



Trip Generation and Parking Demand of Boarding Houses Data Report

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The Transport Planning Partnership

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1 Introduction

The current rates for various land use types have been in place since the 1992 edition of the former Roads and Traffic Authority's Guide to Traffic Generating Developments (the Guide). This document, which is still used extensively by Councils, consultants and developers, drew on the results of a number of trip generation and parking demand surveys covering a wide range of business and land use types. These surveys had been conducted since 1978.

With the changing characteristics of different land use types over time, it is deemed necessary to undertake a new study.

There have been a number of recent studies to update the existing trip generation and parking generation for different land uses, with the first one being completed in 2008. The findings will be populated within a revised Guide for future references.

Even though boarding houses do not have any specific trip rate and parking data included in the Guide, this land use has been growing in popularity since the passage of Boarding House Act in 2012. Therefore, it is deemed necessary to undertake a new study, specifically for boarding houses.

This data report accompanies the analysis report and contains details of the selected boarding house sites and the survey results.

2 Survey Site Details

2.1 Survey Site Locations

A total of 11 boarding houses have been identified for the surveys. A list of the selected sites is provided in Table 2.1 with the details of each site also described in this Chapter.

Table 2.1: Survey Sites List

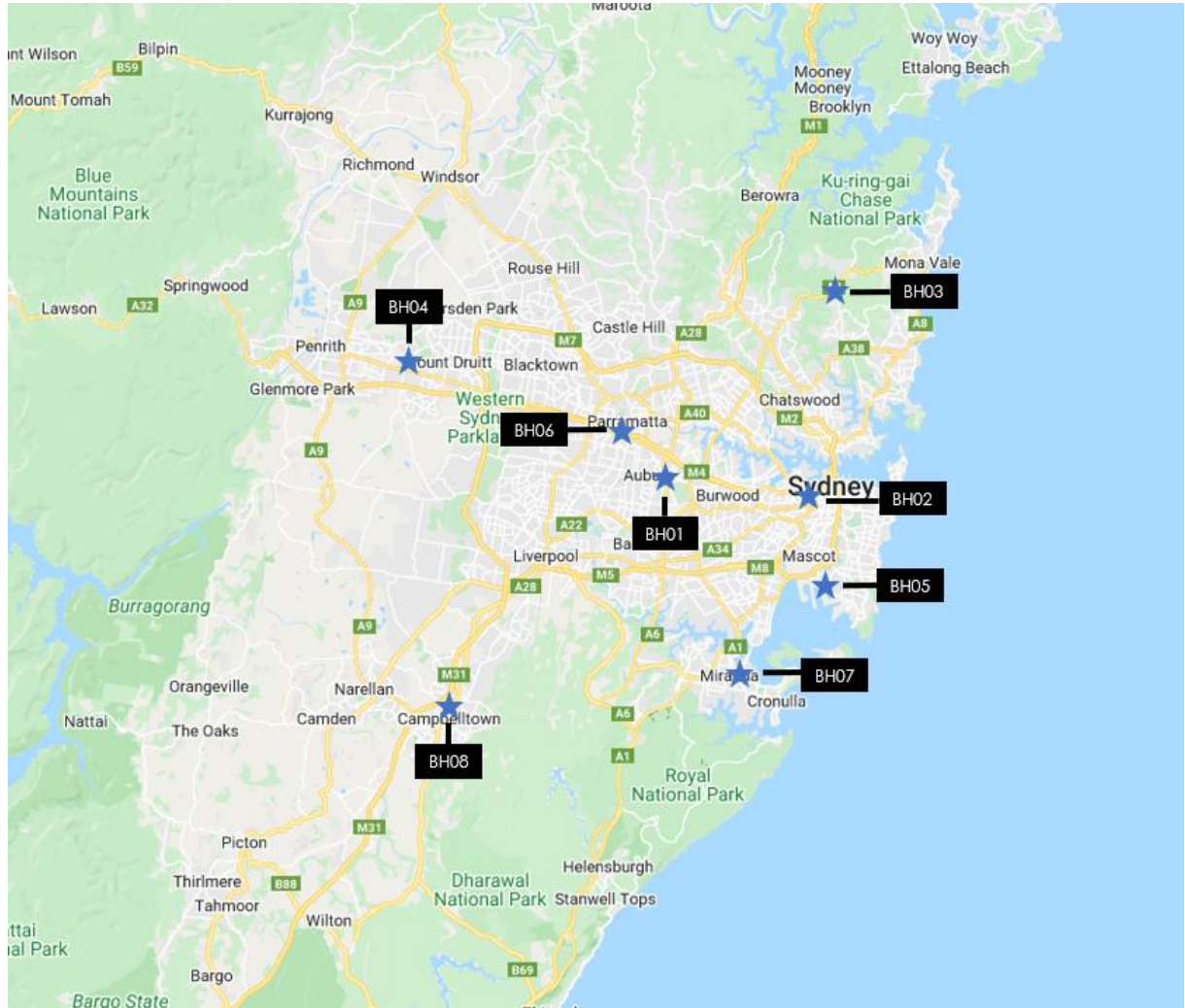
Site ID	Site Address	Site Location (Metropolitan or Regional)
BH01	88 Joseph Street, Lidcombe	Metropolitan
BH02	80 Parramatta Road, Camperdown	Metropolitan
BH03	2506 Bundaleer Street, Belrose	Metropolitan
BH04	42 Chapel Street, St Marys	Metropolitan
BH05	1274 Botany Road, Botany	Metropolitan
BH06	111 Woodville Road, Granville	Metropolitan
BH07	391-393 Kingsway, Caringbah	Metropolitan
BH08	20 Moore Street, Campbelltown	Metropolitan
BH09	6 Gwynne Street, Gwynneville	Regional
BH10	4 Landy Drive, Mount Warrigal	Regional
BH11	748 Pacific Highway, Marks Point	Regional

The selected sites include eight (8) boarding houses in metropolitan Sydney and three (3) boarding houses in regional NSW. The identified sites conform with the TfNSW's requirements by providing a diverse range of sites with the following attributes:

- Most with on-site parking provision
- Reasonable geographic spread
- A range of sizes
- A range of accessibility to public transport
- Mostly built since 2012
- Ease in isolating the site from other nearby developments for survey purposes and collecting the required trip information, i.e. no shared driveway with other developments
- Availability of relevant information on the development (site area, number of units, pedestrian access points, vehicle entrance and exits, etc)

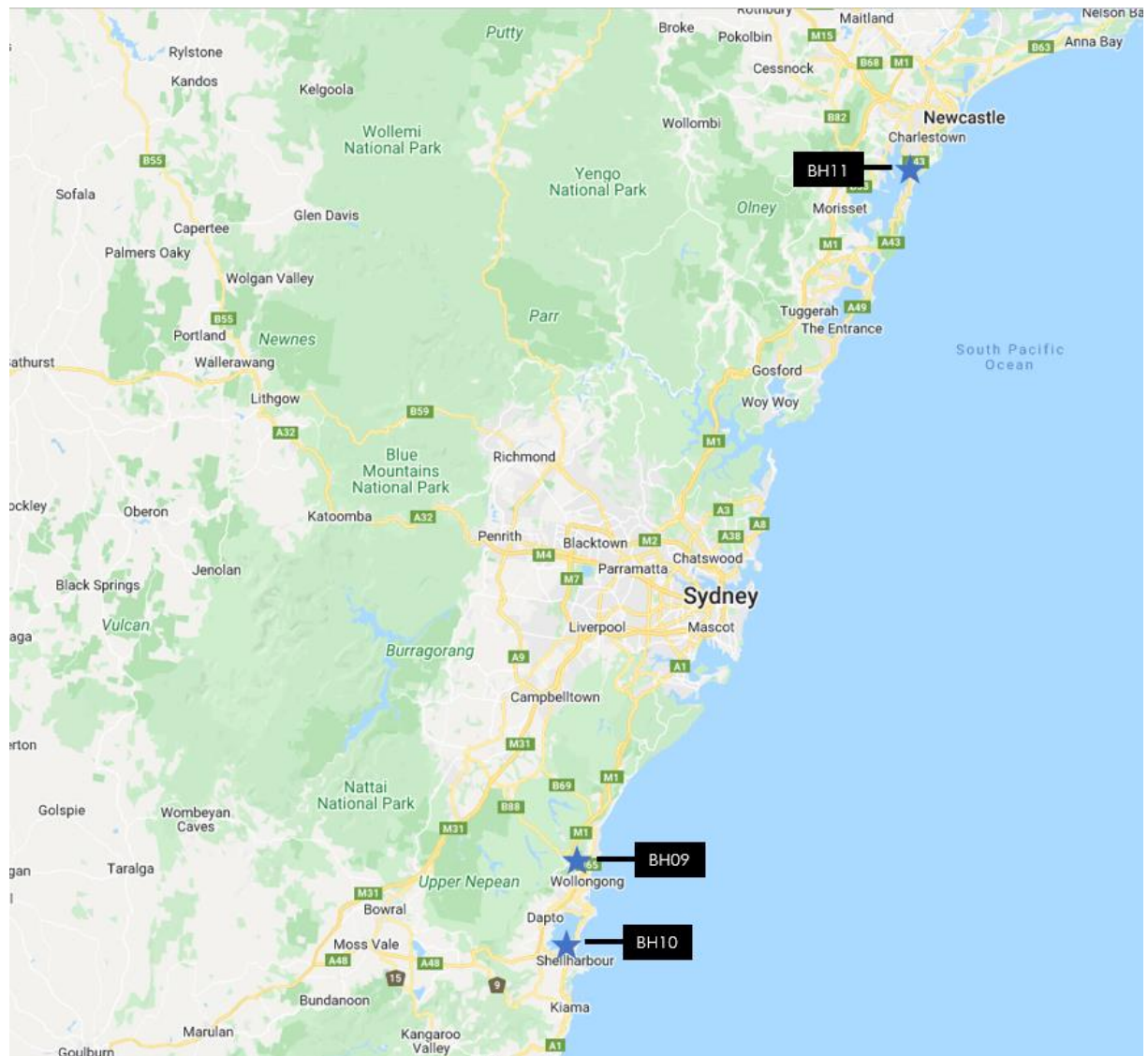
Specific site locations are also geographically presented in Figure 2.1 and Figure 2.2.

Figure 2.1: Site Locations (Metropolitan Sydney)



Basemap Source: Nearmap, accessed online on 17/05/2022

Figure 2.2: Site Locations (Regional NSW)



Basemap Source: Nearmap, accessed online on 17/05/2022

2.2 Survey Site Details

Data has been collected for the survey sites which includes:

- Site characteristics (number of rooms, site area, number of parking spaces, site accesses etc.)
- Vehicle trip generation
- Person trip generation
- Parking occupancy
- Travel behaviour.

The information above has been obtained from site observations, traffic surveys, interview, surveys, council development application (DA) trackers, client supplied data, and aerial imagery.

Across all of the surveyed sites, three (3) sites were surveyed over all five weekdays, whereas eight (8) other sites were surveyed on a single weekday. This information is also demonstrated in the site-specific detail sections.

2.2.1 BH01 – 88 Joseph Street, Lidcombe

The site is located within Cumberland City Council and is approximately 20km from Sydney's Central Business District (CBD). Access to the site is provided via Joseph Street.

Joseph Street is a two-lane, two-way road, connecting Olympic Drive on the south to Railway Street on the north. It has a posted speed limit of 50km/h. No parking and no stopping restriction is applied along the site frontage, with unrestricted parking available on both sides of the road north of Victoria Street East.

Key site details are provided in Table 2.2 with the specific site layout and location shown in Figure 2.3.

Table 2.2: BH01 – Site Details

Site ID	BH01
Address	88 Joseph Street, Lidcombe
Region	Greater Sydney
Council	Cumberland
Survey Information	
Duration of survey	Mon, 21/03/2022 to Fri, 25/03/2022
Date of survey, Weather	
Monday 21/03/2022	7:00 - 20:00 (13hrs), Sunny
Tuesday 22/03/2022	7:00 - 20:00 (13hrs), Sunny
Wednesday 23/03/2022	7:00 - 20:00 (13hrs), Sunny
Thursday 24/03/2022	7:00 - 20:00 (13hrs), Rainy
Friday 25/03/2022	7:00 - 20:00 (13hrs), Sunny / Rainy
Area Characteristics	
Surrounding land use (e.g. commercial, retail, high/low density residential, open space, etc)	Low-Density Residential
Nearby on-street parking regime (e.g. resident scheme; time restrictions; hourly cost etc)	Joseph Street: No Parking Victoria Street East: Unrestricted Parking
Principal adjacent road - AM peak period	08:00 to 09:00
Principal adjacent road - PM peak period	17:00 to 18:00
Site Details	
Year built	2017

Site area (m²)	608
GFA (m²)	
Type of Boarding House	Non-social housing
Number of Rooms	10
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	2
Accessible Parking	0
Bicycle Parking	0
Motorcycle Parking	0
Access	
Number of Vehicle Access	1 - Joseph Street
Number of Pedestrian Access	2 - Joseph Street
Public Transport	Train: 700m walking distance to Lidcombe Station (8-minute walk) Bus: 350m walking distance to James Street bus stop (4-minute walk)
Closest Car Share Location	5-minute walk (Kerrs Road)

Figure 2.3: BH01 – Site Layout



Basemap Source: Nearmap, accessed online on 23 May 2022

2.2.2 BH02 – 80 Parramatta Road, Camperdown

This boarding house is located within the City of Sydney Council Area. The site has an area of approximately 622 m².

Surrounding Road Network

Parramatta Road/ Great Western Highway (A22) is a classified state road. Vehicles to and from the site are not allowed to access the site directly on any classified roads. The posted speed limit of Parramatta Road within the vicinity is 60km/h. Within the site frontage, along Parramatta Road/ Great Western Highway is signposted No Stopping at all times.

Sparkes Street is a one-way, westbound local road with only one lane within the site frontage. Vehicle access to and from the site is on Sparkes Street with strictly left-in and left-out. Vehicles traveling from Great Western Highway and Parramatta Road will be likely to turn onto Ross Street, and Arundel Street to access the site's parking on Sparkes Street. Parking on Sparkes Street is time-restricted with the exception for residential permit holders.

Larkin Street is a two-way, one-lane local road. Vehicles exiting from the site will turn onto Parramatta Road via Sparkes Street and Larkin Street. Parking on Larkin Street is time-restricted with resident parking scheme.

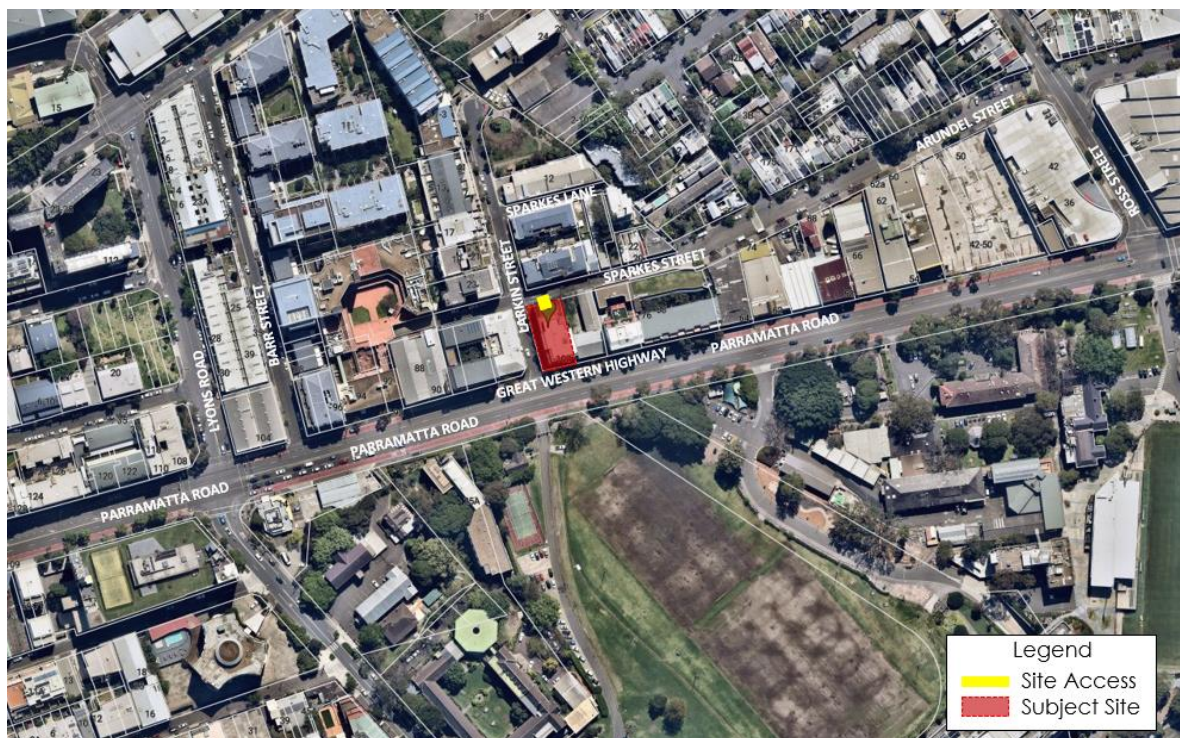
Key site details are provided in Table 2.3 with the specific site layout and location shown in Figure 2.4.

Table 2.3: BH02 – Site Details

Site ID	BH02
Address	80 Parramatta Road, Camperdown
Region	Greater Sydney
Council	City of Sydney
Survey Information	
Duration of survey	Wed 16/03/2022
Date of survey, Weather	7:00 - 20:00 (13hrs), Cloudy
Area Characteristics	
Surrounding land use (e.g. commercial, retail, high/low density residential, open space, etc)	School, Low-Density and Medium-Density Residential, Mixed-use Development, Retails
Nearby on-street parking regime (e.g. resident scheme; time restrictions; hourly cost etc)	Parramatta Road: No Parking Sparkes Street: Time restriction with resident scheme Larkin Street: Restricted Parking, resident scheme
Principal adjacent road - AM peak period	09:00 to 10:00
Principal adjacent road - PM peak period	18:00 to 19:00

Site Details	
Year built	2014
Site area (m ²)	622
GFA (m ²)	2006
Type of Boarding House	Non-social housing
Number of Rooms	57
Other Land Uses	Ground floor retail
On-site parking	
Car Parking (incl. accessible spaces)	9
Accessible Parking	0
Bicycle Parking	10
Motorcycle Parking	5
Access	
Number of Vehicle Access	1 - Sparkes Street
Number of Pedestrian Access	4 - two (2) pedestrian accesses via Parramatta Road (1 for boarding house, 1 for ground floor retail) and two (2) pedestrian accesses via Sparkes Street
Public Transport	Bus: along the site frontage on Parramatta Road
Closest Car Share Location	1-minute walk (Larkin Street)

Figure 2.4: BH02 – Site Layout



Basemap Source: Nearmap, accessed online on 17 May 2022

2.2.3 BH03 – 2506 Bundaleer Street, Belrose

This site is located within the Northern Beaches Council. This development has a total area of 16,411m² (with a gross floor area of approximately 2,000m²).

Surrounding Road Network

Bundaleer Street is a two-way, two-lane local road. Within the site vicinity, there is unrestricted parking available. The posted speed limit for this road is 50km/h.

Linden Avenue is a two-way, two-lane local road. Within the site vicinity, there is unrestricted parking available. Both pedestrian and vehicle access points are located on Linden Street. The posted speed limit for this road is 50km/h.

Forest Way is a classified state road. Access to Forest Way can be made via left-turn only from Bundaleer Street or Waldon Road.

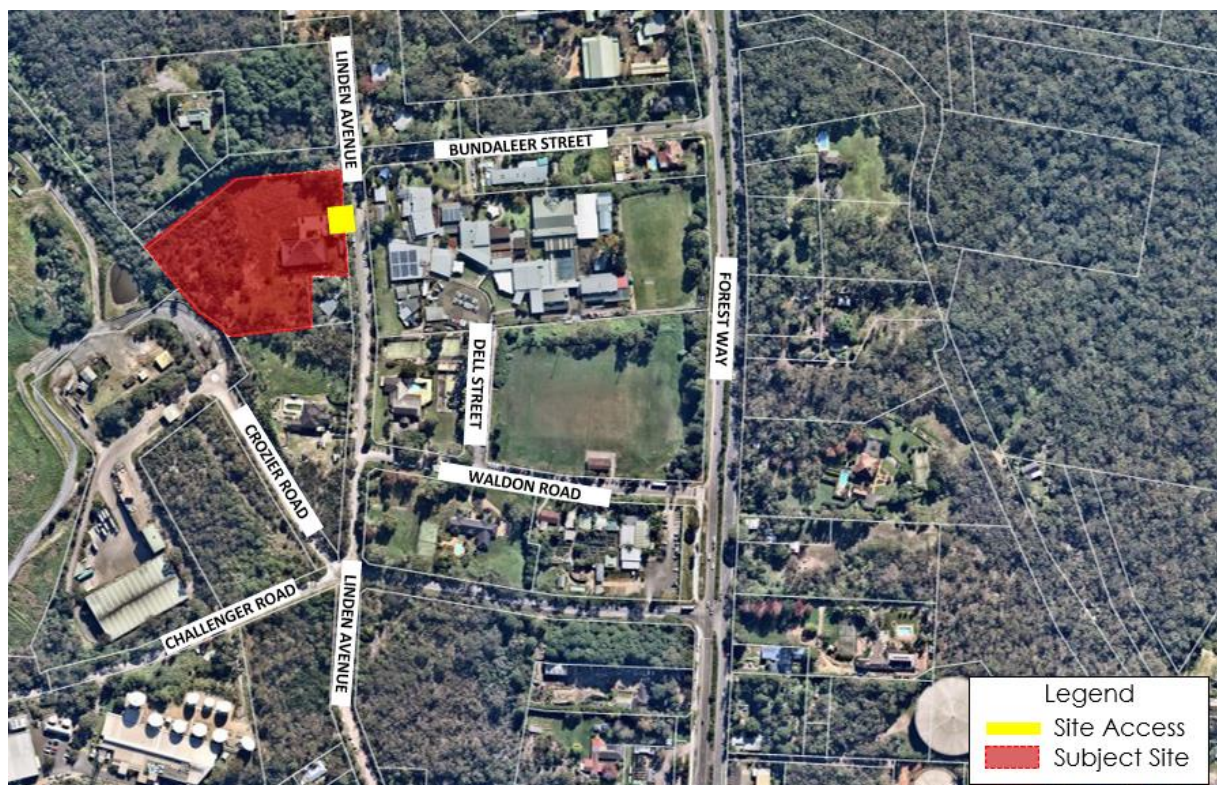
Key site details are provided in Table 2.4 with the specific site layout and location shown in Figure 2.5.

Table 2.4: BH03 – Site Details

Site ID	BH03
Address	2506 Bundaleer Street, Belrose
Region	Greater Sydney
Council	Northern Beaches
Survey Information	
Duration of survey	Mon, 21/03/2022 to Fri, 25/03/2022
Date of survey, Weather	
Monday 21/03/2022	7:00 - 20:00 (13hrs), Sunny
Tuesday 22/03/2022	7:00 - 20:00 (13hrs), Sunny
Wednesday 23/03/2022	7:00 - 20:00 (13hrs), Sunny
Thursday 24/03/2022	7:00 - 20:00 (13hrs), Rainy / Cloudy
Friday 25/03/2022	7:00 - 20:00 (13hrs), Cloudy
Area Characteristics	
Surrounding land use (e.g. commercial, retail, high/low density residential, open space, etc)	School, Low-Density Residential, and Open Space
Nearby on-street parking regime (e.g. resident scheme; time restrictions; hourly cost etc)	Bundaleer Street: Unrestricted Parking Linden Avenue: Unrestricted Parking
Principal adjacent road - AM peak period	08:00 to 09:00
Principal adjacent road - PM peak period	15:00 to 16:00

Site Details	
Year built	2017
Site area (m ²)	16411
GFA (m ²)	2000
Type of Boarding House	Non-social housing
Number of Rooms	35
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	27
Accessible Parking	1
Bicycle Parking	9
Motorcycle Parking	5
Access	
Number of Vehicle Access	1 - Linden Avenue
Number of Pedestrian Access	2 - Linden Avenue
Public Transport	Bus: 550m walking distance to Forest Way bus stop (7-minute walk)
Closest Car Share Location	None Nearby

Figure 2.5: BH03 – Site Layout



Basemap Source: Nearmap, accessed online on 18 May 2022

2.2.4 BH04 – 42 Chapel Street, St Marys

This development site is located on 42 Chapel Street, St Marys (BH04) and is within the Penrith City Council. The site has an area of approximately 630m².

BH04 has the site frontage and pedestrian/vehicle access onto Chapel Street. Chapel Street is a two-way, two-lane local road with a speed limit of 50km/h.

There is unrestricted on-street parking available on Chapel Street within the site vicinity.

Key site details are provided in Table 2.5 with the specific site layout and location shown in Figure 2.6.

Table 2.5: BH04 – Site Details

Site ID	BH04
Address	42 Chapel Street, St Marys
Region	Greater Sydney
Council	Penrith City
Survey Information	
Duration of survey	Wed 16/03/2022
Date of survey, Weather	7:00 - 20:00 (13hrs), Rainy
Area Characteristics	
Surrounding land use (e.g. commercial, retail, high/low density residential, open space, etc)	Low-Density Residential, Retail and Business, Shopping Centre
Nearby on-street parking regime (e.g. resident scheme; time restrictions; hourly cost etc)	Chapel Street: Unrestricted parking Gidley Street: Unrestricted parking and Restricted parking
Principal adjacent road - AM peak period	07:45 to 08:45
Principal adjacent road - PM peak period	14:00 to 15:00
Site Details	
Year built	2020
Site area (m ²)	625
GFA (m ²)	634
Type of Boarding House	Non-social housing
Number of Rooms	16
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	3
Accessible Parking	0
Bicycle Parking	3
Motorcycle Parking	3

Access	
Number of Vehicle Access	1 - Chapel Street
Number of Pedestrian Access	1 - Chapel Street
Public Transport	Train: 700m walking distance to St Marys train station (9-minute walk) Bus: 290m walking distance to Queen Street bus stop (3-minute walk)
Closest Car Share Location	None nearby

Figure 2.6: BH04 – Site Layout



Basemap Source: Nearmap, accessed online on 19 May 2022

2.2.5 BH05 – 1274 Botany Road, Botany

This Boarding House is located at 1274 Botany Road, Botany, and is within Bayside Council. The site has an area of approximately 929m².

BH05 has the site frontage and pedestrian/vehicle access onto Botany Road. Botany Road is a two-way, two-lane state road with a speed limit of 50km/h. BH05 has the site frontage and pedestrian/vehicle access onto Botany Road.

There is unrestricted on-street parking available on Botany Road within the site vicinity.

Key site details are provided in Table 2.6 with the specific site layout and location shown in Figure 2.7.

Table 2.6: BH05 – Site Details

Site ID	BH05
Address	1274 Botany Road, Botany
Region	Greater Sydney
Council	Bayside
Survey Information	
Duration of survey	Wed 16/03/2022
Date of survey, Weather	7:00 - 20:00 (13hrs), Sunny
Area Characteristics	
Surrounding land use (e.g. commercial, retail, high/low density residential, open space, etc)	Low-Density and Medium-Density Residential, Retail and Business, Industrial
Nearby on-street parking regime (e.g. resident scheme; time restrictions; hourly cost etc)	Botany Road: Unrestricted parking Tenterden Road: Unrestricted parking
Principal adjacent road - AM peak period	08:15 to 09:15
Principal adjacent road - PM peak period	16:15 to 17:15
Site Details	
Year built	2020
Site area (m ²)	929
GFA (m ²)	
Type of Boarding House	Non-social housing
Number of Rooms	14
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	7
Accessible Parking	1
Bicycle Parking	3
Motorcycle Parking	3
Access	
Number of Vehicle Access	1 - Botany Road
Number of Pedestrian Access	1 - Botany Road
Public Transport	Bus: 100m walking distance to Botany Road bus stop (1-minute walk)
Closest Car Share Location	4-minute walk (Rochester Street)

Figure 2.7: BH05 – Site Layout



Basemap Source: Nearmap, accessed online on 17 May 2022

2.2.6 BH06 – 111 Woodville Road, Granville

This Boarding House is located at 111 Woodville Road, Granville, and is within Cumberland Council. The site has an area of approximately 1,182m².

The site frontage includes Woodville Road and Clarke Street. Woodville Road is a two-way, six-lane state road with a speed limit of 70km/h. Clarke Street is a two-way, no-through local road.

BH06 has the site frontage and pedestrian access via Woodville Road and vehicle access via Clarke Street.

There is unrestricted on-street parking available on Clarke Street within the site vicinity.

Key site details are provided in Table 2.7 with the specific site layout and location shown in Figure 2.8.

Table 2.7: BH06 – Site Details

Site ID	BH06
Address	111 Woodville Road, Granville
Region	Greater Sydney
Council	Cumberland
Survey Information	
Duration of survey	Tue 29/03/2022
Date of survey, Weather	7:00 - 20:00 (13hrs), Sunny
Area Characteristics	
Surrounding land use (e.g. commercial, retail, high/low density residential, open space, etc)	Low-Density Residential, Retail and Business, TAFE
Nearby on-street parking regime (e.g. resident scheme; time restrictions; hourly cost etc)	Woodville Road: No Parking Clarke Street: Restricted parking, resident scheme
Principal adjacent road - AM peak period	09:00 to 10:00
Principal adjacent road - PM peak period	14:15 to 15:15
Site Details	
Year built	2020
Site area (m ²)	1,182
GFA (m ²)	
Type of Boarding House	Non-social housing
Number of Rooms	23
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	12
Accessible Parking	1
Bicycle Parking	5
Motorcycle Parking	5
Access	
Number of Vehicle Access	1 - Clark Street
Number of Pedestrian Access	2 - Woodville Road and Clarke Street
Public Transport	Train: 1.1km walking distance to Merrylands train station (15-minute walk), 1.3km walking distance to Granville train station (17-minute walk) Bus: 50m walking distance to Woodville Road bus stop (1-minute walk)
Closest Car Share Location	None

Figure 2.8: BH06 – Site Layout



Basemap Source: Nearmap, accessed online on 17 May 2022

2.2.7 BH07 – 391-393 Kingsway, Caringbah

This development is located at 391-393 Kingsway, Caringbah, and is within Sutherland Shire Council. The site has an area of approximately 1,277m².

The site frontage is looking onto Kingsway. Kingsway is a two-way, six-lane state road with a speed limit of 60km/h. Taren Point Road is a two-way state road with a speed limit of 70km/h and is within the site proximity.

BH06 has the site frontage and pedestrian/ vehicle access located on Kingsway.

Within the site vicinity, on Kingsway, there is no parking between 6AM -10AM and between 3PM – 7PM, Monday to Friday.

Key site details are provided in Table 2.8 with the specific site layout and location shown in Figure 2.9.

Table 2.8: BH07 – Site Details

Site ID	BH07
Address	391-393 Kingsway, Caringbah
Region	Greater Sydney
Council	Sutherland Shire
Survey Information	
Duration of survey	Thurs 17/03/2022
Date of survey, Weather	7:00 - 20:00 (13hrs), Sunny
Area Characteristics	
Surrounding land use (e.g. commercial, retail, high/low density residential, open space, etc)	Low-Density and Medium-Density Residential, Retail and Business, Hospital
Nearby on-street parking regime (e.g. resident scheme; time restrictions; hourly cost etc)	Kingsway: No Parking Taren Point Road: No Parking and Unrestricted Parking
Principal adjacent road - AM peak period	08:15 to 09:15
Principal adjacent road - PM peak period	17:00 to 18:00
Site Details	
Year built	2021
Site area (m ²)	1,277
GFA (m ²)	1,065
Type of Boarding House	Non-social housing
Number of Rooms	65
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	33
Accessible Parking	2
Bicycle Parking	14
Motorcycle Parking	14
Access	
Number of Vehicle Access	1 - Kingsway
Number of Pedestrian Access	3 - Kingsway
Public Transport	Train: 550m walking distance to Caringbah train station (7-minute walk) Bus: 170m walking distance to Taren Point Road bus stop (3-minute walk)
Closest Car Share Location	5-minute walk (Willarong Road)

Figure 2.9: BH07 – Site Layout



Basemap Source: Nearmap, accessed online on 17 May 2022

2.2.8 BH08 – 20 Moore Street, Campbelltown

This development site is situated within Campbelltown Council Local Government Area. The area of the site is approximately 530 m².

The site frontage is looking onto Moore Street. Moore Street is a two-way, six-lane state road with a speed limit of 60km/h. There is no on-street parking on Moore Street within the site vicinity.

Key site details are provided in Table 2.9 with the specific site layout and location shown in Figure 2.10.

Table 2.9: BH08 – Site Details

Site ID	BH08
Address	20 Moore Street, Campbelltown
Region	Greater Sydney
Council	Campbelltown City
Survey Information	

Duration of survey	Thurs 17/03/2022
Date of survey, Weather	7:00 - 20:00 (13hrs), Sunny
Area Characteristics	
Surrounding land use (e.g. commercial, retail, high/low density residential, open space, etc)	Low-Density and Medium-Density Residential, Park Reserve, Education Centre, Retail and Business
Nearby on-street parking regime (e.g. resident scheme; time restrictions; hourly cost etc)	Moore Street: No Parking Warby Street: Unrestricted Parking
Principal adjacent road - AM peak period	08:15 to 09:15
Principal adjacent road - PM peak period	16:15 to 17:15
Site Details	
Year built	2019
Site area (m ²)	961
GFA (m ²)	528
Type of Boarding House	Non-social housing
Number of Rooms	17
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	4
Accessible Parking	1
Bicycle Parking	4
Motorcycle Parking	0
Access	
Number of Vehicle Access	1 - Moore Street
Number of Pedestrian Access	2 - Moore Street
Public Transport	Train: 1km walking distance to Campbelltown train station (13-minute walk) Bus: 110m walking distance to Moore Street bus stop (1-minute walk)
Closest Car Share Location	None nearby

Figure 2.10: BH08 – Site Layout



Basemap Source: Nearmap, accessed online on 03 May 2022

2.2.9 BH09 – 6 Gwynne Street, Gwynneville

This development is located at 6 Gwynne Street, Gwynneville, and is within Wollongong Local Government Area. The site has an area of approximately 1,012m².

The site frontage includes Gwynne Street and Murphys Avenue. These roads are both local roads with a speed limit of 50km/h.

The site's pedestrian access is located on Gwynne Street whilst vehicle access is via Murphy Avenue.

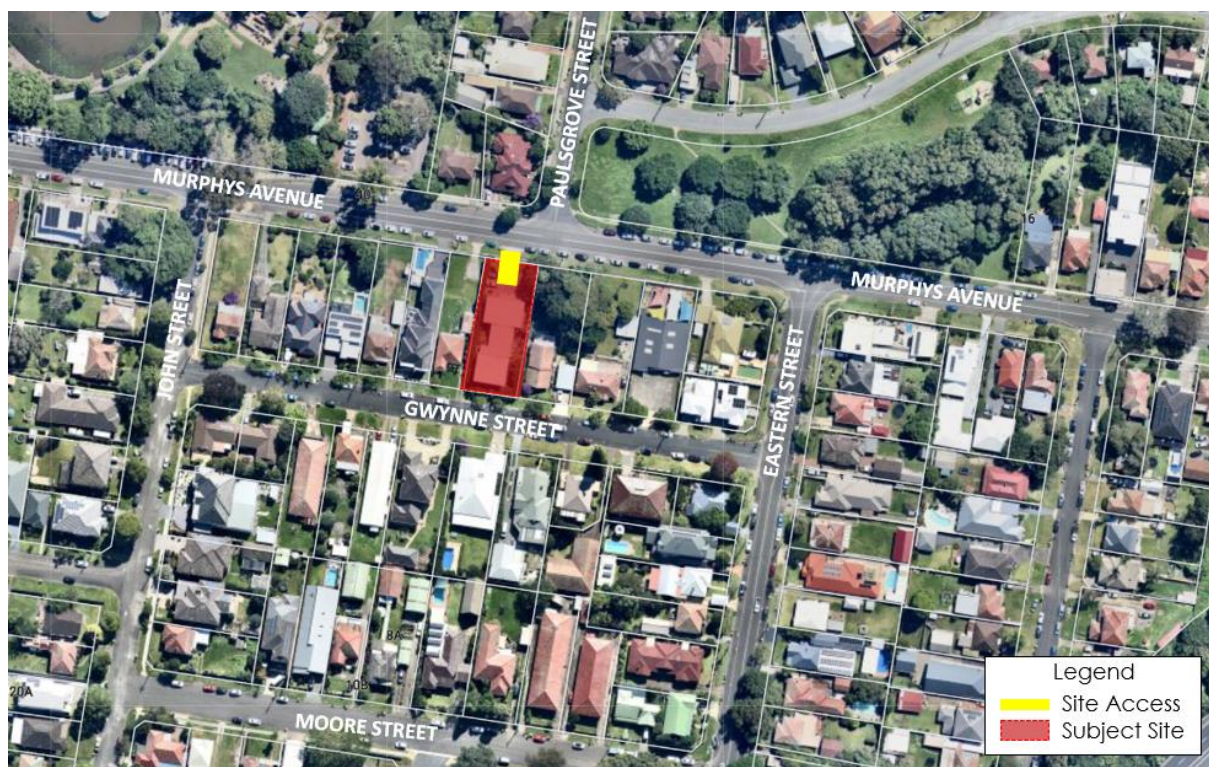
There is unrestricted on-street parking available on Gwynne Street and Murphys Avenue within the site vicinity.

Key site details are provided in Table 2.10 with the specific site layout and location shown in Figure 2.11.

Table 2.10: BH09 – Site Details

Site ID	BH09
Address	6 Gwynne Street, Gwynneville
Region	Regional
Council	Wollongong
Survey Information	
Duration of survey	Mon, 21/03/2022 to Fri, 25/03/2022
Date of survey, Weather	
Monday 21/03/2022	7:00 - 20:00 (13hrs), Sunny
Tuesday 22/03/2022	7:00 - 20:00 (13hrs), Sunny
Wednesday 23/03/2022	7:00 - 20:00 (13hrs), Sunny
Thursday 24/03/2022	7:00 - 20:00 (13hrs), Cloudy / Rainy
Friday 25/03/2022	7:00 - 20:00 (13hrs), Cloudy / Rainy
Area Characteristics	
Surrounding land use (e.g. commercial, retail, high/low density residential, open space, etc)	Low-Density Residential, Park Reserve
Nearby on-street parking regime (eg resident scheme; time restrictions; hourly cost etc)	Gwynne Street: Unrestricted Parking Murphy Avenue: Unrestricted Parking
Principal adjacent road - AM peak period	08:00 to 09:00
Principal adjacent road - PM peak period	15:00 to 16:00
Site Details	
Year built	2015
Site area (m ²)	1,012
GFA (m ²)	491
Type of Boarding House	Non-social housing
Number of Rooms	23
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	6
Accessible Parking	0
Bicycle Parking	25
Motorcycle Parking	0
Access	
Number of Vehicle Access	1 - Murphys Avenue
Number of Pedestrian Access	2 - Murphys Avenue and Gwynne Street
Public Transport	Train: 1.6km walking distance to North Wollongong train station (20-minute walk) Bus: 70m walking distance to Murphys Avenue bus stop (1-minute walk)
Closest Car Share Location	None nearby

Figure 2.11: BH09 – Site Layout



Basemap Source: Nearmap, accessed online on 04 April 2022

2.2.10 BH10 – 4 Landy Drive, Mount Warrigal

This development is located at 4 Landy Drive, Mount Warrigal, and is within Shellharbour Local Government Area. The site has an area of approximately 557m².

The site's pedestrian and vehicle access is located on Landy Drive. Landy Drive is a two-way local road with unrestricted on-street parking.

Key site details are provided in Table 2.11 with the specific site layout and location shown in Figure 2.12.

Table 2.11: BH10 – Site Details

Site ID	BH10
Address	4 Landy Drive, Mount Warrigal
Region	Regional
Council	Shellharbour
Survey Information	
Duration of survey	Tue 22/03/2022
Date of survey, Weather	7:00 - 20:00 (13hrs), Sunny
Area Characteristics	

Surrounding land use (eg commercial, retail, high/low density residential, open space, etc)	Low-Density Residential, Park Reserve, Hospital, Education Centre
Nearby on-street parking regime (eg resident scheme; time restrictions; hourly cost etc)	Landy Drive: Unrestricted Parking Andrew Crescent: Unrestricted Parking
Principal adjacent road - AM peak period	08:15 to 09:15
Principal adjacent road - PM peak period	14:45 to 15:45
Site Details	
Year built	2020
Site area (m²)	557
GFA (m²)	276
Type of Boarding House	Non-social housing
Number of Rooms	8
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	4
Accessible Parking	1
Bicycle Parking	6
Motorcycle Parking	2
Access	
Number of Vehicle Access	1 - Landy Drive
Number of Pedestrian Access	1 - Landy Drive
Public Transport	Bus: opposite the site frontage
Closest Car Share Location	None nearby

Figure 2.12: BH10 – Site Layout



Basemap Source: Nearmap, accessed online on 04 June 2022

2.2.11 BH11 – 748 Pacific Highway, Marks Point

This development is within Lake Macquarie Local Government Area. The site has an area of approximately 925 m².

The site frontage includes Pacific Highway and Emily Street. Pacific Highway (A43) is a two-way state road with a speed limit of 60km/h within the site close proximity. Emily Street is a two-way local road. Unrestricted on-street parking available on these roads near the site frontages.

The site's pedestrian and vehicle access is located on Emily Street.

Key site details are provided in Table 2.12 with the specific site layout and location shown in Figure 2.13.

Table 2.12: BH11 – Site Details

Site ID	BH11
Address	748 Pacific Highway, Marks Point
Region	Regional
Council	Lake Macquarie
Survey Information	

Duration of survey	Tue 22/03/2022
Date of survey, Weather	7:00 - 20:00 (13hrs), Sunny
Area Characteristics	
Surrounding land use (eg commercial, retail, high/low density residential, open space, etc)	Low-Density Residential, Park Reserve
Nearby on-street parking regime (eg resident scheme; time restrictions; hourly cost etc)	Pacific Highway: Unrestricted Parking Emily Street: Unrestricted Parking
Principal adjacent road - AM peak period	11:45 to 12:45
Principal adjacent road - PM peak period	14:15 to 15:15
Site Details	
Year built	2016
Site area (m ²)	925
GFA (m ²)	
Type of Boarding House	Non-social housing
Number of Rooms	8
Other Land Uses	None
On-site parking	
Car Parking (incl. accessible spaces)	8
Accessible Parking	0
Bicycle Parking	0
Motorcycle Parking	0
Access	
Number of Vehicle Access	1 - Emily Street
Number of Pedestrian Access	3 - Two (2) pedestrian accesses on Emily Street and one (1) pedestrian access on Pacific Highway
Public Transport	Bus: opposite the site frontage
Closest Car Share Location	None nearby

Figure 2.13: BH11 – Site Layout



Basemap Source: Nearmap, accessed online on 16 April 2022

3 Survey Results

3.1 Traffic Survey Results

Site surveys were undertaken from Wednesday 16 March 2022 to Tuesday 29 March 2022.

The results of the survey counts are presented on the following sections.

The vehicle-based trips analysis comprises vehicle trips generated by on-site parking as well as the estimated vehicle trips from on-street parking, based on the interview survey results. The site peak hour is identified using the combined volume of vehicle trips from driveway counts and on-street estimate.

Amongst the pedestrians entering/exiting the sites, some of them walked to/from their vehicles which were parked on-street nearby. The number of on-street parking interview responses is moderately high across all surveyed sites, which is shown in Section 3.2.4. This indicates that the driveway counts may not provide a true representation of the vehicle trip generation rate of the sites.

In the absence of on-street parking survey, interview results were filtered to obtain the proportion of on-street parking responses and estimate the number of on-street parking trips by applying the proportion to the pedestrian volumes. It is noted that while the data has been filtered for only people driving to/from the site and parked on-street to the best accuracy, the data shown here for on-street estimate is solely based on the sample results from the interview surveys. This may not provide a true representation of what was happening on-site during the survey days, which could impact the reliability of the results. Therefore, the on-street vehicle trips estimation and the associated rates can be used where fit.

3.1.1 BH01 – 88 Joseph Street, Lidcombe

Table.1: BH01 – Survey Results (Monday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 to 9:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 to 12:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 to 13:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00 to 14:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 to 14:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
14:30 to 14:45	0	0	0	2	100%	0	1	1	0	1	1	0	1	1	1	1	2	1	2	3	
14:45 to 15:00	1	0	1	3	150%	0	0	0	1	0	1	2	0	2	1	1	2	3	1	4	
15:00 to 15:15	0	1	1	2	100%	1	1	2	1	2	3	1	3	4	3	2	5	4	5	9	
15:15 to 15:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
15:30 to 15:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
15:45 to 16:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	0	0	0	2	100%	1	0	1	1	0	1	1	0	1	1	1	2	2	1	3	
16:15 to 16:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
16:30 to 16:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45 to 17:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
17:00 to 17:15	0	0	0	2	100%	1	1	2	1	1	2	1	1	2	1	1	2	2	2	4	
17:15 to 17:30	0	0	0	2	100%	1	1	2	1	1	2	1	1	2	1	1	2	2	2	4	
17:30 to 17:45	0	0	0	2	100%	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2	
17:45 to 18:00	0	0	0	2	100%	1	1	2	1	1	2	1	1	2	1	3	4	2	4	6	
18:00 to 18:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
18:15 to 18:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30 to 18:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45 to 19:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
19:00 to 19:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:15 to 19:30	0	1	1	1	50%	0	0	0	0	1	1	0	1	1	1	1	2	1	2	3	
19:30 to 19:45	0	0	0	1	50%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
19:45 to 20:00	1	0	1	2	100%	0	0	0	1	0	1	1	0	1	1	1	2	2	1	3	
Total	2	2	2	2	4			6	5	11	8	7	15	9	8	17	20	15	35	29	

Table 3.2: BH01 – Survey Results (Monday hourly data)*

Time Period	Vehicle-based Trips												Person-based Trips									
	Driveway Count						On-Street Estimates			Driveway + On-street			Car Occupants			Others			Total		Total	
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Total
7:00 to 8:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 8:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 8:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 9:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 9:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 9:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 10:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 10:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 10:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 11:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 11:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 11:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 12:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 12:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 12:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 13:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 13:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 13:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 14:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 14:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 14:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1
13:45 to 14:45	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	2	1	3	2	2	4	4
14:00 to 15:00	1	0	1	3	100%		0	1	1	1	1	2	2	1	3	3	2	5	5	3	8	8
14:15 to 15:15	1	1	2	3	100%		1	2	3	2	3	5	3	4	7	6	4	10	9	8	17	17
14:30 to 15:30	1	1	2	3	100%		1	2	3	2	3	5	3	4	7	6	5	11	9	9	18	18
14:45 to 15:45	1	1	2	3	100%		1	1	2	2	2	4	3	3	6	6	5	11	9	8	17	17
15:00 to 16:00	0	1	1	2	100%		1	1	2	1	2	3	1	3	4	5	4	9	6	7	13	13
15:15 to 16:15	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	3	3	6	4	3	7	7
15:30 to 16:30	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	3	2	5	4	2	6	6
15:45 to 16:45	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	2	1	3	3	1	4	4
16:00 to 17:00	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	3	2	5	4	2	6	6
16:15 to 17:15	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	3	2	5	4	3	7	7
16:30 to 17:30	0	0	0	2	100%		2	2	4	2	2	4	2	2	4	3	3	6	5	5	10	10
16:45 to 17:45	0	0	0	2	100%		3	2	5	3	2	5	3	2	5	4	3	7	7	5	12	12
17:00 to 18:00	0	0	0	2	100%		4	3	7	4	3	7	4	3	7	4	5	9	8	8	16	16
17:15 to 18:15	0	0	0	2	100%		3	2	5	3	2	5	3	2	5	4	4	8	7	6	13	13
17:30 to 18:30	0	0	0	2	100%		2	1	3	2	1	3	2	1	3	3	3	6	5	4	9	9
17:45 to 18:45	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	2	3	5	3	4	7	7
18:00 to 19:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	0	2	2	0	2	2
18:15 to 19:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1
18:30 to 19:30	0	1	1	2	100%		0	0	0	0	1	1	0	1	1	2	1	3	2	2	4	4
18:45 to 19:45	0	1	1	2	100%		0	0	0	0	1	1	0	1	1	3	1	4	3	2	5	5
19:00 to 20:00	1	1	2	2	100%		0	0	0	1	1	2	1	1	2	3	2	5	4	3	7	7

	Network AM peak hour
	Network PM peak hour
	Site AM peak hour
	Site PM peak hour

NOTE: * - Monday survey data is incomplete as survey camera was compromised in the morning. Therefore, the graphs only show traffic volume starting from 13:15 onward, thus no network AM and site AM peak hour have been identified.

