ANNEXURE C: TUBE COUNT RESULTS
(2 SHEETS)

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 883 936 - F. 1300 882 932 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

Street Name :	Elamang Ave	**Location :**	Outside Property 17
Suburb :	Kirribilli	**Start Date :**	00:00 Tue 07/February/2017
Metrocount ID	ME21ZWT3	**Finish Date :**	00:00 Tue 14/February/2017
Site ID Number :	352	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 33° 50' 49.62 North Long 151° 13' 3.19 East	Direction of Travel		
			Combined	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	1,139	568	571
(Vehicles/Day)		7 Day Average	1,145	570	575
Weekday	**AM**	11:00	82	42	42
Peak hour start	**PM**	12:00	89	48	52
Speeds :		85th Percentile	45.9	44.6	47.1
(Km/Hr)		Average	39.1	37.7	40.6
Classification % :		Light Vehicles up to 5.5m	97.1%	97.0%	97.0%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-33.847116,+151.217552

Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008
OH&S SYSTEM CERTIFIED TO AS/NZS ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Carabella St	**Location :**	Near Property 85
Suburb :	Kirribilli	**Start Date :**	00:00 Tue 07/February/2017
Metrocount ID	MD61T3HS	**Finish Date :**	00:00 Tue 14/February/2017
Site ID Number :	351	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 33° 50' 52.41 North Long 151° 12' 59.88 East	Direction of Travel		
			Combined	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	1,916	285	1,631
(Vehicles/Day)		7 Day Average	1,970	291	1,679
Weekday	**AM**	11:00	122	27	104
Peak hour start	**PM**	17:00	150	18	133
Speeds :		85th Percentile	43.6	40.7	46.0
(Km/Hr)		Average	37.8	35.5	39.8
Classification % :		Light Vehicles up to 5.5m	96.7%	96.2%	96.7%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-33.847893,+151.216633

Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY ASSURED COMPANY BY AS/NZS ISO 9001:2008
OH&S SYSTEM CERTIFIED TO AS/NZS ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO AS/NZS ISO14001:2004

ANNEXURE D: SIDRA ANALYSIS OUTPUT
(16 SHEETS)

MOVEMENT SUMMARY

Site: 101 [AM Elamang / Willoughby]

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Elamang Avenue (S)											
1	L2	19	0.0	0.101	7.4	LOS A	0.4	2.7	0.02	1.07	45.0
2	T1	99	0.0	0.101	7.4	LOS A	0.4	2.7	0.02	1.07	44.8
3	R2	1	0.0	0.101	7.6	LOS A	0.4	2.7	0.02	1.07	44.6
Approach		119	0.0	0.101	7.4	LOS A	0.4	2.7	0.02	1.07	44.8
East: Willoughby Street (E)											
4	L2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.07	0.35	47.4
5	T1	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.07	0.35	47.8
6	R2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.07	0.35	46.9
Approach		3	0.0	0.002	3.1	NA	0.0	0.0	0.07	0.35	47.4
North: McDougall Street (N)											
7	L2	1	0.0	0.090	7.4	LOS A	0.3	2.3	0.09	1.02	45.1
8	T1	85	0.0	0.090	7.4	LOS A	0.3	2.3	0.09	1.02	44.8
9	R2	13	0.0	0.090	7.9	LOS A	0.3	2.3	0.09	1.02	44.7
Approach		99	0.0	0.090	7.4	LOS A	0.3	2.3	0.09	1.02	44.8
West: Willoughby Street (W)											
10	L2	26	0.0	0.028	4.6	LOS A	0.1	0.8	0.02	0.52	46.6
11	T1	1	0.0	0.028	0.0	LOS A	0.1	0.8	0.02	0.52	47.1
12	R2	25	0.0	0.028	4.6	LOS A	0.1	0.8	0.02	0.52	46.2
Approach		52	0.0	0.028	4.5	NA	0.1	0.8	0.02	0.52	46.4
All Vehicles		273	0.0	0.101	6.8	NA	0.4	2.7	0.04	0.94	45.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM Elamang / Willoughby]

