TRANSPORT IMPACT STATEMENT

10 Canning Road

Kalamunda

July 2024

Rev A

DRAFT

kctt

PART OF Premise

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Appendix 1 - The layout of the proposed development
Appendix 2 - Transport Planning and Traffic Plans

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1. Executive Summary

Site Context

- The project location is 10 Canning Road, Kalamunda.
- The subject lot is currently occupied by a parking lot used by the adjacent grocery store.
- The parking lot will be retained and the proposed liquor store is to be constructed at the eastern section of the lot.

Technical Findings

- The proposed liquor store will generate up to 322 vehicular trips per day, 12 vehicular trips per hour in AM peak and 48 vehicular trips per hour in PM Peak.
- 50% of this traffic generation is expected to originate from the existing patrons of IGA store.
- Therefore, the additional traffic generated to the surrounding network will be 161 VPD, 6 VPH in AM and 24 VPH in PM peak.
- According to the WAPC Guidelines, this is a moderate impact on the surrounding network.

Relationship with Policies

- According to the Local Planning Scheme No.3 both existing IGA and the proposed Liquor Store require 46 parking bays after applying the reciprocity between the two uses. There is 38 carparking bays on-site. Therefore, the calculated shortfall is 8 parking bays.
- Given that the liquor store is in the town centre, a degree of reciprocity is anticipated through both – trip blending and reciprocal parking demand.
- There are 13 on-street parking bays on Heath Road in close proximity of the subject site as well as an off-street parking directly across the existing IGA store on Heath Road.
- Building Code of Australia ACROD Provision – the proposed development will meet the requirements for ACROD bays.

Conclusion

- As stated above the additional traffic attracted to the subject site is expected to increase by a maximum of 161 vehicular trips per day and 24 vehicular trips in the PM peak hour.
- Heath Road is classified as a Local Distributor with a maximum desirable volume of 6,000 VPD. Current traffic counts show below 3,000 VPD on this road. Therefore, with the additional traffic from the proposed Liquor Store, Heath Road will stay significantly under the maximum desirable volume.
- In summary KCTT believe that the proposed development will not have a negative impact on the surrounding road network.

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2. Transport Impact Statement

2.1 Proposal

Canford Hospitality engaged KCTT to prepare a Transport Impact Statement (TIS) for the proposed Liquor Store at 10 Canning Road, Kalamunda.

The proposed development is a 480m^2 Liquor Store.

The subject development will use the existing parking and crossover with the adjacent IGA Store.

This report will primarily address the level of impact of the proposed development and the requirements for integration of the proposed development with the surroundings, namely the existing and planned immediate road network.

2.2 Location

Lot Number	Lot 15
Street Number	No. 10
Road Name	Canning Road
Suburb	Kalamunda
Description of Site	The subject lot is currently partially occupied by a parking lot used by the adjacent grocery store. The parking lot will be retained and the proposed liquor store is to be constructed at the eastern section of the lot.

2.3 Technical Literature Used

Local Government Authority	City of Kalamunda
Type of Development	Individual Development
Is the NSW RTA Guide to Traffic Generating Developments Version 2.2 October 2002 (referenced to determine trip generation / attraction rates for various land uses) referenced?	YES
Which WAPC Transport Impact Assessment Guideline should be referenced?	Volume 4 - Individual Developments Volume 5 - Technical Guidance
Are there applicable LGA schemes for this type of development?	YES
If YES, Nominate:	
Name and Number of Scheme	Local Planning Scheme No. 3
Are Austroads documents referenced?	YES

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2.4 Land Uses

Are there any existing Land Uses	YES
If YES, Nominate:	The subject lot is currently occupied by a parking lot which will be retained.

