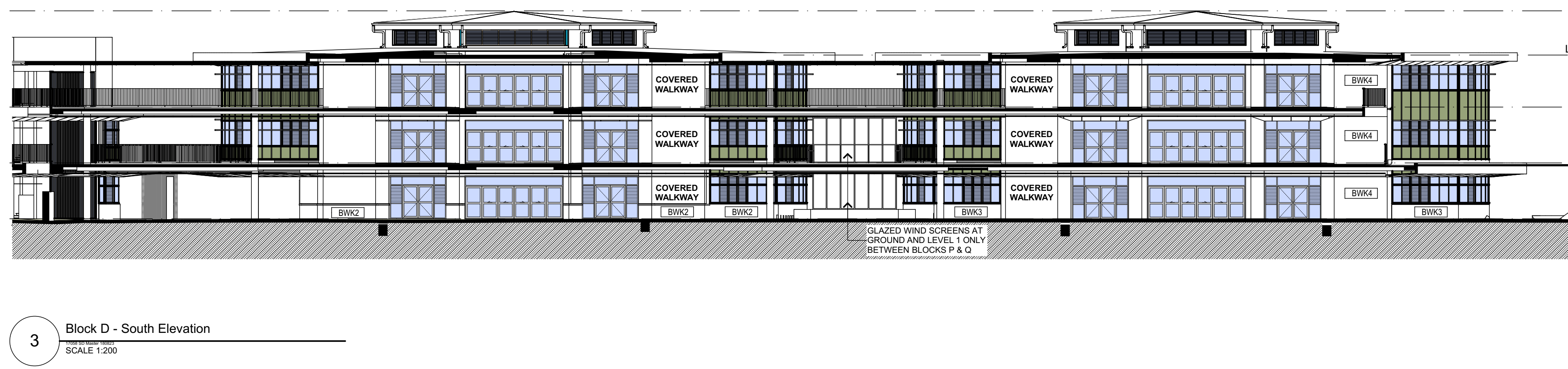
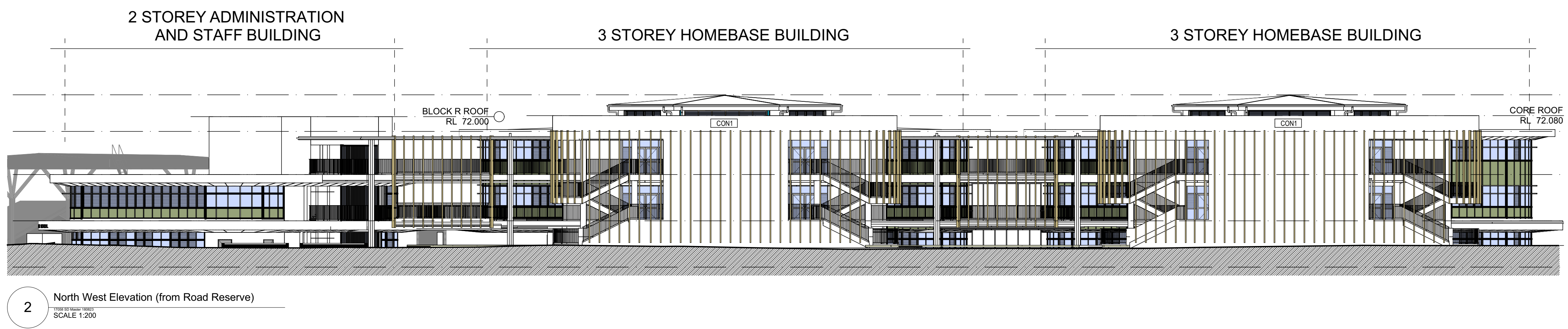
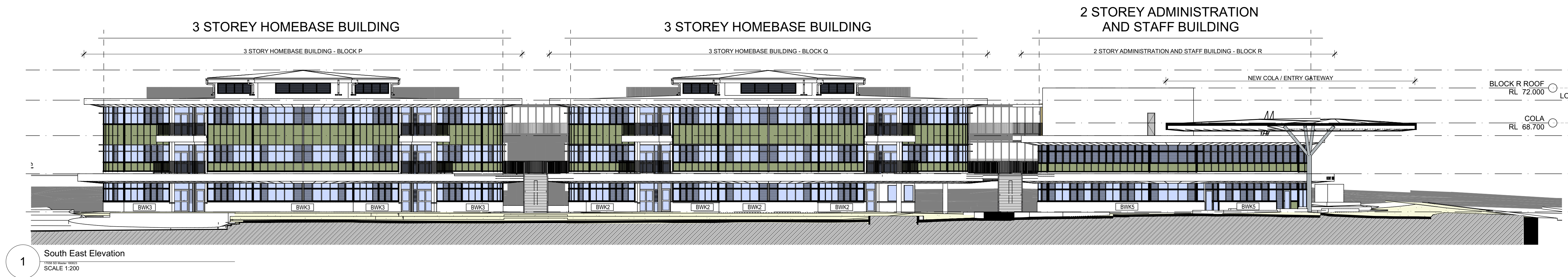
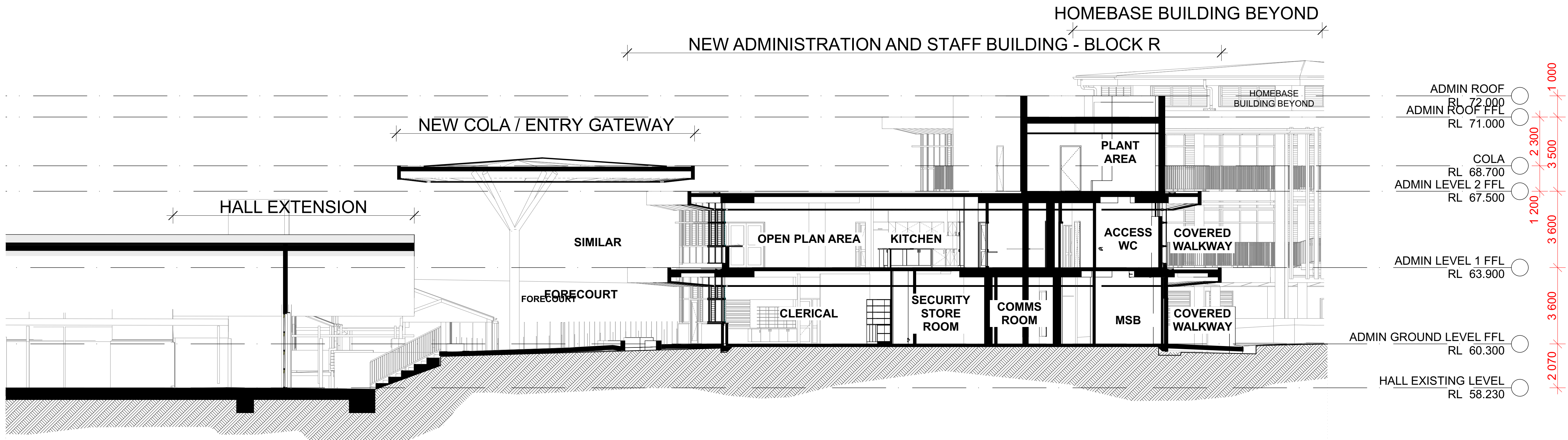






1 Administration / COLA / Hall Section
SCALE 1:100



2 Homebase Building Section
SCALE 1:100

GARDNER WETHERILL
ASSOCIATES

T (02) 9929 6777
F (02) 9929 3999
E design@gardnerwetherill.com.au
A.C.N. 104 476 833

LEVEL 2 Suite 2.01
460 Pacific Highway
St Leonards 2065

Not a valid Architect - Alistair Rose Gardner (Reg No. 3946)

Butler & Co Architects

blueVisions
certainty. innovation. excellence.



Kent Road Public School Development
Herring Road MARSFIELD NSW 2122



SCHOOL INFRASTRUCTURE
NSW
School Infrastructure NSW
259 George Street SYDNEY NSW 2000

ISSUED FOR CONSULTANT INFORMATION
REVISION DETAILS

DRAWING NAME

Sections

PROJECT No
17058
DRAWING No
SSDA-1601

SCALE
1:100 @A1
REVISION
A

Appendix B

Traffic Survey Results

Location	Herring Road	Duration	0700 - 0900
	Kent Road		1430 - 1630
	Herring Road		-
Suburb	-	Day/Date	Friday, 2 March 2018
	RYDE	Weather	-

All Vehicles Time Per 15 Mins	NORTH EAST Herring Road					SOUTH EAST Kent Road					SOUTH WEST Herring Road					NORTH WEST -				
	L	I	R	U	TOTAL	L	I	R	U	TOTAL	L	I	R	U	TOTAL	L	I	R	U	TOTAL
7:00 - 7:15	7	33		0	40	6		12	0	18		111	11	1	123					181
7:15 - 7:30	5	30		0	35	10		11	0	21		178	20	2	200					256
7:30 - 7:45	14	40		0	54	20		31	0	51		178	27	1	206					311
7:45 - 8:00	10	37		0	47	30		33	0	63		208	18	1	227					337
8:00 - 8:15	8	52		1	61	20		31	1	52		153	17	0	170					283
8:15 - 8:30	15	35		0	50	14		41	6	61		149	23	0	172					283
8:30 - 8:45	19	58		0	77	23		45	2	70		147	23	0	170					317
8:45 - 9:00	19	69		1	89	32		43	8	83		128	22	0	150					322
Period End	97	354		2	453	155	0	247	17	419		1252	161	5	1418					2290
14:30 - 14:45	12	112		0	124	23		22	1	46		64	20	0	84					254
14:45 - 15:00	29	133		0	162	22		15	0	37		67	16	1	84					283
15:00 - 15:15	33	142		0	175	19		18	2	39		74	15	2	91					305
15:15 - 15:30	24	129		0	153	27		46	4	77		93	27	0	120					350
15:30 - 15:45	20	140		1	161	16		53	2	71		103	14	1	118					350
15:45 - 16:00	28	175		1	204	24		30	0	54		105	17	1	123					381
16:00 - 16:15	30	148		0	178	27		34	0	61		70	22	0	92					331
16:15 - 16:30	25	211		0	236	35		54	0	89		79	15	0	94					419
Period End	201	1190		2	1393	193	0	272	9	474		655	146	5	806					2673

Location	Herring Road	Duration	0700 - 0900
	Kent Road		1430 - 1630
	Herring Road		-
Day/Date		Day/Date	Friday, 2 March 2018
Suburb	RYDE	Weather	-

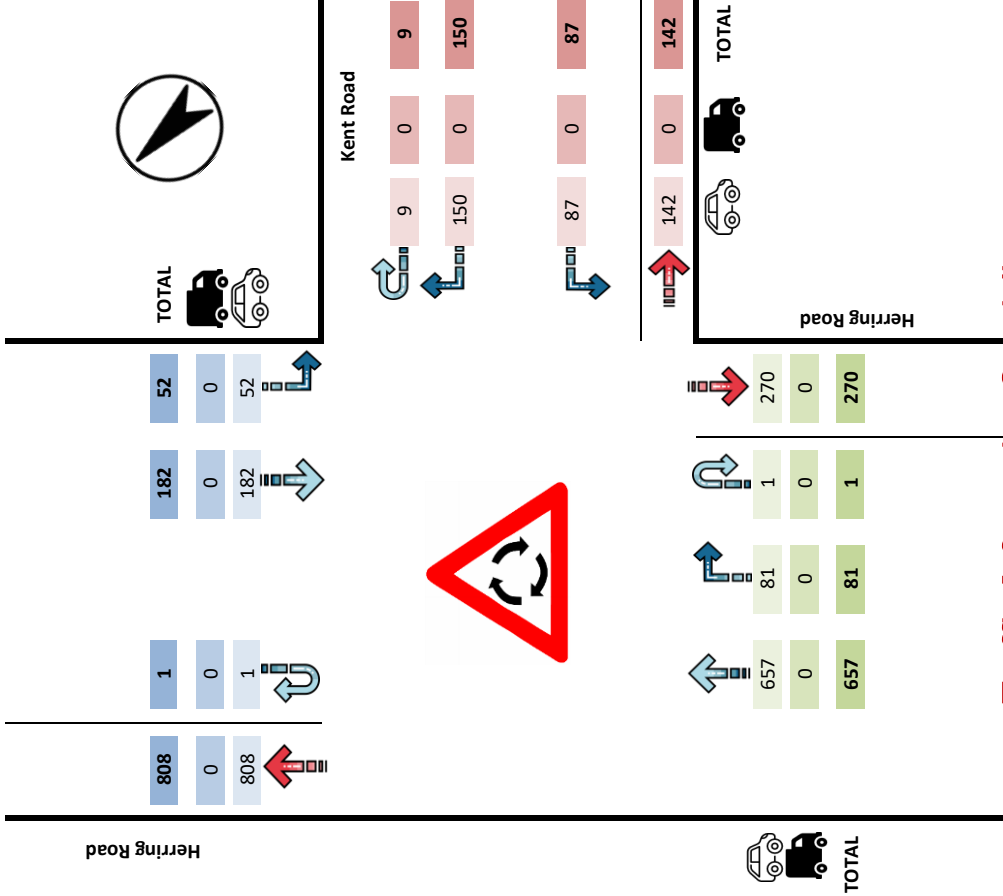
All Vehicles Time Per Hour	NORTH EAST Herring Road					SOUTH EAST Kent Road					SOUTH WEST Herring Road					NORTH WEST -				
	L	I	R	U	TOTAL	L	I	R	U	TOTAL	L	I	R	U	TOTAL	L	I	R	U	TOTAL
7:00 - 8:00	36	140		0	176	66		87	0	153					756					1085
7:15 - 8:15	37	159		1	197	80		106	1	187					803					1187
7:30 - 8:30	47	164		1	212	84		136	7	227					775					1214
7:45 - 8:45	52	182		1	235	87		150	9	246					739					1220
8:00 - 9:00	61	214		2	277	89		160	17	266					662					1205
Period End	233	859		5	1097	406		639	34	1079					3735					5911
14:30 - 15:30	98	516		0	614	91		101	7	199					379					1192
14:45 - 15:45	106	544		1	651	84		132	8	224					413					1288
15:00 - 16:00	105	586		2	693	86		147	8	241					452					1386
15:15 - 16:15	102	592		2	696	94		163	6	263					453					1412
15:30 - 16:30	103	674		2	779	102		171	2	275					427					1481
Period End	514	2912		7	3433	457		714	31	1202					2124					6759

Location	Herring Road	Duration	0700 - 0900
	Kent Road		1430 - 1630
	Herring Road		-
Suburb	-	Day/Date	Friday, 2 March 2018
	RYDE	Weather	-

DATA SELECTION

Select Time:

TIME RANGE	
PEAK	- AM
7:45	PEAK - 8:45



Location	Herring Road	Duration	0700 - 0900
	-		1430 - 1630
	Herring Road		-
	Agincourt Road	Day/Date	Friday, 2 March 2018
Suburb	RYDE	Weather	-

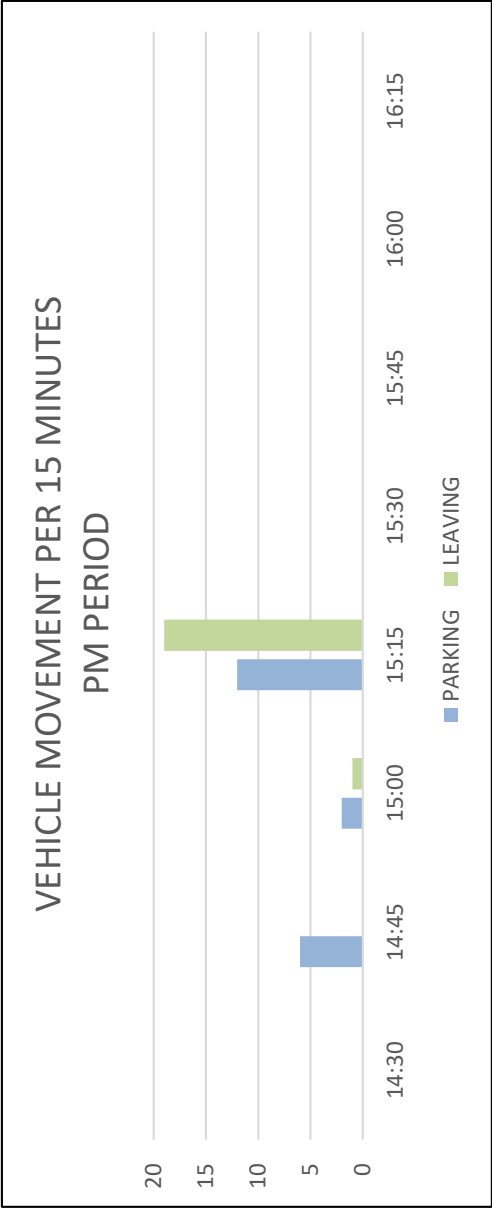
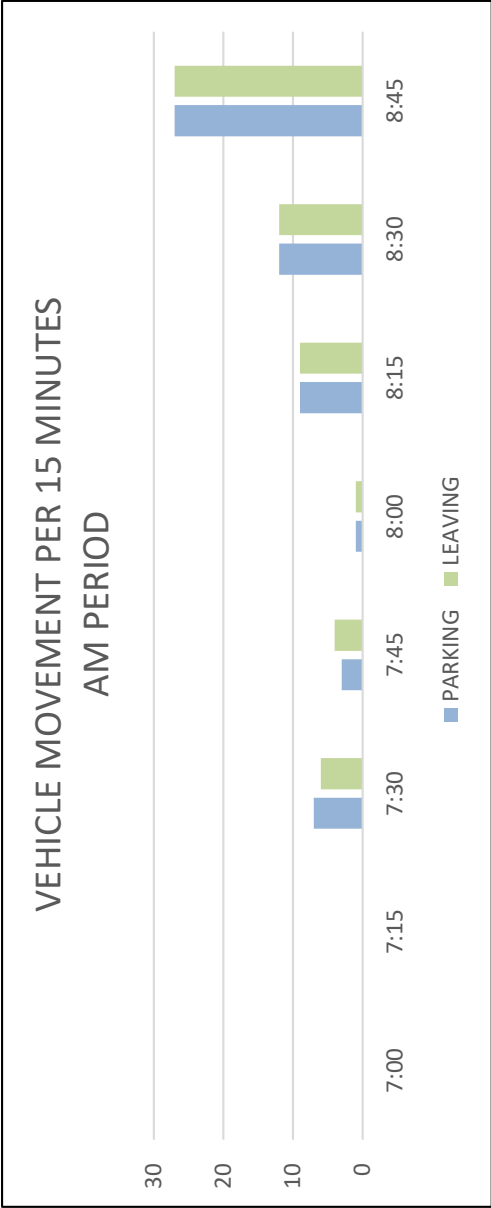
All Vehicles Time Per 15 Mins	NORTH EAST Herring Road					SOUTH EAST -					SOUTH WEST Herring Road					NORTH WEST Agincourt Road				
	L	I	R	U	TOTAL	L	I	R	U	TOTAL	L	I	R	U	TOTAL	L	I	R	U	TOTAL
7:00 - 7:15		35	3	0	38						10	113		1	124	9		17	0	26
7:15 - 7:30		36	8	0	44						11	174		1	186	11		13	0	24
7:30 - 7:45		55	3	1	59						15	190		1	206	13		25	0	38
7:45 - 8:00		61	9	0	70						16	197		2	215	16		25	0	41
8:00 - 8:15		61	8	1	70						21	151		2	174	14		18	0	32
8:15 - 8:30		43	8	1	52						33	163		2	198	12		22	0	34
8:30 - 8:45		65	16	1	82						43	157		5	205	15		34	0	49
8:45 - 9:00		79	18	5	102						39	116		1	156	19		27	0	46
Period End		435	73	9	517						188	1261		15	1464	109		181	0	290
14:30 - 14:45		118	16	1	135						18	71		3	92	13		18	0	31
14:45 - 15:00		131	23	0	154						26	72		0	98	13		14	0	27
15:00 - 15:15		140	20	0	160						40	79		0	119	11		30	1	42
15:15 - 15:30		141	17	1	159						29	91		1	121	29		46	2	77
15:30 - 15:45		143	8	0	151						27	101		0	128	17		21	0	38
15:45 - 16:00		178	11	1	190						30	106		0	136	13		29	0	42
16:00 - 16:15		153	15	1	169						25	73		4	102	16		23	0	39
16:15 - 16:30		201	22	2	225						25	82		2	109	11		16	0	27
Period End		1205	132	6	1343						220	675		10	905	123		197	3	323
																				2571

[illegible]

LOCATION	NORTH	-	TIME PERIOD	0700 - 0900
	EAST	Kent Road		1430 - 1630
	SOUTH	-		-
	WEST	-	DATE	Friday, 2 March 2018
SUBURB		RYDE	WEATHER	-