Figure 3.1: BH01 – Survey Results (Monday) – Vehicle Trips*

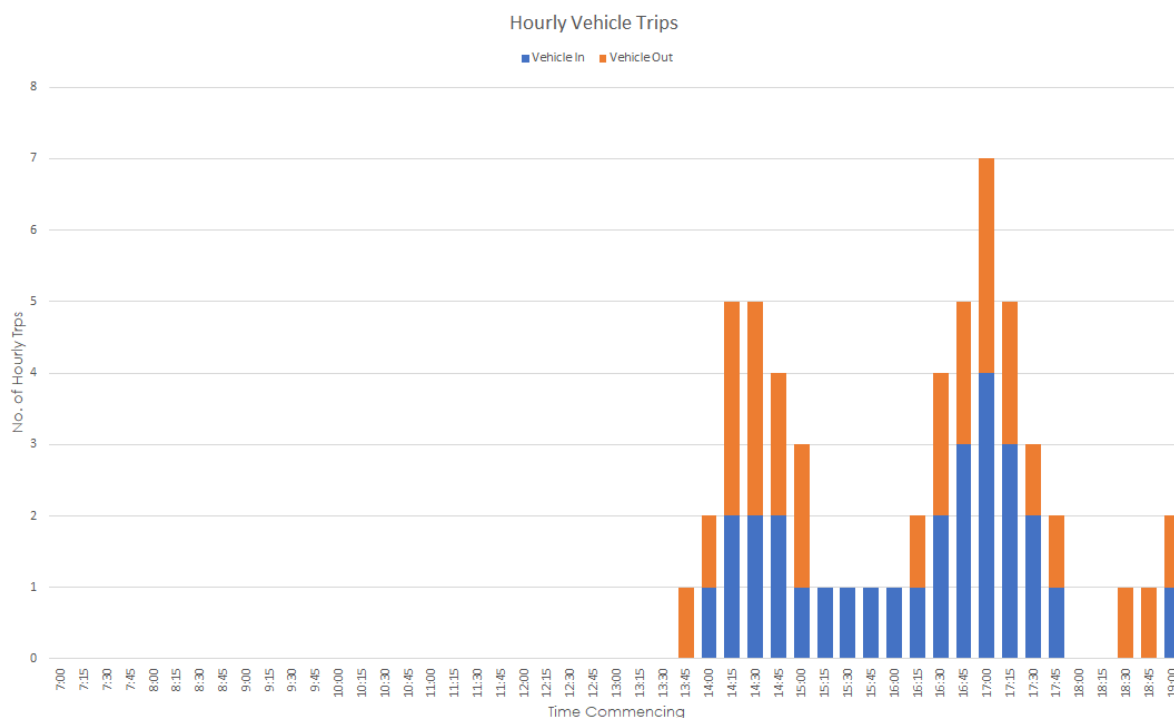
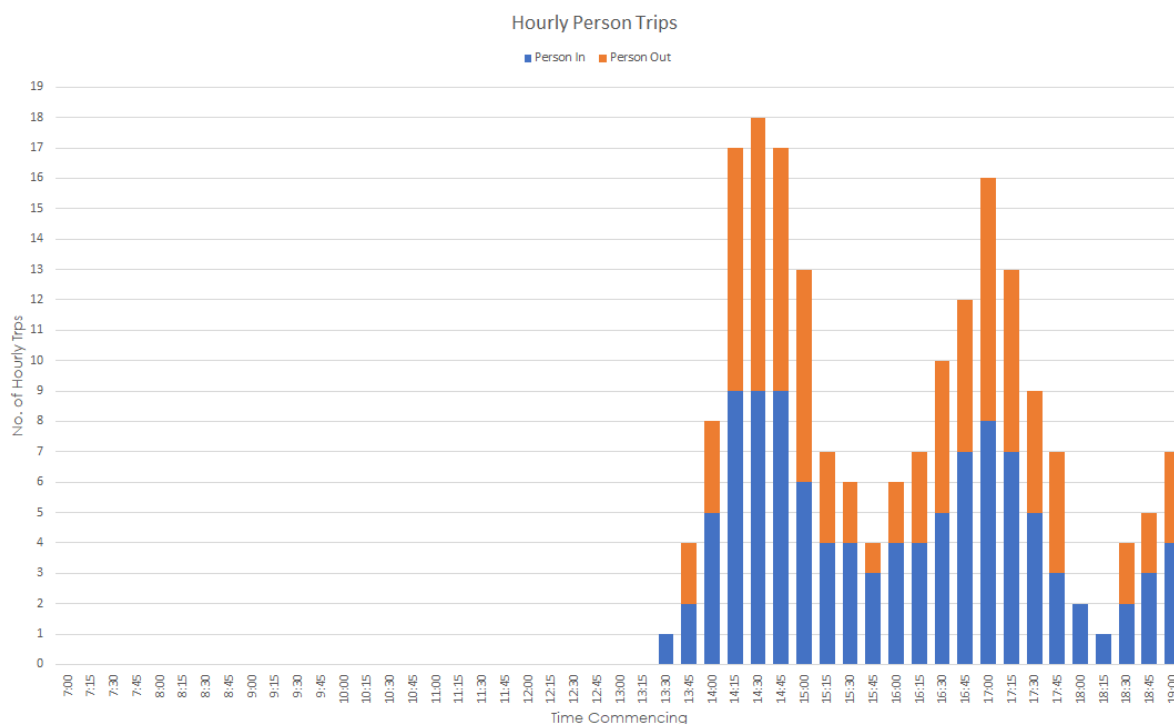
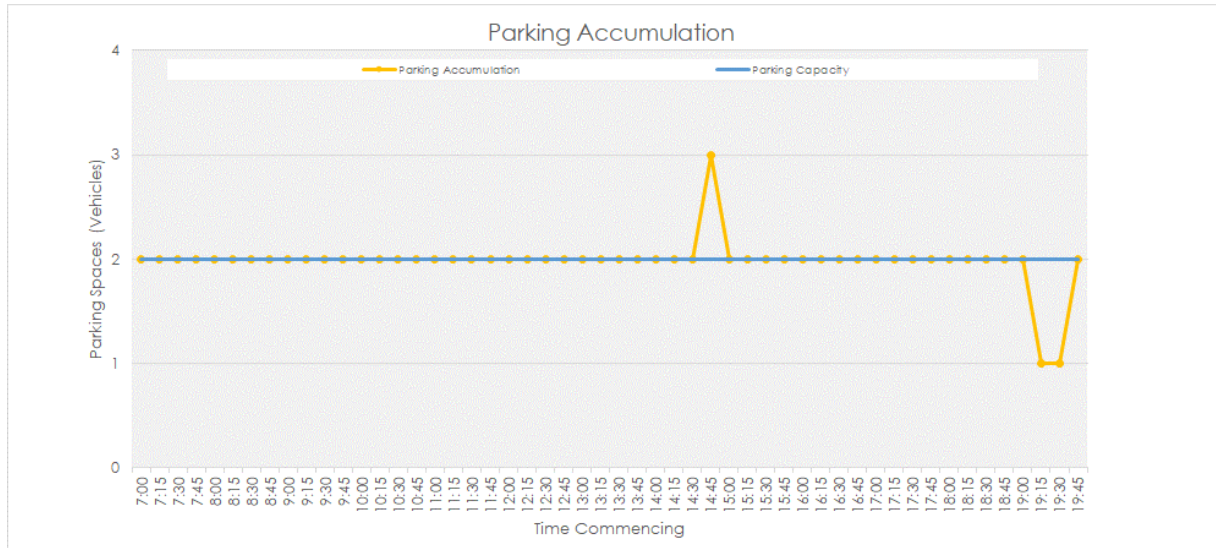


Figure 3.2: BH01 – Survey Results (Monday) – Person Trips*



NOTE: * - Monday survey data is incomplete as survey camera was compromised in the morning. Therefore, the graphs only show traffic volume starting from 13:15 onward.

Figure 3.3: BH01 – Survey Results (Monday) – Parking Accumulation*



NOTE: * - Parking accumulation exceeds the parking capacity as there could have been extra vehicles parked on the driveway or within the parking lot vicinity which would have been counted in the survey. In this scenario, there is only one additional parked vehicle on site at around 14:45 pm.

Table 3.3: BH01 – Survey Results (Tuesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
9:00 to 9:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
9:15 to 9:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
9:30 to 9:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	1	0	1	3	150%	1	1	2	2	1	3	2	1	3	1	1	2	3	2	5	
10:30 to 10:45	0	1	1	2	100%	0	0	0	0	1	1	0	1	1	1	1	2	1	2	3	
10:45 to 11:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
11:00 to 11:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
11:15 to 11:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 to 12:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	0	0	0	2	100%	1	0	1	1	0	1	1	0	1	1	1	2	2	1	3	
13:00 to 13:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
14:00 to 14:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 to 14:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
14:30 to 14:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
15:30 to 15:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
15:45 to 16:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15 to 16:30	0	0	0	2	100%	0	1	1	0	1	1	0	1	1	1	1	2	1	2	3	
16:30 to 16:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45 to 17:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00 to 17:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15 to 17:30	0	0	0	2	100%	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2	
17:30 to 17:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45 to 18:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
18:00 to 18:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15 to 18:30	0	0	0	2	100%	0	1	1	0	1	1	0	1	1	1	1	2	1	2	3	
18:30 to 18:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45 to 19:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
19:00 to 19:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
19:15 to 19:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30 to 19:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45 to 20:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	1	2			3	3	6	4	4	8	4	4	8	12	11	23	16	15	31	

Table 3.4: BH01 – Survey Results (Tuesday hourly data)

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 8:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 8:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 9:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	1	0	1
8:15 to 9:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	2	2	0	2
8:30 to 9:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	3	3	0	3
8:45 to 9:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	3	3	0	3
9:00 to 10:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	2	2	0	2
9:15 to 10:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	1	0	1
9:30 to 10:30	1	0	1	3	100%		1	1	2	2	1	3	2	1	3	1	1	2
9:45 to 10:45	1	1	2	3	100%		1	1	2	2	2	4	2	2	4	2	2	4
10:00 to 11:00	1	1	2	3	100%		1	1	2	2	2	4	2	2	4	2	3	5
10:15 to 11:15	1	1	2	3	100%		1	1	2	2	2	4	2	2	4	2	4	6
10:30 to 11:30	0	1	1	2	100%		0	0	0	0	1	1	0	1	1	1	3	4
10:45 to 11:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	2	2	0	2
11:00 to 12:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	1	0	1
11:15 to 12:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 12:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 13:00	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	2	2
12:15 to 13:15	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	2	2
12:30 to 13:30	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	2	2
12:45 to 13:45	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	2	2
13:00 to 14:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	0	1	0
13:15 to 14:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	0	1	0
13:30 to 14:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	2	0	2	0
13:45 to 14:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	2	0	2	0
14:00 to 15:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	0	1	0
14:15 to 15:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	0	1	0
14:30 to 15:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	0	1	0
14:45 to 15:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	1	2	1
15:00 to 16:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	1	2	1
15:15 to 16:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	1	2	1
15:30 to 16:30	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	2	3	1
15:45 to 16:45	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	2	1	2
16:00 to 17:00	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	1	2	1
16:15 to 17:15	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	1	2	1
16:30 to 17:30	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	0	2
16:45 to 17:45	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	0	2
17:00 to 18:00	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	2	0	2
17:15 to 18:15	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	2	0	2
17:30 to 18:30	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	2	1	3
17:45 to 18:45	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	2	1	3
18:00 to 19:00	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	2	1	3
18:15 to 19:15	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	3	1	4
18:30 to 19:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	2	0	2	0
18:45 to 19:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	2	0	2	0
19:00 to 20:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	1	0	1	0

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

NOTE: * - Monday survey data is incomplete as survey camera was compromised in the morning. Therefore, the graphs only show traffic volume starting from 13:15 onward, thus no network AM peak hour has been identified.

Figure 3.4: BH01 – Survey Results (Tuesday) – Vehicle Trips

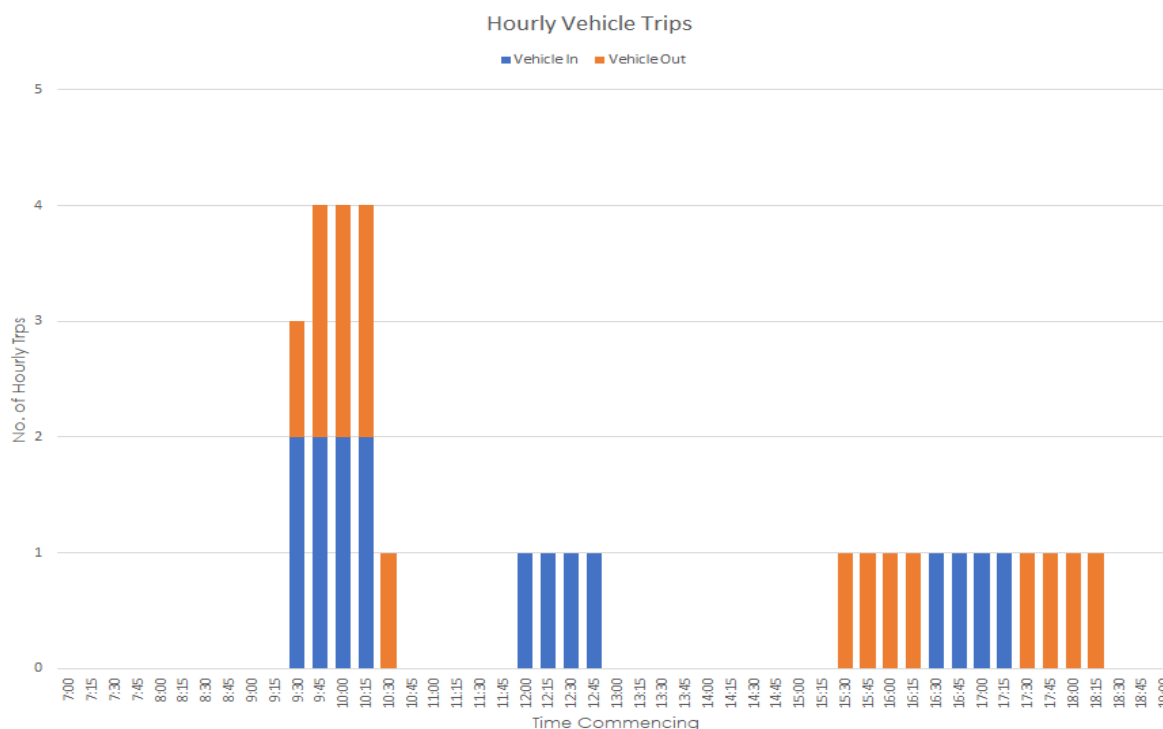


Figure 3.5: BH01 – Survey Results (Tuesday) – Person Trips

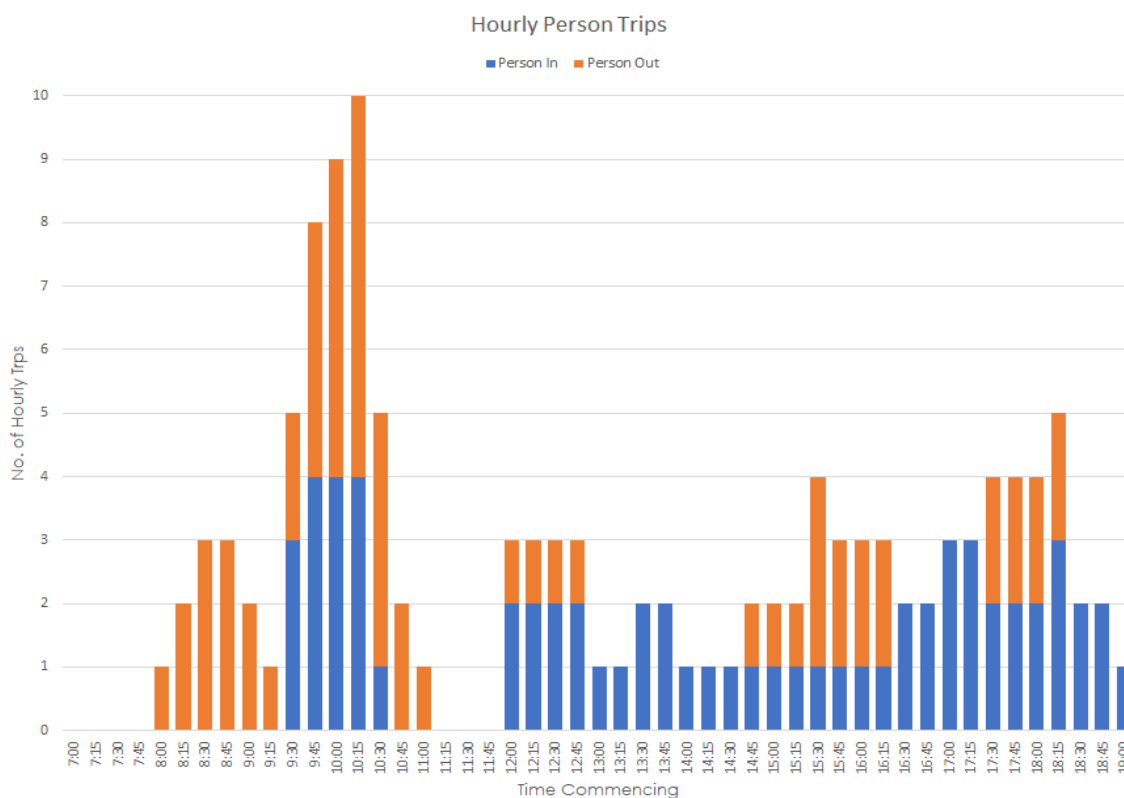
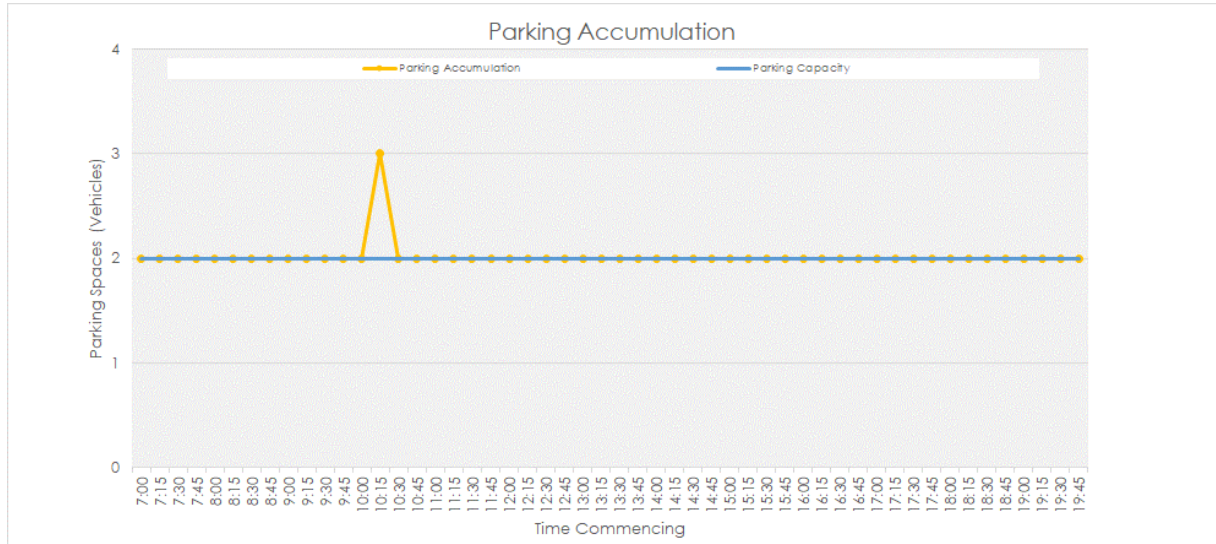


Figure 3.6: BH01 – Survey Results (Tuesday) – Parking Accumulation



NOTE: * - Parking accumulation exceeds the parking capacity as there could have been extra vehicles parked on the driveway or within the parking lot vicinity which would have been counted in the survey. In this scenario, there is only one additional parked vehicle on site at around 10:15 am.

Table 3.5: BH01 – Survey Results (Wednesday 15-minute data)

Time Period			Vehicle-based Trips					Person -based Trips								
			In	Out	Total	Accumulation	% Occupied	Car Occupants			Others			Total		
								In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 7:15			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
7:15 to 7:30			0	0	0	2	100%	0	0	0	1	1	2	1	1	2
7:30 to 7:45			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
7:45 to 8:00			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
8:00 to 8:15			0	0	0	2	100%	0	0	0	0	1	1	0	1	1
8:15 to 8:30			0	0	0	2	100%	0	0	0	0	1	1	0	1	1
8:30 to 8:45			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
8:45 to 9:00			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
9:00 to 9:15			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
9:15 to 9:30			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
9:30 to 9:45			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
9:45 to 10:00			0	0	0	2	100%	0	0	0	1	0	1	1	0	1
10:00 to 10:15			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
10:15 to 10:30			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
10:30 to 10:45			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
10:45 to 11:00			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
11:00 to 11:15			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
11:15 to 11:30			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
11:30 to 11:45			0	0	0	2	100%	0	0	0	0	2	2	0	2	2
11:45 to 12:00			0	0	0	2	100%	0	0	0	0	1	1	0	1	1
12:00 to 12:15			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
12:15 to 12:30			0	0	0	2	100%	0	0	0	1	0	1	1	0	1
12:30 to 12:45			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
12:45 to 13:00			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
13:00 to 13:15			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
13:15 to 13:30			0	0	0	2	100%	0	0	0	0	1	1	0	1	1
13:30 to 13:45			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
13:45 to 14:00			0	1	1	1	50%	0	1	1	1	0	1	1	1	2
14:00 to 14:15			1	0	1	2	100%	1	0	1	0	0	0	1	0	1
14:15 to 14:30			0	0	0	2	100%	0	0	0	1	1	2	1	1	2
14:30 to 14:45			0	0	0	2	100%	0	0	0	2	0	2	2	0	2
14:45 to 15:00			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
15:00 to 15:15			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
15:15 to 15:30			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
15:30 to 15:45			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
15:45 to 16:00			0	0	0	2	100%	0	0	0	1	1	2	1	1	2
16:00 to 16:15			0	0	0	2	100%	0	0	0	1	0	1	1	0	1
16:15 to 16:30			0	0	0	2	100%	0	0	0	0	2	2	0	2	2
16:30 to 16:45			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
16:45 to 17:00			0	0	0	2	100%	0	0	0	0	3	3	0	3	3
17:00 to 17:15			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
17:15 to 17:30			0	0	0	2	100%	0	0	0	1	0	1	1	0	1
17:30 to 17:45			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
17:45 to 18:00			0	0	0	2	100%	0	0	0	1	0	1	1	0	1
18:00 to 18:15			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
18:15 to 18:30			0	0	0	2	100%	0	0	0	2	0	2	2	0	2
18:30 to 18:45			0	0	0	2	100%	0	0	0	1	0	1	1	0	1
18:45 to 19:00			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
19:00 to 19:15			0	0	0	2	100%	0	0	0	1	0	1	1	0	1
19:15 to 19:30			0	0	0	2	100%	0	0	0	1	0	1	1	0	1
19:30 to 19:45			0	0	0	2	100%	0	0	0	0	1	1	0	1	1
19:45 to 20:00			0	0	0	2	100%	0	0	0	0	0	0	0	0	0
Total			1	1	2			1	1	2	16	15	31	17	16	33

Table 3.6: BH01 – Survey Results (Wednesday hourly data)

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
7:15 to 8:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	2	3
7:30 to 8:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	2	2
7:45 to 8:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	2	2
8:00 to 9:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	2	2
8:15 to 9:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1
8:30 to 9:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 10:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
9:15 to 10:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
9:30 to 10:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
9:45 to 10:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
10:00 to 11:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 11:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 11:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:45	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	0	1	2
11:00 to 12:00	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	0	2	3
11:15 to 12:15	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	0	2	3
11:30 to 12:30	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	1	2	4
11:45 to 12:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
12:00 to 13:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
12:15 to 13:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
12:30 to 13:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1
12:45 to 13:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1
13:00 to 14:00	0	1	1	2	100%		0	0	0	0	1	1	0	1	1	1	1	3
13:15 to 14:15	1	1	2	2	100%		0	0	0	1	1	2	1	1	2	1	1	2
13:30 to 14:30	1	1	2	2	100%		0	0	0	1	1	2	1	1	2	2	1	5
13:45 to 14:45	1	1	2	2	100%		1	0	1	2	1	3	2	1	3	3	1	7
14:00 to 15:00	1	0	1	2	100%		1	0	1	2	0	2	2	0	2	2	1	5
14:15 to 15:15	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	2	1	4
14:30 to 15:30	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	0	2
14:45 to 15:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 16:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
15:15 to 16:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	1	3
15:30 to 16:30	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	2	2	5
15:45 to 16:45	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	2	2	5
16:00 to 17:00	0	0	0	2	100%		0	2	2	0	2	2	0	2	2	1	3	6
16:15 to 17:15	0	0	0	2	100%		0	2	2	0	2	2	0	2	2	0	3	5
16:30 to 17:30	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	1	2	4
16:45 to 17:45	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	1	2	4
17:00 to 18:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	0	2
17:15 to 18:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	0	2
17:30 to 18:30	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	2	0	3
17:45 to 18:45	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	3	0	4
18:00 to 19:00	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	2	0	3
18:15 to 19:15	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	3	0	4
18:30 to 19:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	3	0	3
18:45 to 19:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	1	3
19:00 to 20:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	1	3

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.7: BH01 – Survey Results (Wednesday) – Vehicle Trips

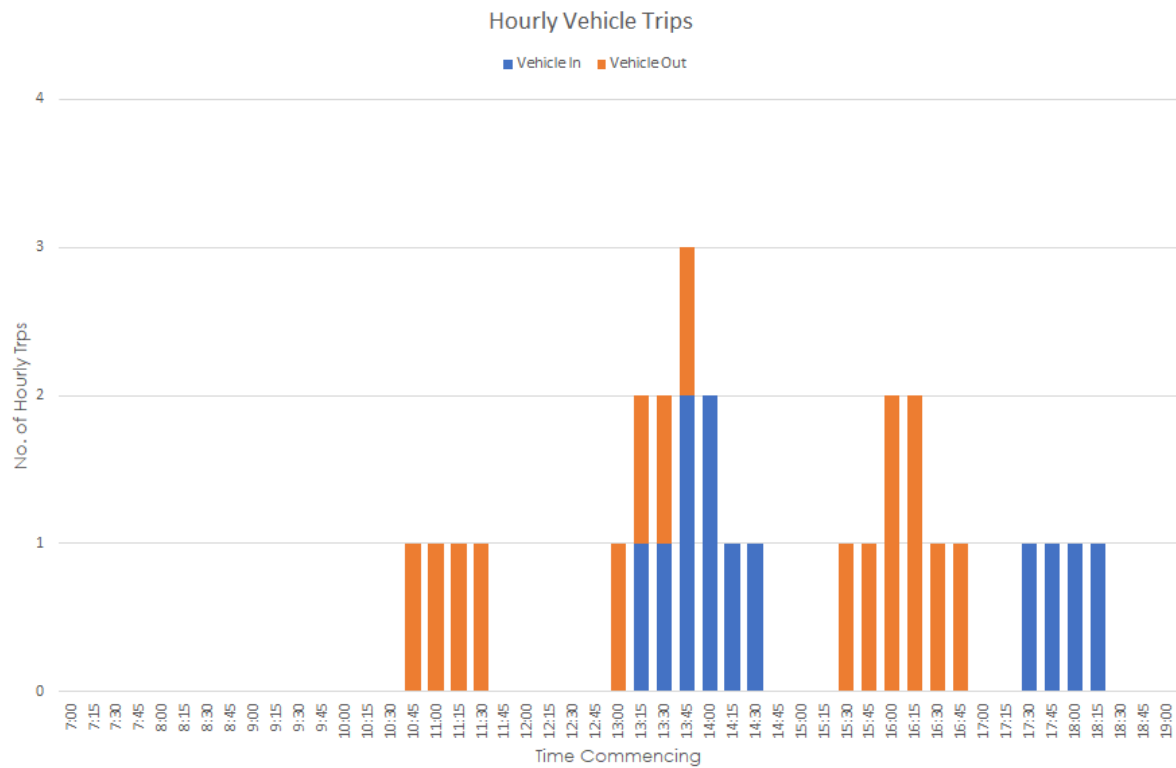


Figure 3.8: BH01 – Survey Results (Wednesday) – Person Trip

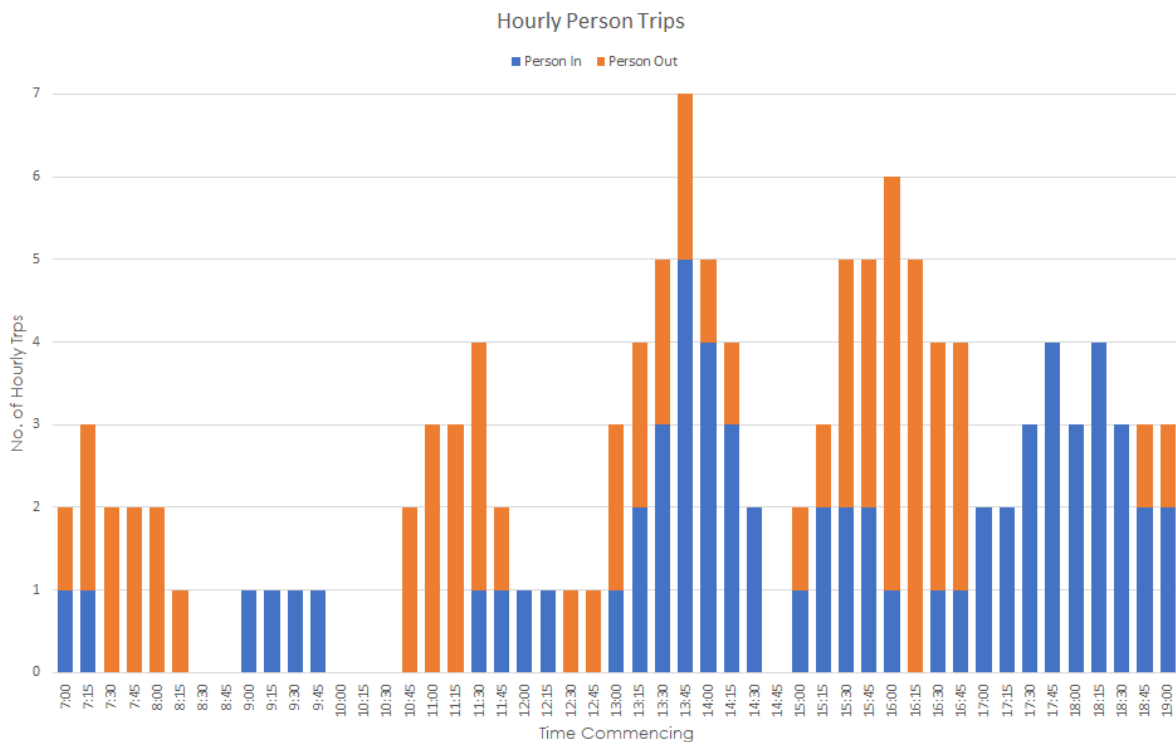


Figure 3.9: BH01 – Survey Results (Wednesday) – Parking Accumulation

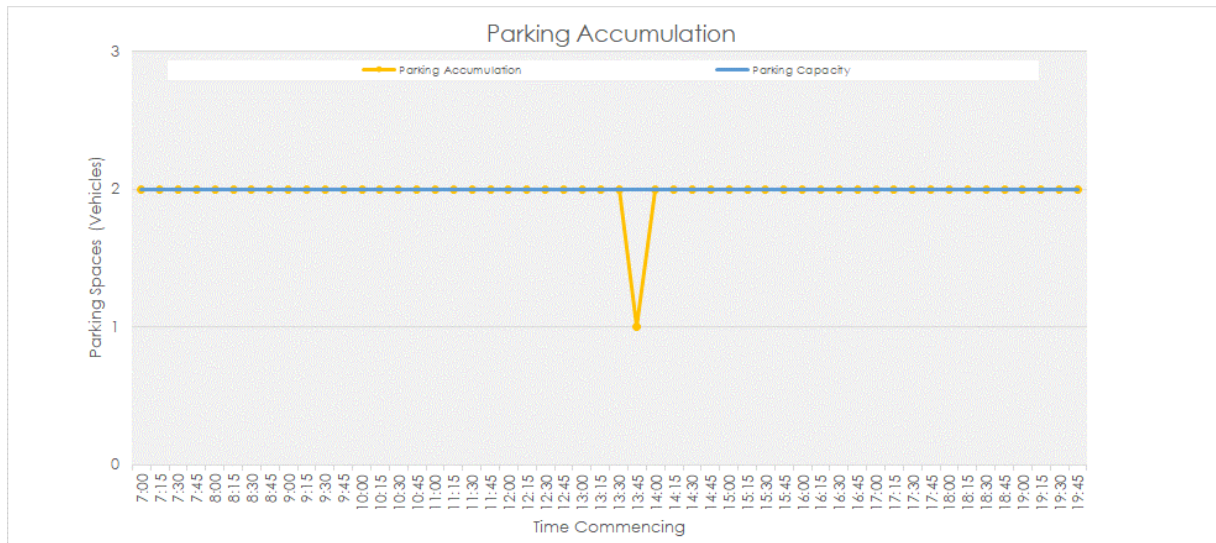


Table 3.7: BH01 – Survey Results (Thursday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
9:00 to 9:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 to 9:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	2	100%	1	1	2	1	1	2	1	1	2	1	1	2	2	2	4	
10:45 to 11:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 to 12:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 to 13:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	
13:15 to 13:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
13:30 to 13:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00 to 14:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 to 14:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 to 14:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 to 15:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 to 16:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15 to 16:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 to 16:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
16:45 to 17:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
17:00 to 17:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15 to 17:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30 to 17:45	0	0	0	2	100%	1	1	2	1	1	2	1	1	2	3	1	4	4	2	6	
17:45 to 18:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
18:00 to 18:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
18:15 to 18:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
18:30 to 18:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45 to 19:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
19:00 to 19:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:15 to 19:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30 to 19:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45 to 20:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0			2	2	4	2	2	4	2	2	4	8	8	16	10	10	20	

Table 3.8: BH01 – Survey Results (Thursday hourly data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 8:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 8:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 9:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
8:15 to 9:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
8:30 to 9:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
8:45 to 9:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
9:00 to 10:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 10:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 10:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:45	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	1	1	2	2	2	4
10:00 to 11:00	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	1	1	2	2	2	4
10:15 to 11:15	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	1	1	2	2	2	4
10:30 to 11:30	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	1	1	2	2	2	4
10:45 to 11:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 12:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 12:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 12:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 13:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 13:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
12:30 to 13:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	0	2	2	0	2
12:45 to 13:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	0	2	2	0	2
13:00 to 14:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	0	2	2	0	2
13:15 to 14:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
13:30 to 14:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 15:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 15:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 15:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 16:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 16:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 16:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
16:00 to 17:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
16:15 to 17:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
16:30 to 17:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
16:45 to 17:45	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	4	1	5	5	2	7
17:00 to 18:00	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	3	2	5	4	3	7
17:15 to 18:15	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	4	3	7	5	4	9
17:30 to 18:30	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	4	4	8	5	5	10
17:45 to 18:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	3	4	1	3	4
18:00 to 19:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	3	4	1	3	4
18:15 to 19:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	2	2	0	2	2
18:30 to 19:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
18:45 to 19:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
19:00 to 20:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.10: BH01 – Survey Results (Thursday) – Vehicle Trips*

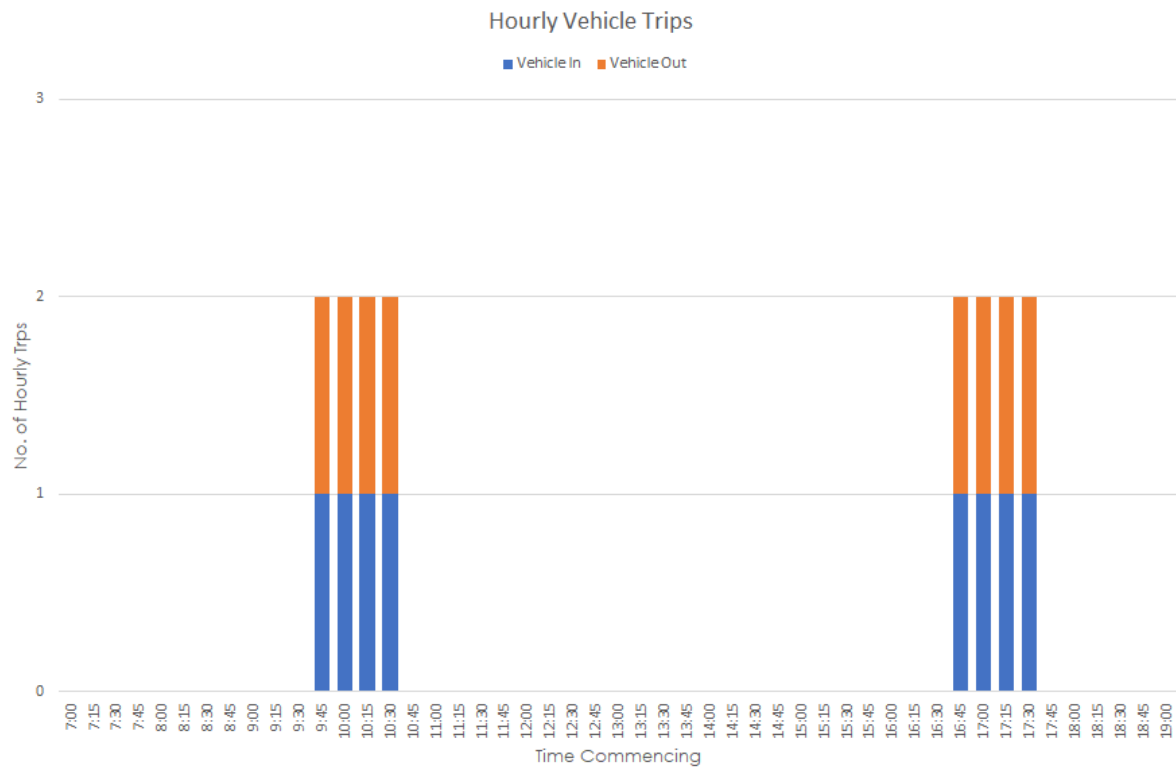


Figure 3.11: BH01 – Survey Results (Thursday) – Person Trips

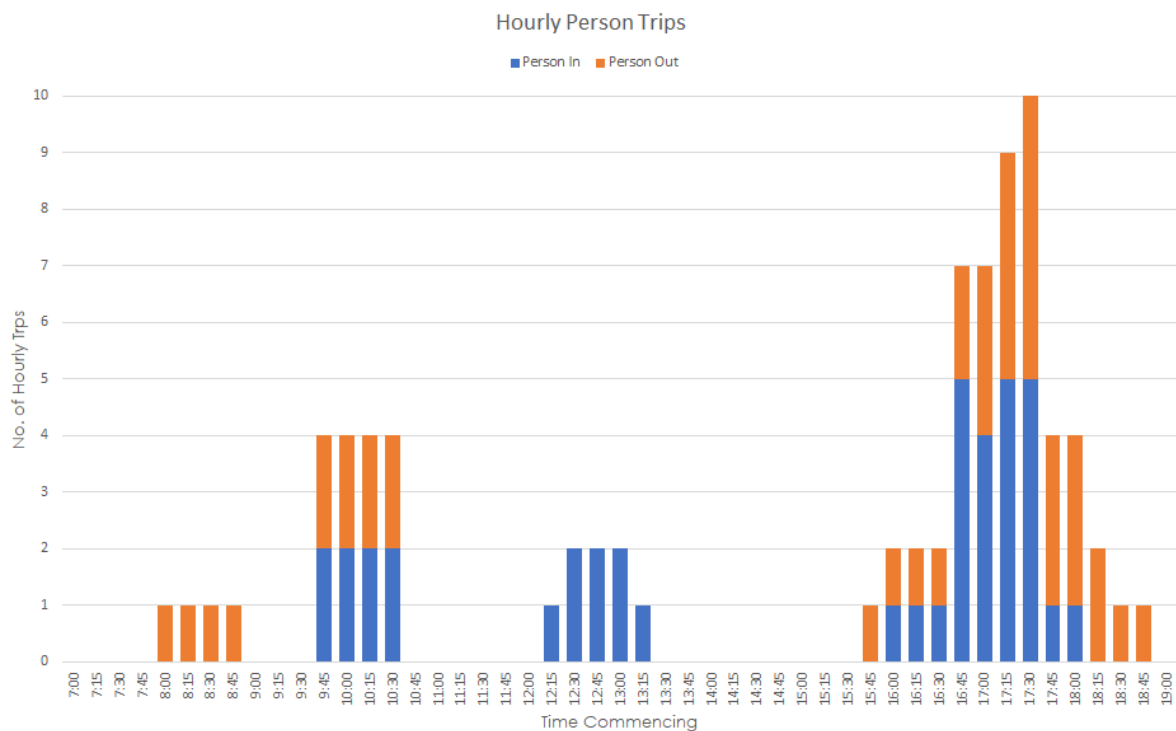


Figure 3.12: BH01 – Survey Results (Thursday) – Parking Accumulation

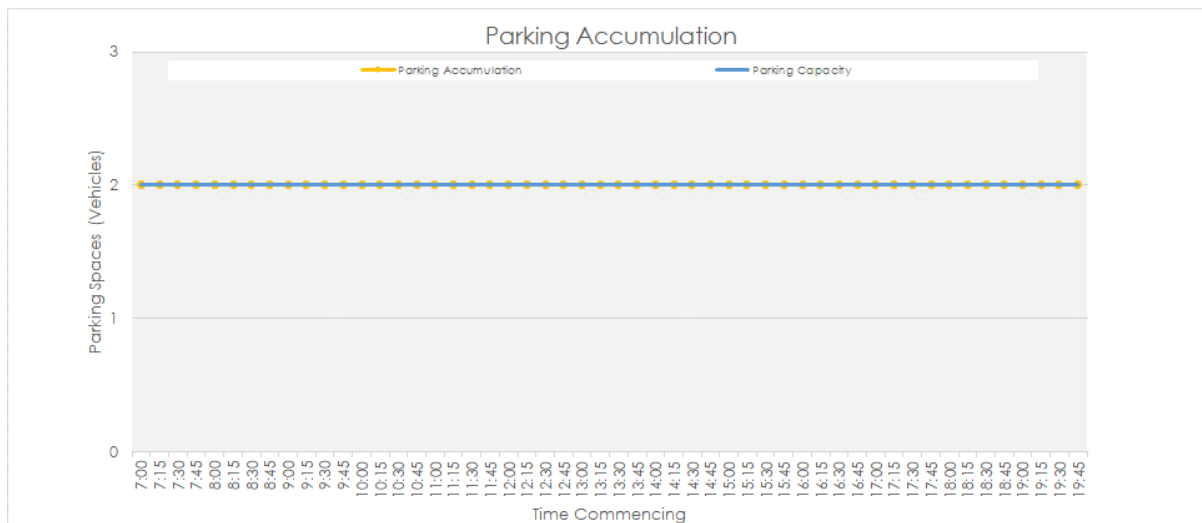


Table 3.9: BH01 – Survey Results (Friday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
8:30 to 8:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	0	0	0	2	100%	0	1	1	0	1	1	0	1	1	0	1	1	0	2	2	
9:00 to 9:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
9:30 to 9:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
10:30 to 10:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	0	1	1	1	50%	0	0	0	0	1	1	0	1	1	1	1	2	1	2	3	
11:15 to 11:30	0	0	0	1	50%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
11:30 to 11:45	1	0	1	2	100%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
11:45 to 12:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
12:00 to 12:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
12:30 to 12:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 to 13:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
13:30 to 13:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	0	0	0	2	100%	0	1	1	0	1	1	0	1	1	0	1	1	0	2	2	
14:00 to 14:15	0	0	0	2	100%	1	1	2	1	1	2	1	1	2	1	1	2	2	2	4	
14:15 to 14:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 to 14:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 to 15:45	0	0	0	2	100%	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2	
15:45 to 16:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15 to 16:30	0	0	0	2	100%	1	1	2	1	1	2	1	1	2	1	1	2	2	2	4	
16:30 to 16:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45 to 17:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
17:00 to 17:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15 to 17:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
17:30 to 17:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45 to 18:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00 to 18:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
18:15 to 18:30	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30 to 18:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45 to 19:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00 to 19:15	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:15 to 19:30	0	0	0	2	100%	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2	
19:30 to 19:45	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
19:45 to 20:00	0	0	0	2	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	1	1	2			4	4	8	5	5	10	5	5	10	12	12	24	17	17	34	

Table 3.10: BH01 – Survey Results (Friday hourly data)

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 8:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 8:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 9:00	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	0	2	2
8:15 to 9:15	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	0	2	2
8:30 to 9:30	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	1	1	2
8:45 to 9:45	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	1	1	2
9:00 to 10:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
9:15 to 10:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
9:30 to 10:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1
9:45 to 10:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1
10:00 to 11:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1
10:15 to 11:15	0	1	1	2	100%		0	0	0	0	1	1	0	1	1	1	2	3
10:30 to 11:30	0	1	1	2	100%		0	0	0	0	1	1	0	1	1	2	2	3
10:45 to 11:45	1	1	2	2	100%		0	0	0	1	1	2	1	1	2	2	1	3
11:00 to 12:00	1	1	2	2	100%		0	0	0	1	1	2	1	1	2	3	2	5
11:15 to 12:15	1	0	1	2	100%		0	0	0	1	0	1	1	0	1	2	1	3
11:30 to 12:30	1	0	1	2	100%		0	0	0	1	0	1	1	0	1	2	2	4
11:45 to 12:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	2	2	4
12:00 to 13:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
12:15 to 13:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
12:30 to 13:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
12:45 to 13:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
13:00 to 14:00	0	0	0	2	100%		0	1	1	0	1	1	0	1	1	1	2	3
13:15 to 14:15	0	0	0	2	100%		1	2	3	1	2	3	1	2	3	2	3	5
13:30 to 14:30	0	0	0	2	100%		1	2	3	1	2	3	1	2	3	1	2	3
13:45 to 14:45	0	0	0	2	100%		1	2	3	1	2	3	1	2	3	1	2	3
14:00 to 15:00	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	1	1	2
14:15 to 15:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 15:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:45	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	0	1
15:00 to 16:00	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	0	1
15:15 to 16:15	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	0	1
15:30 to 16:30	0	0	0	2	100%		2	1	3	2	1	3	2	1	3	2	1	3
15:45 to 16:45	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	1	1	2
16:00 to 17:00	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	2	1	3
16:15 to 17:15	0	0	0	2	100%		1	1	2	1	1	2	1	1	2	2	1	3
16:30 to 17:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
16:45 to 17:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
17:00 to 18:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	1	1
17:15 to 18:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	1	2
17:30 to 18:30	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
17:45 to 18:45	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
18:00 to 19:00	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	1	0	1
18:15 to 19:15	0	0	0	2	100%		0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 19:30	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	0	1
18:45 to 19:45	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	1	2
19:00 to 20:00	0	0	0	2	100%		1	0	1	1	0	1	1	0	1	1	1	2

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.13: BH01 – Survey Results (Friday) – Vehicle Trips

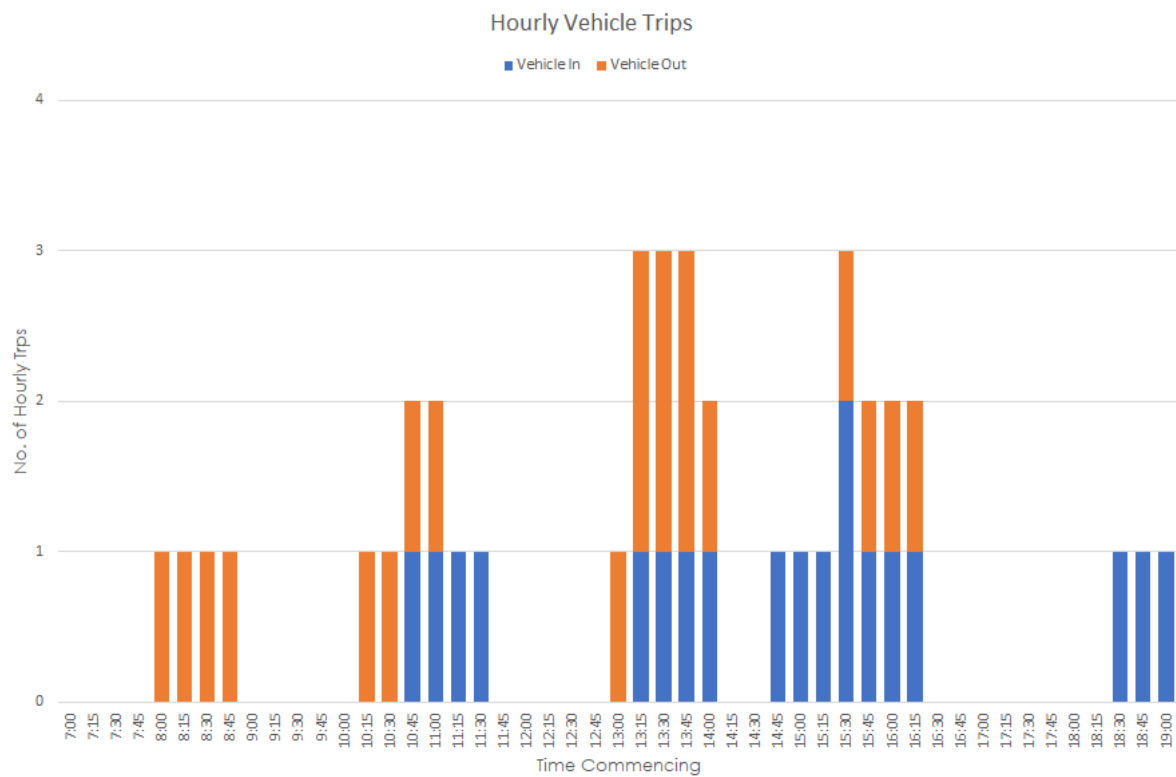


Figure 3.14: BH01 – Survey Results (Friday) – Person Trips

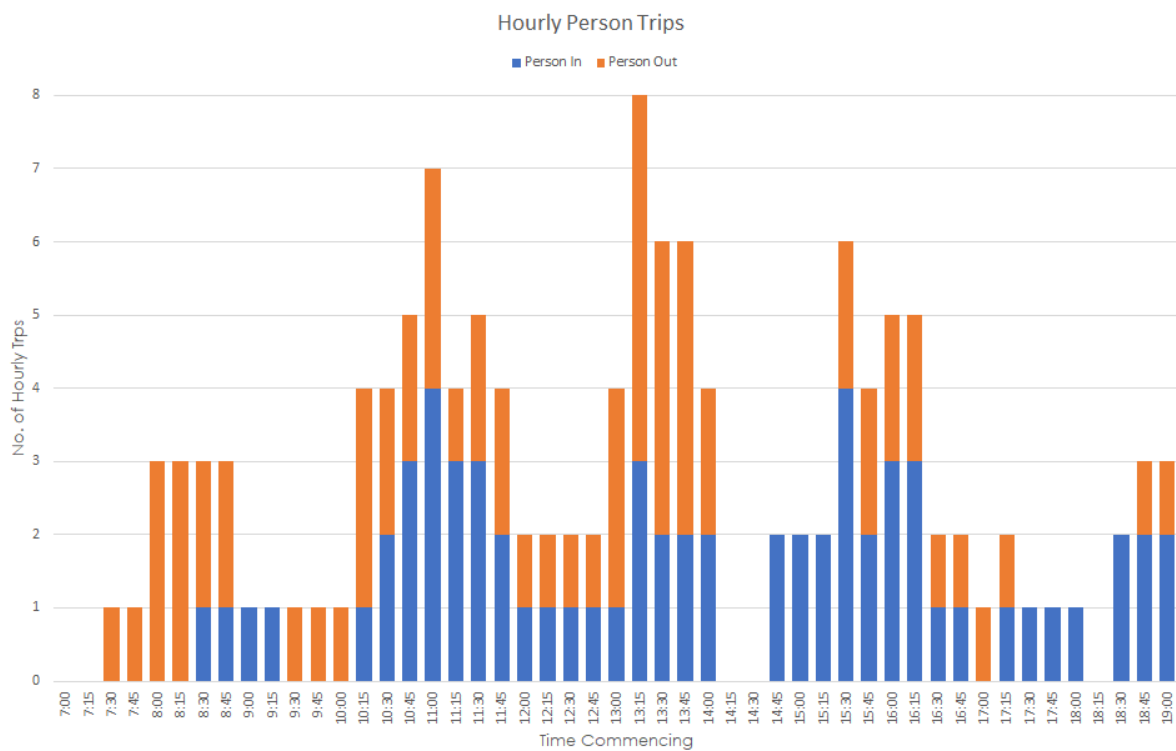
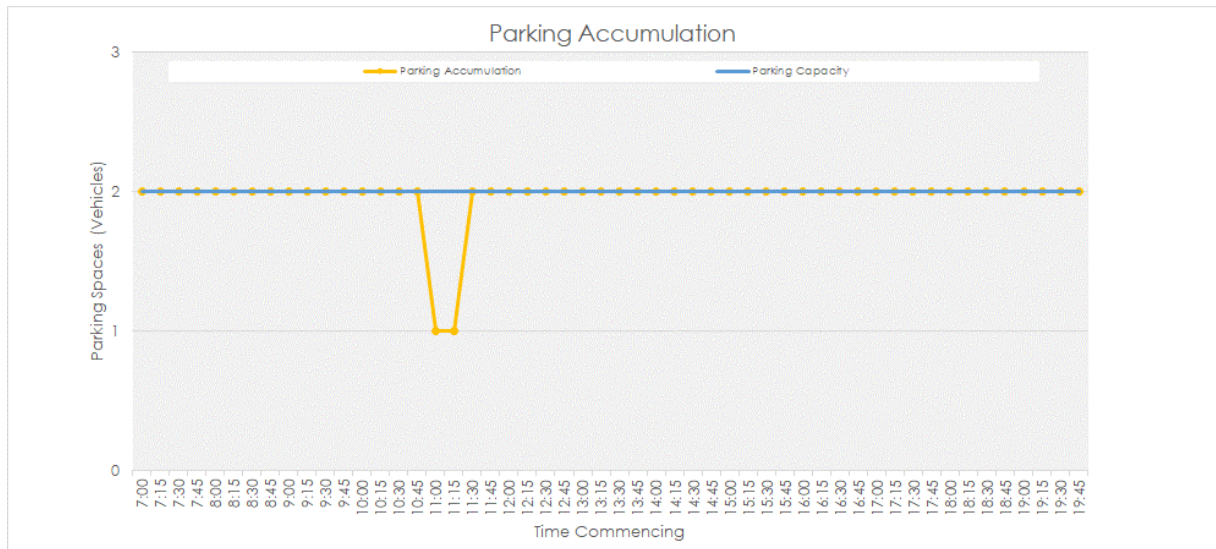


