Hemanote Consultants

169 WESTON STREET, PANANIA

PROPOSED CHILDCARE CENTRE DEVELOPMENT

TRAFFIC & PARKING IMPACT ASSESSMENT

JULY 2025

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TRAFFIC & PARKING IMPACT ASSESSMENT
169 WESTON STREET, PANANIA
PROPOSED CHILDCARE CENTRE
DATE: 09 JULY 2025

DISCLAIMER

Doc. Revision	Prepared by	Reviewed by	Issued by	Issue date
Draft 1 (internally)	J. Mikhail	R. Selim	J. Mikhail	11 Feb 2025
Draft 2 (internally)	S. Payet	R. Selim	S. Payet	18 June 2025
Draft 3 (internally)	S. Payet	R. Selim	S. Payet	08 July 2025
Final report (to client)	S. Payet	R. Selim	R. Selim	09 July 2025

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1 INTRODUCTION

This report has been prepared by Hemanote Consultants to assess the traffic and parking implications of the proposed childcare centre to be located at **169 Weston Street, Panania**, accommodating up to 36 children places between the ages of 0 to 5 years old.

This report is to be read in conjunction with the architectural plans prepared by DBB Design (reduced copy of the plans – Revision 'D' and dated June 2025 - is attached in *Appendix 'A'* of this report) and submitted to City of Canterbury-Bankstown Council as part of a Development Application.

This report is set as follows:

- *Section 2:* Description of the existing site location and its use;
- *Section 3:* Description of existing traffic conditions near the subject site;
- *Section 4:* Description of the proposal, vehicular access, on-site parking provision, layout and circulation;
- *Section 5:* Assessment of impacts on parking;
- *Section 6:* Assessment of impacts on traffic in the vicinity of the subject site; and
- *Section 7:* Outlines conclusions.

2 EXISTING SITE DESCRIPTION

➢ ***Site Location***

The subject site is located on the southern side of Weston Street at property No. 169 (legally known as Lot 54 of DP35211), within the suburb of Panania. The site has a frontage of approximately 22 metres to Weston Street from the north. Refer to Figure 1 for a site locality map.

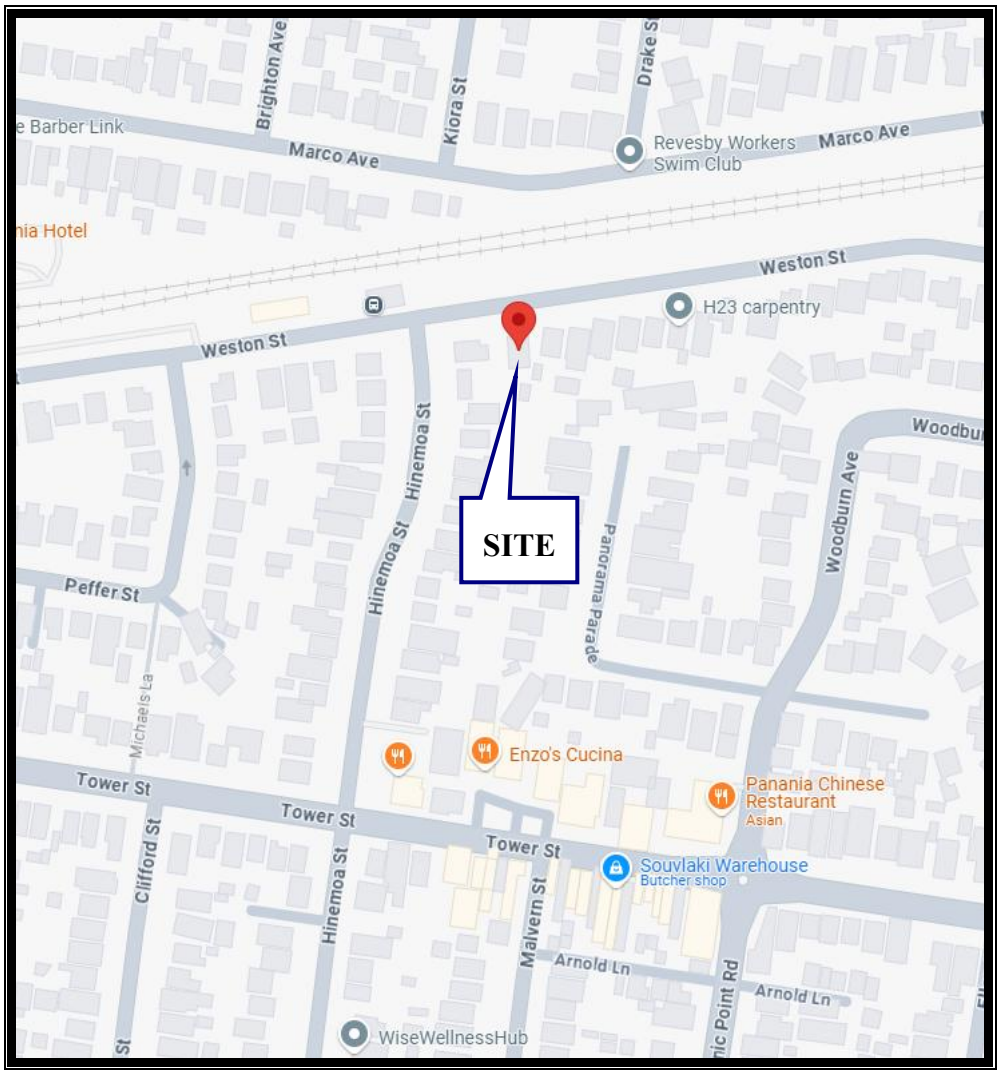


Figure 1: Site Locality Map

- ***Existing Site & Surrounding Land Use***

The subject site has an area of 639.4m^2 and is currently occupied by a residential dwelling. It is located in a mainly residential area, characterised by residential developments, as well as some nearby commercial sites.

The site is also located approximately 400 metres from Panania Railway Station (walking distance), 1.4 km from Revesby Railway Station and 2.1 km from East Hills Railway Station.

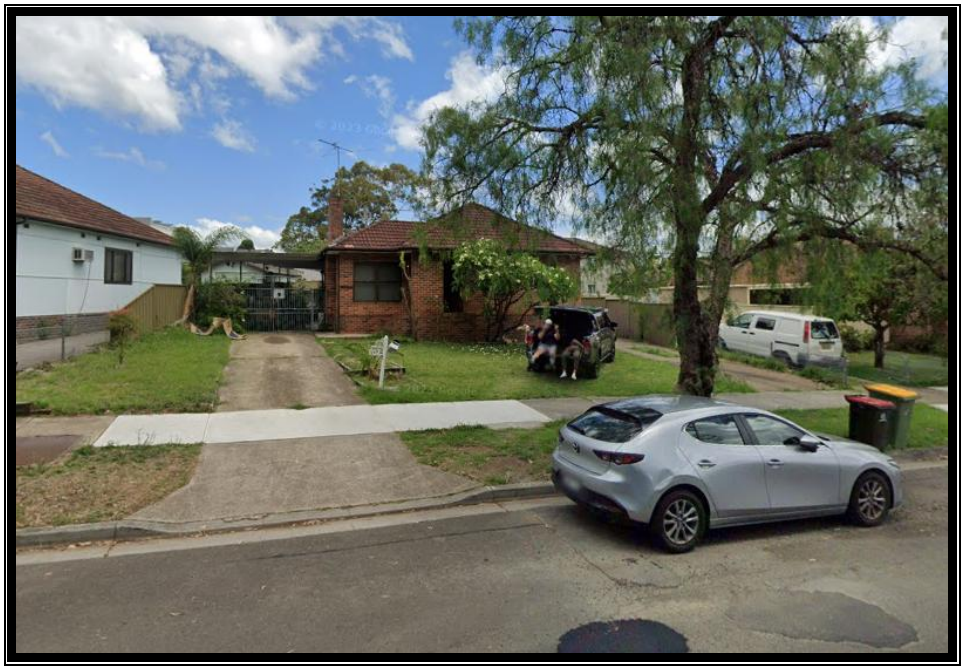


Photo 1: Site frontage to Weston Street

3 EXISTING TRAFFIC CONDITIONS

3.1 Road Network and Classification

Weston Street is a local road that generally runs in an east to west direction between The River Road (regional road) to the east and its extension with Anderson Avenue (local road) to the west. Weston Street intersects with a number of local roads near the subject site, including Peffer Street and Hinemoa Street.

3.2 Road Description and Traffic Control

The subject section of Weston Street has a two-way divided carriageway, with a width between kerbs of approximately 11 metres in front of the subject site. This carriageway generally provides one travel lane per direction, with parking available along both sides of the road. At present, unrestricted parking is generally permitted along both sides Weston Street, with the exception of the signposted "No Stopping" near its intersecting roads and the signposted "Bus Zone" opposite its intersection with Hinemoa Street. Parking closer to its extension with Anderson Avenue is restricted to signposted '1-Hour Parking 8:30am – 6:00pm Mon – Fri and 8:30am – 12:30pm Sat', as well as 'No Stopping' and 'Bus Zone'.

The legal speed limit on Weston Street is at 50km/h, with signposted '40km/h High Pedestrian Activity' near its extension with Anderson Avenue. Weston Street intersects with Peffer Street and Hinemoa Street, which are both controlled by 'T-priority traffic measures and associated 'STOP' signage, with priority given to traffic travelling along Weston Street.

Figure 2: Aerial photograph of the subject site and surrounding road network

Photo 2: Weston Street at the subject site – facing east

Photo 3: Weston Street at the subject site – facing west

3.3 Current Traffic Flows

A traffic volume survey was undertaken by GeoCounts on behalf of Hemanote Consultants at the following intersections of:

- Weston Street / Hinemoa Street
- Weston Street / Carson Street
- Weston Street / Woodburn Avenue

in the vicinity of the subject site on Thursday 13 February 2025, during morning period (7.00am to 10.00am) and afternoon period (3.00pm to 6.00pm), considering the proposed hours of operation and traffic peak periods.

The traffic flows in the morning & afternoon peak hours are shown in Tables 1 to 3 below and in *Appendix 'C'* of this report.

Traffic movement	Morning Peak Hour (Vehicles Per Hour)	Evening Peak Hour (Vehicles Per Hour)
	8.15am – 9.15am	3.00pm – 4.00pm
Hinemoa Street		
Northbound	74	51
Southbound	60	99
Weston Street (East of Hinemoa Street)		
Eastbound	147	206
Westbound	158	165
Weston Street (West of Hinemoa Street)		
Eastbound	154	227
Westbound	180	143

Table 1: Current traffic flows in the vicinity of the subject site (on a typical weekday)

Traffic movement	Morning Peak Hour (Vehicles Per Hour)	Evening Peak Hour (Vehicles Per Hour)
	8.15am – 9.15am	3.00pm – 4.00pm
Carson Street		
Northbound	918	814
Southbound	759	841
Weston Street (East of Carson Street)		
Eastbound	508	499
Westbound	578	517
Weston Street (West of Carson Street)		
Eastbound	571	552
Westbound	484	602

Table 2: Current traffic flows in the vicinity of the subject site (on a typical weekday)

Traffic movement	Morning Peak Hour (Vehicles Per Hour)	Evening Peak Hour (Vehicles Per Hour)
	8.15am – 9.15am	3.00pm – 4.00pm
Woodburn Avenue		
Northbound	435	370
Southbound	324	447
Weston Street (East of Woodburn Avenue)		
Eastbound	573	551
Westbound	483	593
Weston Street (West of Woodburn Avenue)		
Eastbound	142	198
Westbound	164	165

Table 3: Current traffic flows in the vicinity of the subject site (on a typical weekday)

The results of the traffic volume surveys undertaken determined that the traffic morning peak period on Weston Street / Hinemoa Street, Weston Street / Carson Street and Weston Street / Woodburn Avenue were between 8.15am to 9.15am and the afternoon peak period was between 3.00pm to 4.00pm on a typical weekday.

The existing traffic flows on the subject section of Weston Street are appropriate for a local road, in a mainly residential area, where traffic is free flowing without major queuing or delays near the subject site in peak hours, with spare capacity.

It is determined that the existing mid-block level of service on the subject section of Weston Street ranges between levels 'A' and 'B' in accordance with Table 4.4 of the Roads & Maritime Services' *"Guide to Traffic Generating Developments - 2002"* (shown below).

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Table 4.4: Urban road peak hour flows per direction RMS Guide)

- ***Current Intersection Performance (pre-development)***

Average Vehicle Delay (AVD) and Level of Service (LOS) – The AVD and LOS provide a measure of the operational performance of an intersection, as indicated in Table 4.2 of the Roads & Maritime Services "*Guide to Traffic Generating Developments - 2002*" (shown below).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

Table 4.2: Level of Service Criteria for intersections (RMS Guide)

A **pre-development** SIDRA intersection performance analysis was undertaken for the existing intersections of Weston Street / Hinemoa Street, Weston Street / Carson Street and Weston Street / Woodburn Avenue, in the vicinity of the subject site (Pre-development).

Refer to Figure 3 on the following page, showing the intersections network layout controlled by T-priority traffic measures, with roundabouts at both at Weston Street / Carson Street and Weston Street / Woodburn Avenue, and an associated 'STOP' sign at Weston Street / Hinemoa Street. Weston Street, Hinemoa Street, Carson Street and Woodburn Avenue all have undivided carriageways, with one through traffic lane in each direction.

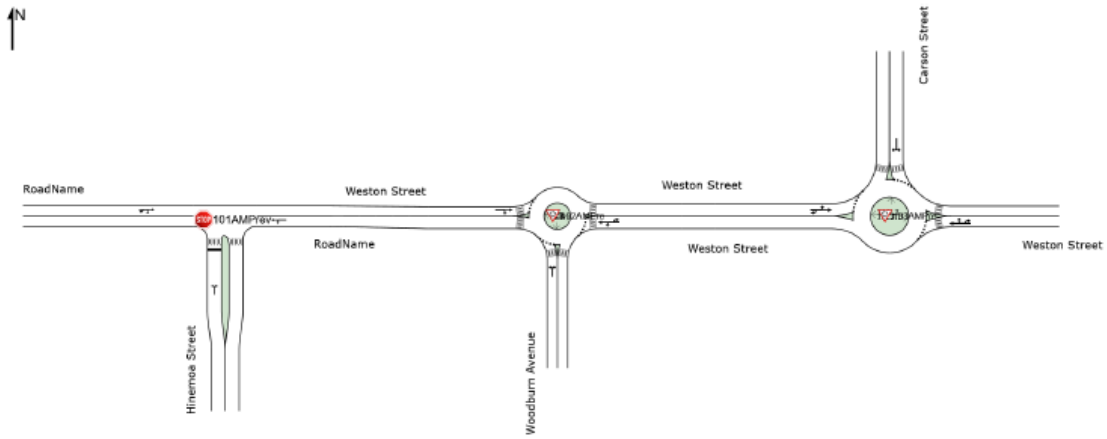


Figure 3: Existing Intersection Network Layout

The **pre-development** SIDRA performance analysis determined that the current operational performance of the existing intersections of Weston Street / Hinemoa Street and Weston Street / Woodburn Avenue are in good operation at a Level of Service (LOS) 'A' during AM and PM peak periods.

The current operational performance of the existing intersection of Weston Street / Carson Street is in good operation at a Level of Service (LOS) 'A' during AM and PM peak periods, with the exception of the east approach leg on Weston Street, which is at an overall LOS 'B' during the PM peak.

Refer to the summary of the results of the SIDRA intersection performance analysis attached in *Appendix 'D'* of this report.

3.4 Existing Transportation Services

The subject site has good access to public transport services in the form of trains and buses. The site is located approximately 400 metres from Panania Railway Station (walking distance), 1.4 km from Revesby Railway Station and 2.1 km from East Hills Railway Station.

Frequent bus services operate along Weston Street, Hinemoa Street and Tower Street, in close proximity to the subject site (i.e. bus routes 923, 924 and S5).

The nearest bus stop is located on Weston Street (bus route 923 and 924) opposite the subject site (approximately **71 metres short walking distance from the subject site)**.

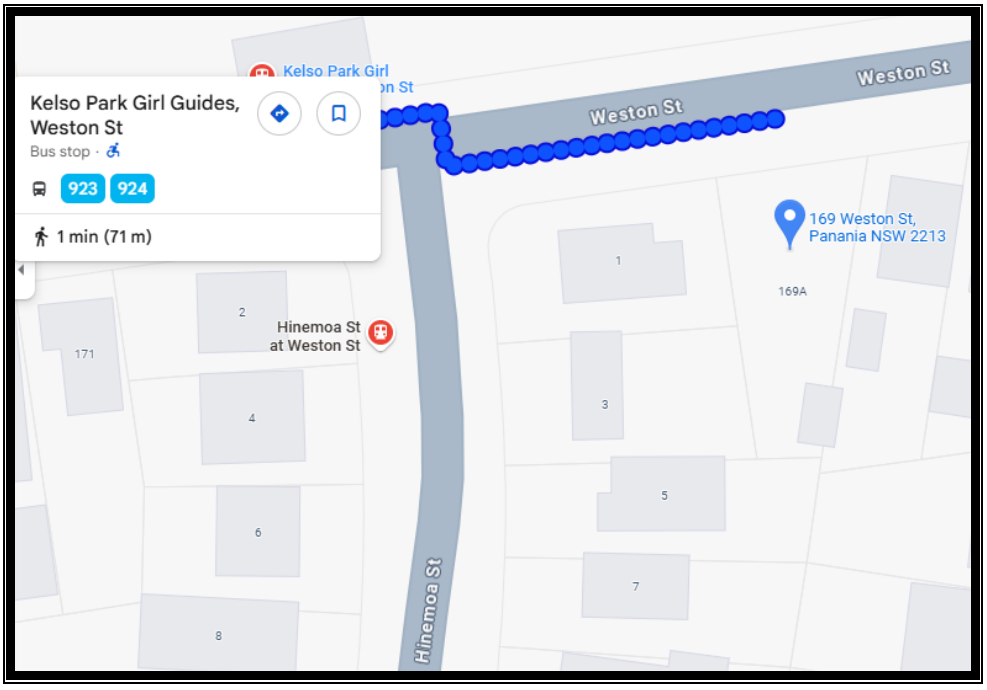


Figure 4: Bus Routes 923 and 924 in front of the subject site

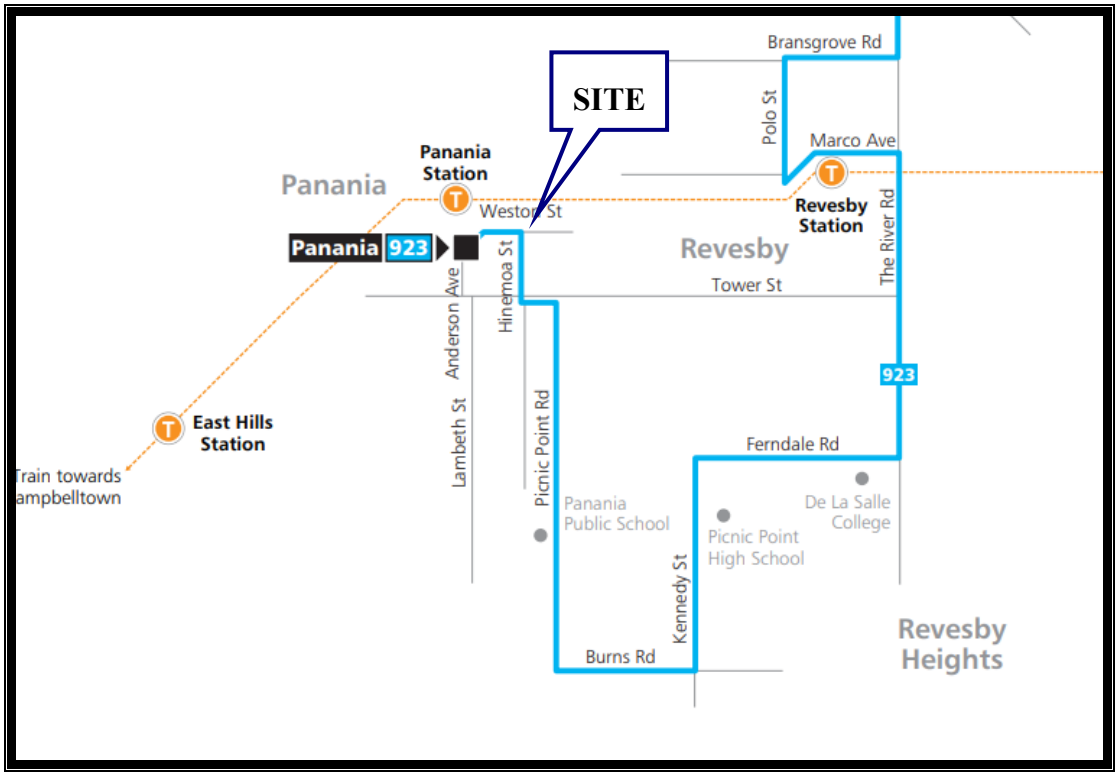


Figure 5: Bus services near the subject site (Bus no. 923)

4 PROPOSED DEVELOPMENT

4.1 Description of the proposal

The proposed development application seeks approval for the demolition of the existing residential dwelling located at **169 Weston Street, Panania**, and the construction of a childcare centre, accommodating up to 36 children places, with basement parking.

The proposed development will include the following:

- Childcare centre accommodating up to thirty-six (36) children:
    - 10 children places between the ages of 0 to 2 years old (3 staff members);
    - 14 children places between the ages of 2 to 3 years old (3 staff members);
    - 12 children places between the ages of 3 to 5 years old (2 staff members).
- A total of seven (7) on-site car parking spaces, with 4 car spaces allocated for staff parking and 3 visitor car parking spaces for the drop-off and pick-up of children (including 1 accessible parking space & an adjacent shared area), in addition to a turning bay and two (2) bicycle storage spaces, in basement level, and two (2) on-street visitor drop-off and pick-up car spaces that are proposed directly in front of the subject site (to be signposted subject to Council's approval).
- There will be a maximum of eight (8) staff members on-site at any given time. The proposed hours of operation of the centre will be from 7.00am to 6.00pm on weekdays only.

Refer to ***Appendix 'A'*** for the proposed development plans.

4.2 Vehicular & Pedestrian Access

The vehicular access to and from the on-site parking facilities will be via a new access driveway crossing to be located in Weston Street (replacing the existing driveway for the subject site). The proposed access driveway is to have a width of 5.6 metres at the boundary, which is adequate for a low volume (Category 1) access driveway in accordance with AS2890.1:2004 – Table 3.2 and SRV access in accordance with AS2890.2:2018.

The access driveway is to provide two-way vehicular movements, where two vehicles can pass each other at the same time without causing delays or congestion to traffic on the street. The proposed access driveway is located more than 6 metres from the tangent point of the adjacent kerbline, in accordance with Figure 3.1 of AS2890.1:2004.

Vehicular access is to be located and constructed in accordance with the requirements of AS2890.1:2004, where vehicles enter and exit the site in a forward direction at all times.

The clear sight line triangle (2.5m x 2m) between the driver's eye view and pedestrians is provided on the exit side of the driveway, as per Figure 3.3 of AS2890.1:2004 and Figure 3.4 of AS2890.2:2018.

A separate pedestrian access gate is also provided at the front of the site to segregate pedestrians and vehicles and improve safety within the site.

4.3 On-site Parking Provision

Canterbury-Bankstown Development Control Plan 2023, Chapter 3, Section 2, requires on-site parking for childcare centres to be provided at a minimum rate of:

- 1 car space per 4 children.
- 1 bicycle space per 4 staff.

Refer to Table 4 below for the required and proposed parking provision for the subject development site:

Age Group	**0-2 years**	**2-3 years**	**3-5 years**	**Total**
Number of children	10	14	12	36
Staff to Children Ratio	1 to 4	1 to 5	1 to 10	-
Number of Staff	3	3	2	8
On-site car parking required (9 car spaces)				**9**
Parking proposed (7 on-site car spaces including 4 staff spaces & 3 visitor spaces + 2 on-street visitor spaces directly in front of the subject site)				**9** **(7 on-site + 2 on-street car spaces) + 2 bicycle spaces**

Table 4: On-site parking requirement and provision

The proposed childcare centre for 36 children places and 8 staff members, would therefore require a minimum of 9 on-site car parking spaces and 2 bicycle storage spaces.

The proposed development provides for a total of seven (7) on-site car parking spaces, with 4 car spaces allocated for staff parking and 3 visitor car parking spaces for the drop-off and pick-up of children (including 1 accessible parking space & an adjacent shared area), in addition to a turning bay and two (2) bicycle storage spaces, in basement level, and two (2) on-street visitor drop-off and pick-up car spaces that are proposed directly in front of the subject site (to be signposted subject to Council's approval).

Therefore, the proposed development has a shortfall of two (2) on-site car parking spaces, however, this is considered acceptable at this location, given the ample on-street parking opportunities and the site having great and convenient access to existing public transport services in the local area.

Recommendation for on-street parking restrictions (drop-off & pick-up zone)

In order to reduce the impacts of the shortfall in on-site car parking and provide an additional short-term parking facility, it is recommended to install an on-street drop-off/ pick-up zone with signposted **'10-min parking 7:00am to 9:00am and 3.00pm to 6:00pm from Mon-Fri'** restrictions for a distance of 11 metres (accommodating 2 car parking spaces) directly in front of the subject site, subject to Council approval.

The above recommendations for two signposted on-street parking spaces is acceptable and common in the Canterbury-Bankstown LGA and has been approved by Council for existing childcare centres, such as the one located at 24 Kennedy Street, Panania (as shown in the photos below).

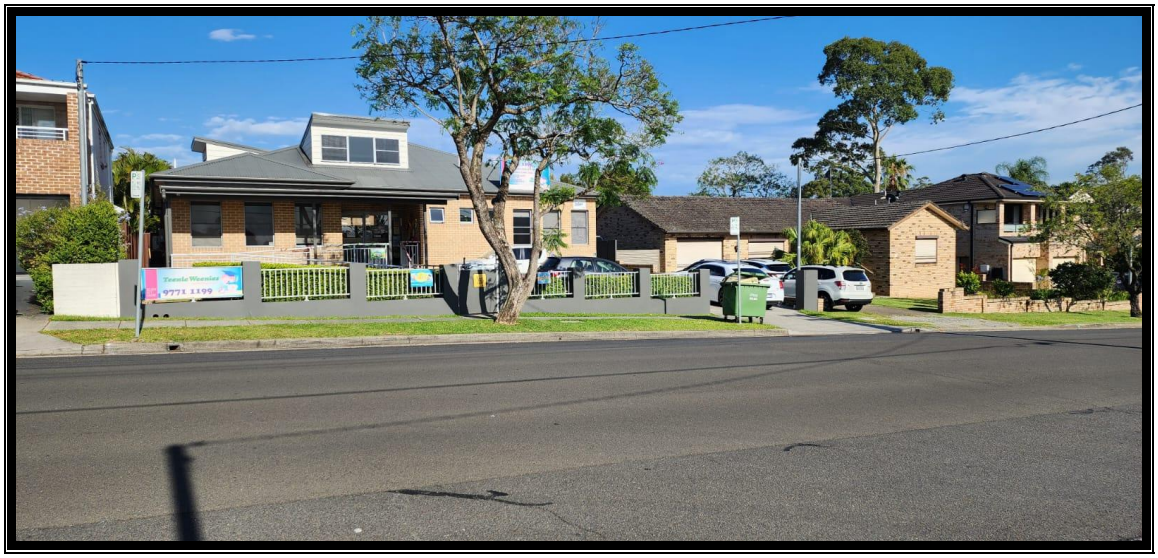


Photo 4: Frontage of existing childcare centre at 24 Kennedy Street, Panania with signposted 10min drop-off and pick-up zone on street

Photo 5: Existing childcare centre at 24 Kennedy Street, Panania with signposted 10min drop-off and pick-up zone on street

It should be noted that the process of dropping-off and picking-up a child takes an average of 7 minutes, according to the *RMS Guide to Traffic Generating Developments* which indicates an average length of stay being 6.8 minutes, therefore, the utilisation of a couple on-street car spaces during the morning pick-up and afternoon drop-off periods would not have any adverse impacts on on-street parking for adjoining properties and is worthy of being supported at this location, to provide a much needed childcare facility for the local community.

4.4 On-site Parking Layout and Circulation

The layout of the on-site car parking area and manoeuvring arrangements has been designed to enhance vehicular and pedestrian access, where vehicles enter and exit the site in a forward direction, through the provision of adequate internal aisle width and turning space.

AS2890.1:2004 Parking facilities Part 1: Off-street car parking requires a minimum parking space width of 2.4 meters (for User Class 1A staff parking) and 2.6 metres (for User Class 3 short-term visitor parking) and a minimum length of 5.4 meters. The proposed on-site car spaces have a minimum width of 2.4 metres for staff and a width of 2.6 metres for visitors and a length of 5.4 meters each, which is adequate.

The accessible car parking space has a width of 2.4 metres, in addition to an adjacent 2.4 metres wide shared area, which is adequate in accordance with AS2890.6:2009 (and the updated AS2890.6:2022).

Car parking spaces adjacent to walls or obstructions have been made wider than the minimum width, to accommodate full door opening in accordance with Clause 2.4.2(d) of AS2890.1:2004.

