

11 March 2025

Mark Benjamin Mt Hobson Group AUCKLAND

Via email: markb@mhg.co.nz

Dear Mark

50 WESTNEY ROAD PRIVATE PLAN CHANGE: FURTHER RESPONSE TO CLAUSE 23 REQUESTS FOR INFORMATION

Auckland Council have requested additional information regarding the proposed private plan change at 50 Westney Road in the Clause 23 Requests document dated 17 February 2025.

In the following letter we have provided further responses to the transport requests provided by Andrew Temperly and Auckland Transport. The requests are repeated in italics with the response noted after. The responses reflect the discussions with Auckland Council and Auckland Transport in the meeting held 20 February 2025.

1 T1/T2/T3 – INSUFFICIENT ASSESSMENT/ACCESS STRATEGY FOR SITE/FUTURE TRAFFIC IMPACT ASSESSMENT

T1: The additional trip generation scenarios provided in Flow's latest response indicate significantly higher trip generation potential than was indicated in the original ITA, depending on the land-use scenario that eventuates.

This reaffirms previously raised concerns in relation to potential long-term transportation effects which could result from the zoning.

T2: Please see item T3 relating to outstanding concerns regarding the assessment of a future site access intersection.

T3: Based on the increased traffic generating potential highlighted in Flow's latest response, in response to item T1 it is confirmed that capacity assessments for the adjoining road network are required.

(Please note: AT has advised that they did not previously agree with the applicant that no capacity assessments of the adjoining network would be required and that details of the PPC at the time of AT's Pre-application meeting with the applicant, on 11 December 2023, were insufficient to determine this).

It is additionally reaffirmed that further clarification is requested in relation to future access points to the site, to assess their potential impact on traffic flow and safety, particularly in relation to heavy vehicle access

As requested, we have undertaken a more detailed assessment of potential vehicle traffic effects. As discussed in the meeting held with Auckland Transport and Auckland Council 20 February 2025, the scope of the assessment is limited to the Westney Road/Kirkbride Road intersection, and the Westney Road/Timberly Road intersection.

The detail of the assessment is provided in Attachment 1 to this letter. Detailed SIDRA outputs are provided in Attachment 2.

In summary, the Westney Road/Kirkbride Road intersection is modelled to currently operate at an overall Level of Service F in both the morning and evening peak hour with most approaches at or near capacity.

- In the morning peak the average delay per vehicle at the intersection is 92 seconds.
- In the evening peak the average delay per vehicle at the intersection is 88 seconds, with the Kirkbride Road west approach 95th percentile queue extending back through the motorway interchange.

We have assessed the general industrial, and trade retail (large Bunnings/Mitre10) plus general industrial scenarios under the proposed plan change.

- The general industrial scenario increases average delay by around 30 seconds per vehicle in the morning peak, and 35 seconds in the evening peak.
- The trade retail plus general industrial increases average delay by around 40 seconds per vehicle in the morning peak, and 50 seconds in the evening peak.
- These results assume that existing travel behaviour for all users of the intersection remain unchanged.

For reference we have also assessed the general residential, and general residential plus precinct activities scenarios under the existing zoning and precinct.

- The general residential scenario increases average delay by around 30 seconds per vehicle in the morning peak, and 15 seconds in the evening peak.
- The general residential plus precinct activities scenario increases average delay by around 45 seconds per vehicle in the morning peak, and 45 seconds in the evening peak.
- Again, these results assume that existing travel behaviour for all users of the intersection remain unchanged.

In general, the potential increase in delay at the intersection is similar between the proposed and current potential activities, particularly for the higher traffic generating scenarios. Worsening performance of the intersection will occur with any development that occurs about the immediate area. While the delay on some specific movements may be greater than the average, when any development is complete SCATS would likely even this out. It may also be used to prioritise the Kirkbride Road approaches. It could also deprioritise Jordan Road approach which typically has the lowest or second lowest average delay in all scenarios considered but is a local street and not key connection in the wider network.

Overall we don't consider that additional vehicle traffic at this intersection increasing delay and queues is a matter that should prevent the proposed plan change being approved. In addition to the above we note the following.

- Our previous safety analysis shows that there are no current crash trends that are of concern. Crashes that have occurred are low severity and typical of a signalised intersection. While additional traffic may be added, the intersection is already congested. The crash history does not indicate that congestion is an issue, nor is additional congestion likely to create further issues given its likely to reduce speeds through the intersection.
- The intersection is already signalised with multiple vehicle lanes on each approach. There is no space to add capacity to this intersection and there is little that could or should be done to add capacity.
- The existing intersection has pedestrian crossings on all 4 approaches and cycle facilities including protected cycle lanes on the Kirkbride Road west approach. This already provides a good level of accessibility for people walking and cycling, including to and from the bus stops on Kirkbride Road just to the west of the intersection.
- There is an alternative route to the south via Verissimo Drive. It is likely that the increase in delay will not eventuate as drivers will select different routes. The Verissimo Drive intersection with George Bolt Memorial Drive has been designed to accommodate a significant amount of vehicle traffic. It has 4-5 lanes on each approach and Google Maps typical traffic data indicates that it generally operates with minimal delay during peak hours.
- The existing congestion at the Kirkbride Road/Westney Road intersection may discourage high traffic generating activities from being established on this site. For example, while we have considered a large Bunnings/Mitre10 type store, it seems unlikely that that type and size of store would be built here given the location and existing access options.
- Most of the activities that we have considered in our analysis would also trigger the trip generation threshold under Standard E27.6.1 in the Unitary Plan. This would require assessment of the effects on the transport network as a Restricted Discretionary Activity. For example this standard would capture more than 100 dwellings, more than 1,667 m² GFA retail, and more than 10,000 m² general industrial.

Regarding future access points to the site, we reiterate the discussions in the meeting with held with Auckland Transport and Auckland Council 20 February 2025.

- Any heavy vehicle traffic using the Westney Road frontage to access the site will be required to travel south due to the existing heavy vehicle ban on the northern portion of Westney Road. Auckland Transport have already indicated that minor changes to the southern extent of the ban are possible to allow heavy vehicle access via a potential vehicle crossing at the southern boundary of the site. Westney Road to the south of the site is design for heavy vehicle traffic.
- Access onto Westney Road is a matter that will be considered in detail when a resource consent for land use is applied for. As outlined in previous responses there is space to accommodate multiple access points if required, noting that the SPCA had multiple access points already. We also note that Westney Road has a straight alignment with no constraints for visibility.
- It is very unlikely that a site of this size under the proposed zoning would be developed with a new public road intersection for access, nor is it considered necessary to accommodate the volume of

traffic that may enter and exit the site. However should that be pursued by future land use resource consent applicants, it can be considered by Auckland Transport and Auckland Council at that time.

We do not anticipate that the proposed plan change will generate any noticeable effects at the Westney Road/Timberly Road intersection. Only the movements left from Westney Road north and right from Timberly Road east will increase. Currently these movements are around 400-500 vehicle movements in the peak hours.

- 30-90 peak hour trips could be added to these movements under existing zoning
- 80-100 peak hour trips could be added to these movements under proposed zoning
- Google Maps traffic data indicates that this intersection is free flowing at all times of day.

T4 – EXISTING ROAD SAFETY ANALYSIS

The additional detail provided in relation to crash types at particular locations is helpful. In response, the following observations are made:

- According to the NZTA guidelines, the risk along Westney Road based on the 2020-2024 crash data has been classified with a collective risk of medium to high, making it a high-risk corridor.
- The frequency of loss of control and side swipe crashes suggests that speeding is a prevalent issue. These incidents appear to be distributed throughout the length of the corridor rather than concentrated at specific locations.
- Regarding speed data, the average speed at the proposed development site is approximately 55 km/h, based on 2018 data. Unfortunately, more recent data is not available.

Based on the above the primary concern is the increase in additional traffic, particularly heavy vehicle traffic, on Westney Road, which may further exacerbate safety and operational challenges along the corridor. The above observations highlight the specific need for safety effects to be assessed as part of the assessment of future traffic effects on Westney Road associated with the future redevelopment of the subject site. This should include consideration of mitigatory measures to address safety effects which may be exacerbated by future traffic generation on Westney Road.

In Attachment 1 we have estimated the additional traffic that may travel along Westney Road to and from the site.

Westney Road currently carries around 10,300 vehicles per day.

- North of the Site this could increase to around 11,400-12,400 vehicles per day under current zoning, or 11,700-12,300 vehicles per day under proposed zoning.
- South of the Site, this could increase to around 10,800-11,300 vehicles per day under current zoning, or 11,000-12,400 vehicles per day under proposed zoning.

We have calculated collective risk and personal risk for the Westney Road corridor based on 2020 to 2024 crash data. We have considered the midblock section to the north between the site and Kirkbride Road, and to the south between the site and Timberley Road. These two sections of road have different adjacent land use, and a different cross section. Also noting the heavy vehicle ban to the north of the site.

In Attachment 3 we show the calculations with the results summarised below.

- North of the site medium collective and personal risk, both currently and with proposed plan change
- South of the site low collective risk and personal risk, both currently and with proposed plan change

South of the site has a lower occurrence of crashes and low safety risk. This is possible contributed to by the wider lanes, industrial land use, and less direct of vehicle access onto the road. An increase in vehicle traffic to the south of the site is very unlikely to have any adverse safety effects, even when a large portion of this additional traffic could be heavy vehicles. This is because the road to the south of the site is designed for heavy vehicle traffic.

We note that by NZTA definitions it appears the northern section of the corridor is considered a high safety risk corridor. However we do not consider that this should prevent the proposed plan change being approved.

