



Roads and Traffic Authority

Trip Generation and Parking Generation Surveys

Housing for Seniors

Data Report



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Data Report

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1 INTRODUCTION

This document accompanies the analysis report (Report Number F0003-AA002363-AAR-01ver03). It contains details of the sites used in the study and also details of the surveys themselves.

Finally, it contains a note on the calculation of accessibility scores.

2 SURVEY SITE DETAILS

A total of ten retirement housing sites have been nominated for undertaking the surveys. The details of the sites are shown in the following sections:

Table 2-1 Survey Site List

Site ID	Name
SH1	Dee Why Gardens at Dee Why
SH2	Martin Luther Hostel at Allambie Heights
SH3	Courtlands Village at Parramatta
SH4	Hawkesbury Village at Richmond
SH5	Blue Hills Village at Prestons
SH6	Bayside at Bonnells Bay
SH7	Wamberal Gardens at Wamberal
SH8	Broadwater Court Waterfront at Kincumber
SH9	Macquarie Grove at Tahmoor
SH10	Mt Eymard Village at Bowral

2.1 Site Locations



Figure 2-1 Site Locations – Sydney Metropolitan Area

2.2 Site Details

2.2.1 SH1 - Dee Why Gardens at Dee Why

The site is located in a developed residential area with parks and tennis courts nearby. A shopping centre is approximately 1 km away from the site. There is only one access from Fisher Road North.

Table 2-2 SH1- Site Details

Site ID	SH1
Name	Dee Why Gardens
Address	155 Fisher Road North
Suburb	Dee Why 2099
Region	Sydney
Automatic Traffic Counter	
RTA ATC	55.057
Year	2005
AM Peak - Weekdays	0800-0900
PM Peak - Weekdays	1700-1800
Peak - Weekends	1200-1300
Site Details - Senior Housing	
Accommodation Type	Self-contained, Hostel
Funded (Resident / Government)	Resident
Price	200k-250k
Year Constructed	1988-2000
Village Bus	Yes
Village Bus Frequency per week	9
No. of Units Provided (Total)	272
No. of Occupied Units (Self)	180/238
No. of Residents (Self)	226
No. of Occupied Units (Low-care)	25/34
No. of Residents (Low-care)	25
No. of Occupied beds (High-care)	N/A
No. of Residents (High-care)	N/A
No. of employee (Total)	15
No. of employee (at one time)	N/A
Accessibility Score	<79 (See Appendix A Figure 1)
Parking Spaces	
Residents	110
Staff	as Visitor
Visitors / Loading bays	32
Total	142
Cars Ownership	
No Car	Unknown
1 Car	Unknown
2 Cars	Unknown
No. of Cars (Total)	Unknown
Busy Peak Period	Unknown
Survey Results	
Date of Survey - Weekdays	18/03/09(Wed)
Weather	Sunny
Date of Survey - Weekend	22/03/09(Sun)
Weather	Sunny



Figure 2-3 SH1 – Site Layout

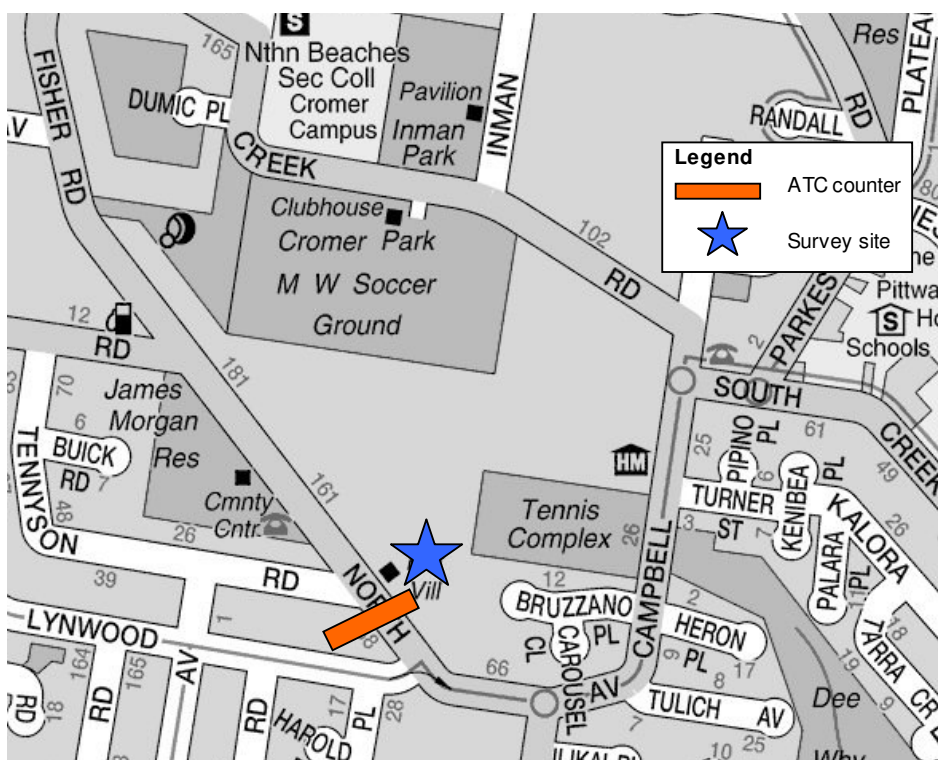


Figure 2-4 SH1 – Traffic Count Station Location

2.2.2 SH2 - Martin Luther Hostel at Allambie Heights

The site is located in a developed residential area with Manly-Warringah War Memorial Park at the back. There is only one access from Martin Luther Place to Allambie Road. Martin Luther Hostel has a total of 55 units. Of these, 10 units use a separate entrance (block A, B and C) and these units have been omitted from this study.

Table 2-3 SH2- Site Details

Site ID	SH2
Name	Martin Luther Hostel
Address	3 Martin Luther Place
Suburb	Allambie Heights 2100
Region	Sydney
Automatic Traffic Counter	
RTA ATC	N/A
Year	2009
	21/3-27/3
AM Peak - Weekdays	0800-0900
PM Peak - Weekdays	1700-1800
Peak - Weekends	1200-1300
Site Details - Senior Housing	
Accommodation Type	Self-contained, Hostel
Funded (Resident / Government)	Resident
Price	200k-480k
Year Constructed	1966-2009
Village Bus	Yes
Village Bus Frequency per week	2
No. of Units Provided (Total)	83
No. of Occupied Units (Self)	40/45
No. of Residents (Self)	48
No. of Occupied Units (Low-care)	38
No. of Residents (Low-care)	39
No. of Occupied beds (High-care)	N/A
No. of Residents (High-care)	N/A
No. of employee (Total)	32
No. of employee (at one time)	12
Accessibility Score	<79 (See Appendix A Figure 1)
Parking Spaces	
Residents	17
Staff	16
Visitors / Loading bays	11
Total	44
Cars Ownership	
No Car	
1 Car	17
2 Cars	
No. of Cars (Total)	17
Busy Peak Period	Friday
Survey Results	
Date of Survey - Weekdays	18/03/09(Wed)
Weather	Sunny/Cloudy
Date of Survey - Weekend	22/03/09(Sun)
Weather	Sunny/Cloudy

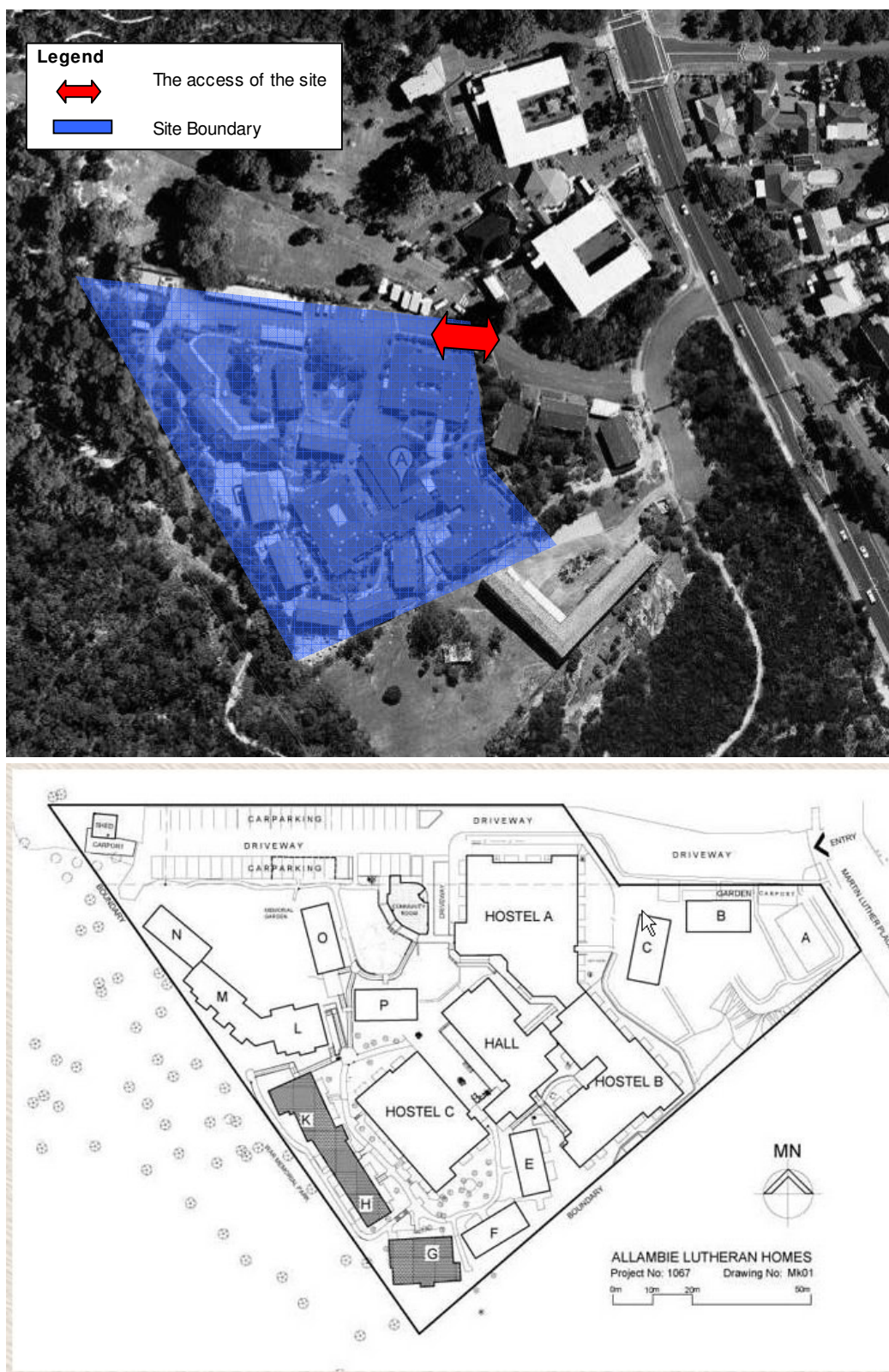


Figure 2-5 SH2 – Site Layout

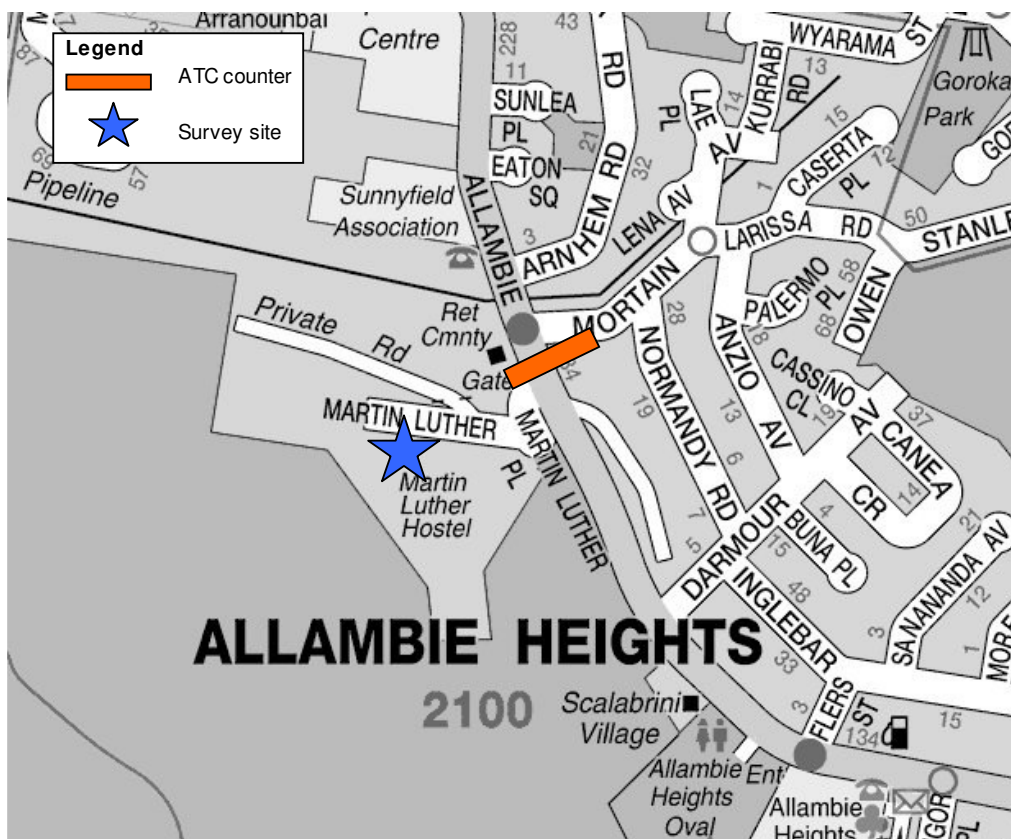


Figure 2-6 SH2 – Traffic Count Station Location

2.2.3 SH3 - Courtlands Village at Parramatta

The site is located within a developed residential area. Bus stops are located at the front of the site main entrance. The access at Lake Street is a one-way entry.

Two units which are located on a cul-de-sac with a separate access to Lake Street have been omitted in this study.

Table 2-4 SH3- Site Details

Site ID	SH3
Name	Courtlands Village
Address	15 Gloucester Ave
Suburb	North Parramatta 2151
Region	Sydney
Automatic Traffic Counter	
RTA ATC	50.374
Year	2005
AM Peak - Weekdays	0800-0900
PM Peak - Weekdays	1700-1800
Peak - Weekends	1200-1300
Site Details - Senior Housing	
Accommodation Type	Self-contained, Hostel, Aged Care
Funded (Resident / Government)	Resident
Price	180k-220k
Year Constructed	1994-2001
Village Bus	Yes
Village Bus Frequency per week	10
No. of Units Provided (Total)	276
No. of Occupied Units (Self)	116/128
No. of Residents (Self)	157
No. of Occupied Units (Low-care)	50
No. of Residents (Low-care)	50
No. of Occupied beds (High-care)	98
No. of Residents (High-care)	98
No. of employee (Total)	160
No. of employee (at one time)	45
Accessibility Score	<79 (See Appendix A Figure 1)
Parking Spaces	
Residents	82
Staff	25
Visitors / Loading bays	32
Total	139
Cars Ownership	
No Car	54
1 Car	59
2 Cars	5
No. of Cars (Total)	64
Busy Peak Period	Sat&Sun
Survey Results	
Date of Survey - Weekdays	18/03/09(Wed)
Weather	Sunny
Date of Survey - Weekend	22/03/09(Sun)
Weather	Sunny



Figure 2-7 SH3 – Site Layout

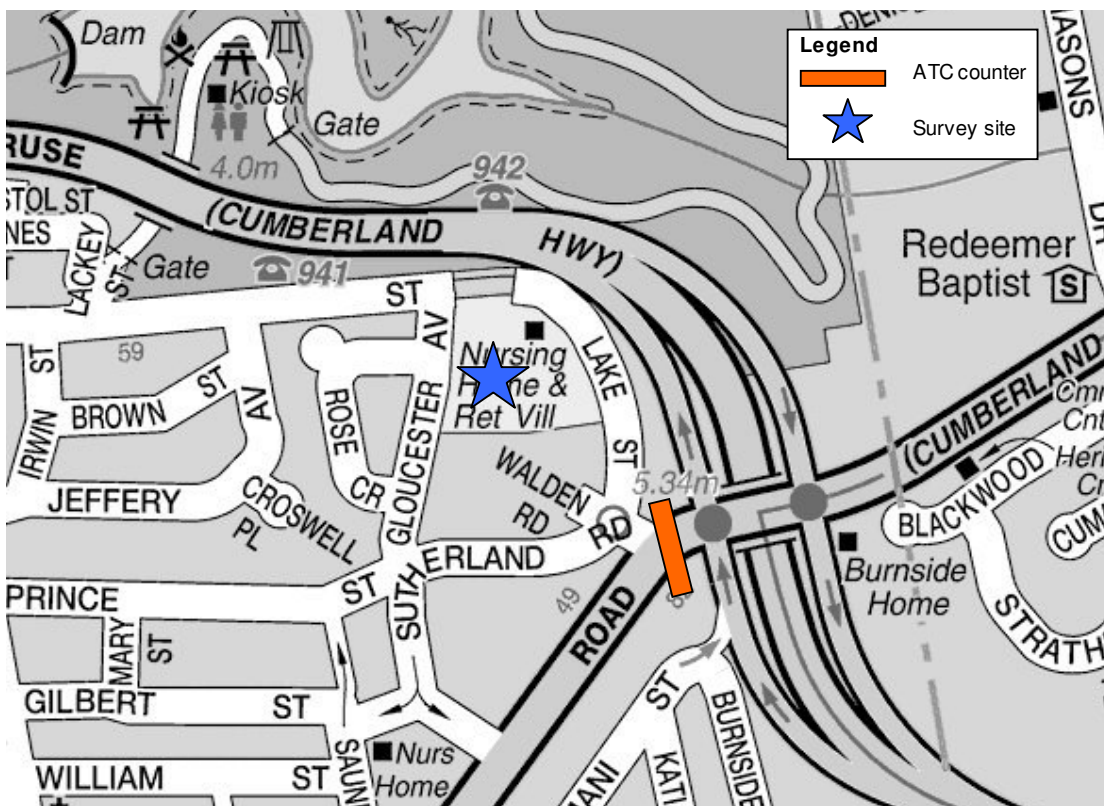


Figure 2-8 SH3 – Traffic Count Station Location

2.2.4 SH4 - Hawkesbury Village at Richmond

The site provides a combination of low-care and high-care services. There are staff attending the site on a 24/7 basis. Staff have three shifts in a day, which are 0630-1500, 1430-2230, 2230-0630. Most of the staff travel to the site by car although a few of them catch the train. Although the site has regional management meetings on site, Hyder has been informed that this did not occur on the survey day. Such meetings usually occur once or twice a month.

Table 2-5 SH4 – Site Details

Site ID	SH4
Name	Hawkesbury Village
Address	23 Chapel Street
Suburb	Richmond 2753
Region	Sydney
Automatic Traffic Counter	
RTA ATC	N/A
Year	2009
	23/3-29/3
AM Peak - Weekdays	0800-0900
PM Peak - Weekdays	1500-1600
Peak - Weekends	1100-1200
Site Details - Senior Housing	
Accommodation Type	Self-contained, Hostel, Aged Care
Funded (Resident / Government)	Resident
Price	Unknown
Year Constructed	1983-2005
Village Bus	Yes
Village Bus Frequency per week	2
No. of Units Provided (Total)	174
No. of Occupied Units (Self)	43
No. of Residents (Self)	43
No. of Occupied Units (Low-care)	61
No. of Residents (Low-care)	61
No. of Occupied beds (High-care)	70
No. of Residents (High-care)	70
No. of employee (Total)	130
No. of employee (at one time)	30-40
Accessibility Score	<79 (See Appendix A Figure 1)
Parking Spaces	
Residents	26
Staff	as Visitor
Visitors / Loading bays	52
Total	78
Cars Ownership	
No Car	
1 Car	15
2 Cars	
No. of Cars (Total)	15
Busy Peak Period	
Survey Results	
Date of Survey - Weekdays	18/03/09(Wed)
Weather	Sunny
Date of Survey - Weekend	22/03/09(Sun)
Weather	Sunny/Cloudy

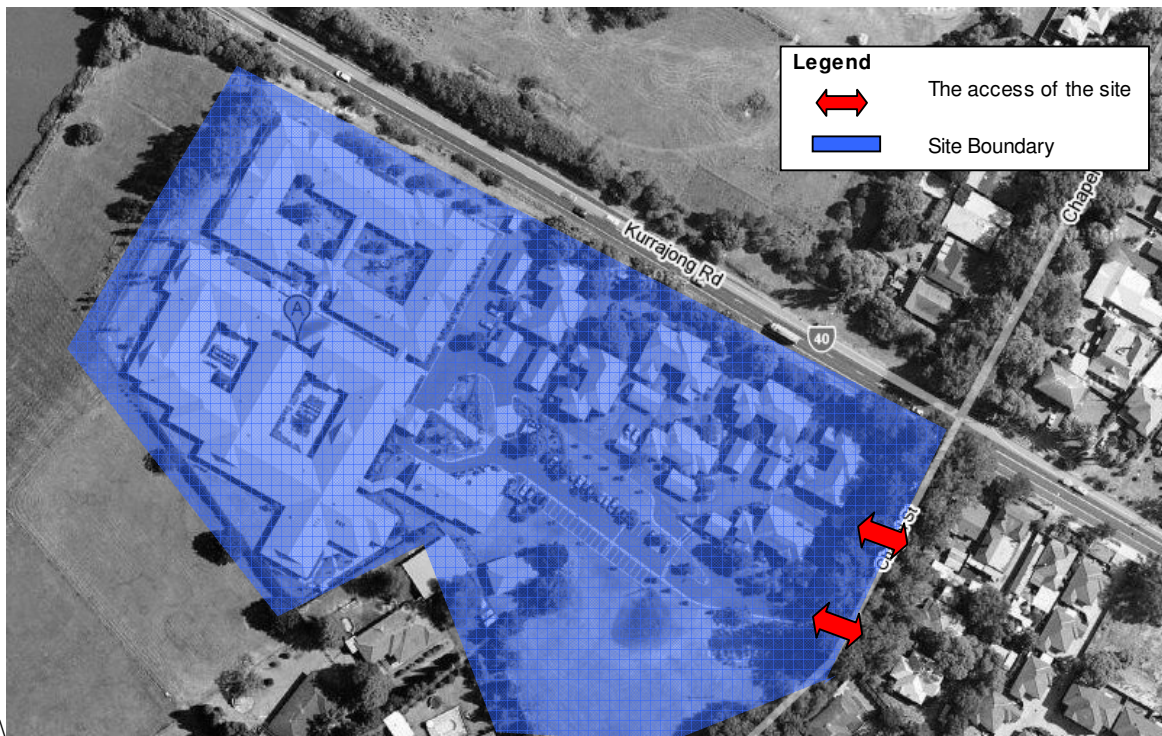


Figure 2-9 SH4 – Site Layout

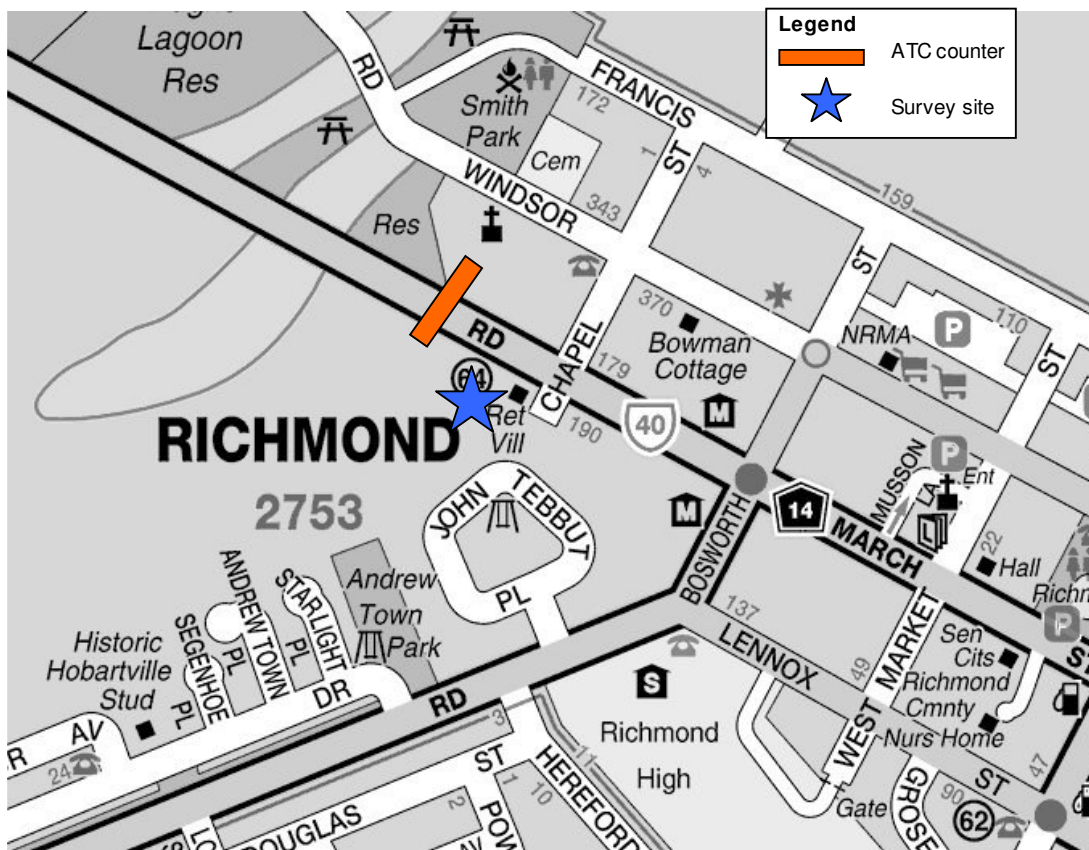


Figure 2-10 SH4 – Traffic Count Station Location

2.2.5 SH5 - Blue Hills Village at Prestons

The site is located at the centre of a residential area. Five units have been omitted from this study because they have their own separate access to Kookaburra Road.

Table 2-6 SH5 - Site Details.

Site ID	SH5
Name	Blue Hills Village
Address	25-27 Tulich Avenue
Suburb	Prestons 2170
Region	Sydney
Automatic Traffic Counter	
RTA ATC	N/A
Year	2009
	6/4-12/4
AM Peak - Weekdays	0900-1000
PM Peak - Weekdays	1600-1700
Peak - Weekends	1200-1300
Site Details - Senior Housing	
Accommodation Type	Self-contained, Hostel
Funded (Resident / Government)	Both
Price	135k-175k
Year Constructed	1999-2003
Village Bus	Yes
Village Bus Frequency per week	4
No. of Units Provided (Total)	214
No. of Occupied Units (Self)	147
No. of Residents (Self)	217
No. of Occupied Units (Low-care)	67
No. of Residents (Low-care)	67
No. of Occupied beds (High-care)	N/A
No. of Residents (High-care)	N/A
No. of employee (Total)	30
No. of employee (at one time)	<30
Accessibility Score	<79 (See Appendix A Figure 1)
Parking Spaces	
Residents	155
Staff	11
Visitors / Loading bays	28
Total	194
Cars Ownership	
No Car	83
1 Car	83
2 Cars	0
No. of Cars (Total)	83
Busy Peak Period	Sunday
Survey Results	
Date of Survey - Weekdays	25/03/09(Wed)
Weather	Sunny
Date of Survey - Weekend	29/03/09(Sun)
Weather	Sunny



Figure 2-11 SH5 – Site Layout

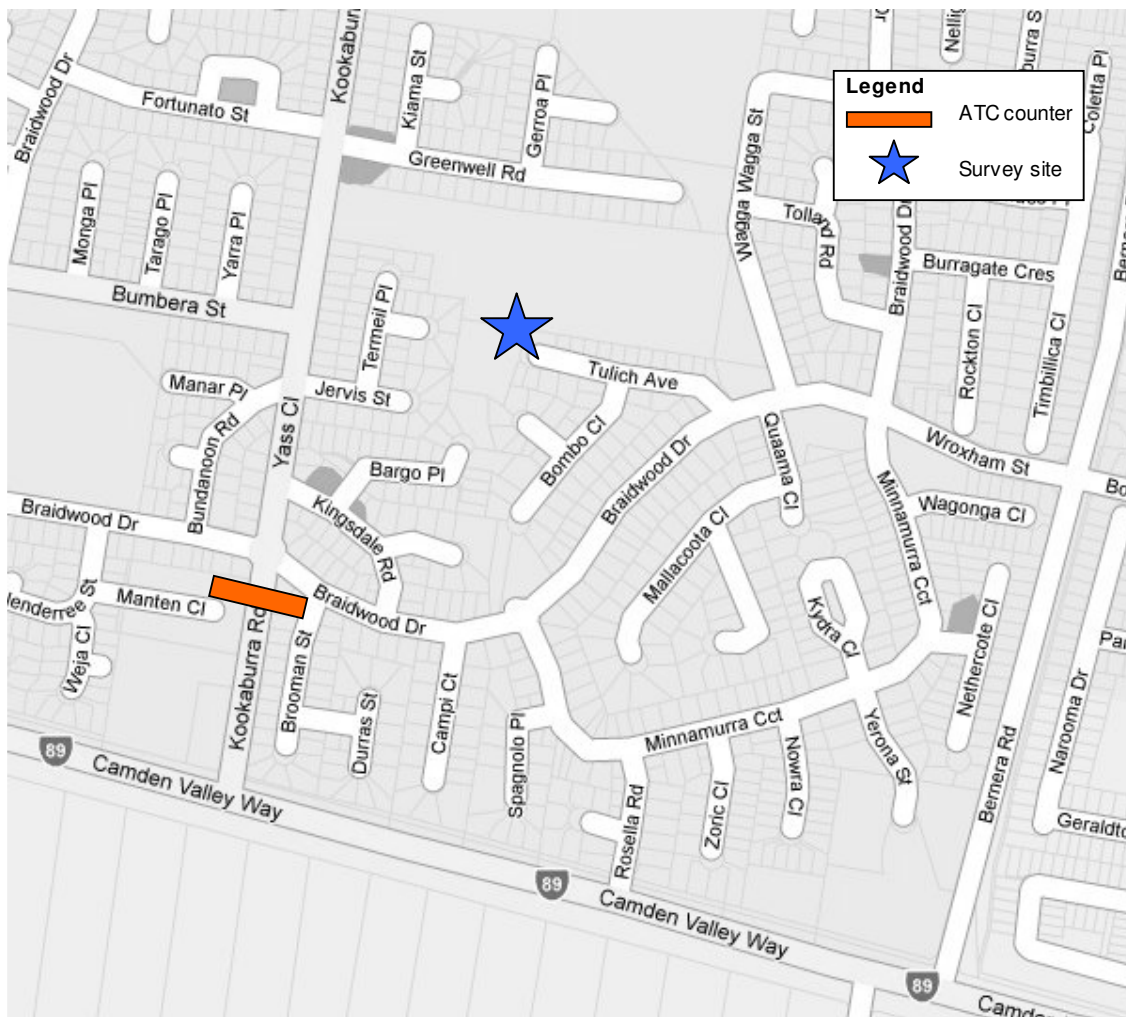


Figure 2-12 SH5 – Traffic Count Station Location

2.2.6 SH6 - Bayside at Bonnells Bay

The site is located at the edge of a residential area, surround by dense vegetation and Bonnells Bay. A shopping centre / town centre is located at 2.5km away. The site has one entrance at Marconi Road. Each house has a garage and a parking bay for visitors.

Table 2-7 SH6 – Site Details

Site ID	SH6
Name	Bayside
Address	Marconi Road
Suburb	Bonnells Bay 2264
Region	Northern
Automatic Traffic Counter	
RTA ATC	N/A
Year	2009
	21/3-1/4
AM Peak - Weekdays	0900-1000
PM Peak - Weekdays	1500-1600
Peak - Weekends	1100-1200
Site Details - Senior Housing	
Accommodation Type	Self-contained
Funded (Resident / Government)	Resident
Price	300k-400k
Year Constructed	1996
Village Bus	Yes
Village Bus Frequency per week	4
No. of Units Provided (Total)	250
No. of Occupied Units (Self)	240/250
No. of Residents (Self)	350
No. of Occupied Units (Low-care)	N/A
No. of Residents (Low-care)	N/A
No. of Occupied beds (High-care)	N/A
No. of Residents (High-care)	N/A
No. of employee (Total)	8
No. of employee (at one time)	8
Accessibility Score	0.5 (See the section below)
Parking Spaces	
Residents	500
Staff	4
Visitors / Loading bays	75
Total	579
Cars Ownership	
No Car	0
1 Car	230
2 Cars	10
No. of Cars (Total)	240
Busy Peak Period	He said Sun/Sat are similar
Survey Results	
Date of Survey - Weekdays	12/03/09(Thurs)
Weather	Sunny
Date of Survey - Weekend	14/03/09(Sat)
Weather	Sunny

Accessibility Score

Bus route 278 operates in the area and provides two services during the AM Peak (7am to 9am).

STEP	SCORING METHODOLOGY	Number of		
		Parameter	Facilities	Scores
1. Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route. (Each route is counted once only)	Rail scores:			
	Rail station 0 – 400m.....Score = 24	24	0	0
	Rail station 400 – 800m.....Score = 12	12	0	0
	Rail station > 800m.....Score = 0	0	0	0
	Light rail / ferry scores:		Total	0
	Light rail or ferry route 0 – 400mScore = 8	8	0	0
	Light rail or ferry route 400 – 800mScore = 4	4	0	0
	Light rail or ferry route >800mScore = 0	0	0	0
	Bus scores:		Total	0
	Each bus route 0 – 400mScore = 4	4	0	0
	Each bus route 400 – 800mScore = 1	1	1	1
	Each bus route > 800mScore = 0	0	0	0
			Total	1
2. Determine infrastructure priority treatment (This is a proxy for public transport reliability, connectivity and speed)	For each mode corridor, multiply the score in Step 1. above with the factor below:			
	Heavy rail, light rail or ferry routeMultiply by 1	1		0
	Bus Transitway.....Multiply bus route score by 3	3		0
	Other Strategic Bus Corridor*.....Multiply bus route score by 2	2		0
	Corridor with express servicesMultiply bus route score by 1.5	1.5		0
	Standard bus route.....Multiply bus route score by 1	1	1	1
	* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor			
3. Determine frequency	For each mode corridor, multiply the score in Step 2. above with the factor below:			
	> 20 services in the 2hr AM peak both ways Multiply mode score by 3	3		0
	13-20 services in the 2hr AM peak both ways Multiply mode score by 2	2		0
	8-12 services in the 2hr AM peak both ways Multiply mode score by 1	1		0
	≤ 7 services in the 2hr AM peak both ways..... Multiply mode score by 0.5	0.5	1	0.5
4. Add up all the scores for each mode corridor, to produce a total Public Transport Score				0.5
5. Determine walking proximity of site to a centre (as defined in the Metropolitan Strategy)	Determine the Centre Score, using the following scores:			
	Within 800m of boundary of existing Global/Regional City Score = 60	60		
	Within 800m of boundary of existing/developing Major Centre..... Score = 40	40		
	Within 800m of boundary of existing/developing Smaller Centre and Specialised Centre Score = 20	20	0	0
6. Add the Public Transport Score from Step 4. above to Centre Score from Step 5. above, to produce a total Accessibility Score				0.5
7. Use Table 2 below to convert the Accessibility Score to the Accessibility Discount factor (AD)				0

The facilities with over 800m walking distance to the site do not take into account as they do not affect the accessibility score.

There is no information to determine the centre score in non-Metropolitan region.

The accessibility score for SH6 is 0.5 which is lower than 75 and therefore acceptable for the purposes of this study.

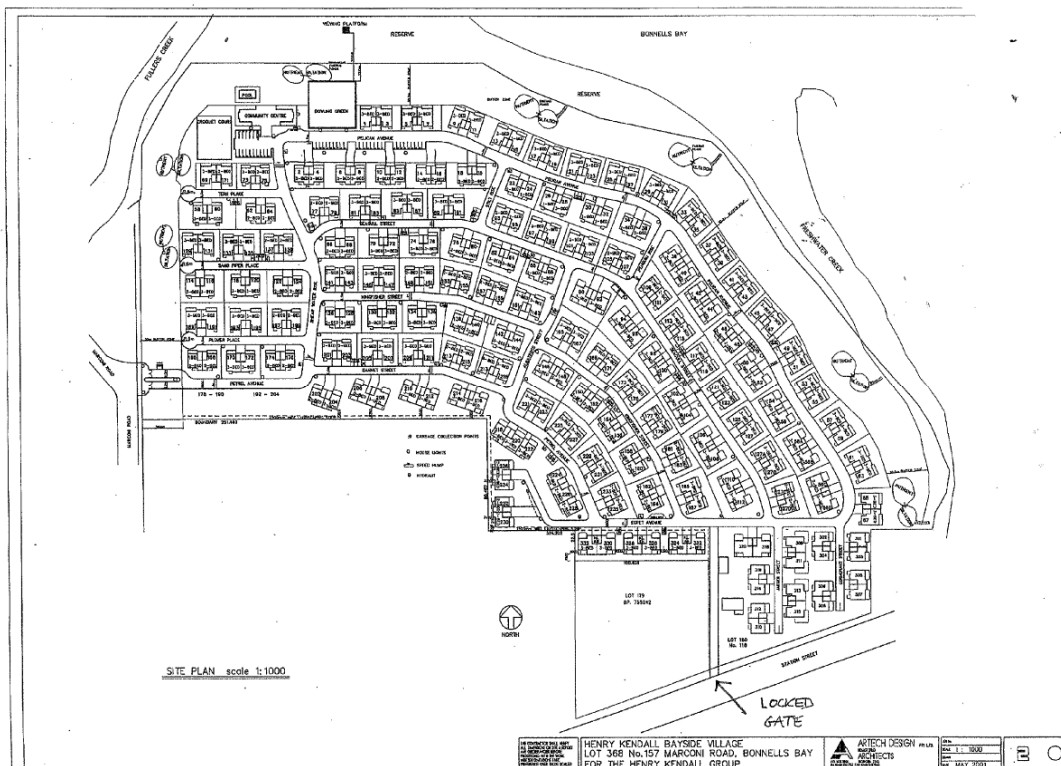
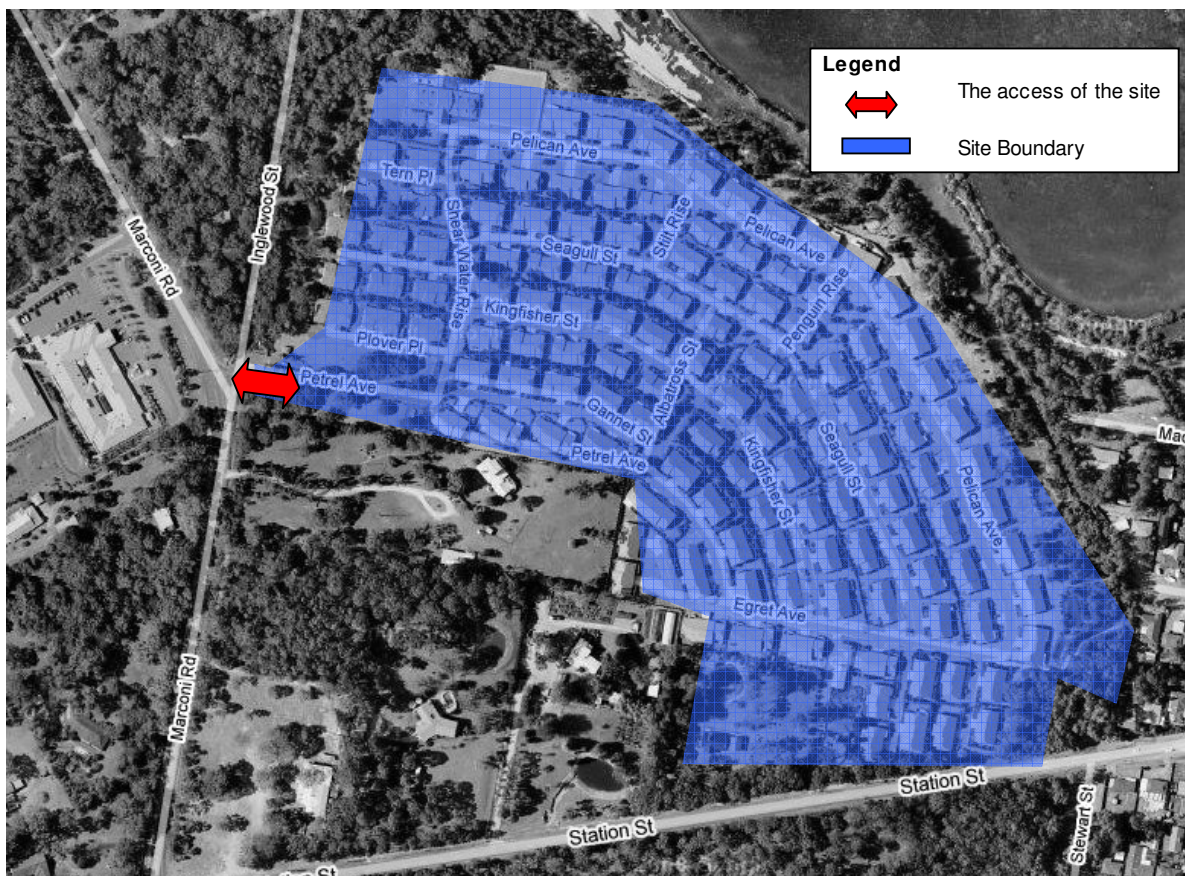


Figure 2-13 SH6 – Site Layout

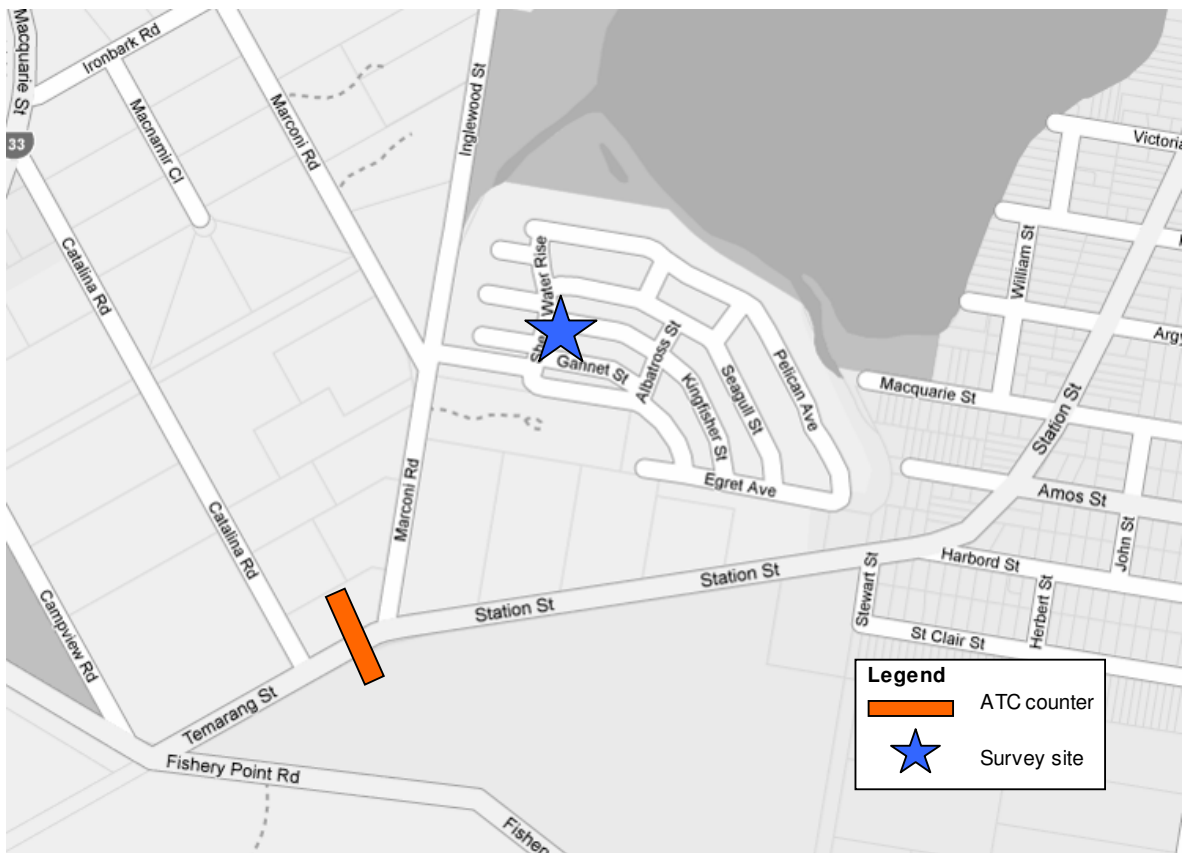


Figure 2-14 SH6 – Traffic Count Station Location

2.2.7 SH7 - Wamberal Gardens at Wamberal

The site is located within a residential area. There is one main entrance at Spencer Street and an additional pedestrian access on The Entrance Road. A bus stop is located close to this pedestrian entrance.

Table 2-8 SH7 – Site Details

Site ID	SH7
Name	Wamberal Gardens
Address	1 Spencer Street
Suburb	Wamberal 2260
Region	Northern
Automatic Traffic Counter	
RTA ATC	N/A
Year	2004
AM Peak - Weekdays	0800-0900
PM Peak - Weekdays	1500-1600
Peak - Weekends	1200-1300
Site Details - Senior Housing	
Accommodation Type	Self-contained
Funded (Resident / Government)	Resident
Price	90k-95k
Year Constructed	1983-1986
Village Bus	No
Village Bus Frequency per week	No
No. of Units Provided (Total)	62
No. of Occupied Units (Self)	51/62
No. of Residents (Self)	51
No. of Occupied Units (Low-care)	N/A
No. of Residents (Low-care)	N/A
No. of Occupied beds (High-care)	N/A
No. of Residents (High-care)	N/A
No. of employee (Total)	3
No. of employee (at one time)	2
Accessibility Score	32 (See the section below)
Parking Spaces	
Residents	62
Staff	as Visitor
Visitors / Loading bays	11
Total	73
Cars Ownership	
No Car	16
1 Car	37
2 Cars	0
No. of Cars (Total)	37
Busy Peak Period	Weekdays
Survey Results	
Date of Survey - Weekdays	18/03/09(Wed)
Weather	Sunny/Cloudy
Date of Survey - Weekend	22/03/09(Sun)
Weather	Sunny/Cloudy

Accessibility Score

A total of four bus routes operate in the area and the table below shows the number of services provided during the AM Peak.

Route	Number of services both ways (7-9am)
19	1
21	4
22	6
23	2
Total	13

STEP		SCORING METHODOLOGY	Number of		
			Parameter	Facilities	Scores
1. Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route.(Each route is counted once only)	Rail scores:				
	Rail station 0 – 400m.....	Score = 24	24	0	0
	Rail station 400 – 800m.....	Score = 12	12	0	0
	Rail station > 800m.....	Score = 0	0	0	0
	Light rail / ferry scores:			Total	0
	Light rail or ferry route 0 – 400m	Score = 8	8	0	0
	Light rail or ferry route 400 – 800m	Score = 4	4	0	0
	Light rail or ferry route >800m	Score = 0	0	0	0
	Bus scores:			Total	0
	Each bus route 0 – 400m	Score = 4	4	4	16
	Each bus route 400 – 800m	Score = 1	1	0	0
Each bus route > 800m	Score = 0	0	0	0	
			Total	16	
2. Determine infrastructure priority treatment (This is a proxy for public transport reliability,connectivity and speed)	For each mode corridor, multiply the score in Step 1. above with the factor below:				
	Heavy rail, light rail or ferry route	Multiply by 1	1	0	0
	Bus Transitway.....	Multiply bus route score by 3	3		0
	Other Strategic Bus Corridor*	Multiply bus route score by 2	2		0
	Corridor with express services	Multiply bus route score by 1.5	1.5		0
	Standard bus route.....	Multiply bus route score by 1	1	16	16
	* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor				
3. Determine frequency	For each mode corridor, multiply the score in Step 2. above with the factor below:				
	> 20 services in the 2hr AM peak both ways	Multiply mode score by 3	3		0
	13-20 services in the 2hr AM peak both ways	Multiply mode score by 2	2	16	32
	8-12 services in the 2hr AM peak both ways	Multiply mode score by 1	1		0
	≤ 7 services in the 2hr AM peak both ways.....	Multiply mode score by 0.5	0.5		0
4. Add up all the scores for each mode corridor, to produce a total Public Transport Score					32
5. Determine walking proximity of site to a centre (as defined in the Metropolitan Strategy)	Determine the Centre Score, using the following scores:				
	Within 800m of boundary of existing Global/Regional City	Score = 60	60	N/A	
	Within 800m of boundary of existing/developing Major Centre.....	Score = 40	40	N/A	
	Within 800m of boundary of existing/developing Smaller Centre and Specialised Centre	Score = 20	20	N/A	
6. Add the Public Transport Score from Step 4. above to Centre Score from Step 5. above, to produce a total Accessibility Score					32
7. Use Table 2 below to convert the Accessibility Score to the Accessibility Discount factor (AD)					0.2

The facilities with over 800m walking distance to the site do not take into account as they do not affect the accessibility score.

There is no information to determine the centre score in non-Metropolitan region.

The accessibility score for SH7 is 32 which is lower than 75 and therefore acceptable for the purposes of this study.



Figure 2-15 SH7 – Site Layout

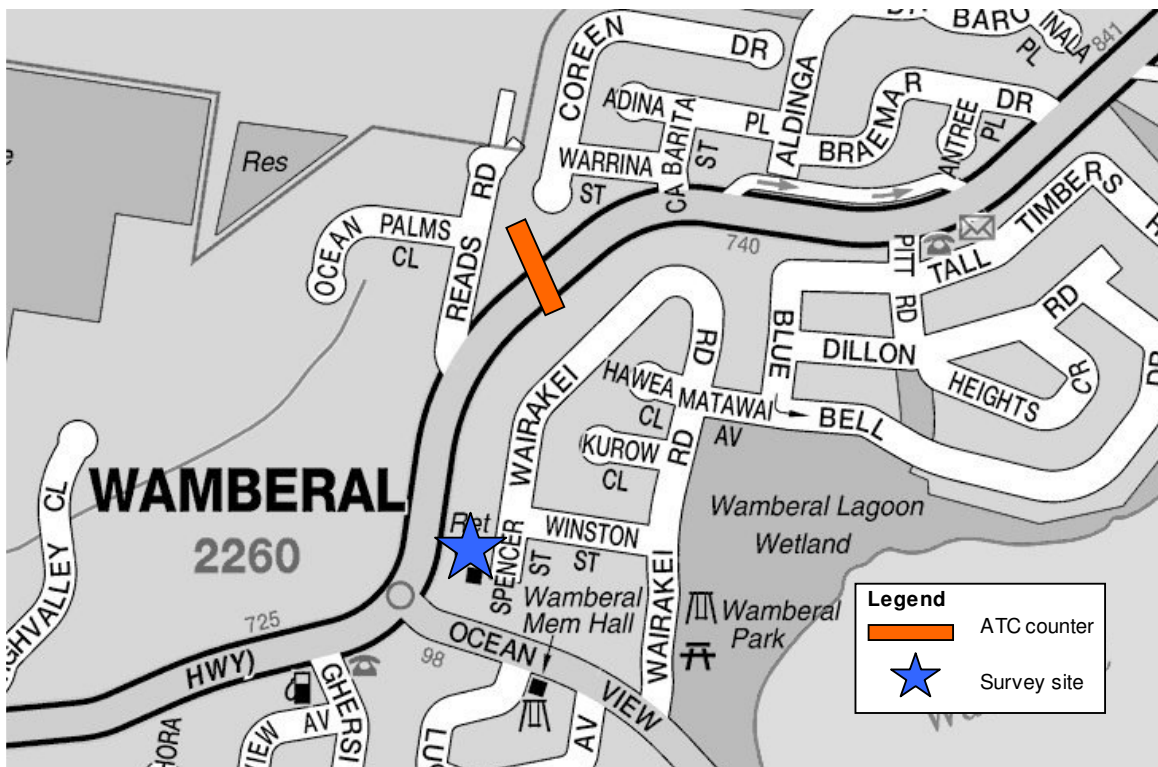


Figure 2-16 SH7 – Traffic Count Station Location

2.2.8 SH8 - Broadwater Court Waterfront at Kincumber

The site is located close to a bay and next to a resort hotel. A shopping centre is located approximately 300m away from the site. It is a recently built site and has a security gate at the entrance. On-street parking is available on Carrak Road.

Table 2-9 SH8 – Site Details

Site ID	SH8
Name	Broadwater Court Waterfront
Address	8 Carrak Road
Suburb	Kincumber 2251
Region	Northern
Automatic Traffic Counter	
RTA ATC	N/A
Year	2009
	21/03-25/3
AM Peak - Weekdays	1100-1200
PM Peak - Weekdays	1600-1700
Peak - Weekends	1100-1200
Site Details - Senior Housing	
Accommodation Type	Self-contained
Funded (Resident / Government)	Resident
Price	365k-520k
Year Constructed	2002-2007
Village Bus	Yes
Village Bus Frequency per week	3
No. of Units Provided (Total)	76
No. of Occupied Units (Self)	70/76
No. of Residents (Self)	92
No. of Occupied Units (Low-care)	N/A
No. of Residents (Low-care)	N/A
No. of Occupied beds (High-care)	N/A
No. of Residents (High-care)	N/A
No. of employee (Total)	10
No. of employee (at one time)	1
Accessibility Score	32 (See the section below)
Parking Spaces	
Residents	111
Staff	as Visitor
Visitors / Loading bays	28
Total	139
Cars Ownership	
No Car	4
1 Car	39
2 Cars	10
No. of Cars (Total)	49
Busy Peak Period	Saturday
Survey Results	
Date of Survey - Weekdays	18/03/09(Wed)
Weather	Sunny/Cloudy
Date of Survey - Weekend	22/03/09(Sun)
Weather	Sunny/Cloudy

Accessibility Score

A total of four bus routes operate in the area and the table below shows the number of services provided during the AM Peak.