Vehicle PARKING	Vehicle LEAVING
-----------------	-----------------

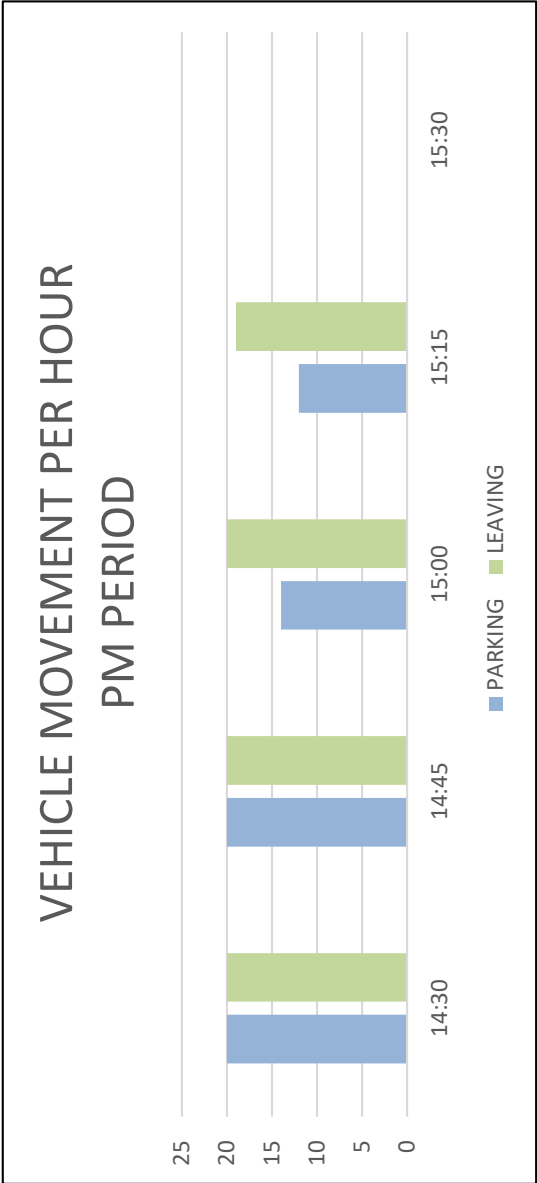
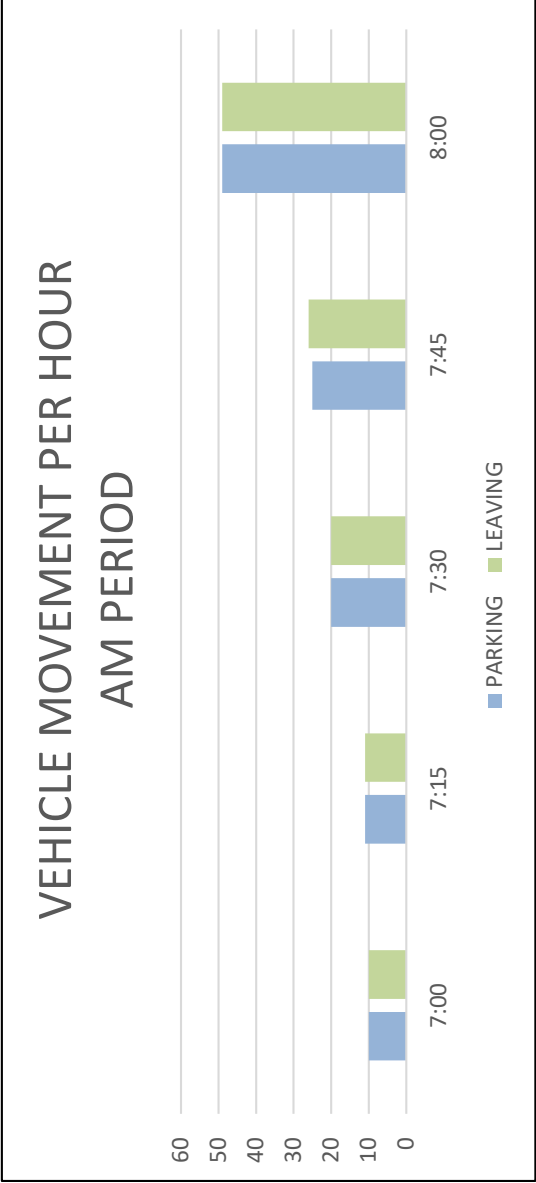
MOVEMENTS		1	2
Time Per 15 Mins		PARKING	LEAVING
7:00	- 7:15	0	0
7:15	- 7:30	0	0
7:30	- 7:45	7	6
7:45	- 8:00	3	4
8:00	- 8:15	1	1
8:15	- 8:30	9	9
8:30	- 8:45	12	12
8:45	- 9:00	27	27
Period End		59	59
14:30	- 14:45	0	0
14:45	- 15:00	6	0
15:00	- 15:15	2	1
15:15	- 15:30	12	19
15:30	- 15:45	0	0
15:45	- 16:00	0	0
16:00	- 16:15	0	0
16:15	- 16:30	0	0
Period End		20	20
			40



LOCATION	NORTH	-	TIME PERIOD	0700 - 0900
	EAST	Kent Road		1430 - 1630
	SOUTH	-		-
	WEST	-	DATE	Friday, 2 March 2018
SUBURB	RYDE		WEATHER	-

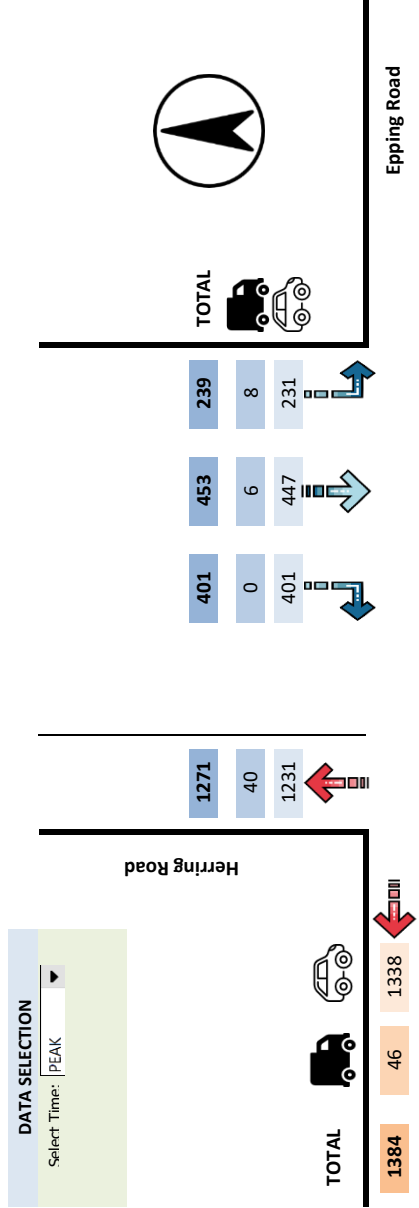
Vehicle PARKING	Vehicle LEAVING
-----------------	-----------------

MOVEMENTS		1	2
Time Per HOUR		PARKING	LEAVING
7:00	- 8:00	10	10
7:15	- 8:15	11	11
7:30	- 8:30	20	20
7:45	- 8:45	25	26
8:00	- 9:00	49	49
Period End		115	116
14:30	- 15:30	20	20
14:45	- 15:45	20	20
15:00	- 16:00	14	20
15:15	- 16:15	12	19
15:30	- 16:30	0	0
Period End		66	79
			145

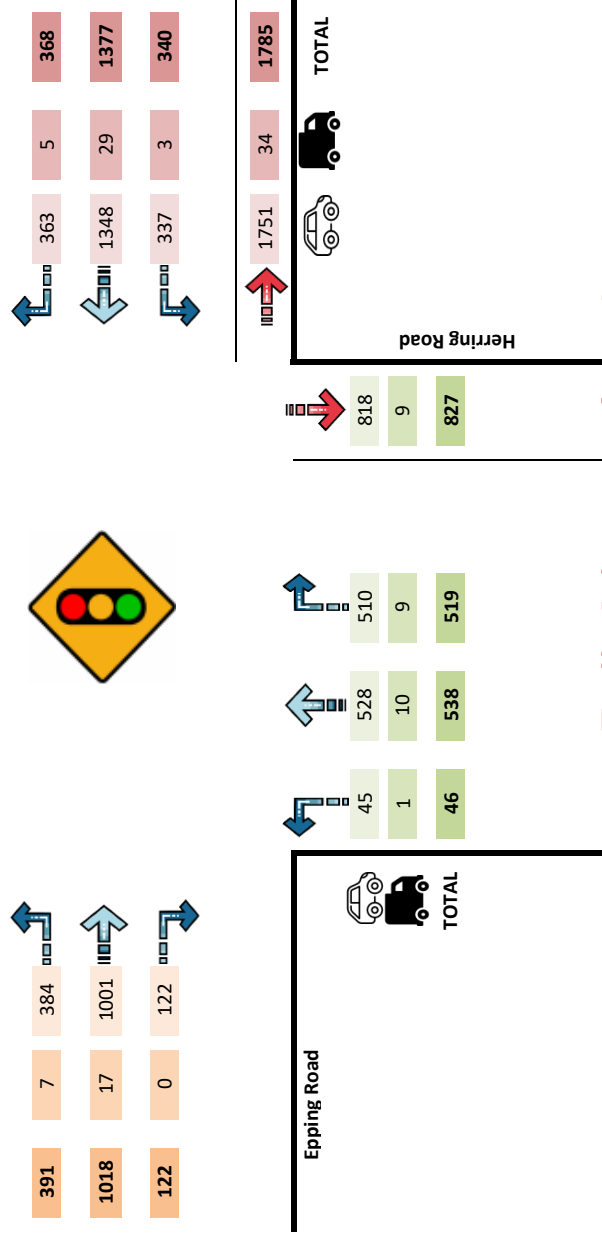
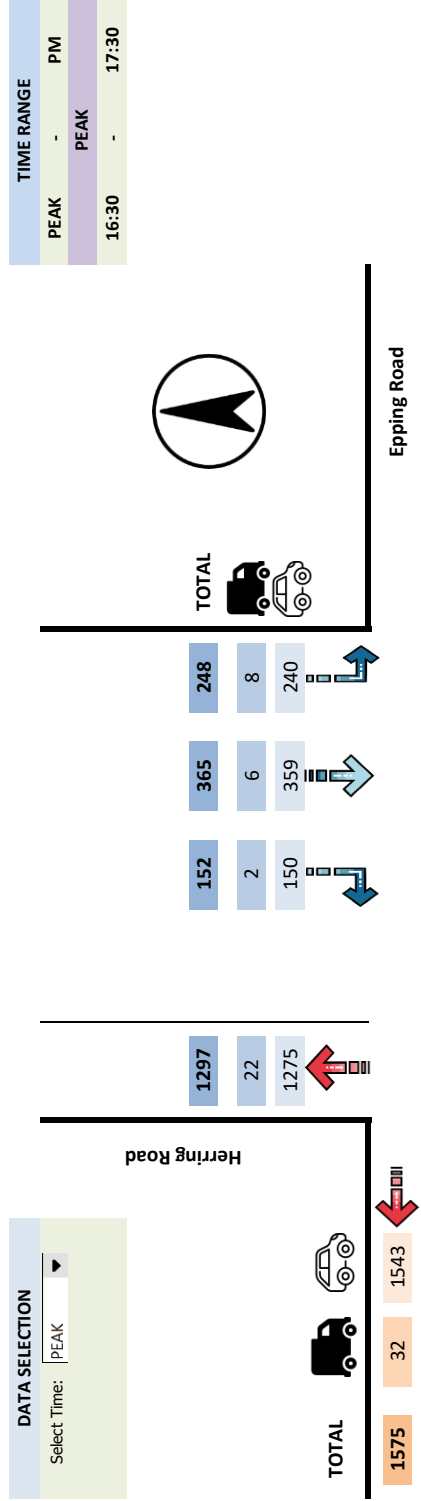


Location	Herring Road	Duration	0700 - 0900
	Epping Road		1400 - 1800
	Herring Road		-
	Epping Road	Day/Date	Friday, August 10, 2018
Suburb	RYDE	Weather	-

TIME RANGE	
PEAK	- AM
PEAK	
7:30	- 8:30



Location	Herring Road	Duration	0700 - 0900
	Epping Road		1400 - 1800
	Herring Road		-
	Epping Road	Day/Date	Friday, August 10, 2018
Suburb	RYDE	Weather	-



Location	Lane Cove Road	Duration	0700 - 0900
	-		1400 - 1800
	Lane Cove Road		-
	Kent Road	Day/Date	Friday, August 10, 2018
Suburb	RYDE	Weather	-

All Vehicles Time Per 15 Mins	NORTH Lane Cove Road						EAST -					
	L			R			L			R		
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ
7:00 - 7:15	337	17	354	5	0	5	359			912	68	980
7:15 - 7:30	422	20	442	3	1	4	446			1062	66	1126
7:30 - 7:45	356	22	378	10	0	10	388			978	65	1043
7:45 - 8:00	292	25	317	22	4	26	343			837	69	906
8:00 - 8:15	325	13	338	18	2	20	358			827	54	881
8:15 - 8:30	255	23	278	20	1	21	299			847	63	910
8:30 - 8:45	318	13	331	28	0	28	359			862	42	904
8:45 - 9:00	276	25	301	32	0	32	333			808	52	860
Period End	2581	138	2739	138	8	146	2885			7133	479	7612
14:00 - 14:15	408	29	437	24	1	25	462			933	61	994
14:15 - 14:30	426	39	465	16	1	17	482			920	68	988
14:30 - 14:45	396	22	418	27	1	28	446			918	47	965
14:45 - 15:00	465	31	496	15	2	17	513			1006	54	1060
15:00 - 15:15	417	23	440	29	1	30	470			905	54	959
15:15 - 15:30	541	17	558	39	0	39	597			1079	37	1116
15:30 - 15:45	565	17	582	33	2	35	617			1120	43	1163
15:45 - 16:00	481	24	505	35	0	35	540			940	44	984
16:00 - 16:15	477	19	496	37	4	41	537			1001	37	1038
16:15 - 16:30	535	17	552	39	2	41	593			997	32	1029
16:30 - 16:45	508	20	528	45	3	48	576			930	30	960
16:45 - 17:00	437	19	456	82	3	85	541			917	33	950
17:00 - 17:15	456	24	480	75	2	77	557			928	37	965
17:15 - 17:30	504	21	525	101	2	103	628			949	37	986
17:30 - 17:45	481	17	498	78	2	80	578			889	22	911
17:45 - 18:00	427	13	440	86	3	89	529			849	27	876
Period End	7524	352	7876	761	29	790	8666			12510	487	15944

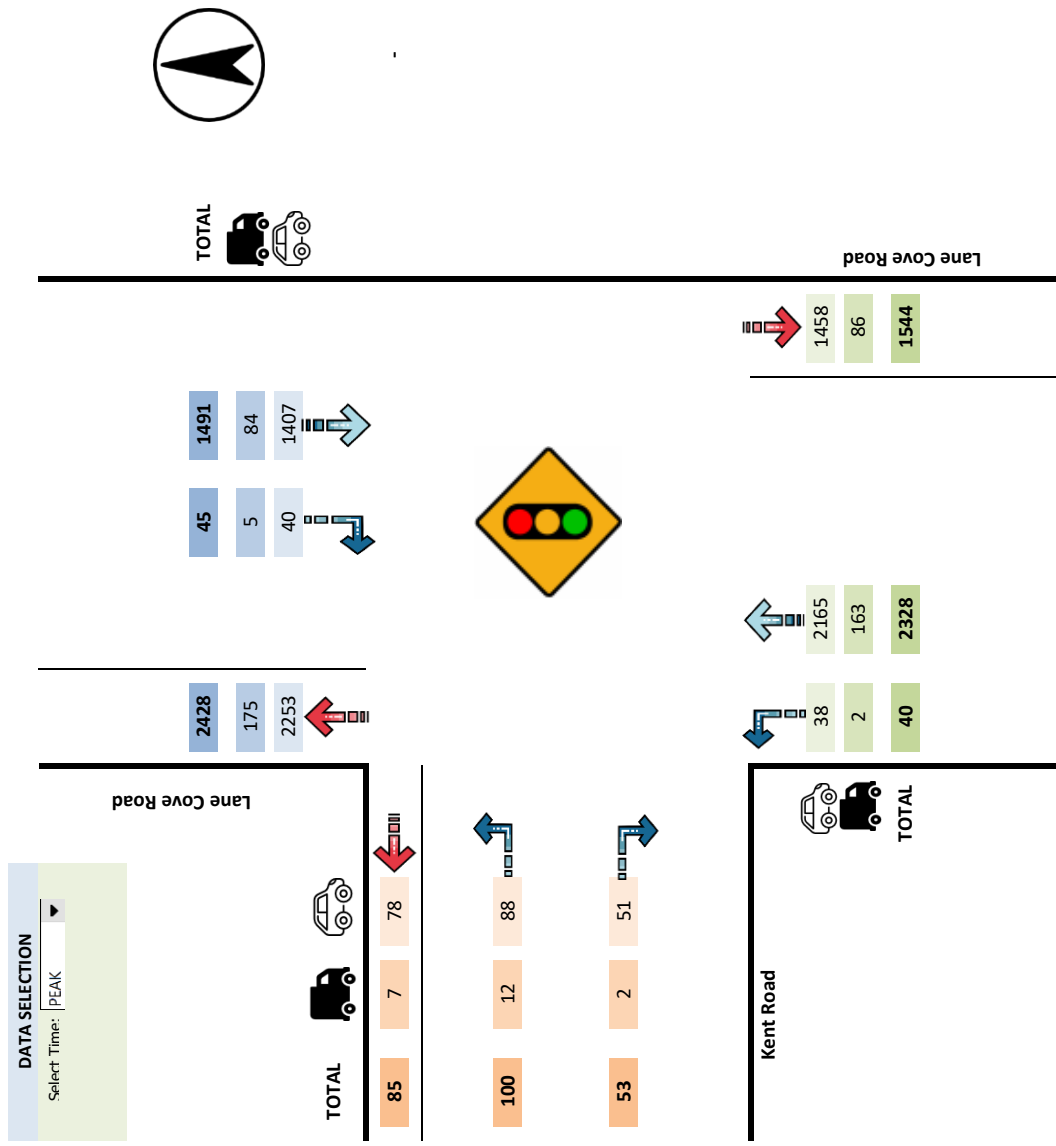
All Vehicles Time Per 15 Mins	SOUTH Lane Cove Road						WEST Kent Road					
	L			R			L			R		
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ
7:00 - 7:15	7	1	8	537	47	584	582	16	3	19	0	10
7:15 - 7:30	3	1	4	602	41	643	647	15	3	18	17	0
7:30 - 7:45	12	0	12	565	38	603	615	19	3	22	16	2
7:45 - 8:00	16	0	16	461	37	498	514	38	3	41	8	0
8:00 - 8:15	7	0	7	427	35	462	469	32	4	36	18	0
8:15 - 8:30	7	1	8	482	36	518	526	63	2	65	20	0
8:30 - 8:45	6	0	6	443	27	470	476	55	2	57	12	0
8:45 - 9:00	10	0	10	412	25	437	447	49	2	51	29	0
Period End	68	3	71	3929	286	4215	4286	287	22	309	130	2
14:00 - 14:15	11	0	11	468	29	497	508	15	1	16	7	1
14:15 - 14:30	9	0	9	448	27	475	484	14	1	15	7	0
14:30 - 14:45	13	0	13	447	19	466	479	22	1	23	13	4
14:45 - 15:00	11	2	13	456	16	472	485	41	2	43	18	1
15:00 - 15:15	7	1	8	417	28	445	453	22	1	23	13	0
15:15 - 15:30	16	0	16	461	19	480	486	16	1	17	6	0
15:30 - 15:45	14	1	15	468	22	490	505	27	1	28	13	0
15:45 - 16:00	11	0	11	375	16	391	402	22	4	26	16	0
16:00 - 16:15	15	0	15	428	10	438	453	25	3	28	19	1
16:15 - 16:30	10	0	10	377	13	390	400	24	0	24	12	0
16:30 - 16:45	12	0	12	332	5	337	349	19	1	20	14	1
16:45 - 17:00	16	0	16	339	9	348	364	27	2	29	16	0
17:00 - 17:15	17	0	17	346	10	356	373	19	1	20	15	0
17:15 - 17:30	11	0	11	283	13	306	317	25	1	26	15	0
17:30 - 17:45	7	0	7	297	3	300	307	18	0	18	8	0
17:45 - 18:00	16	0	16	292	10	302	318	16	1	17	12	0
Period End	156	4	200	6244	249	6493	6693	352	21	373	204	8

Location	Lane Cove Road	Duration	0700 - 0900
	-		1400 - 1800
	Lane Cove Road		-
	Kent Road	Day/Date	Friday, August 10, 2018
Suburb	RYDE	Weather	-

All Vehicles Time Per Hour	SOUTH Lane Cove Road										WEST Kent Road									
	I					R					I					R				
	L	L	Σ	LIGHT HEAVY	Σ	L	L	Σ	LIGHT HEAVY	Σ	L	L	Σ	LIGHT HEAVY	Σ	L	L	Σ	LIGHT HEAVY	Σ
7:00 - 8:00	38	2	40	2165	163	2328	2368	88	12	100	51	2	53	153	3789	268	4057	TOTAL		
7:15 - 8:15	38	1	39	2055	151	2206	2245	104	13	117	59	2	61	178	3704	254	3958			
7:30 - 8:30	42	1	43	1935	146	2081	2124	152	12	164	62	2	64	228	3489	251	3740			
7:45 - 8:45	36	1	37	1813	135	1948	1985	188	11	199	58	0	58	257	3373	228	3601			
8:00 - 9:00	31	1	31	1764	123	1887	1918	199	30	209	79	0	79	288	3344	211	3555			
Period End	184	6	190	9732	718	10450	10640	731	58	789	309	6	315	1104	17699	1212	18811	TOTAL		
14:00 - 15:00	44	2	46	1819	91	1910	1956	92	5	97	45	6	51	148	3777	230	4007			
14:15 - 15:15	40	3	43	1768	90	1858	1901	99	5	104	51	5	56	160	3749	223	3972			
14:30 - 15:30	47	3	50	1781	82	1863	1913	101	5	106	50	5	55	161	3908	192	4100			
14:45 - 15:45	48	4	52	1802	85	1887	1939	106	5	111	50	1	51	162	4110	188	4298			
15:00 - 16:00	48	2	50	1721	85	1806	1856	87	7	94	48	0	48	142	4044	178	4222			
15:15 - 16:15	56	1	57	1732	67	1799	1856	90	9	99	54	1	55	154	4140	161	4301			
15:30 - 16:30	51	51	102	1648	61	1709	1760	98	8	106	60	1	61	167	4058	156	4214			
15:45 - 16:45	48	0	48	1512	44	1556	1604	90	8	98	61	1	63	161	3868	143	4011			
16:00 - 17:00	53	0	53	1476	37	1513	1566	95	6	101	61	2	63	164	3845	132	3977			
16:15 - 17:15	55	0	55	1394	37	1431	1486	89	4	93	57	1	58	151	3772	132	3904			
16:30 - 17:30	56	0	56	1310	37	1347	1403	90	5	95	60	1	61	156	3724	137	3861			
16:45 - 17:45	51	0	51	1275	35	1310	1361	89	4	93	54	0	54	147	3683	129	3812			
17:00 - 18:00	51	0	51	1228	36	1264	1315	78	3	81	50	0	50	131	3615	123	3738			
Period End	647	16	663	20466	787	21263	21916	1204	74	1278	701	25	726	2004	50299	2124	52417	TOTAL		