- The crashes that have occurred are a mostly of read ends and collisions with parked cars. These are typical of busy urban streets where there is access to property and parked cars.
- There are limited options that can be implemented to reduce the occurrence of crashes on this type of corridor. Reducing the speed limit is not an option and traffic calming is unlikely to be supported. Removing the flush medium to provide wider traffic lanes may result in more rear ends with turning drivers having no space to pull into and could increase speeds with the perception of width. Removing on-street parking is unlikely to be supported by the people living and working in this area, and may also increase speeds with the perception of width. An increase of speed is not desirable given the schools present.
- While the equivalent DSIs indicate a high risk corridor, it's important to note that is a short corridor being considered, and there have been no actual DSIs reported. The design of this section of Westney Road is very typical of collectors across Auckland, and there are no specific features that are obvious safety risks.
- The main safety concern related to the proposal would be an increase in heavy vehicle traffic, particularly around the schools. Heavy vehicle traffic would not be permitted to travel north from the site. As such there would be no adverse safety affect in this regard. Heavy vehicles would travel south along the section of road that is more suited to that type of traffic.
- The increase in traffic to the north of the site (light vehicles) does not change the collective risk rating, and lowers the personal risk rating. As such in terms of overall risk metrics there is no material effect.
- As per our previous assessments, we would not consider an increase in vehicle traffic on this corridor to result in any noticeable increase in crashes, particularly no increase in the risk of high severity crashes.

Yours sincerely

hope

Russell Brandon ASSOCIATE

Reference: P:\ROTO\001 50 Westney Road Plan Change\4.0 Reporting\4.5 Clause 23 further response\L1A250305.docx - Russell Brandon



ATTACHMENT 1: VEHICLE TRAFFIC ASSESSMENT

Existing intersection operation

Data was collected for the Westney Road/Kirkbride Road intersection as follows.

- SCATS data was obtained for the week starting 24 February 2025.
- A site visit was undertaken on Wednesday 26 February 2025 during the morning and evening peak hours to obtain traffic data for the shared lanes, and queue data.

Morning and evening peak hour SIDRA models have been created for the existing operation of the intersection.

- Traffic volumes are based on the weekday average with the SCATS data collected, with turning movements in the shared lanes split according to site data collected.
- Cycle and phase times have been input according to the SCATS data obtained.
- The SIDRA models have been run and estimated queues compared to what was observed on site. The SIDRA output reflects what was observed on site.
- While the layout of the intersection is staggered to include the Jordan Road approach giving the appearance of 2 coordinated intersections, it operates as one intersection regarding phasing. The stagger between the Jordan Road and Westney Road intersection has been factored not the model with additional all red time. This factors in the additional length of time it takes to drive through the intersection. Again noting the model output reflects what was observed on site.

SIDRA output for the existing operation of the intersection is attached to this letter. A summary of the results for each approach is provided in Table 1. This intersection already operates at or near capacity on most approaches.

	Morning peak hour					Evening peak hour				
Approach	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)		
Westney Road	F	1.03	98	174	F	0.96	93	210		
Kirkbride Road east F		1.09	110	305	E	0.73	59	95 th %ile Queue (m) 210 185 80 465 465		
Jordan Road	Jordan Road F 0		85	125	E	0.75	71	80		
Kirkbride Road west F		1.01	64	130	F	0.99	112	465		
All approaches	F	1.09	92	305	F	0.99	88	465		

Table 1: Summary of SIDRA output for existing operation of Westney Road/Kirkbride Road intersection

The Westney Road/Timberly Road intersection is a priority controlled cross roads intersection. However the southern Westney Road and the western Timbery Road approaches are short cul-de-sacs. Westney Road carries around 10,300 vehicles per day, and most of this traffic will turn from Westney Road north to Timberly Road east and vice versa. There will be low volumes of traffic using the other 2 approaches. Under these circumstances we anticipate that the intersection operates efficiently with little delay. Typical traffic data from Google Maps supports this conclusion, wowing that traffic is typically free flowing at all times of day.

Future traffic generation scenarios

We have considered 4 future traffic generation scenarios in assessing possible future traffic effects on the above 2 intersections.

- Existing zoning Residential dwellings only
- Proposed zoning General industrial only
- Existing zoning Residential dwellings plus other permitted higher traffic generating activities
- Proposed zoning General industry plus large trade retail

In the previous assessments of potential traffic generation we have generalised the 2 peak periods as being the same, using the worst peak traffic generation rate. For the purpose of this more detailed assessment we have adjusted the vehicle traffic generation to reflect different trip rates in the different peaks according to each activity.

We have adjusted the peak periods based on data from ITE Trip Generation Manual 11th edition and from the TDB database.

We note that in our previous responses we have considered an additional, higher traffic generating scenario (Scenario 2 in the letter dated 12 December 2024). We have not included that scenario in this assessment as it includes a range of activities that are unlikely to be developed on this site, even if permitted under the zoning. We also note that a significant portion of the peak hour trip generation in that scenario was related to a garden centre, which won't to occur during commuter peak hours, or at the same time as the peak for the other activities considered.

Existing zoning – residential dwelling only scenario

• No change to residential dwelling trip generation for peak hours as the trip rate applies to both.

Table 2: Existing zoning - residential dwelling only scenario

Activity	AM peak hour	PM peak hour			
Residential dwellings	140	140			

Existing zoning - residential dwelling plus retail and office only scenario

- No change to residential dwelling trip generation for peak hours as the trip rate applies to both.
- No change to restaurant trip generation for peak hours as a restaurant would have highest generation in the evening, and a café in the morning.
- For retail trip generation, morning peak reduced by 65% with reference to ITE for general retail
- No change to office trip generation for peak hours as the trip rate applies to both.

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Table 3: Existing zoning - residential dwelling plus retail & office scenario

Activity	AM peak hour	PM peak hour		
Residential dwellings	120	120		
Restaurant/cafe	10	10		
Retail	70	200		
Offices	20	20		
Total	220	350		

Proposed zoning – general industrial

• No change to general industrial trip generation for peak hours, ITE data indicates similar trip rates in morning and evening.

Table 4: Proposed zoning – general industrial only scenario

Activity	AM peak hour	PM peak hour		
General industry	220	220		

Proposed zoning – general industrial plus trade retail

- No change to general industrial trip generation for peak hours, ITE data indicates similar trip rates in morning and evening.
- For retail trip generation, morning peak reduced by 50% with reference to ITE for home improvement superstores and TDB for Bunnings in Australia

Table 5: Proposed zoning – general industrial plus trade retail

Activity	AM peak hour	PM peak hour		
General industry	110	110		
Trade retail	125	250		
Total	225	360		

Future traffic generation distribution

The future vehicle traffic has been distributed onto the network based on the following principles. It is assumed that all traffic generated by the site will use an access directly onto Westney Road.

In all scenarios below, traffic that travels to and from the north is distributed at the Kirkbride Road intersection as per the current pattern of turning movements.

Existing zoning – residential dwelling only scenario

- Inbound/outbound distribution is based on ITE data, indicating a 75%/35% split in the morning and a 40%/60% split in the evening.
- 20% of traffic generated will travel to and from the south. This is based on Census journey to work data that indicates that wound 20% of people who live in Mangere work in the Airport precinct.
- The remaining 80% of traffic is assumed to travel to and from the north.

Existing zoning - residential dwelling plus retail and office only scenario

- Residential dwelling trip distribution is as per the above.
- Office trips have been assumed to have an inbound/outbound split of 80%/20% in the morning and 20%/80% split in the evening. With most office peak hour traffic being worker arrival and departure, we have assumed a 10%/90% south/north trip distribution to factor in that some people may drive south to access other services/amenity on the way to or from work etc.
- Retail and restaurant/cafe trips have been an inbound/outbound split of 50%/50% in the morning and evening. With some of these trips likely to come from businesses towards the south, we have assumed a 30%/70% south/north trip distribution.

Proposed zoning – general industrial

- General industrial land use will likely generate some heavy vehicle traffic. With a heavy vehicle ban on Westney Road to the north, all heavy vehicles generated by activities on the site will need to travel to and from the site from the south. Traffic data from roads in the surrounding industrial areas indicate a typical heavy vehicle proportion of around 20%. We have therefore assumed that this 20% of the traffic generated will travel to and from the south.
- Existing traffic data for Westney Road at the Kirkbride Road intersection indicates that in the morning peak hour 40% of traffic is northbound, and 40% southbound in the evening. There is more traffic on Westney Road than can be generated by the existing residential activity alone. This data indicates that it is likely that some general traffic generated by industrial activity on the site will also likely access the site to and from the south. We have assumed 20%, on top of the heavy vehicle traffic.
- Industrial trips have been assumed to have an inbound/outbound split of 80%/20% in the morning and 20%/80% split in the evening based on ITE data.

Proposed zoning – general industrial plus trade retail

- General industrial trip distribution is as per the above.
- We have applied the general retail trip distribution characteristics to trade retail, assuming similar travel patterns.

Future traffic volumes

Westney Road currently carries around 10,300 vehicles per day.

- North of the Site this could increase to around 11,400-12,400 vehicles per day under current zoning, or 11,700-12,300 vehicles per day under proposed zoning.
- South of the Site, this could increase to around 10,800-11,300 vehicles per day under current zoning, or 11,000-12,400 vehicles per day under proposed zoning.

Existing and possible future traffic volumes at the Westney Road/Kirkbride Road intersection based on the generation and distribution assessments outlined previously are shown in Table 6 and Table 7.

