

Appendix 4

SIDRA Intersection Analysis

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1. Introduction

This short report provides details on the SIDRA Analysis conducted to support the findings of the report KC00926.000_R01_Rev C. The following intersections have been modelled in the AM and PM peak hours for the assessment years of 2020 and 2030:

- Pinker Crescent / Access-Egress Point
- Maida Vale Road / Pinker Crescent
- Maida Vale Road / Egress Point

The dimensions of the existing intersection elements have been scaled from aerial imagery which was obtained through our commercial arrangement with Nearmap and through publicly available Intramaps. These images are suitable for use in concept drafting applications with a level of accuracy to within +/- 10 centimetres.

2. Traffic Generation and Distribution Analysis

What are the likely peak hours of operation?	AM 08:00 - 09:00; PM 16:30 - 17:30 (For the purposes of modelling the intersections were analysed from 17:00 - 18:00 to match the available traffic data peak period).	
Peak times traffic impact of the proposed development:	AM peak 73	PM peak 129
How many routes are available for access / egress to the site?	Five (5)	
Route 1		
Provide details for Route No 1	To the south via Maida Vale Road > Hawtin Road	
Percentage of Vehicular Movements via Route No 1	30% [AM 22 VPH; PM 39 VPH]	
Route 2		
Provide details for Route No 2	To the west via Maida Vale Road	
Percentage of Vehicular Movements via Route No 2	25% [AM 18 VPH; PM 32 VPH]	
Route 3		
Provide details for Route No 3	To the north via Maida Vale Road > Priory Road > Kalamunda Road	
Percentage of Vehicular Movements via Route No 3	15% [AM 11 VPH; PM 19 VPH]	
Route 4		
Provide details for Route No 4	To the southeast via Maida Vale Road > Priory Road or Hawtin Road > Kalamunda Road	
Percentage of Vehicular Movements via Route No 4	25% [AM 18 VPH; PM 32 VPH]	
Route 5		
Provide details for Route No 5	To the west via Pinker Crescent	
Percentage of Vehicular Movements via Route No 5	5% [AM 4 VPH; PM 7 VPH]	

3. Traffic Volumes

Nominate the source(s) for obtaining the traffic data	City of Kalamunda
Nominate the assessment year(s)	2020 - expected year of completion 2030 - 10 years after completion
Annual traffic growth rate used for analysis	Pinker Crescent: 2%. KCTT believe that this rate is optimistic, given that area surrounding Pinker Crescent is fully built out, and the applied rate is used only for potential changes of land uses from residential to a land use with higher traffic generation. Maida Vale Road:

- 3% from 2017 to 2020. The surrounding area will go through significant changes in the following decades (Forrestfield North and Forrestfield Station, Maida Vale South etc.). However, KCTT have used a lower rate since these changes are not expected to start in full in the following years.
- 6% from 2020 to 2030. KCTT have an extensive experience in modelling of the surrounding area (Forrestfield North, Maida Vale South). Earlier modelling suggests that around 15,000 vehicles per day are expected at Maida Vale Road between Priory Road and Hawtin Road. From today's perspective, this seems to be a highly optimistic assumption, however for the purposes of this project, KCTT have used the 6% annual growth rate to assess the worst-case scenario at the subject intersections.

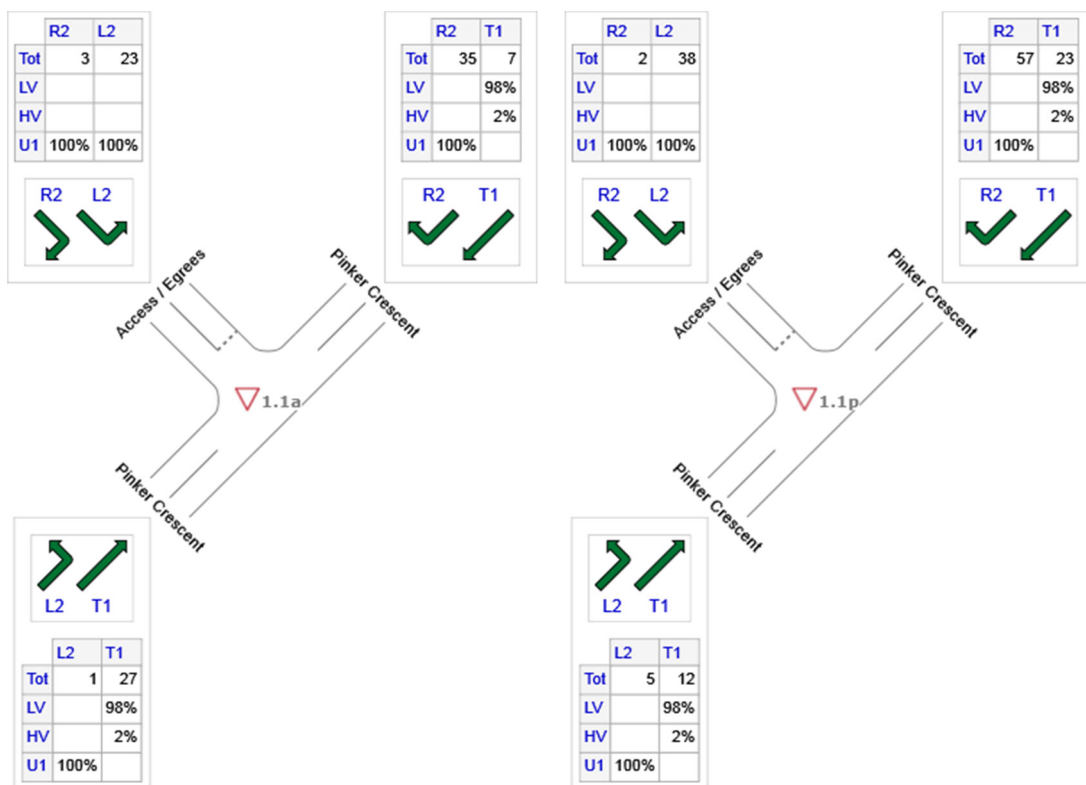
Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH)		Heavy Vehicle %	Year				
			SIDRA analysis Peak Times			Date of Traffic Count	Estimate Peak Traffic Volumes in the Assessment Year(s) using the nominated annual traffic growth rate			
			AM 08:00	PM 17:00			2020		2030	
							AM Peak	PM Peak	AM Peak	PM Peak
Maida Vale Road	North of Pinker Crescent	6,497	596	701	6.1%	2017	651	766	1,166	1,372
Below is the calculated traffic for roads which do not have available information on traffic volumes										
Pinker Crescent	West of Maida Vale Road	N/A	32	32	2%	2019	33	33	40	40

