MW URBAN

PROPOSED CHILD CARE CENTRE

38 POINT WALTER ROAD, BICTON

TRAFFIC STATEMENT

March 2022

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CONTENTS

1. EXECUTIVE SUMMARY

1.1. Riley Consulting has been commissioned by MW Urban to consider the traffic and transport impacts of developing a child care facility at 38 Point Walter Road, Bicton. The key findings of the traffic review are:

1.2. The proposed child care centre is well located on a local distributor road to provide easy access for parents accessing Bicton primary school and the external road network.

1.3. Based on recognised trip generation sources is anticipated to generate about 356 vehicle movements per day with 91 peak hour movements.

1.4. The level of generated traffic is considered to have no material traffic impact under the WAPC *Transport Assessment Guidelines for Developments*.

1.5. The proposed development is expected to have no significant traffic impact to Point Walter Road or any other local street.

1.6. Access is provided to the site from Point Walter Road and in accordance with the City's local planning policy.

1.7. Assessment of the morning peak hour indicates that the proposed car park access will not impact traffic movements on Point Walter Road.

1.8. There are no reasons to expect that the proposed development would not operate in a safe and appropriate manner.

2. CHECKLIST

Item	Comments/Proposals
Proposed development	
proposed land uses	Child care centre
existing land uses	Residential
context with surrounds	In residential precinct
Vehicular access and parking	
access arrangements	Direct to Point Walter Road
public, private, disabled parking set down / pick up	Disabled parking provided. Appropriate levels of parking considered to be provided.
Service vehicles	
access arrangements	On site
rubbish collection and emergency vehicle access	On street
Hours of operation (non-residential only)	Child care operates between 6:30am and 6:30pm, but will suit local needs
Traffic volumes	
daily or peak traffic volumes	356 additional movements per day
type of vehicles (eg cars, trucks)	Predominantly cars
Traffic management on frontage streets	None required
Public transport access	
nearest bus stops/train stations	270m
pedestrian/cycle links to bus stops/train station	Footpath on Point Walter Road
Pedestrian access/facilities	
existing pedestrian facilities within the development (if any)	N/A
proposed pedestrian facilities within development	Acceptable
existing pedestrian facilities on surrounding roads	Acceptable
proposals to improve pedestrian access	part footpath suggest to Point Walter Road
Cycle access/facilities	
existing cycle facilities within the development (if any)	N/A
proposed cycle facilities within development	Cycle racks provided and E.O.T facilities
existing cycle facilities on surrounding roads	Acceptable
proposals to improve cycle access	N/A
Site specific issues	None Identified
Safety issues	None identified

3. THE LOCAL ROAD NETWORK

3.1. The subject site is located at 38 Point Walter Road, Bicton. Figure 1 shows the location of the subject site and Figure 2 shows an aerial image of the site.

