



Roads and Traffic Authority
Trip Generation and Parking
Generation Surveys (Office
Blocks)
Data Report

Roads and Traffic Authority

Trip Generation and Parking Generation Surveys (Office Blocks)

Data Report

Client: NSW Roads and Traffic Authority
Reference: IS10510
GTA Consultants Office: Sydney

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By
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1. Introduction

1.1 Background

GTA Consultants were commissioned by the NSW Roads and Traffic Authority (RTA) to undertake a study to determine contemporary traffic and parking generation rates for the land use '*Office and Commercial*' within Metropolitan and Regional NSW. This new information would replace the existing traffic and parking generation data contained with the *RTA's Guide to Traffic Generating Developments 2002*.

This data report contains details of the surveys undertaken in support of the analysis to determine the traffic and parking generation rates for the land use '*Office and Commercial*'.

1.2 Surveyed Sites

A total of ten sites were selected for this study, of which, eight (8) were within the Sydney Metropolitan Area and the other two (2) outside of the Sydney Metropolitan Area.

Of the eight within the Sydney Metropolitan Area there were two located within the Inner Ring (0-10km), four within the Middle Ring (10-20km) and two within the Outer Ring (20-30km) of Sydney.

Details of the 10 site locations are listed in Table 1.1 and indicated graphically in Figure 1.1.

Table 1.1: Selected Survey Sites

Site ID	Site Address
Sydney Metro Area	
OB1	100 Arthur Street, North Sydney (Inner Ring)
OB2	9 Help Street, Chatswood (Inner Ring)
OB3	4 Dawn Fraser Avenue, Sydney Olympic Park (Middle Ring)
OB4	33 Macmahon Street, Hurstville (Middle Ring)
OB5	16 Giffnock Avenue, Macquarie Park (Middle Ring)
OB6	1 Smith Street, Parramatta (Middle Ring)
OB7	13-15 Moore Street, Liverpool (Outer Ring)
OB8	10-12 Lexington Drive, Bella Vista (Outer Ring)
Outside Sydney Metro Area	
OB9	24 Honeysuckle Drive, Newcastle
OB10	25 Atchison Street, Wollongong

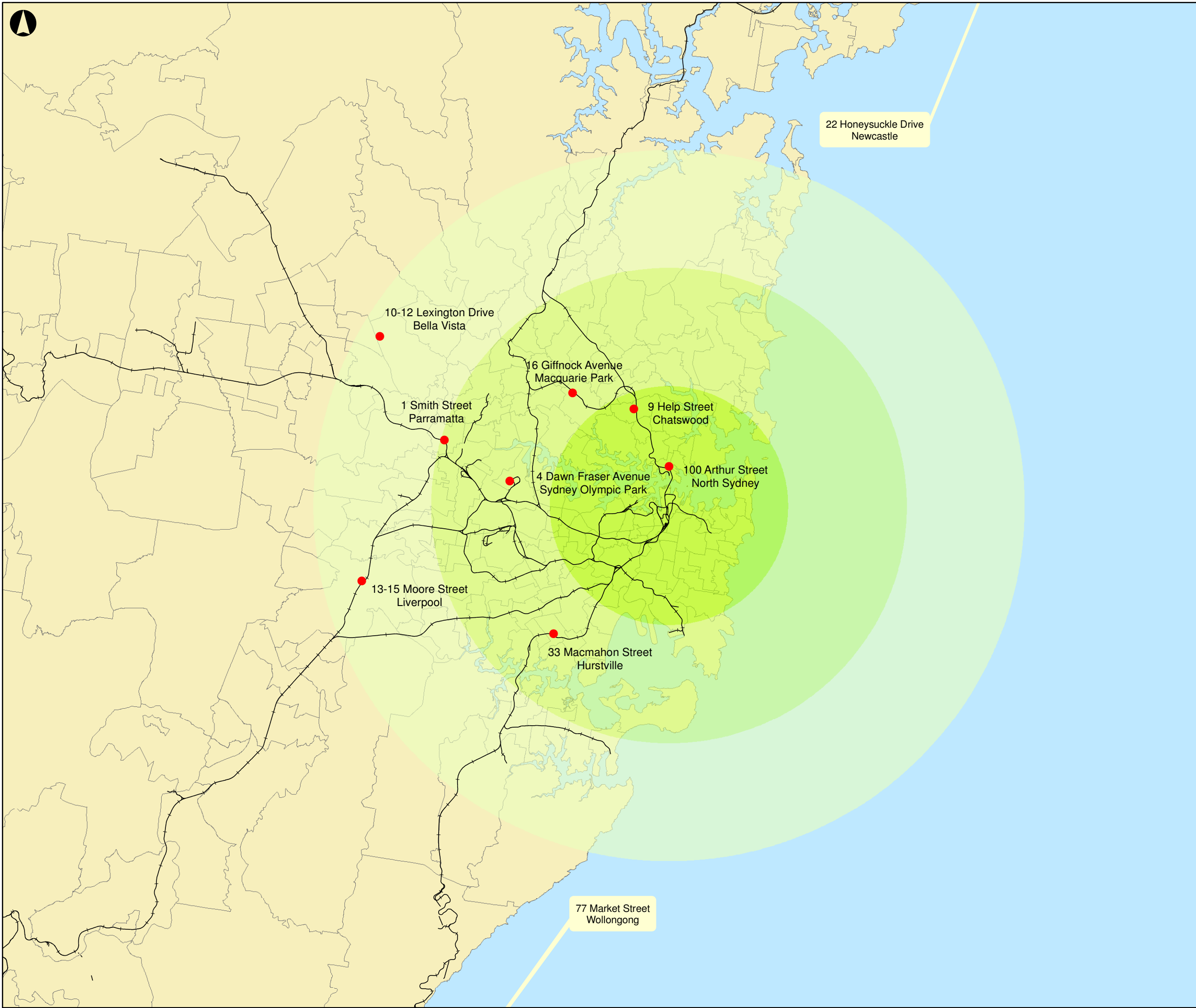
These ten sites were selected using the RTA site selection criteria methodology details of which are contained in Table 1.2.

1.3 Survey Details

The following surveys were undertaken as part of this study between **7am-6:30pm on a weekday**:

- Adjacent Road Network Peak Hour Traffic Volume Surveys (Tube Counts).
- Parking Accumulation Surveys (Total In/Out Off Street Parking Counts).
- Pedestrian Movement Surveys (Total In/Out Pedestrian Counts).
- Pedestrian Interview Surveys.
- Building Characteristics (Floor Space Dimensions, Business Types, Employee No's).

The first four surveys were undertaken at each site by Austraffic between November 2009 and February 2010. Building characteristics were obtained by GTA Consultants.



Legend

- Railway
- Site Address and Suburb
- Inner Ring (0-10 km)
- Middle Ring (10-20 km)
- Outer Ring (20-30 km)

P1	19-02-10	BL	AS	AS
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Issue	Date	By	Chkd	Appd
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Metres
0 4,050 8,100 16,200

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Client
Roads and Traffic Authority

Job Title
**Trip and Parking Demand Surveys
- Office Blocks**

Drawing Title
**Figure 1.1
Site Selection Location Plan**

Scale at A3
1:300,000

Drawing Status
Preliminary

Job No IS10510	Drawing No 001	Issue P1
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TABLE 1.2 - RTA TRIP GENERATION AND PARKING DEMAND STUDY 2009/2010 - FINAL SITE SELECTION LIST



		SITE LOCATIONS/SUBURBS									
		Chatswood	Parramatta	North Sydney	Norwest	Sydney Olympic Park	Liverpool	Hurstville	Macquarie Park	Newcastle	Wollongong
		1	2	3	4	5	6	7	8	9	10
Criteria No.	RTA Selection Criteria Description	CSR, 9 Help Street, Chatswood, NSW, 2067	Sydney Water, 1 Smith Street, Parramatta NSW 2150	Innovation Place, 100 Arthur Street, North Sydney, NSW 2060	Argus Technologies, 10-12 Lexington Drive, Bella Vista NSW 2153	CBA, 2-4 Dawn Fraser Avenue, Sydney Olympic Park, NSW, 2127	13-15 Moore Street, Liverpool, NSW 2170	33 McMahon Street, Hurstville, NSW 2220	16 Giffnock Avenue, Macquarie Park, NSW 2113	NIB Head Office, 22 Honeysuckle Drive, Newcastle, NSW 2300	77 Market St, Wollongong, NSW 2500
1	Fairly recent construction (Within 15 Years)	√	√	√	√	√	√	√	√	√	√
2	On-site parking provision	√	√	√	√	√	√	√	√	√	√
3	Ease of isolating site from other land uses / development types	√	√	√	√	√	√	√	√	√	√
4	Availability of Building Information. i.e. Floor Plans/Areas etc	√	√	√	√	√	√	√	√	√	√
5	Tenants/Occupiers Information (Staff, number of site parking spaces)	√	√	√	√	√	√	√	√	√	√
6	Simple Access to Parking Arrangements	√	√	√	√	√	√	√	√	√	√
7	Reasonable Geographic Spread (Inner/Middle/Outer Rings)	Inner Ring, (0-10km)	Middle Ring, (10-20km)	Inner Ring, (0-10km)	Outer Ring(20-30km)	Middle Ring, (10-20km)	Outer Ring, (20-30 km)	Middle Ring, (10-20km)	Middle Ring, (10-20km)	Regional	Regional
8	A range of sizes	8 storeys	17 storeys	20 storeys	4 storeys	4 storeys	4 storeys	5 storeys	5 storeys	6 storeys	8 storeys
9	A range of accessibility scores (RTA Methodology) Accessibility to Public Transport and other centres	AS = 0.9	AS=0.9	AS = 0.9	AS=0.6	AS=0.4	AS=0.9	AS=0.9	AS=0.9	AS=0.9	AS=0.9
10	A range of development types										
	Mixed Multiple Small Tenants	√ - 3 Tenants		√- 11 Tenants			√-Multiple Tenants	√-Multiple Tenants	√-Multiple Tenants(3)		√- Multiple Tenants
	Head Office or Regional Office (One Tenant)		√-1 Tenant		√-1 Tenant	√- 1 Tenant				√- 2 Tenants	√- 1 Tenant
	Private Sector - Insurance and Banking Offices					√-Banking				√-Health Insurance	
	Private Sector - Professional Offices	√-Building		√-Construction	√-Electrical Goods		√ - Accountant/Medical Consultant		√-Energy - Alstom	√-GHD - Engineering	√-Health Insurance
	Public Sector (State & Federal)		√ - Service Provider				√ - Employment Agencies				
	Landlord/Building Manager Contact Details	Mark Bendall	Natt Chamkunthod	David Walton	Richard Farr	Cathy Johnston (CBA Staff)	Irene Hluchan	Chris Parker	Mark Unwin	John Colic	Matt Cunningham
		0407 131 112	(02) 8849 3802	0418 244 442	(02) 8884 0888	(02) 9115 3501	(02) 96024149	(02) 9553 4188	0423 557 881	0406 380 016	0417 210 788
	Owners Details		Craig Heightman (02) 132092					Michael Roberts Strata (Lucio)	Stockland Property	CBRE	AHM
	Suitability confirmed by GTA Consultants on-site?	√	√	√	√	√	√	X	X	X	X
	Survey Date	√ - 02/12/2009	√-10/02/2010	√ - 08/12/2009	√ - 01/12/2009	√ - 25/11/2009	√ - 03/12/2009	√ - 09/12/2010	√ - 10/12/2010	√-4/02/2010	√-2/02/2010

2. Selected Site Details

2.1 OB1 - 100 Arthur Street, North Sydney

The site is located on Arthur Street, which runs parallel to the Warringah Freeway, within the North Sydney CBD and is surrounded by commercial office blocks. The building has two pedestrian entrances, with the main entrance located on Arthur Street, and the second entrance located on Little Walker Street at the rear of the building. Vehicular access to the building car park is via a driveway located on Little Walker Street. The building has 11 tenants, with most of them in engineering or related industries.

There is short term metered on-street parking surrounding the site. Long term off-street parking is available at North Sydney Council car parks within the North Sydney CBD, which attract a fee. Long term parking is available at the Hornett Street and Ridge Street car parks, which are approximately 500 metres and 600 metres to the north of the site respectively. There is additional off-street parking in more than 10 privately owned parking stations within the North Sydney CBD, which are within 500 metres of the site, which offer short and long term parking.

2.1.1 Site Details

Table 2.1: Site Details – 100 Arthur Street, North Sydney

Site ID	OB1
Name	Innovation Place
Address	100 Arthur Street
Suburb	North Sydney
Region	Sydney Metro (Inner Ring)
Adjacent Road Network Peak Hours	
Date of Survey	08/12/2009
AM Peak - Weekdays	7:45am-8:45am
PM Peak – Weekdays	5:00pm-6:00pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Gross Floor Area	31,400m ²
No. of employees	1,136
No. of employees on date of survey	1,129
Year of construction	2008
Accessibility Score	0.9
Parking Spaces	
Staff	136
Visitors	-
Disabled	-
Loading Bay	1
Cycle Parking	-
Total	137
Operating Hours	
Monday – Friday	8:00am – 6:00pm
Saturday	Closed
Sunday	Closed

2.1.2 Site Layout and Location

Figure 2.1: OB1-100 Arthur Street, North Sydney - Access

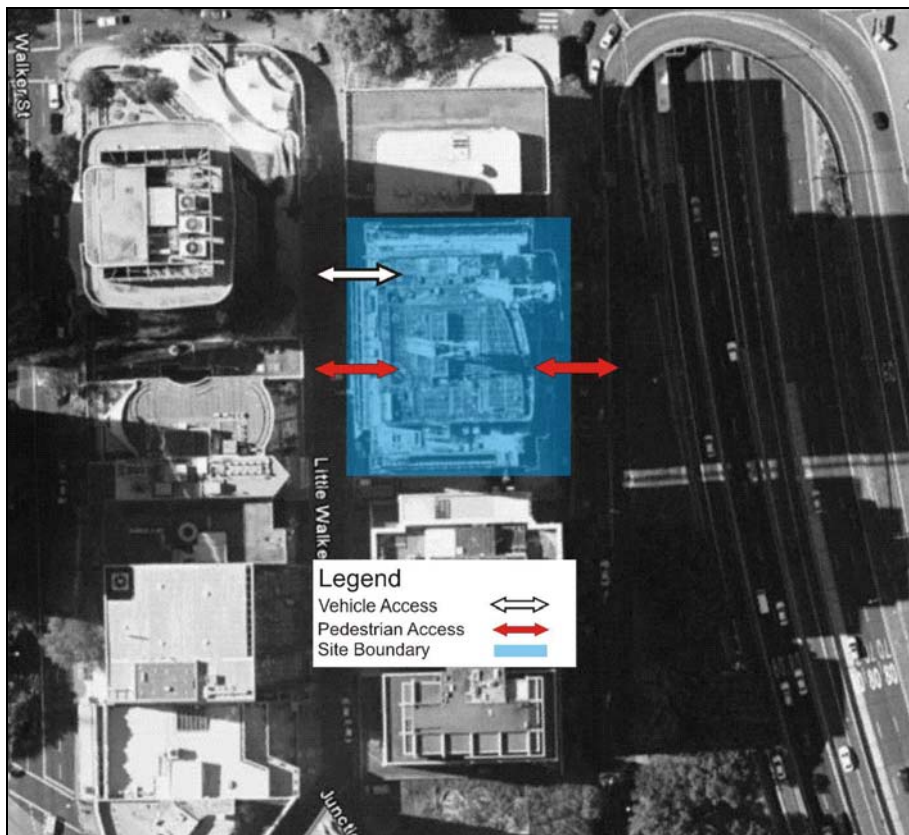


Figure 2.2: OB1 – 100 Arthur Street, North Sydney - Location

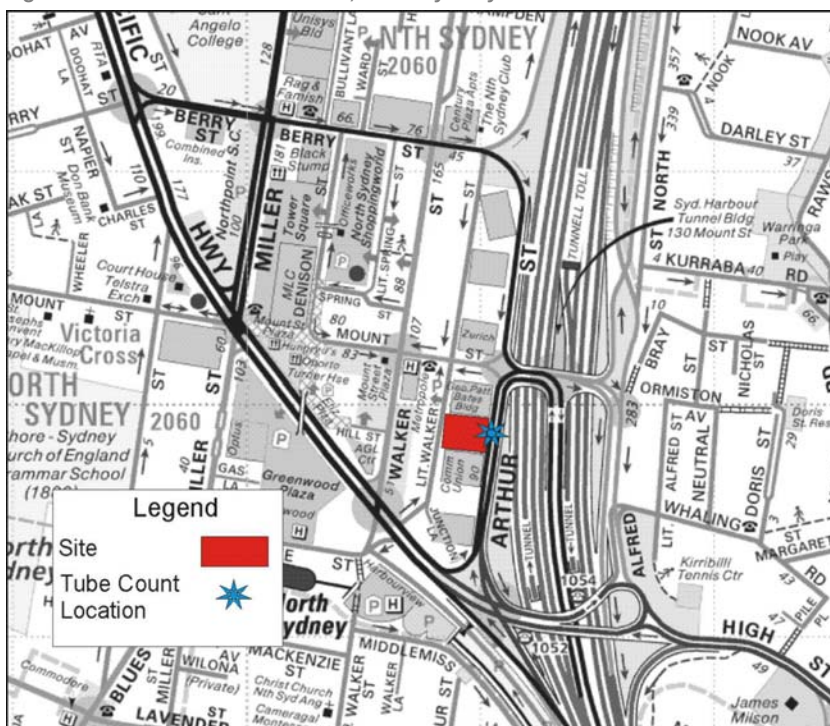


Table 2.2: OB1 Public Transport Accessibility Summary

INNOVATION PLACE, 100 ARTHUR ST, NORTH SYDNEY

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station(North Sydney)	0-400	24	1	24
Rail station(Milsons Point)	400-800	12	1	12
Rail station	>800	0		0
Total rail station scores			2	36
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4	4	16
Bus route (Standard bus route)	0-400	4	23	92
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1		0
Bus route	>800	0		0
Total bus route scores				108

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	36
Ferry route	Multiply 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 services	Multiply bus route score by 1.5	1.5	24
Standard bus route	Multiply bus route score by 1	1	92

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3: Sum of public transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail	46	3	108
Light rail or ferry route	0		
Bus service	137	3	348
Total Public Transport Score			456

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score		496
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Step 6: Conver the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe;Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard"background public transport levels;remote areas. No parking reduction necessary

Accessibility Discount factor (AD)		0.9
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2.2 OB2 – 9 Help Street, Chatswood

The site is located on Help Street within a short distance of the Pacific Highway and Chatswood Train Station within the business precinct of the Chatswood CBD and is surrounded by commercial office blocks. The building has two pedestrian entrances with the main pedestrian entrance on Help Street and the second pedestrian entrance located on Macintosh Street. Vehicular access to the building car park is also on Macintosh Street. The building has 3 tenants with CSR, the main tenant, occupying 6 levels of the building. The other two tenants are an engineering consultant and a software development firm.

On-street parking within the vicinity of the site is time restricted and metered. Further from the site, in the residential areas to the west of the Pacific Highway, unrestricted on-street parking is available. Off-street parking is available in six car parks within 600 meters of the site, the largest of which is Chatswood Chase car park, with 2500 parking spaces.

Table 2.3: Site Details – 9 Help Street, Chatswood.

Site ID	OB2
Name	CSR office building
Address	9 Help Street
Suburb	Chatswood
Region	Sydney Metro (Inner Ring)
Adjacent Road Network Peak Hours	
Date of Survey	02/12/2009
AM Peak - Weekdays	10:00am-11:00am
PM Peak – Weekdays	3:45pm-4:45pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Area Dimensions	1369m ²
Gross Floor Area	10214m ²
No. of employees	397
No. of employees on date of survey	347
Year of construction	1990
Accessibility Score	0.9
Parking Spaces	
Staff	142
Visitors	-
Disabled	-
Bicycle Parking	8
Total	150
Loading Bay	6
Operating Hours	
Monday – Friday	8:00am – 5:30pm
Saturday	Closed
Sunday	Closed

Figure 2.3: OB2 – 9 Help Street, Chatswood - Access

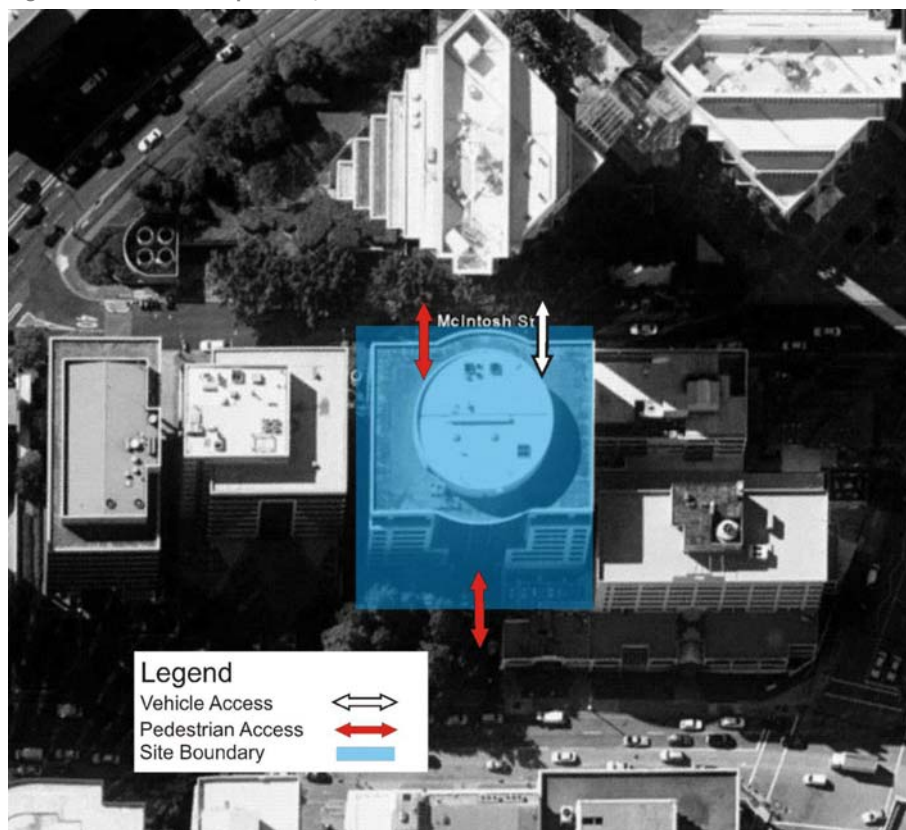


Figure 2.4: OB2- 9 Help Street, Chatswood - Location

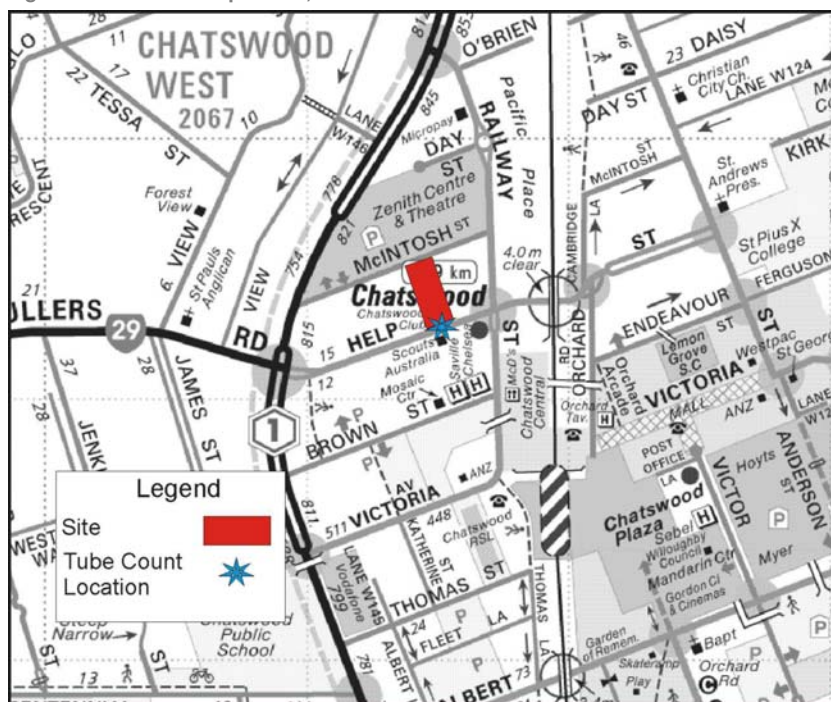


Table 2.4: OB2 Public Transport Accessibility Score

9 HELP ST, CHATSWOOD

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24	1	24
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores			1	24
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4	2	8
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	25	100
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1		0
Bus route	>800	0		0
Total bus route scores				108

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	24
Ferry route	Multiply 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	16
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	100

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3: Sum of public transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail	46	3	72
Light rail or ferry route	0		
Bus service	199	3	348
Total Public Transport Score			420

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score		460
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Step 6: Convert the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe; Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard" background public transport levels; remote areas. No parking reduction necessary

Accessibility Discount factor (AD)	0.9
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2.3 OB3 – 2-4 Dawn Fraser Avenue, Sydney Olympic Park, Homebush

The site is located on Dawn Fraser Avenue in the Sydney Olympic Park Precinct with adjacent commercial offices located to the south-west. Pedestrian entrances to both buildings are located on Park Street which separates the two buildings. Vehicular access to the car park is from Herb Elliot Avenue. The Commonwealth Bank of Australia (CBA) are the sole tenants.

There is a very limited number of free, but time-restricted on-street parking available in Sydney Olympic Park. There is no on-street long term parking available. Despite this, there is ample off-street parking available, with 10,000 spaces in the 6 car parks that surround the site. The closest car park is P6 located opposite the site at the intersection of Dawn Fraser Avenue and Australia Avenue. It provides 638 parking spaces for long term parking. P2 car park is located 550 metres south west of the site near the Sydney Aquatic Centre and provides 570 spaces for long term parking.

Table 2.5: Site Details – 2-4 Dawn Fraser Avenue, Sydney Olympic Park

Site ID	OB3
Name	Commonwealth Bank of Australia
Address	2-4 Dawn Fraser Avenue
Suburb	Sydney Olympic Park
Region	Sydney Metro (Middle Ring)
Adjacent Road Network Peak Hours	
Date of Survey	25/11/2009
AM Peak - Weekdays	8:15am-9:15am
PM Peak – Weekdays	5:15pm-6:15pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Area Dimensions	4560.5m ²
Gross Floor Area	34,131m ²
No. of employees	2400
No. of employees on date of survey	2053
Year of construction	2007-2008
Accessibility Score	0.4
Parking Spaces	
Staff	574
Visitors	206
Disabled	18
Bicycle Parking	104 bicycle spaces
Total	798 + 104 bicycle spaces
Loading Bay	7 courier spaces
Operating Hours	
Monday – Friday	8:00am – 6:00pm
Saturday	Closed
Sunday	Closed

Figure 2.5: OB3 – 4 Dawn Fraser Avenue, Sydney Olympic Park - Access

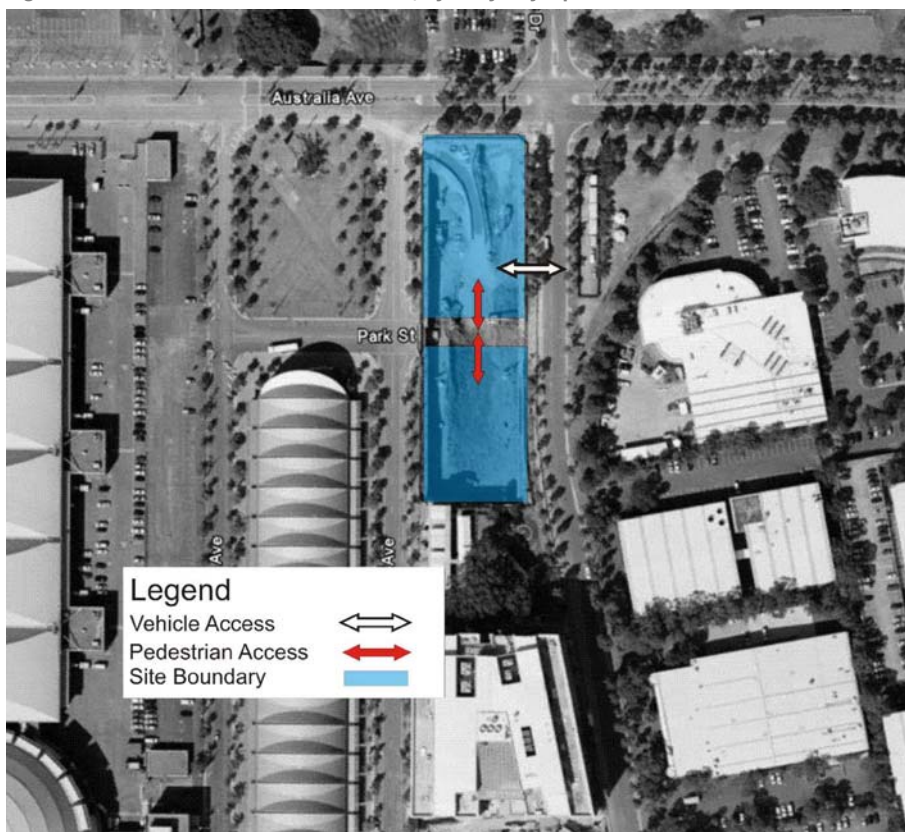


Figure 2.6: OB3 – 4 Dawn Fraser Avenue, Sydney Olympic Park - Location

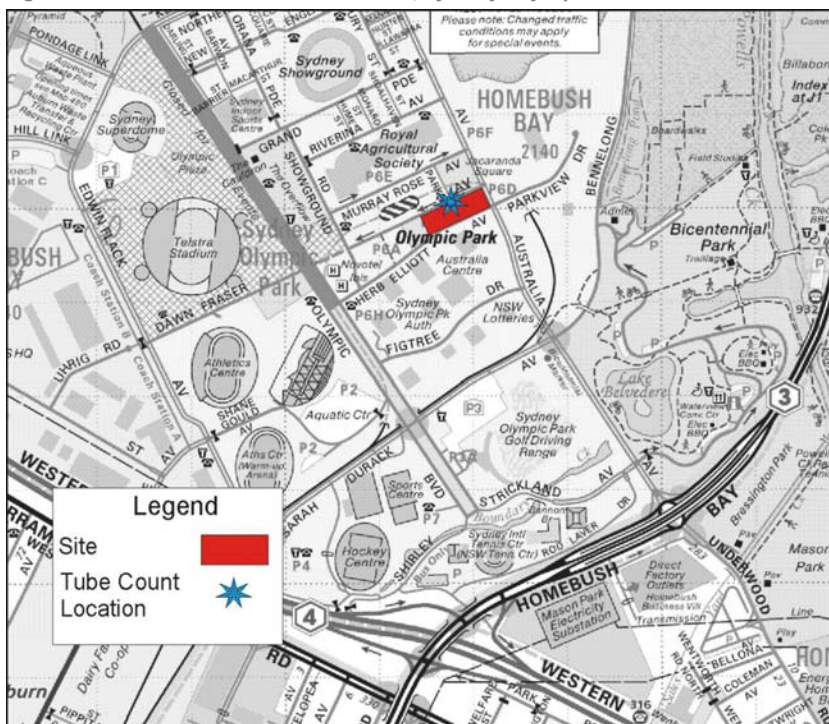


Table 2.6: OB3 Public Transport Accessibility Score

SYDNEY OLYMPIC PARK - CBA, 4 DAWN FRASER AVENUE, HOMEBUSH BAY

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station (Sydney Olympic Park)	0-400	24	1	24
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores			1	24
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	4	16
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1		0
Bus route	>800	0		0
Total bus route scores				16

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	24
Ferry route	Multiply 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 services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	16

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3:Sum of public transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail	46	3	72
Light rail or ferry route	0		
Bus service	25	3	48
Total Public Transport Score			120

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			160
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Step 6: Convert the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe;Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard"background public transport levels;remote areas. No parking reduction necessary
Accessibility Discount factor (AD)		0.4

2.4 OB4 – 33 Macmahon Street, Hurstville

The site is located on the corner of Macmahon Street and Barratt Street in the Hurstville Town Centre. It is in close proximity to Hurstville train station and is surrounded by mixed of retail, medical and commercial buildings. There are two pedestrian entrances located on Barratt Street. Vehicular access to the staff car park is located on Macmahon Street. The site contains various commercial tenants, including accounting, medical and recruitment firms.

On-street parking surrounding the site is time restricted and metered in some areas. Long term off-street parking is located in several locations in the surrounding CBD area, within 400 metres of the site. Westfield Shopping Centre is located approximately 300 metres west of the site and has 3000 spaces available for free all day parking. There is also another 230 spaces available at the Hurstville Central Shopping Centre, located above Hurstville train station to the south, as well as council car parks located on Dora St and Carrington Avenue, which provide another 270 parking spaces.

Table 2.7: Site Details – 33 Macmahon Street, Hurstville

Site ID	OB5
Name	Global Chambers
Address	33 Macmahon Street
Suburb	Hurstville
Region	Sydney Metro (Middle Ring)
Adjacent Road Network Peak Hours	
Date of Survey	09/12/2009
AM Peak – Weekdays	8:45am-9:45am
PM Peak – Weekdays	3:30pm-4:30pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Area Dimensions	737m ²
Gross Floor Area	3254 m ²
No. of employees	95
No. of employees on date of survey	85
Year of construction	2003
Accessibility Score	0.9
Parking Spaces	
Staff	65
Visitors	-
Disabled	1
Total	66
Loading Bay	-
Operating Hours	
Monday – Friday	8:00am – 6:00pm
Saturday	9:00am – 5:30pm
Sunday	Closed

* Gross Floor Area calculated from floor plans provided to GTA.

Figure 2.7: OB4- 33 Macmahon Street, Hurstville - Access

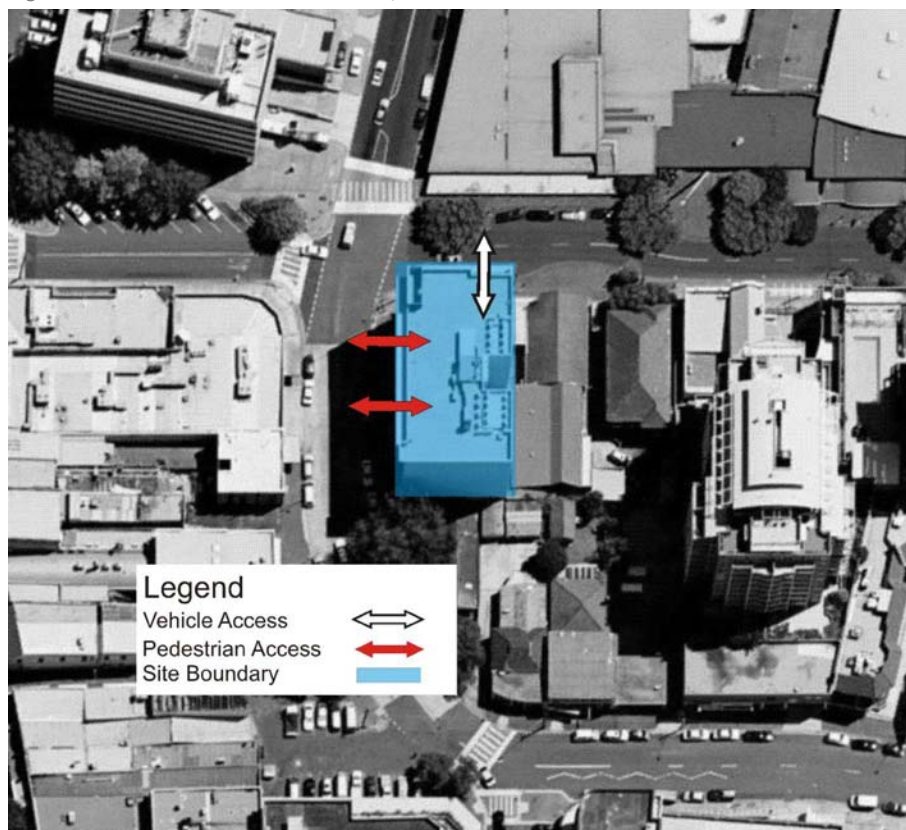


Figure 2.8: OB4 – 33 Macmahon Street, Hurstville - Location

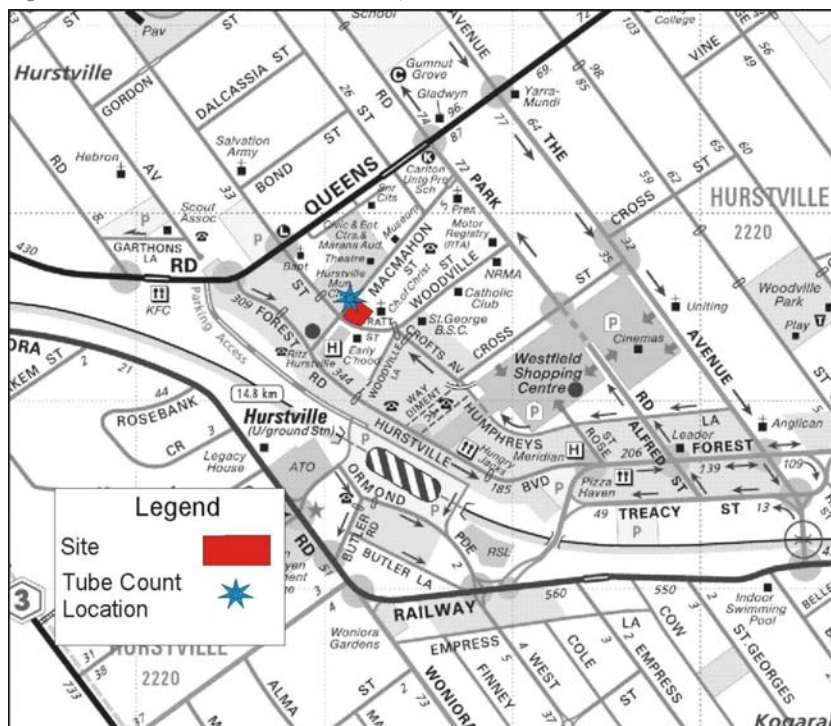


Table 2.8: OB4 Public Transport Accessibility Score

33 MCMAHON ST STREET, HURSTVILLE

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station (Hurstville)	0-400	24	1	24
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores			1	24
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	16	64
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1		0
Bus route	>800	0		0
Total bus route scores				64

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	24
Ferry route	Multiply 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 services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	64

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3: Sum of public transport modes

Type of transport	Number of services	Multiply mode score	Total
Heavy rail	86	3	72
Light rail or ferry route	0		
Bus service	86	3	192
Total Public Transport Score			264

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score		304
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Step 6: Convert the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe; Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard" background public transport levels; remote areas. No parking reduction necessary

Accessibility Discount factor (AD)	0.9
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2.5 OB5 – 16 Giffnock Avenue, Macquarie Park

The site is located on Giffnock Avenue in the Macquarie Park Business District, a short distance from Macquarie Park train station and is surrounded by commercial office buildings. There is one main pedestrian entrance accessed from Giffnock Avenue. Vehicular access to the two staff car parks either side of the building is located on Giffnock Avenue. The site has three tenants, with Alstom Energy occupying the majority of the site with their head office.

There is very limited on-street parking, due to the location of the site within a business park, where most buildings have private on-site parking for staff and visitors. The surrounding streets within the Macquarie Park corridor are metered and time restricted. Two hour time-restricted parking is located in the streets directly to the south of Epping Road. Unrestricted parking is available south of Kent Road, approximately 1.2 kilometres south of the site. Off street parking is also available at Macquarie University and Macquarie Shopping Centre to the west and northwest of the site.

Table 2.9: Site Details – 16 Giffnock Avenue, Macquarie Park

Site ID	OB5
Name	Alstom Energy Office
Address	16 Giffnock Avenue
Suburb	Macquarie Park
Region	Sydney Metro (Middle Ring)
Adjacent Road Network Peak Hours	
Date of Survey	10/12/2009
AM Peak - Weekdays	7:45am-8:45am
PM Peak – Weekdays	4:30pm-5:30pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Area Dimensions	11000m ²
Gross Floor Area	5748m ²
No. of employees	240
No. of employees on date of survey	240
Year of construction	2008
Accessibility Score	0.9
Parking Spaces	
Staff	266
Visitors	-
Disabled	3
Total	269
Loading Bay	3
Operating Hours	
Monday – Friday	8:00am – 6:00pm
Saturday	Closed
Sunday	Closed

Figure 2.9: OB5 -16 Giffnock Avenue, Macquarie Park - Access

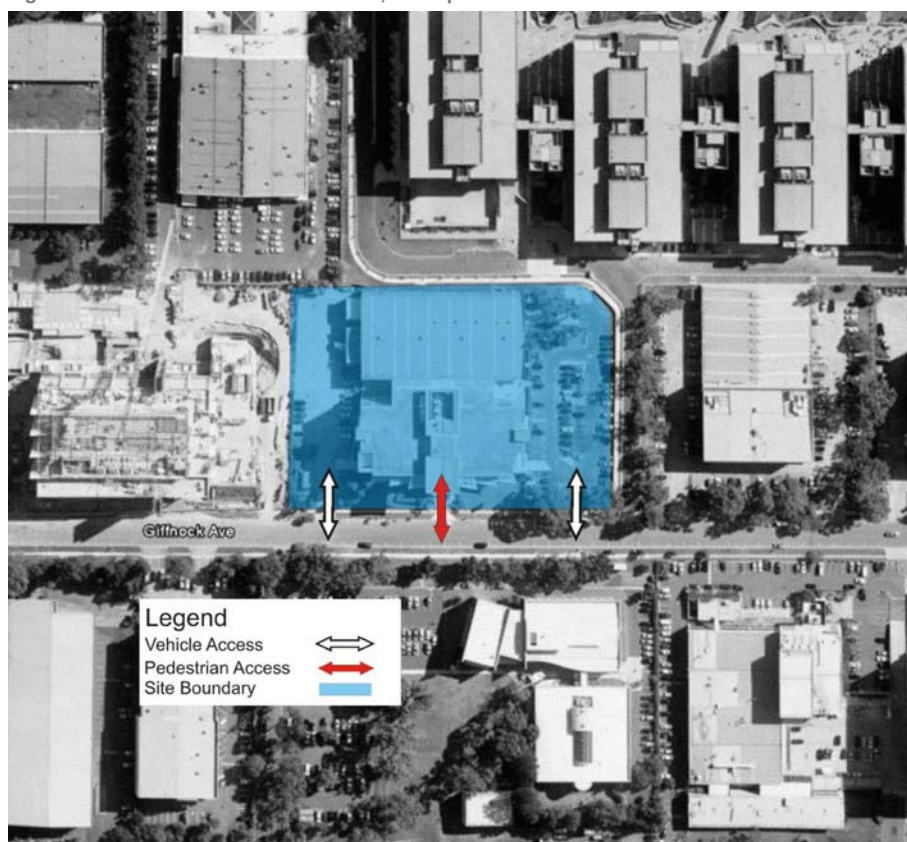


Figure 2.10: OB5 -16 Giffnock Avenue, Macquarie Park - Location

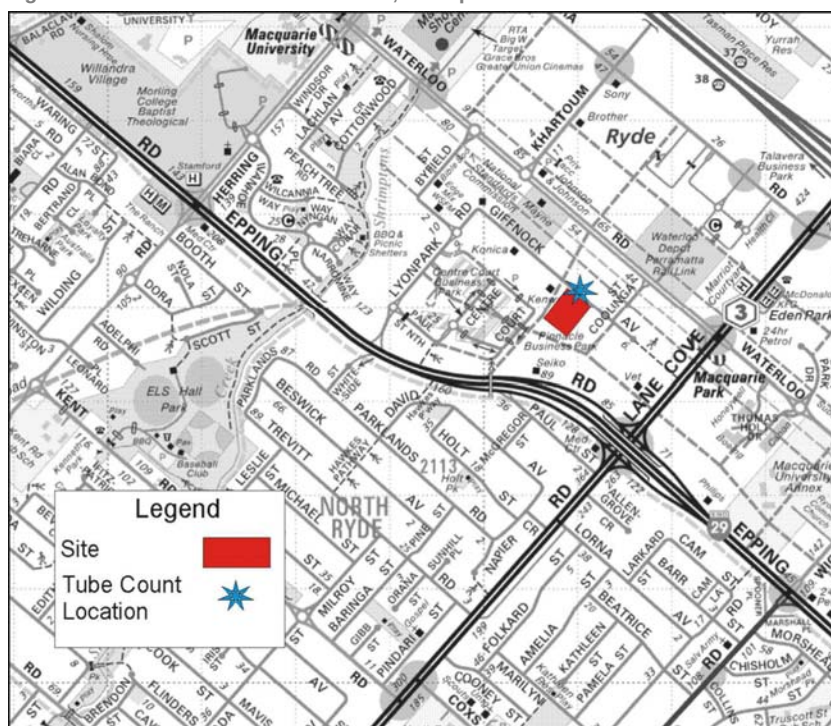


Table 2.10: OB5 Public Transport Accessibility Score

16 GIFFNOCK AVENUE, MACQUARIE PARK

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station(Macquarie Park)	0-400	24	1	24
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores			1	24
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	11	44
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1	4	4
Bus route	>800	0		0
Total bus route scores				48

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	24
Ferry route	Multiply 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 services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	48

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3: Sum of public transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail	16	3	72
Light rail or ferry route	0		
Bus service	137	3	144
Total Public Transport Score			216

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score		256
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Step 6: Convert the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe; Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard" background public transport levels; remote areas. No parking reduction necessary

Accessibility Discount factor (AD)	0.9
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2.6 OB6 – 1 Smith Street, Parramatta

The site is located on the corner of Darcy Street and Smith Street and is surrounded by Council offices and the Parramatta Library to the North and West, Arthur Phillip High school to the East and Parramatta train station to the South. There are two pedestrian entrances to the site, with the main entrance on the Smith Street frontage and another entrance located on a walkway between Parramatta Station and the library as indicated by Figure 2.11. Vehicular access to the staff car park is located on Darcy Street. The sole tenant is Sydney Water.

On-street parking surrounding the site is metered with all day parking available. On-street parking is also available in the residential areas to the south of the site; however these spaces are time restricted with the exception of residents with permits.

Long term or all day off-street parking is available in a number of Council car parks, for varying fees, depending on the proximity to the CBD. The closest off-street car park is located in Horwood Place, approximately 250 metres north, which has 780 long stay parking spaces. There are also 1163 off-street all day parking spaces located at the Wentworth Street car park approximately 350 metres to the south of the site. Approximately 650 metres west of the site, Hunter Street car park also provides 550 all day parking spaces. There are also 4650 parking spaces located in Westfield Shoppingtown to the west of the site, where short term parking (under three hours) is free; long term parking is also available.

Table 2.11: Site Details – 1 Smith Street, Parramatta

Site ID	OB6
Name	Sydney Water Head Office
Address	1 Smith Street
Suburb	Parramatta
Region	Sydney Metro (Middle Ring)
Adjacent Road Network Peak Hours	
Date of Survey	10/02/2010
AM Peak - Weekdays	8:15am-9:15am
PM Peak – Weekdays	5:00pm-6:00pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Gross Floor Area	27,000m ²
No. of employees	1400
No. of employees on date of survey	1225
Year of construction	2009
Accessibility Score	0.9
Parking Spaces	
Staff	241
Visitors	-
Disabled	11
Bicycle	150
Total	395
Loading Bay	3
Operating Hours	
Monday – Friday	7:00am-6:00pm
Saturday	Closed
Sunday	Closed

Figure 2.11: OB6 – 1 Smith Street, Parramatta - Access

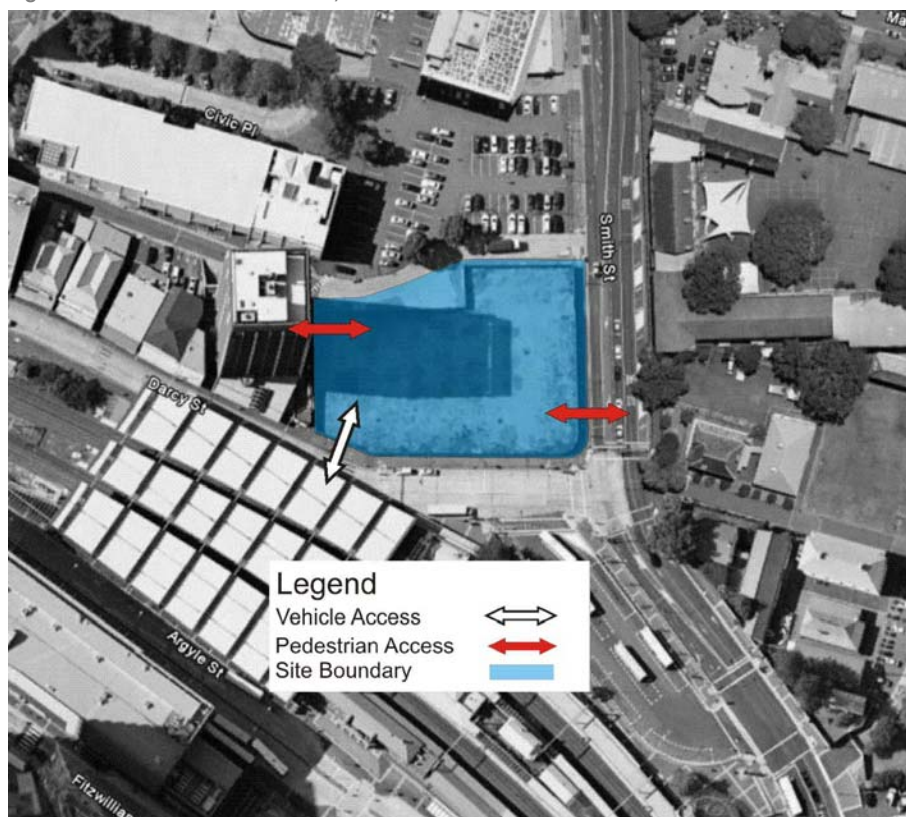


Figure 2.12: OB6 – 1 Smith Street, Parramatta - Location

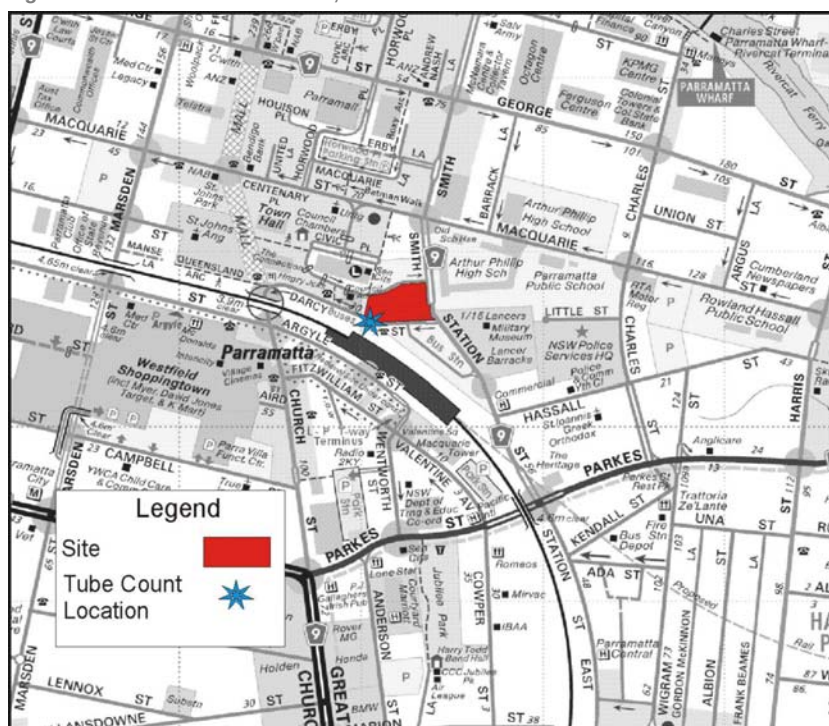


Table 2.12: OB6 Public Transport Accessibility Score

1 SMITH ST, PARRAMATTA

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24	1	24
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores			1	24
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4	1	4
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				4
Bus route (Bus Transitway)	0-400	4	7	28
Bus route (Other strategic bus corridor)	0-400	4	9	36
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	20	80
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1		0
Bus route	>800	0		0
Total bus route scores				144

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	24
Ferry route	Multiply by 1	1	4
Bus Transitway	Multiply bus route score by 3	3	84
Other Strategic Bus Corridor	Multiply bus route score by 2	2	72
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	80

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3: Sum of public transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail	46	3	72
Light rail or ferry route	0		
Bus service	236	3	708
Total Public Transport Score			780

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			820
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Step 6: Convert the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe; Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard" background public transport levels; remote areas. No parking reduction necessary

Accessibility Discount factor (AD)		0.9
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2.7 OB7 – 13-15 Moore Street, Liverpool

The site is located on Moore Street in the Liverpool Town Centre, a short distance from Liverpool train station and is surrounded by adjacent office blocks. A TAFE college is also located across Moore Street to the South of the site. There are two entrances to the building with the main entrance located on Moore Street and the other entrance located at the rear of the site on the Warren Subway Path. Vehicular access to the underground car park is also located on the Warren Subway Path at the rear of the site. The tenants include a number of employment agencies and a law firm.

On-street parking surrounding the site is time restricted and metered in some areas. There is some unrestricted on-street parking available in the residential areas outside the City Centre, approximately 600m south, and 1km west of the site.

Long term off-street parking is available in the Warren Serviceway car park in the lane at the rear of the building. There are 666 all day spaces available. There are also 250 spaces for long stay parking located at the Liverpool Plaza car park approximately 300m west of the site. There are also over 2500 spaces available in the Westfield Liverpool shopping centre where short term parking (under three hours) is free; long term parking is also available.

Table 2.13: Site Details – 13-15 Moore Street, Liverpool

Site ID	OB7
Name	Moore Street Corporate
Address	13-15 Moore Street
Suburb	Liverpool
Region	Sydney Metro (Outer Ring)
Adjacent Road Network Peak Hours	
Date of Survey	03/12/2009
AM Peak – Weekdays	10:30am-11:30am
PM Peak – Weekdays	3:15pm-4:15pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Area Dimensions	664.21 m ²
Gross Floor Area	2816.52 m ²
No. of employees	99
No. of employees on date of survey	88
Year of construction	2003
Accessibility Score	0.9
Parking Spaces	
Staff	24
Visitors	2
Disabled	2
Total	28
Loading Bay	-
Operating Hours	
Monday – Friday	9.00am-5.00pm
Saturday	9.00am-1pm
Sunday	Closed

Figure 2.13: OB7 -13-15 Moore Street, Liverpool - Access

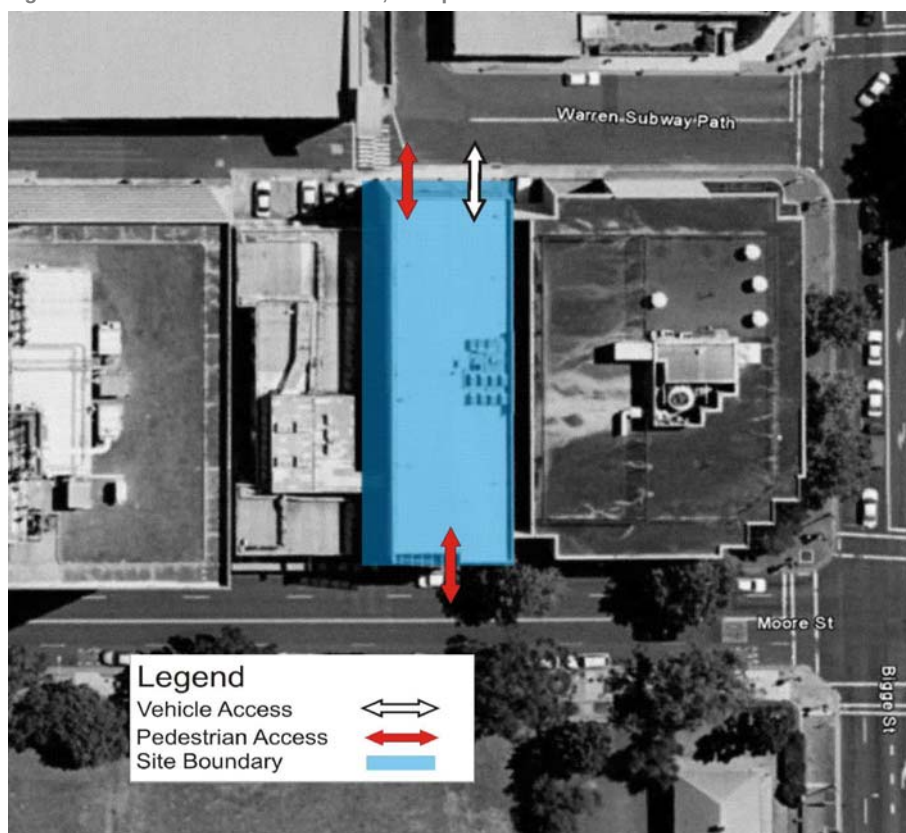


Figure 2.14: OB7 -13-15 Moore Street, Liverpool - Location

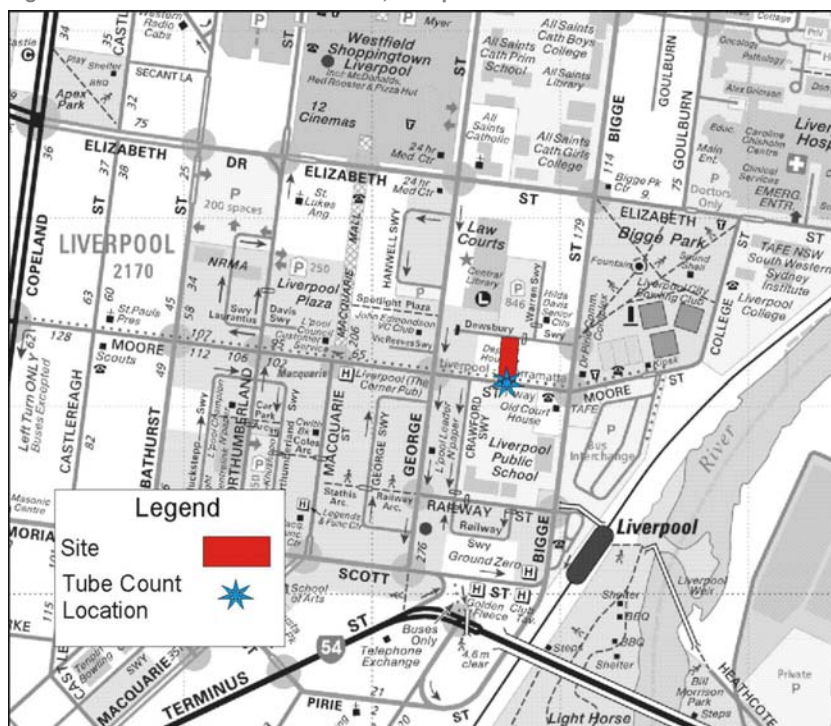


Table 2.14: OB7 Public Transport Accessibility Score

13-15 MOORE STREET, LIVERPOOL

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station(Liverpool)	0-400	24	1	24
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores			1	24
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4	1	4
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	18	72
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1		0
Bus route	>800	0		0
Total bus route scores				76

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	24
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	12
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	72

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3: Sum of public transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail	86	3	72
Light rail or ferry route	0		
Bus service	19	3	252
Total Public Transport Score			324

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			364
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Step 6: Convert the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe; Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard" background public transport levels; remote areas. No parking reduction necessary
Accessibility Discount factor (AD)		0.9

2.8 OB8 – 10-12 Lexington Drive, Bella Vista

The site is located on the corner of Lexington Drive and Irvine Place in the Norwest Business Park in close proximity to Old Windsor Road and the North West Transit Way. The site is surrounded by a mix of retail, warehouse and commercial buildings; with a Bunnings Warehouse and Actron Air office to the south, Woolworths Headquarters to the west and mixed use commercial developments to the north of the site. The pedestrian entrance to the site is accessed from the main car park. There are two vehicular accesses to the site with the main car park located on Lexington Drive and a secondary entrance to a smaller car park located on Irvine Place. Argus Antennas is the sole tenant of the site.

