

TRANSPORT IMPACT STATEMENT

10 Canning Road

Kalamunda

July 2024

Rev A

kctt

PART OF



Premise

Transport Impact Statement

KC01896.000 10 Canning Road, Kalamunda

HISTORY AND STATUS OF THE DOCUMENT

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
Rev A	1.07.2024	M Kleyweg	M Kleyweg	2.07.2024	Issued for Review

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Revision	Date of issue	Quantity	Issued to
Rev A	8.07.2024	1 (PDF)	Phil Cockman (Canford Hospitality)

Document Printed	8/07/2024 4:29 PM
File Name	C:\Users\Nemanja\Box\KCTT Projects\KC00000 Current Projects\KC01896.000 10 Canning Road, Kalamunda TIS\Outgoing\Report\240701 Rev A\KC01896.000 10 Canning Road, Kalamunda, TIS, Rev A.docx
Author of the Rev A Draft	Nemanja Marijanovic
Author of the Current Revision	Nemanja Marijanovic
Project Team	/
Project Director / Project Manager	Marina Kleyweg
Name of Project	KC01896.000 10 Canning Road, Kalamunda
Name of the Document	KC01896.000 10 Canning Road, Kalamunda - Transport Impact Statement
Document Version	KC01896.000_R01_ Rev A

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Transport Impact Statement
KC01896.000 10 Canning Road, Kalamunda

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

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1. Executive Summary

Site Context

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

Technical Findings

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

Relationship with Policies

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

Conclusion

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

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2. Transport Impact Statement

2.1 Proposal

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

The proposed development is a 480m² Liquor Store.

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

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

2.2 Location

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

2.3 Technical Literature Used

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

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2.4 Land Uses

Are there any existing Land Uses

YES

If YES, Nominate:

The subject lot is currently occupied by a parking lot which will be retained.

Proposed Land Uses

How many types of land uses are proposed?

One (1)

Nominate land use type and yield

Liquor Store – 480m²

Are the proposed land uses complementary with the surrounding land-uses?

YES

2.5 Local Road Network Information

How many roads front the subject site?

One (1)

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

Canning Road

Number of Lanes

two way, one lane per direction, divided

Road Reservation Width

20m

Road Pavement Width

2x4m lanes, 5.5m raised median

Classification

Distributor A

Speed Limit

50kph or State Limit

Bus Route

YES

If YES Nominate Bus Routes

275

On-street parking

NO

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

Heath Road

Number of Lanes

two way, one lane each direction, undivided

Road Reservation Width

20m

Road Pavement Width

7m

Classification

Local Distributor

Speed Limit

50kph or State Limit

Bus Route

NO

On-street parking

YES

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2.6 Traffic Volumes

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

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

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2.7 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? YES

If YES, nominate important survey locations:

Location 1

Heath Road [SLK 0.00 – 0.18]

Location 2

Intersection of Canning Road and Heath Road – No crashes were reported in the 5-year period

Period of crash data collection

01/01/2019 - 31/12/2023

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

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

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

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

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

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Heath Road	0.00 – 0.18	Local Distributor	50kph or State Limit	0	0	2	0
MR Type	Involving Overtaking	Involving Parking	Involving Animal	Involving Pedestrian	Entering / Leaving Driveway		Other / Unknown
Count	0	1	0	0	0		1
No of MVKT Travelled at Location			App. 2,800 VPD * 365 * 5 years * 0.18 km = 0.92 MVKT				
KSI Crash Rate			0 KSI crashes / 0.92 MVKT = 0 KSI crashes/MVKT				
All Crash Rate			2 crashes / 0.92 MVKT = 2.17 crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics			All crashes rate of 2.17 is higher than the network average of 0.95 Crashes per MVKT for Local Roads Network. However, given these are two property damage only crashes in a 5-year period, KCTT believe that this section of Heath Road is not a high safety risk area.				

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2.8 Vehicular Parking

Local Government City of Kalamunda
Local Government Document Utilised Local Planning Scheme No. 3
Description of Parking Requirements in accordance with Scheme:
Shop – 5 bays per 100m² NLA.

*Note – given the two land uses share the parking area (grocery store and liquor store) share the same purpose of travel which is shopping, some level of reciprocity should be considered. For example, it is highly likely that existing visitors of IGA grocery store will conduct their liquor store shopping on the same trip. Therefore, the practical parking demand will be lower. KCTT adopted that 50% of liquor store patrons will be existing patrons of the grocery store = 2.5 bays per 100m² NLA for the liquor store.

Calculation of Parking

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

Justification
According to the Local Planning Scheme No.3 both existing IGA and the proposed Liquor Store require 46 parking bays after applying the reciprocity between the two uses. There is 38 carparking bays on-site. Therefore, the estimated shortfall is 8 parking bays.
It should be noted that there are 13 on-street parking bays on Heath Road in close proximity of the subject site. Additionally, there is an off-street parking directly across the existing IGA store on Heath Road.
Given that the proposed liquor store is situated in the town centre, direct reciprocity with IGA is obvious due to immediate proximity; however, there will be degree of reciprocity with other commercial land uses.

2.9 Bicycle Parking

Local Government City of Kalamunda
Reference Document Utilised Local Planning Scheme No.3
Description of Parking Requirements in accordance with Scheme:
The City of Kalamunda does not stipulate requirements for the provision of bicycle parking.
Justification
Given the nature of the proposed land use KCTT believe that the provision of bicycle parking is not required.

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2.10 ACROD Parking

Class of Building

Class 6

Does this building class require specific provision of ACROD Parking?

