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Sustainable Transport. Safe Solutions

52 James Street, Guildford

Proposed Car Wash Development

TRAFFIC IMPACT ASSESSMENT



Prepared for:
SIDI Construction Pty Ltd

April 2026

52 James Street, Guildford

Prepared for: SIDI Construction Pty Ltd
Prepared by: Paul Ghantous
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1 Introduction

This Traffic Impact Assessment has been prepared by Urbii on behalf of SIDI Construction Pty Ltd with regards to the Proposed Car Wash Development, located at 52 James Street, Guildford.

The subject site is located on the north-west corner of James Street (Guildford Road) and Waylen Street, as shown in Figure 1. The site currently accommodates a caravan sales yard and comprises a triangular lot bounded by James Street to the south, Waylen Street to the east and the railway reserve to the north-west. James Street forms a key east–west arterial route within the area, carrying significant through traffic, while Waylen Street functions as a local access road providing connection to the surrounding commercial and light industrial precinct.

The proposed development involves the construction of a purpose-built car wash facility incorporating touchless and manual wash bays, associated plant and ancillary infrastructure.

Following consultation with Main Roads Western Australia, direct vehicle access to and from James Street is not supported. Accordingly, the development design has been revised to remove the previously proposed James Street crossover, with all vehicle access now provided via Waylen Street. Vehicles will enter and exit the site via Waylen Street and circulate through the development in a one-way arrangement.

This Traffic Impact Assessment has been updated to reflect the revised development plans, including the amended site access arrangement. This approach is consistent with the function of James Street as a Primary Distributor road and minimises potential conflicts with through traffic on the State road network.

This report assesses the traffic and transport implications of the proposed development on the surrounding road network. The assessment considers the existing road environment, site access and internal circulation arrangements, traffic generation and distribution, and the operational performance of the development under peak demand conditions.

Traffic generation has been derived using benchmarking data collected from a comparable operating car wash facility, providing an evidence-based basis for estimating peak hour vehicle movements and wash bay utilisation rates.

A queuing assessment has been undertaken to determine whether sufficient on-site storage is available to accommodate peak vehicle demand without resulting in queue spillback to Waylen Street and the James Street / Waylen Street intersection.

The overall objective of this assessment is to demonstrate that the proposed development can operate safely and efficiently within the local road network and in accordance with accepted traffic engineering practice.



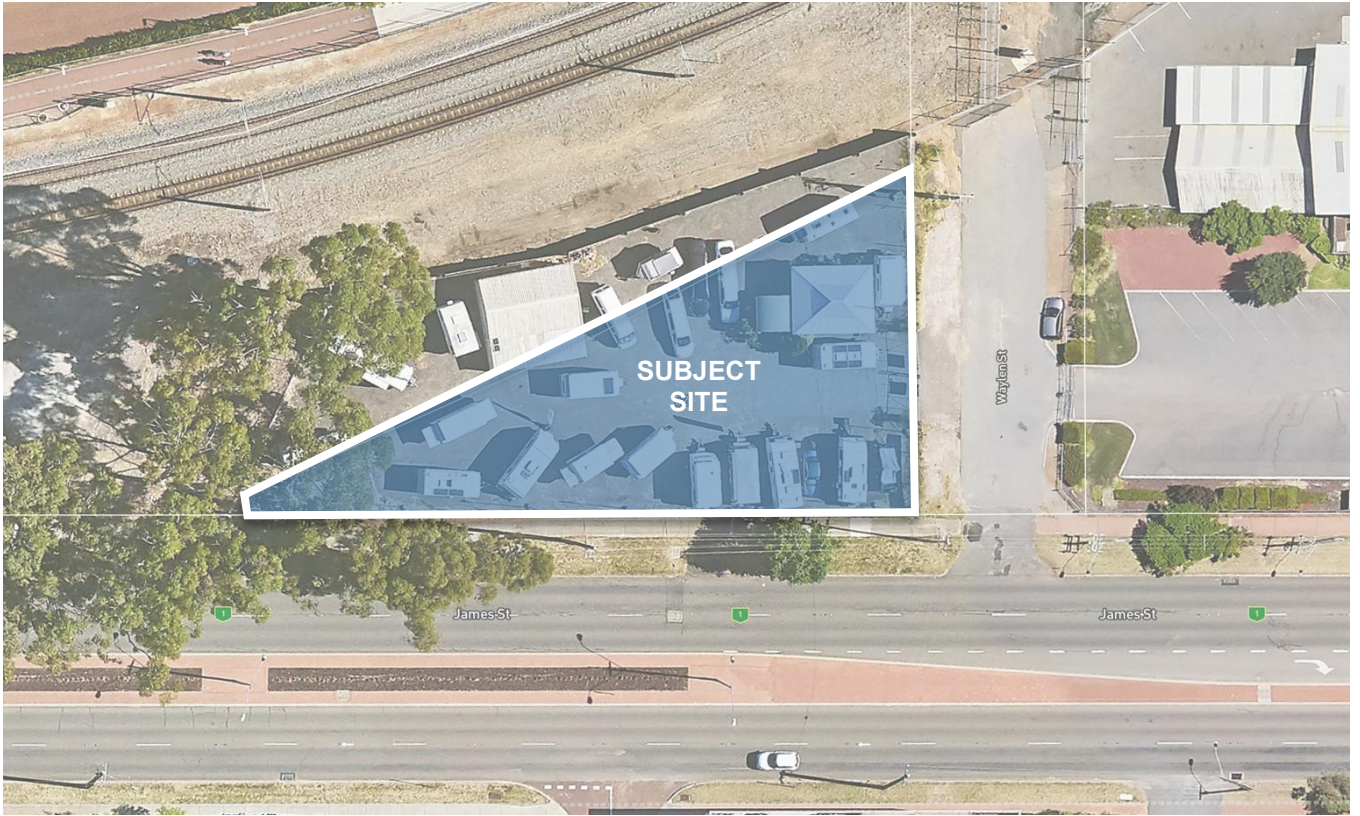


Figure 1: Subject site location

2 Road network description

2.1 James Street

James Street near the subject site is an approximately 20m wide, four-lane dual carriageway road. It features a wide, kerbed and landscaped median with lighting and tree planting.

