

TRANSPORT IMPACT STATEMENT

10 Bayley Street

Coolgardie

July 2024

Rev A

The logo for KCTT features the letters 'kctt' in a bold, lowercase, dark red sans-serif font. To the left of the 'k', there are three short, parallel, slanted red lines stacked vertically.

PART OF  **Premise**

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Appendix 1 - The layout of the proposed development

Appendix 2 - Transport Planning and Traffic Plans

Appendix 3 - Vehicle Turning Circle Plans

1. Executive Summary

Site Context

- The project location is 10 Bayley Street, Coolgardie.
- The subject site is occupied by an existing motel with 15 rooms.
- The proponent seeks to add another 40 rooms in a new building.
- The subject site will retain the existing crossover from/to Renou Street.

Technical Findings

- The proposed development will generate up to 165 vehicular trips per day and 22 vehicular trips per hour in peak hours (existing + proposed traffic).
- The additional traffic will be 120 vehicular trips per day and 16 vehicular trips per hour in peak hours (additional traffic from the proposed amendments).
- 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 will successfully absorb the additional traffic from the proposed development.
- Section 2.16 provides worst-case scenario calculations for deceleration lanes' requirement on Bayley Street (Great Eastern Highway). Even with the high share of heavy vehicles on Bayley Street, deceleration lanes are not required at the intersection with Renou Street.

Relationship with Policies

- According to the Local Planning Scheme No. 5 the proposed development requires 55 parking bays.
- 55 parking bays are proposed, meeting the minimum requirement.
- KCTT believe that the parking demand will be met with the on-site parking provision.
- Building Code of Australia ACROD Provision – The development will meet the requirement for 1 ACROD bay.

Conclusion

- A motel expansion is proposed at the subject Lot 2 (No. 10) Bayley Street, Coolgardie.
- The additional traffic attracted to the subject site is expected to increase by a maximum of 120 vehicular trips per day and 16 vehicular trips in the peak hours (existing traffic subtracted from the total traffic).
- Renou Street is classified as an Access Road as per MRWA classification with the maximum desirable volume of 3,000 vehicles per day. There are no publicly available traffic counts for this road. However, given that Bayley Street as a Primary Distributor is carrying under 2,000 VPD it is safe to assume that Renou Street carries significantly less. Therefore, with the added traffic from the subject site both Renou Street and Bayley Street would remain well under the maximum desirable traffic volumes for their respective classification.
- In summary KCTT believe that the proposed development will not have a negative impact on the surrounding road network.

2. Transport Impact Statement

2.1 Proposal

Too Perfect Two Gift Pty Ltd engaged KCTT to prepare a Transport Impact Statement (TIS) for the proposed motel expansion on 10 Bayley Street, Coolgardie.

The proposed development comprises of 55 motel rooms (15 existing and 40 proposed).

The existing crossover from/to Renou Street will be retained.

This report will primarily address the level 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 2
Street Number	No. 10
Road Name	Bayley Street (Great Eastern Highway)
Suburb	Coolgardie
Description of Site	The subject site is occupied by the existing motel with 15 rooms capacity. An additional motel facility is proposed with 40 rooms.

2.3 Technical Literature Used

Local Government Authority	Shire of Coolgardie
Type of Development	Individual Development - Motel
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
Are there applicable LGA schemes for this type of development?	YES
<i>If YES, Nominate:</i>	
Name and Number of Scheme	Local Planning Scheme No. 5
Are Austroads documents referenced?	YES

2.4 Land Uses

Are there any existing Land Uses YES
 If YES, Nominate: Motel – 15 rooms

Proposed Land Uses

How many types of land uses are proposed? One (1)
 Nominate land use type and yield Motel expansion – additional 40 rooms
 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? Two (2)

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

Road Name	Renou Street
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	40m
Road Pavement Width	7.6m
Classification	Access Road
Speed Limit	50kph
Bus Route	NO
On-street parking	NO

Road Name	Bayley Street (Great Eastern Highway)
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	40m
Road Pavement Width	Approximately 12.5m
Classification	Primary Distributor
Speed Limit	60kph
Bus Route	YES
<i>If YES Nominate Bus Routes</i>	865
On-street parking	YES Some sections of Bayley Street incorporate on-street parking

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			
Bayley Street (Great Eastern Highway)	West of Lyon Street	1,476	09:45 – 99		15:30 – 115		45.1%	2022/2023	–

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

2.7 Vehicular Crash Information

Is Crash Data Available on Main Roads WA website? YES

If YES, nominate important survey locations:

