

Appendix C
Questionnaire survey form

TRAFFIC AND PARKING SURVEY

A study of existing parking patterns of staff, patients and visitors associated with St. Vincent's Precinct is being completed to adequately plan and design future parking facilities. It is very important that you complete this questionnaire no later than Friday 7 November **2008** and return it to the reception desk.

Please fill in the appropriate circles completely (HB pencil is preferred option)

Example:

correct



incorrect



Which classification best describes your status?

What time do you normally

start work

finish work

if you work different shifts, please reply for this week's shift

Doctor	☐	6:00 - 7:00 am	☐	2:00 - 3:00 pm	☐
Manager	☐	7:00 - 8:00 am	☐	3:00 - 4:00 pm	☐
Administrative Staff	☐	8:00 - 9:00 am	☐	4:00 - 5:00 pm	☐
Scientist	☐	9:00 am - 10:00 am	☐	5:00 - 6:00 pm	☐
Engineering	☐			6:00 - 7:00 pm	☐
Security	☐	3:00 - 4:00 pm	☐	7:00 - 8:00 pm	☐
Student	☐	4:00 - 5:00 pm	☐		☐
Cleaning	☐	5:00 - 6:00 pm	☐	Other (specify)	☐
Visitor	☐	6:00 - 7:00 pm	☐		
Other (specify)	☐	7:00 pm - 8:00 pm	☐		
		Other (specify)	☐		

How do you normally travel to the Institute?:

car driver	☐
car passenger	☐
dropped off	☐
bicycle	☐
train	☐
walk	☐
bus	☐
taxi	☐
Other (specify)	☐

SEE NOTE BELOW

PLEASE REFER TO MAP OVERLEAF FOR QUESTIONS BELOW

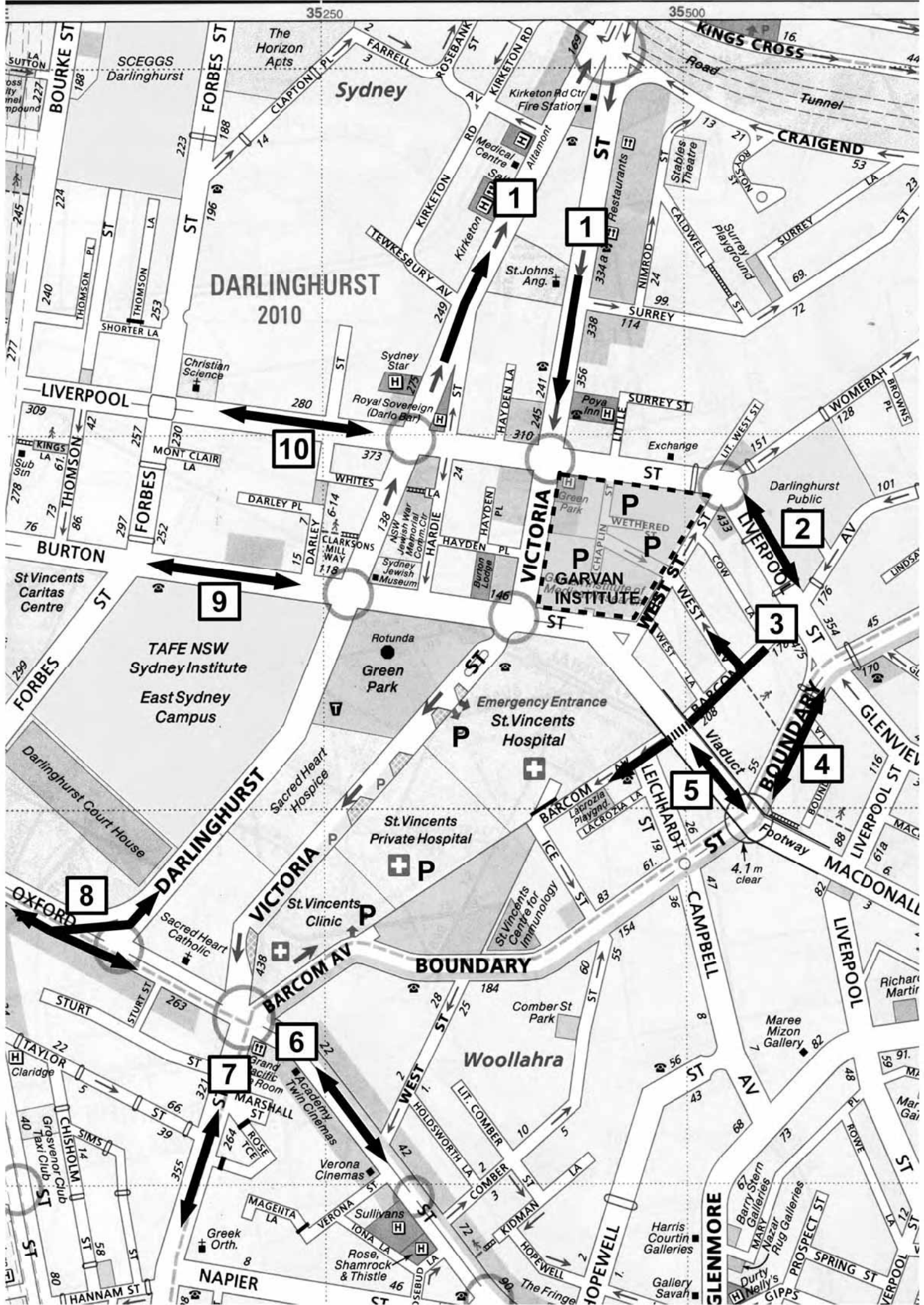
If you are a CAR DRIVER, where do you normally park?

