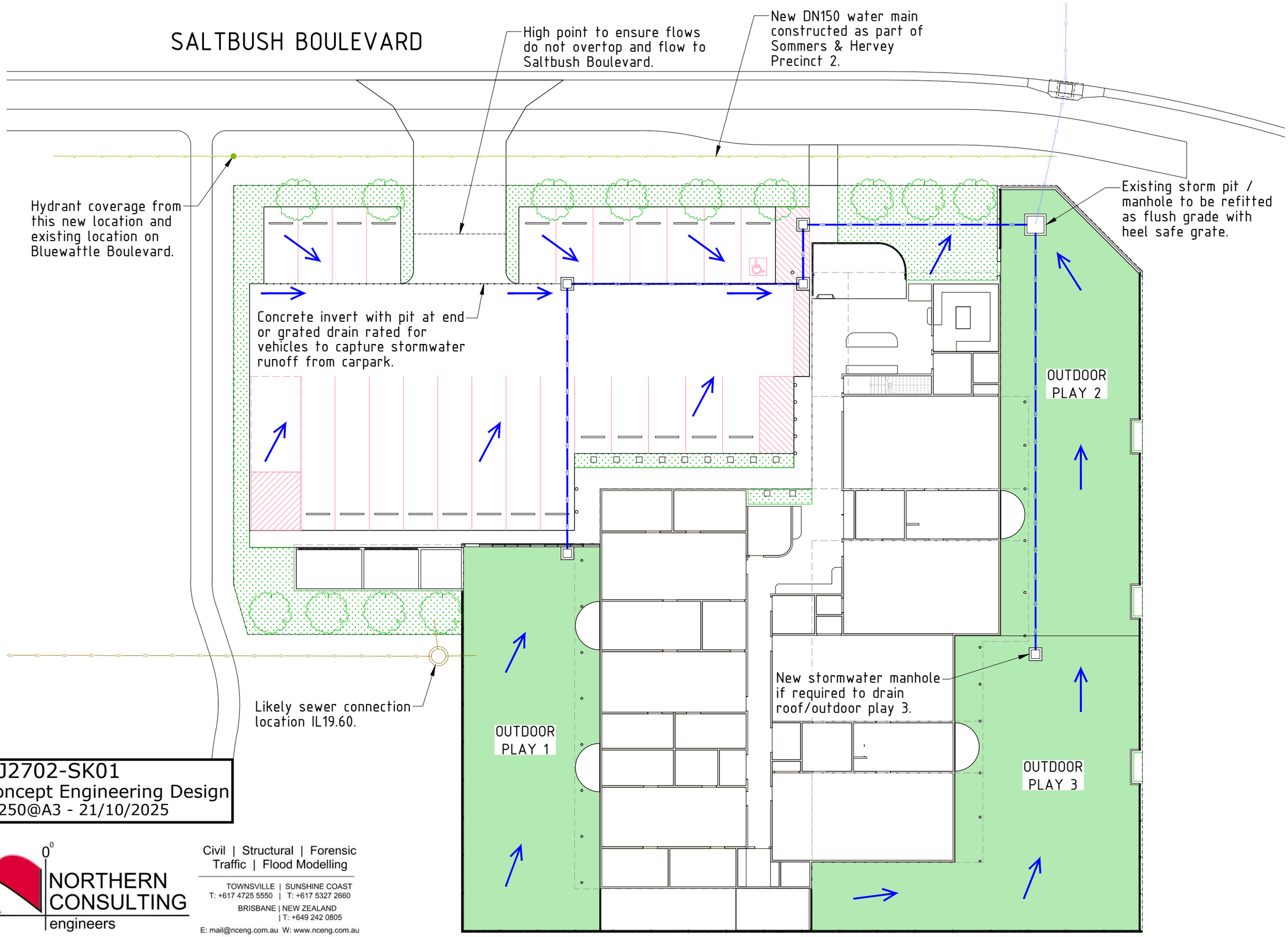

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Concept Engineering Design
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NORTHERN CONSULTING engineers

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Traffic | Flood Modelling

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APPENDIX F

Traffic Impact Assessment prepared by QTraffic

brazier motti

Proposed Childcare Centre, Saltbush Boulevard, Rasmussen

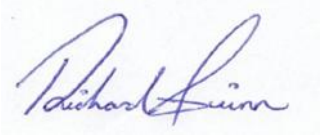
Traffic Report

Revision A
29 October 2025

Our Ref: 2193_GRI17

Prepared for: Griffith Group

Prepared by: Richard Quinn
Director, Q Traffic
BE Civil, MIEAust, RPEQ



Q Traffic
Brisbane Office
(07) 3166 9216
GPO Box 1747
Brisbane QLD 4001

Contents

Appendices

Our Ref: 2193_GRI17
29 October 2025

1.0 Introduction

Q Traffic was engaged to undertake a Traffic Impact Assessment of a proposed childcare centre for up to 120 children on Lot 194 of Lot 904 SP344615 within the Somers and Hervey Estate, in Rasmussen. The site is located at the south-eastern corner of the Bluewattle Boulevard / Saltbush Boulevard intersection, towards the southern end of the Somers and Hervey Estate, which is being progressively delivered.

The site is located in the Townsville City Council Local Government Area, and the proposal has therefore been assessed considering the relevant Council controls.

This Traffic Report provides relevant background information regarding the proposed development, and documents the findings of our investigations addressing the following key traffic issues:

- Vehicular site access arrangements;
- On-site car parking provision
- Car park design;
- Servicing / refuse collection arrangements; and
- The traffic impacts anticipated as a result of the development.

2.0 Context

2.1 Subject Site and Existing Use

The subject site is Lot 194 of Lot 904 SP344615 within the Somers and Hervey Estate, in Rasmussen. As shown in **Figure 2.1a** below, the site is located at the south-eastern corner of the Bluewattle Boulevard / Saltbush Boulevard intersection, towards the southern end of the Somers and Hervey Estate within Stage 4D / 4E.

As shown in **Figure 2.1b** over page, the site is approximately 2988m² in area, and is currently vacant.