Location	Lane Cove Road	Duration	0700 - 0900
	-		1400 - 1800
	Lane Cove Road		-
	Kent Road	Day/Date	Friday, August 10, 2018
Suburb	RYDE	Weather	-

TIME RANGE	
PEAK	- AM
	PEAK
7:00	- 8:00

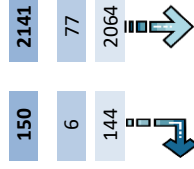


Location	Lane Cove Road	Duration	0700 - 0900
	-		1400 - 1800
	Lane Cove Road		-
	Kent Road	Day/Date	Friday, August 10, 2018
Suburb	RYDE	Weather	-

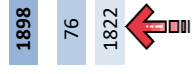
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Select Time:	PEAK
TIME RANGE	
PEAK	- PM
15:15	- 16:15



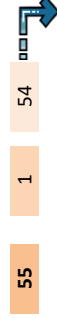
TOTAL  



Lane Cove Road



TOTAL



Lane Cove Road



Kent Road



TOTAL

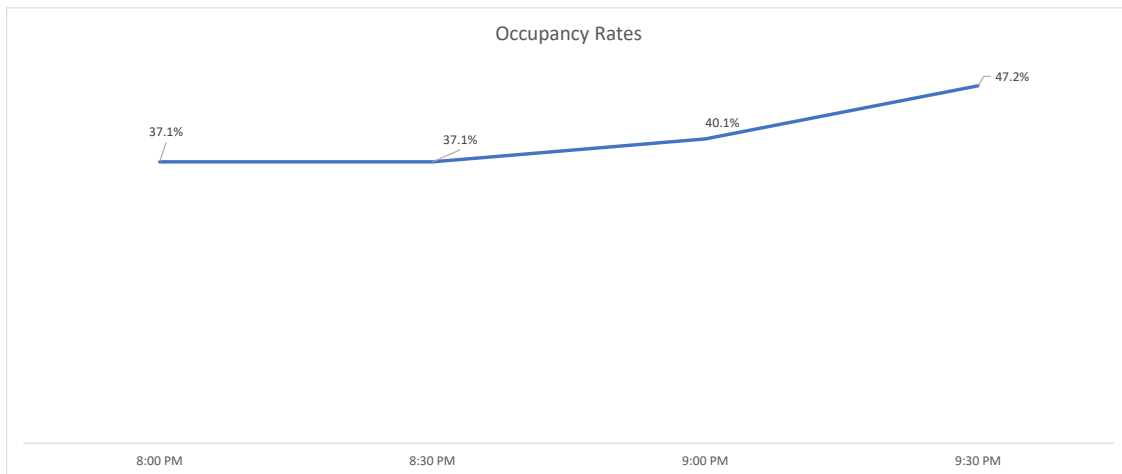
Traffic Information Specialists

ABN: 42 613 389 923

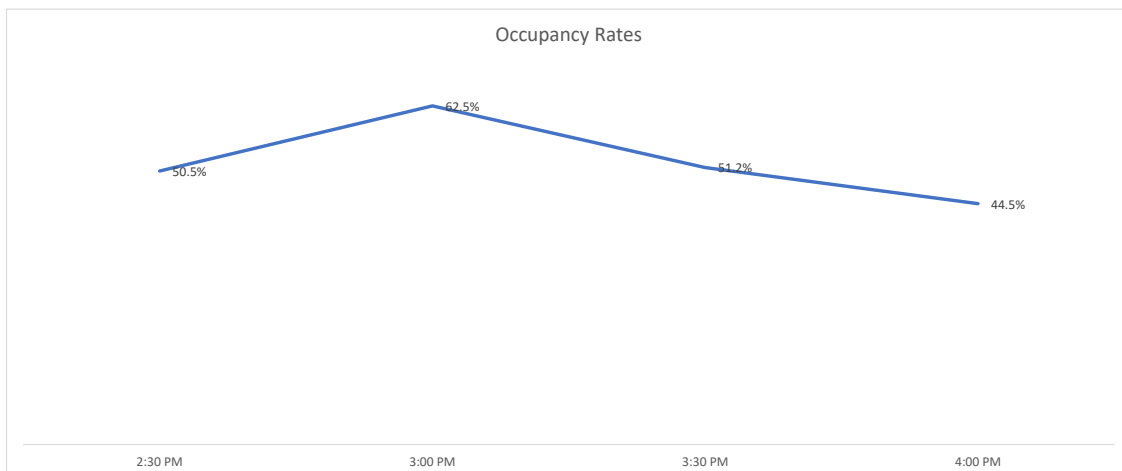
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Location	Kent Road Public School
Suburb	RYDE
Client	TTPA
Job No/Name	18110
Survey Duration	3 Hours
Day/Date	Friday, 10 August 2018

Location	Capacity	8:00 PM	8:30 PM	9:00 PM	9:30 PM
Herring Road	6	6	6	6	4
Kent Road	53	23	23	21	23
Lucinda Road	43	12	12	16	26
Beverly Crescent	44	17	17	21	24
Carmen Street	19	3	3	3	3
Fitzpatrick Street	24	12	12	12	13
Ryde Community Sport Center	110	38	38	41	48
Total Vehicles Parked	299	111	111	120	141
Number of Vacant Spaces		188	188	179	158
% of Capacity Used		37.1%	37.1%	40.1%	47.2%



Location	Capacity	2:30 PM	3:00 PM	3:30 PM	4:00 PM
Herring Road	6	26	10	4	3
Kent Road	53	21	25	17	15
Lucinda Road	43	8	31	20	14
Beverly Crescent	44	14	28	23	11
Carmen Street	19	3	3	3	3
Fitzpatrick Street	24	10	12	12	11
Ryde Community Sport Center	110	69	78	74	76
Total Vehicles Parked	299	151	187	153	133
Number of Vacant Spaces		148	112	146	166
% of Capacity Used		50.5%	62.5%	51.2%	44.5%



Traffic Information Specialists

ABN: 42 613 389 923

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Location	Kent Road Public School
Suburb	RYDE
Client	T.T.P.A.
Job No/Name	18110
Survey Duration	0830 - 0930 (1 Hour)
Day/Date	Friday, 10 August 2018

Time	Type of Transport	Number of Children
1	Walk	2
2	Car	1
3	Car	1
4	Car	1
5	Car	1
6	Walk	2
7	Walk	2
8	Car	1
9	Car	2
10	Walk	2
11	Walk	2
12	Walk	2
13	Car	3
14	Walk	1
15	Walk	1
16	Bus	2
17	Car	2
18	Car	2
19	Walk	2
20	Car	1
21	Car	2
22	Walk	1
23	Walk	1
24	Car	1
25	Car	2
26	Walk	1
27	Car	1
28	Walk	2
29	Walk	2
30	Walk	1
31	Bus	2
32	Bus	2
33	Car	2
34	Bus	2
35	Bus	1
36	Bus	3
37	Bus	2
38	Bus	1
39	Bus	2
40	Bus	3
41	Bus	2
42	Car	1
43	Walk	2
44	Car	1
45	Car	3
46	Walk	1
47	Walk	2
48	Walk	1
49	Walk	2
50	Car	1

Number of Patronage Surveyed	50
Number of Children recorded	83
Number of Patronage arriving by Car	19
Number of Patronage arriving by Bus	11
Number of Patronage arriving by Walking	20

Traffic Information Specialists

ABN: 42 613 389 923

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Location	North Ryde Public School
Suburb	RYDE
Client	T.T.P.A.
Job No/Name	18110
Survey Duration	0830 - 0930 (1 Hour)
Day/Date	Friday, 10 August 2018

Time	Type of Transport	Number of Children
1	Car	2
2	Car	2
3	Car	2
4	Walk	2
5	Car	1
6	Car	1
7	Car	1
8	Walk	3
9	Walk	2
10	Car	1
11	Walk	1
12	Bus	3
13	Car	1
14	Car	2
15	Car	3
16	Car	2
17	Car	2
18	Bus	1
19	Walk	2
20	Walk	4
21	Car	4
22	Walk	2
23	Walk	2
24	Car	2
25	Walk	1
26	Walk	2
27	Car	3
28	Car	1
29	Car	2
30	Car	3
31	Bus	2
32	Bus	1
33	Walk	1
34	Car	4
35	Walk	1
36	Walk	2
37	Car	2
38	Car	2
39	Walk	1
40	Walk	3
41	Car	1
42	Car	2
43	Walk	1
44	Walk	1
45	Car	1
46	Car	3
47	Walk	1
48	Walk	2
49	Car	1
50	Walk	1

Number of Patronage Surveyed	50
Number of Children recorded	93
Number of Patronage arriving by Car	26
Number of Patronage arriving by Bus	4
Number of Patronage arriving by Walking	20

Traffic Information Specialists

ABN: 42 613 389 923

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Location	Kent Road Public School
Suburb	RYDE
Client	T.T.P.A.
Job No/Name	18110
Survey Duration	1430 - 1530 (1 Hour)
Day/Date	Friday, 10 August 2018

Time	Type of Transport	Number of Children
1	Walk	1
2	Walk	2
3	Walk	1
4	Car	1
5	Car	1
6	Car	2
7	Car	1
8	Car	2
9	Car	1
10	Walk	3
11	Walk	2
12	Walk	3
13	Walk	2
14	Walk	3
15	Car	1
16	Walk	3
17	Car	1
18	Walk	3
19	Walk	2
20	Walk	3
21	Car	3
22	Car	2
23	Car	1
24	Car	2
25	Car	2
26	Walk	3
27	Car	1
28	Walk	2
29	Car	1
30	Walk	3
31	Car	2
32	Walk	3
33	Walk	4
34	Walk	2
35	Walk	1
36	Walk	2
37	Bus	2
38	Bus	2
39	Bus	1
40	Walk	3
41	Car	2
42	Walk	2
43	Car	1
44	Car	2
45	Walk	3
46	Walk	2
47	Car	2
48	Walk	1
49	Walk	1
50	Car	3

Number of Patronage Surveyed	50
Number of Children recorded	99
Number of Patronage arriving by Car	21
Number of Patronage arriving by Bus	3
Number of Patronage arriving by Walking	26

Traffic Information Specialists

ABN: 42 613 389 923

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Location	North Ryde Public School
Suburb	RYDE
Client	T.T.P.A.
Job No/Name	18110
Survey Duration	1430 - 1530 (1 Hour)
Day/Date	Friday, 10 August 2018

Time	Type of Transport	Number of Children
1	Car	2
2	Car	3
3	Walk	1
4	Walk	2
5	Walk	3
6	Car	1
7	Bus	6
8	Walk	2
9	Walk	2
10	Walk	1
11	Bus	4
12	Car	3
13	Car	2
14	Car	1
15	Walk	2
16	Walk	1
17	Car	2
18	Walk	3
19	Walk	1
20	Walk	1
21	Walk	2
22	Car	2
23	Car	1
24	Walk	1
25	Walk	2
26	Car	3
27	Car	1
28	Car	2
29	Walk	2
30	Car	1
31	Walk	3
32	Walk	2
33	Walk	1
34	Walk	1
35	Car	2
36	Car	1
37	Bus	8
38	Car	2
39	Car	2
40	Walk	1
41	Walk	3
42	Walk	2
43	Bus	6
44	Walk	2
45	Car	1
46	Car	1
47	Walk	2
48	Walk	1
49	Car	3
50	Car	2

Number of Patronage Surveyed	50
Number of Children recorded	93
Number of Patronage arriving by Car	26
Number of Patronage arriving by Bus	4
Number of Patronage arriving by Walking	20

Traffic Information Specialists

ABN: 42 613 389 923

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Appendix C

SIDRA Model Results

MOVEMENT SUMMARY

 Site: 101 [AGINCOURT - HERRING AM EX]

 Network: N101 [AM EX]

Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
NorthEast: HERRING														
25	T1	230	0.0	230	0.0	0.210	4.7	LOS A	0.5	3.7	0.33	0.48	0.33	52.9
26	R2	41	0.0	41	0.0	0.210	9.3	LOS A	0.5	3.7	0.33	0.48	0.33	52.8
26u	U	3	0.0	3	0.0	0.210	11.4	LOS A	0.5	3.7	0.33	0.48	0.33	40.3
Approach		274	0.0	274	0.0	0.210	5.4	LOS A	0.5	3.7	0.33	0.48	0.33	52.8
NorthWest: AGINCOURT														
27	L2	57	0.0	57	0.0	0.193	8.0	LOS A	0.5	3.3	0.70	0.78	0.70	44.6
29	R2	99	0.0	99	0.0	0.193	12.9	LOS A	0.5	3.3	0.70	0.78	0.70	51.4
29u	U	1	0.0	1	0.0	0.193	14.9	LOS B	0.5	3.3	0.70	0.78	0.70	52.3
Approach		157	0.0	157	0.0	0.193	11.1	LOS A	0.5	3.3	0.70	0.78	0.70	49.7
SouthWest: HERRING														
30	L2	113	0.0	113	0.0	0.512	4.2	LOS A	1.8	12.6	0.25	0.41	0.25	54.3
31	T1	668	0.0	668	0.0	0.512	4.4	LOS A	1.8	12.6	0.25	0.41	0.25	51.0
32u	U	12	0.0	12	0.0	0.512	11.1	LOS A	1.8	12.6	0.25	0.41	0.25	56.7
Approach		793	0.0	793	0.0	0.512	4.5	LOS A	1.8	12.6	0.25	0.41	0.25	51.9
All Vehicles		1224	0.0	1223 ^{N1}	0.0	0.512	5.5	LOS A	1.8	12.6	0.33	0.47	0.33	51.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: \\tpa_nas\FPPA_DATA\WORK\17\17238 - KENT ROAD PUBLIC SCHOOL\MODELLING\KENT ROAD PUBLIC SCHOOL 200918.sip8

MOVEMENT SUMMARY

 Site: 101 [EPPING - HERRING AM EX]

 Network: N101 [AM EX]

New Site

Site Category: (None)

Signals - Actuated Coordinated Cycle Time = 148 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
SouthEast: Epping Road														
21	L2	108	1.9	108	1.9	0.820	54.2	LOS D	9.9	71.8	0.98	0.85	1.05	23.0
22	T1	948	5.0	948	5.0	0.820	46.1	LOS D	13.4	98.1	0.97	0.83	0.99	34.2
23	R2	680	2.1	680	2.1	0.946	49.5	LOS D	10.4	74.4	1.00	0.90	1.12	27.7
Approach		1736	3.6	1736	3.6	0.946	48.0	LOS D	13.4	98.1	0.98	0.86	1.04	31.3
NorthEast: Herring Road														
24	L2	253	3.2	253	3.2	0.711	68.3	LOS E	10.6	75.9	0.97	0.83	0.97	22.8
25	T1	461	1.3	461	1.3	1.006	85.8	LOS F	21.1	149.5	0.97	0.99	1.19	8.5
26	R2	412	0.2	412	0.2	1.006	102.7	LOS F	21.1	149.5	1.00	1.03	1.32	18.1
Approach		1126	1.3	1126	1.3	1.006	88.1	LOS F	21.1	149.5	0.98	0.97	1.19	15.8
NorthWest: Epping Road														
27	L2	527	1.9	527	1.9	0.258	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	52.9
28	T1	1620	3.0	1620	3.0	1.098	136.2	LOS F	37.7	270.9	0.98	1.33	1.58	18.3
29	R2	44	4.5	44	4.5	0.154	39.9	LOS C	1.1	8.4	0.80	0.70	0.80	26.4
Approach		2191	2.7	2191	2.7	1.098	102.8	LOS F	37.7	270.9	0.74	1.12	1.18	20.9
SouthWest: Herring Road														
30	L2	16	12.5	16	12.5	0.198	63.9	LOS E	2.4	18.6	0.85	0.74	1.29	30.3
31	T1	123	9.8	123	9.8	0.198	57.1	LOS E	2.6	19.4	0.85	0.70	1.05	26.1
32	R2	141	6.4	141	6.4	0.488	65.1	LOS E	5.5	40.8	0.90	0.79	0.90	28.9
Approach		280	8.2	280	8.2	0.488	61.5	LOS E	5.5	40.8	0.88	0.75	0.99	27.9
All Vehicles		5333	3.0	5333	3.0	1.098	79.7	LOS F	37.7	270.9	0.88	0.98	1.13	22.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

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 Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian ped	Distance m			
P5	SouthEast Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P6	NorthEast Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P7	NorthWest Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P8	SouthWest Full Crossing	53	44.4	LOS E	0.2	0.2	0.92	0.92	
All Pedestrians		211	62.3	LOS F			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 101 [KENT - HERRING AM EX]

 Network: N101 [AM EX]

Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
SouthEast: KENT														
21	L2	87	0.0	87	0.0	0.265	7.9	LOS A	0.8	5.6	0.65	0.70	0.65	44.7
23	R2	150	0.0	150	0.0	0.265	12.7	LOS A	0.8	5.6	0.65	0.70	0.65	44.7
23u	U	9	0.0	9	0.0	0.265	14.8	LOS B	0.8	5.6	0.65	0.70	0.65	44.7
Approach		246	0.0	246	0.0	0.265	11.1	LOS A	0.8	5.6	0.65	0.70	0.65	44.7
NorthEast: HERRING														
24	L2	55	0.0	55	0.0	0.440	4.5	LOS A	1.3	8.9	0.28	0.44	0.28	50.9
25	T1	561	0.0	559	0.0	0.440	4.7	LOS A	1.3	8.9	0.28	0.44	0.28	50.9
26u	U	1	0.0	1	0.0	0.440	11.4	LOS A	1.3	8.9	0.28	0.44	0.28	50.9
Approach		617	0.0	615 ^{N1}	0.0	0.440	4.7	LOS A	1.3	8.9	0.28	0.44	0.28	50.9
SouthWest: HERRING														
31	T1	657	0.0	657	0.0	0.575	5.4	LOS A	2.3	15.8	0.57	0.54	0.57	38.0
32	R2	85	0.0	85	0.0	0.575	10.0	LOS A	2.3	15.8	0.57	0.54	0.57	38.0
32u	U	1	0.0	1	0.0	0.575	12.1	LOS A	2.3	15.8	0.57	0.54	0.57	38.0
Approach		743	0.0	743	0.0	0.575	5.9	LOS A	2.3	15.8	0.57	0.54	0.57	38.0
All Vehicles		1607	0.0	1605 ^{N1}	0.0	0.575	6.2	LOS A	2.3	15.8	0.47	0.53	0.47	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

 Site: 101 [KENT - LANE COVE AM EX]

 Network: N101 [AM EX]

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 84 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
NorthEast: Lane Cove Road														
25	T1	1264	5.9	1264	5.9	0.355	8.2	LOS A	5.0	36.6	0.50	0.44	0.50	48.4
26	R2	95	7.4	95	7.4	0.288	19.8	LOS B	1.2	8.6	0.84	0.75	0.84	11.2
Approach		1359	6.0	1359	6.0	0.355	9.0	LOS A	5.0	36.6	0.52	0.46	0.52	46.8
NorthWest: Kent Road														
27	L2	199	5.5	199	5.5	0.468	32.9	LOS C	5.4	39.0	0.84	0.80	0.84	29.5
29	R2	59	1.7	59	1.7	0.468	32.9	LOS C	5.4	39.0	0.84	0.80	0.84	38.3
Approach		258	4.7	258	4.7	0.468	32.9	LOS C	5.4	39.0	0.84	0.80	0.84	32.1
SouthWest: Lane Cove Road														
30	L2	37	2.7	37	2.7	0.828	29.6	LOS C	14.8	109.6	0.94	0.84	0.94	33.5
31	T1	1948	6.9	1948	6.9	0.828	24.0	LOS B	14.8	109.9	0.94	0.84	0.94	35.1
Approach		1985	6.9	1985	6.9	0.828	24.1	LOS B	14.8	109.9	0.94	0.84	0.94	35.1
All Vehicles		3602	6.4	3602	6.4	0.828	19.0	LOS B	14.8	109.9	0.77	0.69	0.77	38.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

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 Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Prop. Queued	Effective Stop Rate		
P7	NorthWest Full Crossing	53	36.3	LOS D	0.1	0.1	0.93	0.93	
All Pedestrians		53	36.3	LOS D			0.93	0.93	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY

 Site: 101 [AGINCOURT - HERRING PM EX]

 Network: N101 [PM EX]

Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
NorthEast: HERRING														
25	T1	602	0.0	602	0.0	0.493	5.0	LOS A	1.7	11.7	0.46	0.50	0.46	52.4
26	R2	56	0.0	56	0.0	0.493	9.6	LOS A	1.7	11.7	0.46	0.50	0.46	52.3
26u	U	2	0.0	2	0.0	0.493	11.7	LOS A	1.7	11.7	0.46	0.50	0.46	39.3
Approach		660	0.0	660	0.0	0.493	5.4	LOS A	1.7	11.7	0.46	0.50	0.46	52.4
NorthWest: AGINCOURT														
27	L2	70	0.0	70	0.0	0.193	5.9	LOS A	0.4	3.1	0.53	0.69	0.53	46.7
29	R2	126	0.0	126	0.0	0.193	10.7	LOS A	0.4	3.1	0.53	0.69	0.53	52.8
29u	U	3	0.0	3	0.0	0.193	12.8	LOS A	0.4	3.1	0.53	0.69	0.53	53.8
Approach		199	0.0	199	0.0	0.193	9.1	LOS A	0.4	3.1	0.53	0.69	0.53	51.4
SouthWest: HERRING														
30	L2	126	0.0	126	0.0	0.344	4.2	LOS A	1.0	6.9	0.25	0.42	0.25	54.4
31	T1	377	0.0	377	0.0	0.344	4.4	LOS A	1.0	6.9	0.25	0.42	0.25	51.2
32u	U	1	0.0	1	0.0	0.344	11.1	LOS A	1.0	6.9	0.25	0.42	0.25	56.8
Approach		504	0.0	504	0.0	0.344	4.4	LOS A	1.0	6.9	0.25	0.42	0.25	52.4
All Vehicles		1363	0.0	1363	0.0	0.493	5.6	LOS A	1.7	11.7	0.39	0.50	0.39	52.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

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.