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Elamang Avenue (S)											
1	L2	53	0.0	0.190	7.4	LOS A	0.8	5.6	0.01	1.07	44.9
2	T1	169	0.0	0.190	7.6	LOS A	0.8	5.6	0.01	1.07	44.7
3	R2	1	0.0	0.190	7.8	LOS A	0.8	5.6	0.01	1.07	44.5
Approach		223	0.0	0.190	7.5	LOS A	0.8	5.6	0.01	1.07	44.7
East: Willoughby Street (E)											
4	L2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.06	0.35	47.4
5	T1	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.06	0.35	47.9
6	R2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.06	0.35	47.0
Approach		3	0.0	0.002	3.1	NA	0.0	0.0	0.06	0.35	47.4
North: McDougall Street (N)											
7	L2	1	0.0	0.089	7.4	LOS A	0.3	2.3	0.13	1.00	45.0
8	T1	75	0.0	0.089	7.5	LOS A	0.3	2.3	0.13	1.00	44.7
9	R2	16	0.0	0.089	8.9	LOS A	0.3	2.3	0.13	1.00	44.6
Approach		92	0.0	0.089	7.7	LOS A	0.3	2.3	0.13	1.00	44.7
West: Willoughby Street (W)											
10	L2	16	0.0	0.040	4.6	LOS A	0.2	1.3	0.02	0.52	46.7
11	T1	3	0.0	0.040	0.0	LOS A	0.2	1.3	0.02	0.52	47.1
12	R2	53	0.0	0.040	4.6	LOS A	0.2	1.3	0.02	0.52	46.3
Approach		72	0.0	0.040	4.4	NA	0.2	1.3	0.02	0.52	46.4
All Vehicles		390	0.0	0.190	7.0	NA	0.8	5.6	0.04	0.94	45.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM Fitzroy / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carabella Street (S)											
1	L2	32	0.0	0.135	7.8	LOS A	0.7	5.1	0.53	0.39	46.6
2	T1	85	0.0	0.135	3.3	LOS A	0.7	5.1	0.53	0.39	47.1
Approach		117	0.0	0.135	4.5	NA	0.7	5.1	0.53	0.39	47.0
North: Carabella Street (N)											
8	T1	150	0.0	0.219	3.5	LOS A	1.0	7.3	0.50	0.44	47.6
9	R2	17	0.0	0.219	4.9	LOS A	1.0	7.3	0.50	0.44	46.7
Approach		167	0.0	0.219	3.7	NA	1.0	7.3	0.50	0.44	47.5
West: Fitzroy Street (W)											
10	L2	27	0.0	0.161	6.7	LOS A	0.6	4.1	0.35	0.62	45.8
12	R2	137	0.0	0.161	5.7	LOS A	0.6	4.1	0.35	0.62	45.4
Approach		164	0.0	0.161	5.8	LOS A	0.6	4.1	0.35	0.62	45.5
All Vehicles		448	0.0	0.219	4.7	NA	1.0	7.3	0.46	0.49	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM Fitzroy / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carabella Street (S)											
1	L2	19	0.0	0.044	9.4	LOS A	0.3	1.9	0.57	0.36	45.0
2	T1	18	0.0	0.044	5.4	LOS A	0.3	1.9	0.57	0.36	45.4
Approach		37	0.0	0.044	7.5	NA	0.3	1.9	0.57	0.36	45.1
North: Carabella Street (N)											
8	T1	115	0.0	0.223	6.1	LOS A	1.0	6.9	0.47	0.47	46.2
9	R2	9	0.0	0.223	4.7	LOS A	1.0	6.9	0.47	0.47	45.3
Approach		124	0.0	0.223	6.0	NA	1.0	6.9	0.47	0.47	46.1
West: Fitzroy Street (W)											
10	L2	39	0.0	0.120	7.8	LOS A	0.4	3.0	0.27	0.59	45.8
12	R2	82	0.0	0.120	5.1	LOS A	0.4	3.0	0.27	0.59	45.4
Approach		121	0.0	0.120	6.0	LOS A	0.4	3.0	0.27	0.59	45.5
All Vehicles		282	0.0	0.223	6.2	NA	1.0	6.9	0.40	0.50	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM Parkes / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carabella Street (S)											
1	L2	15	0.0	0.028	4.6	LOS A	0.0	0.0	0.00	0.15	48.7
2	T1	38	0.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.15	49.1
Approach		53	0.0	0.028	1.3	NA	0.0	0.0	0.00	0.15	49.0
North: Carabella Street (N)											
8	T1	249	0.0	0.170	0.1	LOS A	0.4	3.1	0.07	0.12	49.1
9	R2	70	0.0	0.170	4.7	LOS A	0.4	3.1	0.07	0.12	48.2
Approach		319	0.0	0.170	1.1	NA	0.4	3.1	0.07	0.12	48.9
West: Parkes Street (W)											
10	L2	79	0.0	0.055	4.7	LOS A	0.2	1.6	0.10	0.51	46.4
12	R2	5	0.0	0.055	6.1	LOS A	0.2	1.6	0.10	0.51	46.0
Approach		84	0.0	0.055	4.8	LOS A	0.2	1.6	0.10	0.51	46.4
All Vehicles		456	0.0	0.170	1.8	NA	0.4	3.1	0.07	0.20	48.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM Parkes / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carabella Street (S)											
1	L2	4	0.0	0.009	4.6	LOS A	0.0	0.0	0.00	0.12	48.8
2	T1	14	0.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.12	49.3
Approach		18	0.0	0.009	1.0	NA	0.0	0.0	0.00	0.12	49.2
North: Carabella Street (N)											
8	T1	154	0.0	0.105	0.0	LOS A	0.3	1.8	0.04	0.12	49.2
9	R2	44	0.0	0.105	4.6	LOS A	0.3	1.8	0.04	0.12	48.3
Approach		198	0.0	0.105	1.0	NA	0.3	1.8	0.04	0.12	49.0
West: Parkes Street (W)											
10	L2	22	0.0	0.022	4.6	LOS A	0.1	0.6	0.04	0.53	46.5
12	R2	9	0.0	0.022	5.3	LOS A	0.1	0.6	0.04	0.53	46.1
Approach		31	0.0	0.022	4.8	LOS A	0.1	0.6	0.04	0.53	46.4
All Vehicles		247	0.0	0.105	1.5	NA	0.3	1.8	0.03	0.17	48.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM Peel / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Peel Street (E)											
4	L2	5	0.0	0.024	5.7	LOS A	0.1	0.7	0.11	0.37	54.8
5	T1	15	0.0	0.024	0.1	LOS A	0.1	0.7	0.11	0.37	56.3
6	R2	23	0.0	0.024	5.6	LOS A	0.1	0.7	0.11	0.37	54.3
Approach		43	0.0	0.024	3.7	NA	0.1	0.7	0.11	0.37	55.0
North: Carabella Street (N)											
7	L2	162	0.0	0.204	7.9	LOS A	0.9	6.3	0.08	0.96	50.5
8	T1	42	0.0	0.204	7.9	LOS A	0.9	6.3	0.08	0.96	47.0
9	R2	49	0.0	0.204	7.8	LOS A	0.9	6.3	0.08	0.96	46.8
Approach		253	0.0	0.204	7.9	LOS A	0.9	6.3	0.08	0.96	49.2
West: Peel Street (W)											
10	L2	28	0.0	0.027	4.9	LOS A	0.0	0.3	0.03	0.46	48.5
11	T1	16	0.0	0.027	1.1	LOS A	0.0	0.3	0.03	0.46	53.2
12	R2	6	0.0	0.027	5.2	LOS A	0.0	0.3	0.03	0.46	47.9
Approach		50	0.0	0.027	3.7	NA	0.0	0.3	0.03	0.46	49.8
All Vehicles		346	0.0	0.204	6.8	NA	0.9	6.3	0.07	0.81	49.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM Peel / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Peel Street (E)											
4	L2	5	0.0	0.017	5.6	LOS A	0.1	0.5	0.06	0.38	55.0
5	T1	11	0.0	0.017	0.0	LOS A	0.1	0.5	0.06	0.38	56.4
6	R2	16	0.0	0.017	5.5	LOS A	0.1	0.5	0.06	0.38	54.4
Approach		32	0.0	0.017	3.6	NA	0.1	0.5	0.06	0.38	55.2
North: Carabella Street (N)											
7	L2	66	0.0	0.135	7.7	LOS A	0.5	3.8	0.06	0.99	49.7
8	T1	58	0.0	0.135	7.6	LOS A	0.5	3.8	0.06	0.99	46.3
9	R2	37	0.0	0.135	7.4	LOS A	0.5	3.8	0.06	0.99	46.1
Approach		161	0.0	0.135	7.6	LOS A	0.5	3.8	0.06	0.99	47.6
West: Peel Street (W)											
10	L2	7	0.0	0.011	5.0	LOS A	0.0	0.2	0.04	0.41	49.2
11	T1	9	0.0	0.011	0.9	LOS A	0.0	0.2	0.04	0.41	54.1
12	R2	5	0.0	0.011	5.3	LOS A	0.0	0.2	0.04	0.41	48.6
Approach		21	0.0	0.011	3.3	NA	0.0	0.2	0.04	0.41	51.0
All Vehicles		214	0.0	0.135	6.6	NA	0.5	3.8	0.06	0.84	48.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM Elamang / Willoughby]