Route	Number of services both ways (7-9am)
60	4
61	3
65	2
66	4
Total	13

STEP		SCORING METHODOLOGY	Number of		
			Parameter	Facilities	Scores
1. Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route.(Each route is counted once only)	Rail scores:				
	Rail station 0 – 400m.....Score = 24	24	0	0	
	Rail station 400 – 800m.....Score = 12	12	0	0	
	Rail station > 800m.....Score = 0	0	0	0	
	Light rail / ferry scores:		Total	0	
	Light rail or ferry route 0 – 400mScore = 8	8	0	0	
	Light rail or ferry route 400 – 800mScore = 4	4	0	0	
	Light rail or ferry route >800mScore = 0	0	0	0	
	Bus scores:		Total	0	
	Each bus route 0 – 400mScore = 4	4	4	16	
	Each bus route 400 – 800mScore = 1	1	0	0	
	Each bus route > 800mScore = 0	0	0	0	
			Total	16	
2. Determine infrastructure priority treatment (This is a proxy for public transport reliability,connectivity and speed)	For each mode corridor, multiply the score in Step 1. above with the factor below:				
	Heavy rail, light rail or ferry routeMultiply by 1	1	0	0	
	Bus Transitway.....Multiply bus route score by 3	3		0	
	Other Strategic Bus Corridor*.....Multiply bus route score by 2	2		0	
	Corridor with express servicesMultiply bus route score by 1.5	1.5		0	
	Standard bus route.....Multiply bus route score by 1	1	16	16	
	* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor				
3. Determine frequency	For each mode corridor, multiply the score in Step 2. above with the factor below:				
	> 20 services in the 2hr AM peak both ways Multiply mode score by 3	3		0	
	13-20 services in the 2hr AM peak both ways Multiply mode score by 2	2	16	32	
	8-12 services in the 2hr AM peak both ways Multiply mode score by 1	1		0	
	≤ 7 services in the 2hr AM peak both ways Multiply mode score by 0.5	0.5		0	
4. Add up all the scores for each mode corridor, to produce a total Public Transport Score					32
5. Determine walking proximity of site to a centre (as defined in the Metropolitan Strategy)	Determine the Centre Score, using the following scores:				
	Within 800m of boundary of existing Global/Regional City Score = 60	60	N/A		
	Within 800m of boundary of existing/developing Major Centre..... Score = 40	40	N/A		
	Within 800m of boundary of existing/developing Smaller Centre and Specialised Centre Score = 20	20	N/A		
6. Add the Public Transport Score from Step 4. above to Centre Score from Step 5. above, to produce a total Accessibility Score					32
7. Use Table 2 below to convert the Accessibility Score to the Accessibility Discount factor (AD)					0.2

The facilities with over 800m walking distance to the site do not take into account as they do not affect the accessibility score.

There is no information to determine the centre score in non-Metropolitan region.

The accessibility score for SH8 is 32 which is lower than 75 and therefore acceptable for the purposes of this study.

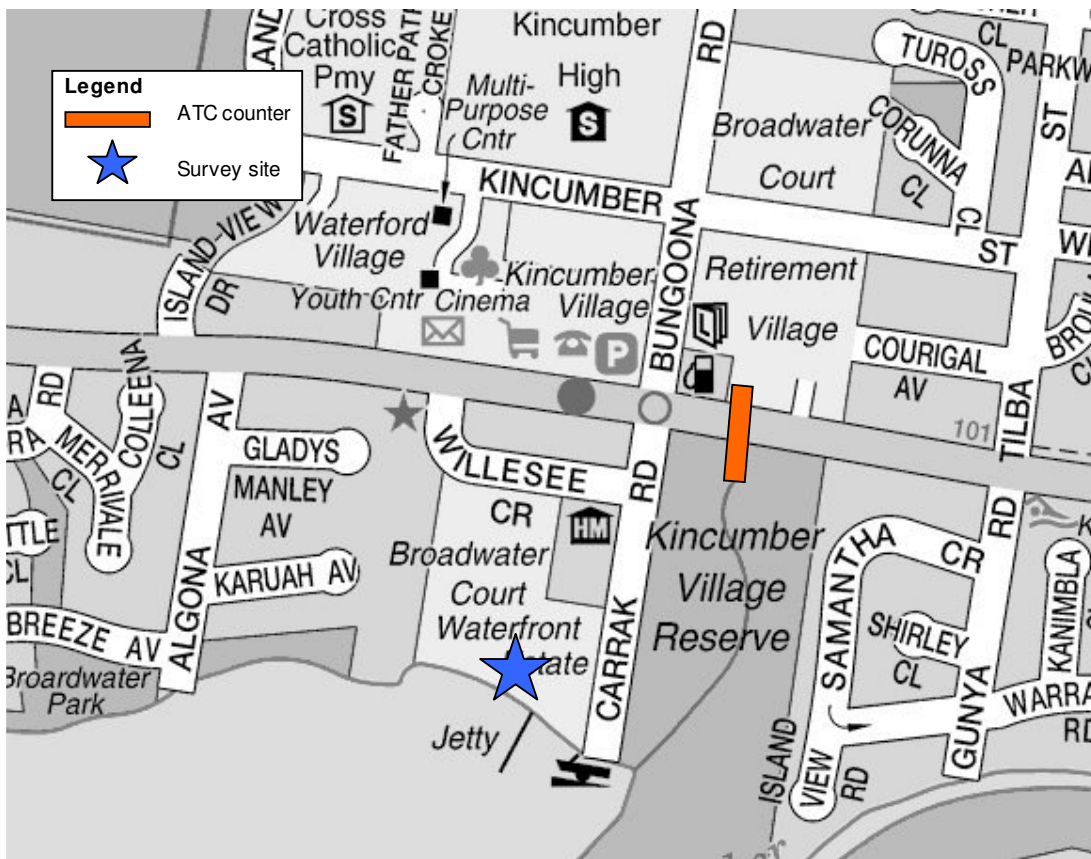


Figure 2-18 SH8 – Traffic Count Station Location

2.2.9 SH9 - Macquarie Grove at Tahmoor

The site is located approximately 2km from Tahmoor town centre. It only has one entrance at the end of Macquarie Place.

Table 2-10 SH9 – Site Details

Site ID	SH9
Name	Macquarie Grove
Address	24 Macquarie Place
Suburb	Tahmoor 2573
Region	Southern
Automatic Traffic Counter	
RTA ATC	N/A
Year	2009
	19/3-25/3
AM Peak - Weekdays	0900-1000
PM Peak - Weekdays	1700-1800
Peak - Weekends	1100-1200
Site Details - Senior Housing	
Accommodation Type	Self-contained
Funded (Resident / Government)	Resident
Price	95K
Year Constructed	1997
Village Bus	No
Village Bus Frequency per week	No
No. of Units Provided (Total)	42
No. of Occupied Units (Self)	38/42
No. of Residents (Self)	50
No. of Occupied Units (Low-care)	N/A
No. of Residents (Low-care)	N/A
No. of Occupied beds (High-care)	N/A
No. of Residents (High-care)	N/A
No. of employee (Total)	1
No. of employee (at one time)	1
Accessibility Score	6.5 (See the section below)
Parking Spaces	
Residents	42
Staff	1
Visitors / Loading bays	16
Total	59
Cars Ownership	
No Car	16
1 Car	22
2 Cars	0
No. of Cars (Total)	22
Busy Peak Period	Wed
Survey Results	
Date of Survey - Weekdays	25/03/09(Wed)
Weather	Sunny/Rain
Date of Survey - Weekend	29/03/09(Sun)
Weather	Sunny

Accessibility Score

A total of four bus routes operate in the area but only two services are provided during the AM Peak. The bus stop of route 914 is located at approximately 700 metres from the site.

Route	Number of services both ways (7-9am)
911	0
912	2
913	0
914	0
Total	2

STEP	SCORING METHODOLOGY	Parameter	Number of Facilities	Scores
1. Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route. (Each route is counted once only)	Rail scores: Rail station 0 – 400m.....Score = 24 Rail station 400 – 800m.....Score = 12 Rail station > 800m.....Score = 0 Light rail / ferry scores: Light rail or ferry route 0 – 400mScore = 8 Light rail or ferry route 400 – 800mScore = 4 Light rail or ferry route >800mScore = 0 Bus scores: Each bus route 0 – 400mScore = 4 Each bus route 400 – 800mScore = 1 Each bus route > 800mScore = 0	24 12 0 8 4 0 4 1 0	0 0 0 0 0 0 3 1 0 Total 13	0 0 0 0 0 0 12 1 0 13
2. Determine infrastructure priority treatment (This is a proxy for public transport reliability, connectivity and speed)	For each mode corridor, multiply the score in Step 1. above with the factor below: Heavy rail, light rail or ferry routeMultiply by 1 Bus Transitway.....Multiply bus route score by 3 Other Strategic Bus Corridor*.....Multiply bus route score by 2 Corridor with express servicesMultiply bus route score by 1.5 Standard bus route.....Multiply bus route score by 1 * If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor	1 3 2 1.5 1	0 0 0 0 13	0 0 0 0 13
3. Determine frequency	For each mode corridor, multiply the score in Step 2. above with the factor below: > 20 services in the 2hr AM peak both ways Multiply mode score by 3 13-20 services in the 2hr AM peak both ways Multiply mode score by 2 8-12 services in the 2hr AM peak both ways Multiply mode score by 1 ≤ 7 services in the 2hr AM peak both ways..... Multiply mode score by 0.5	3 2 1 0.5	0 0 0 13	0 0 0 6.5
4. Add up all the scores for each mode corridor, to produce a total Public Transport Score				6.5
5. Determine walking proximity of site to a centre (as defined in the Metropolitan Strategy)	Determine the Centre Score, using the following scores: Within 800m of boundary of existing Global/Regional City Score = 60 Within 800m of boundary of existing/developing Major Centre..... Score = 40 Within 800m of boundary of existing/developing Smaller Centre and Specialised Centre Score = 20	60 40 20	N/A N/A N/A	
6. Add the Public Transport Score from Step 4. above to Centre Score from Step 5. above, to produce a total Accessibility Score				6.5
7. Use Table 2 below to convert the Accessibility Score to the Accessibility Discount factor (AD)				0

The facilities with over 800m walking distance to the site do not take into account as they do not affect the accessibility score.

There is no information to determine the centre score in non-Metropolitan region.

The accessibility score for SH9 is 6.5 which is lower than 75 and therefore acceptable for the purposes of this study.

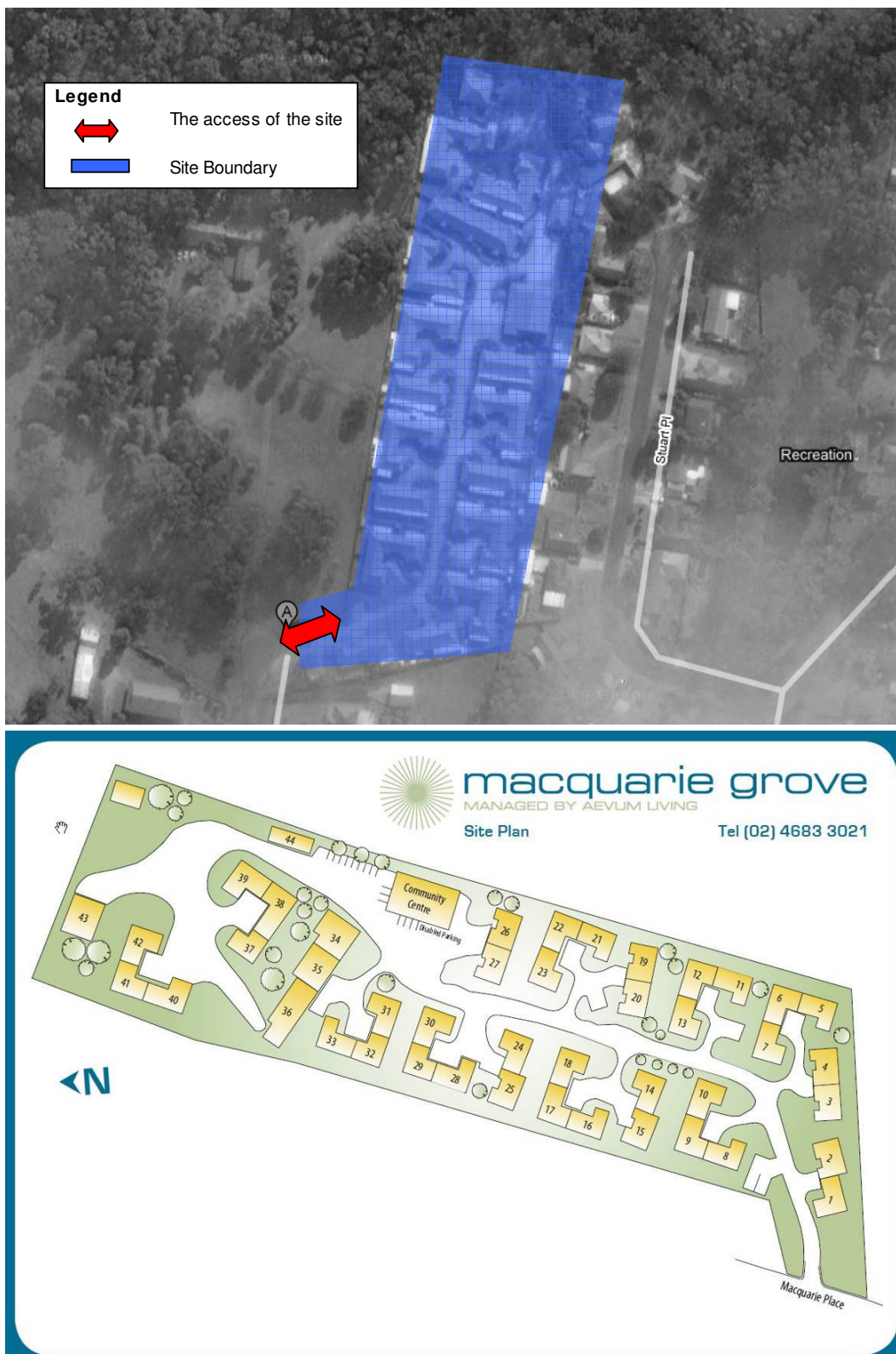


Figure 2-19 SH9 – Site Layout

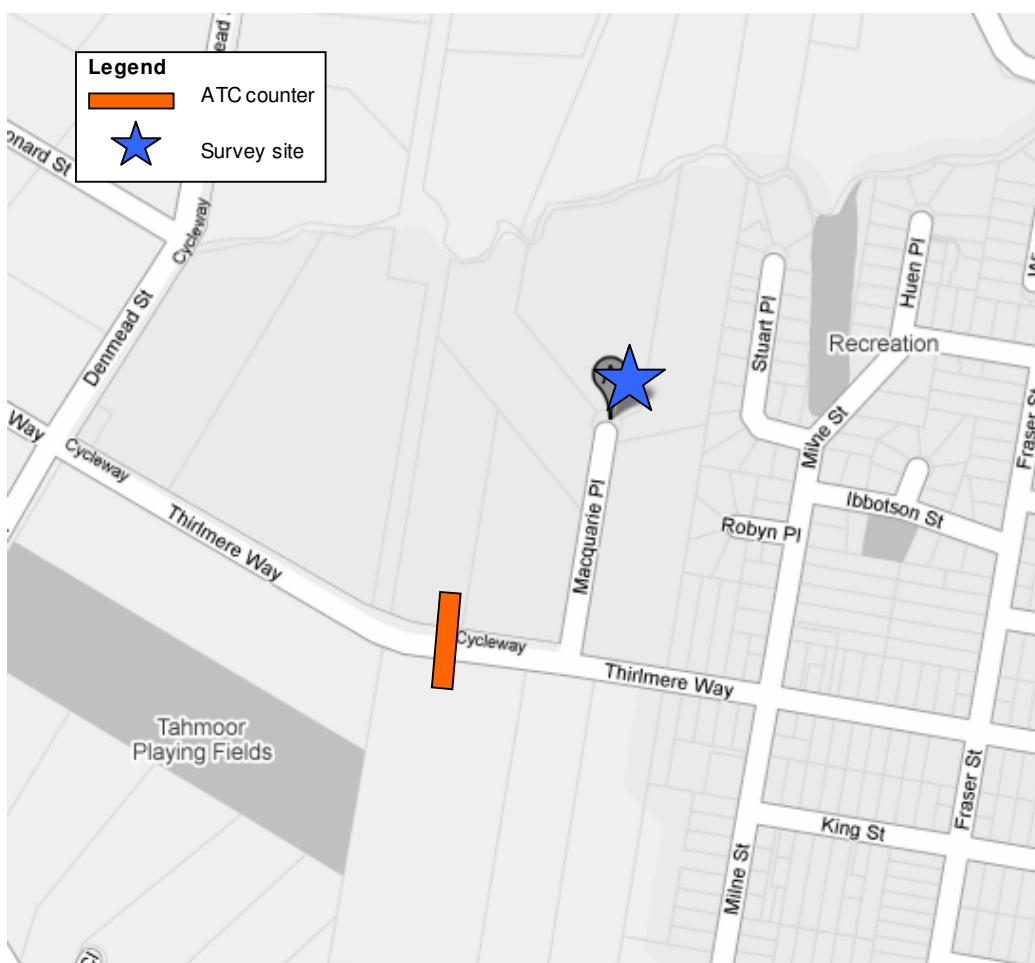


Figure 2-20 SH9 – Traffic Count Station Location

2.2.10 SH10 - Mt Eymard Village at Bowral

The site is located at approximately 1km from Bowral town centre. A golf course is located at the back of the site.

The main access is provided on Moss Vale Road with an additional one-way exit at the north. Traffic surveyors noticed that there were a few cars driving out of the one-way exit and re-entering the site at the main entrance on the survey days.

Table 2-11 SH10 – Site Details

Site ID	SH10
Name	Mt Eymard Village
Address	502 Moss Vale Road
Suburb	Bowral 2576
Region	Southern
Automatic Traffic Counter	
RTA ATC	07.365
Year	2006
AM Peak - Weekdays	0800-0900
PM Peak - Weekdays	1500-1600
Peak - Weekends	1100-1200
Site Details - Senior Housing	
Accommodation Type	Self-contained, Hostel
Funded (Resident / Government)	Resident
Price	385k-645k
Year Constructed	1986
Village Bus	No
Village Bus Frequency per week	No
No. of Units Provided (Total)	86
No. of Occupied Units (Self)	68/72
No. of Residents (Self)	100-110
No. of Occupied Units (Low-care)	13/14
No. of Residents (Low-care)	
No. of Occupied beds (High-care)	N/A
No. of Residents (High-care)	N/A
No. of employee (Total)	19
No. of employee (at one time)	19
Accessibility Score	8 (See the section below)
Parking Spaces	
Residents	80
Staff	as Visitor
Visitors / Loading bays	10
Total	90
Cars Ownership	
No Car	
1 Car	60
2 Cars	
No. of Cars (Total)	60
Busy Peak Period	9-10.30am, 5-7pm
Survey Results	
Date of Survey - Weekdays	26/03/09(Thurs)
Weather	Cloudy
Date of Survey - Weekend	28/03/09(Sat)
Weather	Sunny

Accessibility Score

A total of four bus routes operate in the area but only routes 812 and 813 provide services during the AM Peak.

Route	Number of services both ways (7-9am)
811	0
812	2
813	2
816	0
Total	4

STEP		SCORING METHODOLOGY	Number of		
			Parameter	Facilities	Scores
1. Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route.(Each route is counted once only)	Rail scores:				
	Rail station 0 – 400m.....	Score = 24	24	0	0
	Rail station 400 – 800m.....	Score = 12	12	0	0
	Rail station > 800m.....	Score = 0	0	0	0
	Light rail / ferry scores:			Total	0
	Light rail or ferry route 0 – 400m	Score = 8	8	0	0
	Light rail or ferry route 400 – 800m	Score = 4	4	0	0
	Light rail or ferry route >800m	Score = 0	0	0	0
	Bus scores:			Total	0
	Each bus route 0 – 400m	Score = 4	4	4	16
	Each bus route 400 – 800m	Score = 1	1	0	0
	Each bus route > 800m	Score = 0	0	0	0
			Total	16	
2. Determine infrastructure priority treatment (This is a proxy for public transport reliability,connectivity and speed)	For each mode corridor, multiply the score in Step 1. above with the factor below:				
	Heavy rail, light rail or ferry route	Multiply by 1	1	0	0
	Bus Transitway.....	Multiply bus route score by 3	3		0
	Other Strategic Bus Corridor*.....	Multiply bus route score by 2	2		0
	Corridor with express services	Multiply bus route score by 1.5	1.5		0
	Standard bus route.....	Multiply bus route score by 1	1	16	16
	* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor				
3. Determine frequency	For each mode corridor, multiply the score in Step 2. above with the factor below:				
	> 20 services in the 2hr AM peak both ways	Multiply mode score by 3	3		0
	13-20 services in the 2hr AM peak both ways	Multiply mode score by 2	2		0
	8-12 services in the 2hr AM peak both ways	Multiply mode score by 1	1		0
	≤ 7 services in the 2hr AM peak both ways.....	Multiply mode score by 0.5	0.5	16	8
4. Add up all the scores for each mode corridor, to produce a total Public Transport Score					8
5. Determine walking proximity of site to a centre (as defined in the Metropolitan Strategy)	Determine the Centre Score, using the following scores:				
	Within 800m of boundary of existing Global/Regional City	Score = 60	60	N/A	
	Within 800m of boundary of existing/developing Major Centre.....	Score = 40	40	N/A	
	Within 800m of boundary of existing/developing Smaller Centre and Specialised Centre	Score = 20	20	N/A	
6. Add the Public Transport Score from Step 4. above to Centre Score from Step 5. above, to produce a total Accessibility Score					8
7. Use Table 2 below to convert the Accessibility Score to the Accessibility Discount factor (AD)					0

The facilities with over 800m walking distance to the site do not take into account as they do not affect the accessibility score.

There is no information to determine the centre score in non-Metropolitan region.

The accessibility score for SH10 is 8 which is lower than 75 and therefore acceptable for the purposes of this study.

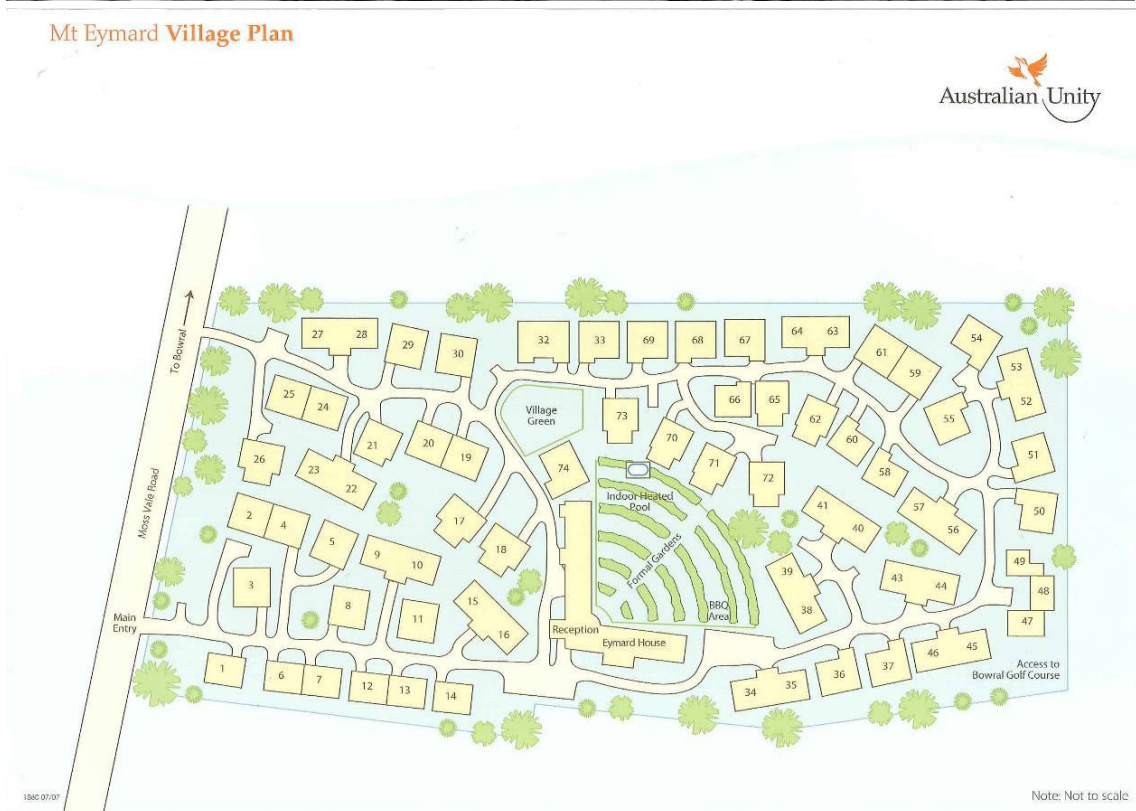
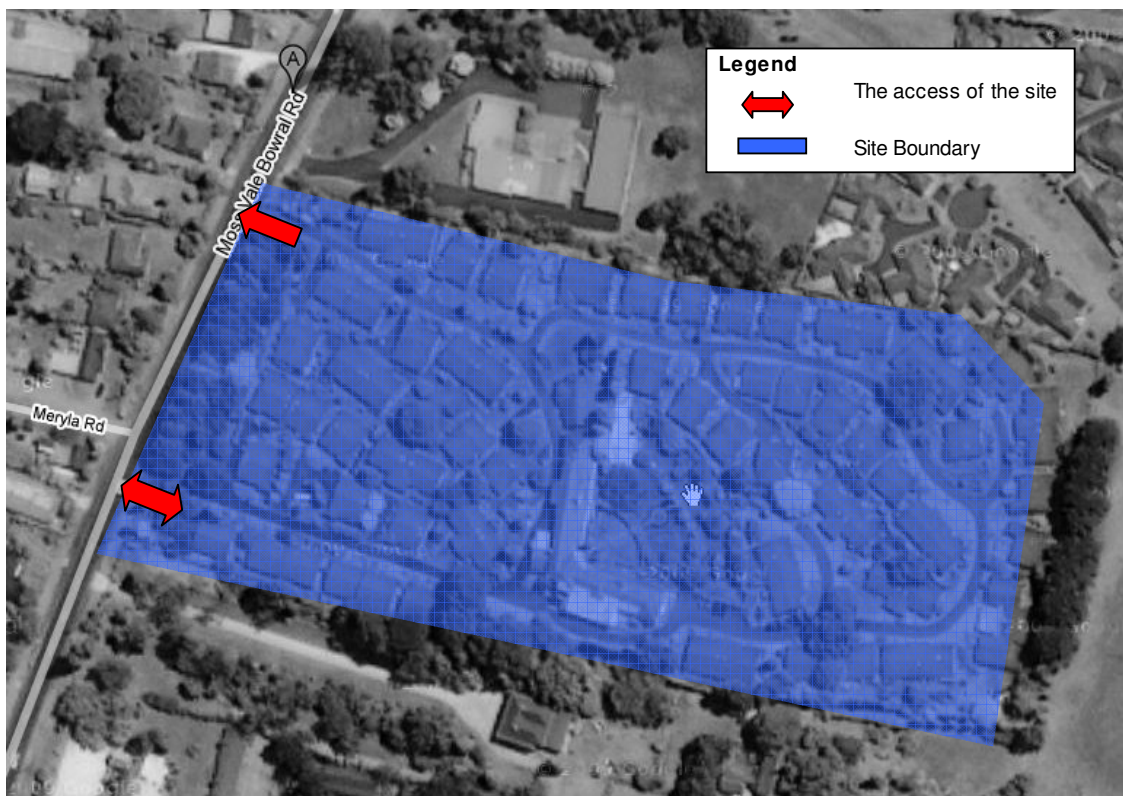


Figure 2-21 SH10 – Site Layout



Figure 2-22 SH10 – Traffic Count Station Location

3 SURVEY RESULTS

Table 3-1 Survey Date Summary

Site ID	SH1	SH2	SH3	SH4	SH5
Automatic Traffic Counter					
RTA ATC	55.057	N/A	50.374	N/A	N/A
Year	2005	2009	2005	2009	2009
		21/3-27/3		23/3-29/3	6/4-12/4
AM Peak - Weekdays	0800-0900	0800-0900	0800-0900	0800-0900	0900-1000
PM Peak - Weekdays	1700-1800	1700-1800	1700-1800	1500-1600	1600-1700
Peak - Weekends	1200-1300	1200-1300	1200-1300	1100-1200	1200-1300
Survey Results					
Date of Survey - Weekdays	18/03/09(Wed)	18/03/09(Wed)	18/03/09(Wed)	18/03/09(Wed)	25/03/09(Wed)
Weather	Sunny	Sunny/Cloudy	Sunny	Sunny	Sunny
Date of Survey - Weekend	22/03/09(Sun)	22/03/09(Sun)	22/03/09(Sun)	22/03/09(Sun)	29/03/09(Sun)
Weather	Sunny	Sunny/Cloudy	Sunny	Sunny/Cloudy	Sunny

Site ID	SH6	SH7	SH8	SH9	SH10
Automatic Traffic Counter					
RTA ATC	N/A	N/A	N/A	N/A	07.365
Year	2009	2004	2009	2009	2006
	21/3-1/4		21/03-25/3	19/3-25/3	
AM Peak - Weekdays	0900-1000	0800-0900	1100-1200	0900-1000	0800-0900
PM Peak - Weekdays	1500-1600	1500-1600	1600-1700	1700-1800	1500-1600
Peak - Weekends	1100-1200	1200-1300	1100-1200	1100-1200	1100-1200
Survey Results					
Date of Survey - Weekdays	12/03/09(Thurs)	18/03/09(Wed)	18/03/09(Wed)	25/03/09(Wed)	26/03/09(Thurs)
Weather	Sunny	Sunny/Cloudy	Sunny/Cloudy	Sunny/Rain	Cloudy
Date of Survey - Weekend	14/03/09(Sat)	22/03/09(Sun)	22/03/09(Sun)	29/03/09(Sun)	28/03/09(Sat)
Weather	Sunny	Sunny/Cloudy	Sunny/Cloudy	Sunny	Sunny

3.1 Traffic Survey Results

3.1.1 SH1 - Dee Why Gardens at Dee Why

Table 3-2 SH1 - Survey Results – 15 mins data (Weekday)

SH1															
DATE: 18 March 2009			VEHICLES PARKED ON SITE		START	13	END	22		PEDESTRIANS / CYCLISTS				VISITORS CARS OUTSIDE	
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	6	7	7	8	0	0	0	0	1	1	3	7	0
10:15	to	10:30	6	7	5	6	0	0	0	0	0	1	3	4	0
10:30	to	10:45	4	5	9	11	0	0	0	0	0	0	1	0	2
10:45	to	11:00	8	12	4	5	0	0	0	0	0	0	3	1	0
11:00	to	11:15	6	7	5	6	0	0	0	0	1	1	1	3	1
11:15	to	11:30	10	14	5	7	0	0	0	0	0	0	1	1	0
11:30	to	11:45	15	15	18	17	0	0	0	0	0	0	5	3	0
11:45	to	12:00	9	6	16	7	1	1	1	1	0	0	5	0	4
12:00	to	12:15	4	6	6	9	0	0	0	0	2	0	2	10	1
12:15	to	12:30	8	7	14	9	0	0	0	0	0	0	0	1	0
12:30	to	12:45	5	4	5	5	0	0	0	0	0	0	0	1	0
12:45	to	13:00	5	7	7	9	0	0	0	0	0	1	0	6	0
13:00	to	13:15	5	4	7	5	1	0	1	0	0	0	0	0	0
13:15	to	13:30	8	4	7	14	0	0	0	0	0	0	0	2	0
13:30	to	13:45	3	4	4	4	0	1	0	1	0	0	0	0	3
13:45	to	14:00	6	1	8	1	0	0	0	0	1	0	2	0	0
14:00	to	14:15	8	12	8	3	1	0	1	0	0	0	1	2	0
14:15	to	14:30	17	6	19	9	0	1	0	1	0	0	3	5	0
14:30	to	14:45	8	8	3	10	0	0	0	0	0	0	1	3	1
14:45	to	15:00	8	11	17	13	0	0	0	0	0	0	11	0	1
15:00	to	15:15	13	6	13	9	0	0	0	0	0	0	2	2	0
15:15	to	15:30	8	2	8	2	1	0	1	0	0	0	2	2	2
15:30	to	15:45	8	5	9	7	0	0	0	0	1	0	1	0	0
15:45	to	16:00	7	7	8	9	0	0	0	0	0	0	1	0	0
16:00	to	16:15	7	8	8	8	0	0	0	0	0	0	1	1	1
16:15	to	16:30	5	7	7	9	0	0	0	0	0	0	0	0	0
16:30	to	16:45	9	10	9	11	0	0	0	0	0	0	0	0	0
16:45	to	17:00	7	8	8	9	0	0	0	0	0	0	0	0	0
17:00	to	17:15	9	11	15	12	0	0	0	0	0	0	1	0	2
17:15	to	17:30	8	13	13	17	0	0	0	0	0	0	2	0	0
17:30	to	17:45	15	7	18	11	0	0	0	0	2	0	0	0	0
17:45	to	18:00	4	7	10	15	0	0	0	0	0	0	0	0	0
18:00	to	18:15	16	8	18	9	0	0	0	0	0	0	2	0	1
18:15	to	18:30	7	11	7	13	0	0	0	0	0	0	2	0	0
18:30	to	18:45	11	15	13	17	0	0	0	0	2	0	0	3	2
18:45	to	19:00	5	6	8	9	0	0	0	0	1	3	0	0	0
19:00	to	19:15	3	3	3	4	1	0	2	0	1	0	1	0	0
19:15	to	19:30	2	4	2	13	0	0	0	0	0	0	2	2	1
19:30	to	19:45	2	2	1	3	0	1	0	2	0	0	0	3	1
19:45	to	20:00	1	1	1	5	0	0	0	0	0	0	0	0	2
		Total	296	288	353	350	5	4	6	5	12	7	59	62	25
		Peak	17	15	19	17	1	1	2	2	2	3	11	10	4

Table 3-3 SH1 - Survey Results – hourly data (Weekday)

SH1			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	13	142	In	Out	Total	Accum.	
10:00	to	11:00	24	31	55	25	30	55	0	0	0	0	0	0	24	31	55	6	4%	36	44	80	-8	
10:15	to	11:15	24	31	55	23	28	51	0	0	0	0	0	0	24	31	55	5	4%	32	38	70	-11	
10:30	to	11:30	28	38	66	23	29	52	0	0	0	0	0	0	28	38	66	1	1%	30	35	65	-13	
10:45	to	11:45	39	48	87	32	35	67	0	0	0	0	0	0	39	48	87	1	1%	43	44	87	-10	
11:00	to	12:00	40	42	82	44	37	81	1	1	2	1	1	2	41	43	84	4	3%	58	46	104	4	
11:15	to	12:15	38	41	79	45	40	85	1	1	2	1	1	2	39	42	81	2	1%	61	55	116	-5	
11:30	to	12:30	36	34	70	54	42	96	1	1	2	1	1	2	37	35	72	3	2%	69	57	126	-1	
11:45	to	12:45	26	23	49	41	30	71	1	1	2	1	1	2	27	24	51	4	3%	51	43	94	-2	
12:00	to	13:00	22	24	46	32	32	64	0	0	0	0	0	0	22	24	46	2	1%	36	51	87	-11	
12:15	to	13:15	23	22	45	33	28	61	1	0	1	1	0	1	24	22	46	4	3%	34	37	71	-8	
12:30	to	13:30	23	19	42	26	33	59	1	0	1	1	0	1	24	19	43	8	6%	27	43	70	-17	
12:45	to	13:45	21	19	40	25	32	57	1	1	2	1	1	2	22	20	42	6	4%	26	42	68	-18	
13:00	to	14:00	22	13	35	26	24	50	1	1	2	1	1	2	23	14	37	11	8%	30	27	57	-8	
13:15	to	14:15	25	21	46	27	22	49	1	1	2	1	1	2	26	22	48	8	6%	32	27	59	-3	
13:30	to	14:30	34	23	57	39	17	56	1	2	3	1	2	3	35	25	60	18	13%	47	26	73	4	
13:45	to	14:45	39	27	66	38	23	61	1	1	2	1	1	2	40	28	68	18	13%	47	34	81	-5	
14:00	to	15:00	41	37	78	47	35	82	1	1	2	1	1	2	42	38	80	15	11%	64	46	110	10	
14:15	to	15:15	46	31	77	52	41	93	0	1	1	0	1	1	46	32	78	22	15%	69	52	121	14	
14:30	to	15:30	37	27	64	41	34	75	1	0	1	1	0	1	38	27	65	29	20%	58	41	99	21	
14:45	to	15:45	37	24	61	47	31	78	1	0	1	1	0	1	38	24	62	32	23%	65	35	100	25	
15:00	to	16:00	36	20	56	38	27	65	1	0	1	1	0	1	37	20	57	32	23%	46	31	77	25	
15:15	to	16:15	30	22	52	33	26	59	1	0	1	1	0	1	31	22	53	31	22%	40	29	69	25	
15:30	to	16:30	27	27	54	32	33	65	0	0	0	0	0	0	27	27	54	29	20%	36	34	70	23	
15:45	to	16:45	28	32	60	32	37	69	0	0	0	0	0	0	28	32	60	28	20%	34	38	72	21	
16:00	to	17:00	28	33	61	32	37	69	0	0	0	0	0	0	28	33	61	27	19%	33	38	71	20	
16:15	to	17:15	30	36	66	39	41	80	0	0	0	0	0	0	30	36	66	25	18%	40	41	81	24	
16:30	to	17:30	33	42	75	45	49	94	0	0	0	0	0	0	33	42	75	20	14%	48	49	97	22	
16:45	to	17:45	39	39	78	54	49	103	0	0	0	0	0	0	39	39	78	28	20%	59	49	108	31	
17:00	to	18:00	36	38	74	56	55	111	0	0	0	0	0	0	36	38	74	25	18%	61	55	116	26	
17:15	to	18:15	43	35	78	59	52	111	0	0	0	0	0	0	43	35	78	33	23%	65	52	117	37	
17:30	to	18:30	42	33	75	53	48	101	0	0	0	0	0	0	42	33	75	29	20%	59	48	107	33	
17:45	to	18:45	38	41	79	48	54	102	0	0	0	0	0	0	38	41	79	25	18%	54	57	111	28	
18:00	to	19:00	39	40	79	46	48	94	0	0	0	0	0	0	39	40	79	24	17%	53	54	107	25	
18:15	to	19:15	26	35	61	31	43	74	1	0	1	2	0	2	27	35	62	25	18%	40	49	89	28	
18:30	to	19:30	21	28	49	26	43	69	1	0	1	2	0	2	22	28	50	23	16%	35	51	86	17	
18:45	to	19:45	12	15	27	14	29	43	1	1	2	2	2	4	13	16	29	22	15%	21	39	60	10	
19:00	to	20:00	8	10	18	7	25	32	1	1	2	2	2	4	9	11	20	22	15%	13	32	45	6	
		Peak	46	48	87	59	55	111	1	2	3	2	2	4	46	48	87	33	23%	69	57	126	37	

* PM network peak is highlighted. AM network peak data is not available

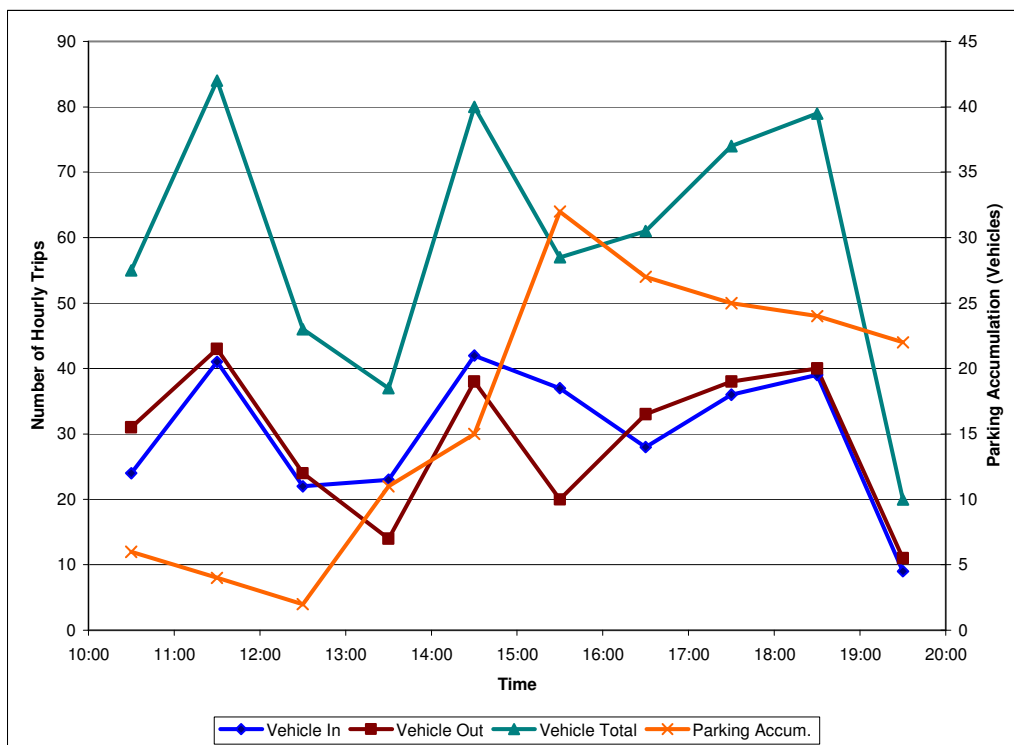


Figure 3-1 SH1 – Survey Results (Weekday) – Vehicle Trips

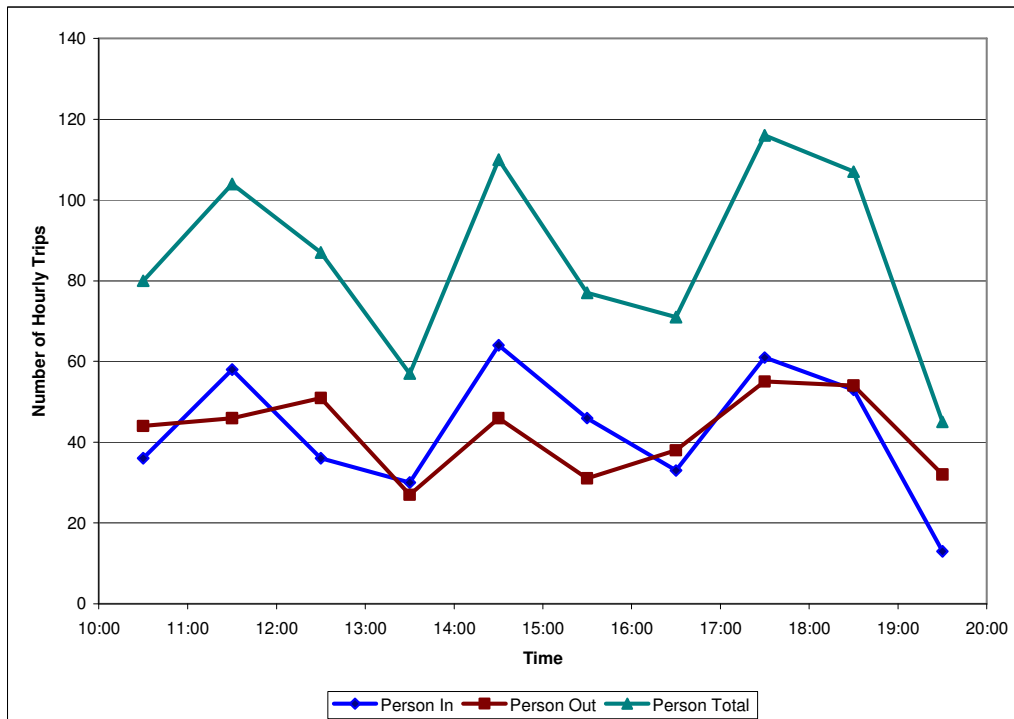


Figure 3-2 SH1 – Survey Results (Weekday) – Person Trips

Table 3-4 SH1 - Survey Results – 15 mins data (Weekend)

SH1																
DATE: 22 March 2009			VEHICLES PARKED ON SITE		START	36	END	33		PEDESTRIANS / CYCLISTS				VISITORS CARS OUTSIDE		
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED			
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
10:00	to	10:15	1	1	2	1	0	0	0	0	0	0	0	0	0	
10:15	to	10:30	4	4	4	5	0	0	0	0	1	0	0	0	0	
10:30	to	10:45	2	3	2	2	0	0	0	0	2	1	0	2	0	
10:45	to	11:00	0	0	0	0	0	0	0	0	0	1	2	5	1	
11:00	to	11:15	2	3	1	1	0	0	0	0	0	1	0	1	0	
11:15	to	11:30	1	1	1	1	0	0	0	0	1	0	0	0	0	
11:30	to	11:45	2	1	2	2	0	0	0	0	1	0	0	0	0	
11:45	to	12:00	0	2	0	3	0	0	0	0	0	0	0	0	0	
12:00	to	12:15	4	1	6	1	0	0	0	0	2	0	0	0	0	
12:15	to	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	to	12:45	0	1	0	1	0	0	0	0	0	0	0	0	0	
12:45	to	13:00	3	0	3	0	0	0	0	0	0	0	0	0	0	
13:00	to	13:15	1	0	1	0	0	0	0	0	0	0	1	0	0	
13:15	to	13:30	4	3	4	3	0	0	0	0	0	0	0	0	0	
13:30	to	13:45	3	3	1	1	0	0	0	0	1	0	0	0	0	
13:45	to	14:00	1	1	1	1	1	0	1	0	0	0	0	0	0	
14:00	to	14:15	2	2	1	1	0	0	0	0	1	0	0	0	0	
14:15	to	14:30	1	1	3	4	0	1	0	2	2	0	0	1	0	
14:30	to	14:45	2	2	3	3	1	0	1	0	0	0	1	0	0	
14:45	to	15:00	0	0	0	0	1	1	1	1	0	0	1	0	0	
15:00	to	15:15	1	2	2	2	1	1	1	1	0	0	0	0	1	
15:15	to	15:30	3	1	4	3	0	1	0	1	0	0	0	0	1	
15:30	to	15:45	3	0	5	0	0	0	0	0	0	0	0	0	0	
15:45	to	16:00	1	0	1	0	0	0	0	0	0	0	0	0	0	
16:00	to	16:15	0	2	0	4	0	0	0	0	0	0	0	0	0	
16:15	to	16:30	0	2	0	2	0	0	0	0	0	0	0	0	0	
16:30	to	16:45	0	3	0	5	0	0	0	0	0	0	0	0	0	
16:45	to	17:00	1	2	1	4	1	0	2	0	0	0	0	2	0	
17:00	to	17:15	0	1	0	2	0	0	0	0	0	0	0	0	1	
17:15	to	17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	
17:30	to	17:45	1	0	1	0	0	0	0	0	0	0	0	0	0	
17:45	to	18:00	0	2	0	3	0	1	0	2	0	0	0	0	0	
18:00	to	18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	
18:15	to	18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	
18:30	to	18:45	0	2	0	3	0	0	0	0	0	0	0	0	0	
18:45	to	19:00	2	0	3	0	0	0	0	0	0	0	1	0	1	
19:00	to	19:15	0	1	0	2	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	
19:30	to	19:45	1	0	1	0	0	0	0	0	0	0	0	0	1	
19:45	to	20:00	0	2	0	3	0	0	0	0	0	0	0	0	2	
		Total	46	49	53	63	5	5	6	7	11	3	8	12	9	
		Peak	4	4	6	5	1	1	2	2	2	1	2	5	2	

Table 3-5 SH1 - Survey Results – hourly data (Weekend)

SH1		Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny		Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	36	142	In	Out	Total	Accum.	
10:00	to 11:00	7	8	15	8	8	16	0	0	0	0	0	0	7	8	15	35	25%	13	17	30	-4	
10:15	to 11:15	8	10	18	7	8	15	0	0	0	0	0	0	8	10	18	34	24%	12	19	31	-6	
10:30	to 11:30	5	7	12	4	4	8	0	0	0	0	0	0	5	7	12	34	24%	9	15	24	-5	
10:45	to 11:45	5	5	10	4	4	8	0	0	0	0	0	0	5	5	10	35	25%	8	12	20	-4	
11:00	to 12:00	5	7	12	4	7	11	0	0	0	0	0	0	5	7	12	33	23%	6	9	15	-7	
11:15	to 12:15	7	5	12	9	7	16	0	0	0	0	0	0	7	5	12	36	25%	13	7	20	0	
11:30	to 12:30	6	4	10	8	6	14	0	0	0	0	0	0	6	4	10	36	25%	11	6	17	0	
11:45	to 12:45	4	4	8	6	5	11	0	0	0	0	0	0	4	4	8	35	25%	8	5	13	-1	
12:00	to 13:00	7	2	9	9	2	11	0	0	0	0	0	0	7	2	9	38	27%	11	2	13	2	
12:15	to 13:15	4	1	5	4	1	5	0	0	0	0	0	0	4	1	5	39	27%	5	1	6	4	
12:30	to 13:30	8	4	12	8	4	12	0	0	0	0	0	0	8	4	12	40	28%	9	4	13	5	
12:45	to 13:45	11	6	17	9	4	13	0	0	0	0	0	0	11	6	17	40	28%	11	4	15	6	
13:00	to 14:00	9	7	16	7	5	12	1	0	1	1	0	1	10	7	17	41	29%	10	5	15	7	
13:15	to 14:15	10	9	19	7	6	13	1	0	1	1	0	1	11	9	20	41	29%	10	6	16	8	
13:30	to 14:30	7	7	14	6	7	13	1	1	2	1	2	3	8	8	16	40	28%	11	10	21	6	
13:45	to 14:45	6	6	12	8	9	17	2	1	3	2	2	4	8	7	15	41	29%	14	12	26	8	
14:00	to 15:00	5	5	10	7	8	15	2	2	4	2	3	5	7	7	14	41	29%	14	12	26	9	
14:15	to 15:15	4	5	9	8	9	17	3	3	6	3	4	7	7	8	15	40	28%	15	14	29	9	
14:30	to 15:30	6	5	11	9	8	17	3	3	6	3	3	6	9	8	17	41	29%	14	11	25	9	
14:45	to 15:45	7	3	10	11	5	16	2	3	5	2	3	5	9	6	15	44	31%	14	8	22	14	
15:00	to 16:00	8	3	11	12	5	17	1	2	3	1	2	3	9	5	14	45	32%	13	7	20	15	
15:15	to 16:15	7	3	10	10	7	17	0	1	1	0	1	1	7	4	11	43	30%	10	8	18	11	
15:30	to 16:30	4	4	8	6	6	12	0	0	0	0	0	0	4	4	8	41	29%	6	6	12	9	
15:45	to 16:45	1	7	8	1	11	12	0	0	0	0	0	0	1	7	8	38	27%	1	11	12	4	
16:00	to 17:00	1	9	10	1	15	16	1	0	1	2	0	2	2	9	11	38	27%	3	17	20	1	
16:15	to 17:15	1	8	9	1	13	14	1	0	1	2	0	2	2	8	10	37	26%	3	15	18	-1	
16:30	to 17:30	1	6	7	1	11	12	1	0	1	2	0	2	2	6	8	37	26%	3	13	16	-1	
16:45	to 17:45	2	3	5	2	6	8	1	0	1	2	0	2	3	3	6	38	27%	4	8	12	0	
17:00	to 18:00	1	3	4	1	5	6	0	1	1	0	2	2	1	4	5	35	25%	1	7	8	-5	
17:15	to 18:15	1	2	3	1	3	4	0	1	1	0	2	2	1	3	4	35	25%	3	5	8	-3	
17:30	to 18:30	1	2	3	1	3	4	0	1	1	0	2	2	1	3	4	35	25%	3	6	9	-4	
17:45	to 18:45	0	4	4	0	6	6	0	1	1	0	2	2	0	5	5	33	23%	2	9	11	-7	
18:00	to 19:00	2	2	4	3	3	6	0	0	0	0	0	0	2	2	4	35	25%	6	4	10	-3	
18:15	to 19:15	2	3	5	3	5	8	0	0	0	0	0	0	2	3	5	34	24%	4	6	10	-5	
18:30	to 19:30	2	3	5	3	5	8	0	0	0	0	0	0	2	3	5	34	24%	4	5	9	-5	
18:45	to 19:45	3	1	4	4	2	6	0	0	0	0	0	0	3	1	4	35	25%	5	2	7	-4	
19:00	to 20:00	1	3	4	1	5	6	0	0	0	0	0	0	1	3	4	33	23%	1	5	6	-7	
	Peak	11	10	19	12	15	17	3	3	6	3	4	7	11	10	20	45	32%	15	19	31	15	

* Network peak is highlighted.