YES

Reference Document Utilised

Building Code of Australia

Description of Parking Requirements:

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

Parking Requirement in accordance with regulatory documents

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

Justification

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

2.11 Delivery and Service Vehicles

Guideline Document used as reference

NSW RTA Guide to Traffic Generating Developments

Requirements

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

Parking Requirement in accordance with regulatory documents

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

Justification

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

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2.12 Calculation of Development Generated / Attracted Trips

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

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

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

What is the total impact of the new proposed development?

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

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2.13 Traffic Flow Distribution

How many routes are available for access / egress to the site? Three (3)

Route 1 / Movement 1

Provide details for Route No 1 To/from the north via Heath Road > Canning Road
 Percentage of Vehicular Movements via Route No 1 50% [161 VPD; AM 6 VPH; PM 24 VPH]

Route 2 / Movement 2

Provide details for Route No 2 To/from the north via Heath Road > Canning Road
 Percentage of Vehicular Movements via Route No 2 40% [129 VPD; AM 5 VPH; PM 19 VPH]

Route 3 / Movement 3

Provide details for Route No 3 To/from the west via Heath Road
 Percentage of Vehicular Movements via Route No 3 10% [32 VPD; AM 1 VPH; PM 5 VPH]

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

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2.14 Vehicle Crossover Requirements

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

2.15 Public Transport Accessibility

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

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

Walk Score Rating for Accessibility to Public Transport

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

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2.16 Pedestrian Infrastructure

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

Classification	Road Name
<i>"Other Shared Path (Shared by Pedestrians and Cyclists)"</i>	Heath Road, Boonooloo Road, Kalamunda Road, Williams Street, Elizabeth Street, Railway Road, Mead Street
Does the site have existing pedestrian facilities	YES
Does the site propose to improve pedestrian facilities?	NO
What is the Walk Score Rating?	
76	Very Walkable. Most errands can be accomplished on foot.

2.17 Cyclist Infrastructure

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

If YES, describe:

Classification	Road Name
<i>"Other Shared Path (Shared by Pedestrians and Cyclists)"</i>	Heath Road, Boonooloo Road, Kalamunda Road, Williams Street, Elizabeth Street, Railway Road, Mead Street, East Terrace, Recreation Road
<i>"Good Road Riding Environment"</i>	Williams Street, East Terrace
<i>"Perth Bicycle Network - Continuous Signed Routes"</i>	SE3 – Williams Street, Railway Road
Are there any PBN Routes within a 400m radius of the subject site?	YES
If YES, describe:	
Classification	Road Name
<i>"Other Shared Path (Shared by Pedestrians and Cyclists)"</i>	Heath Road, Boonooloo Road, Kalamunda Road, Williams Street, Elizabeth Street, Railway Road, Mead Street
<i>"Good Road Riding Environment"</i>	Williams Street
<i>"Perth Bicycle Network - Continuous Signed Routes"</i>	SE3 – Williams Street, Railway Road
Does the site have existing cyclist facilities?	YES
Does the site propose to improve cyclist facilities?	NO

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KC01896.000 10 Canning Road, Kalamunda

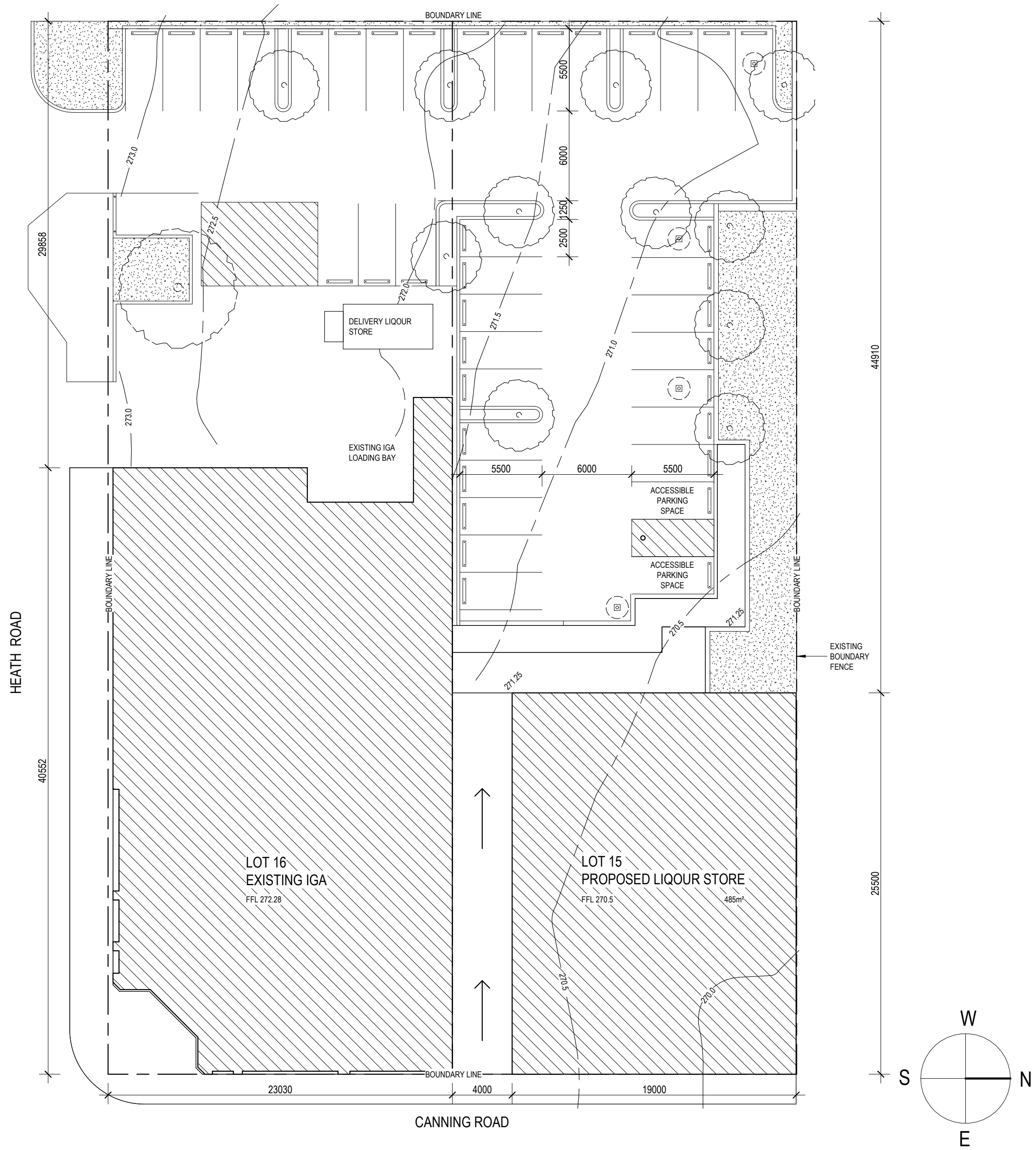
2.18 Site-Specific Issues and Proposed Remedial Measures