Figure 2.1a: Site Location

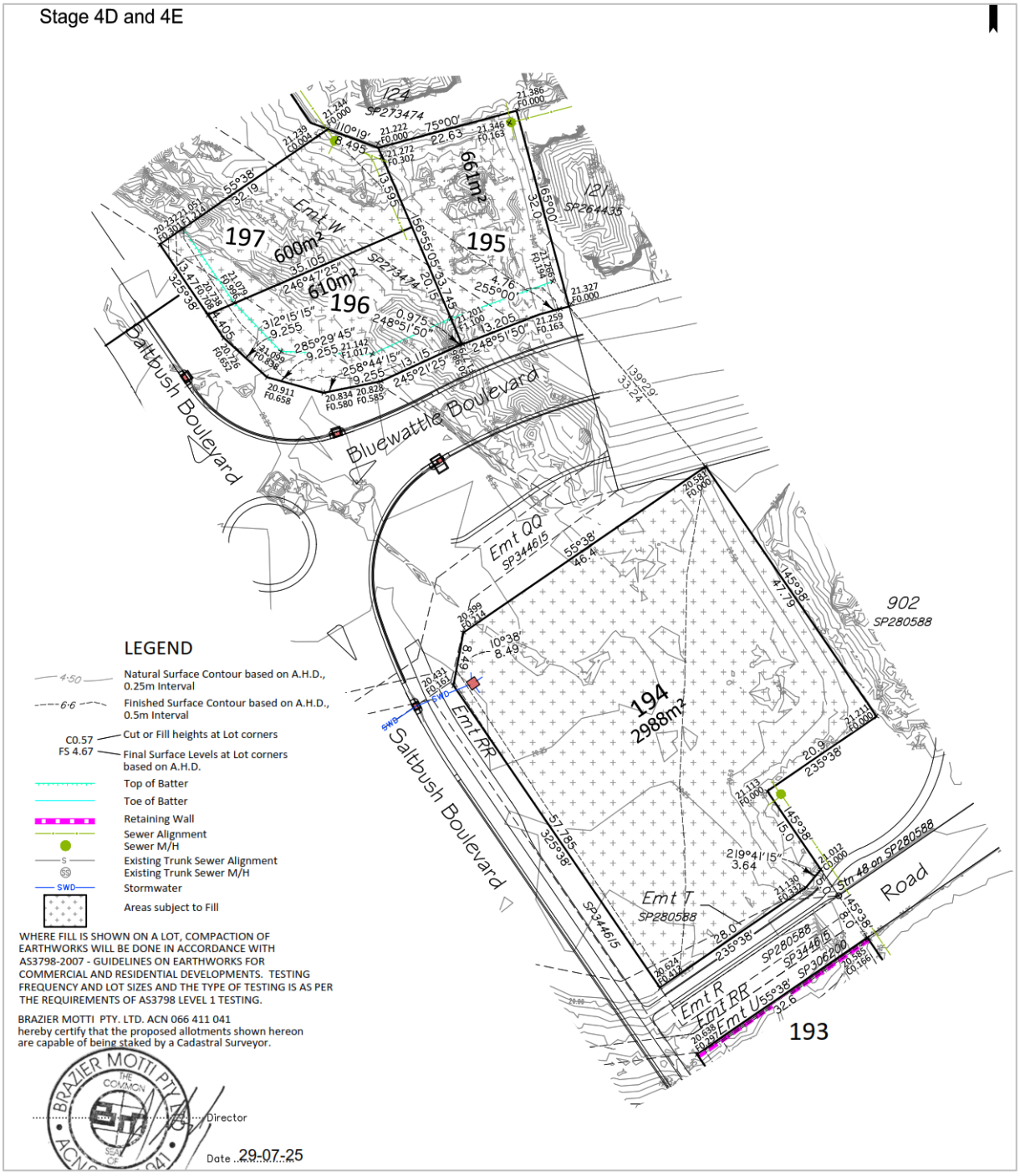


Figure 2.1b: Subject Site

3.0 Proposal

The proposed development is a childcare centre catering for up to 120 children, as shown in the plans of the proposed development which are included as **Appendix A** and the extract from the ground floor plan provided as **Figure 3** below.

The proposed development comprises a building occupying the north-eastern portion of the site, with at-grade parking on the south-western portion of the site. A total of 32 car parking spaces are proposed to be provided to service the development (staff and visitors).

Vehicular access to the site is proposed via an all-movements driveway positioned on Saltbush Boulevard towards the southern site boundary, to provide separation from the Bluewattle Boulevard intersection and accommodate on-site service vehicle manoeuvring to facilitate vehicle access and egress in a forward direction.

The traffic elements of the proposed site layout are discussed further in the following sections, considering the requirements of the applicable planning controls, as well as the relevant Australian Standards.

Figure 3: Extract from Ground Floor Plan

3.1 Vehicular Access

As previously noted, vehicular access to the site is proposed via an all-movements driveway positioned on Saltbush Boulevard towards the southern site boundary, to provide separation from the Bluewattle Boulevard intersection. In this location approximately 40m separation is achieved to the intersection, which substantially exceeds the minimum requirement stipulated in AS2890.1 (i.e. 6m minimum separation).

The proposed access driveway is 6.5m wide, which is adequate to accommodate two-way passenger vehicle flow as well as access and egress by the largest vehicle expected to require access to the site, which is a refuse collection vehicle of approximately 10.2m length. This is discussed further in Section 3.4, which deals with the proposed vehicle servicing arrangements.

Driveway splays are proposed in accordance with the 'General Wide Flared' configuration in the IPWEA Standard Drawing for heavy duty vehicle crossings.

In order to provide visibility between vehicles exiting the site and pedestrians approaching the driveway along the Saltbush Boulevard footpath, a 2.0 metre wide x 2.5 metre deep clear pedestrian sight triangle is required adjacent to the exit side of the driveway (immediately inside the front property boundary) in accordance with AS2890.1 requirements. Provision has been made for this sight triangle within the landscaped area adjacent to the driveway, and this requirement could reasonably be addressed at detailed design stage, in response to a condition of the approval.

In summary, the proposed site access arrangements are supportable from a traffic engineering perspective.

3.2 Car Parking Provision

Reference has been made to the Parking rates planning scheme policy in the Townsville City Plan which recommends the following car parking provision for a childcare centre:

> *One (1) space for every 6 children, and 1 space per employee (FTE).*

Based upon the scale of the centre (which will have a capacity of 120 children) it is anticipated that there will be a total of 21 EFT staff. The application of the above car parking rate therefore suggests that a total of 41 car parking spaces should be provided. This equates to an overall parking rate of 1 space per 2.93 children. Based upon our experience working on childcare centre developments however, this level of on-site parking provision is considered to be unnecessarily high, and unwarranted.

To determine a suitable alternative level of parking provision for the proposed development, reference is made to a Planning and Environment Court matter in relation to a proposed childcare centre at 65-67 Lady Musgrave Road, Mountain Creek. The Traffic Engineers Experts collection and analysis of parking demand data from five (5) existing childcare centres, ranging in capacity from 90 to 147 children.

The data demonstrated that the 85th percentile parking demand (including both staff and visitor parking demands) was equivalent to one (1) space per 3.74 approved places.

The application of the above car parking rates to the proposed development, which will cater for a maximum of 120 children (i.e. approved places), suggests that a total of 32 car parking spaces should be provided based upon the above precedent.

As shown in the plans included as **Appendix A**, the proposal provides a total of 32 car parking spaces to service the development. This is considered to represent an appropriate and supportable performance outcome.

3.3 Car Parking Layout

The car parking layout as shown in the site plan included in **Appendix A** is designed generally in accordance with the requirements of the relevant Australian Standards, as summarised following:

- Visitor car parking spaces (for drop-off and pick-up) are 2.6m wide (minimum) as required for short term (Class 3) car parking areas under the provisions of AS2890.1;
- Staff car parking spaces are 2.4m wide (minimum) as required for low turnover (Class 1A) car parking areas under the provisions of AS2890.1;
- Parking spaces are 5.4m long, as required under AS2890.1;
- The parking aisle is 6.5m wide, exceeding the width recommended in AS2890.1 for Class 1A and Class 3 car parking areas;
- The accessible parking space is 2.4m wide x 5.4m long with a 2.4m wide adjacent shared area, as required under the provisions of AS2890.6;
- A turnaround bay is proposed at the termination of the parking module to enable a motorist to turn around and exit the site in the unlikely event that all car parking spaces are occupied;
- Terminated aisle extensions of 1m length are proposed at each end of the car park to facilitate manoeuvring to/from the end parking spaces, in accordance with AS2890.1 requirements;
- Eight (8) rear tandem bays are proposed. These bays will be designated as staff parking bays along with the eight (8) front tandem bays and four (4) spaces to the south of the driveway on the opposite side of the parking aisle; and
- 12 parking spaces will be maintained for visitor use (i.e. drop-off and pick-up), which is expected to be more than adequate based upon the size of the centre.

In summary, the design of the car parking area is efficient and legible, and generally in accordance with the requirements of the relevant standards and guidelines. Any minor refinements considered necessary could reasonably be addressed at detailed design stage, in response to a condition of the approval.