On-street unrestricted parking is available on Lexington Drive adjacent to the site. There is also unrestricted on-street parking in the residential areas external to the Norwest Business Park, approximately 800 metres to the east and west of the site. There are no designated off-street car parks provided for long term parking within Norwest Business Park.

Table 2.15: Site Details – 10-12 Lexington Drive, Bella Vista

Site ID	OB8
Name	Argus Technologies
Address	10-12 Lexington Drive
Suburb	Bella Vista
Region	Sydney Metro (Outer Ring)
Adjacent Road Network Peak Hours	
Date of Survey	01/12/2009
AM Peak - Weekdays	8:15am-9:15am
PM Peak – Weekdays	4:00pm-5:00pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Area Dimensions	10000m ²
Gross Floor Area	4500m ²
No. of employees	34
No. of employees on date of survey	32
Year of construction	2004
Accessibility Score	0.6
Parking Spaces	
Staff	79
Visitors	3
Disabled	1
Total	83
Loading Bay	1
Operating Hours	
Monday – Friday	8:30am – 5:00pm
Saturday	Closed
Sunday	Closed

Figure 2.15: OB8 – 10-12 Lexington Drive, Bella Vista - Access

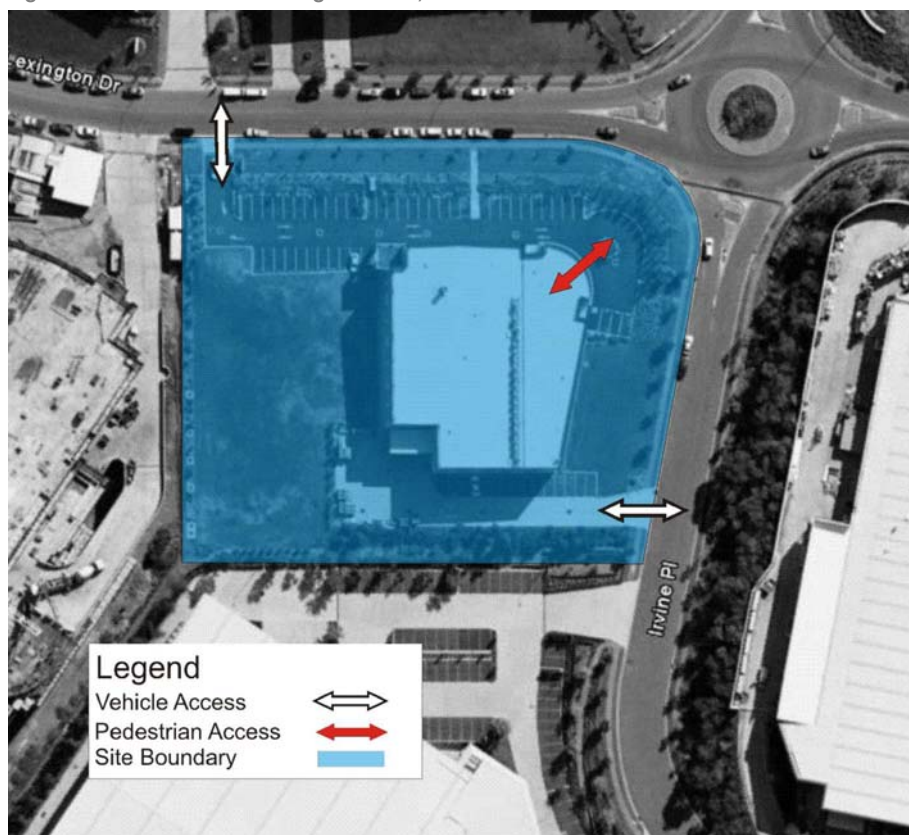


Figure 2.16: OB8 – 10-12 Lexington Drive, Bella Vista - Location

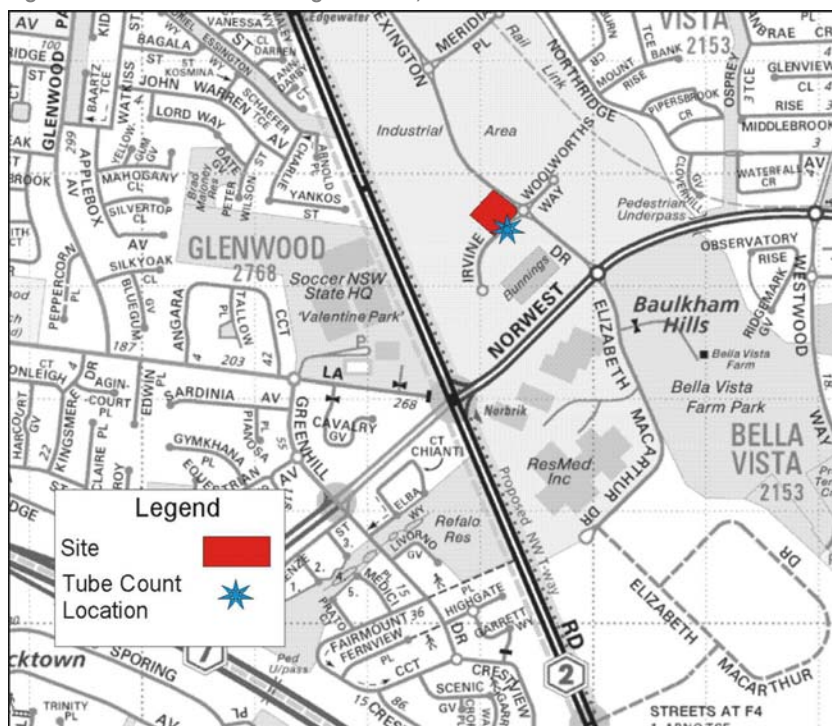


Table 2.16: OB8 Public Transport Accessibility Score

NORWEST - ARGUS TECHNOLOGIES, 10-12 LEXINGTON DRIVE, BELLA VISTA

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24		0
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores				0
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4	2	8
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	3	12
Bus route (Bus Transitway)	400-800	1	3	3
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1	3	3
Bus route	>800	0		0
Total bus route scores				26

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	33
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	15

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3: Sum of public transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail	0	3	0
Light rail or ferry route	0		
Bus service	71	3	144
Total Public Transport Score			144

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score		184
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Step 6: Convert the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe; Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard" background public transport levels; remote areas. No parking reduction necessary
Accessibility Discount factor (AD)		0.6

2.9 OB9 – 22 Honeysuckle Drive, Newcastle

The site is located on Honeysuckle Drive and consists of two buildings, with a walkway in between. The site is surrounded by a train line to the south, Lee Wharf to the North and commercial buildings to the east and west of the site. Pedestrian entrances to both buildings are located on Honeysuckle Drive. Vehicular access to the car park is located on an access roadway that connects Honeysuckle drive at the western edge of the site. GHD and NIB are the 2 tenants, each occupying one building.

On-street parking in the Honeysuckle precinct and the City Centre to the south is time restricted and metered for short term parking only.

Off-street parking can be located at the Honeysuckle and Throsby car parks, which lie approximately 300m to the east and west of the site, respectively. They provide 613 metered spaces for all day parking. Off-street parking is also available south of the train line at the Civic West car park on Gibson St, approximately 1km walk from the site, which provides 470 parking spaces.

Table 2.17: Site Details – 22 Honeysuckle Drive, Newcastle

Site ID	OB9
Name	NIB/GHD Offices
Address	22 Honeysuckle Drive
Suburb	Newcastle
Region	Sydney Regional
Adjacent Road Network Peak Hours	
Date of Survey	04/02/2010
AM Peak - Weekdays	8:00am-9:00am
PM Peak – Weekdays	5:00pm-6:00pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Gross Floor Area	12,182m ²
No of Tenants	2
Total No. of employees	490
No. of employees on date of survey (03/12/09)	490
Year of construction	2009
Accessibility Score	0.9
Parking Spaces	
Staff	200
Visitors	-
Disabled	-
Bicycle	20
Total	220
Loading Bay	-
Operating Hours	
Monday – Friday	8:00pm-6:00pm
Saturday	Closed
Sunday	Closed

Figure 2.17: OB9 – 22 Honeysuckle Drive, Newcastle - Access



Figure 2.18: OB9 - 22 Honeysuckle Drive, Newcastle – Location

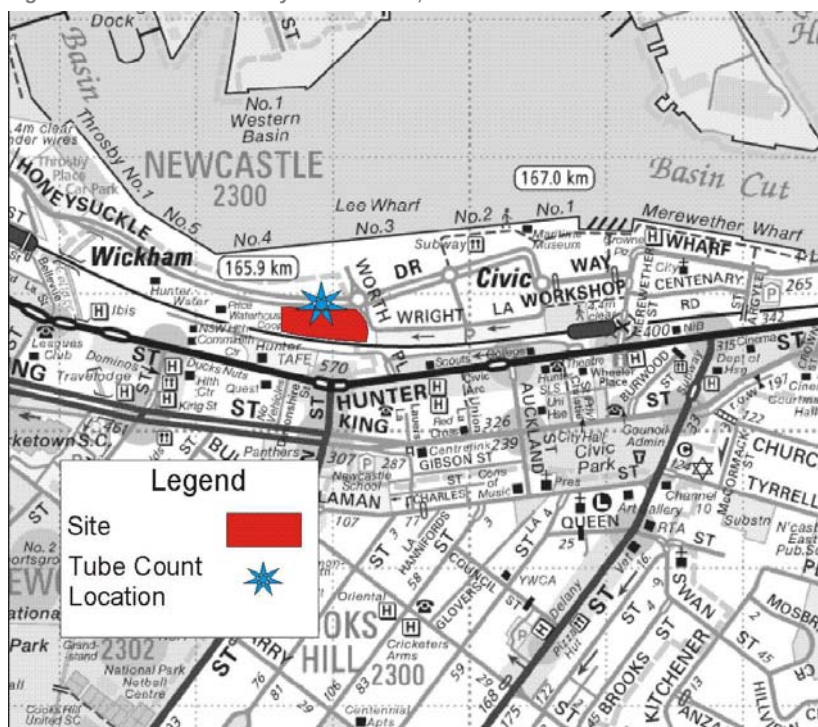


Table 2.18: OB9 Public Transport Accessibility Score

22 Honeysuckle Drive, Newcastle

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24	1	24
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores			1	24
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4	6	24
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	14	56
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1		0
Bus route	>800	0		0
Total bus route scores				80

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	24
Ferry route	Multiply 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	48
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	56

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3: Sum of public transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		3	72
Light rail or ferry route			
Bus service	104	3	312
Total Public Transport Score			384

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score		424
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Step 6: Convert the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe; Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard" background public transport levels; remote areas. No parking reduction necessary
Accessibility Discount factor (AD)		0.9

2.10 OB10 – 77 Market Street, Wollongong

The site is located on Market Street in the Wollongong City Centre, a short distance from the Princes Highway and is surrounded by a mix of residential, retail and commercial buildings. Residential buildings are located to the north and west, with commercial and retail buildings along the Princes Highway to the south and east of the site. The pedestrian entrance is located on Market Street. There are two vehicular accesses to the site; the main entrance to the underground car park is located on Regent Street, with a secondary car park and loading dock located adjacent to the pedestrian entrance on Market Street. The sole tenant is Australian Health Management.

On-street parking surrounding the site is time restricted and metered, except for the area west of Young St, and north of Victoria St. On-street parking in these areas is unrestricted.

Free long term off-street parking is available at 396 spaces located at Wollongong train station approximately 600m south west of the site. There are also a number of paid off-street parking stations near the site. The Market St and Crown St car parks to the east, and the Keira St car park to the south, provide all day parking in over 1500 spaces.

Table 2.19: Site Details – 77 Market Street, Wollongong

Site ID	OB10
Name	AHM Headquarters
Address	77 Market Street
Suburb	Wollongong
Region	Sydney Regional
Adjacent Road Network Peak Hours	
Date of Survey	02/02/2010
AM Peak - Weekdays	8:15am-9:15am
PM Peak – Weekdays	4:45pm-5:45pm
Peak – Weekends	No peak during weekends. Building closed
Site Details – Office and Commercial Blocks	
Area Dimensions	2,544m ²
Gross Floor Area	12,921m ²
No. of employees	380
No. of employees on date of survey	300
Year of construction	2009
Accessibility Score	0.9
Parking Spaces	
Staff	126
Visitors	5
Disabled	2
Total	133
Loading Bay	1
Operating Hours	
Monday – Friday	8:15am – 5:00pm
Saturday	Closed
Sunday	Closed

Figure 2.19: OB10 – 77 Market Street, Wollongong



Figure 2.20: OB10- 77 Market Street, Wollongong - Location

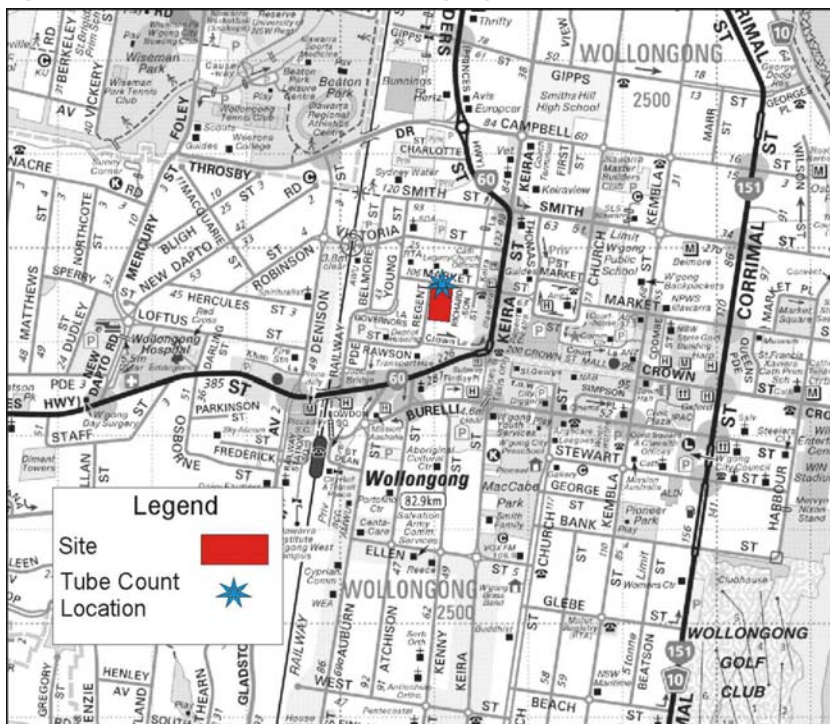


Table 2.20: OB10 Public Transport Accessibility Score

77 MARKET ST, WOLLONGONG

Step 1: Determine walking distance from site to nearest dominant stop/station for each mode corridor or bus route

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24	1	24
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores			1	24
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	20	80
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1		0
Bus route	>800	0		0
Total bus route scores				80

Step 2: Determine infrastructure priority treatment (This is a proxy for public transport reliability connectivity and speed)

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	24
Ferry route	Multiply 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 services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	80

* If bus route is on a Strategic Bus Corridor for less than 50% of its length, treat as an express corridor

Step 3: Sum of Public Transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail	16	2	48
Light rail or ferry route	0		
Bus service	70	3	240
Total Public Transport Score			288

Criteria	Multiply mode score
>20 service in the 2 hr AM peak both way	3
13-20 service	2
8-12 service	1
<=7 service	0.5

Step 4: Determine walking proximity of site to a centre

Centre type	Selection	Score	Total
within 800m of boundary of existing Global/Regional City		60	0
within 800m of boundary of existing/developing Major Centre	1	40	40
within 800m of boundary of existing/developing smaller centre and specialised centre		20	0
Total centre score			40

Step 5: Calculate the Total Accessibility Score

Total Accessibility score		328
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Step 6: Convert the Accessibility Score to the Accessibility Discount factor (AD)

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220-249	0.75	Sydney CBD fringe; Parramatta CBD
180-219	0.6	Fringes of larger centres; Major centres
140-179	0.4	Fringes of Major centres; medium centres
80-139	0.3	Smaller centres on Strategic Bus Corridors
21-79	0.2	Odd pockets and corridors
0-20	0	"Standard" background public transport levels; remote areas. No parking reduction necessary
Accessibility Discount factor (AD)		0.9

3. Survey Results

3.1 Introduction

The surveys were undertaken outside of school holidays during fine weather conditions.

There was only one instance where the surveys were interrupted which was at the CBA site at Sydney Olympic Park where the survey equipment recording traffic volumes on Dawn Fraser Avenue was vandalised which resulted in this information being recorded over two days.

Apart from the road network traffic survey all other survey data for this site was provided directly by CBA through current systems which were in place which provided a record of car park and staff entries and exit over the day.

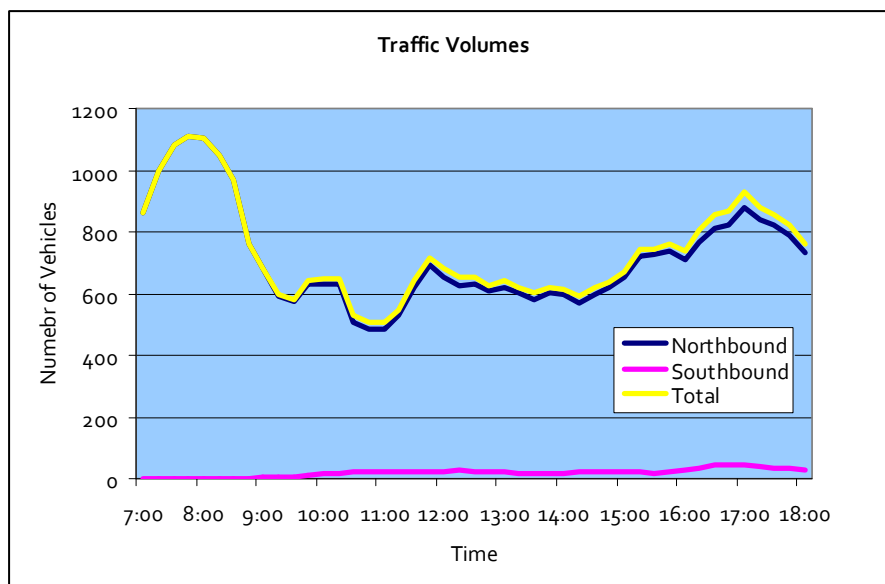
The survey results are presented on a site by site basis and include the following:

- Road Network Traffic Volumes (7am-6pm)
- Car Park Entry/Exit Volumes
- Pedestrian Entry/Exit Volumes (Staff & Visitors)
- Pedestrian Interview Surveys (Staff & Visitors).

3.2 OB1 - Innovation Place, 100 Arthur Street, North Sydney.

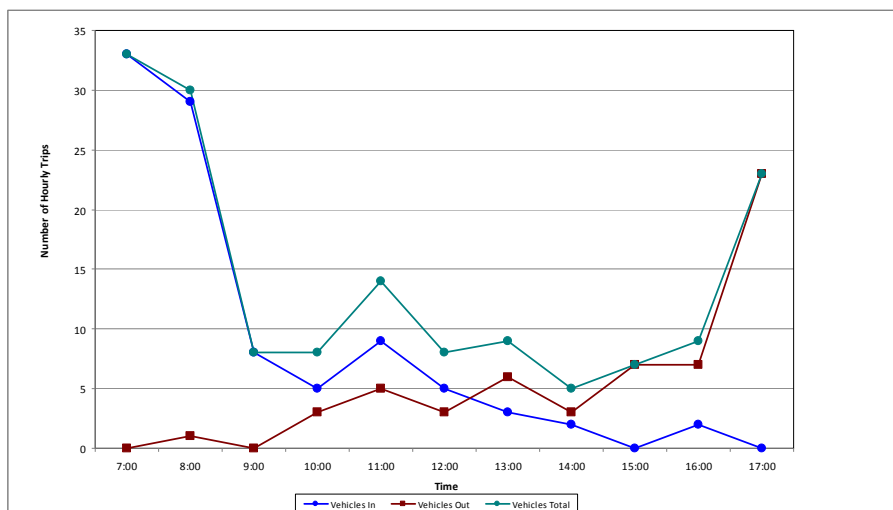
3.2.1 Traffic Survey Results

Figure 3.1: Hourly Traffic Volumes



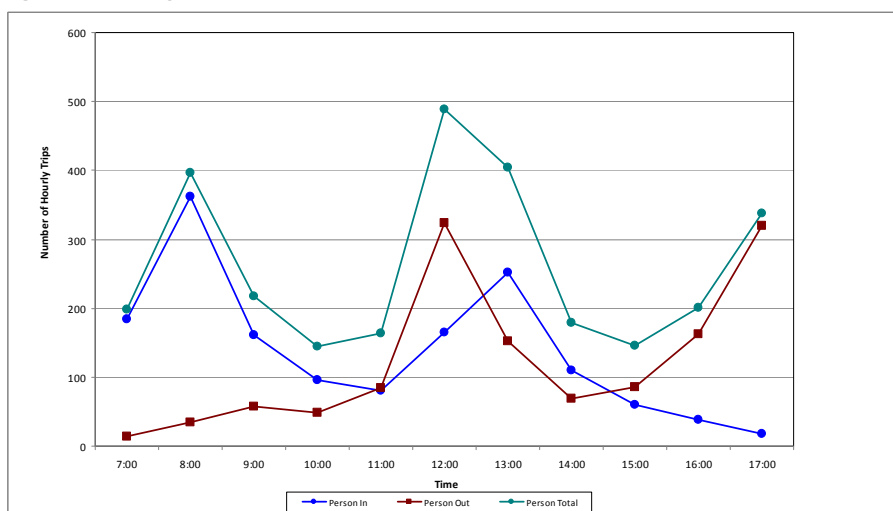
3.2.2 Car Parking Survey Results

Figure 3.2: Hourly Car Park In/Out Volumes



3.2.3 Pedestrian Survey Results

Figure 3.3: Hourly Staff & Visitor In/Out Volumes



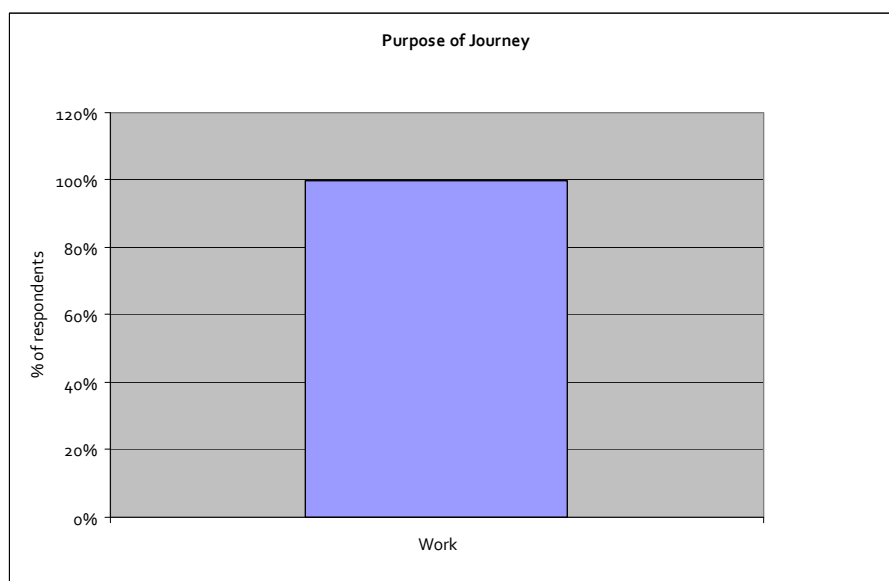
3.2.4 Pedestrian Questionnaire/Interview Survey Results

There were a total of 52 respondents for this site.

Origin Post Code Data

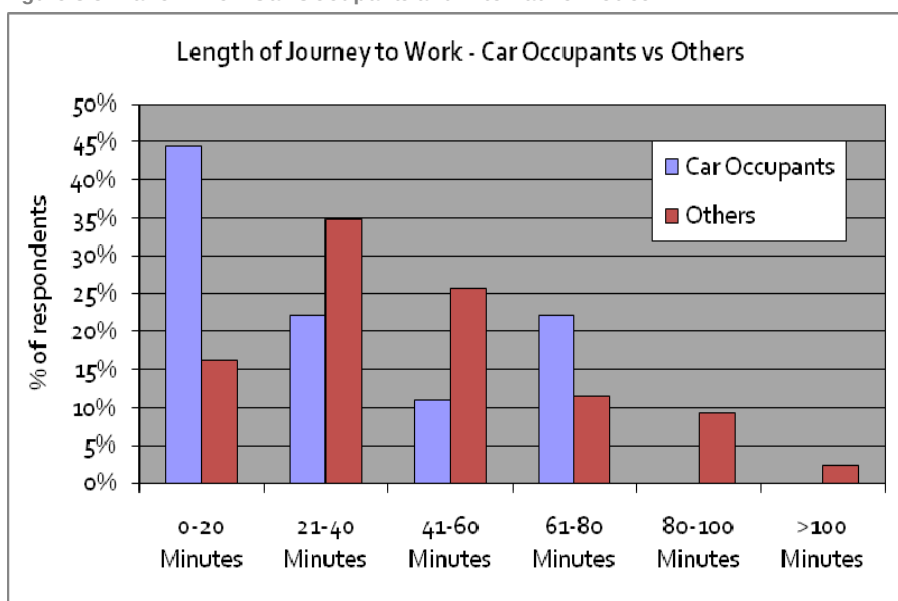
The average distance for the 52 respondents working or visiting this site was approximately 14km.

Figure 3.4: Trip Purpose



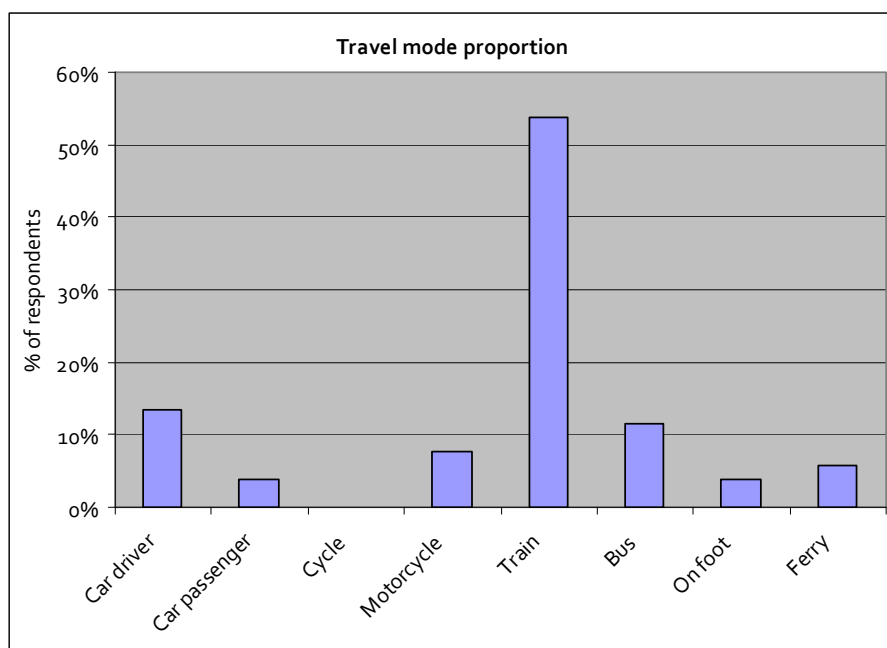
All of the 52 respondents made the journey to 100 Arthur Street, North Sydney for work.

Figure 3.5: Travel Time - Car Occupants and Alternative Modes



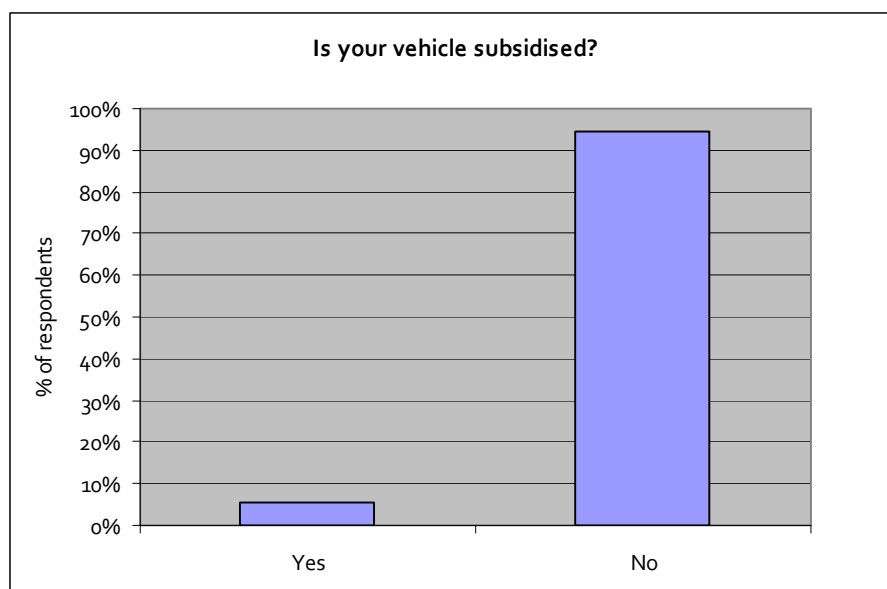
The average travel time for car occupants was 32 minutes. The average travel time for alternative modes was 44 minutes, with a median travel time of 21-40 minutes for both modes.

Figure 3.6: Mode of Travel



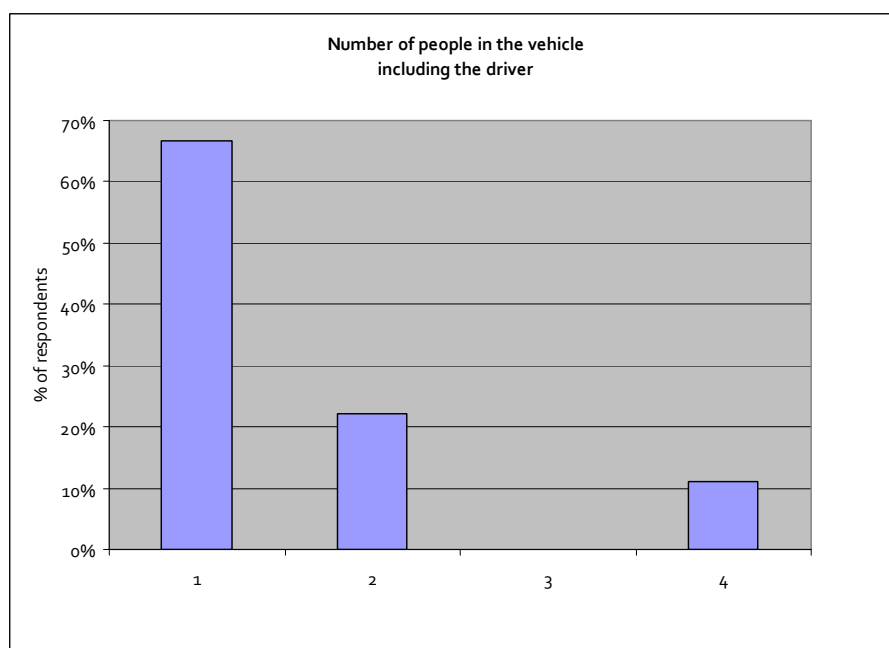
The majority of respondents (54%) travelled by train or in a vehicle, with 13 percent driving and 4 percent travelling as passengers.

Figure 3.7: Vehicle Subsidies



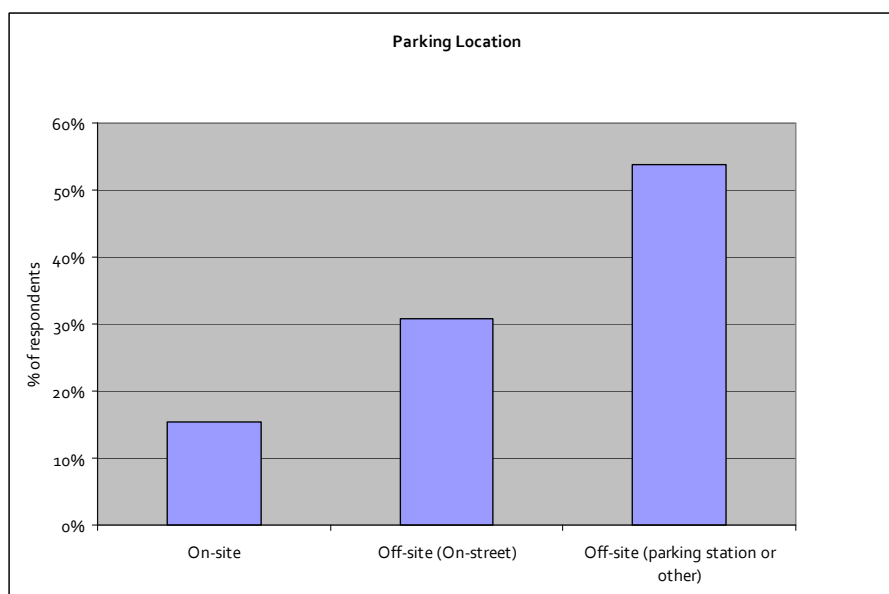
94% of respondents did not receive a vehicle subsidy, with the remaining 6 percent having their vehicle subsidised.

Figure 3.8: Vehicle Occupancy



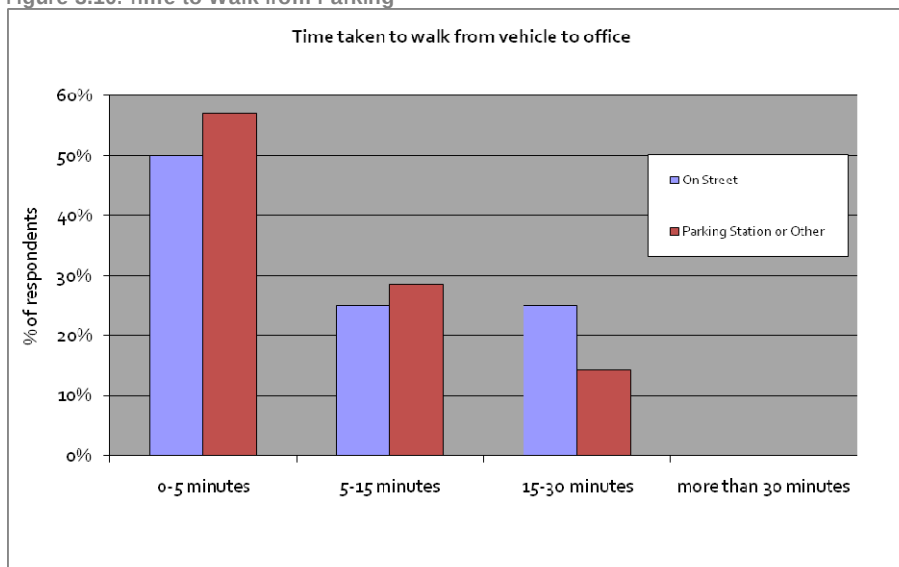
The majority of respondents (67%) drove to work in their vehicles on their own.

Figure 3.9: Parking Location



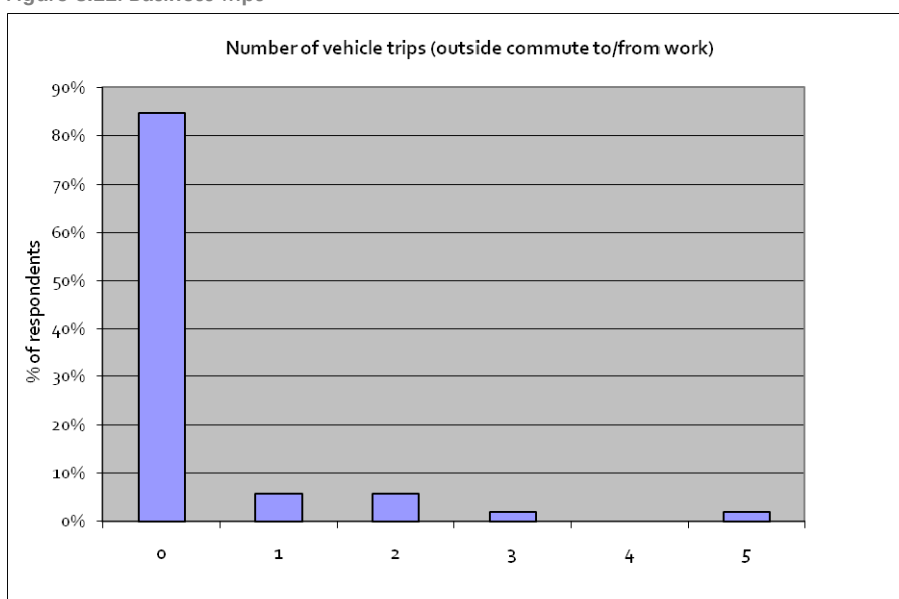
The largest proportion (54%) of respondents parked off-site in other streets or parking stations. 15 percent of respondents parked on site in the underground staff car park.

Figure 3.10: Time to Walk from Parking



The average time to walk from an on-street parked vehicle to the site was 12 minutes, while the average time for people who parked in parking stations or other buildings was 8 minutes. The median time periods for each group were 5-15 minutes and 0-5 minutes, respectively.

Figure 3.11: Business Trips

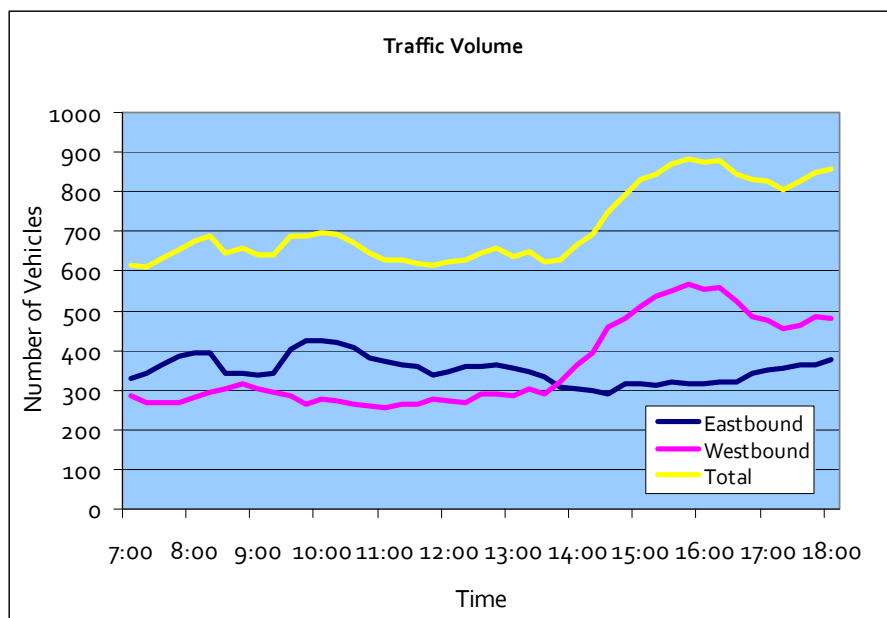


84 percent of the 50 respondents who completed this question made no vehicle trips during the day, excluding the commute to and from work. This indicated that most people did not need to use their car whilst at work.

3.3 OB2 – 9 Help Street, Chatswood

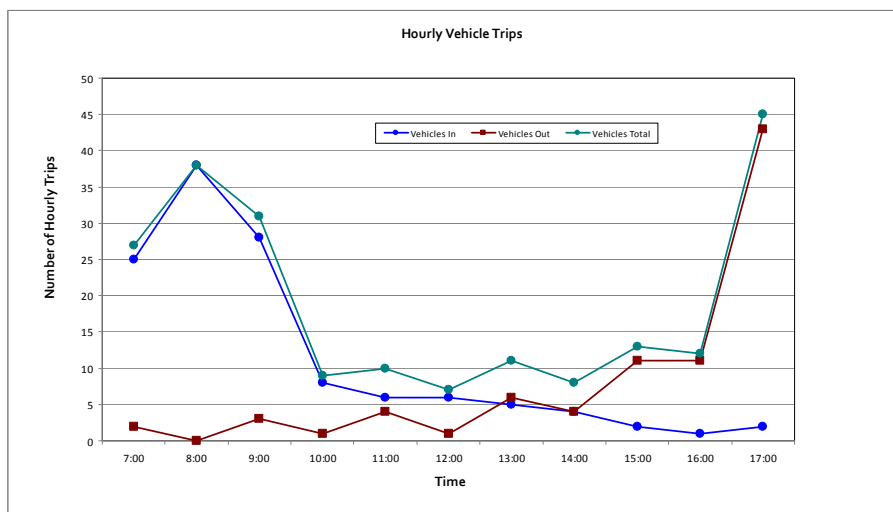
3.3.1 Traffic Survey Results

Figure 3.12: Hourly Traffic Volumes



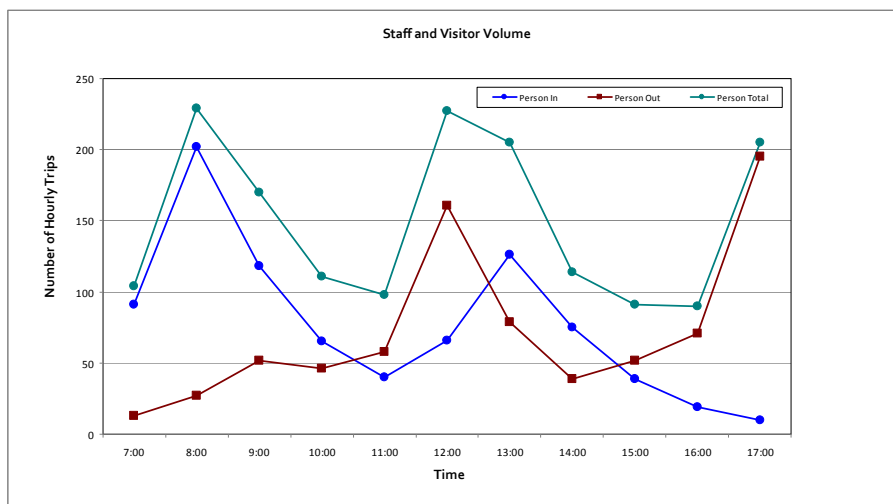
3.3.2 Off Street Car Parking (In/Out) Survey Results

Figure 3.13: Hourly Car Park In/Out Volumes



3.3.3 Pedestrian (Staff & Visitor) In/Out Survey Results

Figure 3.14: Hourly Staff & Visitor In/Out Volumes



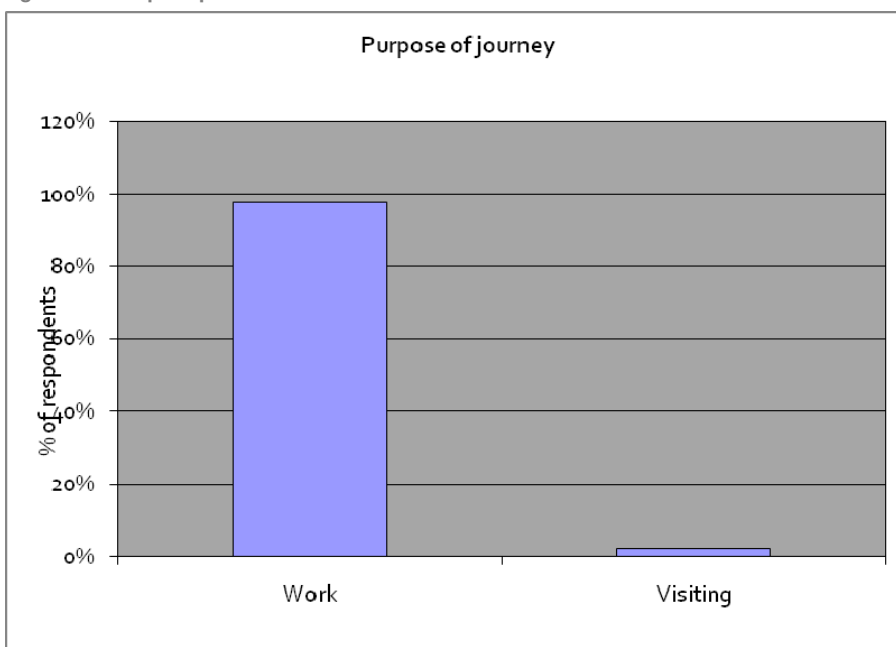
3.3.4 Pedestrian (Staff & Visitor) Questionnaire/Interview Survey Results

There were a total of 93 respondents for this site.

Origin Post Code Data

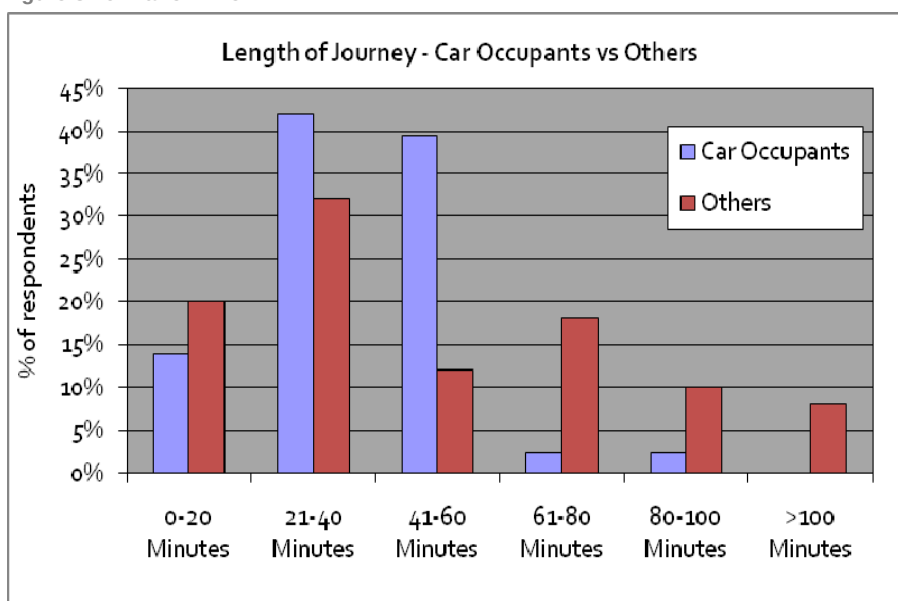
The average distance for the 93 respondents working or visiting this site was approximately 14km.

Figure 3.15: Trip Purpose



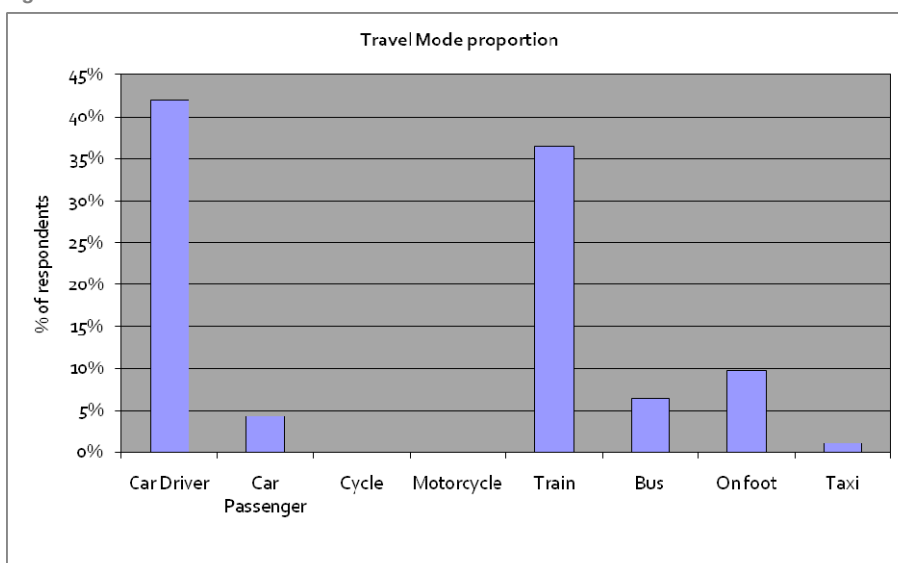
There were a total of 93 respondents, with 98 percent attending for work, with the remaining respondents visiting the building.

Figure 3.16: Travel Time



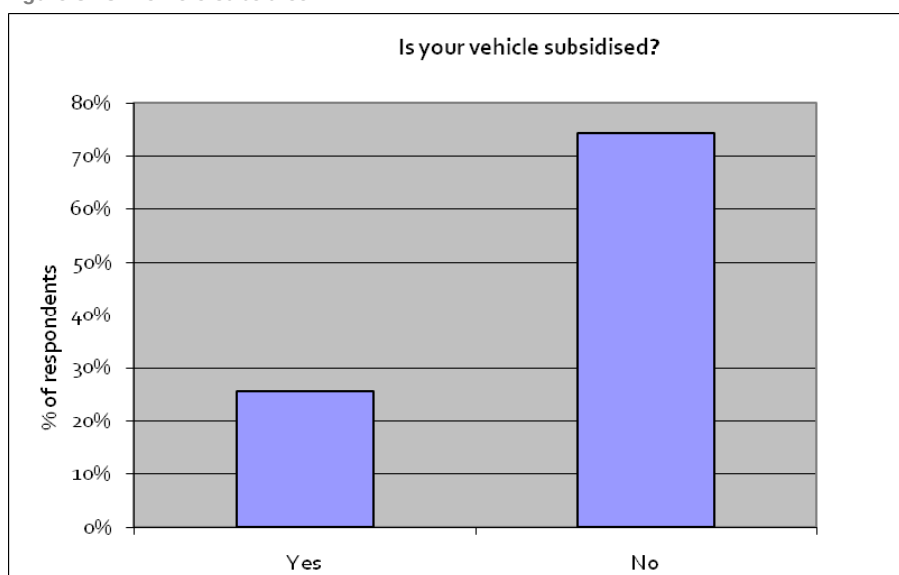
The average travel time for car occupants was 37 minutes, while the travel time for alternate modes was 52 minutes. The median travel time period was between 21-40 minutes for both modes.

Figure 3.17: Mode of Travel



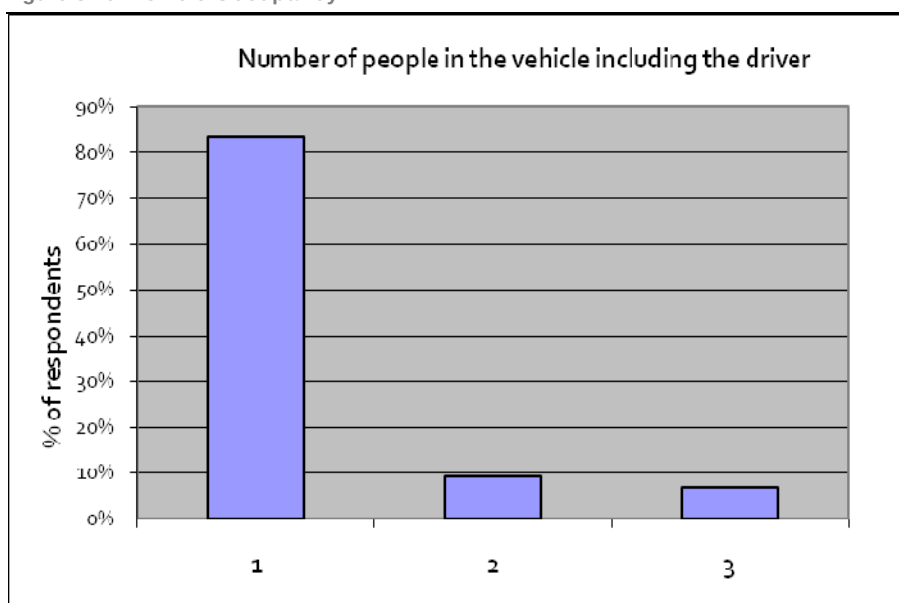
Nearly half (46%) of the respondents travelled to the site via car, either as the driver or as a passenger. Over 35 percent of respondents commuted to the site by train.

Figure 3.18: Vehicle Subsidies



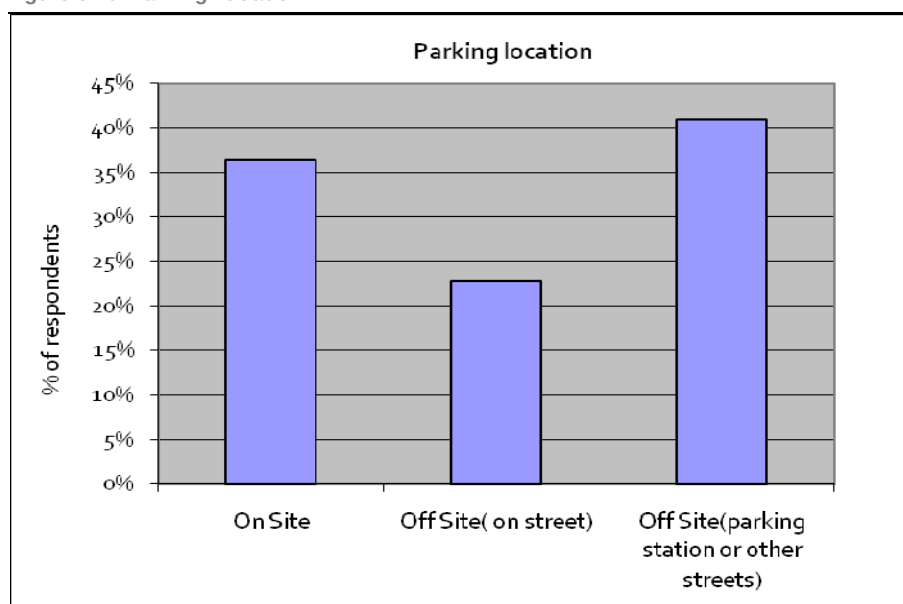
Of the 43 respondents who completed this question, 74 percent did not have their vehicle subsidised, with the remaining 26 percent having their vehicle subsidised in some way.

Figure 3.19: Vehicle Occupancy



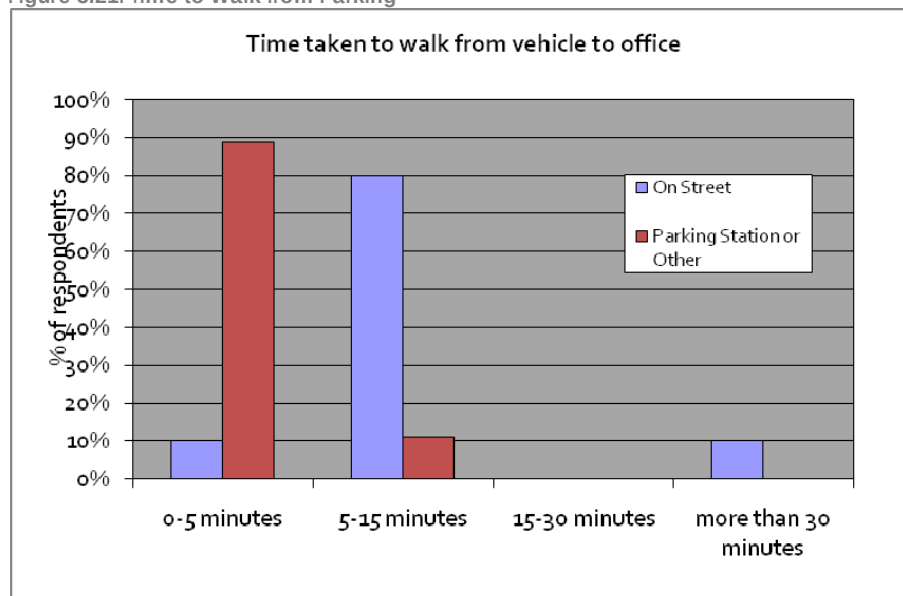
The majority of respondents drove to work in their vehicles on their own.

