

Transport Modelling to Inform Development Contribution Plan Apportionment

High Wycombe South
DCP

March 2023

Rev 2



Transport Modelling Report DCP
KC00604.000 High Wycombe South

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Prepared by:

ABN

Postal address:

Phone:

Website:

KCTT (Trading as KC Traffic and Transport Pty Ltd)

35 148 970 727 |

PERTH: Unit 7, No 10 Whipple Street Balcatta WA 6021 | BELGRADE: 23 Hilandarska, Beograd 11000

08 9441 2700 |

www.kctt.com.au |

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1 Executive Summary

This report was prepared to summarise findings of a transport model for High Wycombe South Project Area comprising Residential Precinct and TOD Precinct. The transport model was prepared specifically to assist in preparation of Development Contribution Plan for the Residential Precinct. Key road corridors and intersections were assessed. Triggers for infrastructure upgrades were determined based on the preliminary assumption of Structure Plan build-out; however, practically they will depend on the uptake in particular areas of the structure plan.

The table below summarises the upgrade requirements, land acquisition requirements and impact split per precinct. As discussed further in the report, if the precinct generates 10% or more of projected daily traffic on a road link or an intersection, contributions could be considered. Infrastructure items outside the Residential Precinct are not recommended to be included within the Residential Precinct DCP. Items within the Residential Precinct are subject to the principles of State Planning Policy 3.6 and consideration by the City and WAPC.

Upgrades triggered in 2031										
Year	Infrastructure Element		DCP ref	TMR ref	Current Configuration	Proposed Configuration	Land Acquisition Required	Residential Precinct %	TOD Precinct %	DCP Item
2031	R	Dundas Road (Maida Vale Road - Sorensen Road)		[RD8]	Two-way, one-lane undivided carriageway	Integrator B modified (two-way, one-lane divided carriageway)	No	15.25%	10.16%	No
	R	Dundas Road (Berkshire Road - Dundas Road Old)		[RD7]	Two-way, one-lane undivided carriageway	Integrator B modified (two-way, one-lane divided carriageway)	No	0.00%	2.00%	No
	R	Dundas Road (Berkshire Road - Harrison Road)		[RD6]	Two-way, one-lane undivided carriageway	Integrator B modified (two-way, one-lane divided carriageway)	No	7.73%	3.22%	No
	R	TOD Connector (Milner Road - Enterprise Boulevard)		[RD14]	The road doesn't exist at present	* Neighbourhood Connector A (two-way, one-lane divided carriageway)	Yes	0.00%	60.82%	No
	R	TOD Connector (Milner Road - Edge of TOD Precinct)		[RD15]	The road doesn't exist at present	* Neighbourhood Connector A (two-way, one-lane divided carriageway)	Yes	69.40%	17.51%	No
	R	TOD Connector (Edge of TOD Precinct – Roe Highway)	RD04	[RD16]	The road doesn't exist at present	* Neighbourhood Connector A (two-way, one-lane divided carriageway)	Yes	100.00%	0.00%	Yes
	R	Raven Street (Milner Road - Brae Road)	RD03	[RD13]	The road doesn't exist at present	* Neighbourhood Connector A (two-way, one-lane divided carriageway)	Yes	100.00%	0.00%	Yes
	I	M01 - Roe Highway / Maida Vale Road		[INT02]	Half - Interchange	Half - Interchange	No	18.85%	14.36%	No
	I	M15 - Dundas Road / Old Dundas Road (North)		[INT06]	T-intersection, full movement	Signalised Intersection	No	16.46%	7.85%	No
	I	M25 - Dundas Road / Dundas Road (South)*		[-]	T-intersection, full movement	T-intersection, full movement	No	0.00%	2.32%	No
Notes 2031: <ul style="list-style-type: none">Berkshire Road will trigger the requirement for upgrade to Integrator B carriageway in 2031; however, given that by 2041 it will require more substantial upgrade, it is assigned to a trigger year 2041.TOD Connector and Raven Street (south of Milner Road) don't exist at present. Although in 2031 both roads will carry traffic volumes appropriate for an Access Street, we have recommended the construction of the ultimate geometry to avoid unnecessary re-work and disruption to residents and businesses.The intersection Dundas Road / Dundas Road (South) does not require upgrading per se; however, the adjustment of the intersection is required once Dundas Road is upgraded.										

Upgrades triggered in 2041										
Year	Infrastructure Element		DCP ref	TMR ref	Current Configuration	Proposed Configuration	Land Acquisition Required	Residential Precinct %	TOD Precinct %	DCP Item
2041	R	Berkshire Road (Roe Highway – Milner Road)		[RD1]	Two-way, one-lane undivided carriageway	Integrator A modified (two-way, two-lane divided carriageway)	Yes	15.96%	8.62%	No
	R	Maida Vale Road (Dundas Road - Raven Street)		[RD5]	Two-way, one-lane undivided carriageway	Integrator B modified (two-way, one-lane divided carriageway)	No	47.24%	11.88%	No
	R	Maida Vale (Raven Street - Milner Road)		[RD4]	Two-way, one-lane undivided carriageway	Integrator B modified (two-way, one-lane divided carriageway)	No	0.72%	24.06%	No
	R	Maida Vale (Milner Road – Roe Highway)		[RD3/3A]	Two-way, one-lane undivided carriageway	Integrator B modified (two-way, one-lane divided carriageway)	No	37.42%	17.25%	No
	R	Milner Road (Stewart Road - Maida Vale Road)	RD02	[RD10]	Two-way, one-lane undivided carriageway	Integrator B modified (two-way, one-lane divided carriageway)	No	52.67%	17.75%	Yes
	R	Milner Road (Sultana Road West - Stewart Road)	RD01	[RD2]	Two-way, one-lane undivided carriageway	Integrator B (two-way, one-lane divided carriageway)	Yes	54.17%	11.34%	Yes
	R	Milner Road (Berkshire Road - Sultana Road West)		[RD9]	Two-way, one-lane undivided carriageway	Integrator B modified (two-way, one-lane divided carriageway)	No	42.06%	14.81%	No
	R	Sultana Road West (TOD Connector – Milner Road)		[-]	Two-way, one-lane undivided carriageway	Two-way, one-lane undivided carriageway	No	0.00%	100.00%	No
	R	Sultana Road West (Milner Road – Edge of TOD Precinct)		[RD20]	Two-way, one-lane undivided carriageway	Two-way, one-lane undivided carriageway	No	57.75%	12.98%	No
	R	Sultana Road West (Edge of TOD Precinct – Cul-de-sac)	RD09	[RD20]	Two-way, one-lane undivided carriageway	Two-way, one-lane undivided carriageway	No	100.00%	0.00%	Yes
	R	Stewart Road (Milner Road - Brae Road)	RD05	[RD17]	Two-way, one-lane undivided carriageway	Neighbourhood Connector A (two-way, one-lane divided carriageway)	Yes	100.0%	0.00%	Yes
	R	Raven Street (Maida Vale Road - Milner Road)		[RD12]	Two-way, one-lane undivided carriageway	Neighbourhood Connector A (two-way, one-lane divided	Yes	64.83%	18.64%	No

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					carriageway)				
R	Enterprise Boulevard(TOD Connector – Maida Vale Road)*		[RD11]	Under construction.	Neighbourhood Connector A (two-way, one-lane divided carriageway)	No	0.00%	100.00%	No
R	Brand Road(TOD Connector – Brae Road)**	RD08	[RD19]	Two-way, one-lane undivided carriageway	Two-way, one-lane undivided carriageway	No	100.00%	0.00%	Yes
I	M02 - Maida Vale Road / Milner Road		[INT01]	T-intersection, full movement	Roundabout	Yes	33.35%	23.20%	No
I	M03 - Milner Road / Stewart Road	INT01	[INT18]	T-intersection, full movement	Roundabout	Yes	64.72%	14.74%	Yes
I	M04 - Milner Road / Raven Street	INT02	[INT17]	T-intersection, full movement	Roundabout	Yes	61.43%	17.89%	Yes
I	M05 - Milner Road / TOD Connector		[INT05]	The intersection doesn't exist at present	Signalised Intersection	Yes	41.24%	16.36%	No

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Upgrades triggered in 2041										
Year	Infrastructure Element		DCP ref	TMR ref	Current Configuration	Proposed Configuration	Land Acquisition Required	Residential Precinct %	TOD Precinct %	DCP Item
	I	M06 - Milner Road / Berkshire Road /Dundas Road		[INT15]	T-intersection, full movement	Roundabout	Yes	17.23%	7.70%	No
	I	M07 - Berkshire Road / Roe Highway*		[-]	Interchange	Interchange	n/a	2.00%	1.20%	No
	I	M08 - TOD Connector / Brand Road	INT03	[INT16]	The intersection doesn't exist at present	Four-way, sign controlled	Yes	100.00%	0.00	Yes
	I	M09 - TOD Connector / Brae Road / Raven Street	INT06	[INT14]	The intersection doesn't exist at present	Four-way, sign controlled, full movement* (roundabout)	Yes	100.00%	0.00%	Yes
	I	M10 - Brae Road / Stewart Road	INT07	[INT09]	T-intersection, full movement	T-intersection, full movement	No	100.00%	0.00%	Yes
	I	M11 - Milner Road / Sultana Road West		[INT07]	Two staggered T-intersection, full movement	Intersection east of Milner Rd to be configured as Left In Left Out Right In	Yes	54.60%	11.53%	No
						Sultana Rd West (west of Milner Rd) to be converted to Cul-De-Sac;		0.00%	100.00%	No
	I	M12 - Maida Vale Road / Dundas Road / Parking Access*		[INT14]	Roundabout	Roundabout	No	21.87%	8.75%	No
	I	M13 - Maida Vale Road / Enterprise Boulevard*		[INT12]	T-intersection, full movement	T-intersection, full movement	No	36.91%	17.55%	No
	I	M14 - Maida Vale Road / Raven Street		[INT13]	The intersection doesn't exist at present	T-intersection, full movement	Yes	37.82%	19.60%	No
	I	M16 - Maida Vale Road / Newburn Road		[INT03]	T-intersection, full movement	Roundabout	Yes	37.72%	22.47%	No
	I	M17 - Maida Vale Road / Butcher Road*		[-]	T-intersection, full movement	T-intersection, full movement	No	0.63%	20.91%	No
	I	M18 - Maida Vale Road / Plover Road*		[-]	T-intersection, full movement	T-intersection, full movement	No	37.13%	26.04%	No
	I	M19 - Maida Vale Road / Littlefield Road*		[-]	T-intersection, full movement	T-intersection, full movement	No	36.52%	25.62%	No
	I	M20 - Milner Road / Nardine Close		[INT08]	T-intersection, full movement	Left in Left Out Right In	No	41.57%	11.73%	No
	I	M21 - Berkshire Road / Bonser Road*		[-]	T-intersection, full movement	Left in Left Out	No	15.80%	8.50%	No
	I	M22 - Berkshire Road / Ashby Close*		[-]	T-intersection, full movement	Left in Left Out	No	13.33%	8.10%	No
	I	M23 - Berkshire Road / Walters Way*		[-]	T-intersection, full movement	Left in Left Out	No	14.78%	8.44%	No
	I	M24 - Berkshire Road / Harrison Road*		[-]	T-intersection, full movement	Left in Left Out	No	13.65%	8.30%	No
Notes 2041:										
<ul style="list-style-type: none">Sections of Maida Vale Road may trigger Neighbourhood Connector A requirement by 2031; however, the upgrade is recommended by 2041. The cross-section was modified to minimise disturbance to the existing residences. Intersection along Maida Vale Road denoted with "*" do not require an upgrade per se, however adjustments will be required to accommodate Maida Vale Road upgrade. The intersection Maida Vale Road / Dundas Road / Parking Access will not require an upgrade; however, adjustment will be required to accommodate upgrade of Maida Vale Road and Dundas Road.Similarly, sections of Milner Road may trigger Neighbourhood Connector A requirement by 2031; however, the upgrade is recommended by 2041 in its ultimate configuration – Integrator B. Sections of Milner Road are modified Integrator B to minimise the impact on the existing operating businesses and Poison Gully Creek heritage area.Enterprise Boulevard will be constructed as a part of railway works, and no further major upgrades are likely to be required by the end of 2050. In 2041, Enterprise Boulevard is expected to reach the traffic warranting its configuration.The Berkshire Road / Roe Highway interchange may require an upgrade as a result of growing passing traffic.The intersection TOD Connector / Brae Road / Raven Street was modelled as a four-way, sign controlled intersection as the traffic demand was fairly low and this configuration retained LOS A for the lifetime of the DCP. Subsequently, preliminary engineering design revealed this configuration cannot be implemented appropriately due to the existing road alignments, therefore the intersection is proposed to be configured as a roundabout. The percentage of traffic and therefore proportional costs remain the same.Berkshire Road is likely to require an upgrade to Integrator B in 2031; however, the upgrade is recommended in 2041 to a modified Integrator A configuration. The modification pertains to landtake required to facilitate two lane divided carriageway suitable for RAV vehicles. Intersections along Berkshire Road should be reconfigured as Left In Left Out and will not require land to be acquired in addition to the requirement associated with the road widening.Brand Road will require an upgrade at the time when primary school is constructed.										
Upgrades triggered in 2050										
Year	Infrastructure Element		DCP ref	TMR ref	Current Configuration	Proposed Configuration	Land Acquisition Required	Residential Precinct %	TOD Precinct %	DCP Item
2050	R	Brae Road (TOD Connector – Roe Highway)	RD06	R18	Two-way, one-lane undivided carriageway	Neighbourhood Connector B (Two-way, one-lane undivided carriageway)	No	100.00%	0.00%	Yes

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	<p>Notes 2050:</p> <p>Brae Road is expected to reach the traffic volume warranting Neighbourhood Connector B configuration in 2050. Practically, it is likely that Brae Road will be progressively upgraded as adjacent land is developed.</p>
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2 Background

2.1 Background of the project

The High Wycombe South Project Area (formerly known as Forrestfield North) is within the City of Kalamunda, near the under-construction High Wycombe Railway Station, which opened in 2022. West Australian Planning Commission (WAPC) approved District Structure Plan (DSP) for High Wycombe South Project Area on 29 September 2016.

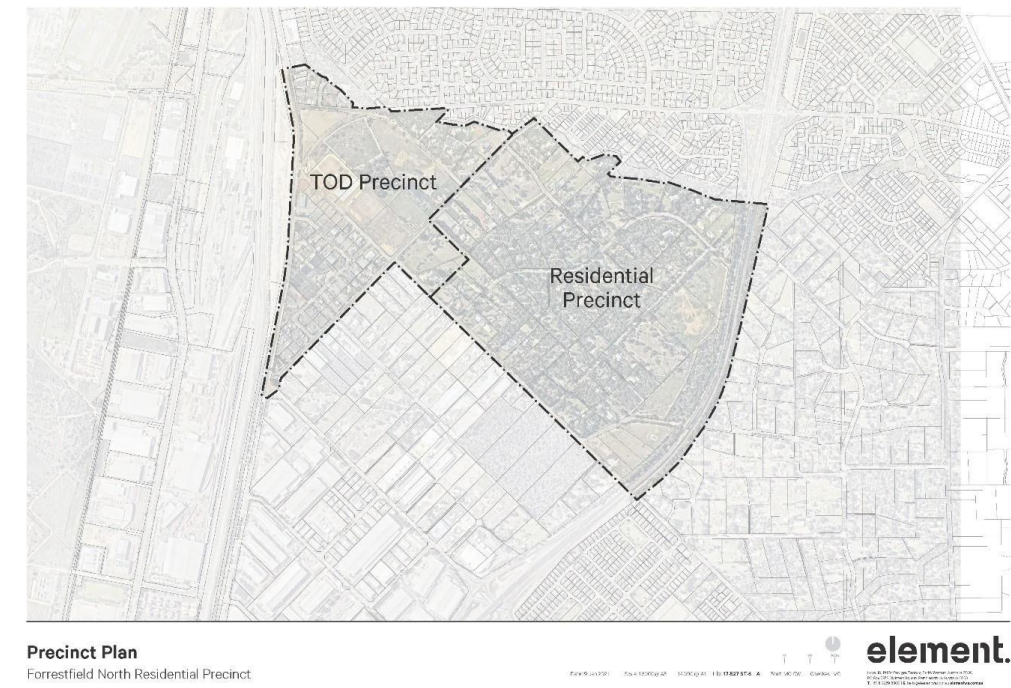


Figure 1 - High Wycombe South Project Area Precincts (TOD and Residential) (source: element WA)

This area includes two major precincts with separate structure plans – Residential Precinct Local Structure Plan (LSP) and Transit-Oriented Development (TOD) Precinct Activity Centre Structure Plan (ACSP). While the Residential Precinct will feature a Primary School, District Open Space, and various residential dwellings, the TOD Precinct will likely feature a mix of commercial and residential uses and a community hub following detailed planning by Development WA. Given that the DSP area is over 200ha, the traffic impact on the surrounding network will be exceptionally high.

The High Wycombe South Residential Precinct LSP was endorsed by WAPC on 27 July 2020. In collaboration with Development WA, the City of Kalamunda and their consultant team are currently preparing the High Wycombe South ACSP. An amendment to the High Wycombe South Residential Precinct Local Structure Plan is being progressed by the City of Kalamunda. The DCP has been prepared to reflect the proposed amendments in the draft LSP.

2.2 Purpose of Modelling and This Report

As major infrastructure upgrades are required to cater for developments of this scale, a robust traffic model must be prepared to assess road network requirements adequately. While KCTT has prepared transport modelling for the Residential Precinct and the District Structure Plan in the past, the purpose of this model is first and foremost to quantify and apportion the impact on the existing network, determine the extent of required upgrades, and allow for the preparation of the Development Contribution Plan.

Modelling prepared for High Wycombe South Residential Precinct LSP focused on the maximum possible build-out. However, to appropriately assess development demand and estimate required infrastructure, modelling for Development Contribution Plan focuses on the most realistic outcome. This model builds on models developed throughout the project, and therefore network and intersection modelling are developed in microsimulation packages.

Modelling is prepared for 2031 (15% of the development completed), 2041 (65% of development completed) and 2050+ (100% of development completed) horizon years. Further to this, the network model was finetuned and developed down to the individual cell level to assess the impact on all internal roads.

This report will outline network and intersection modelling findings and the apportionment of impact for each precinct on each infrastructure element.

2.3 General Structure of This Report

This report will have five (5) main sections.

Section 1 – Background – provides a brief overview of the past activity on this project and the purpose of this modelling and reporting exercise.

Section 2 – Methodology of the Modelling – summarises approaches and methods for data collection and preparation of network and intersection models, as documented in Appendix 1 of this report.

Section 3 – Input Analysis – Outlines key information used for modelling. Appendix 2 of this report provides full documentation on the consideration and selection of data for modelling.

Section 4 – Findings of Network and Intersection Modelling – provides an overview of the anticipated development impact on the infrastructure. A very condensed section provides basic upgrade requirements, estimated timeframe for the upgrade, and land acquisition impact.

Section 5 – Impact on the Cost Apportionment – discusses elements of the SPP 3.6 applicable to this process. Further on, this section provides a summary of each precinct's impact on each road and intersection. Spatial plans are also provided to enable easier correlation of the proposed upgrades and location of the infrastructure elements.

2.4 Scope of Works and Literature

2.4.1 General Scope of Works

The scope of works for this project was defined in a document titled "Scope of Works: Forrestfield North Development Contribution Plan (DCP) – Work Required to Prepare DCP", prepared by the City of Kalamunda in July 2020. Development WA reviewed this document.