	Existing AM peak hour	Res. dwellings	Res. Dwellings + Office/retail	Gen. Industry	Gen Industry + Trade Retail						
Westney Road											
Left	136	164	170	142	152						
Through	41	49	51	43	46						
Right	232	280	290	242	259						
Kirkbride Road	Kirkbride Road east										
Left	392	409	432	462	461						
Through	391	391	391	391	391						
Right	9	9	9	9	9						
Jordan Road											
Left	22	22	22	22	22						
Through	78	81	86	92	92						
Right	117	117	117	117	117						
Kirkbride Road	west										
Left	36	36	36	36	36						
Through	327	327	327	327	327						
Right	192	200	212	226	226						
Total	-	•	•		•						
	1973	2085	2143	2109	2137						

Table 6: Existing and possible future morning peak hour volumes - Westney Road/Kirkbride Rd intersection

Table 7: Existing and possible future evening peak hour volumes - Westney Road/Kirkbride Rd intersection

	Existing PM peak hour	Res. dwellings	Res. Dwellings + Office/retail	Gen. Industry	Gen Industry + Trade Retail
Westney Road	•				
Left	161	176	202	198	209
Through	33	36	41	40	43
Right	299	326	376	367	388
Kirkbride Road	east		·		
Left	125	166	206	140	192
Through	423	423	423	423	432
Right	16	16	16	16	16
Jordan Road					
Left	38	38	38	38	38
Through	45	60	74	50	69
Right	68	68	68	68	68
Kirkbride Road	west				
Left	34	34	34	34	34
Through	644	644	644	644	644
Right	37	49	61	41	57
Total					
	1923	2035	2184	2059	2181

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At the Westney Road/Timberly Road intersection, only the movements left from Westney Road north and right from Timberly Road east will increase. Currently these movements are around 400-500 vehicle movements in the peak hours.

- 30-90 peak hour trips could be added to these movements under existing zoning
- 80-100 peak hour trips could be added to these movements under proposed zoning

Potential vehicle traffic effects

SIDRA output for the scenarios tested at the Westney Road/Kirkbride Road intersection is provided in Attachment 2. Summary data is provided in Table 8, Table 9, Table 10 and Table 11.

 Table 8: Summary of SIDRA output for operation of Westney Road/Kirkbride Road intersection – Existing zoning

 residential dwellings

		Morn	ing peak hοι	ır	Evening peak hour				
Approach	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)	
Westney Road	F	1.12	144	255	F	1.03	119	265	
Kirkbride Road east	F	1.15	135	345	E	0.80	62	200	
Jordan Road	F	0.98	90	130	E	0.83	74	90	
Kirkbride Road west F		1.14	100	165	F	1.02	129	500	
All approaches	F	1.15	123	346	F	1.03	102	500	

 Table 9: Summary of SIDRA output for existing operation of Westney Road/Kirkbride Road intersection – Proposed zoning general industrial

	Morning peak hour					Evening peak hour				
Approach	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)		
Westney Road	F	1.12	145	220	F	1.08	142	325		
Kirkbride Road east	F	1.16	132	350	E	0.81	68	205		
Jordan Road	F	1.03	114	150	E	0.78	72	85		
Kirkbride Road west F		1.10	92	175	F	1.07	164	550		
All approaches	F	1.16	121	350	F	1.08	124	550		

 Table 10: Summary of SIDRA output for existing operation of Westney Road/Kirkbride Road intersection – Existing zoning residential dwellings plus office/retail

	Morning peak hour					Evening peak hour				
Approach	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)		
Westney Road	F	1.16	168	285	F	1.10	156	350		
Kirkbride Road east	F	1.20	153	375	Е	F 1.10 156 35 E 0.90 76 24 F 0.89 80 10		240		
Jordan Road	F	1.00	100	140	F	0.89	80	105		
Kirkbride Road west F		1.11	96	165	F	1.09	178	570		
All approaches	F	1.2	136	375	F	1.10	133	570		

 Table 11: Summary of SIDRA output for existing operation of Westney Road/Kirkbride Road intersection – Proposed

 zoning general industrial plus trade retail

	Morning peak hour					Evening peak hour				
Approach	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)	LOS	Deg. Sat. (v/c)	Average Delay (sec)	95 th %ile Queue (m)		
Westney Road	F	1.16	165	255	F	1.12	163	370		
Kirkbride Road east	east F 1.18		141	365	E	0.90	77	240		
Jordan Road	F	1.03	114	150	E	0.87	78	100		
Kirkbride Road west F		1.10	92	170	F	1.12	191	590		
All approaches	F	1.18	130	365	F	1.12	141	590		



ATTACHMENT 2: SIDRA OUTPUT

SITE LAYOUT

Site: L [Base AM (Site Folder: Existing (standalone))]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY

Site: L [Base AM (Site Folder: Existing (standalone))]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Vehicle Movement Performance														
Mov	Turn	INP	UT	DEM	AND	Deg.	Aver.	Level of	95% B/	ACK OF	Prop.	Effective	Aver.	Aver.
ID		VOLU	JMES	FLO	WS	Satn	Delay	Service	QU		Que	Stop	No.	Speed
		veh/h	⊓vj %	veh/h	⊓vj %	v/c	sec		veh	m Dist		Rate	Cycles	km/h
Sout	n: Wes	tney Roa	d											
1	L2	136	0.0	143	0.0	0.279	35.1	LOS D	4.2	29.7	0.83	0.76	0.83	36.8
2	T1	41	0.0	43	0.0	* 1.033	125.8	LOS F	24.8	173.6	1.00	1.31	1.77	19.1
3	R2	232	0.0	244	0.0	1.033	130.3	LOS F	24.8	173.6	1.00	1.31	1.77	12.5
Appr	oach	409	0.0	431	0.0	1.033	98.2	LOS F	24.8	173.6	0.94	1.13	1.45	17.7
East:	Kirkbr	ide Road	E											
4	L2	392	5.0	413	5.0	0.628	46.4	LOS D	15.2	111.3	0.71	0.78	0.71	31.9
5	T1	391	5.0	412	5.0	* 1.085	175.4	LOS F	41.9	305.5	1.00	1.72	1.97	10.5
6	R2	9	5.0	9	5.0	0.047	66.7	LOS E	0.5	3.5	0.92	0.67	0.92	20.8
Appr	oach	792	5.0	834	5.0	1.085	110.3	LOS F	41.9	305.5	0.86	1.24	1.33	13.2
North	n: Jorda	an Road												
7	L2	22	5.0	23	5.0	0.967	87.0	LOS F	16.8	122.3	1.00	1.18	1.54	12.3
8	T1	78	5.0	82	5.0	*0.967	82.4	LOS F	16.8	122.3	1.00	1.18	1.54	23.1
9	R2	117	5.0	123	5.0	0.967	87.0	LOS F	16.8	122.3	1.00	1.18	1.54	22.8
Appr	oach	217	5.0	228	5.0	0.967	85.3	LOS F	16.8	122.3	1.00	1.18	1.54	21.8
West	: Kirkb	ride Road	Wb											
10	L2	36	5.0	38	5.0	0.622	43.5	LOS D	17.9	130.6	0.89	0.78	0.89	33.5
11	T1	327	5.0	344	5.0	0.622	38.9	LOS D	17.9	130.6	0.89	0.78	0.89	27.0
12	R2	192	5.0	202	5.0	* 1.006	109.9	LOS F	16.2	118.4	1.00	1.18	1.71	20.3
Appr	oach	555	5.0	584	5.0	1.006	63.8	LOS E	17.9	130.6	0.93	0.92	1.17	22.6
All Vehic	les	1973	4.0	2077	4.0	1.085	92.0	LOS F	41.9	305.5	0.91	1.12	1.34	17.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian I	Pedestrian Movement Performance													
Mov	Input	Dem.	Aver.	Level of .	AVERAGE	BACK OF	Prop. Ef	fective	Travel	Travel	Aver.			
	VOI.	FIOW	Delay	Service	QUE [Ped	EUE Dist]	Que	Stop Rate	Time	Dist.	Speed			
	ped/h	ped/h	sec		ped	m			sec	m	m/sec			
South: Westne	ey Road													
P1 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97			
East: Kirkbride	e Road E	1												
P2 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97			
North: Jordan	Road													
P3 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97			

West: Kirkbrid	e Road V	V									
P4 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
All Pedestrians	200	211	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: L [Base AM (Site Folder: Existing (standalone))]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns **Reference Phase: Phase A** Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	48	74	96
Green Time (sec)	41	19	15	13
Phase Time (sec)	48	26	22	20
Phase Split	41%	22%	19%	17%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

