



LORETO KIRRIBILLI



Operational Traffic Management Plan 85 Carabella St, Kirribilli

Prepared By



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Assessed and Approved by



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Revision Schedule

Date	Document Reference	Version No.	Changes	By:	Approved by NSWDPIC On:
27 March 2019	18524.01FA	1.0	Original Document	Loreto Kirribilli & MTE	
23 May 2019	18524.03FB	1.1	Updates to Review and Monitoring Processes as per NSC Comments	Loreto Kirribilli & MTE	
23 March 2020	18524.03FC	1.2	Updates to Initiatives and Programs.	Loreto Kirribilli & MTE	
7 September 2021	18524.03FD	1.3	Updates to Kiss and Drop Management	Loreto Kirribilli & MTE	
13 May 2021	18524.03FF	2.1	Updated with 2021 Survey Results	Loreto Kirribilli & MTE	
28 May 2021	18524.03FG	2.2	Minor Updates to Address Covid Impacts	Loreto Kirribilli & MTE	
31 August 2021	210458.01FA	2.3	Format Change to Report	Loreto Kirribilli & MTE	
30 August 2021	210458.01FB	2.4	Amendments to indicate responsibility and funding allocation.	Loreto Kirribilli & MTE	



Stakeholders

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Document Approval			
Name	Version No.	Date	Approved?
Loreto Kirribilli	2.3		
Craig McLaren		23 July 2021	Yes



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1 INTRODUCTION

This Operational Traffic and Access Management Plan (OTAMP) has been prepared as part of approved State Significant Development 7919-Mod1 for the redevelopment of the Loreto Kirribilli School.

This OTAMP has been developed in consultation with North Sydney Council (NSC), with relevant correspondence between the applicant and the Council provided in **Annexure A** and the approval from NSC provided in **Annexure B**.

As part of the redevelopment, the student and staff numbers must not exceed 1,130 and 182 respectively as per condition A7 of SSD 7919-Mod1.

2 CONDITIONS OF CONSENT

Reference is made to *Schedule 1* of SSD7919 dated 2 October 2018 prepared by *Minister of Planning* which outlines conditions of consent relevant to this OTAMP. The consent condition and the section within this report that addresses the corresponding consent condition, is summarised in **Table 1**.

3 OBJECTIVES

The travel strategies outlined in **Section 8.1** are designed to lower the overall private car usage and reduce the impact of the school on the surrounding road network. The objective of implementing the travel strategies is to achieve the target of no net increase in private vehicle trips to the site from the proposed development.

4 RESPONSIBILITY AND FUNDING

Ultimately, it is Loreto Kirribilli that is responsible for its traffic and transport impact on the local road network as well as the funding and implementation of travel strategies.

The Deputy Principal will be responsible for implementing, monitoring and reviewing the OTAMP. As of August 2021, the Deputy Principal is Mr. Daniel Mahon.

Funding for future reviews of the OTAMP have been budgeted for by the applicant.

5 REVIEW & MONITORING OF THE OTAMP

This document is able to be reasonably modified following the consultation with and approval by:

- a) The owner and proprietor of Lot 200 DP1166282; and
- b) A suitably qualified traffic engineering with RMS accredited Level 3 road safety auditing qualifications or similar qualifications.

The OTAMP should be reviewed six (6) months after its implementation and then every twelve (12) months for the next three (3) years thereafter. After this time the OTAMP should be reviewed any time the operation or external road conditions significantly alter.



The review process shall include travel behaviour analysis, on-street parking counts along the pick-up/drop-off zone at the Carabella Street frontage and observation of the pick-up/drop-off zone.

If the review process identifies that the mode share targets and the target of “no increase in traffic” are not being met, the OTAMP must be updated to reflect alternate measures that are effective in meeting the targets.

6 OPERATIONAL RESTRICTIONS UNDER PANDEMIC CONDITIONS

The enforcement and implementation of the measures in this document shall not apply whilst any legislated restrictions are in place as a result of the COVID-19 pandemic. The implementation of Operational Transport and Access Plan shall be resumed within thirty (30) days of the lifting of all legislated public health restrictions.

7 ROAD SAFETY EVALUATION (RSE)

A Road Safety Evaluation was completed in February 2019 in accordance with Condition A24 of SSD 7919-Mod1 to identify any existing safety improvements that might be needed with regards to access to the site during both the construction period and for ongoing school operations. The findings of the RSE included:

- Observations of minor safety concerns with the existing kiss and drop operations;
- Identification of numerous minor safety concerns with regards to the local road and footpath network surrounding the site;
- Inconsistencies in the cycling routes in the surrounding road network;
- Recommendations to improve the safety of the kiss and drop operations.

The findings of the RSE were considered in the preparation of this OTAMP.

TABLE 1: SUMMARY OF RESPONSES

Consent Condition		Section Addressing Condition
PART A: ADMINISTRATIVE CONDITIONS		
A19	An OTAMP is to be prepared by a suitably qualified person, in consultation with Council's Local Traffic Committee, for Loreto Kirribilli School, which must identify mode share targets for the proposed travel strategies that target no net increase in private vehicle trips to the site and interim traffic management measures	Section 11.4
	(including details for management of the pick-up/drop-off zones and training for supervising staff or traffic controllers).	Section 8.1.1 & Section 8.1.2
A20	The OTAMP must be submitted to the satisfaction of the Planning Secretary for approval within three (3) months of approval of application SSD-7919-Mod-1.	See revision schedule
A21	The OTAMP must be implemented to the satisfaction of the planning secretary within six (6) months of the approval of this document or prior to Stage 1 (whichever occurs earlier).	See revision schedule
A22	An increase of students or full-time equivalent staff (as documented in annual Commonwealth Census Data) above the existing student enrolment / full-time equivalent staff members (as document in annual Commonwealth Census Data) at the date of determination, is not permitted prior to effective implementation of the OTAMP to the satisfaction of the Planning Secretary.	Section 1
A23	The OTAMP must include details for each of the travel strategies and must address the following matters for each of the travel strategies:	-
	(a) Objectives and Targets	Section 3 & Section 11.4
	(b) Timing	Section 11.4
	(c) Responsibility	Section 4
	(d) Funding	
	(e) Implementation	
	(f) Details for management procedures for the pick-up and drop-off of student by buses and coaches for excursions and sporting activities, including staff management/traffic controller arrangements;	Section 8
	(g) The operational management procedures for the pick-up and drop-off of students by buses and coaches for excursions and sporting activities, including staff management/traffic controller arrangements;	
A23	(h) Delivery and services vehicle and bus access and management arrangements;	Section 9
	(i) Monitoring regime to evaluate each strategy; and	Section 5, 13
	(j) Monitoring of whether the overall strategies are meeting the target of no net increase in private car trips	
A24	Should the RSE required by Condition A18 identify any issues or identify that physical improvements to the pick-up/drop-off zone or the walking routes are needed, additional supplementary measures are to be proposed in the OTAMP and the document updated to incorporate any recommendations such as: (a) Alternate walking path for students during significant construction period; (b) Closing the gates to the driveway on Carabella Street during drop-off pick-up times to encourage use of the full length of the pick-up/drop-off zone; and (c) Provision of additional traffic controllers at designated pick-up/drop-off areas or delayed pick-up times for parents who are identified as routinely performing unsafe or illegal pick-up/drop-off.	Section 7
A25	The OTAMP/s (as revised from time to time) must be implemented by the Applicant for the life of the development.	Section 5
A26	Traffic and on-street parking reviews (including travel behavioural analysis, on-street counts along the pick-up/drop-off zone at the Carabella Street frontage and observation of the pick-up/drop-off zone) shall be undertaken by a suitably qualified person, six (6) months after the implementation of the OTAMP required by Condition A19 and then annually for the first three years and then from time to time as needed, to determine the effectiveness of the measures detailed in that document.	Section 5
A27	If the review process for the OTAMP identifies that the mode share targets and the target of "no increase in traffic" are not being met, the applicant must update the OTAMP to reflect alternate measures that are effective in meeting the targets to the satisfaction of the Planning Secretary.	Section 5
PART E: PRIOR TO OCCUPATION OF COMMENCEMENT OF USE		
E3	To allow the increase in student numbers to (1,130) and full time equivalent staff numbers as documented in annual Commonwealth Census Data, (to 182), evidence of implementation of the OTAMP and review in accordance with conditions A19-A27 must be provided to the satisfaction of the Planning Secretary.	-
PART F: POST OCCUPATION		
F3	To ensure the effectiveness of the OTAMP, the Applicant must prepare a report to the Secretary with the results of the monitoring within six (6) months of the implementation of the OTAMP, and then annually for a period of 3 years, or as otherwise agreed with the Planning Secretary, from the commencement of operation of the Stage 1 works or any student increase (whichever occurs earlier). The Planning Secretary shall consider the need for further reporting following a review of the results for 3 years. The report must include details of traffic and on-street parking reviews including travel behaviour analysis, on-street counts along the Carabella Street frontage of the Site and observation of all drop-off/pick-up areas prepared by a suitably qualified person.	-
F4	If the review process for the OTAMP identifies that the mode share targets and the target of "no increase in traffic" are not being met, the applicant must update the to reflect alternate measure that are effective in meeting the targets to the satisfaction of the Planning Secretary.	-

8 TRAVEL STRATEGIES

8.1 Pick-up and Drop-off Times

The existing “NO PARKING 8^{AM} – 9:30^{AM}, 2:30^{PM} – 4^{PM}” zone along Carabella Street is shown in **Figure 1**.

Drop-off and pick-up operations in this zone will be organised by a member of staff between 8:00^{AM}–9:30^{AM} and 2:30^{PM}–4:00^{PM} to marshal the students at the relevant school gate and assist children in and out of vehicles. A staff member shall be in position during these times to direct the movements of vehicles. When directed, each driver shall pull into the pick-up/drop-off zone and remain inside the vehicle while a member of staff assists the school student to exit or enter the vehicle.



Drop-off / Pick-up area

FIGURE 1: DROP-OFF AND PICK-UP ZONE

A ‘card’ system will be implemented for the afternoon pick-up to streamline the process whereby a card will be provided to drivers at indicating the name of the child/children they are responsible for. The cards will only be provided to the parents and guardians of primary school-aged children and will be revoked once their child transitions into high school. In the afternoon, the card will be displayed in the windshield of the driver’s vehicle and upon approach, the member of staff will read the name and assist the relevant child/children to the driver’s vehicle. Where necessary, the supervising staff member will turn away drivers that are not displaying a card.

It should be noted that no vehicles will be stopped from travelling on Carabella Street at any time under the proposed drop-off/pick-up management plan.

8.1.1 Staff Training

The school shall establish a roster of members of staff to be zone supervisors and traffic and parking supervisors. The roster of staff members will be required to attend an initial induction meeting with relevant Loreto Kirribilli staff prior to supervising the drop-off/pick-up operations. At the time of the induction meeting, the process and rules relating to the pick-up/drop-off process will be fully explained by Loreto Kirribilli staff.

8.1.2 Traffic and Parking Supervisor

A member of staff will be responsible to supervise traffic and parking along Carabella Street during drop-off and pick-up operations. The responsibilities of this member of staff are as follows:

- To be visible to parents and carers and to discourage unsafe and illegal behaviour passively through their presence.
- To ask parents and carers to stay within their vehicles when undertaking pick-up and drop-off operations.
- To ask parents and carers to move on if parked for longer than two minutes.
- To remind parents to display their card and ask parents to move on if no card is displayed.
- To note the registration and vehicle make of any vehicles that undertake unsafe manoeuvres, along with the unsafe action that was taken by that vehicle. These details shall be entered into a register and further action taken where necessary.