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Elamang Avenue (S)											
1	L2	25	0.0	0.121	7.4	LOS A	0.5	3.3	0.02	1.07	45.0
2	T1	117	0.0	0.121	7.4	LOS A	0.5	3.3	0.02	1.07	44.8
3	R2	1	0.0	0.121	7.6	LOS A	0.5	3.3	0.02	1.07	44.6
Approach		143	0.0	0.121	7.4	LOS A	0.5	3.3	0.02	1.07	44.8
East: Willoughby Street (E)											
4	L2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.07	0.35	47.4
5	T1	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.07	0.35	47.8
6	R2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.07	0.35	46.9
Approach		3	0.0	0.002	3.1	NA	0.0	0.0	0.07	0.35	47.4
North: McDougall Street (N)											
7	L2	1	0.0	0.090	7.4	LOS A	0.3	2.3	0.09	1.03	45.1
8	T1	85	0.0	0.090	7.4	LOS A	0.3	2.3	0.09	1.03	44.8
9	R2	13	0.0	0.090	8.1	LOS A	0.3	2.3	0.09	1.03	44.7
Approach		99	0.0	0.090	7.4	LOS A	0.3	2.3	0.09	1.03	44.8
West: Willoughby Street (W)											
10	L2	26	0.0	0.028	4.6	LOS A	0.1	0.8	0.02	0.52	46.6
11	T1	1	0.0	0.028	0.0	LOS A	0.1	0.8	0.02	0.52	47.1
12	R2	25	0.0	0.028	4.6	LOS A	0.1	0.8	0.02	0.52	46.2
Approach		52	0.0	0.028	4.5	NA	0.1	0.8	0.02	0.52	46.4
All Vehicles		297	0.0	0.121	6.9	NA	0.5	3.3	0.04	0.95	45.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM Elamang / Willoughby]

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Elamang Avenue (S)											
1	L2	57	0.0	0.203	7.4	LOS A	0.9	6.1	0.01	1.07	44.9
2	T1	181	0.0	0.203	7.6	LOS A	0.9	6.1	0.01	1.07	44.7
3	R2	1	0.0	0.203	7.9	LOS A	0.9	6.1	0.01	1.07	44.5
Approach		239	0.0	0.203	7.5	LOS A	0.9	6.1	0.01	1.07	44.7
East: Willoughby Street (E)											
4	L2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.06	0.35	47.4
5	T1	1	0.0	0.002	0.0	LOS A	0.0	0.0	0.06	0.35	47.9
6	R2	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.06	0.35	47.0
Approach		3	0.0	0.002	3.1	NA	0.0	0.0	0.06	0.35	47.4
North: McDougall Street (N)											
7	L2	1	0.0	0.090	7.4	LOS A	0.3	2.3	0.13	1.00	45.0
8	T1	75	0.0	0.090	7.5	LOS A	0.3	2.3	0.13	1.00	44.7
9	R2	16	0.0	0.090	9.0	LOS A	0.3	2.3	0.13	1.00	44.6
Approach		92	0.0	0.090	7.7	LOS A	0.3	2.3	0.13	1.00	44.7
West: Willoughby Street (W)											
10	L2	16	0.0	0.040	4.6	LOS A	0.2	1.3	0.02	0.52	46.7
11	T1	3	0.0	0.040	0.0	LOS A	0.2	1.3	0.02	0.52	47.1
12	R2	53	0.0	0.040	4.6	LOS A	0.2	1.3	0.02	0.52	46.3
Approach		72	0.0	0.040	4.4	NA	0.2	1.3	0.02	0.52	46.4
All Vehicles		406	0.0	0.203	7.0	NA	0.9	6.1	0.04	0.95	45.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM Fitzroy / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carabella Street (S)											
1	L2	32	0.0	0.135	7.8	LOS A	0.7	5.1	0.53	0.39	46.6
2	T1	85	0.0	0.135	3.3	LOS A	0.7	5.1	0.53	0.39	47.1
Approach		117	0.0	0.135	4.5	NA	0.7	5.1	0.53	0.39	47.0
North: Carabella Street (N)											
8	T1	169	0.0	0.246	3.6	LOS A	1.2	8.4	0.52	0.46	47.6
9	R2	17	0.0	0.246	5.0	LOS A	1.2	8.4	0.52	0.46	46.7
Approach		186	0.0	0.246	3.7	NA	1.2	8.4	0.52	0.46	47.5
West: Fitzroy Street (W)											
10	L2	27	0.0	0.183	6.7	LOS A	0.7	4.7	0.37	0.63	45.8
12	R2	156	0.0	0.183	5.8	LOS A	0.7	4.7	0.37	0.63	45.4
Approach		183	0.0	0.183	5.9	LOS A	0.7	4.7	0.37	0.63	45.4
All Vehicles		486	0.0	0.246	4.7	NA	1.2	8.4	0.47	0.51	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM Fitzroy / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carabella Street (S)											
1	L2	19	0.0	0.044	9.4	LOS A	0.3	1.9	0.57	0.36	45.0
2	T1	18	0.0	0.044	5.4	LOS A	0.3	1.9	0.57	0.36	45.4
Approach		37	0.0	0.044	7.5	NA	0.3	1.9	0.57	0.36	45.1
North: Carabella Street (N)											
8	T1	125	0.0	0.242	6.3	LOS A	1.1	7.6	0.48	0.48	46.1
9	R2	9	0.0	0.242	4.7	LOS A	1.1	7.6	0.48	0.48	45.3
Approach		134	0.0	0.242	6.2	NA	1.1	7.6	0.48	0.48	46.0
West: Fitzroy Street (W)											
10	L2	39	0.0	0.130	7.8	LOS A	0.5	3.2	0.28	0.59	45.8
12	R2	92	0.0	0.130	5.2	LOS A	0.5	3.2	0.28	0.59	45.4
Approach		131	0.0	0.130	6.0	LOS A	0.5	3.2	0.28	0.59	45.5
All Vehicles		302	0.0	0.242	6.2	NA	1.1	7.6	0.40	0.51	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM Parkes / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carabella Street (S)											
1	L2	15	0.0	0.028	4.6	LOS A	0.0	0.0	0.00	0.15	48.7
2	T1	38	0.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.15	49.1
Approach		53	0.0	0.028	1.3	NA	0.0	0.0	0.00	0.15	49.0
North: Carabella Street (N)											
8	T1	284	0.0	0.188	0.1	LOS A	0.5	3.2	0.07	0.11	49.2
9	R2	70	0.0	0.188	4.7	LOS A	0.5	3.2	0.07	0.11	48.3
Approach		354	0.0	0.188	1.0	NA	0.5	3.2	0.07	0.11	49.0
West: Parkes Street (W)											
10	L2	79	0.0	0.055	4.7	LOS A	0.2	1.6	0.09	0.51	46.4
12	R2	5	0.0	0.055	6.2	LOS A	0.2	1.6	0.09	0.51	46.0
Approach		84	0.0	0.055	4.8	LOS A	0.2	1.6	0.09	0.51	46.4
All Vehicles		491	0.0	0.188	1.7	NA	0.5	3.2	0.06	0.18	48.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM Parkes / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carabella Street (S)											
1	L2	4	0.0	0.009	4.6	LOS A	0.0	0.0	0.00	0.12	48.8
2	T1	14	0.0	0.009	0.0	LOS A	0.0	0.0	0.00	0.12	49.3
Approach		18	0.0	0.009	1.0	NA	0.0	0.0	0.00	0.12	49.2
North: Carabella Street (N)											
8	T1	177	0.0	0.116	0.0	LOS A	0.3	1.8	0.03	0.11	49.3
9	R2	44	0.0	0.116	4.6	LOS A	0.3	1.8	0.03	0.11	48.3
Approach		221	0.0	0.116	0.9	NA	0.3	1.8	0.03	0.11	49.1
West: Parkes Street (W)											
10	L2	22	0.0	0.022	4.6	LOS A	0.1	0.6	0.04	0.53	46.5
12	R2	9	0.0	0.022	5.4	LOS A	0.1	0.6	0.04	0.53	46.0
Approach		31	0.0	0.022	4.8	LOS A	0.1	0.6	0.04	0.53	46.3
All Vehicles		270	0.0	0.116	1.4	NA	0.3	1.8	0.03	0.16	48.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [AM Peel / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Peel Street (E)											
4	L2	5	0.0	0.024	5.7	LOS A	0.1	0.7	0.11	0.37	54.8
5	T1	15	0.0	0.024	0.1	LOS A	0.1	0.7	0.11	0.37	56.3
6	R2	23	0.0	0.024	5.6	LOS A	0.1	0.7	0.11	0.37	54.3
Approach		43	0.0	0.024	3.7	NA	0.1	0.7	0.11	0.37	55.0
North: Carabella Street (N)											
7	L2	186	0.0	0.230	7.9	LOS A	1.0	7.3	0.08	0.96	50.6
8	T1	53	0.0	0.230	8.0	LOS A	1.0	7.3	0.08	0.96	47.0
9	R2	49	0.0	0.230	7.8	LOS A	1.0	7.3	0.08	0.96	46.8
Approach		288	0.0	0.230	7.9	LOS A	1.0	7.3	0.08	0.96	49.2
West: Peel Street (W)											
10	L2	28	0.0	0.027	4.9	LOS A	0.0	0.3	0.03	0.46	48.5
11	T1	16	0.0	0.027	1.1	LOS A	0.0	0.3	0.03	0.46	53.2
12	R2	6	0.0	0.027	5.2	LOS A	0.0	0.3	0.03	0.46	47.9
Approach		50	0.0	0.027	3.7	NA	0.0	0.3	0.03	0.46	49.8
All Vehicles		381	0.0	0.230	6.9	NA	1.0	7.3	0.08	0.83	49.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM Peel / Carabella]

