



High Density Residential Development in Rhodes

Research on Trip Generation and Parking Provision

Prepared for:

Meriton Group

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The Transport Planning Partnership

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- A. NUMBER OF UNITS, BEDROOMS AND CAR PARK SPACES
- B. TRAFFIC SURVEYS
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Executive Summary

Meriton has commissioned The Transport Planning Partnership (TPPP) to undertake research into the trip generation and parking provision at high density residential developments in Rhodes. This intends to provide justification to Transport for NSW (TfNSW) to consider the use of higher parking rates for future developments in Rhodes taking into consideration the recent market shift to more family-oriented residences and work from home, which has seen a significant increase in parking demand.

This research report made the following conclusions:

1. Higher parking provision will have very little impact on the traffic generated by the residential developments in Rhodes.
2. Traffic survey results indicate residents are using public transport for peak hour travel irrespective of them owning a car and having a car space. This is because Rhodes is so well serviced by public transport, but residents still rely on private vehicle use for non-peak (work) travel, or for other recreation or social travel.
3. Provision of fewer car parking spaces on site will mean that there will be an increase in the number of residents cars parked on the surrounding roads.
4. Meriton prefer the following parking rates to be applied in future developments in Rhodes:
 - One-bed apartments: 1 space
 - Two-bed apartments: 1 space
 - Three-bed apartments: 2 spaces
 - Four-bed apartments: 2 spaces.
5. As an alternative, Meriton would accept the following parking rates which are consistent with the historic council parking rates (except for the 4-bedroom apartments) to be applied in future developments in Rhodes:
 - One-bed apartments: 1 space
 - Two-bed apartments: 1.2 spaces
 - Three-bed apartments: 1.5 spaces
 - Four-bed apartments: 2 spaces.
6. In either set of proposed parking rates, a rate of two spaces is required for four-bed apartments as they are now a typical product.

7. Meriton's proposed mixed-use development on Blaxland Road would result in a 20% reduction from 354 to 281 apartment units, from the anticipated number of units under the precinct planning for the Rhodes Precinct, with larger floor area and a higher proportion of 3-bedroom and 4-bedroom apartments.
8. This report shows that a reduction of apartment units by 20% would result in a reduction of 41 residential parking spaces compared with the proposed parking rates, or 51 spaces using the proposed alternative parking rates.
9. This research report has also shown that whilst the proposed parking provision is higher than the current ADG and LEP rates, there would be a reduction of 19 to 22 vph (or 27.8% to 24.2%) based on the traffic generation rates (0.20-0.21 vph per unit) derived in this research study, as opposed to the Rhodes Traffic and Transport Assessment prepared by Jacobs in September 2021 (0.22 vph per unit) which is 4.8%-10.0% higher than the actual data demonstrates. Therefore, traffic generation of the proposed Blaxland Road development is no more than what would have been expected based on the higher rates adopted in the Jacobs report.
10. Meriton will commit to other initiatives to provide sustainable and active/ public transport including green travel plan, 100% electric vehicle capable, car share, bicycle parking and end of trip facilities.
11. Overall, this research report shows that the proposed parking rates and larger (fewer) apartments will generate less traffic than expected under the Jacob's report when actual data (evidence) is provided and appropriate strategies can be applied to continue encouraging and promoting active, sustainable and public transport options which existing residents do in any event.

1 Introduction

Meriton has commissioned The Transport Planning Partnership (TPPP) to undertake research into the trip generation and parking provision at high density residential developments in Rhodes. This intends to provide justification to Transport for NSW (TfNSW) to consider the use of higher parking rates for future developments in Rhodes taking into consideration the recent market shift to more family-oriented residences and work from home, which has seen a significant increase in parking demand.

Meriton is currently proposing a mixed-use development at 34-41 Blaxland Road, 444-446 Blaxland Road and 1-5 Llewellyn Street, Rhodes East, as shown in Figure 2.1. The previous design proposed 354 units which had an average of 80.5m² of GFA per unit, but the development has since been revised to provide 281 units with an average GFA of 101.4m² per unit in response to the market shift for larger units. This presents a 20% reduction in the dwelling yield.

TPPP undertook traffic surveys to establish traffic generation in relation to car ownership and parking supply at six selected apartment buildings in Rhodes. The objective was to determine whether parking provision in the off-street car parks influences traffic generation at these apartment buildings.

In addition, Meriton provided TPPP with additional survey data of four other residential apartments that was collected in July 2022 for data analysis.

In response to TfNSW's initial review of the research report, TPPP undertook additional surveys during the night time period between 7pm and 6am on a typical weeknight to further examine the off-street and on-street parking conditions at and around four Meriton apartment buildings.

2 Traffic Surveys

2.1 Survey Sites

TTPP nominated residential apartments suitable for traffic surveys based on the following criteria:

- Apartment buildings with access points located within a radial distance of 800m from Rhodes train station
- Apartment buildings that have their own on-site car park but without any retail uses
- Apartment buildings that are currently fully, or nearly fully, occupied (i.e., not new buildings still on the market for sale).

The selected apartments are shown as follows which are 100% residential with no commercial land uses:

- Site 1: 87 Shoreline Drive (Vantage North, Meriton)
- Site 2: 44 Shoreline Drive (Reflections Rhodes, Meriton)
- Site 3: 8A and 8B Mary Street, and 2-6 Marquet Street (Sienna by the Bay, Meriton)
- Site 4: 11-13 Mary Street (Elinya, Mirvac)
- Site 5: 15 Shoreline Drive (Amarco, Mirvac)
- Site 6: 6-12 Jean Wailles Avenue, 7-9 Sevier Avenue, 12-14 Shoreline Drive (unknown apartment name, Walker).

Meriton provided TTPP with traffic survey data collected in July and August 2022 at the following high residential buildings in Rhodes:

- Site 7: Vantage South (Meriton) – residential and childcare with a shared driveway
- Site 8: Village Quay (Billbergia) – residential only
- Site 9: Walker Street (Stage 2A and 3A) (Billbergia) – residential and small ground floor retail with a shared driveway
- Site 10: Rhodes Central Stage 1 and 2 (Billbergia) – residential, small ground floor retail and shopping centre but separate driveways are provided.

While these additional sites are residential buildings, three of these also include other land uses such as childcare centre and retail. As such, there would be a small element of non-residential trips in the survey data as some driveways are shared for resident and non-resident uses, e.g. a common driveway in Site 7 used for residents and childcare centre, and Site 9 for residents and small retail. It is however noted that there are separate driveways in Site 10 for residents and retail, hence the survey focused on resident traffic only at Site 10.

Meriton confirmed 100% of Sites 1, 2, 3 and 7 were occupied and other sites have been assumed to be 95% occupied as TTPP was instructed that they were nearly fully occupied.

TTPP's survey sites for the six apartment buildings are shown below in Figure 2.1 are labelled as Sites 1-6. Meriton provided additional survey data compiled by PwC for four other apartment buildings, namely, Sites 7-10.

Figure 2.1: TTPP and PwC Survey Sites



2.2 Traffic Surveys

The following surveys were undertaken in this research study in September 2022:

- Driveway counts at apartment buildings during 6-10am and 3-7pm on 7 September 2022
- Parking occupancy at the Meriton apartment buildings and surrounding roads:
 - Daytime: During 6-10am and 3-7pm on 7 and 8 September 2022
 - Night-time: During 7pm-6am on 22 and 23 November 2022
- Interview surveys around Rhodes station on 7 and 8 September 2022 and at the apartment pedestrian access on 14 and 15 September 2022. The purpose was to establish existing conditions of car ownership, parking locations and mode of transport.

The number of units, bedrooms and car parking spaces were ascertained, and the results of the surveys are tabulated in **Appendix A**. The raw survey data is included at **Appendix B**.

3 Parking Assessment

3.1 LEP and DCP Parking Rates

The current Local Environment Plan (LEP) of City of Canada Bay (2013) stipulates parking rates for residential flat buildings located in Rhodes Precinct. Figure 3.1 shows LEP parking rates that are applicable to the surveyed apartment buildings.

Figure 3.1: Current LEP Parking Rates

Resident parking	
Number of bedrooms per dwelling	Maximum number of car parking spaces
Studio	0.1
1	0.3
2	0.7
3 +	1
Visitor parking	
Number of dwellings	Maximum number of car parking spaces
Any	1 space per 20 dwellings

Source: Canada Bay LEP (2013)

These parking rates are consistent with those proposed in the Rhodes traffic and transport report that was prepared by Jacobs (September 2021) on behalf of Department of Planning Industry and Environment. They are included in the LEP as maximums and are not permitted for variation under Clause 4.6 so any additional parking is technically prohibited without a rezoning.

It is believed that these parking rates were not based upon any research but were simply adopted from the City of Sydney Council parking rates for Land Use and Transport Integration (i.e. Sydney CBD). It is TPP's view that the travel characteristics of Sydney CBD and Rhodes are quite different.

Given that the surveyed apartment buildings were approved prior to the current LEP parking rates became effective, the older Rhodes Peninsula DCP (RPDCP) parking rates would have been adopted in apartment buildings as shown in the DA documentation of Sites 4, 5 and 6 that were made available to this research study. The RPDCP parking rates are:

- One-bed apartments: 1 space
- Two-bed apartments: 1.2 spaces
- Three-bed apartments: 1.5 spaces
- Visitor parking: 1 space per 10 apartments.

An extract from a TPA report from October 2001 for Precinct A confirms that these parking rates were used.

Figure 3.2: Rhodes Peninsula DCP Parking Rates

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

6. PARKING

6.1 CARPARKING

The parking provisions adopted for the overall development scheme are specified in the DCP and TMP documents and the maximum parking provision for development are:

Residential	
One-bedroom dwelling	1 space
Two-bedroom dwelling	1.2 spaces
Three-bedroom dwelling	1.5 spaces
Visitors	1 space per 10 dwellings
Commercial	1.75 spaces per 100m ²
Retail	5 spaces per 100m ²
Showroom	2.5 spaces per 100m ²

Accordingly the parking provisions for the total Precinct A development scheme will be:

Residential	-	1,160 apartments Av 1.2 per apartment + 0.1 visitors - 1,509 spaces*
		* subject to detail resolution of yield outcome
Commercial	-	50,000m ² GFA - 875 spaces

In addition, an extract from the Masson Wilson Twiney Report from May 2005 for Mary St Rhodes also confirms that these parking rates were used.

Figure 3.3: Rhodes Peninsula DCP Parking Rates

Table 4.1 – Car Parking Requirements and Provision

Parking	Units	Rate	Parking Requirement	Parking provision	Requirement satisfied
Resident (1 bed)	57	1 per dwelling	57 (maximum)	} 446	} Yes
Resident (2 bed)	279	1.2 per dwelling	335 (maximum)		
Resident (3+ bed)	36	1.5 per dwelling	54 (maximum)		
Visitor	372 total	1 per 10 units	37 (maximum)	27	Yes
Disabled	372 total	1% of total parking provision	(4)	(13)	Yes
TOTAL			483	483	Yes

TTPP has adopted the Rhodes Peninsula DCP (2001) parking rates as shown above for traffic / parking comparison/assessment in this research report. It is referred as the “RPDCP” parking rates thereafter.

3.2 TfNSW Parking Rates

Apartment Design Guide (ADG) states that:

- *For development in the following locations:*
 - *on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or*
 - *on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre*
- *The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.*

Given that all sites are located within 800 metres of the Rhodes Railway Station. TfNSW has advised that Rhodes should be classified as a metropolitan sub-regional centre and as such the following recommended **minimum** number of off-street resident parking spaces are in accordance with the TfNSW Guide to Traffic Generating Developments:

- 0.6 spaces per 1-bedroom unit
- 0.9 spaces per 2-bedroom unit
- 1.4 spaces per 3-bedroom unit
- 1 space per 5 units (visitor parking).

Traditionally, the TfNSW parking rates contained in the Guide to Traffic Generating Developments were lower than the rates prescribed by Councils so the TfNSW rate was seen as a minimum rate. However, with a number of councils adopting the City of Sydney minimal parking rates, this is not true in such instances.

3.3 Comparison of RPDCP and ADG Parking Requirements

A summary and comparison of the car parking requirements for the residential component based on the RPDCP and current LEP parking requirements and Part 3J of the ADG are provided in Table 3.1.

Table 3.1: LEP and ADG Parking Requirements

Site No.	Apartment	Apartment	Parking Requirement (Max)		Parking Requirement (Min)	Current On-Site Parking Provision
			Previous RPDCP	Current LEP	ADG	
1	87 Shoreline Drive (Vantage North)	263	344	195	278	289
2	44 Shoreline Drive (Reflections Rhodes)	94	125	72	102	101
3	8A and 8B Mary Street, and 2-6 Marquet Street (Sienna by the Bay)	319	417	234	338	388
4	11-13 Mary Street (Elinya)	101	132	74	107	118
5	15 Shoreline Drive (Amarco)	222	294	164	240	272
6	6-12 Jean Wailes Avenue, 7-9 Sevier Avenue, 12-14 Shoreline Drive	175	229	128	184	193
7	Vantage South	266	346	193	279	305
8	Village Quay	288	366	188	289	380
9	Walker Street (Stage 2A and 3A)	759	920	432	691	789
10	Rhodes Central Stage 1 and 2	554	762	433	649	582
Total		3,041	3,935	2,113	3,157	3,417

Note: On-site parking provision includes residential, accessible, visitor and car wash spaces.

Given most of the apartments, if not all, were approved when the RPDCP parking rates were effective, the current on-site parking provision lies between the parking requirements based on the ADG (minimum) and RPDCP (maximum) rates.

The new LEP parking rates have been reduced significantly and this would reduce the maximum parking provision by some 40% to 50%, as compared with the RPDCP parking rates.

The premise of this argument is that the provision of additional car parking spaces will encourage car use or more specifically will reduce the use of public transport and active travel. TPPP has undertaken a quantitative investigation into traffic generation and parking matters. The results provided later in this research report demonstrate that:

- Higher parking provision will have very little impact on the traffic generated by the residential developments in Rhodes.
- Residents are using public transport irrespective of them owning a car and having a car space.

4 TTPP Quantitative Investigations

TTPP has undertaken a number of specific areas of work to investigate the traffic generation and parking issue:

- TTPP has undertaken surveys of residential blocks in Rhodes to the west of the railway line to investigate the trip generation rates in terms of trip rate per apartment, per bedroom and per car parking space. This should identify whether the provision of additional parking increases traffic generation and whether those existing sites with parking provision which accords with the Rhodes Peninsula DCP rates, generate more traffic per bed than those sites with below LEP parking rates.
- A survey of public transport users has been undertaken to establish their ownership and use of cars. This should identify if public transport users are car owners and whether they leave their cars at home.
- TTPP has reviewed the Rhodes traffic and transport report (Jacobs, September 2021). The report was prepared on behalf of Department of Planning, Industry and Environment (DPIE) to identify transport initiatives to support a Place Strategy for the Rhodes Precinct. There is a belief that the traffic that the trip rates (0.22 vph per unit) presented in the Jacobs report overestimates the future traffic generation and so the concerns about the roads being oversaturated are exaggerated.
- A review of Census JTW data has been undertaken which shows that even though car ownership has gone up, the use of public transport has also increased. This would suggest that the use of public transport is more related to its availability as opposed to the provision of a parking space at home.
- A study of on-street car parking in the vicinity of the surveyed sites has been undertaken to establish the utilisation of these spaces and whether it indicates that residents are parking on street overnight.

4.1 Traffic Generation Rates

TTPP has undertaken surveys of selected residential blocks. This has allowed us to calculate the trip generation space per unit and bedroom, considering parking on-street and within the basement car park.

It is noted later on this report that some of the residents are parking on street. As these cars are being used by residents to travel to and from work, the traffic generated by these parking spaces has been included in the traffic generation for the site.

Table 4.1 shows an average traffic generation rate of 0.10 and 0.11 trips per unit in the AM and PM peak hours respectively.

Figure 4.1 shows the chart of number of trips per bedroom vs the level of parking provision as compared with the old DCP parking rates (i.e., last column of Table 4.1), but in a descending order for these two attributes. Neither chart shows any direct relationship of higher traffic generation rates in those apartment buildings with higher parking provision level per bedroom.

Table 4.1: Traffic Generation Rate Per Number of Bedroom

Site No.	Apartment	Traffic Generation (On-Site and On-Street)		No. of Bedrooms	Residential Car Spaces	Trips per Number of Bedrooms (On-Site and On-Street)		RPDCP Parking Requirement	Residential Parking Spaces / Old DCP Parking Requirement
		AM Peak	PM Peak			AM Peak	PM Peak		
1	Vantage North	50	58	526	289	0.10	0.11	333	0.87
2	Reflections Rhodes	28	21	195	101	0.14	0.11	115	0.88
3	Sienna by the Bay	66	73	634	388	0.10	0.12	386	1.01
4	Elinya	23	27	201	118	0.12	0.14	122	0.97
5	Amarco	56	42	448	272	0.13	0.10	271	1.00
6	6-12 Jean Wailes Ave, 7-9 Sevier Ave, 12-14 Shoreline Dr	32	34	346	193	0.10	0.10	211	0.91
7	Vantage South	47	49	523	284	0.09	0.09	320	0.89
8	Village Quay	44	55	516	380	0.09	0.11	337	1.13
9	Walker Street (Stage 2A and 3A)	102	116	1178	789	0.09	0.10	844	0.93
10	Rhodes Central Stage 1 and 2	77	92	1207	582	0.07	0.08	706	0.82
	Average	-	-	-	-	0.10	0.11	-	-

Note: On-site parking provision includes residential, accessible, visitor and car wash spaces.

The parking provision at each of the site has been examined to see if the rate provided at the site accords with the Rhodes Peninsula DCP. A site which accords exactly with the RPDCP will have a coefficient in the graph below of 1, a site with 90% of the RPDCP parking would have a coefficient of 0.9 and a site with 10% above the RPDCP parking rate would have a coefficient of 1.1.

These graphs show that that the provision of parking in accordance with RPDCP or above above/below the RPDCP rate doesn't affect the trip generation per bedroom to any great extent.

Figure 4.1: Traffic Generation Rate Per Bedroom (Traffic Generation Rate in Descending Order by Site vs Residential Parking Spaces / RPDCP Parking Requirement)

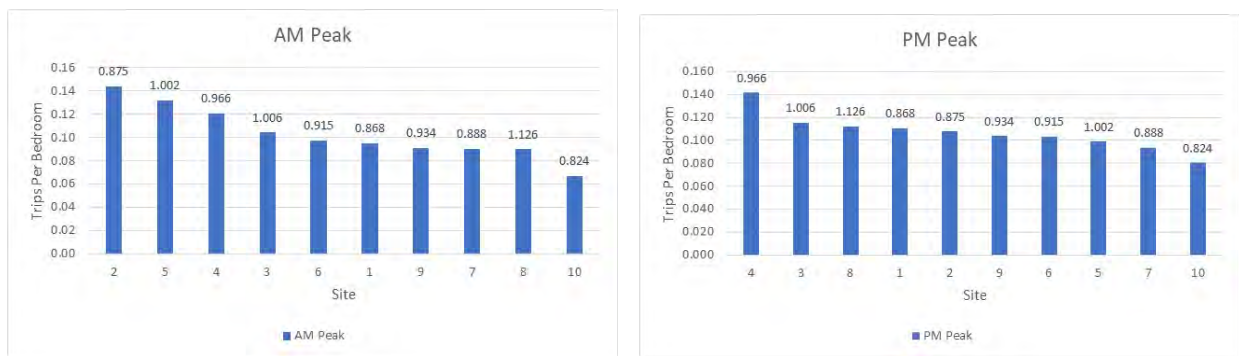
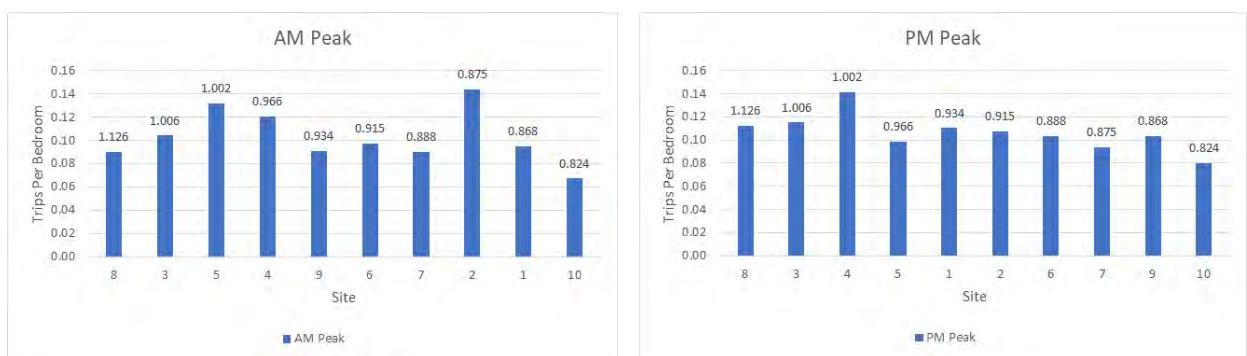


Figure 4.2: Traffic Generation Rate Per Bedroom (Residential Parking Spaces / RPDCP Parking Requirement in Descending Order by Site vs Traffic Generation Rate)



TTPP also reviewed the statistical relationship between traffic generation and the off-street parking occupancy rate during the AM and PM peak hour, as shown in Figure 4.3. The trendline and regression formulas in the chart indicate no direct relationship for higher traffic generation in those apartment buildings with higher parking occupancy. Refer to Appendix C for regression statistics.

Figure 4.3: Peak Hour Traffic Generation vs Off Street Parking Occupancy Rate (AM and PM Peak)



4.2 Comparison of Traffic Generation Rates from Different Sources

4.2.1 Rhodes Traffic and Transport report (Jacobs, September 2021)

The Rhodes Traffic and Transport report (Jacobs, September 2021) suggests the following future traffic generation rates:

- AM peak hour: $0.60 \text{ person trips} \times 44\% \text{ travel by car} / 1.2 \text{ car occupancy rate} = 0.22 \text{ vehicles/hour/unit}$
- PM peak hour: $0.59 \text{ person trips} \times 44\% \text{ travel by car} / 1.2 \text{ car occupancy rate} = 0.22 \text{ vehicles/hour/unit}$

TTPP has compared the above trip generation rates used in that study to the trip generation rates derived from TTPP 2022 surveys in the next Section.

4.2.2 Comparison with other Traffic Generation Rates

Table 4.2 shows the traffic generation rates per unit.

Table 4.2: Traffic Generation Rate Per Number of Unit

Site No.	Apartment	Traffic Generation (On-Site and On-Street)		No. of Units	Residential Car Spaces	Trips per Number of Units (On-Site and On-Street)	
		AM Peak	PM Peak			AM Peak	PM Peak
1	Vantage North	50	58	263	289	0.19	0.22
2	Reflections Rhodes	28	21	94	101	0.30	0.22
3	Sienna by the Bay	66	73	319	388	0.21	0.23
4	Elinya	23	27	101	118	0.24	0.28
5	Amarco	56	42	222	272	0.27	0.20
6	6-12 Jean Wailles Ave, 7-9 Sevier Ave, 12-14 Shoreline Dr	32	34	175	193	0.19	0.20
7	Vantage South	47	49	266	284	0.18	0.18
8	Village Quay	44	55	288	380	0.16	0.20
9	Walker Street (Stage 2A and 3A)	102	116	759	789	0.14	0.16
10	Rhodes Central Stage 1 and 2	77	92	554	582	0.15	0.17
	Average	-	-	-	-	0.20	0.22

Note: On-site parking provision includes residential, accessible, visitor and car wash spaces.

Table 4.3 provides a comparison of the TPPP derived traffic generation rates with those rates derived in the PwC and Jacobs reports, and stipulated in RMS TDT 2013/04a.

Table 4.3: Comparison of Traffic Generation Rates

Sources	Traffic Generation Rate (Per Unit)	
	AM Peak Hour	PM Peak Hour
This TPPP research report (based on driveway counts and on-street parking occupancy)	0.20	0.21
PwC Rhodes West Travel Survey and Trip Generation Memo (September 2022) and subsequent amendment (i.e., Sites 7 to 10 as adopted in this research report) – based on driveway counts only	0.13	0.16
Rhodes Traffic and Transport report (Jacobs, September 2021)	0.22	0.22
RMS TDT 2013/04a (Sydney Average)	0.19	0.15
RMS TDT 2013/04a (Chatswood Site Only)	0.14	0.12

The comparison of the traffic generation rates indicates that:

- The TTPP derived traffic generation rates are higher than the PwC rates partly because TTPP Sites 1 and 2 are located further away from the train station, although some TTPP survey sites located close to the train station exhibit higher than average traffic generation rates amongst the survey sites.
- The TTPP derived traffic generation rates are aligned with the Sydney average and Chatswood site stipulated in the RMS Guide to Traffic Generating Developments for high density residential developments.
- The TTPP derived traffic generation rates (0.20 vph/unit in AM peak and 0.21 vph/unit in PM peak) are lower than the Jacobs' estimated rates (0.22 vph/unit in both AM and PM peaks). These are higher than those stipulated in the RMS TDT 2013/04a (0.19 vph/unit and 0.15 vph/unit in the AM and PM respectively), it is because the TfNSW rates generally do not consider trips other than on-site parking.
- Given the traffic generation rates are lower than those estimated by Jacobs, it is considered that the traffic modelling for the future traffic conditions would not be as oversaturated as predicted due to the use of higher rates. Hence, the extent of the proposed road infrastructure upgrade could either be reduced, or be retained to accommodate additional traffic in the surrounding road network.

4.3 Survey of Public Transport Users and Residents

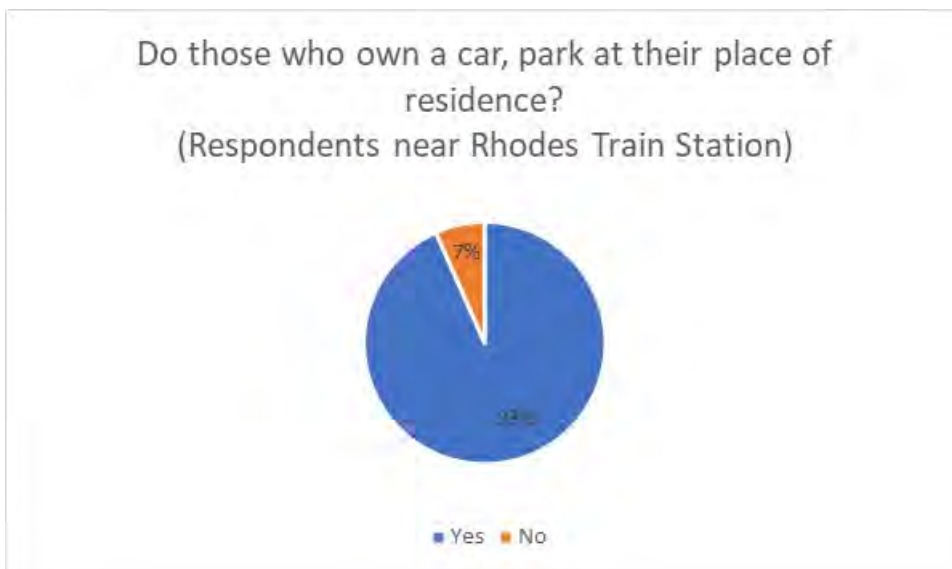
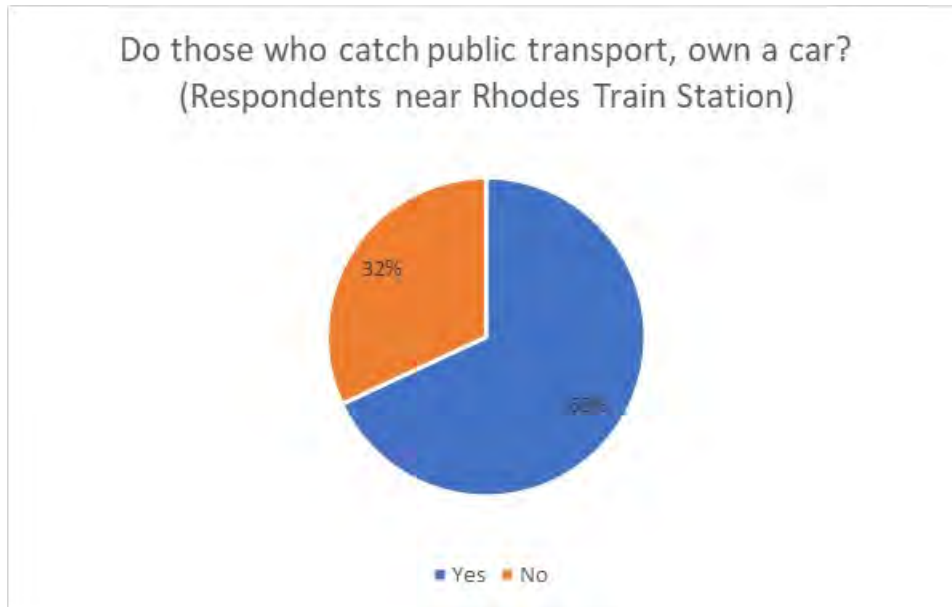
An interview survey was undertaken with people outside Rhodes train station and those who entered and left the main entrance of the surveyed apartment buildings. Due to the haste with which people were on the way to their trips and wanted to get on the trains, the questions asked were limited to a handful of brief questions.

The interval survey was undertaken in the morning peak period on 7-8 September 2022 near Rhodes Train Station on 7-8 September 2022, and 14-15 September 2022 outside the apartments (Sites 1-6) and outside the apartments (Sites 7-10) on 19 July 2022.

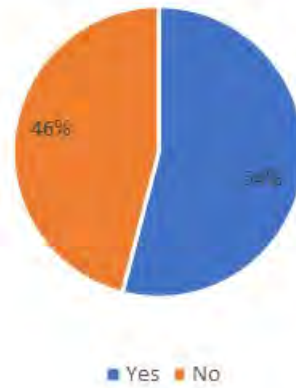
The interview surveys are provided in Appendix B.

A total of 1,814 people responded to the interview over five survey days, noting that some people did not provide answers to all questions. Figure 4.4 shows a summary of car ownership of people who catch public transport based on the valid responses. Not all respondents answered all of the questions.

Figure 4.4: Survey of Public Transport Users at Train Station and Residents at Apartment Entrances

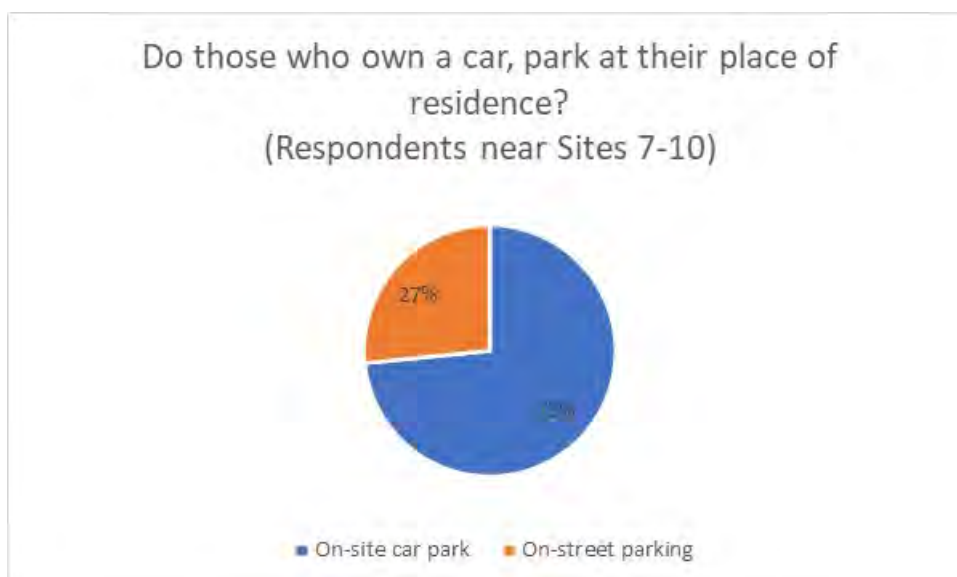
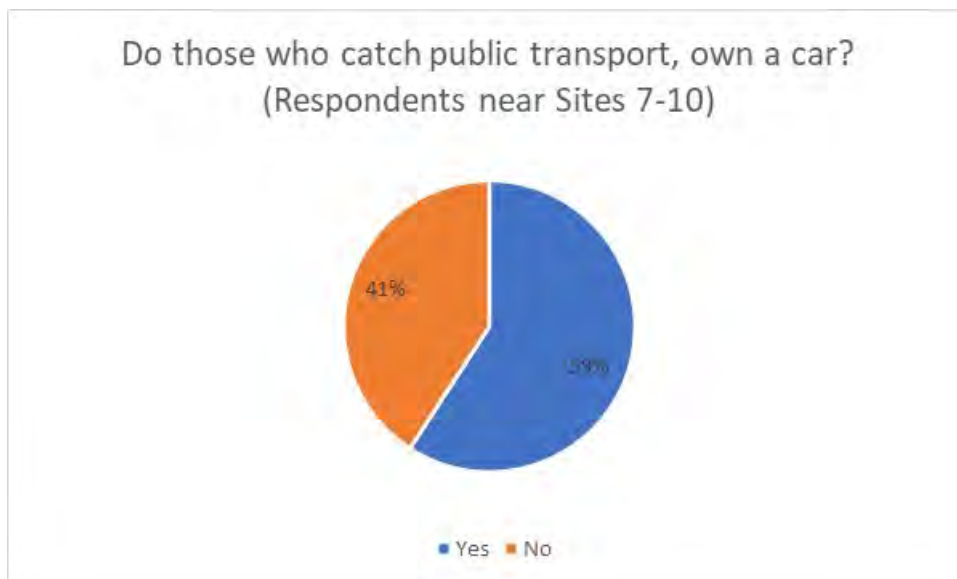


Do those who catch public transport, own a car?
(Respondents near Sites 1-6)



Do those who own a car, park at their place of residence?
(Respondents at Sites 1-6)





There was a considerable number of people who caught public transport who did not answer the question about whether they own a car (66%) and those answered “Yes” was 23% and “No” was 11%. Removal of these invalid responses results in 68% “Yes” and 32% “No” as shown in the first chart above.

There was generally 26% of people near the apartments did not answer the same question. Removal of invalid responses indicate 54% of people who catch public transport own a car at Site 1-6, and similarly 59% at Site 7-10. These are shown in the charts above.

Of the valid responses captured near the train station, it clearly shows that majority of public transport users (68%) that were interviewed own cars and that a vast majority of people (93%) leave their car at their residence during the day whilst they travel to work using public transport.

Based on the valid responses captured at the apartment entrances, 54%-59% of interviewed residents own cars, of which 73%-79% leave their vehicles in the car park and travel by public transport or active transport.

Although the interview survey was undertaken at different locations shows a notable difference in where people park during the day, i.e. 93% of people near the train station said they left their cars in their car park during the day, whereas only 73%-79% of people near their apartments said the same, based on the valid responses. TfNSW has queried whether this was because people who live near the station might not own a car. TPP is of the view that this statement is not necessarily true because people who were interviewed near the station may have their trip origins anywhere from Rhodes and Wentworth Point etc., Hence people’s travel behaviour from a wider catchment may not be consistent with those captured near the apartments.

Notwithstanding, the interview survey results indicate that majority of residents leave their vehicles during the day given Rhodes is well served by public transport. Despite some people didn't answer all of the questions, even with some minor numerical changes the conclusions would be much the same.

4.4 Car Ownership / Public Transport Use

A number of sources have been used to examine the issue about whether car ownership, car use and public transport use are related.

First of all, Journey to Work data has been examined to review the changing travel characteristics in Rhodes between the 2011 census and the 2021 census, noting the latest 2021 data is not yet available to the public when this research was conducted. The only source of 2021 data is based on Profile ID.

Figure 4.5: Rhodes (West) Car Ownership (2011 to 2021)

Car ownership export  reset 

Rhodes (West) - Households (Enumerated)	2021			2016			Change
	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2016 to 2021
a No motor vehicles	876	17.6	10.8	848	17.7	10.7	+28
1 motor vehicle	3,063	61.5	38.1	2,742	57.2	35.4	+321
a 2 motor vehicles	725	14.6	31.0	762	15.9	31.1	-37
3 or more motor vehicles	85	1.7	15.1	98	2.0	14.9	-13
Not stated	229	4.6	5.1	344	7.2	8.0	-115
Total households	4,978	100.0	100.0	4,794	100.0	100.0	+184

Car ownership

export  reset 

Rhodes (West) - Households (Enumerated)	2021			2011			Change
Number of cars	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2011 to 2021
a No motor vehicles	876	17.6	10.8	328	14.8	11.8	+548
1 motor vehicle	3,063	61.5	38.1	1,181	53.5	38.8	+1,882
a 2 motor vehicles	725	14.6	31.0	385	17.4	31.4	+340
3 or more motor vehicles	85	1.7	15.1	46	2.1	13.0	+39
Not stated	229	4.6	5.1	269	12.2	7.1	-40
Total households	4,978	100.0	100.0	2,209	100.0	100.0	+2,769

Source: <https://profile.id.com.au/canada-bay/car-ownership?WebID=210>

Based on the above Census data, a summary of the car ownership per household is shown in Table 4.4.

Table 4.4: Car Ownership (2011 to 2021)

Number of Cars per Household	2021		2016		2011	
	Number of Households	Number of Cars	Number of Households	Number of Cars	Number of Households	Number of Cars
0	876	0	848	0	328	0
1	3,063	3,063	1,742	1,742	1,181	1,181
2	725	1450	762	1524	385	770
3 or more	85	255	98	294	46	138
N/A	-	-	-	-	-	-
Total	4,749	4,768	3,450	3,560	1,940	2,089
Car Ownership Per Household	-	1.00	-	1.03	-	1.08

Figure 4.6: Rhodes (West) Mode of Transport (2011 to 2016)

Method of travel to work

export  reset 

Rhodes (West) - Employed persons (Usual residence)		2016			2011			Change
Main method of travel	Number	%	Greater Sydney %	Number	%	Greater Sydney %	2011 to 2016	
Train	2,542	46.4	16.2	993	39.7	13.8	+1,549	
Bus	72	1.3	6.1	27	1.1	5.8	+45	
Tram or Ferry	0	—	0.4	4	0.2	0.4	-4	
Taxi	4	0.1	0.2	0	—	0.3	+4	
Car - as driver	1,867	34.1	52.7	984	39.4	53.7	+883	
Car - as passenger	140	2.6	3.9	86	3.4	4.5	+54	
Truck	0	—	0.9	3	0.1	1.1	-3	
Motorbike	14	0.3	0.7	16	0.6	0.6	-2	
 Bicycle	16	0.3	0.7	7	0.3	0.8	+9	
 Walked only	285	5.2	4.0	130	5.2	4.1	+155	
Other	36	0.7	1.1	31	1.2	1.0	+5	
 Worked at home	167	3.0	4.4	55	2.2	4.0	+112	
Did not go to work	316	5.8	7.8	137	5.5	8.6	+179	
Not stated	22	0.4	0.9	26	1.0	1.5	-4	
Total employed persons aged 15+	5,481	100.0	100.0	2,499	100.0	100.0	+2,982	

Source: <https://profile.id.com.au/canada-bay/travel-to-work?WebID=210>

In simple terms the following can be noted over the period 2011 to 2021:

- Average car ownership reduced from 1.1 to 1.0 vehicle per dwelling (i.e., 7% reduction) from 2011 to 2021. It is noted that this was calculated based on three vehicles for the '3 or more motor vehicles' in the calculation and excluded the "not stated" data.
- Average "Car as driver" mode share dropped from 39.4% to 34.1% (i.e., 13% reduction) from 2011 to 2016.
- Average "Car as driver" and "Car as passenger" mode shares dropped from 42.8% to 36.7% (i.e., 14% reduction) from 2011 to 2016
- Average "Train use" mode share increased from 39.7% to 46.4% (i.e., 17% increase) from 2011 to 2016.

Consequently, car ownership reduced by 7%, car driver and passenger mode shares fell by 14% while train use increase by 17%. Residents in Rhodes (west) have low car ownership and mostly rely on train to key workplaces such as Sydney LGA (29.8%) and Canada Bay LGA (18.1%), Inner West LGA (6.3%) and Parramatta LGA (6.3%).

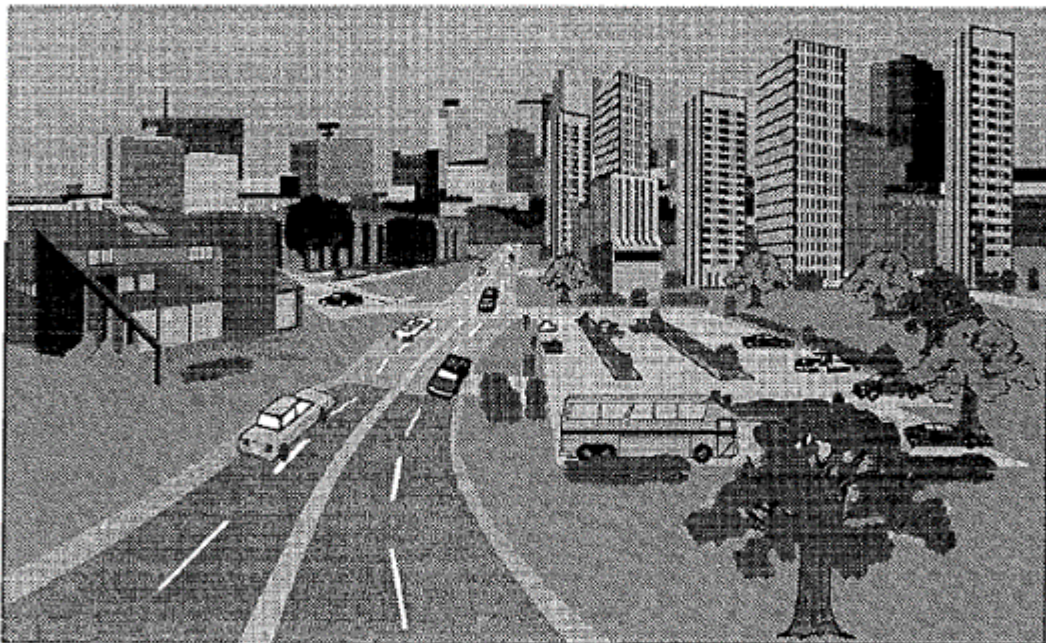
It should be noted that the TfNSW parking rates (which form the basis of the minimum parking requirement in the Apartment Design Guide) are very outdated and cover a wide range of locations.