If you are a CAR DRIVER, which direction do you normally

		COME FROM	GO TO
Lowy Parker Bldg car park	☐	1 ☐	1 ☐
St.Vincent's Hospital (Grimes)	☐	2 ☐	2 ☐
St.Vincent's Private Hospital	☐	3 ☐	3 ☐
St.Vincent's Clinic	☐	4 ☐	4 ☐
Victoria Street	☐	5 ☐	5 ☐
West Street	☐	6 ☐	6 ☐
Liverpool Street	☐	7 ☐	7 ☐
Burton Street	☐	8 ☐	8 ☐
Other (specify)	☐	9 ☐	9 ☐
		10 ☐	10 ☐

Note: "Car passenger" means car is parked on site or near, "dropped off" means car leaves the site once you have been dropped off

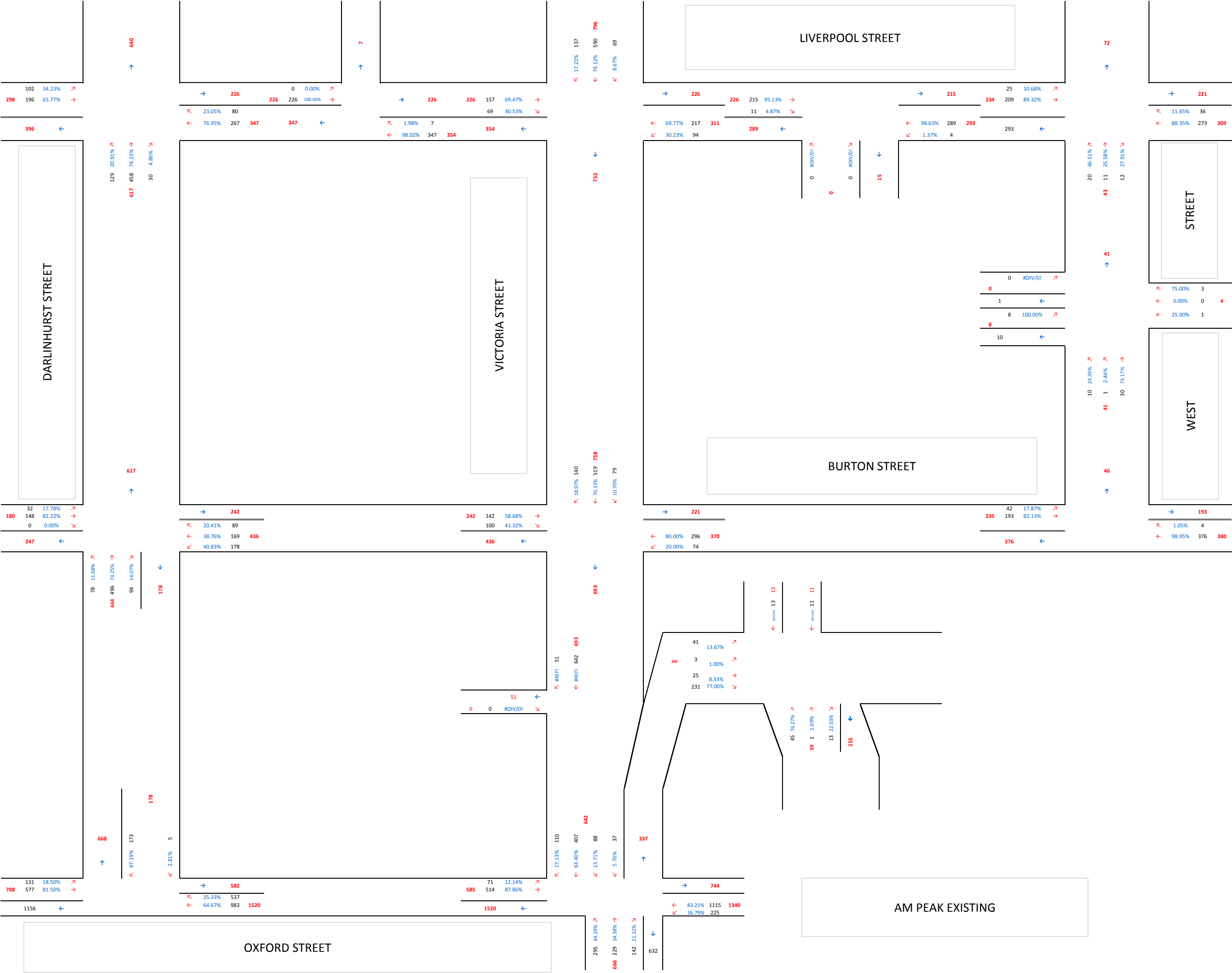
If you have any questions, please direct them to Mr Oleg Sannikov, TEF Consulting, on 02 93322024 or 0414 978 067