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Peel Street (E)											
4	L2	5	0.0	0.017	5.6	LOS A	0.1	0.5	0.06	0.38	55.0
5	T1	11	0.0	0.017	0.0	LOS A	0.1	0.5	0.06	0.38	56.4
6	R2	16	0.0	0.017	5.5	LOS A	0.1	0.5	0.06	0.38	54.4
Approach		32	0.0	0.017	3.6	NA	0.1	0.5	0.06	0.38	55.2
North: Carabella Street (N)											
7	L2	82	0.0	0.152	7.7	LOS A	0.6	4.4	0.06	0.99	49.9
8	T1	65	0.0	0.152	7.6	LOS A	0.6	4.4	0.06	0.99	46.4
9	R2	37	0.0	0.152	7.4	LOS A	0.6	4.4	0.06	0.99	46.2
Approach		184	0.0	0.152	7.7	LOS A	0.6	4.4	0.06	0.99	47.8
West: Peel Street (W)											
10	L2	7	0.0	0.011	5.0	LOS A	0.0	0.2	0.04	0.41	49.2
11	T1	9	0.0	0.011	0.9	LOS A	0.0	0.2	0.04	0.41	54.1
12	R2	5	0.0	0.011	5.3	LOS A	0.0	0.2	0.04	0.41	48.6
Approach		21	0.0	0.011	3.3	NA	0.0	0.2	0.04	0.41	51.0
All Vehicles		237	0.0	0.152	6.7	NA	0.6	4.4	0.06	0.86	49.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ANNEXURE E: PARKING SURVEY RESULTS
(3 SHEETS)

Curtis Traffic Surveys

Job: 161201mcl
Client: McLaren Traffic Engineering
Day, date Tue, 7 Feb 17
Location: Kirribilli
Weather: Fine
Surveyor Sandeep

