urbii

Sustainable Transport. Safe Solutions

882 Canning Hwy, Applecross

Proposed Commercial Development

TRANSPORT IMPACT ASSESSMENT

Prepared for:

Carcione Nominees Pty Ltd

September 2025

882 Canning Hwy, Applecross

Prepared for: Carcione Nominees Pty Ltd
Prepared by: Paul Ghantous
Date: 3 September 2025
Project number: U24.183

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U24.183.r02	03/09/25	Paul Ghantous	FINAL	MW Urban

Scan me

Urbii Consulting Pty Ltd
ABN 34 630 529 476
PO BOX 4315
BALDIVIS WA 6171
T: + 61 433 858 164
E: customer@urbii.com.au
W: www.urbii.com.au

Contents

Figures

Tables

Appendices

1 Executive summary

A commercial development is proposed at 882 Canning Highway, Applecross comprising 509m² of specialty retail/F&B at ground level and ~12,944 m² office NLA above. On-site parking provision includes 159 car bays, 47 motorcycle bays and one loading bay.

Access

Vehicular access is consolidated on Sleat Road, with one full-movement crossover retained and the second existing crossover removed. Internal ramps serve basement and upper decks. The existing easement connection to the western neighbour (left-in/left-out to Canning Hwy) is maintained, with no new direct access to Canning Highway.

Public transport & active modes

The site is within 200m of bus stops on Canning Highway. Bus routes 114, 115, 160 and 910 (High Frequency) provide direct links to Perth, Fremantle, Booragoon and East Perth. Safe, signalised crossings and continuous footpaths are provided at the Canning Hwy/Sleat Rd signals.

The proposal provides End-of-trip facilities which exceed best practice guidelines, with 130 staff bicycle spaces, 4 visitor spaces, and 10 showers.

Parking supply & policy

A total of 159 car bays is proposed, which is an 'on-paper' shortfall of 43 bays. Mode share targets are adapted from the CBACP, with lower car mode and higher bicycle/motorcycle mode shares, supported by extensive EoT facilities.

Trip generation & assignment

Trip generation is parking constrained and is based on 207 on-site vehicle spaces, generating 166 vph. Trips are assigned evenly to the network for robust testing.

Operational impacts (SIDRA)

A single, consistent SIDRA network model with SCATS-based phasing was used for all scenarios. At Canning Hwy/Sleat Rd, the existing LOS 'C' is forecast to degrade to LOS 'D' by 2027 and 'F' by 2037, due to background traffic growth with or without the development. The development contributes < 2% of total intersection traffic in 2037. Therefore, the incremental impact of the proposed development is minimal.

Safety

The five-year crash data indicates that the signalised intersection of Canning Hwy/Sleat Rd ranks 183rd state-wide, with ~70% rear-end crashes—typical of saturated signalised intersections. Proposed development measures that reduce private car dependence including reduced car parking, EoT facilities and strong public transport links, align with crash risk reduction.

Future network context

The Canning Bridge Bus Interchange program includes larger bus capacity, improved station access and a new southern PSP connection, reinforcing the corridor's public transport focus. PCA 185 (Feb 2025) narrows corridor protection and excludes Sleat, Forbes and Kintail Roads for five years, signalling no near-term local-road widening.

Conclusion

The proposal integrates with the existing and planned transport network, concentrates access on Sleat Road, and is supported by excellent public transport access and above-standard active transport facilities. Under conservative, parking supply constrained traffic generation, the development contributes to a negligible share of intersection demand at the assessment horizon.

The 43-bay car parking shortfall is policy-aligned and justified given the centre location, EoT provision and mode share targets.

From a traffic engineering and transport planning perspective, the development is supportable.

2 Introduction

This Transport Impact Assessment has been prepared by Urbii on behalf of Carcione Nominees Pty Ltd with regards to the Proposed Commercial Development, located at 882 Canning Hwy, Applecross.

The subject site is situated at the north-west corner of Canning Highway and Sleat Road, as shown in Figure 1, and presently accommodates two fast food tenancies. A commercial development is proposed at the site, which will deliver 509m^2 of specialty retail and F&B tenancies on the ground level, with 12,944m^2 of office NLA on upper levels.

The aim of this Transport Impact Assessment (TIA) is to assess the impact of the proposal on the existing transport network.

Figure 1: Subject site

3 Existing situation

3.1 Existing site use, access and parking

The site has street frontage on Canning Highway Street (Figure 2) and Sleat Road (Figure 3). The site currently accommodates two fast food tenancies, with an estimated combined area of 400m^2 NLA.

There are two site crossovers currently provided on Sleat Road (Figure 4). There is no direct vehicle access from Canning Highway. A crossover is provided for the development to the west of the site, with an access easement facilitating vehicle movement across the western boundary of the site.

The site is surrounded by a mix of residential, retail, food and beverage, office, and other commercial land uses. Refer to Figure 6 for a context plan showing surrounding land use.

Figure 2: Existing site frontage – Canning Highway

Figure 3: Existing site frontage – Sleat Road

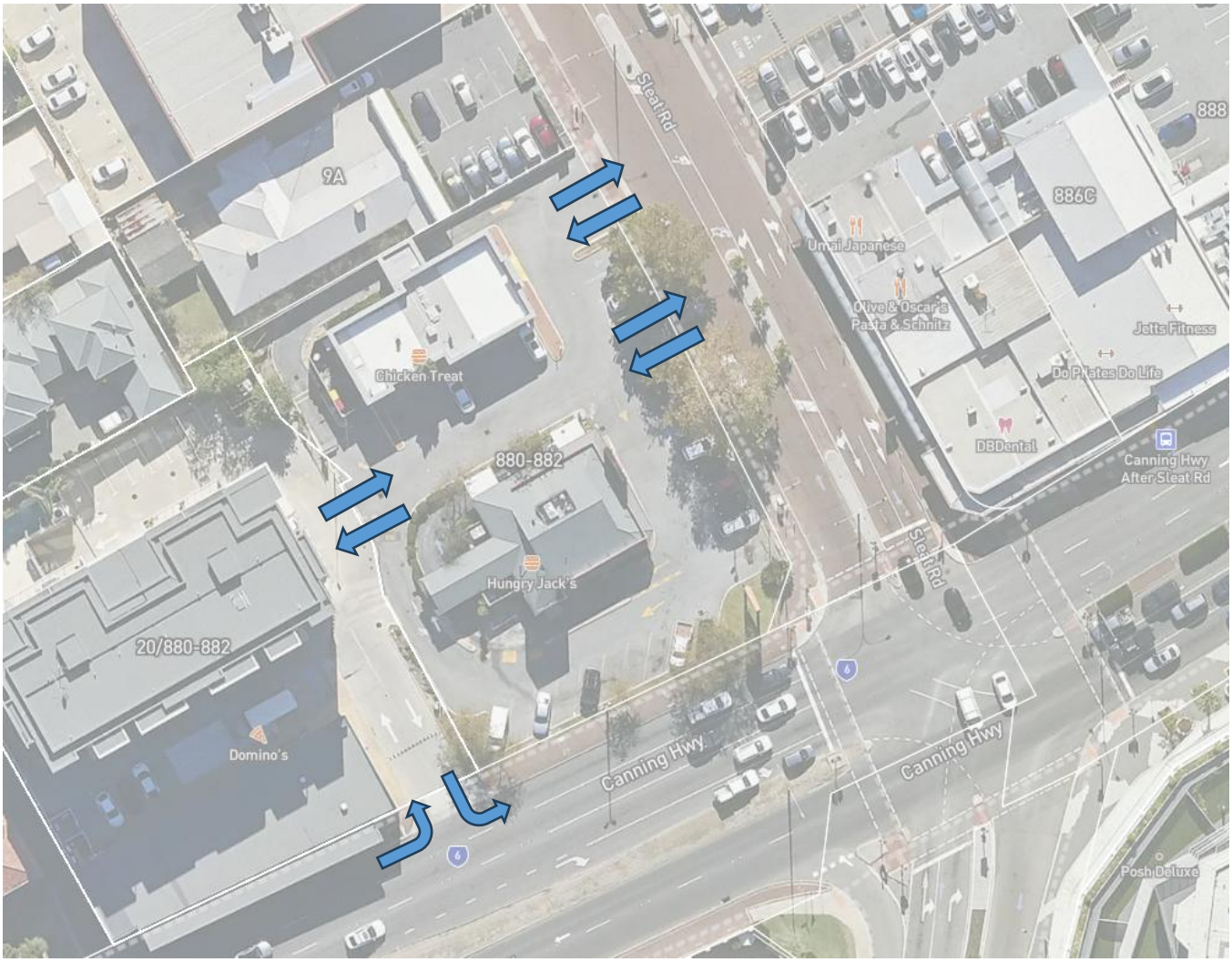


Figure 4: Existing crossover locations

The site is located within the Kintail Quarter (Q1) of the Canning Bridge Activity Centre. The site is located within a planned mixed-use area and has been identified as the location of a "Landmark Building" (Figure 5).

Extensive transport modelling and planning has been undertaken for the Canning Bridge Activity Centre and surrounding transport network, which has been considered in this TIA.

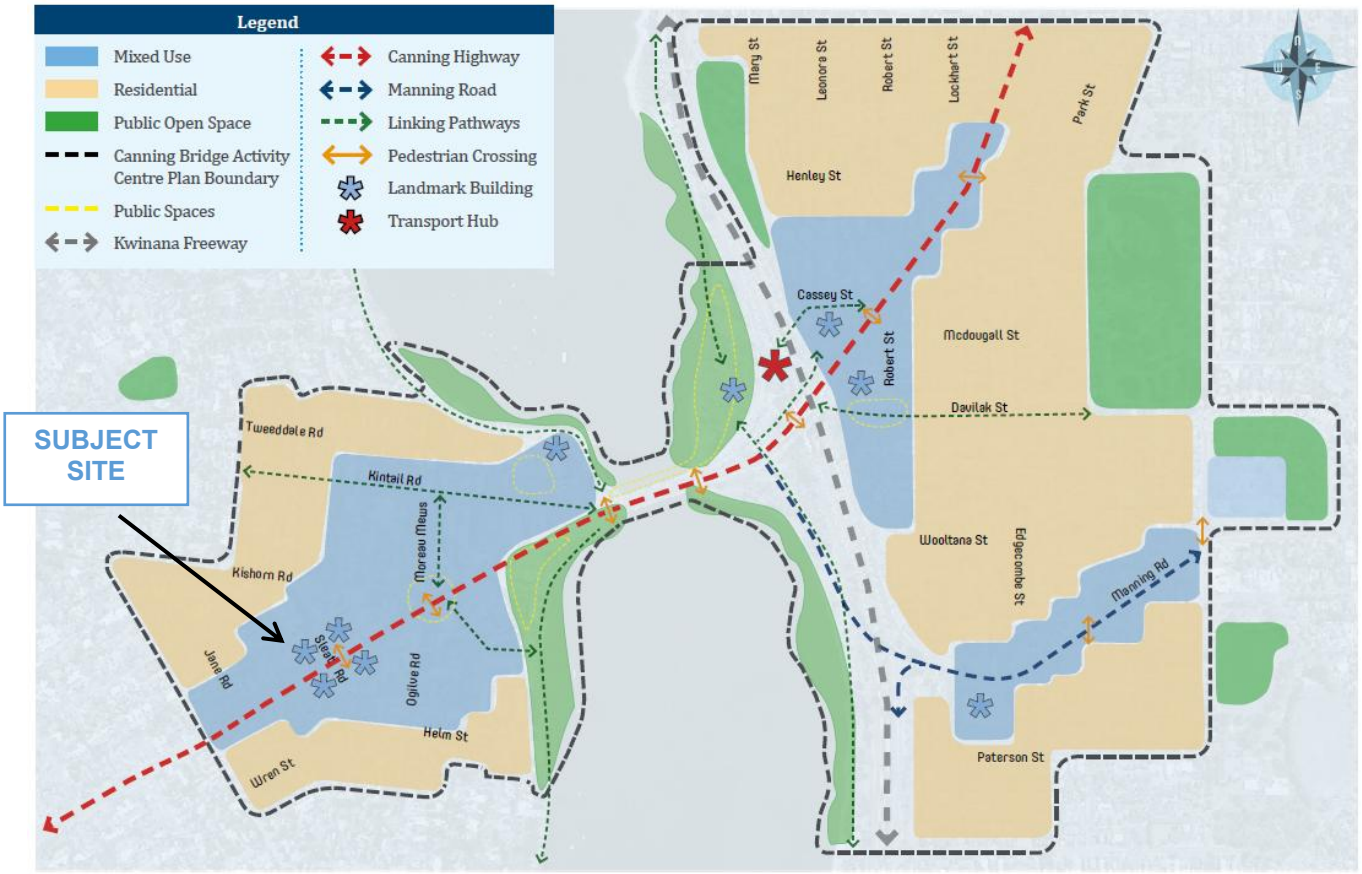


Figure 5: *Canning Bridge Activity Centre Plan*

Source: *Canning Bridge Activity Centre Plan*, City of Melville & City of South Perth, September 2020

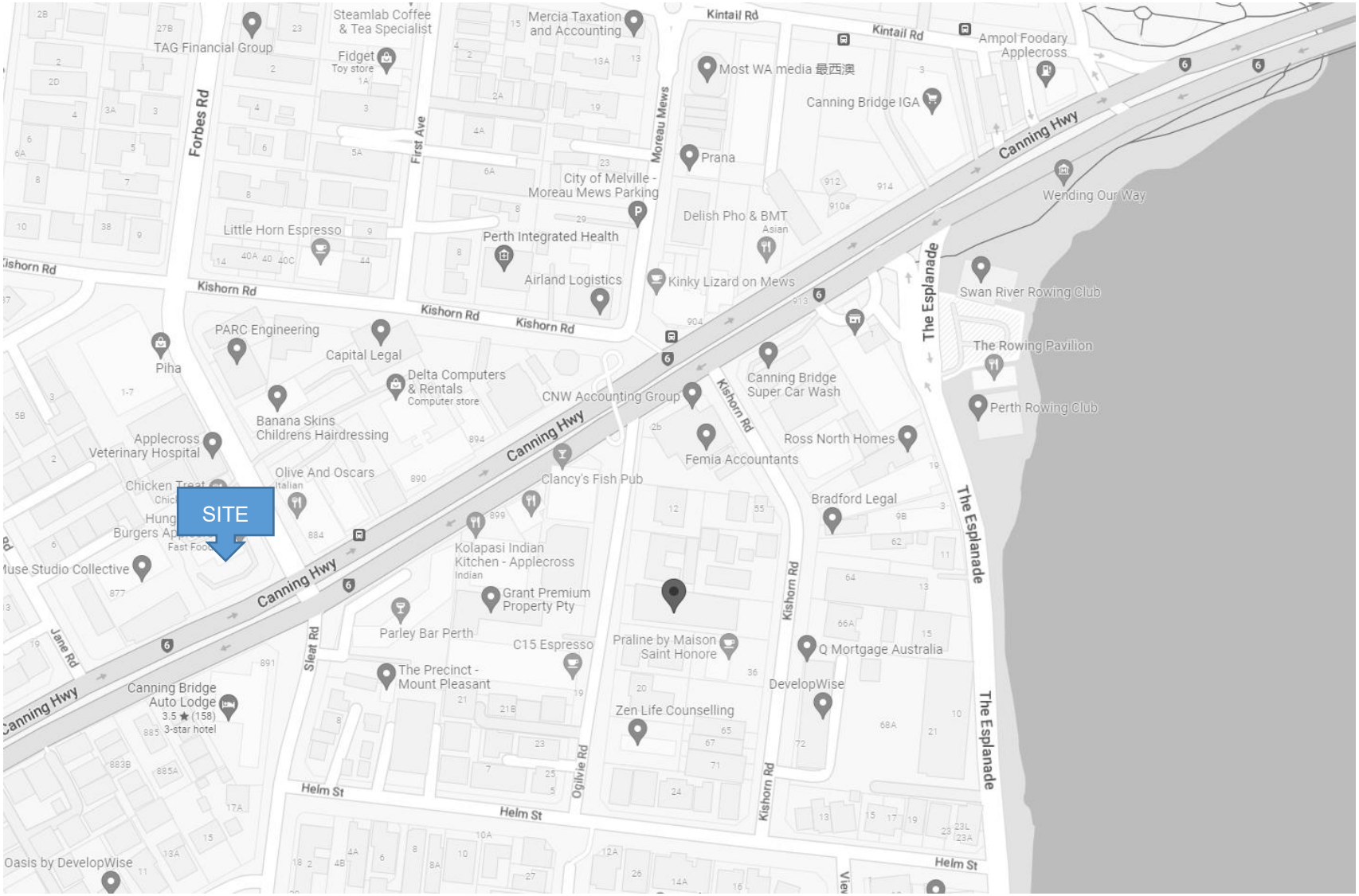


Figure 6: Location context plan

3.2 Surrounding road network and traffic management on roads

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the existing traffic management on frontage roads.

3.2.1 Canning Highway

Canning Highway near the subject site is an approximately 22m wide, dual carriageway road. It features a wide, kerbed and landscaped median with lighting and tree planting. Three traffic lanes are provided in the eastbound direction, heading towards the Freeway and City. Two traffic lanes are provided in the westbound direction.

A path for walking and cycling is provided on both sides of the road. Canning Highway is classified as a *Primary Distributor* road in the Main Roads WA road hierarchy (Figure 7) and forms part of the State Road Network. It operates under a posted speed limit of 60km/h (Figure 8). *Primary Distributor* roads are under the care and control of Main Roads WA. They are predominantly for movement of inter-regional and/or cross town/city traffic (Figure 9).

3.2.2 Sleat Road

Sleat Road near the subject site is an approximately 14m wide, two-lane divided road. A 2m wide median is provided on the road, which is a mix of painted line marking and raised and kerbed islands. Tree planting and street lighting are integrated into the median.

A path for walking and cycling is provided on both sides of the road near the site. Parallel on-street parking is marked on both sides of the road.

Red asphalt treatment is used for road surfacing, which communicates to drivers that the road environment has changed, as they transition from driving on Canning Highway to Sleat Road.

Sleat Road is classified as an Access road in the Main Roads WA road hierarchy (Figure 7) and operates under a default built up area speed limit of 50km/h (Figure 8). Access roads are the responsibility of Local Government and are for provision of vehicle access to abutting properties (Figure 9).

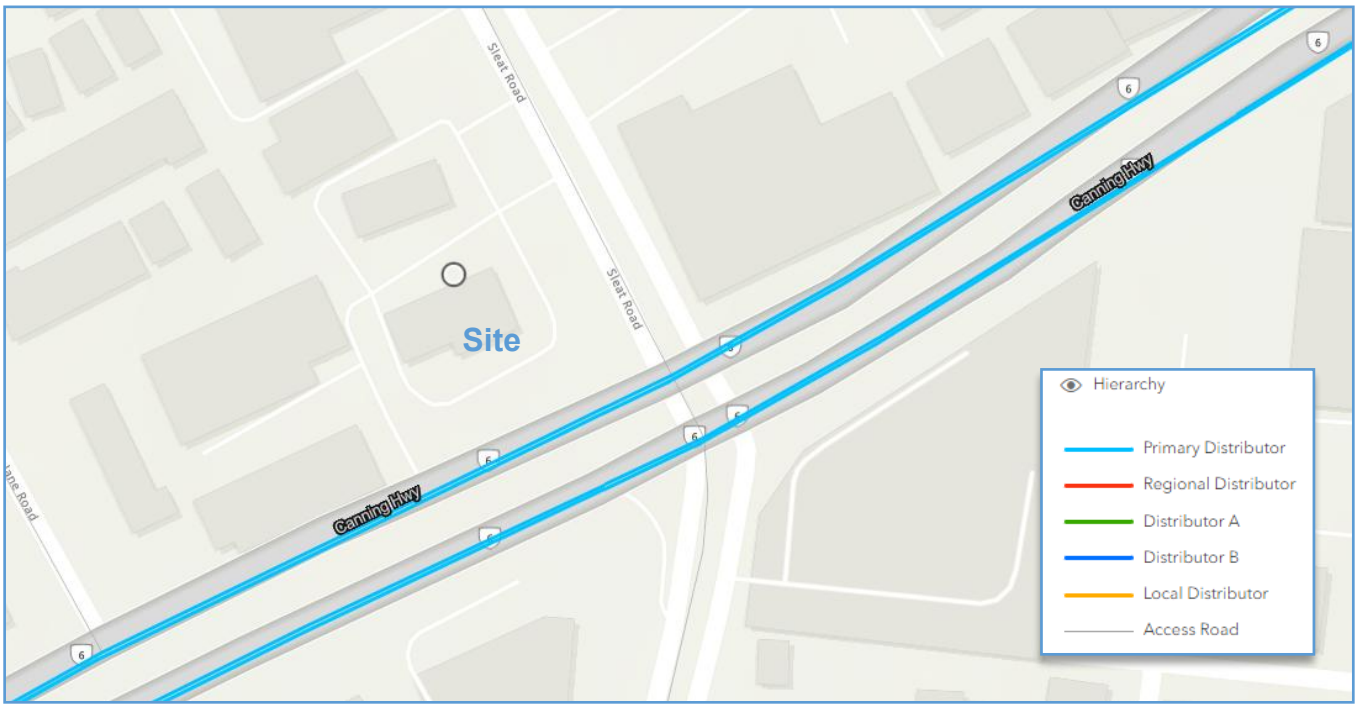


Figure 7: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

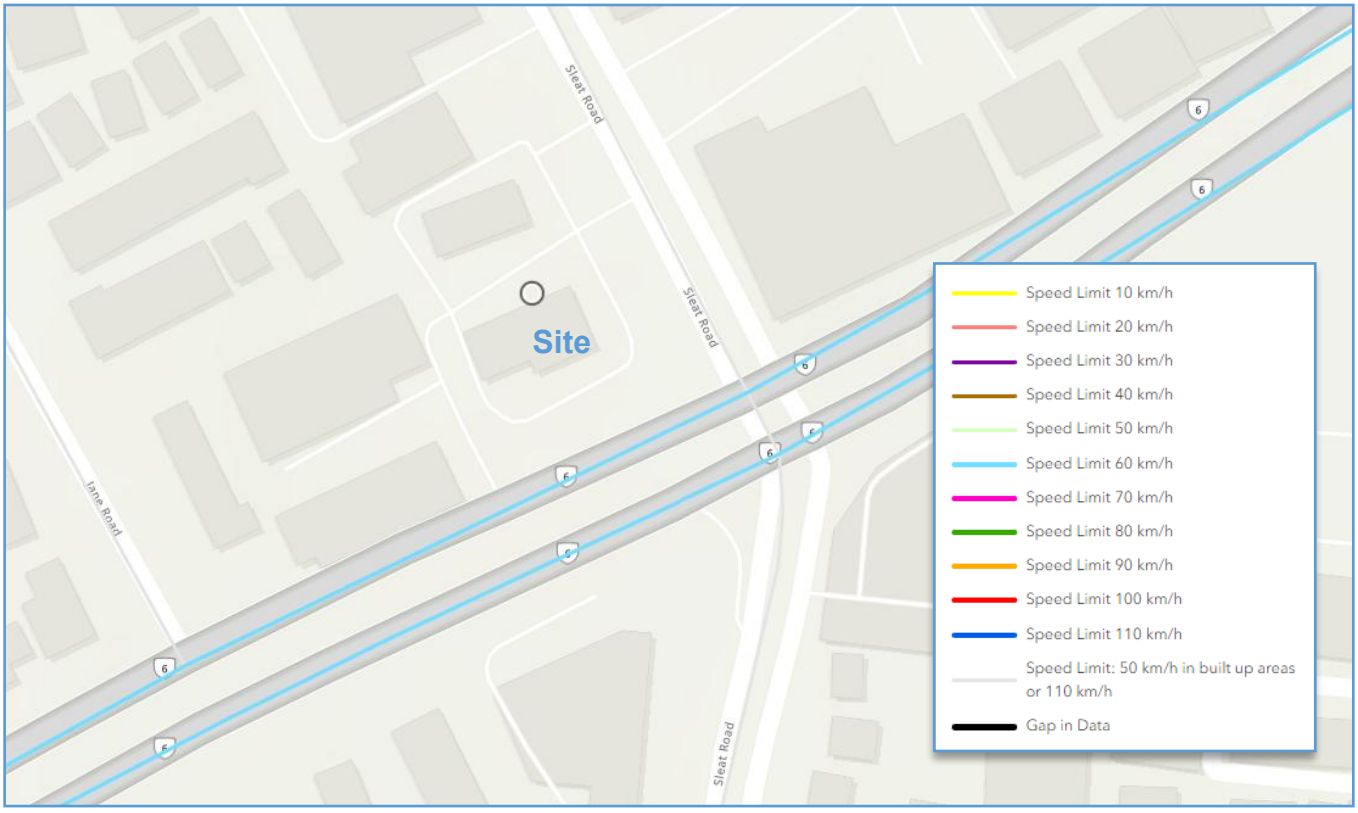


Figure 8: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 9: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

3.2.3 Road reservation status

Canning Highway forms part of the state-level road network. There is a Primary Regional Road Reservation (PRR) applicable over Canning Highway. Therefore, Main Roads WA is responsible for control, maintenance and planning for this road. The Development Application will be referred to MRWA as a referral agency. As seen in Figure 10, there is a road widening reservation adjacent to the subject site at the corner of Canning Highway and Sleat Road.

Figure 10: Primary Regional Road (PRR) road reservation

Source: Metropolitan Region Scheme (MRS)

Planning Control Area (PCA) 153 was revoked in February 2025, and replaced with PCA 185, which is applicable to the development. This change reduced the PCA footprint along Canning Hwy in the City of Melville, explicitly removing Sleat Rd, Forbes Rd and Kintail Rd from the corridor-protection area for the next five years. Practically, it signals no near-term widening works extending into those local roads. (Note: land within an active PCA is subject to WAPC controls/referrals.)

The details of PCA 185 are included in Appendix B.

3.3 Existing traffic volumes on roads and major intersections

Traffic volume and speed data obtained from Main Roads WA indicates Canning Highway carried average weekday traffic flows of around 49,000 vehicles per day (east of Sleat Road) in 2021. The weekday peak hours occur from around 8am to 9am and 4pm to 5pm, as detailed in Figure 11.