3.2. Local roads significant to the proposed development are discussed below.

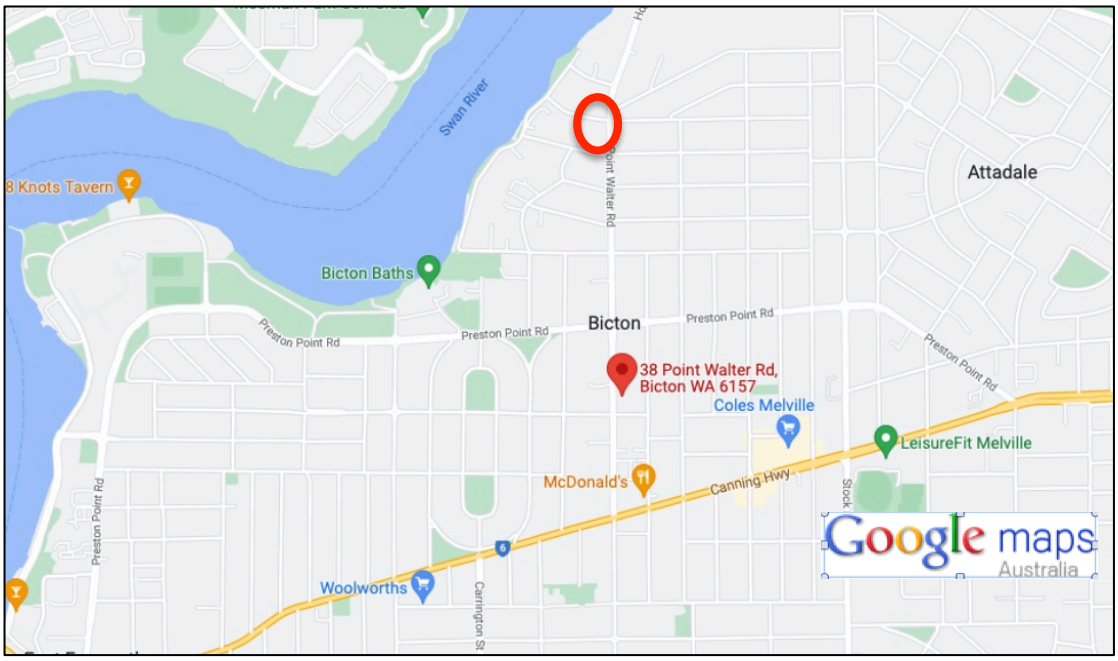


Figure 1 Subject Site Location

Figure 2 Aerial Imagery (Site area indicative)

Point Walter Road

3.3. Point Walter Road is classified as a local distributor road in the Main Roads Functional Road Hierarchy. It is also a local distributor in the City of Melville's road hierarchy. It is constructed with a standard 7.2 metre pavement and has a footpath to its western side. It has a posted speed of 50kph.

3.4. Traffic data supplied by the City of Melville shows 2,104 vehicles per day to the south of Preston Point Road. The traffic date is attached at Appendix A. During the morning peak there are 155 vehicles of which 100 vehicles head north The evening peak has a higher northbound demand.

3.5. Reference to Appendix B indicates that Point Walter Road would have capacity to carry 13,500vpd at a Level of Service D. However, as a more residential street its classification would suggest a demand of up to 7,000vpd would be more appropriate to maintain residential amenity.

Preston Point Road

3.6. Preston Point Road is classified a district distributor B road in the Main Roads Functional Road Hierarchy. It has a pavement of about 8.5 metres with a painted median for much of its length. It has a posted speed of 50kph.

3.7. A single lane roundabout controls the intersection of Preston Point Road and Point Walter Road. Footpaths are provided to both sides.

3.8. No traffic data has been provided for Preston Point Road. MRWA data indicates 5,051vpd at its western end and 10,029vpd at its eastern end. A demand in-between these two figures could be anticipated in the locality of the proposed development.

3.9. Reference to Appendix B indicates that Preston Point Road would have capacity to carry 15.000vpd at a Level of Service D.

View Terrace

3.10. View Terrace is classified an access street in the Main Roads Functional Road Hierarchy. It is an east-west link through the Bicton locality. East of Point Walter Road it provides access to Bicton primary school. A footpath is provided to its southern side.

3.11. Traffic data provided by the City of Melville shows 831vpd between Point Walter Road and Foss Street. The morning peak shows 100 two-way movements split 50/50.

3.12. Reference to Appendix B indicates that View Terrace would have capacity to carry 13,500vpd at a Level of Service D. However, as a residential street a demand of up to 3,000vpd would be more appropriate to maintain residential amenity.

Canning Highway

3.13. Canning Highway is a primary regional road under the control of Main Roads. It is over 400 metres from the subject site and under WAPC guidelines need not be considered further.

4. EXISTING DEVELOPMENT

4.1. Four grouped dwellings occupy the subject land.

4.2. Based on typical residential trip generation rates of 8 trips per day per dwelling, the existing land uses can be expected to generate up to 32 trips per day. During the peak periods up to 4 trips could be expected.

5. PROPOSED DEVELOPMENT

5.1. The proposed development is for a child care centre accommodating 83 children with 12 staff. Figure 3 shows the site plan.