Figure 3.20: Parking Location



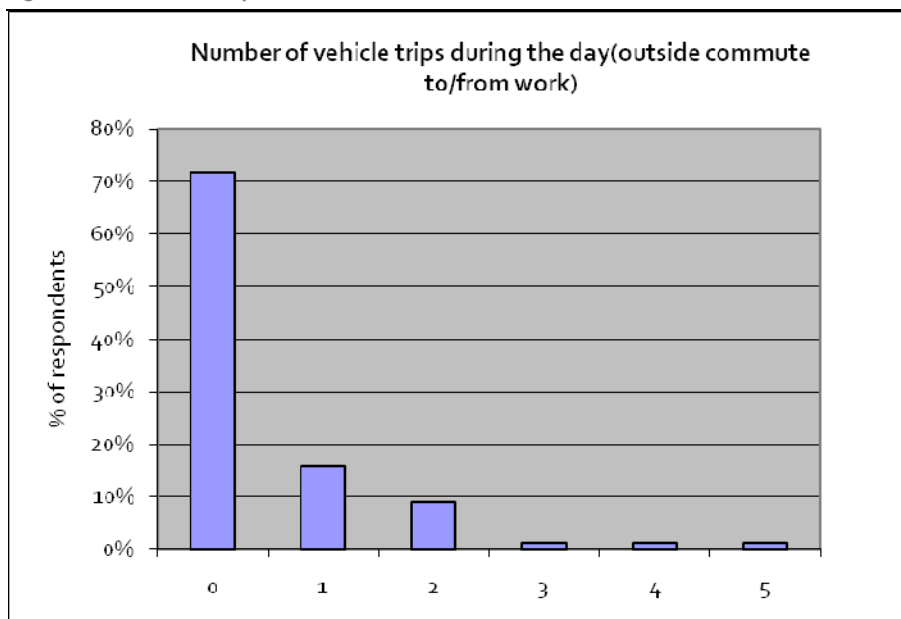
The largest proportion (41%) of respondents parked off-site in other streets or parking stations. 36 percent of respondents parked on site in the underground staff car park.

Figure 3.21: Time to Walk from Parking



The average time to walk from an on-street parked vehicle to the site was 13 minutes, while the average time for people who parked in parking stations or other buildings was 3 minutes. The median time periods for each group were 0-5 minutes and 5-15 minutes, respectively.

Figure 3.22: Business Trips

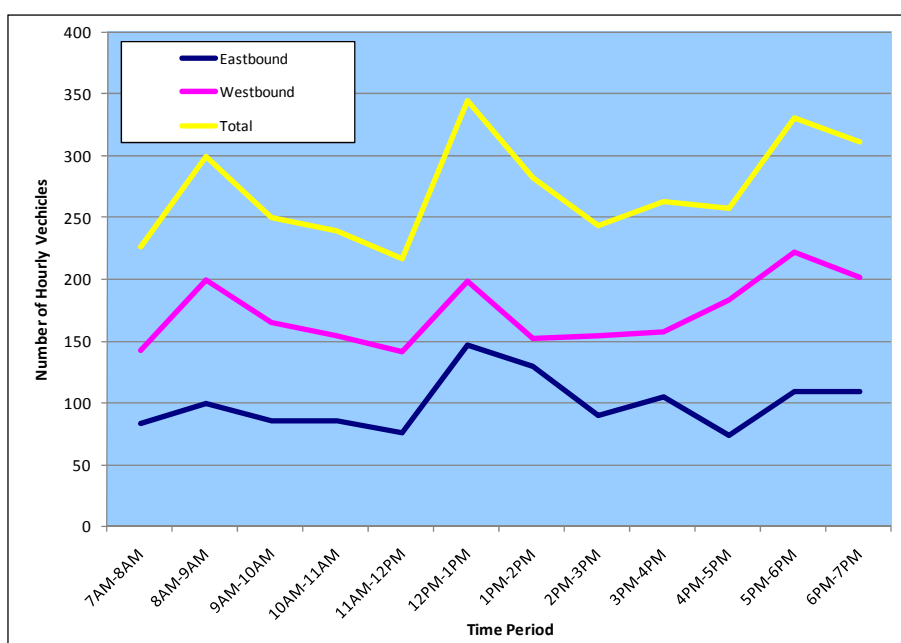


72 percent of the 89 respondents who completed this question made no vehicle trips during the day, excluding the commute to and from work. This indicated that most people did not need to use their car whilst at work.

3.4 OB3 – 4 Dawn Fraser Avenue, Sydney Olympic Park

3.4.1 Traffic Survey Results

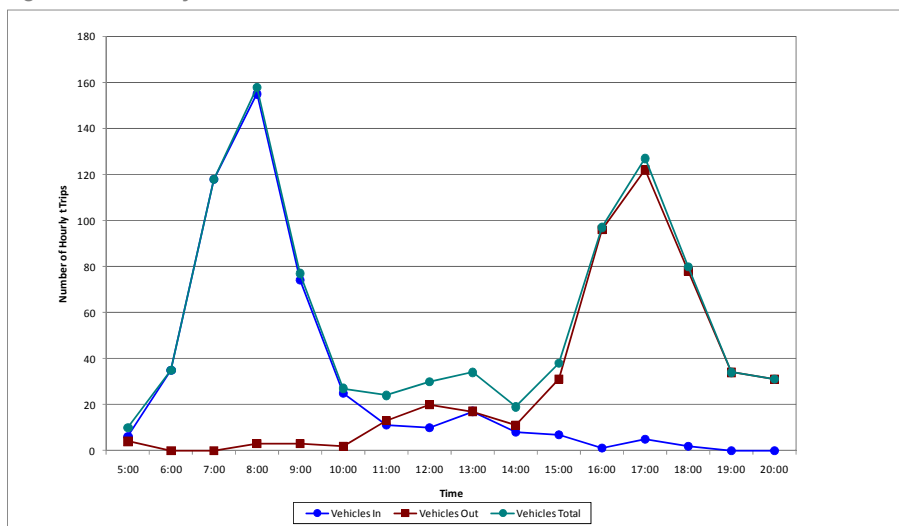
Figure 3.23: Hourly Traffic Volumes



3.4.2 Car Parking Survey Results

CBA provided GTA Consultants with entry and exit data from the car park swipe card access system which has been graphed in Figure 3.24.

Figure 3.24: Hourly Car Park In/Out Volumes



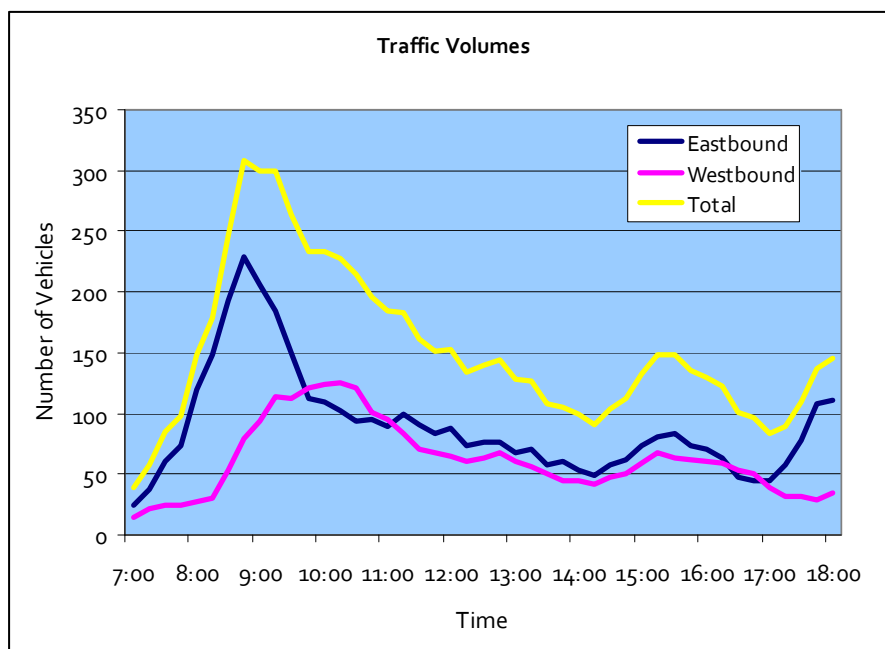
3.4.3 Other Survey Data

It should be noted that CBA had engaged another transport consultant to undertake a staff survey at this site at the same time as GTA Consultants were collecting data as part of this study. In order not to duplicate information or undertake two surveys to the detriment of CBA staff it was agreed that CBA would share the information obtained as part of their study with GTA Consultants to input into this study. Prior to the CBA staff survey GTA Consultants provided CBA with the pedestrian questionnaire so that questions of relevance to this study could be incorporated. Details of the CBA staff survey results are included in Appendix B.

3.5 OB4 – 33 Macmahon Street, Hurstville

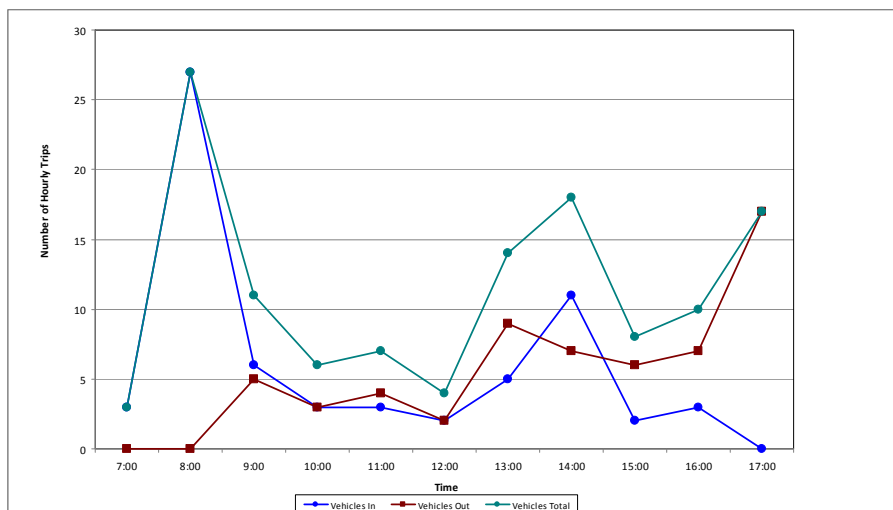
3.5.1 Traffic Survey Results

Figure 3.25: Hourly Traffic Volumes



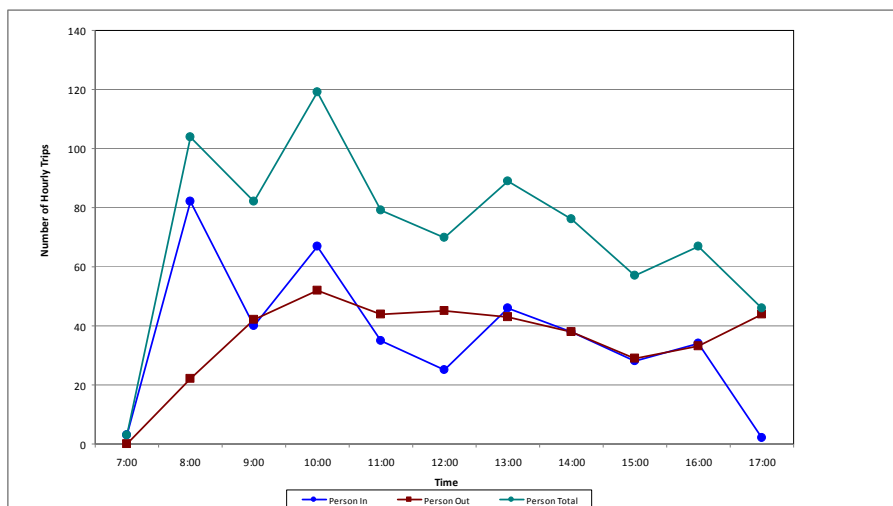
3.5.2 Car Parking Survey Results

Figure 3.26: Hourly Car Park In /Out Volumes



3.5.3 Pedestrian Survey Results

Figure 3.27: Hourly Staff & Visitors In / Out Volumes



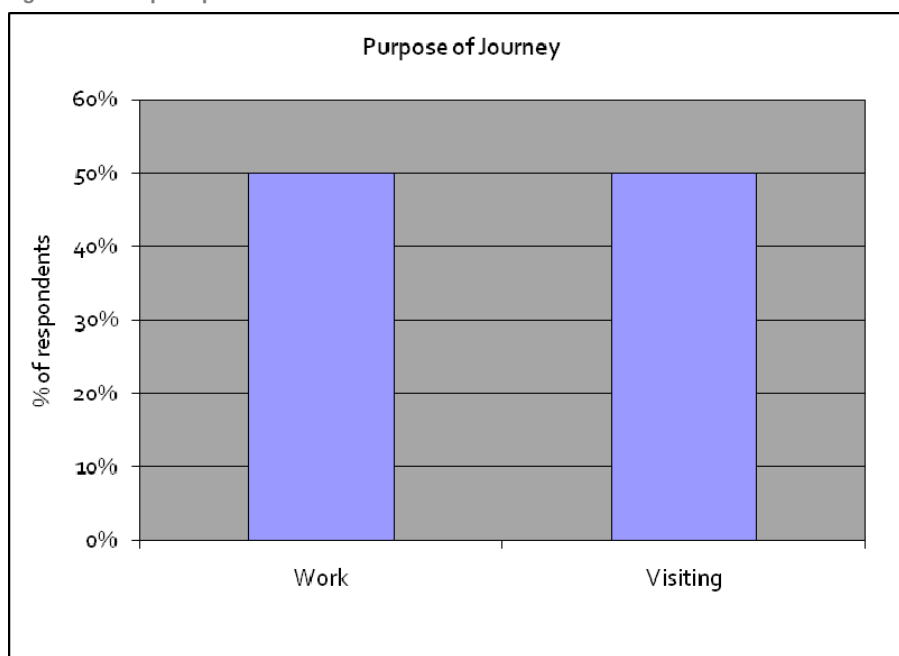
3.5.4 Pedestrian Questionnaire/Interview Survey Results

There were a total of 45 respondents for this site.

Origin Post Code Data

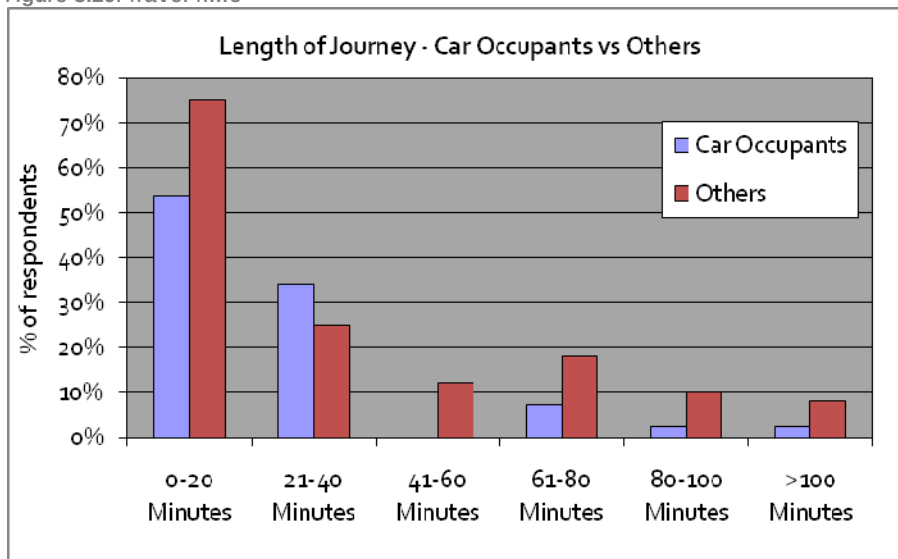
The average distance for the 45 respondents working or visiting this site was approximately 5km.

Figure 3.28: Trip Purpose



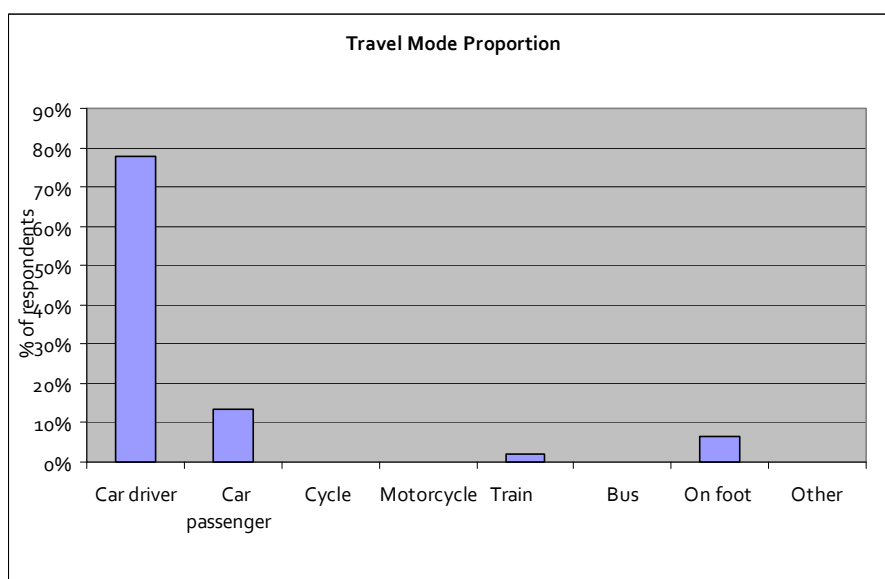
A total of 42 respondents completed this question, with half attending for work and half visiting.

Figure 3.29: Travel Time



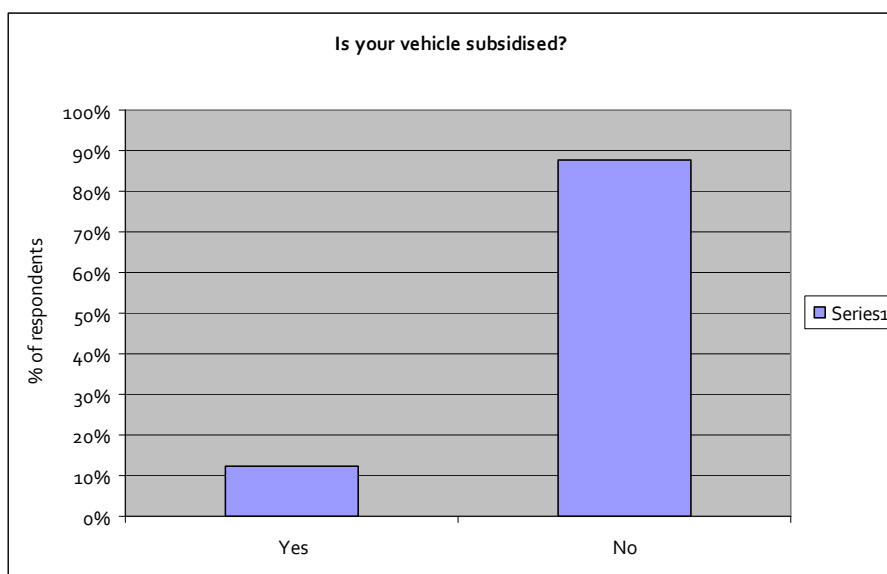
The average travel time for car occupants was 26 minutes, while the travel time for alternate modes was 15 minutes. The median travel time period was 0-20 minutes for both modes.

Figure 3.30: Mode of Travel



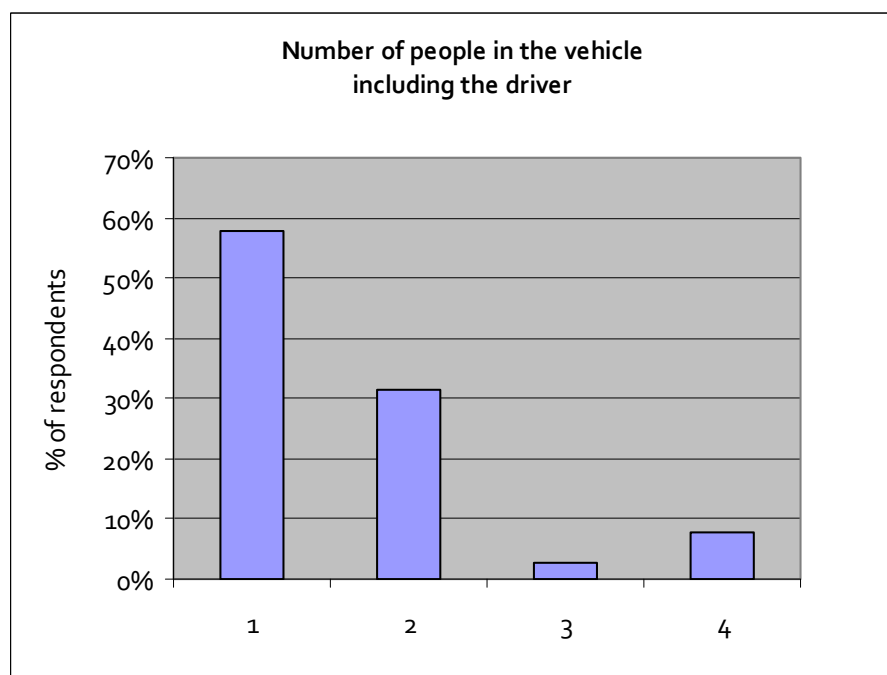
91 percent of respondents travelled to the site via car, either as the driver or as a passenger. Less than 10 percent of respondents walked to the site.

Figure 3.31: Vehicle Subsidies



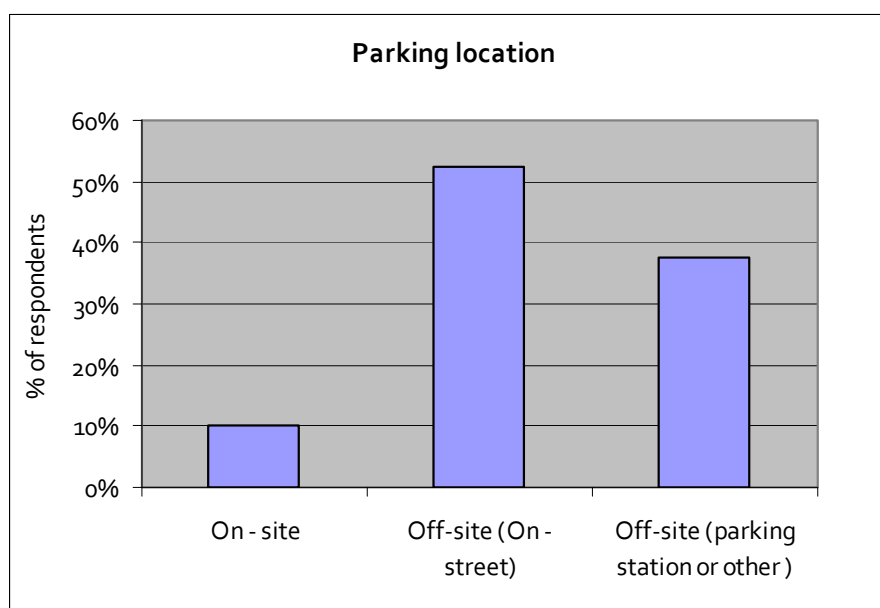
Of the 41 respondents who completed this question, 88 percent did not have their vehicle subsidised, with the remaining 12 percent having their vehicle subsidised in some way.

Figure 3.32: Vehicle Occupancy



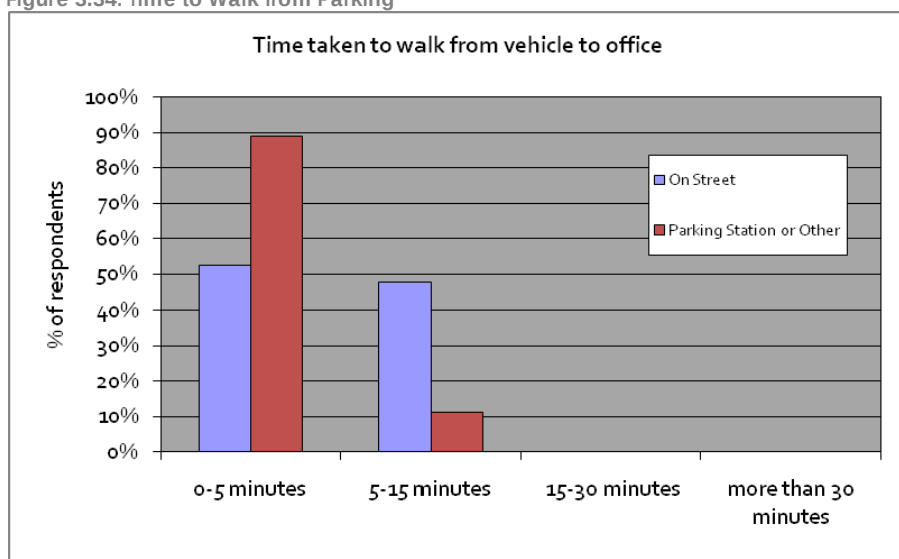
58 percent of respondents drove to work in vehicles on their own. A small percentage (8%) had 4 people in their vehicle including the driver.

Figure 3.33: Parking Location



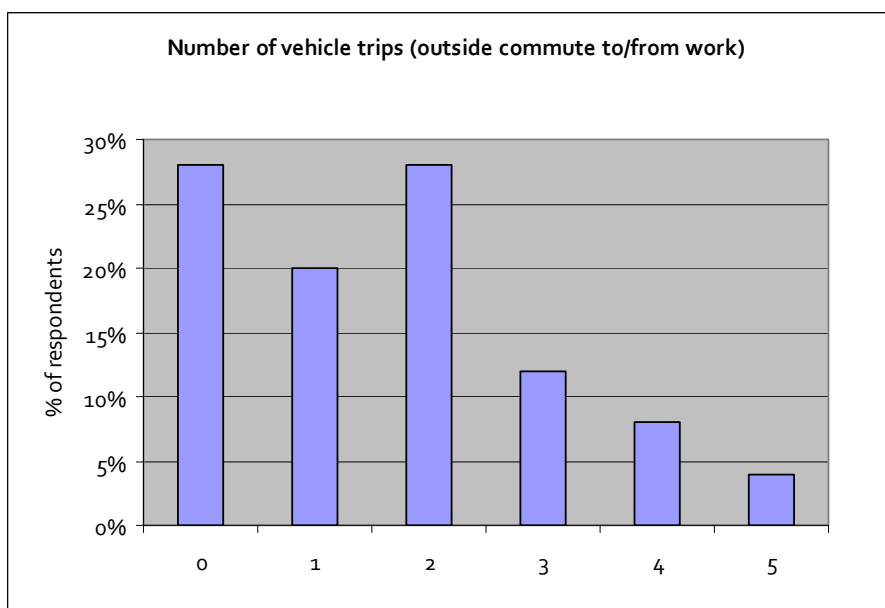
The largest proportion (53%) of respondents parked off-site in other streets or parking stations. Only 10 percent of respondents parked on-site.

Figure 3.34: Time to Walk from Parking



The average time to walk from an on-street parked vehicle to the site was 6 minutes, while the average time for people who parked in parking stations or other buildings was 5 minutes. The median time period for both groups was 0-5 minutes.

Figure 3.35: Business Trips

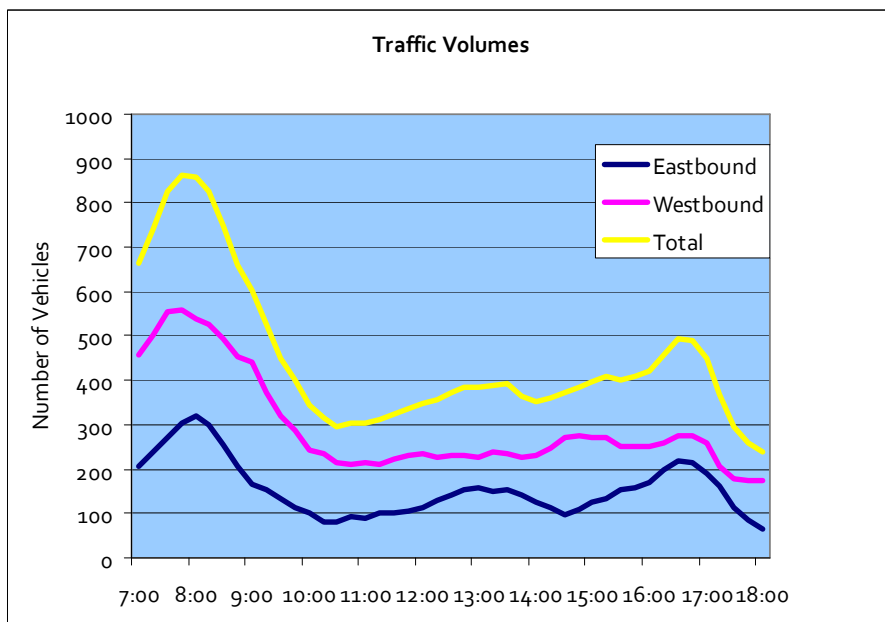


28 percent of respondents made no vehicle trips during the day, while nearly half made 1-2 trips during the day, excluding their commute to and from work.

3.6 OB5 – 16 Giffnock Avenue, Macquarie Park

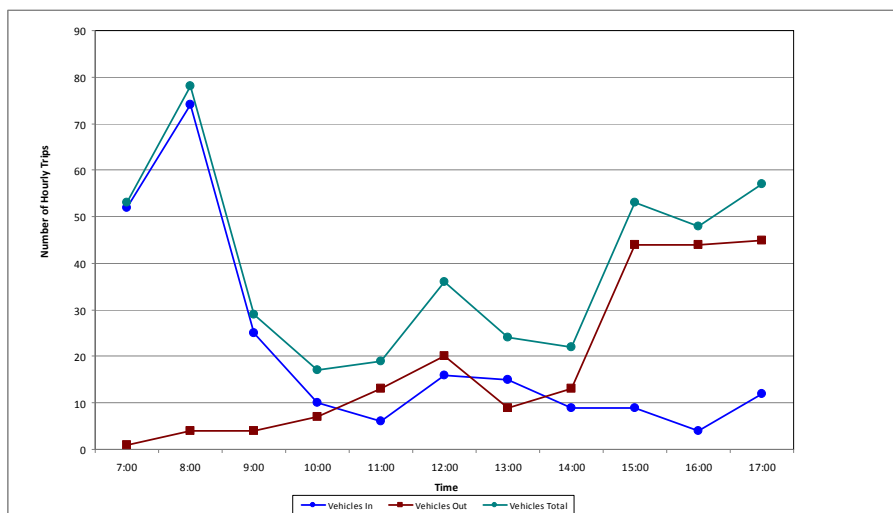
3.6.1 Traffic Survey Results

Figure 3.36: Hourly Traffic Volumes



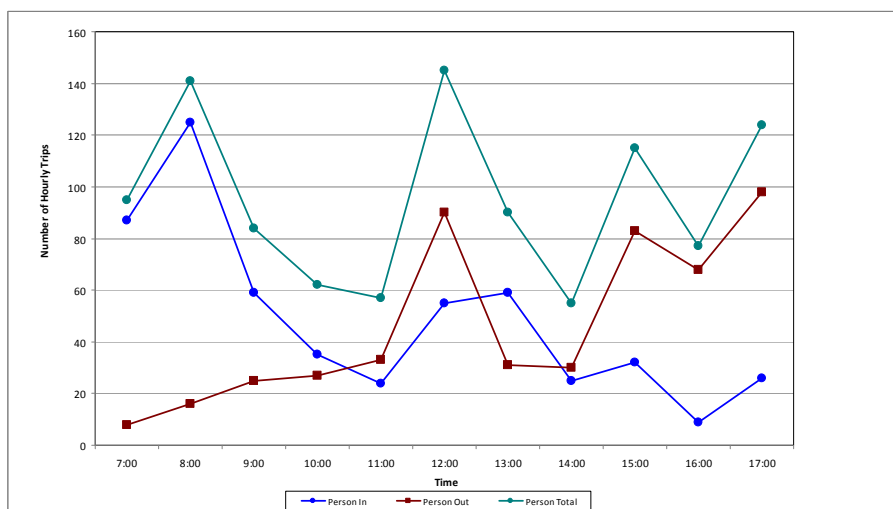
3.6.2 Car Parking Survey Results

Figure 3.37: Hourly Car Park In/Out Volumes



3.6.3 Pedestrian Survey Results

Figure 3.38: Hourly Staff & Visitor In/Out Volumes



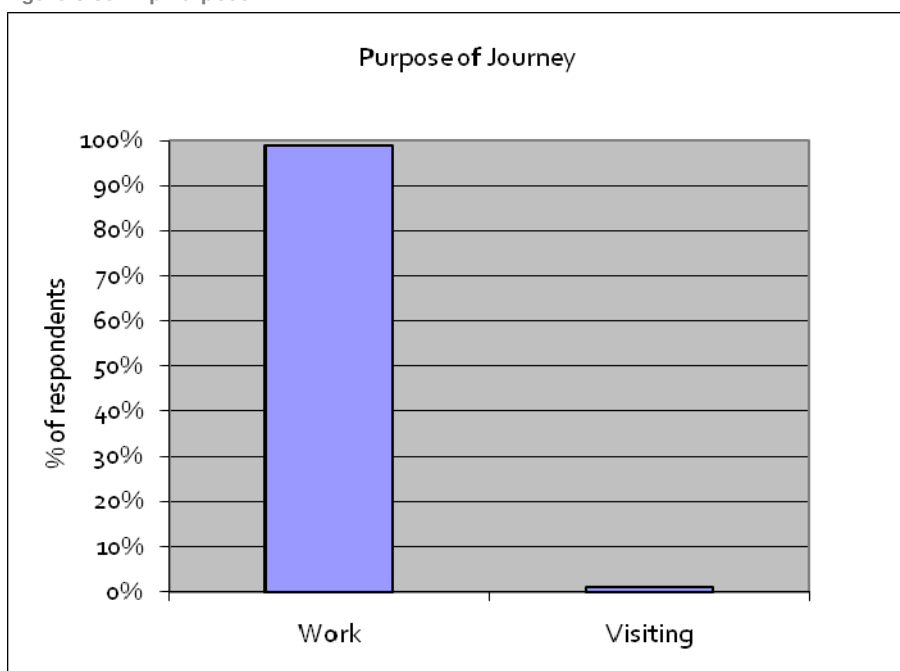
3.6.4 Pedestrian Questionnaire/Interview Survey Results

There were a total of 91 respondents for this site.

Origin Post Code Data

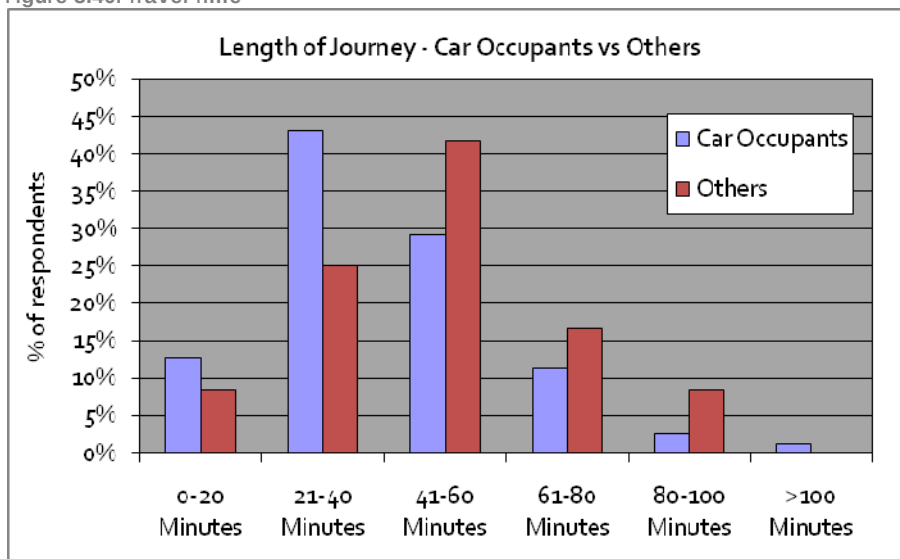
The average distance for the 91 respondents working or visiting this site was approximately 13km.

Figure 3.39: Trip Purpose



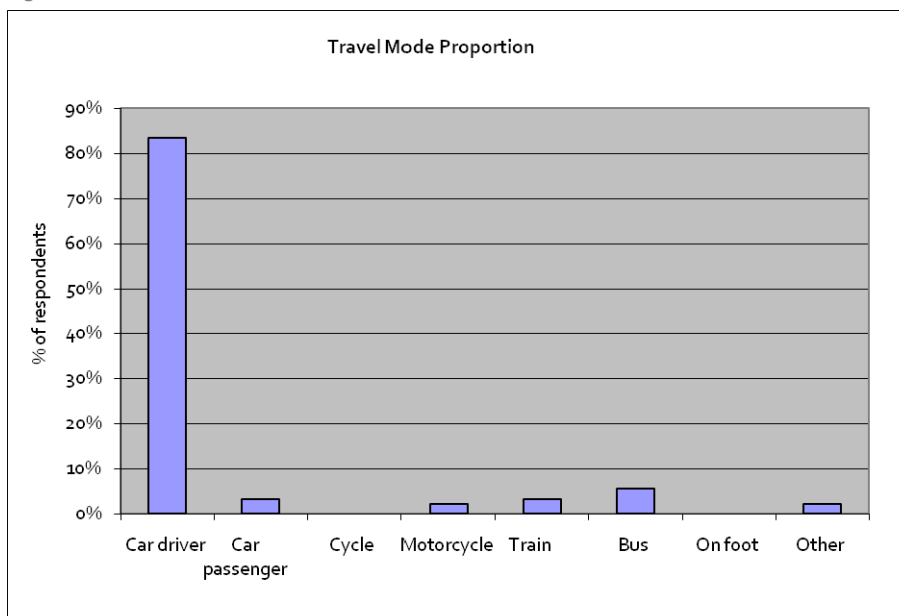
There were a total of 91 respondents, with 99 percent travelling to the site for work and 1% visiting.

Figure 3.40: Travel Time



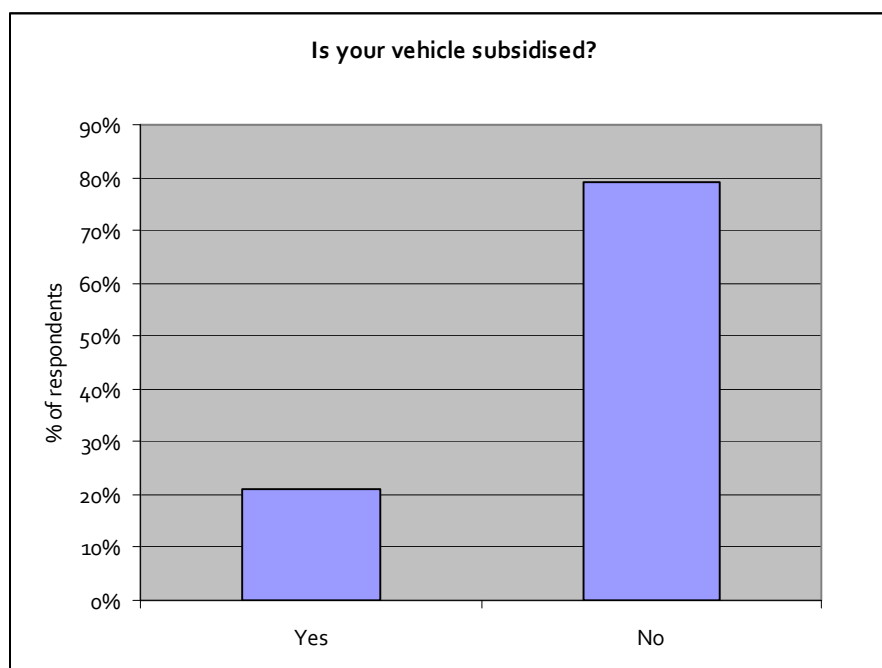
The average travel time for car occupants was 40 minutes, while the travel time for alternate modes was 48 minutes. The median travel time period for car occupants was 21-40 minutes and the median travel time period was 41-60 minutes for alternative modes.

Figure 3.41: Mode of Travel



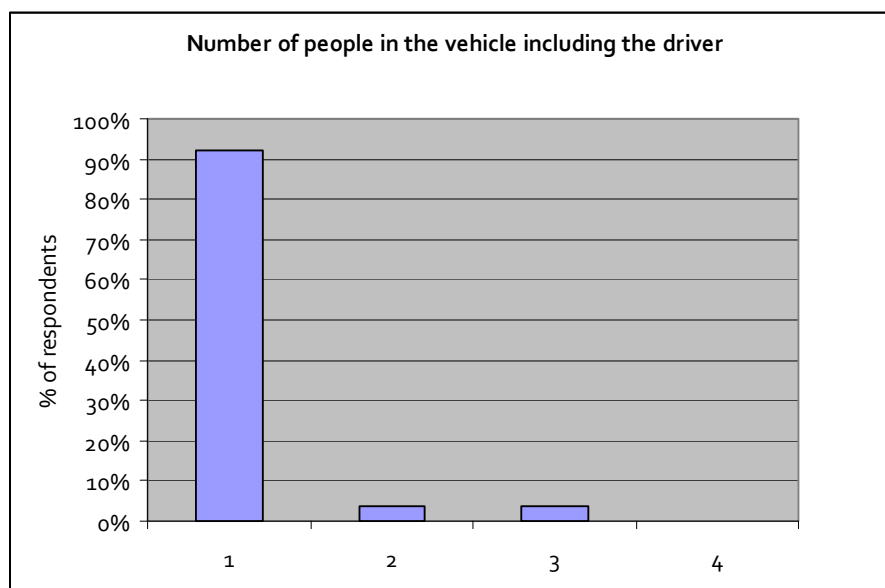
87 percent of the respondents travelled to the site via car, either as the driver or as a passenger. None of the respondents walked or cycled to the site.

Figure 3.42: Vehicle Subsidies



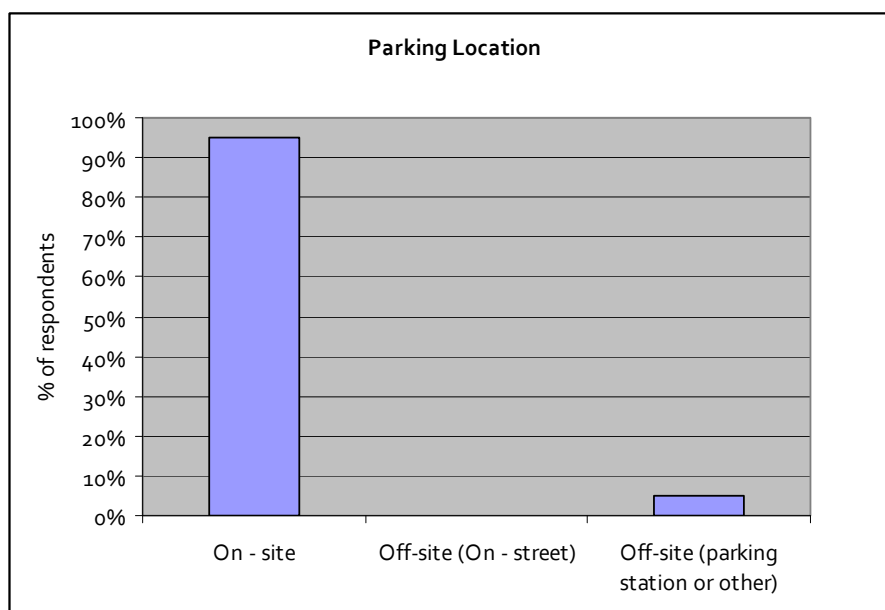
Of the 76 respondents who completed this question, 79 percent did not receive a vehicle subsidy, with the remaining 21 percent having their vehicle subsidised in some way.

Figure 3.43: Vehicle Occupancy



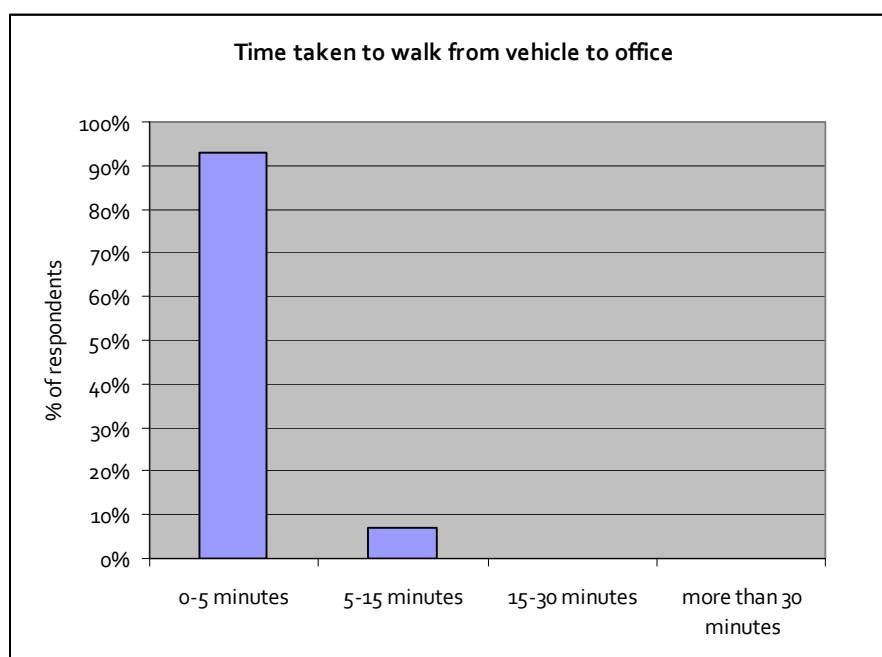
The majority of respondents drove to work in their vehicles on their own.

Figure 3.44: Parking Location



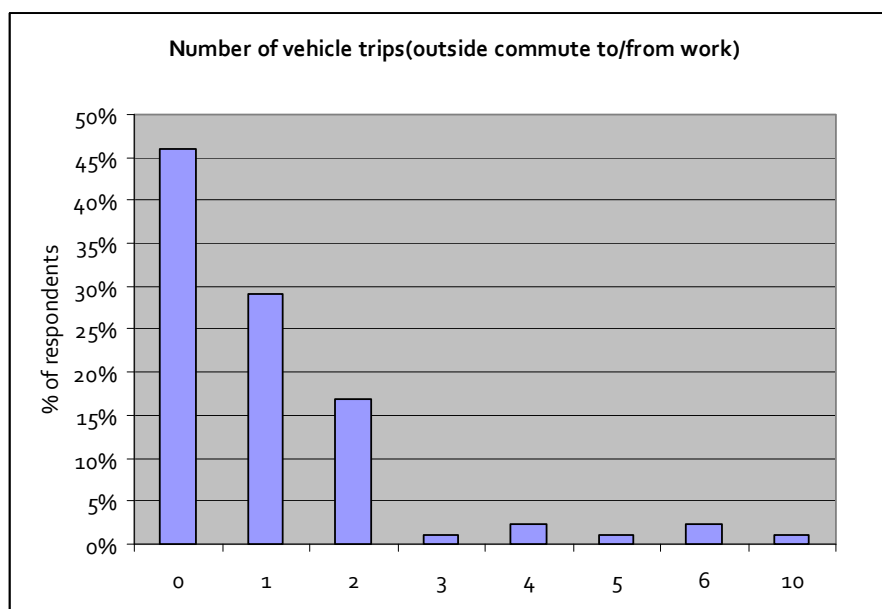
95 percent of respondents parked on site in the staff car park. A small percentage (5%) parked in parking stations or streets nearby. There were no respondents who parked on-street, reflecting the parking restrictions in place within the Macquarie Business Park area.

Figure 3.45: Time to Walk from Parking



93 percent of respondents took 5 minutes or less to walk from their vehicles to the office. This reflects most people parking on-site in the staff car park.

Figure 3.46: Business Trips

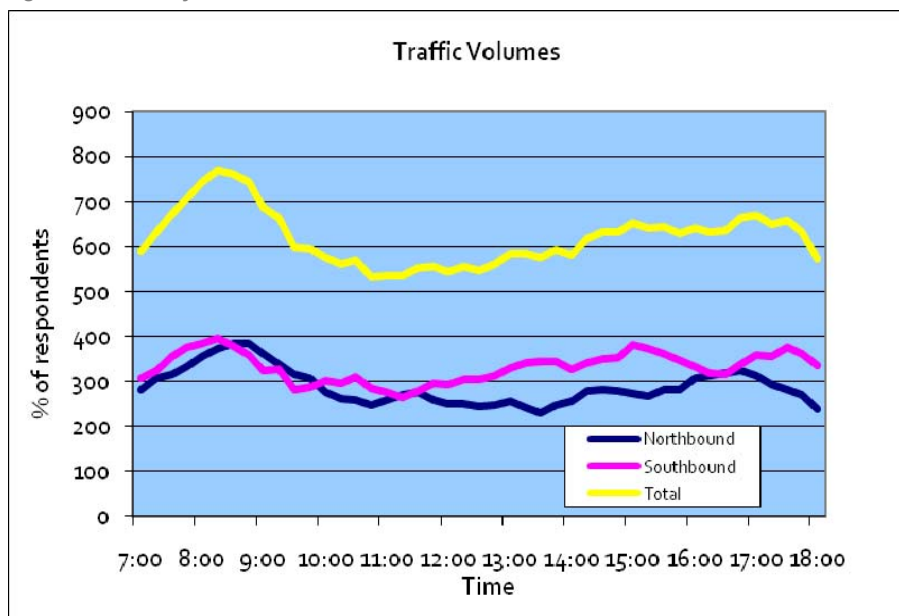


47 percent of respondents made no vehicle trips during the day, while 46 percent of respondents made 1-2 trips during the day, excluding their commute to and from work.

3.7 OB6 – 1 Smith Street, Parramatta

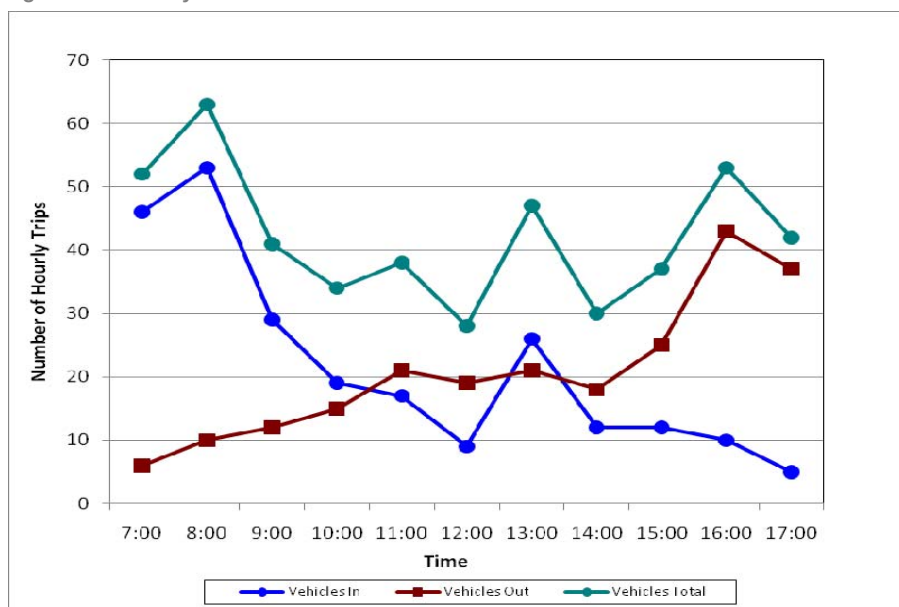
3.7.1 Traffic Survey Results

Figure 3.47: Hourly Traffic Volumes



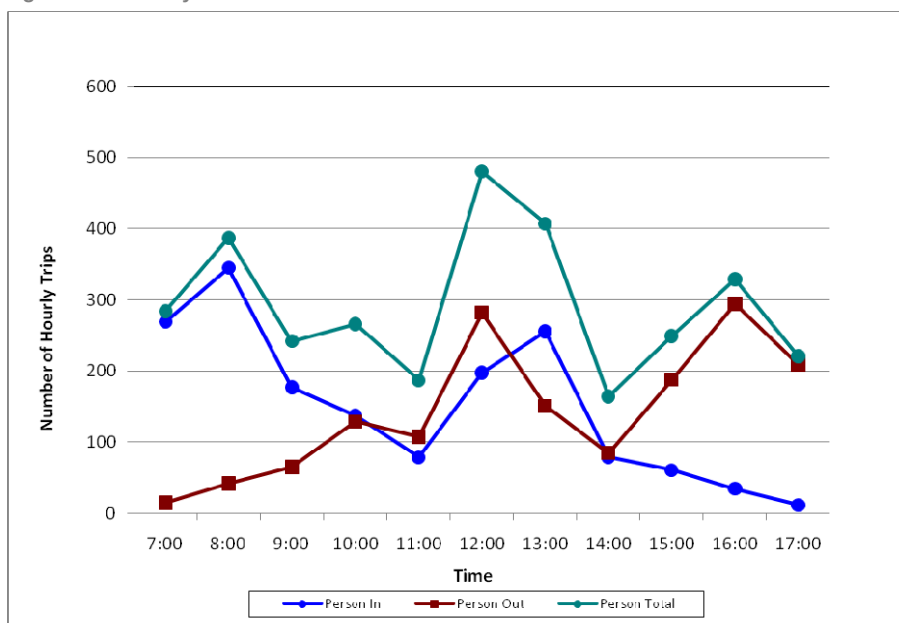
3.7.2 Car Parking Survey Results

Figure 3.48: Hourly Car Park In /Out Volumes



3.7.3 Pedestrian Survey Results

Figure 3.49: Hourly Staff & Visitor In/Out Volumes



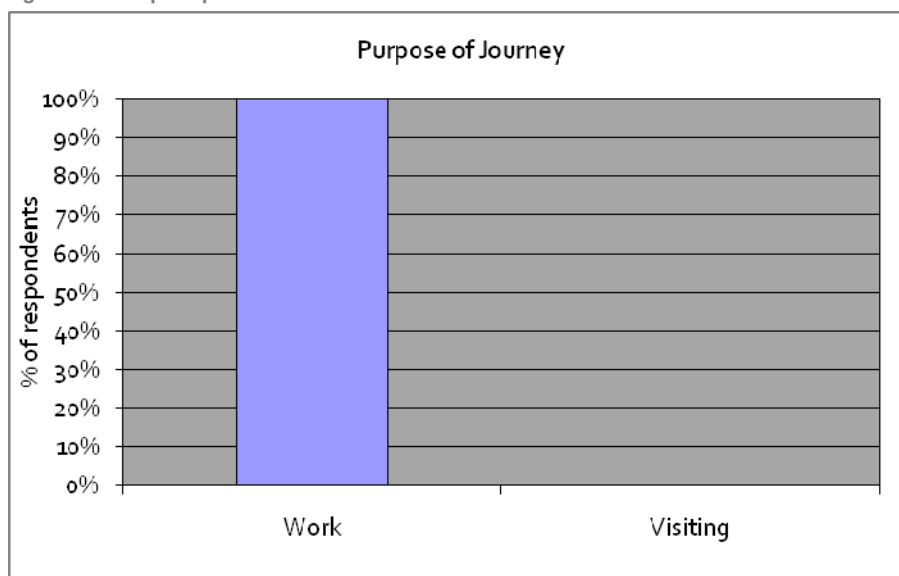
3.7.4 Pedestrian Questionnaire/Interview Survey Results

There were a total of 63 respondents for this site.

Origin Post Code Data

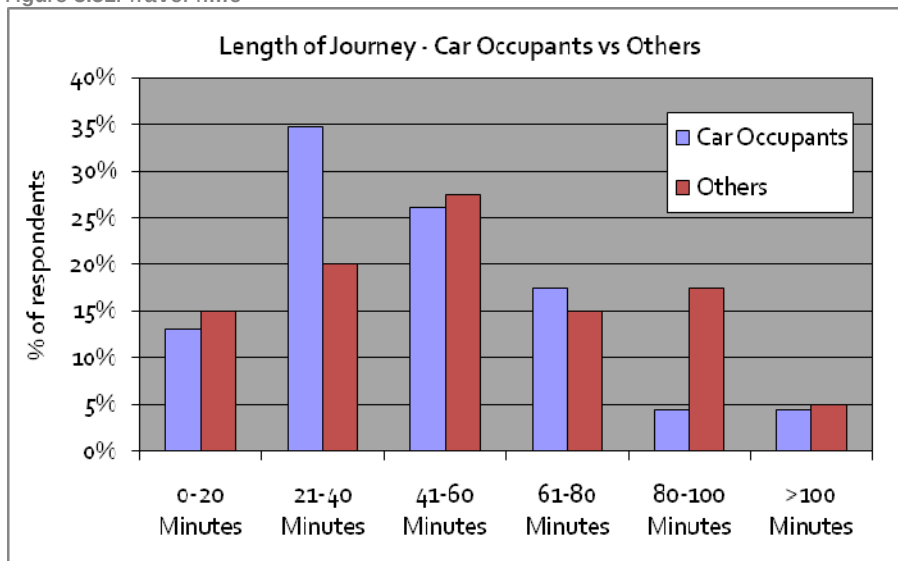
The average distance for the 63 respondents working or visiting this site was approximately 19.50km.

Figure 3.50: Trip Purpose



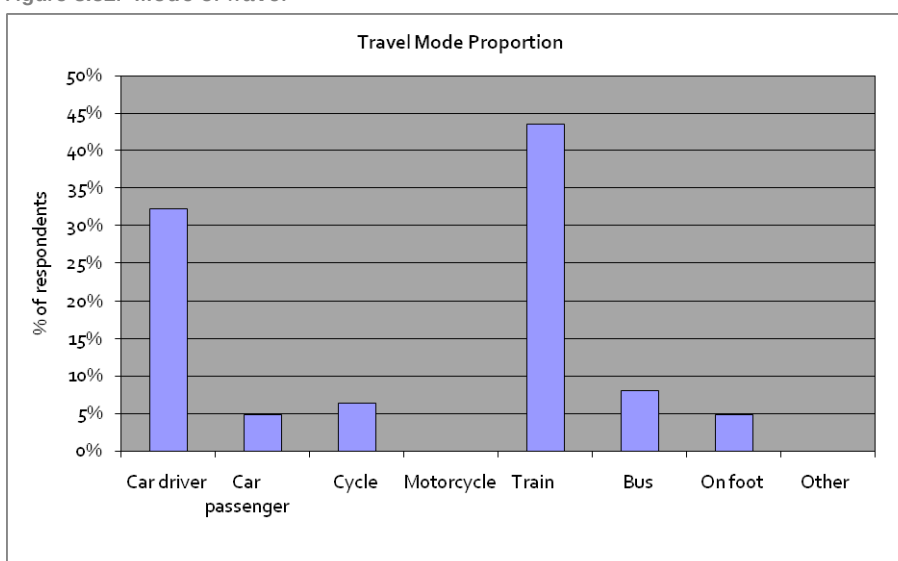
There were a total of 63 respondents, with 100 percent travelling to the site for work.