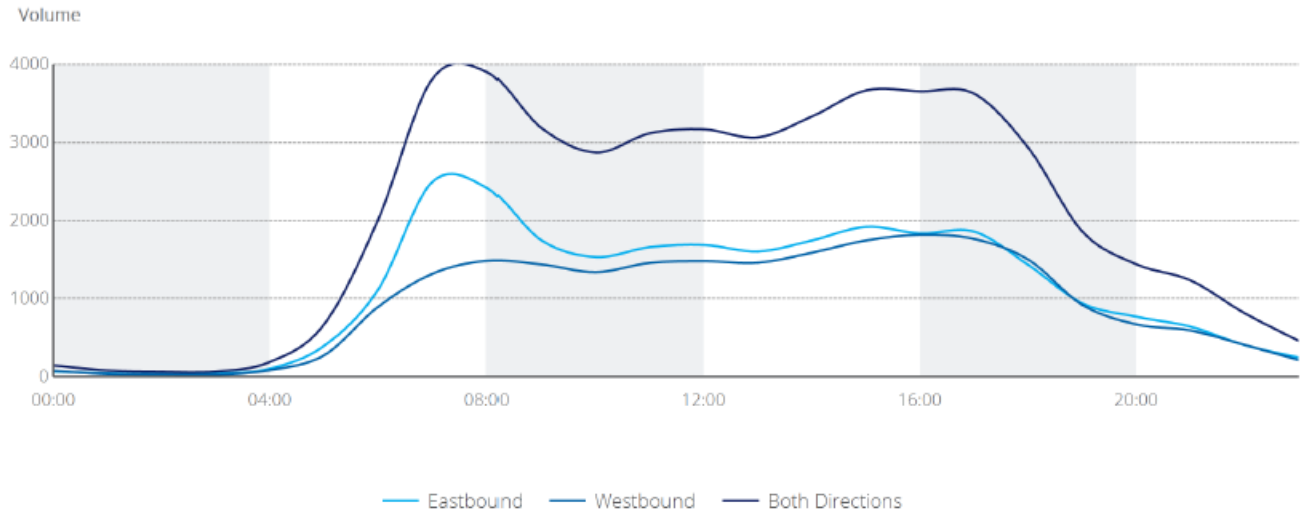


Figure 11: Weekday traffic profile (Canning Highway east of Sleat Road)

Traffic data obtained from Main Roads WA for the signalised intersection of Canning Hwy / Sleat Rd, which was combined with TomTom analytics data and midblock counts. The resulting base peak hour traffic flows derived for analysis are detailed in Section 8.2 of this report.

3.4 Existing operation of surrounding intersections

The operation of existing intersections is documented in Section 8.6 of this report.

3.5 Heavy vehicles

The roads near the subject site form part of RAV Network 1 which permits 19m semi-trailers to travel on these roads under general access, or “as of right” status. General access vehicles may operate state-wide provided they are:

- not a road train or b-double;
- within regulation axle mass limits;
- 19 metres or less in combination length (or a maximum 12.5 metres for rigid vehicles);
- total combination mass less than 42.5 tonnes;
- width less than 2.5 metres (excluding mirrors and lights); and
- height less than 4.3 metres.

3.6 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to multiple bus services within walking distance, as detailed in Table 1.

Table 1: Bus routes servicing the subject site

Route	Service description
114	Perth - Lake Coogee via Canning Bridge Stn and Booragoon Bus Stn - Figure 13
115	Perth - Hamilton Hill via Booragoon Bus Stn - Figure 14
160	East Perth - Fremantle Stn via Willagee & Booragoon - Figure 15
910	Perth - Fremantle Stn via Canning Hwy (High Frequency) - Figure 16

Bus services are accessible within close walking distance, including the high frequency service 910. The closest bus stops are located on Canning Highway, less than 200m walk from the site (Figure 12). Bus services provide excellent coverage and connectivity to the rail network.

Public transport services provide a viable alternative mode of transport for visitors and staff of the proposed development.

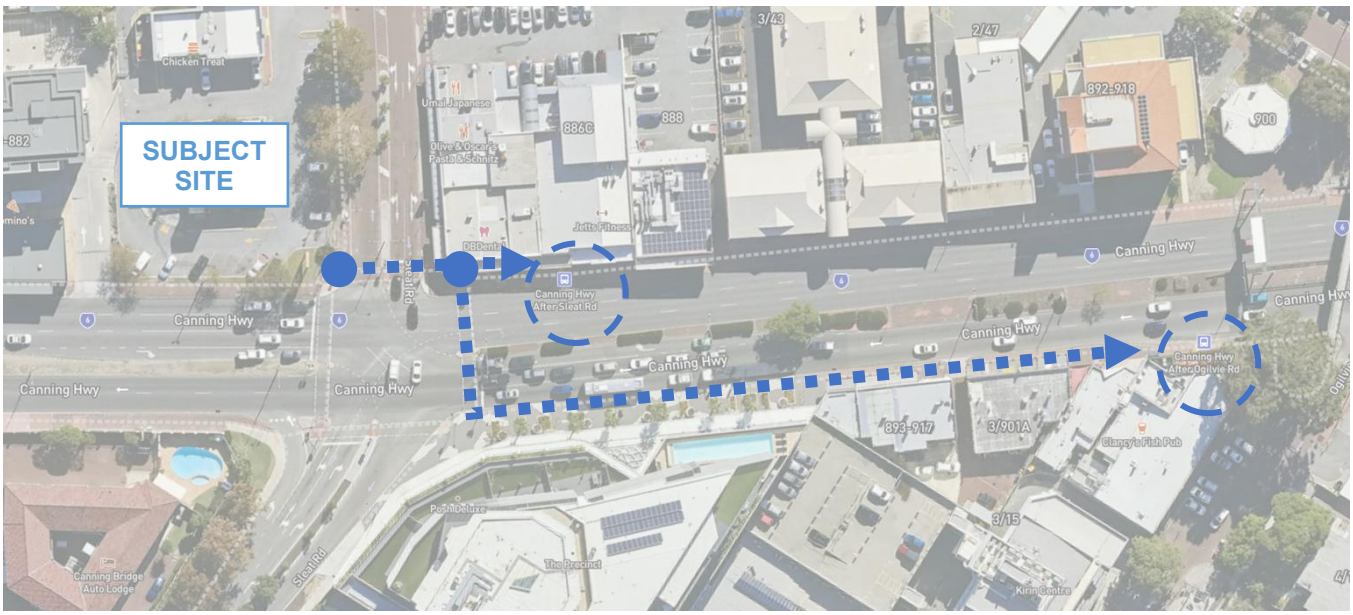


Figure 12: Closest bus stops serving the proposed development

Figure 13: Transperth public transport plan (route 114)

Source: Transperth

Figure 14: Transperth public transport plan (route 115)

Source: Transperth

Figure 15: Transperth public transport plan (route 160)

Source: Transperth

Figure 16: Transperth public transport plan (route 910)

Source: Transperth

3.7 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

Footpaths are provided on both sides of Canning Highway and Sleat Road adjacent to the subject site.

Kerb ramps and median refuge islands are provided at nearby intersections, which promotes improved access for bicycles, wheelchairs and prams.

The signalised intersection of Canning Highway and Sleat Road provides signal controlled crossing opportunities for people walking or cycling.

3.8 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

The Perth and Peel Long Term Cycle Network (LTCN) designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), and primary users. The cycling network hierarchy is described in Figure 17.

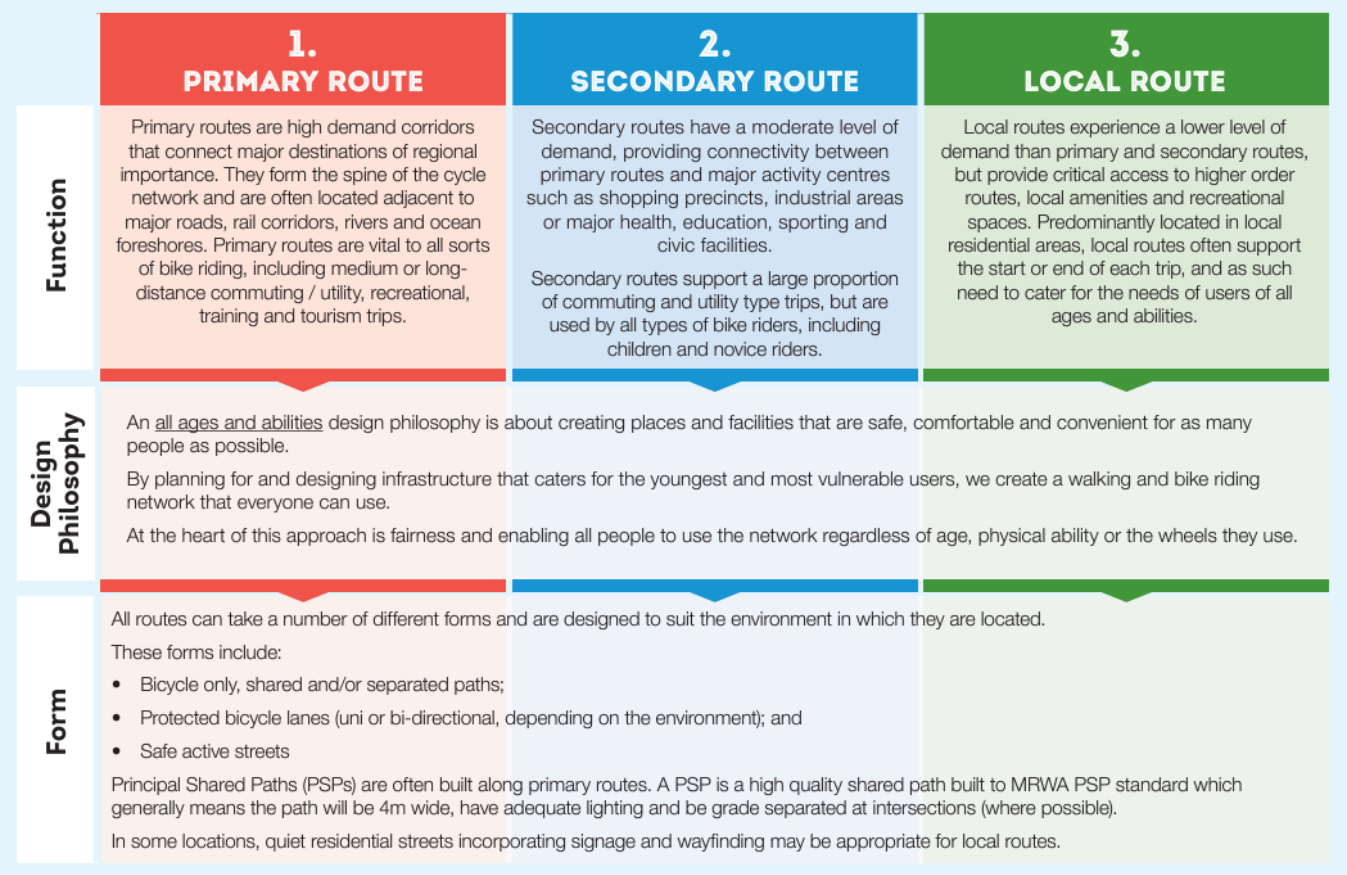


Figure 17: Western Australian Cycling Network Hierarchy

The Long-Term Cycle Network plan is detailed in Figure 18. Canning Highway and Sleat Road do not form part of the LTCN.

However, paths are provided on both sides of Canning Highway and Sleat Road, which connect to the broader cycling network. Higher order cycling facilities are accessible within a close cycling distance of the site.

Figure 18: Perth and Peel Long Term Cycle Network plan (LTCN)

The Strava cycling heatmap tool shows that Kintail Road and the riverside PSP are relatively popular cycling routes in the area (Figure 19).

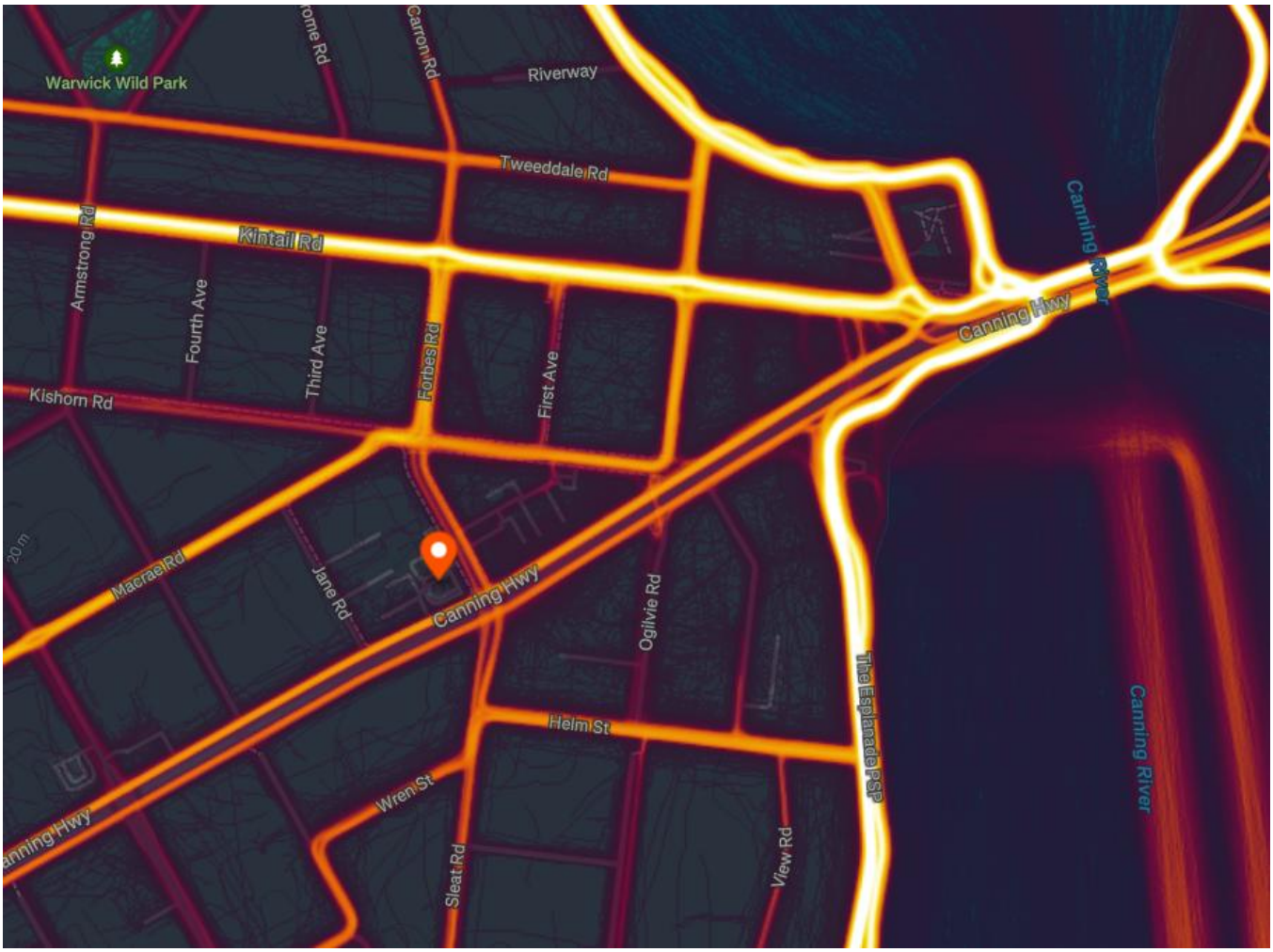


Figure 19: Strava cycling heatmap

3.9 Crash data and safety

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 20, 66 crashes were recorded in the immediate locality in the last five years. 51 crashes occurred at the signalised intersection. The detailed crash history is presented in Table 2.

Intersection crash ranking data is presented in Figure 21. The signalised intersection of Canning Hwy / Sleat Rd is ranked 183rd for crash frequency in the state. The number of crashes reflects the high daily traffic volumes on Canning Highway and signalised intersection control. Almost 70% of intersection crashes were rear end, which is typical at signalised intersections.

Any measures adopted by the proposed development to encourage sustainable transport modes, and reduced reliance on private car trips, will help alleviate crashes.

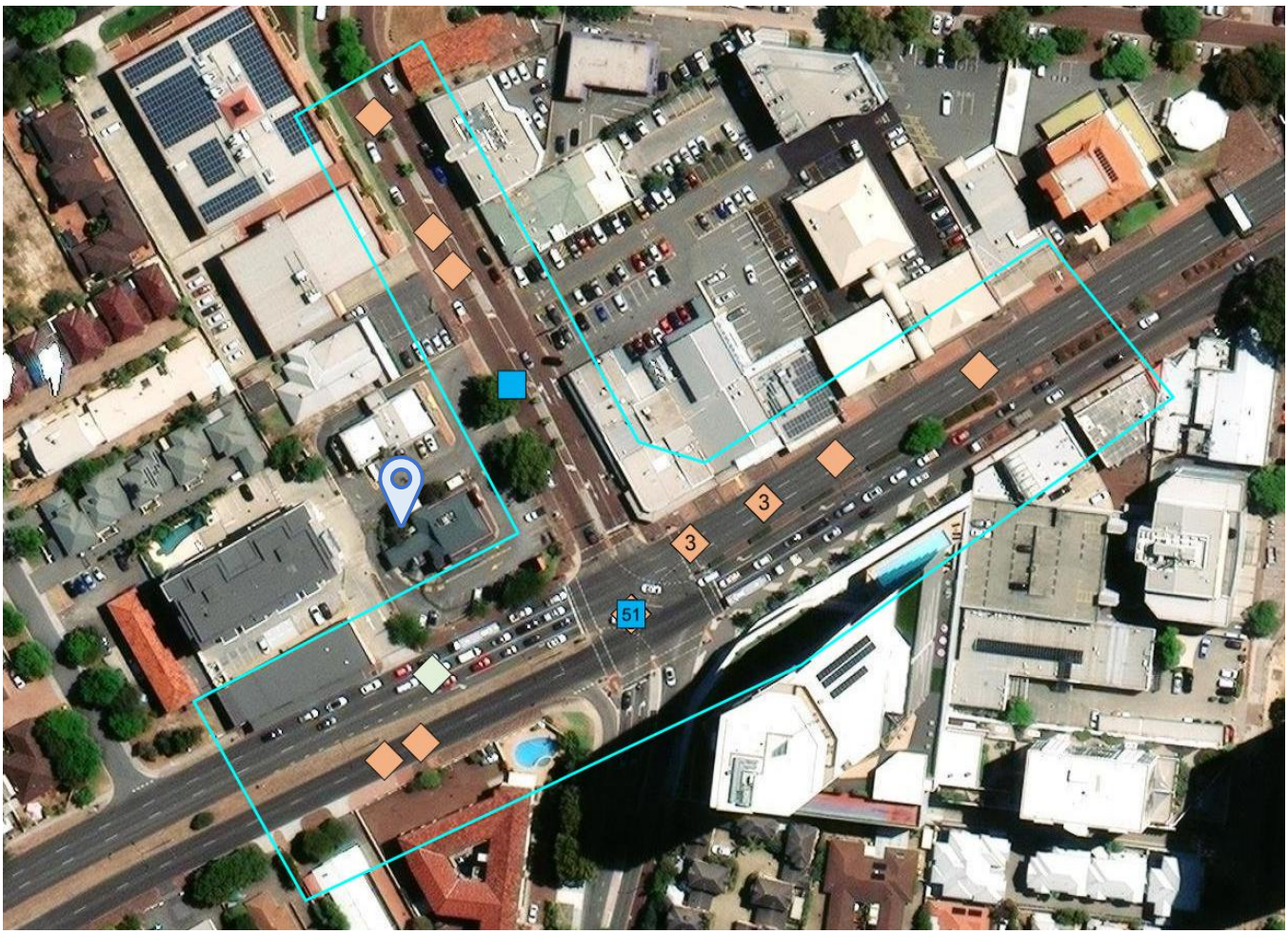


Figure 20: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool

Table 2: 5-year crash history in the locality (2020-2024)

Severity	No.	%
Fatal	0	0
Hospital	2	3.03
Medical	10	15.15
PDO Major	35	53.03
PDO Minor	19	28.79

Year	No.	%
2020	10	15.15
2021	16	24.24
2022	10	15.15
2023	11	16.67
2024	19	28.79

Nature	No.	%
Head On	1	1.52
Hit Animal	0	0
Hit Object	1	1.52
Hit Pedestrian	1	1.52
Non Collision	0	0
Not Known	0	0
Other / Unknown	5	7.58
Rear End	38	57.58
Right Angle	3	4.55
Right Turn Thru	1	1.52
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	16	24.24

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	8	12.12
Dawn Or Dusk	1	1.52
Daylight	47	71.21
Not Known	0	0
Other / Unknown	10	15.15

Conditions	No.	%
Dry	54	81.82
Not Known	0	0
Other / Unknown	1	1.52
Wet	11	16.67

Alignment	No.	%
Curve	4	6.06
Not Known	0	0
Other / Unknown	33	50.00
Straight	29	43.94

Total		66

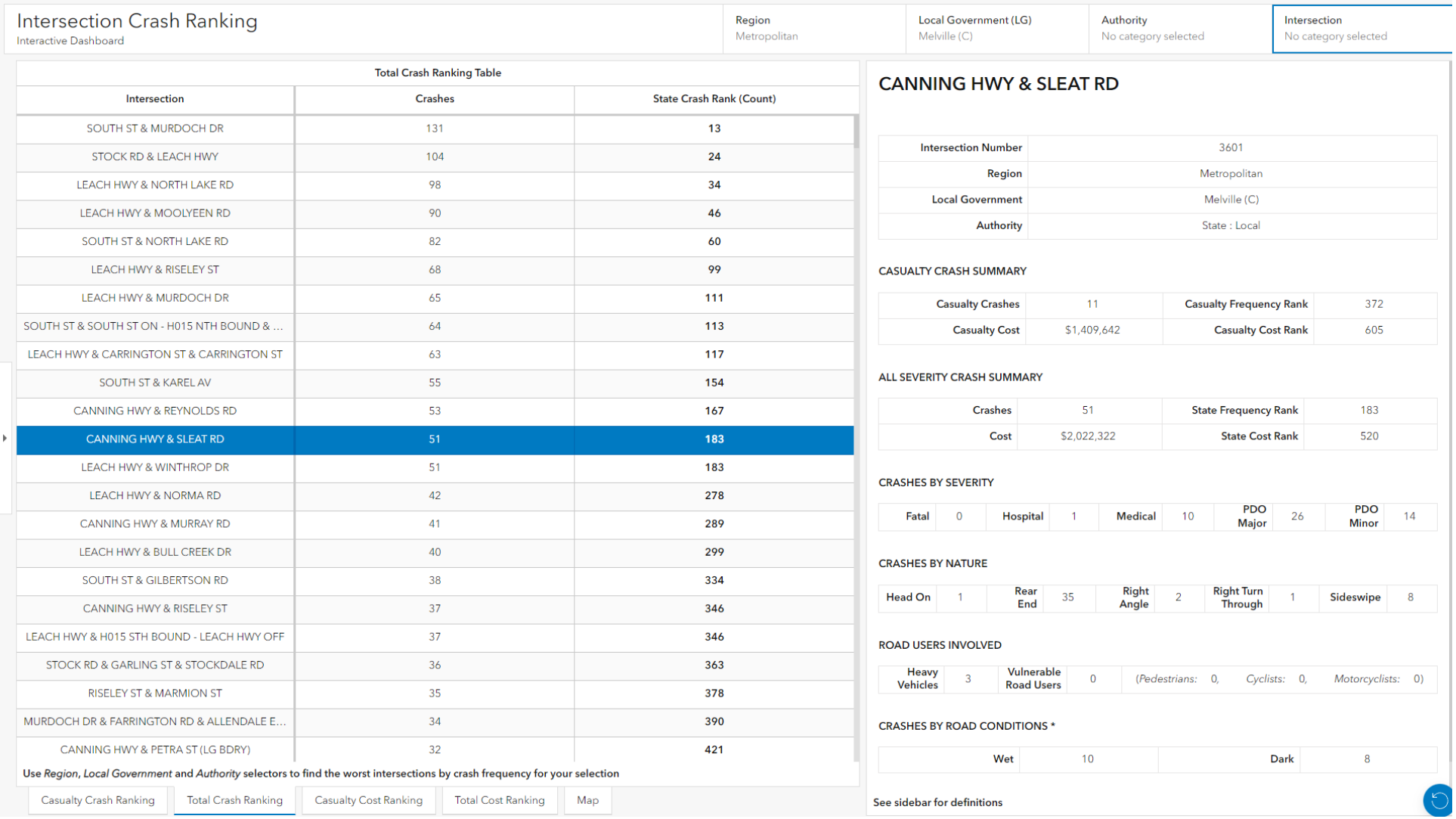


Figure 21: Canning Hwy / Sleat Rd – intersection crash ranking data

4 Development proposal

A commercial development is proposed at the subject site. The proposed development plans include:

- Ground Floor
  - 3 x 'specialties' tenancies (assumed to be retail for the TIA) – total 425m^2 NLA;
  - 1 x F&B tenancy – 85m^2 NLA
- Levels 3-15
  - 12,944m^2 Office NLA

159 car parking spaces are provided, which are located on the basement, ground floor and levels 1-2. 47 motorcycle parking spaces are also provided.

A loading bay is provided in a dedicated area on the ground level. A commercial bin store is provided in proximity to the loading bay.

The development seeks to promote active transport modes. Extensive bicycle parking and end of trip facilities are provided including:

- 130 staff bicycle parking spaces on the ground level in a secured storage room;
- 4 visitor bicycle parking spaces on the ground floor near the main building entry;
- End of trip facilities include separate male and female change rooms, showers and lockers. A total of 10 shower cubicles is provided.

The proposed development plans are included in Appendix A.

5 Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

The proposed access arrangements are shown in Figure 22. One full movement crossover is retained on Sleat Road, with the second existing crossover proposed to be removed.

The existing vehicle connectivity to the adjacent property on the western boundary of the site will be retained, with the existing left-in/left-out access on Canning Highway. One internal ramp will connect to the basement car park, with the second internal ramp connecting to the upper parking levels.