A path for walking and cycling is provided on both sides of the road. James Street is classified as a *Primary Distributor* road in the Main Roads WA road hierarchy (Figure 3) and forms part of the State Road Network. It operates under a posted speed limit of 60km/h (Figure 4).

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 5).

Traffic volume data obtained from Main Roads WA indicates James Street carried average weekday traffic flows of around 27,000 vehicles per day (east of Meadow Street) in 2021. Eastbound traffic volume is around 13,000 vehicles per day. The weekday peak hours are from around 8am to 9am and 3pm to 5pm, as detailed in Figure 2.

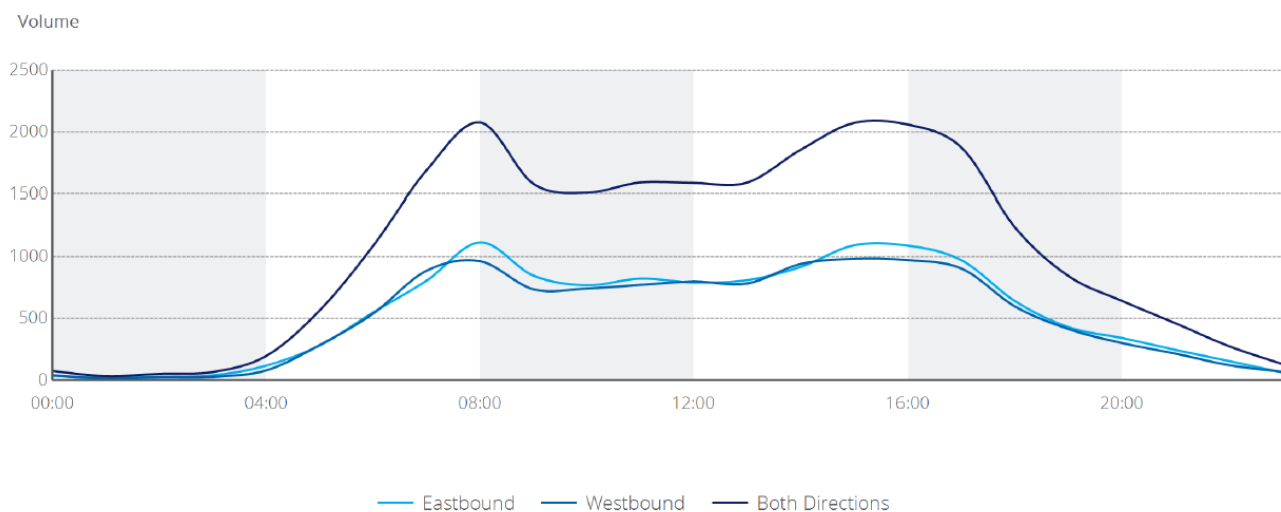


Figure 2: Weekday traffic profile (James Street east of Meadow Street)



2.2 Waylen Street

Waylen Street near the subject site is an approximately 8.0m wide local access road providing connection between James Street and adjacent commercial/industrial properties, as well as access to the railway reserve. Waylen Street is a short road link of approximately 50m in length and terminates north of the subject site at the railway corridor.

Waylen Street is classified as an Access Road within the Main Roads WA road hierarchy (Figure 3). Access roads are intended to provide direct property access and cater primarily for low speed, low volume local traffic movements, rather than through traffic.

Waylen Street operates under a default posted speed limit of 50km/h (Figure 4) and intersects James Street via a left-in/left-out T-intersection arrangement, consistent with the function of James Street as a Primary Distributor road.