Figure 3.15: BH01 – Survey Results (Friday) – Parking Accumulation



3.1.2 BH02 – 80 Parramatta Road, Camperdown

Table 3.11: BH02 – Survey Results (Wednesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	7	78%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
7:15 to 7:30	0	0	0	7	78%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
7:30 to 7:45	0	0	0	7	78%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
7:45 to 8:00	0	0	0	7	78%	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	
8:00 to 8:15	0	2	2	5	56%	0	0	0	0	2	2	0	2	2	1	1	2	1	3	4	
8:15 to 8:30	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	
8:45 to 9:00	1	1	2	5	56%	0	1	1	1	2	3	1	2	3	0	3	3	1	5	6	
9:00 to 9:15	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	1	2	3	1	2	3	
9:15 to 9:30	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	
9:30 to 9:45	0	1	1	4	44%	0	0	0	0	1	1	0	1	1	2	3	5	2	4	6	
9:45 to 10:00	0	0	0	4	44%	0	1	1	0	1	1	0	1	1	1	3	4	1	4	5	
10:00 to 10:15	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
10:15 to 10:30	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	1	2	3	1	2	3	
10:30 to 10:45	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	1	2	3	1	2	3	
10:45 to 11:00	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	1	2	3	1	2	3	
11:15 to 11:30	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	1	3	4	1	3	4	
11:30 to 11:45	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	3	3	6	3	3	6	
11:45 to 12:00	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	1	3	4	1	3	4	
12:00 to 12:15	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
12:15 to 12:30	0	0	0	4	44%	1	1	2	1	1	2	1	1	2	4	6	10	5	7	12	
12:30 to 12:45	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	2	2	4	2	2	4	
12:45 to 13:00	1	0	1	5	56%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
13:00 to 13:15	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
13:15 to 13:30	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	2	1	3	2	1	3	
13:30 to 13:45	0	1	1	4	44%	0	0	0	0	1	1	0	1	1	0	1	1	0	2	2	
13:45 to 14:00	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
14:00 to 14:15	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 to 14:30	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 to 14:45	0	1	1	3	33%	0	0	0	0	1	1	0	1	1	2	1	3	2	2	4	
14:45 to 15:00	0	0	0	3	33%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
15:00 to 15:15	0	0	0	3	33%	1	0	1	1	0	1	1	0	1	4	0	4	5	0	5	
15:15 to 15:30	1	0	1	4	44%	0	0	0	1	0	1	1	0	1	1	1	2	2	1	3	
15:30 to 15:45	1	0	1	5	56%	0	0	0	1	0	1	1	0	1	3	1	4	4	1	5	
15:45 to 16:00	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
16:00 to 16:15	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
16:15 to 16:30	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	2	1	3	2	1	3	
16:30 to 16:45	0	1	1	4	44%	0	0	0	0	1	1	0	1	1	1	0	1	1	1	2	
16:45 to 17:00	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	1	2	3	1	2	3	
17:00 to 17:15	0	0	0	4	44%	0	0	0	0	0	0	0	0	0	3	1	4	3	1	4	
17:15 to 17:30	0	1	1	3	33%	0	0	0	0	1	1	0	1	1	1	1	2	1	2	3	
17:30 to 17:45	2	0	2	5	56%	1	1	2	3	1	4	3	1	4	4	3	7	7	4	11	
17:45 to 18:00	0	0	0	5	56%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
18:00 to 18:15	1	0	1	6	67%	0	0	0	1	0	1	1	0	1	1	1	2	2	1	3	
18:15 to 18:30	0	0	0	6	67%	0	0	0	0	0	0	0	0	0	3	2	5	3	2	5	
18:30 to 18:45	0	0	0	6	67%	1	0	1	1	0	1	1	0	1	3	2	5	4	2	6	
18:45 to 19:00	0	0	0	6	67%	0	0	0	0	0	0	0	0	0	3	1	4	3	1	4	
19:00 to 19:15	0	0	0	6	67%	0	0	0	0	0	0	0	0	0	3	2	5	3	2	5	
19:15 to 19:30	0	0	0	6	67%	0	0	0	0	0	0	0	0	0	3	2	5	3	2	5	
19:30 to 19:45	0	0	0	6	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45 to 20:00	0	0	0	6	67%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
Total	7	8	15			4	4	8	11	12	23	11	12	23	68	74	142	79	86	165	

Table 3.12: BH02 – Survey Results (Wednesday hourly data)

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	0	0	7	78%		0	0	0	0	0	0	0	0	0	1	4	5
7:15 to 8:15	0	2	2	7	78%		0	0	0	0	2	2	0	2	2	2	4	6
7:30 to 8:30	0	2	2	7	78%		0	0	0	0	2	2	0	2	2	2	3	5
7:45 to 8:45	0	2	2	7	78%		0	0	0	0	2	2	0	2	2	1	5	6
8:00 to 9:00	1	3	4	5	56%		0	1	1	1	4	5	1	4	5	1	6	7
8:15 to 9:15	1	1	2	5	56%		0	1	1	1	2	3	1	2	3	1	7	8
8:30 to 9:30	1	1	2	5	56%		0	1	1	1	2	3	1	2	3	1	9	10
8:45 to 9:45	1	2	3	5	56%		0	1	1	1	3	4	1	3	4	3	10	13
9:00 to 10:00	0	1	1	5	56%		0	1	1	0	2	2	0	2	2	4	10	14
9:15 to 10:15	0	1	1	5	56%		0	1	1	0	2	2	0	2	2	4	8	12
9:30 to 10:30	0	1	1	4	44%		0	1	1	0	2	2	0	2	2	5	8	13
9:45 to 10:45	0	0	0	4	44%		0	1	1	0	1	1	0	1	1	4	7	11
10:00 to 11:00	0	0	0	4	44%		0	0	0	0	0	0	0	0	0	3	4	7
10:15 to 11:15	0	0	0	4	44%		0	0	0	0	0	0	0	0	0	3	6	9
10:30 to 11:30	0	0	0	4	44%		0	0	0	0	0	0	0	0	0	3	7	10
10:45 to 11:45	0	0	0	4	44%		0	0	0	0	0	0	0	0	0	5	8	13
11:00 to 12:00	0	0	0	4	44%		0	0	0	0	0	0	0	0	0	6	11	17
11:15 to 12:15	0	0	0	4	44%		0	0	0	0	0	0	0	0	0	6	10	16
11:30 to 12:30	0	0	0	4	44%		1	1	2	1	1	2	1	1	2	9	13	22
11:45 to 12:45	0	0	0	4	44%		1	1	2	1	1	2	1	1	2	8	12	20
12:00 to 13:00	1	0	1	5	56%		1	1	2	2	1	3	2	1	3	7	9	16
12:15 to 13:15	1	0	1	5	56%		1	1	2	2	1	3	2	1	3	7	9	16
12:30 to 13:30	1	0	1	5	56%		0	0	0	1	0	1	1	0	1	5	4	9
12:45 to 13:45	1	1	2	5	56%		0	0	0	1	1	2	1	1	2	3	3	6
13:00 to 14:00	0	1	1	5	56%		0	0	0	0	1	1	0	1	1	4	4	8
13:15 to 14:15	0	1	1	5	56%		0	0	0	0	1	1	0	1	1	3	3	6
13:30 to 14:30	0	1	1	4	44%		0	0	0	0	1	1	0	1	1	1	2	3
13:45 to 14:45	0	1	1	4	44%		0	0	0	0	1	1	0	1	1	3	2	5
14:00 to 15:00	0	1	1	4	44%		0	0	0	0	1	1	0	1	1	3	2	5
14:15 to 15:15	0	1	1	4	44%		1	0	1	1	1	2	1	1	2	7	2	9
14:30 to 15:30	1	1	2	4	44%		1	0	1	2	1	3	2	1	3	8	3	11
14:45 to 15:45	2	0	2	5	56%		1	0	1	3	0	3	3	0	3	9	3	12
15:00 to 16:00	2	0	2	5	56%		1	0	1	3	0	3	3	0	3	8	3	11
15:15 to 16:15	2	0	2	5	56%		0	0	0	2	0	2	2	0	2	5	4	9
15:30 to 16:30	1	0	1	5	56%		0	0	0	1	0	1	1	0	1	6	4	10
15:45 to 16:45	0	1	1	5	56%		0	0	0	0	1	1	0	1	1	4	3	7
16:00 to 17:00	0	1	1	5	56%		0	0	0	0	1	1	0	1	1	5	4	9
16:15 to 17:15	0	1	1	5	56%		0	0	0	0	1	1	0	1	1	7	4	11
16:30 to 17:30	0	2	2	4	44%		0	0	0	0	2	2	0	2	2	6	4	10
16:45 to 17:45	2	1	3	5	56%		1	1	2	3	2	5	3	2	5	9	7	16
17:00 to 18:00	2	1	3	5	56%		1	1	2	3	2	5	3	2	5	9	6	15
17:15 to 18:15	3	1	4	6	67%		1	1	2	4	2	6	4	2	6	7	6	13
17:30 to 18:30	3	0	3	6	67%		1	1	2	4	1	5	4	1	5	9	7	16
17:45 to 18:45	1	0	1	6	67%		1	0	1	2	0	2	2	0	2	8	6	14
18:00 to 19:00	1	0	1	6	67%		1	0	1	2	0	2	2	0	2	10	6	16
18:15 to 19:15	0	0	0	6	67%		1	0	1	1	0	1	1	0	1	12	7	19
18:30 to 19:30	0	0	0	6	67%		1	0	1	1	0	1	1	0	1	12	7	19
18:45 to 19:45	0	0	0	6	67%		0	0	0	0	0	0	0	0	0	9	5	14
19:00 to 20:00	0	0	0	6	67%		0	0	0	0	0	0	0	0	0	7	5	12

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.16: BH02 – Survey Results (Wednesday) – Vehicle Trips

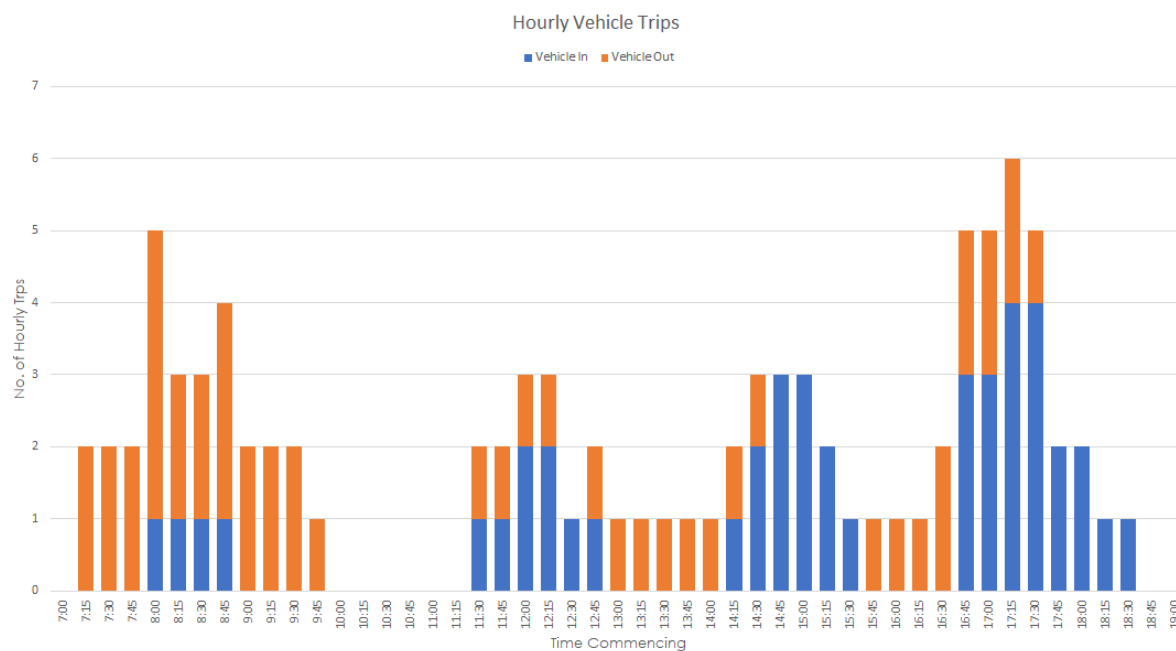


Figure 3.17: BH02 – Survey Results (Wednesday) – Person Trips

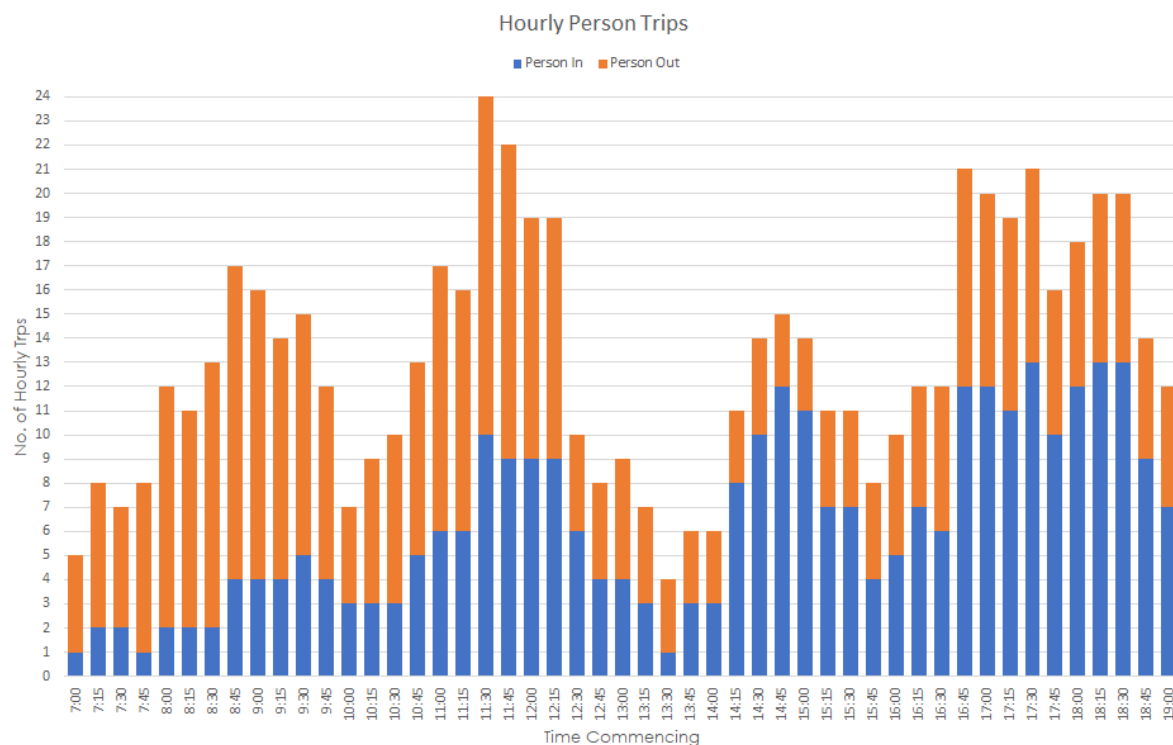
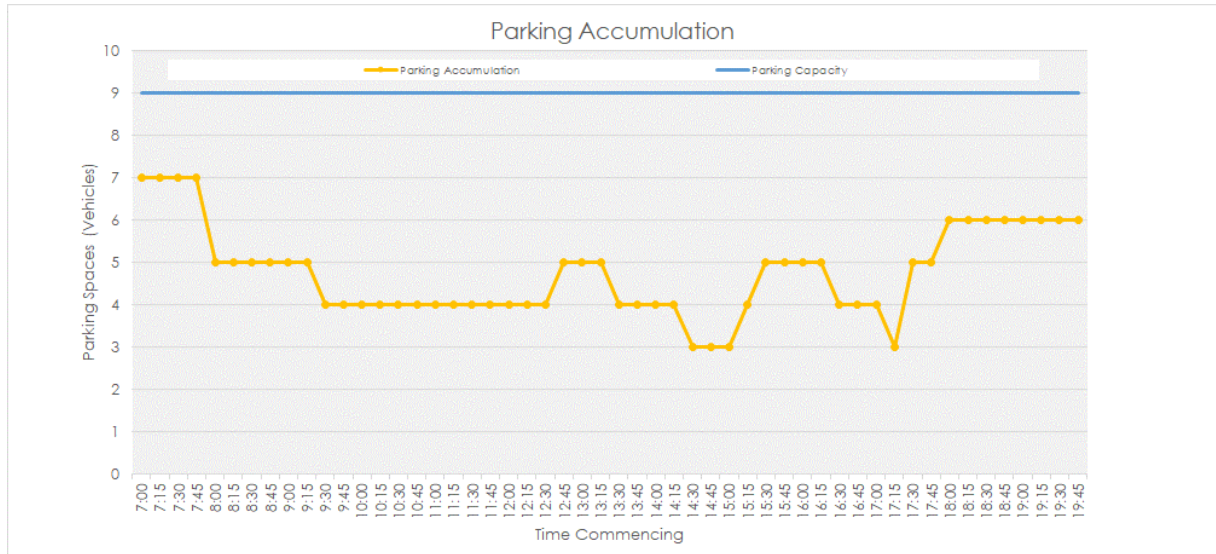


Figure 3.18: BH02 – Survey Results (Wednesday) – Parking Accumulation



3.1.3 BH03 – 2506 Bundaleer Street, Belrose

Table 3.13: BH03 – Survey Results (Monday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	2	2	9	33%	0	0	0	0	2	2	0	2	2	0	0	0	0	2	2	
7:15 to 7:30	0	0	0	9	33%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	0	1	1	8	30%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
7:45 to 8:00	0	1	1	7	26%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
8:00 to 8:15	0	1	1	6	22%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
8:15 to 8:30	0	1	1	5	19%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
8:30 to 8:45	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	1	0	1	6	22%	0	0	0	1	0	1	1	0	1	1	0	0	0	1	1	
9:00 to 9:15	0	0	0	6	22%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	0	0	0	6	22%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 to 9:45	0	1	1	5	19%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
9:45 to 10:00	0	0	0	5	19%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
10:00 to 10:15	0	4	4	1	4%	1	0	1	1	4	5	1	4	5	0	0	0	0	1	4	
10:15 to 10:30	0	0	0	1	4%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
10:30 to 10:45	1	1	2	1	4%	0	1	1	1	2	3	1	2	3	0	0	0	1	2	3	
10:45 to 11:00	0	0	0	1	4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	0	0	0	1	4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	1	0	1	2	7%	1	0	1	2	0	2	2	0	2	1	0	1	3	0	3	
11:30 to 11:45	0	1	1	1	4%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
11:45 to 12:00	1	1	2	1	4%	0	1	1	1	2	3	1	2	3	0	0	0	1	2	3	
12:00 to 12:15	0	1	1	0	0%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
12:15 to 12:30	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	1	1	2	0	0%	0	1	1	1	2	3	1	2	3	0	0	0	1	2	3	
12:45 to 13:00	0	1	1	-1	-4%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
13:00 to 13:15	0	0	0	-1	-4%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
13:15 to 13:30	0	1	1	-2	-7%	0	1	1	0	2	2	0	2	2	0	0	0	0	2	2	
13:30 to 13:45	0	1	1	-3	-11%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
13:45 to 14:00	0	0	0	-3	-11%	1	1	2	1	1	2	1	1	2	0	1	1	1	2	3	
14:00 to 14:15	0	0	0	-3	-11%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
14:15 to 14:30	1	0	1	-2	-7%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
14:30 to 14:45	0	2	2	-4	-15%	1	0	1	1	2	3	1	2	3	0	0	0	1	2	3	
14:45 to 15:00	0	0	0	-4	-15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	0	0	0	-4	-15%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
15:15 to 15:30	0	0	0	-4	-15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 to 15:45	1	0	1	-3	-11%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
15:45 to 16:00	0	0	0	-3	-11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	1	0	1	-2	-7%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
16:15 to 16:30	1	0	1	-1	-4%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2	
16:30 to 16:45	1	0	1	0	0%	2	1	3	3	1	4	2	1	3	2	1	3	4	2	6	
16:45 to 17:00	1	0	1	1	4%	0	1	1	1	1	2	1	1	2	0	0	0	1	1	2	
17:00 to 17:15	0	1	1	0	0%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
17:15 to 17:30	0	1	1	-1	-4%	0	0	0	0	1	1	1	1	2	0	0	0	1	1	2	
17:30 to 17:45	1	0	1	0	0%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2	
17:45 to 18:00	0	0	0	0	0%	1	1	2	1	1	2	1	1	2	1	1	2	2	2	4	
18:00 to 18:15	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15 to 18:30	3	0	3	3	11%	0	0	0	3	0	3	3	0	3	0	0	0	3	0	3	
18:30 to 18:45	1	1	2	3	11%	2	2	4	3	3	6	3	3	6	1	1	2	4	4	8	
18:45 to 19:00	1	1	2	3	11%	1	1	2	2	2	4	2	2	4	1	0	1	3	2	5	
19:00 to 19:15	0	1	1	2	7%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
19:15 to 19:30	1	0	1	3	11%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2	
19:30 to 19:45	0	1	1	2	7%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
19:45 to 20:00	1	1	2	2	7%	1	0	1	2	1	3	2	1	3	0	0	0	2	1	3	
Total	19	28	47			17	14	31	36	42	78	36	42	78	6	4	10	42	46	88	

Table 3.14: BH03 – Survey Results (Monday hourly data)

Time Period			Vehicle-based Trips												Person -based Trips								
			Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
			In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00	to	8:00	0	4	4	9	33%	0	0	0	0	4	4	0	4	4	0	0	0	0	4	4	
7:15	to	8:15	0	3	3	9	33%	0	0	0	0	3	3	0	3	3	0	0	0	0	3	3	
7:30	to	8:30	0	4	4	8	30%	0	0	0	0	4	4	0	4	4	0	0	0	0	4	4	
7:45	to	8:45	0	3	3	7	26%	0	0	0	0	3	3	0	3	3	0	0	0	0	3	3	
8:00	to	9:00	1	2	3	6	22%	0	0	0	1	2	3	1	2	3	0	0	0	1	2	3	
8:15	to	9:15	1	1	2	6	22%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
8:30	to	9:30	1	0	1	6	22%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
8:45	to	9:45	1	1	2	6	22%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
9:00	to	10:00	0	1	1	6	22%	0	1	1	0	2	2	0	2	2	0	0	0	0	2	2	
9:15	to	10:15	0	5	5	6	22%	1	1	2	1	6	7	1	6	7	0	0	0	1	6	7	
9:30	to	10:30	0	5	5	5	19%	2	2	4	2	7	9	2	7	9	0	0	0	2	7	9	
9:45	to	10:45	1	5	6	5	19%	2	3	5	3	8	11	3	8	11	0	0	0	3	8	11	
10:00	to	11:00	1	5	6	1	4%	2	2	4	3	7	10	3	7	10	0	0	0	3	7	10	
10:15	to	11:15	1	1	2	1	4%	1	2	3	2	3	5	2	3	5	0	0	0	2	3	5	
10:30	to	11:30	2	1	3	2	7%	1	1	2	3	2	5	3	2	5	1	0	1	4	2	6	
10:45	to	11:45	1	1	2	2	7%	1	0	1	2	1	3	2	1	3	1	0	1	3	1	4	
11:00	to	12:00	2	2	4	2	7%	1	1	2	3	3	6	3	3	6	1	0	1	4	3	7	
11:15	to	12:15	2	3	5	2	7%	1	1	2	3	4	7	3	4	7	1	0	1	4	4	8	
11:30	to	12:30	1	3	4	1	4%	0	1	1	1	4	5	1	4	5	0	0	0	1	4	5	
11:45	to	12:45	2	3	5	1	4%	0	2	2	2	5	7	2	5	7	0	0	0	2	5	7	
12:00	to	13:00	1	3	4	0	0%	0	1	1	1	4	5	1	4	5	0	0	0	1	4	5	
12:15	to	13:15	1	2	3	0	0%	1	1	2	2	3	5	2	3	5	0	0	0	2	3	5	
12:30	to	13:30	1	3	4	0	0%	1	2	3	2	5	7	2	5	7	0	0	0	2	5	7	
12:45	to	13:45	0	3	3	-1	-4%	1	1	2	1	4	5	1	4	5	0	0	0	1	4	5	
13:00	to	14:00	0	2	2	-1	-4%	2	2	4	2	4	6	2	4	6	0	1	1	2	5	7	
13:15	to	14:15	0	2	2	-2	-7%	1	3	4	1	5	6	1	5	6	0	1	1	1	6	7	
13:30	to	14:30	1	1	2	-2	-7%	1	2	3	2	3	5	2	3	5	0	1	1	2	4	6	
13:45	to	14:45	1	2	3	-2	-7%	2	2	4	3	4	7	3	4	7	0	1	1	3	5	8	
14:00	to	15:00	1	2	3	-2	-7%	1	1	2	2	3	5	2	3	5	0	0	0	2	3	5	
14:15	to	15:15	1	2	3	-2	-7%	2	0	2	3	2	5	3	2	5	0	0	0	3	2	5	
14:30	to	15:30	0	2	2	-4	-15%	2	0	2	2	2	4	2	2	4	0	0	0	2	2	4	
14:45	to	15:45	1	0	1	-3	-11%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2	
15:00	to	16:00	1	0	1	-3	-11%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2	
15:15	to	16:15	2	0	2	-2	-7%	0	0	0	2	0	2	2	0	2	0	0	0	2	0	2	
15:30	to	16:30	3	0	3	-1	-4%	1	0	1	4	0	4	4	0	4	0	0	0	4	0	4	
15:45	to	16:45	3	0	3	0	0%	3	1	4	6	1	7	5	1	6	2	1	3	7	2	9	
16:00	to	17:00	4	0	4	1	4%	3	2	5	7	2	9	6	2	8	2	1	3	8	3	11	
16:15	to	17:15	3	1	4	1	4%	3	2	5	6	3	9	5	3	8	2	1	3	7	4	11	
16:30	to	17:30	2	2	4	1	4%	2	2	4	4	4	8	4	4	8	2	1	3	6	5	11	
16:45	to	17:45	2	2	4	1	4%	1	1	2	3	3	6	4	3	7	0	0	0	4	3	7	
17:00	to	18:00	1	2	3	0	0%	2	1	3	3	3	6	4	3	7	1	1	2	5	4	9	
17:15	to	18:15	1	1	2	0	0%	2	1	3	3	2	5	4	2	6	1	1	2	5	3	8	
17:30	to	18:30	4	0	4	3	11%	2	1	3	6	1	7	6	1	7	1	1	2	7	2	9	
17:45	to	18:45	4	1	5	3	11%	3	3	6	7	4	11	7	4	11	2	2	4	9	6	15	
18:00	to	19:00	5	2	7	3	11%	3	3	6	8	5	13	8	5	13	2	1	3	10	6	16	
18:15	to	19:15	5	3	8	3	11%	3	3	6	8	6	14	8	6	14	2	1	3	10	7	17	
18:30	to	19:30	3	3	6	3	11%	4	3	7	7	6	13	7	6	13	2	1	3	9	7	16	
18:45	to	19:45	2	3	5	3	11%	2	1	3	4	4	8	4	4	8	1	0	1	5	4	9	
19:00	to	20:00	2	3	5	3	11%	2	0	2	4	3	7	5	3	8	0	0	0	5	3	8	

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.19: BH03 – Survey Results (Monday) – Vehicle Trips

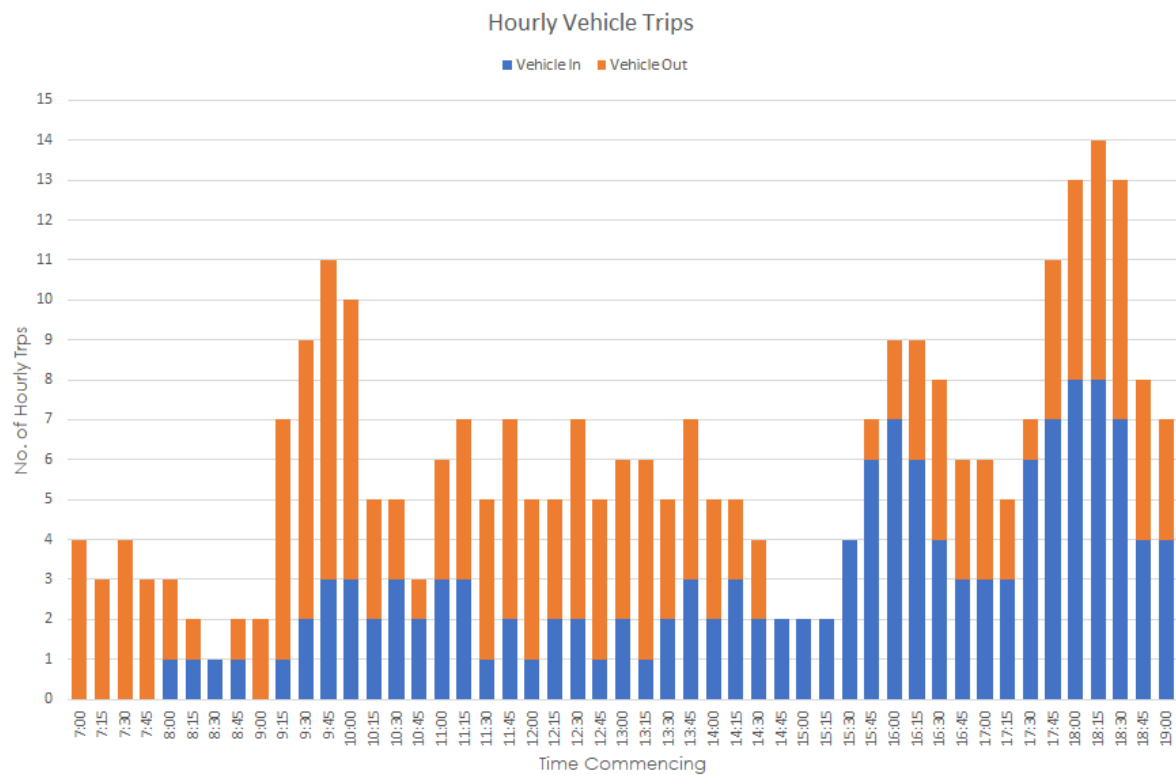


Figure 3.20: BH03 – Survey Results (Monday) – Person Trips

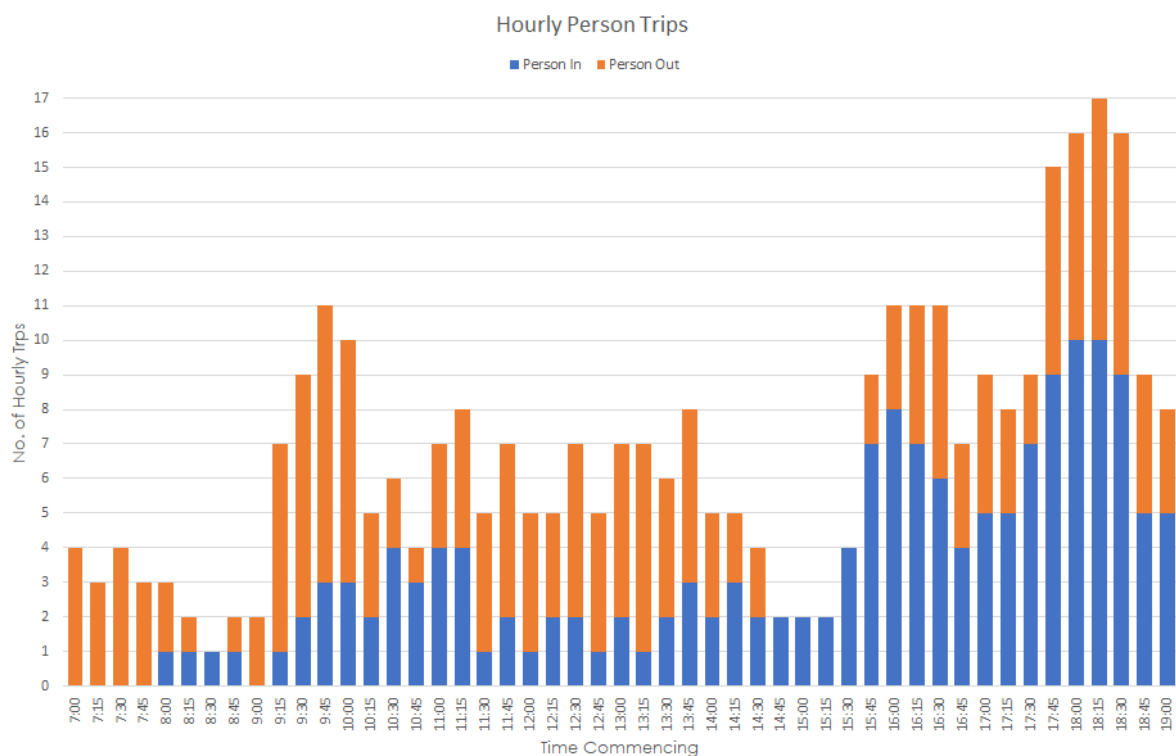
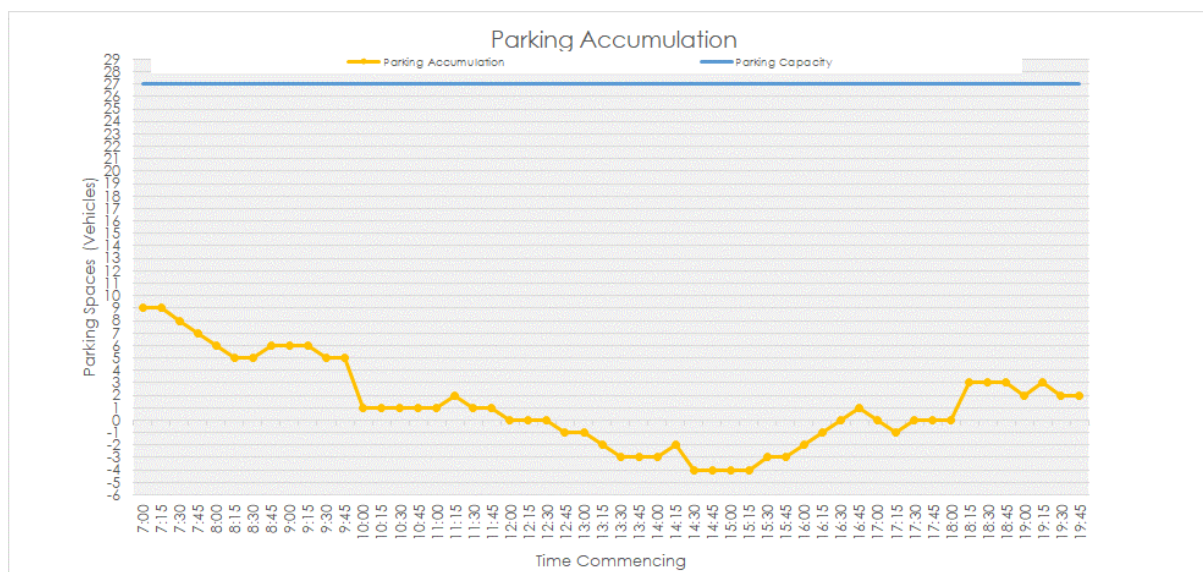


Figure 3.21: BH03 – Survey Results (Monday) – Parking Accumulation*



NOTE: * - During the original survey dates, the surveyor did not count the car parking occupancy in the basement, resulting in an inaccurate car parking occupancy of the site as a whole. A site visit has been undertaken to observe the number of vehicles parked in the basement before 7:00am (the start of the survey) and the number has been added to the car parking occupancy across all survey dates. However, there could have been a higher car parking occupancy in the basement on the surveyed Monday than what was observed during the site visit, which results in this negative parking accumulation.

Table 3.15: BH03 – Survey Results (Tuesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	2	2	9	33%	0	0	0	0	2	2	0	2	2	0	0	0	0	2	2	
7:15 to 7:30	0	2	2	7	26%	0	0	0	0	2	2	0	2	2	0	0	0	0	2	2	
7:30 to 7:45	0	1	1	6	22%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
7:45 to 8:00	0	0	0	6	22%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	0	0	0	6	22%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	1	1	5	19%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
8:30 to 8:45	1	1	2	5	19%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
8:45 to 9:00	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	0	1	1	4	15%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
9:30 to 9:45	0	0	0	4	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	1	1	3	11%	1	0	1	1	1	2	1	1	2	0	0	0	1	1	2	
10:00 to 10:15	0	0	0	3	11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	3	11%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
10:30 to 10:45	1	1	2	3	11%	1	1	2	2	2	4	2	3	5	1	1	2	3	4	7	
10:45 to 11:00	1	0	1	4	15%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
11:00 to 11:15	0	0	0	4	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	0	0	0	4	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	1	1	2	4	15%	0	1	1	1	2	3	2	2	4	0	0	0	2	2	4	
11:45 to 12:00	0	1	1	3	11%	1	1	2	1	2	3	1	2	3	1	0	1	2	2	4	
12:00 to 12:15	0	0	0	3	11%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
12:15 to 12:30	0	0	0	3	11%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
12:30 to 12:45	0	0	0	3	11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	1	0	1	4	15%	0	1	1	1	1	2	1	1	2	0	0	0	1	1	2	
13:00 to 13:15	0	0	0	4	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	0	0	0	4	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	0	0	0	4	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	1	0	1	5	19%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
14:00 to 14:15	0	0	0	5	19%	0	2	2	0	2	2	0	2	2	0	2	2	0	4	4	
14:15 to 14:30	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 to 14:45	1	0	1	6	22%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
14:45 to 15:00	0	0	0	6	22%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	2	0	2	8	30%	0	0	0	2	0	2	2	0	2	0	0	0	2	0	2	
15:15 to 15:30	0	0	0	8	30%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
15:30 to 15:45	0	0	0	8	30%	2	1	3	2	1	3	2	1	3	1	0	1	3	1	4	
15:45 to 16:00	2	1	3	9	33%	0	0	0	2	1	3	2	1	3	0	0	0	2	1	3	
16:00 to 16:15	2	0	2	11	41%	1	0	1	3	0	3	3	0	3	1	0	1	4	0	4	
16:15 to 16:30	0	1	1	10	37%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
16:30 to 16:45	1	1	2	10	37%	1	1	2	2	2	4	2	2	4	1	1	2	3	3	6	
16:45 to 17:00	0	1	1	9	33%	1	1	2	1	2	3	1	2	3	0	0	0	1	2	3	
17:00 to 17:15	0	2	2	7	26%	1	0	1	1	2	3	1	2	3	0	0	0	1	2	3	
17:15 to 17:30	1	1	2	7	26%	1	1	2	2	2	4	2	2	4	1	1	2	3	3	6	
17:30 to 17:45	1	0	1	8	30%	1	1	2	2	1	3	2	1	3	0	1	1	2	2	4	
17:45 to 18:00	2	0	2	10	37%	0	0	0	2	0	2	2	0	2	0	0	0	2	0	2	
18:00 to 18:15	1	0	1	11	41%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
18:15 to 18:30	2	1	3	12	44%	1	1	2	3	2	5	3	2	5	1	0	1	4	2	6	
18:30 to 18:45	0	1	1	11	41%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
18:45 to 19:00	0	1	1	10	37%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
19:00 to 19:15	1	2	3	9	33%	0	0	0	1	2	3	1	2	3	0	0	0	1	2	3	
19:15 to 19:30	1	2	3	8	30%	1	1	2	2	3	5	2	3	5	1	0	1	3	3	6	
19:30 to 19:45	2	0	2	10	37%	1	0	1	3	0	3	3	0	3	0	0	0	3	0	3	
19:45 to 20:00	3	1	4	12	44%	1	0	1	4	1	5	4	1	5	0	0	0	4	1	5	
Total	28	27	55			18	14	32	46	41	87	47	42	89	8	6	14	55	48	103	

Table 3.16: BH03 – Survey Results (Tuesday hourly data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	5	5	9	33%		0	0	0	0	5	5	0	5	5	0	0	0	0	5	5
7:15 to 8:15	0	3	3	7	26%		0	0	0	0	3	3	0	3	3	0	0	0	0	3	3
7:30 to 8:30	0	2	2	6	22%		0	0	0	0	2	2	0	2	2	0	0	0	0	2	2
7:45 to 8:45	1	2	3	6	22%		0	0	0	1	2	3	1	2	3	0	0	0	1	2	3
8:00 to 9:00	1	2	3	6	22%		0	0	0	1	2	3	1	2	3	0	0	0	1	2	3
8:15 to 9:15	1	2	3	5	19%		0	0	0	1	2	3	1	2	3	0	0	0	1	2	3
8:30 to 9:30	1	2	3	5	19%		0	0	0	1	2	3	1	2	3	0	0	0	1	2	3
8:45 to 9:45	0	1	1	5	19%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
9:00 to 10:00	0	2	2	5	19%		1	0	1	1	2	3	1	2	3	0	0	0	1	2	3
9:15 to 10:15	0	2	2	4	15%		1	0	1	1	2	3	1	2	3	0	0	0	1	2	3
9:30 to 10:30	0	1	1	4	15%		2	0	2	2	1	3	2	1	3	0	0	0	2	1	3
9:45 to 10:45	1	2	3	3	11%		3	1	4	4	3	7	4	4	8	1	1	2	5	5	10
10:00 to 11:00	2	1	3	4	15%		2	1	3	4	2	6	4	3	7	1	1	2	5	4	9
10:15 to 11:15	2	1	3	4	15%		2	1	3	4	2	6	4	3	7	1	1	2	5	4	9
10:30 to 11:30	2	1	3	4	15%		1	1	2	3	2	5	3	3	6	1	1	2	4	4	8
10:45 to 11:45	2	1	3	4	15%		0	1	1	2	2	4	3	2	5	0	0	0	3	2	5
11:00 to 12:00	1	2	3	4	15%		1	2	3	2	4	6	3	4	7	1	0	1	4	4	8
11:15 to 12:15	1	2	3	4	15%		1	3	4	2	5	7	3	5	8	1	0	1	4	5	9
11:30 to 12:30	1	2	3	4	15%		2	3	5	3	5	8	4	5	9	1	0	1	5	5	10
11:45 to 12:45	0	1	1	3	11%		2	2	4	2	3	5	2	3	5	1	0	1	3	3	6
12:00 to 13:00	1	0	1	4	15%		1	2	3	2	2	4	2	2	4	0	0	0	2	2	4
12:15 to 13:15	1	0	1	4	15%		1	1	2	2	1	3	2	1	3	0	0	0	2	1	3
12:30 to 13:30	1	0	1	4	15%		0	1	1	1	1	2	1	1	2	0	0	0	1	1	2
12:45 to 13:45	1	0	1	4	15%		0	1	1	1	1	2	1	1	2	0	0	0	1	1	2
13:00 to 14:00	1	0	1	5	19%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
13:15 to 14:15	1	0	1	5	19%		0	2	2	1	2	3	1	2	3	0	2	2	1	4	5
13:30 to 14:30	1	0	1	5	19%		0	2	2	1	2	3	1	2	3	0	2	2	1	4	5
13:45 to 14:45	2	0	2	6	22%		0	2	2	2	2	4	2	2	4	0	2	2	2	4	6
14:00 to 15:00	1	0	1	6	22%		0	2	2	1	2	3	1	2	3	0	2	2	1	4	5
14:15 to 15:15	3	0	3	8	30%		0	0	0	3	0	3	3	0	3	0	0	0	3	0	3
14:30 to 15:30	3	0	3	8	30%		1	0	1	4	0	4	4	0	4	0	0	0	4	0	4
14:45 to 15:45	2	0	2	8	30%		3	1	4	5	1	6	5	1	6	1	0	1	6	1	7
15:00 to 16:00	4	1	5	9	33%		3	1	4	7	2	9	7	2	9	1	0	1	8	2	10
15:15 to 16:15	4	1	5	11	41%		4	1	5	8	2	10	8	2	10	2	0	2	10	2	12
15:30 to 16:30	4	2	6	11	41%		3	1	4	7	3	10	7	3	10	2	0	2	9	3	12
15:45 to 16:45	5	3	8	11	41%		2	1	3	7	4	11	7	4	11	2	1	3	9	5	14
16:00 to 17:00	3	3	6	11	41%		3	2	5	6	5	11	6	5	11	2	1	3	8	6	14
16:15 to 17:15	1	5	6	10	37%		3	2	5	4	7	11	4	7	11	1	1	2	5	8	13
16:30 to 17:30	2	5	7	10	37%		4	3	7	6	8	14	6	8	14	2	2	4	8	10	18
16:45 to 17:45	2	4	6	9	33%		4	3	7	6	7	13	6	7	13	1	2	3	7	9	16
17:00 to 18:00	4	3	7	10	37%		3	2	5	7	5	12	7	5	12	1	2	3	8	7	15
17:15 to 18:15	5	1	6	11	41%		2	2	4	7	3	10	7	3	10	1	2	3	8	5	13
17:30 to 18:30	6	1	7	12	44%		2	2	4	8	3	11	8	3	11	1	1	2	9	4	13
17:45 to 18:45	5	2	7	12	44%		1	1	2	6	3	9	6	3	9	1	0	1	7	3	10
18:00 to 19:00	3	3	6	12	44%		1	1	2	4	4	8	4	4	8	1	0	1	5	4	9
18:15 to 19:15	3	5	8	12	44%		1	1	2	4	6	10	4	6	10	1	0	1	5	6	11
18:30 to 19:30	2	6	8	11	41%		1	1	2	3	7	10	3	7	10	1	0	1	4	7	11
18:45 to 19:45	4	5	9	10	37%		2	1	3	6	6	12	6	6	12	1	0	1	7	6	13
19:00 to 20:00	7	5	12	12	44%		3	1	4	10	6	16	10	6	16	1	0	1	11	6	17

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.22: BH03 – Survey Results (Tuesday) – Vehicle Trips