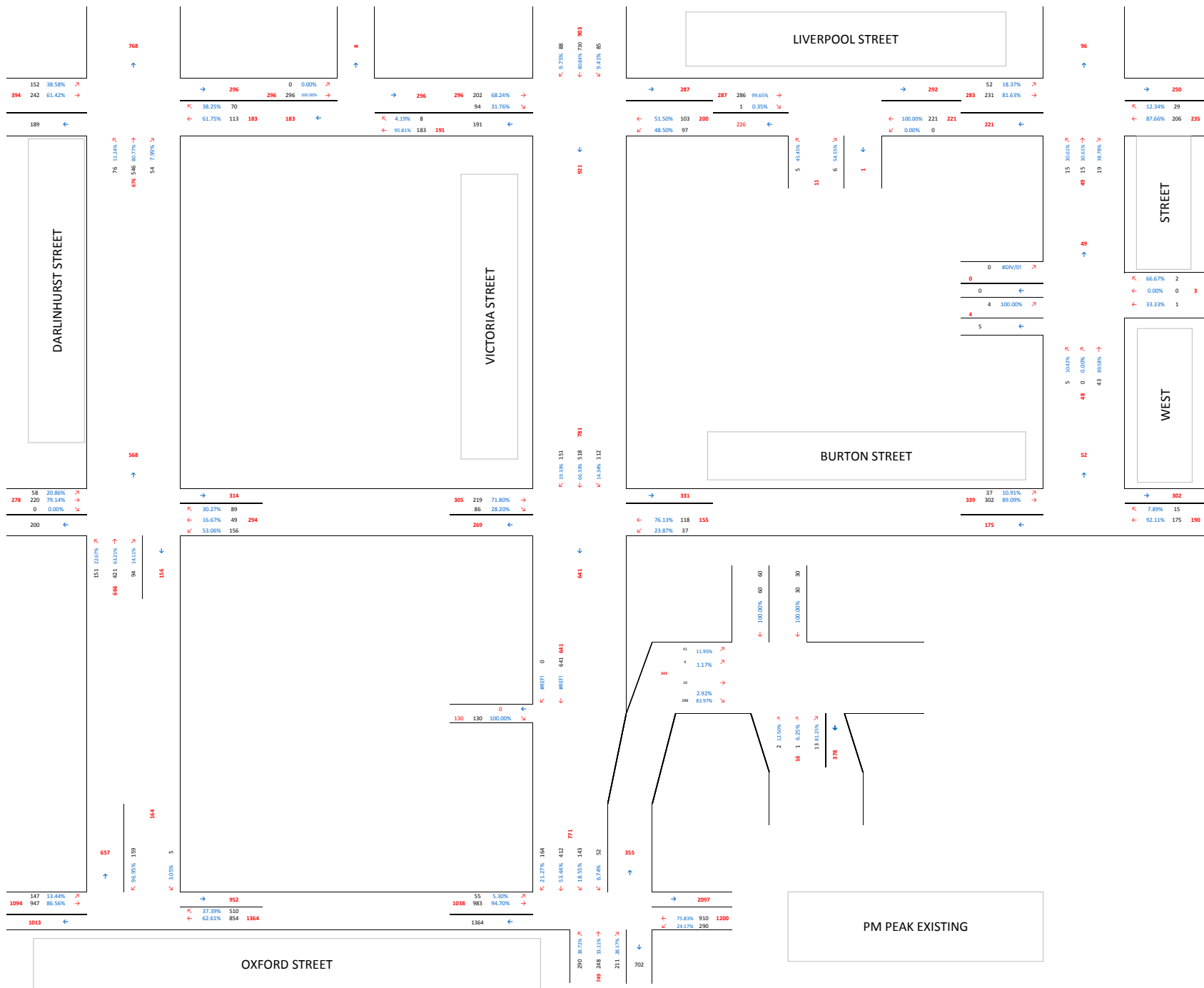


Appendix D

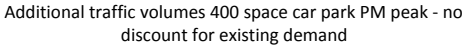
Estimated traffic distribution

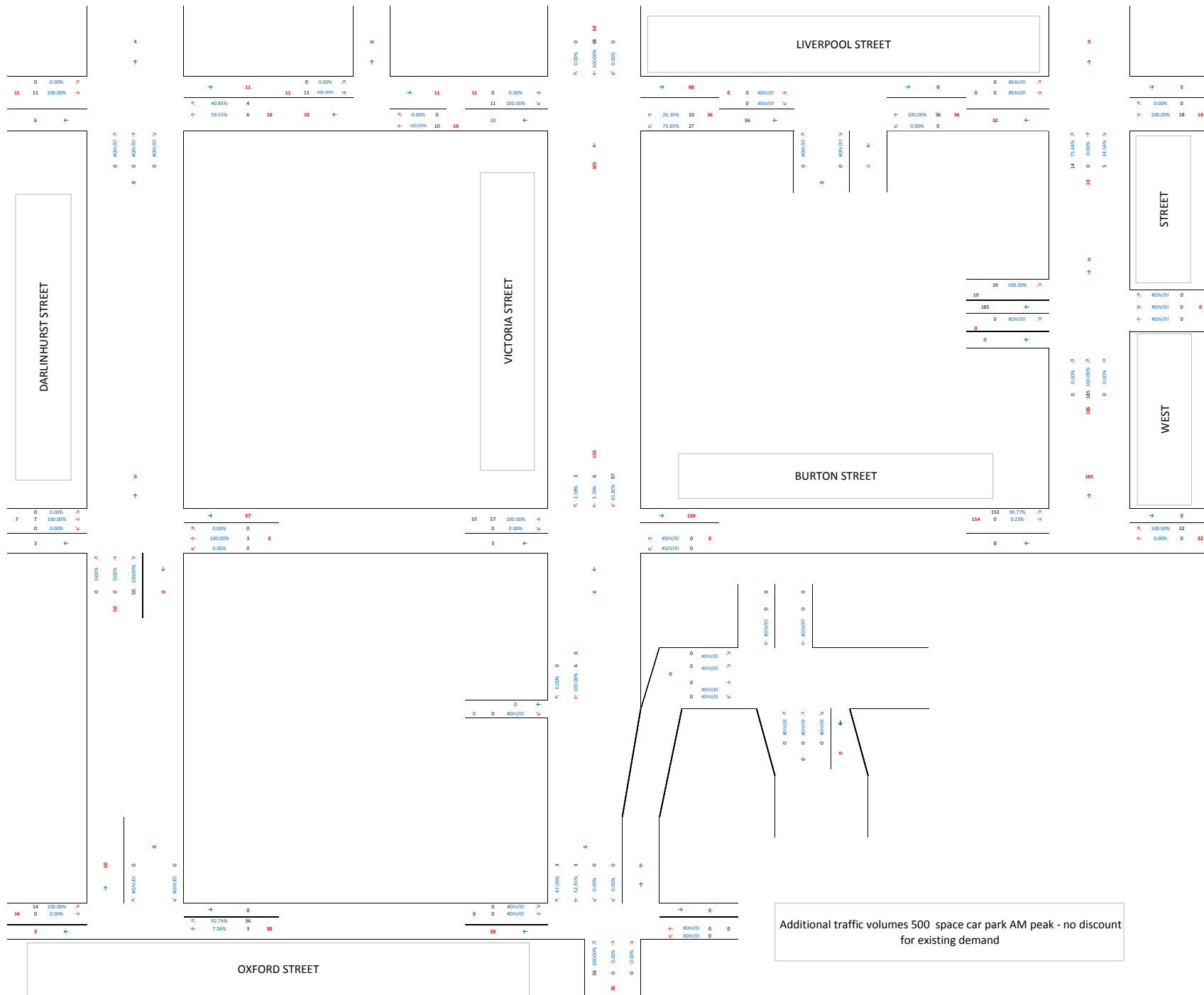