**Note: No traffic data was available for Pinker Crescent at the time of writing this report. KCTT have calculated the required traffic volumes, with estimated maximum of 40 residential dwellings (aerial imagery from December 2018) having a traffic impact on this section of Pinker Crescent. Utilising the standard rate of 0.8 vehicle trips per dwelling, KCTT have calculated that a maximum of 32 VPH are expected on this section of Pinker Crescent. Given that only waste vehicles are expected in this predominantly residential area, KCTT have assumed 2% of Heavy Vehicles in the traffic flow on Pinker Crescent.*

4. Demand Flows

Below are extracts from KCTT SIDRA models, showing demand flows with percentages for following user classes:

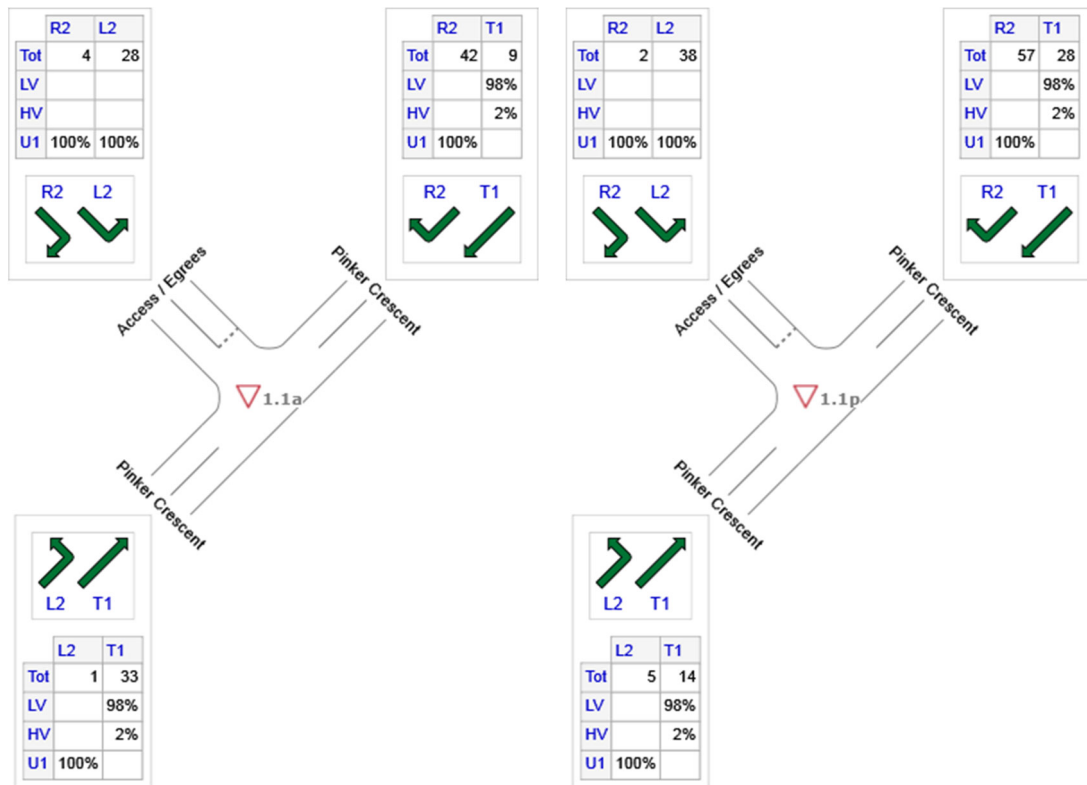
- U1 - Proposed Development Generated Traffic



