

Our Ref: 20337

31 August 2021

Sydney Catholic Schools
c/o Carmichael Tomkins Property Group Pty Ltd
Suite 14.04, Aurora Place
88 Phillip Street
Sydney, NSW, 2000

Attention: Mr Brodie McHutchison

Dear Brodie,

**RE: NORTH SYDNEY MARIST COLLEGE MASTERPLAN
RESPONSE TO SUBMISSIONS – TRAFFIC AND PARKING**

A State Significant Development Application (SSDA) has been submitted, for the North Sydney Marist College Masterplan.

In response to the application, submissions have been received from authorities (TfNSW and North Sydney Council) and the community providing commentary on the traffic and parking assessment prepared by TTPP. The following responds to each of the traffic and parking related matters provided.

As part of the response, consultation with Transport for NSW has been undertaken to discuss their comments (as provided in a letter 22 March 2021), including:

- a meeting held on 19 May 2021 and
- a meeting held on 2 June 2021.

Based on the outcomes of the meetings with TfNSW, The Transport Planning Partnership (TTPP) has responded to TfNSW comments in the following.

TfNSW Comments

Comment 1

1. The traffic model does not include the pedestrianisation of Miller Street between Pacific Highway and Berry Street. With the changes proposed by North Sydney Council in their Public Domain Strategy, there would be a significant changes / shift in vehicle movements. The model should incorporate these changes along with the impact of Western Harbour Tunnel.

TTPP Response

Consultation with Transport for NSW has been undertaken since receiving their comments dated 22 March 2021. This consultation concluded that TfNSW has since agreed the Miller Street pedestrianisation does not need to be considered, noting that the pedestrianisation of Miller Street (known as Miller Place) is North Sydney Council's desire and as yet has no commitment from either Council or TfNSW on, if or when this would occur.

In relation to the Western Harbour Tunnel, we reviewed the EIS for both the Western Harbour Tunnel and Beaches Links and incorporated road upgrades in line with those documents. Traffic forecasts included the Western Harbour Tunnel and Beaches Link as was provided by TfNSW.

Comment 2

2. Page 39 - 7.2 - The 'evening peak (2:30pm-4:30pm)' used in the Base Model appears unusual. Around the same time in 2019, it appears to show later PM peak times (please see attachments).

TTPP Response

A 2.30pm-4.30pm peak is usual for an area around a school and is supported by the traffic survey data. A copy of the survey data is provided in **Attachment One**. In addition, there is very little school traffic during the 'typical' road network peak hours (4pm-6pm), therefore, it is more conservative to assess the development impact during these hours. After 4pm, the development impact is expected to be minimal, if any.

Sydney Catholic Schools (SCS) has provided TTPP with supporting documentation detailing the existing/historical (pre-COVID-19 pandemic) after school activities. A number of after-hours activities occur at the school where students from other schools may come to Marist Catholic College for these events. After-hour activities are generally scheduled on Tuesday or Friday and conclude at 6pm or 8pm. Table 1 provides a summary of the after-hour school activities.

Table 1: After-hours School Activities

| Activity | Existing Student Capacity | Frequency Held During Term | Operating Hours |
|-----------------|---------------------------|---|------------------------------------|
| Cadets | 140 students | Tuesdays throughout the year during school term | Immediately after school until 8pm |
| Debating | 80 students & adults | Friday afternoon (3-4 timers per term) | Immediately after school until 8pm |
| Chess | 70 students | Friday afternoons ad hoc (Term 2 only) | Immediately after school until 6pm |
| Public Speaking | 20 students | Friday afternoons ad hoc (Term 1 only) | Immediately after school until 6pm |
| Childcare | 50 students | Daily during school term | Immediately after school until 6pm |

Based on the above, three activities may generate traffic during the 'typical' road network peak (4pm-6pm) including chess, public speaking and the childcare. However, chess and public speaking do not operate at the same term/semester. Cadets have the most number of students but finishing times for cadets occurs after the road network peak (runs until 8pm).

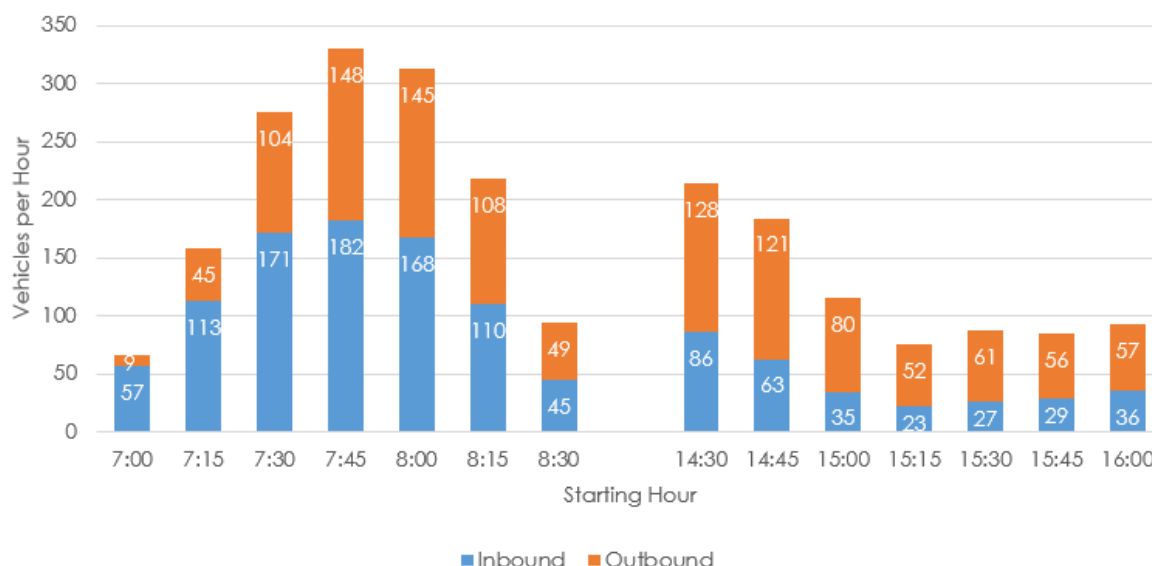
Therefore, the maximum number of students that could be anticipated to leave the site during 'typical' road network peak hours would be up to 120 students. This would occur on Fridays when Chess activities (up to 70 students) are scheduled and concurrently when parents are picking up children from childcare (up to 50 students). However, it is noted that Chess activities are provided on an ad hoc basis in Term 2 only. As such, the maximum peak would not occur on a regular basis.

The mode share data presented in the TIA indicates that 66% of primary students and 13% of secondary students depart the school by car. Allowing an average car mode share of 50%, it can be assumed that the 120 students may generate up 48 cars, with the remaining students would travel home by bus, train or walking.

Comparatively, the TIA provides a summary of traffic surveys undertaken by TPPP for the existing site which demonstrates the site traffic generated during school pick up period (2:30pm-4:30pm), is up to 214 vehicles per hour. It indicates that the 'typical' road network peak is minor in comparison to the evening peak assessed (2:30pm-4:30pm) in the TIA.

Furthermore, it is understood that after school activities are not expected to drastically change/ increase as a result of the development. Notably, any potential new activities are to be allocated to a free weeknight, to avoid multiple activities running on the same weeknight.

Figure 1: Existing Site Traffic



Comment 3

3. Page 46 - 7.6.2 - Based on historical observations of traffic flow in the North Sydney area, the '2020 Base' case, Level of Service (LoS) at each signalised intersection is considered generous, which may have an effect to the travel times suggested on page 48 - 7.6.3.

TTPP Response

The above comment has been clarified in a follow up meeting with TfNSW. TTPP has been requested to confirm the traffic count data used for the modelling, with consideration for the impact from COVID-19 pandemic.

TTPP had compared the October survey data with historical survey data of Falcon Street from 2017. A comparison of traffic volumes along Falcon Street from these two data sets is provided in Table 2, with the raw survey data provided in **Attachment Two**.

Table 2: Comparison of Survey Data along Falcon Street

| Falcon Street Direction | AM Peak (7:30-8:30) | | | PM Peak (16:00-17:00) | | |
|-------------------------|---------------------|-------|------------|-----------------------|-------|------------|
| | 2017 | 2020 | Difference | 2017 | 2020 | Difference |
| Eastbound | 754 | 642 | -112 | 800 | 792 | -8 |
| Westbound | 913 | 916 | +3 | 889 | 938 | +39 |
| Two-Way Total | 1,667 | 1,558 | -109 | 1,689 | 1,730 | +41 |

Table 2 indicates that there is an approximate difference of 40-100 vehicles between the 2017 and 2020 survey data of Falcon Street. Based on experience, this level of difference is

minor and within the general variability of day to day traffic for a road with around 1,600 vehicles per hour.

Further historical survey data has been obtained for Carlow Street, in the form of an automatic tube counter near West Street between 11 May 2018 and 18 May 2018. A comparison of the data is provided in Table 3.

Table 3: Comparison of Survey Data along Carlow Street

| Falcon Street Direction | AM Peak | | | PM Peak | | |
|-------------------------|---------------------|------|------------|---------------------|------|------------|
| | 2018 ^[1] | 2020 | Difference | 2018 ^[1] | 2020 | Difference |
| Eastbound | 171 | 187 | +16 | 127 | 144 | +17 |
| Westbound | 144 | 210 | +66 | 105 | 167 | +62 |
| Two-Way Total | 297 | 397 | +100 | 249 | 311 | +62 |

[1] Weekday average of the automatic tube count data

The data in Table 3 indicates that the traffic has marginally increased on Carlow Street since 2018. The raw data is provided in **Attachment Two**.

On the above basis, the 2020 survey data is considered to be reliable.

Comment 4

- Page 45 - 7.5.2 suggests "the removal of on street parking in both directions on Miller Street will be required and has been applied to the year 2036 models".

Furthermore, it is stated that the planned future upgrade of the Miller Street/Falcon Street intersection have been applied to the "2036 Do Minimum and 2036 Do Minimum + School Demand scenarios".

TfNSW requests the intersections should also be analysed for current situation (i.e. without planned upgrades) and for both "with and without" proposed development and submitted for review.

Comment 5

- It is noted the area road network has been modelled in AIMSUN. TfNSW requests all identified intersections should be modelled in SIDRA NETWORK and the SIDRA outputs should be incorporated in the traffic report and submitted for review.

TTPP Response

TTPP has undertaken SIDRA network modelling as requested by TfNSW. The SIDRA modelling included future 2026 and 2036 scenarios, with and without planned upgrades and with and without the Miller Street parking restrictions.

The SIDRA modelling, discussion and results have been provided in the updated TIA report.

Comment 6

6. *Future Transport 2056* emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey.

Building Momentum - State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

The Transport and Accessibility Impact Assessment (TAIA) proposes 72 bicycle parking spaces for high school students (5% of proposed high school students) and 10 spaces for staff (5% of all proposed staff). Bicycle parking for primary students is not provided, however, cycle represents 3% mode share for existing primary school students. Additionally, there is no mention of end-of-trip facilities. The *NSW Planning Guidelines for Walking and Cycling* has been superseded by *Cycling Aspects of Austroads Guides, 2017*, which recommends that bicycle parking for all-day use on a regular basis should be expected to be combined with end-of-trip facilities such as showers, lockers etc.

Bicycle parking for staff should be increased to 10% of proposed staff population to encourage non-car mode share for travel to and from the site, with adequate end of trip facilities also provided. Bicycle parking for primary school students should be provided to support primary school student cycle mode share (3% existing) for the proposed primary school student population

Recommendation

It is requested that prior to the issue of the Construction Certificate, the applicant be conditioned to provide bicycle parking and end of trip facilities for staff and students in accordance with Australian Standard AS1742.9:2018 *Manual of Uniform Traffic*

Control Devices - Bicycle Facilities, and Cycling Aspects of Austroads Guides including:

- 89 bicycle parking spaces for students and 20 bicycle spaces for staff. Locate bicycle parking and storage facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

TTPP Response

It is proposed to comply with TfNSW's suggestion with a proposed provision of 109 bike spaces, instead of 82 spaces.

In addition, the revised GTP has included two sets of mode share targets:

- short term 'realistic' targets (that have been adopted by the TIA for modelling purposes)
- long term 'aspirational' targets (these are targets that GTP will aim to achieve, with each future update of the GTP coming closer to achieving these goals).