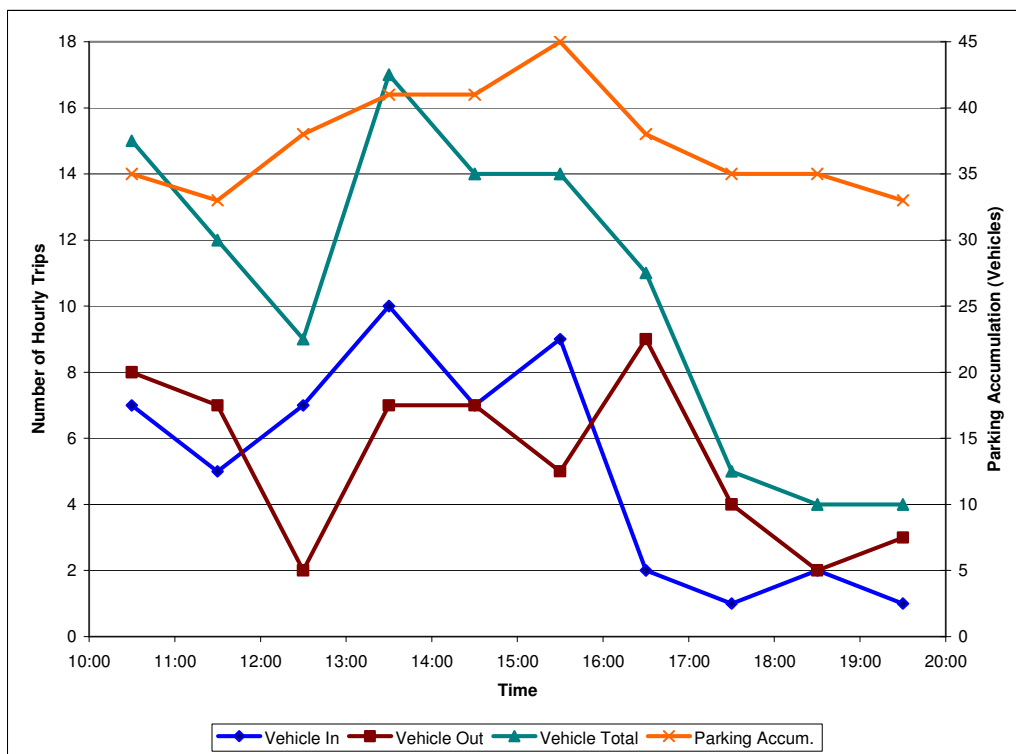


Figure 3-3 SH1 – Survey Results (Weekend) – Vehicle Trips

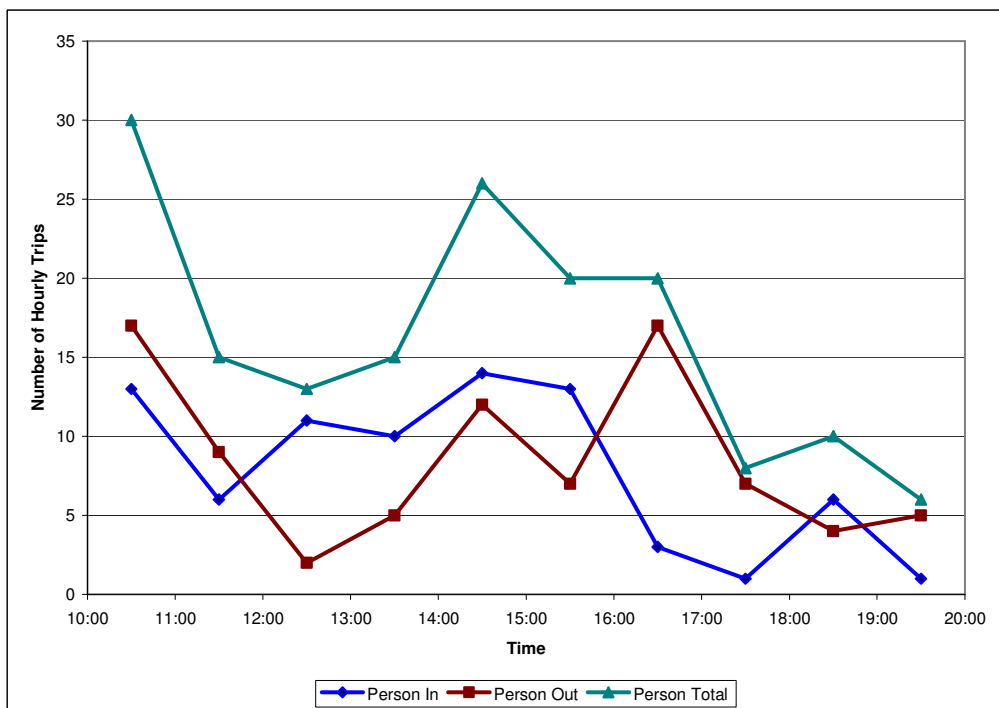


Figure 3-4 SH1 – Survey Results (Weekend) – Person Trips

3.1.2 SH2 - Martin Luther Hostel at Allambie Heights

Table 3-6 SH2 - Survey Results – 15 mins data (Weekday)

SH2															
DATE: 18 March 2009			VEHICLES PARKED ON SITE		START	36	END	33		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		VISITORS CARS OUTSIDE
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	1	1	2	1	0	0	0	0	0	0	0	0	0
10:15	to	10:30	4	4	4	5	0	0	0	0	1	0	0	0	0
10:30	to	10:45	2	3	2	2	0	0	0	0	2	1	0	2	0
10:45	to	11:00	0	0	0	0	0	0	0	0	0	1	2	5	1
11:00	to	11:15	2	3	1	1	0	0	0	0	0	1	0	1	0
11:15	to	11:30	1	1	1	1	0	0	0	0	1	0	0	0	0
11:30	to	11:45	2	1	2	2	0	0	0	0	1	0	0	0	0
11:45	to	12:00	0	2	0	3	0	0	0	0	0	0	0	0	0
12:00	to	12:15	4	1	6	1	0	0	0	0	2	0	0	0	0
12:15	to	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	to	12:45	0	1	0	1	0	0	0	0	0	0	0	0	0
12:45	to	13:00	3	0	3	0	0	0	0	0	0	0	0	0	0
13:00	to	13:15	1	0	1	0	0	0	0	0	0	0	1	0	0
13:15	to	13:30	4	3	4	3	0	0	0	0	0	0	0	0	0
13:30	to	13:45	3	3	1	1	0	0	0	0	1	0	0	0	0
13:45	to	14:00	1	1	1	1	1	0	1	0	0	0	0	0	0
14:00	to	14:15	2	2	1	1	0	0	0	0	1	0	0	0	0
14:15	to	14:30	1	1	3	4	0	1	0	2	2	0	0	1	0
14:30	to	14:45	2	2	3	3	1	0	1	0	0	0	1	0	0
14:45	to	15:00	0	0	0	0	1	1	1	1	0	0	1	0	0
15:00	to	15:15	1	2	2	2	1	1	1	1	0	0	0	0	1
15:15	to	15:30	3	1	4	3	0	1	0	1	0	0	0	0	1
15:30	to	15:45	3	0	5	0	0	0	0	0	0	0	0	0	0
15:45	to	16:00	1	0	1	0	0	0	0	0	0	0	0	0	0
16:00	to	16:15	0	2	0	4	0	0	0	0	0	0	0	0	0
16:15	to	16:30	0	2	0	2	0	0	0	0	0	0	0	0	0
16:30	to	16:45	0	3	0	5	0	0	0	0	0	0	0	0	0
16:45	to	17:00	1	2	1	4	1	0	2	0	0	0	0	2	0
17:00	to	17:15	0	1	0	2	0	0	0	0	0	0	0	0	1
17:15	to	17:30	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	to	17:45	1	0	1	0	0	0	0	0	0	0	0	0	0
17:45	to	18:00	0	2	0	3	0	1	0	2	0	0	0	0	0
18:00	to	18:15	0	0	0	0	0	0	0	0	0	0	2	0	0
18:15	to	18:30	0	0	0	0	0	0	0	0	0	0	0	1	0
18:30	to	18:45	0	2	0	3	0	0	0	0	0	0	0	0	0
18:45	to	19:00	2	0	3	0	0	0	0	0	0	0	1	0	1
19:00	to	19:15	0	1	0	2	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
19:30	to	19:45	1	0	1	0	0	0	0	0	0	0	0	0	1
19:45	to	20:00	0	2	0	3	0	0	0	0	0	0	0	0	2
Total			46	49	53	63	5	5	6	7	11	3	8	12	9
Peak			4	4	6	5	1	1	2	2	2	1	2	5	2

Table 3-7 SH2 - Survey Results – hourly data (Weekday)

SH2			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	36	44	In	Out	Total	Accum.			
10:00	to	11:00	7	8	15	8	8	16	0	0	0	0	0	0	7	8	15	35	80%	13	17	30	-4	
10:15	to	11:15	8	10	18	7	8	15	0	0	0	0	0	0	8	10	18	34	77%	12	19	31	-6	
10:30	to	11:30	5	7	12	4	4	8	0	0	0	0	0	0	5	7	12	34	77%	9	15	24	-5	
10:45	to	11:45	5	5	10	4	4	8	0	0	0	0	0	0	5	5	10	35	80%	8	12	20	-4	
11:00	to	12:00	5	7	12	4	7	11	0	0	0	0	0	0	5	7	12	33	75%	6	9	15	-7	
11:15	to	12:15	7	5	12	9	7	16	0	0	0	0	0	0	7	5	12	36	82%	13	7	20	0	
11:30	to	12:30	6	4	10	8	6	14	0	0	0	0	0	0	6	4	10	36	82%	11	6	17	0	
11:45	to	12:45	4	4	8	6	5	11	0	0	0	0	0	0	4	4	8	35	80%	8	5	13	-1	
12:00	to	13:00	7	2	9	9	2	11	0	0	0	0	0	0	7	2	9	38	86%	11	2	13	2	
12:15	to	13:15	4	1	5	4	1	5	0	0	0	0	0	0	4	1	5	39	89%	5	1	6	4	
12:30	to	13:30	8	4	12	8	4	12	0	0	0	0	0	0	8	4	12	40	91%	9	4	13	5	
12:45	to	13:45	11	6	17	9	4	13	0	0	0	0	0	0	11	6	17	40	91%	11	4	15	6	
13:00	to	14:00	9	7	16	7	5	12	1	0	1	1	0	1	10	7	17	41	93%	10	5	15	7	
13:15	to	14:15	10	9	19	7	6	13	1	0	1	1	0	1	11	9	20	41	93%	10	6	16	8	
13:30	to	14:30	7	7	14	6	7	13	1	1	2	1	2	3	8	8	16	40	91%	11	10	21	6	
13:45	to	14:45	6	6	12	8	9	17	2	1	3	2	2	4	8	7	15	41	93%	14	12	26	8	
14:00	to	15:00	5	5	10	7	8	15	2	2	4	2	3	5	7	7	14	41	93%	14	12	26	9	
14:15	to	15:15	4	5	9	8	9	17	3	3	6	3	4	7	7	8	15	40	91%	15	14	29	9	
14:30	to	15:30	6	5	11	9	8	17	3	3	6	3	3	6	9	8	17	41	93%	14	11	25	9	
14:45	to	15:45	7	3	10	11	5	16	2	3	5	2	3	5	9	6	15	44	100%	14	8	22	14	
15:00	to	16:00	8	3	11	12	5	17	1	2	3	1	2	3	9	5	14	45	102%	13	7	20	15	
15:15	to	16:15	7	3	10	10	7	17	0	1	1	0	1	1	7	4	11	43	98%	10	8	18	11	
15:30	to	16:30	4	4	8	6	6	12	0	0	0	0	0	0	4	4	8	41	93%	6	6	12	9	
15:45	to	16:45	1	7	8	1	11	12	0	0	0	0	0	0	1	7	8	38	86%	1	11	12	4	
16:00	to	17:00	1	9	10	1	15	16	1	0	1	2	0	2	2	9	11	38	86%	3	17	20	1	
16:15	to	17:15	1	8	9	1	13	14	1	0	1	2	0	2	2	8	10	37	84%	3	15	18	-1	
16:30	to	17:30	1	6	7	1	11	12	1	0	1	2	0	2	2	6	8	37	84%	3	13	16	-1	
16:45	to	17:45	2	3	5	2	6	8	1	0	1	2	0	2	3	3	6	38	86%	4	8	12	0	
17:00	to	18:00	1	3	4	1	5	6	0	1	1	0	2	2	1	4	5	35	80%	1	7	8	-5	
17:15	to	18:15	1	2	3	1	3	4	0	1	1	0	2	2	1	3	4	35	80%	3	5	8	-3	
17:30	to	18:30	1	2	3	1	3	4	0	1	1	0	2	2	1	3	4	35	80%	3	6	9	-4	
17:45	to	18:45	0	4	4	0	6	6	0	1	1	0	2	2	0	5	5	33	75%	2	9	11	-7	
18:00	to	19:00	2	2	4	3	3	6	0	0	0	0	0	0	2	2	4	35	80%	6	4	10	-3	
18:15	to	19:15	2	3	5	3	5	8	0	0	0	0	0	0	2	3	5	34	77%	4	6	10	-5	
18:30	to	19:30	2	3	5	3	5	8	0	0	0	0	0	0	2	3	5	34	77%	4	5	9	-5	
18:45	to	19:45	3	1	4	4	2	6	0	0	0	0	0	0	3	1	4	35	80%	5	2	7	-4	
19:00	to	20:00	1	3	4	1	5	6	0	0	0	0	0	0	1	3	4	33	75%	1	5	6	-7	
		Peak	11	10	19	12	15	17	3	3	6	3	4	7	11	10	20	45	102%	15	19	31	15	

* PM network peak is highlighted. AM network peak data is not available

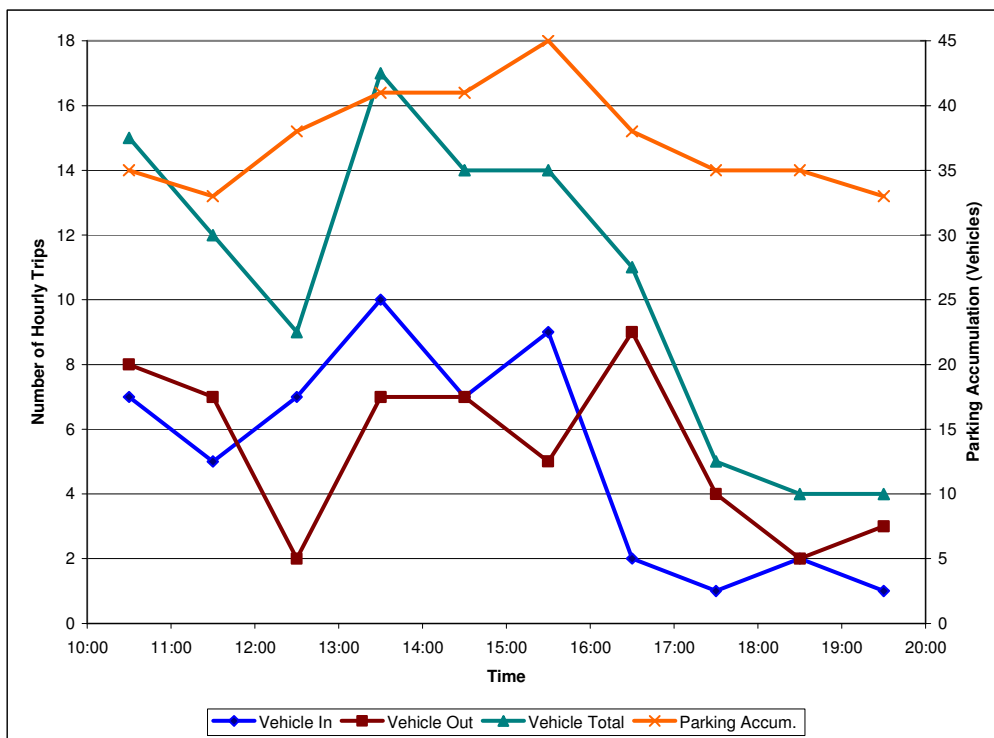


Figure 3-5 SH2 – Survey Results (Weekday) – Vehicle Trips

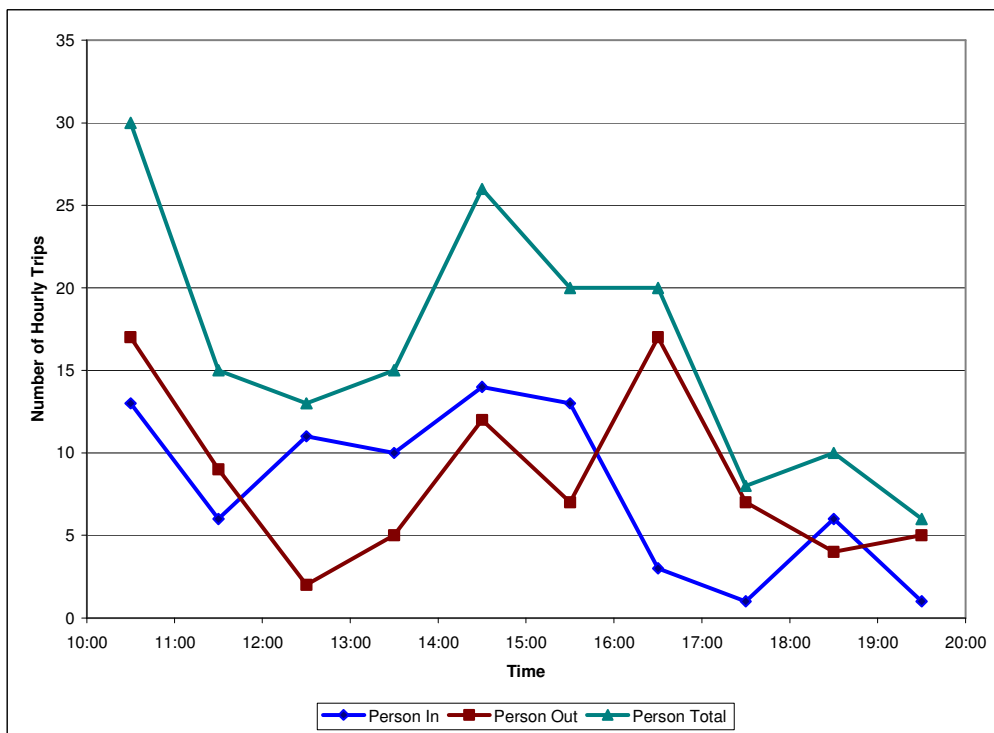


Figure 3-6 SH2 – Survey Results (Weekday) – Person Trips

Table 3-8 SH2 - Survey Results – 15 mins data (Weekend)

SH2															
DATE:22 March 2009			VEHICLES PARKED ON SITE		START	24	END	29		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny															
			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		VISITORS CARS OUTSIDE
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	0	1	0	1	0	0	0	0	0	0	0	0	0
10:15	to	10:30	1	2	2	2	0	0	0	0	0	0	0	0	0
10:30	to	10:45	2	0	2	0	0	0	0	0	0	0	0	1	0
10:45	to	11:00	1	2	2	3	0	0	0	0	0	0	0	0	0
11:00	to	11:15	3	1	4	2	0	0	0	0	0	0	0	1	0
11:15	to	11:30	2	0	2	0	0	0	0	0	0	0	0	0	0
11:30	to	11:45	2	1	4	1	0	0	0	0	0	0	0	0	0
11:45	to	12:00	1	2	1	3	0	0	0	0	0	0	0	0	0
12:00	to	12:15	0	4	0	6	0	0	0	0	0	0	1	0	0
12:15	to	12:30	1	0	2	0	0	0	0	0	0	0	0	0	0
12:30	to	12:45	2	1	2	2	0	0	0	0	0	0	0	0	0
12:45	to	13:00	2	1	2	1	0	0	0	0	0	0	0	0	0
13:00	to	13:15	0	1	0	1	0	0	0	0	0	0	0	0	0
13:15	to	13:30	1	0	1	0	0	0	0	0	0	0	0	0	0
13:30	to	13:45	2	2	4	2	0	0	0	0	0	0	0	0	0
13:45	to	14:00	2	1	3	3	0	0	0	0	0	0	0	1	0
14:00	to	14:15	1	2	1	2	0	0	0	0	0	0	0	0	0
14:15	to	14:30	2	1	3	1	0	0	0	0	0	0	0	0	0
14:30	to	14:45	3	3	5	3	0	0	0	0	0	0	0	0	0
14:45	to	15:00	1	1	1	1	1	0	1	0	0	0	0	0	0
15:00	to	15:15	1	0	1	0	0	0	0	0	0	0	1	0	0
15:15	to	15:30	3	0	3	0	0	0	0	0	0	0	0	1	0
15:30	to	15:45	2	3	2	5	0	0	0	0	0	1	0	0	0
15:45	to	16:00	1	1	2	2	0	0	0	0	0	0	0	0	0
16:00	to	16:15	1	1	2	2	0	0	0	0	0	0	3	1	0
16:15	to	16:30	3	0	5	0	0	0	0	0	0	3	0	1	0
16:30	to	16:45	0	0	0	0	0	0	0	0	2	0	1	0	0
16:45	to	17:00	0	0	0	0	0	0	0	0	0	0	1	0	0
17:00	to	17:15	1	2	2	3	0	0	0	0	0	0	1	0	0
17:15	to	17:30	0	1	0	2	0	0	0	0	0	0	0	0	0
17:30	to	17:45	1	1	2	1	0	0	0	0	0	0	0	0	0
17:45	to	18:00	2	3	2	3	0	0	0	0	0	0	0	0	0
18:00	to	18:15	1	1	1	2	0	0	0	0	0	0	0	0	0
18:15	to	18:30	0	1	0	1	0	0	0	0	0	0	0	0	0
18:30	to	18:45	0	0	0	0	0	1	0	1	0	0	0	0	0
18:45	to	19:00	1	2	1	2	0	0	0	0	0	0	0	0	0
19:00	to	19:15	1	2	2	2	0	0	0	0	0	0	0	0	0
19:15	to	19:30	2	1	2	1	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
19:45	to	20:00	1	0	1	0	0	0	0	0	0	0	0	0	0
		Total	50	45	69	60	1	1	1	1	2	4	8	6	0
		Peak	3	4	5	6	1	1	1	1	2	3	3	1	0

Table 3-9 SH2 - Survey Results – hourly data (Weekend)

SH2			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	24	44	In	Out	Total	Accum.	
10:00	to	11:00	4	5	9	6	6	12	0	0	0	0	0	0	4	5	9	23	52%	6	7	13	-1	
10:15	to	11:15	7	5	12	10	7	17	0	0	0	0	0	0	7	5	12	25	57%	10	9	19	0	
10:30	to	11:30	8	3	11	10	5	15	0	0	0	0	0	0	8	3	11	27	61%	10	7	17	2	
10:45	to	11:45	8	4	12	12	6	18	0	0	0	0	0	0	8	4	12	28	64%	12	7	19	5	
11:00	to	12:00	8	4	12	11	6	17	0	0	0	0	0	0	8	4	12	27	61%	11	7	18	3	
11:15	to	12:15	5	7	12	7	10	17	0	0	0	0	0	0	5	7	12	23	52%	8	10	18	-2	
11:30	to	12:30	4	7	11	7	10	17	0	0	0	0	0	0	4	7	11	24	55%	8	10	18	0	
11:45	to	12:45	4	7	11	5	11	16	0	0	0	0	0	0	4	7	11	25	57%	6	11	17	0	
12:00	to	13:00	5	6	11	6	9	15	0	0	0	0	0	0	5	6	11	26	59%	7	9	16	1	
12:15	to	13:15	5	3	8	6	4	10	0	0	0	0	0	0	5	3	8	25	57%	6	4	10	0	
12:30	to	13:30	5	3	8	5	4	9	0	0	0	0	0	0	5	3	8	26	59%	5	4	9	1	
12:45	to	13:45	5	4	9	7	4	11	0	0	0	0	0	0	5	4	9	26	59%	7	4	11	3	
13:00	to	14:00	5	4	9	8	6	14	0	0	0	0	0	0	5	4	9	27	61%	8	7	15	2	
13:15	to	14:15	6	5	11	9	7	16	0	0	0	0	0	0	6	5	11	26	59%	9	8	17	1	
13:30	to	14:30	7	6	13	11	8	19	0	0	0	0	0	0	7	6	13	27	61%	11	9	20	3	
13:45	to	14:45	8	7	15	12	9	21	0	0	0	0	0	0	8	7	15	27	61%	12	10	22	5	
14:00	to	15:00	7	7	14	10	7	17	1	0	1	1	0	1	8	7	15	28	64%	11	7	18	6	
14:15	to	15:15	7	5	12	10	5	15	1	0	1	1	0	1	8	5	13	29	66%	12	5	17	8	
14:30	to	15:30	8	4	12	10	4	14	1	0	1	1	0	1	9	4	13	32	73%	12	5	17	10	
14:45	to	15:45	7	4	11	7	6	13	1	0	1	1	0	1	8	4	12	31	70%	9	8	17	6	
15:00	to	16:00	7	4	11	8	7	15	0	0	0	0	0	0	7	4	11	31	70%	9	9	18	6	
15:15	to	16:15	7	5	12	9	9	18	0	0	0	0	0	0	7	5	12	31	70%	12	12	24	8	
15:30	to	16:30	7	5	12	11	9	20	0	0	0	0	0	0	7	5	12	34	77%	14	15	29	9	
15:45	to	16:45	5	2	7	9	4	13	0	0	0	0	0	0	5	2	7	34	77%	15	9	24	12	
16:00	to	17:00	4	1	5	7	2	9	0	0	0	0	0	0	4	1	5	34	77%	14	7	21	13	
16:15	to	17:15	4	2	6	7	3	10	0	0	0	0	0	0	4	2	6	33	75%	12	7	19	13	
16:30	to	17:30	1	3	4	2	5	7	0	0	0	0	0	0	1	3	4	32	73%	7	5	12	11	
16:45	to	17:45	2	4	6	4	6	10	0	0	0	0	0	0	2	4	6	32	73%	6	6	12	12	
17:00	to	18:00	4	7	11	6	9	15	0	0	0	0	0	0	4	7	11	31	70%	7	9	16	11	
17:15	to	18:15	4	6	10	5	8	13	0	0	0	0	0	0	4	6	10	31	70%	5	8	13	10	
17:30	to	18:30	4	6	10	5	7	12	0	0	0	0	0	0	4	6	10	30	68%	5	7	12	9	
17:45	to	18:45	3	5	8	3	6	9	0	1	1	0	1	1	3	6	9	29	66%	3	7	10	8	
18:00	to	19:00	2	4	6	2	5	7	0	1	1	0	1	1	2	5	7	28	64%	2	6	8	7	
18:15	to	19:15	2	5	7	3	5	8	0	1	1	0	1	1	2	6	8	27	61%	3	6	9	7	
18:30	to	19:30	4	5	9	5	5	10	0	1	1	0	1	1	4	6	10	28	64%	5	6	11	8	
18:45	to	19:45	4	5	9	5	5	10	0	0	0	0	0	0	4	5	9	28	64%	5	5	10	8	
19:00	to	20:00	4	3	7	5	3	8	0	0	0	0	0	0	4	3	7	29	66%	5	3	8	9	
		Peak	8	7	15	12	11	21	1	1	1	1	1	1	9	7	15	34	77%	15	15	29	13	

* Network peak is highlighted.

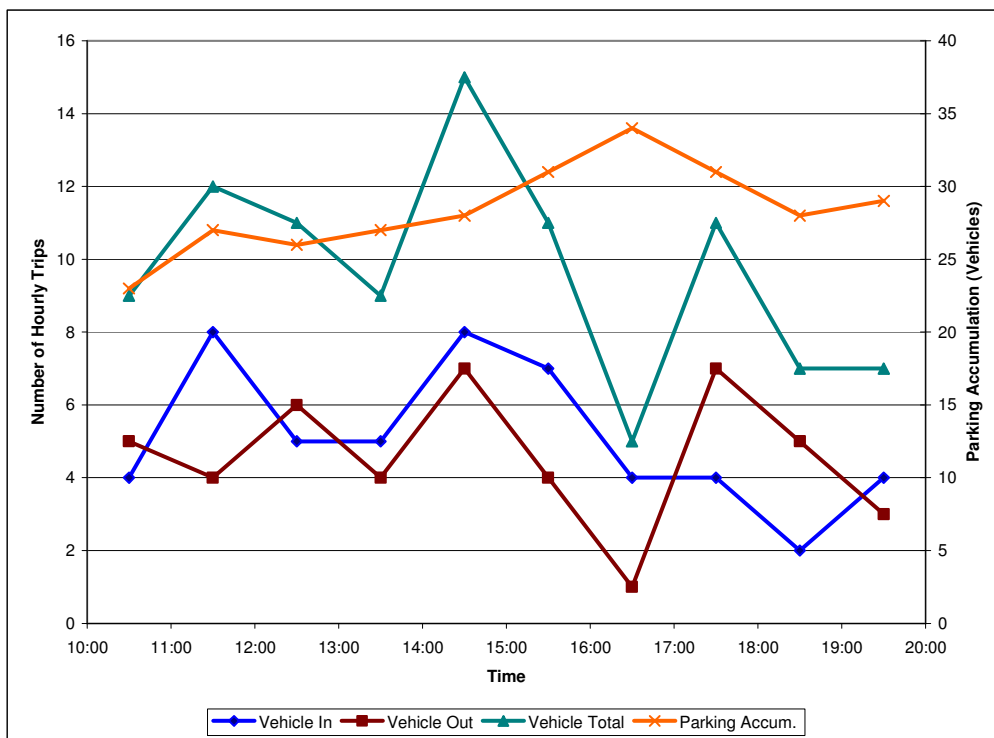


Figure 3-7 SH2 – Survey Results (Weekend) – Vehicle Trips

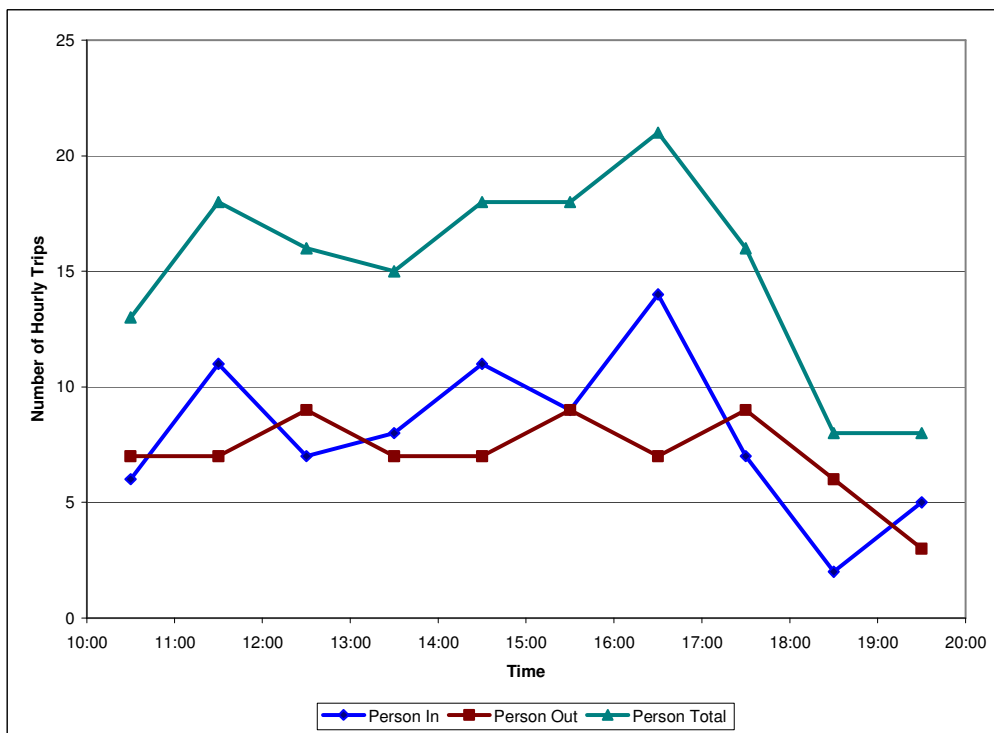


Figure 3-8 SH2 – Survey Results (Weekend) – Person Trips

3.1.3 SH3 - Courtlands Village at Parramatta

Table 3-10 SH3 - Survey Results – 15 mins data (Weekday)

SH3															
DATE: 18 March 2009			VEHICLES PARKED ON SITE		START	45	END	28		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		VISITORS CARS OUTSIDE
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	3	5	4	6	0	1	0	1	1	0	1	1	23
10:15	to	10:30	11	3	13	3	0	0	0	0	3	3	5	5	24
10:30	to	10:45	5	7	7	8	2	1	2	1	3	3	4	2	22
10:45	to	11:00	10	5	14	6	2	1	2	1	2	1	1	0	25
11:00	to	11:15	5	9	8	12	1	0	1	0	0	0	0	0	26
11:15	to	11:30	3	6	4	8	1	0	1	0	4	2	0	1	26
11:30	to	11:45	2	9	3	12	0	1	0	1	2	0	4	3	24
11:45	to	12:00	5	6	8	8	1	1	1	1	0	0	1	1	24
12:00	to	12:15	6	6	16	6	1	1	1	1	0	1	0	0	26
12:15	to	12:30	6	9	7	11	1	0	1	0	1	1	0	0	25
12:30	to	12:45	5	2	6	2	0	1	0	1	0	3	0	0	24
12:45	to	13:00	5	4	5	5	0	0	0	0	0	0	1	0	24
13:00	to	13:15	7	9	9	10	2	1	2	1	0	0	1	0	23
13:15	to	13:30	5	5	6	6	0	1	0	2	3	4	0	0	21
13:30	to	13:45	8	3	8	3	0	1	0	1	4	3	1	1	18
13:45	to	14:00	12	1	10	1	0	0	0	0	4	4	0	0	15
14:00	to	14:15	1	2	1	2	0	0	0	0	2	4	2	0	21
14:15	to	14:30	6	8	7	9	1	0	1	0	2	1	1	0	21
14:30	to	14:45	6	10	10	11	1	1	1	1	4	4	0	1	19
14:45	to	15:00	3	10	4	13	0	0	0	0	3	5	0	1	17
15:00	to	15:15	6	7	9	10	0	0	0	0	2	1	0	0	16
15:15	to	15:30	5	8	7	11	1	1	1	1	3	5	1	0	14
15:30	to	15:45	7	7	12	8	1	1	1	1	4	0	0	0	12
15:45	to	16:00	6	3	8	4	0	0	0	0	0	1	0	1	9
16:00	to	16:15	5	5	6	8	0	0	0	0	2	5	0	0	9
16:15	to	16:30	3	3	4	4	1	0	2	0	3	1	2	1	9
16:30	to	16:45	4	5	7	6	0	1	0	2	1	1	1	0	10
16:45	to	17:00	1	4	1	5	0	0	0	0	0	2	0	1	9
17:00	to	17:15	2	2	3	3	0	0	0	0	0	0	0	0	8
17:15	to	17:30	2	2	2	3	0	0	0	0	0	0	0	0	9
17:30	to	17:45	0	1	0	2	0	0	0	0	0	0	0	2	11
17:45	to	18:00	2	1	3	1	0	0	0	0	0	2	2	0	11
18:00	to	18:15	2	2	2	2	0	0	0	0	0	1	2	0	10
18:15	to	18:30	1	3	3	4	0	0	0	0	0	0	0	2	8
18:30	to	18:45	0	4	0	4	0	0	0	0	0	1	0	0	7
18:45	to	19:00	1	6	1	7	0	0	0	0	0	0	0	0	8
19:00	to	19:15	2	1	2	1	0	0	0	0	0	1	0	0	8
19:15	to	19:30	3	0	4	0	0	0	0	0	0	1	0	2	8
19:30	to	19:45	0	2	0	2	0	0	0	0	0	0	0	0	8
19:45	to	20:00	0	0	0	0	0	0	0	0	0	0	0	0	8
Total			166	185	224	227	16	14	17	16	53	61	30	25	640
Peak			12	10	16	13	2	1	2	2	4	5	5	5	26

Table 3-11 SH3 - Survey Results – hourly data (Weekday)

SH3			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	45	139	Person (include Pedestrian)			
																					In	Out	Total	Accum.
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			In	Out	Total	Accum.			
10:00	to	11:00	29	20	49	38	23	61	4	3	7	4	3	7	33	23	56	55	40%	62	41	103	21	
10:15	to	11:15	31	24	55	42	29	71	5	2	7	5	2	7	36	26	62	52	37%	65	45	110	18	
10:30	to	11:30	23	27	50	33	34	67	6	2	8	6	2	8	29	29	58	50	36%	53	45	98	16	
10:45	to	11:45	20	29	49	29	38	67	4	2	6	4	2	6	24	31	55	42	30%	46	47	93	9	
11:00	to	12:00	15	30	45	23	40	63	3	2	5	3	2	5	18	32	50	41	29%	37	49	86	9	
11:15	to	12:15	16	27	43	31	34	65	3	3	6	3	3	6	19	30	49	41	29%	45	45	90	18	
11:30	to	12:30	19	30	49	34	37	71	3	3	6	3	3	6	22	33	55	39	28%	45	46	91	15	
11:45	to	12:45	22	23	45	37	27	64	3	3	6	3	3	6	25	26	51	41	29%	42	36	78	15	
12:00	to	13:00	22	21	43	34	24	58	2	2	4	2	2	4	24	23	47	42	30%	38	31	69	16	
12:15	to	13:15	23	24	47	27	28	55	3	2	5	3	2	5	26	26	52	41	29%	33	34	67	17	
12:30	to	13:30	22	20	42	26	23	49	2	3	5	2	4	6	24	23	47	40	29%	33	34	67	14	
12:45	to	13:45	25	21	46	28	24	52	2	3	5	2	4	6	27	24	51	44	32%	40	36	76	19	
13:00	to	14:00	32	18	50	33	20	53	2	3	5	2	4	6	34	21	55	55	40%	48	36	84	28	
13:15	to	14:15	26	11	37	25	12	37	0	2	2	0	3	3	26	13	39	54	39%	41	31	72	27	
13:30	to	14:30	27	14	41	26	15	41	1	1	2	1	1	2	28	15	43	53	38%	43	29	72	28	
13:45	to	14:45	25	21	46	28	23	51	2	1	3	2	1	3	27	22	49	49	35%	45	38	83	26	
14:00	to	15:00	16	30	46	22	35	57	2	1	3	2	1	3	18	31	49	42	30%	38	52	90	14	
14:15	to	15:15	21	35	56	30	43	73	2	1	3	2	1	3	23	36	59	41	29%	44	57	101	14	
14:30	to	15:30	20	35	55	30	45	75	2	2	4	2	2	4	22	37	59	38	27%	45	64	109	9	
14:45	to	15:45	21	32	53	32	42	74	2	2	4	2	2	4	23	34	57	38	27%	47	56	103	17	
15:00	to	16:00	24	25	49	36	33	69	2	2	4	2	2	4	26	27	53	41	29%	48	43	91	19	
15:15	to	16:15	23	23	46	33	31	64	2	2	4	2	2	4	25	25	50	41	29%	45	45	90	14	
15:30	to	16:30	21	18	39	30	24	54	2	1	3	3	1	4	23	19	42	42	30%	44	34	78	19	
15:45	to	16:45	18	16	34	25	22	47	1	1	2	2	2	4	19	17	36	40	29%	36	34	70	19	
16:00	to	17:00	13	17	30	18	23	41	1	1	2	2	2	4	14	18	32	37	27%	29	36	65	12	
16:15	to	17:15	10	14	24	15	18	33	1	1	2	2	2	4	11	15	26	37	27%	24	26	50	12	
16:30	to	17:30	9	13	22	13	17	30	0	1	1	0	2	2	9	14	23	37	27%	15	23	38	11	
16:45	to	17:45	5	9	14	6	13	19	0	0	0	0	0	0	5	9	14	36	26%	6	18	24	7	
17:00	to	18:00	6	6	12	8	9	17	0	0	0	0	0	0	6	6	12	37	27%	10	13	23	9	
17:15	to	18:15	6	6	12	7	8	15	0	0	0	0	0	0	6	6	12	37	27%	11	13	24	10	
17:30	to	18:30	5	7	12	8	9	17	0	0	0	0	0	0	5	7	12	35	25%	12	16	28	7	
17:45	to	18:45	5	10	15	8	11	19	0	0	0	0	0	0	5	10	15	31	22%	12	17	29	2	
18:00	to	19:00	4	15	19	6	17	23	0	0	0	0	0	0	4	15	19	26	19%	8	21	29	-4	
18:15	to	19:15	4	14	18	6	16	22	0	0	0	0	0	0	4	14	18	27	19%	6	20	26	-4	
18:30	to	19:30	6	11	17	7	12	19	0	0	0	0	0	0	6	11	17	30	22%	7	17	24	-3	
18:45	to	19:45	6	9	15	7	10	17	0	0	0	0	0	0	6	9	15	28	20%	7	14	21	-5	
19:00	to	20:00	5	3	8	6	3	9	0	0	0	0	0	0	5	3	8	28	20%	6	7	13	-5	
		Peak	32	35	56	42	45	75	6	3	8	6	4	8	36	37	62	55	40%	65	64	110	28	

* PM network peak is highlighted. AM network peak data is not available

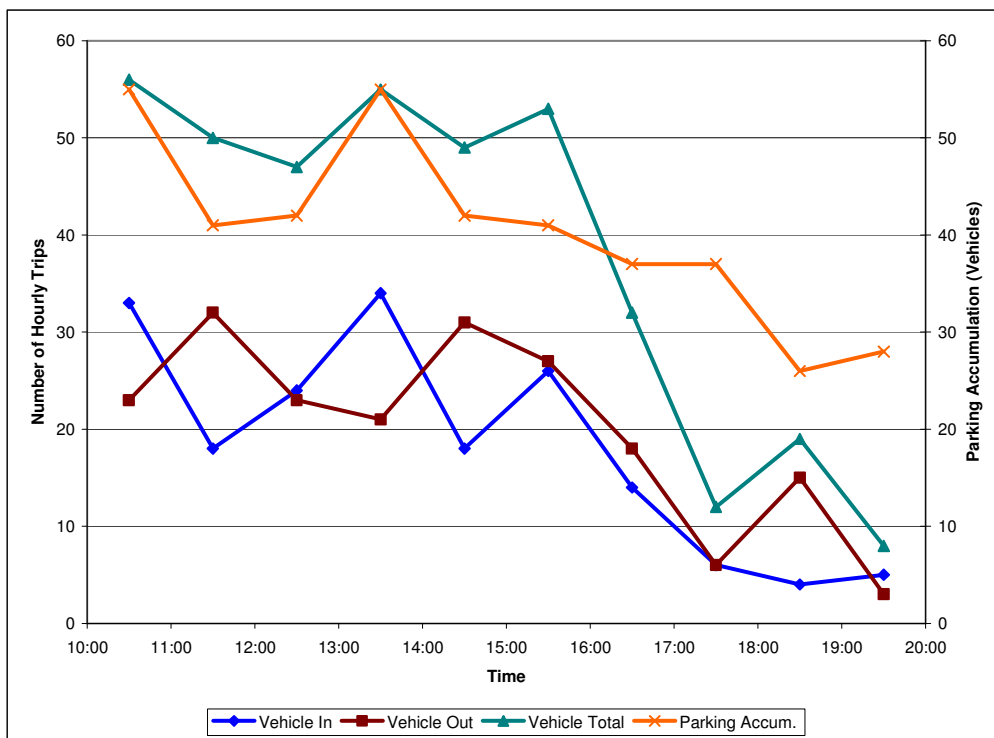


Figure 3-9 SH3 – Survey Results (Weekday) – Vehicle Trips

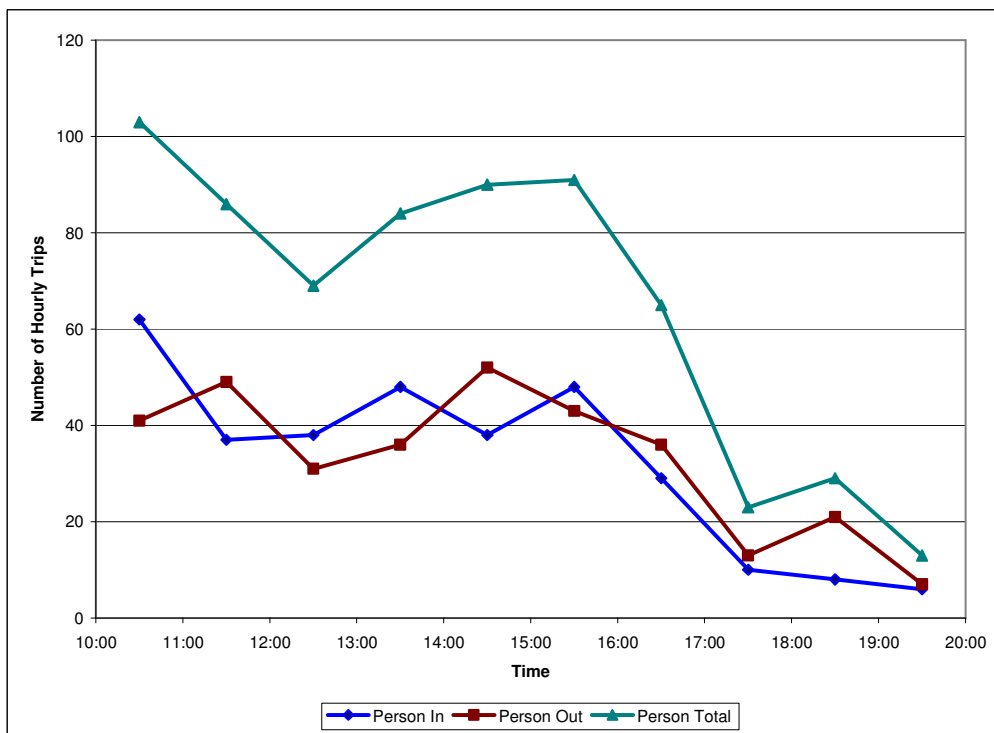


Figure 3-10 SH3 – Survey Results (Weekday) – Person Trips

Table 3-12 SH3 - Survey Results – 15 mins data (Weekend)

SH3																
DATE: 22 March 2009			VEHICLES PARKED ON SITE		START	34	END	22		PEDESTRIANS / CYCLISTS				VISITORS CARS OUTSIDE		
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED			
TIME																IN
10:00	to	10:15	2	2	3	4	0	0	0	0	2	0	1	3	5	
10:15	to	10:30	4	4	5	5	0	0	0	0	0	0	0	0	3	
10:30	to	10:45	6	4	11	6	0	1	0	1	1	0	3	2	5	
10:45	to	11:00	5	5	6	7	1	0	1	0	3	0	2	0	3	
11:00	to	11:15	13	2	18	4	0	0	0	0	0	0	0	0	2	
11:15	to	11:30	6	6	10	9	0	0	0	0	0	0	0	0	2	
11:30	to	11:45	5	7	8	11	1	0	1	0	0	0	2	1	1	
11:45	to	12:00	11	5	16	6	0	0	0	0	0	3	3	2	0	
12:00	to	12:15	4	5	8	11	1	1	1	1	0	0	1	0	0	
12:15	to	12:30	7	4	11	6	0	1	0	1	0	0	0	0	0	
12:30	to	12:45	5	4	8	7	2	0	2	0	0	0	0	0	4	
12:45	to	13:00	7	3	10	4	0	1	0	1	0	4	0	0	1	
13:00	to	13:15	0	3	0	4	0	0	0	0	0	3	0	0	1	
13:15	to	13:30	4	6	8	10	0	1	0	1	0	0	0	2	3	
13:30	to	13:45	5	5	6	8	0	0	0	0	0	0	1	0	1	
13:45	to	14:00	6	6	13	12	0	0	0	0	0	0	0	10	0	
14:00	to	14:15	1	4	1	5	0	0	0	0	0	2	2	0	1	
14:15	to	14:30	6	5	8	9	0	0	0	0	1	1	0	0	0	
14:30	to	14:45	5	7	6	12	2	1	2	2	0	0	1	0	0	
14:45	to	15:00	6	5	11	9	0	0	0	0	1	0	2	0	0	
15:00	to	15:15	8	7	14	10	1	2	2	2	0	0	1	0	0	
15:15	to	15:30	2	7	9	8	0	0	0	0	1	0	2	0	0	
15:30	to	15:45	3	7	3	9	1	0	1	0	1	0	0	1	1	
15:45	to	16:00	2	1	1	2	0	1	0	1	0	0	0	3	0	
16:00	to	16:15	5	2	5	2	0	0	0	0	1	0	2	1	1	
16:15	to	16:30	4	5	5	8	0	0	0	0	0	0	1	0	0	
16:30	to	16:45	3	3	4	4	0	1	0	1	0	1	0	0	0	
16:45	to	17:00	7	6	7	8	0	0	0	0	0	1	0	2	1	
17:00	to	17:15	6	2	8	3	0	0	0	0	0	0	0	0	2	
17:15	to	17:30	0	2	0	2	1	0	2	0	0	0	0	0	0	
17:30	to	17:45	4	5	10	7	1	0	1	0	0	0	0	0	0	
17:45	to	18:00	2	9	5	21	0	0	0	0	1	0	0	0	0	
18:00	to	18:15	1	2	2	2	0	0	0	0	0	1	0	0	2	
18:15	to	18:30	1	1	1	1	0	0	0	0	0	1	0	0	2	
18:30	to	18:45	0	1	0	1	0	1	0	2	0	0	0	0	2	
18:45	to	19:00	2	2	2	1	0	0	0	0	0	0	2	0	0	
19:00	to	19:15	1	3	1	5	0	0	0	0	0	1	0	1	0	
19:15	to	19:30	0	7	0	9	0	0	0	0	0	0	0	0	0	
19:30	to	19:45	2	5	2	7	0	0	0	0	0	0	0	1	0	
19:45	to	20:00	0	4	0	4	0	0	0	0	0	0	0	0	0	
		Total	161	173	246	263	11	11	13	13	12	18	26	29	43	
		Peak	13	9	18	21	2	2	2	2	3	4	3	10	5	

Table 3-13 SH3 - Survey Results – hourly data (Weekend)

SH3			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	34	139	In	Out	Total	Accum.	
10:00	to	11:00	17	15	32	25	22	47	1	1	2	1	1	2	18	16	34	36		26%	38	28	66	10
10:15	to	11:15	28	15	43	40	22	62	1	1	2	1	1	2	29	16	45	47		34%	50	25	75	24
10:30	to	11:30	30	17	47	45	26	71	1	1	2	1	1	2	31	18	49	47		34%	55	29	84	25
10:45	to	11:45	29	20	49	42	31	73	2	0	2	2	0	2	31	20	51	46		33%	51	32	83	24
11:00	to	12:00	35	20	55	52	30	82	1	0	1	1	0	1	36	20	56	52		37%	58	36	94	32
11:15	to	12:15	26	23	49	42	37	79	2	1	3	2	1	3	28	24	52	51		37%	50	44	94	30
11:30	to	12:30	27	21	48	43	34	77	2	2	4	2	2	4	29	23	52	53		38%	51	42	93	34
11:45	to	12:45	27	18	45	43	30	73	3	2	5	3	2	5	30	20	50	56		40%	50	37	87	37
12:00	to	13:00	23	16	39	37	28	65	3	3	6	3	3	6	26	19	45	59		42%	41	35	76	38
12:15	to	13:15	19	14	33	29	21	50	2	2	4	2	2	4	21	16	37	56		40%	31	30	61	31
12:30	to	13:30	16	16	32	26	25	51	2	2	4	2	2	4	18	18	36	53		38%	28	36	64	26
12:45	to	13:45	16	17	33	24	26	50	0	2	2	0	2	2	16	19	35	53		38%	25	37	62	25
13:00	to	14:00	15	20	35	27	34	61	0	1	1	0	1	1	15	21	36	53		38%	28	50	78	16
13:15	to	14:15	16	21	37	28	35	63	0	1	1	0	1	1	16	22	38	50		36%	31	50	81	12
13:30	to	14:30	18	20	38	28	34	62	0	0	0	0	0	0	18	20	38	51		37%	32	47	79	11
13:45	to	14:45	18	22	40	28	38	66	2	1	3	2	2	4	20	23	43	50		36%	34	53	87	6
14:00	to	15:00	18	21	39	26	35	61	2	1	3	2	2	4	20	22	42	51		37%	35	40	75	11
14:15	to	15:15	25	24	49	39	40	79	3	3	6	4	4	8	28	27	55	51		37%	49	45	94	16
14:30	to	15:30	21	26	47	40	39	79	3	3	6	4	4	8	24	29	53	46		33%	52	43	95	20
14:45	to	15:45	19	26	45	37	36	73	2	2	4	3	2	5	21	28	49	43		31%	48	39	87	15
15:00	to	16:00	15	22	37	27	29	56	2	3	5	3	3	6	17	25	42	43		31%	35	36	71	10
15:15	to	16:15	12	17	29	18	21	39	1	1	2	1	1	2	13	18	31	46		33%	26	27	53	15
15:30	to	16:30	14	15	29	14	21	35	1	1	2	1	1	2	15	16	31	45		32%	20	27	47	13
15:45	to	16:45	14	11	25	15	16	31	0	2	2	0	2	2	14	13	27	44		32%	19	23	42	11
16:00	to	17:00	19	16	35	21	22	43	0	1	1	0	1	1	19	17	36	45		32%	25	28	53	7
16:15	to	17:15	20	16	36	24	23	47	0	1	1	0	1	1	20	17	37	49		35%	25	28	53	12
16:30	to	17:30	16	13	29	19	17	36	1	1	2	2	1	3	17	14	31	48		35%	21	22	43	12
16:45	to	17:45	17	15	32	25	20	45	2	0	2	3	0	3	19	15	34	48		35%	28	23	51	16
17:00	to	18:00	12	18	30	23	33	56	2	0	2	3	0	3	14	18	32	41		29%	27	33	60	1
17:15	to	18:15	7	18	25	17	32	49	2	0	2	3	0	3	9	18	27	40		29%	21	33	54	0
17:30	to	18:30	8	17	25	18	31	49	1	0	1	1	0	1	9	17	26	40		29%	20	33	53	-1
17:45	to	18:45	4	13	17	8	25	33	0	1	1	0	2	2	4	14	18	38		27%	9	29	38	-4
18:00	to	19:00	4	6	10	5	5	10	0	1	1	0	2	2	4	7	11	38		27%	7	9	16	-1
18:15	to	19:15	4	7	11	4	8	12	0	1	1	0	2	2	4	8	12	36		26%	6	13	19	-7
18:30	to	19:30	3	13	16	3	16	19	0	1	1	0	2	2	3	14	17	29		21%	5	20	25	-16
18:45	to	19:45	5	17	22	5	22	27	0	0	0	0	0	0	5	17	22	26		19%	7	25	32	-22
19:00	to	20:00	3	19	22	3	25	28	0	0	0	0	0	0	3	19	22	22		16%	3	28	31	-26
		Peak	35	26	55	52	40	82	3	3	6	4	4	8	36	29	56	59		42%	58	53	95	38

* Network peak is highlighted.