Proposed Land Uses	
How many types of land uses are proposed?	One (1)
Nominate land use type and yield	Liquor Store – 480m^2
Are the proposed land uses complementary with the surrounding land-uses?	YES

2.5 Local Road Network Information

How many roads front the subject site? One (1)

Name of Roads Fronting Subject Site / Road Classification and Description:

Road Name	Canning Road
Number of Lanes	two way, one lane per direction, divided
Road Reservation Width	20m
Road Pavement Width	2x4m lanes, 5.5m raised median
Classification	Distributor A
Speed Limit	50kph or State Limit
Bus Route	YES
If YES Nominate Bus Routes	275
On-street parking	NO

Name of Other Roads within 400m radius of site, or roads likely to take increased traffic due to the development:

Road Name	Heath Road
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	20m
Road Pavement Width	7m
Classification	Local Distributor
Speed Limit	50kph or State Limit
Bus Route	NO
On-street parking	YES

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2.6 Traffic Volumes

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)				Heavy Vehicle %	Date of Traffic Count	*If older than 3 years multiply with a growth rate*
			AM Peak Time	-	AM Peak VPH	PM Peak Time - PM Peak VPH	*If HV count is Not Available, are HV likely to be in higher volumes than generally expected?*		
Canning Road	North of Heath Road	13,447	07:45 – 1,206			15:00 – 1,212	4%	Apr 2024	–
	South of Heath Road	12,972	07:45 – 1,200			15:00 – 1,141	4%	Apr 2024	–
Heath Road	West of Canning Road	2,843	07:45 – 228			15:00 – 263	2%	Apr 2024	–
Haynes Road	East of Canning Road	3,500	08:15 – 256			15:00 – 304	1%	Apr 2024	–

Note - These traffic counts have been obtained from the MRWA Traffic Map*

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2.7 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website?	YES
If YES, nominate important survey locations:	
Location 1	Heath Road [SLK 0.00 – 0.18]
Location 2	Intersection of Canning Road and Heath Road – No crashes were reported in the 5-year period
Period of crash data collection	01/01/2019 - 31/12/2023

The following tables shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2018 to 2022, as obtained from Main Roads WA on the 31st May 2022 by email request:

Crash Density and Crash Rate on Metropolitan Local Roads Network only

	All Crashes		Serious Injury Crashes (Fatal+Hospital)	
	Average Annual Crash Density (All Crashes/KM)	Average Annual Crash Rate (All Crashes/MVKT)	Average Annual Crash Density (Ser. Inj. Crashes/KM)	Average Annual Crash Rate (Ser. Inj. Crashes/MVKT)
Metro Local Roads - Midblock	2.51	0.95	0.12	0.05
Metro Local Roads - All	5.23	1.98	0.24	0.09

Note: Based on 5-years data for the period 2017 to 2021.

Definitions of acronyms and terms used in this analysis can be found below:

- PDO Crash - a crash that results in property damage only (major or minor) and does not require hospitalisation or medical treatment, as listed in Main Roads WA's Crash Analysis Reporting System (CARS).
- KSI Crashes - Killed and serious injury crash
- MVKT - Million Vehicle Kilometres Travelled.

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Heath Road	0.00 – 0.18	Local Distributor	50kph or State Limit	0	0	2	0

MR Type	Involving Overtaking	Involving Parking	Involving Animal	Involving Pedestrian	Entering / Leaving Driveway	Other / Unknown
Count	0	1	0	0	0	1

No of MVKT Travelled at Location	App. 2,800 VPD * 365 * 5 years * 0.18 km = 0.92 MVKT
KSI Crash Rate	0 KSI crashes / 0.92 MVKT = 0 KSI crashes/MVKT
All Crash Rate	2 crashes / 0.92 MVKT = 2.17 crashes/MVKT
Comparison with Crash Density and Crash Rate Statistics	All crashes rate of 2.17 is higher than the network average of 0.95 Crashes per MVKT for Local Roads Network. However, given these are two property damage only crashes in a 5-year period, KCTT believe that this section of Heath Road is not a high safety risk area.

2.8 Vehicular Parking

Local Government	City of Kalamunda
Local Government Document Utilised	Local Planning Scheme No. 3

Description of Parking Requirements in accordance with Scheme:

Shop – 5 bays per 100m^2 NLA.

*Note – given the two land uses share the parking area (grocery store and liquor store) share the same purpose of travel which is shopping, some level of reciprocity should be considered. For example, it is highly likely that existing visitors of IGA grocery store will conduct their liquor store shopping on the same trip. Therefore, the practical parking demand will be lower. KCTT adopted that 50% of liquor store patrons will be existing patrons of the grocery store = 2.5 bays per 100m^2 NLA for the liquor store.

Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Existing IGA (not part of this application)	5 bays per 100m^2 NLA	GFA = 847m^2 NLA = 85% of GFA = 720m^2	36
Liquor Store	2.5 bays per 100m^2 NLA	GFA = 480m^2 NLA = 85% of GFA = 408m^2	10
		Total Car Parking Requirement	**46**
		Total Volume of Parking Provided by Proponent	**38**

Justification

According to the Local Planning Scheme No.3 both existing IGA and the proposed Liquor Store require 46 parking bays after applying the reciprocity between the two uses. There is 38 carparking bays on-site. Therefore, the estimated shortfall is 8 parking bays.

It should be noted that there are 13 on-street parking bays on Heath Road in close proximity of the subject site. Additionally, there is an off-street parking directly across the existing IGA store on Heath Road.

Given that the proposed liquor store is situated in the town centre, direct reciprocity with IGA is obvious due to immediate proximity; however, there will be degree of reciprocity with other commercial land uses.

2.9 Bicycle Parking

Local Government	City of Kalamunda
Reference Document Utilised	Local Planning Scheme No.3

Description of Parking Requirements in accordance with Scheme:

The City of Kalamunda does not stipulate requirements for the provision of bicycle parking.

Justification

Given the nature of the proposed land use KCTT believe that the provision of bicycle parking is not required.

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2.10 ACROD Parking

Class of Building	Class 6
Does this building class require specific provision of ACROD Parking?	YES
Reference Document Utilised	Building Code of Australia

Description of Parking Requirements:

Class 6 — (a) Up to 1000 carparking spaces - 1 space for every 50 carparking spaces or part thereof. (b) for each additional 100 carparking spaces or part thereof in excess of 1000 carparking spaces. - 1 space.

Parking Requirement in accordance with regulatory documents

Land Use	Requirements	Yield	Total Parking
Liquor Store	*1 space for every 50 carparking spaces or part thereof*	38	1
		Total Volume of ACROD Parking Required	**1**
		Total Volume of ACROD Parking Provided by Proponent	**2**

Justification

The proposed development will meet the requirements for provision of ACROD bays.

2.11 Delivery and Service Vehicles

Guideline Document used as reference: NSW RTA Guide to Traffic Generating Developments

Requirements

Commercial premises (< 20,000m2 GFA) - 1 space per 4,000m2 GFA

Parking Requirement in accordance with regulatory documents

Land Use	Minimum Requirements	Yield	Total Parking
Liquor Store	*1 space per 4,000m2 GFA*	158.71m^2	1
		Total Volume of Service and Delivery Parking Required	1
		Total Volume of Service and Delivery Parking Provided by Proponent	1

Justification

There will be one loading bay provided for the proposed liquor store.

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2.12 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?	09:00 – 22:00
What are the likely peak hours of operation?	11:00 – 12:00; 18:00 – 19:00
Do the development generated peaks coincide with existing road network peaks?	NO
Guideline Document Used	**WAPC Transport Assessment Guidelines for Developments**
Rates from above document:	Retail AM Peak = 2.5 VPH per 100m^2 GFA PM Peak = 10 VPH per 100m^2 GFA PM peak assumed to be 15% of the daily traffic. Therefore, Daily Traffic = 67 VPD per 100m^2 GFA

Comments

As described in Section 2.8, it is expected that at least 50% of the liquor store patrons will be the existing IGA grocery store patrons. Therefore, the below calculations show the expected additional traffic generation for liquor store outside the brackets, and the total theoretical traffic generation inside the brackets.

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
Existing					
IGA Grocery Store	*Daily – 67 VPD per 100m^2* *AM – 2.5 VPH per 100m^2* *PM – 10 VPH per 100m^2*	*847m^2*	*567*	*21*	*85*
Proposed					
Liquor Store	*Daily – 67 VPD per 100m^2* *AM – 2.5 VPH per 100m^2* *PM – 10 VPH per 100m^2*	480m^2	161 (322) *	6 (12) *	24 (48) *
	Total additional traffic from the proposed development (A)		**161**	**6**	**24**
	Total Existing Traffic from the subject site (A^0)		**567**	**21**	**85**
	Total traffic from subject lots (A+A^0)		**728**	**27**	**109**

What is the total impact of the new proposed development?	According to WAPC guidelines, all developments generating 10-100 VPH can be deemed to have a **moderate** impact on the network. KCTT believes the surrounding road network can accommodate additional traffic from the proposed development. Heath Road is classified as a Local Distributor with a maximum desirable volume of 6,000 VPD. Current traffic counts show below 3,000 VPD on this road. Therefore, with the additional traffic from the proposed Liquor Store, Heath Road will stay significantly under the maximum desirable volume.