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2.4.2 Additional Literature and Sources Used

Documents:

- Forrestfield North – District Structure Plan
- Forrestfield North – Residential Precinct Structure Plan, July 2020
- Transport Impact Assessment Guidelines (set), WAPC 2016
- Operational Modelling Guidelines, MRWA 2021
- Transport Modelling Guidelines for Activity Centre Structure Plans, DoT 2016
- Australian Transport Assessment and Planning Guidelines, ATAP 2016
- NSW RTA Guidelines to Traffic Generating Developments, NSW RTA 2002 (updated in 2013)
- Forrestfield North Development Contribution Plan - Yield Analysis, Surrounding Development Projections, City of Kalamunda, April 2021
- Forrestfield Station Multi-Storey Car Park, Traffic Impact Assessment, Aurecon (PTA), September 2019
- ROM24 Model Plots provided by MRWA in December 2020 and in 2016 for purposes of DSP modelling
- ROM24 Model Link volume plots provided by MRWA in July 2021
- MLUFS population projections, provided to KCTT in December 2020
- High Wycombe Station Precinct Retail & Commercial Assessment, Urbis (development WA), April 2021
- High Wycombe Station Access Strategy, GHD (PTA), April 2021
- State Planning Policy 3.6 – Infrastructure Contributions, WAPC, April 2021

Sources

- City of Kalamunda Community ID
- Australian Bureau of Statistics
- Main Roads WA Portal

2.4.3 Glossary of Abbreviations

- AADT (Average Annual Daily Traffic)
- Precinct Activity Centre Structure Plan (ACSP)
- AS (Access Street – Liveable Neighbourhoods)
- DOS (District Open Space)
- DoT (Department of Transport)
- DPLH (Department of Planning, Lands and Heritage)
- DSP (District Structure Plan)
- FFN (Forrestfield North)
- GEH (Goodness of fit measure)
- HWS (High Wycombe South)
- IA (Integrator A – Liveable Neighbourhoods)
- IB (Integrator B – Liveable Neighbourhoods)
- LSP (Local Structure Plan)
- MLUFS (Metropolitan Land Use Forecasting System)
- MRWA (Main Roads Western Australia)
- NCA / NCB (Neighbourhood Connector A /B – Liveable Neighbourhoods)
- OMG (Operational Modelling Guidelines)
- PTA (Public Transportation Authority)
- ROM24 (Regional Operational Model)
- TOD (Transit Oriented Development)
- STEM (Strategic Transport Evaluation Model)
- VPD (Vehicles Per Day)
- VPH (Vehicles Per Hour)

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3 Methodology of the Modelling

3.1 Overview

KCTT prepared a document "Methodology for Transport Modelling to Inform Development Contribution Plan Apportionment Analysis" in February 2021 for the City of Kalamunda and the stakeholder group outlining the process and the sequence of all actions related to the transport modelling. This document is provided as in Appendix 1 of this report.

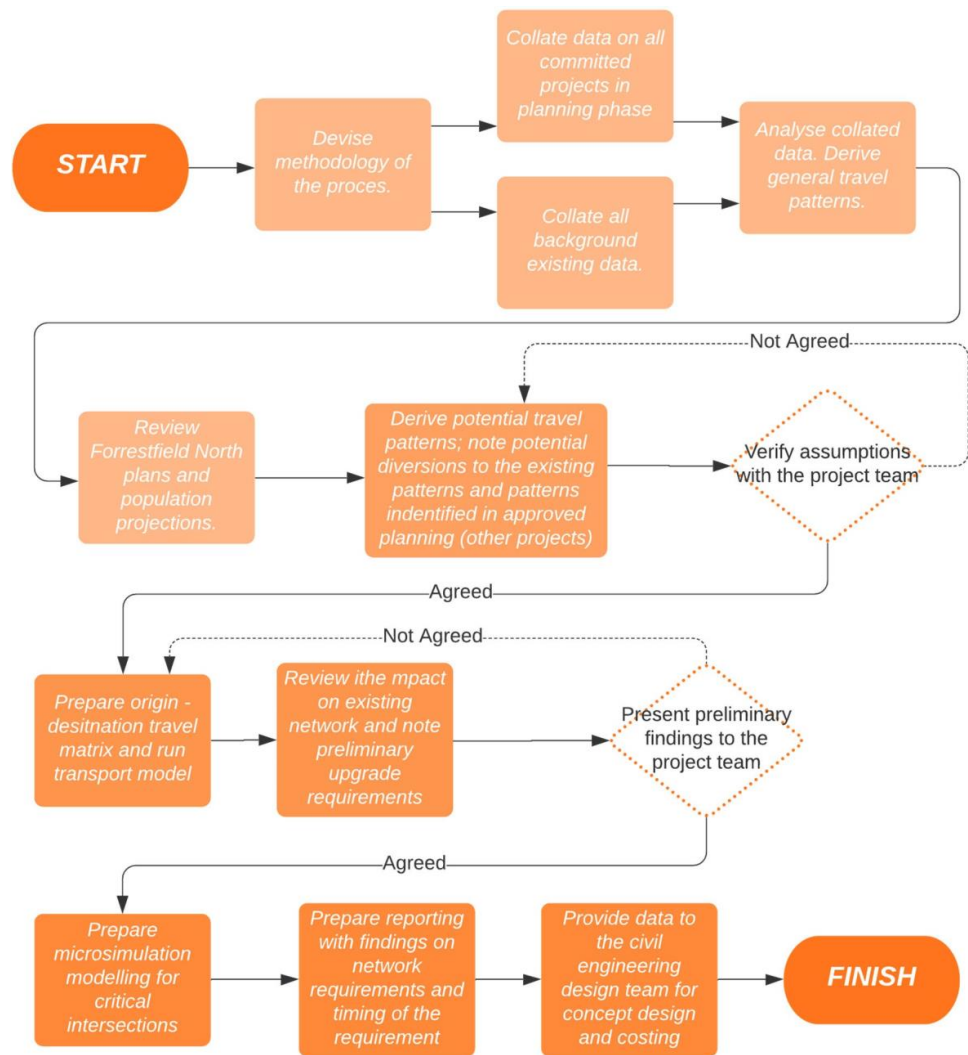


Figure 2 - Transport Modelling Methodology - Process Overview

This document was peer-reviewed by an independent entity. The City of Kalamunda endorsed the subsequent revision of the report.

3.2 Methodology of Data Collation

Data intended to be used as input are collated from various sources. Main Roads Western Australia (MRWA) have provided Regional Operational Model (ROM) plots for various horizon years showing forecasted traffic for main transport routes.

This was supplemented by projections of dwelling yields from the Metropolitan Land Use Forecasting System (MLUFS).

Current traffic counts were obtained (where available) from the City of Kalamunda for local roads and from the MRWA traffic map and traffic portal for State infrastructure. Current road classification and speed limits were obtained from the MRWA portal, while various population data were obtained from the City of Kalamunda's Community ID website.

Current intersection and road configuration were obtained from aerial imagery supplied by Nearmaps.

3.3 Methodology of Traffic Modelling

Network models were prepared in Q-Paramics as this is the software used for modelling High Wycombe South since District Structure Plan preparation. Intersection modelling was completed in SIDRA Intersection software.

Models were generally prepared in accordance with Operational Modelling Guidelines, prepared by MRWA. Where guidelines could not be followed, MRWA were informed, and instruction was received on how to proceed.

3.4 Consultation With External Stakeholders

KCTT contacted various State authorities to confirm basic assumptions and methodology on essential modelling items in establishing methodology. The status of responses is provided in the table below:

Table 1 – Status Liaison Activities (State Government Agencies)

	Traffic Generation Rates	Transport Mode Share	ROM Model Calibration	Model Validation
Main Roads WA				
Department of Planning, Lands and Heritage				
Public Transport Authority				
Department of Transport				

Legend:

Response still outstanding	Authority has no comment / information	Authority not contacted as it has no jurisdiction	Authority provided appropriate comments

Department of Planning, Lands and Heritage (DPLH) and Public Transportation Authority (PTA) confirmed they have no comment to make on assumptions they were presented with.

4 Input Analysis

4.1 Overview

Given the scope of the model, input for modelling was analysed in a separate technical report. The Input Analysis Report is provided as an appendix of this report. This section will outline only the most important parameters used in the modelling. For further detail please refer to Appendix 2 of this report.

4.2 Existing Traffic on Network and Network Configuration

Data on the existing traffic on the network was collated via Main Roads WA and the City of Kalamunda, inclusive of current daily volumes, peak volumes, the composition of vehicles on the network (Austroads classification). In addition to this, data was collected on road hierarchy, speed limit, RAV networks and general network configuration.

There is no meaningful data on pedestrian and cycling traffic; however, given that the existing infrastructure is poorly developed at present, minimal activity is anticipated.

Data on bus traffic was collated from PTA schedules and referenced against other data collected.

4.2.1 Currently Available Traffic Count Data

The table below outlines currently available traffic count data on key roads within and in the vicinity of the High Wycombe South Project Area.

Table 2 - Current Traffic Counts

Road	Location	VPD	Heavy Vehicles	Year	Source
Roe Highway	North of Berkshire Road	43,557	16.6%	2016	MRWA
	South of Berkshire Road	58,806	15.5%	2018	MRWA
	North of Maida Vale Road	44,657	12.7%	2019	MRWA
Milner Road	South of Raven Street	1,537	9.2%	2018	City of Kalamunda
	Northeast from Stewart Road	1,807	9.4%	2018	City of Kalamunda
	Southwest of Sultana Road West	2,397	14.1%	2018	City of Kalamunda
	South of Eureka Street	3,864	19.3%	2019	City of Kalamunda
	East from Milner Road	3,711	8.0%	2018	City of Kalamunda
Maida Vale Road	West from Milner Road	3,062	7.3%	2018	City of Kalamunda
	East of Dundas Road	2,430	7.0%	2018	City of Kalamunda
	West of Butcher Road	1,994	9.1%	2019	City of Kalamunda

Road	Location	VPD	Heavy Vehicles	Year	Source
Maida Vale Road	East of Plover Road	8,851	7.6%	2019	City of Kalamunda
	West of Jaeger Court	3,870	8.3	2020	City of Kalamunda
	South of Maida Vale Road	4,770	19.4%	2017	MRWA
	North of Maida Vale Road	5,697	12.3%	2018	City of Kalamunda
Dundas Road	North of Berkshire Road	4,267	19.4%	2018	City of Kalamunda
	South of Kapok Court	5,953	11.5%	2020	City of Kalamunda
	North of Daddow Road	3,794	36.7%	2020	MRWA
	West of Roe Highway	4,199	23.0%	2016	MRWA
Berkshire Road	West of Roe Highway	6,531	26%	2020	MRWA
	East of Milner Road	5,054	15.9%	2016	City of Kalamunda

Most roads in the vicinity of High Wycombe South Project Area have a high percentage of heavy vehicles. This is not surprising given the industrial land use near the subject area.

4.2.2 Existing Bus Routes

The table below outlines currently available bus routes in the vicinity of the High Wycombe South Project Area. Lack of connection and inaccessibility are the main reasons that High Wycombe South Project Area residents are not using public transportation services.

Table 3 - Current public transport availability

Route	Road	Peak frequency	Approximate daily (workday) number of vehicles per direction
294	Maida Vale Road	40 minutes	28
296	Maida Vale Road	15 minutes	15
298	Maida Vale Road	30 minutes	3

It is anticipated that bus feeder routes will be introduced, enhancing the availability of public transport for residents.

4.3 Traffic Generation / Attraction Rates

There is a limited source of West Australian based traffic generation rates. We have used rates from WAPC Transport Assessment Guidelines for Developments where applicable. Unavailable rates were supplemented by the rates provided in the NSW RTA Guide to Traffic Generating Developments as the most relevant, Australian based reference document. Rates that were not available in either of these documents were referenced from ITE Trip Generation Rates Handbook. Some of the traffic generation rates were adjusted to suit local conditions. Where these adjustments were applied, an explanation was provided. In many instances, the WAPC Guidelines Volume 5 (Technical Handbook) offers an hourly traffic generation rate without a daily traffic generation rate. In those instances, daily rates were sourced from the other two reference documents.

Table 4 – Vehicular traffic generation / attraction rates per land use

Land Use	Value (vehicular trips per unit)	Period	Split (In / Out)	Source	Note
Residential – Low density (R20 and less)	10 / dwelling	daily	50/50		
	0.8 / dwelling	AM / PM peak	AM 25/75 PM 67/33	WAPC TAGD	
Residential Medium density (R30-R40)	8 / dwelling	daily	50/50	NSW RTA GTGD	
	0.8 / dwelling	AM / PM peak	AM 25/75 PM 67/33	WAPC TAGD	
Residential Medium Density (R50-R60)	6.5 / dwelling	daily	50/50	NSW RTA GTGD	
	0.65 / dwelling	AM / PM peak	AM 25/75 PM 67/33	WAPC TAGD	
Residential High Density (R80)	5.5 / dwelling	daily	50/50	NSW RTA GTGD	
	0.55 / dwelling	AM / PM peak	AM 25/75 PM 67/33	WAPC TAGD	
Residential High Density (R100 and more)	5 / dwelling	daily	50/50	NSW RTA GTGD	
	0.5 / dwelling	AM / PM peak	AM 25/75 PM 67/33	WAPC TAGD	
Shopping	121/100m2	Daily	50/50	NSW RTA GTGD	
	AM – 2.5/100m ² PM – 10/100m ²	AM / PM peak	AM 80/20 PM 50/50		
Showroom Shopping	17/100m ²	Daily	50/50	NSW RTA GTGD	
	2.7/100m ²	AM / PM peak	PM 50/50		

Land Use	Value (vehicular trips per unit)	Period	Split (In / Out)	Source	Note
Primary School	2 / person	daily	50/50	Derived from hourly peak rate and the nature of the use	
	1/ person	AM / PM peak	50/50	WAPC TAGD	
Childcare Centre	4 / child + 1/employee	Daily	50/50	Derived from experience	
	0.8 / child 0.7 / child	AM / PM peak	50/50	Adjusted rate from NSW RTA GTGD	
Office and Commercial	10 / 100m ² GFA	daily	50/50	NSW RTA GTGD	
	2 / 100m ² GFA	AM / PM peak	AM 80/20 PM 20/80	WAPC TAGD	
Warehouse	4 / 100m ² GFA	daily	50/50	NSW RTA GTGD	
	0.5 / 100m ² GFA	AM / PM peak	AM 80/20 PM 20/80		
Factory	5 / 100m ² GFA	daily	50/50	NSW RTA GTGD	
	1 / 100m ² GFA	AM / PM peak	AM 80/20 PM 20/80		
Light Industry	4.6 / 100m ² GFA	daily	50/50	This rate was derived as an average of Warehouse and Factory Rates	
	0.7 / 100m ² GFA	AM / PM peak	AM 80/20 PM 20/80		
District Open Space	71.33 / playing field	Daily	50/50	ITE CTGR	
Aquatic Facility	1.5 / person	Daily	50/50	This rate was derived as per the description below.	
	0.15 / person	AM/PM peak	AM 70/30 PM 30/70		
Railway Station – Kiss and Ride	4,000	Daily	50/50	PTA Transport Assessment for High Wycombe Station	
	1,000 (ultra-peak hour)	AM/PM peak	50/50		
Railway Station – Public parking	2 / bay	Daily	50/50	This rate was derived based on the nature of parking (all day transit parking) and under the assumption that peak hour distribution will be like kiss and drop off facility	

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4.4 Anticipated Changes in High Wycombe South Project Area and Vicinity

High Wycombe South Project Area comprises two distinct areas whose development will be guided by separate structure plans: Residential Precinct and Transit-Oriented Development (TOD) precinct. At present, Residential Precinct features larger residential lots intended for rural residential use. At the same time, the TOD precinct has been a worksite for the construction of the High Wycombe Railway Station.

Given that the latest Census (2016) recorded 313 dwellings in the High Wycombe South Project Area, by 2050 population will increase significantly as projected in the schedule below:

Table 5 - Population and Dwelling Forecasts - High Wycombe South Project Area (source: element WA)

		Year 2031	Year 2041	Year 2050+
TOD Precinct	Dwellings	69	508	508
	Population	151	1,359	1,359
Residential Precinct	Dwellings	340	1,594	2,417
	Population	850	3,948	5,998

Many different factors will dictate the rate of development in the coming years. For purposes of modelling, the following rates were assumed:

Table 6 - Estimated Rate of Build-Out (source: City of Kalamunda/Development WA)

	2031	2041	2050+
Rate of Buildout	15%	65%	100%

The rate of development may vary over the development cells depending on the interest. For purposes of this report, a uniform build-out is assumed across all cells.

4.4.1 High Wycombe South Project Area – Residential Land Use

The residential Precinct of the High Wycombe South Project Area will be developed over seven (7) development cells. Transit-Oriented Development (TOD) Precinct will be developed over six (6) development cells; however, residential land use will feature only in two (2) cells.

The anticipated number of dwellings for each cell is shown in the table below:

Table 7 - Dwelling Forecasts – High Wycombe South Project Area (source: element WA)

Residential Precinct		TOD Precinct	
Cell Number	No Dwellings	Cell Number	No Dwellings
1	55	1A	0
2	44	1B	301
3	261	1C	0
4	226	1D	0
5	352	1E	0
6&7	842	2	207
8	637		
Total	2,417	Total	508



Figure 3 - TOD Precinct Plan (source: element WA)



Figure 4 - Residential Precinct Plan (source: element WA)

Following traffic generation was developed for the residential component.

Table 8 - Traffic Generation - Residential Land Use

Zone	2031		2041		2050+	
	Daily Traffic (VPD)	Peak Traffic (VPH)	Daily Traffic (VPD)	Peak Traffic (VPH)	Daily Traffic (VPD)	Peak Traffic (VPH)
9 (Cell 1)	66	7	288	29	440	44
10 (Cell 2)	53	5	232	23	352	35
11 (Cell 3)	313	31	1,360	136	2,088	209
12 (Cell 4)	270	27	1,168	117	1,800	180
13 (Cell 5)	422	42	1,832	183	2,816	282
14 (Cell 6)	774	77	3,353	335	5,158	516
15 (Cell 7)	606	61	2,625	263	4,039	404
16 (TOD Residential)	171	17	1,139	74	1,139	114
18 (1B HWS station)	226	23	1,505	98	1,505	151
	2,900	290	13,502	1,257	19,336	1,934

4.4.2 Non-Residential Land Use

Besides residential land use, High Wycombe South Project Area will feature a number of non-residential uses. TOD Precinct will have a number of non-residential land uses to support new transit node. Current estimates are as follows:

Table 9 – Commercial Land Use in TOD Precinct (source: City of Kalamunda/Development WA)

Year	2030	2040	2050
Retail		5,160 m ² (152)	5,160 m ² (152)
Commercial	1,100 m ² (32)	450 m ² (18)	1,200 m ² (48)
Medical		450 m ² (5)	1,200 m ² (14)
Childcare	400 m ² (12)	1,250 m ² (36)	1,250 m ² (36)
Showroom Retail	-	2,500 m ² (32)	2,500 m ² (32)
Total	1,500 m ² (44)	9,810 m ² (243)	11,310 m ² (282)

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As we weren't provided with the breakdown per development cell, the following breakdown was assumed:

Table 10 - Distribution of Non-Residential Land Uses Across TOD Development Cells

Cell Number	Food Retail	Non-Food Retail	Showroom Retail	Medical	Childcare	Commercial
1A	0	0	100%	0	0	0
1B	100%	50%	0	100%	70%	0
1C	0	0	0	0	0	0
1D	0	0	0	0	0	0
1E	0	50%	0	0	0	100%
2	0	0	0	0	30%	0

For purposes of this report, it was assumed that the nominated Retail floor space would comprise 70% "Food Retail" and 30% of "Non-food Retail". It was assumed that the Showroom Retail would be predominantly situated in Cell 1A, gradually replacing light industry activities. The majority of other non-residential land uses will be situated in Cell 1B, abutting main internal transit corridors. Cell 2 is expected to be a predominantly residential cell.