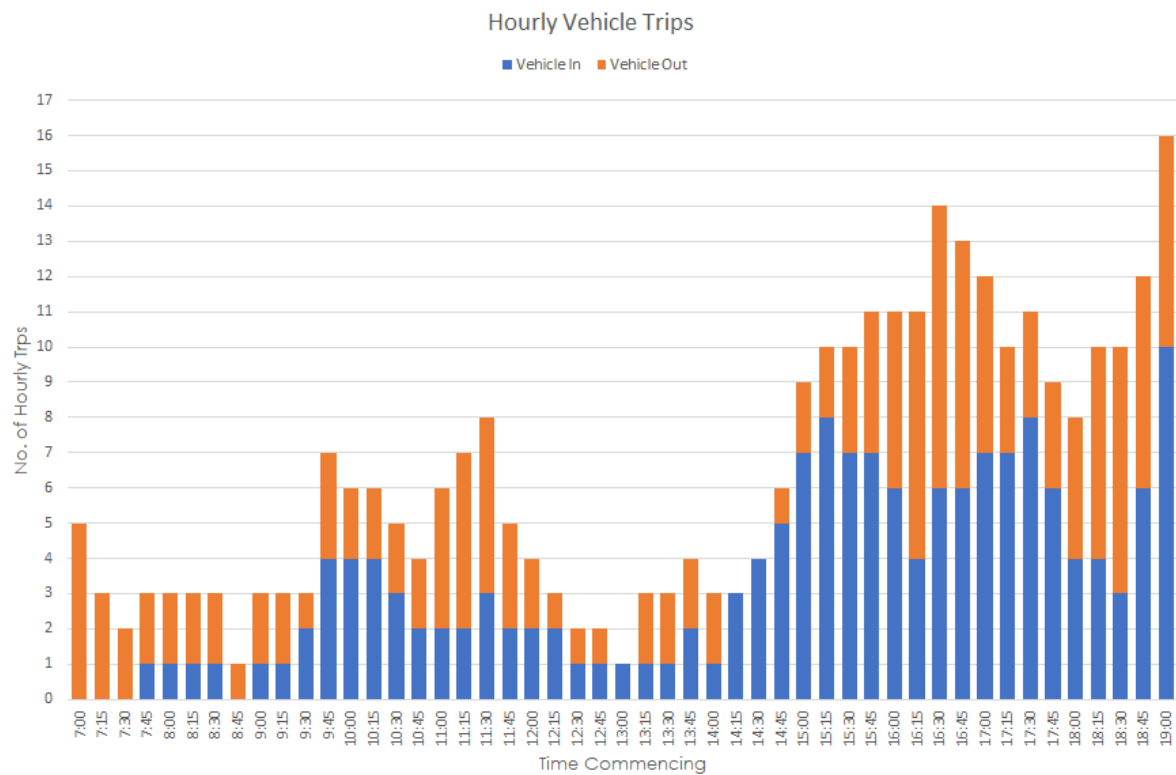


Figure 3.23: BH03 – Survey Results (Tuesday) – Person Trips

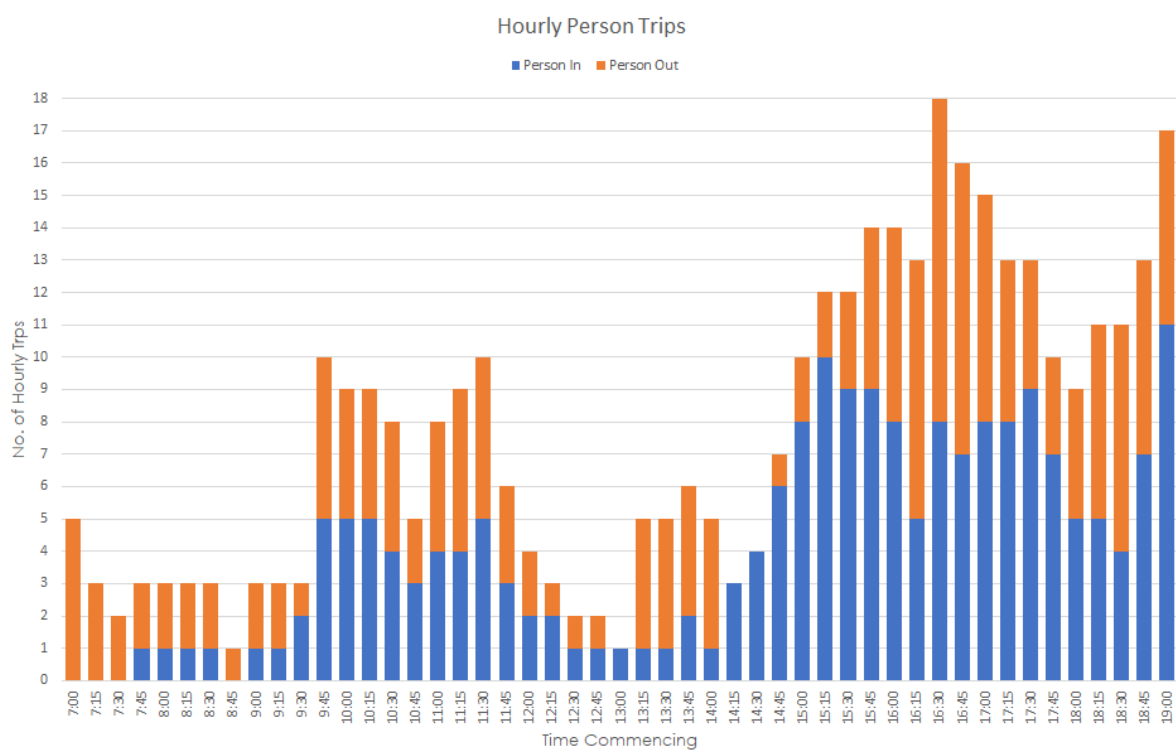


Figure 3.24: BH03 – Survey Results (Tuesday) – Parking Accumulation

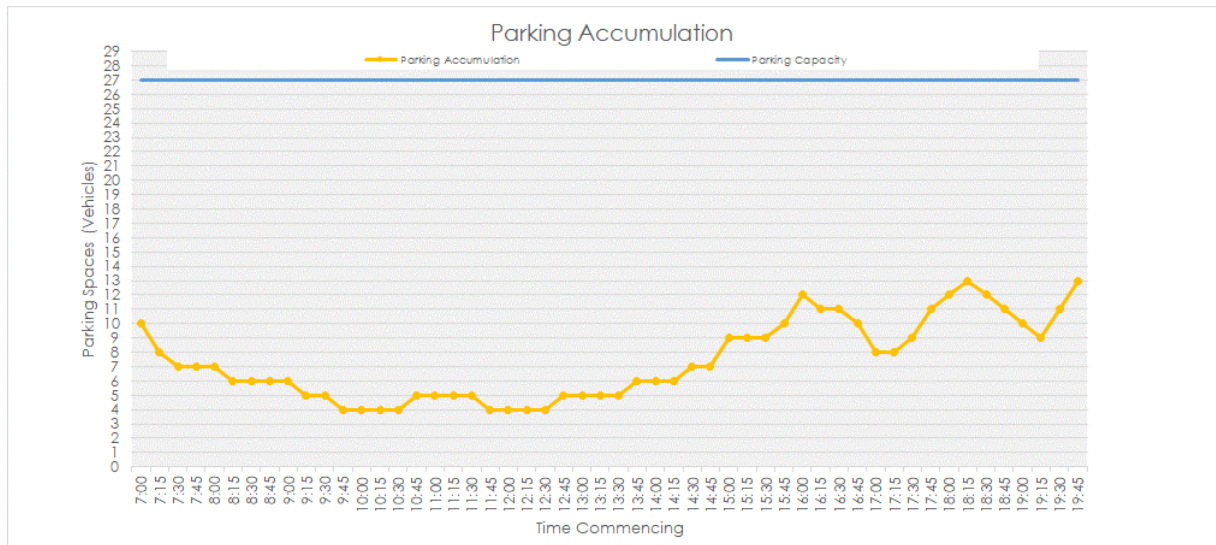


Table 3.17: BH03 – Survey Results (Wednesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	1	1	10	37%	0	1	1	0	2	2	0	2	2	0	0	0	0	2	2	
7:15 to 7:30	0	0	0	10	37%	1	1	2	1	1	2	1	1	2	0	1	1	1	2	3	
7:30 to 7:45	0	0	0	10	37%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	0	3	3	7	26%	1	1	2	1	4	5	1	5	6	0	1	1	1	6	7	
8:00 to 8:15	0	1	1	6	22%	1	1	2	1	2	3	1	2	3	0	0	0	1	2	3	
8:15 to 8:30	0	2	2	4	15%	0	0	0	0	2	2	0	2	2	0	0	0	0	2	2	
8:30 to 8:45	0	0	0	4	15%	0	2	2	0	2	2	0	2	2	0	1	1	0	3	3	
8:45 to 9:00	1	1	2	4	15%	0	0	0	1	1	2	2	1	3	0	0	0	2	1	3	
9:00 to 9:15	0	0	0	4	15%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	2	1	3	5	19%	0	0	0	2	1	3	2	1	3	0	0	0	2	1	3	
9:30 to 9:45	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	1	0	1	6	22%	1	1	2	2	1	3	2	1	3	0	1	1	2	2	4	
10:00 to 10:15	0	1	1	5	19%	1	1	2	1	2	3	1	2	3	0	0	0	1	2	3	
10:15 to 10:30	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	1	2	3	4	15%	1	3	4	2	5	7	2	5	7	1	2	3	3	7	10	
11:15 to 11:30	0	0	0	4	15%	1	2	3	1	2	3	1	2	3	1	1	2	2	3	5	
11:30 to 11:45	2	0	2	6	22%	0	0	0	2	0	2	2	0	2	0	0	0	2	0	2	
11:45 to 12:00	0	1	1	5	19%	1	0	1	1	1	2	1	1	2	0	0	0	1	1	2	
12:00 to 12:15	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	1	0	1	6	22%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
12:30 to 12:45	0	0	0	6	22%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	0	0	0	6	22%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
13:00 to 13:15	0	1	1	5	19%	0	0	0	0	1	1	0	2	2	0	0	0	0	2	2	
13:15 to 13:30	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	1	0	1	6	22%	0	1	1	1	1	2	1	1	2	0	0	0	1	1	2	
13:45 to 14:00	0	0	0	6	22%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00 to 14:15	0	0	0	6	22%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 to 14:30	0	1	1	5	19%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
14:30 to 14:45	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	0	0	0	5	19%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30	1	1	2	5	19%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
15:30 to 15:45	0	1	1	4	15%	1	1	2	1	2	3	1	3	4	0	0	0	1	3	4	
15:45 to 16:00	0	0	0	4	15%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
16:00 to 16:15	0	0	0	4	15%	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	
16:15 to 16:30	1	0	1	5	19%	0	0	0	1	0	1	2	0	2	0	0	0	2	0	2	
16:30 to 16:45	2	0	2	7	26%	1	1	2	3	1	4	1	1	2	1	0	1	2	1	3	
16:45 to 17:00	0	1	1	6	22%	1	0	1	1	1	2	1	1	2	0	0	0	1	1	2	
17:00 to 17:15	3	0	3	9	33%	2	0	2	5	0	5	5	0	5	2	0	2	7	0	7	
17:15 to 17:30	0	0	0	9	33%	1	1	2	1	1	2	1	1	2	1	1	2	2	2	4	
17:30 to 17:45	0	0	0	9	33%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
17:45 to 18:00	1	0	1	10	37%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
18:00 to 18:15	3	0	3	13	48%	0	0	0	3	0	3	3	0	3	0	0	0	3	0	3	
18:15 to 18:30	2	1	3	14	52%	2	1	3	4	2	6	4	2	6	1	0	1	5	2	7	
18:30 to 18:45	0	1	1	13	48%	1	1	2	1	2	3	1	2	3	0	0	0	1	2	3	
18:45 to 19:00	1	1	2	13	48%	1	0	1	2	1	3	2	1	3	0	0	0	2	1	3	
19:00 to 19:15	1	1	2	13	48%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
19:15 to 19:30	1	1	2	13	48%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
19:30 to 19:45	1	1	2	13	48%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
19:45 to 20:00	0	0	0	13	48%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	26	24	50			20	20	40	46	44	90	48	47	95	7	8	15	55	55	110	

Table 3.18: BH03 – Survey Results (Wednesday hourly data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 8:00	0	4	4	10	37%	2	3	5	2	7	9	2	8	10	0	2	2	2	10	12	
7:15 to 8:15	0	4	4	10	37%	3	3	6	3	7	10	3	8	11	0	2	2	3	10	13	
7:30 to 8:30	0	6	6	10	37%	2	2	4	2	8	10	2	9	11	0	1	1	2	10	12	
7:45 to 8:45	0	6	6	7	26%	2	4	6	2	10	12	2	11	13	0	2	2	2	13	15	
8:00 to 9:00	1	4	5	6	22%	1	3	4	2	7	9	3	7	10	0	1	1	3	8	11	
8:15 to 9:15	1	3	4	4	15%	0	2	2	1	5	6	2	5	7	0	1	1	2	6	8	
8:30 to 9:30	3	2	5	5	19%	0	2	2	3	4	7	4	4	8	0	1	1	4	5	9	
8:45 to 9:45	3	2	5	5	19%	0	0	0	3	2	5	4	2	6	0	0	0	4	2	6	
9:00 to 10:00	3	1	4	6	22%	1	1	2	4	2	6	4	2	6	0	1	1	4	3	7	
9:15 to 10:15	3	2	5	6	22%	2	2	4	5	4	9	5	4	9	0	1	1	5	5	10	
9:30 to 10:30	1	1	2	6	22%	2	2	4	3	3	6	3	3	6	0	1	1	3	4	7	
9:45 to 10:45	1	1	2	6	22%	2	2	4	3	3	6	3	3	6	0	1	1	3	4	7	
10:00 to 11:00	0	1	1	5	19%	1	1	2	1	2	3	1	2	3	0	0	0	1	2	3	
10:15 to 11:15	1	2	3	5	19%	1	3	4	2	5	7	2	5	7	1	2	3	3	7	10	
10:30 to 11:30	1	2	3	5	19%	2	5	7	3	7	10	3	7	10	2	3	5	5	10	15	
10:45 to 11:45	3	2	5	6	22%	2	5	7	5	7	12	5	7	12	2	3	5	7	10	17	
11:00 to 12:00	3	3	6	6	22%	3	5	8	6	8	14	6	8	14	2	3	5	8	11	19	
11:15 to 12:15	2	1	3	6	22%	2	2	4	4	3	7	4	3	7	1	1	2	5	4	9	
11:30 to 12:30	3	1	4	6	22%	1	0	1	4	1	5	4	1	5	0	0	0	4	1	5	
11:45 to 12:45	1	1	2	6	22%	1	0	1	2	1	3	2	1	3	0	0	0	2	1	3	
12:00 to 13:00	1	0	1	6	22%	0	1	1	1	1	2	1	1	2	0	0	0	1	1	2	
12:15 to 13:15	1	1	2	6	22%	0	1	1	1	2	3	1	3	4	0	0	0	1	3	4	
12:30 to 13:30	0	1	1	6	22%	0	1	1	0	2	2	0	3	3	0	0	0	0	3	3	
12:45 to 13:45	1	1	2	6	22%	0	2	2	1	3	4	1	4	5	0	0	0	1	4	5	
13:00 to 14:00	1	1	2	6	22%	0	1	1	1	2	3	1	3	4	0	0	0	1	3	4	
13:15 to 14:15	1	0	1	6	22%	0	1	1	1	1	2	1	1	2	0	0	0	1	1	2	
13:30 to 14:30	1	1	2	6	22%	0	1	1	1	2	3	1	2	3	0	0	0	1	2	3	
13:45 to 14:45	0	1	1	6	22%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
14:00 to 15:00	0	1	1	6	22%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
14:15 to 15:15	0	1	1	5	19%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
14:30 to 15:30	1	1	2	5	19%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
14:45 to 15:45	1	2	3	5	19%	1	1	2	2	3	5	2	4	6	0	0	0	2	4	6	
15:00 to 16:00	1	2	3	5	19%	2	1	3	3	3	6	3	4	7	0	0	0	3	4	7	
15:15 to 16:15	1	2	3	5	19%	2	1	3	3	3	6	5	4	9	0	0	0	5	4	9	
15:30 to 16:30	1	1	2	5	19%	2	1	3	3	2	5	6	3	9	0	0	0	6	3	9	
15:45 to 16:45	3	0	3	7	26%	2	1	3	5	1	6	6	1	7	1	0	1	7	1	8	
16:00 to 17:00	3	1	4	7	26%	2	1	3	5	2	7	6	2	8	1	0	1	7	2	9	
16:15 to 17:15	6	1	7	9	33%	4	1	5	10	2	12	9	2	11	3	0	3	12	2	14	
16:30 to 17:30	5	1	6	9	33%	5	2	7	10	3	13	8	3	11	4	1	5	12	4	16	
16:45 to 17:45	3	1	4	9	33%	5	1	6	8	2	10	8	2	10	3	1	4	11	3	14	
17:00 to 18:00	4	0	4	10	37%	4	1	5	8	1	9	8	1	9	3	1	4	11	2	13	
17:15 to 18:15	4	0	4	13	48%	2	1	3	6	1	7	6	1	7	1	1	2	7	2	9	
17:30 to 18:30	6	1	7	14	52%	3	1	4	9	2	11	9	2	11	1	0	1	10	2	12	
17:45 to 18:45	6	2	8	14	52%	3	2	5	9	4	13	9	4	13	1	0	1	10	4	14	
18:00 to 19:00	6	3	9	14	52%	4	2	6	10	5	15	10	5	15	1	0	1	11	5	16	
18:15 to 19:15	4	4	8	14	52%	4	2	6	8	6	14	8	6	14	1	0	1	9	6	15	
18:30 to 19:30	3	4	7	13	48%	2	1	3	5	5	10	5	5	10	0	0	0	5	5	10	
18:45 to 19:45	4	4	8	13	48%	1	0	1	5	4	9	5	4	9	0	0	0	5	4	9	
19:00 to 20:00	3	3	6	13	48%	0	0	0	3	3	6	3	3	6	0	0	0	3	3	6	

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.25: BH03 – Survey Results (Wednesday) – Vehicle Trips

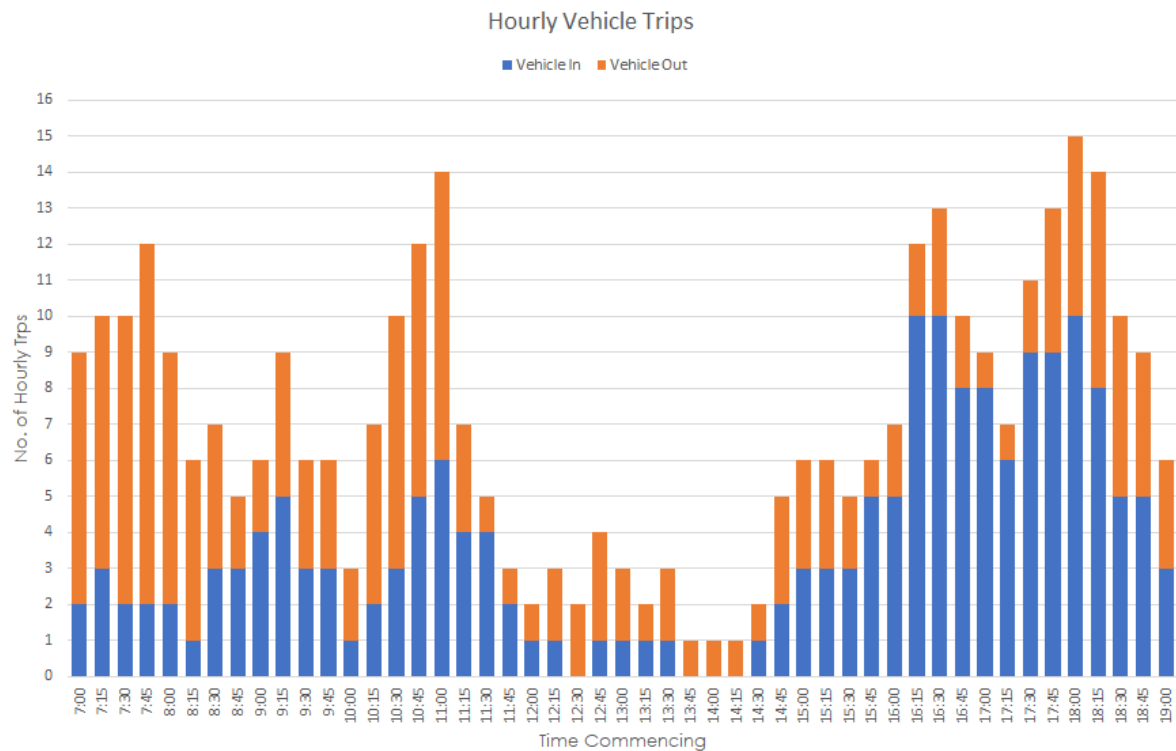


Figure 3.26: BH03 – Survey Results (Wednesday) – Person Trips

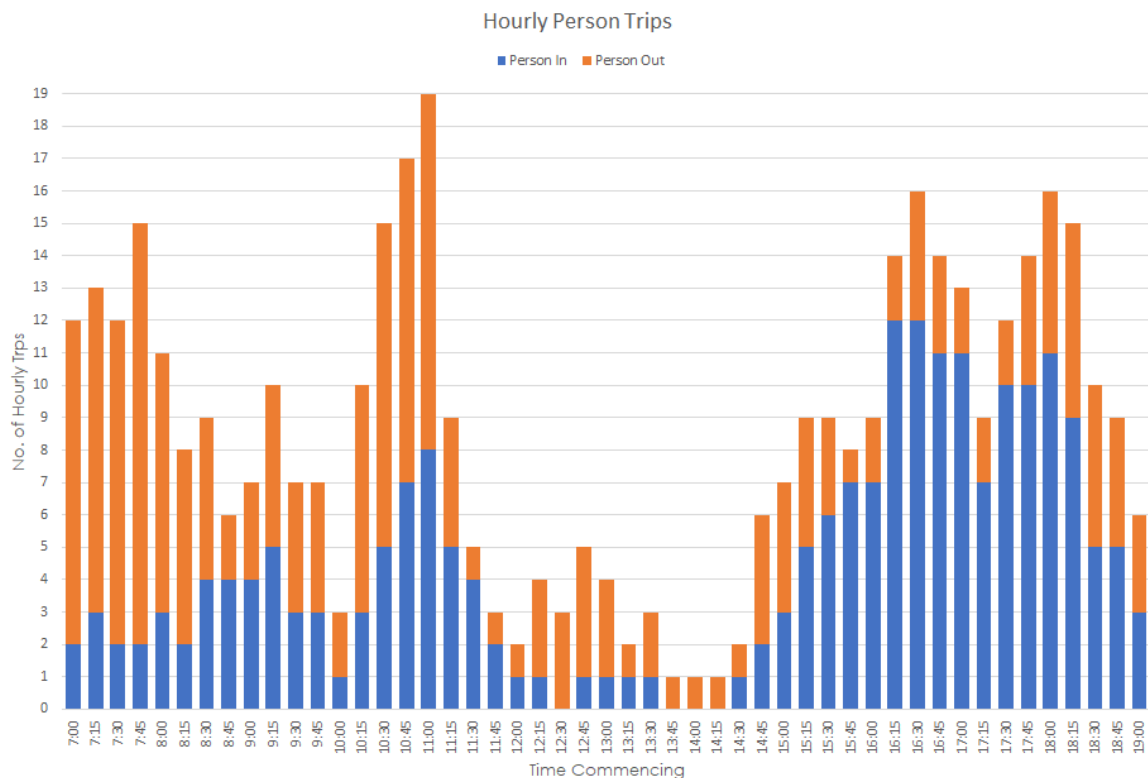


Figure 3.27: BH03 – Survey Results (Wednesday) – Parking Accumulation

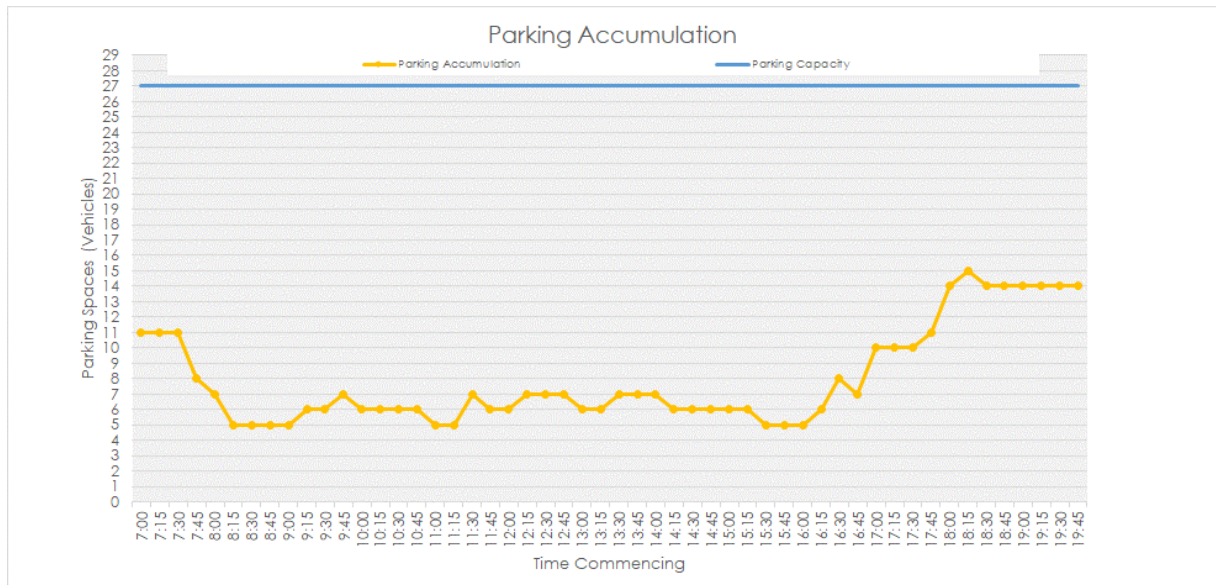


Table 3.19: BH03 – Survey Results (Thursday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 7:15	0	1	1	10	37%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
7:15 to 7:30	0	0	0	10	37%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	10	37%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	2	2	8	30%		0	0	0	0	2	2	0	2	2	0	0	0	0	2	2
8:00 to 8:15	0	0	0	8	30%		0	1	1	0	1	1	0	1	1	0	0	0	0	1	1
8:15 to 8:30	0	0	0	8	30%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	1	1	7	26%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
8:45 to 9:00	1	0	1	8	30%		0	1	1	1	1	2	1	1	2	0	0	0	1	1	2
9:00 to 9:15	1	0	1	9	33%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
9:15 to 9:30	0	0	0	9	33%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	1	1	8	30%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
9:45 to 10:00	0	0	0	8	30%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	1	0	1	9	33%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
10:15 to 10:30	1	1	2	9	33%		0	0	0	1	1	2	1	1	2	0	0	0	1	1	2
10:30 to 10:45	0	0	0	9	33%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	0	0	0	9	33%		0	1	1	0	1	1	0	1	1	0	0	0	0	1	1
11:00 to 11:15	0	1	1	8	30%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
11:15 to 11:30	0	2	2	6	22%		1	1	2	1	3	4	1	3	4	0	0	0	1	3	4
11:30 to 11:45	1	0	1	7	26%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
11:45 to 12:00	0	1	1	6	22%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
12:00 to 12:15	1	0	1	7	26%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
12:15 to 12:30	1	0	1	8	30%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
12:30 to 12:45	0	0	0	8	30%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	2	2	4	8	30%		0	0	0	2	2	4	2	2	4	0	0	0	2	2	4
13:00 to 13:15	0	0	0	8	30%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30	0	0	0	8	30%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 13:45	0	0	0	8	30%		0	1	1	0	1	1	0	1	1	0	0	0	0	1	1
13:45 to 14:00	0	0	0	8	30%		1	1	2	1	1	2	1	1	2	1	1	2	2	2	4
14:00 to 14:15	1	1	2	8	30%		1	1	2	2	2	4	2	2	4	0	0	0	2	2	4
14:15 to 14:30	0	0	0	8	30%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	0	0	0	8	30%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	0	0	0	8	30%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15	1	0	1	9	33%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
15:15 to 15:30	0	1	1	8	30%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
15:30 to 15:45	0	0	0	8	30%		1	1	2	1	1	2	1	1	2	0	0	0	1	1	2
15:45 to 16:00	1	2	3	7	26%		1	0	1	2	2	4	3	2	5	1	0	1	4	2	6
16:00 to 16:15	0	1	1	6	22%		1	0	1	1	1	2	1	1	2	0	0	0	1	1	2
16:15 to 16:30	2	1	3	7	26%		1	0	1	3	1	4	3	1	4	0	0	0	3	1	4
16:30 to 16:45	3	0	3	10	37%		1	1	2	4	1	5	4	1	5	0	0	0	4	1	5
16:45 to 17:00	2	1	3	11	41%		1	0	1	3	1	4	3	1	4	1	0	1	4	1	5
17:00 to 17:15	0	1	1	10	37%		1	0	1	1	1	2	1	1	2	0	0	0	1	1	2
17:15 to 17:30	0	0	0	10	37%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	2	0	2	12	44%		0	1	1	2	1	3	2	1	3	0	1	1	2	2	4
17:45 to 18:00	2	1	3	13	48%		0	0	0	2	1	3	2	1	3	0	0	0	2	1	3
18:00 to 18:15	2	0	2	15	56%		0	0	0	2	0	2	2	0	2	0	0	0	2	0	2
18:15 to 18:30	1	0	1	16	59%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
18:30 to 18:45	1	1	2	16	59%		0	1	1	1	2	3	1	2	3	0	1	1	1	3	4
18:45 to 19:00	0	2	2	14	52%		0	0	0	0	2	2	0	2	2	0	0	0	0	2	2
19:00 to 19:15	1	0	1	15	56%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
19:15 to 19:30	2	0	2	17	63%		0	0	0	2	0	2	2	0	2	0	0	0	2	0	2
19:30 to 19:45	1	0	1	18	67%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
19:45 to 20:00	2	1	3	19	70%		0	0	0	2	1	3	2	1	3	0	0	0	2	1	3
Total	33	25	58				10	11	21	43	36	79	44	36	80	3	3	6	47	39	86

Table 3.20: BH03 – Survey Results (Thursday hourly data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 8:00	0	3	3	10	37%	0	0	0	0	3	3	0	3	3	0	0	0	0	3	3	
7:15 to 8:15	0	2	2	10	37%	0	1	1	0	3	3	0	3	3	0	0	0	0	3	3	
7:30 to 8:30	0	2	2	10	37%	0	1	1	0	3	3	0	3	3	0	0	0	0	3	3	
7:45 to 8:45	0	3	3	8	30%	0	1	1	0	4	4	0	4	4	0	0	0	0	4	4	
8:00 to 9:00	1	1	2	8	30%	0	2	2	1	3	4	1	3	4	0	0	0	1	3	4	
8:15 to 9:15	2	1	3	9	33%	0	1	1	2	2	4	2	2	4	0	0	0	2	2	4	
8:30 to 9:30	2	1	3	9	33%	0	1	1	2	2	4	2	2	4	0	0	0	2	2	4	
8:45 to 9:45	2	1	3	9	33%	0	1	1	2	2	4	2	2	4	0	0	0	2	2	4	
9:00 to 10:00	1	1	2	9	33%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
9:15 to 10:15	1	1	2	9	33%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
9:30 to 10:30	2	2	4	9	33%	0	0	0	2	2	4	2	2	4	0	0	0	2	2	4	
9:45 to 10:45	2	1	3	9	33%	0	0	0	2	1	3	2	1	3	0	0	0	2	1	3	
10:00 to 11:00	2	1	3	9	33%	0	1	1	2	2	4	2	2	4	0	0	0	2	2	4	
10:15 to 11:15	1	2	3	9	33%	0	1	1	1	3	4	1	3	4	0	0	0	1	3	4	
10:30 to 11:30	0	3	3	9	33%	1	2	3	1	5	6	1	5	6	0	0	0	1	5	6	
10:45 to 11:45	1	3	4	9	33%	1	2	3	2	5	7	2	5	7	0	0	0	2	5	7	
11:00 to 12:00	1	4	5	8	30%	1	1	2	2	5	7	2	5	7	0	0	0	2	5	7	
11:15 to 12:15	2	3	5	7	26%	1	1	2	3	4	7	3	4	7	0	0	0	3	4	7	
11:30 to 12:30	3	1	4	8	30%	0	0	0	3	1	4	3	1	4	0	0	0	3	1	4	
11:45 to 12:45	2	1	3	8	30%	0	0	0	2	1	3	2	1	3	0	0	0	2	1	3	
12:00 to 13:00	4	2	6	8	30%	0	0	0	4	2	6	4	2	6	0	0	0	4	2	6	
12:15 to 13:15	3	2	5	8	30%	0	0	0	3	2	5	3	2	5	0	0	0	3	2	5	
12:30 to 13:30	2	2	4	8	30%	0	0	0	2	2	4	2	2	4	0	0	0	2	2	4	
12:45 to 13:45	2	2	4	8	30%	0	1	1	2	3	5	2	3	5	0	0	0	2	3	5	
13:00 to 14:00	0	0	0	8	30%	1	2	3	1	2	3	1	2	3	1	1	2	2	3	5	
13:15 to 14:15	1	1	2	8	30%	2	3	5	3	4	7	3	4	7	1	1	2	4	5	9	
13:30 to 14:30	1	1	2	8	30%	2	3	5	3	4	7	3	4	7	1	1	2	4	5	9	
13:45 to 14:45	1	1	2	8	30%	2	2	4	3	3	6	3	3	6	1	1	2	4	4	8	
14:00 to 15:00	1	1	2	8	30%	1	1	2	2	2	4	2	2	4	0	0	0	2	2	4	
14:15 to 15:15	1	0	1	9	33%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
14:30 to 15:30	1	1	2	9	33%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
14:45 to 15:45	1	1	2	9	33%	1	1	2	2	2	4	2	2	4	0	0	0	2	2	4	
15:00 to 16:00	2	3	5	9	33%	2	1	3	4	4	8	5	4	9	1	0	1	6	4	10	
15:15 to 16:15	1	4	5	8	30%	3	1	4	4	5	9	5	5	10	1	0	1	6	5	11	
15:30 to 16:30	3	4	7	8	30%	4	1	5	7	5	12	8	5	13	1	0	1	9	5	14	
15:45 to 16:45	6	4	10	10	37%	4	1	5	10	5	15	11	5	16	1	0	1	12	5	17	
16:00 to 17:00	7	3	10	11	41%	4	1	5	11	4	15	11	4	15	1	0	1	12	4	16	
16:15 to 17:15	7	3	10	11	41%	4	1	5	11	4	15	11	4	15	1	0	1	12	4	16	
16:30 to 17:30	5	2	7	11	41%	3	1	4	8	3	11	8	3	11	1	0	1	9	3	12	
16:45 to 17:45	4	2	6	12	44%	2	1	3	6	3	9	6	3	9	1	1	2	7	4	11	
17:00 to 18:00	4	2	6	13	48%	1	1	2	5	3	8	5	3	8	0	1	1	5	4	9	
17:15 to 18:15	6	1	7	15	56%	0	1	1	6	2	8	6	2	8	0	1	1	6	3	9	
17:30 to 18:30	7	1	8	16	59%	0	1	1	7	2	9	7	2	9	0	1	1	7	3	10	
17:45 to 18:45	6	2	8	16	59%	0	1	1	6	3	9	6	3	9	0	1	1	6	4	10	
18:00 to 19:00	4	3	7	16	59%	0	1	1	4	4	8	4	4	8	0	1	1	4	5	9	
18:15 to 19:15	3	3	6	16	59%	0	1	1	3	4	7	3	4	7	0	1	1	3	5	8	
18:30 to 19:30	4	3	7	17	63%	0	1	1	4	4	8	4	4	8	0	1	1	4	5	9	
18:45 to 19:45	4	2	6	18	67%	0	0	0	4	2	6	4	2	6	0	0	0	4	2	6	
19:00 to 20:00	6	1	7	19	70%	0	0	0	6	1	7	6	1	7	0	0	0	6	1	7	

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.28: BH03 – Survey Results (Thursday) – Vehicle Trips

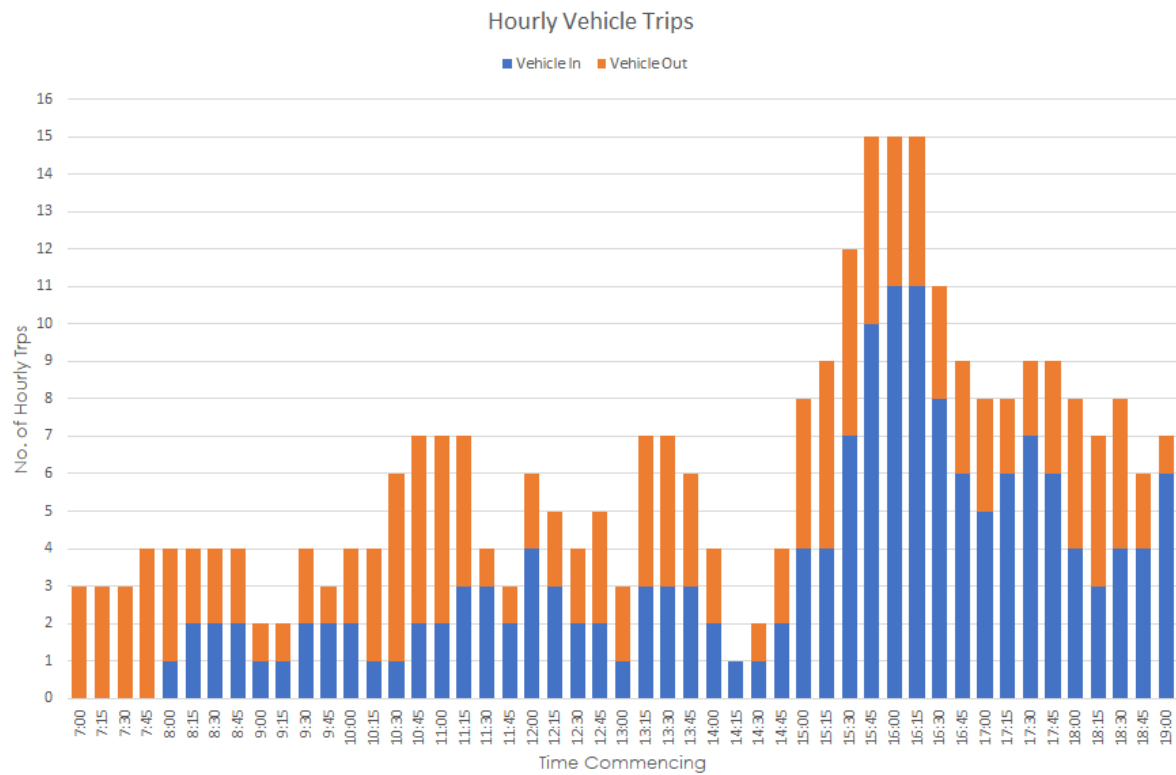


Figure 3.29: BH03 – Survey Results (Thursday) – Person Trips

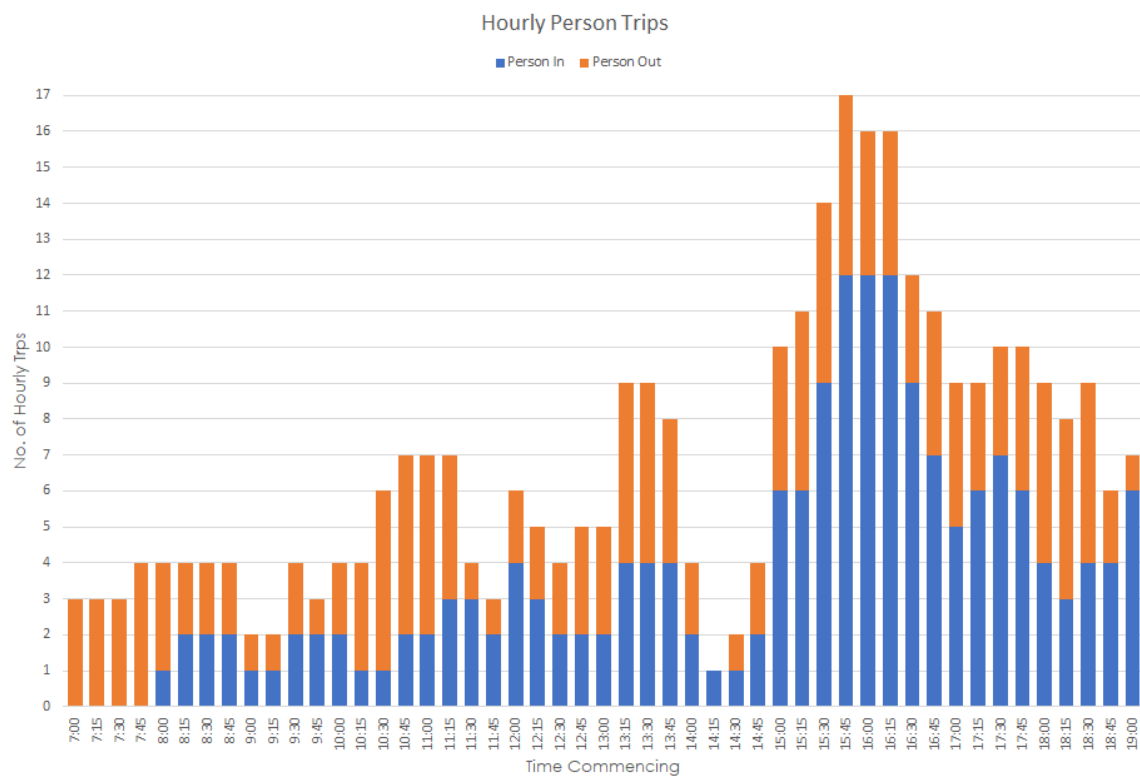


Figure 3.30: BH03 – Survey Results (Thursday) – Parking Accumulation

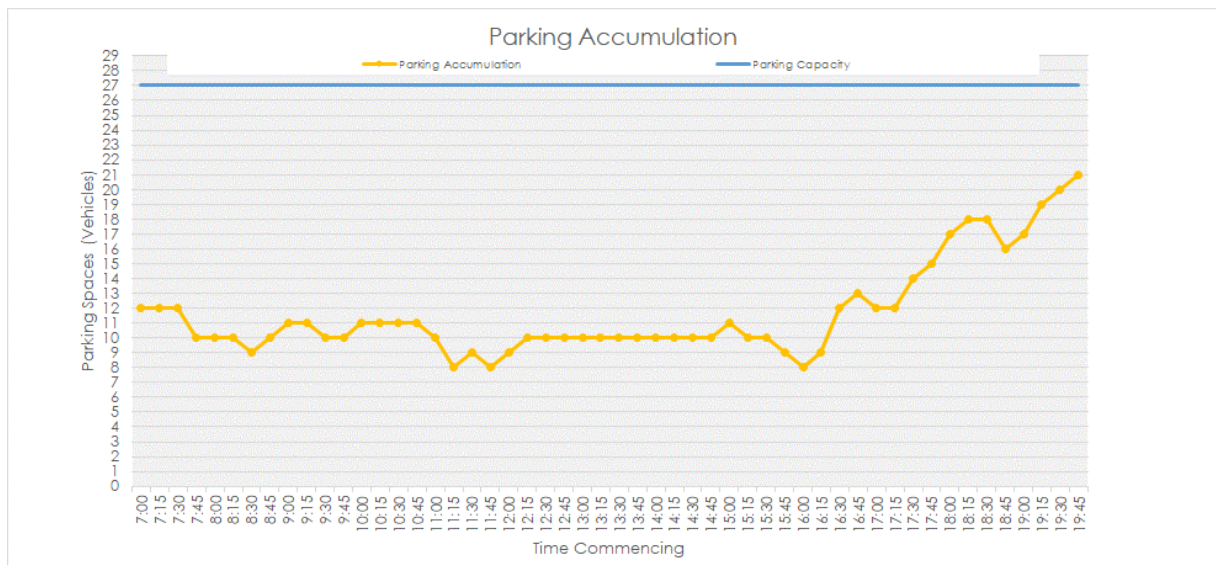


Table 3.21: BH03 – Survey Results (Friday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	2	2	9	33%	0	0	0	0	2	2	0	2	2	0	0	0	0	2	2	
7:15 to 7:30	0	0	0	9	33%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	0	1	1	8	30%	1	1	2	1	2	3	1	2	3	0	0	0	1	2	3	
7:45 to 8:00	0	0	0	8	30%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
8:00 to 8:15	0	0	0	8	30%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	1	1	7	26%	1	1	2	1	2	3	1	2	3	0	0	0	1	2	3	
8:30 to 8:45	0	3	3	4	15%	0	0	0	0	3	3	0	3	3	0	0	0	0	3	3	
8:45 to 9:00	1	1	2	4	15%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
9:00 to 9:15	0	1	1	3	11%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
9:15 to 9:30	0	1	1	2	7%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
9:30 to 9:45	0	0	0	2	7%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	1	0	1	3	11%	1	1	2	2	1	3	2	1	3	0	0	0	2	1	3	
10:00 to 10:15	0	0	0	3	11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	3	11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	3	11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	0	0	3	11%	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2	
11:00 to 11:15	0	0	0	3	11%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	0	3	3	0	0%	0	0	0	0	3	3	0	3	3	0	0	0	0	3	3	
11:30 to 11:45	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	0	0	0	0	0%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
12:00 to 12:15	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	0	0	0	0	0%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
12:30 to 12:45	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	0	0	0	0	0%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
13:00 to 13:15	1	1	2	0	0%	0	0	0	1	1	2	2	1	3	0	0	0	2	1	3	
13:15 to 13:30	0	1	1	-1	-4%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
13:30 to 13:45	0	0	0	-1	-4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	2	0	2	1	4%	0	0	0	2	0	2	2	0	2	0	0	0	2	0	2	
14:00 to 14:15	0	0	0	1	4%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
14:15 to 14:30	0	0	0	1	4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 to 14:45	1	0	1	2	7%	0	1	1	1	1	2	1	1	2	0	0	0	1	1	2	
14:45 to 15:00	0	1	1	1	4%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
15:00 to 15:15	0	0	0	1	4%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30	1	1	2	1	4%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
15:30 to 15:45	0	1	1	0	0%	0	1	1	0	2	2	0	2	2	0	0	0	0	2	2	
15:45 to 16:00	0	0	0	0	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	0	0	0	0	0%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
16:15 to 16:30	1	0	1	1	4%	1	1	2	2	1	3	2	1	3	1	0	1	3	1	4	
16:30 to 16:45	1	0	1	2	7%	1	1	2	2	1	3	2	1	3	0	0	0	2	1	3	
16:45 to 17:00	2	0	2	4	15%	1	1	2	3	1	4	4	1	5	1	0	1	5	1	6	
17:00 to 17:15	1	0	1	5	19%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2	
17:15 to 17:30	3	0	3	8	30%	0	0	0	3	0	3	4	0	4	0	0	0	4	0	4	
17:30 to 17:45	0	1	1	7	26%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
17:45 to 18:00	2	4	6	5	19%	0	0	0	2	4	6	3	4	7	0	0	0	3	4	7	
18:00 to 18:15	1	0	1	6	22%	1	1	2	2	1	3	2	1	3	0	0	0	2	1	3	
18:15 to 18:30	1	0	1	7	26%	0	1	1	1	1	2	1	1	2	0	1	1	1	2	3	
18:30 to 18:45	1	1	2	7	26%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
18:45 to 19:00	3	2	5	8	30%	1	1	2	4	3	7	4	3	7	0	0	0	4	3	7	
19:00 to 19:15	2	1	3	9	33%	1	1	2	3	2	5	3	2	5	1	0	1	4	2	6	
19:15 to 19:30	0	1	1	8	30%	1	1	2	1	2	3	1	2	3	0	0	0	1	2	3	
19:30 to 19:45	1	0	1	9	33%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2	
19:45 to 20:00	1	1	2	9	33%	1	1	2	2	2	4	2	3	5	1	1	2	3	4	7	
Total	27	29	56			17	18	35	44	47	91	48	48	96	5	2	7	53	50	103	

Table 3.22: BH03 – Survey Results (Friday hourly data)*

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 8:00	0	3	3	9	33%	1	2	3	1	5	6	1	5	6	0	0	0	1	5	6	
7:15 to 8:15	0	1	1	9	33%	1	2	3	1	3	4	1	3	4	0	0	0	1	3	4	
7:30 to 8:30	0	2	2	8	30%	2	3	5	2	5	7	2	5	7	0	0	0	2	5	7	
7:45 to 8:45	0	4	4	8	30%	1	2	3	1	6	7	1	6	7	0	0	0	1	6	7	
8:00 to 9:00	1	5	6	8	30%	1	1	2	2	6	8	2	6	8	0	0	0	2	6	8	
8:15 to 9:15	1	6	7	7	26%	1	1	2	2	7	9	2	7	9	0	0	0	2	7	9	
8:30 to 9:30	1	6	7	4	15%	0	0	0	1	6	7	1	6	7	0	0	0	1	6	7	
8:45 to 9:45	1	3	4	4	15%	0	0	0	1	3	4	1	3	4	0	0	0	1	3	4	
9:00 to 10:00	1	2	3	3	11%	1	1	2	2	3	5	2	3	5	0	0	0	2	3	5	
9:15 to 10:15	1	1	2	3	11%	1	1	2	2	2	4	2	2	4	0	0	0	2	2	4	
9:30 to 10:30	1	0	1	3	11%	1	1	2	2	1	3	2	1	3	0	0	0	2	1	3	
9:45 to 10:45	1	0	1	3	11%	1	1	2	2	1	3	2	1	3	0	0	0	2	1	3	
10:00 to 11:00	0	0	0	3	11%	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2	
10:15 to 11:15	0	0	0	3	11%	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2	
10:30 to 11:30	0	3	3	3	11%	1	0	1	1	3	4	1	3	4	1	0	1	2	3	5	
10:45 to 11:45	0	3	3	3	11%	1	0	1	1	3	4	1	3	4	1	0	1	2	3	5	
11:00 to 12:00	0	3	3	3	11%	0	1	1	0	4	4	0	4	4	0	0	0	0	4	4	
11:15 to 12:15	0	3	3	0	0%	0	1	1	0	4	4	0	4	4	0	0	0	0	4	4	
11:30 to 12:30	0	0	0	0	0%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
11:45 to 12:45	0	0	0	0	0%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
12:00 to 13:00	0	0	0	0	0%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
12:15 to 13:15	1	1	2	0	0%	1	2	3	2	3	5	3	3	6	0	0	0	3	3	6	
12:30 to 13:30	1	2	3	0	0%	0	1	1	1	3	4	2	3	5	0	0	0	2	3	5	
12:45 to 13:45	1	2	3	0	0%	0	1	1	1	3	4	2	3	5	0	0	0	2	3	5	
13:00 to 14:00	3	2	5	1	4%	0	0	0	3	2	5	4	2	6	0	0	0	4	2	6	
13:15 to 14:15	2	1	3	1	4%	1	0	1	3	1	4	3	1	4	0	0	0	3	1	4	
13:30 to 14:30	2	0	2	1	4%	1	0	1	3	0	3	3	0	3	0	0	0	3	0	3	
13:45 to 14:45	3	0	3	2	7%	1	1	2	4	1	5	4	1	5	0	0	0	4	1	5	
14:00 to 15:00	1	1	2	2	7%	1	1	2	2	2	4	2	2	4	0	0	0	2	2	4	
14:15 to 15:15	1	1	2	2	7%	0	1	1	1	2	3	1	2	3	0	0	0	1	2	3	
14:30 to 15:30	2	2	4	2	7%	0	1	1	2	3	5	2	3	5	0	0	0	2	3	5	
14:45 to 15:45	1	3	4	1	4%	0	1	1	1	4	5	1	4	5	0	0	0	1	4	5	
15:00 to 16:00	1	2	3	1	4%	0	1	1	1	3	4	1	3	4	0	0	0	1	3	4	
15:15 to 16:15	1	2	3	1	4%	1	1	2	2	3	5	2	3	5	0	0	0	2	3	5	
15:30 to 16:30	1	1	2	1	4%	2	2	4	3	3	6	3	3	6	1	0	1	4	3	7	
15:45 to 16:45	2	0	2	2	7%	3	2	5	5	2	7	5	2	7	1	0	1	6	2	8	
16:00 to 17:00	4	0	4	4	15%	4	3	7	8	3	11	9	3	12	2	0	2	11	3	14	
16:15 to 17:15	5	0	5	5	19%	4	3	7	9	3	12	10	3	13	2	0	2	12	3	15	
16:30 to 17:30	7	0	7	8	30%	3	2	5	10	2	12	12	2	14	1	0	1	13	2	15	
16:45 to 17:45	6	1	7	8	30%	2	1	3	8	2	10	10	2	12	1	0	1	11	2	13	
17:00 to 18:00	6	5	11	8	30%	1	0	1	7	5	12	9	5	14	0	0	0	9	5	14	
17:15 to 18:15	6	5	11	8	30%	1	1	2	7	6	13	9	6	15	0	0	0	9	6	15	
17:30 to 18:30	4	5	9	7	26%	1	2	3	5	7	12	6	7	13	0	1	1	6	8	14	
17:45 to 18:45	5	5	10	7	26%	1	2	3	6	7	13	7	7	14	0	1	1	7	8	15	
18:00 to 19:00	6	3	9	8	30%	2	3	5	8	6	14	8	6	14	0	1	1	8	7	15	
18:15 to 19:15	7	4	11	9	33%	2	3	5	9	7	16	9	7	16	1	1	2	10	8	18	
18:30 to 19:30	6	5	11	9	33%	3	3	6	9	8	17	9	8	17	1	0	1	10	8	18	
18:45 to 19:45	6	4	10	9	33%	4	3	7	10	7	17	10	7	17	1	0	1	11	7	18	
19:00 to 20:00	4	3	7	9	33%	4	3	7	8	6	14	8	7	15	2	1	3	10	8	18	

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

NOTE: * - Network AM peak hour is the same as Site AM peak hour, which in this case, the formatting for Network AM peak hour has been applied.