٦I Westney Road



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MOVEMENT SUMMARY

Site: L [Base PM (Site Folder: Existing (standalone))]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 138 seconds (Site Practical Cycle Time)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov	Turn	INP	UT	DEM	AND	Deg.	Aver.	Level of	95% B/	ACK OF	Prop.	Effective	Aver.	Aver.
ID		VOLU		FLO	WS	Satn	Delay	Service			Que	Stop	No.	Speed
		veh/h	⊓vj %	veh/h	⊓vj %	v/c	sec		veh	m		Rale	Cycles	km/h
Sout	h: Wes	tney Roa	d											
1	L2	161	0.0	169	0.0	*0.323	51.5	LOS D	6.3	43.9	0.83	0.77	0.83	35.1
2	T1	33	0.0	35	0.0	*0.959	108.3	LOS F	29.6	207.5	1.00	1.10	1.38	22.4
3	R2	299	0.0	315	0.0	0.959	112.8	LOS F	29.6	207.5	1.00	1.10	1.38	15.2
Appr	oach	493	0.0	519	0.0	0.959	92.5	LOS F	29.6	207.5	0.95	0.99	1.20	18.0
East	Kirkbı	ride Road	E											
4	L2	125	5.0	132	5.0	0.107	37.2	LOS D	2.9	21.1	0.36	0.62	0.36	37.8
5	T1	423	5.0	445	5.0	0.732	63.8	LOS E	25.2	183.8	0.91	0.80	0.91	25.7
6	R2	16	5.0	17	5.0	0.216	99.2	LOS F	1.2	8.5	1.00	0.69	1.00	16.8
Appr	oach	564	5.0	594	5.0	0.732	58.9	LOS E	25.2	183.8	0.79	0.76	0.79	20.1
North	n: Jord	an Road												
7	L2	38	5.0	40	5.0	0.753	72.5	LOS E	11.0	80.2	1.00	0.89	1.11	13.4
8	T1	45	5.0	47	5.0	*0.753	67.8	LOS E	11.0	80.2	1.00	0.89	1.11	25.4
9	R2	68	5.0	72	5.0	0.753	72.5	LOS E	11.0	80.2	1.00	0.89	1.11	25.0
Appr	oach	151	5.0	159	5.0	0.753	71.1	LOS E	11.0	80.2	1.00	0.89	1.11	22.1
West	:: Kirkb	ride Road	Wb											
10	L2	34	5.0	36	5.0	0.988	116.4	LOS F	63.6	464.6	1.00	1.24	1.34	23.0
11	T1	644	5.0	678	5.0	*0.988	111.8	LOS F	63.6	464.6	1.00	1.24	1.34	16.1
12	R2	37	5.0	39	5.0	0.500	107.7	LOS F	2.8	20.1	1.00	0.74	1.00	23.6
Appr	oach	715	5.0	753	5.0	0.988	111.8	LOS F	63.6	464.6	1.00	1.21	1.32	13.9
All Vehio	cles	1923	3.7	2024	3.7	0.988	88.1	LOS F	63.6	464.6	0.92	1.00	1.12	17.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestria	Pedestrian Movement Performance													
Mov	Input	Dem.	Aver.	Level of	AVERAGE	BACK OF	Prop. Et	fective	Travel	Travel	Aver.			
ID CIOSSI	ing Vol.	Flow	Delay	Service	QUE [Ped	=UE Dist 1	Que	Stop Rate	lime	Dist.	Speed			
	ped/h	ped/h	sec		ped	m			sec	m	m/sec			
South: We	stney Road													
P1 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92			
East: Kirkb	ride Road E													
P2 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92			
North: Jord	lan Road													
P3 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92			

West: Kirkbrid	e Road V	V									
P4 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92
All Pedestrians	200	211	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: L [Base PM (Site Folder: Existing (standalone))]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 138 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns **Reference Phase: Phase A** Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	62	102	125
Green Time (sec)	55	33	16	6
Phase Time (sec)	62	40	23	13
Phase Split	45%	29%	17%	9%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

٦I Westney Road



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MOVEMENT SUMMARY

Site: L [Residential AM (Site Folder: Residential Scenario)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov	Turn	INP	UT	DEM	AND	Deg.	Aver.	Level of	95% B/	ACK OF	Prop.	Effective	Aver.	Aver.
ID		VOLU		FLO	WS	Satn	Delay	Service	QU [Vob		Que	Stop	No.	Speed
		veh/h	пvј %	veh/h	пvј %	v/c	sec		veh	m Dist		Nale	Cycles	km/h
Sout	h: Wes	tney Roa	d											
1	L2	164	0.0	173	0.0	0.317	40.4	LOS D	5.0	35.0	0.82	0.76	0.82	37.1
2	T1	49	0.0	52	0.0	* 1.116	192.1	LOS F	36.2	253.2	1.00	1.51	2.12	14.5
3	R2	280	0.0	295	0.0	1.116	196.6	LOS F	36.2	253.2	1.00	1.51	2.12	9.1
Appr	oach	493	0.0	519	0.0	1.116	144.2	LOS F	36.2	253.2	0.94	1.26	1.69	13.6
East:	Kirkbı	ride Road	E											
4	L2	409	5.0	431	5.0	0.642	47.1	LOS D	15.9	116.2	0.71	0.80	0.71	32.1
5	T1	391	5.0	412	5.0	* 1.150	227.6	LOS F	47.4	346.0	1.00	1.96	2.28	8.3
6	R2	9	5.0	9	5.0	0.051	69.9	LOS E	0.5	3.6	0.93	0.67	0.93	20.6
Appr	oach	809	5.0	852	5.0	1.150	134.6	LOS F	47.4	346.0	0.85	1.36	1.47	11.4
North	n: Jord	an Road												
7	L2	22	5.0	23	5.0	0.980	91.9	LOS F	17.5	127.9	1.00	1.21	1.59	11.9
8	T1	81	5.0	85	5.0	*0.980	87.3	LOS F	17.5	127.9	1.00	1.21	1.59	22.4
9	R2	117	5.0	123	5.0	0.980	91.9	LOS F	17.5	127.9	1.00	1.21	1.59	22.1
Appr	oach	220	5.0	232	5.0	0.980	90.2	LOS F	17.5	127.9	1.00	1.21	1.59	21.2
West	:: Kirkb	ride Road	Wb											
10	L2	36	5.0	38	5.0	0.662	46.5	LOS D	18.5	134.7	0.91	0.80	0.91	32.9
11	T1	327	5.0	344	5.0	0.662	41.9	LOS D	18.5	134.7	0.91	0.80	0.91	26.3
12	R2	200	5.0	211	5.0	* 1.135	204.6	LOS F	22.6	165.3	1.00	1.42	2.27	13.4
Appr	oach	563	5.0	593	5.0	1.135	100.0	LOS F	22.6	165.3	0.94	1.02	1.39	17.4
All Vehio	cles	2085	3.8	2195	3.8	1.150	122.8	LOS F	47.4	346.0	0.91	1.23	1.51	14.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestria	Pedestrian Movement Performance													
Mov	Input	Dem.	Aver.	Level of	AVERAGE	BACK OF	Prop. Ef	fective	Travel	Travel	Aver.			
ID CIOSS	ing Vol.	Flow	Delay	Service	QUE [Pad	UE Diet 1	Que	Stop	lime	Dist.	Speed			
	ped/h	ped/h	sec		ped	m		Itale	sec	m	m/sec			
South: We	stney Road													
P1 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97			
East: Kirkb	oride Road E													
P2 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97			
North: Jord	dan Road													
P3 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97			

West: Kirkbrid	e Road V	V									
P4 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
All Pedestrians	200	211	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: L [Residential AM (Site Folder: Residential Scenario)]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns **Reference Phase: Phase A** Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	46	75	97
Green Time (sec)	39	22	15	12
Phase Time (sec)	46	29	22	19
Phase Split	40%	25%	19%	16%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

٦I Westney Road



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MOVEMENT SUMMARY

Site: L [Residential PM (Site Folder: Residential Scenario)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 138 seconds (Site Practical Cycle Time)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov	Turn	INP	UT	DEM	AND	Deg.	Aver.	Level of	95% B	ACK OF	Prop.	Effective	Aver.	Aver.
ID		VOLU		FLO	WS	Satn	Delay	Service	QU [Vab		Que	Stop	No.	Speed
		veh/h	пvј %	veh/h	⊓vj %	v/c	sec		veh	m Dist		Rale	Cycles	km/h
Sout	h: Wes	stney Roa	d											
1	L2	176	0.0	185	0.0	*0.344	54.0	LOS D	6.8	47.8	0.83	0.77	0.83	35.2
2	T1	36	0.0	38	0.0	* 1.030	146.4	LOS F	37.5	262.7	1.00	1.25	1.60	18.4
3	R2	326	0.0	343	0.0	1.030	150.9	LOS F	37.5	262.7	1.00	1.25	1.60	12.0
Appr	oach	538	0.0	566	0.0	1.030	118.9	LOS F	37.5	262.7	0.95	1.09	1.35	15.3
East	Kirkbı	ride Road	E											
4	L2	166	5.0	175	5.0	0.142	38.9	LOS D	3.9	28.8	0.37	0.63	0.37	37.6
5	T1	423	5.0	445	5.0	0.795	70.1	LOS E	27.3	199.4	0.95	0.87	0.99	24.2
6	R2	16	5.0	17	5.0	0.216	99.9	LOS F	1.2	8.5	1.00	0.69	1.00	16.8
Appr	oach	605	5.0	637	5.0	0.795	62.4	LOS E	27.3	199.4	0.79	0.80	0.82	19.4
North	n: Jord	an Road												
7	L2	38	5.0	40	5.0	0.825	75.9	LOS E	12.5	91.4	1.00	0.95	1.19	13.2
8	T1	60	5.0	63	5.0	*0.825	71.3	LOS E	12.5	91.4	1.00	0.95	1.19	24.8
9	R2	68	5.0	72	5.0	0.825	75.9	LOS E	12.5	91.4	1.00	0.95	1.19	24.5
Appr	oach	166	5.0	175	5.0	0.825	74.2	LOS E	12.5	91.4	1.00	0.95	1.19	22.0
West	: Kirkb	oride Road	Wb											
10	L2	34	5.0	36	5.0	1.019	135.0	LOS F	68.2	497.7	1.00	1.33	1.45	20.7
11	T1	644	5.0	678	5.0	* 1.019	130.4	LOS F	68.2	497.7	1.00	1.33	1.45	14.1
12	R2	49	5.0	52	5.0	0.662	110.1	LOS F	3.7	27.2	1.00	0.81	1.12	23.4
Appr	oach	727	5.0	765	5.0	1.019	129.3	LOS F	68.2	497.7	1.00	1.30	1.43	12.6
All Vehio	cles	2036	3.7	2143	3.7	1.030	102.2	LOS F	68.2	497.7	0.92	1.07	1.21	15.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance														
Mov	Input	Dem.	Aver.	Level of .	AVERAGE	BACK OF	Prop. Ef	fective	Travel	Travel	Aver.			
	VOI.	FIOW	Delay	Service	QUE [Ped	EUE Dist]	Que	Stop Rate	Time	Dist.	Speed			
	ped/h	ped/h	sec		ped	m			sec	m	m/sec			
South: Westn	ey Road													
P1 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92			
East: Kirkbrid	e Road E	1												
P2 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92			
North: Jordan	Road													
P3 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92			