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

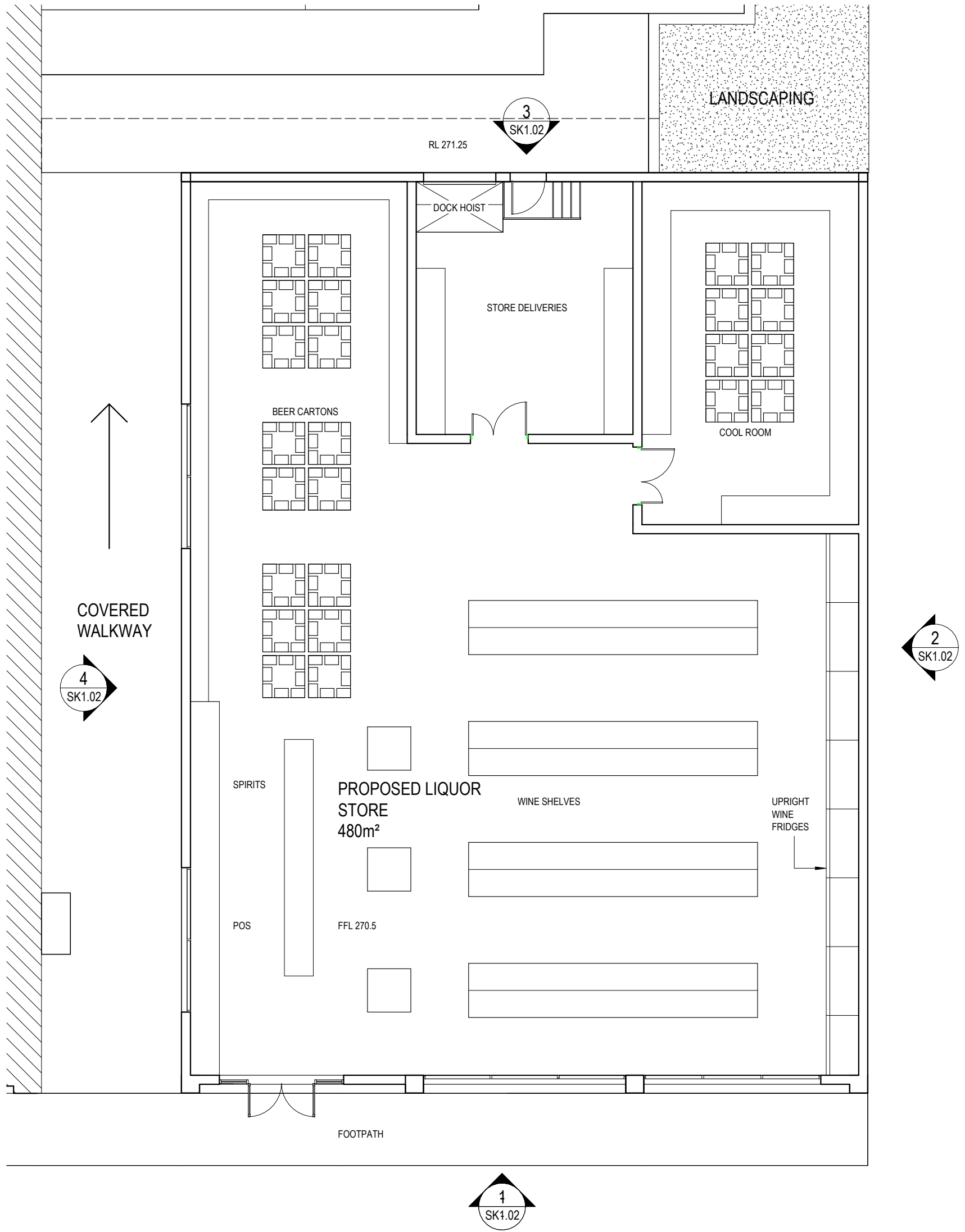
Appendix 1

The Layout of the Proposed Development

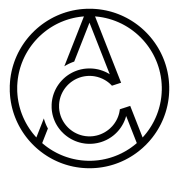
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SITE PLAN
1:200



GROUND FLOOR - FLOOR PLAN
1:100



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Proposed Copper & Oak Liquor Warehouse
10 Canning Road, Kalamunda