2.13 Traffic Flow Distribution

How many routes are available for access / egress to the site?	Three (3)
Route 1 / Movement 1	
Provide details for Route No 1	To/from the north via Heath Road > Canning Road
Percentage of Vehicular Movements via Route No 1	50% [161 VPD; AM 6 VPH; PM 24 VPH]
Route 2 / Movement 2	
Provide details for Route No 2	To/from the north via Heath Road > Canning Road
Percentage of Vehicular Movements via Route No 2	40% [129 VPD; AM 5 VPH; PM 19 VPH]
Route 3 / Movement 3	
Provide details for Route No 3	To/from the west via Heath Road
Percentage of Vehicular Movements via Route No 3	10% [32 VPD; AM 1 VPH; PM 5 VPH]

Note - For a more detailed plans of the estimated vehicular traffic volumes and distribution please refer to the plans provided in Appendix 2.

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2.14 Vehicle Crossover Requirements

Are new vehicle crossovers required onto existing road networks?	NO
How many existing crossovers?	Two – one for car parking and one for deliveries
How many proposed crossovers?	None
How close are proposed crossovers to existing intersections?	app. 50m
Does this meet existing standards?	YES

2.15 Public Transport Accessibility

How many bus routes are within 400 metres of the subject site?	Nine (9)
How many rail routes are within 800 metres of the subject site?	None

Bus Route	Description	Peak Frequency	Off-Peak Frequency
272	Kalamunda Bus Station - Kalamunda Community Centre	Twice a day	No Saturday, Sunday and Public Holiday service
273	Kalamunda Bus Station (Circular Route) via Cotherstone Rd	25 minutes	60 minutes
274	Kalamunda Bus Station - Gooseberry Hill via Peoples Avenue	Twice a day	No Saturday, Sunday and Public Holiday service
275	Walliston - High Wycombe Station via Kalamunda Road & Kalamunda Bus Station	5-10 minutes	60 minutes
276	Kalamunda Bus Station - High Wycombe Station via Gooseberry Hill	5-10 minutes	60 minutes
279	Maddington - Kalamunda Bus Station via Kelvin Road & Lesmurdie Road	Twice a day	No Saturday, Sunday and Public Holiday service
282	Perth - Kalamunda Bus Station via Grove Road	30 minutes	60 minutes
283	Perth - Kalamunda Bus Station via Lesmurdie Road	30 minutes	60 minutes
307	Kalamunda Bus Station - Midland Station via Helena Valley	30 minutes	120 minutes

Walk Score Rating for Accessibility to Public Transport

37 | Some Transit. A few nearby public transportation options.

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2.16 Pedestrian Infrastructure

Describe existing local pedestrian infrastructure within a 400m radius of the site:

Classification	Road Name
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Heath Road, Boonooloo Road, Kalamunda Road, Williams Street, Elizabeth Street, Railway Road, Mead Street
Does the site have existing pedestrian facilities	YES
Does the site propose to improve pedestrian facilities?	NO

What is the Walk Score Rating?

76 | Very Walkable. Most errands can be accomplished on foot.

2.17 Cyclist Infrastructure

Are there any PBN Routes within an 800m radius of the subject site? YES

If YES, describe:

Classification	Road Name
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Heath Road, Boonooloo Road, Kalamunda Road, Williams Street, Elizabeth Street, Railway Road, Mead Street, East Terrace, Recreation Road
"Good Road Riding Environment"	Williams Street, East Terrace
"Perth Bicycle Network - Continuous Signed Routes"	SE3 – Williams Street, Railway Road

Are there any PBN Routes within a 400m radius of the subject site? YES

If YES, describe:

Classification	Road Name
"Other Shared Path (Shared by Pedestrians and Cyclists)"	Heath Road, Boonooloo Road, Kalamunda Road, Williams Street, Elizabeth Street, Railway Road, Mead Street
"Good Road Riding Environment"	Williams Street
"Perth Bicycle Network - Continuous Signed Routes"	SE3 – Williams Street, Railway Road
Does the site have existing cyclist facilities?	YES
Does the site propose to improve cyclist facilities?	NO

