



Transport Impact Assessment

Project:	Rehoboth Christian College New Campus Stage 1 5 Alcock Street and 109 & 115 Maddington Road, Maddington
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1. Introduction

1.1. Proponent

Shawmac has been engaged by Parry and Rosenthal Architects on behalf of Rehoboth Christian College to prepare a Transport Impact Assessment (TIA) for the proposed Stage 1 development of a new secondary school campus in Maddington.

1.2. Scope

This TIA has been prepared in accordance with the WAPC *Transport Impact Assessment Guidelines* (TIA guidelines). According to the TIA guidelines, the key objectives of a TIA are to:

- assess the proposed internal transport networks with respect to accessibility, circulation and safety for all modes, that is, vehicles, public transport, pedestrians and cyclists;
- assess the level of transport integration between the development and the surrounding land uses;
- determine the impacts of the traffic generated by the development on the surrounding land uses; and
- determine the impacts of the traffic generated by the development on the surrounding transport networks.

1.3. Site Location

The site address is 5 Alcock Street and 109 & 115 Maddington Road in Maddington and the local authority is the City of Gosnells. The general site location is shown in **Figure 1**.

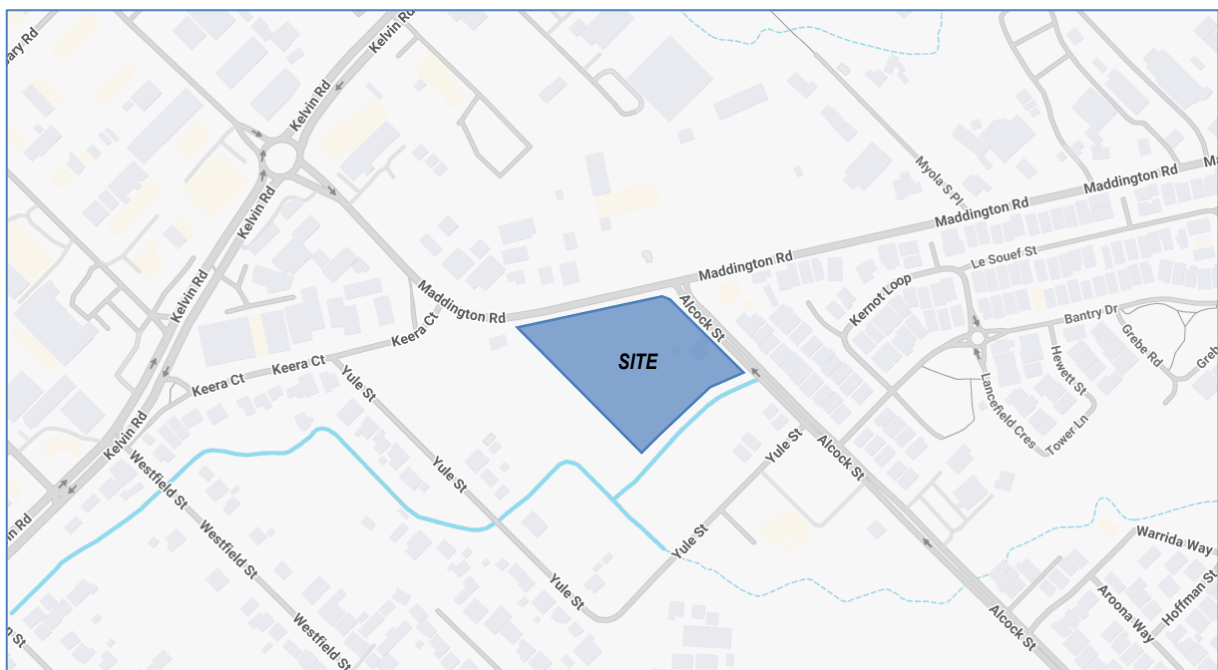


Figure 1: General Site Location

An aerial view of the site is shown in **Figure 2**.



Figure 2: Existing Site (February 2026)

1.4. Proposal

Rehoboth Christian College has existing campuses in Wilson and Kenwick. The Wilson campus is a primary school and the Kenwick campus is a K-12 school.

It is proposed to establish a new secondary school campus in Maddington within the area known as the Gibbs Park Precinct.

Stage 1 will comprise new buildings, facilities and car parking fronting Maddington Road and Alcock Street (at 5 Alcock Street and 109 & 115 Maddington Road). The proposed capacity of the Stage 1 is 297 students (102 Year 10, 100 Year 11 and 95 Year 12) and 44 staff (approx. 29 full time staff). The adjacent lots will gradually be purchased and developed in stages.

The site plan for Stage 1 is shown in **Figure 3**.

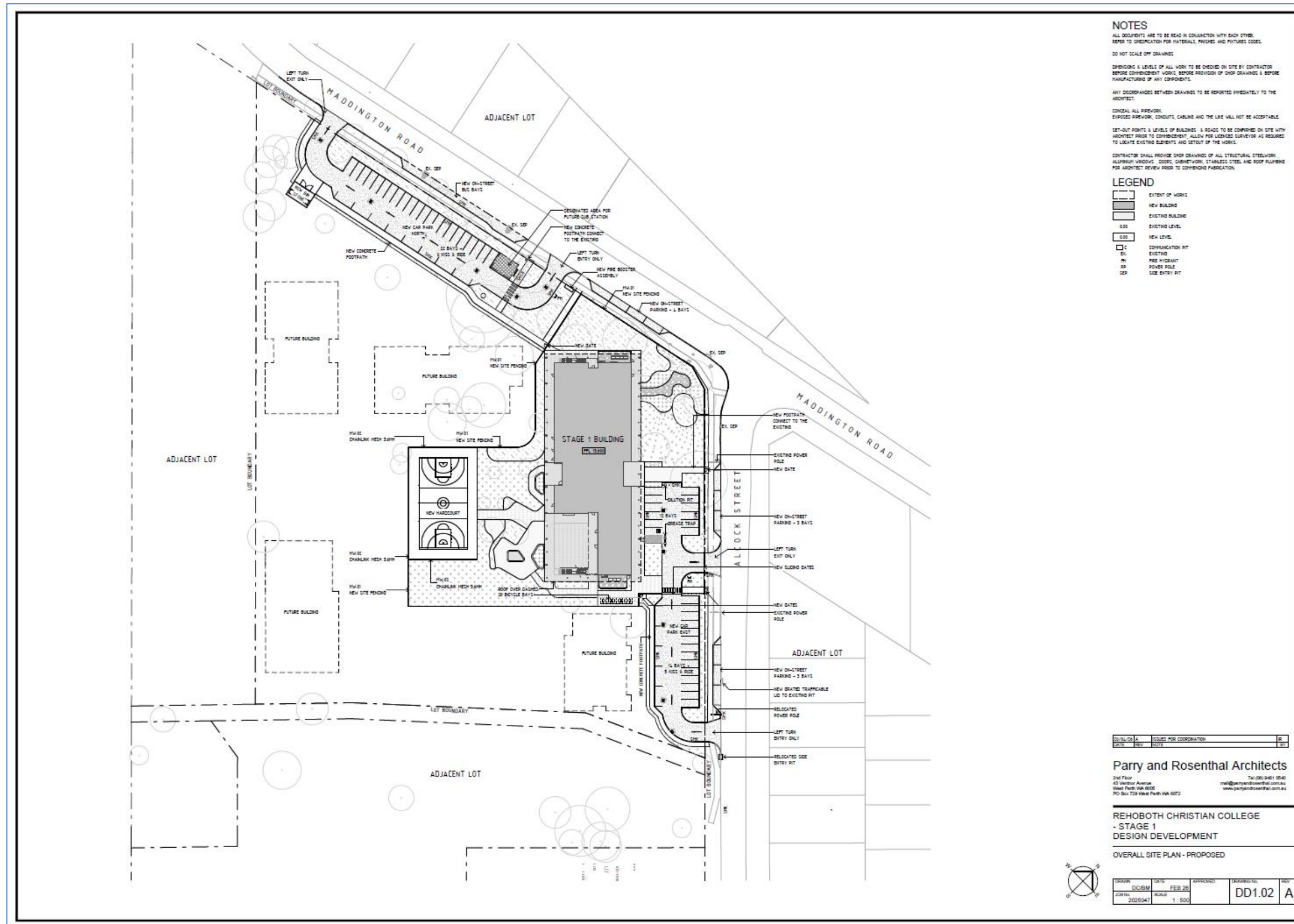


Figure 3: Stage 1 Site Plan

2. Site and Surrounding Network

2.1. Land Uses

The site is zoned as *Urban Development*. The site is primarily surrounded by residential development except on the northern side which is industrial and commercial type development.

2.2. Road Network Layout and Hierarchy

The current layout and hierarchy of the surrounding road network according to Main Roads WA's *Road Information Mapping System* is shown in **Figure 4**.

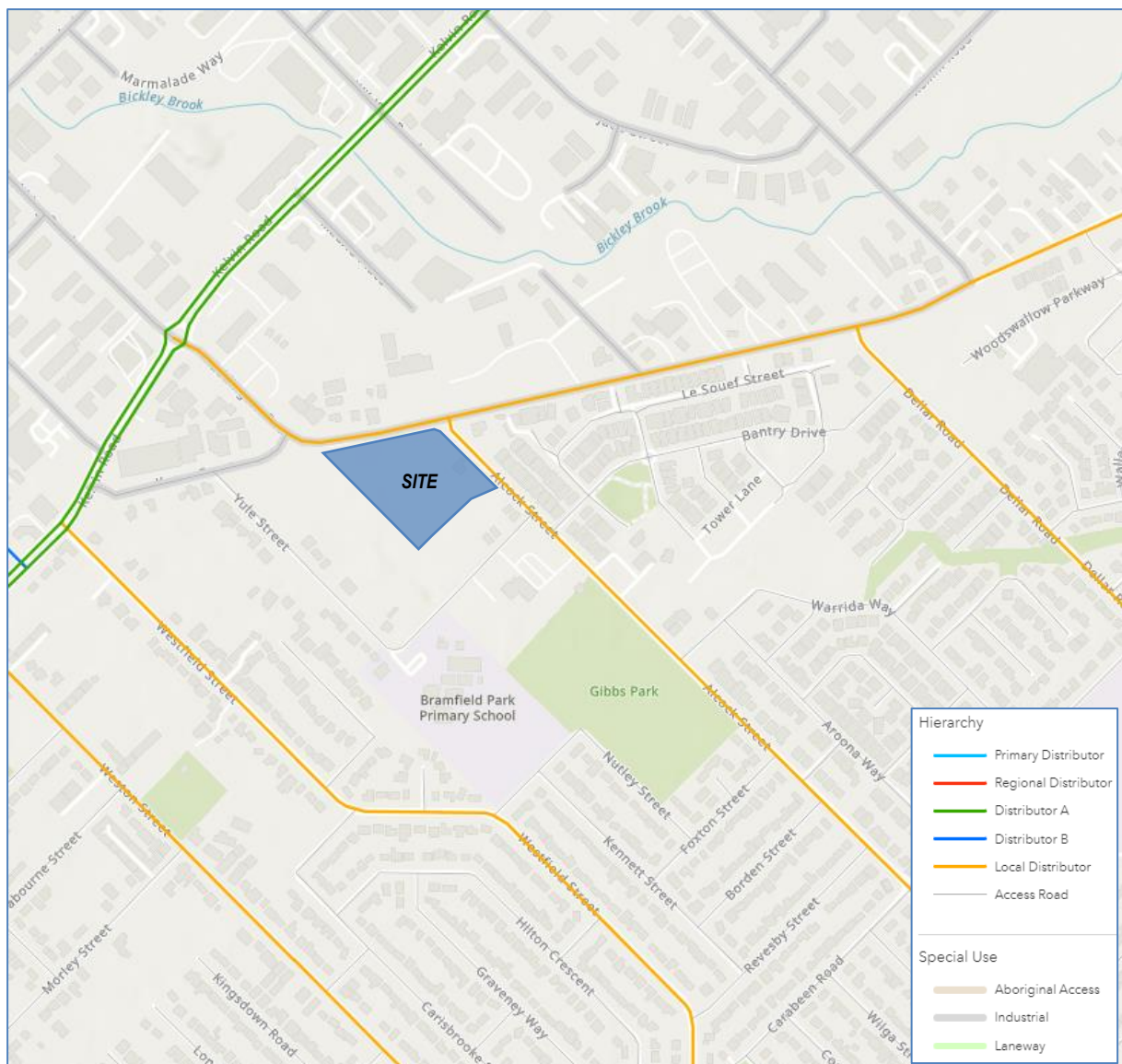


Figure 4: Road Layout and Hierarchy

2.3. Speed Limits

The current speed limits are shown in **Figure 5**. A 40km/h school zone speed limit applies along a section of Alcock Street as highlighted in yellow during the school peak periods from 7:30 to 9:00am and 2:30 to 4:00pm on school days.