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Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Friday, August 17, 2018 12:00:16 PM

Project: \\tpa_nas\FFPA_DATA\WORK17\17238 - KENT ROAD PUBLIC SCHOOL\MODELLING\KENT ROAD PUBLIC SCHOOL 200918.sip8

MOVEMENT SUMMARY

 Site: 101 [EPPING - HERRING PM EX]

 Network: N101 [PM EX]

New Site

Site Category: (None)

Signals - Actuated Coordinated Cycle Time = 148 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
SouthEast: Epping Road														
21	L2	238	0.4	238	0.4	0.964	48.0	LOS D	16.6	117.5	1.00	0.97	1.15	24.7
22	T1	1367	2.6	1367	2.6	0.964	59.1	LOS E	21.3	152.6	1.00	1.10	1.35	30.5
23	R2	377	3.4	377	3.4	0.416	34.3	LOS C	4.2	30.5	0.80	0.76	0.80	33.0
Approach		1982	2.5	1982	2.5	0.964	53.0	LOS D	21.3	152.6	0.96	1.02	1.22	30.3
NorthEast: Herring Road														
24	L2	227	3.5	227	3.5	0.687	69.5	LOS E	9.5	68.4	0.96	0.83	0.96	22.5
25	T1	319	2.2	319	2.2	0.680	62.1	LOS E	9.9	70.8	0.94	0.78	0.94	11.3
26	R2	100	1.0	100	1.0	0.297	64.1	LOS E	3.8	27.1	0.88	0.76	0.88	24.5
Approach		646	2.5	646	2.5	0.687	65.0	LOS E	9.9	70.8	0.94	0.79	0.94	18.4
NorthWest: Epping Road														
27	L2	360	0.8	360	0.8	0.188	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	53.0
28	T1	876	2.4	876	2.4	0.700	47.8	LOS D	11.4	81.7	0.85	0.71	0.85	33.8
29	R2	75	1.3	75	1.3	0.291	42.7	LOS D	2.1	15.0	0.84	0.73	0.84	25.4
Approach		1311	1.9	1311	1.9	0.700	35.9	LOS C	11.4	81.7	0.61	0.66	0.61	36.3
SouthWest: Herring Road														
30	L2	78	1.3	78	1.3	0.753	76.0	LOS F	11.5	82.3	0.98	0.91	1.52	27.6
31	T1	371	3.0	371	3.0	0.753	65.6	LOS E	11.5	82.3	0.95	0.83	1.25	24.0
32	R2	223	2.7	223	2.7	0.927	73.7	LOS F	9.8	70.3	0.95	0.87	1.06	27.1
Approach		672	2.7	672	2.7	0.927	69.5	LOS E	11.5	82.3	0.95	0.85	1.22	25.6
All Vehicles		4611	2.3	4611	2.3	0.964	52.2	LOS D	21.3	152.6	0.86	0.86	1.01	29.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

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 Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian ped	Distance m			
P5	SouthEast Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P6	NorthEast Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P7	NorthWest Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P8	SouthWest Full Crossing	53	40.1	LOS E	0.2	0.2	0.92	0.92	
All Pedestrians		211	61.2	LOS F			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 101 [KENT - HERRING PM EX]

 Network: N101 [PM EX]

Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
SouthEast: KENT														
21	L2	86	0.0	86	0.0	0.267	8.1	LOS A	0.8	5.4	0.64	0.71	0.64	44.5
23	R2	147	0.0	147	0.0	0.267	12.9	LOS A	0.8	5.4	0.64	0.71	0.64	44.5
23u	U	8	0.0	8	0.0	0.267	15.0	LOS B	0.8	5.4	0.64	0.71	0.64	44.5
Approach		241	0.0	241	0.0	0.267	11.3	LOS A	0.8	5.4	0.64	0.71	0.64	44.5
NorthEast: HERRING														
24	L2	111	0.0	111	0.0	0.491	4.5	LOS A	1.5	10.5	0.29	0.44	0.29	50.9
25	T1	586	0.0	586	0.0	0.491	4.7	LOS A	1.5	10.5	0.29	0.44	0.29	50.9
26u	U	2	0.0	2	0.0	0.491	11.4	LOS A	1.5	10.5	0.29	0.44	0.29	50.9
Approach		699	0.0	699	0.0	0.491	4.7	LOS A	1.5	10.5	0.29	0.44	0.29	50.9
SouthWest: HERRING														
31	T1	375	0.0	375	0.0	0.360	5.0	LOS A	1.1	7.7	0.45	0.52	0.45	39.0
32	R2	77	0.0	77	0.0	0.360	9.7	LOS A	1.1	7.7	0.45	0.52	0.45	39.0
32u	U	4	0.0	4	0.0	0.360	11.7	LOS A	1.1	7.7	0.45	0.52	0.45	39.0
Approach		456	0.0	456	0.0	0.360	5.9	LOS A	1.1	7.7	0.45	0.52	0.45	39.0
All Vehicles		1396	0.0	1396	0.0	0.491	6.2	LOS A	1.5	10.5	0.40	0.51	0.40	47.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

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.

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Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Friday, August 17, 2018 12:00:16 PM

Project: \\tpa_nas\FPPA_DATA\WORK\17\17238 - KENT ROAD PUBLIC SCHOOL\MODELLING\KENT ROAD PUBLIC SCHOOL 200918.sip8

MOVEMENT SUMMARY

 Site: 101 [KENT - LANE COVE PM EX]

 Network: N101 [PM EX]

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 68 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
NorthEast: Lane Cove Road														
25	T1	2085	3.9	2085	3.9	0.540	6.3	LOS A	7.2	52.0	0.54	0.49	0.54	50.7
26	R2	139	2.2	139	2.2	0.328	15.1	LOS B	1.4	9.7	0.80	0.76	0.80	13.8
Approach		2224	3.8	2224	3.8	0.540	6.8	LOS A	7.2	52.0	0.56	0.50	0.56	49.5
NorthWest: Kent Road														
27	L2	94	7.4	94	7.4	0.385	32.6	LOS C	2.6	19.1	0.88	0.78	0.88	29.7
29	R2	49	2.0	49	2.0	0.385	32.5	LOS C	2.6	19.1	0.88	0.78	0.88	38.5
Approach		143	5.6	143	5.6	0.385	32.6	LOS C	2.6	19.1	0.88	0.78	0.88	33.3
SouthWest: Lane Cove Road														
30	L2	50	4.0	50	4.0	0.768	24.5	LOS B	10.9	79.0	0.90	0.80	0.90	36.8
31	T1	1806	4.7	1806	4.7	0.768	18.9	LOS B	10.9	79.3	0.90	0.80	0.90	38.4
Approach		1856	4.7	1856	4.7	0.768	19.1	LOS B	10.9	79.3	0.90	0.80	0.90	38.4
All Vehicles		4223	4.2	4223	4.2	0.768	13.1	LOS A	10.9	79.3	0.72	0.64	0.72	43.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

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 Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Prop. Queued	Effective Stop Rate		
P7	NorthWest Full Crossing	53	28.3	LOS C	0.1	0.1	0.91	0.91	
All Pedestrians		53	28.3	LOS C			0.91	0.91	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: \\tpa_nas\FFPA_DATA\WORK17\17238 - KENT ROAD PUBLIC SCHOOL\MODELLING\KENT ROAD PUBLIC SCHOOL 200918.sip8

MOVEMENT SUMMARY

 Site: 101 [AGINCOURT - HERRING AM DEV]

 Network: N101 [AM DEV]

Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
NorthEast: HERRING														
25	T1	238	0.0	237	0.0	0.217	4.7	LOS A	0.6	3.9	0.33	0.48	0.33	52.8
26	R2	43	0.0	43	0.0	0.217	9.3	LOS A	0.6	3.9	0.33	0.48	0.33	52.8
26u	U	4	0.0	4	0.0	0.217	11.4	LOS A	0.6	3.9	0.33	0.48	0.33	40.3
Approach		285	0.0	284 ^{N1}	0.0	0.217	5.5	LOS A	0.6	3.9	0.33	0.48	0.33	52.8
NorthWest: AGINCOURT														
27	L2	61	0.0	61	0.0	0.207	8.5	LOS A	0.5	3.6	0.73	0.80	0.73	44.2
29	R2	99	0.0	99	0.0	0.207	13.3	LOS A	0.5	3.6	0.73	0.80	0.73	51.2
29u	U	1	0.0	1	0.0	0.207	15.4	LOS B	0.5	3.6	0.73	0.80	0.73	52.0
Approach		161	0.0	161	0.0	0.207	11.5	LOS A	0.5	3.6	0.73	0.80	0.73	49.3
SouthWest: HERRING														
30	L2	113	0.0	113	0.0	0.542	4.2	LOS A	2.0	14.0	0.28	0.41	0.28	54.2
31	T1	712	0.0	712	0.0	0.542	4.4	LOS A	2.0	14.0	0.28	0.41	0.28	50.9
32u	U	12	0.0	12	0.0	0.542	11.1	LOS A	2.0	14.0	0.28	0.41	0.28	56.6
Approach		837	0.0	837	0.0	0.542	4.5	LOS A	2.0	14.0	0.28	0.41	0.28	51.7
All Vehicles		1283	0.0	1281 ^{N1}	0.0	0.542	5.6	LOS A	2.0	14.0	0.34	0.48	0.34	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Thursday, September 20, 2018 10:00:33 AM

Project: \\tpa_nas\FFPA_DATA\WORK17\17238 - KENT ROAD PUBLIC SCHOOL\MODELLING\KENT ROAD PUBLIC SCHOOL 200918.sip8

MOVEMENT SUMMARY

 Site: 101 [EPPING - HERRING AM DEV]

 Network: N101 [AM DEV]

New Site

Site Category: (None)

Signals - Actuated Coordinated Cycle Time = 148 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
SouthEast: Epping Road														
21	L2	111	1.8	111	1.8	0.850	55.7	LOS D	10.1	73.0	0.99	0.86	1.07	22.6
22	T1	948	5.0	948	5.0	0.850	48.4	LOS D	13.7	99.9	0.98	0.87	1.04	33.5
23	R2	680	2.1	680	2.1	0.946	50.2	LOS D	10.6	75.2	1.00	0.90	1.13	27.5
Approach		1739	3.6	1739	3.6	0.946	49.6	LOS D	13.7	99.9	0.99	0.88	1.08	30.8
NorthEast: Herring Road														
24	L2	253	3.2	253	3.2	0.687	67.2	LOS E	10.4	75.1	0.96	0.83	0.96	23.0
25	T1	470	1.3	470	1.3	0.982	76.9	LOS F	20.0	141.5	0.97	0.94	1.13	9.4
26	R2	412	0.2	412	0.2	0.982	90.6	LOS F	20.0	141.5	1.00	0.99	1.23	19.7
Approach		1135	1.3	1135	1.3	0.982	79.7	LOS F	20.0	141.5	0.98	0.94	1.13	16.9
NorthWest: Epping Road														
27	L2	527	1.9	527	1.9	0.258	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	52.9
28	T1	1620	3.0	1620	3.0	1.131	162.6	LOS F	41.0	294.5	0.98	1.43	1.72	16.1
29	R2	45	4.4	45	4.4	0.158	40.3	LOS C	1.2	8.6	0.80	0.71	0.80	26.3
Approach		2192	2.7	2192	2.7	1.131	122.3	LOS F	41.0	294.5	0.74	1.20	1.29	18.6
SouthWest: Herring Road														
30	L2	17	11.8	17	11.8	0.210	64.7	LOS E	2.6	20.0	0.85	0.74	1.30	30.1
31	T1	131	9.2	131	9.2	0.210	57.5	LOS E	2.7	20.6	0.86	0.70	1.06	25.9
32	R2	150	6.0	150	6.0	0.527	65.4	LOS E	5.9	43.6	0.91	0.79	0.91	28.8
Approach		298	7.7	298	7.7	0.527	61.9	LOS E	5.9	43.6	0.88	0.75	1.00	27.8
All Vehicles		5364	3.0	5364	3.0	1.131	86.4	LOS F	41.0	294.5	0.88	1.02	1.17	21.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

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 Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian ped	Distance m			
P5	SouthEast Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P6	NorthEast Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P7	NorthWest Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P8	SouthWest Full Crossing	53	44.4	LOS E	0.2	0.2	0.92	0.92	
All Pedestrians		211	62.3	LOS F			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 101 [KENT - HERRING AM DEV]

 Network: N101 [AM DEV]

Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows Total	Flows HV	Arrival Flows Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		veh/h	%	veh/h	%	v/c	sec		veh	m			km/h	
SouthEast: KENT														
21	L2	103	0.0	103	0.0	0.226	4.9	LOS A	0.6	3.9	0.35	0.59	0.35	47.6
23	R2	167	0.0	167	0.0	0.226	9.7	LOS A	0.6	3.9	0.35	0.59	0.35	47.6
23u	U	11	0.0	11	0.0	0.226	11.8	LOS A	0.6	3.9	0.35	0.59	0.35	47.6
Approach		281	0.0	281	0.0	0.226	8.0	LOS A	0.6	3.9	0.35	0.59	0.35	47.6
NorthEast: HERRING														
24	L2	67	0.0	67	0.0	0.187	4.4	LOS A	0.4	2.7	0.23	0.44	0.23	51.4
25	T1	182	0.0	180	0.0	0.187	4.6	LOS A	0.4	2.7	0.23	0.44	0.23	51.4
26u	U	1	0.0	1	0.0	0.187	11.3	LOS A	0.4	2.7	0.23	0.44	0.23	51.4
Approach		250	0.0	248 ^{N1}	0.0	0.187	4.6	LOS A	0.4	2.7	0.23	0.44	0.23	51.4
SouthWest: HERRING														
31	T1	657	0.0	657	0.0	0.578	5.5	LOS A	2.2	15.3	0.57	0.55	0.57	38.0
32	R2	89	0.0	89	0.0	0.578	10.2	LOS A	2.2	15.3	0.57	0.55	0.57	38.0
32u	U	1	0.0	1	0.0	0.578	12.2	LOS A	2.2	15.3	0.57	0.55	0.57	38.0
Approach		748	0.0	748	0.0	0.578	6.1	LOS A	2.2	15.3	0.57	0.55	0.57	38.0
All Vehicles		1278	0.0	1276 ^{N1}	0.0	0.578	6.2	LOS A	2.2	15.3	0.45	0.54	0.45	44.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: \\tpa_nas\FFPA_DATA\WORK17\17238 - KENT ROAD PUBLIC SCHOOL\MODELLING\KENT ROAD PUBLIC SCHOOL 200918.sip8

MOVEMENT SUMMARY

 Site: 101 [KENT - LANE COVE AM DEV]

 Network: N101 [AM DEV]

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 89 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		veh/h	%	veh/h	%	v/c	sec		veh	m			km/h	
NorthEast: Lane Cove Road														
25	T1	1264	5.9	1264	5.9	0.356	8.7	LOS A	5.3	38.9	0.50	0.44	0.50	47.7
26	R2	100	7.0	100	7.0	0.301	20.9	LOS B	1.3	9.7	0.85	0.76	0.85	10.7
Approach		1364	5.9	1364	5.9	0.356	9.6	LOS A	5.3	38.9	0.53	0.46	0.53	46.1
NorthWest: Kent Road														
27	L2	222	5.0	222	5.0	0.509	34.5	LOS C	6.4	46.2	0.85	0.81	0.85	28.9
29	R2	66	1.5	66	1.5	0.509	34.5	LOS C	6.4	46.2	0.85	0.81	0.85	37.7
Approach		288	4.2	287 ^{N1}	4.2	0.509	34.5	LOS C	6.4	46.2	0.85	0.81	0.85	31.4
SouthWest: Lane Cove Road														
30	L2	39	2.6	39	2.6	0.832	31.1	LOS C	15.7	116.3	0.94	0.84	0.94	32.6
31	T1	1948	6.9	1948	6.9	0.832	25.5	LOS B	15.7	116.7	0.94	0.84	0.94	34.2
Approach		1987	6.8	1987	6.8	0.832	25.6	LOS B	15.7	116.7	0.94	0.84	0.94	34.2
All Vehicles		3639	6.3	3638 ^{N1}	6.3	0.832	20.3	LOS B	15.7	116.7	0.78	0.70	0.78	37.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Prop. Queued	Effective Stop Rate		
P7	NorthWest Full Crossing	53	38.8	LOS D	0.1	0.1	0.93	0.93	
All Pedestrians		53	38.8	LOS D			0.93	0.93	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 101 [AGINCOURT - HERRING PM DEV]

 Network: N101 [PM DEV]

Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
NorthEast: HERRING														
25	T1	613	0.0	605	0.0	0.497	5.0	LOS A	1.7	11.9	0.46	0.50	0.46	52.3
26	R2	58	0.0	57	0.0	0.497	9.6	LOS A	1.7	11.9	0.46	0.50	0.46	52.3
26u	U	3	0.0	3	0.0	0.497	11.7	LOS A	1.7	11.9	0.46	0.50	0.46	39.3
Approach		674	0.0	666 ^{N1}	0.0	0.497	5.4	LOS A	1.7	11.9	0.46	0.50	0.46	52.3
NorthWest: AGINCOURT														
27	L2	73	0.0	73	0.0	0.198	6.0	LOS A	0.5	3.2	0.55	0.69	0.55	46.7
29	R2	126	0.0	126	0.0	0.198	10.8	LOS A	0.5	3.2	0.55	0.69	0.55	52.8
29u	U	3	0.0	3	0.0	0.198	12.9	LOS A	0.5	3.2	0.55	0.69	0.55	53.8
Approach		202	0.0	202	0.0	0.198	9.1	LOS A	0.5	3.2	0.55	0.69	0.55	51.3
SouthWest: HERRING														
30	L2	126	0.0	126	0.0	0.355	4.2	LOS A	1.0	7.2	0.26	0.42	0.26	54.4
31	T1	392	0.0	392	0.0	0.355	4.4	LOS A	1.0	7.2	0.26	0.42	0.26	51.1
32u	U	1	0.0	1	0.0	0.355	11.2	LOS A	1.0	7.2	0.26	0.42	0.26	56.8
Approach		519	0.0	519	0.0	0.355	4.4	LOS A	1.0	7.2	0.26	0.42	0.26	52.3
All Vehicles		1395	0.0	1387 ^{N1}	0.0	0.497	5.6	LOS A	1.7	11.9	0.40	0.50	0.40	52.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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Project: \\tpa_nas\FPPA_DATA\WORK\17\17238 - KENT ROAD PUBLIC SCHOOL\MODELLING\KENT ROAD PUBLIC SCHOOL 200918.sip8

MOVEMENT SUMMARY

 Site: 101 [EPPING - HERRING PM DEV]

 Network: N101 [PM DEV]

New Site

Site Category: (None)

Signals - Actuated Coordinated Cycle Time = 148 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
SouthEast: Epping Road														
21	L2	247	0.4	247	0.4	1.042	90.3	LOS F	23.1	163.8	1.00	1.14	1.43	12.6
22	T1	1367	2.6	1367	2.6	1.042	84.6	LOS F	27.7	197.9	1.00	1.14	1.42	20.7
23	R2	377	3.4	377	3.4	0.453	35.4	LOS C	4.3	30.9	0.83	0.77	0.83	32.5
Approach		1991	2.5	1991	2.5	1.042	76.0	LOS F	27.7	197.9	0.97	1.07	1.31	20.9
NorthEast: Herring Road														
24	L2	227	3.5	227	3.5	0.742	71.8	LOS F	9.7	69.8	0.98	0.83	0.98	22.1
25	T1	331	2.1	331	2.1	0.761	64.7	LOS E	10.6	75.3	0.96	0.79	0.96	10.9
26	R2	100	1.0	100	1.0	0.321	66.3	LOS E	3.9	27.6	0.90	0.77	0.90	24.0
Approach		658	2.4	658	2.4	0.761	67.4	LOS E	10.6	75.3	0.96	0.80	0.96	17.8
NorthWest: Epping Road														
27	L2	360	0.8	360	0.8	0.188	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	53.0
28	T1	876	2.4	876	2.4	0.702	47.8	LOS D	11.5	81.9	0.85	0.71	0.85	33.8
29	R2	78	1.3	78	1.3	0.303	42.7	LOS D	2.2	15.7	0.85	0.74	0.85	25.4
Approach		1314	1.9	1314	1.9	0.702	35.9	LOS C	11.5	81.9	0.61	0.66	0.61	36.3
SouthWest: Herring Road														
30	L2	81	1.2	81	1.2	0.812	77.9	LOS F	12.2	87.3	0.99	0.93	1.55	27.2
31	T1	383	2.9	383	2.9	0.812	67.3	LOS E	12.2	87.3	0.96	0.85	1.27	23.6
32	R2	230	2.6	230	2.6	0.996	94.8	LOS F	11.8	84.5	0.97	0.96	1.27	23.5
Approach		694	2.6	694	2.6	0.996	77.7	LOS F	12.2	87.3	0.97	0.89	1.30	24.0
All Vehicles		4657	2.3	4657	2.3	1.042	63.7	LOS E	27.7	197.9	0.87	0.89	1.06	24.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

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 Performance - Pedestrians									
Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue	Prop. Queued	Effective Stop Rate		
		ped/h	sec		Pedestrian ped	Distance m			
P5	SouthEast Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P6	NorthEast Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P7	NorthWest Full Crossing	53	68.3	LOS F	0.2	0.2	0.96	0.96	
P8	SouthWest Full Crossing	53	40.1	LOS E	0.2	0.2	0.92	0.92	
All Pedestrians		211	61.2	LOS F			0.95	0.95	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 101 [KENT - HERRING PM EX DEV]

 Network: N101 [PM DEV]

Site Category: (None)
Roundabout

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
SouthEast: KENT														
21	L2	103	0.0	103	0.0	0.312	8.1	LOS A	0.9	6.6	0.67	0.71	0.67	44.5
23	R2	171	0.0	171	0.0	0.312	12.9	LOS A	0.9	6.6	0.67	0.71	0.67	44.5
23u	U	12	0.0	12	0.0	0.312	15.0	LOS B	0.9	6.6	0.67	0.71	0.67	44.5
Approach		286	0.0	286	0.0	0.312	11.3	LOS A	0.9	6.6	0.67	0.71	0.67	44.5
NorthEast: HERRING														
24	L2	82	0.0	81	0.0	0.472	4.6	LOS A	1.4	10.0	0.31	0.45	0.31	50.7
25	T1	577	0.0	568	0.0	0.472	4.8	LOS A	1.4	10.0	0.31	0.45	0.31	50.7
26u	U	1	0.0	1	0.0	0.472	11.5	LOS A	1.4	10.0	0.31	0.45	0.31	50.7
Approach		660	0.0	650 ^{N1}	0.0	0.472	4.8	LOS A	1.4	10.0	0.31	0.45	0.31	50.7
SouthWest: HERRING														
31	T1	657	0.0	657	0.0	0.598	5.6	LOS A	2.4	16.7	0.62	0.57	0.62	37.5
32	R2	93	0.0	93	0.0	0.598	10.2	LOS A	2.4	16.7	0.62	0.57	0.62	37.5
32u	U	1	0.0	1	0.0	0.598	12.3	LOS A	2.4	16.7	0.62	0.57	0.62	37.5
Approach		751	0.0	751	0.0	0.598	6.2	LOS A	2.4	16.7	0.62	0.57	0.62	37.5
All Vehicles		1696	0.0	1686 ^{N1}	0.0	0.598	6.5	LOS A	2.4	16.7	0.51	0.55	0.51	45.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

Roundabout Capacity Model: SIDRA Standard.