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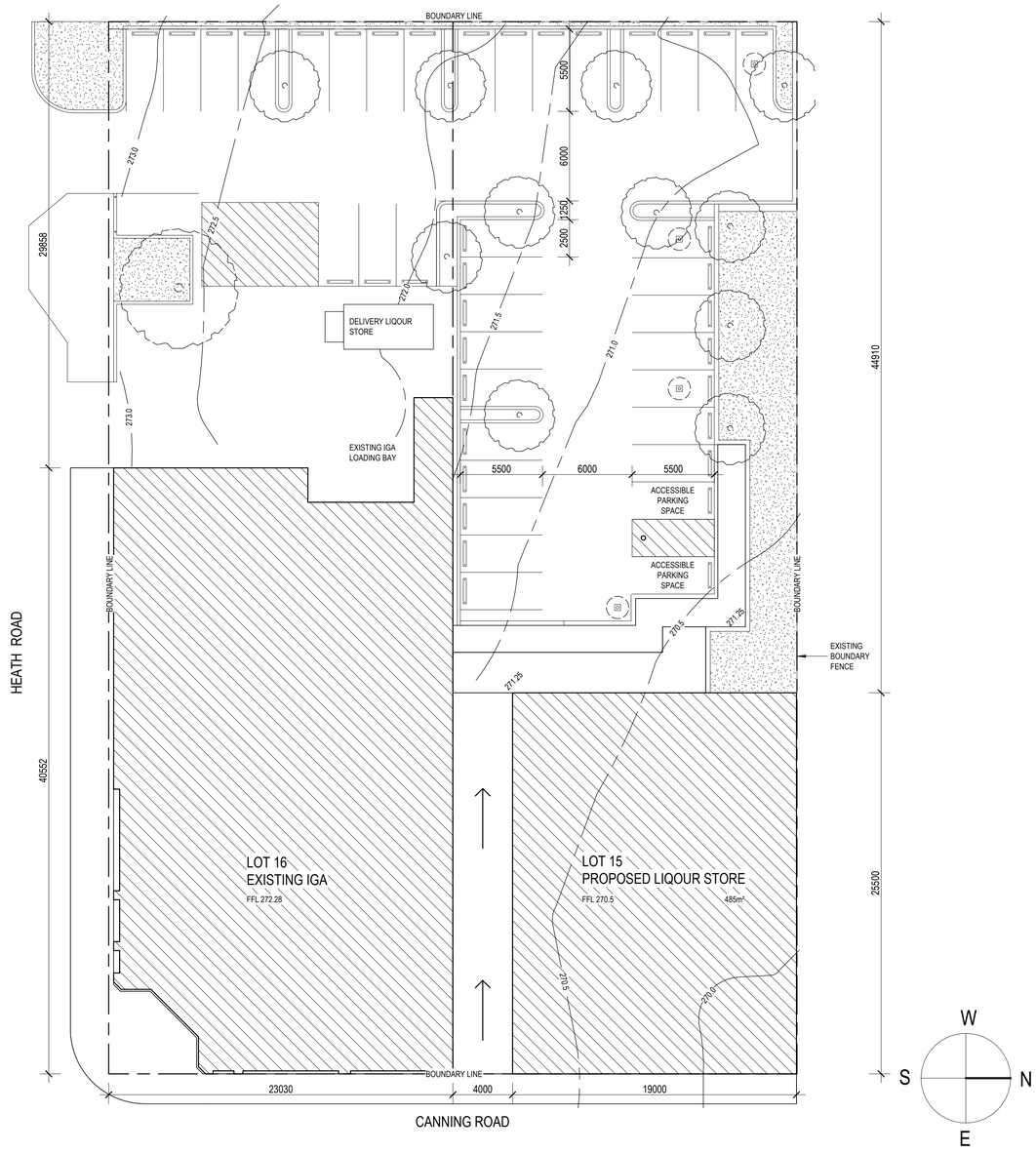
2.18 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed?	One (1)
Site-Specific Issue No 1	Parking Shortfall
Remedial Measure / Response	According to the Local Planning Scheme No.3 both existing IGA and the proposed Liquor Store require 46 parking bays after applying the reciprocity between the two uses. There is 38 carparking bays on-site. Therefore, the calculated shortfall is 8 parking bays. The proposed liquor store is situated in the town centre, and therefore there will be a degree of reciprocity with other commercial land uses through trip blending and reciprocal parking demand. There are 13 on-street parking bays on Heath Road in close proximity of the subject site as well as an off-street parking facility directly across the existing IGA store on Heath Road.