9 DELIVERY/SERVICE VEHICLES AND BUS ACCESS MANAGEMENT ARRANGEMENTS

The existing waste management procedures of the site will not be altered by the proposed development. Waste is collected from Elamang Avenue by a private contractor. Additionally, Existing deliveries to the site are undertaken kerbside on Carabella Street in the existing Loading Zone or at the rear of the site from Elamang Avenue, no change to these loading procedures are proposed as part of the future development. The new Innovation Centre building will include an on-site loading area with access via the existing driveway to Carabella Street. This loading area is dimensionally restricted to use by vehicles of up to 5.2m length. Therefore, under the future development, the delivery and waste collection of the site will not increase the number of private vehicle trips required to park on-street or require additional management arrangements.

10 SUPPLEMENTARY MEASURES FROM RSE FINDINGS - KISS AND DROP OPERATIONS

10.1 Parent/Carer Education

The school shall establish a program to educate parents about the most efficient and safe ways in which to drop-off and pick-up their child. The following principles shall be communicated to them through the program as ways to increase the safety to their and other children and minimise the amount of time spent queued in Carabella Street:

- Aim to arrive at the school 5 minutes *after* the finish time of the school, as your daughter may need 5 – 10 minutes to arrive at the kiss and drop zone;
- Always display your name card in the windscreen on the left-hand side of the vehicle;
- Follow the directions of staff members when approaching or departing the kiss and drop zone and whilst waiting for your child;
- Always take the frontmost space that is available and pull right up to the traffic cone location;
- If you are asked to go around the block to re-join the queue, please follow the instructions of school staff.

10.2 Organisation of Children

The school shall implement the following strategies to assist in the efficient organisation of children waiting for parents in the pick-up zone:

- Students awaiting to be collected from the pick-up zone should be marshalled in a single location along the school frontage, with students sitting behind the school fence, out of the path of pedestrians, beginning just to the south of the first site access driveway;
- Students should be supervised by at a minimum two (2) supervising staff members at all times whose role it is to ensure student safety and marshal students in the correct location;
- As the number of students remaining to be collected decreases, staff should assist in moving students together, so all students are sitting in the same location;
- If required, one or more of the supervising staff members could be equipped with a portable loudspeaker (or similar) for the purpose of efficiently locating and marshalling children to their carer's vehicles;
- The supervising staff member is to announce the name presented on the 'card' provided on the driver's windshield upon approach, such that the child is aware that their vehicle is arriving;
- Staff are to assist and ensure that each child is ready for collection to reduce the amount of time each car must wait.



10.3 Organisation of Vehicles

The school shall implement the following strategies to assist in the efficient organisation of vehicles as part of the pick-up and drop-off operations:

- To improve the spacing of vehicles, traffic cones may be placed at 7m intervals along the footpath, directly adjacent to the kerb, to more clearly define the parking spaces available for kiss and drop operations;
- The supervising staff member should direct vehicles in the queue who have not noticed that a space is available to the frontmost available space;
- The supervising staff member should ask drivers that have been stopped for noticeably more than 2 minutes to circulate the school and re-join the queue, noting that parking for more than 2 minutes in a “No Parking” zone is illegal and that fines apply;
- Supervising staff members should continue to direct vehicles to travel to the front of the kiss and drop area before stopping.

10.4 Improved Sign Posting of Kiss and Drop Procedures

The school shall revise and update current sign posting along the kiss and drop zone, to not only reflect the road rules that apply within the zone but also to include other procedures relevant to the kiss and drop operations, such as:

- “Please ensure that your child’s surname is displayed in the windshield”;
- “Please park in the frontmost space that is available”;
- “Please do not leave your vehicle”;
- “Please follow the instructions of staff at all times”.

These messages shall be printed on a landscape format sign in font of a legible size.

10.5 Reduce Reliance on Private Vehicle Travel

The school shall implement the recommendations within the school’s sustainable travel plan, which encourages the initiatives aimed to reduce the reliance on private vehicles to travel to and from the site.

11 EXISTING CONDITIONS

11.1 Existing Transport Use of School Staff

The 90% private car travel expressed in *McLaren Traffic Engineering's (MTE's)* Traffic and Parking Impact Assessment dated 25th of July 2017 was a conservative estimate, used to provide a reasonable worst case for staff travel mode choice.

To provide a more accurate assessment, a staff travel mode survey was undertaken on December 2017 to determine the existing travel modes employed by staff members. Four questions were asked of staff to determine both their existing travel mode choice and the general origin of their travel including:

1. How did you travel to work today?
2. How will you travel home from work today?
3. What is your postcode?
4. If you do not currently travel to/from work by public transport, why not?

The complete results of this survey are provided in **Annexure C**, with a summary of the results of questions 1 and 2 provided in **Table 2**.

TABLE 2: STAFF TRAVEL MODE SURVEY RESULTS

Transport Mode	Travel to Work		Travel from Work	
	Number	Percentage	Number	Percentage
Private Car	88	69%	87	70%
Train	21	16%	21	17%
Bus	4	3%	2	2%
Ferry	5	4%	3	2%
Walk	8	6%	9	7%
Other	2	2%	3	2%

The answers to question 4 have been generally categorised into the following reasons for not using public transport:

- Time and Convenience– The travel time using public transport is unacceptably longer than driving and/or can't get me to/from work on time;
- Limited Access – Public transport is not accessible from home;
- Active Transport User – I walk, cycle or run to work;
- Other Commitments – I have other commitments before or after work that require me to have a car.

The answers provided to question 4 are summarised in terms of the above categories in **Table 3**.

TABLE 3: REASONS FOR NON-PUBLIC TRANSPORT MODE CHOICES

Reason Given for Non-Use of Public Transport	Number of Answers	Proportion
Time and Convenience	47	48%
Limited Access	9	9%
Active Transport User	15	15%
Other Commitments	27	28%

Based on the above, there is a reasonable chance that some staff members would change their mode of travel if a convenient alternative was available such as:

- Improved access to public transport;
- Improved public transport service connecting to Kirribilli;
- Implementation of a car-pooling scheme.

11.2 Existing Transport Use of Students

In-class surveys were undertaken on Tuesday 14th February 2017 to determine students' mode of transport when travelling both to and from school. The detailed results of the surveys are summarised in **Table 4 & Table 5**.

TABLE 4: STUDENT TRANSPORT MODE (K – 6)

Direction	Bus	Train	Family Car	Friend Car	Own Car as Driver	With Staff Member	Walking	Bicycle	Ferry	Other
Travelling to School	17.5%	8.1%	58.9%	3.3%	0.0%	0.0%	8.5%	0.0%	3.7%	0.0%
Travelling From School	20.0%	10.0%	49.2%	6.4%	0.0%	0.0%	10.8%	0.0%	3.6%	0.0%

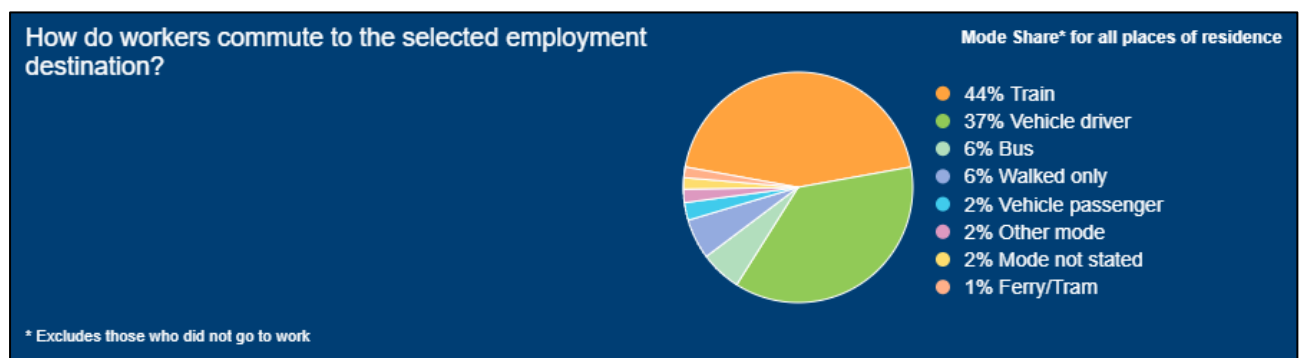
TABLE 5: STUDENT TRANSPORT MODE (7 – 12)

Direction	Bus	Train	Family Car	Friend Car	Own Car as Driver	With Staff Member	Walking	Bicycle	Ferry	Other
Travelling to School	31.1%	20.5%	34.4%	3.4%	0.9%	0.6%	1.6%	0.0%	5.4%	2.1%
Travelling From School	37.7%	22.9%	26.6%	2.4%	0.6%	0.6%	1.7%	0.0%	5.9%	1.6%

Whilst the existing rate of public and alternative transport use is high, private car use could be further reduced by implementation of appropriate initiatives. Initiatives should be focused around encouraging alternative transport use for the groups most likely to change their behaviour, as outlined below:

- There is a higher rate of private car usage in the morning across both the junior and senior school, which is likely a result of parents dropping children off on their way to work. It is likely that these trips could be reduced by encouraging the use of public transport to travel both to and from school;
- Junior School students are less likely to use public transport to travel to and from school than senior school students. It is likely that the home addresses of junior students are not significantly different from senior students and that therefore public transport access is similar across year groups. It is likely that public transport trips by junior school students could therefore be increased.

11.3 Existing Transport Use in Surrounding Area



To assist in setting the targets and milestones for transport use, the NSW Bureau of Transport Statistics Journey to Work data has been consulted for the suburbs of Kirribilli and Milsons Point. The data show that on average 37% of workers in these areas drive to and from work, with the detailed travel mode split illustrated in **Figure 2**.

FIGURE 2: NSW JTW DATA – MILSONS POINT AND KIRRIBILI

11.4 Targets and Milestones

Through the implementation of the actions described in **Section 12**, continuous increases in alternative transport use are anticipated for the duration of this Operational Transport and Access Management Plan's effectiveness, with the overall target a 2% year on year growth in the use of public transport options for the first five years, with a target of 1% year on year growth for the following five years. Considering the Sydney Metro is scheduled for completion by 2025, it is expected that the shift to public transport modes will continue to increase in the future. **Table 6** and **Table 7** depict the 1, 3, 5, and 10-year goals for travel mode split for staff and students respectively.

TABLE 6: TARGETED TRANSPORT MODE SPLIT - STAFF

Mode of Transport	Usage Rate				
	Existing	1yr	3yr	5yr	10yr
Private Car	69%	67%	63%	59%	54%
Train	16%	16%	17%	19%	22%
Bus	3%	3%	4%	4%	5%
Ferry	4%	4%	4%	5%	5%
Walk	6%	6%	6%	6%	6%
Other	2%	2%	2%	2%	2%
Car Pool	0%	2%	4%	5%	6%

TABLE 7: TARGETED TRANSPORT MODE SPLIT - STUDENTS

Mode of Transport	Usage Rate				
	Existing	1yr	3yr	5yr	10yr
Private Car	36%	34%	30%	26%	21%
Train	18%	18%	19%	20%	23%
Bus	38%	39%	41%	43%	48%
Ferry	6%	6%	7%	7%	9%
Walk	3%	3%	4%	4%	4%

The initial focus of the alternative transport initiatives will be implementing the initiatives described in **Section 5** of this report, which include various programs to encourage walking, cycling, catching public transport and using carpooling to get to and from Loreto Kirribilli.