Parking round commencing…

Zone	Street	From	To	Side of Street	Capacity	Restriction	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45
a	Willoughby St	200m	McDougall St	north	15	5u+10R1	14	15	15	15	14	13	12	11	11	11	11	10
b	Willoughby St	200m	Elamang Av	south	14	6R1+3R13+5R10	11	13	16	16	15	12	10	10	10	9	9	9
c	McDougall St	Willoughby St	Winslow Ln	west	2	R1	4	5	5	5	4	4	3	3	3	3	2	2
d	McDougall St	Winslow Ln	Willoughby St	east	3	1R7+1R1+1dis	2	3	3	3	3	3	3	3	3	5	3	3
e	Willoughby St	McDougall St	end	north	6	R1	5	5	5	5	5	5	5	5	5	3	5	5
f	Willoughby St	end	Elamang Av	south	4	R1	3	3	4	4	4	4	4	3	3	15	3	2
g	Elamang Av	Willoughby St	midway bend	east	18	7R9+6R10+4R11+1R1	12	12	15	16	16	16	15	15	14	12	15	13
h	Elamang Av	Willoughby St	midway bend	west	16	12R11+4R9	13	14	14	15	16	16	15	14	12	20	12	12
I	Elamang Av	midway bend	Peel St	east	23	3R1+2R13+10R14+1car share+2R1+5R13	19	19	18	19	21	21	21	20	20	23	19	19
j	Elamang Av	midway bend	Peel St	west	26	3R1+2u+1car share+15R14+5R1	28	27	27	27	27	25	24	24	24	8	23	23
k	Peel St	Elamang Av	Carabella St	south	9	R11	9	10	10	10	10	8	8	8	8	10	9	9
l	Peel St	Elamang Av	Carabella St	north	8	u	11	11	11	11	11	9	9	10	10	1	11	11
m	Carabella St	Peel St	200m	east	1	BZ3	1	1	1	1	1	1	1	1	1	4	1	1
n	Carabella St	200m	Peel St	west	3	R11	4	4	4	4	4	4	4	4	4	12	4	4
o	Peel St	Carabella St	200m	south	11	R11	10	10	9	9	9	8	8	9	10	1	12	12
p	Peel St	Carabella St	McBurney Ln	north		np	4	4	4	3	1	1	1	1	1	4	2	2
q	Peel St	McBurney Ln	Carabella St	north	4	R1	2	3	4	4	4	4	4	4	4	0	4	4
r	McBurney Ln	Peel St	Parkes St	both		np	2	2	1	1	1	1	0	0	0	0	0	0
s	Carabella St	Peel St	Parkes St	west		ns	0	1	1	0	0	0	0	0	0	3	0	0
t	Carabella St	Peel St	Parkes St	east	4	R11	4	4	3	4	1	4	4	3	3	5	3	3
u	Carabella St	Parkes St	Fitzroy St	west	7	2R1+1u+6NP4	4	5	4	4	4	4	4	4	6	4	4	9
v	Carabella St	Parkes St	Fitzroy St	east	10	2car share+1LZ6+7NP4	0	1	2	7	8	7	4	2	1	2	9	12
w	Parkes St	Carabella St	McBurney Ln	south	7	u	8	8	8	8	8	8	8	8	8	8	8	8
x	Parkes St	Carabella St	Robertson Ln	north	8	2u+6R11	5	5	5	6	6	6	6	6	6	6	6	6
y	Parkes St	McBurney Ln	U Pitt St	south	5	R11	6	6	6	6	6	6	6	6	6	6	6	6
z	Upper Pitt St	Parkes St	200m	east	12	8R1+6u	11	10	9	11	12	12	10	12	12	12	12	12
aa	Upper Pitt St	200m	Parkes St	west	16	12R11+4u	13	14	13	13	14	14	14	15	15	15	14	14
ab	Upper Pitt St	Parkes St	Jeffreys St	west	11	6R11+2u+3NP17	8	8	7	8	8	5	5	5	6	6	6	6
ac	Upper Pitt St	Jeffreys St	Parkes St	east	9	2NP17+2car share +5R1	7	6	6	6	7	6	6	6	5	5	6	6
ad	Parkes St	U Pitt St	Robertson Ln	north	4	R1	3	3	3	3	3	3	3	3	3	3	3	3
ae	Robertson Ln	Parkes St	other lane	both		np	0	0	0	0	0	0	0	0	0	0	0	0
af	other lane	Robertson Ln	end	both	4	R15	3	3	3	3	3	3	3	3	3	3	3	3
ag	Robertson Ln	other lane	Fitzroy St	both	9	R11	10	10	10	10	10	10	10	8	8	7	7	7
ah	Fitzroy St	Robertson Ln	Jeffreys St	south	6	R18	5	5	6	6	6	3	3	3	4	4	4	4
ai	Jeffreys St	Fitzroy St	200m	east	4	1car share +3R18	4	4	4	4	4	3	3	3	3	3	3	3
aj	Jeffreys St	200m	Fitzroy St	west	4	R11	4	5	5	5	5	3	3	3	4	4	4	4
ak	Fitzroy St	Jeffreys St	200m	south		ns	0	0	0	0	0	0	0	0	0	0	0	0
aL	Fitzroy St	200m	Jeffreys St	north	2	LZ19	1	1	2	2	1	1	1	1	1	1	1	1
am	Fitzroy St	Jeffreys St	Carabella St	north	15	2P20+13R11	19	19	20	20	21	18	15	16	16	16	16	17
an	Fitzroy St	Robertson Ln	Carabella St	south	12	R11	9	11	13	13	12	10	9	9	9	9	4	11
ao	Carabella St	Fitzroy St	Bligh St	west	4	R1	5	3	4	4	4	4	3	3	3	3	3	4
ap	Carabella St	Fitzroy St	Bligh St	east	5	R1	5	5	5	5	5	4	5	4	3	3	4	5
aq	Bligh St	Carabella St	200m	south	6	2P21+1R11+2dis22+1 car share	8	7	7	8	9	9	9	9	9	9	9	9
ar	Bligh St	200m	Cres Pl	north		ns	0	0	0	0	0	0	0	0	0	0	0	0
as	Cres Pl	Bligh St	Burton St	both	3	1u+2R13	3	3	3	3	3	2	1	1	3	3	3	3
at	Bligh St	Cres Pl	Carabella St	north		ns	3	3	3	3	4	3	3	3	2	2	2	2
au	Carabella St	Bligh St	Burton St	west	11	R1	10	11	11	11	10	10	9	8	8	7	7	8
av	Carabella St	Bligh St	Burton St	east	10	7R1+3BZ3	7	7	7	7	7	7	5	5	4	4	4	5
aw	Burton St	Carabella St	Cres Pl	south	4	R2	5	5	5	5	5	4	4	4	3	3	3	3
ax	Burton St	Cres Pl	Carabella St	north	3	1 car share + 2R2	4	4	4	4	4	4	4	4	3	3	4	3
ay	Carabella St	Burton St	200m	west	1	R1	3	3	3	3	3	2	2	2	2	2	2	1
az	Carabella St	200m	Burton St	east	4	R1	5	5	5	5	4	4	4	4	3	3	3	3
							14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45

Curtis Traffic Surveys

Job: 161201mcl
Client: McLaren Traffic Engineering
Day, date Tue, 7 Feb 17
Location: Kirribilli
Weather: Fine
Surveyor Sandeep