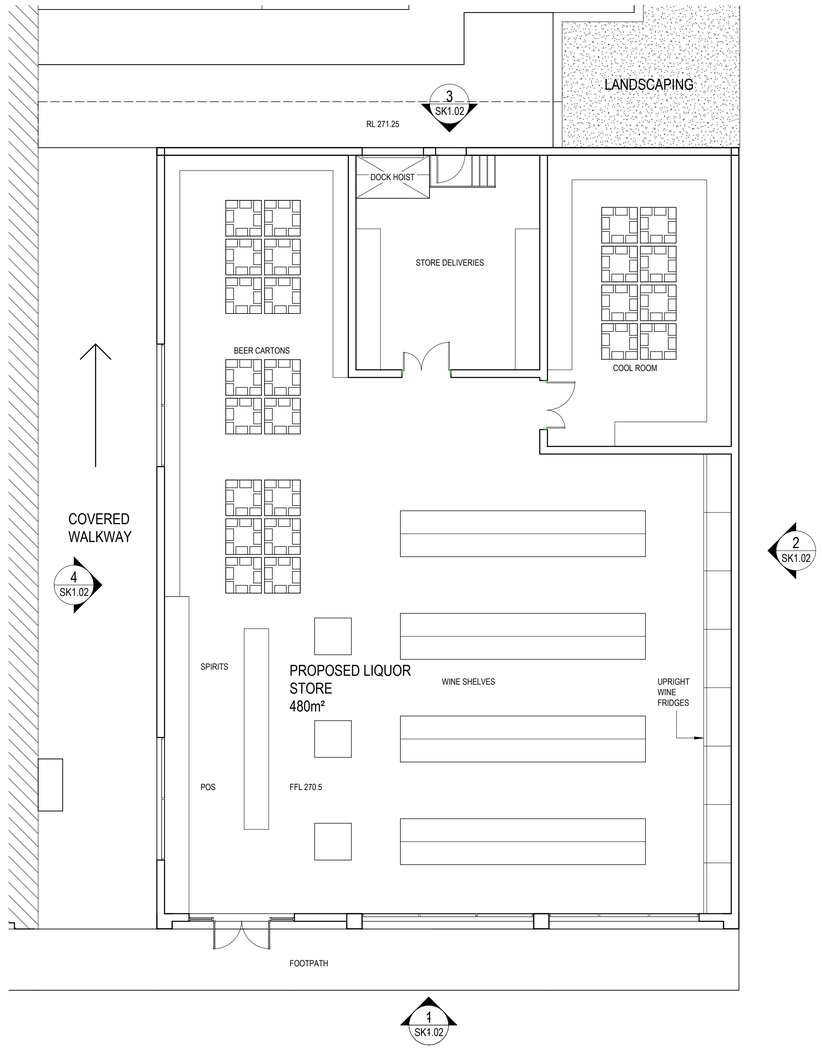
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Appendix 1

The Layout of the Proposed Development



SITE PLAN
1 : 200



GROUND FLOOR - FLOOR PLAN
1 : 100

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Proposed Copper & Oak Liquor Warehouse

10 Canning Road, Kalamunda

Site Plan & Floor Plan

As indicated AT A1

SK1.01

REV

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ARMSTRONG COLLECTIVE

Appendix 2

Transport Planning and Traffic Plans

CITY OF KALAMUNDA

800m

400m

Williams Street

Railway Road

Headingly Road

Elizabeth Street

STIRK PARK

Kalamunda Road

East Terrace

KALAMUNDA

Boonooloo Road

KALAMUNDA PRIMARY SCHOOL

Stirk Street

Haynes Street

Canning Road

Railway Road

Mead Street

Heath Road

Heath Road

Brooks Street

Burt Street

Recreation Road

KOSTERA OVAL

Canning Road

KALAMUNDA SENIOR HIGH SCHOOL

PARKS AND RECREATION	ROAD
	Hay Street — STREET NAME
WATERWAYS	LOCATION BOUNDARY
PUBLIC PURPOSE	DISTANCE FROM LOCATION
	CITY OF KALAMUNDA — LOCAL GOVERNMENT NAME
SHOPPING AREA	KALAMUNDA — SUBURB NAME