The TfNSW parking rates come from the TfNSW (formerly RTA) Guide to Traffic Generating Developments (2002), and these are, in turn, based upon studies / surveys undertaken in 1993 (Figure 4.7).

Figure 4.7: RTA Traffic Generation Guide for High Density Residential (1993)

Land Use Traffic Generation Data and Analysis 23

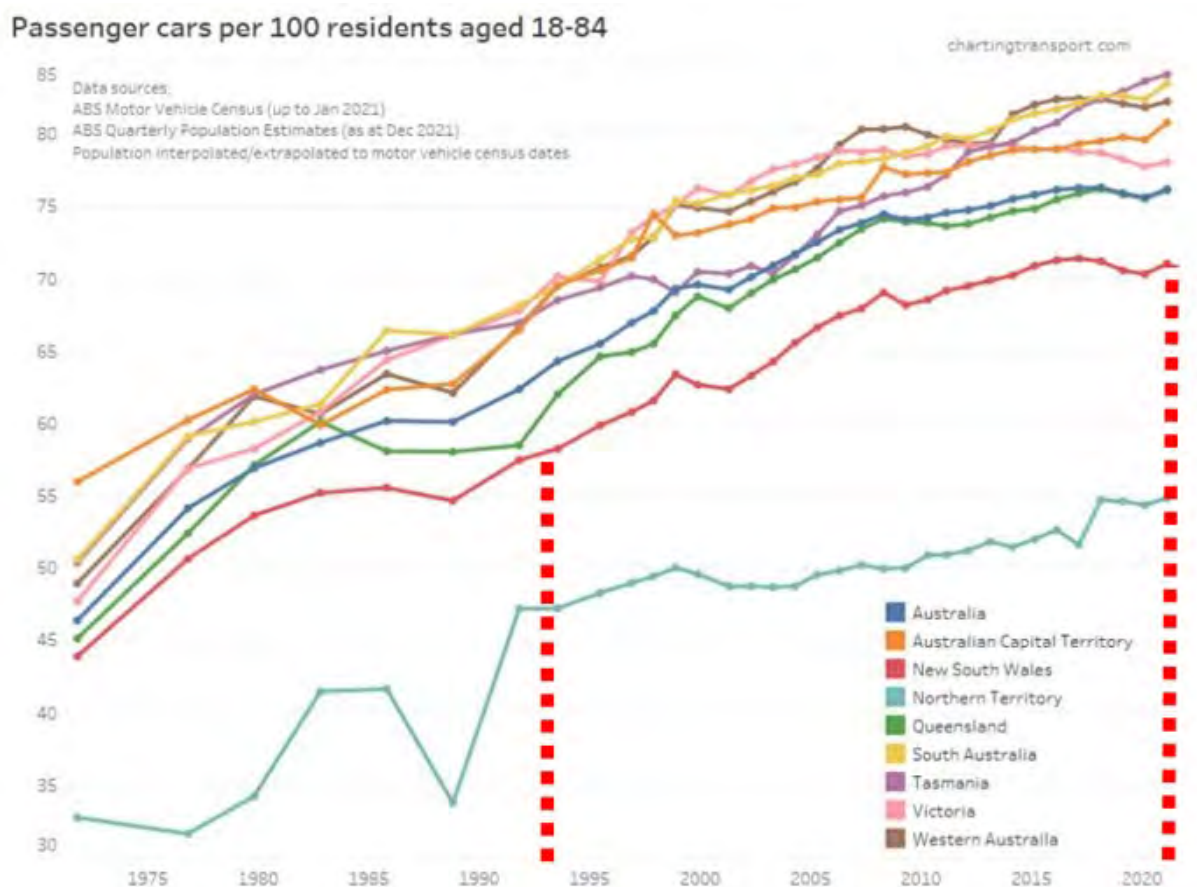
High Density Residential



Roads and Traffic Authority
New South Wales
1993

Since 1993, car ownership has increased significantly, from about 58 cars per 100 residents in NSW in 1993 to around 72 cars per 100 residents in 2021 (almost a 25% increase). If on-site parking has not provided for these cars on site, they would park off site and on street.

Figure 4.8: Passenger Cars per 100 Residents



Using this 25% increase in car ownership, it could be argued that the current LEP requirement of 2,113 should actually be 2,603 as shown in Table 4.5 and that the sites are provided with some 20% lower parking than householders require resulting in on-street / off site car parking.

Table 4.5: Increased LEP Parking Rates

Site No.	Apartment	Apartment	Parking Requirement (Max)	
			Current LEP	Current LEP with 25% increase
1	87 Shoreline Drive (Vantage North)	263	195	240
2	44 Shoreline Drive (Reflections Rhodes)	94	72	89
3	8A and 8B Mary Street, and 2-6 Marquet Street (Sienna by the Bay)	319	234	289
4	11-13 Mary Street (Elinya)	101	74	91

Site No.	Apartment	Apartment	Parking Requirement (Max)	
			Current LEP	Current LEP with 25% increase
5	15 Shoreline Drive (Amarco)	222	164	202
6	6-12 Jean Wailes Avenue, 7-9 Sevier Avenue, 12-14 Shoreline Drive	175	128	158
7	Vantage South	266	193	238
8	Village Quay	288	188	232
9	Walker Street (Stage 2A and 3A)	759	432	530
10	Rhodes Central Stage 1 and 2	554	433	535
Total		3,041	2,113	2,603

4.5 On Street Parking Surveys

One of the concerns raised by TTPP is that if parking is not provided on site, then residents will simply park on street thereby using up spaces that visitors etc. could use.

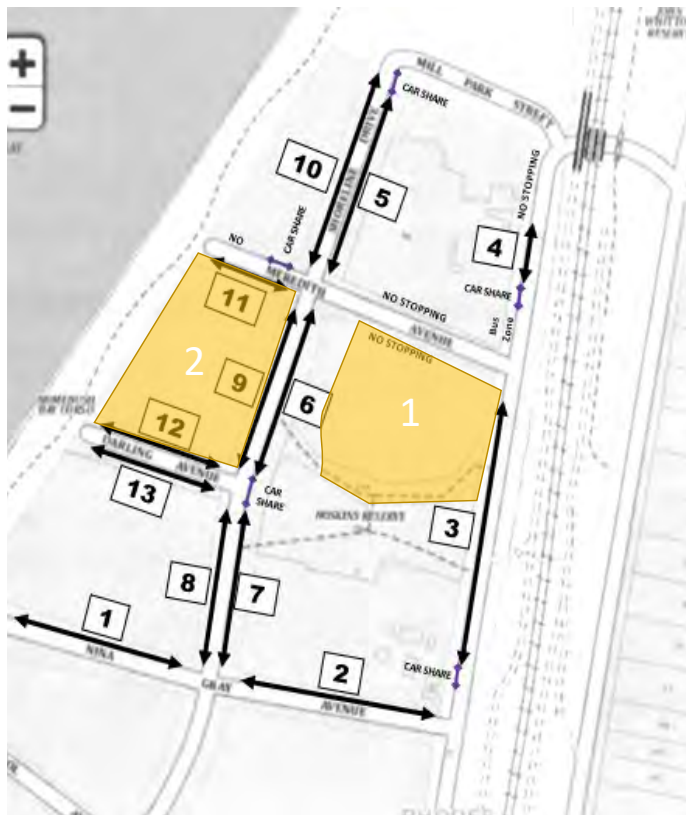
TTPP commissioned surveys, which are contained in Appendix B, which recorded an inventory of the available parking spaces within the vicinity of six surveyed sites, also noting the time periods when parking restrictions were in operation and then recorded the occupancy of the spaces.

The database is expanded with the addition of the PwC survey data for Site 7 to 10.

Additional parking surveys were undertaken between 7pm and 6am the following morning to establish the parking conditions during the night time on the surrounding streets.

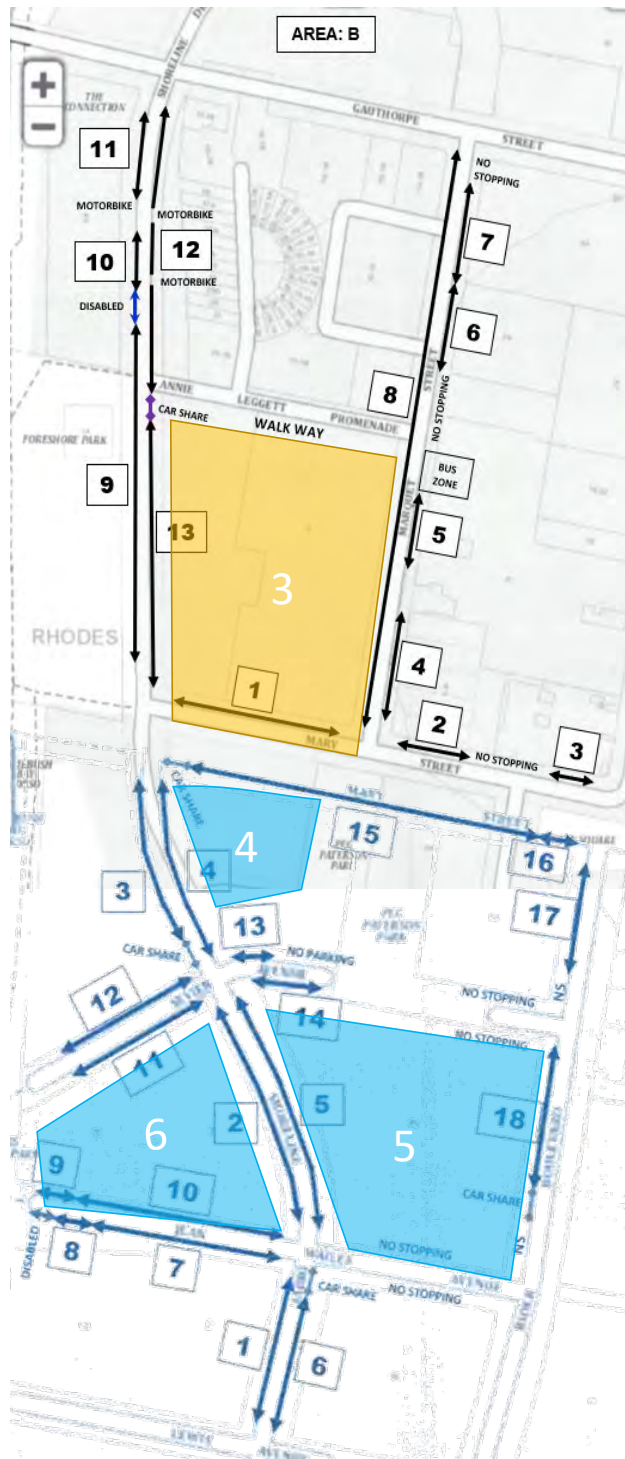
The study area is shown in Figure 4.12 to Figure 4.14 as are the time restrictions of the on-street parking spaces.

Figure 4.9: Extent of On-Street Parking Around Sites 1 and 2



Zone	Location	Restriction	Cap
1	Nina Gray Ave North / Side	Unrestricted	11
2	Nina Gray Ave North / Side	4P (8.30 - 6pm) M-F	11
3	Walker St West / Side	4P (8.30 - 6pm) M-F	21
4	Walker St West / Side	2P (8.30 - 6pm) All Days	4
5	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	13
6	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	12
7	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	10
8	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	10
9	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	10
10	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	14
11	Meredith Ave South / Side	Unrestricted	4
12	Darling Ave North / Side	4P (8.30 - 6pm) M-F	5
13	Darling Ave South / Side	4P (8.30 - 6pm) M-F	7

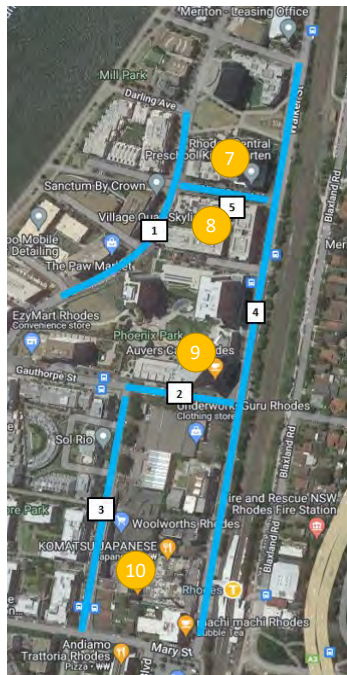
Figure 4.10: Extent of On-Street Parking Around Sites 3, 4, 5 and 6



Zone	Location	Restriction	Cap
1	Mary St North / Side	4P (8.30 - 6pm) All Days	9
2	Mary St North / Side	2P (8.30 - 6pm) All Days	5
3	Mary St North / Side	2P (8.30 - 6pm) All Days	2
4	Marquet St East / Side	Unrestricted	8
5	Marquet St East / Side	1/4P (8.30 - 6pm) All Days	6
6	Marquet St East / Side	4P (8.30 - 6pm) All Days	4
7	Marquet St East / Side	Work Zone (7am - 5pm) Mon-Sat	5
8	Marquet St West / Side	4P (8.30 - 6pm) All Days	45
9	Shoreline Dr West / Side (45°)	2P (8.30 - 6pm) All Days	33
Dis	Shoreline Dr West / Side (45°)	Disabled	2
10	Shoreline Dr West / Side (45°)	2P (8.30 - 6pm) All Days	5
11	Shoreline Dr West / Side	1/2P (8.30 - 6pm) All Days	5
12	Shoreline Dr East / Side (45°)	4P (8.30 - 6pm) All Days	31
13	Shoreline Dr East / Side	4P (8.30 - 6pm) All Days	20

Zone	Location	Restriction	Cap
1	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	8
2	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	14
3	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	9
4	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	10
5	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	15
6	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	8
7	Jean Wailes Ave South / Side	2P (8.30 - 6pm) M - F	10
8	Jean Wailes Ave South / Side (90°)	2P (8.30 - 6pm) M - F	6
Dis	Jean Wailes Ave South / Side (90°)	Disabled	2
9	Jean Wailes Ave North / Side (90°)	2P (8.30 - 6pm) M - F	5
10	Jean Wailes Ave North / Side	2P (8.30 - 6pm) M - F	10
11	Sevier Ave South / Side	2P (8.30 - 6pm) M - F	6
12	Sevier Ave North / Side	2P (8.30 - 6pm) M - F	5
13	Sevier Ave North / Side	2P (8.30 - 6pm) M - F	2
14	Sevier Ave South / Side	2P (8.30 - 6pm) M - F	4
15	Mary St South / Side	2P (8.30 - 6pm) All Days	23
16	Mary St South / Side	Loading Zone	2
17	Rider Bvd West / Side	2P (8.30 - 6pm) All Days	7
18	Rider Bvd West / Side	1P (8.30 - 6pm) M - F / 4P (8.30 - 6pm) Public Holidays	7

Figure 4.11: Extent of On-Street Parking Around Sites 7, 8, 9 and 10



Street Name	Between	Side of Street	Restriction	Applicable Hours	Supply
1. Shoreline Dr	Darling Ave & Nina Gray Ave	West	No Stopping		
			4P	8:30am-6pm (Mon-Fri)	12
			No Stopping		
	Nina Gray Ave & Timbrol Ave	West	No Stopping		
			No Restriction		11
			No Restriction		
	Timbrol Ave & Peake Ave	West	4P	8:30am-6pm (All days)	7
			No Stopping		
			No Restriction		13
	Opposite to Peake Ave & Nina Gray Ave	East	No Restriction	City of Canada Bay authorised car share vehicles excepted Zone RM09	1
			No Stopping		3
			No Restriction		
No Stopping				10	
No Restriction			City of Canada Bay authorised car share vehicles excepted Zone RM10	1	
No Stopping					
No Stopping					
Nina Gray Ave & Opposite to Darling Ave	East	4P	8:30am-6pm (Mon-Fri)	12	
		No Stopping			
		No Parking	City of Canada Bay authorised car share vehicles excepted Zone RM16	2	
		No Stopping			
Total					72
2. Gauthorpe St	Opposite to Marquet St & Walker St	North	No Restriction		4
			No Stopping		
			No Restriction		12
	Walker St & Marquet St	South	No Parking	City of Canada Bay authorised car share vehicles excepted Zone RM01	1
			No Stopping		
			Work Zone	7am-5pm (Mon-Sat)	19
Total					36
3. Marquet St	Mary St & Gauthorpe St	West	No Stopping		
			4P	8:30am-6pm (All days)	43
			No Stopping		
	Gauthorpe St & Mary St	East	No Stopping		
			Work Zone	7am-5pm (Mon-Sat)	6
			4P	8:30am-6pm (All days)	5
			No Stopping		
			Bus Zone		
			1/4P	8:30am-6pm (All days)	6
			No Restriction		9
Total					69
4. Walker St	Mary St & Gauthorpe St	West	No Stopping		
			Bus Zone		
			No Stopping		
			1/2P	8:30am-6pm (All days)	4
	Gauthorpe St & Timbrol Ave	West	Loading Zone		2
			No Restriction		9
			No Stopping		
			No Stopping		
	Timbrol Ave & Nina Gray Ave	West	No Restriction		16
			Bus Zone		
			No Stopping		
			No Stopping		
	Nina Gray Ave & Meredith Ave	West	No Restriction		9
			No Stopping		
			No Restriction	City of Canada Bay authorised car share vehicles excepted Zone RM18	1
			4P	8:30am-6pm (Mon-Fri)	21
	Opposite to Meredith Ave & Mary St	East	No Stopping		
			4P	8:30am-6pm (Mon-Fri)	37
			Bus Zone		
			No Restriction		22
No Stopping					
No Restriction				5	
No Stopping					
No Restriction				9	
No Stopping					
No Restriction				7	
No Stopping					
Disabled Parking				2	
No Stopping					
Bus Zone					
No Stopping					
Total					144
5. Nina Gray Ave	Walker St & Shoreline Dr	North	No Stopping		
			4P	8:30am-6pm (All days)	10
	Walker St & Shoreline Dr	South	No Stopping		
			No Restriction		10
			No Stopping		
Total					20

There are a lot more unrestricted parking spaces provided around Sites 7 to 10, as compared with Sites 1 to 6. In particular, most of the unrestricted parking spaces are along Shoreline Drive as well as Walker Street in vicinity of Rhodes train station.

Parking occupancy is shown graphically for these areas as follows in Figure 4.12 to Figure 4.18.

Figure 4.12: On-Street Parking Occupancy Around Sites 1 and 2 (6am to 10am)

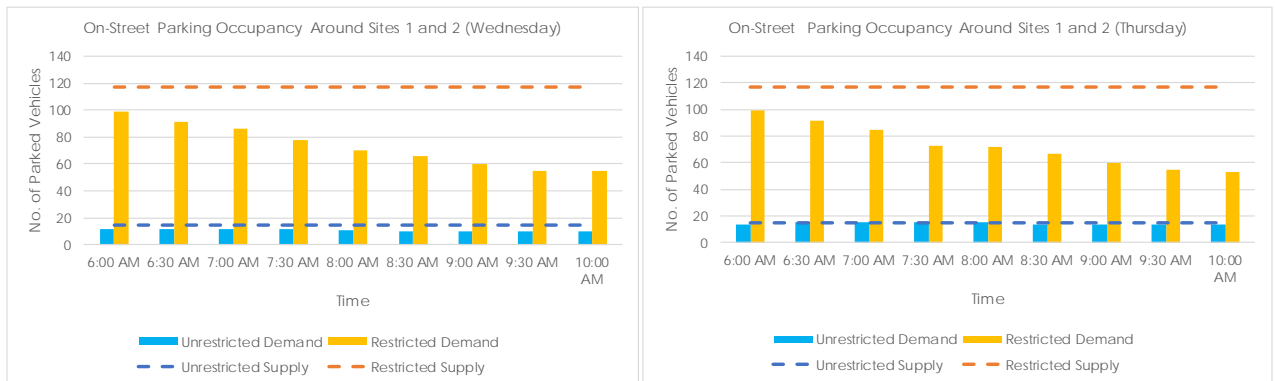


Figure 4.13: On-Street Parking Occupancy Around Sites 3 to 6 (6am to 10am)

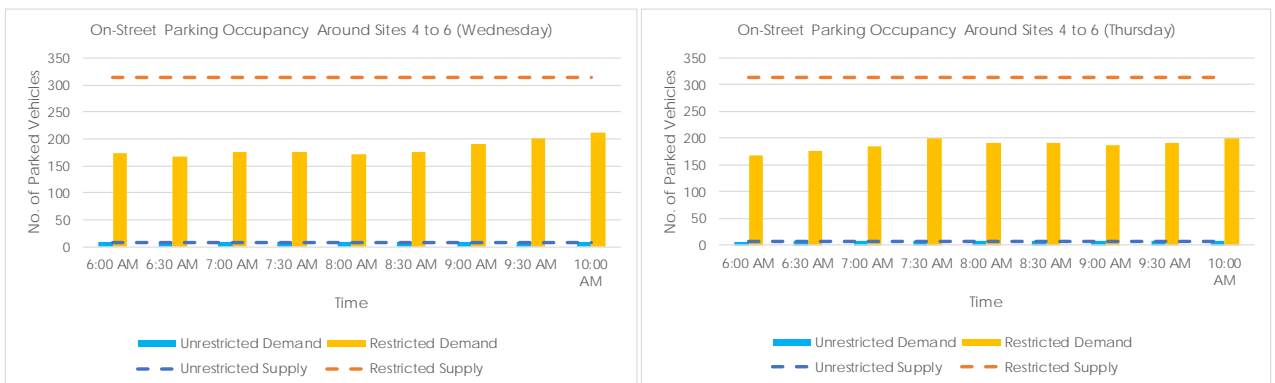
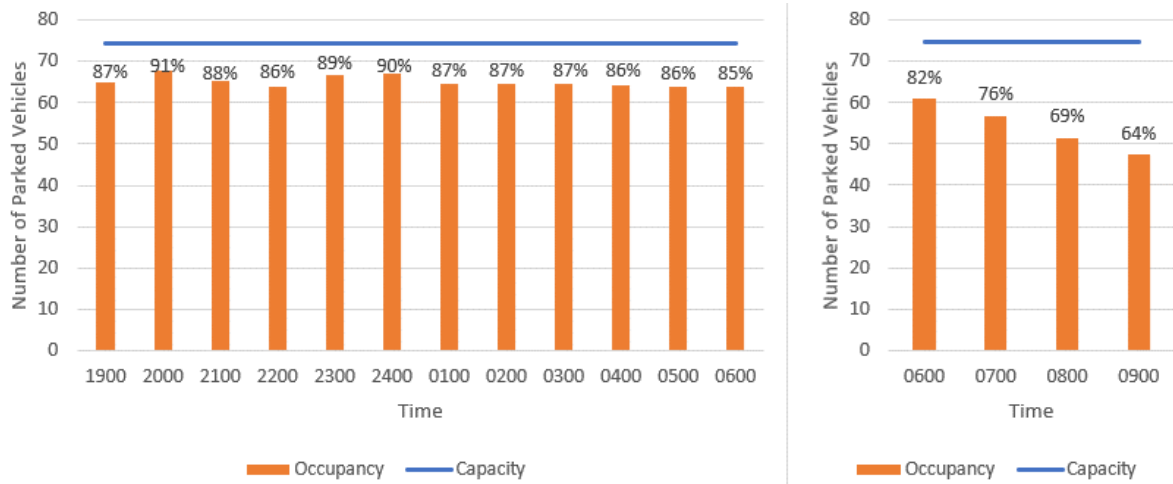


Figure 4.14: On-Street Parking Occupancy Around Sites 7 to 10 (6am to 10am and 3pm to 6pm)

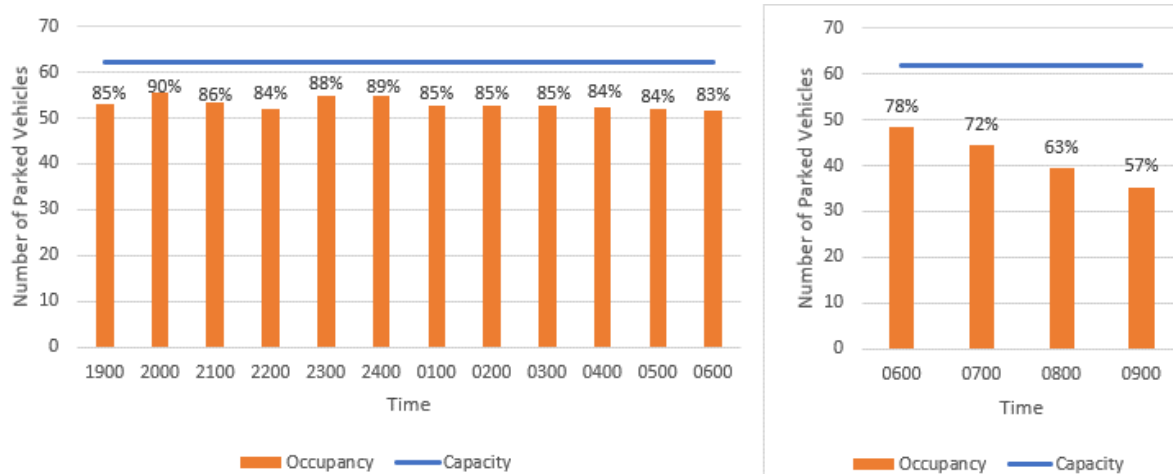


Figure 4.15: On-Street Parking Occupancy Around Site 1 (7pm to 6am, 6am to 9am)



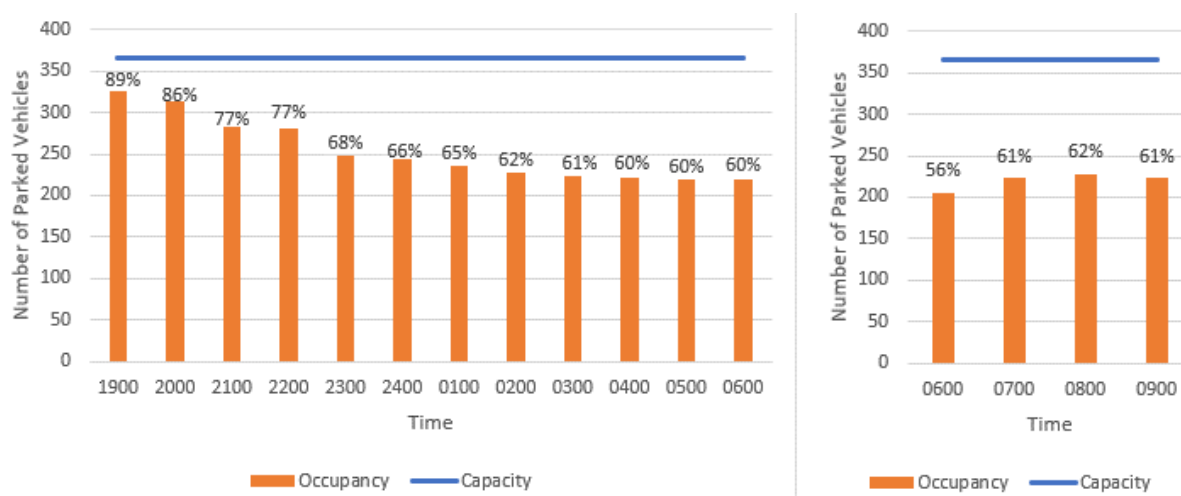
Note: the night time survey (9pm to 6am) was undertaken on 22 and 23 November 2022, the day time survey (6am to 9am) was undertaken 7 and 8 September 2022.

Figure 4.16: On-Street Parking Occupancy Around Site 2 (7pm to 6am, 6am to 9am)



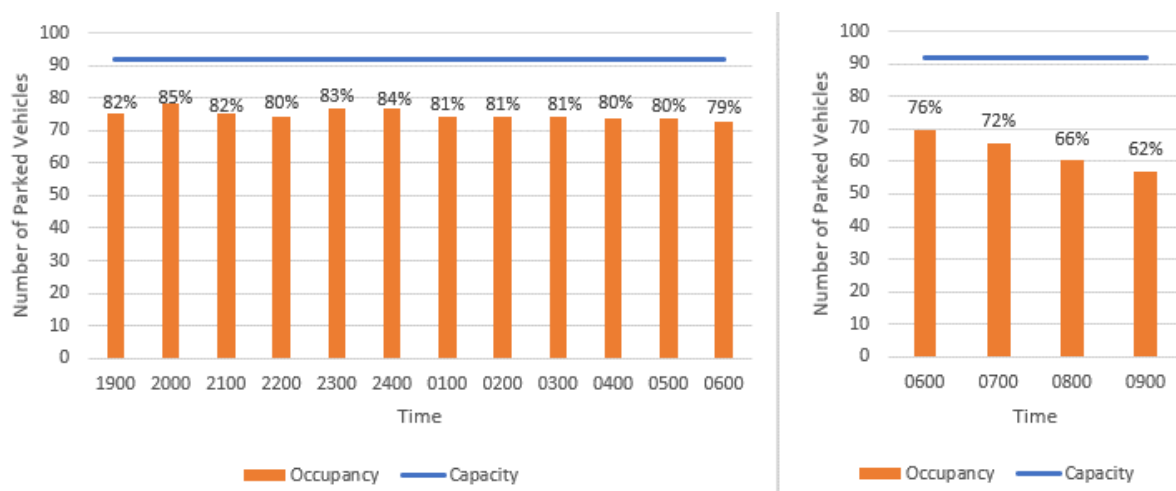
Note: the night time survey (9pm to 6am) was undertaken on 22 and 23 November 2022, the day time survey (6am to 9am) was undertaken 7 and 8 September 2022.

Figure 4.17: On-Street Parking Occupancy Around Site 3 (7pm to 6am, 6am to 9am)



Note: the night time survey (9pm to 6am) was undertaken on 22 and 23 November 2022, the day time survey (6am to 9am) was undertaken 7 and 8 September 2022.

Figure 4.18: On-Street Parking Occupancy Around Sites 7 (7pm to 6am, 6am to 9am)

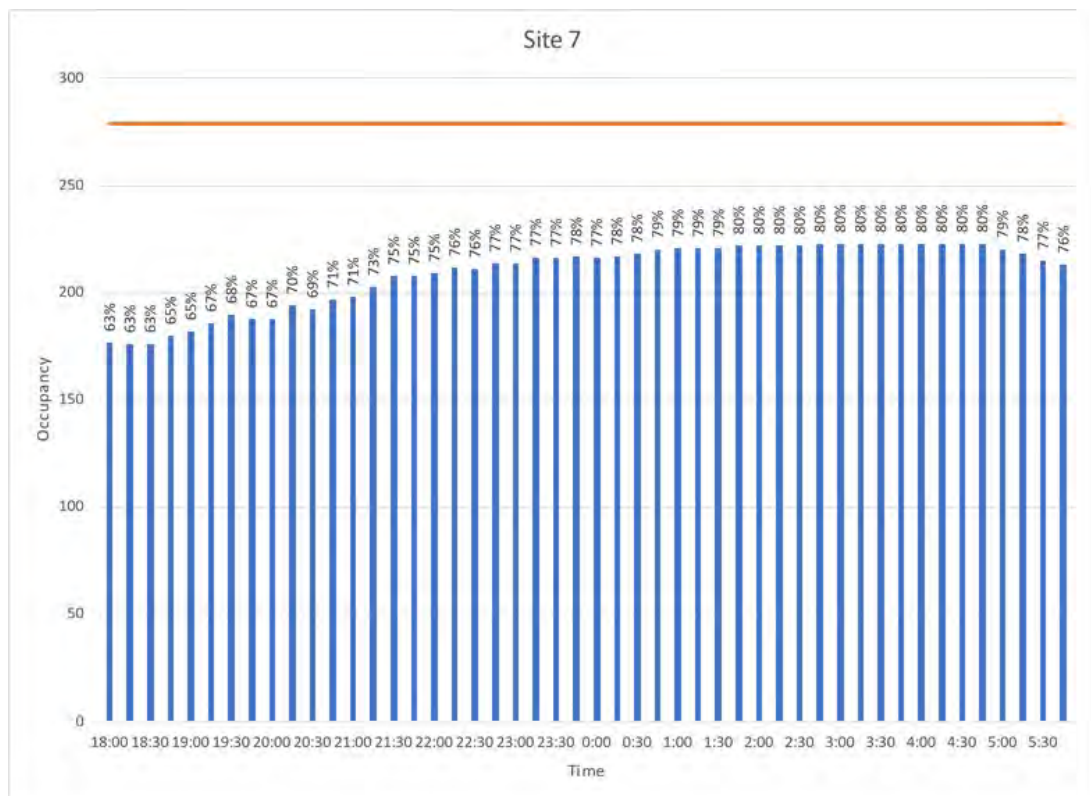


Note: the night time survey (9pm to 6am) was undertaken on 22 and 23 November 2022, the day time survey (6am to 9am) was undertaken 7 and 8 September 2022.

The parking assessment suggests that:

- There are many more restricted parking spaces (ranged from 15 minutes to up to four hours) as opposed to unrestricted spaces. Restricted parking spaces are generally applicable between 8:30am and 6pm Monday to Friday.
- Unrestricted parking spaces are mostly located around Sites 7 to 10 along Walker Street for commuter parking which are nearly at capacity throughout the survey period.
- The unrestricted parking spaces around Sites 1 to 10 are generally filled (85% to 100%) throughout the morning survey period (6am-10am). The unrestricted parking spaces around Sites 7 to 10 are highly utilised at above 85% in the afternoon survey period (3-7pm).

- The restricted parking spaces around Sites 1 to 2 are moderately occupied (45% to 85%) with a notable downward trend from 6am to 10am. However, the restricted parking spaces around Sites 3 to 6 are quite steady between 54% to 67% during the same survey period. The restricted parking spaces around Sites 7 to 10 are slightly higher between 64% to 76% during the same survey period.
- Unsurprisingly, the use of on-site parking spaces increased overnight above these levels (see example of Site 7 below)



- With regard to the unrestricted spaces along Walker Street, particularly in close proximity of the train station, the survey data indicates that the parking occupancies were generally at the highest at 6am and declined slightly or maintained at a similar level later in the morning peak period, and subsequently become highly occupied again at 6pm. This indicates these spaces are being used overnight by residents and possibly by commuters at Rhodes Station. It is possible that when residents leave these unrestricted spaces in the morning, they are quickly filled by commuters who park and ride, and people who work in retail and restaurant etc in the vicinity.
- Around Sites 1, 2 and 7, parking occupancy during the night-time period is quite stable in the order of 80% to 90% between 7pm and 6am the following morning. This indicate a vast majority of parking is associated with residents that parked throughout the night, possibly with a low number of visitors and courier that may have occurred. Given the survey was undertaken on Tuesday night, occurrence of shopper parking is very unlikely.

- Night-time parking occupancy around Site 3 is very different, given the proximity of community facility known as The Connection located on the foreshore. The library opens until 9pm and the function centre opens until 11pm daily. The on-street parking along Shoreline Drive is occupied at 90% at 7pm and substantially reduce to 66% at 1am, and remains steady between 60% and 65% until 6am. This indicates the community facility generates parking demand until about midnight, whereas resident parking is typically at 60% throughout the night around Site 3.

TTPPs investigations into whether the provision of additional residential parking above the LEP parking rate affects traffic generations suggests that:

- There is no evidence from the increase in parking provision per unit increases the traffic generation.
- The majority of public transport users and residents that were interviewed own cars and that a vast majority of these people leave their car at their residence during the day whilst they travel to work using public transport.
- The derived trip generation rates were compared against the Rhodes Traffic and Transport Assessment (Jacobs, 2021) and indicate generally some 37.5% lower than Jacobs rates in the AM peak (i.e., some 0.06 trips per unit lower), and similarly in the PM peak, the derived rates are some 29.4% lower than Jacobs rates (i.e., some 0.05 trips per unit lower).
- Consequently, whilst car ownership reduced by 7%, car driver and passenger mode share fell by 14% and train use increased by 17%.

4.6 Other Comments

TTPP provide other comments as follows to support higher parking provision in future high density residential developments in Rhodes:

- Suburbs like Waitara, Meadowbank and Rhodes have a high proportion of apartments, a car ownership rate of around 1.0 to 1.1 cars per household and yet a very high proportion of residents using public transport for commuting to work of around 45% to 55%.
- All households in Rhodes (west) are within an 800m walking distance of Rhodes Station and residents are leaving their car at home/ surrounding streets and walking to Rhodes Station to commute to work for the reasons given above. However, after work and on the weekends, they drive to various destinations many of which cannot be reached by public transport. Similar lifestyle choices are being made by residents in suburbs like Meadowbank, Epping, Waitara, Gordon and other locations. Evidence suggests that these residents leaving their cars at home during normal working hours.
- While the LEP can control the number of on-site car parking spaces it cannot control the number of cars on the street. There is no certainty that these apartments will be

occupied by households without cars. Owner-occupiers and tenants may simply choose to park their cars on the street.

- The vast majority of households moving into these new apartments in Rhodes (as well as other similar suburbs with new apartment blocks and train stations such as Waitara, Gordon, Epping etc) have motor vehicles and they are hesitant to give them up. These households choose to live in apartments near the train stations for a variety of reasons including the convenience of using the train to commute to work. High car ownership does not discourage these people from using the train – particularly if they work in areas like Parramatta, Chatswood, St Leonards, North Sydney or Sydney CBD where destination parking is limited and expensive and driving in peak hour traffic is undesirable.
- Trains however do not meet all the travel needs of these residents – visiting family and friends, shopping or to access services (commercial, educational, religious, health/medical) or in pursuing recreational, cultural and other experiences. In many cases non-work destinations are not served by public transport.
- Accordingly, households in these middle ring suburbs on train lines have an average of 1.0 to 1.6 cars as well as a high proportion of working residents (35% to 55%) that are using public transport to commute to work. In particular, Rhodes has a very high proportion of working residents at 62% with an average car ownership of 1.0 car per household.
- The key item to achieving public transport usage is the close proximity of the site to the rail and bus station and the frequency of the services. This will influence the travel patterns much more than the provision of car parking.
- Higher parking rates than those in the current LEP are suitable for Rhodes. The higher rates will allow car ownership to occur (with adequate encouragement of alternative sustainable, active and public transport options) whilst Rhodes is well served by train services to encourage residents, especially those with destinations which have restricted parking, to use public transport for their daily commute.

5 Discussion on TfNSW Future Transport Strategy (2022)

TfNSW has recently released Future Transport Strategy (2022) which discusses a number of actions in improving parking provision and management in metropolitan centres to encourage more people to use public transport and reduce traffic congestion.

The Strategy states that:

Provision of too much parking infrastructure can discourage people from choosing sustainable and active modes while exacerbating congestion.

In TTPP's view this is much more relevant to destination parking such as office developments in strategic centre employment / commercial areas which have good public transport access.

Being a metropolitan centre located in the middle of Sydney, Rhodes is conveniently served by the Main Northern train line (T9) connecting with Hornsby and Gordon via Sydney CBD, with eight citybound services in the morning peak hour (say 7:30-8:30am) and eight outbound service in the evening peak hour (say 5:30-6:30pm). Passengers can also transfer at Strathfield station for other train lines such as T1 Richmond, T2 Inner West, T3 Lidcombe and T5 Richmond lines.

As shown in Section 4.4, while the average car ownership is 1.0 vehicle per household, the uptake of train is significant at 46.4%, as compared with 16.2% in Greater Sydney based on Census 2016. This is an increase from 2011 where 39.7% of residents travelled by train.

All apartment buildings in Rhodes (west) are within an easy 800m distance on a level grade to the train station, hence a high uptake of train at Rhodes with easy access to the extensive train network as shown above. This is also supported by the interview survey result that 48-54% of interviewed residents own cars and 64-78% leave their vehicles in the car park and travel by public transport or active transport.

Considering the high uptake of train by residents and the highly frequent services, it is anticipated that even if higher parking supply was provided than the current LEP rates in future developments in Rhodes, residents would still choose to travel by public transport when travelling to/from work and leaving their cars at home. Additional on-site parking provision would better accommodate the need for a car for a family, in response to the recent market shift to more family-oriented residences and work from home, which has seen a significant increase in parking demand. It would also reduce on-street parking thereby creating better amenity.

TTPP also provides comments on the specific strategy and actions outlined in the Future Transport Strategy (2022).

The Strategy states that:

Addressing outdated minimum parking requirements will require close collaboration with councils to improve the management of kerbside parking, thereby ensuring that parking demand is not simply moved to local streets.

As discussed in Section 4.5, provision of fewer car parking spaces on site is likely to mean that there will be an increase in the number of residents cars parked on the surrounding roads, in the absence of any paid car parks nearby. Overflowing parking that occur on street will limit the amount of parking available for short term visitors and customers to local shops.

Furthermore, it discourages a person's legitimate right to own a motor vehicle which is critical in a city like Sydney. Residents may very well use public transport in peak periods to commute to work but need a car at other times for other purposes. This means that potential residents may choose to live where residential car parking is provided which would be located further from public transport meaning that residents would need to rely on and use their vehicles to a greater extent.