Figure 3.51: Travel Time



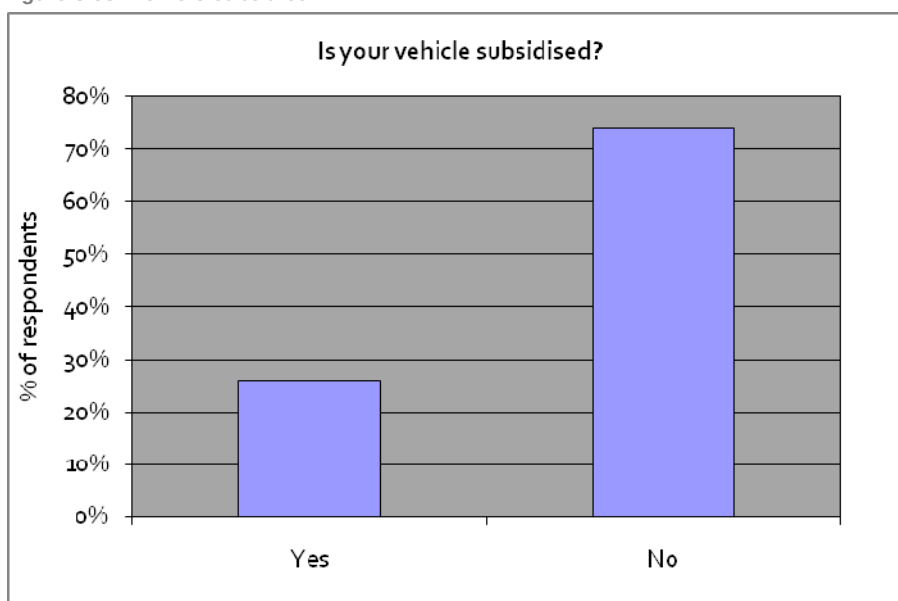
The average travel time for car occupants was 46 minutes, while the travel time for alternate modes was 53 minutes. The median travel time period for both modes was 41-60 minutes.

Figure 3.52: Mode of Travel



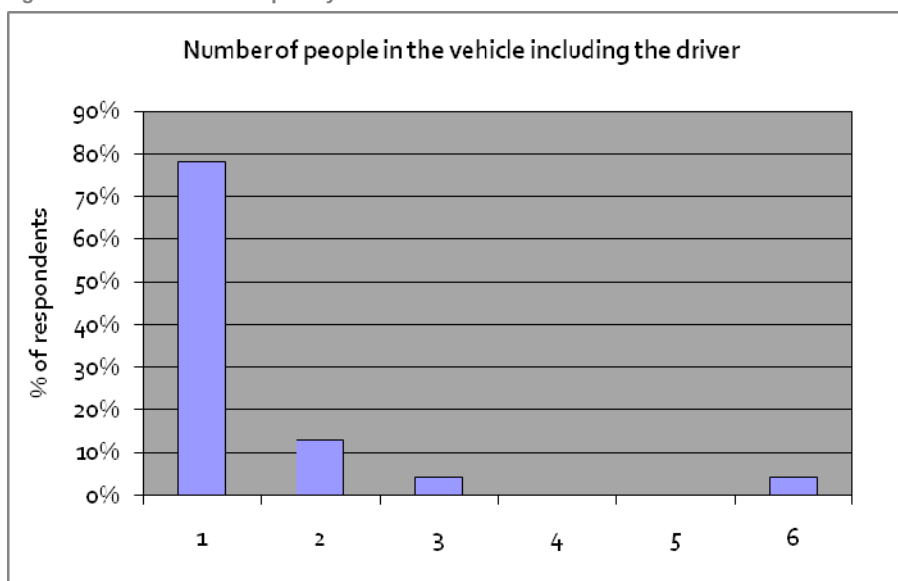
A combined 83 percent of the respondents travelled to the site via car or train, with some respondents choosing to cycle or walk to work.

Figure 3.53: Vehicle Subsidies



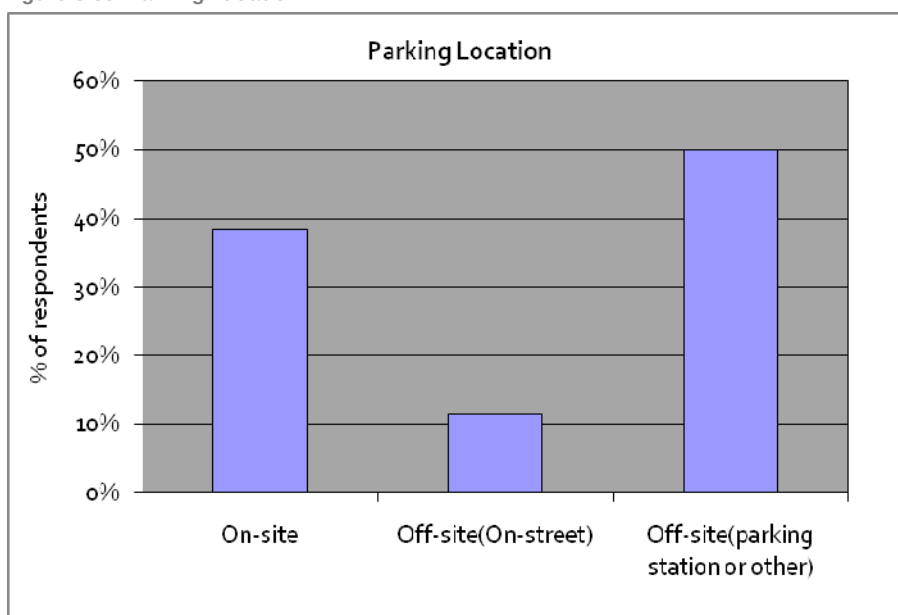
74 percent of respondents did not receive a vehicle subsidy, with the remaining 26 percent having their vehicle subsidised in some way.

Figure 3.54: Vehicle Occupancy



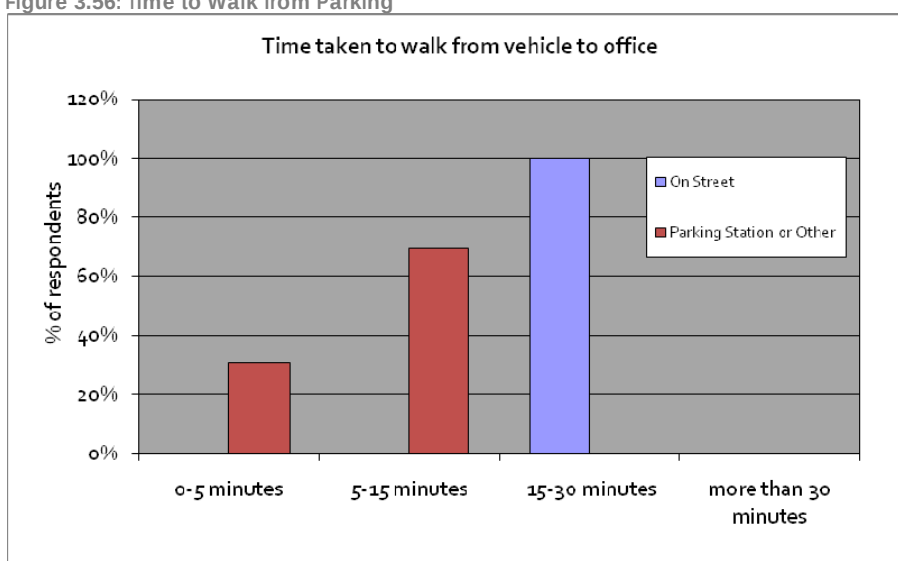
The majority of respondents (78%) drove to work in their vehicles on their own.

Figure 3.55: Parking Location



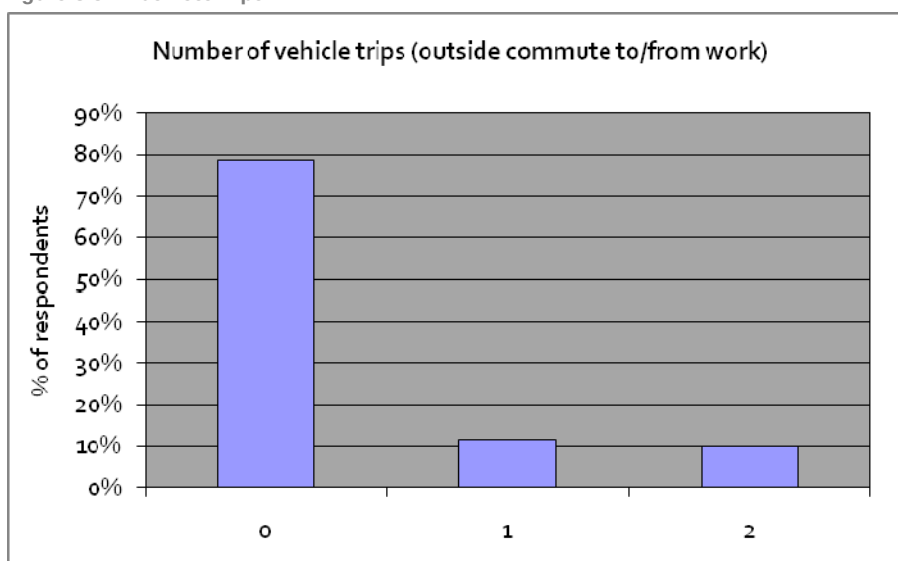
Half of the respondents (50%) parked off-site in either nearby streets or parking stations. The smallest percentage (12%) of respondents parked off-site on the adjacent street.

Figure 3.56: Time to Walk from Parking



The average time to walk from an on-street parked vehicle to the site was 22 minutes, while the average time for people who parked in parking stations or other buildings was 8 minutes. This reflects the lack of unrestricted on-street parking within the Parramatta area. The median time periods for each group were 5-15 minutes and 15-30 minutes, respectively.

Figure 3.57: Business Trips

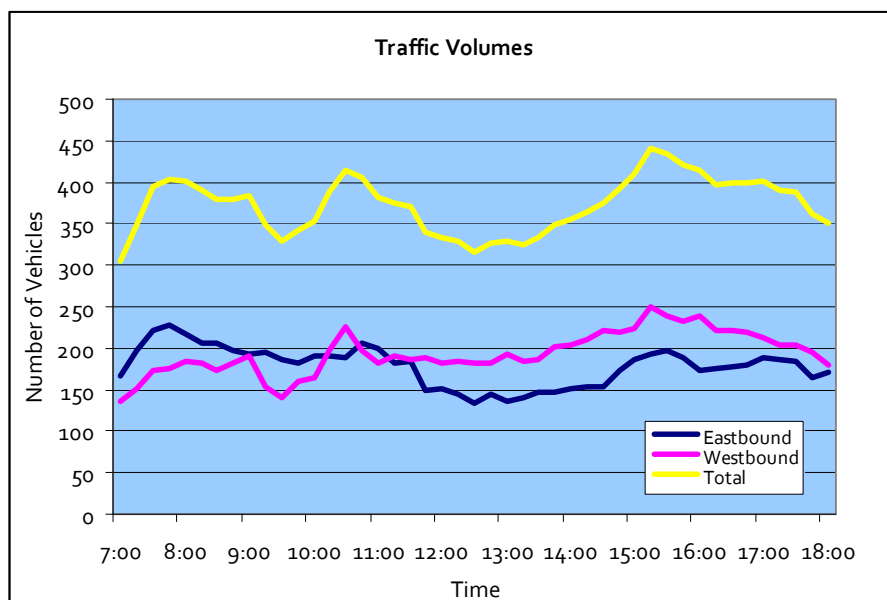


Nearly 80 percent of respondents made no vehicle trips during the day, while the remaining 20 percent of respondents made 1-2 trips during the day, excluding their commute to and from work.

3.8 OB7 – 13-15 Moore Street, Liverpool

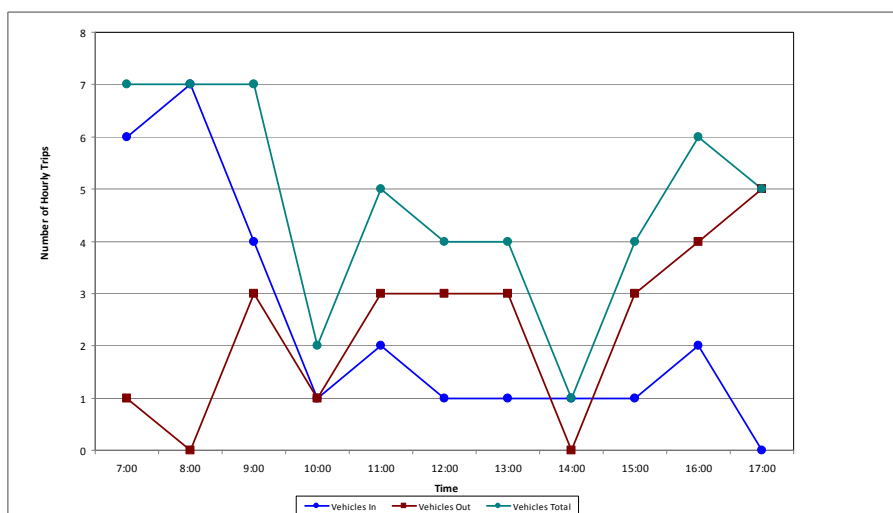
3.8.1 Traffic Survey Results

Figure 3.58: Hourly Traffic Volumes



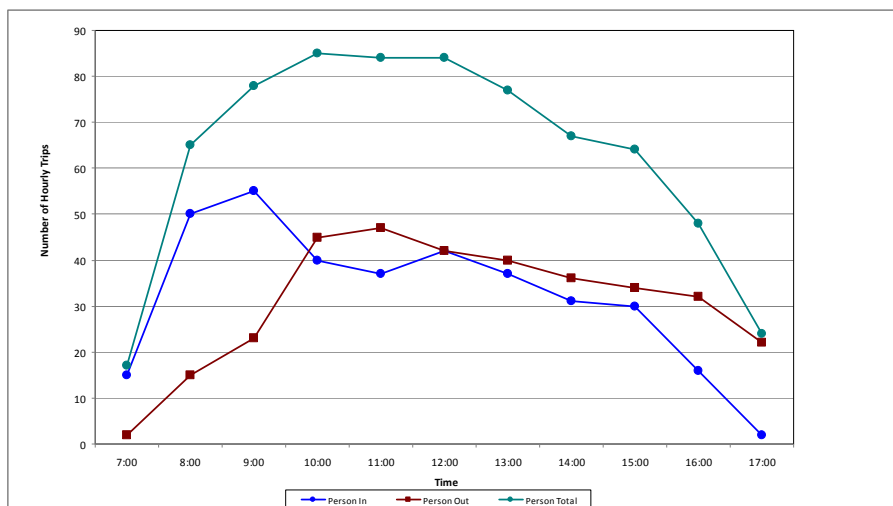
3.8.2 Car Parking Survey Results

Figure 3.59: Hourly Car Park In/Out Volumes



3.8.3 Pedestrian Survey Results

Figure 3.60: Hourly Staff & Visitor In/Out Volumes



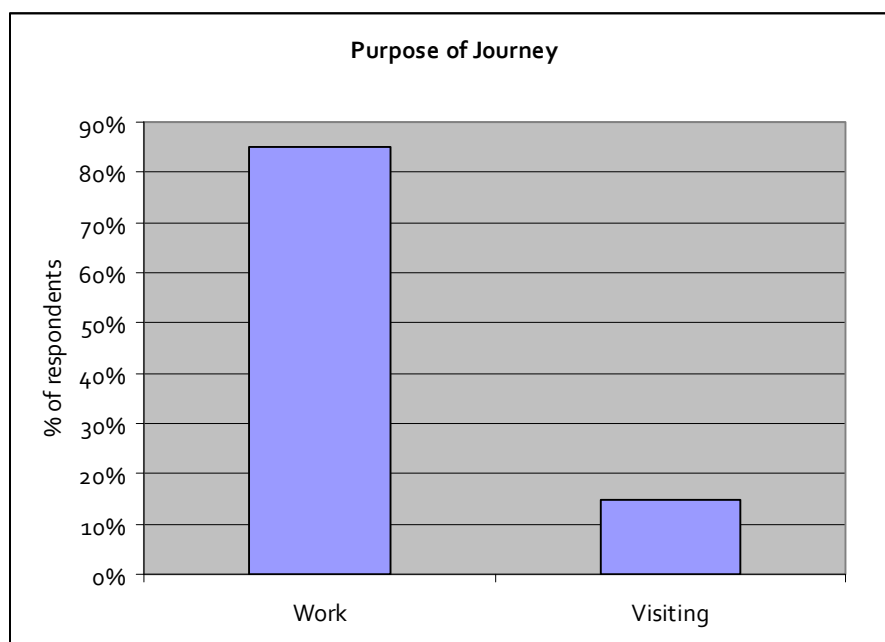
3.8.4 Pedestrian Questionnaire/Interview Survey Results

There were a total of 40 respondents for this site.

Origin Post Code Data

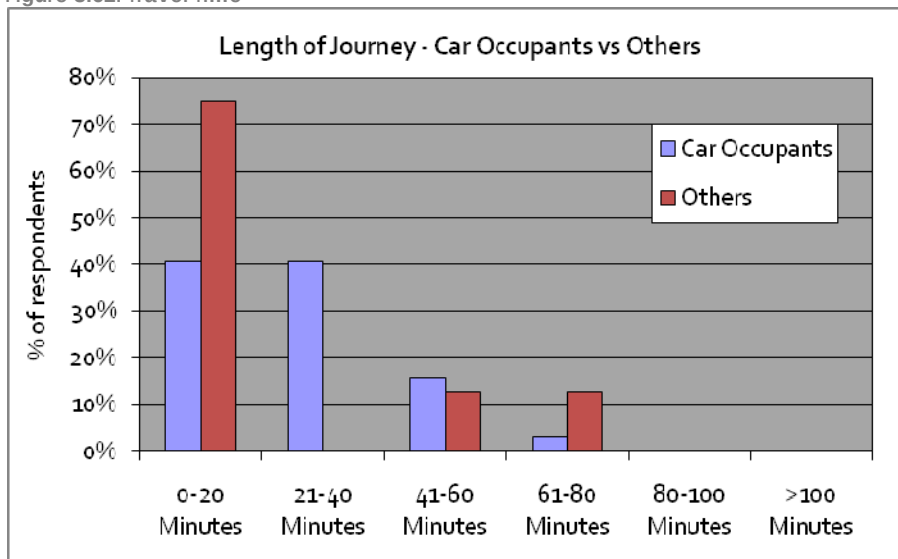
The average distance for the 40 respondents working or visiting this site was approximately 16km.

Figure 3.61: Trip Purpose



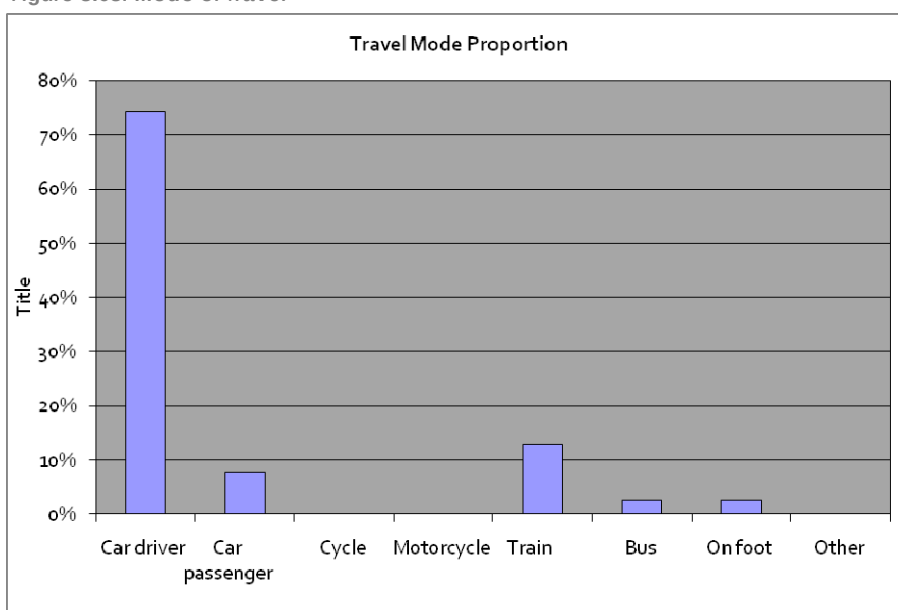
There were a total of 40 respondents, with 85 percent travelling to the site for work and 15 percent visiting, respectively.

Figure 3.62: Travel Time



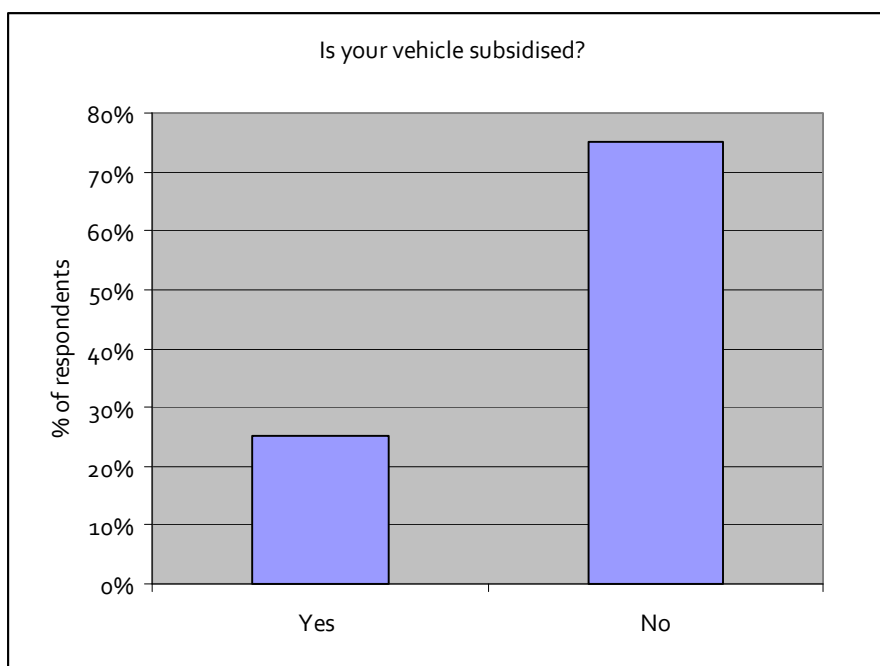
The average travel time for car occupants was 33 minutes, while the travel time for alternate modes was 23 minutes. The median travel time period for car occupants was 21-40 minutes and 0-20 minutes for alternative modes.

Figure 3.63: Mode of Travel



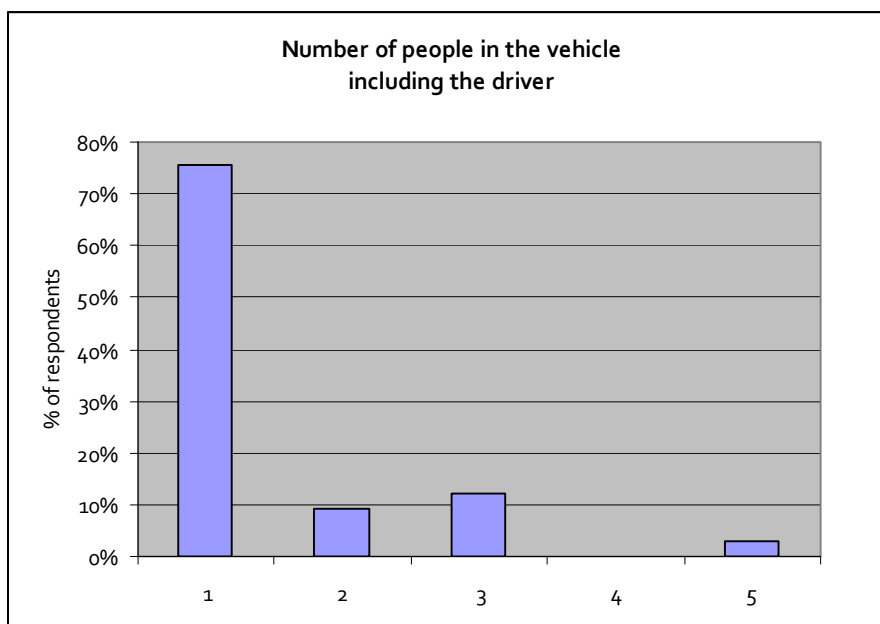
82 percent of the respondents travelled to the site via car, either as the driver or as a passenger. None of the respondents made use of motorcycles or bicycles to travel to the site.

Figure 3.64: Vehicle Subsidies



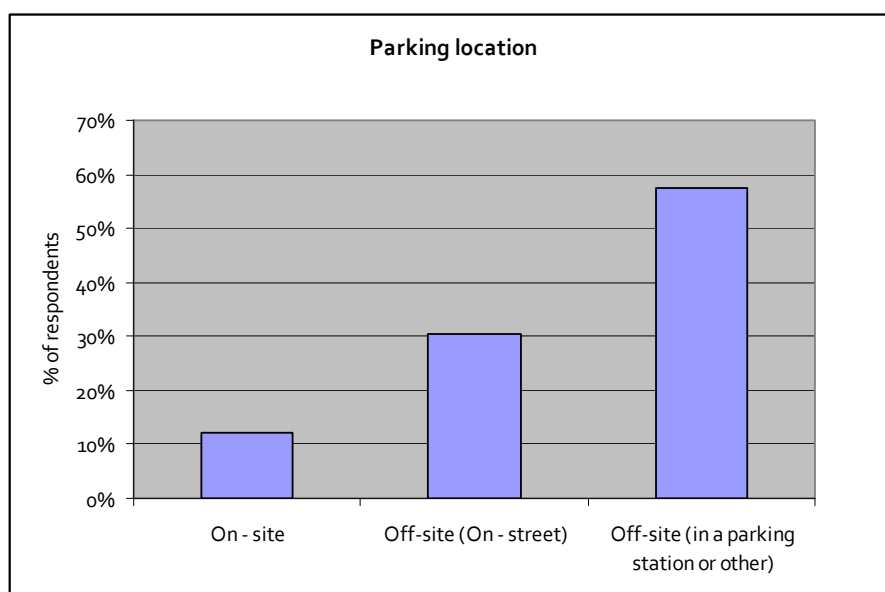
75 percent of respondents did not receive a vehicle subsidy, with the remaining 25 percent having their vehicle subsidised in some way.

Figure 3.65: Vehicle Occupancy



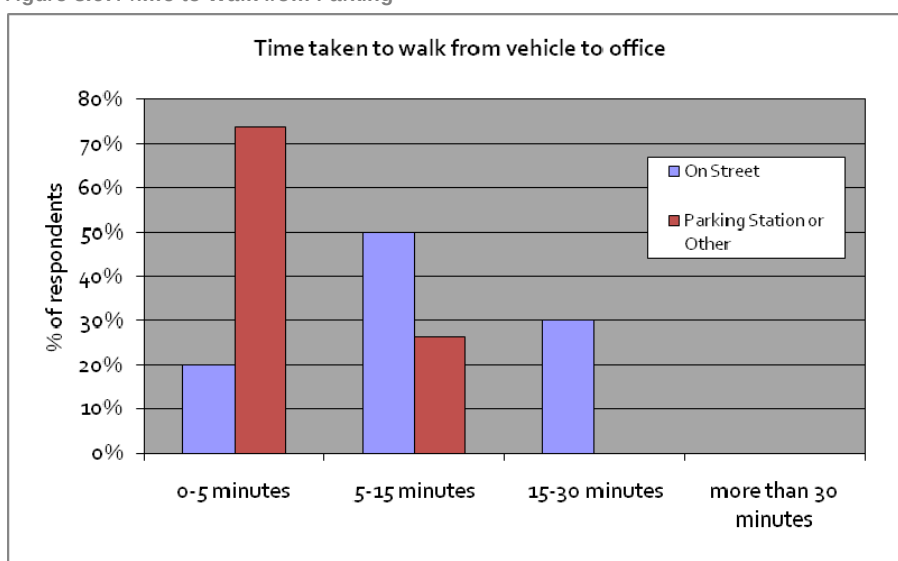
The majority of respondents (76%) drove to work in their vehicles on their own.

Figure 3.66: Parking Location



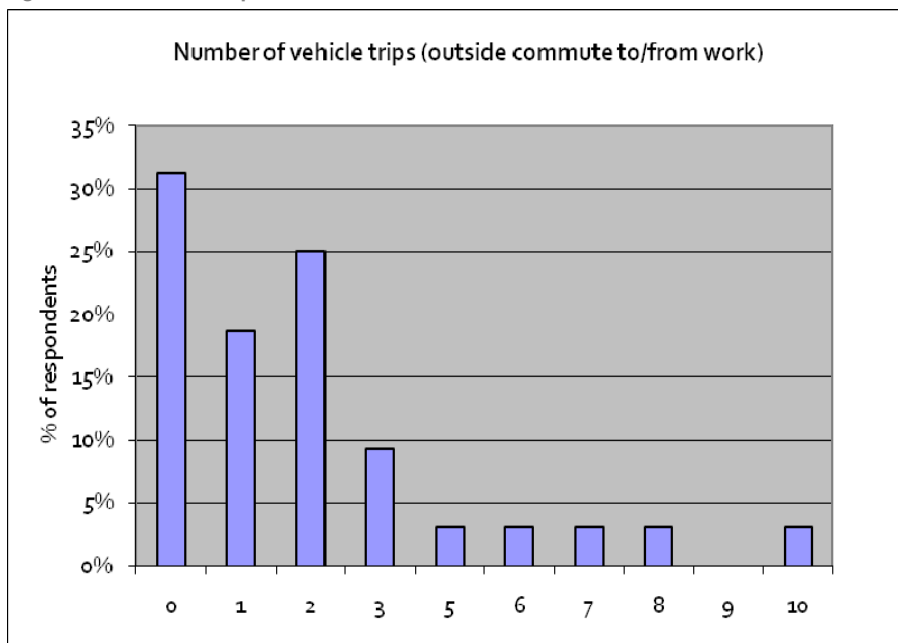
Over half of the respondents (58%) parked off-site in either nearby streets or parking stations. The smallest percentage (12%) of respondents parked on-site.

Figure 3.67: Time to Walk from Parking



The average time to walk from an on-street parked vehicle to the site was 12 minutes, while the average time for people who parked in parking stations or other buildings was 5 minutes. The median time periods for each group were 5-15 minutes and 0-5 minutes, respectively.

Figure 3.68: Business Trips

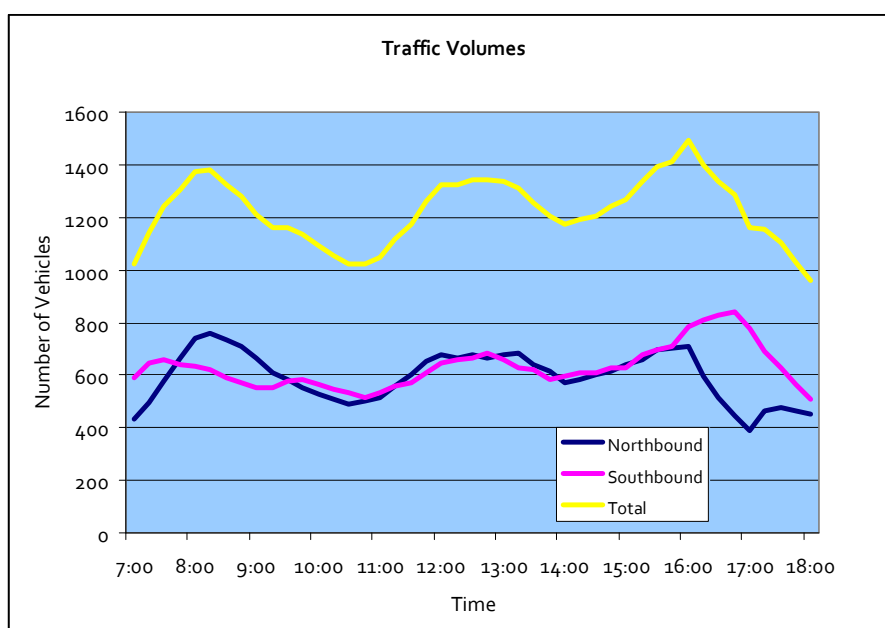


31 percent of respondents made no vehicle trips during the day, while 44 percent of respondents made 1-2 trips during the day, excluding their commute to and from work.

3.9 OB8 – 10-12 Lexington Drive, Bella Vista

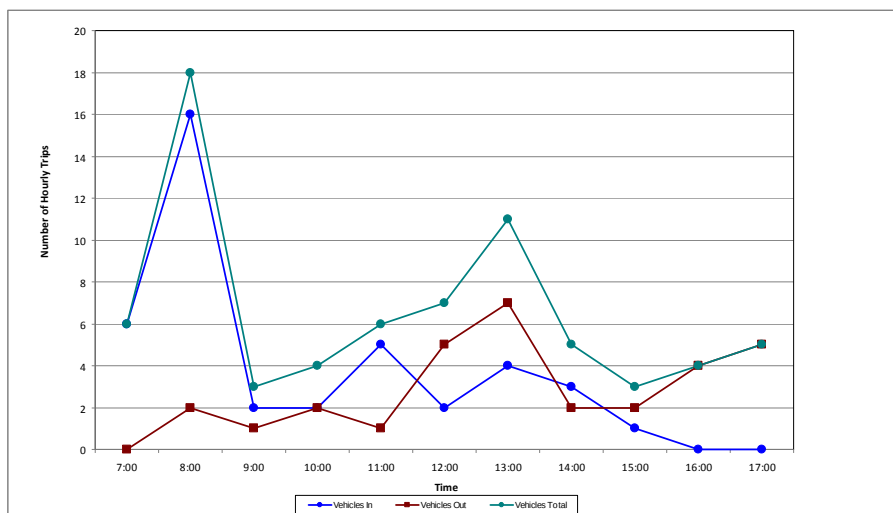
3.9.1 Traffic Survey Results

Figure 3.69: Hourly Traffic Volumes



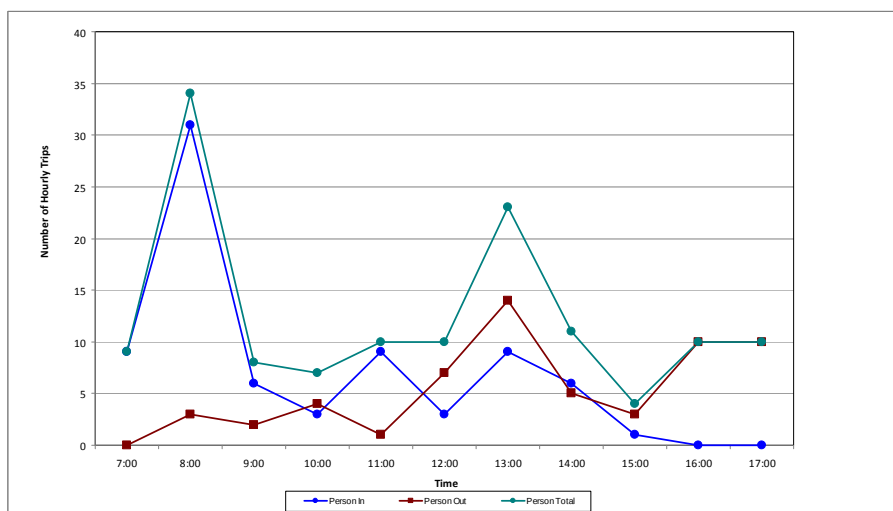
3.9.2 Car Parking Survey Results

Figure 3.70: Hourly Car Park In/Out Volumes



3.9.3 Pedestrian Survey Results

Figure 3.71: Hourly Staff & Visitor In/Out Volumes



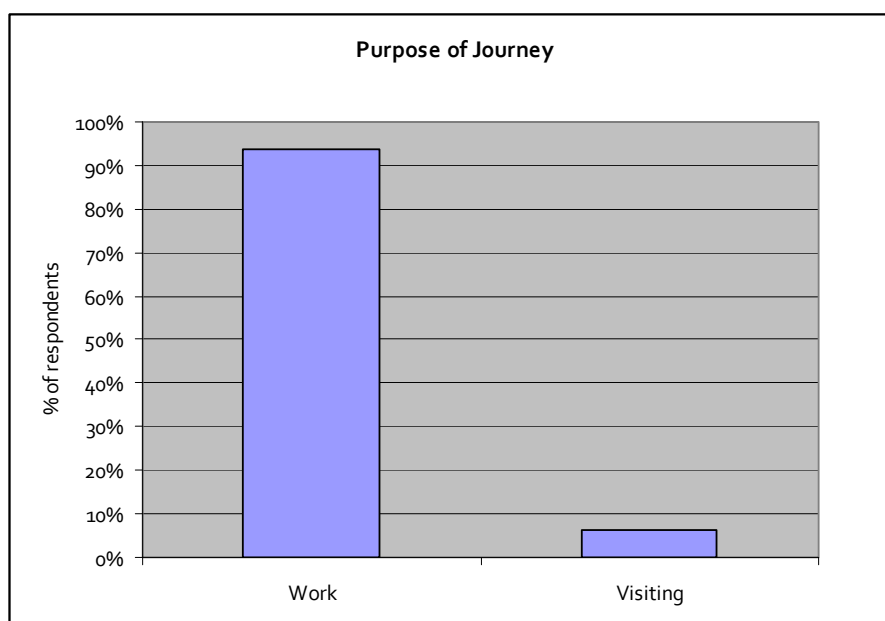
3.9.4 Pedestrian Questionnaire/Interview Survey Results

There were a total of 31 respondents for this site.

Origin Post Code Data

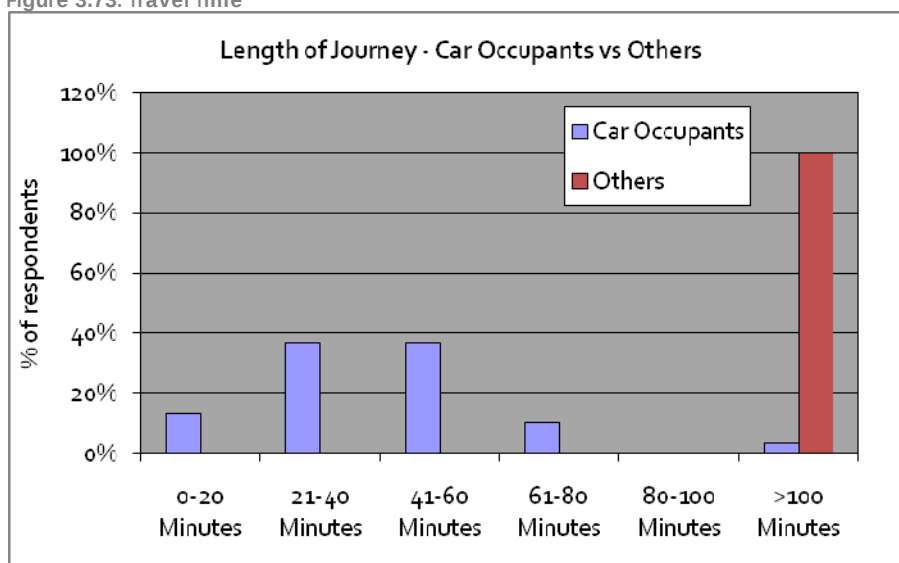
The average distance for the 31 respondents working or visiting this site was approximately 20km.

Figure 3.72: Trip Purpose



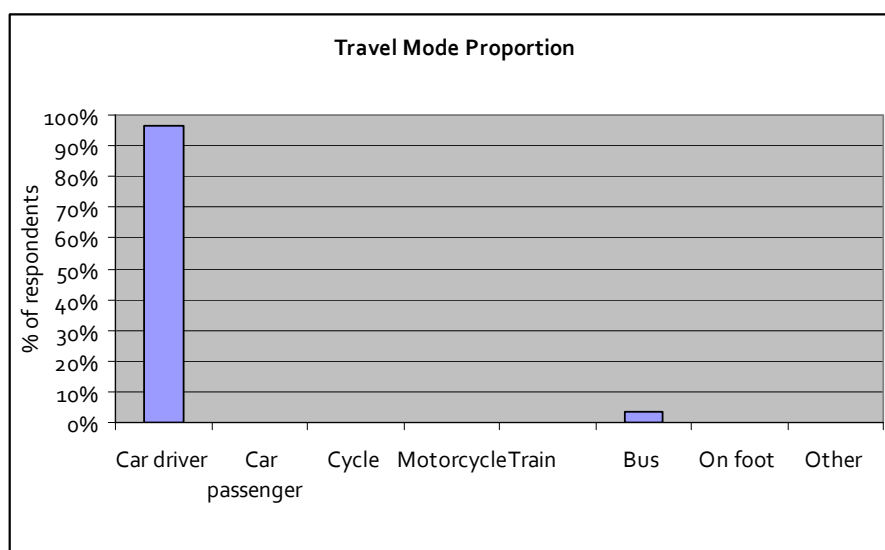
There were a total of 31 respondents, with 94 percent travelling to the site for work and 6 percent visiting.

Figure 3.73: Travel Time



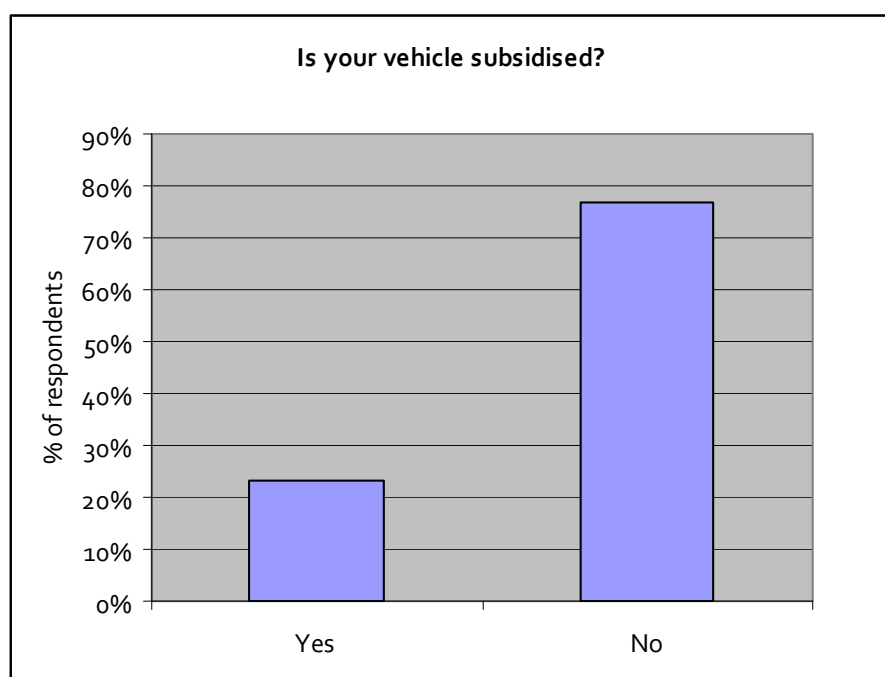
The average travel time for car occupants was 41 minutes, while the travel time for alternate modes was greater than 100 minutes. The median travel time period for car occupants was 21-40 minutes and greater than 100 minutes for alternative modes. The high travel times associated with the alternative modes resulted from only a single respondent, who had travelled to the site from interstate.

Figure 3.74: Mode of Travel



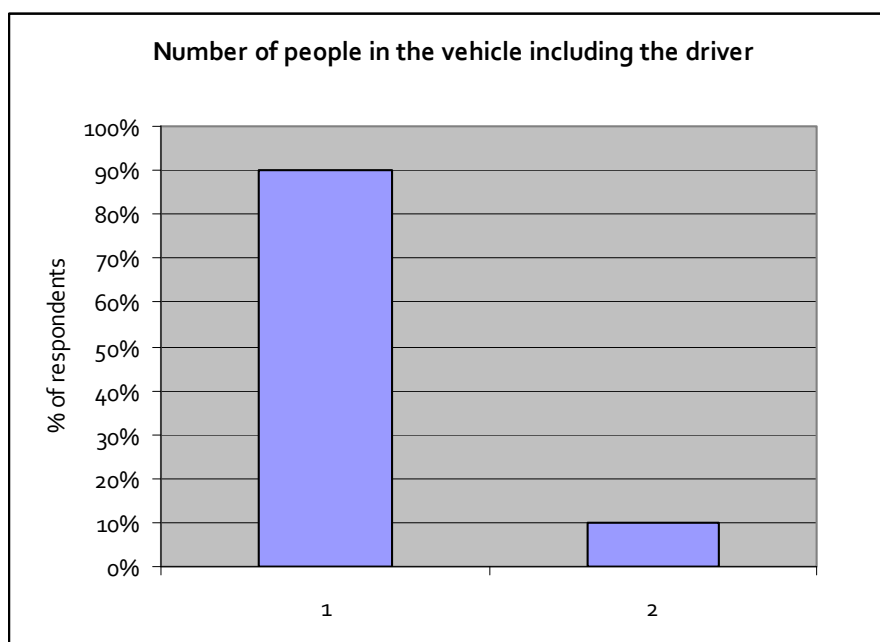
97 percent of the respondents travelled to the site by car. None of the respondents walked, cycled or travelled by train to the site.

Figure 3.75: Vehicle Subsidies



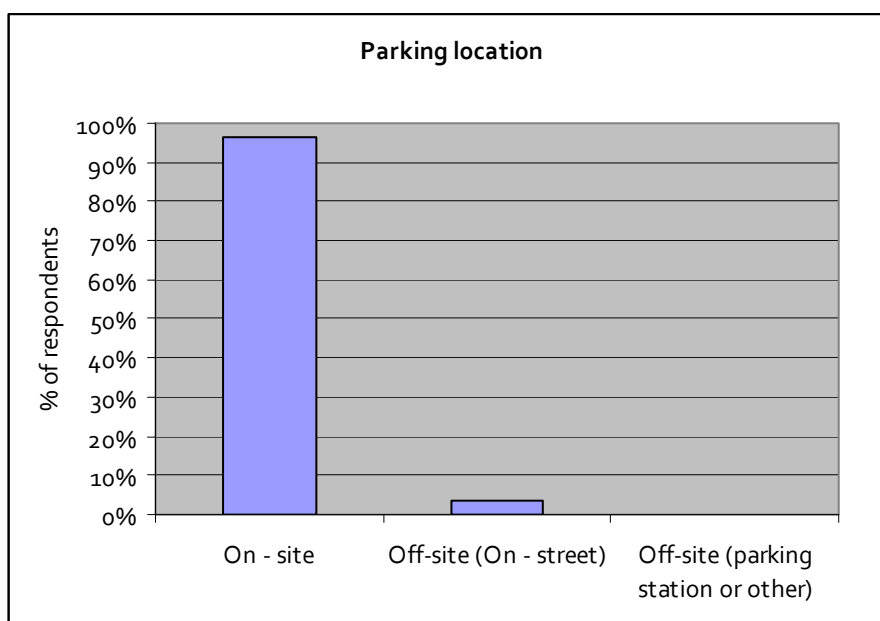
77 percent of respondents did not receive a vehicle subsidy, with the remaining 23 percent having their vehicle subsidised in some way.

Figure 3.76: Vehicle Occupancy



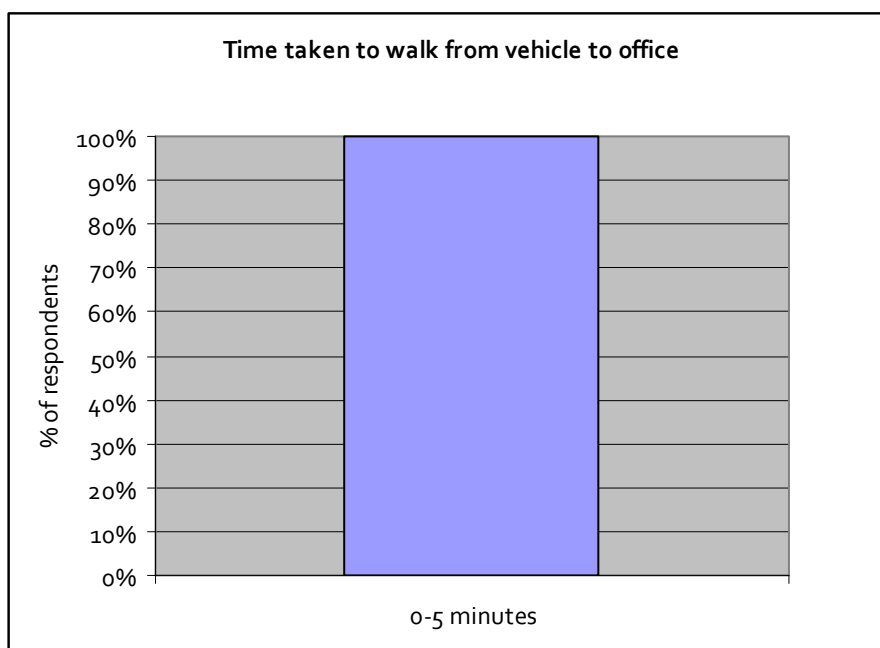
90 percent of respondents drove to work in their vehicles on their own.

Figure 3.77: Parking Location



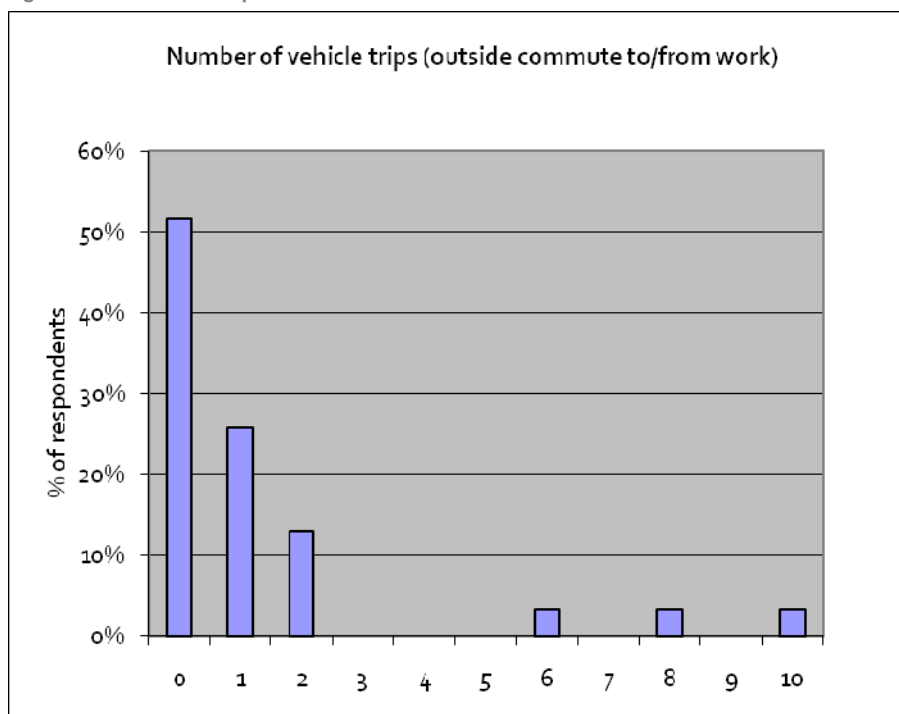
97 percent of respondents parked on site in the staff car park. One individual parked on the adjacent street. There were no respondents who parked in another building or parking station. This is due to the high level of parking provided on-site for staff and visitors.

Figure 3.78: Time to Walk from Parking



All respondents took 5 minutes or less to walk from their vehicles to the office, since nearly all those surveyed parked on-site in the staff car park.

Figure 3.79: Business Trips

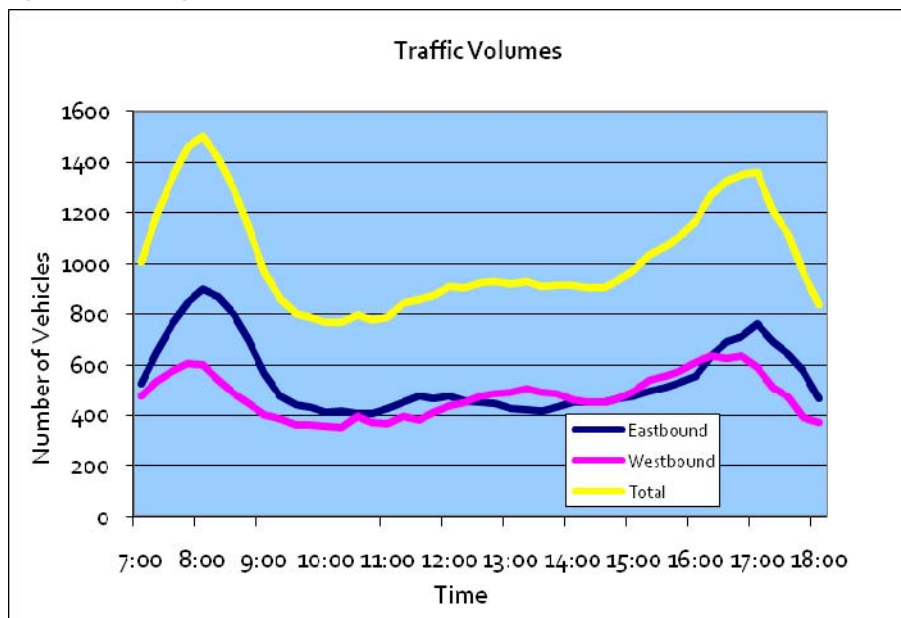


52 percent of respondents made no vehicle trips during the day, while 39 percent of respondents made 1-2 trips during the day, excluding their commute to and from work.

3.10 OB9 – 22 Honeysuckle Drive, Newcastle

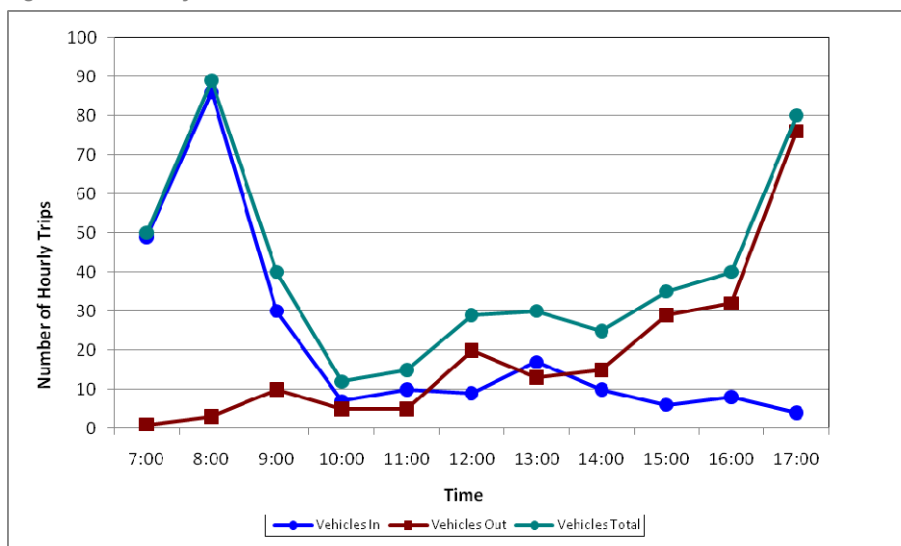
3.10.1 Traffic Survey Results

Figure 3.80: Hourly Traffic Volumes



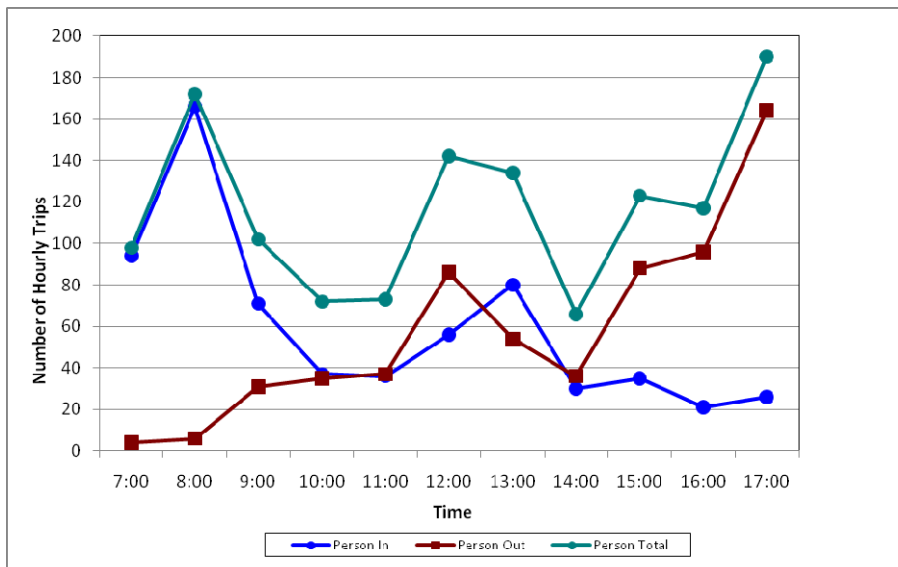
3.10.2 Car Parking Survey Results

Figure 3.81: Hourly Car Park In/Out Volumes



3.10.3 Pedestrian Survey Results

Figure 3.82: Hourly Staff & Visitor In/Out Volumes



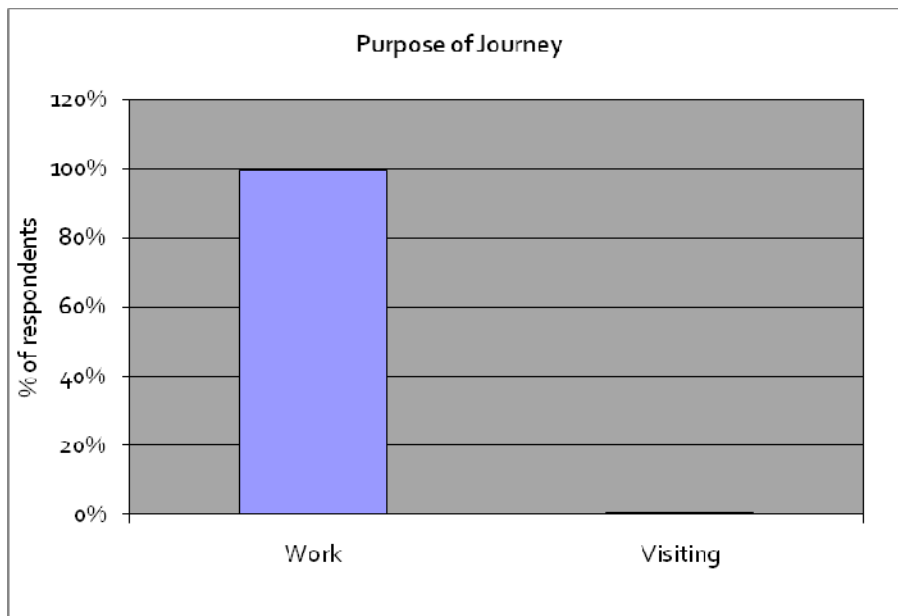
3.10.4 Pedestrian Questionnaire/Interview Survey Results

There were a total of 331 respondents for this site.