11.5 On-Street Parking

Surveys of the on-street parking supply within 200m walking distance of the site were undertaken on Tuesday 7 February 2017 between the hours of 7:00am – 10:00am and 2:00pm – 5:00pm to examine the availability of on-street parking during school drop-off and pick-up hours. The results of these surveys are summarised in **Table 8**, with the detailed results provided in **Annexure B** for reference. A detailed map of the streets surveyed and corresponding results are provided in **Annexure C**.

**TABLE 8: ON-STREET PARKING AVAILABILITY:
FEBRUARY 2017**

**AUSTRALIAN STANDARD DIMENSIONS
(WITHIN 200M WALKING DISTANCE)**

Total Capacity	Morning Peak (8:00am – 8:15am)	Afternoon Peak (3:00pm – 3:15pm)
363	67 (18.4%) ⁽¹⁾	32 (8.8%) ⁽¹⁾

Notes: (1) The % provided above is the % of available spaces when compare to total capacity

As shown, there were a minimum of 67 and 32 parking spaces observed to be available during the survey, corresponding to occupancy rates of 81.6% and 91.2% respectively.

It was observed during the survey that some lengths of kerb were occupied by a higher-than-capacity number of cars (often due to a high use of small cars and lower tolerances when parking). This is typically observed in urban environments where on-street parking is in high demand and where there is a high proportion of small to medium size vehicles.

Based on the maximum observed occupancy of each parking area (rather than the dimensions suggested by the Australian Standards), the surrounding streets have a total capacity for approximately 400 cars, rather than the 363 suggested by the Australian Standards (which assume a high proportion of large cars). The observed parking capacity and resulting vacant spaces at peak times is summarised in **Table 9**.

**TABLE 9: ON-STREET PARKING AVAILABILITY:
FEBRUARY 2017**

**OBSERVED CAPACITY
(WITHIN 200M WALKING DISTANCE)**

Total Capacity	Morning Peak (8:00am – 8:15am)	Afternoon Peak (3:00pm – 3:15pm)
400	83 (20.7%) ⁽¹⁾	42 (10.5%) ⁽¹⁾

Notes: (1) The % provided above is the % of available spaces when compare to total capacity

11.6 Pick-up/Drop-off Zone

Multiple site visits were conducted in order to observe the operation of the Pick-up/Drop-off zone located along the school's street frontage to Carabella Street. The majority of these observations are provided in the *Road Safety Evaluation* completed by *McLaren Traffic Engineering* dated 27 March 2019.

During the site visits conducted for this Road Safety Evaluation, the route choice of drivers, pedestrian and cyclists related to the school operations (students, parents and teachers/staff) were observed.

Figure 3 and **Figure 4** illustrate the observed routes to and from the site via private vehicle and on foot respectively during the typical weekday peak AM student arrival and PM student departure times at the start and end times of school classes.

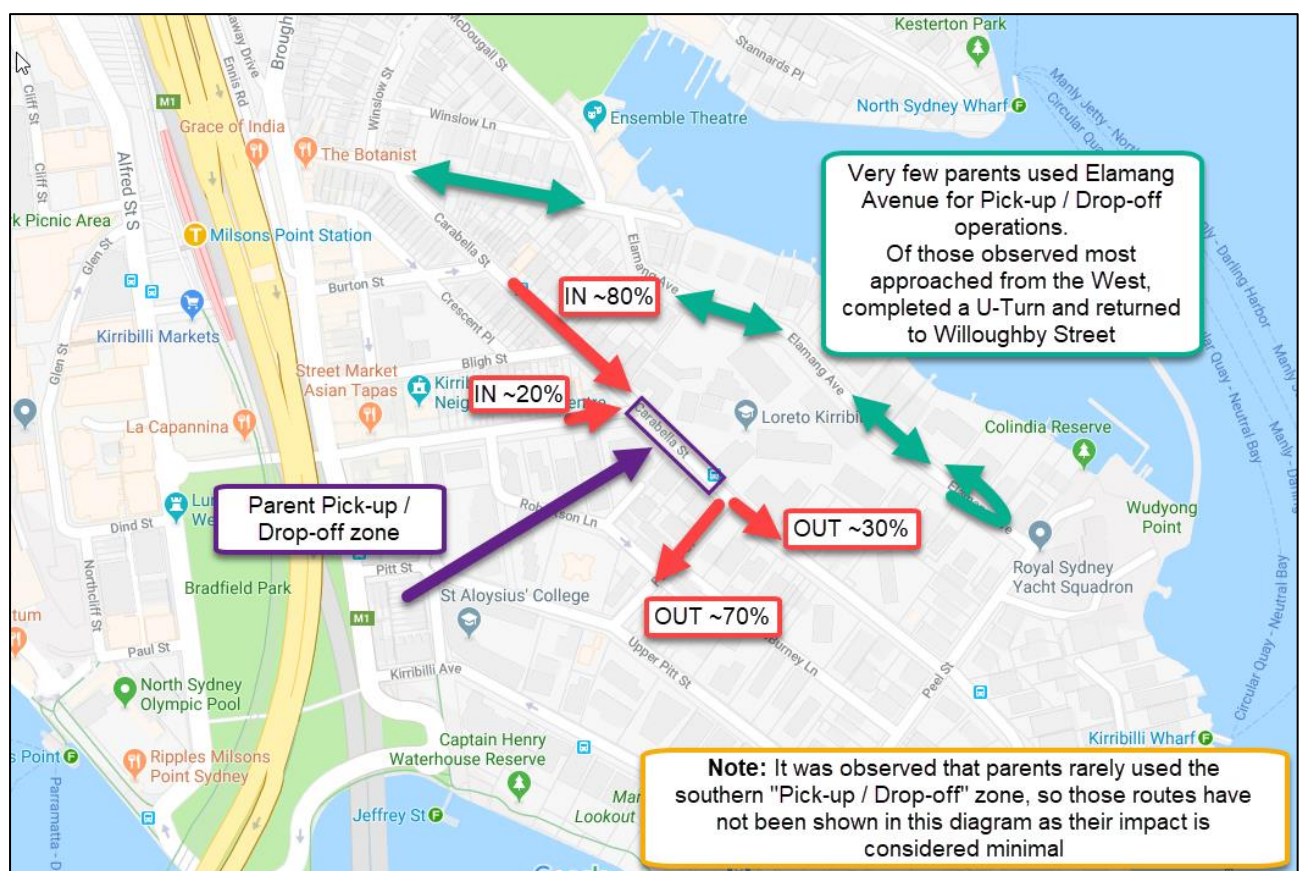


FIGURE 3: PRIVATE VEHICLE PICK-UP/DROP-OFF ROUTE CHOICE

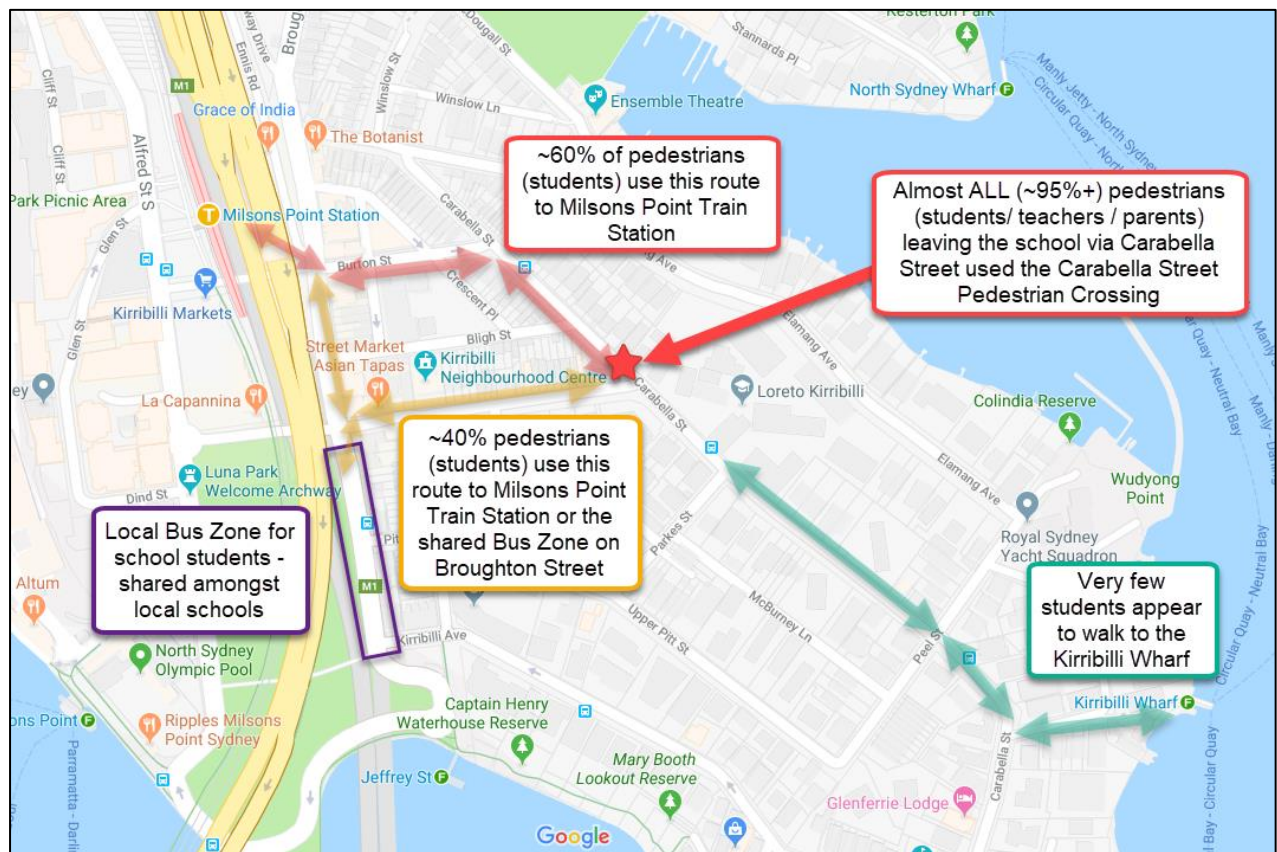


FIGURE 4: PEDESTRIAN ROUTE CHOICE

During the site visit conducted on 7 February 2019, maximum queue lengths along Carabella Street were recorded and the observations are summarised in **Table 10**.

TABLE 10: QUEUE LENGTH OBSERVATION – 7 FEBRUARY 2019

Peak Period	Queueing Period	Time of Peak Queue	Peak Number of Vehicles in Queue
AM	7:50 AM – 8:30 AM	8:10 AM	13
PM	2:50 PM – 3:15 PM	3:05 PM	23

Some other notable observations from multiple site visits include:

- Queuing caused by the operation of the Carabella Pick-up/Drop-off zone interrupts the typical traffic flow along Carabella Street in both directions, as the road carriageway is too narrow to serve parking on both sides of the road and two-way passing traffic, this is particularly prevalent to the north of the site.
- Vehicle queues extending north from the kiss and drop area in Carabella Street result in a conflict with traffic turning right from Fitzroy Avenue into Carabella Street.