Modelling results

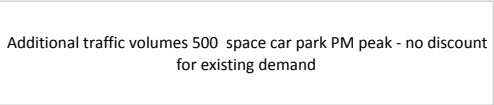




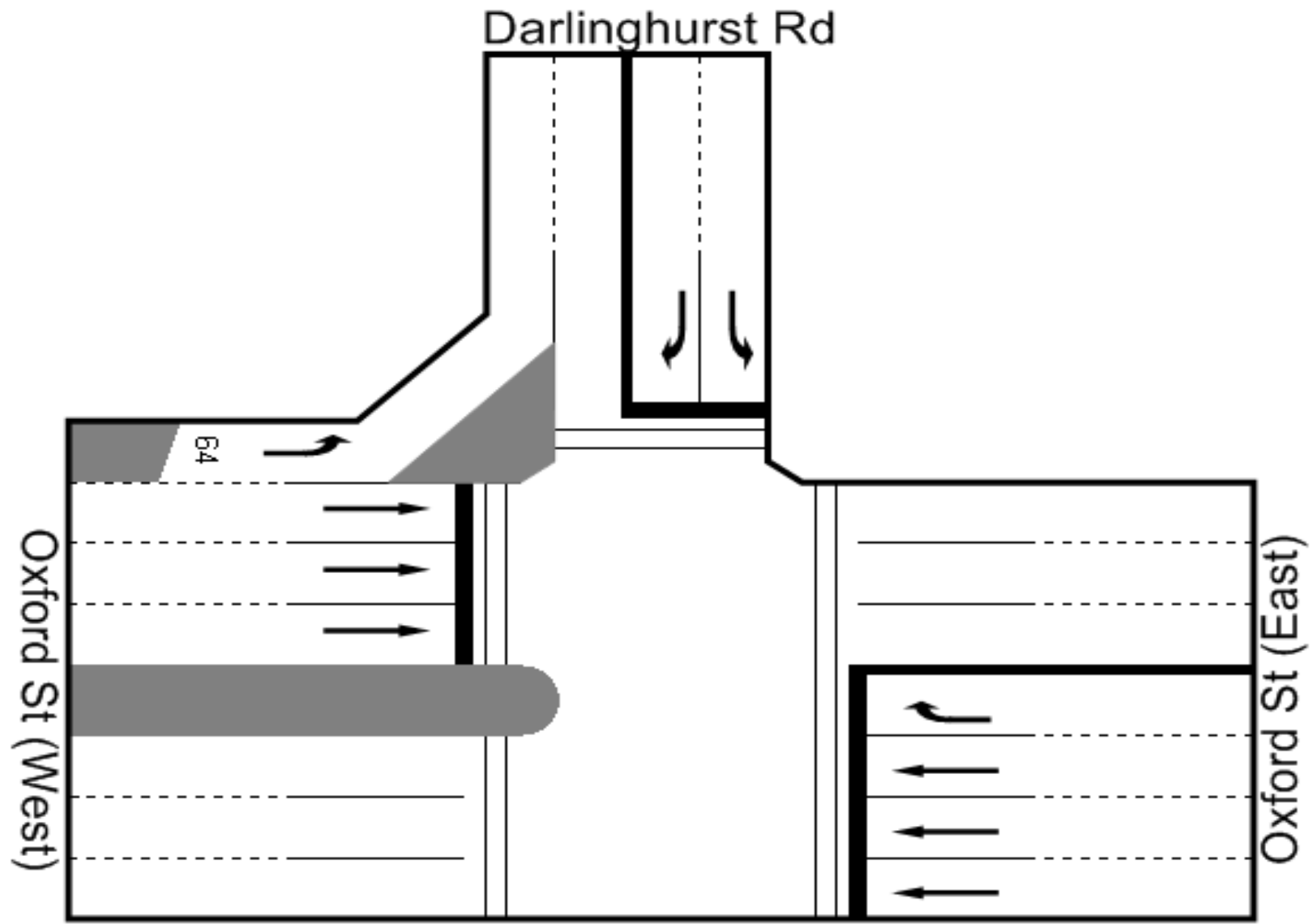


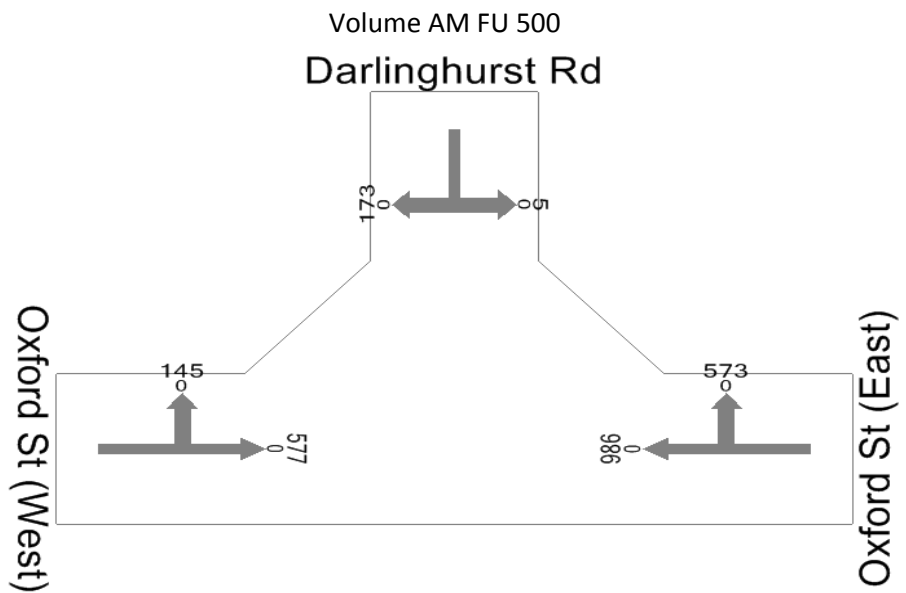
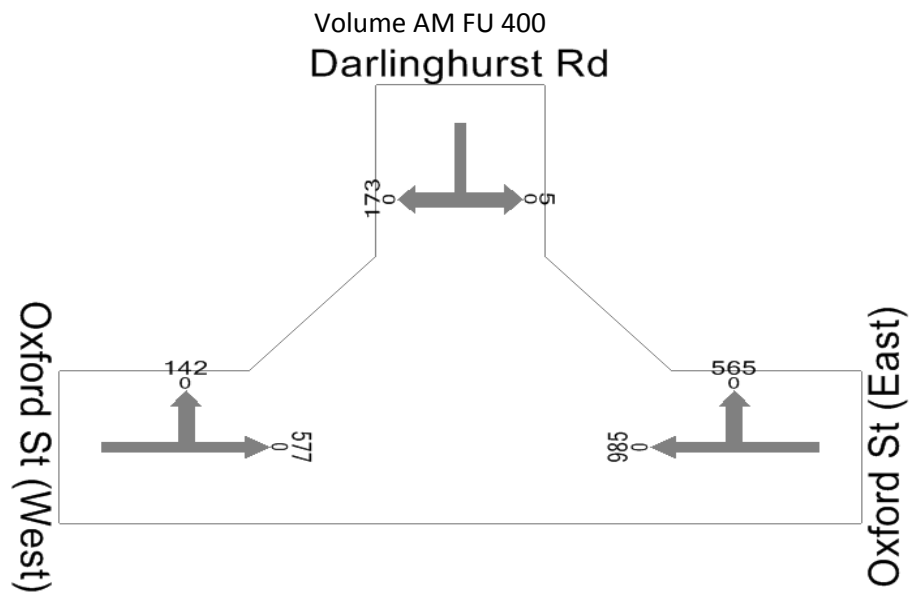