3.4 Servicing and Refuse Collection

The Townsville City Plan does not specify a Service Vehicle Provision Rate for a childcare centre.

In our experience working on a considerable number of childcare centre developments in South East Queensland however, the occasional service vehicle (e.g. a delivery vehicle or a tradesperson vehicle) will typically access the development outside the peak drop-off / pick-up periods when the visitor parking spaces are largely unoccupied, and could therefore use these parking spaces if necessary.

Notwithstanding this, as shown in the plans included as **Appendix A**, a dedicated service bay is proposed at the southern end of the car park. This bay will cater for up to a 6.4m long small rigid vehicle (SRV), as shown in the vehicle tracking diagram included as **Appendix B**.

In regard to refuse collection, on-site collection of bins is proposed, with a 10.2m long refuse collection vehicle able to enter the site, collect bins within the parking aisle, and exit the site in a forward direction, as shown in the vehicle tracking diagram included as **Appendix C**. Given the need for such a vehicle to manoeuvre within the car parking area, it is recommended that waste collection be scheduled to occur outside the operating hours of the centre if possible, or at least outside the morning and afternoon peak drop-off and pick-up periods (i.e. 7:00am – 9:00am and 3:00pm – 6:30pm). This requirement could reasonably be include as a condition of the approval.

Overall, the proposed servicing / refuse collection arrangements are considered to be appropriate given the nature and scale of the development, and consistent with those at other similar developments, based upon our experience.

4.0 Traffic Impact Assessment

The Department of Transport and Main Roads (TMR) has collected and published trip generation data at nine (9) existing childcare centres, a summary of which is provided in **Table 4** below. This data reveals the following average surveyed trip generation rates:

- AM Peak Hour: 0.66 trips per child
- PM Peak Hour: 0.48 trips per child

Table 4: Summary of Trip Generation for Childcare Centres (TMR Traffic Generation Data—2006–2019)

Year	Land use	SITE	Suburb	Variable Units	Variable Value	Start Date	End Date	Average Weekday Volume	Weekday Peak Hour Start	Weekday Peak Hour End	Weekday Peak Volume	Weekday Peak Hour Trip Generation Rate (trips / child)
2006	Child Care	2006CC1	ROBERTSON	Childcare Spaces	75	9/05/2006	23/05/2006		8:00:00	9:00:00	50	0.67
2006	Child Care	2006CC2	ROTHWELL	Childcare Spaces	74	9/05/2006	23/05/2006		8:15:00	9:15:00	56	0.76
2006	Child Care	2006CC3	OXLEY	Childcare Spaces	75	9/05/2006	23/05/2006		8:00:00	9:00:00	49	0.65
2006	Child Care	2006CC4	NORTH LAKES	Childcare Spaces	75	9/05/2006	23/05/2006		7:00:00	8:00:00	48	0.64
2009	Child Care	2009CC1	ROBERTSON	Childcare Spaces	75	5/05/2009	11/05/2009	186	7:45:00	8:45:00	32	0.43
2009	Child Care	2009CC2	ROTHWELL	Childcare Spaces	74	5/05/2009	11/05/2009	228	8:00:00	9:00:00	42	0.57
2009	Child Care	2009CC3	OXLEY	Childcare Spaces	75	5/05/2009	11/05/2009	138	8:15:00	9:15:00	30	0.40
2009	Child Care	2009CC4	HENDRA	Childcare Spaces	75	17/05/2009	23/05/2009	162	17:00:00	18:00:00	30	0.40
2010	Child Care	2010CC1	KENMORE	Childcare Spaces	72	4/10/2010	10/10/2010	220	8:00:00	9:00:00	50	0.69
2010	Child Care	2010CC2	ANNERLEY	Childcare Spaces	72	4/10/2010	10/10/2010	262	8:00:00	9:00:00	53	0.74
2010	Child Care	2010CC3	EIGHT MILE PLAINS	Childcare Spaces	72	4/10/2010	10/10/2010	271	7:45:00	8:45:00	52	0.72
2010	Child Care	2010CC4	BOONDALL	Childcare Spaces	72	4/10/2010	10/10/2010	265	16:00:00	17:00:00	53	0.74
2010	Child Care	2010CC5	NEW FARM	Childcare Spaces	48	4/10/2010	10/10/2010	80	17:00:00	18:00:00	15	0.31
2010	Child Care	2010CC6	THE RANGE	Childcare Spaces	72	22/11/2010	28/11/2010	253	8:00:00	9:00:00	58	0.81
2010	Child Care	2010CC7	BARGARA	Childcare Spaces	72	22/11/2010	28/11/2010	222	8:00:00	9:00:00	46	0.64
2010	Child Care	2010CC8	THABEBAN	Childcare Spaces	72	22/11/2010	28/11/2010	204	8:00:00	9:00:00	47	0.65
2010	Child Care	2010CC9	FRENCHVILLE	Childcare Spaces	72	22/11/2010	28/11/2010	297	8:00:00	9:00:00	65	0.90
											AVG (AM)	**0.66**
											AVG (PM)	**0.48**

These traffic generation rates reflect a number of important factors, as outlined following:

- The fact that at childcare centres, the morning drop-off period and evening pick-up period in particular are generally distributed over more than one hour i.e. typically 7am – 9am in the morning, and 3pm – 6:30pm in the afternoon / evening. This effect has become more pronounced in recent years, as flexible working arrangements for parents have become more common.
- The fact that not all enrolled children will be in attendance at the centre every day, as a proportion will generally be absent due to sickness, holidays, etc.
- The effect of economies of scale i.e. the larger the childcare centre, the higher the likelihood than siblings may attend the centre (i.e. one parent drop-off / pick-up for two children), which will reduce the overall trip generation rate per child.
- The fact that staff typically arrive at and depart the childcare centre outside the peak pick-up and drop-off periods.
- The fact that the increase in prevalence of childcare centres in recent years has reduced the size of the catchment of these centres. This, combined with the improvements in public transport and the provision of on-site pram / stroller storage at centres, has increased the proportion of parents that will walk to the centre with their child, before catching public transport to work.

Applying these trip generation rates to the proposed development (120 children), suggests the following peak hour trip generation volumes:

- AM Peak Hour: 80 vehicle trips (40 entry and 40 exit trips); and
- PM Peak Hour: 58 vehicle trips (29 entry and 29 exit trips).

The above level of traffic generation (i.e. approximately 1.0 – 1.5 vehicle trips per minute, on average, during the peak hours) is low, and is not expected to have a notable impact upon the performance of the adjacent road network from a capacity perspective, particularly bearing in mind that a reasonable proportion of the trips generated by the proposed development are likely to be drop-in trips, which would have been on the local road network irrespective of (i.e. even in the absence of) the proposed development.

Furthermore, given that the proposal is consistent with the intended use of the subject lot ('community purposes') within the Somers and Hervey Estate, it is assumed that the traffic generation of the development would have been considered as part of the design of the road network within and connecting to the estate, which is currently being delivered.

In light of the above, no additional external roadworks are considered to be required to support the proposed development from a capacity perspective.

5.0 Recommendation

In light of the information contained within this report, we consider that the proposal is satisfactory from a traffic operations perspective and recommend that the development application be approved.