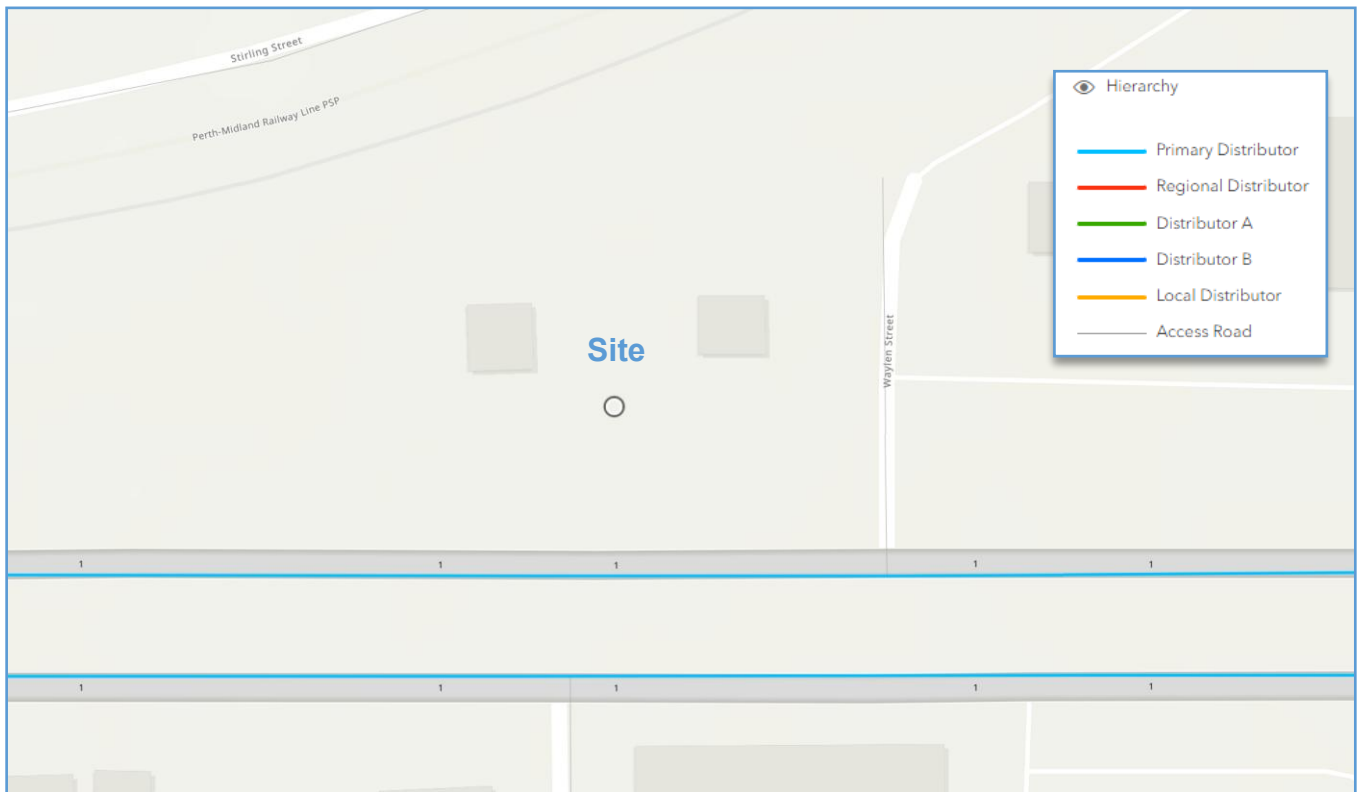


Figure 3: Main Roads WA road hierarchy plan

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

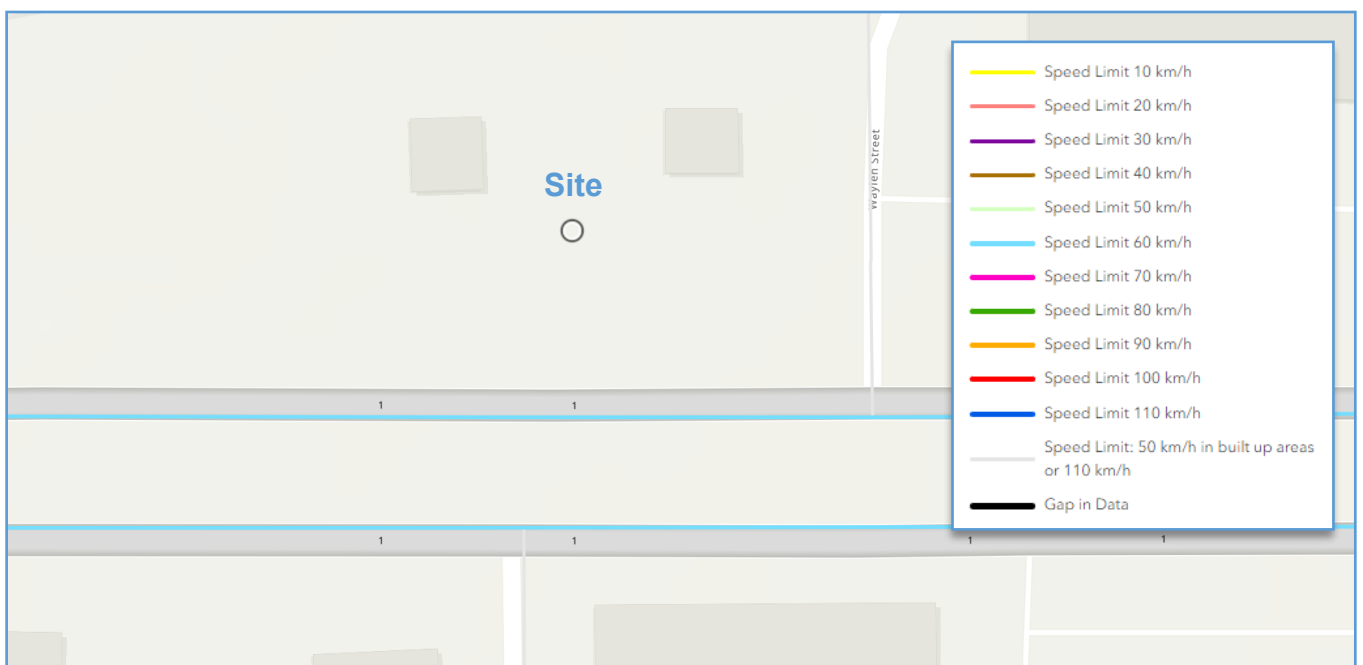


Figure 4: Main Roads WA road speed zoning plan

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)
<i>Primary Criteria</i>						
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
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	<u>Built Up Area</u> - Maximum desirable volume 6 000 vpd. <u>Non Built Up Area</u> – up to 100 vpd.	<u>Built Up Area</u> - Maximum desirable volume 3 000 vpd. <u>Non Built Up Area</u> – 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).	<u>Built Up Area</u> 50 - 60 km/h (desired speed) <u>Non Built Up Area</u> 60 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 km/h (desired speed). <u>Non Built Up Area</u> 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 siting 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.	<u>Built Up Area</u> – yes, where sufficient width and sight distance allow safe passing. <u>Non Built Up Area</u> – 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' <i>Roadside Stopping Places Policy</i> .	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 5: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

2.3 Road reservation status

James Street forms part of the State-level road network and is subject to a Primary Regional Road (PRR) reservation under the Metropolitan Region Scheme (MRS). Accordingly, Main Roads WA is responsible for the planning, management and maintenance of James Street adjacent to the subject site.

As a result of the PRR reservation, the Development Application will be referred to Main Roads WA as a referral authority. The MRS mapping indicates that a road widening reservation is applicable at the corner of James Street and Waylen Street, which partially encroaches into the subject site, as shown in Figure 6.

The proposed development layout has been designed to accommodate the PRR reservation requirements and does not impede the potential future widening of James Street.