West: Kirkbrid	e Road V	V									
P4 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92
All Pedestrians	200	211	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: L [Residential PM (Site Folder: Residential Scenario)]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 138 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns **Reference Phase: Phase A** Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	61	102	125
Green Time (sec)	54	34	16	6
Phase Time (sec)	61	41	23	13
Phase Split	44%	30%	17%	9%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

٦I Westney Road



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MOVEMENT SUMMARY

Site: L [General Industrial AM (Site Folder: General Industrial Scenario)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov	Turn	INP	UT	DEM.	AND	Deg.	Aver.	Level of	95% BA	ACK OF	Prop.	Effective	Aver.	Aver.
ID		VOLU	IMES	FLO	WS	Satn	Delay	Service	QUI	EUE	Que	Stop	No.	Speed
		l Iotai veh/h	нvј %	l Iotai veh/h	нvј %	v/c	sec		ر ven. veh	Dist j m		Rate	Cycles	km/h
South	n: Wes	tney Roa	d											
1	L2	142	0.0	149	0.0	0.292	37.6	LOS D	4.5	31.3	0.83	0.76	0.83	36.7
2	T1	43	0.0	45	0.0	* 1.122	194.1	LOS F	31.6	220.9	1.00	1.52	2.16	14.2
3	R2	242	0.0	255	0.0	1.122	198.6	LOS F	31.6	220.9	1.00	1.52	2.16	8.9
Appro	oach	427	0.0	449	0.0	1.122	144.6	LOS F	31.6	220.9	0.94	1.27	1.72	13.6
East:	Kirkbı	ride Road	Е											
4	L2	462	5.0	486	5.0	0.746	49.6	LOS D	20.6	150.2	0.81	0.91	0.81	30.4
5	T1	391	5.0	412	5.0	* 1.155	230.4	LOS F	48.0	350.4	1.00	1.99	2.30	8.1
6	R2	9	5.0	9	5.0	0.044	65.6	LOS E	0.5	3.5	0.91	0.67	0.91	21.0
Appro	oach	862	5.0	907	5.0	1.155	131.8	LOS F	48.0	350.4	0.90	1.40	1.49	11.6
North	n: Jord	an Road												
7	L2	22	5.0	23	5.0	1.028	116.3	LOS F	20.5	149.5	1.00	1.33	1.76	10.4
8	T1	92	5.0	97	5.0	* 1.028	111.7	LOS F	20.5	149.5	1.00	1.33	1.76	19.5
9	R2	117	5.0	123	5.0	1.028	116.3	LOS F	20.5	149.5	1.00	1.33	1.76	19.3
Appro	oach	231	5.0	243	5.0	1.028	114.4	LOS F	20.5	149.5	1.00	1.33	1.76	18.5
West	: Kirkb	ride Road	W											
10	L2	36	5.0	38	5.0	0.630	43.6	LOS D	17.9	131.0	0.89	0.78	0.89	33.5
11	T1	327	5.0	344	5.0	0.630	39.0	LOS D	17.9	131.0	0.89	0.78	0.89	27.0
12	R2	226	5.0	238	5.0	* 1.099	173.9	LOS F	23.7	172.8	1.00	1.35	2.09	15.0
Appro	oach	589	5.0	620	5.0	1.099	91.1	LOS F	23.7	172.8	0.93	1.00	1.35	18.6
All Vehic	les	2109	4.0	2220	4.0	1.155	121.1	LOS F	48.0	350.4	0.93	1.25	1.53	14.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance														
Mov	Input	Dem.	Aver.	Level of /	AVERAGE	BACK OF	Prop. Ef	fective	Travel	Travel	Aver.			
ID Crossing	Crossing Vol. Flow Delay				QUE	UE	Que	Stop	Time	Dist.	Speed			
[Ped Dist] Rate														
	ped/h	ped/h	sec		ped	m			sec	m	m/sec			
South: Westne	ey Road													
P1 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97			
East: Kirkbride	e Road E													
P2 Full 50 53 52.3 LOS E 0.2 0.2 0.95 0.95 206.1 200.0 0.97														
North: Jordan	orth: Jordan Road													

P3 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
West: Kirkbride	e Road W										
P4 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
All	200	211	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
Pedestrians											

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: L [General Industrial AM (Site Folder: General Industrial Scenario)]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns Reference Phase: Phase A Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	48	73	95
Green Time (sec)	41	18	15	14
Phase Time (sec)	48	25	22	21
Phase Split	41%	22%	19%	18%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

Westney Road



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MOVEMENT SUMMARY

Site: L [General Industrial PM (Site Folder: General Industrial Scenario)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 138 seconds (Site Practical Cycle Time)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov	Turn	INP	UT	DEM	AND	Deg.	Aver.	Level of	95% B/	ACK OF	Prop.	Effective	Aver.	Aver.
ID		VOLU	IMES	FLO	WS	Satn	Delay	Service	QU	EUE	Que	Stop	No.	Speed
		veh/h	нvј %	veh/h	нvј %	v/c	sec		ven. veh	m Dist		Rale	Cycles	km/h
South	n: Wes	tney Roa	d											
1	L2	198	0.0	208	0.0	*0.360	54.8	LOS D	7.4	52.0	0.82	0.77	0.82	35.7
2	T1	40	0.0	42	0.0	* 1.079	180.8	LOS F	46.3	323.9	1.00	1.35	1.77	15.9
3	R2	367	0.0	386	0.0	1.079	185.3	LOS F	46.3	323.9	1.00	1.35	1.77	10.1
Appro	oach	605	0.0	637	0.0	1.079	142.3	LOS F	46.3	323.9	0.94	1.16	1.46	13.5
East:	Kirkbr	ide Road	Е											
4	L2	140	5.0	147	5.0	0.119	40.7	LOS D	3.3	23.9	0.36	0.63	0.36	37.7
5	T1	423	5.0	445	5.0	0.811	75.3	LOS E	28.2	206.1	0.97	0.90	1.03	23.3
6	R2	16	5.0	17	5.0	0.216	102.0	LOS F	1.2	8.5	1.00	0.69	1.00	16.8
Appro	oach	579	5.0	609	5.0	0.811	67.7	LOS E	28.2	206.1	0.82	0.83	0.86	18.4
North	: Jord	an Road												
7	L2	38	5.0	40	5.0	0.777	73.4	LOS E	11.5	83.7	1.00	0.91	1.13	13.4
8	T1	50	5.0	53	5.0	*0.777	68.8	LOS E	11.5	83.7	1.00	0.91	1.13	25.2
9	R2	68	5.0	72	5.0	0.777	73.4	LOS E	11.5	83.7	1.00	0.91	1.13	24.8
Appro	oach	156	5.0	164	5.0	0.777	71.9	LOS E	11.5	83.7	1.00	0.91	1.13	22.1
West	: Kirkb	ride Road	W											
10	L2	34	5.0	36	5.0	1.069	171.6	LOS F	75.0	547.2	1.00	1.49	1.66	17.2
11	T1	644	5.0	678	5.0	* 1.069	167.0	LOS F	75.0	547.2	1.00	1.49	1.66	11.3
12	R2	41	5.0	43	5.0	0.554	110.4	LOS F	3.1	22.4	1.00	0.76	1.04	23.6
Appro	oach	719	5.0	757	5.0	1.069	164.0	LOS F	75.0	547.2	1.00	1.45	1.62	10.4
All Vehic	les	2059	3.5	2167	3.5	1.079	123.6	LOS F	75.0	547.2	0.93	1.15	1.32	13.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian M	loveme	ent Perf	ormano	ce 🗌									
Mov	Input	Dem.	Aver.	Level of <i>i</i>	AVERAGE	BACK OF	Prop. Ef	fective	Travel	Travel	Aver.		
ID Crossing	Vol.	Flow	Delay	Service	QUE	EUE	Que	Stop	Time	Dist.	Speed		
					[Ped	Dist]		Rate					
	ped/h	ped/h	sec		ped	m			sec	m	m/sec		
South: Westne	ey Road												
P1 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92		
East: Kirkbride	e Road E												
P2 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92		
North: Jordan	Road												

P3 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92
West: Kirkbride	e Road W										
P4 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92
All	200	211	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92
Pedestrians											

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: L [General Industrial PM (Site Folder: General Industrial Scenario)]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 138 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns Reference Phase: Phase A Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	58	102	125
Green Time (sec)	51	37	16	6
Phase Time (sec)	58	44	23	13
Phase Split	42%	32%	17%	9%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