The long term targets, include a bicycle parking mode share of 10% for staff as recommended by TfNSW.

Comment 7

7. The following routes have changed since this report was prepared. Need to update the route lists in:

Transport and Accessibility Impact Assessment (TAIA)

- Tables 2.1 & 2.2
 - 154X now only operates to Dee Why;
 - 168, 173 and 188 are discontinued;
 - Route 200 only operates to Gore Hill;
 - 343 is cancelled and replaced with 115 which only operates to Bridge St;
 - School specials 660W & 661W have been renumbered to 793n & 794n respectively; and
- Missing 150X – Manly to Milsons Point (Express Service)

Green Travel Plan (GTP)

- Tables 2.2 & 2.3
 - 154X now only operates to Dee Why;
 - 168, 173 and 188 are discontinued;
 - Route 200 only operates to Gore Hill;
 - 343 is cancelled and replaced with 115 which only operates to Bridge St;
 - School specials 660W & 661W have been renumbered to 793n & 794n respectively; and
- Missing 150X – Manly to Milsons Point (Express Service)

Recommendation

The TAIA and GTP need to be updated to reflect current bus route information.

TTPP Response

The TIA and GTP has been updated as requested.

Comment 8

8. The proposed Carlow Street car park would provide 50 spaces proposed for staff, compared to 44 existing spaces. Proposed parking spaces for staff should remain at the existing 44 spaces to discourage car use and increase non-car mode share for travel to and from the site. The provision of 44 parking spaces for staff parking aligns with Educational SEPP. Measures to discourage staff from using St Mary's Church / Parish Office parking (41 spaces) should be included in the updated Green Travel Plan (GTP).

Recommendation – Carlow Street Car Park

The development be conditioned to provide a maximum of 44 parking spaces for staff in the proposed Carlow Street car park.

TTPP Response

The TIA indicates that there are 63 spaces regularly used by staff currently, including 44 formal spaces and 19 informal spaces, as per extract below.

The existing site accommodates 101 car spaces including 57 car spaces dedicated to St Mary's Church and the Parish Office (i.e. Ron Dyer Centre). The remaining 44 spaces are believed to be occupied by school staff. Based on the parking survey data, an additional 19 informal spaces are used for parking, indicating an on-site parking demand of 63 spaces from the schools.

The 19 informal spaces are considered permanent spaces used by staff and not replacing them would cause further strain on on-street supply. The informal parking is shown in Figure 2.

Figure 2: Staff Parking on Unmarked Areas



A comparative summary of the existing and proposed provisions is detailed in Table 4.

Table 4: Parking Provision Comparison

| Type of Parking | Existing | Proposed |
|--|--------------------------|-------------------|
| Ridge Lane Accessible Spaces | 6 | 6 |
| Unreserved Spaces | 38 ^[1] | 50 ^[2] |
| Informal Spaces | 19 | 0 |
| Sub-Total | 63 | 56 |
| Reserved At Grade Spaces | 17 ^[1] | 0 |
| Ron Dyer Centre | 40 | 37 |
| Childcare Centre Drop Off | On-Street ^[3] | 9 |
| Senior Drop Off | On-Street ^[3] | 12 |
| Total (Staff + Drop Off + Parish) | 120 | 114 |

[1] Existing at-grade parking, to be removed

[2] Proposed Carlow Street Car Park which is to replace all existing at-grade car parking spaces, except the Ridge Lane accessible spaces which are to be retained.

[3] Carlow Street has P10 restrictions for about 4-5 car spaces, from 8:30am to 10am and 4pm to 6pm, which are believed to be used by parents to drop off and pick up.

As per Table 4, the parking spaces available to staff currently equates to 63 spaces. In the future, staff will have 56 spaces available for use. Staff parking provision has therefore reduced.

Comment 9

Comment no 9 relates to a requirement to update the GTP prior to the Occupation Certificate and obtain endorsement from Sydney Coordination Office. This will be a consent condition. Nothing required for this at this stage.

Comment 10

Construction Traffic Management Plan (CTMP)

10. The driveway on Ridge Street must be restricted to left-in and left-out movement to reduce conflicts and avoid vehicle queue back to the intersection of Miller Street/ Ridge Street. Turn paths for the largest vehicle to access the site are required for this left in / left out movement. Truck routes should be updated.

TTPP Response

Construction vehicles will not be accessing the site via Ridge Street.

Comment 11-12

11. The turn paths provided at the intersection of Pacific Highway / McLaren Street are tracking over the concrete central median, this is a safety concern and amended turn paths are required to verify the safety of this movement.

12. The 12.5m HV turn path indicates that trucks will be turning right from West Street into Falcon Street from the southbound approach. This is not supported as there is a full time 'No right turn' restriction for this movement. Truck routes should be updated.

TTPP Response

The swept paths in Appendix A have been revised accordingly.

Comment 12

13. No construction vehicle movements are to occur during school drop-off (8.00am to 9.30am) and pick up (2.30pm to 4.00pm) times on school days as the proposed truck route contains school zones. This should be reflected in the CTMP.

TPP Response

This restriction is already noted in Section 3.3 (Work Hours). However, the PM time period has been revised to match the above hours (from 2-4pm to 2.30-4pm). \

Comment 15

15. School zones must be installed along all roads with a direct access point (either pedestrian or vehicular) from the school. School Zones must not be provided along roads adjacent to the school without a direct access point.

TPP Response

School zones are currently present along Ridge Street, Carlow Street and Miller Street. No changes are proposed to these existing zones.

North Sydney Council Comments

Comment 1

The modelling assumes a future road connection from Ridge Street to the Western Harbour Tunnel. There is no such connection proposed as part of the Warringah Freeway/Western Harbour Tunnel project that Council is aware of. This assumption is of concern as it impacts much of the modelling outcomes, and it is stated that the traffic data was supplied by TfNSW. The accuracy of this data and assumptions should be clarified before any determination is made. Clarification of this issue will also be sought from TfNSW. (North Sydney council)

TPP Response

Traffic forecasts have been based on TfNSW forecast strategic models (STFM). These models include the latest and most up to date future road infrastructure. Prior to the preparation of the traffic assessment, TfNSW was queried on the proposed connection to the Western Harbour Tunnel, who instructed TPP that model is relevant and should be used as our base. As we have relied on the TfNSW model for our forecasting we are unable to change this assumption.

Comment 2

Bus occupancy data – the data suggests that most bus services analysed are below 40% occupied. Buses travelling between North Sydney Station and Marist College are often seated and standing capacity with a majority of passengers being school students from local schools including Marist College – particularly between 8am and 9am. It would be prudent to gauge occupancy of the buses departing North Sydney Station Blue Street interchange in the AM; and departing North Sydney Oval – Miller Street in the PM.

TTPP Response

In response to the above, further analysis of bus occupancy has been undertaken for the following stops:

- North Sydney Station Blue Street Stand A, B, C, D and F (, Stop IDs: 206011, 206012, 206092, 206014, 206015) – for the AM peak
- North Sydney Oval – Miller Street (Stop ID 206018) – for the PM peak.

The data is presented in Table 5.

Table 5: Bus Occupancy (February 2020)

| Time | Public Buses | | | School Buses | | |
|---|--------------|--------|--------|--------------|--------|--------|
| | 0-20% | 21-40% | 41-60% | 0-20% | 21-40% | 41-60% |
| North Sydney Station Blue Street | | | | | | |
| 07:00 to 07:59 | 97% | 3% | 0% | 100% | 0% | 0% |
| 08:00 to 08:59 | 88% | 13% | 0% | 100% | 0% | 0% |
| North Sydney Oval | | | | | | |
| 15:00 to 15:59 | 58% | 33% | 8% | 60% | 40% | 0% |
| 16:00 to 16:59 | 87% | 13% | 0% | 0% | 0% | 0% |
| 17:00 to 17:59 | 87% | 13% | 0% | 0% | 0% | 0% |

TfNSW data on bus occupancy indicates that buses are generally between 0-40% occupied at the above stops. However, at 3pm-4pm (during school ending period), buses notably increase in occupancy however, only to 41-60%. No buses are noted to be above 60% occupancy.

It is expected that the proposed new Metro Station may also further reduce bus patronage with students and the general public expected to shift modes.

Further to the above, it is noted that the development includes improved pedestrian capacity at the key bus stop servicing the site. The bus stop fronting the site along Miller Street (i.e., Miller Street at Carlow Street, Stop ID 206049) currently sees significant pedestrian congestion, generally caused by students leaving the school during the 3pm-3.15pm rush for the bus. The stop is shown in Figure 3.

Figure 3: Miller Street at Carlow Street Bus Stop



The proposed development aims to reduce congestion by providing additional footpath space on school property, behind the bus stop which is currently blocked by fencing. Pedestrian access to the school will also be provided in close proximity which may allow students to wait near the school access rather than on the narrow footpath at the bus stop.

Public Comments

Comment 1 (Owners Corporation Committee)

The traffic surveys undertaken to-date appear to have been done over too small an area, and not to have included traffic flows in streets such as Hayberry, West, Myrtle, Burlington, Ernest Sts etc which feed into and are impacted by school traffic flows. Nor have they made convincing reference to understanding traffic flows from Tucker St into and out of Carlow St with students of North Sydney Boys High ...directly opposite the proposed entry to the parking building for the expanded precinct.

TTPP Response

The traffic survey and modelling scope has been undertaken in accordance with the Secretary's Environmental Assessment Requirements (SEARs) which has listed the intersections that are required for assessment.

Based on site observations, Miller Street is the key street in the local road network which is coordinated with the wider arterial road network. Therefore, an increase in traffic to Miller

Street will have an effect on the wider road network. Assessing the impact on this road is considered critical.

The side streets off West Street (e.g., Hayberry, West, Myrtle, Burlington) are low traffic generating given they are used primarily for local access. It is understood that these roads are at times, used for rat running however, there is no evident reason why they should be a significant destination for school traffic.

In relation to the impact to Tucker Street, it is noted that:

- There is an existing drop off area (P10 parking) on Carlow Street that is likely used by parents to drop off students to Marist College. The parents that drop off on-street will now be moved from on-street to on-site noting the substantial queueing area available within the new car park. This will ultimately assist with congestion along Carlow Street.
- The new site access has been designed to permit clear two-way flows for large vehicles (vans, Utes etc). Therefore, delays to turning movements are reduced by ensuring that the site driveway and site traffic is operating efficiently. This will effectively reduce the likelihood of queueing issues from the site access along Carlow Street.

In relation to traffic along West Street, the proposed new traffic to the school and redistribution of existing traffic on to West Street is shown in Figure 4 and Figure 5.

Figure 4: AM Peak Distribution



Figure 5: PM Peak Distribution



Figure 4 and Figure 5 indicate that traffic into Ridge Street from West Street will reduce. This is as a result of some of the existing school traffic redistributing to Carlow Street.

The site access at Ridge Street is currently entry only and will be two-way post development, as such some traffic that is currently exiting on to Miller Street will redistribute to Ridge Street as well as Carlow Street.

As a result of the redistribution of existing traffic, there would be an associated reduction in other traffic movements along West Street, which is expected to balance out the traffic impact.

New traffic from the proposed increase in student numbers will result in an increase of traffic to West Street by 44-108 vehicles per hour. This equates to a total increase of one to two vehicles every minute to the intersection distributed over each turning movement. Notwithstanding this increase to Carlow Street, there is an associated reduction at Ridge Street. The wider distribution of site traffic to the surrounding road network is considered to be a positive impact as it allows the wider network/road to flow more efficiently and effectively provides more capacity to each individual intersection.

Additionally, the traffic modelling does not anticipate the impact of the new drop off areas. The development will include an increase to the capacity of drop off areas, which is expected to enable more traffic to be accommodated on-site and as a result reduce on-

street parking demand and reduce the number of people who may be circulating the roads looking for a suitable space to stop and drop off their child.

Comment 2 (Owners Corporation Committee)

Reference was made by the traffic consultants in our December meeting to situations overseas where Green Traffic Plans for similar developments have been accompanied by measurable milestones to quantify the degree to which the traffic and parking plans are being realised. No such milestones are included in the current Development Application. Why not?

TPPP Response

The latest version of the GTP (dated 2 August 2021) has been prepared with short term and long term mode share targets, which is the key measure to assess the effects of GTP initiatives.