AM Peak

PM Peak

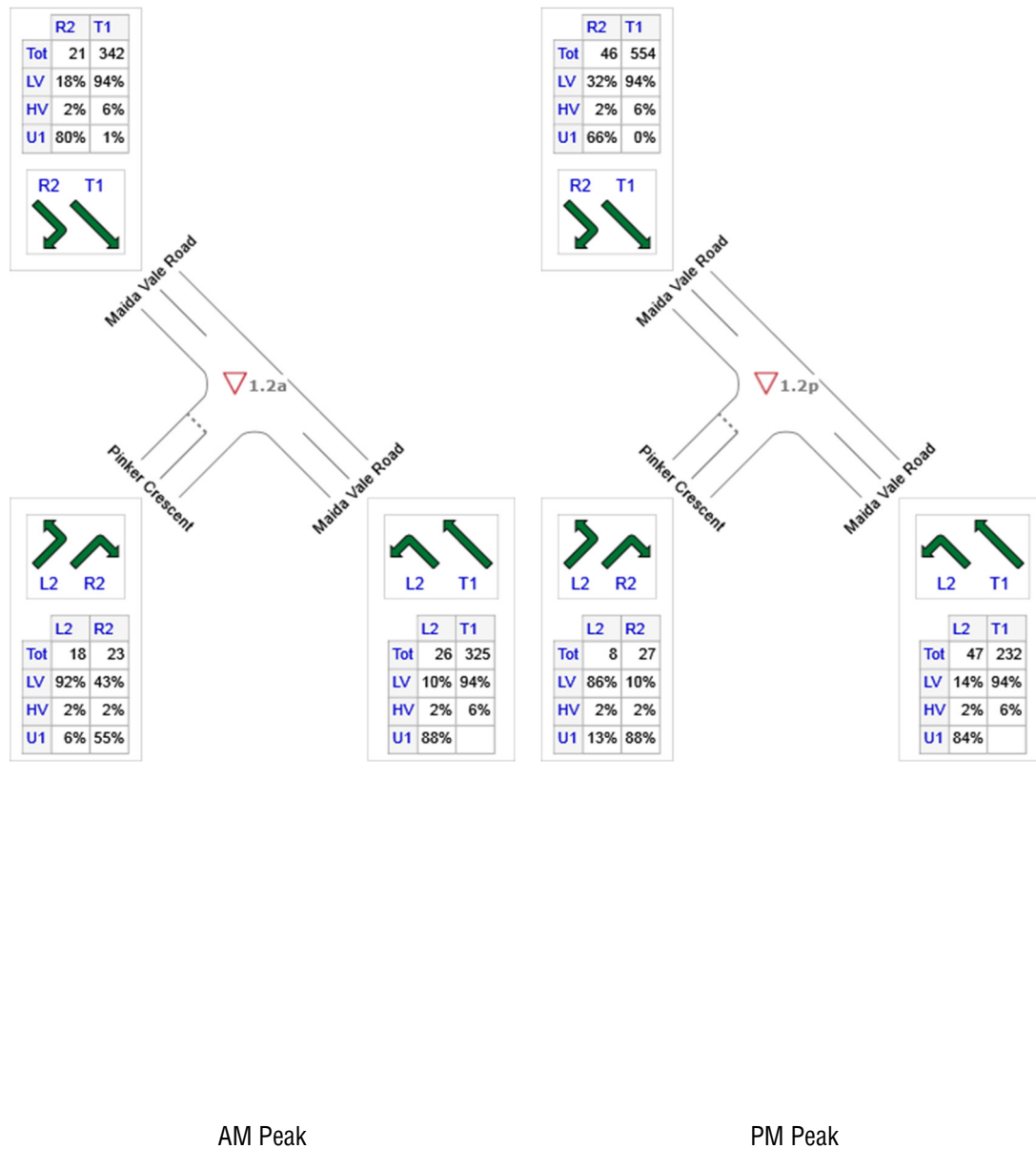
Figure 1 – Pinker Crescent / Access-Egress - Demand Flows - 2020