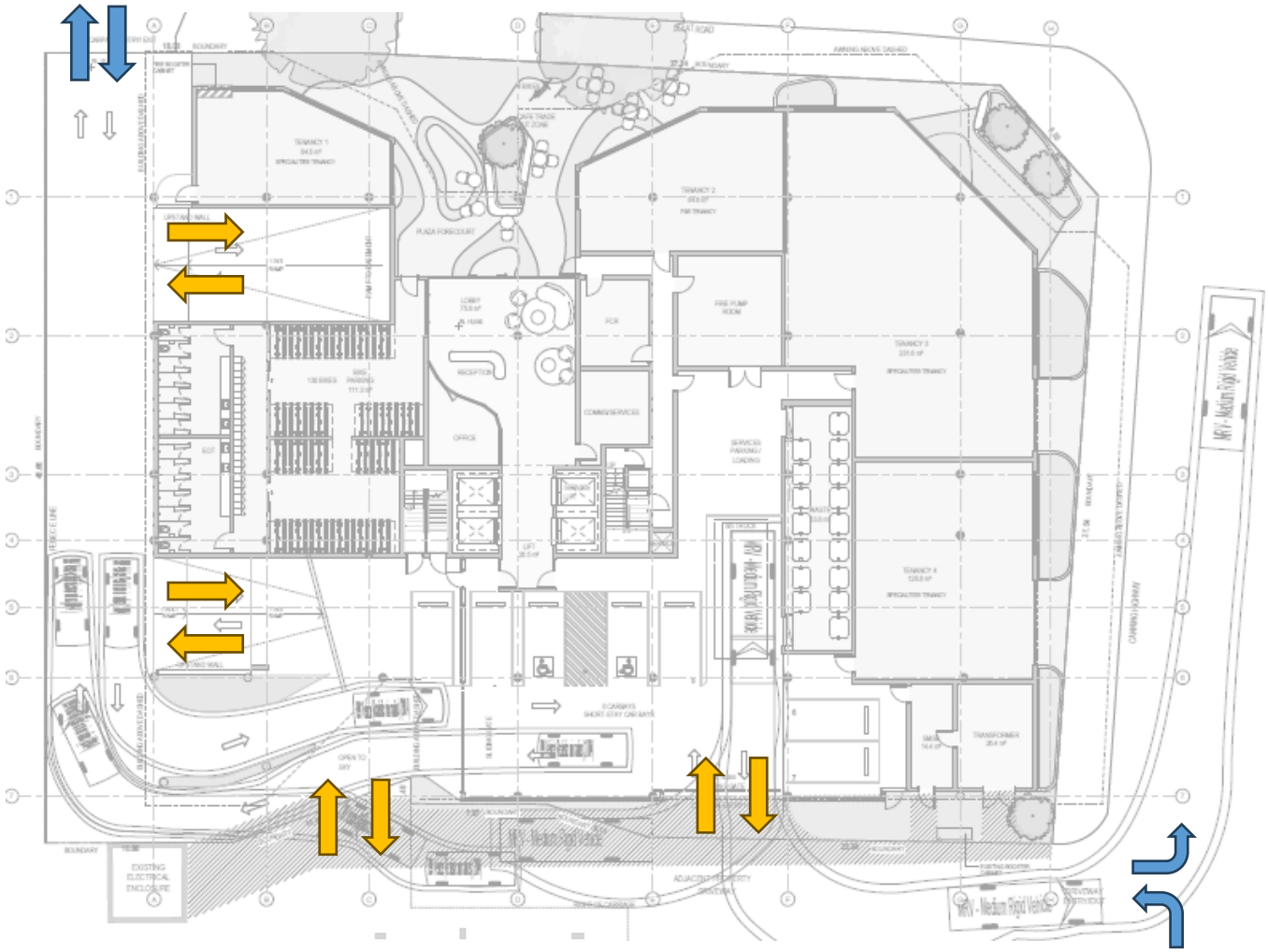


Figure 22: Proposed vehicle access

6 Changes to surrounding transport networks

6.1 Canning Bridge Activity Centre Plan (CBACP)

Reference was made to the *Canning Bridge Activity Centre Plan* (2020) and *Canning Bridge Structure Plan – Integrated Transport Strategy* (2014) for future transport planning information.

Canning Highway

Canning Highway becomes a linear focus for regional public transport with the introduction of dedicated lanes for priority public transport (rapid transit) along with enhanced pedestrian and cycle connections. Figure 23 illustrates a typical mid-block cross section of Canning Highway in the Western Quarters.

Figure 23: Indicative cross section – Canning Highway

Source: *Canning Bridge Structure Plan – Integrated Transport Strategy* (GHD, 2014)

Canning River Bridge

A new traffic bridge will eventually carry regional traffic, whilst one of the old heritage bridges will be retained as a place exclusively for public transport, cycling, and people. The large space for non-motorised transport will create opportunities for markets, stalls, and shelter from weather to better link Q1 and Q2 to the station. Figure 24 shows an indicative cross section.

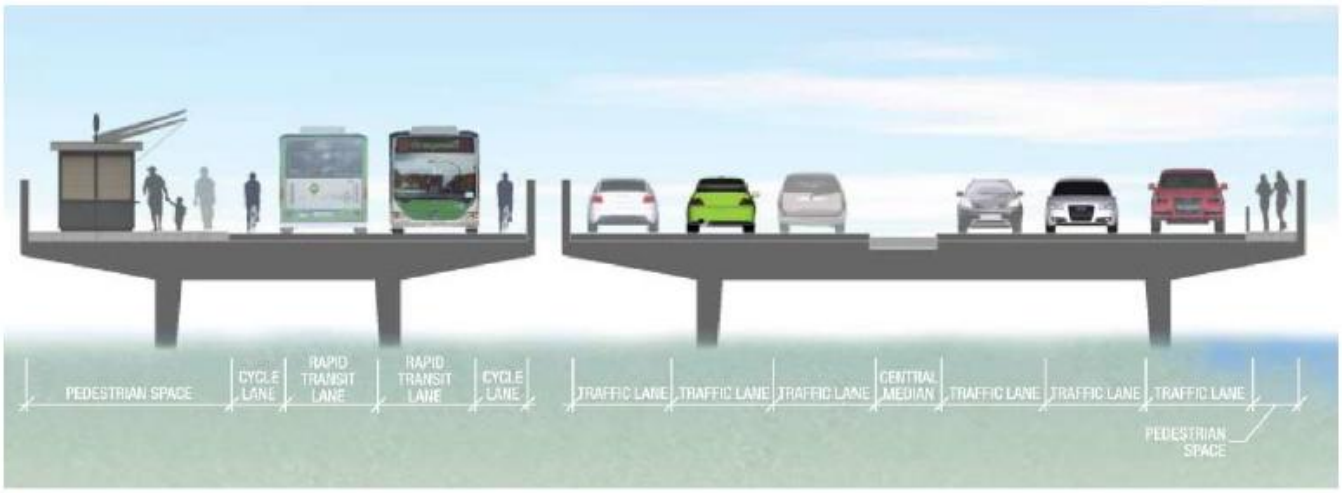


Figure 24: Indicative cross section – Canning River Bridge

Source: *Canning Bridge Structure Plan – Integrated Transport Strategy* (GHD, 2014)

Local Access ways

Shared spaces allow for public transportation and local vehicle access while also encouraging the safety and comfort for walking and cycling. Internally detailed road design will encourage the use of public transportation, cycling and walking over private vehicle movements.

Local access ways in retail areas and residential streets will be designed differently, with activity and vibrancy on the street encouraged to support urban design strategies. The cross sections are depicted in Figure 25.

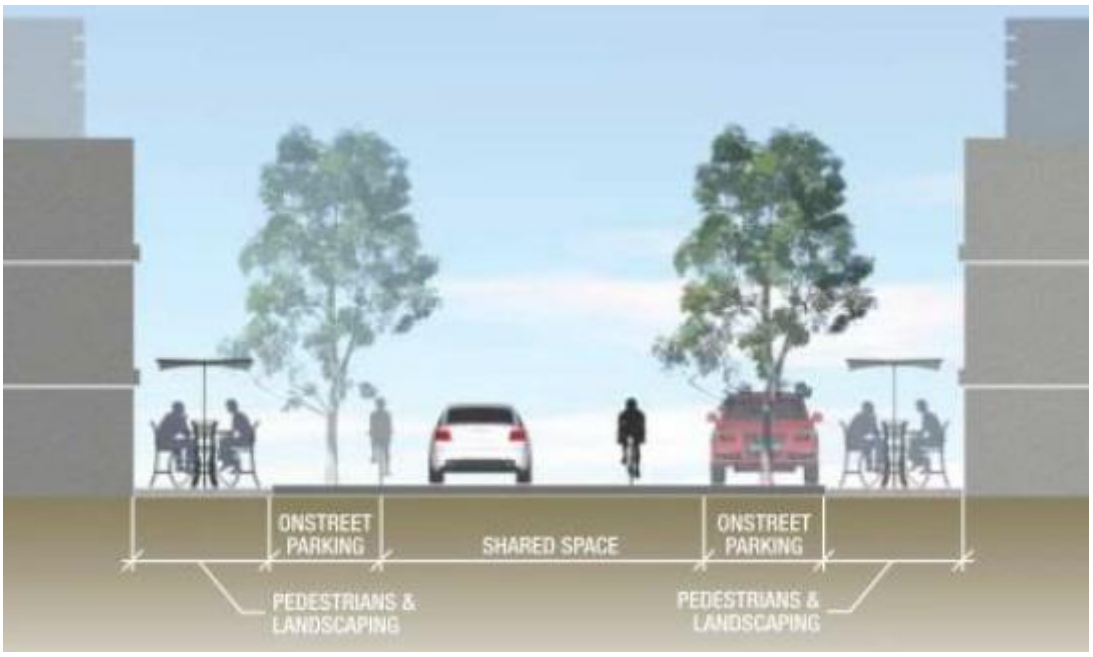


Figure 25: Indicative cross section – Local Access Ways

Source: *Canning Bridge Structure Plan – Integrated Transport Strategy* (GHD, 2014)

As detailed in Figure 26, Sleat Road is categorised as a Local Accessway in the Canning Bridge Activity Centre planning.

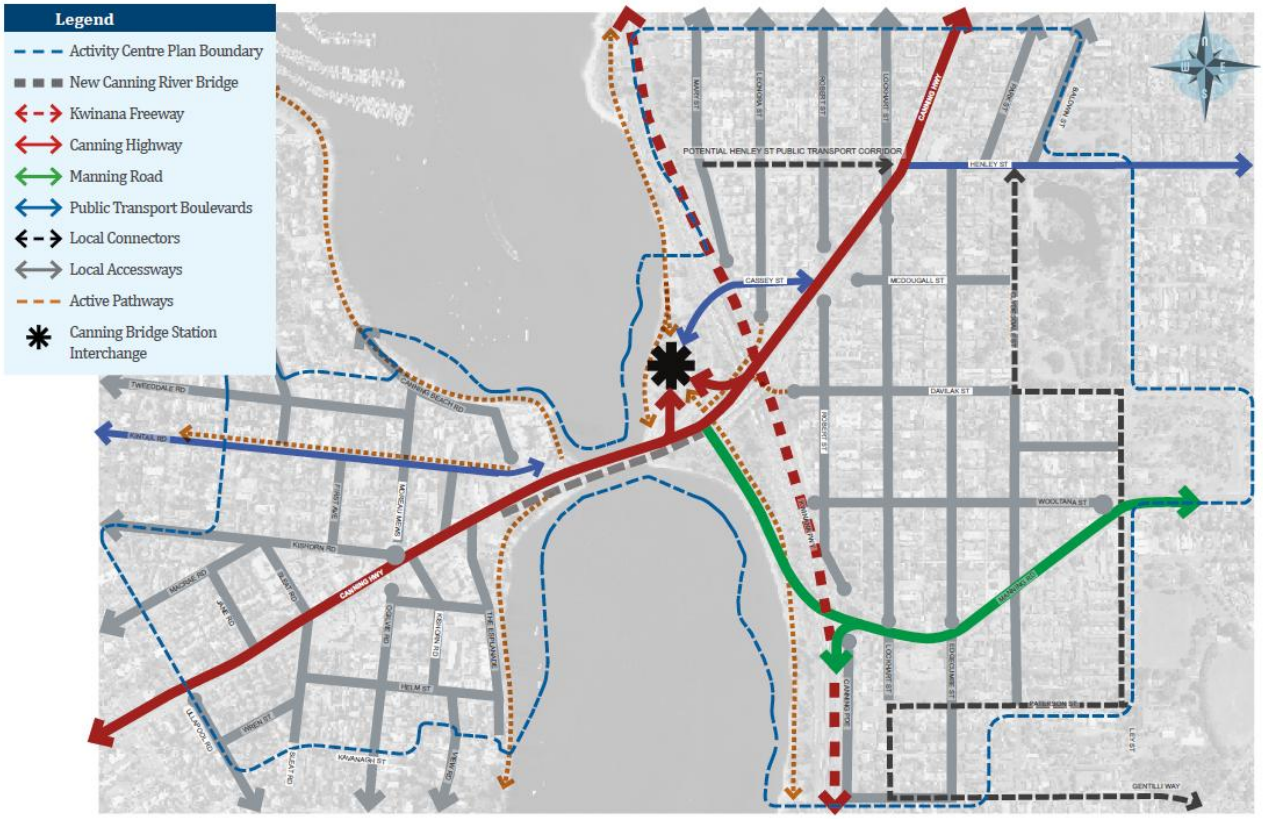


Figure 26: Canning Bridge Activity Centre Plan Area movement network

6.2 METRONET Canning Bridge Bus Interchange

A contract has been awarded to GHD Pty Ltd to develop a reference design for the project. It will combine and update the existing concept designs, with an aim to minimise the impact to the environmentally sensitive areas within the project area. Traditional Owners and Department of Biodiversity, Conservation and Attractions (DBCA) will be integral in informing the reference design.

Construction funding confirmed the project has received $200 million in funding from the Commonwealth and State Governments.

- $150 million for new bus interchange.
- $30 million for southern Principal Shared Path (PSP) bridge.
- $20 million for northbound on-ramp ramp metering.

The Canning Bridge Bus Interchange requires an upgrade and expansion to meet requirements for both existing and future passenger demand. Key features of the upgrade are:

- Larger bus interchange facility (12 active stands, 8 layover stands) and new entries to Canning Bridge Station.
- Grade-separated pedestrian access.
- Provision of station facilities (toilets, customer assistance, etc.).
- Direct connections for bus/train transferring passengers.
- New southern Principal Shared Path (PSP) connection between Davilak Street, Canning Bridge Station and eastern PSP.
- Smart Freeways ramp metering to Canning Highway and Manning Road northbound on-ramps.
- Additional design work for Canning Highway north bound on-ramp.

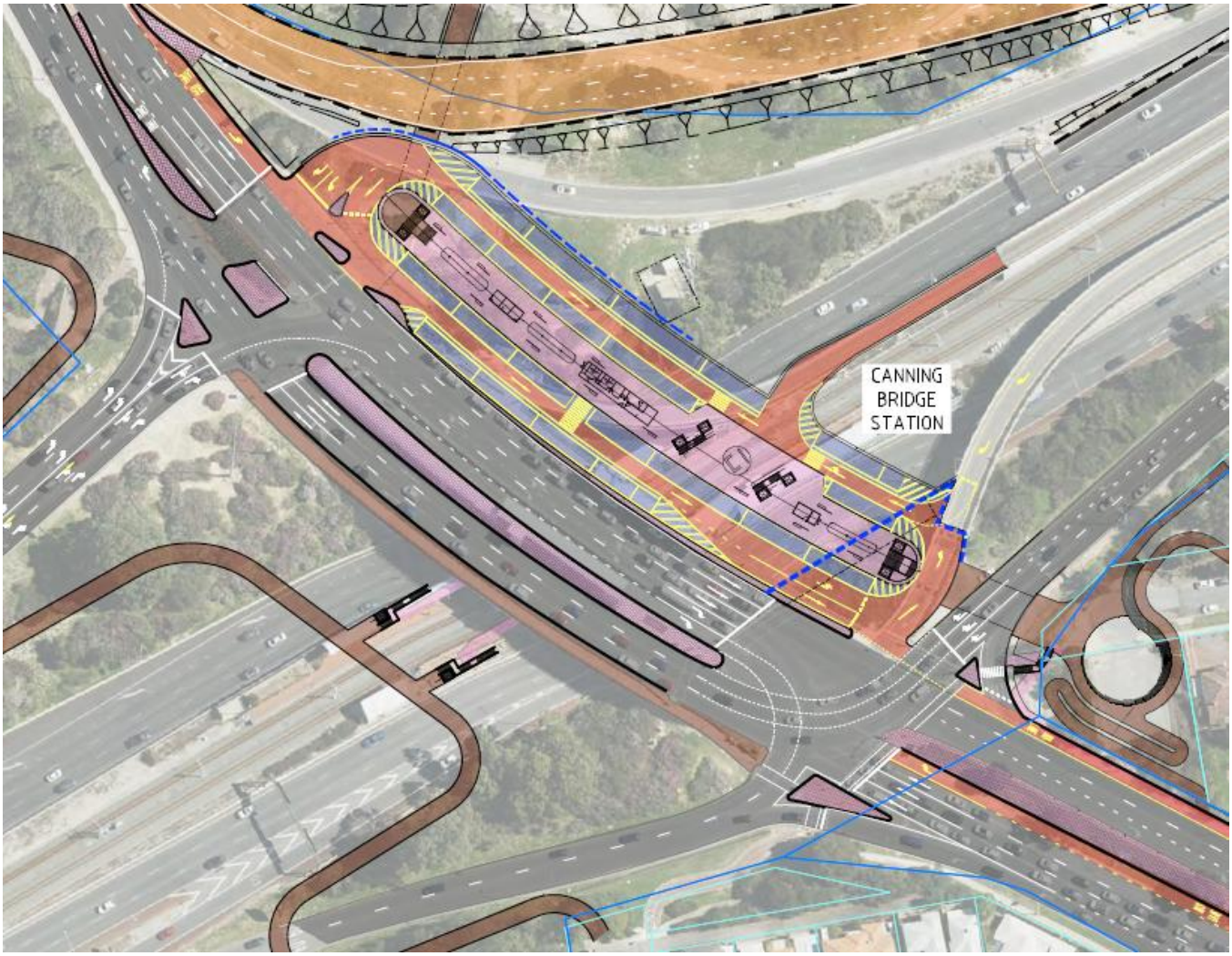


Figure 27: Canning Bridge Station concept

6.3 Canning Bridge Duck and Dive Proposal Main Roads WA

Main Roads WA (MRWA) has proposed several major duck and dive road constructions across Perth, including one along a four kilometre stretch of Canning Highway, between Riseley Street and Canning Bridge including the Canning Bridge Activity Centre and surrounds.

The proposed duck and dive will take four lanes of regional through-traffic below-ground into two trenches via key intersections at Riseley Street in Applecross/Ardross, Reynolds Road and Sleat Road in Applecross/Mount Pleasant. The result will be eight lanes of traffic, four below ground in the trenched sections and four joining at grade (ground) level, as depicted in Figure 28.

The City of Melville commissioned two studies to consider both socio-economic, and movement and place impacts. The reports indicated that the duck and dive construction will have significant impacts for local communities and businesses by restricting movement, reducing connectivity, damaging livelihoods and environment, reducing investment and increasing pollution. The impacts will be severe during both the construction, and operation phases of the duck and dive.

The City is unlikely to support the duck and dive proposal, and is seeking to ensure the planning, activation, accessibility, amenity and cross-connectivity of these areas is protected.

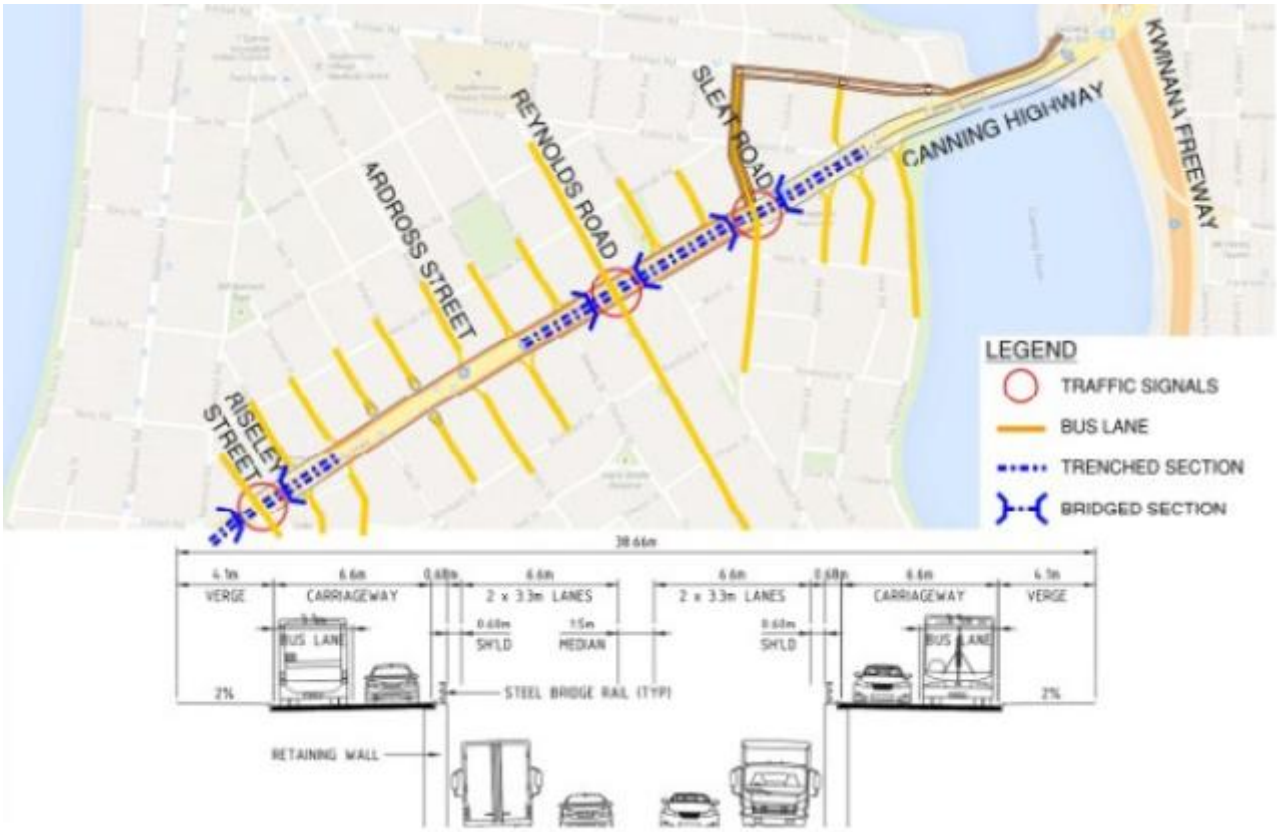


Figure 28: Canning Highway duck and dive concept

6.4 Mid-tier public transport consortium

The City of Melville is part of a 15 Local Government Consortium in support of a Mid-Tier Transit Strategy in Perth. Local councils are working with the state transport portfolio to develop a 'high level' Network Plan. The consortium is seeking state government support to prioritise the planning for Mid-Tier Transit for Perth so that it can be implemented post Metronet completion. Canning Highway is one of the 15 corridors which have been short listed for Mid-Tier transit.

Figure 29: Shortlisted mid-tier public transport routes

7 Integration with surrounding area

The proposal has been planned to integrate with the local movement network and streetscape. Land use and access arrangements align with the Canning Bridge Activity Centre vision and the City's LPS 6 aims to reduce car dependence. A reduced car parking supply with extensive end of trip facilities and 47 motorcycle bays supports a mode shift to public transport, walking and cycling rather than adding traffic on Canning Highway.

The proposed consolidation and reduction of vehicle crossovers on Sleat Road will help activate the site street frontage and improve local walking and cycling amenity. The proposed land use is consistent with planning for the Canning Bridge Activity Centre.

The site is within a short walk of Canning Highway bus stops, with safe, signalised crossing at Sleat Road. Secure bicycle parking and high-quality end-of-trip facilities encourage cycling for staff and visitors, and the layout ties into existing local routes and the wider PSP network. These features collectively reduce day-to-day parking demand and local traffic pressure.

No new access is proposed to Canning Highway. By rationalising Sleat Road access and supporting non-car modes, the development improves local walking and cycling amenity, maintains efficient operation of nearby intersections, and integrates appropriately with the surrounding urban context.

8 Traffic assessment

8.1 Assessment period

Two time periods are considered in the traffic assessment:

- Weekday AM peak hour: 8am to 9am.
- Weekday PM peak hour: 4pm to 5pm.

The analysis was undertaken for the following scenarios:

- Existing.
- 2027 (without development traffic).
- 2027 (with development traffic included).
- 2037 (without development traffic).
- 2037 (with development traffic included).

8.2 Existing traffic flows

Traffic count data for the signalised intersection of Canning Highway / Sleat Road was obtained from Main Roads WA. This data was supplemented with TomTom travel analytics. The base peak hour traffic flows derived for analysis are detailed in Appendix C.

8.3 Traffic generation

Estimating traffic generation based on application of floor area trip rates assumes that there is no upper boundary constraint on site parking. The proposed development seeks to encourage transport mode shift from private car trips to public transport, walking and cycling. This mode shift is partly being encouraged through the reduced provision of vehicle parking on site.

It is therefore considered that estimating traffic generation from parking supply will produce a more accurate forecast of development traffic.

The following first-principles assumptions were made to estimate the site traffic generation:

- 80% turnover of the car park during peak hours.
- 80% entry and 20% exit during the AM peak hour.
- 20% entry and 80% exit during the PM peak hour.

The estimated AM and PM peak hour traffic generation of the development is detailed in Table 3.

Table 3: Proposed development traffic generation

Land use	Quantity	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
				IN	OUT	IN	OUT
Onsite vehicle spaces	207	166	166	133	33	33	133

8.4 Trip distribution and assignment

The distribution of development traffic was informed by consideration of likely key travel desire lines and the existing distribution of traffic at the intersection of Canning Hwy / Sleat Road.

The assumed trip distribution and assignment of trips is detailed in the traffic volume diagrams in Appendix C.

8.5 10-year post development forecasting

Forecasting background traffic volumes for the 10 year post development scenario is a complex exercise. Transport demand forecasting is shifting from fixed forecasts to 'scenario modelling.' Scenario modelling recognises that there are multiple known and unknown disrupters to transport behaviour in the coming years, for example:

- Increased work from home activity;
- Increased popularity of micromobility devices such as e-scooters;
- Increased provision of public transport such as light rail and trackless trams;
- Electric Vehicles;
- Autonomous Vehicles; and,
- Government Net Zero emission targets.