Notably, the GTP is a working document that is regularly monitored and adjusted throughout operation. The GTP would be updated early after occupation of the proposed development. This includes the appointment of a Travel Plan Coordinator (TPC), who would be appointed to ensure the monitoring and update of the GTP to ensure that the targets are being met, with an aim to eventually reach the long term mode share targets.

It is expected that initially the GTP would be updated at least yearly, with initiatives provided with timelines and appointed personnel to champion or lead the initiative. At this stage, the GTP is a preliminary plan and it is too early to appoint a TPC or specific personnel to tasks. However, the targets have been set as an overarching goal for the plan.

Comment 3 (Owners Corporation Committee)

Indications from our discussions are that no consideration is being given to alternative traffic and parking options or any variations to the current plans .Consistent reference is made to the State Government and North Sydney Council being firm on not allowing additional traffic to enter or exit onto Miller and Ridge Sts ,leaving Carlow as the only option ; and to the current church car park not being available for any parking for the expanded precinct as it has to be used for a public precinct. Yet no reference exists in the proposals to the expanded use of roundabouts (e.g., at the intersection of West and Carlow Sts etc) to help traffic flows or to the option of using some or all of the current church car park to accommodate the increased parking and traffic flows caused by the expanded precinct as opposed to trying to serve a "nice-to -have " public interest.

TPP Response

To confirm, TfNSW does not permit new access points off State or Regional Roads (i.e. Miller Street which is a State Road) or continued use of existing driveways for any proposed development, if practicable access can be achieved from a lesser order road. This is a statutory requirement as part of the State Environmental Planning Policy for Infrastructure, which states that the "consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road...".

While this may be the key reason for why the access off Miller Street was removed, there are other safety issues that have been mitigated as a result of removing this access. The existing egress has sight distance issues at two points, firstly to pedestrians and then to traffic along Miller Street itself. The pedestrian sight issues are mitigated by design, however, sight lines to traffic are affected by kerbside parking and roadside trees. Given the significance of Miller Street as a State Road, an access along this road is not ideal in terms of road safety. Additionally, given there are higher traffic volumes along Miller Street, delays to site traffic are expected to be higher as exiting vehicles are required to give-way to a higher volume of traffic than on the adjoining lower order roads i.e., Carlow Street and Ridge Street.

Furthermore, the provision of two site access points will enable site traffic to be distributed over two roads (instead of one as is currently the case) and the two new drop off areas that accommodate long free flowing vehicle queues on-site will allow a more efficient traffic operation on-site. The increase in queueing area on-site is expected to enable more traffic to be accommodated on-site and as a result reduce on-street parking demand and reduce the number of people who may be circulating the roads looking for a suitable space to stop and drop off their child.

Comment 4 (Other)

Lack of consideration for the existing 20 parks during construction (interim).

TPP Response

It's not clear which 20 parks this comment is referring to, however, the following sections of the Construction Traffic and Pedestrian Management Plan (dated 12 July 2021) discuss the parking arrangements during construction works:

- Section 3.2 Duration and Staging of Works – identifies that the Carlow Street car park will be built before demolishing the existing car parks
- Section 3.8 and Section 5.5. Construction Work Parking – discusses the parking arrangements for construction workers
- Section 4.7 Car Parking – discusses the temporary impact to existing parking.

During operation the displaced parking is to be accommodated within the new Carlow Street car park as summarised in Section 5.1.6 of the Transport and Accessibility Assessment (dated 12 July 2021).

Comment 5 (Other)

Likely traffic bottleneck to occur on Carlow Street as cars try to turn right and be blocked by cars wishing to enter the school.

TTPP Response

It's not clear which right turn this comment is referring to: - however, it is assumed that the comment is referring to traffic in and out of the site access on Carlow Street. On this basis, we note that the site access has been designed to ensure efficient traffic flows including:

- the driveway has been designed to permit clear two-way flows
- the underground drop off area promotes a one-way continuous flow which minimises conflict and queuing, and thereby reduces delay to movements in and out of the sit.

Comment 6 (Other)

Lack of information on the impact on the Tucker Street and Carlow Street intersection.

As per TTPP's response under Comment 3.

Comment 7 (Other)

Lack of consideration for the impact on street parking by the St Leonards Park users.

TTPP Response

The development is including additional drop off areas on-site which will effectively reduce on-street parking demand. Additionally, events that are held at St Leonards Park and North Sydney Oval are generally held outside of traffic school traffic peaks and therefore, the peak parking demand for these parks will not coincide with the school traffic and parking peak.

Comment 8 (Other)

The proposal that the parking building for the first stage 5-level building will have an extra 71 parking spots, but none for the second stage, (which includes a 1500 seat amphitheatre) seriously understates the parking required for the expanded complex. Without for more parking than is being proposed, it serves to highlight that the proposed precinct represents a serious over development for what is a residential area, and one which will fundamentally inconvenience and diminish the exiting amenity for residents and local businesses..and for visitors to St Leonards Park and North Sydney Oval, which are regularly used for events during the week as well as at weekends. Not enough parking provided to support increased capacity of the development including the proposed amphitheatre.

TPP Response

There appears to be some wording inconsistencies "Amphitheatre" and "Auditorium" are the one and the same. An auditorium is a typical inclusion in a school to enable school assemblies, activities and ceremonies.

The community may use the auditorium however, this would be outside of school operating periods. The term '1500 seat' refers to the size of the hall and not the typical use of it. Therefore, the likelihood of non-school period events that accommodate this level of patronage is unlikely.

If one is to occur, it is anticipated that the event would be subject to an event management plan that includes traffic and parking management measures, including promoting the use of public transport as per the Green Travel Plan.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Ken Hollyoak
Director

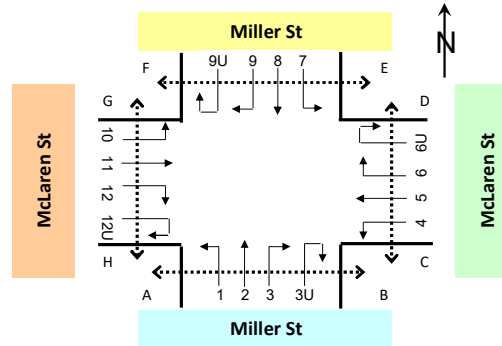
Encl. Attachment One – Year 2020 Survey Data
Attachment Two – Year 2017 and 2018 Survey Data

Attachment One

Year 2020 Survey Data

Job No. : N5955
Client : TTPP
Suburb : North Sydney
Location : 1. McLaren St / Miller St

Day/Date : Thursday, 17th September 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

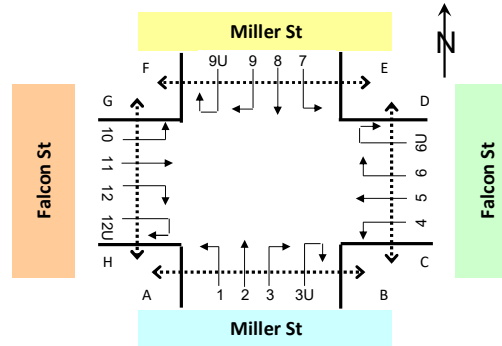


| Approach | | Miller St | | | | | McLaren St | | | | | Miller St | | | | | McLaren St | | | | | Grand Total |
|-------------|----------------|-----------|--------------|--------------------|-------|-------|------------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|------------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| AM | 7:45 to 8:45 | 499 | 7 | 0 | 22 | 528 | 195 | 2 | 0 | 0 | 197 | 713 | 14 | 0 | 60 | 787 | 234 | 1 | 0 | 0 | 235 | 1,747 |
| PM | 14:45 to 15:45 | 450 | 19 | 0 | 59 | 528 | 157 | 5 | 0 | 0 | 162 | 329 | 7 | 0 | 23 | 359 | 143 | 3 | 0 | 0 | 146 | 1,195 |

| Approach | | Miller St | | | | | McLaren St | | | | | Miller St | | | | | McLaren St | | | | | Grand Total |
|----------------|--|-----------|--------------|--------------------|-------|-------|------------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|------------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| 7:00 to 8:00 | | 316 | 15 | 0 | 12 | 343 | 102 | 2 | 0 | 0 | 104 | 477 | 20 | 0 | 48 | 545 | 127 | 0 | 0 | 0 | 127 | 1,119 |
| 7:15 to 8:15 | | 400 | 16 | 0 | 19 | 435 | 145 | 3 | 0 | 0 | 148 | 595 | 19 | 0 | 58 | 672 | 175 | 1 | 0 | 0 | 176 | 1,431 |
| 7:30 to 8:30 | | 472 | 12 | 0 | 22 | 506 | 177 | 3 | 0 | 0 | 180 | 684 | 13 | 0 | 58 | 755 | 214 | 1 | 0 | 0 | 215 | 1,656 |
| 7:45 to 8:45 | | 499 | 7 | 0 | 22 | 528 | 195 | 2 | 0 | 0 | 197 | 713 | 14 | 0 | 60 | 787 | 234 | 1 | 0 | 0 | 235 | 1,747 |
| 8:00 to 9:00 | | 442 | 7 | 0 | 28 | 477 | 193 | 2 | 0 | 0 | 195 | 695 | 14 | 0 | 51 | 760 | 215 | 1 | 0 | 0 | 216 | 1,648 |
| 8:15 to 9:15 | | 395 | 7 | 0 | 22 | 424 | 159 | 2 | 0 | 0 | 161 | 600 | 12 | 0 | 43 | 655 | 170 | 0 | 0 | 0 | 170 | 1,410 |
| 8:30 to 9:30 | | 323 | 9 | 0 | 21 | 353 | 135 | 3 | 0 | 0 | 138 | 474 | 13 | 0 | 37 | 524 | 121 | 0 | 0 | 0 | 121 | 1,136 |
| AM Totals | | 919 | 29 | 0 | 48 | 996 | 350 | 6 | 0 | 0 | 356 | 1,343 | 36 | 0 | 112 | 1,491 | 387 | 1 | 0 | 0 | 388 | 3,231 |
| 14:30 to 15:30 | | 455 | 18 | 0 | 27 | 500 | 141 | 6 | 0 | 0 | 147 | 313 | 8 | 0 | 17 | 338 | 133 | 3 | 0 | 0 | 136 | 1,121 |
| 14:45 to 15:45 | | 450 | 19 | 0 | 59 | 528 | 157 | 5 | 0 | 0 | 162 | 329 | 7 | 0 | 23 | 359 | 143 | 3 | 0 | 0 | 146 | 1,195 |
| 15:00 to 16:00 | | 430 | 17 | 0 | 65 | 512 | 150 | 7 | 0 | 0 | 157 | 312 | 5 | 0 | 23 | 340 | 136 | 2 | 0 | 0 | 138 | 1,147 |
| 15:15 to 16:15 | | 424 | 7 | 0 | 62 | 493 | 134 | 7 | 0 | 0 | 141 | 295 | 2 | 0 | 24 | 321 | 137 | 2 | 0 | 0 | 139 | 1,094 |
| 15:30 to 16:30 | | 370 | 2 | 0 | 52 | 424 | 126 | 6 | 0 | 0 | 132 | 295 | 4 | 0 | 21 | 320 | 111 | 1 | 0 | 0 | 112 | 988 |
| 15:45 to 16:45 | | 411 | 4 | 0 | 27 | 442 | 123 | 4 | 0 | 0 | 127 | 323 | 5 | 0 | 20 | 348 | 113 | 2 | 0 | 0 | 115 | 1,032 |
| 16:00 to 17:00 | | 422 | 3 | 0 | 28 | 453 | 135 | 1 | 0 | 0 | 136 | 348 | 5 | 0 | 18 | 371 | 128 | 2 | 0 | 0 | 130 | 1,090 |
| PM Totals | | 1,048 | 23 | 0 | 97 | 1,168 | 338 | 12 | 0 | 0 | 350 | 800 | 15 | 0 | 47 | 862 | 310 | 5 | 0 | 0 | 315 | 2,695 |

Job No. : N5955
Client : TTPP
Suburb : North Sydney
Location : 2. Falcon St / Miller St

Day/Date : Thursday, 17th September 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