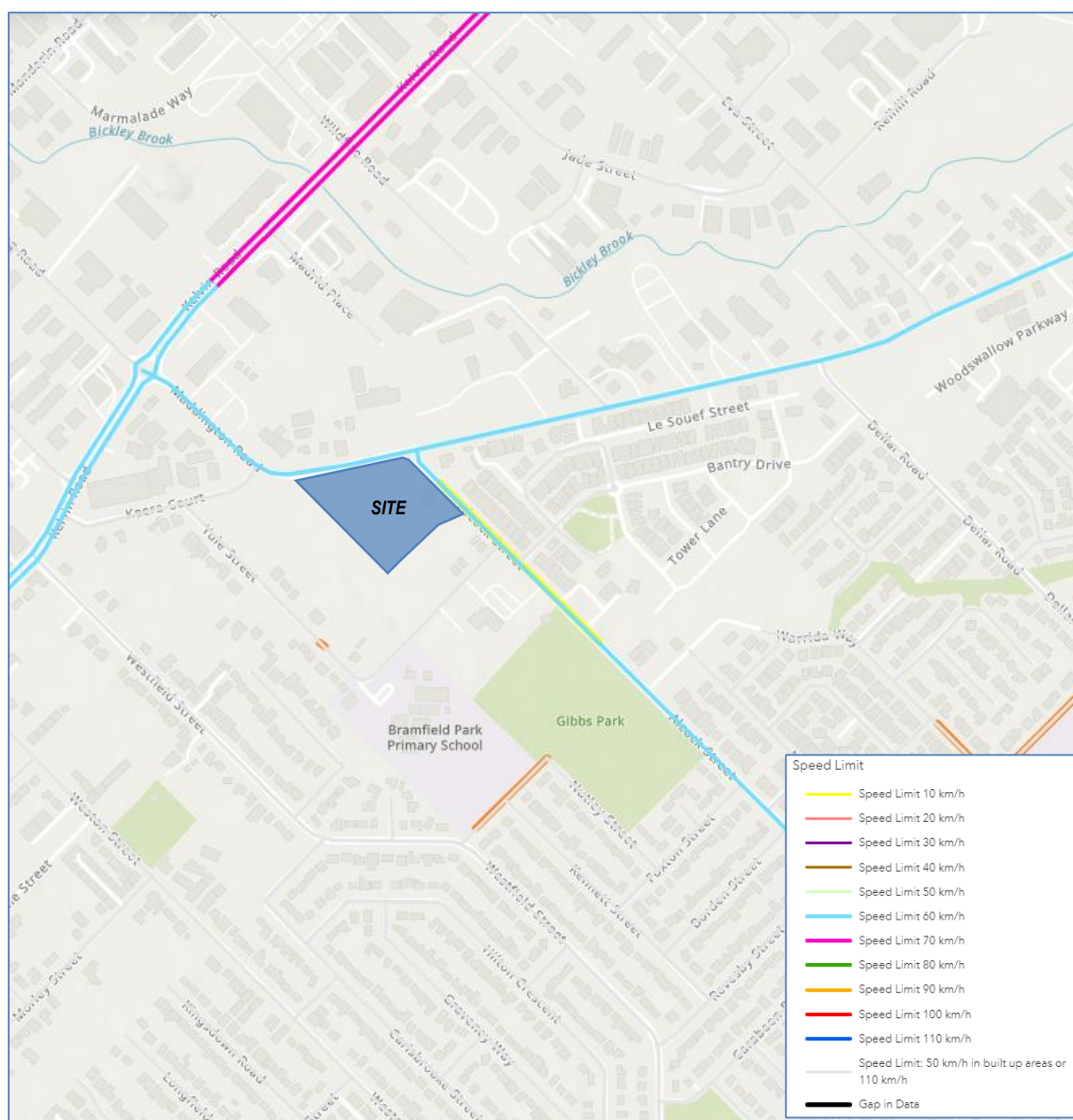


Figure 5: Speed Limits

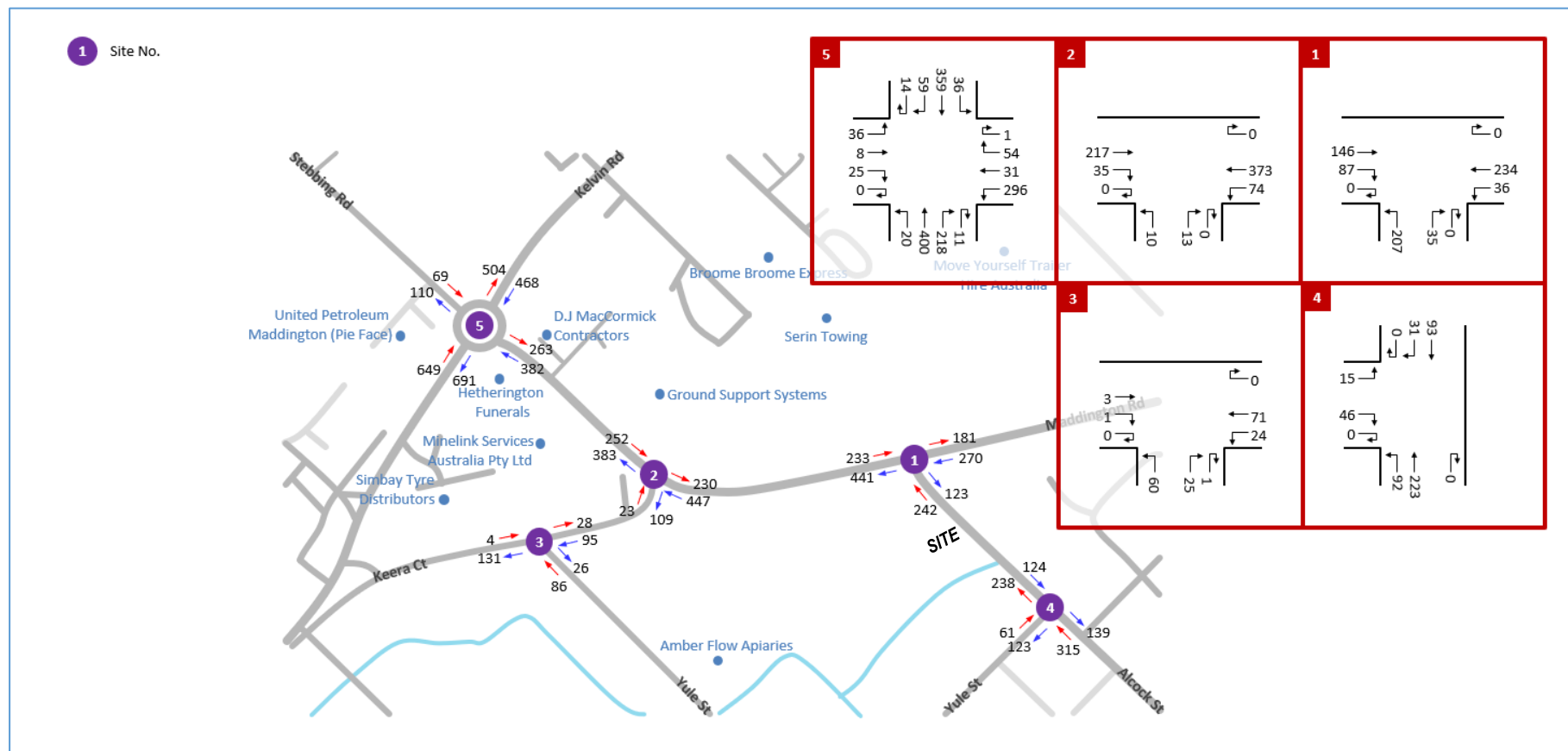


2.4. Changes to the Surrounding Transport Network

The surrounding transport network is reasonably well established and there are no known major changes that would significantly impact the school site.

2.5. Traffic Counts

Traffic count surveys were completed by Matrix Traffic and Transport Data on the 17th of March 2026. A summary of the traffic volumes during the school peak hours are shown in **Figure 6** and **Figure 7**.



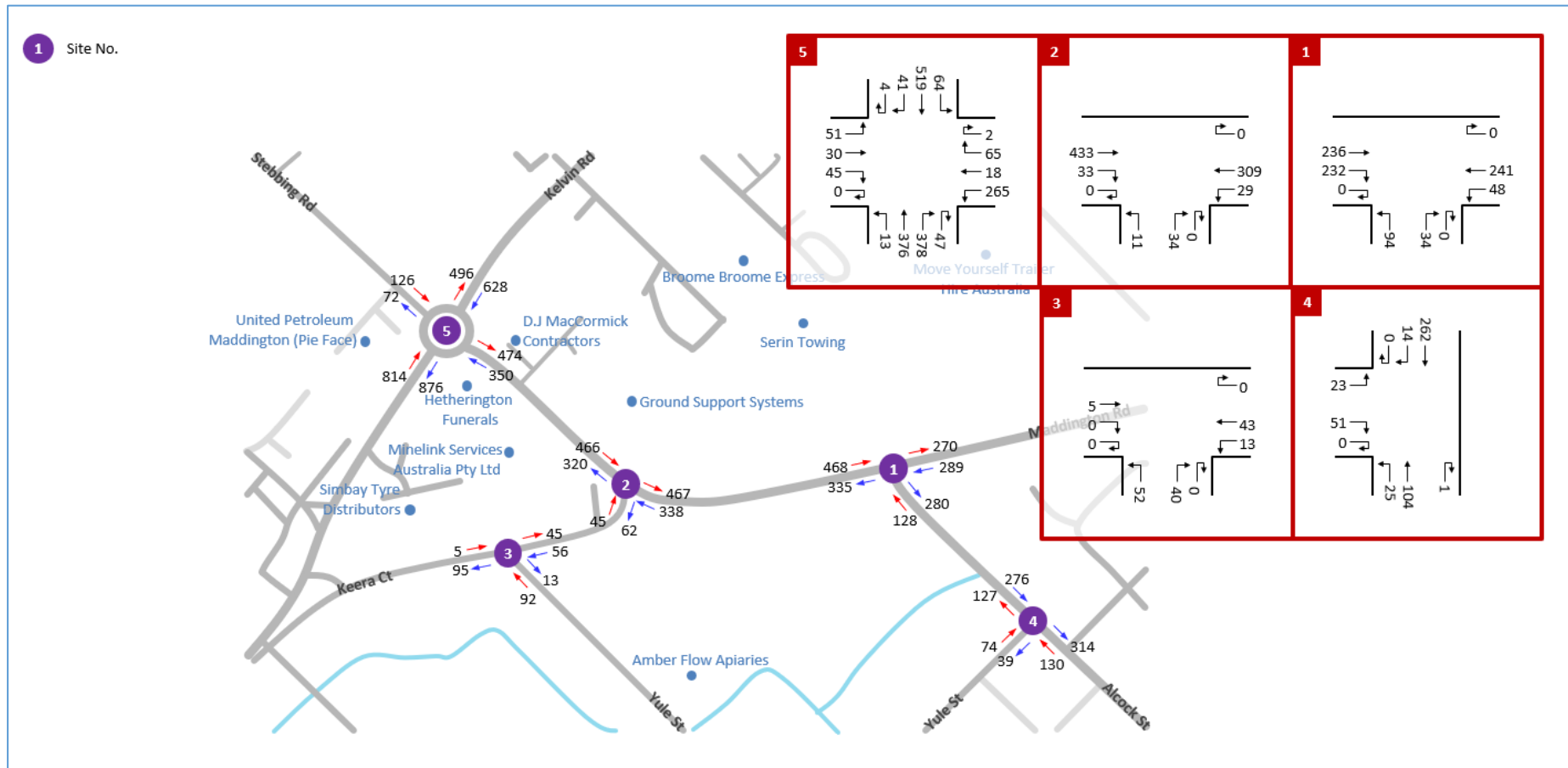


Figure 7: Average Weekday Traffic – PM Peak Hour (3-4PM)

3. Traffic Impact Assessment

3.1. Assessment Parameters

The assessment has been based on the completion of Stage 1 which is currently planned for completion and occupation at the beginning of 2028. It is assumed as a worst-case scenario that the full capacity of 297 students will be reached. A longer term analysis is not required as the surrounding area is mostly developed and updated analysis will be completed as part of the upcoming future stages of the school development.

The peak periods of assessment are the typical school peak hours which are from 8 to 9am in the morning and from 3:00 to 4:00pm in the afternoon.