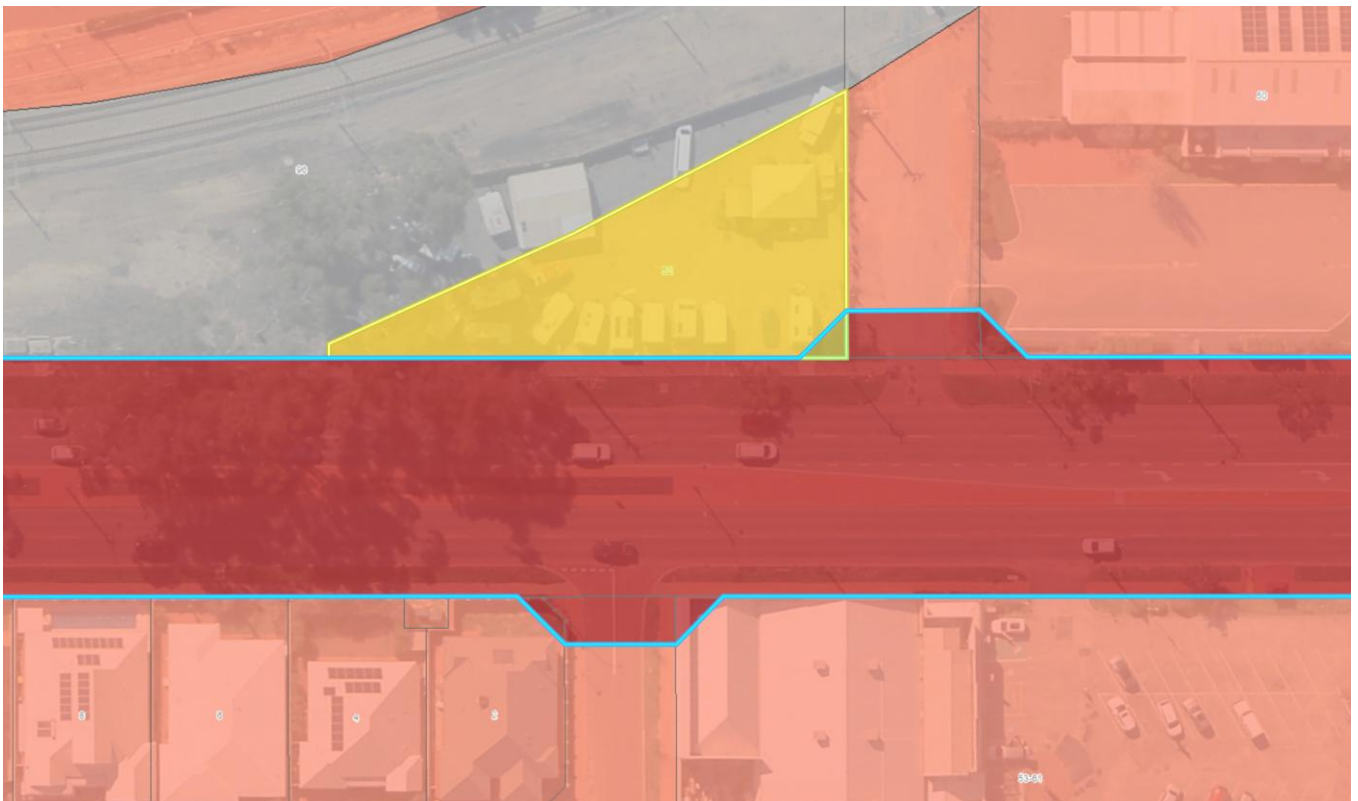


Figure 6: Primary Regional Road (PRR) road reservation

Source: Metropolitan Region Scheme (MRS)

3 Benchmarking site assessment

3.1 Overview

Traffic generation and operational characteristics for the proposed car wash development have been estimated using benchmarking data obtained from a comparable operating car wash facility. The benchmarking approach provides an evidence-based basis for estimating vehicle trip rates, wash bay utilisation and peak period demand, which are critical inputs for traffic generation and queuing analysis.

The reference site extracted from Urbii's survey database is located at 158 Great Eastern Highway, Midvale. This site was assessed as an appropriate comparison due to its similar land use function, comparable operating characteristics and typical customer behaviour associated with car wash developments.

3.2 Benchmarking site description

The benchmarking site at 158 Great Eastern Highway, Midvale is an operating car wash facility providing a combination of automatic (touchless) and manual self-service wash bays. The facility caters for short-stay vehicle visits and generates demand primarily from local residents and passing traffic.

The site operates as a typical modern car wash, with customers entering the site, selecting an available wash bay, completing the wash process and then exiting the site. The facility also includes vacuum bays, which generate additional dwell time and internal circulation activity, and influence the overall time vehicles remain within the site.

The operational characteristics of the Midvale site reflect common usage patterns observed at metropolitan car wash developments, including higher demand during weekend periods and late morning / early afternoon peak periods.

3.3 Survey methodology

Traffic and operational survey data was collected at the Midvale car wash facility to quantify vehicle arrival and departure rates and to observe peak period operating conditions. The survey included manual traffic counts of vehicles entering and exiting the site during identified peak demand periods.

The survey also recorded utilisation rates of the wash bays and observed queuing conditions, including the maximum number of vehicles waiting for wash bays during peak periods. Observations were undertaken to capture customer behaviour, including the tendency for drivers to leave the site if wash bays were fully occupied.

The survey period was selected to capture typical peak demand conditions for a car wash facility, with particular focus on weekend activity which is generally recognised as representing the highest demand period for this type of land use.

3.4 Survey results

The traffic survey identified the peak period at the Midvale car wash as occurring during the weekend midday period. The highest observed hour of operation occurred on **Sunday between 12:00pm and 1:00pm**, during which a total of **62 vehicle movements per hour** were recorded, comprising **31 inbound** and **31 outbound** vehicle trips.

In relation to queuing behaviour, the automatic wash bay was observed to generate the most significant queueing demand. During the peak hour, the maximum observed queue length was four vehicles waiting for the automatic wash bay (equivalent to five vehicles in the system including the vehicle being washed). Manual wash bays typically experienced limited queueing, generally not exceeding one waiting vehicle per bay.

It was also observed that where the wash bays and vacuum bays were fully utilised, some drivers approaching the site elected not to enter and continued driving. This behaviour indicates that demand at car wash facilities may be self-regulating under peak conditions, with suppressed demand rather than extended queuing onto the adjacent road network.

3.5 Derived trip rates

The observed survey results were used to derive hourly trip rates for car wash developments, expressed as trips per wash bay. These trip rates provide a direct input for estimating traffic generation associated with the proposed Guildford development.

Based on the peak hour demand at the Midvale site, the following trip generation rates were derived:

- **Automatic wash bays:** 20 vehicle trips per hour per bay (two-way trips)
- **Manual wash bays:** 8.4 vehicle trips per hour per bay (two-way trips)

The above rates represent peak operating conditions and therefore provide a conservative basis for assessing potential traffic impacts associated with the proposed development.