Location 1	Bayley Street (Great Eastern Highway) [SLK 553.71 - 554.04]
Location 2	Renou Street [0.00 to 0.20] – no crashes reported in the 5-year period
Location 3	Intersection of Bayley Street and Renou Street - no crashes 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:

	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 State Roads - Midblock	20.12	0.37	0.89	0.02
Metro State Roads - All	46.28	0.85	1.80	0.03

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
Bayley Street (Great Eastern Highway)	553.71 - 554.04	Primary Distributor	60kph	0	0	0	1
No of MVKT Travelled at Location			App. 1,500 VPD * 365 * 5 years * 0.33 km = 0.9 MVKT				
KSI Crash Rate			0 KSI crashes / 0.9 MVKT = 0 KSI crashes/MVKT				
All Crash Rate			1 crashes / 0.9 MVKT = 1.11 crashes/MVKT				
Comparison with Crash Density and Crash Rate Statistics			All crashes rate of 1.11 is higher than the network average of 0.37 Crashes per MVKT for Metropolitan State Roads Network It should be noted that the above state network average is derived from roads with much higher traffic volumes than Bayley Street. Additionally, one Property Damage Only crash in 5 years suggests that there are no major traffic safety risks at this road section.				

2.8 Vehicular Parking

Local Government

Shire of Coolgardie

Local Government Document Utilised

Local Planning Scheme No. 5

Description of Parking Requirements in accordance with Scheme:

Motel – 1 space per unit plus 1 space per 10m² dining room area.

Note: There is no existing or proposed dining area.

Calculation of Parking

Land Use	Requirements	Yield	Total Parking
Motel – Rooms	1 space per unit	15 existing units	55
		40 proposed units	
		55 units	
Total Car Parking Requirement			55
Total Volume of Parking Provided by Proponent			55

Justification

According to the Local Planning Scheme No. 5 the proposed development requires 55 parking bays.

55 parking bays are proposed, meeting the minimum requirement. KCTT believe that all parking demand will be met on-site.

2.9 Compliance with AS2890 Parking facilities

Which Austroads documents are referenced?	<ul style="list-style-type: none"> • Australian/New Zealand Standard, Parking facilities, Part 1: Off-street car parking - AS 2890.01 • Australian/New Zealand Standard, Parking facilities, Part 6: Off-street parking for people with disabilities – AS2890.06
Number of Parking Bays on-site	<ul style="list-style-type: none"> • 55 bays
Proposed development User Class	<ul style="list-style-type: none"> • 1 - Employee and commuter parking (generally, all-day parking) • 1A - Residential, domestic and employee parking • 2 - Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors
Driveway category and dimensions	<ul style="list-style-type: none"> • Category 1 access driveway • 6m driveway width • 6m driveway length

2.9.1 Compliance Overview

	FULL COMPLIANCE	PARTIAL DEPARTURE	FULL DEPARTURE	NOT APPLICABLE	
Element	Compliance				Comment
Car Bay Class 1A		PARTIAL DEPARTURE			Parallel bays should be 0.3m longer, given the one-way aisle width is 3m (half of the total aisle width of 6m). However, swept path analysis has shown that even large passenger vehicles (B99 – 5.2m) would be able to park in these bays comfortably. These bays are 2.5m wide instead of the minimum required 2.1m which further improves the navigability.
Car Bay Class 2	FULL COMPLIANCE				
Car Bay Class 4 (ACROD)	FULL COMPLIANCE				
Aisle width		PARTIAL DEPARTURE			Aisle width should be increased at section between parallel bays and angle bays. However, since the parking turnover will not be high, given the land use, KCTT believe this will not be an issue. Additionally, swept path analysis (Appendix 3) has shown that there will be enough room for large passenger vehicles to exit the 90-degree bays without driving too close to the vehicles parked in the parallel parking bays.
Blind Aisle Extension	FULL COMPLIANCE				
Single-sided aisle width		NOT APPLICABLE			
Reversing bay	FULL COMPLIANCE				
Location of driveway	FULL COMPLIANCE				Existing driveway.
Sight distance requirements at access driveways	FULL COMPLIANCE				Existing driveway.
Minimum sight lines for pedestrian safety		NOT APPLICABLE			

2.9.2 Comparison of proposed layout to AS2890.01 requirements

Parking Bay Type	AS2890.1:2004 Off-street car parking AS2890.6 Off-street parking for people with disabilities					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) STAFF	5.4m	5.5m	2.4m	2.5m	5.8m	6m
All bays at 90° (User Class 2) VISITORS	5.4m	5.5m	2.5m	2.5m	5.8m	6.0m
All bays at 0° (intermediate space)	6.2m	6.0m	2.1m	2.5m	3.0m (one-way)	3.0m
ACROD Parking	5.4m	5.5m	2.4m-ACROD 2.4m-shared space	2.5m-ACROD 2.5m-shared space	5.8m	6.0m

Note*: AS2890.1:2004 stipulates that for combination of parallel parking at one side and angle parking at the other side, the aisle width should be taken from the table for the relevant angle parking and another 0.5m added to that value.