These above observations have been addressed within the *Road Safety Evaluation* completed by McLaren Traffic Engineering dated 27 March 2019, providing further detail and multiple recommendations to North Sydney Council in order to improve the operation of the general traffic network during the operation of the Pick-up/Drop-off zone.

12 PROJECTS AND PROGRAMS

The following actions form the basis for the implementation of the Operational Transport and Access Management Plan. The school shall actively encourage the use of alternative transport methods to reduce the traffic impact the school. It should be noted, that these actions are not necessarily a compulsory task but rather potential options that should be investigated and implemented as appropriate.

12.1 Public Transport Initiatives

The following actions are focused on encouraging staff and students to partake in public transport when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 11**, but these are the basis for further development of public transport options.

TABLE 11: POSSIBLE PUBLIC TRANSPORT INITIATIVES

Action	Cost	Target Group	Date
Develop a map showing public transport routes to Loreto Kirribilli	Minimal	Staff and Students	Ongoing
Put up a notice board with leaflets and maps showing the main public transport routes to and from Loreto Kirribilli	Minimal	Staff and Students	From date of implementation
Prepare a Transport Access Guide (TAG) for the site	Minimal	Staff and Students	From date of implementation
Create student groups based on home address, pairing groups of older and younger students to assist in the use of public transport.	Minimal	Students	Ongoing

12.2 Walking Initiatives

The following actions are focused on encouraging staff and students to partake in walking when travelling to and from the school. The strategies to be implemented are not limited to the following actions as shown in **Table 12**, but these are the basis for further development of active transport options.

TABLE 12: POSSIBLE WALKING INITIATIVES

Action	Cost	Target Group	Date
Identify students and staff living near work that may be interested in walking to work	Nil	Staff and Students	Ongoing
Produce a map showing safe walking routes to and from your site with times, not distances, to local facilities, such as shops and public transport	Minimal	Staff and Students	From date of implementation
Provide showers, lockers and changing room facilities	As per construction	Staff	From date of implementation
Implement incentive schemes to encourage employees to walk to work.	Minimal	Staff	From date of implementation
Take part in 'National Walk to Work Day'	Nil	Staff and Students	Annually
Have some 'TravelSmart Get to Work' days encouraging staff to commute by alternative transport modes	Nil	Staff and Students	Annually
Arrange for older students to adjust their route to walk past the houses of younger students when walking to and from school.	Minimal	Students	Ongoing

12.2.1 Walking Bus

The school may organise a “walking bus” initiative for primary school students, providing access between the school and the major bus stop at Bradfield Park. The initiative would involve high school senior students walking with primary school students along the set path in the morning and the afternoon. The “walking bus” involves a group of primary school children who walk to and from school while being accompanied by at least two senior students. One senior ‘drives’ the bus at the front, while the other senior supervises at the rear. The seniors and primary school students shall meet in select meeting areas before commencing the walk.

The path to be taken on the walk is shown in **Figure 5** and is made to cross the fewest number of roads while only crossing at designated pedestrian crossings. The total walk is approximately 400m each way and involves crossing Carabella Street at the zebra crossing and Fitzroy and Broughton Street at the intersection crossing.

The “walking bus” initiative shall be arranged by the school and an information package shall be distributed to parents to make them aware of the initiative. The introduction of the “walking bus” initiative will increase the number of primary school students utilising bus services and therefore reduce the impact on traffic and parking during school pick-up and drop-off times.

A similar “walking bus” strategy should be adopted by staff walking students between the school and the bus pick-up/drop-off zone for excursions and sporting activities. The staff should use the same route shown in **Figure 5** and perform the duty of the senior students as discussed above.

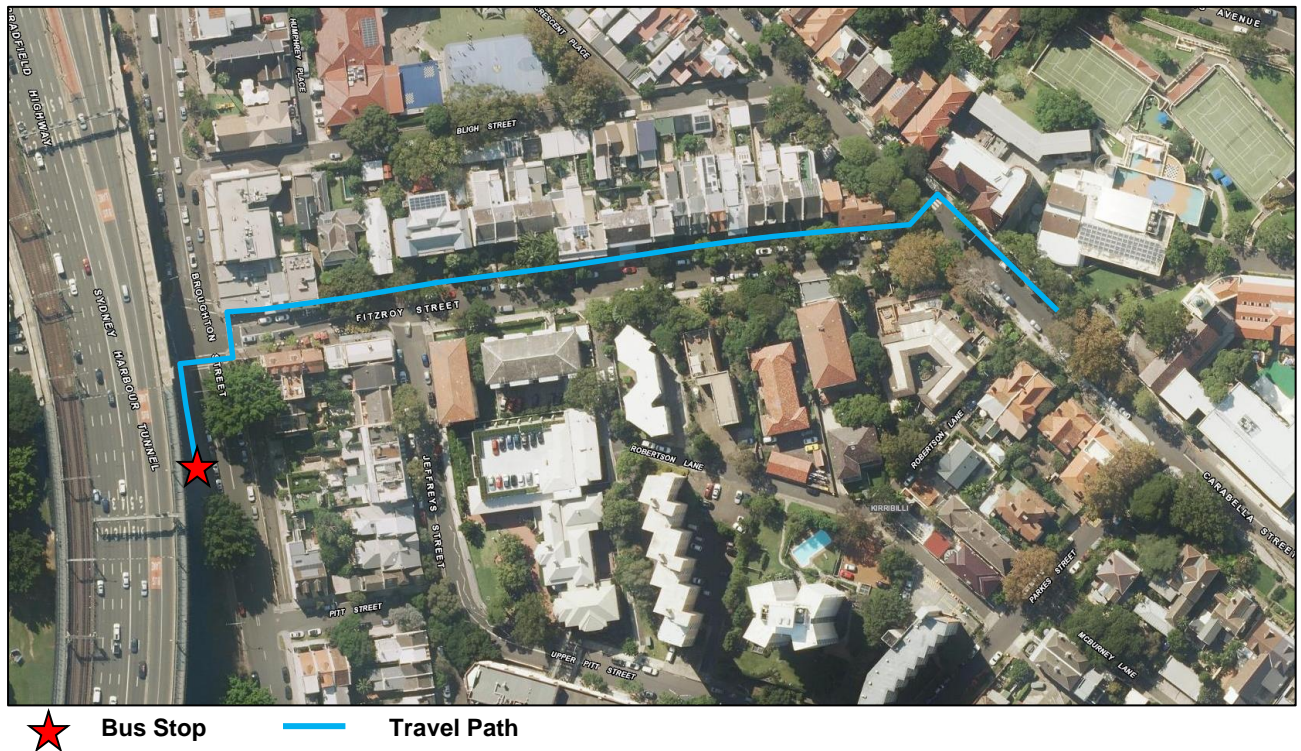


FIGURE 5: WALKING BUS TRAVEL PATH

12.3 Cycling Initiatives

The following actions are focused on encouraging staff and students to partake in cycling when travelling to and from the school. The strategies to be implemented are not limited to the actions as shown in **Table 13**, but these are the bases for further development of active transport options.

TABLE 13: POSSIBLE CYCLING INITIATIVES

Action	Cost	Target Group	Date
Provide sufficient bicycle parking to meet peak needs	As per construction	Staff and Students	From date of implementation
Have good, secure parking in an easily accessible location	As per construction	Staff and Students	From date of implementation
Provide bicycle parking for visitors	As per construction	Site Wide	From date of implementation
Ensure bicycle parking is clearly visible or provide signage to direct people to cycle bays	As per construction	Staff and Students	From date of implementation
Provide showers, changing rooms and lockers	As per construction	Staff	From date of implementation
Circulate maps of cycle paths in the vicinity	Nil	Staff and Students	Ongoing
Participate in annual events such as 'Ride to Work Day'	Nil	Staff	Annually
Arrange information sessions outlining cycling safety and health benefits.	Minimal	Staff and Students	Annually

12.4 Sustainable Transport Initiatives

12.4.1 Carpooling

The following actions are focused on encouraging staff and students to partake in carpooling and limiting the number of cars used to travel when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 14**, but these are the basis for further development of alternative transport.

A map of the home postcodes of all staff who currently drive to work has been compiled and is reproduced in **Annexure F**.

TABLE 14: POSSIBLE CARPOOLING INITIATIVES

Action	Cost	Target Group	Date
Set up carpooling databases for staff and students	Nil	Staff and Students	From date of implementation
Encourage use of carpooling apps and/or subsidise costs of car pooling trips	Nil	Staff and Students	From date of implementation

12.4.2 Car Parking

The following actions are focused on encouraging staff to partake in alternative options when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 15**, but these are the basis for further development of alternative transport.

TABLE 15: POSSIBLE CAR PARKING INITIATIVES

Action	Cost	Target Group	Date
Identify priority users of car park e.g. people with disabilities, shift workers, carpoolers	Nil	Staff	From date of occupation
Re-allocate car parking spaces for bicycle spaces	As per construction	Staff	From date of occupation

12.5 Use of Incentives

Many of the alternative transport initiatives described above require the willing participation of employees, students and parents and would not otherwise be effective. The incentivisation of alternative transport options could increase the number of employees, students and parents using alternative transport options.

A review of the NSW Household Travel Survey by Grace Corpuz identified a number of factors that affected the use of alternative travel options, identifying the following factors as most influential on alternative transport use (in order of importance):

- Parking capacity and arrangements (destination factor);
- Where a vehicle is not available or accessible (origin factor);
- Where it is cheaper (origin & destination factor);
- Travel time (origin & destination factor);



- Convenience (origin & destination factor);
- Accessibility (origin & destination factor).

Future development of this Operational Transport and Access Management Plan should take into consideration the factors listed above.

13 REVIEW & MONITORING OF THE OTAMP

This document is able to be reasonably modified following the consultation with and approval by:

- c) The owner and proprietor of Lot 200 DP1166282; and
- d) A suitably qualified traffic engineering with RMS accredited Level 3 road safety auditing qualifications or similar qualifications.

The OTAMP should be reviewed six (6) months after its implementation and then every twelve (12) months for the next three (3) years thereafter. After this time the OTAMP should be reviewed any time the operation or external road conditions significantly alter.

The review process shall include travel behaviour analysis, on-street parking counts along the pick-up/drop-off zone at the Carabella Street frontage and observation of the pick-up/drop-off zone.

If the review process identifies that the mode share targets and the target of “no increase in traffic” are not being met, the OTAMP must be updated to reflect alternate measures that are effective in meeting the targets.

14 OPERATIONAL RESTRICTIONS UNDER PANDEMIC CONDITIONS

The enforcement and implementation of the measures in this document shall not apply whilst any legislated restrictions are in place as a result of the COVID-19 pandemic. The implementation of Operational Transport and Access Plan shall be resumed within thirty (30) days of the lifting of all legislated public health restrictions.

Please contact the undersigned should you require further information or assistance.

Yours faithfully
McLaren Traffic Engineering

Tom Steal
Senior Traffic Engineer
BE Civil AMAITPM MIEAust
RMS Accredited Level 2 Road Safety Auditor



**ANNEXURE A: CORRESPONDENCE WITH NORTH
SYDNEY COUNCIL
(28 SHEETS)**



Tom Steal <tom@mclarentraffic.com.au>

FW: LKIC-OTAMP Discussion

Byron Williams <bwilliams@bloompark.com.au>
To: Tom Steal <tom@mclarentraffic.com.au>

31 August 2021 at 13:33

From: engineering <engineering@northsydney.nsw.gov.au>
Sent: Thursday, 17 June 2021 3:43 PM
To: Byron Williams <bwilliams@bloompark.com.au>
Cc: Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Hi Byron

I requested for an urgent response but as they are external organisations to Council, we don't have any control over their response time.