Parking round commencing…

Zone	Street	From	To	Side of Street	Capacity	Restriction	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45
a	Willoughby St	200m	McDougall St	north	15	5u+10R1	7	7	8	8	9	9	9	9	8	8	9	9
b	Willoughby St	200m	Elamang Av	south	14	6R1+3R13+5R10	7	7	9	8	8	8	8	9	9	9	10	10
c	McDougall St	Willoughby St	Winslow Ln	west	2	R1	0	0	0	0	0	0	0	1	1	1	2	2
d	McDougall St	Winslow Ln	Willoughby St	east	3	1R7+1R1+1dis	1	1	1	1	2	2	2	2	2	2	2	2
e	Willoughby St	McDougall St	end	north	6	R1	1	1	3	2	2	2	3	3	3	3	3	3
f	Willoughby St	end	Elamang Av	south	4	R1	2	2	2	3	3	3	3	3	2	2	2	2
g	Elamang Av	Willoughby St	midway bend	east	18	7R9+6R10+4R11+1R1	15	16	17	15	14	13	14	15	13	13	12	11
h	Elamang Av	Willoughby St	midway bend	west	16	12R11+4R9	11	11	11	11	11	10	10	10	9	9	9	9
I	Elamang Av	midway bend	Peel St	east	23	3R1+2R13+10R14+1car share+2R1+5R13	16	17	17	18	18	18	18	18	17	18	17	17
j	Elamang Av	midway bend	Peel St	west	26	3R1+2u+1car share+15R14+5R1	24	24	23	23	23	23	24	24	24	25	24	24
k	Peel St	Elamang Av	Carabella St	south	9	R11	11	11	10	10	10	10	10	8	8	8	8	8
l	Peel St	Elamang Av	Carabella St	north	8	u	10	10	10	10	10	10	11	11	11	12	12	12
m	Carabella St	Peel St	200m	east	1	BZ3	1	0	0	0	0	0	0	0	0	0	0	0
n	Carabella St	200m	Peel St	west	3	R11	3	3	3	3	4	4	4	4	4	4	4	4
o	Peel St	Carabella St	200m	south	11	R11	5	8	12	12	13	12	12	11	11	10	10	10
p	Peel St	Carabella St	McBurney Ln	north		np	1	1	1	1	1	1	0	0	0	0	0	0
q	Peel St	McBurney Ln	Carabella St	north	4	R1	3	3	3	3	4	4	4	4	4	4	4	4
r	McBurney Ln	Peel St	Parkes St	both		np	0	0	0	0	1	1	1	1	1	1	1	1
s	Carabella St	Peel St	Parkes St	west		ns	0	0	0	0	0	0	0	0	0	0	0	0
t	Carabella St	Peel St	Parkes St	east	4	R11	5	5	5	4	3	3	3	3	4	4	4	4
u	Carabella St	Parkes St	Fitzroy St	west	7	2R1+1u+6NP4	4	4	5	5	4	4	4	4	4	4	8	7
v	Carabella St	Parkes St	Fitzroy St	east	10	2car share+1LZ6+7NP4	6	8	6	5	11	5	6	3	3	2	4	3
w	Parkes St	Carabella St	McBurney Ln	south	7	u	8	8	8	8	8	8	8	8	8	8	8	8
x	Parkes St	Carabella St	Robertson Ln	north	8	2u+6R11	7	7	7	7	7	7	7	7	6	6	6	6
y	Parkes St	McBurney Ln	U Pitt St	south	5	R11	4	4	5	5	6	6	6	5	5	5	5	5
z	Upper Pitt St	Parkes St	200m	east	12	8R1+6u	14	14	14	14	15	14	15	15	15	15	15	15
aa	Upper Pitt St	200m	Parkes St	west	16	12R11+4u	18	18	17	17	18	18	16	15	15	14	14	14
ab	Upper Pitt St	Parkes St	Jeffreys St	west	11	6R11+2u+3NP17	11	10	9	9	8	7	7	6	6	6	8	8
ac	Upper Pitt St	Jeffreys St	Parkes St	east	9	2NP17+2car share +5R1	7	7	6	8	10	13	12	5	5	6	7	7
ad	Parkes St	U Pitt St	Robertson Ln	north	4	R1	5	5	5	5	5	5	4	4	4	4	4	3
ae	Robertson Ln	Parkes St	other lane	both		np	0	0	0	0	0	0	0	0	0	0	0	0
af	other lane	Robertson Ln	end	both	4	R15	4	4	3	3	2	2	2	2	2	2	2	2
ag	Robertson Ln	other lane	Fitzroy St	both	9	R11	5	5	5	5	5	5	5	5	5	5	5	5
ah	Fitzroy St	Robertson Ln	Jeffreys St	south	6	R18	3	4	5	5	4	3	3	3	3	3	3	3
ai	Jeffreys St	Fitzroy St	200m	east	4	1car share +3R18	3	3	3	3	3	3	2	2	2	3	3	3
aj	Jeffreys St	200m	Fitzroy St	west	4	R11	3	3	4	4	4	4	3	2	2	3	4	3
ak	Fitzroy St	Jeffreys St	200m	south		ns	0	0	0	0	0	0	0	0	0	0	0	0
aL	Fitzroy St	200m	Jeffreys St	north	2	LZ19	1	1	0	0	0	0	1	1	0	1	0	0
am	Fitzroy St	Jeffreys St	Carabella St	north	15	2P20+13R11	16	16	19	17	17	17	15	14	14	15	16	16
an	Fitzroy St	Robertson Ln	Carabella St	south	12	R11	6	6	7	7	7	7	7	7	7	8	8	8
ao	Carabella St	Fitzroy St	Bligh St	west	4	R1	4	4	4	4	4	5	6	4	3	3	4	4
ap	Carabella St	Fitzroy St	Bligh St	east	5	R1	5	5	6	6	7	7	7	6	6	6	6	6
aq	Bligh St	Carabella St	200m	south	6	2P21+1R11+2dis22+1 car share	5	5	5	5	5	7	7	4	5	5	5	5
ar	Bligh St	200m	Cres Pl	north		ns	0	0	0	0	0	0	0	0	0	0	0	0
as	Cres Pl	Bligh St	Burton St	both	3	1u+2R13	3	3	3	3	4	4	3	2	2	3	3	3
at	Bligh St	Cres Pl	Carabella St	north		ns	0	0	0	0	0	0	0	0	0	0	0	0
au	Carabella St	Bligh St	Burton St	west	11	R1	10	10	11	11	12	12	12	12	12	12	12	12
av	Carabella St	Bligh St	Burton St	east	10	7R1+3BZ3	8	8	5	6	6	6	6	6	6	6	6	6
aw	Burton St	Carabella St	Cres Pl	south	4	R2	5	4	4	4	4	4	4	3	3	3	3	3
ax	Burton St	Cres Pl	Carabella St	north	3	1 car share + 2R2	4	4	4	4	3	3	3	3	3	4	4	4
ay	Carabella St	Burton St	200m	west	1	R1	1	1	1	1	1	1	1	1	1	1	1	1
az	Carabella St	200m	Burton St	east	4	R1	4	4	4	4	4	4	4	4	4	5	5	5
							7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45

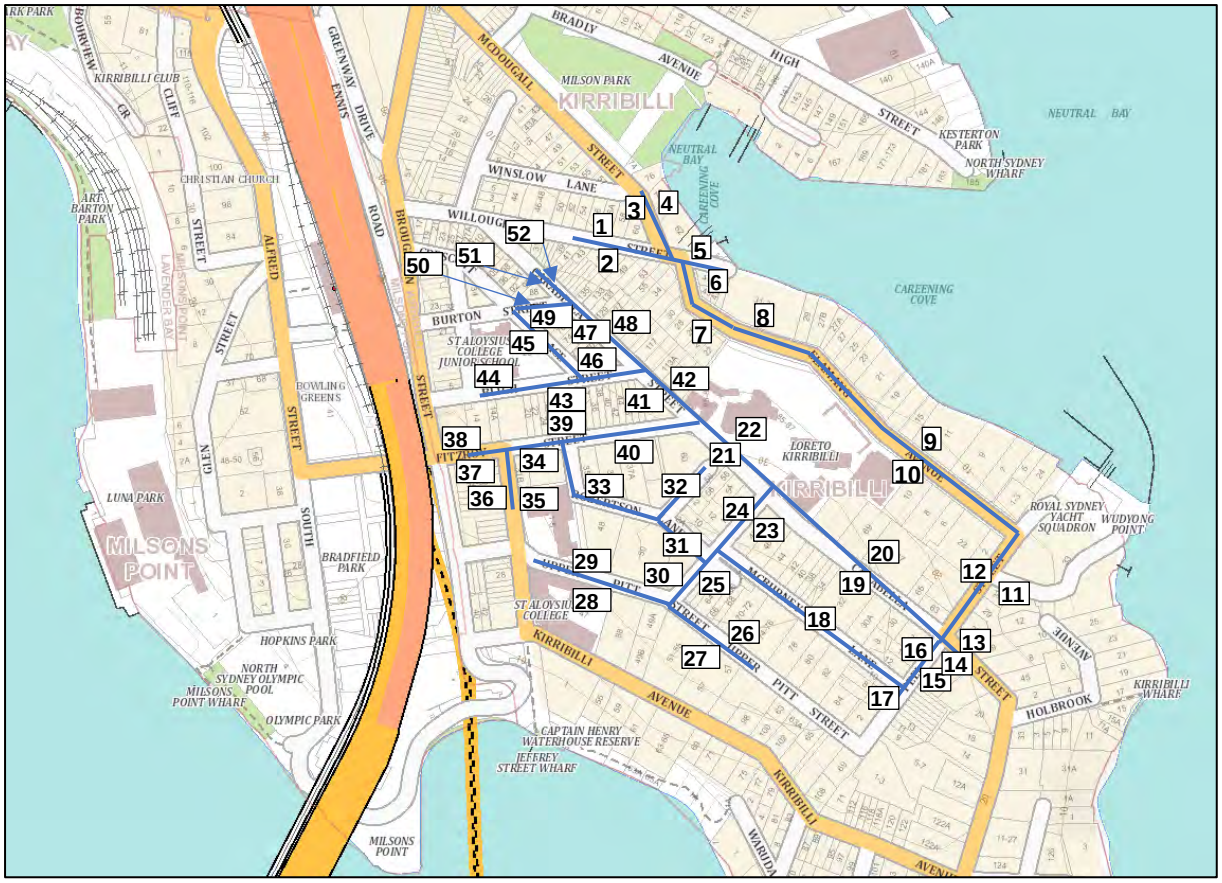
Curtis Traffic Surveys

Job: 161201mcl
Client: McLaren Traffic Engineering
Date 07/02/17
Location: Kirribilli