For simplicity, this transport assessment assumes that road traffic will increase at the rate estimated in the Canning Bridge Structure Plan. As shown in Figure 30, traffic in the locality is forecast to increase from 19,887 vehicles to 54,974 vehicles from 2011 to 2051. This produces a growth rate of 4.4% per annum.

This growth factor was applied to the existing surveyed peak hour traffic volumes to derive the base traffic flows for the 2037 scenario. Development traffic was then added to obtain the total 2037 post development traffic flows.

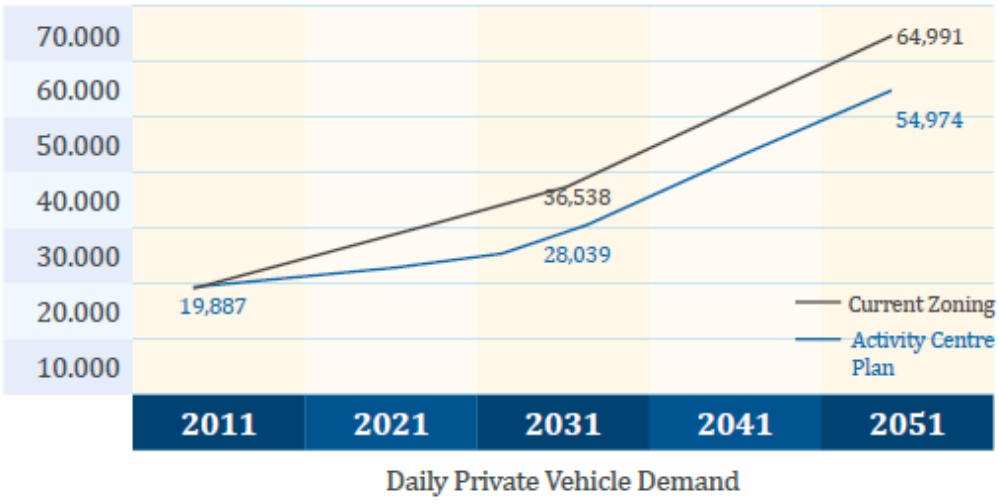


Figure 30: Private vehicle trip forecasting for the Canning Bridge Structure Plan

Source: *Canning Bridge Structure Plan – Integrated Transport Strategy* (GHD, 2014)

8.6 Analysis of intersections and development access

Capacity analysis of the intersection of Canning Hwy / Sleat Rd and the development crossovers was undertaken using the SIDRA computer software package. SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections.

A network model was developed with multiple connected intersections. The same network was assumed for existing and post development analysis. The network sites are listed in Table 4. An image of the model network is shown in Figure 31.

Table 4: SIDRA network sites

SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Canning Hwy / Sleat Rd
201	NA	Access crossover / Canning Hwy
202	NA	Access crossover / Sleat Rd

Signal phasing was based on SCATS data. The same network model was used for all scenarios with only traffic volumes being changed, for fair and consistent comparison of outputs. A summary of the analysis results is presented in Table 5.

The analysis indicates that the traffic signals currently operate at level of service ‘C.’ Intersection performance will degrade to level of service ‘D’ by 2027 and ‘F’ by 2037. Analysis confirms that the intersection will experience excessive delays and queuing, with or without the development traffic.

The traffic generated by the development will be less than 2% of total traffic at the intersection by 2037.

Overall, the SIDRA results indicate that the proposed development will have a minimal impact on the road network.

Detailed SIDRA outputs for each intersection are provided in Appendix D.

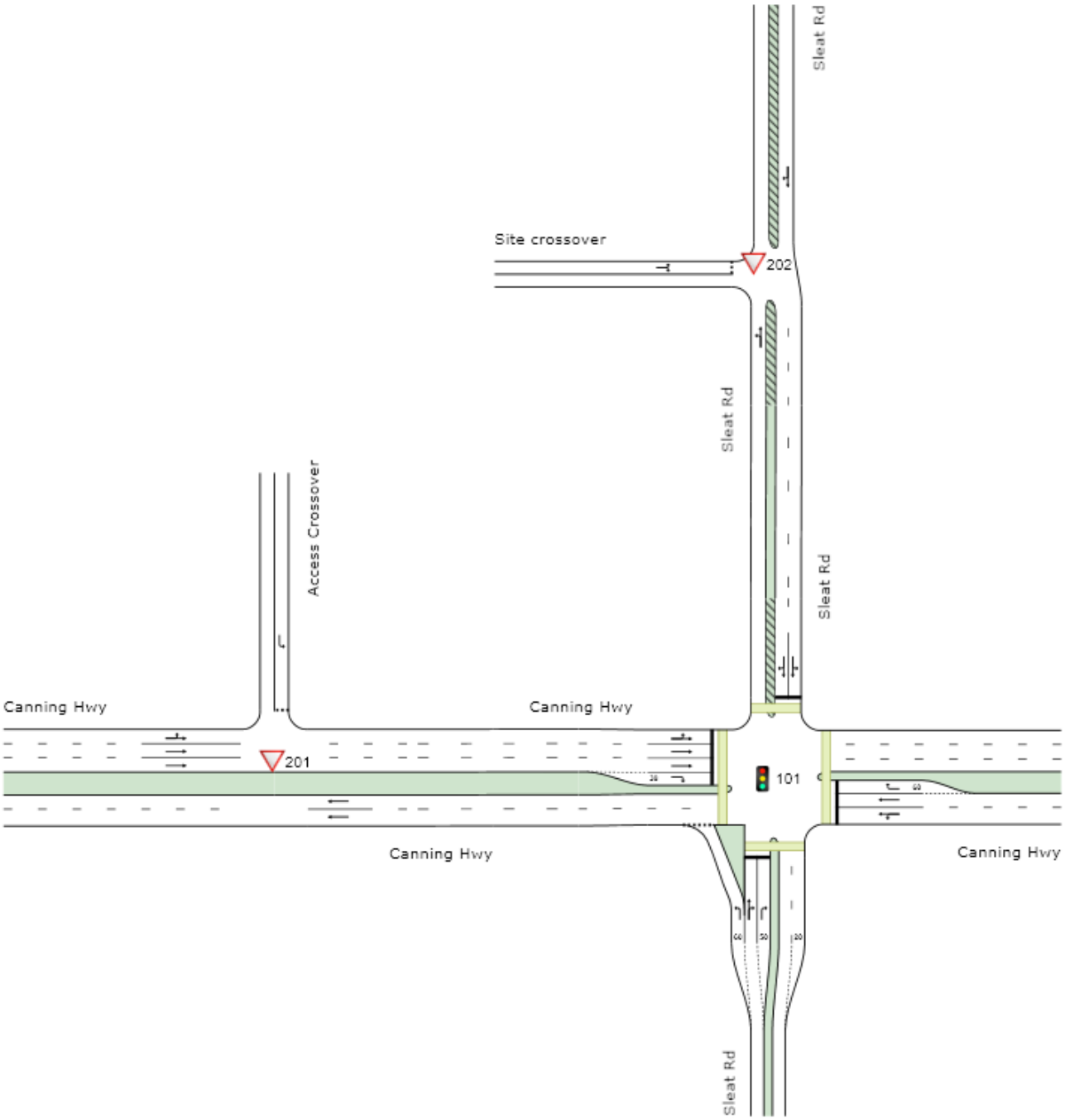


Figure 31: SIDRA network model

Table 5: Summary of SIDRA analysis results

Site 101 - Canning Hwy / Sleat Rd - Traffic Signals				
Scenario	**v/c**	**Ave Delay (sec)**	**LoS**	**95% Queue (m)**
Existing AM	0.764	31.9	C	329.6
2027 Base AM	0.901	38.8	D	491.1
2027 Post Development AM	0.98	49.1	D	595.9
2037 Base AM	1.485	323.6	F	2233.8
2037 Post Development AM	1.481	360.8	F	2357.2
Existing PM	0.773	25	C	304.9
2027 Base PM	0.929	28.5	C	426
2027 Post Development PM	0.947	36.7	D	519.8
2037 Base PM	1.387	233.6	F	2347.8
2037 Post Development PM	1.424	261.8	F	2437.1

Site 201 - Canning Hwy / Site Crossover (left-out)				
Scenario	**v/c**	**Ave Delay (sec)**	**LoS**	**95% Queue (m)**
Existing AM	0.049	4.4	A	3.5
2027 Base AM	0.062	6.3	A	4.3
2027 Post Development AM	0.095	6	A	7.6
2037 Base AM	0.197	25.8	D	14.7
2037 Post Development AM	0.294	26.5	D	25.4
Existing PM	0.051	3.3	A	2.6
2027 Base PM	0.061	4.6	A	3.3
2027 Post Development PM	0.184	4.7	A	11.1
2037 Base PM	0.137	13.3	B	8.9
2037 Post Development PM	0.414	17.9	C	31.2

Site 202 - Sleat Rd / Site Crossover				
Scenario	**v/c**	**Ave Delay (sec)**	**LoS**	**95% Queue (m)**
Existing AM	0.089	0.4	N/A	0.8
2027 Base AM	0.127	0.3	-	0.8
2027 Post Development AM	0.187	1.3	-	3.4
2037 Base AM	0.152	0.2	-	216.9
2037 Post Development AM	0.177	1	-	258.5
Existing PM	0.137	0.3	N/A	0.8
2027 Base PM	0.158	0.3	-	0.7
2027 Post Development PM	0.184	0.8	-	17.5
2037 Base PM	0.2	0.2	-	248.3
2037 Post Development PM	0.218	0.7	-	284.2

8.7 Impact on neighbouring areas

The traffic generated by the proposed development is not expected to significantly affect surrounding areas and the proposed land uses are in line with planning for the local area. The proposed office space and retail tenancies will provide local employment and shopping opportunities for residents within the CBACP area. This should help increase the self-sufficiency of the precinct.

8.8 Traffic noise and vibration

It requires a doubling of traffic volumes on a road to produce a perceptible 3dB (A) increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads anywhere near this level to result in any perceptible increase in noise.

9 Parking

9.1 Parking supply

A total of 159 car parking spaces is provided, including 2 x ACROD and 9 x EV parking spaces. 47 motorcycle parking spaces are also provided. Based on advice provided by the project town planner, 202 car parking spaces are required, which results in an 'on-paper' car parking shortfall of 43 bays.

9.2 Estimated building occupancy

The potential number of people employed at the development was estimated to inform mode share target calculations. Reference was made to the *Employment Densities Guide, 2nd Edition*, Drivers Jonas Deloitte, 2010. As detailed in Table 6, **747 staff** are estimated to work in the proposed building for the purpose of mode share analysis.

Table 6: Estimated building occupancy

Floor area (m2)	Employee density	FTE Staff
13453	1 per 18m2	**747**

9.3 Mode share targets

The 2050 mode share targets for the CBACP (Table 7) were adapted as a baseline for development mode share analysis. The CBACP target mode shares do not account for staff who do not attend work, for example staff who are sick or on leave. It was assumed that an average 10% of building staff will not attend work on a given day.

The CBACP mode share targets were modified to account for 10% staff not attending work. The modified mode shares were then adapted as a reference for the proposed development.

Table 7: CBACP mode share targets

Mode	Current zoning (BAU)	CBACP to 2031	CBACP to 2050
Car Driver/Car Passenger	63.7%	50%	35%
Train, light rail, BRT, Bus, Ferry	15.1%	20%	25%
Walking, cycling	3%	7%	12%
Telework (work from home)/ shop (internet retail) etc	16.3%	20%	25%
Taxi/motorbike	1.8%	3%	3%

The reference and development target mode shares are detailed in Table 8. Public transport mode share targets for the development match the reference mode shares for CBACP. The target mode shares for car driver and passenger are slightly lower for the development. A higher mode share target applies for cycling and motorbikes, which is supported by extensive bicycle parking and end of trip facilities.

Table 8: Reference and target mode shares – building occupant travel

Mode of Travel	CBACP (adjusted)	Development Target	Occupants	Mode Shift
Train	9.00%	8.97%	67	-0.03%
Bus	13.50%	13.65%	102	0.15%
Car Driver	22.50%	21.02%	157	-1.48%
Car Passenger	9.00%	4.69%	35	-4.31%
Motorbike	2.70%	6.29%	47	3.59%
Bicycle	6.30%	17.40%	130	11.10%
Walk	4.50%	4.42%	33	-0.08%
Worked at home	22.50%	18.47%	138	-4.03%
Did not go to work	10.00%	5.09%	38	-4.91%
Total	**100.00%**	**100.00%**	**747**	

9.4 Justification for parking shortfall

The development provides 159 car bays (including 2 ACROD and 9 EV bays) and 47 motorcycle bays. Against the planning advice of 202 required car bays, this yields an 'on-paper' shortfall of 43 car bays. The proposed development seeks to minimise onsite car parking and promotes travel by public transport, walking and cycling, consistent with its activity-centre setting. The following justification is provided for the proposed car parking shortfall:

A. Policy alignment – Canning Bridge Activity Centre

The Canning Bridge planning framework envisages Canning Highway as a priority public transport corridor with enhanced pedestrian and cycling connections and classifies Sleat Road as a Local Accessway, a street type that favours local access and place outcomes over through traffic and high car parking supply. Providing limited parking at this site supports that intent.

B. Excellent public transport accessibility

The site is within 200m of Canning Highway bus stops and is served by multiple routes, including the high-frequency Route 910 to Perth and Fremantle, providing a realistic alternative to driving for staff and visitors.

C. Strong active-transport provisions

End of trip facilities exceed the best practice guidelines for the development. The Greenstar requirements for the development are 7 showers and 94 lockers The proposed development significantly exceeds these requirements, providing 10 showers and extensive secure bicycle parking (130 staff spaces plus 4 visitor hoops). This strategic overprovision underpins higher cycling and micromobility mode share targets, appropriately offsetting demand for car parking.

D. Supply-constrained trip generation and reduced network impact

Vehicle trip generation for the development is constrained by limiting onsite car parking, reflecting real behaviour at capped parking sites. Due to the reduced car parking, the development traffic is maintained below <2% of total intersection traffic by 2037 (refer to Section 8.6). If more parking was provided, then the site would generate higher traffic volumes. The reduced site car parking helps minimise road network impacts.

E. Walkable catchment and safe crossings

There are continuous footpaths on both Canning Highway and Sleat Road, with signal-controlled crossings at the corner, and a substantial 5–10 minute walking catchment (refer to Section 12). This supports a meaningful walk mode share and reduces reliance on onsite car parking.

F. Motorcycle and micromobility substitution

Provision of 47 motorcycle bays and the site 8km (20–25 min) cycling catchment (including connections to the riverside PSP and nearby higher-order routes) provide viable alternative transport options. These facilities directly substitute for car demand in an inner urban activity centre context.

G. Safety and efficiency benefits

Crash data shows that the Canning Hwy/Sleat Rd intersection ranks 183rd state-wide, with ~70% rear-end crashes, typical of congested signalised intersections. Measures that shift trips away from private cars help alleviate crash risk and queuing pressure rather than inducing additional car traffic via surplus parking.

H. Urban design and access efficiency

The proposal consolidates crossovers on Sleat Road, improving the street frontage for walking and cycling. This aligns with movement and place objectives. Providing more car parking will increase turning movements in and out of the Sleat Road crossover, which impacts street amenity for walking and cycling.

9.5 Assessment of car parking against LPS No. 6 Aims

The TIA sets a transport strategy that deliberately minimises on-site car parking and promotes public transport, walking and cycling, consistent with the Scheme Aims for sustainable transport. An assessment of the proposed development against the aims of LPS No. 6 is presented as follows:

A. Integrate land use and transport to achieve sustainable urban development

The site sits in the Canning Bridge Activity Centre, where Canning Highway is planned as a priority public transport corridor with enhanced pedestrian and cycle connections. The proposed lean parking provision is paired with mode-share targets that lift cycling/motorcycle shares and slightly reduce car driver/passenger shares, aligning transport supply with the activity centre land use intensity.

B. Encourage reduction in reliance on, and impact of, private motor vehicle usage

The TIA adopts a parking cap and parking based (supply constrained) trip generation and sets out measures to shift trips from private cars, including generous end-of-trip (EoT) facilities and bicycle parking. The target mode shares explicitly lower car driver/passenger proportions and increase bicycle and motorcycle shares.

C. Reduce demand for, and balance the provision of, parking in centres; encourage public transport use

Providing 159 bays (rather than meeting the minimum scheme requirement of 202 bays) is a Travel Demand Management (TDM) response in a centre served by multiple bus routes. The TIA notes bus services are within close walking distance and provide excellent rail connectivity, supporting a balanced provision where excess car parking is avoided and Public Transport becomes the convenient option for many trips.

D. Promote and enhance pedestrian and cycling transport modes

The locality has continuous footpaths on both Canning Highway and Sleat Road and signal controlled crossings at the corner, supporting safe pedestrian access. Onsite facilities exceed best practice guidelines. 130 staff bicycle spaces, 4 visitor spaces, and 10 showers are provided. Cycling catchment mapping shows a comfortable 8km / 20–25min cycling distance to major destinations, underpinning mode shift away from car use.

E. Promote sustainable transport options

The combined suite of measures including reduced car supply, high quality end of trip facilities, motorcycle parking, and excellent bus access, promotes sustainable transport options. This approach is appropriate for the site and that overall network impact is minimal, reinforcing the planning benefit of constraining car parking in this location.

The proposed parking supply implements the LPS 6 Scheme Aims. It integrates land use and transport in an activity-centre setting, reduces car reliance, balances parking with strong public transport, promotes walking and cycling, and provides a robust set of sustainable travel options. On this basis, the 43 bay shortfall is a positive, policy-aligned outcome that supports the Scheme's intent and the efficient operation of the local network.

10 Provision for service vehicles

The proposed development provides one shared loading bay for deliveries, large service vehicles and onsite waste collection.

Swept path analysis was prepared for an 8.8m Medium Rigid Vehicle (MRV), as detailed in Figure 32. Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix E. Service vehicles are able to enter and exit the site in forward gear.

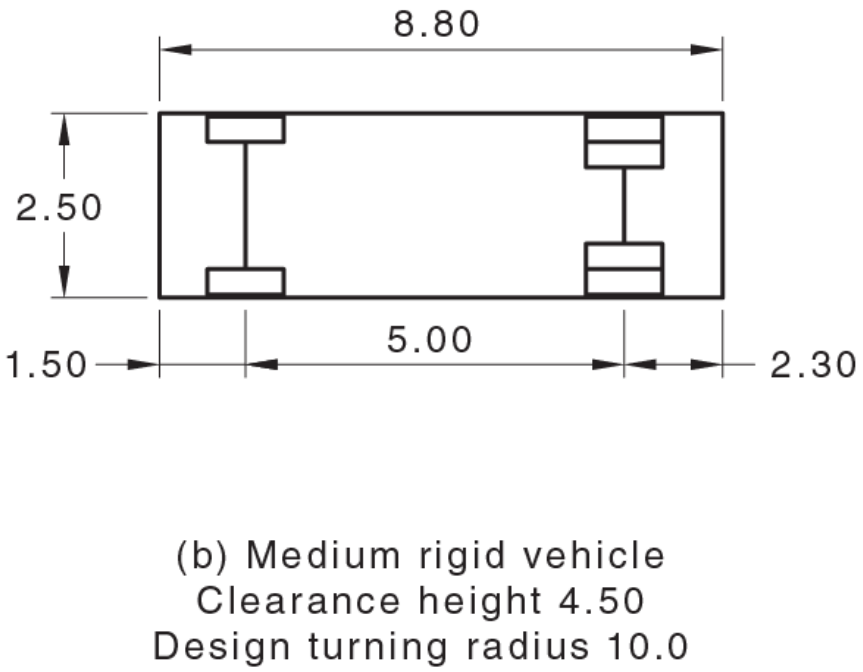


Figure 32: Adopted checking vehicle for swept path analysis

Source: AS2890.2 *Off-street commercial vehicle facilities*

11 Public transport assessment

The existing public transport services as documented in Section 3.6 of this report provide excellent accessibility for the subject site. Further improvements to public transport are planned to facilitate the gradual reduction in car driver mode share within the CBACP Area.

The METRONET Canning Bridge Bus Interchange project is progressing to reference design. Key features include a larger bus interchange (12 active stands + 8 layover stands), new station entries, grade-separated pedestrian access, direct bus-rail transfer, a new southern PSP connection (Davilak St – Canning Bridge Station – eastern PSP), and Smart Freeways ramp metering on northbound on-ramps.

This package will improve reliability and interchange quality at the precinct, reinforcing the role of Canning Highway as a priority public transport corridor envisaged by the CBACP/CBSP.

In parallel, the Mid-Tier Public Transport Consortium has short-listed Canning Highway as a future mid-tier transit corridor, signaling ongoing policy support for higher capacity services along this route.

On this basis, public transport provides a realistic and attractive option for a significant share of staff and visitor trips, supporting the development mode share targets and the broader activity centre policy to reduce car dependence.

12 Walking assessment

An extensive footpath network is provided in the locality. The signalised intersection of Canning Highway and Sleat Road provides signalised crossing opportunities for walking.

A geospatial analysis was undertaken to estimate the walking catchment within 5 and 10 minutes of the subject site (Figure 33). There is a substantial residential catchment where people living can walk to the development for access to services or employment. The development helps to achieve the CBACP targets for self-sufficiency.

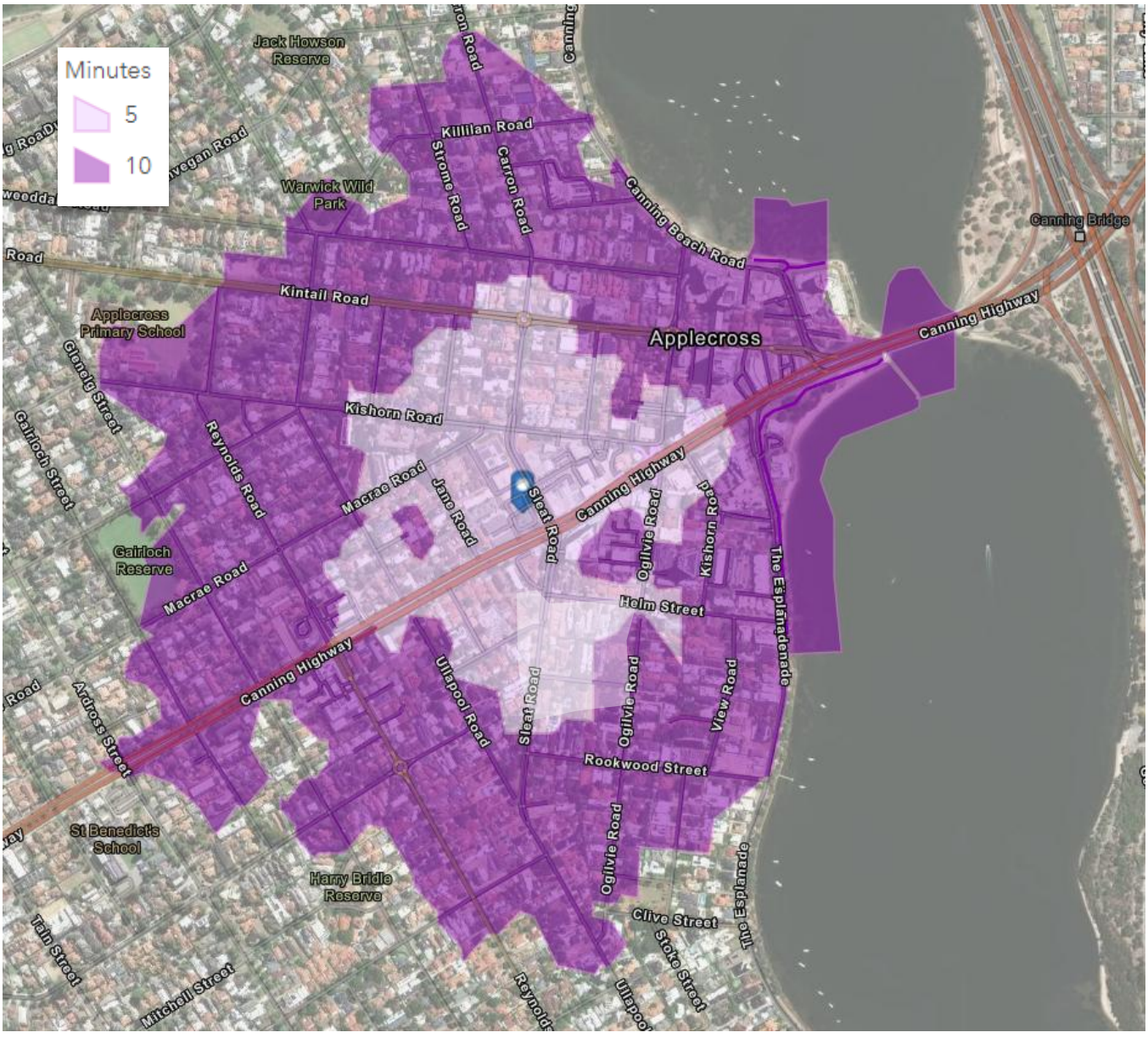


Figure 33: Subject site walking catchment isochrones

13 Cycling assessment

13.1 Bicycle parking and end of trip facilities

Based on Greenstar criteria for sustainable transport, it is estimated that a minimum of 7 showers and 94 lockers are required for the development (Table 9).

Table 9: Estimated bicycle end of trip facility requirements for employees

Attribute	Quantity	Units
Regular building occupancy	747	people
Shower requirements	7	showers
Locker requirements	94	lockers

The development seeks to promote active transport modes. Extensive bicycle parking and end of trip facilities are provided including:

- 130 staff bicycle parking spaces on the ground level in a secured storage room;
- 4 visitor bicycle parking spaces on the ground floor near the main building entry;
- End of trip facilities include separate male and female change rooms, showers and lockers. A total of 10 shower cubicles is provided.

The development provides excess bicycle parking and end of trip facilities, while proposing an 'on paper' shortfall in car parking. This helps to encourage mode shift away from car driving and towards sustainable transport modes. Given the location of the development within the CBACP, and the forecast traffic congestion on Canning Highway, the approach of the proposed development in promoting sustainable transport will assist with alleviating traffic demands and future road congestion.

13.2 Sustainable transport catchment

As detailed in Figure 34, the subject site is well placed for staff and visitors to travel by sustainable modes of transport. A comfortable 8km or 20-25min cycle will provide people with a large catchment including Perth CBD, Booragoon, Melville, Murdoch and Victoria Park.