Regards

Iman Mohammadi

Traffic & Transport Engineer

P +61 2 9936 8242 **M** +61 481 011 661

E Iman.Mohammadi@northsydney.nsw.gov.au

www.northsydney.nsw.gov.au



From: Byron Williams <bwilliams@bloompark.com.au>
Sent: Thursday, 17 June 2021 3:42 PM
To: engineering <engineering@northsydney.nsw.gov.au>
Cc: Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

CAUTION : Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Iman

Thank you.

Could you provide an estimated timeframe for their response?

Regards

Byron

From: engineering <engineering@northsydney.nsw.gov.au>
Sent: Thursday, 17 June 2021 3:26 PM
To: Byron Williams <bwilliams@bloompark.com.au>
Cc: Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Hi Bryon

Apologies for late response as Nathan is away and I picked up this request today off his task list.

I have forwarded the amended OTAMP to the NSW Police for comments/approval.

I will notify you, once a response from Police is received.

Kind Regards

Iman Mohammadi

Traffic & Transport Engineer

P +61 2 9936 8242 **M** +61 481 011 661

E Iman.Mohammadi@northsydney.nsw.gov.au

www.northsydney.nsw.gov.au



From: Byron Williams <bwilliams@bloompark.com.au>
Sent: Wednesday, 16 June 2021 2:24 PM
To: engineering <engineering@northsydney.nsw.gov.au>
Cc: Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

CAUTION : Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Nathan

Could you provide an update on the review and approval of the OTAMP?

Thanks

Byron

From: Byron Williams
Sent: Friday, 28 May 2021 12:47 PM
To: 'engineering' <engineering@northsydney.nsw.gov.au>
Cc: Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Hi Nathan

In relation to the feedback below, please find attached updated OTAMP that should close out these concerns.

Please advise timeframe to review and confirm acceptance.

Regards

Byron

From: engineering <engineering@northsydney.nsw.gov.au>
Sent: Wednesday, 24 March 2021 12:14 PM
To: Byron Williams <bwilliams@bloompark.com.au>
Cc: Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Hi Byron,

Further to OTAMP referral to the TRAFFIC COMMITTEE, Council has received the following objection from the Police representative of the Committee:

"The reason for objection, we need further clarification/elaboration on the term "traffic Warden" and "enforcement". The entire plan seems to rely heavily on these factors however my concern is what qualifications and powers are being utilised to "enforce" parents to adhere to the proposed rules and directions issued by the "Traffic Warden"."

Please address the above comment from the Police member and amend/reissue OTAMP.

Regards,

Nathan Wu

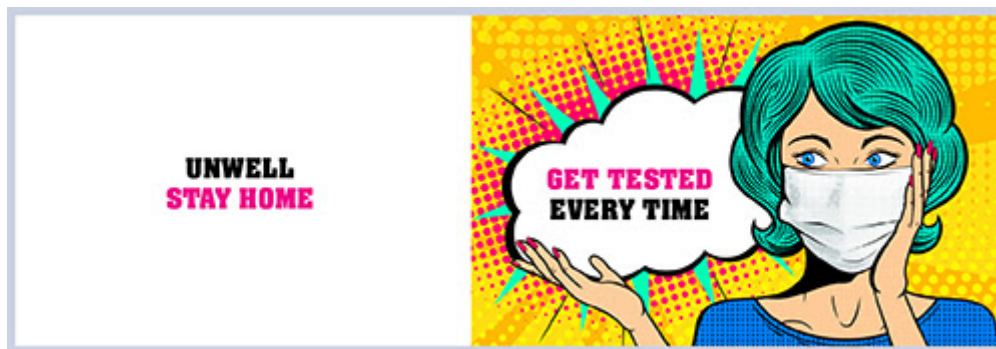
Traffic & Transport Engineer

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E Nathan.Wu@northsydney.nsw.gov.au



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From: engineering
Sent: Friday, 19 March 2021 4:23 PM
To: Byron Williams <bwilliams@bloompark.com.au>
Cc: cis <CIS@northsydney.nsw.gov.au>; Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Hi Byron,

Thank you for your email regarding the updated OTAMP. My apologies for the delay in responding to you and the time to review the document.

The updated OATMP has been reviewed and is being sent to the Traffic Committee for approval under traffic delegated authority.

It may take up to 10 businesses days for Council to receive approval or comments from all the traffic committee members.

You will be notified by email once Council has received approval or comments from the traffic committee.

Should you have any further enquiries regarding this matter, please contact me on 9936 8247.

Kind regards,

Nathan Wu

Traffic & Transport Engineer

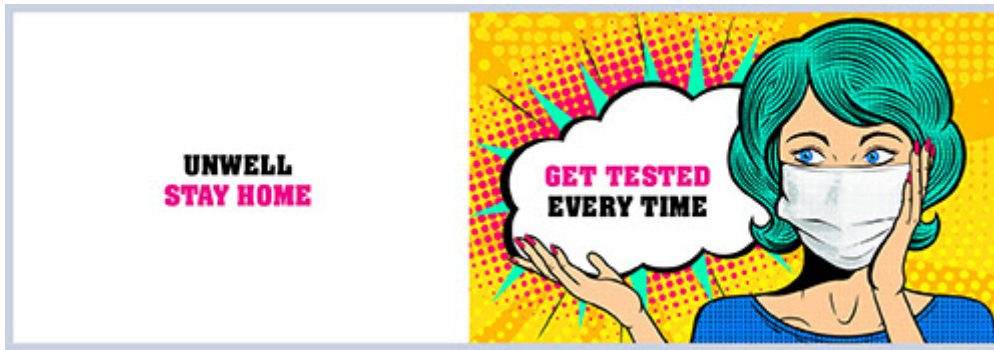
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From: Byron Williams <bwilliams@bloompark.com.au>
Sent: Thursday, 18 March 2021 4:32 PM
To: engineering <engineering@northsydney.nsw.gov.au>
Cc: cis <CIS@northsydney.nsw.gov.au>; Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

CAUTION : Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Nathan

We note that we have not heard from Council on this matter or received approval on the amended plan.

If we have not received a response by 5pm 1 April 2021, we will assume that this updated OTAMP is approval by Council and we will forward to Department of Planning to satisfy SSDA condition A20 and A21.

Regards

Byron Williams
Senior Project Manager
Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
North Sydney NSW 2060
Mobile: 0404-062-094
Email: bwilliams@bloompark.com.au
Web: www.bloompark.com.au

From: Lee Thomson <lthomson@bloompark.com.au>
Sent: Thursday, 11 March 2021 8:23 AM
To: engineering <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>; cis <CIS@northsydney.nsw.gov.au>
Subject: RE: LKIC-OTAMP Discussion

Morning Nathan

Can you please follow up the review and approval of the OTAMP. This is a priority to ensure the project is not in breach of the NSWDoPIE consent conditions.

Regards

Lee Thomson

Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
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From: Lee Thomson
Sent: Wednesday, 20 January 2021 5:14 PM
To: 'engineering' <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Afternoon Nathan

Can you please follow up the review and approval of the OTAMP. This is a priority to ensure the project is not in breach of the NSWDoPIE consent conditions.

Lee Thomson

Director

Bloompark Consulting Pty Ltd



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From: Lee Thomson
Sent: Tuesday, 10 November 2020 2:54 PM
To: 'engineering' <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Afternoon Nathan, any update on the trailing email requests regarding the OTAMP at LK?

Regards

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



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From: Lee Thomson
Sent: Friday, 2 October 2020 8:31 AM
To: 'engineering' <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Morning Nathan any update on the trailing?

Regards

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
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From: Lee Thomson
Sent: Thursday, 24 September 2020 9:57 AM
To: 'engineering' <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Morning Nathan

Can you please provide an update on the trailing submission of the updated OTAMP (Inc COVID19 changes).

Regards

Lee Thomson
Project Director
Bloompark Consulting Pty Ltd



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[North Sydney NSW 2060](#)
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From: Lee Thomson
Sent: Tuesday, 8 September 2020 7:36 AM
To: 'engineering' <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Morning Nathan

Attached updated OTAMP for Loreto Kirribilli, and in accordance with SSD7919 consent condition A19, for your review and endorsement.

Regards

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



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From: engineering <engineering@northsydney.nsw.gov.au>
Sent: Wednesday, 26 August 2020 2:42 PM
To: Lee Thomson <lthomson@bloompark.com.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Hi Lee,

I have discussed with our planner. As the OTAMP is an ongoing plan, it should include a section to cover the current pandemic situation.

Kind regards,

Nathan Wu

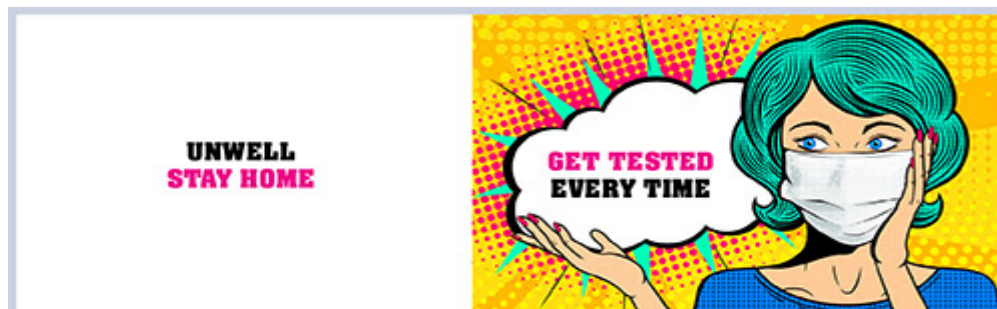
Traffic & Transport Engineer

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E Nathan.Wu@northsydney.nsw.gov.au



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From: Lee Thomson <lthomson@bloompark.com.au>
Sent: Tuesday, 25 August 2020 9:11 AM
To: engineering <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Morning Nathan

Please call to discuss.

As NSWDoPIE have advised it is a NSC requirement if you want COVID019 restrictions included or not. As NSC are the authority who are to review and endorse the OTAMP. Seem to be going around in circles on this, do we need to meet to close out with your sustainable transport officer?

Regards

Lee Thomson**Project Director****Bloompark Consulting Pty Ltd**

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North Sydney NSW 2060

Office: 61.2.9957-1473

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From: engineering <engineering@northsydney.nsw.gov.au>
Sent: Monday, 24 August 2020 2:14 PM
To: Lee Thomson <lthomson@bloompark.com.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Hi Lee,

I have discussed this with my manager. I have been advised that this is a planning matter. We are not in the position to advise if the OTAMP needs to address the COVID19 situation to satisfy the consent condition.

Please consult with the relevant planning panel for clarification of the consent condition and OTAMP requirement to address COVID19 situation.