Clause 2.4.2 of AS2890.1:2004 requires a minimum aisle width of 5.8 metres for two-way aisles, adjacent to 90º angle parking. The proposed aisle has a minimum width of 6.5 metres, which is adequate for two-way traffic and manoeuvring into and out of parking spaces.

A 2.6 metres wide turning bay is provided within the basement level**,** which allows vehicles to undertake a 3-point turn and exit in a forward direction, if all other car parking spaces are occupied, as demonstrated in the vehicle swept paths diagrams attached in *Appendix 'B'* of this report.

The ramp to the basement level has a minimum clear width of 5.6 metres, in addition to a 300mm kerb on either side and has a maximum grade of 1:20 (5%) for the first 5 metres within the site. It has a maximum grade of 1:8 (12.5%) over the next 5.8 metres of the ramp, which is adequate.

A minimum 2.2 metres headroom clearance is to be provided from the car park basement level to the underside of all services conduits and suspended stormwater pipelines, in accordance with Clause 5.3.1 of AS2890.1:2004. A “Maximum Headroom Clearance 2.2m” sign is to be erected at the entrance to the basement level and is to be clearly visible to all drivers.

A minimum 2.5 meters headroom clearance is to be provided above the accessible parking space and its adjacent shared zone in accordance with Clause 2.4 of AS2890.6:2009 (and the updated AS2890.6:2022).

A traffic convex mirror is to be installed at the bottom of the vehicular ramp, to provide drivers with further assistance with viewing oncoming traffic, as an additional safety and traffic management measure.

All vehicular manoeuvring within the site has been designed and checked using the SRV, B99 and B85 standard design vehicle turning paths from AS2890.1:2004 and Austroads. Refer to the vehicle swept paths diagrams attached in *Appendix ‘B’* of this report.

Therefore, the car parking layout and vehicular circulation are adequate in accordance with AS2890.1:2004, AS2890.2:2018 and AS2890.6:2009 (and the updated AS2890.6:2022), where vehicles are to enter and exit the site in a forward direction at all times.

4.5 Waste Collection & Deliveries

Waste collection will be undertaken on-site within the temporary loading bay located in basement level (vacant car spaces 1 and 2), by a private waste contractor that utilise a compact Small Rigid Vehicle (mini SRV 6.4 metres in length), **outside of morning drop-off and afternoon pick-up peak periods** (between 10.00am and 2.00pm). Refer to the SRV vehicle swept paths diagrams attached in *Appendix ‘B’* of this report.

5 ON-STREET PARKING PROVISION

5.1 Existing Parking Controls

The subject site is located in a mainly residential area, where unrestricted parking is generally permitted along both sides Weston Street, with the exception of the signposted “No Stopping” near its intersecting roads and the signposted “Bus Zone” opposite its intersection with Hinemoa Street. Parking closer to its extension with Anderson Avenue is restricted to signposted ‘1-Hour Parking 8:30am – 6:00pm Mon – Fri and 8:30am – 12:30pm Sat’, as well as ‘No Stopping’ and ‘Bus Zone’.

5.2 Impacts of Proposed Development on Parking

The parking demand resulting from the proposed childcare centre development can be accommodated within the proposed adequate on-site car and bicycle parking spaces for staff and visitors, in addition to on-street parking. The subject site has good access to existing public transport in the form of train and bus services.

Therefore, the proposed development will not have adverse impacts on parking in the surrounding area.

6 EXTERNAL TRAFFIC IMPACT

6.1 Estimated Future Traffic Generation

An indication of the potential traffic generation of the proposed development is provided by the ***TfNSW Guide to Transport Impact Assessment - 2024***.

The Guide specifies the following traffic generation rates for long-day care centres:

- 0.81 peak period vehicle trips per child between 7.00am and 9.00am; and
- 0.8 peak period vehicle trips per child between 4.00pm and 6.00pm.

Therefore, the proposed development with a total of 36 children places has a total estimated traffic generation as follows:

- **30** morning peak period vehicle trips (**15 In** and **15 Out trips**); and
- **29** afternoon peak period vehicle trips (**14 In** and **15 Out trips**).

6.2 Projected Intersection Performance (post-development)

Average Vehicle Delay (AVD) and Level of Service (LOS) – The AVD and LOS provides a measure of the operational performance of an intersection, as indicated in Table 4.2 of the Roads & Maritime Services "*Guide to Traffic Generating Developments - 2002*" (shown below).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

Table 4.2: Level of Service Criteria for intersections (RMS Guide)

A **post-development** SIDRA intersection performance modelling analysis was undertaken for the intersections of Weston Street / Hinemoa Street, Weston Street / Carson Street and Weston Street / Woodburn Avenue in the vicinity of the subject site, in conjunction with the proposed site access driveway, and it was modelled as the proposed network layout as shown in Figure 6 below.

Refer to the summary of the results of the SIDRA intersection performance analysis (undertaken for pre & post development, including the 10-year future growth) attached in *Appendix 'D'* of this report.

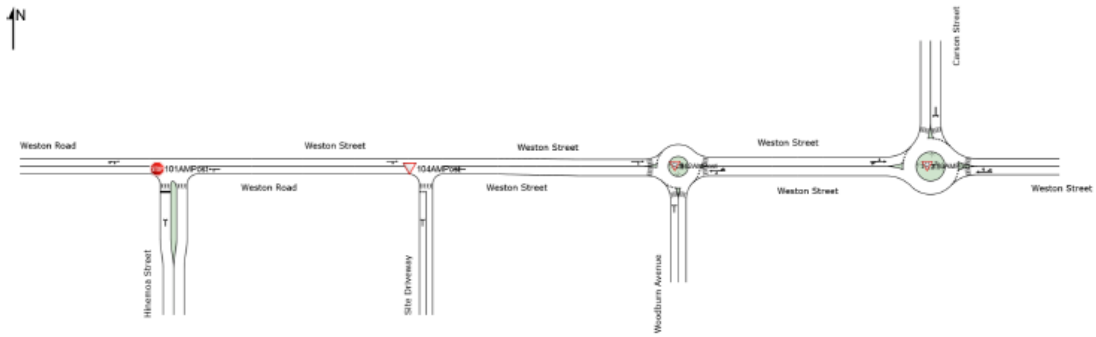


Figure 6: Intersection Network Layout

The following assumptions have been considered and adopted in the SIDRA Network Intersection modelling for the post-development conditions considering that the main access to and from the subject site is through Weston Street:

- Morning and afternoon peak traffic generation from *RMS Guide to Traffic Generating Developments* has been used, as outlined in Section 6.1 of this report.
- AM & PM Traffic generated by the development was equally adopted for inbound and outbound traffic.
- The distribution of traffic generated from the development at the **modelled intersections** has been assigned based on existing traffic patterns at the approaching and departing legs of these intersections, as well as observed driver behaviour.

- Pre-development network analysis is modelled for the base year (2025) and 10 years of future growth (2035) in surrounding traffic. The annual traffic growth rate for the 10-year future period was based on the SIDRA intersection analysis software, which allows for future analysis of surrounding traffic by applying a uniform growth rate of 2% for each year over the 10-year period.
- Post-development network analysis is modelled for when the childcare centre development is in operation and after 10 years of future growth in surrounding traffic.

These assumptions will result in the development trip distribution shown in Figures 7 and 8 for relevant traffic movement and modelled intersection.

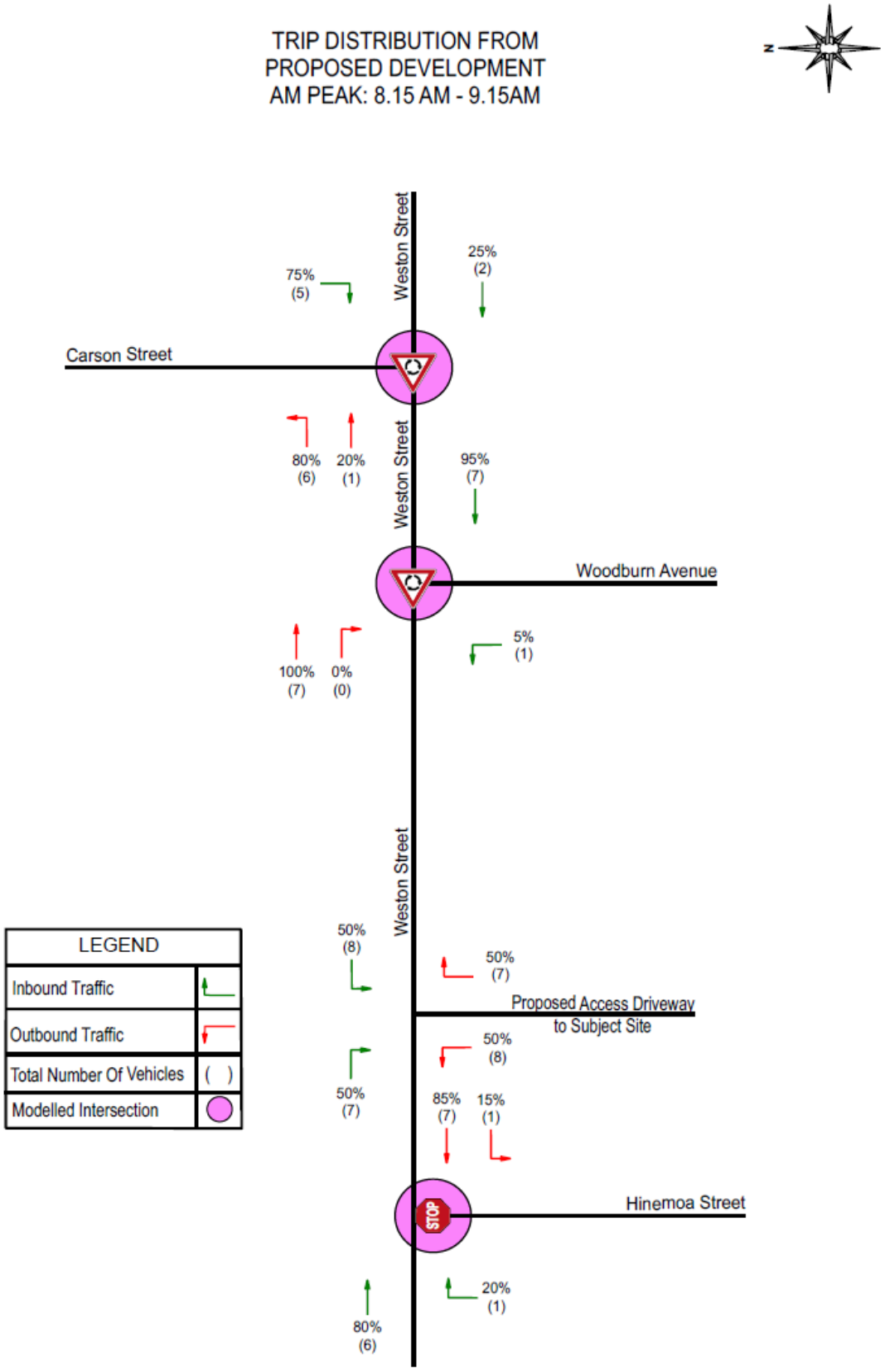


Figure 7: Development Traffic Distribution on the Surrounding Road Network – **AM Peak**

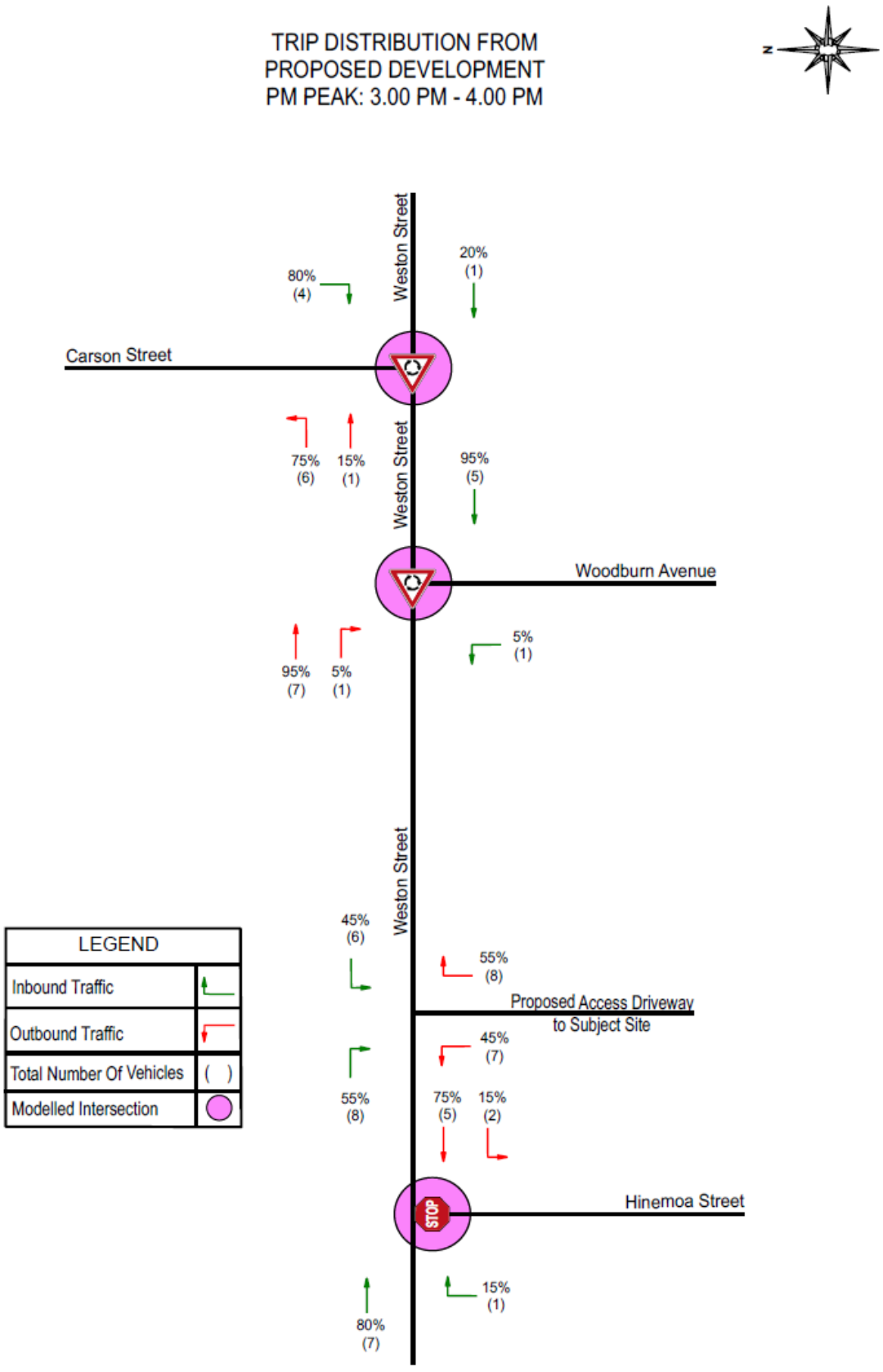


Figure 8: Development Traffic Distribution on the Surrounding Road Network – **PM Peak**

The outcome of the SIDRA modelling

A summary of the results of the SIDRA intersection performance analysis has been provided in Tables 5 to 12 below, as well as the SIDRA Movement Summary Tables attached in *Appendix 'D'* of this report.

Modelled Peak	Average LOS	Average Delay (sec)	DOS (Veh/C)
Base Year 2025 – Pre-Development	A	2.5	0.094
Base Year 2025 – Post Development	A	2.4	0.098
Future Year 2035 – Pre-Development	A	2.6	0.114
Future Year 2035 – Post Development	A	2.5	0.119

Table 5: Network SIDRA Modelling – Weston St / Hinemoa St – 8.15am – 9.15am

Modelled Peak	Average LOS	Average Delay (sec)	DOS (Veh/C)
Base Year 2025 – Pre-Development	A	2.3	0.136
Base Year 2025 – Post Development	A	2.2	0.140
Future Year 2035 – Pre-Development	A	2.4	0.164
Future Year 2035 – Post Development	A	2.3	0.169

Table 6: Network SIDRA Modelling – Weston St / Hinemoa St – 3.00pm – 4.00pm

Modelled Peak	Average LOS	Average Delay (sec)	DOS (Veh/C)
Base Year 2025 – Pre-Development	A	9.7	0.722
Base Year 2025 – Post Development	A	10.0	0.782
Future Year 2035 – Pre-Development	C	41.1	1.039
Future Year 2035 – Post Development	D	43.6	1.036

Table 7: Network SIDRA Modelling – Weston St / Carson St – 8.15am – 9.15am

Modelled Peak	Average LOS	Average Delay (sec)	DOS (Veh/C)
Base Year 2025 – Pre-Development	A	11.5	0.834
Base Year 2025 – Post Development	A	11.9	0.841
Future Year 2035 – Pre-Development	F	87.7	1.120
Future Year 2035 – Post Development	F	90.5	1.124

Table 8: Network SIDRA Modelling – Weston St / Carson St – 3.00pm – 4.00pm

Modelled Peak	Average LOS	Average Delay (sec)	DOS (Veh/C)
Base Year 2025 – Pre-Development	A	7.3	0.826
Base Year 2025 – Post Development	A	7.5	0.835
Future Year 2035 – Pre-Development	B	23.8	1.025
Future Year 2035 – Post Development	B	26.9	1.037

Table 9: Network SIDRA Modelling – Weston St / Woodburn Ave – 8.15am – 9.15am

Modelled Peak	Average LOS	Average Delay (sec)	DOS (Veh/C)
Base Year 2025 – Pre-Development	A	5.8	0.707
Base Year 2025 – Post Development	A	5.9	0.712
Future Year 2035 – Pre-Development	A	8.0	0.854
Future Year 2035 – Post Development	A	8.3	0.859

Table 10: Network SIDRA Modelling – Weston St / Woodburn Ave – 3.00pm – 4.00pm

Modelled Peak	Average LOS	Average Delay (sec)	DOS (Veh/C)
Base Year 2025 – Post Development	A	0.4	0.090
Future Year 2035 – Post Development	A	0.4	0.107

Table 11: Network SIDRA Modelling – Weston St / Site Driveway – 8.15am – 9.15am

Modelled Peak	Average LOS	Average Delay (sec)	DOS (Veh/C)
Base Year 2025 – Post Development	A	0.4	0.089
Future Year 2035 – Post Development	A	0.4	0.103

Table 12: Network SIDRA Modelling – Weston St / Site Driveway – 3.00pm – 4.00pm

The SIDRA analysis results indicate that the proposed development will have minimal impact on the operational performance of key intersections in the study area, both in the base year and the 10-year future scenarios.

Base Year findings:

- The predicted overall operational performance at the intersections of Weston Street / Hinemoa Street, Weston Street / Carson Street and Weston Street / Woodburn Avenue, **with the development**, will remain unchanged during the weekday AM and PM peak periods, as outlined in Section 3.3 of this report.

Future Year findings:

- In the 10-year scenario **without the development**, the intersection of Weston Street / Hinemoa Street will continue to operate at LOS 'A' during the weekday AM and PM peak periods.
- The intersection of Weston Street / Woodburn Street, **without the development**, will continue to operate at its current levels of service during PM peak period. However, during the AM peak, the overall LOS will change from LOS 'A' to LOS 'B', with the exception of the south approach leg of Woodburn Avenue, which will change from LOS 'A' to LOS 'D'.
- The intersection of Weston Street / Carson Street, **without the development**, during the AM peak, will change from an overall LOS 'A' to LOS 'B', with the exception of the east approach leg of Weston Street which will go from LOS 'A' to LOS 'D', and the west approach leg of Weston Street which will go from LOS 'A' to LOS 'F'. During the PM peak, the overall LOS will change from LOS 'A' to LOS 'F', with the exception of the west approach leg of Weston Street, which will change from LOS 'A' to LOS 'B'.
- Notably, the **proposed development** is not expected to alter these future LOS outcomes, with the intersections of Weston Street / Hinemoa Street, Weston Street / Woodburn Avenue maintaining the same levels of service as projected in the without subject development scenario.
- Further, **with the proposed development**, the intersection of Weston Street / Carson Street is expected to maintain the same levels of service as projected in the without development scenario during the PM peak. However, during the AM peak, the intersection is expected to operate at the same levels of service, with the exception of the west approach leg of Weston Street which is expected to change from LOS 'D' to LOS 'E', with an increase in average delay from 53.2 seconds to 63.4 seconds (increase in 10 seconds), and an increase in back of queue from 15 vehicles to 17 vehicles.

Therefore, the estimated traffic generation from the proposed development will have a low impact on current traffic flows on Weston Street and surrounding streets, ensuring that the operational performance of existing key intersections remains at acceptable levels without adverse effects.

7 CONCLUSION

It can be concluded from the traffic and parking impact assessment that the proposed childcare centre development at **169 Weston Street, Panania** will not have adverse impacts on existing traffic or parking conditions and is worthy of Council's support in its current form.

- The current traffic flows on the subject section of Weston Street are appropriate for a local road, in a mainly residential area, where traffic is free flowing without major queuing or delays near the subject site in peak hours, with spare capacity.

- The estimated traffic generation from the proposed development is of low impact on existing flows on Weston Street and surrounding streets and will not have adverse impacts on the current operational performance of the subject existing intersections, which will continue to operate at the same levels of service. The traffic generated by the proposed childcare centre development can be readily accommodated within the existing road network.

- The potential increase in the number of vehicle movements in and about Weston Street and adjacent streets will not have adverse impacts on the amenity of the area.

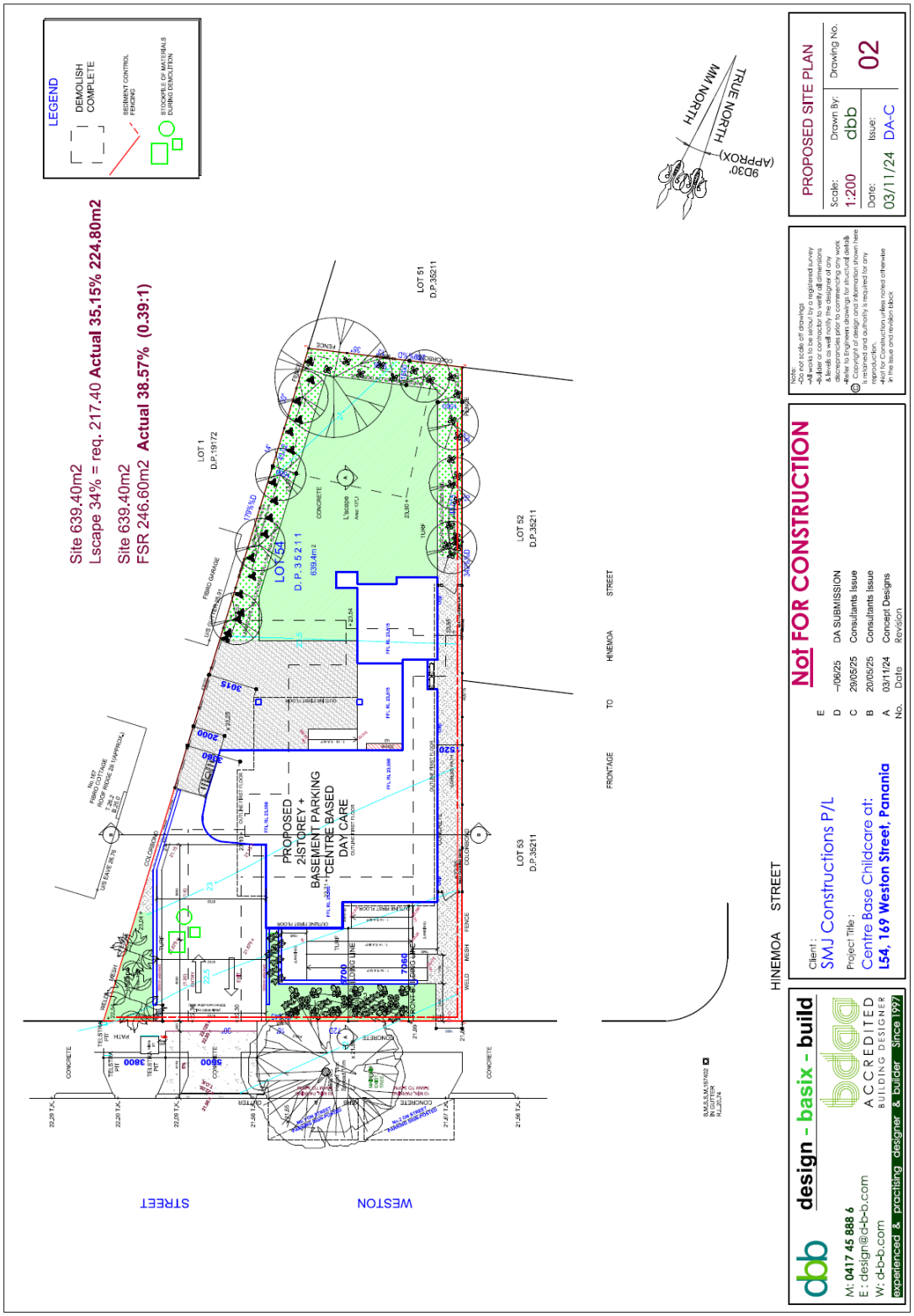
- The parking demand resulting from the proposed childcare centre can be easily accommodated within the proposed adequate on-site car and bicycle parking for both staff and visitors/parents, in addition to on-street parking.

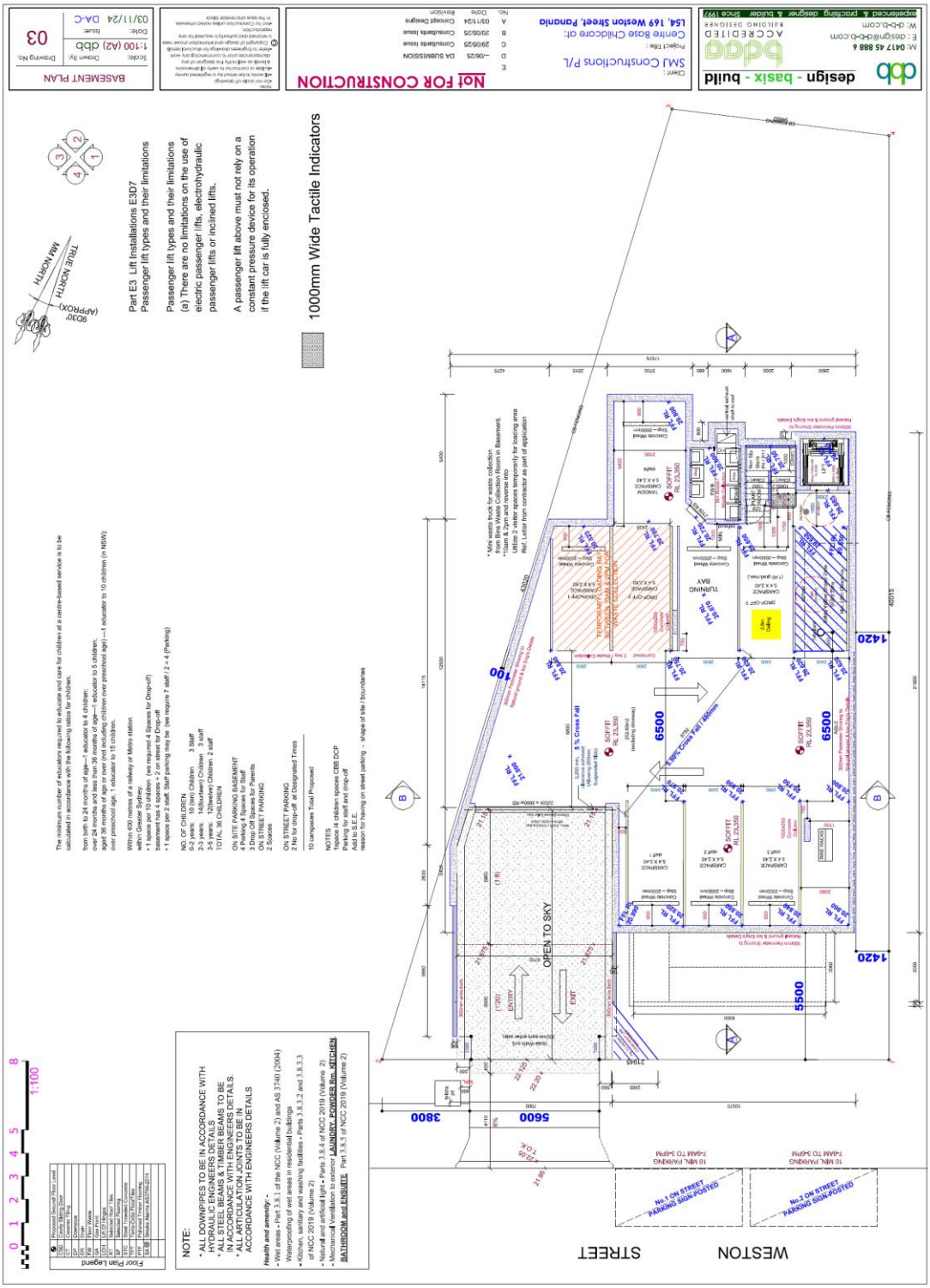
- In order to reduce the impacts of the shortfall in on-site car parking and provide an additional short-term parking facility, it is recommended to install an on-street drop-off/ pick-up zone with signposted '10-min parking 7:00am to 9:00am and 3.00pm to 6:00pm from Mon-Fri' restrictions for a distance of 11 metres (accommodating 2 car parking spaces) directly in front of the subject site, subject to Council approval.