3.2. Traffic Generation – Standard Traffic Generation Rates

The WAPC Guidelines recommend school traffic generation is based upon data from the Perth and Regions Travel Survey (PARTS) surveys that indicate around 65% to 70% of secondary school children are driven to school, with an average occupancy of around 1.4 to 1.5 children per car. This equates to approximately 0.5 inbound vehicle trips and 0.5 outbound vehicle trips per child during each peak hour.

The trip generation potential is summarised in **Table 1** based on full capacity of students in Stage 1.

Table 1: Traffic Generation – Stage 1 (2027)

Item	Quantum
Students	297
Peak Hour Traffic Generation Rate	1 trip per student (0.5 in / 0.5 out)
Peak Hour Trips	298 (149 in / 149 out)

As shown, the school is predicted to generate 298 vehicle movements during each peak hour.

It is noted that the school currently offers a private school bus service which transports students to/from school and between the campuses. It is understood that the same service is proposed to extend to the new campus and so it is possible that actual car trip generation may be slightly lower than calculated above. Regardless, no reduction has been applied as a worst-case scenario.

3.3. Traffic Distribution

- 40% west via Kelvin Road and Maddington Road
- 30% north via Kelvin Road and Maddington Road
- 30% south and east via Alcock Street

Independent schools do not typically have a local intake area and so the catchment of students is often much wider compared to public schools. Based on the layout of the road network and location of the site relative to the surrounding residential areas, the assumed distribution of school traffic is as shown in **Figure 8**.

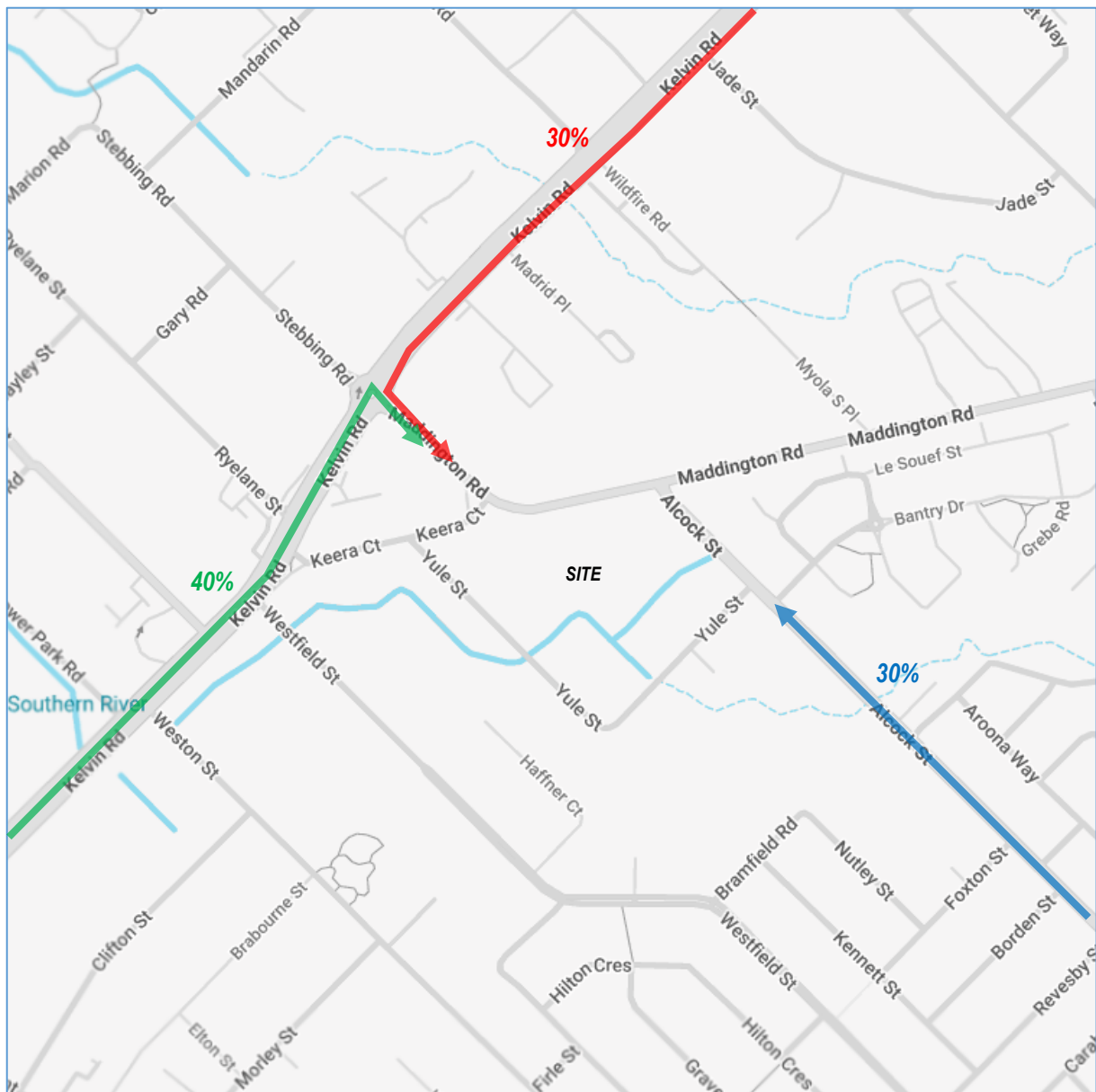


Figure 8: Assumed Distribution of School Vehicle Trips

The additional school vehicle movements have been assigned to the road network based on the assumed distribution. The assignment is shown in **Figure 9**. For simplicity, all drivers are assumed to leave via the same entry direction.

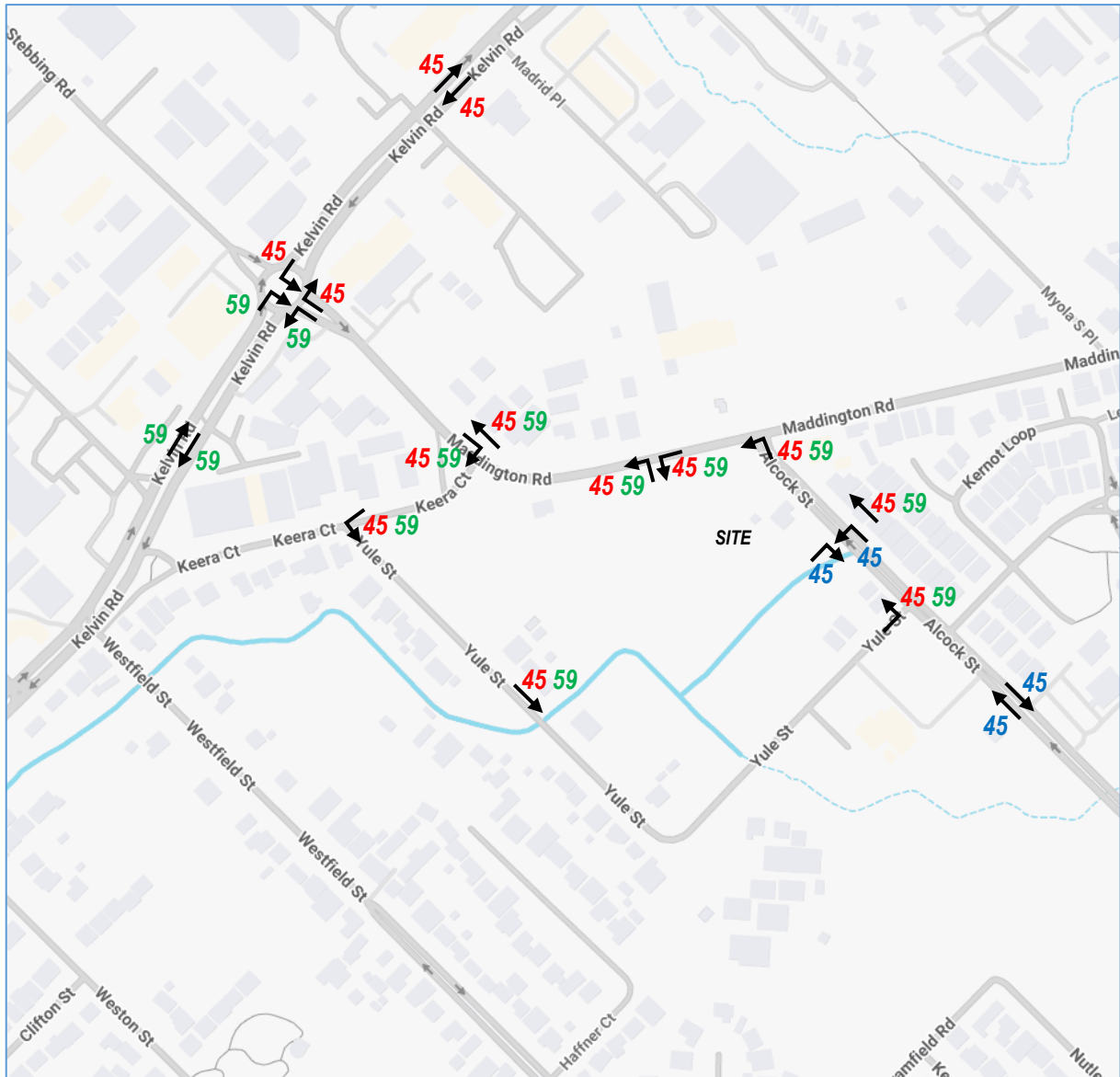


Figure 9: Assignment of School Peak Hour Trips

3.4. Intersection Capacity Analysis

The key intersections that would be impacted by school traffic would be:

- Maddington Road / Kelvin Road / Stebbing Road
- Maddington Road / Keera Court
- Maddington Road / Alcock Street
- Keera Court / Yule Street
- Alcock Street / Yule Street

A peak hour capacity analysis of these intersections has been undertaken in SIDRA Intersection 10. The modelling has been set up in accordance with the Main Roads WA *Operational Modelling Guidelines*.

The modelled intersection layouts are shown in **Figure 10**.

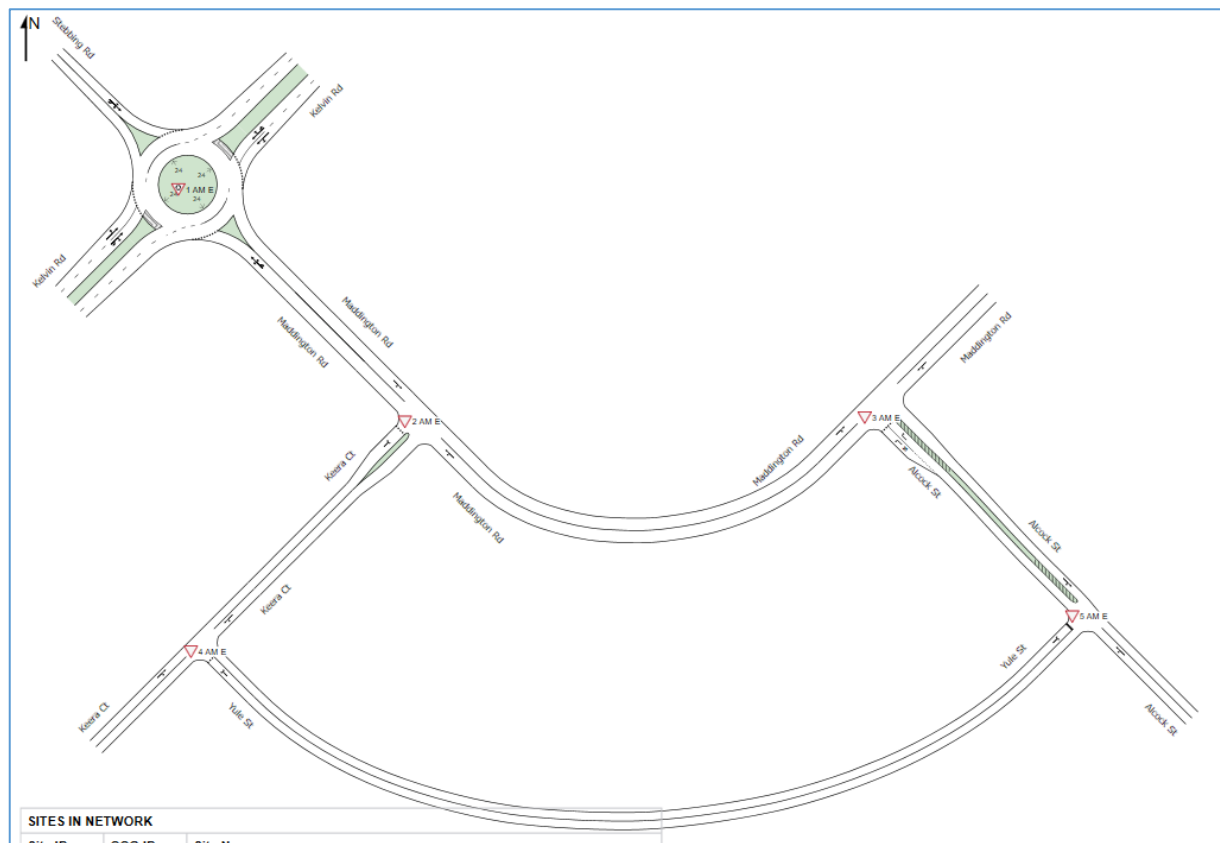


Figure 10: Modelled Intersections

For intersection analysis, the target thresholds of operation from various guidelines (TIA Guidelines, SIDRA Guidelines, Austroads and MRWA Operational Modelling Guidelines) are summarised below:

- Maximum degree of saturation (DoS) 0.9 for signalised intersections, 0.85 for roundabouts and 0.8 for unsignalised intersections.
- Level of service (LoS) D or better. It is noted that LoS E and F may be acceptable for some movements at major intersections along distributor roads.
- Maximum average delay of 65 seconds for signalised intersections and 45 seconds for roundabouts and unsignalised intersections.
- Right turn queues to remain within the available turn lane length.