There are strategies that can be utilised to promote public transport usage, or alternative sustainable options despite proximity to the train station. These strategies have been implemented in other apartments near public transport facilities, but Meriton will implement the following measures to promote public and active transport:

- Green travel plan
- Car share spaces
- Unbundled parking
- Extra bicycle parking spaces and end-of-trip facilities
- 100% of residential parking spaces ready for electric vehicle charging stations.

Refer to Section 6.5 for further details on these strategies.

6 Meriton Proposal

There has been a fundamental shift in market demand for higher density housing since the advent of the Covid-19 pandemic. This shift has accelerated long-term trends. It is set to be a permanent feature of the higher density housing market going forward.

The shift has boosted the demand for larger apartments that can accommodate white-collar workers working from home. Buyers now expect to spend more time in their apartments than was previously the case and there are a growing number of owner-occupiers and families purchasing apartments in this transition.

For the development of new higher density housing to be commercially viable going forward, it will need to meet the new parameters demanded by home buyers.

6.1 Proposed Mixed-Use Development

Meriton are proposing higher parking rates for the future high density residential development in Rhodes. A mixed-use residential development is being proposed at 34-41 Blaxland Road, 444-446 Blaxland Road and 1-5 Llewellyn Street, Rhodes East. Location of this site is shown in Figure 2.1.

6.2 Number of Apartments and GFA

This proposed mixed-use development on Blaxland Road has a residential GFA of approximately 28,500m², with an average 101.4m² GFA for a total of 281 units.

The yield is less than the earlier proposal at 80.5m² of GFA per unit based on 354 units. This is 20% reduction from the anticipated units under the precinct planning for the Rhodes Precinct, with larger floor area and a higher proportion of 3-bedroom and 4-bedroom apartments.

6.3 Proposed Parking Rates

Meriton's proposed parking rates are shown as follows:

- One-bed apartments: 1 space
- Two-bed apartments: 1 space
- Three-bed apartments: 2 spaces
- Four-bed apartments: 2 spaces.

As an alternative, Meriton would accept the following parking rates which are consistent with those adopted in the older version of the Canada Bay LEP (except for the four-bed apartments):

- One-bed apartments: 1 space
- Two-bed apartments: 1.2 spaces
- Three-bed apartments: 1.5 spaces
- Four-bed apartments: 2 spaces.

These currently proposed rates are lower than those that had been proposed earlier, but are generally consistent with what have been adopted in most existing apartments in Rhodes that were approved under the earlier LEP or DCP.

In either set of proposed parking rates, a rate of two spaces is required for four-bed apartments as they are now a typical product.

A comparison of proposed parking rates with the current Canada Bay LEP and ADG is provided in Table 6.1 based on the previous and existing residential yields in the Blaxland Road residential development.

Table 6.1: Comparison of Parking Requirements

Design	Yield	Meriton Previous Proposed Parking Rates		Meriton Proposed Alternative Parking Rates - Similar to RPDCP (except for 4bed)		Current LEP		ADG	
		Parking Rate (Max)	Parking Requirement (Max)	Parking Rate (Max)	Parking Requirement (Max)	Parking Rate (Max)	Parking Requirement (Max)	Parking Rate (Min)	Parking Requirement (Min)
Previous	142 x 1 bed	1.0	142	1.0	142	0.3	43	0.6	85
	177 x 2 bed	1.0	177	1.2	212	0.7	124	0.9	159
	35 x 3 bed	2.0	70	1.5	53	1.0	35	1.4	49
Sub-Total	354		389		407		202		294
Current	64 x 1 bed	1.0	64	1.0	64	0.3	19	0.6	38
	139 x 2 bed	1.0	139	1.2	167	0.7	97	0.9	125
	61 x 3 bed	2.0	122	1.5	92	1.0	61	1.4	85
	17 x 4 bed	2.0	34	2	34	1.0	17	1.4	24
Sub-Total	281		359		356		195		273

Meriton is proposing a maximum of 359 residential parking spaces with the currently proposed 281 units and their proposed parking rates. This is a reduction of 30 spaces from the previous yield. This also presents an increase of 157 parking spaces when comparing the proposed rates with the current LEP maximum rates for 354 units, and an increase of 136 parking spaces when compared with the ADG minimum rates for 354 units.

Based on alternative parking rates, Meriton would be proposing a maximum of 356 residential parking spaces with the currently proposed 281 units. This is a reduction of 51 spaces from the previous yield. This also presents an increase of 154 parking spaces when comparing the proposed alternative rates with the current LEP maximum rates for 354 units, and an increase of 133 parking spaces when compared with the ADG minimum rates for 354 units.

6.4 Proposed Traffic Generation Rates

A comparison of traffic generation is provided in Table 6.2 based on the previous 354 units and the currently proposed 281 units in the Blaxland Road residential development.

Table 6.2: Comparison of Traffic Generation

Yield	Reference for Parking Rates	Traffic Generation Rate (vph per Unit)		Traffic Generation (vph)	
		AM Peak	PM Peak	AM Peak	PM Peak
354 units (previous)	Rhodes Traffic and Transport Assessment (Jacobs, 2021)	0.22	0.22	78	78
281 Units (current)	Derived traffic generation rates in this research	0.20	0.21	56	59
Reduction of 73 Units		Reduction of 0.02 vph per unit	Reduction of 0.01 vph per unit	Reduction of 22 vph (or 27.8%)	Reduction of 19 vph (or 24.2%)

In considering the parking provision in Table 6.1, while the proposed parking provision is higher than the current ADG and LEP rates, there would be a reduction of 22 to 19 vph (or 27.8% to 24.2%) based on the traffic generation rates derived in this research study, as opposed to the Jacobs' traffic generation rates.

This clearly shows that higher parking provision will have very little impact on the previously accepted traffic generated by the subject site in Rhodes.

This is supported by the research findings as shown in Sections 4.3, 4.4 and 5 that majority of the interview survey indicate that (48-54%) of interviewed residents own cars and that (64-78%) leave their vehicles in the car park and travel by public transport or active transport.

6.5 Meriton Commitments

Meriton commit to achieve the objectives of promoting public and active transport use. While this research report clearly shows that people are using public transport for peak hour travel irrespective of them owning a car and having a car space, Meriton will provide the following initiatives in the subject development:

- Green Travel Plan to promote active and sustainable travel for future residents of the apartments and their visitors.
- Provision of car share spaces (exclusive of residential spaces) with on-demand access to shared vehicles provided by a designated company.
- Consideration of unbundled parking that is separated from the cost or rent of a dwelling or building. This is not only more equitable but can also reduce the total amount of parking required for the building.
- Provision of adequate, safe and secure bicycle parking spaces in addition to the LEP requirement and end-of-trip facilities to promote active transport. Currently, there is an off-road shared path connection south to Rhodes Station on Blaxland Road and on-road along Walker Street and Rider Boulevard in the Rhodes town centre. It is understood that the Rhodes Traffic and Transport Assessment (Jacobs, 2021) proposes cycling improvements measures in Rhodes to enhance the cycling safety and connectivity.
- Making 100% of residential parking spaces ready for electric vehicle charging stations.

7 Summary and Conclusion

Based upon the work undertaken by TTPP, it is concluded that:

- There is no evidence from the work undertaken by TTPP that the increased parking provision per unit (relative to the LEP maximums) increases the traffic generation per unit.
- The majority of public transport users that were interviewed own cars and that a vast majority of these people leave their car at their residence during the day whilst they travel to work using public transport.
- The derived trip generation rates were compared against the Rhodes Traffic and Transport Assessment (Jacobs, 2021) and indicate generally some 10.0% lower than Jacobs rates in the AM peak (i.e., some 0.02 trips per unit lower), and similarly in the PM peak, the derived rates are some 4.8% lower than Jacobs rates (i.e., some 0.01 trips per unit lower).
- Analysis of Census data between 2011 and 2021 suggests that, over that period, car ownership reduced by 7%, car driver travel mode share fell by 14% and train use increased by 17%.
- There are many more restricted car parking spaces (77%) compared to unrestricted spaces (23%) in the vicinity of 10 surveyed sites.
- Unrestricted parking spaces are mostly located around Sites 7 to 10 along Walker Street for commuter parking which are nearly at capacity throughout the survey period.
- The unrestricted parking spaces around Sites 1 to 10 are generally filled (85% to 100%) throughout the morning survey period (6am-10am). The unrestricted parking spaces around Sites 7 to 10 are highly utilised at above 85% in the afternoon survey period (3-7pm).
- With regard to the unrestricted spaces, observations suggest that there are a number of these spaces being used by commuters at Rhodes Station, they are clearly being used overnight by residents as over this period there would be very little demand from commuters. This indicates when residents leave these unrestricted spaces in the morning, they are quickly filled by commuters who park and ride, and people who work in retail and restaurant etc in the vicinity.
- Suburbs like Waitara, Meadowbank and Rhodes have a high proportion of apartments, a car ownership rate of around 1.0 to 1.1 cars per household and yet a very high proportion of residents using public transport for commuting to work of around 45% to 55%.

- All households in Rhodes (west) are within an 800m walking distance of Rhodes Station and residents are leaving their car at home/ surrounding streets and walking to Rhodes Station to commute to work for the reasons given above. Occasionally after work and on the weekends, they drive to various destinations many of which cannot be reached by public transport. Similar lifestyle choices are being made by residents in suburbs like Meadowbank, Epping, Waitara, Gordon and other locations. Evidence suggests that these residents leaving their cars at home during normal working hours.
- While the LEP can control the number of on-site car parking spaces it cannot control the number of cars on the street. There is no certainty that these apartments will be occupied by households without cars. Owner-occupiers and tenants may simply choose to park their cars on the street.
- The vast majority of households moving into these new apartments in Rhodes (as well as other similar suburbs with new apartment blocks and train stations such as Waitara, Gordon, Epping etc) have motor vehicles and they are hesitant to give them up. These households choose to live in apartments near the train stations for a variety of reasons including the convenience of using the train to commute to work. High car ownership does not discourage these people from using the train – particularly if they work in areas like Parramatta, Chatswood, St Leonards, North Sydney or Sydney CBD where parking is limited and expensive and driving in peak hour traffic is undesirable.
- Trains however do not meet all the travel needs of these residents – visiting family and friends, shopping or to access services (commercial, educational, religious, health/medical) or in pursuing recreational, cultural and other experiences. In many cases non-work destinations are not served by public transport.
- Accordingly, households in these middle ring suburbs on train lines have an average of 1.0 to 1.6 cars as well as a high proportion of working residents (35% to 55%) that are using public transport to commute to work. In particular, Rhodes has a very high proportion of working residents at 62% with an average car ownership of 1.0 car per household.
- The key item to achieving public transport usage is the close proximity of the site to the rail and bus station and the frequency of the services. This will influence the travel patterns much more than the provision of car parking.
- Higher parking rates than those in the current LEP are suitable for Rhodes. The higher rates will allow car ownership to occur (with adequate encouragement of alternative sustainable, active and public transport options) whilst Rhodes is well served by train services to encourage residents, especially those with destinations which have restricted parking, to use public transport for their daily commute.
- This analysis and evidence show that the likely consequence of maintaining the excessively low on-site car parking provision in future developments would be an increased usage of unrestricted car parking spaces offsite/on street.

- Meriton prefer the following parking rates to be applied in future developments in Rhodes:
 - One-bed apartments: 1 space
 - Two-bed apartments: 1 space
 - Three-bed apartments: 2 spaces
 - Four-bed apartments: 2 spaces.
- As an alternative, Meriton would accept the following parking rates which are consistent with the RPDCP parking rates (except for the 4-bedroom apartments) to be applied in future developments in Rhodes:
 - One-bed apartments: 1 space
 - Two-bed apartments: 1.2 spaces
 - Three-bed apartments: 1.5 spaces
 - Four-bed apartments: 2 spaces.
- In either set of proposed parking rates, a rate of two spaces is required for four-bed apartments as they are now a typical product.
- Meriton's proposed mixed-use development on Blaxland Road has a 20% reduction from 354 to 281 apartment units, from the anticipated units under the precinct planning for the Rhodes Precinct, with larger floor area and a higher proportion of 3-bedroom and 4-bedroom apartments.
- The 20% reduction in residential yield also presents an increase of 157 parking spaces when comparing the proposed rates with the current LEP maximum rates for 354 units, and an increase of 136 parking spaces when compared with the ADG minimum rates for 354 units. Similarly, this presents an increase of 154 and 133 parking spaces when comparing the proposed alternative parking rates with the current LEP and ADG parking rates respectively.
- Higher parking provision will have very little impact on the traffic generated by the future sites in Rhodes. While the proposed parking provision is an increase of 136 and 157 parking spaces based on the current ADG and LEP rates respectively (or an increase of 133 and 154 parking spaces respectively based on the proposed alternative parking rates), there would be a reduction of 19 to 22 vph (or 27.8% to 24.2%) based on the traffic generation rates (0.20-0.21 vph per unit) derived in this research study, as opposed to the Jacobs' traffic generation rates (0.22 vph per unit) which is 4.8%-10.0% higher than the actual data demonstrates.
- While this research report clearly shows that residents are using public transport irrespective of the proximity they own a car and having a car space, Meriton are committed to other initiatives to provide sustainable and active/ public transport including green travel plan, 100% electric vehicle capable, car share, bicycle parking and end of trip facilities.

- Overall, this research report shows that the proposed parking rates and larger (fewer) apartments will generate less traffic than expected under the Jacob's report when actual data (evidence) is provided and appropriate strategies can be applied to continue encouraging and promoting active, sustainable and public transport options which existing residents do in any event.

Appendix A

Number of Units, Bedrooms and Car Park Spaces

A summary of parking provision and trip rates of the surveyed apartments in Rhodes:

Table A1: Apartment Details, Parking and Trip Rates

Site No.	Apartment	No. of Units	No. of Bedrooms	No. of Parking Spaces	Apartment Occupancy	Max Parking Occupancy			AM Peak Trip Rate		PM Peak Trip Rate	
						After AM Peak Hour	Before PM Peak Hour	6pm to 6am	Vph per unit	Vph per parking space	Vph per unit	Vph per parking space
1	87 Shoreline Drive (Vantage North)	263	526	289	100%	56%	52%	75%	0.16	0.15	0.19	0.17
2	44 Shoreline Drive (Reflections Rhodes)	94	195	101	100%	63%	51%	76%	0.21	0.20	0.14	0.13
3	8A and 8B Mary St, and 2-6 Marquet St (Sienna by the Bay)	319	634	388	100%	59%	52%	73%	0.18	0.15	0.20	0.17
4	11-13 Mary Street (Elinya)	101	201	118	95%	No information available	No information available	No information available	0.16	0.13	0.20	0.16
5	15 Shoreline Drive (Amarco)	222	448	272	95%	No information available	No information available	No information available	0.23	0.18	0.16	0.13
6	6-12 Jean Wailles Avenue, 7-9 Sevier Avenue, 12-14 Shoreline Drive	175	346	193	95%	No information available	No information available	No information available	0.14	0.12	0.16	0.13
7	Vantage South	266	523	284	100%	No information available	No information available	80%	0.15	0.14	0.15	0.14

Site No.	Apartment	No. of Units	No. of Bedrooms	No. of Parking Spaces	Apartment Occupancy	Max Parking Occupancy			AM Peak Trip Rate		PM Peak Trip Rate	
						After AM Peak Hour	Before PM Peak Hour	6pm to 6am	Vph per unit	Vph per parking space	Vph per unit	Vph per parking space
8	Village Quay	288	516	380	95%	45%	60%	No information available	0.13	0.09	0.17	0.12
9	Walker Street (Stage 2A and 3A)	759	1178	789	95%	58%	53%	No information available	0.13	0.12	0.15	0.14
10	Rhodes Central Stage 1 and 2	554	1207	582	95%	85%	55%	No information available	0.13	0.12	0.16	0.14
	Average					61%	54%	76%	0.16	0.14	0.17	0.14

Notes:

On-site parking provision includes residential, accessible, visitor and car wash spaces.

Meriton confirmed 100% of Sites 1, 2, 3 and 7 were occupied and other sites have been assumed 95% occupied which are nearly fully occupied.

Day-time parking survey was undertaken 6-10am and 3-7pm.

The above parking occupancy indicates as an average 54% of parking spaces were occupied in the basement car parks during the day, while an average 76% were occupied parked overnight, including residential, accessible, visitor and car wash spaces. This means residents tend to leave their cars at home during the day and take other means of transport for their daily commute. As Rhodes is well served by train services, residents especially those with destinations which have restricted parking are encouraged to use public transport.

Appendix B

Traffic Surveys



AREA: A

TIMES

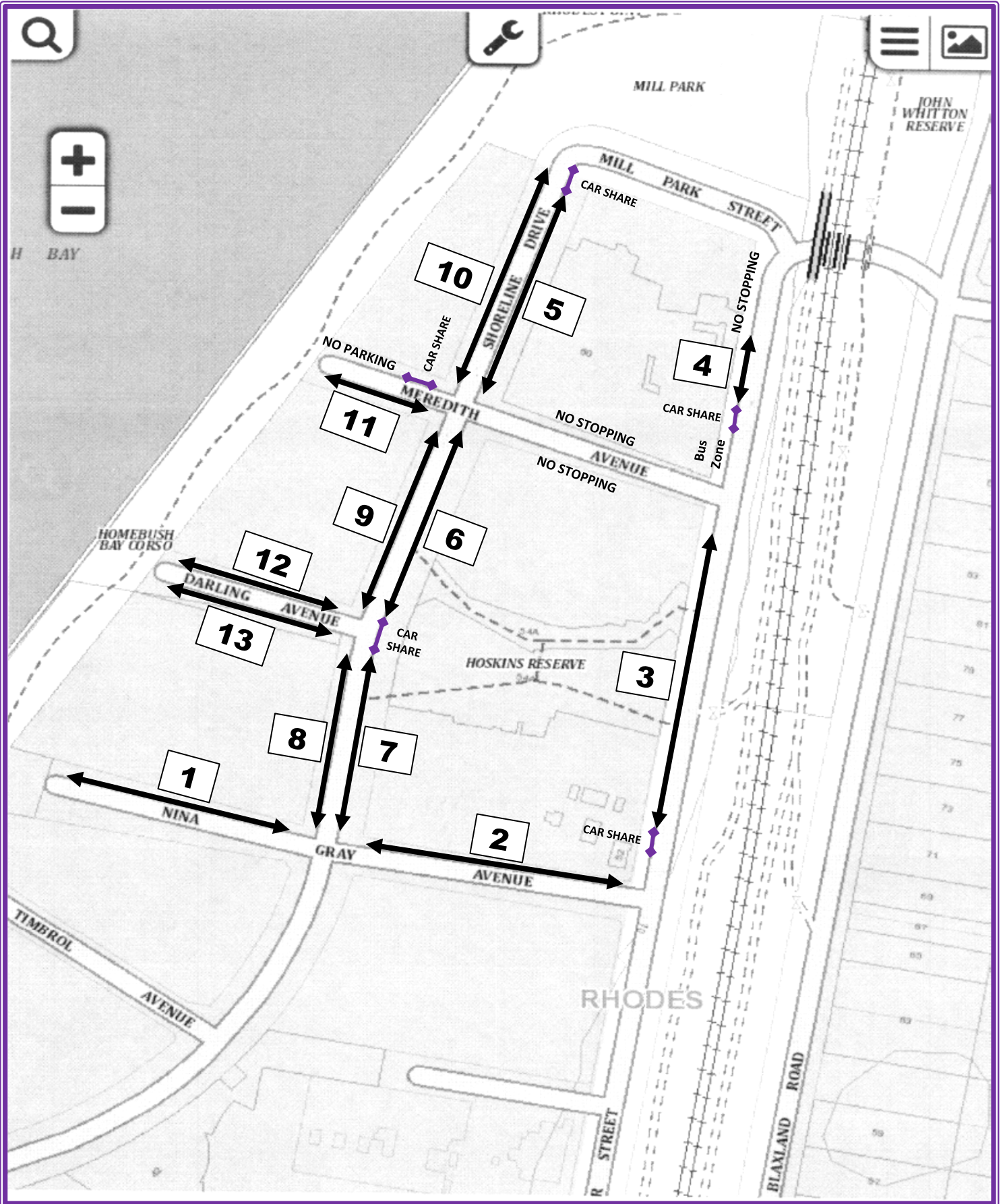
Zone	Location	Restriction	Cap	0600	0630	0700	0730	0800	0830	0900	0930	1000
1	Nina Gray Ave North / Side	Unrestricted	11	8	8	8	8	7	6	6	6	6
2	Nina Gray Ave North / Side	4P (8.30 - 6pm) M-F	11	8	6	7	6	5	4	4	3	3
3	Walker St West / Side	4P (8.30 - 6pm) M-F	21	15	13	12	10	9	8	8	9	9
4	Walker St West / Side	2P (8.30 - 6pm) All Days	4	4	4	3	2	3	4	4	2	2
5	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	13	13	13	12	11	10	9	8	8	9
6	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	12	12	12	11	9	9	9	9	10	10
7	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	10	7	6	5	5	5	5	2	2	2
8	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	10	8	8	6	5	4	4	3	3	3
9	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	10	10	8	8	9	6	4	3	4	4
10	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	14	12	11	13	12	10	10	10	6	5
11	Meredith Ave South / Side	Unrestricted	4	4	4	4	4	4	4	4	4	4
12	Darling Ave North / Side	4P (8.30 - 6pm) M-F	5	4	4	3	3	3	3	3	2	2
13	Darling Ave South / Side	4P (8.30 - 6pm) M-F	7	6	6	6	6	6	6	6	6	6
Total Vehicles			132	111	103	98	90	81	76	70	65	65
Number of Spaces				21	29	34	42	51	56	62	67	67
% Capacity Used				84.1%	78.0%	74.2%	68.2%	61.4%	57.6%	53.0%	49.2%	49.2%



AREA: A

TIMES

Zone	Location	Restriction	Cap	0600	0630	0700	0730	0800	0830	0900	0930	1000
1	Nina Gray Ave North / Side	Unrestricted	11	10	11	11	11	11	10	10	10	10
2	Nina Gray Ave North / Side	4P (8.30 - 6pm) M-F	11	8	9	9	7	8	7	6	6	4
3	Walker St West / Side	4P (8.30 - 6pm) M-F	21	17	16	15	13	12	10	7	5	4
4	Walker St West / Side	2P (8.30 - 6pm) All Days	4	4	3	2	2	3	3	1	1	1
5	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	13	12	11	10	9	9	8	8	8	9
6	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	12	9	10	9	6	5	6	6	6	6
7	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	10	6	6	6	5	5	3	4	4	4
8	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	10	8	8	8	8	8	8	6	4	4
9	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	10	10	8	7	6	5	5	6	7	7
10	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	14	14	12	11	10	10	9	8	7	7
11	Meredith Ave South / Side	Unrestricted	4	4	4	4	4	4	4	4	4	4
12	Darling Ave North / Side	4P (8.30 - 6pm) M-F	5	5	4	3	3	3	3	3	3	3
13	Darling Ave South / Side	4P (8.30 - 6pm) M-F	7	6	5	5	4	4	5	5	4	4
Total Vehicles			132	113	107	100	88	87	81	74	69	67
Number of Spaces				19	25	32	44	45	51	58	63	65
% Capacity Used				85.6%	81.1%	75.8%	66.7%	65.9%	61.4%	56.1%	52.3%	50.8%





AREA: B

TIMES

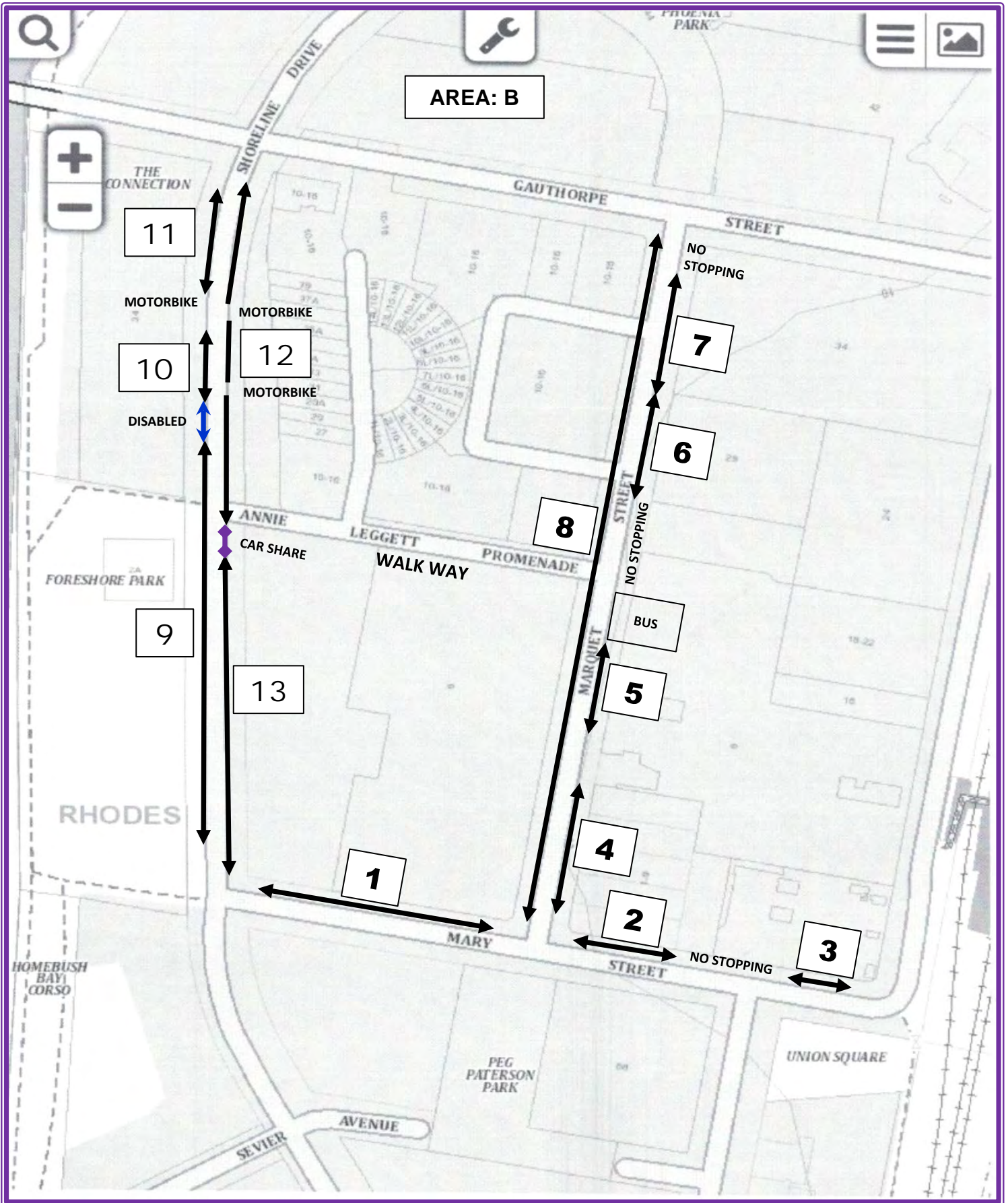
Zone	Location	Restriction	Cap	0600	0630	0700	0730	0800	0830	0900	0930	1000
1	Mary St North / Side	4P (8.30 - 6pm) All Days	9	7	7	9	7	8	9	9	9	8
2	Mary St North / Side	2P (8.30 - 6pm) All Days	5	1	1	2	4	4	4	5	4	4
3	Mary St North / Side	2P (8.30 - 6pm) All Days	2	0	0	0	1	2	2	2	2	2
4	Marquet St East / Side	Unrestricted	8	8	8	8	8	8	8	8	8	8
5	Marquet St East / Side	1/4P (8.30 - 6pm) All Days	6	4	2	2	3	4	3	1	2	3
6	Marquet St East / Side	4P (8.30 - 6pm) All Days	4	4	4	4	4	4	4	4	4	4
7	Marquet St East / Side	Work Zone (7am - 5pm) Mon - Sat	5	0	2	2	1	1	1	2	2	3
8	Marquet St West / Side	4P (8.30 - 6pm) All Days	45	37	45	45	45	44	44	44	43	44
9	Shoreline Dr West / Side (45 ⁰)	2P (8.30 - 6pm) All Days	33	1	3	5	5	6	7	8	9	10
Dis	Shoreline Dr West / Side (45 ⁰)	Disabled	2	0	0	0	0	0	1	1	1	1
10	Shoreline Dr West / Side (45 ⁰)	2P (8.30 - 6pm) All Days	5	1	2	2	2	1	1	2	2	3
11	Shoreline Dr West / Side	1/2P (8.30 - 6pm) All Days	5	1	1	1	1	0	0	1	1	2
12	Shoreline Dr East / Side (45 ⁰)	4P (8.30 - 6pm) All Days	31	17	17	21	21	20	19	27	30	31
13	Shoreline Dr East / Side	4P (8.30 - 6pm) All Days	20	10	8	11	11	13	15	16	19	20
Total Vehicles			180	91	100	112	113	115	118	130	136	143
Number of Spaces				89	80	68	67	65	62	50	44	37
% Capacity Used				50.6%	55.6%	62.2%	62.8%	63.9%	65.6%	72.2%	75.6%	79.4%



AREA: B

TIMES

Zone	Location	Restriction	Cap	0600	0630	0700	0730	0800	0830	0900	0930	1000
1	Mary St North / Side	4P (8.30 - 6pm) All Days	9	6	7	8	8	8	9	8	8	8
2	Mary St North / Side	2P (8.30 - 6pm) All Days	5	2	3	5	2	3	3	4	3	4
3	Mary St North / Side	2P (8.30 - 6pm) All Days	2	1	1	2	2	2	2	2	1	1
4	Marquet St East / Side	Unrestricted	8	7	8	8	8	8	8	8	8	8
5	Marquet St East / Side	1/4P (8.30 - 6pm) All Days	6	5	3	3	4	3	3	5	4	5
6	Marquet St East / Side	4P (8.30 - 6pm) All Days	4	4	4	4	4	4	4	4	4	4
7	Marquet St East / Side	Work Zone (7am - 5pm) Mon - Sat	5	1	1	2	3	2	2	0	0	2
8	Marquet St West / Side	4P (8.30 - 6pm) All Days	45	40	42	44	44	44	43	43	43	44
9	Shoreline Dr West / Side (45 ⁰)	2P (8.30 - 6pm) All Days	33	2	3	6	7	7	10	10	13	14
Dis	Shoreline Dr West / Side (45 ⁰)	Disabled	2	0	0	0	0	0	0	0	0	0
10	Shoreline Dr West / Side (45 ⁰)	2P (8.30 - 6pm) All Days	5	2	1	1	5	5	5	4	3	3
11	Shoreline Dr West / Side	1/2P (8.30 - 6pm) All Days	5	1	1	1	3	2	1	1	0	1
12	Shoreline Dr East / Side (45 ⁰)	4P (8.30 - 6pm) All Days	31	13	17	19	23	21	23	25	31	30
13	Shoreline Dr East / Side	4P (8.30 - 6pm) All Days	20	7	10	9	14	15	14	17	18	19
Total Vehicles			180	91	101	112	127	124	127	131	136	143
Number of Spaces				89	79	68	53	56	53	49	44	37
% Capacity Used				50.6%	56.1%	62.2%	70.6%	68.9%	70.6%	72.8%	75.6%	79.4%



**R.O.A.R. DATA***Reliable, Original & Authentic Results*

Mob.0418-239019

**AREA: C**

Client : TTPP
 Job No/Name : 7738 RHODES Parking Surveys
 Day/Date : Wednesday / 7th September 2022

TIMES

Zone	Location	Restriction	Cap	0600	0630	0700	0730	0800	0830	0900	0930	1000
1	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	8	5	4	4	3	2	2	4	3	3
2	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	14	10	10	7	6	4	5	5	6	6
3	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	9	7	4	4	4	4	6	3	4	4
4	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	10	4	4	4	4	4	3	3	4	5
5	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	15	6	6	6	6	5	5	6	6	6
6	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	8	5	4	6	6	5	5	7	7	7
7	Jean Wailes Ave South / Side	2P (8.30 - 6pm) M - F	10	7	6	5	5	4	4	2	2	2
8	Jean Wailes Ave South / Side (90 ⁰)	2P (8.30 - 6pm) M - F	6	3	3	2	1	1	0	0	0	0
Dis	Jean Wailes Ave South / Side (90 ⁰)	Disabled	2	0	0	0	0	0	0	0	0	0
9	Jean Wailes Ave North / Side (90 ⁰)	2P (8.30 - 6pm) M - F	5	2	1	1	1	1	1	2	1	1
10	Jean Wailes Ave North / Side	2P (8.30 - 6pm) M - F	10	8	8	6	4	2	2	2	3	3
11	Sevier Ave South / Side	2P (8.30 - 6pm) M - F	6	6	5	4	4	2	2	1	2	2
12	Sevier Ave North / Side	2P (8.30 - 6pm) M - F	5	4	5	5	5	5	5	4	3	3
13	Sevier Ave North / Side	2P (8.30 - 6pm) M - F	2	2	1	1	1	1	1	1	1	1
14	Sevier Ave South / Side	2P (8.30 - 6pm) M - F	4	3	2	2	0	0	0	0	1	2
15	Mary St South / Side	2P (8.30 - 6pm) All Days	23	12	8	8	10	13	15	18	20	22
16	Mary St South / Side	Loading Zone	2	0	0	0	0	0	0	0	1	1
17	Rider Bvd West / Side	2P (8.30 - 6pm) All Days	7	3	3	4	5	5	6	6	5	6
18	Rider Bvd West / Side	1P (8.30 - 6pm) M - F / 4P (8.30 - 6pm) Public Holidays	7	3	4	4	6	7	5	7	7	7
Total Vehicles			153	90	78	73	71	65	67	71	76	81
Number of Spaces				63	75	80	82	88	86	82	77	72
% Capacity Used				58.8%	51.0%	47.7%	46.4%	42.5%	43.8%	46.4%	49.7%	52.9%

**R.O.A.R. DATA***Reliable, Original & Authentic Results*

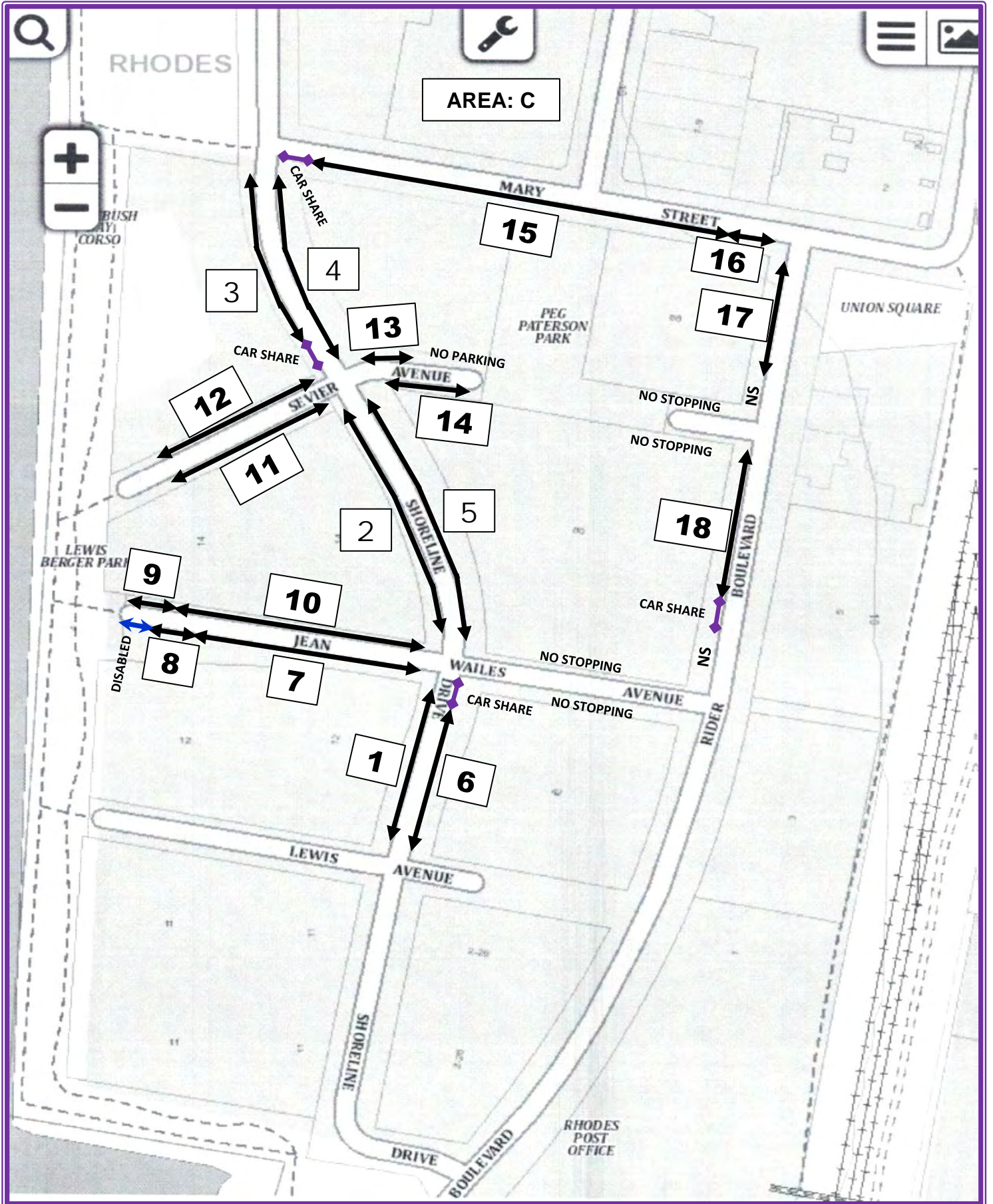
Mob.0418-239019

**AREA: C**

Client : TTPP
 Job No/Name : 7738 RHODES Parking Surveys
 Day/Date : Thursday / 8th September 2022

TIMES

Zone	Location	Restriction	Cap	0600	0630	0700	0730	0800	0830	0900	0930	1000
1	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	8	5	4	4	3	2	3	2	3	3
2	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	14	9	8	9	9	7	7	7	5	6
3	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	9	7	7	7	6	7	8	5	5	4
4	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	10	6	5	5	4	3	1	1	1	2
5	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	15	5	6	5	5	5	3	3	1	2
6	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	8	2	2	2	2	4	3	2	2	2
7	Jean Wailes Ave South / Side	2P (8.30 - 6pm) M - F	10	8	8	5	7	6	6	5	6	5
8	Jean Wailes Ave South / Side (90 ⁰)	2P (8.30 - 6pm) M - F	6	3	3	3	3	3	3	3	2	2
Dis	Jean Wailes Ave South / Side (90 ⁰)	Disabled	2	0	0	0	0	0	0	0	0	0
9	Jean Wailes Ave North / Side (90 ⁰)	2P (8.30 - 6pm) M - F	5	1	1	1	1	0	0	0	0	0
10	Jean Wailes Ave North / Side	2P (8.30 - 6pm) M - F	10	8	8	7	7	6	6	5	5	5
11	Sevier Ave South / Side	2P (8.30 - 6pm) M - F	6	5	5	5	4	3	2	0	0	0
12	Sevier Ave North / Side	2P (8.30 - 6pm) M - F	5	5	4	4	4	4	4	2	2	2
13	Sevier Ave North / Side	2P (8.30 - 6pm) M - F	2	1	0	0	0	0	0	0	0	0
14	Sevier Ave South / Side	2P (8.30 - 6pm) M - F	4	4	3	3	2	2	0	1	1	1
15	Mary St South / Side	2P (8.30 - 6pm) All Days	23	8	8	10	13	12	16	16	18	20
16	Mary St South / Side	Loading Zone	2	0	0	0	0	0	0	0	0	1
17	Rider Bvd West / Side	2P (8.30 - 6pm) All Days	7	4	6	5	6	6	5	6	5	5
18	Rider Bvd West / Side	1P (8.30 - 6pm) M - F / 4P (8.30 - 6pm) Public Holidays	7	5	7	7	7	7	7	7	7	7
Total Vehicles			153	86	85	82	83	77	74	65	63	67
Number of Spaces				67	68	71	70	76	79	88	90	86
% Capacity Used				56.2%	55.6%	53.6%	54.2%	50.3%	48.4%	42.5%	41.2%	43.8%

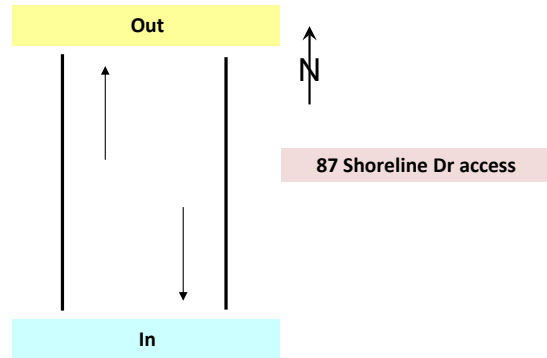


Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 1. 87 Shoreline Dr access on Meredith Ave