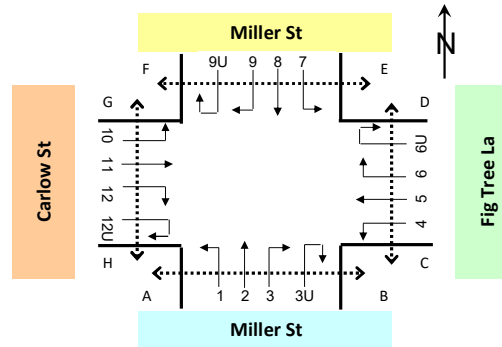


| Approach | | Miller St | | | | | Falcon St | | | | | Miller St | | | | | Falcon St | | | | | Grand Total |
|-------------|----------------|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| AM | 7:45 to 8:45 | 798 | 6 | 0 | 25 | 829 | 1,311 | 25 | 2 | 57 | 1,395 | 790 | 10 | 0 | 23 | 823 | 598 | 27 | 0 | 13 | 638 | 3,685 |
| PM | 16:00 to 17:00 | 555 | 4 | 0 | 28 | 587 | 1,267 | 16 | 0 | 24 | 1,307 | 335 | 5 | 0 | 12 | 352 | 770 | 5 | 0 | 17 | 792 | 3,038 |

| Approach | | Miller St | | | | | Falcon St | | | | | Miller St | | | | | Falcon St | | | | | Grand Total |
|----------------|--|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| 7:00 to 8:00 | | 310 | 8 | 0 | 13 | 331 | 1,072 | 43 | 1 | 59 | 1,175 | 514 | 7 | 0 | 13 | 534 | 621 | 24 | 0 | 13 | 658 | 2,698 |
| 7:15 to 8:15 | | 477 | 7 | 0 | 19 | 503 | 1,173 | 41 | 1 | 59 | 1,274 | 664 | 4 | 0 | 20 | 688 | 618 | 23 | 0 | 13 | 654 | 3,119 |
| 7:30 to 8:30 | | 658 | 8 | 0 | 21 | 687 | 1,291 | 27 | 1 | 62 | 1,381 | 750 | 4 | 0 | 22 | 776 | 600 | 28 | 0 | 14 | 642 | 3,486 |
| 7:45 to 8:45 | | 798 | 6 | 0 | 25 | 829 | 1,311 | 25 | 2 | 57 | 1,395 | 790 | 10 | 0 | 23 | 823 | 598 | 27 | 0 | 13 | 638 | 3,685 |
| 8:00 to 9:00 | | 787 | 5 | 0 | 31 | 823 | 1,308 | 29 | 1 | 48 | 1,386 | 747 | 9 | 0 | 21 | 777 | 592 | 26 | 0 | 18 | 636 | 3,622 |
| 8:15 to 9:15 | | 651 | 7 | 0 | 26 | 684 | 1,267 | 28 | 1 | 43 | 1,339 | 614 | 9 | 0 | 15 | 638 | 591 | 24 | 0 | 21 | 636 | 3,297 |
| 8:30 to 9:30 | | 494 | 9 | 0 | 26 | 529 | 1,140 | 34 | 1 | 37 | 1,212 | 500 | 11 | 0 | 11 | 522 | 638 | 28 | 0 | 20 | 686 | 2,949 |
| AM Totals | | 1,264 | 21 | 0 | 52 | 1,337 | 2,897 | 89 | 2 | 123 | 3,111 | 1,443 | 20 | 0 | 39 | 1,502 | 1,539 | 65 | 0 | 38 | 1,642 | 7,592 |
| 14:30 to 15:30 | | 639 | 16 | 0 | 28 | 683 | 976 | 22 | 0 | 22 | 1,020 | 398 | 8 | 0 | 9 | 415 | 731 | 22 | 1 | 10 | 764 | 2,882 |
| 14:45 to 15:45 | | 654 | 17 | 0 | 54 | 725 | 1,025 | 23 | 0 | 23 | 1,071 | 399 | 7 | 0 | 12 | 418 | 774 | 14 | 1 | 11 | 800 | 3,014 |
| 15:00 to 16:00 | | 628 | 16 | 0 | 65 | 709 | 1,003 | 21 | 0 | 20 | 1,044 | 359 | 5 | 0 | 12 | 376 | 741 | 12 | 1 | 11 | 765 | 2,894 |
| 15:15 to 16:15 | | 604 | 9 | 0 | 63 | 676 | 1,057 | 15 | 0 | 24 | 1,096 | 339 | 4 | 0 | 11 | 354 | 751 | 10 | 0 | 15 | 776 | 2,902 |
| 15:30 to 16:30 | | 561 | 3 | 0 | 52 | 616 | 1,132 | 13 | 0 | 23 | 1,168 | 326 | 4 | 0 | 12 | 342 | 742 | 7 | 0 | 16 | 765 | 2,891 |
| 15:45 to 16:45 | | 550 | 5 | 0 | 30 | 585 | 1,153 | 15 | 0 | 24 | 1,192 | 315 | 3 | 0 | 12 | 330 | 740 | 6 | 0 | 16 | 762 | 2,869 |
| 16:00 to 17:00 | | 555 | 4 | 0 | 28 | 587 | 1,267 | 16 | 0 | 24 | 1,307 | 335 | 5 | 0 | 12 | 352 | 770 | 5 | 0 | 17 | 792 | 3,038 |
| PM Totals | | 1,476 | 23 | 0 | 98 | 1,597 | 2,754 | 46 | 0 | 57 | 2,857 | 898 | 15 | 0 | 27 | 940 | 1,868 | 30 | 1 | 33 | 1,932 | 7,326 |

Job No. : N5955
Client : TTPP
Suburb : North Sydney
Location : 3. Carlow St / Miller St / Fig Tree La

Day/Date : Thursday, 17th September 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

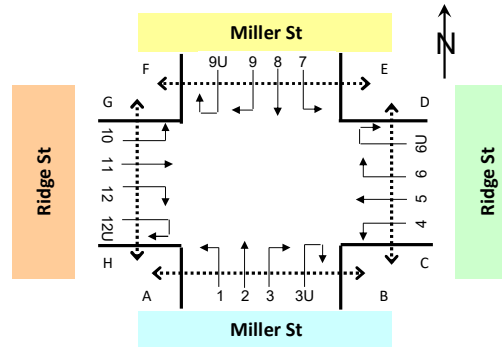


| Approach | | Miller St | | | | | Fig Tree La | | | | | Miller St | | | | | Carlow St | | | | | Grand Total |
|-------------|----------------|-----------|--------------|--------------------|-------|-------|-------------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| AM | 7:45 to 8:45 | 689 | 6 | 0 | 26 | 721 | 8 | 2 | 0 | 0 | 10 | 1,127 | 11 | 0 | 58 | 1,196 | 185 | 2 | 0 | 0 | 187 | 2,114 |
| PM | 14:45 to 15:45 | 613 | 15 | 0 | 51 | 679 | 4 | 5 | 0 | 0 | 9 | 498 | 7 | 0 | 20 | 525 | 139 | 5 | 0 | 3 | 147 | 1,360 |

| Approach | | Miller St | | | | | Fig Tree La | | | | | Miller St | | | | | Carlow St | | | | | Grand Total |
|----------------|--|-----------|--------------|--------------------|-------|-------|-------------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| 7:00 to 8:00 | | 279 | 10 | 0 | 13 | 302 | 7 | 5 | 0 | 0 | 12 | 755 | 19 | 0 | 47 | 821 | 84 | 1 | 0 | 0 | 85 | 1,220 |
| 7:15 to 8:15 | | 409 | 11 | 0 | 19 | 439 | 6 | 4 | 0 | 0 | 10 | 950 | 13 | 0 | 57 | 1,020 | 119 | 1 | 0 | 0 | 120 | 1,589 |
| 7:30 to 8:30 | | 579 | 11 | 0 | 22 | 612 | 5 | 4 | 0 | 0 | 9 | 1,105 | 9 | 0 | 58 | 1,172 | 161 | 2 | 0 | 0 | 163 | 1,956 |
| 7:45 to 8:45 | | 689 | 6 | 0 | 26 | 721 | 8 | 2 | 0 | 0 | 10 | 1,127 | 11 | 0 | 58 | 1,196 | 185 | 2 | 0 | 0 | 187 | 2,114 |
| 8:00 to 9:00 | | 657 | 6 | 0 | 33 | 696 | 6 | 2 | 0 | 0 | 8 | 1,063 | 13 | 0 | 50 | 1,126 | 210 | 3 | 0 | 0 | 213 | 2,043 |
| 8:15 to 9:15 | | 545 | 7 | 0 | 27 | 579 | 7 | 2 | 0 | 0 | 9 | 888 | 12 | 0 | 43 | 943 | 183 | 2 | 0 | 0 | 185 | 1,716 |
| 8:30 to 9:30 | | 382 | 7 | 0 | 26 | 415 | 6 | 1 | 0 | 0 | 7 | 684 | 16 | 0 | 35 | 735 | 148 | 2 | 0 | 0 | 150 | 1,307 |
| AM Totals | | 1,061 | 22 | 0 | 53 | 1,136 | 15 | 7 | 0 | 0 | 22 | 2,066 | 37 | 0 | 111 | 2,214 | 333 | 5 | 0 | 0 | 338 | 3,710 |
| 14:30 to 15:30 | | 612 | 14 | 0 | 26 | 652 | 6 | 5 | 0 | 0 | 11 | 526 | 8 | 0 | 17 | 551 | 132 | 4 | 0 | 1 | 137 | 1,351 |
| 14:45 to 15:45 | | 613 | 15 | 0 | 51 | 679 | 4 | 5 | 0 | 0 | 9 | 498 | 7 | 0 | 20 | 525 | 139 | 5 | 0 | 3 | 147 | 1,360 |
| 15:00 to 16:00 | | 545 | 16 | 0 | 62 | 623 | 9 | 4 | 0 | 0 | 13 | 452 | 4 | 0 | 18 | 474 | 144 | 2 | 0 | 3 | 149 | 1,259 |
| 15:15 to 16:15 | | 525 | 10 | 0 | 61 | 596 | 8 | 2 | 0 | 0 | 10 | 430 | 4 | 0 | 18 | 452 | 138 | 1 | 0 | 2 | 141 | 1,199 |
| 15:30 to 16:30 | | 493 | 5 | 0 | 50 | 548 | 8 | 0 | 0 | 0 | 8 | 415 | 4 | 0 | 16 | 435 | 110 | 1 | 0 | 2 | 113 | 1,104 |
| 15:45 to 16:45 | | 503 | 8 | 0 | 31 | 542 | 8 | 0 | 0 | 0 | 8 | 419 | 4 | 0 | 18 | 441 | 101 | 0 | 0 | 0 | 101 | 1,092 |
| 16:00 to 17:00 | | 510 | 5 | 0 | 28 | 543 | 1 | 0 | 0 | 0 | 1 | 449 | 5 | 0 | 21 | 475 | 99 | 1 | 0 | 0 | 100 | 1,119 |
| PM Totals | | 1,353 | 24 | 0 | 94 | 1,471 | 14 | 5 | 0 | 0 | 19 | 1,167 | 15 | 0 | 45 | 1,227 | 296 | 6 | 0 | 3 | 305 | 3,022 |

Job No. : N5955
Client : TTPP
Suburb : North Sydney
Location : 4. Ridge St / Miller St

Day/Date : Thursday, 17 September 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