Site Plan & Floor Plan
As indicated AT A1

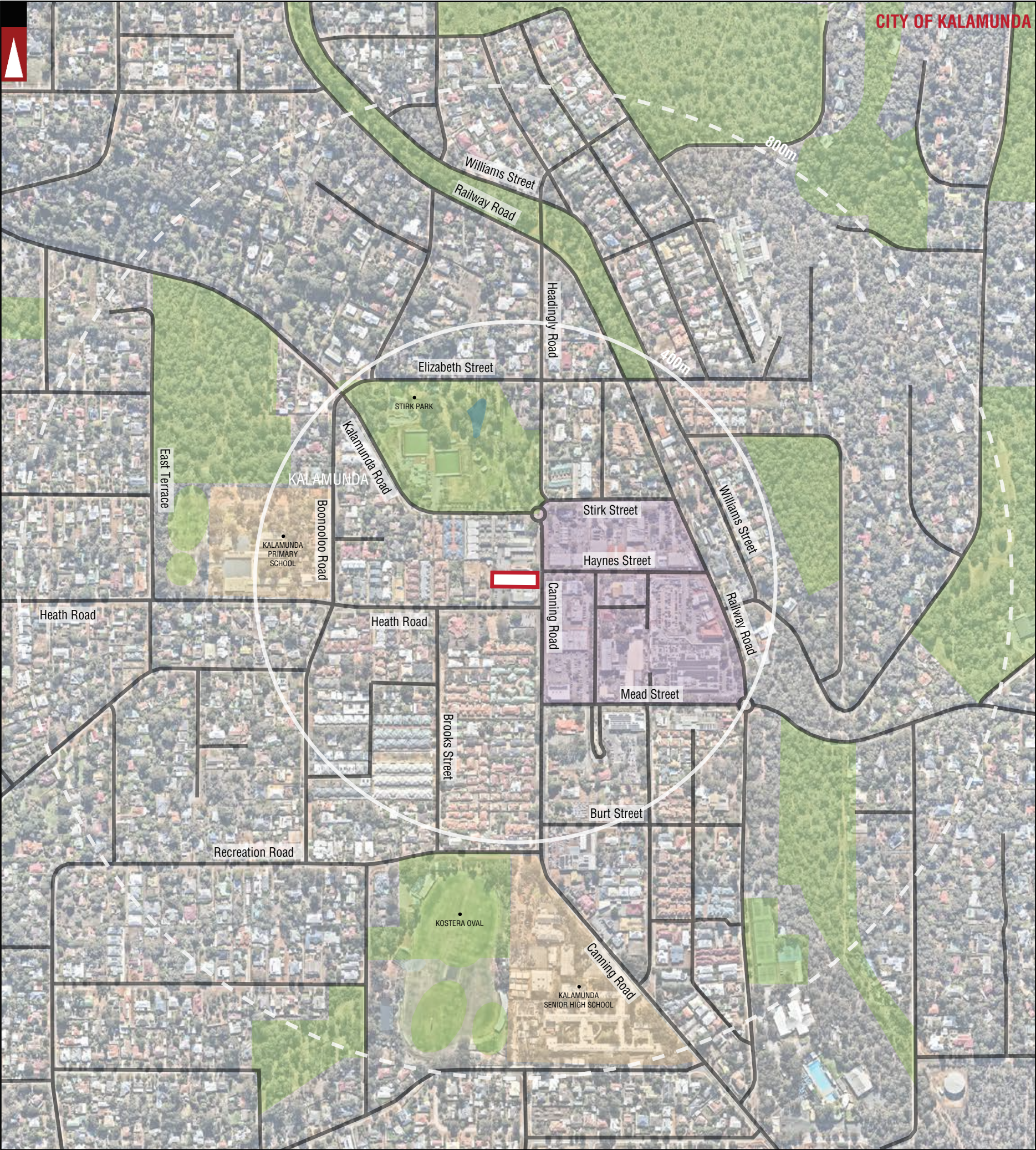
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ARMSTRONG COLLECTIVE