The assessment results are summarised in **Table 2** and included in **Appendix A**.

Table 2: Intersection Analysis Results

Intersection	Scenario	Degree of Saturation	Average Delay	Worst Delay	Maximum Queue	Average Level of Service	Worst Level of Service
Maddington Road / Kelvin Road / Stebbing Road	AM Peak – Existing	0.437	6.7s	14.6s	5.8m	A	B
	AM Peak – Stage 1	0.552	7.3s	15.3s	8.9m	A	B
	PM Peak - Existing	0.432	7.5s	16.6s	7.0m	A	B
	PM Peak – Stage 1	0.561	8.0s	17.4s	9.1m	A	B
Maddington Road / Keera Court	AM Peak – Existing	0.236	1.2s	7.2s	0.9m	A	A
	AM Peak – Stage 1	0.288	2.1s	7.8s	3.1m	A	A
	PM Peak - Existing	0.245	0.9s	7.0s	0.9m	A	A
	PM Peak – Stage 1	0.319	1.7s	7.4s	3.3m	A	A
Maddington Road / Alcock Street	AM Peak – Existing	0.143	3.2s	6.5s	1.9m	A	A
	AM Peak – Stage 1	0.197	3.6s	6.5s	2.9m	A	A
	PM Peak - Existing	0.261	3.2s	7.1s	3.9m	A	A
	PM Peak – Stage 1	0.261	3.5s	7.1s	3.9m	A	A
Keera Court / Yule Street	AM Peak – Existing	0.052	2.8s	4.8s	0.5m	A	A
	AM Peak – Stage 1	0.110	3.8s	5.1m	0.5m	A	A
	PM Peak - Existing	0.055	3.2s	4.7s	0.5m	A	A
	PM Peak – Stage 1	0.090	4.2s	5.2s	0.6m	A	A
Alcock Street / Yule Street	AM Peak – Existing	0.176	2.5s	8.9m	0.5m	A	A
	AM Peak – Stage 1	0.200	3.1s	8.6s	1.6m	A	A
	PM Peak - Existing	0.150	1.7s	8.1s	0.6m	A	A
	PM Peak – Stage 1	0.174	2.5s	8.5s	1.6m	A	A

The results of the intersection capacity analysis indicates that the key intersections will operate within capacity during the school peak hours and all measures of performance are well within acceptable levels. It is therefore concluded there is adequate capacity to accommodate the Stage 1 school traffic.

4. Parking Assessment and Management

4.1. Parking Requirements – City of Gosnells

The City's Local Planning Policy No. 1.4 (LPP1.4) specifies the following parking requirements for secondary schools (outside of activity centres and precincts):

- 10 staff bays per 100 students (including 5 visitor bays)
- 7 drop-off bays for every 100 students (may include on-street spaces)
- 10 student parking bays per 100 Year 11 and 12 students

The parking requirements based on LPP1.4 are calculated in **Table 3**.

Table 3: Car Parking Requirements – City of Gosnells LPP1.4

Group	Car Parking Requirement	Students	Spaces Required
Secondary School	10 staff bays per 100 students (includes visitor bays)	297	30
	7 drop-off bays per 100 students (includes (on-street bays)		21
	10 student parking bays per 100 Year 11 and 12 students	195	20
		Total	71

As shown, the school would require a minimum of 71 bays based on the LPP1.4 requirements, including 30 staff/visitor bays, 21 pick-up and drop-off bays and 20 student parking bays.

4.2. Parking Provision

In total, 71 car parking bays are proposed including both on-site and on-street parking bays, meeting the minimum requirements of the City's LPP1.4 guidelines. The car parking provision is shown in **Figure 11**.

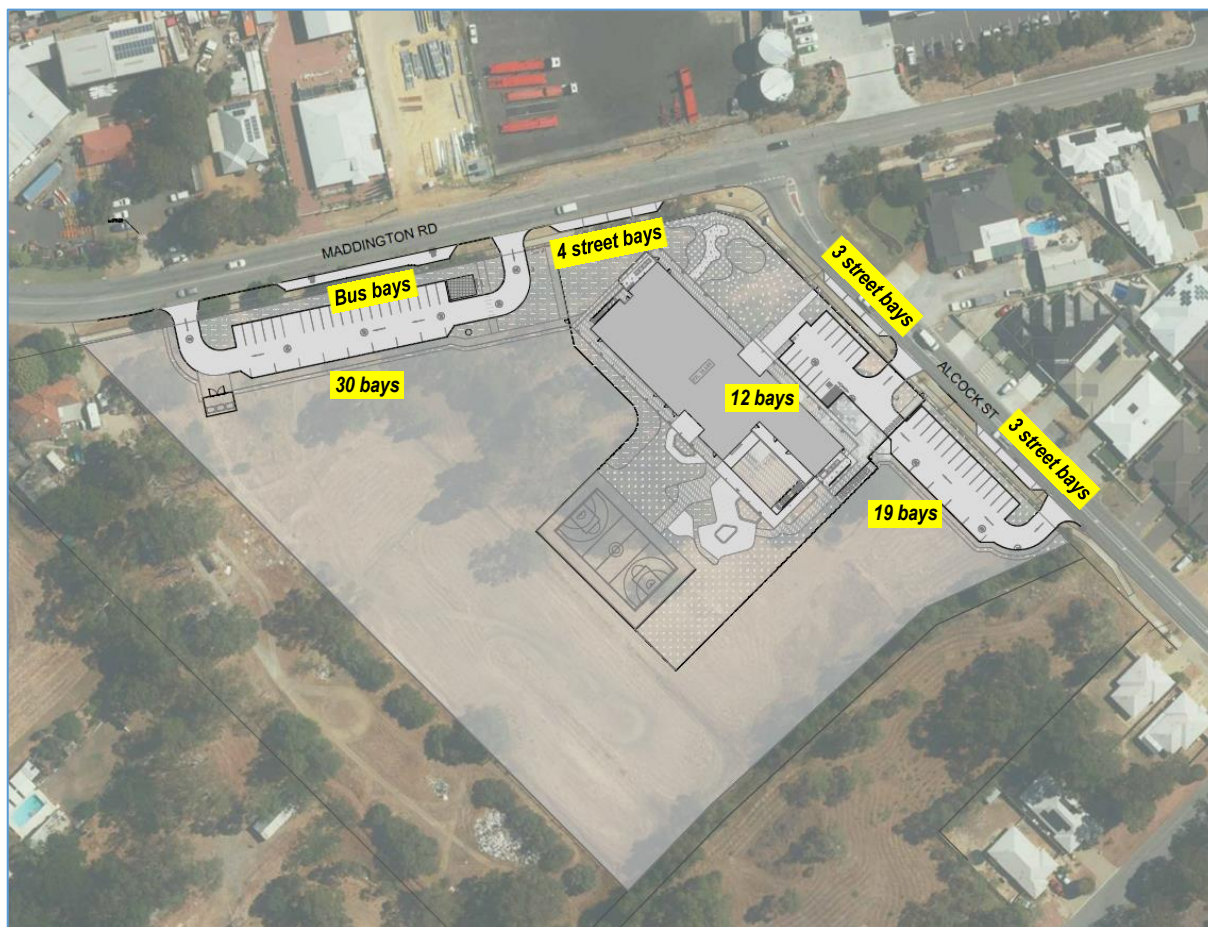


Figure 11: Car Parking Provision

4.3. Parking Management

As schools typically generate a high volume of traffic during the peak hours, the management of queueing and congestion on the frontage roads will be important. The following measures are recommended for consideration:

- Adopting left-out only restrictions at exit points to allow traffic to leave the site as quickly as possible.
- Implementing a Kiss and Drive Operational Plan to ensure the safe and most efficient use of the proposed Kiss and Drive facilities.
- Allocating bays opposite the Kiss and Drive facility to staff parking only to reduce overlapping use.
- Implementing time limits on the street parking bays during school peak periods in consultation with the City of Gosnells.
- Encouraging students and staff to use alternative transport modes where possible including walking, cycling, scootering and carpooling. It is recommended that the school participates in the Department of Transport's Your Move program which aims to encourage families to use active transport to travel to and from school.

The Kiss and Drive Operational Plan should include measures such as:

- Drivers are to be directed to move as far forward as possible. It is recommended to mark the Kiss and Drive zone as one continuous zone rather than mark individual spaces. It is also recommended to assign staff to monitor the zone during the school peak periods to direct drivers accordingly.
- At the end of the school day, drivers are directed to move on and return if their child is not ready and waiting at the Kiss and Drive zone.
- Drivers are to stay in the vehicle and staff will assist students in and out of the vehicle where required.
- Students are to only enter and exit the car from the kerb side.
- If the Kiss and Drive zone is full prior to the end of the school day, following drivers are not permitted to queue within the traffic lane. Drivers are to be directed to continue on, park elsewhere and return after the school siren. This is so that queueing does not block the traffic lanes for non-school traffic.

5. Access Assessment

5.1. Access Arrangement

Vehicle access to the site is proposed via two crossovers on Maddington Road and two crossovers on Alcock Street as shown in **Figure 12**.

It is recommended that access to Maddington Road is restricted to left turns movements only. Any left turn restrictions should be enforced with signage, pavement markings and kerb geometry to physically prevent right turns.



Figure 12: Vehicle Access Arrangement

5.2. Sight Distance

Sight distance requirements from vehicle exit points are defined in Figure 3.2 of Australian Standard AS2890.1-2004 *Parking facilities Part 1: Off street car parking* (AS2890.1) as shown in **Figure 13**.

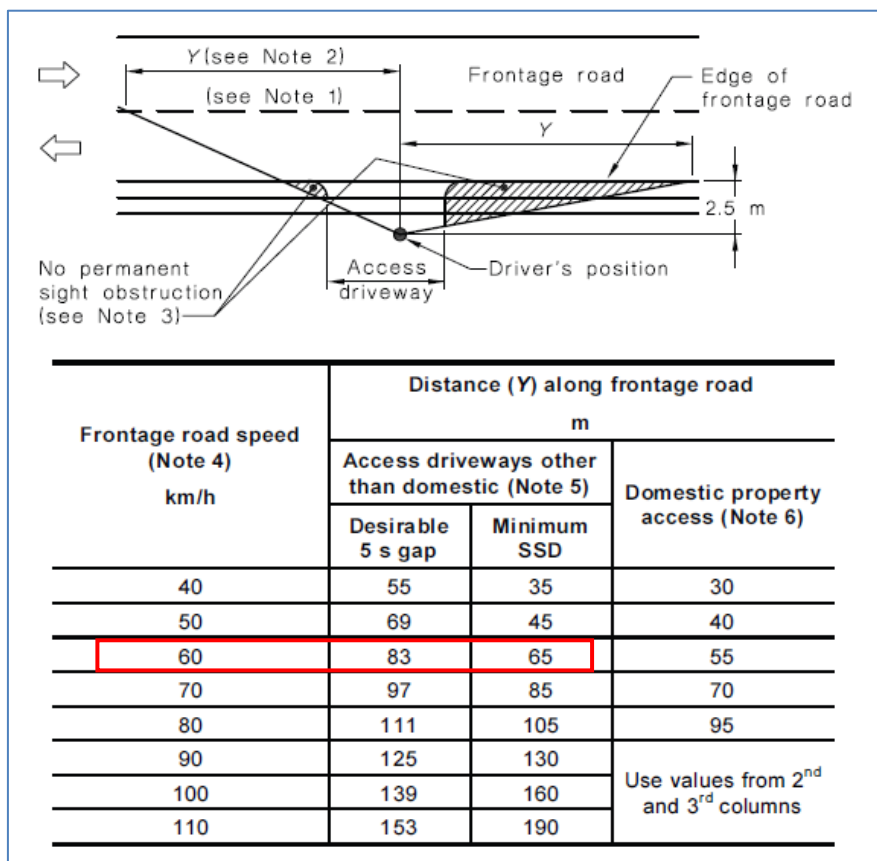


Figure 13: AS2890.1 Sight Distance Requirements

Based on a 60km/h speed limit, the minimum stopping sight distance is 65m.