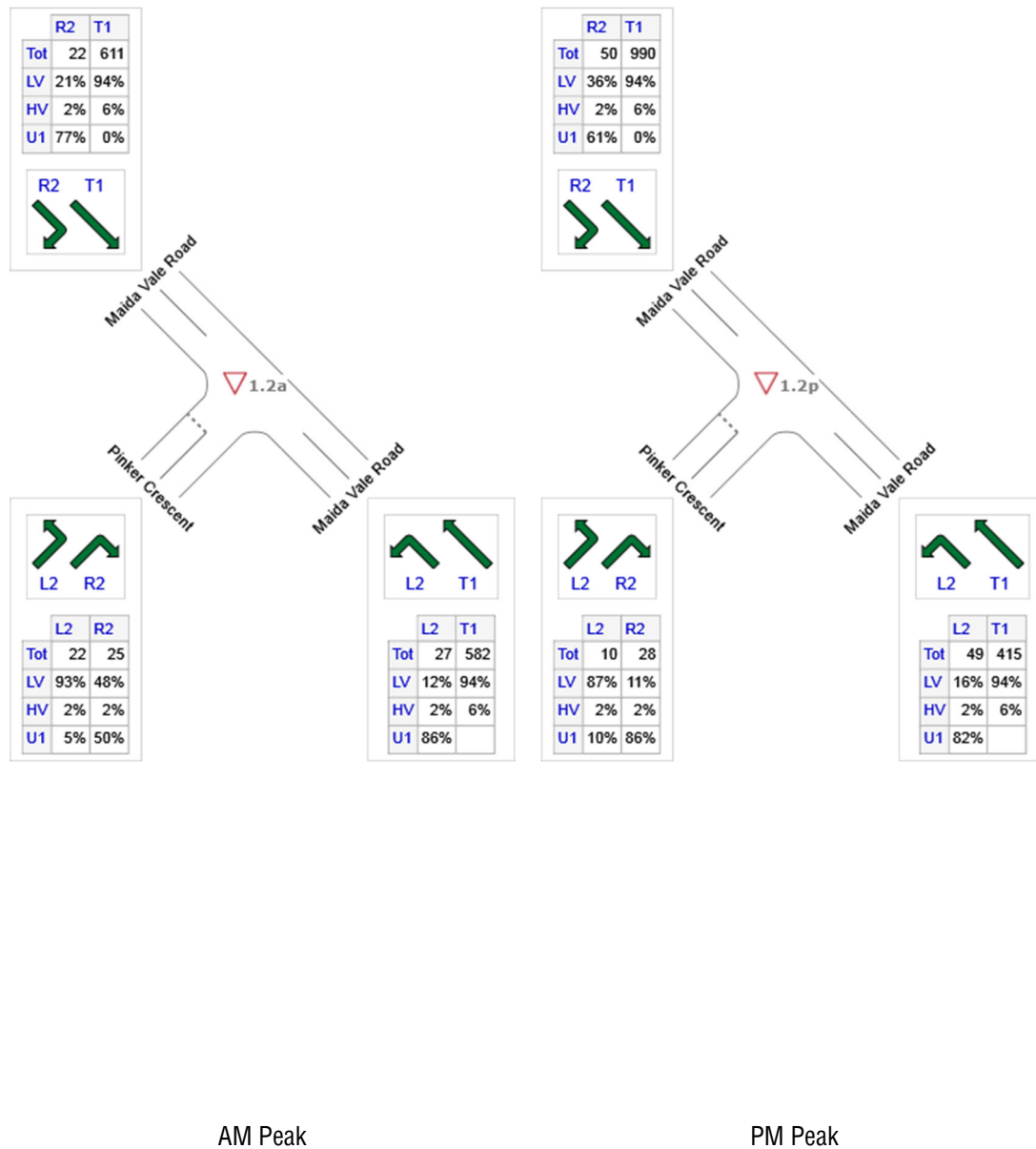


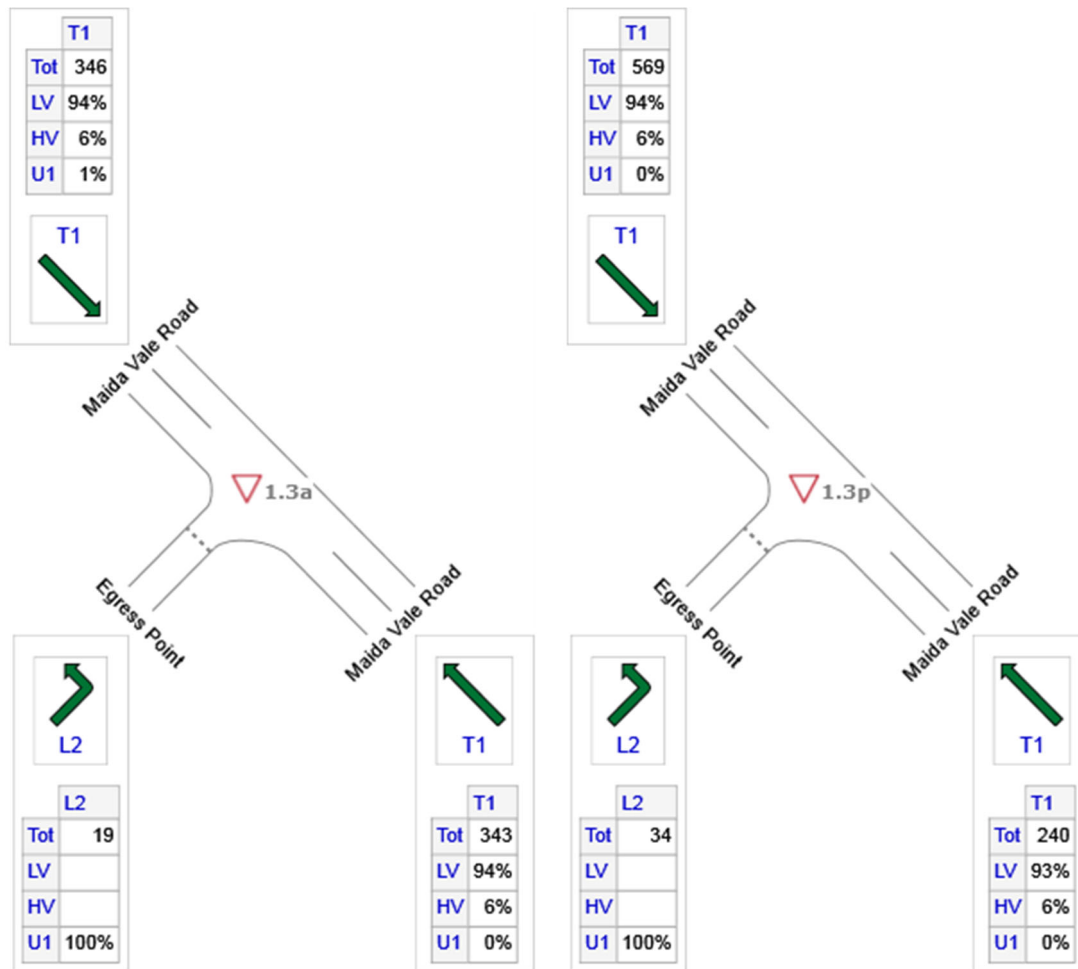
AM Peak

PM Peak

Figure 2 – Pinker Crescent / Access-Egress - Demand Flows - 2030



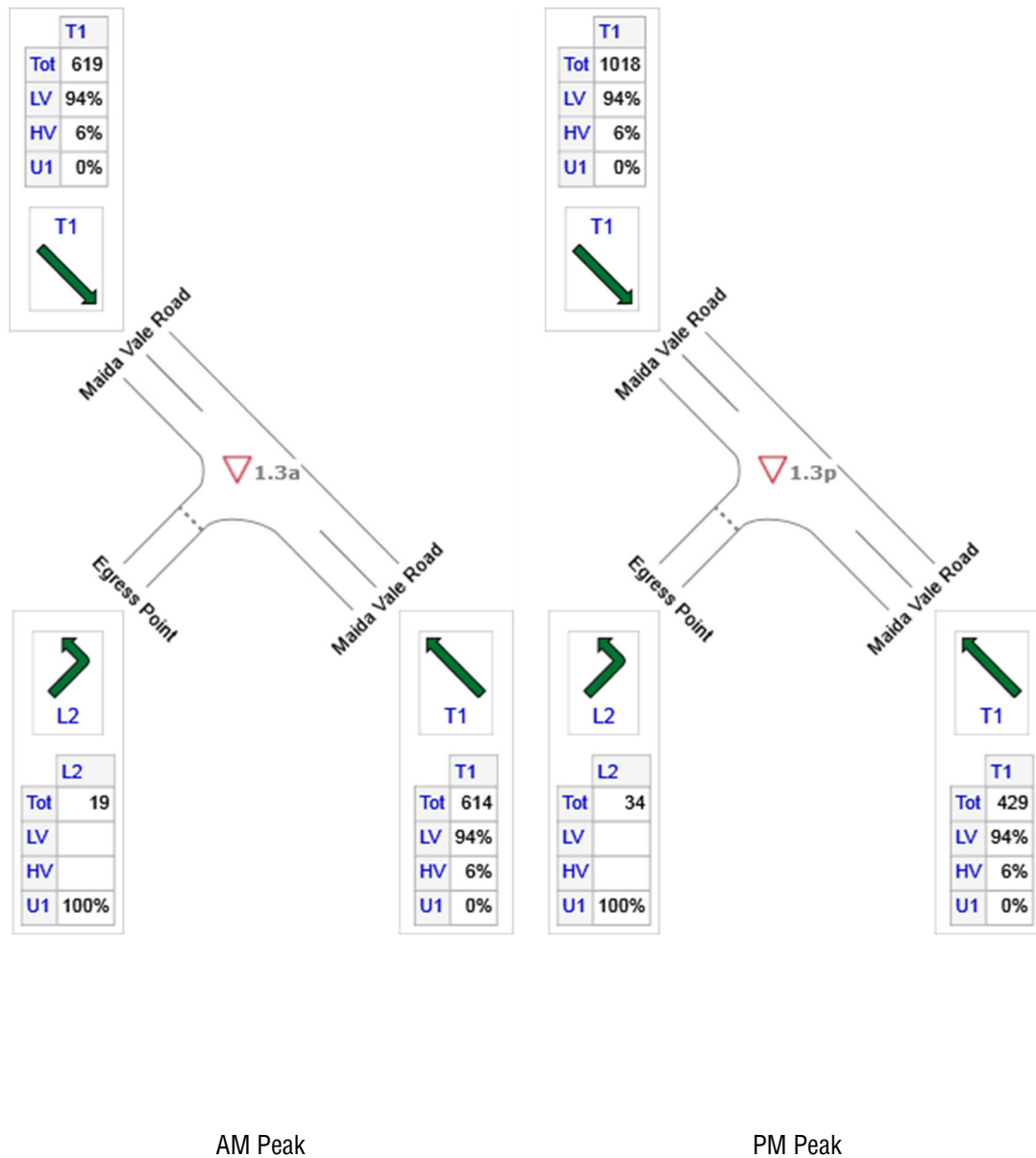




AM Peak

PM Peak

Figure 5 – Maida Vale Road / Egress Point - Demand Flows - 2020



5. Summary of Results

Nominate the analysed intersections and intersection controls	M01. Pinker Crescent / Access-Egress Point - Giveaway / Yield M02. Maida Vale Road / Pinker Crescent - Giveaway / Yield M03. Maida Vale Road / Egress Point - Giveaway / Yield
Describe the models analysed in SIDRA	The existing intersection of Maida Vale Road and Pinker Crescent was modelled with geometry and configuration as seen from the latest aerial imagery. The proposed crossovers' intersections with the existing roads were modelled to reflect the proposed plans. KCTT have incorporated the lengthened median on Maida Vale Road, which will prevent the patrons of the proposed development to make right-turn exits at the Left-Out only crossover. All intersections were analysed in AM and PM peak, in the assessment years of 2020 and 2030.
Describe the Level of Service and Delay results	Subject intersections are expected to operate at satisfying Levels of Service in both peak times, in both assessment years. Small decrease of LOS is expected only on Pinker Crescent approach to the intersection with Maida Vale Road in 2030. This is expected due to high passing traffic growth. However, the LOS is not expected to be worse than LOS C, with delays as high as 22s.