5.1 Qualifications

This report has been approved by Richard Quinn | Director | RPEQ 08565

APPENDIX A

Proposed Development Plans

Rasmussen Early Learning Centre

New Lot on Saltbush Boulevard, Rasmussen, QLD 4815

SITE INFORMATION

Real Property Description: Lot 194 of Lot 904 SP344615

Local Authority:		Townsville City Council
Site Area:		2,988m²
Site Cover:		1,081.1m²
Carparking Provided:		32 (Ratio of 1:3.75)
GFA:	Ground	898.7m²
	First	64.2m²
	Total	**962.9m²**
Landscape *(Incl. outdoor play)*:		1,069.6m² (35.8%)

Outdoor Play Calculations

Zone	Age Group	Area Required	Area Provided	Occupancy
Outdoor Play 1	0-2 yrs	252.00	255.03	36
Outdoor Play 2	2-3 yrs	280.00	286.11	40
Outdoor Play 3	3-5 yrs	308.00	313.68	44
		840.00 m²	854.82 m²	120

Activity Room Calculations

Level	Room	Age Group	Area Required	Area Provided	Staff Ratio	No. of Staff	Occupancy
Ground Floor							
	Activity Room 1	0-24 mnths	39.00	44.42	1:4	3	12
	Activity Room 2	0-24 mnths	39.00	40.39	1:4	3	12
	Activity Room 3	0-24 mnths	39.00	39.58	1:4	3	12
	Activity Room 4	2-3 yrs	65.00	66.44	1:5	4	20
	Activity Room 5	2-3 yrs	65.00	66.91	1:5	4	20
	Activity Room 6	3-5 yrs	71.50	71.68	1:11	2	22
	Activity Room 7	3-5 yrs	71.50	73.05	1:11	2	22
			390.00 m²	402.47 m²		21	120

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Revision

A	Issue for Review	24/10/2025
B	Issue for Coordination	29/10/2025
C	Issue for DA	5/11/2025
D	Issue for DA	6/11/2025
E	Issue for DA	19/11/2025

Project
Rasmussen Early Learning Centre
Somers and Harvey Estate

Client
Griffith Group

Stage
DA

Status
Preliminary
NOT FOR CONSTRUCTION

Architect
PH

Drawn
MT

Project No.
1149-43

Scale
at A3

Titlepage

A-DA-00.01 **E**

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Saltbush Boulevard

193
652m²

175

Proposed Crossover

Refer to Landscape Architect's drawings for frontage treatment

Proposed Footpath

57.79

Entry

8.49

1 2 3 4 5 6 7 8 9 10 11

Carpark
(32 spaces)

12 13 14 15 16 17 18 19 21 22 23 24 25

25 26 27 28 29 30 31 32

28

Bin Store & Bike Store

3.64

15

LOT 194

Childcare Centre
(120 places)

46.4

20.9

Services

Drying Court

2m Acoustic Barrier to extent shown in dash

47.79

Refer to Civil Engineer's drawings for future streetscape design

Bluewattle Boulevard

SEW

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Scale
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Proposed Site Plan

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LEGEND

B	Bollard
LOU	Fixed Louvre
WH	Window Hood

Notes

1. All ancillary equipments to be screened from both streetscapes.
2. Shade sail shown on plans are indicative only, location and extents are subjected to future playscape design and confirmation with childcare operator.
3. Refer to consultant's drawing for landscaping and streetscape detail.

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1149-43

Scale
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Floor Plan - Ground

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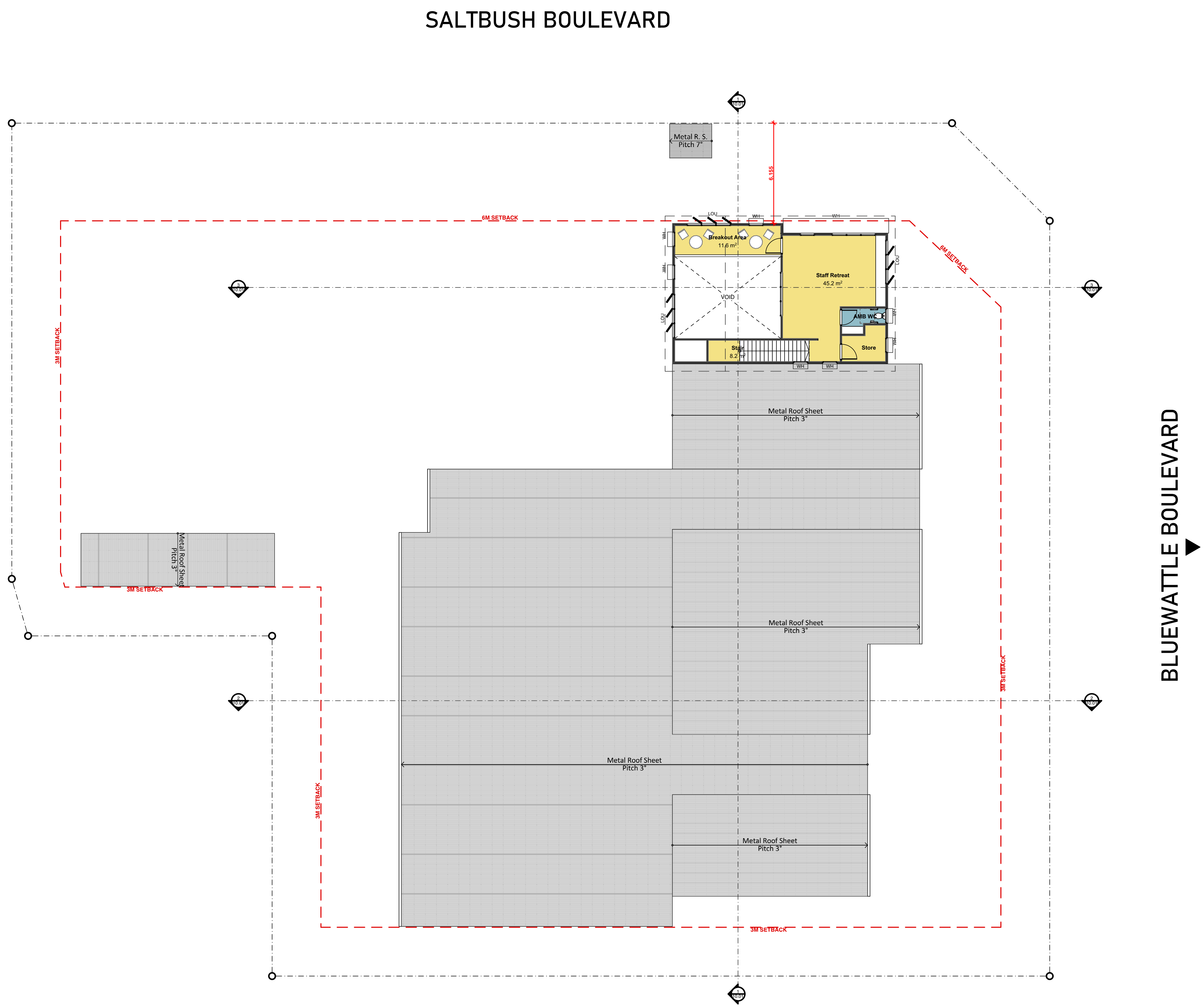

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Project
Rasmussen Early Learning Centre
Somers and Harvey Estate