Figure 3.31: BH03 – Survey Results (Friday) – Vehicle Trips

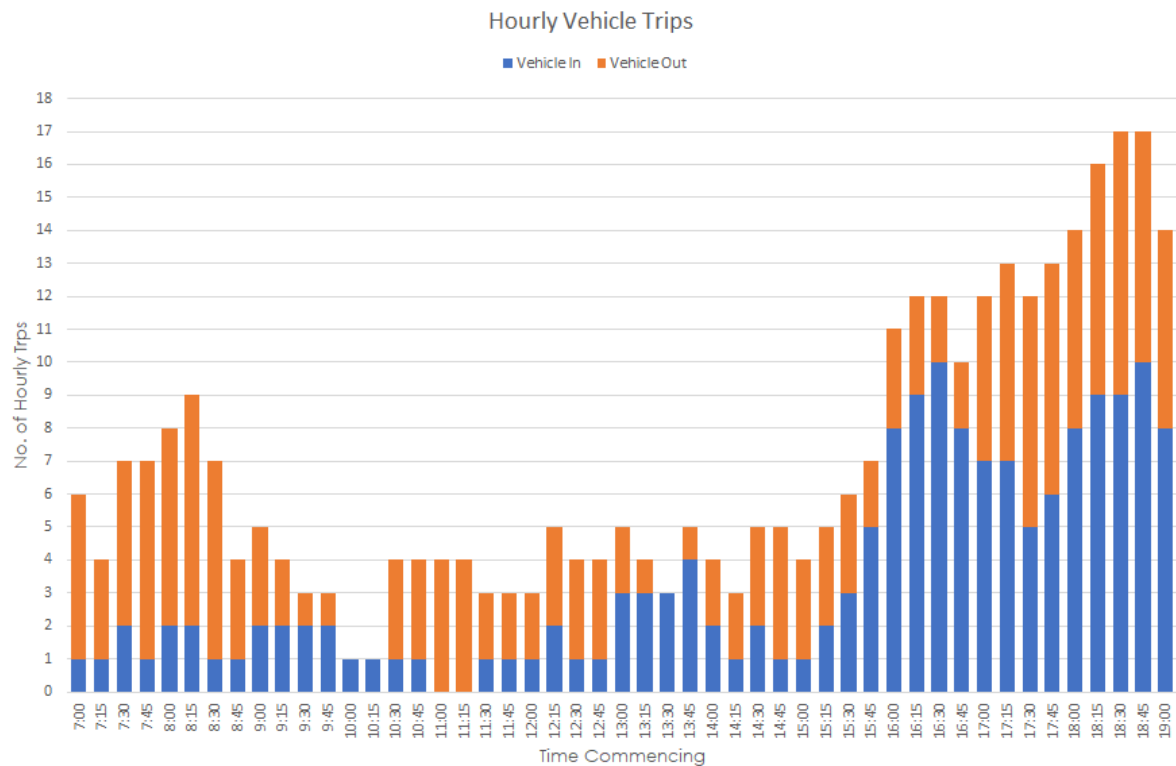


Figure 3.32: BH03 – Survey Results (Friday) – Person Trips

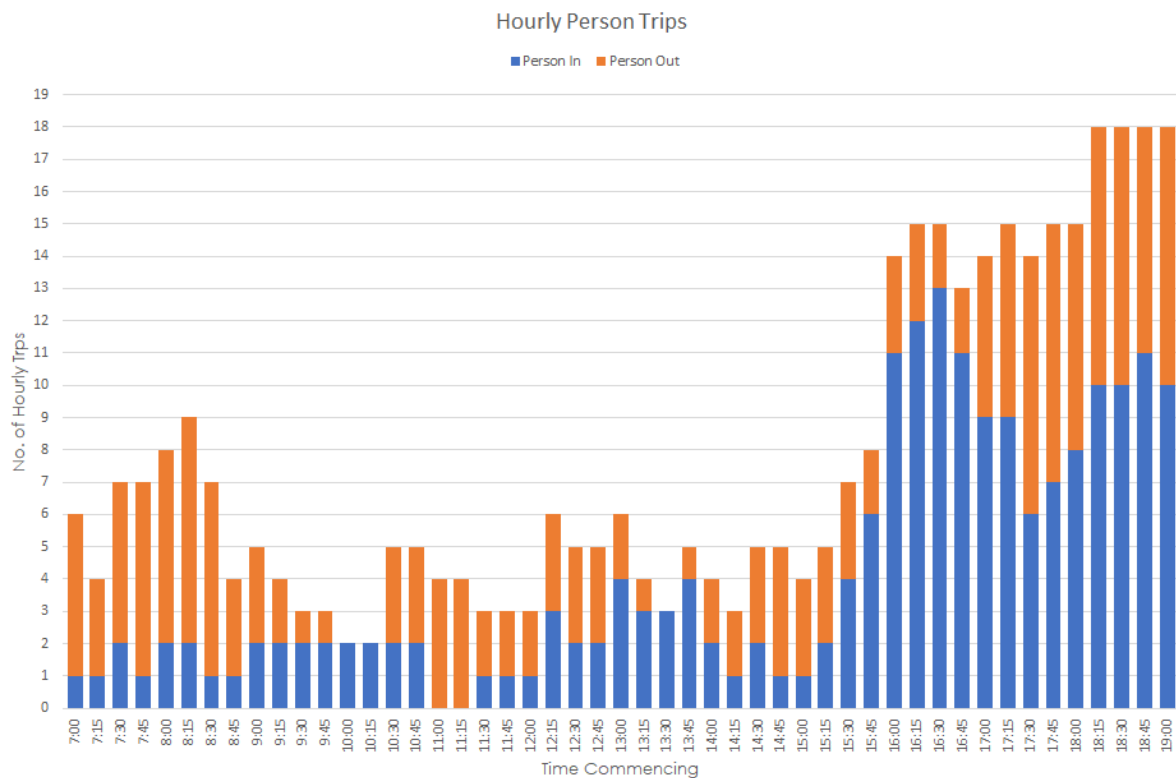
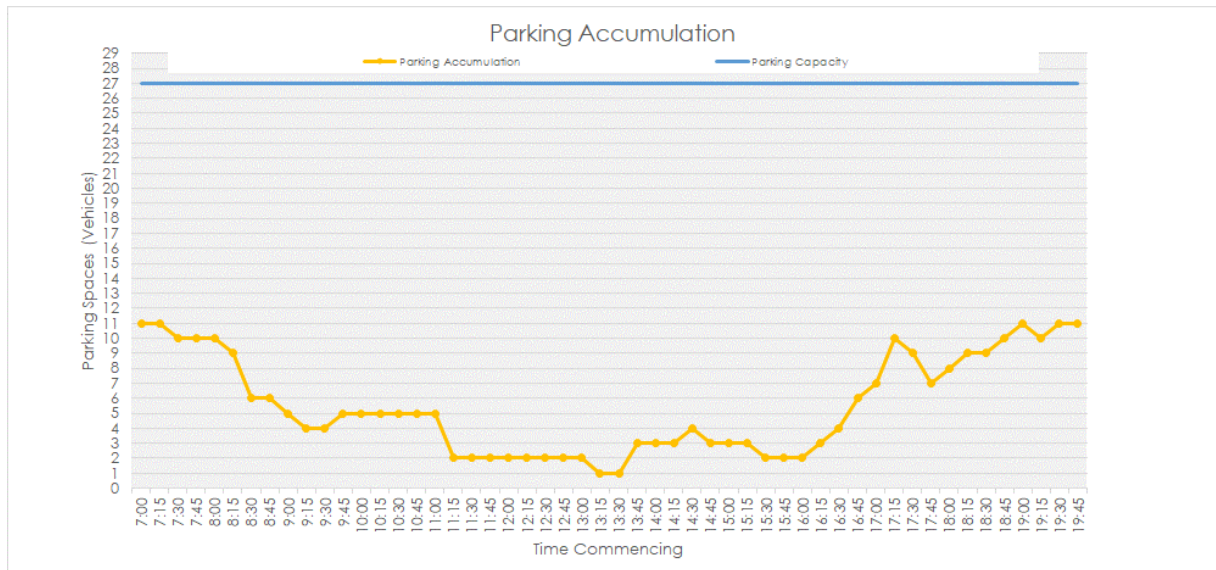


Figure 3.33: BH03 – Survey Results (Friday) – Parking Accumulation



3.1.4 BH04 – 42 Chapel Street, St Marys

Table 3.23: BH04 – Survey Results (Wednesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 7:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
8:30 to 8:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
10:45 to 11:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
11:30 to 11:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
12:00 to 12:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
13:00 to 13:15	0	1	1	-	-		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:15 to 13:30	1	0	1	-	-		0	0	0	1	0	1	0	4	4	0	0	0	0	4	4
13:30 to 13:45	0	0	0	-	-		0	0	0	0	0	0	4	0	4	0	1	1	4	1	5
13:45 to 14:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	1	1	2	-	-		0	0	0	1	1	2	1	1	2	2	0	2	3	1	4
16:00 to 16:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 to 18:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 18:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
18:45 to 19:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 to 19:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	4				0	0	0	2	2	4	5	5	10	5	4	9	10	9	19

Table 3.24: BH04 – Survey Results (Wednesday hourly data)*

Time Period			Vehicle-based Trips												Person -based Trips								
			Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
			In	Out	Total	Accumulation**	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00	to	8:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	to	8:15	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30	to	8:30	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
7:45	to	8:45	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	
8:00	to	9:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	
8:15	to	9:15	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	
8:30	to	9:30	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45	to	9:45	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00	to	10:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15	to	10:15	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30	to	10:30	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45	to	10:45	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	
10:00	to	11:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	
10:15	to	11:15	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	
10:30	to	11:30	0	0	0	-	-	0	0	0	0	0	0	0	0	1	1	2	1	1	2	2	
10:45	to	11:45	0	0	0	-	-	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	
11:00	to	12:00	0	0	0	-	-	0	0	0	0	0	0	0	0	2	0	2	2	0	2	2	
11:15	to	12:15	0	0	0	-	-	0	0	0	0	0	0	0	0	2	0	2	2	0	2	2	
11:30	to	12:30	0	0	0	-	-	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	
11:45	to	12:45	0	0	0	-	-	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	
12:00	to	13:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	
12:15	to	13:15	0	1	1	-	-	0	0	0	0	1	1	0	0	0	1	1	0	1	1	1	
12:30	to	13:30	1	1	2	-	-	0	0	0	1	1	2	0	4	4	0	1	1	0	5	5	
12:45	to	13:45	1	1	2	-	-	0	0	0	1	1	2	4	4	8	0	2	2	4	6	10	
13:00	to	14:00	1	1	2	-	-	0	0	0	1	1	2	4	4	8	0	1	1	4	5	9	
13:15	to	14:15	1	0	1	-	-	0	0	0	1	0	1	4	4	8	0	1	1	4	5	9	
13:30	to	14:30	0	0	0	-	-	0	0	0	0	0	0	4	0	4	0	1	1	4	1	5	
13:45	to	14:45	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	to	15:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15	to	15:15	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30	to	15:30	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45	to	15:45	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	to	16:00	1	1	2	-	-	0	0	0	1	1	2	1	1	2	2	0	2	3	1	4	
15:15	to	16:15	1	1	2	-	-	0	0	0	1	1	2	1	1	2	2	0	2	3	1	4	
15:30	to	16:30	1	1	2	-	-	0	0	0	1	1	2	1	1	2	2	0	2	3	1	4	
15:45	to	16:45	1	1	2	-	-	0	0	0	1	1	2	1	1	2	2	0	2	3	1	4	
16:00	to	17:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	to	17:15	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30	to	17:30	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	to	17:45	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	to	18:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15	to	18:15	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30	to	18:30	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45	to	18:45	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	
18:00	to	19:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
18:15	to	19:15	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
18:30	to	19:30	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
18:45	to	19:45	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	to	20:00	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

NOTE: * - No Site AM peak hour has been identified as there was no vehicle trips recorded in the AM hours.

** - Access to the car parking area was not available on the survey date, resulting in the unavailability of the car parking occupancy. A site visit has been undertaken in attempt to count the car parking occupancy before 7:00 am (survey start time), which also did not provide any relevant data to be used. Therefore, car parking accumulation could not be calculated.

Figure 3.34: BH04 – Survey Results (Wednesday) – Vehicle Trips

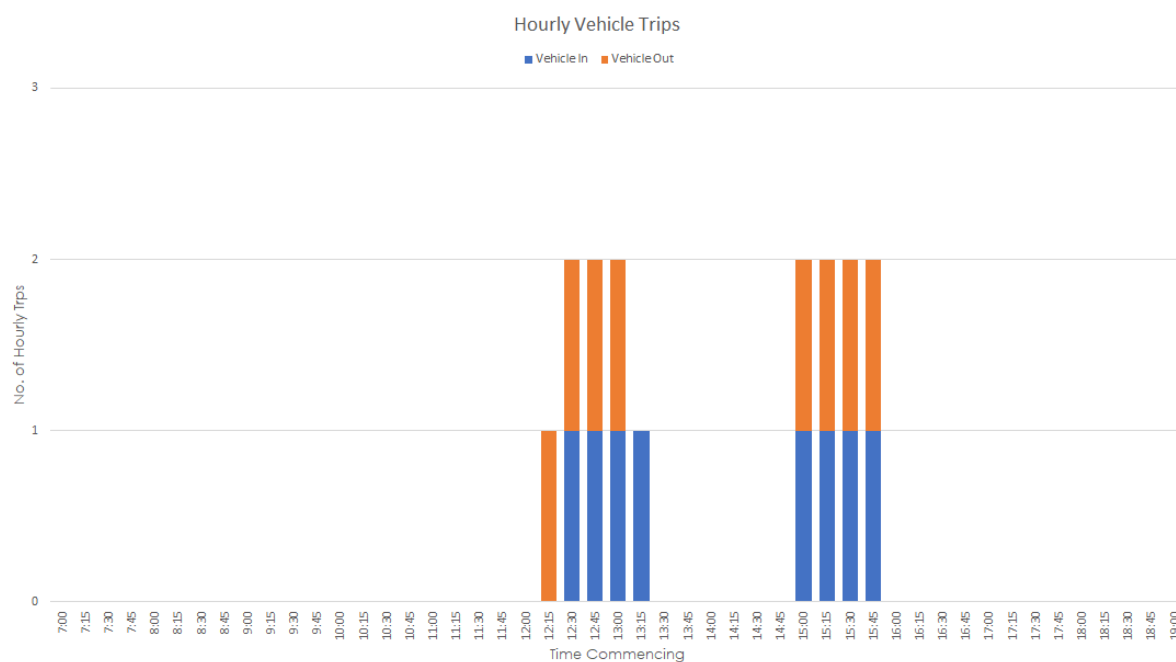


Figure 3.35: BH04 – Survey Results (Wednesday) – Person Trips

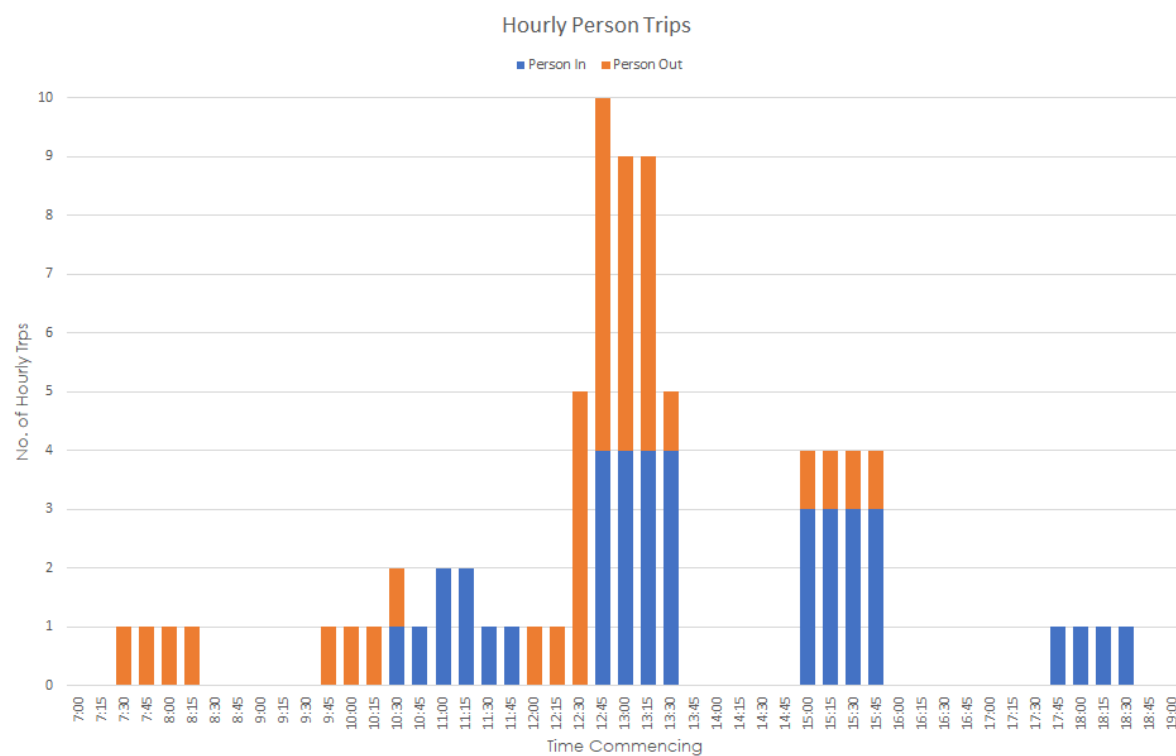
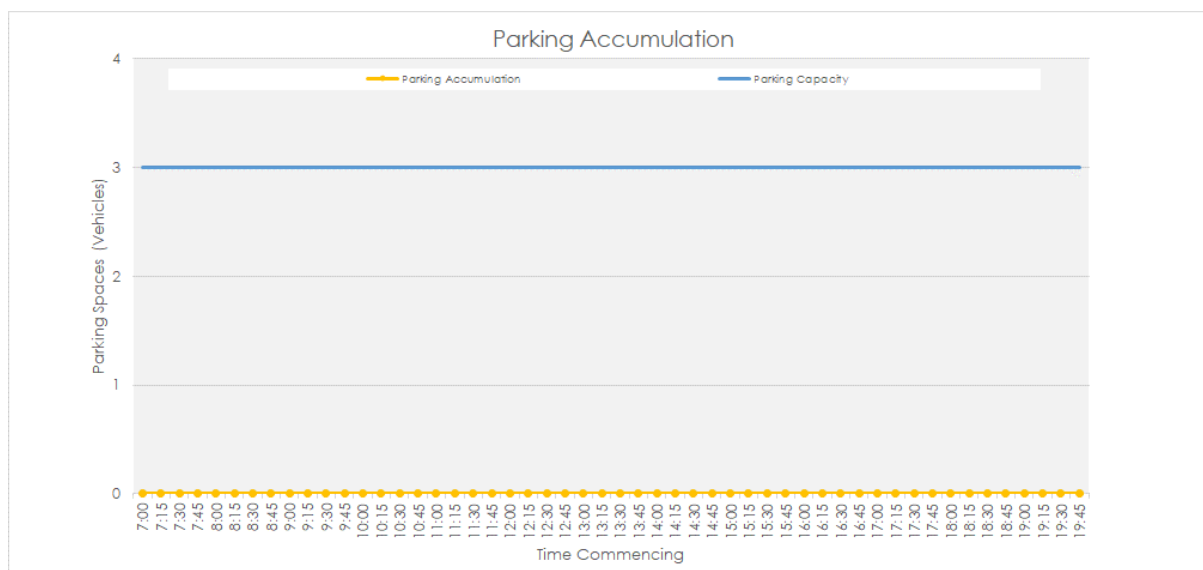


Figure 3.36: BH04 – Survey Results (Wednesday) – Parking Accumulation*



NOTE: * - Access to the car parking area was not available on the survey date, resulting in the unavailability of the car parking occupancy. A site visit has been undertaken in attempt to count the car parking occupancy before 7:00 am (survey start time), which also did not provide any relevant data to be used. Therefore, car parking accumulation could not be calculated.

3.1.5 BH05 – 1274 Botany Road, Botany

Table 3.25: BH05 – Survey Results (Wednesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	1	1	3	43%	0	0	0	0	1	1	0	2	2	0	0	0	0	2	2	2
7:30 to 7:45	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1
8:15 to 8:30	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1
8:30 to 8:45	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	1	0	1	4	57%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	1
10:00 to 10:15	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	0	1	1	3	43%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	1
11:00 to 11:15	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	2
12:30 to 12:45	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1
13:15 to 13:30	1	0	1	4	57%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	1
13:30 to 13:45	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1
13:45 to 14:00	0	1	1	3	43%	0	0	0	0	1	1	0	2	2	0	0	0	0	2	2	2
14:00 to 14:15	0	1	1	2	29%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	1
14:15 to 14:30	0	0	0	2	29%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	2
14:30 to 14:45	0	0	0	2	29%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1
14:45 to 15:00	0	0	0	2	29%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1
15:00 to 15:15	1	1	2	2	29%	0	0	0	1	1	2	1	1	2	1	0	1	2	1	3	3
15:15 to 15:30	0	0	0	2	29%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	1	0	1	3	43%	0	0	0	1	0	1	2	0	2	0	0	0	2	0	2	2
15:45 to 16:00	0	0	0	3	43%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	0	0	0	3	43%	1	1	2	1	1	2	1	1	2	2	2	4	3	3	6	6
16:15 to 16:30	1	0	1	4	57%	0	0	0	1	0	1	1	0	1	1	1	2	2	1	3	3
16:30 to 16:45	0	0	0	4	57%	0	1	1	0	1	1	0	1	1	0	2	2	0	3	3	3
16:45 to 17:00	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1
17:30 to 17:45	0	0	0	4	57%	1	0	1	1	0	1	1	0	1	2	0	2	3	0	3	3
17:45 to 18:00	0	0	0	4	57%	0	1	1	0	1	1	0	1	1	0	1	1	0	2	2	2
18:00 to 18:15	0	0	0	4	57%	1	0	1	1	0	1	1	0	1	1	0	1	2	0	2	2
18:15 to 18:30	1	0	1	5	71%	0	0	0	1	0	1	2	0	2	1	0	1	3	0	3	3
18:30 to 18:45	0	1	1	4	57%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	1
18:45 to 19:00	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1
19:15 to 19:30	0	0	0	4	57%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1
19:30 to 19:45	0	1	1	3	43%	0	0	0	0	1	1	0	2	2	0	0	0	0	2	2	2
19:45 to 20:00	0	0	0	3	43%	0	1	1	0	1	1	0	1	1	0	1	1	0	2	2	2
Total	6	7	13			3	4	7	9	11	20	11	14	25	14	14	28	25	28	53	

Table 3.26: BH05 – Survey Results (Wednesday hourly data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	1	1	4	57%		0	0	0	0	1	1	0	2	2	0	0	0	0	2	2
7:15 to 8:15	0	1	1	3	43%		0	0	0	0	1	1	0	2	2	0	1	1	0	3	3
7:30 to 8:30	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	0	2	2	0	2	2
7:45 to 8:45	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	0	2	2	0	2	2
8:00 to 9:00	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	0	2	2	0	2	2
8:15 to 9:15	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
8:30 to 9:30	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:45	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 10:00	1	0	1	4	57%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
9:15 to 10:15	1	0	1	4	57%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
9:30 to 10:30	1	0	1	4	57%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
9:45 to 10:45	1	0	1	4	57%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
10:00 to 11:00	0	1	1	4	57%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:15 to 11:15	0	1	1	4	57%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:30 to 11:30	0	1	1	4	57%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:45 to 11:45	0	1	1	3	43%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
11:00 to 12:00	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 12:15	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 12:30	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
11:45 to 12:45	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
12:00 to 13:00	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
12:15 to 13:15	0	0	0	3	43%		0	0	0	0	0	0	0	0	0	1	2	3	1	2	3
12:30 to 13:30	1	0	1	4	57%		0	0	0	1	0	1	1	0	1	0	1	1	1	1	2
12:45 to 13:45	1	0	1	4	57%		0	0	0	1	0	1	1	0	1	1	1	2	2	1	3
13:00 to 14:00	1	1	2	4	57%		0	0	0	1	1	2	1	2	3	1	1	2	2	3	5
13:15 to 14:15	1	2	3	4	57%		0	0	0	1	2	3	1	3	4	1	0	1	2	3	5
13:30 to 14:30	0	2	2	4	57%		0	0	0	0	2	2	0	3	3	2	1	3	2	4	6
13:45 to 14:45	0	2	2	3	43%		0	0	0	0	2	2	0	3	3	2	1	3	2	4	6
14:00 to 15:00	0	1	1	2	29%		0	0	0	0	1	1	0	1	1	2	2	4	2	3	5
14:15 to 15:15	1	1	2	2	29%		0	0	0	1	1	2	1	1	2	3	2	5	4	3	7
14:30 to 15:30	1	1	2	2	29%		0	0	0	1	1	2	1	1	2	2	1	3	3	2	5
14:45 to 15:45	2	1	3	3	43%		0	0	0	2	1	3	3	1	4	1	1	2	4	2	6
15:00 to 16:00	2	1	3	3	43%		0	0	0	2	1	3	3	1	4	1	0	1	4	1	5
15:15 to 16:15	1	0	1	3	43%		1	1	2	2	1	3	3	1	4	2	2	4	5	3	8
15:30 to 16:30	2	0	2	4	57%		1	1	2	3	1	4	4	1	5	3	3	6	7	4	11
15:45 to 16:45	1	0	1	4	57%		1	2	3	2	2	4	2	2	4	3	5	8	5	7	12
16:00 to 17:00	1	0	1	4	57%		1	2	3	2	2	4	2	2	4	3	5	8	5	7	12
16:15 to 17:15	1	0	1	4	57%		0	1	1	1	1	2	1	1	2	1	3	4	2	4	6
16:30 to 17:30	0	0	0	4	57%		0	1	1	0	1	1	0	1	1	1	2	3	1	3	4
16:45 to 17:45	0	0	0	4	57%		1	0	1	1	0	1	1	0	1	3	0	3	4	0	4
17:00 to 18:00	0	0	0	4	57%		1	1	2	1	1	2	1	1	2	3	1	4	4	2	6
17:15 to 18:15	0	0	0	4	57%		2	1	3	2	1	3	2	1	3	4	1	5	6	2	8
17:30 to 18:30	1	0	1	5	71%		2	1	3	3	1	4	4	1	5	4	1	5	8	2	10
17:45 to 18:45	1	1	2	5	71%		1	1	2	2	2	4	3	2	5	2	1	3	5	3	8
18:00 to 19:00	1	1	2	5	71%		1	0	1	2	1	3	3	1	4	2	0	2	5	1	6
18:15 to 19:15	1	1	2	5	71%		0	0	0	1	1	2	2	1	3	2	0	2	4	1	5
18:30 to 19:30	0	1	1	4	57%		0	0	0	0	1	1	0	1	1	1	1	2	1	2	3
18:45 to 19:45	0	1	1	4	57%		0	0	0	0	1	1	0	2	2	1	1	2	1	3	4
19:00 to 20:00	0	1	1	4	57%		0	1	1	0	2	2	0	3	3	1	2	3	1	5	6

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.37: BH05 – Survey Results (Wednesday) – Vehicle Trips

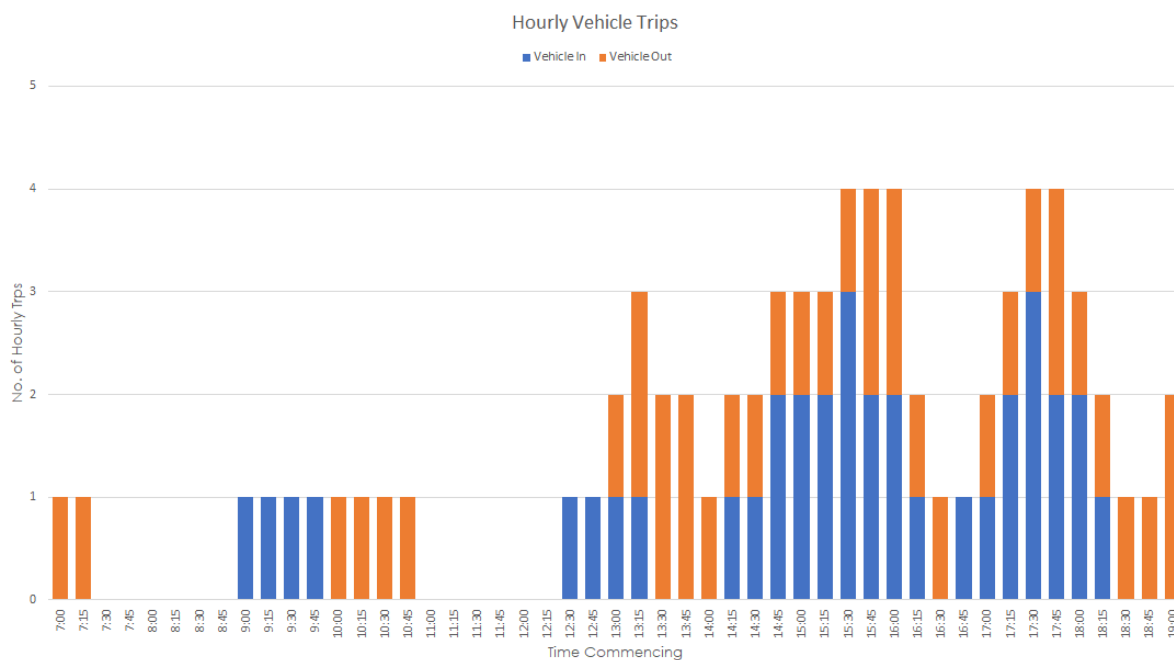


Figure 3.38: BH05 – Survey Results (Wednesday) – Person Trips

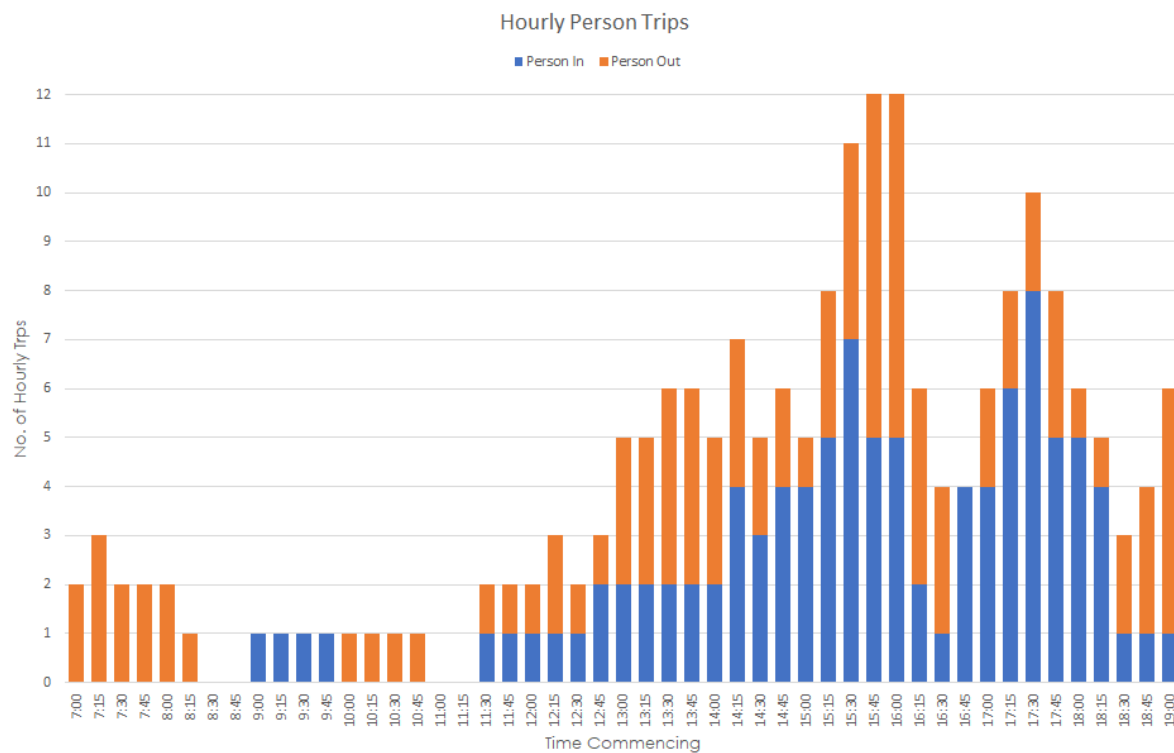
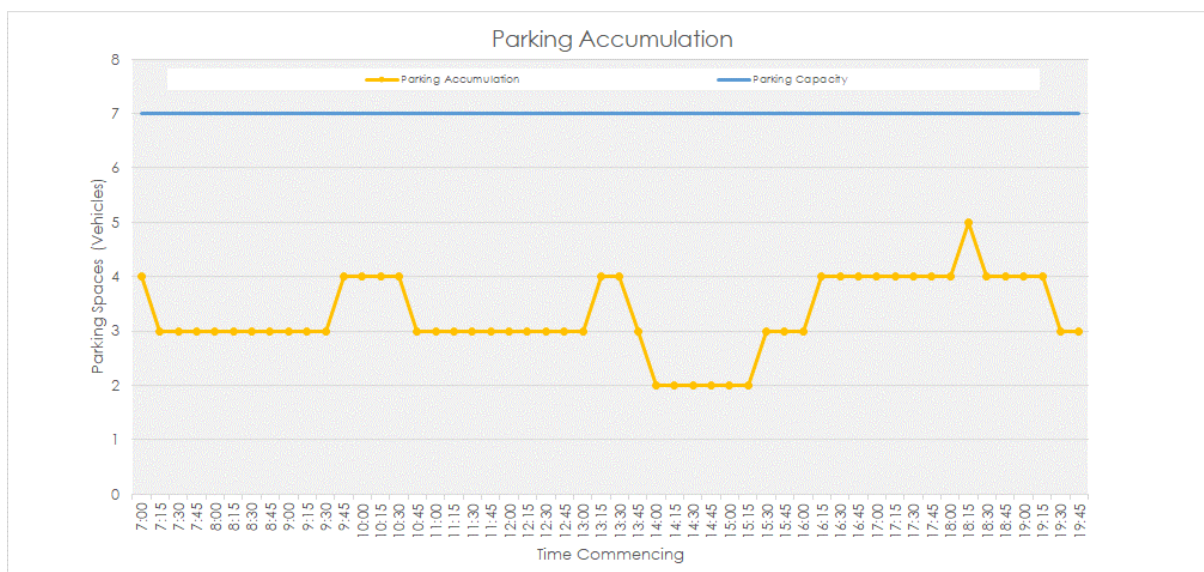


Figure 3.39: BH05 – Survey Results (Wednesday) – Parking Accumulation



3.1.6 BH06 – 111 Woodville Road, Granville

Table 3.27: BH06 – Survey Results (Tuesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	1	1	9	75%	0	1	1	0	2	2	0	2	2	0	1	1	0	3	3	
7:15 to 7:30	0	1	1	8	67%	1	1	2	1	2	3	1	2	3	0	1	1	1	3	4	
7:30 to 7:45	0	0	0	8	67%	0	1	1	0	1	1	0	1	1	0	1	1	0	2	2	
7:45 to 8:00	0	2	2	6	50%	1	1	2	1	3	4	1	3	4	0	0	0	1	3	4	
8:00 to 8:15	0	1	1	5	42%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
8:15 to 8:30	0	0	0	5	42%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
8:30 to 8:45	0	0	0	5	42%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
8:45 to 9:00	0	0	0	5	42%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	0	0	0	5	42%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
9:15 to 9:30	0	0	0	5	42%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 to 9:45	0	2	2	3	25%	0	0	0	0	2	2	0	2	2	0	0	0	0	2	2	
9:45 to 10:00	0	0	0	3	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	3	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	1	1	2	17%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
10:30 to 10:45	0	0	0	2	17%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	0	0	2	17%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	0	0	0	2	17%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	1	0	1	3	25%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
11:30 to 11:45	0	0	0	3	25%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
11:45 to 12:00	1	0	1	4	33%	3	2	5	4	2	6	4	2	6	1	1	2	5	3	8	
12:00 to 12:15	0	0	0	4	33%	2	2	4	2	2	4	2	2	4	1	1	2	3	3	6	
12:15 to 12:30	0	1	1	3	25%	1	2	3	1	3	4	1	3	4	0	1	1	1	4	5	
12:30 to 12:45	0	0	0	3	25%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
12:45 to 13:00	1	0	1	4	33%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
13:00 to 13:15	0	1	1	3	25%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
13:15 to 13:30	0	0	0	3	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	0	0	0	3	25%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
13:45 to 14:00	1	0	1	4	33%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
14:00 to 14:15	0	0	0	4	33%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
14:15 to 14:30	0	0	0	4	33%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
14:30 to 14:45	0	0	0	4	33%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	0	0	0	4	33%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	0	0	0	4	33%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
15:15 to 15:30	0	0	0	4	33%	1	1	2	1	1	2	1	1	2	1	0	1	2	1	3	
15:30 to 15:45	0	0	0	4	33%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 to 16:00	1	0	1	5	42%	1	0	1	2	0	2	2	0	2	1	0	1	3	0	3	
16:00 to 16:15	0	0	0	5	42%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15 to 16:30	1	1	2	5	42%	0	1	1	1	2	3	1	2	3	0	1	1	1	3	4	
16:30 to 16:45	0	0	0	5	42%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45 to 17:00	1	2	3	4	33%	0	1	1	1	3	4	1	3	4	0	0	0	1	3	4	
17:00 to 17:15	0	1	1	3	25%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
17:15 to 17:30	0	0	0	3	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30 to 17:45	1	0	1	4	33%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
17:45 to 18:00	1	0	1	5	42%	3	3	6	4	3	7	4	3	7	1	1	2	5	4	9	
18:00 to 18:15	0	1	1	4	33%	1	1	2	1	2	3	1	3	4	1	0	1	2	3	5	
18:15 to 18:30	0	0	0	4	33%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
18:30 to 18:45	0	0	0	4	33%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45 to 19:00	3	1	4	6	50%	0	0	0	3	1	4	4	1	5	0	0	0	4	1	5	
19:00 to 19:15	0	0	0	6	50%	1	1	2	1	1	2	1	1	2	1	0	1	2	1	3	
19:15 to 19:30	1	1	2	6	50%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
19:30 to 19:45	0	0	0	6	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45 to 20:00	0	1	1	5	42%	0	1	1	0	2	2	0	1	1	0	0	0	0	1	1	
Total	13	18	31			21	24	45	34	42	76	35	42	77	7	8	15	42	50	92	

Table 3.28: BH06 – Survey Results (Tuesday hourly data)

Time Period		Vehicle-based Trips												Person -based Trips								
		Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
		In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00	to	8:00	0	4	4	9	75%	2	4	6	2	8	10	2	8	10	0	3	3	2	11	13
7:15	to	8:15	0	4	4	8	67%	2	3	5	2	7	9	2	7	9	0	2	2	2	9	11
7:30	to	8:30	0	3	3	8	67%	1	3	4	1	6	7	1	6	7	0	1	1	1	7	8
7:45	to	8:45	0	3	3	6	50%	1	3	4	1	6	7	1	6	7	0	0	0	1	6	7
8:00	to	9:00	0	1	1	5	42%	0	2	2	0	3	3	0	3	3	0	0	0	0	3	3
8:15	to	9:15	0	0	0	5	42%	0	3	3	0	3	3	0	3	3	0	0	0	0	3	3
8:30	to	9:30	0	0	0	5	42%	0	2	2	0	2	2	0	2	2	0	0	0	0	2	2
8:45	to	9:45	0	2	2	5	42%	0	1	1	0	3	3	0	3	3	0	0	0	0	3	3
9:00	to	10:00	0	2	2	5	42%	0	1	1	0	3	3	0	3	3	0	0	0	0	3	3
9:15	to	10:15	0	2	2	5	42%	0	0	0	0	2	2	0	2	2	0	0	0	0	2	2
9:30	to	10:30	0	3	3	3	25%	0	0	0	0	3	3	0	3	3	0	0	0	0	3	3
9:45	to	10:45	0	1	1	3	25%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:00	to	11:00	0	1	1	3	25%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:15	to	11:15	0	1	1	2	17%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:30	to	11:30	1	0	1	3	25%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
10:45	to	11:45	1	0	1	3	25%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2
11:00	to	12:00	2	0	2	4	33%	4	2	6	6	2	8	6	2	8	1	1	2	7	3	10
11:15	to	12:15	2	0	2	4	33%	6	4	10	8	4	12	8	4	12	2	2	4	10	6	16
11:30	to	12:30	1	1	2	4	33%	7	6	13	8	7	15	8	7	15	2	3	5	10	10	20
11:45	to	12:45	1	1	2	4	33%	7	7	14	8	8	16	8	8	16	2	3	5	10	11	21
12:00	to	13:00	1	1	2	4	33%	4	5	9	5	6	11	5	6	11	1	2	3	6	8	14
12:15	to	13:15	1	2	3	4	33%	2	3	5	3	5	8	3	5	8	0	1	1	3	6	9
12:30	to	13:30	1	1	2	4	33%	1	1	2	2	2	4	2	2	4	0	0	0	2	2	4
12:45	to	13:45	1	1	2	4	33%	1	0	1	2	1	3	2	1	3	0	0	0	2	1	3
13:00	to	14:00	1	1	2	4	33%	1	0	1	2	1	3	2	1	3	0	0	0	2	1	3
13:15	to	14:15	1	0	1	4	33%	1	1	2	2	1	3	2	1	3	0	0	0	2	1	3
13:30	to	14:30	1	0	1	4	33%	2	1	3	3	1	4	3	1	4	0	0	0	3	1	4
13:45	to	14:45	1	0	1	4	33%	1	1	2	2	1	3	2	1	3	0	0	0	2	1	3
14:00	to	15:00	0	0	0	4	33%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2
14:15	to	15:15	0	0	0	4	33%	2	0	2	2	0	2	2	0	2	0	0	0	2	0	2
14:30	to	15:30	0	0	0	4	33%	2	1	3	2	1	3	2	1	3	1	0	1	3	1	4
14:45	to	15:45	0	0	0	4	33%	2	1	3	2	1	3	2	1	3	1	0	1	3	1	4
15:00	to	16:00	1	0	1	5	42%	3	1	4	4	1	5	4	1	5	2	0	2	6	1	7
15:15	to	16:15	1	0	1	5	42%	2	1	3	3	1	4	3	1	4	2	0	2	5	1	6
15:30	to	16:30	2	1	3	5	42%	1	1	2	3	2	5	3	2	5	1	1	2	4	3	7
15:45	to	16:45	2	1	3	5	42%	1	1	2	3	2	5	3	2	5	1	1	2	4	3	7
16:00	to	17:00	2	3	5	5	42%	0	2	2	2	5	7	2	5	7	0	1	1	2	6	8
16:15	to	17:15	2	4	6	5	42%	0	2	2	2	6	8	2	6	8	0	1	1	2	7	9
16:30	to	17:30	1	3	4	5	42%	0	1	1	1	4	5	1	4	5	0	0	0	1	4	5
16:45	to	17:45	2	3	5	4	33%	0	1	1	2	4	6	2	4	6	0	0	0	2	4	6
17:00	to	18:00	2	1	3	5	42%	3	3	6	5	4	9	5	4	9	1	1	2	6	5	11
17:15	to	18:15	2	1	3	5	42%	4	4	8	6	5	11	6	6	12	2	1	3	8	7	15
17:30	to	18:30	2	1	3	5	42%	5	4	9	7	5	12	7	6	13	2	1	3	9	7	16
17:45	to	18:45	1	1	2	5	42%	5	4	9	6	5	11	6	6	12	2	1	3	8	7	15
18:00	to	19:00	3	2	5	6	50%	2	1	3	5	3	8	6	4	10	1	0	1	7	4	11
18:15	to	19:15	3	1	4	6	50%	2	1	3	5	2	7	6	2	8	1	0	1	7	2	9
18:30	to	19:30	4	2	6	6	50%	1	1	2	5	3	8	6	3	9	1	0	1	7	3	10
18:45	to	19:45	4	2	6	6	50%	1	1	2	5	3	8	6	3	9	1	0	1	7	3	10
19:00	to	20:00	1	2	3	6	50%	1	2	3	2	4	6	2	4	6	1	0	1	3	4	7

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.40: BH06 – Survey Results (Tuesday) – Vehicle Trips

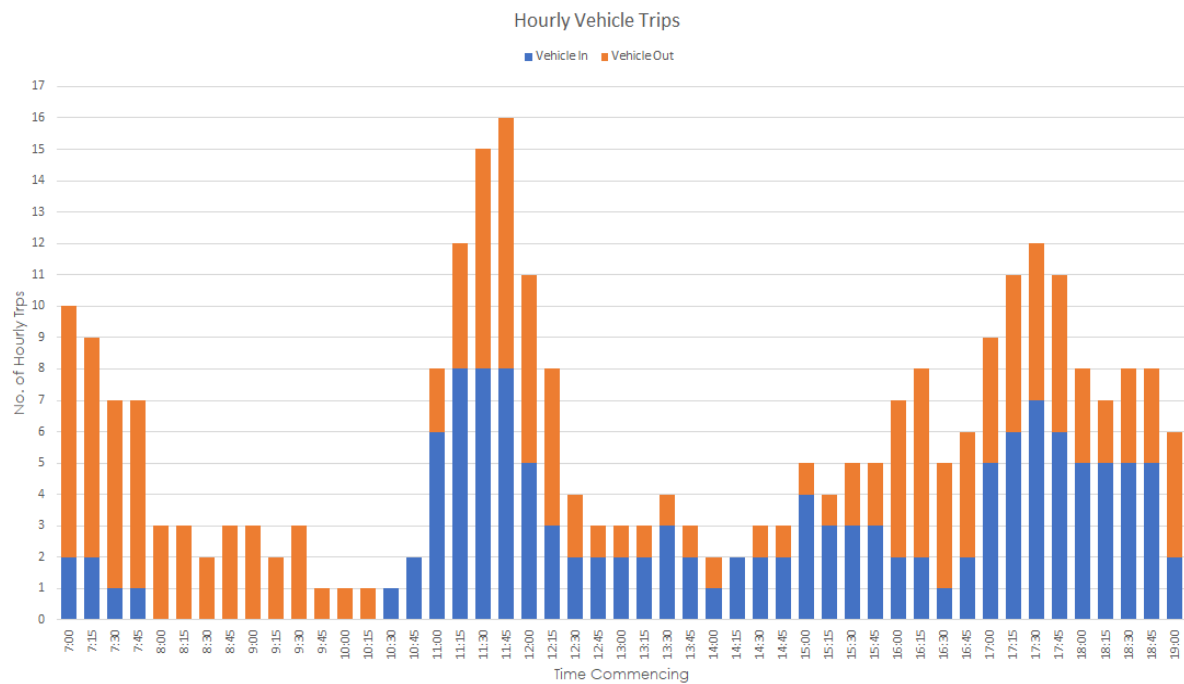


Figure 3.41: BH06 – Survey Results (Tuesday) – Person Trips

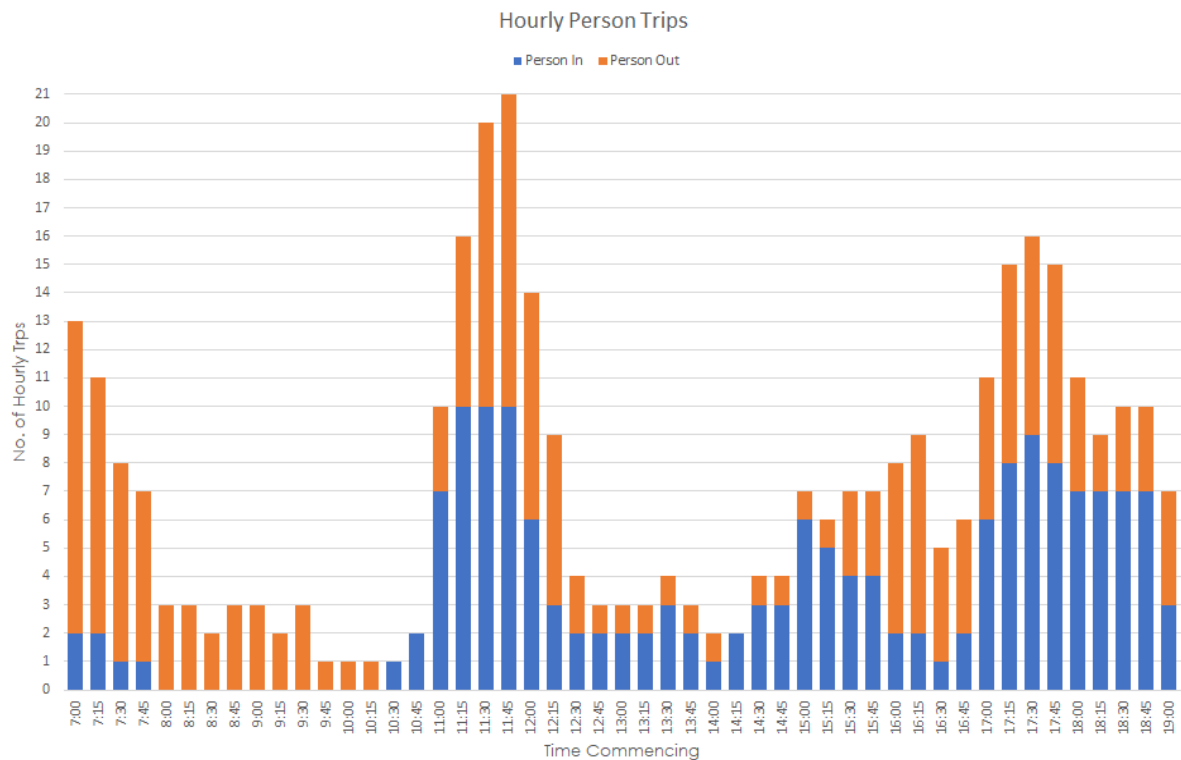
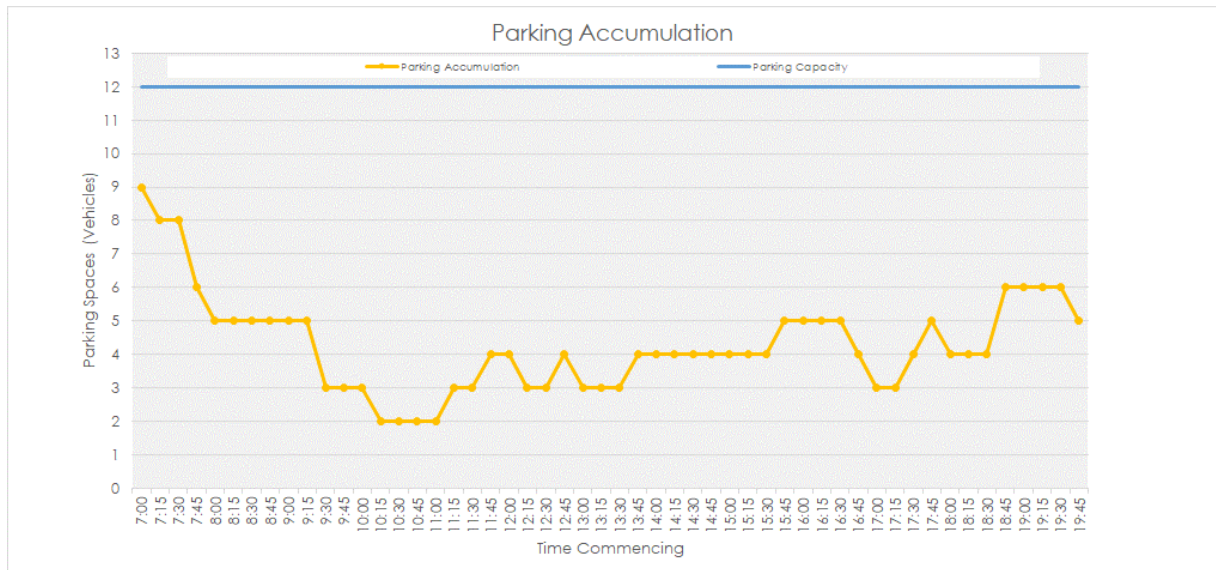