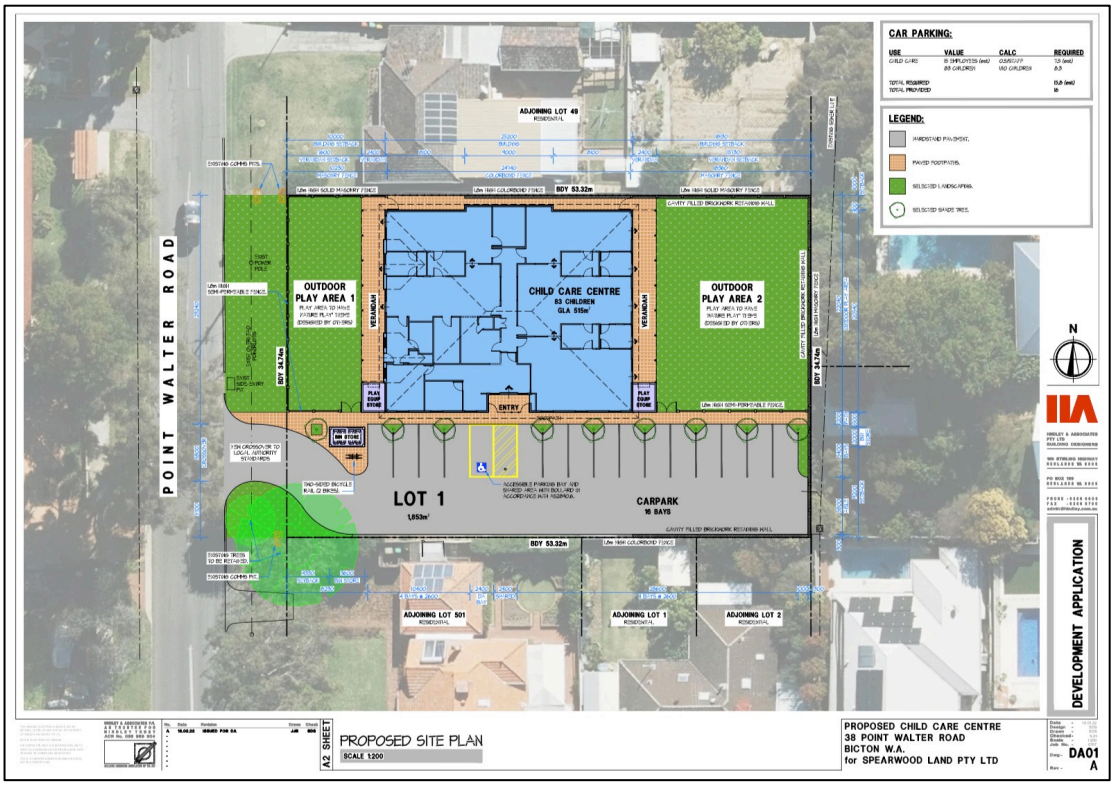


Figure 3 Proposed Child Care Centre Site Plan

6. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

6.1. Reference to the RTA *Guide to Traffic Generating Developments* (NSW) suggests the trip rates for child care centres shown in Table 1.

6.2. Note that the trip rates are the mean for the 2 hour peak period of centre activity.

Table 1 RTA Child Centre Trip Rates

Centre Type	Peak vehicle trips		
	7am – 9am	2:30-4pm	4pm – 6pm
Pre-school	1.4	0.8	-
Long day care	0.8	0.3	0.7
Before/after school	0.5	0.2	0.7

6.3. The pre school children would typically be those children over 3 years old (noting that 20 places are designated pre school at an age range of 4-5). The adjacent classroom also provides 20 places for children over 3 which are included in the pre school trip rate.

6.4. Based on the RTA trip rates and the expected split of child care, the proposed centre could be expected to generate:

Peak between 7am - 9am (40@1.4 + 43@0.8) 91 movements
Peak between 2:30 - 4pm (40@0.8 + 43@0.3) 45 movements
Peak between 4pm – 6pm (40@0 + 43@0.7) 30 movements

6.5. The maximum daily traffic demand can be found from the number of staff and children. It is expected that up to 12 staff could be required on site and with 83 children, there would be a maximum attraction of 356 vehicle movements per day[1]. However, the actual traffic generation is likely to be lower as the above assumes all children are driven individually.

6.6. Table 2 shows the forecast generated traffic.

Table 2 Traffic Generation

Use	Daily	AM peak	Afternoon peak	PM peak
Existing	32	4	1	4
Child care	356	91	45	35
Total	**+324**	**+87**	**+44**	**+31**

[1] Where there are 4 trips per child and 2 trips per staff.