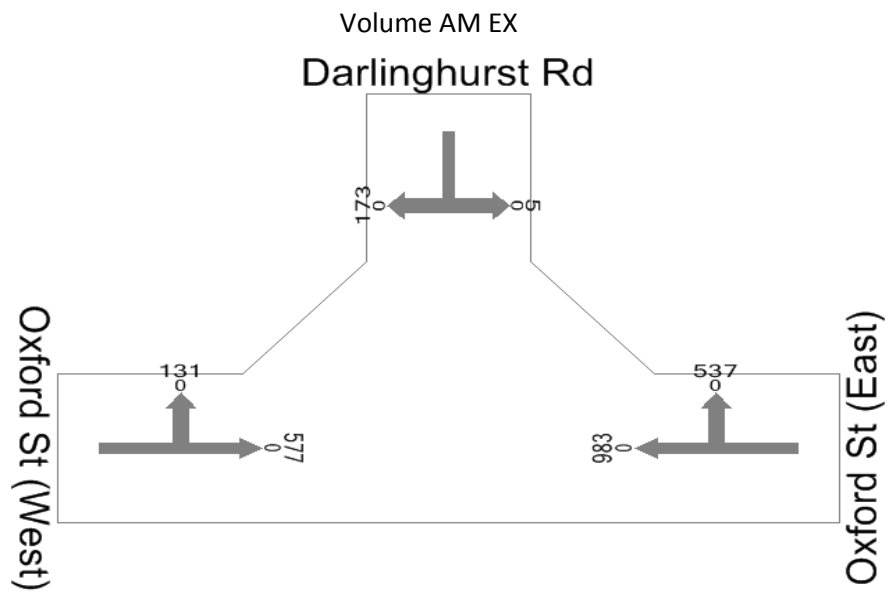


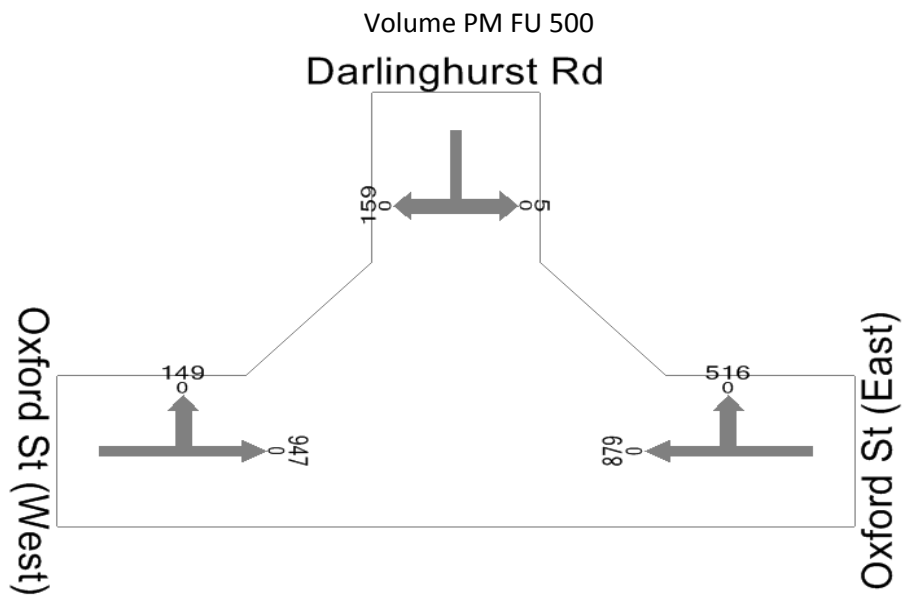
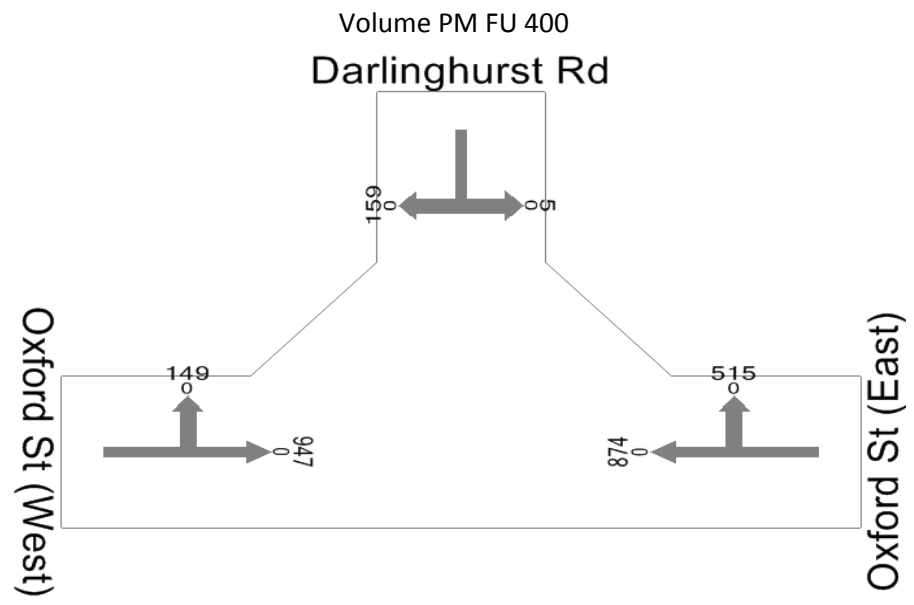
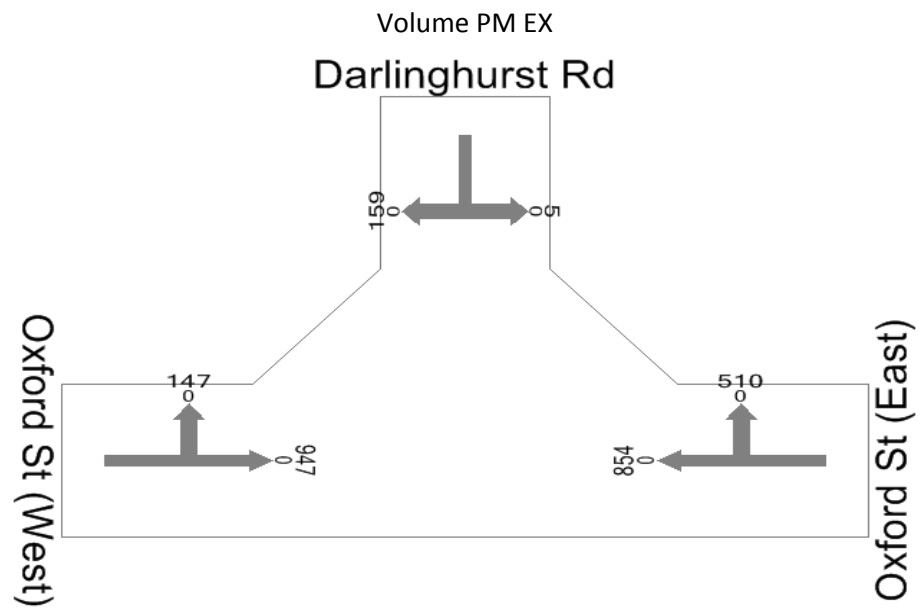