Westney Road



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MOVEMENT SUMMARY

Site: L [Residential plus precinct - AM (Site Folder: Residential plus precinct)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov	Turn	INP	UT	DEM.	AND	Deg.	Aver.	Level of	95% B/	ACK OF	Prop.	Effective	Aver.	Aver.
ID		VOLU	IMES	FLO	WS	Satn	Delay	Service		EUE	Que	Stop	No.	Speed
		l Iotai veh/h	нvј %	l Iotai veh/h	нvј %	v/c	sec		ر ven. veh	Dist j m		Rate	Cycles	km/h
South	n: Wes	tney Roa	d											
1	L2	170	0.0	179	0.0	0.319	41.2	LOS D	5.1	35.7	0.82	0.76	0.82	37.3
2	T1	51	0.0	54	0.0	* 1.157	226.7	LOS F	40.8	285.3	1.00	1.61	2.31	12.8
3	R2	290	0.0	305	0.0	1.157	231.2	LOS F	40.8	285.3	1.00	1.61	2.31	7.9
Appro	oach	511	0.0	538	0.0	1.157	167.6	LOS F	40.8	285.3	0.94	1.33	1.81	12.2
East:	Kirkbr	ride Road	Е											
4	L2	432	5.0	455	5.0	0.690	48.9	LOS D	17.8	129.9	0.76	0.85	0.76	31.4
5	T1	391	5.0	412	5.0	* 1.200	269.3	LOS F	51.6	376.9	1.00	2.12	2.51	7.1
6	R2	9	5.0	9	5.0	0.047	69.9	LOS E	0.5	3.5	0.92	0.67	0.92	20.8
Appro	oach	832	5.0	876	5.0	1.200	152.7	LOS F	51.6	376.9	0.87	1.45	1.58	10.3
North	n: Jorda	an Road												
7	L2	22	5.0	23	5.0	1.002	101.8	LOS F	18.9	138.1	1.00	1.27	1.66	11.2
8	T1	86	5.0	91	5.0	* 1.002	97.1	LOS F	18.9	138.1	1.00	1.27	1.66	21.1
9	R2	117	5.0	123	5.0	1.002	101.8	LOS F	18.9	138.1	1.00	1.27	1.66	20.9
Appro	oach	225	5.0	237	5.0	1.002	100.0	LOS F	18.9	138.1	1.00	1.27	1.66	20.0
West	: Kirkb	ride Road	W											
10	L2	36	5.0	38	5.0	0.688	48.1	LOS D	18.8	137.1	0.93	0.81	0.93	32.6
11	T1	327	5.0	344	5.0	0.688	43.5	LOS D	18.8	137.1	0.93	0.81	0.93	26.0
12	R2	212	5.0	223	5.0	* 1.110	184.7	LOS F	22.8	166.1	1.00	1.38	2.15	14.4
Appro	oach	575	5.0	605	5.0	1.110	95.9	LOS F	22.8	166.1	0.95	1.02	1.38	17.9
All Vehic	les	2143	3.8	2256	3.8	1.200	135.5	LOS F	51.6	376.9	0.92	1.29	1.59	13.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov	Input	Dem.	Aver.	Level of <i>i</i>	AVERAGE	BACK OF	Prop. Ef	fective	Travel	Travel	Aver.	
ID Crossing	Vol.	Flow	Delay	Service	QUE	EUE	Que	Stop	Time	Dist.	Speed	
					[Ped	Dist]		Rate				
	ped/h	ped/h	sec		ped	m			sec	m	m/sec	
South: Westne	ey Road											
P1 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97	
East: Kirkbride	e Road E											
P2 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97	
North: Jordan	Road											

P3 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
West: Kirkbride	e Road W										
P4 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
All	200	211	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
Pedestrians											

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: L [Residential plus precinct - AM (Site Folder: Residential

plus precinct)]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns Reference Phase: Phase A Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	45	74	96
Green Time (sec)	38	22	15	13
Phase Time (sec)	45	29	22	20
Phase Split	39%	25%	19%	17%

Г

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

Westney Road



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MOVEMENT SUMMARY

Site: L [Residential plus precinct - PM (Site Folder: Residential plus precinct)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 138 seconds (Site Practical Cycle Time)

Vehi	cle M	ovemen	t Perfo	rmanc <u>e</u>										
Mov	Turn	INP	UT	DEM	AND	Deg.	Aver.	Level of	95% B/	ACK OF	Prop.	Effective	Aver.	Aver.
ID		VOLU	IMES	FLO	WS	Satn	Delay	Service	QU	EUE	Que	Stop	No.	Speed
		veh/h	нvј %	veh/h	нvј %	v/c	sec		ven. veh	m Dist		Rale	Cycles	km/h
Sout	n: Wes	tney Roa	d											
1	L2	202	0.0	213	0.0	* 0.367	55.6	LOS E	7.6	53.2	0.82	0.78	0.82	35.7
2	T1	41	0.0	43	0.0	* 1.104	200.9	LOS F	49.7	347.9	1.00	1.40	1.87	14.6
3	R2	376	0.0	396	0.0	1.104	205.4	LOS F	49.7	347.9	1.00	1.40	1.87	9.2
Appr	oach	619	0.0	652	0.0	1.104	156.2	LOS F	49.7	347.9	0.94	1.20	1.53	12.6
East:	Kirkbı	ride Road	E											
4	L2	206	5.0	217	5.0	0.176	42.5	LOS D	5.0	36.8	0.38	0.64	0.38	37.5
5	T1	423	5.0	445	5.0	0.898	90.8	LOS F	33.1	241.4	1.00	1.04	1.19	20.0
6	R2	16	5.0	17	5.0	0.216	102.0	LOS F	1.2	8.5	1.00	0.69	1.00	16.8
Appr	oach	645	5.0	679	5.0	0.898	75.7	LOS E	33.1	241.4	0.80	0.91	0.93	17.2
North	n: Jord	an Road												
7	L2	38	5.0	40	5.0	0.892	82.1	LOS F	14.3	104.6	1.00	1.03	1.30	12.7
8	T1	74	5.0	78	5.0	*0.892	77.5	LOS E	14.3	104.6	1.00	1.03	1.30	23.9
9	R2	68	5.0	72	5.0	0.892	82.1	LOS F	14.3	104.6	1.00	1.03	1.30	23.5
Appr	oach	180	5.0	189	5.0	0.892	80.2	LOS F	14.3	104.6	1.00	1.03	1.30	21.3
West	: Kirkb	ride Road	d W											
10	L2	34	5.0	36	5.0	1.090	187.6	LOS F	78.1	570.5	1.00	1.56	1.75	16.0
11	T1	644	5.0	678	5.0	* 1.090	183.0	LOS F	78.1	570.5	1.00	1.56	1.75	10.4
12	R2	61	5.0	64	5.0	0.824	115.3	LOS F	4.8	35.0	1.00	0.91	1.32	22.8
Appr	oach	739	5.0	778	5.0	1.090	177.6	LOS F	78.1	570.5	1.00	1.50	1.71	9.9
All Vehic	les	2183	3.6	2298	3.6	1.104	133.4	LOS F	78.1	570.5	0.92	1.20	1.39	13.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov	Input	Dem.	Aver.	Level of .	AVERAGE	BACK OF	Prop. Ef	fective	Travel	Travel	Aver.	
ID Crossing	Vol.	Flow	Delay	Service	QUE	UE	Que	Stop	Time	Dist.	Speed	
					[Ped	Dist]		Rate				
	ped/h	ped/h	sec		ped	m			sec	m	m/sec	
South: Westne	ey Road											
P1 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92	
East: Kirkbride	e Road E											
P2 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92	
North: Jordan	Road											

P3 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92
West: Kirkbride	e Road W										
P4 Full	50	53	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92
All	200	211	63.3	LOS F	0.2	0.2	0.96	0.96	217.1	200.0	0.92
Pedestrians											

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: L [Residential plus precinct - PM (Site Folder: Residential

plus precinct)]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 138 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns Reference Phase: Phase A Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	58	102	125
Green Time (sec)	51	37	16	6
Phase Time (sec)	58	44	23	13
Phase Split	42%	32%	17%	9%

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See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

Westney Road



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MOVEMENT SUMMARY

Site: L [industrial plus trade retail - AM (Site Folder: industrial

plus trade retail)]