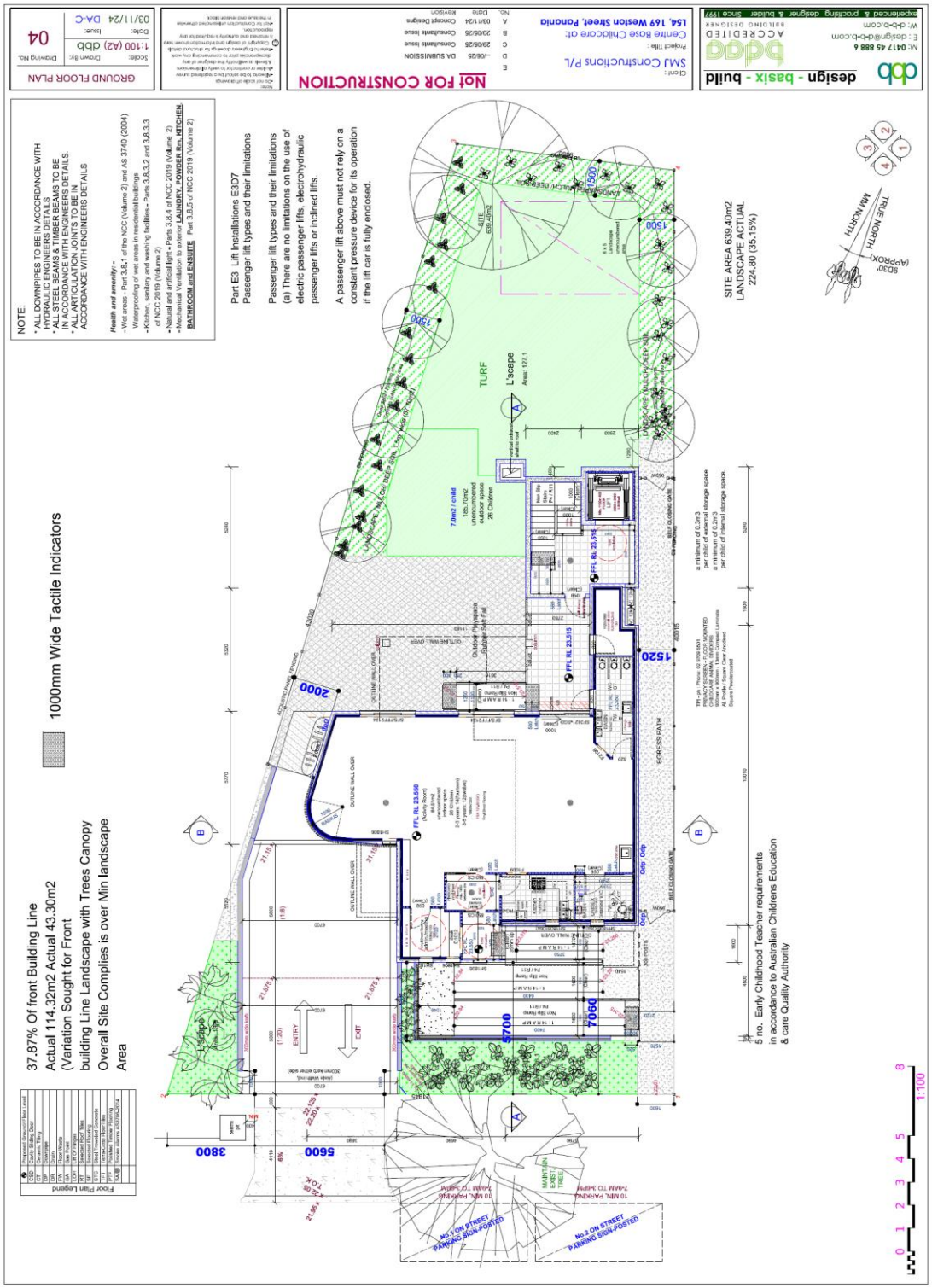
- The on-site vehicular access, car parking layout and vehicular circulation is adequate for the proposed development and in accordance with AS2890.1:2004, AS2890.2:2018 and AS2890.6:2009 (and the updated AS2890.6:2022), where vehicles are to enter and exit the site in a forward direction at all times.

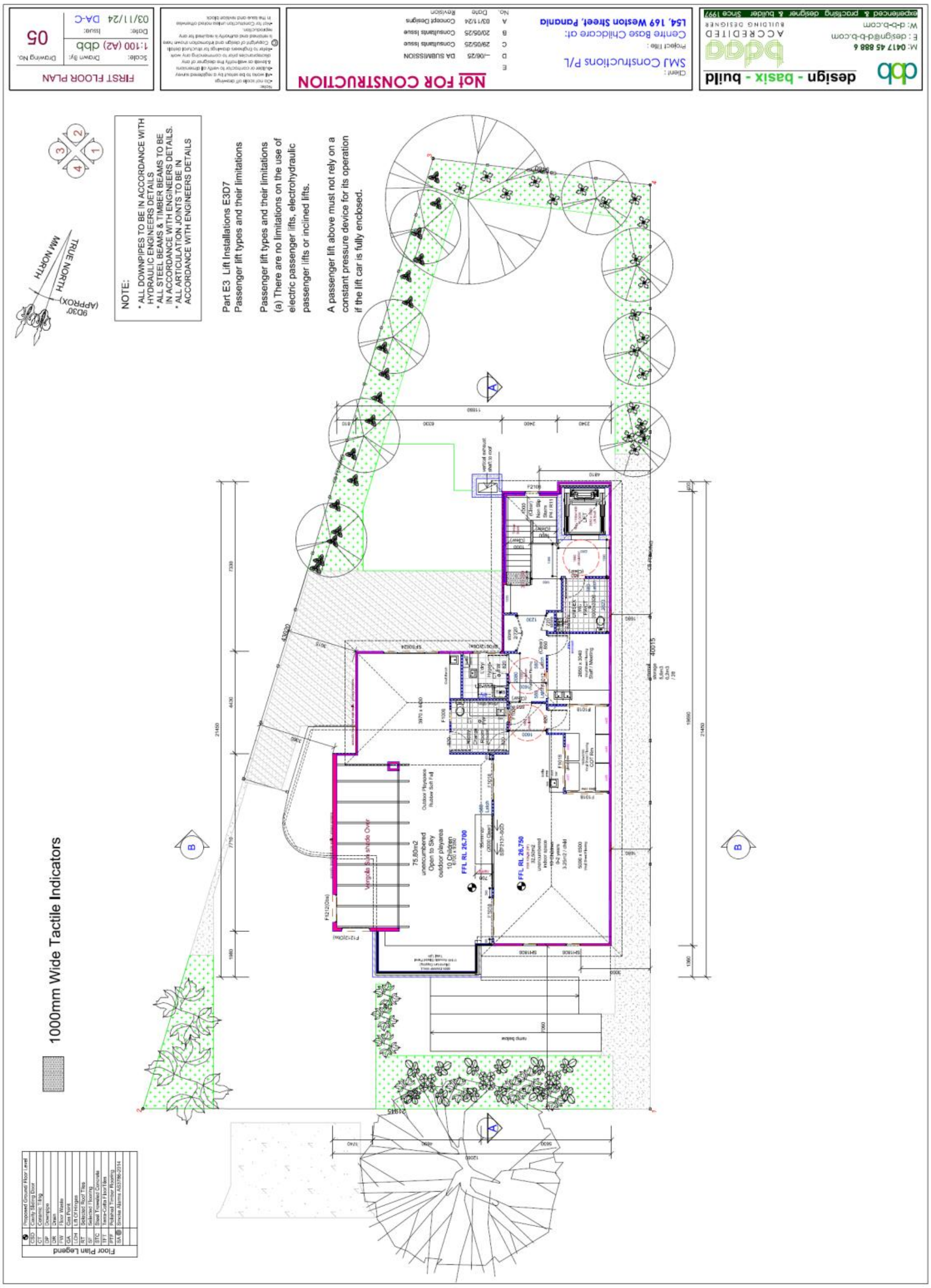
- The subject site has good access to existing public transport services.
- The proposed development will not have adverse impact on parking in the surrounding area.

Appendix 'A' – Proposed Development Plans


LEGEND
DEMOLISH COMPLETE
SEDIMENT CONTROL FENCING
STOCKPILE OF MATERIALS DURING DEMOLITION
Site 639.40m2
Lscape 34% = req. 217.40 Actual 35.15% 224.80m2
Site 639.40m2
FSR 246.60m2 Actual 38.57% (0.39:1)
MM NORTH
TRUE NORTH
9D30' (APPROX)
LOT 1 D.P.19172
LOT 51 D.P.35211
LOT 52 D.P.35211
LOT 53 D.P.35211
LOT 54 D. P. 35211 639.4m²
PROPOSED 2/STOREY + BASEMENT PARKING CENTRE BASED DAY CARE
HINEMOA STREET
FRONTAGE TO HINEMOA STREET
WESTON STREET
Not FOR CONSTRUCTION
PROPOSED SITE PLAN
Scale: 1:200
Drawn By: dbb
Drawing No. 02
Date: 03/11/24
Issue: DA-C
Client : SMJ Constructions P/L
Project Title : Centre Base Childcare at:
L54, 169 Weston Street, Panania
E DA SUBMISSION
D 06/25
C 29/05/25 Consultants Issue
B 20/05/25 Consultants Issue
A 03/11/24 Concept Designs
No. Date Revision
design - basix - build
M: 0417 45 888 6
E : design@d-b-b.com
W: d-b-b.com
ACCREDITED BUILDING DESIGNER
experienced & practicing designer & builder Since 1992

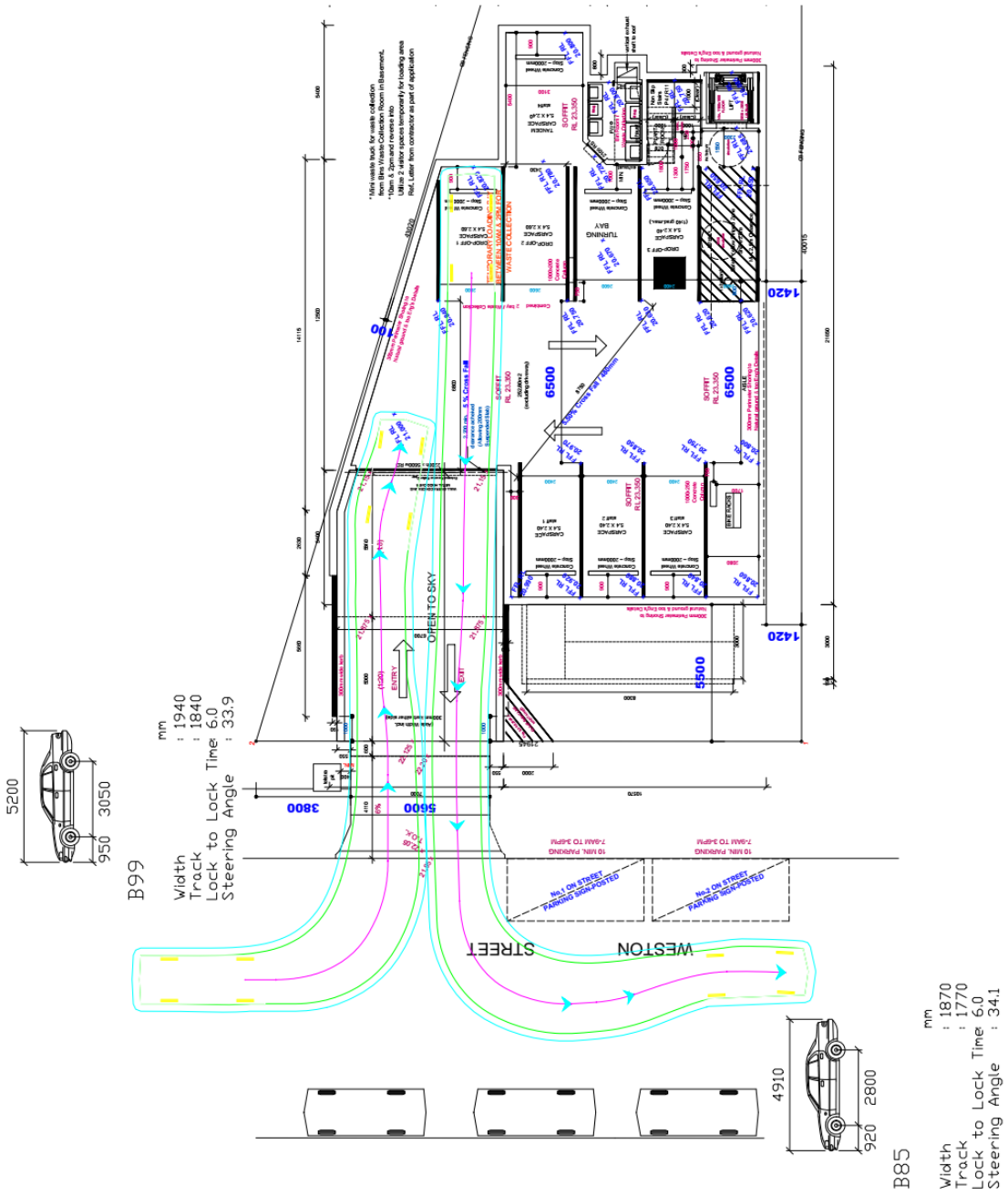

NOT FOR CONSTRUCTION
BASEMENT PLAN
design - basix - build
Part E3 Lift Installations E3D7
Passenger lift types and their limitations
Passenger lift types and their limitations (a) There are no limitations on the use of electric passenger lifts, electrohydraulic passenger lifts or inclined lifts.
A passenger lift above must not rely on a constant pressure device for its operation if the lift car is fully enclosed.
1000mm Wide Tactile Indicators
Floor Plan Legend
NOTE:
* ALL DOWNPIPES TO BE IN ACCORDANCE WITH HYDRAULIC ENGINEERS DETAILS
* ALL STEEL BEAMS & TIMBER BEAMS TO BE IN ACCORDANCE WITH ENGINEERS DETAILS.
* ALL RETAINING WALLS TO BE IN ACCORDANCE WITH ENGINEERS DETAILS
OPEN TO SKY
WESTON STREET
No.1 ON STREET PARKING SIGN-POSTED
No.2 ON STREET PARKING SIGN-POSTED

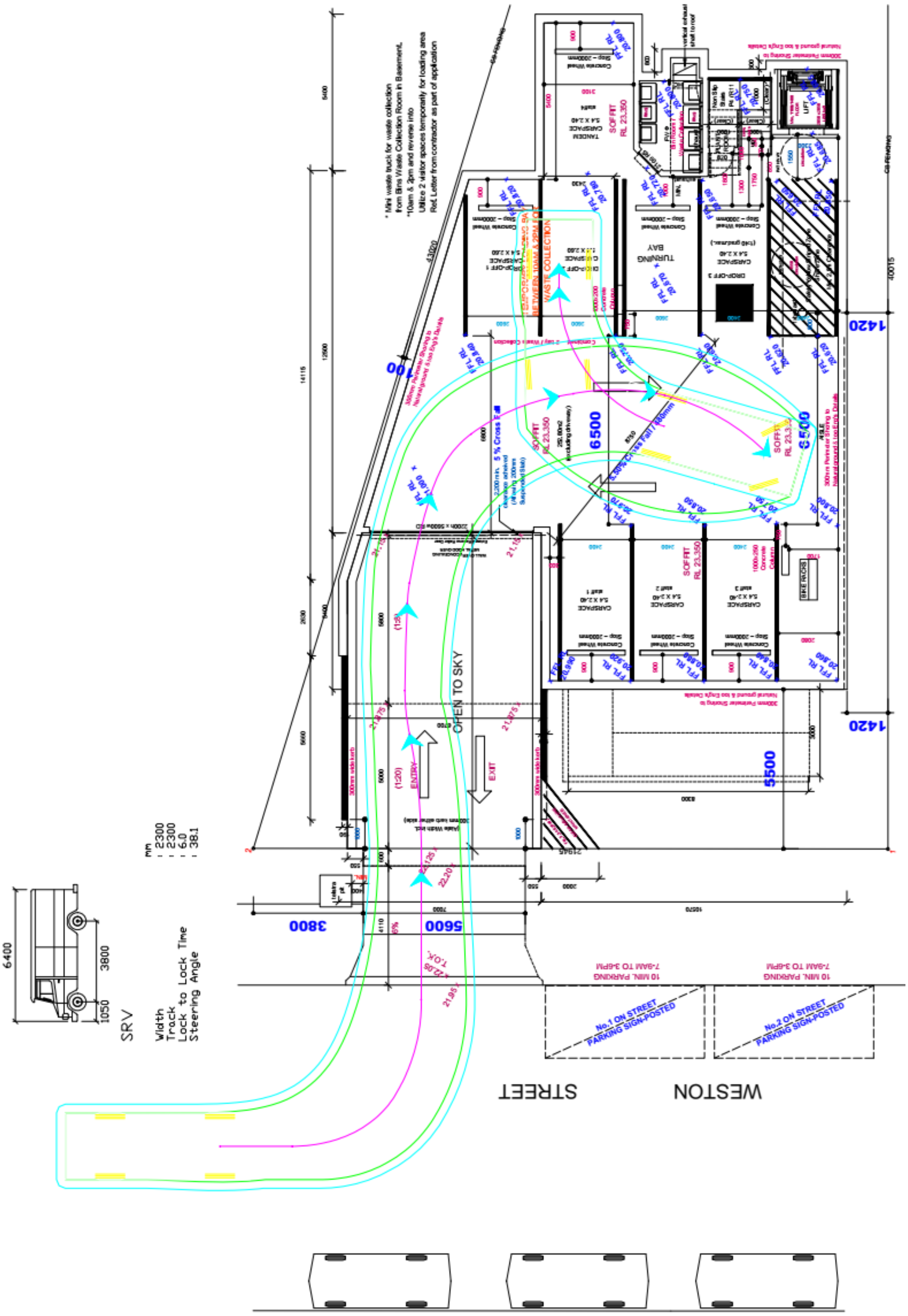

NOT FOR CONSTRUCTION
GROUND FLOOR PLAN
SITE AREA 639.40m2
LANDSCAPE ACTUAL
224.80 (35.15%)
1000mm Wide Tactile Indicators
37.87% Of front Building Line
Actual 114.32m2 Actual 43.30m2
(Variation Sought for Front
building Line Landscape with Trees Canopy
Overall Site Complies is over Min landscape
Area
5 no. Early Childhood Teacher requirements
in accordance to Australian Childrens Education
& care Quality Authority
TURF
L'scape
EGRESS PATH
ENTRY
EXIT
7060
5700
5600
3800
1520
2000
1500
1900
TRUE NORTH
MN NORTH
(APPROX)
9030'
NO 1 ON STREET PARKING SIGN POSTED
NO 3 ON STREET PARKING SIGN POSTED
10 MIN. PARKING 7:00AM TO 3:00PM
MAINTAIN EXISTING TREE
Floor Plan Legend
1:100 (A2) dbb
03/11/24 DA-C
04

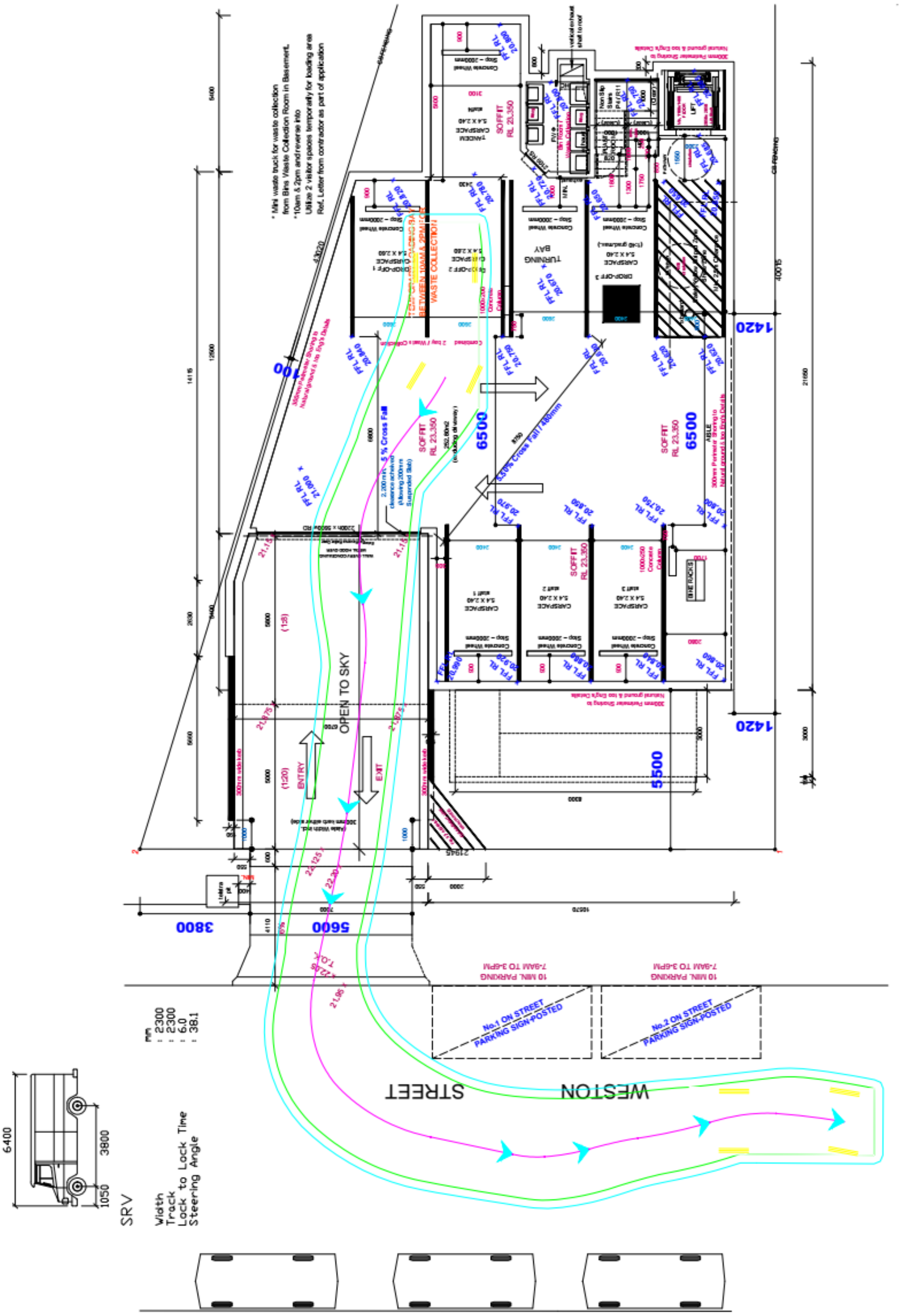

design - basix - build
SMJ Constructions P/L
Centre Base Childcare at:
L54, 169 Weston Street, Panania
Not FOR CONSTRUCTION
FIRST FLOOR PLAN
05
1:100 (A2) dbb
03/11/24 DA-C
NOTE:
• ALL DOWNPIPES TO BE IN ACCORDANCE WITH HYDRAULIC ENGINEERS DETAILS
• ALL STEEL BEAMS & TIMBER BEAMS TO BE IN ACCORDANCE WITH ENGINEERS DETAILS.
• ALL ARTICULATION JOINTS TO BE IN ACCORDANCE WITH ENGINEERS DETAILS
Part E3 Lift Installations E3D7
Passenger lift types and their limitations
Passenger lift types and their limitations
(a) There are no limitations on the use of electric passenger lifts, electrohydraulic passenger lifts or inclined lifts.
A passenger lift above must not rely on a constant pressure device for its operation if the lift car is fully enclosed.
TRUE NORTH
MM NORTH
1000mm Wide Tactile Indicators
Floor Plan Legend

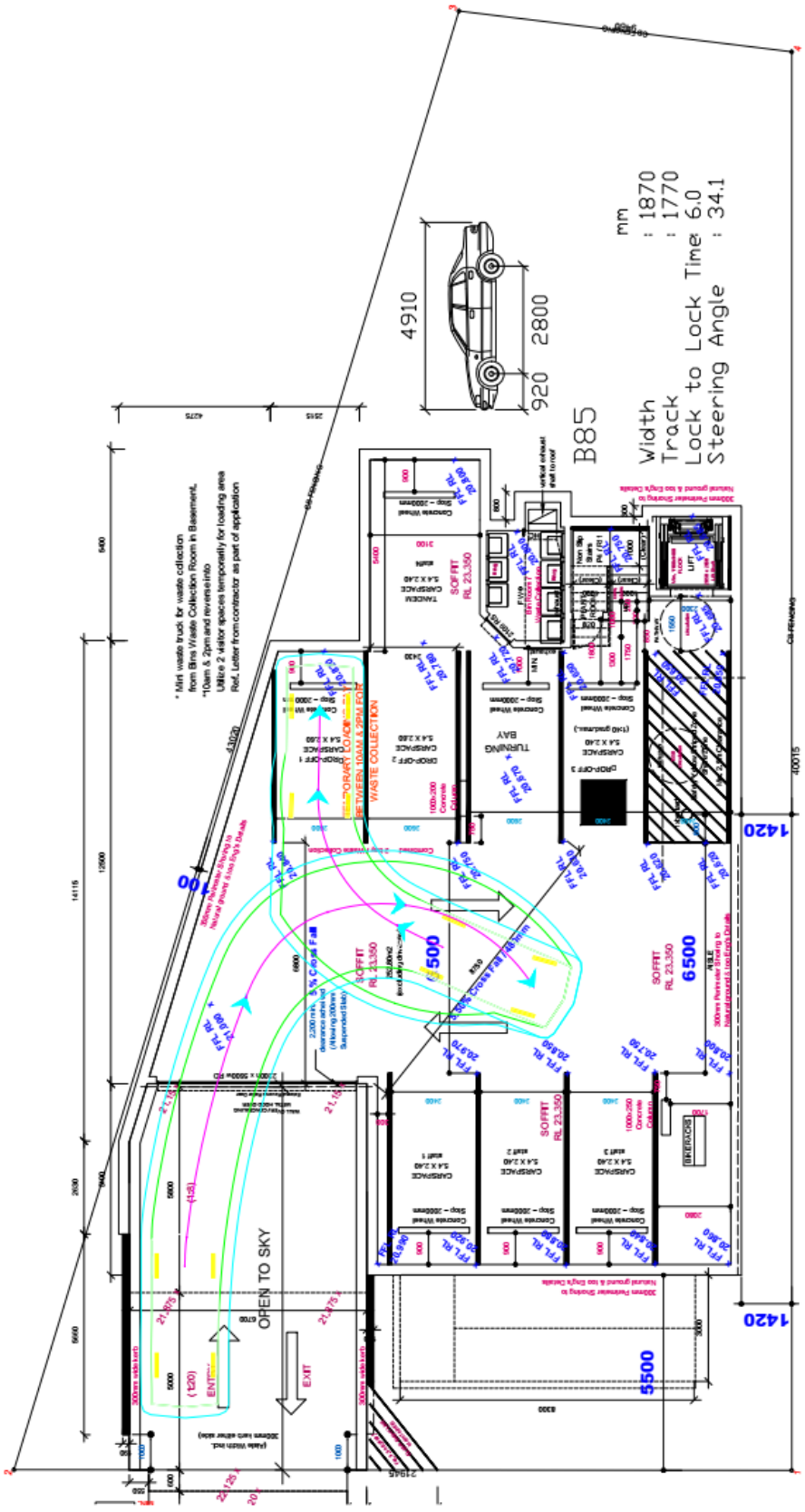

SECTION A - A
SECTION B - B
NOT FOR CONSTRUCTION
154, 169 Weston Street, Panania
SMJ Constructions P/L
Centre Base Childcare a:
design - basix - build
SECTIONS
1:100 (A2) dbb
03/11/24 DA-C
11
Elevation Legend
Selected Roof Tiles
Rendered Brickwork
Cement Render
Axon vertical cladding
Apolic Cladding
Obscure Glazing
Hebridex cladding/render