Figure 3.42: BH06 – Survey Results (Tuesday) – Parking Accumulation



3.1.7 BH07 – 391-393 Kingsway, Caringbah

Table 3.29: BH07 – Survey Results (Thursday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips									
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	1	0	1	-	-		0	0	0	1	0	1	1	0	0	1	1	2	3	2	2	4
7:15 to 7:30	0	1	1	-	-		0	0	0	0	1	1	0	1	1	0	1	1	0	2	2	2
7:30 to 7:45	0	1	1	-	-		0	0	0	0	1	1	0	1	1	1	3	4	1	4	5	
7:45 to 8:00	0	2	2	-	-		0	0	0	0	2	2	0	2	2	0	1	1	0	3	3	3
8:00 to 8:15	0	2	2	-	-		0	0	0	0	2	2	0	2	2	0	0	0	0	2	2	2
8:15 to 8:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	1	2	3	1	2	3	
8:30 to 8:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1
8:45 to 9:00	0	1	1	-	-		0	0	0	0	1	1	0	1	1	0	1	1	0	2	2	2
9:00 to 9:15	0	1	1	-	-		0	0	0	0	1	1	0	1	1	0	1	1	0	2	2	2
9:15 to 9:30	0	0	0	-	-		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1
9:30 to 9:45	0	1	1	-	-		0	0	0	0	1	1	0	1	1	2	1	3	2	2	2	4
9:45 to 10:00	0	1	1	-	-		0	0	0	0	1	1	0	1	1	1	2	3	1	3	4	4
10:00 to 10:15	0	1	1	-	-		0	0	0	0	1	1	0	1	1	0	2	2	0	3	3	3
10:15 to 10:30	0	1	1	-	-		0	0	0	0	1	1	0	1	1	0	3	3	0	4	4	4
10:30 to 10:45	1	0	1	-	-		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	1
10:45 to 11:00	1	1	2	-	-		0	0	0	1	1	2	1	1	2	0	0	0	1	1	1	2
11:00 to 11:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	1	2	3	1	2	3	3
11:15 to 11:30	0	1	1	-	-		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	1
11:30 to 11:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	3	3	0	3	3	3
11:45 to 12:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	1	2	3	1	2	3	3
12:00 to 12:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	3	1	4	3	1	4	4
12:15 to 12:30	0	1	1	-	-		0	0	0	0	1	1	0	1	1	1	2	3	1	3	4	4
12:30 to 12:45	1	0	1	-	-		0	0	0	1	0	1	1	0	1	0	1	1	1	1	2	2
12:45 to 13:00	0	1	1	-	-		0	0	0	0	1	1	0	1	1	1	1	2	1	2	3	3
13:00 to 13:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	3	3	0	3	3	3
13:15 to 13:30	1	0	1	-	-		0	0	0	1	0	1	1	0	1	0	1	1	1	1	2	2
13:30 to 13:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	2	0	2	2	0	2	2
13:45 to 14:00	2	0	2	-	-		0	0	0	2	0	2	2	0	2	1	0	1	3	0	3	3
14:00 to 14:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1
14:15 to 14:30	1	1	2	-	-		0	0	0	1	1	2	1	1	2	1	1	2	2	2	4	4
14:30 to 14:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	3	0	3	3	0	3	3
14:45 to 15:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 to 15:15	2	1	3	-	-		0	0	0	2	1	3	2	1	3	0	1	1	2	2	4	4
15:15 to 15:30	0	1	1	-	-		0	0	0	0	1	1	0	1	1	1	0	1	1	1	2	2
15:30 to 15:45	0	1	1	-	-		0	0	0	0	1	1	0	1	1	2	2	4	2	3	5	5
15:45 to 16:00	1	0	1	-	-		0	0	0	1	0	1	1	0	1	3	0	3	4	0	4	4
16:00 to 16:15	2	1	3	-	-		0	0	0	2	1	3	2	1	3	0	5	5	2	6	8	8
16:15 to 16:30	1	0	1	-	-		0	0	0	1	0	1	1	0	1	2	1	3	3	1	4	4
16:30 to 16:45	1	0	1	-	-		0	0	0	1	0	1	1	0	1	2	0	2	3	0	3	3
16:45 to 17:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	3	0	3	-	-		0	0	0	3	0	3	3	0	3	1	0	1	4	0	4	4
17:15 to 17:30	0	1	1	-	-		0	0	0	0	1	1	0	2	2	1	1	2	1	3	4	4
17:30 to 17:45	1	1	2	-	-		0	0	0	1	1	2	1	0	1	1	2	3	2	2	4	4
17:45 to 18:00	1	0	1	-	-		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	1
18:00 to 18:15	1	1	2	-	-		0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	2
18:15 to 18:30	1	1	2	-	-		0	0	0	1	1	2	1	1	2	2	0	2	3	1	4	4
18:30 to 18:45	0	0	0	-	-		0	0	0	0	0	0	0	0	0	1	2	3	1	2	3	3
18:45 to 19:00	1	0	1	-	-		0	0	0	1	0	1	1	0	1	6	3	9	7	3	10	10
19:00 to 19:15	0	0	0	-	-		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1
19:15 to 19:30	1	1	2	-	-		0	0	0	1	1	2	1	1	2	0	3	3	1	4	5	5
19:30 to 19:45	2	0	2	-	-		0	0	0	2	0	2	2	0	2	3	2	5	5	2	7	7
19:45 to 20:00	0	0	0	-	-		0	0	0	0	0	0	0	0	0	3	3	6	3	3	6	6
Total	26	26	52				0	0	0	26	26	52	26	26	52	50	63	113	76	89	165	165

Table 3.30: BH07 – Survey Results (Thursday hourly data)*

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation**	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 8:00	1	4	5	-	-	0	0	0	1	4	5	1	4	5	2	7	9	3	11	14	
7:15 to 8:15	0	6	6	-	-	0	0	0	0	6	6	0	6	6	1	5	6	1	11	12	
7:30 to 8:30	0	5	5	-	-	0	0	0	0	5	5	0	5	5	2	6	8	2	11	13	
7:45 to 8:45	0	4	4	-	-	0	0	0	0	4	4	0	4	4	1	4	5	1	8	9	
8:00 to 9:00	0	3	3	-	-	0	0	0	0	3	3	0	3	3	1	4	5	1	7	8	
8:15 to 9:15	0	2	2	-	-	0	0	0	0	2	2	0	2	2	1	5	6	1	7	8	
8:30 to 9:30	0	2	2	-	-	0	0	0	0	2	2	0	2	2	1	3	4	1	5	6	
8:45 to 9:45	0	3	3	-	-	0	0	0	0	3	3	0	3	3	3	3	6	3	6	9	
9:00 to 10:00	0	3	3	-	-	0	0	0	0	3	3	0	3	3	4	4	8	4	7	11	
9:15 to 10:15	0	3	3	-	-	0	0	0	0	3	3	0	3	3	4	5	9	4	8	12	
9:30 to 10:30	0	4	4	-	-	0	0	0	0	4	4	0	4	4	3	8	11	3	12	15	
9:45 to 10:45	1	3	4	-	-	0	0	0	1	3	4	1	3	4	1	7	8	2	10	12	
10:00 to 11:00	2	3	5	-	-	0	0	0	2	3	5	2	3	5	0	5	5	2	8	10	
10:15 to 11:15	2	2	4	-	-	0	0	0	2	2	4	2	2	4	1	5	6	3	7	10	
10:30 to 11:30	2	2	4	-	-	0	0	0	2	2	4	2	2	4	1	2	3	3	4	7	
10:45 to 11:45	1	2	3	-	-	0	0	0	1	2	3	1	2	3	1	5	6	2	7	9	
11:00 to 12:00	0	1	1	-	-	0	0	0	0	1	1	0	1	1	2	7	9	2	8	10	
11:15 to 12:15	0	1	1	-	-	0	0	0	0	1	1	0	1	1	4	6	10	4	7	11	
11:30 to 12:30	0	1	1	-	-	0	0	0	0	1	1	0	1	1	5	8	13	5	9	14	
11:45 to 12:45	1	1	2	-	-	0	0	0	1	1	2	1	1	2	5	6	11	6	7	13	
12:00 to 13:00	1	2	3	-	-	0	0	0	1	2	3	1	2	3	5	5	10	6	7	13	
12:15 to 13:15	1	2	3	-	-	0	0	0	1	2	3	1	2	3	2	7	9	3	9	12	
12:30 to 13:30	2	1	3	-	-	0	0	0	2	1	3	2	1	3	1	6	7	3	7	10	
12:45 to 13:45	1	1	2	-	-	0	0	0	1	1	2	1	1	2	3	5	8	4	6	10	
13:00 to 14:00	3	0	3	-	-	0	0	0	3	0	3	3	0	3	3	4	7	6	4	10	
13:15 to 14:15	3	0	3	-	-	0	0	0	3	0	3	3	0	3	3	2	5	6	2	8	
13:30 to 14:30	3	1	4	-	-	0	0	0	3	1	4	3	1	4	4	2	6	7	3	10	
13:45 to 14:45	3	1	4	-	-	0	0	0	3	1	4	3	1	4	5	2	7	8	3	11	
14:00 to 15:00	1	1	2	-	-	0	0	0	1	1	2	1	1	2	4	2	6	5	3	8	
14:15 to 15:15	3	2	5	-	-	0	0	0	3	2	5	3	2	5	4	2	6	7	4	11	
14:30 to 15:30	2	2	4	-	-	0	0	0	2	2	4	2	2	4	4	1	5	6	3	9	
14:45 to 15:45	2	3	5	-	-	0	0	0	2	3	5	2	3	5	3	3	6	5	6	11	
15:00 to 16:00	3	3	6	-	-	0	0	0	3	3	6	3	3	6	6	3	9	9	6	15	
15:15 to 16:15	3	3	6	-	-	0	0	0	3	3	6	3	3	6	6	7	13	9	10	19	
15:30 to 16:30	4	2	6	-	-	0	0	0	4	2	6	4	2	6	7	8	15	11	10	21	
15:45 to 16:45	5	1	6	-	-	0	0	0	5	1	6	5	1	6	7	6	13	12	7	19	
16:00 to 17:00	4	1	5	-	-	0	0	0	4	1	5	4	1	5	4	6	10	8	7	15	
16:15 to 17:15	5	0	5	-	-	0	0	0	5	0	5	5	0	5	5	1	6	10	1	11	
16:30 to 17:30	4	1	5	-	-	0	0	0	4	1	5	4	2	6	4	1	5	8	3	11	
16:45 to 17:45	4	2	6	-	-	0	0	0	4	2	6	4	2	6	3	3	6	7	5	12	
17:00 to 18:00	5	2	7	-	-	0	0	0	5	2	7	5	2	7	3	3	6	8	5	13	
17:15 to 18:15	3	3	6	-	-	0	0	0	3	3	6	3	3	6	2	3	5	5	6	11	
17:30 to 18:30	4	3	7	-	-	0	0	0	4	3	7	4	2	6	3	2	5	7	4	11	
17:45 to 18:45	3	2	5	-	-	0	0	0	3	2	5	3	2	5	3	2	5	6	4	10	
18:00 to 19:00	3	2	5	-	-	0	0	0	3	2	5	3	2	5	9	5	14	12	7	19	
18:15 to 19:15	2	1	3	-	-	0	0	0	2	1	3	2	1	3	10	5	15	12	6	18	
18:30 to 19:30	2	1	3	-	-	0	0	0	2	1	3	2	1	3	8	8	16	10	9	19	
18:45 to 19:45	4	1	5	-	-	0	0	0	4	1	5	4	1	5	10	8	18	14	9	23	
19:00 to 20:00	3	1	4	-	-	0	0	0	3	1	4	3	1	4	7	8	15	10	9	19	

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

NOTE: * - Network PM peak hour is the same as Site PM peak hour, which in this case, the formatting for Network PM peak hour has been applied.

** - Access to the car parking area was not available on the survey date, resulting in the unavailability of the car parking occupancy. A site visit has been undertaken in attempt to count the car parking occupancy before 7:00 am (survey start time), which also did not provide any relevant data to be used. Therefore, car parking accumulation could not be calculated.

Figure 3.43: BH07 – Survey Results (Thursday) – Vehicle Trips

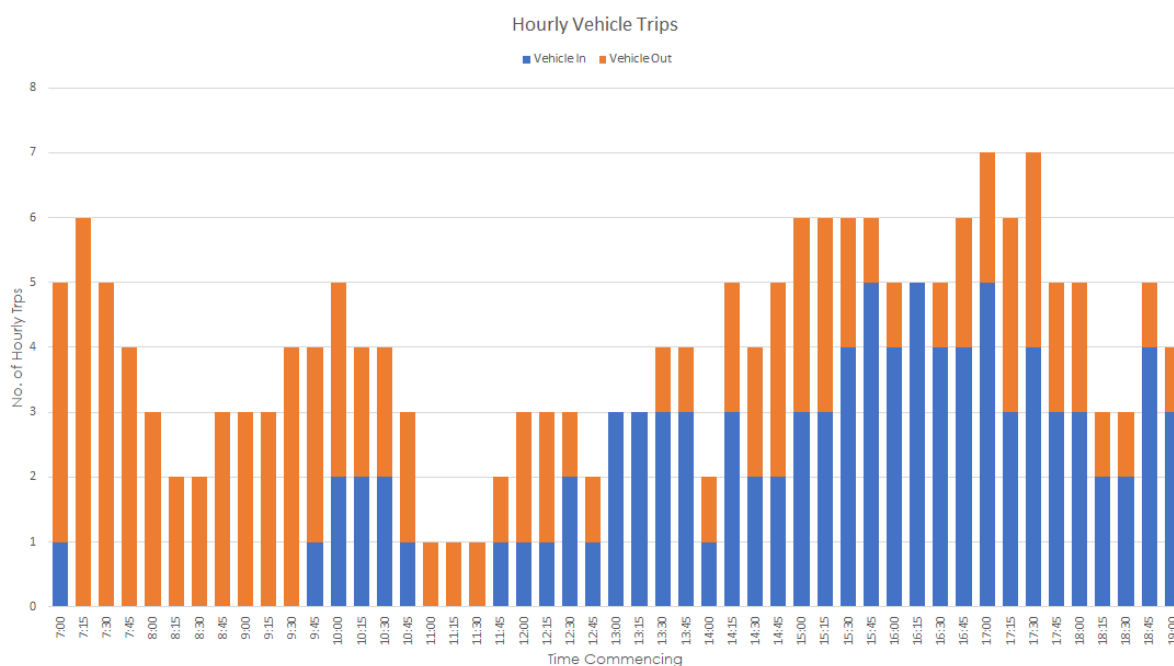


Figure 3.44: BH07 – Survey Results (Thursday) – Person Trips

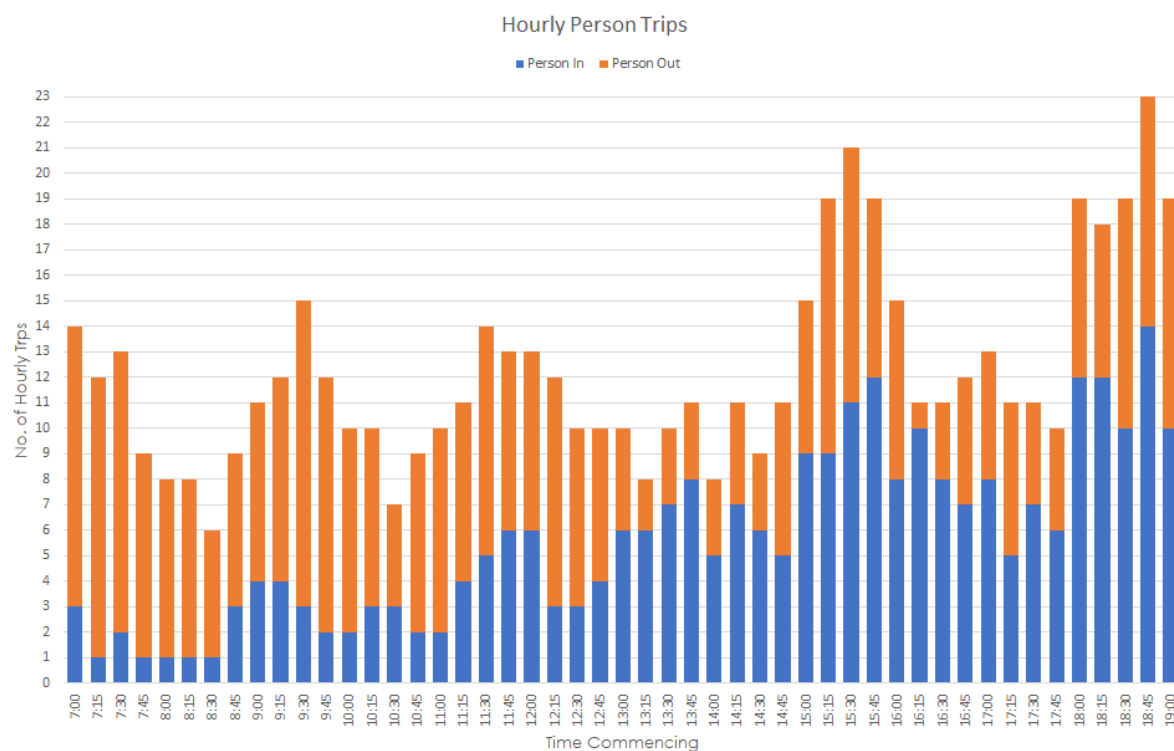
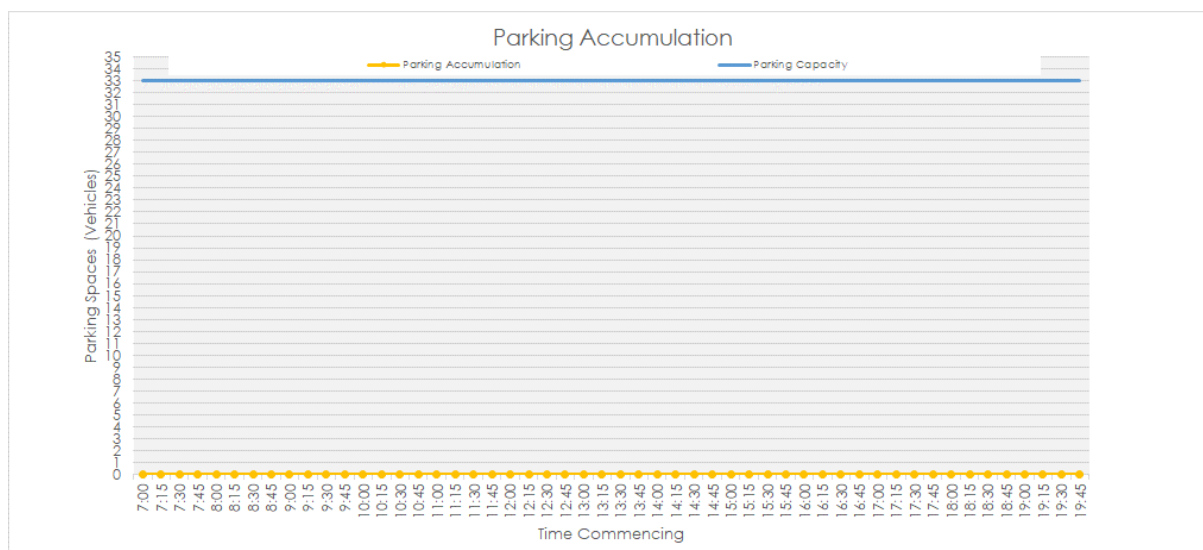


Figure 3.45: BH07 – Survey Results (Thursday) – Parking Accumulation*



NOTE: * - Access to the car parking area was not available on the survey date, resulting in the unavailability of the car parking occupancy. A site visit has been undertaken in attempt to count the car parking occupancy before 7:00 am (survey start time), which also did not provide any relevant data to be used. Therefore, car parking accumulation could not be calculated.

3.1.8 BH08 – 20 Moore Street, Campbelltown

Table 3.31: BH08 – Survey Results (Thursday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30	0	1	1	3	75%	0	0	0	0	1	1	0	1	1	1	1	2	1	2	3	
7:30 to 7:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
7:45 to 8:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	1	0	1	4	100%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
8:45 to 9:00	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 to 9:45	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	1	1	3	75%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
11:00 to 11:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	1	2	3	2	50%	0	0	0	1	2	3	2	2	4	0	0	0	2	2	4	
11:45 to 12:00	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 to 12:15	0	1	1	1	25%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
12:15 to 12:30	0	0	0	1	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	0	0	0	1	25%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
12:45 to 13:00	0	0	0	1	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 to 13:15	0	0	0	1	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	0	0	0	1	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	0	0	0	1	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	0	0	0	1	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00 to 14:15	1	0	1	2	50%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
14:15 to 14:30	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 to 14:45	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
14:45 to 15:00	1	0	1	3	75%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
15:00 to 15:15	1	0	1	4	100%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
15:15 to 15:30	0	0	0	4	100%	1	0	1	1	0	1	1	0	1	1	1	2	2	1	3	
15:30 to 15:45	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 to 16:00	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
16:00 to 16:15	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
16:15 to 16:30	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
16:30 to 16:45	1	0	1	5	125%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
16:45 to 17:00	1	1	2	5	125%	0	0	0	1	1	2	2	2	4	0	0	0	2	2	4	
17:00 to 17:15	0	1	1	4	100%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
17:15 to 17:30	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30 to 17:45	0	1	1	3	75%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
17:45 to 18:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00 to 18:15	1	0	1	4	100%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
18:15 to 18:30	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30 to 18:45	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
18:45 to 19:00	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
19:00 to 19:15	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
19:15 to 19:30	0	0	0	4	100%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30 to 19:45	0	1	1	3	75%	0	0	0	0	1	1	0	1	1	1	0	1	1	1	2	
19:45 to 20:00	1	0	1	4	100%	0	0	0	1	0	1	1	0	1	1	1	2	2	1	3	
Total	9	9	18			1	0	1	10	9	19	12	10	22	10	8	18	22	18	40	

Table 3.32: BH08 – Survey Results (Thursday hourly data)*

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	1	1	4	100%		0	0	0	0	1	1	0	1	1	2	2	4	2	3	5
7:15 to 8:15	0	1	1	3	75%		0	0	0	0	1	1	0	1	1	2	2	4	2	3	5
7:30 to 8:30	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	1	2	1	1	2
7:45 to 8:45	1	0	1	4	100%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
8:00 to 9:00	1	0	1	4	100%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
8:15 to 9:15	1	0	1	4	100%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
8:30 to 9:30	1	0	1	4	100%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
8:45 to 9:45	0	0	0	4	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 10:00	0	0	0	4	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 10:15	0	0	0	4	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 10:30	0	0	0	4	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:45	0	0	0	4	100%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 11:00	0	1	1	4	100%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:15 to 11:15	0	1	1	4	100%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:30 to 11:30	0	1	1	4	100%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:45 to 11:45	1	3	4	3	75%		0	0	0	1	3	4	2	3	5	0	0	0	2	3	5
11:00 to 12:00	1	2	3	3	75%		0	0	0	1	2	3	2	2	4	0	0	0	2	2	4
11:15 to 12:15	1	3	4	3	75%		0	0	0	1	3	4	2	3	5	0	0	0	2	3	5
11:30 to 12:30	1	3	4	2	50%		0	0	0	1	3	4	2	3	5	0	0	0	2	3	5
11:45 to 12:45	0	1	1	2	50%		0	0	0	0	1	1	0	1	1	1	0	1	1	1	2
12:00 to 13:00	0	1	1	1	25%		0	0	0	0	1	1	0	1	1	1	0	1	1	1	2
12:15 to 13:15	0	0	0	1	25%		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
12:30 to 13:30	0	0	0	1	25%		0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
12:45 to 13:45	0	0	0	1	25%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 14:00	0	0	0	1	25%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 14:15	1	0	1	2	50%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
13:30 to 14:30	1	0	1	2	50%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
13:45 to 14:45	1	0	1	2	50%		0	0	0	1	0	1	1	0	1	1	1	2	2	1	3
14:00 to 15:00	2	0	2	3	75%		0	0	0	2	0	2	2	0	2	1	1	2	3	1	4
14:15 to 15:15	2	0	2	4	100%		0	0	0	2	0	2	2	0	2	1	1	2	3	1	4
14:30 to 15:30	2	0	2	4	100%		1	0	1	3	0	3	3	0	3	2	2	4	5	2	7
14:45 to 15:45	2	0	2	4	100%		1	0	1	3	0	3	3	0	3	1	1	2	4	1	5
15:00 to 16:00	1	0	1	4	100%		1	0	1	2	0	2	2	0	2	1	2	3	3	2	5
15:15 to 16:15	0	0	0	4	100%		1	0	1	1	0	1	1	0	1	1	3	4	2	3	5
15:30 to 16:30	0	0	0	4	100%		0	0	0	0	0	0	0	0	0	1	2	3	1	2	3
15:45 to 16:45	1	0	1	5	100%		0	0	0	1	0	1	1	0	1	1	2	3	2	2	4
16:00 to 17:00	2	1	3	5	100%		0	0	0	2	1	3	3	2	5	1	1	2	4	3	7
16:15 to 17:15	2	2	4	5	100%		0	0	0	2	2	4	3	3	6	1	0	1	4	3	7
16:30 to 17:30	2	2	4	5	100%		0	0	0	2	2	4	3	3	6	0	0	0	3	3	6
16:45 to 17:45	1	3	4	5	100%		0	0	0	1	3	4	2	4	6	0	0	0	2	4	6
17:00 to 18:00	0	2	2	4	100%		0	0	0	0	2	2	0	2	2	0	0	0	0	2	2
17:15 to 18:15	1	1	2	4	100%		0	0	0	1	1	2	1	1	2	0	0	0	1	1	2
17:30 to 18:30	1	1	2	4	100%		0	0	0	1	1	2	1	1	2	0	0	0	1	1	2
17:45 to 18:45	1	0	1	4	100%		0	0	0	1	0	1	1	0	1	1	0	1	2	0	2
18:00 to 19:00	1	0	1	4	100%		0	0	0	1	0	1	1	0	1	1	1	2	2	1	3
18:15 to 19:15	0	0	0	4	100%		0	0	0	0	0	0	0	0	0	2	1	3	2	1	3
18:30 to 19:30	0	0	0	4	100%		0	0	0	0	0	0	0	0	0	2	1	3	2	1	3
18:45 to 19:45	0	1	1	4	100%		0	0	0	0	1	1	0	1	1	2	1	3	2	2	4
19:00 to 20:00	1	1	2	4	100%		0	0	0	1	1	2	1	1	2	3	1	4	4	2	6

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

NOTE: * - Network PM peak hour is the same as Site PM peak hour, which in this case, the formatting for Network PM peak hour has been applied.

Figure 3.46: BH08 – Survey Results (Thursday) – Vehicle Trips

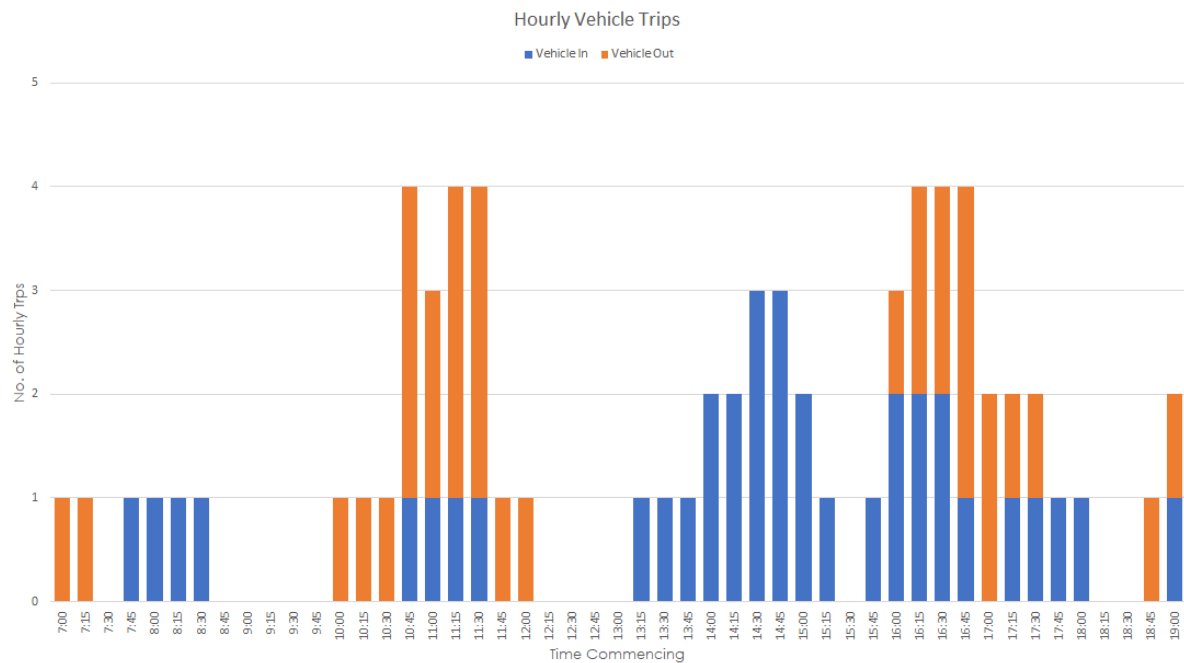


Figure 3.47: BH08 – Survey Results (Thursday) – Person Trips

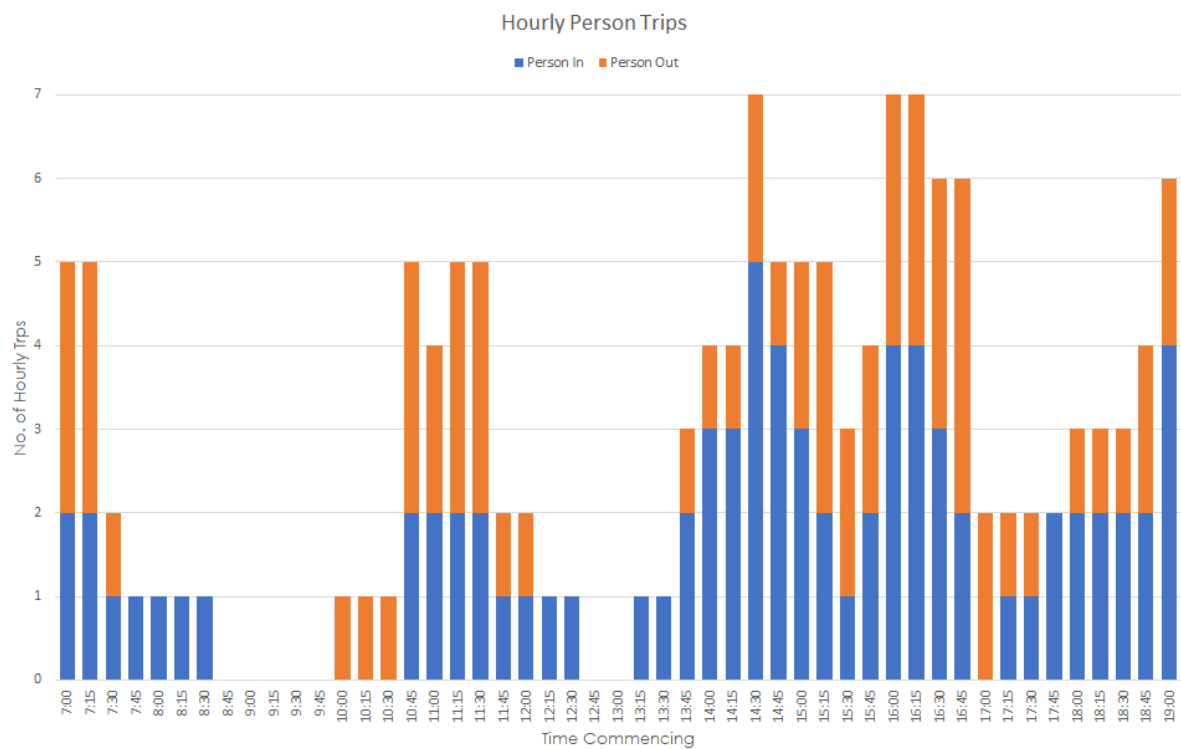
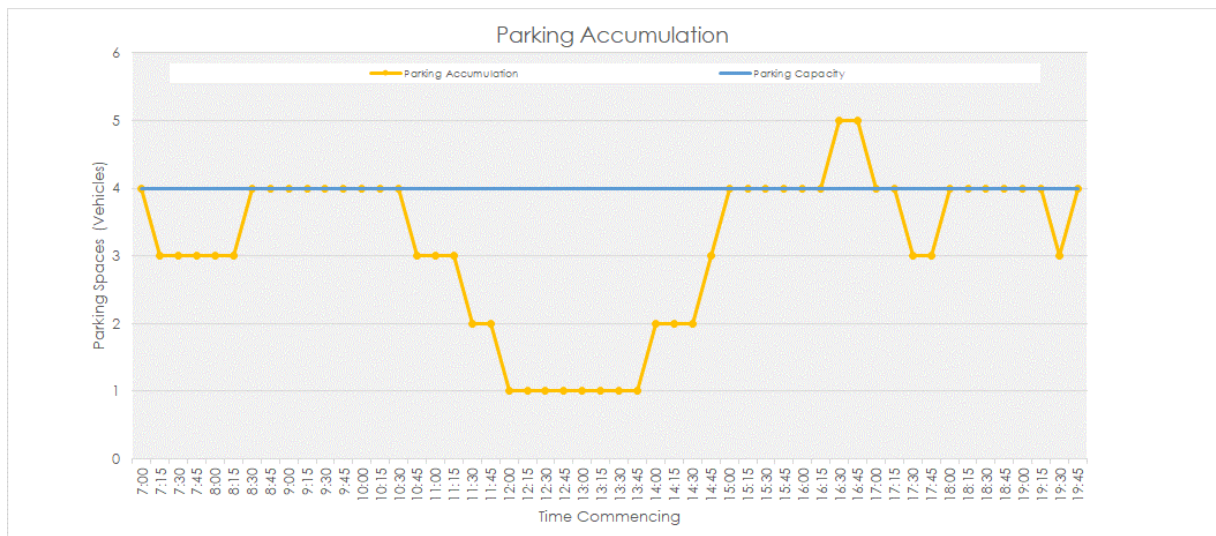


Figure 3.48: BH08 – Survey Results (Thursday) – Parking Accumulation



NOTE: * - Parking accumulation exceeds the parking capacity as there could have been extra vehicles parked on the driveway or within the parking lot vicinity which would have been counted in the survey. In this scenario, there is only one additional parked vehicle on site at around 16:30 pm.

3.1.9 BH09 – 6 Gwynne Street, Gwynneville

Table 3.33: BH09 – Survey Results (Monday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	4	67%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
7:15 to 7:30	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	0	0	0	4	67%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
7:45 to 8:00	0	0	0	4	67%	2	2	4	2	2	4	2	2	4	0	0	0	2	2	4	
8:00 to 8:15	0	0	0	4	67%	3	4	7	3	4	7	3	4	7	0	1	1	3	5	8	
8:15 to 8:30	1	1	2	4	67%	4	4	8	5	5	10	5	5	10	1	1	2	6	6	12	
8:30 to 8:45	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
8:45 to 9:00	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	1	0	1	5	83%	1	3	4	2	3	5	2	3	5	0	0	0	2	3	5	
9:15 to 9:30	0	0	0	5	83%	4	3	7	4	3	7	4	3	7	0	0	0	4	3	7	
9:30 to 9:45	0	0	0	5	83%	2	3	5	2	3	5	2	3	5	0	0	0	2	3	5	
9:45 to 10:00	0	0	0	5	83%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
10:00 to 10:15	0	0	0	5	83%	1	4	5	1	4	5	1	4	5	0	0	0	1	4	5	
10:15 to 10:30	0	0	0	5	83%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
10:30 to 10:45	0	0	0	5	83%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	1	1	4	67%	3	3	6	3	4	7	3	5	8	0	0	0	3	5	8	
11:00 to 11:15	0	0	0	4	67%	2	1	3	2	1	3	2	1	3	0	0	0	2	1	3	
11:15 to 11:30	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
11:30 to 11:45	0	0	0	4	67%	2	2	4	2	2	4	2	2	4	0	0	0	2	2	4	
11:45 to 12:00	0	0	0	4	67%	2	2	4	2	2	4	2	2	4	0	0	0	2	2	4	
12:00 to 12:15	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
12:15 to 12:30	0	0	0	4	67%	2	4	6	2	4	6	2	4	6	0	0	0	2	4	6	
12:30 to 12:45	0	0	0	4	67%	2	1	3	2	1	3	2	1	3	0	0	0	2	1	3	
12:45 to 13:00	0	0	0	4	67%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
13:00 to 13:15	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	1	0	1	2	1	3	
13:15 to 13:30	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
13:30 to 13:45	0	0	0	4	67%	2	3	5	2	3	5	2	3	5	0	0	0	2	3	5	
13:45 to 14:00	0	0	0	4	67%	2	1	3	2	1	3	2	1	3	0	0	0	2	1	3	
14:00 to 14:15	0	0	0	4	67%	2	2	4	2	2	4	2	2	4	0	0	0	2	2	4	
14:15 to 14:30	1	0	1	5	83%	3	2	5	4	2	6	5	2	7	0	0	0	5	2	7	
14:30 to 14:45	0	0	0	5	83%	3	2	5	3	2	5	3	2	5	0	0	0	3	2	5	
14:45 to 15:00	0	1	1	4	67%	1	2	3	1	3	4	1	3	4	0	0	0	1	3	4	
15:00 to 15:15	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	1	1	1	1	2	
15:15 to 15:30	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 to 15:45	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
15:45 to 16:00	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
16:00 to 16:15	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
16:15 to 16:30	0	0	0	4	67%	3	3	6	3	3	6	3	3	6	0	0	0	3	3	6	
16:30 to 16:45	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
16:45 to 17:00	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
17:00 to 17:15	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
17:15 to 17:30	0	0	0	4	67%	2	2	4	2	2	4	2	2	4	1	0	1	3	2	5	
17:30 to 17:45	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
17:45 to 18:00	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00 to 18:15	1	0	1	5	83%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
18:15 to 18:30	0	0	0	5	83%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
18:30 to 18:45	0	0	0	5	83%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45 to 19:00	0	0	0	5	83%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
19:00 to 19:15	0	1	1	4	67%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
19:15 to 19:30	0	1	1	3	50%	4	1	5	4	2	6	4	2	6	0	0	0	4	2	6	
19:30 to 19:45	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45 to 20:00	0	1	1	2	33%	1	1	2	1	2	3	1	2	3	0	0	0	1	2	3	
Total	4	6	10			68	74	142	72	80	152	73	81	154	3	3	6	76	84	160	

Table 3.34: BH09 – Survey Results (Monday hourly data)*

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	0	0	4	67%		4	6	10	4	6	10	4	6	10	0	0	0
7:15 to 8:15	0	0	0	4	67%		6	8	14	6	8	14	6	8	14	0	1	1
7:30 to 8:30	1	1	2	4	67%		10	12	22	11	13	24	11	13	24	1	2	3
7:45 to 8:45	1	1	2	4	67%		10	11	21	11	12	23	11	12	23	1	2	3
8:00 to 9:00	1	1	2	4	67%		8	9	17	9	10	19	9	10	19	1	2	3
8:15 to 9:15	2	1	3	5	83%		6	8	14	8	9	17	8	9	17	1	1	2
8:30 to 9:30	1	0	1	5	83%		6	7	13	7	7	14	7	7	14	0	0	0
8:45 to 9:45	1	0	1	5	83%		7	9	16	8	9	17	8	9	17	0	0	0
9:00 to 10:00	1	0	1	5	83%		7	10	17	8	10	18	8	10	18	0	0	0
9:15 to 10:15	0	0	0	5	83%		7	11	18	7	11	18	7	11	18	0	0	0
9:30 to 10:30	0	0	0	5	83%		4	10	14	4	10	14	4	10	14	0	0	0
9:45 to 10:45	0	0	0	5	83%		2	7	9	2	7	9	2	7	9	0	0	0
10:00 to 11:00	0	1	1	5	83%		5	9	14	5	10	15	5	11	16	0	0	0
10:15 to 11:15	0	1	1	5	83%		6	6	12	6	7	13	6	8	14	0	0	0
10:30 to 11:30	0	1	1	5	83%		6	4	10	6	5	11	6	6	12	0	0	0
10:45 to 11:45	0	1	1	4	67%		8	6	14	8	7	15	8	8	16	0	0	0
11:00 to 12:00	0	0	0	4	67%		7	5	12	7	5	12	7	5	12	0	0	0
11:15 to 12:15	0	0	0	4	67%		5	5	10	5	5	10	5	5	10	0	0	0
11:30 to 12:30	0	0	0	4	67%		6	9	15	6	9	15	6	9	15	0	0	0
11:45 to 12:45	0	0	0	4	67%		6	8	14	6	8	14	6	8	14	0	0	0
12:00 to 13:00	0	0	0	4	67%		5	8	13	5	8	13	5	8	13	0	0	0
12:15 to 13:15	0	0	0	4	67%		6	8	14	6	8	14	6	8	14	1	0	1
12:30 to 13:30	0	0	0	4	67%		5	5	10	5	5	10	5	5	10	1	0	1
12:45 to 13:45	0	0	0	4	67%		5	7	12	5	7	12	5	7	12	1	0	1
13:00 to 14:00	0	0	0	4	67%		6	6	12	6	6	12	6	6	12	1	0	1
13:15 to 14:15	0	0	0	4	67%		7	7	14	7	7	14	7	7	14	0	0	0
13:30 to 14:30	1	0	1	5	83%		9	8	17	10	8	18	11	8	19	0	0	0
13:45 to 14:45	1	0	1	5	83%		10	7	17	11	7	18	12	7	19	0	0	0
14:00 to 15:00	1	1	2	5	83%		9	8	17	10	9	19	11	9	20	0	0	0
14:15 to 15:15	1	1	2	5	83%		8	6	14	9	7	16	10	7	17	0	1	1
14:30 to 15:30	0	1	1	5	83%		5	4	9	5	5	10	5	5	10	0	1	1
14:45 to 15:45	0	1	1	4	67%		2	3	5	2	4	6	2	4	6	0	1	1
15:00 to 16:00	0	0	0	4	67%		2	1	3	2	1	3	2	1	3	0	1	1
15:15 to 16:15	0	0	0	4	67%		2	1	3	2	1	3	2	1	3	0	0	0
15:30 to 16:30	0	0	0	4	67%		5	4	9	5	4	9	5	4	9	0	0	0
15:45 to 16:45	0	0	0	4	67%		6	3	9	6	3	9	6	3	9	0	0	0
16:00 to 17:00	0	0	0	4	67%		5	4	9	5	4	9	5	4	9	0	0	0
16:15 to 17:15	0	0	0	4	67%		4	5	9	4	5	9	4	5	9	0	0	0
16:30 to 17:30	0	0	0	4	67%		3	4	7	3	4	7	3	4	7	1	0	1
16:45 to 17:45	0	0	0	4	67%		3	5	8	3	5	8	3	5	8	1	0	1
17:00 to 18:00	0	0	0	4	67%		3	4	7	3	4	7	3	4	7	1	0	1
17:15 to 18:15	1	0	1	5	83%		3	3	6	4	3	7	4	3	7	1	0	1
17:30 to 18:30	1	0	1	5	83%		2	3	5	3	3	6	3	3	6	0	0	0
17:45 to 18:45	1	0	1	5	83%		1	2	3	2	2	4	2	2	4	0	0	0
18:00 to 19:00	1	0	1	5	83%		2	2	4	3	2	5	3	2	5	0	0	0
18:15 to 19:15	0	1	1	5	83%		2	2	4	2	3	5	2	3	5	0	0	0
18:30 to 19:30	0	2	2	5	83%		5	1	6	5	3	8	5	3	8	0	0	0
18:45 to 19:45	0	2	2	5	83%		5	1	6	5	3	8	5	3	8	0	0	0
19:00 to 20:00	0	3	3	4	67%		5	2	7	5	5	10	5	5	10	0	0	0

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

NOTE: * - Network AM peak hour is the same as Site AM peak hour, which in this case, the formatting for Network AM peak hour has been applied.

Figure 3.49: BH09 – Survey Results (Monday) – Vehicle Trips

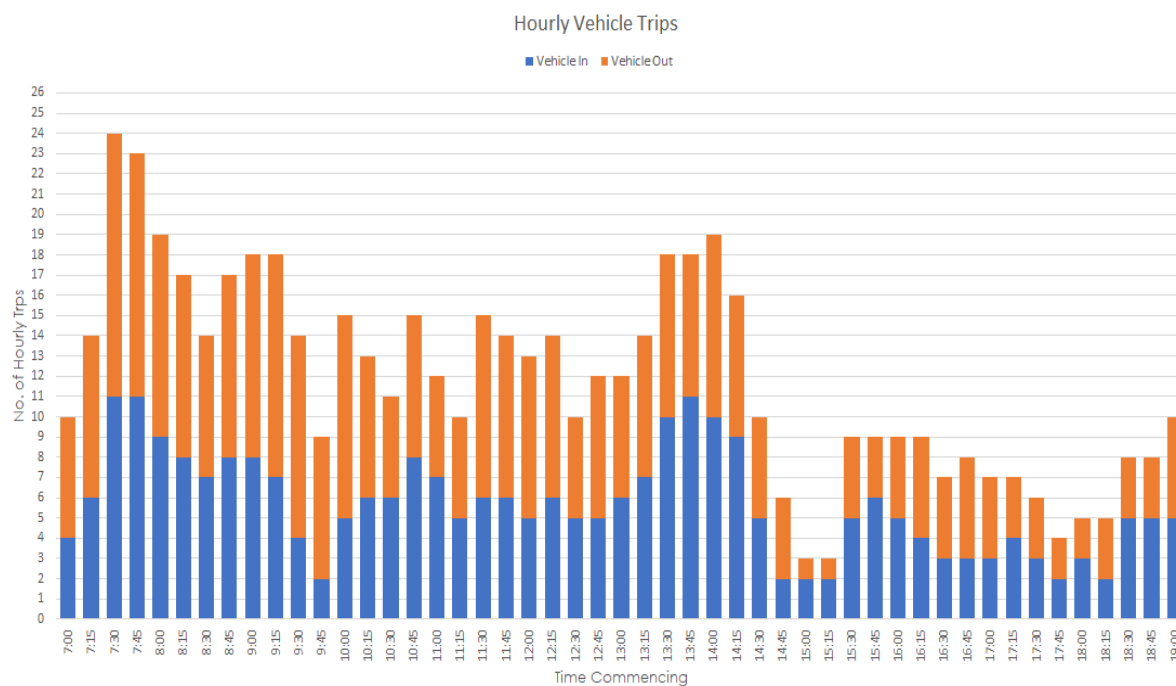


Figure 3.50: BH09 – Survey Results (Monday) – Person Trips

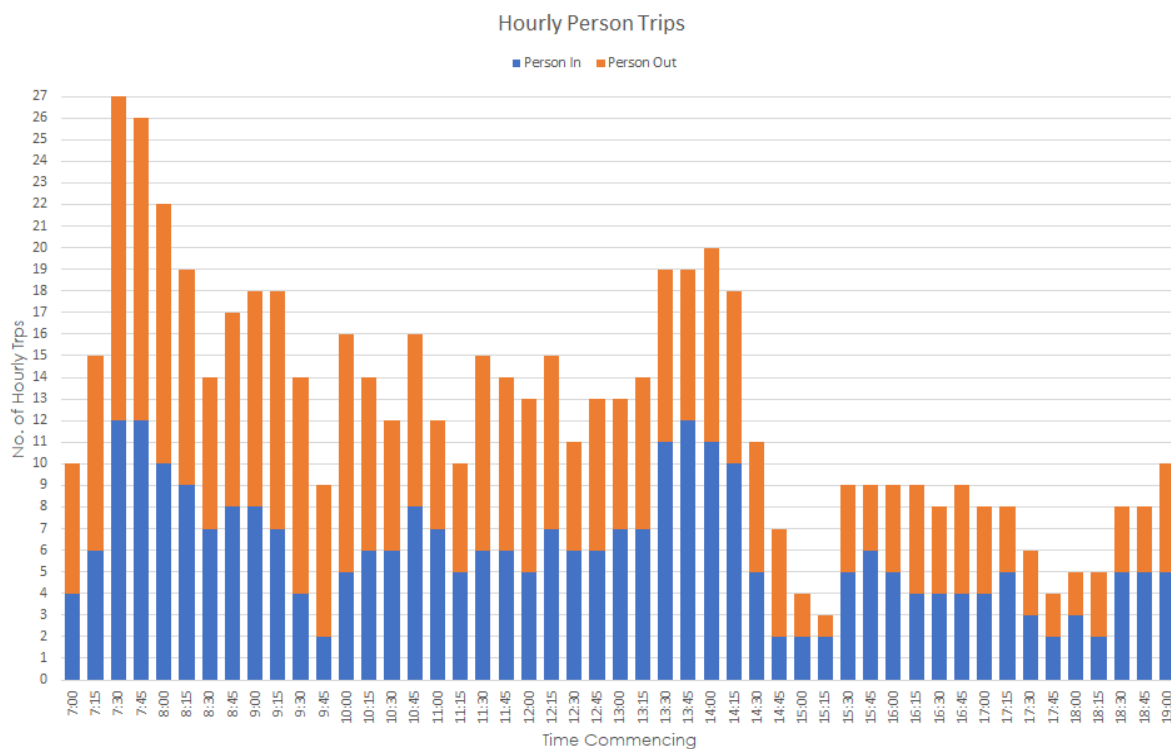


Figure 3.51: BH09 – Survey Results (Monday) – Parking Accumulation

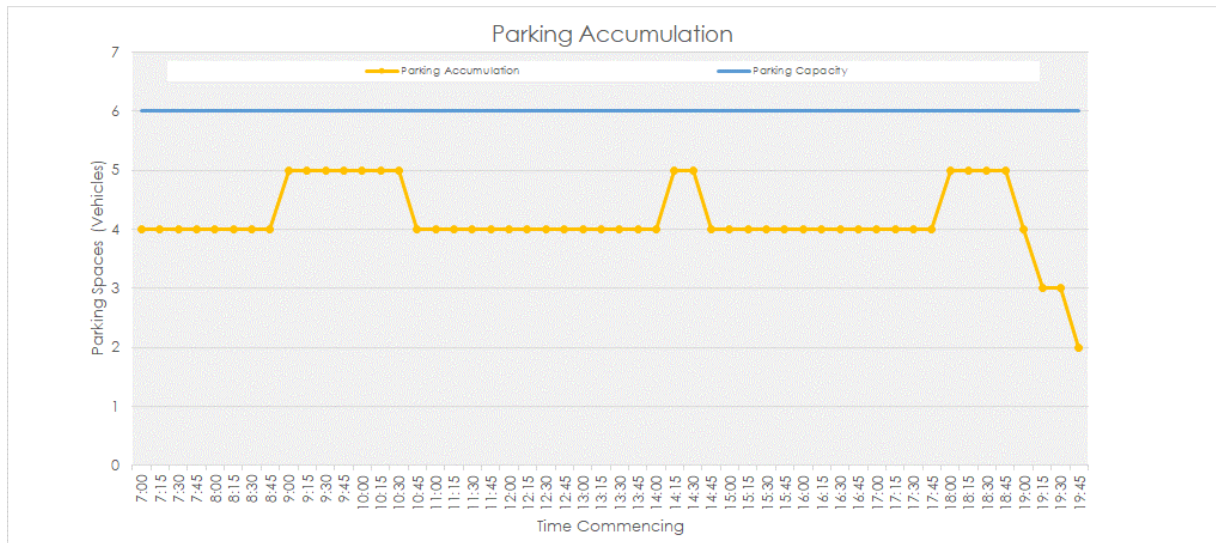


Table 3.35: BH09 – Survey Results (Tuesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
7:45 to 8:00	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
8:00 to 8:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	2
8:30 to 8:45	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	1	1	2	4	67%	0	1	1	1	2	3	1	2	3	0	0	0	1	2	3	3
9:00 to 9:15	0	0	0	4	67%	0	2	2	0	2	2	0	2	2	0	0	0	0	2	2	2
9:15 to 9:30	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
9:30 to 9:45	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
10:00 to 10:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	0	1	1	3	50%	0	0	0	0	1	1	0	2	2	0	0	0	0	2	2	2
11:30 to 11:45	0	0	0	3	50%	0	2	2	0	2	2	0	2	2	0	0	0	0	2	2	2
11:45 to 12:00	0	1	1	2	33%	2	2	4	2	3	5	2	3	5	0	0	0	2	3	5	5
12:00 to 12:15	0	0	0	2	33%	0	2	2	0	2	2	0	2	2	0	0	0	0	2	2	2
12:15 to 12:30	0	0	0	2	33%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
12:30 to 12:45	0	0	0	2	33%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
12:45 to 13:00	0	0	0	2	33%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	1	0	1	3	50%	0	1	1	1	1	2	1	1	2	0	0	0	1	1	2	2
13:15 to 13:30	0	0	0	3	50%	2	0	2	2	0	2	2	0	2	1	0	1	3	0	3	3
13:30 to 13:45	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
13:45 to 14:00	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	1	0	1	4	67%	1	0	1	2	0	2	3	0	3	0	0	0	3	0	3	3
15:00 to 15:15	1	1	2	4	67%	0	0	0	1	1	2	1	1	2	0	1	1	1	2	3	3
15:15 to 15:30	0	1	1	3	50%	0	1	1	0	2	2	0	2	2	0	0	0	0	2	2	2
15:30 to 15:45	0	0	0	3	50%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	2
15:45 to 16:00	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
16:00 to 16:15	0	0	0	3	50%	3	2	5	3	2	5	3	2	5	0	0	0	3	2	5	5
16:15 to 16:30	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	0	0	0	3	50%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	2
16:45 to 17:00	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	0	0	0	3	50%	3	1	4	3	1	4	3	1	4	0	0	0	3	1	4	4
17:15 to 17:30	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	0	0	0	3	50%	3	0	3	3	0	3	3	0	3	0	0	0	3	0	3	3
17:45 to 18:00	0	1	1	2	33%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	1
18:00 to 18:15	1	0	1	3	50%	1	0	1	2	0	2	2	0	2	1	0	1	3	0	3	3
18:15 to 18:30	1	0	1	4	67%	0	2	2	1	2	3	1	2	3	0	0	0	1	2	3	3
18:30 to 18:45	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
18:45 to 19:00	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 to 19:15	0	1	1	3	50%	1	0	1	1	1	2	1	1	2	0	0	0	1	1	2	2
19:15 to 19:30	0	0	0	3	50%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
19:30 to 19:45	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00	1	0	1	4	67%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2	2
Total	7	7	14			24	25	49	31	32	63	32	33	65	2	1	3	34	34	68	