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY

 Site: 101 [KENT - LANE COVE PM DEV]

 Network: N101 [PM DEV]

New Site

Site Category: (None)

Signals - Actuated Isolated Cycle Time = 75 seconds (Site Practical Cycle Time)

Movement Performance - Vehicles														
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h	
NorthEast: Lane Cove Road														
25	T1	2085	3.9	2085	3.9	0.548	7.3	LOS A	8.1	58.9	0.56	0.50	0.56	49.4
26	R2	142	2.1	142	2.1	0.328	16.7	LOS B	1.5	11.0	0.81	0.76	0.81	12.8
Approach		2227	3.8	2227	3.8	0.548	7.9	LOS A	8.1	58.9	0.57	0.52	0.57	48.1
NorthWest: Kent Road														
27	L2	109	6.4	108	6.5	0.396	33.9	LOS C	3.2	23.4	0.87	0.78	0.87	29.1
29	R2	56	1.8	56	1.8	0.396	33.9	LOS C	3.2	23.4	0.87	0.78	0.87	37.9
Approach		165	4.8	164 ^{N1}	4.9	0.396	33.9	LOS C	3.2	23.4	0.87	0.78	0.87	32.7
SouthWest: Lane Cove Road														
30	L2	51	3.9	51	3.9	0.793	27.4	LOS B	12.2	88.9	0.92	0.82	0.92	34.8
31	T1	1806	4.7	1806	4.7	0.793	21.8	LOS B	12.3	89.3	0.92	0.82	0.92	36.5
Approach		1857	4.7	1857	4.7	0.793	21.9	LOS B	12.3	89.3	0.92	0.82	0.92	36.4
All Vehicles		4249	4.2	4248 ^{N1}	4.2	0.793	15.0	LOS B	12.3	89.3	0.74	0.66	0.74	41.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

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

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Prop. Queued	Effective Stop Rate		
P7	NorthWest Full Crossing	53	31.8	LOS D	0.1	0.1	0.92	0.92	
All Pedestrians		53	31.8	LOS D			0.92	0.92	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

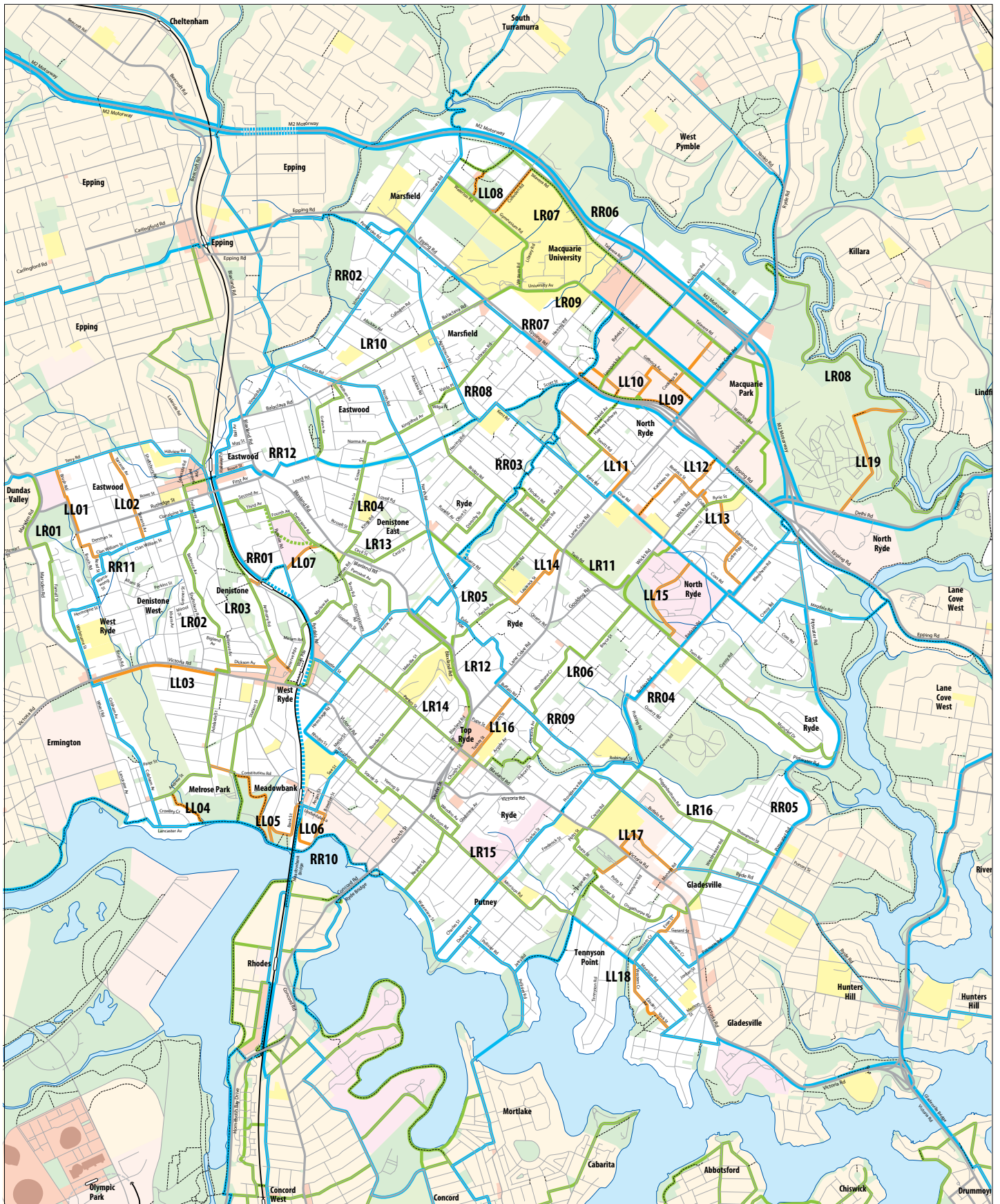
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Appendix D

City of Ryde Bicycle Strategy 2014



City of Ryde Bicycle Strategy 2014

Map 2 – Bicycle Network and Major Trip Generators

Legend

Roads and streets

Route siting

Path

On-road

Off-road

lanes or path adj

shared to road

Planned or existing routes

Regional bicycle routes

Local bicycle routes

Local links

Schools, colleges and universities

Retail, cafes and entertainment

Government buildings

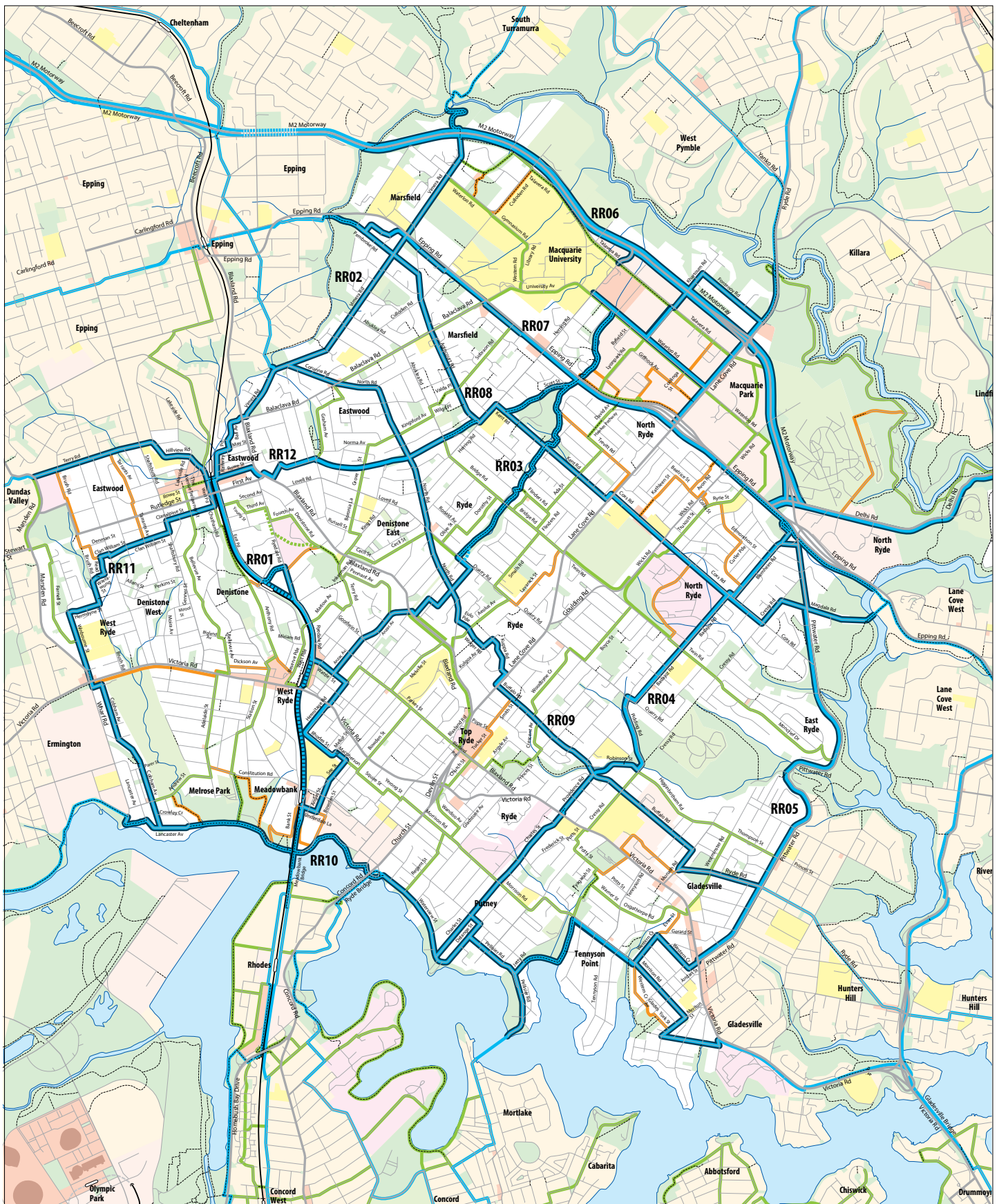
Parks and privatised open space

Commercial & industrial usage

City of Ryde

sustainable transport consultants

Lifestyle and opportunity @ your doorstep



City of Ryde Bicycle Strategy 2014

Map 3 – Ryde Bicycle Network – Regional Routes

Legend

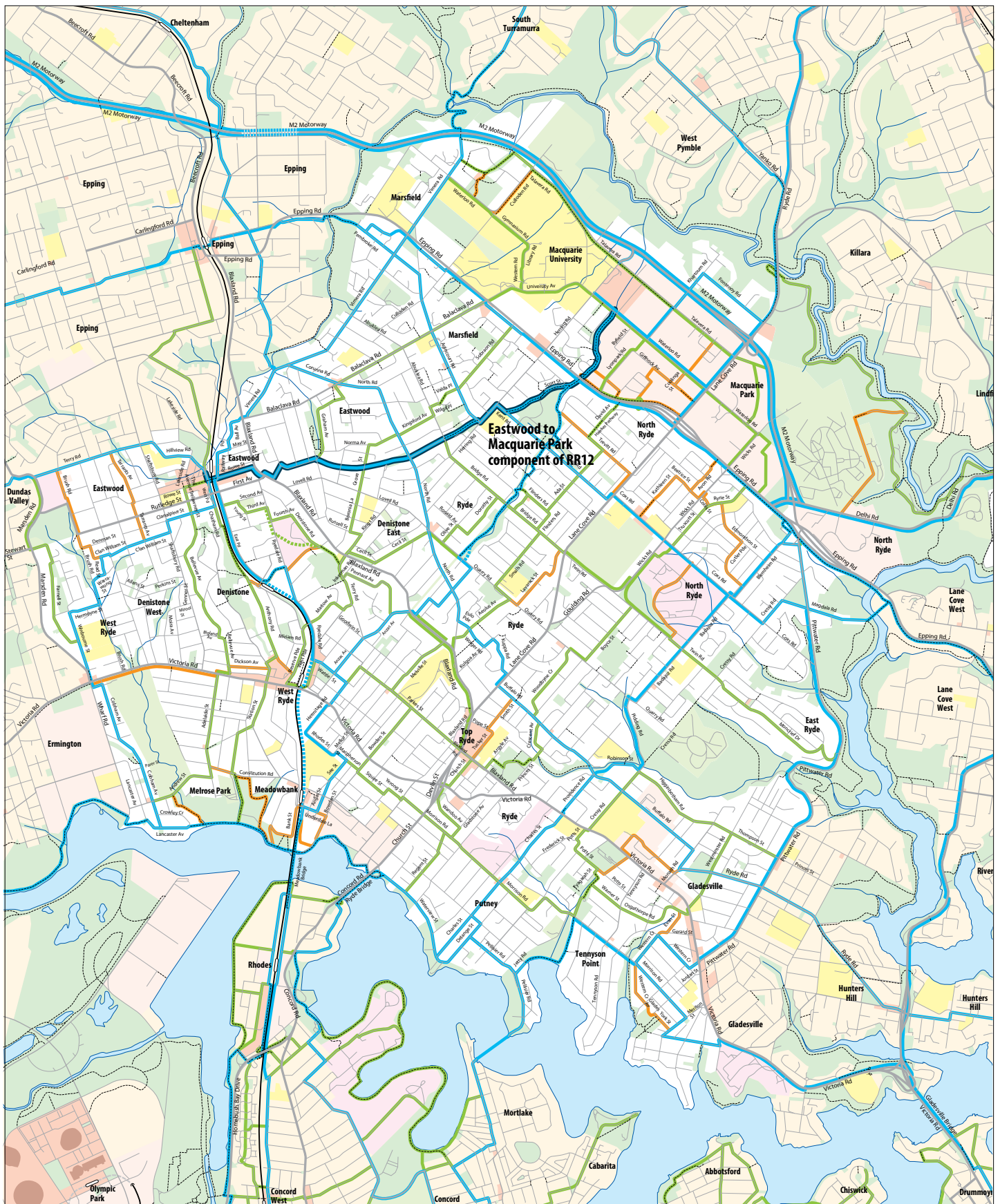
- Roads and streets
- Route siting
- Path
 - On-road
 - Off-road
 - lanes or path adj
 - shared to road
- Planned or existing routes
 - Regional bicycle routes
 - Local bicycle routes
 - Local links

- Schools, colleges and universities
- Retail, cafes and entertainment
- Government buildings
- Parks and privatised open space
- Commercial & industrial usage

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Lifestyle and opportunity @ your doorstep



City of Ryde Bicycle Strategy 2014

Map 4 – Regional Route RR12 – Eastwood to Macquarie Park Active Transport Link

Version 2.0 February 2014

Ryde Bicycle Strategy - Updated February 2014

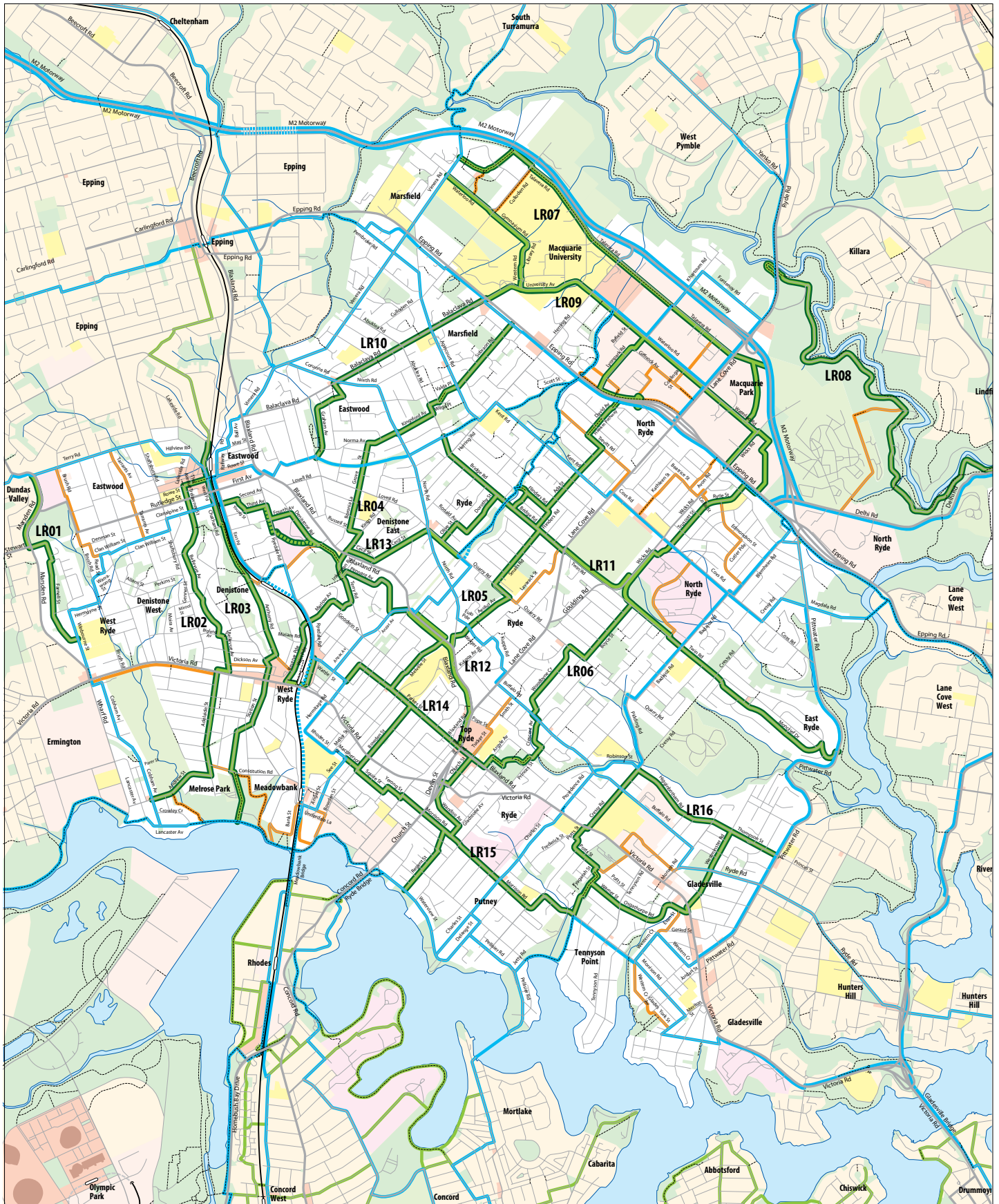
Legend

Roads and streets	Schools, colleges and universities
Route siting	Retail, cafes and entertainment
Path On-road Off-road lanes or path adj shared to road	Government buildings
Planned or existing routes	Parks and privatised open space
Regional bicycle routes	Commercial & industrial usage
Local bicycle routes	
Local links	