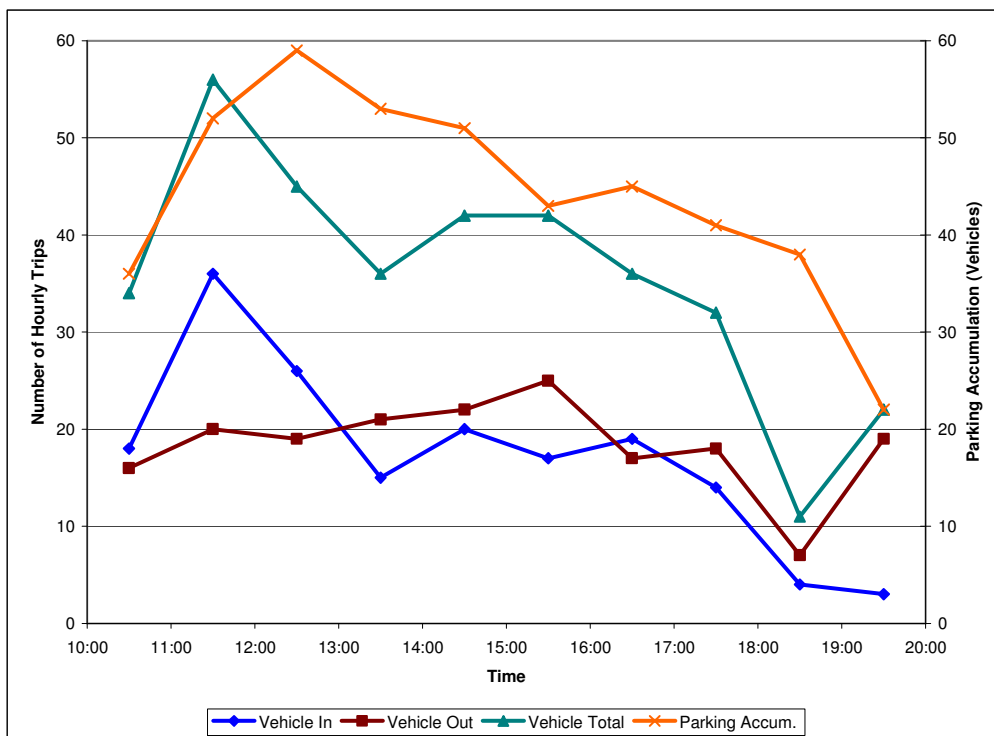


Figure 3-11 SH3 – Survey Results (Weekend) – Vehicle Trips

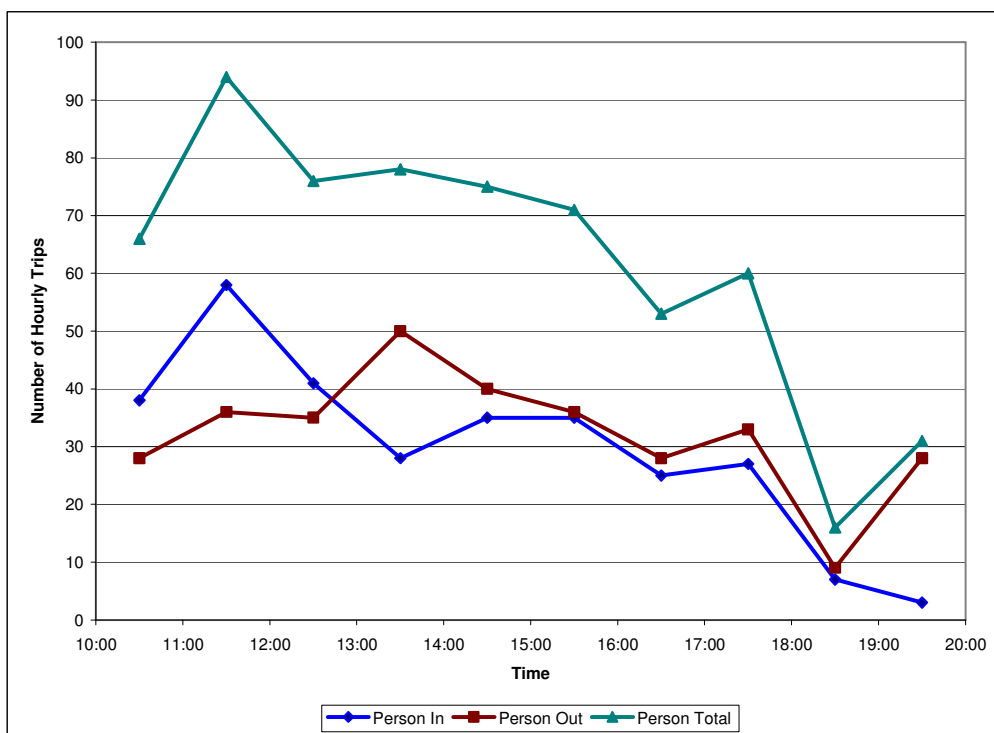


Figure 3-12 SH3 – Survey Results (Weekend) – Person Trips

3.1.4 SH4 - Hawkesbury Village at Richmond

Table 3-14 SH4 - Survey Results – 15 mins data (Weekday)

SH4															
DATE: 18 March 2009			VEHICLES PARKED ON SITE		START	45	END	8		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		VISITORS CARS OUTSIDE
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	2	1	4	3	1	1	1	1	0	0	0	2	4
10:15	to	10:30	8	3	10	6	2	2	2	2	0	0	0	2	4
10:30	to	10:45	7	2	9	3	0	0	0	0	2	2	1	2	3
10:45	to	11:00	3	2	4	5	0	0	0	0	1	2	0	0	3
11:00	to	11:15	4	4	6	5	0	0	0	0	0	1	2	2	3
11:15	to	11:30	6	7	8	8	0	0	0	0	0	0	0	0	3
11:30	to	11:45	3	5	4	5	0	0	0	0	0	0	5	1	4
11:45	to	12:00	5	5	10	8	1	1	1	1	0	0	0	0	0
12:00	to	12:15	3	5	5	9	0	0	0	0	0	0	0	0	0
12:15	to	12:30	2	3	3	5	1	1	1	1	0	0	0	0	0
12:30	to	12:45	1	7	3	10	0	0	0	0	0	0	0	1	0
12:45	to	13:00	1	4	2	4	0	0	0	0	0	0	0	0	0
13:00	to	13:15	5	2	7	2	2	2	2	2	0	0	1	1	0
13:15	to	13:30	11	4	14	3	2	0	4	0	0	0	0	0	0
13:30	to	13:45	5	14	10	15	0	1	0	3	0	0	1	0	0
13:45	to	14:00	1	4	1	8	0	0	0	0	0	1	0	0	0
14:00	to	14:15	3	5	8	6	0	0	0	0	0	0	0	0	0
14:15	to	14:30	12	8	14	10	2	0	2	0	0	0	1	0	0
14:30	to	14:45	4	8	8	9	0	2	0	2	0	0	0	1	0
14:45	to	15:00	2	3	3	9	0	0	0	0	0	0	1	1	0
15:00	to	15:15	3	10	3	12	0	0	0	0	0	2	0	0	0
15:15	to	15:30	1	8	3	10	0	1	0	1	0	0	1	0	0
15:30	to	15:45	4	6	4	10	0	0	0	0	1	0	1	0	0
15:45	to	16:00	5	2	5	2	1	0	1	0	0	0	0	0	0
16:00	to	16:15	2	8	2	10	0	0	0	0	0	0	0	0	0
16:15	to	16:30	2	4	2	4	0	1	0	1	0	0	0	0	0
16:30	to	16:45	0	2	0	3	0	0	0	0	0	0	0	0	0
16:45	to	17:00	0	5	0	5	0	0	0	0	1	0	0	0	0
17:00	to	17:15	4	0	4	0	0	0	0	0	0	0	0	1	0
17:15	to	17:30	4	4	8	4	0	0	0	0	1	0	1	0	1
17:30	to	17:45	1	2	2	2	0	0	0	0	0	0	0	0	0
17:45	to	18:00	0	1	0	1	0	0	0	0	0	0	1	0	0
18:00	to	18:15	1	1	2	2	0	0	0	0	0	0	0	0	0
18:15	to	18:30	2	2	2	2	0	0	0	0	0	0	0	0	0
18:30	to	18:45	2	2	4	4	1	1	1	1	0	0	1	1	0
18:45	to	19:00	0	2	0	4	0	0	0	0	0	0	0	0	0
19:00	to	19:15	2	1	6	1	0	0	0	0	0	0	0	0	0
19:15	to	19:30	1	1	3	1	0	0	0	0	0	0	0	0	0
19:30	to	19:45	2	2	4	4	0	0	0	0	0	0	0	0	0
19:45	to	20:00	0	2	0	4	0	0	0	0	0	0	0	0	0
Total			124	161	187	218	13	13	15	15	6	8	17	15	25
Peak			12	14	14	15	2	2	4	3	2	2	5	2	4

Table 3-15 SH4 - Survey Results – hourly data (Weekday)

SH4		Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny		Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	45	78	In	Out	Total	Accum.		
10:00	to 11:00	20	8	28	27	17	44	3	3	6	3	3	6	23	11	34	57	73%	34	30	64	4	
10:15	to 11:15	22	11	33	29	19	48	2	2	4	2	2	4	24	13	37	57	73%	37	32	69	4	
10:30	to 11:30	20	15	35	27	21	48	0	0	0	0	0	0	20	15	35	56	72%	33	30	63	4	
10:45	to 11:45	16	18	34	22	23	45	0	0	0	0	0	0	16	18	34	54	69%	30	29	59	7	
11:00	to 12:00	18	21	39	28	26	54	1	1	2	1	1	2	19	22	41	54	69%	36	31	67	9	
11:15	to 12:15	17	22	39	27	30	57	1	1	2	1	1	2	18	23	41	52	67%	33	32	65	5	
11:30	to 12:30	13	18	31	22	27	49	2	2	4	2	2	4	15	20	35	51	65%	29	30	59	3	
11:45	to 12:45	11	20	31	21	32	53	2	2	4	2	2	4	13	22	35	45	58%	23	35	58	-5	
12:00	to 13:00	7	19	26	13	28	41	1	1	2	1	1	2	8	20	28	42	54%	14	30	44	-7	
12:15	to 13:15	9	16	25	15	21	36	3	3	6	3	3	6	12	19	31	45	58%	19	26	45	-2	
12:30	to 13:30	18	17	35	26	19	45	4	2	6	6	2	8	22	19	41	54	69%	33	23	56	13	
12:45	to 13:45	22	24	46	33	24	57	4	3	7	6	5	11	26	27	53	44	56%	41	30	71	6	
13:00	to 14:00	22	24	46	32	28	60	4	3	7	6	5	11	26	27	53	41	53%	40	35	75	-2	
13:15	to 14:15	20	27	47	33	32	65	2	1	3	4	3	7	22	28	50	39	50%	38	36	74	0	
13:30	to 14:30	21	31	52	33	39	72	2	1	3	2	3	5	23	32	55	45	58%	37	43	80	7	
13:45	to 14:45	20	25	45	31	33	64	2	2	4	2	2	4	22	27	49	39	50%	34	37	71	3	
14:00	to 15:00	21	24	45	33	34	67	2	2	4	2	2	4	23	26	49	38	49%	37	38	75	-3	
14:15	to 15:15	21	29	50	28	40	68	2	2	4	2	2	4	23	31	54	31	40%	32	46	78	-14	
14:30	to 15:30	10	29	39	17	40	57	0	3	3	0	3	3	10	32	42	23	29%	19	47	66	-21	
14:45	to 15:45	10	27	37	13	41	54	0	1	1	0	1	1	10	28	38	21	27%	17	45	62	-25	
15:00	to 16:00	13	26	39	15	34	49	1	1	2	1	1	2	14	27	41	25	32%	19	37	56	-21	
15:15	to 16:15	12	24	36	14	32	46	1	1	2	1	1	2	13	25	38	19	24%	18	33	51	-29	
15:30	to 16:30	13	20	33	13	26	39	1	1	2	1	1	2	14	21	35	16	21%	16	27	43	-32	
15:45	to 16:45	9	16	25	9	19	28	1	1	2	1	1	2	10	17	27	14	18%	10	20	30	-35	
16:00	to 17:00	4	19	23	4	22	26	0	1	1	0	1	1	4	20	24	9	12%	5	23	28	-39	
16:15	to 17:15	6	11	17	6	12	18	0	1	1	0	1	1	6	12	18	13	17%	7	14	21	-36	
16:30	to 17:30	8	11	19	12	12	24	0	0	0	0	0	0	8	11	19	13	17%	15	13	28	-30	
16:45	to 17:45	9	11	20	14	11	25	0	0	0	0	0	0	9	11	20	12	15%	17	12	29	-30	
17:00	to 18:00	9	7	16	14	7	21	0	0	0	0	0	0	9	7	16	11	14%	17	8	25	-30	
17:15	to 18:15	6	8	14	12	9	21	0	0	0	0	0	0	6	8	14	11	14%	15	9	24	-30	
17:30	to 18:30	4	6	10	6	7	13	0	0	0	0	0	0	4	6	10	11	14%	7	7	14	-30	
17:45	to 18:45	5	6	11	8	9	17	1	1	2	1	1	2	6	7	13	11	14%	11	11	22	-30	
18:00	to 19:00	5	7	12	8	12	20	1	1	2	1	1	2	6	8	14	9	12%	10	14	24	-34	
18:15	to 19:15	6	7	13	12	11	23	1	1	2	1	1	2	7	8	15	10	13%	14	13	27	-29	
18:30	to 19:30	5	6	11	13	10	23	1	1	2	1	1	2	6	7	13	10	13%	15	12	27	-27	
18:45	to 19:45	5	6	11	13	10	23	0	0	0	0	0	0	5	6	11	10	13%	13	10	23	-27	
19:00	to 20:00	5	6	11	13	10	23	0	0	0	0	0	0	5	6	11	8	10%	13	10	23	-31	
	Peak	22	31	52	33	41	72	4	3	7	6	5	11	26	32	55	57	73%	41	47	80	13	

* PM network peak is highlighted. AM network peak data is not available

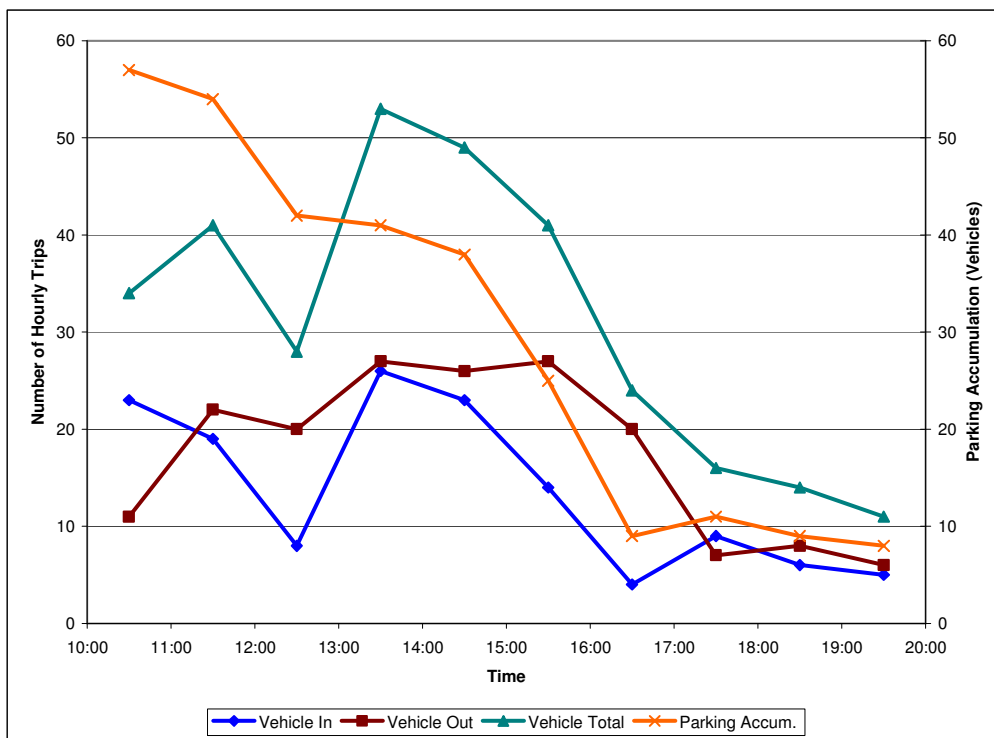


Figure 3-13 SH4 – Survey Results (Weekday) – Vehicle Trips

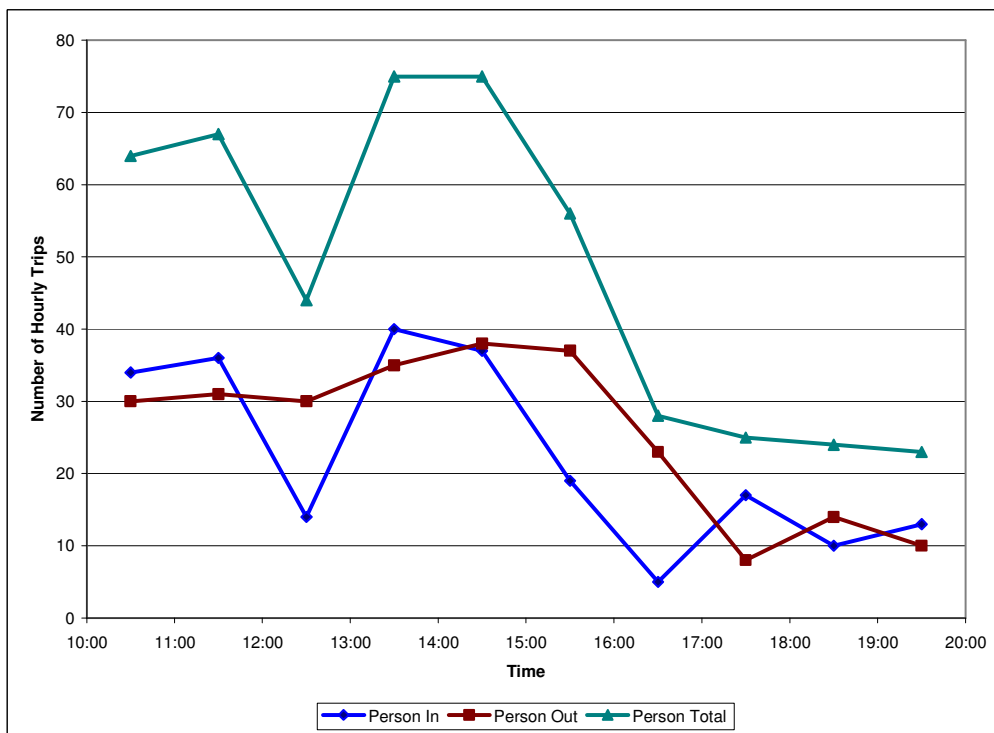


Figure 3-14 SH4 – Survey Results (Weekday) – Person Trips

Table 3-16 SH4 – AM Survey Results – 15 mins data (Weekday)

SH4																
DATE:6 MAY 2009			VEHICLES PARKED ON SITE		START		45	END	8		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED			
TIME															IN	OUT
6:00	to	6:15	6	1	8	1	0	0	0	0	2	0	0	0	0	
6:15	to	6:30	9	0	11	0	0	0	0	0	0	0	0	0	0	
6:30	to	6:45	1	3	1	5	1	0	2	0	0	0	0	0	0	
6:45	to	7:00	0	1	0	1	0	0	0	0	0	0	0	0	0	
7:00	to	7:15	0	1	0	1	0	0	0	0	1	0	0	1	0	
7:15	to	7:30	0	0	0	0	0	0	0	0	0	1	0	0	0	
7:30	to	7:45	0	0	0	0	1	1	1	1	0	0	0	0	0	
7:45	to	8:00	2	0	2	0	0	0	0	0	0	0	1	0	0	
8:00	to	8:15	2	0	3	0	0	0	0	0	0	0	0	0	0	
8:15	to	8:30	4	1	4	2	1	1	1	1	0	0	0	1	0	
8:30	to	8:45	4	0	4	0	0	0	0	0	0	0	0	0	0	
8:45	to	9:00	3	3	5	3	0	0	0	0	0	0	0	0	0	
9:00	to	9:15	2	1	2	1	1	1	1	1	0	0	2	1	0	
9:15	to	9:30	5	6	5	10	0	0	0	0	0	0	0	0	0	
9:30	to	9:45	4	2	6	2	1	0	1	0	0	0	0	3	0	
9:45	to	10:00	4	3	4	4	0	1	0	1	0	0	2	0	1	
10:00	to	10:15	10	3	11	6	2	0	2	0	21	0	2	0	2	
10:15	to	10:30	3	3	4	3	4	3	5	3	4	3	1	5	2	
10:30	to	10:45	2	3	2	6	0	1	0	1	1	22	0	0	0	
10:45	to	11:00	6	2	7	2	0	1	0	2	0	0	1	2	0	
11:00	to	11:15	3	6	4	7	0	1	0	1	0	0	0	0	0	
11:15	to	11:30	2	6	4	6	0	0	0	0	0	0	0	0	0	
11:30	to	11:45	7	6	12	9	0	0	0	0	4	0	0	0	0	
11:45	to	12:00	5	8	7	14	0	0	0	0	0	0	1	1	1	
		Total	84	59	106	83	11	10	13	11	33	26	10	14	6	
		Peak	10	8	12	14	4	3	5	3	21	22	2	5	2	

Table 3-17 SH4 – AM Survey Results – hourly data (Weekday)

SH4			Car						Commercial Vehicle						All											
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)			Parking %		Person (include Pedestrian)			
TIME			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	N/A	N/A	In	Out	Total	Accum.			
6:00	to	7:00	16	5	21	20	7	27	1	0	1	2	0	2	17	5	22	N/A	N/A	24	7	31	17			
6:15	to	7:15	10	5	15	12	7	19	1	0	1	2	0	2	11	5	16	N/A	N/A	15	8	23	16			
6:30	to	7:30	1	5	6	1	7	8	1	0	1	2	0	2	2	5	7	N/A	N/A	4	9	13	6			
6:45	to	7:45	0	2	2	0	2	2	1	1	2	1	1	2	1	3	4	N/A	N/A	2	5	7	-5			
7:00	to	8:00	2	1	3	2	1	3	1	1	2	1	1	2	3	2	5	N/A	N/A	5	4	9	0			
7:15	to	8:15	4	0	4	5	0	5	1	1	2	1	1	2	5	1	6	N/A	N/A	7	2	9	4			
7:30	to	8:30	8	1	9	9	2	11	2	2	4	2	2	4	10	3	13	N/A	N/A	12	5	17	6			
7:45	to	8:45	12	1	13	13	2	15	1	1	2	1	1	2	13	2	15	N/A	N/A	15	4	19	11			
8:00	to	9:00	13	4	17	16	5	21	1	1	2	1	1	2	14	5	19	N/A	N/A	17	7	24	13			
8:15	to	9:15	13	5	18	15	6	21	2	2	4	2	2	4	15	7	22	N/A	N/A	19	10	29	12			
8:30	to	9:30	14	10	24	16	14	30	1	1	2	1	1	2	15	11	26	N/A	N/A	19	16	35	4			
8:45	to	9:45	14	12	26	18	16	34	2	1	3	2	1	3	16	13	29	N/A	N/A	22	21	43	5			
9:00	to	10:00	15	12	27	17	17	34	2	2	4	2	2	4	17	14	31	N/A	N/A	23	23	46	2			
9:15	to	10:15	23	14	37	26	22	48	3	1	4	3	1	4	26	15	41	N/A	N/A	54	26	80	30			
9:30	to	10:30	21	11	32	25	15	40	7	4	11	8	4	12	28	15	43	N/A	N/A	63	30	93	28			
9:45	to	10:45	19	12	31	21	19	40	6	5	11	7	5	12	25	17	42	N/A	N/A	59	54	113	7			
10:00	to	11:00	21	11	32	24	17	41	6	5	11	7	6	13	27	16	43	N/A	N/A	61	55	116	7			
10:15	to	11:15	14	14	28	17	18	35	4	6	10	5	7	12	18	20	38	N/A	N/A	29	57	86	2			
10:30	to	11:30	13	17	30	17	21	38	0	3	3	0	4	4	13	20	33	N/A	N/A	19	49	68	-30			
10:45	to	11:45	18	20	38	27	24	51	0	2	2	0	3	3	18	22	40	N/A	N/A	32	29	61	-23			
11:00	to	12:00	17	26	43	27	36	63	0	1	1	0	1	1	17	27	44	N/A	N/A	32	38	70	-4			
		Peak	23	26	43	27	36	63	7	6	11	8	7	13	28	27	44			63	57	116	30			



Figure 3-15 SH4 – Results with AM Traffic (Weekday) – Vehicle Trips

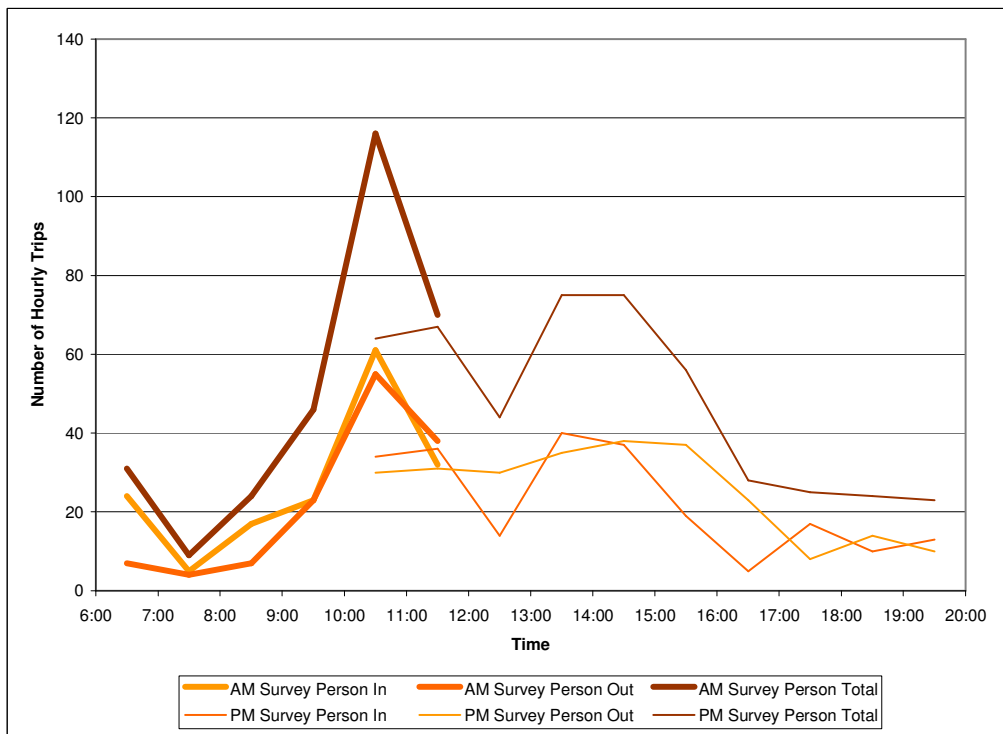


Figure 3-16 SH4 – Results with AM Traffic (Weekday) – Person Trips

Table 3-18 SH4 - Survey Results – 15 mins data (Weekend)

SH4															
DATE: 22 March 2009			VEHICLES PARKED ON SITE		START	20	END	14		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny							COMMERCIAL VEHICLE								VISITORS CARS OUTSIDE
CAR			OCCUPANTS				OCCUPANTS		WALK IN AND OUT		AGED				
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	3	3	4	4	0	0	0	0	0	0	0	0	2
10:15	to	10:30	2	0	3	0	0	0	0	0	0	0	0	0	0
10:30	to	10:45	2	1	3	2	0	0	0	0	0	0	0	0	0
10:45	to	11:00	1	1	2	2	0	0	0	0	0	0	0	0	0
11:00	to	11:15	1	0	1	0	1	0	1	0	0	0	0	0	0
11:15	to	11:30	8	1	14	1	0	0	0	0	0	0	0	0	0
11:30	to	11:45	4	4	6	8	0	0	0	0	0	0	0	1	0
11:45	to	12:00	4	6	5	6	0	1	0	1	0	0	0	0	0
12:00	to	12:15	4	5	4	10	0	0	0	0	0	0	1	0	0
12:15	to	12:30	2	5	2	7	1	0	1	0	0	0	0	0	0
12:30	to	12:45	2	2	2	2	0	0	0	0	0	0	0	0	0
12:45	to	13:00	4	4	5	7	0	0	0	0	0	0	0	0	0
13:00	to	13:15	3	2	6	3	1	1	1	2	0	0	0	0	0
13:15	to	13:30	2	4	3	8	0	0	0	0	1	0	0	1	0
13:30	to	13:45	1	2	2	5	0	0	0	0	0	1	0	1	0
13:45	to	14:00	1	4	1	4	0	0	0	0	0	0	0	3	0
14:00	to	14:15	8	4	14	6	0	0	0	0	2	0	0	0	0
14:15	to	14:30	5	3	5	7	0	0	0	0	1	0	0	0	0
14:30	to	14:45	9	6	9	8	0	0	0	0	0	0	1	1	1
14:45	to	15:00	7	4	14	4	0	0	0	0	0	0	1	0	0
15:00	to	15:15	3	3	4	5	0	0	0	0	0	0	0	0	0
15:15	to	15:30	4	4	7	4	0	0	0	0	1	0	0	0	1
15:30	to	15:45	2	2	2	4	0	0	0	0	0	0	0	0	0
15:45	to	16:00	2	8	2	8	0	0	0	0	0	0	0	0	0
16:00	to	16:15	4	3	7	3	0	0	0	0	0	0	0	0	0
16:15	to	16:30	2	1	3	2	0	0	0	0	0	0	0	0	0
16:30	to	16:45	0	6	0	10	0	0	0	0	0	0	0	0	0
16:45	to	17:00	0	5	0	9	0	0	0	0	0	0	0	0	0
17:00	to	17:15	3	6	6	9	0	0	0	0	0	0	1	0	1
17:15	to	17:30	0	1	0	1	0	0	0	0	0	0	0	0	0
17:30	to	17:45	2	2	2	2	1	0	1	0	1	1	3	0	0
17:45	to	18:00	1	2	1	2	0	1	0	1	0	0	0	0	0
18:00	to	18:15	3	4	3	5	0	0	0	0	0	0	0	0	0
18:15	to	18:30	2	2	2	2	0	0	0	0	0	0	1	0	0
18:30	to	18:45	4	4	4	7	0	0	0	0	0	0	0	0	0
18:45	to	19:00	4	3	4	3	0	0	0	0	0	0	2	0	0
19:00	to	19:15	2	1	2	1	0	0	0	0	0	0	0	1	0
19:15	to	19:30	2	2	2	2	0	0	0	0	0	0	0	0	0
19:30	to	19:45	2	4	4	4	0	0	0	0	0	0	0	0	0
19:45	to	20:00	2	0	2	0	0	0	0	0	0	0	0	0	2
		Total	117	124	162	177	4	3	4	4	6	2	10	8	7
		Peak	9	8	14	10	1	1	1	2	2	1	3	3	2

Table 3-19 SH4 - Survey Results – hourly data (Weekend)

SH4		Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny		Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	20	78	In	Out	Total	Accum.		
10:00	to 11:00	8	5	13	12	8	20	0	0	0	0	0	0	8	5	13	23	29%	12	8	20	4	
10:15	to 11:15	6	2	8	9	4	13	1	0	1	1	0	1	7	2	9	25	32%	10	4	14	6	
10:30	to 11:30	12	3	15	20	5	25	1	0	1	1	0	1	13	3	16	32	41%	21	5	26	19	
10:45	to 11:45	14	6	20	23	11	34	1	0	1	1	0	1	15	6	21	32	41%	24	12	36	16	
11:00	to 12:00	17	11	28	26	15	41	1	1	2	1	1	2	18	12	30	29	37%	27	17	44	14	
11:15	to 12:15	20	16	36	29	25	54	0	1	1	0	1	1	20	17	37	28	36%	30	27	57	9	
11:30	to 12:30	14	20	34	17	31	48	1	1	2	1	1	2	15	21	36	26	33%	19	33	52	5	
11:45	to 12:45	12	18	30	13	25	38	1	1	2	1	1	2	13	19	32	26	33%	15	26	41	5	
12:00	to 13:00	12	16	28	13	26	39	1	0	1	1	0	1	13	16	29	26	33%	15	26	41	3	
12:15	to 13:15	11	13	24	15	19	34	2	1	3	2	2	4	13	14	27	27	35%	17	21	38	5	
12:30	to 13:30	11	12	23	16	20	36	1	1	2	1	2	3	12	13	25	25	32%	18	23	41	0	
12:45	to 13:45	10	12	22	16	23	39	1	1	2	1	2	3	11	13	24	24	31%	18	28	46	-5	
13:00	to 14:00	7	12	19	12	20	32	1	1	2	1	2	3	8	13	21	21	27%	14	28	42	-11	
13:15	to 14:15	12	14	26	20	23	43	0	0	0	0	0	0	12	14	26	25	32%	23	29	52	-1	
13:30	to 14:30	15	13	28	22	22	44	0	0	0	0	0	0	15	13	28	27	35%	25	27	52	-2	
13:45	to 14:45	23	17	40	29	25	54	0	0	0	0	0	0	23	17	40	30	38%	33	29	62	-1	
14:00	to 15:00	29	17	46	42	25	67	0	0	0	0	0	0	29	17	46	33	42%	47	26	73	10	
14:15	to 15:15	24	16	40	32	24	56	0	0	0	0	0	0	24	16	40	33	42%	35	25	60	9	
14:30	to 15:30	23	17	40	34	21	55	0	0	0	0	0	0	23	17	40	33	42%	37	22	59	13	
14:45	to 15:45	16	13	29	27	17	44	0	0	0	0	0	0	16	13	29	33	42%	29	17	46	11	
15:00	to 16:00	11	17	28	15	21	36	0	0	0	0	0	0	11	17	28	27	35%	16	21	37	5	
15:15	to 16:15	12	17	29	18	19	37	0	0	0	0	0	0	12	17	29	28	36%	19	19	38	9	
15:30	to 16:30	10	14	24	14	17	31	0	0	0	0	0	0	10	14	24	29	37%	14	17	31	10	
15:45	to 16:45	8	18	26	12	23	35	0	0	0	0	0	0	8	18	26	23	29%	12	23	35	0	
16:00	to 17:00	6	15	21	10	24	34	0	0	0	0	0	0	6	15	21	18	23%	10	24	34	-9	
16:15	to 17:15	5	18	23	9	30	39	0	0	0	0	0	0	5	18	23	15	19%	10	30	40	-11	
16:30	to 17:30	3	18	21	6	29	35	0	0	0	0	0	0	3	18	21	14	18%	7	29	36	-12	
16:45	to 17:45	5	14	19	8	21	29	1	0	1	1	0	1	6	14	20	15	19%	14	22	36	-8	
17:00	to 18:00	6	11	17	9	14	23	1	1	2	1	1	2	7	12	19	13	17%	15	16	31	-10	
17:15	to 18:15	6	9	15	6	10	16	1	1	2	1	1	2	7	10	17	12	15%	11	12	23	-12	
17:30	to 18:30	8	10	18	8	11	19	1	1	2	1	1	2	9	11	20	12	15%	14	13	27	-11	
17:45	to 18:45	10	12	22	10	16	26	0	1	1	0	1	1	10	13	23	12	15%	11	17	28	-14	
18:00	to 19:00	13	13	26	13	17	30	0	0	0	0	0	0	13	13	26	13	17%	16	17	33	-11	
18:15	to 19:15	12	10	22	12	13	25	0	0	0	0	0	0	12	10	22	14	18%	15	14	29	-11	
18:30	to 19:30	12	10	22	12	13	25	0	0	0	0	0	0	12	10	22	14	18%	14	14	28	-11	
18:45	to 19:45	10	10	20	12	10	22	0	0	0	0	0	0	10	10	20	12	15%	14	11	25	-11	
19:00	to 20:00	8	7	15	10	7	17	0	0	0	0	0	0	8	7	15	14	18%	10	8	18	-9	
	Peak	29	20	46	42	31	67	2	1	3	2	2	4	29	21	46	33	42%	47	33	73	19	

* Network peak is highlighted.

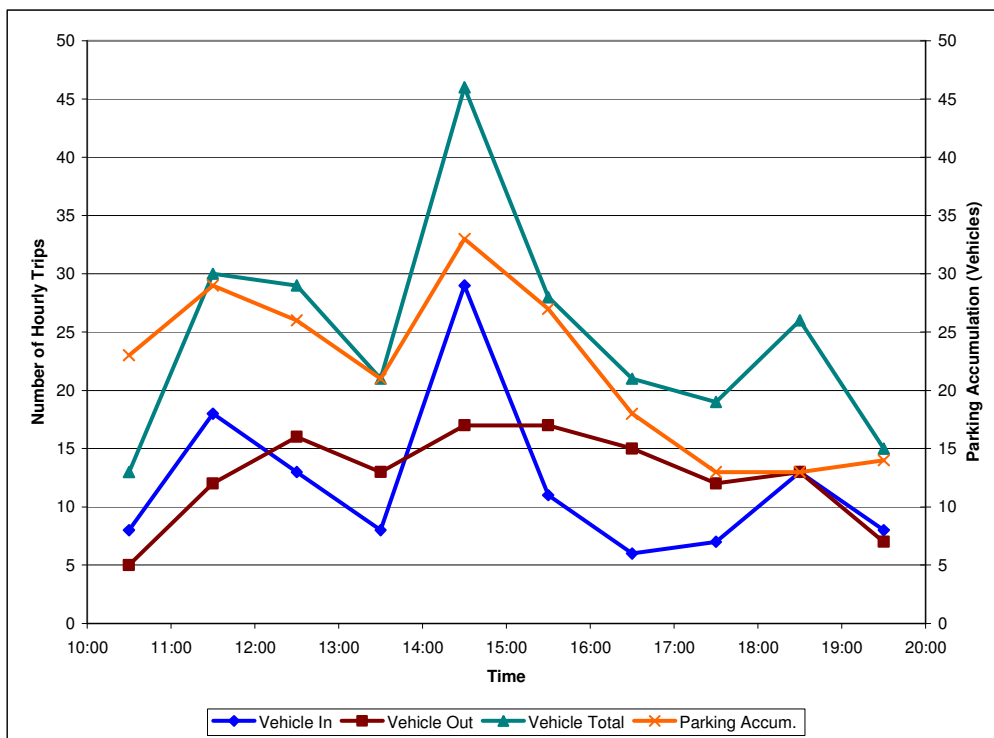


Figure 3-17 SH4 – Survey Results (Weekend) – Vehicle Trips

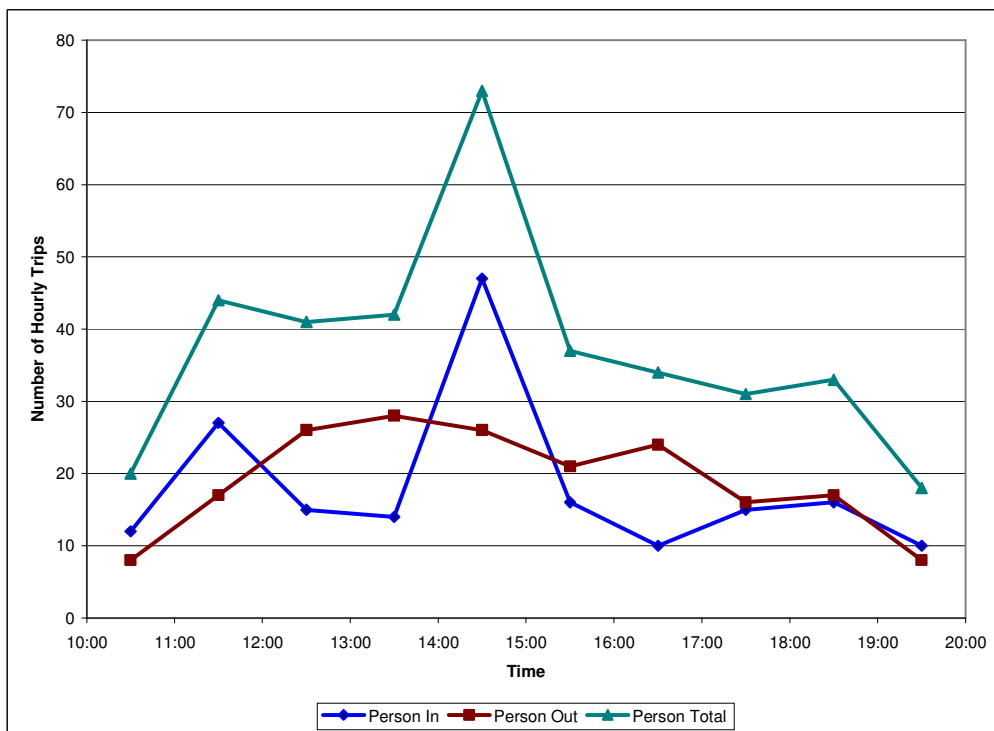


Figure 3-18 SH4 – Survey Results (Weekend) – Person Trips

3.1.5 SH5 - Blue Hills Village at Prestons

Table 3-20 SH5 - Survey Results – 15 mins data (Weekday)

SH5																
DATE: 25 March 2009			VEHICLES PARKED ON SITE		START	29	END	19		PEDESTRIANS / CYCLISTS				VISITORS CARS OUTSIDE		
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED			
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
10:00	to	10:15	3	6	4	9	3	2	10	8	0	0	1	0	0	
10:15	to	10:30	6	7	6	11	0	0	0	0	0	0	0	3	0	
10:30	to	10:45	3	8	5	13	0	3	0	3	0	0	2	0	0	
10:45	to	11:00	5	5	7	7	0	0	0	0	0	0	0	0	0	
11:00	to	11:15	8	4	14	6	0	0	0	0	0	0	0	0	0	
11:15	to	11:30	5	3	7	4	0	0	0	0	0	0	1	1	0	
11:30	to	11:45	5	4	7	8	1	1	8	7	1	0	0	0	0	
11:45	to	12:00	3	2	4	2	0	1	0	2	0	0	1	1	0	
12:00	to	12:15	6	8	9	10	0	0	0	0	0	0	1	0	0	
12:15	to	12:30	3	6	3	6	1	0	1	0	0	0	1	0	0	
12:30	to	12:45	5	4	5	4	2	2	8	8	0	0	0	0	0	
12:45	to	13:00	5	7	6	10	0	0	0	0	0	0	0	0	0	
13:00	to	13:15	2	1	3	1	1	0	1	0	0	0	0	0	0	
13:15	to	13:30	1	6	1	9	0	1	0	2	0	0	0	0	0	
13:30	to	13:45	3	2	3	2	0	1	0	1	0	0	0	0	0	
13:45	to	14:00	6	3	9	3	0	2	0	2	0	0	0	0	0	
14:00	to	14:15	3	3	3	3	2	2	12	12	0	0	0	1	0	
14:15	to	14:30	9	4	12	5	1	0	1	0	0	0	0	0	0	
14:30	to	14:45	4	7	7	8	1	3	1	3	0	0	1	0	0	
14:45	to	15:00	6	3	11	5	2	1	4	2	0	0	0	0	0	
15:00	to	15:15	6	4	11	6	1	2	1	2	0	0	0	0	0	
15:15	to	15:30	5	1	7	1	0	0	0	0	0	0	0	0	0	
15:30	to	15:45	1	3	2	4	1	1	1	1	2	0	0	0	0	
15:45	to	16:00	6	3	7	4	0	0	0	0	0	0	0	0	0	
16:00	to	16:15	5	2	7	3	0	0	0	0	0	0	0	0	0	
16:15	to	16:30	9	7	11	9	0	0	0	0	0	0	0	0	0	
16:30	to	16:45	1	3	1	1	0	0	0	0	0	0	0	0	0	
16:45	to	17:00	1	8	1	9	0	0	0	0	0	0	1	1	0	
17:00	to	17:15	5	5	5	6	0	0	0	0	0	0	0	0	0	
17:15	to	17:30	4	4	10	7	0	0	0	0	1	1	1	1	0	
17:30	to	17:45	1	1	1	1	0	0	0	0	0	0	2	0	0	
17:45	to	18:00	2	5	2	5	0	0	0	0	0	0	1	1	0	
18:00	to	18:15	1	2	2	3	0	0	0	0	0	0	0	0	0	
18:15	to	18:30	3	4	3	6	0	0	0	0	0	0	0	0	0	
18:30	to	18:45	1	0	1	0	0	0	0	0	0	0	0	0	0	
18:45	to	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	to	19:15	0	1	0	1	0	0	0	0	0	0	0	0	0	
19:15	to	19:30	1	1	1	3	0	0	0	0	0	0	0	0	0	
19:30	to	19:45	1	1	1	2	0	0	0	0	0	0	0	0	0	
19:45	to	20:00	1	1	2	2	0	0	0	0	0	0	0	0	0	
		Total	145	149	201	199	16	22	48	53	4	1	13	9	0	
		Peak	9	8	14	13	3	3	12	12	2	1	2	3	0	

Table 3-21 SH5 - Survey Results – hourly data (Weekday)

SH5			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	29	194	In	Out	Total	Accum.			
10:00 to 10:15	17	26	43	22	40	62	3	5	8	10	11	21	20	31	51	18	9%	35	54	89	-19			
10:15 to 10:30	22	24	46	32	37	69	0	3	3	0	3	3	22	27	49	22	11%	34	43	77	-11			
10:30 to 10:45	21	20	41	33	30	63	0	3	3	0	3	3	21	23	44	24	12%	36	34	70	-8			
10:45 to 11:00	23	16	39	35	25	60	1	1	2	8	7	15	24	17	41	25	13%	45	33	78	-7			
11:00 to 11:15	21	13	34	32	20	52	1	2	3	8	9	17	22	15	37	25	13%	43	31	74	-7			
11:15 to 11:30	19	17	36	27	24	51	1	2	3	8	9	17	20	19	39	23	12%	39	35	74	-7			
11:30 to 11:45	17	20	37	23	26	49	2	2	4	9	9	18	19	22	41	21	11%	36	36	72	-8			
11:45 to 12:00	17	20	37	21	22	43	3	3	6	9	10	19	20	23	43	22	11%	33	33	66	-7			
12:00 to 12:15	19	25	44	23	30	53	3	2	5	9	8	17	22	27	49	20	10%	34	38	72	-11			
12:15 to 12:30	15	18	33	17	21	38	4	2	6	10	8	18	19	20	39	22	11%	28	29	57	-8			
12:30 to 12:45	13	18	31	15	24	39	3	3	6	9	10	19	16	21	37	16	8%	24	34	58	-18			
12:45 to 13:00	11	16	27	13	22	35	1	2	3	1	3	4	12	18	30	16	8%	14	25	39	-18			
13:00 to 13:15	12	12	24	16	15	31	1	4	5	1	5	6	13	16	29	17	9%	17	20	37	-14			
13:15 to 13:30	14	15	29	17	16	33	2	6	8	12	17	29	15	20	35	17	9%	28	35	63	-15			
13:30 to 13:45	21	12	33	27	13	40	3	5	8	13	15	28	24	17	41	23	12%	40	29	69	-7			
13:45 to 14:00	22	17	39	31	19	50	4	7	11	14	17	31	26	24	50	18	9%	46	37	83	-9			
14:00 to 14:15	22	17	39	33	21	54	6	6	12	18	17	35	28	23	51	22	11%	52	39	91	-1			
14:15 to 14:30	25	18	43	41	24	65	5	6	11	7	7	14	30	24	54	23	12%	49	31	80	3			
14:30 to 14:45	21	15	36	36	20	56	4	6	10	6	7	13	25	21	46	27	14%	43	27	70	9			
14:45 to 15:00	18	11	29	31	16	47	4	4	8	6	5	11	22	15	37	25	13%	39	21	60	9			
15:00 to 15:15	18	11	29	27	15	42	2	3	5	2	3	5	20	14	34	28	14%	31	18	49	12			
15:15 to 15:30	17	9	26	23	12	35	1	1	2	1	1	2	18	10	28	31	16%	26	13	39	16			
15:30 to 15:45	21	15	36	27	20	47	1	1	2	1	1	2	22	16	38	33	17%	30	21	51	18			
15:45 to 16:00	21	15	36	26	17	43	0	0	0	0	0	0	21	15	36	31	16%	26	17	43	18			
16:00 to 16:15	16	20	36	20	22	42	0	0	0	0	0	0	16	20	36	24	12%	21	23	44	10			
16:15 to 16:30	16	23	39	18	25	43	0	0	0	0	0	0	16	23	39	24	12%	19	26	45	9			
16:30 to 16:45	11	20	31	17	23	40	0	0	0	0	0	0	11	20	31	24	12%	20	26	46	12			
16:45 to 17:00	11	18	29	17	23	40	0	0	0	0	0	0	11	18	29	24	12%	22	26	48	14			
17:00 to 17:15	12	15	27	18	19	37	0	0	0	0	0	0	12	15	27	21	11%	23	22	45	11			
17:15 to 17:30	8	12	20	15	16	31	0	0	0	0	0	0	8	12	20	20	10%	20	19	39	10			
17:30 to 17:45	7	12	19	8	15	23	0	0	0	0	0	0	7	12	19	19	10%	11	16	27	7			
17:45 to 18:00	7	11	18	8	14	22	0	0	0	0	0	0	7	11	18	20	10%	9	15	24	8			
18:00 to 18:15	5	6	11	6	9	15	0	0	0	0	0	0	5	6	11	20	10%	6	9	15	8			
18:15 to 18:30	4	5	9	4	7	11	0	0	0	0	0	0	4	5	9	19	10%	4	7	11	7			
18:30 to 18:45	2	2	4	2	4	6	0	0	0	0	0	0	2	2	4	19	10%	2	4	6	5			
18:45 to 19:00	2	3	5	2	6	8	0	0	0	0	0	0	2	3	5	19	10%	2	6	8	4			
19:00 to 19:15	3	4	7	4	8	12	0	0	0	0	0	0	3	4	7	19	10%	4	8	12	4			
	Peak	25	26	46	41	40	69	6	7	12	18	17	35	30	31	54	33	17%	52	54	91	18		

* PM network peak is highlighted. AM network peak data is not available

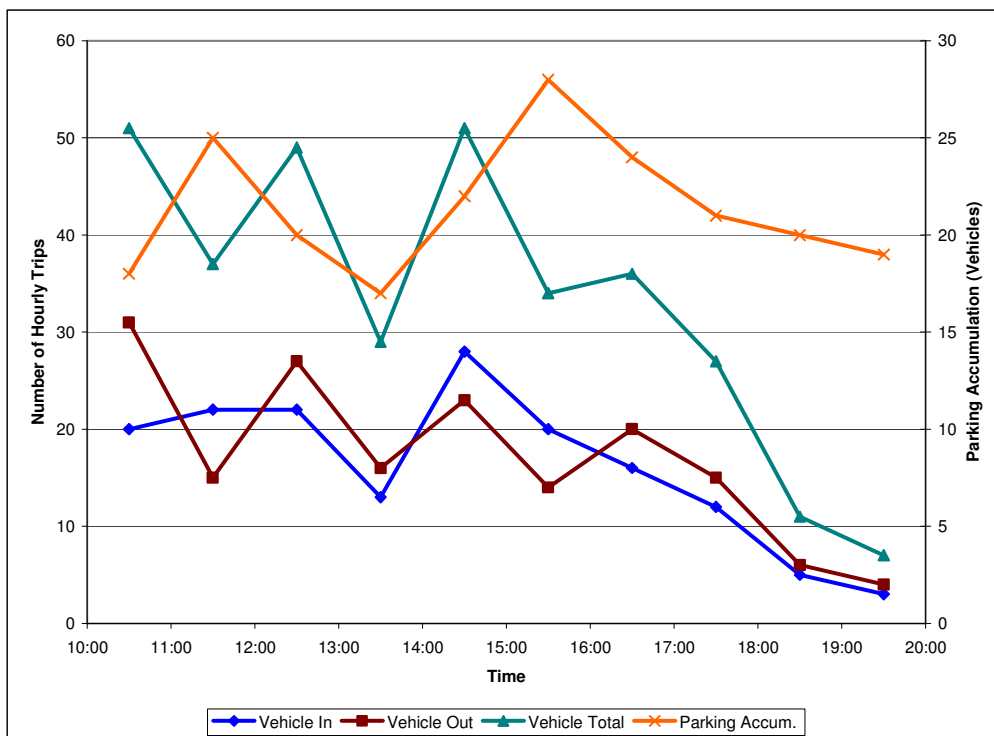


Figure 3-19 SH5 – Survey Results (Weekday) – Vehicle Trips

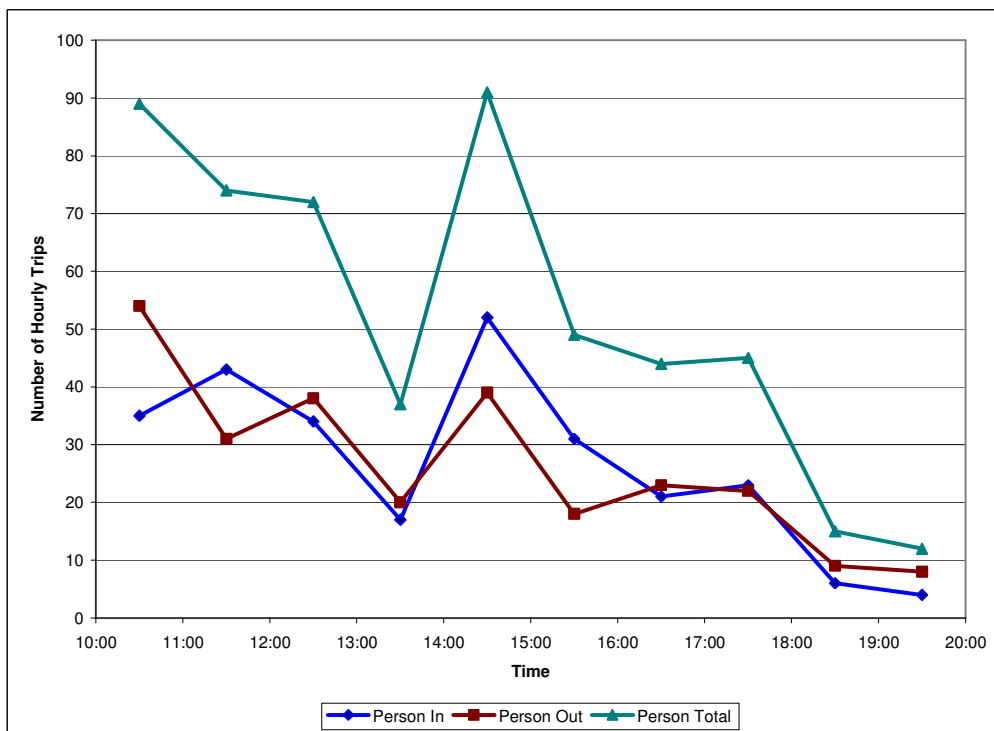


Figure 3-20 SH5 – Survey Results (Weekday) – Person Trips

Table 3-22 SH5 - Survey Results – 15 mins data (Weekend)

SH5																	
DATE: 29 March 2009			VEHICLES PARKED ON SITE		START	16	END	20		PEDESTRIANS / CYCLISTS							
15mins Data WEATHER: Sunny							COMMERCIAL VEHICLE						WALK IN AND OUT			AGED	
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	VISITORS CARS OUTSIDE
10:00	to	10:15	3	3	5	4	0	0	0	0	0	0	0	0	1	0	0
10:15	to	10:30	6	2	8	3	0	1	0	1	0	0	0	0	0	0	0
10:30	to	10:45	4	4	7	7	0	1	0	1	0	0	0	0	0	0	0
10:45	to	11:00	4	3	9	6	0	0	0	0	0	0	0	0	0	0	0
11:00	to	11:15	8	8	15	13	0	0	0	0	0	0	0	0	0	1	0
11:15	to	11:30	6	6	9	8	1	1	1	1	0	0	0	0	0	1	0
11:30	to	11:45	2	7	3	11	1	1	2	2	0	0	0	1	0	0	0
11:45	to	12:00	4	5	10	11	0	0	0	0	0	0	0	0	0	0	0
12:00	to	12:15	6	4	9	7	0	0	0	0	0	0	0	0	0	0	0
12:15	to	12:30	3	6	4	9	0	0	0	0	0	0	0	0	0	0	0
12:30	to	12:45	4	4	5	7	0	0	0	0	0	0	0	0	0	0	0
12:45	to	13:00	3	1	5	1	0	0	0	0	0	0	0	0	0	0	0
13:00	to	13:15	4	4	8	5	1	1	2	1	0	0	0	0	0	0	0
13:15	to	13:30	5	2	9	3	0	0	0	0	0	1	0	0	0	0	0
13:30	to	13:45	6	3	11	5	0	0	0	0	0	0	0	0	1	0	0
13:45	to	14:00	4	3	9	4	0	0	0	0	0	0	0	0	0	0	0
14:00	to	14:15	3	1	3	3	0	0	0	0	0	0	0	0	0	0	0
14:15	to	14:30	5	4	6	5	2	2	4	3	0	0	0	0	0	0	0
14:30	to	14:45	5	4	9	5	0	0	0	0	0	1	0	0	0	0	0
14:45	to	15:00	6	3	10	4	0	0	0	0	0	0	0	0	0	0	0
15:00	to	15:15	3	7	7	13	0	0	0	0	0	0	1	0	0	0	0
15:15	to	15:30	3	3	4	5	0	0	0	0	0	0	0	0	0	0	0
15:30	to	15:45	2	5	4	6	0	0	0	0	0	0	0	0	0	0	0
15:45	to	16:00	4	3	5	7	0	0	0	0	0	0	0	0	0	0	0
16:00	to	16:15	1	5	1	10	1	0	1	0	0	0	0	0	0	0	0
16:15	to	16:30	5	2	8	2	0	0	0	0	0	0	0	0	0	0	0
16:30	to	16:45	1	3	3	6	0	0	0	0	0	0	0	0	0	0	0
16:45	to	17:00	4	4	9	5	0	1	0	2	0	0	0	0	0	0	0
17:00	to	17:15	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0
17:15	to	17:30	1	3	1	4	0	0	0	0	0	0	0	0	0	0	0
17:30	to	17:45	2	5	2	12	0	0	0	0	0	0	0	0	0	0	0
17:45	to	18:00	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0
18:00	to	18:15	4	5	7	14	0	0	0	0	0	0	0	0	0	0	0
18:15	to	18:30	4	3	6	4	0	0	0	0	0	0	0	0	0	0	0
18:30	to	18:45	4	2	7	3	0	0	0	0	0	1	0	0	0	0	0
18:45	to	19:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
19:00	to	19:15	3	0	5	0	1	0	2	0	0	0	0	0	0	0	0
19:15	to	19:30	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0
19:30	to	19:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
19:45	to	20:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total			137	131	230	219	7	9	12	13	3	1	3	2	0	0	0
		Peak	8	8	15	14	2	2	4	3	1	1	1	1	1	1	0

Table 3-23 SH5 - Survey Results – hourly data (Weekend)

SH5			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %		Person (include Pedestrian)			
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	16	194	In	Out	Total	Accum.			
10:00	to	11:00	17	12	29	29	20	49	0	2	2	0	2	2	17	14	31	19	10%	30	22	52	8	
10:15	to	11:15	22	17	39	39	29	68	0	2	2	0	2	2	22	19	41	19	10%	39	32	71	9	
10:30	to	11:30	22	21	43	40	34	74	1	2	3	1	2	3	23	23	46	19	10%	41	38	79	9	
10:45	to	11:45	20	24	44	36	38	74	2	2	4	3	3	6	22	26	48	14	7%	40	43	83	2	
11:00	to	12:00	20	26	46	37	43	80	2	2	4	3	3	6	22	28	50	13	7%	41	48	89	1	
11:15	to	12:15	18	22	40	31	37	68	2	2	4	3	3	6	20	24	44	15	8%	35	41	76	3	
11:30	to	12:30	15	22	37	26	38	64	1	1	2	2	2	4	16	23	39	12	6%	29	40	69	-2	
11:45	to	12:45	17	19	36	28	34	62	0	0	0	0	0	0	17	19	36	12	6%	28	34	62	-4	
12:00	to	13:00	16	15	31	23	24	47	0	0	0	0	0	0	16	15	31	14	7%	23	24	47	0	
12:15	to	13:15	14	15	29	22	22	44	1	1	2	2	1	3	15	16	31	14	7%	24	23	47	4	
12:30	to	13:30	16	11	27	27	16	43	1	1	2	2	1	3	17	12	29	17	9%	30	17	47	11	
12:45	to	13:45	18	10	28	33	14	47	1	1	2	2	1	3	19	11	30	20	10%	37	15	52	18	
13:00	to	14:00	19	12	31	37	17	54	1	1	2	2	1	3	20	13	33	21	11%	41	18	59	23	
13:15	to	14:15	18	9	27	32	15	47	0	0	0	0	0	0	18	9	27	23	12%	34	15	49	23	
13:30	to	14:30	18	11	29	29	17	46	2	2	4	4	3	7	20	13	33	24	12%	34	20	54	25	
13:45	to	14:45	17	12	29	27	17	44	2	2	4	4	3	7	19	14	33	25	13%	32	20	52	30	
14:00	to	15:00	19	12	31	28	17	45	2	2	4	4	3	7	21	14	35	28	14%	33	20	53	36	
14:15	to	15:15	19	18	37	32	27	59	2	2	4	4	3	7	21	20	41	24	12%	37	31	68	29	
14:30	to	15:30	17	17	34	30	27	57	0	0	0	0	0	0	17	17	34	24	12%	31	28	59	28	
14:45	to	15:45	14	18	32	25	28	53	0	0	0	0	0	0	14	18	32	21	11%	25	29	54	26	
15:00	to	16:00	12	18	30	20	31	51	0	0	0	0	0	0	12	18	30	22	11%	20	32	52	24	
15:15	to	16:15	10	16	26	14	28	42	1	0	1	1	0	1	11	16	27	19	10%	15	28	43	16	
15:30	to	16:30	12	15	27	18	25	43	1	0	1	1	0	1	13	15	28	22	11%	19	25	44	22	
15:45	to	16:45	11	13	24	17	25	42	1	0	1	1	0	1	12	13	25	20	10%	18	25	43	19	
16:00	to	17:00	11	14	25	21	23	44	1	1	2	1	2	3	12	15	27	19	10%	22	25	47	21	
16:15	to	17:15	11	11	22	22	16	38	0	1	1	0	2	2	11	12	23	18	9%	22	18	40	20	
16:30	to	17:30	7	12	19	15	18	33	0	1	1	0	2	2	7	13	20	16	8%	15	20	35	17	
16:45	to	17:45	8	14	22	14	24	38	0	1	1	0	2	2	8	15	23	13	7%	14	26	40	7	
17:00	to	18:00	6	11	17	7	21	28	0	0	0	0	0	0	6	11	17	14	7%	7	21	28	7	
17:15	to	18:15	9	14	23	12	32	44	0	0	0	0	0	0	9	14	23	13	7%	12	32	44	0	
17:30	to	18:30	12	14	26	17	32	49	0	0	0	0	0	0	12	14	26	14	7%	17	32	49	2	
17:45	to	18:45	14	11	25	22	23	45	0	0	0	0	0	0	14	11	25	16	8%	23	23	46	7	
18:00	to	19:00	12	11	23	20	23	43	0	0	0	0	0	0	12	11	23	15	8%	21	23	44	5	
18:15	to	19:15	11	6	17	18	9	27	1	0	1	2	0	2	12	6	18	19	10%	21	9	30	12	
18:30	to	19:30	7	3	10	12	5	17	1	1	2	2	2	4	8	4	12	18	9%	15	7	22	10	
18:45	to	19:45	4	1	5	6	2	8	1	1	2	2	2	4	5	2	7	19	10%	8	4	12	11	
19:00	to	20:00	5	0	5	8	0	8	1	1	2	2	2	4	6	1	7	20	10%	10	2	12	13	
	Peak		22	26	46	40	43	80	2	2	4	4	3	7	23	28	50	28	14%	41	48	89	36	

* Network peak is highlighted.