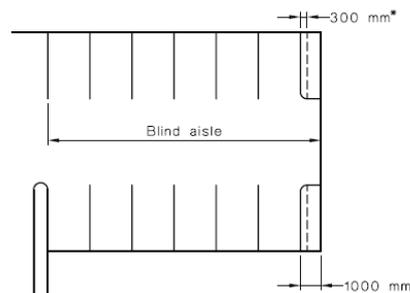
Name other requirements in the AS2890.1:2004 document.

“Blind aisles

At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.
 In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.

Single-sided aisles

Where there is angle parking on one side of an aisle only and the other side is confined by a wall or other high vertical obstruction closer than 300 mm to the nominal edge of the aisle, to provide maneuvering clearance, the aisle width shall be increased by 300 mm, measured to the vertical obstruction.”



*Additional widening required if there is a wall or fence at the side of the last space, see Clause 2.4.1(b)(ii)

DIMENSIONS IN MILLIMETRES

FIGURE 2.3 BLIND AISLE EXTENSION

Blind aisle Extended as required.

2.9.3 Vehicle Swept Paths

Have Vehicle Swept Paths been checked for Parking? YES

If YES, provide description of performance:

The proposed parking area has been checked with a standard B99 Passenger Vehicle 5.2m and with a 10m service vehicle.

No navigability issues have been found.

Please refer to the swept path analysis plans provided in Appendix 3.

2.10 Bicycle Parking

Local Government Shire of Coolgardie
 Reference Document Utilised Local Planning Scheme No. 5

Description of Parking Requirements in accordance with Scheme:

There are no bicycle requirements in LPS No. 5

Total Volume of Bicycle Parking Provided by Proponent	N/A
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Justification

Given the location and the intended land use, KCTT believe that bicycle parking is not required.

2.11 ACROD Parking

Class of Building Class 3
 Does this building class require specific provision of ACROD Parking? YES
 Reference Document Utilised Building Code of Australia

Description of Parking Requirements:

Class 3 — 1 space for every 100 carparking spaces or part thereof.

Parking Requirement in accordance with regulatory documents

Land Use	Requirements	Yield	Total Parking
Motel	<i>1 space for every 100 carparking spaces or part thereof</i>	55	1
Total Volume of ACROD Parking Provided by Proponent			1

Justification

The proposed development will meet the requirement for 1 ACROD bay.

2.12 Delivery and Service Vehicles

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

Hotels and Motels (< 200 bedrooms or bedroom suites) - 1 space per 50 bedrooms plus 1 space per 1,000 m2 of public area set aside for bar, tavern, lounge and restaurant

Parking Requirement in accordance with regulatory documents

Land Use	Minimum Requirements	Yield	Total Parking
Motel	<i>1 space per 50 bedrooms plus 1 space per 1,000 m2 of public area set aside for bar, tavern, lounge and restaurant</i>	55 bedrooms;	1
Total Volume of Service and Delivery Parking Required			1
Total Volume of Service and Delivery Parking Provided by Proponent			1

Justification

KCTT believe that the dedicated turnaround bay for the waste vehicle will be more than sufficient for requirements of the proposed development. Additionally, this designated space can be used for deliveries outside of waste vehicle hours of operation. Given this is an existing operation, waste collection is expected to continue as it occurred up to now.

2.13 Calculation of Development Generated / Attracted Trips

What are the likely hours of operation?	00-24h
What are the likely peak hours of operation?	07:00 – 08:00 and 16:00-17:00
Do the development generated peaks coincide with existing road network peaks?	YES
If YES, Which:	Partially PM Peak

Guideline Document Used **NSW RTA Guide to Traffic Generating Developments**

Rates from above document:

Motel:

Daily: 3 vehicular trips per unit

AM and PM: 0.4 vehicular trips per unit

Does the site have existing trip generation / attraction? YES

Land Use Type	Rate above	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
				AM	PM
Existing					
Motel	Daily: 3 VPD per unit AM and PM: 0.4 VPH per unit	15	45	6	6
Proposed					
Motel	Daily: 3 VPD per unit AM and PM: 0.4 VPH per unit	40	120	16	16
Total traffic from the proposed development			165	22	22

What is the total impact of the new proposed development? The proposed development will generate up to 165 vehicular trips per day and 22 vehicular trips per hour in the peak hour. 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 will absorb the additional traffic from the proposed development.

