



# A Council Perspective on Traffic Impact Assessment

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# Ingredients of a Good TIA



- Early advice to architects/planners



- Early transport planning advice from BCC, before prelodgement - Pre design Application



- Preparation by transport/traffic RPEQ,  
- not civil or non-engineer



- Address all relevant issues, depending on type, scale and location of development,  
- not too much for small, too little for large



- Consider all modes, on-site and external



- Design for successfully-performing development with appropriate parking/generation. Restricted parking will impact generation.



- For expansion/relocation use survey data of existing, rather than first principles derivation



- Use current traffic count survey and other data



- At-opening performance and amelioration is essential, 10 year predicted future of limited interest. Site access critical.





- Appropriate inputs into SIDRAS – pedestrians, cycle times, linking



- 5% intersection impact TMR rule not used by BCC



- Recognition of all constraints for driveway location – bus stops, trees, services, parking, grades



- Consideration of levels – grades, verge cross-falls, road boundary interface (fence, development facade)



- Make provision for cyclists in external works design at entrances/intersections