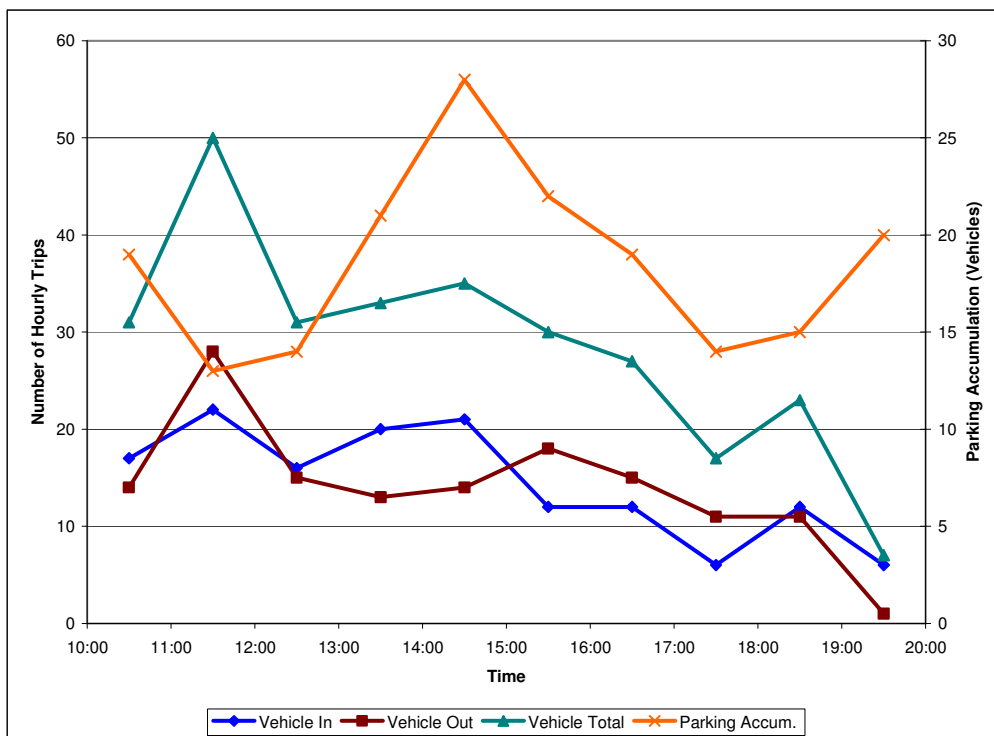


Figure 3-21 SH5 – Survey Results (Weekend) – Vehicle Trips

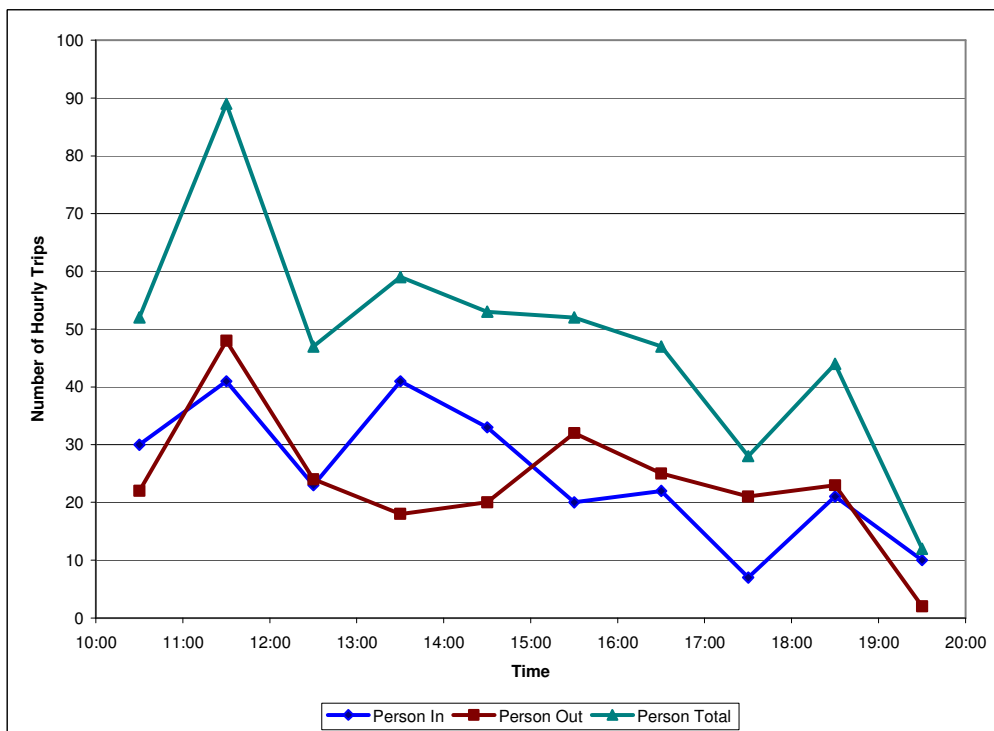


Figure 3-22 SH5 – Survey Results (Weekend) – Person Trips

3.1.6 SH6 - Bayside at Bonnells Bay

Table 3-24 SH6 - Survey Results – 15 mins data (Weekday)

SH6															
DATE: 12 March 2009			VEHICLES PARKED ON SITE		START	can't see	END	can't see		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		VISITORS CARS OUTSIDE
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	2	9	2	11	0	1	0	1	0	0	0	0	0
10:15	to	10:30	14	9	16	12	1	0	1	0	0	0	0	0	0
10:30	to	10:45	7	2	8	3	0	0	0	0	0	2	0	0	0
10:45	to	11:00	12	13	16	15	0	1	0	1	0	0	0	0	0
11:00	to	11:15	6	10	9	12	0	0	0	3	0	0	0	0	0
11:15	to	11:30	9	7	10	8	2	1	1	0	0	0	0	0	0
11:30	to	11:45	8	11	12	16	0	0	0	0	0	0	0	0	0
11:45	to	12:00	3	5	3	6	0	1	0	1	0	0	0	0	0
12:00	to	12:15	7	9	11	9	1	1	1	1	0	0	0	0	0
12:15	to	12:30	11	11	12	11	2	0	2	0	0	0	0	0	0
12:30	to	12:45	3	8	4	8	0	0	0	0	0	0	0	0	0
12:45	to	13:00	8	5	11	5	1	2	3	3	0	0	0	0	0
13:00	to	13:15	11	7	17	8	1	0	1	0	0	1	1	1	0
13:15	to	13:30	4	10	4	11	0	1	0	1	2	2	0	0	0
13:30	to	13:45	9	6	11	8	0	0	0	0	0	0	0	0	0
13:45	to	14:00	7	8	8	11	4	1	7	1	0	0	0	0	0
14:00	to	14:15	5	8	6	12	3	2	11	9	0	0	0	0	0
14:15	to	14:30	7	8	11	9	0	2	0	3	0	0	0	0	0
14:30	to	14:45	14	5	25	5	0	0	0	0	0	0	0	0	0
14:45	to	15:00	12	6	21	8	1	0	2	0	0	0	0	0	0
15:00	to	15:15	8	5	9	11	0	0	0	0	0	0	0	0	0
15:15	to	15:30	11	3	14	6	0	1	0	2	0	0	0	0	0
15:30	to	15:45	2	5	5	6	2	0	3	0	1	0	0	0	0
15:45	to	16:00	7	7	13	11	3	0	5	0	0	0	0	0	0
16:00	to	16:15	8	8	9	11	4	3	11	5	2	0	1	0	0
16:15	to	16:30	11	7	13	9	0	4	0	7	0	1	0	0	0
16:30	to	16:45	14	11	17	13	0	0	0	0	0	0	1	1	0
16:45	to	17:00	12	15	12	21	2	0	5	0	0	2	1	1	0
17:00	to	17:15	9	12	13	17	0	0	0	0	0	0	0	0	0
17:15	to	17:30	14	11	18	11	2	3	6	8	0	2	0	0	0
17:30	to	17:45	11	13	11	13	0	0	0	0	1	0	0	0	0
17:45	to	18:00	3	19	5	23	0	1	0	3	2	0	0	0	0
18:00	to	18:15	5	12	12	14	0	0	0	0	0	0	0	0	0
18:15	to	18:30	6	10	7	13	3	2	11	3	0	0	0	0	0
18:30	to	18:45	13	13	18	16	0	0	0	0	0	0	0	0	0
18:45	to	19:00	9	16	9	18	0	0	0	0	0	0	0	0	0
19:00	to	19:15	5	17	5	21	0	0	0	0	1	0	0	0	0
19:15	to	19:30	3	19	6	33	0	0	0	0	0	0	0	0	0
19:30	to	19:45	2	3	4	5	0	0	0	0	0	0	0	0	0
19:45	to	20:00	1	9	1	11	0	0	0	0	0	0	0	0	0
Total			313	372	418	471	32	27	70	52	9	10	4	3	0
Peak			14	19	25	33	4	4	11	9	2	2	1	1	0

Table 3-25 SH6 - Survey Results – hourly data (Weekday)

SH6		Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny		Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	0	579	In	Out	Total	Accum.	
10:00	to 11:00	35	33	68	42	41	83	1	2	3	1	2	3	36	35	71	1	0%	43	45	88	-2	
10:15	to 11:15	39	34	73	49	42	91	1	1	2	1	4	5	40	35	75	-3	-1%	50	48	98	-8	
10:30	to 11:30	34	32	66	43	38	81	2	2	4	1	4	5	36	34	70	0	0%	44	44	88	-5	
10:45	to 11:45	35	41	76	47	51	98	2	2	4	1	4	5	37	43	80	-3	-1%	48	55	103	-9	
11:00	to 12:00	26	33	59	34	42	76	2	2	4	1	4	5	28	35	63	-6	-1%	35	46	81	-13	
11:15	to 12:15	27	32	59	36	39	75	3	3	6	2	2	4	30	35	65	-8	-1%	38	41	79	-11	
11:30	to 12:30	29	36	65	38	42	80	3	2	5	3	2	5	32	38	70	-6	-1%	41	44	85	-8	
11:45	to 12:45	24	33	57	30	34	64	3	2	5	3	2	5	27	35	62	-11	-2%	33	36	69	-12	
12:00	to 13:00	29	33	62	38	33	71	4	3	7	6	4	10	33	36	69	-9	-2%	44	37	81	-6	
12:15	to 13:15	33	31	64	44	32	76	4	2	6	6	3	9	37	33	70	-4	-1%	51	37	88	3	
12:30	to 13:30	26	30	56	36	32	68	2	3	5	4	4	8	28	33	61	-11	-2%	43	40	83	-5	
12:45	to 13:45	32	28	60	43	32	75	2	3	5	4	4	8	34	31	65	-8	-1%	50	40	90	-2	
13:00	to 14:00	31	31	62	40	38	78	5	2	7	8	2	10	36	33	69	-6	-1%	51	44	95	1	
13:15	to 14:15	25	32	57	29	42	71	7	4	11	18	11	29	32	36	68	-8	-1%	49	55	104	-3	
13:30	to 14:30	28	30	58	36	40	76	7	5	12	18	13	31	35	35	70	-11	-2%	54	53	107	-4	
13:45	to 14:45	33	29	62	50	37	87	7	5	12	18	13	31	40	34	74	-2	0%	68	50	118	16	
14:00	to 15:00	38	27	65	63	34	97	4	4	8	13	12	25	42	31	73	5	1%	76	46	122	31	
14:15	to 15:15	41	24	65	66	33	99	1	2	3	2	3	5	42	26	68	8	1%	68	36	104	29	
14:30	to 15:30	45	19	64	69	30	99	1	1	2	2	2	4	46	20	66	15	3%	71	32	103	35	
14:45	to 15:45	33	19	52	49	31	80	3	1	4	5	2	7	36	20	56	14	2%	55	33	88	38	
15:00	to 16:00	28	20	48	41	34	75	5	1	6	8	2	10	33	21	54	17	3%	50	36	86	45	
15:15	to 16:15	28	23	51	41	34	75	9	4	13	19	7	26	37	27	64	18	3%	64	41	105	52	
15:30	to 16:30	28	27	55	40	37	77	9	7	16	19	12	31	37	34	71	18	3%	63	50	113	48	
15:45	to 16:45	40	33	73	52	44	96	7	7	14	16	12	28	47	40	87	21	4%	72	58	130	52	
16:00	to 17:00	45	41	86	51	54	105	6	7	13	16	12	28	51	48	99	20	3%	72	71	143	46	
16:15	to 17:15	46	45	91	55	60	115	2	4	6	5	7	12	48	49	97	17	3%	62	72	134	42	
16:30	to 17:30	49	49	98	60	62	122	4	3	7	11	8	19	53	52	105	19	3%	73	76	149	45	
16:45	to 17:45	46	51	97	54	62	116	4	3	7	11	8	19	50	54	104	17	3%	67	75	142	44	
17:00	to 18:00	37	55	92	47	64	111	2	4	6	6	11	17	39	59	98	0	0%	56	77	133	25	
17:15	to 18:15	33	55	88	46	61	107	2	4	6	6	11	17	35	59	94	-7	-1%	55	74	129	23	
17:30	to 18:30	25	54	79	35	63	98	3	3	6	11	6	17	28	57	85	-10	-2%	49	69	118	25	
17:45	to 18:45	27	54	81	42	66	108	3	3	6	11	6	17	30	57	87	-10	-2%	55	72	127	27	
18:00	to 19:00	33	51	84	46	61	107	3	2	5	11	3	14	36	53	89	-17	-3%	57	64	121	18	
18:15	to 19:15	33	56	89	39	68	107	3	2	5	11	3	14	36	58	94	-29	-5%	51	71	122	3	
18:30	to 19:30	30	65	95	38	88	126	0	0	0	0	0	0	30	65	95	-45	-8%	39	88	127	-24	
18:45	to 19:45	19	55	74	24	77	101	0	0	0	0	0	0	19	55	74	-46	-8%	25	77	102	-25	
19:00	to 20:00	11	48	59	16	70	86	0	0	0	0	0	0	11	48	59	-54	-9%	17	70	87	-35	
	Peak	49	65	98	69	88	126	9	7	16	19	13	31	53	65	105	21	4%	76	88	149	52	

* PM network peak is highlighted. AM network peak data is not available

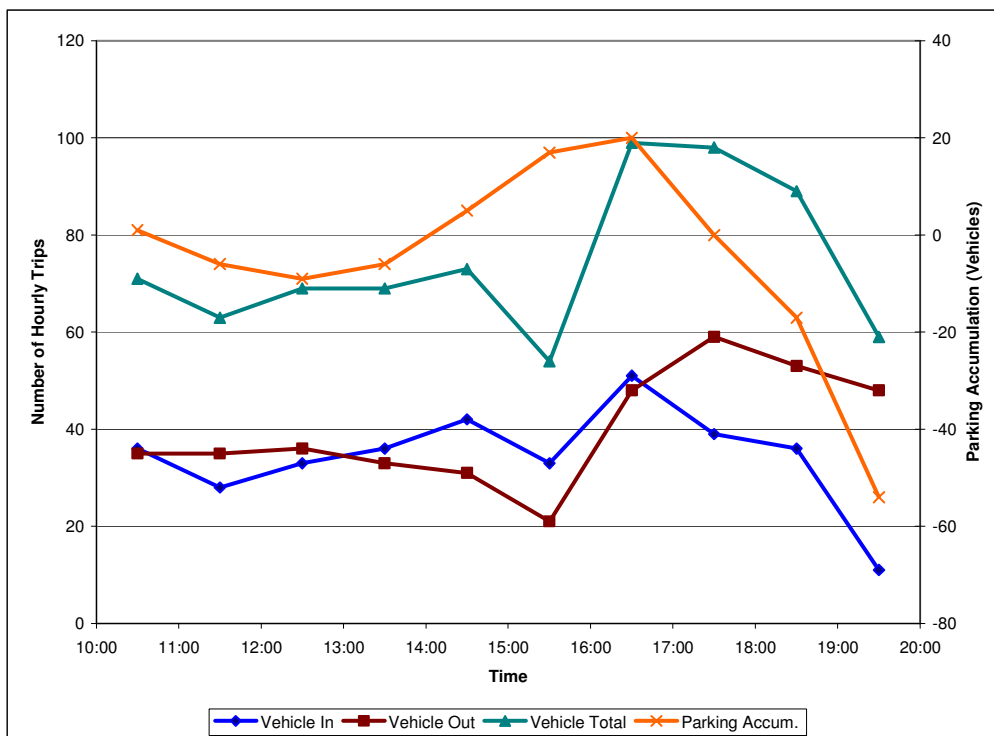


Figure 3-23 SH6 – Survey Results (Weekday) – Vehicle Trips

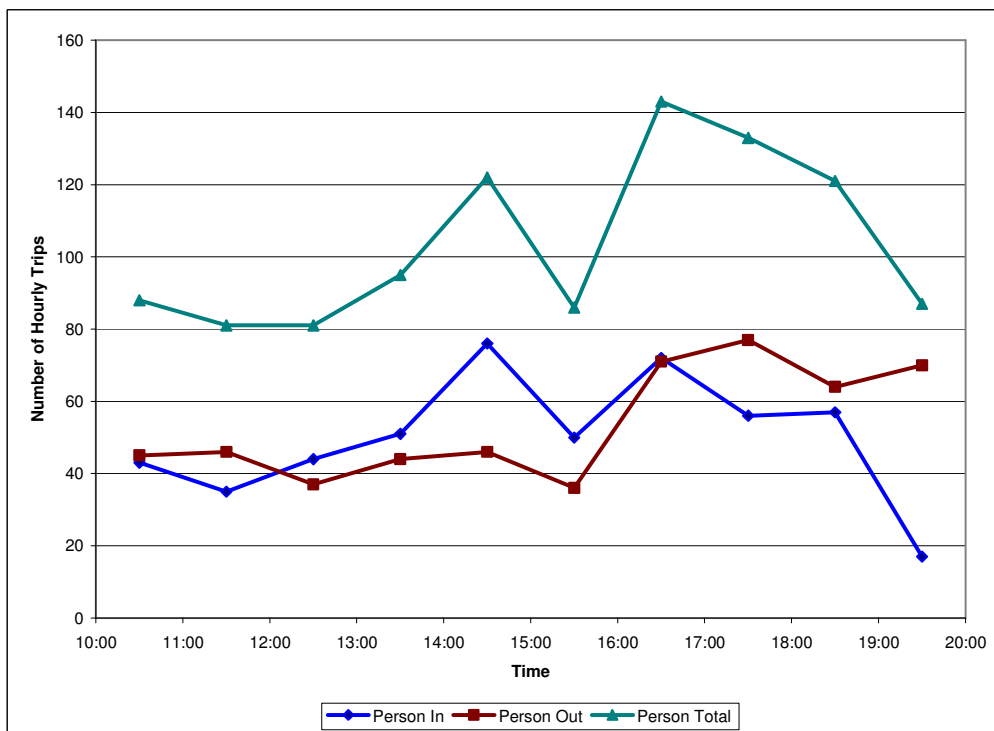


Figure 3-24 SH6 – Survey Results (Weekday) – Person Trips

Table 3-26 SH6 - Survey Results – 15 mins data (Weekend)

SH6															
DATE: 14 March 2009			VEHICLES PARKED ON SITE		START	can't see	END	can't see		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		VISITORS CARS OUTSIDE
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	7	4	11	5	0	0	0	0	0	0	0	0	0
10:15	to	10:30	4	3	6	4	0	0	0	0	0	0	0	0	0
10:30	to	10:45	3	2	5	3	1	0	3	0	0	0	0	0	0
10:45	to	11:00	3	4	5	5	0	0	0	0	0	0	0	0	0
11:00	to	11:15	17	8	32	11	0	0	0	0	0	0	0	0	0
11:15	to	11:30	5	8	6	12	0	0	0	0	0	0	0	0	0
11:30	to	11:45	10	9	18	14	0	0	0	0	0	0	0	0	0
11:45	to	12:00	7	15	10	20	0	0	0	0	0	0	0	0	0
12:00	to	12:15	6	9	4	9	0	0	0	0	0	0	0	0	0
12:15	to	12:30	15	14	19	16	0	0	0	0	0	0	0	0	0
12:30	to	12:45	5	5	6	8	0	0	0	0	0	0	0	0	0
12:45	to	13:00	2	7	4	14	0	0	0	0	0	0	0	0	0
13:00	to	13:15	4	2	9	3	0	0	0	0	2	0	0	0	0
13:15	to	13:30	3	1	3	1	0	0	0	0	0	2	0	0	0
13:30	to	13:45	2	5	3	8	0	0	0	0	0	0	0	0	0
13:45	to	14:00	3	4	5	6	0	0	0	0	0	0	0	0	0
14:00	to	14:15	4	3	5	4	0	0	0	0	0	0	0	0	0
14:15	to	14:30	3	2	4	2	0	0	0	0	0	0	0	0	0
14:30	to	14:45	5	3	9	4	0	0	0	0	0	0	0	0	0
14:45	to	15:00	3	4	4	7	0	0	0	0	0	0	0	0	0
15:00	to	15:15	2	1	3	1	0	0	0	0	0	0	0	0	0
15:15	to	15:30	3	2	3	3	0	0	0	0	0	0	0	0	0
15:30	to	15:45	3	2	4	4	1	0	1	0	0	0	0	0	0
15:45	to	16:00	3	2	3	2	0	0	0	0	0	0	0	0	0
16:00	to	16:15	2	4	2	6	0	1	0	1	0	0	0	0	0
16:15	to	16:30	5	3	7	4	0	0	0	0	0	0	0	0	0
16:30	to	16:45	6	3	7	5	0	0	0	0	0	0	0	0	0
16:45	to	17:00	1	2	4	5	0	0	0	0	0	0	0	0	0
17:00	to	17:15	2	3	3	4	0	0	0	0	0	0	0	0	0
17:15	to	17:30	3	2	4	2	0	0	0	0	0	0	0	0	0
17:30	to	17:45	3	4	3	5	0	0	0	0	0	0	0	0	0
17:45	to	18:00	2	3	3	4	0	0	0	0	0	0	0	0	0
18:00	to	18:15	4	2	6	2	0	0	0	0	0	0	0	0	0
18:15	to	18:30	2	1	2	1	0	0	0	0	0	0	0	0	0
18:30	to	18:45	1	2	1	2	0	0	0	0	0	0	0	0	0
18:45	to	19:00	3	2	5	2	0	0	0	0	0	0	0	0	0
19:00	to	19:15	2	1	2	1	0	0	0	0	0	0	0	0	0
19:15	to	19:30	1	0	1	0	0	0	0	0	0	0	0	0	0
19:30	to	19:45	0	2	0	3	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
Total			159	153	231	212	2	1	4	1	2	2	0	0	0
Peak			17	15	32	20	1	1	3	1	2	2	0	0	0

Table 3-27 SH6 - Survey Results – hourly data (Weekend)

SH6			Car						Commercial Vehicle						All												
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)			Parking %			Person (include Pedestrian)			
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	0	579	In	Out	Total	Accum.						
10:00	to	11:00	17	13	30	27	17	44	1	0	1	3	0	3	18	13	31	5	1%	30	17	47	13				
10:15	to	11:15	27	17	44	48	23	71	1	0	1	3	0	3	28	17	45	14	2%	51	23	74	34				
10:30	to	11:30	28	22	50	48	31	79	1	0	1	3	0	3	29	22	51	11	2%	51	31	82	28				
10:45	to	11:45	35	29	64	61	42	103	0	0	0	0	0	0	35	29	64	12	2%	61	42	103	32				
11:00	to	12:00	39	40	79	66	57	123	0	0	0	0	0	0	39	40	79	4	1%	66	57	123	22				
11:15	to	12:15	28	41	69	38	55	93	0	0	0	0	0	0	28	41	69	1	0%	38	55	93	17				
11:30	to	12:30	38	47	85	51	59	110	0	0	0	0	0	0	38	47	85	2	0%	51	59	110	20				
11:45	to	12:45	33	43	76	39	53	92	0	0	0	0	0	0	33	43	76	2	0%	39	53	92	18				
12:00	to	13:00	28	35	63	33	47	80	0	0	0	0	0	0	28	35	63	-3	-1%	33	47	80	8				
12:15	to	13:15	26	28	54	38	41	79	0	0	0	0	0	0	26	28	54	-1	0%	40	41	81	16				
12:30	to	13:30	14	15	29	22	26	48	0	0	0	0	0	0	14	15	29	1	0%	24	28	52	16				
12:45	to	13:45	11	15	26	19	26	45	0	0	0	0	0	0	11	15	26	-2	0%	21	28	49	11				
13:00	to	14:00	12	12	24	20	18	38	0	0	0	0	0	0	12	12	24	-3	-1%	22	20	42	10				
13:15	to	14:15	12	13	25	16	19	35	0	0	0	0	0	0	12	13	25	-2	0%	16	21	37	11				
13:30	to	14:30	12	14	26	17	20	37	0	0	0	0	0	0	12	14	26	-1	0%	17	20	37	13				
13:45	to	14:45	15	12	27	23	16	39	0	0	0	0	0	0	15	12	27	1	0%	23	16	39	18				
14:00	to	15:00	15	12	27	22	17	39	0	0	0	0	0	0	15	12	27	0	0%	22	17	39	15				
14:15	to	15:15	13	10	23	20	14	34	0	0	0	0	0	0	13	10	23	1	0%	20	14	34	17				
14:30	to	15:30	13	10	23	19	15	34	0	0	0	0	0	0	13	10	23	2	0%	19	15	34	17				
14:45	to	15:45	11	9	20	14	15	29	1	0	1	1	0	1	12	9	21	4	1%	15	15	30	18				
15:00	to	16:00	11	7	18	13	10	23	1	0	1	1	1	0	1	12	7	19	5	1%	14	10	24	19			
15:15	to	16:15	11	10	21	12	15	27	1	1	2	1	1	2	12	11	23	2	0%	13	16	29	14				
15:30	to	16:30	13	11	24	16	16	32	1	1	2	1	1	2	14	12	26	4	1%	17	17	34	17				
15:45	to	16:45	16	12	28	19	17	36	0	1	1	0	1	1	16	13	29	7	1%	19	18	37	19				
16:00	to	17:00	14	12	26	20	20	40	0	1	1	0	1	1	14	13	27	6	1%	20	21	41	18				
16:15	to	17:15	14	11	25	21	18	39	0	0	0	0	0	0	14	11	25	5	1%	21	18	39	17				
16:30	to	17:30	12	10	22	18	16	34	0	0	0	0	0	0	12	10	22	6	1%	18	16	34	19				
16:45	to	17:45	9	11	20	14	16	30	0	0	0	0	0	0	9	11	20	5	1%	14	16	30	17				
17:00	to	18:00	10	12	22	13	15	28	0	0	0	0	0	0	10	12	22	4	1%	13	15	28	16				
17:15	to	18:15	12	11	23	16	13	29	0	0	0	0	0	0	12	11	23	6	1%	16	13	29	20				
17:30	to	18:30	11	10	21	14	12	26	0	0	0	0	0	0	11	10	21	7	1%	14	12	26	21				
17:45	to	18:45	9	8	17	12	9	21	0	0	0	0	0	0	9	8	17	6	1%	12	9	21	20				
18:00	to	19:00	10	7	17	14	7	21	0	0	0	0	0	0	10	7	17	7	1%	14	7	21	23				
18:15	to	19:15	8	6	14	10	6	16	0	0	0	0	0	0	8	6	14	8	1%	10	6	16	24				
18:30	to	19:30	7	5	12	9	5	14	0	0	0	0	0	0	7	5	12	9	2%	9	5	14	25				
18:45	to	19:45	6	5	11	8	6	14	0	0	0	0	0	0	6	5	11	7	1%	8	6	14	22				
19:00	to	20:00	3	3	6	3	4	7	0	0	0	0	0	0	3	3	6	7	1%	3	4	7	22				
		Peak	39	47	85	66	59	123	1	1	2	3	1	3	39	47	85	14	2%	66	59	123	34				

* Network peak is highlighted.

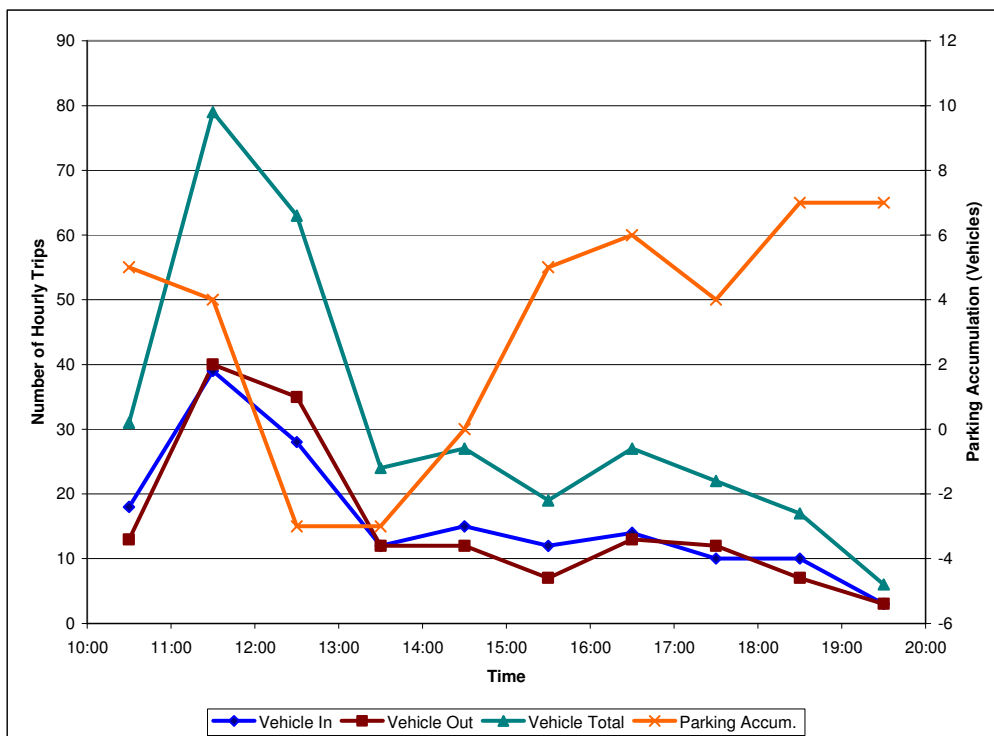


Figure 3-25 SH6 – Survey Results (Weekend) – Vehicle Trips

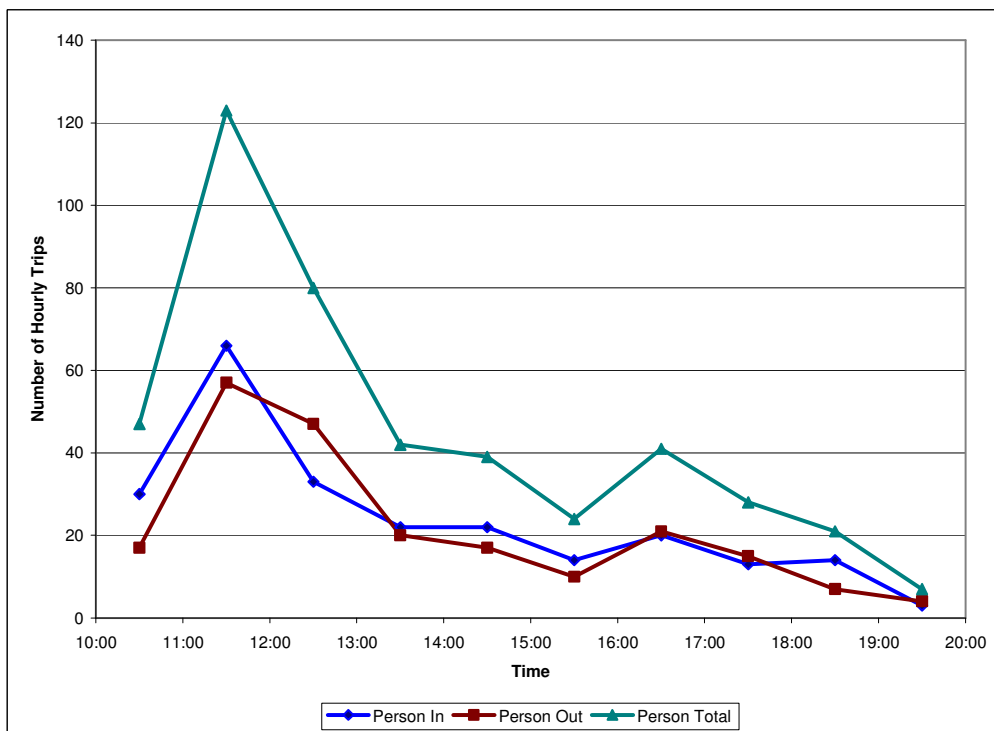


Figure 3-26 SH6 – Survey Results (Weekend) – Person Trips

3.1.7 SH7 - Wamberal Gardens at Wamberal

Table 3-28 SH7 - Survey Results – 15 mins data (Weekday)

SH7			only cars that are visible , the rest go to garage														
DATE: 18 March 2009			VEHICLES PARKED ON SITE		START	3	END	2			PEDESTRIANS / CYCLISTS						
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED				
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	VISITORS CARS OUTSIDE		
10:00	to	10:15	0	2	0	2	0	0	0	0	0	0	0	0	0	0	
10:15	to	10:30	2	1	3	1	0	0	0	0	0	0	0	1	0	0	
10:30	to	10:45	2	2	3	2	0	0	0	0	0	0	2	0	0	0	
10:45	to	11:00	2	0	3	0	1	0	3	0	0	0	0	0	0	0	
11:00	to	11:15	3	4	5	5	0	0	0	0	0	0	1	0	0	0	
11:15	to	11:30	1	3	1	3	0	1	0	3	0	0	0	0	0	0	
11:30	to	11:45	0	4	0	5	0	0	0	0	0	0	0	0	0	0	
11:45	to	12:00	2	2	3	3	0	0	0	0	0	0	2	0	0	0	
12:00	to	12:15	1	2	2	5	0	0	0	0	0	0	0	0	0	0	
12:15	to	12:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	
12:30	to	12:45	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
12:45	to	13:00	3	3	3	3	0	0	0	0	0	0	0	1	0	0	
13:00	to	13:15	1	1	4	2	0	0	0	0	0	0	0	0	0	0	
13:15	to	13:30	2	1	3	2	0	0	0	0	0	0	0	0	0	0	
13:30	to	13:45	2	1	5	2	1	0	1	0	0	0	1	0	0	0	
13:45	to	14:00	2	2	2	2	0	0	0	0	0	0	0	0	0	0	
14:00	to	14:15	1	1	1	2	0	0	0	0	0	0	0	0	0	0	
14:15	to	14:30	1	0	2	0	0	0	0	0	0	0	0	1	0	0	
14:30	to	14:45	2	2	5	4	0	0	0	0	0	0	0	0	0	0	
14:45	to	15:00	1	1	2	2	0	1	0	1	0	0	1	0	0	0	
15:00	to	15:15	3	1	6	3	0	0	0	0	0	0	0	1	0	0	
15:15	to	15:30	0	2	0	3	1	0	1	0	0	0	0	0	0	0	
15:30	to	15:45	2	1	3	1	2	2	3	3	0	0	0	0	0	0	
15:45	to	16:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
16:00	to	16:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
16:15	to	16:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
16:30	to	16:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
16:45	to	17:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	
17:00	to	17:15	1	2	1	3	0	0	0	0	0	0	0	0	1	0	
17:15	to	17:30	1	0	2	0	0	0	0	0	0	0	0	2	0	0	
17:30	to	17:45	0	1	0	1	0	0	0	0	0	0	1	0	0	0	
17:45	to	18:00	1	1	1	2	0	0	0	0	0	0	0	0	0	0	
18:00	to	18:15	1	1	3	4	0	0	0	0	0	0	0	0	0	0	
18:15	to	18:30	1	1	1	1	0	0	0	0	0	0	0	0	0	0	
18:30	to	18:45	2	2	2	3	0	0	0	0	0	0	0	0	0	0	
18:45	to	19:00	1	0	2	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	
19:15	to	19:30	0	1	0	2	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	
19:45	to	20:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	
		Total	51	49	79	73	5	4	8	7	0	0	8	7	0	0	
		Peak	3	4	6	5	2	2	3	3	0	0	2	2	0	0	

Table 3-29 SH7 - Survey Results – hourly data (Weekday)

SH7			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		73	In	Out	Total	Accum.	
10:00	to	11:00	6	5	11	9	5	14	1	0	1	3	0	3	7	5	12	5	7%	14	6	20	8	
10:15	to	11:15	9	7	16	14	8	22	1	0	1	3	0	3	10	7	17	4	5%	20	9	29	9	
10:30	to	11:30	8	9	17	12	10	22	1	1	2	3	3	6	9	10	19	1	1%	18	13	31	4	
10:45	to	11:45	6	11	17	9	13	22	1	1	2	3	3	6	7	12	19	-3	-4%	13	16	29	-1	
11:00	to	12:00	6	13	19	9	16	25	0	1	1	0	3	3	6	14	20	-3	-4%	12	19	31	1	
11:15	to	12:15	4	11	15	6	16	22	0	1	1	0	3	3	4	12	16	-4	-5%	8	19	27	-2	
11:30	to	12:30	3	9	12	5	15	20	0	0	0	0	0	0	3	9	12	-5	-7%	7	15	22	-4	
11:45	to	12:45	4	6	10	6	11	17	0	0	0	0	0	0	4	6	10	-5	-7%	8	11	19	-4	
12:00	to	13:00	5	7	12	6	11	17	0	0	0	0	0	0	5	7	12	-5	-7%	6	12	18	-5	
12:15	to	13:15	5	6	11	8	8	16	0	0	0	0	0	0	5	6	11	-5	-7%	8	9	17	-3	
12:30	to	13:30	7	6	13	11	8	19	0	0	0	0	0	0	7	6	13	-4	-5%	11	9	20	-2	
12:45	to	13:45	8	6	14	15	9	24	1	0	1	1	0	1	9	6	15	-2	-3%	17	10	27	3	
13:00	to	14:00	7	5	12	14	8	22	1	0	1	1	0	1	8	5	13	-2	-3%	16	8	24	3	
13:15	to	14:15	7	5	12	11	8	19	1	0	1	1	0	1	8	5	13	-2	-3%	13	8	21	2	
13:30	to	14:30	6	4	10	10	6	16	1	0	1	1	0	1	7	4	11	-1	-1%	12	7	19	3	
13:45	to	14:45	6	5	11	10	8	18	0	0	0	0	0	0	6	5	11	-1	-1%	10	9	19	4	
14:00	to	15:00	5	4	9	10	8	18	0	1	1	0	1	1	5	5	10	-2	-3%	11	10	21	4	
14:15	to	15:15	7	4	11	15	9	24	0	1	1	0	1	1	7	5	12	0	0%	16	12	28	6	
14:30	to	15:30	6	6	12	13	12	25	1	1	2	1	1	2	7	7	14	-1	-1%	15	14	29	4	
14:45	to	15:45	6	5	11	11	9	20	3	3	6	4	4	8	9	8	17	0	0%	16	14	30	6	
15:00	to	16:00	6	5	11	10	8	18	3	2	5	4	3	7	9	7	16	0	0%	14	12	26	6	
15:15	to	16:15	4	4	8	5	5	10	3	2	5	4	3	7	7	6	13	1	1%	9	8	17	7	
15:30	to	16:30	6	2	8	7	2	9	2	2	4	3	3	6	8	4	12	3	4%	10	5	15	9	
15:45	to	16:45	6	1	7	6	1	7	0	0	0	0	0	0	6	1	7	5	7%	6	1	7	11	
16:00	to	17:00	7	1	8	7	1	8	0	0	0	0	0	0	7	1	8	6	8%	7	1	8	12	
16:15	to	17:15	7	3	10	7	4	11	0	0	0	0	0	0	7	3	10	5	7%	7	5	12	9	
16:30	to	17:30	6	3	9	7	4	11	0	0	0	0	0	0	6	3	9	6	8%	7	7	14	9	
16:45	to	17:45	4	4	8	5	5	10	0	0	0	0	0	0	4	4	8	5	7%	6	8	14	9	
17:00	to	18:00	3	4	7	4	6	10	0	0	0	0	0	0	3	4	7	5	7%	5	9	14	8	
17:15	to	18:15	3	3	6	6	7	13	0	0	0	0	0	0	3	3	6	5	7%	7	9	16	7	
17:30	to	18:30	3	4	7	5	8	13	0	0	0	0	0	0	3	4	7	5	7%	6	8	14	7	
17:45	to	18:45	5	5	10	7	10	17	0	0	0	0	0	0	5	5	10	5	7%	7	10	17	6	
18:00	to	19:00	5	4	9	8	8	16	0	0	0	0	0	0	5	4	9	6	8%	8	8	16	8	
18:15	to	19:15	4	3	7	5	4	9	0	0	0	0	0	0	4	3	7	6	8%	5	4	9	8	
18:30	to	19:30	3	3	6	4	5	9	0	0	0	0	0	0	3	3	6	5	7%	4	5	9	6	
18:45	to	19:45	1	1	2	2	2	4	0	0	0	0	0	0	1	1	2	5	7%	2	2	4	6	
19:00	to	20:00	1	1	2	2	2	4	0	0	0	0	0	0	1	1	2	6	8%	2	2	4	8	
	Peak		9	13	19	15	16	25	3	3	6	4	4	8	10	14	20	6	8%	20	19	31	12	

* PM network peak is highlighted. AM network peak data is not available

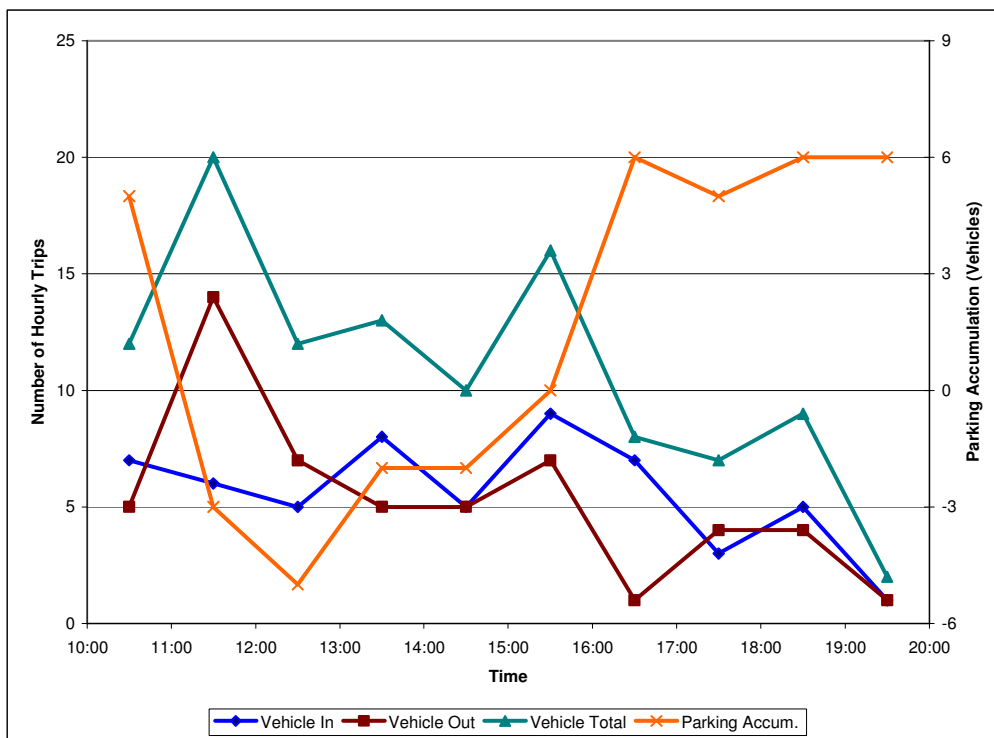


Figure 3-27 SH7 – Survey Results (Weekday) – Vehicle Trips

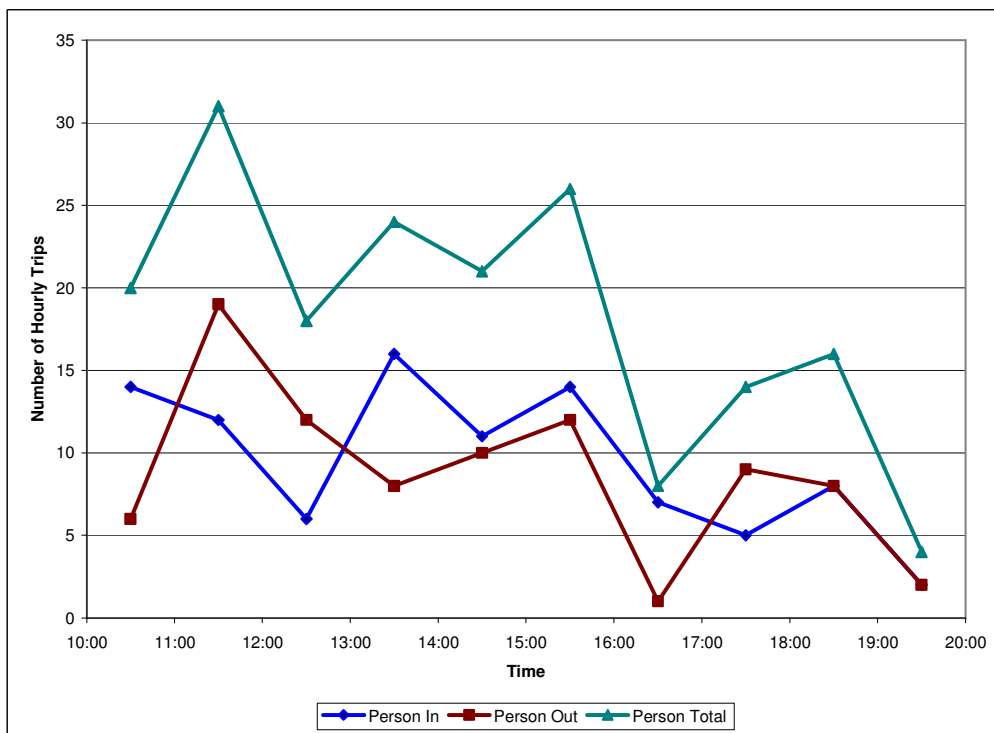


Figure 3-28 SH7 – Survey Results (Weekday) – Person Trips

Table 3-30 SH7 - Survey Results – 15 mins data (Weekend)

SH7			only cars that are visible , the rest go to garage														
DATE 22/MAR/2009			VEHICLES PARKED ON SITE		START	2	END	1			PEDESTRIANS / CYCLISTS				VISITORS CARS OUTSIDE		
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED				
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT			
10:00	to	10:15	1	2	1	3	0	0	0	0	0	0	0	0	0		
10:15	to	10:30	0	0	0	0	0	0	0	0	0	0	2	2	0		
10:30	to	10:45	1	0	3	0	0	0	0	0	0	0	0	0	0		
10:45	to	11:00	1	0	2	0	0	0	0	0	0	0	1	1	0		
11:00	to	11:15	3	1	6	1	0	0	0	0	0	0	<1>	0	0		
11:15	to	11:30	1	0	1	0	0	0	0	0	0	0	0	0	0		
11:30	to	11:45	2	3	3	6	0	0	0	0	0	0	0	0	0		
11:45	to	12:00	3	2	6	4	0	0	0	0	0	0	0	1	0		
12:00	to	12:15	0	0	0	0	0	0	0	0	0	0	<1>	0	0		
12:15	to	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30	to	12:45	1	1	2	1	0	0	0	0	0	0	0	0	0		
12:45	to	13:00	1	0	3	0	0	0	0	0	0	0	0	0	0		
13:00	to	13:15	1	0	1	0	0	0	0	0	0	0	0	0	0		
13:15	to	13:30	1	0	1	0	0	0	0	0	0	0	1	0	0		
13:30	to	13:45	1	0	1	0	0	0	0	0	0	0	0	0	0		
13:45	to	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:00	to	14:15	1	0	2	0	0	0	0	0	0	0	0	1	0		
14:15	to	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:30	to	14:45	0	1	0	2	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		
15:00	to	15:15	0	0	0	0	0	0	0	0	0	0	0	1	0		
15:15	to	15:30	0	0	0	0	0	0	0	0	0	0	1	0	0		
15:30	to	15:45	2	1	2	1	0	0	0	0	0	0	0	1	0		
15:45	to	16:00	1	2	2	2	0	0	0	0	0	0	0	0	0		
16:00	to	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15	to	16:30	3	3	6	6	0	0	0	0	0	0	0	1	0		
16:30	to	16:45	2	1	2	1	0	0	0	0	0	0	2	0	0		
16:45	to	17:00	2	1	2	1	0	0	0	0	0	0	2	0	0		
17:00	to	17:15	1	0	1	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	1	0		
17:30	to	17:45	0	0	0	0	0	0	0	0	0	0	0	1	0		
17:45	to	18:00	1	1	1	1	0	0	0	0	0	0	1	0	0		
18:00	to	18:15	3	0	4	1	0	0	0	0	0	0	0	0	0		
18:15	to	18:30	1	1	1	2	0	0	0	0	0	0	5	5	0		
18:30	to	18:45	1	1	2	1	0	0	0	0	0	0	0	0	0		
18:45	to	19:00	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	1	0	0		
19:15	to	19:30	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		
19:45	to	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Total	35	21	55	33	0	0	0	0	0	0	16	15	0		
		Peak	3	3	6	6	0	0	0	0	0	0	5	5	0		

Table 3-31 SH7 - Survey Results – hourly data (Weekend)

SH7			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	2	73	In	Out	Total	Accum.	
10:00	to	11:00	3	2	5	6	3	9	0	0	0	0	0	0	3	2	5	3	4%	9	6	15	3	
10:15	to	11:15	5	1	6	11	1	12	0	0	0	0	0	0	5	1	6	5	7%	14	4	18	8	
10:30	to	11:30	6	1	7	12	1	13	0	0	0	0	0	0	6	1	7	6	8%	13	2	15	9	
10:45	to	11:45	7	4	11	12	7	19	0	0	0	0	0	0	7	4	11	5	7%	13	8	21	6	
11:00	to	12:00	9	6	15	16	11	27	0	0	0	0	0	0	9	6	15	6	8%	16	12	28	7	
11:15	to	12:15	6	5	11	10	10	20	0	0	0	0	0	0	6	5	11	6	8%	10	11	21	7	
11:30	to	12:30	5	5	10	9	10	19	0	0	0	0	0	0	5	5	10	6	8%	9	11	20	7	
11:45	to	12:45	4	3	7	8	5	13	0	0	0	0	0	0	4	3	7	6	8%	8	6	14	8	
12:00	to	13:00	2	1	3	5	1	6	0	0	0	0	0	0	2	1	3	7	10%	5	1	6	11	
12:15	to	13:15	3	1	4	6	1	7	0	0	0	0	0	0	3	1	4	8	11%	6	1	7	12	
12:30	to	13:30	4	1	5	7	1	8	0	0	0	0	0	0	4	1	5	9	12%	8	1	9	14	
12:45	to	13:45	4	0	4	6	0	6	0	0	0	0	0	0	4	0	4	10	14%	7	0	7	15	
13:00	to	14:00	3	0	3	3	0	3	0	0	0	0	0	0	3	0	3	10	14%	4	0	4	15	
13:15	to	14:15	3	0	3	4	0	4	0	0	0	0	0	0	3	0	3	11	15%	5	1	6	16	
13:30	to	14:30	2	0	2	3	0	3	0	0	0	0	0	0	2	0	2	11	15%	3	1	4	16	
13:45	to	14:45	1	1	2	2	2	4	0	0	0	0	0	0	1	1	2	10	14%	2	3	5	14	
14:00	to	15:00	1	1	2	2	2	4	0	0	0	0	0	0	1	1	2	10	14%	2	3	5	14	
14:15	to	15:15	0	1	1	0	2	2	0	0	0	0	0	0	0	1	1	10	14%	0	3	3	13	
14:30	to	15:30	0	1	1	0	2	2	0	0	0	0	0	0	0	1	1	10	14%	1	3	4	14	
14:45	to	15:45	2	1	3	2	1	3	0	0	0	0	0	0	2	1	3	11	15%	3	3	6	14	
15:00	to	16:00	3	3	6	4	3	7	0	0	0	0	0	0	3	3	6	10	14%	5	5	10	14	
15:15	to	16:15	3	3	6	4	3	7	0	0	0	0	0	0	3	3	6	10	14%	5	4	9	14	
15:30	to	16:30	6	6	12	10	9	19	0	0	0	0	0	0	6	6	12	10	14%	10	11	21	13	
15:45	to	16:45	6	6	12	10	9	19	0	0	0	0	0	0	6	6	12	11	15%	12	10	22	16	
16:00	to	17:00	7	5	12	10	8	18	0	0	0	0	0	0	7	5	12	12	16%	14	9	23	19	
16:15	to	17:15	8	5	13	11	8	19	0	0	0	0	0	0	8	5	13	13	18%	15	9	24	20	
16:30	to	17:30	5	2	7	5	2	7	0	0	0	0	0	0	5	2	7	13	18%	9	3	12	19	
16:45	to	17:45	3	1	4	3	1	4	0	0	0	0	0	0	3	1	4	13	18%	5	3	8	18	
17:00	to	18:00	2	1	3	2	1	3	0	0	0	0	0	0	2	1	3	13	18%	3	3	6	19	
17:15	to	18:15	4	1	5	5	2	7	0	0	0	0	0	0	4	1	5	16	22%	6	4	10	22	
17:30	to	18:30	5	2	7	6	4	10	0	0	0	0	0	0	5	2	7	16	22%	12	10	22	21	
17:45	to	18:45	6	3	9	8	5	13	0	0	0	0	0	0	6	3	9	16	22%	14	10	24	22	
18:00	to	19:00	5	2	7	7	4	11	0	0	0	0	0	0	5	2	7	16	22%	12	9	21	22	
18:15	to	19:15	2	2	4	3	3	6	0	0	0	0	0	0	2	2	4	16	22%	9	8	17	23	
18:30	to	19:30	1	1	2	2	1	3	0	0	0	0	0	0	1	1	2	16	22%	3	1	4	23	
18:45	to	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	22%	1	0	1	23	
19:00	to	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	22%	1	0	1	23	
		Peak	9	6	15	16	11	27	0	0	0	0	0	0	9	6	15	16	22%	16	12	28	23	

* Network peak is highlighted.