Table 3.36: BH09 – Survey Results (Tuesday hourly data)

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	0	0	4	67%		0	2	2	0	2	2	0	2	2	0	0	0
7:15 to 8:15	0	0	0	4	67%		0	2	2	0	2	2	0	2	2	0	0	0
7:30 to 8:30	0	0	0	4	67%		1	3	4	1	3	4	1	3	4	0	0	0
7:45 to 8:45	0	0	0	4	67%		1	2	3	1	2	3	1	2	3	0	0	0
8:00 to 9:00	1	1	2	4	67%		1	2	3	2	3	5	2	3	5	0	0	0
8:15 to 9:15	1	1	2	4	67%		1	4	5	2	5	7	2	5	7	0	0	0
8:30 to 9:30	1	1	2	4	67%		0	4	4	1	5	6	1	5	6	0	0	0
8:45 to 9:45	1	1	2	4	67%		0	4	4	1	5	6	1	5	6	0	0	0
9:00 to 10:00	0	0	0	4	67%		0	4	4	0	4	4	0	4	4	0	0	0
9:15 to 10:15	0	0	0	4	67%		0	2	2	0	2	2	0	2	2	0	0	0
9:30 to 10:30	0	0	0	4	67%		0	1	1	0	1	1	0	1	1	0	0	0
9:45 to 10:45	0	0	0	4	67%		0	1	1	0	1	1	0	1	1	0	0	0
10:00 to 11:00	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 11:15	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 11:30	0	1	1	4	67%		0	0	0	0	1	1	0	2	2	0	0	0
10:45 to 11:45	0	1	1	4	67%		0	2	2	0	3	3	0	4	4	0	0	0
11:00 to 12:00	0	2	2	4	67%		2	4	6	2	6	8	2	7	9	0	0	0
11:15 to 12:15	0	2	2	3	50%		2	6	8	2	8	10	2	9	11	0	0	0
11:30 to 12:30	0	1	1	3	50%		3	6	9	3	7	10	3	7	10	0	0	0
11:45 to 12:45	0	1	1	2	33%		3	5	8	3	6	9	3	6	9	0	0	0
12:00 to 13:00	0	0	0	2	33%		1	3	4	1	3	4	1	3	4	0	0	0
12:15 to 13:15	1	0	1	3	50%		1	2	3	2	2	4	2	2	4	0	0	0
12:30 to 13:30	1	0	1	3	50%		2	2	4	3	2	5	3	2	5	1	0	1
12:45 to 13:45	1	0	1	3	50%		3	1	4	4	1	5	4	1	5	1	0	1
13:00 to 14:00	1	0	1	3	50%		3	1	4	4	1	5	4	1	5	1	0	1
13:15 to 14:15	0	0	0	3	50%		3	0	3	3	0	3	3	0	3	1	0	1
13:30 to 14:30	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	0
13:45 to 14:45	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 15:00	1	0	1	4	67%		1	0	1	2	0	2	3	0	3	0	0	0
14:15 to 15:15	2	1	3	4	67%		1	0	1	3	1	4	4	1	5	0	1	1
14:30 to 15:30	2	2	4	4	67%		1	1	2	3	3	6	4	3	7	0	1	1
14:45 to 15:45	2	2	4	4	67%		2	2	4	4	4	8	5	4	9	0	1	1
15:00 to 16:00	1	2	3	4	67%		2	2	4	3	4	7	3	4	7	0	1	1
15:15 to 16:15	0	1	1	3	50%		5	4	9	5	5	10	5	5	10	0	0	0
15:30 to 16:30	0	0	0	3	50%		5	3	8	5	3	8	5	3	8	0	0	0
15:45 to 16:45	0	0	0	3	50%		5	3	8	5	3	8	5	3	8	0	0	0
16:00 to 17:00	0	0	0	3	50%		4	3	7	4	3	7	4	3	7	0	0	0
16:15 to 17:15	0	0	0	3	50%		4	2	6	4	2	6	4	2	6	0	0	0
16:30 to 17:30	0	0	0	3	50%		4	2	6	4	2	6	4	2	6	0	0	0
16:45 to 17:45	0	0	0	3	50%		6	1	7	6	1	7	6	1	7	0	0	0
17:00 to 18:00	0	1	1	3	50%		6	1	7	6	2	8	6	2	8	0	0	0
17:15 to 18:15	1	1	2	3	50%		4	0	4	5	1	6	5	1	6	1	0	1
17:30 to 18:30	2	1	3	4	67%		4	2	6	6	3	9	6	3	9	1	0	1
17:45 to 18:45	2	1	3	4	67%		2	2	4	4	3	7	4	3	7	1	0	1
18:00 to 19:00	2	0	2	4	67%		2	2	4	4	2	6	4	2	6	1	0	1
18:15 to 19:15	1	1	2	4	67%		2	2	4	3	3	6	3	3	6	0	0	0
18:30 to 19:30	0	1	1	4	67%		2	1	3	2	2	4	2	2	4	0	0	0
18:45 to 19:45	0	1	1	4	67%		1	1	2	1	2	3	1	2	3	0	0	0
19:00 to 20:00	1	1	2	4	67%		2	1	3	3	2	5	3	2	5	0	0	0

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.52: BH09 – Survey Results (Tuesday) – Vehicle Trips

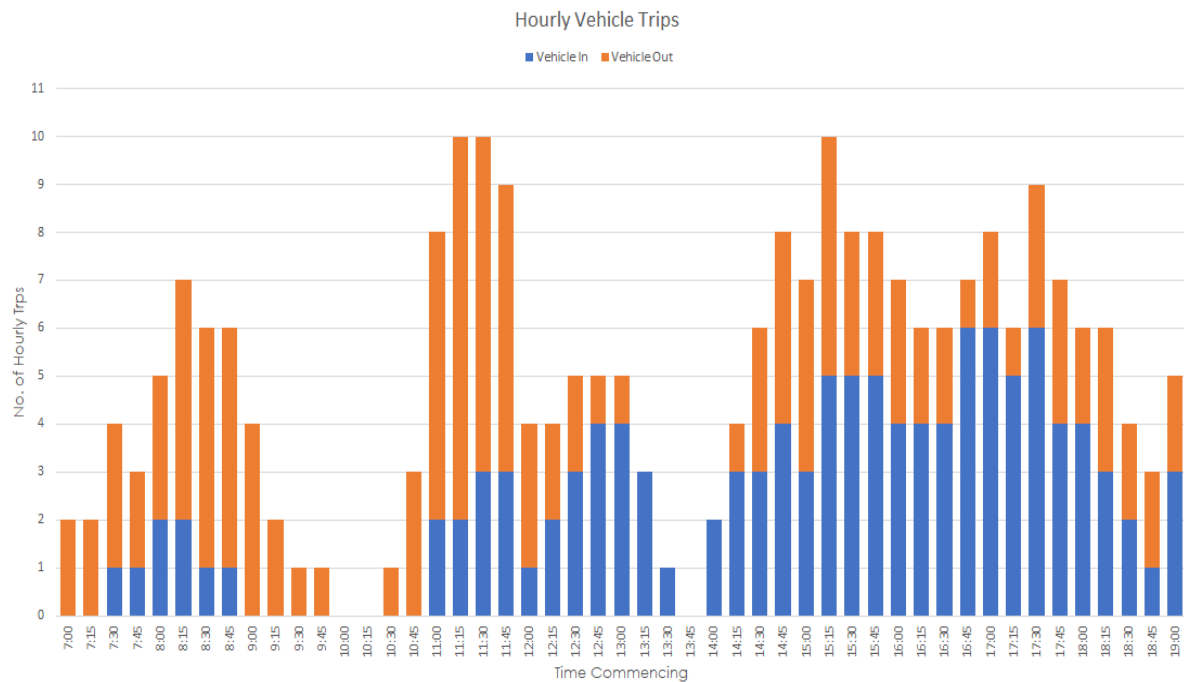


Figure 3.53: BH09 – Survey Results (Tuesday) – Person Trips

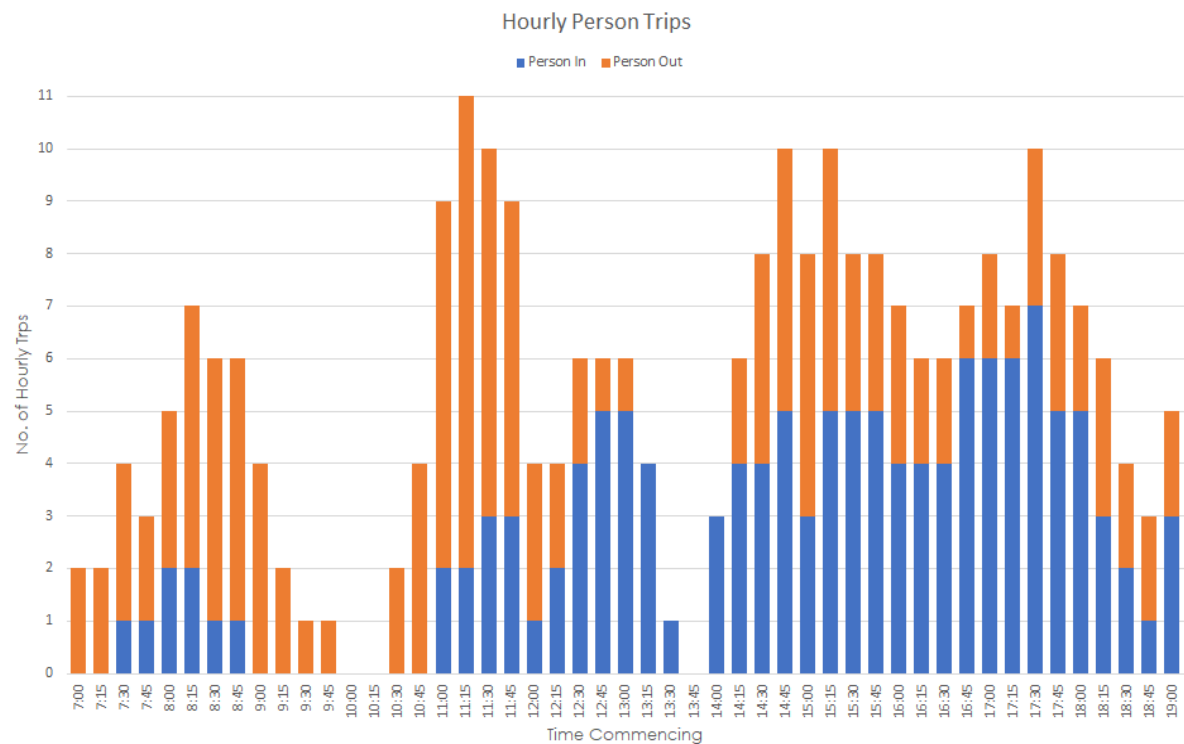


Figure 3.54: BH09 – Survey Results (Tuesday) – Parking Accumulation

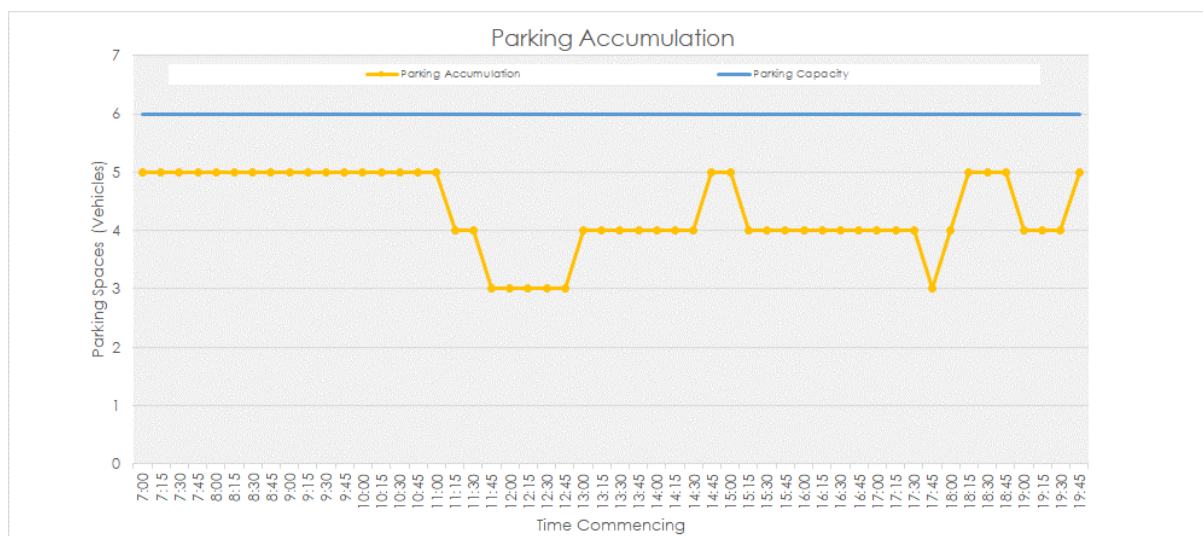


Table 3.37: BH09 – Survey Results (Wednesday 15-minute data)

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 7:15	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	4	67%		1	2	3	1	2	3	1	2	3	0	0	0
7:30 to 7:45	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	1	1	2	4	67%		0	1	1	1	2	3	1	2	3	0	0	0
8:00 to 8:15	1	0	1	5	83%		1	2	3	2	2	4	2	2	4	0	0	0
8:15 to 8:30	0	0	0	5	83%		0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	0	0	0	5	83%		0	1	1	0	1	1	0	1	1	0	0	0
8:45 to 9:00	0	0	0	5	83%		2	2	4	2	2	4	2	2	4	0	0	0
9:00 to 9:15	0	0	0	5	83%		0	2	2	0	2	2	0	2	2	0	0	0
9:15 to 9:30	0	0	0	5	83%		1	0	1	1	0	1	1	0	1	0	0	0
9:30 to 9:45	0	0	0	5	83%		0	1	1	0	1	1	0	1	1	0	0	0
9:45 to 10:00	0	0	0	5	83%		0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	5	83%		0	1	1	0	1	1	0	1	1	0	0	0
10:15 to 10:30	0	1	1	4	67%		0	0	0	0	1	1	0	1	1	0	0	0
10:30 to 10:45	0	1	1	3	50%		0	0	0	0	1	1	0	1	1	0	0	0
10:45 to 11:00	0	0	0	3	50%		0	1	1	0	1	1	0	1	1	0	0	0
11:00 to 11:15	1	1	2	3	50%		0	0	0	1	1	2	1	1	2	0	0	0
11:15 to 11:30	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	0	1	1	2	33%		0	0	0	0	1	1	0	1	1	0	0	0
11:45 to 12:00	0	0	0	2	33%		2	0	2	2	0	2	2	0	2	0	0	0
12:00 to 12:15	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	2	33%		2	0	2	2	0	2	2	0	2	0	0	0
12:45 to 13:00	0	0	0	2	33%		2	1	3	2	1	3	2	1	3	0	0	0
13:00 to 13:15	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30	0	0	0	2	33%		3	0	3	3	0	3	3	0	3	0	0	0
13:30 to 13:45	1	0	1	3	50%		2	0	2	3	0	3	4	0	4	0	0	0
13:45 to 14:00	1	1	2	3	50%		1	0	1	2	1	3	3	1	4	0	0	0
14:00 to 14:15	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	0
14:15 to 14:30	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	0
14:30 to 14:45	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
14:45 to 15:00	0	1	1	2	33%		0	0	0	0	1	1	0	2	2	0	0	0
15:00 to 15:15	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	0	0	0	2	33%		0	2	2	0	2	2	0	2	2	0	0	0
15:45 to 16:00	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	1	0	1	3	50%		0	0	0	1	0	1	1	0	1	0	0	0
17:00 to 17:15	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	0
17:15 to 17:30	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	0
17:30 to 17:45	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	0	0	0	3	50%		0	0	0	0	0	0	1	0	1	0	0	0
18:00 to 18:15	1	0	1	4	67%		0	0	0	1	0	1	1	0	1	0	0	0
18:15 to 18:30	1	0	1	5	83%		0	0	0	1	0	1	1	0	1	0	0	0
18:30 to 18:45	1	1	2	5	83%		0	2	2	1	3	4	1	3	4	0	0	0
18:45 to 19:00	0	1	1	4	67%		0	0	0	0	1	1	0	1	1	0	0	0
19:00 to 19:15	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
19:30 to 19:45	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
19:45 to 20:00	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	18				21	18	39	30	27	57	33	28	61	0	0	0

Table 3.38: BH09 – Survey Results (Wednesday hourly data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	1	1	2	4	67%		1	3	4	2	4	6	2	4	6	0	0	0	2	4	6
7:15 to 8:15	2	1	3	5	83%		2	5	7	4	6	10	4	6	10	0	0	0	4	6	10
7:30 to 8:30	2	1	3	5	83%		1	3	4	3	4	7	3	4	7	0	0	0	3	4	7
7:45 to 8:45	2	1	3	5	83%		1	4	5	3	5	8	3	5	8	0	0	0	3	5	8
8:00 to 9:00	1	0	1	5	83%		3	5	8	4	5	9	4	5	9	0	0	0	4	5	9
8:15 to 9:15	0	0	0	5	83%		2	5	7	2	5	7	2	5	7	0	0	0	2	5	7
8:30 to 9:30	0	0	0	5	83%		3	5	8	3	5	8	3	5	8	0	0	0	3	5	8
8:45 to 9:45	0	0	0	5	83%		3	5	8	3	5	8	3	5	8	0	0	0	3	5	8
9:00 to 10:00	0	0	0	5	83%		1	3	4	1	3	4	1	3	4	0	0	0	1	3	4
9:15 to 10:15	0	0	0	5	83%		1	2	3	1	2	3	1	2	3	0	0	0	1	2	3
9:30 to 10:30	0	1	1	5	83%		0	2	2	0	3	3	0	3	3	0	0	0	0	3	3
9:45 to 10:45	0	2	2	5	83%		0	1	1	0	3	3	0	3	3	0	0	0	0	3	3
10:00 to 11:00	0	2	2	5	83%		0	2	2	0	4	4	0	4	4	0	0	0	0	4	4
10:15 to 11:15	1	3	4	4	67%		0	1	1	1	4	5	1	4	5	0	0	0	1	4	5
10:30 to 11:30	1	2	3	3	50%		0	1	1	1	3	4	1	3	4	0	0	0	1	3	4
10:45 to 11:45	1	2	3	3	50%		0	1	1	1	3	4	1	3	4	0	0	0	1	3	4
11:00 to 12:00	1	2	3	3	50%		2	0	2	3	2	5	3	2	5	0	0	0	3	2	5
11:15 to 12:15	0	1	1	3	50%		2	0	2	2	1	3	2	1	3	0	0	0	2	1	3
11:30 to 12:30	0	1	1	2	33%		2	0	2	2	1	3	2	1	3	0	0	0	2	1	3
11:45 to 12:45	0	0	0	2	33%		4	0	4	4	0	4	4	0	4	0	0	0	4	0	4
12:00 to 13:00	0	0	0	2	33%		4	1	5	4	1	5	4	1	5	0	0	0	4	1	5
12:15 to 13:15	0	0	0	2	33%		4	1	5	4	1	5	4	1	5	0	0	0	4	1	5
12:30 to 13:30	0	0	0	2	33%		7	1	8	7	1	8	7	1	8	0	0	0	7	1	8
12:45 to 13:45	1	0	1	3	50%		7	1	8	8	1	9	9	1	10	0	0	0	9	1	10
13:00 to 14:00	2	1	3	3	50%		6	0	6	8	1	9	10	1	11	0	0	0	10	1	11
13:15 to 14:15	2	1	3	3	50%		7	0	7	9	1	10	11	1	12	0	0	0	11	1	12
13:30 to 14:30	2	1	3	3	50%		5	0	5	7	1	8	9	1	10	0	0	0	9	1	10
13:45 to 14:45	1	1	2	3	50%		3	0	3	4	1	5	5	1	6	0	0	0	5	1	6
14:00 to 15:00	0	1	1	3	50%		2	0	2	2	1	3	2	2	4	0	0	0	2	2	4
14:15 to 15:15	0	1	1	3	50%		1	0	1	1	1	2	1	2	3	0	0	0	1	2	3
14:30 to 15:30	0	1	1	3	50%		0	0	0	0	1	1	0	2	2	0	0	0	0	2	2
14:45 to 15:45	0	1	1	2	33%		0	2	2	0	3	3	0	4	4	0	0	0	0	4	4
15:00 to 16:00	0	0	0	2	33%		0	2	2	0	2	2	0	2	2	0	0	0	0	2	2
15:15 to 16:15	0	0	0	2	33%		0	2	2	0	2	2	0	2	2	0	0	0	0	2	2
15:30 to 16:30	0	0	0	2	33%		0	2	2	0	2	2	0	2	2	0	0	0	0	2	2
15:45 to 16:45	0	0	0	2	33%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 17:00	1	0	1	3	50%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
16:15 to 17:15	1	0	1	3	50%		1	0	1	2	0	2	2	0	2	0	0	0	2	0	2
16:30 to 17:30	1	0	1	3	50%		2	0	2	3	0	3	3	0	3	0	0	0	3	0	3
16:45 to 17:45	1	0	1	3	50%		2	0	2	3	0	3	3	0	3	0	0	0	3	0	3
17:00 to 18:00	0	0	0	3	50%		2	0	2	2	0	2	3	0	3	0	0	0	3	0	3
17:15 to 18:15	1	0	1	4	67%		1	0	1	2	0	2	3	0	3	0	0	0	3	0	3
17:30 to 18:30	2	0	2	5	83%		0	0	0	2	0	2	3	0	3	0	0	0	3	0	3
17:45 to 18:45	3	1	4	5	83%		0	2	2	3	3	6	4	3	7	0	0	0	4	3	7
18:00 to 19:00	3	2	5	5	83%		0	2	2	3	4	7	3	4	7	0	0	0	3	4	7
18:15 to 19:15	2	2	4	5	83%		0	2	2	2	4	6	2	4	6	0	0	0	2	4	6
18:30 to 19:30	1	2	3	5	83%		0	2	2	1	4	5	1	4	5	0	0	0	1	4	5
18:45 to 19:45	0	1	1	4	67%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
19:00 to 20:00	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.55: BH09 – Survey Results (Wednesday) – Vehicle Trips

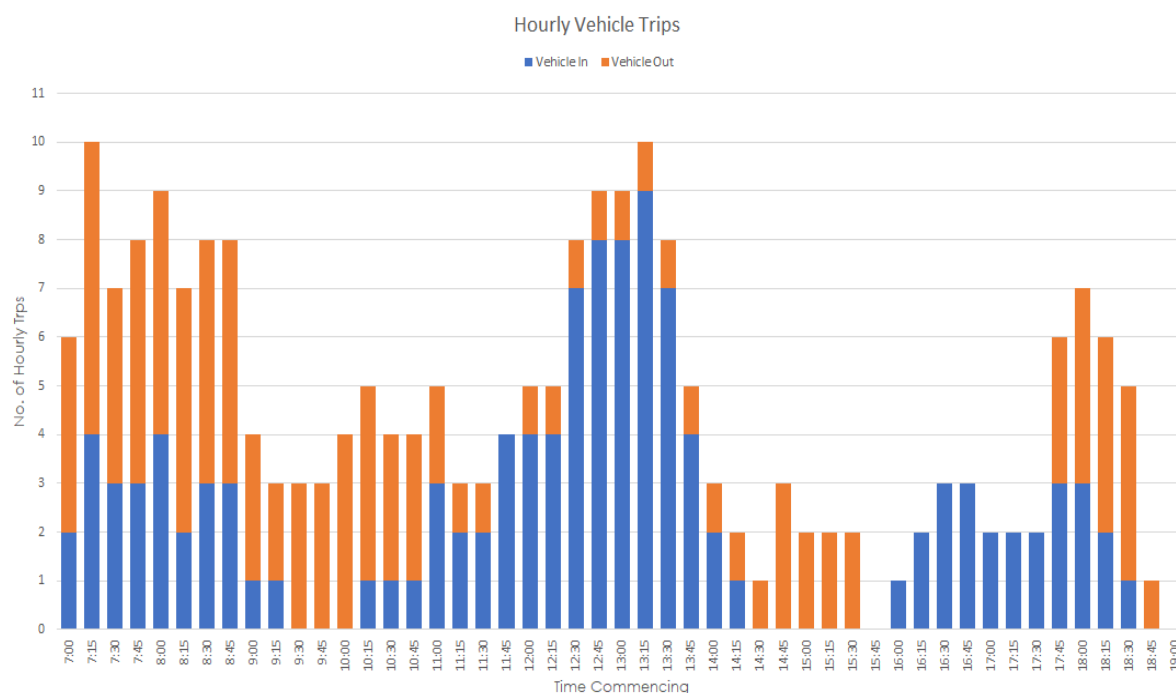


Figure 3.56: BH09 – Survey Results (Wednesday) – Person Trips

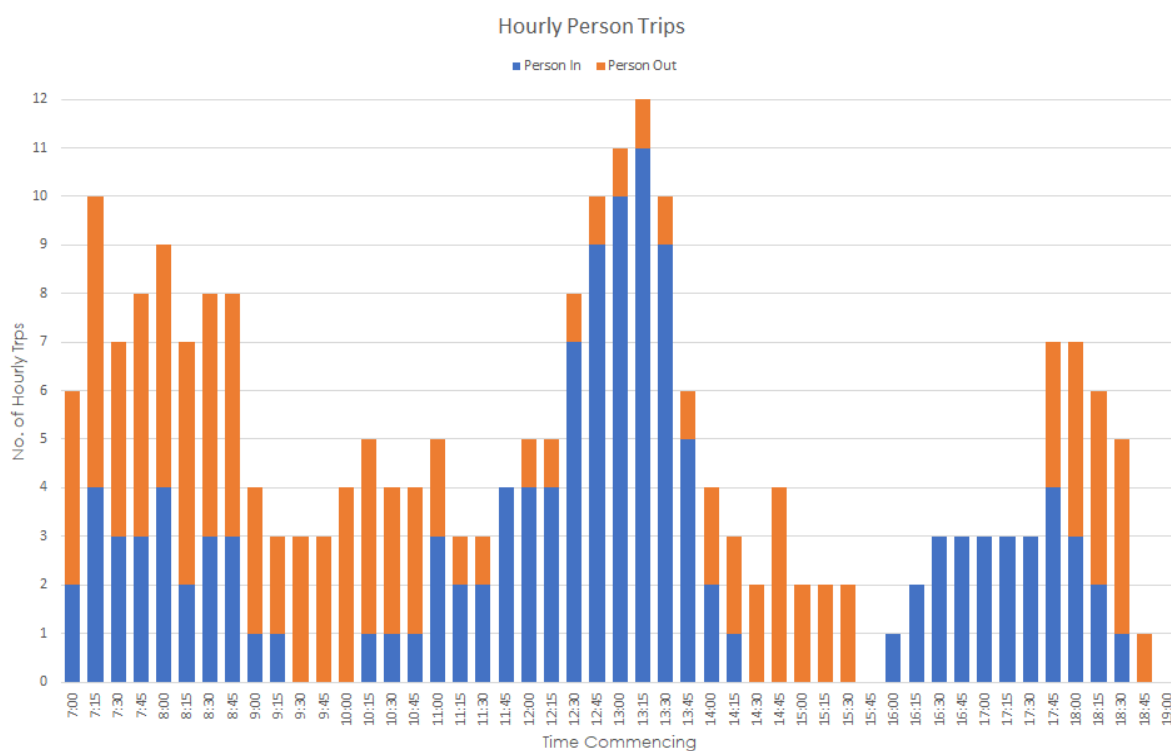


Figure 3.57: BH09 – Survey Results (Wednesday) – Parking Accumulation

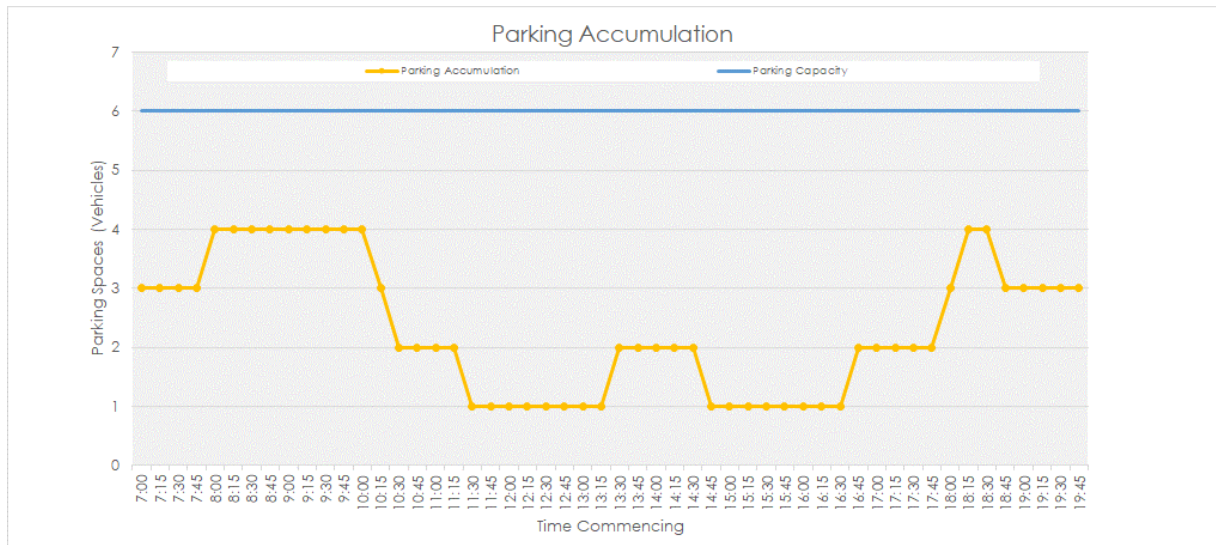


Table 3.39: BH09 – Survey Results (Thursday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
7:45 to 8:00	0	0	0	4	67%	0	2	2	0	2	2	0	2	2	0	0	0	0	2	2	2
8:00 to 8:15	0	0	0	4	67%	0	3	3	0	3	3	0	3	3	0	0	0	0	3	3	3
8:15 to 8:30	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
8:30 to 8:45	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 9:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 9:45	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
9:45 to 10:00	0	0	0	4	67%	0	2	2	0	2	2	0	2	2	0	0	0	0	2	2	2
10:00 to 10:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 10:30	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
10:45 to 11:00	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	2
11:00 to 11:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	4	67%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	3
11:45 to 12:00	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
12:15 to 12:30	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
12:30 to 12:45	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	2
12:45 to 13:00	1	0	1	5	83%	1	1	2	2	1	3	2	1	3	0	0	0	2	1	3	3
13:00 to 13:15	0	1	1	4	67%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	1
13:15 to 13:30	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
13:30 to 13:45	0	1	1	3	50%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	1
13:45 to 14:00	1	0	1	4	67%	0	1	1	1	1	2	1	1	2	0	0	0	1	1	2	2
14:00 to 14:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	0	1	1	3	50%	1	0	1	1	1	2	1	1	2	0	0	0	1	1	2	2
14:30 to 14:45	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
14:45 to 15:00	1	0	1	4	67%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	1
15:00 to 15:15	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
15:15 to 15:30	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	2
15:30 to 15:45	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
15:45 to 16:00	0	0	0	4	67%	2	2	4	2	2	4	2	2	4	0	0	0	2	2	4	4
16:00 to 16:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 16:30	0	0	0	4	67%	2	0	2	2	0	2	2	0	2	0	0	0	2	0	2	2
16:30 to 16:45	0	1	1	3	50%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	1
16:45 to 17:00	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
17:00 to 17:15	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
17:15 to 17:30	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
17:30 to 17:45	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
17:45 to 18:00	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	1	0	1	4	67%	1	0	1	2	0	2	2	0	2	0	0	0	2	0	2	2
18:15 to 18:30	0	0	0	4	67%	0	2	2	0	2	2	0	2	2	0	0	0	0	2	2	2
18:30 to 18:45	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 to 19:00	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	2
19:00 to 19:15	0	0	0	4	67%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 to 19:30	0	0	0	4	67%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	1
19:30 to 19:45	0	0	0	4	67%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	1
19:45 to 20:00	0	0	0	4	67%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	2
Total	4	4	8			23	26	49	27	30	57	27	30	57	0	0	0	27	30	57	

Table 3.40: BH09 – Survey Results (Thursday hourly data)*

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	0	0	4	67%		0	3	3	0	3	3	0	3	3	0	0	0
7:15 to 8:15	0	0	0	4	67%		0	6	6	0	6	6	0	6	6	0	0	0
7:30 to 8:30	0	0	0	4	67%		0	7	7	0	7	7	0	7	7	0	0	0
7:45 to 8:45	0	0	0	4	67%		0	6	6	0	6	6	0	6	6	0	0	0
8:00 to 9:00	0	0	0	4	67%		0	4	4	0	4	4	0	4	4	0	0	0
8:15 to 9:15	0	0	0	4	67%		0	1	1	0	1	1	0	1	1	0	0	0
8:30 to 9:30	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:45	0	0	0	4	67%		0	1	1	0	1	1	0	1	1	0	0	0
9:00 to 10:00	0	0	0	4	67%		0	3	3	0	3	3	0	3	3	0	0	0
9:15 to 10:15	0	0	0	4	67%		0	3	3	0	3	3	0	3	3	0	0	0
9:30 to 10:30	0	0	0	4	67%		0	3	3	0	3	3	0	3	3	0	0	0
9:45 to 10:45	0	0	0	4	67%		1	2	3	1	2	3	1	2	3	0	0	0
10:00 to 11:00	0	0	0	4	67%		2	1	3	2	1	3	2	1	3	0	0	0
10:15 to 11:15	0	0	0	4	67%		2	1	3	2	1	3	2	1	3	0	0	0
10:30 to 11:30	0	0	0	4	67%		2	1	3	2	1	3	2	1	3	0	0	0
10:45 to 11:45	0	0	0	4	67%		2	3	5	2	3	5	2	3	5	0	0	0
11:00 to 12:00	0	0	0	4	67%		1	2	3	1	2	3	1	2	3	0	0	0
11:15 to 12:15	0	0	0	4	67%		2	2	4	2	2	4	2	2	4	0	0	0
11:30 to 12:30	0	0	0	4	67%		3	2	5	3	2	5	3	2	5	0	0	0
11:45 to 12:45	0	0	0	4	67%		3	1	4	3	1	4	3	1	4	0	0	0
12:00 to 13:00	1	0	1	5	83%		4	2	6	5	2	7	5	2	7	0	0	0
12:15 to 13:15	1	1	2	5	83%		3	2	5	4	3	7	4	3	7	0	0	0
12:30 to 13:30	1	1	2	5	83%		2	3	5	3	4	7	3	4	7	0	0	0
12:45 to 13:45	1	2	3	5	83%		1	2	3	2	4	6	2	4	6	0	0	0
13:00 to 14:00	1	2	3	4	67%		0	2	2	1	4	5	1	4	5	0	0	0
13:15 to 14:15	1	1	2	4	67%		0	2	2	1	3	4	1	3	4	0	0	0
13:30 to 14:30	1	2	3	4	67%		1	1	2	2	3	5	2	3	5	0	0	0
13:45 to 14:45	1	1	2	4	67%		2	1	3	3	2	5	3	2	5	0	0	0
14:00 to 15:00	1	1	2	4	67%		2	0	2	3	1	4	3	1	4	0	0	0
14:15 to 15:15	1	1	2	4	67%		3	0	3	4	1	5	4	1	5	0	0	0
14:30 to 15:30	1	0	1	4	67%		3	1	4	4	1	5	4	1	5	0	0	0
14:45 to 15:45	1	0	1	4	67%		2	2	4	3	2	5	3	2	5	0	0	0
15:00 to 16:00	0	0	0	4	67%		4	4	8	4	4	8	4	4	8	0	0	0
15:15 to 16:15	0	0	0	4	67%		3	4	7	3	4	7	3	4	7	0	0	0
15:30 to 16:30	0	0	0	4	67%		4	3	7	4	3	7	4	3	7	0	0	0
15:45 to 16:45	0	1	1	4	67%		4	2	6	4	3	7	4	3	7	0	0	0
16:00 to 17:00	0	1	1	4	67%		3	0	3	3	1	4	3	1	4	0	0	0
16:15 to 17:15	0	1	1	4	67%		4	0	4	4	1	5	4	1	5	0	0	0
16:30 to 17:30	0	1	1	3	50%		3	0	3	3	1	4	3	1	4	0	0	0
16:45 to 17:45	0	0	0	3	50%		4	0	4	4	0	4	4	0	4	0	0	0
17:00 to 18:00	0	0	0	3	50%		3	0	3	3	0	3	3	0	3	0	0	0
17:15 to 18:15	1	0	1	4	67%		3	0	3	4	0	4	4	0	4	0	0	0
17:30 to 18:30	1	0	1	4	67%		2	2	4	3	2	5	3	2	5	0	0	0
17:45 to 18:45	1	0	1	4	67%		1	2	3	2	2	4	2	2	4	0	0	0
18:00 to 19:00	1	0	1	4	67%		2	3	5	3	3	6	3	3	6	0	0	0
18:15 to 19:15	0	0	0	4	67%		1	3	4	1	3	4	1	3	4	0	0	0
18:30 to 19:30	0	0	0	4	67%		1	2	3	1	2	3	1	2	3	0	0	0
18:45 to 19:45	0	0	0	4	67%		2	2	4	2	2	4	2	2	4	0	0	0
19:00 to 20:00	0	0	0	4	67%		2	2	4	2	2	4	2	2	4	0	0	0

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

NOTE: * - Network PM peak hour is the same as Site PM peak hour, which in this case, the formatting for Network PM peak hour has been applied.

Figure 3.58: BH09 – Survey Results (Thursday) – Vehicle Trips

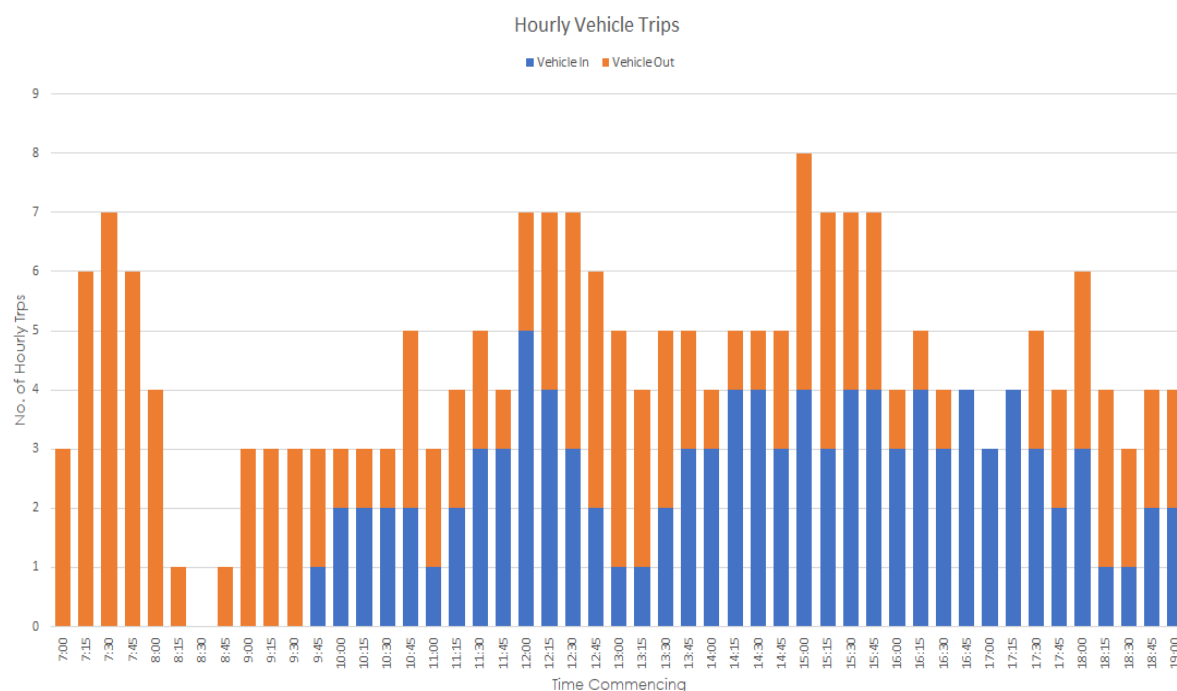


Figure 3.59: BH09 – Survey Results (Thursday) – Person Trips

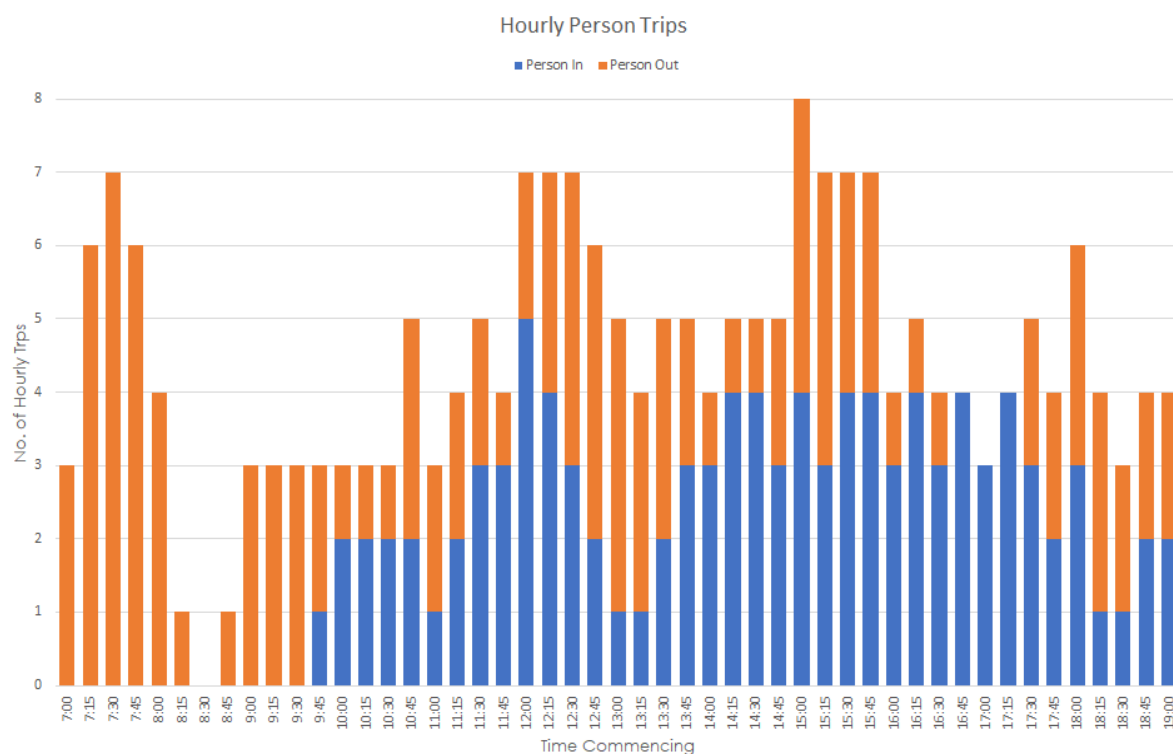


Figure 3.60: BH09 – Survey Results (Thursday) – Parking Accumulation

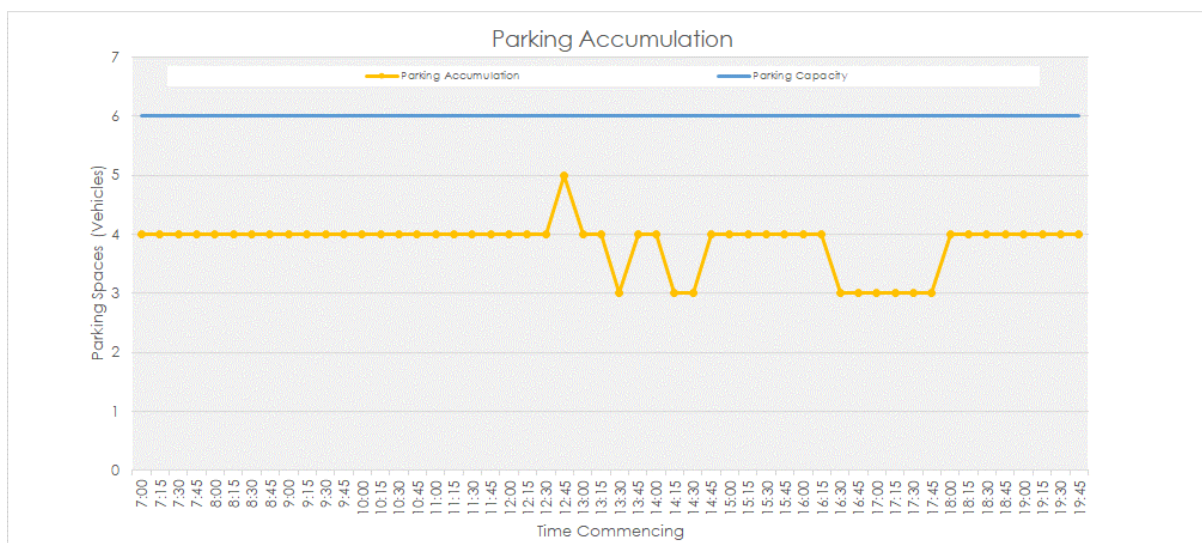


Table 3.41: BH09 – Survey Results (Friday 15-minute data)

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 7:15	0	0	0	4	67%		0	1	1	0	1	1	0	1	1	0	0	0
7:15 to 7:30	0	0	0	4	67%		1	0	1	1	0	1	1	0	1	0	0	1
7:30 to 7:45	0	0	0	4	67%		0	3	3	0	3	3	0	3	3	0	0	3
7:45 to 8:00	0	0	0	4	67%		0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	0	0	0	4	67%		0	1	1	0	1	1	0	1	1	0	0	1
8:15 to 8:30	0	0	0	4	67%		1	1	2	1	1	2	1	1	2	0	0	2
8:30 to 8:45	0	1	1	3	50%		0	2	2	0	3	3	0	3	3	0	0	3
8:45 to 9:00	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	1
9:00 to 9:15	0	0	0	3	50%		3	2	5	3	2	5	3	2	5	0	0	5
9:15 to 9:30	1	1	2	3	50%		2	1	3	3	2	5	3	2	5	0	0	5
9:30 to 9:45	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:00	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	0	0	0	3	50%		1	3	4	1	3	4	1	3	4	0	0	4
10:15 to 10:30	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 10:45	0	0	0	3	50%		1	1	2	1	1	2	1	1	2	0	0	2
10:45 to 11:00	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
11:15 to 11:30	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	1
12:45 to 13:00	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 13:15	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 13:30	0	0	0	3	50%		1	2	3	1	2	3	1	2	3	0	0	3
13:30 to 13:45	0	0	0	3	50%		0	1	1	0	1	1	0	1	1	0	0	1
13:45 to 14:00	1	0	1	4	67%		1	0	1	2	0	2	2	0	2	0	0	2
14:00 to 14:15	0	0	0	4	67%		1	1	2	1	1	2	1	1	2	0	0	2
14:15 to 14:30	0	0	0	4	67%		1	1	2	1	1	2	1	1	2	0	0	2
14:30 to 14:45	0	1	1	3	50%		0	2	2	0	3	3	0	3	3	0	0	3
14:45 to 15:00	1	0	1	4	67%		0	2	2	1	2	3	1	2	3	0	0	3
15:00 to 15:15	0	1	1	3	50%		1	0	1	1	1	2	1	1	2	0	0	2
15:15 to 15:30	0	0	0	3	50%		1	1	2	1	1	2	1	1	2	0	0	2
15:30 to 15:45	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	0	0	0	3	50%		1	2	3	1	2	3	1	2	3	0	0	3
16:00 to 16:15	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	1
16:15 to 16:30	0	1	1	2	33%		1	0	1	1	1	2	1	1	2	0	0	2
16:30 to 16:45	0	2	2	0	0%		0	0	0	0	2	2	0	1	1	0	0	1
16:45 to 17:00	0	0	0	0	0%		1	1	2	1	1	2	1	1	2	0	0	2
17:00 to 17:15	0	0	0	0	0%		1	2	3	1	2	3	1	2	3	0	0	3
17:15 to 17:30	0	0	0	0	0%		2	0	2	2	0	2	2	0	2	0	0	2
17:30 to 17:45	1	0	1	1	17%		1	1	2	2	1	3	2	3	5	0	0	5
17:45 to 18:00	1	0	1	2	33%		0	0	0	1	0	1	1	0	1	0	0	1
18:00 to 18:15	1	0	1	3	50%		0	0	0	1	0	1	1	0	1	0	0	1
18:15 to 18:30	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 18:45	0	0	0	3	50%		1	1	2	1	1	2	1	1	2	0	0	2
18:45 to 19:00	0	0	0	3	50%		0	1	1	0	1	1	0	1	1	0	0	1
19:00 to 19:15	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	1
19:15 to 19:30	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	1
19:30 to 19:45	0	0	0	3	50%		1	0	1	1	0	1	1	0	1	0	0	1
19:45 to 20:00	0	0	0	3	50%		0	0	0	0	0	0	0	0	0	0	0	0
Total	6	7	13				29	33	62	35	40	75	35	41	76	0	0	0