Geospatial analysis indicates the development provides employment opportunities for many local residents who do not require car travel and reliance on site car parking. This range can be further increased through a combination of micro-mobility and train travel with close access to train stations.

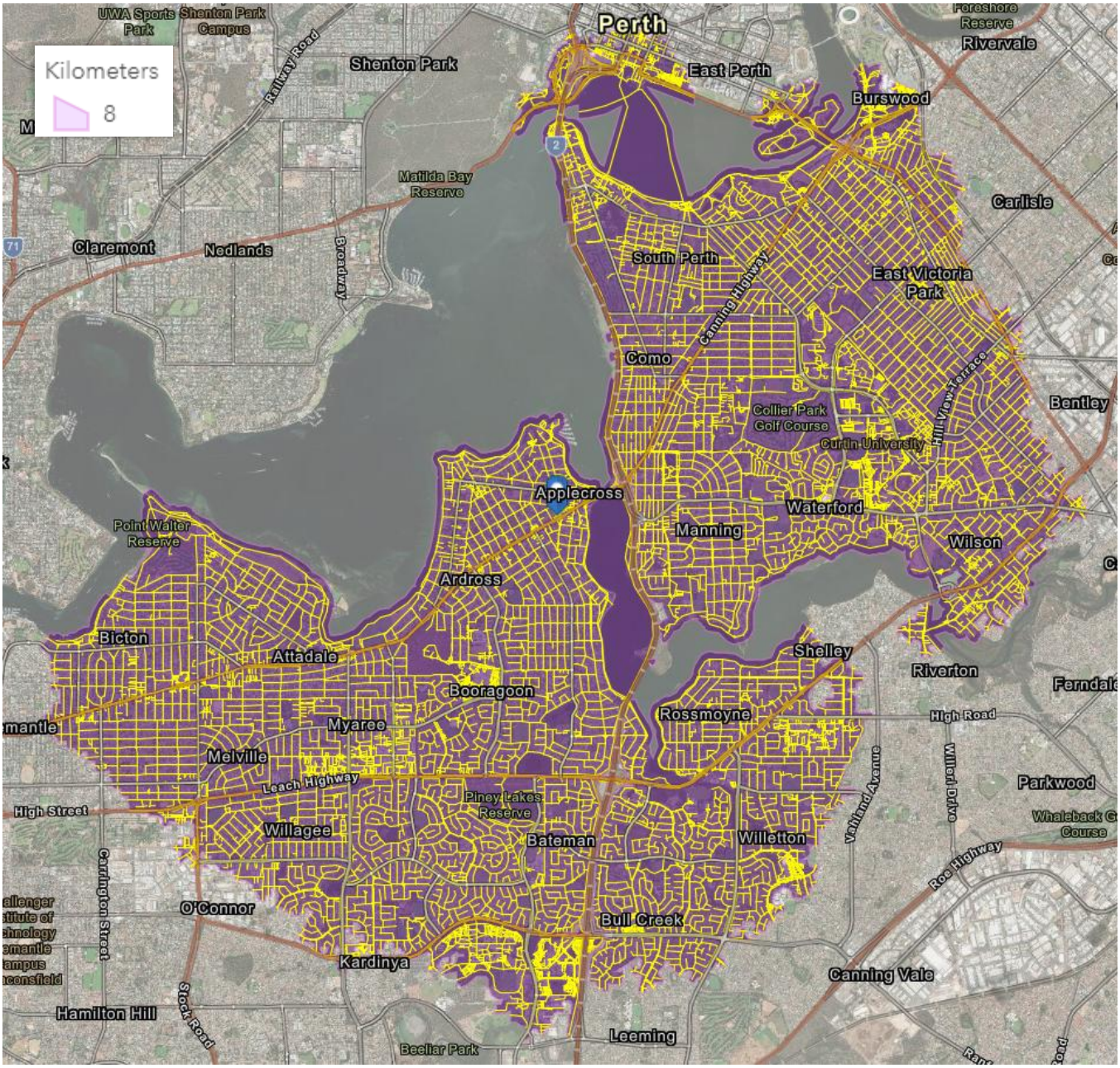


Figure 34: Cycling and micro-mobility catchment

14 Conclusion

This Transport Impact Assessment has been prepared by Urbii on behalf of Carcione Nominees Pty Ltd with regards to the Proposed Commercial Development, located at 882 Canning Hwy, Applecross.

The subject site is situated at the north-west corner of Canning Highway and Sleat Road and presently accommodates two fast food tenancies. A commercial development is proposed at the site, which will deliver 509m^2 of specialty retail and F&B tenancies on the ground level, with 12,944m^2 of office NLA on upper levels.

The site promotes good connectivity with the existing and planned road, cycling and walking network. Public transport accessibility is good.

Analysis confirms that the intersection of Canning Highway and Sleat Road will experience excessive delays and queuing, with or without the development traffic. The development contributes <2% of total intersection traffic in 2037. Hence the overall impact is minimal, with changes in delay/queues driven primarily by corridor growth rather than the proposal.

The project provides 159 car bays and 47 motorcycle bays, which results in an 'on-paper' shortfall of 43 car bays. The report adopts CBACP aligned mode share targets with lower car mode share and higher bicycle/motorcycle mode shares, supported by extensive parking and end of trip facilities. This demand management approach is appropriate for an activity-centre location with high public transport accessibility.

Five-year crash data indicates the intersection of Canning Hwy / Sleat Rd ranks 183rd state-wide, with ~70% rear-end crashes. Measures that shift trips away from private cars (lean parking, strong EoT facilities, good PT access) are expected to reduce pressure on queuing and rear-end crash risk over time.

On balance, the proposal integrates with the existing and planned network, maintains safe and efficient access on Sleat Road, generates a negligible share of intersection traffic demand at the assessment horizon, and provides a policy-aligned parking and sustainable transport package.

It is concluded that the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendices

Appendix A: Proposed development plans

ISSUE	DATE	DESCRIPTION	DRN	APP
A	25.08.25	DA ISSUE		

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1215m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

PARKING

CAR PARKING

BASEMENT	
• CARPARK	48
• TANDEM	6
GROUND FLOOR	
• CARPARK	5
• SERVICE	1
• UNIVERSAL	2
LEVEL 1	
• CARPARK	36
• TANDEM	4
• EV	9
LEVEL 2	
• CARPARK	45
• TANDEM	4
TOTAL CAR PARKING	**160**

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE
1 : 100 @ A1

ISSUED FOR PLANNER REVIEW

882 CANNING HIGHWAY APPLECROSS

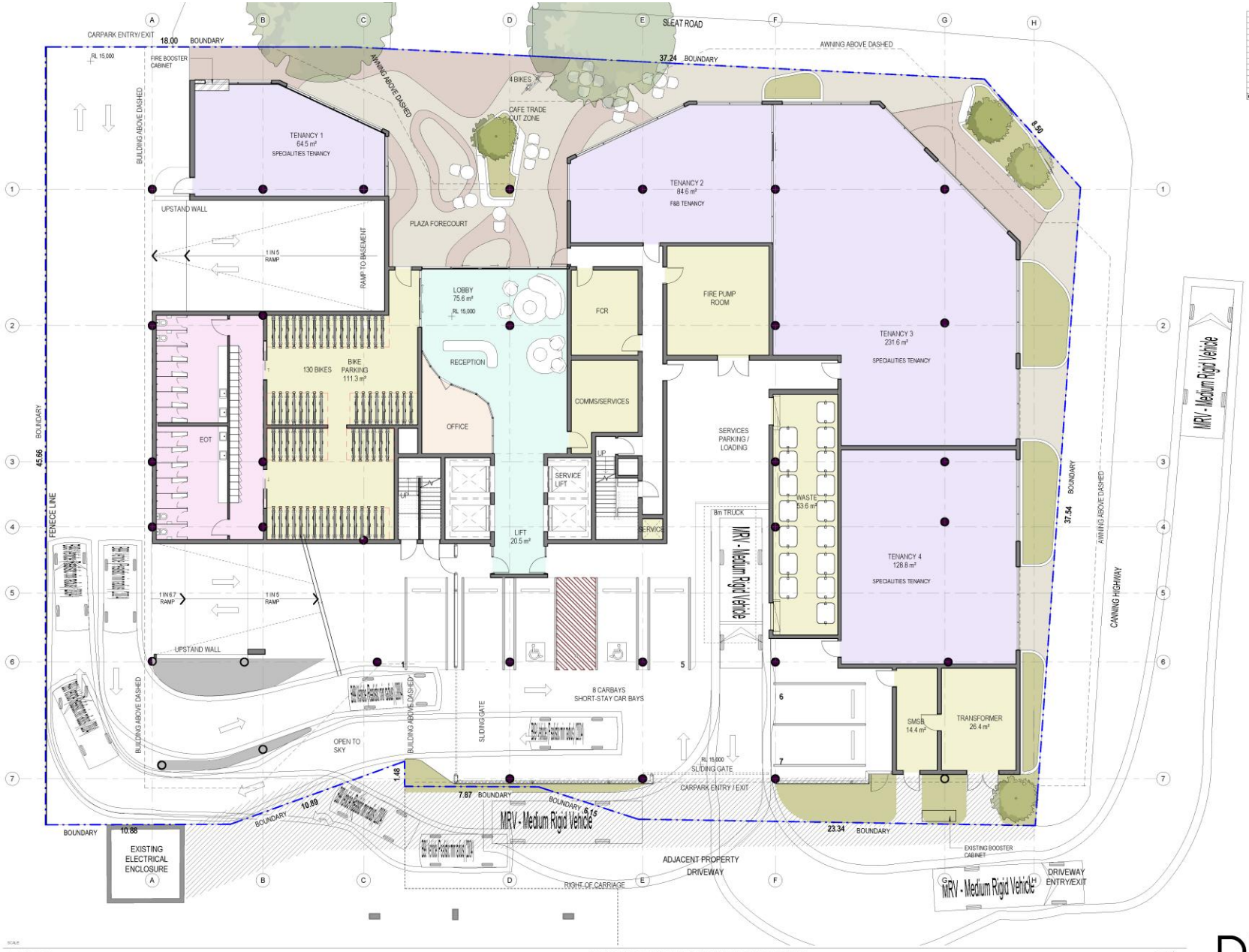
BASEMENT FLOOR PLAN

SCALE 1:100

DMG ARCHITECTURE

PROJECT # 22021

DRAWING # SK.03 ISSUE A



A	25.08.25	DA ISSUE		
ISSUE	DATE	DESCRIPTION	DRN	APP

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

PARKING

CAR PARKING

BASEMENT
- CARPARK 48
- TANDEM 6

GROUND FLOOR
- CARPARK 5
- SERVICE 1
- UNIVERSAL 2

LEVEL 1
- CARPARK 36
- TANDEM 4
- EV 9

LEVEL 2
- CARPARK 45
- TANDEM 4

TOTAL CAR PARKING 160

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE
1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

GROUND FLOOR PLAN

SCALE 1:100

DMG ARCHITECTURE

PROJECT # 22021

DRAWING # SK.04 ISSUE A

ISSUE	DATE	DESCRIPTION	DRN	APP
A	26.08.25	DA ISSUE		

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1215m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

PARKING

CAR PARKING

BASEMENT		
•	CARPARK	48
•	TANDEM	6
GROUND FLOOR		
•	CARPARK	5
•	SERVICE	1
•	UNIVERSAL	2
LEVEL 1		
•	CARPARK	36
•	TANDEM	4
•	EV	9
LEVEL 2		
•	CARPARK	45
•	TANDEM	4
TOTAL CAR PARKING		**160**

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE
1 : 100 @ A1

ISSUED FOR PLANNER REVIEW

882 CANNING HIGHWAY APPLECROSS

LEVEL 1 CARPARK FLOOR PLAN

SCALE 1:100

DMG ARCHITECTURE

PROJECT # 22021

DRAWING # SK.05 ISSUE A

A	25.08.25	DA ISSUE		
ISSUE	DATE	DESCRIPTION	DRN	APP

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1215m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

PARKING

CAR PARKING

BASEMENT	
• CARPARK	48
• TANDEM	6
GROUND FLOOR	
• CARPARK	5
• SERVICE	1
• UNIVERSAL	2
LEVEL 1	
• CARPARK	36
• TANDEM	4
• EV	9
LEVEL 2	
• CARPARK	45
• TANDEM	4
TOTAL CAR PARKING	**160**

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE
1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

LEVEL 2 CARPARK PLAN

ISSUED FOR PLANNER REVIEW

DMG
ARCHITECTURE

PROJECT #
22021

DRAWING #
SK.06

ISSUE
A

ISSUE	DATE	DESCRIPTION	DRN	APP
A	25.08.25	DA ISSUE		

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1215m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

SCALE
1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

LEVEL 3 FLOOR PLAN

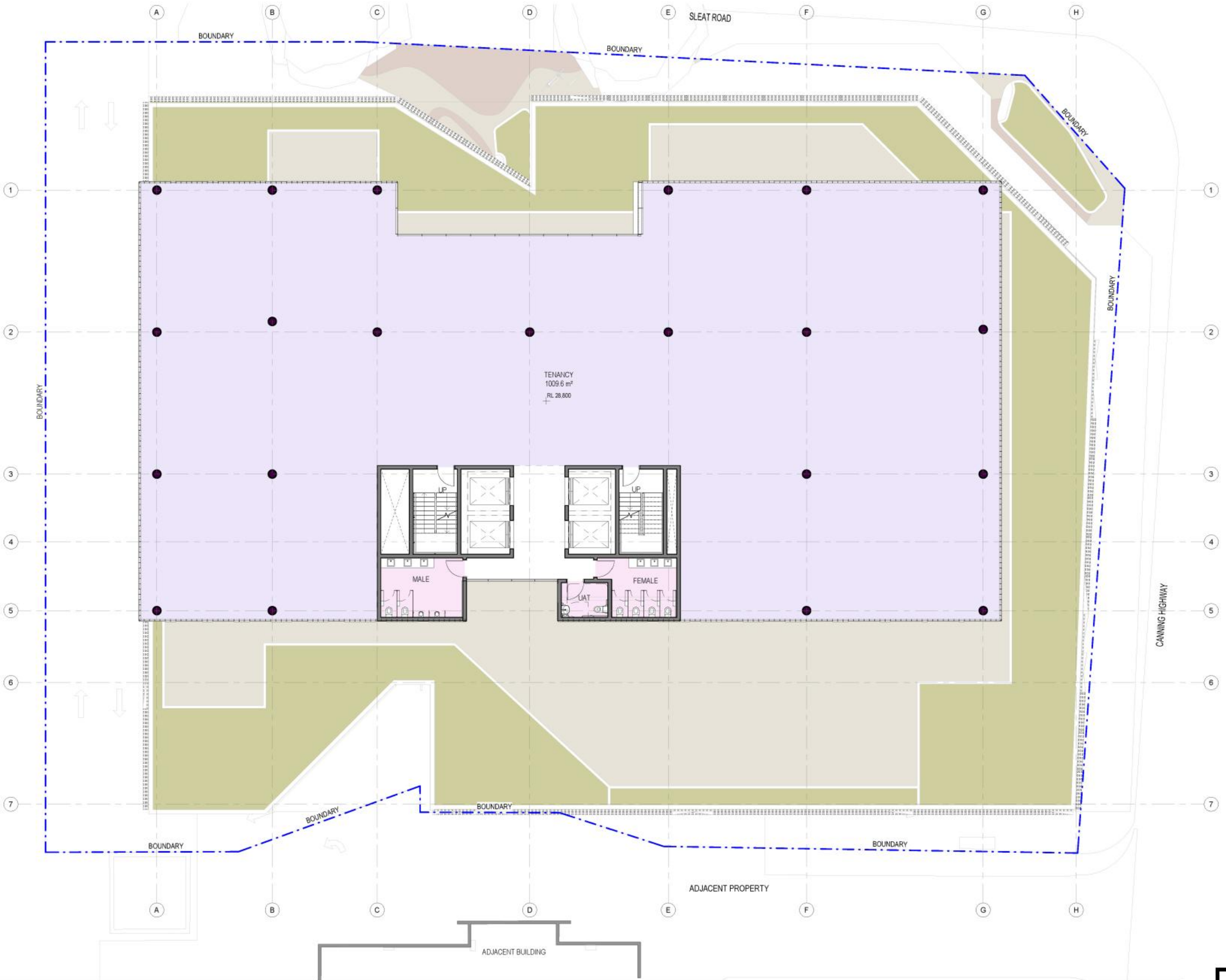
SCALE 1:100

DMG ARCHITECTURE

PROJECT #
22021

DRAWING #
SK.07

ISSUE
A



ISSUE	DATE	DESCRIPTION	DRN	APP
A	25.08.25	DA ISSUE		

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL (OF WHICH THE UCA IS 1216m²)	2143m²
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

SCALE 1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

TYPICAL OFFICE FLOOR PLAN - LEVEL 4

ISSUED FOR PLANNER REVIEW

DMG ARCHITECTURE

PROJECT # 22021

DRAWING # SK.08 ISSUE A

ISSUE	DATE	DESCRIPTION	DRN	APP
A	26.08.25	DA ISSUE		

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1215m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

SCALE
1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

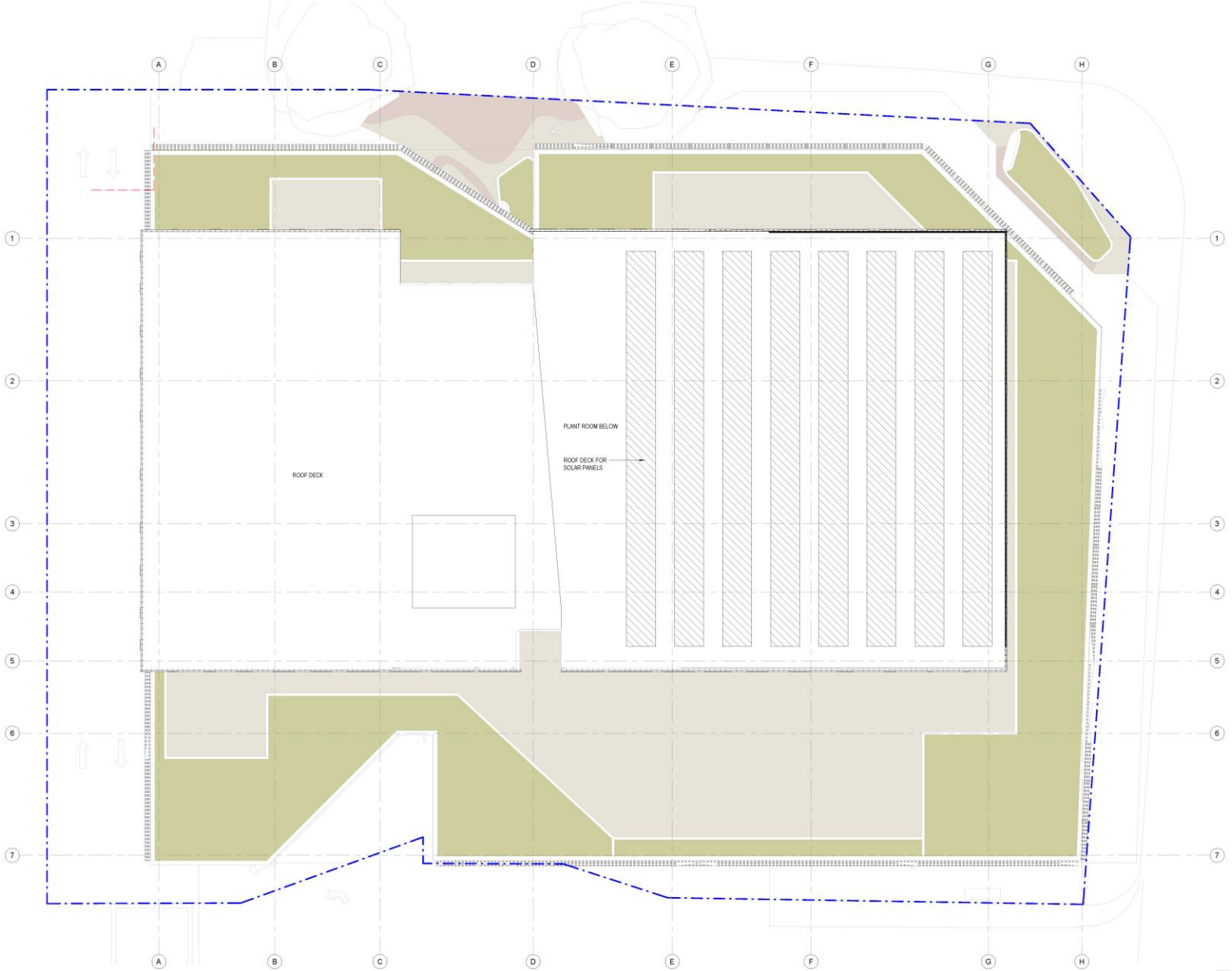
TYPICAL OFFICE FLOOR PLAN - LEVEL 5 TO 15

DMG
ARCHITECTURE

PROJECT #
22021

DRAWING #
SK.09

ISSUE
A



ISSUE	DATE	DESCRIPTION	DRN	APP
A	25.08.25	DA ISSUE		

SCALE
1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

ROOF

DMG
ARCHITECTURE

PROJECT #
22021

DRAWING #
SK.10

ISSUE
A

Appendix B: Canning Highway PCA 185

PLANNING

PL401

PLANNING AND DEVELOPMENT ACT 2005

DECLARATION OF PLANNING CONTROL AREA 185—CANNING HIGHWAY

Revocation of Planning Control Area 153—Canning Highway (Applecross and Como)

Cities of South Perth and Melville

File: RLS/0919 and RLS/1164

General Description

The Minister for Planning has granted approval to the declaration for Planning Control Area 185, as shown on Western Australian Planning Commission (WAPC) plans numbered 1.8142, 1.8143, 1.8144/1, 1.8145, 1.8146.

Notice is hereby given that the Minister for Planning has approved the revocation of Planning Control Area 153, pursuant to section 113 of the *Planning and Development Act 2005*. The land requirements associated with this land are outlined in and protected by the above declared Planning Control Area 185.

Purpose of the Planning Control Area

Planning Control Area 185 is intended to protect land identified for the Canning Highway ultimate planning design concept.

The WAPC considers that the planning control area is required over the properties to ensure that no development occurs on the land which might prejudice this purpose until it may be reserved for Primary Regional Roads purposes in the Metropolitan Region Scheme.

Duration and Effects

The declaration remains in effect for a period of five years from the date of publication of this notice in the *Government Gazette*, being 14 February 2025, or until revoked by the WAPC with approval by the Minister, whichever is sooner.

The revocation of Planning Control Area 153 is effective on and from the date of this notice in the *Government Gazette*.

A person shall not commence and carry out development in a planning control area without the prior approval of the WAPC. The penalty for failure to comply with this requirement is $200,000 and, in the case of a continuing offence, a further fine of $25,000 for each day during which the offence continues.

Compensation is payable in respect of land injuriously affected by this declaration, and land so affected may be acquired by the WAPC in the same circumstances and in the same manner as if the land had been reserved in the Metropolitan Region Scheme for a public purpose.

Display Locations

Documents can be viewed online at the Department of Planning, Lands and Heritage's website at https://www.dplh.wa.gov.au/planning-control-areas.

Ms SAM BOUCHER, Secretary, Western Australian Planning Commission.