Client
Griffith Group

Stage
DA

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PH

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MT

Project No.
1149-43

Scale
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Floor Plan - First

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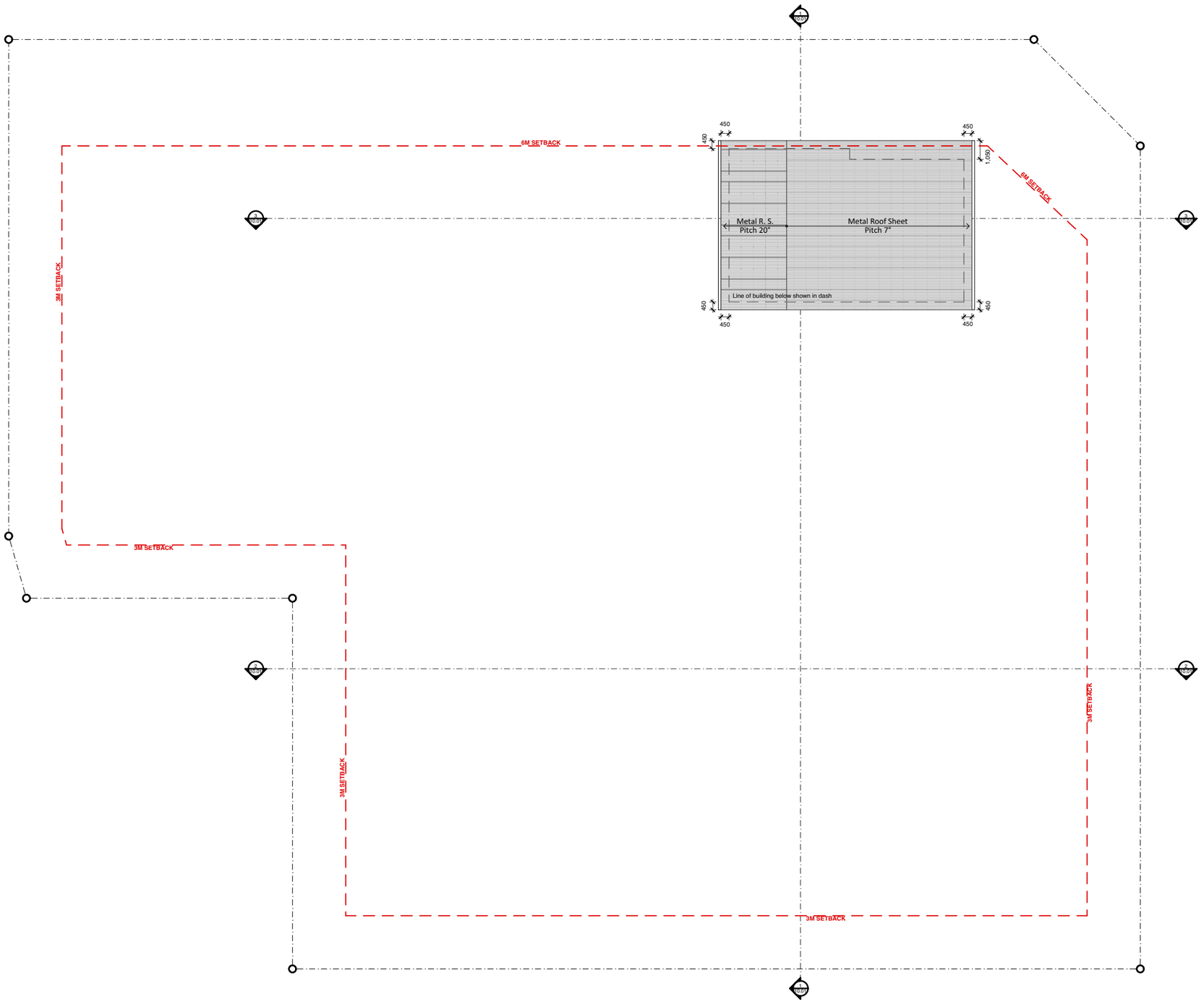
Version: 1, Version Date: 26/11/2025

SALTBUSH BOULEVARD



BLUEWATTLE BOULEVARD

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Project
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Somers and Harvey Estate

Client
Griffith Group

Stage
DA

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1149-43

Scale
1:250 at A3

Roof Plan

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LEGEND

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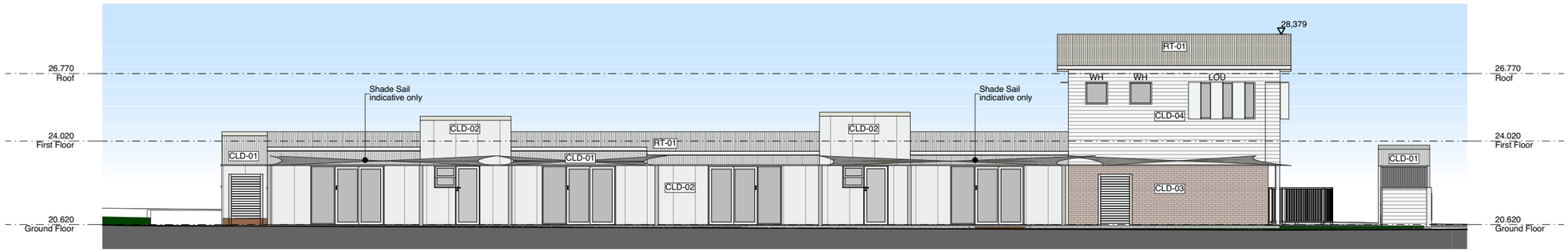

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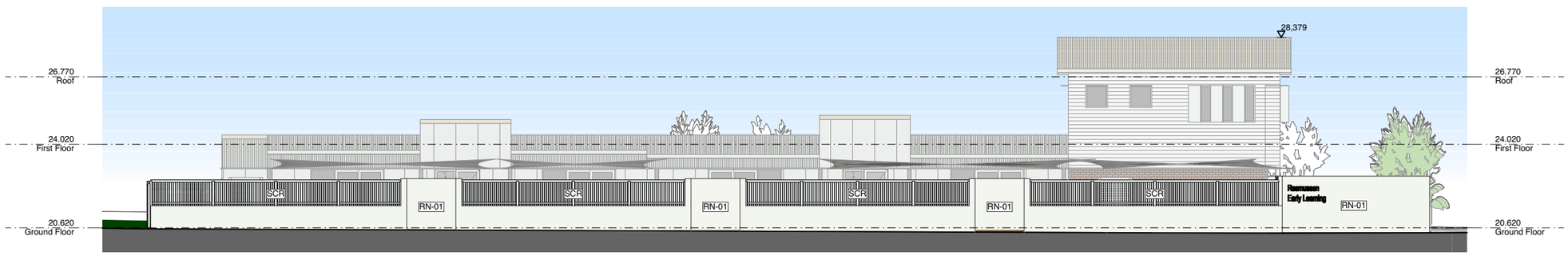

2 - North - Fencing

Scale 1:200

CLD-01
METAL CLADDING
(LIGHT FINISH)

CLD-02
900MM FIBRE CEMENT PANELS
(WHITE FINISH)

CLD-03
STANDARD BRICK
(NATURAL FINISH)

CLD-04
WEATHERBOARD
(WHITE FINISH)

CLD-05
FIBRE CEMENT PANELS
EXPRESSED JOINT
(WHITE FINISH)

RT-01
METAL ROOF SHEETING
(LIGHT FINISH)

SCR
BATTENED SCREEN
(LIGHT FINISH)

RN-01
RENDERED BLOCK
(WHITE FINISH)

SHADE SAIL
INDICATIVE ONLY
SUBJECT TO FUTURE PLAYSCAPE DESIGN

DA
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Project
Rasmussen Early Learning Centre
Somers and Harvey Estate

Client
Griffith Group

Stage
DA

Status
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Project No. 1149-43
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Elevations (Sheet 01)