Kind regards,

Nathan Wu

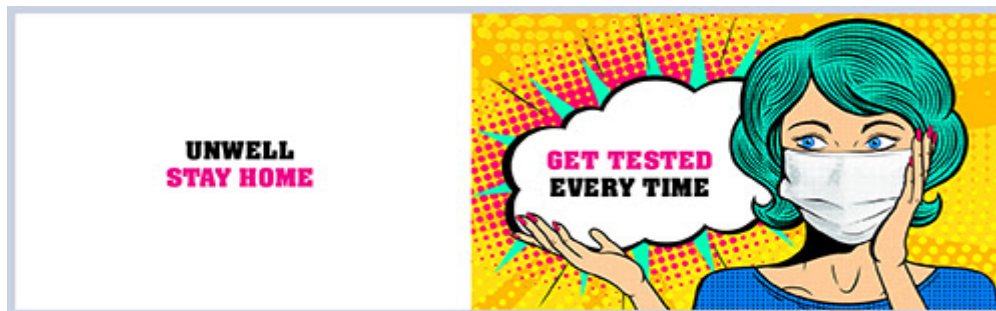
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From: Lee Thomson <lthomson@bloompark.com.au>
Sent: Monday, 24 August 2020 1:28 PM
To: engineering <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Morning Nathan

As per trailing request can you please advise NSC sustainable transport officer position on this.

Regards

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



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[North Sydney NSW 2060](#)

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From: Lee Thomson
Sent: Tuesday, 11 August 2020 2:13 PM
To: 'engineering' <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Afternoon Nathan, As discussed can you follow up the trailing for me.

Regards

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/[41 McLaren Street,](#)
[North Sydney NSW 2060](#)

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Mobile: 0423-938-764

Email: lthomson@bloompark.com.au

Web: www.bloompark.com.au

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From: Lee Thomson
Sent: Thursday, 6 August 2020 3:35 PM
To: 'engineering' <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Afternoon Nathan any feedback on the trailing request?

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
North Sydney NSW 2060
Office: 61.2.9957-1473
Mobile: 0423-938-764
Email: lthomson@bloompark.com.au
Web: www.bloompark.com.au

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From: Lee Thomson
Sent: Thursday, 30 July 2020 8:36 AM
To: 'engineering' <engineering@northsydney.nsw.gov.au>
Cc: Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Morning Nathan

Hope you are well.

Can you advise what NSC expects with the issue of the OTAMP for the Loreto Kirribilli project. In that I mean the draft requirements (Carpooling, students using public transport, walking buses to the station etc) are unable to be actioned due to COVID19, and is forecast to remain until the end of the year.

Regards

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
North Sydney NSW 2060

Office: 61.2.9957-1473

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From: engineering <engineering@northsydney.nsw.gov.au>

Sent: Wednesday, 14 August 2019 1:56 PM

To: Lee Thomson <lthomson@bloompark.com.au>

Subject: RE: LKIC-OTAMP Discussion

Hi Lee,

I am still waiting for our sustainable transport officer to confirm his availability. I will check with him tomorrow when he is in.

Regards,

Nathan Wu

Traffic & Transport Engineer

P +61 2 9936 8247 **M** +61 481 011 793

E Nathan.Wu@northsydney.nsw.gov.au



www.northsydney.nsw.gov.au



From: Lee Thomson <lthomson@bloompark.com.au>
Sent: Thursday, 8 August 2019 2:17 PM
To: Tom Steal <tom@mclarentraffic.com.au>
Cc: engineering <engineering@northsydney.nsw.gov.au>; Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Nathan your preference for Thursday or Friday, and then I can lock it in.

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
North Sydney NSW 2060
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From: Tom Steal <tom@mclarentraffic.com.au>
Sent: Thursday, 8 August 2019 2:12 PM
To: Lee Thomson <lthomson@bloompark.com.au>

Cc: engineering <engineering@northsydney.nsw.gov.au>; Byron Williams <bwilliams@bloompark.com.au>
Subject: Re: LKIC-OTAMP Discussion

Hi Lee,

Yes, I can - let me know.

Regards,

On Thu, 8 Aug 2019 at 14:08, Lee Thomson <lthomson@bloompark.com.au> wrote:

Tom, can you make 10am next Thursday or Friday?

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
North Sydney NSW 2060

Office: 61.2.9957-1473

Mobile: 0423-938-764

Email: lthomson@bloompark.com.au

Web: www.bloompark.com.au

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From: engineering <engineering@northsydney.nsw.gov.au>

Sent: Thursday, 8 August 2019 12:55 PM

To: Tom Steal <tom@mcclarentraffic.com.au>; Lee Thomson <lthomson@bloompark.com.au>

Cc: Byron Williams <bwilliams@bloompark.com.au>

Subject: RE: LKIC-OTAMP Discussion

Hi Lee,

I will suggest next Thursday or Friday as our Sustainable Transport Officer only works on Thursday and Friday. He is the best person to discuss about travel plans.

Regards,

Nathan Wu

Traffic & Transport Engineer

P +61 2 9936 8247 M +61 481 011 793

E Nathan.Wu@northsydney.nsw.gov.au



www.northsydney.nsw.gov.au



From: Tom Steal <tom@mclarentraffic.com.au>

Sent: Thursday, 8 August 2019 11:38 AM

To: Lee Thomson <lthomson@bloompark.com.au>

Cc: engineering <engineering@northsydney.nsw.gov.au>; Byron Williams <bwilliams@bloompark.com.au>

Subject: Re: LKIC-OTAMP Discussion

Hi Lee,

I could do 9am Monday, can't do Wednesday.

Otherwise, I can do more or less any time on Thursday or Friday?

Regards,

On Wed, 7 Aug 2019 at 20:13, Lee Thomson <lthomson@bloompark.com.au> wrote:

OK gents need preferred time/date for next week to meet up.

Preference is 9am next Monday or Wednesday.

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
North Sydney NSW 2060

Office: 61.2.9957-1473

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From: engineering <engineering@northsydney.nsw.gov.au>
Sent: Thursday, 4 July 2019 10:14 AM
To: Lee Thomson <lthomson@bloompark.com.au>
Cc: Tom Steal <tom@mcclarentraffic.com.au>; Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Hi Lee,

I am currently available all week starting from 15th July 2019 except the morning of Wednesday 17th July.

Please note, the Traffic Committee agenda closing date for the July's Meeting is 1 July which has already passed. The next Traffic Committee meeting is on 6 September 2019 and the agenda closing date is on 12 August. Please refer to the table of Traffic Committee dates in my email to you on 29/5/19.

Thanks,

Nathan Wu

Traffic & Transport Engineer

P +61 2 9936 8247 **M** +61 481 011 793

E Nathan.Wu@northsydney.nsw.gov.au



www.northsydney.nsw.gov.au



From: Lee Thomson <lthomson@bloompark.com.au>
Sent: Thursday, 4 July 2019 5:49 AM
To: Nathan Wu <Nathan.Wu@northsydney.nsw.gov.au>
Cc: Tom Steal <tom@mclarentraffic.com.au>; Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Morning Nathan

What is your availability from the week starting 15th July 2019, as I need to give Tom/Byron time to arrange diaries.

Regards

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
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From: Nathan Wu <Nathan.Wu@northsydney.nsw.gov.au>
Sent: Wednesday, 3 July 2019 3:34 PM
To: Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion9,

Hi Lee,

I can have a quick meeting on Thursday after 10am.

Just wondering what we will be discussing. Is that to review what is being updated on the OTAMP?

Regards,

Nathan Wu

Traffic & Transport Engineer

P +61 2 9936 8247 M +61 481 011 793

E Nathan.Wu@northsydney.nsw.gov.au

www.northsydney.nsw.gov.au



From: Lee Thomson <lthomson@bloompark.com.au>
Sent: Tuesday, 2 July 2019 9:08 AM
To: Tom Steal <tom@mclarenttraffic.com.au>
Cc: Nathan Wu <Nathan.Wu@northsydney.nsw.gov.au>; Byron Williams <bwilliams@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Nathan

Got your message, and not we have missed the next Traffic Committee agenda. What is your preference to meet with Tom/Myself this Wed/Thurs/Fri?

I am only available After 2pm Wednesday. After 9.30am on Thursday. Anytime on Friday aft 10am.

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
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From: Tom Steal <tom@mclarentraffic.com.au>

Sent: Tuesday, 2 July 2019 8:50 AM

To: Lee Thomson <lthomson@bloompark.com.au>

Cc: Nathan Wu <Nathan.Wu@northsydney.nsw.gov.au>; Byron Williams <bwilliams@bloompark.com.au>

Subject: Re: LKIC-OTAMP Discussion

Hi Lee,

I'm generally available from Wednesday to Friday this week other than Thursday morning before 10am.

Regards,

On Sun, 30 Jun 2019 at 16:45, Lee Thomson <lthomson@bloompark.com.au> wrote:

Thanks Nathan for the trailing email link.

Tom what is your preferred time next week to meet at NSC?

Regards

Lee Thomson

Project Director

Bloompark Consulting Pty Ltd



Address: Suite 2.04/41 McLaren Street,
North Sydney NSW 2060

Office: 61.2.9957-1473

Mobile: 0423-938-764

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Web: www.bloompark.com.au

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From: Nathan Wu <Nathan.Wu@northsydney.nsw.gov.au>
Sent: Thursday, 27 June 2019 12:46 PM
To: Lee Thomson <lthomson@bloompark.com.au>
Subject: FW: LKIC-OTAMP Discussion

Hi Lee,

Here is a link to the NSW Government website that may assist with your travel plan:

<https://www.mysydney.nsw.gov.au/travel-choices>

Regards,

Nathan Wu

Traffic & Transport Engineer

P +61 2 9936 8247 **M** +61 481 011 793

E Nathan.Wu@northsydney.nsw.gov.au

www.northsydney.nsw.gov.au



From: Nathan Wu
Sent: Thursday, 27 June 2019 12:43 PM
To: Lee Thomson <lthomson@bloompark.com.au>
Subject: RE: LKIC-OTAMP Discussion

Hi Lee,

I will be free on Monday 10am – 12pm, 3-4pm or Tuesday after 2pm.

Regards,

Nathan Wu

Traffic & Transport Engineer

P +61 2 9936 8247 **M** +61 481 011 793

E Nathan.Wu@northsydney.nsw.gov.au



www.northsydney.nsw.gov.au



-----Original Appointment-----

From: Lee Thomson <lthomson@bloompark.com.au>
Sent: Wednesday, 26 June 2019 2:25 PM
To: Nathan Wu; Tom Steal; Byron Williams
Subject: Canceled: LKIC-OTAMP Discussion
When: Friday, 28 June 2019 10:00 AM-10:30 AM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: NSC Chambers
Importance: High

Nathan as discussed yesterday, please propose alternate day/time?