Conclusion	KCTT believe that all analysed intersections will operate without any issues in both assessment years and peak times. The proposed development will not have a significant negative impact on the surrounding network and intersections.

A summary of the results of the SIDRA analysis are shown on the following pages. For purposes of clarity we will provide intersection summaries below. The full SIDRA output report can be provided on request.

Note - SIDRA graphic is not an accurate representation of the intersection geometry. It is a simplified tool and its main purpose is to roughly illustrate main intersection elements. The graphic might show median breaks where there are none in reality, oversized splitter islands and central islands for roundabouts etc. The graphic representation does not influence the calculations nor any other output.*

6. SIDRA Intersection Analysis – Output

6.1 M01 Pinker Crescent / Access-Egress Point

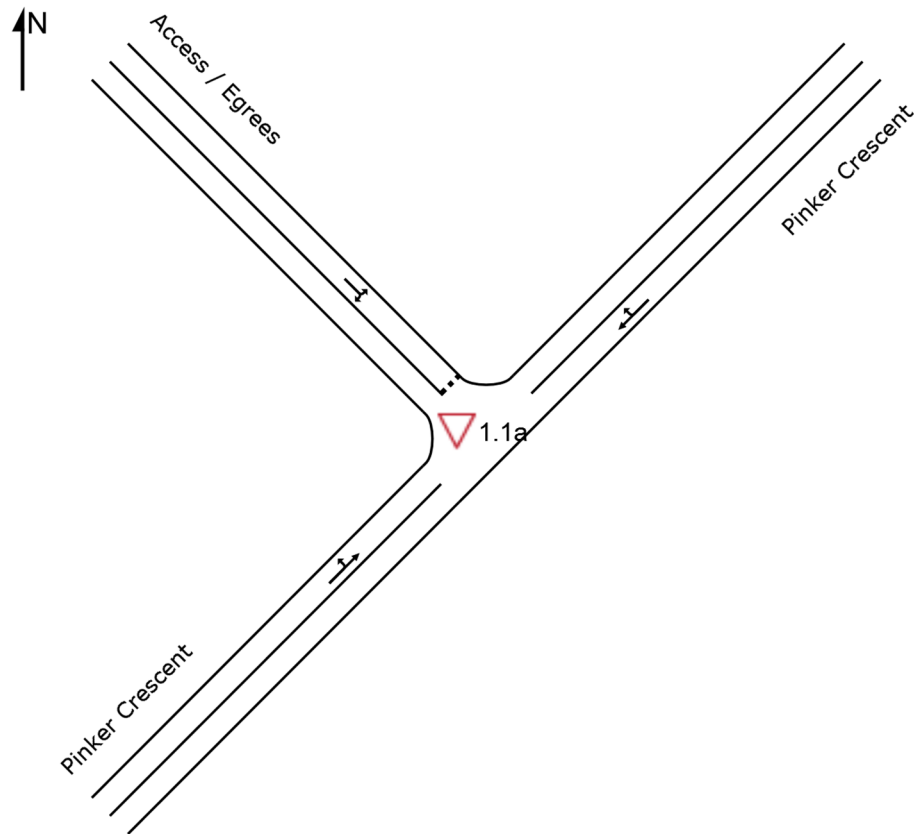


Figure 7 – Pinker Crescent / Access-Egress Point – SIDRA Schematic Geometry

6.1.1 1.1a Pinker Crescent / Access-Egress Point – 2020 AM

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV											
	veh/h	%											
NorthEast: Pinker Crescent													
Lane 1	42	0.4	1771	0.024	100	2.5	LOS A	0.1	0.8	Full	30	0.0	0.0
Approach	42	0.4		0.024		2.5	NA	0.1	0.8				
NorthWest: Access / Egrees													
Lane 1	26	0.0	1541	0.017	100	0.2	LOS A	0.1	0.5	Full	20	0.0	0.0
Approach	26	0.0		0.017		0.2	LOS A	0.1	0.5				
SouthWest: Pinker Crescent													
Lane 1	28	1.9	1892	0.015	100	0.2	LOS A	0.0	0.0	Full	280	0.0	0.0
Approach	28	1.9		0.015		0.2	NA	0.0	0.0				
Intersection	97	0.7		0.024		1.2	NA	0.1	0.8				