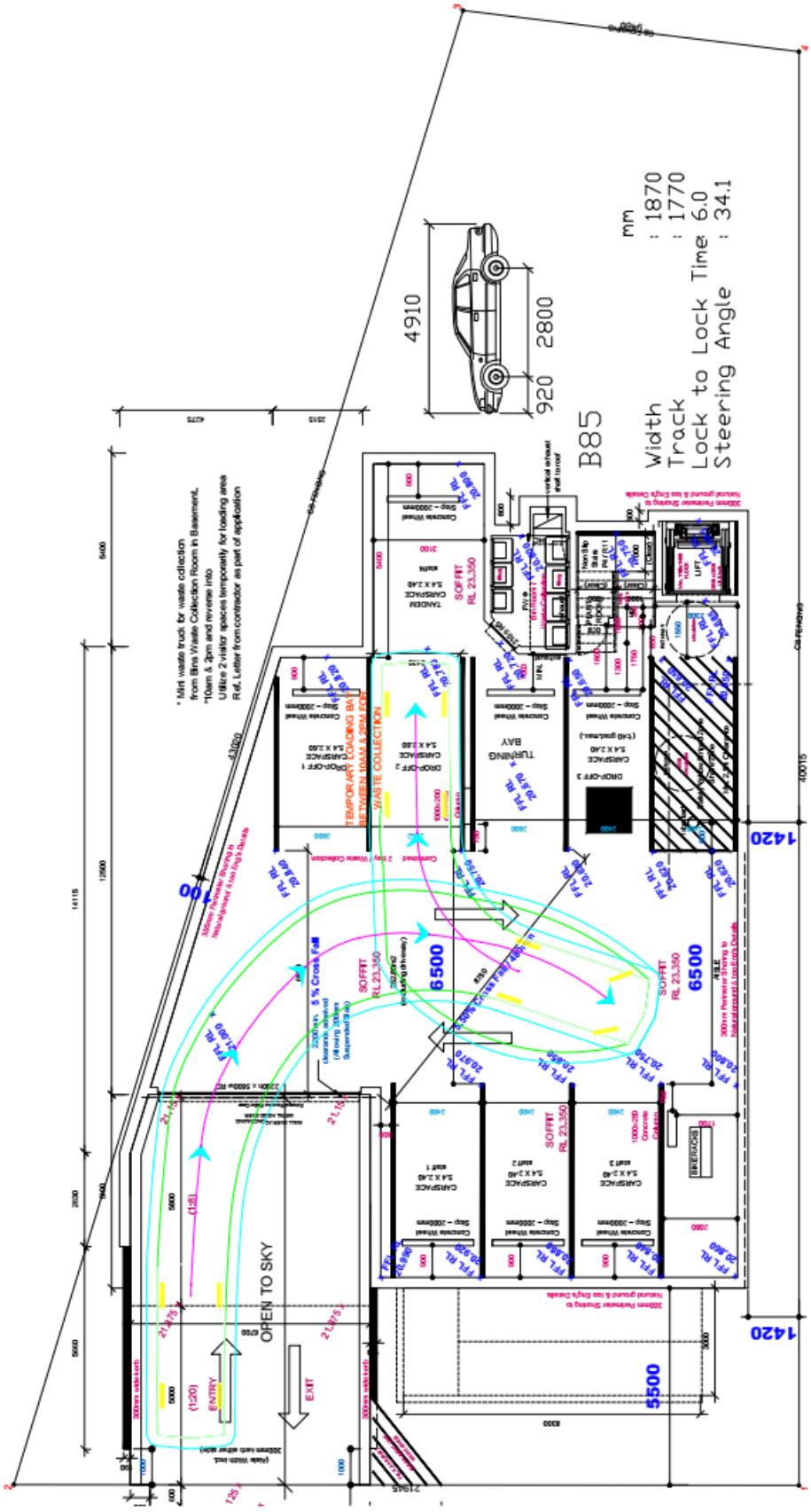
Appendix 'B' – Vehicle Swept Paths

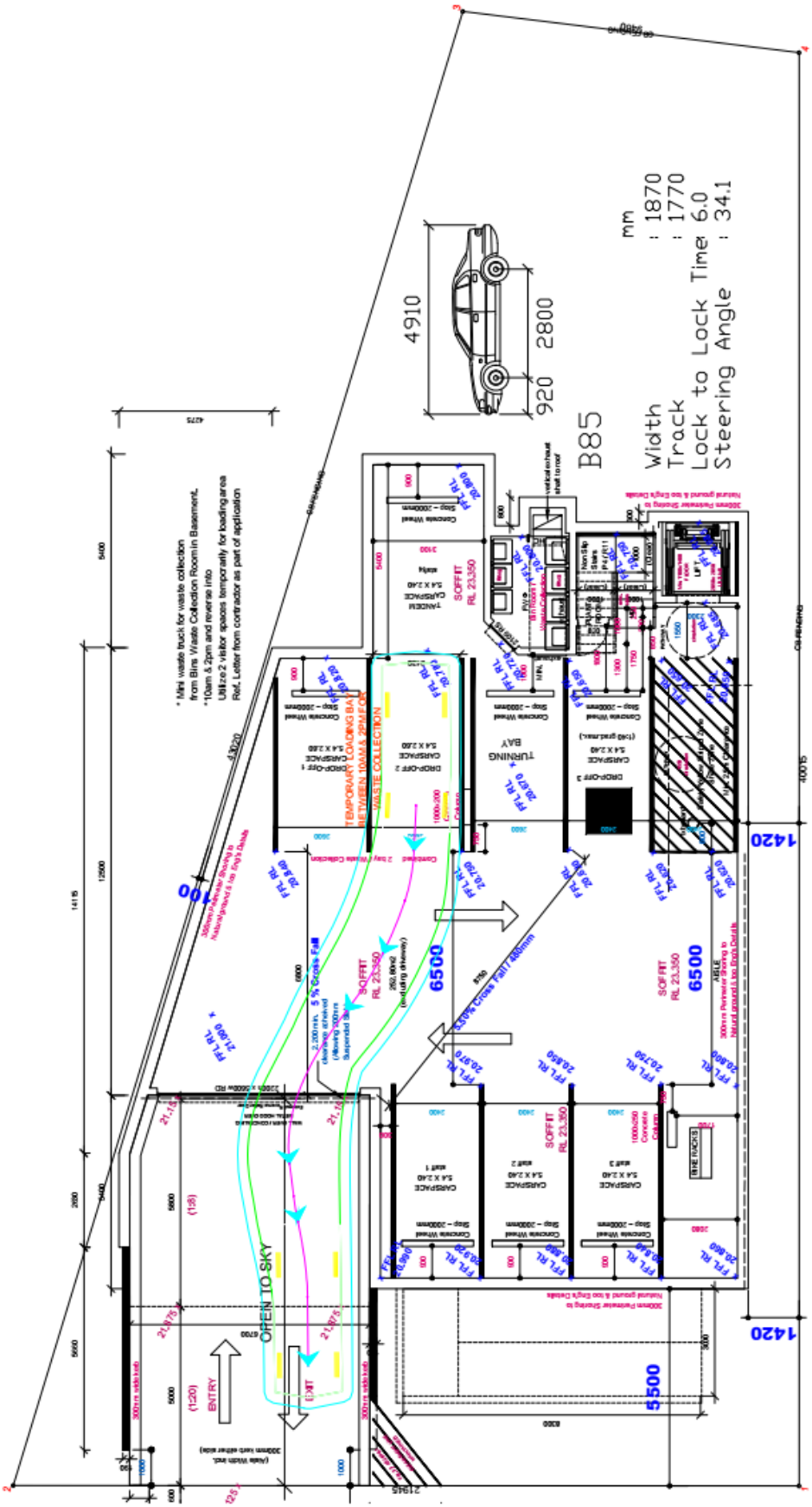

OPEN TO SKY
ENTRY
EXIT
WESTON STREET
B99
Width : 1940
Track : 1840
Lock to Lock Time 6.0
Steering Angle : 33.9
5200
3050
950
B85
Width : 1870
Track : 1770
Lock to Lock Time 6.0
Steering Angle : 34.1
4910
2800
920

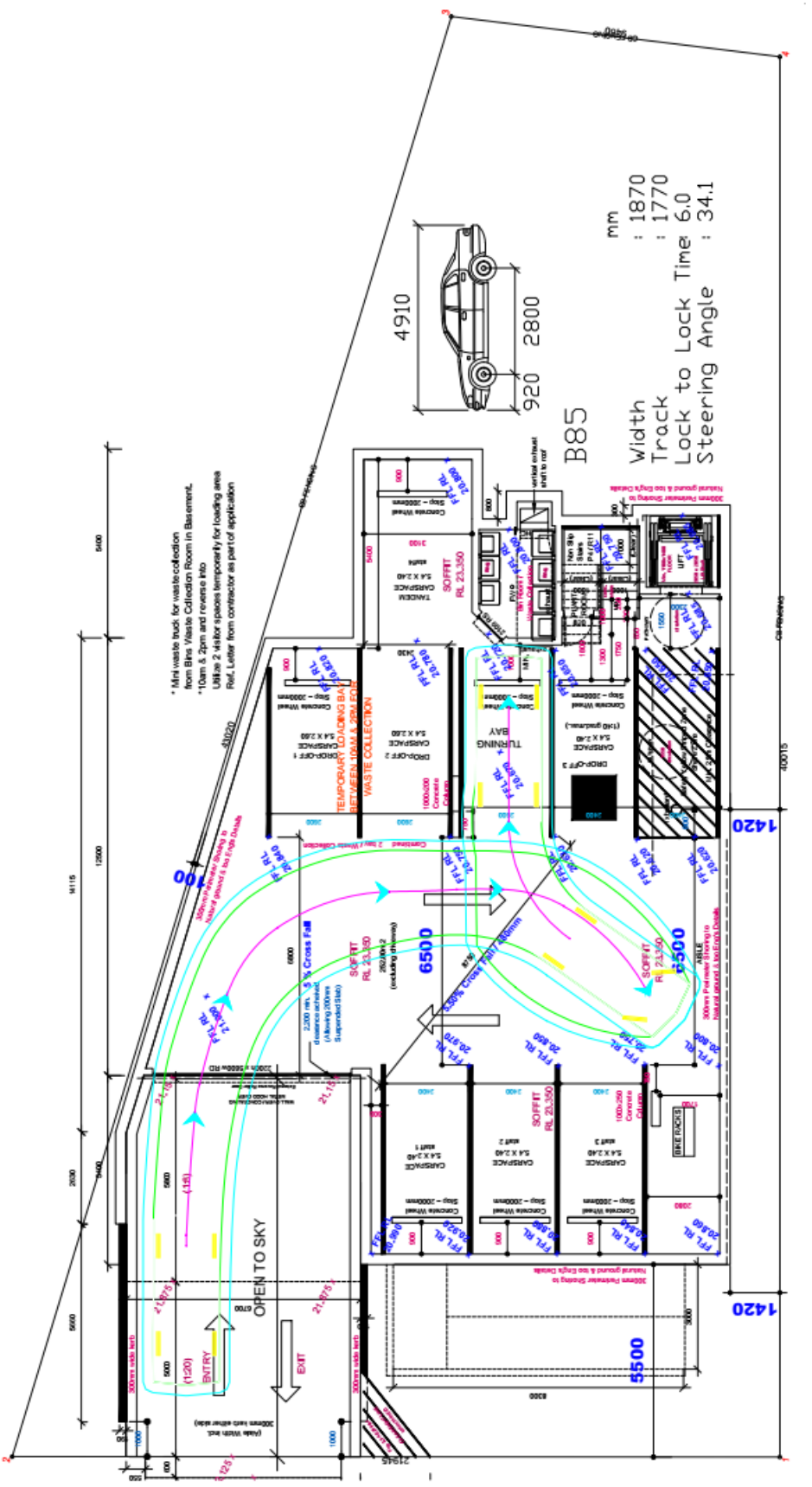

WESTON
STREET
OPEN TO SKY
ENTRY
EXIT
TURNING BAY
5600
3800
6500
5500
1420
SRV
Width
Track
Lock to Lock Time
Steering Angle
mm
2300
2300
6.0
38.1
6400
3800
1050
No.1 ON STREET PARKING SIGN-POSTED
No.2 ON STREET PARKING SIGN-POSTED
10 MIN. PARKING
7-9AM TO 3-6PM

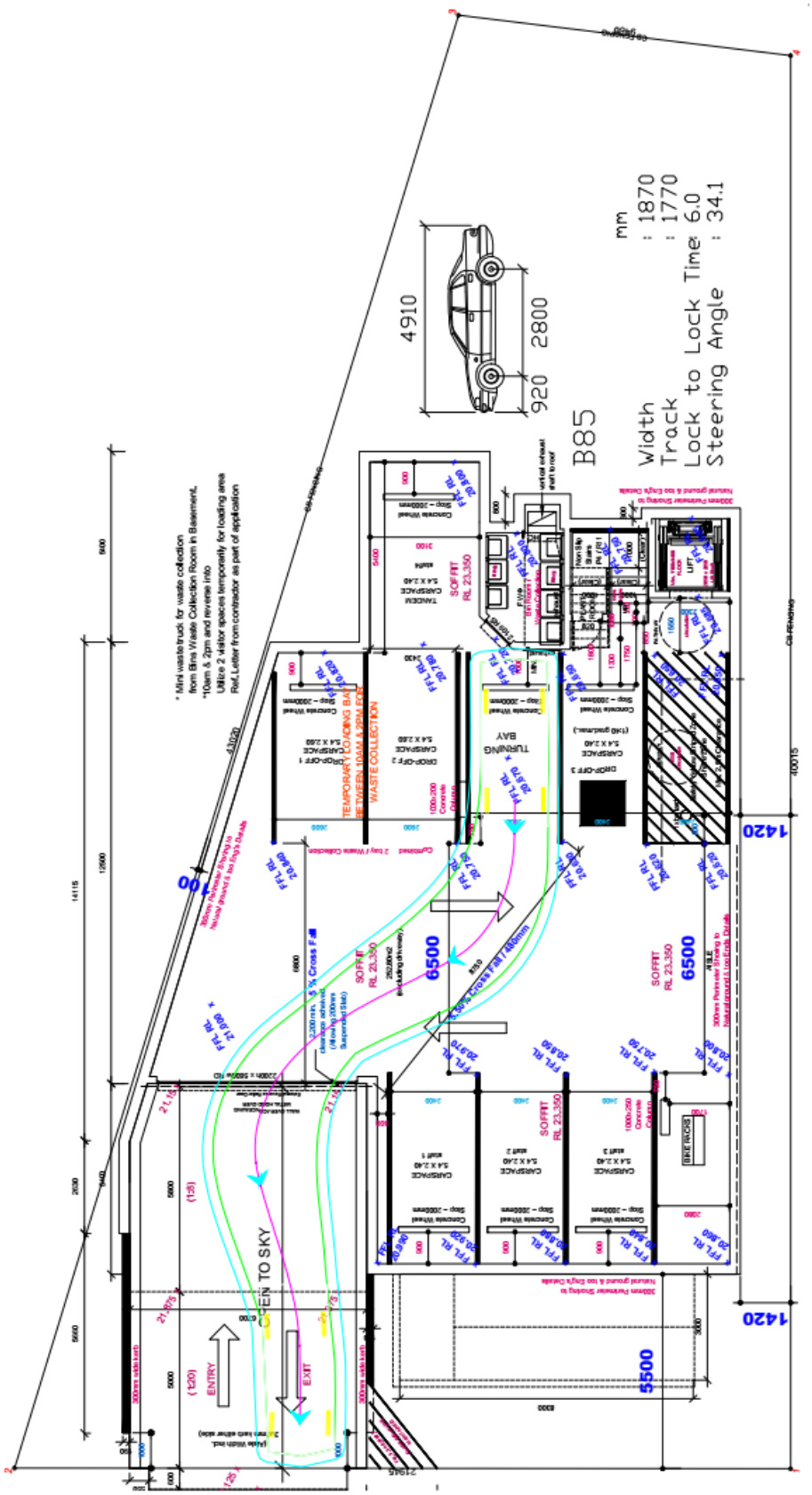

OPEN TO SKY
ENTRY
EXIT
WESTON STREET
SRV
Width
Track
Lock to Lock Time
Steering Angle
mm
2300
2300
6.0
38.1
6400
3800
1050
6500
5500
5600
3800
1420

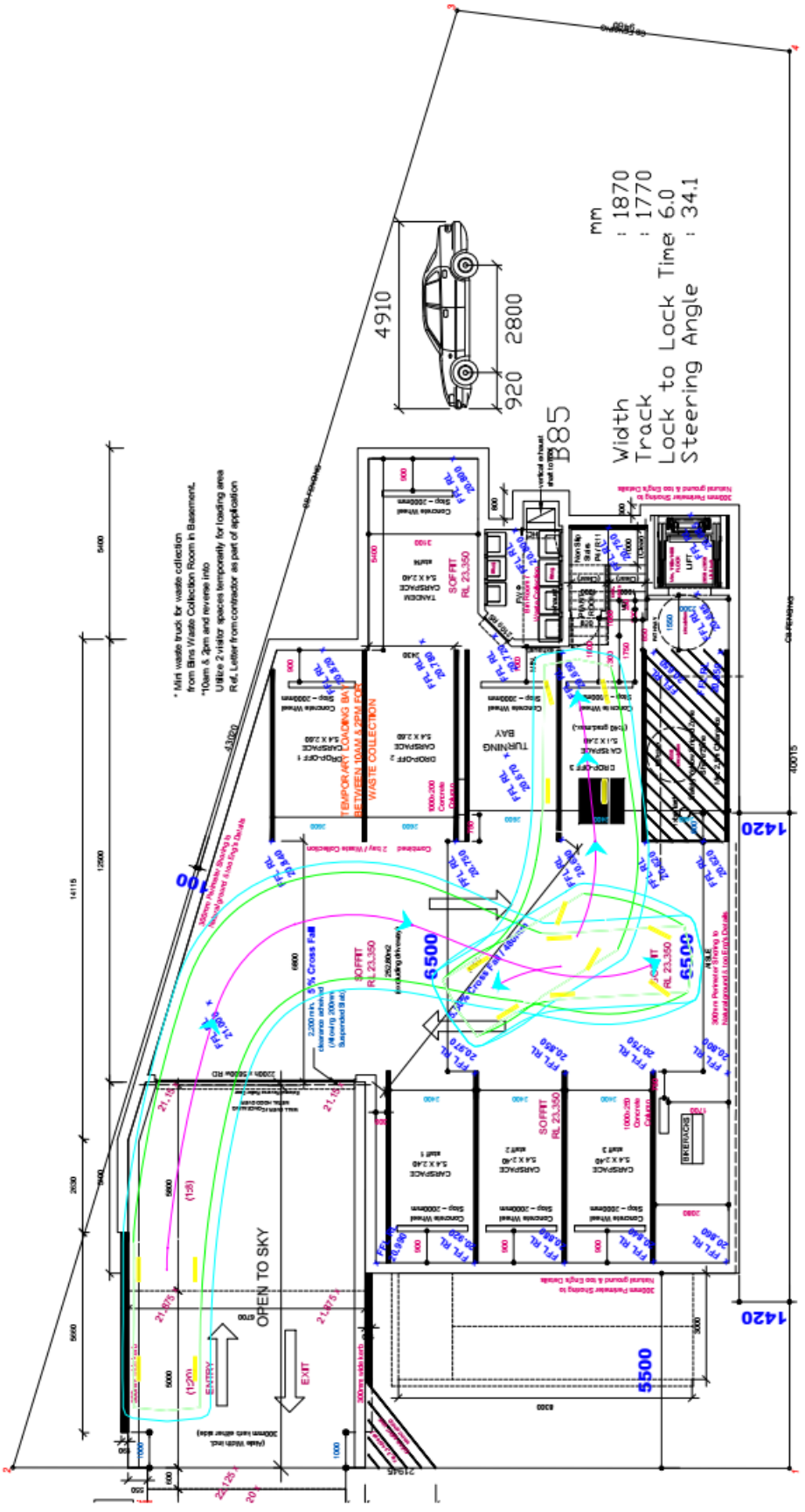

4910
2800
920
B85
mm
Width : 1870
Track : 1770
Lock to Lock Time 6.0
Steering Angle : 34.1
OPEN TO SKY
ENTRY
EXIT
WASTE COLLECTION
TURNING BAY
SOFFIT RL 23.350
1420
1420
6500
5500

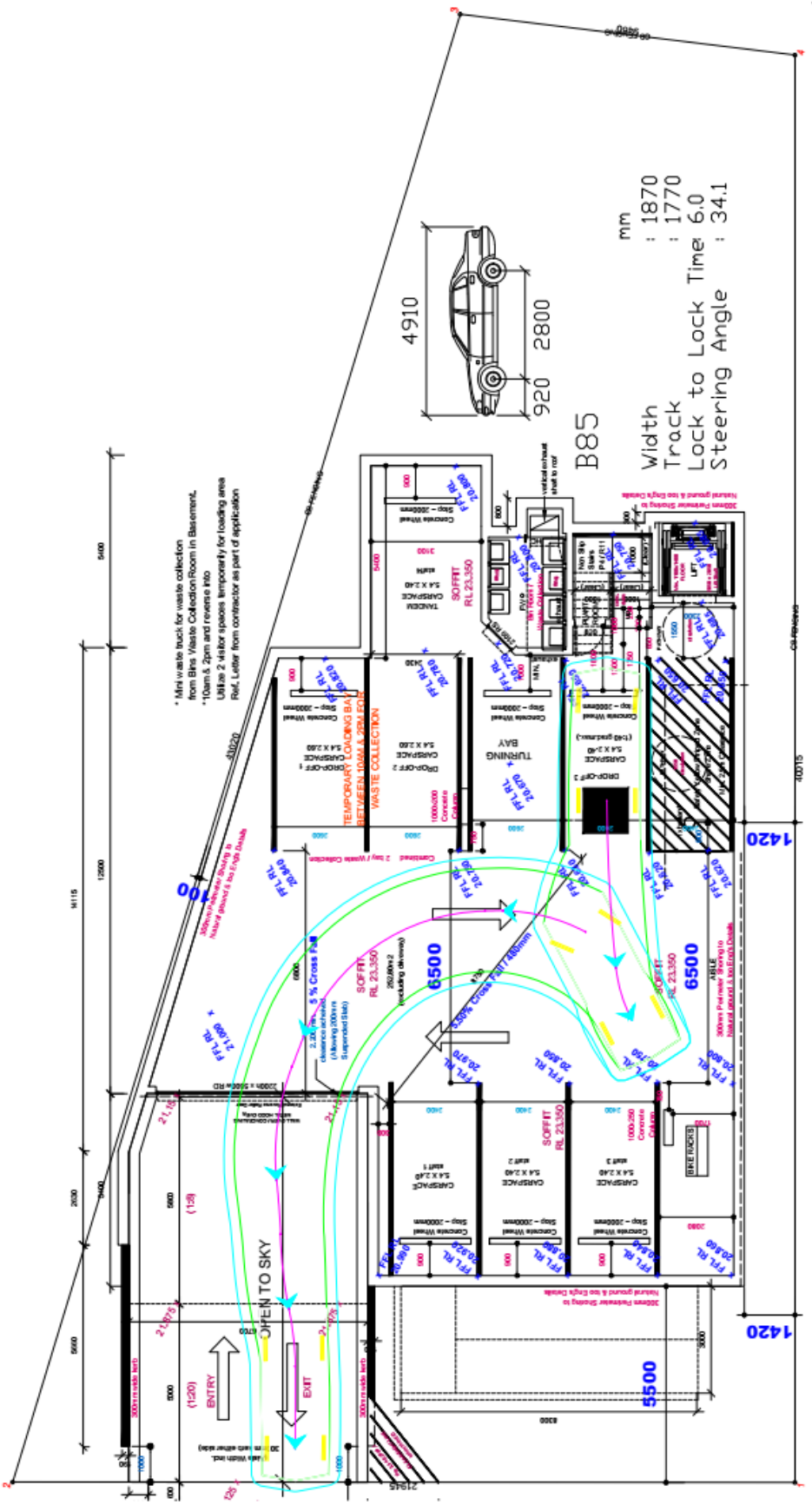

B85
Width : 1870
Track : 1770
Lock to Lock Time 6.0
Steering Angle : 34.1
4910
2800
920
OPEN TO SKY
ENTRY
EXIT
WASTE COLLECTION
TURNING BAY
6500
5500
1420
SOFFIT RL 23.350

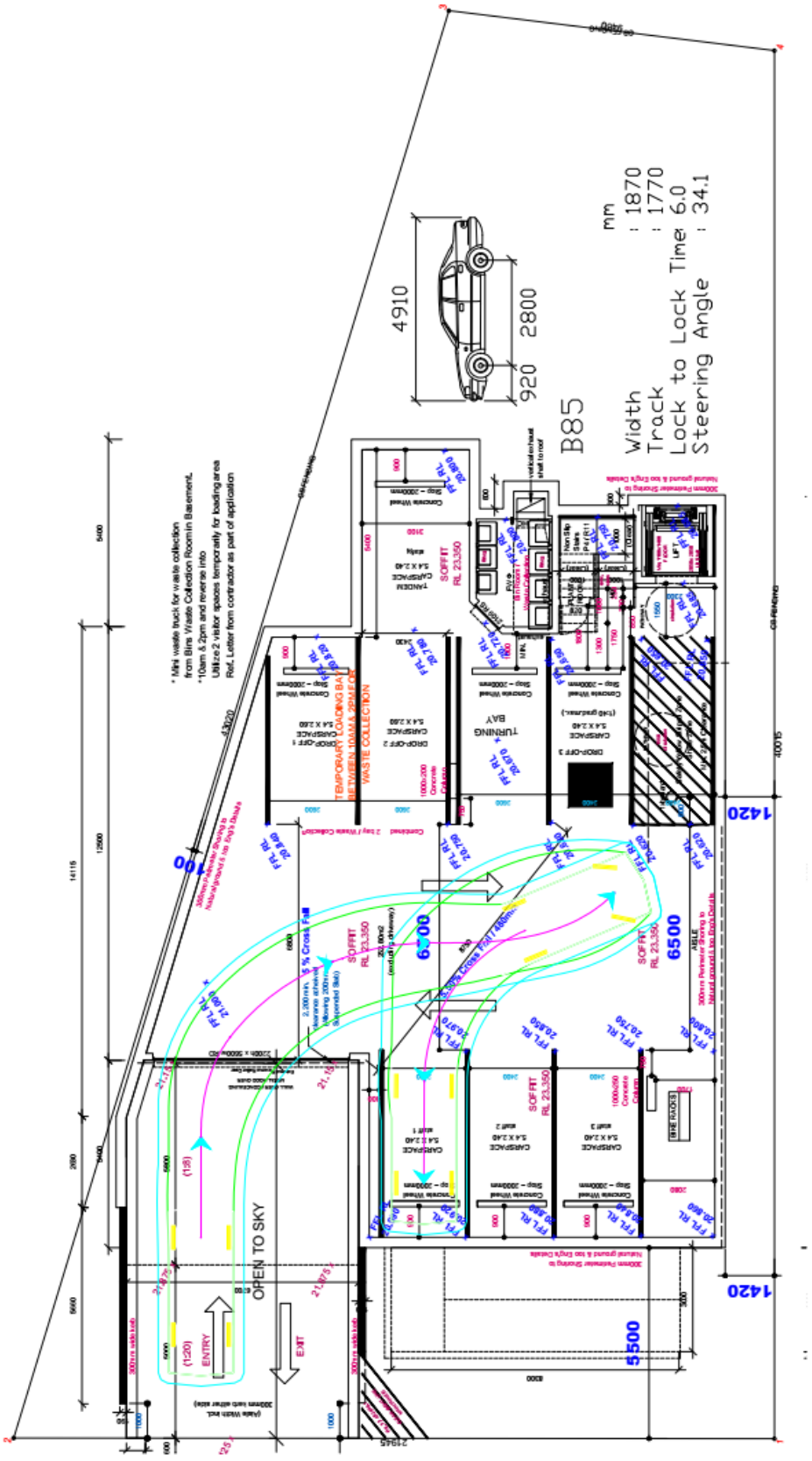

B85
Width : 1870
Track : 1770
Lock to Lock Time 6.0
Steering Angle : 34.1
4910
2800
920
* Mini waste truck for waste collection from Bins Waste Collection Room in Basement.
* 10am & 2pm and reverse into
Utilize 2 visitor spaces temporarily for loading area
Ref. Letter from contractor as part of application
TEMPORARY LOADING BAY BETWEEN 10AM & 2PM FOR WASTE COLLECTION
TURNING BAY
SOFFIT RL 23.350
6500
5500
1420
OPEN TO SKY
ENTRY
EXIT
5% Cross Fall
4.00% Cross Fall / 480mm
BIKE RACKS