The derived trip rates reflect the differing operational characteristics of automatic and manual wash bays, noting that automatic wash bays typically accommodate higher throughput due to shorter wash cycle times, while manual wash bays generally have longer and more variable dwell times.

3.6 Application of benchmarking data

The benchmarking survey results and derived trip rates form the basis of the traffic generation calculations for the proposed car wash development at Guildford. The Midvale survey data provides an appropriate evidence base for estimating likely peak hour traffic demand, wash bay utilisation and queuing characteristics.

These trip rates are adopted in the subsequent chapter of this report to estimate development traffic volumes and to inform the assessment of on-site circulation and queue storage requirements.



4 Proposed development

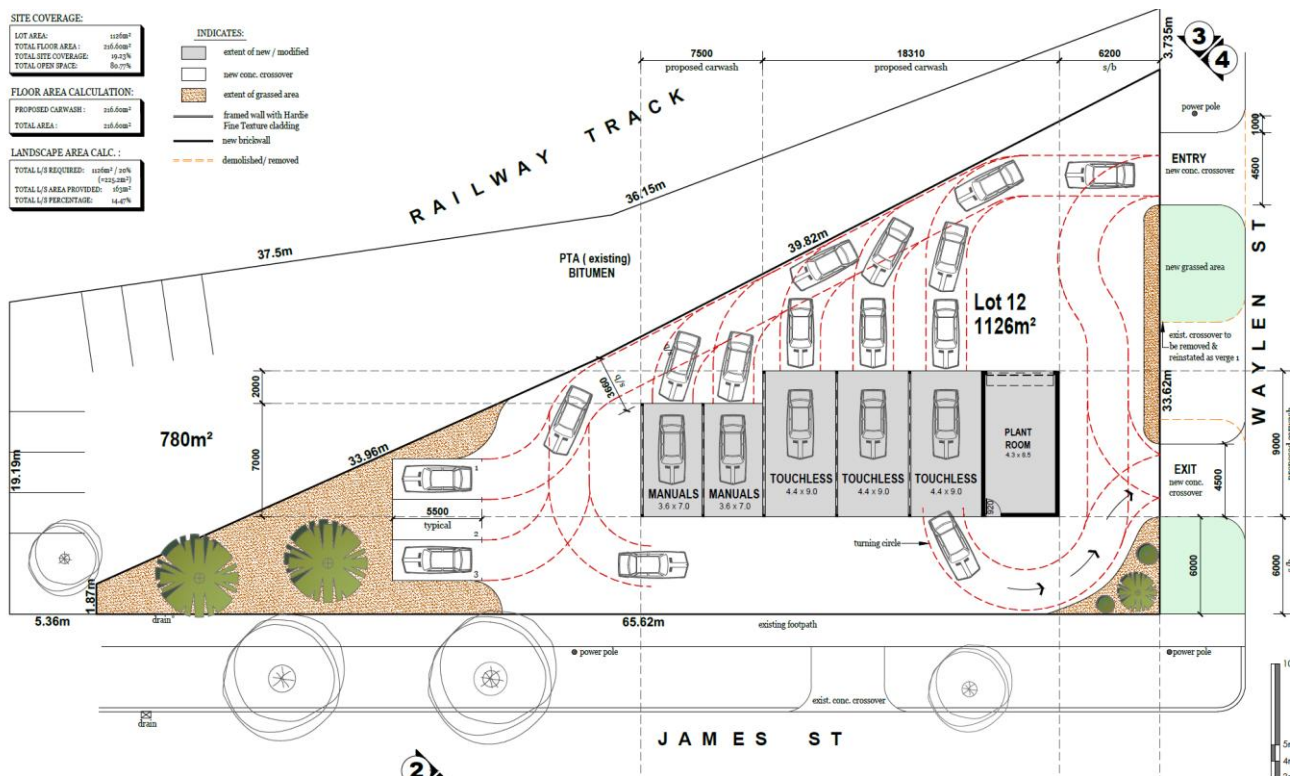
4.1 Site layout

The proposed development comprises the construction of a purpose-built car wash facility at the site. The proposed site layout is illustrated in Figure 7. The development includes a total of five car wash bays, comprising three touchless bays and two manual bays, as well as an ancillary plant room located adjacent to the wash bays. Three waiting bays are also provided on-site.

Vehicle access is proposed via two crossovers on Waylen Street. Vehicle entry is via the northern crossover, providing increased stacking capacity. Vehicle exits are via the southern crossover, with vehicles circulating through the site in an efficient, one-way direction.

The layout also shows an area of parking and bitumen pavement along the northern boundary of the site, located on leased land associated with PTA land adjoining the railway reserve. While this area may be utilised in the interim for vehicle circulation and parking, the proposed development has been designed to be future proof and capable of operating independently without reliance on access to this leased area.

The site layout has been designed to accommodate vehicle queuing within the site boundaries and minimise the likelihood of queues extending onto the surrounding road network. The proposed development plans are provided in Appendix A.



4.2 Swept path analysis

A swept path assessment has been undertaken to confirm that vehicles can safely and efficiently circulate through the proposed development, including entry, internal manoeuvring, access to wash bays and exit movements in accordance with the intended one-way circulation arrangement.

The assessment was completed using a B99 design vehicle, in accordance with AS 2890.1 (Parking facilities – Off-street car parking). The B99 vehicle provides a conservative check of passenger vehicle manoeuvring capability and is appropriate for this type of development, noting that the predominant user group will be passenger vehicles and light commercial vehicles.

The swept path results demonstrate that a B99 vehicle can circulate through the site, access the wash bays and exit the site without encroachment beyond the internal circulation areas. A 300 mm clearance buffer has been applied within the swept path assessment to provide an allowance for driver variability and practical operating conditions.

The swept path diagram is provided in Appendix B.