Appendix 2

Transport Planning and Traffic Plans

Transport Impact Statement | KC01896.000 10 Canning Road, Kalamunda



PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

Hay Street

CITY OF KALAMUNDA

ROAD

STREET NAME

LOCATION BOUNDARY

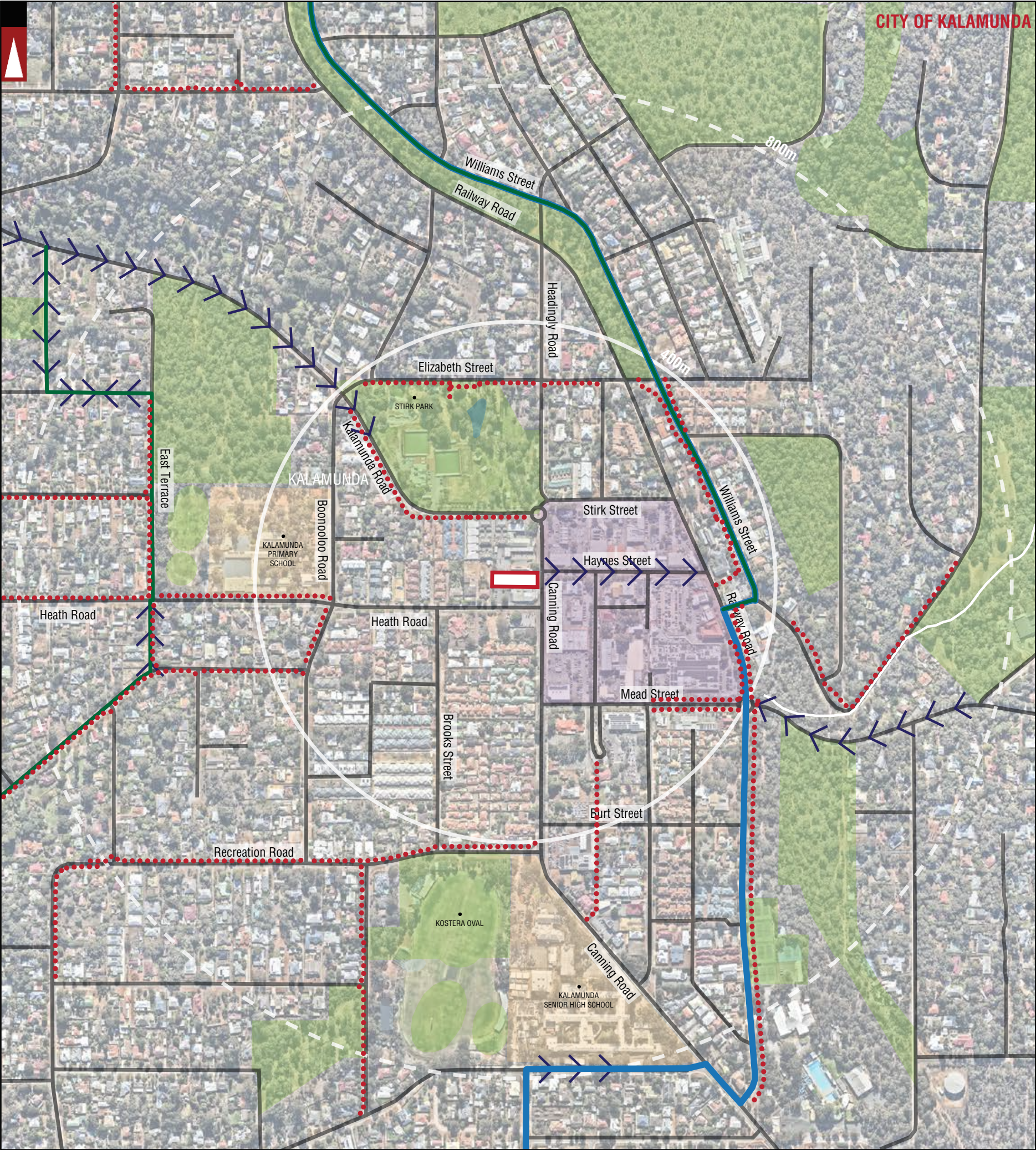
DISTANCE FROM LOCATION

LOCAL GOVERNMENT NAME

SUBURB NAME

LEGEND

			PROJECT:	10 CANNING ROAD, KALAMUNDA	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
			TITLE:	LOCALITY PLAN - 800M RADIUS		
A	01-07-2024	ISSUED FOR REVIEW	DRAWING NUMBER:	KC01896.000_ S01	N.M.	
No	DATE	AMENDMENT				PH: 08 9441 2700 WEB: www.kctt.com.au



PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

Hay Street

CITY OF KALAMUNDA

ROAD

STREET NAME

LOCATION

BOUNDARY

DISTANCE FROM LOCATION

LOCAL GOVERNMENT NAME

SUBURB NAME

OTHER SHARED PATH (SHARED BY PEDESTRIANS & CYCLISTS)