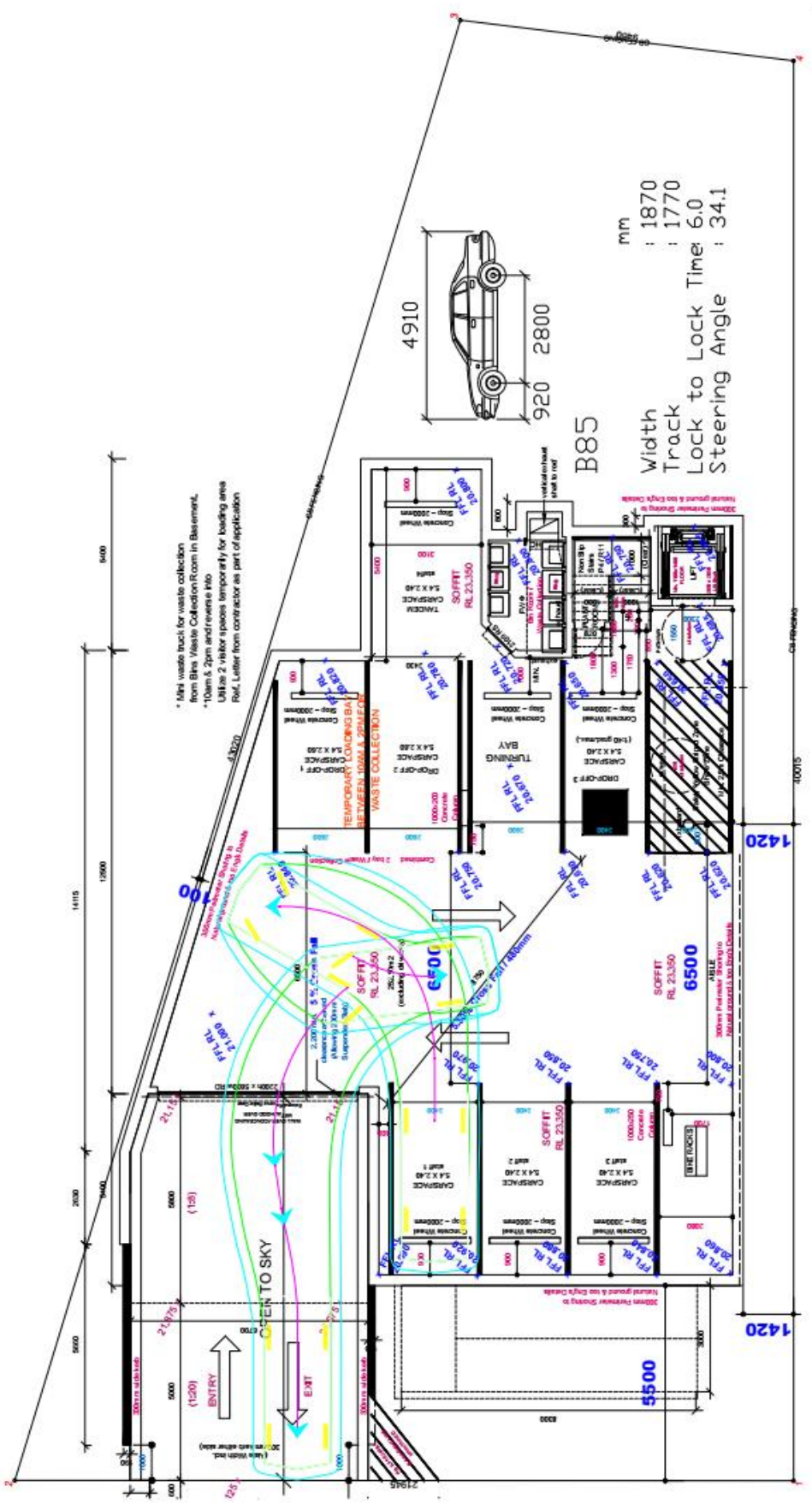

4910
2800
920
B85
mm
Width : 1870
Track : 1770
Lock to Lock Time 6.0
Steering Angle : 34.1
OPEN TO SKY
ENTRY
EXIT
TEMPORARY LOADING BAY BETWEEN 10AM & 2PM FOR WASTE COLLECTION
TURNING BAY
BIKE RACKS
SOFFIT RL 23.350
6500
5500
1420
1420

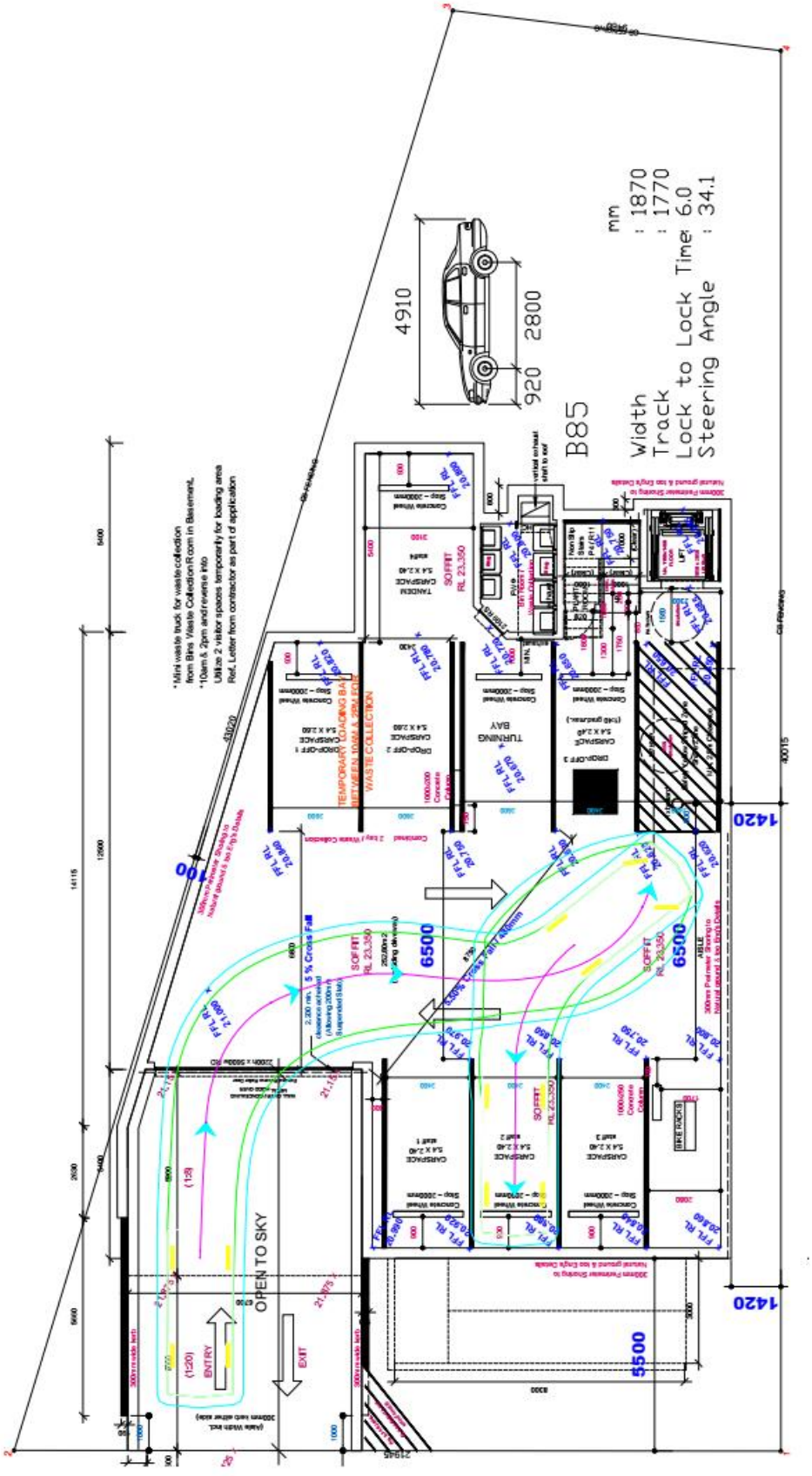

4910
2800
920
B85
mm
: 1870
: 1770
6.0
: 34.1
Width
Track
Lock to Lock Time
Steering Angle
* Mini waste truck for waste collection from Bins Waste Collection Room in Basement. *10am & 2pm and reverse into Unit.e 2 visitor spaces temporarily for loading area Ref.Letter from contractor as part of application
TEMPORARY LOADING BAY BETWEEN 10AM & 2PM FOR WASTE COLLECTION
TURNING BAY
SOFFIT RL 23,350
6500
5500
1420
100
OPEN TO SKY
ENTRY
EXIT
(120)
(15t)

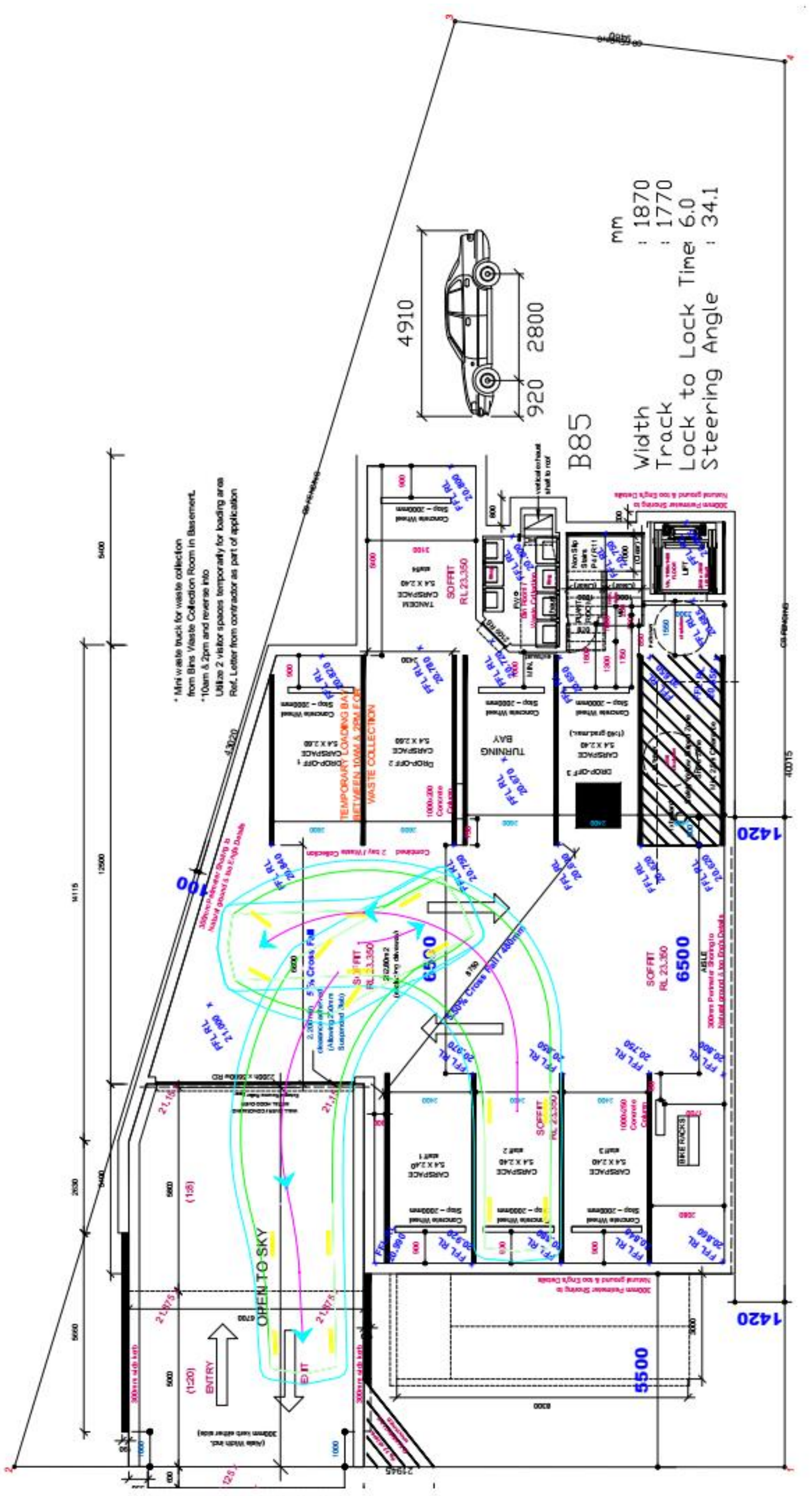

4910
2800
920
1870
1770
6.0
34.1
mm
Width
Track
Lock to Lock Time
Steering Angle
885
* Mini waste truck for waste collection from Bins Waste Collection Room in Basement.
*10am & 2pm and reverse into
Utilize 2 visitor spaces temporarily for loading area
Ref. Letter from contractor as part of application
TEMPORARY LOADING BAY BETWEEN 10AM & 2PM FOR WASTE COLLECTION
OPEN TO SKY
ENTRY
EXIT
6500
1420
SOFFIT RL 23,350
5% Cross Fall

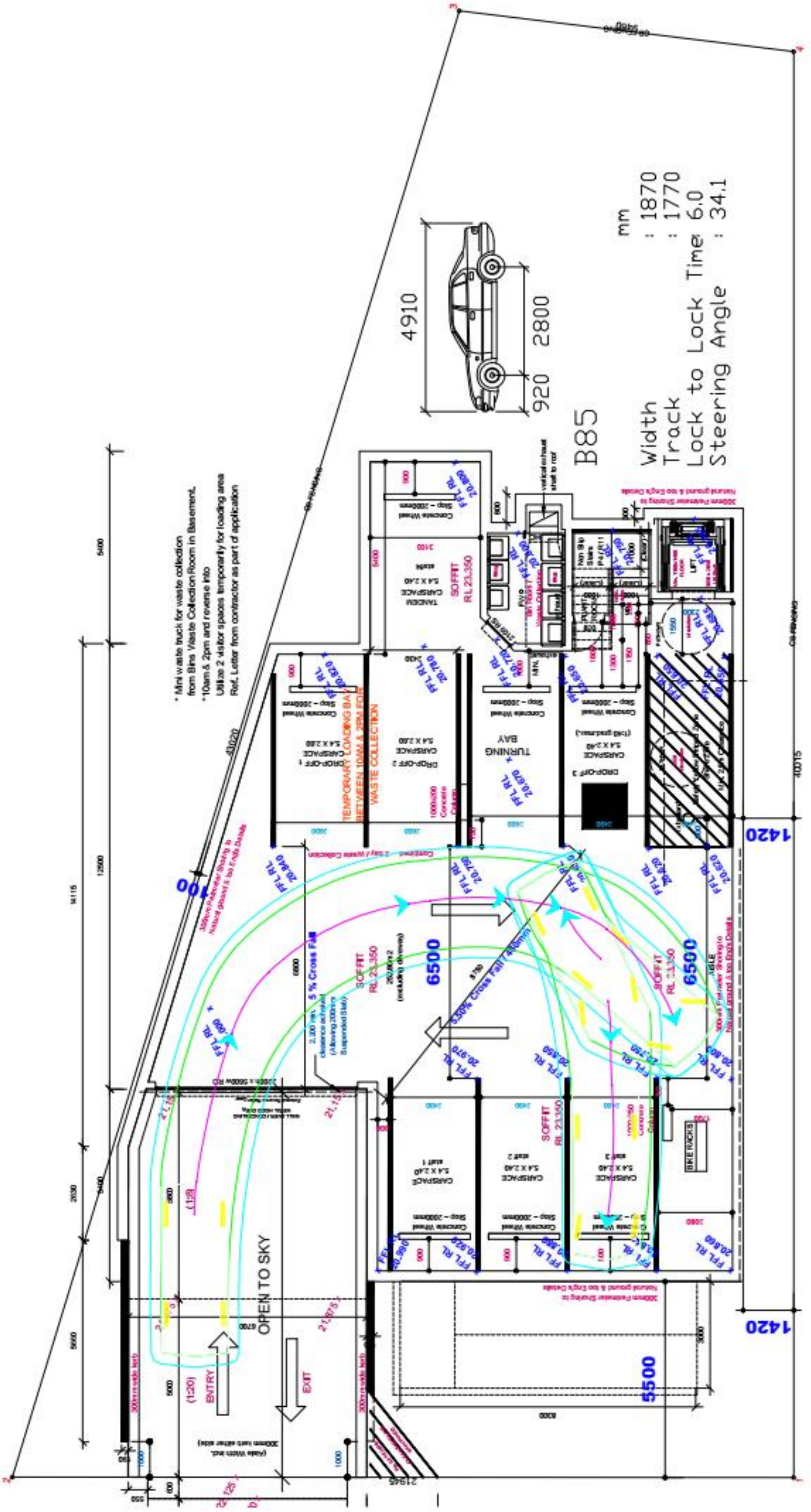

B85
4910
2800
920
mm
: 1870
: 1770
Width
Track
Lock to Lock Time 6.0
Steering Angle : 34.1
* Mini waste truck for waste collection from Bins Waste Collection Room in Basement.
*10am & 2pm and reverse into
Utilize 2 visitor spaces temporarily for loading area
Ref. Letter from contractor as part of application
TEMPORARY LOADING BAY BETWEEN 10AM & 2PM FOR WASTE COLLECTION
TURNING BAY
SOFFIT RL 23.350
OPEN TO SKY
ENTRY
EXIT
6500
1420
100

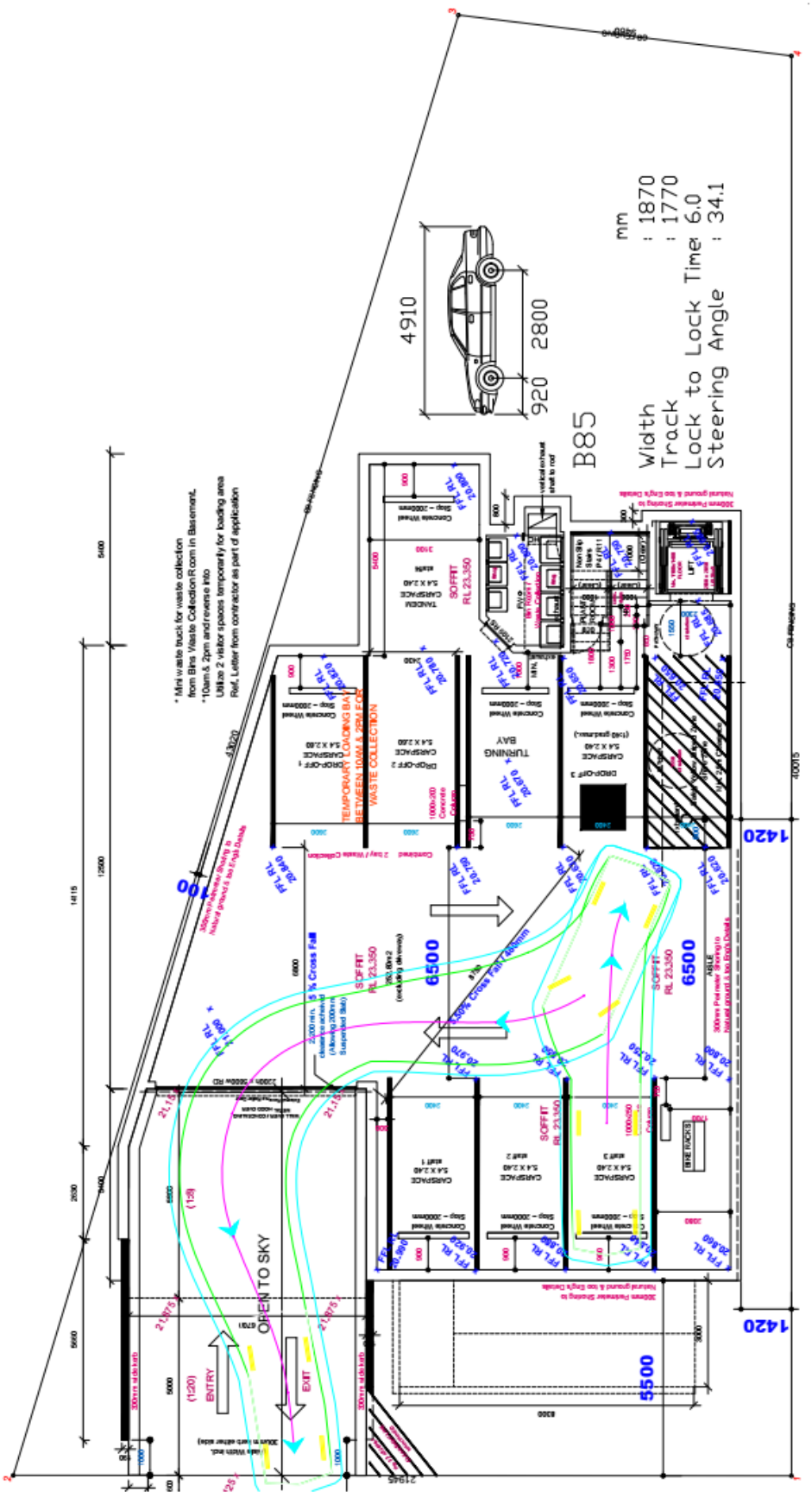

B85
Width : 1870
Track : 1770
Lock to Lock Time 6.0
Steering Angle : 34.1
4910
2800
920
OPEN TO SKY
ENTRY
EXIT
TURNING BAY
TEMPORARY LOADING BAY BETWEEN 10AM & 2PM FOR WASTE COLLECTION
* Mini waste truck for waste collection from Bins Waste Collection Room in Basement.
*10am & 2pm and reverse into
Utilize 2 visitor spaces temporarily for loading area
Ref. Letter from contractor as part of application
6700
6500
5500
1420
1420


B85
mm
Width : 1870
Track : 1770
Lock to Lock Time 6.0
Steering Angle : 34.1
4910
2800
920
OPEN TO SKY
ENTRY
EXIT
TURNING BAY
WASTE COLLECTION
SOFFIT RL 23.350
6500
5500
1420


4910
2800
920
B85
mm
: 1870
: 1770
Width
Track
Lock to Lock Time: 6.0
Steering Angle : 34.1
OPEN TO SKY
ENTRY
EXIT
6500
5500
1420
TURNING BAY
WASTE COLLECTION
SOFFIT RL 23.350


B85
mm
Width : 1870
Track : 1770
Lock to Lock Time : 6.0
Steering Angle : 34.1
4910
920 2800
OPEN TO SKY
ENTRY
EXIT
TURNING BAY
6500
5500
1420


B85
Width : 1870
Track : 1770
Lock to Lock Time 6.0
Steering Angle : 34.1
4910
920
2800
OPEN TO SKY
ENTRY
EXIT
TURNING BAY
6500
5500
1420

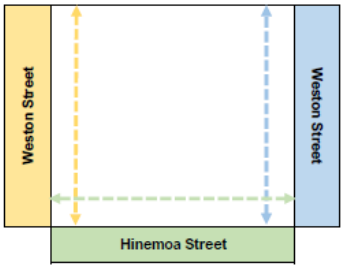

B85
Width : 1870
Track : 1770
Lock to Lock Time 6.0
Steering Angle : 34.1
4910
2800
920
OPEN TO SKY
ENTRY
EXIT
TEMPORARY LOADING BAY BETWEEN 10AM & 2PM FOR WASTE COLLECTION
TURNING BAY
SOFFIT RL 23.350
5% Cross Fall
1420
6500
5500

Appendix 'C' – Traffic Volume Surveys

Report Type:	Interactive Class/Volume Diagram
Geocounts Job ID:	1737145891525
Client Job Number:	n/a
Client Name:	Hemanote Consultants
Location:	Panania
Survey Site:	IC03 (Weston St/Hinemoa St)
Survey Date:	**Thursday, 13 February 2025**
Site Coordinates:	-33.9541675, 151.0015574

Report Type:	Interactive Class/Volume Diagram
Geocounts Job ID:	1737145891525
Client Job Number:	n/a
Client Name:	Hemanote Consultants
Location:	Panania
Survey Site:	IC03 (Weston St/Hinemoa St)
Survey Date:	**Thursday, 13 February 2025**
Site Coordinates:	-33.9541675, 151.0015574

Report Type:	Pedestrian Data
Geocounts Job ID:	1737145891525
Client Job Number:	n/a
Client Name:	Hemanote Consultants
Location:	Panania
Survey Site:	IC03 (Weston St/Hinemoa St)
Survey Date:	**Thursday, 13 February 2025**
Site Coordinates:	-33.9541675, 151.0015574



	East	South	West	Total
Peds Crossing AM	2	42	0	**44**
Peds Crossing PM	0	32	1	**33**
Peak Hour Peds AM	**8:00 to 9:00**			
Peak Hour Peds PM	**15:15 to 16:15**			

15min Peds

Leg	East	South	West	Total
7:00 to 7:15	0	3	0	**3**
7:15 to 7:30	0	2	0	**2**
7:30 to 7:45	0	2	0	**2**
7:45 to 8:00	0	1	0	**1**
8:00 to 8:15	0	5	0	**5**
8:15 to 8:30	0	6	0	**6**
8:30 to 8:45	0	5	0	**5**
8:45 to 9:00	1	4	0	**5**
9:00 to 9:15	1	2	0	**3**
9:15 to 9:30	0	2	0	**2**
9:30 to 9:45	0	6	0	**6**
9:45 to 10:00	0	4	0	**4**
15:00 to 15:15	0	0	0	**0**
15:15 to 15:30	0	7	0	**7**
15:30 to 15:45	0	4	0	**4**
15:45 to 16:00	0	4	0	**4**
16:00 to 16:15	0	4	0	**4**
16:15 to 16:30	0	4	0	**4**
16:30 to 16:45	0	2	0	**2**
16:45 to 17:00	0	3	0	**3**
17:00 to 17:15	0	1	0	**1**
17:15 to 17:30	0	1	0	**1**
17:30 to 17:45	0	2	1	**3**
17:45 to 18:00	0	0	0	**0**

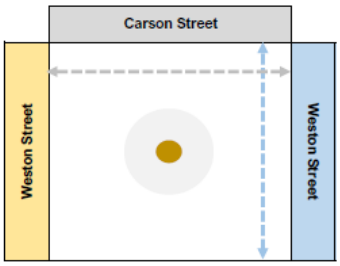
60min Peds

Leg	East	South	West	Total
7:00 to 8:00	0	8	0	**8**
7:15 to 8:15	0	10	0	**10**
7:30 to 8:30	0	14	0	**14**
7:45 to 8:45	0	17	0	**17**
8:00 to 9:00	1	20	0	**21**
8:15 to 9:15	2	17	0	**19**
8:30 to 9:30	2	13	0	**15**
8:45 to 9:45	2	14	0	**16**
9:00 to 10:00	1	14	0	**15**
15:00 to 16:00	0	15	0	**15**
15:15 to 16:15	0	19	0	**19**
15:30 to 16:30	0	16	0	**16**
15:45 to 16:45	0	14	0	**14**
16:00 to 17:00	0	13	0	**13**
16:15 to 17:15	0	10	0	**10**
16:30 to 17:30	0	7	0	**7**
16:45 to 17:45	0	7	1	**8**
17:00 to 18:00	0	4	1	**5**

Report Type:	Interactive Class/Volume Diagram
Geocounts Job ID:	1737145891525
Client Job Number:	n/a
Client Name:	Hemanote Consultants
Location:	Panania
Survey Site:	IC02 (Weston St/Carson St)
Survey Date:	**Thursday, 13 February 2025**
Site Coordinates:	-33.9539317, 151.0055861

Report Type:	Interactive Class/Volume Diagram
Geocounts Job ID:	1737145891525
Client Job Number:	n/a
Client Name:	Hemanote Consultants
Location:	Panania
Survey Site:	IC02 (Weston St/Carson St)
Survey Date:	**Thursday, 13 February 2025**
Site Coordinates:	-33.9539317, 151.0055861

Report Type:	Pedestrian Data
Geocounts Job ID:	1737145891525
Client Job Number:	n/a
Client Name:	Hemanote Consultants
Location:	Panania
Survey Site:	IC02 (Weston St/Carson St)
Survey Date:	**Thursday, 13 February 2025**
Site Coordinates:	-33.9539317, 151.0055861



geocounts Data Supply

	North	East	Total
Peds Crossing AM	15	7	**22**
Peds Crossing PM	12	14	**26**
Peak Hour Peds AM	**7:00 to 8:00**		
Peak Hour Peds PM	**15:15 to 16:15**		

15min Peds

Leg	North	East	Total
7:00 to 7:15	4	2	**6**
7:15 to 7:30	0	1	**1**
7:30 to 7:45	1	0	**1**
7:45 to 8:00	2	0	**2**
8:00 to 8:15	2	0	**2**
8:15 to 8:30	0	2	**2**
8:30 to 8:45	0	1	**1**
8:45 to 9:00	4	1	**5**
9:00 to 9:15	1	0	**1**
9:15 to 9:30	0	0	**0**
9:30 to 9:45	1	0	**1**
9:45 to 10:00	0	0	**0**
15:00 to 15:15	0	0	**0**
15:15 to 15:30	0	4	**4**
15:30 to 15:45	1	1	**2**
15:45 to 16:00	4	2	**6**
16:00 to 16:15	1	3	**4**
16:15 to 16:30	1	0	**1**
16:30 to 16:45	0	0	**0**
16:45 to 17:00	0	1	**1**
17:00 to 17:15	0	1	**1**
17:15 to 17:30	3	0	**3**
17:30 to 17:45	1	1	**2**
17:45 to 18:00	1	1	**2**

60min Peds

Leg	North	East	Total
7:00 to 8:00	7	3	**10**
7:15 to 8:15	5	1	**6**
7:30 to 8:30	5	2	**7**
7:45 to 8:45	4	3	**7**
8:00 to 9:00	6	4	**10**
8:15 to 9:15	5	4	**9**
8:30 to 9:30	5	2	**7**
8:45 to 9:45	6	1	**7**
9:00 to 10:00	2	0	**2**
15:00 to 16:00	5	7	**12**
15:15 to 16:15	6	10	**16**
15:30 to 16:30	7	6	**13**
15:45 to 16:45	6	5	**11**
16:00 to 17:00	2	4	**6**
16:15 to 17:15	1	2	**3**
16:30 to 17:30	3	2	**5**
16:45 to 17:45	4	3	**7**
17:00 to 18:00	5	3	**8**

Select User Type

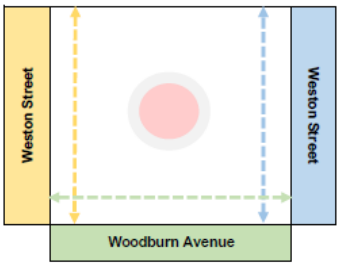
All Vehicles

geocounts Data Supply

Report Type:	Peak Hour Volume Diagram
Geocounts Job ID:	1737145891525
Client Job Number:	n/a
Client Name:	Hemanote Consultants
Location:	Panania
Survey Site:	IC01 (Weston St/Woodburn Ave)
Survey Date:	**Thursday, 13 February 2025**
Site Coordinates:	-33.9539317, 151.0052159