Restriction Table

u	unrestricted
np	no parking
p	hour parking
ns	no stopping
dis	disabled
r	authorised residents or other permit holders excepted
bz	bus zone
tz	taxi zone
res	reserved parking
lz	loading zone
R1	2r 8:30am-10pm
R2	1r 8:30am 10pm M-F 8:30-12:30 Sat
BZ3	Bz 8:30-6pm M-F
NP4	np 8am-9:30, 2:30-4pm school days
BZ5	bz 8am-6pm M-F
LZ6	loading zone 8:30-4pm school days
NR7	np residents exc & np 10am-3pm Tue-Fri
2p8	2p 8:30-6pm M-F
1/2r9	1/2r 8:30-midnight
R10	4r 8:30-10pm
R11	2r 8:30am-6pm M-F
R12	4r 8:30-midnight
R13	1/2r 8:30-10pm
R14	8r 8:30-6pm Wed
R15	4r 8:30-8pm M-F
R16	1r 8:30am-6pm M-F
NP17	np 8am-9am, 2:30-4pm school days
R18	1r 8:30am 10pm
LZ19	lz 6am-11am 1/4p 11am-10pm
P20	2p 8:30-6pm M-F
P21	1p 8:30-6pm M-F
dis22	dis 8am-10pm

ANNEXURE F: PARKING SURVEY MAP
(1 SHEET)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KIRRIBILLI
MILSONS POINT
MILSON PARK
LORETO KIRRIBILLI
ST ALOYSIUS COLLEGE
ST ALOYSIUS COLLEGE JUNIOR SCHOOL
BRADFIELD PARK
LUNA PARK
HOPKINS PARK
NORTH SYDNEY OLYMPIC POOL
OLYMPIC PARK
CAPTAIN HENRY WATERHOUSE RESERVE
JEFFEREY STREET WHARF
MILSONS POINT WHARF
KIRRIBILLI WHARF
NORTH SYDNEY WHARF
ROYAL SYDNEY YACHT SQUADRON
WUDYONG POINT
KESTERTON PARK
CAREENING COVE
NEUTRAL BAY
CHRISTIAN CHURCH
BOWLING GREENS
KIRRIBILLI CLUB
ART BARTON PARK
LAVENDER BAY
MILSONS POINT
BRADLY AVENUE
HIGH STREET
MCDOUGALL STREET
WINSLOW LANE
WILLOUGHBY STREET
BURTON STREET
PITT STREET
KIRRIBILLI AVENUE
HOLBROOK AVENUE
ALFRED STREET
GREENWAY
ENNIS ROAD
BROUGHTON STREET
GLEN STREET
SOUTH STREET
CLIFF STREET
BOURKE ST
BOURVIEW CR

Zone	Capacity	AM Peak Used	AM Peak Available	PM Peak Used	PM Peak Available
1	15	9	6	15	0
2	14	8	6	16	0
3	2	0	2	5	0
4	3	2	1	3	0
5	6	2	4	5	1
6	4	3	1	4	0
7	18	14	4	16	2
8	16	11	5	15	1
9	23	18	5	19	4
10	26	23	3	27	0
11	9	10	0	10	0
12	8	10	0	11	0
13	1	0	1	1	0
14	3	4	0	4	0
15	11	13	0	9	2
16	0	1	0	3	0
17	4	4	0	4	0
18	0	1	0	1	0
19	0	0	0	0	0
20	4	3	1	4	0
21	7	4	3	4	3
22	10	11	0	7	3
23	7	8	0	8	0
24	8	7	1	6	2
25	5	6	0	6	0
26	12	15	0	11	1
27	16	18	0	13	3
28	11	8	3	8	3
29	9	10	0	6	3
30	4	5	0	3	1
31	0	0	0	0	0
32	4	2	2	3	1
33	9	5	4	10	0
34	6	4	2	6	0
35	4	3	1	4	0
36	4	4	0	5	0
37	0	0	0	0	0
38	2	0	2	2	0
39	15	17	0	20	0
40	12	7	5	13	0
41	4	4	0	4	0
42	5	7	0	5	0
43	6	5	1	8	0
44	0	0	0	0	0
45	3	4	0	3	0
46	0	0	0	3	0
47	11	12	0	11	0
48	10	6	4	7	3
49	4	4	0	5	0
50	3	3	0	4	0
51	1	1	0	3	0
52	4	4	0	5	0
Total	**363**	**320**	**67**	**365**	**33**

ANNEXURE G: SURVEY SHEET PROVIDED TO SCHOOL
(1 SHEET)

Date: _____ Staff Member:_____ Year Group (K-12):___

Number of Students in Class / Group Surveyed: _____

Instructions: Please record how *students* travelled to and will travel home from school *today only*.

Travel Mode	Travel to School		Travel from School	
	Tally	Total	Tally	Total
Bus				
Train				
Family Car (as passenger)				
Friend Car (as passenger)				
Own Car as Driver				
With staff member (as passenger)				
Walking				
Bicycle				
Ferry				
Other:_____				
Other:_____				
Other:_____				

ANNEXURE H: STUDENT SURVEY RESULTS
(11 SHEETS)

Traffic Survey 2017

Name	Travel Mode	Travel to School	Travel from School
Maria Kirby & Ceilia Heyen	Bus	12	10
26 Students surveyed	Train	4	6
	Family Car (as passenger)	7	5
	Friend Car (as passenger)		
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry		
	Other		
	Other		
Totals		23	21

Name	Travel Mode	Travel to School	Travel from School
Lanneke Jones & G D'Angelo	Bus	6	7
Yr12 students surveyed	Train	9	10
	Family Car (as passenger)	7	3
	Friend Car (as passenger)	1	1
	Own Car as Driver	1	1
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry	2	2
	Other		
	Other		
Totals		26	24

Name	Travel Mode	Travel to School	Travel from School
Mary Costello & Christine Davis	Bus	11	12
	Train	4	6
	Family Car (as passenger)	10	1
	Friend Car (as passenger)	1	
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		1
	Bicycle		
	Ferry	2	2
	Other		
	Other		
Totals		28	22