LEGEND

No	DATE	AMENDMENT
A	01-07-2024	ISSUED FOR REVIEW

PROJECT:
10 CANNING ROAD, KALAMUNDA

TITLE:
LOCALITY PLAN - 800M RADIUS

DRAWING NUMBER:
KC01896.000_ S01

DRAWN BY:
N.M.

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CITY OF KALAMUNDA

800m

400m

Williams Street

Railway Road

Headingly Road

Elizabeth Street

STIRK PARK

Kalamunda Road

KALAMUNDA

East Terrace

Boonooloo Road

KALAMUNDA PRIMARY SCHOOL

Stirk Street

Haymes Street

Canning Road

Heath Road

Heath Road

Brooks Street

Mead Street

Burt Street

Recreation Road

KOSTERA OVAL

KALAMUNDA SENIOR HIGH SCHOOL

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street — STREET NAME

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF KALAMUNDA — LOCAL GOVERNMENT NAME

KALAMUNDA — SUBURB NAME

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

GOOD ROAD RIDING ENVIRONMENT

NW12 — PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES

GRADIENT ARROW

WALKING TRAIL

LEGEND

No	DATE	AMENDMENT
A	01-07-2024	ISSUED FOR REVIEW

PROJECT: 10 CANNING ROAD, KALAMUNDA

TITLE: BICYCLE NETWORK PLAN - 800M RADIUS

DRAWING NUMBER: KC01896.000_ S02

DRAWN BY: N.M.

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CITY OF KALAMUNDA

276 307
274
275
800m
400m
Williams Street
Railway Road
Headingly Road
Elizabeth Street
STIRK PARK
Kalamunda Road
East Terrace
KALAMUNDA
Boonooloo Road
KALAMUNDA PRIMARY SCHOOL
Stirk Street
Haynes Street
Canning Road
Heath Road
Brooks Street
Mead Street
272
KALAMUNDA BUS STATION
272 | 273 | 274 | 275 | 276 | 279 | 282 | 283 | 307
Recreation Road
273
KOSTERA OVAL
KALAMUNDA SENIOR HIGH SCHOOL
279 282 283

PARKS AND RECREATION
WATERWAYS
PUBLIC PURPOSE
SHOPPING AREA
ROAD
Hay Street — STREET NAME
LOCATION BOUNDARY
DISTANCE FROM LOCATION
CITY OF KALAMUNDA — LOCAL GOVERNMENT NAME
KALAMUNDA — SUBURB NAME
BUS ROUTES
103 — BUS ROUTE NUMBER
BUS STATION

NOTE : FOR MORE INFORMATION REGARDING THE DESCRIPTION OF BUS ROUTES AND THEIR INDICATIVE PEAK AND OFF-PEAK FREQUENCIES REFER TO THE REPORT.

LEGEND

No	DATE	AMENDMENT
A	01-07-2024	ISSUED FOR REVIEW

PROJECT: 10 CANNING ROAD, KALAMUNDA

TITLE: PUBLIC TRANSPORT PLAN - 800M RADIUS

DRAWING NUMBER: KC01896.000_ S03

DRAWN BY: N.M.

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CITY OF KALAMUNDA

800m

400m

Williams Street

Railway Road

Headingly Road

Elizabeth Street

STIRK PARK

Kalamunda Road

KALAMUNDA

East Terrace

Boonooloo Road

KALAMUNDA PRIMARY SCHOOL

Stirk Street

Haynes Street

Canning Road

Williams Street

Railway Road

Heath Road

Heath Road

Brooks Street

Mead Street

Burt Street

Recreation Road

KOSTERA OVAL

Canning Road

KALAMUNDA SENIOR HIGH SCHOOL

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street — STREET NAME

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF KALAMUNDA — LOCAL GOVERNMENT NAME

KALAMUNDA — SUBURB NAME

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

PEDESTRIAN PATH

WALKING TRAIL

LEGEND

No	DATE	AMENDMENT
A	01-07-2024	ISSUED FOR REVIEW

PROJECT: 10 CANNING ROAD, KALAMUNDA

TITLE: PEDESTRIAN PATHS PLAN - 800M RADIUS

DRAWING NUMBER: KC01896.000_ S04

DRAWN BY: N.M.