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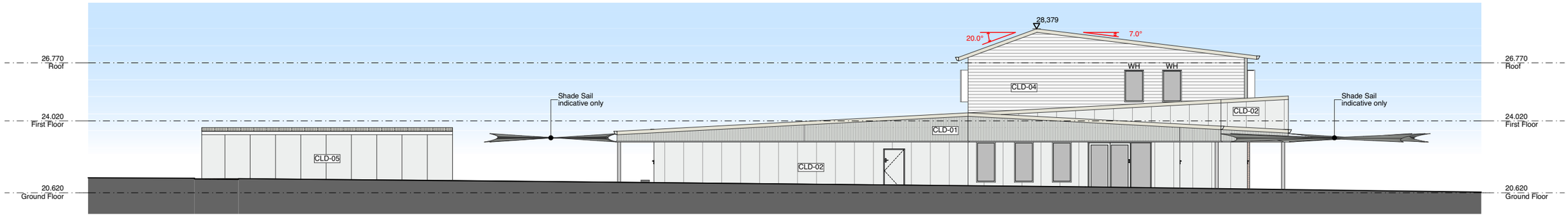
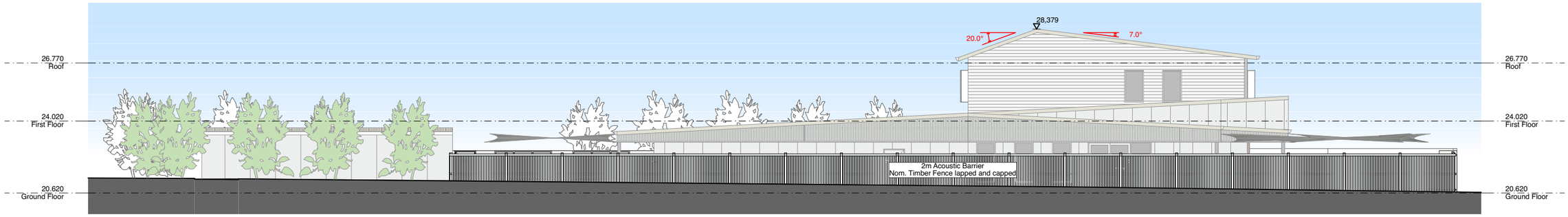
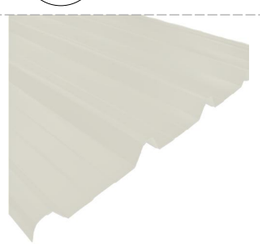


1 - East
Scale 1:200



2 - East - Fencing
Scale 1:200



CLD-01
METAL CLADDING
(LIGHT FINISH)

CLD-02
900MM FIBRE CEMENT PANELS
(WHITE FINISH)

CLD-03
STANDARD BRICK
(NATURAL FINISH)

CLD-04
WEATHERBOARD
(WHITE FINISH)

CLD-05
FIBRE CEMENT PANELS
EXPRESSED JOINT
(WHITE FINISH)

RT-01
METAL ROOF SHEETING
(LIGHT FINISH)

SCR
BATTENED SCREEN
(LIGHT FINISH)

RN-01
RENDERED BLOCK
(WHITE FINISH)

SHADE SAIL
INDICATIVE ONLY
SUBJECT TO FUTURE PLAYSCAPE DESIGN

DA
NOT FOR CONSTRUCTION

elevation architecture

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Project
Rasmussen Early Learning Centre
Somers and Harvey Estate

Client
Griffith Group

Stage
DA

Status
Preliminary
NOT FOR CONSTRUCTION

Architect
PH

Drawn
MT

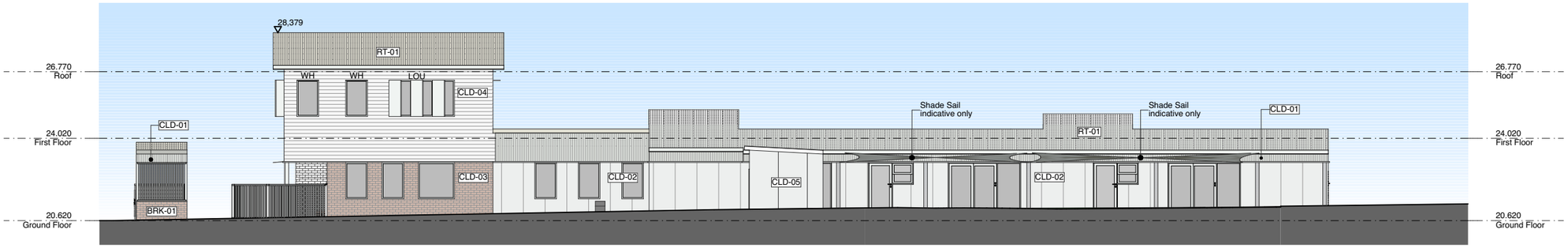
Project No.
1149-43

Scale
1:200 at A3

Elevations (Sheet 02)

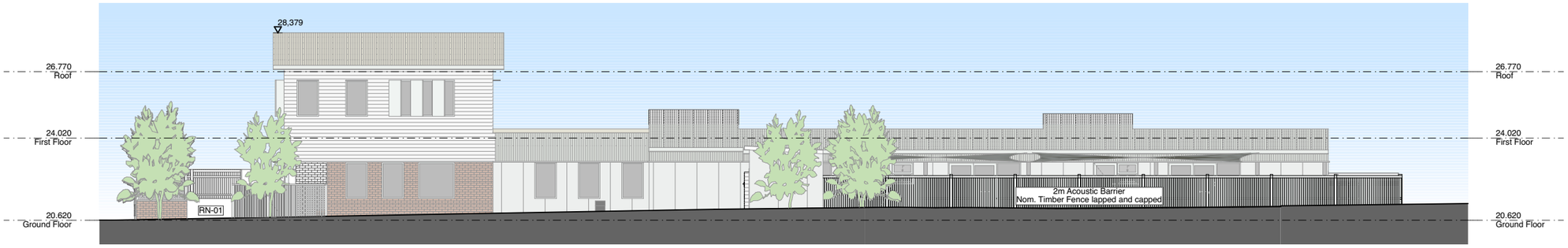
A-DA-09.02 **E**

P:\Data 1\1149-43 Rasmussen Early Learning Centre\5.2 Development Application\5.2.1 Arch\CAD\1149-43_Master DA 28_v2.pln



1 South

Scale 1:200



2 South - Fencing

Scale 1:200

LEGEND

B	Bollard
LOU	Fixed Louvre
WH	Window Hood

Notes

1. All ancillary equipments to be screened from both streetscapes.
2. Shade sail shown on plans are indicative only, location and extents are subjected to future playscape design and confirmation with childcare operator.
3. Refer to consultant's drawing for landscaping and streetscape detail.

CLD-01
METAL CLADDING
(LIGHT FINISH)

CLD-02
900MM FIBRE CEMENT PANELS
(WHITE FINISH)

CLD-03
STANDARD BRICK
(NATURAL FINISH)

CLD-04
WEATHERBOARD
(WHITE FINISH)

CLD-05
FIBRE CEMENT PANELS
EXPRESSED JOINT
(WHITE FINISH)

RT-01
METAL ROOF SHEETING
(LIGHT FINISH)

SCR
BATTENED SCREEN
(LIGHT FINISH)

RN-01
RENDERED BLOCK
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DA

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Preliminary
NOT FOR CONSTRUCTION

Architect
PH

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MT

Project No.
1149-43

Scale
1:200 at A3

Elevations (Sheet 03)

A-DA-09.03 **E**

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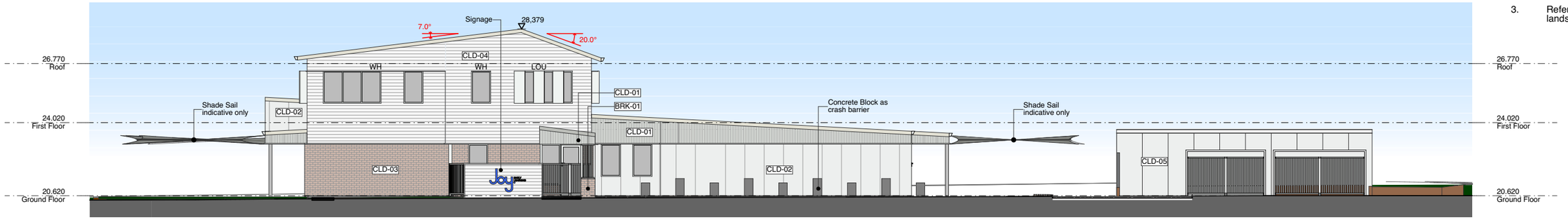
LEGEND

B	Bollard
LOU	Fixed Louvre
WH	Window Hood

Notes

1. All ancillary equipments to be screened from both streetscapes.
2. Shade sail shown on plans are indicative only, location and extents are subjected to future playscape design and confirmation with childcare operator.
3. Refer to consultant's drawing for landscaping and streetscape detail.