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
: 15 mins Data

Classifications	Class 1	Class 2
	Lights	Heavies

Approach	87 Shoreline Dr access					
Direction	Out			In		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 6:15	3	0	3	0	0	0
6:15 to 6:30	6	0	6	0	0	0
6:30 to 6:45	3	0	3	1	0	1
6:45 to 7:00	6	0	6	1	0	1
7:00 to 7:15	7	0	7	1	0	1
7:15 to 7:30	5	1	6	1	0	1
7:30 to 7:45	4	0	4	2	0	2
7:45 to 8:00	12	0	12	1	0	1
8:00 to 8:15	10	0	10	1	0	1
8:15 to 8:30	10	0	10	1	0	1
8:30 to 8:45	6	0	6	1	0	1
8:45 to 9:00	7	0	7	2	0	2
9:00 to 9:15	4	0	4	4	0	4
9:15 to 9:30	4	0	4	4	1	5
9:30 to 9:45	2	1	3	1	0	1
9:45 to 10:00	6	0	6	0	0	0
AM Totals	95	2	97	21	1	22
15:00 to 15:15	2	0	2	1	0	1
15:15 to 15:30	2	0	2	6	0	6
15:30 to 15:45	1	0	1	3	0	3
15:45 to 16:00	0	0	0	2	0	2
16:00 to 16:15	1	0	1	3	0	3
16:15 to 16:30	1	0	1	2	0	2
16:30 to 16:45	4	0	4	4	0	4
16:45 to 17:00	1	0	1	8	0	8
17:00 to 17:15	2	0	2	6	0	6
17:15 to 17:30	5	0	5	3	0	3
17:30 to 17:45	2	0	2	9	0	9
17:45 to 18:00	2	0	2	10	1	11
18:00 to 18:15	3	0	3	4	0	4



18:15 to 18:30	6	0	6	13	0	13
18:30 to 18:45	2	0	2	8	0	8
18:45 to 19:00	3	0	3	6	0	6
PM Totals	37	0	37	88	1	89

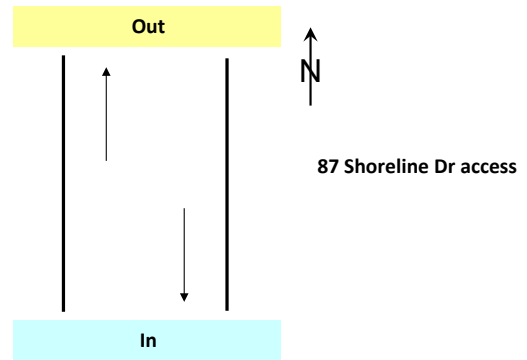
Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 1. 87 Shoreline Dr access on Meredith Ave

Day/Date : Wednesday, 7th September 2022

Weather : Fine

Description : Mid-block Count

: Hourly Summary



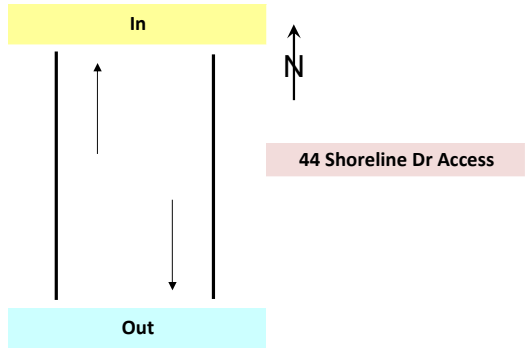
Approach	87 Shoreline Dr access					
Direction	Out			In		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 7:00	18	0	18	2	0	2
6:15 to 7:15	22	0	22	3	0	3
6:30 to 7:30	21	1	22	4	0	4
6:45 to 7:45	22	1	23	5	0	5
7:00 to 8:00	28	1	29	5	0	5
7:15 to 8:15	31	1	32	5	0	5
7:30 to 8:30	36	0	36	5	0	5
7:45 to 8:45	38	0	38	4	0	4
8:00 to 9:00	33	0	33	5	0	5
8:15 to 9:15	27	0	27	8	0	8
8:30 to 9:30	21	0	21	11	1	12
8:45 to 9:45	17	1	18	11	1	12
9:00 to 10:00	16	1	17	9	1	10
AM Totals	95	2	97	21	1	22
15:00 to 16:00	5	0	5	12	0	12
15:15 to 16:15	4	0	4	14	0	14
15:30 to 16:30	3	0	3	10	0	10
15:45 to 16:45	6	0	6	11	0	11
16:00 to 17:00	7	0	7	17	0	17
16:15 to 17:15	8	0	8	20	0	20
16:30 to 17:30	12	0	12	21	0	21
16:45 to 17:45	10	0	10	26	0	26
17:00 to 18:00	11	0	11	28	1	29
17:15 to 18:15	12	0	12	26	1	27
17:30 to 18:30	13	0	13	36	1	37
17:45 to 18:45	13	0	13	35	1	36
18:00 to 19:00	14	0	14	31	0	31
PM Totals	37	0	37	88	1	89



Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 2. 44 Shoreline Dr Access on Darling Ave

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
 : 15 mins Data

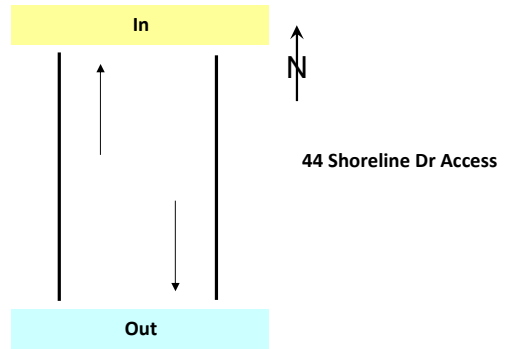
Classifications	Class 1	Class 2
	Lights	Heavies



Approach	44 Shoreline Dr Access					
Direction	In			Out		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 6:15	0	0	0	0	0	0
6:15 to 6:30	1	0	1	0	0	0
6:30 to 6:45	0	0	0	1	0	1
6:45 to 7:00	0	1	1	2	0	2
7:00 to 7:15	0	0	0	2	1	3
7:15 to 7:30	0	0	0	2	0	2
7:30 to 7:45	2	0	2	6	0	6
7:45 to 8:00	1	0	1	4	0	4
8:00 to 8:15	0	0	0	5	0	5
8:15 to 8:30	0	0	0	0	0	0
8:30 to 8:45	0	0	0	1	0	1
8:45 to 9:00	6	0	6	3	0	3
9:00 to 9:15	1	0	1	4	0	4
9:15 to 9:30	0	0	0	1	0	1
9:30 to 9:45	0	0	0	1	0	1
9:45 to 10:00	0	1	1	1	0	1
AM Totals	11	2	13	33	1	34
15:00 to 15:15	1	0	1	1	0	1
15:15 to 15:30	1	0	1	0	0	0
15:30 to 15:45	0	0	0	0	0	0
15:45 to 16:00	1	0	1	1	0	1
16:00 to 16:15	2	0	2	0	0	0
16:15 to 16:30	0	0	0	0	0	0
16:30 to 16:45	3	0	3	0	0	0
16:45 to 17:00	2	0	2	1	0	1
17:00 to 17:15	1	0	1	2	0	2
17:15 to 17:30	3	0	3	1	0	1
17:30 to 17:45	2	0	2	0	0	0
17:45 to 18:00	3	0	3	1	0	1
18:00 to 18:15	2	0	2	1	0	1
18:15 to 18:30	1	0	1	0	0	0
18:30 to 18:45	2	0	2	0	0	0
18:45 to 19:00	3	0	3	0	0	0
PM Totals	27	0	27	8	0	8

Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 2. 44 Shoreline Dr Access on Darling Ave

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
: Hourly Summary



Approach	44 Shoreline Dr Access					
Direction	In			Out		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 7:00	1	1	2	3	0	3
6:15 to 7:15	1	1	2	5	1	6
6:30 to 7:30	0	1	1	7	1	8
6:45 to 7:45	2	1	3	12	1	13
7:00 to 8:00	3	0	3	14	1	15
7:15 to 8:15	3	0	3	17	0	17
7:30 to 8:30	3	0	3	15	0	15
7:45 to 8:45	1	0	1	10	0	10
8:00 to 9:00	6	0	6	9	0	9
8:15 to 9:15	7	0	7	8	0	8
8:30 to 9:30	7	0	7	9	0	9
8:45 to 9:45	7	0	7	9	0	9
9:00 to 10:00	1	1	2	7	0	7
AM Totals	11	2	13	33	1	34
15:00 to 16:00	3	0	3	2	0	2
15:15 to 16:15	4	0	4	1	0	1
15:30 to 16:30	3	0	3	1	0	1
15:45 to 16:45	6	0	6	1	0	1
16:00 to 17:00	7	0	7	1	0	1
16:15 to 17:15	6	0	6	3	0	3
16:30 to 17:30	9	0	9	4	0	4
16:45 to 17:45	8	0	8	4	0	4
17:00 to 18:00	9	0	9	4	0	4
17:15 to 18:15	10	0	10	3	0	3
17:30 to 18:30	8	0	8	2	0	2
17:45 to 18:45	8	0	8	2	0	2
18:00 to 19:00	8	0	8	1	0	1
PM Totals	27	0	27	8	0	8

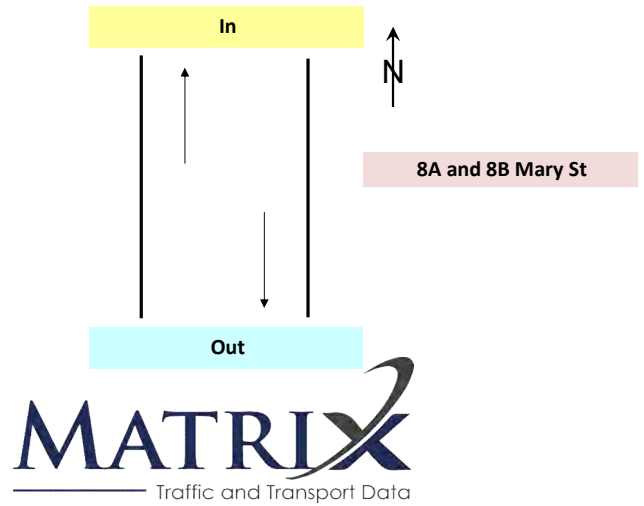


Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 3.1. 8A and 8B Mary St

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
: 15 mins Data

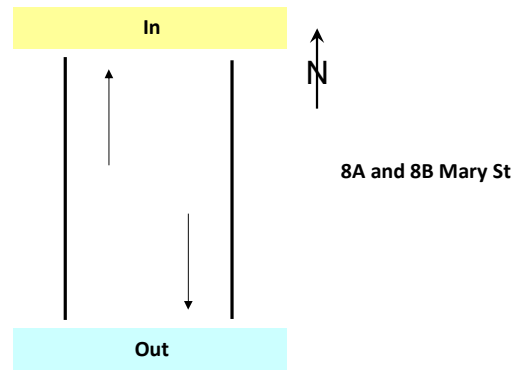
	Class 1	Class 2
Classifications	Lights	Heavies

Approach	8A and 8B Mary St					
Direction	In			Out		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 6:15	0	0	0	0	0	0
6:15 to 6:30	1	0	1	3	0	3
6:30 to 6:45	0	0	0	2	0	2
6:45 to 7:00	0	0	0	2	0	2
7:00 to 7:15	0	0	0	1	0	1
7:15 to 7:30	1	0	1	4	0	4
7:30 to 7:45	1	0	1	4	0	4
7:45 to 8:00	2	0	2	8	0	8
8:00 to 8:15	1	0	1	6	0	6
8:15 to 8:30	0	0	0	6	0	6
8:30 to 8:45	0	0	0	0	0	0
8:45 to 9:00	1	0	1	5	0	5
9:00 to 9:15	3	0	3	1	0	1
9:15 to 9:30	3	0	3	1	0	1
9:30 to 9:45	1	0	1	4	0	4
9:45 to 10:00	1	0	1	1	0	1
AM Totals	15	0	15	48	0	48
15:00 to 15:15	2	0	2	1	0	1
15:15 to 15:30	4	0	4	0	0	0
15:30 to 15:45	3	0	3	1	0	1
15:45 to 16:00	1	0	1	1	0	1
16:00 to 16:15	1	0	1	0	0	0
16:15 to 16:30	2	0	2	0	0	0
16:30 to 16:45	2	0	2	2	0	2
16:45 to 17:00	4	0	4	1	0	1
17:00 to 17:15	3	0	3	0	0	0
17:15 to 17:30	3	0	3	2	0	2
17:30 to 17:45	3	0	3	2	0	2
17:45 to 18:00	4	0	4	0	0	0
18:00 to 18:15	2	0	2	3	0	3
18:15 to 18:30	2	0	2	4	0	4
18:30 to 18:45	4	0	4	1	0	1
18:45 to 19:00	5	0	5	3	0	3
PM Totals	45	0	45	21	0	21



Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 3.1. 8A and 8B Mary St

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
: Hourly Summary



Approach	8A and 8B Mary St					
Direction	In			Out		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 7:00	1	0	1	7	0	7
6:15 to 7:15	1	0	1	8	0	8
6:30 to 7:30	1	0	1	9	0	9
6:45 to 7:45	2	0	2	11	0	11
7:00 to 8:00	4	0	4	17	0	17
7:15 to 8:15	5	0	5	22	0	22
7:30 to 8:30	4	0	4	24	0	24
7:45 to 8:45	3	0	3	20	0	20
8:00 to 9:00	2	0	2	17	0	17
8:15 to 9:15	4	0	4	12	0	12
8:30 to 9:30	7	0	7	7	0	7
8:45 to 9:45	8	0	8	11	0	11
9:00 to 10:00	8	0	8	7	0	7
AM Totals	15	0	15	48	0	48
15:00 to 16:00	10	0	10	3	0	3
15:15 to 16:15	9	0	9	2	0	2
15:30 to 16:30	7	0	7	2	0	2
15:45 to 16:45	6	0	6	3	0	3
16:00 to 17:00	9	0	9	3	0	3
16:15 to 17:15	11	0	11	3	0	3
16:30 to 17:30	12	0	12	5	0	5
16:45 to 17:45	13	0	13	5	0	5
17:00 to 18:00	13	0	13	4	0	4
17:15 to 18:15	12	0	12	7	0	7
17:30 to 18:30	11	0	11	9	0	9
17:45 to 18:45	12	0	12	8	0	8
18:00 to 19:00	13	0	13	11	0	11
PM Totals	45	0	45	21	0	21



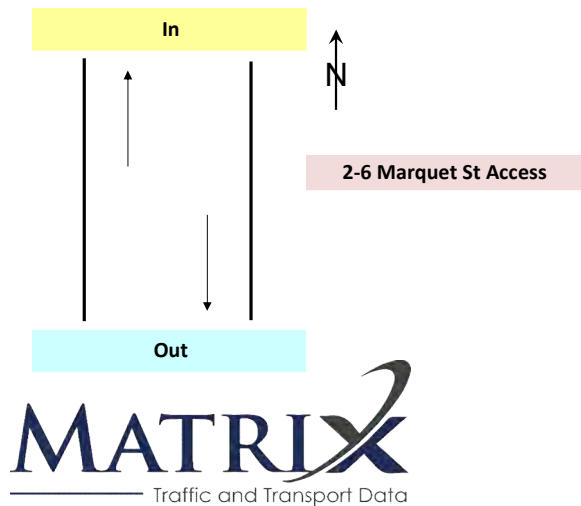
Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 3.2. 2-6 Marquet St Access on Mary St

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count

: 15 mins Data

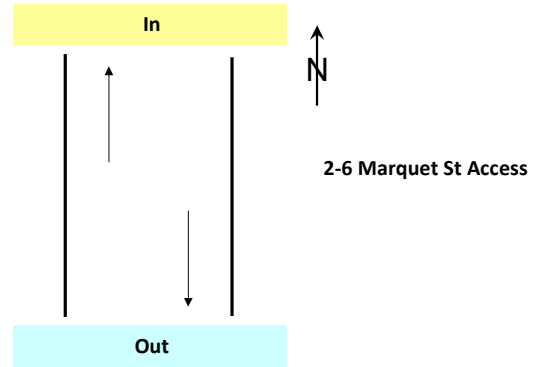
	Class 1	Class 2
Classifications	Lights	Heavies

Approach	2-6 Marquet St Access					
Direction	In			Out		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 6:15	0	0	0	3	0	3
6:15 to 6:30	0	0	0	4	0	4
6:30 to 6:45	1	0	1	2	0	2
6:45 to 7:00	0	0	0	4	0	4
7:00 to 7:15	2	0	2	3	0	3
7:15 to 7:30	4	0	4	3	0	3
7:30 to 7:45	0	0	0	3	0	3
7:45 to 8:00	0	0	0	2	0	2
8:00 to 8:15	1	0	1	9	0	9
8:15 to 8:30	0	0	0	7	0	7
8:30 to 8:45	0	0	0	10	0	10
8:45 to 9:00	5	0	5	7	0	7
9:00 to 9:15	1	0	1	4	0	4
9:15 to 9:30	2	0	2	7	0	7
9:30 to 9:45	3	0	3	1	0	1
9:45 to 10:00	3	0	3	1	0	1
AM Totals	22	0	22	70	0	70
15:00 to 15:15	3	0	3	2	0	2
15:15 to 15:30	4	0	4	2	0	2
15:30 to 15:45	10	0	10	3	0	3
15:45 to 16:00	3	0	3	5	0	5
16:00 to 16:15	3	0	3	2	0	2
16:15 to 16:30	7	0	7	4	0	4
16:30 to 16:45	5	0	5	2	0	2
16:45 to 17:00	1	0	1	2	0	2
17:00 to 17:15	6	0	6	4	0	4
17:15 to 17:30	0	0	0	4	0	4
17:30 to 17:45	12	0	12	2	0	2
17:45 to 18:00	7	0	7	2	0	2
18:00 to 18:15	8	0	8	3	0	3
18:15 to 18:30	5	0	5	6	0	6
18:30 to 18:45	11	0	11	1	0	1
18:45 to 19:00	3	0	3	2	0	2
PM Totals	88	0	88	46	0	46



Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 3.2. 2-6 Marquet St Access on Mary St

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
: Hourly Summary



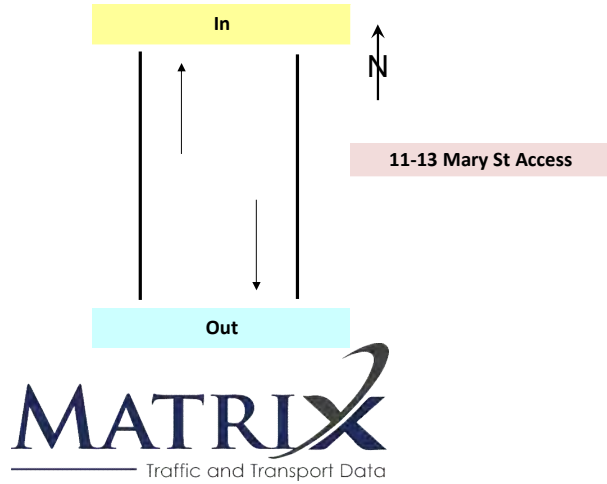
Approach	2-6 Marquet St Access					
Direction	In			Out		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 7:00	1	0	1	13	0	13
6:15 to 7:15	3	0	3	13	0	13
6:30 to 7:30	7	0	7	12	0	12
6:45 to 7:45	6	0	6	13	0	13
7:00 to 8:00	6	0	6	11	0	11
7:15 to 8:15	5	0	5	17	0	17
7:30 to 8:30	1	0	1	21	0	21
7:45 to 8:45	1	0	1	28	0	28
8:00 to 9:00	6	0	6	33	0	33
8:15 to 9:15	6	0	6	28	0	28
8:30 to 9:30	8	0	8	28	0	28
8:45 to 9:45	11	0	11	19	0	19
9:00 to 10:00	9	0	9	13	0	13
AM Totals	22	0	22	70	0	70
15:00 to 16:00	20	0	20	12	0	12
15:15 to 16:15	20	0	20	12	0	12
15:30 to 16:30	23	0	23	14	0	14
15:45 to 16:45	18	0	18	13	0	13
16:00 to 17:00	16	0	16	10	0	10
16:15 to 17:15	19	0	19	12	0	12
16:30 to 17:30	12	0	12	12	0	12
16:45 to 17:45	19	0	19	12	0	12
17:00 to 18:00	25	0	25	12	0	12
17:15 to 18:15	27	0	27	11	0	11
17:30 to 18:30	32	0	32	13	0	13
17:45 to 18:45	31	0	31	12	0	12
18:00 to 19:00	27	0	27	12	0	12
PM Totals	88	0	88	46	0	46



Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 4. 11-13 Mary St Access on Sevier Ave

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
 : 15 mins Data

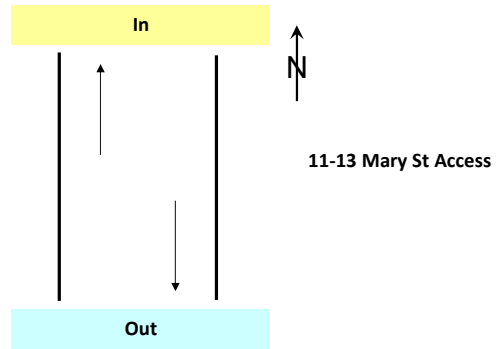
Classifications	Class 1	Class 2
	Lights	Heavies



Approach	11-13 Mary St Access					
	In			Out		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 6:15	0	0	0	2	0	2
6:15 to 6:30	0	0	0	1	0	1
6:30 to 6:45	0	0	0	0	0	0
6:45 to 7:00	1	0	1	1	0	1
7:00 to 7:15	0	0	0	1	0	1
7:15 to 7:30	1	0	1	2	0	2
7:30 to 7:45	1	0	1	4	0	4
7:45 to 8:00	1	0	1	1	0	1
8:00 to 8:15	0	0	0	2	0	2
8:15 to 8:30	1	0	1	2	0	2
8:30 to 8:45	1	0	1	3	0	3
8:45 to 9:00	2	0	2	3	0	3
9:00 to 9:15	0	0	0	2	0	2
9:15 to 9:30	0	0	0	4	0	4
9:30 to 9:45	0	0	0	2	0	2
9:45 to 10:00	1	0	1	2	0	2
AM Totals	9	0	9	32	0	32
15:00 to 15:15	0	0	0	1	0	1
15:15 to 15:30	2	0	2	1	0	1
15:30 to 15:45	1	0	1	0	0	0
15:45 to 16:00	2	0	2	0	0	0
16:00 to 16:15	3	0	3	1	0	1
16:15 to 16:30	1	0	1	1	0	1
16:30 to 16:45	3	0	3	4	0	4
16:45 to 17:00	2	0	2	1	0	1
17:00 to 17:15	2	0	2	1	0	1
17:15 to 17:30	2	0	2	4	0	4
17:30 to 17:45	2	0	2	0	0	0
17:45 to 18:00	2	0	2	2	0	2
18:00 to 18:15	2	0	2	1	0	1
18:15 to 18:30	2	0	2	0	0	0
18:30 to 18:45	4	0	4	1	0	1
18:45 to 19:00	0	0	0	2	0	2
PM Totals	30	0	30	20	0	20

Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 4. 11-13 Mary St Access on Sevier Ave

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
: Hourly Summary



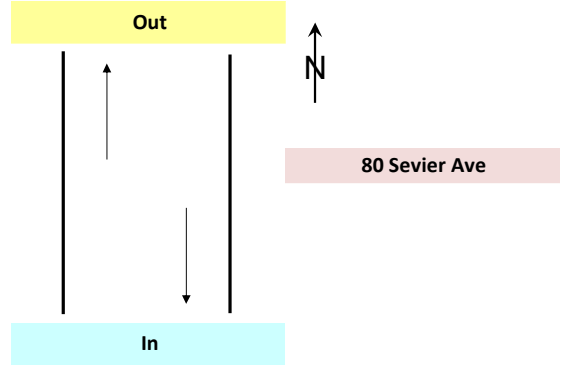
Approach	11-13 Mary St Access					
Direction	In			Out		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 7:00	1	0	1	4	0	4
6:15 to 7:15	1	0	1	3	0	3
6:30 to 7:30	2	0	2	4	0	4
6:45 to 7:45	3	0	3	8	0	8
7:00 to 8:00	3	0	3	8	0	8
7:15 to 8:15	3	0	3	9	0	9
7:30 to 8:30	3	0	3	9	0	9
7:45 to 8:45	3	0	3	8	0	8
8:00 to 9:00	4	0	4	10	0	10
8:15 to 9:15	4	0	4	10	0	10
8:30 to 9:30	3	0	3	12	0	12
8:45 to 9:45	2	0	2	11	0	11
9:00 to 10:00	1	0	1	10	0	10
AM Totals	9	0	9	32	0	32
15:00 to 16:00	5	0	5	2	0	2
15:15 to 16:15	8	0	8	2	0	2
15:30 to 16:30	7	0	7	2	0	2
15:45 to 16:45	9	0	9	6	0	6
16:00 to 17:00	9	0	9	7	0	7
16:15 to 17:15	8	0	8	7	0	7
16:30 to 17:30	9	0	9	10	0	10
16:45 to 17:45	8	0	8	6	0	6
17:00 to 18:00	8	0	8	7	0	7
17:15 to 18:15	8	0	8	7	0	7
17:30 to 18:30	8	0	8	3	0	3
17:45 to 18:45	10	0	10	4	0	4
18:00 to 19:00	8	0	8	4	0	4
PM Totals	30	0	30	20	0	20

Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 5.2. 80 Sevier Ave

Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count

: 15 mins Data

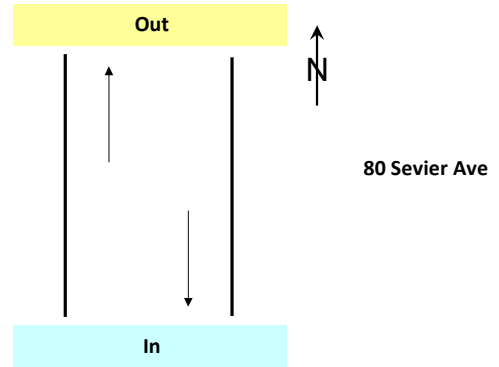
	Class 1	Class 2
Classifications	Lights	Heavies



Approach	80 Sevier Ave					
	Out			In		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 6:15	1	0	1	1	0	1
6:15 to 6:30	1	0	1	0	0	0
6:30 to 6:45	1	0	1	0	0	0
6:45 to 7:00	3	0	3	1	0	1
7:00 to 7:15	5	0	5	1	0	1
7:15 to 7:30	1	0	1	0	0	0
7:30 to 7:45	1	0	1	0	0	0
7:45 to 8:00	6	0	6	1	0	1
8:00 to 8:15	8	0	8	3	0	3
8:15 to 8:30	15	0	15	4	0	4
8:30 to 8:45	8	0	8	3	0	3
8:45 to 9:00	2	0	2	4	0	4
9:00 to 9:15	1	0	1	0	0	0
9:15 to 9:30	4	0	4	1	0	1
9:30 to 9:45	4	0	4	2	0	2
9:45 to 10:00	4	0	4	1	0	1
AM Totals	65	0	65	22	0	22
15:00 to 15:15	4	0	4	1	0	1
15:15 to 15:30	1	0	1	2	0	2
15:30 to 15:45	1	0	1	5	0	5
15:45 to 16:00	3	0	3	1	0	1
16:00 to 16:15	5	0	5	0	0	0
16:15 to 16:30	0	0	0	3	0	3
16:30 to 16:45	2	0	2	3	0	3
16:45 to 17:00	3	0	3	6	0	6
17:00 to 17:15	4	0	4	3	0	3
17:15 to 17:30	3	0	3	3	0	3
17:30 to 17:45	2	0	2	5	0	5
17:45 to 18:00	4	0	4	6	0	6
18:00 to 18:15	2	0	2	4	0	4
18:15 to 18:30	1	0	1	2	0	2
18:30 to 18:45	3	0	3	10	0	10
18:45 to 19:00	2	0	2	10	0	10
PM Totals	40	0	40	64	0	64

Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 5.2. 80 Sevier Ave

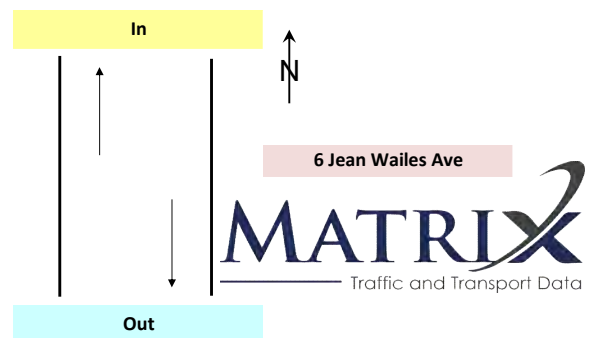
Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
: Hourly Summary



Approach	80 Sevier Ave					
Direction	Out			In		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 7:00	6	0	6	2	0	2
6:15 to 7:15	10	0	10	2	0	2
6:30 to 7:30	10	0	10	2	0	2
6:45 to 7:45	10	0	10	2	0	2
7:00 to 8:00	13	0	13	2	0	2
7:15 to 8:15	16	0	16	4	0	4
7:30 to 8:30	30	0	30	8	0	8
7:45 to 8:45	37	0	37	11	0	11
8:00 to 9:00	33	0	33	14	0	14
8:15 to 9:15	26	0	26	11	0	11
8:30 to 9:30	15	0	15	8	0	8
8:45 to 9:45	11	0	11	7	0	7
9:00 to 10:00	13	0	13	4	0	4
AM Totals	65	0	65	22	0	22
15:00 to 16:00	9	0	9	9	0	9
15:15 to 16:15	10	0	10	8	0	8
15:30 to 16:30	9	0	9	9	0	9
15:45 to 16:45	10	0	10	7	0	7
16:00 to 17:00	10	0	10	12	0	12
16:15 to 17:15	9	0	9	15	0	15
16:30 to 17:30	12	0	12	15	0	15
16:45 to 17:45	12	0	12	17	0	17
17:00 to 18:00	13	0	13	17	0	17
17:15 to 18:15	11	0	11	18	0	18
17:30 to 18:30	9	0	9	17	0	17
17:45 to 18:45	10	0	10	22	0	22
18:00 to 19:00	8	0	8	26	0	26
PM Totals	40	0	40	64	0	64

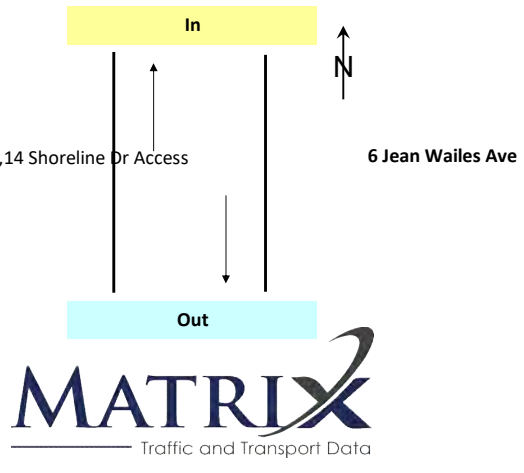
Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 6, 6,8,10,12 Jean Wailes Ave, 7,9 Sevier Ave & 12,14 Shoreline Dr Access
Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
 : 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies



Approach	6 Jean Wailes Ave					
	In			Out		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 6:15	0	0	0	1	0	1
6:15 to 6:30	0	0	0	0	0	0
6:30 to 6:45	0	0	0	1	0	1
6:45 to 7:00	0	0	0	2	0	2
7:00 to 7:15	0	0	0	5	0	5
7:15 to 7:30	2	0	2	4	0	4
7:30 to 7:45	0	0	0	6	0	6
7:45 to 8:00	0	0	0	3	0	3
8:00 to 8:15	1	0	1	3	0	3
8:15 to 8:30	0	0	0	3	0	3
8:30 to 8:45	0	0	0	2	0	2
8:45 to 9:00	1	0	1	3	0	3
9:00 to 9:15	3	0	3	3	0	3
9:15 to 9:30	3	0	3	6	0	6
9:30 to 9:45	2	0	2	3	0	3
9:45 to 10:00	0	0	0	1	0	1
AM Totals	12	0	12	46	0	46
15:00 to 15:15	1	0	1	2	0	2
15:15 to 15:30	3	0	3	1	0	1
15:30 to 15:45	2	0	2	1	0	1
15:45 to 16:00	2	0	2	1	0	1
16:00 to 16:15	2	0	2	1	0	1
16:15 to 16:30	1	0	1	3	0	3
16:30 to 16:45	1	0	1	2	0	2
16:45 to 17:00	3	0	3	0	0	0
17:00 to 17:15	8	0	8	4	0	4
17:15 to 17:30	2	0	2	3	0	3
17:30 to 17:45	4	0	4	2	0	2
17:45 to 18:00	1	0	1	0	0	0
18:00 to 18:15	2	0	2	2	0	2
18:15 to 18:30	3	0	3	1	0	1
18:30 to 18:45	6	0	6	1	0	1
18:45 to 19:00	4	0	4	4	0	4
PM Totals	45	0	45	28	0	28

Job No. : AUNSW4547
Client : The Transport Planning Partnership Pty Ltd
Suburb : Rhodes
Location : Driveway 6, 6,8,10,12 Jean Wailes Ave, 7,9 Sevier Ave & 12,14 Shoreline Dr Access
Day/Date : Wednesday, 7th September 2022
Weather : Fine
Description : Mid-block Count
: Hourly Summary



Approach	6 Jean Wailes Ave					
	In			Out		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
6:00 to 7:00	0	0	0	4	0	4
6:15 to 7:15	0	0	0	8	0	8
6:30 to 7:30	2	0	2	12	0	12
6:45 to 7:45	2	0	2	17	0	17
7:00 to 8:00	2	0	2	18	0	18
7:15 to 8:15	3	0	3	16	0	16
7:30 to 8:30	1	0	1	15	0	15
7:45 to 8:45	1	0	1	11	0	11
8:00 to 9:00	2	0	2	11	0	11
8:15 to 9:15	4	0	4	11	0	11
8:30 to 9:30	7	0	7	14	0	14
8:45 to 9:45	9	0	9	15	0	15
9:00 to 10:00	8	0	8	13	0	13
AM Totals	12	0	12	46	0	46
15:00 to 16:00	8	0	8	5	0	5
15:15 to 16:15	9	0	9	4	0	4
15:30 to 16:30	7	0	7	6	0	6
15:45 to 16:45	6	0	6	7	0	7
16:00 to 17:00	7	0	7	6	0	6
16:15 to 17:15	13	0	13	9	0	9
16:30 to 17:30	14	0	14	9	0	9
16:45 to 17:45	17	0	17	9	0	9
17:00 to 18:00	15	0	15	9	0	9
17:15 to 18:15	9	0	9	7	0	7
17:30 to 18:30	10	0	10	5	0	5
17:45 to 18:45	12	0	12	4	0	4
18:00 to 19:00	15	0	15	8	0	8
PM Totals	45	0	45	28	0	28

Client	The Transport Planning Partnership Pty Ltd
Location	Rhodes
Date	Wed, 7 Sep 2022
Survey Time	6am-10am
Description	Interview Surveys



Client The Transport Planning Partnership Pty Ltd
Location Site 1 - West side of Walker St near train station, north of pedestrian crossing
Date Wed, 7 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked at your place of residence?	Q4. Do you live in an apartment or a house?	Q5. Do you live close to the station / bus stop (within say 20 minutes' walk)?
1	6:00	Train	Yes	Yes	Apartment	Yes
2	6:06	Train	No		Apartment	Yes
3	6:07	Train	Yes	Yes	Apartment	Yes
4	6:08	Train	Yes	Yes	Apartment	Yes
5	6:08	Train	Yes	Yes	Apartment	Yes
6	6:09	Train	Yes	Yes	Apartment	Yes
7	6:10	Train	No		Apartment	No Response
8	6:10	Train	No		Apartment	No Response
9	6:11	Train	Yes	Yes	Apartment	Yes
10	6:12	Train	Yes	Yes	Apartment	Yes
11	6:13	Train	Yes	Yes	Apartment	Yes
12	6:18	Train	No		Apartment	Yes
13	6:19	Train	No		Apartment	Yes
14	6:19	Train	No		Apartment	Yes
15	6:19	Train	No		Apartment	Yes
16	6:23	Train	No Response	No Response	No Response	No Response
17	6:23	Train	No Response	No Response	No Response	No Response
18	6:24	Train	Yes	Yes	Apartment	Yes
19	6:24	Train	No		Apartment	No Response
20	6:25	Train	Yes	Yes	Apartment	Yes
21	6:25	Train	Yes	Yes	No Response	No Response
22	6:26	Train	Yes	Yes	No Response	No Response
23	6:26	Train	Yes	Yes	No Response	No Response
24	6:26	Train	Yes	Yes	No Response	No Response
25	6:33	Train	Yes	Yes	No Response	No Response
26	6:34	Train	Yes	Yes	No Response	No Response
27	6:37	Train	Yes	Yes	No Response	No Response
28	6:38	Train	Yes	Yes	No Response	No Response
29	6:39	Train	No		Apartment	No Response
30	6:39	Train	Yes	Yes	No Response	No Response
31	6:41	Train	Yes	Yes	No Response	No Response
32	6:41	Train	Yes	Yes	No Response	No Response
33	6:44	Train	Yes	Yes	Apartment	Yes
34	6:45	Train	No		Apartment	No Response
35	6:45	Train	No		Apartment	No Response
36	6:52	Train	No		Apartment	No Response
37	6:52	Train	Yes	No Response	No Response	No Response
38	6:54	Train	Yes	No Response	No Response	No Response
39	6:57	Train	Yes	No Response	No Response	No Response
40	6:59	Train	Yes	Yes	Apartment	Yes
41	7:00	Train	No		Apartment	No Response
42	7:02	Train	Yes	No Response	No Response	No Response
43	7:04	Train	Yes	No Response	No Response	No Response
44	7:05	Train	Yes	No Response	No Response	No Response
45	7:05	Train	Yes	No Response	No Response	No Response
46	7:07	Train	No		No Response	No Response
47	7:08	Train	No Response	No Response	No Response	No Response
48	7:10	Train	No Response	No Response	No Response	No Response
49	7:11	Train	No Response	No Response	No Response	No Response
50	7:13	Train	Yes	No Response	No Response	No Response
51	7:14	Train	No Response	No Response	No Response	No Response
52	7:15	Train	No		No Response	No Response
53	7:16	Train	No Response	No Response	No Response	No Response
54	7:16	Train	No		No Response	No Response
55	7:17	Train	Yes	Yes	No Response	No Response
56	7:17	Train	Yes	No Response	No Response	No Response
57	7:18	Train	Yes	Yes	No Response	No Response
58	7:18	Train	Yes	Yes	No Response	No Response
59	7:19	Train	Yes	Yes	No Response	No Response
60	7:19	Train	Yes	Yes	No Response	No Response
61	7:20	Train	Yes	No Response	No Response	No Response
62	7:20	Train	No		No Response	No Response
63	7:21	Train	Yes	No Response	No Response	No Response
64	7:21	Train	Yes	No Response	No Response	No Response
65	7:21	Train	No		No Response	No Response
66	7:22	Train	Yes	No Response	No Response	No Response
67	7:22	Train	Yes	No Response	No Response	No Response
68	7:22	Train	No		No Response	No Response

300	9:11	Train	Yes	No Response	No Response	No Response
301	9:11	Train	No Response	No Response	No Response	No Response
302	9:11	Train	No Response	No Response	No Response	No Response
303	9:11	Train	No		No Response	No Response
304	9:18	Train	Yes	No	Apartment	Yes
305	9:18	Train	No Response	No Response	No Response	No Response
306	9:21	Train	No Response	No Response	No Response	No Response
307	9:23	Train	No Response	No Response	No Response	No Response
308	9:23	Train	No Response	No Response	No Response	No Response
309	9:23	Train	No Response	No Response	No Response	No Response
310	9:26	Train	No Response	No Response	No Response	No Response
311	9:27	Train	Yes	No Response	No Response	No Response
312	9:31	Train	No Response	No Response	No Response	No Response
313	9:32	Train	No Response	No Response	No Response	No Response
314	9:33	Bus	No Response	No Response	No Response	No Response
315	9:35	Train	No Response	No Response	No Response	No Response
316	9:36	Train	No Response	No Response	No Response	No Response
317	9:36	Train	No Response	No Response	No Response	No Response
318	9:36	Train	No Response	No Response	No Response	No Response
319	9:37	Train	No Response	No Response	No Response	No Response
320	9:38	Train	No Response	No Response	No Response	No Response
321	9:41	Train	No Response	No Response	No Response	No Response
322	9:42	Train	No Response	No Response	No Response	No Response
323	9:43	Train	No Response	No Response	No Response	No Response
324	9:44	Train	No Response	No Response	No Response	No Response
325	9:49	Train	Yes	Yes	Apartment	Yes
326	9:49	Train	No Response	No Response	No Response	No Response
327	9:50	Train	Yes	Yes	Apartment	Yes
328	9:53	Train	No		Apartment	Yes
329	9:58	Train	No Response	No Response	No Response	No Response