Layout







8169

Darlinghurst Rd-Oxford St AM EX

Intersection ID: 0

Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C)		Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (m)
		1st grn	2nd grn							
East: Oxford St (East)										
5	T	0.686		1035	3887	0.266	8.9	A	10.5	73
6	R	0.157	0.400*	565	876	0.645*	35.2	C	23.4	164
North: Darlinghurst Rd										
7	L	0.229		5	418	0.012	52.3	D	0.4	3
9	R	0.229*		182	418	0.436	57.8	E	12.2	86
West: Oxford St (West)										
10	L (Con)	1.000		138	1867	0.074	7.6	A#	2.3#	
11	T	0.243*		607	1384	0.439	48.3	D	13.2	92
Pedestrian Movements										
P3	(Ped)	0.129		211	1543	0.137	53.2	E	0.7	1
P5	(Ped)	0.193		211	2314	0.091	45.6	E	0.7	1
P7	(Ped)	0.121		211	1457	0.145	54.0	E	0.7	1
ALL VEHICLES:				2532		0.645	27.7	B	23.4	164
INTERSECTION (persons):				4431			31.0		23.4	164

Level of Service calculations are based on average control delay including geometric delay (RTA NSW criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

Intersection capacity is calculated considering vehicle movements only.

Continuous movements: Level Of Service based on density, Density (passenger cars per km or mile) instead of queue.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

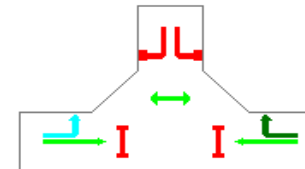
Darlinghurst Rd-Oxford St AM EX

C = 140 seconds

Cycle Time Option: User-specified cycle time

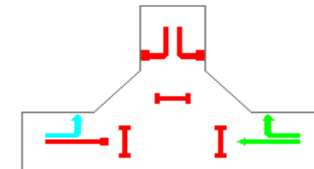
Phase times specified by the user.

Phase A



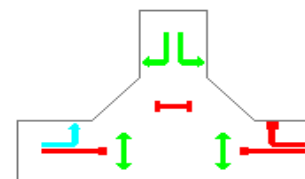
Green Time = 34 seconds
Phase Time = 40 seconds
Phase Split = 29 %

Phase B



Green Time = 56 seconds
Phase Time = 62 seconds
Phase Split = 44 %

Phase C



Green Time = 32 seconds
Phase Time = 38 seconds
Phase Split = 27 %

- Normal Movement
- Slip-Lane
- Stopped Movement
- Turn On Red
- Permitted/Opposed
- Opposed Slip-Lane
- Continuous

8169

Darlinghurst Rd-Oxford St PM EX

Intersection ID: 0

Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C)	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	
		1st grn	2nd grn						
East: Oxford St (East)									
5	T	0.686		899	3887	0.231	8.6	A	9.1
6	R	0.129	0.364*	537	768	0.699*	43.4	D	24.2
North: Darlinghurst Rd									
7	L	0.229		5	418	0.012	52.3	D	0.4
9	R	0.229*		167	418	0.400	57.3	E	11.3
West: Oxford St (West)									
10	L (Con)	1.000		155	1867	0.083	7.6	A#	2.6#
11	T	0.279*		997	1588	0.628	47.4	D	20.5
Pedestrian Movements									
P3	(Ped)	0.129		211	1543	0.137	53.2	E	0.7
P5	(Ped)	0.229		211	2743	0.077	41.7	E	0.6
P7	(Ped)	0.121		211	1457	0.145	54.0	E	0.7
ALL VEHICLES:									
			2760		0.699	32.4	C	24.2	169
INTERSECTION (persons):									
			4773			34.7		24.2	169

Level of Service calculations are based on average control delay including geometric delay (RTA NSW criteria), independent of the current delay definition used.
For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.
Intersection capacity is calculated considering vehicle movements only.