As shown in **Figure 14**, the minimum required sight distance is achieved in both directions at the proposed crossovers. If the exit crossover on Maddington Road is restricted to left turns only as recommended, then sight distance will only be required towards the right.

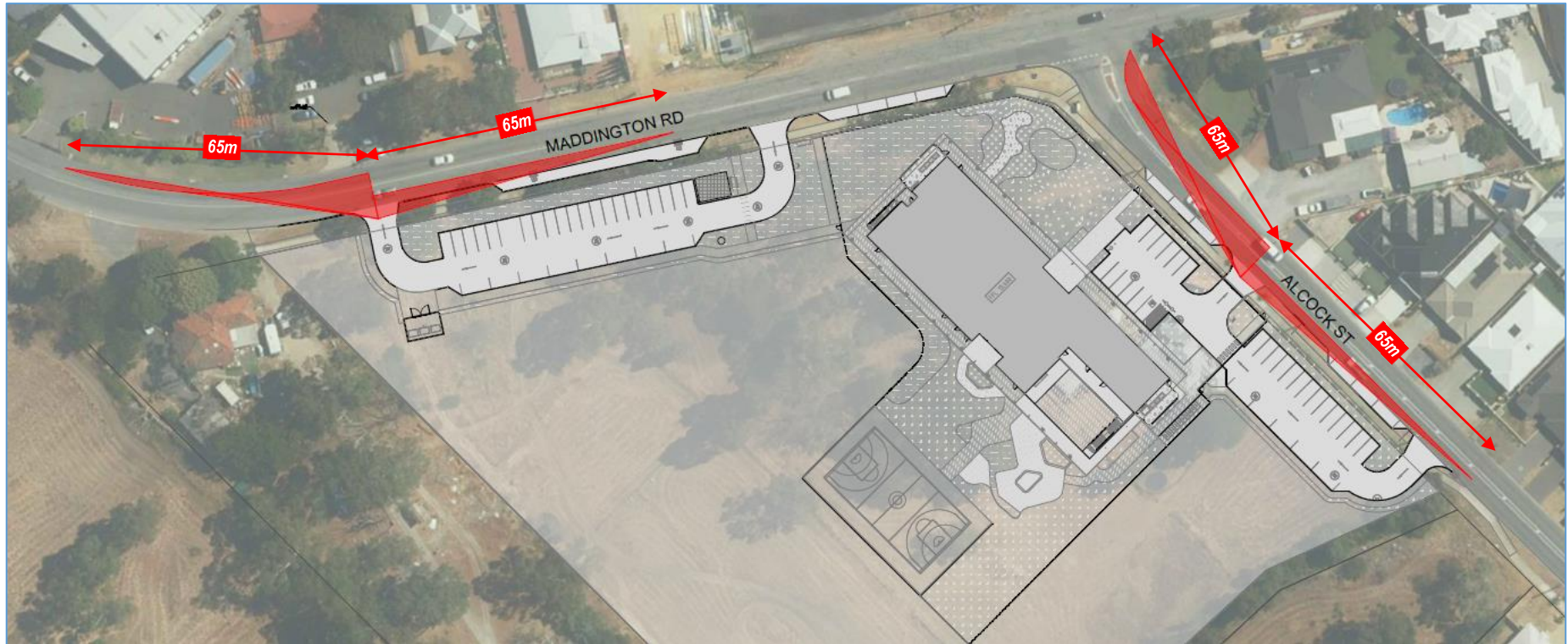


Figure 14: Sight Distance Check

5.3. Parking Design

The parking layout will need to comply with the requirements of Australian Standard AS2890.1. The user class will depend on the purpose of the bay as detailed in **Figure 15**.

9			
AS/NZS 2890.1:2004			
TABLE 1.1 CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES			
User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 15: Classification of Parking Facilities

Staff parking (long-term parking) would be classified as User Class 1A. Visitor parking (medium-term parking) would most likely be classified as User Class 2.

A summary of the AS2890.1 parking requirements is detailed in **Table 4**.

Table 4: AS2890.1 Car Parking Compliance

Dimension	Requirement	Proposed
90 degree parking – Class 1 – Long Term Parking (Staff)		
Car Bay Width	2.4m	2.5m
Car Bay Length	5.4m	5.5m
Parking Aisle Width	5.8m	5.9m minimum
90 degree parking – Class 2 – Medium Term Parking (Customers and Visitors)		
Car Bay Width	2.5m	2.5m
Car Bay Length	5.4m	5.5m
Parking Aisle Width	5.8m	5.9m minimum

As shown, the key parking dimensions are compliant with AS2890.1.

5.4. Service Vehicles

5.4.1. Waste Vehicles

A bin store is proposed in the north-west corner of the school site, adjacent to northern car parking area.

A preliminary vehicle swept path analysis has been undertaken to check waste vehicle manoeuvring through the located crossover and car park areas. The analysis has been undertaken in AutoTURN vehicle tracking software using a template for a typical 10m long front-lift waste collection vehicle.

5.4.2. Emergency Vehicles

Ambulance access is assumed to be accommodated via the on-site car park or in the street embayments depending on the scenario.

A vehicle swept path analysis has been undertaken to check fire emergency vehicle manoeuvring within the proposed car parking areas. The analysis has been undertaken using a custom template based on the largest DFES fleet vehicle (9.3m Combination Ladder Platform Truck). The assessment confirms that emergency access can be achieved via northern and eastern boundary road.

The results of the analysis are attached in **Appendix B** and these demonstrates that the site can accommodate both waste and emergency service vehicle movements in a satisfactory manner.

6.2. School Zone Speed Limit

As noted previously, a 40km/h school zone speed limit has been applied on part of Alcock Street during the school peak periods on school days (7:30-9am and 2:30-4pm). The school zone will need to be extended around the perimeter of the school site in consultation with Main Roads WA and the City.

7. Pedestrian and Cyclist Demand and Facilities Assessment

7.1. Analysis of Pedestrian / Cycle Networks

There are existing paths along most roads in the surrounding area (Alcock Street, Maddington Road, Yule Street, Keera Court). There are pedestrian crossing measures such as pram ramps and median breaks at key intersections. There is also a traffic warden crossing on Alcock Street near Yule Street.

Internal walkways are proposed to facilitate access to the school from the surrounding existing footpath network as shown in **Figure 17**. The paths and walkways are shown in yellow.



Figure 17: Path Network and Connectivity

There is a limited amount of residential development within a walkable distance of the site and so the demand for walking and cycling is expected to be relatively low. The path network between the nearby residential development and the school is currently adequate.

There is also minimal demand for students to cross Maddington Road or Kelvin Road as the development towards the north is primarily industrial and commercial type uses. On this basis, the provision of additional external pedestrian infrastructure is not warranted. The need for additional pedestrian crossing measures such as warden crossings should be reviewed once the school is operational.

7.2. Bicycle Parking

There are no specific bicycle provision rates in the City's Local Planning Policy No. 1.4 (LPP1.4). For public schools, the DOE recommends a provision rate of approximately 1 bicycle space per 20 students and bicycle parking for 7.5 % of total staff. Applying these rates to the proposed school, based on client-provided figures of 297 students and 29 full-time staff, the development would require approximately 15 bicycle spaces for students and 2 bicycle spaces for staff.

It is proposed to provide 20 bicycle parking spaces as part of Stage 1, thereby exceeding the minimum requirements.

8. Public Transport Accessibility

8.1. Existing Services

The existing public transport services operating in the area are listed below:

- Transperth Bus Route 229 which operates between Carousel Shopping Centre and Maddington. The closest stops are located on Alcock Street immediately east of the site, approximately 70m walking distance from the site.
- Transperth Bus Route 228 which operates between Thornlie Station and Gosnells Station. The closest stops are located on Westfield Street near Kelvin Road, approximately 500m walking distance from the site.

In addition to the public bus routes, the school operates a private bus service for student transport, offering connectivity between the school and surrounding residential area. This service functions as a supplementary public transport option, reducing reliance on private vehicle trips during peak pick-up and drop-off periods and so the existing services are considered to be adequate.

The demand for public transport may increase over time and so it is recommended that use and demand is monitored over time and that the school liaises with the Public Transport Authority if there is demand for additional or extended services.

9. Conclusion

This Transport Impact Assessment for the proposed Stage 1 development of the new Rehoboth Christian College campus in Maddington concluded the following:

- The school is predicted to generate 298 vehicle movements during each peak hour at the completion of Stage 1. The results of the capacity analysis indicates that the key intersections will operate within capacity during the school peak hours and all measures of performance are well within acceptable levels. It is therefore concluded there is adequate capacity to accommodate the Stage 1 school traffic.
- The school requires a minimum of 71 bays based on the City's LPP1.4 requirements, including 30 staff/visitor bays, 21 pick-up and drop-off bays and 20 student parking bays. In total, 71 car parking bays are proposed including both on-site and on-street parking bays, meeting the minimum requirements of the City's guidelines.
- As schools typically generate a high volume of traffic during the peak hours, the management of queueing and congestion on the frontage roads will be important. The following measures are recommended for consideration:
 - Adopting left-out only restrictions at exit points to allow traffic to leave the site as quickly as possible.
 - Implementing a Kiss and Drive Operational Plan to ensure the safe and most efficient use of the proposed Kiss and Drive facilities.
 - Allocating bays opposite the Kiss and Drive facility to staff parking only to reduce overlapping use.
 - Implementing time limits on the street parking bays during school peak periods in consultation with the City of Gosnells.
 - Encouraging students and staff to use alternative transport modes where possible including walking, cycling, scootering and carpooling. It is recommended that the school participates in the Department of Transport's Your Move program which aims to encourage families to use active transport to travel to and from school.
- Vehicle access to the site is proposed via two crossovers on Maddington Road and two crossovers on Alcock Street. It is recommended that access to Maddington Road is restricted to left-turns movements only. Any left turn restrictions should be enforced with signage, pavement markings and kerb geometry to physically prevent right turns.
- The minimum required sight distance is achieved in both directions at the proposed exit crossovers.
- The key parking dimensions are compliant with AS2890.1.
- A preliminary vehicle swept path analysis demonstrates that the site can accommodate both waste and emergency service vehicle movements in a satisfactory manner.

- The crash history does not appear to indicate any major safety issue on the adjacent road network and here is no indication that the development would increase the risk of crashes unacceptably.
- A 40km/h school zone speed limit has been applied on part of Alcock Street during the school peak periods on school days (7:30-9am and 2:30-4pm). The school zone will need to be extended around the perimeter of the school site in consultation with Main Roads WA and the City.
- There are two existing public bus routes operating within the vicinity of the school site. In addition to the public bus routes, the school operates a private bus service for student transport, offering connectivity between the school and surrounding residential area. The demand for public transport may increase over time and so it is recommended that use and demand is monitored over time and that the school liaises with the Public Transport Authority if there is demand for additional or extended services.
- There is a limited amount of residential development within a walkable distance of the site and so the demand for walking and cycling is likely to be relatively low. There is also minimal demand for students to cross Maddington Road or Kelvin Road as the development on the opposite side of the road is primarily industrial and commercial type uses. On this basis, the provision of additional external pedestrian infrastructure is not warranted. The need for additional pedestrian crossing measures such as warden crossings should be reviewed once the school is operational.
- There are no specific bicycle provision rates in the City's LPP1.4. If the DOE rates for public schools were applied, the school would require approximately 15 bicycle spaces for students and 2 bicycle spaces for staff. It is proposed to provide 20 bicycle parking spaces as part of Stage 1, thereby exceeding the DOE requirements.