1 - West
Scale 1:200

2 - West - Fencing
Scale 1:200

CLD-01
METAL CLADDING
(LIGHT FINISH)

CLD-02
900MM FIBRE CEMENT PANELS
(WHITE FINISH)

CLD-03
STANDARD BRICK
(NATURAL FINISH)

CLD-04
WEATHERBOARD
(WHITE FINISH)

CLD-05
FIBRE CEMENT PANELS
EXPRESSED JOINT
(WHITE FINISH)

RT-01
METAL ROOF SHEETING
(LIGHT FINISH)

SCR
BATTENED SCREEN
(LIGHT FINISH)

RN-01
RENDERED BLOCK
(WHITE FINISH)

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Project No.
1149-43

Scale
1:200 at A3

Elevations (Sheet 04)

A-DA-09.04 **E**

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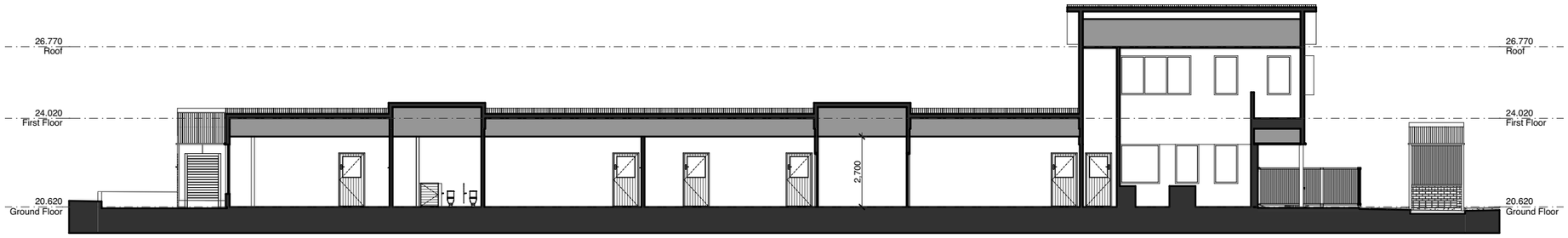
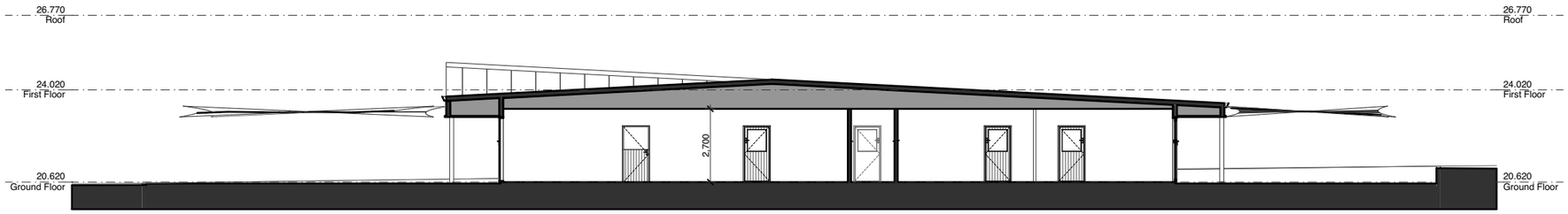


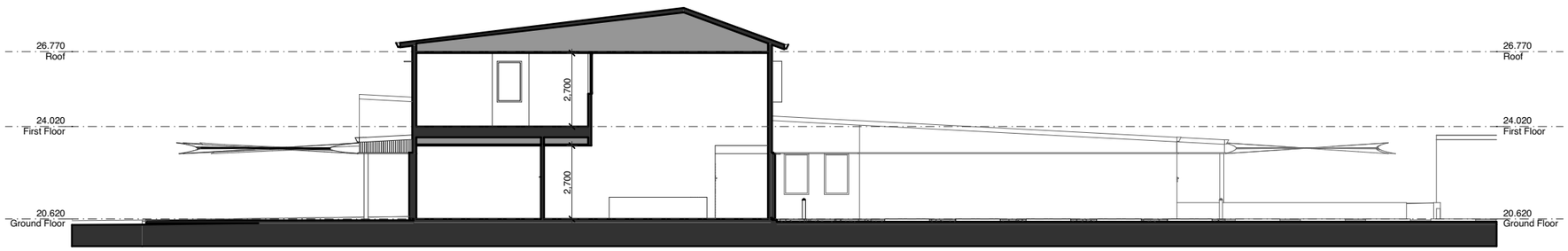
1 - Section A

Scale 1:200



2 - Section B

Scale 1:200



3 - Section C

Scale 1:200

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1149-43

Scale
1:200 at A3

Sections

A-DA-10.01 **E**

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Project No.
1149-43

Scale
at A3

Renders (Sheet 01)

A-DA-22.01 **E**

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Project No.
1149-43

Scale
at A3

Renders (Sheet 02)