- # Continuous movements: Level Of Service based on density, Density (passenger cars per km or mile) instead of queue.
* Maximum v/c ratio, or critical green periods
" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

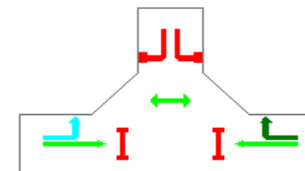
Darlinghurst Rd-Oxford St PM EX

C = 140 seconds

Cycle Time Option: User-specified cycle time

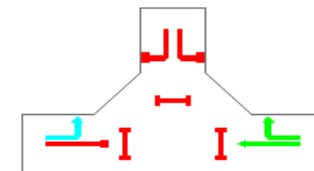
Phase times specified by the user.

Phase A



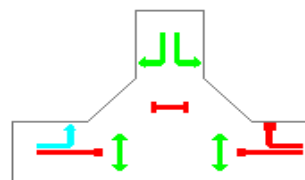
Green Time = 39 seconds
Phase Time = 45 seconds
Phase Split = 32 %

Phase B



Green Time = 51 seconds
Phase Time = 57 seconds
Phase Split = 41 %

Phase C



Green Time = 32 seconds
Phase Time = 38 seconds
Phase Split = 27 %

- Normal Movement
- Slip-Lane
- Stopped Movement
- Turn On Red
- Permitted/Opposed
- Opposed Slip-Lane
- Continuous

8169

Darlinghurst Rd-Oxford St AM FU 400

Intersection ID: 0

Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C)	Time 1st grn	Time 2nd grn	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (m)
East: Oxford St (East)											
5	T	0.686			1037	3887	0.267	8.9	A	10.5	73
6	R	0.157	0.400*		595	876	0.679*	36.1	C	24.6	172
North: Darlinghurst Rd											
7	L	0.229			5	418	0.012	52.3	D	0.4	3
9	R	0.229*			182	418	0.436	57.8	E	12.2	86
West: Oxford St (West)											
10	L (Con)	1.000			149	1867	0.080	7.6	A#	2.5#	
11	T	0.243*			607	1384	0.439	48.3	D	13.2	92
Pedestrian Movements											
P3	(Ped)	0.129			211	1543	0.137	53.2	E	0.7	1
P5	(Ped)	0.193			211	2314	0.091	45.6	E	0.7	1
P7	(Ped)	0.121			211	1457	0.145	54.0	E	0.7	1
ALL VEHICLES:					2575		0.679	27.9	B	24.6	172
INTERSECTION (persons):					4496			31.2		24.6	172

Level of Service calculations are based on average control delay including geometric delay (RTA NSW criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

Intersection capacity is calculated considering vehicle movements only.

Continuous movements: Level Of Service based on density, Density (passenger cars per km or mile) instead of queue.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

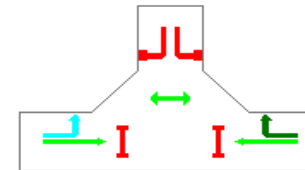
Darlinghurst Rd-Oxford St AM FU 400

C = 140 seconds

Cycle Time Option: User-specified cycle time

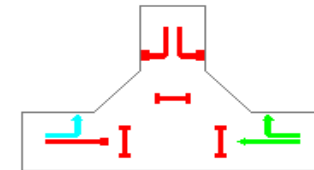
Phase times specified by the user.

Phase A



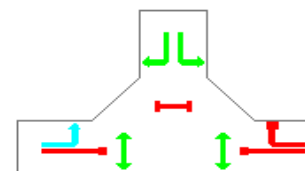
Green Time = 34 seconds
Phase Time = 40 seconds
Phase Split = 29 %

Phase B



Green Time = 56 seconds
Phase Time = 62 seconds
Phase Split = 44 %

Phase C



Green Time = 32 seconds
Phase Time = 38 seconds
Phase Split = 27 %

- Normal Movement
- Slip-Lane
- Stopped Movement
- Turn On Red
- Permitted/Opposed
- Opposed Slip-Lane
- Continuous

8169

Darlinghurst Rd-Oxford St PM FU 400

Intersection ID: 0

Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Time Ratio (g/C)	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (m)
		1st grn	2nd grn						
East: Oxford St (East)									
5	T	0.686		920	0.237	8.6	A	9.3	65
6	R	0.129	0.364*	542	0.705*	43.5	D	24.4	171
North: Darlinghurst Rd									
7	L	0.229		5	0.012	52.3	D	0.4	3
9	R	0.229*		167	0.400	57.3	E	11.3	79
West: Oxford St (West)									
10	L (Con)	1.000		157	0.084	7.6	A#	2.6#	
11	T	0.279*		997	0.628	47.4	D	20.5	143
Pedestrian Movements									
P3	(Ped)	0.129		211	0.137	53.2	E	0.7	1
P5	(Ped)	0.229		211	0.077	41.7	E	0.6	1
P7	(Ped)	0.121		211	0.145	54.0	E	0.7	1
ALL VEHICLES:				2788	0.705	32.2	C	24.4	171
INTERSECTION (persons):				4815		34.5		24.4	171

Level of Service calculations are based on average control delay including geometric delay (RTA NSW criteria), independent of the current delay definition used.
 For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.
 Intersection capacity is calculated considering vehicle movements only.

- # Continuous movements: Level Of Service based on density, Density (passenger cars per km or mile) instead of queue.
 * Maximum v/c ratio, or critical green periods
 " Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

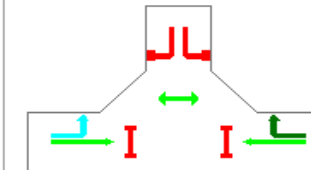
Darlinghurst Rd-Oxford St PM FU 400

C = 140 seconds

Cycle Time Option: User-specified cycle time

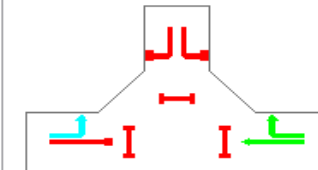
Phase times specified by the user.