Distribution

6.7. Traffic attracted to the child care centre will be drawn from the surrounding residential area with many trips split between home and work. The majority of residential development is located to the north with work trips predominantly heading to the south to access Canning Highway.

6.8. Based on aerial mapping, it is anticipated that about 70% of traffic will access from the north and 30% from the south on Point Walter Road. Traffic will also be attracted to Bicton primary school to the east either before or after the child care centre.

6.9. During the morning peak 50% of traffic is assumed to drop off on the way to Canning Highway. The reverse is likely during the evening peak.

6.10. The traffic movements are shown at Appendix C.

7. VEHICLE ACCESS

7.1. Access to the child care centre will be taken from Point Walter Road using a standard 6 metre wide cross over. The forecast peak demand is shown in Appendix C.

7.2. Reference to the architects plan shows the cross over is located 5.7 metres north of the lot boundary and is approximately 14 metres north of the adjacent residential cross over. AS2890.1 requires commercial cross overs to be located at least 6 metres from adjacent cross overs.

7.3. There is a residential cross over to the opposite side of Point Walter Road and it is estimated that there is approximately 6 metres separation to the proposed cross over.

7.4. As Point Walter Road is straight in its alignment, good visibility is provided at the proposed cross over location. AS2890.1 requires a minimum of 45 metres visibility to be provided (desirable 69 metres). Aerial imagery indicates that visibility in excess of 100 metres can be achieved in both directions.

7.5. It is considered that the location of the proposed cross over meets the locational requirements of AS2890.1.

7.6. Appendix C shows the morning peak demand at the proposed cross over and reference to Table 4.1 of Austroads at Appendix D provides a convenient guide to intersection operation. The table shows the traffic demands that allow uninterrupted flow conditions and advises that in such cases no further assessment is warranted.

7.7. The table shows that with 150 vehicles on a major road a side road with 250 vehicles will operate with uninterrupted flow conditions.

7.8. It is clear that the future traffic demands at the car park access are well within the thresholds of uninterrupted flow conditions. As a result minimal delay and Level of Service A can be expected.

7.9. It can be concluded that the proposed access should operate in a safe and appropriate manner.

8. TRAFFIC IMPACTS

8.1. Reference to the WAPC *Transport Assessment Guidelines for Developments* states that:

> *As a general guide, an increase in traffic of less than 10% of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10% may. All sections of road with an increase greater than 10% of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to 10% of capacity.*

8.2. Table 3 considers the potential impact of the increase to forecast traffic demands as a result of the proposed child care centre.

Table 3 Traffic Impacts By Lane

Street	**Capacity*** (at LOS D)	**Development**	**% Capacity**
Point Walter Road north	13,500	250	1.8%
Point Walter Road south	13,500	106	1.1%
View Terrace east	3.000	30	<1%

8.3. It can be seen from Table 3 that the forecast traffic increases to the surrounding road network are well below 10% of the affected road capacity and therefore, under WAPC guidelines, no material traffic impact is deemed to apply.

Peak Hour Impact

8.4. It can be seen from Table 3 that under the WAPC guidelines the proposed development would be deemed to have no material traffic impacts.

8.5. During the morning peak, when activity at the proposed child care centre would peak, it can be seen from the traffic plan that an additional 41 and 46 vehicles will use the southbound and northbound traffic lanes of Point Walter Road respectively. With Austroads suggesting that a single lane can accommodate up to 900 vehicles per hour, the forecast traffic increase equate to 5% of capacity.

8.6. The peak demand would increase from 11% of capacity to about 16% of capacity. It can be seen that ample capacity exists to safely accommodate the proposed development.

9. TRAFFIC MANAGEMENT OF FRONTAGE STREETS

9.1. The traffic assessment indicates ample capacity and safer operation of the proposed access. On this basis there would be no requirement for traffic management as a result of the proposed development.

10. PARKING REQUIREMENTS

10.1. The City of Melville's child care centre policy refers to LPP1.6 in regard to the number of car parking bays to be provided.

10.2. Policy LPP1.6 identifies a car parking requirement of 1 bay per 10 children plus 0.5 bays per staff member and drop off and pick up areas to the satisfaction of the Council.