Origin Post Code Data

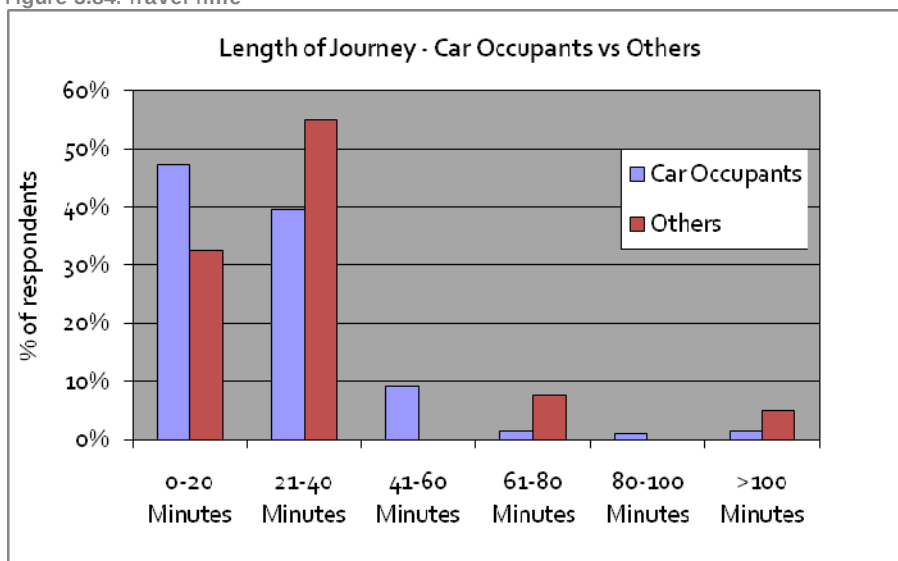
The average distance for the 331 respondents working or visiting this site was approximately 15km.

Figure 3.83: Trip Purpose



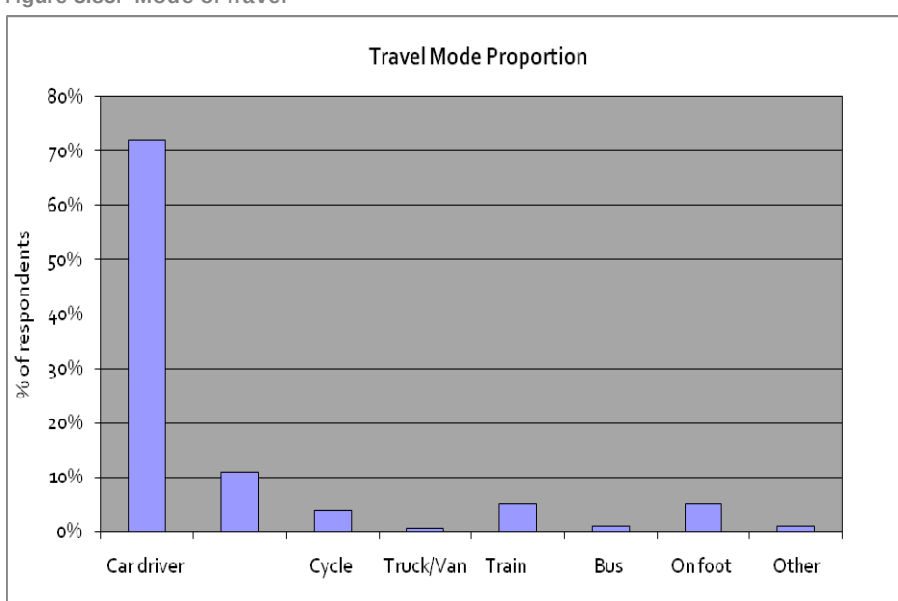
There were a total of 331 respondents. 99% respondents attended the site for work.

Figure 3.84: Travel Time



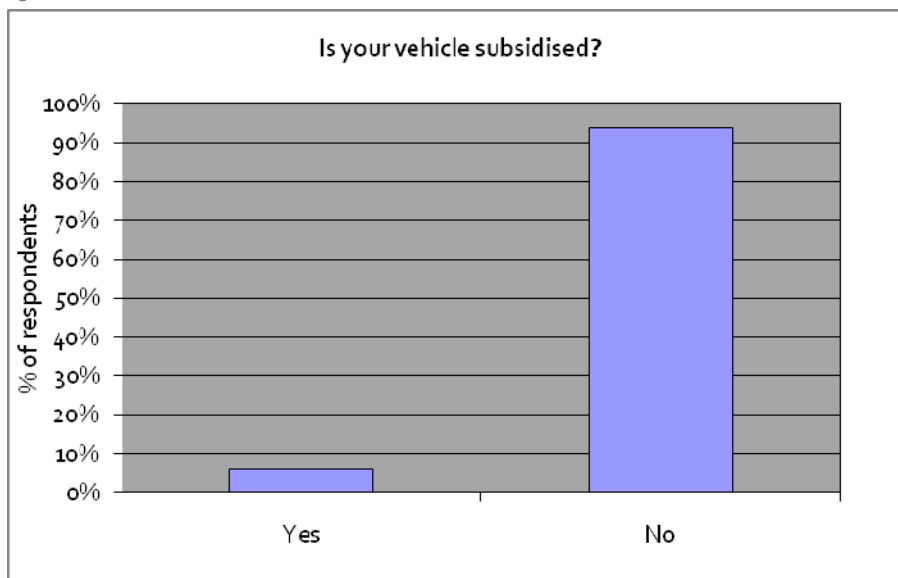
The average travel time for car occupants was 25 minutes, while the travel time for alternate modes was greater than 31 minutes. The median travel time period for both modes was 21-40 minutes.

Figure 3.85: Mode of Travel



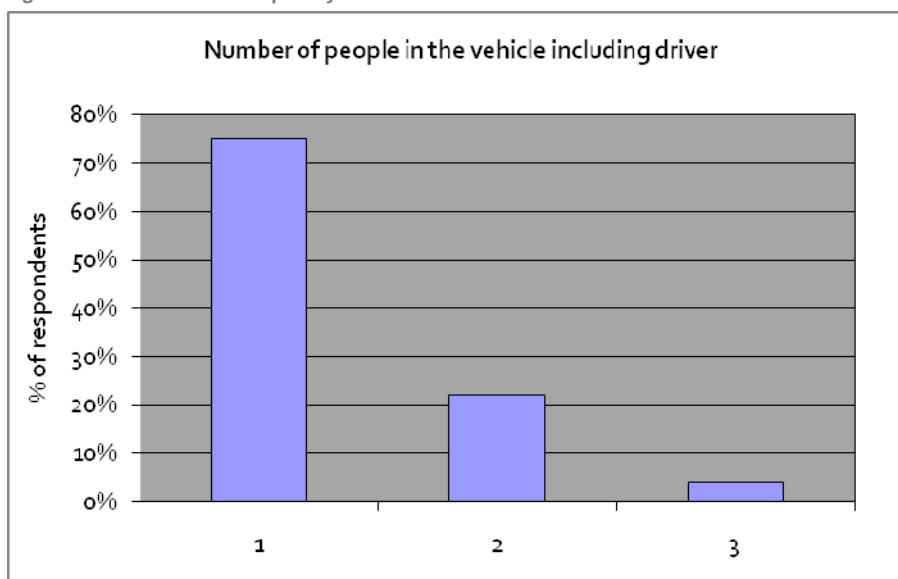
83 percent of the respondents travelled to the site by car. 4 percent cycled and 5 percent caught the train to work.

Figure 3.86: Vehicle Subsidies



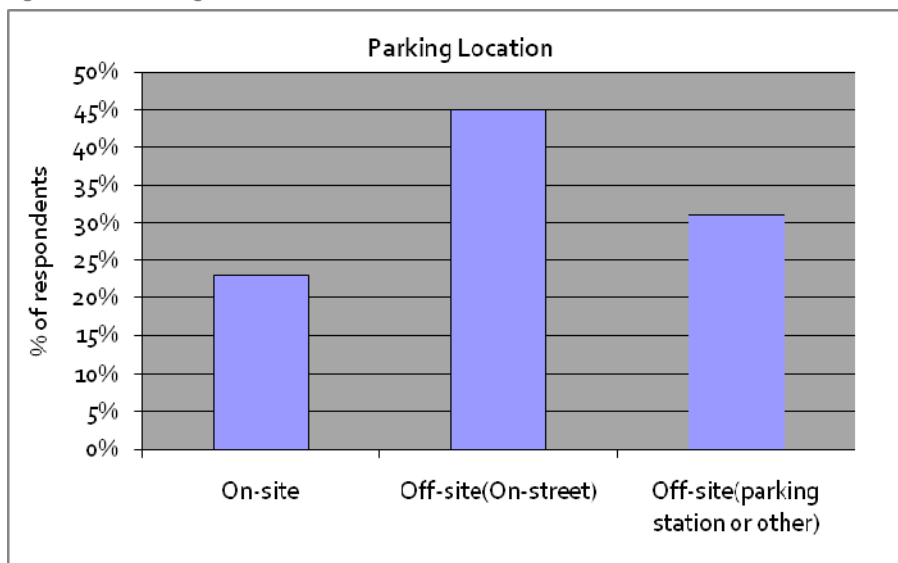
94 percent of respondents did not receive a vehicle subsidy, with the remaining 6 percent having their vehicle subsidised in some way.

Figure 3.87: Vehicle Occupancy



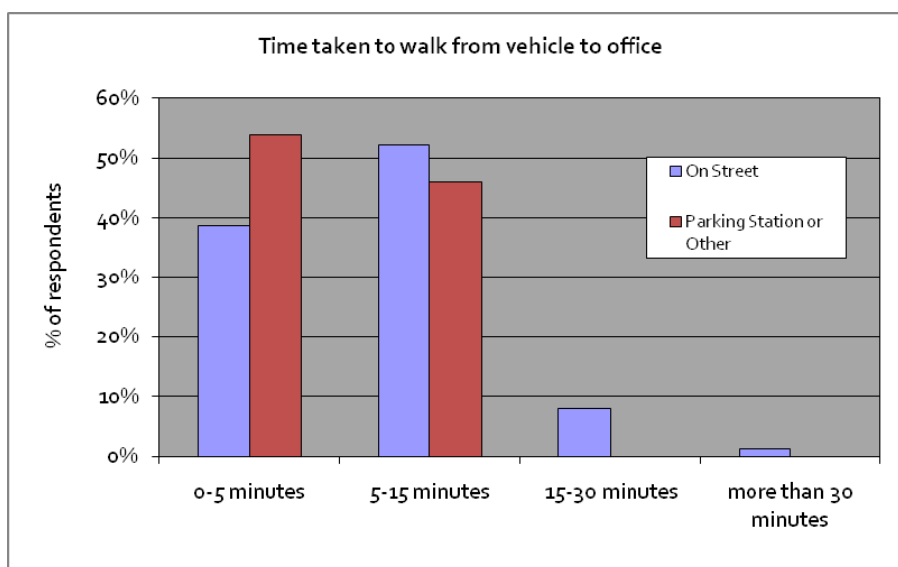
75 percent of respondents drove to work in their vehicles on their own, with 22 percent of respondents having one passenger with them.

Figure 3.88: Parking Location



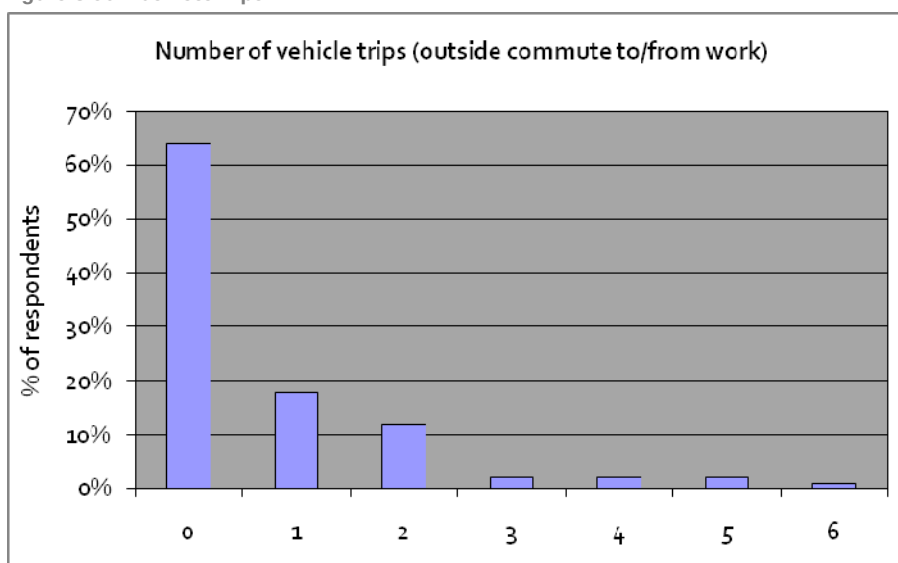
The largest proportion of respondents (45%) parked off- site on Honeysuckle Drive. 23 percent of respondents parked on site in the staff car park.

Figure 3.89: Time to Walk from Parking



The average time to walk from an on-street parked vehicle to the site was 9 minutes, while the average time for people who parked in parking stations or other buildings was 6 minutes. The median time periods for each group were 5-15 minutes and 0-5 minutes, respectively.

Figure 3.90: Business Trips

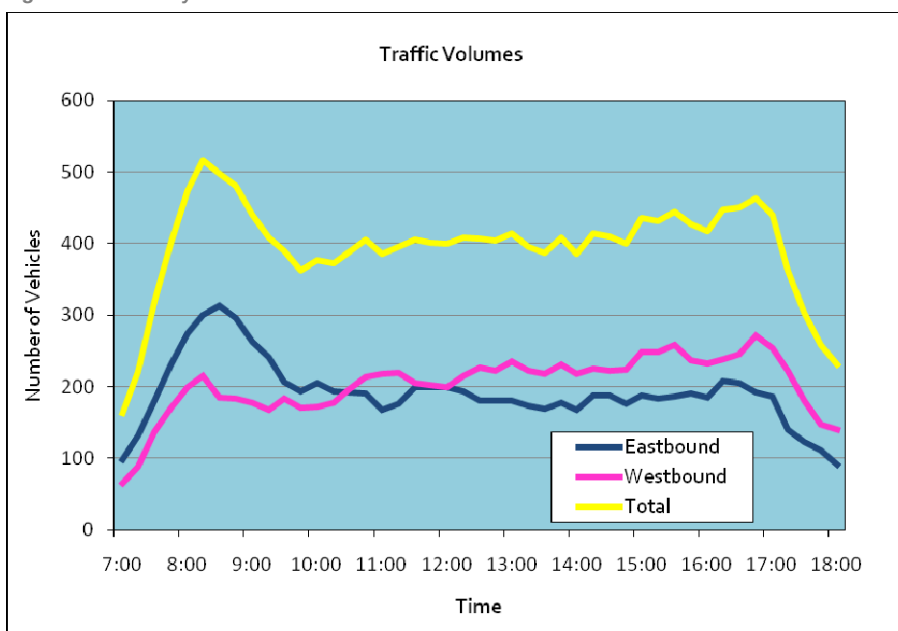


64 percent of respondents made no vehicle trips during the day, while 40 percent of respondents made 1-2 trips during the day, excluding their commute to and from work.

3.11 OB10 – 77 Market Street, Wollongong

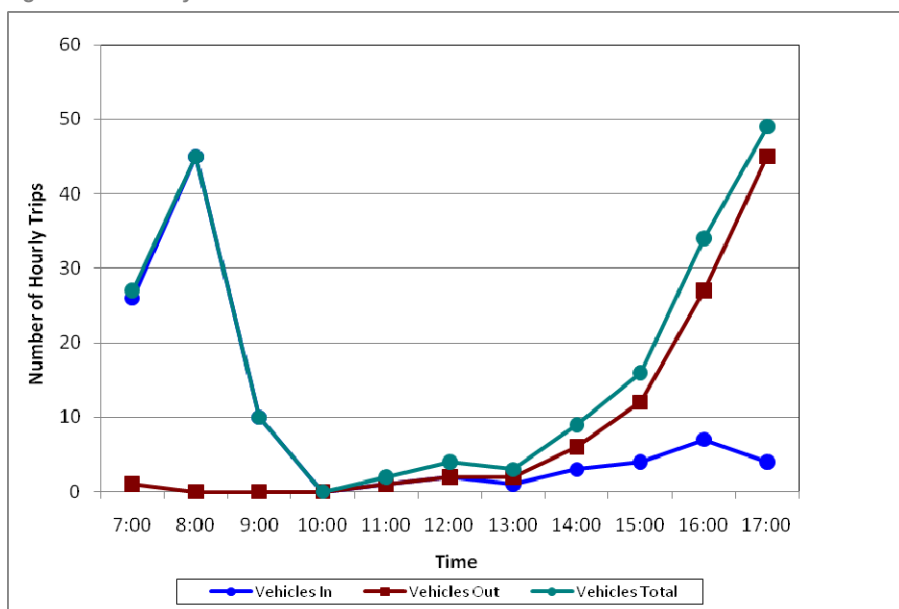
3.11.1 Traffic Survey Results

Figure 3.91: Hourly Traffic Volumes



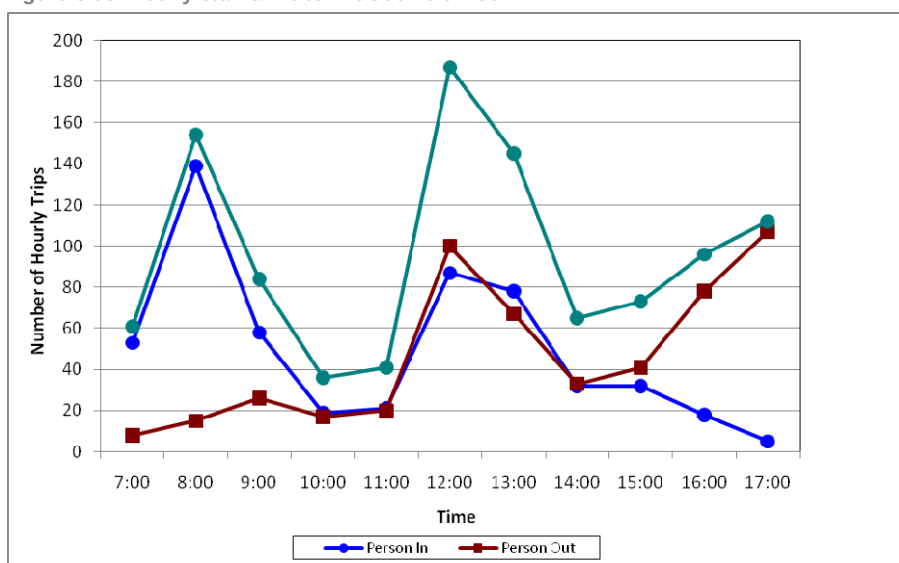
3.11.2 Car Parking Survey Results

Figure 3.92: Hourly Car Park In/Out Volumes



3.11.3 Pedestrian Survey Results

Figure 3.93: Hourly Staff & Visitor In/Out Volumes



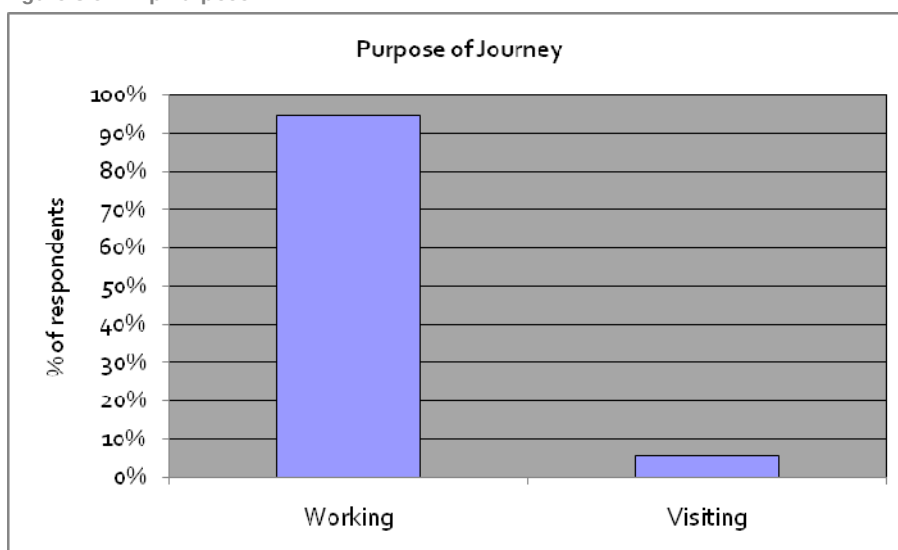
3.11.4 Pedestrian Questionnaire/Interview Survey Results

There were a total of 91 respondents for this site.

Origin Post Code Data

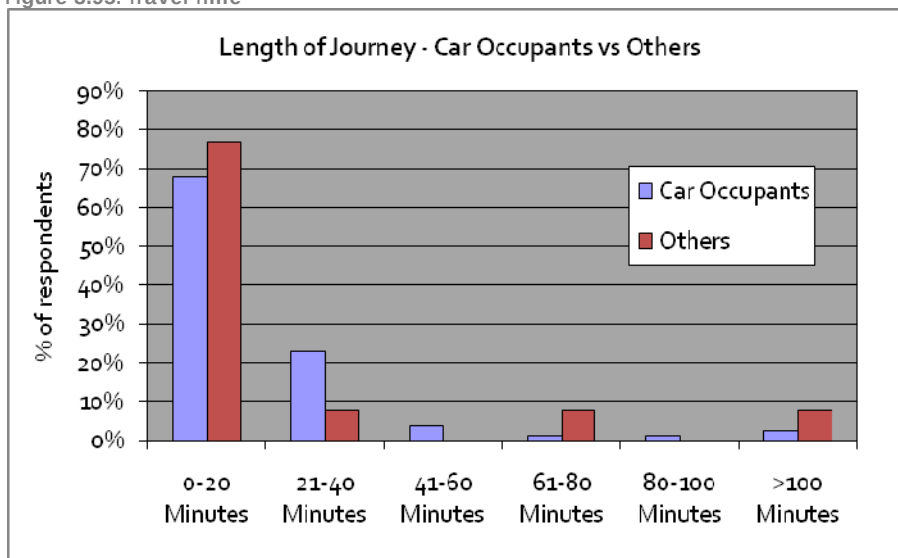
The average distance for the 91 respondents working or visiting this site was approximately 15km.

Figure 3.94: Trip Purpose



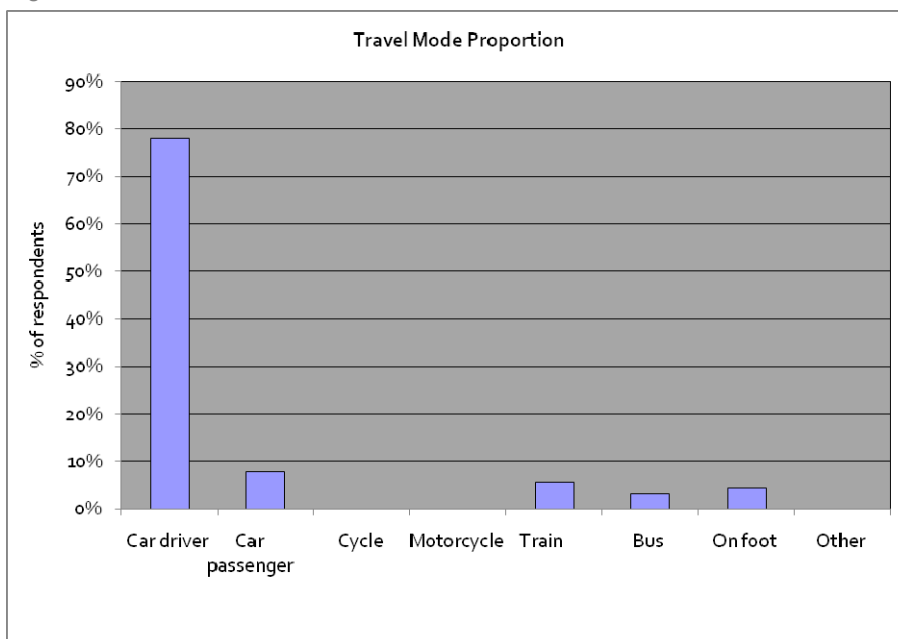
There were a total of 90 respondents who completed this question, with 94 percent travelling to the site for work and 6 percent visiting.

Figure 3.95: Travel Time



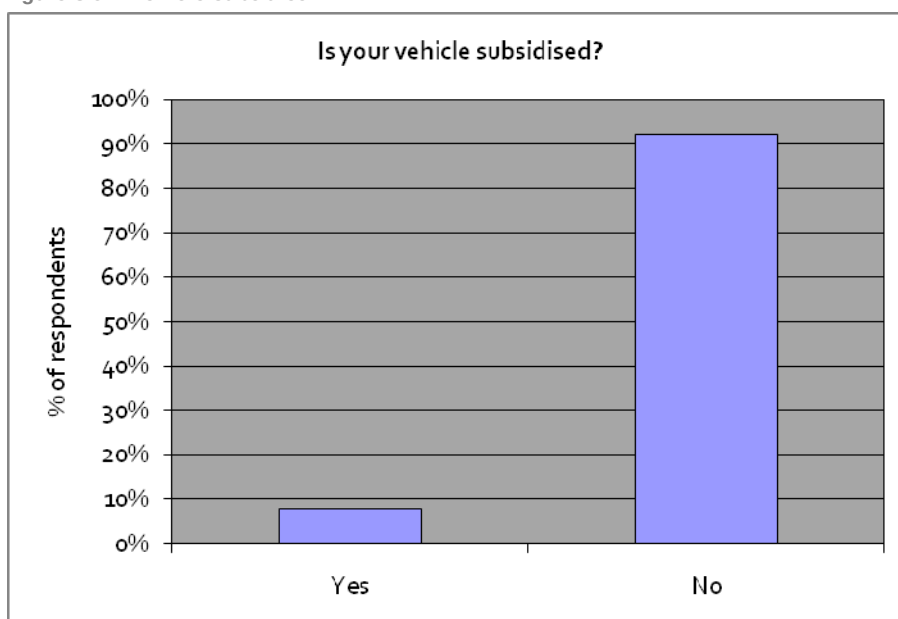
The average travel time for car occupants was 24 minutes, while the travel time for alternate modes was greater than 21 minutes. The median travel time period for both modes was 0-20 minutes.

Figure 3.96: Mode of Travel



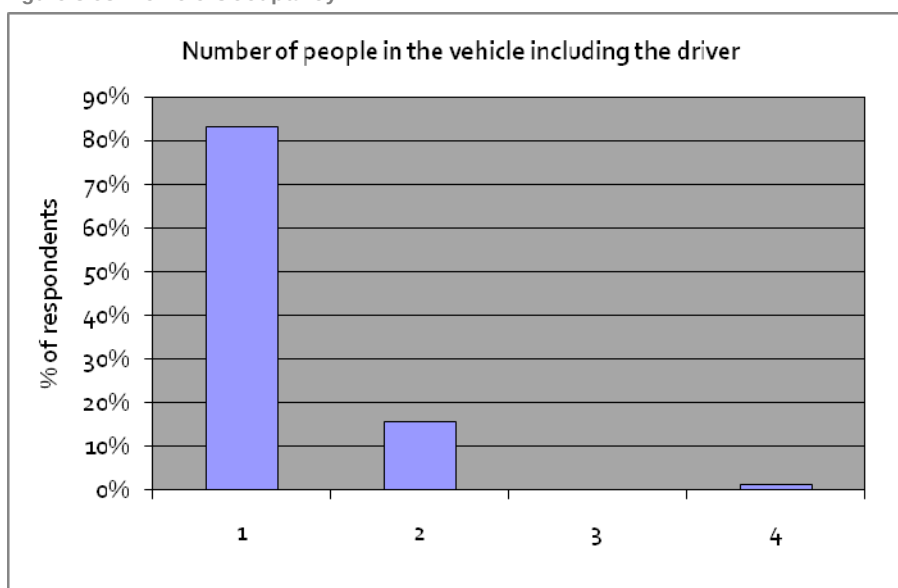
86 percent of the respondents travelled to the site by car, either as a driver or passenger. None of the respondents cycled to the site.

Figure 3.97: Vehicle Subsidies



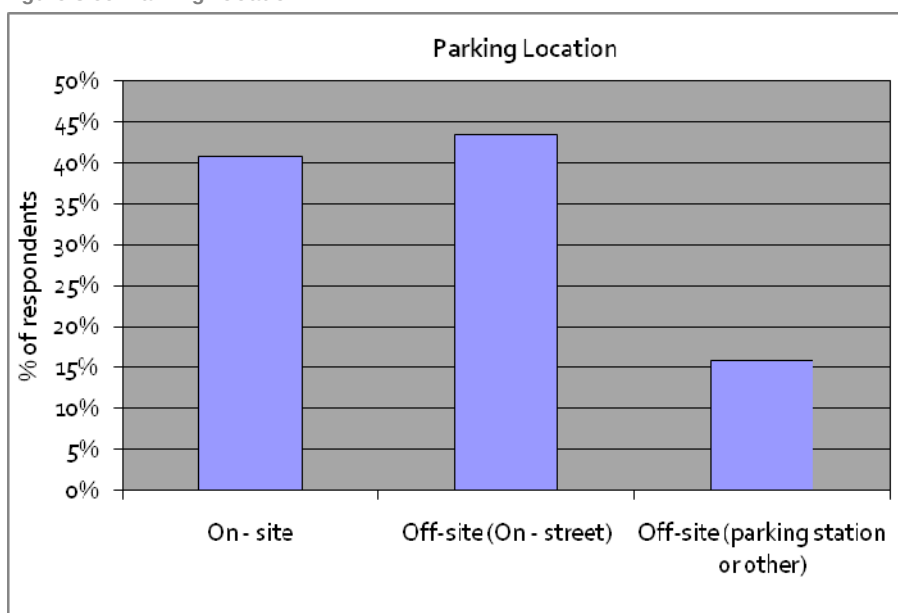
92 percent of respondents did not receive a vehicle subsidy, with the remaining 8 percent having their vehicle subsidised in some way.

Figure 3.98: Vehicle Occupancy



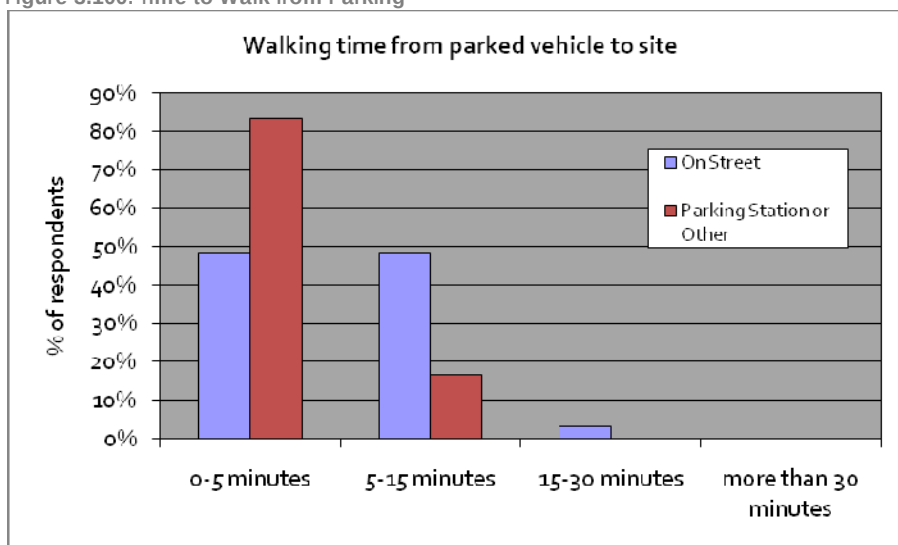
83 percent of respondents drove to work in their vehicles on their own.

Figure 3.99: Parking Location



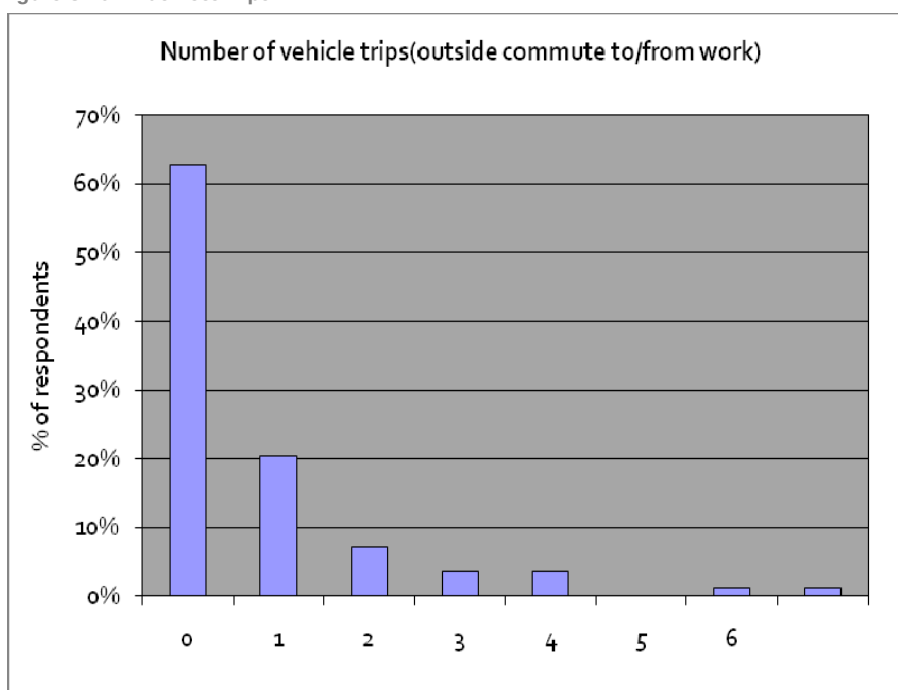
The largest proportion of respondents (43%) parked off-site on the street. 41 percent of respondents parked on-site and the remaining 16 percent parked off-site in parking stations or other car parks.

Figure 3.100: Time to Walk from Parking



The average time to walk from an on-street parked vehicle to the site was 7 minutes, while the average time for people who parked in parking stations or other buildings was 4 minutes. The median time periods for each group were 0-5 minutes and 5-15 minutes, respectively.

Figure 3.101: Business Trips



63 percent of respondents made no vehicle trips during the day, while 27 percent of respondents made 1-2 trips during the day, excluding their commute to and from work.

Appendix A

Appendix A

RTA Public Transport Accessibility Based Survey Methodology

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 draft methodology will be further refined over time. It is presented here as background information only, to assist contractors in selecting a set of suitable survey locations, and is not to be distributed externally.

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 which reflects the extent to which parking supply can be, or should be, modified for a particular landuse.

The Accessibility Score is the relevant factor when candidate sites are being considered for any particular survey. It 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), and is included here for information only.

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 – 400m Score = 8 Light rail or ferry route 400 – 800m Score = 4 Light rail or ferry route >800m Score = 0 Bus scores: Each bus route 0 – 400m Score = 4 Each bus route 400 – 800m Score = 1 Each bus route > 800m Score = 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 route Multiply by 1 Bus Transitway Multiply bus route score by 3 Other Strategic Bus Corridor* Multiply bus route score by 2 Corridor with express services Multiply 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 of services for each mode (NB: only those actually setting down at route stop/station)	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 <u>Public Transport Score</u> from Step 4. above to <u>Centre Score</u> 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

Accessibility Score	Accessibility Discount factor (AD)	Indicative examples
250+	0.9	Sydney CBD; North Sydney CBD
220 - 249	0.75	Sydney CBD fringe; Parramatta CBD
180 – 219	0.6	Fringes of larger centres; Major centres
140 – 179	0.4	Fringes of Major centres; medium centres
80 – 139	0.3	Smaller centres on Strategic Bus Corridors
21 - 79	0.2	Odd pockets and corridors
0 - 20	0	“Standard” background public transport levels; remote areas. No parking reduction necessary.

Table 2 – Estimating the Accessibility Discount factor

Figure 1 overleaf shows the distribution of Accessibility Scores based on public transport timetable information currently available for the greater Sydney area.

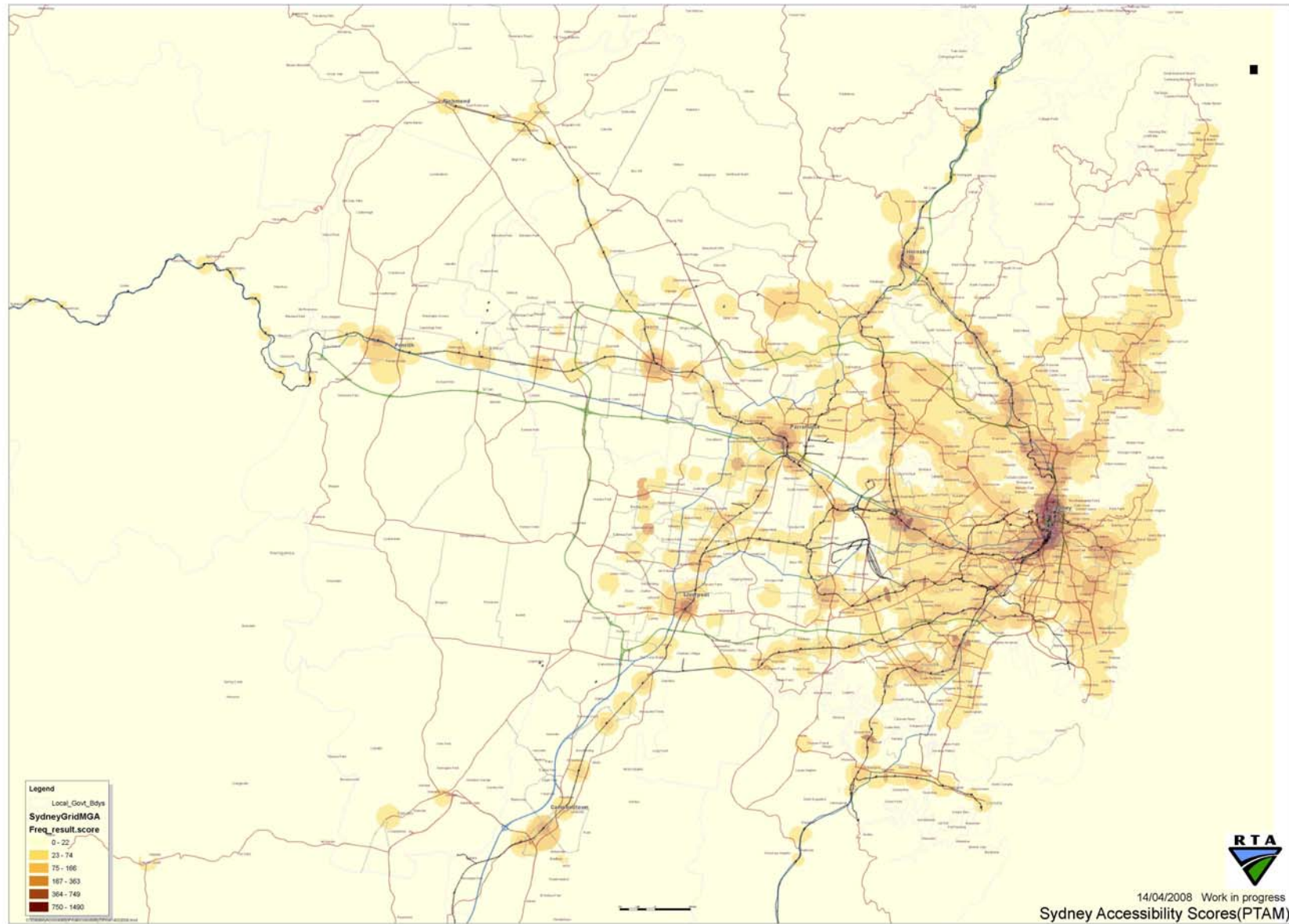


Figure 1 - Distribution of Sydney Accessibility Scores

Appendix B

“Site by Site” Detailed Traffic Survey Data Sets

Site OB1 - North Sydney

LOCATION: 100 Arthur St, North Sydney

Traffic Volume on Aurthur Street

Date: Tuesday, 08/12/09



Time	Northbound	Southbound	Total
7:00 - 7:15	144	0	144
7:15 - 7:30	205	0	205
7:30 - 7:45	245	0	245
7:45 - 8:00	266	0	266
8:00 - 8:15	282	0	282
8:15 - 8:30	286	0	286
8:30 - 8:45	277	0	277
8:45 - 9:00	259	0	259
9:00 - 9:15	226	0	226
9:15 - 9:30	205	0	205
9:30 - 9:45	69	0	69
9:45 - 10:00	180	3	183
10:00 - 10:15	137	3	140
10:15 - 10:30	188	2	190
10:30 - 10:45	127	4	131
10:45 - 11:00	180	6	186
11:00 - 11:15	134	6	140
11:15 - 11:30	66	7	73
11:30 - 11:45	102	6	108
11:45 - 12:00	180	4	184
12:00 - 12:15	181	3	184
12:15 - 12:30	157	7	164
12:30 - 12:45	174	10	184
12:45 - 13:00	144	4	148
13:00 - 13:15	153	5	158
13:15 - 13:30	161	5	166
13:30 - 13:45	148	8	156
13:45 - 14:00	158	2	160

LOCATION: 100 Arthur St, North Sydney

Traffic Volume on Aurthur Street

Date: Tuesday, 08/12/09



Time	Northbound	Southbound	Total
14:00 - 14:15	136	1	137
14:15 - 14:30	141	7	148
14:30 - 14:45	166	6	172
14:45 - 15:00	154	3	157
15:00 - 15:15	108	5	113
15:15 - 15:30	169	8	177
15:30 - 15:45	186	4	190
15:45 - 16:00	189	4	193
16:00 - 16:15	177	8	185
16:15 - 16:30	175	3	178
16:30 - 16:45	195	9	204
16:45 - 17:00	162	8	170
17:00 - 17:15	237	14	251
17:15 - 17:30	220	14	234
17:30 - 17:45	205	7	212
17:45 - 18:00	219	12	231
18:00 - 18:15	194	7	201
18:15 - 18:30	202	8	210
18:30 - 18:45	172	8	180
18:45 - 19:00	165	7	172
Total	8606	228	8834
Peak	286	14	286



Date: Tuesday, 08/12/09

Time	VEHICLES PARKED ON SITE				START	22	END	36					Visitors Cars Outside
	Non-Commercial Vehicles		Occupants		Commercial Vehicles		Occupants						
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00 - 7:15	1	0	1	0	0	0	0	0	24	0	0	0	0
7:15 - 7:30	6	0	8	0	1	0	1	0	27	1	0	0	0
7:30 - 7:45	14	0	13	0	3	0	3	0	37	6	0	0	1
7:45 - 8:00	8	0	8	0	0	0	0	0	62	7	0	0	2
8:00 - 8:15	12	0	13	0	0	0	0	0	76	5	0	0	1
8:15 - 8:30	3	0	6	0	1	0	1	0	75	3	0	0	0
8:30 - 8:45	8	0	6	0	1	0	1	0	111	17	0	0	0
8:45 - 9:00	4	0	5	0	0	1	0	1	68	9	0	0	0
9:00 - 9:15	3	0	3	0	0	0	0	0	60	12	0	0	0
9:15 - 9:30	1	0	1	0	1	0	2	0	44	12	0	0	0
9:30 - 9:45	1	0	1	0	0	0	0	0	30	12	0	0	0
9:45 - 10:00	2	0	2	0	0	0	0	0	18	21	0	0	0
10:00 - 10:15	1	0	1	0	1	0	2	0	25	15	0	0	0
10:15 - 10:30	1	0	1	0	0	0	0	0	26	8	0	0	0
10:30 - 10:45	1	1	1	1	0	0	0	0	23	12	0	0	0
10:45 - 11:00	1	2	1	2	0	0	0	0	16	10	0	0	0
11:00 - 11:15	1	0	0	0	1	0	1	0	25	27	0	0	0
11:15 - 11:30	4	0	4	0	0	1	0	1	21	20	0	0	0
11:30 - 11:45	0	0	0	0	1	2	1	2	15	10	0	0	0
11:45 - 12:00	1	1	2	1	1	1	1	1	10	22	0	0	0
12:00 - 12:15	1	1	1	1	0	1	0	1	23	80	0	0	0
12:15 - 12:30	1	1	1	1	1	0	0	0	45	97	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	48	83	0	0	0
12:45 - 13:00	2	0	2	0	0	0	0	0	45	61	0	0	0
13:00 - 13:15	0	2	0	3	1	0	0	0	57	67	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	89	29	0	0	0
13:30 - 13:45	0	1	0	1	0	2	0	2	58	26	0	0	0
13:45 - 14:00	2	1	2	1	0	0	0	0	46	23	0	0	0
14:00 - 14:15	0	0	1	0	0	0	0	0	26	16	0	0	0
14:15 - 14:30	2	0	2	0	0	0	0	0	30	22	0	0	0
14:30 - 14:45	0	2	0	2	0	0	0	0	20	6	0	0	0
14:45 - 15:00	0	1	0	1	0	0	0	0	31	22	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	14	16	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	15	6	0	0	0
15:30 - 15:45	0	2	0	3	0	0	0	0	14	30	0	0	0
15:45 - 16:00	0	4	0	5	0	1	0	1	17	25	0	0	0
16:00 - 16:15	1	1	1	2	0	0	0	0	22	41	0	0	0
16:15 - 16:30	1	2	1	2	0	0	0	0	8	30	0	0	0
16:30 - 16:45	0	3	0	3	0	0	0	0	4	36	0	0	0
16:45 - 17:00	0	1	0	1	0	0	0	0	2	48	0	0	0
17:00 - 17:15	0	6	0	8	0	0	0	0	8	88	0	0	0
17:15 - 17:30	0	8	0	8	0	0	0	0	6	69	0	0	0
17:30 - 17:45	0	5	0	6	0	0	0	0	4	56	0	0	0
17:45 - 18:00	0	4	0	4	0	0	0	0	0	81	0	0	0
18:00 - 18:15	0	10	0	10	0	0	0	0	2	52	0	0	0
18:15 - 18:30	0	12	0	10	0	2	0	2	1	20	0	0	0
Total	83	71	88	76	13	11	13	11	1428	1359	0	0	4
Peak	14	12	13	10	3	2	3	2	111	97	0	0	2

LOCATION: 100 Arthur St, North Sydney



Date: Tuesday, 08/12/09

Hourly Counts	Non - Commercial						Commercial						Total						
	Vehicles			Occupants			Vehicles			Occupants			Vehicles			Person (include pedestrians)			Visitors Cars Outside
Time	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
7:00 - 8:00	29	0	29	30	0	30	4	0	4	4	0	4	33	0	33	184	14	198	3
7:15 - 8:15	40	0	40	42	0	42	4	0	4	4	0	4	44	0	44	248	19	267	4
7:30 - 8:30	37	0	37	40	0	40	4	0	4	4	0	4	41	0	41	294	21	315	4
7:45 - 8:45	31	0	31	33	0	33	2	0	2	2	0	2	33	0	33	359	32	391	3
8:00 - 9:00	27	0	27	30	0	30	2	1	3	2	1	3	29	1	30	362	35	397	1
8:15 - 9:15	18	0	18	20	0	20	2	1	3	2	1	3	20	1	21	336	42	378	0
8:30 - 9:30	16	0	16	15	0	15	2	1	3	3	1	4	18	1	19	301	51	352	0
8:45 - 9:45	9	0	9	10	0	10	1	1	2	2	1	3	10	1	11	214	46	260	0
9:00 - 10:00	7	0	7	7	0	7	1	0	1	2	0	2	8	0	8	161	57	218	0
9:15 - 10:15	5	0	5	5	0	5	2	0	2	4	0	4	7	0	7	126	60	186	0
9:30 - 10:30	5	0	5	5	0	5	1	0	1	2	0	2	6	0	6	106	56	162	0
9:45 - 10:45	5	1	6	5	1	6	1	0	1	2	0	2	6	1	7	99	57	156	0
10:00 - 11:00	4	3	7	4	3	7	1	0	1	2	0	2	5	3	8	96	48	144	0
10:15 - 11:15	4	3	7	3	3	6	1	0	1	1	0	1	5	3	8	94	60	154	0
10:30 - 11:30	7	3	10	6	3	9	1	1	2	1	1	2	8	4	12	92	73	165	0
10:45 - 11:45	6	2	8	5	2	7	2	3	5	2	3	5	8	5	13	84	72	156	0
11:00 - 12:00	6	1	7	6	1	7	3	4	7	3	4	7	9	5	14	80	84	164	0
11:15 - 12:15	6	2	8	7	2	9	2	5	7	2	5	7	8	7	15	78	139	217	0
11:30 - 12:30	3	3	6	4	3	7	3	4	7	2	4	6	6	7	13	99	216	315	0
11:45 - 12:45	3	3	6	4	3	7	2	2	4	1	2	3	5	5	10	131	287	418	0
12:00 - 13:00	4	2	6	4	2	6	1	1	2	0	1	1	5	3	8	165	324	489	0
12:15 - 13:15	3	3	6	3	4	7	2	0	2	0	0	0	5	3	8	198	312	510	0
12:30 - 13:30	2	2	4	2	3	5	1	0	1	0	0	0	3	2	5	241	243	484	0
12:45 - 13:45	2	3	5	2	4	6	1	2	3	0	2	2	3	5	8	251	189	440	0
13:00 - 14:00	2	4	6	2	5	7	1	2	3	0	2	2	3	6	9	252	152	404	0
13:15 - 14:15	2	2	4	3	2	5	0	2	2	0	2	2	2	4	6	222	98	320	0
13:30 - 14:30	4	2	6	5	2	7	0	2	2	0	2	2	4	4	8	165	91	256	0
13:45 - 14:45	4	3	7	5	3	8	0	0	0	0	0	0	4	3	7	127	70	197	0
14:00 - 15:00	2	3	5	3	3	6	0	0	0	0	0	0	2	3	5	110	69	179	0
14:15 - 15:15	2	3	5	2	3	5	0	0	0	0	0	0	2	3	5	97	69	166	0
14:30 - 15:30	0	3	3	0	3	3	0	0	0	0	0	0	0	3	3	80	53	133	0
14:45 - 15:45	0	3	3	0	4	4	0	0	0	0	0	0	0	3	3	74	78	152	0
15:00 - 16:00	0	6	6	0	8	8	0	1	1	0	1	1	0	7	7	60	86	146	0
15:15 - 16:15	1	7	8	1	10	11	0	1	1	0	1	1	1	8	9	69	113	182	0
15:30 - 16:30	2	9	11	2	12	14	0	1	1	0	1	1	2	10	12	63	139	202	0
15:45 - 16:45	2	10	12	2	12	14	0	1	1	0	1	1	2	11	13	53	145	198	0
16:00 - 17:00	2	7	9	2	8	10	0	0	0	0	0	0	2	7	9	38	163	201	0
16:15 - 17:15	1	12	13	1	14	15	0	0	0	0	0	0	1	12	13	23	216	239	0
16:30 - 17:30	0	18	18	0	20	20	0	0	0	0	0	0	0	18	18	20	261	281	0
16:45 - 17:45	0	20	20	0	23	23	0	0	0	0	0	0	0	20	20	20	284	304	0

LOCATION: 100 Arthur St, North Sydney



Date: Tuesday, 08/12/09

Hourly Counts	Non - Commercial						Commercial						Total						
	Vehicles			Occupants			Vehicles			Occupants			Vehicles			Person (include pedestrians)			Visitors Cars Outside
Time	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
17:00 - 18:00	0	23	23	0	26	26	0	0	0	0	0	0	0	23	23	18	320	338	0
17:15 - 18:15	0	27	27	0	28	28	0	0	0	0	0	0	0	27	27	12	286	298	0
17:30 - 18:30	0	31	31	0	30	30	0	2	2	0	2	2	0	33	33	7	241	248	0
Peak	40	31	40	42	30	42	4	5	7	4	5	7	44	33	44	362	324	510	4

INTERVIEWS

JOB Parking Occupancy (PO)
 CLIENT GTA
 SURVEY TYPE Manual
 SURVEY START 7:00
 SURVEY FINISH 18:30
 LOCATION 100 Arthur St, North Sydney
 DATE 08/12/2009
 WEATHER Fine
 SERIAL NO. 0233,0237, 0246-0250,0276, 0291-0294, 0301-0400,0410-0449,0455-0488,0532

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	1 = Work	1 = 0-20 minutes	1 = Car driver	1 = Yes		1 = On - site	1 = 0-5 minutes	
	2 = Visiting	2 = 21-40 minutes	2 = Car passenger	2 = No		2 = Off-site (On - street)	2 = 5-15 minutes	
		3 = 41-60 minutes	3 = Cycle			3 = Off-site (in a parking station or some other street)	3 = 15-30 minutes	
		4 = 61-80 minutes	4 = Motorcycle				4 = more than 30 minutes	
		5 = 81-100 minutes	5 = Train					
		6 = More than 100 minutes	6 = Bus					
			7 = On foot					
			8 = Other (specify)					

Serial No.	Q1 - Where have you come from today? (Postcodes or Suburb)		Q2 - What is your primary reason for coming here today?	Q3 - How long was your journey in minutes?	Q4 - How did you travel here this morning? (tick primary mode of travel only)	Q5 - Is your vehicle subsidised (ie salary sacrificed employer-owned)?	Q6 - How many people were in the car? (Including the driver)	Q7 - Where did you park?	Q8 - How long did it take you to walk to the office from where you parked your car?	Q9 - Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (eg deliveries, visiting clients, lunch, etc) (For workers in this building only - not for visitors)
	Postcode	Suburb								
0233	2560		1	4	1	2	1	3	1	0
0247	2565	Ingleburn	1	5	5					0
0291	2763		1	5	5					0
0294	2076		1	2	5					2
0302	2126		1	2	1	1	2	3	1	0
0303	2256		1	6	5					0
0304	2210		1	3	4			2	1	0
0306	2148		1	3	5,6					0
0308	2030		1	1	4			2	1	0
0309	2066		1	3	6					
0317	2062		1	2	7					0
0324	2076	Wahroonga	1	2	1	2	1	3	1	0
0329	2066	Lane Cove	1	1	2	2	4	1	1	1-2
0330	2088		1	1	1	2	1	3	2	0
0340	2025		1	2	6					0
0343	2077		1	2	5					0
0344	2077	Hornsby	1	3	5					0
0350	2011		1	2	5	2				0

0351	2218		1	4	5					0
0353	2090	Cremorne	1	1	6					
0362	2232	Sutherland	1	4	5,7	2			3	2
0365	2153		1	3	5					1
0371	2099	Dee Why	1	2	4			2	2	0
0376	2070		1	1	5					0
0382	2234	Barden Ridge	1	3	5					3
0383	2217		1	2	5					5
0390	2130		1	3	5					0
0398	2066		1	1	2,7	2	2	3	3	0
0411	2017		1	1	5	2				0
0414	2039	Rozelle	1	3	4			2	3	0
0419	2047		1	2	7, 8 - Ferry					0
0420	2768		1	5	6	2				0
0427	2077	Wailara	1	2	5					0
0429	2000		1	1	6					0
0432	2046		1	3	6,7,8 - Ferry					0
0433	2000		1	3	5	2				0
0434	2011		1	2	5					0
0436	2060		1	1	7					0
0439	2031	Randwick	1	4	6					0
0442	2218		1	3	5					0
0444	2064	Artarmon	1	1	5	2				0
0455	2125		1	3	1	2	1	3	2	0
0461	2095		1	5	8 - Ferry					0
0469	2101		1	4	1	2	1	3	1	0
0471	2135	Strathfield	1	2	5	2				0
0477	2766	Rooty Hill	1	4	5	2			2	2
0480	2021		1	2	5					0
0481	2049	Petersham	1	2	5	2				1
0484	2086	Frenchs Forest	1	1	1	2	1	1		0
0487	2042		1	2	5					0
0488	2233	Heathcote	1	4	5					0
0532	2008		1	2	5					0

Site OB2 - Chatswood

LOCATION: 9 Help Street, Chatswood, NSW - CSR
 Traffic Volume on Help Street
 Date: Wednesday, 02/12/09



Time	Eastbound	Westbound	Total
7:00 - 7:15	72	75	147
7:15 - 7:30	82	73	155
7:30 - 7:45	83	67	150
7:45 - 8:00	93	70	163
8:00 - 8:15	83	60	143
8:15 - 8:30	103	72	175
8:30 - 8:45	105	67	172
8:45 - 9:00	101	83	184
9:00 - 9:15	87	71	158
9:15 - 9:30	50	82	132
9:30 - 9:45	103	79	182
9:45 - 10:00	98	69	167
10:00 - 10:15	93	66	159
10:15 - 10:30	110	70	180
10:30 - 10:45	122	60	182
10:45 - 11:00	98	80	178
11:00 - 11:15	89	63	152
11:15 - 11:30	98	60	158
11:30 - 11:45	97	58	155
11:45 - 12:00	89	74	163
12:00 - 12:15	81	70	151
12:15 - 12:30	91	61	152
12:30 - 12:45	78	71	149
12:45 - 13:00	98	72	170
13:00 - 13:15	93	65	158
13:15 - 13:30	89	81	170
13:30 - 13:45	85	73	158
13:45 - 14:00	86	65	151
14:00 - 14:15	87	85	172
14:15 - 14:30	77	67	144
14:30 - 14:45	57	105	162
14:45 - 15:00	83	107	190
15:00 - 15:15	81	116	197
15:15 - 15:30	69	132	201
15:30 - 15:45	82	124	206
15:45 - 16:00	86	140	226
16:00 - 16:15	74	139	213
16:15 - 16:30	79	146	225
16:30 - 16:45	79	142	221
16:45 - 17:00	86	129	215
17:00 - 17:15	77	140	217
17:15 - 17:30	79	113	192
17:30 - 17:45	102	104	206
17:45 - 18:00	92	118	210
18:00 - 18:15	80	119	199
18:15 - 18:30	89	123	212
18:30 - 18:45	103	124	227
18:45 - 19:00	104	114	218
Total	4223	4344	8567
Peak	122	146	227

LOCATION: 9 Help Street, Chatswood, NSW - CSR



Date: Wednesday, 02/12/09

NOTE: Two entrances for building. Construction work is taking place around the building.