5 Traffic analysis and assessment

5.1 Proposed site traffic generation

The proposed site traffic generation is detailed in Table 1. The estimated peak hour traffic generation of 76 vehicle movements per hour (38 inbound and 38 outbound) represents the site peak hour, which for car wash developments typically occurs during the weekend late morning to early afternoon period. Based on the benchmarking survey, the peak demand period is expected to occur on Sunday between 12:00pm and 1:00pm, reflecting discretionary customer behaviour and favourable operating conditions.

It is noted that this peak hour does not coincide with the traditional weekday commuter peak periods (AM and PM peak hours). Car wash facilities are generally characterised by lower demand during weekday commuter peaks, as customers are less likely to undertake discretionary vehicle washing activities during work travel periods.

Accordingly, traffic generation during the weekday AM and PM commuter peak hours is expected to be significantly lower than the assessed Sunday midday peak hour. From a network performance perspective, the highest site-generated demand is therefore anticipated to occur during periods when background commuter traffic volumes are typically lower than weekday peak conditions.

The adoption of the Sunday midday peak hour for assessment purposes represents a conservative approach for evaluating internal circulation and queuing performance, while also recognising that impacts on the broader road network during weekday commuter peak periods will be materially lower than the volumes presented in Table 1.

Table 1: Proposed site traffic generation

Type	Bays	Peak hour trip generation	IN	OUT
Auto	3	60	30	30
Manual	2	16	8	8
Total site		76	38	38

5.2 Queuing analysis

An M/M/s (Poisson arrival and exponential service time) queuing model has been adopted to assess the expected queue lengths associated with the proposed auto wash bays during the site peak hour. This approach is consistent with accepted traffic engineering practice for modelling short-stay service facilities with random arrival patterns and variable service times.

For the purposes of the assessment, it has been assumed that upon entering the site, vehicles seeking the auto wash will automatically proceed to the next available wash bay or join the shortest queue. In operational terms, this reflects typical driver behaviour at multi-bay car wash facilities, where customers self-distribute to minimise waiting time.

Accordingly, the auto wash component has been modelled as one queue served by three servers (M/M/3), reflecting three auto wash bays.

The adopted arrival rate of 30 vehicles per hour to the auto wash component reflects the site peak hour demand derived from the benchmarking assessment. The service rate of 17 vehicles per hour per bay has been derived from the benchmark car wash survey, based on observed cycle times and operational throughput of automatic wash bays. This service rate incorporates the full wash cycle and vehicle changeover time and represents a conservative yet realistic operational assumption.

As detailed in Figure 8, the queuing model calculated a 95th percentile demand of six vehicles (including vehicles being washed). As demonstrated in the swept path analysis in Appendix B, six vehicles can comfortably be serviced by the auto wash bays, without obstructing access to the manual wash bays.

The model indicates that queue lengths during the peak hour will remain contained within the site. The calculated 95th percentile queue represents a robust upper-bound condition and demonstrates that the proposed internal circulation and storage areas are sufficient to accommodate peak demand without queue spillback to Waylen Street and the James Street / Waylen Street intersection..

With respect to the manual wash bays, queuing is expected to be incidental and self-regulating. Manual wash customers typically experience longer and more variable dwell times. However, observed behaviour at the benchmark site indicated that customers are generally unwilling to wait extended periods for manual bays. As such, it is anticipated that at most one vehicle may wait behind an occupied manual bay, with excess demand dissipating rather than forming sustained queues. Any short-term waiting associated with manual wash demand can be accommodated within the internal circulation areas of the site, or the three waiting bays provided.

Overall, the queuing assessment confirms that both the auto wash and manual wash components can operate within the available on-site storage capacity during the peak hour, without adverse impacts on the surrounding road network.



M/M/s - Queuing Analysis (Poisson Arrival and Service Rates)

M/M/s	vph	vps
Arrival rate	30	0.008333
Service rate	17	0.004722
Number of servers	3	3
Utilization	58.82%	58.82%
P(0), probability that the system is empty	0.1528	0.1528
Lq, expected queue length	0.4854 (cars)	6.0000 (metres)
L, expected number in system	2.2501 (cars)	18.0000 (metres)
Wq, expected time in queue	0.0162 (hours)	58.2518 (seconds)
W, expected total time in system	0.0750 (hours)	270.0165 (seconds)
Probability that a customer waits	0.3398	0.3398
95% Queue	6.0000 (cars)	36.0000 (metres)

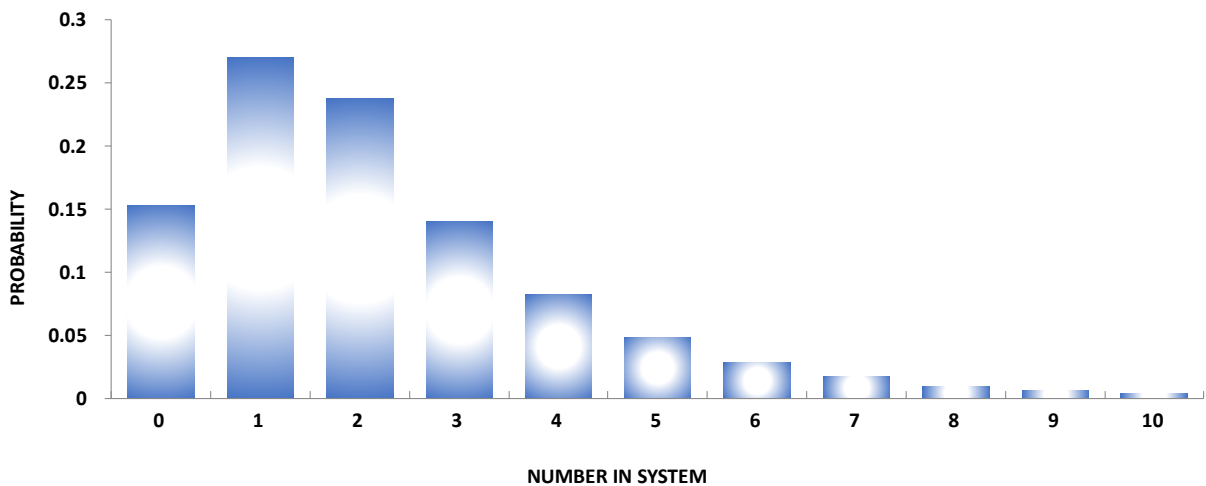


Figure 8: M/M/s queuing model for auto wash bays

6 Conclusion

This Traffic Impact Assessment has been prepared to assess the transport and access implications of the proposed car wash development at 52 James Street, Guildford.