Figure 8 – LOS Table (Model 1.1a Pinker Crescent / Access-Egress Point – 2020 AM)

6.1.2 1.1p Pinker Crescent / Access-Egress Point – 2020 PM

Lane Use and Performance														
	Demand Total	Flows HV	Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.	
	veh/h	%	veh/h	v/c	%	sec			m		m	%	%	
NorthEast: Pinker Crescent														
Lane 1	80	0.6	1795	0.045	100	2.1	LOS A	0.2	1.4	Full	30	0.0	0.0	
Approach	80	0.6		0.045		2.1	NA	0.2	1.4					
NorthWest: Access / Egrees														
Lane 1	40	0.0	1590	0.025	100	0.1	LOS A	0.1	0.7	Full	20	0.0	0.0	
Approach	40	0.0		0.025		0.1	LOS A	0.1	0.7					
SouthWest: Pinker Crescent														
Lane 1	17	1.4	1874	0.009	100	1.8	LOS A	0.0	0.0	Full	280	0.0	0.0	
Approach	17	1.4		0.009		1.8	NA	0.0	0.0					
Intersection	137	0.5		0.045		1.5	NA	0.2	1.4					

Figure 9 – LOS Table (Model 1.1p Pinker Crescent / Access-Egress Point – 2020 PM)

6.1.3 2.1a Pinker Crescent / Access-Egress Point – 2030 AM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
NorthEast: Pinker Crescent													
Lane 1	51	0.4	1763	0.029	100	2.5	LOS A	0.1	0.9	Full	30	0.0	0.0
Approach	51	0.4		0.029		2.5	NA	0.1	0.9				
NorthWest: Access / Egrees													
Lane 1	32	0.0	1532	0.021	100	0.2	LOS A	0.1	0.6	Full	20	0.0	0.0
Approach	32	0.0		0.021		0.2	LOS A	0.1	0.6				
SouthWest: Pinker Crescent													
Lane 1	35	1.9	1892	0.018	100	0.2	LOS A	0.0	0.0	Full	280	0.0	0.0
Approach	35	1.9		0.018		0.2	NA	0.0	0.0				
Intersection	118	0.7		0.029		1.2	NA	0.1	0.9				

Figure 10 – LOS Table (Model 2.1a Pinker Crescent / Access-Egress Point – 2030 AM)

6.1.4 2.1p Pinker Crescent / Access-Egress Point – 2030 PM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
NorthEast: Pinker Crescent													
Lane 1	85	0.7	1796	0.047	100	2.0	LOS A	0.2	1.5	Full	30	0.0	0.0
Approach	85	0.7		0.047		2.0	NA	0.2	1.5				
NorthWest: Access / Egrees													
Lane 1	40	0.0	1587	0.025	100	0.1	LOS A	0.1	0.7	Full	20	0.0	0.0
Approach	40	0.0		0.025		0.1	LOS A	0.1	0.7				
SouthWest: Pinker Crescent													
Lane 1	19	1.5	1876	0.010	100	1.5	LOS A	0.0	0.0	Full	280	0.0	0.0
Approach	19	1.5		0.010		1.5	NA	0.0	0.0				
Intersection	144	0.6		0.047		1.4	NA	0.2	1.5				

Figure 11 – LOS Table (Model 2.1p Pinker Crescent / Access-Egress Point – 2030 PM)