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov	Turn	INP	UT	DEM.	AND	Deg.	Aver.	Level of	95% B/	ACK OF	Prop. I	Effective	Aver.	Aver.
ID		VOLU	IMES	FLO	WS	Satn	Delay	Service	QUI	EUE	Que	Stop	No.	Speed
		[Iotai veh/h	HV J %	[Iotal veh/h	HV] %	v/c	sec		ر ven. veh	Dist J m		Rate	Cycles	km/h
Sout	h: Wes	tney Roa	d											
1	L2	152	0.0	160	0.0	0.303	39.4	LOS D	4.7	33.0	0.82	0.76	0.82	36.9
2	T1	46	0.0	48	0.0	* 1.155	222.8	LOS F	36.2	253.2	1.00	1.60	2.31	12.9
3	R2	259	0.0	273	0.0	1.155	227.4	LOS F	36.2	253.2	1.00	1.60	2.31	7.9
Appr	oach	457	0.0	481	0.0	1.155	164.4	LOS F	36.2	253.2	0.94	1.32	1.82	12.4
East:	Kirkbı	ride Road	E											
4	L2	461	5.0	485	5.0	0.745	50.0	LOS D	20.5	149.4	0.81	0.89	0.81	30.4
5	T1	391	5.0	412	5.0	* 1.178	250.0	LOS F	49.9	364.5	1.00	2.06	2.41	7.6
6	R2	9	5.0	9	5.0	0.044	66.6	LOS E	0.5	3.5	0.91	0.67	0.91	21.0
Appr	oach	861	5.0	906	5.0	1.178	141.0	LOS F	49.9	364.5	0.89	1.42	1.54	11.0
North	n: Jord	an Road												
7	L2	22	5.0	23	5.0	1.028	116.3	LOS F	20.5	149.5	1.00	1.33	1.76	10.4
8	T1	92	5.0	97	5.0	* 1.028	111.7	LOS F	20.5	149.5	1.00	1.33	1.76	19.5
9	R2	117	5.0	123	5.0	1.028	116.3	LOS F	20.5	149.5	1.00	1.33	1.76	19.3
Appr	oach	231	5.0	243	5.0	1.028	114.4	LOS F	20.5	149.5	1.00	1.33	1.76	18.5
West	: Kirkb	ride Road	d W											
10	L2	36	5.0	38	5.0	0.650	45.1	LOS D	18.2	133.1	0.90	0.79	0.90	33.2
11	T1	327	5.0	344	5.0	0.650	40.5	LOS D	18.2	133.1	0.90	0.79	0.90	26.6
12	R2	226	5.0	238	5.0	* 1.099	174.4	LOS F	23.7	172.8	1.00	1.35	2.09	15.0
Appr	oach	589	5.0	620	5.0	1.099	92.2	LOS F	23.7	172.8	0.94	1.01	1.36	18.5
All Vehio	cles	2138	3.9	2251	3.9	1.178	129.7	LOS F	49.9	364.5	0.93	1.28	1.57	13.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance												
Mov	Input	Dem.	Aver.	Level of <i>i</i>	AVERAGE	BACK OF	Prop. Ef	fective	Travel	Travel	Aver.	
ID Crossing	Vol.	Flow	Delay	Service	QUE	EUE	Que	Stop	Time	Dist.	Speed	
					[Ped	Dist]		Rate				
	ped/h	ped/h	sec		ped	m			sec	m	m/sec	
South: Westne	ey Road											
P1 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97	
East: Kirkbride	e Road E											
P2 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97	
North: Jordan	Road											

P3 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
West: Kirkbride	e Road W										
P4 Full	50	53	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
All	200	211	52.3	LOS E	0.2	0.2	0.95	0.95	206.1	200.0	0.97
Pedestrians											

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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PHASING SUMMARY

Site: L [industrial plus trade retail - AM (Site Folder: industrial

plus trade retail)]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 116 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns Reference Phase: Phase A Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	47	73	95
Green Time (sec)	40	19	15	14
Phase Time (sec)	47	26	22	21
Phase Split	41%	22%	19%	18%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

Westney Road



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PHASING SUMMARY

Site: L [industrial plus trade retail - PM (Site Folder: industrial

plus trade retail)]

New Site Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 138 seconds (Site Practical Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog Phase Times determined by the program Phase Sequence: Four-Phase Leading Right Turns Reference Phase: Phase A Input Phase Sequence: A, D, E, F Output Phase Sequence: A, D, E, F

Phase Timing Summary

Phase	Α	D	E	F
Phase Change Time (sec)	0	57	102	125
Green Time (sec)	50	38	16	6
Phase Time (sec)	57	45	23	13
Phase Split	41%	33%	17%	9%

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase VAR: Variable Phase

Westney Road



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ATTACHMENT 3: CORRIDOR SAFETY RISK ASSESSMENT

North of site existing volumes

Project Name	Westney Road	Assessment Date
Road Type	Corridor	
		Only populate for intersections
Corridor Type	Two-Lane, Two-Way	Only populate for comidors
Speed Environment	Urban	Rural = 80km/h+, Urban = Less than 80k
Corridor AADT	10300	Two-way AADT in vehicles/day
Corridor Length (km)	0.5	
		Only populate for intersections
Crash Analysis Period	5	Number of years in crash analysis period
Start Year	2020	
End Year	2024	
	Crash History	
Crash Movement	Number of Injury Crashes	Estimated Dsi
Α	1	0.30
В	0	0.00
c	0	0.00
D	1	0.28
E	2	0.30
F	1	0.05
G	0	0.00
н	0	0.00
J	0	0.00
К	0	0.00
L	0	0.00
М	0	0.00
N	0	0.00
Р	0	0.00
Q	0	0.00
	5	0.93
Collective Risk	0.37	MEDIUM
Personal Risk	9.9	MEDIUM
Infrastructure Risk Rating	1.6	MEDIUM
Strategic Fit	HIC	GH

North of site proposed volumes

Project Name	Westney Road	Assessment Date					
Road Type	Corridor						
		Only populate for intersections					
Corridor Type	Two-Lane, Two-Way	Only populate for comidors					
Speed Environment	Urban	Rural = 80km/h+, Urban = Less than 80kr					
Corridor AADT	12300	Two-way AADT in vehicles/day					
Corridor Length (km)	0.5						
		Only populate for intersections					
Crash Analysis Period	5	Number of years in crash analysis period					
Start Year	2020						
End Year	2024						
	Crash History						
Crash Movement	Number of Injury Crashes	Estimated Dsi					
Α	1	0.30					
В	0	0.00					
С	0	0.00					
D	1	0.28					
E	2	0.30					
F	1	0.05					
G	0	0.00					
Н	0	0.00					
J	0	0.00					
К	0	0.00					
L	0	0.00					
M	0	0.00					
N	0	0.00					
Р	0	0.00					
Q	0	0.00					
	5	0.93					
Collective Risk	0.37	MEDIUM					
Personal Risk	8.3	MEDIUM					
Infrastructure Risk Rating	1.6	MEDIUM					

South of site existing volumes

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South of site proposed volumes

Project Name	Westney Road	Assessment Date							
Road Type	Corridor								
		Only populate for intersections							
Corridor Type	Two-Lane, Two-Way	Only populate for corridors							
Speed Environment	Urban	Rural = 30km/h+, Urban = Less than 30kn							
Corridor AADT	12400	Two-way AADT in vehicles/day							
Corridor Length (km)	0.5								
		Only populate for intersections							
Crash Analysis Period	5	Number of years in crash analysis period							
Start Year	2020								
End Year	2024								
	Crash History								
Crash Movement	Number of Injury Crashes	Estimated Dsi							
Α	C	0.00							
В	C	0.00							
С	C	0.00							
D	C	0.00							
E	1	0.15							
F	0	0.00							
G	0	0.00							
Н	0	0.00							
J	0	0.00							
K	0	0.00							
L	0	0.00							
м	0	0.00							
N	0	0.00							
Р	0	0.00							
Q	0	0.00							
	1	0.15							
Collective Risk	0.06	LOW							
Personal Risk	1.3	LOW							
Infrastructure Risk Rating	1.6	MEDIUM							
Strategic Fit	ME	MUIC							