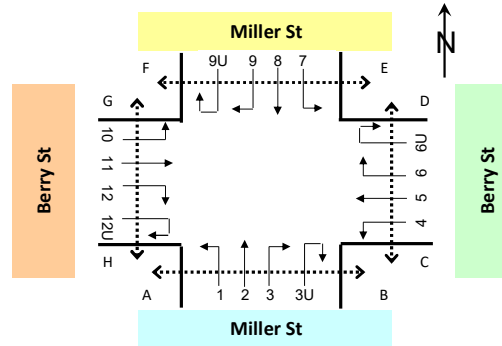


| Approach | | Miller St | | | | | Ridge St | | | | | Miller St | | | | | Ridge St | | | | | Grand Total |
|-------------|----------------|-----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| AM | 7:45 to 8:45 | 473 | 7 | 0 | 22 | 502 | 215 | 3 | 0 | 0 | 218 | 1,035 | 14 | 0 | 58 | 1,107 | 199 | 1 | 0 | 5 | 205 | 2,032 |
| PM | 14:45 to 15:45 | 369 | 16 | 0 | 51 | 436 | 177 | 2 | 0 | 4 | 183 | 452 | 7 | 0 | 21 | 480 | 157 | 0 | 0 | 1 | 158 | 1,257 |

| Approach | | Miller St | | | | | Ridge St | | | | | Miller St | | | | | Ridge St | | | | | Grand Total |
|----------------|--|-----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| 7:00 to 8:00 | | 254 | 10 | 0 | 12 | 276 | 116 | 3 | 0 | 0 | 119 | 676 | 18 | 0 | 47 | 741 | 105 | 0 | 0 | 5 | 110 | 1,246 |
| 7:15 to 8:15 | | 336 | 14 | 0 | 18 | 368 | 165 | 4 | 0 | 0 | 169 | 866 | 18 | 0 | 55 | 939 | 136 | 1 | 0 | 6 | 143 | 1,619 |
| 7:30 to 8:30 | | 438 | 11 | 0 | 22 | 471 | 196 | 4 | 0 | 0 | 200 | 1,028 | 13 | 0 | 57 | 1,098 | 170 | 1 | 0 | 6 | 177 | 1,946 |
| 7:45 to 8:45 | | 473 | 7 | 0 | 22 | 502 | 215 | 3 | 0 | 0 | 218 | 1,035 | 14 | 0 | 58 | 1,107 | 199 | 1 | 0 | 5 | 205 | 2,032 |
| 8:00 to 9:00 | | 422 | 7 | 0 | 28 | 457 | 195 | 2 | 0 | 2 | 199 | 967 | 15 | 0 | 50 | 1,032 | 179 | 1 | 0 | 2 | 182 | 1,870 |
| 8:15 to 9:15 | | 344 | 6 | 0 | 23 | 373 | 161 | 1 | 0 | 2 | 164 | 808 | 12 | 0 | 44 | 864 | 161 | 0 | 0 | 1 | 162 | 1,563 |
| 8:30 to 9:30 | | 254 | 7 | 0 | 21 | 282 | 111 | 1 | 0 | 2 | 114 | 602 | 12 | 0 | 36 | 650 | 127 | 0 | 0 | 1 | 128 | 1,174 |
| AM Totals | | 788 | 23 | 0 | 48 | 859 | 354 | 5 | 0 | 2 | 361 | 1,865 | 35 | 0 | 111 | 2,011 | 326 | 1 | 0 | 7 | 334 | 3,565 |
| 14:30 to 15:30 | | 368 | 15 | 0 | 25 | 408 | 180 | 4 | 0 | 0 | 184 | 473 | 7 | 0 | 18 | 498 | 154 | 0 | 0 | 1 | 155 | 1,245 |
| 14:45 to 15:45 | | 369 | 16 | 0 | 51 | 436 | 177 | 2 | 0 | 4 | 183 | 452 | 7 | 0 | 21 | 480 | 157 | 0 | 0 | 1 | 158 | 1,257 |
| 15:00 to 16:00 | | 347 | 14 | 0 | 61 | 422 | 169 | 2 | 1 | 5 | 177 | 419 | 4 | 0 | 18 | 441 | 150 | 1 | 0 | 1 | 152 | 1,192 |
| 15:15 to 16:15 | | 343 | 7 | 0 | 59 | 409 | 180 | 1 | 1 | 5 | 187 | 385 | 1 | 0 | 18 | 404 | 152 | 1 | 0 | 1 | 154 | 1,154 |
| 15:30 to 16:30 | | 306 | 2 | 0 | 50 | 358 | 175 | 1 | 1 | 5 | 182 | 374 | 3 | 0 | 16 | 393 | 148 | 1 | 0 | 0 | 149 | 1,082 |
| 15:45 to 16:45 | | 325 | 4 | 0 | 30 | 359 | 187 | 2 | 1 | 1 | 191 | 382 | 4 | 0 | 18 | 404 | 146 | 2 | 0 | 0 | 148 | 1,102 |
| 16:00 to 17:00 | | 339 | 3 | 0 | 28 | 370 | 196 | 2 | 0 | 0 | 198 | 392 | 5 | 0 | 21 | 418 | 145 | 1 | 0 | 0 | 146 | 1,132 |
| PM Totals | | 850 | 20 | 0 | 93 | 963 | 443 | 7 | 1 | 5 | 456 | 1,043 | 13 | 0 | 46 | 1,102 | 365 | 2 | 0 | 1 | 368 | 2,889 |

Job No. : N5955
Client : TTPP
Suburb : North Sydney
Location : 5. Berry St / Miller St

Day/Date : Thursday, 17th September 2020
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

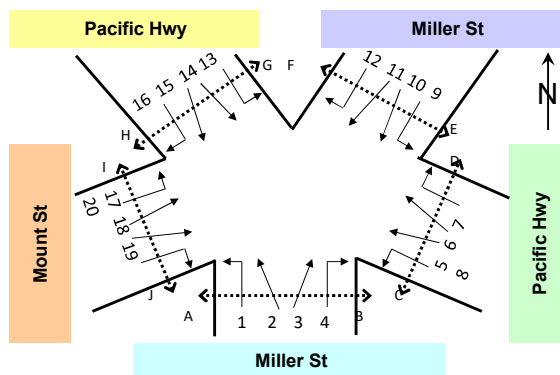


| Approach | | Miller St | | | | | Berry St | | | | | Miller St | | | | | Berry St | | | | | Grand Total |
|-------------|----------------|-----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| AM | 7:45 to 8:45 | 563 | 17 | 0 | 24 | 604 | 0 | 0 | 0 | 0 | 0 | 535 | 13 | 0 | 58 | 606 | 1,106 | 18 | 0 | 34 | 1,158 | 2,368 |
| PM | 14:45 to 15:45 | 534 | 19 | 0 | 57 | 610 | 0 | 0 | 0 | 0 | 0 | 314 | 8 | 0 | 18 | 340 | 799 | 10 | 0 | 34 | 843 | 1,793 |

| Approach | | Miller St | | | | | Berry St | | | | | Miller St | | | | | Berry St | | | | | Grand Total |
|----------------|--|-----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| 7:00 to 8:00 | | 417 | 15 | 0 | 16 | 448 | 0 | 0 | 0 | 0 | 0 | 353 | 11 | 1 | 40 | 405 | 817 | 30 | 0 | 30 | 877 | 1,730 |
| 7:15 to 8:15 | | 479 | 17 | 0 | 23 | 519 | 0 | 0 | 0 | 0 | 0 | 430 | 12 | 1 | 50 | 493 | 1,012 | 28 | 0 | 31 | 1,071 | 2,083 |
| 7:30 to 8:30 | | 536 | 17 | 0 | 24 | 577 | 0 | 0 | 0 | 0 | 0 | 492 | 8 | 1 | 54 | 555 | 1,117 | 19 | 0 | 36 | 1,172 | 2,304 |
| 7:45 to 8:45 | | 563 | 17 | 0 | 24 | 604 | 0 | 0 | 0 | 0 | 0 | 535 | 13 | 0 | 58 | 606 | 1,106 | 18 | 0 | 34 | 1,158 | 2,368 |
| 8:00 to 9:00 | | 518 | 15 | 0 | 29 | 562 | 0 | 0 | 0 | 0 | 0 | 551 | 14 | 0 | 53 | 618 | 1,061 | 14 | 0 | 36 | 1,111 | 2,291 |
| 8:15 to 9:15 | | 499 | 19 | 0 | 24 | 542 | 0 | 0 | 0 | 0 | 0 | 496 | 14 | 0 | 47 | 557 | 936 | 14 | 0 | 35 | 985 | 2,084 |
| 8:30 to 9:30 | | 443 | 20 | 0 | 24 | 487 | 0 | 0 | 0 | 0 | 0 | 417 | 16 | 0 | 40 | 473 | 803 | 17 | 0 | 31 | 851 | 1,811 |
| AM Totals | | 1,154 | 43 | 0 | 55 | 1,252 | 0 | 0 | 0 | 0 | 0 | 1,064 | 29 | 1 | 107 | 1,201 | 2,230 | 53 | 0 | 82 | 2,365 | 4,818 |
| 14:30 to 15:30 | | 555 | 19 | 0 | 31 | 605 | 0 | 0 | 0 | 0 | 0 | 301 | 10 | 0 | 16 | 327 | 761 | 13 | 0 | 28 | 802 | 1,734 |
| 14:45 to 15:45 | | 534 | 19 | 0 | 57 | 610 | 0 | 0 | 0 | 0 | 0 | 314 | 8 | 0 | 18 | 340 | 799 | 10 | 0 | 34 | 843 | 1,793 |
| 15:00 to 16:00 | | 505 | 17 | 0 | 61 | 583 | 0 | 0 | 0 | 0 | 0 | 318 | 8 | 0 | 19 | 345 | 799 | 11 | 0 | 40 | 850 | 1,778 |
| 15:15 to 16:15 | | 456 | 9 | 0 | 56 | 521 | 0 | 0 | 0 | 0 | 0 | 305 | 5 | 0 | 19 | 329 | 796 | 9 | 0 | 33 | 838 | 1,688 |
| 15:30 to 16:30 | | 399 | 2 | 0 | 46 | 447 | 0 | 0 | 0 | 0 | 0 | 320 | 5 | 0 | 17 | 342 | 756 | 6 | 0 | 31 | 793 | 1,582 |
| 15:45 to 16:45 | | 439 | 5 | 0 | 28 | 472 | 0 | 0 | 0 | 0 | 0 | 340 | 5 | 0 | 19 | 364 | 757 | 8 | 0 | 25 | 790 | 1,626 |
| 16:00 to 17:00 | | 464 | 4 | 0 | 29 | 497 | 0 | 0 | 0 | 0 | 0 | 346 | 4 | 0 | 18 | 368 | 791 | 7 | 0 | 24 | 822 | 1,687 |
| PM Totals | | 1,209 | 25 | 0 | 94 | 1,328 | 0 | 0 | 0 | 0 | 0 | 808 | 18 | 0 | 42 | 868 | 1,897 | 22 | 0 | 72 | 1,991 | 4,187 |

Job No. : N5955
 Client : TTPP
 Suburb : North Sydney
 Location : 6. Pacific Hwy / Miller St / Mount St

Day/Date : Thursday, 17th September 2020
 Weather : Fine
 Description : Classified Intersection Count
 : Peak Hour Summary



| Approach | Miller St | | | | | Pacific Hwy | | | | | Miller St | | | | | Pacific Hwy | | | | | Mount St | | | | | Grand Total |
|-------------------|-----------|--------------|--------------------|-------|-------|-------------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-------------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|
| Time Period | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| AM 7:45 to 8:45 | 338 | 11 | 0 | 41 | 390 | 1,448 | 37 | 6 | 17 | 1,508 | 322 | 8 | 0 | 94 | 424 | 485 | 15 | 0 | 18 | 518 | 0 | 0 | 0 | 0 | 0 | 2,840 |
| PM 16:00 to 17:00 | 379 | 7 | 0 | 52 | 438 | 1,129 | 9 | 0 | 22 | 1,160 | 209 | 2 | 0 | 41 | 252 | 323 | 2 | 0 | 5 | 330 | 0 | 0 | 0 | 0 | 0 | 2,180 |