Community facilities in TOD Precinct may feature an aquatic centre with two areas (indoor and outdoor), a water-play recreational area and a gym if constructed at this scale. If constructed at the aforementioned scale, the community facility is anticipated to attract approximately 450,000 visitors per annum when fully established.

The Residential Precinct will feature a District Open Space and a Primary School.

4.4.3 Traffic Generation / Attraction – Non-Residential Uses

Retail land use is expected to start developing in 2031 and be fully developed by 2041. While no further development is expected for retail land use between 2041 and 2050, the population in the area is expected to grow significantly, and therefore the proportion of internal trips will increase.

The table below focuses on the PM peak as the higher peak. For a full detailed analysis, please see Network Modelling Report.

Table 11 - Retail Land Use - Traffic Attraction / Generation

Zone	2031				2041				2050+			
	Total VPD	Total PM VPH	External VPD	External PM VPH	Total VPD	Total PM VPH	External VPD	External PM VPH	Total VPD	Total PM VPH	External VPD	External PM VPH
17 (1a)	0	0	0	0	500	100	425	85	500	100	400	80
18 (1b)	551	46	385	32	4,371	361	2,841	235	4,371	361	2,404	199
19 (1c)	0	0	0	0	0	0	0	0	0	0	0	0
20 (1d)	0	0	0	0	0	0	0	0	0	0	0	0
21 (1e)	39	0	35	8	310	100	263	62	310	100	248	62
Total	590	46	420	40	5,181	561	3,529	382	5,181	561	3,052	341

Childcare and Medical land uses are expected to increase in the period 2031-2050 iteratively; however, the percentage of external trips is expected to be higher than the percentage of internal trips on a daily basis throughout the period.

Table 12 – Medical and Childcare Use Land Use - Traffic Attraction / Generation

Zone 18 (1b)		2031				2041				2050+			
		Total VPD	Total AM VPH	External VPD	External AM VPH	Total VPD	Total AM VPH	External VPD	External AM VPH	Total VPD	Total AM VPH	External VPD	External AM VPH
	Medical	234	35	211	32	234	35	176	26	528	79	396	59
	Childcare	176	32	158	29	550	100	413	75	550	100	413	75
	Total	410	67	369	61	784	135	589	101	1,078	179	809	134

High Wycombe Railway Station opened in 2022. For modelling purposes, it is assumed that it will reach its full capacity when it comes to vehicular attraction by 2041. While the patronage is expected to grow to 2050, the growth in the High Wycombe South Project Area population will increase the percentage of walking and cycling arrivals.

Table 13 – High Wycombe Railway Station - Traffic Attraction / Generation

20 (1C HWS station)		2031				2041				2050+			
		Total VPD	Total AM VPH	External VPD	External AM VPH	Total VPD	Total AM VPH	External VPD	External AM VPH	Total VPD	Total AM VPH	External VPD	External AM VPH
	Kiss'n'Ride	2,948	643	2,358	590	4,000	1,000	3,200	800	4,000	1,000	3,200	800
	Park and Ride	1,170	541	1,416	496	2,400	840	1,920	672	2,400	840	1,920	672
	Total	4,118	1,184	3,774	1,086	6,400	1,840	5,120	1,472	6,400	1,840	5,120	1,472

Commercial land use is expected to be fully developed in 2050, and throughout the study period, it is anticipated that vehicular traffic attracted to this land use will be mostly external.

Table 14 - Commercial Use Land Use - Traffic Attraction / Generation

Zone	2041				2050+			
	TOTAL VPD	TOTAL VPH	External VPD	External AM VPH	TOTAL VPD	TOTAL VPH	External VPD	External AM VPH
21 (1E)	45	9	43	9	120	24	114	23

Should the community site be constructed at the envisioned scale, the facility is not expected to become operational before 2041 and is not likely to reach operational peak immediately. The facility is expected become operational by 2041; however, it is not likely to reach an operational peak immediately.

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Table 15 – Community Land Use - Traffic Attraction/Generation

Zone	2041				2050+			
	TOTAL VPD	TOTAL VPH	External VPD	External AM VPH	TOTAL VPD	TOTAL VPH	External VPD	External AM VPH
18 (1B)	942	94	754	75	1884	188	1507	150

Primary School is expected to open by 2041; however, it will reach its full capacity by 2050. Most of the trips associated with this land use will be internal to the project area.

Table 16 – Primary School - Traffic Attraction / Generation

Zone	2041				2050+			
	TOTAL VPD	TOTAL VPH	External VPD	External AM VPH	TOTAL VPD	TOTAL VPH	External VPD	External AM VPH
22 (Primary School)	600	300	120	60	1080	540	216	108

Forrestfield/High Wycombe Industrial is expected to be fully operational by 2031.

Table 17 – Forrestfield/High Wycombe Industrial - Vehicular Traffic Attraction / Generation

Zone	Total Area (m²)	Equivalent Area (m²)	VPD	VPH
23	241,366	48,273	2,414	483
24	154,967	30,993	1,550	310
25	174,543	34,909	1,745	349
26	83,945	16,789	839	168
	654,821	130,964	6,548	1,310

As the City of Kalamunda is looking to meet its projected population targets and associated physical and social infrastructure requirements, changes in the vicinity of the High Wycombe South Project Area are inevitable. These were reviewed, and the impact on the subject area was assessed.

4.5 Regional Operational Model (ROM) and Metropolitan Land Use Forecasting System MLUFS)
Data

In December 2020, KCTT received the following ROM plots from MRWA:

- 41696_LVP_All Day_Y16 Forrestfield DCP_MLUFS140
- 41696_LVP_All Day_Y16 Forrestfield DCP_TUE
- 41696_LVP_All Day_Y21 Forrestfield DCP_MLUFS140
- 41696_LVP_All Day_Y21 Forrestfield DCP_TUE
- 41696_LVP_All Day_Y26 Forrestfield DCP_MLUFS140
- 41696_LVP_All Day_Y31 Forrestfield DCP_MLUFS140
- 41696_LVP_All Day_Y36 Forrestfield DCP_MLUFS140
- 41696_LVP_All Day_Y36 Forrestfield DCP_TUE
- 41696_LVP_All Day_Y41 Forrestfield DCP_MLUFS140
- 41696_LVP_All Day_Y41 Forrestfield DCP_TUE
- 41696_Validation_Y16 Forrestfield DCP_MLUFS140
- 41696_Validation_Y16 Forrestfield DCP_TUE
- 41696_ZBP_Forrestfield DCP_MLUFS140 (*schedule of zones*)
- 41696_ZBP_Forrestfield DCP_TUE (*schedule of zones*)

KCTT have been supplied with two distinct sets of ROM plots based on different population scenarios.

One set is based on the MLUFS land-use model and hereon will be referred to as "ROM Scenario 1". The other scenario was prepared to examine the impact of the Tonkin Highway extension and hereon will be referred to as "ROM Scenario 2". ROM Scenario 2 also shows slight variations in population assumptions to ROM Scenario 1.

The map of zones for each scenario was used to correlate existing statistical data and the number of dwellings to determine the population growth anticipated by the State Government.

KCTT received population scenarios for the 2041 horizon year only as a part of this package.

In-network modelling, KCTT relied predominantly on the "ROM Scenario 1".

In July 2021, KCTT received additional link volume plots for sections of Dundas Road and Berkshire Road. We only received link plots for 2041. These plots were used to derive passing traffic on Dundas Road and Berkshire Road.

5 Findings of Network and Intersection Modelling

5.1 Network Configuration

The table below outlines the requirement for upgrades on each section of the network. The table shows anticipated vehicles per day (VPD) on the link, Liveable Neighbourhoods classification (LN), applicable road reservation width required (RR) and whether the land acquisition is necessary. The current size of the road reservation was sourced from Nearmap in June 2021. The critical information in the table below is when the upgrade of a particular link is required and whether this upgrade requires additional land acquisition. Details of modelling, conclusions and apportionment are provided in Appendix 3 of this report.

Liveable Neighbourhoods classify streets based on the function and volume of vehicular traffic. This classification is generally used as a reference for planning purposes. Once the road is constructed and functional, the Liveable Neighbourhoods classification is replaced by the Main Road WA classification. However, for comparison purposes, the table below will outline Liveable Neighbourhoods equivalent road class on existing roads, based on the current traffic counts. The reference in the brackets pertains to the infrastructure element in the associated Transport Modelling Report (TMR) reference. The DCP infrastructure item reference number is also included.

Table 18 - Timing of Upgrades - Road Network

Road		TMR Ref	Section	RR Current	LN category Current	2031				2041				2050			
	DCP Ref					VPD	LN	RR	Land Acquisition	VPD	LN	RR	Land Acquisition	VPD	LN	RR	Land Acquisition
Berkshire Road		[RD1]	W of Roe Hwy	20m	NCA	16,500	IB	25.2m (20m)	No	21,900	IA	35.6m*(25m)	Yes	25,843	IA	35.6m*(25m)	No
		[-]	E of Roe Hwy	20m	NCA	17,900		25.2m (20m)	No	25,600		35.6m	Yes	31,805		35.6m	No
		[RD1]	S of Milner Rd	30m	NCA	15,700		25.2m (20m)	No	21,000		35.6m*(25m)	Yes	24,915		35.6m*(25m)	No
Dundas Road		[RD6]	S of Berkshire Rd	Varies	NCA	11,100	IB	25.2m (20m)	No	13,400	IB	25.2m (20m)	No	15,200	IB	25.2m (20m)	No
		[RD7]	SW of Old Dundas Rd	Varies	NCA	10,500		25.2m (20m)	No	11,700		25.2m (20m)	No	13,700		25.2m (20m)	No
		[RD8]	N of Old Dundas Rd	Varies	NCA	12,500		25.2m (20m)	No	16,600		25.2m (20m)	No	20,000		IA (IB)	25.2m (20m)
Maida Vale Road		[RD5]	E of Enterprise Blvd	25m	AS/NCB	3,400	NCA	24.4m (20m)	No	6,200	NCA	25.2m (20m)	No	7,700	IB	25.2m (20m)	No
		[RD4]	E of Raven St	20m	AS/NCB	2,900	NCB	19.4m	No	4,300	NCA	24.4m (20m)	No	4,500	NCA	24.4m (20m)	No
		[RD3/3A]	E of Milner Rd	20m	AS/NCB	6,600	NCA	24.4m (20m)	No	11,400	IB	25.2m (20m)	No	13,100	IB	25.2m (20m)	No
Milner Road		[RD10]	S of Maida Vale Rd	20m	AS	4,000	NCA	24.4m (20m)	No	7,800	IB	25.2m (20m)	No	9,300	IB	25.2m (20m)	No
		[RD2]	S of Stewart	20m	AS	4,100		24.4m	Yes	7,000		25.2m	Yes	8,200		25.2m	No
		[RD9]	N of Berkshire Rd	20m	AS	7,000		24.4m (20m)	No	11,500		25.2m (20m)	No	13,000		25.2m (20m)	No
TOD Connector		[RD15]	E of Milner Rd	n.a.	n.a.	1,500	AS	<20m	Yes	5,200	NCA	24.4m	Yes	6,500	NCA	24.4m	No
		[RD14]	S of Enterprise Blvd	n.a.	n.a.	700		<20m	Yes	2,000	AS	<20m (24.4m)	Yes	2,400	AS	<20m (24.4m)	No
		[RD16]	S of TOD Precinct	n.a.	n.a.	800		<20m	Yes	3,100	NCA	24.4m	Yes	4,600	NCA	24.4m	No

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Road	DCP Ref	TMR ref	Section	RR Current	LN category Current	2031				2041				2050			
						VPD	LN	RR	Land Acquisition	VPD	LN	RR	Land Acquisition	VPD	LN	RR	Land Acquisition
Sultana Road West		[-]	W of Milner Rd	20m	AS	500	AS	<20m	No	1,400	AS	<20m	No	1,600	AS	<20m	No
			E of Milner Rd	20m	AS	800	AS	<20m	No	1,600	AS	<20m	No	1,900	AS	<20m	No
	RD09		E of TOD Precinct	20m	AS	452	AS	<20m	No	1,300	AS	<20m	No	1,700	AS	<20m	No
Stewart Road	RD05	[RD17]	E of Milner Rd	20m	AS	800	AS	<20m	No	3,400	NCA	24.4m	Yes	4,800	NCA	24.4m	No
Raven Street		[RD12]	S of Maida Vale Rd	20m	AS	700	AS	<20m	No	4,400	NCA	24.4m	Yes	5,700	NCA	24.4m	No
	RD03	[RD13]	S of Milner Rd	n.a.	n.a.	1,100	AS	<20m	Yes	4,100	NCA	24.4m	Yes	6,000	NCA	24.4m	No
Enterprise Boulevard		[RD11]	W of Maida Vale Rd	20m	AS	1,900	AS	<20m	No	3,500	NCA*	24.4m (20m)	No	3,700	NCA	24.4m (20m)	No
			N of TOD Connector	20m	n.a	700	AS	<20m	No	1,700	NCA*	20m	No	2,000	NCA*	20m	No
Brand Road	RD08	[RD19]	N of TOD Connector	20m	AS	300	AS	<20m	No	1,400	AS	<20m	No	2,100	AS	20m	No
Brae Road	RD06	[R18]	E of TOD Connector	20m	AS	500	AS	<20m	No	1,900	AS	<20m	No	2,600	NCB	19.4m	No
Newburn Road		[-]	N of Maida Vale Rd	25.5m	AS	4,200	NCA	24.4m	No	5,700	NCA	24.4m	No	6,600	NCA	24.4m	No

The anticipated traffic volumes indicate that Berkshire Road should be upgraded to an Integrator A configuration. Given that the Liveable Neighbourhoods guideline generally applies to the residential areas, the nominal cross-section should be modified to cater for industrial traffic. On-street parking is not deemed appropriate on Berkshire Road west of Roe Highway, given this road will carry RAV vehicles. Further to this, a generously sized shared path is a safer cycling option than on-road cycle paths, given the quantum of RAV vehicles and the possible presence of Over-Size Over Mass vehicles on this route. Therefore, we believe that a road reservation of 25m is appropriate for this section of Berkshire Road.

Dundas Road is servicing an industrial area for most of its length; therefore, an adjusted Integrator B cross-section is suggested.

Milner Road and Maida Vale Road require Integrator B as an ultimate configuration. Although the interim Neighbourhood Connector A configuration will suffice, it is recommended that both roads are upgraded to the ultimate configuration when traffic volumes meet warrants. These two configurations have only minor differences; however, reconstruction of the road will cause unnecessary disturbance and cost.

TOD Connector is a new local distributor servicing the High Wycombe South Project Area. The ultimate configuration for this road is Neighbourhood Connector A; therefore, the land for the ultimate road configuration will be acquired initially.

Enterprise Boulevard is under construction as a part of Railway Station works. It will be constructed to a Neighbourhood Connector A standard. Actual future traffic counts on this road will depend on the design of the access points for commercial and community facilities in TOD Precinct.

Brand Road will be upgraded by 2041 to an urban standard, although its formal classification will not change (Access Street). This upgrade is directly related to the construction of the Primary School and District Open Space and is likely to occur concurrently to construction of these two community facilities.

Portions of existing roads (Brae Road and Brand Road west of TOD Connector and Sultana Road West south of Brand Road) will become subdivisional roads, and the responsibility for upgrade will be with a developer.

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5.2 Intersection Configuration

The table below outlines the requirement for upgrades on some of the key intersections on the network. The table below shows starting and the ultimate configuration of the intersection, expected contribution per precinct, the timing of the upgrade and whether the land acquisition is necessary. The current size of the road reservation was sourced from Nearmap in July 2021. The requirement for land acquisition was assessed for intersections independently of the adjoining road link; therefore, it reflects

the requirement for the land acquisition in addition to land acquisition for the widening of road links. The impact of each precinct was assessed for AM and PM peaks independently. The values below reflect the average impact of both peak times. Details of modelling, conclusions and apportionment are provided in Appendix 4 of this report. The reference in the brackets pertains to the infrastructure element in the associated TMR reference. The DCP Infrastructure item reference number is also included.

Table 19 - Timing of Upgrades - Intersections

Intersection	DCP ref	TMR ref	Starting Configuration	Ultimate Configuration	Residential Precinct %	TOD Precinct %	Year of Upgrade	Land Acquisition Required?
M01. Roe Highway / Maida Vale Road	INT01	[INT02]	Half interchange	Half Interchange	18.85%	14.36%	2031	No
M02. Maida Vale Road / Milner Road		[INT01]	T-intersection full movement	Roundabout	33.35%	23.20%	2041	Yes
M03. Milner Road / Stewart Road		[INT18]	T-intersection full movement	Roundabout	64.72%	14.74%	2041	Yes
M04. Milner Road / Raven Street		[INT17]	T-intersection full movement	Roundabout	61.43%	17.89%	2041	Yes
M05. Milner Road / TOD Connector		[INT05]	The intersection doesn't exist	Signals	41.24%	16.36%	2041	Yes
M06. Milner Road / Berkshire Road / Dundas Road		[INT15]	T-intersection full movement	Roundabout	17.23%	7.70%	2031/2041	Yes
M07. Berkshire Road / Roe Highway		[-]	Grade separated interchange	Grade separated interchange	2.00%	1.20%	2041	No
M08. TOD Connector / Brand Road	INT03	[INT16]	The intersection doesn't exist	Four-way, sign controlled	100.00%	0.00%	2041	Yes
M09. TOD Connector / Brae Road / Raven Street	INT06	[INT14]	The intersection doesn't exist	Full movement 4-way intersection	100.00%	0.00%	2041	Yes
M10. Brae Road / Stewart Road	INT07	[INT09]	T-intersection full movement	T-intersection full movement	100.00%	0.00%	2041	Yes
M11. Milner Road / Sultana Road West		[INT07]	Two staggered T-intersections - full movement	Section east of Milner Rd to be converted to a LILORI	54.60%	11.53%	2041	No *
				Section west of Milner Rd to be converted to Cul-de-Sac	0.00%	100.00%		
M12. Maida Vale Road / Dundas Road / Parking Access		[INT14]	Roundabout	Roundabout	21.87%	8.75%	2041	No
M13. Maida Vale Road / Enterprise Boulevard*		[INT12]	T-intersection full movement	T-intersection full movement	36.91%	17.55%	2041	No
M14. Maida Vale Road / Raven Street		[INT13]	The intersection doesn't exist	T-intersection full movement	37.82%	19.60%	2041	Yes
M15. (old Dundas Road) / Dundas Road		[INT06]	T-intersection full movement	Signals	16.46%	7.85%	2031	No
M16. Maida Vale Road / Newburn Road		[INT03]	T-intersection full movement	Roundabout	37.72%	22.47%	2041	Yes
M17. Maida Vale Road / Butcher Road		[-]	T-intersection full movement	T-intersection full movement	0.63%	20.91%	2041	No
M18. Maida Vale Road / Plover Road		[-]	T-intersection full movement	T-intersection full movement	37.13%	26.04%	2041	No
M19. Maida Vale Road / Littlefield Road		[-]	T-intersection full movement	T-intersection full movement	36.52%	25.62%	2041	No
M20. Milner Road / Nardine Close		[INT08]	T-intersection	Left in Left Out Right In	41.57%	11.73%	2041	No
M21. Berkshire Road / Bonser Road		[-]	T-intersection full movement	Left In Left Out	15.80%	8.50%	2041	No *
M22. Berkshire Road / Ashby Close		[-]	T-intersection full movement	Left In Left Out	13.33%	8.10%	2041*	No *
M23. Berkshire Road / Walters Way		[-]	T-intersection full movement	Left In Left Out	14.78%	8.44%	2041*	No *
M24. Berkshire Road / Harrison Road		[-]	T-intersection full movement	Left In Left Out	13.65%	8.30%	2041*	No *
M25. Dundas Road / Dundas Road (south)*		[-]	T-intersection full movement	T-intersection full movement	0.00%	2.32%	2041*	No

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6 Impact on Cost Apportionment

6.1 Basis of the Apportionment (State Planning Policy 3.6)

In April 2021 Department of Planning, Lands and Heritage adopted the revised State Planning Policy 3.6: Infrastructure Contributions. Section 6 of this document outlines the following fundamental principles for application:

- a) Need and the nexus: The need for the infrastructure must be clearly demonstrated (need), and the connection between the development and the demand created should be clearly established (nexus).
- b) Transparency: Both the method for calculating the infrastructure contribution and the manner in which it is applied should be clear, transparent, and simple to understand and administer.
- c) Equity: Infrastructure contributions should be levied equitably from identified stakeholders within a contribution area, based on the relative contribution to need.
- d) Certainty: The scope, timing, and priority for delivering infrastructure items, and the cost of infrastructure contributions and methods of accounting for escalation, should be clearly identified.
- e) Efficiency: Contribution should be justified on a whole-of-life capital cost basis consistent with maintaining financial discipline on service providers by precluding the over-recovery of costs.
- f) Consistency: The system for infrastructure contributions for apportioning, collecting and spending contributions should be consistent, efficient and transparent.
- g) Accountable: That there is accountability in the manner in which infrastructure contributions are determined, collected and expended
- h) Right of consultation and review: Landowners and developers have the right to be consulted on the manner in which development contributions are determined and the opportunity to seek a review by an independent third party regarding the calculation of costs, and return of funds.