Client The Transport Planning Partnership Pty Ltd
Location Site 2 - West side of Walker St near train station, south of pedestrian crossing
Date Wed, 7 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked at your place of residence?	Q4. Do you live in an apartment or a house?	Q5. Do you live close to the station / bus stop (within say 20 minutes' walk)?
1	6:04	Train	No		Apartment	No
2	6:04	Train	Yes	Yes	House	Yes
3	6:06	Train	No Response		No Response	No Response
4	6:07	Train	Yes	No Response	No Response	No Response
5	6:08	Train	Yes	Yes	Apartment	No
6	6:11	Bus	Yes	Yes	Apartment	Yes
7	6:12	Train	No		Apartment	Yes
8	6:14	Bus	No		Apartment	No
9	6:15	Train	Yes	No Response	No Response	No Response
10	6:17	Train	No Response		No Response	No Response
11	6:17	Train	No Response		No Response	No Response
12	6:18	Bus	Yes	No	House	Yes
13	6:18	Train	Yes	No Response	No Response	No Response
14	6:19	Bus	No		No Response	No Response
15	6:20	Train	No Response		No Response	No Response
16	6:20	Train	Yes	Yes	Apartment	Yes
17	6:21	Train	No Response		No Response	No Response
18	6:22	Train	No		House	Yes
19	6:22	Train	No Response		No Response	No Response
20	6:22	Train	No Response		No Response	No Response
21	6:23	Bus	Yes	No	Apartment	Yes
22	6:24	Train	Yes	Yes	No Response	No Response
23	6:25	Train	No		House	Yes
24	6:27	Bus	No		Apartment	Yes
25	6:28	Train	No		No Response	No Response
26	6:29	Train	Yes	No Response	No Response	No Response
27	6:31	Train (6) Group	No Response		No Response	No Response
28	6:33	Bus	No		Apartment	Yes
29	6:34	Train	No		Apartment	Yes
30	6:34	Bus	No Response		No Response	No Response
31	6:36	Bus	No		Apartment	Yes
32	6:36	Train	Yes	No Response	Apartment	Yes
33	6:37	Bus	Yes	No Response	No Response	No Response
34	6:38	Train (10) Group	No Response		No Response	No Response
35	6:39	Train	Yes	Yes	Apartment	Yes
36	6:41	Bus	No		Apartment	Yes
37	6:42	Train	No Response		No Response	No Response
38	6:43	Bus	No Response		No Response	No Response
39	6:45	Train (7) Group	No Response		No Response	No Response
40	6:45	Train	Yes	Yes	Apartment	Yes
41	6:46	Bus	No		No Response	No Response
42	6:48	Train	Yes	No Response	No Response	No Response
43	6:50	Bus	No		Apartment	Yes
44	6:53	Train	Yes	Yes	No Response	No Response
45	6:54	Walk	Yes	No Response	No Response	No Response
46	6:55	Train	Yes	No Response	No Response	No Response
47	6:57	Bus	No		No Response	No Response
48	6:57	Walk	No Response		No Response	No Response
49	6:59	Train	Yes	Yes	Apartment	Yes
50	7:01	Bus	No		No Response	No Response
51	7:03	Train	Yes	No Response	No Response	No Response
52	7:04	Walk	No Response		No Response	No Response
53	7:05	Bus	Yes	No Response	No Response	No Response
54	7:06	Train	No		Apartment	Yes
55	7:08	Bus	Yes	Yes	House	No
56	7:09	Train	No Response		No Response	No Response
57	7:11	Bus	No		No Response	No Response
58	7:12	Train	Yes	No Response	No Response	No Response
59	7:13	Bus	No		Apartment	No
60	7:14	Bus	No		Apartment	Yes
61	7:16	Train	Yes	Yes	House	Yes
62	7:17	Train (12) Group	No Response		No Response	No Response
63	7:20	Train	Yes	No Response	No Response	No Response
64	7:22	Train (3) Group	No Response		No Response	No Response
65	7:24	Bus	No		Apartment	Yes
66	7:25	Train	Yes	Yes	Apartment	Yes
67	7:26	Bus	No		Apartment	Yes
68	7:26	Train	Yes	Yes	Apartment	No

69	7:28	Train	No Response		No Response	No Response
70	7:28	Train	Yes	No Response	No Response	No Response
71	7:29	Bus	No		Apartment	Yes
72	7:31	Train (5) Group	No		No Response	No Response
73	7:33	Bus	No		No Response	No Response
74	7:34	Train & Bus	No		Apartment	Yes
75	7:35	Train	Yes	No Response	No Response	No Response
76	7:36	Train (21) Group	No Response		No Response	No Response
77	7:37	Train	Yes	No Response	No Response	No Response
78	7:39	Walk	Yes	No Response	No Response	No Response
79	7:41	Train	No Response		No Response	No Response
80	7:42	Train & Bus	No		House	No
81	7:44	Bus	No		House	Yes
82	7:46	Bus	No		Apartment	No
83	7:46	Train	Yes	No Response	Apartment	Yes
84	7:49	Train	Yes	No Response	Apartment	No
85	7:51	Train	No Response		No Response	No Response
86	7:53	Train (22) Group	No Response		No Response	No Response
87	7:54	Bus	No		House	No
88	7:57	Train	Yes	Yes	House	No
89	8:00	Bus	No Response		No Response	No Response
90	8:01	Bus	No		No Response	No Response
91	8:03	Train	No Response		No Response	No Response
92	8:04	Train	Yes	No Response	House	No
93	8:05	Train (31) Group	No Response		No Response	No Response
94	8:07	Train	Yes	No Response	No Response	No Response
95	8:08	Train	No Response		No Response	No Response
96	8:09	Train	No Response		No Response	No Response
97	8:10	Bus	No		Apartment	Yes
98	8:13	Bus	No Response		No Response	No Response
99	8:14	Bus (6) Group	No Response		No Response	No Response
100	8:16	Bus	No Response		No Response	No Response
101	8:19	Train	No		No Response	No Response
102	8:22	Train (32) Group	No Response		No Response	No Response
103	8:23	Bus	No		Apartment	Yes
104	8:26	Bus	No Response		No Response	No Response
105	8:27	Train	No Response		No Response	No Response
106	8:29	Bus	Yes	No Response	No Response	No Response
107	8:33	Bus	No		House	No
108	8:34	Train	No Response		No Response	No Response
109	8:37	Train (12) Group	No Response		No Response	No Response
110	8:41	Bus	Yes	No Response	House	Yes
111	8:44	Train	No Response		No Response	No Response
112	8:47	Train	No Response		No Response	No Response
113	8:51	Train	Yes	No Response	No Response	No Response
114	8:53	Train	No Response		No Response	No Response
115	8:55	Train (29) Group	No Response		No Response	No Response
116	8:59	Bus	No Response		No Response	No Response
117	9:05	Train	No		Apartment	Yes
118	9:06	Train	No		Apartment	Yes
119	9:08	Train (27) Group	No Response		No Response	No Response
120	9:15	Train	No Response		No Response	No Response
121	9:18	Train	Yes	No Response	Apartment	Yes
122	9:20	Train	No Response		No Response	No Response
123	9:22	Train	No Response		No Response	No Response
124	9:23	Train (8) Group	No Response		No Response	No Response
125	9:28	Bus	No		No Response	No Response
126	9:31	Train	No Response		No Response	No Response
127	9:35	Train (17) Group	No Response		No Response	No Response
128	9:42	Train	Yes	No Response	No Response	No Response
129	9:50	Train (11) Group	No Response		No Response	No Response
130	9:51	Train	Yes	No Response	Apartment	Yes
131	9:55	Train	No Response		No Response	No Response

Client	The Transport Planning Partnership Pty Ltd
Location	Rhodes
Date	Thu, 8 Sep 2022
Survey Time	6am-10am
Description	Interview Surveys



Client The Transport Planning Partnership Pty Ltd
Location Site 1 - West side of Walker St near train station, north of pedestrian crossing
Date Thu, 8 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked at your place of residence?	Q4. Do you live in an apartment or a house?	Q5. Do you live close to the station / bus stop (within say 20 minutes' walk)?
1	6:00	Train	No Response	No Response	No Response	No Response
2	6:10	Train	Yes	Yes	Apartment	Yes
3	6:10	Train	Yes	Yes	Apartment	Yes
4	6:11	Train	Yes	Yes	Apartment	Yes
5	6:12	Train	No Response	No Response	No Response	No Response
6	6:14	Train	No		Apartment	Yes
7	6:19	Train	No		Apartment	Yes
8	6:23	Train	No Response	No Response	No Response	No Response
9	6:23	Train	Yes	Yes	Apartment	Yes
10	6:24	Train	Yes	Yes	Apartment	Yes
11	6:24	Train	Yes	Yes	Apartment	Yes
12	6:24	Train	Yes	Yes	Apartment	Yes
13	6:25	Train	Yes	Yes	Apartment	Yes
14	6:28	Train	No Response	No Response	No Response	No Response
15	6:31	Train	No		Apartment	Yes
16	6:32	Train	No		Apartment	Yes
17	6:32	Bus	No Response	No Response	No Response	No Response
18	6:32	Train	No Response	No Response	No Response	No Response
19	6:33	Train	No Response	No Response	No Response	No Response
20	6:34	Train	No Response	No Response	No Response	No Response
21	6:34	Train	No Response	No Response	No Response	No Response
22	6:34	Train	No Response	No Response	No Response	No Response
23	6:35	Train	No Response	No Response	No Response	No Response
24	6:35	Train	Yes	Yes	Apartment	Yes
25	6:36	Train	Yes	Yes	Apartment	Yes
26	6:37	Train	No Response	No Response	No Response	No Response
27	6:37	Train	No Response	No Response	No Response	No Response
28	6:38	Train	No Response	No Response	No Response	No Response
29	6:38	Train	Yes	Yes	Apartment	Yes
30	6:40	Train	No Response	No Response	No Response	No Response
31	6:41	Train	No Response	No Response	No Response	No Response
32	6:41	Train	No Response	No Response	No Response	No Response
33	6:41	Train	No Response	No Response	No Response	No Response
34	6:44	Train	Yes	Yes	Apartment	Yes
35	6:47	Train	No Response	No Response	No Response	No Response
36	6:47	Train	No Response	No Response	No Response	No Response
37	6:47	Train	No Response	No Response	No Response	No Response
38	6:49	Train	Yes	Yes	Apartment	Yes
39	6:51	Train	No Response	No Response	No Response	No Response
40	6:53	Train	Yes	Yes	Apartment	Yes
41	6:54	Train	Yes	Yes	Apartment	Yes
42	6:55	Train	No Response	No Response	No Response	No Response
43	6:55	Train	No Response	No Response	No Response	No Response
44	7:03	Train	No Response	No Response	No Response	No Response
45	7:04	Train	No Response	No Response	No Response	No Response
46	7:05	Train	No Response	No Response	No Response	No Response
47	7:05	Train	No Response	No Response	No Response	No Response
48	7:06	Train	No Response	No Response	No Response	No Response
49	7:06	Train	No Response	No Response	No Response	No Response
50	7:06	Train	Yes	Yes	Apartment	Yes
51	7:07	Train	No Response	No Response	No Response	No Response
52	7:07	Train	Yes	Yes	Apartment	Yes
53	7:08	Train	No Response	No Response	No Response	No Response
54	7:08	Train	No Response	No Response	No Response	No Response
55	7:08	Train	No Response	No Response	No Response	No Response
56	7:09	Train	No Response	No Response	No Response	No Response
57	7:10	Train	No Response	No Response	No Response	No Response
58	7:10	Train	Yes	Yes	Apartment	Yes
59	7:12	Train	No Response	No Response	No Response	No Response
60	7:13	Train	No Response	No Response	No Response	No Response
61	7:13	Train	No Response	No Response	No Response	No Response
62	7:14	Train	No		Apartment	Yes
63	7:14	Train	No Response	No Response	No Response	No Response
64	7:15	Train	No		Apartment	Yes
65	7:16	Train	Yes	Yes	Apartment	Yes
66	7:17	Train	No Response	No Response	No Response	No Response
67	7:17	Train	No Response	No Response	No Response	No Response
68	7:17	Train	No Response	No Response	No Response	No Response

377	9:36	Train	No Response	No Response	No Response	No Response
378	9:36	Train	No Response	No Response	No Response	No Response
379	9:36	Train	Yes	Yes	Apartment	Yes
380	9:37	Train	No Response	No Response	No Response	No Response
381	9:37	Train	No Response	No Response	No Response	No Response
382	9:39	Train	No Response	No Response	No Response	No Response
383	9:40	Train	No Response	No Response	No Response	No Response
384	9:41	Train	No Response	No Response	No Response	No Response
385	9:41	Train	No Response	No Response	No Response	No Response
386	9:41	Train	Yes	Yes	Apartment	Yes
387	9:42	Train	No Response	No Response	No Response	No Response
388	9:44	Train	No Response	No Response	No Response	No Response
389	9:46	Train	Yes	Yes	Apartment	Yes
390	9:47	Train	No Response	No Response	No Response	No Response
391	9:49	Train	No Response	No Response	No Response	No Response
392	9:50	Train	No Response	No Response	No Response	No Response
393	9:51	Train	No Response	No Response	No Response	No Response
394	9:53	Train	No Response	No Response	No Response	No Response
395	9:53	Train	No Response	No Response	No Response	No Response
396	9:58	Train	Yes	Yes	Apartment	Yes

Client The Transport Planning Partnership Pty Ltd
Location Site 2 - West side of Walker St near train station, south of pedestrian crossing
Date Thu, 8 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked at your place of residence?	Q4. Do you live in an apartment or a house?	Q5. Do you live close to the station / bus stop (within say 20 minutes' walk)?
1	6:02	Train	No Response	No Response	No Response	No Response
2	6:07	Train (5) Group	No Response	No Response	No Response	No Response
3	6:08	Train	No Response	No Response	No Response	No Response
4	6:12	Train	Yes	No Response	No Response	No Response
5	6:15	Train	No Response	No Response	No Response	No Response
6	6:15	Train	Yes	Yes	Apartment	No
7	6:19	Bus	No		No Response	No Response
8	6:27	Train	No Response	No Response	No Response	No Response
9	6:28	Train	No Response	No Response	No Response	No Response
10	6:31	Train	Yes	No Response	House	
11	6:32	Bus	No Response	No Response	No Response	No Response
12	6:37	Bus	No		No Response	No Response
13	6:38	Train (10) Group	No Response	No Response	No Response	No Response
14	6:38	Train	Yes	Yes	Apartment	Yes
15	6:41	Train	No Response	No Response	No Response	No Response
16	6:43	Bus	Yes	No Response	No Response	No Response
17	6:50	Train	No Response	No Response	No Response	No Response
18	6:53	Train	No Response	No Response	No Response	No Response
19	6:54	Train (22) Group	No Response	No Response	No Response	No Response
20	6:56	Train	No Response	No Response	No Response	No Response
21	6:58	Bus	No Response	No Response	No Response	No Response
22	7:00	Train	Yes	No Response	No Response	No Response
23	7:03	Train (6) Group	No Response	No Response	No Response	No Response
24	7:04	Train	Yes	No Response	No Response	No Response
25	7:08	Bus	No		No Response	No Response
26	7:09	Train	Yes	No Response	House	No
27	7:10	Train	No Response	No Response	No Response	No Response
28	7:11	Train	No		No Response	No Response
29	7:11	Train (18) Group	No Response	No Response	No Response	No Response
30	7:12	Train	No Response	No Response	No Response	No Response
31	7:12	Train	Yes	No Response	Apartment	
32	7:13	Bus	No		Apartment	
33	7:15	Train	Yes	Yes	Apartment	Yes
34	7:18	Train	Yes	No Response	No Response	No Response
35	7:19	Train (18) Group	No Response	No Response	No Response	No Response
36	7:21	Train	Yes	No Response	No Response	No Response
37	7:22	Train	No Response	No Response	No Response	No Response
38	7:24	Train	No Response	No Response	No Response	No Response
39	7:28	Train	No Response	No Response	No Response	No Response
40	7:32	Train	No Response	No Response	No Response	No Response
41	7:32	Train (24) Group	No Response	No Response	No Response	No Response
42	7:35	Train	Yes	Yes	Apartment	No
43	7:37	Bus	No Response	No Response	No Response	No Response
44	7:40	Train	No Response	No Response	No Response	No Response
45	7:41	Train	No Response	No Response	No Response	No Response
46	7:43	Train	No		No Response	No Response
47	7:45	Train	No Response	No Response	No Response	No Response
48	7:47	Train	Yes	No Response	No Response	No Response
49	7:49	Train	No Response	No Response	No Response	No Response
50	7:50	Train	No Response	No Response	No Response	No Response
51	7:52	Train	No Response	No Response	No Response	No Response
52	7:53	Train (28) Group	No Response	No Response	No Response	No Response
53	7:54	Bus	No Response	No Response	No Response	No Response
54	7:57	Train	No Response	No Response	No Response	No Response
55	7:57	Train	No Response	No Response	No Response	No Response
56	7:58	Train	No		No Response	No Response
57	8:01	Train	No Response	No Response	No Response	No Response
58	8:01	Train	No Response	No Response	No Response	No Response
59	8:02	Train	No Response	No Response	No Response	No Response
60	8:03	Train (26) Group	No Response	No Response	No Response	No Response
61	8:06	Train	No Response	No Response	No Response	No Response
62	8:06	Train	No Response	No Response	No Response	No Response
63	8:07	Train	No Response	No Response	No Response	No Response
64	8:07	Train	No Response	No Response	No Response	No Response
65	8:08	Train	No Response	No Response	No Response	No Response
66	8:09	Bus	No Response	No Response	No Response	No Response
67	8:11	Train	Yes	No Response	No Response	No Response
68	8:12	Train	No Response	No Response	No Response	No Response

69	8:13	Train	No Response	No Response	No Response	No Response
70	8:15	Bus	No	No Response	No Response	No Response
71	8:15	Bus	No Response	No Response	No Response	No Response
72	8:16	Bus	No Response	No Response	No Response	No Response
73	8:16	Train	No Response	No Response	No Response	No Response
74	8:17	Train	No Response	No Response	No Response	No Response
75	8:17	Train	No Response	No Response	No Response	No Response
76	8:17	Train	No Response	No Response	No Response	No Response
77	8:18	Bus	No Response	No Response	No Response	No Response
78	8:18	Train	No Response	No Response	No Response	No Response
79	8:18	Train	Yes	No Response	No Response	No Response
80	8:19	Bus	No Response	No Response	No Response	No Response
81	8:20	Train (24) Group	No Response	No Response	No Response	No Response
82	8:21	Train	No Response	No Response	No Response	No Response
83	8:26	Train	No Response	No Response	No Response	No Response
84	8:28	Train	No Response	No Response	No Response	No Response
85	8:30	Train	No Response	No Response	No Response	No Response
86	8:31	Train	No Response	No Response	No Response	No Response
87	8:32	Bus	No Response	No Response	No Response	No Response
88	8:33	Train	No		Apartment	
89	8:35	Train	No Response	No Response	No Response	No Response
90	8:37	Train	No Response	No Response	No Response	No Response
91	8:40	Train	No Response	No Response	No Response	No Response
92	8:42	Train	No Response	No Response	No Response	No Response
93	8:44	Bus	No Response	No Response	No Response	No Response
94	8:46	Train	No		Apartment	Yes
95	8:50	Train	No Response	No Response	No Response	No Response
96	8:51	Bus	Yes	No Response	No Response	No Response
97	8:53	Train	No Response	No Response	No Response	No Response
98	8:56	Train (26) Group	No Response	No Response	No Response	No Response
99	8:57	Bus	No Response	No Response	No Response	No Response
100	8:58	Train	No Response	No Response	No Response	No Response
101	9:00	Train	Yes	No Response	No Response	No Response
102	9:01	Bus	No Response	No Response	No Response	No Response
103	9:03	Train	No Response	No Response	No Response	No Response
104	9:04	Train	No Response	No Response	No Response	No Response
105	9:07	Train (23) Group	No Response	No Response	No Response	No Response
106	9:08	Bus	No Response	No Response	No Response	No Response
107	9:10	Train	No Response	No Response	No Response	No Response
108	9:15	Train	No		No Response	No Response
109	9:15	Train	No Response	No Response	No Response	No Response
110	9:16	Train	No Response	No Response	No Response	No Response
111	9:16	Train	No Response	No Response	No Response	No Response
112	9:24	Train (9) Group	No Response	No Response	No Response	No Response
113	9:30	Train	No Response	No Response	No Response	No Response
114	9:33	Train (15) Group	No Response	No Response	No Response	No Response
115	9:48	Train (13) Group	No Response	No Response	No Response	No Response
116	9:49	Bus	Yes	No Response	No Response	No Response
117	9:53	Train	No Response	No Response	No Response	No Response
118	9:55	Train	Yes	No Response	No Response	No Response
119	9:57	Bus	No Response	No Response	No Response	No Response
120	9:58	Train	No Response	No Response	No Response	No Response

Client The Transport Planning Partnership Pty Ltd
Location Rhodes
Date Wed, 14 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Client The Transport Planning Partnership Pty Ltd
Location Site 3 - 87 Shoreline Dr
Date Wed, 14 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:06	No	Yes	Shoreline Dr
2	6:13	No	Yes	Shoreline Dr
3	6:20	Train	Yes	Basement car park
4	6:40	Train	Yes	Basement car park
5	6:41	Train	Yes	Basement car park
6	6:44	Train	No	-
7	6:46	Train	Yes	Shoreline Dr
8	6:50	Bus	No	-
9	6:51	Train	Yes	Shoreline Dr
10	6:56	Bus	Yes	Meredith ave
11	7:01	Bus	No	-
12	7:02	Train	No	-
13	7:03	Bus	Yes	Basement car park
14	7:03	Train	Yes	Basement car park
15	7:06	Train	Yes	Basement car park
16	7:09	Train	No	-
17	7:11	Train	No	-
18	7:13	Bus	Yes	Meredith ave
19	7:18	Train	No	-
20	7:19	Bus	Yes	44 Shoreline Dr
21	7:29	Train	Refused to answer	-
22	7:31	Bus	Yes	Shoreline Dr
23	7:34	Bus	Yes	Shoreline Dr
24	7:34	Train	Yes	Basement car park
25	7:35	Bus	No	-
26	7:37	Train	Yes	Basement car park
27	7:38	Bus	Yes	Shoreline Dr
28	7:41	Bus	No	-
29	7:43	Train	No	-
30	7:45	Train	Yes	Walker st
31	7:47	Train	Yes	Basement car park
32	7:52	Train	Refused to answer	-
33	7:53	Train	Yes	Shoreline Dr
34	7:57	Train	Yes	Basement car park
35	7:57	Train	Yes	Darling ave
36	7:59	Train	No	-
37	8:00	Train	Yes	Basement car park
38	8:03	Train	Refused to answer	-
39	8:04	Bus	Refused to answer	-
40	8:08	Train	Yes	Shoreline Dr
41	8:10	Train	Yes	Basement car park
42	8:13	Train	No	-
43	8:13	Train	No	-
44	8:15	Train	Yes	Basement car park
45	8:16	Train	No	-
46	8:16	Train	No	-
47	8:17	Train	Yes	Shoreline Dr
48	8:18	Bus	Refused to answer	-
49	8:22	Train	Refused to answer	-
50	8:23	Train	Yes	Shoreline Dr
51	8:24	Train	Refused to answer	-
52	8:24	Train	Yes	Basement car park
53	8:26	Bus	Refused to answer	-
54	8:30	Train	Yes	Basement car park
55	8:34	Train	Yes	Basement car park
56	8:39	Train	No	-

57	8:39	Train	Yes	Basement car park
58	8:42	No	Yes	Basement car park
59	8:45	No	Yes	Shoreline Dr
60	8:46	Train	No	-
61	8:47	Train & Bus	No	-
62	8:48	Bus	Yes	Shoreline Dr
63	8:50	Train	Refused to answer	-
64	8:53	Train	Yes	Shoreline Dr
65	8:59	Train	Yes	Basement car park
66	9:08	Train	Yes	Shoreline Dr
67	9:11	Train	Yes	Basement car park
68	9:21	Train	Refused to answer	-
69	9:30	Train	Refused to answer	-
70	9:34	Train	Yes	Basement car park
71	9:41	Train	Refused to answer	-
72	9:43	No	Yes	Shoreline Dr
73	9:46	No	Yes	Basement car park
74	9:56	Train	Refused to answer	-
75	9:58	Train	Refused to answer	-

Client The Transport Planning Partnership Pty Ltd
Location Site 4 - 44 Shoreline Dr
Date Wed, 14 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:42	Train	Refused to answer	-
2	7:16	Train	Yes	(not resident) visitor car park in basement
3	7:18	No	No	-
4	7:22	No	No	-
5	7:25	Train	Refused to answer	-
6	7:39	Train	Yes	Basement car park
7	7:42	Train	Refused to answer	-
8	8:00	Train	Refused to answer	-
9	8:03	Train	Yes	Basement car park
10	8:10	Train	Yes	Basement car park
11	8:37	No	No	-
12	8:38	No	Yes	Darling ave
13	8:46	No	Yes	Basement car park
14	8:50	No	Yes	Shoreline Dr
15	8:55	Train	Refused to answer	-
16	8:56	No	Yes	Basement car park
17	9:03	Train	Yes	Basement car park
18	9:05	Train	Yes	Shoreline Dr
19	9:20	No	No	(not resident)
20	9:47	No	Yes	Shoreline Dr (not resident)

Client The Transport Planning Partnership Pty Ltd
Location Site 5 - 8A,8B & 2-6 Marquet St
Date Wed, 14 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:08	No	-	-
2	6:18	Yes	No	-
3	6:24	No	Yes	Margaret st
4	6:31	No	-	-
5	6:38	No	-	-
6	6:39	No	No	-
7	7:07	No	Yes	Basement car park
8	7:27	Yes	Yes	Refused to answer
9	7:30	Yes	Refused to answer	-
10	7:44	Yes	Refused to answer	-
11	7:46	Yes	Refused to answer	-
12	7:46	Yes	Refused to answer	-
13	7:51	No	Yes	Basement car park
14	8:02	Yes	Yes	Basement car park
15	8:02	Yes	Yes	Basement car park
16	8:03	Yes	Yes	Basement car park
17	8:06	Yes	Yes	Basement car park
18	8:13	No	Yes	Margaret st
19	8:21	No	No	-
20	8:25	Yes	No	-
21	8:30	Yes	No	-
22	8:30	Yes	Yes	Basement car park
23	8:34	Yes	Refused to answer	-
24	8:36	No	Yes	Basement car park
25	8:38	No	No	-
26	8:40	No	No	-
27	8:42	Yes	Yes	Basement car park
28	8:43	Yes	Yes	Basement car park
29	8:45	No	No	-
30	8:48	Yes	No	-
31	8:51	Yes	Refused to answer	-
32	9:12	No	Yes	Basement car park
33	9:17	Yes	Refused to answer	-
34	9:27	No	No	-
35	9:28	No	No	-
36	9:29	No	No	-
37	9:37	No	Yes	Basement car park
38	9:37	No	Yes	Basement car park
39	9:38	Yes	No	-

Client The Transport Planning Partnership Pty Ltd
Location Site 6 - 11-13 Mary St
Date Wed, 14 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:00	No	Yes	Shoreline Dr
2	6:04	Train	Yes	Basement car park
3	6:23	Train	No	
4	6:37	Train	No	
5	6:43	Train	No	
6	6:52	No	Yes	Basement car park
7	6:57	No	Yes	Basement car park
8	6:57	No	Yes	Street
9	7:06	No	Yes	Basement car park
10	7:08	Train	Refused to answer	-
11	7:09	Train	Refused to answer	-
12	7:13	Train	Yes	Basement car park
13	7:17	No	Yes	Basement car park
14	7:18	Train	Yes	Basement car park
15	7:22	No	Yes	Refused to answer
16	7:23	Train	No	
17	7:23	No	Yes	Basement car park
18	7:25	No	No	
19	7:29	Train	Yes	Basement car park
20	7:30	Train	No	
21	7:45	Train	Refused to answer	-
22	7:52	Train	Refused to answer	-
23	7:53	Train	No	
24	7:56	No	Yes	Refused to answer
25	7:58	Train	Refused to answer	-
26	7:59	Train	No	
27	8:02	Train	Refused to answer	-
28	8:02	Train	Refused to answer	-
29	8:06	Train	Refused to answer	-
30	8:10	Train	Yes	Basement car park
31	8:11	Train	No	
32	8:12	No	Yes	Basement car park
33	8:12	No	Yes	Basement car park
34	8:14	Train	Refused to answer	-
35	8:15	No	Yes	Basement car park
36	8:20	Train	Yes	Basement car park
37	8:25	Bus	No	

38	8:30	Train	Refused to answer	-
39	8:39	No	Yes	Street
40	8:41	Train	No	
41	8:44	No	Yes	Refused to answer
42	8:45	Train	No	
43	8:47	No	Yes	Basement car park
44	8:48	Train	No	
45	8:48	Train	Refused to answer	-
46	8:49	Train	No	
47	8:55	Train	No	
48	9:00	No	Yes	Street
49	9:01	No	Yes	Refused to answer
50	9:12	Train	No	
51	9:15	Train	Yes	Basement car park
52	9:17	No	No	
53	9:23	Train	Refused to answer	-
54	9:25	Train	Refused to answer	-
55	9:30	No	Yes	Basement car park
56	9:31	No	Yes	Basement car park
57	9:36	Train	No	
58	9:56	No	Yes	Basement car park
59	9:59	Train	Yes	Basement car park
60	10:00	No	Yes	Street

Client The Transport Planning Partnership Pty Ltd
Location Site 7 - 15 Shoreline Dr
Date Wed, 14 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:15	No	No	-
2	6:41	No	No	-
3	7:19	Bus	Refused to answer	-
4	7:30	No	No	-
5	7:55	Car	Yes	Street (next to building)
6	7:59	No	Refused to answer	-
7	8:05	No	Yes	Basement car park
8	8:10	No	Refused to answer	-
9	8:19	Train	No	-
10	8:22	No	Yes	Basement car park
11	8:54	No	Yes	Refused to answer
12	8:58	No	Refused to answer	-
13	9:00	No	Yes	Refused to answer
14	9:02	Train	Refused to answer	-
15	9:06	Train	Refused to answer	-
16	9:20	No	Refused to answer	-
17	9:28	No	Yes	Basement car park
18	9:31	No	Refused to answer	-
19	9:34	No	Yes	Street
20	9:38	No	No	-
21	9:41	No	No	-
22	9:50	No	Refused to answer	-
23	9:59	No	Yes	Street

Client The Transport Planning Partnership Pty Ltd
Location Site 8 - 6,8,10,12 Jean Wailes Ave, 7,9 Sevier Ave & 12,14 Shoreline Dr
Date Wed, 14 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:16	Train	No	-
2	6:35	Train	Refused to answer	-
3	6:41	No	Refused to answer	-
4	6:50	No	Refused to answer	-
5	6:52	No	Yes	Basement car park
6	6:57	No	Yes	Jean Wailes Ave
7	7:00	Train	Refused to answer	-
8	7:02	No	Refused to answer	-
9	7:06	No	Refused to answer	-
10	7:10	No	Yes	Basement car park
11	7:18	Train	Yes	Basement car park
12	7:20	Train	Yes	Basement car park
13	7:33	Train	Yes	Basement car park
14	7:36	Train	Yes	Basement car park
15	7:36	Train	Yes	Basement car park
16	7:43	Train	No	-
17	7:50	No	Refused to answer	-
18	7:59	Train	No	-
19	8:09	No	Yes	Basement car park
20	8:25	No	Yes	Basement car park
21	8:27	Train	Yes	Basement car park
22	8:35	No	No	-
23	8:40	No	Yes	Basement car park
24	8:40	No	Yes	Basement car park
25	8:40	No	Yes	Jean Wailes Ave
26	8:50	No	Yes	Jean Wailes Ave
27	8:50	Train	Yes	Basement car park
28	8:51	No	Yes	Basement car park
29	9:08	No	Yes	Basement car park
30	9:19	No	Yes	Jean Wailes Ave
31	9:39	No	Yes	On Street
32	9:39	No	Yes	On Street
33	9:43	Train	Yes	Basement car park
34	9:52	No	Refused to answer	-

Client The Transport Planning Partnership Pty Ltd
Location Rhodes
Date Thu, 15 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Client The Transport Planning Partnership Pty Ltd
Location Site 3 - 87 Shoreline Dr
Date Thu, 15 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:07	Train/Bus	No	-
2	6:15	No	Yes	Shoreline Dr
3	6:21	No	Yes	Basement car park
4	6:33	Train	No	-
5	6:36	No	Yes	Shoreline Dr
6	6:43	Train	No	-
7	6:49	Train	No	-
8	6:52	No	Yes	Basement car park
9	6:59	No	Yes	Shoreline Dr
10	7:00	No	Yes	Shoreline Dr
11	7:02	No	Yes	Shoreline Dr
12	7:11	Train	Yes	Basement car park
13	7:19	Bus	Yes	Basement car park
14	7:23	Train	Yes	Basement car park
15	7:28	No	Yes	Shoreline Dr
16	7:28	No	Yes	Shoreline Dr
17	7:31	Bus	No	-
18	7:36	Train	Yes	Basement car park
19	7:41	Train	Yes	Basement car park
20	7:44	No	Yes	Shoreline Dr
21	7:51	Train	No	-
22	7:58	Train	No	-
23	8:06	Train	Yes	Basement car park
24	8:10	Train	No	-
25	8:12	Train	No	-
26	8:12	Train	Yes	Basement car park
27	8:16	Train	No	-
28	8:26	Train	No	-
29	8:37	Train	No	-
30	8:39	Train	Yes	Basement car park
31	8:50	No	Yes	Shoreline Dr
32	9:13	No	Yes	Shoreline Dr
33	9:26	Train	No	-
34	9:41	Bus	Yes	Basement car park
35	9:53	Train	No	-
36	9:57	No	Yes	Shoreline Dr
37	9:59	No	Yes	Darling ave

Client The Transport Planning Partnership Pty Ltd
Location Site 4 - 44 Shoreline Dr
Date Thu, 15 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:34	Train	Yes	Basement car park
2	6:42	No	Yes	Shoreline Dr
3	7:30	No	No	-
4	7:33	Train	Refused to answer	-
5	7:33	Train	Refused to answer	-
6	7:46	Train	Yes	Basement car park
7	7:54	No	Yes	Basement car park
8	7:56	No	Yes	Shoreline Dr
9	8:01	Train	Yes	Basement car park
10	8:18	No	Yes	Basement car park (not resident)
11	8:33	Train	Refused to answer	-
12	8:36	No	Yes	Darling ave
13	9:03	Train	Refused to answer	-
14	9:26	No	Yes	Shoreline Dr
15	9:36	No	Yes	Shoreline Dr

Client The Transport Planning Partnership Pty Ltd
Location Site 5 - 8A,8B & 2-6 Marquet St
Date Thu, 15 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:06	No	Yes	Mary st
2	6:13	No	Refused to answer	-
3	6:22	Yes	Refused to answer	-
4	6:34	Yes	Refused to answer	-
5	6:41	Yes	Yes	Basement car park
6	6:52	No	Yes	Basement car park
7	6:53	Yes	No	-
8	6:59	No	Yes	Basement car park
9	7:10	No	No	-
10	7:16	Yes	No	-
11	7:20	Yes	Refused to answer	-
12	7:23	No	Yes	Basement car park
13	7:29	Yes	Refused to answer	-
14	7:35	No	Yes	Refused to answer
15	7:41	Yes	No	-
16	7:44	Yes	Yes	Basement car park
17	7:46	No	Yes	Marquet St
18	7:52	No	Yes	Mary st
19	8:00	Yes	No	-
20	8:04	No	Yes	Basement car park
21	8:11	Yes	Refused to answer	-
22	8:15	Yes	No	-
23	8:16	No	No	-
24	8:18	Yes	Refused to answer	-
25	8:26	Yes	Refused to answer	-
26	8:29	No	Yes	Refused to answer
27	8:33	Yes	Refused to answer	-
28	8:39	No	Yes	Basement car park
29	8:43	Yes	Yes	Basement car park
30	8:43	Yes	Yes	Marquet St
31	8:52	Yes	Refused to answer	-
32	8:59	No	Yes	Basement car park
33	9:00	Yes	No	-
34	9:00	Yes	No	-
35	9:00	Yes	No	-
36	9:00	Yes	No	-
37	9:00	No	Yes	Basement car park
38	9:12	Yes	Refused to answer	-
39	9:18	No	Yes	Basement car park
40	9:20	Yes	Refused to answer	-
41	9:23	No	Yes	Basement car park
42	9:27	Yes	Refused to answer	-
43	9:32	Yes	No	-
44	9:43	Yes	Refused to answer	-
45	9:46	Yes	No	-
46	9:52	Yes	Yes	Basement car park
47	9:58	No	Yes	Basement car park

Client The Transport Planning Partnership Pty Ltd
Location Site 6 - 11-13 Mary St
Date Thu, 15 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:06	Train	Yes	Basement car park
2	6:13	Train	Yes	Basement car park
3	6:18	No	Yes	Mary Street
4	6:22	Train	No	-
5	6:35	Train	No	-
6	6:40	Train	Refused to answer	-
7	6:51	Train	Yes	Basement car park
8	7:13	Train	No	-
9	7:20	Train	No	-
10	7:21	Train	Yes	Basement car park
11	7:29	Train	Yes	Basement car park
12	7:30	No	Yes	Basement car park
13	7:31	Train	No	-
14	7:31	No	Yes	Basement car park
15	7:34	Train	No	-
16	7:35	Train	No	-
17	7:39	No	Yes	Basement car park
18	7:40	No	Yes	Basement car park
19	7:45	No	Yes	Mary Street
20	7:48	Train	Refused to answer	-
21	7:52	No	Yes	Basement car park
22	7:55	Train	No	-
23	7:59	Bus	Yes	Refused to answer
24	8:00	Train	Yes	Basement car park
25	8:00	Train	Refused to answer	-
26	8:01	Bus	Yes	Basement car park
27	8:03	Bus	Yes	Mary Street
28	8:04	Train	Refused to answer	-
29	8:06	Train	Yes	Basement car park
30	8:10	Bus	Yes	Basement car park
31	8:13	Train	No	-
32	8:16	Train	Refused to answer	-
33	8:19	Bus	Yes	Basement car park
34	8:21	Bus	Yes	Basement car park
35	8:30	Bus	Refused to answer	-
36	8:33	Train	Refused to answer	-
37	8:37	Train	No	-
38	8:38	Bus	Yes	Mary Street
39	8:40	Train	No	-
40	8:50	Train	No	-
41	8:50	Train	Refused to answer	-
42	8:55	Train	No	-
43	9:02	Train	Yes	Basement car park
44	9:13	Train	Refused to answer	-
45	9:15	No	Yes	Basement car park
46	9:20	Bus	No	-
47	9:28	Train	Refused to answer	-
48	9:30	No	Yes	Shoreline Dr
49	9:35	Train	No	-
50	9:38	No	Refused to answer	-
51	9:48	Train	Yes	Basement car park
52	9:55	No	Yes	Basement car park

Client The Transport Planning Partnership Pty Ltd
Location Site 7 - 15 Shoreline Dr
Date Thu, 15 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



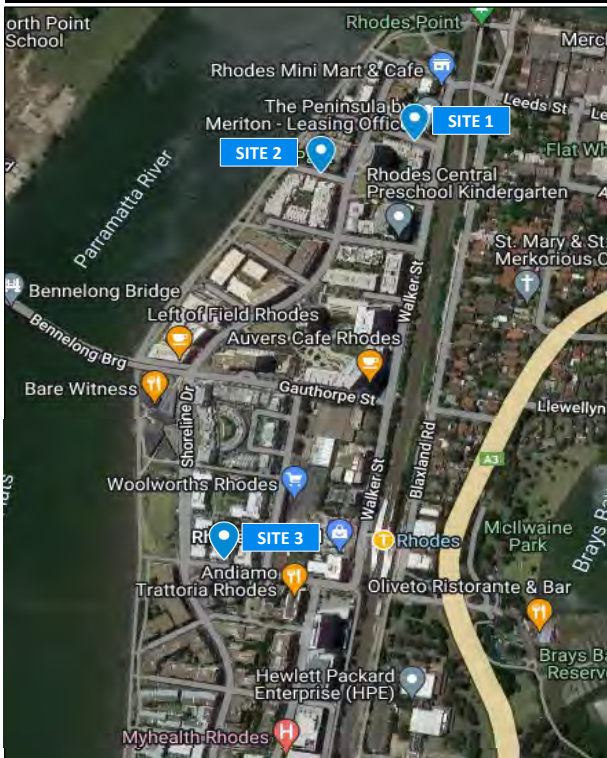
Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	7:11	No	Yes	Street
2	7:46	No	Refused to answer	-
3	7:52	No	Yes	Street
4	8:00	No	Yes	Street
5	8:02	No	Yes	Street
6	8:04	No	Yes	Refused to answer
7	8:06	No	Yes	Street
8	8:09	No	Yes	Street
9	8:14	No	Yes	Refused to answer
10	8:27	No	Yes	Basement car park
11	8:46	No	Refused to answer	-
12	9:04	No	Refused to answer	-
13	9:11	No	Yes	Refused to answer
14	9:34	No	Yes	Basement car park
15	9:47	No	No	-
16	9:57	No	Yes	Refused to answer

Client The Transport Planning Partnership Pty Ltd
Location Site 8 - 6,8,10,12 Jean Wailes Ave, 7,9 Sevier Ave & 12,14 Shoreline Dr
Date Thu, 15 Sep 2022
Survey Time 6am-10am
Description Interview Surveys



Interview ID	Time of Interview	Q1. Are you about to travel on the train / bus?	Q2. Do you own a car?	Q3. If yes, is this car currently parked in the basement car park, or which street did you park your car in?
1	6:15	Train	No	-
2	6:25	No	Yes	Jean Wailes Ave
3	6:27	No	Yes	Jean Wailes Ave
4	6:31	No	Yes	Basement car park
5	7:03	Train	Yes	Basement car park
6	7:19	No	Yes	Basement car park
7	7:32	Train	Yes	Basement car park
8	7:33	No	Yes	Basement car park
9	7:38	Train	Yes	Basement car park
10	7:38	Train	Yes	Basement car park
11	7:39	No	Yes	Basement car park
12	7:59	Train	Yes	Basement car park
13	8:01	No	Yes	Jean Wailes Ave
14	8:03	Train	No	-
15	8:03	Train	No	-
16	8:04	Train	No	-
17	8:04	No	Yes	Jean Wailes Ave
18	8:07	No	Yes	Basement car park
19	8:07	No	Yes	Jean Wailes Ave
20	8:13	Train	Yes	Basement car park
21	8:15	No	Yes	Basement car park
22	8:28	No	Yes	Jean Wailes Ave
23	8:34	No	Yes	Jean Wailes Ave
24	8:39	No	Yes	Jean Wailes Ave
25	8:41	Train	Yes	Basement car park
26	8:45	Train	No	-
27	8:46	Train	No	-
28	8:55	Train	No	-
29	8:58	Train	No	-
30	9:24	No	No	-

Client The Transport Planning Partnership Pty Ltd
Date Tues, 6 Sep 2022
Time 6am and 3pm
Description Parking Occupancy Survey - Spot Counts