Name	Travel Mode	Travel to School	Travel from School
Michelle Payne & S Cooke	Bus	7	7
Yr12 students surveyed	Train	5	6
	Family Car (as passenger)	9	8
	Friend Car (as passenger)	1	1
	Own Car as Driver		
	With staff member (as passenger)		
	Walking	2	2
	Bicycle		
	Ferry	3	3
	Other		
	Other		
Totals		27	27

Name	Travel Mode	Travel to School	Travel from School
Trish Low & J Godfrey	Bus	4	10
Yr 12 students surveyed (26)	Train	7	5
	Family Car (as passenger)	13	8
	Friend Car (as passenger)	1	
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry		1
	Other		
	Other		
totals		25	24

Name	Travel Mode	Travel to School	Travel from School
K Inches	Bus	6	12
23 students surveyed (Yr8)	Train	2	3
	Family Car (as passenger)	9	4
	Friend Car (as passenger)	1	
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry	1	
	Other (bus & Train)	4	4
	Other		
totals		23	23

Name	Travel Mode	Travel to School	Travel from School
A Manning & D Harris	Bus	5	9
Yr 8 students surveyed (24)	Train	7	10
	Family Car (as passenger)	9	4
	Friend Car (as passenger)	1	
	Own Car as Driver		
	With staff member (as passenger)	1	1
	Walking		
	Bicycle		
	Ferry	2	3
	Other		
	Other		
totals		25	27

Name	Travel Mode	Travel to School	Travel from School
Fraser	Bus	6	13
Yr 8 students surveyed (25)	Train	6	8
	Family Car (as passenger)	12	3
	Friend Car (as passenger)		
	Own Car as Driver		
	With staff member (as passenger)		1
	Walking		
	Bicycle		
	Ferry		
	Other		
	Other		
totals		24	25

Name	Travel Mode	Travel to School	Travel from School
M Pacheco & Wright	Bus	6	7
Yr 8 students surveyed (24)	Train		4
	Family Car (as passenger)	14	8
	Friend Car (as passenger)		
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		1
	Bicycle		
	Ferry	4	4
	Other Rowing bus	3	
	Other		
totals		27	24

Name	Travel Mode	Travel to School	Travel from School
D Roberts	Bus	13	18
Yr 8 students surveyed (25)	Train	5	9
	Family Car (as passenger)	16	7
	Friend Car (as passenger)	1	2
	Own Car as Driver		
	With staff member (as passenger)		
	Walking	1	1
	Bicycle		
	Ferry	2	2
	Other Tinny	1	
	Other		
totals		39	39

Name	Travel Mode	Travel to School	Travel from School
Ms Canty & Mrs Jamison	Bus	14	17
Yr 8 students surveyed (24)	Train	7	8
	Family Car (as passenger)	9	6
	Friend Car (as passenger)	3	
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry	1	2
	Other		
	Other		
totals		34	33

Name	Travel Mode	Travel to School	Travel from School
C Tidyman & L Booth	Bus	10	16
Yr 10 students surveyed (24)	Train	5	6
	Family Car (as passenger)	7	
	Friend Car (as passenger)		
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry		
	Other Light rail	2	2
	Other		
totals		24	24

Name	Travel Mode	Travel to School	Travel from School
Cameron & Kuiters	Bus	4	10
24 students x Y10	Train	4	5
	Family Car (as passenger)	13	7
	Friend Car (as passenger)	1	1
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry	1	
	Other		
	Other		
totals		23	23

Name	Travel Mode	Travel to School	Travel from School
G Cooper	Bus	5	13
23 Yr10 students	Train	1	3
	Family Car (as passenger)	13	6
	Friend Car (as passenger)	3	
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry	1	2
	Other		
	Other		
totals		23	24

Name	Travel Mode	Travel to School	Travel from School
Deb Simpson	Bus	7	11
Yr 10 (24 students)	Train	5	6
	Family Car (as passenger)	3	2
	Friend Car (as passenger)	6	1
	Own Car as Driver		
	With staff member (as passenger)		
	Walking	1	2
	Bicycle		
	Ferry	1	1
	Other light rail	1	
	Other		
totals		24	23

Name	Travel Mode	Travel to School	Travel from School
C Durante & B Jacka	Bus	8	12
Yr 10 (22 students)	Train	5	6
	Family Car (as passenger)	5	1
	Friend Car (as passenger)		
	Own Car as Driver		
	With staff member (as passenger)		
	Walking	1	
	Bicycle		
	Ferry	2	2
	Other taxi	1	1
	Other		
totals		22	22

Name	Travel Mode	Travel to School	Travel from School
Jo Meagher	Bus	7	11
23 Yr10 Students	Train	6	9
	Family Car (as passenger)	5	2
	Friend Car (as passenger)	1	
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry	1	1
	Other LK bus rowing	3	
	Other		
totals		23	23

Name	Travel Mode	Travel to School	Travel from School
G Partington	Bus	64	61
Yr9 (136 students)	Train	34	33
	Family Car (as passenger)	29	33
	Friend Car (as passenger)	1	1
	Own Car as Driver		
	With staff member (as passenger)	1	1
	Walking	3	3
	Bicycle		
	Ferry	5	5
	Other LK bus rowing		
	Other		
totals		137	137

Name	Travel Mode	Travel to School	Travel from School
Megan Davis	Bus	5	11
25 students (Yr11)	Train	3	6
	Family Car (as passenger)	13	4
	Friend Car (as passenger)	2	
	Own Car as Driver	1	
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry	2	3
	Other LK bus rowing		
	Other		
totals		26	24

Name	Travel Mode	Travel to School	Travel from School
Gillian Odell	Bus	3	10
23 students (Yr11)	Train	7	5
	Family Car (as passenger)	9	3
	Friend Car (as passenger)		
	Own Car as Driver	3	1
	With staff member (as passenger)	1	1
	Walking		
	Bicycle		
	Ferry		2
	Other LK bus rowing		
	Other		
		23	22

Name	Travel Mode	Travel to School	Travel from School
Julie Walker	Bus	6	10
25 students (Yr11)	Train	6	9
	Family Car (as passenger)	8	2
	Friend Car (as passenger)		1
	Own Car as Driver	1	1
	With staff member (as passenger)	1	
	Walking	1	1
	Bicycle		
	Ferry	3	2
	Other LK bus rowing		
	Other		
		26	26

Name	Travel Mode	Travel to School	Travel from School
Chambers & Ellem	Bus	2	9
26 students (Yr11)	Train	4	4
	Family Car (as passenger)	15	8
	Friend Car (as passenger)		1
	Own Car as Driver		
	With staff member (as passenger)		
	Walking	2	2
	Bicycle		
	Ferry	3	2
	Other LK bus rowing		
	Other		
		26	26

Name	Travel Mode	Travel to School	Travel from School
Keith Hopkins	Bus	7	9
24 students (Yr11)	Train	8	7
	Family Car (as passenger)	6	3
	Friend Car (as passenger)		
	Own Car as Driver		
	With staff member (as passenger)		
	Walking		
	Bicycle		
	Ferry	2	5
	Other LK bus rowing		
	Other		
		23	24