10.3. With 83 children accommodated there would be a car parking requirement of 8.3 bays for children and with 12 staff, 6 employee parking bays. In total a minimum of 15 parking bays are considered to meet the objectives of LPP1.6.

10.4. Reference to the architects plan indicates that 16 bays including 1 accessible bay are provided on site.

10.5. It is considered that the number of bays meets the intent of the City's policy LPP1.6.

10.6. Parking is to be provided in accordance with AS2890.1, with all bays provided at a width of 2.6 metres (the accessible bay is 2.4m +2.4m shared area).

11. PARKING MANAGEMENT

11.1. No parking management is anticipated to be required.

12. PROVISION FOR SERVICE VEHICLES

12.1. The child care centre will predominantly attract private cars.

12.2. Waste management vehicles will collect waste from the child care centre on-street.

12.3. Other servicing, for delivery of goods or services to the site is occasional and will involve small commercial vehicles only. It will occur outside of peak-periods to reduce the potential for traffic conflict. Delivery vehicles can utilise vacant parent bays.

13. HOURS OF OPERATION

13.1. The child care centre operating hours would typically be 6:30 am to 6:30 pm Monday to Friday.

14. PUBLIC TRANSPORT ACCESS

14.1. The closest bus stops are located on Preston Point Road approximately 270 metres from the proposed development.

14.2. Reference to Transperth bus network mapping shows 2 bus services using Preston Point Road in proximity to the proposed development.

14.3. Bus routes 148 and 158 provide a connection through Bicton / Attadale to Fremantle railway station and Canning Bridge station / Como / Elizabeth Quay Perth.

14.4. The bus routes provide an hourly service during the day with additional services provided during the peak periods.

14.5. The proposed development of a child care centre is not expected to attract significant patronage from public transport. However some staff may utilise public transport.

15. PEDESTRIAN ACCESS

15.1. Point Walter Road is provided with a footpath to its western side to access the proposed child care centre.

15.2. Pedestrian access to the child care centre is shown to be taken from the middle of the building with a footpath linking back to Preston Point Road. It is recommended to provide a footpath to the north of the site access for about 5 metres to provide a safe cross point to Preston Point Road.

15.3. Parents can walk their children to the child care centre on the way to or from Bicton primary school.

16. CYCLE ACCESS

16.1. No cycle lanes are provided on the adjacent road network. As a residential area a reasonable cycling environment is provided.

16.2. A cycle attraction to the proposed child care centre is not expected except by staff.

16.3. 2 cycle racks are provided in the car park adjacent to the bin store.

16.4. A universal toilet (inclusive of a shower) is provided for staff who choose to cycle to work.

16.5. Whilst public cycle parking is provided outside of the main entrance it is unlikely that parents would choose to bring children to the centre by bicycle.

17. SAFETY ISSUES

17.1. The traffic assessment has not identified any significant road safety issues as a result of the proposed development.