[Location]

- SITE 1 - 87 Shoreline Dr
- SITE 2 - 44 Shoreline Dr
- SITE 3 - 8A and 8B Mary St, and 2-6 Marquet St

Client The Transport Planning Partnership Pty Ltd
Date Tues, 6 Sep 2022
Time 6am and 3pm
Description Parking Occupancy Survey - Spot Counts



Street Name	Location	Restriction	Applicable Hours	Supply	6:00	15:00
SITE 1	87 Shoreline Dr	Level G				
		Visitor		9	3	1
		Car wash bay		1	0	0
		Bicycle		10	5	1
		Level P1 (D)				
		No Restriction		64	50	25
		Level P1 (C)				
		No Restriction		36	25	16
		Disabled		2	2	0
		Level P2 (D)				
		No Restriction		57	46	27
		Disabled		7	6	4
		Level P2 (C)				
		No Restriction		30	26	15
		Disabled		9	8	5
		Level P3 (C)				
		No Restriction		24	20	13
		Disabled		6	4	2
		Level P3 (D)				
		Loading dock		1	0	0
		No Restriction		20	14	10
		Disabled		6	5	2

		Service		5	3	2
		Visitor		18	13	7
Total				305	230	130
% Capacity					75%	43%
SITE 2	44 Shoreline Dr	Level 0				
		Disabled - Visitor		1	0	0
		Disabled		2	1	1
		Service		1	0	0
		No Restriction		5	5	3
		Visitor		5	1	0
		Small car		1	0	0
		Level 1				
		No Restriction		27	22	15
		Disabled		2	2	0
		Level 2				
		No Restriction		22	17	10
		Level 3				
		No Restriction		36	32	15
Total				102	80	44
% Capacity					78%	43%
SITE 3	8A and 8B Mary St, and 2-6 Marquet St	Level 1				
		Disabled		5	2	0
		Small car - Visitor		2	0	0
		Visitor		5	0	0
		Disabled - Visitor		1	0	0
		No Restriction		113	67	59
		Lower level 2				
		Motorbike		5	3	2
		Visitor		4	0	0

		Disabled - Visitor		3	0	0
		Disabled		2	1	0
		No Restriction		77	46	39
		Upper level 2				
		Visitor		2	1	1
		Disabled		2	1	0
		No Restriction		42	21	19
		Lower level 3				
		Visitor		5	2	1
		Disabled - Visitor		2	0	Closed
		Disabled		1	0	0
		No Restriction		46	37	17
		Upper level 3				
		Visitor		6	0	0
		Disabled		1	0	0
		No Restriction		33	17	21
		Upper level 4				
		No Restriction		36	12	20
Total				393	210	179
% Capacity					53%	46%

Client PWC
Location 1. Vantage South Meriton
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Rhodes Pedestrian Interview Survey



Interview ID	Time of interview	Location	Q1 Are you catching public transport or did you use public transport?	Q2 If Yes to Question 1 What mode of public transport? - Bus(B) or Train(T)	Q3 If No to Question 1 - Will your trip only include walking, cycling or a mobility service like Uber or a taxi? Which one?	Q4 What is the purpose of your trip? Local journey within Rhodes or outside of Rhodes?	Q5 Do you have a car that you drive at other times?	Q6 If you have a car that you use at other times, do you have an on-site car park or on-street?
1	6:08	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-street
2	6:16	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	No	-
3	6:20	Nina Gray Ave (Entrance)	Yes	Train	-	No Response	No Response	No Response
4	6:22	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-street
5	6:24	Walker St (Entrance)	No	-	Car (Friend Pick up)	Outside Rhodes (Work)	Yes	On-site car park
6	6:33	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	Yes	On-site car park
7	6:34	Nina Gray Ave (Entrance)	Yes	Train	-	No Response	Yes	On-site car park
8	6:46	Shoreline Dr	Yes	Bus	-	Within Rhodes	No Response	No Response
9	6:47	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	Yes	On-site car park
10	6:58	Shoreline Dr	No	-	Walking	Within Rhodes	Yes	On-street
11	7:05	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-street
12	7:10	Walker St (Entrance)	No	-	Walking	Within Rhodes (Travel)	Yes	On-site car park
13	7:13	Shoreline Dr	No	-	Car	Outside Rhodes	Yes	On-street
14	7:15	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	Yes	On-site car park
15	7:28	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	No	-
16	7:30	Nina Gray Ave (Entrance)	Yes	Train	-	No Response	No Response	No Response
17	7:37	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	Yes	On-site car park
18	8:05	Shoreline Dr	Yes	Bus	-	Outside Rhodes	No Response	No Response
19	8:14	Shoreline Dr	Yes	Train	-	No Response	No Response	No Response
20	8:30	Nina Gray Ave (Entrance)	Yes	Train	-	Shopping	Yes	On site and On street
21	8:34	Nina Gray Ave (Entrance)	Yes	Train	-	No Response	Yes	On-site car park
22	8:44	Nina Gray Ave (Entrance)	Yes	Train	-	Shopping	No	-
23	8:48	Shoreline Dr	No	-	Walking	Within Rhodes	Yes	On-site car park
24	9:01	Shoreline Dr	No	-	Car	No Response	Yes	On-street
25	9:02	Shoreline Dr	Yes	Train	-	Outside Rhodes	Yes	On-site car park
26	9:08	Nina Gray Ave (Entrance)	Yes	Train	-	Work	Yes	On-site car park
27	9:10	Nina Gray Ave (Entrance)	Yes	Bus	-	Work	Yes	On-street
28	9:15	Nina Gray Ave (Entrance)	Yes	Bus	-	Dropping Son	No	-
29	9:27	Walker St (Entrance)	No	-	Uber	Outside Rhodes (Work)	No	-
30	9:33	Nina Gray Ave (Entrance)	Yes	Train	-	Dropping	Yes	On-site car park

31	9:38	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	No	-
32	9:39	Nina Gray Ave (Entrance)	Yes	Bus	-	Study	Yes	On-site car park
33	15:10	Walker St (Entrance)	No	-	Uber	Outside Rhodes (Travel)	No	-
34	15:16	Shoreline Dr	Yes	Train	-	Within Rhodes	Yes	On-site car park
35	15:24	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	Yes	On-site car park
36	15:31	Nina Gray Ave (Entrance)	Yes	Train	-	Work	Yes	On-site car park
37	15:31	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-site car park
38	15:40	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	Yes	On-street
39	15:42	Shoreline Dr	No	-	Cycling	Within Rhodes	No Response	No Response
40	15:44	Shoreline Dr	Yes	Train	-	Outside Rhodes	No Response	No Response
41	15:46	Walker St (Entrance)	No	-	Uber	Outside Rhodes (Travel)	No	-
42	15:51	Walker St (Entrance)	No	-	Car (Drop off by Friend)	Outside Rhodes (Work)	No	-
43	15:56	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	No	-
44	16:01	Walker St (Entrance)	No	-	Uber	Outside Rhodes (Travel)	No	-
45	16:05	Walker St (Entrance)	Yes	-	-	Outside Rhodes (Travel)	Yes	On-street
46	16:08	Walker St (Entrance)	No	-	Uber	Outside Rhodes (Travel)	No	-
47	16:25	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	No	-
48	16:27	Nina Gray Ave (Entrance)	Yes	Bus	-	Study	Yes	On-site car park
49	16:46	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-street
50	17:00	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-street
51	17:06	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	No	-
52	17:11	Walker St (Entrance)	No	-	Car	Outside Rhodes (Travel)	Yes	On-street
53	17:18	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-street
54	17:22	Nina Gray Ave (Entrance)	Yes	Bus	-	Appointments	No	-
55	17:24	Walker St (Entrance)	No	-	Walking	Within Rhodes	Yes	On-site car park
56	17:34	Walker St (Entrance)	No	-	Walking	Within Rhodes	Yes	On-site car park
57	17:45	Nina Gray Ave (Entrance)	No	-	Taxi	Work	Yes	On-site car park
58	17:49	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	No	-
59	17:54	Nina Gray Ave (Entrance)	Yes	Train	-	Work	Yes	On-site car park
60	17:57	Walker St (Entrance)	No	-	Car	Outside Rhodes (Travel)	Yes	On-street
61	18:04	Nina Gray Ave (Entrance)	Yes	Train	-	Work	No	-
62	18:18	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-street
63	18:21	Shoreline Dr	No	-	Walking	Outside Rhodes	Yes	On-street
64	18:21	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	Yes	On-site car park
65	18:24	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	Yes	On-street
66	18:28	Nina Gray Ave (Entrance)	No	-	Walking	Work & Study	Yes	On-site car park
67	18:28	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	No	-
68	18:32	Nina Gray Ave (Entrance)	Yes	Train	-	Work	No Response	No Response
69	18:32	Shoreline Dr	No	-	Car	Outside Rhodes	Yes	On-site car park
70	18:37	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-street
71	18:45	Walker St (Entrance)	No	-	Car	Outside Rhodes (Work)	Yes	On-street
72	18:53	Nina Gray Ave (Entrance)	No	-	Taxi	Work	Yes	On-street
73	18:55	Walker St (Entrance)	Yes	Train	-	Outside Rhodes (Work)	Yes	On-site car park

Client PWC
Location 2. Village Quay
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Rhodes Pedestrian Interview Survey



Interview ID	Time of interview	Location	Q1 Are you catching public transport or did you use public transport?	Q2 If Yes to Question 1 - What mode of public transport? - Bus(B) or Train(T)	Q3 If No to Question 1 - Will your trip only include walking, cycling or a mobility service like Uber or a taxi? Which one?	Q4 What is the purpose of your trip? Local journey within Rhodes or outside of Rhodes?	Q5 Do you have a car that you drive at other times?	Q6 If you have a car that you use at other times, do you have an on-site car park or on-street?
1	6:32	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
2	6:40	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
3	6:41	2 Nina Gray Ave	No	-	No	Outside Rhodes	Yes	On-street
4	6:43	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
5	6:49	2 Nina Gray Ave	No Response	-	No Response	No Response	No Response	No Response
6	6:58	2 Nina Gray Ave	No Response	-	No Response	No Response	No Response	No Response
7	7:00	50 Walker St	Yes	Train	-	No Response	Yes	-
8	7:03	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
9	7:04	2 Nina Gray Ave	No	-	No Response	Outside Rhodes	Yes	On-street
10	7:06	2 Nina Gray Ave	No	-	No Response	Outside Rhodes	Yes	On-street
11	7:06	50 Walker St	Yes	Train	-	No Response	No Response	No Response
12	7:14	50 Walker St	Yes	Bus	-	No Response	No	-
13	7:15	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
14	7:18	50 Walker St	No	-	Car	Within Rhodes	Yes	Yes
15	7:20	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
16	7:23	2 Nina Gray Ave	Yes	Train	-	Outside Rhodes	No	-
17	7:24	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
18	7:26	50 Walker St	Yes	Train	-	Within Rhodes	Yes	Yes
19	7:37	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
20	7:38	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
21	7:43	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
22	7:47	50 Walker St	Yes	Train	-	Outside Rhodes	Yes	Yes
23	7:49	50 Walker St	Yes	Train	-	Outside Rhodes	Yes	Yes
24	7:51	50 Walker St	No	-	Car	Outside Rhodes	Yes	Yes
25	7:53	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
26	7:56	50 Walker St	Yes	Train	-	Outside Rhodes	No	Yes
27	7:57	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
28	7:57	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
29	8:00	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
30	8:04	50 Walker St	Yes	Train	-	Outside Rhodes	No	Yes
31	8:13	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
32	8:13	50 Walker St	No Response	-	No Response	No Response	No Response	No Response

33	8:16	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
34	8:18	50 Walker St	Yes	Bus	-	Outside Rhodes	Yes	Yes
35	8:35	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
36	8:39	2 Nina Gray Ave	No	-	Walking	Outside Rhodes	Yes	On-site car park
37	8:43	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
38	8:49	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
39	8:50	50 Walker St	Yes	Train	-	Outside Rhodes	Yes	Yes
40	8:55	2 Nina Gray Ave	Yes	Train	-	Outside Rhodes	Yes	On-site car park
41	8:55	50 Walker St	No	-	Walking	Outside Rhodes	Yes	Yes
42	9:12	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
43	9:12	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
44	9:36	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
45	9:44	2 Nina Gray Ave	Yes	Train	-	Outside Rhodes	Yes	On-site car park
46	9:45	50 Walker St	Yes	Train	-	Outside Rhodes	No	-
47	9:55	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
48	15:17	2 Nina Gray Ave	No	Train	Walking	Within Rhodes	Yes	On-site car park
49	15:25	2 Nina Gray Ave	No	-	Walking	Outside Rhodes (Job)	Yes	On-site car park/On-street
50	15:35	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
51	15:40	50 Walker St	Yes	Train	-	Outside Rhodes (Job)	Yes	Yes
52	15:43	50 Walker St	Yes	Train	-	Outside Rhodes (Job)	No	No
53	15:46	2 Nina Gray Ave	No	-	Walking	Outside Rhodes	Yes	On-site car park
54	15:52	50 Walker St	Yes	Bus	-	Outside Rhodes (Student)	No	No
55	15:54	50 Walker St	Yes	Bus	-	Outside Rhodes (Job)	No	Yes
56	15:56	2 Nina Gray Ave	Yes	Train	-	Job	No	-
57	15:56	50 Walker St	Yes	Bus	-	Outside Rhodes (Job)	No	No
58	15:59	50 Walker St	Yes	Bus	-	Outside Rhodes (Student)	No	No
59	16:01	50 Walker St	No	-	No Response	Within Rhodes (Library)	Yes	Yes
60	16:02	50 Walker St	No	-	No Response	Within Rhodes (Library)	Yes	Yes
61	16:03	50 Walker St	No	-	Walking	Outside Rhodes	Yes	Yes
62	16:03	50 Walker St	No	-	Taxi	Outside Rhodes	Yes	Yes
63	16:03	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
64	16:06	2 Nina Gray Ave	Not a Resident, came for cleaning	-	No Response	No Response	No Response	No Response
65	16:08	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
66	16:14	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
67	16:17	50 Walker St	No	-	Walking	Outside Rhodes	Yes	Yes
68	16:17	50 Walker St	No	-	Uber	Outside Rhodes	Yes	Yes
69	16:28	50 Walker St	Yes	Train	-	Outside Rhodes (Student)	Yes	Yes
70	16:33	2 Nina Gray Ave	Already answered in the morning	-	No Response	No Response	No Response	No Response
71	16:34	50 Walker St	Yes	Bus	-	Outside Rhodes	Yes	Yes
72	16:35	50 Walker St	Yes	Bus	-	Outside Rhodes	Yes	Yes

73	16:44	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
74	16:46	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
75	16:46	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
76	16:46	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
77	16:46	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
78	16:46	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
79	16:49	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
80	16:52	50 Walker St	No	-	Walking	Outside Rhodes	Yes	Yes
81	16:54	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
82	17:06	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
83	17:11	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
84	17:13	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
85	17:14	2 Nina Gray Ave	No Response	-	No Response	No Response	No Response	No Response
86	17:16	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
87	17:19	50 Walker St	No	-	Cycling	Outside Rhodes	Yes	Yes
88	17:19	50 Walker St	No	-	Cycling	Outside Rhodes	Yes	Yes
89	17:20	50 Walker St	Yes	Train	-	Outside Rhodes	No Response	No Response
90	17:20	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
91	17:21	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
92	17:26	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
93	17:27	50 Walker St	No	-	Walking	Outside Rhodes	Yes	Yes
94	17:27	50 Walker St	No	-	Walking	Outside Rhodes	Yes	Yes
95	17:29	50 Walker St	No	-	Walking	Outside Rhodes	Yes	Yes
96	17:30	2 Nina Gray Ave	No	-	Walking	Within Rhodes	Yes	On-site car park
97	17:30	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
98	17:30	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
99	17:32	50 Walker St	Yes	Train	-	Outside Rhodes	Yes	Yes
100	17:40	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
101	17:43	50 Walker St	Yes	Train	-	Outside Rhodes	Yes	Yes
102	17:47	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
103	17:50	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
104	17:52	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
105	17:54	50 Walker St	No	-	Taxi	Outside Rhodes	Yes	Yes
106	17:55	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
107	17:56	2 Nina Gray Ave	Came walking but couldn't answer	-	No Response	No Response	No Response	No Response
108	17:56	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
109	18:01	2 Nina Gray Ave	Work Car	-	No Response	Around city	Yes	work car - On-street/ Own car - On-site car park
110	18:04	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
111	18:09	2 Nina Gray Ave	Yes	Train	-	Outside Rhodes	Yes	On-site car park
112	18:11	50 Walker St	Yes	Train	-	Outside Rhodes	No	No
113	18:14	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
114	18:15	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
115	18:16	2 Nina Gray Ave	No	-	Walking	Walk with dog	Yes	On-site car park
116	18:16	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
117	18:18	2 Nina Gray Ave	Had online class couldn't answer	-	No Response	No Response	No Response	No Response
118	18:18	50 Walker St	No Response	-	No Response	No Response	No Response	No Response

119	18:20	2 Nina Gray Ave	Yes	Train	-	Outside Rhodes	Yes	On-site car park
120	18:21	2 Nina Gray Ave	Yes	Train	-	Outside Rhodes	Yes	On-site car park
121	18:21	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
122	18:24	2 Nina Gray Ave	Not a Resident, came for work	-	No Response	No Response	No Response	No Response
123	18:36	2 Nina Gray Ave	Yes	Bus	-	Outside Rhodes (Work)	Yes	On-site car park
124	18:37	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
125	18:41	2 Nina Gray Ave	Yes	Train	-	Work	No	-
126	18:41	50 Walker St	Yes	Bus	-	Outside Rhodes	Yes	Yes
127	18:41	50 Walker St	Yes	Bus	-	Outside Rhodes	Yes	Yes
128	18:44	2 Nina Gray Ave	Yes	Train	-	Within Rhodes	Yes	On-site car park
129	18:48	2 Nina Gray Ave	Yes	Train	-	Outside Rhodes	No	-
130	18:50	50 Walker St	Yes	Train	-	Outside Rhodes	Yes	Yes
131	18:56	2 Nina Gray Ave	Just came out to meet someone	-	No Response	No Response	Yes	On-site car park
132	18:57	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
133	18:58	50 Walker St	No Response	-	No Response	No Response	No Response	No Response
134	18:59	2 Nina Gray Ave	No	-	Push bike	Within Rhodes	Yes	On-site car park

Client PWC
Location 3. Bayside Apartments (Walker St)
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Rhodes Pedestrian Interview Survey



Interview ID	Time of interview	Location	Q1 Are you catching public transport or did you use public transport?	Q2 If Yes to Question 1 - What mode of public transport? - Bus(B) or Train(T)	Q3 If No to Question 1 - Will your trip only include walking, cycling or a mobility service like Uber or a taxi? Which one?	Q4 What is the purpose of your trip? Local journey within Rhodes or outside of Rhodes?	Q5 Do you have a car that you drive at other times?	Q6 If you have a car that you use at other times, do you have an on-site car park or on-street?
1	7:02	42 Walker St	No	-	Walking	Within Rhodes	No	-
2	7:05	42 Walker St	No	-	Car	Within Rhodes	Yes	On-street
3	7:11	42 Walker St	No	-	Car	Outside Rhodes	Yes	On-street
4	7:36	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-street
5	7:37	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
6	8:10	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
7	8:53	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
8	9:25	42 Walker St	No	-	Car	Outside Rhodes	Yes	On-street
9	9:33	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
10	9:37	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
11	15:08	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
12	15:10	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
13	15:11	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
14	15:16	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
15	15:26	42 Walker St	No	-	Car	Outside Rhodes	Yes	On-street
16	15:30	42 Walker St	No	-	Car	Outside Rhodes	Yes	On-street
17	15:33	42 Walker St	No	-	Walking	Within Rhodes	No	-
18	15:46	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
19	16:16	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
20	16:18	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
21	16:34	42 Walker St	No	-	Car	Outside Rhodes	Yes	On-street
22	16:35	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
23	16:41	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
24	16:53	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
25	16:59	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
26	17:14	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-street
27	17:18	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
28	17:41	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
29	17:47	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
30	17:52	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park

31	17:53	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
32	18:02	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
33	18:02	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park
34	18:13	42 Walker St	Yes	Bus	-	Outside Rhodes	No	-
35	18:17	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
36	18:18	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
37	18:20	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
38	18:24	42 Walker St	No	-	Walking	Within Rhodes	No	-
39	18:25	42 Walker St	No	-	Walking	Within Rhodes	No	-
40	18:31	42 Walker St	No	-	Friends Car	Within Rhodes	No	-
41	18:34	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
42	18:34	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
43	18:35	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
44	18:38	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
45	18:41	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
46	18:44	42 Walker St	Yes	Train	-	Outside Rhodes	No	-
47	18:44	42 Walker St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
48	18:48	42 Walker St	No	-	Walking	Within Rhodes	No	-
49	18:53	42 Walker St	No	-	Walking	Within Rhodes	Yes	On-site car park

Client PWC
Location 4. Bayside Apartments (Gauthorpe St)
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Rhodes Pedestrian Interview Survey



Interview ID	Time of interview	Location	Q1 Are you catching public transport or did you use public transport?	Q2 If Yes to Question 1 - What mode of public transport? - Bus(B) or Train(T)	Q3 If No to Question 1 - Will your trip only include walking, cycling or a mobility service like Uber or a taxi? Which one?	Q4 What is the purpose of your trip? Local journey within Rhodes or outside of Rhodes?	Q5 Do you have a car that you drive at other times?	Q6 If you have a car that you use at other times, do you have an on-site car park or on-street?
1	7:26	1 Gauthorpe St	Yes	Train	-	Outside Rhodes	No	-
2	8:25	1 Gauthorpe St	No	-	Walking	Within Rhodes	No	-
3	8:48	1 Gauthorpe St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
4	8:51	1 Gauthorpe St	Yes	Train	-	Outside Rhodes	Yes	On-street
5	8:57	1 Gauthorpe St	Yes	Train	-	Outside Rhodes	Yes	On-site car park
6	9:21	1 Gauthorpe St	Yes	Bus	-	Within Rhodes	Yes	On-site car park
7	9:37	1 Gauthorpe St	No	-	Walking	Within Rhodes	No Response	No Response
8	15:24	1 Gauthorpe St	No	-	Walking	Within Rhodes	Yes	On-site car park
9	16:17	1 Gauthorpe St	No	-	Car	Outside Rhodes	Yes	On-site car park
10	16:22	1 Gauthorpe St	No	-	Walking	Within Rhodes	Yes	On-site car park
11	16:28	1 Gauthorpe St	No	-	Car	Within Rhodes	Yes	On-street
12	16:31	1 Gauthorpe St	Yes	Bus & Train	-	Outside Rhodes	No	-
13	17:01	1 Gauthorpe St	No	-	Walking	Within Rhodes	Yes	On-site car park
14	17:15	1 Gauthorpe St	No	-	Car	Outside Rhodes	Yes	On-street
15	17:21	1 Gauthorpe St	No	-	Walking	Within Rhodes	Yes	On-site car park
16	17:23	1 Gauthorpe St	No	-	Car	Outside Rhodes	Yes	On-street
17	17:28	1 Gauthorpe St	No	-	Car	Within Rhodes	Yes	On-site car park
18	17:31	1 Gauthorpe St	No	-	Car	Outside Rhodes	Yes	On-street
19	17:42	1 Gauthorpe St	Yes	Train	-	Outside Rhodes	No	-
20	18:06	1 Gauthorpe St	Yes	Train	-	Outside Rhodes	No	-
21	18:16	1 Gauthorpe St	No	-	Car	Outside Rhodes	Yes	On-street
22	18:24	1 Gauthorpe St	No	-	Walking	Within Rhodes	Yes	On-street
23	18:42	1 Gauthorpe St	No	-	Car	Outside Rhodes	Yes	On-site car park

Client PWC
Location 5. Rhodes Central Stage 1 & 2
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Rhodes Pedestrian Interview Survey



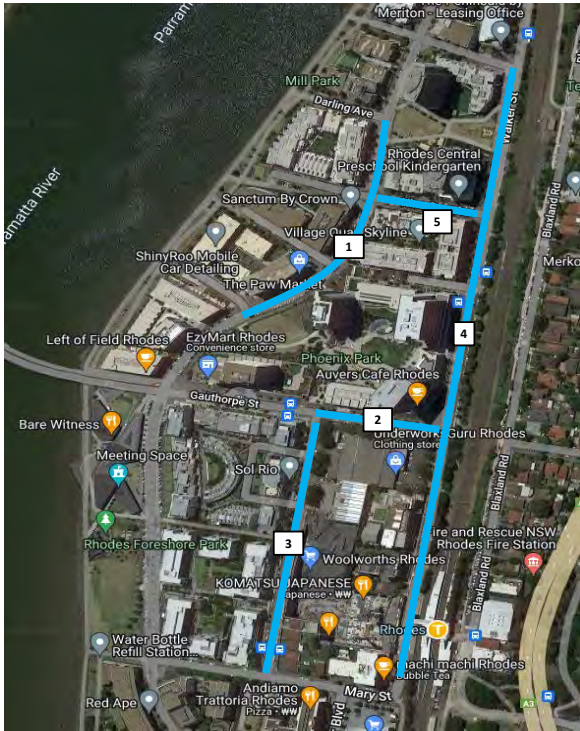
Interview ID	Time of interview	Location	Q1 Are you catching public transport or did you use public transport?	Q2 If Yes to Question 1 - What mode of public transport? - Bus(B) or Train(T)	Q3 If No to Question 1 - Will your trip only include walking, cycling or a mobility service like Uber or a taxi? Which one?	Q4 What is the purpose of your trip? Local journey within Rhodes or outside of Rhodes?	Q5 Do you have a car that you drive at other times?	Q6 If you have a car that you use at other times, do you have an on-site car park or on-street?
1	7:57	Rhodes Central	No	-	Walking	Within Rhodes	No	-
2	8:01	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
3	8:09	Rhodes Central	No	-	Walking	Within Rhodes	No	-
4	8:35	Rhodes Central	No	-	Walking	Within Rhodes	No	-
5	8:56	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
6	9:03	Rhodes Central	No	-	Walking	Within Rhodes	No	-
7	9:12	Rhodes Central	No	-	Walking	Within Rhodes	No	-
8	9:15	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
9	9:17	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
10	9:19	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
11	9:21	Rhodes Central	Yes	Bus	-	-	No	-
12	9:24	Rhodes Central	Yes	Bus	-	-	No	-
13	9:26	Rhodes Central	No	-	Walking	Within Rhodes	No	-
14	9:26	Rhodes Central	No	-	Walking	Within Rhodes	No	-
15	9:26	Rhodes Central	No	-	Walking	Within Rhodes	No	-
16	9:27	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
17	9:28	Rhodes Central	No	-	Uber	Outside Rhodes	No	-
18	9:28	Rhodes Central	No	-	Uber	Outside Rhodes	No	-
19	9:31	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
20	9:37	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
21	9:42	Rhodes Central	Yes	Train	-	-	No	-
22	9:42	Rhodes Central	Yes	Train	-	-	No	-
23	9:42	Rhodes Central	Yes	Train	-	-	No	-
24	9:48	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
25	9:52	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
26	9:56	Rhodes Central	Yes	Train	-	-	No	-
27	9:57	Rhodes Central	No	-	Walking	Within Rhodes	No	-
28	9:57	Rhodes Central	No	-	Walking	Within Rhodes	No	-
29	9:58	Rhodes Central	Yes	Train	-	Outside Rhodes	Yes	On-site car park
30	9:59	Rhodes Central	No	-	Walking	Within Rhodes	No	-
31	15:03	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park

32	15:05	Rhodes Central	No	-	Taxi	Outside Rhodes	No	-
33	15:05	Rhodes Central	No	-	Walking	-	No	-
34	15:06	Rhodes Central	Delivery guy	-	No Response	No Response	No Response	No Response
35	15:14	Rhodes Central	Delivery guy	-	No Response	No Response	No Response	No Response
36	15:20	Rhodes Central	No Response	No Response	No Response	No Response	No Response	No Response
37	15:21	Rhodes Central	Yes	Train	-	-	No	-
38	15:27	Rhodes Central	Yes	Train	-	Outside Rhodes	Yes	On-site car park
39	15:29	Rhodes Central	No	-	Walking	Within Rhodes	No	-
40	15:29	Rhodes Central	No	-	Walking	Within Rhodes	No	-
41	15:30	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
42	15:32	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
43	15:33	Rhodes Central	No	-	Walking	Within Rhodes	No	-
44	15:37	Rhodes Central	Not Resident	-	No Response	No Response	No Response	No Response
45	15:42	Rhodes Central	No	-	Walking	Within Rhodes	No	-
46	15:49	Rhodes Central	Yes	Train	-	Outside Rhodes	Yes	On-site car park
47	15:51	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
48	15:52	Rhodes Central	No	-	Walking	Within Rhodes	No	-
49	15:53	Rhodes Central	Yes	Train	-	-	No	-
50	15:53	Rhodes Central	Yes	Train	-	-	No	-
51	15:53	Rhodes Central	No	-	Walking	Within Rhodes	No	-
52	15:56	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park

53	15:59	Rhodes Central	No	-	Walking	Within Rhodes	No	-
54	16:01	Rhodes Central	No	-	Walking	Within Rhodes	No	-
55	16:03	Rhodes Central	Yes	Train	-	-	No	-
56	16:03	Rhodes Central	Yes	Train	-	-	No	-
57	16:06	Rhodes Central	No	-	Walking	Within Rhodes	No	-
58	16:11	Rhodes Central	No	-	Walking	Within Rhodes	No	-
59	16:13	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
60	16:14	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
61	16:17	Rhodes Central	No	-	Walking	Within Rhodes	No	-
62	16:19	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
63	16:25	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
64	16:29	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
65	16:31	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
66	16:34	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
67	16:37	Rhodes Central	No	-	Walking	Within Rhodes	No	-
68	16:41	Rhodes Central	No	-	Walking	Within Rhodes	No	-
69	16:43	Rhodes Central	Not Resident	-	No Response	No Response	No Response	No Response
70	16:44	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
71	16:44	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
72	17:00	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
73	17:00	Rhodes Central	Not Resident	-	No Response	No Response	No Response	No Response
74	17:02	Rhodes Central	No	-	Walking	Within Rhodes	No	-
75	17:05	Rhodes Central	Yes	Train	-	-	No	-
76	17:06	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
77	17:07	Rhodes Central	Yes	Train	-	-	No	-
78	17:10	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
79	17:12	Rhodes Central	Yes	Train	-	Outside Rhodes	Yes	On-site car park
80	17:17	Rhodes Central	No	-	Walking	Within Rhodes	No	-
81	17:19	Rhodes Central	Yes	Train	-	Outside Rhodes	Yes	On-site car park
82	17:21	Rhodes Central	Yes	Train	-	-	No	-
83	17:30	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
84	17:32	Rhodes Central	Yes	Train	-	Outside Rhodes	Yes	On-site car park
85	17:35	Rhodes Central	No	-	Walking	Within Rhodes	No	-
86	17:37	Rhodes Central	No	Waiting for Uber eats food	-	-	No	-
87	17:42	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
88	17:46	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
89	17:48	Rhodes Central	Yes	Train	-	Outside Rhodes	Yes	On-site car park
90	17:49	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
91	17:49	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
92	17:50	Rhodes Central	Not Resident	-	No Response	No Response	No Response	No Response
93	17:51	Rhodes Central	No	-	Cycling	Outside Rhodes	No	-
94	17:56	Rhodes Central	Not Resident	-	No Response	No Response	No Response	No Response
95	17:58	Rhodes Central	Not Resident	-	No Response	No Response	No Response	No Response
96	18:18	Rhodes Central	No	-	Taxi	Outside Rhodes	No	-

97	18:19	Rhodes Central	No	-	Walking	Within Rhodes	No	-
98	18:23	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-
99	18:27	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
100	18:28	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
101	18:30	Rhodes Central	Yes	Train	-	-	No	-
102	18:33	Rhodes Central	Yes	Train	-	-	No	-
103	18:39	Rhodes Central	Not Resident	-	No Response	No Response	No Response	No Response
104	18:41	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
105	18:42	Rhodes Central	Yes	Train	-	Outside Rhodes	Yes	On-site car park
106	18:43	Rhodes Central	Yes	Train	-	Outside Rhodes	Yes	On-site car park
107	18:50	Rhodes Central	No	-	Walking	Within Rhodes	Yes	On-site car park
108	18:53	Rhodes Central	No	-	Waiting someone	-	No	-
109	18:53	Rhodes Central	Not Resident	-	No Response	No Response	No Response	No Response
110	18:54	Rhodes Central	Yes	Train	-	Outside Rhodes	No	-

Client PWC
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Parking Occupancy Survey



- [Location]**
1. Shoreline Dr
 2. Gauthorpe St
 3. Marquet St
 4. Walker St
 5. Nina Gray Ave

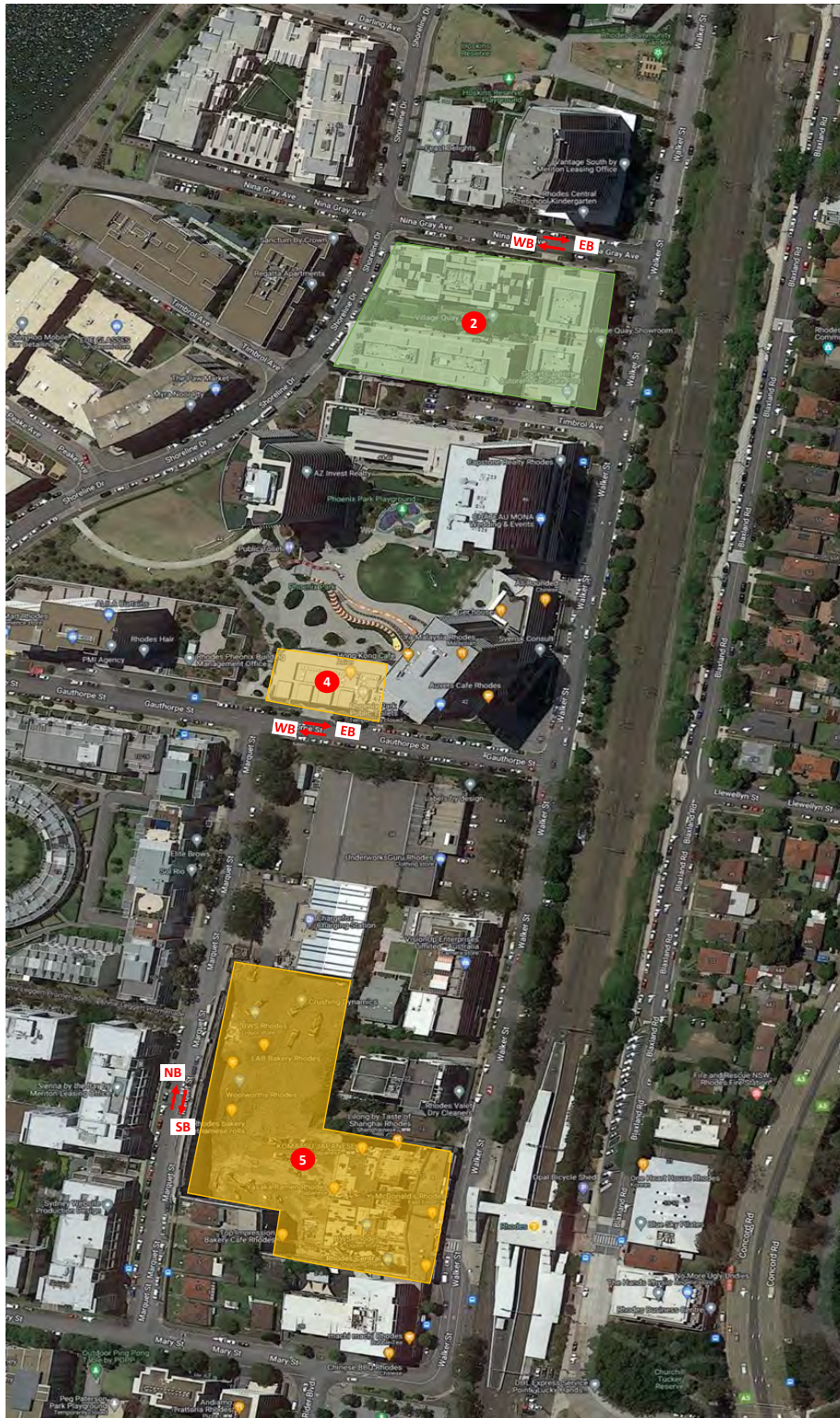
Client PWC
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Parking Occupancy Survey



Street Name	Between	Side of Street	Restriction	Applicable Hours	Supply	6:00	7:00	8:00	9:00	15:00	16:00	17:00	18:00		
1. Shoreline Dr	Darling Ave & Nina Gray Ave	West	No Stopping												
			4P	8:30am-6pm (Mon-Fri)	12	9	9	6	6	5	4	8	6		
	No Stopping														
	No Stopping														
	No Restriction														
	Nina Gray Ave & Timbrol Ave	West	No Restriction		11	9	9	5	9	9	10	7	7		
	4P		8:30am-6pm (All days)	7	7	7	5	5	4	5	3	7			
	Opposite to Peake Ave & Nina Gray Ave		East	No Stopping											
				No Restriction		13	11	13	10	10	9	8	12	11	
				No Parking	City of Canada Bay authorised car share vehicles excepted Zone RM09	1	1	0	0	0	0	0	0	0	1
		No Stopping												1	
		No Restriction			3	2	3	2	3	2	2	3	2		
		No Stopping													
		No Restriction			10	9	7	9	9	9	9	9	9	8	
		No Parking		City of Canada Bay authorised car share vehicles excepted Zone RM10	1	0	0	0	0	0	0	0	0	0	
	No Stopping														
	Nina Gray Ave & Opposite to Darling Ave	East	No Stopping												
			4P	8:30am-6pm (Mon-Fri)	12	6	7	5	4	4	4	8	10		
			No Stopping												
			No Parking	City of Canada Bay authorised car share vehicles excepted Zone RM16	2	2	1	2	2	2	2	2	2		
No Stopping															
Total					72	56	56	44	48	44	44	52	55		
% Capacity						78%	78%	61%	67%	61%	61%	72%	76%		

2. Gauthorpe St	Opposite to Marquet St & Walker St	North	No Restriction		4	4	4	4	4	4	4	4	4	
			No Stopping											
			No Restriction		12	12	12	11	11	11	11	11	11	12
			No Parking	City of Canada Bay authorised car share vehicles excepted Zone RM01	1	1	1	0	1	0	1	1	1	1
	Walker St & Marquet St	South	No Stopping											
			Work Zone	7am-5pm (Mon-Sat)	19	2	2	3	4	3	3	1	8	
			No Stopping											
Total				36	19	19	18	20	18	19	17	25		
% Capacity					53%	53%	50%	56%	50%	53%	47%	69%		
3. Marquet St	Mary St & Gauthorpe St	West	No Stopping											
			4P	8:30am-6pm (All days)	43	40	41	41	38	33	39	37	38	
			No Stopping											
	Gauthorpe St & Mary St	East	No Stopping											
			Work Zone	7am-5pm (Mon-Sat)	6	0	4	4	4	4	5	1	4	
			4P	8:30am-6pm (All days)	5	4	4	4	5	5	5	4	4	
			No Stopping											
			Bus Zone											
			1/4P	8:30am-6pm (All days)	6	5	2	4	5	3	6	5	6	
No Restriction		9	8	8	8	6	7	8	8	8				
No Stopping														
Total				69	57	59	61	58	52	63	55	60		
% Capacity					83%	86%	88%	84%	75%	91%	80%	87%		

Client PWC
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Through Movements at Driveway Counts Survey



Location

- 1. Vantage South Meriton
- 2. Village Quay
- 3 & 4. Bayside Apartments
- 5. Rhodes Central

Client PWC
Location 1. Vantage South Meriton
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Through Movements at Driveway Counts Survey



[15mins interval]

Time Period	2 Nina Gray Ave						Grand Total
	WB			EB			
	Lights	Heavies	Total	Lights	Heavies	Total	
6:00 to 6:15	4	0	4	4	1	5	9
6:15 to 6:30	5	0	5	5	0	5	10
6:30 to 6:45	4	0	4	9	0	9	13
6:45 to 7:00	5	0	5	8	1	9	14
7:00 to 7:15	4	1	5	6	1	7	12
7:15 to 7:30	2	0	2	8	0	8	10
7:30 to 7:45	9	0	9	5	0	5	14
7:45 to 8:00	6	1	7	11	0	11	18
8:00 to 8:15	7	0	7	15	1	16	23
8:15 to 8:30	3	0	3	13	1	14	17
8:30 to 8:45	11	1	12	15	0	15	27
8:45 to 9:00	9	1	10	21	0	21	31
9:00 to 9:15	4	0	4	5	0	5	9
9:15 to 9:30	10	0	10	9	0	9	19
9:30 to 9:45	6	0	6	4	0	4	10
9:45 to 10:00	6	0	6	7	0	7	13
AM Total	95	4	99	145	5	150	249
15:00 to 15:15	6	2	8	4	1	5	13
15:15 to 15:30	7	0	7	11	0	11	18
15:30 to 15:45	4	2	6	15	6	21	27
15:45 to 16:00	10	1	11	7	2	9	20
16:00 to 16:15	6	1	7	8	0	8	15
16:15 to 16:30	9	0	9	12	1	13	22
16:30 to 16:45	6	0	6	12	1	13	19
16:45 to 17:00	17	3	20	16	0	16	36
17:00 to 17:15	14	1	15	6	1	7	22
17:15 to 17:30	17	0	17	14	0	14	31
17:30 to 17:45	17	0	17	11	0	11	28
17:45 to 18:00	12	0	12	16	1	17	29
18:00 to 18:15	4	0	4	13	0	13	17
18:15 to 18:30	8	0	8	14	0	14	22
18:30 to 18:45	11	0	11	7	1	8	19
18:45 to 19:00	5	1	6	4	0	4	10
PM Total	153	11	164	170	14	184	348