--

Tom Steal
Senior Traffic Engineer
B.E (Civil) MIEAust
Accredited Level 1 Road Safety Auditor
RMS Accredited Traffic Management Plan Designer
E: Tom@McLarenTraffic.com.au

P: 02 8355 2440 **M:** 0433922314



--

Tom Steal

Senior Traffic Engineer

B.E (Civil) MIEAust

Accredited Level 1 Road Safety Auditor

RMS Accredited Traffic Management Plan Designer

E: Tom@McLarenTraffic.com.au

P: 02 8355 2440 M: 0433922314



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--

Tom Steal

Senior Traffic Engineer

B.E (Civil) MIEAust

Accredited Level 1 Road Safety Auditor

RMS Accredited Traffic Management Plan Designer

E: Tom@McLarenTraffic.com.au

P: 02 8355 2440 M: 0433922314



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11 attachments

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**ANNEXURE B: APPROVAL LETTER FROM NORTH
SYDNEY COUNCIL**

(1 SHEET)



address 200 Miller Street North Sydney NSW 2060

all correspondence General Manager North Sydney Council
PO Box 12 North Sydney NSW 2059
DX10587

telephone (02) 9936 8100

facsimile (02) 9936 8177

email council@northsydney.nsw.gov.au

internet www.northsydney.nsw.gov.au

ABN 32 353 260 317

Loreto Kirribilli
C/O Bloompark Consulting Pty Ltd
Suite 2.04
41 McLaren Street
NORTH SYDNEY NSW 2060

Attention: Mr Byron Williams

8 July 2021

Dear Mr Williams

**RE: 85 CARABELLA STREET, KIRRIBILLI (LORETO KIRRIBILLI) –
OPERATIONAL TRANSPORT AND ACCESS MANAGEMENT PLAN**

I refer to the Operational Transport and Access Management Plan (OTAMP) prepared by McLaren Traffic Engineering dated 28 May 2021 (Reference: 18524.03FG), for Loreto Kirribilli development at 85 Carabella Street, Kirribilli.

This matter was considered by Council's Traffic and Transport Engineer and the following recommendation was made:

***THAT** the traffic aspects of the Operational Transport and Access Management Plan prepared by McLaren Traffic Engineering dated 28 May 2021 (Reference: 18524.03FG), for Loreto Kirribilli development at 85 Carabella Street, Kirribilli be approved.*

This recommendation was forwarded to Roads and Maritime Services, the NSW Police and the local State Member as members of the North Sydney Traffic Committee and subsequently received no objection.

Should you have any enquiries regarding this matter, please contact me on 9936 8247.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Nathan'.

Nathan Wu
TRAFFIC & TRANSPORT ENGINEER



ANNEXURE C: STAFF SURVEY RESULTS
(5 SHEETS)

Respondant #	Q1) How did you travel to work today?	Q2) How will you travel home from work today?	Q3) What is your post code?	Q4) If you do not currently travel to/from work by public transport, why not?
1	private car	private car	2087	time - would need to catch 2 forms of public transport. Car is quicker and often have to go directly to pick up children after work.
2	private car	private car	2317	I must move my car each day from my place of temporary residence
3	walk	walk	2061	I walk
4	train	train	2009	I usually travel be car because it is faster than public transport
5	private car	private car	2112	travel time is longer by ferry/train
6	private car	private car	2230	After work commitments not near the train line or ferry stops.
7	private car	private car	2095	I occasionally get the ferry although often drive. This is due to the unpredicatble nature of how long I stay at work.
8	train	train	2220	Respondent skipped this question
9	private car	private car	2095	too time consuming
10	train	train	2745	Respondent skipped this question
11	private car	private car	2063	There is none available and also i have a child that i need to bring her to school each day
12	private car	private car	2111	I don't have a bus or ferry that can get me here to school in time as I like to get to school around 7.30am
13	private car	private car	2067	Driving saves time and is equal to the cost of public transport. Driving is also easier when I need to take design projects home for marking.
14	train	train	2768	Respondent skipped this question
15	private car	private car	2038	It is quicker to drive.
16	private car	private car	2036	This is not a time efficient option for me in the morning and afternoon. It requires a 45minute bus trip to train station, and then a train from Central or Bondi. Also commitments after school require a car.
17	ferry	private car	2111	Occasionally do (by ferry) but the earliest ferry doesn't always get me to work as early as I need to be there.
18	walk	Respondent skipped this question	2060	prefer to walk
19	private car	train	2011	Too hard to get to work
20	walk	walk	2060	Because I live in the area.
21	train	train	2031	I travel by bus and train each way to school. This was not an option when answering question 1.
22	private car	private car	2074	I live too far from station and no parking at my local station
23	private car	private car	2093	I have to drop/pick up my kids on my way to and from school.
24	other	other	2193	I need to go to other workplaces after Loreto and public transport isn't efficient enough time-wise.
25	bus	walk	2093	If I don't use public transport, I run.
26	private car	private car	2112	Home is far away from public transport. Will take a long time to get to work.
27	private car	private car	2047	Respondent skipped this question
28	other	other	2102	I travel by bicycle.

29	ferry	private car	2110	Early morning music rehearsals; generally like getting to work in a short time and use the mornings for preparation!
30	private car	private car	2020	I pick children up from afternoon activities.
31	private car	private car	2088	Convenience. Commitments after work.
32	private car	private car	2100	Not easily accessible from my home.
33	private car	private car	2113	Childcare arrangements
34	private car	private car	2023	Takes too long/involves catching multiple trains and half hour walk
35	private car	private car	2099	Need my car for after school activities straight after work
36	private car	private car	2204	I arrive at school very early, and so have to leave home early - and this means that I take the car. It also takes double the time to come by public transport.
37	private car	private car	2093	Because I have odd hours to travel to and from work which makes it inconvenient to catch public transport
38	private car	private car	2038	School trainings at different venues, 1 hour via light rail and heavy rail to get to school.
39	private car	private car	2016	- Usually carrying things to and from home & work - Enjoy the personal quiet time that the drive to/from work allows
40	ferry	ferry	2041	Respondent skipped this question
41	private car	private car	2070	My son and daughter have after school commitments which I need to take them to after school, along with needing to visit elderly relatives after work.
42	train	train	2117	Respondent skipped this question
43	private car	private car	2090	I often work late
44	private car	private car	2114	not appropriate as i have children to collect after school trainings early mornings
45	private car	private car	2092	Time efficiency to allow to collect small children quickly
46	train	train	2048	I travel by car once or twice a term due to family issues or needing to carry large amounts of material
47	private car	Respondent skipped this question	2009	Because I do not live near a train station and it is very quick and convenient to drive.
48	private car	private car	2203	I work late hours.
49	private car	private car	2066	easier by car
50	private car	Respondent skipped this question	2068	Inconvenience of public transport, especially when family responsibilities require a need to get to a place quickly
51	private car	private car	2081	It is quicker in the early morning to drive.
52	train	train	2122	Respondent skipped this question
53	private car	private car	2090	Due to activities (including sport coaching) I take part in both before and after school throughout the week which require me to drive to attend (particularly due to timing and location).
54	private car	private car	2122	public transport from my house is a bit harder to access and takes significantly longer than driving. Also, I need to pick up my children after work so need the car
55	bus	private car	2088	Time and convenience - cost - carrying marking etc easier in car
56	walk	walk	2061	I walk to work each day.
57	private car	private car	2097	Not a viable option.

58	private car	private car	2093	no direct public transport options
59	ferry	ferry	2095	Respondent skipped this question
60	private car	private car	2095	I do sometimes when convenient.
61	train	train	2017	I do occasionally drive if I have an appointment I need to get to and sometimes it is easier to drive but only occasionally.
62	train	train	2074	Respondent skipped this question
63	private car	private car	2066	Because public transport would take a lot longer and I have a small car that would sit in the driveway if I didnt use it. Car takes about 10-15 mins
64	private car	private car	2230	Unreliable and takes me longer than if I travel by car
65	private car	private car	2193	I work part time (have late starts and early finishes) and have child care commitments
66	private car	private car	2099	There is not suitable public transport available. Currently, travelling by public transport would mean - bus, train and substantial time.
67	private car	private car	2065	10 minutes driving versus 20 minutes walk and 20 minutes on PT - no direct route.
68	private car	private car	2037	Because it takes 12 minutes by car and at least an hour by public transport.
69	train	train	4021	Respondent skipped this question
70	private car	private car	2089	I should walk but too physically exhausting
71	private car	private car	2023	Less convenient and takes longer.
72	private car	private car	2230	Too long a journey. Too long to get home after 3.30 or 4pm (or later). Family commitments. I use public transport sometimes. Great getting to school but painful on the way home in comparison to driving.
73	private car	private car	2074	Respondent skipped this question
74	private car	private car	2140	NA
75	private car	private car	2093	Bad bus connection that gets me to work late
76	private car	private car	2066	Inconvenient as I would have to catch 2 buses or a bus and train.
77	train	train	2043	Respondent skipped this question
78	private car	private car	2113	I have pick up of children at after school care after work.
79	private car	private car	2065	not convenient.
80	private car	private car	2089	timing due to young child.
81	private car	private car	2049	its easier by car especially if I need to stay back and also the toll is more or less the same cost as public transport
82	private car	private car	2093	With children pick ups and drop offs, I would not make it to school on time if I had to rely on buses. I have no trains in my area.
83	bus, train, walk	bus, train, walk	2039	Respondent skipped this question
84	private car	private car	2090	My hours are too long.
85	walk	walk	2061	Because I live 5 minutes away from Loreto Kirribilli
86	train	other	2065	Respondent skipped this question

87	train	train	2000	Respondent skipped this question
88	private car	private car	2046	Need to be home for family commitments as soon as possible
89	train	train	2067	Respondent skipped this question
90	private car	private car	2030	Respondent skipped this question
91	bus	bus	2060	Respondent skipped this question
92	private car	private car	2048	I have to do daycare and school drop offs before/after work.
93	private car	private car	2107	Too many connections needed and time would take 1 1/2 hours .
94	private car	private car	2019	My commute involves dropping off children at 1 or 2 separate locations (Day Care and Primary School). If I then drove to the nearest train station, no parking would be available. I also need to rush home to pick up children from day care before they
95	private car	private car	2063	The drive takes 10 - 15 minutes. From where I live it is a 10 minute walk to the bus stop, then a 20-25 minute bus ride (through North Sydney), then a five minute walk to the school. Driving is obviously far more convenient and time efficient.
96	private car	private car	2074	Time
97	private car	private car	2035	Public transport takes too long from where I live.
98	private car	private car	2041	I use the ferry some days
99	private car	private car	2092	Not convenient with before and after work commitments.
100	walk	walk	2088	I walk to work for exercise and occasionally I will drive to attend family events after work.
101	private car	private car	2066	Too difficult time wise
102	private car	private car	2065	For convenience.
103	private car	private car	2087	Time, cost, convenience, late hours that i work, amount of work i carry to and from home
104	private car	private car	2093	Public transport takes twice as long as driving and service is not frequent enough.
105	private car	private car	2060	Mostly, I do. Today was a one-off.
106	private car	private car	2075	I intend to resume traveling to work by train next year.
107	private car	private car	2113	It is easier for me to pick up my kids from after-school care with my own car.
108	private car	private car	2066	No direct link from home to work Need to take and pick up children from childcare
109	private car	private car	2112	limited direct services and time of services
110	train	train	2525	Respondent skipped this questio
111	train	train	2064	I travel 3 days by train and 2 days by car. The two days are required for attending to school business in visiting students at various places around Sydney and also ensuring I am home for my two sons for sports commitments.
112	private car	private car	2066	I need the use of my car before and after work for sport trainings and attending meetings, before during and after school time.
113	private car	private car	2037	This currently requires two buses and a train - the commute is too long when I need to be there by 7:30am Thanks!
114	walk	walk	2061	Can walk
115	private car	private car	2094	Its is not an easy connection from my house. I'd have to drive to the bus stop anyway.