Table 3.42: BH09 – Survey Results (Friday hourly data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 8:00	0	0	0	4	67%	1	4	5	1	4	5	1	4	5	0	0	0	1	4	5	
7:15 to 8:15	0	0	0	4	67%	1	4	5	1	4	5	1	4	5	0	0	0	1	4	5	
7:30 to 8:30	0	0	0	4	67%	1	5	6	1	5	6	1	5	6	0	0	0	1	5	6	
7:45 to 8:45	0	1	1	4	67%	1	4	5	1	5	6	1	5	6	0	0	0	1	5	6	
8:00 to 9:00	0	1	1	4	67%	2	4	6	2	5	7	2	5	7	0	0	0	2	5	7	
8:15 to 9:15	0	1	1	4	67%	5	5	10	5	6	11	5	6	11	0	0	0	5	6	11	
8:30 to 9:30	1	2	3	3	50%	6	5	11	7	7	14	7	7	14	0	0	0	7	7	14	
8:45 to 9:45	1	1	2	3	50%	6	3	9	7	4	11	7	4	11	0	0	0	7	4	11	
9:00 to 10:00	1	1	2	3	50%	5	3	8	6	4	10	6	4	10	0	0	0	6	4	10	
9:15 to 10:15	1	1	2	3	50%	3	4	7	4	5	9	4	5	9	0	0	0	4	5	9	
9:30 to 10:30	0	0	0	3	50%	1	3	4	1	3	4	1	3	4	0	0	0	1	3	4	
9:45 to 10:45	0	0	0	3	50%	2	4	6	2	4	6	2	4	6	0	0	0	2	4	6	
10:00 to 11:00	0	0	0	3	50%	2	4	6	2	4	6	2	4	6	0	0	0	2	4	6	
10:15 to 11:15	0	0	0	3	50%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
10:30 to 11:30	0	0	0	3	50%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
10:45 to 11:45	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 12:00	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 12:15	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 to 12:30	0	0	0	3	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:45	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
12:00 to 13:00	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
12:15 to 13:15	0	0	0	3	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
12:30 to 13:30	0	0	0	3	50%	2	2	4	2	2	4	2	2	4	0	0	0	2	2	4	
12:45 to 13:45	0	0	0	3	50%	1	3	4	1	3	4	1	3	4	0	0	0	1	3	4	
13:00 to 14:00	1	0	1	4	67%	2	3	5	3	3	6	3	3	6	0	0	0	3	3	6	
13:15 to 14:15	1	0	1	4	67%	3	4	7	4	4	8	4	4	8	0	0	0	4	4	8	
13:30 to 14:30	1	0	1	4	67%	3	3	6	4	3	7	4	3	7	0	0	0	4	3	7	
13:45 to 14:45	1	1	2	4	67%	3	4	7	4	5	9	4	5	9	0	0	0	4	5	9	
14:00 to 15:00	1	1	2	4	67%	2	6	8	3	7	10	3	7	10	0	0	0	3	7	10	
14:15 to 15:15	1	2	3	4	67%	2	5	7	3	7	10	3	7	10	0	0	0	3	7	10	
14:30 to 15:30	1	2	3	4	67%	2	5	7	3	7	10	3	7	10	0	0	0	3	7	10	
14:45 to 15:45	1	1	2	4	67%	2	3	5	3	4	7	3	4	7	0	0	0	3	4	7	
15:00 to 16:00	0	1	1	3	50%	3	3	6	3	4	7	3	4	7	0	0	0	3	4	7	
15:15 to 16:15	0	0	0	3	50%	3	3	6	3	3	6	3	3	6	0	0	0	3	3	6	
15:30 to 16:30	0	1	1	3	50%	3	2	5	3	3	6	3	3	6	0	0	0	3	3	6	
15:45 to 16:45	0	3	3	3	50%	3	2	5	3	5	8	3	4	7	0	0	0	3	4	7	
16:00 to 17:00	0	3	3	3	50%	3	1	4	3	4	7	3	3	6	0	0	0	3	3	6	
16:15 to 17:15	0	3	3	2	33%	3	3	6	3	6	9	3	5	8	0	0	0	3	5	8	
16:30 to 17:30	0	2	2	0	0%	4	3	7	4	5	9	4	4	8	0	0	0	4	4	8	
16:45 to 17:45	1	0	1	1	17%	5	4	9	6	4	10	6	6	12	0	0	0	6	6	12	
17:00 to 18:00	2	0	2	2	33%	4	3	7	6	3	9	6	5	11	0	0	0	6	5	11	
17:15 to 18:15	3	0	3	3	50%	3	1	4	6	1	7	6	3	9	0	0	0	6	3	9	
17:30 to 18:30	3	0	3	3	50%	1	1	2	4	1	5	4	3	7	0	0	0	4	3	7	
17:45 to 18:45	2	0	2	3	50%	1	1	2	3	1	4	3	1	4	0	0	0	3	1	4	
18:00 to 19:00	1	0	1	3	50%	1	2	3	2	2	4	2	2	4	0	0	0	2	2	4	
18:15 to 19:15	0	0	0	3	50%	2	2	4	2	2	4	2	2	4	0	0	0	2	2	4	
18:30 to 19:30	0	0	0	3	50%	3	2	5	3	2	5	3	2	5	0	0	0	3	2	5	
18:45 to 19:45	0	0	0	3	50%	3	1	4	3	1	4	3	1	4	0	0	0	3	1	4	
19:00 to 20:00	0	0	0	3	50%	3	0	3	3	0	3	3	0	3	0	0	0	3	0	3	

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.61: BH09 – Survey Results (Friday) – Vehicle Trips

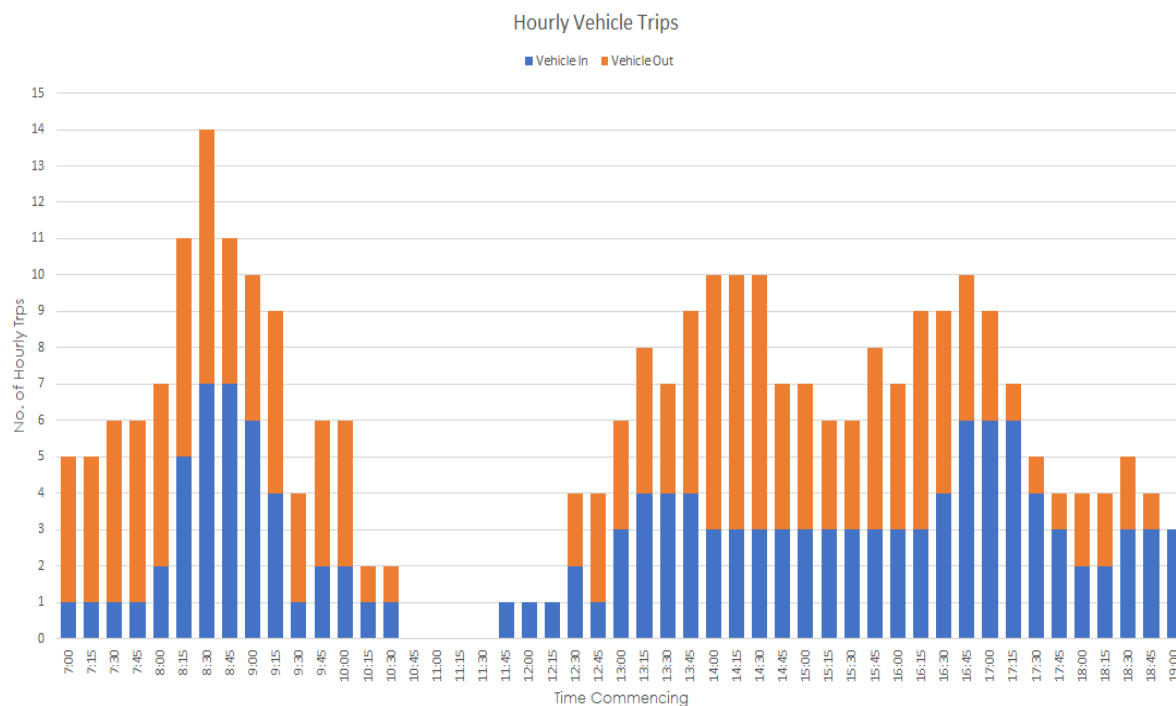


Figure 3.62: BH09 – Survey Results (Friday) – Person Trips

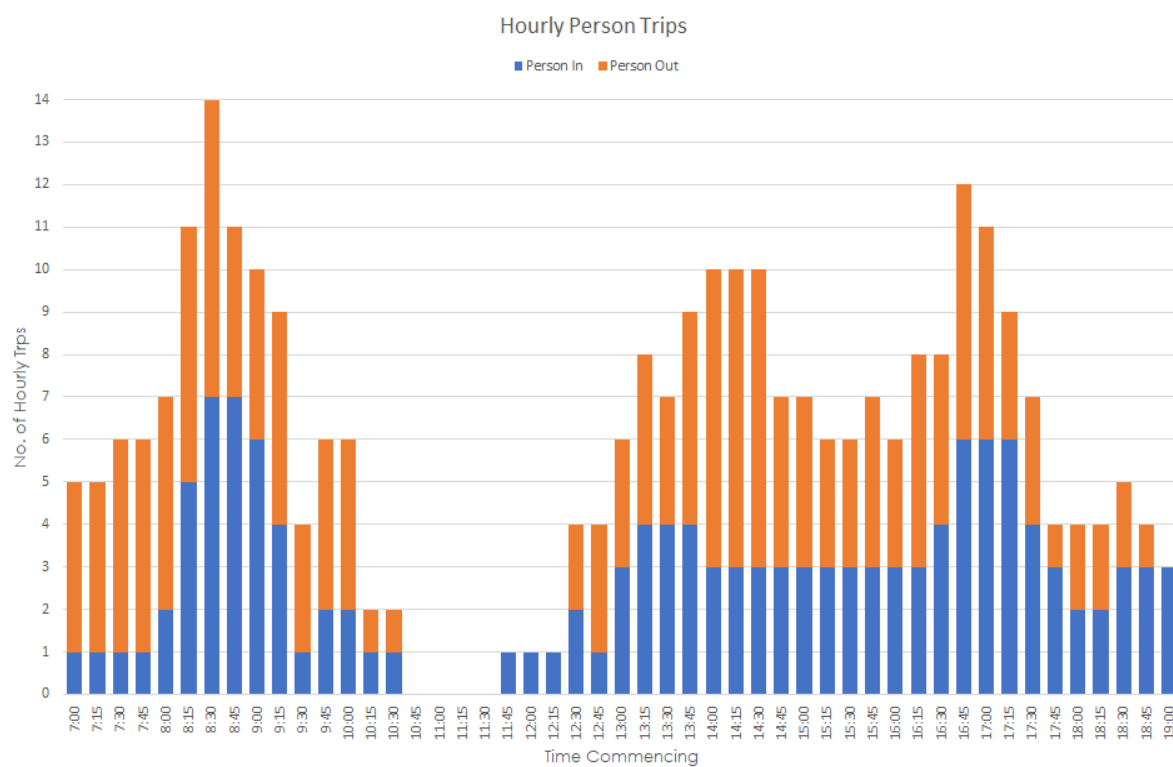
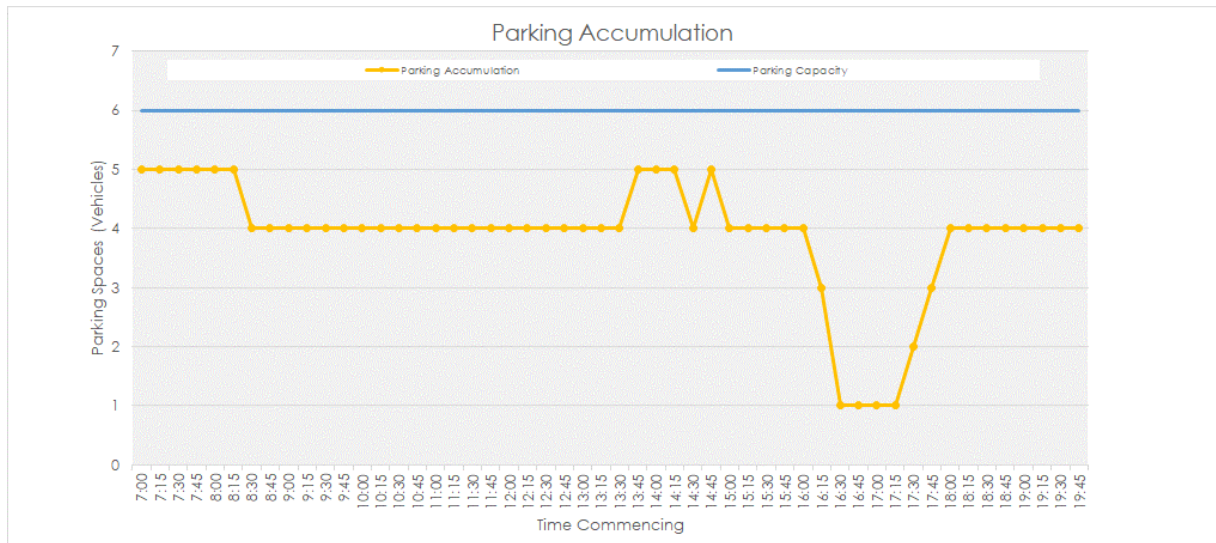


Figure 3.63: BH09 – Survey Results (Friday) – Parking Accumulation



3.1.10 BH10 – 4 Landy Drive, Mount Warrigal

Table 3.43: BH10 – Survey Results (Tuesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
7:15 to 7:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2	
7:30 to 7:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
7:45 to 8:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
9:30 to 9:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	1	1	2	3	75%	0	0	0	1	1	2	1	1	2	1	1	2	2	2	4	
11:00 to 11:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	0	1	1	2	50%	0	0	0	0	1	1	0	1	1	2	2	4	2	3	5	
11:30 to 11:45	0	1	1	1	25%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
11:45 to 12:00	0	0	0	1	25%	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	
12:00 to 12:15	0	0	0	1	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	0	1	1	0	0%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
12:30 to 12:45	2	0	2	2	50%	0	0	0	2	0	2	2	0	2	0	0	0	2	0	2	
12:45 to 13:00	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 to 13:15	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00 to 14:15	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 to 14:30	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 to 14:45	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	0	0	0	2	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30	1	0	1	3	75%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
15:30 to 15:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 to 16:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15 to 16:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
16:30 to 16:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45 to 17:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
17:00 to 17:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15 to 17:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:30 to 17:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45 to 18:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00 to 18:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:15 to 18:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30 to 18:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45 to 19:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00 to 19:15	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:15 to 19:30	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	
19:30 to 19:45	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45 to 20:00	0	0	0	3	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	4	8			0	0	0	4	4	8	4	4	8	8	8	16	12	12	24	

Table 3.44: BH10 – Survey Results (Tuesday hourly data)

Time Period	Vehicle-based Trips									Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	2	2	4
7:15 to 8:15	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	2	1	3
7:30 to 8:30	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	1	1
7:45 to 8:45	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 9:00	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 9:15	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 9:30	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	1	1
8:45 to 9:45	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	1	1
9:00 to 10:00	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	1	1
9:15 to 10:15	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	1	1
9:30 to 10:30	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:45	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 11:00	1	1	2	3	75%		0	0	0	1	1	2	1	1	2	1	1	2
10:15 to 11:15	1	1	2	3	75%		0	0	0	1	1	2	1	1	2	1	1	2
10:30 to 11:30	1	2	3	3	75%		0	0	0	1	2	3	1	2	3	3	3	6
10:45 to 11:45	1	3	4	3	75%		0	0	0	1	3	4	1	3	4	3	3	6
11:00 to 12:00	0	2	2	3	75%		0	0	0	0	2	2	0	2	2	3	3	6
11:15 to 12:15	0	2	2	2	50%		0	0	0	0	2	2	0	2	2	3	3	6
11:30 to 12:30	0	2	2	1	25%		0	0	0	0	2	2	0	2	2	1	1	2
11:45 to 12:45	2	1	3	2	50%		0	0	0	2	1	3	2	1	3	1	1	2
12:00 to 13:00	2	1	3	2	50%		0	0	0	2	1	3	2	1	3	0	0	0
12:15 to 13:15	2	1	3	2	50%		0	0	0	2	1	3	2	1	3	0	0	0
12:30 to 13:30	2	0	2	2	50%		0	0	0	2	0	2	2	0	2	0	0	0
12:45 to 13:45	0	0	0	2	50%		0	0	0	0	0	0	0	0	0	0	0	0
13:00 to 14:00	0	0	0	2	50%		0	0	0	0	0	0	0	0	0	0	0	0
13:15 to 14:15	0	0	0	2	50%		0	0	0	0	0	0	0	0	0	0	0	0
13:30 to 14:30	0	0	0	2	50%		0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:45	0	0	0	2	50%		0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 15:00	0	0	0	2	50%		0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 15:15	0	0	0	2	50%		0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 15:30	1	0	1	3	75%		0	0	0	1	0	1	1	0	1	0	0	0
14:45 to 15:45	1	0	1	3	75%		0	0	0	1	0	1	1	0	1	0	0	0
15:00 to 16:00	1	0	1	3	75%		0	0	0	1	0	1	1	0	1	0	0	0
15:15 to 16:15	1	0	1	3	75%		0	0	0	1	0	1	1	0	1	0	0	0
15:30 to 16:30	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	1	0
15:45 to 16:45	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	1	0
16:00 to 17:00	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	1	2
16:15 to 17:15	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	1	2
16:30 to 17:30	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	0	1
16:45 to 17:45	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	0	1
17:00 to 18:00	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 18:15	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 18:30	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:45	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 19:00	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
18:15 to 19:15	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	0	0	0
18:30 to 19:30	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	1	0
18:45 to 19:45	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	1	0
19:00 to 20:00	0	0	0	3	75%		0	0	0	0	0	0	0	0	0	1	1	0

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.64: BH10 – Survey Results (Tuesday) – Vehicle Trips

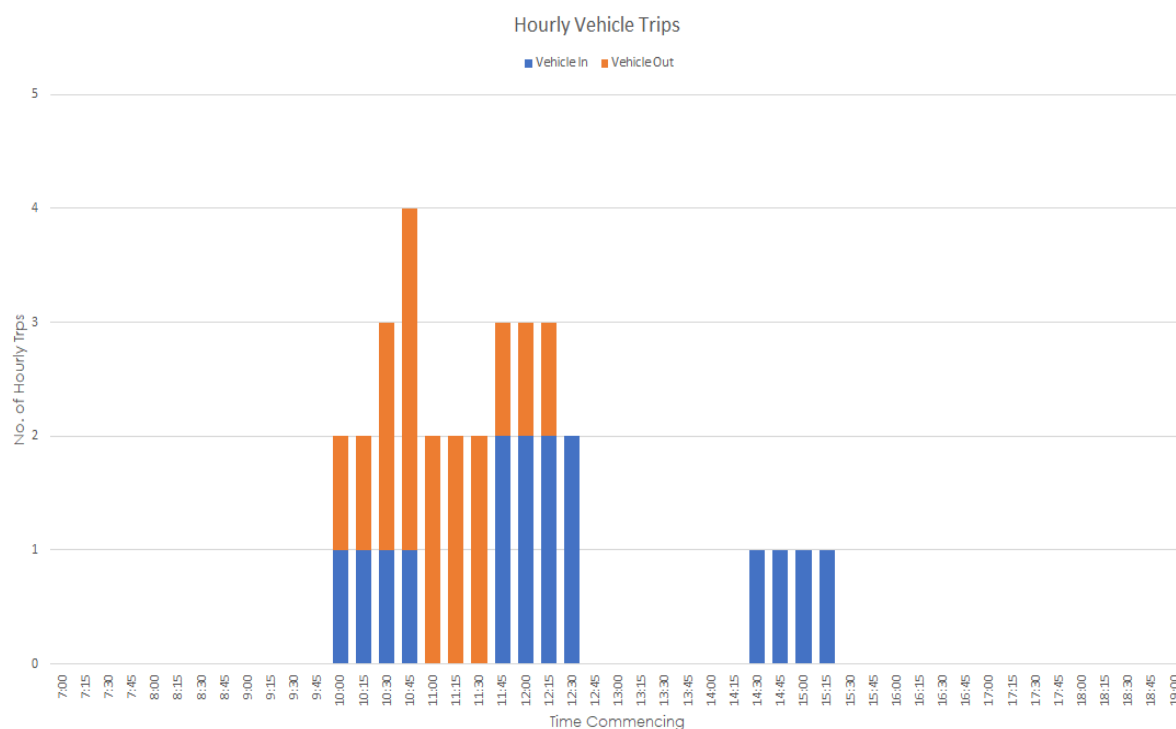


Figure 3.65: BH10 – Survey Results (Tuesday) – Person Trips

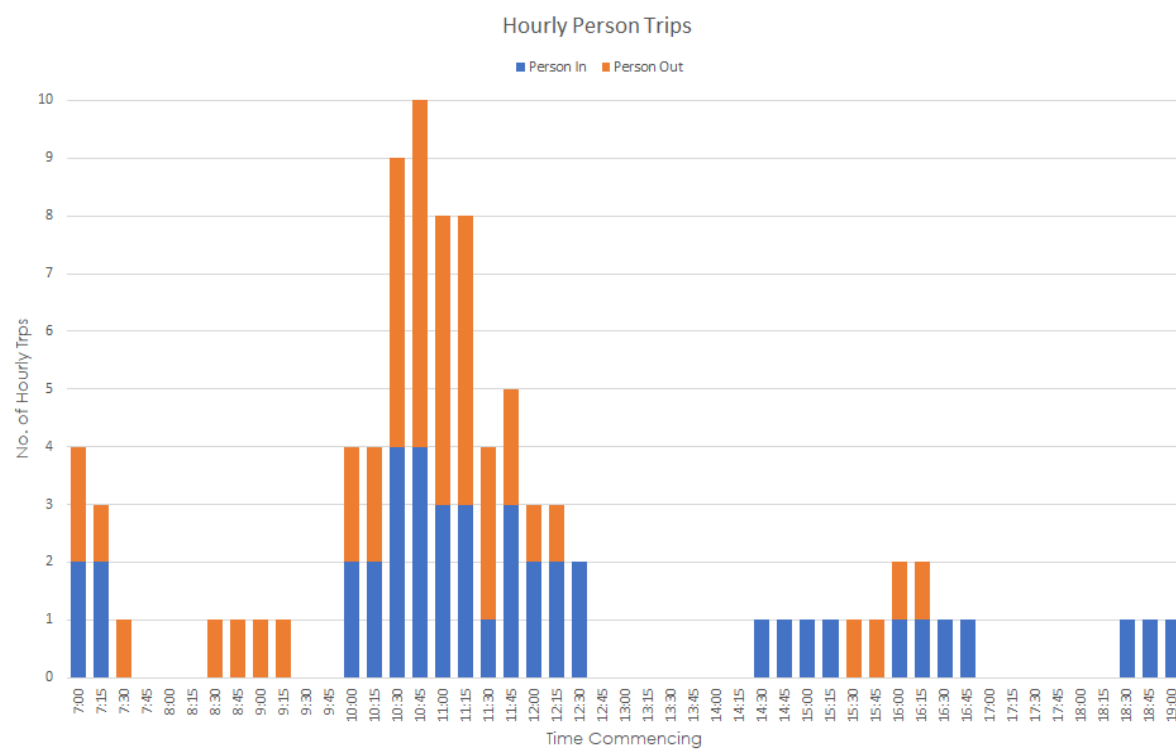
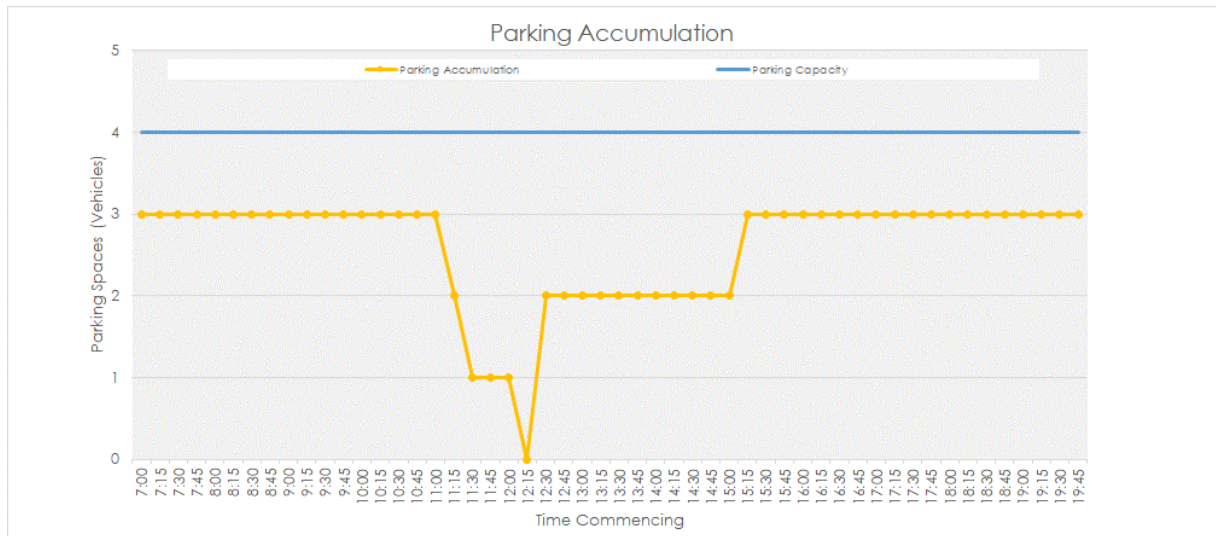


Figure 3.66: BH10 – Survey Results (Tuesday) – Parking Accumulation



3.1.11 BH11 – 748 Pacific Highway, Marks Point

Table 3.45: BH11 – Survey Results (Tuesday 15-minute data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count					On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total			
	In	Out	Total	Accumulation	% Occupied	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 to 7:15	0	0	0	4	50%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
7:15 to 7:30	0	1	1	3	38%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
7:30 to 7:45	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	0	1	1	2	25%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
8:00 to 8:15	0	0	0	2	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	1	0	1	3	38%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
8:30 to 8:45	1	1	2	3	38%	0	0	0	1	1	2	1	1	2	0	0	0	1	1	2	
8:45 to 9:00	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 to 9:45	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	0	1	1	2	25%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
11:30 to 11:45	0	0	0	2	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	0	0	0	2	25%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 to 12:15	1	0	1	3	38%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
12:15 to 12:30	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	0	0	0	3	38%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
13:00 to 13:15	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	1	1	2	3	38%	2	1	3	3	2	5	3	2	5	0	0	0	3	2	5	
13:30 to 13:45	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	0	0	0	3	38%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
14:00 to 14:15	0	0	0	3	38%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
14:15 to 14:30	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 to 14:45	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	1	0	1	4	50%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
15:00 to 15:15	0	0	0	4	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30	0	0	0	4	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 to 15:45	0	1	1	3	38%	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	
15:45 to 16:00	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	0	0	0	3	38%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15 to 16:30	1	0	1	4	50%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
16:30 to 16:45	0	0	0	4	50%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
16:45 to 17:00	0	0	0	4	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00 to 17:15	1	0	1	5	63%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
17:15 to 17:30	0	0	0	5	63%	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	
17:30 to 17:45	0	0	0	5	63%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45 to 18:00	0	0	0	5	63%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00 to 18:15	0	0	0	5	63%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
18:15 to 18:30	1	0	1	6	75%	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	
18:30 to 18:45	0	0	0	6	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45 to 19:00	0	0	0	6	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00 to 19:15	0	0	0	6	75%	1	1	2	1	1	2	1	1	2	0	0	0	1	1	2	
19:15 to 19:30	0	0	0	6	75%	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1	
19:30 to 19:45	0	0	0	6	75%	1	2	3	1	2	3	1	2	3	0	0	0	1	2	3	
19:45 to 20:00	0	0	0	6	75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	8	6	14			11	10	21	19	16	35	19	16	35	0	0	0	19	16	35	

Table 3.46: BH11 – Survey Results (Tuesday hourly data)

Time Period	Vehicle-based Trips												Person -based Trips								
	Driveway Count						On-Street Estimate			Driveway + On-street			Car Occupants			Others			Total		
	In	Out	Total	Accumulation	% Occupied		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
7:00 to 8:00	0	2	2	4	50%		1	1	2	1	3	4	1	3	4	0	0	0	1	3	4
7:15 to 8:15	0	2	2	3	38%		0	0	0	0	2	2	0	2	2	0	0	0	0	2	2
7:30 to 8:30	1	1	2	3	38%		0	0	0	1	1	2	1	1	2	0	0	0	1	1	2
7:45 to 8:45	2	2	4	3	38%		0	0	0	2	2	4	2	2	4	0	0	0	2	2	4
8:00 to 9:00	2	1	3	3	38%		0	0	0	2	1	3	2	1	3	0	0	0	2	1	3
8:15 to 9:15	2	1	3	3	38%		0	0	0	2	1	3	2	1	3	0	0	0	2	1	3
8:30 to 9:30	1	1	2	3	38%		0	0	0	1	1	2	1	1	2	0	0	0	1	1	2
8:45 to 9:45	0	0	0	3	38%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 to 10:00	0	0	0	3	38%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 10:15	0	0	0	3	38%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 to 10:30	0	0	0	3	38%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 to 10:45	0	0	0	3	38%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 11:00	0	0	0	3	38%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 to 11:15	0	0	0	3	38%		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 to 11:30	0	1	1	3	38%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
10:45 to 11:45	0	1	1	3	38%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
11:00 to 12:00	0	1	1	3	38%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
11:15 to 12:15	1	1	2	3	38%		0	0	0	1	1	2	1	1	2	0	0	0	1	1	2
11:30 to 12:30	1	0	1	3	38%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
11:45 to 12:45	1	0	1	3	38%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
12:00 to 13:00	1	0	1	3	38%		1	2	3	2	2	4	2	2	4	0	0	0	2	2	4
12:15 to 13:15	0	0	0	3	38%		1	2	3	1	2	3	1	2	3	0	0	0	1	2	3
12:30 to 13:30	1	1	2	3	38%		3	3	6	4	4	8	4	4	8	0	0	0	4	4	8
12:45 to 13:45	1	1	2	3	38%		3	3	6	4	4	8	4	4	8	0	0	0	4	4	8
13:00 to 14:00	1	1	2	3	38%		3	3	6	4	4	8	4	4	8	0	0	0	4	4	8
13:15 to 14:15	1	1	2	3	38%		4	3	7	5	4	9	5	4	9	0	0	0	5	4	9
13:30 to 14:30	0	0	0	3	38%		2	2	4	2	2	4	2	2	4	0	0	0	2	2	4
13:45 to 14:45	0	0	0	3	38%		2	2	4	2	2	4	2	2	4	0	0	0	2	2	4
14:00 to 15:00	1	0	1	4	50%		1	0	1	2	0	2	2	0	2	0	0	0	2	0	2
14:15 to 15:15	1	0	1	4	50%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
14:30 to 15:30	1	0	1	4	50%		0	0	0	1	0	1	1	0	1	0	0	0	1	0	1
14:45 to 15:45	1	1	2	4	50%		0	0	0	1	1	2	1	1	2	0	0	0	1	1	2
15:00 to 16:00	0	1	1	4	50%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
15:15 to 16:15	0	1	1	4	50%		0	0	0	0	1	1	0	1	1	0	0	0	0	1	1
15:30 to 16:30	1	1	2	4	50%		0	0	0	1	1	2	1	1	2	0	0	0	1	1	2
15:45 to 16:45	1	0	1	4	50%		1	0	1	2	0	2	2	0	2	0	0	0	2	0	2
16:00 to 17:00	1	0	1	4	50%		1	0	1	2	0	2	2	0	2	0	0	0	2	0	2
16:15 to 17:15	2	0	2	5	63%		1	0	1	3	0	3	3	0	3	0	0	0	3	0	3
16:30 to 17:30	1	0	1	5	63%		1	1	2	2	1	3	2	1	3	0	0	0	2	1	3
16:45 to 17:45	1	0	1	5	63%		0	1	1	1	1	2	1	1	2	0	0	0	1	1	2
17:00 to 18:00	1	0	1	5	63%		0	1	1	1	1	2	1	1	2	0	0	0	1	1	2
17:15 to 18:15	0	0	0	5	63%		1	1	2	1	1	2	1	1	2	0	0	0	1	1	2
17:30 to 18:30	1	0	1	6	75%		1	0	1	2	0	2	2	0	2	0	0	0	2	0	2
17:45 to 18:45	1	0	1	6	75%		1	0	1	2	0	2	2	0	2	0	0	0	2	0	2
18:00 to 19:00	1	0	1	6	75%		1	0	1	2	0	2	2	0	2	0	0	0	2	0	2
18:15 to 19:15	1	0	1	6	75%		1	1	2	2	1	3	2	1	3	0	0	0	2	1	3
18:30 to 19:30	0	0	0	6	75%		2	1	3	2	1	3	2	1	3	0	0	0	2	1	3
18:45 to 19:45	0	0	0	6	75%		3	3	6	3	3	6	3	3	6	0	0	0	3	3	6
19:00 to 20:00	0	0	0	6	75%		3	3	6	3	3	6	3	3	6	0	0	0	3	3	6

Network AM peak hour

Network PM peak hour

Site AM peak hour

Site PM peak hour

Figure 3.67: BH11 – Survey Results (Tuesday) – Vehicle Trips

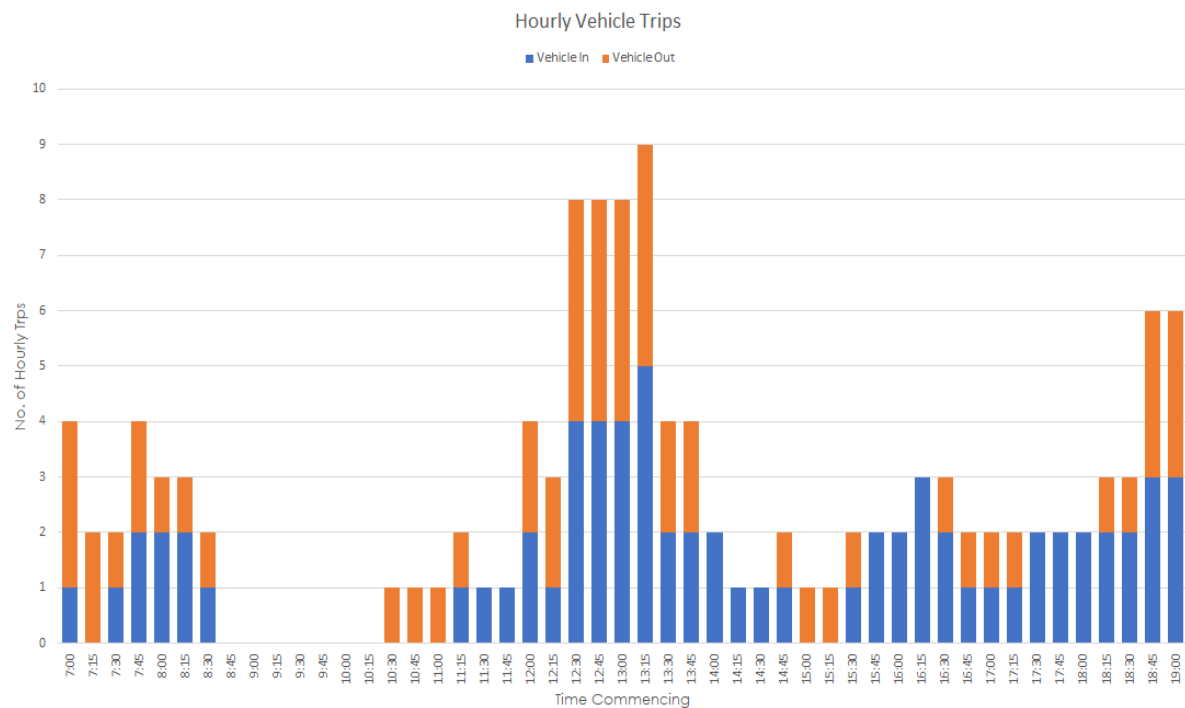


Figure 3.68: BH11 – Survey Results (Tuesday) – Person Trips

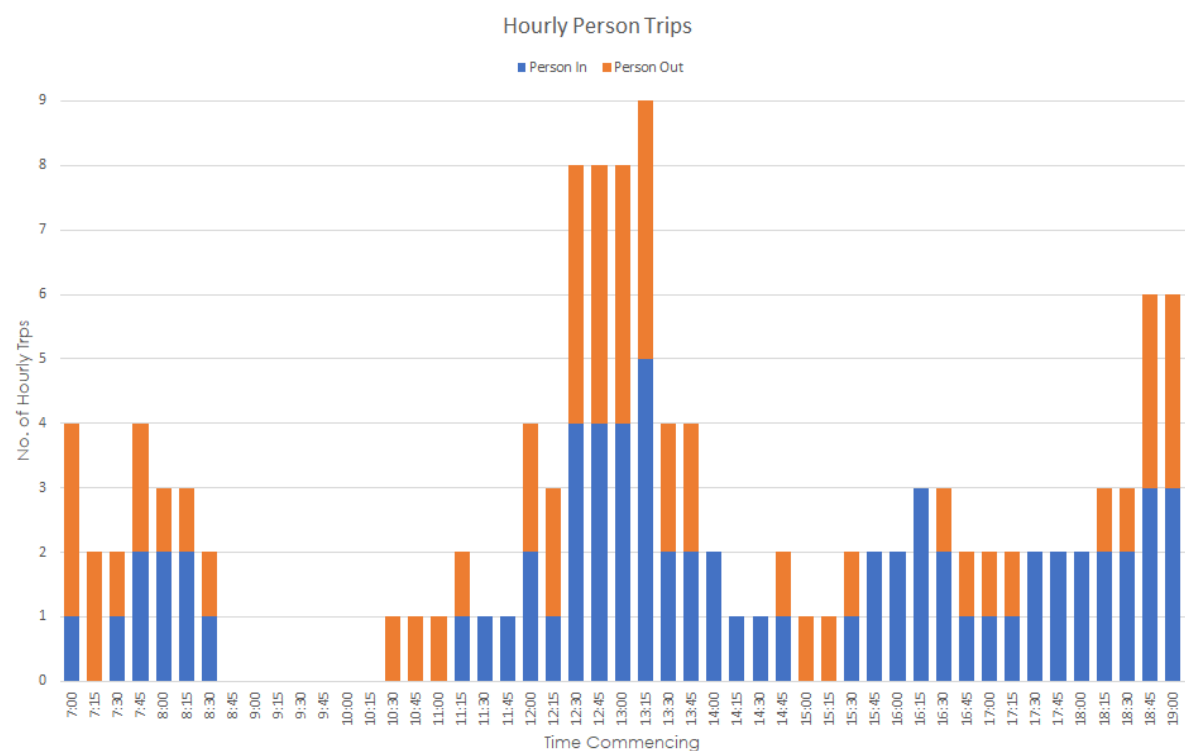
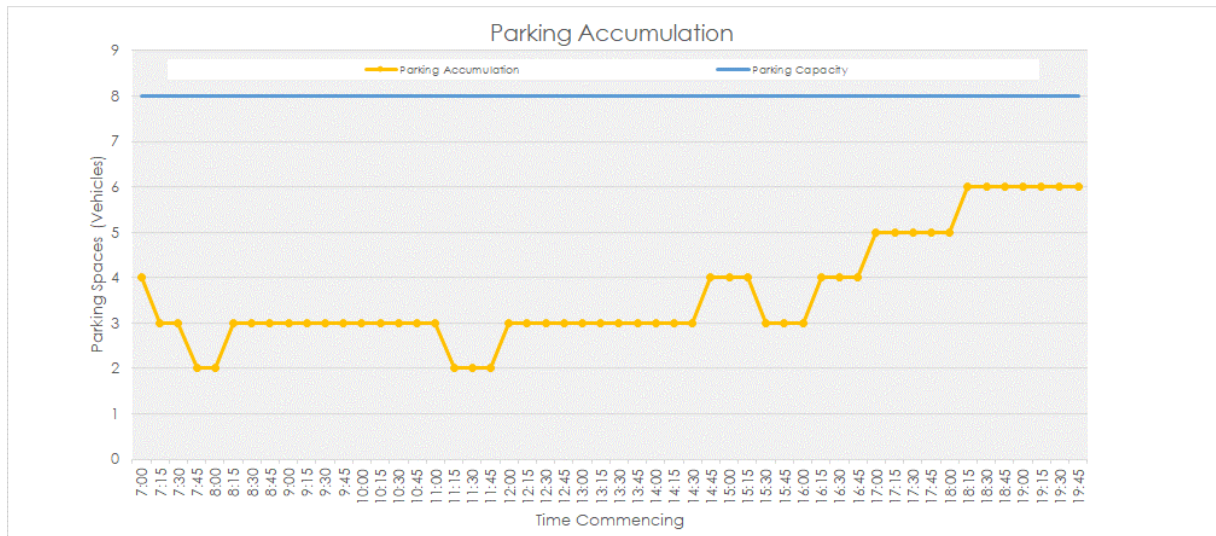


Figure 3.69: BH11 – Survey Results (Tuesday) – Parking Accumulation



3.2 Travel Patterns

Surveyors were assigned on site to observe the travel patterns of residents and visitors. The purpose of the site interview survey is to establish the following travel behaviours:

- purpose of travel (i.e. resident, visitor, others)
- mode of travel
- car ownership
- parking location (i.e. on-site or off-street).

The number of interview surveys at each site is summarised in Table 3.47.

Table 3.47: Number of Interview Samples per Site

Site ID	Address	Number of Interview Samples					
		Monday	Tuesday	Wednesday	Thursday	Friday	Total
BH01	88 Joseph Street, Lidcombe	22	12	16	25	12	87
BH02	80 Parramatta Road, Camperdown	-	-	52	-	-	52
BH03	2506 Bundaleer Street, Belrose	24	27	46	19	11	127
BH04	42 Chapel Street, St Marys	-	-	8	-	-	8
BH05	1274 Botany Road, Botany	-	-	10	-	-	10
BH06	111 Woodville Road, Granville	-	34	-	-	-	34
BH07	391-393 Kingsway, Caringbah	-	-	-	39	-	39
BH08	20 Moore Street, Campbelltown	-	-	-	14	-	14
BH09	6 Gwynne Street, Gwynneville	50	24	23	25	20	143
BH10	4 Landy Drive, Mount Warrigal	-	10	-	-	-	10
BH11	748 Pacific Highway, Marks Point	-	8	-	-	-	8
Total		97	115	155	122	43	532

The following sections summarise the results obtained from the interview surveys. The results are presented for the total data collected throughout the survey period.

3.2.1 Purpose of Travel

Table 3.48: Interview Survey – Purpose of Travel

Site ID	Residents	Visitors	Deliveries	Others	Total
BH01	58	10	18	1	87
BH02	40	0	9	3	52
BH03	92	27	2	6	127
BH04	6	0	1	1	8
BH05	9	1	0	0	10
BH06	13	21	0	0	34
BH07	30	7	0	2	39
BH08	14	0	0	0	14
BH09	114	4	11	14	135
BH10	10	0	0	0	10
BH11	4	4	0	0	8
Total	390	74	41	27	532
Percentage	73%	14%	8%	5%	100%

3.2.2 Mode of Travel

Table 3.49: Interview Survey – Mode of Travel

Site ID	Car (Driver or Passenger)	Public Transport (Train/ Bus)	Walk/ Cycle	Taxi/ Ride Share	Total
BH01	33	20	32	2	87
BH02	7	17	28	0	52
BH03	104	1	16	6	127
BH04	4	4	0	0	8
BH05	4	0	6	0	10
BH06	26	3	3	2	34
BH07	3	0	36	0	39
BH08	6	1	7	0	14
BH09	128	1	13	1	143
BH10	1	1	8	0	10
BH11	8	0	0	0	8
Total	324	48	149	11	532
Percentage	61%	9%	28%	2%	100%

3.2.3 Car Ownership

Table 3.50: Interview Survey – Car Ownership (Residents Only)

Site ID	Yes	No	Did Not Specify	Total
BH01	13	44	1	58
BH02	4	36	0	40
BH03	80	12	0	92
BH04	1	4	1	6
BH05	4	5	0	9
BH06	9	4	0	13
BH07	10	20	0	30
BH08	8	6	0	14
BH09	101	13	0	114
BH10	1	9	0	10
BH11	4	0	0	4
Total	235	153	2	390
Percentage	60%	39%	1%	100%

3.2.4 Parking Location

Table 3.51: Interview Survey – Parking Location (Residents Only)

Site ID	On-Site Car Park	On-Street Parking	Total
BH01	5	8	13
BH02	1	3	4
BH03	10	70	80
BH04	1	0	1
BH05	0	4	4
BH06	3	6	9
BH07	10	0	10
BH08	2	6	8
BH09	1	100	101
BH10	1	0	1
BH11	0	4	4
Total	34	201	235
Percentage	14%	86%	100%

Table 3.52: Interview Survey – Parking Location (Visitors/Others, Excluding Residents)

Site ID	On-Site Car Park	On-Street Parking	Total
BH01	2	22	24
BH02	2	4	6
BH03	0	27	27
BH04	0	1	1
BH05	0	0	0
BH06	0	19	19
BH07	4	1	5
BH08	0	0	0
BH09	0	29	29
BH10	0	0	0
BH11	0	4	4
Total	8	106	114
Percentage	7%	93%	100%

3.3 Network Traffic Volume

The following section presents the vehicle count data collected at each site's frontage road.

3.3.1 5-Day Surveyed Sites

3.3.1.1 BH01 – 88 Joseph Street, Lidcombe

Table 3.53: BH01 – Frontage Road Traffic Volume (2-Way)

Hour Starting	Day of Week					4-Day Ave
	Monday*	Tuesday	Wednesday	Thursday	Friday	
	21-Mar	22-Mar	23-Mar	24-Mar	25-Mar	
AM Peak	-	899	901	854	799	863
PM Peak	-	772	728	866	909	793
7:00	-	856	815	774	755	800
8:00	-	899	901	854	799	863
9:00	-	622	629	577	538	592
10:00	-	473	462	496	457	472
11:00	-	412	453	438	443	437
12:00	-	473	441	521	514	487
13:00	-	471	495	449	589	501
14:00	-	598	596	561	607	591
15:00	-	704	642	713	725	696
16:00	-	721	728	726	751	732
17:00	-	772	662	831	908	793
18:00	-	699	620	866	909	774
19:00	-	413	451	670	572	527
Total	-	8,113	7,895	8,476	8,567	8,263

AM Peak	-	8:00	8:00	8:00	8:00	8:00
PM Peak	-	17:00	16:00	18:00	18:00	17:00

NOTE: * - Monday survey data is incomplete as survey camera was compromised in the morning. Therefore, Monday survey data has been excluded from this table.

3.3.1.2 BH03 – 2506 Bundaleer Street, Belrose

Table 3.54: BH03 – Frontage Road Traffic Volume (2-Way)

Hour Starting	Day of Week					5-Day Ave
	Monday	Tuesday	Wednesday	Thursday	Friday	
	21-Mar	22-Mar	23-Mar	24-Mar	25-Mar	
AM Peak	159	147	161	149	134	150
PM Peak	75	74	64	92	88	78
7:00	10	23	25	25	20	21
8:00	159	147	161	149	134	150
9:00	31	33	39	35	29	33
10:00	25	10	11	10	3	12
11:00	10	10	16	7	13	11
12:00	9	9	19	13	10	12
13:00	16	8	11	11	9	11
14:00	75	73	56	63	70	67
15:00	70	74	64	92	88	78
16:00	24	30	41	38	24	31
17:00	34	34	36	30	32	33
18:00	17	15	11	7	12	12
19:00	6	13	7	7	7	8
Total	486	479	497	487	451	480

AM Peak	8:00	8:00	8:00	8:00	8:00	8:00
PM Peak	14:00	15:00	15:00	15:00	15:00	15:00

3.3.1.3 BH09 – 6 Gwynne Street, Gwynneville

Table 3.55: BH09 – Frontage Road Traffic Volume (2-Way)

Hour Starting	Day of Week					5-Day Ave
	Monday	Tuesday	Wednesday	Thursday	Friday	
	21-Mar	22-Mar	23-Mar	24-Mar	25-Mar	
AM Peak	395	383	422	360	387	389
PM Peak	434	446	399	466	369	399
7:00	192	206	228	213	258	219
8:00	395	383	422	360	387	389
9:00	269	329	279	276	263	283
10:00	262	306	327	266	219	276
11:00	279	285	267	220	210	252
12:00	230	265	246	243	208	238
13:00	279	281	243	235	251	258
14:00	347	319	291	284	283	305
15:00	377	401	390	466	361	399
16:00	434	370	398	396	369	393
17:00	399	446	399	353	348	389
18:00	320	322	301	274	257	295
19:00	191	181	207	162	145	177
Total	3,974	4,094	3,998	3,748	3,559	3,875

AM Peak	8:00	8:00	8:00	8:00	8:00	8:00
PM Peak	16:00	17:00	17:00	15:00	16:00	15:00

3.3.2 1-Day Surveyed Sites

Table 3.56: Frontage Road Traffic Volume (two-way)

Hour Starting	Site							
	BH02*	BH04	BH05	BH06	BH07*	BH08*	BH10	BH11
	Wed 16-Mar	Wed 16-Mar	Wed 16-Mar	Tue 29-Mar	Thu 17-Mar	Thu 17-Mar	Tue 22-Mar	Tue 22-Mar
AM Peak	34	350	949	15	1,460	1,140	273	22
PM Peak	36	457	1,024	18	1,856	1,527	315	65
7:00	16	323	912	7	904	595	160	20
8:00	19	350	949	10	1,460	1,140	273	22
9:00	34	342	826	15	1,155	827	210	21
10:00	28	299	783	8	1,096	716	204	17
11:00	25	341	768	8	1,228	706	215	18
12:00	25	334	851	13	1,194	750	245	31
13:00	26	367	869	12	1,203	777	246	36
14:00	30	457	958	16	1,352	1,108	281	65
15:00	25	388	1,024	18	1,583	1,346	307	52
16:00	19	413	992	16	1,643	1,527	315	35
17:00	31	320	999	11	1,856	1,455	293	22
18:00	36	248	749	13	1,532	987	263	15
19:00	23	154	527	18	1,004	595	170	14
Total	337	4,336	11,207	165	17,210	12,529	3,182	368

AM Peak	9:00	8:00	8:00	9:00	8:00	8:00	8:00	8:00
PM Peak	18:00	14:00	15:00	15:00	17:00	16:00	16:00	14:00

NOTE: * - Only one-way traffic volume was recorded for this site, which is reported in the table.

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