| Approach | Miller St | | | | | Pacific Hwy | | | | | Miller St | | | | | Pacific Hwy | | | | | Mount St | | | | | Grand Total |
|----------------|-----------|--------------|--------------------|-------|-------|-------------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-------------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|
| Time Period | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| 7:00 to 8:00 | 220 | 7 | 0 | 32 | 259 | 1,193 | 32 | 5 | 11 | 1,241 | 250 | 7 | 0 | 75 | 332 | 320 | 8 | 0 | 12 | 340 | 0 | 0 | 0 | 0 | 0 | 2,172 |
| 7:15 to 8:15 | 275 | 8 | 0 | 39 | 322 | 1,286 | 33 | 5 | 17 | 1,341 | 291 | 6 | 0 | 86 | 383 | 380 | 9 | 0 | 16 | 405 | 0 | 0 | 0 | 0 | 0 | 2,451 |
| 7:30 to 8:30 | 327 | 9 | 0 | 39 | 375 | 1,351 | 30 | 7 | 16 | 1,404 | 326 | 4 | 0 | 92 | 422 | 445 | 10 | 0 | 18 | 473 | 0 | 0 | 0 | 0 | 0 | 2,674 |
| 7:45 to 8:45 | 338 | 11 | 0 | 41 | 390 | 1,448 | 37 | 6 | 17 | 1,508 | 322 | 8 | 0 | 94 | 424 | 485 | 15 | 0 | 18 | 518 | 0 | 0 | 0 | 0 | 0 | 2,840 |
| 8:00 to 9:00 | 335 | 10 | 0 | 46 | 391 | 1,381 | 36 | 6 | 21 | 1,444 | 326 | 7 | 0 | 88 | 421 | 451 | 20 | 0 | 17 | 488 | 0 | 0 | 0 | 0 | 0 | 2,744 |
| 8:15 to 9:15 | 315 | 13 | 0 | 41 | 369 | 1,334 | 38 | 4 | 19 | 1,395 | 291 | 8 | 0 | 78 | 377 | 413 | 19 | 1 | 15 | 448 | 0 | 0 | 0 | 0 | 0 | 2,589 |
| 8:30 to 9:30 | 280 | 18 | 0 | 44 | 342 | 1,216 | 38 | 2 | 18 | 1,274 | 242 | 11 | 0 | 72 | 325 | 370 | 17 | 1 | 12 | 400 | 0 | 0 | 0 | 0 | 0 | 2,341 |
| AM Totals | 693 | 29 | 0 | 98 | 820 | 3,108 | 85 | 11 | 39 | 3,243 | 678 | 19 | 0 | 193 | 890 | 946 | 33 | 1 | 34 | 1,014 | 0 | 0 | 0 | 0 | 0 | 5,967 |
| 14:30 to 15:30 | 456 | 18 | 0 | 49 | 523 | 990 | 19 | 3 | 27 | 1,039 | 178 | 7 | 0 | 34 | 219 | 286 | 7 | 0 | 6 | 299 | 0 | 0 | 0 | 0 | 0 | 2,080 |
| 14:45 to 15:45 | 421 | 15 | 0 | 76 | 512 | 995 | 9 | 2 | 29 | 1,035 | 176 | 5 | 0 | 36 | 217 | 282 | 5 | 0 | 8 | 295 | 0 | 0 | 0 | 0 | 0 | 2,059 |
| 15:00 to 16:00 | 393 | 15 | 0 | 80 | 488 | 937 | 10 | 2 | 30 | 979 | 171 | 5 | 0 | 40 | 216 | 266 | 6 | 0 | 6 | 278 | 0 | 0 | 0 | 0 | 0 | 1,961 |
| 15:15 to 16:15 | 338 | 13 | 0 | 77 | 428 | 982 | 13 | 1 | 29 | 1,025 | 146 | 4 | 0 | 40 | 190 | 262 | 4 | 0 | 7 | 273 | 0 | 0 | 0 | 0 | 0 | 1,916 |
| 15:30 to 16:30 | 314 | 7 | 0 | 70 | 391 | 969 | 10 | 0 | 21 | 1,000 | 177 | 3 | 0 | 40 | 220 | 282 | 2 | 0 | 3 | 287 | 0 | 0 | 0 | 0 | 0 | 1,898 |
| 15:45 to 16:45 | 350 | 9 | 0 | 52 | 411 | 1,035 | 11 | 0 | 22 | 1,068 | 187 | 2 | 0 | 39 | 228 | 300 | 3 | 0 | 5 | 308 | 0 | 0 | 0 | 0 | 0 | 2,015 |
| 16:00 to 17:00 | 379 | 7 | 0 | 52 | 438 | 1,129 | 9 | 0 | 22 | 1,160 | 209 | 2 | 0 | 41 | 252 | 323 | 2 | 0 | 5 | 330 | 0 | 0 | 0 | 0 | 0 | 2,180 |
| PM Totals | 967 | 28 | 0 | 146 | 1,141 | 2,566 | 31 | 3 | 58 | 2,658 | 469 | 12 | 0 | 95 | 576 | 726 | 10 | 0 | 13 | 749 | 0 | 0 | 0 | 0 | 0 | 5,124 |

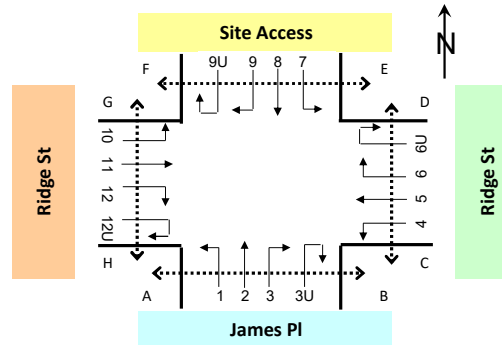
Job No. : N5955
 Client : TTPP
 Suburb : North Sydney
 Location : 7. Ridge St / Site Access / James Pl

Day/Date : Thursday, 17th September 2020

Weather : Fine

Description : Classified Intersection Count

: Peak Hour Summary



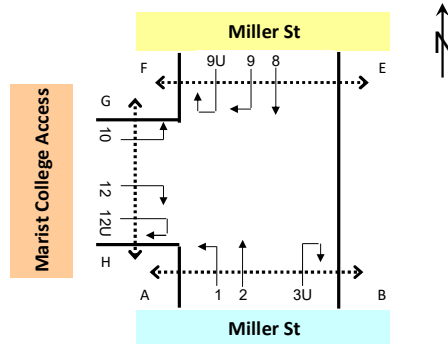
| Approach | | James Pl | | | | | Ridge St | | | | | Site Access | | | | | Ridge St | | | | | Grand Total |
|-------------|----------------|----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| AM | 7:45 to 8:45 | 13 | 0 | 0 | 0 | 13 | 283 | 2 | 0 | 0 | 285 | 0 | 0 | 0 | 0 | 0 | 304 | 2 | 0 | 5 | 311 | 609 |
| PM | 14:30 to 15:30 | 38 | 0 | 0 | 0 | 38 | 160 | 4 | 0 | 0 | 164 | 1 | 0 | 0 | 0 | 1 | 211 | 0 | 0 | 1 | 212 | 415 |

| Approach | | James Pl | | | | | Ridge St | | | | | Site Access | | | | | Ridge St | | | | | Grand Total |
|----------------|--|----------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|--------------|--------------------|-------|-------|----------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| 7:00 to 8:00 | | 1 | 1 | 0 | 0 | 2 | 156 | 1 | 0 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 157 | 2 | 0 | 5 | 164 | 323 |
| 7:15 to 8:15 | | 3 | 0 | 0 | 0 | 3 | 200 | 3 | 0 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 225 | 2 | 0 | 6 | 233 | 439 |
| 7:30 to 8:30 | | 6 | 0 | 0 | 0 | 6 | 260 | 3 | 0 | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 287 | 2 | 0 | 6 | 295 | 564 |
| 7:45 to 8:45 | | 13 | 0 | 0 | 0 | 13 | 283 | 2 | 0 | 0 | 285 | 0 | 0 | 0 | 0 | 0 | 304 | 2 | 0 | 5 | 311 | 609 |
| 8:00 to 9:00 | | 16 | 0 | 0 | 0 | 16 | 271 | 2 | 0 | 0 | 273 | 0 | 0 | 0 | 0 | 0 | 282 | 1 | 0 | 2 | 285 | 574 |
| 8:15 to 9:15 | | 16 | 0 | 0 | 0 | 16 | 234 | 0 | 0 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 227 | 0 | 0 | 1 | 228 | 478 |
| 8:30 to 9:30 | | 18 | 0 | 0 | 0 | 18 | 162 | 0 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 148 | 0 | 0 | 1 | 149 | 329 |
| AM Totals | | 24 | 1 | 0 | 0 | 25 | 482 | 3 | 0 | 0 | 485 | 0 | 0 | 0 | 0 | 0 | 484 | 3 | 0 | 7 | 494 | 1,004 |
| 14:30 to 15:30 | | 38 | 0 | 0 | 0 | 38 | 160 | 4 | 0 | 0 | 164 | 1 | 0 | 0 | 0 | 1 | 211 | 0 | 0 | 1 | 212 | 415 |
| 14:45 to 15:45 | | 37 | 0 | 0 | 0 | 37 | 154 | 4 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 192 | 0 | 0 | 1 | 193 | 388 |
| 15:00 to 16:00 | | 43 | 0 | 0 | 0 | 43 | 119 | 2 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 149 | 1 | 0 | 1 | 151 | 315 |
| 15:15 to 16:15 | | 43 | 0 | 0 | 0 | 43 | 112 | 1 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 138 | 1 | 0 | 1 | 140 | 296 |
| 15:30 to 16:30 | | 42 | 0 | 0 | 0 | 42 | 98 | 0 | 0 | 0 | 98 | 1 | 0 | 0 | 0 | 1 | 124 | 1 | 0 | 0 | 125 | 266 |
| 15:45 to 16:45 | | 52 | 0 | 0 | 0 | 52 | 100 | 0 | 0 | 0 | 100 | 1 | 0 | 0 | 0 | 1 | 116 | 2 | 0 | 0 | 118 | 271 |
| 16:00 to 17:00 | | 43 | 0 | 0 | 0 | 43 | 110 | 0 | 0 | 0 | 110 | 1 | 0 | 0 | 0 | 1 | 127 | 1 | 0 | 0 | 128 | 282 |
| PM Totals | | 103 | 0 | 0 | 0 | 103 | 315 | 4 | 0 | 0 | 319 | 2 | 0 | 0 | 0 | 2 | 390 | 2 | 0 | 1 | 393 | 817 |

Job No. : N5955
 Client : TTPP
 Suburb : North Sydney
 Location : 8. Marist College access / Carlow St

Day/Date : Thursday, 17th September 2020
 Weather : Fine
 Description : Classified Intersection Count

: Peak Hour Summary



| Approach | | Miller St | | | | | Miller St | | | | | Marist College Access | | | | | Grand Total |
|-------------|----------------|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-----------------------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| AM | 7:45 to 8:45 | 559 | 7 | 0 | 25 | 591 | 1,028 | 13 | 1 | 57 | 1,099 | 148 | 0 | 0 | 0 | 148 | 1,838 |
| PM | 14:30 to 15:30 | 509 | 15 | 0 | 26 | 550 | 457 | 8 | 0 | 17 | 482 | 127 | 0 | 0 | 0 | 127 | 1,159 |

| Approach | | Miller St | | | | | Miller St | | | | | Marist College Access | | | | | Grand Total |
|-------------|----------------|-----------|--------------|--------------------|-------|-------|-----------|--------------|--------------------|-------|-------|-----------------------|--------------|--------------------|-------|-------|-------------|
| Time Period | | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | Lights | Rigid Trucks | Articulated Trucks | Buses | Total | |
| | 7:00 to 8:00 | 283 | 8 | 0 | 13 | 304 | 693 | 15 | 3 | 47 | 758 | 9 | 0 | 0 | 0 | 9 | 1,071 |
| | 7:15 to 8:15 | 380 | 11 | 0 | 20 | 411 | 885 | 14 | 3 | 56 | 958 | 45 | 0 | 0 | 0 | 45 | 1,414 |
| | 7:30 to 8:30 | 490 | 11 | 0 | 25 | 526 | 1,036 | 12 | 1 | 57 | 1,106 | 104 | 0 | 0 | 0 | 104 | 1,736 |
| | 7:45 to 8:45 | 559 | 7 | 0 | 25 | 591 | 1,028 | 13 | 1 | 57 | 1,099 | 148 | 0 | 0 | 0 | 148 | 1,838 |
| | 8:00 to 9:00 | 518 | 7 | 0 | 33 | 558 | 961 | 12 | 3 | 49 | 1,025 | 145 | 0 | 0 | 0 | 145 | 1,728 |
| | 8:15 to 9:15 | 440 | 7 | 0 | 27 | 474 | 791 | 9 | 3 | 43 | 846 | 108 | 0 | 0 | 0 | 108 | 1,428 |
| | 8:30 to 9:30 | 338 | 7 | 0 | 23 | 368 | 596 | 9 | 3 | 35 | 643 | 49 | 0 | 0 | 0 | 49 | 1,060 |
| | AM Totals | 930 | 21 | 0 | 53 | 1,004 | 1,880 | 29 | 6 | 110 | 2,025 | 154 | 0 | 0 | 0 | 154 | 3,183 |
| | 14:30 to 15:30 | 509 | 15 | 0 | 26 | 550 | 457 | 8 | 0 | 17 | 482 | 127 | 0 | 0 | 0 | 127 | 1,159 |
| | 14:45 to 15:45 | 504 | 15 | 0 | 51 | 570 | 431 | 8 | 0 | 20 | 459 | 121 | 0 | 0 | 0 | 121 | 1,150 |
| | 15:00 to 16:00 | 485 | 16 | 0 | 62 | 563 | 399 | 3 | 0 | 18 | 420 | 80 | 0 | 0 | 0 | 80 | 1,063 |
| | 15:15 to 16:15 | 486 | 9 | 0 | 60 | 555 | 380 | 2 | 0 | 18 | 400 | 52 | 0 | 0 | 0 | 52 | 1,007 |
| | 15:30 to 16:30 | 441 | 4 | 0 | 50 | 495 | 367 | 3 | 0 | 16 | 386 | 60 | 0 | 0 | 0 | 60 | 941 |
| | 15:45 to 16:45 | 458 | 8 | 0 | 31 | 497 | 375 | 4 | 0 | 18 | 397 | 55 | 0 | 0 | 0 | 55 | 949 |
| | 16:00 to 17:00 | 460 | 5 | 0 | 28 | 493 | 382 | 5 | 0 | 21 | 408 | 56 | 0 | 0 | 0 | 56 | 957 |
| | PM Totals | 1,178 | 24 | 0 | 94 | 1,296 | 1,012 | 14 | 0 | 45 | 1,071 | 211 | 0 | 0 | 0 | 211 | 2,578 |