This report considers the road infrastructure required to cater for the estimated vehicular volumes. Appropriate cycling and pedestrian infrastructure were considered in developing appropriate road cross-sections.

The infrastructure items discussed in this report can be considered "Development Infrastructure" as defined in Section 6.3, clause a) of SPP 3.6. and are listed as items 8-12 in Schedule 1 of the SPP 3.6.

Findings of this report will be utilised to consider appropriate apportion of the construction cost of all movement infrastructure (inclusive of roads, intersections, cycling paths and shared paths).

Items included in the DCP are subject to detailed consideration by the City and WAPC.

6.2 Addressing Key Principles of SPP 3.6

The table below outlines how relevant SPP 3.6 principles were addressed in deriving cost apportionment for road infrastructure.

Table 20 - Addressing SPP 3.6 Principles

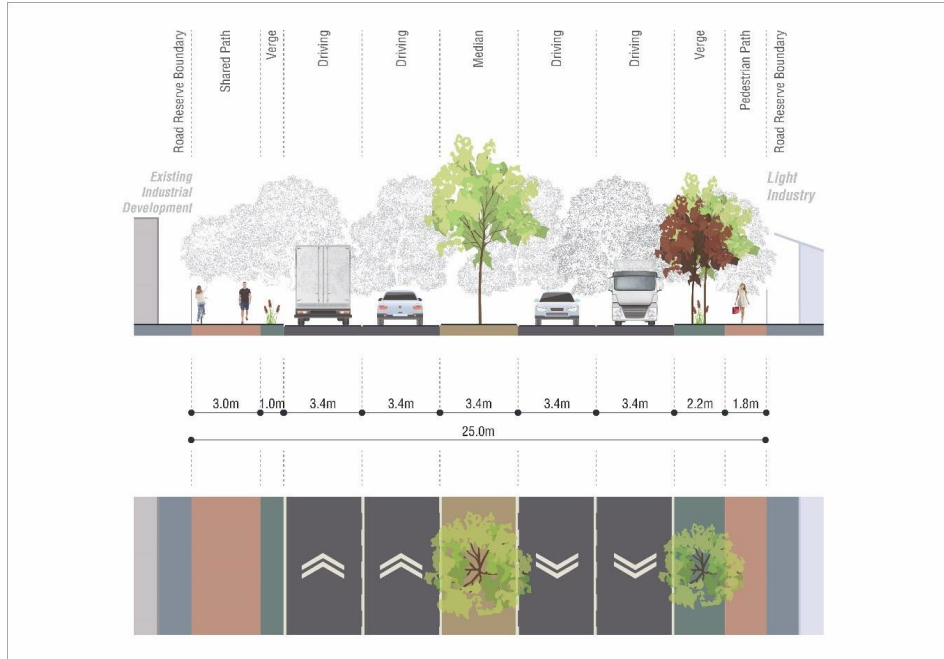
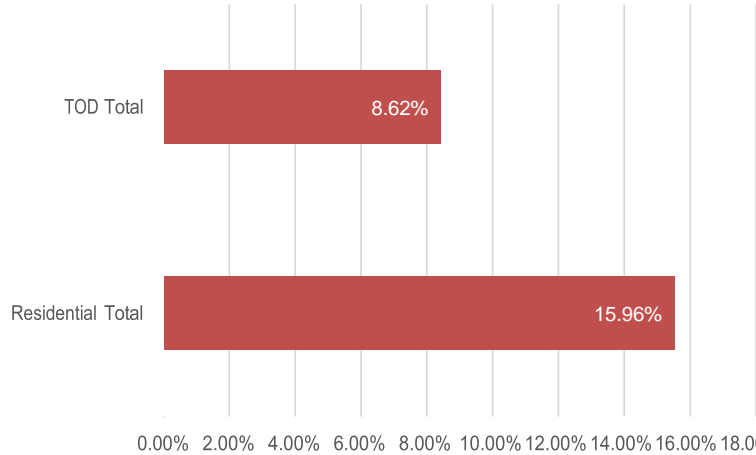
Principles	Addressing the principle
a) <u>Need and the nexus</u>	<p>A significant increase in population and commercial floor space will generate and attract high vehicular traffic. Current infrastructure may not have sufficient capacity to service the increase in traffic without significant delays and/or safety risk; therefore, it is essential to determine where upgrades may be required to accommodate the increase in traffic. A minimum threshold for establishing the need and nexus was set at 10% of traffic contribution; therefore, if a precinct contributes 10% or more of projected daily traffic in the ultimate scenario, it is deemed sufficient to trigger the consideration for cost apportionment. This threshold ensures that only the roads that are likely to have significant traffic increases due to this development will be considered to be included as a DCP item, funded and considered for apportionment according to traffic modelling. Noting other factors will be considered when determining whether an item should appropriately be included in the DCP, such as whether the location of the item, timing of when the infrastructure item is needed, impact on feasibility of the DCP and other appropriate factors.</p> <p>Extensive network and intersection modelling clearly delineated where the introduction of the new infrastructure or upgrade of the existing infrastructure is a consequence of development within the Residential and Transit-Oriented Development Precincts.</p>
b) <u>Transparency</u>	<p>While the method of modelling and apportionment was quite complex, the basic principles will be set out in this report in a straightforward and easy-to-follow manner. The model was set up so the volume of traffic generated or attracted by each precinct is clearly identifiable on every intersection and road link. Passing traffic is also identified, as the cost proportional to the impact of this traffic component cannot be attributed to the DCP. Traffic associated with the High Wycombe Railway Station, originating outside of the High Wycombe South Project Area, was deemed "passing traffic" in this assessment, as the road network surrounding the station will be constructed to cater for the traffic attracted by the railway station. Key terminology:</p> <ul style="list-style-type: none">- <u>Passing traffic</u> – traffic not originating nor terminating in the High Wycombe South Project Area. Example One: Resident of High Wycombe (North) travelling to work in Forrestfield Industrial Area via Maida Vale Road, Milner Road or Dundas Road. Example Two: Resident of Forrestfield accessing Railway Station via Berkshire Road > Milner Road > TOD Connector.- <u>Reciprocal traffic / reciprocity in traffic generation and attraction</u> – traffic originating in one precinct and terminating in the other precinct within the High Wycombe South Project Area. Example One: Residents of the Residential Precinct travelling for shopping or recreation to TOD Precinct. Example Two: Residents of TOD Precinct taking their children to the primary school in the Residential Precinct.
c) <u>Equity</u> (Continued on the following page)	<p>The cost for the infrastructure will be apportioned according to:</p> <ul style="list-style-type: none">- the results of traffic modelling in the precinct,- the need generated by the future development,- the party benefiting from the infrastructure.- Any other consideration deemed appropriate by the City and WAPC. <p>Two key categories have been adopted in this report for the purposes of apportionment within the High Wycombe South Project Area: TOD Precinct and Residential Precinct. While there is some reciprocity in the traffic generation and attraction between two precincts, this portion of traffic is minor. Reciprocal traffic has been apportioned according to the location of the infrastructure and the key beneficiary.</p> <ul style="list-style-type: none">- If the precinct (TOD Precinct or Residential Precinct) contributes more than 10% of daily traffic on an intersection or a road section, the DCP contribution can be considered. If the precinct contributes less than 10% of daily traffic, it is not deemed sufficient to trigger the upgrade requirement; therefore, the contribution is not required.

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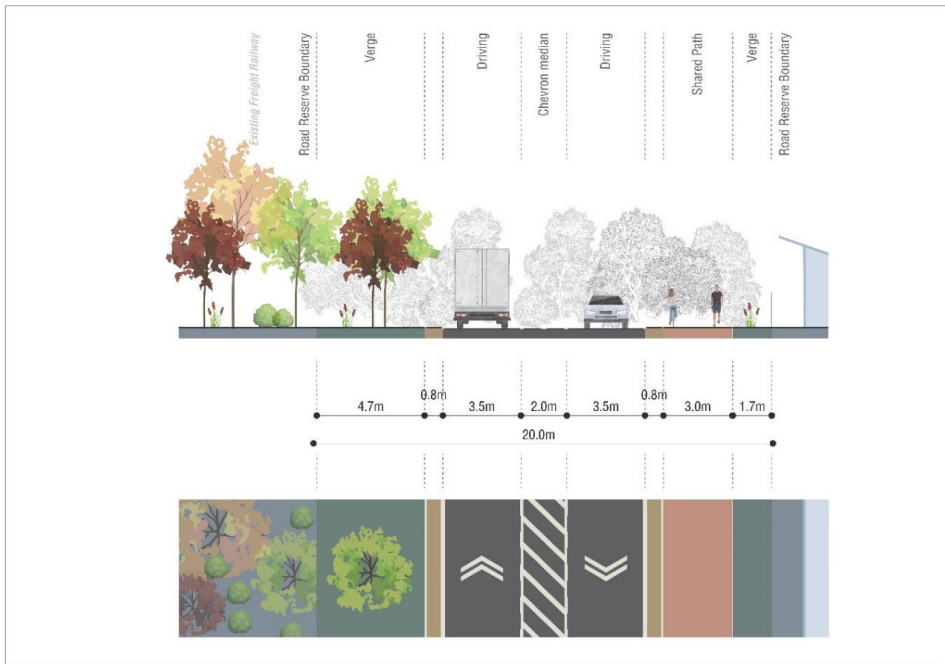
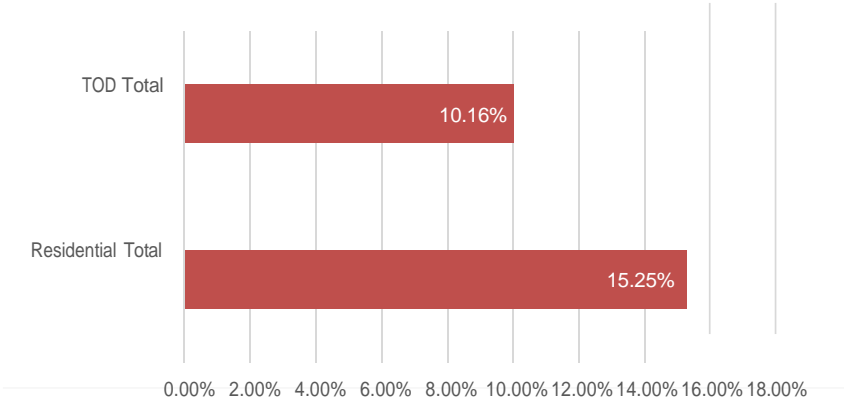
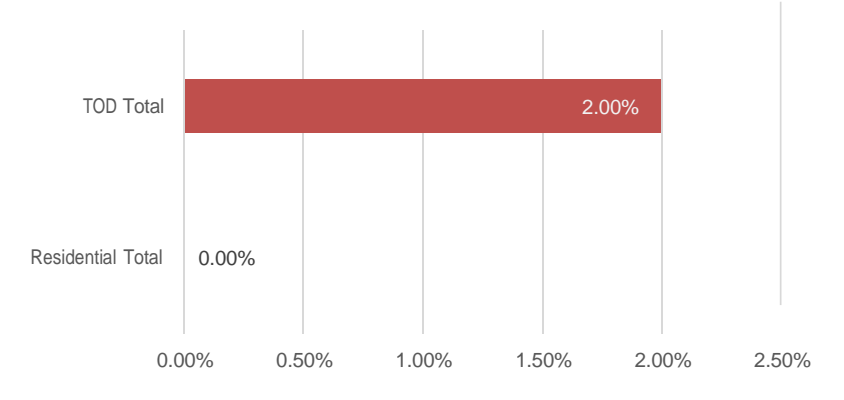
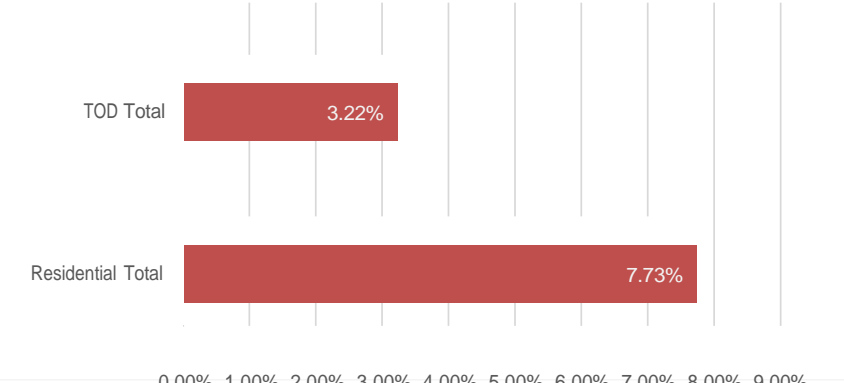
Principles	Addressing the principle
	<ul style="list-style-type: none">- If a road or an intersection is deemed necessary for functioning of one of the Precincts, regardless of the presence of the other Precinct, the cost will be apportioned to the Precinct where the access is necessary.
d) <u>Certainty</u>	<p>It is envisaged that both precincts will be substantially developed by 2050. Modelling was completed for 2031, 2041 and 2050+ horizon years to determine when infrastructure upgrades might be required. Each of the horizon years is associated with the proportional build out of the Project Area, so 2031 corresponds with an approximate 15% build out, 2041 corresponds with 65% buildout while 2050 corresponds with the completion of structure plans (100% buildout). Although general assumptions on the build-out rate are discussed in this report, the actual build-out rate will depend on many factors (such as the general real estate market, the interest of developers in this particular area, other opportunities in the Perth Metro area etc.)</p>
e) <u>Efficiency</u>	<p>The proposed upgrades have been designed to accommodate increased traffic demand but also to provide an appropriate balance between vehicular traffic, public transport, cycling and walking. Furthermore, the proposed infrastructure upgrades seek to minimally disrupt existing residences and businesses as land acquisition requirements are minimised wherever possible. Some of the infrastructure elements are proposed to be modified compared to Liveable Neighbourhoods to be accommodated within the existing road reservation and/or for vehicular and pedestrian safety.</p> <p>The modelling shows that some road links may trigger iterative upgrades (Maida Vale Road, Berkshire Road, Milner Road). Iterative upgrades would add unnecessary cost to DCP and the disruption to the community may cause angst which could be avoided. Therefore, to minimise abortive road upgrades and costs. it is proposed to construct the ultimate configuration once it is close to trigger, rather than iterative road upgrades every several years.</p>
f) <u>Consistency</u>	<p>The advice on potential upgrades predominantly relies on Liveable Neighbourhoods 2009. General recommendations by the guideline are, on occasion, locally modified to take into account site constraints and vehicular/pedestrian safety.</p>
g) <u>Accountable</u>	
h) <u>Right of consultation and review</u>	<p>These two principles pertain to the administration of the DCP, which is outside the scope of this report.</p>

6.3 Key Network Links

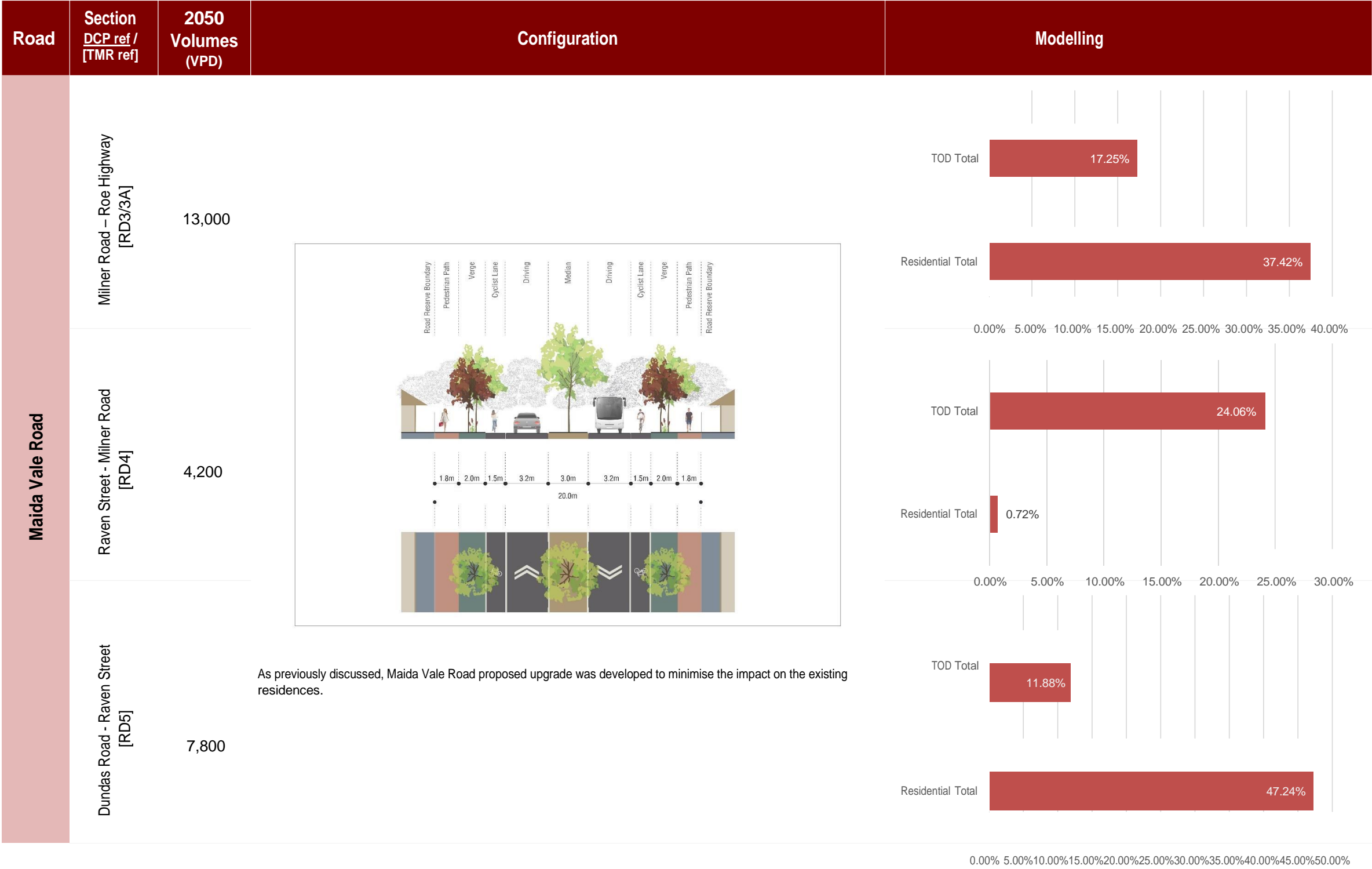
The table below shows the summary of proposed upgrades and the modelled traffic per precinct. For purposes of this report, traffic attracted by the railway station precinct was assessed as “passing traffic”. For details, please refer the Appendix 3 of this report (Network Modelling Report).