1.8144/1

Planning control area No: 185

Planning Control Area No. 185 - Canning Highway

Western Australian Planning Commission

Created on date: Monday, 9 December 2024
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority SLIP 1447-2023-1

Legend

Planning control area | Current MRS Road Reserves

Standard Truncation

Note: All truncations are standard unless otherwise shown

Program Manager: S. Lappan
Geospatial Officer: J. Ballarotta
Examined: K. Rampellini
Revised:
Version No: 2
Date: WAPC/4.4 4 Dec 2024

N

0 25 50 75
metres

Plan Number
1.8144/1
Ref: 5117 Sheet 3 of 5

File number: RLS/1164
Plan reference:
Metropolitan Region Scheme 1:25,000 sheet 19
Amending Plans: 1.8142, 1.8143, 1.8144/1, 1.8145 & 1.8146

Appendix C: Traffic volume diagrams

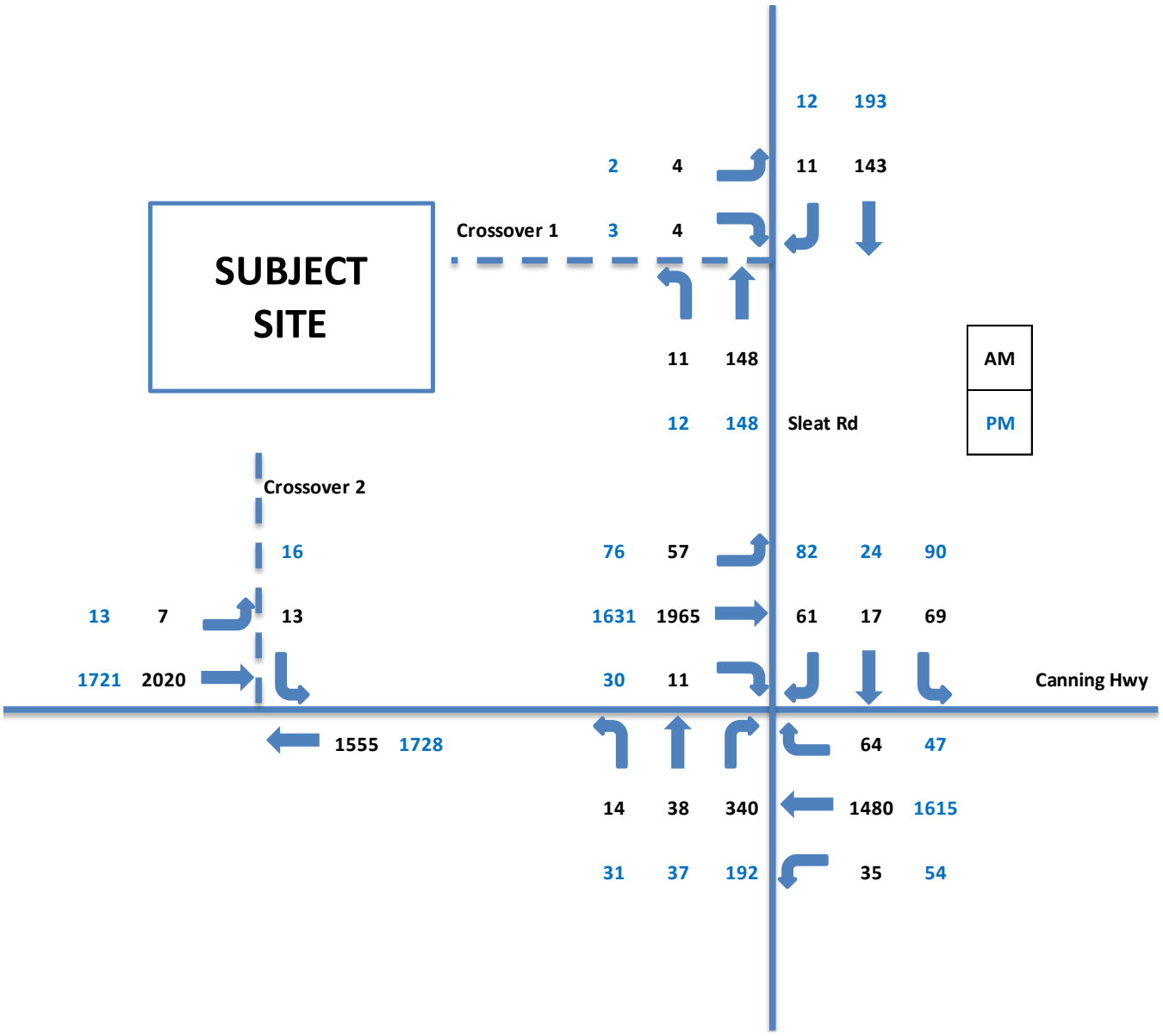


Figure 35: Existing traffic flows weekday AM and PM peak hours

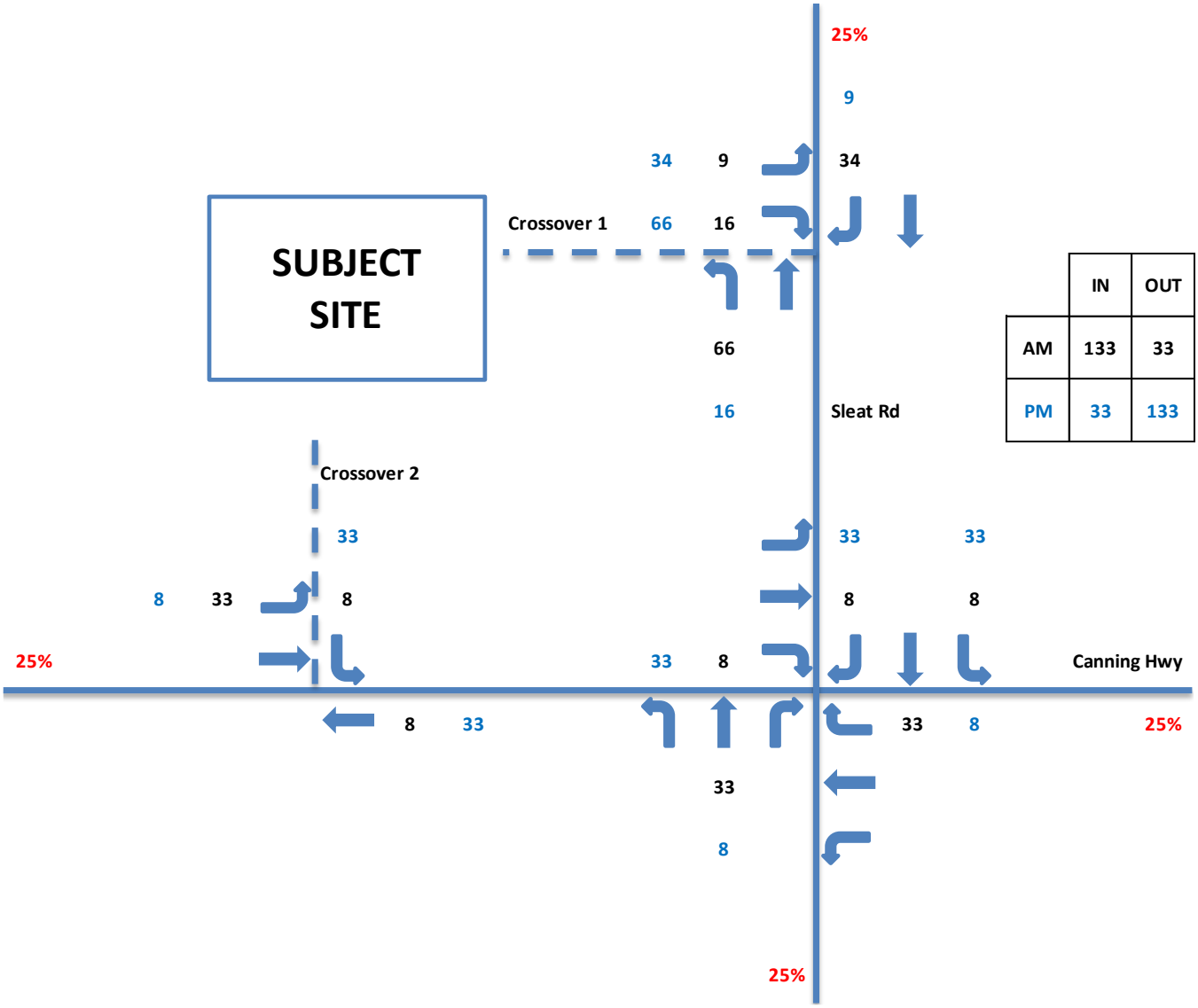


Figure 36: Development traffic – weekday AM and PM peak hours

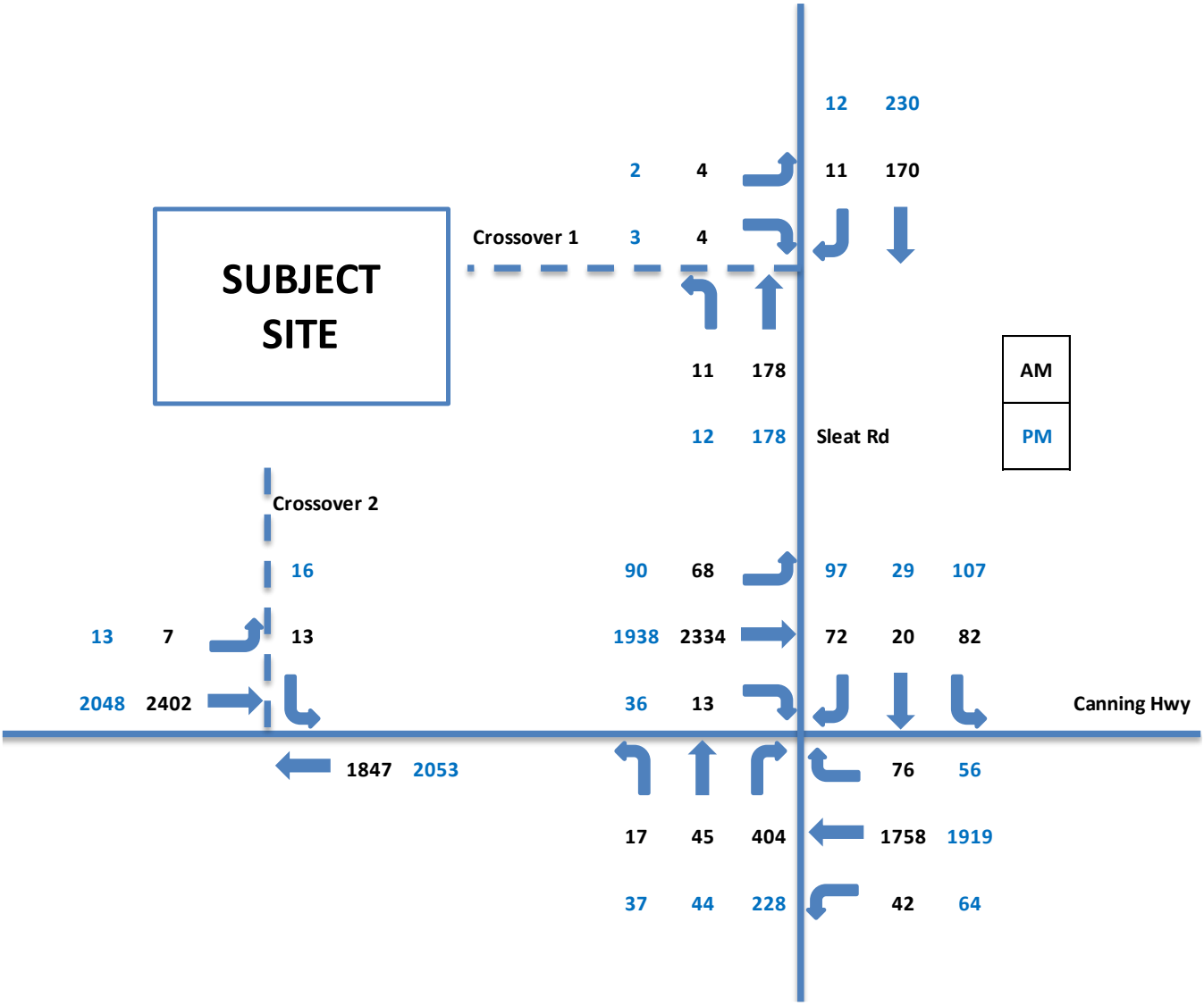


Figure 37: 2027 base traffic volumes – weekday AM and PM peak hours

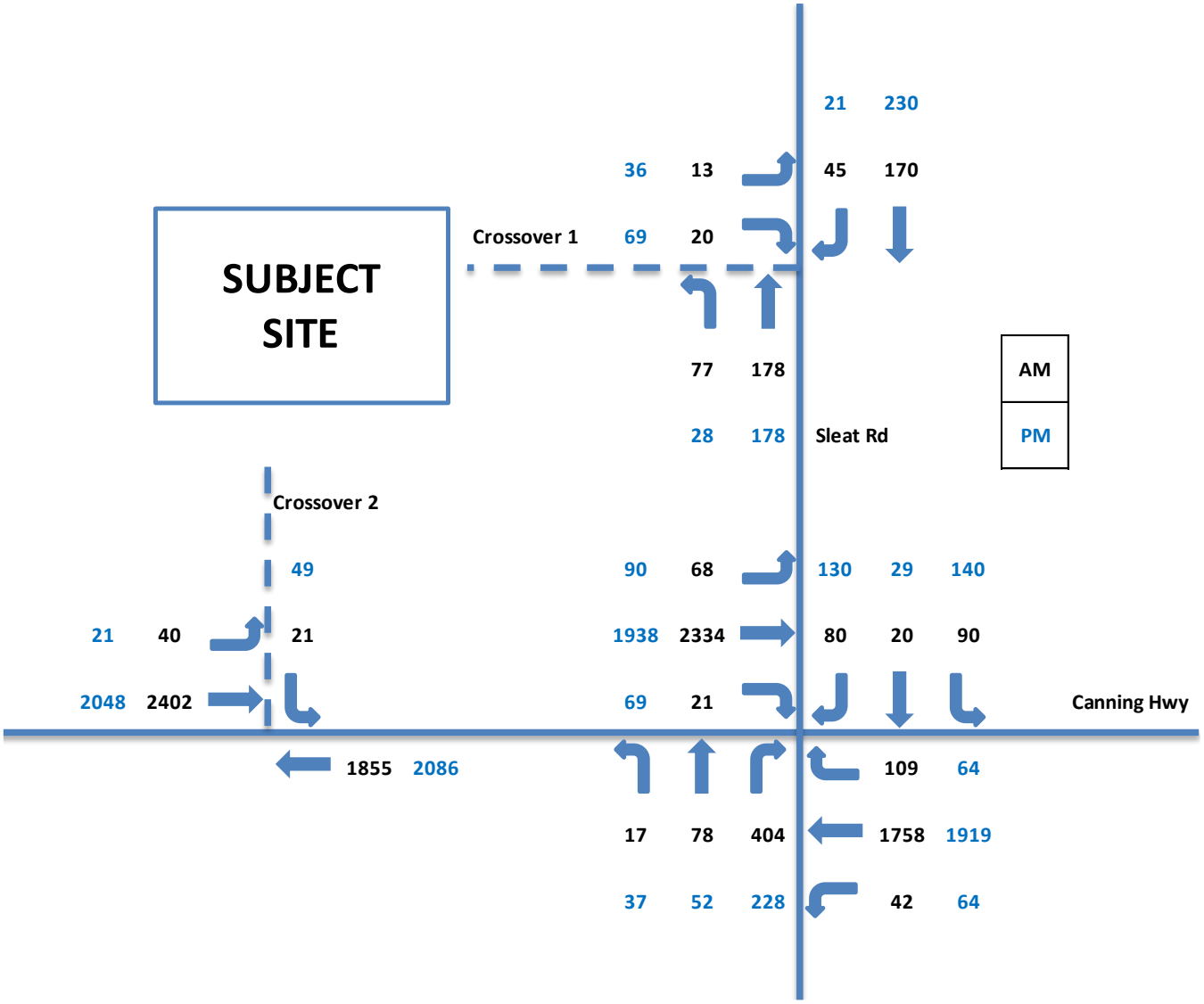


Figure 38: 2027 post development traffic volumes – weekday AM and PM peak hours

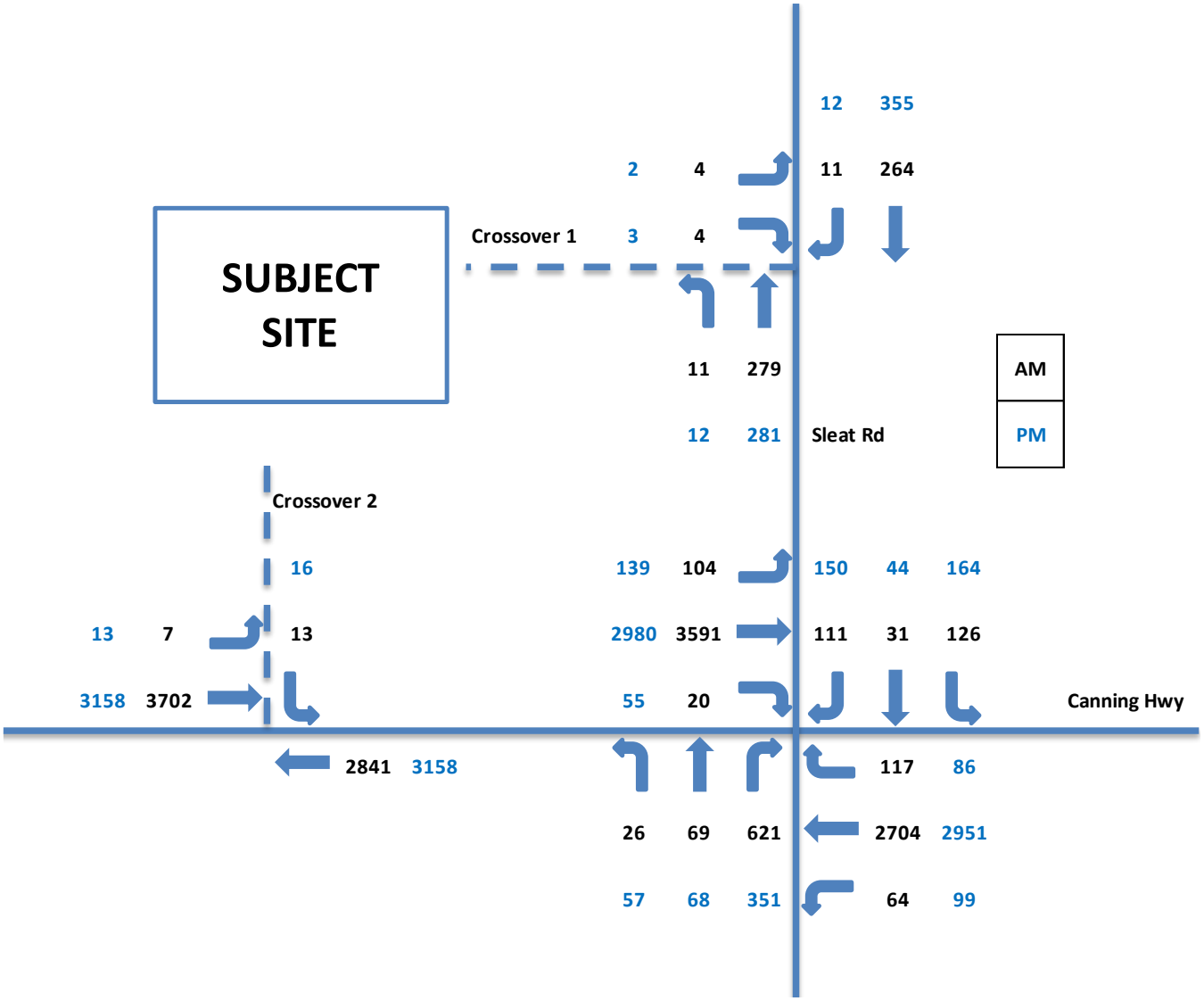


Figure 39: 2037 base traffic volumes – weekday AM and PM peak hours

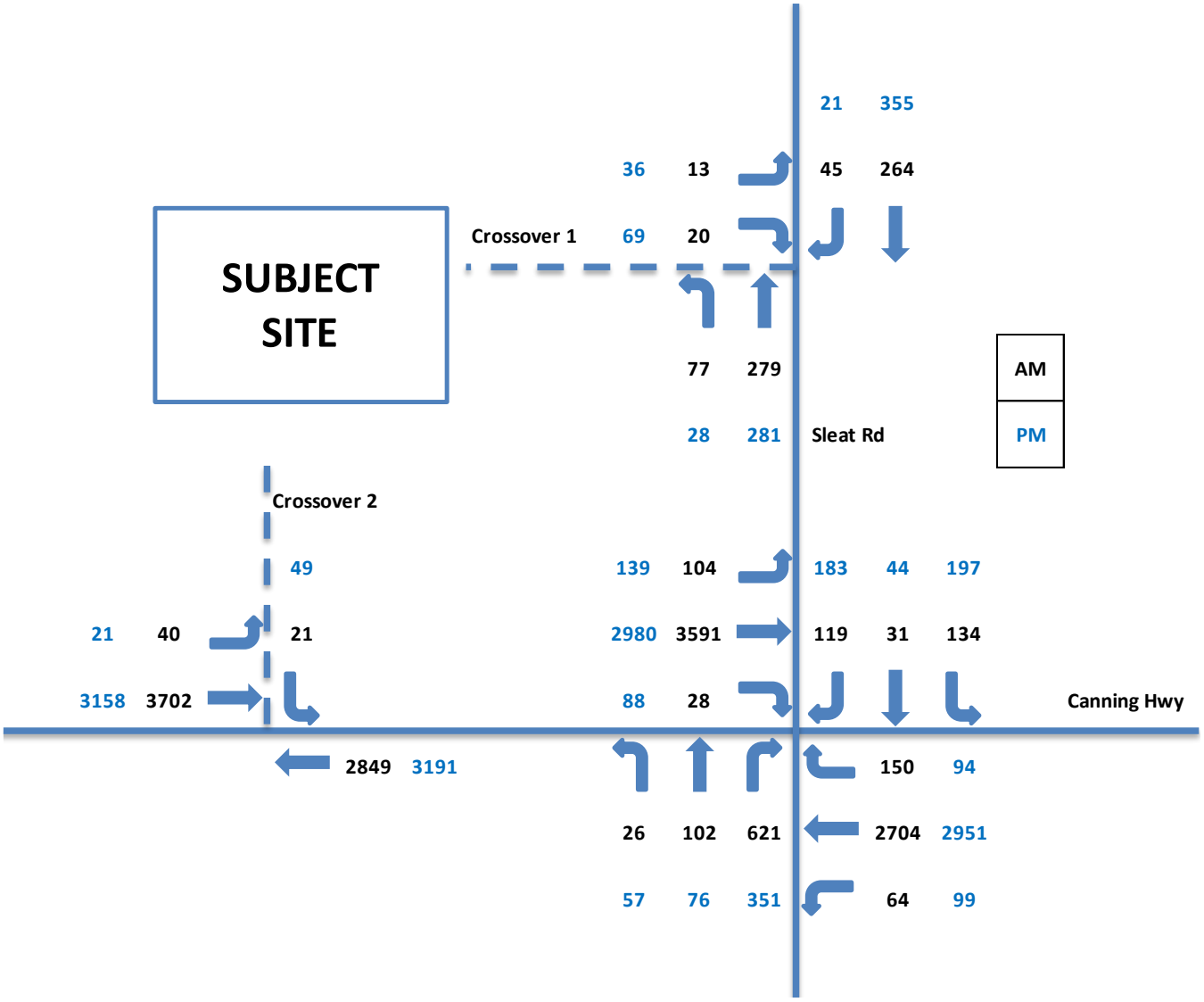


Figure 40: 2037 post development traffic volumes – weekday AM and PM peak hours

Appendix D: SIDRA analysis outputs

SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- **Degree of Saturation (DoS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- **Level of Service (LoS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

Existing AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [Existing AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	15	4.0	15	4.0	0.023	16.5	LOS B	0.4	3.0	0.44	0.60	0.44	34.8
2	T1	40	2.0	40	2.0	*0.755	67.2	LOS E	14.4	101.6	1.00	0.87	1.08	17.3
3	R2	358	1.0	358	1.0	0.755	71.8	LOS E	14.4	101.6	1.00	0.87	1.08	26.1
Approach		413	1.2	413	1.2	0.755	69.4	LOS E	14.4	101.6	0.98	0.86	1.06	25.6
East: Canning Hwy														
4	L2	37	3.0	37	3.0	0.756	31.6	LOS C	45.5	329.6	0.82	0.77	0.82	39.0
5	T1	1558	4.0	1558	4.0	*0.756	25.3	LOS C	45.5	329.6	0.80	0.74	0.80	33.0
6	R2	67	4.0	67	4.0	*0.711	87.0	LOS F	5.2	37.9	1.00	0.82	1.15	15.8
Approach		1662	4.0	1662	4.0	0.756	28.0	LOS C	45.5	329.6	0.81	0.75	0.82	31.8
North: Sleat Rd														
7	L2	73	4.0	73	4.0	0.681	83.3	LOS F	5.6	40.3	1.00	0.82	1.11	16.9
8	T1	18	2.0	18	2.0	*0.764	81.5	LOS F	6.4	46.6	1.00	0.87	1.20	16.3
9	R2	64	5.0	64	5.0	0.764	85.2	LOS F	6.4	46.6	1.00	0.87	1.20	2.7
Approach		155	4.2	155	4.2	0.764	83.9	LOS F	6.4	46.6	1.00	0.85	1.16	11.9
West: Canning Hwy														
10	L2	60	2.0	60	2.0	0.659	27.2	LOS C	9.1	65.3	0.75	0.70	0.75	7.6
11	T1	2068	3.0	2068	3.0	0.659	23.6	LOS C	9.1	65.3	0.75	0.69	0.75	35.1
12	R2	12	7.0	12	7.0	0.125	79.6	LOS E	0.8	6.3	0.98	0.68	0.98	16.8
Approach		2140	3.0	2140	3.0	0.659	24.0	LOS C	9.1	65.3	0.75	0.69	0.75	34.6
All Vehicles		4369	3.2	4369	3.2	0.764	31.9	LOS C	45.5	329.6	0.80	0.73	0.82	30.6

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [Existing AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	1637	4.0	1637	4.0	0.424	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		1637	4.0	1637	4.0	0.424	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: Access Crossover														
7	L2	14	1.0	14	1.0	0.049	4.4	LOS A	0.5	3.5	0.58	0.55	0.58	16.5
Approach		14	1.0	14	1.0	0.049	4.4	LOS A	0.5	3.5	0.58	0.55	0.58	16.5
West: Canning Hwy														
10	L2	7	1.0	7	1.0	0.372	5.7	LOS A	25.7	184.2	0.00	0.01	0.00	52.4
11	T1	2126	3.0	2126	3.0	0.372	0.1	LOS A	26.3	188.8	0.00	0.00	0.00	59.7
Approach		2134	3.0	2134	3.0	0.372	0.1	NA	26.3	188.8	0.00	0.00	0.00	59.7
All Vehicles		3784	3.4	3784	3.4	0.424	0.1	NA	26.3	188.8	0.00	0.00	0.00	59.6

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [Existing AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	12	1.0	12	1.0	0.087	3.7	LOS A	0.0	0.0	0.00	0.04	0.00	45.2
2	T1	156	3.0	156	3.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.6
Approach		167	2.9	167	2.9	0.087	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.6
North: Sleat Rd														
8	T1	151	3.0	151	3.0	0.089	0.1	LOS A	0.1	0.8	0.05	0.04	0.05	49.3
9	R2	12	1.0	12	1.0	0.089	5.2	LOS A	0.1	0.8	0.05	0.04	0.05	42.6
Approach		162	2.9	162	2.9	0.089	0.4	NA	0.1	0.8	0.05	0.04	0.05	48.6
West: Site crossover														
10	L2	4	1.0	4	1.0	0.007	0.5	LOS A	0.0	0.2	0.25	0.17	0.25	39.0
12	R2	4	1.0	4	1.0	0.007	1.7	LOS A	0.0	0.2	0.25	0.17	0.25	18.6
Approach		8	1.0	8	1.0	0.007	1.1	LOS A	0.0	0.2	0.25	0.17	0.25	33.9
All Vehicles		338	2.8	338	2.8	0.089	0.4	NA	0.1	0.8	0.03	0.04	0.03	48.7