Attachment Two

Year 2017 and 2018 Survey Data

Automatic Tube Counter - Carlow Street, near West Street

Start Time 11/05/2018 13:26

Finish Time 18/05/2018 15:32

Direction Eastbound

| Time | Total Vehicles | | | | | | | | Ave Wkd |
|-------|----------------|----------|----------|----------|----------|----------|----------|----------|---------|
| | 11th Fri | 12th Sat | 13th Sun | 14th Mon | 15th Tue | 16th Wed | 17th Thu | 18th Fri | |
| 0000 | | 5 | 3 | 1 | 1 | 4 | 1 | 3 | 2 |
| 0100 | | 3 | 5 | 0 | 2 | 3 | 2 | 1 | 2 |
| 0200 | | 2 | 2 | 1 | 0 | 0 | 2 | 1 | 1 |
| 0300 | | 0 | 5 | 0 | 2 | 2 | 0 | 0 | 1 |
| 0400 | | 1 | 0 | 4 | 4 | 2 | 3 | 2 | 3 |
| 0500 | | 6 | 5 | 11 | 11 | 19 | 13 | 19 | 15 |
| 0600 | | 13 | 5 | 32 | 29 | 37 | 44 | 36 | 36 |
| 0700 | | 21 | 19 | 104 | 114 | 126 | 118 | 99 | 112 |
| 0800 | | 48 | 46 | 194 | 167 | 162 | 169 | 163 | 171 |
| 0900 | | 64 | 69 | 96 | 83 | 90 | 88 | 125 | 96 |
| 1000 | | 79 | 76 | 69 | 86 | 76 | 79 | 89 | 80 |
| 1100 | | 71 | 85 | 65 | 71 | 66 | 77 | 94 | 75 |
| 1200 | | 60 | 59 | 70 | 69 | 79 | 68 | 82 | 74 |
| 1300 | | 62 | 49 | 54 | 79 | 66 | 70 | 102 | 74 |
| 1400 | 59 | 79 | 39 | 88 | 97 | 78 | 90 | 45 | 80 |
| 1500 | 145 | 45 | 43 | 126 | 117 | 117 | 129 | | 127 |
| 1600 | 102 | 65 | 45 | 94 | 107 | 109 | 89 | | 100 |
| 1700 | 116 | 57 | 58 | 95 | 158 | 118 | 155 | | 128 |
| 1800 | 79 | 49 | 41 | 75 | 108 | 86 | 105 | | 91 |
| 1900 | 57 | 21 | 25 | 50 | 42 | 34 | 50 | | 47 |
| 2000 | 29 | 18 | 24 | 24 | 42 | 36 | 45 | | 35 |
| 2100 | 18 | 8 | 9 | 30 | 25 | 24 | 29 | | 25 |
| 2200 | 18 | 14 | 7 | 13 | 10 | 8 | 15 | | 13 |
| 2300 | 11 | 23 | 5 | 2 | 5 | 7 | 6 | | 6 |
| 00-00 | 634 | 814 | 724 | 1298 | 1429 | 1349 | 1447 | 861 | 1392 |

Automatic Tube Counter - Carlow Street, near West Street

Start Time 11/05/2018 13:26

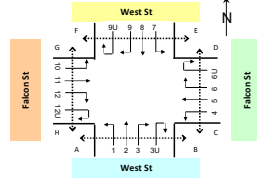
Finish Time 18/05/2018 15:32

Direction Westbound

| Time | Total Vehicles | | | | | | | | Ave Wkd |
|--------------|----------------|------------|------------|-------------|-------------|-------------|-------------|------------|---------------|
| | 11th Fri | 12th Sat | 13th Sun | 14th Mon | 15th Tue | 16th Wed | 17th Thu | 18th Fri | |
| 0000 | | 6 | 4 | 0 | 1 | 0 | 0 | 4 | 1 |
| 0100 | | 3 | 5 | 1 | 1 | 2 | 2 | 3 | 1.8 |
| 0200 | | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 0.4 |
| 0300 | | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0.2 |
| 0400 | | 1 | 2 | 1 | 0 | 2 | 1 | 4 | 1.6 |
| 0500 | | 2 | 6 | 11 | 9 | 15 | 10 | 19 | 12.8 |
| 0600 | | 13 | 10 | 44 | 41 | 41 | 48 | 38 | 42.4 |
| 0700 | | 25 | 21 | 92 | 91 | 95 | 98 | 100 | 95.2 |
| 0800 | | 54 | 35 | 138 | 142 | 144 | 155 | 143 | 144.4 |
| 0900 | | 49 | 51 | 110 | 102 | 97 | 104 | 138 | 110.2 |
| 1000 | | 64 | 65 | 62 | 68 | 64 | 55 | 80 | 65.8 |
| 1100 | | 65 | 69 | 49 | 65 | 61 | 66 | 85 | 65.2 |
| 1200 | | 65 | 54 | 60 | 78 | 51 | 69 | 77 | 67 |
| 1300 | | 59 | 63 | 54 | 66 | 56 | 66 | 66 | 61.6 |
| 1400 | 49 | 56 | 45 | 81 | 81 | 66 | 90 | 51 | 73.8 |
| 1500 | 112 | 49 | 38 | 90 | 118 | 104 | 100 | | 104.8 |
| 1600 | 79 | 50 | 44 | 73 | 76 | 75 | 64 | | 73.4 |
| 1700 | 85 | 51 | 41 | 90 | 106 | 100 | 107 | | 97.6 |
| 1800 | 52 | 41 | 54 | 68 | 80 | 63 | 84 | | 69.4 |
| 1900 | 52 | 28 | 28 | 29 | 53 | 42 | 33 | | 41.8 |
| 2000 | 29 | 18 | 24 | 34 | 44 | 27 | 36 | | 34 |
| 2100 | 17 | 17 | 14 | 19 | 31 | 16 | 30 | | 22.6 |
| 2200 | 16 | 15 | 5 | 21 | 10 | 15 | 9 | | 14.2 |
| 2300 | 10 | 16 | 8 | 9 | 5 | 8 | 10 | | 8.4 |
| 00-00 | 501 | 749 | 688 | 1136 | 1269 | 1144 | 1238 | 809 | 1209.6 |

Job No. : N3723
Client : TTPP
Suburb : Crows Nest
Location : C. Falcon St / West St

Day/Date : Thu, 9th November 2017
Weather : Fine
Description : Classified Intersection
Hourly Summary



| Approach | West St | | | | | | | | | | | | | | | | Falcon St | | | | | | | | | | | | | | | |
|----------------|----------------------------|----------|----------|-------|--------------------------|----------|----------|-------|----------------------------|----------|----------|-------|--------------------------|----------|----------|-------|----------------------------|----------|----------|-------|--------------------------|----------|----------|-------|-----------------------------|----------|----------|-------|--------------------------|----------|----------|-------|
| Direction | Direction 1 (Left Turn) | | | | Direction 2 (Through) | | | | Direction 3 (Left Turn) | | | | Direction 3U (U Turn) | | | | Direction 4 (Left Turn) | | | | Direction 5 (Through) | | | | Direction 6 (Right Turn) | | | | Direction 6U (U Turn) | | | |
| Time Period | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total |
| 6:00 to 7:00 | 25 | 1 | 0 | 26 | 36 | 4 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 35 | 429 | 21 | 1 | 451 | 61 | 1 | 2 | 64 | 0 | 0 | 0 | 0 |
| 6:15 to 7:15 | 33 | 1 | 0 | 34 | 53 | 4 | 8 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 1 | 47 | 481 | 27 | 2 | 510 | 76 | 1 | 9 | 86 | 0 | 0 | 0 | 0 |
| 6:30 to 7:30 | 43 | 1 | 0 | 44 | 72 | 4 | 7 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 1 | 54 | 537 | 31 | 2 | 570 | 92 | 3 | 9 | 104 | 0 | 0 | 0 | 0 |
| 6:45 to 7:45 | 49 | 1 | 0 | 50 | 93 | 5 | 9 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 1 | 64 | 565 | 41 | 3 | 609 | 106 | 3 | 9 | 118 | 0 | 0 | 0 | 0 |
| 7:00 to 8:00 | 66 | 2 | 0 | 68 | 110 | 3 | 11 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 1 | 78 | 603 | 36 | 2 | 641 | 105 | 3 | 8 | 116 | 0 | 0 | 0 | 0 |
| 7:15 to 8:15 | 72 | 2 | 0 | 74 | 126 | 4 | 14 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 1 | 0 | 84 | 643 | 37 | 1 | 681 | 109 | 3 | 1 | 113 | 0 | 0 | 0 | 0 |
| 7:30 to 8:30 | 76 | 2 | 0 | 78 | 142 | 4 | 18 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 2 | 0 | 101 | 640 | 38 | 2 | 680 | 131 | 1 | 0 | 132 | 0 | 0 | 0 | 0 |
| 7:45 to 8:45 | 80 | 3 | 0 | 83 | 168 | 4 | 16 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 3 | 0 | 110 | 627 | 38 | 2 | 667 | 154 | 2 | 0 | 156 | 0 | 0 | 0 | 0 |
| 8:00 to 9:00 | 82 | 2 | 0 | 84 | 184 | 3 | 11 | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 3 | 0 | 99 | 593 | 44 | 2 | 639 | 131 | 3 | 0 | 134 | 0 | 0 | 0 | 0 |
| AM Totals | 173 | 5 | 0 | 178 | 330 | 10 | 28 | 368 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 207 | 4 | 1 | 212 | 1,625 | 101 | 5 | 1,731 | 357 | 7 | 10 | 374 | 0 | 0 | 0 | 0 |
| 15:00 to 16:00 | 89 | 1 | 0 | 90 | 214 | 0 | 5 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 4 | 0 | 54 | 585 | 33 | 1 | 619 | 137 | 3 | 0 | 140 | 0 | 0 | 0 | 0 |
| 15:15 to 16:15 | 96 | 1 | 0 | 97 | 231 | 0 | 8 | 239 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 4 | 0 | 62 | 635 | 33 | 1 | 669 | 142 | 1 | 0 | 143 | 0 | 0 | 0 | 0 |
| 15:30 to 16:30 | 79 | 1 | 0 | 80 | 207 | 0 | 7 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 2 | 0 | 61 | 664 | 33 | 0 | 697 | 141 | 1 | 0 | 142 | 0 | 0 | 0 | 0 |
| 15:45 to 16:45 | 77 | 2 | 0 | 79 | 191 | 0 | 16 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 | 651 | 31 | 0 | 682 | 130 | 1 | 0 | 131 | 0 | 0 | 0 | 0 |
| 16:00 to 17:00 | 81 | 1 | 0 | 82 | 201 | 0 | 29 | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 65 | 660 | 25 | 0 | 685 | 137 | 1 | 1 | 139 | 0 | 0 | 0 | 0 |
| 16:15 to 17:15 | 82 | 1 | 0 | 83 | 196 | 0 | 39 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 | 640 | 21 | 2 | 663 | 140 | 1 | 1 | 142 | 0 | 0 | 0 | 0 |
| 16:30 to 17:30 | 84 | 1 | 0 | 85 | 207 | 0 | 57 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 1 | 0 | 58 | 629 | 21 | 2 | 652 | 145 | 2 | 2 | 149 | 0 | 0 | 0 | 0 |
| 16:45 to 17:45 | 104 | 0 | 0 | 104 | 224 | 0 | 81 | 305 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 | 0 | 53 | 604 | 21 | 3 | 628 | 144 | 2 | 2 | 148 | 0 | 0 | 0 | 0 |
| 17:00 to 18:00 | 109 | 1 | 0 | 110 | 219 | 0 | 100 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 2 | 0 | 60 | 611 | 19 | 4 | 634 | 143 | 1 | 1 | 145 | 0 | 0 | 0 | 0 |
| 17:15 to 18:15 | 108 | 1 | 0 | 109 | 220 | 1 | 126 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 2 | 0 | 60 | 589 | 19 | 2 | 610 | 138 | 1 | 1 | 140 | 0 | 0 | 0 | 0 |
| 17:30 to 18:30 | 97 | 1 | 0 | 98 | 204 | 1 | 130 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 1 | 0 | 68 | 633 | 13 | 2 | 646 | 143 | 0 | 0 | 143 | 0 | 0 | 0 | 0 |
| 17:45 to 18:45 | 86 | 1 | 0 | 87 | 182 | 1 | 108 | 291 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 1 | 0 | 68 | 612 | 13 | 1 | 626 | 145 | 0 | 0 | 145 | 0 | 0 | 0 | 0 |
| 18:00 to 19:00 | 80 | 0 | 0 | 80 | 167 | 1 | 86 | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 65 | 580 | 12 | 0 | 592 | 138 | 0 | 0 | 138 | 0 | 0 | 0 | 0 |
| PM Totals | 359 | 3 | 0 | 362 | 801 | 1 | 220 | 1,022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 | 6 | 0 | 244 | 2,436 | 89 | 8 | 2,530 | 555 | 5 | 2 | 562 | 0 | 0 | 0 | 0 |

