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24th March 2014

Nial Stock
SITA
PO Box 249
Welshpool WA 6986

Dear Nial

Re: Allawuna Waste Facility

Traffic Impacts Between Waste Facility and York Town Centre

I refer to the Shire of York's query in relation to traffic generation or impacts between the proposed waste facility and York Town Centre.

As advised by SITA, the predicted traffic travelling from York to the facility is as follows:

- 12 Staff Cars;
- 8 Waste Drivers Cars;
- 1 Single Unit Delivery truck per day; and
- 1 tray top trades utility per week.

This York traffic will generate 20 vehicles per hour (vph) in the peak period and an additional 41 vehicles per day. The existing peak hour traffic volume on the Great Southern Highway (GSH) between the proposed waste facility and York Town site is 140 vph. Therefore, the peak hour volume will increase to 160 vph. From a daily traffic point, the traffic will increase from 1,400 vpd to approximately 1,441 vpd.

This section of the Great Southern Highway is very similar in nature to Section 2, as defined in the Capacity, Crash and Safety Assessment report dated 25th November 2013, in terms of length, traffic volume and composition, terrain, overtaking opportunities, condition and standard. Therefore, the Level of Service (LoS) pre-Allawuna will be the same as Section 2 at a LoS B. It is concluded that the LoS will still remain at "B" post-Allawuna, similar to Section 2, as the increase in traffic volumes is less and the types of vehicles have less equivalent impacts on Quality of Service than the haulage vehicles. These values are below the threshold of

LoS "D" where improvements would be necessary to improve the LoS. A LoS of "B" describes reasonable free-flow operations where free-flow (LoS A) speeds are maintained, manoeuvrability within the traffic stream is slightly restricted. The lowest average vehicle spacing is about 100m or 16 car lengths. Motorists still have a high level of physical and psychological comfort.

The same will apply to the capacity of the road. The Degree of Saturation (DoS) pre-Allawuna in this section will be the same as Section 2 at 18.8%. This will increase slightly with the increase in traffic volumes, but will remain significantly lower than the threshold of 85%.

In Section 2, thirty seven (37) crashes have been recorded over a five year period ending December 2012 with the majority of crashes involving hit objects and hit animals and two of the total crashes resulting in fatalities. In the section between York and the proposed facilities, twenty three (23) crashes have been recorded over the same period with the majority of crashes also involving hit objects and hit animals and two fatal accidents have occurred. Therefore, the existing crash rate in this section is lower than Section 2, as the lengths are similar. The increase in traffic will have lower impact on the crash rate in this section as the proposed increase in vehicle numbers are less and are a smaller sized vehicle.

Similar to Section 2, the likelihood of risk associated with identified hazards will increase marginally with an increase in traffic flow on GSH between York and the turnoff to the proposed waste facility. However, the change in risk profile would likely remain the same with the increased traffic flows, and as such it is considered that the recommended responses in the Road Safety Audit for Section 2 is the same and appropriate to satisfactorily manage risks and will remain the responsibility of the asset owner.

It is concluded that the increase in traffic between York and the proposed Allawuna Waste Facility will have negligible impacts on the Level of Service (LoS), capacity, crash profile and road safety of the Great Southern Highway between the waste facility and the York Town Centre.

Yours faithfully,

P. Sage

Peter Georgy

Engineer