Existing PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [Existing PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	33	0.0	33	0.0	0.064	16.4	LOS B	0.9	6.3	0.47	0.63	0.47	34.8
2	T1	39	3.0	39	3.0	*0.711	70.4	LOS E	8.5	60.3	1.00	0.85	1.10	16.9
3	R2	202	1.0	202	1.0	0.711	75.0	LOS E	8.5	60.3	1.00	0.85	1.10	25.6
Approach		274	1.2	274	1.2	0.711	67.3	LOS E	8.5	60.3	0.94	0.82	1.02	25.0
East: Canning Hwy														
4	L2	57	0.0	57	0.0	0.742	25.2	LOS C	42.9	304.9	0.76	0.72	0.76	41.8
5	T1	1700	2.0	1700	2.0	*0.742	19.2	LOS B	42.9	304.9	0.75	0.70	0.75	36.9
6	R2	49	4.0	49	4.0	*0.649	83.0	LOS F	3.6	26.2	1.00	0.79	1.12	16.3
Approach		1806	2.0	1806	2.0	0.742	21.2	LOS C	42.9	304.9	0.76	0.70	0.76	36.0
North: Sleat Rd														
7	L2	95	2.0	95	2.0	0.669	75.2	LOS E	6.7	47.4	1.00	0.82	1.08	18.1
8	T1	25	0.0	25	0.0	*0.773	74.1	LOS E	8.1	56.8	1.00	0.89	1.19	17.3
9	R2	86	1.0	86	1.0	0.773	77.7	LOS E	8.1	56.8	1.00	0.89	1.19	2.9
Approach		206	1.3	206	1.3	0.773	76.1	LOS E	8.1	56.8	1.00	0.86	1.14	12.8
West: Canning Hwy														
10	L2	80	1.0	80	1.0	0.516	19.1	LOS B	9.0	65.3	0.60	0.58	0.60	10.7
11	T1	1717	4.0	1717	4.0	0.516	15.4	LOS B	9.0	65.3	0.60	0.55	0.60	41.0
12	R2	32	3.0	32	3.0	0.412	78.9	LOS E	2.3	16.2	1.00	0.72	1.00	16.9
Approach		1828	3.9	1828	3.9	0.516	16.7	LOS B	9.0	65.3	0.61	0.56	0.61	39.4
All Vehicles		4115	2.7	4115	2.7	0.773	25.0	LOS C	42.9	304.9	0.71	0.65	0.73	33.7

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [Existing PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	1819	2.0	1819	2.0	0.465	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		1819	2.0	1819	2.0	0.465	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
North: Access Crossover														
7	L2	17	1.0	17	1.0	0.051	3.3	LOS A	0.4	2.6	0.52	0.46	0.52	17.2
Approach		17	1.0	17	1.0	0.051	3.3	LOS A	0.4	2.6	0.52	0.46	0.52	17.2
West: Canning Hwy														
10	L2	14	1.0	14	1.0	0.320	5.7	LOS A	13.2	95.4	0.00	0.01	0.00	52.4
11	T1	1812	4.0	1812	4.0	0.320	0.1	LOS A	13.7	99.1	0.00	0.00	0.00	59.7
Approach		1825	4.0	1825	4.0	0.320	0.1	NA	13.7	99.1	0.00	0.00	0.00	59.6
All Vehicles		3661	3.0	3661	3.0	0.465	0.1	NA	13.7	99.1	0.00	0.00	0.00	59.5

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [Existing PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	13	1.0	13	1.0	0.087	3.7	LOS A	0.0	0.0	0.00	0.04	0.00	45.1
2	T1	156	2.0	156	2.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.6
Approach		168	1.9	168	1.9	0.087	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.5
North: Sleat Rd														
8	T1	203	1.0	203	1.0	0.137	0.1	LOS A	0.1	0.8	0.04	0.03	0.04	49.4
9	R2	13	1.0	13	1.0	0.137	5.2	LOS A	0.1	0.8	0.04	0.03	0.04	42.7
Approach		216	1.0	216	1.0	0.137	0.4	NA	0.1	0.8	0.04	0.03	0.04	48.9
West: Site crossover														
10	L2	2	1.0	2	1.0	0.006	0.5	LOS A	0.0	0.1	0.26	0.20	0.26	38.9
12	R2	3	1.0	3	1.0	0.006	2.0	LOS A	0.0	0.1	0.26	0.20	0.26	18.4
Approach		5	1.0	5	1.0	0.006	1.4	LOS A	0.0	0.1	0.26	0.20	0.26	32.2
All Vehicles		389	1.4	389	1.4	0.137	0.3	NA	0.1	0.8	0.03	0.04	0.03	49.0

2027 Base AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [2027 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	18	4.0	18	4.0	0.031	25.7	LOS C	0.7	4.9	0.58	0.64	0.58	29.7
2	T1	47	2.0	47	2.0	*0.899	80.8	LOS F	21.3	150.8	1.00	1.00	1.28	15.3
3	R2	425	1.0	425	1.0	0.899	85.3	LOS F	21.3	150.8	1.00	0.99	1.30	23.8
Approach		491	1.2	491	1.2	0.899	82.7	LOS F	21.3	150.8	0.98	0.98	1.28	23.3
East: Canning Hwy														
4	L2	44	3.0	44	3.0	0.898	41.5	LOS D	67.9	491.1	0.96	0.93	1.01	35.2
5	T1	1851	4.0	1851	4.0	*0.898	36.1	LOS D	67.9	491.1	0.93	0.91	0.98	27.7
6	R2	80	4.0	80	4.0	*0.844	91.5	LOS F	6.5	46.8	1.00	0.91	1.34	15.2
Approach		1975	4.0	1975	4.0	0.898	38.5	LOS D	67.9	491.1	0.93	0.91	1.00	27.1
North: Sleat Rd														
7	L2	86	4.0	86	4.0	0.809	86.9	LOS F	6.8	49.5	1.00	0.90	1.27	16.4
8	T1	21	2.0	21	2.0	*0.901	90.0	LOS F	8.1	58.6	1.00	1.00	1.44	15.3
9	R2	76	5.0	76	5.0	0.901	93.6	LOS F	8.1	58.6	1.00	1.00	1.44	2.4
Approach		183	4.2	183	4.2	0.901	90.0	LOS F	8.1	58.6	1.00	0.95	1.36	11.3
West: Canning Hwy														
10	L2	72	2.0	72	2.0	0.783	30.2	LOS C	9.1	65.3	0.85	0.79	0.85	6.9
11	T1	2457	3.0	2457	3.0	0.783	26.6	LOS C	9.1	65.3	0.84	0.78	0.84	33.4
12	R2	14	7.0	14	7.0	0.147	79.8	LOS E	1.0	7.4	0.98	0.69	0.98	16.8
Approach		2542	3.0	2542	3.0	0.783	27.0	LOS C	9.1	65.3	0.84	0.78	0.84	32.8
All Vehicles		5191	3.2	5191	3.2	0.901	38.8	LOS D	67.9	491.1	0.90	0.85	0.96	27.8

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [2027 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	1944	4.0	1944	4.0	0.504	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		1944	4.0	1944	4.0	0.504	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
North: Access Crossover														
7	L2	14	1.0	14	1.0	0.062	6.3	LOS A	0.6	4.3	0.67	0.67	0.67	15.3
Approach		14	1.0	14	1.0	0.062	6.3	LOS A	0.6	4.3	0.67	0.67	0.67	15.3
West: Canning Hwy														
10	L2	7	1.0	7	1.0	0.442	5.7	LOS A	37.5	269.2	0.00	0.01	0.00	52.4
11	T1	2528	3.0	2528	3.0	0.442	0.2	LOS A	38.3	274.9	0.00	0.00	0.00	59.6
Approach		2536	3.0	2536	3.0	0.442	0.2	NA	38.3	274.9	0.00	0.00	0.00	59.6
All Vehicles		4494	3.4	4494	3.4	0.504	0.1	NA	38.3	274.9	0.00	0.00	0.00	59.5

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [2027 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	12	1.0	12	1.0	0.103	3.7	LOS A	0.0	0.0	0.00	0.03	0.00	45.4
2	T1	187	3.0	187	3.0	0.103	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.7
Approach		199	2.9	199	2.9	0.103	0.2	NA	0.0	0.0	0.00	0.03	0.00	49.6
North: Sleat Rd														
8	T1	179	3.0	179	3.0	0.127	0.1	LOS A	0.1	0.8	0.05	0.03	0.05	49.3
9	R2	12	1.0	12	1.0	0.127	5.3	LOS A	0.1	0.8	0.05	0.03	0.05	42.6
Approach		191	2.9	191	2.9	0.127	0.4	NA	0.1	0.8	0.05	0.03	0.05	48.8
West: Site crossover														
10	L2	4	1.0	4	1.0	0.009	0.6	LOS A	0.0	0.2	0.28	0.19	0.28	38.9
12	R2	4	1.0	4	1.0	0.009	2.0	LOS A	0.0	0.2	0.28	0.19	0.28	18.5
Approach		8	1.0	8	1.0	0.009	1.3	LOS A	0.0	0.2	0.28	0.19	0.28	33.8
All Vehicles		398	2.8	398	2.8	0.127	0.3	NA	0.1	0.8	0.03	0.04	0.03	48.9

2027 Base PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [2027 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	39	0.0	39	0.0	0.086	25.8	LOS C	1.4	10.1	0.61	0.67	0.61	29.7
2	T1	46	3.0	46	3.0	*0.915	84.5	LOS F	11.4	80.8	1.00	1.05	1.44	15.0
3	R2	240	1.0	240	1.0	0.915	89.2	LOS F	11.4	80.8	1.00	1.03	1.44	23.3
Approach		325	1.2	325	1.2	0.915	80.9	LOS F	11.4	80.8	0.95	0.99	1.34	22.6
East: Canning Hwy														
4	L2	67	0.0	67	0.0	0.871	28.4	LOS C	59.9	426.0	0.90	0.85	0.90	40.3
5	T1	2020	2.0	2020	2.0	*0.871	23.0	LOS C	59.9	426.0	0.87	0.82	0.88	34.4
6	R2	59	4.0	59	4.0	*0.929	96.1	LOS F	4.8	34.5	1.00	0.96	1.63	14.7
Approach		2146	2.0	2146	2.0	0.929	25.2	LOS C	59.9	426.0	0.88	0.83	0.90	33.5
North: Sleat Rd														
7	L2	113	2.0	113	2.0	0.795	78.7	LOS E	8.2	58.5	1.00	0.89	1.22	17.6
8	T1	31	0.0	31	0.0	*0.918	85.6	LOS F	10.4	73.4	1.00	1.05	1.46	15.8
9	R2	102	1.0	102	1.0	0.918	89.2	LOS F	10.4	73.4	1.00	1.05	1.46	2.5
Approach		245	1.3	245	1.3	0.918	84.0	LOS F	10.4	73.4	1.00	0.98	1.35	11.9
West: Canning Hwy														
10	L2	95	1.0	95	1.0	0.606	19.9	LOS B	9.0	65.3	0.65	0.62	0.65	10.2
11	T1	2040	4.0	2040	4.0	0.606	16.3	LOS B	9.0	65.3	0.64	0.60	0.64	40.3
12	R2	38	3.0	38	3.0	0.593	81.9	LOS F	2.8	20.0	1.00	0.76	1.09	16.5
Approach		2173	3.9	2173	3.9	0.606	17.6	LOS B	9.0	65.3	0.65	0.60	0.65	38.7
All Vehicles		4889	2.7	4889	2.7	0.929	28.5	LOS C	59.9	426.0	0.79	0.75	0.84	31.8

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [2027 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	2161	2.0	2161	2.0	0.553	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		2161	2.0	2161	2.0	0.553	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
North: Access Crossover														
7	L2	17	1.0	17	1.0	0.061	4.6	LOS A	0.5	3.3	0.59	0.57	0.59	16.4
Approach		17	1.0	17	1.0	0.061	4.6	LOS A	0.5	3.3	0.59	0.57	0.59	16.4
West: Canning Hwy														
10	L2	14	1.0	14	1.0	0.381	5.7	LOS A	19.4	140.7	0.00	0.01	0.00	52.4
11	T1	2156	4.0	2156	4.0	0.381	0.1	LOS A	20.0	145.1	0.00	0.00	0.00	59.7
Approach		2169	4.0	2169	4.0	0.381	0.2	NA	20.0	145.1	0.00	0.00	0.00	59.6
All Vehicles		4347	3.0	4347	3.0	0.553	0.1	NA	20.0	145.1	0.00	0.00	0.00	59.4

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [2027 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	13	1.0	13	1.0	0.103	3.7	LOS A	0.0	0.0	0.00	0.03	0.00	45.3
2	T1	187	2.0	187	2.0	0.103	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.7
Approach		200	1.9	200	1.9	0.103	0.2	NA	0.0	0.0	0.00	0.03	0.00	49.6
North: Sleat Rd														
8	T1	242	1.0	242	1.0	0.158	0.1	LOS A	0.1	0.7	0.04	0.03	0.04	49.5
9	R2	13	1.0	13	1.0	0.158	5.3	LOS A	0.1	0.7	0.04	0.03	0.04	42.7
Approach		255	1.0	255	1.0	0.158	0.3	NA	0.1	0.7	0.04	0.03	0.04	49.0
West: Site crossover														
10	L2	2	1.0	2	1.0	0.007	0.6	LOS A	0.0	0.1	0.30	0.22	0.30	38.8
12	R2	3	1.0	3	1.0	0.007	2.3	LOS A	0.0	0.1	0.30	0.22	0.30	18.2
Approach		5	1.0	5	1.0	0.007	1.6	LOS A	0.0	0.1	0.30	0.22	0.30	32.0
All Vehicles		460	1.4	460	1.4	0.158	0.3	NA	0.1	0.7	0.03	0.03	0.03	49.1

2037 Base AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [2037 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	27	4.0	27	4.0	0.050	39.8	LOS D	1.3	9.7	0.73	0.67	0.73	24.3
2	T1	73	2.0	73	2.0	*1.381	410.2	LOS F	80.5	569.1	1.00	1.88	2.85	4.0
3	R2	654	1.0	654	1.0	1.381	415.7	LOS F	80.5	569.1	1.00	1.83	2.87	7.3
Approach		754	1.2	754	1.2	1.381	401.5	LOS F	80.5	569.1	0.99	1.79	2.79	7.1
East: Canning Hwy														
4	L2	67	3.0	67	3.0	1.382	404.9	LOS F	308.7	2233.8	1.00	2.34	2.77	7.7
5	T1	2846	4.0	2846	4.0	*1.382	400.1	LOS F	308.7	2233.8	1.00	2.35	2.77	4.2
6	R2	123	4.0	123	4.0	*1.485	505.9	LOS F	26.5	191.7	1.00	1.66	3.21	3.3
Approach		3037	4.0	3037	4.0	1.485	404.5	LOS F	308.7	2233.8	1.00	2.32	2.79	4.3
North: Sleat Rd														
7	L2	133	4.0	133	4.0	1.244	299.4	LOS F	10.1	73.4	1.00	1.51	2.53	5.7
8	T1	33	2.0	33	2.0	*1.390	419.1	LOS F	10.1	73.4	1.00	1.80	2.95	4.2
9	R2	117	5.0	117	5.0	1.390	422.8	LOS F	10.1	73.4	1.00	1.80	2.95	0.5
Approach		282	4.2	282	4.2	1.390	364.3	LOS F	10.1	73.4	1.00	1.66	2.75	3.1
West: Canning Hwy														
10	L2	109	2.0	109	2.0	1.204	247.2	LOS F	9.1	65.3	1.00	1.84	2.17	0.8
11	T1	3780	3.0	3780	3.0	1.204	243.7	LOS F	9.1	65.3	1.00	1.86	2.17	7.1
12	R2	21	7.0	21	7.0	0.259	82.2	LOS F	1.6	11.7	1.00	0.71	1.00	16.4
Approach		3911	3.0	3911	3.0	1.204	242.9	LOS F	9.1	65.3	1.00	1.86	2.16	7.0
All Vehicles		7983	3.2	7983	3.2	1.485	323.6	LOS F	308.7	2233.8	1.00	2.02	2.48	5.6

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [2037 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	2991	4.0	2172	4.0	0.563	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		2991	4.0	2172[N1]	4.0	0.563	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
North: Access Crossover														
7	L2	14	1.0	14	1.0	0.197	25.8	LOS D	2.1	14.7	0.90	0.92	0.94	8.9
Approach		14	1.0	14	1.0	0.197	25.8	LOS D	2.1	14.7	0.90	0.92	0.94	8.9
West: Canning Hwy														
10	L2	7	1.0	7	1.0	0.680	6.0	LOS A	197.1	1415.2	0.00	0.00	0.00	52.0
11	T1	3897	3.0	3897	3.0	0.680	0.4	LOS A	199.9	1435.6	0.00	0.00	0.00	59.1
Approach		3904	3.0	3904	3.0	0.680	0.5	NA	199.9	1435.6	0.00	0.00	0.00	59.1
All Vehicles		6908	3.4	6090[N1]	3.9	0.680	0.4	NA	199.9	1435.6	0.00	0.00	0.00	59.1

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [2037 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	12	1.0	9	1.0	0.117	3.7	LOS A	0.0	0.0	0.00	0.02	0.00	45.7
2	T1	294	3.0	218	3.0	0.117	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
Approach		305	2.9	227[N1]	2.9	0.117	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.7
North: Sleat Rd														
8	T1	278	3.0	278	3.0	0.152	0.1	LOS A	30.2	216.9	0.04	0.02	0.04	49.5
9	R2	12	1.0	12	1.0	0.152	5.5	LOS A	30.2	216.9	0.04	0.02	0.04	42.8
Approach		289	2.9	289	2.9	0.152	0.3	NA	30.2	216.9	0.04	0.02	0.04	49.2
West: Site crossover														
10	L2	4	1.0	4	1.0	0.012	0.7	LOS A	0.5	3.2	0.31	0.22	0.31	38.7
12	R2	4	1.0	4	1.0	0.012	2.6	LOS A	0.5	3.2	0.31	0.22	0.31	18.2
Approach		8	1.0	8	1.0	0.012	1.6	LOS A	0.5	3.2	0.31	0.22	0.31	33.6
All Vehicles		603	2.9	524[N1]	3.3	0.152	0.2	NA	30.2	216.9	0.03	0.03	0.03	49.2

2037 Base PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [2037 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	60	0.0	60	0.0	0.138	44.9	LOS D	3.1	21.5	0.82	0.72	0.82	22.8
2	T1	72	3.0	72	3.0	*1.301	338.6	LOS F	38.1	270.1	1.00	1.87	2.77	4.7
3	R2	369	1.0	369	1.0	1.301	343.2	LOS F	38.1	270.1	1.00	1.77	2.77	8.6
Approach		501	1.2	501	1.2	1.301	306.8	LOS F	38.1	270.1	0.98	1.66	2.54	8.4
East: Canning Hwy														
4	L2	104	0.0	104	0.0	1.387	406.0	LOS F	330.1	2347.8	1.00	2.44	2.91	7.7
5	T1	3106	2.0	3106	2.0	*1.387	401.0	LOS F	330.1	2347.8	1.00	2.46	2.91	4.2
6	R2	91	4.0	91	4.0	*1.188	251.4	LOS F	13.0	94.0	1.00	1.31	2.48	6.3
Approach		3301	2.0	3301	2.0	1.387	397.0	LOS F	330.1	2347.8	1.00	2.42	2.90	4.4
North: Sleat Rd														
7	L2	173	2.0	173	2.0	1.117	192.5	LOS F	10.3	73.4	1.00	1.34	2.13	8.5
8	T1	46	0.0	46	0.0	*1.296	334.9	LOS F	10.4	73.4	1.00	1.83	2.76	5.2
9	R2	158	1.0	158	1.0	1.296	338.6	LOS F	10.4	73.4	1.00	1.83	2.76	0.7
Approach		377	1.3	377	1.3	1.296	271.2	LOS F	10.4	73.4	1.00	1.61	2.47	4.1
West: Canning Hwy														
10	L2	146	1.0	146	1.0	0.965	59.9	LOS E	9.0	65.3	1.00	1.09	1.21	3.5
11	T1	3137	4.0	3137	4.0	0.965	56.2	LOS E	9.0	65.3	0.99	1.09	1.20	22.4
12	R2	58	3.0	58	3.0	0.755	82.7	LOS F	4.3	31.0	1.00	0.84	1.24	16.4
Approach		3341	3.9	3341	3.9	0.965	56.9	LOS E	9.0	65.3	0.99	1.09	1.20	21.7
All Vehicles		7520	2.7	7520	2.7	1.387	233.6	LOS F	330.1	2347.8	0.99	1.74	2.10	7.3

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [2037 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	3324	2.0	2422	2.0	0.619	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.3
Approach		3324	2.0	2422[N1]	2.0	0.619	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.3
North: Access Crossover														
7	L2	17	1.0	17	1.0	0.137	13.3	LOS B	1.3	8.9	0.83	0.83	0.83	12.2
Approach		17	1.0	17	1.0	0.137	13.3	LOS B	1.3	8.9	0.83	0.83	0.83	12.2
West: Canning Hwy														
10	L2	14	1.0	14	1.0	0.585	5.8	LOS A	82.1	594.1	0.00	0.01	0.00	52.2
11	T1	3324	4.0	3324	4.0	0.585	0.3	LOS A	83.7	605.6	0.00	0.00	0.00	59.4
Approach		3338	4.0	3338	4.0	0.585	0.3	NA	83.7	605.6	0.00	0.00	0.00	59.3
All Vehicles		6679	3.0	5776[N1]	3.5	0.619	0.2	NA	83.7	605.6	0.00	0.00	0.00	59.2

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [2037 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h]	HV] %	ARRIVAL FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	13	1.0	11	0.9	0.143	3.7	LOS A	0.0	0.0	0.00	0.02	0.00	45.7
2	T1	296	2.0	266	1.9	0.143	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
Approach		308	2.0	278[N1]	1.9	0.143	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.7
North: Sleat Rd														
8	T1	374	1.0	374	1.0	0.200	0.1	LOS A	35.2	248.3	0.04	0.02	0.04	49.6
9	R2	13	1.0	13	1.0	0.200	5.8	LOS A	35.2	248.3	0.04	0.02	0.04	42.8
Approach		386	1.0	386	1.0	0.200	0.3	NA	35.2	248.3	0.04	0.02	0.04	49.3
West: Site crossover														
10	L2	2	1.0	2	1.0	0.010	0.8	LOS A	0.3	2.1	0.37	0.29	0.37	38.3
12	R2	3	1.0	3	1.0	0.010	3.4	LOS A	0.3	2.1	0.37	0.29	0.37	17.5
Approach		5	1.0	5	1.0	0.010	2.4	LOS A	0.3	2.1	0.37	0.29	0.37	31.3
All Vehicles		700	1.4	669[N1]	1.5	0.200	0.2	NA	35.2	248.3	0.02	0.02	0.02	49.3

2027 Post Development AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [2027 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	18	4.0	18	4.0	0.029	29.0	LOS C	0.7	5.2	0.62	0.64	0.62	28.2
2	T1	82	2.0	82	2.0	*0.947	91.8	LOS F	25.3	178.8	1.00	1.08	1.39	14.1
3	R2	425	1.0	425	1.0	0.947	96.7	LOS F	25.3	178.8	1.00	1.06	1.42	22.2
Approach		525	1.3	525	1.3	0.947	93.6	LOS F	25.3	178.8	0.99	1.05	1.39	21.3
East: Canning Hwy														
4	L2	44	3.0	44	3.0	0.945	58.6	LOS E	82.3	595.9	1.00	1.04	1.14	30.3
5	T1	1851	4.0	1851	4.0	*0.945	53.4	LOS D	82.3	595.9	0.96	1.02	1.12	22.0
6	R2	115	4.0	115	4.0	*0.968	110.1	LOS F	10.4	75.5	1.00	1.05	1.61	13.2
Approach		2009	4.0	2009	4.0	0.968	56.7	LOS E	82.3	595.9	0.97	1.02	1.15	21.5
North: Sleat Rd														
7	L2	95	4.0	95	4.0	0.888	92.3	LOS F	7.8	56.6	1.00	0.97	1.42	15.7
8	T1	21	2.0	21	2.0	*0.980	109.0	LOS F	9.8	70.9	1.00	1.12	1.66	13.3
9	R2	84	5.0	84	5.0	0.980	112.6	LOS F	9.8	70.9	1.00	1.12	1.66	2.0
Approach		200	4.2	200	4.2	0.980	102.6	LOS F	9.8	70.9	1.00	1.05	1.54	10.1
West: Canning Hwy														
10	L2	72	2.0	72	2.0	0.814	32.8	LOS C	9.1	65.3	0.89	0.83	0.89	6.3
11	T1	2457	3.0	2457	3.0	0.814	29.1	LOS C	9.1	65.3	0.88	0.82	0.88	32.0
12	R2	22	7.0	22	7.0	0.190	77.5	LOS E	1.6	11.8	0.98	0.71	0.98	17.1
Approach		2551	3.0	2551	3.0	0.814	29.6	LOS C	9.1	65.3	0.88	0.82	0.88	31.4
All Vehicles		5285	3.2	5285	3.2	0.980	49.1	LOS D	82.3	595.9	0.93	0.93	1.06	24.4

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [2027 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	1953	4.0	1953	4.0	0.506	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		1953	4.0	1953	4.0	0.506	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
North: Access Crossover														
7	L2	22	1.0	22	1.0	0.095	6.0	LOS A	1.1	7.6	0.66	0.66	0.66	15.5
Approach		22	1.0	22	1.0	0.095	6.0	LOS A	1.1	7.6	0.66	0.66	0.66	15.5
West: Canning Hwy														
10	L2	42	1.0	42	1.0	0.448	5.7	LOS A	39.5	283.7	0.00	0.03	0.00	52.1
11	T1	2528	3.0	2528	3.0	0.448	0.2	LOS A	40.8	293.0	0.00	0.01	0.00	59.5
Approach		2571	3.0	2571	3.0	0.448	0.3	NA	40.8	293.0	0.00	0.01	0.00	59.3
All Vehicles		4545	3.4	4545	3.4	0.506	0.2	NA	40.8	293.0	0.00	0.01	0.00	59.3

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [2027 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	81	1.0	81	1.0	0.140	3.7	LOS A	0.0	0.0	0.00	0.16	0.00	41.9
2	T1	187	3.0	187	3.0	0.140	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	48.6
Approach		268	2.4	268	2.4	0.140	1.1	NA	0.0	0.0	0.00	0.16	0.00	47.9
North: Sleat Rd														
8	T1	179	3.0	179	3.0	0.187	0.4	LOS A	0.5	3.4	0.20	0.12	0.20	47.7
9	R2	47	1.0	47	1.0	0.187	5.6	LOS A	0.5	3.4	0.20	0.12	0.20	41.6
Approach		226	2.6	226	2.6	0.187	1.5	NA	0.5	3.4	0.20	0.12	0.20	46.1
West: Site crossover														
10	L2	14	1.0	14	1.0	0.046	0.6	LOS A	0.1	0.9	0.30	0.25	0.30	38.8
12	R2	21	1.0	21	1.0	0.046	2.3	LOS A	0.1	0.9	0.30	0.25	0.30	18.2
Approach		35	1.0	35	1.0	0.046	1.6	LOS A	0.1	0.9	0.30	0.25	0.30	31.8
All Vehicles		529	2.4	529	2.4	0.187	1.3	NA	0.5	3.4	0.10	0.15	0.10	46.0

