, 60m available**)
- Stony Rise Western Approach - 98m Queue (**right turn lane length not reported, 60m available**)
- Friend Street Approach to Stony Rise Road - 124.6m Queue (**87m available**)

GHD advise as follows on page 46 of TIA:

The results provided in Table 19 show that the capacity of both Access Road 1 and Friend Street intersection and Friend Street and Stony Rise Road intersection are exceeded under this scenario. The key constraint here, other than the current proposal at 5 Friend Street, is the high existing southbound traffic volumes, comprising all exiting vehicles from the Devonport Homemaker Centre, combined with the high right turn volume into the site on a Saturday.

It is considered that further upgrades to the intersection of Friend Street and Stony Rise Road may be required in the future to accommodate the traffic generated from adjacent parcels, including the residential development to the west, as well as the proposed development.

Table 19 indicates the proposed intersections will not work before 2031 as estimated queues exceed lane length available, see figures highlighted in red above.



10.3.1.1. Additional Turn Lanes at Stony Rise Road

- *Table 20 shows that for midday Saturday by 2031 the additional lanes will result in a 138.8m Queue on the Friend Street approach to Stony Rise Road. This is worse than the earlier case from Table 19 i.e 124.6m. If the number of right turn lanes is increased the queue length should reduce not increase. **This indicates an error in the modelling or analysis.***
- *There is only 87m of lane on the Friend Street approach to the proposed Stony Rise Road signals.*
- *GHD comment on Table 20 results is as follows:*

Based on Table 20, the intersection would have sufficient capacity to accommodate the traffic volumes associated with full development of the area, with the overall intersection operating at LOS C. Queuing would generally be contained within the relevant mid-block road links so as not to impact significantly on other intersections in the area. It is noted that there would be short periods of higher congestion, and associated delays and queuing, during the Saturday midday peak periods.

10.3.1.2 Additional South Bound Lane at Roundabout

Table 21 shows that for midday Saturday by 2031 the additional South Bound Lane will result in:

- *65m Queue on the Friend St. Southern approach to Access Road 1 roundabout where 75m is available.*
- *81.5m Queue on the Access Road 1 Eastern approach to the Friend St roundabout where some 90m is available.*

GHD comments are as follows:

Provision of an additional southbound traffic lane at the Friend Street roundabout within the site would alleviate congestion and queuing at this location. It is recommended that sufficient space for a future upgrade be reserved adjacent to this location.

The additional South Bound Lane at the roundabout does nothing to overcome the capacity issue at the proposed and signalised Stony Rise Road / Friend Street intersection.

As noted earlier in discussion under 8.1, the traffic assignment assumed by GHD does not seem to reflect actual operation. Traffic turning left onto Stony Rise Road will predominantly use the Access Road 1 and 2 approach rather than Friend St. see Figure 6.



Section 11 – Conclusion.

From the GHD report it appears that:

- *signalisation of the Stony Rise Road / Friend Street intersection is required.*
- *signalisation may later require two right turn lanes on the Friend Street approach and an additional west bound through lane on Stony Rise Road as shown in Figure 22 of the GHD report.*

The Signalisation report shows aggregated traffic turning movements but not how:

- *the turning movements were derived.*
- *left turns onto Stony Rise Road from Access Road 2 have influenced the left turns onto Stony Rise Road from Friend Street.*

Accordingly, it is not possible to verify the accuracy of the findings. Agreed input data is essential otherwise outputs cannot be agreed.

There is no analysis of other nearby intersection impacted by the proposal and accordingly no basis for assessing their adequacy:

- *Bass Hwy West bound off ramp to Middle Road.*
- *Stony Rise Road / Middle Road roundabout.*

Appendices – No comment

Appendix A – Swept Paths – Commercial Vehicle Access

Appendix B – 2021 Traffic Survey Data

A-1 Friend Street and Stony Rise Road Intersection

A-2 Bass Highway Westbound Ramp and Middle Road Intersection

A-3 Bass Highway Eastbound Ramp and Middle Road Intersection

Appendix C – O'Brien Traffic(2014) Trip Generation & Distribution for Lots 16-18

Appendix D – Pitt & Sherry (2019) Trip Distribution

Appendix E - ?