[Hourly Summary]

Time Period	2 Nina Gray Ave						Grand Total
	WB			EB			
	Lights	Heavies	Total	Lights	Heavies	Total	
6:00 to 7:00	18	0	18	26	2	28	46
6:15 to 7:15	18	1	19	28	2	30	49
6:30 to 7:30	15	1	16	31	2	33	49
6:45 to 7:45	20	1	21	27	2	29	50
7:00 to 8:00	21	2	23	30	1	31	54
7:15 to 8:15	24	1	25	39	1	40	65
7:30 to 8:30	25	1	26	44	2	46	72
7:45 to 8:45	27	2	29	54	2	56	85
8:00 to 9:00	30	2	32	64	2	66	98
8:15 to 9:15	27	2	29	54	1	55	84
8:30 to 9:30	34	2	36	50	0	50	86
8:45 to 9:45	29	1	30	39	0	39	69
9:00 to 10:00	26	0	26	25	0	25	51
AM Total	95	4	99	145	5	150	249
15:00 to 16:00	27	5	32	37	9	46	78
15:15 to 16:15	27	4	31	41	8	49	80
15:30 to 16:30	29	4	33	42	9	51	84
15:45 to 16:45	31	2	33	39	4	43	76
16:00 to 17:00	38	4	42	48	2	50	92
16:15 to 17:15	46	4	50	46	3	49	99
16:30 to 17:30	54	4	58	48	2	50	108
16:45 to 17:45	65	4	69	47	1	48	117
17:00 to 18:00	60	1	61	47	2	49	110
17:15 to 18:15	50	0	50	54	1	55	105
17:30 to 18:30	41	0	41	54	1	55	96
17:45 to 18:45	35	0	35	50	2	52	87
18:00 to 19:00	28	1	29	38	1	39	68
PM Total	153	11	164	170	14	184	348

[Peak Hour Summary]

Time Period	2 Nina Gray Ave						Grand Total
	WB			EB			
	Lights	Heavies	Total	Lights	Heavies	Total	
8:00 to 9:00	30	2	32	64	2	66	98
16:45 to 17:45	65	4	69	47	1	48	117

Client PWC
 Location 2. Village Quay
 Date Tue, 19th July 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Through Movements at Driveway Counts Survey



15mins interval

Time Period	2 Nina Gray Ave						Grand Total
	WB			EB			
	Lights	Heavies	Total	Lights	Heavies	Total	
6:00 to 6:15	4	0	4	4	1	5	9
6:15 to 6:30	5	0	5	5	0	5	10
6:30 to 6:45	4	0	4	9	0	9	13
6:45 to 7:00	5	0	5	8	1	9	14
7:00 to 7:15	4	1	5	6	1	7	12
7:15 to 7:30	2	0	2	8	0	8	10
7:30 to 7:45	9	0	9	5	0	5	14
7:45 to 8:00	6	1	7	11	0	11	18
8:00 to 8:15	7	0	7	15	1	16	23
8:15 to 8:30	3	0	3	13	1	14	17
8:30 to 8:45	11	1	12	15	0	15	27
8:45 to 9:00	9	1	10	21	0	21	31
9:00 to 9:15	4	0	4	5	0	5	9
9:15 to 9:30	10	0	10	9	0	9	19
9:30 to 9:45	6	0	6	4	0	4	10
9:45 to 10:00	6	0	6	7	0	7	13
AM Total	95	4	99	145	5	150	249
15:00 to 15:15	6	2	8	4	1	5	13
15:15 to 15:30	7	0	7	11	0	11	18
15:30 to 15:45	4	2	6	15	6	21	27
15:45 to 16:00	10	1	11	7	2	9	20
16:00 to 16:15	6	1	7	8	0	8	15
16:15 to 16:30	9	0	9	12	1	13	22
16:30 to 16:45	6	0	6	12	1	13	19
16:45 to 17:00	17	3	20	16	0	16	36
17:00 to 17:15	14	1	15	6	1	7	22
17:15 to 17:30	17	0	17	14	0	14	31
17:30 to 17:45	17	0	17	11	0	11	28
17:45 to 18:00	12	0	12	16	1	17	29
18:00 to 18:15	4	0	4	13	0	13	17
18:15 to 18:30	8	0	8	14	0	14	22
18:30 to 18:45	11	0	11	7	1	8	19
18:45 to 19:00	5	1	6	4	0	4	10
PM Total	153	11	164	170	14	184	348

Hourly Summary

Time Period	2 Nina Gray Ave						Grand Total
	WB			EB			
	Lights	Heavies	Total	Lights	Heavies	Total	
6:00 to 7:00	18	0	18	26	2	28	46
6:15 to 7:15	18	1	19	28	2	30	49
6:30 to 7:30	15	1	16	31	2	33	49
6:45 to 7:45	20	1	21	27	2	29	50
7:00 to 8:00	21	2	23	30	1	31	54
7:15 to 8:15	24	1	25	39	1	40	65
7:30 to 8:30	25	1	26	44	2	46	72
7:45 to 8:45	27	2	29	54	2	56	85
8:00 to 9:00	30	2	32	64	2	66	98
8:15 to 9:15	27	2	29	54	1	55	84
8:30 to 9:30	34	2	36	50	0	50	86
8:45 to 9:45	29	1	30	39	0	39	69
9:00 to 10:00	26	0	26	25	0	25	51
AM Total	95	4	99	145	5	150	249
15:00 to 16:00	27	5	32	37	9	46	78
15:15 to 16:15	27	4	31	41	8	49	80
15:30 to 16:30	29	4	33	42	9	51	84
15:45 to 16:45	31	2	33	39	4	43	76
16:00 to 17:00	38	4	42	48	2	50	92
16:15 to 17:15	46	4	50	46	3	49	99
16:30 to 17:30	54	4	58	48	2	50	108
16:45 to 17:45	65	4	69	47	1	48	117
17:00 to 18:00	60	1	61	47	2	49	110
17:15 to 18:15	50	0	50	54	1	55	105
17:30 to 18:30	41	0	41	54	1	55	96
17:45 to 18:45	35	0	35	50	2	52	87
18:00 to 19:00	28	1	29	38	1	39	68
PM Total	153	11	164	170	14	184	348

Peak Hour Summary

Time Period	2 Nina Gray Ave						Grand Total
	WB			EB			
	Lights	Heavies	Total	Lights	Heavies	Total	
8:00 to 9:00	30	2	32	64	2	66	98
16:45 to 17:45	65	4	69	47	1	48	117

Client PWC
 Location 3 & 4. Bayside Apartments
 Date Tue, 19th July 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Through Movements at Driveway Counts Survey



15mins interval

Time Period	1 Gauthorpe St						Grand Total
	WB			EB			
	Lights	Heavies	Total	Lights	Heavies	Total	
6:00 to 6:15	14	1	15	6	3	9	24
6:15 to 6:30	16	1	17	7	2	9	26
6:30 to 6:45	12	3	15	3	1	4	19
6:45 to 7:00	13	4	17	11	6	17	34
7:00 to 7:15	11	2	13	5	3	8	21
7:15 to 7:30	9	3	12	4	1	5	17
7:30 to 7:45	9	3	12	4	5	9	21
7:45 to 8:00	8	4	12	5	4	9	21
8:00 to 8:15	16	3	19	14	3	17	36
8:15 to 8:30	12	3	15	5	3	8	23
8:30 to 8:45	14	4	18	15	2	17	35
8:45 to 9:00	8	3	11	12	5	17	28
9:00 to 9:15	11	3	14	10	1	11	25
9:15 to 9:30	10	1	11	14	2	16	27
9:30 to 9:45	6	2	8	13	3	16	24
9:45 to 10:00	9	1	10	17	2	19	29
AM Total	178	41	219	145	46	191	410
15:00 to 15:15	11	3	14	14	3	17	31
15:15 to 15:30	25	1	26	17	0	17	43
15:30 to 15:45	12	1	13	21	3	24	37
15:45 to 16:00	16	2	18	22	4	26	44
16:00 to 16:15	21	0	21	20	4	24	45
16:15 to 16:30	18	3	21	24	3	27	48
16:30 to 16:45	19	2	21	14	1	15	36
16:45 to 17:00	18	1	19	28	6	34	53
17:00 to 17:15	38	3	41	36	2	38	79
17:15 to 17:30	35	2	37	29	4	33	70
17:30 to 17:45	41	2	43	31	2	33	76
17:45 to 18:00	40	3	43	44	4	48	91
18:00 to 18:15	39	2	41	46	4	50	91
18:15 to 18:30	37	4	41	57	7	64	105
18:30 to 18:45	39	1	40	30	3	33	73
18:45 to 19:00	17	2	19	46	4	50	69
PM Total	426	32	458	479	54	533	991

Hourly Summary

Time Period	1 Gauthorpe St						Grand Total
	WB			EB			
	Lights	Heavies	Total	Lights	Heavies	Total	
6:00 to 7:00	55	9	64	27	12	39	103
6:15 to 7:15	52	10	62	26	12	38	100
6:30 to 7:30	45	12	57	23	11	34	91
6:45 to 7:45	42	12	54	24	15	39	93
7:00 to 8:00	37	12	49	18	13	31	80
7:15 to 8:15	42	13	55	27	13	40	95
7:30 to 8:30	45	13	58	28	15	43	101
7:45 to 8:45	50	14	64	39	12	51	115
8:00 to 9:00	50	13	63	46	13	59	122
8:15 to 9:15	45	13	58	42	11	53	111
8:30 to 9:30	43	11	54	51	10	61	115
8:45 to 9:45	35	9	44	49	11	60	104
9:00 to 10:00	36	7	43	54	8	62	105
AM Total	178	41	219	145	46	191	410
15:00 to 16:00	64	7	71	74	10	84	155
15:15 to 16:15	74	4	78	80	11	91	169
15:30 to 16:30	67	6	73	87	14	101	174
15:45 to 16:45	74	7	81	80	12	92	173
16:00 to 17:00	76	6	82	86	14	100	182
16:15 to 17:15	93	9	102	102	12	114	216
16:30 to 17:30	110	8	118	107	13	120	238
16:45 to 17:45	132	8	140	124	14	138	278
17:00 to 18:00	154	10	164	140	12	152	316
17:15 to 18:15	155	9	164	150	14	164	328
17:30 to 18:30	157	11	168	178	17	195	363
17:45 to 18:45	155	10	165	177	18	195	360
18:00 to 19:00	132	9	141	179	18	197	338
PM Total	426	32	458	479	54	533	991

Peak Hour Summary

Time Period	1 Gauthorpe St						Grand Total
	WB			EB			
	Lights	Heavies	Total	Lights	Heavies	Total	
8:00 to 9:00	50	13	63	46	13	59	122
17:30 to 18:30	157	11	168	178	17	195	363

Client PWC
 Location 5. Rhodes Central
 Date Tue, 19th July 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Through Movements at Driveway Counts Survey



15mins interval

Time Period	8-4 Marquet St						Grand Total
	NB			SB			
	Lights	Heavies	Total	Lights	Heavies	Total	
6:00 to 6:15	9	0	9	5	1	6	15
6:15 to 6:30	21	0	21	11	2	13	34
6:30 to 6:45	17	1	18	13	4	17	35
6:45 to 7:00	20	2	22	16	2	18	40
7:00 to 7:15	13	3	16	10	4	14	30
7:15 to 7:30	7	1	8	7	2	9	17
7:30 to 7:45	10	4	14	10	3	13	27
7:45 to 8:00	5	2	7	15	4	19	26
8:00 to 8:15	23	1	24	26	3	29	53
8:15 to 8:30	12	3	15	13	2	15	30
8:30 to 8:45	25	2	27	23	1	24	51
8:45 to 9:00	18	2	20	14	4	18	38
9:00 to 9:15	30	2	32	15	2	17	49
9:15 to 9:30	18	1	19	21	6	27	46
9:30 to 9:45	16	1	17	17	3	20	37
9:45 to 10:00	9	1	10	21	3	24	34
AM Total	253	26	279	237	46	283	562
15:00 to 15:15	33	2	35	52	2	54	89
15:15 to 15:30	31	0	31	40	0	40	71
15:30 to 15:45	29	2	31	36	3	39	70
15:45 to 16:00	31	1	32	40	3	43	75
16:00 to 16:15	37	0	37	30	5	35	72
16:15 to 16:30	30	1	31	43	3	46	77
16:30 to 16:45	42	1	43	40	3	43	86
16:45 to 17:00	25	0	25	38	5	43	68
17:00 to 17:15	38	1	39	37	1	38	77
17:15 to 17:30	57	1	58	36	3	39	97
17:30 to 17:45	50	1	51	37	2	39	90
17:45 to 18:00	56	1	57	27	2	29	86
18:00 to 18:15	58	1	59	42	2	44	103
18:15 to 18:30	52	0	52	53	3	56	108
18:30 to 18:45	54	1	55	62	1	63	118
18:45 to 19:00	39	1	40	41	4	45	85
PM Total	662	14	676	654	42	696	1,372

Hourly Summary

Time Period	8-4 Marquet St						Grand Total
	NB			SB			
	Lights	Heavies	Total	Lights	Heavies	Total	
6:00 to 7:00	67	3	70	45	9	54	124
6:15 to 7:15	71	6	77	50	12	62	139
6:30 to 7:30	57	7	64	46	12	58	122
6:45 to 7:45	50	10	60	43	11	54	114
7:00 to 8:00	35	10	45	42	13	55	100
7:15 to 8:15	45	8	53	58	12	70	123
7:30 to 8:30	50	10	60	64	12	76	136
7:45 to 8:45	65	8	73	77	10	87	160
8:00 to 9:00	78	8	86	76	10	86	172
8:15 to 9:15	85	9	94	65	9	74	168
8:30 to 9:30	91	7	98	73	13	86	184
8:45 to 9:45	82	6	88	67	15	82	170
9:00 to 10:00	73	5	78	74	14	88	166
AM Total	253	26	279	237	46	283	562
15:00 to 16:00	124	5	129	168	8	176	305
15:15 to 16:15	128	3	131	146	11	157	288
15:30 to 16:30	127	4	131	149	14	163	294
15:45 to 16:45	140	3	143	153	14	167	310
16:00 to 17:00	134	2	136	151	16	167	303
16:15 to 17:15	135	3	138	158	12	170	308
16:30 to 17:30	162	3	165	151	12	163	328
16:45 to 17:45	170	3	173	148	11	159	332
17:00 to 18:00	201	4	205	137	8	145	350
17:15 to 18:15	221	4	225	142	9	151	376
17:30 to 18:30	216	3	219	159	9	168	387
17:45 to 18:45	220	3	223	184	8	192	415
18:00 to 19:00	203	3	206	198	10	208	414
PM Total	662	14	676	654	42	696	1,372

Peak Hour Summary

Time Period	8-4 Marquet St						Grand Total
	NB			SB			
	Lights	Heavies	Total	Lights	Heavies	Total	
8:30 to 9:30	91	7	98	73	13	86	184
17:45 to 18:45	220	3	223	184	8	192	415

Client PWC
 Location 4. Bayside Apartments (Gauthorpe St)
 Date Tue, 19th July 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Rhodes Vehicle Occupancy Counts Survey

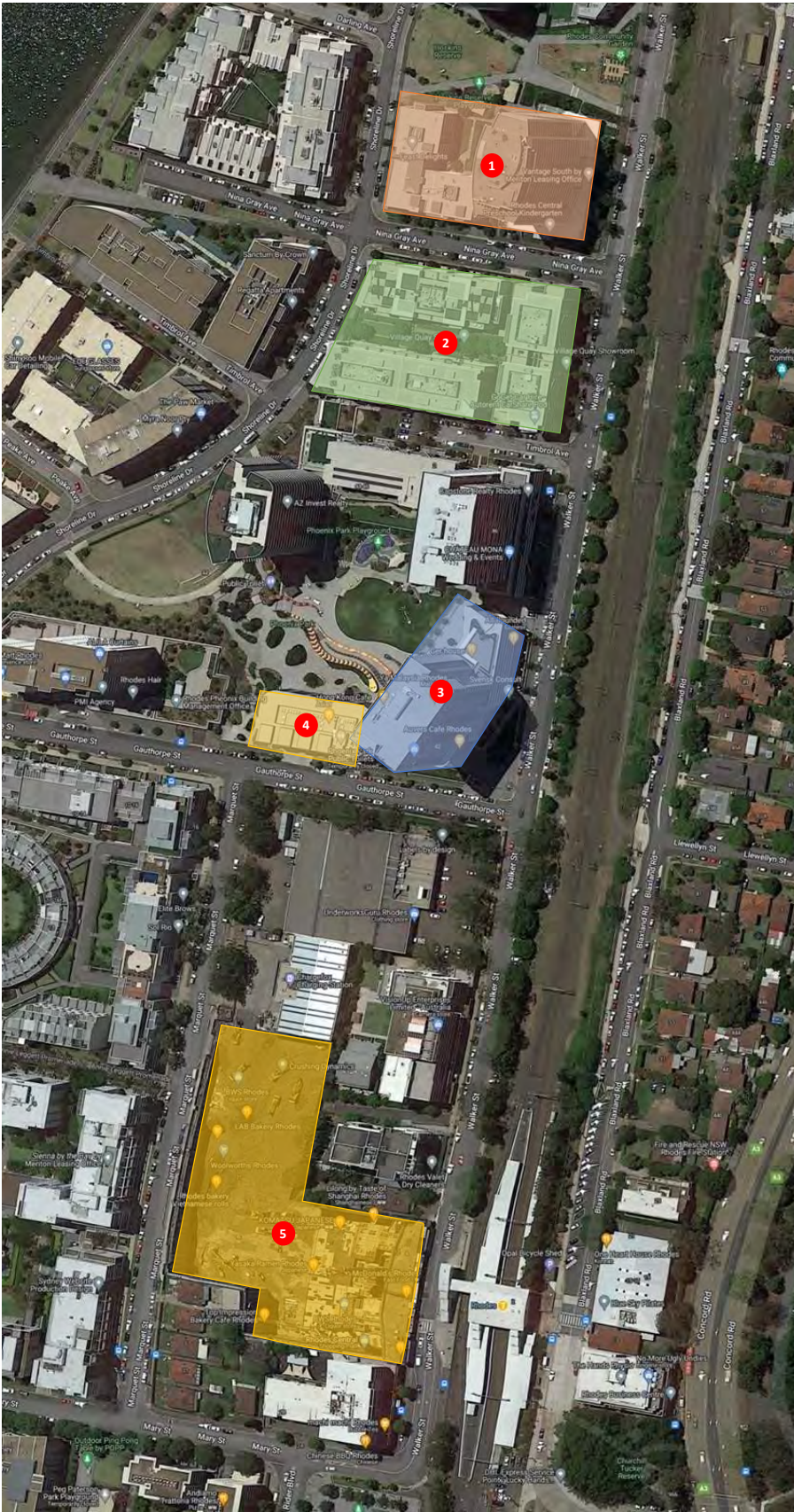
[15mins interval]																									Parking before Survey time AM/PM		319	209																					
Time Period	Left In									Left Out									Right In									Right Out									Total	Parking Total											
	Lights - by person occupied each						Heavies - by person occupied each			Total	Lights - by person occupied each						Heavies - by person occupied each			Total	Lights - by person occupied each						Heavies - by person occupied each			Total																			
	1	2	3	4	5	6+	1	2	1		2	3	4	5	6+	1	2	1	2		3	4	5	6+	1	2	1	2	3		4	5	6+	1	2														
6:00 to 6:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	320												
6:15 to 6:30	2	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	315												
6:30 to 6:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	311												
6:45 to 7:00	1	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	11	302												
7:00 to 7:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	297												
7:15 to 7:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	292												
7:30 to 7:45	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	289												
7:45 to 8:00	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	11	280												
8:00 to 8:15	2	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	274												
8:15 to 8:30	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	17	259												
8:30 to 8:45	1	0	0	0	0	0	0	0	1	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	24	241												
8:45 to 9:00	5	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	17	234												
9:00 to 9:15	2	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18	234												
9:15 to 9:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	238												
9:30 to 9:45	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	240												
9:45 to 10:00	1	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	235												
AM Total	19	0	0	0	0	0	1	0	20	60	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	41	8	3	0	0	0	0	1	0	53	160	-				
15:00 to 15:15	1	1	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	5	13	208	
15:15 to 15:30	5	4	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	216
15:30 to 15:45	1	0	1	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	3	12	212	
15:45 to 16:00	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	3	9	213	
16:00 to 16:15	2	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	12	211	
16:15 to 16:30	3	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	3	11	212	
16:30 to 16:45	4	1	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	12	214		
16:45 to 17:00	4	0	1	0	0	0	0	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	12	214		
17:00 to 17:15	3	0	0	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	3	14	214		
17:15 to 17:30	7	1	0	0	0	0	0	0	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	16	222	
17:30 to 17:45	4	1	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	3	17	225		
17:45 to 18:00	6	2	0	0	0	0	0	0	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	1	20	235		
18:00 to 18:15	5	1	0	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	1	17	244		
18:15 to 18:30	6	2	0	0	0	0	0	0	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	1	21	255		
18:30 to 18:45	3	2	0	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	4	17	258			
18:45 to 19:00	5	1	0	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	1	18	268			
PM Total	61	16	2	0	0	0	0	0	79	36	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	23	10	1	0	0	0	0	0	0	0	34	233	-				

Client PWC
Date Tue, 19th July 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Rhodes Pedestrians, Cyclists Counts Survey



Location

- 1. Vantage South Meriton
- 2. Village Quay
- 3. Bayside Apartments (Walker St)
- 4. Bayside Apartments (Gauthorpe St)
- 5. Rhodes Central



Client PWC
 Location 1. Vantage South Meriton
 Date Tue, 19th July 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Rhodes Pedestrians, Cyclists Counts Survey



[Peak Hour Summary]

Time Period	IN						OUT						Grand Total
	Building access			Child Care / Pre School			Building access			Child Care / Pre School			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
AM 9:00 to 10:00	19	0	19	49	0	49	43	0	43	24	0	24	135
PM 17:15 to 18:15	61	0	61	21	0	21	41	0	41	38	0	38	161

[15mins interval]

Time Period	IN						OUT						Grand Total
	Building access			Child Care / Pre School			Building access			Child Care / Pre School			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 6:15	1	0	1	0	0	0	4	0	4	0	0	0	5
6:15 to 6:30	4	0	4	2	0	2	14	0	14	0	0	0	20
6:30 to 6:45	1	0	1	0	0	0	5	0	5	0	0	0	6
6:45 to 7:00	1	0	1	0	0	0	2	1	3	0	0	0	4
7:00 to 7:15	1	0	1	1	0	1	12	0	12	0	0	0	14
7:15 to 7:30	0	0	0	0	0	0	9	0	9	0	0	0	9
7:30 to 7:45	0	0	0	4	0	4	7	0	7	3	0	3	14
7:45 to 8:00	1	0	1	2	0	2	17	0	17	1	0	1	21
8:00 to 8:15	1	0	1	4	0	4	18	0	18	3	0	3	26
8:15 to 8:30	5	0	5	8	0	8	18	2	20	5	0	5	38
8:30 to 8:45	1	1	2	13	0	13	5	0	5	5	0	5	25
8:45 to 9:00	3	0	3	3	0	3	9	1	10	3	0	3	19
9:00 to 9:15	5	0	5	18	0	18	18	0	18	9	0	9	50
9:15 to 9:30	4	0	4	9	0	9	7	0	7	4	0	4	24
9:30 to 9:45	3	0	3	14	0	14	9	0	9	5	0	5	31
9:45 to 10:00	7	0	7	8	0	8	9	0	9	6	0	6	30
AM Total	38	1	39	86	0	86	163	4	167	44	0	44	336
15:00 to 15:15	10	0	10	0	0	0	8	0	8	1	0	1	19
15:15 to 15:30	17	0	17	0	0	0	7	0	7	0	0	0	24
15:30 to 15:45	17	1	18	0	0	0	3	0	3	0	0	0	21
15:45 to 16:00	15	0	15	3	0	3	11	0	11	3	0	3	32
16:00 to 16:15	13	1	14	2	0	2	8	0	8	8	0	8	32
16:15 to 16:30	9	0	9	0	0	0	3	0	3	0	0	0	12
16:30 to 16:45	3	0	3	4	0	4	5	0	5	11	0	11	23
16:45 to 17:00	9	1	10	3	0	3	11	0	11	4	0	4	28
17:00 to 17:15	10	0	10	4	0	4	7	0	7	10	0	10	31
17:15 to 17:30	4	0	4	7	0	7	14	0	14	11	0	11	36
17:30 to 17:45	14	0	14	6	0	6	12	0	12	7	0	7	39
17:45 to 18:00	20	0	20	6	0	6	8	0	8	15	0	15	49
18:00 to 18:15	23	0	23	2	0	2	7	0	7	5	0	5	37
18:15 to 18:30	20	0	20	1	0	1	7	0	7	3	0	3	31
18:30 to 18:45	19	0	19	0	0	0	12	0	12	0	0	0	31
18:45 to 19:00	16	0	16	0	0	0	8	0	8	0	0	0	24
PM Total	219	3	222	38	0	38	131	0	131	78	0	78	469

[Hourly Summary]

Time Period	IN						OUT						Grand Total
	Building access			Child Care / Pre School			Building access			Child Care / Pre School			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 7:00	7	0	7	2	0	2	25	1	26	0	0	0	35
6:15 to 7:15	7	0	7	3	0	3	33	1	34	0	0	0	44
6:30 to 7:30	3	0	3	1	0	1	28	1	29	0	0	0	33
6:45 to 7:45	2	0	2	5	0	5	30	1	31	3	0	3	41
7:00 to 8:00	2	0	2	7	0	7	45	0	45	4	0	4	58
7:15 to 8:15	2	0	2	10	0	10	51	0	51	7	0	7	70
7:30 to 8:30	7	0	7	18	0	18	60	2	62	12	0	12	99
7:45 to 8:45	8	1	9	27	0	27	58	2	60	14	0	14	110
8:00 to 9:00	10	1	11	28	0	28	50	3	53	16	0	16	108
8:15 to 9:15	14	1	15	42	0	42	50	3	53	22	0	22	132
8:30 to 9:30	13	1	14	43	0	43	39	1	40	21	0	21	118
8:45 to 9:45	15	0	15	44	0	44	43	1	44	21	0	21	124
9:00 to 10:00	19	0	19	49	0	49	43	0	43	24	0	24	135
AM Total	38	1	39	86	0	86	163	4	167	44	0	44	336
15:00 to 16:00	59	1	60	3	0	3	29	0	29	4	0	4	96
15:15 to 16:15	62	2	64	5	0	5	29	0	29	11	0	11	109
15:30 to 16:30	54	2	56	5	0	5	25	0	25	11	0	11	97
15:45 to 16:45	40	1	41	9	0	9	27	0	27	22	0	22	99
16:00 to 17:00	34	2	36	9	0	9	27	0	27	23	0	23	95
16:15 to 17:15	31	1	32	11	0	11	26	0	26	25	0	25	94
16:30 to 17:30	26	1	27	18	0	18	37	0	37	36	0	36	118
16:45 to 17:45	37	1	38	20	0	20	44	0	44	32	0	32	134
17:00 to 18:00	48	0	48	23	0	23	41	0	41	43	0	43	155
17:15 to 18:15	61	0	61	21	0	21	41	0	41	38	0	38	161
17:30 to 18:30	77	0	77	15	0	15	34	0	34	30	0	30	156
17:45 to 18:45	82	0	82	9	0	9	34	0	34	23	0	23	148
18:00 to 19:00	78	0	78	3	0	3	34	0	34	8	0	8	123
PM Total	219	3	222	38	0	38	131	0	131	78	0	78	469

Client PWC
 Location 2. Village Quay
 Date Tue, 19th July 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Rhodes Pedestrians, Cyclists Counts Survey



[Peak Hour Summary]

Time Period	IN			OUT			Grand Total
	Peds	Cyclists	Total	Peds	Cyclists	Total	
AM 7:45 to 8:45	19	0	19	62	1	63	82
PM 17:45 to 18:45	55	1	56	24	0	24	80

[15mins interval]

Time Period	IN			OUT			Grand Total
	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 6:15	1	0	1	6	0	6	7
6:15 to 6:30	2	0	2	2	0	2	4
6:30 to 6:45	1	0	1	8	0	8	9
6:45 to 7:00	2	0	2	7	0	7	9
7:00 to 7:15	2	0	2	14	0	14	16
7:15 to 7:30	0	0	0	11	0	11	11
7:30 to 7:45	3	0	3	12	0	12	15
7:45 to 8:00	3	0	3	12	0	12	15
8:00 to 8:15	3	0	3	11	1	12	15
8:15 to 8:30	6	0	6	25	0	25	31
8:30 to 8:45	7	0	7	14	0	14	21
8:45 to 9:00	4	0	4	10	0	10	14
9:00 to 9:15	2	0	2	9	0	9	11
9:15 to 9:30	6	0	6	10	0	10	16
9:30 to 9:45	1	0	1	12	0	12	13
9:45 to 10:00	6	0	6	11	0	11	17
AM Total	49	0	49	174	1	175	224
15:00 to 15:15	1	0	1	3	0	3	4
15:15 to 15:30	8	1	9	5	0	5	14
15:30 to 15:45	8	0	8	0	0	0	8
15:45 to 16:00	13	1	14	5	1	6	20
16:00 to 16:15	12	0	12	6	0	6	18
16:15 to 16:30	6	0	6	8	0	8	14
16:30 to 16:45	11	0	11	6	0	6	17
16:45 to 17:00	8	0	8	11	0	11	19
17:00 to 17:15	10	0	10	4	0	4	14
17:15 to 17:30	10	0	10	14	0	14	24
17:30 to 17:45	11	0	11	2	0	2	13
17:45 to 18:00	13	1	14	6	0	6	20
18:00 to 18:15	11	0	11	7	0	7	18
18:15 to 18:30	18	0	18	7	0	7	25
18:30 to 18:45	13	0	13	4	0	4	17
18:45 to 19:00	10	1	11	3	0	3	14
PM Total	163	4	167	91	1	92	259

[Hourly Summary]

Time Period	IN			OUT			Grand Total
	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 7:00	6	0	6	23	0	23	29
6:15 to 7:15	7	0	7	31	0	31	38
6:30 to 7:30	5	0	5	40	0	40	45
6:45 to 7:45	7	0	7	44	0	44	51
7:00 to 8:00	8	0	8	49	0	49	57
7:15 to 8:15	9	0	9	46	1	47	56
7:30 to 8:30	15	0	15	60	1	61	76
7:45 to 8:45	19	0	19	62	1	63	82
8:00 to 9:00	20	0	20	60	1	61	81
8:15 to 9:15	19	0	19	58	0	58	77
8:30 to 9:30	19	0	19	43	0	43	62
8:45 to 9:45	13	0	13	41	0	41	54
9:00 to 10:00	15	0	15	42	0	42	57
AM Total	49	0	49	174	1	175	224
15:00 to 16:00	30	2	32	13	1	14	46
15:15 to 16:15	41	2	43	16	1	17	60
15:30 to 16:30	39	1	40	19	1	20	60
15:45 to 16:45	42	1	43	25	1	26	69
16:00 to 17:00	37	0	37	31	0	31	68
16:15 to 17:15	35	0	35	29	0	29	64
16:30 to 17:30	39	0	39	35	0	35	74
16:45 to 17:45	39	0	39	31	0	31	70
17:00 to 18:00	44	1	45	26	0	26	71
17:15 to 18:15	45	1	46	29	0	29	75
17:30 to 18:30	53	1	54	22	0	22	76
17:45 to 18:45	55	1	56	24	0	24	80
18:00 to 19:00	52	1	53	21	0	21	74
PM Total	163	4	167	91	1	92	259

Client PWC
 Location 3. Bayside Apartments (Walker St)
 Date Tue, 19th July 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Rhodes Pedestrians, Cyclists Counts Survey



[Peak Hour Summary]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
7:45 to 8:45	6	0	6	0	0	0	47	0	47	4	1	5	58
17:45 to 18:45	44	0	44	9	0	9	32	0	32	9	0	9	94

[15mins interval]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	3	0	3	0	0	0	0	0	0	3
6:30 to 6:45	0	0	0	0	0	0	3	0	3	0	0	0	3
6:45 to 7:00	0	0	0	0	0	0	2	0	2	0	0	0	2
7:00 to 7:15	0	0	0	0	0	0	5	0	5	1	0	1	6
7:15 to 7:30	0	0	0	0	0	0	2	0	2	0	0	0	2
7:30 to 7:45	1	0	1	0	0	0	5	0	5	0	0	0	6
7:45 to 8:00	0	0	0	0	0	0	13	0	13	3	0	3	16
8:00 to 8:15	1	0	1	0	0	0	15	0	15	1	0	1	17
8:15 to 8:30	3	0	3	0	0	0	9	0	9	0	0	0	12
8:30 to 8:45	2	0	2	0	0	0	10	0	10	0	1	1	13
8:45 to 9:00	2	0	2	0	0	0	9	0	9	0	2	2	13
9:00 to 9:15	5	0	5	0	0	0	11	0	11	2	0	2	18
9:15 to 9:30	7	0	7	0	0	0	6	0	6	0	0	0	13
9:30 to 9:45	5	0	5	0	0	0	7	0	7	0	0	0	12
9:45 to 10:00	1	0	1	0	0	0	5	0	5	0	0	0	6
AM Total	27	0	27	3	0	3	102	0	102	7	3	10	142
15:00 to 15:15	7	0	7	1	0	1	3	0	3	0	0	0	11
15:15 to 15:30	4	0	4	0	0	0	4	0	4	2	0	2	10
15:30 to 15:45	3	0	3	0	2	2	7	0	7	0	0	0	12
15:45 to 16:00	4	0	4	4	0	4	3	0	3	2	0	2	13
16:00 to 16:15	3	0	3	0	0	0	3	0	3	3	0	3	9
16:15 to 16:30	7	0	7	1	0	1	5	0	5	4	0	4	17
16:30 to 16:45	5	0	5	6	0	6	1	0	1	2	0	2	14
16:45 to 17:00	6	0	6	6	0	6	0	0	0	4	0	4	16
17:00 to 17:15	3	0	3	1	0	1	3	0	3	0	0	0	7
17:15 to 17:30	7	0	7	1	0	1	10	0	10	4	0	4	22
17:30 to 17:45	2	0	2	1	0	1	4	0	4	6	0	6	13
17:45 to 18:00	12	0	12	2	0	2	5	0	5	1	0	1	20
18:00 to 18:15	10	0	10	1	0	1	13	0	13	0	0	0	24
18:15 to 18:30	11	0	11	5	0	5	5	0	5	7	0	7	28
18:30 to 18:45	11	0	11	1	0	1	9	0	9	1	0	1	22
18:45 to 19:00	5	0	5	0	0	0	3	0	3	0	0	0	8
PM Total	100	0	100	30	2	32	78	0	78	36	0	36	246

[Hourly Summary]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 7:00	0	0	0	3	0	3	5	0	5	0	0	0	8
6:15 to 7:15	0	0	0	3	0	3	10	0	10	1	0	1	14
6:30 to 7:30	0	0	0	0	0	0	12	0	12	1	0	1	13
6:45 to 7:45	1	0	1	0	0	0	14	0	14	1	0	1	16
7:00 to 8:00	1	0	1	0	0	0	25	0	25	4	0	4	30
7:15 to 8:15	2	0	2	0	0	0	35	0	35	4	0	4	41
7:30 to 8:30	5	0	5	0	0	0	42	0	42	4	0	4	51
7:45 to 8:45	6	0	6	0	0	0	47	0	47	4	1	5	58
8:00 to 9:00	8	0	8	0	0	0	43	0	43	1	3	4	55
8:15 to 9:15	12	0	12	0	0	0	39	0	39	2	3	5	56
8:30 to 9:30	16	0	16	0	0	0	36	0	36	2	3	5	57
8:45 to 9:45	19	0	19	0	0	0	33	0	33	2	2	4	56
9:00 to 10:00	18	0	18	0	0	0	29	0	29	2	0	2	49
AM Total	27	0	27	3	0	3	102	0	102	7	3	10	142
15:00 to 16:00	18	0	18	5	2	7	17	0	17	4	0	4	46
15:15 to 16:15	14	0	14	4	2	6	17	0	17	7	0	7	44
15:30 to 16:30	17	0	17	5	2	7	18	0	18	9	0	9	51
15:45 to 16:45	19	0	19	11	0	11	12	0	12	11	0	11	53
16:00 to 17:00	21	0	21	13	0	13	9	0	9	13	0	13	56
16:15 to 17:15	21	0	21	14	0	14	9	0	9	10	0	10	54
16:30 to 17:30	21	0	21	14	0	14	14	0	14	10	0	10	59
16:45 to 17:45	18	0	18	9	0	9	17	0	17	14	0	14	58
17:00 to 18:00	24	0	24	5	0	5	22	0	22	11	0	11	62
17:15 to 18:15	31	0	31	5	0	5	32	0	32	11	0	11	79
17:30 to 18:30	35	0	35	9	0	9	27	0	27	14	0	14	85
17:45 to 18:45	44	0	44	9	0	9	32	0	32	9	0	9	94
18:00 to 19:00	37	0	37	7	0	7	30	0	30	8	0	8	82
PM Total	100	0	100	30	2	32	78	0	78	36	0	36	246

Client PWC
 Location 4. Bayside Apartments (Gauthorpe St)
 Date Tue, 19th July 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Rhodes Pedestrians, Cyclists Counts Survey



[Peak Hour Summary]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
8:45 to 9:45	3	0	3	0	0	0	12	0	12	1	0	1	16
18:00 to 19:00	10	0	10	12	0	12	12	0	12	12	0	12	46

[15mins interval]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 to 6:45	0	0	0	0	0	0	1	0	1	0	0	0	1
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 7:15	0	0	0	2	0	2	0	0	0	2	0	2	4
7:15 to 7:30	0	0	0	0	0	0	2	0	2	0	0	0	2
7:30 to 7:45	0	0	0	0	0	0	1	0	1	0	0	0	1
7:45 to 8:00	0	0	0	0	0	0	1	0	1	0	0	0	1
8:00 to 8:15	0	0	0	0	0	0	3	0	3	0	0	0	3
8:15 to 8:30	0	0	0	0	0	0	2	0	2	0	0	0	2
8:30 to 8:45	0	0	0	0	0	0	1	0	1	0	0	0	1
8:45 to 9:00	2	0	2	0	0	0	3	0	3	0	0	0	5
9:00 to 9:15	0	0	0	0	0	0	5	0	5	0	0	0	5
9:15 to 9:30	1	0	1	0	0	0	2	0	2	1	0	1	4
9:30 to 9:45	0	0	0	0	0	0	2	0	2	0	0	0	2
9:45 to 10:00	0	0	0	0	0	0	1	0	1	0	0	0	1
AM Total	3	0	3	2	0	2	24	0	24	3	0	3	32
15:00 to 15:15	0	0	0	6	0	6	0	0	0	1	0	1	7
15:15 to 15:30	1	0	1	5	0	5	0	0	0	3	0	3	9
15:30 to 15:45	0	0	0	0	0	0	0	0	0	3	0	3	3
15:45 to 16:00	0	0	0	3	0	3	0	0	0	6	0	6	9
16:00 to 16:15	0	0	0	3	0	3	0	0	0	1	0	1	4
16:15 to 16:30	6	0	6	6	0	6	1	0	1	4	0	4	17
16:30 to 16:45	1	0	1	2	0	2	0	0	0	1	0	1	4
16:45 to 17:00	0	0	0	7	0	7	0	0	0	3	0	3	10
17:00 to 17:15	1	0	1	3	0	3	1	0	1	1	0	1	6
17:15 to 17:30	3	0	3	2	0	2	1	0	1	3	0	3	9
17:30 to 17:45	2	0	2	3	0	3	3	0	3	2	0	2	10
17:45 to 18:00	0	0	0	4	0	4	1	0	1	3	0	3	8
18:00 to 18:15	3	0	3	2	0	2	3	0	3	4	0	4	12
18:15 to 18:30	5	0	5	2	0	2	2	0	2	2	0	2	11
18:30 to 18:45	1	0	1	6	0	6	2	0	2	5	0	5	14
18:45 to 19:00	1	0	1	2	0	2	5	0	5	1	0	1	9
PM Total	24	0	24	56	0	56	19	0	19	43	0	43	142