CODED CRASH ID	Crash road	Distanc	e Direction	Side road	Easting No	rthing Longitude	Latitude	ID	Date	Day of we	ek Tin	ne Description of events	Crash factors	Surface condition	Natural ligh	t Weather	Junction	Control	Casualty count fata	Casualty count serious	Casualty count minor	Social Cost \$(m)
4225742		~			4750625 50		2 26 0740	07 20100002	0 0/42/2040		42	SUV1 SDB on JORDAN ROAD hit Car/Wagon2 reversing	CAR/WAGON2, did not check/notice another party	Dec	D-i-ht our	F 1	NUL (Defeuile)	A.11		0	•	0.02
1225713	JORDAN ROAD	64	N	KIRKBRIDE KOAD	1759635 59	06399 1/4./934/	2 -36.9749	87 20198692	0 6/12/2019	fri Fri	13:	Car/Wagon1 NDB on KIRKBRIDE ROAD lost control	benind	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	U	0.03
1206240					1750627 50	06225 174 70220	2 26 0755	67 20211010	02 5/06/2021	Cat	21.	turning right but did not leave the road, Car/Wagon1	CAR/WAGON1, lost control when turning, new driver/under instruction	Dec	Dark	Fino	Tlunction	NII	0	0	0	0.05
1280248	KIKKBRIDE KUAD		I	JORDAN KOAD	1/5962/ 59	00335 174.79339	2 -30.9/33	20211910	03 5/00/2021	L SdL	213		CAR/WAGON1 alcohol test below limit	Dry	Ddik	Fine	1 Junction	INII	0	0	0	0.05
												Car/Wagon1 WDB on KIRKBRIDE ROAD hit turning	CAR/WAGON2, alcohol test below limit, failed to giv	/e								
1273739	KIRKBRIDE ROAD	40	Е	JORDAN ROAD	1759656 59	06323 174.79372	3 -36.9756	66 20211785	50 10/02/202	21 Wed	14:	:32 Car/Wagon2	way entering roadway from driveway CAR/WAGON2_alcohol test below limit TRUCK1	Wet	Overcast	Heavy rain	Driveway	Nil	0	0	0	0.05
												Truck1 DIRN on KIRKBRIDE ROAD hit rear end of	speed on straight CAR/WAGON3, alcohol test below	v								
1230224	KIRKBRIDE ROAD		I.	WESTNEY ROAD	1759599 59	06345 174.79307	6 -36.9754	78 20201456	09 7/02/2020) Fri	13:	50 Car/Wagon2 stop/slow for queue	limit CAR/WAGON4, alcohol test below limit	Dry	Bright sun	Fine	T Junction	Traffic Signal	s 0	0	0	0.05
													CAR/WAGON1, alcohol test below limit, emotionally	y .	-			-				
													upset/road rage, fatigue due to lack of sleep, other									
													inattentive, speed on straight CAR/WAGON2, alcoho	ol								
												Car/Wagon1 EDB on KIRKBRIDE ROAD hit rear end of	test below limit CAR/WAGON3, alcohol test below									
1337252	KIRKBRIDE ROAD		I	WESTNEY ROAD	1759564 59	06359 174.79267	6 -36.9753	155 20232499	06 2/03/2023	3 Thu	6:1	.5 Car/Wagon2 stop/slow for signals Truck1 SDB on VERISSIMO DRIVE hit Car/Wagon2	limit	Dry	Bright sun	Fine	T Junction	Traffic Signal	s 0	0	2	0.11
1239000	VERISSIMO DRIVE	E	1	TIMBERLY ROAD	1759361 59	05389 174.79061	-36.9841	28 20201588	66 23/03/202	20 Mon	21:	:45 merging from the right	TRUCK1. failed to give way at priority traffic control	Null	Dark	Null	Roundabout	Give wav	0	0	0	0.05
												Car/Wagon1 SDB on WESTNEY ROAD hit parked veh,	CAR/WAGON1, alcohol test below limit, attention									
												Car/Wagon1 hit parked (unattended) vehicle,	diverted by food, cigarettes, beverages, failed to give	e								
1373137	WESTNEY ROAD	156	S	KIRKBRIDE ROAD	1759508 59	06210 174.79207	9 -36.9767	09 20232765	72 8/11/2023	8 Wed	9:4	5 Car/Wagon2 hit parked (unattended) vehicle	way entering roadway from driveway	Dry	Bright sun	Fine	Driveway	Nil	0	0	1	0.11
												Car/Wagon1 NDB on WESTNEY ROAD hit parked veh,										
1300729	WESTNEY ROAD	80	S	KIRKBRIDE ROAD	1759545 59	06280 174.79248	1 -36.9760	073 20212178	68 17/06/202	21 Thu	15:	:00 Car/Wagon1 hit parked (unattended) vehicle	CAR/WAGON1, too far left	Null	Unknown	Null	Nil (Default)	Nil	0	0	0	0.05
													CAR/WAGON2, alcohol test below limit, suddenly									
												Ute1 NDB on WESTNEY ROAD hit rear end of	braked UTE1, alcohol test below limit, following too									
1315211	WESTNEY ROAD	135	S	KIRKBRIDE ROAD	1759518 59	06229 174.79218	8 -36.9765	64 20222291	34 8/07/2022	2 Fri	17:	50 Car/Wagon2 stopped/moving slowly	closely	Wet	Dark	Fine	Nil (Default)	Nil	0	0	1	0.11
												Confidence 1 NDD on WESTNEY DOAD sharping lange to	CAR/WAGON1, alcohol test below limit									
1226412	WESTNEY POAD	61	N		1750/30 50	06086 174 70133	2 -36 0778	20 20201505	65 17/02/202		17	Car/ wagoni NDB on WESTNET ROAD changing lanes to	overtaking	Dry	Bright cup	Fine	Nil (Default)	Nil	0	0	1	0.11
1220415	WESTINET KOAD	01		KOTINOOK AVENUE	1755455 55	00080 174.75155	2 -30.5770	35 20201505	05 17/05/202	to fue	1/.	Lite1 SDB on WESTNEY ROAD hit narked veh Lite1 hit	overtaking	Diy	Dright Sun	THE	Nii (Delault)	NII .	0	0	1	0.11
												parked (occupied) vehicle, parked (occupied) vehicle.	CAR/WAGON2, alcohol test below limit, other parke	ed								
1374518	WESTNEY ROAD		I.	KOHINOOR AVENUE	1759418 59	06047 174.79111	2 -36.9781	96 20232616	27 29/06/202	23 Thu	9:3	0 Car/Wagon2 hit parked (unattended) vehicle	or stopped UTE1, alcohol test below limit, too far lef	ft Wet	Overcast	Light rain	T Junction	Nil	0	0	0	0.05
												SUV1 SDB on Westney Road hit parked veh, SUV1 hit		-		-			_	_		
1248355	WESTNEY ROAD	208	S	KOHINOOR AVENUE	1759314 59	05855 174.78997	9 -36.9799	38 20201712	07 28/11/202	20 Sat	6:1	.5 parked (unattended) vehicle	SUV1, alcohol suspected, too far left	Dry	Dark	Fine	Nil (Default)	Nil	0	0	1	0.11
												Car/Wagon1 NDR on WESTNEY ROAD last control	chack (notice another party from other dirp									
1309602	WESTNEY POAD	30	N		1750/30 50	06067 174 70122	5 .36 0780	12 20222252	12 1/06/2022	Wod V	18-	42 turning right: went off road to left	CAR/WAGON2 alcohol test below limit	Dry	Dark	Fine	Drivoway	Nil	0	0	2	0.11
1303002	WESTINET KOAD	55		KOTINOOK AVENUE	1755450 55	00007 174.75125	5 -30.5780	12 20222232	43 1/00/2022	weu	10.	Car/Wagon1 SDB on WESTNEY ROAD hit VEHB	CAR/WAGON1 alcohol test below limit other lost	Diy	Dark	THE	Dirveway	NII .	0	0	2	0.11
1299784	WESTNEY ROAD	171	S	KOHINOOR AVENUE	1759330 59	05884 174.79015	6 -36.9796	82 20212035	08 26/10/202	1 Tue	7:1	5 manoeuvring	control	Wet	Overcast	Fine	Nil (Default)	Nil	0	0	0	0.05
													CAR/WAGON1, alcohol test below limit,									
												Car/Wagon1 NDB on WESTNEY ROAD hit parked veh,	inappropriate speed for road conditions, lost contro	ol -								
1232178	WESTNEY ROAD	172	S	KOHINOOR AVENUE	1759330 59	05885 174.79014	8 -36.9796	571 20201481	41 9/03/2020) Mon	22:	:02 Car/Wagon1 hit parked (unattended) vehicle	road conditions, ENV: road surface potholed	Wet	Dark	Light rain	Nil (Default)	Nil	0	0	0	0.05
												Car/Wagon1 NDB on WESTNEY ROAD lost control; went	t CAR/WAGON1, alcohol test below limit, emotionally	y .								
1284374	WESTNEY ROAD	108	S	KOHINOOR AVENUE	1759360 59	05939 174.79047	5 -36.9791	77 20211893	27 21/05/202	21 Fri	16:	:00 off road to left, Car/Wagon1 hit fence	upset/road rage, other lost control, too far left	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	0	0.05
1000015					4750000 50							Car/Wagon1 NDB on WESTNEY ROAD hit parked veh,	CAR/WAGON1, alcohol suspected, drugs suspected,	,								
1280815	WESTNEY ROAD	186	N	MONTGOMERIE ROAD	1759208 59	05662 174.78883	-36.9817	01 20212039	23 18/10/202	21 Mon	4:5	Car/Wagon1 hit parked (unattended) vehicle	lights not switched on, too far left, ENV: heavy rain	Wet	Dark	Heavy rain	Nil (Default)	Nil	0	0	1	0.11
												Car/Wagon1 EDB on WESTNEY ROAD lost control	CAR/MACONIL auguling anforcement last control									
1210002					1750120 50	00001 174 70707	2 26 0021	64 20109210	6 1/10/2010	Tuo	1.1	fonce parked (upattonded) vehicle	when turning other inexperience	Dev	Dark	Light rain	Crossroads	Civo wov	0	0	0	0.02
1219093	WESTINET KOAD		'	TIMBERET ROAD	1/33120 33	05501 174.78787	2 -30.3031	20138210	0 1/10/2015) Tue	1.1	S Tence, parked (unattended) venicle	CAR/WAGON2 alcohol test below limit did not	Diy	Dark	Light rain	000000000000000000000000000000000000000	Give way	0	0	0	0.05
												check/notice another party from other dirn, driver										
												dazzled, failed to give way at priority traffic control										
												Car/Wagon1 NDB on WESTNEY ROAD hit Car/Wagon2	CAR/WAGON1, alcohol test below limit, ENV:									
1327936	WESTNEY ROAD		I.	TIMBERLY ROAD	1759117 59	05497 174.78784	4 -36.9832	04 20222276	02 21/06/202	22 Tue	8:3	0 merging from the right	dazzling sun	Dry	Bright sun	Fine	Crossroads	Give way	0	0	0	0.05
												Other1 NDB on Westney Road hit Truck2 reversing	TRUCK2, alcohol test above limit or test refused, did	i								
1236844	WESTNEY ROAD	263	N	TIMBERLY ROAD	1759246 59	05730 174.78924	7 -36.9810	078 20201530	26 27/05/202	20 Wed	19:	:00 along road	not check/notice another party behind	Dry	Dark	Fine	Nil (Default)	Nil	0	0	0	0.05
													CAR/WAGON1, alcohol test below limit									
												Car/Wagon1 NDB on WESTNEY ROAD hit Car/Wagon2	CAR/WAGON2, alcohol test below limit, failed to giv	/e								
1177046	WESTNEY ROAD		1	TIMBERLY ROAD	1759115 59	05494 174.78782	6 -36.9832	20191120	9 10/01/201	L9 Thu	13:	:30 crossing at right angle from right	way at priority traffic control, failed to notice contro	ol Dry	Bright sun	Fine	Crossroads	Give way	0	0	1	0.1
												Car/Wagon1 NDB on WESTNEY ROAD changing lanes to										
1235489	WESTNEY ROAD	225	N	TIMBERLY ROAD	1759228 59	05696 174.78904	9 -36.9813	89 20201555	08 24/01/202	20 Fri	6:1	0 left hit Car/Wagon2	CAR/WAGON1, cut in after overtaking	Dry	Twilight	Null	Nil (Default)	Nil	0	0	0	0.05