A-DA-22.02 **E**

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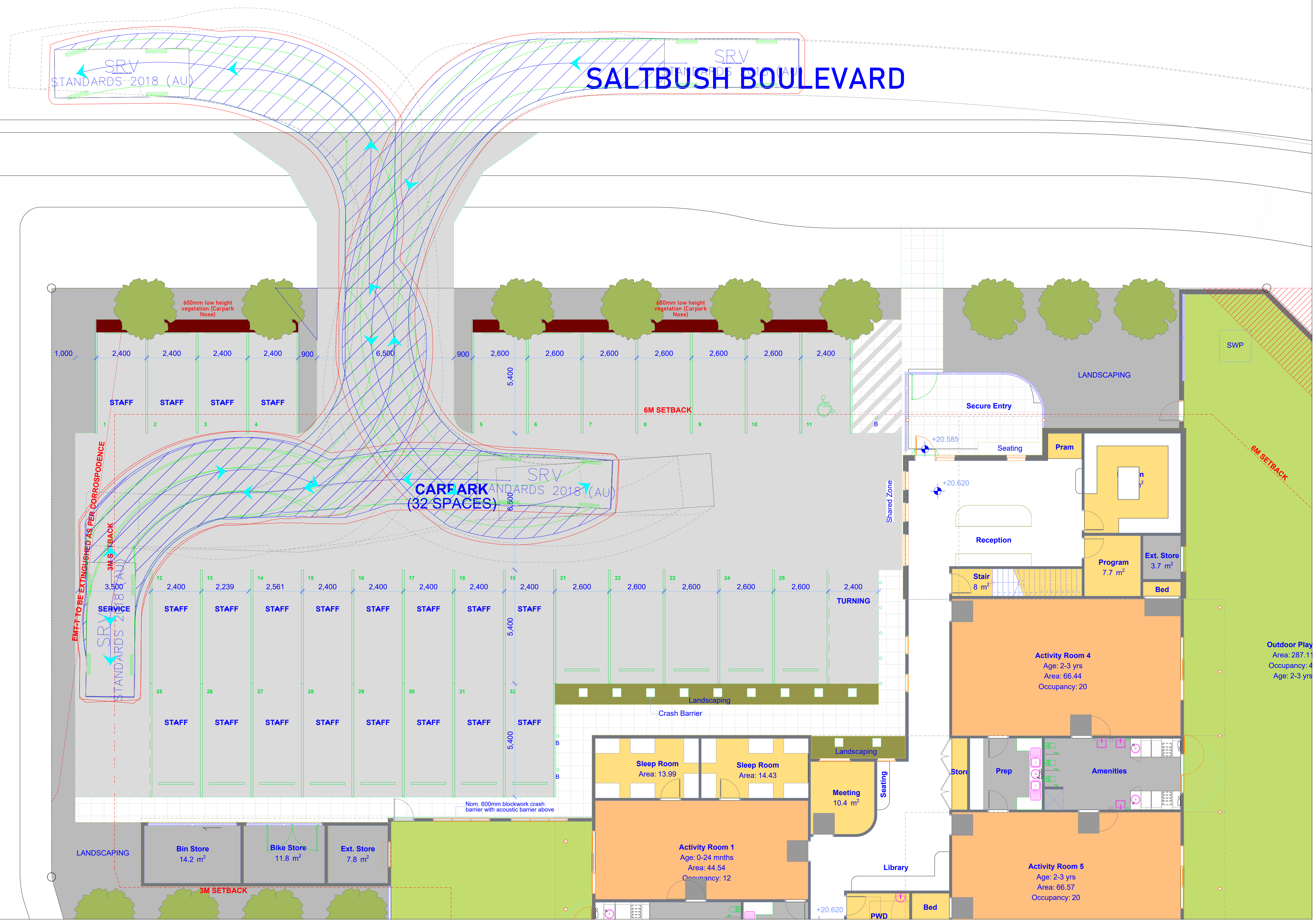
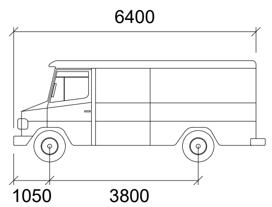
APPENDIX B

Vehicle Tracking Diagram – Small Rigid Vehicle





SRV

	mm
Width	: 2300
Track	: 2300
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

LEGEND

Vehicle Wheelpath
Body of Vehicle
300mm Clearance Envelope from Body of Vehicle

drawing title

QTraffic Engineering Consultants

Saltbush Boulevard, Rasmussen
Vehicle Tracking Analyses

drawn: RQ Scale: 1:200 @ A3 date: 29/10/2025

The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only

2193_GRI17 project no.

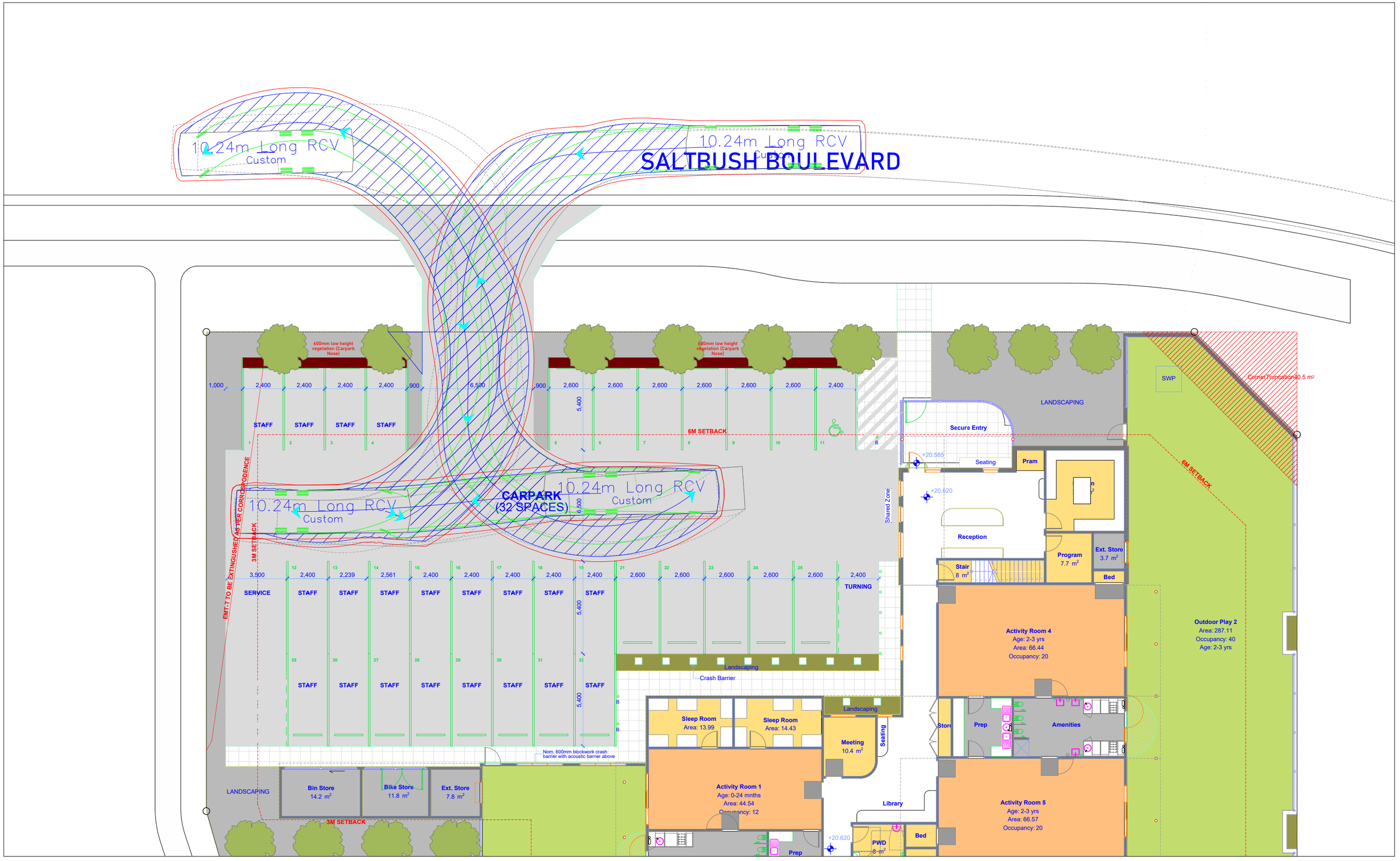
SK.01 drawing no.

A rev

Document Set ID: 27809745
Version: 1, Version Date: 26/11/2025

APPENDIX C

Vehicle Tracking Diagram – Refuse Collection Vehicle



I, Richard Quinn (RPEQ 08565), certify that the swept paths have been carried out in accordance with AS2890.1 and/or AS2890.2

LEGEND

- Vehicle Wheelpath
- Body of Vehicle
- 300mm Clearance Envelope from Body of Vehicle

drawing title

Saltbush Boulevard, Rasmussen
Vehicle Tracking Analyses

drawn: RQ Scale: 1:200 @ A3 date: 29/10/2025

The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only

2193_GRI17	SK.02	A
project no.	drawing no.	rev

Document Set ID: 27809745
Version: 1, Version Date: 26/11/2025