The proposed development comprises a purpose-built car wash facility incorporating three touchless bays and two manual bays. Following consultation with Main Roads Western Australia, the development has been revised to remove direct access to James Street, with all vehicle access now provided via Waylen Street. Vehicles will enter and exit the site via separate crossovers on Waylen Street and circulate through the site in a one-way arrangement.

Traffic generation has been estimated based on benchmarking data from a comparable operating car wash facility. The assessed site peak hour occurs on Sunday between 12:00pm and 1:00pm, during which the development is expected to generate approximately 76 vehicle movements per hour (38 inbound and 38 outbound), based on conservative rounding of derived trip rates. Traffic volumes during weekday commuter peak periods are expected to be materially lower.

A queuing assessment has been undertaken using an M/M/3 model to represent the three touchless auto wash bays. The modelling indicates that the 95th percentile queue demand will remain contained within the site, with sufficient internal storage capacity to accommodate vehicles without queue spillback to Waylen Street or the James Street / Waylen Street intersection. Queuing associated with the manual wash bays is expected to be incidental and self-regulating.

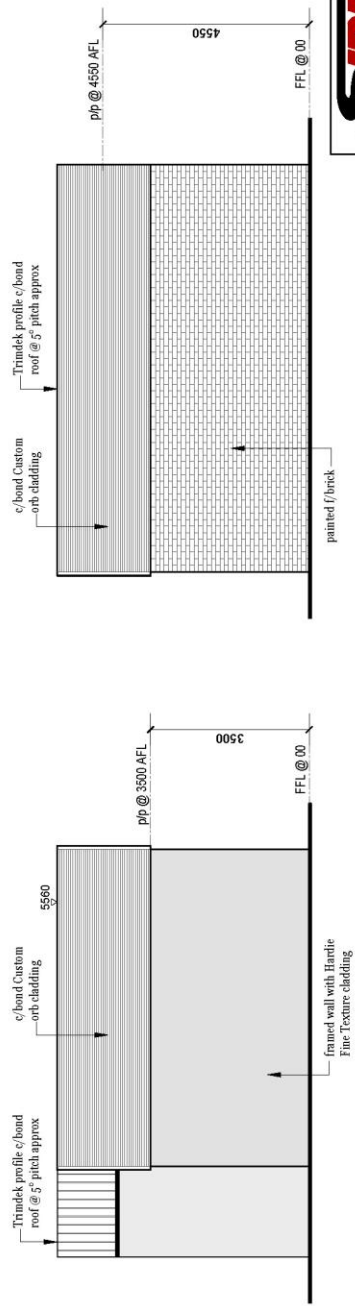
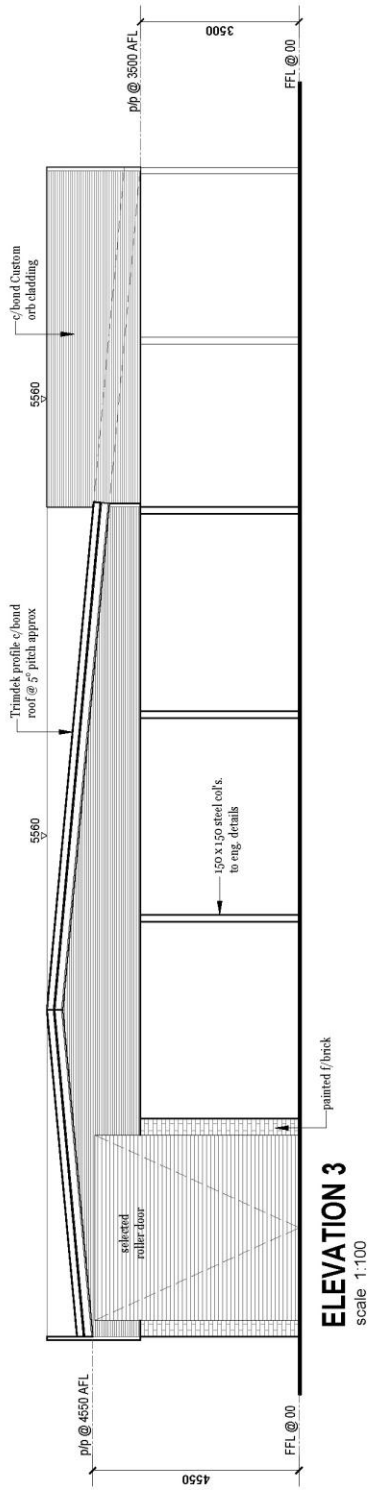
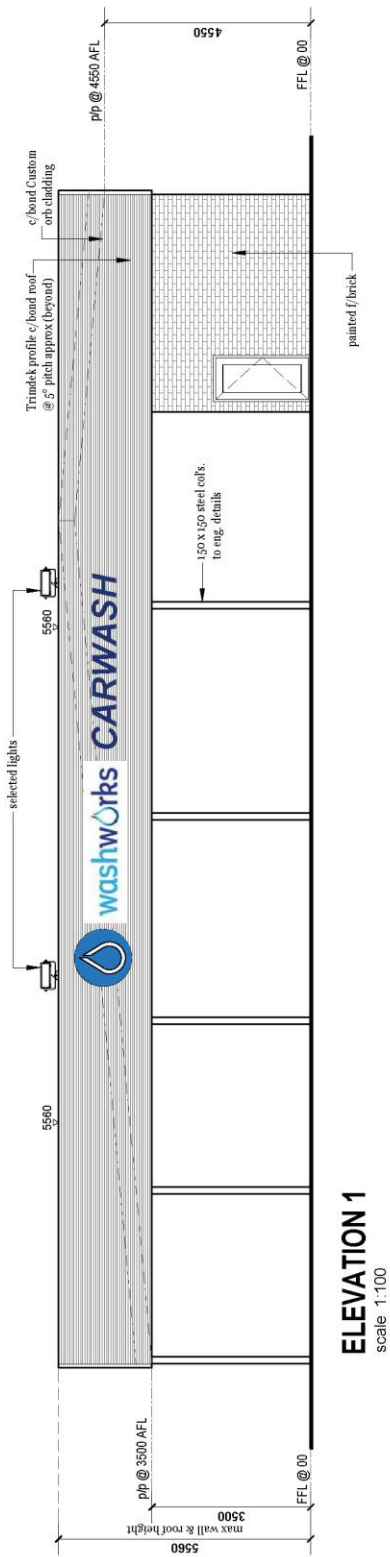
A swept path assessment has confirmed that a B99 design vehicle can safely access, circulate within, and exit the site.