Road	Section DCP ref / [TMR ref]	2050 Volumes (VPD)	Configuration	Modelling											
Berkshire Road	Roe Highway – Walters Way [RD1]	25,900													
	Walters Way – Milner Road [RD1]	25,000	<p>Berkshire Road will trigger a requirement for an upgrade to Integrator B configuration by 2031. To minimise cost and disturbance for the existing businesses, it is recommended that the road is upgraded straight to Integrator A closer to 2041. Alternatively, the Integrator B configuration can be implemented in 2031 within the existing road reservation, with additional traffic lanes added in 2041 once the land is acquired for widening.</p>	<p>Note: The modelling showed negligible difference in distribution for each precinct in these two segments of Berkshire Road. For simplicity, the values were averaged for the entire length, as per table below:</p> <table><tr><th></th><th>Roe Hwy- Walters Way</th><th>Walters Wy- Milner Road</th><th>Average Berkshire Road</th></tr><tr><td>Residential Precinct</td><td>15.54%</td><td>16.37%</td><td>15.96%</td></tr><tr><td>TOD Precinct</td><td>8.44%</td><td>8.79%</td><td>8.62%</td></tr></table>		Roe Hwy- Walters Way	Walters Wy- Milner Road	Average Berkshire Road	Residential Precinct	15.54%	16.37%	15.96%	TOD Precinct	8.44%	8.79%
	Roe Hwy- Walters Way	Walters Wy- Milner Road	Average Berkshire Road												
Residential Precinct	15.54%	16.37%	15.96%												
TOD Precinct	8.44%	8.79%	8.62%												

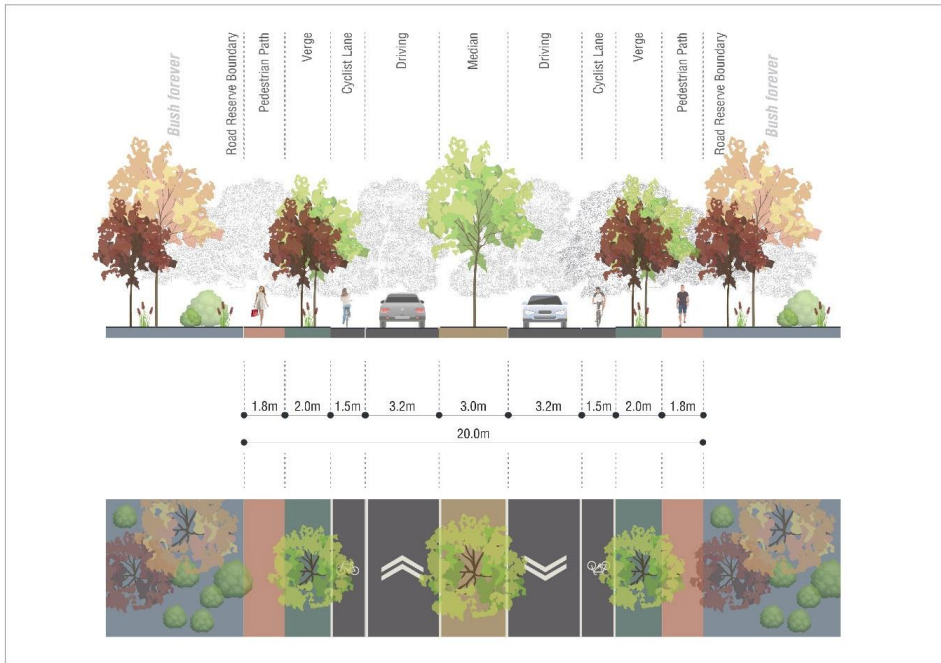
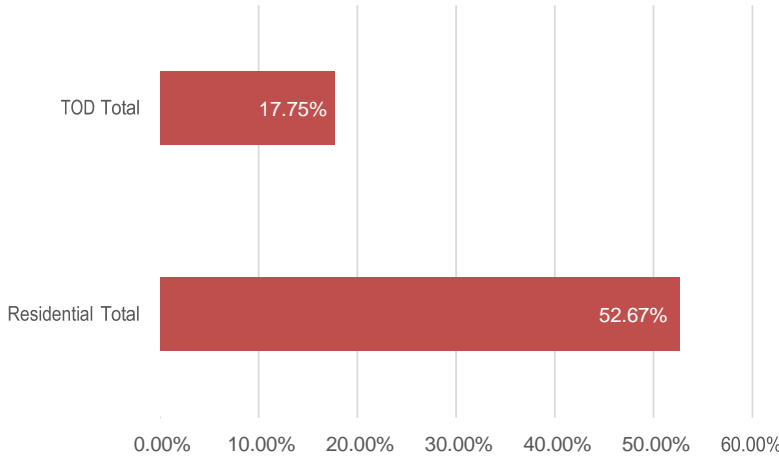
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Road	Section <u>DCP ref</u> / <u>[TMR ref]</u>	2050 Volumes (VPD)	Configuration	Modelling				
Dundas Road	Maida Vale Road - Sorensen Road [RD8]	20,000		 <table><tr><td>TOD Total</td><td>10.16%</td></tr><tr><td>Residential Total</td><td>15.25%</td></tr></table>	TOD Total	10.16%	Residential Total	15.25%
	TOD Total	10.16%						
	Residential Total	15.25%						
Berkshire Road - Dundas Road Old (north of the railway station)) [RD7]	13,700	 <table><tr><td>TOD Total</td><td>2.00%</td></tr><tr><td>Residential Total</td><td>0.00%</td></tr></table>	TOD Total	2.00%	Residential Total	0.00%		
TOD Total	2.00%							
Residential Total	0.00%							
Berkshire Road - Harrison Road [RD6]	15,200	Dundas Road, north of the realignment, in 2050, may carry traffic volumes approaching the threshold for an Integrator A upgrade (dual lanes in each direction).	 <table><tr><td>TOD Total</td><td>3.22%</td></tr><tr><td>Residential Total</td><td>7.73%</td></tr></table>	TOD Total	3.22%	Residential Total	7.73%	
TOD Total	3.22%							
Residential Total	7.73%							

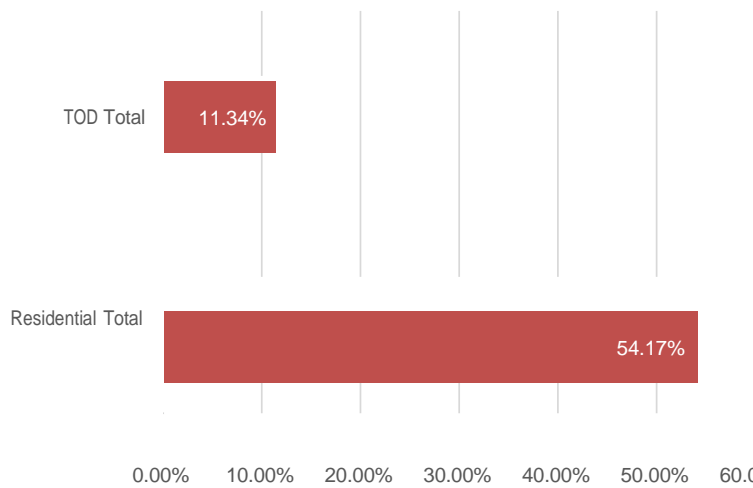
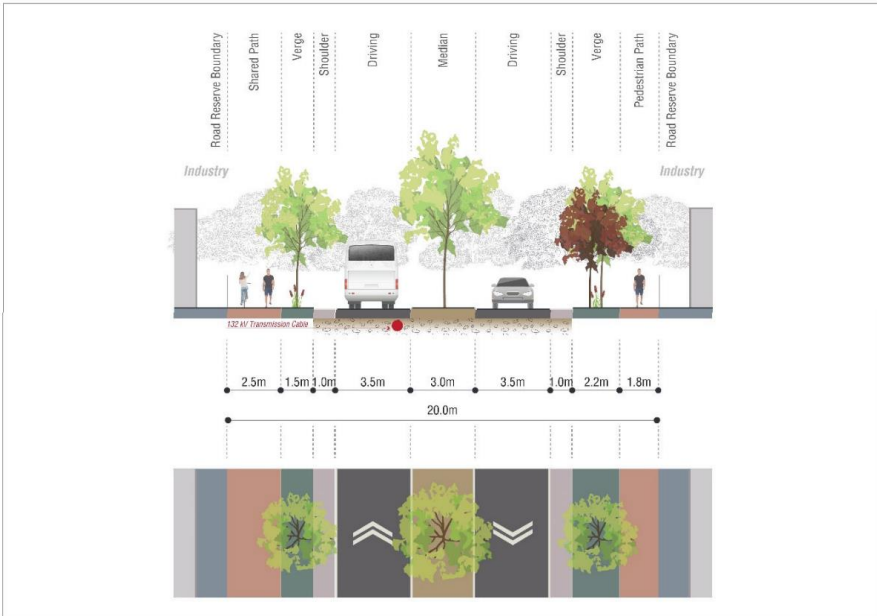
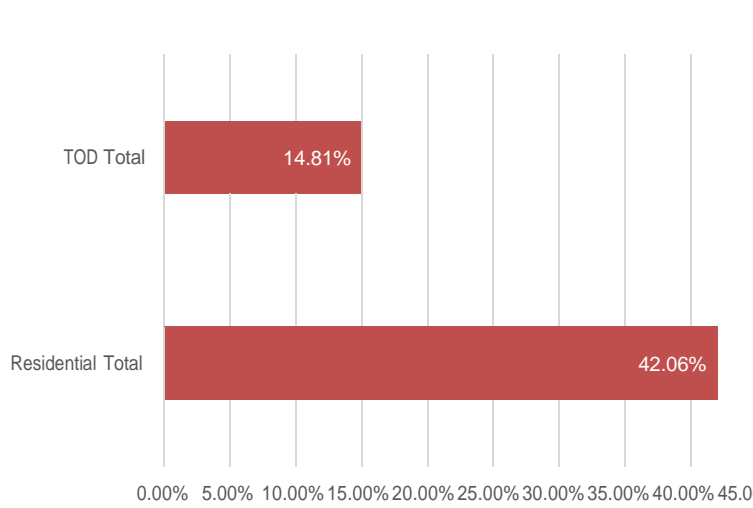
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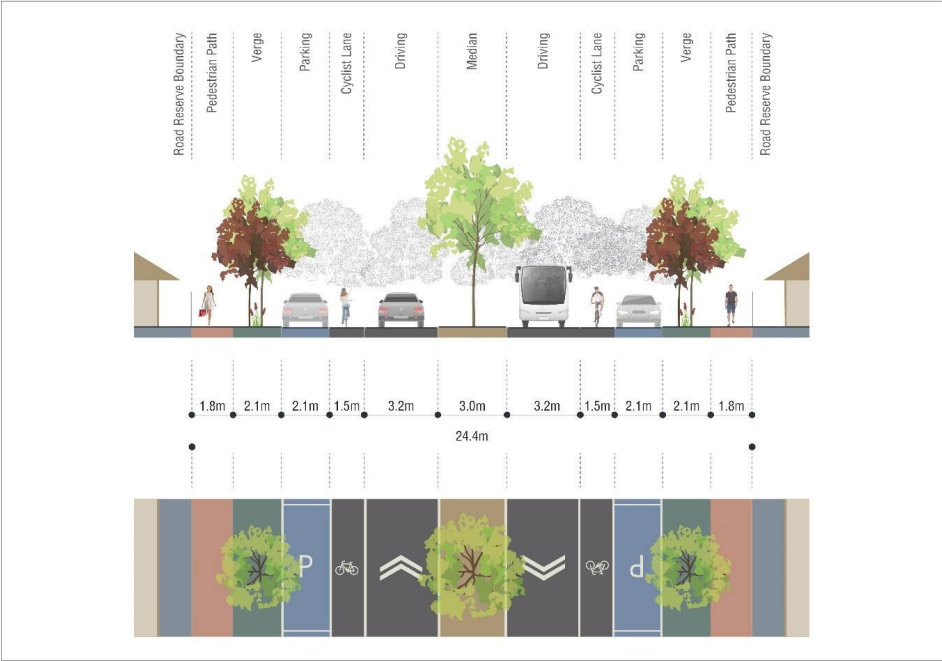
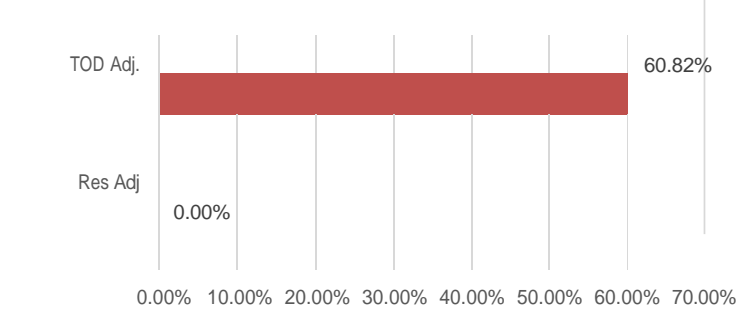
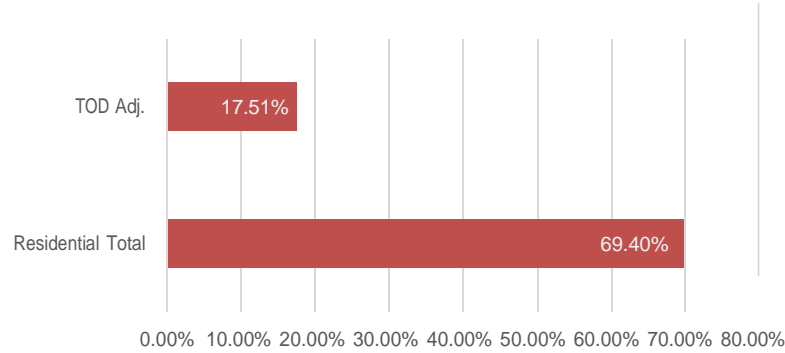
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Road	Section DCP ref / [TMR ref]	2050 Volumes (VPD)	Configuration	Modelling						
Milner Road	Stewart Road - Maida Vale Road <u>RD02/ [RD10]</u>	10,000		 <table><tr><th>Category</th><th>Percentage</th></tr><tr><td>TOD Total</td><td>17.75%</td></tr><tr><td>Residential Total</td><td>52.67%</td></tr></table>	Category	Percentage	TOD Total	17.75%	Residential Total	52.67%
			Category	Percentage						
TOD Total	17.75%									
Residential Total	52.67%									
Milner Road traverses Poison Gully Creek at this point. This cross-section was derived to minimise the impact on heritage areas and the existing residences.										

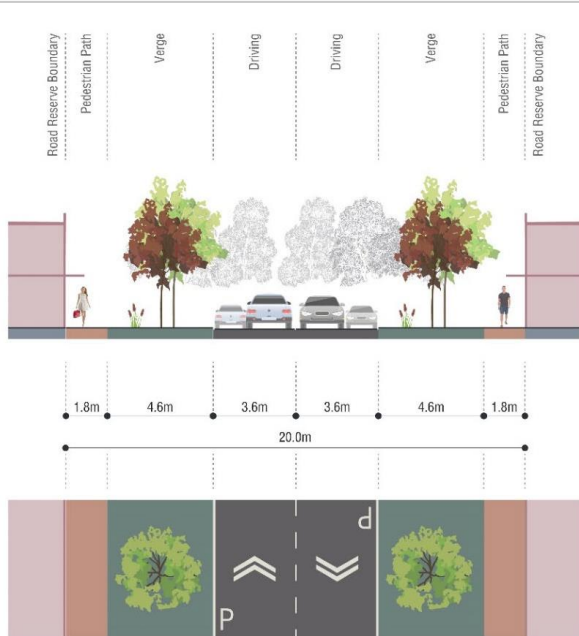
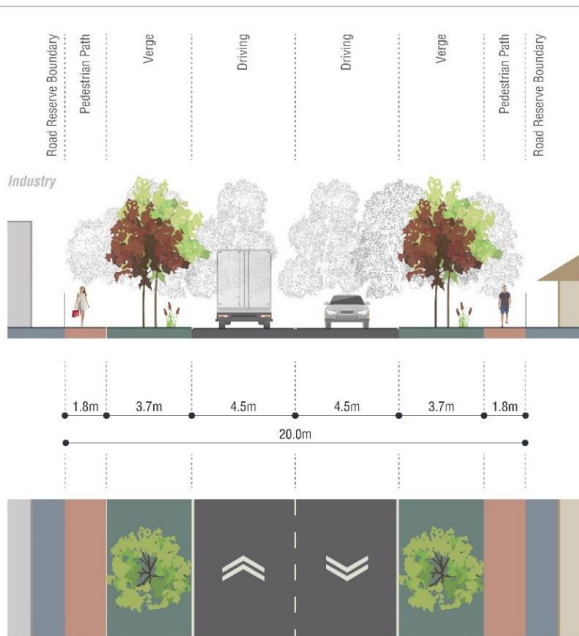
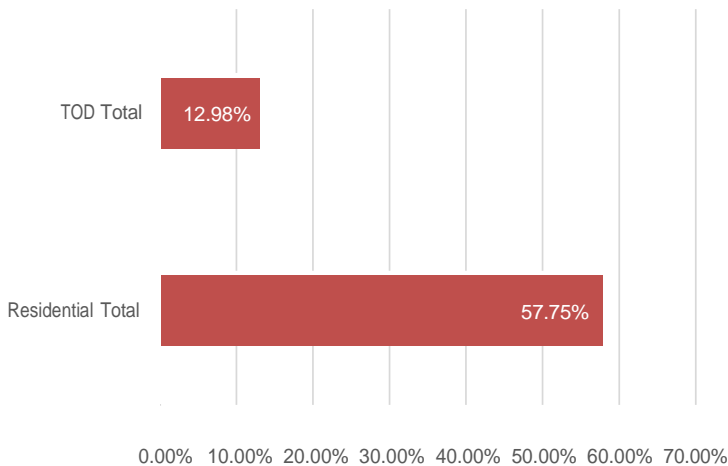
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Road	Section DCP ref / [TMR ref]	2050 Volumes (VPD)	Configuration	Modelling						
Milner Road	Sultana Road West - Stewart Road RD01/[RD2]	9,700		 <table><tr><th>Category</th><th>Value</th></tr><tr><td>TOD Total</td><td>11.34%</td></tr><tr><td>Residential Total</td><td>54.17%</td></tr></table>	Category	Value	TOD Total	11.34%	Residential Total	54.17%
	Category	Value								
TOD Total	11.34%									
Residential Total	54.17%									
Berkshire Road - Sultana Road West [RD9]	13,000		 <table><tr><th>Category</th><th>Value</th></tr><tr><td>TOD Total</td><td>14.81%</td></tr><tr><td>Residential Total</td><td>42.06%</td></tr></table>	Category	Value	TOD Total	14.81%	Residential Total	42.06%	
Category	Value									
TOD Total	14.81%									
Residential Total	42.06%									
This section of Milner Road is modified to minimise the disturbance to the existing businesses. The presence of an HV underground transmission line dictates the options for upgrade.										