AM Peak Hour:	**8:15 to 9:15**
PM Peak Hour:	**15:00 to 16:00**

Report Type:	Pedestrian Data
Geocounts Job ID:	1737145891525
Client Job Number:	n/a
Client Name:	Hemanote Consultants
Location:	Panania
Survey Site:	IC01 (Weston St/Woodburn Ave)
Survey Date:	**Thursday, 13 February 2025**
Site Coordinates:	-33.9539317, 151.0052159



geocounts Data Supply

	East	South	West	Total
Peds Crossing AM	5	38	11	**54**
Peds Crossing PM	10	28	17	**55**
Peak Hour Peds AM	**8:00 to 9:00**			
Peak Hour Peds PM	**15:15 to 16:15**			

15min Peds

Leg	East	South	West	Total
7:00 to 7:15	1	4	1	**6**
7:15 to 7:30	0	0	1	**1**
7:30 to 7:45	0	0	0	**0**
7:45 to 8:00	0	3	2	**5**
8:00 to 8:15	2	2	1	**5**
8:15 to 8:30	0	8	1	**9**
8:30 to 8:45	0	2	1	**3**
8:45 to 9:00	1	6	4	**11**
9:00 to 9:15	0	3	0	**3**
9:15 to 9:30	0	4	0	**4**
9:30 to 9:45	1	4	0	**5**
9:45 to 10:00	0	2	0	**2**
15:00 to 15:15	0	3	1	**4**
15:15 to 15:30	0	7	3	**10**
15:30 to 15:45	4	3	1	**8**
15:45 to 16:00	0	1	4	**5**
16:00 to 16:15	0	5	0	**5**
16:15 to 16:30	0	1	3	**4**
16:30 to 16:45	0	2	1	**3**
16:45 to 17:00	0	3	2	**5**
17:00 to 17:15	0	1	0	**1**
17:15 to 17:30	2	0	2	**4**
17:30 to 17:45	4	2	0	**6**
17:45 to 18:00	0	0	0	**0**

60min Peds

Leg	East	South	West	Total
7:00 to 8:00	1	7	4	**12**
7:15 to 8:15	2	5	4	**11**
7:30 to 8:30	2	13	4	**19**
7:45 to 8:45	2	15	5	**22**
8:00 to 9:00	3	18	7	**28**
8:15 to 9:15	1	19	6	**26**
8:30 to 9:30	1	15	5	**21**
8:45 to 9:45	2	17	4	**23**
9:00 to 10:00	1	13	0	**14**
15:00 to 16:00	4	14	9	**27**
15:15 to 16:15	4	16	8	**28**
15:30 to 16:30	4	10	8	**22**
15:45 to 16:45	0	9	8	**17**
16:00 to 17:00	0	11	6	**17**
16:15 to 17:15	0	7	6	**13**
16:30 to 17:30	2	6	5	**13**
16:45 to 17:45	6	6	4	**16**
17:00 to 18:00	6	3	2	**11**

Appendix 'D' – SIDRA Intersection Analysis

MOVEMENT SUMMARY – AM Peak (8.15am – 9.15am) – Base Year 2025 – Weston Street / Hinemoa Street

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Aver. Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hinemoa Street															
1	L2	All MCs	46	4.5	46	4.5	0.075	8.2	LOS A	0.1	0.8	0.30	0.88	0.30	36.8
		LV	44		44		0.075	8.2	LOS A	0.1	0.8	NA	NA	NA	36.8
		HV	2		2		0.075	8.9	LOS A	0.1	0.8	NA	NA	NA	36.1
3	R2	All MCs	32	0.0	32	0.0	0.075	8.9	LOS A	0.1	0.8	0.30	0.88	0.30	35.6
		LV	32		32		0.075	8.9	LOS A	0.1	0.8	NA	NA	NA	35.6
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			78	2.7	78	2.7	0.075	8.5	LOS A	0.1	0.8	0.30	0.88	0.30	36.4
East: RoadName															
4	L2	All MCs	24	0.0	24	0.0	0.086	4.6	LOS A	0.0	0.0	0.00	0.08	0.00	47.2
		LV	24		24		0.086	4.6	LOS A	0.0	0.0	NA	NA	NA	47.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
5	T1	All MCs	142	0.0	142	0.0	0.086	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	49.0
		LV	142		142		0.086	0.0	LOS A	0.0	0.0	NA	NA	NA	49.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			166	0.0	166	0.0	0.086	0.7	NA	0.0	0.0	0.00	0.08	0.00	48.7
West: RoadName															
11	T1	All MCs	123	1.7	123	1.7	0.094	0.2	LOS A	0.1	0.8	0.16	0.19	0.16	42.4
		LV	121		121		0.094	0.2	LOS A	0.1	0.8	NA	NA	NA	42.4
		HV	2		2		0.094	0.2	LOS A	0.1	0.8	NA	NA	NA	42.4
12	R2	All MCs	39	13.5	39	13.5	0.094	5.3	LOS A	0.1	0.8	0.16	0.19	0.16	43.7
		LV	34		34		0.094	5.2	LOS A	0.1	0.8	NA	NA	NA	43.9
		HV	5		5		0.094	5.9	LOS A	0.1	0.8	NA	NA	NA	42.9
12u	U	All MCs	1	0.0	1	0.0	0.094	7.6	LOS A	0.1	0.8	0.16	0.19	0.16	41.9
		LV	1		1		0.094	7.6	LOS A	0.1	0.8	NA	NA	NA	41.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			163	4.5	163	4.5	0.094	1.5	NA	0.1	0.8	0.16	0.19	0.16	43.0
All Vehicles			407	2.3	407	2.3	0.094	2.5	NA	0.1	0.8	0.12	0.28	0.12	44.5

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Aver. Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hinemoa Street															
1	L2	All MCs	46	4.5	46	4.5	0.077	8.2	LOS A	0.1	0.8	0.31	0.88	0.31	36.8
		LV	44		44		0.077	8.2	LOS A	0.1	0.8	NA	NA	NA	36.8
		HV	2		2		0.077	9.0	LOS A	0.1	0.8	NA	NA	NA	36.1
3	R2	All MCs	33	0.0	33	0.0	0.077	9.1	LOS A	0.1	0.8	0.31	0.88	0.31	35.6
		LV	32		32		0.077	9.1	LOS A	0.1	0.8	NA	NA	NA	35.6
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		0.077	9.1	LOS A	0.1	0.8	NA	NA	NA	35.6
Approach			79	2.7	79	2.7	0.077	8.6	LOS A	0.1	0.8	0.31	0.88	0.31	36.4
East: Weston Road															
4	L2	All MCs	25	0.0	25	0.0	0.090	4.1	LOS A	0.0	0.0	0.00	0.08	0.00	45.5
		LV	24		24		0.090	4.1	LOS A	0.0	0.0	NA	NA	NA	45.5
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		0.090	4.1	LOS A	0.0	0.0	NA	NA	NA	45.5
5	T1	All MCs	149	0.0	149	0.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	48.3
		LV	142		142		0.090	0.0	LOS A	0.0	0.0	NA	NA	NA	48.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	7		7		0.090	0.0	LOS A	0.0	0.0	NA	NA	NA	48.3
Approach			175	0.0	175	0.0	0.090	0.6	NA	0.0	0.0	0.00	0.08	0.00	47.6
West: Weston Road															
11	T1	All MCs	129	1.6	129	1.6	0.098	0.3	LOS A	0.1	0.8	0.16	0.19	0.16	42.8
		LV	121		121		0.098	0.3	LOS A	0.1	0.8	NA	NA	NA	42.8
		HV	2		2		0.098	0.3	LOS A	0.1	0.8	NA	NA	NA	42.8
		U1	6		6		0.098	0.3	LOS A	0.1	0.8	NA	NA	NA	42.8
12	R2	All MCs	39	13.5	39	13.5	0.098	5.4	LOS A	0.1	0.8	0.16	0.19	0.16	43.9
		LV	34		34		0.098	5.3	LOS A	0.1	0.8	NA	NA	NA	44.0
		HV	5		5		0.098	6.0	LOS A	0.1	0.8	NA	NA	NA	43.0
12u	U	All MCs	1	0.0	1	0.0	0.098	7.6	LOS A	0.1	0.8	0.16	0.19	0.16	42.1
		LV	1		1		0.098	7.6	LOS A	0.1	0.8	NA	NA	NA	42.1
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			169	4.3	169	4.3	0.098	1.5	NA	0.1	0.8	0.16	0.19	0.16	43.3
All Vehicles			423	2.2	423	2.2	0.098	2.4	NA	0.1	0.8	0.12	0.27	0.12	42.5

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table.

MOVEMENT SUMMARY – AM Peak (8.15am – 9.15am) – Base Year 2025 – Weston Street / Woodburn Avenue

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV [ ] %	Arrival Flows [Total veh/h]	Arrival Flows HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Aver. Back Of Queue Dist [ ] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Woodburn Avenue															
1	L2	All MCs	4	0.0	4	0.0	0.826	10.1	LOS A	3.3	22.9	1.00	0.62	1.16	17.4
		LV	4		4		0.826	10.1	LOS A	3.3	22.9	NA	NA	NA	17.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
3	R2	All MCs	454	0.7	454	0.7	0.826	12.8	LOS A	3.3	22.9	1.00	0.62	1.16	17.4
		LV	451		451		0.826	12.8	LOS A	3.3	22.9	NA	NA	NA	17.4
		HV	3		3		0.826	16.0	LOS B	3.3	22.9	NA	NA	NA	15.0
Approach			458	0.7	458	0.7	0.826	12.8	LOS A	3.3	22.9	1.00	0.62	1.16	17.4
East: Weston Street															
4	L2	All MCs	340	0.9	340	0.9	0.307	1.8	LOS A	1.0	7.1	0.03	0.42	0.03	32.6
		LV	337		337		0.307	1.8	LOS A	1.0	7.1	NA	NA	NA	32.6
		HV	3		3		0.307	1.8	LOS A	1.0	7.1	NA	NA	NA	32.6
5	T1	All MCs	168	0.0	168	0.0	0.307	1.7	LOS A	1.0	7.1	0.03	0.42	0.03	25.8
		LV	168		168		0.307	1.7	LOS A	1.0	7.1	NA	NA	NA	25.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
6u	U	All MCs	1	0.0	1	0.0	0.307	5.9	LOS A	1.0	7.1	0.03	0.42	0.03	25.8
		LV	1		1		0.307	5.9	LOS A	1.0	7.1	NA	NA	NA	25.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			509	0.6	509	0.6	0.307	1.8	LOS A	1.0	7.1	0.03	0.42	0.03	31.6
West: Weston Street															
11	T1	All MCs	148	2.1	148	2.1	0.435	9.1	LOS A	0.7	5.3	0.86	0.73	0.94	36.6
		LV	145		145		0.435	9.0	LOS A	0.7	5.3	NA	NA	NA	36.7
		HV	3		3		0.435	13.0	LOS A	0.7	5.3	NA	NA	NA	32.8
12	R2	All MCs	1	0.0	1	0.0	0.435	11.9	LOS A	0.7	5.3	0.86	0.73	0.94	36.3
		LV	1		1		0.435	11.9	LOS A	0.7	5.3	NA	NA	NA	36.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			149	2.1	149	2.1	0.435	9.1	LOS A	0.7	5.3	0.86	0.73	0.94	36.6
All Vehicles			1117	0.8	1117	0.8	0.826	7.3	LOS A	3.3	22.9	0.54	0.54	0.61	26.0

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV [ ] %	Arrival Flows [Total veh/h]	Arrival Flows HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Aver. Back Of Queue Dist [ ] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Woodburn Avenue															
1	L2	All MCs	5	0.0	5	0.0	0.835	10.8	LOS A	3.4	23.7	1.00	0.66	1.18	16.9
		LV	4		4		0.835	10.8	LOS A	3.4	23.7	NA	NA	NA	16.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		0.835	10.8	LOS A	3.4	23.7	NA	NA	NA	16.9
3	R2	All MCs	454	0.7	454	0.7	0.835	13.3	LOS A	3.4	23.7	1.00	0.66	1.18	16.9
		LV	451		451		0.835	13.3	LOS A	3.4	23.7	NA	NA	NA	17.0
		HV	3		3		0.835	16.6	LOS B	3.4	23.7	NA	NA	NA	14.6
Approach			459	0.7	459	0.7	0.835	13.3	LOS A	3.4	23.7	1.00	0.66	1.18	16.9
East: Weston Street															
4	L2	All MCs	340	0.9	340	0.9	0.311	1.8	LOS A	1.0	7.3	0.03	0.42	0.03	32.6
		LV	337		337		0.311	1.8	LOS A	1.0	7.3	NA	NA	NA	32.6
		HV	3		3		0.311	1.8	LOS A	1.0	7.3	NA	NA	NA	32.6
5	T1	All MCs	176	0.0	176	0.0	0.311	1.7	LOS A	1.0	7.3	0.03	0.42	0.03	25.8
		LV	169		169		0.311	1.7	LOS A	1.0	7.3	NA	NA	NA	25.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	7		7		0.311	1.7	LOS A	1.0	7.3	NA	NA	NA	25.8
6u	U	All MCs	1	0.0	1	0.0	0.311	5.9	LOS A	1.0	7.3	0.03	0.42	0.03	25.8
		LV	1		1		0.311	5.9	LOS A	1.0	7.3	NA	NA	NA	25.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			517	0.6	517	0.6	0.311	1.8	LOS A	1.0	7.3	0.03	0.42	0.03	31.6
West: Weston Street															
11	T1	All MCs	156	2.0	156	2.0	0.456	9.3	LOS A	0.8	5.7	0.87	0.74	0.96	34.9
		LV	145		145		0.456	9.2	LOS A	0.8	5.7	NA	NA	NA	35.0
		HV	3		3		0.456	13.3	LOS A	0.8	5.7	NA	NA	NA	30.9
		U1	7		7		0.456	9.2	LOS A	0.8	5.7	NA	NA	NA	35.0
12	R2	All MCs	1	0.0	1	0.0	0.456	12.1	LOS A	0.8	5.7	0.87	0.74	0.96	34.9
		LV	1		1		0.456	12.1	LOS A	0.8	5.7	NA	NA	NA	34.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			157	2.0	157	2.0	0.456	9.3	LOS A	0.8	5.7	0.87	0.74	0.96	34.9
All Vehicles			1133	0.8	1133	0.8	0.835	7.5	LOS A	3.4	23.7	0.54	0.56	0.62	25.1

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table

MOVEMENT SUMMARY – AM Peak (8.15am – 9.15am) – Base Year 2025 – Weston Street / Carson Street

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Weston Street															
5	T1	All MCs	134	0.8	134	0.8	0.709	9.9	LOS A	3.6	25.2	0.92	0.83	1.15	14.5
		LV	133		133		0.709	9.9	LOS A	3.6	25.2	NA	NA	NA	14.5
		HV	1		1		0.709	14.8	LOS B	3.6	25.2	NA	NA	NA	11.3
6	R2	All MCs	475	1.3	475	1.3	0.709	13.2	LOS A	3.6	25.2	0.92	0.83	1.15	20.4
		LV	468		468		0.709	13.2	LOS A	3.6	25.2	NA	NA	NA	20.4
		HV	6		6		0.709	18.1	LOS B	3.6	25.2	NA	NA	NA	17.0
6u	U	All MCs	1	0.0	1	0.0	0.709	14.7	LOS B	3.6	25.2	0.92	0.83	1.15	17.9
		LV	1		1		0.709	14.7	LOS B	3.6	25.2	NA	NA	NA	17.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			609	1.2	609	1.2	0.709	12.5	LOS A	3.6	25.2	0.92	0.83	1.15	19.4
North: Carson Street															
7	L2	All MCs	424	0.7	424	0.7	0.654	4.5	LOS A	2.9	20.3	0.59	0.53	0.59	25.9
		LV	421		421		0.654	4.5	LOS A	2.9	20.3	NA	NA	NA	25.9
		HV	3		3		0.654	5.7	LOS A	2.9	20.3	NA	NA	NA	24.3
9	R2	All MCs	375	0.8	375	0.8	0.654	7.9	LOS A	2.9	20.3	0.59	0.53	0.59	23.5
		LV	372		372		0.654	7.9	LOS A	2.9	20.3	NA	NA	NA	23.5
		HV	3		3		0.654	9.1	LOS A	2.9	20.3	NA	NA	NA	21.6
Approach			799	0.8	799	0.8	0.654	6.1	LOS A	2.9	20.3	0.59	0.53	0.59	25.0
West: Weston Street															
10	L2	All MCs	492	1.3	492	1.3	0.772	11.7	LOS A	2.1	15.0	1.00	0.97	1.40	17.0
		LV	485		485		0.772	11.7	LOS A	2.1	15.0	NA	NA	NA	17.0
		HV	6		6		0.772	16.8	LOS B	2.1	15.0	NA	NA	NA	13.6
11	T1	All MCs	111	1.0	111	1.0	0.772	11.9	LOS A	2.1	15.0	1.00	0.97	1.40	13.9
		LV	109		109		0.772	11.9	LOS A	2.1	15.0	NA	NA	NA	13.9
		HV	1		1		0.772	17.1	LOS B	2.1	15.0	NA	NA	NA	10.8
12u	U	All MCs	1	0.0	1	0.0	0.772	16.4	LOS B	2.1	15.0	1.00	0.97	1.40	7.1
		LV	1		1		0.772	16.4	LOS B	2.1	15.0	NA	NA	NA	7.1
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			603	1.2	603	1.2	0.772	11.8	LOS A	2.1	15.0	1.00	0.97	1.40	16.5
All Vehicles			2012	1.0	2012	1.0	0.772	9.7	LOS A	3.6	25.2	0.81	0.75	1.00	20.3

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Weston Street															
5	T1	All MCs	137	0.8	137	0.8	0.720	10.3	LOS A	3.7	26.1	0.93	0.85	1.19	14.2
		LV	134		134		0.720	10.2	LOS A	3.7	26.1	NA	NA	NA	14.2
		HV	1		1		0.720	15.3	LOS B	3.7	26.1	NA	NA	NA	11.1
		U1	2		2		0.720	10.2	LOS A	3.7	26.1	NA	NA	NA	14.2
6	R2	All MCs	475	1.3	475	1.3	0.720	13.6	LOS A	3.7	26.1	0.93	0.85	1.19	20.1
		LV	468		468		0.720	13.5	LOS A	3.7	26.1	NA	NA	NA	20.1
		HV	6		6		0.720	18.6	LOS B	3.7	26.1	NA	NA	NA	16.7
6u	U	All MCs	1	0.0	1	0.0	0.720	15.1	LOS B	3.7	26.1	0.93	0.85	1.19	17.7
		LV	1		1		0.720	15.1	LOS B	3.7	26.1	NA	NA	NA	17.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			613	1.2	613	1.2	0.720	12.9	LOS A	3.7	26.1	0.93	0.85	1.19	19.1
North: Carson Street															
7	L2	All MCs	424	0.7	424	0.7	0.662	4.5	LOS A	3.0	20.8	0.60	0.53	0.60	25.9
		LV	421		421		0.662	4.5	LOS A	3.0	20.8	NA	NA	NA	25.9
		HV	3		3		0.662	5.8	LOS A	3.0	20.8	NA	NA	NA	24.2
9	R2	All MCs	380	0.8	380	0.8	0.662	8.0	LOS A	3.0	20.8	0.60	0.53	0.60	23.4
		LV	372		372		0.662	8.0	LOS A	3.0	20.8	NA	NA	NA	23.4
		HV	3		3		0.662	9.2	LOS A	3.0	20.8	NA	NA	NA	21.5
		U1	5		5		0.662	8.0	LOS A	3.0	20.8	NA	NA	NA	23.4
Approach			804	0.8	804	0.8	0.662	6.2	LOS A	3.0	20.8	0.60	0.53	0.60	24.9
West: Weston Street															
10	L2	All MCs	498	1.3	498	1.3	0.782	12.1	LOS A	2.1	15.0	1.00	0.99	1.42	16.7
		LV	485		485		0.782	12.1	LOS A	2.1	15.0	NA	NA	NA	16.7
		HV	6		6		0.782	17.3	LOS B	2.1	15.0	NA	NA	NA	13.3
		U1	6		6		0.782	12.1	LOS A	2.1	15.0	NA	NA	NA	16.7
11	T1	All MCs	112	0.9	112	0.9	0.782	12.3	LOS A	2.1	15.0	1.00	0.99	1.42	13.5
		LV	109		109		0.782	12.3	LOS A	2.1	15.0	NA	NA	NA	13.6
		HV	1		1		0.782	17.5	LOS B	2.1	15.0	NA	NA	NA	10.5
		U1	1		1		0.782	12.3	LOS A	2.1	15.0	NA	NA	NA	13.6
12u	U	All MCs	1	0.0	1	0.0	0.782	16.8	LOS B	2.1	15.0	1.00	0.99	1.42	6.9
		LV	1		1		0.782	16.8	LOS B	2.1	15.0	NA	NA	NA	6.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			611	1.2	611	1.2	0.782	12.2	LOS A	2.1	15.0	1.00	0.99	1.42	16.1
All Vehicles			2027	1.0	2027	1.0	0.782	10.0	LOS A	3.7	26.1	0.82	0.77	1.03	20.0

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table

Hemanote Consultants

MOVEMENT SUMMARY – PM Peak (3.00pm – 4.00pm) – Base Year 2025 – Weston Street / Hinemoa Street

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hinemoa Street															
1	L2	All MCs	19	11.1	19	11.1	0.065	8.4	LOS A	0.1	0.7	0.32	0.88	0.32	36.2
		LV	17		17		0.065	8.4	LOS A	0.1	0.7	NA	NA	NA	36.2
		HV	2		2		0.065	9.0	LOS A	0.1	0.7	NA	NA	NA	35.6
3	R2	All MCs	35	0.0	35	0.0	0.065	9.4	LOS A	0.1	0.7	0.32	0.88	0.32	35.2
		LV	35		35		0.065	9.4	LOS A	0.1	0.7	NA	NA	NA	35.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
3u	U	All MCs	4	0.0	4	0.0	0.065	9.1	LOS A	0.1	0.7	0.32	0.88	0.32	41.0
		LV	4		4		0.065	9.1	LOS A	0.1	0.7	NA	NA	NA	41.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			58	3.6	58	3.6	0.065	9.1	LOS A	0.1	0.7	0.32	0.88	0.32	36.2
East: Weston Street															
4	L2	All MCs	43	2.4	43	2.4	0.091	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	46.7
		LV	42		42		0.091	4.6	LOS A	0.0	0.0	NA	NA	NA	46.7
		HV	1		1		0.091	4.6	LOS A	0.0	0.0	NA	NA	NA	46.7
5	T1	All MCs	131	0.8	131	0.8	0.091	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	48.3
		LV	129		129		0.091	0.0	LOS A	0.0	0.0	NA	NA	NA	48.3
		HV	1		1		0.091	0.0	LOS A	0.0	0.0	NA	NA	NA	48.3
Approach			174	1.2	174	1.2	0.091	1.2	NA	0.0	0.0	0.00	0.13	0.00	47.8
West: Weston Street															
11	T1	All MCs	182	1.7	182	1.7	0.136	0.2	LOS A	0.2	1.2	0.16	0.19	0.16	42.3
		LV	179		179		0.136	0.2	LOS A	0.2	1.2	NA	NA	NA	42.3
		HV	3		3		0.136	0.2	LOS A	0.2	1.2	NA	NA	NA	42.3
12	R2	All MCs	57	7.4	57	7.4	0.136	5.3	LOS A	0.2	1.2	0.16	0.19	0.16	43.9
		LV	53		53		0.136	5.2	LOS A	0.2	1.2	NA	NA	NA	44.0
		HV	4		4		0.136	6.0	LOS A	0.2	1.2	NA	NA	NA	42.9
12u	U	All MCs	1	0.0	1	0.0	0.136	7.5	LOS A	0.2	1.2	0.16	0.19	0.16	41.8
		LV	1		1		0.136	7.5	LOS A	0.2	1.2	NA	NA	NA	41.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			240	3.1	240	3.1	0.136	1.5	NA	0.2	1.2	0.16	0.19	0.16	43.0
All Vehicles			472	2.5	472	2.5	0.136	2.3	NA	0.2	1.2	0.12	0.25	0.12	44.5

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hinemoa Street															
1	L2	All MCs	19	11.1	19	11.1	0.067	8.5	LOS A	0.1	0.7	0.33	0.88	0.33	36.2
		LV	17		17		0.067	8.4	LOS A	0.1	0.7	NA	NA	NA	36.2
		HV	2		2		0.067	9.1	LOS A	0.1	0.7	NA	NA	NA	35.6
3	R2	All MCs	36	0.0	36	0.0	0.067	9.5	LOS A	0.1	0.7	0.33	0.88	0.33	35.2
		LV	35		35		0.067	9.5	LOS A	0.1	0.7	NA	NA	NA	35.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		0.067	9.5	LOS A	0.1	0.7	NA	NA	NA	35.2
3u	U	All MCs	4	0.0	4	0.0	0.067	9.1	LOS A	0.1	0.7	0.33	0.88	0.33	41.0
		LV	4		4		0.067	9.1	LOS A	0.1	0.7	NA	NA	NA	41.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			59	3.6	59	3.6	0.067	9.2	LOS A	0.1	0.7	0.33	0.88	0.33	36.2
East: Weston Street															
4	L2	All MCs	45	2.3	45	2.3	0.095	4.1	LOS A	0.0	0.0	0.00	0.13	0.00	44.6
		LV	42		42		0.095	4.1	LOS A	0.0	0.0	NA	NA	NA	44.6
		HV	1		1		0.095	4.1	LOS A	0.0	0.0	NA	NA	NA	44.6
		U1	2		2		0.095	4.1	LOS A	0.0	0.0	NA	NA	NA	44.6
5	T1	All MCs	136	0.8	136	0.8	0.095	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	46.8
		LV	129		129		0.095	0.0	LOS A	0.0	0.0	NA	NA	NA	46.8
		HV	1		1		0.095	0.0	LOS A	0.0	0.0	NA	NA	NA	46.8
		U1	5		5		0.095	0.0	LOS A	0.0	0.0	NA	NA	NA	46.8
Approach			181	1.2	181	1.2	0.095	1.0	NA	0.0	0.0	0.00	0.13	0.00	46.0
West: Weston Street															
11	T1	All MCs	189	1.7	189	1.7	0.140	0.3	LOS A	0.2	1.2	0.16	0.19	0.16	42.6
		LV	179		179		0.140	0.3	LOS A	0.2	1.2	NA	NA	NA	42.6
		HV	3		3		0.140	0.3	LOS A	0.2	1.2	NA	NA	NA	42.6
		U1	7		7		0.140	0.3	LOS A	0.2	1.2	NA	NA	NA	42.6
12	R2	All MCs	57	7.4	57	7.4	0.140	5.3	LOS A	0.2	1.2	0.16	0.19	0.16	44.0
		LV	53		53		0.140	5.3	LOS A	0.2	1.2	NA	NA	NA	44.1
		HV	4		4		0.140	6.1	LOS A	0.2	1.2	NA	NA	NA	42.9
12u	U	All MCs	1	0.0	1	0.0	0.140	7.6	LOS A	0.2	1.2	0.16	0.19	0.16	42.0
		LV	1		1		0.140	7.6	LOS A	0.2	1.2	NA	NA	NA	42.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			247	3.0	247	3.0	0.140	1.4	NA	0.2	1.2	0.16	0.19	0.16	43.2
All Vehicles			487	2.4	487	2.4	0.140	2.2	NA	0.2	1.2	0.12	0.25	0.12	42.7

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table.