APPENDIX A Traffic Data

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-267
Site: Point Walter Rd.0SN
Description: **Point Walter Rd 80m south of Preston Point Rd (no 60)**
Filter time: **11:31 Wednesday, 2 September 2015 => 10:41 Friday, 11 September 2015**
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	3.0	4.0	7.0	8.5	5.5	11.0	19.0	6.0	8.0
0100-0200	5.0	2.0	4.0	2.0	5.0	9.0	15.0	3.6	5.4
0200-0300	0.0	0.0	5.0	3.0	1.0	9.0	7.0	1.9	3.2
0300-0400	0.0	2.0	2.0	1.0	1.0	5.0	8.0	1.1	2.3
0400-0500	6.0	8.0	10.0	8.5	10.5	8.0	4.0	8.9	8.2
0500-0600	15.0	20.0	22.0	26.0	21.5	8.0	7.0	21.7	18.6
0600-0700	50.0	47.0	50.0	46.5	46.0	33.0	21.0	47.4	42.9
0700-0800	100.0	94.0	99.0	104.0	108.0	43.0	46.0	102.4	89.6
0800-0900	**157.0<**	**179.0<**	**159.0<**	**150.0<**	145.5	111.0	108.0	**155.1<**	145.0
0900-1000	122.0	106.0	109.0	112.0	133.0	141.0	137.0	118.1	122.8
1000-1100	125.0	113.0	141.0	117.5	119.0	163.0	173.0	121.7	132.0
1100-1200	129.0	147.0	112.5	130.0	**184.0<**	**213.0<**	**185.0<**	135.0	**149.2<**
1200-1300	139.0	139.0	130.0	139.0	177.0	186.0	181.0	141.9	151.1
1300-1400	135.0	125.0	130.5	120.0	161.0	**207.0<**	188.0	131.7	146.3
1400-1500	141.0	162.0	174.5	149.5	178.0	184.0	**210.0<**	161.3	169.2
1500-1600	**195.0<**	208.0	184.5	188.0	**221.0<**	159.0	199.0	**195.6<**	**191.9<**
1600-1700	178.0	170.0	180.0	185.0	190.0	188.0	167.0	181.1	180.3
1700-1800	149.0	**235.0<**	**185.5<**	**198.5<**	190.0	172.0	194.0	191.7	189.8
1800-1900	126.0	168.0	144.5	141.0	179.0	146.0	107.0	149.1	144.1
1900-2000	69.0	88.0	96.0	87.5	109.0	95.0	60.0	90.4	87.6
2000-2100	33.0	49.0	61.5	58.0	75.0	62.0	37.0	56.6	55.0
2100-2200	29.0	39.0	42.0	60.0	54.0	56.0	27.0	46.6	45.4
2200-2300	15.0	16.0	15.5	27.5	37.0	41.0	17.0	22.0	23.6
2300-2400	5.0	9.0	10.0	17.0	27.0	39.0	7.0	13.6	15.7
Totals									
0700-1900	1696.0	1846.0	1750.0	1734.5	1985.5	1913.0	1895.0	1784.9	1811.3
0600-2200	1877.0	2069.0	1999.5	1986.5	2269.5	2159.0	2040.0	2025.9	2042.2
0600-0000	1897.0	2094.0	2025.0	2031.0	2333.5	2239.0	2064.0	2061.4	2081.4
0000-0000	1926.0	2130.0	2075.0	2080.0	2378.0	2289.0	2124.0	2104.6	2127.2
AM Peak	0800	0800	0800	0800	1100	1100	1100		
	157.0	179.0	159.0	150.0	184.0	213.0	185.0		