Appendix F – Draft SAP Instrument



B. TCS Summary of key points arising from the TIA review.

Observations:

There is no clear traffic generation summary . Consider the following:

- *Stony Rise Rd (2021) - Table 16*
 - *East of Friend St – 11,210 vpd*
 - *West of Friend St – 9,800 vpd*
- *Friend St (2021) - Table 16*
 - *Approaching Stony Rise Rd – **7,430 vpd***
- *Lot 5 – Proposed supermarket and tenancies – 7,242 vpd (Table 6)*
- *Residential development of 130-136 & 124-128 Stony Rise Rd – not supplied in the TIA. The Signalisation Report indicates 76 urban residential lots. TCS estimated traffic generation – 758 vpd.*
- *Lot 1 Friend St (Bulky Goods) – not supplied. TCS estimate 200vpd.*
- *90 – 102 Stony Rise Rd (Bulky Goods) – not supplied. TCS estimate 200vpd.*

*Total proposed and approved traffic is estimated at **8,400 vpd**. Assuming Friend Street will attract 50% and Access Road 2 will attract 50% of traffic generated:*

- *Friend Street attracts **4,200 vpd**.*
- *Access Road 2 attracts **4,200 vpd**.*
- *Stony Rise Rd (2021) – TCS Estimate*
 - *East of Friend St – $11,210 + 4,200 / 2 = 13,310$ vpd i.e + 18.7%*
 - *West of Friend St – $9,800 + 4,200 / 2 = 11,900$ vpd i.e + 21.4%*
- *Friend St (2021) – TCS Estimate*
 - *Approaching Stony Rise Rd – $7,430 + 4,200 = 11,630$ vpd i.e +56%*

Table 16 reports a 49% increase on Friend Street.

The above should be summarised in the TIA and not left to the reader to deduce.



Major points:

- *It is difficult to properly assess the TIA and assumptions because the required information is not presented. Only some data is provided, and it is unclear if the compound annual growth rate of 2% has been applied for intersection analysis in 2031 and what has been applied to Friend St due to background growth at Spreyton and Devonport.*
- *An existing turning movement diagram should be presented to show traffic at intersections potentially impacted.*
- *Traffic turning movement diagrams should be presented for all the developments (approved & proposed) to shown turning movements development across the impacted intersections. Each of these diagrams should show the new road network layout due to Access Road 1 and 2.*
- *An aggregated traffic turning movement diagram is then able to be presented showing the net impact of approvals and the proposal at each intersection.*
- *Show existing intersection layouts as of 2021.*
- *Show intersection models used for existing intersections as of 2021.*
- *Present results of intersection analysis for each of the existing intersections – AM and PM peaks and Saturday Middyay for 2021 without any of the developments.*
- *Show assumed intersection layouts in 2031.*
- *Show intersection models used for intersections in 2031.*
- *Present results of intersection analysis for each of the intersections – AM and PM peaks and Saturday Middyay for 2031 due to traffic generated by all the developments.*

C. TCS conclusions

- *The GHD report does not appear to fully appreciate how the whole site will operate with the introduction of Access Roads 1 & 2. TCS has a low level of confidence in the projected turning movements used for analysis purposes as the TIA does not show how they have been determined.*



- *The GHD report indicates that a signalised intersection is required at the Stony Rise Road / Friend Street intersection. This may be the case however it has not been possible to assess the accuracy of the analysis as how the key input data has been determined has not been demonstrated as discussed under Section B - Major Points above. Agreed input data is essential otherwise outputs cannot be agreed.*
- *Stony Rise Rd / Friend St intersection performance depends on:*
 - *what allowance has been made for the impact of the Access Road 1 & 2 link to Stony Rise Road which facilitate left turn movements onto Stony Rise Road and takes the pressure off Stony Rise Road / Friend Street intersection.*
 - *What compound annual growth has been applied to Friend St.*

These factors could combine to cause a notable better or worse overall result or balance each other out. What has been applied is unknown.