6.2 M02 Maida Vale Road / Pinker Crescent

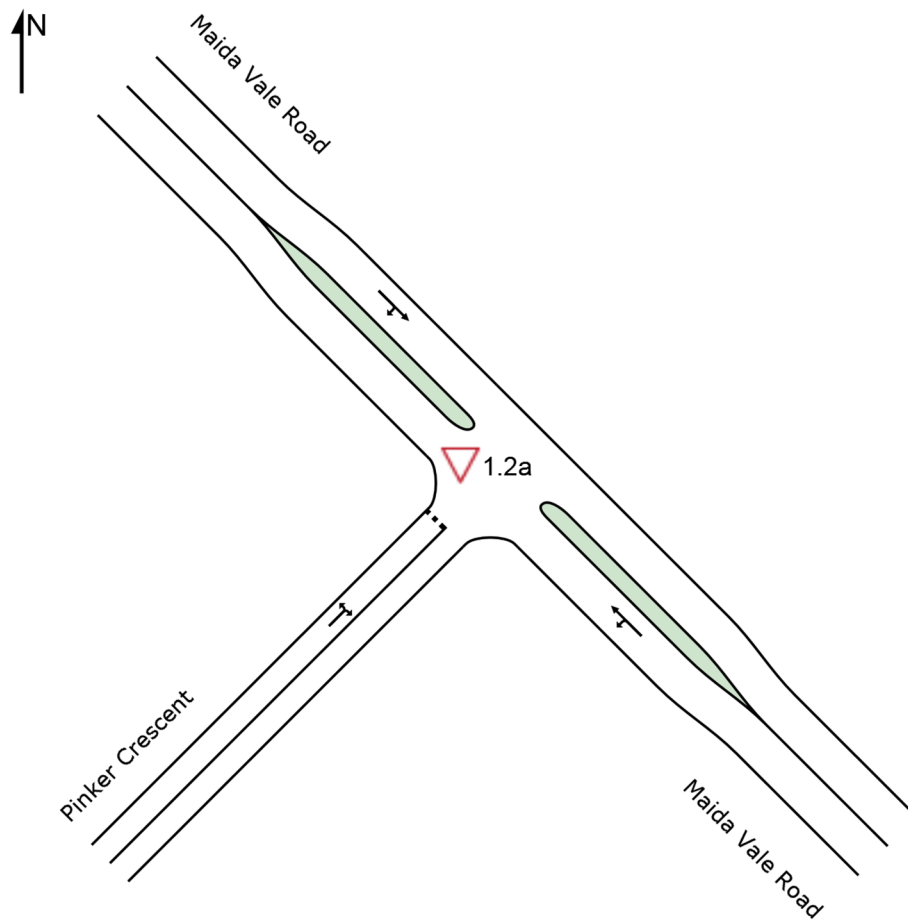


Figure 12 – Maida Vale Road / Pinker Crescent – SIDRA Schematic Geometry

6.2.1 1.2a Maida Vale Road / Pinker Crescent – 2020 AM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Veh	Back of Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: Maida Vale Road													
Lane 1	352	5.9	2017	0.174	100	0.3	LOS A	0.0	0.0	Full	180	0.0	0.0
Approach	352	5.9		0.174		0.3	NA	0.0	0.0				
NorthWest: Maida Vale Road													
Lane 1	363	5.6	1953	0.186	100	0.5	LOS A	0.2	1.5	Full	90	0.0	0.0
Approach	363	5.6		0.186		0.5	NA	0.2	1.5				
SouthWest: Pinker Crescent													
Lane 1	41	2.0	781	0.053	100	5.5	LOS A	0.2	1.3	Full	30	0.0	0.0
Approach	41	2.0		0.053		5.5	LOS A	0.2	1.3				
Intersection	756	5.5		0.186		0.7	NA	0.2	1.5				

Figure 13 – LOS Table (Model 1.2a Maida Vale Road / Pinker Crescent – 2020 AM)

6.2.2 1.2p Maida Vale Road / Pinker Crescent – 2020 PM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Veh	Back of Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: Maida Vale Road													
Lane 1	279	5.5	2013	0.139	100	0.8	LOS A	0.0	0.0	Full	180	0.0	0.0
Approach	279	5.5		0.139		0.8	NA	0.0	0.0				
NorthWest: Maida Vale Road													
Lane 1	600	5.5	1949	0.308	100	0.6	LOS A	0.5	3.5	Full	90	0.0	0.0
Approach	600	5.5		0.308		0.6	NA	0.5	3.5				
SouthWest: Pinker Crescent													
Lane 1	36	2.0	567	0.063	100	7.3	LOS A	0.2	1.4	Full	30	0.0	0.0
Approach	36	2.0		0.063		7.3	LOS A	0.2	1.4				
Intersection	915	5.4		0.308		0.9	NA	0.5	3.5				

Figure 14 – LOS Table (Model 1.2p Maida Vale Road / Pinker Crescent – 2020 PM)

6.2.3 2.2a Maida Vale Road / Pinker Crescent – 2030 AM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: Maida Vale Road													
Lane 1	610	6.0	2018	0.302	100	0.2	LOS A	0.0	0.0	Full	180	0.0	0.0
Approach	610	6.0		0.302		0.2	NA	0.0	0.0				
NorthWest: Maida Vale Road													
Lane 1	633	5.7	1938	0.327	100	0.6	LOS A	0.4	3.2	Full	90	0.0	0.0
Approach	633	5.7		0.327		0.6	NA	0.4	3.2				
SouthWest: Pinker Crescent													
Lane 1	47	2.1	409	0.115	100	10.3	LOS B	0.4	2.6	Full	30	0.0	0.0
Approach	47	2.1		0.115		10.3	LOS B	0.4	2.6				
Intersection	1290	5.7		0.327		0.8	NA	0.4	3.2				

Figure 15 – LOS Table (Model 2.2a Maida Vale Road / Pinker Crescent – 2030 AM)

6.2.4 2.2p Maida Vale Road / Pinker Crescent – 2030 PM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: Maida Vale Road													
Lane 1	464	5.8	2015	0.230	100	0.5	LOS A	0.0	0.0	Full	180	0.0	0.0
Approach	464	5.8		0.230		0.5	NA	0.0	0.0				
NorthWest: Maida Vale Road													
Lane 1	1040	5.6	1944	0.535	100	0.9	LOS A	1.2	9.0	Full	90	0.0	0.0
Approach	1040	5.6		0.535		0.9	NA	1.2	9.0				
SouthWest: Pinker Crescent													
Lane 1	38	2.3	181	0.210	100	22.0	LOS C	0.6	4.3	Full	30	0.0	0.0
Approach	38	2.3		0.210		22.0	LOS C	0.6	4.3				
Intersection	1541	5.6		0.535		1.3	NA	1.2	9.0				

Figure 16 – LOS Table (Model 2.2p Maida Vale Road / Pinker Crescent – 2030 PM)