Time	VEHICLES PARKED ON SITE				START	15	END	29	Pedestrians		Cyclists		Visitors Cars Outside
	Non-Commercial Vehicles		Occupants		Commercial Vehicles		Occupants						
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00 - 7:15	5	1	6	1	0	0	0	0	6	0	0	0	0
7:15 - 7:30	4	0	4	0	0	0	0	0	11	4	0	0	0
7:30 - 7:45	4	1	4	2	0	0	0	0	21	3	0	0	0
7:45 - 8:00	12	0	12	0	0	0	0	0	27	3	0	0	0
8:00 - 8:15	8	0	8	0	0	0	0	0	18	6	0	0	0
8:15 - 8:30	9	0	9	0	0	0	0	0	44	9	0	0	0
8:30 - 8:45	13	0	13	0	0	0	0	0	51	2	0	0	0
8:45 - 9:00	8	0	8	0	0	0	0	0	51	10	0	0	0
9:00 - 9:15	9	0	9	0	2	0	2	0	31	10	0	0	0
9:15 - 9:30	6	2	6	2	0	1	0	1	23	14	0	0	0
9:30 - 9:45	5	0	5	0	0	0	0	0	21	12	0	0	0
9:45 - 10:00	6	0	6	1	0	0	0	0	15	12	0	0	0
10:00 - 10:15	1	0	1	0	0	0	0	0	14	13	0	0	0
10:15 - 10:30	1	0	1	0	0	0	0	0	16	8	0	0	0
10:30 - 10:45	5	0	5	0	0	0	0	0	19	16	0	0	0
10:45 - 11:00	1	1	2	1	0	0	0	0	7	8	0	0	0
11:00 - 11:15	1	0	1	0	0	0	0	0	13	6	0	0	0
11:15 - 11:30	1	0	1	0	0	1	0	1	10	13	0	0	0
11:30 - 11:45	2	1	2	1	0	0	0	0	5	16	0	0	0
11:45 - 12:00	1	2	1	2	1	0	1	0	6	19	0	0	0
12:00 - 12:15	3	1	3	1	0	0	0	0	9	48	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	15	51	0	0	0
12:30 - 12:45	1	0	1	0	0	0	0	0	20	40	0	0	0
12:45 - 13:00	2	0	2	0	0	0	0	0	16	21	0	0	0
13:00 - 13:15	0	2	0	2	1	0	1	0	38	29	0	0	0
13:15 - 13:30	1	0	1	0	0	0	0	0	40	15	0	0	0
13:30 - 13:45	1	3	1	4	0	1	0	1	21	19	0	0	0
13:45 - 14:00	2	0	2	0	0	0	0	0	22	9	0	0	0
14:00 - 14:15	1	0	1	0	0	0	0	0	24	11	0	0	0
14:15 - 14:30	1	0	1	0	0	0	0	0	19	13	0	0	0
14:30 - 14:45	2	2	2	2	0	1	0	1	17	4	0	0	0
14:45 - 15:00	0	1	0	1	0	0	0	0	11	7	0	0	0
15:00 - 15:15	0	0	0	0	1	1	1	1	11	2	0	0	0
15:15 - 15:30	0	6	0	6	0	0	0	0	2	7	0	0	0
15:30 - 15:45	0	3	0	3	0	0	0	0	15	18	0	0	0
15:45 - 16:00	1	1	1	1	0	0	0	0	9	14	0	0	0
16:00 - 16:15	0	4	0	4	0	0	0	0	6	8	0	0	0
16:15 - 16:30	1	1	1	1	0	0	0	0	5	13	0	0	0
16:30 - 16:45	0	2	0	2	0	0	0	0	5	20	0	0	0
16:45 - 17:00	0	4	0	5	0	0	0	0	2	18	0	0	0
17:00 - 17:15	0	6	0	7	1	1	1	1	5	37	0	0	0
17:15 - 17:30	0	14	0	14	0	0	0	0	2	46	0	0	0
17:30 - 17:45	0	8	0	9	0	0	0	0	0	26	0	0	0
17:45 - 18:00	1	14	1	14	0	0	0	0	1	41	0	0	0
18:00 - 18:15	0	13	0	14	0	0	0	0	3	14	0	0	0
18:15 - 18:30	0	7	0	8	0	0	0	0	0	8	0	0	0
Total	119	100	121	108	6	6	6	6	727	723	0	0	0
Peak	13	14	13	14	2	1	2	1	51	51	0	0	0

LOCATION: 9 Help Street, Chatswood, NSW - CSR



Date: Wednesday, 02/12/09

Hourly Counts	Non - Commercial						Commercial						Total								
	Vehicles			Occupants			Vehicles			Occupants			Vehicles			Person (include pedestrians)			Visitors Cars Outside		
	Time	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT		TOTAL	
7:00 - 8:00	25	2	27	26	3	29	0	0	0	0	0	0	25	2	27	91	13	104	0		
7:15 - 8:15	28	1	29	28	2	30	0	0	0	0	0	0	28	1	29	105	18	123	0		
7:30 - 8:30	33	1	34	33	2	35	0	0	0	0	0	0	33	1	34	143	23	166	0		
7:45 - 8:45	42	0	42	42	0	42	0	0	0	0	0	0	42	0	42	182	20	202	0		
8:00 - 9:00	38	0	38	38	0	38	0	0	0	0	0	0	38	0	38	202	27	229	0		
8:15 - 9:15	39	0	39	39	0	39	2	0	2	2	0	2	41	0	41	218	31	249	0		
8:30 - 9:30	36	2	38	36	2	38	2	1	3	2	1	3	38	3	41	194	39	233	0		
8:45 - 9:45	28	2	30	28	2	30	2	1	3	2	1	3	30	3	33	156	49	205	0		
9:00 - 10:00	26	2	28	26	3	29	2	1	3	2	1	3	28	3	31	118	52	170	0		
9:15 - 10:15	18	2	20	18	3	21	0	1	1	0	1	1	18	3	21	91	55	146	0		
9:30 - 10:30	13	0	13	13	1	14	0	0	0	0	0	0	13	0	13	79	46	125	0		
9:45 - 10:45	13	0	13	13	1	14	0	0	0	0	0	0	13	0	13	77	50	127	0		
10:00 - 11:00	8	1	9	9	1	10	0	0	0	0	0	0	8	1	9	65	46	111	0		
10:15 - 11:15	8	1	9	9	1	10	0	0	0	0	0	0	8	1	9	64	39	103	0		
10:30 - 11:30	8	1	9	9	1	10	0	1	1	0	1	1	8	2	10	58	45	103	0		
10:45 - 11:45	5	2	7	6	2	8	0	1	1	0	1	1	5	3	8	41	46	87	0		
11:00 - 12:00	5	3	8	5	3	8	1	1	2	1	1	2	6	4	10	40	58	98	0		
11:15 - 12:15	7	4	11	7	4	11	1	1	2	1	1	2	8	5	13	38	101	139	0		
11:30 - 12:30	6	4	10	6	4	10	1	0	1	1	0	1	7	4	11	42	138	180	0		
11:45 - 12:45	5	3	8	5	3	8	1	0	1	1	0	1	6	3	9	56	161	217	0		
12:00 - 13:00	6	1	7	6	1	7	0	0	0	0	0	0	6	1	7	66	161	227	0		
12:15 - 13:15	3	2	5	3	2	5	1	0	1	1	0	1	4	2	6	93	143	236	0		
12:30 - 13:30	4	2	6	4	2	6	1	0	1	1	0	1	5	2	7	119	107	226	0		
12:45 - 13:45	4	5	9	4	6	10	1	1	2	1	1	2	5	6	11	120	91	211	0		
13:00 - 14:00	4	5	9	4	6	10	1	1	2	1	1	2	5	6	11	126	79	205	0		
13:15 - 14:15	5	3	8	5	4	9	0	1	1	0	1	1	5	4	9	112	59	171	0		
13:30 - 14:30	5	3	8	5	4	9	0	1	1	0	1	1	5	4	9	91	57	148	0		
13:45 - 14:45	6	2	8	6	2	8	0	1	1	0	1	1	6	3	9	88	40	128	0		
14:00 - 15:00	4	3	7	4	3	7	0	1	1	0	1	1	4	4	8	75	39	114	0		
14:15 - 15:15	3	3	6	3	3	6	1	2	3	1	2	3	4	5	9	62	31	93	0		
14:30 - 15:30	2	9	11	2	9	11	1	2	3	1	2	3	3	11	14	44	31	75	0		
14:45 - 15:45	0	10	10	0	10	10	1	1	2	1	1	2	1	11	12	40	45	85	0		
15:00 - 16:00	1	10	11	1	10	11	1	1	2	1	1	2	2	11	13	39	52	91	0		
15:15 - 16:15	1	14	15	1	14	15	0	0	0	0	0	0	1	14	15	33	61	94	0		
15:30 - 16:30	2	9	11	2	9	11	0	0	0	0	0	0	2	9	11	37	62	99	0		
15:45 - 16:45	2	8	10	2	8	10	0	0	0	0	0	0	2	8	10	27	63	90	0		
16:00 - 17:00	1	11	12	1	12	13	0	0	0	0	0	0	1	11	12	19	71	90	0		
16:15 - 17:15	1	13	14	1	15	16	1	1	2	1	1	2	2	14	16	19	104	123	0		
16:30 - 17:30	0	26	26	0	28	28	1	1	2	1	1	2	1	27	28	15	150	165	0		
16:45 - 17:45	0	32	32	0	35	35	1	1	2	1	1	2	1	33	34	10	163	173	0		
17:00 - 18:00	1	42	43	1	44	45	1	1	2	1	1	2	2	43	45	10	195	205	0		
17:15 - 18:15	1	49	50	1	51	52	0	0	0	0	0	0	1	49	50	7	178	185	0		
17:30 - 18:30	1	42	43	1	45	46	0	0	0	0	0	0	1	42	43	5	134	139	0		
Peak	42	49	50	42	51	52	2	2	3	2	2	3	42	49	50	218	195	249	0		

INTERVIEWS

JOB
CLIENT
SURVEY TYPE
SURVEY START
SURVEY FINISH
LOCATION
DATE
WEATHER
SERIAL NO.

Parking Occupancy (PO)
GTA
Manual
7:00
18:30
9 Help Street, Chatswood, NSW - CSR
02/12/2009
Fine
0052 - 0245

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	1 = Work	1 = 0-20 minutes	1 = Car driver	1 = Yes		1 = On - site	1 = 0-5 minutes	
	2 = Visiting	2 = 21-40 minutes	2 = Car passenger	2 = No		2 = Off-site (On - street)	2 = 5-15 minutes	
		3 = 41-60 minutes	3 = Cycle			3 = Off-site (in a parking station or some other street)	3 = 15-30 minutes	
		4 = 61-80 minutes	4 = Motorcycle				4 = more than 30 minutes	
		5 = 81-100 minutes	5 = Train					
		6 = More than 100 minutes	6 = Bus					
			7 = On foot					
			8 = Other (specify)					

Serial No.	Q1 - Where have you come from today? (Postcodes or Suburb)		Q2 - What is your primary reason for coming here today?	Q3 - How long was your journey in minutes?	Q4 - How did you travel here this morning? (tick primary mode of travel only)	Q5 - Is your vehicle subsidised (ie salary sacrificed employer-owned)?	Q6 - How many people were in the car? (including the driver)	Q7 - Where did you park?	Q8 - How long did it take you to walk to the office from where you parked your car?	Q9 - Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (eg deliveries, visiting clients, lunch, etc) (For workers in this building only - not for visitors)
	Postcode	Suburb								
0052	2114		1	1	1	2	1	1		2
0053	2065		1	2	7					0
0056		Kilicare HTS	1	5	3,5			3	1	0
0059		Haberfield	1	2	1	2	1	3	1	0
0061	2120		1	2	5					0
0062		Chatswood	1	1	7					0
0063		Lane Cove	1	2	6					0
0064	2029		1	3	1	2	1	3	1	0
0066	2090		1	1	1	2	1	3	1	0
0068	2099	Dee Why	1	3	2	2	3	2	2	1
0071	2770	Mt Druitt	1	4	5					0
0072	2081		1	2	5					0
0073	2250		1	6	5					0
0074	2071		2	1	5					1-2
0076	2114		1	3	5					0
0077	2065		1	2	5					0
0080	2067		1	1	7					0
0082	2095	Manly	1	4	6					0
0085	2141		1	3	5					0
0086		Potts Point	1	3	5					0

0090	2042		1	4	5,7					0
0092	2016		1	2	5					0
0093	2088		1	2	1	2	2	3	1	0
0094	2121		1	2	1	1	1	3	1	1
0096	2009		1	3	1	1	1	1	1	1
0100	2077		1	5	7					0
0108	2147		1	2	1	2	1	3	1	2
0110	2099	Dee Why	1	3	2	2	3	2	2	0
0111	2089	Neutral Bay	1	2	1	2	1	2	2	0
0113	2099		1	2	1	2	3	2	2	0
0116	2064		1	2	7					0
0117	2076		1	2	1	1	1	3	1	0
0118	2031	Randwick	1	3	5,6					0
0119	2068		1	1	1	1	1	1		3
0120	2560		1	5	5					5
0122		Turra Murra	1	2	5,6					0
0123	2050		1	2	1	2	1	1		0
0125	2077		1	2	1	2	2	3	1	
0131	2171	West Hoxton	1	6	5					0
0132	2567		1	6	5					0
0134		Stanmore	1	2	5					0
0136	2067	Chatswood	1	1	7					0
0137	2071		1	1	1	2	1	3	1	2
0138	2096		1	4	6					0
0139	2192		1	2	1	2	1	1		2
0143	2031		1	2	1	2	1	1		0
0147	2204		1	2	1	2	1	1		0
0149	2140		1	4	5					0
0151	2120		1	2	6					0
0153	2176		1	5	1	1	1	3	1	0
0154	2119		1	2	1	1	1	3	1	2
0155	2075		1	3	1	2	1	2	2	0
0156	2089		1	2	5					0
0158		Stanmore	1	3	1	2	1	2	2	0
0160	2213		1	4	5					1
0165	2064		1	1	7					0
0166	2064		1	1	7					0

0167	2096	Freshwater	1	3	1	2	1	3	2	0
0170	2768	Parklea	1	4	5					
0171	2016	Redfern	1	1	5					1
0172	2060		1	2	5					0
0173	2077	Hornsby	1	2	5					
0175	2121		1	2	5					0
0177	2064		1	1	1	1	1	1		1
0179		Manly	1	3	6					1
0181	2074		1	2	5					0
0182	2089		1	2	2	2	2	2	2	0
0185	2038		1	3	1	2	1	3	2	2
0188		Casula	1	6	5					0
0191	2155		1	4	1	2	1	3	1	0
0192	2150		1	4	5					0
0195		Seven Hills	1	5	5					1
0197	2066	Lane Cove	1	1	6					1
0202	2039	Rozelle	1	3	1	2	1	1	1	0
0203		Chatswood	1	1	7					0
0204	2084	Terrey Hills	1	3	1	1	1	3	1	1
0209		Narrabeen	1	2	2	2	2	1		1
0213		Darlinghurst	1	2	5					0
0214	2219		1	3	1	2	1	1		0
0215	2122		1	2	1	2	1	1		0
0216	2208	Kingsgrove	1	3	1	1	1	3	1	2
0217	2227		1	3	1	1	1	2	4	
0218	2750		1	5	5					0
0221	2121		1	3	1	1	1	1		0
0235	2063		1	1	1	2	1	3	1	0
0236	2107	Avalon	1	3	1	2	1	1		1
0238	2000		2	1	8 (Taxi)					0
0240	2085	Belrose	1	2	1	2	1	1		0
0241	2036		1	2	1	2	1	1	1	4
0242	2763		1	3	1	2	1	2	2	0
0243	2144		1	3	5					1
0244	2154	Castle Hill	1	3	1	2	1	2	1	1-2
0245		Coogee	1	4	5,6					0

Site OB3 - Sydney Olympic Park

LOCATION: 2-4 Dawn Fraser Avenue, Sydney Olympic Park - CBA

Traffic Volume on Dawn Fraser Avenue

Date: Wednesday, 25/11/09 (AM)



Time	Eastbound	Westbound	Total
7:00 - 7:15	18	38	56
7:15 - 7:30	25	32	57
7:30 - 7:45	22	40	62
7:45 - 8:00	18	33	51
8:00 - 8:15	27	37	64
8:15 - 8:30	28	63	91
8:30 - 8:45	18	47	65
8:45 - 9:00	27	52	79
9:00 - 9:15	23	44	67
9:15 - 9:30	17	42	59
9:30 - 9:45	25	41	66
9:45 - 10:00	20	38	58
10:00 - 10:15	23	40	63
10:15 - 10:30	32	28	60
10:30 - 10:45	12	54	66
10:45 - 11:00	18	32	50
11:00 - 11:15	26	38	64
11:15 - 11:30	20	35	55
11:30 - 11:45	15	38	53
11:45 - 12:00	15	30	45
Total	429	802	1231
Peak	32	63	91

LOCATION: 2-4 Dawn Fraser Avenue, Sydney Olympic Park - CBA

Traffic Volume on Dawn Fraser Avenue

Date: Friday, 27/11/09 (PM)



Time	Eastbound	Westbound	Total
12:00 - 12:15	34	33	67
12:15 - 12:30	31	46	77
12:30 - 12:45	40	60	100
12:45 - 13:00	42	59	101
13:00 - 13:15	29	42	71
13:15 - 13:30	33	43	76
13:30 - 13:45	30	37	67
13:45 - 14:00	38	30	68
14:00 - 14:15	25	34	59
14:15 - 14:30	16	39	55
14:30 - 14:45	23	35	58
14:45 - 15:00	26	46	72
15:00 - 15:15	11	41	52
15:15 - 15:30	30	28	58
15:30 - 15:45	30	42	72
15:45 - 16:00	34	47	81
16:00 - 16:15	14	46	60
16:15 - 16:30	24	43	67
16:30 - 16:45	20	49	69
16:45 - 17:00	16	45	61
17:00 - 17:15	25	54	79
17:15 - 17:30	31	66	97
17:30 - 17:45	29	53	82
17:45 - 18:00	24	49	73
18:00 - 18:15	32	57	89
18:15 - 18:30	27	56	83
18:30 - 18:45	27	40	67
18:45 - 19:00	23	49	72
Total	764	1269	2033
Peak	42	66	101

1.0 Existing Travel Patterns

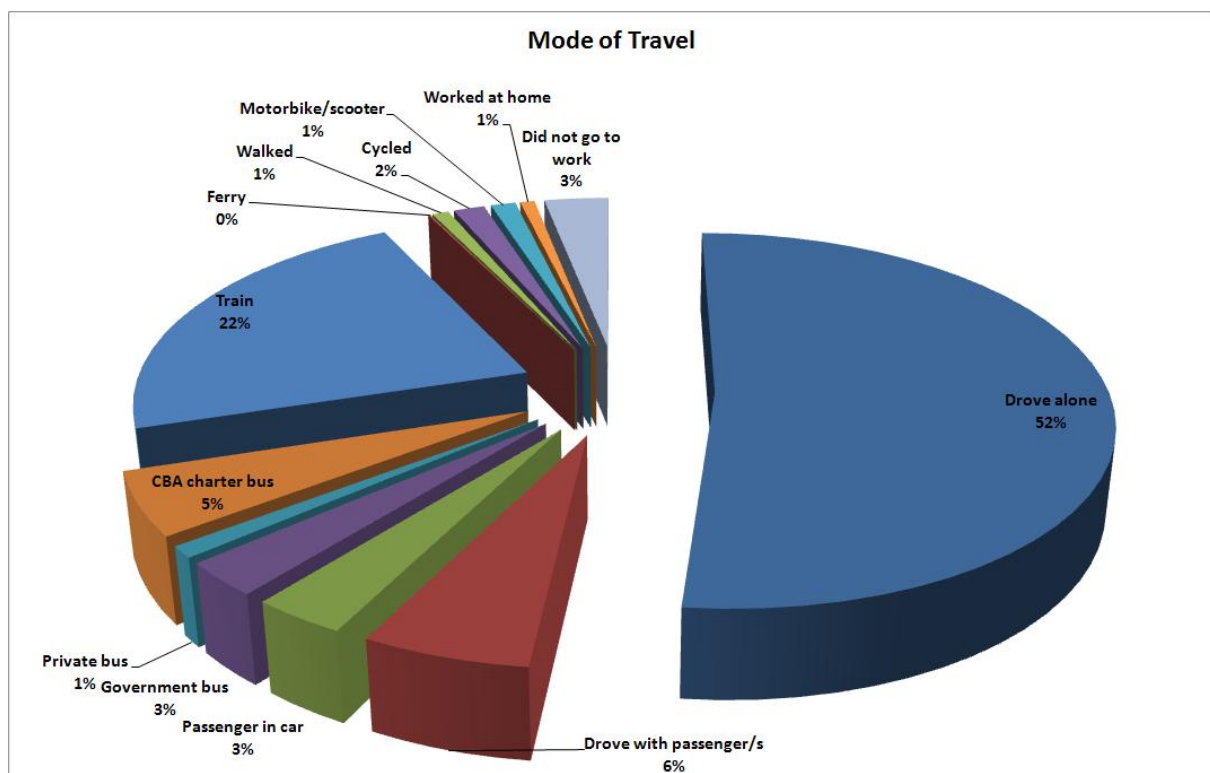
A staff travel survey was conducted at the Commonwealth Bank Australia's Sydney Olympic Park site during the week of 30 November – 4 December 2009, which asked staff about their travel for the previous week, in particular 25 November 2009. The survey was conducted through the internet based survey company 'Survey Monkey' in which a link to the site was sent electronically via email to all staff for completion. A copy of the questionnaire is included as Appendix X.

A total of 1,460 staff completed the travel survey, corresponding to a rate response of 35% (based on the estimated workforce of 4,200 staff).

Q1. On Wednesday November 25th 2009 how did you travel to work?

On Wednesday November 25th 2009 the majority of staff at Commonwealth Bank Australia's Sydney Olympic Park branch either drove or were driven to work (61%). Public transport was used by 28% of respondents with train being undertaken by 23% of survey respondents. 11% of respondents were involved in 'car pooling' to get to work and 5% of the respondents used the CBA Charter Bus. Only 3% of respondents either walked or cycled to work.

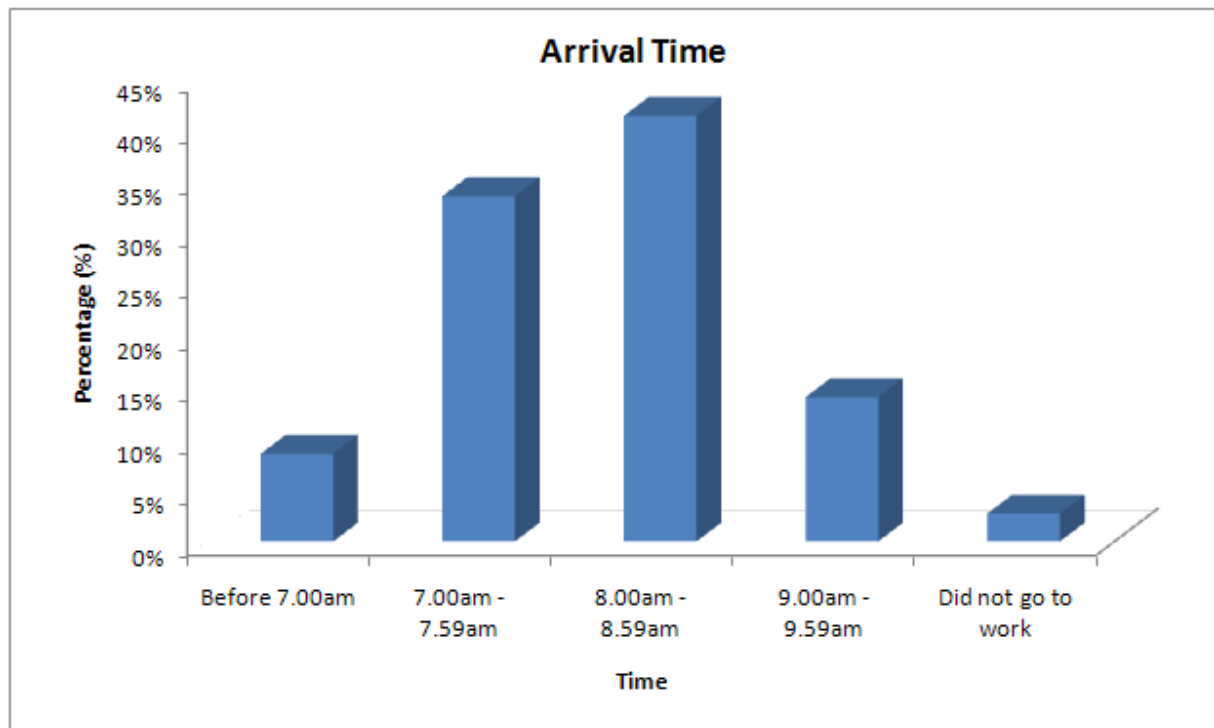
Figure 1: Mode of Travel



Q3. What time did you arrive at work on November 25th?

On Wednesday November 25th 2009 starting times for staff at Commonwealth Bank Australia's Sydney Olympic branch were typically between 7am and 9am (75% of all respondents). A smaller proportion of staff started work between 9am and 10am (14%) with the remainder starting before 7am (9%). Three percent of respondents did not go to work on this day.

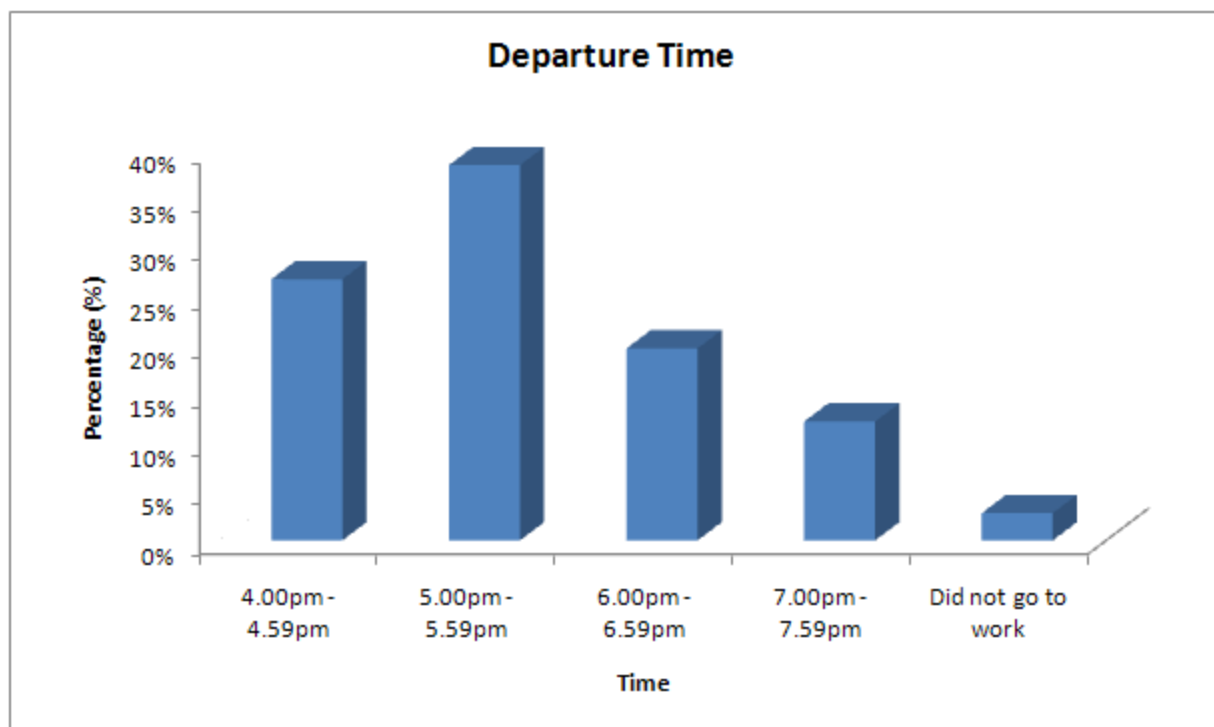
Figure 2: Arrival Time



Q4. What time did you leave work on November 25th?

On Wednesday November 25th the highest proportion of staff left work between 5pm and 6pm (39% of all respondents), with smaller proportions leaving between 4pm and 5pm (27%) and 6pm and 7pm (20%).

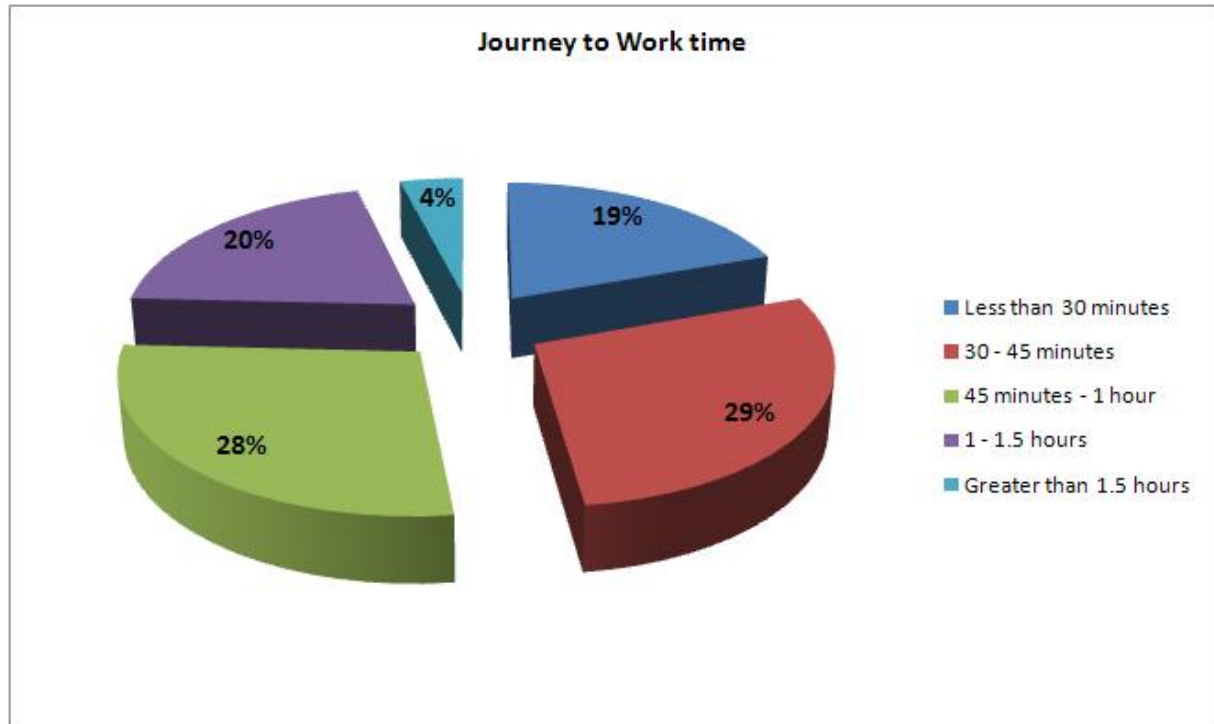
Figure 3: Departure Time



Q5. How long does your journey to work usually take?

On Wednesday November 25th journey to work travel time for staff at Commonwealth Bank Australia's Sydney Olympic Park branch was typically between 30 minutes to 1 hour (56% of all respondents). A smaller proportion of staff (20%) indicated a travel time of less than 30 minutes with a further 20% indicating a travel time of 1-1.5 hours.

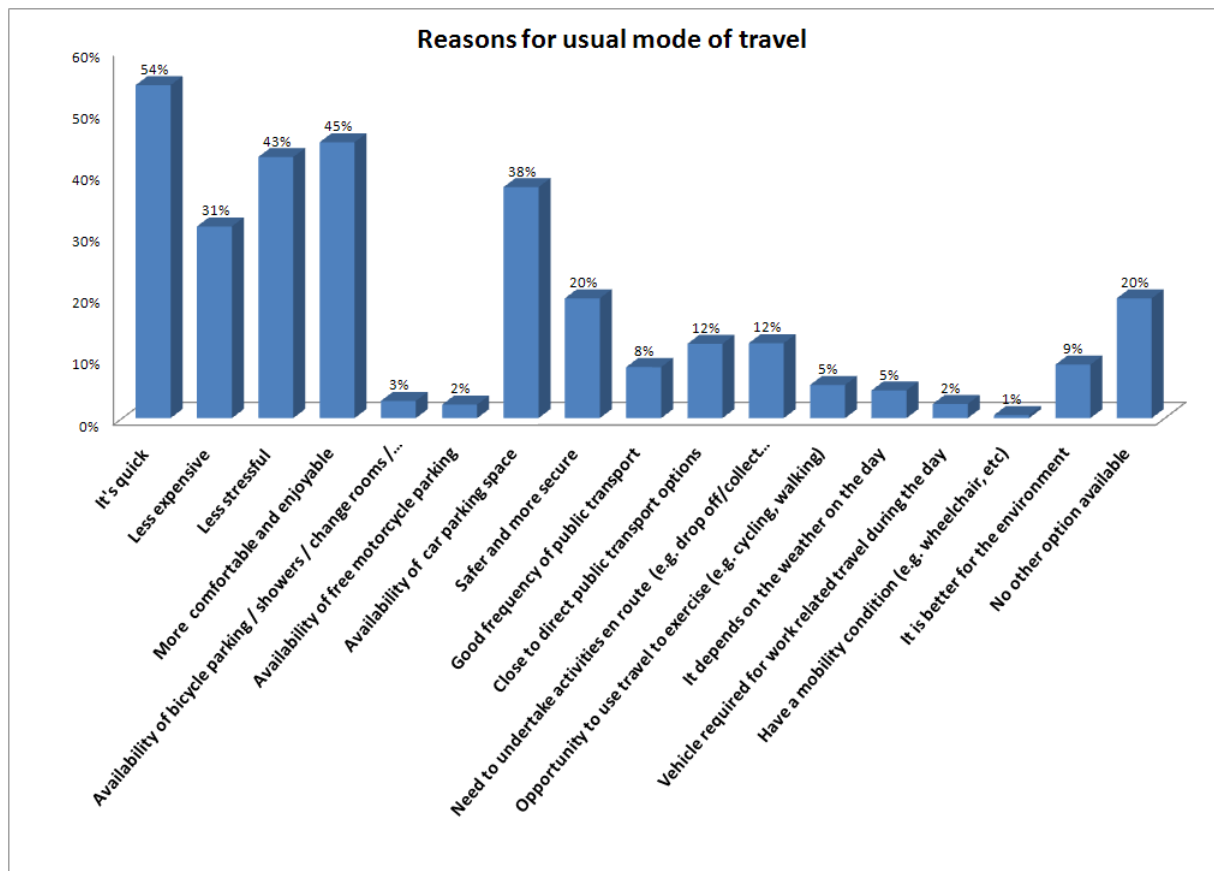
Figure 4: Journey to Work Time



Q7. What are the reasons for choosing your usual mode of transport to work?

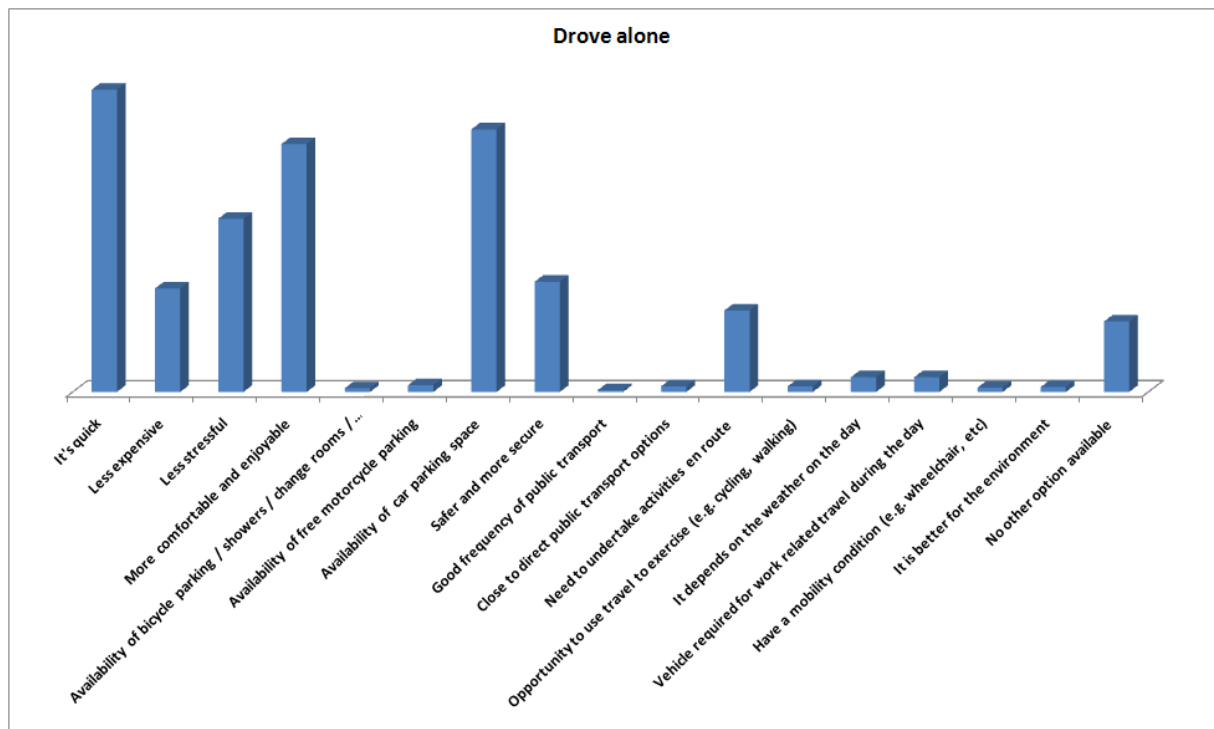
Common reasons for staff choosing their usual mode of transport to work are mostly reflected by the high mode share for private vehicles. Reasons include their mode of transport being quicker (54%), more comfortable and enjoyable (45%), less stressful (43%), and the availability of car parking spaces (38%).

Figure 5: Reasons for usual mode of travel



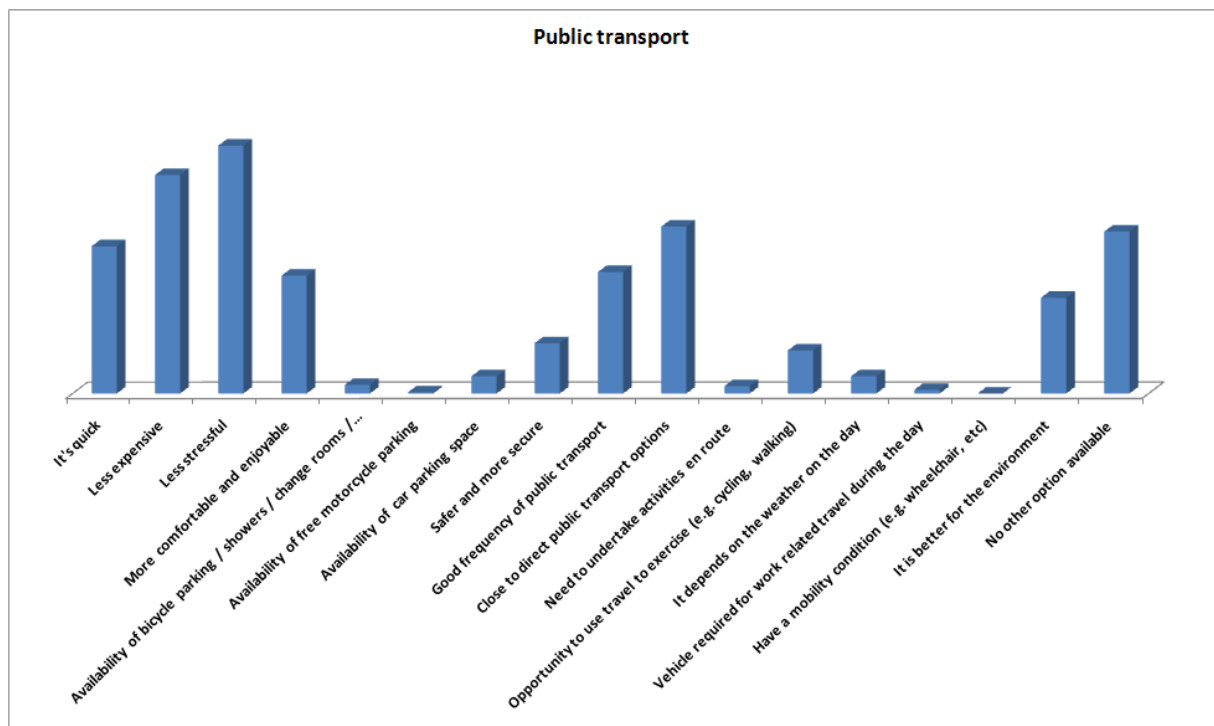
The majority of car driver respondents chose the reasons for why they travel by car as being it's quick, more comfortable and enjoyable and the availability of a car space as opposed to other reasons.

Figure 6: Reasons for usual mode of travel – Car drivers



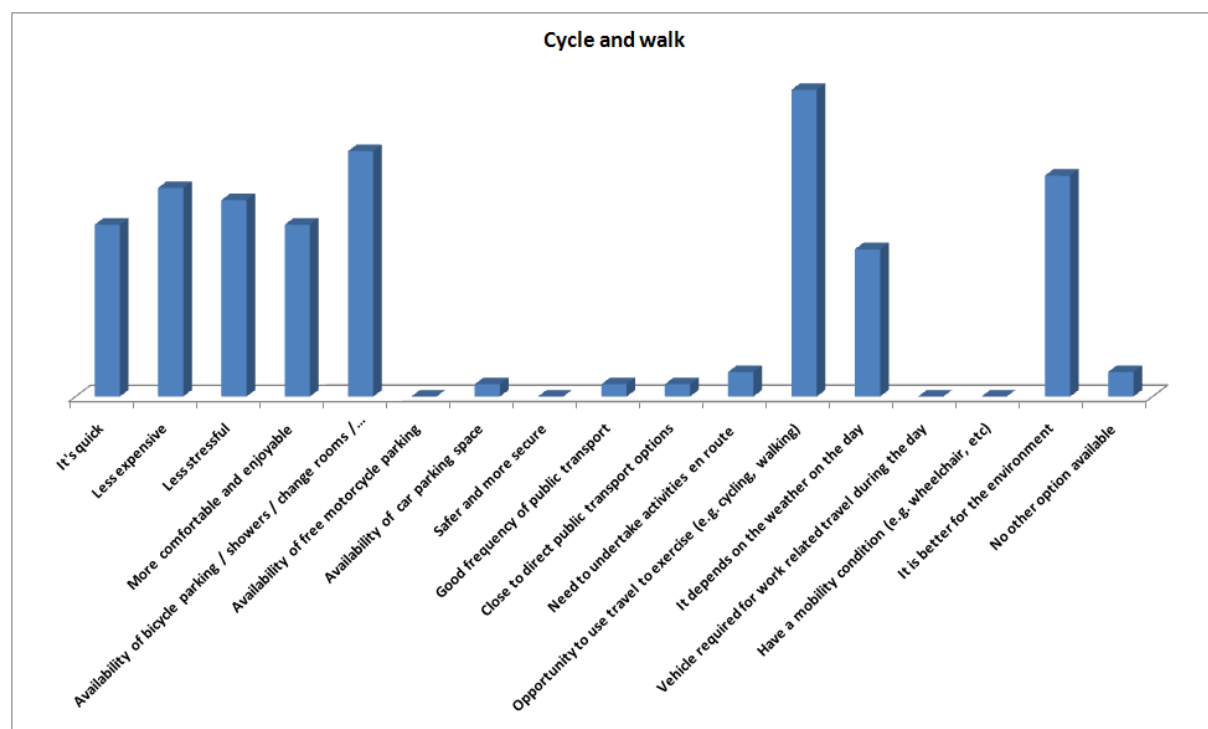
The majority of public transport users (government bus, train and CBA charter bus) said that they chose their mode of travel as it is less stressful and less expensive.

Figure 7: Reasons for usual mode of travel - public transport users



The majority of cyclist and walkers said that they chose their mode of travel as it is an opportunity to exercise, the availability of bicycle parking / showers / changing rooms etc, and that it is better for the environment.

Figure 8: Reasons for usual mode of travel – cyclists and walkers



Q8. To what extent do you agree or disagree that the following would encourage you to walk, cycle, carpool, or use public transport more often to get to/from work?

Measures that survey respondents felt would most encourage them to use more sustainable modes of transport to/from Commonwealth Bank Australia (Sydney Olympic Park) included: improvements to public transport (78% of respondents agree/strongly agree), more convenient bus stop locations (49% of respondents agree/strongly agree), concern for the environment (45% of respondents agree/strongly agree) , and information and maps on public transport, walking and cycling (35% of respondents agree/strongly agree).

Measures that survey respondents felt would least encourage them to use more sustainable modes of transport to/from Commonwealth Bank Australia (Sydney Olympic Park) included: programs to improve bicycle riding skills (47% of respondents disagree/strongly disagree), events such as Ride to Work Day and Walk to Work Day (44% of respondents disagree/strongly disagree), and better walking/cycling infrastructure (39% of respondents disagree/strongly disagree).

Table 1:

Response	Strongly disagree	Disagree	Neither agree or disagree	Agree	Strongly agree	Total
Information and maps on public transport, walking and cycling	226 16%	248 18%	424 31%	353 26%	123 9%	1374 100%
Program to improve bicycle riding skills	315 23%	330 24%	490 36%	157 12%	64 5%	1356 100%
Better walking/cycling infrastructure (paths etc)	268 20%	256 19%	381 28%	276 20%	189 14%	1370 100%
Events such as Ride to Work Day and Walk to Work Day	294 22%	291 22%	447 33%	226 17%	86 6%	1344 100%
Improvements to public transport (safety, reliability, frequency)	96 7%	66 5%	156 11%	391 28%	707 50%	1416 100%

Response	Strongly disagree	Disagree	Neither agree or disagree	Agree	Strongly agree	Total
More convenient bus stop locations	149	150	394	330	345	1368
	11%	11%	29%	24%	25%	100%
Concern for the environment	154	140	454	415	204	1367
	11%	10%	33%	30%	15%	100%

Additional Comments

Over 520 survey respondents provided additional comments on issues related to quality and availability of public transport options to Commonwealth Bank Australia (Sydney Olympic Park);

Public transport

- The frequency and the number of transfers required to get to SOP makes using public transport unreliable at the best of times.
- Train services are not frequent enough; there is no reason why trains come every 20 minutes instead of every 10.
- Public transport is not an option I would consider as it would consist of 3 changes to get to Olympic Park.

Parking

- I believe car parking should be made free for staff. I choose to drive because it cuts my travel time by almost half, yet it costs me more in fuel and wear and tear plus I have to pay for parking.
- I would like to see more incentives encouraging people to carpool such as an extra discount on parking if done regularly. This would motivate me to find someone to share the drive with.

Other comments made by staff related primarily to the restrictions of shift work or family commitments on travel choice and safety and improving facilities for cyclists;

Safety

- Safety is a real concern for me, travelling alone on public transport late at night. The train line to SOP is fairly isolated and there aren't many people around. Unfortunately I have no other option.

Cycling

- Can we please do an audit on locker use and require them to be handed back and reapplied for every 2 months? I would ride more often (currently once or twice a week) if I could have a permanent locker.
- Can we do an audit of the bikes locked up in the bike area? On some days there is no space to park my bike. I have noticed some bikes in the same spots for the past 3 months (and still parked there when I arrive and leave).

Family Commitments

- I have school-aged children whom I drop off prior to work and pick up after work. Public transport is not an option for me – it takes about 1.5hrs to get here using the Richmond train line services.

I would not change from private to public transport as I have to drop off my son before coming to work and pick him up in the afternoon.

Site OB4 - Hurstville

LOCATION: 33 Global Chambers, MacMohan St, Hurstville, NSW

Traffic Volume on MacMohan Street

Date: Wednesday, 09/12/09



Time	Eastbound	Westbound	Total
7:00 - 7:15	7	1	8
7:15 - 7:30	3	4	7
7:30 - 7:45	6	5	11
7:45 - 8:00	8	5	13
8:00 - 8:15	20	7	27
8:15 - 8:30	26	8	34
8:30 - 8:45	20	4	24
8:45 - 9:00	54	9	63
9:00 - 9:15	49	9	58
9:15 - 9:30	70	32	102
9:30 - 9:45	56	29	85
9:45 - 10:00	31	23	54
10:00 - 10:15	28	30	58
10:15 - 10:30	35	31	66
10:30 - 10:45	19	37	56
10:45 - 11:00	28	26	54
11:00 - 11:15	20	31	51
11:15 - 11:30	27	27	54
11:30 - 11:45	20	17	37
11:45 - 12:00	22	20	42
12:00 - 12:15	30	20	50
12:15 - 12:30	19	14	33
12:30 - 12:45	13	13	26
12:45 - 13:00	26	18	44
13:00 - 13:15	15	16	31
13:15 - 13:30	23	16	39
13:30 - 13:45	13	17	30
13:45 - 14:00	16	12	28

LOCATION: 33 Global Chambers, MacMohan St, Hurstville, NSW

Traffic Volume on MacMohan Street

Date: Wednesday, 09/12/09



Time	Eastbound	Westbound	Total
14:00 - 14:15	19	11	30
14:15 - 14:30	10	10	20
14:30 - 14:45	15	12	27
14:45 - 15:00	10	12	22
15:00 - 15:15	14	8	22
15:15 - 15:30	18	15	33
15:30 - 15:45	20	15	35
15:45 - 16:00	21	21	42
16:00 - 16:15	22	16	38
16:15 - 16:30	21	12	33
16:30 - 16:45	9	13	22
16:45 - 17:00	18	19	37
17:00 - 17:15	16	15	31
17:15 - 17:30	5	6	11
17:30 - 17:45	6	11	17
17:45 - 18:00	17	7	24
18:00 - 18:15	29	8	37
18:15 - 18:30	26	5	31
18:30 - 18:45	36	9	45
18:45 - 19:00	20	13	33
Total	1056	719	1775
Peak	70	37	102

LOCATION: 33 Global Chambers, MacMohan St, Hurstville, NSW



Date: Wednesday, 09/12/09

NOTE: The count started when the doors opened at 7:45am.

NOTE: The count started when the doors opened at 7:45am.																	
Time	VEHICLES PARKED ON SITE				START		12		END		13		Pedestrians		Cyclists		Visitors Cars Outside
	Non-Commercial Vehicles		Occupants		Commercial Vehicles		Occupants										
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT					
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 - 8:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 - 8:15	4	0	4	0	0	0	0	0	11	1	0	0	0	0	0		
8:15 - 8:30	9	0	14	0	0	0	0	0	11	4	0	0	0	0	0		
8:30 - 8:45	6	0	6	0	0	0	0	0	15	9	0	0	0	0	0		
8:45 - 9:00	8	0	9	0	0	0	0	0	12	8	0	0	0	0	0		
9:00 - 9:15	1	1	1	1	0	0	0	0	11	6	0	0	0	0	0		
9:15 - 9:30	1	0	1	0	0	0	0	0	5	6	0	0	0	0	0		
9:30 - 9:45	2	1	2	1	0	0	0	0	11	9	0	0	0	0	0		
9:45 - 10:00	1	3	1	4	1	0	1	0	7	15	0	0	0	0	0		
10:00 - 10:15	1	1	1	1	0	0	0	0	25	14	0	0	0	0	0		
10:15 - 10:30	0	1	0	1	0	0	0	0	7	12	0	0	0	0	0		
10:30 - 10:45	1	1	1	2	0	0	0	0	20	7	0	0	0	0	0		
10:45 - 11:00	1	0	1	0	0	0	0	0	12	15	0	0	0	0	0		
11:00 - 11:15	1	1	1	1	0	0	0	0	9	10	0	0	0	0	0		
11:15 - 11:30	0	0	0	0	0	0	0	0	14	14	0	0	0	0	0		
11:30 - 11:45	1	3	0	5	0	0	0	0	2	5	0	0	0	0	0		
11:45 - 12:00	0	0	0	0	1	0	1	0	8	9	0	0	0	0	0		
12:00 - 12:15	0	0	0	0	0	0	0	0	9	16	0	0	0	0	0		
12:15 - 12:30	1	1	1	1	0	0	0	0	5	6	0	0	0	0	0		
12:30 - 12:45	0	1	0	1	0	0	0	0	5	6	0	0	0	0	0		
12:45 - 13:00	1	0	0	0	0	0	0	0	5	15	0	0	0	0	0		
13:00 - 13:15	1	2	2	2	0	0	0	0	9	14	0	0	0	0	0		
13:15 - 13:30	3	2	3	1	0	0	0	0	15	7	0	0	0	0	0		
13:30 - 13:45	0	2	0	0	0	0	0	0	9	6	0	0	0	0	0		
13:45 - 14:00	1	3	1	8	0	0	0	0	7	5	0	0	0	0	0		
14:00 - 14:15	2	4	7	4	0	0	0	0	8	12	0	0	0	0	0		
14:15 - 14:30	4	0	0	0	0	0	0	0	11	9	0	0	0	0	0		
14:30 - 14:45	4	2	4	2	0	0	0	0	4	6	0	0	0	0	0		
14:45 - 15:00	1	1	1	1	0	0	0	0	3	4	0	0	0	0	0		
15:00 - 15:15	0	1	0	0	0	0	0	0	9	5	0	0	0	0	0		
15:15 - 15:30	0	0	0	1	0	0	0	0	6	5	0	0	0	0	0		
15:30 - 15:45	0	4	0	4	0	0	0	0	7	8	0	0	0	0	0		
15:45 - 16:00	2	0	2	0	0	1	0	1	4	5	0	0	0	0	0		
16:00 - 16:15	2	1	3	1	0	0	0	0	14	9	0	0	0	0	0		
16:15 - 16:30	1	2	1	4	0	0	0	0	8	6	0	0	0	0	0		
16:30 - 16:45	0	2	0	2	0	0	0	0	6	7	0	0	0	0	0		
16:45 - 17:00	0	2	0	2	0	0	0	0	2	2	0	0	0	0	0		
17:00 - 17:15	0	7	0	8	0	0	0	0	1	17	0	0	0	0	0		
17:15 - 17:30	0	2	0	2	0	0	0	0	0	3	0	0	0	0	0		
17:30 - 17:45	0	5	0	5	0	1	0	1	0	4	0	0	0	0	0		
17:45 - 18:00	0	2	0	2	0	0	0	0	1	2	0	0	0	0	0		
18:00 - 18:15	0	2	0	2	0	0	0	0	2	2	0	0	0	0	0		
18:15 - 18:30	0	2	0	2	0	0	0	0	0	2	0	0	0	0	0		
Total	63	62	70	71	2	2	2	2	330	327	0	0	0	0	0		
Peak	9	7	14	8	1	1	1	1	25	17	0	0	0	0	0		

LOCATION: 33 Global Chambers, MacMohan St, Hurstville, NSW



Date: Wednesday, 09/12/09

Hourly Counts	Non - Commercial						Commercial						Total						
	Vehicles			Occupants			Vehicles			Occupants			Vehicles			Person (include pedestrians)			Visitors Cars Outside
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
Time	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
7:00 - 8:00	3	0	3	3	0	3	0	0	0	0	0	0	3	0	3	3	0	3	0
7:15 - 8:15	7	0	7	7	0	7	0	0	0	0	0	0	7	0	7	18	1	19	0
7:30 - 8:30	16	0	16	21	0	21	0	0	0	0	0	0	16	0	16	43	5	48	0
7:45 - 8:45	22	0	22	27	0	27	0	0	0	0	0	0	22	0	22	64	14	78	0
8:00 - 9:00	27	0	27	33	0	33	0	0	0	0	0	0	27	0	27	82	22	104	0
8:15 - 9:15	24	1	25	30	1	31	0	0	0	0	0	0	24	1	25	79	28	107	0
8:30 - 9:30	16	1	17	17	1	18	0	0	0	0	0	0	16	1	17	60	30	90	0
8:45 - 9:45	12	2	14	13	2	15	0	0	0	0	0	0	12	2	14	52	31	83	0
9:00 - 10:00	5	5	10	5	6	11	1	0	1	1	0	1	6	5	11	40	42	82	0
9:15 - 10:15	5	5	10	5	6	11	1	0	1	1	0	1	6	5	11	54	50	104	0
9:30 - 10:30	4	6	10	4	7	11	1	0	1	1	0	1	5	6	11	55	57	112	0
9:45 - 10:45	3	6	9	3	8	11	1	0	1	1	0	1	4	6	10	63	56	119	0
10:00 - 11:00	3	3	6	3	4	7	0	0	0	0	0	0	3	3	6	67	52	119	0
10:15 - 11:15	3	3	6	3	4	7	0	0	0	0	0	0	3	3	6	51	48	99	0
10:30 - 11:30	3	2	5	3	3	6	0	0	0	0	0	0	3	2	5	58	49	107	0
10:45 - 11:45	3	4	7	2	6	8	0	0	0	0	0	0	3	4	7	39	50	89	0
11:00 - 12:00	2	4	6	1	6	7	1	0	1	1	0	1	3	4	7	35	44	79	0
11:15 - 12:15	1	3	4	0	5	5	1	0	1	1	0	1	2	3	5	34	49	83	0
11:30 - 12:30	2	4	6	1	6	7	1	0	1	1	0	1	3	4	7	26	42	68	0
11:45 - 12:45	1	2	3	1	2	3	1	0	1	1	0	1	2	2	4	29	39	68	0
12:00 - 13:00	2	2	4	1	2	3	0	0	0	0	0	0	2	2	4	25	45	70	0
12:15 - 13:15	3	4	7	3	4	7	0	0	0	0	0	0	3	4	7	27	45	72	0
12:30 - 13:30	5	5	10	5	4	9	0	0	0	0	0	0	5	5	10	39	46	85	0
12:45 - 13:45	5	6	11	5	3	8	0	0	0	0	0	0	5	6	11	43	45	88	0
13:00 - 14:00	5	9	14	6	11	17	0	0	0	0	0	0	5	9	14	46	43	89	0
13:15 - 14:15	6	11	17	11	13	24	0	0	0	0	0	0	6	11	17	50	43	93	0
13:30 - 14:30	7	9	16	8	12	20	0	0	0	0	0	0	7	9	16	43	44	87	0
13:45 - 14:45	11	9	20	12	14	26	0	0	0	0	0	0	11	9	20	42	46	88	0
14:00 - 15:00	11	7	18	12	7	19	0	0	0	0	0	0	11	7	18	38	38	76	0
14:15 - 15:15	9	4	13	5	3	8	0	0	0	0	0	0	9	4	13	32	27	59	0
14:30 - 15:30	5	4	9	5	4	9	0	0	0	0	0	0	5	4	9	27	24	51	0
14:45 - 15:45	1	6	7	1	6	7	0	0	0	0	0	0	1	6	7	26	28	54	0
15:00 - 16:00	2	5	7	2	5	7	0	1	1	0	1	1	2	6	8	28	29	57	0
15:15 - 16:15	4	5	9	5	6	11	0	1	1	0	1	1	4	6	10	36	34	70	0
15:30 - 16:30	5	7	12	6	9	15	0	1	1	0	1	1	5	8	13	39	38	77	0
15:45 - 16:45	5	5	10	6	7	13	0	1	1	0	1	1	5	6	11	38	35	73	0
16:00 - 17:00	3	7	10	4	9	13	0	0	0	0	0	0	3	7	10	34	33	67	0
16:15 - 17:15	1	13	14	1	16	17	0	0	0	0	0	0	1	13	14	18	48	66	0
16:30 - 17:30	0	13	13	0	14	14	0	0	0	0	0	0	0	13	13	9	43	52	0
16:45 - 17:45	0	16	16	0	17	17	0	1	1	0	1	1	0	17	17	3	44	47	0
17:00 - 18:00	0	16	16	0	17	17	0	1	1	0	1	1	0	17	17	2	44	46	0
17:15 - 18:15	0	11	11	0	11	11	0	1	1	0	1	1	0	12	12	3	23	26	0
17:30 - 18:30	0	11	11	0	11	11	0	1	1	0	1	1	0	12	12	3	22	25	0
Peak	27	16	27	33	17	33	1	1	1	1	1	1	27	17	27	82	57	119	0

INTERVIEWS

JOB
CLIENT
SURVEY TYPE
SURVEY START
SURVEY FINISH
LOCATION
DATE
WEATHER
SERIAL NO.