PM Peak	1500	1700	1700	1700	1500	1300	1400		
	195.0	235.0	185.5	198.5	221.0	207.0	210.0		

*** - No data.**

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-269
Site: View Tce - 04.0EW
Description: **!View Tce 60m west of Foss St (No 133)**
Filter time: **15:19 Thursday, 4 March 2021 => 12:40 Tuesday, 16 March 2021**
Scheme: Vehicle classification (ARX)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	3.0	2.0	0.0	1.0	0.5	1.5	5.5	1.5	2.2
0100-0200	0.5	0.0	1.0	0.0	1.0	0.5	6.5	0.5	1.5
0200-0300	1.0	0.5	0.0	0.0	0.0	2.0	2.0	0.4	0.9
0300-0400	0.5	0.0	0.0	1.0	0.0	0.0	0.0	0.3	0.2
0400-0500	0.5	1.0	0.0	1.0	0.0	1.0	2.5	0.5	0.9
0500-0600	3.5	1.5	3.0	1.0	1.0	0.5	0.0	2.0	1.4
0600-0700	14.5	11.5	10.0	12.0	11.5	8.0	9.5	12.1	11.0
0700-0800	53.0	40.5	28.0	36.0	21.5	18.0	16.0	36.8	30.2
0800-0900	**119.0<**	**122.0<**	**67.0<**	**81.0<**	**86.5<**	50.0	27.0	**100.4<**	**79.8<**
0900-1000	82.0	65.0	40.0	37.0	51.5	67.5	27.5	59.3	55.3
1000-1100	82.5	63.5	38.0	44.0	46.5	77.5	36.0	58.4	57.8
1100-1200	70.0	47.0	42.0	48.0	51.0	**97.0<**	**55.5<**	53.3	60.9
1200-1300	71.0	41.0	31.0	52.0	49.5	**91.5<**	**68.5<**	50.8	60.5
1300-1400	69.5	41.0	43.0	27.0	52.5	85.0	49.0	50.7	56.6
1400-1500	100.5	64.0	89.0	59.0	55.0	71.0	53.0	74.7	70.1
1500-1600	**118.5<**	**116.0<**	62.0	70.5	**91.5<**	79.0	61.0	**92.4<**	**84.9<**
1600-1700	111.0	55.0	**96.0<**	**72.0<**	70.5	82.0	51.5	82.3	77.1
1700-1800	70.5	58.0	51.0	66.5	71.5	55.0	32.0	65.8	58.3
1800-1900	41.0	37.0	43.0	31.0	47.0	36.5	14.5	39.8	35.0
1900-2000	22.0	26.0	13.0	27.5	34.5	22.0	14.5	25.9	23.3
2000-2100	7.5	18.0	6.0	12.0	17.5	9.5	6.5	12.3	10.8
2100-2200	2.0	9.0	6.0	10.0	7.5	7.5	5.0	6.8	6.6
2200-2300	2.0	3.0	2.0	3.0	3.5	4.5	3.5	2.8	3.2
2300-2400	0.0	3.0	3.0	2.0	4.0	6.5	2.0	2.3	2.9
Totals									
0700-1900	988.5	750.0	630.0	624.0	694.5	810.0	491.5	764.3	726.6
0600-2200	1034.5	814.5	665.0	685.5	765.5	857.0	527.0	821.3	778.3
0600-0000	1036.5	820.5	670.0	690.5	773.0	868.0	532.5	826.3	784.4
0000-0000	1045.5	825.5	674.0	694.5	775.5	873.5	549.0	831.4	791.5
AM Peak	0800	0800	0800	0800	0800	1100	1100		
	119.0	122.0	67.0	81.0	86.5	97.0	55.5		
PM Peak	1500	1500	1600	1600	1500	1200	1200		
	118.5	116.0	96.0	72.0	91.5	91.5	68.5		