6.3 M03 Maida Vale Road / Egress Point

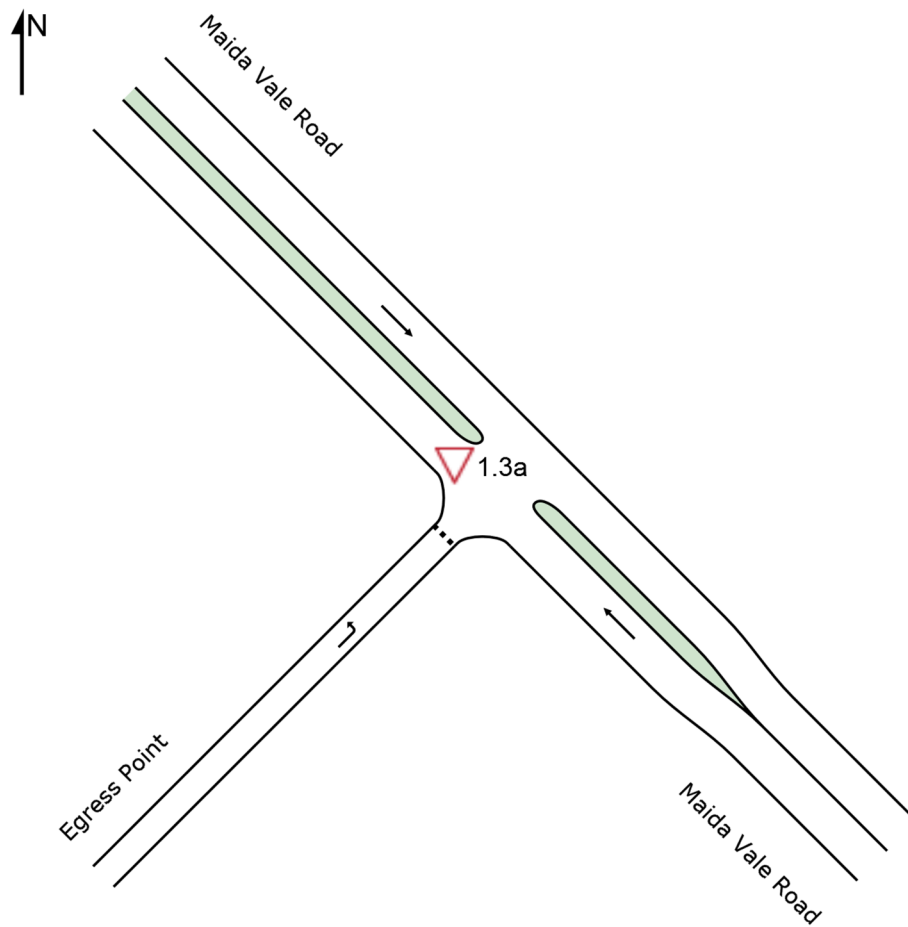


Figure 17 – Maida Vale Road / Egress Point – SIDRA Schematic Geometry

6.3.1 1.3a Maida Vale Road / Egress Point – 2020 AM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: Maida Vale Road													
Lane 1	343	6.2	2021	0.170	100	0.0	LOS A	0.0	0.0	Full	90	0.0	0.0
Approach	343	6.2		0.170		0.0	NA	0.0	0.0				
NorthWest: Maida Vale Road													
Lane 1	346	5.8	2026	0.171	100	0.0	LOS A	0.0	0.0	Full	18	0.0	0.0
Approach	346	5.8		0.171		0.0	NA	0.0	0.0				
SouthWest: Egress Point													
Lane 1	19	0.0	1179	0.016	100	1.2	LOS A	0.1	0.4	Full	20	0.0	0.0
Approach	19	0.0		0.016		1.2	LOS A	0.1	0.4				
Intersection	708	5.8		0.171		0.0	NA	0.1	0.4				

Figure 18 – LOS Table (Model 1.3a Maida Vale Road / Egress Point – 2020 AM)

6.3.2 1.3p Maida Vale Road / Egress Point – 2020 PM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: Maida Vale Road													
Lane 1	240	6.2	2021	0.119	100	0.0	LOS A	0.0	0.0	Full	90	0.0	0.0
Approach	240	6.2		0.119		0.0	NA	0.0	0.0				
NorthWest: Maida Vale Road													
Lane 1	569	5.8	2026	0.281	100	0.0	LOS A	0.0	0.0	Full	18	0.0	0.0
Approach	569	5.8		0.281		0.0	NA	0.0	0.0				
SouthWest: Egress Point													
Lane 1	34	0.0	1314	0.026	100	0.8	LOS A	0.1	0.7	Full	20	0.0	0.0
Approach	34	0.0		0.026		0.8	LOS A	0.1	0.7				
Intersection	843	5.7		0.281		0.0	NA	0.1	0.7				

Figure 19 – LOS Table (Model 1.3p Maida Vale Road / Egress Point – 2020 PM)

6.3.3 2.3a Maida Vale Road / Egress Point – 2030 AM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: Maida Vale Road													
Lane 1	614	6.2	2021	0.304	100	0.0	LOS A	0.0	0.0	Full	90	0.0	0.0
Approach	614	6.2		0.304		0.0	NA	0.0	0.0				
NorthWest: Maida Vale Road													
Lane 1	619	5.8	2026	0.305	100	0.0	LOS A	0.0	0.0	Full	18	0.0	0.0
Approach	619	5.8		0.305		0.0	NA	0.0	0.0				
SouthWest: Egress Point													
Lane 1	19	0.0	839	0.023	100	2.7	LOS A	0.1	0.6	Full	20	0.0	0.0
Approach	19	0.0		0.023		2.7	LOS A	0.1	0.6				
Intersection	1251	5.9		0.305		0.0	NA	0.1	0.6				

Figure 20 – LOS Table (Model 2.3a Maida Vale Road / Egress Point – 2030 AM)

6.3.4 2.3p Maida Vale Road / Egress Point – 2030 PM

Lane Use and Performance													
	Demand Total veh/h	Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Veh	Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
SouthEast: Maida Vale Road													
Lane 1	429	6.2	2021	0.212	100	0.0	LOS A	0.0	0.0	Full	90	0.0	0.0
Approach	429	6.2		0.212		0.0	NA	0.0	0.0				
NorthWest: Maida Vale Road													
Lane 1	1018	5.8	2026	0.503	100	0.0	LOS A	0.0	0.0	Full	18	0.0	0.0
Approach	1018	5.8		0.503		0.0	NA	0.0	0.0				
SouthWest: Egress Point													
Lane 1	34	0.0	1068	0.032	100	1.6	LOS A	0.1	0.8	Full	20	0.0	0.0
Approach	34	0.0		0.032		1.6	LOS A	0.1	0.8				
Intersection	1481	5.8		0.503		0.0	NA	0.1	0.8				

Figure 21 – LOS Table (Model 2.3p Maida Vale Road / Egress Point – 2030 PM)