- *Access Roads 1 and 2 and the internal intersections should be designed to facilitate the left turn onto Stony Rise Road.*
- *There is no analysis of the following sites:*
 - *Bass Hwy / Middle Road interchange.*
 - *Stony Rise Road / Middle Road roundabout.*

Analysis of these intersections is essential and a major omission as the proposed & approved development are major traffic generators and will have a significant impact which needs to be quantified.

- *Stony Rise Road and the Bass Hwy and their interchanges are State Road infrastructure. Accordingly, DSG will require a suitable TIA to assess the impact of the proposed & approved development in total on the State Road intersections. DSG advice that the TIA is suitable will be required as part of the development application process.*

The GHD TIA (April 2022) is unlikely to satisfy DSG requirements as it does not clearly demonstrate the impact of the proposal and other approved development on the surrounding intersections especially:

- *Bass Hwy / Middle Road interchange.*
- *Stony Rise Road / Middle Road roundabout.*



- *It is also noted that impact on the Stony Rise Road / Don Road and Stony Rise Road / Tugrah Road roundabouts have not been considered and should be. The extent of consideration should depend on the existing traffic volumes and increase in traffic volumes expected at these sites.*

D. Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 36 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Burk', is placed over a light blue rectangular background.

Richard Burk

Director

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Appendices

Appendix A – Existing Traffic Data - Stony Rise Rd / Friend St. Junction

Appendix B – Friend Street Crash Data

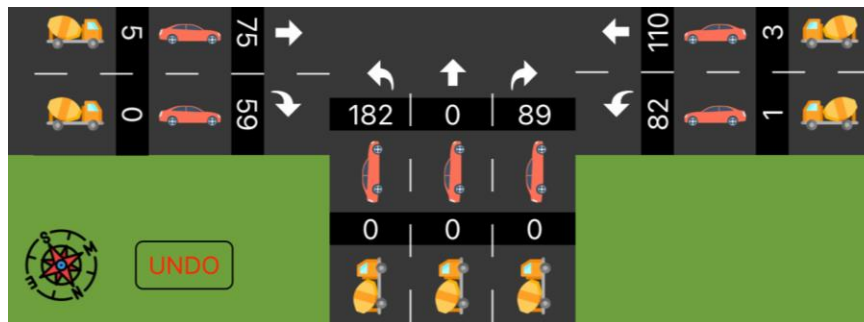
Appendix C – DSG Limited Access Roads

Appendix D – Tasmanian 26m B Double Network



Appendix A – Existing Traffic Data - Stony Rise Rd / Friend St. Junction

TCS Traffic Count PM Peak Sat 4th March 2023 – 12:00-12:30PM



Friend Street

Estimated Friend Street Traffic:

- **Midday Peak (Saturdays) - 824 vph.**
- **AADT - 7,000 vpd.**

GHD Traffic Counts

A-1 Friend Street and Stony Rise Road intersection

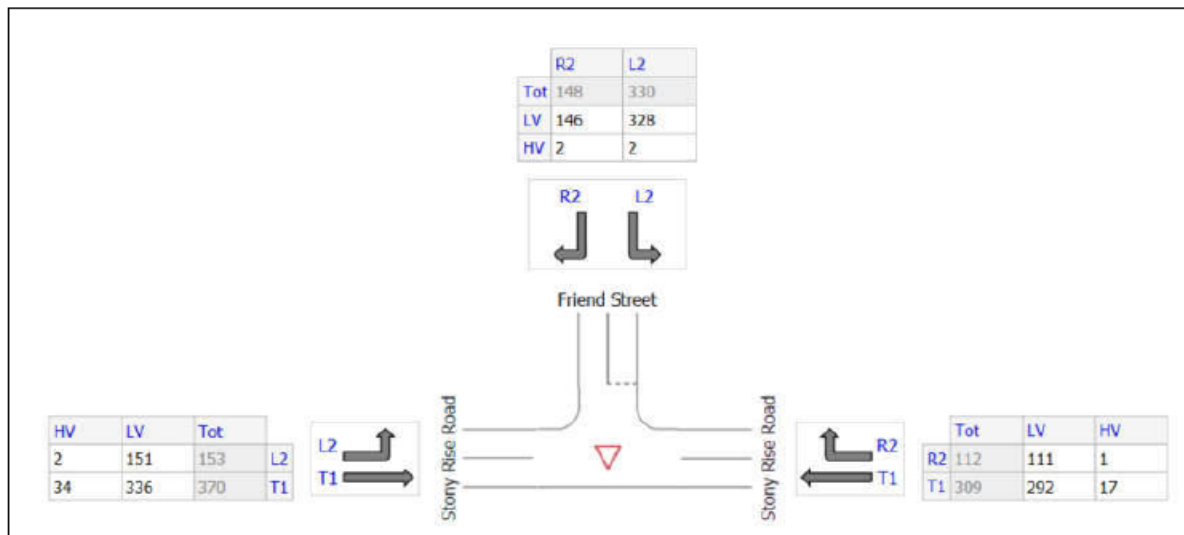


Figure 24 Existing traffic volumes at Friend Street and Stony Rise Road intersection (Thursday PM peak hour)

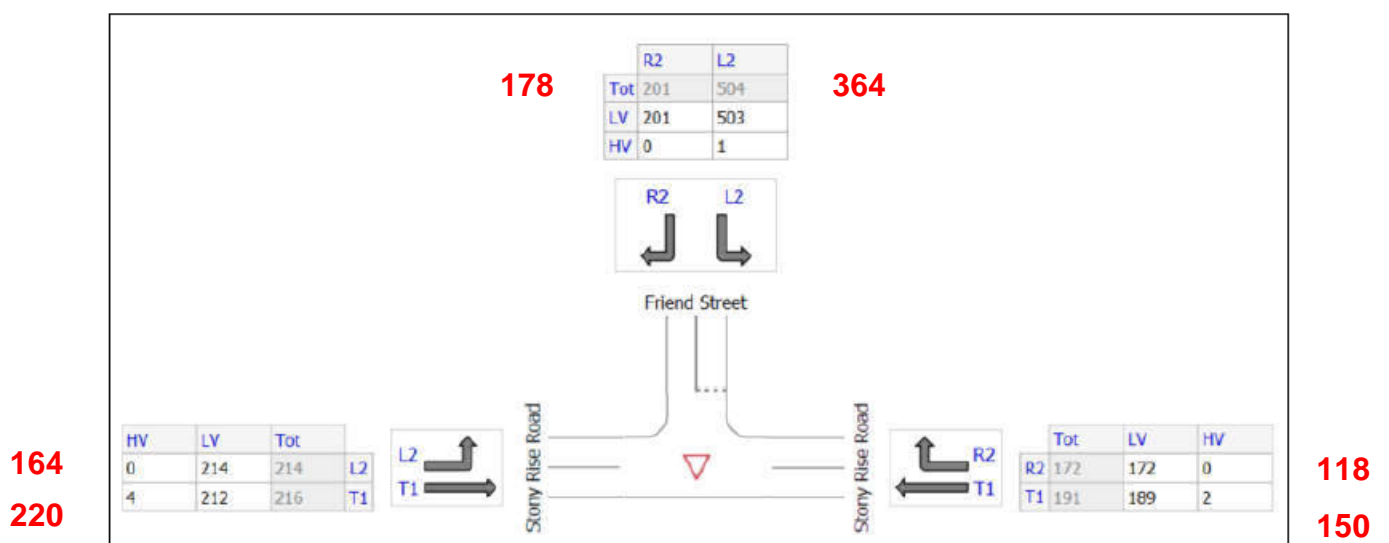


Figure 25 Existing traffic volumes at Friend Street and Stony Rise Road intersection (Saturday Midday peak hour)

Figures in red from TCS observations midday Sat 4th March 2023

Figures in grey from GHD observations midday Sat 2022?