Appendix A – SIDRA Intersection Capacity Analysis Results

MOVEMENT SUMMARY

Site: [1 AM E] Maddington Rd / Kelvin Rd / Stebbing Rd (AM Peak - Existing)

Network: [AM E] AM Peak Existing (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA

Site Category: Base Year

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Maddington Rd															
1	L2	All MCs	312	12.8	312	12.8	0.437	5.8	LOS A	0.7	5.8	0.51	0.67	0.54	49.8
2	T1	All MCs	33	9.7	33	9.7	0.437	5.9	LOS A	0.7	5.8	0.51	0.67	0.54	45.8
3	R2	All MCs	57	7.4	57	7.4	0.437	10.9	LOS B	0.7	5.8	0.51	0.67	0.54	49.2
3u	U	All MCs	1	0.0	1	0.0	0.437	12.9	LOS B	0.7	5.8	0.51	0.67	0.54	39.6
Approach			402	11.8	402	11.8	0.437	6.5	LOS A	0.7	5.8	0.51	0.67	0.54	49.3
NorthEast: Kelvin Rd															
4	L2	All MCs	38	36.1	38	36.1	0.220	5.8	LOS A	0.5	4.3	0.48	0.49	0.48	49.5
5	T1	All MCs	378	15.3	378	15.3	0.220	5.4	LOS A	0.5	4.3	0.49	0.52	0.49	52.6
6	R2	All MCs	62	30.5	62	30.5	0.220	11.3	LOS B	0.5	4.2	0.51	0.57	0.51	47.7
6u	U	All MCs	15	71.4	15	71.4	0.220	14.6	LOS B	0.5	4.2	0.51	0.57	0.51	49.2
Approach			493	20.5	493	20.5	0.220	6.5	LOS A	0.5	4.3	0.49	0.53	0.49	51.7
NorthWest: Stebbing Rd															
7	L2	All MCs	38	30.6	38	30.6	0.112	6.1	LOS A	0.2	1.4	0.57	0.70	0.57	47.4
8	T1	All MCs	8	0.0	8	0.0	0.112	4.8	LOS A	0.2	1.4	0.57	0.70	0.57	41.8
9	R2	All MCs	26	24.0	26	24.0	0.112	10.7	LOS B	0.2	1.4	0.57	0.70	0.57	46.9
9u	U	All MCs	1	0.0	1	0.0	0.112	11.7	LOS B	0.2	1.4	0.57	0.70	0.57	44.6
Approach			74	24.3	74	24.3	0.112	7.7	LOS A	0.2	1.4	0.57	0.70	0.57	46.7
SouthWest: Kelvin Rd															
10	L2	All MCs	21	35.0	21	35.0	0.270	5.3	LOS A	0.7	5.4	0.39	0.44	0.39	49.1
11	T1	All MCs	421	18.5	421	18.5	0.270	5.0	LOS A	0.7	5.4	0.39	0.47	0.39	52.8
12	R2	All MCs	229	13.8	229	13.8	0.270	10.2	LOS B	0.6	5.1	0.41	0.59	0.41	46.5
12u	U	All MCs	12	54.5	12	54.5	0.270	13.3	LOS B	0.6	5.1	0.41	0.59	0.41	48.8
Approach			683	18.0	683	18.0	0.270	6.9	LOS A	0.7	5.4	0.40	0.51	0.40	51.1
All Vehicles			1652	17.5	1652	17.5	0.437	6.7	LOS A	0.7	5.8	0.46	0.56	0.47	50.7



MOVEMENT SUMMARY

Site: [1 AM F] Maddington Rd / Kelvin Rd / Stebbing Rd (AM Peak - Future)

Network: [AM F] AM Peak Future (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA

Site Category: Future Conditions 1

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Maddington Rd															
1	L2	All MCs	374	10.7	374	10.7	0.552	6.3	LOS A	1.2	8.9	0.58	0.73	0.66	49.0
2	T1	All MCs	33	9.7	33	9.7	0.552	6.5	LOS A	1.2	8.9	0.58	0.73	0.66	45.1
3	R2	All MCs	104	4.0	104	4.0	0.552	11.4	LOS B	1.2	8.9	0.58	0.73	0.66	48.6
3u	U	All MCs	1	0.0	1	0.0	0.552	13.5	LOS B	1.2	8.9	0.58	0.73	0.66	38.1
Approach			512	9.3	512	9.3	0.552	7.4	LOS A	1.2	8.9	0.58	0.73	0.66	48.7
NorthEast: Kelvin Rd															
4	L2	All MCs	85	16.0	85	16.0	0.252	5.7	LOS A	0.6	5.1	0.55	0.53	0.55	49.2
5	T1	All MCs	378	15.3	378	15.3	0.252	5.8	LOS A	0.6	5.1	0.56	0.56	0.56	52.4
6	R2	All MCs	62	30.5	62	30.5	0.252	11.8	LOS B	0.6	5.0	0.57	0.60	0.57	47.5
6u	U	All MCs	15	71.4	15	71.4	0.252	15.3	LOS B	0.6	5.0	0.57	0.60	0.57	48.9
Approach			540	18.7	540	18.7	0.252	6.8	LOS A	0.6	5.1	0.56	0.56	0.56	51.3
NorthWest: Stebbing Rd															
7	L2	All MCs	38	30.6	38	30.6	0.120	6.5	LOS A	0.2	1.6	0.60	0.73	0.60	47.1
8	T1	All MCs	8	0.0	8	0.0	0.120	5.2	LOS A	0.2	1.6	0.60	0.73	0.60	41.4
9	R2	All MCs	26	24.0	26	24.0	0.120	11.1	LOS B	0.2	1.6	0.60	0.73	0.60	46.7
9u	U	All MCs	1	0.0	1	0.0	0.120	12.0	LOS B	0.2	1.6	0.60	0.73	0.60	44.4
Approach			74	24.3	74	24.3	0.120	8.1	LOS A	0.2	1.6	0.60	0.73	0.60	46.5
SouthWest: Kelvin Rd															
10	L2	All MCs	21	35.0	21	35.0	0.306	5.6	LOS A	0.8	6.4	0.46	0.47	0.46	48.9
11	T1	All MCs	421	18.5	421	18.5	0.306	5.3	LOS A	0.8	6.4	0.46	0.49	0.46	52.7
12	R2	All MCs	292	10.8	292	10.8	0.306	10.5	LOS B	0.8	6.0	0.48	0.61	0.48	45.6
12u	U	All MCs	12	54.5	12	54.5	0.306	13.8	LOS B	0.8	6.0	0.48	0.61	0.48	48.3
Approach			745	16.5	745	16.5	0.306	7.4	LOS A	0.8	6.4	0.47	0.54	0.47	50.4
All Vehicles			1871	15.5	1871	15.5	0.552	7.3	LOS A	1.2	8.9	0.53	0.60	0.55	50.1

MOVEMENT SUMMARY

Site: [2 AM E] Maddington Rd / Keera Ct (AM Peak - Existing)
 Network: [AM E] AM Peak Existing (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Base Year
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Maddington Rd															
4	L2	All MCs	78	1.4	78	1.4	0.236	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	56.2
5	T1	All MCs	393	10.5	393	10.5	0.236	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	56.2
Approach			471	8.9	471	8.9	0.236	0.9	NA	0.0	0.0	0.00	0.10	0.00	56.2
NorthWest: Maddington Rd															
11	T1	All MCs	228	16.1	228	16.1	0.143	0.3	LOS A	0.1	0.9	0.15	0.18	0.15	53.5
12	R2	All MCs	37	2.9	37	2.9	0.143	7.2	LOS A	0.1	0.9	0.15	0.18	0.15	53.5
Approach			265	14.3	265	14.3	0.143	1.3	NA	0.1	0.9	0.15	0.18	0.15	53.5
SouthWest: Keera Ct															
1	L2	All MCs	11	10.0	11	10.0	0.022	5.9	LOS A	0.0	0.2	0.40	0.60	0.40	30.7
3	R2	All MCs	14	7.7	14	7.7	0.022	6.1	LOS A	0.0	0.2	0.40	0.60	0.40	30.7
Approach			24	8.7	24	8.7	0.022	6.0	LOS A	0.0	0.2	0.40	0.60	0.40	30.7
All Vehicles			760	10.8	760	10.8	0.236	1.2	NA	0.1	0.9	0.07	0.14	0.07	54.5

MOVEMENT SUMMARY

Site: [2 AM F] Maddington Rd / Keera Ct (AM Peak - Future)
 Network: [AM F] AM Peak Future (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Future Conditions 1
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Maddington Rd															
4	L2	All MCs	78	1.4	78	1.4	0.288	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	56.9
5	T1	All MCs	502	8.2	502	8.2	0.288	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	56.9
Approach			580	7.3	580	7.3	0.288	0.8	NA	0.0	0.0	0.00	0.08	0.00	56.9
NorthWest: Maddington Rd															
11	T1	All MCs	228	16.1	228	16.1	0.226	1.2	LOS A	0.4	3.1	0.41	0.48	0.41	45.4
12	R2	All MCs	146	0.7	146	0.7	0.226	7.8	LOS A	0.4	3.1	0.41	0.48	0.41	45.4
Approach			375	10.1	375	10.1	0.226	3.7	NA	0.4	3.1	0.41	0.48	0.41	45.4
SouthWest: Keera Ct															
1	L2	All MCs	11	10.0	11	10.0	0.026	6.3	LOS A	0.0	0.2	0.46	0.65	0.46	30.0
3	R2	All MCs	14	7.7	14	7.7	0.026	6.9	LOS A	0.0	0.2	0.46	0.65	0.46	30.0
Approach			24	8.7	24	8.7	0.026	6.6	LOS A	0.0	0.2	0.46	0.65	0.46	30.0
All Vehicles			979	8.4	979	8.4	0.288	2.1	NA	0.4	3.1	0.17	0.25	0.17	51.7

MOVEMENT SUMMARY

Site: [3 AM E] Maddington Rd / Alcock St (AM Peak - Existing)
 Network: [AM E] AM Peak Existing (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Base Year
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Alcock St															
1	L2	All MCs	218	7.2	218	7.2	0.133	6.4	LOS A	0.3	1.9	0.36	0.58	0.36	37.6
3	R2	All MCs	37	0.0	37	0.0	0.031	6.4	LOS A	0.0	0.2	0.30	0.62	0.30	49.0
Approach			255	6.2	255	6.2	0.133	6.4	LOS A	0.3	1.9	0.35	0.59	0.35	41.2
NorthEast: Maddington Rd															
4	L2	All MCs	38	2.8	38	2.8	0.143	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	58.4
5	T1	All MCs	246	10.3	246	10.3	0.143	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	58.4
Approach			284	9.3	284	9.3	0.143	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.4
SouthWest: Maddington Rd															
11	T1	All MCs	154	20.5	154	20.5	0.131	0.4	LOS A	0.2	1.6	0.26	0.30	0.26	55.7
12	R2	All MCs	92	4.6	92	4.6	0.131	6.5	LOS A	0.2	1.6	0.26	0.30	0.26	49.0
Approach			245	14.6	245	14.6	0.131	2.7	NA	0.2	1.6	0.26	0.30	0.26	54.5
All Vehicles			784	9.9	784	9.9	0.143	3.2	NA	0.3	1.9	0.20	0.31	0.20	52.7

MOVEMENT SUMMARY

Site: [3 AM F] Maddington Rd / Alcock St (AM Peak - Future)
 Network: [AM F] AM Peak Future (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Future Conditions 1
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Alcock St															
1	L2	All MCs	327	4.8	327	4.8	0.197	6.4	LOS A	0.4	2.9	0.37	0.59	0.37	37.5
3	R2	All MCs	37	0.0	37	0.0	0.031	6.4	LOS A	0.0	0.2	0.30	0.62	0.30	49.0
Approach			364	4.3	364	4.3	0.197	6.4	LOS A	0.4	2.9	0.37	0.59	0.37	40.2
NorthEast: Maddington Rd															
4	L2	All MCs	38	2.8	38	2.8	0.143	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	58.4
5	T1	All MCs	246	10.3	246	10.3	0.143	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	58.4
Approach			284	9.3	284	9.3	0.143	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.4
SouthWest: Maddington Rd															
11	T1	All MCs	154	20.5	154	20.5	0.131	0.4	LOS A	0.2	1.6	0.26	0.30	0.26	55.7
12	R2	All MCs	92	4.6	92	4.6	0.131	6.5	LOS A	0.2	1.6	0.26	0.30	0.26	49.0
Approach			245	14.6	245	14.6	0.131	2.7	NA	0.2	1.6	0.26	0.30	0.26	54.5
All Vehicles			894	8.7	894	8.7	0.197	3.6	NA	0.4	2.9	0.22	0.35	0.22	51.5