Parking Occupancy (PO)
GTA
Manual
7:00
18:30
33 Global Chambers, MacMohan St, Hurstville, NSW
09/12/2009
Fine
0490-0561

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	1 = Work 2 = Visiting	1 = 0-20 minutes 2 = 21-40 minutes 3 = 41-60 minutes 4 = 61-80 minutes 5 = 81-100 minutes 6 = More than 100 minutes	1 = Car driver 2 = Car passenger 3 = Cycle 4 = Motorcycle 5 = Train 6 = Bus 7 = On foot 8 = Other (specify)	1 = Yes 2 = No		1 = On - site 2 = Off-site (On - street) 3 = Off-site (in a parking station or some other street)	1 = 0-5 minutes 2 = 5-15 minutes 3 = 15-30 minutes 4 = more than 30 minutes	

Serial No.	Q1 - Where have you come from today? (Postcodes or Suburb)		Q2 - What is your primary reason for coming here today?	Q3 - How long was your journey in minutes?	Q4 - How did you travel here this morning? (tick primary mode of travel only)	Q5 - Is your vehicle subsidised (ie salary sacrificed employer-owned)?	Q6 - How many people were in the car? (including the driver)	Q7 - Where did you park?	Q8 - How long did it take you to walk to the office from where you parked your car?	Q9 - Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (eg deliveries, visiting clients, lunch, etc) (For workers in this building only - not for visitors)
	Postcode	Suburb								
0492	2226		1	2	1	2		1		
0493	2221	Carss Park	2	2	1	2	3	2	1	
0494	2765	Box Hill	1	5	1	2	1	3	1	4
0498	2211	Padstow	1	1	1	2	1	2	2	2
0499	2219		1	1	1	1	1	3	1	1
0490	2212		1	2	1	2	1	2	2	5
0496	2220		1	1	7	2				1
0500	2194	Campsie	1	1	1	2	1	3	1	3
0503	2211		2	2	1	2	2	2	2	
0504	2211		2	1	2	2	2	2	1	
0505	2170		2	2	1	2	1	3	1	2
0506	2232		2	2	1	1	1	1	1	2
0507	2232		2	1	2	2	2	3	1	
0508/1	2210	Peakhurst	1	2	1	2	1	2	2	1

0508/2	2220		1	1	1	2	1	2	2	0
0509	2228		1	1	5					0
0510	2222		1	1	1	2	1	2	2	0
0515	2207		1	2	7					0
0511	2229		2	2	1	2	2	3	1	
0512	2229		2	2	2	2	2	3	1	
0513	2224		1	1	1	2	1	3	1	1
0516	2196		1	6	1	2	1	2	2	0
0518	2224		1	1	1	2	1	2	1	4
0520	2220			1	2			3	1	
0523	2220		1	1	1	2	1	2	1	3
0528	2222	Penshurst	2	1	1	2	1	3	2	0
0533	2207	Bexley	2	2	1	2	1	3	2	2
0535	2224		1	1	2	1	2	1		0-2
0536	2207		2	2	1	2	2	2	1	0
0537	2222	Penshurst	2	1	1	2	2	2	1	
0538	2218		1	1	1	2	2	2	2	3
0539	2210	Riverwood	2	1	2	2	2	2	1	
0540	2213		2	2	1	2	2	3	2	
0541	2220		2	1	7					
0543	2222	Penshurst	1	1	1	2	1	2	1	2
0544	2208		2	1	1	1	2	3	2	2
0546	2210		2	1	1	2	1	2	1	
0547	2221		1	1	1	2	1	1		1
0550	2196	Roselands	2	2	1	2		2	1	
0551	2210	Riverwood		4	1	2	4	2	2	
0552	2210	Riverwood	2	4	1	2	4	2	2	
0554	2222		2	1	1	2	1	3	2	
0555	2210	Riverwood		4	1	2	4		2	
0556		Milperra	1	2	1	1	1	2	1	
0559		Oatley	2	1	1	2	1	3	1	

Site OB5 - Macquarie Park

LOCATION: 16 Giffnock Avenue, Macquarie Park, NSW

Traffic Volume on Giffnock Avenue

Date: Thursday, 10/12/09



Time	Eastbound	Westbound	Total
7:00 - 7:15	40	100	140
7:15 - 7:30	45	99	144
7:30 - 7:45	51	126	177
7:45 - 8:00	71	133	204
8:00 - 8:15	71	145	216
8:15 - 8:30	80	149	229
8:30 - 8:45	83	131	214
8:45 - 9:00	86	114	200
9:00 - 9:15	49	132	181
9:15 - 9:30	38	115	153
9:30 - 9:45	33	92	125
9:45 - 10:00	44	101	145
10:00 - 10:15	37	65	102
10:15 - 10:30	19	60	79
10:30 - 10:45	15	60	75
10:45 - 11:00	31	56	87
11:00 - 11:15	16	58	74
11:15 - 11:30	20	41	61
11:30 - 11:45	26	56	82
11:45 - 12:00	29	58	87
12:00 - 12:15	26	54	80
12:15 - 12:30	22	53	75
12:30 - 12:45	28	66	94
12:45 - 13:00	37	62	99
13:00 - 13:15	43	47	90

LOCATION: 16 Giffnock Avenue, Macquarie Park, NSW

Traffic Volume on Giffnock Avenue

Date: Thursday, 10/12/09



Time	Eastbound	Westbound	Total
13:15 - 13:30	34	57	91
13:30 - 13:45	40	66	106
13:45 - 14:00	40	58	98
14:00 - 14:15	36	59	95
14:15 - 14:30	39	53	92
14:30 - 14:45	26	55	81
14:45 - 15:00	23	62	85
15:00 - 15:15	24	78	102
15:15 - 15:30	26	77	103
15:30 - 15:45	37	59	96
15:45 - 16:00	39	57	96
16:00 - 16:15	33	80	113
16:15 - 16:30	43	54	97
16:30 - 16:45	44	60	104
16:45 - 17:00	52	57	109
17:00 - 17:15	60	89	149
17:15 - 17:30	61	71	132
17:30 - 17:45	43	57	100
17:45 - 18:00	28	42	70
18:00 - 18:15	29	38	67
18:15 - 18:30	15	43	58
18:30 - 18:45	13	51	64
18:45 - 19:00	9	42	51
Total	1834	3538	5372
Peak	86	149	229

LOCATION: 16 Giffnock Avenue, Macquarie Park, NSW



Date: Thursday, 10/12/09

Time	VEHICLES PARKED ON SITE				START	17	END	45	Pedestrians		Cyclists		Visitors Cars Outside
	Non-Commercial Vehicles		Occupants		Commercial Vehicles		Occupants						
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00 - 7:15	7	0	7	0	1	0	1	0	6	1	0	0	0
7:15 - 7:30	13	0	13	0	0	0	0	0	6	1	0	0	0
7:30 - 7:45	17	0	18	0	0	0	0	0	6	1	1	0	0
7:45 - 8:00	14	0	14	0	0	1	0	1	15	4	0	0	0
8:00 - 8:15	19	1	20	1	0	0	0	0	13	1	0	0	0
8:15 - 8:30	22	1	21	1	0	0	0	0	15	5	0	0	0
8:30 - 8:45	14	0	15	0	0	0	0	0	15	1	0	0	0
8:45 - 9:00	19	2	20	3	0	0	0	0	6	4	0	0	0
9:00 - 9:15	9	0	9	0	0	0	0	0	8	7	0	0	0
9:15 - 9:30	9	0	8	0	1	1	1	1	14	4	0	0	0
9:30 - 9:45	2	1	2	0	1	1	1	1	8	7	0	0	0
9:45 - 10:00	3	1	3	2	0	0	0	0	5	3	0	0	0
10:00 - 10:15	4	2	5	2	1	1	1	1	5	3	0	0	0
10:15 - 10:30	3	0	3	0	1	0	1	0	11	7	0	0	0
10:30 - 10:45	1	0	1	0	0	1	0	1	5	7	0	0	0
10:45 - 11:00	0	3	0	3	0	0	0	0	3	3	0	0	0
11:00 - 11:15	2	0	3	0	0	0	0	0	5	3	0	0	0
11:15 - 11:30	1	1	1	1	2	1	2	1	4	4	0	0	0
11:30 - 11:45	0	1	0	1	0	1	0	1	6	5	0	0	0
11:45 - 12:00	1	9	1	11	0	0	0	0	2	6	0	0	0
12:00 - 12:15	3	6	3	7	0	0	0	0	2	19	0	0	0
12:15 - 12:30	3	8	3	11	0	0	0	0	11	23	0	0	0
12:30 - 12:45	1	3	1	4	1	1	0	0	11	11	0	0	0
12:45 - 13:00	8	2	8	2	0	0	0	0	16	13	0	0	0
13:00 - 13:15	6	3	6	4	0	0	0	0	12	5	0	0	0
13:15 - 13:30	2	1	2	1	0	0	0	0	11	6	0	0	0
13:30 - 13:45	2	0	2	0	0	0	0	0	11	4	0	0	0
13:45 - 14:00	5	5	7	5	0	0	0	0	8	6	0	0	0
14:00 - 14:15	3	7	3	7	0	0	0	0	11	6	0	0	0
14:15 - 14:30	3	2	2	2	0	0	1	1	3	4	0	0	0
14:30 - 14:45	1	1	1	1	0	0	0	0	2	0	0	0	0
14:45 - 15:00	2	3	2	3	0	0	0	0	0	6	0	0	0
15:00 - 15:15	3	5	4	5	0	0	0	0	1	5	0	0	0
15:15 - 15:30	1	7	1	7	0	0	0	0	6	4	0	0	0
15:30 - 15:45	1	18	1	21	0	0	0	0	8	17	0	0	0
15:45 - 16:00	1	12	1	13	3	2	3	2	7	9	0	0	0
16:00 - 16:15	2	9	2	9	0	0	0	0	1	4	0	0	0
16:15 - 16:30	0	15	0	17	0	0	0	0	2	8	0	1	0
16:30 - 16:45	1	17	2	16	0	0	0	0	1	5	0	0	0
16:45 - 17:00	1	3	1	3	0	0	0	0	0	5	0	0	0
17:00 - 17:15	1	11	1	11	0	0	0	0	6	19	0	0	0
17:15 - 17:30	1	10	1	10	0	0	0	0	0	5	0	0	0
17:30 - 17:45	8	13	8	15	0	0	0	0	3	18	0	0	0
17:45 - 18:00	2	10	3	12	0	1	0	1	4	7	0	0	0
18:00 - 18:15	3	3	5	4	0	0	0	0	2	3	0	0	0
18:15 - 18:30	3	5	9	7	0	0	0	0	1	3	0	0	0
Total	227	201	243	222	11	11	11	11	298	292	1	1	0
Peak	22	18	21	21	3	2	3	2	16	23	1	1	0

LOCATION: 16 Giffnock Avenue, Macquarie Park, NSW



Date: Thursday, 10/12/09

Hourly Counts	Non - Commercial						Commercial						Total						
	Vehicles			Occupants			Vehicles			Occupants			Vehicles			Person (include pedestrians)			Visitors Cars Outside
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
7:00 - 8:00	51	0	51	52	0	52	1	1	2	1	1	2	52	1	53	87	8	95	0
7:15 - 8:15	63	1	64	65	1	66	0	1	1	0	1	1	63	2	65	106	9	115	0
7:30 - 8:30	72	2	74	73	2	75	0	1	1	0	1	1	72	3	75	123	14	137	0
7:45 - 8:45	69	2	71	70	2	72	0	1	1	0	1	1	69	3	72	128	14	142	0
8:00 - 9:00	74	4	78	76	5	81	0	0	0	0	0	0	74	4	78	125	16	141	0
8:15 - 9:15	64	3	67	65	4	69	0	0	0	0	0	0	64	3	67	109	21	130	0
8:30 - 9:30	51	2	53	52	3	55	1	1	2	1	1	2	52	3	55	96	20	116	0
8:45 - 9:45	39	3	42	39	3	42	2	2	4	2	2	4	41	5	46	77	27	104	0
9:00 - 10:00	23	2	25	22	2	24	2	2	4	2	2	4	25	4	29	59	25	84	0
9:15 - 10:15	18	4	22	18	4	22	3	3	6	3	3	6	21	7	28	53	24	77	0
9:30 - 10:30	12	4	16	13	4	17	3	2	5	3	2	5	15	6	21	45	26	71	0
9:45 - 10:45	11	3	14	12	4	16	2	2	4	2	2	4	13	5	18	40	26	66	0
10:00 - 11:00	8	5	13	9	5	14	2	2	4	2	2	4	10	7	17	35	27	62	0
10:15 - 11:15	6	3	9	7	3	10	1	1	2	1	1	2	7	4	11	32	24	56	0
10:30 - 11:30	4	4	8	5	4	9	2	2	4	2	2	4	6	6	12	24	23	47	0
10:45 - 11:45	3	5	8	4	5	9	2	2	4	2	2	4	5	7	12	24	22	46	0
11:00 - 12:00	4	11	15	5	13	18	2	2	4	2	2	4	6	13	19	24	33	57	0
11:15 - 12:15	5	17	22	5	20	25	2	2	4	2	2	4	7	19	26	21	56	77	0
11:30 - 12:30	7	24	31	7	30	37	0	1	1	0	1	1	7	25	32	28	84	112	0
11:45 - 12:45	8	26	34	8	33	41	1	1	2	0	0	0	9	27	36	34	92	126	0
12:00 - 13:00	15	19	34	15	24	39	1	1	2	0	0	0	16	20	36	55	90	145	0
12:15 - 13:15	18	16	34	18	21	39	1	1	2	0	0	0	19	17	36	68	73	141	0
12:30 - 13:30	17	9	26	17	11	28	1	1	2	0	0	0	18	10	28	67	46	113	0
12:45 - 13:45	18	6	24	18	7	25	0	0	0	0	0	0	18	6	24	68	35	103	0
13:00 - 14:00	15	9	24	17	10	27	0	0	0	0	0	0	15	9	24	59	31	90	0
13:15 - 14:15	12	13	25	14	13	27	0	0	0	0	0	0	12	13	25	55	35	90	0
13:30 - 14:30	13	14	27	14	14	28	0	0	0	1	1	2	13	14	27	48	35	83	0
13:45 - 14:45	12	15	27	13	15	28	0	0	0	1	1	2	12	15	27	38	32	70	0
14:00 - 15:00	9	13	22	8	13	21	0	0	0	1	1	2	9	13	22	25	30	55	0
14:15 - 15:15	9	11	20	9	11	20	0	0	0	1	1	2	9	11	20	16	27	43	0
14:30 - 15:30	7	16	23	8	16	24	0	0	0	0	0	0	7	16	23	17	31	48	0
14:45 - 15:45	7	33	40	8	36	44	0	0	0	0	0	0	7	33	40	23	68	91	0
15:00 - 16:00	6	42	48	7	46	53	3	2	5	3	2	5	9	44	53	32	83	115	0
15:15 - 16:15	5	46	51	5	50	55	3	2	5	3	2	5	8	48	56	30	86	116	0
15:30 - 16:30	4	54	58	4	60	64	3	2	5	3	2	5	7	56	63	25	101	126	0
15:45 - 16:45	4	53	57	5	55	60	3	2	5	3	2	5	7	55	62	19	84	103	0
16:00 - 17:00	4	44	48	5	45	50	0	0	0	0	0	0	4	44	48	9	68	77	0
16:15 - 17:15	3	46	49	4	47	51	0	0	0	0	0	0	3	46	49	13	85	98	0
16:30 - 17:30	4	41	45	5	40	45	0	0	0	0	0	0	4	41	45	12	74	86	0
16:45 - 17:45	11	37	48	11	39	50	0	0	0	0	0	0	11	37	48	20	86	106	0
17:00 - 18:00	12	44	56	13	48	61	0	1	1	0	1	1	12	45	57	26	98	124	0
17:15 - 18:15	14	36	50	17	41	58	0	1	1	0	1	1	14	37	51	26	75	101	0
17:30 - 18:30	16	31	47	25	38	63	0	1	1	0	1	1	16	32	48	35	70	105	0
Peak	74	54	78	76	60	81	3	3	6	3	3	6	74	56	78	128	101	145	0

INTERVIEWS

JOB
CLIENT
SURVEY TYPE
SURVEY START
SURVEY FINISH
LOCATION
DATE
WEATHER
SERIAL NO.

Parking Occupancy (PO)
GTA
Manual
7:00
18:30
16 Giffnock Avenue, Macquarie Park, NSW
10/12/2009
Fine
560 – 650, 651 – 732

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	1 = Work 2 = Visiting	1 = 0-20 minutes 2 = 21-40 minutes 3 = 41-60 minutes 4 = 61-80 minutes 5 = 81-100 minutes 6 = More than 100 minutes	1 = Car driver 2 = Car passenger 3 = Cycle 4 = Motorcycle 5 = Train 6 = Bus 7 = On foot 8 = Other (specify)	1 = Yes 2 = No		1 = On - site 2 = Off-site (On - street) 3 = Off-site (in a parking station or some other street)	1 = 0-5 minutes 2 = 5-15 minutes 3 = 15-30 minutes 4 = more than 30 minutes	

Serial No.	Q1 - Where have you come from today? (Postcodes or Suburb)		Q2 - What is your primary reason for coming here today?	Q3 - How long was your journey in minutes?	Q4 - How did you travel here this morning? (tick primary mode of travel only)	Q5 - Is your vehicle subsidised (ie salary sacrificed employer-owned)?	Q6 - How many people were in the car? (Including the driver)	Q7 - Where did you park?	Q8 - How long did it take you to walk to the office from where you parked your car?	Q9 - Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (eg deliveries, visiting clients, lunch, etc) (For workers in this building only - not for visitors)
	Postcode	Suburb								
0613	2042		1	3	1	1	1	1		2
0599	2117	Oatlands	1	2	1	1	1	1		0
0591	2067	Chatswood	1	1	1	1	1	1	1	1
0582	2077		1	3	1	2	1	1		0
0722	2115		1	3	1	2	1	1		2
0587	2015	Alexandria	1	2	1	2	1	1	1	10
0627	2170		1	4	4	2	1	1		0
0607	2046	Five Dock	1	3	1	2	3	1		0
0586	2152		1	2	6					0
0576	2151	North Rocks	1	2	1	2	1	1	1	0
0581	2131	Ashfield	1	3	1	2	1	1		0
0663	2161		1	4	1	2	1	1	1	2
0609	2118		1	2	1	2	1	1		2
0611	2768		1	4	1	2	3	1	1	6
0716	2120	Thornleigh	1	2	1	2	1	3	1	0
0653	2113		1	1	1	2	1	1	1	2
0660	2046		1	3	1	1	1	1		1
0656	2114		1	2	1	2	1	1		0
0651	2138		1	2	1	1	1	1	1	6
0661	2153	Baulkham Hills	1	3	1	2	1	1		1
0616	2117	Dundas Valley	1	2	1	2	1	1		1
0659	2047		1	2	1	2	1	1		1
0647	2119	Beecroft	1	2	6					0
0570	2132		1	3	8					1
0624	2111		1	2	1	2	1	1		0
0638	2160		1	3	1			3	1	
0623	2037	Glebe	1	3	1	2	1	1		0
0648	2233		1	4	1	2	1	1		0
0646	2086		1	3	1	2	1	1		0
0636	2223		1	5	1		1	1	1	0
0633	2034		1	2	1	2	1	1		1
0634	2205		1	3	1	2	1	1	1	0
0632	2200	Bankstown	1	2	1	2	1	1		0
0637	2222		1	4	1	2	1	1		1
0620	2205		1	3	5					1
0714	2064		1	1	1	2	1	1		2
0615	2077		1	2	1	2	1	1		0
0639	2071		1	1	1		1	1	1	1
0643	2154		1	3	1	2	1	1		0

0642	2145		1	2	1	2	1	1		1
0563	2010		1	4	5					0
0625	2079	Mt Colah	1	3	1	2	1	1		0
0560	2067		1	1	1	2	1	1	1	0
0639	2261	Glenn Valley	1	4	1	2	1	1	1	
0626	2065		1	2	1	2	1	1	1	0
0635	2067	W Chatswood	1	2	1	2	2	1	1	0
0650	2015		1	2	1	2	1	1	1	0
0663	2111		1	2	1	2	1	1		0
0612	2047	Drummoyne	1	3	6					0
0614	2121		1	1	2	1	3			1
0720	2000	Sydney	1	2	1	1	1	1		2
0604	2041		1	2	1	2	1	1		0
0593	2145		1	3	1	2	1	1	1	0
0706	2015		1	2	1	1	1	1		5
0564	2145		1	2	1	2	1	1		0
0705	2120	Pennant Hills	1	3	1	1	1	3	1	4
0702	2113		1	3	1	2	1	1	2	0
0619	2037	Glebe	1	3	1	1	1	1		2
0617	2067		1	2	1	2	1	1		1
0573	2256		1	5	5					0
0583	2126		1	1	1	1	1	1		2
0610	2099	Dee Why	1	4	1	2	1	1		1
0596	2117	Oatlands	1	2	1	2	1	1		0
0707	2092	Seaforth	1	4	1	2	1	1	1	1
0710	2066		1	2	1	2	1	1		2
0603	2194		1	3	1	2	1	1		1
0703	2743		1	3	1	1	1	1		1
0713	2074		1	1	1	2	1	1		0
0577	2125		1	2	1	2	1	1	1	1
0663	2171	Hinchinbrook	1	4	1	2	1	1		1
0618	2113	North Ryde	1	1	8					0
0657	2069		1	2	1	1	1	1	1	1
0590	2073		1	1	1	2	1	1	1	1-2
0663	2155	Kellyville	1	2	4	1	1	1		2
0578	2118	Carlingford	1	2	1			1		0
0732	2112	Ryde	2	1	1	2	1	1	1	0
0594	2137		1	3	6					0
0701	2199	Yagoona	1	5	2	2	2	1		2
0665	2095	Manly	1	3	1	2	1	1		0
0719	2113		1	2	1	1	1	1		0
0712	2111	Gladesville	1	2	1	2	1	1		1
0589	2118		1	2	1	2	1	1		1
0585	2073	Pymble	1	2	1	2	1	1		2
0562	2074		1	2	1	2	1	1	1	1
0608	2039		1	3	1	1	1	1		2
0602	2118		1	2	1	2	1	1		4
0571	2155	Kellyville Ridge	1	3	1			1		1
0566	2228		1	4	2	2	2	3	1	0
0567	2287		1	6	1	2	1	1	2	3
0568	2153		1	3	6,7					1
0561	2760		1	3	1	2	1	1		1

Site OB6 - Parramatta

LOCATION: Sydney Water, Smith St, Parramatta, NSW

Traffic Volume on Smith Street

Date: Wednesday, 10/02/2010



Time	Northbound	Southbound	Total
7:00 - 7:15	55	55	110
7:15 - 7:30	68	86	154
7:30 - 7:45	72	79	151
7:45 - 8:00	87	88	175
8:00 - 8:15	80	73	153
8:15 - 8:30	77	117	194
8:30 - 8:45	88	97	185
8:45 - 9:00	112	99	211
9:00 - 9:15	96	83	179
9:15 - 9:30	88	99	187
9:30 - 9:45	89	78	167
9:45 - 10:00	89	66	155
10:00 - 10:15	72	84	156
10:15 - 10:30	67	53	120
10:30 - 10:45	79	85	164
10:45 - 11:00	57	80	137
11:00 - 11:15	60	79	139
11:15 - 11:30	62	67	129
11:30 - 11:45	68	59	127
11:45 - 12:00	69	72	141
12:00 - 12:15	72	68	140
12:15 - 12:30	67	79	146
12:30 - 12:45	52	77	129
12:45 - 13:00	60	70	130
13:00 - 13:15	72	79	151
13:15 - 13:30	60	78	138
13:30 - 13:45	57	86	143
13:45 - 14:00	66	87	153

LOCATION: Sydney Water, Smith St, Parramatta, NSW

Traffic Volume on Smith Street

Date: Wednesday, 10/02/2010



Time	Northbound	Southbound	Total
14:00 - 14:15	58	92	150
14:15 - 14:30	51	80	131
14:30 - 14:45	72	87	159
14:45 - 15:00	74	68	142
15:00 - 15:15	81	106	187
15:15 - 15:30	56	90	146
15:30 - 15:45	69	90	159
15:45 - 16:00	66	95	161
16:00 - 16:15	78	98	176
16:15 - 16:30	70	78	148
16:30 - 16:45	67	77	144
16:45 - 17:00	93	81	174
17:00 - 17:15	83	83	166
17:15 - 17:30	77	74	151
17:30 - 17:45	72	101	173
17:45 - 18:00	80	101	181
18:00 - 18:15	64	81	145
18:15 - 18:30	65	93	158
18:30 - 18:45	62	87	149
18:45 - 19:00	47	74	121
Total	3426	3959	7385
Peak	112	117	211

LOCATION: Sydney Water, Smith St, Parramatta, NSW



Date: Wednesday, 10/02/10

Time	VEHICLES PARKED ON SITE				START	68	END	73			Cyclists		Pedestrians (Western Entrance)		Pedestrians (Eastern Entrance)		Cyclists (Eastern Entrance)	
	Non-Commercial Vehicles		Occupants		Commercial Vehicles		Occupants											
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
7:00 - 7:15	6	1	6	1	2	1	2	1	1	0	60	0	23	4	0	0		
7:15 - 7:30	11	0	12	0	1	0	1	0	1	0	32	1	22	3	0	0		
7:30 - 7:45	14	0	15	0	1	1	1	1	1	0	56	1	31	4	0	0		
7:45 - 8:00	10	1	11	1	1	2	2	2	1	0	67	7	38	6	0	0		
8:00 - 8:15	15	0	15	0	1	1	2	1	4	0	79	8	50	11	0	0		
8:15 - 8:30	9	0	11	0	1	2	1	2	2	0	45	9	34	8	0	0		
8:30 - 8:45	7	2	7	2	0	0	0	0	4	0	82	5	45	11	0	0		
8:45 - 9:00	19	5	23	6	1	0	1	0	1	0	68	9	20	13	0	0		
9:00 - 9:15	6	1	6	1	2	0	2	0	1	0	54	15	34	21	0	0		
9:15 - 9:30	7	3	10	4	1	0	1	0	0	0	45	10	21	8	0	0		
9:30 - 9:45	5	2	5	3	0	0	0	0	0	0	22	12	20	13	0	0		
9:45 - 10:00	6	3	7	4	2	3	2	3	0	0	22	13	23	15	0	0		
10:00 - 10:15	4	3	4	5	2	1	2	1	0	0	20	26	19	19	0	0		
10:15 - 10:30	3	3	4	3	2	2	2	2	0	0	28	24	23	16	0	0		
10:30 - 10:45	2	1	2	1	1	0	1	0	0	0	46	42	10	5	0	0		
10:45 - 11:00	3	1	5	1	2	4	2	4	0	0	21	20	16	12	0	0		
11:00 - 11:15	1	5	1	5	2	1	2	1	0	0	13	9	19	13	0	0		
11:15 - 11:30	5	3	6	3	1	1	1	1	0	0	11	15	12	12	0	0		
11:30 - 11:45	6	5	10	9	0	2	0	2	0	0	14	14	11	25	0	0		
11:45 - 12:00	1	4	1	5	1	0	1	0	0	0	19	44	15	57	0	0		
12:00 - 12:15	1	3	1	3	0	1	0	1	0	0	34	79	7	90	0	0		
12:15 - 12:30	2	5	3	5	0	0	0	0	0	0	39	67	18	43	0	0		
12:30 - 12:45	3	5	2	10	0	0	0	0	0	0	35	63	21	52	0	0		
12:45 - 13:00	3	4	4	7	0	1	0	1	0	0	80	46	44	28	0	0		
13:00 - 13:15	4	5	4	6	1	1	1	1	0	0	71	44	47	27	0	0		
13:15 - 13:30	5	4	8	4	2	1	2	1	0	0	74	38	36	26	0	0		
13:30 - 13:45	1	7	1	10	2	0	2	0	0	0	45	19	45	11	0	0		
13:45 - 14:00	7	2	8	2	4	1	4	1	0	0	36	25	43	11	0	0		
14:00 - 14:15	1	4	1	5	0	2	0	2	0	0	24	18	25	10	0	0		
14:15 - 14:30	4	1	4	1	0	1	0	1	0	0	23	24	11	18	0	0		
14:30 - 14:45	2	3	2	3	2	2	2	2	0	0	11	6	23	19	0	0		
14:45 - 15:00	1	3	1	3	2	2	2	2	0	0	9	18	11	14	0	0		
15:00 - 15:15	1	4	1	5	0	0	0	0	0	0	15	37	13	24	0	0		
15:15 - 15:30	1	4	1	4	1	1	3	3	0	0	9	35	8	20	0	0		
15:30 - 15:45	4	4	5	4	3	5	2	6	0	1	18	41	8	31	0	0		
15:45 - 16:00	2	7	1	8	0	0	1	1	0	1	5	42	5	23	0	0		
16:00 - 16:15	1	4	1	4	0	1	0	1	0	0	4	49	7	30	0	0		
16:15 - 16:30	1	11	1	11	1	1	1	1	0	1	12	50	6	28	0	0		
16:30 - 16:45	2	9	2	13	2	3	2	3	0	0	4	79	3	49	0	0		
16:45 - 17:00	2	14	2	14	1	0	1	0	0	2	5	66	6	44	0	0		
17:00 - 17:15	1	10	1	11	0	0	0	0	0	2	2	63	4	29	0	0		
17:15 - 17:30	0	11	0	12	0	0	0	0	0	2	2	40	2	28	0	0		
17:30 - 17:45	2	7	2	7	1	1	1	1	0	2	2	33	0	22	0	0		
17:45 - 18:00	1	8	1	8	0	0	0	0	0	1	1	27	1	10	0	0		
18:00 - 18:15	0	2	0	2	0	0	0	0	0	4	0	20	0	4	0	0		
18:15 - 18:30	0	4	0	4	0	0	0	0	0	0	0	21	0	0	0	0		
Total	192	188	218	220	46	45	50	49	16	16	1364	1334	880	967	0	0		
Peak	19	14	23	14	4	5	4	6	4	4	82	79	50	90	0	0		

LOCATION: Sydney Water, Smith St, Parramatta, NSW



Date: Wednesday, 10/02/10

Hourly Counts

	Non-Commercial Vehicles			Occupants			Commercial Vehicles			Occupants			Total Vehicles			Total Person (include pedestrians)			Visitors Cars Outside
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
7:00 - 8:00	41	2	43	44	2	46	5	4	9	6	4	10	46	6	52	269	15	284	114
7:15 - 8:15	50	1	51	53	1	54	4	4	8	6	4	10	54	5	59	300	22	322	141
7:30 - 8:30	48	1	49	52	1	53	4	6	10	6	6	12	52	7	59	313	32	345	153
7:45 - 8:45	41	3	44	44	3	47	3	5	8	5	5	10	44	8	52	333	37	370	167
8:00 - 9:00	50	7	57	56	8	64	3	3	6	4	3	7	53	10	63	345	42	387	149
8:15 - 9:15	41	8	49	47	9	56	4	2	6	4	2	6	45	10	55	308	49	357	133
8:30 - 9:30	39	11	50	46	13	59	4	0	4	4	0	4	43	11	54	305	52	357	120
8:45 - 9:45	37	11	48	44	14	58	4	0	4	4	0	4	41	11	52	239	60	299	95
9:00 - 10:00	24	9	33	28	12	40	5	3	8	5	3	8	29	12	41	177	65	242	98
9:15 - 10:15	22	11	33	26	16	42	5	4	9	5	4	9	27	15	42	140	81	221	83
9:30 - 10:30	18	11	29	20	15	35	6	6	12	6	6	12	24	17	41	118	96	214	85
9:45 - 10:45	15	10	25	17	13	30	7	6	13	7	6	13	22	16	38	140	124	264	75
10:00 - 11:00	12	8	20	15	10	25	7	7	14	7	7	14	19	15	34	137	129	266	68
10:15 - 11:15	9	10	19	12	10	22	7	7	14	7	7	14	16	17	33	127	112	239	68
10:30 - 11:30	11	10	21	14	10	24	6	6	12	6	6	12	17	16	33	111	102	213	57
10:45 - 11:45	15	14	29	22	18	40	5	8	13	5	8	13	20	22	42	86	84	170	58
11:00 - 12:00	13	17	30	18	22	40	4	4	8	4	4	8	17	21	38	79	108	187	57
11:15 - 12:15	13	15	28	18	20	38	2	4	6	2	4	6	15	19	34	98	176	274	45
11:30 - 12:30	10	17	27	15	22	37	1	3	4	1	3	4	11	20	31	122	229	351	51
11:45 - 12:45	7	17	24	7	23	30	1	1	2	1	1	2	8	18	26	135	277	412	61
12:00 - 13:00	9	17	26	10	25	35	0	2	2	0	2	2	9	19	28	198	282	480	90
12:15 - 13:15	12	19	31	13	28	41	1	2	3	1	2	3	13	21	34	239	250	489	130
12:30 - 13:30	15	18	33	18	27	45	3	3	6	3	3	6	18	21	39	281	221	502	148
12:45 - 13:45	13	20	33	17	27	44	5	3	8	5	3	8	18	23	41	292	177	469	172
13:00 - 14:00	17	18	35	21	22	43	9	3	12	9	3	12	26	21	47	256	151	407	171
13:15 - 14:15	14	17	31	18	21	39	8	4	12	8	4	12	22	21	43	205	125	330	149
13:30 - 14:30	13	14	27	14	18	32	6	4	10	6	4	10	19	18	37	148	108	256	124
13:45 - 14:45	14	10	24	15	11	26	6	6	12	6	6	12	20	16	36	115	90	205	102
14:00 - 15:00	8	11	19	8	12	20	4	7	11	4	7	11	12	18	30	79	85	164	70
14:15 - 15:15	8	11	19	8	12	20	4	5	9	4	5	9	12	16	28	70	102	172	58
14:30 - 15:30	5	14	19	5	15	20	5	5	10	7	7	14	10	19	29	56	118	174	55
14:45 - 15:45	7	15	22	8	16	24	6	8	14	7	11	18	13	23	36	66	159	225	40
15:00 - 16:00	8	19	27	8	21	29	4	6	10	6	10	16	12	25	37	61	188	249	34
15:15 - 16:15	8	19	27	8	20	28	4	7	11	6	11	17	12	26	38	50	200	250	28
15:30 - 16:30	8	26	34	8	27	35	4	7	11	4	9	13	12	33	45	51	221	272	26
15:45 - 16:45	6	31	37	5	36	41	3	5	8	4	6	10	9	36	45	34	264	298	21
16:00 - 17:00	6	38	44	6	42	48	4	5	9	4	5	9	10	43	53	35	294	329	22
16:15 - 17:15	6	44	50	6	49	55	4	4	8	4	4	8	10	48	58	33	316	349	19
16:30 - 17:30	5	44	49	5	50	55	3	3	6	3	3	6	8	47	55	21	307	328	15
16:45 - 17:45	5	42	47	5	44	49	2	1	3	2	1	3	7	43	50	18	255	273	12
17:00 - 18:00	4	36	40	4	38	42	1	1	2	1	1	2	5	37	42	12	209	221	7
17:15 - 18:15	3	28	31	3	29	32	1	1	2	1	1	2	4	29	33	9	159	168	3
17:30 - 18:30	3	21	24	3	21	24	1	1	2	1	1	2	4	22	26	7	130	137	1
Peak	50	44	57	56	50	64	9	8	14	9	11	18	54	48	63	345	316	502	172



Hourly Counts

[illegible]

INTERVIEWS

JOB
CLIENT
SURVEY TYPE
SURVEY START
SURVEY FINISH
LOCATION
DATE
WEATHER
SERIAL NO.

Parking Occupancy (PO)
GTA
Manual
7:00
18:30
Sydney Water, Smith St, Parramatta, NSW
10/02/2010
Fine
0451/1 - 0451/63

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	1 = Work 2 = Visiting	1 = 0-20 minutes 2 = 21-40 minutes 3 = 41-60 minutes 4 = 61-80 minutes 5 = 81-100 minutes 6 = More than 100 minutes	1 = Car driver 2 = Car passenger 3 = Cycle 4 = Motorcycle 5 = Train 6 = Bus 7 = On foot 8 = Other (specify)	1 = Yes 2 = No		1 = On - site 2 = Off-site (On - street) 3 = Off-site (in a parking station or some other street)	1 = 0-5 minutes 2 = 5-15 minutes 3 = 15-30 minutes 4 = more than 30 minutes	

Serial No.	Q1 - Where have you come from today? (Postcodes or Suburb)		Q2 - What is your primary reason for coming here today?	Q3 - How long was your journey in minutes?	Q4 - How did you travel here this morning? (tick primary mode of travel only)	Q5 - Is your vehicle subsidised (ie salary sacrificed employer-owned)?	Q6 - How many people were in the car? (including the driver)	Q7 - Where did you park?	Q8 - How long did it take you to walk to the office from where you parked your car?	Q9 - Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (eg deliveries, visiting clients, lunch, etc) (For workers in this building only - not for visitors)
	Postcode	Suburb								
0451/1		Minto	1	3	5					0
0451/2	2207		1	4	5					0
0451/3	2145	Wentworthville	1	1, 2 (Sometimes)	7					0
0451/4	2009		1	4	1	1	2	1		1
0451/5	2093	Manlyvale	1	5	5, 6					
0451/6	2079		1	2	1	2	1	1		1
0451/7	2126		1	2	1	1	1	1		2
0451/8	2150	Parramatta	1	1	1	2	1	1		2
0451/9	2170	Mt Prichard	1	2	5, 6					0
0451/10		North Ryde	1	4	6					0
0451/11	2032		1	4	5, 6					0
0451/12	2107		1	4	1	2	1	1		0
0451/13	2122		1	3	3			1		0
0451/14	2233	Heathcote	1	5	5					0
0451/15	2560	Appin	1	4	5					0
0451/16	2233	Heathcote	1	5	5					0
0451/17	2162		1	1	5					0
0451/18	2150	Parramatta	1	2	7					0
0451/19	2154		1	3	6		6			2
0451/20	2182		1	5	2, 5	2				0
0451/21	2170		1	3	5					
0451/22	2560		1	5	5					0
0451/23	2207		1	3	5					2
0451/24	2750	Penrith	1	2	5					0
0451/25	2147	Seven Hills	1	2	1	2	1	2	3	0
0451/26	2258	Ourimbah	1	5	1	1	1	3	2	0
0451/27	2071		1	3	1	2	1	3	2	0-1
0451/28	2031	Randwick	1	4	5					0
0451/29	2090		1	3	1	2	1	3	2	0
0451/30	2209	Narwee	1	4	5					0
0451/31	2144	Auburn	1	1	2	2	3	2	3	0
0451/32	2067		1	3	1	1	1	3	2	0
0451/33	2145		1	1	5					0
0451/34	2042		1	3	5					0
0451/39	2226	Jannali	1	3	1	2	1	3	2	1
0451/36		Picnic Point	1	2	1	2	1	3	1	0
0451/37	2142	Rosehill	1	1	6					0
0451/38		Winston Hills	1	2	3			1		1
0451/39	2196		1	3	1	2	1	1		0
0451/40	2193		1	3	3			1		0
0451/41	2567		1	6	5					0
0451/42	2752		1	6	2	2	2	3	2	0
0451/43	2151	North Rocky	1	2	1	2	1	3	1	0

0451/44	2753		1	3	5					0
0451/45	2093		1	4	1	2	1	2	3	0
0451/46		Homebush	1	2	5					1
0451/47	2117		1	1	2	2	2	3	1	0
0451/48	2759		1	2	5					0
0451/49		Rosehill	1	1	7					0
0451/50	2077	Waitara	1	3	1	2	1	3	1	0
0451/51		Croydon Park	1	3	5, 7					0
0451/52	2780		1	5	5					0
0451/53	2130		1	2	5					0
0451/54	2152		1	2	1, 7				2	0
0451/55	2233		1	4	1	1	1	3	2	0
0451/56	2170		1	2	5					0
0451/57		Bankstown	1	3	5					2
0451/58	2099		1	6	5, 6					0
0451/59	2210		1	5						1-5
0451/60	2214		1	2	1	1	1	3	2	0
0451/61	2045	Haberfield	1	2	1	2	1	3	2	0
0451/62	2770		1	1	5					2
0451/63	2160		1	3	3			1		0

Site OB7 - Liverpool

LOCATION: 13 - 15 Moore Street, Liverpool, NSW
 Traffic Volume on Moore Street Street
 Date: Thursday, 03/12/09



Time	Eastbound	Westbound	Total
7:00 - 7:15	26	30	56
7:15 - 7:30	34	29	63
7:30 - 7:45	47	40	87
7:45 - 8:00	60	38	98
8:00 - 8:15	57	44	101
8:15 - 8:30	57	52	109
8:30 - 8:45	54	41	95
8:45 - 9:00	49	47	96
9:00 - 9:15	47	43	90
9:15 - 9:30	57	42	99
9:30 - 9:45	44	50	94
9:45 - 10:00	44	56	100
10:00 - 10:15	51	5	56
10:15 - 10:30	48	30	78
10:30 - 10:45	38	70	108
10:45 - 11:00	53	59	112
11:00 - 11:15	51	39	90
11:15 - 11:30	47	58	105
11:30 - 11:45	56	42	98
11:45 - 12:00	45	43	88
12:00 - 12:15	35	48	83
12:15 - 12:30	48	54	102
12:30 - 12:45	22	44	66
12:45 - 13:00	47	35	82
13:00 - 13:15	27	52	79
13:15 - 13:30	38	51	89

LOCATION: 13 - 15 Moore Street, Liverpool, NSW
 Traffic Volume on Moore Street Street
 Date: Thursday, 03/12/09



Time	Eastbound	Westbound	Total
13:30 - 13:45	33	43	76
13:45 - 14:00	38	48	86
14:00 - 14:15	31	43	74
14:15 - 14:30	45	52	97
14:30 - 14:45	32	59	91
14:45 - 15:00	43	50	93
15:00 - 15:15	33	49	82
15:15 - 15:30	45	63	108
15:30 - 15:45	52	58	110
15:45 - 16:00	57	54	111
16:00 - 16:15	38	74	112
16:15 - 16:30	50	52	102
16:30 - 16:45	44	53	97
16:45 - 17:00	42	61	103
17:00 - 17:15	40	56	96
17:15 - 17:30	52	51	103
17:30 - 17:45	46	52	98
17:45 - 18:00	51	53	104
18:00 - 18:15	37	48	85
18:15 - 18:30	50	51	101
18:30 - 18:45	27	44	71
18:45 - 19:00	56	37	93
Total	2124	2293	4417
Peak	60	74	112

LOCATION: 13 - 15 Moore Street, Liverpool, NSW



Date: Thursday, 03/12/09

Time	VEHICLES PARKED ON SITE				START	0	END	0	Pedestrians		Cyclists		Visitors Cars Outside
	Non-Commercial Vehicles		Occupants		Commercial Vehicles		Occupants						
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00 - 7:15	1	0	2	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	2	0	2	0	0	0	0	0	3	0	0	0	0
7:30 - 7:45	1	0	1	0	1	0	1	0	2	0	0	0	0
7:45 - 8:00	1	0	1	0	0	1	0	1	3	1	0	0	0
8:00 - 8:15	3	0	3	0	0	0	0	0	13	1	0	0	0
8:15 - 8:30	1	0	1	0	0	0	0	0	10	6	0	0	0
8:30 - 8:45	2	0	3	0	0	0	0	0	15	0	0	0	0
8:45 - 9:00	1	0	1	0	0	0	0	0	4	8	0	0	0
9:00 - 9:15	2	0	2	0	0	0	0	0	11	1	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	10	5	0	0	0
9:30 - 9:45	2	3	2	3	0	0	0	0	13	3	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	17	11	0	0	0
10:00 - 10:15	1	0	1	0	0	0	0	0	11	15	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	10	5	0	0	0
10:30 - 10:45	0	1	0	1	0	0	0	0	11	13	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	7	11	0	0	0
11:00 - 11:15	0	0	1	0	0	0	0	0	11	10	0	0	0
11:15 - 11:30	1	2	1	3	0	0	0	0	3	5	0	0	0
11:30 - 11:45	1	1	1	0	0	0	0	0	9	9	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	11	20	0	0	0
12:00 - 12:15	0	1	0	2	0	0	0	0	7	9	0	0	0
12:15 - 12:30	1	1	1	1	0	0	0	0	5	7	0	0	0
12:30 - 12:45	0	1	0	1	0	0	0	0	7	12	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	22	10	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	6	7	0	0	0
13:15 - 13:30	1	2	1	4	0	0	0	0	5	8	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	6	6	0	0	0
13:45 - 14:00	0	1	0	1	0	0	0	0	19	14	0	0	0
14:00 - 14:15	1	0	1	0	0	0	0	0	10	6	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	8	6	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	5	10	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	7	14	0	0	0
15:00 - 15:15	0	2	0	2	0	0	0	0	9	8	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	2	8	0	0	0
15:30 - 15:45	1	1	3	1	0	0	0	0	6	5	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	10	10	0	0	0
16:00 - 16:15	0	1	0	2	0	0	0	0	10	5	0	0	0
16:15 - 16:30	1	1	1	1	0	0	0	0	1	10	0	0	0
16:30 - 16:45	1	1	1	1	0	0	0	0	1	0	0	0	0
16:45 - 17:00	0	1	0	1	0	0	0	0	2	12	0	0	0
17:00 - 17:15	0	3	0	5	0	0	0	0	2	9	0	0	0
17:15 - 17:30	0	1	0	1	0	0	0	0	0	1	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	2	0	0	0
17:45 - 18:00	0	1	0	1	0	0	0	0	0	3	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	4	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	3	0	0	0
Total	25	25	30	31	1	1	1	1	324	313	0	0	0
Peak	3	3	3	5	1	1	1	1	22	20	0	0	0

LOCATION: 13 - 15 Moore Street, Liverpool, NSW



Date: Thursday, 03/12/09

Hourly Counts	Non - Commercial						Commercial						Total						
	Vehicles			Occupants			Vehicles			Occupants			Vehicles			Person (include pedestrians)			Visitors Cars Outside
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
7:00 - 8:00	5	0	5	6	0	6	1	1	2	1	1	2	6	1	7	15	2	17	0
7:15 - 8:15	7	0	7	7	0	7	1	1	2	1	1	2	8	1	9	29	3	32	0
7:30 - 8:30	6	0	6	6	0	6	1	1	2	1	1	2	7	1	8	35	9	44	0
7:45 - 8:45	7	0	7	8	0	8	0	1	1	0	1	1	7	1	8	49	9	58	0
8:00 - 9:00	7	0	7	8	0	8	0	0	0	0	0	0	7	0	7	50	15	65	0
8:15 - 9:15	6	0	6	7	0	7	0	0	0	0	0	0	6	0	6	47	15	62	0
8:30 - 9:30	5	0	5	6	0	6	0	0	0	0	0	0	5	0	5	46	14	60	0
8:45 - 9:45	5	3	8	5	3	8	0	0	0	0	0	0	5	3	8	43	20	63	0
9:00 - 10:00	4	3	7	4	3	7	0	0	0	0	0	0	4	3	7	55	23	78	0
9:15 - 10:15	3	3	6	3	3	6	0	0	0	0	0	0	3	3	6	54	37	91	0
9:30 - 10:30	3	3	6	3	3	6	0	0	0	0	0	0	3	3	6	54	37	91	0
9:45 - 10:45	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	50	45	95	0
10:00 - 11:00	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	40	45	85	0
10:15 - 11:15	0	1	1	1	1	2	0	0	0	0	0	0	0	1	1	40	40	80	0
10:30 - 11:30	1	3	4	2	4	6	0	0	0	0	0	0	1	3	4	34	43	77	0
10:45 - 11:45	2	3	5	3	3	6	0	0	0	0	0	0	2	3	5	33	38	71	0
11:00 - 12:00	2	3	5	3	3	6	0	0	0	0	0	0	2	3	5	37	47	84	0
11:15 - 12:15	2	4	6	2	5	7	0	0	0	0	0	0	2	4	6	32	48	80	0
11:30 - 12:30	2	3	5	2	3	5	0	0	0	0	0	0	2	3	5	34	48	82	0
11:45 - 12:45	1	3	4	1	4	5	0	0	0	0	0	0	1	3	4	31	52	83	0
12:00 - 13:00	1	3	4	1	4	5	0	0	0	0	0	0	1	3	4	42	42	84	0
12:15 - 13:15	1	2	3	1	2	3	0	0	0	0	0	0	1	2	3	41	38	79	0
12:30 - 13:30	1	3	4	1	5	6	0	0	0	0	0	0	1	3	4	41	42	83	0
12:45 - 13:45	1	2	3	1	4	5	0	0	0	0	0	0	1	2	3	40	35	75	0
13:00 - 14:00	1	3	4	1	5	6	0	0	0	0	0	0	1	3	4	37	40	77	0
13:15 - 14:15	2	3	5	2	5	7	0	0	0	0	0	0	2	3	5	42	39	81	0
13:30 - 14:30	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	44	33	77	0
13:45 - 14:45	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	43	37	80	0
14:00 - 15:00	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1	31	36	67	0
14:15 - 15:15	0	2	2	0	2	2	0	0	0	0	0	0	0	2	2	29	40	69	0
14:30 - 15:30	0	2	2	0	2	2	0	0	0	0	0	0	0	2	2	23	42	65	0
14:45 - 15:45	1	3	4	3	3	6	0	0	0	0	0	0	1	3	4	27	38	65	0
15:00 - 16:00	1	3	4	3	3	6	0	0	0	0	0	0	1	3	4	30	34	64	0
15:15 - 16:15	1	2	3	3	3	6	0	0	0	0	0	0	1	2	3	31	31	62	0
15:30 - 16:30	2	3	5	4	4	8	0	0	0	0	0	0	2	3	5	31	34	65	0
15:45 - 16:45	2	3	5	2	4	6	0	0	0	0	0	0	2	3	5	24	29	53	0
16:00 - 17:00	2	4	6	2	5	7	0	0	0	0	0	0	2	4	6	16	32	48	0
16:15 - 17:15	2	6	8	2	8	10	0	0	0	0	0	0	2	6	8	8	39	47	0
16:30 - 17:30	1	6	7	1	8	9	0	0	0	0	0	0	1	6	7	6	30	36	0
16:45 - 17:45	0	5	5	0	7	7	0	0	0	0	0	0	0	5	5	4	31	35	0
17:00 - 18:00	0	5	5	0	7	7	0	0	0	0	0	0	0	5	5	2	22	24	0
17:15 - 18:15	0	2	2	0	2	2	0	0	0	0	0	0	0	2	2	0	12	12	0
17:30 - 18:30	0	1	1	0	1	1	0	0	0	0	0	0	0	1	1	0	13	13	0
Peak	7	6	8	8	8	10	1	1	2	1	1	2	8	6	9	55	52	95	0

INTERVIEWS

JOB Parking Occupancy (PO)
 CLIENT GTA
 SURVEY TYPE Manual
 SURVEY START 7:00
 SURVEY FINISH 18:30
 LOCATION 13 - 15 Moore St, Liverpool, NSW
 DATE 03/12/2009
 WEATHER Fine
 SERIAL NO. 0035 - 0050, 0251 - 0450

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	1 = Work	1 = 0-20 minutes	1 = Car driver	1 = Yes		1 = On - site	1 = 0-5 minutes	
	2 = Visiting	2 = 21-40 minutes	2 = Car passenger	2 = No		2 = Off-site (On - street)	2 = 5-15 minutes	
		3 = 41-60 minutes	3 = Cycle			3 = Off-site (in a parking station or some other street)	3 = 15-30 minutes	
		4 = 61-80 minutes	4 = Motorcycle				4 = more than 30 minutes	
		5 = 81-100 minutes	5 = Train					
		6 = More than 100 minutes	6 = Bus					
			7 = On foot					
			8 = Other (specify)					

Serial No.	Q1 - Where have you come from today? (Postcodes or Suburb)		Q2 - What is your primary reason for coming here today?	Q3 - How long was your journey in minutes?	Q4 - How did you travel here this morning? (tick primary mode of travel only)	Q5 - Is your vehicle subsidised (ie salary sacrificed employer-owned)?	Q6 - How many people were in the car? (Including the driver)	Q7 - Where did you park?	Q8 - How long did it take you to walk to the office from where you parked your car?	Q9 - Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (eg deliveries, visiting clients, lunch, etc) (For workers in this building only - not for visitors)
	Postcode	Suburb								
0257/1	2560		1	2	1	2	1	3	1	0
0257/2	2032		1	4	1	1	1	1		3
0295	2166		1	1	1	1	1	3	2	1
0290	2232	Sutherland	1	2	1	2	1	3	1	0
0254	2211	Padstow Heights	1	2	1	2	1	3	2	1
0272	2759		1	2	1	1	1	3	1	1
0255	2170	Liverpool	1	1	1	2	1	2	2	0
0287	2173	Wattle Grove	1	1	1	2	1	2	2	0-1
0275	2759		1	4	5,6					5
0273	2170	Liverpool	1	3	1	1	1	3	1	8
0274	2170	Liverpool	1	1	5	2	1	3	2	10
0257/3	2213		1	2	1	2	1	3	1	3

0267	2167	Glenfield	1	1	5					
0265	2170		1	1						1
0257/4	2567	Camden	1	2	1	2	1	2	2	0
0257/5	2170	Liverpool	1	1	7					2
0257/6	2196		1	3	5					2
0257/7	2170	Liverpool	1	1	6					2
0285	2560	Bradbury	1	2	1	2	1	3	2	0
0289	2763	Quakers Hill	1	3	1	1	1	1		2
0284	2564	Macquarie Fields	1	1	5					
0270	2176	Edensor Park	1	1	1	2	1	2	3	0
0408	2168	Busby	2	1	2	1	5	3	1	
0409	2170		1	1	1	2	1	3	1	0
0450			2	1	1	2	3	2	1	
0406	2178	Cecil Park	2	1	1		1	3	1	
0258	2774		1	3	2	2	2	3	1	
0259	2777		2	3	1	2	2	3	1	
0261	2171		2	2	1	2	2	3	2	2
0262	2170	Liverpool	1	1	1	2	3	2	3	6
0252	2121		1	3	1	1	1	3	1	2
0300	2166	Cabramatta	1	1	1	2	1	2	3	0
0268	2113	Top Ryde	1	2	1	1	1	2	2	7
0269	2557		2	1	1	2	3	3	1	
0299	2221	South Hurstville	1	2	1	2	1	1		0
0297	2145	S. Wentworthville	1	1	1	2	1	3	1	0
0296	2170	Liverpool	1	1	1	2	1	1	1	3
0298	2145	S. Wentworthville	1	2	1	2	1	2	2	2
0251	2142		1	2	1	2	1	3	1	1
0407	2135	Strathfield	1	2	2	2	3	2	1	2