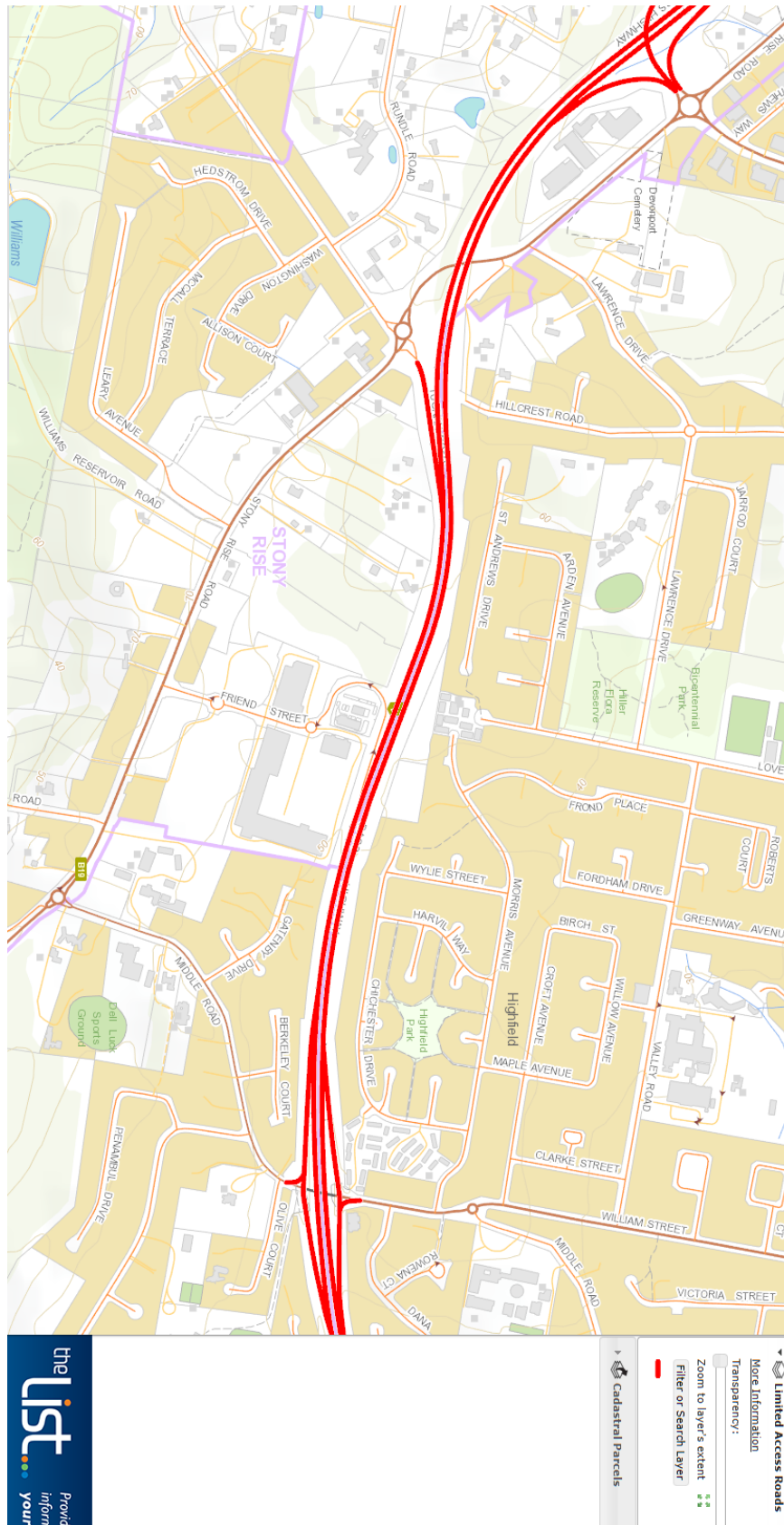


Appendix B – Friend Street Crash Data

Crash Id	Units	Description	Date	Time	Severity	Light	Location
49190663	LV	189 - Other curve	09-APR-2018	05:27	PDO	Dusk	Friend St.
49268802	LV; LV	149 - Other maneuvering	20-MAY-2018	14:40	PDO	Day	Friend St.
50605311	HV; LV	139 - Other same direction including vehicle rolling backwards	10-MAR-2020	13:00	PDO	Day	Friend St.
49141272	LV; LV	149 - Other maneuvering	28-FEB-2018	14:46	PDO	Day	Stony Rise - Off Road
49233534	LV; PE	109 - Other pedestrian	01-MAY-2018	09:25	Minor	Day	Stony Rise - Off Road
49590157	LV; LV	142 - Leaving parking	01-JUN-2018	11:05	PDO	Day	Stony Rise - Off Road
49759195	LV; LV	149 - Other maneuvering	26-DEC-2018	10:00	PDO	Day	Stony Rise - Off Road
49862743	LV; LV	149 - Other maneuvering	20-JAN-2019	11:00	PDO	Day	Stony Rise - Off Road
49862603	LV; LV	149 - Other maneuvering	23-FEB-2019	13:30	PDO	Day	Stony Rise - Off Road
50003480	LV; LV	149 - Other maneuvering	15-MAY-2019	14:32	PDO	Day	Stony Rise - Off Road
50311272	LV	149 - Other maneuvering	27-OCT-2019	20:04	PDO	Night	Stony Rise - Off Road
50450732	LV; LV	149 - Other maneuvering	07-JAN-2020	14:40	PDO	Day	Stony Rise - Off Road
50608506	LV; LV	149 - Other maneuvering	17-MAR-2020	13:30	PDO	Day	Stony Rise - Off Road
50615347	LV; LV	149 - Other maneuvering	01-APR-2020	15:30	Minor	Day	Stony Rise - Off Road
50678115	LV	146 - Reverse into fixed obj. or pkd veh.	12-JUN-2020	00:00	PDO	Night	Stony Rise - Off Road
50709162	LV; LV	149 - Other maneuvering	08-JUL-2020	14:20	PDO	Day	Stony Rise - Off Road
50834820	LV; LV	144 - Parking vehicles only	04-OCT-2020	12:15	PDO	Day	Stony Rise - Off Road
50844505	LV; LV	149 - Other maneuvering	22-OCT-2020	11:10	PDO	Day	Stony Rise - Off Road
50844760	LV; LV	149 - Other maneuvering	23-OCT-2020	10:20	PDO	Day	Stony Rise - Off Road
50917109	LV; LV	149 - Other maneuvering	23-DEC-2020	14:02	PDO	Day	Stony Rise - Off Road