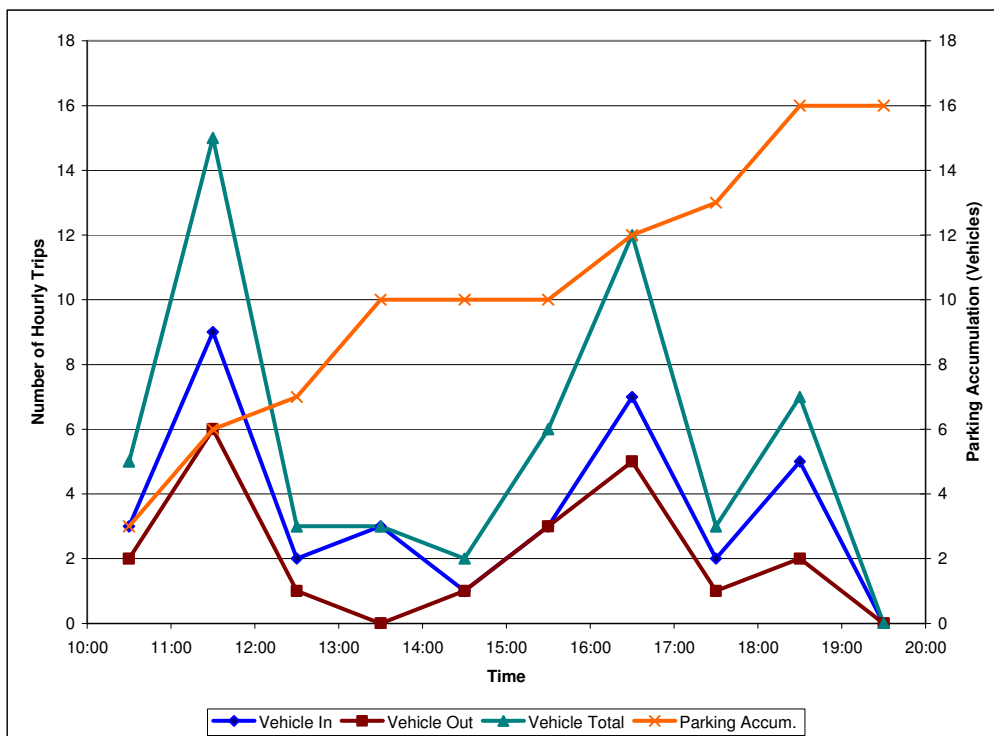


Figure 3-29 SH7 – Survey Results (Weekend) – Vehicle Trips

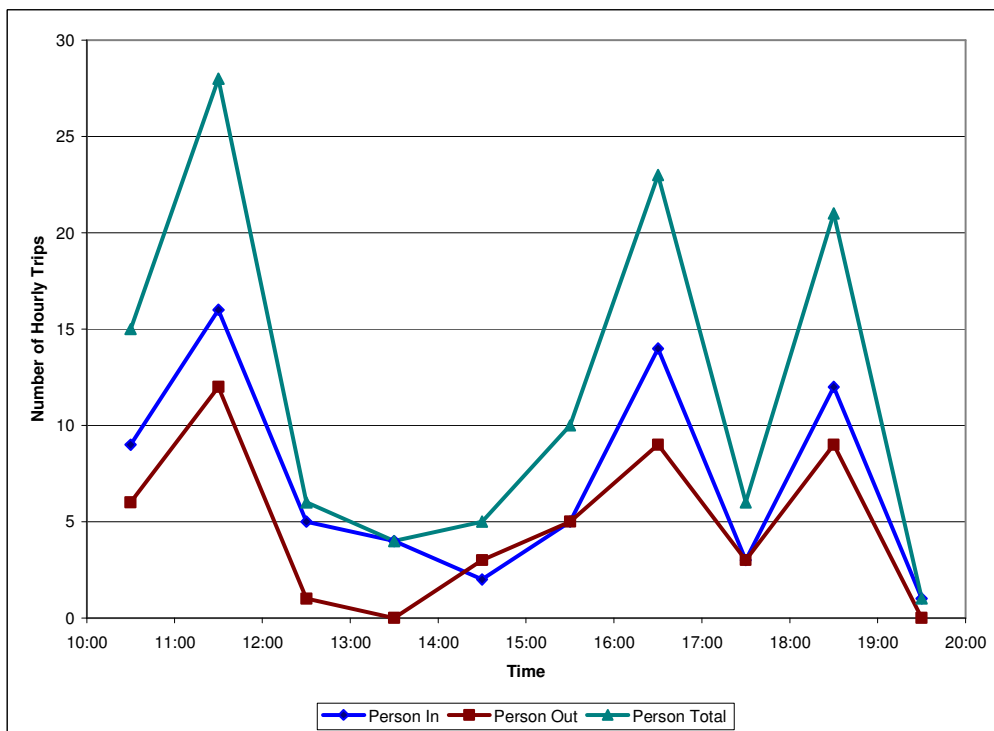


Figure 3-30 SH7 – Survey Results (Weekend) – Person Trips

3.1.8 SH8 - Broadwater Court Waterfront at Kincumber

Table 3-32 SH8 - Survey Results – 15 mins data (Weekday)

SH8															
DATE: 18 March 2009			VEHICLES PARKED ON SITE		START	Can't see	END	Can't see		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		VISITORS CARS OUTSIDE
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	3	7	4	10	0	0	0	0	0	0	0	0	1
10:15	to	10:30	5	0	7	0	0	0	0	0	0	0	0	0	1
10:30	to	10:45	1	5	1	8	0	0	0	0	0	0	0	0	1
10:45	to	11:00	1	4	2	6	0	1	0	1	0	0	0	0	0
11:00	to	11:15	3	3	3	3	0	0	0	0	0	0	0	0	0
11:15	to	11:30	4	4	6	5	0	0	0	0	0	0	0	0	0
11:30	to	11:45	2	1	2	1	0	0	0	0	0	0	0	0	1
11:45	to	12:00	1	1	2	2	1	0	1	0	0	0	0	0	1
12:00	to	12:15	1	3	1	4	0	0	0	0	0	0	0	0	2
12:15	to	12:30	2	1	2	1	0	0	0	0	0	1	0	0	1
12:30	to	12:45	0	2	0	2	1	2	3	4	0	0	0	0	1
12:45	to	13:00	2	2	3	3	0	0	0	0	0	0	0	0	1
13:00	to	13:15	3	2	6	4	0	0	0	0	0	0	0	0	1
13:15	to	13:30	3	2	5	4	0	0	0	0	0	0	0	0	2
13:30	to	13:45	1	0	2	0	0	0	0	0	0	0	0	0	1
13:45	to	14:00	2	2	4	3	0	0	0	0	0	0	0	0	1
14:00	to	14:15	2	1	4	3	0	0	0	0	2	0	0	0	1
14:15	to	14:30	5	4	7	5	0	0	0	0	1	0	0	0	1
14:30	to	14:45	3	1	4	2	0	0	0	0	0	0	0	0	1
14:45	to	15:00	2	4	4	2	0	0	0	0	0	0	0	0	1
15:00	to	15:15	1	0	2	0	1	0	1	0	1	1	0	0	1
15:15	to	15:30	0	3	0	3	0	0	0	0	0	0	0	0	0
15:30	to	15:45	6	0	9	0	0	0	0	0	0	0	0	0	1
15:45	to	16:00	4	3	4	3	0	0	0	0	0	0	0	0	1
16:00	to	16:15	1	5	1	9	0	0	0	0	0	0	0	0	1
16:15	to	16:30	1	2	1	2	0	0	0	0	0	0	0	0	1
16:30	to	16:45	0	2	0	2	0	0	0	0	0	0	0	0	0
16:45	to	17:00	5	0	7	0	0	0	0	0	0	0	0	0	0
17:00	to	17:15	1	1	2	1	0	0	0	0	0	0	0	0	0
17:15	to	17:30	2	1	2	1	0	0	0	0	0	0	0	0	0
17:30	to	17:45	2	0	2	0	0	0	0	0	0	0	0	0	0
17:45	to	18:00	1	3	1	7	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
18:15	to	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	to	18:45	0	1	0	2	0	0	0	0	0	0	0	0	0
18:45	to	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	to	19:15	2	0	3	0	0	0	0	0	0	0	0	0	0
19:15	to	19:30	0	1	0	1	0	0	0	0	0	0	0	0	0
19:30	to	19:45	1	0	2	0	0	0	0	0	0	0	0	0	0
19:45	to	20:00	2	0	5	0	0	0	0	0	0	0	0	0	0
Total			75	71	110	99	3	3	5	5	4	2	0	0	24
Peak			6	7	9	10	1	2	3	4	2	1	0	0	2

Table 3-33 SH8 - Survey Results – hourly data (Weekday)

SH8			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	0	139	In	Out	Total	Accum.			
10:00	to	11:00	10	16	26	14	24	38	0	1	1	0	1	1	1	10	17	27	-7	-5%	14	25	39	-11
10:15	to	11:15	10	12	22	13	17	30	0	1	1	0	1	1	1	10	13	23	-7	-5%	13	18	31	-11
10:30	to	11:30	9	16	25	12	22	34	0	1	1	0	1	1	1	9	17	26	-7	-5%	12	23	35	-10
10:45	to	11:45	10	12	22	13	15	28	0	1	1	0	1	1	1	10	13	23	-6	-4%	13	16	29	-9
11:00	to	12:00	10	9	19	13	11	24	1	0	1	1	0	1	11	9	20	-5	-4%	14	11	25	-8	
11:15	to	12:15	8	9	17	11	12	23	1	0	1	1	0	1	9	9	18	-7	-5%	12	12	24	-11	
11:30	to	12:30	6	6	12	7	8	15	1	0	1	1	0	1	7	6	13	-6	-4%	8	9	17	-11	
11:45	to	12:45	4	7	11	5	9	14	2	2	4	4	4	8	6	9	15	-9	-6%	9	14	23	-14	
12:00	to	13:00	5	8	13	6	10	16	1	2	3	3	4	7	6	10	16	-9	-6%	9	15	24	-14	
12:15	to	13:15	7	7	14	11	10	21	1	2	3	3	4	7	8	9	17	-8	-6%	14	15	29	-12	
12:30	to	13:30	8	8	16	14	13	27	1	2	3	3	4	7	9	10	19	-7	-5%	17	17	34	-11	
12:45	to	13:45	9	6	15	16	11	27	0	0	0	0	0	0	9	6	15	-6	-4%	16	11	27	-9	
13:00	to	14:00	9	6	15	17	11	28	0	0	0	0	0	0	9	6	15	-6	-4%	17	11	28	-8	
13:15	to	14:15	8	5	13	15	10	25	0	0	0	0	0	0	8	5	13	-5	-4%	17	10	27	-5	
13:30	to	14:30	10	7	17	17	11	28	0	0	0	0	0	0	10	7	17	-4	-3%	20	11	31	-2	
13:45	to	14:45	12	8	20	19	13	32	0	0	0	0	0	0	12	8	20	-2	-1%	22	13	35	0	
14:00	to	15:00	12	10	22	19	12	31	0	0	0	0	0	0	12	10	22	-4	-3%	22	12	34	2	
14:15	to	15:15	11	9	20	17	9	26	1	0	1	1	0	1	12	9	21	-2	-1%	20	10	30	5	
14:30	to	15:30	6	8	14	10	7	17	1	0	1	1	0	1	7	8	15	-5	-4%	12	8	20	2	
14:45	to	15:45	9	7	16	15	5	20	1	0	1	1	0	1	10	7	17	1	1%	17	6	23	11	
15:00	to	16:00	11	6	17	15	6	21	1	0	1	1	0	1	12	6	18	2	1%	17	7	24	12	
15:15	to	16:15	11	11	22	14	15	29	0	0	0	0	0	0	11	11	22	-2	-1%	14	15	29	4	
15:30	to	16:30	12	10	22	15	14	29	0	0	0	0	0	0	12	10	22	-3	-2%	15	14	29	3	
15:45	to	16:45	6	12	18	6	16	22	0	0	0	0	0	0	6	12	18	-5	-4%	6	16	22	1	
16:00	to	17:00	7	9	16	9	13	22	0	0	0	0	0	0	7	9	16	0	0%	9	13	22	8	
16:15	to	17:15	7	5	12	10	5	15	0	0	0	0	0	0	7	5	12	0	0%	10	5	15	9	
16:30	to	17:30	8	4	12	11	4	15	0	0	0	0	0	0	8	4	12	1	1%	11	4	15	10	
16:45	to	17:45	10	2	12	13	2	15	0	0	0	0	0	0	10	2	12	3	2%	13	2	15	12	
17:00	to	18:00	6	5	11	7	9	16	0	0	0	0	0	0	6	5	11	1	1%	7	9	16	6	
17:15	to	18:15	5	4	9	5	8	13	0	0	0	0	0	0	5	4	9	1	1%	5	8	13	6	
17:30	to	18:30	3	3	6	3	7	10	0	0	0	0	0	0	3	3	6	1	1%	3	7	10	6	
17:45	to	18:45	1	4	5	1	9	10	0	0	0	0	0	0	1	4	5	0	0%	1	9	10	4	
18:00	to	19:00	0	1	1	0	2	2	0	0	0	0	0	0	0	1	1	0	0%	0	2	2	4	
18:15	to	19:15	2	1	3	3	2	5	0	0	0	0	0	0	2	1	3	2	1%	3	2	5	7	
18:30	to	19:30	2	2	4	3	3	6	0	0	0	0	0	0	2	2	4	1	1%	3	3	6	6	
18:45	to	19:45	3	1	4	5	1	6	0	0	0	0	0	0	3	1	4	2	1%	5	1	6	8	
19:00	to	20:00	5	1	6	10	1	11	0	0	0	0	0	0	5	1	6	4	3%	10	1	11	13	
	Peak		12	16	26	19	24	38	2	2	4	4	4	8	12	17	27	4	3%	22	25	39	13	

* AM and PM network peak are highlighted.

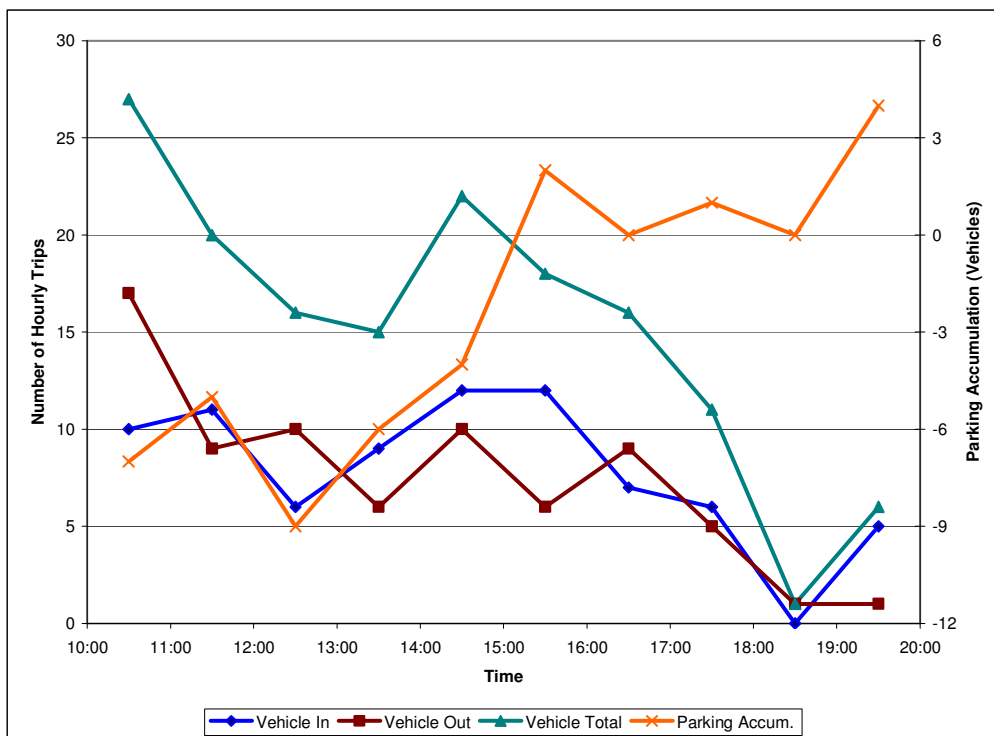


Figure 3-31 SH8 – Survey Results (Weekday) – Vehicle Trips

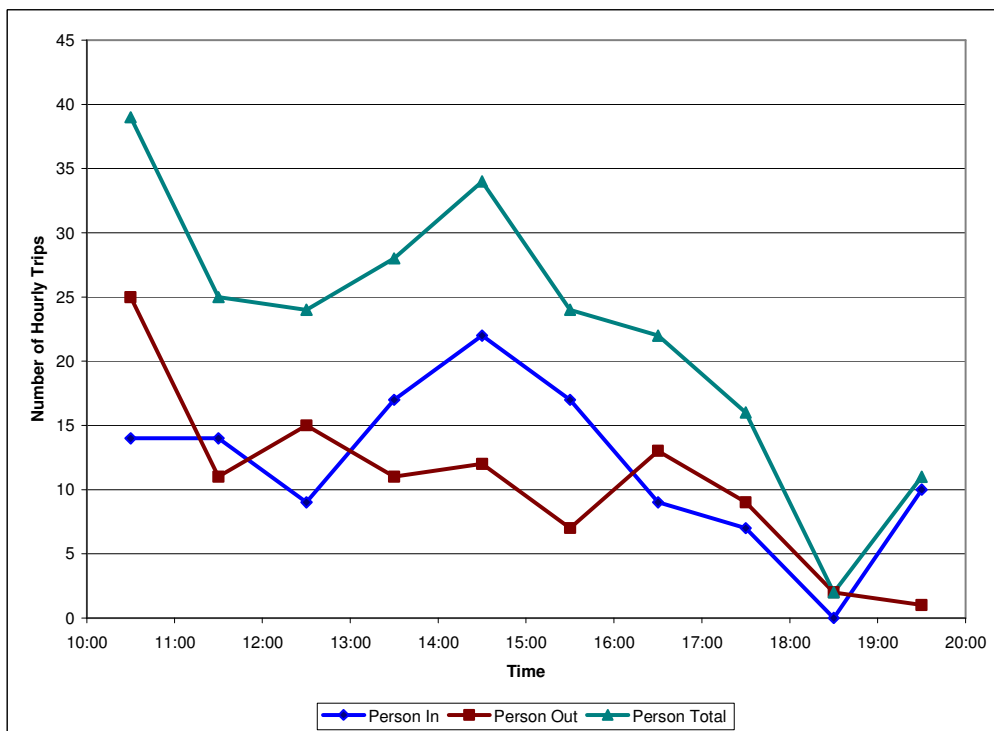


Figure 3-32 SH8 – Survey Results (Weekday) – Person Trips

Table 3-34 SH8 –AM Survey Results – 15 mins data (Weekday)

SH8																		
DATE: 6 MAY 2009			VEHICLES PARKED ON SITE				START			END				PEDESTRIANS / CYCLISTS				VISITORS CARS OUTSIDE
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED					
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT				
6:00	to	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15	to	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30	to	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45	to	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00	to	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15	to	7:30	1	1	1	1	0	2	0	2	0	0	0	0	0			
7:30	to	7:45	2	1	3	1	2	0	2	0	1	0	0	0	0			
7:45	to	8:00	0	1	0	1	0	0	0	0	1	1	0	0	1			
8:00	to	8:15	1	1	1	1	0	0	0	0	1	0	0	0	1			
8:15	to	8:30	0	1	0	1	0	0	0	0	0	0	0	0	0			
8:30	to	8:45	1	1	1	2	0	0	0	0	0	0	0	0	0			
8:45	to	9:00	1	3	1	3	1	0	1	0	3	0	0	0	3			
9:00	to	9:15	3	2	3	2	1	2	7	10	1	1	0	0	1			
9:15	to	9:30	0	2	0	2	2	0	2	0	3	3	0	0	2			
9:30	to	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45	to	10:00	0	3	0	5	1	1	1	1	3	0	0	0	2			
10:00	to	10:15	1	2	1	4	0	0	0	0	3	2	0	0	2			
10:15	to	10:30	1	1	2	1	0	0	0	0	7	4	0	0	3			
10:30	to	10:45	3	2	5	4	0	0	0	0	0	2	0	0	0			
10:45	to	11:00	3	5	3	6	0	0	0	0	1	2	0	0	0			
11:00	to	11:15	3	7	4	8	1	0	1	0	2	1	0	0	1			
11:15	to	11:30	2	4	2	4	2	2	2	2	5	0	0	0	0			
11:30	to	11:45	0	2	0	3	0	0	0	0	2	1	0	0	1			
11:45	to	12:00	4	1	6	2	1	1	1	1	9	3	0	0	4			
		Total	26	40	33	51	11	8	17	16	40	23	0	0	21			
		Peak	4	7	6	8	2	2	7	10	9	4	0	0	4			

Table 3-35 SH8 –AM Survey Results – hourly data (Weekday)

SH8			Car						Commercial Vehicle						All											
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)			Parking %		Person (include Pedestrian)			
TIME			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	N/A	N/A	In	Out	Total	Accum.			
6:00	to	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0		
6:15	to	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0		
6:30	to	7:30	1	1	2	1	1	2	0	2	2	0	2	2	1	3	4	N/A	N/A	1	3	4	-2			
6:45	to	7:45	3	2	5	4	2	6	2	2	4	2	2	4	5	4	9	N/A	N/A	7	4	11	3			
7:00	to	8:00	3	3	6	4	3	7	2	2	4	2	2	4	5	5	10	N/A	N/A	8	6	14	2			
7:15	to	8:15	4	4	8	5	4	9	2	2	4	2	2	4	6	6	12	N/A	N/A	10	7	17	3			
7:30	to	8:30	3	4	7	4	4	8	2	0	2	2	0	2	5	4	9	N/A	N/A	9	5	14	2			
7:45	to	8:45	2	4	6	2	5	7	0	0	0	0	0	0	2	4	6	N/A	N/A	4	6	10	3			
8:00	to	9:00	3	6	9	3	7	10	1	0	1	1	0	1	4	6	10	N/A	N/A	8	7	15	0			
8:15	to	9:15	5	7	12	5	8	13	2	2	4	8	10	18	7	9	16	N/A	N/A	17	19	36	-1			
8:30	to	9:30	5	8	13	5	9	14	4	2	6	10	10	20	9	10	19	N/A	N/A	22	23	45	-2			
8:45	to	9:45	4	7	11	4	7	11	4	2	6	10	10	20	8	9	17	N/A	N/A	21	21	42	-1			
9:00	to	10:00	3	7	10	3	9	12	4	3	7	10	11	21	7	10	17	N/A	N/A	18	27	45	-7			
9:15	to	10:15	1	7	8	1	11	12	3	1	4	3	1	4	4	8	12	N/A	N/A	11	20	31	-11			
9:30	to	10:30	2	6	8	3	10	13	1	1	2	1	1	2	3	7	10	N/A	N/A	15	20	35	-5			
9:45	to	10:45	5	8	13	8	14	22	1	1	2	1	1	2	6	9	15	N/A	N/A	20	26	46	-6			
10:00	to	11:00	8	10	18	11	15	26	0	0	0	0	0	0	8	10	18	N/A	N/A	22	25	47	-10			
10:15	to	11:15	10	15	25	14	19	33	1	0	1	1	0	1	11	15	26	N/A	N/A	25	28	53	-5			
10:30	to	11:30	11	18	29	14	22	36	3	2	5	3	2	5	14	20	34	N/A	N/A	25	29	54	0			
10:45	to	11:45	8	18	26	9	21	30	3	2	5	3	2	5	11	20	31	N/A	N/A	22	27	49	-6			
11:00	to	12:00	9	14	23	12	17	29	4	3	7	4	3	7	13	17	30	N/A	N/A	34	25	59	5			
		Peak	11	18	29	14	22	36	4	3	7	10	11	21	14	20	34			34	29	59	5			

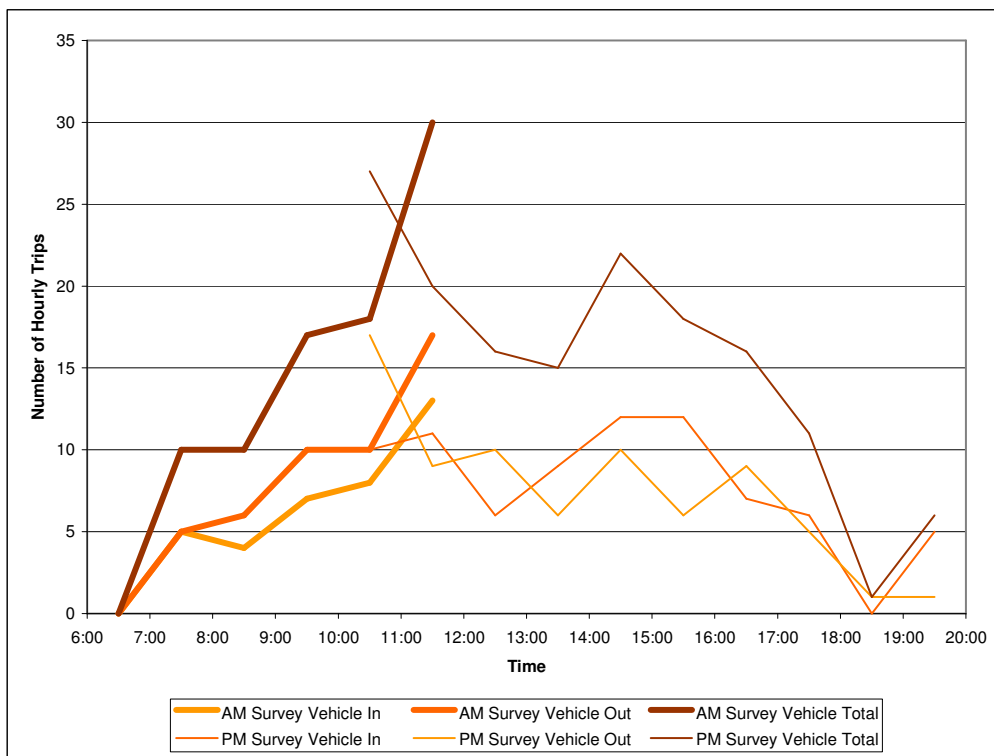


Figure 3-33 SH8 – Results with AM Traffic (Weekday) – Vehicle Trips

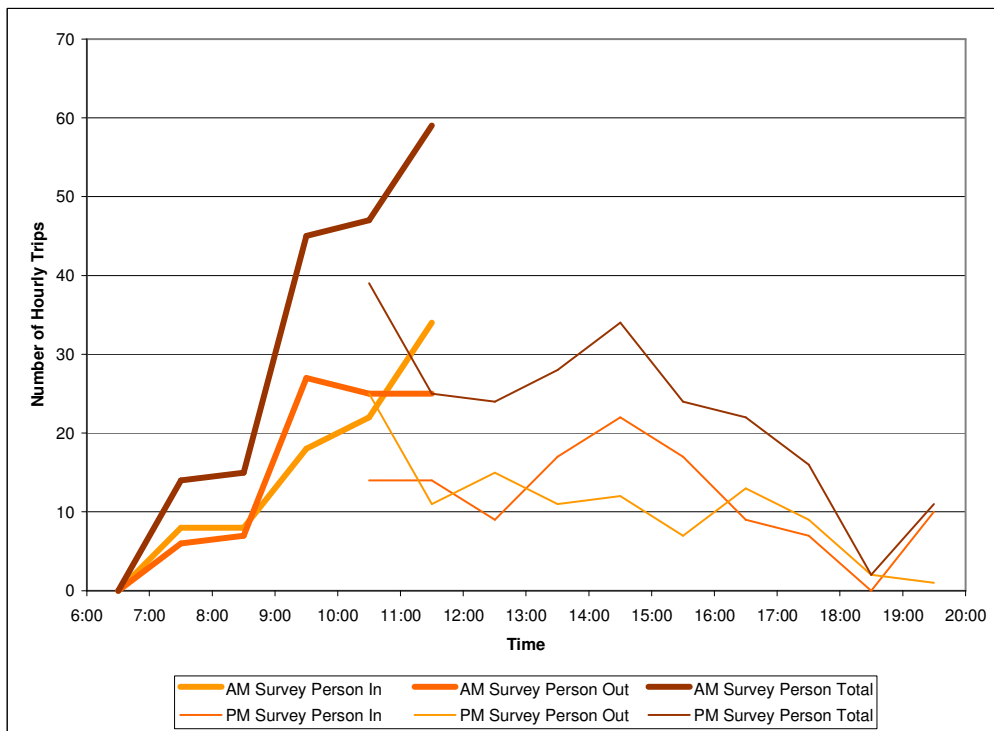


Figure 3-34 SH8 – Results with AM Traffic (Weekday) – Person Trips

Table 3-36 SH8 - Survey Results – 15 mins data (Weekend)

SH8																
DATE: 22 March 2009			VEHICLES PARKED ON SITE		START	0	END	Can't see any		PEDESTRIANS / CYCLISTS						
15mins Data WEATHER: Sunny																
			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		VISITORS CARS OUTSIDE	
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
10:00	to	10:15	0	2	0	4	0	0	0	0	0	0	0	0	1	
10:15	to	10:30	2	1	4	1	0	0	0	0	0	0	0	0	0	
10:30	to	10:45	1	0	1	0	0	0	0	0	0	0	0	0	1	
10:45	to	11:00	3	3	4	3	0	0	0	0	0	0	0	0	1	
11:00	to	11:15	4	2	7	2	0	0	0	0	0	0	0	0	1	
11:15	to	11:30	1	3	3	6	0	0	0	0	0	0	0	0	1	
11:30	to	11:45	2	2	4	4	0	0	0	0	0	0	0	1	1	
11:45	to	12:00	2	2	5	3	0	0	0	0	0	0	0	0	1	
12:00	to	12:15	3	1	4	2	0	0	0	0	0	0	0	0	1	
12:15	to	12:30	0	0	0	0	0	0	0	0	0	0	1	0	1	
12:30	to	12:45	2	0	3	0	0	0	0	0	0	0	0	0	1	
12:45	to	13:00	1	0	2	0	0	0	0	0	0	0	0	0	2	
13:00	to	13:15	0	1	0	1	0	0	0	0	0	0	0	0	2	
13:15	to	13:30	0	1	0	1	0	0	0	0	0	0	0	0	2	
13:30	to	13:45	2	0	2	0	0	0	0	0	0	0	0	0	2	
13:45	to	14:00	2	1	4	3	0	0	0	0	0	0	0	0	1	
14:00	to	14:15	4	0	8	0	0	0	0	0	0	0	0	0	1	
14:15	to	14:30	2	0	2	0	0	0	0	0	0	0	0	0	1	
14:30	to	14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	
14:45	to	15:00	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	1	
15:15	to	15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	
15:30	to	15:45	1	0	1	0	0	0	0	0	0	0	0	0	1	
15:45	to	16:00	0	1	0	2	0	0	0	0	0	0	0	0	1	
16:00	to	16:15	0	2	0	2	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	
16:30	to	16:45	0	2	0	4	0	0	0	0	0	0	0	0	0	
16:45	to	17:00	1	0	1	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	
17:15	to	17:30	1	0	2	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	
17:45	to	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	to	18:15	0	2	0	4	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	
18:30	to	18:45	1	1	2	1	0	0	0	0	0	0	0	0	0	
18:45	to	19:00	0	0	0	0	0	0	0	0	2	0	0	0	0	
19:00	to	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:15	to	19:30	1	0	1	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	
19:45	to	20:00	1	1	2	2	0	0	0	0	0	0	0	0	0	
		Total	37	28	62	45	0	0	0	0	2	0	1	1	27	
		Peak	4	3	8	6	0	0	0	0	2	0	1	1	2	

Table 3-37 SH8 - Survey Results – hourly data (Weekend)

SH8			Car						Commercial Vehicle						All											
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)			All		Person (include Pedestrian)			
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	0	139	In	Out	Total	Accum.		
10:00	to	11:00	6	6	12	9	8	17	0	0	0	0	0	0	0	6	6	12	0	0%	9	8	17	1		
10:15	to	11:15	10	6	16	16	6	22	0	0	0	0	0	0	10	6	16	2	1%	16	6	22	6			
10:30	to	11:30	9	8	17	15	11	26	0	0	0	0	0	0	9	8	17	0	0%	15	11	26	3			
10:45	to	11:45	10	10	20	18	15	33	0	0	0	0	0	0	10	10	20	0	0%	18	16	34	2			
11:00	to	12:00	9	9	18	19	15	34	0	0	0	0	0	0	9	9	18	0	0%	19	16	35	4			
11:15	to	12:15	8	8	16	16	15	31	0	0	0	0	0	0	8	8	16	2	1%	16	16	32	6			
11:30	to	12:30	7	5	12	13	9	22	0	0	0	0	0	0	7	5	12	2	1%	14	10	24	7			
11:45	to	12:45	7	3	10	12	5	17	0	0	0	0	0	0	7	3	10	4	3%	13	5	18	10			
12:00	to	13:00	6	1	7	9	2	11	0	0	0	0	0	0	6	1	7	5	4%	10	2	12	12			
12:15	to	13:15	3	1	4	5	1	6	0	0	0	0	0	0	3	1	4	4	3%	6	1	7	11			
12:30	to	13:30	3	2	5	5	2	7	0	0	0	0	0	0	3	2	5	3	2%	5	2	7	10			
12:45	to	13:45	3	2	5	4	2	6	0	0	0	0	0	0	3	2	5	5	4%	4	2	6	12			
13:00	to	14:00	4	3	7	6	5	11	0	0	0	0	0	0	4	3	7	6	4%	6	5	11	13			
13:15	to	14:15	8	2	10	14	4	18	0	0	0	0	0	0	8	2	10	10	7%	14	4	18	21			
13:30	to	14:30	10	1	11	16	3	19	0	0	0	0	0	0	10	1	11	12	9%	16	3	19	23			
13:45	to	14:45	8	1	9	14	3	17	0	0	0	0	0	0	8	1	9	12	9%	14	3	17	23			
14:00	to	15:00	6	0	6	10	0	10	0	0	0	0	0	0	6	0	6	12	9%	10	0	10	23			
14:15	to	15:15	2	0	2	2	0	2	0	0	0	0	0	0	2	0	2	12	9%	2	0	2	23			
14:30	to	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	9%	0	0	0	23			
14:45	to	15:45	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1	13	9%	1	0	1	24			
15:00	to	16:00	1	1	2	1	2	3	0	0	0	0	0	0	1	1	2	12	9%	1	2	3	22			
15:15	to	16:15	1	3	4	1	4	5	0	0	0	0	0	0	1	3	4	10	7%	1	4	5	20			
15:30	to	16:30	1	3	4	1	4	5	0	0	0	0	0	0	1	3	4	10	7%	1	4	5	20			
15:45	to	16:45	0	5	5	0	8	8	0	0	0	0	0	0	0	5	5	8	6%	0	8	8	16			
16:00	to	17:00	1	4	5	1	6	7	0	0	0	0	0	0	1	4	5	9	6%	1	6	7	17			
16:15	to	17:15	1	2	3	1	4	5	0	0	0	0	0	0	1	2	3	9	6%	1	4	5	17			
16:30	to	17:30	2	2	4	3	4	7	0	0	0	0	0	0	2	2	4	10	7%	3	4	7	19			
16:45	to	17:45	2	0	2	3	0	3	0	0	0	0	0	0	2	0	2	10	7%	3	0	3	19			
17:00	to	18:00	1	0	1	2	0	2	0	0	0	0	0	0	1	0	1	10	7%	2	0	2	19			
17:15	to	18:15	1	2	3	2	4	6	0	0	0	0	0	0	1	2	3	8	6%	2	4	6	15			
17:30	to	18:30	0	2	2	0	4	4	0	0	0	0	0	0	0	2	2	8	6%	0	4	4	15			
17:45	to	18:45	1	3	4	2	5	7	0	0	0	0	0	0	1	3	4	8	6%	2	5	7	16			
18:00	to	19:00	1	3	4	2	5	7	0	0	0	0	0	0	1	3	4	8	6%	4	5	9	18			
18:15	to	19:15	1	1	2	2	1	3	0	0	0	0	0	0	1	1	2	8	6%	4	1	5	18			
18:30	to	19:30	2	1	3	3	1	4	0	0	0	0	0	0	2	1	3	9	6%	5	1	6	19			
18:45	to	19:45	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1	9	6%	3	0	3	19			
19:00	to	20:00	2	1	3	3	2	5	0	0	0	0	0	0	2	1	3	9	6%	3	2	5	19			
		Peak	10	10	20	19	15	34	0	0	0	0	0	0	10	10	20	13	9%	19	16	35	24			

* Network peak is highlighted.

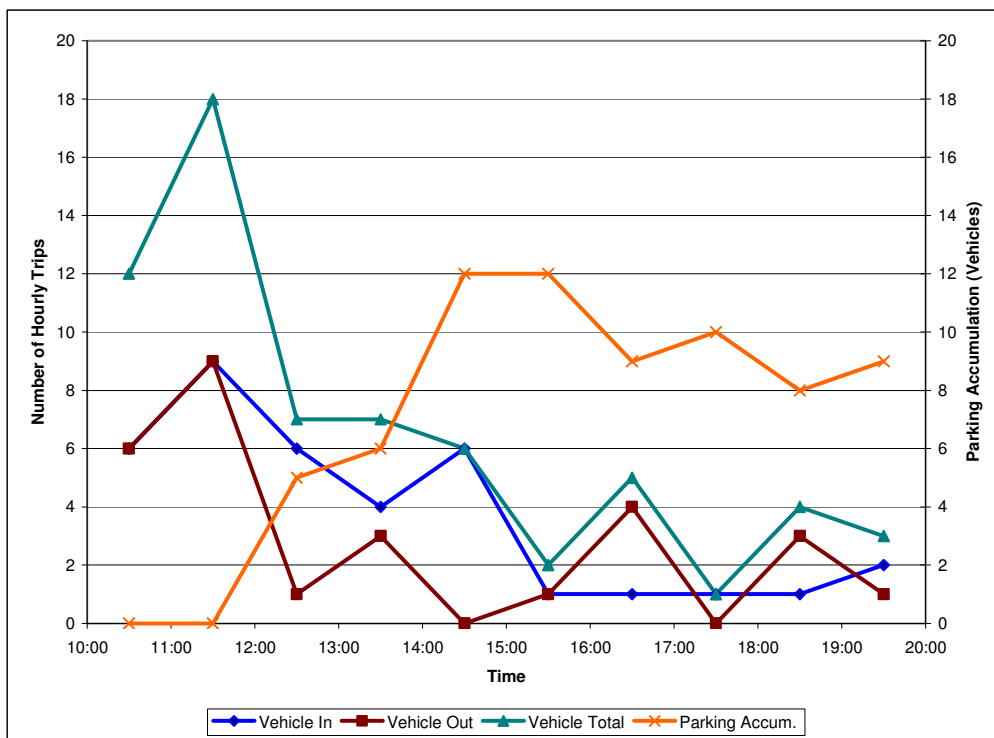


Figure 3-35 SH8 – Survey Results (Weekend) – Vehicle Trips

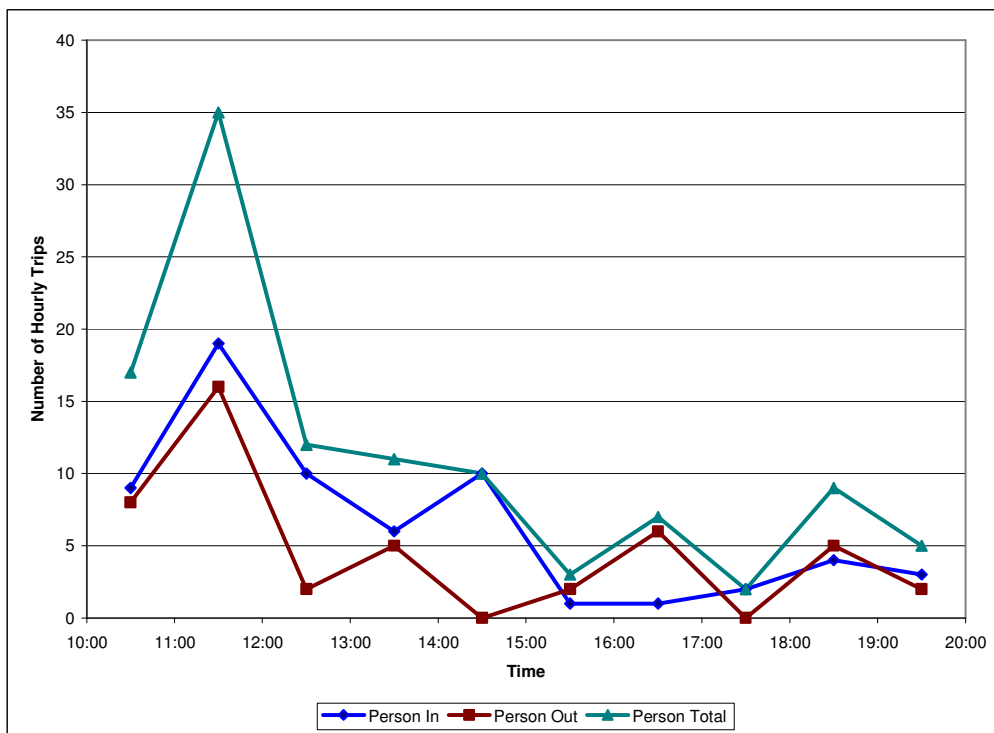


Figure 3-36 SH8 – Survey Results (Weekend) – Person Trips

3.1.9 SH9 - Macquarie Grove at Tahmoor

Table 3-38 SH9 - Survey Results – 15 mins data (Weekday)

SH9															
DATE: 25 March 2009			VEHICLES PARKED ON SITE		START	2	END	5		PEDESTRIANS / CYCLISTS					
15mins Data WEATHER: Sunny			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED		VISITORS CARS OUTSIDE
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
10:00	to	10:15	5	2	5	2	1	1	1	1	0	0	0	0	0
10:15	to	10:30	1	3	2	4	1	1	1	1	0	0	0	0	0
10:30	to	10:45	2	1	2	1	0	0	0	0	1	1	0	0	0
10:45	to	11:00	2	1	4	1	0	0	0	0	0	0	0	0	0
11:00	to	11:15	0	1	0	1	0	0	0	0	0	0	0	0	0
11:15	to	11:30	1	3	1	4	0	0	0	0	0	0	0	0	0
11:30	to	11:45	2	1	3	1	0	0	0	0	0	0	0	0	0
11:45	to	12:00	0	0	0	0	1	1	0	0	0	0	0	0	0
12:00	to	12:15	2	2	4	4	0	1	0	6	0	0	1	1	0
12:15	to	12:30	0	1	0	2	0	0	0	0	0	0	2	2	0
12:30	to	12:45	1	1	1	1	1	0	5	0	0	0	1	1	0
12:45	to	13:00	1	1	1	1	1	0	1	0	0	0	0	0	0
13:00	to	13:15	2	1	3	2	0	0	0	0	0	0	0	0	0
13:15	to	13:30	1	1	1	1	0	0	0	0	0	0	0	0	0
13:30	to	13:45	0	0	0	0	0	1	0	8	0	1	0	0	0
13:45	to	14:00	1	0	2	0	0	0	0	0	0	0	0	0	0
14:00	to	14:15	2	1	4	1	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
14:30	to	14:45	0	1	0	1	0	0	0	0	1	1	0	0	0
14:45	to	15:00	1	3	1	4	1	1	6	3	0	0	0	0	0
15:00	to	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	to	15:30	1	0	2	0	0	0	0	0	0	0	0	0	0
15:30	to	15:45	1	0	2	0	0	0	0	0	0	0	0	0	0
15:45	to	16:00	2	1	6	2	0	0	0	0	1	1	0	0	0
16:00	to	16:15	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
16:30	to	16:45	1	1	1	2	0	0	0	0	0	0	0	0	0
16:45	to	17:00	0	1	0	1	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
17:15	to	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	to	17:45	1	0	1	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
18:00	to	18:15	1	1	2	1	0	0	0	0	0	0	0	0	0
18:15	to	18:30	0	1	0	1	0	0	0	0	0	0	0	0	0
18:30	to	18:45	2	1	4	1	0	0	0	0	0	0	0	0	0
18:45	to	19:00	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
19:15	to	19:30	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
19:45	to	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			33	30	52	39	6	6	14	19	3	4	4	4	0
Peak			5	3	6	4	1	1	6	8	1	1	2	2	0

Table 3-39 SH9 - Survey Results – hourly data (Weekday)

SH9			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	2	59	In	Out	Total	Accum.	
10:00	to	11:00	10	7	17	13	8	21	2	2	4	2	2	4	12	9	21	5	8%	16	11	27	5	
10:15	to	11:15	5	6	11	8	7	15	1	1	2	1	1	2	6	7	13	4	7%	10	9	19	4	
10:30	to	11:30	5	6	11	7	7	14	0	0	0	0	0	0	5	6	11	2	3%	8	8	16	1	
10:45	to	11:45	5	6	11	8	7	15	0	0	0	0	0	0	5	6	11	3	5%	8	7	15	3	
11:00	to	12:00	3	5	8	4	6	10	1	1	2	0	0	0	4	6	10	3	5%	4	6	10	3	
11:15	to	12:15	5	6	11	8	9	17	1	2	3	0	6	6	6	8	14	2	3%	9	16	25	-3	
11:30	to	12:30	4	4	8	7	7	14	1	2	3	0	6	6	5	6	11	1	2%	10	16	26	-5	
11:45	to	12:45	3	4	7	5	7	12	2	2	4	5	6	11	5	6	11	2	3%	14	17	31	0	
12:00	to	13:00	4	5	9	6	8	14	2	1	3	6	6	12	6	6	12	3	5%	16	18	34	1	
12:15	to	13:15	4	4	8	5	6	11	2	0	2	6	0	6	6	4	10	4	7%	14	9	23	2	
12:30	to	13:30	5	4	9	6	5	11	2	0	2	6	0	6	7	4	11	4	7%	13	6	19	2	
12:45	to	13:45	4	3	7	5	4	9	1	1	2	1	8	9	5	4	9	3	5%	6	13	19	-7	
13:00	to	14:00	4	2	6	6	3	9	0	1	1	0	8	8	4	3	7	4	7%	6	12	18	-5	
13:15	to	14:15	4	2	6	7	2	9	0	1	1	0	8	8	4	3	7	5	8%	7	11	18	-2	
13:30	to	14:30	3	1	4	6	1	7	0	1	1	0	8	8	3	2	5	5	8%	6	10	16	-2	
13:45	to	14:45	3	2	5	6	2	8	0	0	0	0	0	0	3	2	5	4	7%	7	3	10	-3	
14:00	to	15:00	3	5	8	5	6	11	1	1	2	6	3	9	4	6	10	2	3%	12	10	22	-3	
14:15	to	15:15	1	4	5	1	5	6	1	1	2	6	3	9	2	5	7	2	3%	8	9	17	-3	
14:30	to	15:30	2	4	6	3	5	8	1	1	2	6	3	9	3	5	8	3	5%	10	9	19	-1	
14:45	to	15:45	3	3	6	5	4	9	1	1	2	6	3	9	4	4	8	4	7%	11	7	18	1	
15:00	to	16:00	4	1	5	10	2	12	0	0	0	0	0	0	4	1	5	5	8%	11	3	14	5	
15:15	to	16:15	4	1	5	10	2	12	0	0	0	0	0	0	4	1	5	5	8%	11	3	14	5	
15:30	to	16:30	3	1	4	8	2	10	0	0	0	0	0	0	3	1	4	5	8%	9	3	12	5	
15:45	to	16:45	3	2	5	7	4	11	0	0	0	0	0	0	3	2	5	5	8%	8	5	13	4	
16:00	to	17:00	1	2	3	1	3	4	0	0	0	0	0	0	1	2	3	4	7%	1	3	4	3	
16:15	to	17:15	1	2	3	1	3	4	0	0	0	0	0	0	1	2	3	4	7%	1	3	4	3	
16:30	to	17:30	1	2	3	1	3	4	0	0	0	0	0	0	1	2	3	4	7%	1	3	4	3	
16:45	to	17:45	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	5	8%	1	1	2	4	
17:00	to	18:00	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1	5	8%	1	0	1	4	
17:15	to	18:15	2	1	3	3	1	4	0	0	0	0	0	0	2	1	3	5	8%	3	1	4	5	
17:30	to	18:30	2	2	4	3	2	5	0	0	0	0	0	0	2	2	4	4	7%	3	2	5	4	
17:45	to	18:45	3	3	6	6	3	9	0	0	0	0	0	0	3	3	6	5	8%	6	3	9	7	
18:00	to	19:00	3	3	6	6	3	9	0	0	0	0	0	0	3	3	6	5	8%	6	3	9	7	
18:15	to	19:15	2	2	4	4	2	6	0	0	0	0	0	0	2	2	4	5	8%	4	2	6	7	
18:30	to	19:30	2	1	3	4	1	5	0	0	0	0	0	0	2	1	3	5	8%	4	1	5	7	
18:45	to	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8%	0	0	0	7	
19:00	to	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8%	0	0	0	7	
		Peak	10	7	17	13	9	21	2	2	4	6	8	12	12	9	21	5	8%	16	18	34	7	