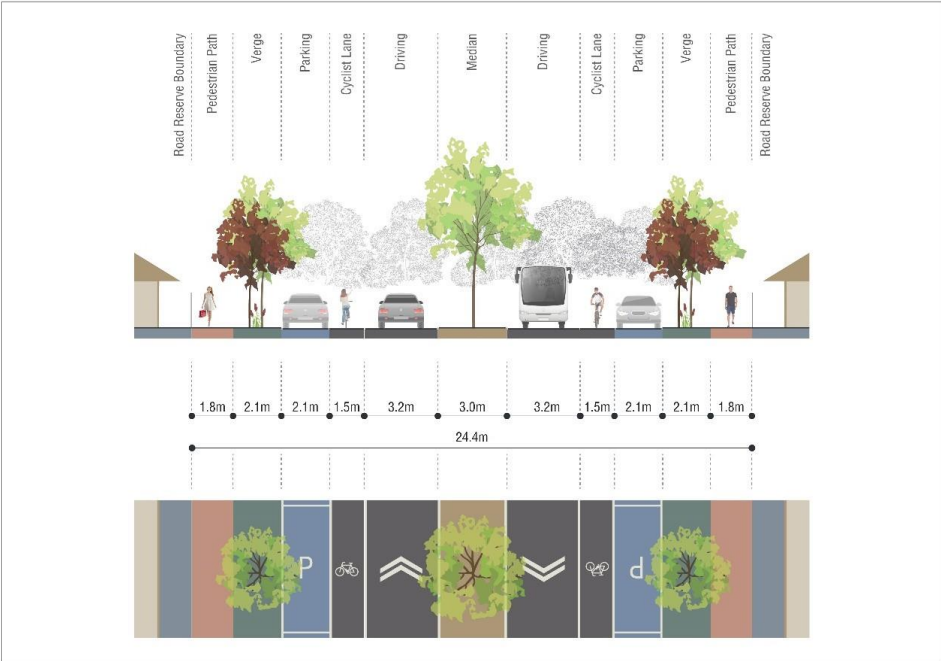
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Road	Section DCP ref / [TMR ref]	2050 Volumes (VPD)	Configuration	Modelling
TOD Connector	Milner Road - Enterprise Boulevard/Ibis Place [RD14]	2,400		 <p>TOD Adj. 60.82%</p> <p>Res Adj. 0.00%</p> <p>0.00% 10.00% 20.00% 30.00% 40.00% 50.00% 60.00% 70.00%</p> <p>Traffic attracted by the railway station, originating outside of the project area, was assessed as passing traffic.</p>
	Milner Road - Edge of TOD Precinct [RD15]	6,400		 <p>TOD Adj. 17.51%</p> <p>Residential Total 69.40%</p> <p>0.00% 10.00% 20.00% 30.00% 40.00% 50.00% 60.00% 70.00% 80.00%</p> <p>The percentage of traffic for TOD Precinct was recalculated to exclude reciprocal traffic.</p>
	Edge of TOD Precinct – Roe Highway <u>RD04</u> /[RD16]	3,700		100% Residential Precinct

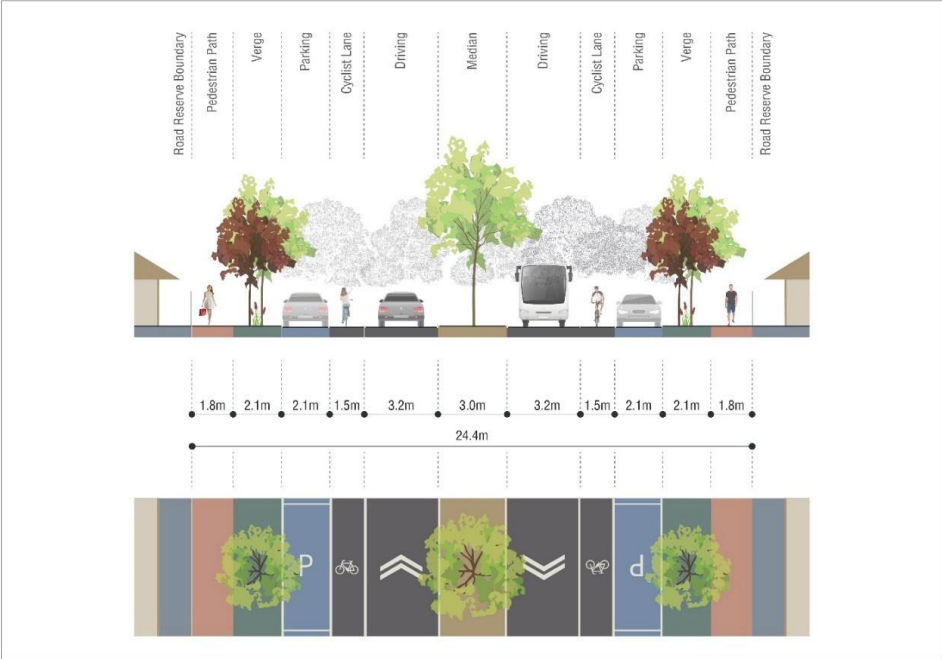
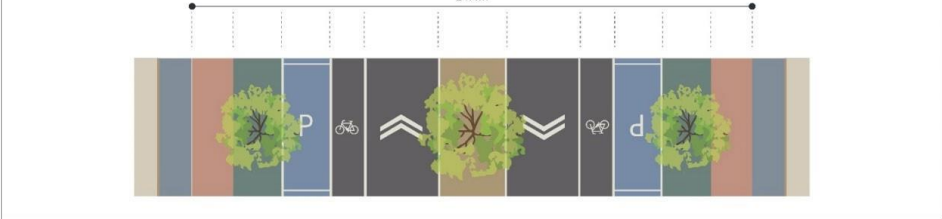
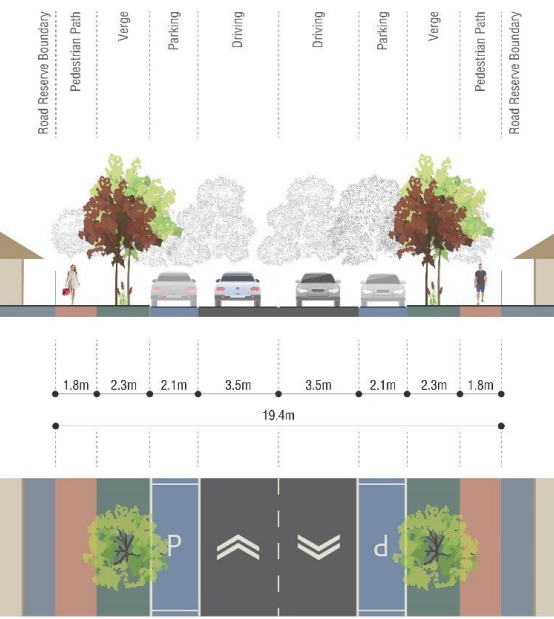
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Road	Section DCP ref / [TMR ref]	2050 Volumes (VPD)	Configuration	Modelling					
Sultana Road West	TOD Connector – Milner Road [-]	<1,500		100% TOD Precinct (this road is constructed as a part of railway station works and is not likely to require an upgrade)					
	Milner Road – Edge of TOD Precinct & Edge of TOD Precinct – Cul-de-sac RD09/[RD20]	1,900		<p>Milner Road – Edge of TOD Precinct:</p>  <table><tr><th>Category</th><th>Percentage</th></tr><tr><td>TOD Total</td><td>12.98%</td></tr><tr><td>Residential Total</td><td>57.75%</td></tr></table> <p>It is expected that this road will be brought to an urban standard as the development progresses.</p>	Category	Percentage	TOD Total	12.98%	Residential Total
Category	Percentage								
TOD Total	12.98%								
Residential Total	57.75%								

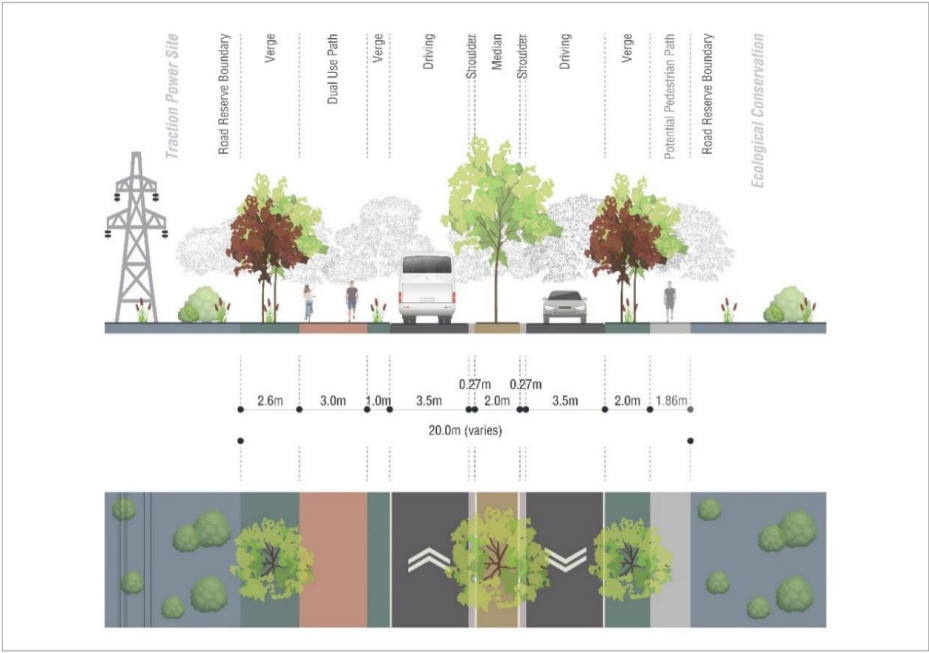
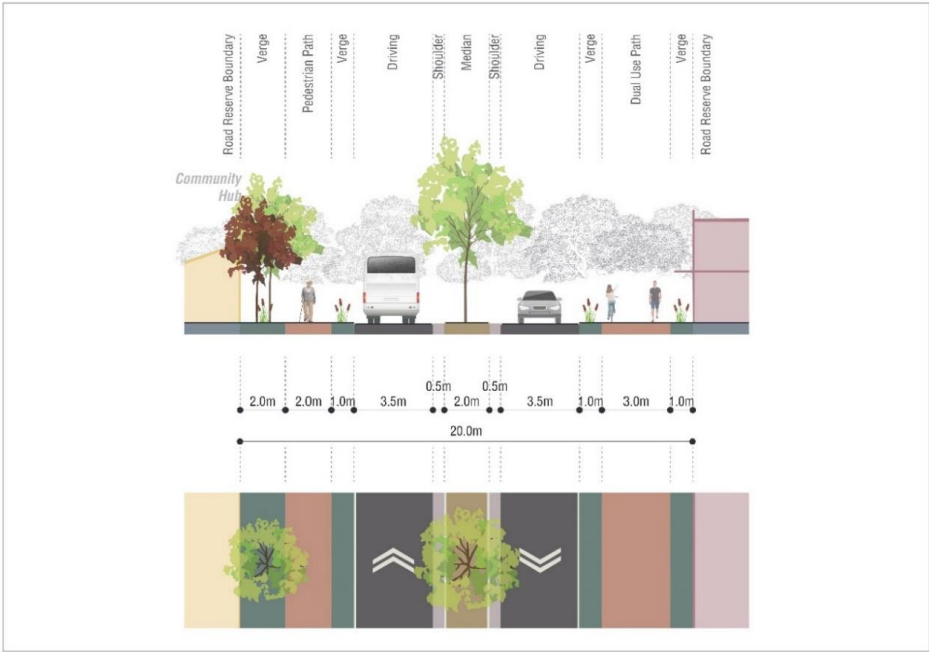
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Road	Section DCP ref / [TMR ref]	2050 Volumes (VPD)	Configuration	Modelling
Stewart Road	Milner Road – Brae Road RD05/[RD17]	4,700		100% Residential Precinct

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Road	Section DCP ref / [TMR ref]	2050 Volumes (VPD)	Configuration	Modelling
Raven Street	Maida Vale Road - Milner Road [RD12]	5,700		<div><div>TOD Adj.</div><div>18.64%</div></div> <div><div>Residential Total</div><div>64.83%</div></div> <div><div>0.00%10.00%20.00%30.00%40.00%50.00%60.00%70.00%</div><div>The percentage of traffic for TOD Precinct was recalculated to exclude reciprocal traffic.</div></div>
	Milner Road - Brae Road RD03/[RD13]	6,000		100% Residential Precinct
Brae Road	TOD Connector – Brand Road RD06/[RD18]	2,600		100% Residential Precinct *NOTE: Section of Brae Road southwest of TOD Connector (to be renamed as Brae Street – RD07 DCP ref) will be an Access Street..

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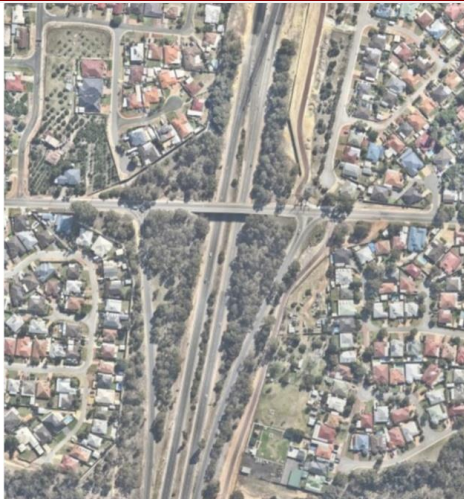
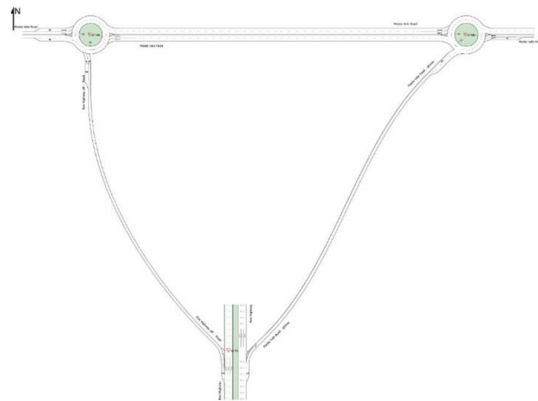
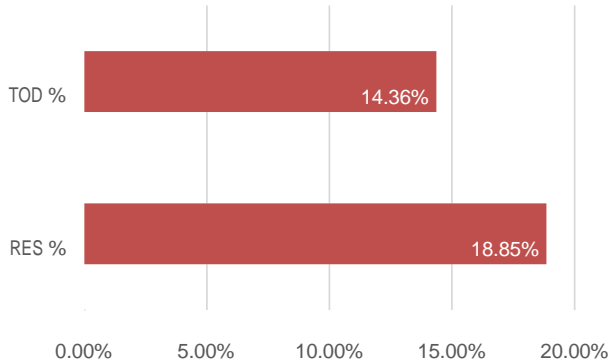

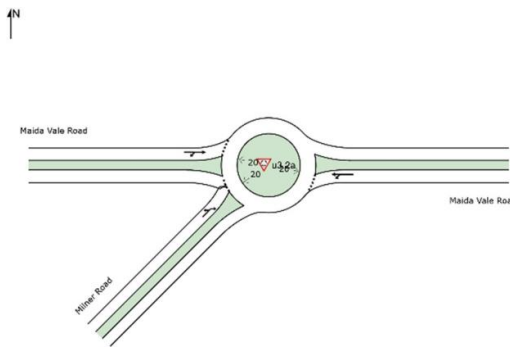
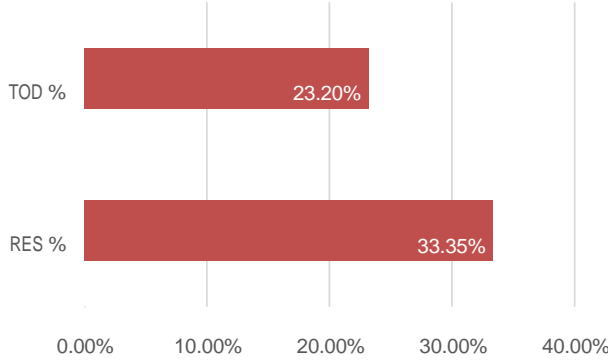
Road	Section DCP ref / [TMR ref]	2050 Volumes (VPD)	Configuration	Modelling
Enterprise Boulevard (former Ibis Place)	TOD Connector – Maida Vale Road (East of Maida Vale Road, abutting TEC) [RD11]	3,600		100% TOD Precinct This road will be constructed mainly as a part of railway station works. Once community facility is in place, a shared path will be required on the south side of road reservation.
	TOD Connector – Maida Vale Road (North of TOD Connector, abutting Community Facility) [RD11]	2,000		

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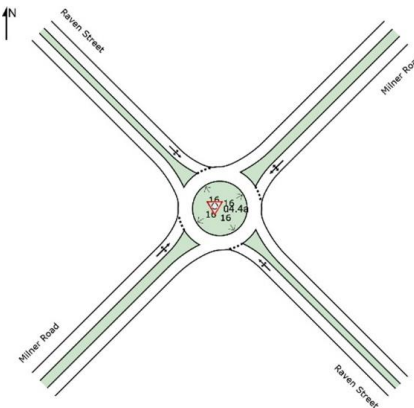
Road	Section DCP ref / [TMR ref]	2050 Volumes (VPD)	Configuration	Modelling
Brand Road	TOD Connector – Brae Road RD08/[RD19]	2,000		100% Residential Precinct This road is expected to be upgraded at the time when the primary school and the district open space are constructed. Two cross-sections show possible options for road configuration which would cater the best for the adjoining facilities.
	TOD Connector – Brae Road (Variation along the Primary School Site) RD08/[RD19]	2,000		

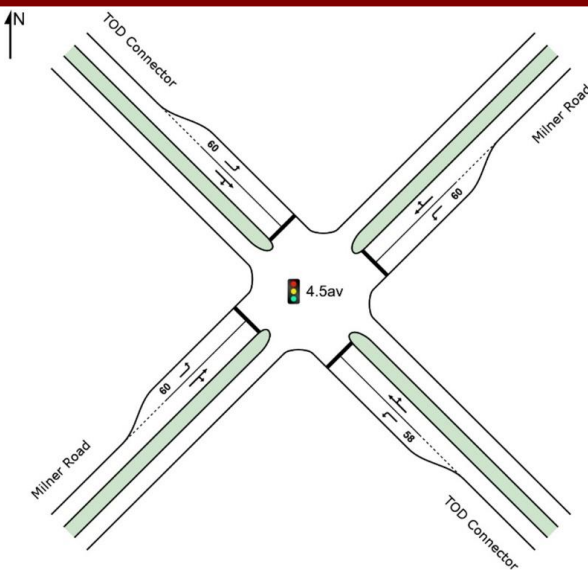
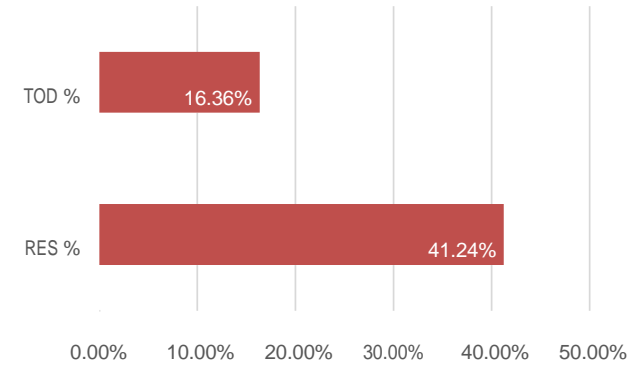