50945830	LV; LV	149 - Other maneuvering	21-JAN-2021	14:50	PDO	Day	Stony Rise - Off Road
50968902	LV	149 - Other maneuvering	07-FEB-2021	18:01	PDO	Day	Stony Rise - Off Road
51023050	LV; LV	149 - Other maneuvering	04-APR-2021	14:00	PDO	Day	Stony Rise - Off Road
51039302	LV; LV	149 - Other maneuvering	24-APR-2021	13:30	PDO	Day	Stony Rise - Off Road
51192160	LV; LV	149 - Other maneuvering	11-MAY-2021	15:00	PDO	Day	Stony Rise - Off Road
51209274	MC	184 - Out of control on carriageway	04-JUN-2021	18:30	Minor	Night	Stony Rise - Off Road
51218894	LV; LV	149 - Other maneuvering	17-JUN-2021	10:45	PDO	Day	Stony Rise - Off Road
51314642	LV; LV	110 - Cross traffic	16-JUL-2021	20:23	Minor	Night	Stony Rise - Off Road
51323002	LV; LV	130 - Vehicles in same lane/ rear end	24-JUL-2021	14:45	PDO	Day	Stony Rise - Off Road
51329181	LV; LV	149 - Other maneuvering	28-JUL-2021	07:00	PDO	Day	Stony Rise - Off Road
51390017	LV; LV	149 - Other maneuvering	09-SEP-2021	09:30	PDO	Day	Stony Rise - Off Road
51421019	LV; LV	144 - Parking vehicles only	09-OCT-2021	22:10	PDO	Night	Stony Rise - Off Road
51432724	LV; LV	149 - Other maneuvering	20-OCT-2021	14:00	PDO	Day	Stony Rise - Off Road
51475169	LV; LV	149 - Other maneuvering	05-DEC-2021	10:12	PDO	Day	Stony Rise - Off Road
51492885	LV; LV	149 - Other maneuvering	17-DEC-2021	13:25	PDO	Day	Stony Rise - Off Road
51562316	LV; LV	149 - Other maneuvering	12-FEB-2022	12:00	PDO	Day	Stony Rise - Off Road
51643169	LV; LV	149 - Other maneuvering	05-APR-2022	17:20	PDO	Dusk	Stony Rise - Off Road
51682022	LV	149 - Other maneuvering	16-MAY-2022	08:30	PDO	Day	Stony Rise - Off Road
51712836	LV	149 - Other maneuvering	24-JUN-2022	16:40	PDO	Day	Stony Rise - Off Road
51712663	LV	149 - Other maneuvering	25-JUN-2022	11:40	PDO	Day	Stony Rise - Off Road
51733148	LV; LV	149 - Other maneuvering	01-AUG-2022	13:00	PDO	Day	Stony Rise - Off Road