* PM network peak is highlighted. AM network peak data is not available

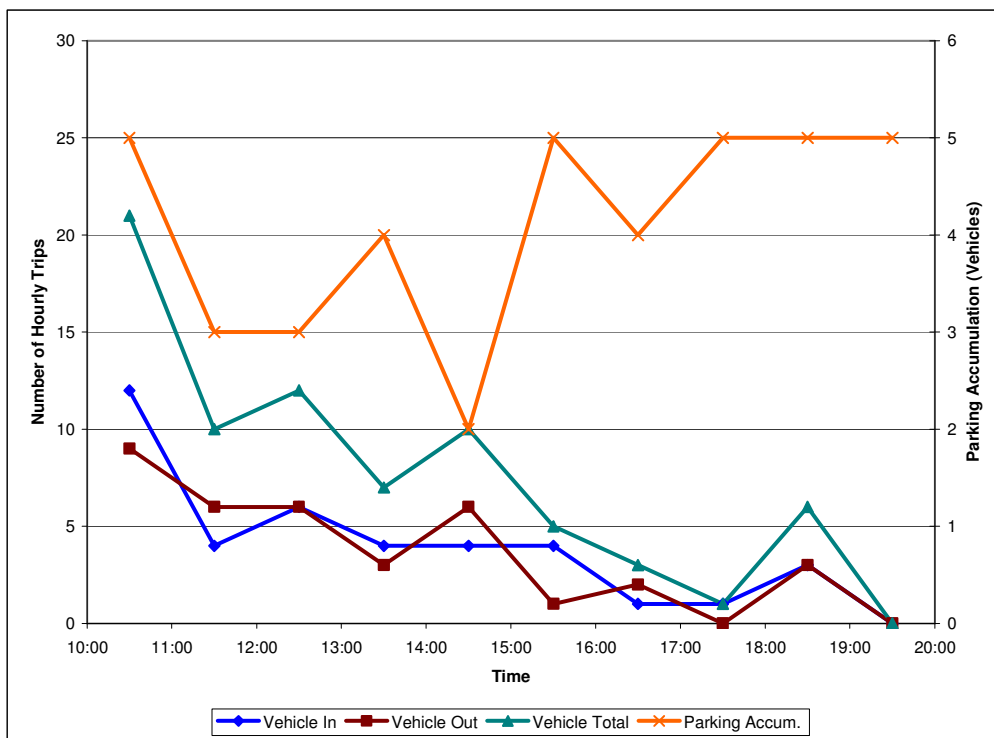


Figure 3-37 SH9 – Survey Results (Weekday) – Vehicle Trips

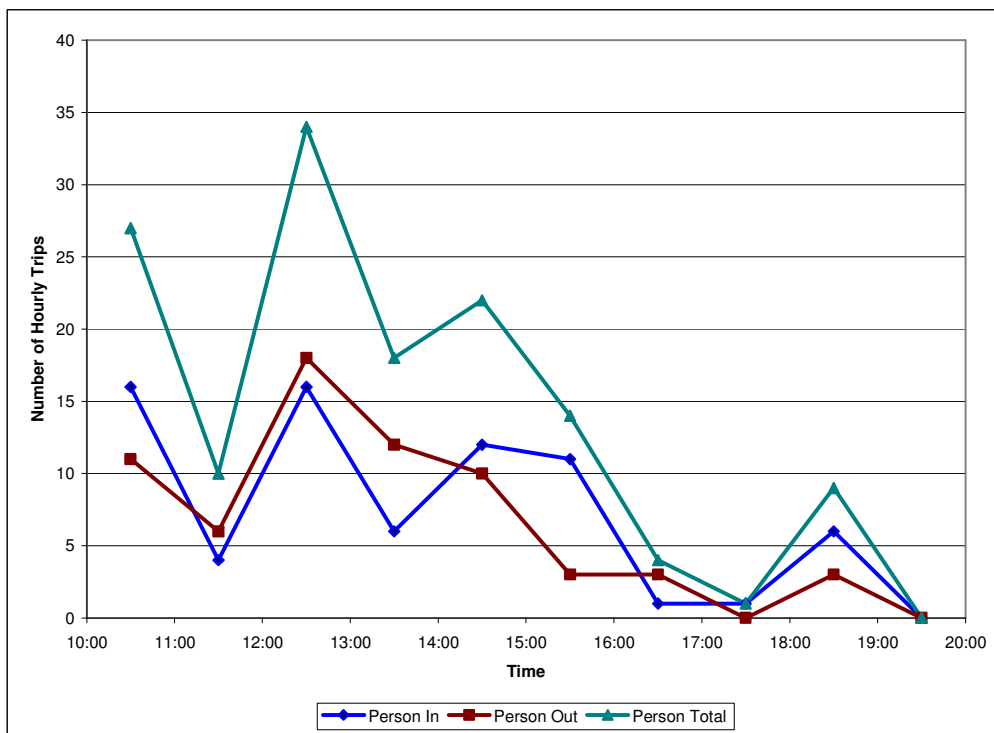


Figure 3-38 SH9 – Survey Results (Weekday) – Person Trips

Table 3-40 SH9 - Survey Results – 15 mins data (Weekend)

SH9																
DATE: 29 March 2009			VEHICLES PARKED ON SITE		START	1	END	can't check		PEDESTRIANS / CYCLISTS						
15mins Data WEATHER: Sunny							COMMERCIAL VEHICLE								VISITORS CARS OUTSIDE	
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
10:00	to	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	to	10:30	0	1	0	1	0	1	0	1	0	0	0	0	0	0
10:30	to	10:45	2	2	3	2	0	0	0	0	0	0	0	0	0	0
10:45	to	11:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00	to	11:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0
11:15	to	11:30	1	0	1	0	0	0	0	0	0	0	0	1	0	0
11:30	to	11:45	1	1	2	2	0	0	0	0	0	0	2	0	0	0
11:45	to	12:00	1	1	3	2	0	0	0	0	0	0	1	0	0	0
12:00	to	12:15	3	0	6	0	0	0	0	0	0	0	0	0	0	0
12:15	to	12:30	0	2	0	4	0	0	0	0	0	0	0	0	0	0
12:30	to	12:45	1	1	1	3	0	0	0	0	0	0	0	0	0	0
12:45	to	13:00	1	2	1	4	0	0	0	0	0	0	0	0	0	0
13:00	to	13:15	2	0	3	0	0	0	0	0	0	0	0	0	0	0
13:15	to	13:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0
13:30	to	13:45	1	0	2	0	0	0	0	0	0	0	0	0	0	0
13:45	to	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	to	14:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0
14:15	to	14:30	1	1	2	1	0	0	0	0	0	0	0	0	0	0
14:30	to	14:45	1	0	4	0	0	0	0	0	0	0	0	0	0	0
14:45	to	15:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0
15:00	to	15:15	1	0	2	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
15:30	to	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	to	16:00	1	1	2	1	0	0	0	0	0	0	0	2	0	0
16:00	to	16:15	0	1	0	1	0	0	0	0	0	0	2	0	0	0
16:15	to	16:30	0	1	0	3	0	0	0	0	0	0	0	0	0	0
16:30	to	16:45	1	0	2	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
17:00	to	17:15	1	2	1	4	0	0	0	0	0	0	0	0	0	0
17:15	to	17:30	3	1	6	1	0	0	0	0	0	0	2	2	0	0
17:30	to	17:45	1	1	1	1	0	0	0	0	0	0	0	0	0	0
17:45	to	18:00	1	1	2	2	0	0	0	0	0	0	0	0	0	0
18:00	to	18:15	1	2	2	3	0	0	0	0	0	0	0	0	0	0
18:15	to	18:30	1	0	1	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	0	0
18:45	to	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	to	19:15	1	1	3	1	0	0	0	0	0	0	0	0	0	0
19:15	to	19:30	1	0	2	0	0	0	0	0	0	0	0	0	0	0
19:30	to	19:45	2	0	3	0	0	0	0	0	0	0	0	0	0	0
19:45	to	20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
		Total	34	24	61	39	1	1	1	1	0	0	7	5	0	0
		Peak	3	2	6	4	1	1	1	1	0	0	2	2	0	0

Table 3-41 SH9 - Survey Results – hourly data (Weekend)

SH9		Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny		Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	1	59	In	Out	Total	Accum.	
10:00	to 11:00	3	3	6	5	3	8	0	1	1	0	1	1	3	4	7	0	0%	5	4	9	1	
10:15	to 11:15	3	3	6	5	3	8	1	1	2	1	1	2	4	4	8	1	2%	6	4	10	2	
10:30	to 11:30	4	2	6	6	2	8	1	0	1	1	0	1	5	2	7	2	3%	7	3	10	2	
10:45	to 11:45	3	1	4	5	2	7	1	0	1	1	0	1	4	1	5	2	3%	8	3	11	4	
11:00	to 12:00	3	2	5	6	4	10	1	0	1	1	0	1	4	2	6	2	3%	10	5	15	6	
11:15	to 12:15	6	2	8	12	4	16	0	0	0	0	0	0	6	2	8	5	8%	15	5	20	12	
11:30	to 12:30	5	4	9	11	8	19	0	0	0	0	0	0	5	4	9	3	5%	14	8	22	8	
11:45	to 12:45	5	4	9	10	9	19	0	0	0	0	0	0	5	4	9	3	5%	11	9	20	6	
12:00	to 13:00	5	5	10	8	11	19	0	0	0	0	0	0	5	5	10	2	3%	8	11	19	3	
12:15	to 13:15	4	5	9	5	11	16	0	0	0	0	0	0	4	5	9	4	7%	5	11	16	6	
12:30	to 13:30	4	4	8	5	9	14	0	0	0	0	0	0	4	4	8	3	5%	5	9	14	4	
12:45	to 13:45	4	3	7	6	6	12	0	0	0	0	0	0	4	3	7	4	7%	6	6	12	6	
13:00	to 14:00	3	1	4	5	2	7	0	0	0	0	0	0	3	1	4	4	7%	5	2	7	6	
13:15	to 14:15	1	2	3	2	3	5	0	0	0	0	0	0	1	2	3	3	5%	2	3	5	5	
13:30	to 14:30	2	2	4	4	2	6	0	0	0	0	0	0	2	2	4	3	5%	4	2	6	6	
13:45	to 14:45	2	2	4	6	2	8	0	0	0	0	0	0	2	2	4	4	7%	6	2	8	10	
14:00	to 15:00	4	2	6	9	2	11	0	0	0	0	0	0	4	2	6	6	10%	9	2	11	13	
14:15	to 15:15	5	1	6	11	1	12	0	0	0	0	0	0	5	1	6	7	12%	11	1	12	15	
14:30	to 15:30	4	0	4	9	0	9	0	0	0	0	0	0	4	0	4	7	12%	9	0	9	15	
14:45	to 15:45	3	0	3	5	0	5	0	0	0	0	0	0	3	0	3	7	12%	5	0	5	15	
15:00	to 16:00	2	1	3	4	1	5	0	0	0	0	0	0	2	1	3	7	12%	4	3	7	14	
15:15	to 16:15	1	2	3	2	2	4	0	0	0	0	0	0	1	2	3	6	10%	4	4	8	15	
15:30	to 16:30	1	3	4	2	5	7	0	0	0	0	0	0	1	3	4	5	8%	4	7	11	12	
15:45	to 16:45	2	3	5	4	5	9	0	0	0	0	0	0	2	3	5	6	10%	6	7	13	14	
16:00	to 17:00	1	2	3	2	4	6	0	0	0	0	0	0	1	2	3	6	10%	4	4	8	14	
16:15	to 17:15	2	3	5	3	7	10	0	0	0	0	0	0	2	3	5	5	8%	3	7	10	11	
16:30	to 17:30	5	3	8	9	5	14	0	0	0	0	0	0	5	3	8	7	12%	11	7	18	16	
16:45	to 17:45	5	4	9	8	6	14	0	0	0	0	0	0	5	4	9	7	12%	10	8	18	16	
17:00	to 18:00	6	5	11	10	8	18	0	0	0	0	0	0	6	5	11	7	12%	12	10	22	16	
17:15	to 18:15	6	5	11	11	7	18	0	0	0	0	0	0	6	5	11	6	10%	13	9	22	15	
17:30	to 18:30	4	4	8	6	6	12	0	0	0	0	0	0	4	4	8	7	12%	6	6	12	16	
17:45	to 18:45	3	3	6	5	5	10	0	0	0	0	0	0	3	3	6	7	12%	5	5	10	16	
18:00	to 19:00	2	2	4	3	3	6	0	0	0	0	0	0	2	2	4	7	12%	3	3	6	16	
18:15	to 19:15	2	1	3	4	1	5	0	0	0	0	0	0	2	1	3	7	12%	4	1	5	18	
18:30	to 19:30	2	1	3	5	1	6	0	0	0	0	0	0	2	1	3	8	14%	5	1	6	20	
18:45	to 19:45	4	1	5	8	1	9	0	0	0	0	0	0	4	1	5	10	17%	8	1	9	23	
19:00	to 20:00	5	1	6	9	1	10	0	0	0	0	0	0	5	1	6	11	19%	9	1	10	24	
	Peak	6	5	11	12	11	19	1	1	2	1	1	2	6	5	11	11	19%	15	11	22	24	

* Network peak is highlighted.

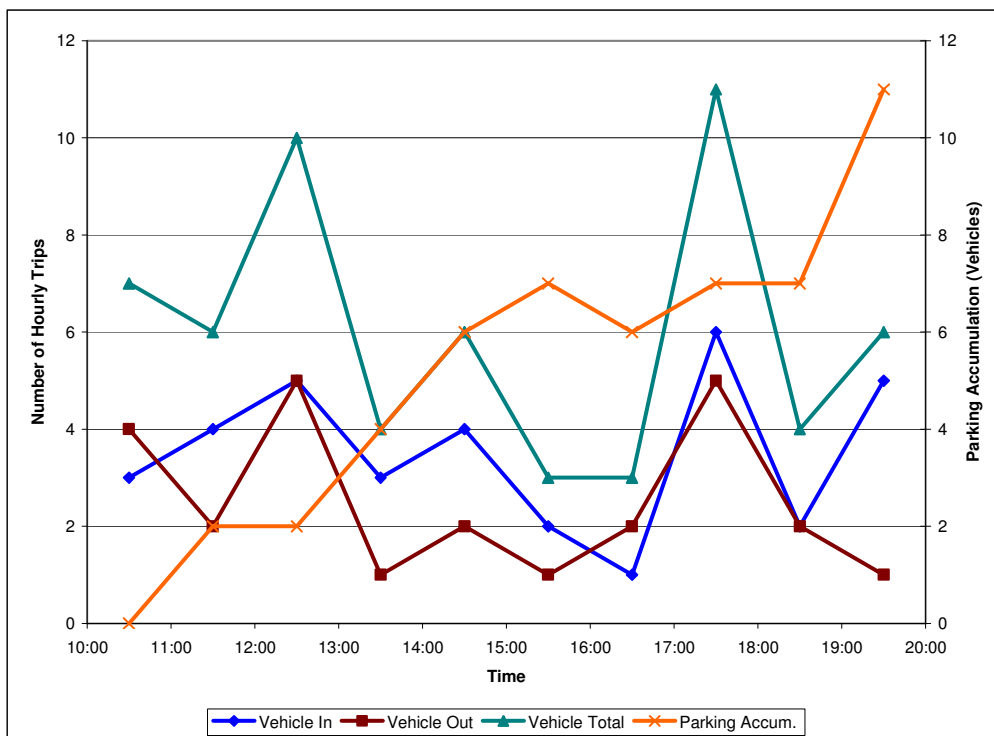


Figure 3-39 SH9 – Survey Results (Weekend) – Vehicle Trips

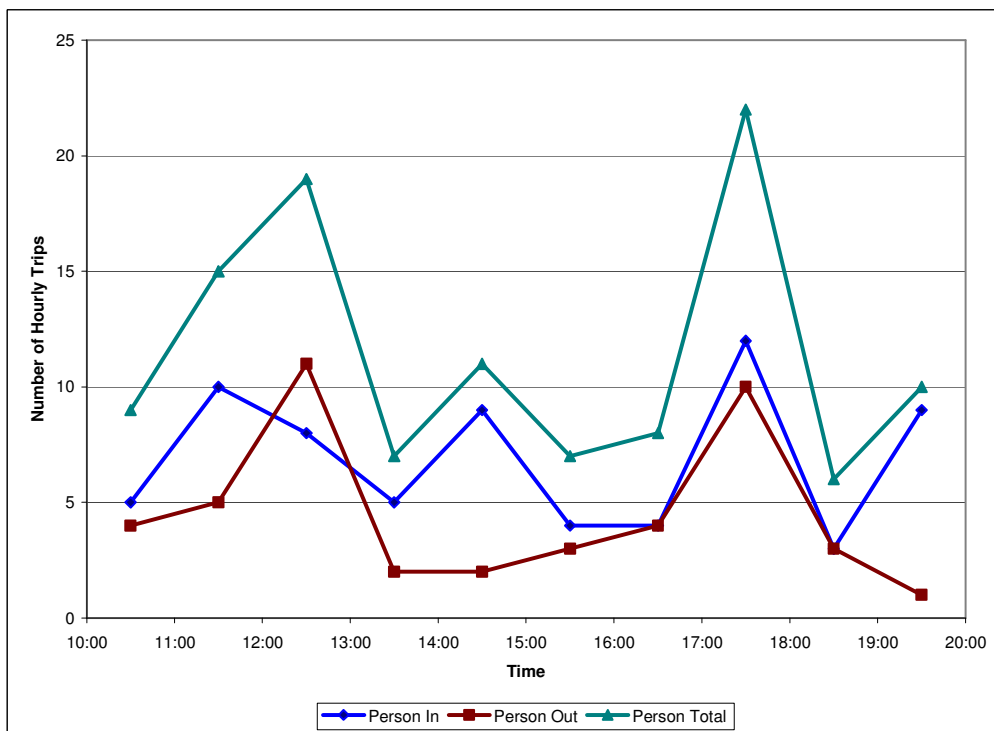


Figure 3-40 SH9 – Survey Results (Weekend) – Person Trips

3.1.10 SH10 - Mt Eymard Village at Bowral

Table 3-42 SH10 - Survey Results – 15 mins data (Weekday)

SH10																
DATE: 26 March 2009			VEHICLES PARKED ON SITE		START			END				PEDESTRIANS / CYCLISTS				VISITORS CARS OUTSIDE
15mins Data WEATHER: Cloudy			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED			
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
10:00	to	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	to	10:30	0	2	0	3	0	0	0	0	0	0	0	0	0	
10:30	to	10:45	1	2	1	3	0	0	0	0	0	0	0	0	0	
10:45	to	11:00	2	4	2	4	1	0	1	0	0	1	0	0	0	
11:00	to	11:15	4	3	5	4	0	1	0	1	0	0	2	2	0	
11:15	to	11:30	5	3	5	4	0	0	0	0	0	0	0	0	0	
11:30	to	11:45	3	1	3	1	0	0	0	0	0	0	0	0	0	
11:45	to	12:00	3	2	4	3	0	0	0	0	0	0	0	0	0	
12:00	to	12:15	3	4	4	4	0	0	0	0	0	0	0	0	0	
12:15	to	12:30	6	3	8	3	0	0	0	0	0	0	0	0	0	
12:30	to	12:45	3	6	3	6	0	0	0	0	0	0	0	0	0	
12:45	to	13:00	2	2	2	2	0	0	0	0	0	0	0	0	0	
13:00	to	13:15	2	2	2	2	0	0	0	0	0	0	0	0	0	
13:15	to	13:30	5	0	6	0	0	0	0	0	0	0	0	0	0	
13:30	to	13:45	5	6	6	7	0	0	0	0	0	0	0	0	0	
13:45	to	14:00	0	3	0	3	1	0	1	0	0	0	0	0	0	
14:00	to	14:15	6	5	9	6	0	0	0	0	0	0	0	0	0	
14:15	to	14:30	5	4	6	4	0	0	0	0	0	0	0	0	0	
14:30	to	14:45	4	5	4	5	0	0	0	0	0	0	0	0	0	
14:45	to	15:00	3	5	4	6	0	0	0	0	0	0	0	0	0	
15:00	to	15:15	5	5	7	8	0	0	0	0	0	0	0	0	0	
15:15	to	15:30	2	4	4	5	0	0	0	0	0	0	0	0	0	
15:30	to	15:45	2	1	6	1	0	0	0	0	0	0	0	0	0	
15:45	to	16:00	3	4	5	6	1	0	1	0	0	0	0	0	0	
16:00	to	16:15	2	2	3	2	0	1	0	1	0	0	0	0	0	
16:15	to	16:30	3	1	5	1	0	0	0	0	0	0	0	0	0	
16:30	to	16:45	5	2	6	2	0	0	0	0	0	0	0	0	0	
16:45	to	17:00	1	0	4	0	0	0	0	0	0	0	0	0	0	
17:00	to	17:15	0	2	0	5	0	0	0	0	0	0	0	0	0	
17:15	to	17:30	3	1	3	1	0	0	0	0	0	0	0	0	0	
17:30	to	17:45	2	2	3	2	0	0	0	0	0	0	0	0	0	
17:45	to	18:00	4	2	7	2	0	0	0	0	0	0	0	0	0	
18:00	to	18:15	3	1	3	1	0	0	0	0	0	1	0	0	0	
18:15	to	18:30	1	0	1	0	0	0	0	0	0	0	0	0	0	
18:30	to	18:45	3	2	3	3	0	0	0	0	0	0	0	0	0	
18:45	to	19:00	2	4	3	4	0	0	0	0	0	0	0	0	0	
19:00	to	19:15	1	2	1	3	0	0	0	0	0	0	0	0	0	
19:15	to	19:30	0	1	0	1	0	0	0	0	0	0	0	0	0	
19:30	to	19:45	1	1	2	1	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	
		Total	105	99	140	118	3	2	3	2	0	2	2	2	0	
		Peak	6	6	9	8	1	1	1	1	0	1	2	2	0	

Table 3-43 SH10 - Survey Results – hourly data (Weekday)

SH10			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	0	90	In	Out	Total	Accum.			
10:00	to	11:00	3	8	11	3	10	13	1	0	1	1	0	1	4	8	12	-4	-4%	4	11	15	-7	
10:15	to	11:15	7	11	18	8	14	22	1	1	2	1	1	2	8	12	20	-4	-4%	11	18	29	-7	
10:30	to	11:30	12	12	24	13	15	28	1	1	2	1	1	2	13	13	26	-2	-2%	16	19	35	-6	
10:45	to	11:45	14	11	25	15	13	28	1	1	2	1	1	2	15	12	27	0	0%	18	17	35	-4	
11:00	to	12:00	15	9	24	17	12	29	0	1	1	0	1	1	15	10	25	1	1%	19	15	34	-3	
11:15	to	12:15	14	10	24	16	12	28	0	0	0	0	0	0	14	10	24	0	0%	16	12	28	-3	
11:30	to	12:30	15	10	25	19	11	30	0	0	0	0	0	0	15	10	25	3	3%	19	11	30	2	
11:45	to	12:45	15	15	30	19	16	35	0	0	0	0	0	0	15	15	30	0	0%	19	16	35	-1	
12:00	to	13:00	14	15	29	17	15	32	0	0	0	0	0	0	14	15	29	0	0%	17	15	32	-1	
12:15	to	13:15	13	13	26	15	13	28	0	0	0	0	0	0	13	13	26	0	0%	15	13	28	-1	
12:30	to	13:30	12	10	22	13	10	23	0	0	0	0	0	0	12	10	22	5	6%	13	10	23	5	
12:45	to	13:45	14	10	24	16	11	27	0	0	0	0	0	0	14	10	24	4	4%	16	11	27	4	
13:00	to	14:00	12	11	23	14	12	26	1	0	1	1	0	1	13	11	24	2	2%	15	12	27	2	
13:15	to	14:15	16	14	30	21	16	37	1	0	1	1	0	1	17	14	31	3	3%	22	16	38	5	
13:30	to	14:30	16	18	34	21	20	41	1	0	1	1	0	1	17	18	35	4	4%	22	20	42	7	
13:45	to	14:45	15	17	32	19	18	37	1	0	1	1	0	1	16	17	33	3	3%	20	18	38	6	
14:00	to	15:00	18	19	37	23	21	44	0	0	0	0	0	0	18	19	37	1	1%	23	21	44	4	
14:15	to	15:15	17	19	36	21	23	44	0	0	0	0	0	0	17	19	36	1	1%	21	23	44	3	
14:30	to	15:30	14	19	33	19	24	43	0	0	0	0	0	0	14	19	33	-1	-1%	19	24	43	2	
14:45	to	15:45	12	15	27	21	20	41	0	0	0	0	0	0	12	15	27	0	0%	21	20	41	7	
15:00	to	16:00	12	14	26	22	20	42	1	0	1	1	0	1	13	14	27	0	0%	23	20	43	7	
15:15	to	16:15	9	11	20	18	14	32	1	1	2	1	1	2	10	12	22	-1	-1%	19	15	34	7	
15:30	to	16:30	10	8	18	19	10	29	1	1	2	1	1	2	11	9	20	1	1%	20	11	31	11	
15:45	to	16:45	13	9	22	19	11	30	1	1	2	1	1	2	14	10	24	4	4%	20	12	32	15	
16:00	to	17:00	11	5	16	18	5	23	0	1	1	0	1	1	11	6	17	5	6%	18	6	24	19	
16:15	to	17:15	9	5	14	15	8	23	0	0	0	0	0	0	9	5	14	3	3%	15	8	23	14	
16:30	to	17:30	9	5	14	13	8	21	0	0	0	0	0	0	9	5	14	5	6%	13	8	21	16	
16:45	to	17:45	6	5	11	10	8	18	0	0	0	0	0	0	6	5	11	5	6%	10	8	18	17	
17:00	to	18:00	9	7	16	13	10	23	0	0	0	0	0	0	9	7	16	7	8%	13	10	23	22	
17:15	to	18:15	12	6	18	16	6	22	0	0	0	0	0	0	12	6	18	9	10%	16	7	23	23	
17:30	to	18:30	10	5	15	14	5	19	0	0	0	0	0	0	10	5	15	10	11%	14	6	20	24	
17:45	to	18:45	11	5	16	14	6	20	0	0	0	0	0	0	11	5	16	11	12%	14	7	21	24	
18:00	to	19:00	9	7	16	10	8	18	0	0	0	0	0	0	9	7	16	9	10%	10	9	19	23	
18:15	to	19:15	7	8	15	8	10	18	0	0	0	0	0	0	7	8	15	8	9%	8	10	18	21	
18:30	to	19:30	6	9	15	7	11	18	0	0	0	0	0	0	6	9	15	7	8%	7	11	18	20	
18:45	to	19:45	4	8	12	6	9	15	0	0	0	0	0	0	4	8	12	7	8%	6	9	15	21	
19:00	to	20:00	2	4	6	3	5	8	0	0	0	0	0	0	2	4	6	7	8%	3	5	8	21	
	Peak		18	19	37	23	24	44	1	1	2	1	1	2	18	19	37	11	12%	23	24	44	24	

* PM network peak is highlighted. AM network peak data is not available

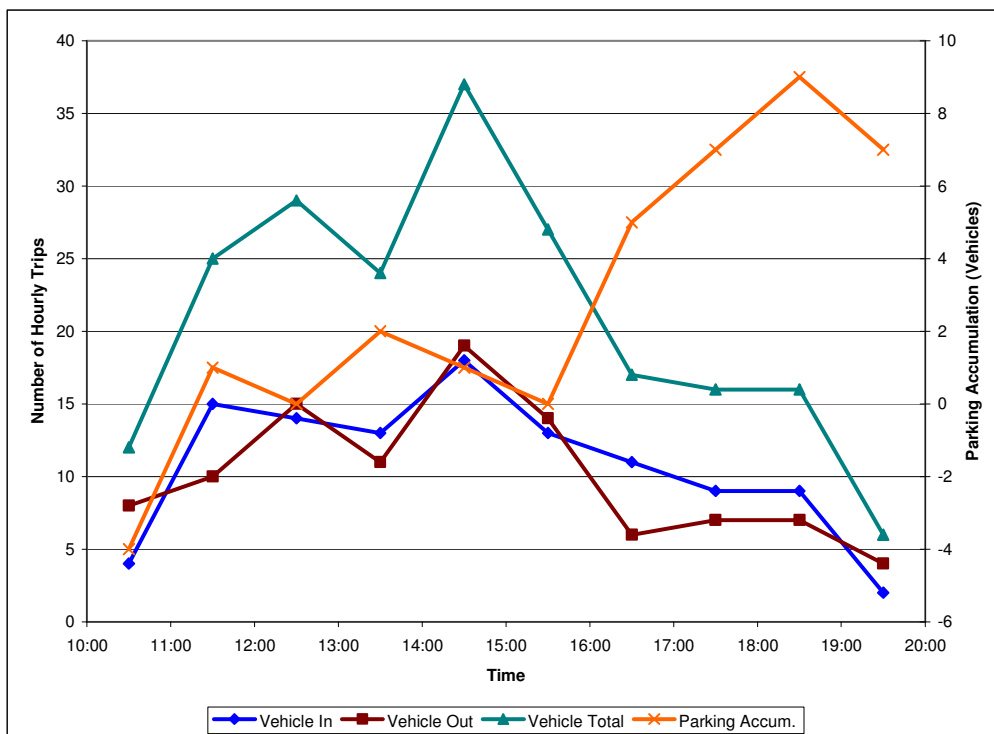


Figure 3-41 SH10 – Survey Results (Weekday) – Vehicle Trips

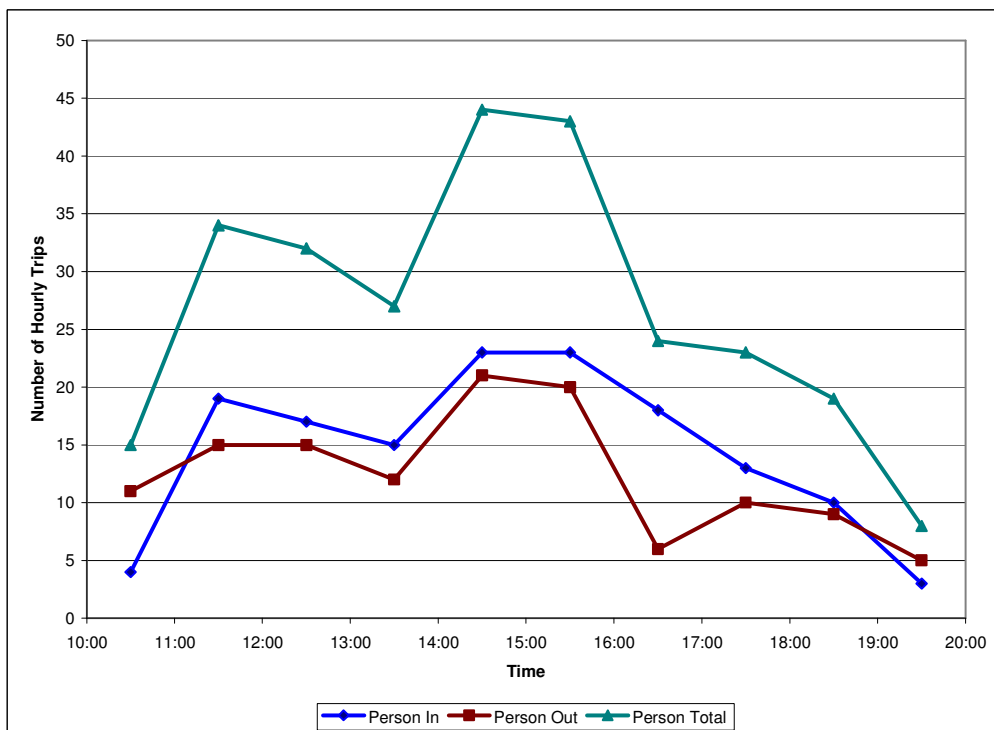


Figure 3-42 SH10 – Survey Results (Weekday) – Person Trips

Table 3-44 SH10 - Survey Results – 15 mins data (Weekend)

SH10																	
DATE: 28 March 2009			VEHICLES PARKED ON SITE		START				END				PEDESTRIANS / CYCLISTS				VISITORS CARS OUTSIDE
15mins Data WEATHER: Sunny																	
			CAR		OCCUPANTS		COMMERCIAL VEHICLE		OCCUPANTS		WALK IN AND OUT		AGED				
TIME			IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT			
10:00	to	10:15	0	1	0	1	0	0	0	0	0	0	0	1	0		
10:15	to	10:30	1	4	1	5	0	0	0	0	0	0	0	1	0		
10:30	to	10:45	2	5	1	6	0	0	0	0	0	0	0	2	0		
10:45	to	11:00	0	1	0	1	0	0	0	0	0	0	0	0	0		
11:00	to	11:15	2	1	2	1	0	0	0	0	0	0	0	0	0		
11:15	to	11:30	6	4	7	6	0	0	0	0	0	0	0	0	0		
11:30	to	11:45	1	3	1	5	0	0	0	0	0	0	0	0	0		
11:45	to	12:00	5	5	6	9	0	0	0	0	0	0	0	0	0		
12:00	to	12:15	5	4	6	6	0	0	0	0	0	0	0	0	0		
12:15	to	12:30	3	1	3	2	0	0	0	0	0	0	0	1	0		
12:30	to	12:45	2	1	3	1	0	0	0	0	0	0	0	0	0		
12:45	to	13:00	0	3	0	4	0	0	0	0	0	0	0	0	0		
13:00	to	13:15	0	2	0	2	0	0	0	0	0	0	0	0	0		
13:15	to	13:30	1	3	2	3	0	0	0	0	0	0	0	0	0		
13:30	to	13:45	2	3	3	4	0	0	0	0	0	0	0	0	0		
13:45	to	14:00	2	0	2	0	0	0	0	0	0	0	0	0	0		
14:00	to	14:15	2	0	2	0	0	0	0	0	0	0	0	0	0		
14:15	to	14:30	2	1	2	1	0	0	0	0	0	0	0	0	0		
14:30	to	14:45	2	2	2	6	0	0	0	0	0	0	0	0	0		
14:45	to	15:00	1	2	0	1	1	1	1	1	0	0	0	0	0		
15:00	to	15:15	1	0	3	0	0	0	0	0	0	0	2	2	0		
15:15	to	15:30	0	1	0	1	0	0	0	0	0	0	0	0	0		
15:30	to	15:45	2	1	2	2	0	0	0	0	0	0	0	0	0		
15:45	to	16:00	1	2	1	2	0	0	0	0	0	0	0	0	0		
16:00	to	16:15	0	1	0	1	0	0	0	0	0	0	1	0	0		
16:15	to	16:30	1	2	2	4	0	1	0	1	0	0	0	1	0		
16:30	to	16:45	2	2	3	2	0	0	0	0	0	0	0	0	0		
16:45	to	17:00	4	2	6	2	0	0	0	0	0	0	0	0	0		
17:00	to	17:15	1	4	0	3	0	0	0	0	0	0	1	0	0		
17:15	to	17:30	3	0	3	0	0	0	0	0	0	0	0	1	0		
17:30	to	17:45	4	2	5	3	0	0	0	0	0	0	1	0	0		
17:45	to	18:00	1	0	1	0	0	0	0	0	0	0	0	0	0		
18:00	to	18:15	1	1	2	1	0	0	0	0	0	0	0	0	0		
18:15	to	18:30	0	2	0	3	0	0	0	0	0	0	0	0	0		
18:30	to	18:45	1	2	2	2	0	0	0	0	0	0	0	0	0		
18:45	to	19:00	1	0	1	0	0	0	0	0	0	0	0	0	0		
19:00	to	19:15	0	1	0	1	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		
19:30	to	19:45	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		
		Total	62	69	74	91	1	2	1	2	0	0	5	9	0		
		Peak	6	5	7	9	1	1	1	1	0	0	2	2	0		

Table 3-45 SH10 - Survey Results – hourly data (Weekend)

SH10			Car						Commercial Vehicle						All									
Hourly Data WEATHER: Sunny			Vehicle			Person (Occupants)			Vehicle			Person (Occupants)			Vehicle			Parking Accum. (Exclude outside)	Parking %	Person (include Pedestrian)				
TIME			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	0	90	In	Out	Total	Accum.	
10:00	to	11:00	3	11	14	2	13	15	0	0	0	0	0	0	3	11	14	-8	-9%	2	17	19	-15	
10:15	to	11:15	5	11	16	4	13	17	0	0	0	0	0	0	5	11	16	-7	-8%	4	16	20	-14	
10:30	to	11:30	10	11	21	10	14	24	0	0	0	0	0	0	10	11	21	-5	-6%	10	16	26	-13	
10:45	to	11:45	9	9	18	10	13	23	0	0	0	0	0	0	9	9	18	-7	-8%	10	13	23	-17	
11:00	to	12:00	14	13	27	16	21	37	0	0	0	0	0	0	14	13	27	-7	-8%	16	21	37	-20	
11:15	to	12:15	17	16	33	20	26	46	0	0	0	0	0	0	17	16	33	-6	-7%	20	26	46	-20	
11:30	to	12:30	14	13	27	16	22	38	0	0	0	0	0	0	14	13	27	-4	-4%	16	23	39	-20	
11:45	to	12:45	15	11	26	18	18	36	0	0	0	0	0	0	15	11	26	-3	-3%	18	19	37	-18	
12:00	to	13:00	10	9	19	12	13	25	0	0	0	0	0	0	10	9	19	-6	-7%	12	14	26	-22	
12:15	to	13:15	5	7	12	6	9	15	0	0	0	0	0	0	5	7	12	-8	-9%	6	10	16	-24	
12:30	to	13:30	3	9	12	5	10	15	0	0	0	0	0	0	3	9	12	-10	-11%	5	10	15	-25	
12:45	to	13:45	3	11	14	5	13	18	0	0	0	0	0	0	3	11	14	-11	-12%	5	13	18	-26	
13:00	to	14:00	5	8	13	7	9	16	0	0	0	0	0	0	5	8	13	-9	-10%	7	9	16	-24	
13:15	to	14:15	7	6	13	9	7	16	0	0	0	0	0	0	7	6	13	-7	-8%	9	7	16	-22	
13:30	to	14:30	8	4	12	9	5	14	0	0	0	0	0	0	8	4	12	-6	-7%	9	5	14	-21	
13:45	to	14:45	8	3	11	8	7	15	0	0	0	0	0	0	8	3	11	-6	-7%	8	7	15	-25	
14:00	to	15:00	7	5	12	6	8	14	1	1	2	1	1	2	8	6	14	-7	-8%	7	9	16	-26	
14:15	to	15:15	6	5	11	7	8	15	1	1	2	1	1	2	7	6	13	-6	-7%	10	11	21	-23	
14:30	to	15:30	4	5	9	5	8	13	1	1	2	1	1	2	5	6	11	-7	-8%	8	11	19	-24	
14:45	to	15:45	4	4	8	5	4	9	1	1	2	1	1	2	5	5	10	-6	-7%	8	7	15	-24	
15:00	to	16:00	4	4	8	6	5	11	0	0	0	0	0	0	4	4	8	-7	-8%	8	7	15	-25	
15:15	to	16:15	3	5	8	3	6	9	0	0	0	0	0	0	3	5	8	-8	-9%	4	6	10	-25	
15:30	to	16:30	4	6	10	5	9	14	0	1	1	0	1	1	4	7	11	-10	-11%	6	11	17	-29	
15:45	to	16:45	4	7	11	6	9	15	0	1	1	0	1	1	4	8	12	-10	-11%	7	11	18	-28	
16:00	to	17:00	7	7	14	11	9	20	0	1	1	0	1	1	7	8	15	-8	-9%	12	11	23	-24	
16:15	to	17:15	8	10	18	11	11	22	0	1	1	0	1	1	8	11	19	-11	-12%	12	13	25	-26	
16:30	to	17:30	10	8	18	12	7	19	0	0	0	0	0	0	10	8	18	-8	-9%	13	8	21	-24	
16:45	to	17:45	12	8	20	14	8	22	0	0	0	0	0	0	12	8	20	-6	-7%	16	9	25	-21	
17:00	to	18:00	9	6	15	9	6	15	0	0	0	0	0	0	9	6	15	-5	-6%	11	7	18	-20	
17:15	to	18:15	9	3	12	11	4	15	0	0	0	0	0	0	9	3	12	-5	-6%	12	5	17	-19	
17:30	to	18:30	6	5	11	8	7	15	0	0	0	0	0	0	6	5	11	-7	-8%	9	7	16	-22	
17:45	to	18:45	3	5	8	5	6	11	0	0	0	0	0	0	3	5	8	-8	-9%	5	6	11	-22	
18:00	to	19:00	3	5	8	5	6	11	0	0	0	0	0	0	3	5	8	-7	-8%	5	6	11	-21	
18:15	to	19:15	2	5	7	3	6	9	0	0	0	0	0	0	2	5	7	-8	-9%	3	6	9	-22	
18:30	to	19:30	2	3	5	3	3	6	0	0	0	0	0	0	2	3	5	-8	-9%	3	3	6	-22	
18:45	to	19:45	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	-8	-9%	1	1	2	-22	
19:00	to	20:00	0	1	1	0	1	1	0	0	0	0	0	0	0	1	1	-8	-9%	0	1	1	-22	
		Peak	17	16	33	20	26	46	1	1	2	1	1	2	17	16	33	-3	-3%	20	26	46	-13	

* Network peak is highlighted.

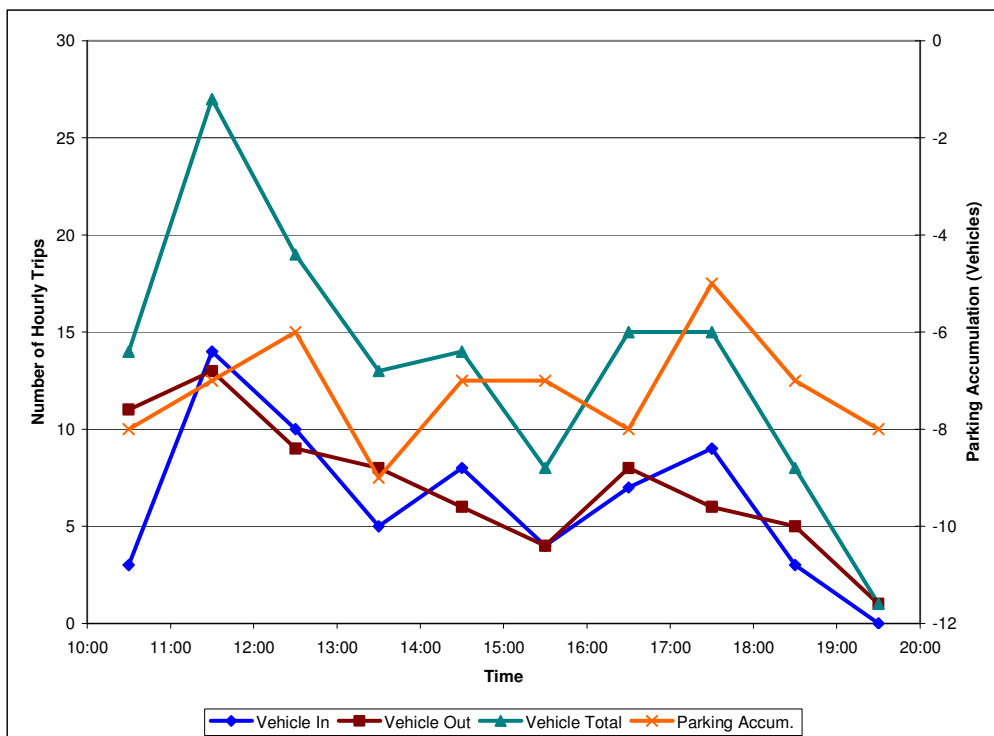


Figure 3-43 SH10 – Survey Results (Weekend) – Vehicle Trips

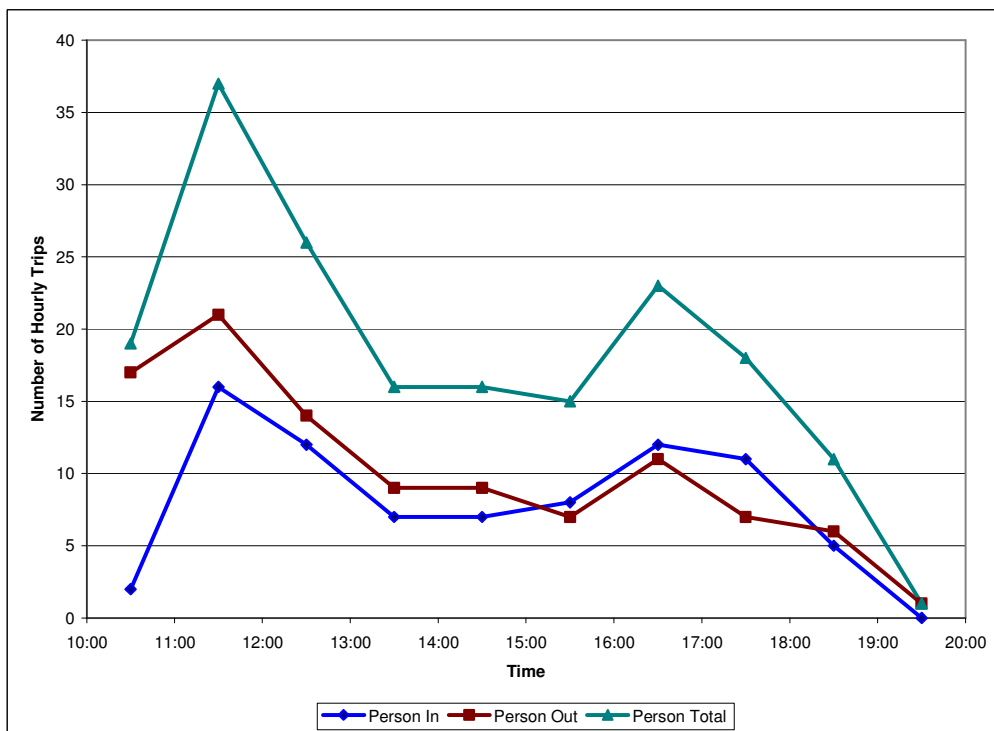


Figure 3-44 SH10 – Survey Results (Weekend) – Person Trips

3.2 Interview Survey Results

3.2.1 Primary Trips / Pass-By Trips / Multi-purpose Trips

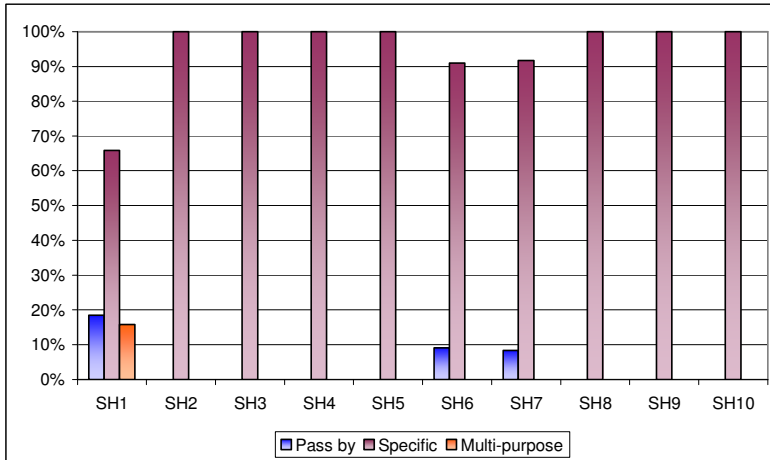


Figure 3-45 Trip Purpose – Weekdays

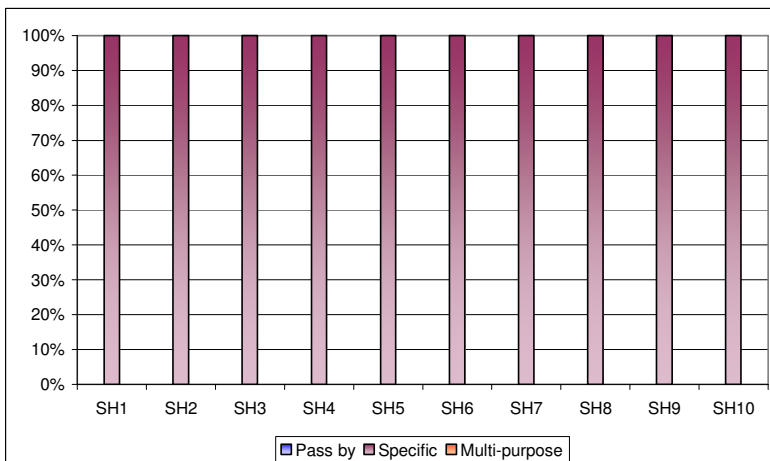


Figure 3-46 Trip Purpose – Weekends

3.2.2 Mode of Travel

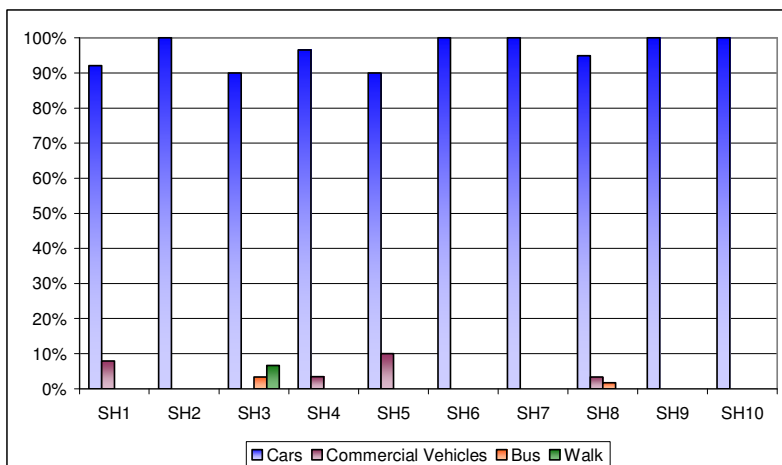


Figure 3-47 Mode of Travel – Weekdays

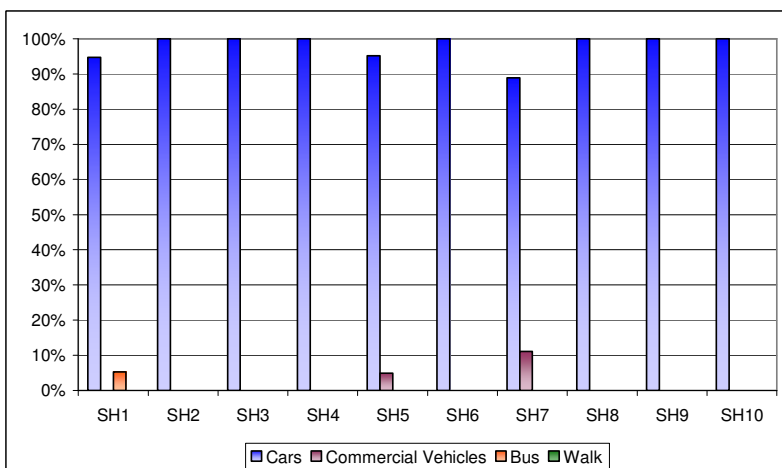


Figure 3-48 Mode of Travel – Weekends

3.2.3 Parking On-site / Off-site

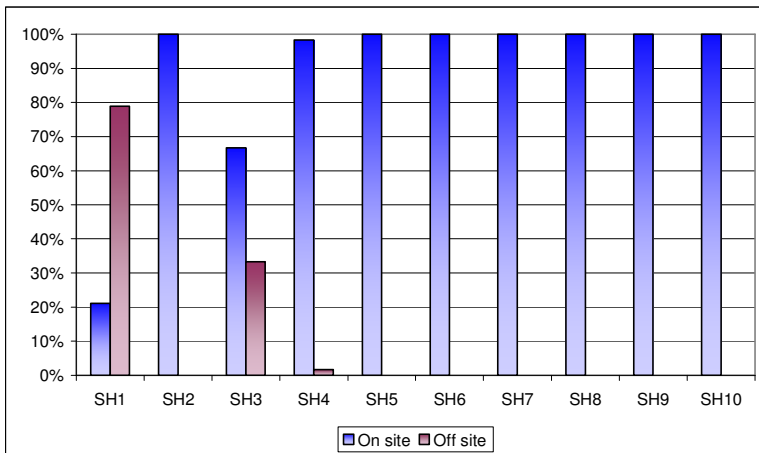


Figure 3-49 Parking on-site / off-site – Weekdays

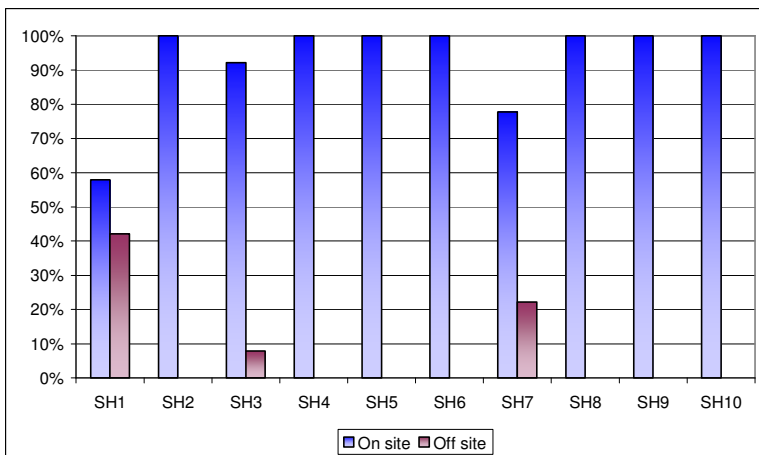


Figure 3-50 Parking on-site / off-site – Weekends

3.2.4 Origin Postcode

Note: As one postcode commonly has more than one suburb name, only one of the suburb names will be shown.