Phase A



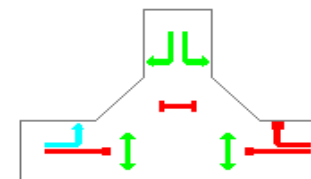
Green Time = 39 seconds
 Phase Time = 45 seconds
 Phase Split = 32 %

Phase B



Green Time = 51 seconds
 Phase Time = 57 seconds
 Phase Split = 41 %

Phase C



Green Time = 32 seconds
 Phase Time = 38 seconds
 Phase Split = 27 %

- Normal Movement
- Slip-Lane
- Stopped Movement
- Turn On Red
- Permitted/Opposed
- Opposed Slip-Lane
- Continuous

8169

Darlinghurst Rd-Oxford St AM FU 500

Intersection ID: 0

Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio	Time (g/C)	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (m)
		1st grn	2nd grn							
East: Oxford St (East)										
5	T	0.686		1038	3887	0.267	8.9	A	10.5	74
6	R	0.157	0.400*	603	876	0.688*	36.4	C	24.9	174
North: Darlinghurst Rd										
7	L	0.229		5	418	0.012	52.3	D	0.4	3
9	R	0.229*		182	418	0.436	57.8	E	12.2	86
West: Oxford St (West)										
10	L (Con)	1.000		153	1867	0.082	7.6	A#	2.6#	
11	T	0.243*		607	1384	0.439	48.3	D	13.2	92
Pedestrian Movements										
P3	(Ped)	0.129		211	1543	0.137	53.2	E	0.7	1
P5	(Ped)	0.193		211	2314	0.091	45.6	E	0.7	1
P7	(Ped)	0.121		211	1457	0.145	54.0	E	0.7	1
ALL VEHICLES:				2588		0.688	28.0	B	24.9	174
INTERSECTION (persons):				4515			31.2		24.9	174

Level of Service calculations are based on average control delay including geometric delay (RTA NSW criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

Intersection capacity is calculated considering vehicle movements only.

Continuous movements: Level Of Service based on density, Density (passenger cars per km or mile) instead of queue.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

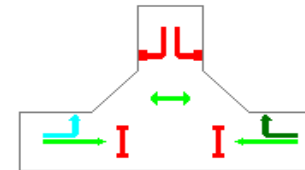
Darlinghurst Rd-Oxford St AM FU 500

C = 140 seconds

Cycle Time Option: User-specified cycle time

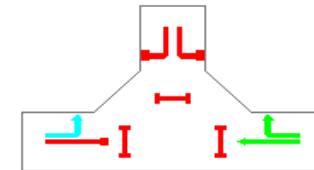
Phase times specified by the user.

Phase A



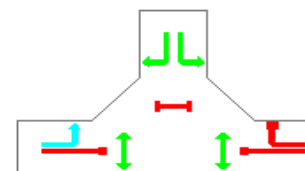
Green Time = 34 seconds
Phase Time = 40 seconds
Phase Split = 29 %

Phase B



Green Time = 56 seconds
Phase Time = 62 seconds
Phase Split = 44 %

Phase C



Green Time = 32 seconds
Phase Time = 38 seconds
Phase Split = 27 %

- █ Normal Movement
- █ Slip-Lane
- █ Stopped Movement
- █ Turn On Red
- █ Permitted/Opposed
- █ Opposed Slip-Lane
- █ Continuous

8169

Darlinghurst Rd-Oxford St PM FU 500

Intersection ID: 0

Fixed-Time Signals, Cycle Time = 140 (Sum of User-given Phase Times)

Mov ID	Mov Typ	Green Ratio (g/C)	Time (s/C)	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS	Longest Queue 95% Back (vehs)	Queue (m)
		1st grn	2nd grn							
East: Oxford St (East)										
5	T	0.686		925	3887	0.238	8.7	A	9.4	66
6	R	0.129	0.364*	543	769	0.706*	43.5	D	24.4	171
North: Darlinghurst Rd										
7	L	0.229		5	418	0.012	52.3	D	0.4	3
9	R	0.229*		167	418	0.400	57.3	E	11.3	79
West: Oxford St (West)										
10	L (Con)	1.000		157	1867	0.084	7.6	A#	2.6#	
11	T	0.279*		997	1588	0.628	47.4	D	20.5	143
Pedestrian Movements										
P3	(Ped)	0.129		211	1543	0.137	53.2	E	0.7	1
P5	(Ped)	0.229		211	2743	0.077	41.7	E	0.6	1
P7	(Ped)	0.121		211	1457	0.145	54.0	E	0.7	1
ALL VEHICLES:				2794		0.706	32.2	C	24.4	171
INTERSECTION (persons):				4824			34.5		24.4	171

Level of Service calculations are based on average control delay including geometric delay (RTA NSW criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the SIDRA Output Guide or the Output section of the on-line help.

Intersection capacity is calculated considering vehicle movements only.

Continuous movements: Level Of Service based on density, Density (passenger cars per km or mile) instead of queue.

* Maximum v/c ratio, or critical green periods

" Movement Level of service has been determined using adjacent lane v/c ratio rather than short lane v/c ratio (v/c=1.0)

8169

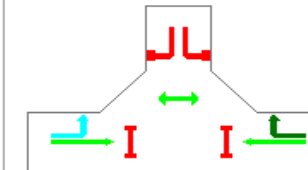
Darlinghurst Rd-Oxford St PM FU 500

C = 140 seconds

Cycle Time Option: User-specified cycle time

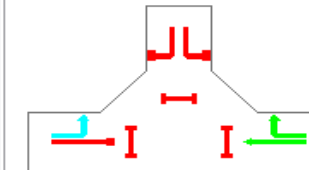
Phase times specified by the user.

Phase A



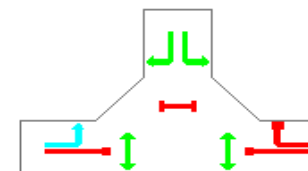
Green Time = 39 seconds
Phase Time = 45 seconds
Phase Split = 32 %

Phase B



Green Time = 51 seconds
Phase Time = 57 seconds
Phase Split = 41 %

Phase C



Green Time = 32 seconds
Phase Time = 38 seconds
Phase Split = 27 %

- Normal Movement
- Slip-Lane
- Stopped Movement
- Turn On Red
- Permitted/Opposed
- Opposed Slip-Lane
- Continuous

Layout