GOOD ROAD RIDING ENVIRONMENT

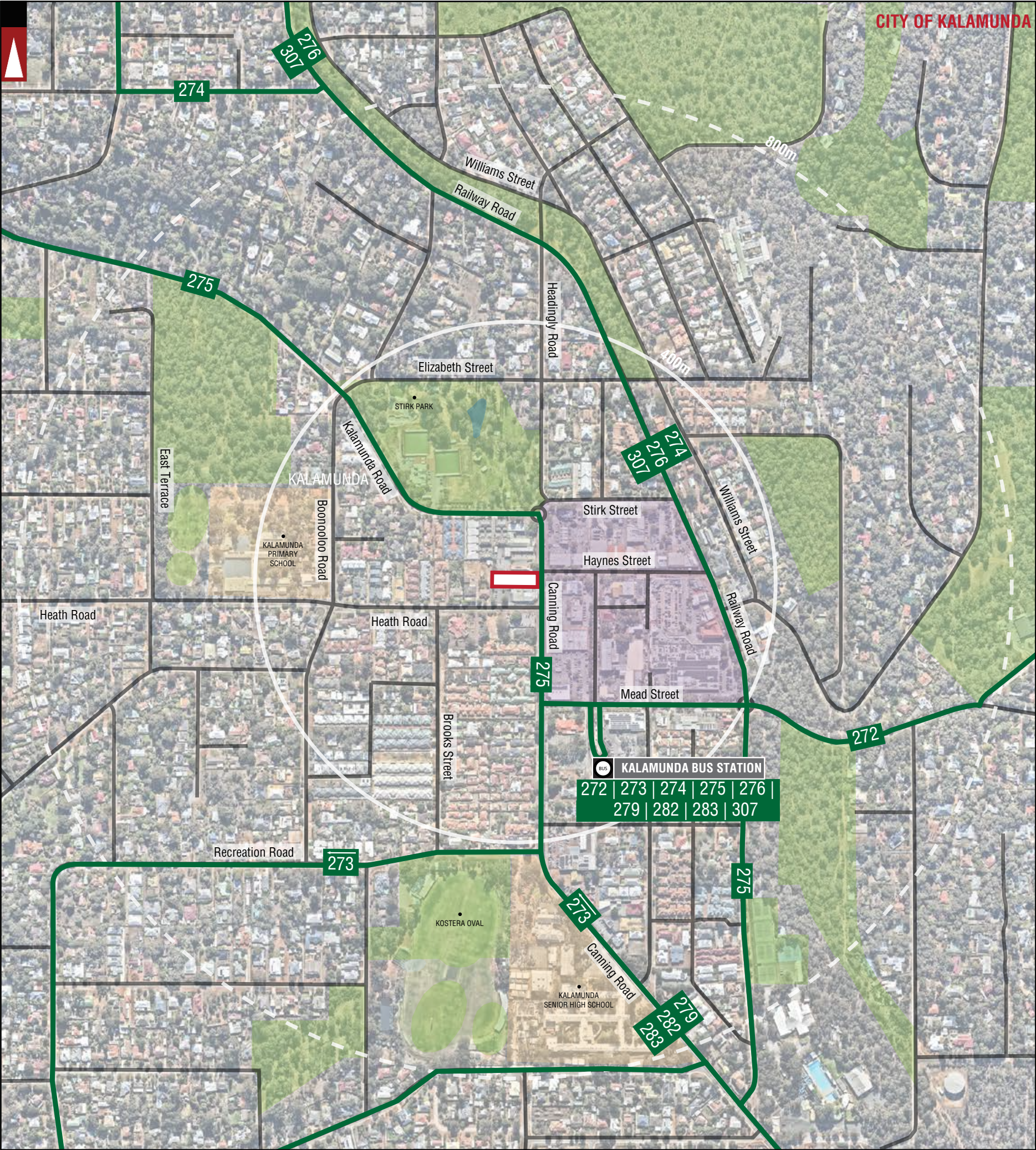
PERTH BICYCLE NETWORK (PBN) - CONTINUOUS SIGNED ROUTES

GRADIENT ARROW

WALKING TRAIL

LEGEND

			PROJECT:	10 CANNING ROAD, KALAMUNDA	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
			TITLE:	BICYCLE NETWORK PLAN - 800M RADIUS	N.M.	
A	01-07-2024	ISSUED FOR REVIEW	DRAWING NUMBER:	KC01896.000_S02		
No	DATE	AMENDMENT				



PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

Hay Street

CITY OF KALAMUNDA

ROAD

STREET NAME

LOCATION

BOUNDARY

DISTANCE FROM LOCATION

LOCAL GOVERNMENT NAME

SUBURB NAME

103

BUS ROUTES

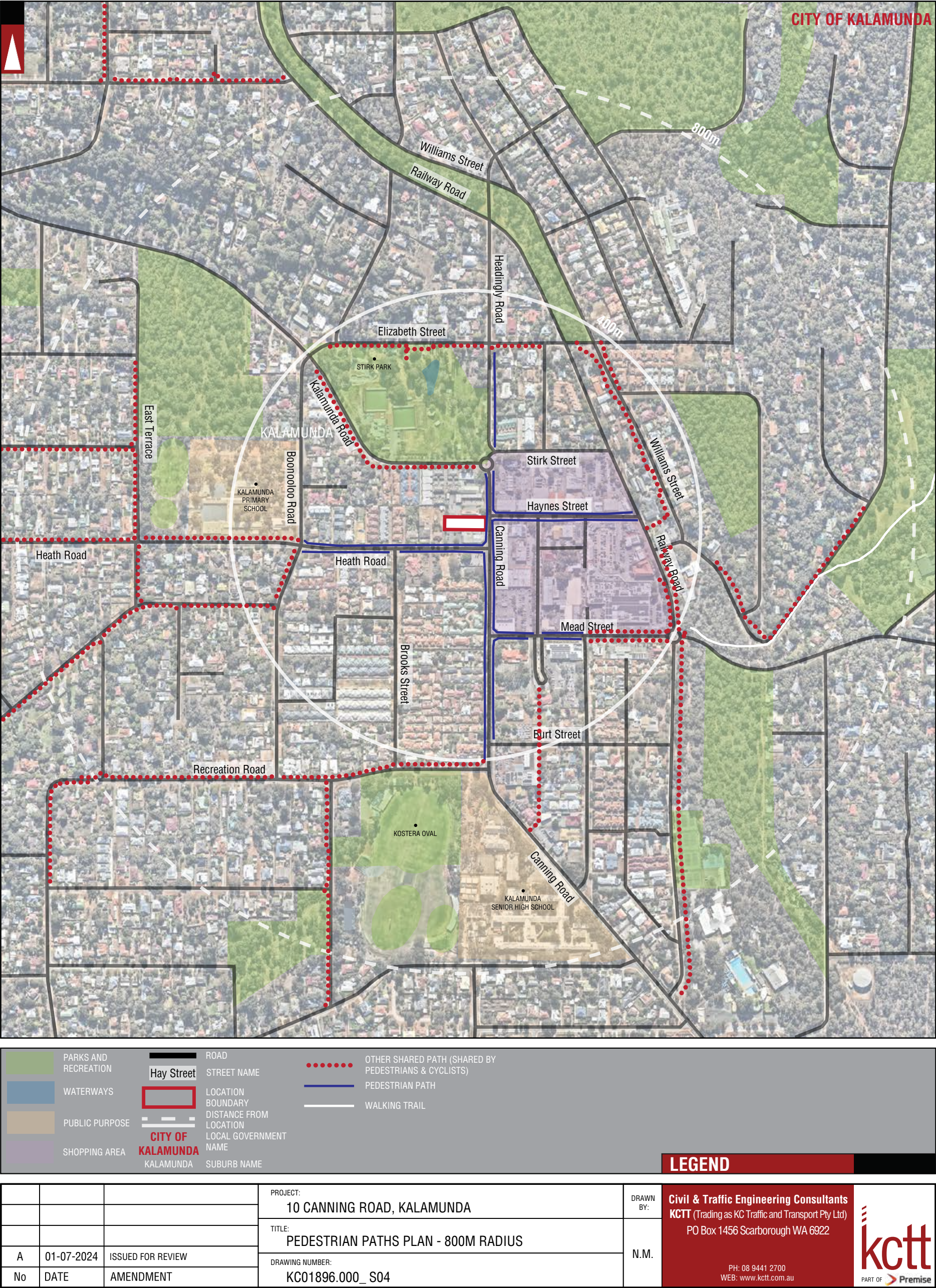
BUS ROUTE NUMBER

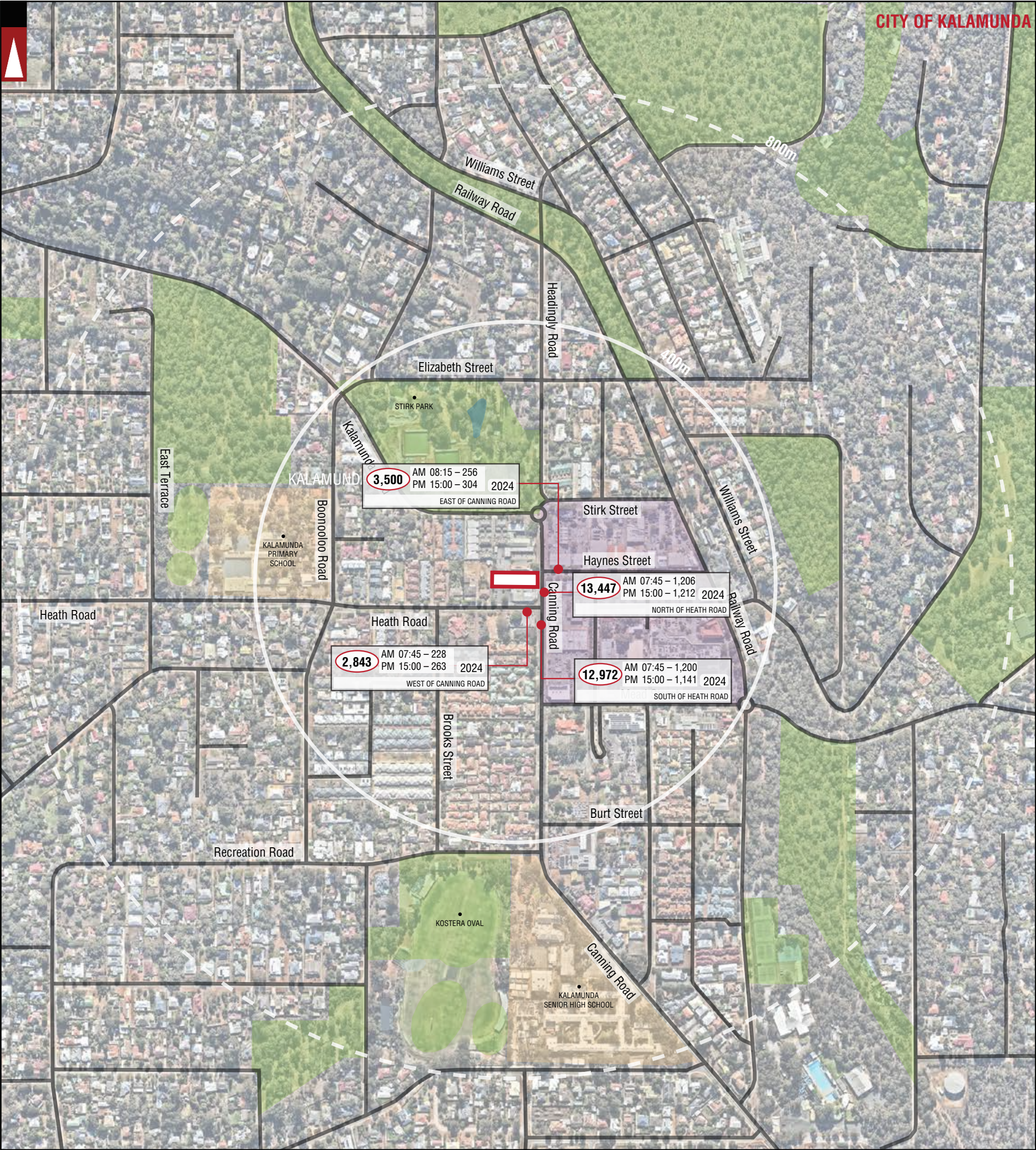
BUS STATION

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

LEGEND

			PROJECT:	10 CANNING ROAD, KALAMUNDA	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
			TITLE:	PUBLIC TRANSPORT PLAN - 800M RADIUS		
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PARKS AND RECREATION