SH1 - Dee Why Gardens at Dee Why

Table 3-46 SH1 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2096	QUEENSCLIFF	6
2100	ALLAMBIE HEIGHTS	3
2097	WHEELER HEIGHTS	2
2095	MANLY EAST	11
2088	SPIT JUNCTION	3
2085	DAVIDSON	2
2087	KILLARNEY HEIGHTS	3
2099	DEE WHY	8
Grand Total		38

Table 3-47 SH1 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2085	DAVIDSON	1
2087	KILLARNEY HEIGHTS	3
2095	MANLY EAST	4
2096	QUEENSCLIFF	3
2097	WHEELER HEIGHTS	1
2099	DEE WHY	5
2100	ALLAMBIE HEIGHTS	2
Grand Total		19

SH2 - Martin Luther Hostel at Allambie Heights

Table 3-48 SH2 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2096	QUEENSCLIFF	1
2100	ALLAMBIE HEIGHTS	3
2097	WHEELER HEIGHTS	1
2095	MANLY EAST	1
2088	SPIT JUNCTION	1
2087	KILLARNEY HEIGHTS	1
2099	DEE WHY	4
2086	FRENCHS FOREST	1
2093	NORTH BALGOWLAH	2
2071	KILLARA	1
2142	SOUTH GRANVILLE	1
2064	ARTARMON	1
2049	PETERSHAM NORTH	1
Grand Total		19

Table 3-49 SH2 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2064	ARTARMON	1
2071	KILLARA	2
2086	FRENCHS FOREST	2
2087	KILLARNEY HEIGHTS	3
2094	FAIRLIGHT	1
2095	MANLY EAST	1
2096	QUEENSCLIFF	2
2097	WHEELER HEIGHTS	3
2099	DEE WHY	5
2100	ALLAMBIE HEIGHTS	2
Grand Total		22

SH3 - Courtlands Village at Parramatta

Table 3-50 SH3 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2260	WAMBERAL	1
2153	WINSTON HILLS	3
2148	PROSPECT	1
2154	CASTLE HILL	1
2147	SEVEN HILLS WEST	4
2759	ST CLAIR	1
2151	NORTH PARRAMATTA	5
2116	RYDALMERE	1
2160	MERRYLANDS WEST	2
2120	WESTLEIGH	1
2150	PARRAMATTA WESTFIELD	3
2168	SADLEIR	1
2145	WESTMEAD	1
2117	TELOPEA	1
2158	ROUND CORNER	1
2534	WILLOW VALE	1
2119	CHELTENHAM	1
Grand Total		32

Table 3-51 SH3 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2114	WEST RYDE	2
2117	TELOPEA	3
2118	KINGSDENE	2
2142	SOUTH GRANVILLE	2
2144	AUBURN	4
2145	WESTMEAD	2
2147	SEVEN HILLS WEST	3
2148	PROSPECT	2
2150	PARRAMATTA WESTFIELD	10
2152	NORTHMEAD	7
2153	WINSTON HILLS	9
2157	GLENORIE	1
2158	ROUND CORNER	4
Grand Total		51

SH4 - Hawkesbury Village at Richmond

Table 3-52 SH4 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2783	LAWSON	1
2770	WILLMOT	1
2749	CRANEBROOK	1
2147	SEVEN HILLS WEST	1
2754	TENNYSON	3
2765	VINEYARD	1
2756	WINDSOR	13
2196	ROSELANDS	3
2470	WOODVIEW	2
2753	RICHMOND	23
2760	ST MARYS SOUTH	2
2758	KURRAJONG	3
2190	MOUNT LEWIS	1
Grand Total		55

Table 3-53 SH4 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2750	PENRITH	5
2751	PENRITH	2
2753	RICHMOND	19
2754	TENNYSON	3
2756	WINDSOR	13
2757	KURMOND	1
2758	KURRAJONG	7
2759	ST CLAIR	1
2765	VINEYARD	2
2766	ROOTY HILL	1
2770	WILLMOT	1
2773	LAPSTONE	1
2776	FAULCONBRIDGE	1
Grand Total		57

SH5 - Blue Hills Village at Prestons

Table 3-54 SH5 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2170	PRESTONS	23
2178	MOUNT VERNON	4
2176	WAKELEY	5
4558	HARRISON	1
4661	HARRISON	1
2165	FAIRFIELD WEST	1
2173	WATTLE GROVE	1
2171	WEST HOXTON	1
2180	LEPPINGTON	1
2168	SADLEIR	1
2172	VOYAGER POINT	1
Grand Total		40

Table 3-55 SH5 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2145	WESTMEAD	1
2168	SADLEIR	1
2170	PRESTONS	15
2171	WEST HOXTON	2
2176	WAKELEY	3
2178	MOUNT VERNON	4
2180	LEPPINGTON	1
2197	BASS HILL	2
2198	GEORGES HALL	1
2220	HURSTVILLE WESTFIELD	1
2557	ROSSMORE	3
2560	WOODBINE	2
2565	MACQUARIE LINKS	1
4558	HARRISON	1
4659	HARRISON	1
Grand Total		39

SH6 - Bayside at Bonnells Bay

Table 3-56 SH6 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2259	YARRAMALONG	2
2265	MARTINSVILLE	9
2283	TORONTO	4
2320	TELARAH	1
2264	BONNELLS BAY	11
2286	WEST WALLSEND	1
2263	TOUKLEY	2
2267	WANGI WANGI	2
2335	STANHOPE	1
Grand Total		33

Table 3-57 SH6 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2259	YARRAMALONG	1
2263	TOUKLEY	1
2264	BONNELLS BAY	1
2265	MARTINSVILLE	2
2286	WEST WALLSEND	4
2300	THE HILL	2
2452	TOORMINA	1
2460	WINEGROVE	1
Grand Total		13

SH7 - Wamberal Gardens at Wamberal

Table 3-58 SH7 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2259	YARRAMALONG	1
2260	WAMBERAL	1
2250	WYOMING	2
2261	TUMBI UMBI	3
2251	YATTALUNGA	3
2086	FRENCHS FOREST	1
2082	BEROWRA WATERS	1
Grand Total		12

Table 3-59 SH7 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2250	WYOMING	3
2257	UMINA BEACH	1
2260	WAMBERAL	5
Grand Total		9

SH8 - Broadwater Court Waterfront at Kincumber

Table 3-60 SH8 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2260	WAMBERAL	3
2250	WYOMING	3
2251	KINCUMBER	52
2256	WOY WOY	1
Grand Total		59

Table 3-61 SH8 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2046	WAREEMBA	2
2090	CREMORNE POINT	1
2234	MENAI CENTRAL	1
2251	KINCUMBER	25
2320	TELARAH	3
Grand Total		32

SH9 - Macquarie Grove at Tahmoor

Table 3-62 SH9 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2250	WYOMING	1
2573	TAHMOOR	14
2570	WEROMBI	1
2560	WOODBINE	1
2571	WILTON	1
2566	VARROVILLE	1
2564	MACQUARIE FIELDS	1
Grand Total		20

Table 3-63 SH9 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2569	DOUGLAS PARK	1
2573	TAHMOOR	13
Grand Total		14

SH10 - Mt Eymard Village at Bowral

Table 3-64 SH10 – Origin Postcode (Weekday)

Postcode	Suburb name	Total
2575	YERRINBOOL	3
2576	BOWRAL	6
2579	WINGELLO	2
2477	WOLLONGBAR	1
2479	NASHUA	1
2577	WILDES MEADOW	1
Grand Total		14

Table 3-65 SH10 – Origin Postcode (Weekend)

Postcode	Suburb name	Total
2560	WOODBINE	1
2571	WILTON	1
2574	YANDERRA	2
2575	YERRINBOOL	3
2576	BOWRAL	7
2577	WILDES MEADOW	1
2579	WINGELLO	1
Grand Total		16

3.3 Automatic Traffic Counter (ATC) Survey Results

3.3.1 SH1 - Dee Why Gardens at Dee Why

HOURLY TRAFFIC VOLUMES SAMPLE Week 30, Monday 25/07/2005

Station No. 55.057.N

CAMPBELL AVE,RR7365

DEE WHY-S OF TURNER ST

HOUR comm.	MON 25/07	TUE 26/07	WED 27/07	THU 28/07	FRI 29/07	SAT 30/07	SUN 31/07	WEEKDAYS			WEEKEND (+HOLIDAYS)			WHOLE WEEK		
								TOTAL	MEAN	%	TOTAL	MEAN	%	TOTAL	MEAN	%
0	19	14	17	15	20	49	67	85	17	0.33	116	58	1.32	201	29	0.58
1	4	5	6	8	4	46	45	27	5	0.10	91	46	1.04	118	17	0.34
2	0	2	1	1	10	15	26	14	3	0.05	41	21	0.47	55	8	0.16
3	1	3	6	2	7	16	18	19	4	0.07	34	17	0.39	53	8	0.15
4	10	11	14	11	13	9	21	59	12	0.23	30	15	0.34	89	13	0.26
5	46	49	46	43	45	18	19	229	46	0.89	37	19	0.42	266	38	0.77
6	152	162	170	161	167	86	50	812	162	3.14	136	68	1.55	948	135	2.74
7	264	309	247	253	252	121	122	1325	265	5.13	243	122	2.77	1568	224	4.53
8	403	455	447	474	466	243	161	2245	449	8.69	404	202	4.61	2649	378	7.65
9	239	243	295	270	281	320	211	1328	266	5.14	531	266	6.05	1859	266	5.37
10	242	238	261	259	257	375	244	1257	251	4.86	619	310	7.06	1876	268	5.42
11	260	266	265	267	258	443	294	1316	263	5.09	737	369	8.40	2053	293	5.93
12	298	308	326	304	307	446	391	1543	309	5.97	837	419	9.54	2380	340	6.87
13	292	317	325	315	351	409	298	1600	320	6.19	707	354	8.06	2307	330	6.66
14	327	322	355	342	360	354	294	1706	341	6.60	648	324	7.39	2354	336	6.80
15	381	442	424	469	474	362	289	2190	438	8.47	651	326	7.42	2841	406	8.21
16	434	479	433	505	457	381	346	2308	462	8.93	727	364	8.29	3035	434	8.77
17	473	494	516	486	527	409	268	2496	499	9.66	677	339	7.72	3173	453	9.17
18	351	402	396	387	442	297	210	1978	396	7.65	507	254	5.78	2485	355	7.18
19	224	214	237	286	266	243	131	1227	245	4.75	374	187	4.26	1601	229	4.62
20	122	145	162	192	173	107	104	794	159	3.07	211	106	2.41	1005	144	2.90
21	95	112	163	150	125	102	73	645	129	2.50	175	88	1.99	820	117	2.37
22	59	82	72	108	107	82	58	428	86	1.66	140	70	1.60	568	81	1.64
23	23	35	34	31	93	78	22	216	43	0.84	100	50	1.14	316	45	0.91
DAY TOT	4719	5109	5218	5339	5462	5011	3762	25847	5169	100.00	8773	4387	100.00	34620	4946	100.00
MAX	473	494	516	505	527	446	391	AWT =	5169		AWE =	4387		ADT =	4946	

HOURLY TRAFFIC VOLUMES SAMPLE Week 30, Monday 25/07/2005

Station No. 55.057.S

CAMPBELL AVE,RR7365

DEE WHY-S OF TURNER ST

HOUR comm.	MON 25/07	TUE 26/07	WED 27/07	THU 28/07	FRI 29/07	SAT 30/07	SUN 31/07	WEEKDAYS			WEEKEND (+HOLIDAYS)			WHOLE WEEK		
								TOTAL	MEAN	%	TOTAL	MEAN	%	TOTAL	MEAN	%
0	17	8	13	13	16	46	46	67	13	0.24	92	46	0.98	159	23	0.42
1	4	8	9	13	12	24	35	46	9	0.16	59	30	0.63	105	15	0.28
2	5	8	4	7	12	10	17	36	7	0.13	27	14	0.29	63	9	0.17
3	5	10	7	5	9	13	15	36	7	0.13	28	14	0.30	64	9	0.17
4	17	21	20	21	22	12	9	101	20	0.35	21	11	0.22	122	17	0.32
5	52	49	45	50	55	27	24	251	50	0.88	51	26	0.54	302	43	0.80
6	205	232	228	232	217	78	39	1114	223	3.91	117	59	1.25	1231	176	3.25
7	398	401	405	402	355	219	111	1961	392	6.89	330	165	3.52	2291	327	6.05
8	491	520	566	498	501	353	211	2576	515	9.05	564	282	6.02	3140	449	8.30
9	365	408	402	397	398	405	273	1970	394	6.92	678	339	7.23	2648	378	7.00
10	285	296	285	280	317	447	290	1463	293	5.14	737	369	7.86	2200	314	5.81
11	274	305	309	295	339	449	345	1522	304	5.34	794	397	8.47	2316	331	6.12
12	346	354	325	340	346	411	429	1711	342	6.01	840	420	8.96	2551	364	6.74
13	307	310	293	320	342	404	354	1572	314	5.52	758	379	8.09	2330	333	6.16
14	341	334	340	324	370	398	367	1709	342	6.00	765	383	8.16	2474	353	6.54
15	428	513	461	481	489	367	288	2372	474	8.33	655	328	6.99	3027	432	8.00
16	479	549	490	502	453	343	315	2473	495	8.68	658	329	7.02	3131	447	8.27
17	477	500	517	509	519	352	306	2522	504	8.86	658	329	7.02	3180	454	8.40
18	284	362	360	356	370	305	209	1732	346	6.08	514	257	5.48	2246	321	5.93
19	216	192	270	287	282	244	137	1247	249	4.38	381	191	4.07	1628	233	4.30
20	142	160	166	159	181	119	102	808	162	2.84	221	111	2.36	1029	147	2.72
21	108	124	105	112	122	95	84	571	114	2.01	179	90	1.91	750	107	1.98
22	44	69	74	80	124	104	37	391	78	1.37	141	71	1.50	532	76	1.41
23	32	37	32	53	71	83	21	225	45	0.79	104	52	1.11	329	47	0.87
DAY TOT	5322	5770	5726	5736	5922	5308	4064	28476	5695	100.00	9372	4686	100.00	37848	5407	100.00
MAX	491	549	566	509	519	449	429	AWT =	5695		AWE =	4686		ADT =	5407	

3.3.2 SH2 - Martin Luther Hostel at Allambie Heights

Job No	N147	
Client		
Road	Allambie Rd (North of Arnhem Rd)	Average Weekday 15,166
Location	Edensor Park	7 Day Average 14,279
Site No.	6	
Start Date	21-Mar-09	
Description	Volume Summary	
Direction	Combined	

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 23-Mar	Tue 24-Mar	Wed 25-Mar	Thu 26-Mar	Fri 27-Mar	Sat 21-Mar	Sun 22-Apr		
AM Peak	1387	1357	1520	1450	1373	1168	946		
PM Peak	1392	1474	1371	1443	1382	1228	954		
0:00	30	32	35	41	46	100	150	37	62
1:00	15	10	15	13	14	61	62	13	27
2:00	22	16	17	25	19	42	58	20	28
3:00	30	23	32	36	32	46	37	31	34
4:00	34	48	48	48	50	33	39	46	43
5:00	118	149	149	123	148	78	57	137	117
6:00	609	598	629	590	563	216	129	598	476
7:00	886	982	966	953	941	473	283	946	783
8:00	1387	1357	1520	1450	1373	785	489	1417	1194
9:00	1092	1153	1247	1053	1116	876	760	1132	1042
10:00	800	764	858	818	862	1089	895	820	869
11:00	742	812	820	801	844	1168	946	804	876
12:00	869	829	1012	892	960	1228	954	912	963
13:00	878	900	938	885	909	1062	918	902	927
14:00	902	1020	960	921	951	956	904	951	945
15:00	1142	1166	1208	1191	1143	874	900	1170	1089
16:00	1169	1188	1216	1224	1211	928	800	1202	1105
17:00	1392	1474	1371	1443	1382	899	910	1412	1267
18:00	891	1037	1057	1036	1008	761	587	1006	911
19:00	553	660	697	619	678	476	402	641	584
20:00	335	400	354	424	371	319	236	377	348
21:00	229	289	317	335	297	241	201	293	273
22:00	126	177	191	192	281	268	111	193	192
23:00	61	96	93	90	184	254	64	105	120
Total	14312	15180	15750	15203	15383	13233	10892	15166	14279

7-19	12150	12682	13173	12667	12700	11099	9346	12674	11974
6-22	13876	14629	15170	14635	14609	12351	10314	14584	13655
6-24	14063	14902	15454	14917	15074	12873	10489	14882	13967
0-24	14312	15180	15750	15203	15383	13233	10892	15166	14279

3.3.3 SH3 - Courtlands Village at Parramatta

HOURLY TRAFFIC VOLUMES for Week commencing MON 15/08/05

Station No. 50.374.N

PENNT HLS RD,MR637-SL14 PARRAMATTA-S OF MR309,JAMES RUSE DR

HOUR comm.	MON 15/08	TUE 16/08	WED 17/08	THU 18/08	FRI 19/08	SAT 20/08	SUN 21/08	WEEKDAYS			WEEKEND (+HOLIDAYS)			WHOLE WEEK		
								TOTAL	MEAN	%	TOTAL	MEAN	%	TOTAL	MEAN	%
0	48	31	37	33	42	110	112	191	38	0.51	222	111	1.87	413	59	0.84
1	23	20	20	22	34	54	57	119	24	0.32	111	56	0.93	230	33	0.47
2	14	7	15	14	15	51	50	65	13	0.17	101	51	0.85	166	24	0.34
3	9	17	15	17	22	35	45	80	16	0.22	80	40	0.67	160	23	0.33
4	35	26	26	35	29	34	19	151	30	0.41	53	27	0.45	204	29	0.42
5	74	69	70	72	79	64	42	364	73	0.98	106	53	0.89	470	67	0.96
6	254	271	275	274	263	114	49	1337	267	3.60	163	82	1.37	1500	214	3.06
7	450	470	467	467	465	194	133	2319	464	6.24	327	164	2.75	2646	378	5.39
8	577	584	587	613	580	276	204	2941	588	7.91	480	240	4.04	3421	489	6.97
9	360	390	391	417	394	346	317	1952	390	5.25	663	332	5.58	2615	374	5.33
10	302	365	368	366	398	437	337	1799	360	4.84	774	387	6.52	2573	368	5.24
11	313	343	349	309	349	494	413	1663	333	4.47	907	454	7.64	2570	367	5.24
12	361	339	360	381	394	506	449	1835	367	4.94	955	478	8.04	2790	399	5.69
13	371	374	387	380	424	480	421	1936	387	5.21	901	451	7.58	2837	405	5.78
14	457	451	442	431	477	453	438	2258	452	6.07	891	446	7.50	3149	450	6.42
15	545	588	541	595	586	454	444	2855	571	7.68	898	449	7.56	3753	536	7.65
16	522	587	592	575	637	480	443	2913	583	7.83	923	462	7.77	3836	548	7.82
17	778	788	808	804	763	455	415	3941	788	10.60	870	435	7.32	4811	687	9.81
18	534	601	569	590	619	352	322	2913	583	7.83	674	337	5.67	3587	512	7.31
19	303	327	368	359	381	273	246	1738	348	4.67	519	260	4.37	2257	322	4.60
20	217	258	327	287	294	169	200	1383	277	3.72	369	185	3.11	1752	250	3.57
21	164	191	243	269	232	179	172	1099	220	2.96	351	176	2.95	1450	207	2.96
22	109	135	222	173	169	179	119	808	162	2.17	298	149	2.51	1106	158	2.25
23	62	84	101	116	158	158	85	521	104	1.40	243	122	2.05	764	109	1.56
DAY TOT	6882	7316	7580	7599	7804	6347	5532	37181	7436	100.00	11879	5940	100.00	49060	7009	100.00
MAX	778	788	808	804	763	506	449	AWT =	7436		AWE =	5940		ADT =	7009	

HOURLY TRAFFIC VOLUMES for Week commencing MON 15/08/05

Station No. 50.374.S

PENNT HLS RD,MR637-SL14 PARRAMATTA-S OF MR309,JAMES RUSE DR

HOUR comm.	MON 15/08	TUE 16/08	WED 17/08	THU 18/08	FRI 19/08	SAT 20/08	SUN 21/08	WEEKDAYS			WEEKEND (+HOLIDAYS)			WHOLE WEEK		
								TOTAL	MEAN	%	TOTAL	MEAN	%	TOTAL	MEAN	%
0	44	38	39	48	50	111	145	219	44	0.49	256	128	1.89	475	68	0.82
1	16	19	28	25	31	63	69	119	24	0.27	132	66	0.97	251	36	0.43
2	16	21	9	27	16	57	58	89	18	0.20	115	58	0.85	204	29	0.35
3	8	9	6	19	11	30	31	53	11	0.12	61	31	0.45	114	16	0.20
4	26	13	21	17	22	13	31	99	20	0.22	44	22	0.32	143	20	0.25
5	74	76	81	71	72	52	47	374	75	0.84	99	50	0.73	473	68	0.82
6	244	296	290	277	271	91	73	1378	276	3.11	164	82	1.21	1542	220	2.66
7	611	684	667	685	712	214	104	3359	672	7.58	318	159	2.34	3677	525	6.35
8	887	949	953	1009	929	389	198	4727	945	10.67	587	294	4.32	5314	759	9.18
9	646	730	648	633	630	484	354	3287	657	7.42	838	419	6.17	4125	589	7.13
10	462	466	473	468	483	562	426	2352	470	5.31	988	494	7.28	3340	477	5.77
11	452	434	433	481	477	535	453	2277	455	5.14	988	494	7.28	3265	466	5.64
12	438	435	410	483	459	621	528	2225	445	5.02	1149	575	8.46	3374	482	5.83
13	484	442	486	472	502	537	472	2386	477	5.38	1009	505	7.43	3395	485	5.86
14	476	437	471	447	534	496	512	2365	473	5.34	1008	504	7.42	3373	482	5.83
15	641	709	671	690	709	543	519	3420	684	7.72	1062	531	7.82	4482	640	7.74
16	625	660	652	765	728	452	469	3430	686	7.74	921	461	6.78	4351	622	7.52
17	774	651	670	837	708	473	432	3640	728	8.22	905	453	6.66	4545	649	7.85
18	518	620	668	635	598	434	419	3039	608	6.86	853	427	6.28	3892	556	6.72
19	276	347	366	408	480	329	286	1877	375	4.24	615	308	4.53	2492	356	4.30
20	189	216	232	286	281	225	223	1204	241	2.72	448	224	3.30	1652	236	2.85
21	166	223	200	253	226	182	219	1068	214	2.41	401	201	2.95	1469	210	2.54
22	121	160	146	177	215	214	142	819	164	1.85	356	178	2.62	1175	168	2.03
23	60	92	84	97	170	169	94	503	101	1.14	263	132	1.94	766	109	1.32
DAY TOT	8254	8727	8704	9310	9314	7276	6304	44309	8862	100.00	13580	6790	100.00	57889	8270	100.00
MAX	887	949	953	1009	929	621	528	AWT =	8862		AWE =	6790		ADT =	8270	

3.3.4 SH4 - Hawkesbury Village at Richmond

Job No	N147	
Client		
Road	Kurrajong Rd (west of Chapel St)	Average Weekday 18,013
Location	Richmond	7 Day Average 16,776
Site No.	1	
Start Date	23-Mar-09	
Description	Volume Summary	
Direction	Combined	

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 23-Mar	Tue 24-Mar	Wed 25-Mar	Thu 26-Mar	Fri 27-Mar	Sat 28-Mar	Sun 29-Mar		
AM Peak	0	1493	1562	1525	1532	1830	1575		
PM Peak	249	1765	1763	1808	1864	1735	0		
0:00	0	71	91	94	93	218	265	70	119
1:00	0	42	43	39	60	140	149	37	68
2:00	0	41	35	39	44	69	75	32	43
3:00	0	53	43	44	54	60	68	39	46
4:00	0	191	168	163	171	93	101	139	127
5:00	0	578	608	544	564	251	123	459	381
6:00	0	1181	1144	1122	1067	437	241	903	742
7:00	0	1424	1369	1299	1322	769	438	1083	946
8:00	0	1493	1562	1525	1532	1249	618	1222	1140
9:00	0	1399	1375	1511	1369	1501	1133	1131	1184
10:00	0	1247	1239	1264	1478	1795	1323	1046	1192
11:00	0	1269	1259	1253	1438	1830	1575	1044	1232
12:00	0	1250	1208	1300	1473	1735	0	1046	995
13:00	0	1277	1296	1253	1483	1537	0	1062	978
14:00	0	1415	1430	1518	1683	1480	0	1209	1075
15:00	0	1765	1724	1775	1864	1454	0	1426	1226
16:00	0	1687	1763	1808	1602	1438	0	1372	1185
17:00	0	1666	1673	1717	1453	1301	0	1302	1116
18:00	0	1364	1159	1482	1332	1104	0	1067	920
19:00	0	965	1007	1104	1118	845	0	839	720
20:00	0	680	585	743	684	598	0	538	470
21:00	0	486	530	542	587	471	0	429	374
22:00	249	278	331	344	472	519	0	335	313
23:00	121	157	165	166	316	366	0	185	184
Total	370	21979	21807	22649	23259	21260	6109	18013	16776

7-19	0	17256	17057	17705	18029	17193	5087	14009	13190
6-22	0	20568	20323	21216	21485	19544	5328	16718	15495
6-24	370	21003	20819	21726	22273	20429	5328	17238	15993
0-24	370	21979	21807	22649	23259	21260	6109	18013	16776

3.3.5 SH5 - Blue Hills Village at Prestons

Job No	N147	
Client		
Road	Kookaburra Rd (South of Braidwood Drv)	Average Weekday 4,426
Location	Prestons	7 Day Average 4,185
Site No.	5	
Start Date	06-Apr-09	
Description	Volume Summary	
Direction	Combined	

Time	Day of Week							Ave W'day	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	06-Apr	07-Apr	08-Apr	09-Apr	10-Apr	11-Apr	12-Apr		
AM Peak	471	539	460	440	166	288	234		
PM Peak	509	509	533	523	239	283	283		
0:00	48	53	38	53	103	70	66	59	62
1:00	21	29	16	18	61	48	66	29	37
2:00	18	14	11	17	27	31	26	17	21
3:00	14	10	14	14	17	15	20	14	15
4:00	14	15	22	15	11	23	32	15	19
5:00	44	61	50	56	33	23	23	49	41
6:00	130	140	126	126	45	31	26	113	89
7:00	163	153	176	161	49	57	34	140	113
8:00	253	259	248	270	74	86	69	221	180
9:00	471	539	460	440	99	182	104	402	328
10:00	223	223	232	215	163	265	223	211	221
11:00	165	201	200	236	166	288	234	194	213
12:00	202	155	209	227	211	281	283	201	224
13:00	200	185	218	234	216	251	266	211	224
14:00	173	200	202	254	167	278	228	199	215
15:00	297	328	286	322	228	247	193	292	272
16:00	509	509	533	523	191	266	221	453	393
17:00	313	333	341	313	234	283	237	307	293
18:00	327	395	379	296	239	274	258	327	310
19:00	275	352	372	344	224	246	247	313	294
20:00	226	237	266	277	149	157	190	231	215
21:00	181	189	220	209	138	127	135	187	171
22:00	112	134	169	197	110	113	127	144	137
23:00	71	84	84	120	118	104	111	95	99
Total	4450	4798	4872	4937	3073	3746	3419	4426	4185

7-19	3296	3480	3484	3491	2037	2758	2350	3158	2985
6-22	4108	4398	4468	4447	2593	3319	2948	4003	3754
6-24	4291	4616	4721	4764	2821	3536	3186	4243	3991
0-24	4450	4798	4872	4937	3073	3746	3419	4426	4185

3.3.6 SH6 - Bayside at Bonnells Bay

MetroCount Traffic Executive **Weekly Vehicle Counts**

WeeklyVehicle-62 -- English (ENU)

Datasets:

Site: [Station St N147 S17] Station St btwn Catalina rd & Marconi Rd N147 S17
Direction: 2 - East bound, A hit first., Lane: 0
Survey Duration: 15:45 Friday, March 20, 2009 => 8:41 Thursday, April 02, 2009
File: C:\Documents and Settings\Administrator\Desktop\april atc\April atc\final\N147\Bonnells Bays
.EC0 (Unsigned)
Identifier: U29660K9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: 15:45 Friday, March 20, 2009 => 8:41 Thursday, April 02, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 34389 / 34396 (99.98%)

Weekly Vehicle Counts

WeeklyVehicle-62

Site: Station St N147 S17.0E
Description: Station St btwn Catalina rd & Marconi Rd N147 S17
Filter time: 15:45 Friday, March 20, 2009 => 8:41 Thursday, April 02, 2009
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Sep(>0)

	Mon 16 Mar	Tue 17 Mar	Wed 18 Mar	Thu 19 Mar	Fri 20 Mar	Sat 21 Mar	Sun 22 Mar	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	*	*	*	*	25	21	*	23.0
0100-0200	*	*	*	*	*	13	15	*	14.0
0200-0300	*	*	*	*	*	13	9	*	11.0
0300-0400	*	*	*	*	*	7	6	*	6.5
0400-0500	*	*	*	*	*	14	7	*	10.5
0500-0600	*	*	*	*	*	19	8	*	13.5
0600-0700	*	*	*	*	*	58	44	*	51.0
0700-0800	*	*	*	*	*	74	62	*	68.0
0800-0900	*	*	*	*	*	164	106	*	135.0
0900-1000	*	*	*	*	*	221	228	*	224.5
1000-1100	*	*	*	*	*	244	176	*	210.0
1100-1200	*	*	*	*	*	264<	261<	*	262.5<
1200-1300	*	*	*	*	*	249<	213<	*	231.0<
1300-1400	*	*	*	*	*	193	190	*	191.5
1400-1500	*	*	*	*	*	226	186	*	206.0
1500-1600	*	*	*	*	61	178	184	61.0	141.0
1600-1700	*	*	*	*	300	189	200	300.0	229.7
1700-1800	*	*	*	*	240	182	162	240.0	194.7
1800-1900	*	*	*	*	181	128	145	181.0	151.3
1900-2000	*	*	*	*	122	95	110	122.0	109.0
2000-2100	*	*	*	*	95	65	64	95.0	74.7
2100-2200	*	*	*	*	61	50	40	61.0	50.3
2200-2300	*	*	*	*	48	46	29	48.0	41.0
2300-2400	*	*	*	*	35	36	14	35.0	28.3
Totals									
0700-1900	*	*	*	*	*	2312	2113	*	2245.2
0600-2200	*	*	*	*	*	2580	2371	*	2530.2
0600-0000	*	*	*	*	*	2662	2414	*	2599.5
0000-0000	*	*	*	*	*	2753	2480	*	2678.0
AM Peak	*	*	*	*	*	1100	1100		
	*	*	*	*	*	264	261		
PM Peak	*	*	*	*	*	1200	1200		
	*	*	*	*	*	249	213		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-62

Site: Station St N147 S17.0E
Description: Station St btwn Catalina rd & Marconi Rd N147 S17
Filter time: 15:45 Friday, March 20, 2009 => 8:41 Thursday, April 02, 2009
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Sep(>0)

	Mon 23 Mar	Tue 24 Mar	Wed 25 Mar	Thu 26 Mar	Fri 27 Mar	Sat 28 Mar	Sun 29 Mar	Averages 1 - 5	1 - 7
Hour									
0000-0100	8	11	7	8	14	17	22	9.6	12.4
0100-0200	5	4	8	2	5	20	9	4.8	7.6
0200-0300	2	5	5	4	1	9	7	3.4	4.7
0300-0400	2	4	6	10	8	13	3	6.0	6.6
0400-0500	17	16	14	18	11	8	5	15.2	12.7
0500-0600	42	48	45	37	42	20	7	42.8	34.4
0600-0700	102	106	105	124	87	46	25	104.8	85.0
0700-0800	184	143	170	163	138	63	55	159.6	130.9
0800-0900	225<	240	242	270<	181	147	101	231.6	200.9
0900-1000	222	259<	266<	236	217	214	217	240.0<	233.0<
1000-1100	190	208	181	187	217<	252<	219	196.6	207.7
1100-1200	217	198	199	181	201	248	249<	199.2	213.3
1200-1300	203	178	164	197	199	213	219<	188.2	196.1
1300-1400	194	168	197	182	212	212	189	190.6	193.4
1400-1500	210	213	209	207	193	156	191	206.4	197.0
1500-1600	265<	256<	270<	292<	220	176	180	260.6<	237.0<
1600-1700	259	235	253	259	243<	214<	173	249.8	233.7
1700-1800	239	216	214	271	203	187	187	228.6	216.7
1800-1900	169	187	169	175	153	140	145	170.6	162.6
1900-2000	87	110	113	112	124	115	103	109.2	109.1
2000-2100	76	69	73	87	71	86	43	75.2	72.1
2100-2200	49	43	49	72	54	48	32	53.4	49.6
2200-2300	34	32	38	45	53	42	21	40.4	37.9
2300-2400	18	21	13	24	36	45	14	22.4	24.4
Totals									
0700-1900	2577	2501	2534	2620	2377	2222	2125	2521.8	2422.3
0600-2200	2891	2829	2874	3015	2713	2517	2328	2864.4	2738.1
0600-0000	2943	2882	2925	3084	2802	2604	2363	2927.2	2800.4
0000-0000	3019	2970	3010	3163	2883	2691	2416	3009.0	2878.9
AM Peak	0800 225	0900 259	0900 266	0800 270	1000 217	1000 252	1100 249		
PM Peak	1500 265	1500 256	1500 270	1500 292	1600 243	1600 214	1200 219		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-62

Site: Station St N147 S17.0E
Description: Station St btwn Catalina rd & Marconi Rd N147 S17
Filter time: 15:45 Friday, March 20, 2009 => 8:41 Thursday, April 02, 2009
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Sep(>0)

	Mon 30 Mar	Tue 31 Mar	Wed 01 Apr	Thu 02 Apr	Fri 03 Apr	Sat 04 Apr	Sun 05 Apr	Averages 1 - 5	1 - 7
Hour									
0000-0100	6	3	6	0	*	*	*	3.8	3.8
0100-0200	4	0	1	0	*	*	*	1.3	1.3
0200-0300	1	4	6	0	*	*	*	2.8	2.8
0300-0400	3	4	3	0	*	*	*	2.5	2.5
0400-0500	12	15	16	0	*	*	*	10.8	10.8
0500-0600	46	40	48	0	*	*	*	33.5	33.5
0600-0700	104	89	88	0	*	*	*	70.3	70.3
0700-0800	159	165	198	0	*	*	*	130.5	130.5
0800-0900	216	250<	224	0	*	*	*	172.5	172.5
0900-1000	224<	205	253<	*	*	*	*	227.3<	227.3<
1000-1100	216	174	185	*	*	*	*	191.7	191.7
1100-1200	179	168	168	*	*	*	*	171.7	171.7
1200-1300	182	166	168	*	*	*	*	172.0	172.0
1300-1400	178	193	161	*	*	*	*	177.3	177.3
1400-1500	209	197	202	*	*	*	*	202.7	202.7
1500-1600	254<	268<	246<	*	*	*	*	256.0<	256.0<
1600-1700	251	230	217	*	*	*	*	232.7	232.7
1700-1800	231	192	129	*	*	*	*	184.0	184.0
1800-1900	134	143	0	*	*	*	*	92.3	92.3
1900-2000	68	71	0	*	*	*	*	46.3	46.3
2000-2100	50	67	0	*	*	*	*	39.0	39.0
2100-2200	42	35	0	*	*	*	*	25.7	25.7
2200-2300	35	19	0	*	*	*	*	18.0	18.0
2300-2400	22	18	0	*	*	*	*	13.3	13.3
Totals									
0700-1900	2433	2351	2151	*	*	*	*	2210.7	2210.7
0600-2200	2697	2613	2239	*	*	*	*	2391.9	2391.9
0600-0000	2754	2650	2239	*	*	*	*	2423.3	2423.3
0000-0000	2826	2716	2319	*	*	*	*	2477.8	2477.8
AM Peak	0900	0800	0900	*	*	*	*		
	224	250	253	*	*	*	*		
PM Peak	1500	1500	1500	*	*	*	*		
	254	268	246	*	*	*	*		

* - No data.

3.3.7 SH7 - Wamberal Gardens at Wamberal

Road	The Entrance Rd	Average Weekday	16143
Location	btw Oceanview & Pitt	7 Day Average	15772
Site No.	1107	Weekday Heavy's	#DIV/0!
Start Date	Monday 28-Jun-04	7 Day Heavy's	#DIV/0!
Direction	Combined		

Time	Day of Week							Ave W'day	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	28-Jun	29-Jun	30-Jun	01-Jul	02-Jul	03-Jul	04-Jul		
AM Peak	1309	1399	1373	1400	1341	1340	1336		
PM Peak	1183	1227	1206	1262	1228	1354	1385		
0:00	44	27	47	62	55	141	157	47	76
1:00	18	27	21	45	30	106	103	28	50
2:00	21	29	20	40	37	78	65	29	41
3:00	44	42	47	62	45	61	67	48	53
4:00	107	95	109	106	105	66	63	104	93
5:00	325	312	337	342	340	171	98	331	275
6:00	834	875	893	821	832	331	195	851	683
7:00	1309	1365	1347	1346	1294	609	259	1332	1076
8:00	1304	1399	1373	1400	1341	1075	512	1363	1201
9:00	1100	1153	1151	1204	1178	1198	971	1157	1136
10:00	989	991	1016	969	1086	1299	1099	1010	1064
11:00	907	970	955	1008	1137	1340	1336	995	1093
12:00	904	874	928	933	1063	1354	1385	940	1063
13:00	865	872	939	871	1041	1329	1277	918	1028
14:00	1039	1063	1024	1062	1206	1243	1119	1079	1108
15:00	1183	1227	1206	1219	1228	1121	1013	1213	1171
16:00	1168	1154	1180	1262	1207	1095	1064	1194	1161
17:00	1113	1135	1135	1239	1225	1169	926	1169	1135
18:00	728	778	848	878	990	815	532	844	796
19:00	385	452	490	574	604	497	335	501	477
20:00	300	296	307	401	442	324	313	349	340
21:00	253	280	341	351	381	346	210	321	309
22:00	165	157	204	169	330	326	120	205	210
23:00	67	72	101	97	219	248	130	111	133
Total	15172	15645	16019	16461	17416	16342	13349	16143	15772
% Heavies	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

3.3.8 SH8 - Broadwater Court Waterfront at Kincumber

MetroCount Traffic Executive **Weekly Vehicle Counts**

WeeklyVehicle-63 -- English (ENU)

Datasets:

Site: [N147 S8 Avoca Drive] Kincumber Avoca Drive N147 S8
Direction: 4 - West bound, A hit first., Lane: 0
Survey Duration: 17:14 Friday, March 20, 2009 => 17:32 Wednesday, March 25, 2009
File: C:\Documents and Settings\Administrator\Desktop\april atc\April atc\final\N147\Kincumber
.EC0 (Unsigned)
Identifier: W782EMBH MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: 17:14 Friday, March 20, 2009 => 17:32 Wednesday, March 25, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 71390 / 73325 (97.36%)

Weekly Vehicle Counts

WeeklyVehicle-63

Site: N147 S8 Avoca Drive.0W

Description: Kincumber Avoca Drive N147 S8

Filter time: 17:14 Friday, March 20, 2009 => 17:32 Wednesday, March 25, 2009

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Sep(>0)

	Mon 16 Mar	Tue 17 Mar	Wed 18 Mar	Thu 19 Mar	Fri 20 Mar	Sat 21 Mar	Sun 22 Mar	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	*	*	*	*	166	202	*	184.0
0100-0200	*	*	*	*	*	111	94	*	102.5
0200-0300	*	*	*	*	*	76	61	*	68.5
0300-0400	*	*	*	*	*	37	61	*	49.0
0400-0500	*	*	*	*	*	95	51	*	73.0
0500-0600	*	*	*	*	*	202	115	*	158.5
0600-0700	*	*	*	*	*	295	201	*	248.0
0700-0800	*	*	*	*	*	667	384	*	525.5
0800-0900	*	*	*	*	*	1246	493	*	869.5
0900-1000	*	*	*	*	*	1653	380	*	1016.5
1000-1100	*	*	*	*	*	1987	565	*	1276.0
1100-1200	*	*	*	*	*	2022<	764<	*	1393.0<
1200-1300	*	*	*	*	*	2043<	719<	*	1381.0<
1300-1400	*	*	*	*	*	1888	643	*	1265.5
1400-1500	*	*	*	*	*	1728	595	*	1161.5
1500-1600	*	*	*	*	*	1741	644	*	1192.5
1600-1700	*	*	*	*	*	1593	623	*	1108.0
1700-1800	*	*	*	*	1090	1605	597	1090.0	1097.3
1800-1900	*	*	*	*	1934	1349	526	1934.0	1269.7
1900-2000	*	*	*	*	1417	1017	365	1417.0	933.0
2000-2100	*	*	*	*	883	642	264	883.0	596.3
2100-2200	*	*	*	*	646	497	175	646.0	439.3
2200-2300	*	*	*	*	450	406	110	450.0	322.0
2300-2400	*	*	*	*	292	352	45	292.0	229.7
Totals									
0700-1900	*	*	*	*	*	19522	6933	*	13556.0
0600-2200	*	*	*	*	*	21973	7938	*	15772.7
0600-0000	*	*	*	*	*	22731	8093	*	16324.3
0000-0000	*	*	*	*	*	23418	8677	*	16959.8
AM Peak	*	*	*	*	*	1100	1100		
	*	*	*	*	*	2022	764		
PM Peak	*	*	*	*	*	1200	1200		
	*	*	*	*	*	2043	719		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-63

Site: N147 S8 Avoca Drive.0W
Description: Kincumber Avoca Drive N147 S8
Filter time: 17:14 Friday, March 20, 2009 => 17:32 Wednesday, March 25, 2009
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Sep(>0)

	Mon 23 Mar	Tue 24 Mar	Wed 25 Mar	Thu 26 Mar	Fri 27 Mar	Sat 28 Mar	Sun 29 Mar	Averages 1 - 5	1 - 7
Hour									
0000-0100	36	44	49	*	*	*	*	43.0	43.0
0100-0200	19	13	25	*	*	*	*	19.0	19.0
0200-0300	11	13	11	*	*	*	*	11.7	11.7
0300-0400	9	6	21	*	*	*	*	12.0	12.0
0400-0500	17	20	20	*	*	*	*	19.0	19.0
0500-0600	58	90	65	*	*	*	*	71.0	71.0
0600-0700	151	186	235	*	*	*	*	190.7	190.7
0700-0800	295	351	360	*	*	*	*	335.3	335.3
0800-0900	579	584	585	*	*	*	*	582.7	582.7
0900-1000	524	615	636	*	*	*	*	591.7	591.7
1000-1100	530	616	670	*	*	*	*	605.3	605.3
1100-1200	579<	694<	735<	*	*	*	*	669.3<	669.3<
1200-1300	664	722	735	*	*	*	*	707.0	707.0
1300-1400	604	707	749	*	*	*	*	686.7	686.7
1400-1500	834	799	852	*	*	*	*	828.3	828.3
1500-1600	1273	1324	1176	*	*	*	*	1257.7	1257.7
1600-1700	1341	1390<	1350	*	*	*	*	1360.3<	1360.3<
1700-1800	1391<	1354	763	*	*	*	*	1169.3	1169.3
1800-1900	893	971	*	*	*	*	*	932.0	932.0
1900-2000	597	661	*	*	*	*	*	629.0	629.0
2000-2100	331	498	*	*	*	*	*	414.5	414.5
2100-2200	291	303	*	*	*	*	*	297.0	297.0
2200-2300	168	220	*	*	*	*	*	194.0	194.0
2300-2400	84	86	*	*	*	*	*	85.0	85.0
Totals									
0700-1900	9507	10127	*	*	*	*	*	9725.7	9725.7
0600-2200	10877	11775	*	*	*	*	*	11256.8	11256.8
0600-0000	11129	12081	*	*	*	*	*	11535.8	11535.8
0000-0000	11279	12267	*	*	*	*	*	11711.5	11711.5
AM Peak	1100	1100	1100	*	*	*	*		
	579	694	735	*	*	*	*		
PM Peak	1700	1600	*	*	*	*	*		
	1391	1390	*	*	*	*	*		

* - No data.

3.3.9 SH9 - Macquarie Grove at Tahmoor

Job No	N147						
Client							
Road	Thirlmere Way (between Macquarie PI and Milne						
Location	Tahmoor						
Site No.	2						
Start Date	19-Mar-09						
Description	Volume Summary						
Direction	Combined						

Average Weekday	4,591
7 Day Average	4,472

Time	Day of Week							Ave W'day	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	23-Mar	24-Mar	25-Mar	19-Mar	20-Mar	21-Mar	22-Mar		
AM Peak	283	306	315	306	321	423	332		
PM Peak	393	519	464	583	426	376	317		
0:00	5	14	19	27	22	34	45	17	24
1:00	6	9	6	12	14	13	19	9	11
2:00	4	4	2	4	10	13	14	5	7
3:00	6	4	4	9	6	9	17	6	8
4:00	23	22	22	24	17	18	4	22	19
5:00	69	77	70	66	66	27	16	70	56
6:00	129	138	135	143	139	50	29	137	109
7:00	160	175	202	189	195	116	67	184	158
8:00	269	274	290	306	284	288	144	285	265
9:00	279	306	315	303	321	342	237	305	300
10:00	283	269	253	267	310	395	332	276	301
11:00	241	263	265	225	265	423	302	252	283
12:00	228	229	232	209	288	376	298	237	266
13:00	221	229	240	199	256	354	286	229	255
14:00	318	315	292	300	326	334	277	310	309
15:00	353	371	356	398	388	341	265	373	353
16:00	385	477	430	462	412	266	247	433	383
17:00	393	519	464	583	426	349	317	477	436
18:00	331	399	335	424	403	305	272	378	353
19:00	190	317	224	266	282	259	187	256	246
20:00	106	187	145	184	177	157	100	160	151
21:00	74	100	69	80	125	100	51	90	86
22:00	37	52	61	62	58	99	55	54	61
23:00	21	16	29	23	45	74	27	27	34
Total	4131	4766	4460	4765	4835	4742	3608	4591	4472

7-19	3461	3826	3674	3865	3874	3889	3044	3740	3662
6-22	3960	4568	4247	4538	4597	4455	3411	4382	4254
6-24	4018	4636	4337	4623	4700	4628	3493	4463	4348
0-24	4131	4766	4460	4765	4835	4742	3608	4591	4472

3.3.10 SH10 - Mt Eymard Village at Bowral

HOURLY TRAFFIC VOLUMES for Week commencing MON 14/08/06 Station No. 07.365.N
MOSS VALE RD, MR260 BOWRAL-S OF MR261, KANGALOOON RD

HOUR comm.	WEEKDAYS							WEEKEND (+HOLIDAYS)			WHOLE WEEK		
	MON 14/08	TUE 15/08	WED 16/08	THU 17/08	FRI 18/08	SAT 19/08	SUN 20/08	TOTAL	MEAN	%	TOTAL	MEAN	%
0	13	10	16	12	12	20	32	63	13	0.17	52	26	0.46
1	6	9	9	12	8	23	16	44	9	0.12	39	20	0.34
2	15	12	10	9	3	15	19	49	10	0.13	34	17	0.30
3	15	17	13	16	16	14	18	77	15	0.21	32	16	0.28
4	47	55	40	46	45	24	17	233	47	0.63	41	21	0.36
5	116	120	115	113	114	49	35	578	116	1.57	84	42	0.74
6	219	215	222	233	202	114	78	1091	218	2.97	192	96	1.70
7	369	411	411	430	370	230	143	1991	398	5.42	373	187	3.30
8	733	713	709	741	705	476	262	3601	720	9.80	738	369	6.53
9	610	578	561	678	640	567	482	3067	613	8.35	1049	525	9.27
10	579	533	548	563	596	675	461	2819	564	7.67	1136	568	10.04
11	517	558	539	512	638	622	507	2764	553	7.52	1129	565	9.98
12	484	528	531	500	584	554	432	2627	525	7.15	986	493	8.72
13	515	493	450	532	608	482	442	2598	520	7.07	924	462	8.17
14	612	588	593	583	661	473	450	3037	607	8.27	923	462	8.16
15	684	703	688	751	747	400	449	3573	715	9.72	849	425	7.51
16	563	557	617	641	601	407	379	2979	596	8.11	786	393	6.95
17	428	486	435	535	436	352	375	2320	464	6.31	727	364	6.43
18	227	216	227	315	300	255	205	1285	257	3.50	460	230	4.07
19	132	146	153	136	172	164	90	739	148	2.01	254	127	2.25
20	85	108	83	82	103	101	80	461	92	1.25	181	91	1.60
21	59	83	71	70	94	88	50	377	75	1.03	138	69	1.22
22	36	33	39	53	59	91	33	220	44	0.60	124	62	1.10
23	22	30	23	25	48	48	11	148	30	0.40	59	30	0.52
DAY TOT	7086	7202	7103	7588	7762	6244	5066	36741	7348	100.00	11310	5655	100.00
MAX	733	713	709	751	747	675	507	AWT =	7348		AWE =	5655	
												ADT =	6864

HOURLY TRAFFIC VOLUMES for Week commencing MON 14/08/06 Station No. 07.365.S
MOSS VALE RD, MR260 BOWRAL-S OF MR261, KANGALOOON RD

HOUR comm.	WEEKDAYS							WEEKEND (+HOLIDAYS)			WHOLE WEEK		
	MON 14/08	TUE 15/08	WED 16/08	THU 17/08	FRI 18/08	SAT 19/08	SUN 20/08	TOTAL	MEAN	%	TOTAL	MEAN	%
0	7	16	23	25	13	46	46	84	17	0.24	92	46	0.86
1	9	11	3	13	6	30	25	42	8	0.12	55	28	0.52
2	10	10	14	14	12	24	32	60	12	0.17	56	28	0.53
3	9	11	10	6	9	12	18	45	9	0.13	30	15	0.28
4	22	22	21	20	17	21	23	102	20	0.29	44	22	0.41
5	48	58	63	58	64	40	16	291	58	0.82	56	28	0.53
6	163	186	202	194	181	94	50	926	185	2.62	144	72	1.35
7	381	382	371	394	387	155	74	1915	383	5.43	229	115	2.15
8	527	548	531	563	507	298	159	2676	535	7.59	457	229	4.30
9	440	449	458	459	498	413	327	2304	461	6.53	740	370	6.96
10	521	473	462	475	530	605	386	2461	492	6.98	991	496	9.32
11	511	530	507	499	615	618	498	2662	532	7.55	1116	558	10.49
12	482	500	451	596	578	614	471	2607	521	7.39	1085	543	10.20
13	455	480	472	493	539	524	370	2439	488	6.91	894	447	8.41
14	512	513	491	529	611	569	370	2656	531	7.53	939	470	8.83
15	636	679	623	625	654	451	390	3217	643	9.12	841	421	7.91
16	662	678	659	689	666	433	344	3354	671	9.51	777	389	7.31
17	524	534	621	581	624	323	282	2884	577	8.17	605	303	5.69
18	324	325	286	368	366	275	232	1669	334	4.73	507	254	4.77
19	162	210	199	225	214	169	151	1010	202	2.86	320	160	3.01
20	112	130	103	128	168	130	80	641	128	1.82	210	105	1.97
21	90	87	103	157	148	101	71	585	117	1.66	172	86	1.62
22	56	76	62	99	107	131	38	400	80	1.13	169	85	1.59
23	24	33	53	44	95	78	29	249	50	0.71	107	54	1.01
DAY TOT	6687	6941	6788	7254	7609	6154	4482	35279	7056	100.00	10636	5318	100.00
MAX	662	679	659	689	666	618	498	AWT =	7056		AWE =	5318	
												ADT =	6559

Appendix A

Public Transport accessibility-based survey methodology

Appendix A

Public Transport accessibility-based survey methodology

1. Background

The approach outlined below has the effect of constraining parking supply compared to historic “unconstrained” rates, in response to the proximity of public transport and other centres, and the particular landuse involved. It is based on the calculation of:

- a) an accessibility discount factor reflecting the site’s accessibility to public transport and other centres; and
- b) a landuse policy factor reflecting the extent to which parking supply can or should be modified for a particular landuse.

It is envisaged that this methodology will be further developed over time. It is presented here as background information only, to assist contractors in selecting a set of suitable survey locations for any particular survey type.

2. Methodology

The proposed parking supply formula is:

$$PA_{\max} = PH_{\max} [1 - (AD \times PF)]$$

where $PA_{\max}$ is the new *accessibility-based* parking supply and $PH_{\max}$ is the historic *unconstrained* parking provision rate.

AD is the Accessibility Discount factor reflecting the site’s accessibility to public transport and other centres. It has a range of 0 (areas remote from any public transport) to 0.9 (CBD areas, well served by public transport).

PF is a landuse policy factor reflecting the extent to which parking supply can or should be modified for a particular landuse.

The Accessibility Discount factor is the relevant factor when candidate sites are being considered for any particular survey. It is based on an accessibility score, which itself has two components – a public transport proximity score and a centre proximity score.

Table 1 below outlines the calculation of the accessibility *score*. **Table 2** describes how the accessibility score is then converted to the Accessibility Discount *factor*, AD.

STEP	SCORING METHODOLOGY
1. Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route.(Each route is counted once only)	Rail scores: Rail station 0 – 400m.....Score = 24 Rail station 400 – 800m.....Score = 12 Rail station > 800m.....Score = 0 Light rail / ferry scores: Light rail or ferry route 0 – 400mScore = 8 Light rail or ferry route 400 – 800mScore = 4 Light rail or ferry route >800mScore = 0 Bus scores: Each bus route 0 – 400mScore = 4 Each bus route 400 – 800mScore = 1 Each bus route > 800mScore = 0
2. Determine infrastructure priority treatment (This is a proxy for public transport reliability, connectivity and speed)	For each mode corridor, multiply the score in Step 1. above with the factor below: Heavy rail, light rail or ferry routeMultiply by 1 Bus Transitway.....Multiply bus route score by 3 Other Strategic Bus Corridor*.....Multiply bus route score by 2 Corridor with express servicesMultiply bus route score by 1.5 Standard bus route.....Multiply bus route score by 1 * If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor
3. Determine frequency	For each mode corridor, multiply the score in Step 2. above with the factor below: > 20 services in the 2hr AM peak both ways Multiply mode score by 3 13-20 services in the 2hr AM peak both ways Multiply mode score by 2 8-12 services in the 2hr AM peak both ways Multiply mode score by 1 ≤ 7 services in the 2hr AM peak both ways..... Multiply mode score by 0.5
4. Add up all the scores for each mode corridor, to produce a total Public Transport Score	
5. Determine walking proximity of site to a centre (as defined in the Metropolitan Strategy)	Determine the Centre Score, using the following scores: Within 800m of boundary of existing Global/Regional City Score = 60 Within 800m of boundary of existing/developing Major Centre..... Score = 40 Within 800m of boundary of existing/developing Smaller Centre and Specialised Centre Score = 20
6. Add the Public Transport Score from Step 4. above to Centre Score from Step 5. above, to produce a total Accessibility Score	
7. Use Table 2 below to convert the Accessibility Score to the Accessibility Discount factor (AD)	

Table 1 – Estimating the Accessibility Score