Site OB8 - Bella Vista

LOCATION: 10 - 12 Lexington Drive, Bella Vista, NSW - Argus Technologie



Traffic Volume on Lexington Drive

Date: Tuesday, 01/12/09

Time	Northbound	Southbound	Total
7:00 - 7:15	100	108	208
7:15 - 7:30	118	137	255
7:30 - 7:45	98	172	270
7:45 - 8:00	116	174	290
8:00 - 8:15	165	164	329
8:15 - 8:30	200	151	351
8:30 - 8:45	184	154	338
8:45 - 9:00	193	163	356
9:00 - 9:15	181	152	333
9:15 - 9:30	178	119	297
9:30 - 9:45	160	135	295
9:45 - 10:00	143	145	288
10:00 - 10:15	130	152	282
10:15 - 10:30	150	144	294
10:30 - 10:45	128	145	273
10:45 - 11:00	121	121	242
11:00 - 11:15	110	137	247
11:15 - 11:30	131	131	262
11:30 - 11:45	141	128	269
11:45 - 12:00	135	137	272
12:00 - 12:15	154	163	317
12:15 - 12:30	171	143	314
12:30 - 12:45	191	168	359
12:45 - 13:00	162	175	337
13:00 - 13:15	141	172	313
13:15 - 13:30	181	151	332

LOCATION: 10 - 12 Lexington Drive, Bella Vista, NSW - Argus Technologie



Traffic Volume on Lexington Drive

Date: Tuesday, 01/12/09

Time	Northbound	Southbound	Total
13:30 - 13:45	179	183	362
13:45 - 14:00	178	151	329
14:00 - 14:15	144	144	288
14:15 - 14:30	137	141	278
14:30 - 14:45	157	150	307
14:45 - 15:00	136	162	298
15:00 - 15:15	155	153	308
15:15 - 15:30	153	141	294
15:30 - 15:45	174	171	345
15:45 - 16:00	160	163	323
16:00 - 16:15	173	203	376
16:15 - 16:30	187	161	348
16:30 - 16:45	180	185	365
16:45 - 17:00	170	233	403
17:00 - 17:15	57	228	285
17:15 - 17:30	105	181	286
17:30 - 17:45	113	197	310
17:45 - 18:00	112	170	282
18:00 - 18:15	136	141	277
18:15 - 18:30	116	122	238
18:30 - 18:45	98	133	231
18:45 - 19:00	100	113	213
Total	7002	7467	14469
Peak	200	233	403

LOCATION: 10 - 12 Lexington Drive, Bella Vista, NSW - Argus Technologies

Side staff entry door (upstairs)

Date: Tuesday, 01/12/09



Time	IN	OUT
8:45 - 9:00	3	0
9:00 - 9:15	0	0
9:15 - 9:30	0	0
9:30 - 9:45	0	0
9:45 - 10:00	0	0
10:00 - 10:15	0	0
10:15 - 10:30	0	0
10:30 - 10:45	0	0
10:45 - 11:00	0	0
11:00 - 11:15	0	0
11:15 - 11:30	0	0
11:30 - 11:45	0	0
11:45 - 12:00	0	0
12:00 - 12:15	0	0
12:15 - 12:30	0	0
12:30 - 12:45	1	1
12:45 - 13:00	1	1
13:00 - 13:15	0	0
13:15 - 13:30	0	0
13:30 - 13:45	0	0
13:45 - 14:00	0	0
14:00 - 14:15	0	0
14:15 - 14:30	0	0
14:30 - 14:45	0	0
14:45 - 15:00	0	0
15:00 - 15:15	0	0
15:15 - 15:30	0	0
15:30 - 15:45	0	0
15:45 - 16:00	0	0
16:00 - 16:15	0	0
16:15 - 16:30	0	4
16:30 - 16:45	1	0
16:45 - 17:00	0	1
17:00 - 17:15	0	0
17:15 - 17:30	0	0
17:30 - 17:45	0	3
17:45 - 18:00	0	0
18:00 - 18:15	0	0
18:15 - 18:30	0	0
Total	6	10
Peak	3	4

LOCATION: 10 - 12 Lexington Drive, Bella Vista, NSW - Argus Technologies



Date: Tuesday, 01/12/09

Time	VEHICLES PARKED ON SITE				START	1	END	7	Pedestrians		Cyclists		Visitors Cars Outside
	Non-Commercial Vehicles		Occupants		Commercial Vehicles		Occupants						
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00 - 7:15	1	0	1	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	1	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	5	0	5	0	0	0	0	0	2	0	0	0	0
8:00 - 8:15	4	0	4	0	1	0	1	0	4	0	0	0	0
8:15 - 8:30	4	0	6	0	1	0	1	0	3	0	0	0	0
8:30 - 8:45	1	0	1	0	1	1	1	1	4	0	0	0	0
8:45 - 9:00	4	0	4	0	0	1	0	1	2	1	0	0	0
9:00 - 9:15	0	0	0	0	1	1	1	1	3	1	0	0	0
9:15 - 9:30	1	0	1	0	0	0	0	0	1	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	1	1	1	1	1	1	0	0	0
10:30 - 10:45	0	1	0	1	0	0	0	0	0	1	0	0	0
10:45 - 11:00	1	0	1	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	2	0	2	0	0	0	0	0	2	0	0	0	0
11:30 - 11:45	1	0	1	0	0	0	0	0	1	0	0	0	0
11:45 - 12:00	2	1	2	1	0	0	0	0	1	0	0	0	0
12:00 - 12:15	0	2	0	2	0	0	0	0	0	1	0	0	0
12:15 - 12:30	0	3	0	3	0	0	0	0	0	1	0	0	0
12:30 - 12:45	1	0	1	0	0	0	0	0	1	0	0	0	0
12:45 - 13:00	1	0	1	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	1	3	2	3	0	0	0	0	1	3	0	0	0
13:15 - 13:30	1	1	1	1	0	0	0	0	1	1	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	1	0	0	0
13:45 - 14:00	2	3	3	4	0	0	0	0	1	1	0	0	0
14:00 - 14:15	3	1	3	1	0	0	0	0	3	3	0	0	0
14:15 - 14:30	0	0	0	0	0	1	0	1	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	1	0	1	0	0	0	0	0	1	0	0	0
15:15 - 15:30	1	0	1	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	1	0	1	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	1	0	1	0	0	0	0	0	2	0	0	0
16:30 - 16:45	0	2	0	2	0	0	0	0	0	1	0	0	0
16:45 - 17:00	0	1	0	1	0	0	0	0	0	3	0	0	0
17:00 - 17:15	0	1	0	1	0	0	0	0	0	1	0	0	0
17:15 - 17:30	0	1	0	1	0	0	0	0	0	3	0	0	0
17:30 - 17:45	0	3	0	3	0	0	0	0	0	1	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	1	0	1	0	0	0	0	0	1	0	0	0
18:15 - 18:30	0	2	0	2	0	0	0	0	0	2	0	0	0
Total	36	29	40	30	5	5	5	5	32	30	0	0	0
Peak	5	3	6	4	1	1	1	1	4	3	0	0	0

LOCATION: 10 - 12 Lexington Drive, Bella Vista, NSW - Argus Technologies



Date: Tuesday, 01/12/09

Hourly Counts	Non - Commercial						Commercial						Total						
	Vehicles			Occupants			Vehicles			Occupants			Vehicles			Person (include pedestrians)			Visitors Cars Outside
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
Time	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
7:00 - 8:00	6	0	6	6	0	6	0	0	0	0	0	0	6	0	6	9	0	9	0
7:15 - 8:15	9	0	9	9	0	9	1	0	1	1	0	1	10	0	10	17	0	17	0
7:30 - 8:30	13	0	13	15	0	15	2	0	2	2	0	2	15	0	15	26	0	26	0
7:45 - 8:45	14	0	14	16	0	16	3	1	4	3	1	4	17	1	18	32	1	33	0
8:00 - 9:00	13	0	13	15	0	15	3	2	5	3	2	5	16	2	18	31	3	34	0
8:15 - 9:15	9	0	9	11	0	11	3	3	6	3	3	6	12	3	15	26	5	31	0
8:30 - 9:30	6	0	6	6	0	6	2	3	5	2	3	5	8	3	11	18	5	23	0
8:45 - 9:45	5	0	5	5	0	5	1	2	3	1	2	3	6	2	8	12	4	16	0
9:00 - 10:00	1	0	1	1	0	1	1	1	2	1	1	2	2	1	3	6	2	8	0
9:15 - 10:15	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1	2	0	2	0
9:30 - 10:30	0	0	0	0	0	0	1	1	2	1	1	2	1	1	2	2	2	4	0
9:45 - 10:45	0	1	1	0	1	1	1	1	2	1	1	2	1	2	3	2	4	6	0
10:00 - 11:00	1	1	2	1	1	2	1	1	2	1	1	2	2	2	4	3	4	7	0
10:15 - 11:15	1	1	2	1	1	2	1	1	2	1	1	2	2	2	4	3	4	7	0
10:30 - 11:30	3	1	4	3	1	4	0	0	0	0	0	0	3	1	4	5	2	7	0
10:45 - 11:45	4	0	4	4	0	4	0	0	0	0	0	0	4	0	4	7	0	7	0
11:00 - 12:00	5	1	6	5	1	6	0	0	0	0	0	0	5	1	6	9	1	10	0
11:15 - 12:15	5	3	8	5	3	8	0	0	0	0	0	0	5	3	8	9	4	13	0
11:30 - 12:30	3	6	9	3	6	9	0	0	0	0	0	0	3	6	9	5	8	13	0
11:45 - 12:45	3	6	9	3	6	9	0	0	0	0	0	0	3	6	9	5	8	13	0
12:00 - 13:00	2	5	7	2	5	7	0	0	0	0	0	0	2	5	7	3	7	10	0
12:15 - 13:15	3	6	9	4	6	10	0	0	0	0	0	0	3	6	9	6	10	16	0
12:30 - 13:30	4	4	8	5	4	9	0	0	0	0	0	0	4	4	8	8	8	16	0
12:45 - 13:45	3	4	7	4	4	8	0	0	0	0	0	0	3	4	7	6	9	15	0
13:00 - 14:00	4	7	11	6	8	14	0	0	0	0	0	0	4	7	11	9	14	23	0
13:15 - 14:15	6	5	11	7	6	13	0	0	0	0	0	0	6	5	11	12	12	24	0
13:30 - 14:30	5	4	9	6	5	11	0	1	1	0	1	1	5	5	10	10	11	21	0
13:45 - 14:45	5	4	9	6	5	11	0	1	1	0	1	1	5	5	10	10	10	20	0
14:00 - 15:00	3	1	4	3	1	4	0	1	1	0	1	1	3	2	5	6	5	11	0
14:15 - 15:15	0	1	1	0	1	1	0	1	1	0	1	1	0	2	2	0	3	3	0
14:30 - 15:30	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	1	2	3	0
14:45 - 15:45	1	2	3	1	2	3	0	0	0	0	0	0	1	2	3	1	3	4	0
15:00 - 16:00	1	2	3	1	2	3	0	0	0	0	0	0	1	2	3	1	3	4	0
15:15 - 16:15	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	1	1	2	0
15:30 - 16:30	0	2	2	0	2	2	0	0	0	0	0	0	0	2	2	0	4	4	0
15:45 - 16:45	0	3	3	0	3	3	0	0	0	0	0	0	0	3	3	0	6	6	0
16:00 - 17:00	0	4	4	0	4	4	0	0	0	0	0	0	0	4	4	0	10	10	0
16:15 - 17:15	0	5	5	0	5	5	0	0	0	0	0	0	0	5	5	0	12	12	0
16:30 - 17:30	0	5	5	0	5	5	0	0	0	0	0	0	0	5	5	0	13	13	0
16:45 - 17:45	0	6	6	0	6	6	0	0	0	0	0	0	0	6	6	0	14	14	0
17:00 - 18:00	0	5	5	0	5	5	0	0	0	0	0	0	0	5	5	0	10	10	0
17:15 - 18:15	0	5	5	0	5	5	0	0	0	0	0	0	0	5	5	0	10	10	0
17:30 - 18:30	0	6	6	0	6	6	0	0	0	0	0	0	0	6	6	0	10	10	0
Peak	14	7	14	16	8	16	3	3	6	3	3	6	17	7	18	32	14	34	0

INTERVIEWS

JOB Parking Occupancy (PO)
 CLIENT GTA
 SURVEY TYPE Manual
 SURVEY START 7:00
 SURVEY FINISH 18:30
 LOCATION 10 - 12 Lexington Drive, Bella Vista, NSW - Argus Technologies
 DATE 01/12/2009
 WEATHER Fine
 SERIAL NO. 0001 - 0034

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	1 = Work	1 = 0-20 minutes	1 = Car driver	1 = Yes		1 = On - site	1 = 0-5 minutes	
	2 = Visiting	2 = 21-40 minutes	2 = Car passenger	2 = No		2 = Off-site (On - street)	2 = 5-15 minutes	
		3 = 41-60 minutes	3 = Cycle			3 = Off-site (in a parking station or some other street)	3 = 15-30 minutes	
		4 = 61-80 minutes	4 = Motorcycle				4 = more than 30 minutes	
		5 = 81-100 minutes	5 = Train					
		6 = More than 100 minutes	6 = Bus					
			7 = On foot					
			8 = Other (specify)					

Serial No.	Q1 - Where have you come from today? (Postcodes or Suburb)		Q2 - What is your primary reason for coming here today?	Q3 - How long was your journey in minutes?	Q4 - How did you travel here this morning? (tick primary mode of travel only)	Q5 - Is your vehicle subsidised (ie salary sacrificed employer-owned)?	Q6 - How many people were in the car? (Including the driver)	Q7 - Where did you park?	Q8 - How long did it take you to walk to the office from where you parked your car?	Q9 - Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (eg deliveries, visiting clients, lunch, etc) (For workers in this building only - not for visitors)
	Postcode	Suburb								
0001	2212	Revesby	1	3	1	2	1	1		0
0002	2148	Kings Park	1	1	1	2	1	1		0
0003	2759		1	2	1	2	1	1		0
0004	2200	Condell Park	1	3	1	2	1	2		2
0005	2142		1	2	1	2	1	1		0
0006	2756		1	2	1	2	1	1		1
0007	2049	Petersham	1	3	1	2	1	1		2
0008	2125		1	2	1	2	1	1		1
0009	2759		1	2	1	1	1	1		6
0010	2759		1	6	5,6					0

0011	2774		1	3	1	2	2	1		0
0013	2158	Dural	1	2	1	1	2	1	1	0
0014	2192		1	3	1	2	1	1		1
0015	2151		1	2	1	2	1	1		0
0016	2766		1	2	1	2	2	1		2
0017	2077		1	3	1	2	1	1		0
0018	2117		1	1,2	1	2	1	1	1	1
0019	2154		1	1	1	1	1	1	1	1
0020	2151	North Rocks	1	2	1	2	1	1	1	0
0021	2142	Grewville	1	1	1	1	1	1	1	1
0023	2758	East Kurrajong	1	3	1	2	1	1	1	0
0024	2127	Homebush Bay	1	2	1	2	1	1		2
0025	2131		1	4	1	2	1	1		1
0026	2011		1	3	1	2	1	1		0
0028	2158	Middle Dural	1	2	1	2	1	1	1	1
0029	2050	Camperdown	1	6	1	1	1	1	1	0
0030	2220	Hurstville Grve	1	4	1	2	1	1		0
0031	2000	Sydney	1,2	3	1	2	1	1		0
0032	2097	Collaroy	1	3	1	1	1	1	1	8
0033	2224		2	4	1	2	1	1		0
0034	2049		1	3	1	1	1	1		10

Site OB9 - Newcastle

LOCATION: NIB, 22 Honeysuckle Dr, Newcastle, NSW

Traffic Volume on Honeysuckle Drive

Date: Wednesday, 04/02/2010



Time	Eastbound	Westbound	Total
7:00 - 7:15	84	97	181
7:15 - 7:30	108	114	222
7:30 - 7:45	149	117	266
7:45 - 8:00	188	150	338
8:00 - 8:15	211	157	368
8:15 - 8:30	215	155	370
8:30 - 8:45	231	147	378
8:45 - 9:00	245	143	388
9:00 - 9:15	182	99	281
9:15 - 9:30	144	98	242
9:30 - 9:45	126	105	231
9:45 - 10:00	114	101	215
10:00 - 10:15	95	81	176
10:15 - 10:30	108	75	183
10:30 - 10:45	112	106	218
10:45 - 11:00	97	96	193
11:00 - 11:15	100	75	175
11:15 - 11:30	95	120	215
11:30 - 11:45	116	81	197
11:45 - 12:00	114	90	204
12:00 - 12:15	126	105	231
12:15 - 12:30	122	106	228
12:30 - 12:45	107	108	215
12:45 - 13:00	122	115	237
13:00 - 13:15	105	120	225

LOCATION: NIB, 22 Honeysuckle Dr, Newcastle, NSW

Traffic Volume on Honeysuckle Drive

Date: Wednesday, 04/02/2010



Time	Eastbound	Westbound	Total
13:15 - 13:30	118	132	250
13:30 - 13:45	99	119	218
13:45 - 14:00	106	122	228
14:00 - 14:15	99	134	233
14:15 - 14:30	114	117	231
14:30 - 14:45	112	114	226
14:45 - 15:00	127	97	224
15:00 - 15:15	101	123	224
15:15 - 15:30	113	120	233
15:30 - 15:45	126	127	253
15:45 - 16:00	139	129	268
16:00 - 16:15	117	164	281
16:15 - 16:30	128	136	264
16:30 - 16:45	147	149	296
16:45 - 17:00	164	162	326
17:00 - 17:15	199	189	388
17:15 - 17:30	185	129	314
17:30 - 17:45	164	159	323
17:45 - 18:00	215	118	333
18:00 - 18:15	131	108	239
18:15 - 18:30	131	87	218
18:30 - 18:45	101	77	178
18:45 - 19:00	105	100	205
Total	6457	5673	12130
Peak	245	189	388

LOCATION: NIB, 22 Honeysuckle Dr, Newcastle



Date: Thursday, 04/02/2010

Time	VEHICLES PARKED ON SITE				START	8	END	17	Pedestrians(NIB)		Pedestrians(GHD)		Pedestrians (Total)		Cyclists		Visitors Cars Outside	Cyclists entering/exiting building	
	Non-Commercial Vehicles		Occupants		Commercial Vehicles		Occupants												
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00 - 7:15	2	0	2	0	0	0	0	0	4	0	5	1	9	1	0	0	0	0	0
7:15 - 7:30	10	0	10	0	0	0	0	0	6	1	4	2	10	3	0	0	0	1	0
7:30 - 7:45	19	0	19	0	2	0	3	0	12	1	12	5	24	6	0	0	0	1	0
7:45 - 8:00	16	0	17	0	0	1	0	1	21	1	21	6	42	7	0	0	0	2	0
8:00 - 8:15	22	0	23	0	2	0	2	0	17	2	31	9	48	11	0	0	0	1	0
8:15 - 8:30	23	2	27	2	0	0	0	0	18	1	33	6	51	7	0	0	0	4	1
8:30 - 8:45	19	0	21	0	0	0	0	0	18	0	32	8	50	8	0	0	0	3	0
8:45 - 9:00	20	1	20	1	0	0	0	0	20	0	19	4	39	4	0	0	0	0	0
9:00 - 9:15	9	2	9	2	0	0	0	0	15	1	22	7	37	8	0	0	0	0	0
9:15 - 9:30	10	1	11	2	0	0	0	0	7	0	12	8	19	8	0	0	0	0	0
9:30 - 9:45	9	0	10	0	0	0	0	0	6	13	16	12	22	25	0	0	0	0	0
9:45 - 10:00	2	6	2	8	0	1	0	1	11	4	10	11	21	15	0	0	0	1	0
10:00 - 10:15	0	1	0	1	0	0	0	0	5	6	15	4	20	10	0	0	0	0	0
10:15 - 10:30	2	3	3	3	0	0	0	0	4	9	5	4	9	13	0	0	0	0	0
10:30 - 10:45	1	0	1	0	0	0	0	0	12	7	5	3	17	10	0	0	0	0	0
10:45 - 11:00	4	1	4	2	0	0	0	0	8	7	1	1	9	8	0	0	0	0	0
11:00 - 11:15	2	0	2	0	0	2	0	3	9	8	4	6	13	14	0	0	0	0	0
11:15 - 11:30	2	1	2	1	0	0	0	0	3	2	9	10	12	12	0	0	0	0	0
11:30 - 11:45	4	0	6	0	0	0	0	0	3	5	5	7	8	12	0	0	0	0	0
11:45 - 12:00	2	2	2	2	0	0	0	0	9	16	8	9	17	25	0	0	0	0	0
12:00 - 12:15	3	1	3	1	0	0	0	0	7	19	5	8	12	27	0	0	0	0	0
12:15 - 12:30	1	9	1	11	0	0	0	0	18	8	5	37	23	45	1	1	0	0	0
12:30 - 12:45	2	4	2	8	2	2	2	2	7	20	9	23	16	43	0	0	0	0	0
12:45 - 13:00	1	4	1	5	0	0	0	0	14	11	25	9	39	20	0	0	0	0	0
13:00 - 13:15	8	5	11	7	0	0	0	0	16	15	17	12	33	27	0	0	0	1	0
13:15 - 13:30	2	4	3	4	0	0	0	0	19	8	15	7	34	15	0	0	0	0	2
13:30 - 13:45	5	2	6	2	0	0	0	0	9	10	42	8	51	18	0	0	0	0	0
13:45 - 14:00	2	2	2	2	0	0	0	0	14	6	14	8	28	14	0	0	0	0	0
14:00 - 14:15	1	4	1	4	0	0	0	0	6	4	7	4	13	8	0	0	0	0	0
14:15 - 14:30	3	5	2	6	0	0	0	0	4	2	16	4	20	6	0	0	0	0	0
14:30 - 14:45	3	3	3	3	0	0	0	0	4	10	5	8	9	18	0	0	0	0	0
14:45 - 15:00	1	2	1	3	2	1	2	1	7	3	3	4	10	7	0	0	0	0	0
15:00 - 15:15	1	6	2	7	0	1	0	1	6	15	1	13	7	28	0	0	0	0	0
15:15 - 15:30	0	2	0	3	1	0	1	0	5	6	5	2	10	8	0	0	0	0	0
15:30 - 15:45	2	9	2	9	1	0	1	0	8	16	4	5	12	21	0	0	0	0	0
15:45 - 16:00	1	10	1	12	0	1	0	1	9	18	5	5	14	23	0	0	0	0	0
16:00 - 16:15	3	8	3	8	0	0	0	0	4	23	8	3	12	26	0	0	0	0	0
16:15 - 16:30	0	7	0	7	0	0	0	0	4	14	3	3	7	17	0	0	0	0	1
16:30 - 16:45	3	7	4	8	0	0	0	0	4	12	3	12	7	24	0	0	0	0	1
16:45 - 17:00	1	10	1	11	1	0	1	0	0	13	2	21	2	34	0	0	0	0	1
17:00 - 17:15	1	36	1	41	0	0	0	0	3	41	2	35	5	76	0	0	0	0	4
17:15 - 17:30	2	16	2	19	0	1	0	1	4	23	4	22	8	45	0	0	0	0	2
17:30 - 17:45	1	11	1	10	0	0	0	0	6	13	0	21	6	34	0	0	0	0	1
17:45 - 18:00	0	12	0	10	0	0	0	0	9	6	3	8	12	14	0	0	0	0	1
18:00 - 18:15	1	13	1	14	0	1	0	1	5	3	2	7	7	10	0	0	0	0	0
18:15 - 18:30	0	5	0	5	0	1	0	0	3	3	0	3	3	6	0	0	0	0	0
Total	226	217	245	244	11	12	12	12	403	406	474	415	877	821	1	1	0	14	14
Peak	23	36	27	41	2	2	3	3	21	41	42	37	51	76	1	1	0	4	4

NOTE: Some of the staff of NIB are going into the building through the coffee shop.

LOCATION: NIB, 22 Honeysuckle Dr, Newcastle, NSW



Date: Tuesday, 04/02/2010

Hourly Counts

	Non-Commercial Vehicles			Occupants			Commercial Vehicles			Occupants			Total Vehicles			Total Person (include pedestrians)			Visitors Cars Outside
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
7:00 - 8:00	47	0	47	48	0	48	2	1	3	3	1	4	49	1	50	94	4	98	0
7:15 - 8:15	67	0	67	69	0	69	4	1	5	5	1	6	71	1	72	130	6	136	0
7:30 - 8:30	80	2	82	86	2	88	4	1	5	5	1	6	84	3	87	159	8	167	0
7:45 - 8:45	80	2	82	88	2	90	2	1	3	2	1	3	82	3	85	164	7	171	0
8:00 - 9:00	84	3	87	91	3	94	2	0	2	2	0	2	86	3	89	166	6	172	0
8:15 - 9:15	71	5	76	77	5	82	0	0	0	0	0	0	71	5	76	148	7	155	0
8:30 - 9:30	58	4	62	61	5	66	0	0	0	0	0	0	58	4	62	121	6	127	0
8:45 - 9:45	48	4	52	50	5	55	0	0	0	0	0	0	48	4	52	98	19	117	0
9:00 - 10:00	30	9	39	32	12	44	0	1	1	0	1	1	30	10	40	71	31	102	0
9:15 - 10:15	21	8	29	23	11	34	0	1	1	0	1	1	21	9	30	52	35	87	0
9:30 - 10:30	13	10	23	15	12	27	0	1	1	0	1	1	13	11	24	41	45	86	0
9:45 - 10:45	5	10	15	6	12	18	0	1	1	0	1	1	5	11	16	38	39	77	0
10:00 - 11:00	7	5	12	8	6	14	0	0	0	0	0	0	7	5	12	37	35	72	0
10:15 - 11:15	9	4	13	10	5	15	0	2	2	0	3	3	9	6	15	43	39	82	0
10:30 - 11:30	9	2	11	9	3	12	0	2	2	0	3	3	9	4	13	41	30	71	0
10:45 - 11:45	12	2	14	14	3	17	0	2	2	0	3	3	12	4	16	37	28	65	0
11:00 - 12:00	10	3	13	12	3	15	0	2	2	0	3	3	10	5	15	36	37	73	0
11:15 - 12:15	11	4	15	13	4	17	0	0	0	0	0	0	11	4	15	35	46	81	0
11:30 - 12:30	10	12	22	12	14	26	0	0	0	0	0	0	10	12	22	50	63	113	0
11:45 - 12:45	8	16	24	8	22	30	2	2	4	2	2	4	10	18	28	52	88	140	0
12:00 - 13:00	7	18	25	7	25	32	2	2	4	2	2	4	9	20	29	56	86	142	0
12:15 - 13:15	12	22	34	15	31	46	2	2	4	2	2	4	14	24	38	73	88	161	0
12:30 - 13:30	13	17	30	17	24	41	2	2	4	2	2	4	15	19	34	75	80	155	0
12:45 - 13:45	16	15	31	21	18	39	0	0	0	0	0	0	16	15	31	79	62	141	0
13:00 - 14:00	17	13	30	22	15	37	0	0	0	0	0	0	17	13	30	80	54	134	0
13:15 - 14:15	10	12	22	12	12	24	0	0	0	0	0	0	10	12	22	60	40	100	0
13:30 - 14:30	11	13	24	11	14	25	0	0	0	0	0	0	11	13	24	44	36	80	0
13:45 - 14:45	9	14	23	8	15	23	0	0	0	0	0	0	9	14	23	36	37	73	0
14:00 - 15:00	8	14	22	7	16	23	2	1	3	2	1	3	10	15	25	30	36	66	0
14:15 - 15:15	8	16	24	8	19	27	2	2	4	2	2	4	10	18	28	31	51	82	0
14:30 - 15:30	5	13	18	6	16	22	3	2	5	3	2	5	8	15	23	31	52	83	0
14:45 - 15:45	4	19	23	5	22	27	4	2	6	4	2	6	8	21	29	35	64	99	0
15:00 - 16:00	4	27	31	5	31	36	2	2	4	2	2	4	6	29	35	35	88	123	0
15:15 - 16:15	6	29	35	6	32	38	2	1	3	2	1	3	8	30	38	34	96	130	0
15:30 - 16:30	6	34	40	6	36	42	1	1	2	1	1	2	7	35	42	32	108	140	0
15:45 - 16:45	7	32	39	8	35	43	0	1	1	0	1	1	7	33	40	29	103	132	0
16:00 - 17:00	7	32	39	8	34	42	1	0	1	1	0	1	8	32	40	21	96	117	0
16:15 - 17:15	5	60	65	6	67	73	1	0	1	1	0	1	6	60	66	18	147	165	0
16:30 - 17:30	7	69	76	8	79	87	1	1	2	1	1	2	8	70	78	20	169	189	0
16:45 - 17:45	5	73	78	5	81	86	1	1	2	1	1	2	6	74	80	19	172	191	0
17:00 - 18:00	4	75	79	4	80	84	0	1	1	0	1	1	4	76	80	26	164	190	0
17:15 - 18:15	4	52	56	4	53	57	0	2	2	0	2	2	4	54	58	28	100	128	0
17:30 - 18:30	2	41	43	2	39	41	0	2	2	0	1	1	2	43	45	25	65	90	0
Peak	84	75	87	91	81	94	4	2	6	5	3	6	86	76	89	166	172	191	0

INTERVIEWS

JOB Parking Occupancy (PO)
 CLIENT GTA
 SURVEY TYPE Manual
 SURVEY START 7:00
 SURVEY FINISH 18:30
 LOCATION NIB and GHD , 22 and 24 Honeysuckle Dr, Newcastle
 DATE 4/02/2010
 WEATHER Fine
 SERIAL NO. 851 – 903 & 1051 – 1220

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	1 = Work	1 = 0-20 minutes	1 = Car driver	1 = Yes		1 = On - site	1 = 0-5 minutes	
	2 = Visiting	2 = 21-40 minutes	2 = Car passenger	2 = No		2 = Off-site (On - street)	2 = 5-15 minutes	
		3 = 41-60 minutes	3 = Cycle			3 = Off-site (in a parking station or some other street)	3 = 15-30 minutes	
		4 = 61-80 minutes	4 = Motorcycle				4 = more than 30 minutes	
		5 = 81-100 minutes	5 = Train					
		6 = More than 100 minutes	6 = Bus					
			7 = On foot					
			8 = Other (specify)					

Serial No.	Q1 - Where have you come from today? (Postcodes or Suburb)		Q2 - What is your primary reason for coming here today?	Q3 - How long was your journey in minutes?	Q4 - How did you travel here this morning? (tick primary mode of travel only)	Q5 - Is your vehicle subsidised (ie salary sacrificed employer-owned)?	Q6 - How many people were in the car? (Including the driver)	Q7 - Where did you park?	Q8 - How long did it take you to walk to the office from where you parked your car?	Q9 - Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (eg deliveries, visiting clients, lunch, etc) (For workers in this building only - not for visitors)
	Postcode	Suburb								
1182	2290		1	2	6					0
1185	2287	Maryland	1	2	1	2	2	2	1	0
1145	2324		1	3	1	2	1	1	1	1
1142	2300	Newcastle	1	1	3			1		0
1193	2278		1	2	1	2	1	2	2	1
1198	2285		1	2	1	2	1	2	1	0
1208	2290		1	2	1	2	2	2	1	0
0891	2327		1	3	1	2	1	2	2	0
0853		Wickham	1	1						0
1168		Adamstown	1	1	6	2			2	
1176	2289		1	1	1	2	1	2	2	0
1106	2290	Charlestown	1	1	1	2	1	1		0
1137	2289		1	1	1	2	1	2	3	0
1064	2323		1	2	5					0
1144	2289	Adamstown	1	2	1	2	1	3	1	1
1075		Shortland	1	2	1	2	1	1		0-1
0870		Cameron Park	1	2	1	2	1	2	2	0
1073	2322		1	2	1	2	1	1		0-1
1074	2284		1	2	1	2	1	2	1	0-1
1104	2300	Honeysuckle	1	1	7					0
1141	2284		1	2	5					0
1140	2323		1	2	1	2	1	2	2	0
1139	2291	Merewether	1	1	1	2	1	3	2	0
1220	2283		1	2	1	2	2	1		4
1146	2283		1	2	1	2	2	1		5
1216	2289	Adamstown	1	1	1	2	1	3	2	
1170	2323		1	3	1	2	2	2	3	1
1217	2327		1	3	1	2	1	2	2	2
1218	2280	Jewells	1	2	1	2	1	3	1	0
1219	2298		1	1	3			1		2-4
1051	2304		1	1	1	2	1	2	2	0-1
1066	2305		1	1	1	2	2	1		0
1069	2289		1	1	1	2	1	1		1
0878	2298	Georgetown	1	1	2	2	2			0
0871	2323	East Maitland	1	2	1	2	1	3	2	3
0863	2289		1	1	1	2	1	3	1	0
0855	2285	Cardiff	1	1	5					0
1193	2285	Macquarie Hills	1	2	1	2	2	1		1
0901	2283		1	2	1	2	2	2	1	0

0859		Charlestown	1	1	1	2	2	2	2	0
1211	2285		1	2	1	2	1	1		2
1200		Maryland	1	2	1	2	1	1		2
1181	2287		1	2	1	2	1	3	1	1
1093	2292		1	1	1	1	1	3	1	1
1092	2289	Kotara	1	1	1	2	1	1		0
1211	2323	Metford	1	2	5					
1056	2305	New Lambton	1	1	1	2	1	2	2	
1108	2299		1	2	1	2	2	2	1	2
1193	2326		1	3 (1/3 of which is getting from the office to Stewart Ave intersection in the	1	2	1	1		1
1166	2295		1		1	2	1	3	1	1
1189	2299		1	1	1	2	1	2	1	1
1111	2290		1	1	2	2	2	2	1	1
0885	2318	Medowie	1	2	2	2	2	2	1	0
1057	2299	Lambton	1	1	1	2	1	3	2	0
1099	2322	Tarro	1	2	1	2	1	2	1	0
1138	2290		1	2	1	2	2	1		
1070	2290		1	2	2	2	2	2	1	0
1210	2285	Edgeworth	2 (Deliveries)		8 (Truck)					4
0856	2280		1	2	1	2	1	2	2	2
0896	2284	Boolaroo	1	2	1	2	1	2	1	0
1077	2326	Abermain	1	3	1	2	1	2	1	0
1076	2285		1	1	1	2	1	1		1
1076	2304	Mayfield	1	1	1	2	1	1		1
1165	2265		1	4	5					0
1132	2290		1	3	1	2	2	2	1	0
1180	2292		1	2	1	2	1	3	1	0
1186	2287		1	2	1	2	1	2	2	1
1052	2283		1	2	1	2	1	3	2	0
0876	2289	Kotara	1	1	1	2	1	2	1	0
0855	2291		1	1	1	2	1	3	1	
0882	2280	Vallentine	1	2	1	2	1	3	2	0
1194	2300		1	2	1	2	1	3	2	0
1196	2292	Broadmeadow	1	1	1	2	3	3	1	3
0864	2323		1	2	1	2	1	3	2	2
0862	2299	Lambton	1	1	2	2	3	3	1	2
0903	2280		1	2	1	2	1	2	1	2
0862	2280		1	2	1	2	1	2	1	0
1130	2303		1	1	1	2	1	1		1
1190	2280	Belmat	1	2	2	2	2	3	1	0
1100	2289	Adamstown	1	1	1	2	1	1		
1152	2285		1	3	1	2	1	3	1	2
1107	2305		1	2	2		2	1		
1134		New Lambton	1	2	1	2	1	2	2	1
1107	2292		1	1	2	2	2	2	1	0
0866		Hamilton	1	1	2	2	2	3	2	0
1107	2290	Charlestown	1	2	2	2	2	3	1	
1103	2322	Thornton	1	2	1	2	1	2	1	
0877		Merewether	1	1	1	2	2	2	2	2
0867		Belmont	1	2	1	2	Depends on car pooling	2	3	2-6
0879	2280		1	2	1	2		3	2	1
1055	2325	Cessnock	1	3	1	2	2	3	2	0
1202	2303		1	1	3			1	1	0
1203	2321	Lochinvar	1	3	1	2	1	2	1	0
1109	2281		1	2	1	2	2	1		0
1112	2285	Cameron Park	1	2	1	2	1	2	1	0

1105	2287		1	2	2	2	2	2	3	0
1098	2280		1	1	1	2	1	3	1	4
0883	2300		1	1	2	2	2	2	1	0
1172	2290		1	2	1	2	1	3	2	0
1212	2299	Jesmond	1	1	1	2	1	1		1
0881	2322		1	2	1	2	1	2	2	0
1213	2280		1	2	1	2	1	1	1	2
1086	2318		1	3	1	2	1	2	2	0
1113	2287		1	2	1	2	1	1		0
1201	2302		1	1	7					0
1101	2300		1	1	2	2	2	I was dropped at the front door		0
1175	2287		1	2	1	2	1	3	2	1
1169	2320		1	2	1	2	1	3	1	1
0854	2287	Maryland	1	1 (Before 8am), 2 (After 8am) (Depending on time of morning)	1	2	1	2 (Before 7am), 3 (After 7am)	1	1-4 (Depending on day planner)
0893	2287		1	1	1	2	1	1		2
0899	2294	Carrington	1	1	3			1	1	0
0900	2289	Adamstown	1	1	1	2	2	2	1	0
1058		Cardiff South	1	3	6					0
1063	2327		1	4	6					2
1088	2300		1	1	1	2	1	2	1	0
1087	2289	Adamstown	1	1, 2	1	2	1	2	2	0
0889	2300		1	1	1	2	1	3	2	2
0857	2290		1	1	1	2	1	2	1	4
0865	2300		1	1	1	2	1	2	1	0
0888	2250		1	5	5					0
0902	2300		1	1	1	2	1	2	1	4

Site OB10 – Wollongong

LOCATION: AHM, 77 Market St, Wollongong, NSW

Traffic Volume on Market Street

Date: Tuesday, 02/02/2010



Time	Eastbound	Westbound	Total
7:00 - 7:15	11	13	24
7:15 - 7:30	14	11	25
7:30 - 7:45	26	21	47
7:45 - 8:00	48	20	68
8:00 - 8:15	44	37	81
8:15 - 8:30	63	60	123
8:30 - 8:45	76	54	130
8:45 - 9:00	91	49	140
9:00 - 9:15	71	53	124
9:15 - 9:30	75	29	104
9:30 - 9:45	59	53	112
9:45 - 10:00	58	43	101
10:00 - 10:15	49	42	91
10:15 - 10:30	41	45	86
10:30 - 10:45	45	40	85
10:45 - 11:00	70	45	115
11:00 - 11:15	38	48	86
11:15 - 11:30	39	64	103
11:30 - 11:45	44	57	101
11:45 - 12:00	46	49	95
12:00 - 12:15	47	50	97
12:15 - 12:30	63	49	112
12:30 - 12:45	43	55	98
12:45 - 13:00	47	46	93
13:00 - 13:15	40	66	106
13:15 - 13:30	50	60	110

LOCATION: AHM, 77 Market St, Wollongong, NSW

Traffic Volume on Market Street

Date: Tuesday, 02/02/2010



Time	Eastbound	Westbound	Total
13:30 - 13:45	44	51	95
13:45 - 14:00	46	58	104
14:00 - 14:15	33	54	87
14:15 - 14:30	46	55	101
14:30 - 14:45	53	64	117
14:45 - 15:00	36	45	81
15:00 - 15:15	53	62	115
15:15 - 15:30	46	51	97
15:30 - 15:45	41	66	107
15:45 - 16:00	48	69	117
16:00 - 16:15	48	63	111
16:15 - 16:30	50	60	110
16:30 - 16:45	45	45	90
16:45 - 17:00	42	64	106
17:00 - 17:15	71	70	141
17:15 - 17:30	47	66	113
17:30 - 17:45	32	72	104
17:45 - 18:00	37	46	83
18:00 - 18:15	24	38	62
18:15 - 18:30	30	24	54
18:30 - 18:45	20	40	60
18:45 - 19:00	17	38	55
Total	2207	2360	4567
Peak	91	72	141

LOCATION: AHM, 77 Market St, Wollongong, NSW



Date: Tuesday, 02/02/2010

Time	VEHICLES PARKED ON SITE				START	9	END	12	Pedestrians		Cyclists		Visitors Cars Outside
	Non-Commercial Vehicles		Occupants		Commercial Vehicles		Occupants						
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
7:00 - 7:15	2	0	2	0	0	0	0	0	0	1	0	0	0
7:15 - 7:30	4	0	6	0	0	0	0	0	2	0	0	0	0
7:30 - 7:45	11	0	11	0	0	0	0	0	12	2	0	0	0
7:45 - 8:00	8	1	8	3	1	0	1	0	11	2	0	0	0
8:00 - 8:15	11	0	13	0	0	0	0	0	12	4	0	0	0
8:15 - 8:30	11	0	11	0	0	0	0	0	21	1	0	0	0
8:30 - 8:45	11	0	13	0	1	0	1	0	23	6	0	0	0
8:45 - 9:00	11	0	11	0	0	0	0	0	34	4	0	0	0
9:00 - 9:15	9	0	10	0	0	0	0	0	17	6	0	0	0
9:15 - 9:30	1	0	1	0	0	0	0	0	11	4	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	9	6	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	10	10	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	2	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	6	7	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	6	6	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	5	4	0	0	0
11:00 - 11:15	1	1	1	1	0	0	0	0	5	2	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	6	5	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	5	3	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	4	9	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	5	51	0	0	0
12:15 - 12:30	1	1	1	1	0	0	0	0	19	10	0	0	0
12:30 - 12:45	1	0	1	0	0	0	0	0	18	11	0	0	0
12:45 - 13:00	0	1	0	1	0	0	0	0	43	26	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	18	31	0	0	0
13:15 - 13:30	1	0	1	0	0	0	0	0	17	12	0	0	0
13:30 - 13:45	0	0	0	0	0	1	0	1	20	8	0	0	0
13:45 - 14:00	0	1	0	1	0	0	0	0	22	14	0	0	0
14:00 - 14:15	1	0	1	0	0	0	0	0	11	12	0	0	0
14:15 - 14:30	2	1	4	1	0	0	0	0	9	5	0	0	0
14:30 - 14:45	0	3	0	3	0	1	0	1	4	5	0	0	0
14:45 - 15:00	0	1	0	1	0	0	0	0	3	5	0	0	0
15:00 - 15:15	1	6	1	8	0	0	0	0	7	6	0	0	0
15:15 - 15:30	1	1	1	1	0	0	0	0	6	1	0	0	0
15:30 - 15:45	0	3	0	4	1	0	1	0	9	8	0	0	0
15:45 - 16:00	1	2	1	2	0	0	0	0	6	11	0	0	0
16:00 - 16:15	2	11	2	11	0	0	0	0	2	20	0	0	0
16:15 - 16:30	2	3	2	3	0	0	0	0	4	10	0	0	0
16:30 - 16:45	0	7	0	9	1	1	1	1	2	4	0	0	0
16:45 - 17:00	2	5	2	5	0	0	0	0	3	15	0	0	0
17:00 - 17:15	1	20	1	23	0	0	0	0	0	24	0	0	0
17:15 - 17:30	1	6	1	6	0	0	0	0	1	14	0	0	0
17:30 - 17:45	2	13	2	14	0	0	0	0	0	17	0	0	0
17:45 - 18:00	0	5	0	1	0	1	0	1	0	7	0	0	0
18:00 - 18:15	0	3	0	5	0	0	0	0	0	11	0	0	0
18:15 - 18:30	0	1	0	3	0	0	0	0	0	1	0	0	0
Total	99	96	108	107	4	4	4	4	430	421	0	0	0
Peak	11	20	13	23	1	1	1	1	43	51	0	0	0

LOCATION: AHM, 77 Market St, Wollongong, NSW



Date: Tuesday, 02/02/2010

Hourly Counts

	Non-Commercial Vehicles			Occupants			Commercial Vehicles			Occupants			Total Vehicles			Total Person (include pedestrians)			Visitors Cars Outside
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
7:00 - 8:00	25	1	26	27	3	30	1	0	1	1	0	1	26	1	27	53	8	61	0
7:15 - 8:15	34	1	35	38	3	41	1	0	1	1	0	1	35	1	36	76	11	87	0
7:30 - 8:30	41	1	42	43	3	46	1	0	1	1	0	1	42	1	43	100	12	112	0
7:45 - 8:45	41	1	42	45	3	48	2	0	2	2	0	2	43	1	44	114	16	130	0
8:00 - 9:00	44	0	44	48	0	48	1	0	1	1	0	1	45	0	45	139	15	154	0
8:15 - 9:15	42	0	42	45	0	45	1	0	1	1	0	1	43	0	43	141	17	158	0
8:30 - 9:30	32	0	32	35	0	35	1	0	1	1	0	1	33	0	33	121	20	141	0
8:45 - 9:45	21	0	21	22	0	22	0	0	0	0	0	0	21	0	21	93	20	113	0
9:00 - 10:00	10	0	10	11	0	11	0	0	0	0	0	0	10	0	10	58	26	84	0
9:15 - 10:15	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1	33	20	53	0
9:30 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	23	50	0
9:45 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	23	47	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17	36	0
10:15 - 11:15	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	23	20	43	0
10:30 - 11:30	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	23	18	41	0
10:45 - 11:45	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	22	15	37	0
11:00 - 12:00	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	21	20	41	0
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	68	88	0
11:30 - 12:30	1	1	2	1	1	2	0	0	0	0	0	0	1	1	2	34	74	108	0
11:45 - 12:45	2	1	3	2	1	3	0	0	0	0	0	0	2	1	3	48	82	130	0
12:00 - 13:00	2	2	4	2	2	4	0	0	0	0	0	0	2	2	4	87	100	187	0
12:15 - 13:15	2	2	4	2	2	4	0	0	0	0	0	0	2	2	4	100	80	180	0
12:30 - 13:30	2	1	3	2	1	3	0	0	0	0	0	0	2	1	3	98	81	179	0
12:45 - 13:45	1	1	2	1	1	2	0	1	1	0	1	1	1	2	3	99	79	178	0
13:00 - 14:00	1	1	2	1	1	2	0	1	1	0	1	1	1	2	3	78	67	145	0
13:15 - 14:15	2	1	3	2	1	3	0	1	1	0	1	1	2	2	4	72	48	120	0
13:30 - 14:30	3	2	5	5	2	7	0	1	1	0	1	1	3	3	6	67	42	109	0
13:45 - 14:45	3	5	8	5	5	10	0	1	1	0	1	1	3	6	9	51	42	93	0
14:00 - 15:00	3	5	8	5	5	10	0	1	1	0	1	1	3	6	9	32	33	65	0
14:15 - 15:15	3	11	14	5	13	18	0	1	1	0	1	1	3	12	15	28	35	63	0
14:30 - 15:30	2	11	13	2	13	15	0	1	1	0	1	1	2	12	14	22	31	53	0
14:45 - 15:45	2	11	13	2	14	16	1	0	1	1	0	1	3	11	14	28	34	62	0
15:00 - 16:00	3	12	15	3	15	18	1	0	1	1	0	1	4	12	16	32	41	73	0
15:15 - 16:15	4	17	21	4	18	22	1	0	1	1	0	1	5	17	22	28	58	86	0
15:30 - 16:30	5	19	24	5	20	25	1	0	1	1	0	1	6	19	25	27	69	96	0
15:45 - 16:45	5	23	28	5	25	30	1	1	2	1	1	2	6	24	30	20	71	91	0
16:00 - 17:00	6	26	32	6	28	34	1	1	2	1	1	2	7	27	34	18	78	96	0
16:15 - 17:15	5	35	40	5	40	45	1	1	2	1	1	2	6	36	42	15	94	109	0
16:30 - 17:30	4	38	42	4	43	47	1	1	2	1	1	2	5	39	44	11	101	112	0
16:45 - 17:45	6	44	50	6	48	54	0	0	0	0	0	0	6	44	50	10	118	128	0
17:00 - 18:00	4	44	48	4	44	48	0	1	1	0	1	1	4	45	49	5	107	112	0
17:15 - 18:15	3	27	30	3	26	29	0	1	1	0	1	1	3	28	31	4	76	80	0
17:30 - 18:30	2	22	24	2	23	25	0	1	1	0	1	1	2	23	25	2	60	62	0
Peak	44	44	50	48	48	54	2	1	2	2	1	2	45	45	50	141	118	187	0

INTERVIEWS

JOB Parking Occupancy (PO)
 CLIENT GTA
 SURVEY TYPE Manual
 SURVEY START 7:00
 SURVEY FINISH 18:30
 LOCATION AHM, 77 Market St, Wollongong
 DATE 2/02/2010
 WEATHER Fine
 SERIAL NO. 701 - 900

Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9
	1 = Work 2 = Visiting	1 = 0-20 minutes 2 = 21-40 minutes 3 = 41-60 minutes 4 = 61-80 minutes 5 = 81-100 minutes 6 = More than 100 minutes	1 = Car driver 2 = Car passenger 3 = Cycle 4 = Motorcycle 5 = Train 6 = Bus 7 = On foot 8 = Other (specify)	1 = Yes 2 = No		1 = On - site 2 = Off-site (On - street) 3 = Off-site (in a parking station or some other street)	1 = 0-5 minutes 2 = 5-15 minutes 3 = 15-30 minutes 4 = more than 30 minutes	

Serial No.	Q1 - Where have you come from today? (Postcodes or Suburb)		Q2 - What is your primary reason for coming here today?	Q3 - How long was your journey in minutes?	Q4 - How did you travel here this morning? (tick primary mode of travel only)	Q5 - Is your vehicle subsidised (ie salary sacrificed employer-owned)?	Q6 - How many people were in the car? (Including the driver)	Q7 - Where did you park?	Q8 - How long did it take you to walk to the office from where you parked your car?	Q9 - Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (eg deliveries, visiting clients, lunch, etc) (For workers in this building only - not for visitors)
	Postcode	Suburb								
0800	2100		1	6	1	1	2	2	1	4
0801	2500		1	1	7					4
0802	2519		1	1	1	2	1	3	2	0
0805	2526	Unanderra	Pay Bill	1	1	2	1	2	2	
0807	2518		2	1	1	2	2	2	1	
0810	2519			4	1	2	1	2	1	3
0811	2517		1	1	1	1	1	1		6
0813		Corimal	1	1	5					1
0815	2500		1	1	1	2	1	1		1
0817	2506		2	1	1	2	1	1	1	2
0818	2530		1	1	1	2	1	1		0
0823	2500		1	1	1	2	1	1	1	1
0824	2527		1	2	1	2	2	2	1	0
0825	2530		1	1	1	2	1	3	1	0
0827	2016		1	6	5					0
0828	2529	Shell Cove	1	2	1	2	1	1		1
0831	2526		1	1	1	2	1	1		
0833	2500		1	1	1	2	1	1	1	0
0835	2505		1	1	1	2	2	1		0
0837	2525	Figtree	1	1	2	1	2	1	1	
0838	2528		1	2	1	2	1	1		7
0843	2530		1	1	1	2	1	1		0
0845	2525	Figtree	1	1	1	2	1	2	2	1
0846	2575		1	2	1	1	1	1		
0847	2527	Albion Park	2	2	1	2	1	2	3	1
0848	2500		1	1	7					0
0849	2530		1	1	1	2	2	1	1	0
0850	2233	Heathcote	1	2	1	2	1	2	1	0
0851	2517		1	1	1	2	1	1	1	0
0852	2500	Mt. Thomas	1	1	2	2	1			
0628	2529		1	2	5					2
0629	2519	Balgownie	1	1	1	2	1	2	1	1
0631	2229		1	3	1	1	1	1	1	1
0641	2530		1	1	1	2	1	1		0
0666	2530		1	1	1	2	1	3	1	0
0668	2530	Dapto	1	2	1	2	1	2	2	4
0669	2526		1	1	1	2	1	1		0
0670	2506	Berkeley	1	1	1	2	1	1		0
0671	2525		1	1	2	2	4	3	1	2

0672	2530	Dapto	1	2	1	2	1	1	1	0
0673	2508		1	4	5					0
0674	2517		1	1	2	2	2	3	1	0
0675	2560	Appin	1	2	1	2	1	2	1	0
0677	2500	Wollongong	1	1	6					0
0679	2530		1	1	2	2	2	3	1	0
0681	2505		1	1	1	2	1	2	1	0
0682	2500		1	1	1	2	2	1		0
0684	2519	Balgownie	1	1	1	2	1	2	1	1
0685	2500	Gwynneville	1	1	1	2	1	3	1	1
0686	2515		1	1	1	2	1	2	2	0
0687	2525	Figtree	1	1	1	2	1	1	1	2
0689	2505		1	2	1	2	1	2	2	
0695	2526		1	2	2	2	2	2	2	0
0699	2515	Thirroul	1	2	1	2	1	2	2	0
0725	2535		1	3	1	2	1	3	2	0
0726	2500	Wollongong	1	1	7					1
0734	2527		1	1	1	2	1	2	1	0
0735	2526	Cordeaux Heights	1	1	1	2	1	1		2
0736	2530	Dapto	1	1	1	2	1	1		0
0737	2517		1	1	1	1	1	1		3
0738	2530	Horsley	1	1	1	2	1	3	1	0
0742	2500		1	1	7					0
0744	2577	Robertson	1	6	1	2	1	3	1	1
0746	2530		1	1	1	2	1	2	2	1
0747	2500		1	1	1	2	1	2	1	0
0750	2519	Fairy Meadow	1	1	1	2	1	2	2	0
0752	2525		1	1	1	2	1	2	2	3
0753	2763		1	5	1	2	1	2	1	1
0755	2526		1	2	2	2	2	2	2	0
0756	2519		1	1	1	2	1	1		1
0757	2528	Barrack Heights	1	2	1	2	1	1		0
0758	2528		1	2	1	2	1	1		0
0759	2518		1	1	1	2	1	1		0
0760	2528		1	2	1	2	1	2	2	0
0763	2502		1	1	1	2	1	2	1	0
0767	2519		1	1	6					0
0769	2527		1	2	1	2	1	2	2	0
0770	2530		1	2	1	2	1	2	2	0
0771	2506		1	1	1	2	1	2	2	1
0773	2519		1	1	1	2	1	2	2	0
0774	2525		1	1	1	2	1	2	1	0
0777	2526		1	1	1	2	1	3	1	0
0778	2515		1	3	1	2	2	3	1	0
0779	2502		1	1	1	2	1	2	1	0
0780			1	1	7					0
0783	2500		1	1	6					1
0787	2503	Dapto	1	1	5					0
0791	2518		1	1	1	2	1	1	1	0
0792	2519		1	1	1	2	1	1		2
0797	2500		1	1	1					0
0798	2526		2	1	1	2	1	2	1	

Appendix C

Survey Forms (Building Information & Pedestrian Interview Questionnaire)

Building Owners Information Request Form

Tenants Information Request Form

Pedestrian (Staff/Visitor) Questionnaire



GTA Consultants and Austraffic have been commissioned by the Roads and Traffic Authority (RTA) to collect trip generation and parking data which will be used to update the RTA's *Guide To Traffic Generating Developments*. This document is widely used by government agencies, Councils, planners and developers when new developments are being planned and designed, and their traffic impacts assessed. To ensure that your privacy is maintained, this questionnaire is completely anonymous.

The RTA thanks you for your participation in this important research project.

Please tick the appropriate boxes and fill in your responses to the following questions

Q1: Where have you come from today?

Postcode:

OR

Suburb:

Q2: What is your primary reason for coming here today?

- ☐ work
☐ visiting

Q3: How long was your journey in minutes?

- ☐ 0-20 minutes
☐ 21-40 minutes
☐ 41-60 minutes
☐ 61-80 minutes
☐ 81-100 minutes
☐ more than 100 minutes

Q4: How did you travel here this morning?
(Tick primary mode of travel only)

- Car driver ☐
Car passenger ☐
Cycle ☐ } Go to Q7
Motorcycle ☐
Train ☐
Bus ☐
On foot ☐
Other (specify) } Go to Q9

Q5: Is your vehicle subsidised
(i.e. salary sacrificed or employer-owned)?

Yes ☐ No ☐

Q6: How many people were in the vehicle?
(including the driver)

(Occupancy) person/s

Q7: Where was the vehicle parked?

- ☐ on-site - Go to Q9
☐ off-site [on-street]
☐ off-site [in a parking station or some other building]

Q8: How long did it take you to walk to the office from where you parked your vehicle?

- ☐ 0-5 minutes
☐ 5-15 minutes
☐ 15-30 minutes
☐ more than 30 minutes

Q9: Apart from your trips to and from home, how many vehicle trips do you make during a typical working day? (e.g. deliveries, visiting clients, lunch, etc)

(For workers in this building only – Not for visitors)

trips

End of questionnaire.

KINDLY RETURN YOUR COMPLETED SURVEY IN THE BOX LOCATED IN THE BUILDING FOYER WHEN EXITING THE BUILDING. THANK YOU FOR YOUR PARTICIPATION!

Office Building	Date
Address	Surveyor
	Weather

Serial No.: 0451

RTA Trip Generation and Parking Demand Study – 2009
Building Manager Information

Building Manager	
1) Between what years was the building constructed?	
2) Can the building plans (Floor plans including basement car park plans) of the site be provided?	
If so please could these be e-mailed to stella.qu@gta.com.au or posted to GTA Consultants, PO Box 5254, West Chatswood, NSW 1515	
If not could you provide details as follows	
Gross Floor Area (m2):	_____
Gross Leasable Floor Area (m2)	_____
No & Type of Car Parking Spaces	
Staff	_____
Visitors	_____
Bicycle Parking	_____
Loading Bays	_____

Thank you for your participation!!!!!!!!!!!!

RTA Trip Generation and Parking Demand Study – 2009
Building Tenants Information

Building Tenants	
Office location:	Site Address
Name of company:	
Primary business:	
No of floors occupied:	
Office business hours	
Number of employees (average)	
Number of employees on date of Survey:	

Thank you for your participation.

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