City of Ryde

Lifestyle and opportunity @ your doorstep



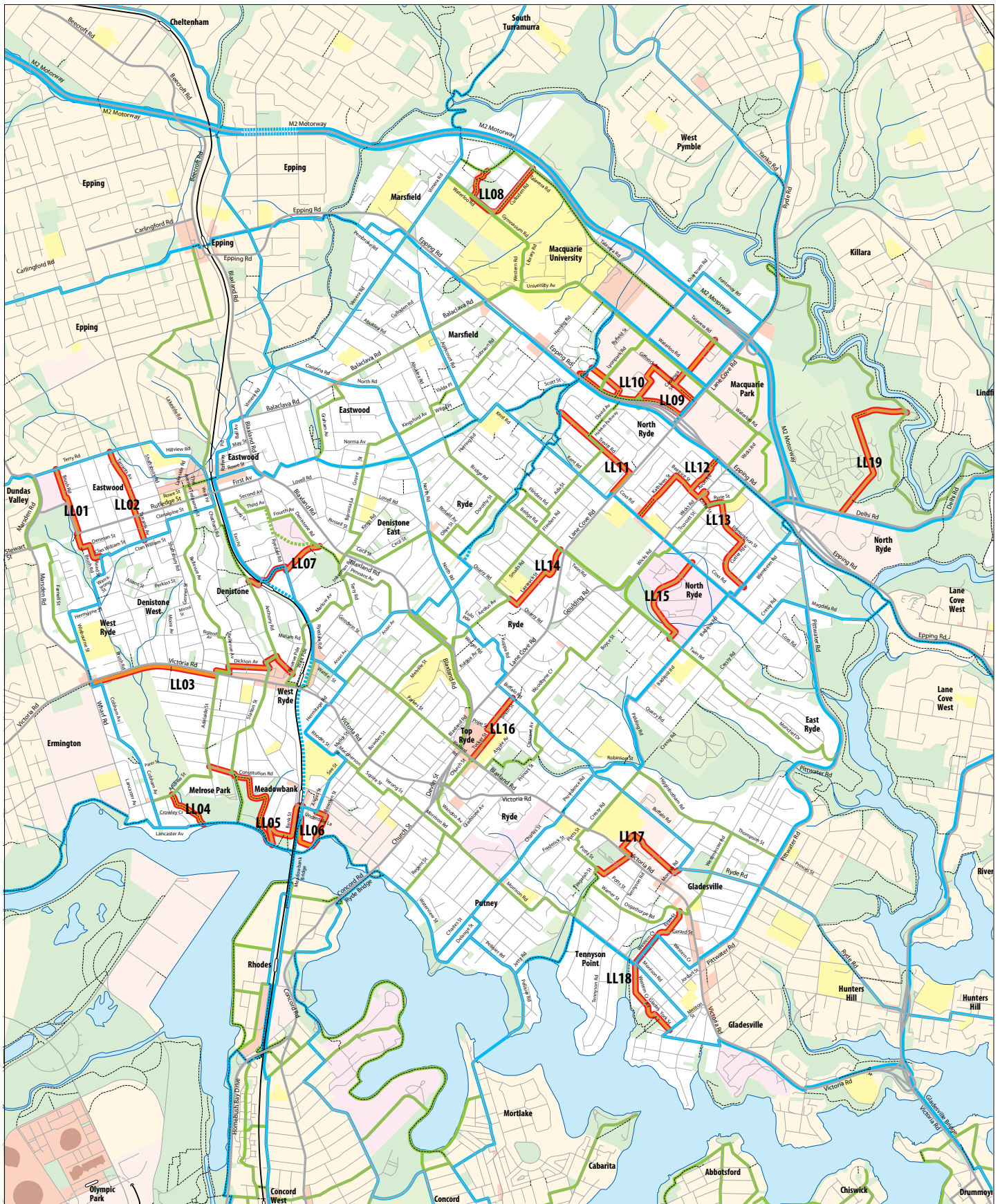


City of Ryde Bicycle Strategy 2014

Map 5 – Ryde Bicycle Network – Local Routes

Version 2.0 February 2014

- Legend**
- Roads and streets
 - Route siting
 - Path
 - On-road
 - Off-road
 - lanes or path adj
 - shared
 - to road
 - Planned or existing routes
 - Regional bicycle routes
 - Local bicycle routes
 - Local links
 - Schools, colleges and universities
 - Retail, cafes and entertainment
 - Government buildings
 - Parks and privatised open space
 - Commercial & industrial usage



City of Ryde Bicycle Strategy 2014 Map 6 – Ryde Bicycle Network – Local Links

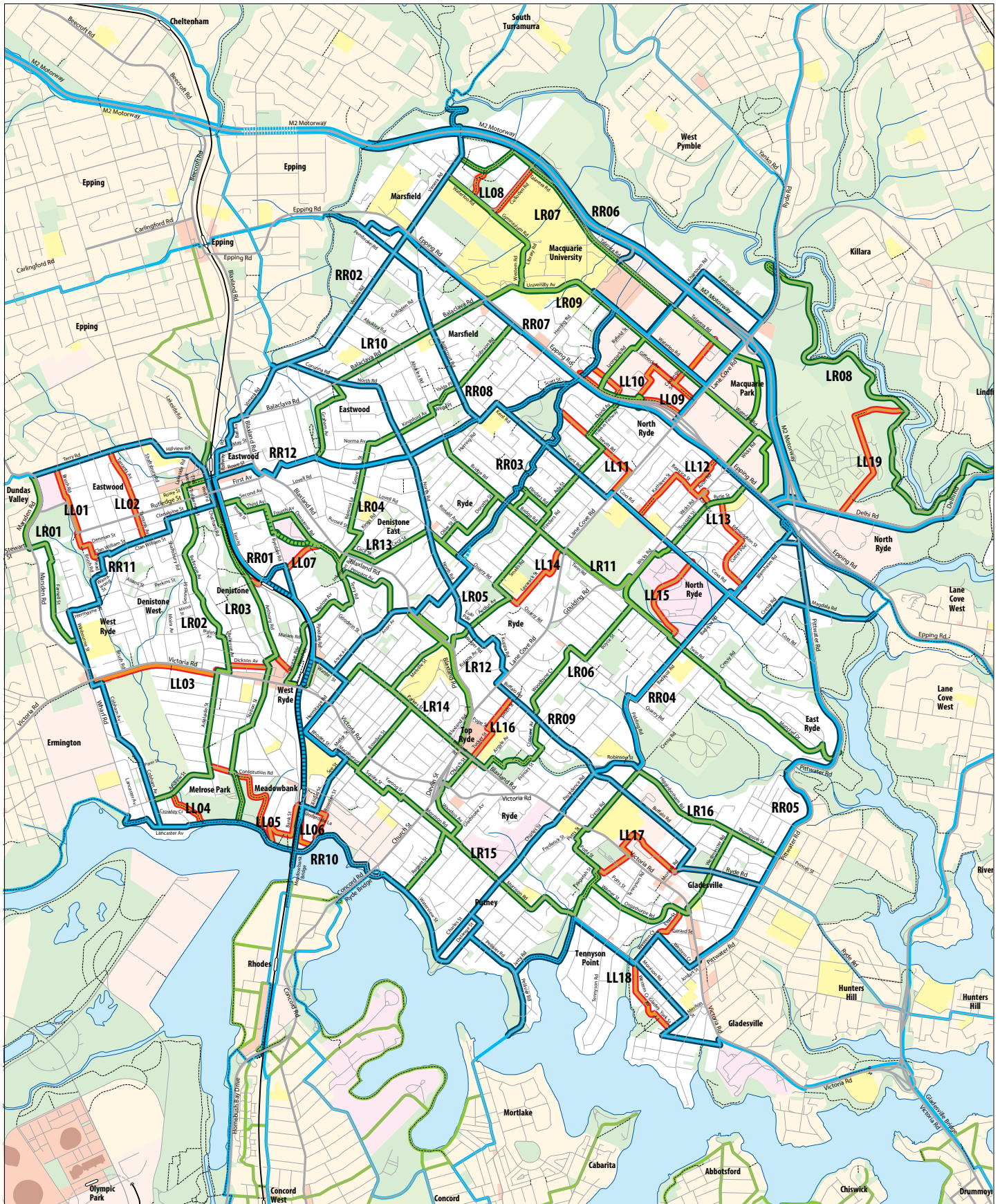
Legend

Roads and streets	Schools, colleges and universities
Route siting	Retail, cafes and entertainment
Path On-road Off-road lanes or path adj shared to road	Government buildings
Planned or existing routes	Parks and privatised open space
Regional bicycle routes	Commercial & industrial usage
Local bicycle routes	
Local links	

City of Ryde

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City of Ryde Bicycle Strategy 2014

Map 7 – Ryde Bicycle Network – All Routes (Network Connectivity)

Version 2.0 February 2014

Ryde Bicycle Strategy - Updated February 2014

Legend

Roads and streets

Route siting

Path

On-road lanes or path adj shared

Off-road to road

Planned or existing routes

Regional bicycle routes

Local bicycle routes

Local links

Schools, colleges and universities

Retail, cafes and entertainment

Government buildings

Parks and privatised open space

Commercial & industrial usage

City of Ryde

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Lifestyle and opportunity @ your doorstep

Appendix E

Proposed Intersection Upgrades and ECRL Bus Routes



Figure 9 Stage 2 Epping Road/ Herring Road signal phasing

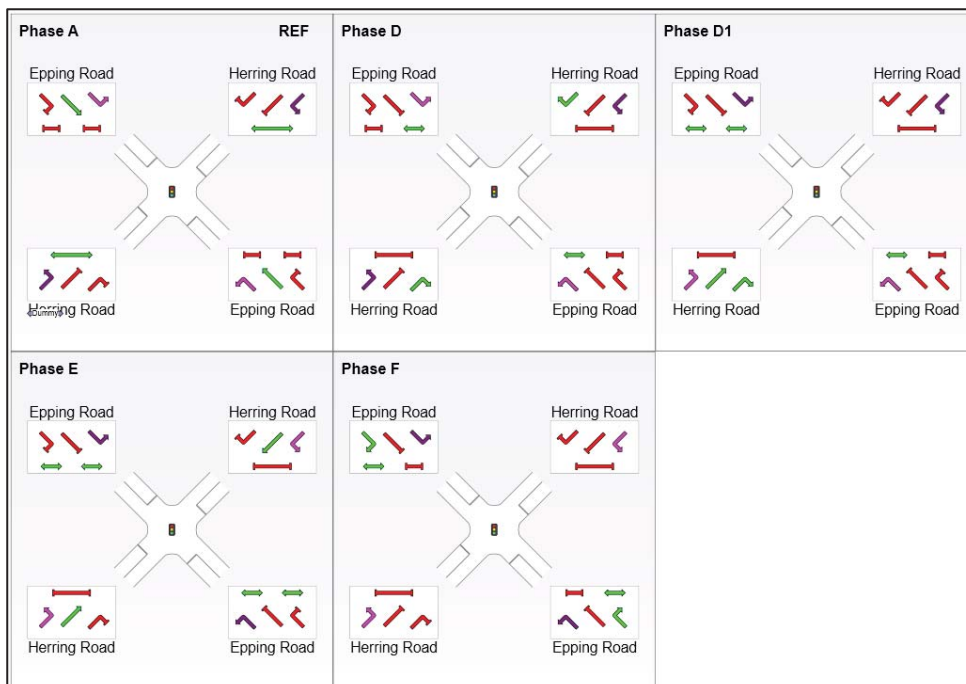
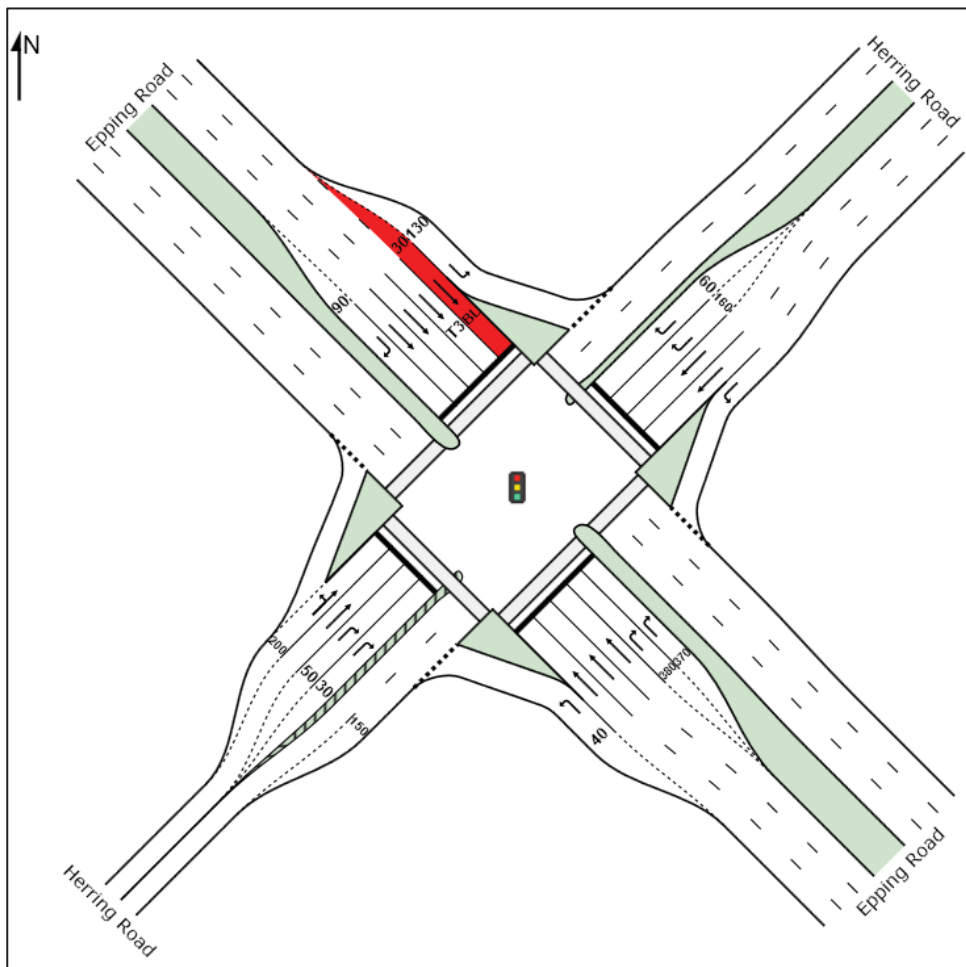
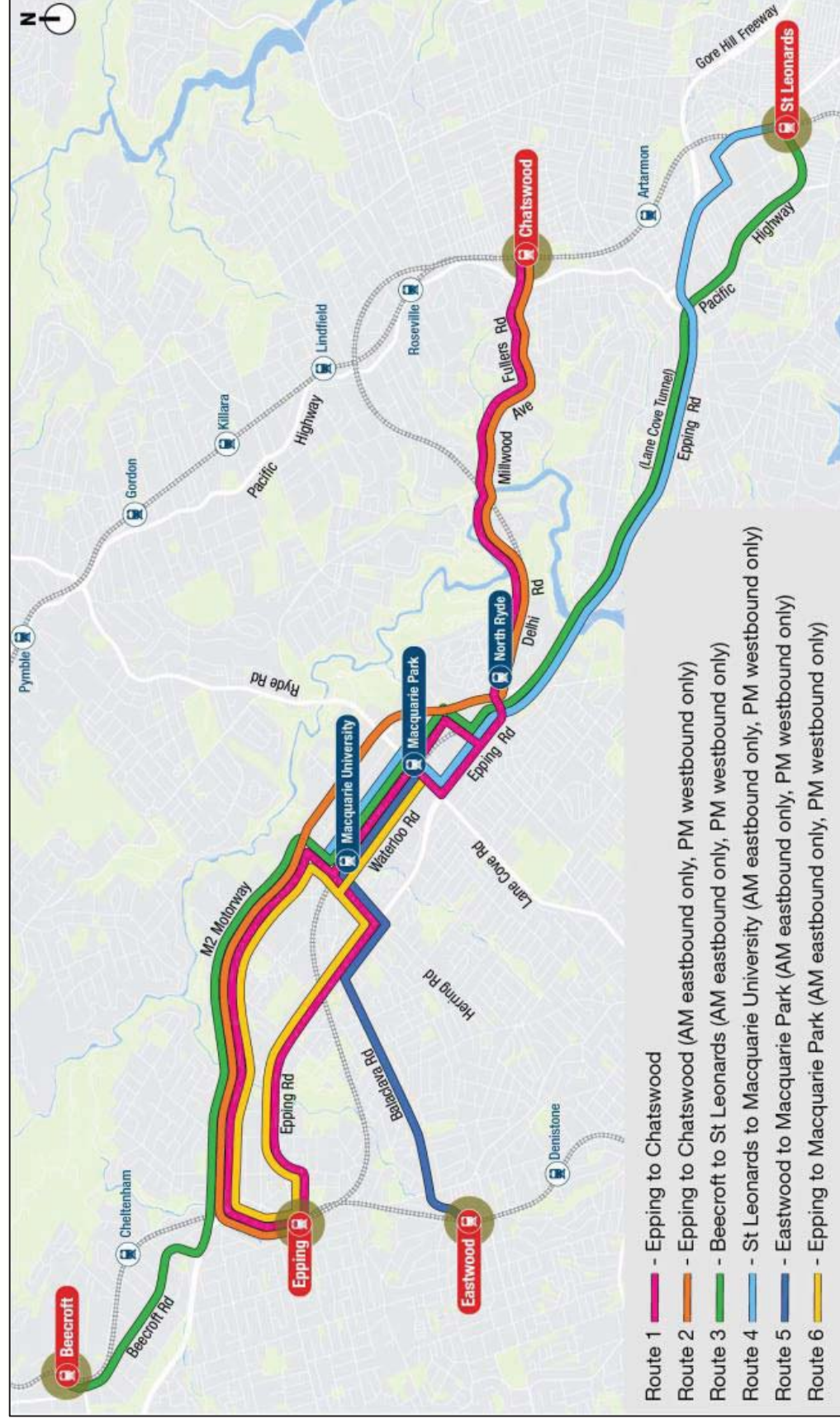


Figure 5 ECRL replacement bus service routes



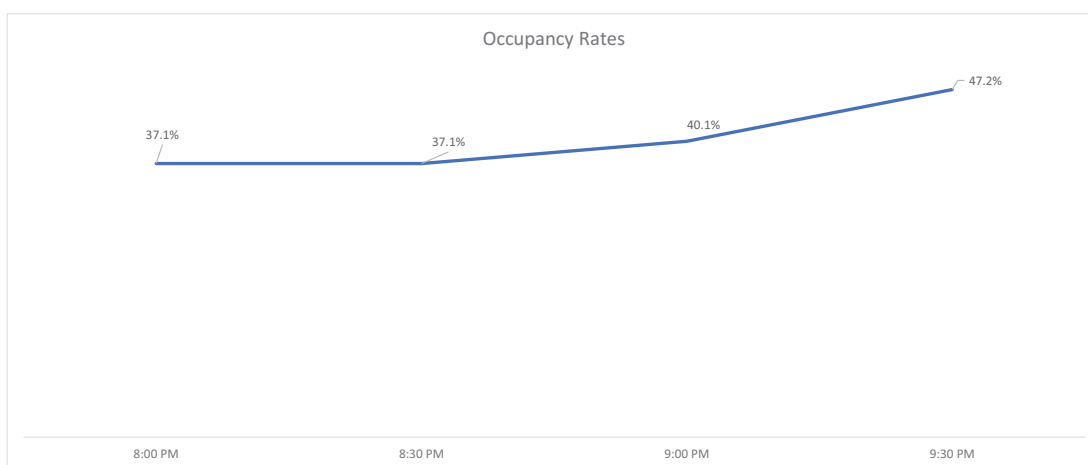
Source: Sydney Metro 2016

Appendix F

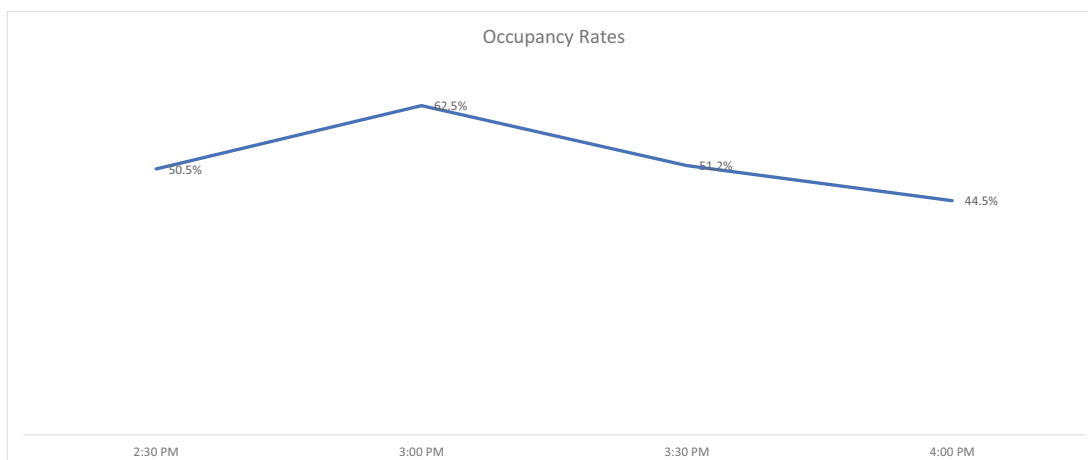
Parking Survey Results

Location	Kent Road Public School
Suburb	RYDE
Client	TTPA
Job No/Name	18110
Survey Duration	3 Hours
Day/Date	Friday, 10 August 2018

Location	Capacity	8:00 PM	8:30 PM	9:00 PM	9:30 PM
Herring Road	6	6	6	6	4
Kent Road	53	23	23	21	23
Lucinda Road	43	12	12	16	26
Beverly Crescent	44	17	17	21	24
Carmen Street	19	3	3	3	3
Fitzpatrick Street	24	12	12	12	13
Ryde Community Sport Center	110	38	38	41	48
Total Vehicles Parked	299	111	111	120	141
Number of Vacant Spaces		188	188	179	158
% of Capacity Used		37.1%	37.1%	40.1%	47.2%



Location	Capacity	2:30 PM	3:00 PM	3:30 PM	4:00 PM
Herring Road	6	26	10	4	3
Kent Road	53	21	25	17	15
Lucinda Road	43	8	31	20	14
Beverly Crescent	44	14	28	23	11
Carmen Street	19	3	3	3	3
Fitzpatrick Street	24	10	12	12	11
Ryde Community Sport Center	110	69	78	74	76
Total Vehicles Parked	299	151	187	153	133
Number of Vacant Spaces		148	112	146	166
% of Capacity Used		50.5%	62.5%	51.2%	44.5%