2027 Post Development PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [2027 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	39	0.0	39	0.0	0.085	30.4	LOS C	1.6	11.2	0.67	0.68	0.67	27.6
2	T1	55	3.0	55	3.0	*0.941	89.8	LOS F	12.1	86.3	1.00	1.10	1.51	14.4
3	R2	240	1.0	240	1.0	0.941	94.5	LOS F	12.1	86.3	1.00	1.07	1.51	22.5
Approach		334	1.2	334	1.2	0.941	86.2	LOS F	12.1	86.3	0.96	1.03	1.41	21.6
East: Canning Hwy														
4	L2	67	0.0	67	0.0	0.916	41.3	LOS D	73.1	519.8	0.97	0.97	1.04	35.3
5	T1	2020	2.0	2020	2.0	*0.916	36.0	LOS D	73.1	519.8	0.94	0.94	1.02	27.7
6	R2	67	4.0	67	4.0	0.884	90.4	LOS F	5.2	38.0	1.00	0.93	1.48	15.3
Approach		2155	2.0	2155	2.0	0.916	37.9	LOS D	73.1	519.8	0.94	0.94	1.04	27.4
North: Sleat Rd														
7	L2	147	2.0	147	2.0	0.818	77.3	LOS E	10.3	73.4	1.00	0.91	1.22	17.8
8	T1	31	0.0	31	0.0	*0.913	83.2	LOS F	10.4	73.4	1.00	1.04	1.41	16.0
9	R2	137	1.0	137	1.0	0.913	86.9	LOS F	10.4	73.4	1.00	1.04	1.41	2.6
Approach		315	1.4	315	1.4	0.913	82.1	LOS F	10.4	73.4	1.00	0.98	1.32	11.9
West: Canning Hwy														
10	L2	95	1.0	95	1.0	0.644	22.8	LOS C	9.0	65.3	0.71	0.67	0.71	9.0
11	T1	2040	4.0	2040	4.0	0.644	18.9	LOS B	9.0	65.3	0.69	0.64	0.69	38.2
12	R2	73	3.0	73	3.0	*0.947	96.9	LOS F	6.0	42.9	1.00	1.00	1.65	14.7
Approach		2207	3.8	2207	3.8	0.947	21.6	LOS C	9.0	65.3	0.71	0.66	0.73	35.7
All Vehicles		5011	2.7	5011	2.7	0.947	36.7	LOS D	73.1	519.8	0.84	0.82	0.94	28.0

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [2027 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	2196	2.0	2196	2.0	0.562	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		2196	2.0	2196	2.0	0.562	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
North: Access Crossover														
7	L2	52	1.0	52	1.0	0.184	4.7	LOS A	1.6	11.1	0.60	0.60	0.60	16.3
Approach		52	1.0	52	1.0	0.184	4.7	LOS A	1.6	11.1	0.60	0.60	0.60	16.3
West: Canning Hwy														
10	L2	22	1.0	22	1.0	0.382	5.7	LOS A	21.3	154.4	0.00	0.02	0.00	52.3
11	T1	2156	4.0	2156	4.0	0.382	0.1	LOS A	23.1	167.0	0.00	0.01	0.00	59.6
Approach		2178	4.0	2178	4.0	0.382	0.2	NA	23.1	167.0	0.00	0.01	0.00	59.5
All Vehicles		4425	3.0	4425	3.0	0.562	0.2	NA	23.1	167.0	0.01	0.01	0.01	59.1

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [2027 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	29	1.0	29	1.0	0.112	3.7	LOS A	0.0	0.0	0.00	0.07	0.00	44.2
2	T1	187	2.0	187	2.0	0.112	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.3
Approach		217	1.9	217	1.9	0.112	0.5	NA	0.0	0.0	0.00	0.07	0.00	49.1
North: Sleat Rd														
8	T1	242	1.0	242	1.0	0.139	0.1	LOS A	2.5	17.5	0.08	0.05	0.08	49.1
9	R2	22	1.0	22	1.0	0.139	5.4	LOS A	2.5	17.5	0.08	0.05	0.08	42.5
Approach		264	1.0	264	1.0	0.139	0.6	NA	2.5	17.5	0.08	0.05	0.08	48.4
West: Site crossover														
10	L2	38	1.0	38	1.0	0.184	0.7	LOS A	0.7	5.3	0.33	0.31	0.33	38.6
12	R2	73	1.0	73	1.0	0.184	2.6	LOS A	0.7	5.3	0.33	0.31	0.33	17.9
Approach		111	1.0	111	1.0	0.184	1.9	LOS A	0.7	5.3	0.33	0.31	0.33	30.5
All Vehicles		592	1.3	592	1.3	0.184	0.8	NA	2.5	17.5	0.09	0.11	0.09	45.8

2037 Post Development AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [2037 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	27	4.0	27	4.0	0.048	38.3	LOS D	1.3	9.4	0.72	0.67	0.72	24.8
2	T1	107	2.0	107	2.0	*1.444	464.5	LOS F	89.9	635.7	1.00	2.02	3.03	3.6
3	R2	654	1.0	654	1.0	1.444	470.1	LOS F	89.9	635.7	1.00	1.94	3.04	6.6
Approach		788	1.2	788	1.2	1.444	454.3	LOS F	89.9	635.7	0.99	1.91	2.96	6.2
East: Canning Hwy														
4	L2	67	3.0	67	3.0	1.428	446.7	LOS F	325.7	2357.2	1.00	2.44	2.91	7.1
5	T1	2846	4.0	2846	4.0	*1.428	442.0	LOS F	325.7	2357.2	1.00	2.46	2.91	3.9
6	R2	158	4.0	158	4.0	*1.481	502.2	LOS F	33.8	244.4	1.00	1.73	3.19	3.3
Approach		3072	4.0	3072	4.0	1.481	445.2	LOS F	325.7	2357.2	1.00	2.42	2.93	3.9
North: Sleat Rd														
7	L2	141	4.0	141	4.0	1.323	365.5	LOS F	10.1	73.4	1.00	1.63	2.77	4.8
8	T1	33	2.0	33	2.0	*1.470	487.2	LOS F	10.1	73.4	1.00	1.90	3.16	3.7
9	R2	125	5.0	125	5.0	1.470	490.8	LOS F	10.1	73.4	1.00	1.90	3.16	0.5
Approach		299	4.2	299	4.2	1.470	431.3	LOS F	10.1	73.4	1.00	1.77	2.97	2.7
West: Canning Hwy														
10	L2	109	2.0	109	2.0	1.235	275.2	LOS F	9.1	65.3	1.00	1.93	2.29	0.7
11	T1	3780	3.0	3780	3.0	1.235	271.8	LOS F	9.1	65.3	1.00	1.96	2.29	6.4
12	R2	29	7.0	29	7.0	0.282	79.6	LOS E	2.2	16.0	0.99	0.72	0.99	16.8
Approach		3919	3.0	3919	3.0	1.235	270.4	LOS F	9.1	65.3	1.00	1.95	2.28	6.3
All Vehicles		8078	3.2	8078	3.2	1.481	360.8	LOS F	325.7	2357.2	1.00	2.12	2.62	5.0

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [2037 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	2999	4.0	2106	4.0	0.546	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		2999	4.0	2106[N1]	4.0	0.546	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
North: Access Crossover														
7	L2	22	1.0	22	1.0	0.294	26.5	LOS D	3.6	25.4	0.90	0.95	0.99	8.8
Approach		22	1.0	22	1.0	0.294	26.5	LOS D	3.6	25.4	0.90	0.95	0.99	8.8
West: Canning Hwy														
10	L2	42	1.0	42	1.0	0.687	6.0	LOS A	206.5	1481.7	0.00	0.02	0.00	51.8
11	T1	3897	3.0	3897	3.0	0.687	0.5	LOS A	210.8	1513.9	0.00	0.01	0.00	59.0
Approach		3939	3.0	3939	3.0	0.687	0.5	NA	210.8	1513.9	0.00	0.01	0.00	58.9
All Vehicles		6960	3.4	6067[N1]	3.9	0.687	0.4	NA	210.8	1513.9	0.00	0.01	0.00	58.8

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [2037 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	81	1.0	58	1.0	0.141	3.7	LOS A	0.0	0.0	0.00	0.12	0.00	43.1
2	T1	294	3.0	212	2.9	0.141	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	49.0
Approach		375	2.6	270[N1]	2.5	0.141	0.8	NA	0.0	0.0	0.00	0.12	0.00	48.5
North: Sleat Rd														
8	T1	278	3.0	278	3.0	0.177	0.3	LOS A	36.1	258.5	0.15	0.08	0.15	48.3
9	R2	47	1.0	47	1.0	0.177	5.7	LOS A	36.1	258.5	0.15	0.08	0.15	42.0
Approach		325	2.7	325	2.7	0.177	1.1	NA	36.1	258.5	0.15	0.08	0.15	47.1
West: Site crossover														
10	L2	14	1.0	14	1.0	0.059	0.7	LOS A	2.7	19.3	0.33	0.29	0.33	38.5
12	R2	21	1.0	21	1.0	0.059	3.0	LOS A	2.7	19.3	0.33	0.29	0.33	17.8
Approach		35	1.0	35	1.0	0.059	2.1	LOS A	2.7	19.3	0.33	0.29	0.33	31.4
All Vehicles		735	2.6	630[N1]	3.0	0.177	1.0	NA	36.1	258.5	0.10	0.11	0.10	46.9

2037 Post Development PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Network: N101 [2037 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	60	0.0	60	0.0	0.138	44.9	LOS D	3.1	21.5	0.82	0.72	0.82	22.8
2	T1	80	3.0	80	3.0	*1.325	359.0	LOS F	40.0	284.4	1.00	1.93	2.85	4.5
3	R2	369	1.0	369	1.0	1.325	363.6	LOS F	40.0	284.4	1.00	1.81	2.85	8.2
Approach		509	1.2	509	1.2	1.325	325.3	LOS F	40.0	284.4	0.98	1.70	2.61	7.9
East: Canning Hwy														
4	L2	104	0.0	104	0.0	1.424	438.9	LOS F	342.7	2437.1	1.00	2.52	3.02	7.2
5	T1	3106	2.0	3106	2.0	*1.424	433.9	LOS F	342.7	2437.1	1.00	2.55	3.03	3.9
6	R2	99	4.0	99	4.0	*1.299	343.4	LOS F	17.0	122.9	1.00	1.45	2.84	4.7
Approach		3309	2.0	3309	2.0	1.424	431.3	LOS F	342.7	2437.1	1.00	2.51	3.02	4.1
North: Sleat Rd														
7	L2	207	2.0	207	2.0	1.150	218.3	LOS F	10.3	73.4	1.00	1.40	2.23	7.7
8	T1	46	0.0	46	0.0	*1.302	340.1	LOS F	10.4	73.4	1.00	1.83	2.77	5.1
9	R2	193	1.0	193	1.0	1.302	343.7	LOS F	10.4	73.4	1.00	1.83	2.77	0.7
Approach		446	1.4	446	1.4	1.302	285.1	LOS F	10.4	73.4	1.00	1.63	2.52	3.9
West: Canning Hwy														
10	L2	146	1.0	146	1.0	0.998	81.0	LOS F	9.0	65.3	1.00	1.19	1.33	2.6
11	T1	3137	4.0	3137	4.0	0.998	77.3	LOS E	9.0	65.3	0.99	1.19	1.33	18.1
12	R2	93	3.0	93	3.0	1.208	265.1	LOS F	9.1	65.3	1.00	1.34	2.54	6.3
Approach		3376	3.8	3376	3.8	1.208	82.6	LOS F	9.1	65.3	0.99	1.20	1.36	16.7
All Vehicles		7641	2.7	7641	2.7	1.424	261.6	LOS F	342.7	2437.1	1.00	1.83	2.23	6.5

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Network: N101 [2037 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Canning Hwy														
5	T1	3359	2.0	2391	2.0	0.612	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach		3359	2.0	2391[N1]	2.0	0.612	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
North: Access Crossover														
7	L2	52	1.0	52	1.0	0.414	17.9	LOS C	4.4	31.2	0.85	0.96	1.03	10.8
Approach		52	1.0	52	1.0	0.414	17.9	LOS C	4.4	31.2	0.85	0.96	1.03	10.8
West: Canning Hwy														
10	L2	22	1.0	22	1.0	0.587	5.8	LOS A	93.7	677.7	0.00	0.01	0.00	52.1
11	T1	3324	4.0	3324	4.0	0.587	0.3	LOS A	98.4	712.7	0.00	0.00	0.00	59.3
Approach		3346	4.0	3346	4.0	0.587	0.3	NA	98.4	712.7	0.00	0.00	0.00	59.3
All Vehicles		6757	3.0	5789[N1]	3.5	0.612	0.4	NA	98.4	712.7	0.01	0.01	0.01	58.8

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Network: N101 [2037 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Sleat Rd														
1	L2	29	1.0	26	0.9	0.146	3.7	LOS A	0.0	0.0	0.00	0.05	0.00	44.9
2	T1	296	2.0	258	1.9	0.146	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.5
Approach		325	1.9	283[N1]	1.8	0.146	0.3	NA	0.0	0.0	0.00	0.05	0.00	49.4
North: Sleat Rd														
8	T1	374	1.0	374	1.0	0.207	0.1	LOS A	40.3	284.2	0.07	0.03	0.07	49.3
9	R2	22	1.0	22	1.0	0.207	5.8	LOS A	40.3	284.2	0.07	0.03	0.07	42.6
Approach		396	1.0	396	1.0	0.207	0.4	NA	40.3	284.2	0.07	0.03	0.07	48.8
West: Site crossover														
10	L2	38	1.0	38	1.0	0.218	0.9	LOS A	7.8	55.2	0.40	0.41	0.40	37.9
12	R2	73	1.0	73	1.0	0.218	3.9	LOS A	7.8	55.2	0.40	0.41	0.40	17.0
Approach		111	1.0	111	1.0	0.218	2.9	LOS A	7.8	55.2	0.40	0.41	0.40	29.6
All Vehicles		832	1.4	790[N1]	1.4	0.218	0.7	NA	40.3	284.2	0.09	0.09	0.09	46.7

Appendix E: Swept path diagrams

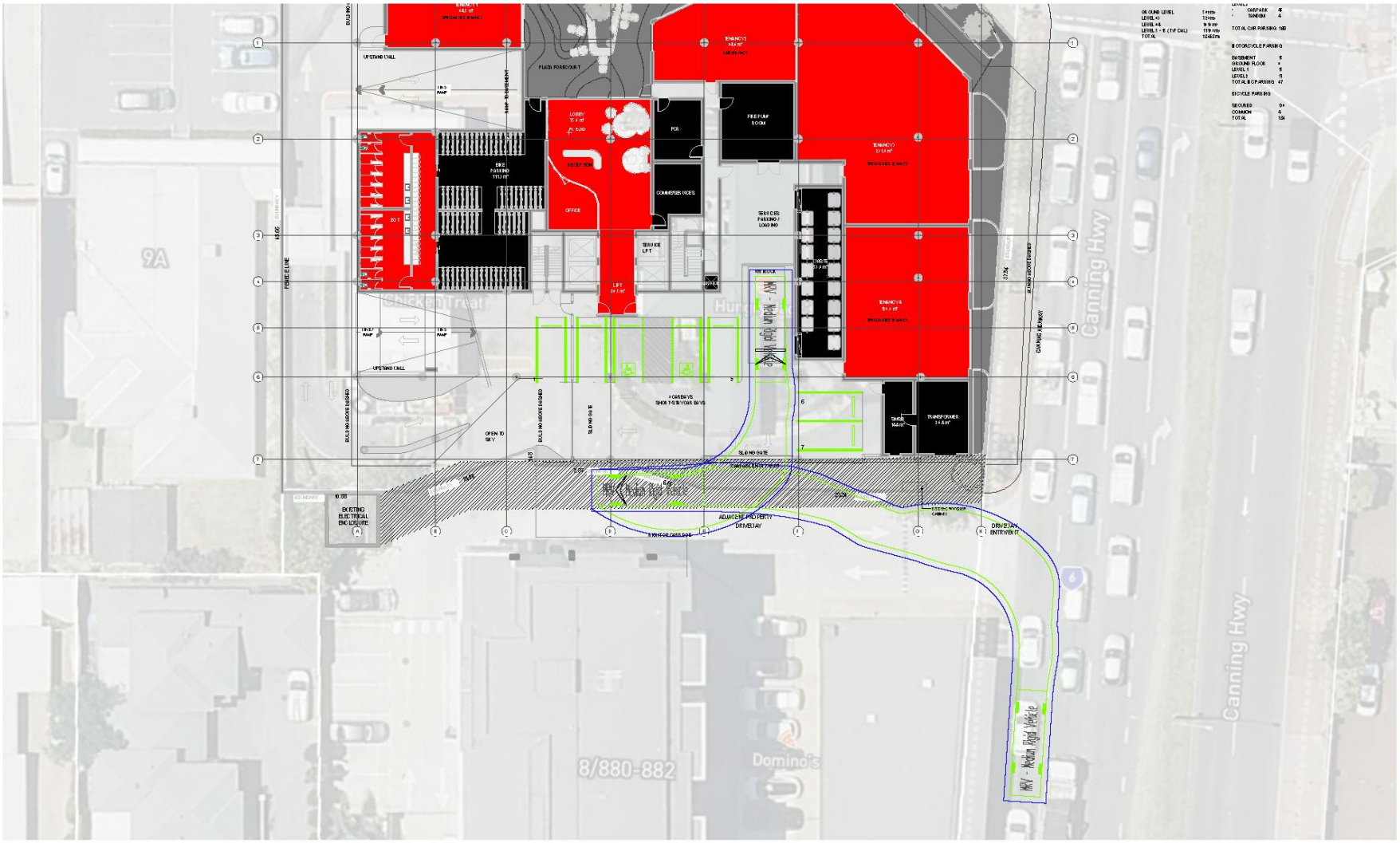
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 300mm/500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

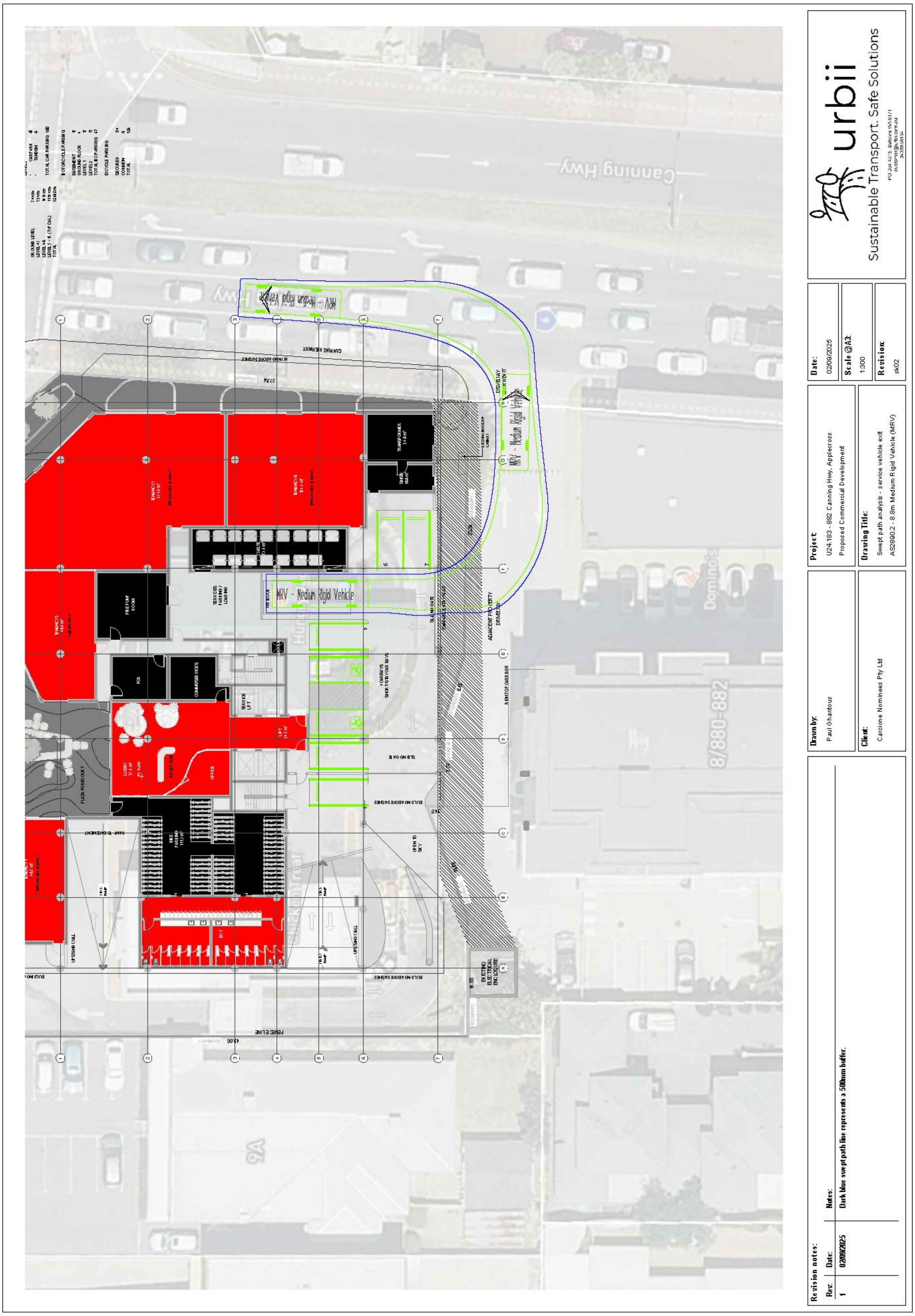
Drawing Title: Swept path analysis - service vehicle entry
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 02/09/2025

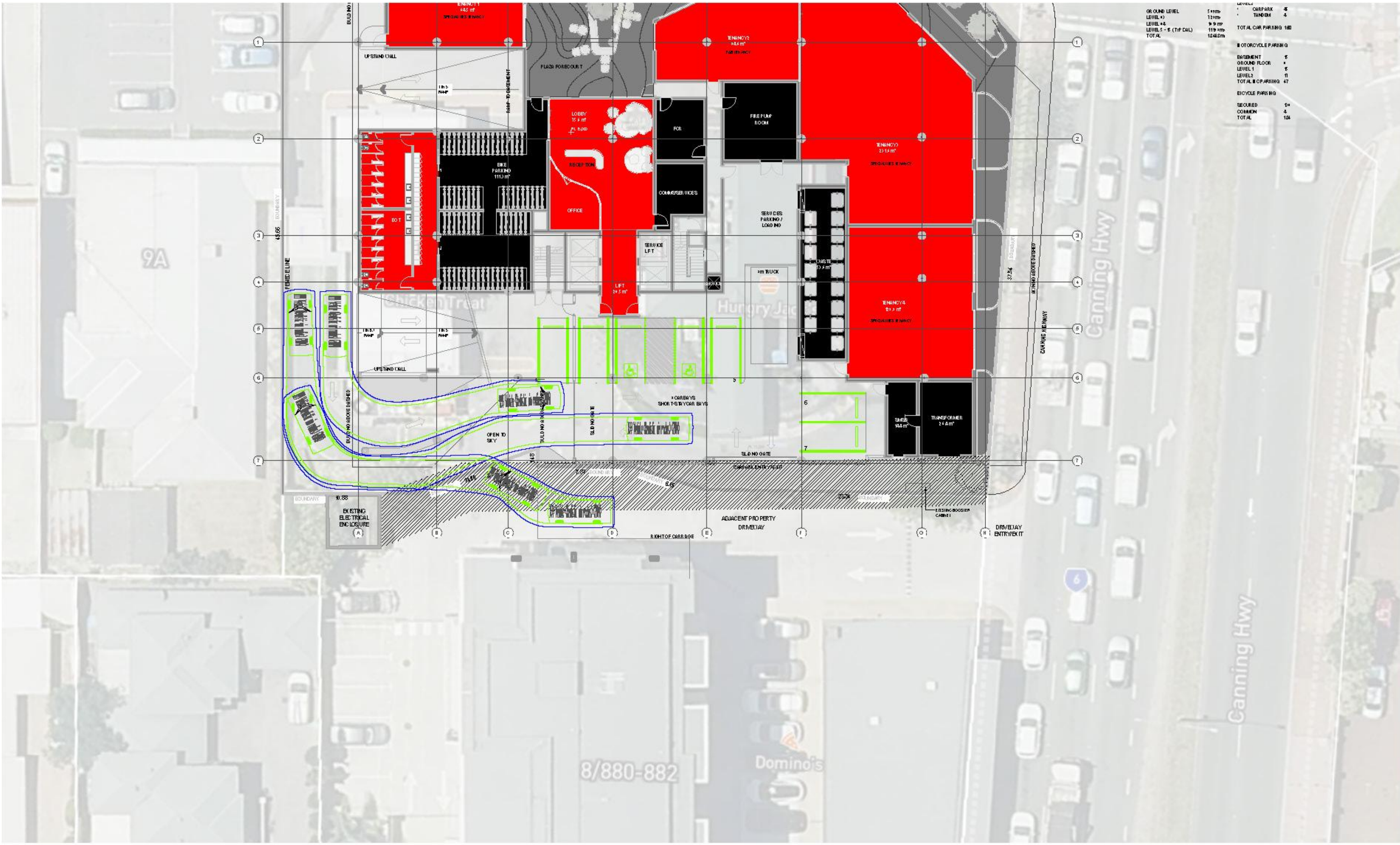
Scale @A3: 1:300

Revision: sk01

urbii
Sustainable Transport. Safe Solutions



Canning Hwy
MRV - Medium Rigid Vehicle
urbii
Sustainable Transport. Safe Solutions
Project:
U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development
Drawing Title:
Swept path analysis - service vehicle exit
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)
Drawn by:
Paul Ghantous
Client:
Carcione Nominees Pty Ltd
Date:
02/09/2025
Scale @A3:
1:300
Revision:
sk02
Revision notes:
Rev. Date: Notes:
1 02/09/2025 Dark blue swept path line represents a 500mm buffer.



Revision notes:		
Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

Drawing Title: Swept path analysis
AS2890.1 - B99 Vehicle

Date: 02/09/2025

Scale @A3: 1:300

Revision: sk03

urbii
Sustainable Transport. Safe Solutions