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CITY OF KALAMUNDA

800m

400m

Williams Street

Railway Road

Headingly Road

Elizabeth Street

STIRK PARK

Kalamunda Road

East Terrace

KALAMUNDA

Boonooloo Road

KALAMUNDA PRIMARY SCHOOL

3,500
AM 08:15 – 256
PM 15:00 – 304
2024
EAST OF CANNING ROAD

Stirk Street

Williams Street

Haynes Street

13,447
AM 07:45 – 1,206
PM 15:00 – 1,212
2024
NORTH OF HEATH ROAD

Canning Road

Railway Road

Heath Road

Heath Road

2,843
AM 07:45 – 228
PM 15:00 – 263
2024
WEST OF CANNING ROAD

12,972
AM 07:45 – 1,200
PM 15:00 – 1,141
2024
SOUTH OF HEATH ROAD

Brooks Street

Burt Street

Recreation Road

KOSTERA OVAL

Canning Road

KALAMUNDA SENIOR HIGH SCHOOL

PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

ROAD

Hay Street — STREET NAME

LOCATION BOUNDARY

DISTANCE FROM LOCATION

CITY OF KALAMUNDA — LOCAL GOVERNMENT NAME

KALAMUNDA — SUBURB NAME

LEGEND

No	DATE	AMENDMENT
A	01-07-2024	ISSUED FOR REVIEW

PROJECT:
10 CANNING ROAD, KALAMUNDA

TITLE:
EXISTING TRAFFIC COUNTS - 800M RADIUS

DRAWING NUMBER:
KC01896.000_ S05

DRAWN BY:
N.M.

Civil & Traffic Engineering Consultants
KCTT (Trading as KC Traffic and Transport Pty Ltd)
PO Box 1456 Scarborough WA 6922
PH: 08 9441 2700
WEB: www.kctt.com.au
kctt PART OF Premise



LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

1,389 — Total Expected Traffic Generation from the proposed development (Partially included in the existing IGA traffic - refer to TIS Report)

503 — Total Expected Traffic Generation from Subject Site on the specific section of road - **IN and OUT direction**

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF ARMSTRONG COLLECTIVE PTY LTD

LEGEND

No	DATE	AMENDMENT
A	01-07-2024	ISSUED FOR REVIEW

PROJECT: 10 CANNING ROAD, KALAMUNDA

TITLE: TRAFFIC FLOW DIAGRAM

DRAWING NUMBER: KC01896.000_ S06

DRAWN BY: N.M.

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kctt PART OF Premise



LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road ROAD NAME

000 / 000 / 000 / 000 — Traffic Flow IN Direction

000 / 000 / 000 / 000 — Traffic Flow OUT Direction

1,389 — Total Expected Traffic Generation from the proposed development - AM peak

NOTE: THE PLAN IS COURTEOUSY OF ARMSTRONG COLLECTIVE PTY LTD

LEGEND

No	DATE	AMENDMENT
A	01-07-2024	ISSUED FOR REVIEW

PROJECT: 10 CANNING ROAD, KALAMUNDA

TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK

DRAWING NUMBER: KC01896.000_ S07

DRAWN BY: N.M.

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kctt PART OF Premise



LOCATION BOUNDARY

ROAD (VARIED WITH ROAD WIDTH)

Lewis Road — ROAD NAME

000 — Traffic Flow IN Direction

000 — Traffic Flow OUT Direction

1,389 — Total Expected Traffic Generation from the proposed development - PM peak

NOTE: THE PLAN IS COURTEOUSY OF ARMSTRONG COLLECTIVE PTY LTD

LEGEND

No	DATE	AMENDMENT
A	01-07-2024	ISSUED FOR REVIEW

PROJECT: 10 CANNING ROAD, KALAMUNDA

TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK

DRAWING NUMBER: KC01896.000_ S08

DRAWN BY: N.M.

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