The proposed access arrangement via Waylen Street is appropriate for the scale and nature of the development and is consistent with the function of James Street as a Primary Distributor road. The development has also been designed to operate independently of any leased land along the northern boundary and does not preclude the future implementation of the Primary Regional Road reservation affecting James Street.

Overall, the assessment demonstrates that the proposed development can operate safely and efficiently within the surrounding road network and can be accommodated without adverse impact on the function of Waylen Street, the James Street / Waylen Street intersection, or the broader transport network.



Appendix A: Proposed development plans



ELEVATION 4
scale 1:100

SIDI CONTRACTING PTY LTD 10/100 A430 RD WARRAGONG NSW 2506 E: carwash@sidiconstruction.com.au P: 02 9388 1122 A: P.O. Box 8172 Hill Top, NSW 2563 AUSTRALIA All drawings to include approval of EC documents		DA - ELEVATIONS PROPOSED CARWASH AT 52 JAMES STREET, GUILDFORD		CONFIRM ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT OF WORK. ANY DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO THE ARCHITECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR ALL STRUCTURAL REQUIREMENTS.	
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Appendix B: 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:

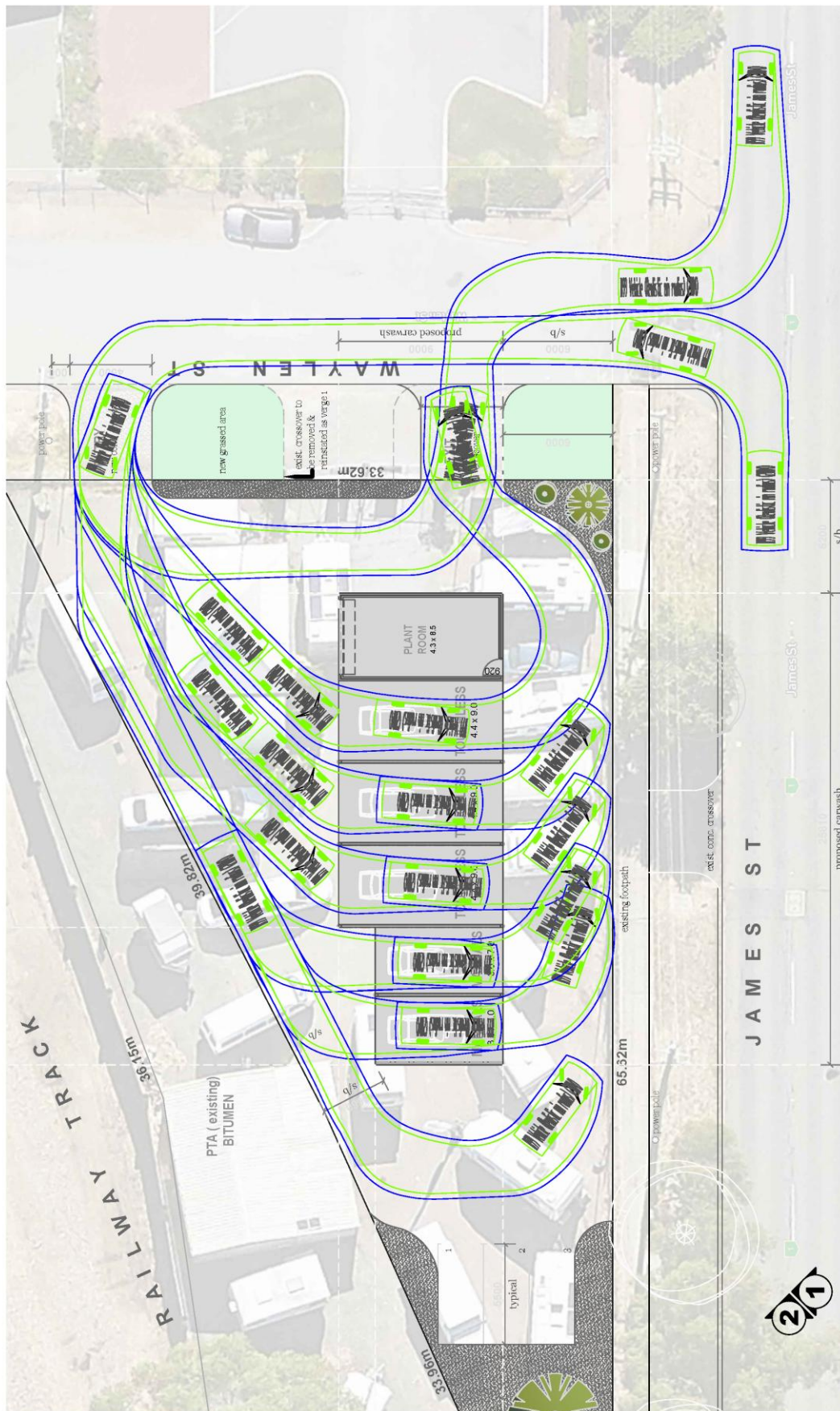
Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

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

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





Revision notes: Rev: 1 Date: 11/02/2026	Note: Dark blue line represents a 30mm clearance buffer.	Drawn by: Paul Ghantous	Project: U26.020 - 52 James St, Guildford Proposed Car Wash Development	Date: 02/04/2026 Scale: A1: 1:200	Revision: s01a	 urbii Sustainable Transport. Safe Solutions PO Box 513, Basing WA 6171 08 9438 8888	
Client: SIDI Construction Pty Ltd		Drawing Title: Sweep path analysis - site circulation AS2880.1 - 800 Vehicle					