*** - No data.**

APPENDIX B ROAD CAPACITY

Reference to Austroads 2017 Guide to Traffic Management Part 3: Traffic Studies and Analysis states that

"If single-lane conditions without overtaking are retained over a significant length of the road, then as traffic volumes increase, a long unbroken line of vehicles (or a long bunch) develops and the speeds of all vehicles tend to that of the slowest vehicle, and stop-start conditions may develop. Once this occurs, the maximum flow rate of a single lane is reduced to that equivalent to a headway of about 2 seconds, i.e. to an 'operational capacity' of about 1800 pc/h. In general, this figure can be regarded as the capacity of a single lane without overtaking.

Austroads then provides a table suggesting that the capacity is less as shown in Table 5.1, with a single lane having a derived capacity to carry 900pc/hr.

Table 5.1: Typical mid-block capacities for urban roads with interrupted flow

Type of lane	One-way mid-block capacity (pc/h)
Median or inner lane	
Divided road	1000
Undivided road	900
Middle lane (of a 3 lane carriageway)	
Divided road	900
Undivided road	1000
Kerb lane	
Adjacent to parking lane	900
Occasional parked vehicles	600
Clearway conditions	900

Source: Table 5.1 in Austroads (2013).

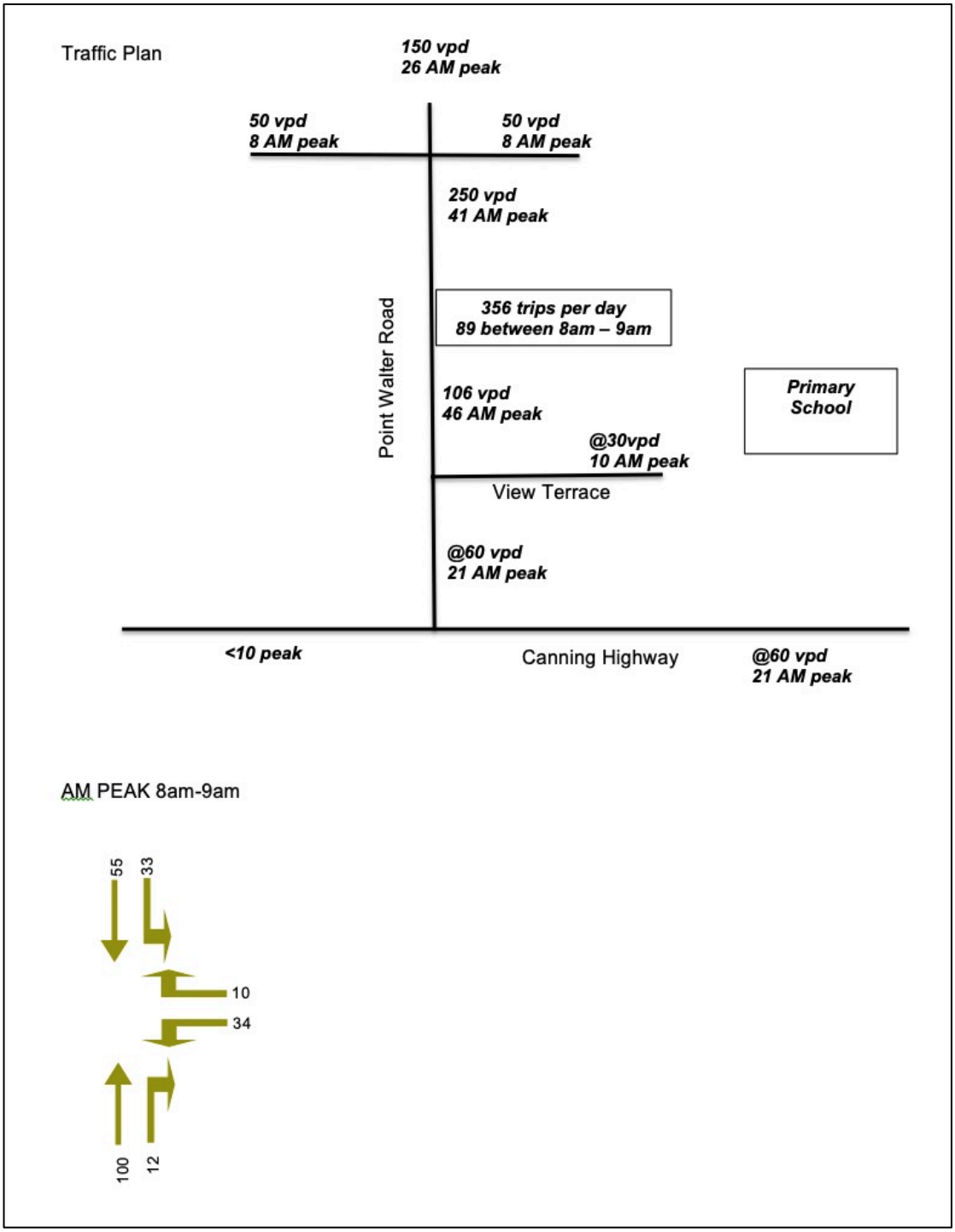
Based on the above information, the daily capacity would be in the order as shown below.

LOS	Single Carriageway	2-Lane Boulevard	Dual Carriageway (4-Lanes)	Dual Carriageway (4-lane Clearway)
A	2,400vpd	2,600vpd	24,000vpd	27,000vpd
B	4,800vpd	5,300vpd	28,000vpd	31,500vpd
C	7,900vpd	8,700vpd	32,000vpd	36,000vpd
D	13,500vpd	15,000vpd	36,000vpd	40,500vpd
E	22,900vpd	25,200vpd[4]	40,000vpd	45,000vpd
F	>22,900vpd	>25,200vpd[4]	>40,000vpd	>45,000vpd

Levels of Service and Capacity are based on Austroads

The actual capacity of any road is greater than shown in the above table. However, a Level of Service D is used as the capacity to provide acceptable operating conditions.

APPENDIX C TRAFFIC PLAN



APPENDIX D AUSTROADS UNINTERRUPTED FLOW CONDITIONS

Table 4.1 — Intersection Capacity - Uninterrupted Flow Conditions

Major Road Type[1]	Major Road Flow (vph)[2]	Minor Road Flow (vph)[3]
Two-lane	400	250
	500	200
	650	100
Four-lane	1000	100
	1500	50
	2000	25

Notes:

1. Major road is through road (i.e. has priority).
2. Major road design volumes include through and turning movements.
3. Minor road design volumes include through and turning volumes.

Note that the latest version of Austroads no longer includes Table 4.1. However, the advice provided by the table is still relevant and correct.