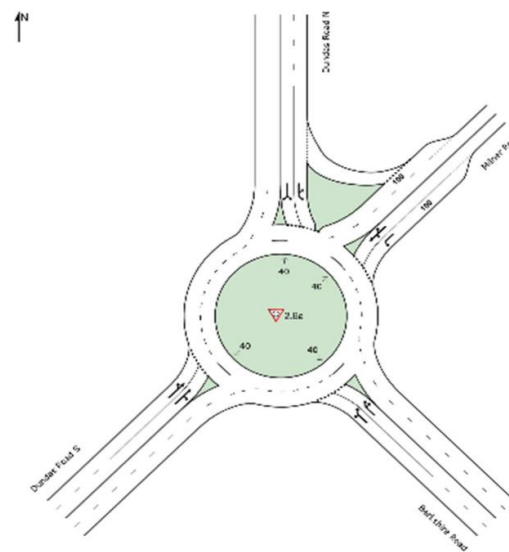
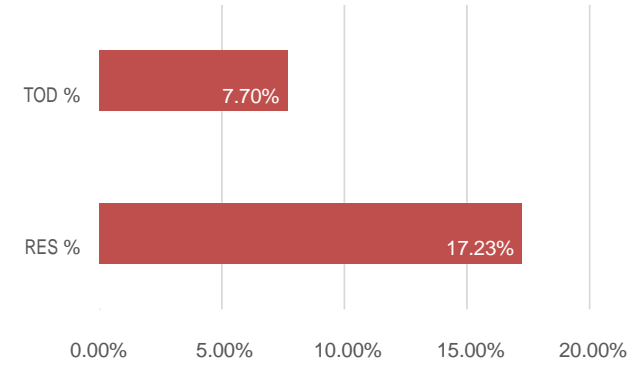
6.4 Key Intersections

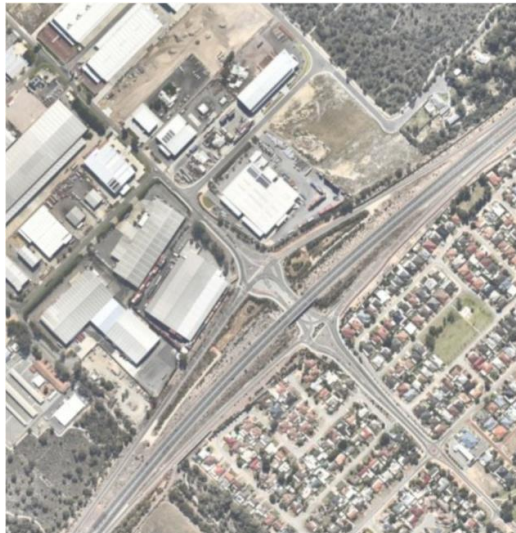
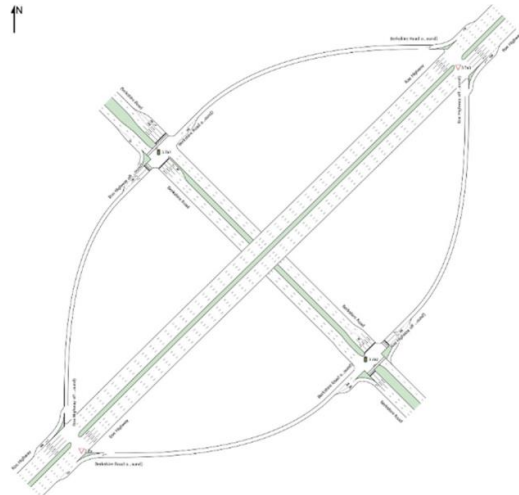
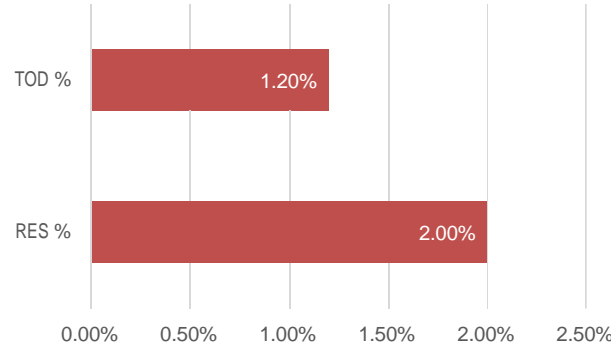
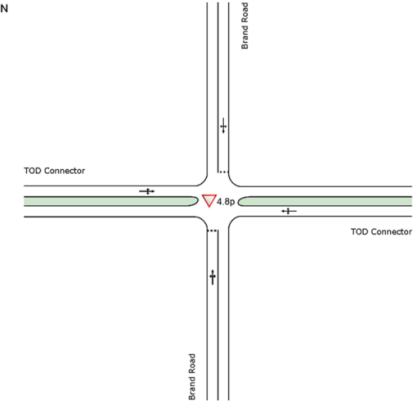
The table below shows the summary of proposed upgrades and the modelling. For details, please refer the Appendix 4 of this report (Intersection Modelling Report)

Intersection <u>DCP ref/</u> <u>[TMR ref]</u>	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling				
M01. Roe Highway / Maida Vale Road [INT 02]		 Half Interchange	 <table><tr><td>TOD %</td><td>14.36%</td></tr><tr><td>RES %</td><td>18.85%</td></tr></table>	TOD %	14.36%	RES %	18.85%
TOD %	14.36%						
RES %	18.85%						
M02. Maida Vale Road / Milner Road [INT 01]		 Roundabout after upgrade	 <table><tr><td>TOD %</td><td>23.20%</td></tr><tr><td>RES %</td><td>33.35%</td></tr></table>	TOD %	23.20%	RES %	33.35%
TOD %	23.20%						
RES %	33.35%						

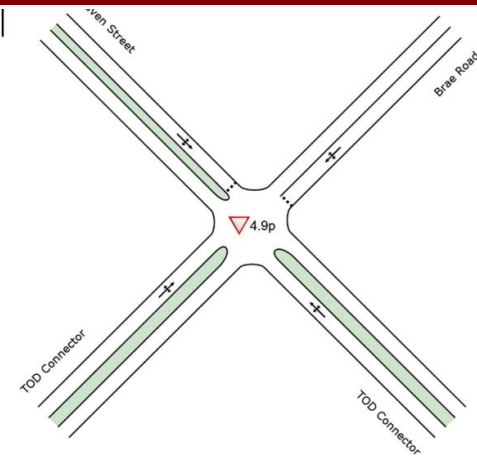

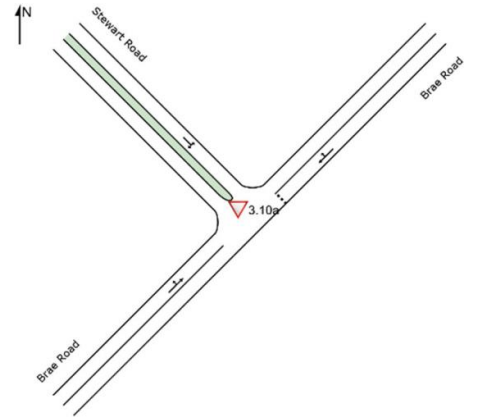
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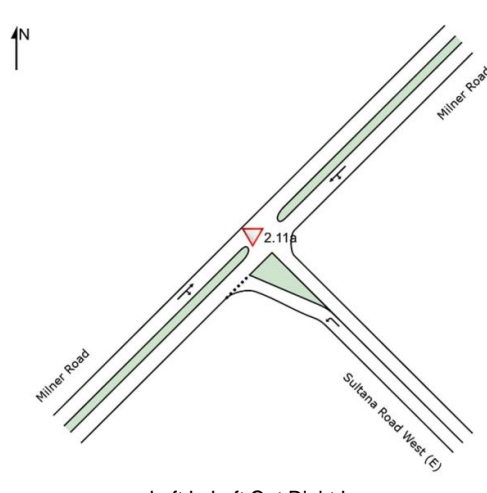
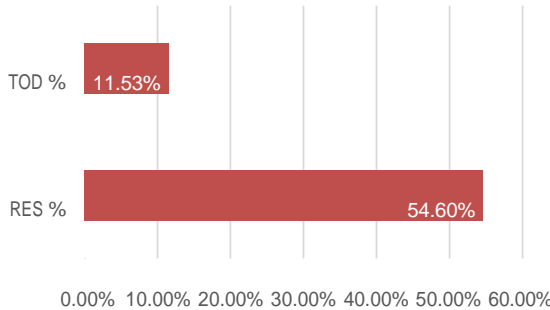
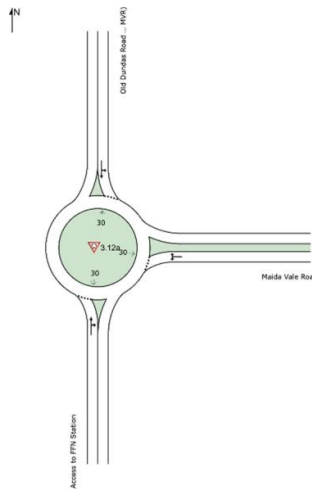
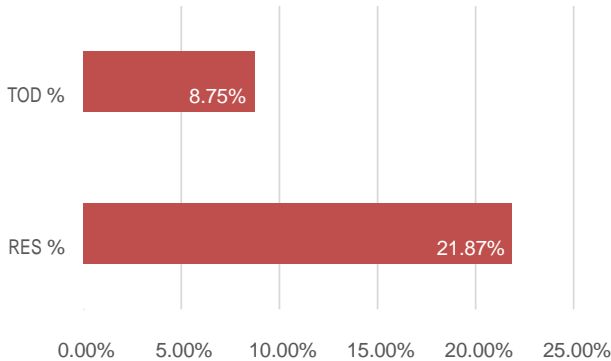
Intersection <u>DCP</u> <u>ref</u> / [TMR ref]	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling				
M03. Milner Road / Stewart Road <u>INT01</u> / [INT 16]			 <table><tr><td>TOD %</td><td>14.74%</td></tr><tr><td>RES %</td><td>64.72%</td></tr></table>	TOD %	14.74%	RES %	64.72%
TOD %	14.74%						
RES %	64.72%						
	T-intersection full movement	Roundabout					
M04. Milner Road / Raven Street <u>INT02</u> / [INT 12]			 <table><tr><td>TOD %</td><td>17.89%</td></tr><tr><td>RES %</td><td>61.43%</td></tr></table>	TOD %	17.89%	RES %	61.43%
TOD %	17.89%						
RES %	61.43%						
	T-intersection full movement	Roundabout					


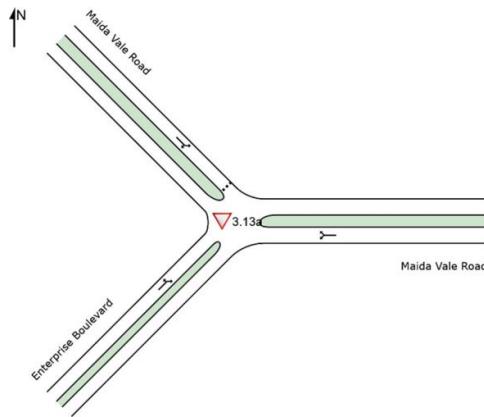
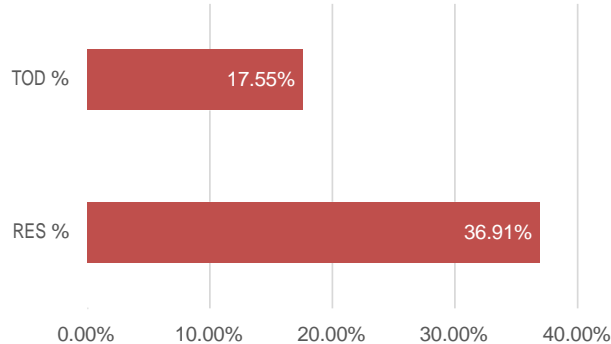

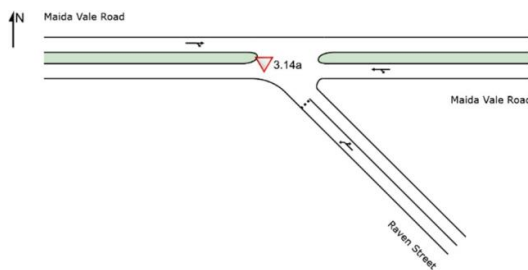
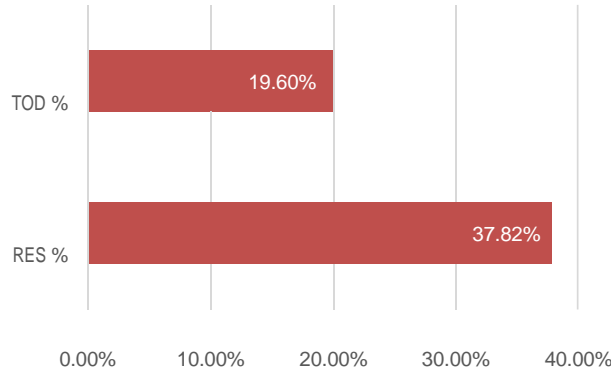
Intersection <u>DCP ref/ [TMR ref]</u>	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling						
M05. Milner Road / TOD Connector [INT 05]	Intersection doesn't exist at present. Possibly it might be constructed as a sign-controlled intersection initially.	 Signalised intersection	 <table><tr><th>Category</th><th>Value</th></tr><tr><td>TOD %</td><td>16.36%</td></tr><tr><td>RES %</td><td>41.24%</td></tr></table>	Category	Value	TOD %	16.36%	RES %	41.24%
Category	Value								
TOD %	16.36%								
RES %	41.24%								
M06. Milner Road / Berkshire Road / Dundas Road [INT 15]	 T-intersection full movement	 Roundabout	 <table><tr><th>Category</th><th>Value</th></tr><tr><td>TOD %</td><td>7.70%</td></tr><tr><td>RES %</td><td>17.23%</td></tr></table>	Category	Value	TOD %	7.70%	RES %	17.23%
Category	Value								
TOD %	7.70%								
RES %	17.23%								

Intersection <u>DCP ref/</u> [TMR ref]	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling
M07. Berkshire Road / Roe Highway [-]	 <p>Grade separated interchange</p>	 <p>Grade separated interchange</p>	 <p>While this interchange may require an upgrade in future, this will be due to the growth of passing traffic, not due to the traffic from the Project Area.</p>
M08. TOD Connector / Brand Road <u>INT03</u> / [INT 16]	Intersection doesn't exist at present.	 <p>Four-way, sign controlled</p>	100% Residential Precinct


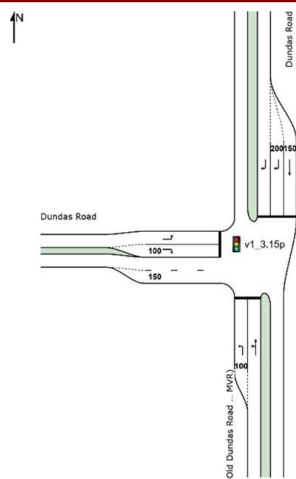
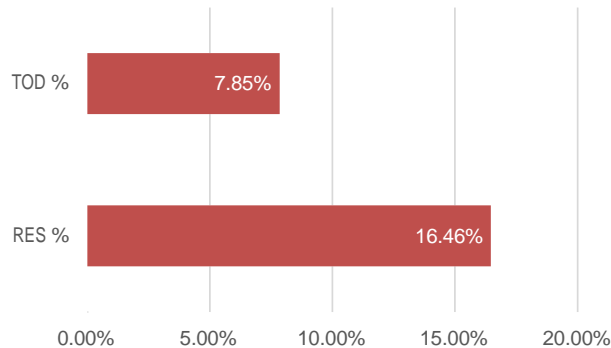

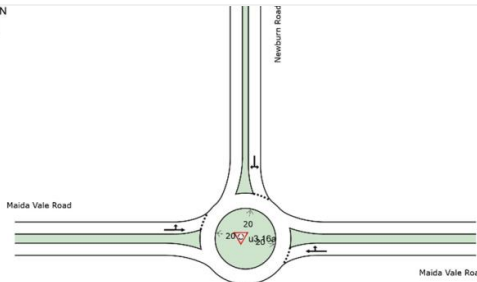
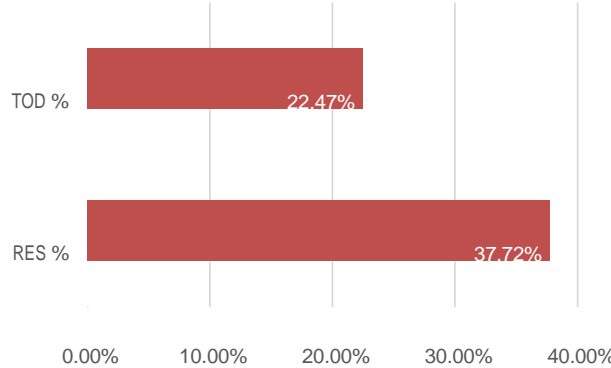

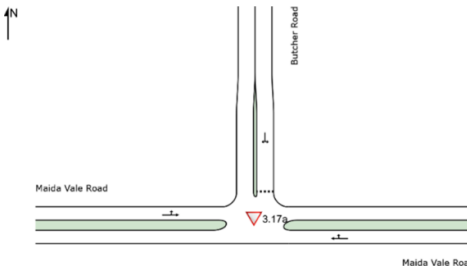
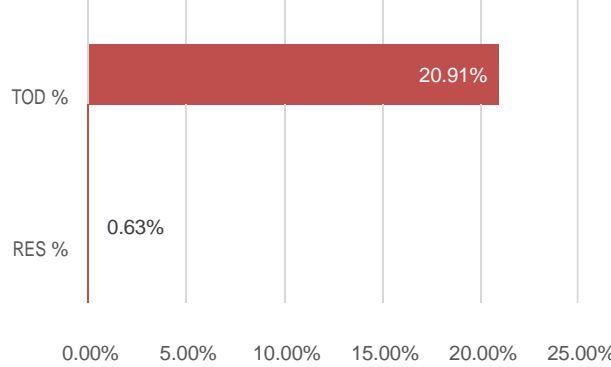
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Intersection <u>DCP ref/ [TMR ref]</u>	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling
M09. TOD Connector / Brae Road / Raven Street INT06 / [INT 14]	Intersection doesn't exist at present.	 <p>T-intersection full movement</p> <p><u>Note:</u> civil design investigation showed that due to the geometry of existing roads, safer intersection configuration is a roundabout. This does not change traffic distribution on precinct apportionment. As sign controlled intersection had a LOS A, roundabout will maintain LOS A.</p>	100% Residential Precinct
M10. Brae Road / Stewart Road INT07 / [INT 09]	 <p>T-intersection full movement</p>	 <p>T-intersection full movement</p>	100% Residential Precinct


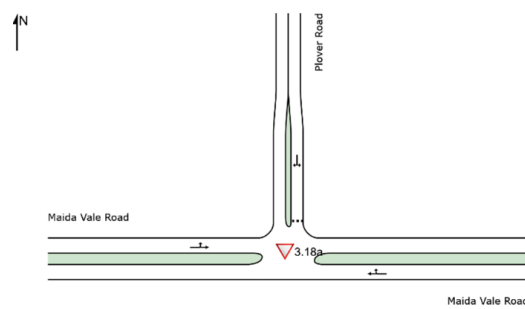
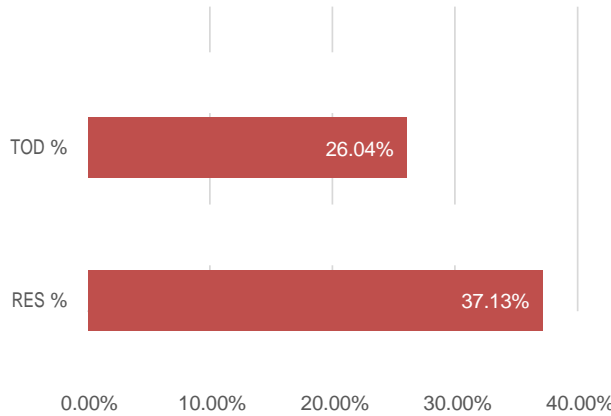