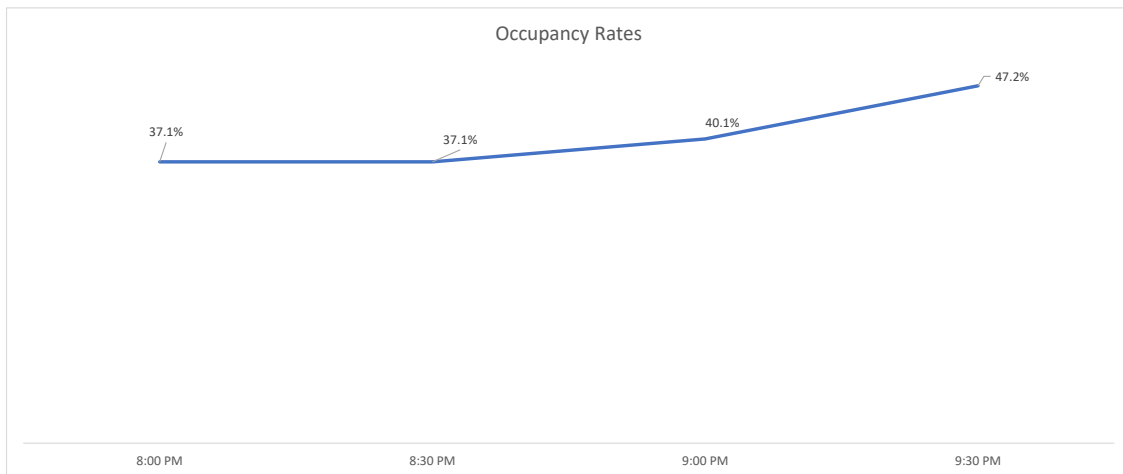
Traffic Information Specialists

ABN: 42 613 389 923

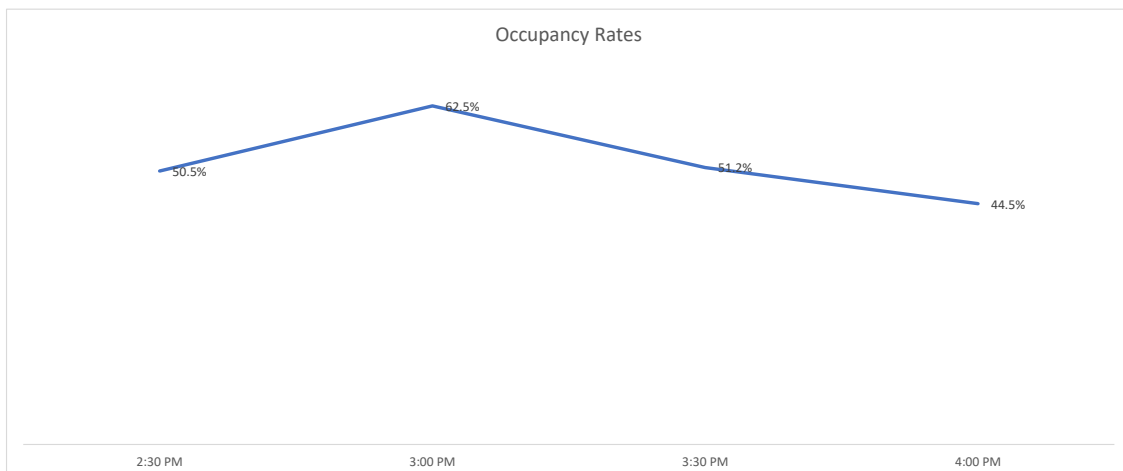
Email info@trafficinfospecialist.com.au

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Client	TTPA
Job No/Name	18110
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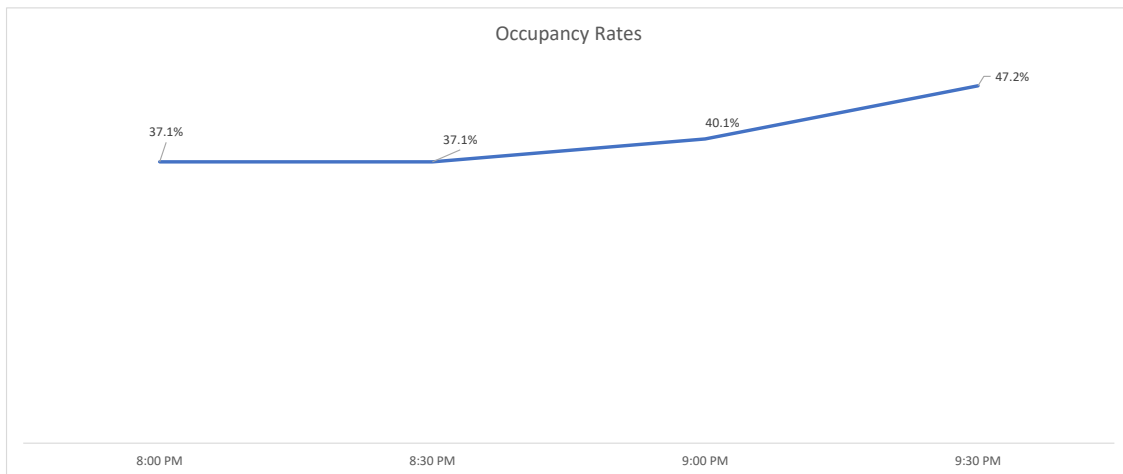
Traffic Information Specialists

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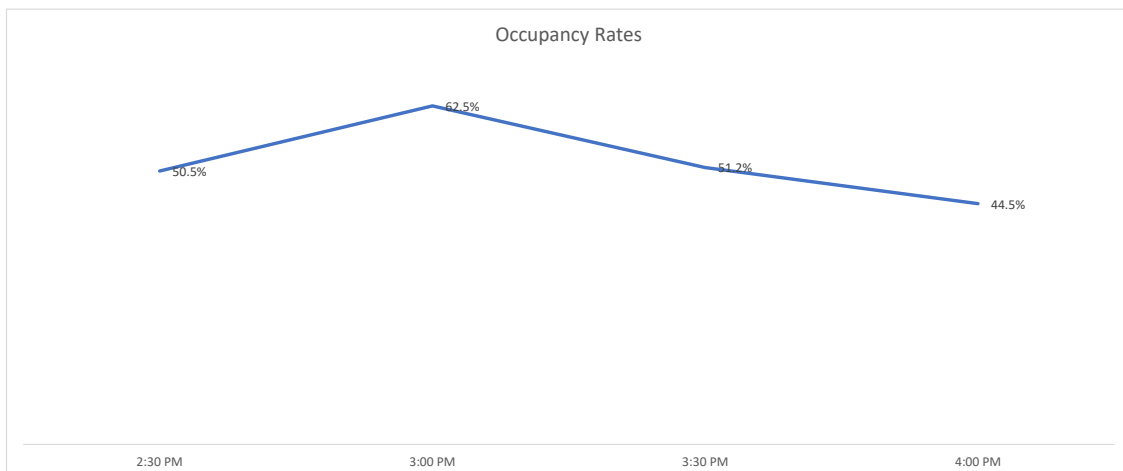
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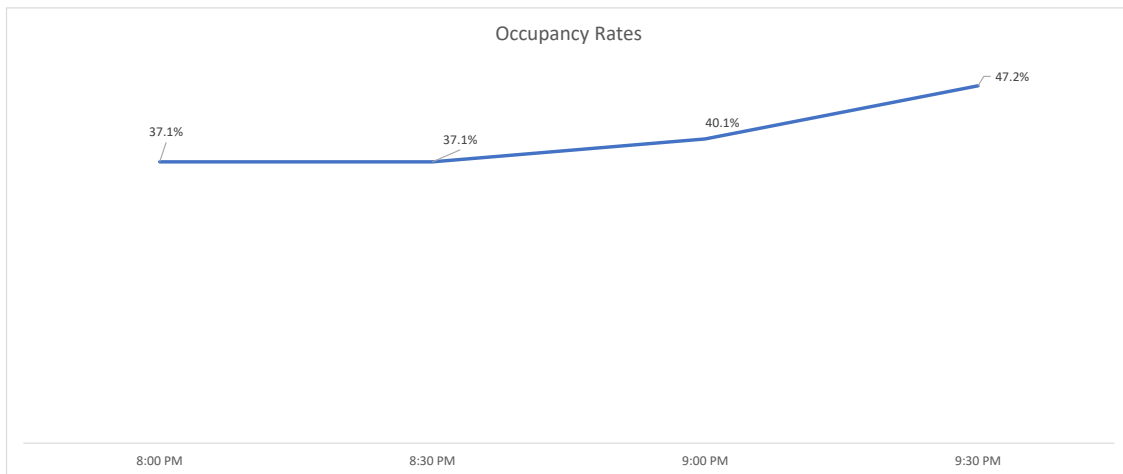
Traffic Information Specialists

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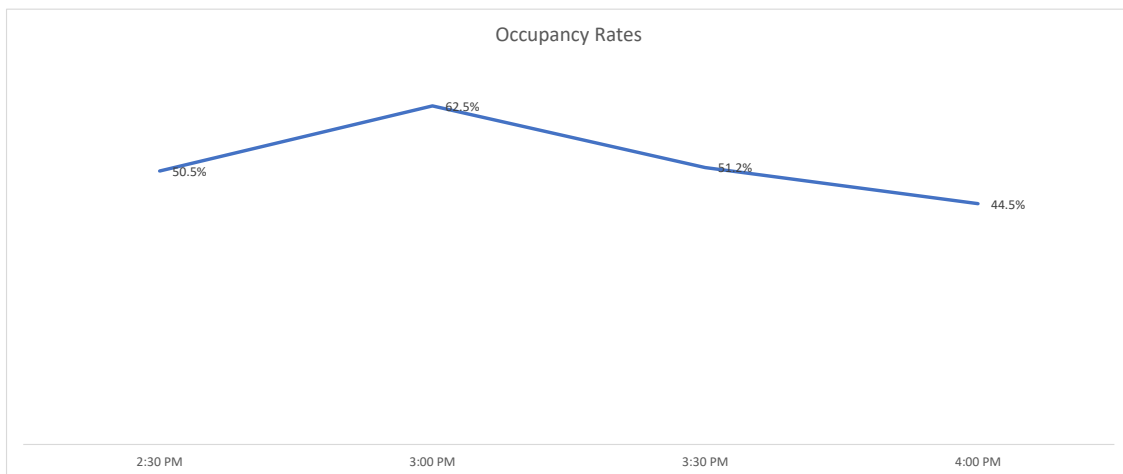
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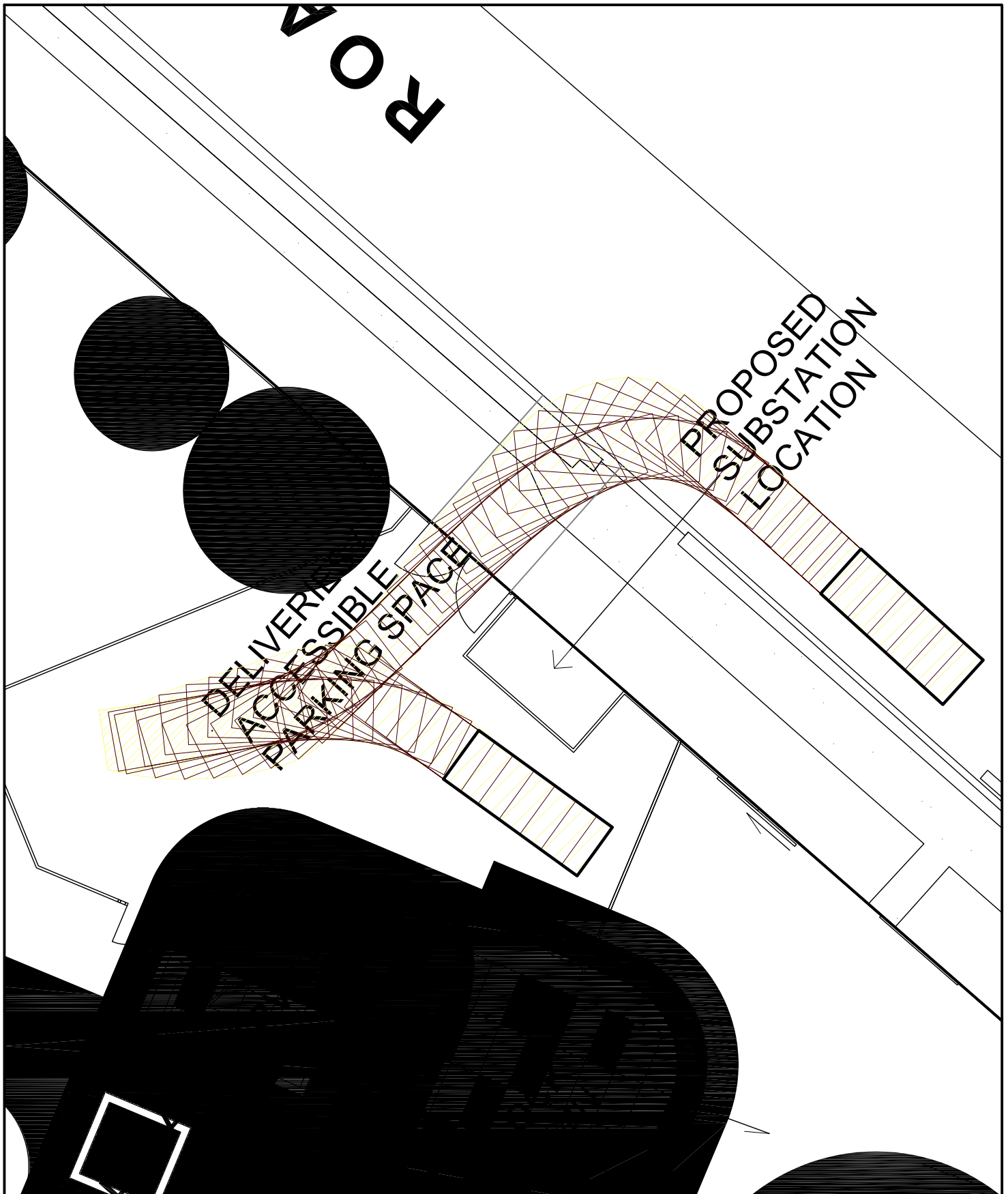
Traffic Information Specialists

ABN: 42 613 389 923

Email info@trafficinfospecialist.com.au

Appendix G

Turning Path Assessment



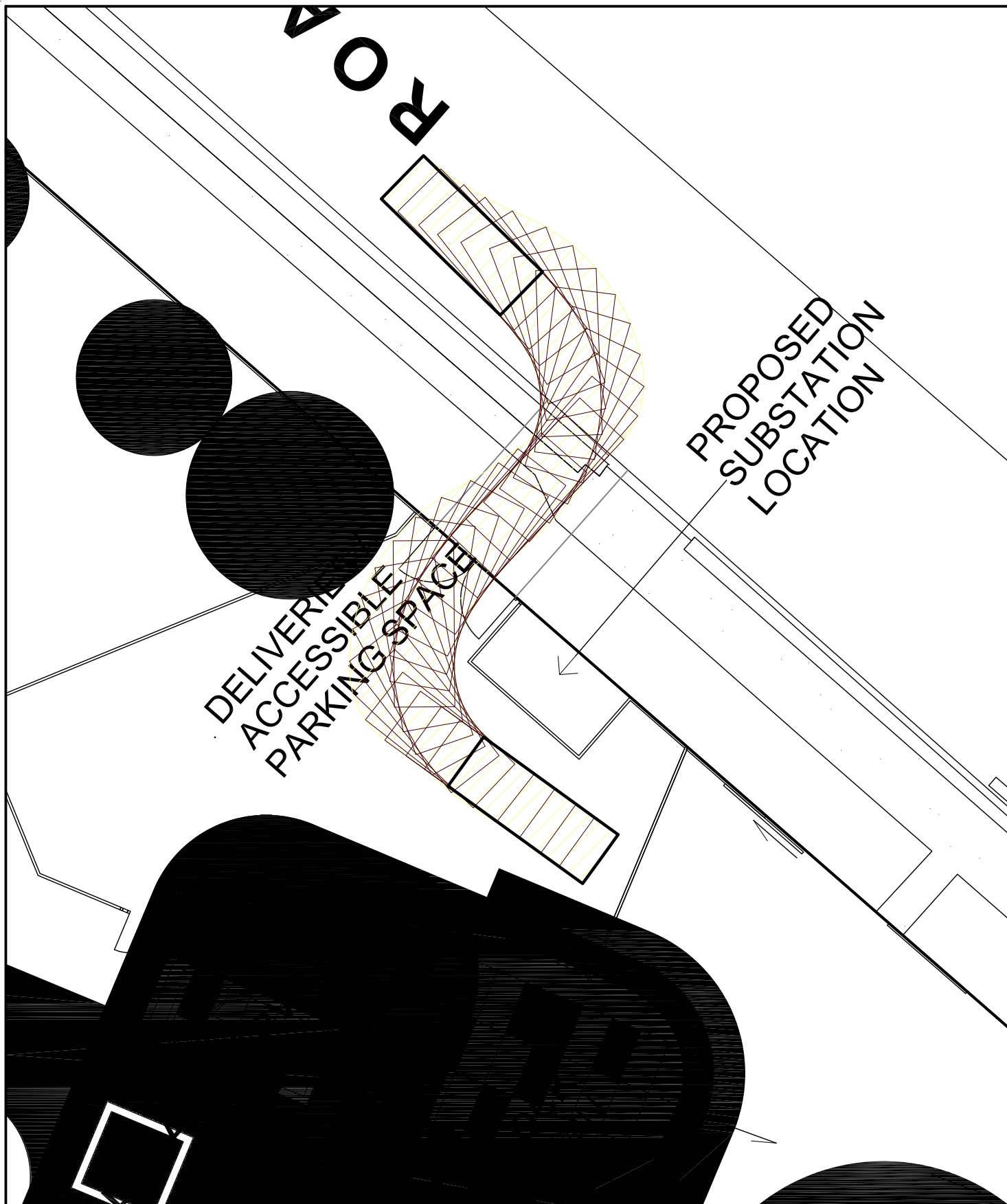
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 6.4m RIGID
VEHICLE ENTERING THE SITE**

SP 1



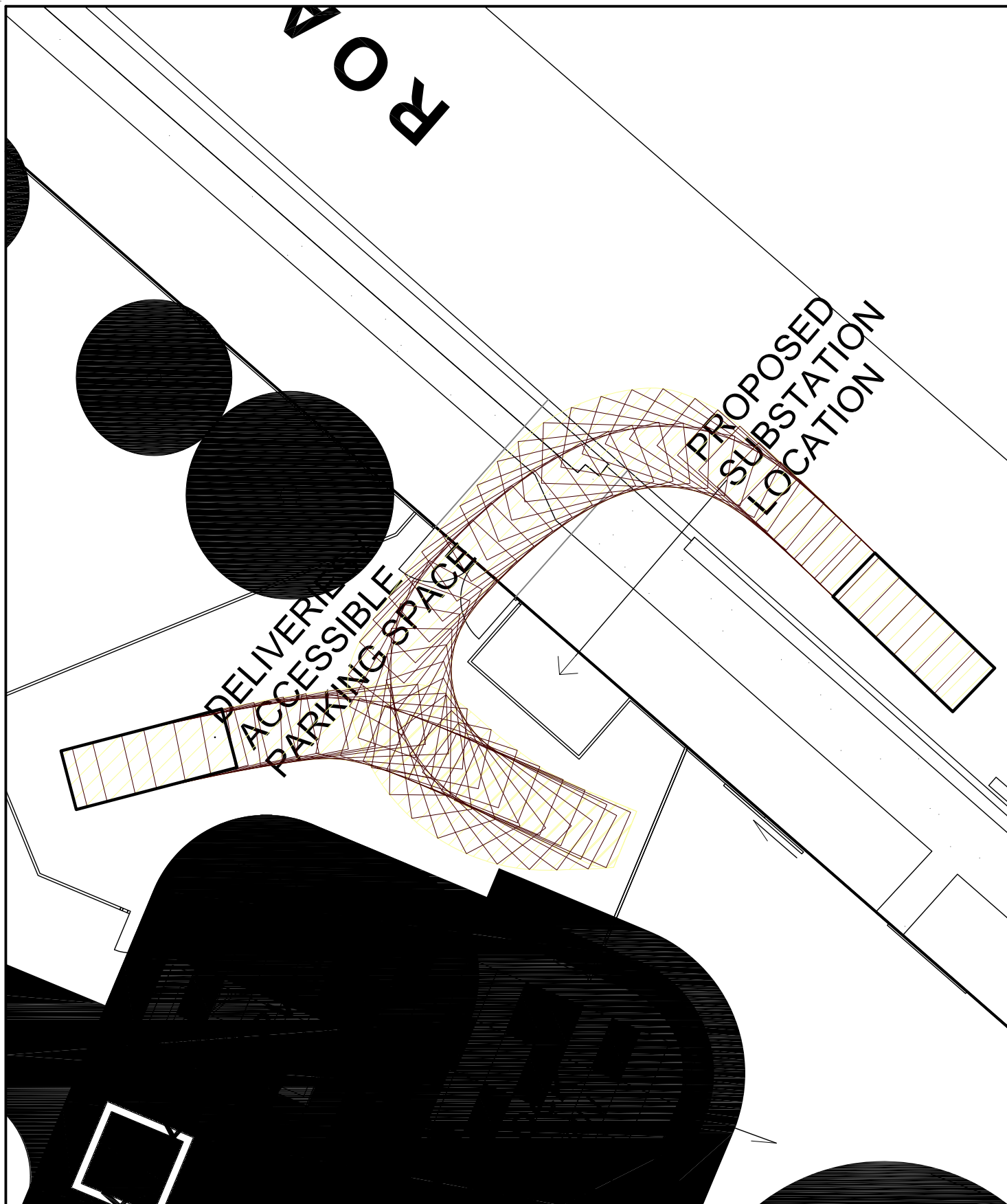
LEGEND

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**SWEPT PATH ANALYSIS
OF A 6.4m RIGID
VEHICLE EXITING THE SITE**

SP 2



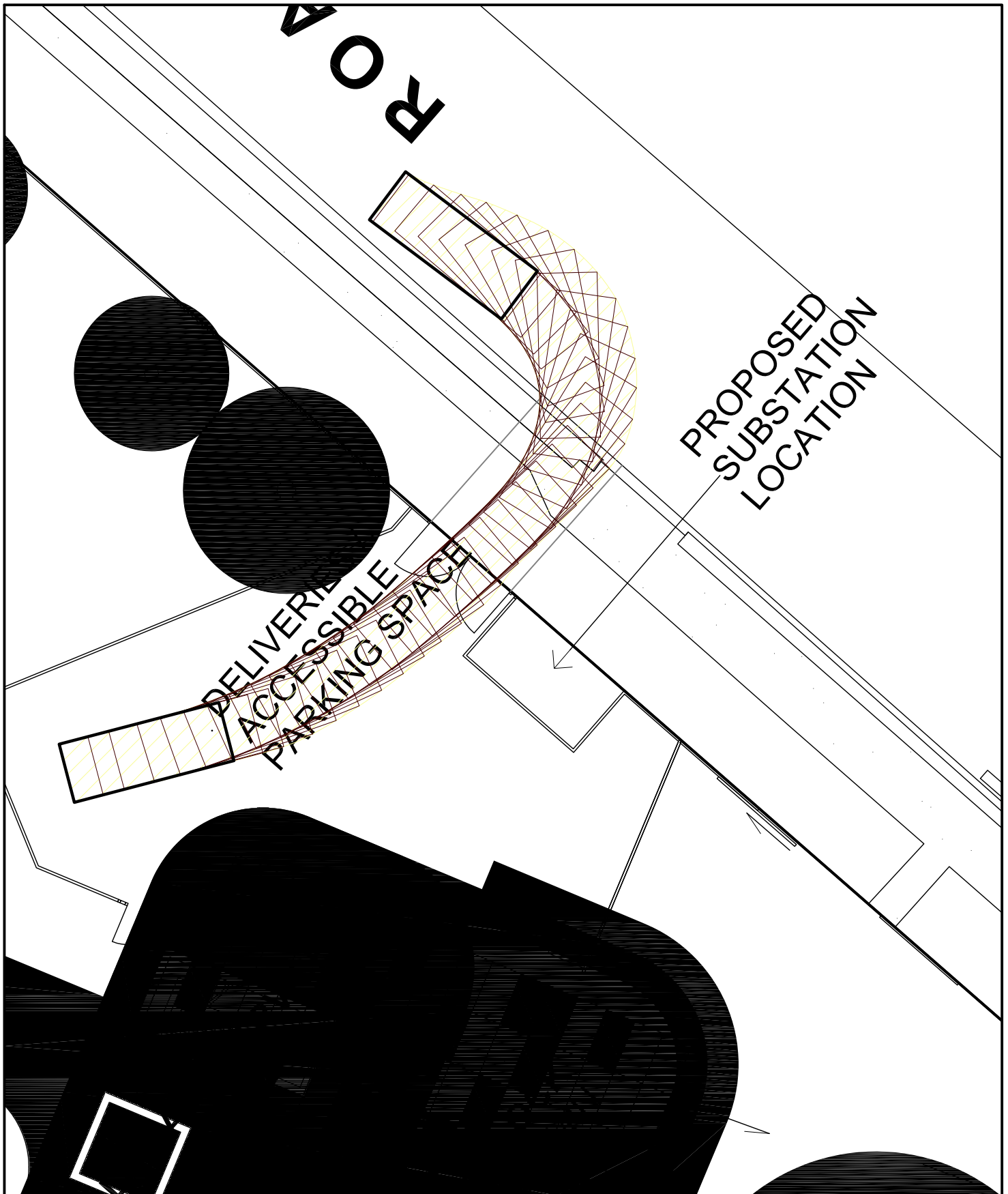
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**SWEPT PATH ANALYSIS
OF A 6.4m RIGID
VEHICLE ENTERING THE SITE**