MOVEMENT SUMMARY – PM Peak (3.00pm – 4.00pm) – Base Year 2025 – Weston Street / Woodburn Avenue

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Woodburn Avenue															
1	L2	All MCs	9	11.1	9	11.1	0.707	8.0	LOS A	2.0	14.1	0.80	0.60	0.87	19.8
		LV	8		8		0.707	7.8	LOS A	2.0	14.1	NA	NA	NA	20.1
		HV	1		1		0.707	10.1	LOS A	2.0	14.1	NA	NA	NA	17.7
3	R2	All MCs	380	0.6	380	0.6	0.707	10.4	LOS A	2.0	14.1	0.80	0.60	0.87	19.8
		LV	378		378		0.707	10.4	LOS A	2.0	14.1	NA	NA	NA	19.8
		HV	2		2		0.707	12.8	LOS A	2.0	14.1	NA	NA	NA	17.4
3u	U	All MCs	1	0.0	1	0.0	0.707	12.2	LOS A	2.0	14.1	0.80	0.60	0.87	24.4
		LV	1		1		0.707	12.2	LOS A	2.0	14.1	NA	NA	NA	24.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			391	0.8	391	0.8	0.707	10.4	LOS A	2.0	14.1	0.80	0.60	0.87	19.8
East: Weston Street															
4	L2	All MCs	466	1.8	466	1.8	0.404	1.8	LOS A	1.4	10.2	0.11	0.40	0.11	31.9
		LV	458		458		0.404	1.8	LOS A	1.4	10.2	NA	NA	NA	31.9
		HV	8		8		0.404	1.9	LOS A	1.4	10.2	NA	NA	NA	31.7
5	T1	All MCs	166	0.6	166	0.6	0.404	1.8	LOS A	1.4	10.2	0.11	0.40	0.11	24.2
		LV	165		165		0.404	1.8	LOS A	1.4	10.2	NA	NA	NA	24.2
		HV	1		1		0.404	1.8	LOS A	1.4	10.2	NA	NA	NA	23.9
6u	U	All MCs	1	0.0	1	0.0	0.404	5.9	LOS A	1.4	10.2	0.11	0.40	0.11	24.2
		LV	1		1		0.404	5.9	LOS A	1.4	10.2	NA	NA	NA	24.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			634	1.5	634	1.5	0.404	1.8	LOS A	1.4	10.2	0.11	0.40	0.11	31.0
West: Weston Street															
11	T1	All MCs	199	1.6	199	1.6	0.531	9.1	LOS A	1.0	7.5	0.87	0.72	0.97	36.4
		LV	196		196		0.531	9.1	LOS A	1.0	7.5	NA	NA	NA	36.5
		HV	3		3		0.531	12.5	LOS A	1.0	7.5	NA	NA	NA	33.1
12	R2	All MCs	9	11.1	9	11.1	0.531	12.5	LOS A	1.0	7.5	0.87	0.72	0.97	35.9
		LV	8		8		0.531	12.1	LOS A	1.0	7.5	NA	NA	NA	36.2
		HV	1		1		0.531	15.6	LOS B	1.0	7.5	NA	NA	NA	33.4
Approach			208	2.0	208	2.0	0.531	9.3	LOS A	1.0	7.5	0.87	0.72	0.97	36.4
All Vehicles			1233	1.4	1233	1.4	0.707	5.8	LOS A	2.0	14.1	0.46	0.52	0.50	29.1

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Woodburn Avenue															
1	L2	All MCs	11	10.0	11	10.0	0.712	8.2	LOS A	2.0	14.3	0.81	0.60	0.89	19.7
		LV	8		8		0.712	8.0	LOS A	2.0	14.3	NA	NA	NA	19.9
		HV	1		1		0.712	10.4	LOS A	2.0	14.3	NA	NA	NA	17.5
		U1	1		1		0.712	8.0	LOS A	2.0	14.3	NA	NA	NA	19.9
3	R2	All MCs	380	0.6	380	0.6	0.712	10.6	LOS A	2.0	14.3	0.81	0.60	0.89	19.7
		LV	378		378		0.712	10.5	LOS A	2.0	14.3	NA	NA	NA	19.7
		HV	2		2		0.712	12.9	LOS A	2.0	14.3	NA	NA	NA	17.3
3u	U	All MCs	1	0.0	1	0.0	0.712	12.3	LOS A	2.0	14.3	0.81	0.60	0.89	24.3
		LV	1		1		0.712	12.3	LOS A	2.0	14.3	NA	NA	NA	24.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			392	0.8	392	0.8	0.712	10.5	LOS A	2.0	14.3	0.81	0.60	0.89	19.7
East: Weston Street															
4	L2	All MCs	460	1.8	460	1.8	0.404	1.8	LOS A	1.4	10.3	0.12	0.40	0.12	31.8
		LV	452		452		0.404	1.8	LOS A	1.4	10.3	NA	NA	NA	31.8
		HV	8		8		0.404	1.9	LOS A	1.4	10.3	NA	NA	NA	31.6
5	T1	All MCs	169	0.6	169	0.6	0.404	1.8	LOS A	1.4	10.3	0.12	0.40	0.12	24.1
		LV	163		163		0.404	1.8	LOS A	1.4	10.3	NA	NA	NA	24.1
		HV	1		1		0.404	1.9	LOS A	1.4	10.3	NA	NA	NA	23.8
		U1	5		5		0.404	1.8	LOS A	1.4	10.3	NA	NA	NA	24.1
6u	U	All MCs	1	0.0	1	0.0	0.404	5.9	LOS A	1.4	10.3	0.12	0.40	0.12	24.1
		LV	1		1		0.404	5.9	LOS A	1.4	10.3	NA	NA	NA	24.1
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			631	1.5	631	1.5	0.404	1.8	LOS A	1.4	10.3	0.12	0.40	0.12	30.9
West: Weston Street															
11	T1	All MCs	206	1.5	206	1.5	0.552	9.4	LOS A	1.1	8.0	0.68	0.73	1.00	34.6
		LV	196		196		0.552	9.3	LOS A	1.1	8.0	NA	NA	NA	34.7
		HV	3		3		0.552	12.9	LOS A	1.1	8.0	NA	NA	NA	31.1
		U1	7		7		0.552	9.3	LOS A	1.1	8.0	NA	NA	NA	34.7
12	R2	All MCs	11	10.0	11	10.0	0.552	12.8	LOS A	1.1	8.0	0.68	0.73	1.00	34.5
		LV	8		8		0.552	12.5	LOS A	1.1	8.0	NA	NA	NA	34.8
		HV	1		1		0.552	16.0	LOS B	1.1	8.0	NA	NA	NA	31.8
		U1	1		1		0.552	12.5	LOS A	1.1	8.0	NA	NA	NA	34.8
Approach			217	1.9	217	1.9	0.552	9.6	LOS A	1.1	8.0	0.68	0.73	1.00	34.6
All Vehicles			1239	1.4	1239	1.4	0.712	5.9	LOS A	2.0	14.3	0.47	0.52	0.52	28.3

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table

MOVEMENT SUMMARY – PM Peak (3.00pm – 4.00pm) – Base Year 2025 – Weston Street / Carson Street

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Weston Street															
5	T1	All MCs	135	1.6	135	1.6	0.818	17.3	LOS B	4.9	34.8	1.00	1.13	1.59	10.2
		LV	133		133		0.818	17.2	LOS B	4.9	34.8	NA	NA	NA	10.3
		HV	2		2		0.818	23.8	LOS B	4.9	34.8	NA	NA	NA	8.1
6	R2	All MCs	409	1.0	409	1.0	0.818	20.6	LOS B	4.9	34.8	1.00	1.13	1.59	15.7
		LV	405		405		0.818	20.5	LOS B	4.9	34.8	NA	NA	NA	15.7
		HV	4		4		0.818	27.1	LOS B	4.9	34.8	NA	NA	NA	13.0
6u	U	All MCs	4	0.0	4	0.0	0.818	22.1	LOS B	4.9	34.8	1.00	1.13	1.59	13.5
		LV	4		4		0.818	22.1	LOS B	4.9	34.8	NA	NA	NA	13.5
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			548	1.2	548	1.2	0.818	19.8	LOS B	4.9	34.8	1.00	1.13	1.59	14.6
North: Carson Street															
7	L2	All MCs	386	1.1	386	1.1	0.834	6.5	LOS A	5.3	37.6	0.93	0.58	0.98	24.1
		LV	382		382		0.834	6.5	LOS A	5.3	37.6	NA	NA	NA	24.1
		HV	4		4		0.834	8.7	LOS A	5.3	37.6	NA	NA	NA	21.6
9	R2	All MCs	499	1.7	499	1.7	0.834	10.0	LOS A	5.3	37.6	0.93	0.58	0.98	21.4
		LV	491		491		0.834	9.9	LOS A	5.3	37.6	NA	NA	NA	21.4
		HV	8		8		0.834	12.2	LOS A	5.3	37.6	NA	NA	NA	18.7
9u	U	All MCs	1	0.0	1	0.0	0.834	11.9	LOS A	5.3	37.6	0.93	0.58	0.98	25.9
		LV	1		1		0.834	11.9	LOS A	5.3	37.6	NA	NA	NA	25.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			886	1.4	886	1.4	0.834	8.5	LOS A	5.3	37.6	0.93	0.58	0.98	22.7
West: Weston Street															
10	L2	All MCs	446	1.4	446	1.4	0.701	8.3	LOS A	2.1	15.0	0.93	0.84	1.15	20.5
		LV	440		440		0.701	8.3	LOS A	2.1	15.0	NA	NA	NA	20.5
		HV	6		6		0.701	12.6	LOS A	2.1	15.0	NA	NA	NA	16.3
11	T1	All MCs	135	0.0	135	0.0	0.701	8.5	LOS A	2.1	15.0	0.93	0.84	1.15	17.2
		LV	135		135		0.701	8.5	LOS A	2.1	15.0	NA	NA	NA	17.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			581	1.1	581	1.1	0.701	8.4	LOS A	2.1	15.0	0.93	0.84	1.15	19.8
All Vehicles			2016	1.3	2016	1.3	0.834	11.5	LOS A	5.3	37.6	0.95	0.80	1.19	18.8

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Weston Street															
5	T1	All MCs	135	1.6	135	1.6	0.826	18.0	LOS B	5.1	35.9	1.00	1.15	1.62	10.0
		LV	133		133		0.826	17.9	LOS B	5.1	35.9	NA	NA	NA	10.0
		HV	2		2		0.826	24.5	LOS B	5.1	35.9	NA	NA	NA	7.9
6	R2	All MCs	411	1.0	411	1.0	0.826	21.3	LOS B	5.1	35.9	1.00	1.15	1.62	15.4
		LV	405		405		0.826	21.2	LOS B	5.1	35.9	NA	NA	NA	15.4
		HV	4		4		0.826	27.8	LOS B	5.1	35.9	NA	NA	NA	12.8
		U1	1		1		0.826	21.2	LOS B	5.1	35.9	NA	NA	NA	15.4
6u	U	All MCs	4	0.0	4	0.0	0.826	22.8	LOS B	5.1	35.9	1.00	1.15	1.62	13.2
		LV	4		4		0.826	22.8	LOS B	5.1	35.9	NA	NA	NA	13.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			549	1.1	549	1.1	0.826	20.5	LOS B	5.1	35.9	1.00	1.15	1.62	14.2
North: Carson Street															
7	L2	All MCs	386	1.1	386	1.1	0.841	6.7	LOS A	5.5	38.9	0.95	0.58	1.00	24.0
		LV	382		382		0.841	6.7	LOS A	5.5	38.9	NA	NA	NA	24.0
		HV	4		4		0.841	9.0	LOS A	5.5	38.9	NA	NA	NA	21.5
9	R2	All MCs	503	1.7	503	1.7	0.841	10.2	LOS A	5.5	38.9	0.95	0.58	1.00	21.3
		LV	491		491		0.841	10.1	LOS A	5.5	38.9	NA	NA	NA	21.3
		HV	8		8		0.841	12.4	LOS A	5.5	38.9	NA	NA	NA	18.6
		U1	4		4		0.841	10.1	LOS A	5.5	38.9	NA	NA	NA	21.3
9u	U	All MCs	1	0.0	1	0.0	0.841	12.1	LOS A	5.5	38.9	0.95	0.58	1.00	25.8
		LV	1		1		0.841	12.1	LOS A	5.5	38.9	NA	NA	NA	25.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			891	1.4	891	1.4	0.841	8.7	LOS A	5.5	38.9	0.95	0.58	1.00	22.6
West: Weston Street															
10	L2	All MCs	453	1.4	453	1.4	0.710	8.6	LOS A	2.1	15.0	0.94	0.85	1.17	20.2
		LV	440		440		0.710	8.5	LOS A	2.1	15.0	NA	NA	NA	20.3
		HV	6		6		0.710	12.9	LOS A	2.1	15.0	NA	NA	NA	16.1
		U1	6		6		0.710	8.5	LOS A	2.1	15.0	NA	NA	NA	20.3
11	T1	All MCs	136	0.0	136	0.0	0.710	8.8	LOS A	2.1	15.0	0.94	0.85	1.17	17.0
		LV	135		135		0.710	8.8	LOS A	2.1	15.0	NA	NA	NA	17.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		0.710	8.8	LOS A	2.1	15.0	NA	NA	NA	17.0
Approach			588	1.1	588	1.1	0.710	8.6	LOS A	2.1	15.0	0.94	0.85	1.17	19.6
All Vehicles			2028	1.2	2028	1.2	0.841	11.9	LOS A	5.5	38.9	0.96	0.81	1.22	18.5

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table

Hemanote Consultants

MOVEMENT SUMMARY – AM Peak (8.15am – 9.15am) – Future Year 2035 – Weston Street / Hinemoa Street

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hinemoa Street															
1	L2	All MCs	56	4.5	56	4.5	0.095	8.3	LOS A	0.1	1.0	0.34	0.88	0.34	36.6
		LV	53		53		0.095	8.3	LOS A	0.1	1.0	NA	NA	NA	36.7
		HV	3		3		0.095	9.3	LOS A	0.1	1.0	NA	NA	NA	35.8
3	R2	All MCs	38	0.0	38	0.0	0.095	9.4	LOS A	0.1	1.0	0.34	0.88	0.34	35.3
		LV	38		38		0.095	9.4	LOS A	0.1	1.0	NA	NA	NA	35.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			93	2.7	93	2.7	0.095	8.8	LOS A	0.1	1.0	0.34	0.88	0.34	36.2
East: RoadName															
4	L2	All MCs	29	0.0	29	0.0	0.103	4.6	LOS A	0.0	0.0	0.00	0.08	0.00	47.2
		LV	29		29		0.103	4.6	LOS A	0.0	0.0	NA	NA	NA	47.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
5	T1	All MCs	171	0.0	170	0.0	0.103	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	49.0
		LV	171		170		0.103	0.0	LOS A	0.0	0.0	NA	NA	NA	49.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			200	0.0	199	0.0	0.103	0.7	NA	0.0	0.0	0.00	0.08	0.00	48.7
West: RoadName															
11	T1	All MCs	148	1.7	148	1.7	0.114	0.3	LOS A	0.1	1.0	0.18	0.21	0.18	42.1
		LV	145		145		0.114	0.3	LOS A	0.1	1.0	NA	NA	NA	42.1
		HV	3		3		0.114	0.3	LOS A	0.1	1.0	NA	NA	NA	42.1
12	R2	All MCs	47	13.5	47	13.5	0.114	5.5	LOS A	0.1	1.0	0.18	0.21	0.18	43.6
		LV	40		40		0.114	5.4	LOS A	0.1	1.0	NA	NA	NA	43.8
		HV	6		6		0.114	6.3	LOS A	0.1	1.0	NA	NA	NA	42.5
12u	U	All MCs	1	0.0	1	0.0	0.114	7.8	LOS A	0.1	1.0	0.18	0.21	0.18	41.7
		LV	1		1		0.114	7.8	LOS A	0.1	1.0	NA	NA	NA	41.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			196	4.5	196	4.5	0.114	1.6	NA	0.1	1.0	0.18	0.21	0.18	42.8
All Vehicles			489	2.3	489	2.3	0.114	2.6	NA	0.1	1.0	0.14	0.28	0.14	44.3

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hinemoa Street															
1	L2	All MCs	56	4.5	56	4.5	0.098	8.4	LOS A	0.1	1.0	0.35	0.88	0.35	36.6
		LV	53		53		0.098	8.3	LOS A	0.1	1.0	NA	NA	NA	36.7
		HV	3		3		0.098	9.3	LOS A	0.1	1.0	NA	NA	NA	35.7
3	R2	All MCs	39	0.0	39	0.0	0.098	9.5	LOS A	0.1	1.0	0.35	0.88	0.35	35.3
		LV	38		38		0.098	9.5	LOS A	0.1	1.0	NA	NA	NA	35.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		0.098	9.6	LOS A	0.1	1.0	NA	NA	NA	35.3
Approach			95	2.7	95	2.7	0.098	8.9	LOS A	0.1	1.0	0.35	0.88	0.35	36.2
East: Weston Road															
4	L2	All MCs	30	0.0	30	0.0	0.108	4.1	LOS A	0.0	0.0	0.00	0.08	0.00	45.5
		LV	29		29		0.108	4.1	LOS A	0.0	0.0	NA	NA	NA	45.5
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		0.108	4.1	LOS A	0.0	0.0	NA	NA	NA	45.5
5	T1	All MCs	179	0.0	178	0.0	0.108	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	48.3
		LV	171		169		0.108	0.0	LOS A	0.0	0.0	NA	NA	NA	48.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	9		9		0.108	0.0	LOS A	0.0	0.0	NA	NA	NA	48.3
Approach			210	0.0	208	0.0	0.108	0.6	NA	0.0	0.0	0.00	0.08	0.00	47.6
West: Weston Road															
11	T1	All MCs	155	1.6	155	1.6	0.119	0.3	LOS A	0.1	1.1	0.18	0.21	0.18	42.5
		LV	145		145		0.119	0.3	LOS A	0.1	1.1	NA	NA	NA	42.5
		HV	3		3		0.119	0.3	LOS A	0.1	1.1	NA	NA	NA	42.5
		U1	8		8		0.119	0.3	LOS A	0.1	1.1	NA	NA	NA	42.5
12	R2	All MCs	47	13.5	47	13.5	0.119	5.5	LOS A	0.1	1.1	0.18	0.21	0.18	43.8
		LV	40		40		0.119	5.4	LOS A	0.1	1.1	NA	NA	NA	43.9
		HV	6		6		0.119	6.4	LOS A	0.1	1.1	NA	NA	NA	42.6
12u	U	All MCs	1	0.0	1	0.0	0.119	7.9	LOS A	0.1	1.1	0.18	0.21	0.18	41.9
		LV	1		1		0.119	7.9	LOS A	0.1	1.1	NA	NA	NA	41.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			203	4.3	203	4.3	0.119	1.6	NA	0.1	1.1	0.18	0.21	0.18	43.1
All Vehicles			508	2.2	507	2.2	0.119	2.5	NA	0.1	1.1	0.14	0.28	0.14	42.3

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table.

MOVEMENT SUMMARY – AM Peak (8.15am – 9.15am) – Future Year 2035 – Weston Street / Woodburn Avenue

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Woodburn Avenue															
1	L2	All MCs	5	0.0	5	0.0	1.025	49.5	LOS D [11]	11.8	83.3	1.00	1.64	2.60	5.8
		LV	5		5		1.025	49.5	LOS D	11.8	83.3	NA	NA	NA	5.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
3	R2	All MCs	544	0.7	544	0.7	1.025	52.2	LOS D [11]	11.8	83.3	1.00	1.64	2.60	5.8
		LV	541		541		1.025	52.2	LOS D	11.8	83.3	NA	NA	NA	5.8
		HV	4		4		1.025	58.2	LOS E	11.8	83.3	NA	NA	NA	5.2
Approach			549	0.7	549	0.7	1.025	52.2	LOS D [11]	11.8	83.3	1.00	1.64	2.60	5.8
East: Weston Street															
4	L2	All MCs	408	0.9	408	0.9	0.368	1.8	LOS A	1.4	9.5	0.03	0.42	0.03	32.6
		LV	404		404		0.368	1.8	LOS A	1.4	9.5	NA	NA	NA	32.6
		HV	4		4		0.368	1.8	LOS A	1.4	9.5	NA	NA	NA	32.6
5	T1	All MCs	202	0.0	202	0.0	0.368	1.7	LOS A	1.4	9.5	0.03	0.42	0.03	25.7
		LV	202		202		0.368	1.7	LOS A	1.4	9.5	NA	NA	NA	25.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
6u	U	All MCs	1	0.0	1	0.0	0.368	5.9	LOS A	1.4	9.5	0.03	0.42	0.03	25.7
		LV	1		1		0.368	5.9	LOS A	1.4	9.5	NA	NA	NA	25.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			611	0.8	611	0.8	0.368	1.8	LOS A	1.4	9.5	0.03	0.42	0.03	31.5
West: Weston Street															
11	T1	All MCs	178	2.1	178	2.1	0.578	11.7	LOS A	1.1	8.1	0.97	0.83	1.14	33.9
		LV	174		174		0.578	11.6	LOS A	1.1	8.1	NA	NA	NA	34.0
		HV	4		4		0.578	17.1	LOS B	1.1	8.1	NA	NA	NA	29.6
12	R2	All MCs	1	0.0	1	0.0	0.578	14.6	LOS B	1.1	8.1	0.97	0.83	1.14	34.1
		LV	1		1		0.578	14.6	LOS B	1.1	8.1	NA	NA	NA	34.1
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			179	2.1	179	2.1	0.578	11.8	LOS A	1.1	8.1	0.97	0.83	1.14	33.9
All Vehicles			1340	0.8	1340	0.8	1.025	23.8	LOS B	11.8	83.3	0.55	0.97	1.23	13.0

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Woodburn Avenue															
1	L2	All MCs	6	0.0	6	0.0	1.037	57.6	LOS E [11]	12.7	89.6	1.00	1.76	2.89	5.1
		LV	5		5		1.037	57.6	LOS E	12.7	89.6	NA	NA	NA	5.1
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		1.037	57.6	LOS E	12.7	89.6	NA	NA	NA	5.1
3	R2	All MCs	544	0.7	544	0.7	1.037	60.1	LOS E [11]	12.7	89.6	1.00	1.76	2.89	5.1
		LV	541		541		1.037	60.1	LOS E	12.7	89.6	NA	NA	NA	5.1
		HV	4		4		1.037	66.2	LOS E	12.7	89.6	NA	NA	NA	4.7
Approach			551	0.7	551	0.7	1.037	60.1	LOS E [11]	12.7	89.6	1.00	1.76	2.89	5.1
East: Weston Street															
4	L2	All MCs	408	0.9	408	0.9	0.372	1.8	LOS A	1.4	9.7	0.03	0.42	0.03	32.6
		LV	404		402		0.372	1.8	LOS A	1.4	9.7	NA	NA	NA	32.6
		HV	4		4		0.372	1.8	LOS A	1.4	9.7	NA	NA	NA	32.6
5	T1	All MCs	211	0.0	210	0.0	0.372	1.7	LOS A	1.4	9.7	0.03	0.42	0.03	25.7
		LV	202		201		0.372	1.7	LOS A	1.4	9.7	NA	NA	NA	25.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	9		9		0.372	1.7	LOS A	1.4	9.7	NA	NA	NA	25.7
6u	U	All MCs	1	0.0	1	0.0	0.372	5.9	LOS A	1.4	9.7	0.03	0.42	0.03	25.7
		LV	1		1		0.372	5.9	LOS A	1.4	9.7	NA	NA	NA	25.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			620	0.6	617	0.6	0.372	1.8	LOS A	1.4	9.7	0.03	0.42	0.03	31.5
West: Weston Street															
11	T1	All MCs	187	2.0	187	2.0	0.601	12.0	LOS A	1.2	8.6	0.98	0.84	1.17	32.0
		LV	174		174		0.601	11.9	LOS A	1.2	8.6	NA	NA	NA	32.1
		HV	4		4		0.601	17.4	LOS B	1.2	8.6	NA	NA	NA	27.6
		U1	9		9		0.601	11.9	LOS A	1.2	8.6	NA	NA	NA	32.1
12	R2	All MCs	1	0.0	1	0.0	0.601	14.8	LOS B	1.2	8.6	0.98	0.84	1.17	32.5
		LV	1		1		0.601	14.8	LOS B	1.2	8.6	NA	NA	NA	32.5
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			188	2.0	188	2.0	0.601	12.1	LOS A	1.2	8.6	0.98	0.84	1.17	32.0
All Vehicles			1359	0.8	1356	0.8	1.037	26.9	LOS B	12.7	89.6	0.56	1.02	1.35	11.4

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table

MOVEMENT SUMMARY – AM Peak (8.15am – 9.15am) – Future Year 2035 – Weston Street / Carson Street

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Weston Street															
5	T1	All MCs	160	0.8	160	0.8	1.001	50.6	LOS D	14.7	104.1	1.00	2.06	3.20	4.4
		LV	159		159		1.001	50.5	LOS D	14.7	104.1	NA	NA	NA	4.4
		HV	1		1		1.001	57.9	LOS E	14.7	104.1	NA	NA	NA	3.9
6	R2	All MCs	570	1.3	570	1.3	1.001	53.9	LOS D	14.7	104.1	1.00	2.06	3.20	7.7
		LV	562		562		1.001	53.8	LOS D	14.7	104.1	NA	NA	NA	7.7
		HV	8		8		1.001	61.2	LOS E	14.7	104.1	NA	NA	NA	6.9
6u	U	All MCs	1	0.0	1	0.0	1.001	55.4	LOS D	14.7	104.1	1.00	2.06	3.20	6.4
		LV	1		1		1.001	55.4	LOS D	14.7	104.1	NA	NA	NA	6.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			731	1.2	731	1.2	1.001	53.2	LOS D	14.7	104.1	1.00	2.06	3.20	7.0
North: Carson Street															
7	L2	All MCs	509	0.7	509	0.7	0.857	6.4	LOS A	6.1	42.9	0.98	0.57	1.02	24.1
		LV	505		505		0.857	6.4	LOS A	6.1	42.9	NA	NA	NA	24.1
		HV	4		4		0.857	8.6	LOS A	6.1	42.9	NA	NA	NA	21.6
9	R2	All MCs	450	0.8	450	0.8	0.857	9.8	LOS A	6.1	42.9	0.98	0.57	1.02	21.3
		LV	446		446		0.857	9.8	LOS A	6.1	42.9	NA	NA	NA	21.4
		HV	4		4		0.857	12.0	LOS A	6.1	42.9	NA	NA	NA	18.6
Approach			959	0.8	959	0.8	0.857	8.0	LOS A	6.1	42.9	0.98	0.57	1.02	23.0
West: Weston Street															
10	L2	All MCs	590	1.3	579	1.3	1.039	73.2	LOS F	2.1	15.0	1.00	2.55	4.26	4.2
		LV	582		571		1.039	73.1	LOS F	2.1	15.0	NA	NA	NA	4.2
		HV	8		7		1.039	80.0	LOS F	2.1	15.0	NA	NA	NA	3.9
11	T1	All MCs	133	1.0	130	1.0	1.039	73.4	LOS F	2.1	15.0	1.00	2.55	4.26	3.1
		LV	131		129		1.039	73.3	LOS F	2.1	15.0	NA	NA	NA	3.1
		HV	1		1		1.039	80.2	LOS F	2.1	15.0	NA	NA	NA	2.9
12u	U	All MCs	1	0.0	1	0.0	1.039	77.8	LOS F	2.1	15.0	1.00	2.55	4.26	1.3
		LV	1		1		1.039	77.8	LOS F	2.1	15.0	NA	NA	NA	1.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			724	1.2	710	1.2	1.039	73.2	LOS F	2.1	15.0	1.00	2.55	4.26	4.0
All Vehicles			2414	1.0	2400	1.1	1.039	41.1	LOS C	14.7	104.1	0.99	1.61	2.64	7.8

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Weston Street															
5	T1	All MCs	164	0.8	164	0.8	1.021	60.8	LOS E	16.6	117.2	1.00	2.27	3.62	3.7
		LV	160		160		1.021	60.7	LOS E	16.6	117.2	NA	NA	NA	3.7
		HV	1		1		1.021	68.1	LOS E	16.6	117.2	NA	NA	NA	3.4
		U1	3		3		1.021	60.7	LOS E	16.6	117.2	NA	NA	NA	3.7
6	R2	All MCs	570	1.3	570	1.3	1.021	64.1	LOS E	16.6	117.2	1.00	2.27	3.62	6.6
		LV	562		562		1.021	64.0	LOS E	16.6	117.2	NA	NA	NA	6.6
		HV	8		8		1.021	71.4	LOS F	16.6	117.2	NA	NA	NA	6.0
6u	U	All MCs	1	0.0	1	0.0	1.021	65.6	LOS E	16.6	117.2	1.00	2.27	3.62	5.5
		LV	1		1		1.021	65.6	LOS E	16.6	117.2	NA	NA	NA	5.5
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			736	1.2	736	1.2	1.021	63.4	LOS E	16.6	117.2	1.00	2.27	3.62	6.0
North: Carson Street															
7	L2	All MCs	509	0.7	509	0.7	0.867	6.7	LOS A	6.4	45.3	1.00	0.58	1.05	24.0
		LV	505		505		0.867	6.6	LOS A	6.4	45.3	NA	NA	NA	24.0
		HV	4		4		0.867	9.0	LOS A	6.4	45.3	NA	NA	NA	21.4
9	R2	All MCs	456	0.8	456	0.8	0.867	10.1	LOS A	6.4	45.3	1.00	0.58	1.05	21.2
		LV	446		446		0.867	10.1	LOS A	6.4	45.3	NA	NA	NA	21.2
		HV	4		4		0.867	12.4	LOS A	6.4	45.3	NA	NA	NA	18.4
		U1	6		6		0.867	10.1	LOS A	6.4	45.3	NA	NA	NA	21.2
Approach			965	0.8	965	0.8	0.867	8.3	LOS A	6.4	45.3	1.00	0.58	1.05	22.8
West: Weston Street															
10	L2	All MCs	597	1.3	582	1.3	1.036	70.9	LOS F	2.1	15.0	1.00	2.51	4.18	4.3
		LV	582		567		1.036	70.8	LOS F	2.1	15.0	NA	NA	NA	4.3
		HV	8		7		1.036	77.7	LOS F	2.1	15.0	NA	NA	NA	4.0
		U1	8		8		1.036	70.8	LOS F	2.1	15.0	NA	NA	NA	4.3
11	T1	All MCs	134	0.9	130	1.0	1.036	71.1	LOS F	2.1	15.0	1.00	2.51	4.18	3.2
		LV	131		128		1.036	71.1	LOS F	2.1	15.0	NA	NA	NA	3.2
		HV	1		1		1.036	77.9	LOS F	2.1	15.0	NA	NA	NA	2.9
		U1	1		1		1.036	71.1	LOS F	2.1	15.0	NA	NA	NA	3.2
12u	U	All MCs	1	0.0	1	0.0	1.036	75.5	LOS F	2.1	15.0	1.00	2.51	4.18	1.3
		LV	1		1		1.036	75.5	LOS F	2.1	15.0	NA	NA	NA	1.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			733	1.2	713	1.2	1.036	71.0	LOS F	2.1	15.0	1.00	2.51	4.18	4.1
All Vehicles			2433	1.0	2413	1.0	1.036	43.6	LOS D	16.6	117.2	1.00	1.66	2.76	7.4