WATERWAYS

PUBLIC PURPOSE

SHOPPING AREA

Hay Street

CITY OF KALAMUNDA

ROAD

STREET NAME

LOCATION

BOUNDARY

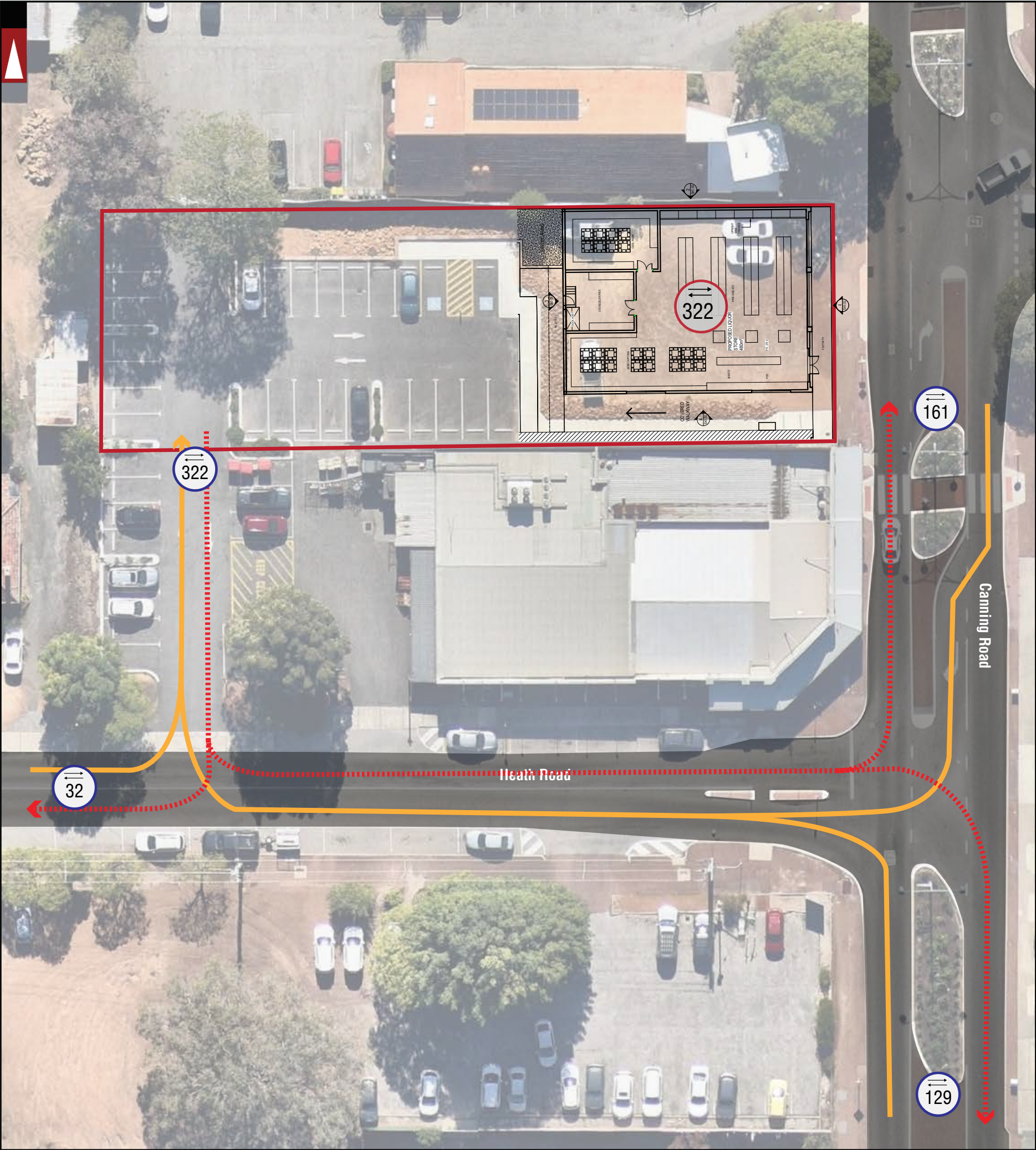
DISTANCE FROM LOCATION

LOCAL GOVERNMENT NAME

SUBURB NAME

LEGEND

			PROJECT: 10 CANNING ROAD, KALAMUNDA	DRAWN BY: Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
			TITLE: EXISTING TRAFFIC COUNTS - 800M RADIUS	N.M.
A	01-07-2024	ISSUED FOR REVIEW	DRAWING NUMBER: KC01896.000_S05	
No	DATE	AMENDMENT		



LOCATION
BOUNDARY

ROAD
(VARIED WITH ROAD WIDTH)

Lewis Road

ROAD NAME

1,389

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

503

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

Traffic Flow IN Direction

Traffic Flow OUT Direction

NOTE: THE PLAN IS COURTEOUSY OF ARMSTRONG COLLECTIVE PTY LTD

LEGEND

			PROJECT: 10 CANNING ROAD, KALAMUNDA	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
			TITLE: TRAFFIC FLOW DIAGRAM		
A	01-07-2024	ISSUED FOR REVIEW	DRAWING NUMBER: KC01896.000_ S06	N.M.	
No	DATE	AMENDMENT			PH: 08 9441 2700 WEB: www.kctt.com.au



LOCATION
BOUNDARY

ROAD
(VARIED WITH ROAD WIDTH)

Lewis Road

ROAD NAME

000

000

000

000

Traffic Flow IN Direction

000

000

000

000

Traffic Flow OUT Direction

1,389

Total Expected Traffic Generation from the
proposed development - AM peak

NOTE: THE PLAN IS COURTESY OF ARMSTRONG COLLECTIVE PTY LTD

LEGEND

			PROJECT: 10 CANNING ROAD, KALAMUNDA	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
			TITLE: TRAFFIC FLOW DIAGRAM - AM PEAK	N.M.	
A	01-07-2024	ISSUED FOR REVIEW	DRAWING NUMBER: KC01896.000_ S07		PH: 08 9441 2700 WEB: www.kctt.com.au
No	DATE	AMENDMENT			PART OF Premise



LOCATION
BOUNDARY

ROAD
(VARIED WITH ROAD WIDTH)

Lewis Road

ROAD NAME

000

000

000

Traffic Flow IN Direction

000

000

000

Traffic Flow OUT Direction

1,389

Total Expected Traffic Generation from the
proposed development - PM peak

NOTE: THE PLAN IS COURTEOUSY OF ARMSTRONG COLLECTIVE PTY LTD

LEGEND

			PROJECT: 10 CANNING ROAD, KALAMUNDA	DRAWN BY:	Civil & Traffic Engineering Consultants KCTT (Trading as KC Traffic and Transport Pty Ltd) PO Box 1456 Scarborough WA 6922
			TITLE: TRAFFIC FLOW DIAGRAM - PM PEAK		
A	01-07-2024	ISSUED FOR REVIEW	DRAWING NUMBER: KC01896.000_ S08	N.M.	
No	DATE	AMENDMENT			PH: 08 9441 2700 WEB: www.kctt.com.au