SP 3



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

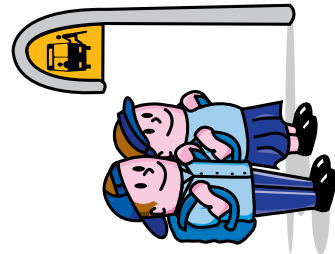


**SWEPT PATH ANALYSIS
OF A 6.4m RIGID
VEHICLE EXITING THE SITE**

SP 4

Appendix H

Transport Access Guide



Kent Road Public School Transport Access Guide (TAG)

The majority of families live within a reasonable (2km) walking or cycling distance from school or the local shops. The TAG over the page provides suggested safe and accessible walking trails and cycling routes in your local area.

Accessing our school

Sydney Buses bus routes connect North Ryde with:

Denistone East 286, 287, 297, 518
Macquarie Centre / Epping 140, 288, 290, M41, 458, 459
Marsfield 293
Lane Cove / St Leonards 140, 286, 287, 288, 290
Neutral Bay / Balgowlah / Manly 140
North Sydney / City 286, 287, 288, 290, 293, 297
Ryde / Gladesville / City 507, 518
Meadowbank / Putney 507
Rhodes / Concord / Strathfield M41, 458, 459

If you need help on deciding which transport services will help you on your journey, please call 131500 or visit 131500.com.au

North Ryde Library

201 Cox Rd, North Ryde 2113

Opening hours

Tuesday & Friday 10.00am - 5.00pm
Monday, Wednesday & Thursday 10.00am - 8.00pm
Saturday 9.30am - 12.00pm
Sunday Closed

Macquarie Centre

Cnr Herring & Waterloo Rds, North Ryde 2113

Opening hours

Monday - Wednesday & Friday 9:00am - 5:30pm
Thursday 9:00am - 9:00pm
Saturday 9:00am - 5:00pm
Sunday 10:00am - 4:00pm



GO ACTIVE2 School

Did you know?

Children between the ages of 5 and 12 years old need at least 60 minutes (and up to several hours) of moderate to vigorous physical activity every day. Adults need to put together at least 30 minutes of moderate-intensity physical activity on most, preferably all, days.

Walking to school is an easy way for you and your child to achieve the recommended amount of physical activity needed in a day. **It's fun, friendly and easy.**

Stop Look Listen Think How to cross the road safely

STOP one step back from the kerb or shoulder of the road if there is no footpath. **LOOK** in all directions for approaching traffic. **LISTEN** in all directions for approaching traffic. **THINK** about whether it is safe to cross the road – when the road is clear or all traffic has stopped.

When crossing, walk straight across the road. Keep **LOOKING** and **LISTENING** for traffic while crossing.

Active Bodies, Active Minds



Kent Road Public School
Cnr Herring & Kent Rds
Marsfield NSW 2122

Opening hours

Monday - Friday: 9.05am - 3.10pm

Telephone: (02) 9878 2884

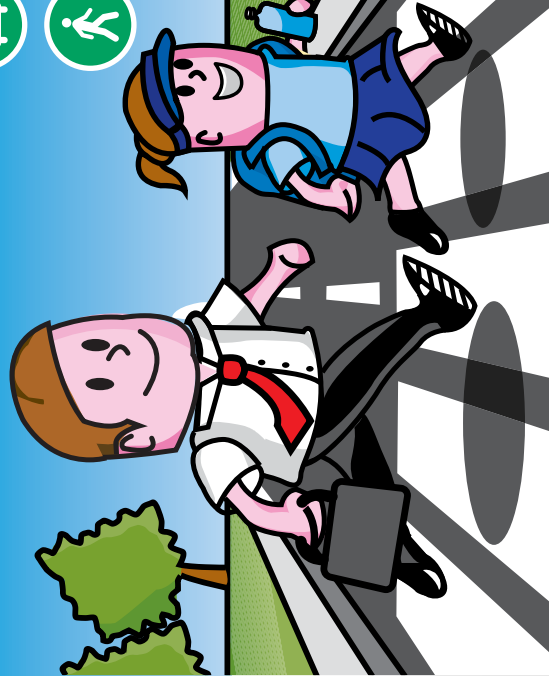
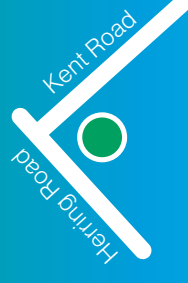
Fax: (02) 9878 5795

Email: kentroad-p.school@det.nsw.edu.au

Produced: October 2012

Kent Road Public School Transport Access Guide

GO ACTIVE2 School



An initiative of the City of Ryde and
Ryde Hornsby Health Promotion Unit

 **City of Ryde**
Lifestyle and opportunity @ your doorstep

TG12473 Version 1

Appendix I

Consultation Process

meg@ttpa.com.au

From: meg@ttpa.com.au
Sent: Tuesday, August 28, 2018 6:29 PM
To: 'ken.ho@transport.nsw.gov.au'
Cc: 'Ross Gardner'; 'Bernard Lo'; 'sarah.anderson@transport.nsw.gov.au'; 'lee.farrell@transport.nsw.gov.au'; 'guvinder.singh6@transport.nsw.gov.au'
Subject: SSD 9344 – Kent Road Public School Redevelopment
Attachments: PROJECT CONSULTATION SUMMARY 28082018.pdf

Hi Ken

As required by the SEARs requirements, I attach herewith our tabulated approach and responses to the relevant SEARs items (including Council's recommended amendments) which briefly demonstrate how we intend to address the detailed traffic assessment for this proposal.

I invite you to contact myself at 9411 5660 should you require further clarification to the attached details.

Kind regards,

Meg Kong | Associate

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Established 1994

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067

P (02) 9411 5660 F (02) 9904 6622 [W ttpa.com.au](http://www.ttpa.com.au)



No.	SEARS Details	TPA Approach/Response
1	Accurate details of the current daily and peak hour vehicle, existing and future public transport networks and pedestrian and cycle movement provided on the road network located adjacent to the proposed development	Full traffic (vehicle, pedestrian and cyclist) surveys have been commissioned to collect the AM and School PM peak hour traffic volumes in the vicinity of the school specifically the set-down/pick-up SD/PU area, surrounding roads and at 4 nominated intersections. In addition, the existing transport services, pedestrian and cycle provisions were recorded during a site inspection. Appropriate peak hour to daily factor has been applied to the vehicle volumes to estimate the daily traffic.
2	Details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips based on surveys of the existing and similar schools within the local area	The traffic generation of the proposal is calculated using the traffic generation rates derived from the survey outcome of the existing Kent Town Public School. Briefly, the survey outcome indicates a traffic generation rate equivalent to 0.45 vph per student. The demand for non-vehicle modes is also projected based on the model share survey of the existing School. The traffic generation/mode share characteristics are also recorded in a similar school – North Ryde Public School. Appropriate peak hour to daily factor has been applied to the vehicle volumes to estimate the daily traffic.
3	The adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand of the proposed development	The adequacy of existing transport services has been assessed in detail using available online sources and site observations. There are adequate walk/cycle provisions at present. It is also identified in the traffic report that the future transport services and walk/cycle provisions in this area are quite extensive in part due to the need to accommodate the anticipated Epping-Chatswood Rail Line temporary closure. Details of this closure are described in the traffic report and reference is made to the original assessment undertaken by AECOM. The future demand in terms of transport/walk/cycle is also projected by applying the mode share proportions recorded at the existing School to the proposed new School population (i.e. from 750 to 996 students).

No.	SEARS Details	TPA Approach/Response
4	Measures to integrate the development with the existing/future public transport network	A detailed Green Travel Plan (GTP) has been prepared in this regard identifying how students/staff/parents/carers/regular visitors could access to the existing/future transport services.
5	The impact of trips generated by the development on nearby intersections, including the key intersections: Kent Road/Herring Road, Herring Road/Epping Road, Kent Road/Lane Cove Road, and Herring Road/Agincourt Road (traffic modelling is to be undertaken using SIDRA network modelling for current and future years)	The traffic volumes at the nominated intersections are all recorded in the surveys. The existing and future operational performance of 4 key intersections has been assessed using the requested SIDRA Network model (v8.0). The outcome of the traffic modelling is detailed in the traffic report.
6	Consideration of the cumulative impacts from other approved developments in the vicinity, and the need for, and details of, upgrades of road improvement works, if required	This is not considered to be required given that the traffic generation outcome of the proposal represents a minute increment of only some 0.5% of the total traffic load at the Epping Road/Herring Road intersection.
7	The identification of infrastructure required to ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development, including details on improvements required to the affected intersections, additional school bus routes along bus capable roads (i.e. minimum 3.5m wide travel lanes), additional bus stops or bus bays	The existing bus shelter, zones and services for the School are assessed to be adequate. A review of a 5-year crash data indicates that there are no significant pedestrian hazards/risks along the adjacent Kent Road and Herring Road. However, it is recommended that the existing pedestrian crossing along Herring Road be converted to a wombat crossing. As per item 6, new road infrastructure is not deemed necessary in the context of this development scale.
8	Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location specific sustainable travel plan and the provision of facilities to increase the non-car mode share for travel to and from the site	As per item 4, this is addressed in the GTP which forms a part of the traffic assessment.
9	The future pedestrian and cyclist desire lines, the proposed walking and cycling access arrangements consistent with City of Ryde Bicycle Strategy and connections to public transport services	The existing pedestrian and cycle facilities which are consistent with the City of Ryde provisions/strategies are to be retained.
10	The proposed access arrangements, including car and bus pick up and drop off facilities including consideration of internal pick up and	The development scheme proposes 1 service vehicle only access at Kent Road. The existing carpark access at Herring Road is to be retained.

No.	SEARS Details	TTPA Approach/Response
	drop off zones, and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and bicycle networks, including pedestrian crossings and refuges and speed control devices and zones	The assessed demand for set-down and pick-up reveals a need to extend the existing facility by 3 additional spaces to accommodate the anticipated new students. The need for internal drop off is not considered necessary in this context given that: - the additional demand is only minor - the existing SD/PU is operating quite satisfactorily - internalising the SD/PU would introduce unnecessary vehicle movements in the School which would increase safety hazard for pedestrians (student) - internalising the SD/PU is not consistent with the CPTED principles. The assessment also recommended that the existing pedestrian crossing at Herring Road is raised to heighten pedestrian safety.
11	A review of road geometry, along Herring Road, Kent Road and any other roads used for pick-up and drop-off, with consideration of the existing and future on-street parking environment and bus movements	The existing roads geometries are reviewed at a high level during the site inspection. There is no apparent bus movement and/or parking issue identified in the nominated road frontages. As per item 10, the assessed demand for set-down and pick-up reveals a need to extend the existing facility by 3 additional spaces to accommodate the anticipated new students.
12	Proposed bicycle parking provision, including end of trip facilities, in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance	The School proposes to encourage the integration of bicycle uses with the surrounding infrastructure by increasing the on-site bicycle provision from 16 to 60 spaces. These are to be provided in appropriately illuminated areas within the School campus.
13	Proposed number of on-site car parking spaces for teaching staff and visitors and corresponding compliance with existing parking codes and justification for the level of car parking provided on-site	The proposed parking provision of 38 spaces for staff is consistent with the requirements outlined in the City of Ryde DCP. The visitor parking demand would be accommodated within the on-street parking spaces, consistent with the existing arrangement. It is apparent based on the surveyed outcome that there are ample on-street parking spaces in convenient vicinity of the School site.

No.	SEARS Details	TTPA Approach/Response
14	An assessment of the cumulative on-street parking impacts of cars and bus pick up and drop off, staff parking and any other parking demands associated with the development	The on-street parking circumstance within 400m radial catchment of the School is indicated by the survey undertaken as part of this study (and as required by City of Ryde). The survey outcome reveals ample spare capacities in the surrounding streets during the School peaks. Based on the traffic generation outcome of this proposal it is assessed that the surrounding on-street parking is unlikely to be adversely affected.
15	An assessment of road and pedestrian safety adjacent to the proposed development which considers children crossing Herring Road and Kent Road to access the School and the details of required road safety measures and personal safety in line with CPTED	The assessment in this regard recommended raising the Herring Road pedestrian crossing to heighten pedestrian safety. Matters in relation to CPTED are also dealt with in the traffic report.
16	Emergency vehicle access, service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including swept path analysis of largest vehicle, vehicle type and the likely arrival and departure times)	All garbage collection and loading activities related to deliveries, courier activity, maintenance etc. are to remain to be carried out at the School's car park and/or the new loading bay provided at the Kent Road frontage. These vehicle movements are infrequent in nature (by virtue of the development type) and details of the vehicle and associated turning diagrams are also appended to the traffic report. The fire and rescue NSW and ambulance would access the site at all times via the accesses along Kent Road and Herring Road.
17	The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following: • Assessment of cumulative impacts associated with other construction activities (if any) • An assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity	A detailed CTPMP is incorporated in the traffic report addressing each of the dot points.

No.	SEARS Details	TTPA Approach/Response
	• Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process • Details of anticipated peak hour and daily construction vehicle movements to and from the site • Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle and • Details of temporary cycling and pedestrian access during construction.	
	Council's Additional Comments	
18	Existing parking utilisation surveys on streets within 400m radius of the site on a typical weekday between 8am and 9.30am and 2.30pm and 4pm.	The parking utilisation surveys have been undertaken and included in the assessment.
19	To investigate one-way internal road option to provide on-site pick up/drop off facilities	This has been assessed and responded to per item 10.
20	Compliance with the parking requirements contained in the City of Ryde DCP 9.3 Parking Controls	This has been complied with and responded to per item 13.
21	Reduction of existing car parking spaces for TAFE due to the proposed school buildings and proposed location of reallocated TAFE car parking spaces	It is not anticipated that the proposal will adversely affect TAFE's carparking circumstances, given its relative distance from the School.
22	Include swept path diagrams of largest vehicle showing forward in and forward out movements	This has been provided and appended to the traffic report.

From: Ho, Ken <Ken.Ho@transport.nsw.gov.au>
Sent: Tuesday, August 28, 2018 10:10 PM
To: meg@ttpa.com.au
Subject: Read: SSD 9344 - Kent Road Public School Redevelopment

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Please visit us at <http://www.transport.nsw.gov.au> or <http://www.transportnsw.info>

From: Farrell, Lee <Lee.Farrell@transport.nsw.gov.au>
Sent: Tuesday, August 28, 2018 7:30 PM
To: meg@ttpa.com.au
Subject: Read: SSD 9344 - Kent Road Public School Redevelopment

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Please visit us at <http://www.transport.nsw.gov.au> or <http://www.transportnsw.info>

meg@tpa.com.au

From: meg@tpa.com.au
Sent: Monday, September 3, 2018 9:46 AM
To: 'ken.ho@transport.nsw.gov.au'
Cc: 'Ross Gardner'; 'Bernard Lo'; 'lee.farrell@transport.nsw.gov.au'
Subject: RE: SSD 9344 – Kent Road Public School Redevelopment

Good morning Ken

Hope you had a good weekend.

I would like to follow up if you have had the opportunity to review our responses for the SEARs requirements of the Kent Road Public School Redevelopment.

Thanks in advance for your response.

Kind regards,

Meg Kong | Associate

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Established 1994

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067
P (02) 9411 5660 F (02) 9904 6622 W tpa.com.au



From: meg@tpa.com.au <meg@tpa.com.au>
Sent: Tuesday, August 28, 2018 6:29 PM
To: 'ken.ho@transport.nsw.gov.au' <ken.ho@transport.nsw.gov.au>
Cc: 'Ross Gardner' <rg@gardnerwetherill.com.au>; 'Bernard Lo' <bernard@tpa.com.au>; 'sarah.anderson@transport.nsw.gov.au' <sarah.anderson@transport.nsw.gov.au>; 'lee.farrell@transport.nsw.gov.au' <lee.farrell@transport.nsw.gov.au>; 'guvinder.singh6@transport.nsw.gov.au' <guvinder.singh6@transport.nsw.gov.au>
Subject: SSD 9344 – Kent Road Public School Redevelopment

Hi Ken

As required by the SEARs requirements, I attach herewith our tabulated approach and responses to the relevant SEARs items (including Council's recommended amendments) which briefly demonstrate how we intend to address the detailed traffic assessment for this proposal.

I invite you to contact myself at 9411 5660 should you require further clarification to the attached details.

Kind regards,

Meg Kong | Associate

From: Farrell, Lee <Lee.Farrell@transport.nsw.gov.au>
Sent: Monday, September 3, 2018 10:21 AM
To: meg@ttpa.com.au
Subject: Read: SSD 9344 - Kent Road Public School Redevelopment

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From: meg@ttpa.com.au
Sent: Tuesday, August 28, 2018 6:39 PM
To: 'Development.sydney@rms.nsw.gov.au'
Cc: 'Ross Gardner'; 'Bernard Lo'
Subject: RE: SSD 9344 – Kent Road Public School Redevelopment
Attachments: PROJECT CONSULTATION SUMMARY 28082018.pdf

Hi Aleksandar, Rachel,

As required by the SEARs requirements, I attach herewith our tabulated approach and responses to the relevant SEARs items (including Council's recommended amendments) which briefly demonstrate how we intend to address the detailed traffic assessment for this proposal.

I invite you to contact myself at 9411 5660 should you require further clarification to the attached details.

Kind regards,

Meg Kong | Associate

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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No.	SEARS Details	TPA Approach/Response
1	Accurate details of the current daily and peak hour vehicle, existing and future public transport networks and pedestrian and cycle movement provided on the road network located adjacent to the proposed development	Full traffic (vehicle, pedestrian and cyclist) surveys have been commissioned to collect the AM and School PM peak hour traffic volumes in the vicinity of the school specifically the set-down/pick-up SD/PU area, surrounding roads and at 4 nominated intersections. In addition, the existing transport services, pedestrian and cycle provisions were recorded during a site inspection. Appropriate peak hour to daily factor has been applied to the vehicle volumes to estimate the daily traffic.
2	Details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips based on surveys of the existing and similar schools within the local area	The traffic generation of the proposal is calculated using the traffic generation rates derived from the survey outcome of the existing Kent Town Public School. Briefly, the survey outcome indicates a traffic generation rate equivalent to 0.45 vph per student. The demand for non-vehicle modes is also projected based on the model share survey of the existing School. The traffic generation/mode share characteristics are also recorded in a similar school – North Ryde Public School. Appropriate peak hour to daily factor has been applied to the vehicle volumes to estimate the daily traffic.
3	The adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand of the proposed development	The adequacy of existing transport services has been assessed in detail using available online sources and site observations. There are adequate walk/cycle provisions at present. It is also identified in the traffic report that the future transport services and walk/cycle provisions in this area are quite extensive in part due to the need to accommodate the anticipated Epping-Chatswood Rail Line temporary closure. Details of this closure are described in the traffic report and reference is made to the original assessment undertaken by AECOM. The future demand in terms of transport/walk/cycle is also projected by applying the mode share proportions recorded at the existing School to the proposed new School population (i.e. from 750 to 996 students).