116	private car	private car	2093	Limited Public Transport
117	private car	private car	2095	No service
118	train	train	2145	N/a
119	private car	private car	2048	Early starts
120	private car	private car	2112	i will need to get 2 bus each way and it will take to long
121	private car	walk	2060	not suitable/avaliable
122	train	train	2042	Respondent skipped this question
123	bus, train	train, bus	2036	Respondent skipped this question
124	ferry	ferry	2009	Respondent skipped this question
125	private car	private car	2017	More convenient using my car
126	private car	private car	2160	Just been using my car, due to ankle injury. Will travel by train once fully recovered
127	walk	walk	2062	I walk for exercise
128	bus	bus	2154	Respondent skipped this question



ANNEXURE D: PARKING SURVEY RESULTS
(3 SHEETS)

Curtis Traffic Surveys

Job: I61201mcl
 Client: McLaren Traffic Engineering
 Day, date Tue, 7 Feb 17
 Location: Kirribilli
 Weather: Fine
 Surveyor: Sandeep

Zone	Street	From	To	Side of Street	Capacity	Restriction
a	Willoughby St	200m	McDougall St	north	15	5u+10R1
b	Willoughby St	200m	Elamang Av	south	14	6R1+3R13+5R10
c	McDougall St	Willoughby St	Winslow Ln	west	2	R1
d	McDougall St	Willoughby St	Willoughby St	east	3	1R7+1R1+1dis
e	Willoughby St	McDougall St	end	north	6	R1
f	Willoughby St	end	Elamang Av	south	4	R1
g	Elamang Av	Willoughby St	midway bend	east	18	7R9+6R10+4R11+1R1
h	Elamang Av	Willoughby St	midway bend	west	16	12R11+4R9
i	Elamang Av	midway bend	Peel St	east	23	3R1+2R13+10R14+1car share+2R1+5R13
j	Elamang Av	midway bend	Peel St	west	26	3R1+2u+1car share+1SR14+5R1
k	Peel St	Elamang Av	Carabella St	south	9	R11
l	Peel St	Elamang Av	Carabella St	north	8	u
m	Carabella St	Peel St	200m	east	1	BZ3
n	Carabella St	200m	Peel St	west	3	R11
o	Peel St	Carabella St	200m	south	11	R11
p	Peel St	Carabella St	McBurney Ln	north	np	
q	Peel St	McBurney Ln	Carabella St	north	4	R1
r	McBurney Ln	Peel St	Parkes St	both	np	
s	Carabella St	Peel St	Parkes St	west	ns	
t	Carabella St	Peel St	Parkes St	east	4	R11
u	Carabella St	Parkes St	Fitzroy St	west	7	2R1+1u+6NP4
v	Carabella St	Parkes St	Fitzroy St	east	10	2car share+1LZ6+7NP4
w	Parkes St	Carabella St	McBurney Ln	south	7	u
x	Parkes St	Carabella St	Robertson Ln	north	8	2u+6R11
y	Parkes St	McBurney Ln	U Pitt St	south	5	R11
z	Upper Pitt St	Parkes St	200m	east	12	8R1+6u
aa	Upper Pitt St	200m	Parkes St	west	16	12R11+4u
ab	Upper Pitt St	Parkes St	Jeffreys St	west	11	6R11+2u+3NP17
ac	Upper Pitt St	Jeffreys St	Parkes St	east	9	2NP17+2car share +5R1
ad	Parkes St	U Pitt St	Robertson Ln	north	4	R1
ae	Robertson Ln	Parkes St	other lane	both	np	
af	other lane	Robertson Ln	end	both	4	R15
ag	Robertson Ln	other lane	Fitzroy St	both	9	R11
ah	Fitzroy St	Robertson Ln	Jeffreys St	south	6	R18
ai	Jeffreys St	Fitzroy St	200m	east	4	1car share +3R18
aj	Jeffreys St	200m	Fitzroy St	west	4	R11
ak	Fitzroy St	Jeffreys St	200m	south	ns	
aL	Fitzroy St	200m	Jeffreys St	north	2	LZ19
am	Fitzroy St	Jeffreys St	Carabella St	north	15	2P20+13R11
an	Fitzroy St	Robertson Ln	Carabella St	south	12	R11
ao	Carabella St	Fitzroy St	Bligh St	west	4	R1
ap	Carabella St	Fitzroy St	Bligh St	east	5	R1
aq	Bligh St	Carabella St	200m	south	6	2P21+1R11+2dis22+1 car share
ar	Bligh St	200m	Cres Pl	north	ns	
as	Cres Pl	Bligh St	Burton St	both	3	1u+2R13
at	Bligh St	Cres Pl	Carabella St	north	ns	
au	Carabella St	Bligh St	Burton St	west	11	R1
av	Carabella St	Bligh St	Burton St	east	10	7R1+3BZ3
aw	Burton St	Carabella St	Cres Pl	south	4	R2
ax	Burton St	Cres Pl	Carabella St	north	3	1 car share + 2R2
ay	Carabella St	Burton St	200m	west	1	R1
az	Carabella St	200m	Burton St	east	4	R1

Parking round commencing...

14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45
14	15	15	15	14	13	12	11	11	11	11	10
11	13	16	16	15	12	10	10	10	9	9	9
4	5	5	5	4	4	3	3	3	3	2	2
2	3	3	3	3	3	3	3	3	5	3	3
5	5	5	5	5	5	5	5	5	3	5	5
3	3	4	4	4	4	4	3	3	15	3	2
12	12	15	16	16	16	15	15	14	12	15	13
13	14	14	15	16	16	15	14	12	20	12	12
19	19	18	19	21	21	21	20	20	23	19	19
28	27	27	27	27	25	24	24	24	8	23	23
9	10	10	10	10	8	8	8	8	10	9	9
11	11	11	11	11	9	9	10	10	1	11	11
1	1	1	1	1	1	1	1	1	4	1	1
4	4	4	4	4	4	4	4	4	12	4	4
10	10	9	9	9	8	8	9	10	1	12	12
4	4	4	3	1	1	1	1	1	4	2	2
2	3	4	4	4	4	4	4	4	0	4	4
2	2	1	1	1	1	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	3	0	0
4	4	3	4	1	4	4	3	3	5	3	3
4	5	4	4	4	4	4	4	6	4	4	9
0	1	2	7	8	7	4	2	1	2	9	12
8	8	8	8	8	8	8	8	8	8	8	8
5	5	5	6	6	6	6	6	6	6	6	6
6	6	6	6	6	6	6	6	6	6	6	6
11	10	9	11	12	12	10	12	12	12	12	12
13	14	13	13	14	14	14	15	15	15	14	14
8	8	7	8	8	5	5	5	6	6	6	6
7	6	6	6	7	6	6	6	5	5	6	6
3	3	3	3	3	3	3	3	3	3	3	3
0	0	0	0	0	0	0	0	0	0	0	0
3	3	3	3	3	3	3	3	3	3	3	3
10	10	10	10	10	10	10	8	8	7	7	7
5	5	6	6	6	3	3	3	4	4	4	4
4	4	4	4	4	3	3	3	3	3	3	3
4	5	5	5	5	3	3	3	4	4	4	4
0	0	0	0	0	0	0	0	0	0	0	0
1	1	2	2	1	1	1	1	1	1	1	1
19	19	20	20	21	18	15	16	16	16	16	17
9	11	13	13	12	10	9	9	9	9	4	11
5	3	4	4	4	4	3	3	3	3	3	4
5	5	5	5	5	4	5	4	3	3	4	5
8	7	7	8	9	9	9	9	9	9	9	9
0	0	0	0	0	0	0	0	0	0	0	0
3	3	3	3	3	2	1	1	3	3	3	3
3	3	3	3	4	3	3	3	2	2	2	2
10	11	11	11	10	10	9	8	8	7	7	8
7	7	7	7	7	7	5	5	4	4	4	5
5	5	5	5	5	4	4	4	3	3	3	3
4	4	4	4	4	4	4	4	3	3	4	3
3	3	3	3	3	2	2	2	2	2	2	1
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

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

[illegible]

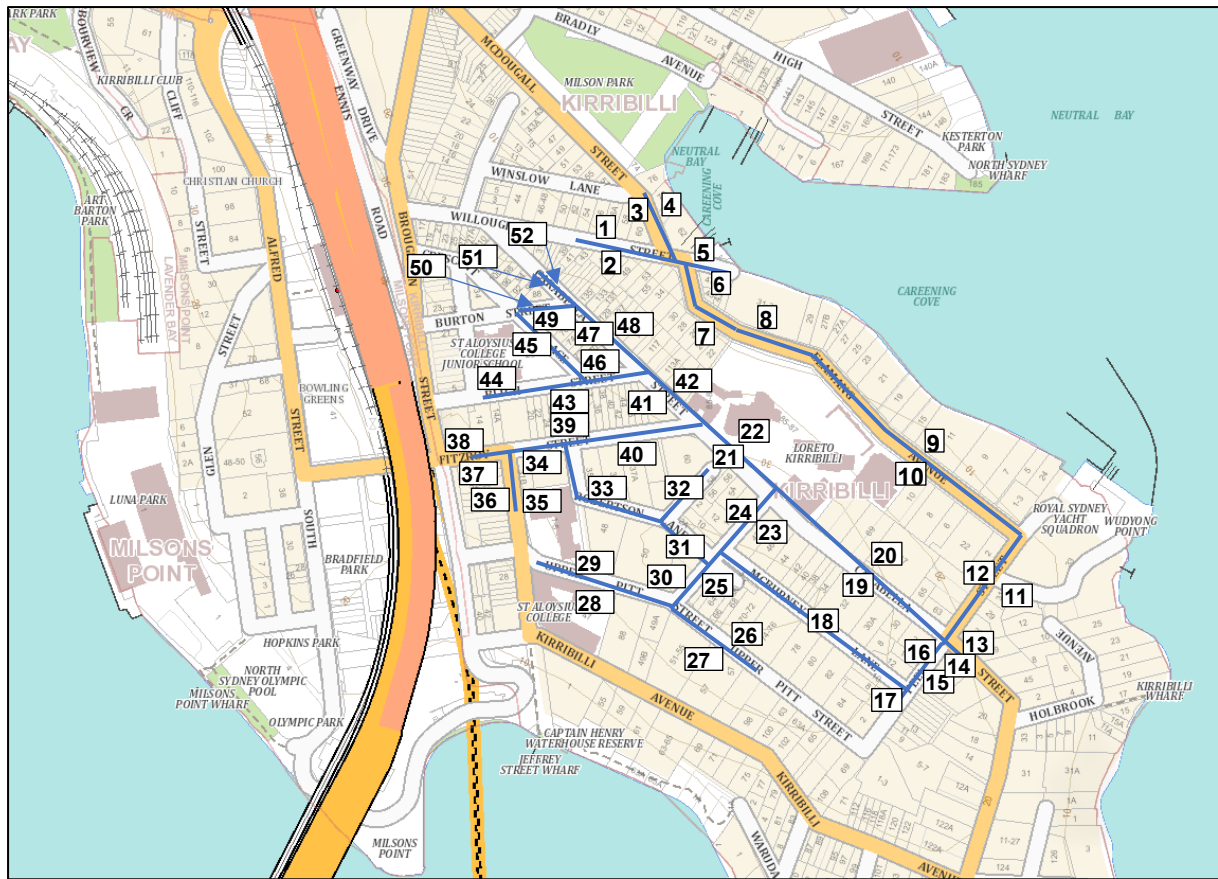
Job: I61201mcl
 Client: McLaren Traffic Engineering
 Date: 07/02/17
 Location: Kirribilli

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 E: PARKING SURVEY MAP
(2 SHEETS)**



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 F: MAP OF STAFF POSTCODES
(1 SHEET)