MOVEMENT SUMMARY

Site: [4 AM E] Keera Ct / Yule St (AM Peak - Existing)
 Network: [AM E] AM Peak Existing (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Base Year
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Yule St															
1	L2	All MCs	63	0.0	63	0.0	0.050	4.7	LOS A	0.1	0.5	0.14	0.51	0.14	44.8
3	R2	All MCs	27	0.0	27	0.0	0.050	4.7	LOS A	0.1	0.5	0.14	0.51	0.14	45.2
Approach			91	0.0	91	0.0	0.050	4.7	LOS A	0.1	0.5	0.14	0.51	0.14	44.9
NorthEast: Keera Ct															
4	L2	All MCs	25	4.2	25	4.2	0.052	4.6	LOS A	0.0	0.0	0.00	0.14	0.00	44.7
5	T1	All MCs	75	1.4	75	1.4	0.052	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	47.5
Approach			100	2.1	100	2.1	0.052	1.2	NA	0.0	0.0	0.00	0.14	0.00	47.1
SouthWest: Keera Ct															
11	T1	All MCs	3	0.0	3	0.0	0.002	0.1	LOS A	0.0	0.0	0.09	0.15	0.09	44.8
12	R2	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.09	0.15	0.09	44.8
Approach			4	0.0	4	0.0	0.002	1.2	NA	0.0	0.0	0.09	0.15	0.09	44.8
All Vehicles			195	1.1	195	1.1	0.052	2.8	NA	0.1	0.5	0.07	0.31	0.07	45.5

MOVEMENT SUMMARY

Site: [4 AM F] Keera Ct / Yule St (AM Peak - Future)
 Network: [AM F] AM Peak Future (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Future Conditions 1
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Yule St															
1	L2	All MCs	63	0.0	63	0.0	0.050	4.7	LOS A	0.1	0.5	0.15	0.51	0.15	44.8
3	R2	All MCs	27	0.0	27	0.0	0.050	4.8	LOS A	0.1	0.5	0.15	0.51	0.15	45.2
Approach			91	0.0	91	0.0	0.050	4.7	LOS A	0.1	0.5	0.15	0.51	0.15	44.9
NorthEast: Keera Ct															
4	L2	All MCs	135	0.8	135	0.8	0.110	5.1	LOS A	0.0	0.0	0.00	0.40	0.00	39.4
5	T1	All MCs	75	1.4	75	1.4	0.110	0.5	LOS A	0.0	0.0	0.00	0.40	0.00	46.6
Approach			209	1.0	209	1.0	0.110	3.4	NA	0.0	0.0	0.00	0.40	0.00	43.1
SouthWest: Keera Ct															
11	T1	All MCs	3	0.0	3	0.0	0.002	0.1	LOS A	0.0	0.0	0.14	0.17	0.14	44.2
12	R2	All MCs	1	0.0	1	0.0	0.002	5.0	LOS A	0.0	0.0	0.14	0.17	0.14	44.2
Approach			4	0.0	4	0.0	0.002	1.4	NA	0.0	0.0	0.14	0.17	0.14	44.2
All Vehicles			304	0.7	304	0.7	0.110	3.8	NA	0.1	0.5	0.05	0.43	0.05	44.2

MOVEMENT SUMMARY

Site: [5 AM E] Alcock / Yule St (AM Peak - Existing)
 Network: [AM E] AM Peak Existing (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Base Year
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Alcock St															
4	L2	All MCs	97	0.0	97	0.0	0.176	5.6	LOS A	0.0	0.0	0.00	0.17	0.00	56.8
5	T1	All MCs	235	6.7	235	6.7	0.176	0.0	LOS A	0.0	0.0	0.00	0.17	0.00	56.8
Approach			332	4.8	332	4.8	0.176	1.7	NA	0.0	0.0	0.00	0.17	0.00	56.8
NorthWest: Alcock St															
11	T1	All MCs	98	5.4	98	5.4	0.070	0.3	LOS A	0.1	0.5	0.19	0.23	0.19	56.9
12	R2	All MCs	33	0.0	33	0.0	0.070	6.4	LOS A	0.1	0.5	0.19	0.23	0.19	50.1
Approach			131	4.0	131	4.0	0.070	1.8	NA	0.1	0.5	0.19	0.23	0.19	56.3
SouthWest: Yule St															
1	L2	All MCs	16	13.3	16	13.3	0.058	8.9	LOS A	0.1	0.5	0.31	0.91	0.31	43.3
3	R2	All MCs	48	0.0	48	0.0	0.058	8.0	LOS A	0.1	0.5	0.31	0.91	0.31	47.5
Approach			64	3.3	64	3.3	0.058	8.2	LOS A	0.1	0.5	0.31	0.91	0.31	46.8
All Vehicles			526	4.4	526	4.4	0.176	2.5	NA	0.1	0.5	0.09	0.28	0.09	54.2

MOVEMENT SUMMARY

Site: [5 AM F] Alcock / Yule St (AM Peak - Future)
 Network: [AM F] AM Peak Future (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Future Conditions 1
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Alcock St															
4	L2	All MCs	97	0.0	97	0.0	0.200	5.6	LOS A	0.0	0.0	0.00	0.15	0.00	57.2
5	T1	All MCs	282	5.6	282	5.6	0.200	0.1	LOS A	0.0	0.0	0.00	0.15	0.00	57.2
Approach			379	4.2	379	4.2	0.200	1.5	NA	0.0	0.0	0.00	0.15	0.00	57.2
NorthWest: Alcock St															
11	T1	All MCs	145	3.6	145	3.6	0.095	0.3	LOS A	0.1	0.6	0.16	0.19	0.16	57.6
12	R2	All MCs	33	0.0	33	0.0	0.095	6.6	LOS A	0.1	0.6	0.16	0.19	0.16	52.0
Approach			178	3.0	178	3.0	0.095	1.4	NA	0.1	0.6	0.16	0.19	0.16	57.2
SouthWest: Yule St															
1	L2	All MCs	125	1.7	125	1.7	0.141	8.6	LOS A	0.2	1.6	0.39	0.89	0.39	43.2
3	R2	All MCs	48	0.0	48	0.0	0.141	8.4	LOS A	0.2	1.6	0.39	0.89	0.39	47.4
Approach			174	1.2	174	1.2	0.141	8.5	LOS A	0.2	1.6	0.39	0.89	0.39	44.8
All Vehicles			731	3.2	731	3.2	0.200	3.1	NA	0.2	1.6	0.13	0.34	0.13	52.5

MOVEMENT SUMMARY

Site: [1 PM E] Maddington Rd / Kelvin Rd / Stebbing Rd (PM Peak - Existing)

Network: [PM E] PM Peak Existing (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA

Site Category: Base Year

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Maddington Rd															
1	L2	All MCs	279	6.4	279	6.4	0.432	6.1	LOS A	0.8	5.8	0.58	0.74	0.63	49.5
2	T1	All MCs	19	16.7	19	16.7	0.432	6.6	LOS A	0.8	5.8	0.58	0.74	0.63	45.3
3	R2	All MCs	68	9.2	68	9.2	0.432	11.4	LOS B	0.8	5.8	0.58	0.74	0.63	48.6
3u	U	All MCs	2	50.0	2	50.0	0.432	15.0	LOS B	0.8	5.8	0.58	0.74	0.63	38.6
Approach			368	7.7	368	7.7	0.432	7.1	LOS A	0.8	5.8	0.58	0.74	0.63	49.1
NorthEast: Kelvin Rd															
4	L2	All MCs	67	7.8	67	7.8	0.335	6.7	LOS A	0.9	7.0	0.68	0.61	0.68	48.1
5	T1	All MCs	546	9.1	546	9.1	0.335	7.0	LOS A	0.9	7.0	0.69	0.63	0.69	52.0
6	R2	All MCs	43	26.8	43	26.8	0.335	13.4	LOS B	0.8	6.6	0.70	0.65	0.70	47.3
6u	U	All MCs	4	50.0	4	50.0	0.335	16.6	LOS B	0.8	6.6	0.70	0.65	0.70	49.4
Approach			661	10.4	661	10.4	0.335	7.5	LOS A	0.9	7.0	0.69	0.63	0.69	51.4
NorthWest: Stebbing Rd															
7	L2	All MCs	54	15.7	54	15.7	0.194	6.4	LOS A	0.3	2.4	0.62	0.74	0.62	47.5
8	T1	All MCs	32	0.0	32	0.0	0.194	5.6	LOS A	0.3	2.4	0.62	0.74	0.62	41.5
9	R2	All MCs	47	4.4	47	4.4	0.194	10.7	LOS B	0.3	2.4	0.62	0.74	0.62	47.3
9u	U	All MCs	1	0.0	1	0.0	0.194	12.5	LOS B	0.3	2.4	0.62	0.74	0.62	44.4
Approach			134	7.9	134	7.9	0.194	7.8	LOS A	0.3	2.4	0.62	0.74	0.62	46.4
SouthWest: Kelvin Rd															
10	L2	All MCs	14	15.4	14	15.4	0.313	5.1	LOS A	0.8	6.2	0.39	0.44	0.39	49.3
11	T1	All MCs	396	10.6	396	10.6	0.313	4.9	LOS A	0.8	6.3	0.39	0.44	0.39	53.2
12	R2	All MCs	398	5.8	398	5.8	0.313	9.7	LOS A	0.8	6.3	0.37	0.59	0.37	45.7
12u	U	All MCs	49	27.7	49	27.7	0.313	12.3	LOS B	0.8	6.3	0.37	0.59	0.37	49.1
Approach			857	9.5	857	9.5	0.313	7.5	LOS A	0.8	6.3	0.38	0.52	0.38	50.2
All Vehicles			2020	9.3	2020	9.3	0.432	7.5	LOS A	0.9	7.0	0.53	0.61	0.54	50.2

MOVEMENT SUMMARY

Site: [1 PM F] Maddington Rd / Kelvin Rd / Stebbing Rd (PM Peak - Future)

Network: [PM F] PM Peak Future (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA

Site Category: Future Conditions 1

Roundabout

Network Scenario: 1 | Local Volumes

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Maddington Rd															
1	L2	All MCs	341	5.2	341	5.2	0.561	8.8	LOS A	1.2	9.1	0.66	0.80	0.77	49.1
2	T1	All MCs	19	16.7	19	16.7	0.561	7.3	LOS A	1.2	9.1	0.66	0.80	0.77	45.0
3	R2	All MCs	116	5.5	116	5.5	0.561	12.0	LOS B	1.2	9.1	0.66	0.80	0.77	48.4
3u	U	All MCs	2	50.0	2	50.0	0.561	15.8	LOS B	1.2	9.1	0.66	0.80	0.77	37.8
Approach			478	5.9	478	5.9	0.561	8.1	LOS A	1.2	9.1	0.66	0.80	0.77	48.7
NorthEast: Kelvin Rd															
4	L2	All MCs	115	4.6	115	4.6	0.381	7.1	LOS A	1.1	8.4	0.75	0.64	0.75	47.8
5	T1	All MCs	546	9.1	546	9.1	0.381	7.7	LOS A	1.1	8.4	0.75	0.66	0.75	51.7
6	R2	All MCs	43	26.8	43	26.8	0.381	14.1	LOS B	1.0	7.8	0.76	0.69	0.76	47.1
6u	U	All MCs	4	50.0	4	50.0	0.381	17.4	LOS B	1.0	7.8	0.76	0.69	0.76	49.1
Approach			708	9.7	708	9.7	0.381	8.0	LOS A	1.1	8.4	0.75	0.66	0.75	51.0
NorthWest: Stebbing Rd															
7	L2	All MCs	54	15.7	54	15.7	0.209	6.9	LOS A	0.4	2.7	0.67	0.76	0.67	47.2
8	T1	All MCs	32	0.0	32	0.0	0.209	6.0	LOS A	0.4	2.7	0.67	0.76	0.67	41.2
9	R2	All MCs	47	4.4	47	4.4	0.209	11.2	LOS B	0.4	2.7	0.67	0.76	0.67	47.0
9u	U	All MCs	1	0.0	1	0.0	0.209	12.9	LOS B	0.4	2.7	0.67	0.76	0.67	44.2
Approach			134	7.9	134	7.9	0.209	8.3	LOS A	0.4	2.7	0.67	0.76	0.67	46.2
SouthWest: Kelvin Rd															
10	L2	All MCs	14	15.4	14	15.4	0.348	5.4	LOS A	0.9	7.2	0.47	0.47	0.47	49.0
11	T1	All MCs	396	10.6	396	10.6	0.348	5.3	LOS A	0.9	7.2	0.47	0.47	0.47	53.0
12	R2	All MCs	460	5.0	460	5.0	0.354	9.9	LOS A	1.0	7.5	0.45	0.60	0.45	45.1
12u	U	All MCs	49	27.7	49	27.7	0.354	12.6	LOS B	1.0	7.5	0.45	0.60	0.45	48.7
Approach			919	8.8	919	8.8	0.354	8.0	LOS A	1.0	7.5	0.46	0.54	0.46	49.6
All Vehicles			2239	8.4	2239	8.4	0.561	8.0	LOS A	1.2	9.1	0.61	0.65	0.63	49.7