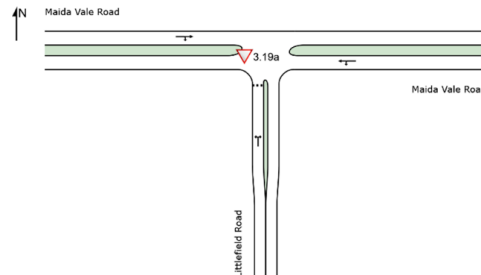
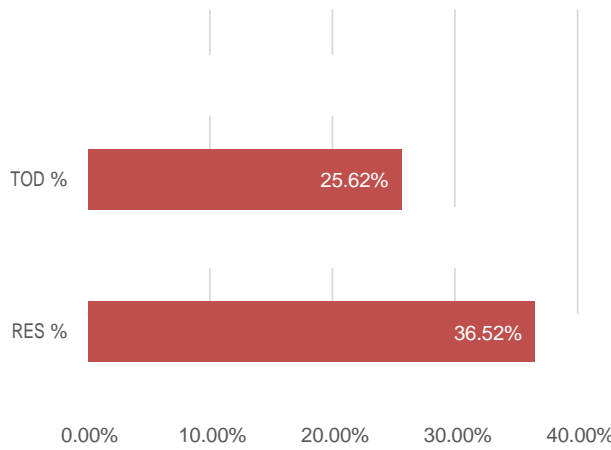
Intersection <u>DCP ref/</u> [TMR ref]	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling				
M11. Milner Road / Sultana Road West [INT 07]	 T-intersection	 Left In Left Out Right In	 <table><tr><td>TOD %</td><td>11.53%</td></tr><tr><td>RES %</td><td>54.60%</td></tr></table>	TOD %	11.53%	RES %	54.60%
TOD %	11.53%						
RES %	54.60%						
M12. Maida Vale Road / Dundas Road / Parking Access [INT 14]	Intersection is in construction.	 Roundabout	 <p>This intersection is constructed as a part of the railway works and <u>will not require an upgrade</u> by 2050.</p>				


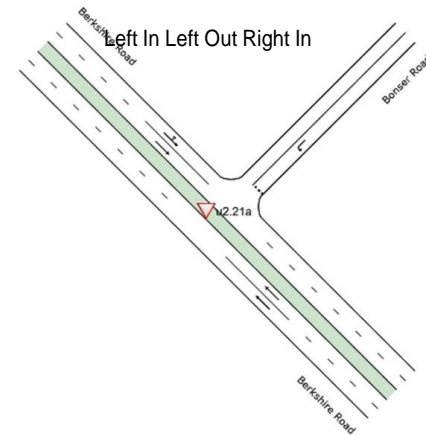
Intersection <u>DCP ref/</u> [TMR ref]	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling				
M13. Maida Vale Road / Enterprise Boulevard [INT 12]			 <table><tr><td>TOD %</td><td>17.55%</td></tr><tr><td>RES %</td><td>36.91%</td></tr></table> <p>This intersection is constructed as a part of the railway works. Adjustment may be required when Maida Vale Road is upgraded.</p>	TOD %	17.55%	RES %	36.91%
TOD %	17.55%						
RES %	36.91%						
M14. Maida Vale Road / Raven Street [INT 13]			 <table><tr><td>TOD %</td><td>19.60%</td></tr><tr><td>RES %</td><td>37.82%</td></tr></table>	TOD %	19.60%	RES %	37.82%
TOD %	19.60%						
RES %	37.82%						

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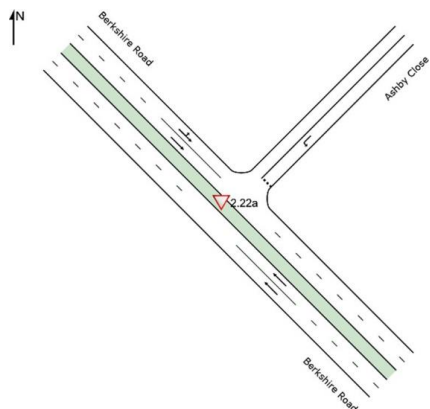
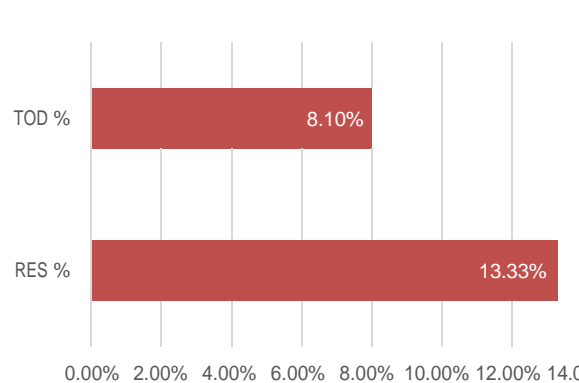

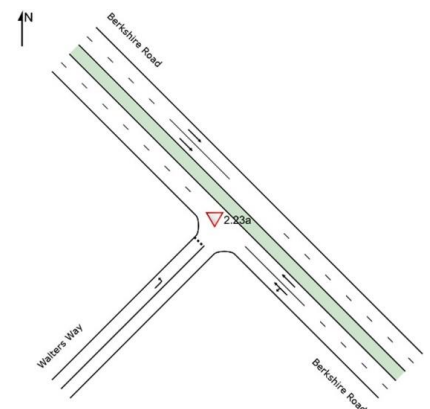
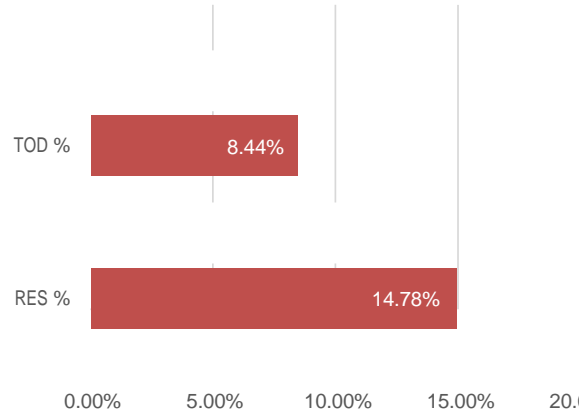
Intersection <u>DCP ref/</u> [TMR ref]	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling				
M15. Maida Vale Road (old Dundas Road) / Dundas Road [INT06]	 T-intersection full movement	 Signals	 <table><tr><td>TOD %</td><td>7.85%</td></tr><tr><td>RES %</td><td>16.46%</td></tr></table>	TOD %	7.85%	RES %	16.46%
TOD %	7.85%						
RES %	16.46%						
M16. Maida Vale Road / Newburn Road [INT 03]	 T-intersection full movement	 Roundabout	 <table><tr><td>TOD %</td><td>22.47%</td></tr><tr><td>RES %</td><td>37.72%</td></tr></table>	TOD %	22.47%	RES %	37.72%
TOD %	22.47%						
RES %	37.72%						
M17. Maida Vale Road / Butcher Road [-]	 T-intersection full movement	 T-intersection full movement	 <table><tr><td>TOD %</td><td>20.91%</td></tr><tr><td>RES %</td><td>0.63%</td></tr></table>	TOD %	20.91%	RES %	0.63%
TOD %	20.91%						
RES %	0.63%						


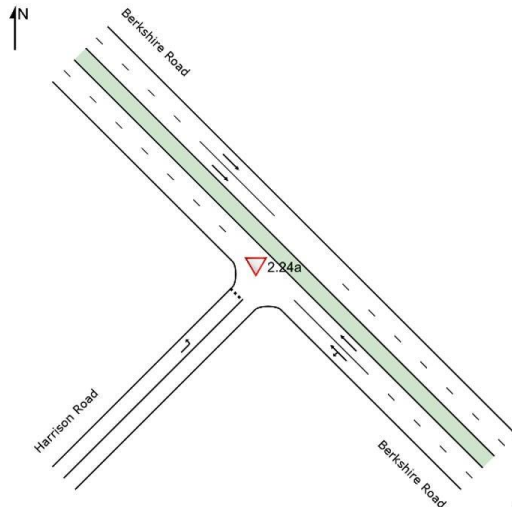
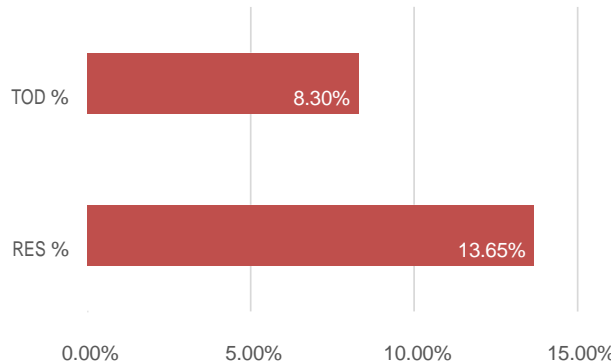

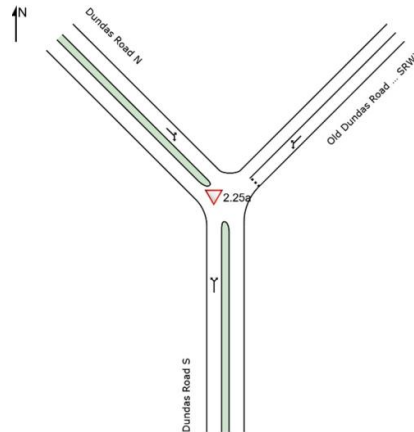
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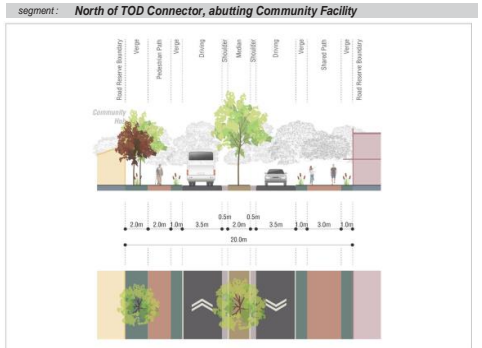
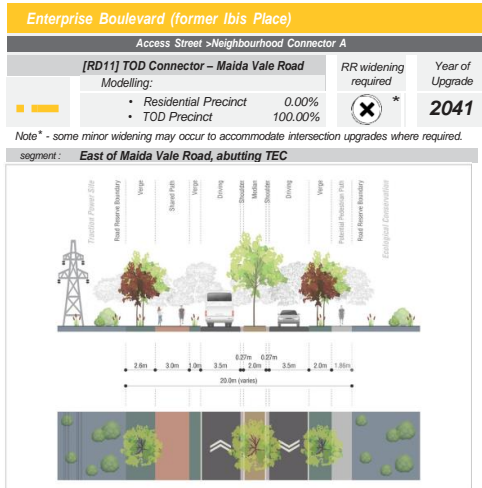
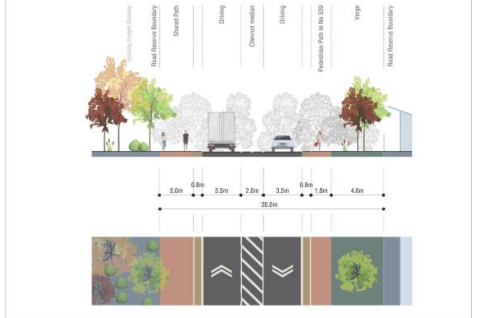
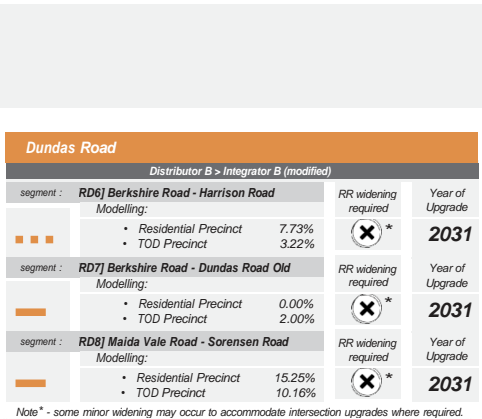
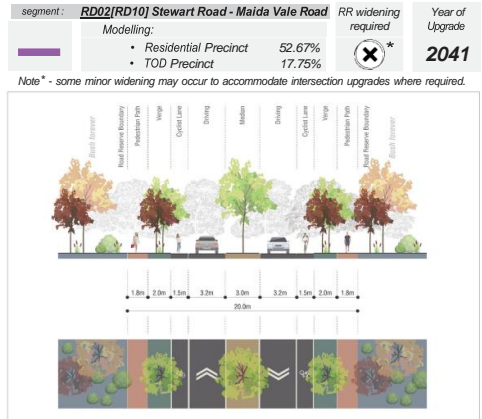
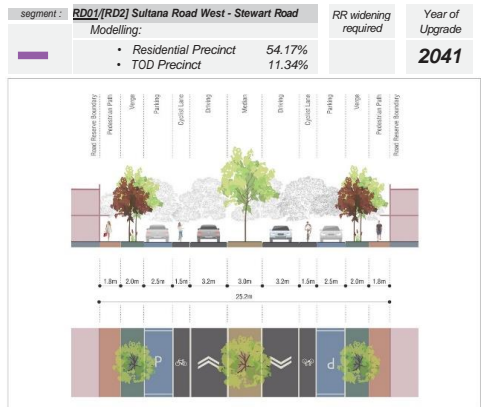
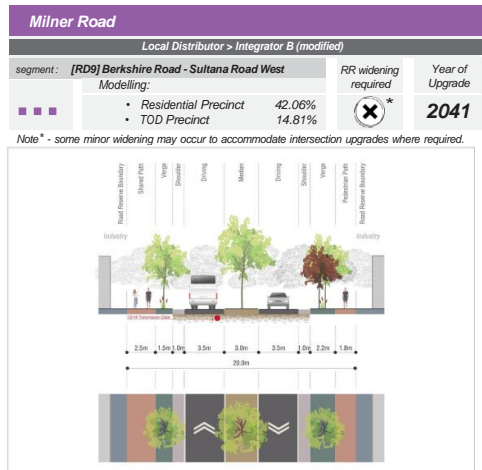
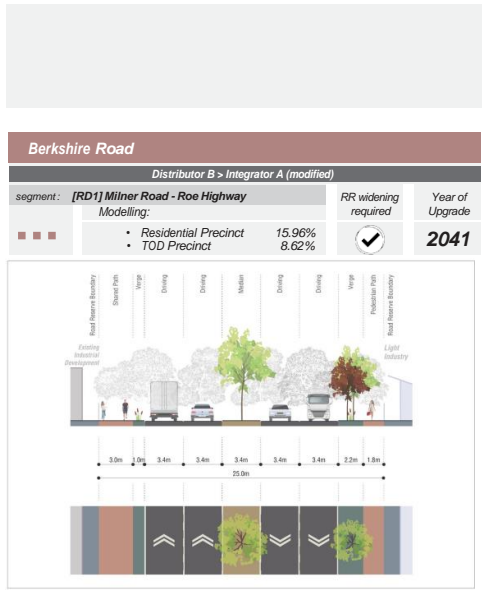
Intersection DCP ref/ [TMR ref]	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling				
M18. Maida Vale Road / Plover Road [-]			 <table><tr><td>TOD %</td><td>26.04%</td></tr><tr><td>RES %</td><td>37.13%</td></tr></table>	TOD %	26.04%	RES %	37.13%
TOD %	26.04%						
RES %	37.13%						
M19, Maida Vale Road / Littlefield Road [-]			 <table><tr><td>TOD %</td><td>25.62%</td></tr><tr><td>RES %</td><td>36.52%</td></tr></table>	TOD %	25.62%	RES %	36.52%
TOD %	25.62%						
RES %	36.52%						

Intersection DCP ref/ [TMR ref]	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling				
M20. Milner Road / Nardine Close [INT 08]			 <table><tr><td>TOD %</td><td>11.73%</td></tr><tr><td>RES %</td><td>41.57%</td></tr></table>	TOD %	11.73%	RES %	41.57%
TOD %	11.73%						
RES %	41.57%						
M21. Berkshire Road / Bonser Road [-]	<p>T-intersection</p> 		 <table><tr><td>TOD %</td><td>8.50%</td></tr><tr><td>RES %</td><td>15.80%</td></tr></table>	TOD %	8.50%	RES %	15.80%
TOD %	8.50%						
RES %	15.80%						
	T-intersection full movement	Left In Left Out Only					

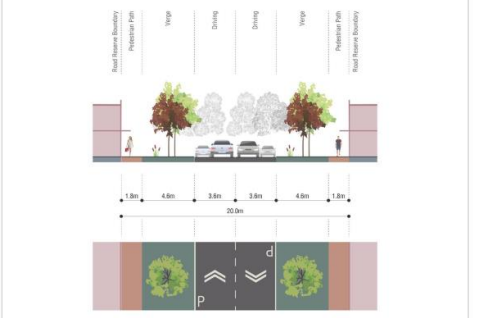
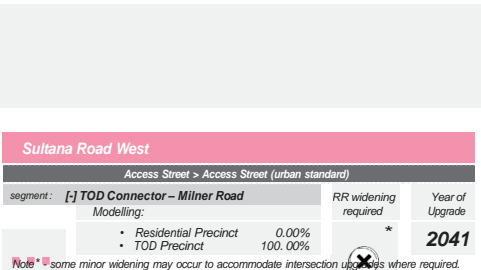
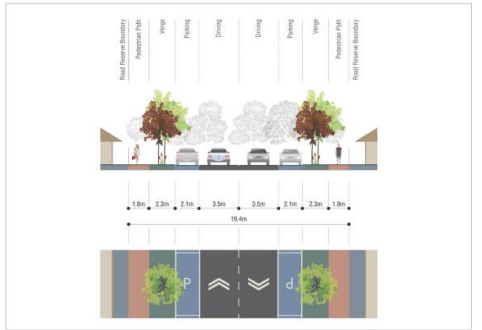
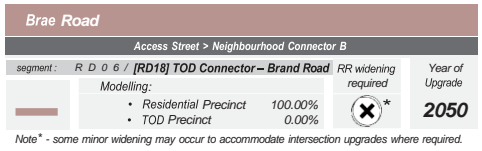
Transport Modelling Report DCP
KC00604.000 High Wycombe South

Intersection <u>DCP</u> <u>ref/</u> [TMR ref]	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling				
M22. Berkshire Road / Ashby Close [-]	 T-intersection full movement	 Left In Left Out Only	 <table><tr><td>TOD %</td><td>8.10%</td></tr><tr><td>RES %</td><td>13.33%</td></tr></table>	TOD %	8.10%	RES %	13.33%
TOD %	8.10%						
RES %	13.33%						
M23. Berkshire Road / Walters Way [-]	 T-intersection full movement	 Left In Left Out Only	 <table><tr><td>TOD %</td><td>8.44%</td></tr><tr><td>RES %</td><td>14.78%</td></tr></table>	TOD %	8.44%	RES %	14.78%
TOD %	8.44%						
RES %	14.78%						

Intersection <u>DCP ref/ [TMR ref]</u>	Current Configuration	Upgrade Requirements (Ultimate Configuration)	Modelling						
M24. Berkshire Road / Harrison Road [-]	 T-intersection full movement	 Left In Left Out Only	 <table><tr><th>Category</th><th>Value</th></tr><tr><td>TOD %</td><td>8.30%</td></tr><tr><td>RES %</td><td>13.65%</td></tr></table>	Category	Value	TOD %	8.30%	RES %	13.65%
Category	Value								
TOD %	8.30%								
RES %	13.65%								
M25. Dundas Road / Dundas Road (old alignment) [-]	 T-intersection full movement	 T-intersection full movement	<p>This intersection is being constructed as a part of the railway works. It will not require an upgrade by 2050, apart for adjustment to accommodate the upgrade of Dundas Road.</p>						



Note: Enterprise Boulevard is constructed to an appropriate standard as a part of railway station works. In future shared path will be added on the southern side of road reservation.



Note: Sultana Road West in this section is constructed to an appropriate standard as a part of railway station works.