51743890	LV; LV	149 - Other maneuvering	11-AUG-2022	17:25	PDO	Day	Stony Rise - Off Road
51771176	LV; LV	149 - Other maneuvering	26-AUG-2022	13:40	PDO	Dusk	Stony Rise - Off Road
51886497	LV; LV	?	01-FEB-2023	17:15	PDO	Day	Stony Rise - Off Road
49209875	LV; LV	110 - Cross traffic	01-FEB-2018	13:45	Minor	Day	Stony Rise / Friend St jcn
49756945	LV; LV	110 - Cross traffic	21-DEC-2018	16:30	PDO	Day	Stony Rise / Friend St jcn
49757948	LV; LV	131 - Vehicles in same lane/ left rear	22-DEC-2018	10:00	PDO	Day	Stony Rise / Friend St jcn
49847126	LV; LV	110 - Cross traffic	07-FEB-2019	10:10	First Aid	Day	Stony Rise / Friend St jcn
49889769	LV; LV	131 - Vehicles in same lane/ left rear	03-MAR-2019	16:47	PDO	Day	Stony Rise / Friend St jcn
50444098	LV; LV	110 - Cross traffic	01-JAN-2020	16:15	PDO	Day	Stony Rise / Friend St jcn
50455069	LV; LV	130 - Vehicles in same lane/ rear end	11-JAN-2020	12:25	PDO	Day	Stony Rise / Friend St jcn
50529632	LV; LV	131 - Vehicles in same lane/ left rear	03-FEB-2020	16:25	PDO	Day	Stony Rise / Friend St jcn
50572623	LV; LV	130 - Vehicles in same lane/ rear end	06-FEB-2020	14:25	PDO	Day	Stony Rise / Friend St jcn
50672732	LV; LV	130 - Vehicles in same lane/ rear end	06-JUN-2020	12:40	PDO	Day	Stony Rise / Friend St jcn
50892131	LV; LV	116 - Left near	06-DEC-2020	11:40	Minor	Day	Stony Rise / Friend St jcn
50997153	LV; LV	113 - Right near	09-MAR-2021	16:08	Minor	Day	Stony Rise / Friend St jcn
51389548	LV; HV	113 - Right near	07-SEP-2021	15:50	PDO	Day	Stony Rise / Friend St jcn
51436385	LV; LV	131 - Vehicles in same lane/ left rear	24-OCT-2021	14:00	PDO	Day	Stony Rise / Friend St jcn
51591644	LV; LV	110 - Cross traffic	24-FEB-2022	14:55	PDO	Day	Stony Rise / Friend St jcn
51727304	LV; LV	131 - Vehicles in same lane/ left rear	20-JUL-2022	15:30	PDO	Day	Stony Rise / Friend St jcn



Appendix C – DSG Limited Access Roads



Appendix D – Tasmanian 26m B Double Network