2.14 Traffic Flow Distribution

How many routes are available for access / egress to the site? Two (2)

Route 1 / Movement 1

Provide details for Route No 1 To/from the west via Renou Street > Bayley Street
 Percentage of Vehicular Movements via Route No 1 40% [66 VPD; AM 9 VPH; PM 9 VPH]

Route 2 / Movement 2

Provide details for Route No 2 To/from the east via Renou Street > Bayley Street
 Percentage of Vehicular Movements via Route No 2 60% [99 VPD; AM 13 VPH; PM 13 VPH]

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

2.15 Vehicle Crossover Requirements

Are vehicle crossovers required onto existing road networks? YES

How many existing crossovers? One (1)

How many proposed crossovers? None

If there are greater numbers of new crossovers, than existing, provide justification:

The existing crossover will be retained.

How close are proposed crossovers to existing intersections? app. 35m

Does this meet existing standards? YES

Justification

According to AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking the user class of the access point is: User Class 2 - Long-term city and town centre parking,

Proposed development plans indicate a total of 58 parking bays and 1 crossover.

This crossover serves between 25 and 100 parking bays from a local road, making it a "Category 2 driveway".

Therefore, the following requirements from AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking apply:

*“(a) **Driveway Categories 1 and 2:** At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in Figure 3.1.*

This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections.

TABLE 3.1
SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
- 2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

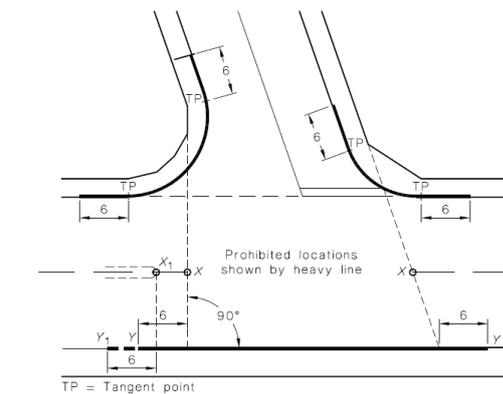
Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement.

At signalized intersections, the minimum distance from the intersection, measured from the property boundary along both legs, shall be increased as necessary to locate access driveways beyond the influence of normal queue lengths at the intersections. If this is not practicable, it may be necessary to provide-

- (i) an arrangement which confines traffic to turning left when either entering or leaving the car park;
- (ii) a signalized driveway with signals coordinated with the intersection signals; or
- (iii) other traffic management means of providing for safe and efficient operation of the driveway."

As shown on the layout for the proposed development in Appendix 1, the proposed crossover is not located in any of the areas shown by heavy lines and therefore complies with the AS/NZS 2890.1:2004 requirements

Are auxiliary lanes warranted?



- NOTES:
- 1 Accesses to domestic driveways are excluded from the prohibition in respect of the kerb section marked Y-Y (see Clause 3.2.3(a)).
 - 2 The points marked X₁ and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y₁.

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FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

NO

2.16 Warrants for BA, AU and CH Turn Treatments

Warrants for auxiliary lanes have been examined for AM and PM traffic flow for the following intersection(s):

- Bayley Street (Great Eastern Highway) / Renou Street

in accordance with *MRWA Supplement to Austroads Guide to Road Design - Part 4, Appendix A Intersections - General* section A.8.

As per MRWA methodology the following equation should be used to determine the turning treatment warranted:

$$x = \frac{1}{471.50} \times Q_M^{0.912} \times Q_i^{1/2.46} \times (1 + 0.75 \times \%HV/100)$$

where:

1. Q_M is calculated based on Austroads GTM Part 6 – 2017, Figure 2.27.
2. %HV, calculated as the weighted average % heavy vehicles for Q_M.
3. Q_i is either Q_R or Q_L.
4. If Q_i is less than 3, only a basic treatment is warranted.
5. For four lane and six lane single carriageways refer to *Austroads Guide to Traffic Management Part 6*, (2017), Figure 2.27, for adjustments to Q_M.