MOVEMENT SUMMARY

Site: [2 PM E] Maddington Rd / Keera Ct (PM Peak - Existing)
 Network: [PM E] PM Peak Existing (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Base Year
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Maddington Rd															
4	L2	All MCs	31	17.2	31	17.2	0.179	5.8	LOS A	0.0	0.0	0.00	0.05	0.00	58.3
5	T1	All MCs	325	8.4	325	8.4	0.179	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	58.3
Approach			356	9.2	356	9.2	0.179	0.5	NA	0.0	0.0	0.00	0.05	0.00	58.3
NorthWest: Maddington Rd															
11	T1	All MCs	456	5.5	456	5.5	0.245	0.1	LOS A	0.1	0.9	0.08	0.09	0.08	56.7
12	R2	All MCs	35	9.1	35	9.1	0.245	7.0	LOS A	0.1	0.9	0.08	0.09	0.08	56.7
Approach			491	5.8	491	5.8	0.245	0.6	NA	0.1	0.9	0.08	0.09	0.08	56.7
SouthWest: Keera Ct															
1	L2	All MCs	12	9.1	12	9.1	0.048	5.6	LOS A	0.1	0.4	0.40	0.64	0.40	30.6
3	R2	All MCs	36	5.9	36	5.9	0.048	6.5	LOS A	0.1	0.4	0.40	0.64	0.40	30.6
Approach			47	6.7	47	6.7	0.048	6.3	LOS A	0.1	0.4	0.40	0.64	0.40	30.6
All Vehicles			894	7.2	894	7.2	0.245	0.9	NA	0.1	0.9	0.07	0.10	0.07	55.8

MOVEMENT SUMMARY

Site: [2 PM F] Maddington Rd / Keera Ct (PM Peak - Future)
 Network: [PM F] PM Peak Future (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Future Conditions 1
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Maddington Rd															
4	L2	All MCs	31	17.2	31	17.2	0.230	5.8	LOS A	0.0	0.0	0.00	0.04	0.00	58.6
5	T1	All MCs	435	6.3	435	6.3	0.230	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.6
Approach			465	7.0	465	7.0	0.230	0.4	NA	0.0	0.0	0.00	0.04	0.00	58.6
NorthWest: Maddington Rd															
11	T1	All MCs	456	5.5	456	5.5	0.319	0.6	LOS A	0.5	3.3	0.27	0.30	0.27	50.0
12	R2	All MCs	144	2.2	144	2.2	0.319	7.4	LOS A	0.5	3.3	0.27	0.30	0.27	50.0
Approach			600	4.7	600	4.7	0.319	2.3	NA	0.5	3.3	0.27	0.30	0.27	50.0
SouthWest: Keera Ct															
1	L2	All MCs	12	9.1	12	9.1	0.058	6.0	LOS A	0.1	0.5	0.47	0.71	0.47	29.2
3	R2	All MCs	36	5.9	36	5.9	0.058	7.4	LOS A	0.1	0.5	0.47	0.71	0.47	29.2
Approach			47	6.7	47	6.7	0.058	7.1	LOS A	0.1	0.5	0.47	0.71	0.47	29.2
All Vehicles			1113	5.8	1113	5.8	0.319	1.7	NA	0.5	3.3	0.17	0.21	0.17	52.7

MOVEMENT SUMMARY

Site: [3 PM E] Maddington Rd / Alcock St (PM Peak - Existing)
 Network: [PM E] PM Peak Existing (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Base Year
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Alcock St															
1	L2	All MCs	99	6.4	99	6.4	0.060	6.3	LOS A	0.1	0.8	0.35	0.57	0.35	37.7
3	R2	All MCs	36	0.0	36	0.0	0.037	7.1	LOS A	0.0	0.2	0.38	0.69	0.38	48.7
Approach			135	4.7	135	4.7	0.060	6.5	LOS A	0.1	0.8	0.36	0.60	0.36	43.2
NorthEast: Maddington Rd															
4	L2	All MCs	51	0.0	51	0.0	0.152	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	58.1
5	T1	All MCs	254	9.5	254	9.5	0.152	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.1
Approach			304	8.0	304	8.0	0.152	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.1
SouthWest: Maddington Rd															
11	T1	All MCs	248	6.4	248	6.4	0.261	0.6	LOS A	0.5	3.9	0.36	0.39	0.36	54.7
12	R2	All MCs	244	3.4	244	3.4	0.261	6.7	LOS A	0.5	3.9	0.36	0.39	0.36	46.8
Approach			493	4.9	493	4.9	0.261	3.6	NA	0.5	3.9	0.36	0.39	0.36	52.5
All Vehicles			932	5.9	932	5.9	0.261	3.2	NA	0.5	3.9	0.24	0.33	0.24	53.1

MOVEMENT SUMMARY

Site: [3 PM F] Maddington Rd / Alcock St (PM Peak - Future)
 Network: [PM F] PM Peak Future (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Future Conditions 1
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Alcock St															
1	L2	All MCs	208	3.0	208	3.0	0.125	6.3	LOS A	0.2	1.7	0.36	0.58	0.36	37.6
3	R2	All MCs	36	0.0	36	0.0	0.037	7.1	LOS A	0.0	0.2	0.38	0.69	0.38	48.7
Approach			244	2.6	244	2.6	0.125	6.4	LOS A	0.2	1.7	0.36	0.60	0.36	41.1
NorthEast: Maddington Rd															
4	L2	All MCs	51	0.0	51	0.0	0.152	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	58.1
5	T1	All MCs	254	9.5	254	9.5	0.152	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.1
Approach			304	8.0	304	8.0	0.152	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.1
SouthWest: Maddington Rd															
11	T1	All MCs	248	6.4	248	6.4	0.261	0.6	LOS A	0.5	3.9	0.36	0.39	0.36	54.7
12	R2	All MCs	244	3.4	244	3.4	0.261	6.7	LOS A	0.5	3.9	0.36	0.39	0.36	46.8
Approach			493	4.9	493	4.9	0.261	3.6	NA	0.5	3.9	0.36	0.39	0.36	52.5
All Vehicles			1041	5.3	1041	5.3	0.261	3.5	NA	0.5	3.9	0.25	0.36	0.25	52.2

MOVEMENT SUMMARY

Site: [4 PM E] Keera Ct / Yule St (PM Peak - Existing)
 Network: [PM E] PM Peak Existing (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Base Year
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Yule St															
1	L2	All MCs	55	0.0	55	0.0	0.055	4.7	LOS A	0.1	0.5	0.10	0.51	0.10	45.0
3	R2	All MCs	42	2.5	42	2.5	0.055	4.7	LOS A	0.1	0.5	0.10	0.51	0.10	45.4
Approach			97	1.1	97	1.1	0.055	4.7	LOS A	0.1	0.5	0.10	0.51	0.10	45.1
NorthEast: Keera Ct															
4	L2	All MCs	14	0.0	14	0.0	0.031	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	44.7
5	T1	All MCs	45	7.0	45	7.0	0.031	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	47.5
Approach			59	5.4	59	5.4	0.031	1.1	NA	0.0	0.0	0.00	0.13	0.00	47.2
SouthWest: Keera Ct															
11	T1	All MCs	5	0.0	5	0.0	0.003	0.0	LOS A	0.0	0.0	0.05	0.10	0.05	46.6
12	R2	All MCs	1	0.0	1	0.0	0.003	4.7	LOS A	0.0	0.0	0.05	0.10	0.05	46.6
Approach			6	0.0	6	0.0	0.003	0.8	NA	0.0	0.0	0.05	0.10	0.05	46.6
All Vehicles			162	2.6	162	2.6	0.055	3.2	NA	0.1	0.5	0.06	0.36	0.06	45.5

MOVEMENT SUMMARY

Site: [4 PM F] Keera Ct / Yule St (PM Peak - Future)
 Network: [PM F] PM Peak Future (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Future Conditions 1
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Yule St															
1	L2	All MCs	55	0.0	55	0.0	0.056	4.7	LOS A	0.1	0.6	0.12	0.51	0.12	44.9
3	R2	All MCs	42	2.5	42	2.5	0.056	4.8	LOS A	0.1	0.6	0.12	0.51	0.12	45.3
Approach			97	1.1	97	1.1	0.056	4.7	LOS A	0.1	0.6	0.12	0.51	0.12	45.1
NorthEast: Keera Ct															
4	L2	All MCs	123	0.0	123	0.0	0.090	5.2	LOS A	0.0	0.0	0.00	0.45	0.00	38.2
5	T1	All MCs	45	7.0	45	7.0	0.090	0.7	LOS A	0.0	0.0	0.00	0.45	0.00	46.3
Approach			168	1.9	168	1.9	0.090	4.0	NA	0.0	0.0	0.00	0.45	0.00	41.5
SouthWest: Keera Ct															
11	T1	All MCs	5	0.0	5	0.0	0.003	0.1	LOS A	0.0	0.0	0.09	0.11	0.09	46.0
12	R2	All MCs	1	0.0	1	0.0	0.003	4.9	LOS A	0.0	0.0	0.09	0.11	0.09	46.0
Approach			6	0.0	6	0.0	0.003	0.9	NA	0.0	0.0	0.09	0.11	0.09	46.0
All Vehicles			272	1.6	272	1.6	0.090	4.2	NA	0.1	0.6	0.04	0.47	0.04	44.0

MOVEMENT SUMMARY

Site: [5 PM E] Alcock / Yule St (PM Peak - Existing)
 Network: [PM E] PM Peak Existing (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Base Year
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Alcock St															
4	L2	All MCs	26	4.0	26	4.0	0.072	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	57.9
5	T1	All MCs	111	4.8	111	4.8	0.072	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	57.9
Approach			137	4.6	137	4.6	0.072	1.1	NA	0.0	0.0	0.00	0.11	0.00	57.9
NorthWest: Alcock St															
11	T1	All MCs	276	2.7	276	2.7	0.150	0.0	LOS A	0.0	0.3	0.03	0.04	0.03	59.4
12	R2	All MCs	15	0.0	15	0.0	0.150	5.7	LOS A	0.0	0.3	0.03	0.04	0.03	57.9
Approach			291	2.5	291	2.5	0.150	0.3	NA	0.0	0.3	0.03	0.04	0.03	59.4
SouthWest: Yule St															
1	L2	All MCs	24	4.3	24	4.3	0.067	8.0	LOS A	0.1	0.6	0.26	0.90	0.26	43.3
3	R2	All MCs	54	2.0	54	2.0	0.067	8.1	LOS A	0.1	0.6	0.26	0.90	0.26	47.5
Approach			78	2.7	78	2.7	0.067	8.0	LOS A	0.1	0.6	0.26	0.90	0.26	46.6
All Vehicles			505	3.1	505	3.1	0.150	1.7	NA	0.1	0.6	0.06	0.19	0.06	55.6

MOVEMENT SUMMARY

Site: [5 PM F] Alcock / Yule St (PM Peak - Future)
 Network: [PM F] PM Peak Future (Folder1)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

NA
 Site Category: Future Conditions 1
 Give-Way (Two-Way)
 Network Scenario: 1 | Local Volumes Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	Aver. Back Of Queue [Veh. Dist]		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
SouthEast: Alcock St															
4	L2	All MCs	26	4.0	26	4.0	0.096	5.6	LOS A	0.0	0.0	0.00	0.08	0.00	58.5
5	T1	All MCs	158	3.3	158	3.3	0.096	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	58.5
Approach			184	3.4	184	3.4	0.096	0.8	NA	0.0	0.0	0.00	0.08	0.00	58.5
NorthWest: Alcock St															
11	T1	All MCs	323	2.3	323	2.3	0.174	0.0	LOS A	0.0	0.3	0.03	0.03	0.03	59.5
12	R2	All MCs	15	0.0	15	0.0	0.174	5.8	LOS A	0.0	0.3	0.03	0.03	0.03	58.1
Approach			338	2.2	338	2.2	0.174	0.3	NA	0.0	0.3	0.03	0.03	0.03	59.4
SouthWest: Yule St															
1	L2	All MCs	134	0.8	134	0.8	0.141	8.0	LOS A	0.2	1.6	0.30	0.88	0.30	43.3
3	R2	All MCs	54	2.0	54	2.0	0.141	8.5	LOS A	0.2	1.6	0.30	0.88	0.30	47.4
Approach			187	1.1	187	1.1	0.141	8.2	LOS A	0.2	1.6	0.30	0.88	0.30	44.9
All Vehicles			709	2.2	709	2.2	0.174	2.5	NA	0.2	1.6	0.09	0.27	0.09	53.6



Appendix B – Vehicle Swept Paths