| Approach | West St | | | | | | | | | | | | | | | | Falcon St | | | | | | | | | | | | | | | | Crossing Pedestrians | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|----------------------------|----------|----------|-------|--------------------------|----------|----------|-------|-----------------------------|----------|----------|-------|--------------------------|----------|----------|-------|-----------------------------|----------|----------|-------|---------------------------|----------|----------|-------|------------------------------|----------|----------|-------|---------------------------|----------|----------|-------|----------------------|----------|----------|-------|--------|----------|----------|-------|--------|----------|----------|-------|--------|----------|----------|-------|--------|----------|----------|-------|----|---|----|--|
| Direction | Direction 7 (Left Turn) | | | | Direction 8 (Through) | | | | Direction 9 (Right Turn) | | | | Direction 9U (U Turn) | | | | Direction 10 (Left Turn) | | | | Direction 11 (Through) | | | | Direction 12 (Right Turn) | | | | Direction 12U (U Turn) | | | | A | | | B | | | C | | | D | | | E | | | F | | | G | | | H | | |
| Time Period | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | lights | vehicles | cyclists | total | | | | |
| 6:00 to 7:00 | 28 | 2 | 0 | 30 | 94 | 4 | 24 | 122 | 67 | 2 | 0 | 69 | 0 | 0 | 0 | 0 | 53 | 1 | 2 | 56 | 536 | 32 | 1 | 569 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 5 | 0 | 9 | 15 | 0 | 15 | 4 | 0 | 4 | 13 | 1 | 14 | 14 | 0 | 14 | 10 | 0 | 10 | 22 | 0 | 22 | |
| 6:15 to 7:15 | 32 | 1 | 0 | 33 | 120 | 2 | 39 | 161 | 87 | 2 | 0 | 89 | 0 | 0 | 0 | 0 | 61 | 1 | 2 | 64 | 573 | 29 | 0 | 602 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 18 | 0 | 18 | 10 | 0 | 10 | 14 | 1 | 15 | 14 | 0 | 14 | 19 | 0 | 19 | 23 | 0 | 23 | |
| 6:30 to 7:30 | 49 | 0 | 0 | 49 | 151 | 3 | 68 | 222 | 111 | 2 | 0 | 113 | 0 | 0 | 0 | 0 | 75 | 2 | 2 | 79 | 601 | 34 | 1 | 636 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 7 | 8 | 0 | 8 | 22 | 0 | 22 | 11 | 0 | 11 | 16 | 1 | 17 | 15 | 0 | 15 | 22 | 0 | 22 | | | |
| 6:45 to 7:45 | 55 | 0 | 0 | 55 | 194 | 2 | 94 | 290 | 129 | 1 | 0 | 130 | 0 | 0 | 0 | 0 | 76 | 2 | 2 | 80 | 616 | 37 | 2 | 655 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 11 | 19 | 0 | 19 | 23 | 0 | 23 | 15 | 0 | 15 | 22 | 0 | 22 | 19 | 0 | 19 | 25 | 0 | 25 | | | |
| 7:00 to 8:00 | 49 | 0 | 0 | 49 | 264 | 2 | 109 | 375 | 127 | 2 | 0 | 129 | 0 | 0 | 0 | 0 | 80 | 2 | 1 | 83 | 630 | 53 | 2 | 685 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 11 | 22 | 0 | 22 | 41 | 0 | 41 | 19 | 1 | 20 | 37 | 0 | 37 | 23 | 1 | 24 | 20 | 0 | 20 | | | |
| 7:15 to 8:15 | 59 | 1 | 0 | 60 | 342 | 2 | 115 | 459 | 130 | 3 | 0 | 133 | 0 | 0 | 0 | 0 | 80 | 2 | 0 | 82 | 634 | 55 | 2 | 691 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 11 | 23 | 0 | 23 | 65 | 0 | 65 | 16 | 1 | 17 | 54 | 0 | 54 | 24 | 1 | 25 | | | | | | |
| 7:30 to 8:30 | 54 | 1 | 0 | 55 | 401 | 0 | 93 | 494 | 116 | 3 | 0 | 119 | 0 | 0 | 0 | 0 | 82 | 1 | 0 | 83 | 642 | 56 | 1 | 699 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 58 | 0 | 58 | 77 | 0 | 77 | 14 | 2 | 16 | 65 | 0 | 65 | 26 | 1 | 27 | | | | | | | |
| 7:45 to 8:45 | 57 | 1 | 0 | 58 | 426 | 1 | 72 | 499 | 100 | 3 | 0 | 103 | 0 | 0 | 0 | 0 | 77 | 1 | 0 | 78 | 602 | 58 | 1 | 661 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 140 | 0 | 140 | 114 | 0 | 114 | 14 | 2 | 16 | 94 | 0 | 94 | 27 | 1 | 28 | | | | | | | |
| 8:00 to 9:00 | 65 | 1 | 0 | 66 | 416 | 2 | 56 | 474 | 97 | 2 | 0 | 99 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 80 | 568 | 50 | 1 | 619 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 227 | 0 | 227 | 106 | 0 | 106 | 12 | 1 | 13 | 85 | 0 | 85 | 25 | 0 | 25 | | | | | | | |
| AM Totals | 142 | 3 | 0 | 145 | 774 | 8 | 389 | 971 | 291 | 6 | 0 | 297 | 0 | 0 | 0 | 0 | 213 | 3 | 3 | 219 | 1,794 | 135 | 4 | 1,873 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 27 | 0 | 27 | 254 | 0 | 254 | 162 | 0 | 162 | 35 | 2 | 37 | 135 | 1 | 136 | 62 | 1 | 63 | 55 | 0 | 55 | | | |
| 15:00 to 16:00 | 69 | 4 | 0 | 73 | 195 | 16 | 4 | 215 | 145 | 4 | 0 | 149 | 0 | 0 | 0 | 0 | 76 | 3 | 0 | 79 | 739 | 32 | 0 | 771 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 57 | 0 | 57 | 19 | 0 | 19 | 12 | 0 | 12 | 44 | 1 | 45 | 16 | 0 | 16 | 33 | 1 | 34 | | | | | | |
| 15:15 to 16:15 | 72 | 3 | 0 | 75 | 185 | 14 | 5 | 204 | 146 | 2 | 0 | 148 | 0 | 0 | 0 | 0 | 82 | 2 | 0 | 84 | 728 | 36 | 0 | 764 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 19 | 0 | 19 | 13 | 0 | 13 | 41 | 1 | 44 | 12 | 0 | 12 | | | | | | | | | | |
| 15:30 to 16:30 | 69 | 3 | 0 | 72 | 190 | 5 | 4 | 199 | 139 | 3 | 0 | 142 | 0 | 0 | 0 | 0 | 88 | 2 | 0 | 90 | 763 | 34 | 0 | 797 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 18 | 0 | 18 | 14 | 0 | 14 | 29 | 1 | 30 | 12 | 0 | 12 | | | | | | | | | | |
| 15:45 to 16:45 | 71 | 1 | 0 | 72 | 194 | 3 | 5 | 202 | 142 | 1 | 0 | 143 | 0 | 0 | 0 | 0 | 81 | 1 | 0 | 82 | 741 | 32 | 1 | 774 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 24 | 14 | 0 | 18 | 17 | 0 | 17 | 25 | 0 | 25 | | | | | | | | | | | | | |
| 16:00 to 17:00 | 74 | 0 | 0 | 74 | 210 | 1 | 10 | 221 | 147 | 1 | 1 | 149 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 75 | 696 | 28 | 2 | 726 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 23 | 1 | 24 | 16 | 0 | 16 | 18 | 0 | 18 | 24 | 0 | 24 | | | | | | | | | | | |
| 16:15 to 17:15 | 75 | 0 | 0 | 75 | 205 | 1 | 10 | 216 | 168 | 3 | 1 | 172 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 82 | 728 | 26 | 3 | 756 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 19 | 1 | 20 | 16 | 0 | 16 | 15 | 0 | 15 | 25 | 0 | 25 | | | | | | | | | | | |
| 16:30 to 17:30 | 81 | 0 | 0 | 81 | 222 | 0 | 15 | 237 | 171 | 2 | 1 | 174 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 83 | 740 | 25 | 3 | 768 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 20 | 1 | 21 | 17 | 0 | 17 | 21 | 0 | 21 | | | | | | | | | | | | | | |
| 16:45 to 17:45 | 84 | 0 | 1 | 85 | 224 | 1 | 15 | 241 | 167 | 3 | 1 | 171 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 91 | 740 | 29 | 2 | 771 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 16 | 0 | 16 | 18 | 0 | 18 | 23 | 0 | 23 | | | | | | | | | | | | | | |
| 17:00 to 18:00 | 102 | 0 | 2 | 104 | 225 | 1 | 15 | 241 | 158 | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 98 | 784 | 28 | 2 | 814 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 19 | 19 | 0 | 19 | 27 | 0 | 27 | | | | | | | | | | | | | | |
| 17:15 to 18:15 | 99 | 2 | 1 | 102 | 255 | 1 | 16 | 272 | 140 | 1 | 0 | 141 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 95 | 759 | 26 | 2 | 787 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 14 | 16 | 0 | 16 | 36 | 0 | 36 | | | | | | | | | | | | | | |
| 17:30 to 18:30 | 107 | 0 | 2 | 109 | 243 | 2 | 11 | 256 | 121 | 1 | 0 | 122 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 733 | 25 | 1 | 759 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 28 | 0 | 28 | 33 | 0 | 33 | 33 | 0 | 33 | | | | | | | | | | | | | | |
| 17:45 to 18:45 | 101 | 0 | 1 | 102 | 231 | 1 | 9 | 245 | 114 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 94 | 801 | 23 | 1 | 825 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 28 | 0 | 28 | 36 | 0 | 36 | 30 | 0 | 30 | | | | | | | | | | | | | | |
| 18:00 to 19:00 | 79 | 0 | 0 | 79 | 209 | 1 | 8 | 218 | 115 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 90 | 784 | 23 | 1 | 808 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 0 | 29 | 36 | 0 | 36 | 28 | 0 | 28 | | | | | | | | | | | | | | | |
| PM Totals | 324 | 4 | 2 | 330 | 839 | 19 | 37 | 895 | 565 | 8 | 1 | 574 | 0 | 0 | 0 | 0 | 330 | 3 | 0 | 342 | 3,083 | 111 | 5 | 3,119 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 128 | 1 | 129 | 90 | 0 | 90 | 85 | 0 | 85 | 150 | 2 | 152 | 118 | 1 | 119 | | | | | | | | |