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table

MOVEMENT SUMMARY – PM Peak (3.00pm – 4.00pm) – Future Year 2035 – Weston Street / Hinemoa Street

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV [ ] %	Arrival Flows [Total veh/h]	Arrival Flows HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Aver. Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hinemoa Street															
1	L2	All MCs	23	11.1	23	11.1	0.082	8.5	LOS A	0.1	0.8	0.35	0.88	0.35	35.9
		LV	20		20		0.082	8.4	LOS A	0.1	0.8	NA	NA	NA	36.0
		HV	3		3		0.082	9.2	LOS A	0.1	0.8	NA	NA	NA	35.3
3	R2	All MCs	42	0.0	42	0.0	0.082	9.9	LOS A	0.1	0.8	0.35	0.88	0.35	34.9
		LV	42		42		0.082	9.9	LOS A	0.1	0.8	NA	NA	NA	34.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
3u	U	All MCs	5	0.0	5	0.0	0.082	9.1	LOS A	0.1	0.8	0.35	0.88	0.35	40.8
		LV	5		5		0.082	9.1	LOS A	0.1	0.8	NA	NA	NA	40.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			69	3.6	69	3.6	0.082	9.4	LOS A	0.1	0.8	0.35	0.88	0.35	35.9
East: Weston Street															
4	L2	All MCs	52	2.4	47	2.6	0.098	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	46.7
		LV	51		46		0.098	4.6	LOS A	0.0	0.0	NA	NA	NA	46.7
		HV	1		1		0.098	4.6	LOS A	0.0	0.0	NA	NA	NA	46.7
5	T1	All MCs	157	0.8	141	0.8	0.098	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	48.3
		LV	155		140		0.098	0.0	LOS A	0.0	0.0	NA	NA	NA	48.3
		HV	1		1		0.098	0.0	LOS A	0.0	0.0	NA	NA	NA	48.3
Approach			208	1.2	188	1.3	0.098	1.2	NA	0.0	0.0	0.00	0.13	0.00	47.8
West: Weston Street															
11	T1	All MCs	219	1.7	219	1.7	0.164	0.3	LOS A	0.2	1.5	0.18	0.20	0.18	42.1
		LV	215		215		0.164	0.3	LOS A	0.2	1.5	NA	NA	NA	42.1
		HV	4		4		0.164	0.3	LOS A	0.2	1.5	NA	NA	NA	42.1
12	R2	All MCs	68	7.4	68	7.4	0.164	5.4	LOS A	0.2	1.5	0.18	0.20	0.18	43.8
		LV	63		63		0.164	5.3	LOS A	0.2	1.5	NA	NA	NA	43.9
		HV	5		5		0.164	6.2	LOS A	0.2	1.5	NA	NA	NA	42.7
12u	U	All MCs	1	0.0	1	0.0	0.164	7.6	LOS A	0.2	1.5	0.18	0.20	0.18	41.7
		LV	1		1		0.164	7.6	LOS A	0.2	1.5	NA	NA	NA	41.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			288	3.1	288	3.1	0.164	1.5	NA	0.2	1.5	0.18	0.20	0.18	42.9
All Vehicles			566	2.5	546	2.5	0.164	2.4	NA	0.2	1.5	0.14	0.26	0.14	44.2

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV [ ] %	Arrival Flows [Total veh/h]	Arrival Flows HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Aver. Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hinemoa Street															
1	L2	All MCs	23	11.1	23	11.1	0.085	8.5	LOS A	0.1	0.9	0.36	0.88	0.36	35.9
		LV	20		20		0.085	8.4	LOS A	0.1	0.9	NA	NA	NA	36.0
		HV	3		3		0.085	9.2	LOS A	0.1	0.9	NA	NA	NA	35.2
3	R2	All MCs	43	0.0	43	0.0	0.085	10.1	LOS A	0.1	0.9	0.36	0.88	0.36	34.9
		LV	42		42		0.085	10.1	LOS A	0.1	0.9	NA	NA	NA	34.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		0.085	10.1	LOS A	0.1	0.9	NA	NA	NA	34.9
3u	U	All MCs	5	0.0	5	0.0	0.085	9.1	LOS A	0.1	0.9	0.36	0.88	0.36	40.8
		LV	5		5		0.085	9.1	LOS A	0.1	0.9	NA	NA	NA	40.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			71	3.6	71	3.6	0.085	9.5	LOS A	0.1	0.9	0.36	0.88	0.36	35.9
East: Weston Street															
4	L2	All MCs	54	2.3	49	2.6	0.103	4.1	LOS A	0.0	0.0	0.00	0.14	0.00	44.6
		LV	51		46		0.103	4.1	LOS A	0.0	0.0	NA	NA	NA	44.6
		HV	1		1		0.103	4.1	LOS A	0.0	0.0	NA	NA	NA	44.6
		U1	3		3		0.103	4.1	LOS A	0.0	0.0	NA	NA	NA	44.6
5	T1	All MCs	163	0.8	148	0.9	0.103	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	46.9
		LV	155		140		0.103	0.0	LOS A	0.0	0.0	NA	NA	NA	46.9
		HV	1		1		0.103	0.0	LOS A	0.0	0.0	NA	NA	NA	46.9
		U1	6		6		0.103	0.0	LOS A	0.0	0.0	NA	NA	NA	46.9
Approach			217	1.2	197	1.3	0.103	1.0	NA	0.0	0.0	0.00	0.14	0.00	46.0
West: Weston Street															
11	T1	All MCs	227	1.7	227	1.7	0.169	0.3	LOS A	0.2	1.5	0.18	0.20	0.18	42.4
		LV	215		215		0.169	0.3	LOS A	0.2	1.5	NA	NA	NA	42.4
		HV	4		4		0.169	0.3	LOS A	0.2	1.5	NA	NA	NA	42.4
		U1	9		9		0.169	0.3	LOS A	0.2	1.5	NA	NA	NA	42.4
12	R2	All MCs	68	7.4	68	7.4	0.169	5.4	LOS A	0.2	1.5	0.18	0.20	0.18	43.9
		LV	63		63		0.169	5.3	LOS A	0.2	1.5	NA	NA	NA	44.0
		HV	5		5		0.169	6.3	LOS A	0.2	1.5	NA	NA	NA	42.7
12u	U	All MCs	1	0.0	1	0.0	0.169	7.7	LOS A	0.2	1.5	0.18	0.20	0.18	41.9
		LV	1		1		0.169	7.7	LOS A	0.2	1.5	NA	NA	NA	41.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			297	3.0	297	3.0	0.169	1.5	NA	0.2	1.5	0.18	0.20	0.18	43.1
All Vehicles			585	2.4	565	2.5	0.169	2.3	NA	0.2	1.5	0.14	0.26	0.14	42.5

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table.

Hemanote Consultants

MOVEMENT SUMMARY – PM Peak (3.00pm – 4.00pm) – Future Year 2035 – Weston Street / Woodburn Avenue

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV [ ] %	Arrival Flows [Total veh/h]	HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist [ ] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Woodburn Avenue															
1	L2	All MCs	11	11.1	11	11.1	0.854	11.8	LOS A	3.7	26.4	1.00	0.71	1.21	16.3
		LV	10		10		0.854	11.4	LOS A	3.7	26.4	NA	NA	NA	16.6
		HV	1		1		0.854	15.0	LOS B	3.7	26.4	NA	NA	NA	14.2
3	R2	All MCs	456	0.6	456	0.6	0.854	14.1	LOS A	3.7	26.4	1.00	0.71	1.21	16.3
		LV	453		453		0.854	14.1	LOS A	3.7	26.4	NA	NA	NA	16.3
		HV	3		3		0.854	17.6	LOS B	3.7	26.4	NA	NA	NA	14.0
3u	U	All MCs	1	0.0	1	0.0	0.854	15.9	LOS B	3.7	26.4	1.00	0.71	1.21	21.2
		LV	1		1		0.854	15.9	LOS B	3.7	26.4	NA	NA	NA	21.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			469	0.8	469	0.8	0.854	14.0	LOS A	3.7	26.4	1.00	0.71	1.21	16.3
East: Weston Street															
4	L2	All MCs	560	1.8	502	1.8	0.438	1.8	LOS A	1.7	12.0	0.14	0.40	0.14	31.7
		LV	549		492		0.438	1.8	LOS A	1.7	12.0	NA	NA	NA	31.7
		HV	10		9		0.438	1.9	LOS A	1.7	12.0	NA	NA	NA	31.5
5	T1	All MCs	200	0.6	179	0.6	0.438	1.8	LOS A	1.7	12.0	0.14	0.40	0.14	23.9
		LV	198		178		0.438	1.8	LOS A	1.7	12.0	NA	NA	NA	23.9
		HV	1		1		0.438	1.9	LOS A	1.7	12.0	NA	NA	NA	23.4
6u	U	All MCs	1	0.0	1	0.0	0.438	5.9	LOS A	1.7	12.0	0.14	0.40	0.14	23.9
		LV	1		1		0.438	5.9	LOS A	1.7	12.0	NA	NA	NA	23.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			760	1.5	682	1.5	0.438	1.8	LOS A	1.7	12.0	0.14	0.40	0.14	30.8
West: Weston Street															
11	T1	All MCs	239	1.6	239	1.6	0.716	13.1	LOS A	1.8	12.6	1.00	0.90	1.26	32.6
		LV	235		235		0.716	13.0	LOS A	1.8	12.6	NA	NA	NA	32.7
		HV	4		4		0.716	18.0	LOS B	1.8	12.6	NA	NA	NA	28.9
12	R2	All MCs	11	11.1	11	11.1	0.716	16.6	LOS B	1.8	12.6	1.00	0.90	1.26	32.8
		LV	10		10		0.716	16.1	LOS B	1.8	12.6	NA	NA	NA	33.2
		HV	1		1		0.716	21.1	LOS B	1.8	12.6	NA	NA	NA	29.9
Approach			250	2.0	250	2.0	0.716	13.2	LOS A	1.8	12.6	1.00	0.90	1.26	32.6
All Vehicles			1479	1.4	1400	1.4	0.854	8.0	LOS A	3.7	26.4	0.58	0.59	0.70	26.0

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV [ ] %	Arrival Flows [Total veh/h]	HV [ ] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist [ ] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Woodburn Avenue															
1	L2	All MCs	13	10.0	13	10.0	0.859	12.1	LOS A	3.8	26.9	1.00	0.73	1.22	16.1
		LV	10		10		0.859	11.8	LOS A	3.8	26.9	NA	NA	NA	16.4
		HV	1		1		0.859	15.4	LOS B	3.8	26.9	NA	NA	NA	14.0
		U1	1		1		0.859	11.8	LOS A	3.8	26.9	NA	NA	NA	16.4
3	R2	All MCs	456	0.6	456	0.6	0.859	14.4	LOS A	3.8	26.9	1.00	0.73	1.22	16.1
		LV	453		453		0.859	14.3	LOS A	3.8	26.9	NA	NA	NA	16.1
		HV	3		3		0.859	17.9	LOS B	3.8	26.9	NA	NA	NA	13.8
3u	U	All MCs	1	0.0	1	0.0	0.859	18.1	LOS B	3.8	26.9	1.00	0.73	1.22	21.0
		LV	1		1		0.859	18.1	LOS B	3.8	26.9	NA	NA	NA	21.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			470	0.8	470	0.8	0.859	14.3	LOS A	3.8	26.9	1.00	0.73	1.22	16.1
East: Weston Street															
4	L2	All MCs	552	1.8	493	1.8	0.437	1.9	LOS A	1.7	12.0	0.15	0.40	0.15	31.7
		LV	542		484		0.437	1.9	LOS A	1.7	12.0	NA	NA	NA	31.7
		HV	10		9		0.437	2.0	LOS A	1.7	12.0	NA	NA	NA	31.4
5	T1	All MCs	203	0.6	182	0.6	0.437	1.8	LOS A	1.7	12.0	0.15	0.40	0.15	23.8
		LV	196		175		0.437	1.8	LOS A	1.7	12.0	NA	NA	NA	23.8
		HV	1		1		0.437	1.9	LOS A	1.7	12.0	NA	NA	NA	23.2
		U1	6		6		0.437	1.8	LOS A	1.7	12.0	NA	NA	NA	23.8
6u	U	All MCs	1	0.0	1	0.0	0.437	6.0	LOS A	1.7	12.0	0.15	0.40	0.15	23.8
		LV	1		1		0.437	6.0	LOS A	1.7	12.0	NA	NA	NA	23.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			757	1.5	675	1.5	0.437	1.9	LOS A	1.7	12.0	0.15	0.40	0.15	30.7
West: Weston Street															
11	T1	All MCs	248	1.5	248	1.5	0.744	13.8	LOS A	1.9	13.7	1.00	0.94	1.30	30.3
		LV	235		235		0.744	13.7	LOS A	1.9	13.7	NA	NA	NA	30.3
		HV	4		4		0.744	18.9	LOS B	1.9	13.7	NA	NA	NA	26.4
		U1	9		9		0.744	13.7	LOS A	1.9	13.7	NA	NA	NA	30.3
12	R2	All MCs	13	10.0	13	10.0	0.744	17.4	LOS B	1.9	13.7	1.00	0.94	1.30	30.9
		LV	10		10		0.744	16.9	LOS B	1.9	13.7	NA	NA	NA	31.3
		HV	1		1		0.744	22.0	LOS B	1.9	13.7	NA	NA	NA	27.9
		U1	1		1		0.744	16.9	LOS B	1.9	13.7	NA	NA	NA	31.3
Approach			260	1.9	260	1.9	0.744	14.0	LOS A	1.9	13.7	1.00	0.94	1.30	30.3
All Vehicles			1487	1.4	1406	1.4	0.859	8.3	LOS A	3.8	26.9	0.59	0.61	0.72	24.8

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table

MOVEMENT SUMMARY – PM Peak (3.00pm – 4.00pm) – Future Year 2035 – Weston Street / Carson Street

Pre-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Weston Street															
5	T1	All MCs	162	1.6	162	1.6	1.082	105.0	LOS F	21.1	148.9	1.00	3.07	5.30	2.3
		LV	159		159		1.082	104.9	LOS F	21.1	148.9	NA	NA	NA	2.3
		HV	3		3		1.082	112.8	LOS F	21.1	148.9	NA	NA	NA	2.1
6	R2	All MCs	491	1.0	491	1.0	1.082	108.3	LOS F	21.1	148.9	1.00	3.07	5.30	4.2
		LV	486		486		1.082	108.2	LOS F	21.1	148.9	NA	NA	NA	4.2
		HV	5		5		1.082	116.1	LOS F	21.1	148.9	NA	NA	NA	3.9
6u	U	All MCs	5	0.0	5	0.0	1.082	109.7	LOS F	21.1	148.9	1.00	3.07	5.30	3.4
		LV	5		5		1.082	109.7	LOS F	21.1	148.9	NA	NA	NA	3.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			658	1.2	658	1.2	1.082	107.5	LOS F	21.1	148.9	1.00	3.07	5.30	3.7
North: Carson Street															
7	L2	All MCs	464	1.1	464	1.1	1.120	118.9	LOS F	39.2	277.7	1.00	2.58	4.29	3.6
		LV	459		459		1.120	118.9	LOS F	39.2	277.7	NA	NA	NA	3.6
		HV	5		5		1.120	123.3	LOS F	39.2	277.7	NA	NA	NA	3.5
9	R2	All MCs	599	1.7	599	1.7	1.120	122.3	LOS F	39.2	277.7	1.00	2.58	4.29	2.6
		LV	589		589		1.120	122.3	LOS F	39.2	277.7	NA	NA	NA	2.6
		HV	10		10		1.120	126.7	LOS F	39.2	277.7	NA	NA	NA	2.5
9u	U	All MCs	1	0.0	1	0.0	1.120	124.3	LOS F	39.2	277.7	1.00	2.58	4.29	4.3
		LV	1		1		1.120	124.3	LOS F	39.2	277.7	NA	NA	NA	4.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			1064	1.4	1064	1.4	1.120	120.9	LOS F	39.2	277.7	1.00	2.58	4.29	3.0
West: Weston Street															
10	L2	All MCs	536	1.4	535	1.4	0.886	18.6	LOS B	2.1	15.0	1.00	1.26	1.78	12.7
		LV	528		528		0.886	18.5	LOS B	2.1	15.0	NA	NA	NA	12.8
		HV	8		8		0.886	24.1	LOS B	2.1	15.0	NA	NA	NA	10.6
11	T1	All MCs	162	0.0	162	0.0	0.886	18.7	LOS B	2.1	15.0	1.00	1.26	1.78	10.1
		LV	162		162		0.886	18.7	LOS B	2.1	15.0	NA	NA	NA	10.1
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			697	1.1	697	1.1	0.886	18.6	LOS B	2.1	15.0	1.00	1.26	1.78	12.1
All Vehicles			2419	1.3	2419	1.3	1.120	87.7	LOS F	39.2	277.7	1.00	2.33	3.84	4.0

Post-Development

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Weston Street															
5	T1	All MCs	162	1.6	162	1.6	1.086	107.9	LOS F	21.5	152.1	1.00	3.12	5.41	2.2
		LV	159		159		1.086	107.8	LOS F	21.5	152.1	NA	NA	NA	2.2
		HV	3		3		1.086	115.7	LOS F	21.5	152.1	NA	NA	NA	2.1
6	R2	All MCs	493	1.0	493	1.0	1.086	111.2	LOS F	21.5	152.1	1.00	3.12	5.41	4.1
		LV	486		486		1.086	111.1	LOS F	21.5	152.1	NA	NA	NA	4.1
		HV	5		5		1.086	119.0	LOS F	21.5	152.1	NA	NA	NA	3.8
		U1	1		1		1.086	111.1	LOS F	21.5	152.1	NA	NA	NA	4.1
6u	U	All MCs	5	0.0	5	0.0	1.086	112.7	LOS F	21.5	152.1	1.00	3.12	5.41	3.3
		LV	5		5		1.086	112.7	LOS F	21.5	152.1	NA	NA	NA	3.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			659	1.1	659	1.1	1.086	110.4	LOS F	21.5	152.1	1.00	3.12	5.41	3.6
North: Carson Street															
7	L2	All MCs	464	1.1	464	1.1	1.124	123.1	LOS F	40.2	285.1	1.00	2.64	4.42	3.5
		LV	459		459		1.124	123.1	LOS F	40.2	285.1	NA	NA	NA	3.5
		HV	5		5		1.124	127.5	LOS F	40.2	285.1	NA	NA	NA	3.4
9	R2	All MCs	604	1.7	604	1.7	1.124	126.6	LOS F	40.2	285.1	1.00	2.64	4.42	2.5
		LV	589		589		1.124	126.5	LOS F	40.2	285.1	NA	NA	NA	2.5
		HV	10		10		1.124	130.9	LOS F	40.2	285.1	NA	NA	NA	2.4
		U1	5		5		1.124	126.5	LOS F	40.2	285.1	NA	NA	NA	2.5
9u	U	All MCs	1	0.0	1	0.0	1.124	128.5	LOS F	40.2	285.1	1.00	2.64	4.42	4.1
		LV	1		1		1.124	128.5	LOS F	40.2	285.1	NA	NA	NA	4.1
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			1069	1.4	1069	1.4	1.124	125.1	LOS F	40.2	285.1	1.00	2.64	4.42	2.9
West: Weston Street															
10	L2	All MCs	543	1.4	543	1.4	0.896	19.7	LOS B	2.1	15.0	1.00	1.30	1.84	12.2
		LV	528		528		0.896	19.6	LOS B	2.1	15.0	NA	NA	NA	12.3
		HV	8		8		0.896	25.3	LOS B	2.1	15.0	NA	NA	NA	10.2
		U1	8		8		0.896	19.6	LOS B	2.1	15.0	NA	NA	NA	12.3
11	T1	All MCs	163	0.0	163	0.0	0.896	19.8	LOS B	2.1	15.0	1.00	1.30	1.84	9.6
		LV	162		162		0.896	19.8	LOS B	2.1	15.0	NA	NA	NA	9.6
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
		U1	1		1		0.896	19.8	LOS B	2.1	15.0	NA	NA	NA	9.6
Approach			706	1.1	706	1.1	0.896	19.7	LOS B	2.1	15.0	1.00	1.30	1.84	11.7
All Vehicles			2434	1.2	2434	1.2	1.124	90.5	LOS F	40.2	285.1	1.00	2.38	3.94	3.9

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table

Hemanote Consultants

MOVEMENT SUMMARY – AM & PM Peak – Base Year 2025 – Weston Street / Site Driveway

AM Peak (8.15am – 9.15am)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Driveway															
1	L2	All MCs	8	0.0	8	0.0	0.014	0.5	LOS A	0.0	0.1	0.29	0.14	0.29	8.9
		U1	8		8		0.014	0.5	LOS A	0.0	0.1	NA	NA	NA	8.9
3	R2	All MCs	7	0.0	7	0.0	0.014	1.2	LOS A	0.0	0.1	0.29	0.14	0.29	8.9
		U1	7		7		0.014	1.2	LOS A	0.0	0.1	NA	NA	NA	8.9
Approach			16	0.0	16	0.0	0.014	0.8	LOS A	0.0	0.1	0.29	0.14	0.29	8.9
East: Weston Street															
4	L2	All MCs	8	0.0	8	0.0	0.090	8.2	LOS A	0.0	0.0	0.00	0.06	0.00	46.6
		U1	8		8		0.090	8.2	LOS A	0.0	0.0	NA	NA	NA	46.6
5	T1	All MCs	168	0.0	168	0.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.0
		LV	168		168		0.090	0.0	LOS A	0.0	0.0	NA	NA	NA	49.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			175	0.0	175	0.0	0.090	0.4	NA	0.0	0.0	0.00	0.06	0.00	48.9
West: Weston Street															
11	T1	All MCs	155	1.4	155	1.4	0.085	0.0	LOS A	0.0	0.1	0.03	0.05	0.03	46.1
		LV	153		153		0.085	0.0	LOS A	0.0	0.1	NA	NA	NA	46.1
		HV	2		2		0.085	0.0	LOS A	0.0	0.1	NA	NA	NA	46.1
12	R2	All MCs	7	0.0	7	0.0	0.085	6.5	LOS A	0.0	0.1	0.03	0.05	0.03	35.3
		U1	7		7		0.085	6.5	LOS A	0.0	0.1	NA	NA	NA	35.3
Approach			162	1.3	162	1.3	0.085	0.3	NA	0.0	0.1	0.03	0.05	0.03	45.4
All Vehicles			353	0.6	353	0.6	0.090	0.4	NA	0.0	0.1	0.03	0.06	0.03	47.2

PM Peak (3.00pm – 4.00pm)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Driveway															
1	L2	All MCs	7	0.0	7	0.0	0.014	0.5	LOS A	0.0	0.1	0.29	0.15	0.29	8.9
		U1	7		7		0.014	0.5	LOS A	0.0	0.1	NA	NA	NA	8.9
3	R2	All MCs	8	0.0	8	0.0	0.014	1.2	LOS A	0.0	0.1	0.29	0.15	0.29	8.9
		U1	8		8		0.014	1.2	LOS A	0.0	0.1	NA	NA	NA	8.9
Approach			16	0.0	16	0.0	0.014	0.9	LOS A	0.0	0.1	0.29	0.15	0.29	8.9
East: Weston Street															
4	L2	All MCs	6	0.0	6	0.0	0.089	8.2	LOS A	0.0	0.0	0.00	0.04	0.00	46.8
		U1	6		6		0.089	8.2	LOS A	0.0	0.0	NA	NA	NA	46.8
5	T1	All MCs	166	0.0	166	0.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.3
		LV	166		166		0.089	0.0	LOS A	0.0	0.0	NA	NA	NA	49.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			173	0.0	173	0.0	0.089	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.2
West: Weston Street															
11	T1	All MCs	155	1.4	155	1.4	0.086	0.0	LOS A	0.0	0.2	0.04	0.06	0.04	45.6
		LV	153		153		0.086	0.0	LOS A	0.0	0.2	NA	NA	NA	45.6
		HV	2		2		0.086	0.0	LOS A	0.0	0.2	NA	NA	NA	45.6
12	R2	All MCs	8	0.0	8	0.0	0.086	6.6	LOS A	0.0	0.2	0.04	0.06	0.04	35.0
		U1	8		8		0.086	6.6	LOS A	0.0	0.2	NA	NA	NA	35.0
Approach			163	1.3	163	1.3	0.086	0.4	NA	0.0	0.2	0.04	0.06	0.04	44.8
All Vehicles			352	0.6	352	0.6	0.089	0.4	NA	0.0	0.2	0.03	0.06	0.03	47.3

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table

Hemanote Consultants

MOVEMENT SUMMARY – AM & PM Peak – Future Year 2035 – Weston Street / Site Driveway

AM Peak (8.15am – 9.15am)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Driveway															
1	L2	All MCs	10	0.0	10	0.0	0.017	0.6	LOS A	0.0	0.2	0.32	0.18	0.32	8.7
		U1	10		10		0.017	0.6	LOS A	0.0	0.2	NA	NA	NA	8.7
3	R2	All MCs	9	0.0	9	0.0	0.017	1.5	LOS A	0.0	0.2	0.32	0.18	0.32	8.7
		U1	9		9		0.017	1.5	LOS A	0.0	0.2	NA	NA	NA	8.7
Approach			19	0.0	19	0.0	0.017	1.0	LOS A	0.0	0.2	0.32	0.18	0.32	8.7
East: Weston Street															
4	L2	All MCs	10	0.0	10	0.0	0.107	8.2	LOS A	0.0	0.0	0.00	0.06	0.00	46.6
		U1	10		10		0.107	8.2	LOS A	0.0	0.0	NA	NA	NA	46.6
5	T1	All MCs	200	0.0	198	0.0	0.107	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.0
		LV	200		198		0.107	0.0	LOS A	0.0	0.0	NA	NA	NA	49.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			210	0.0	208	0.0	0.107	0.4	NA	0.0	0.0	0.00	0.06	0.00	48.9
West: Weston Street															
11	T1	All MCs	186	1.4	186	1.4	0.102	0.0	LOS A	0.0	0.2	0.04	0.06	0.04	45.9
		LV	183		183		0.102	0.0	LOS A	0.0	0.2	NA	NA	NA	45.9
		HV	3		3		0.102	0.0	LOS A	0.0	0.2	NA	NA	NA	45.9
12	R2	All MCs	9	0.0	9	0.0	0.102	6.7	LOS A	0.0	0.2	0.04	0.06	0.04	35.2
		U1	9		9		0.102	6.7	LOS A	0.0	0.2	NA	NA	NA	35.2
Approach			195	1.3	195	1.3	0.102	0.3	NA	0.0	0.2	0.04	0.06	0.04	45.2
All Vehicles			423	0.6	422	0.6	0.107	0.4	NA	0.0	0.2	0.03	0.06	0.03	47.2

PM Peak (3.00pm – 4.00pm)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	HV] %	Arrival Flows [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Site Driveway															
1	L2	All MCs	9	0.0	9	0.0	0.017	0.5	LOS A	0.0	0.2	0.31	0.17	0.31	8.7
		U1	9		9		0.017	0.5	LOS A	0.0	0.2	NA	NA	NA	8.7
3	R2	All MCs	10	0.0	10	0.0	0.017	1.4	LOS A	0.0	0.2	0.31	0.17	0.31	8.7
		U1	10		10		0.017	1.4	LOS A	0.0	0.2	NA	NA	NA	8.7
Approach			19	0.0	19	0.0	0.017	1.0	LOS A	0.0	0.2	0.31	0.17	0.31	8.7
East: Weston Street															
4	L2	All MCs	8	0.0	7	0.0	0.096	8.2	LOS A	0.0	0.0	0.00	0.04	0.00	46.8
		U1	8		7		0.096	8.2	LOS A	0.0	0.0	NA	NA	NA	46.8
5	T1	All MCs	200	0.0	179	0.0	0.096	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
		LV	200		179		0.096	0.0	LOS A	0.0	0.0	NA	NA	NA	49.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			207	0.0	186	0.0	0.096	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.1
West: Weston Street															
11	T1	All MCs	186	1.4	186	1.4	0.103	0.0	LOS A	0.0	0.2	0.04	0.07	0.04	45.5
		LV	183		183		0.103	0.0	LOS A	0.0	0.2	NA	NA	NA	45.5
		HV	3		3		0.103	0.0	LOS A	0.0	0.2	NA	NA	NA	45.5
12	R2	All MCs	10	0.0	10	0.0	0.103	6.7	LOS A	0.0	0.2	0.04	0.07	0.04	35.0
		U1	10		10		0.103	6.7	LOS A	0.0	0.2	NA	NA	NA	35.0
Approach			196	1.3	196	1.3	0.103	0.4	NA	0.0	0.2	0.04	0.07	0.04	44.8
All Vehicles			422	0.6	401	0.6	0.103	0.4	NA	0.0	0.2	0.03	0.06	0.03	47.1

NOTE: SIDRA INTERSECTION 9.1 has been used to process and produce the results table