"On four- or six-lane two-way roads: the major road traffic volume parameter (QM) for right turns uses the full opposing flow QT2 and only the traffic flow in the nearest lane of the following flow QT1. For left turns, the major road traffic volume parameter (QM) uses only the traffic flow in the leftmost through lane of the following flow QT2"

Bayley Street (Great Eastern Highway) has a speed limit of 60kph in this location i.e. the design speed would be 70kph. Therefore, the following formula is used:

For Design Speeds 70 km/h ≤ Design Speed < 100 km/h

- If x < 1.5, only a BAR / BAL treatment is warranted
- If 1.5 ≤ x < 3.3, an AUR / AUL(S) treatment is warranted
- If x ≥ 3.3, a CHR / (AUL or CHL) treatment is warranted

"Warrants limited to five turning vehicles per hour. AUR treatment not available for dual carriageways."

The left and right-turn warrants have been analysed for the expected year of completion of the proposed development – year 2025.

The expected peak hours of the development 08:00-09:00 in the AM and 16:00-17:00 in the PM peak on weekdays. Passing traffic volumes for 2022 used to determine the warrants are the directional traffic data from the MRWA traffic map. However, for the purposes of the worst-case scenario assessment, we have used the network 10:00 – 11:00 traffic since it is higher than traffic in the 08:00-09:00 period.

The traffic on Bayley Street (Great Eastern Highway) is 97 VPH in the AM peak and 106 VPH in the PM peak on weekdays. These figures have been increased using a 2% growth rate per annum to assess the warrants in 2025.

2.16.1 Calculation of turn treatment warrants

	Two-lane two way	
	Bayley Street (Great Eastern Highway) / Renou Street	
	Weekday 2025	
	AM	PM
Q_{T1}	60	29
HV% - Q_{T1}	49.1	62.0
Q_R	10	7
HV% - Q_R	0.0	0.0
Q_{T2}	42	77
HV% - Q_{T2}	52.5	39.0
Q_L	7	5
HV% - Q_L	0.0	0.0
$Q_{M-RIGHT\ TURN}$ no splitter island for left turns	110	111
HV% - Q_{MR} no splitter island for left turns	33.87	33.67
$Q_{M-RIGHT\ TURN}$ with splitter island for left turns	103	106
HV% - Q_{MR} with splitter island for left turns	50.80	50.50
$Q_{M-LEFT\ TURN}$	42	77
HV% - Q_{ML}	52.50	39.00
X_R no splitter island for left turns	0.49	0.43
X_R with splitter island for left turns	0.51	0.45
X_L	0.20	0.28
Right turn treatment no splitter island for left turns	BAR	BAR
Right turn treatment with splitter island for left turns	BAR	BAR
Left turn treatment	BAL	BAL

The above table shows that the intersection of Bayley Street and Renou Street does not require deceleration lanes, even with the extreme percentage of heavy vehicles in the traffic flow.

KCTT believe this is expected, given the low traffic volumes on the surrounding road network.

2.17 Public Transport Accessibility

How many bus routes are within 800 metres of the subject site? Two
 How many rail routes are within 800 metres of the subject site? None

Bus Route	Description	Peak Frequency	Off-Peak Frequency
865	Victory Heights - Coolgardie Town Hall	2 times in each direction on Thursdays	/
GE3	Kalgoorlie to Esperance via Coolgardie or via Kambalda	One departure on Friday from Coolgardie; One arrival on Monday to Coolgardie	/

Walk Score Rating for Accessibility to Public Transport

N/A |

2.18 Pedestrian Infrastructure

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

There are no pedestrian paths in the vicinity of the proposed development.

Does the site have existing pedestrian facilities NO

Does the site propose to improve pedestrian facilities? NO

What is the Walk Score Rating?

23 | Car-Dependent. Almost all errands require a car.

2.19 Cyclist Infrastructure

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

If YES, describe:

Bayley Street (Great Eastern Highway) provides a path which would be classified within PBN as a “Bicycle Lanes or Sealed Shoulder Either Side”.

2.20 Site-Specific Issues and Proposed Remedial Measures

How many site-specific issues need to be discussed? One (1)

Site-Specific Issue No 1

Traffic Impact

Remedial Measure / Response

The additional traffic attracted to the subject site is expected to increase by a maximum of 120 vehicular trips per day and 16 vehicular trips in the peak hours (existing traffic subtracted from the total traffic).

Renou Street is classified as an Access Road as per MRWA classification with the maximum desirable volume of 3,000 vehicles per day. There are no publicly available traffic counts for this road. However, given that Bayley Street as a Primary Distributor is carrying under 2,000 VPD it is safe to assume that Renou Street carries significantly less. Therefore, with the added traffic from the subject site both Renou Street and Bayley Street would remain well under the maximum desirable traffic volumes for their respective classification.

In summary KCTT believe that the proposed development will not have a negative impact on the surrounding road network.