[Hourly Summary]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 7:00	0	0	0	0	0	0	1	0	1	0	0	0	1
6:15 to 7:15	0	0	0	2	0	2	1	0	1	2	0	2	5
6:30 to 7:30	0	0	0	2	0	2	3	0	3	2	0	2	7
6:45 to 7:45	0	0	0	2	0	2	3	0	3	2	0	2	7
7:00 to 8:00	0	0	0	2	0	2	4	0	4	2	0	2	8
7:15 to 8:15	0	0	0	0	0	0	7	0	7	0	0	0	7
7:30 to 8:30	0	0	0	0	0	0	7	0	7	0	0	0	7
7:45 to 8:45	0	0	0	0	0	0	7	0	7	0	0	0	7
8:00 to 9:00	2	0	2	0	0	0	9	0	9	0	0	0	11
8:15 to 9:15	2	0	2	0	0	0	11	0	11	0	0	0	13
8:30 to 9:30	3	0	3	0	0	0	11	0	11	1	0	1	15
8:45 to 9:45	3	0	3	0	0	0	12	0	12	1	0	1	16
9:00 to 10:00	1	0	1	0	0	0	10	0	10	1	0	1	12
AM Total	3	0	3	2	0	2	24	0	24	3	0	3	32
15:00 to 16:00	1	0	1	14	0	14	0	0	0	13	0	13	28
15:15 to 16:15	1	0	1	11	0	11	0	0	0	13	0	13	25
15:30 to 16:30	6	0	6	12	0	12	1	0	1	14	0	14	33
15:45 to 16:45	7	0	7	14	0	14	1	0	1	12	0	12	34
16:00 to 17:00	7	0	7	18	0	18	1	0	1	9	0	9	35
16:15 to 17:15	8	0	8	18	0	18	2	0	2	9	0	9	37
16:30 to 17:30	5	0	5	14	0	14	2	0	2	8	0	8	29
16:45 to 17:45	6	0	6	15	0	15	5	0	5	9	0	9	35
17:00 to 18:00	6	0	6	12	0	12	6	0	6	9	0	9	33
17:15 to 18:15	8	0	8	11	0	11	8	0	8	12	0	12	39
17:30 to 18:30	10	0	10	11	0	11	9	0	9	11	0	11	41
17:45 to 18:45	9	0	9	14	0	14	8	0	8	14	0	14	45
18:00 to 19:00	10	0	10	12	0	12	12	0	12	12	0	12	46
PM Total	24	0	24	56	0	56	19	0	19	43	0	43	142

Client PWC
 Location 5. Rhodes Central
 Date Tue, 19th July 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Rhodes Pedestrians, Cyclists Counts Survey



[Peak Hour Summary]

Time Period	Shopping Centre & Business/Shops						8 Walker St						Grand Total
	IN			OUT			IN			OUT			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
7:45 to 8:45	386	1	387	468	0	468	21	0	21	78	1	79	955
18:00 to 19:00	873	3	876	814	3	817	70	0	70	69	0	69	1,832

AM
PM

[15mins interval]

Time Period	Shopping Centre & Business/Shops						8 Walker St						Grand Total
	IN			OUT			IN			OUT			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 6:15	34	0	34	29	0	29	0	0	0	5	0	5	68
6:15 to 6:30	26	0	26	25	0	25	0	0	0	4	0	4	55
6:30 to 6:45	41	0	41	37	0	37	0	0	0	6	0	6	84
6:45 to 7:00	74	0	74	59	0	59	2	0	2	3	0	3	138
7:00 to 7:15	49	0	49	53	0	53	1	0	1	12	0	12	115
7:15 to 7:30	62	0	62	64	0	64	2	0	2	11	1	12	140
7:30 to 7:45	84	0	84	61	0	61	3	0	3	15	0	15	163
7:45 to 8:00	82	0	82	103	0	103	8	0	8	16	0	16	209
8:00 to 8:15	119	0	119	126	0	126	3	0	3	21	1	22	270
8:15 to 8:30	94	1	95	132	0	132	6	0	6	22	0	22	255
8:30 to 8:45	91	0	91	107	0	107	4	0	4	19	0	19	221
8:45 to 9:00	85	0	85	101	0	101	6	0	6	10	0	10	202
9:00 to 9:15	96	0	96	95	0	95	4	0	4	13	0	13	208
9:15 to 9:30	91	1	92	98	0	98	11	0	11	10	1	11	212
9:30 to 9:45	86	0	86	85	0	85	6	0	6	14	0	14	191
9:45 to 10:00	115	2	117	96	2	98	6	0	6	16	0	16	237
AM Total	1,229	4	1,233	1,271	2	1,273	62	0	62	197	3	200	2,768
15:00 to 15:15	147	0	147	147	2	149	7	1	8	5	0	5	309
15:15 to 15:30	142	1	143	139	0	139	14	1	15	12	2	14	311
15:30 to 15:45	103	0	103	101	0	101	19	0	19	16	0	16	239
15:45 to 16:00	141	1	142	132	1	133	20	0	20	14	0	14	309
16:00 to 16:15	222	2	224	151	1	152	30	0	30	16	0	16	422
16:15 to 16:30	145	0	145	114	1	115	15	0	15	9	0	9	284
16:30 to 16:45	69	0	69	93	0	93	18	0	18	11	0	11	191
16:45 to 17:00	114	0	114	98	0	98	10	0	10	6	1	7	229
17:00 to 17:15	138	0	138	122	0	122	11	1	12	21	0	21	293
17:15 to 17:30	199	4	203	153	2	155	25	1	26	15	0	15	399
17:30 to 17:45	198	0	198	123	1	124	27	0	27	21	0	21	370
17:45 to 18:00	179	3	182	176	3	179	22	0	22	9	0	9	392
18:00 to 18:15	263	0	263	134	0	134	6	0	6	15	0	15	418
18:15 to 18:30	210	1	211	262	1	263	15	0	15	21	0	21	510
18:30 to 18:45	203	1	204	232	1	233	25	0	25	13	0	13	475
18:45 to 19:00	197	1	198	186	1	187	24	0	24	20	0	20	429
PM Total	2,670	14	2,684	2,363	14	2,377	288	4	292	224	3	227	5,580

[Hourly Summary]

Time Period	Shopping Centre & Business/Shops						8 Walker St						Grand Total
	IN			OUT			IN			OUT			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 7:00	175	0	175	150	0	150	2	0	2	18	0	18	345
6:15 to 7:15	190	0	190	174	0	174	3	0	3	25	0	25	392
6:30 to 7:30	226	0	226	213	0	213	5	0	5	32	1	33	477
6:45 to 7:45	269	0	269	237	0	237	8	0	8	41	1	42	556
7:00 to 8:00	277	0	277	281	0	281	14	0	14	54	1	55	627
7:15 to 8:15	347	0	347	354	0	354	16	0	16	63	2	65	782
7:30 to 8:30	379	1	380	422	0	422	20	0	20	74	1	75	897
7:45 to 8:45	386	1	387	468	0	468	21	0	21	78	1	79	955
8:00 to 9:00	389	1	390	466	0	466	19	0	19	72	1	73	948
8:15 to 9:15	366	1	367	435	0	435	20	0	20	64	0	64	886
8:30 to 9:30	363	1	364	401	0	401	25	0	25	52	1	53	843
8:45 to 9:45	358	1	359	379	0	379	27	0	27	47	1	48	813
9:00 to 10:00	388	3	391	374	2	376	27	0	27	53	1	54	848
AM Total	1,229	4	1,233	1,271	2	1,273	62	0	62	197	3	200	2,768
15:00 to 16:00	533	2	535	519	3	522	60	2	62	47	2	49	1,168
15:15 to 16:15	608	4	612	523	2	525	83	1	84	58	2	60	1,281
15:30 to 16:30	611	3	614	498	3	501	84	0	84	55	0	55	1,254
15:45 to 16:45	577	3	580	490	3	493	83	0	83	50	0	50	1,206
16:00 to 17:00	550	2	552	456	2	458	73	0	73	42	1	43	1,126
16:15 to 17:15	466	0	466	427	1	428	54	1	55	47	1	48	997
16:30 to 17:30	520	4	524	466	2	468	64	2	66	53	1	54	1,112
16:45 to 17:45	649	4	653	496	3	499	73	2	75	63	1	64	1,291
17:00 to 18:00	714	7	721	574	6	580	85	2	87	66	0	66	1,454
17:15 to 18:15	839	7	846	586	6	592	80	1	81	60	0	60	1,579
17:30 to 18:30	850	4	854	695	5	700	70	0	70	66	0	66	1,690
17:45 to 18:45	855	5	860	804	5	809	68	0	68	58	0	58	1,795
18:00 to 19:00	873	3	876	814	3	817	70	0	70	69	0	69	1,832
PM Total	2,670	14	2,684	2,363	14	2,377	288	4	292	224	3	227	5,580

Client PWC
Location Driveway 1. Timbrol Ave
Date Thu, 18th August 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Vehicle Occupancy Counts Survey

[15mins interval]

Time Period	Left In									Left Out									Right In									Right Out									Total		
	Lights - by person occupied each						Heavies - by person occupied each			Total	Lights - by person occupied each						Heavies - by person occupied each			Total	Lights - by person occupied each						Heavies - by person occupied each			Total									
	1	2	3	4	5	6+	1	2	Total		1	2	3	4	5	6+	1	2	Total		1	2	3	4	5	6+	1	2	Total		1	2	3	4	5	6+		1	2
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4		
6:45 to 7:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4		
7:00 to 7:15	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9			
7:15 to 7:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	8		
7:30 to 7:45	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	9		
7:45 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4			
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6			
8:15 to 8:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8			
8:30 to 8:45	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	12			
8:45 to 9:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9	10		
9:00 to 9:15	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	10			
9:15 to 9:30	2	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	10			
9:30 to 9:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	5			
9:45 to 10:00	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	8			
AM Total	17	3	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	13	93	113		
15:00 to 15:15	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4			
15:15 to 15:30	2	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7			
15:30 to 15:45	5	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	8			
15:45 to 16:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3			
16:00 to 16:15	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6			
16:15 to 16:30	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5			
16:30 to 16:45	4	2	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8			
16:45 to 17:00	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5			
17:00 to 17:15	5	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	11			
17:15 to 17:30	6	3	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	15			
17:30 to 17:45	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7				
17:45 to 18:00	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	9	13			
18:00 to 18:15	6	2	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	12				
18:15 to 18:30	5	2	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9	9			
18:30 to 18:45	8	1	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	8	18				
18:45 to 19:00	9	1	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	14	14			
PM Total	68	15	2	0	0	0	0	0	0	85	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	11	59	145				

Hourly Summary

Time Period	Left In						Left Out						Right In						Right Out						Total								
	Lights - by person occupied each						Heavies - by person occupied each		Total	Lights - by person occupied each						Heavies - by person occupied each		Total	Lights - by person occupied each							Heavies - by person occupied each		Total					
	1	2	3	4	5	6+	1	2		1	2	3	4	5	6+	1	2		1	2	3	4	5	6+		1	2						
6:00 to 7:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14
6:15 to 7:15	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	19
6:30 to 7:30	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	25	
6:45 to 7:45	5	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	30	
7:00 to 8:00	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	30	
7:15 to 8:15	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	27	
7:30 to 8:30	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	24	
7:45 to 8:45	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	30	
8:00 to 9:00	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	36	
8:15 to 9:15	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	40	
8:30 to 9:30	9	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	32	
8:45 to 9:45	8	1	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	26	
9:00 to 10:00	8	2	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	23	
AM Total	17	3	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	13	93	113
15:00 to 16:00	10	2	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	22
15:15 to 16:15	12	2	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	24
15:30 to 16:30	13	0	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	22
15:45 to 16:45	12	2	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	22
16:00 to 17:00	14	2	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	24
16:15 to 17:15	15	3	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	29
16:30 to 17:30	18	6	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	15	39
16:45 to 17:45	15	5	0	0	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	17	38
17:00 to 18:00	16	5	0	0	0	0	0	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	24	46
17:15 to 18:15	17	6	0	0	0	0	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	23	47
17:30 to 18:30	16	5	0	0	0	0	0	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	19	41
17:45 to 18:45	23	5	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	23	52
18:00 to 19:00	28	6	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	18	53
PM Total	68	15	2	0	0	0	0	0	85	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	11	59	145	

Peak Hour Summary

Time Period	Left In						Left Out						Right In						Right Out						Total							
	Lights - by person occupied each						Heavies - by person occupied each		Total	Lights - by person occupied each						Heavies - by person occupied each		Total	Lights - by person occupied each							Heavies - by person occupied each		Total				
	1	2	3	4	5	6+	1	2		1	2	3	4	5	6+	1	2		1	2	3	4	5	6+		1	2					
8:30 to 9:30	9	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	32	42
18:00 to 19:00	28	6	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	18	53

Client PWC
Location Driveway 2. Gauthorpe St
Date Thu, 18th August 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Vehicle Occupancy Counts Survey

[15mins interval]

Time Period	Left In									Left Out									Right In									Right Out									Total
	Lights - by person occupied each						Heavies - by person occupied each			Total	Lights - by person occupied each						Heavies - by person occupied each			Total	Lights - by person occupied each						Heavies - by person occupied each			Total							
	1	2	3	4	5	6+	1	2	Total		1	2	3	4	5	6+	1	2	Total		1	2	3	4	5	6+	1	2	Total		1	2	3	4	5	6+	
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	15
6:15 to 6:30	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	
6:30 to 6:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11		
6:45 to 7:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	13		
7:00 to 7:15	1	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15		
7:15 to 7:30	3	0	0	0	0	0	0	0	0	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	16		
7:30 to 7:45	1	2	0	0	0	0	0	0	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	14		
7:45 to 8:00	1	0	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9		
8:00 to 8:15	1	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10		
8:15 to 8:30	2	0	3	0	0	0	0	0	0	5	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14		
8:30 to 8:45	2	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12		
8:45 to 9:00	3	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	13		
9:00 to 9:15	4	0	0	0	0	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15			
9:15 to 9:30	3	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11		
9:30 to 9:45	2	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	18		
9:45 to 10:00	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9		
AM Total	24	2	4	0	0	0	0	0	0	30	65	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	208			
15:00 to 15:15	1	1	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	14		
15:15 to 15:30	4	2	0	0	0	0	0	0	0	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	18		
15:30 to 15:45	6	2	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12		
15:45 to 16:00	6	2	0	0	0	0	0	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12		
16:00 to 16:15	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8		
16:15 to 16:30	9	0	0	0	0	0	0	0	0	9	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25		
16:30 to 16:45	2	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9		
16:45 to 17:00	6	0	0	0	0	0	0	0	0	6	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23		
17:00 to 17:15	10	0	0	0	0	0	0	0	0	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21		
17:15 to 17:30	3	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5		
17:30 to 17:45	6	2	0	0	0	0	0	0	0	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21		
17:45 to 18:00	6	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14		
18:00 to 18:15	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15		
18:15 to 18:30	8	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13		
18:30 to 18:45	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10		
18:45 to 19:00	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7		
PM Total	78	9	0	0	0	0	0	0	0	87	47	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	227				

Client PWC
Date Thu, 18th August 2022
Survey Time 06:00 & 10:00 & 15:00 & 19:00 (4hours)
Description Parking Occupancy Survey



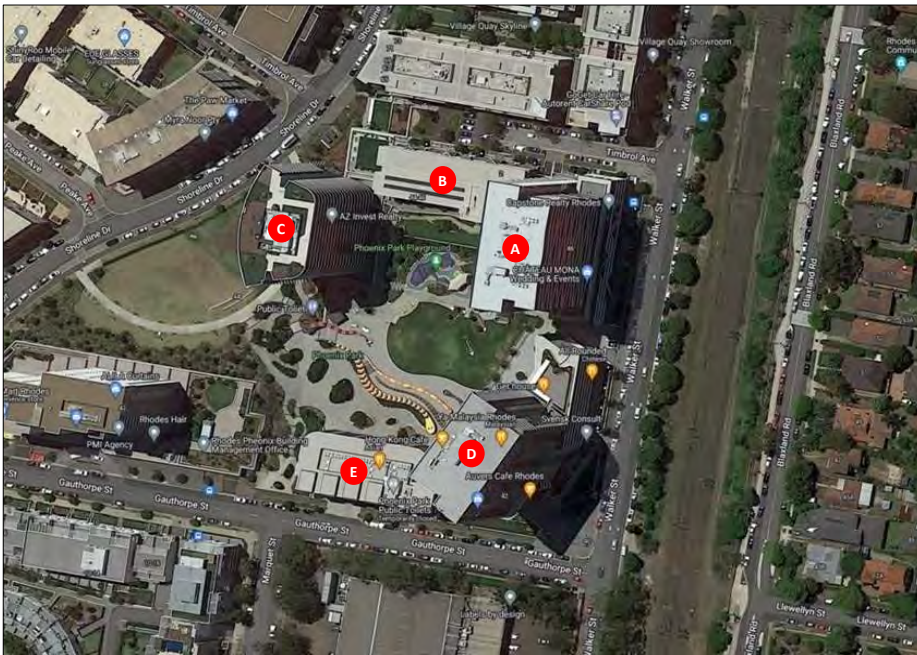
- [Location]**
1. Building A & B
 2. Building E

Client PWC
Date Thu, 18th August 2022
Survey Time 06:00 & 10:00 & 15:00 & 19:00 (4hours)
Description Parking Occupancy Survey



Street Name	Between	Parking Rest	Restriction	Applicable Hours	Supply	6:00	10:00	15:00	19:00
1. Building A & B	Off Street Parking	Podium	No Restriction		33	22	17	17	16
		Retail Parking Zone 24hrs	No Restriction		1	0	0	0	0
		B1	No Board		338	241	184	167	191
		Shop3	-		1	1	1	1	0
		Shop4	-		1	1	1	1	0
		Shop5	-		1	0	1	1	1
Total					375	265	204	187	208
% Capacity						71%	54%	50%	55%
2. Building E	Off Street Parking	-	Shops		8	1	1	2	2
			Visitor		26	15	17	14	17
			Small Car		1	1	1	1	1
			Disabled (Retail Visitor)		1	0	1	0	0
			Disabled (Visitor)		1	0	0	0	0
			Residents		385	290	190	179	227
			Residents		42	37	35	16	20
Bikes			9	5	9	14			
Total					464	353	250	221	281
% Capacity						76%	54%	48%	61%

Client PWC
Date Thu, 18th August 2022
Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
Description Pedestrians, Cyclists Counts Survey



Location
Building A
Building B
Building C
Building D
Building E

Client PWC
 Location Building A
 Date Thu, 18th August 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Pedestrians, Cyclists Counts Survey



[Peak Hour Summary]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
9:00 to 10:00	14	0	14	20	0	20	36	0	36	11	0	11	81
15:30 to 16:30	40	0	40	14	0	14	26	0	26	13	0	13	93

AM
PM

[15mins interval]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	
6:00 to 6:15	1	0	1	0	0	0	1	0	1	0	0	0	2
6:15 to 6:30	1	0	1	0	0	0	2	0	2	0	0	0	3
6:30 to 6:45	2	0	2	0	0	0	3	0	3	0	0	0	5
6:45 to 7:00	0	0	0	0	0	0	3	0	3	0	0	0	3
7:00 to 7:15	1	0	1	1	0	1	3	0	3	1	0	1	6
7:15 to 7:30	2	0	2	0	0	0	12	0	12	0	0	0	14
7:30 to 7:45	2	0	2	0	0	0	11	0	11	0	0	0	13
7:45 to 8:00	2	0	2	0	0	0	13	0	13	0	0	0	15
8:00 to 8:15	4	0	4	2	0	2	19	0	19	2	0	2	27
8:15 to 8:30	1	0	1	1	0	1	7	0	7	0	0	0	9
8:30 to 8:45	3	1	4	4	0	4	14	0	14	1	0	1	23
8:45 to 9:00	4	0	4	3	0	3	8	0	8	1	0	1	16
9:00 to 9:15	6	0	6	6	0	6	10	0	10	4	0	4	26
9:15 to 9:30	3	0	3	3	0	3	8	0	8	1	0	1	15
9:30 to 9:45	2	0	2	7	0	7	8	0	8	3	0	3	20
9:45 to 10:00	3	0	3	4	0	4	10	0	10	3	0	3	20
AM Total	37	1	38	31	0	31	132	0	132	16	0	16	217
15:00 to 15:15	4	0	4	8	0	8	3	0	3	7	0	7	22
15:15 to 15:30	3	0	3	8	0	8	3	1	4	3	0	3	18
15:30 to 15:45	8	0	8	5	0	5	9	0	9	1	0	1	23
15:45 to 16:00	15	0	15	3	0	3	4	0	4	5	0	5	27
16:00 to 16:15	5	0	5	2	0	2	7	0	7	4	0	4	18
16:15 to 16:30	12	0	12	4	0	4	6	0	6	3	0	3	25
16:30 to 16:45	3	0	3	2	0	2	5	0	5	1	0	1	11
16:45 to 17:00	7	0	7	7	0	7	1	0	1	1	0	1	16
17:00 to 17:15	16	0	16	2	0	2	11	0	11	0	0	0	29
17:15 to 17:30	1	0	1	0	0	0	2	0	2	0	0	0	3
17:30 to 17:45	14	0	14	0	0	0	4	0	4	0	0	0	18
17:45 to 18:00	9	0	9	0	0	0	4	0	4	0	0	0	13
18:00 to 18:15	18	0	18	0	0	0	7	0	7	0	0	0	25
18:15 to 18:30	11	0	11	0	0	0	5	0	5	0	0	0	16
18:30 to 18:45	13	0	13	0	0	0	9	0	9	0	0	0	22
18:45 to 19:00	15	0	15	0	0	0	7	0	7	0	0	0	22
PM Total	154	0	154	41	0	41	87	1	88	25	0	25	308

[Hourly Summary]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	
6:00 to 7:00	4	0	4	0	0	0	9	0	9	0	0	0	13
6:15 to 7:15	4	0	4	1	0	1	11	0	11	1	0	1	17
6:30 to 7:30	5	0	5	1	0	1	21	0	21	1	0	1	28
6:45 to 7:45	5	0	5	1	0	1	29	0	29	1	0	1	36
7:00 to 8:00	7	0	7	1	0	1	39	0	39	1	0	1	48
7:15 to 8:15	10	0	10	2	0	2	55	0	55	2	0	2	69
7:30 to 8:30	9	0	9	3	0	3	50	0	50	2	0	2	64
7:45 to 8:45	10	1	11	7	0	7	53	0	53	3	0	3	74
8:00 to 9:00	12	1	13	10	0	10	48	0	48	4	0	4	75
8:15 to 9:15	14	1	15	14	0	14	39	0	39	6	0	6	74
8:30 to 9:30	16	1	17	16	0	16	40	0	40	7	0	7	80
8:45 to 9:45	15	0	15	19	0	19	34	0	34	9	0	9	77
9:00 to 10:00	14	0	14	20	0	20	36	0	36	11	0	11	81
AM Total	37	1	38	31	0	31	132	0	132	16	0	16	217
15:00 to 16:00	30	0	30	24	0	24	19	1	20	16	0	16	90
15:15 to 16:15	31	0	31	18	0	18	23	1	24	13	0	13	86
15:30 to 16:30	40	0	40	14	0	14	26	0	26	13	0	13	93
15:45 to 16:45	35	0	35	11	0	11	22	0	22	13	0	13	81
16:00 to 17:00	27	0	27	15	0	15	19	0	19	9	0	9	70
16:15 to 17:15	38	0	38	15	0	15	23	0	23	5	0	5	81
16:30 to 17:30	27	0	27	11	0	11	19	0	19	2	0	2	59
16:45 to 17:45	38	0	38	9	0	9	18	0	18	1	0	1	66
17:00 to 18:00	40	0	40	2	0	2	21	0	21	0	0	0	63
17:15 to 18:15	42	0	42	0	0	0	17	0	17	0	0	0	59
17:30 to 18:30	52	0	52	0	0	0	20	0	20	0	0	0	72
17:45 to 18:45	51	0	51	0	0	0	25	0	25	0	0	0	76
18:00 to 19:00	57	0	57	0	0	0	28	0	28	0	0	0	85
PM Total	154	0	154	41	0	41	87	1	88	25	0	25	308

Client PWC
 Location Building B
 Date Thu, 18th August 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Pedestrians, Cyclists Counts Survey



[Peak Hour Summary]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
8:30 to 9:30	4	0	4	0	0	0	11	0	11	0	0	0	15
17:15 to 18:15	22	0	22	0	0	0	14	0	14	0	0	0	36

AM
PM

[15mins interval]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	1	0	1	0	0	0	1
6:30 to 6:45	0	0	0	0	0	0	3	0	3	0	0	0	3
6:45 to 7:00	0	0	0	0	0	0	1	0	1	0	0	0	1
7:00 to 7:15	2	0	2	0	0	0	0	0	0	0	0	0	2
7:15 to 7:30	0	0	0	0	0	0	2	0	2	0	0	0	2
7:30 to 7:45	0	0	0	0	0	0	1	0	1	0	0	0	1
7:45 to 8:00	0	0	0	0	0	0	1	0	1	0	0	0	1
8:00 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0	3	0	3	0	0	0	3
8:30 to 8:45	3	0	3	0	0	0	6	0	6	0	0	0	9
8:45 to 9:00	0	0	0	0	0	0	1	0	1	0	0	0	1
9:00 to 9:15	0	0	0	0	0	0	1	0	1	0	0	0	1
9:15 to 9:30	1	0	1	0	0	0	3	0	3	0	0	0	4
9:30 to 9:45	2	0	2	0	0	0	1	0	1	0	0	0	3
9:45 to 10:00	1	0	1	0	0	0	2	0	2	0	0	0	3
AM Total	9	0	9	0	0	0	26	0	26	0	0	0	35
15:00 to 15:15	1	0	1	0	0	0	0	0	0	0	0	0	1
15:15 to 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 to 16:00	1	0	1	0	0	0	1	0	1	0	0	0	2
16:00 to 16:15	3	0	3	0	0	0	1	0	1	0	0	0	4
16:15 to 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	2	0	2	0	0	0	2	0	2	0	0	0	4
16:45 to 17:00	2	0	2	0	0	0	1	0	1	0	0	0	3
17:00 to 17:15	2	0	2	0	0	0	2	0	2	0	0	0	4
17:15 to 17:30	12	0	12	0	0	0	2	0	2	0	0	0	14
17:30 to 17:45	6	0	6	0	0	0	6	0	6	0	0	0	12
17:45 to 18:00	3	0	3	0	0	0	0	0	0	0	0	0	3
18:00 to 18:15	1	0	1	0	0	0	6	0	6	0	0	0	7
18:15 to 18:30	3	0	3	0	0	0	0	0	0	0	0	0	3
18:30 to 18:45	4	0	4	0	0	0	3	0	3	0	0	0	7
18:45 to 19:00	1	0	1	0	0	0	2	0	2	0	0	0	3
PM Total	41	0	41	0	0	0	26	0	26	0	0	0	67

Hourly Summary

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 7:00	0	0	0	0	0	0	5	0	5	0	0	0	5
6:15 to 7:15	2	0	2	0	0	0	5	0	5	0	0	0	7
6:30 to 7:30	2	0	2	0	0	0	6	0	6	0	0	0	8
6:45 to 7:45	2	0	2	0	0	0	4	0	4	0	0	0	6
7:00 to 8:00	2	0	2	0	0	0	4	0	4	0	0	0	6
7:15 to 8:15	0	0	0	0	0	0	4	0	4	0	0	0	4
7:30 to 8:30	0	0	0	0	0	0	5	0	5	0	0	0	5
7:45 to 8:45	3	0	3	0	0	0	10	0	10	0	0	0	13
8:00 to 9:00	3	0	3	0	0	0	10	0	10	0	0	0	13
8:15 to 9:15	3	0	3	0	0	0	11	0	11	0	0	0	14
8:30 to 9:30	4	0	4	0	0	0	11	0	11	0	0	0	15
8:45 to 9:45	3	0	3	0	0	0	6	0	6	0	0	0	9
9:00 to 10:00	4	0	4	0	0	0	7	0	7	0	0	0	11
AM Total	9	0	9	0	0	0	26	0	26	0	0	0	35
15:00 to 16:00	2	0	2	0	0	0	1	0	1	0	0	0	3
15:15 to 16:15	4	0	4	0	0	0	2	0	2	0	0	0	6
15:30 to 16:30	4	0	4	0	0	0	2	0	2	0	0	0	6
15:45 to 16:45	6	0	6	0	0	0	4	0	4	0	0	0	10
16:00 to 17:00	7	0	7	0	0	0	4	0	4	0	0	0	11
16:15 to 17:15	6	0	6	0	0	0	5	0	5	0	0	0	11
16:30 to 17:30	18	0	18	0	0	0	7	0	7	0	0	0	25
16:45 to 17:45	22	0	22	0	0	0	11	0	11	0	0	0	33
17:00 to 18:00	23	0	23	0	0	0	10	0	10	0	0	0	33
17:15 to 18:15	22	0	22	0	0	0	14	0	14	0	0	0	36
17:30 to 18:30	13	0	13	0	0	0	12	0	12	0	0	0	25
17:45 to 18:45	11	0	11	0	0	0	9	0	9	0	0	0	20
18:00 to 19:00	9	0	9	0	0	0	11	0	11	0	0	0	20
PM Total	41	0	41	0	0	0	26	0	26	0	0	0	67

Client PWC
 Location Building C
 Date Thu, 18th August 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Pedestrians, Cyclists Counts Survey



Peak Hour Summary

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
AM 7:30 to 8:30	9	0	9	0	0	0	27	0	27	0	0	0	36
PM 17:00 to 18:00	30	0	30	1	0	1	23	0	23	1	0	1	55

15mins interval

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
6:00 to 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 to 6:30	0	0	0	0	0	0	1	0	1	0	0	0	1
6:30 to 6:45	0	0	0	0	0	0	3	0	3	0	0	0	3
6:45 to 7:00	0	0	0	0	0	0	4	0	4	0	0	0	4
7:00 to 7:15	0	0	0	0	0	0	7	0	7	0	0	0	7
7:15 to 7:30	0	0	0	0	0	0	1	0	1	0	0	0	1
7:30 to 7:45	4	0	4	0	0	0	5	0	5	0	0	0	9
7:45 to 8:00	2	0	2	0	0	0	12	0	12	0	0	0	14
8:00 to 8:15	1	0	1	0	0	0	6	0	6	0	0	0	7
8:15 to 8:30	2	0	2	0	0	0	4	0	4	0	0	0	6
8:30 to 8:45	1	0	1	0	0	0	7	0	7	0	0	0	8
8:45 to 9:00	0	0	0	0	0	0	3	0	3	0	0	0	3
9:00 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 to 9:30	1	0	1	0	0	0	2	0	2	0	0	0	3
9:30 to 9:45	0	0	0	0	0	0	1	0	1	0	0	0	1
9:45 to 10:00	0	0	0	0	0	0	1	0	1	0	0	0	1
AM Total	11	0	11	0	0	0	57	0	57	0	0	0	68
15:00 to 15:15	2	0	2	1	0	1	4	0	4	1	0	1	8
15:15 to 15:30	1	0	1	0	0	0	2	0	2	0	0	0	3
15:30 to 15:45	5	0	5	1	0	1	7	0	7	0	0	0	13
15:45 to 16:00	6	0	6	2	0	2	4	0	4	2	0	2	14
16:00 to 16:15	3	0	3	0	0	0	2	0	2	1	0	1	6
16:15 to 16:30	6	1	7	0	0	0	1	1	2	0	0	0	9
16:30 to 16:45	6	0	6	0	0	0	7	0	7	0	0	0	13
16:45 to 17:00	3	0	3	1	0	1	1	0	1	0	0	0	5
17:00 to 17:15	3	0	3	1	0	1	11	0	11	1	0	1	16
17:15 to 17:30	9	0	9	0	0	0	7	0	7	0	0	0	16
17:30 to 17:45	8	0	8	0	0	0	3	0	3	0	0	0	11
17:45 to 18:00	10	0	10	0	0	0	2	0	2	0	0	0	12
18:00 to 18:15	5	0	5	0	0	0	4	0	4	0	0	0	9
18:15 to 18:30	4	0	4	0	0	0	7	0	7	0	0	0	11
18:30 to 18:45	10	0	10	0	0	0	2	0	2	0	0	0	12
18:45 to 19:00	6	0	6	0	0	0	4	0	4	0	0	0	10
PM Total	87	1	88	6	0	6	68	1	69	5	0	5	168

Hourly Summary

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	
6:00 to 7:00	0	0	0	0	0	0	8	0	8	0	0	0	8
6:15 to 7:15	0	0	0	0	0	0	15	0	15	0	0	0	15
6:30 to 7:30	0	0	0	0	0	0	15	0	15	0	0	0	15
6:45 to 7:45	4	0	4	0	0	0	17	0	17	0	0	0	21
7:00 to 8:00	6	0	6	0	0	0	25	0	25	0	0	0	31
7:15 to 8:15	7	0	7	0	0	0	24	0	24	0	0	0	31
7:30 to 8:30	9	0	9	0	0	0	27	0	27	0	0	0	36
7:45 to 8:45	6	0	6	0	0	0	29	0	29	0	0	0	35
8:00 to 9:00	4	0	4	0	0	0	20	0	20	0	0	0	24
8:15 to 9:15	3	0	3	0	0	0	14	0	14	0	0	0	17
8:30 to 9:30	2	0	2	0	0	0	12	0	12	0	0	0	14
8:45 to 9:45	1	0	1	0	0	0	6	0	6	0	0	0	7
9:00 to 10:00	1	0	1	0	0	0	4	0	4	0	0	0	5
AM Total	11	0	11	0	0	0	57	0	57	0	0	0	68
15:00 to 16:00	14	0	14	4	0	4	17	0	17	3	0	3	38
15:15 to 16:15	15	0	15	3	0	3	15	0	15	3	0	3	36
15:30 to 16:30	20	1	21	3	0	3	14	1	15	3	0	3	42
15:45 to 16:45	21	1	22	2	0	2	14	1	15	3	0	3	42
16:00 to 17:00	18	1	19	1	0	1	11	1	12	1	0	1	33
16:15 to 17:15	18	1	19	2	0	2	20	1	21	1	0	1	43
16:30 to 17:30	21	0	21	2	0	2	26	0	26	1	0	1	50
16:45 to 17:45	23	0	23	2	0	2	22	0	22	1	0	1	48
17:00 to 18:00	30	0	30	1	0	1	23	0	23	1	0	1	55
17:15 to 18:15	32	0	32	0	0	0	16	0	16	0	0	0	48
17:30 to 18:30	27	0	27	0	0	0	16	0	16	0	0	0	43
17:45 to 18:45	29	0	29	0	0	0	15	0	15	0	0	0	44
18:00 to 19:00	25	0	25	0	0	0	17	0	17	0	0	0	42
PM Total	87	1	88	6	0	6	68	1	69	5	0	5	168

Client PWC
 Location Building D
 Date Thu, 18th August 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Pedestrians, Cyclists Counts Survey



[Peak Hour Summary]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
AM 8:00 to 9:00	12	0	12	22	0	22	48	1	49	22	0	22	105
PM 18:00 to 19:00	73	0	73	0	0	0	36	0	36	0	0	0	109

[15mins interval]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	
6:00 to 6:15	0	0	0	0	0	0	2	0	2	0	0	0	2
6:15 to 6:30	1	0	1	0	0	0	7	0	7	0	0	0	8
6:30 to 6:45	1	0	1	0	0	0	4	0	4	0	0	0	5
6:45 to 7:00	0	0	0	0	0	0	5	0	5	0	0	0	5
7:00 to 7:15	1	0	1	0	0	0	6	0	6	0	0	0	7
7:15 to 7:30	0	0	0	0	0	0	6	0	6	0	0	0	6
7:30 to 7:45	0	0	0	1	0	1	7	0	7	1	0	1	9
7:45 to 8:00	4	0	4	0	0	0	15	0	15	0	0	0	19
8:00 to 8:15	2	0	2	9	0	9	14	0	14	4	0	4	29
8:15 to 8:30	3	0	3	4	0	4	15	1	16	8	0	8	31
8:30 to 8:45	3	0	3	4	0	4	11	0	11	5	0	5	23
8:45 to 9:00	4	0	4	5	0	5	8	0	8	5	0	5	22
9:00 to 9:15	1	0	1	4	0	4	10	0	10	1	0	1	16
9:15 to 9:30	1	0	1	11	0	11	10	0	10	11	0	11	33
9:30 to 9:45	10	0	10	6	0	6	5	0	5	8	0	8	29
9:45 to 10:00	2	0	2	6	0	6	6	0	6	9	0	9	23
AM Total	33	0	33	50	0	50	131	1	132	52	0	52	267
15:00 to 15:15	5	0	5	0	0	0	5	0	5	0	0	0	10
15:15 to 15:30	2	0	2	0	0	0	7	0	7	0	0	0	9
15:30 to 15:45	6	0	6	0	0	0	10	0	10	0	0	0	16
15:45 to 16:00	13	0	13	0	0	0	4	0	4	0	0	0	17
16:00 to 16:15	7	0	7	0	0	0	5	0	5	0	0	0	12
16:15 to 16:30	2	0	2	0	0	0	10	0	10	0	0	0	12
16:30 to 16:45	6	0	6	0	0	0	4	0	4	0	0	0	10
16:45 to 17:00	7	1	8	0	0	0	7	0	7	0	0	0	15
17:00 to 17:15	14	0	14	0	0	0	8	0	8	0	0	0	22
17:15 to 17:30	12	0	12	0	0	0	9	0	9	0	0	0	21
17:30 to 17:45	8	0	8	0	0	0	5	0	5	0	0	0	13
17:45 to 18:00	17	0	17	0	0	0	5	0	5	0	0	0	22
18:00 to 18:15	15	0	15	0	0	0	6	0	6	0	0	0	21
18:15 to 18:30	16	0	16	0	0	0	10	0	10	0	0	0	26
18:30 to 18:45	16	0	16	0	0	0	12	0	12	0	0	0	28
18:45 to 19:00	26	0	26	0	0	0	8	0	8	0	0	0	34
PM Total	172	1	173	0	0	0	115	0	115	0	0	0	288

Hourly Summary

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	
6:00 to 7:00	2	0	2	0	0	0	18	0	18	0	0	0	20
6:15 to 7:15	3	0	3	0	0	0	22	0	22	0	0	0	25
6:30 to 7:30	2	0	2	0	0	0	21	0	21	0	0	0	23
6:45 to 7:45	1	0	1	1	0	1	24	0	24	1	0	1	27
7:00 to 8:00	5	0	5	1	0	1	34	0	34	1	0	1	41
7:15 to 8:15	6	0	6	10	0	10	42	0	42	5	0	5	63
7:30 to 8:30	9	0	9	14	0	14	51	1	52	13	0	13	88
7:45 to 8:45	12	0	12	17	0	17	55	1	56	17	0	17	102
8:00 to 9:00	12	0	12	22	0	22	48	1	49	22	0	22	105
8:15 to 9:15	11	0	11	17	0	17	44	1	45	19	0	19	92
8:30 to 9:30	9	0	9	24	0	24	39	0	39	22	0	22	94
8:45 to 9:45	16	0	16	26	0	26	33	0	33	25	0	25	100
9:00 to 10:00	14	0	14	27	0	27	31	0	31	29	0	29	101
AM Total	33	0	33	50	0	50	131	1	132	52	0	52	267
15:00 to 16:00	26	0	26	0	0	0	26	0	26	0	0	0	52
15:15 to 16:15	28	0	28	0	0	0	26	0	26	0	0	0	54
15:30 to 16:30	28	0	28	0	0	0	29	0	29	0	0	0	57
15:45 to 16:45	28	0	28	0	0	0	23	0	23	0	0	0	51
16:00 to 17:00	22	1	23	0	0	0	26	0	26	0	0	0	49
16:15 to 17:15	29	1	30	0	0	0	29	0	29	0	0	0	59
16:30 to 17:30	39	1	40	0	0	0	28	0	28	0	0	0	68
16:45 to 17:45	41	1	42	0	0	0	29	0	29	0	0	0	71
17:00 to 18:00	51	0	51	0	0	0	27	0	27	0	0	0	78
17:15 to 18:15	52	0	52	0	0	0	25	0	25	0	0	0	77
17:30 to 18:30	56	0	56	0	0	0	26	0	26	0	0	0	82
17:45 to 18:45	64	0	64	0	0	0	33	0	33	0	0	0	97
18:00 to 19:00	73	0	73	0	0	0	36	0	36	0	0	0	109
PM Total	172	1	173	0	0	0	115	0	115	0	0	0	288

Client PWC
 Location Building E
 Date Thu, 18th August 2022
 Survey Time 06:00-10:00 & 15:00-19:00 (8hours)
 Description Pedestrians, Cyclists Counts Survey



[Peak Hour Summary]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
8:15 to 9:15	5	1	6	0	0	0	29	4	33	0	0	0	39
17:45 to 18:45	38	0	38	1	0	1	21	0	21	3	0	3	63

AM
PM

[15mins interval]

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	
6:00 to 6:15	0	0	0	0	0	0	1	0	1	0	0	0	1
6:15 to 6:30	2	0	2	0	0	0	1	0	1	0	0	0	3
6:30 to 6:45	0	0	0	0	0	0	3	0	3	0	0	0	3
6:45 to 7:00	0	0	0	0	0	0	3	0	3	0	0	0	3
7:00 to 7:15	0	0	0	0	0	0	1	0	1	0	0	0	1
7:15 to 7:30	0	0	0	0	0	0	6	0	6	0	0	0	6
7:30 to 7:45	1	0	1	0	0	0	3	0	3	0	0	0	4
7:45 to 8:00	4	0	4	0	0	0	8	0	8	0	0	0	12
8:00 to 8:15	1	0	1	0	0	0	7	0	7	0	0	0	8
8:15 to 8:30	1	0	1	0	0	0	6	2	8	0	0	0	9
8:30 to 8:45	0	0	0	0	0	0	7	0	7	0	0	0	7
8:45 to 9:00	2	0	2	0	0	0	8	2	10	0	0	0	12
9:00 to 9:15	2	1	3	0	0	0	8	0	8	0	0	0	11
9:15 to 9:30	1	0	1	0	0	0	3	1	4	0	0	0	5
9:30 to 9:45	5	0	5	1	0	1	5	0	5	0	0	0	11
9:45 to 10:00	2	0	2	1	0	1	5	0	5	0	0	0	8
AM Total	21	1	22	2	0	2	75	5	80	0	0	0	104
15:00 to 15:15	10	0	10	0	0	0	3	0	3	1	0	1	14
15:15 to 15:30	5	0	5	0	0	0	3	0	3	2	2	4	12
15:30 to 15:45	7	1	8	0	0	0	1	0	1	0	0	0	9
15:45 to 16:00	4	0	4	0	0	0	3	0	3	0	0	0	7
16:00 to 16:15	4	0	4	5	0	5	1	0	1	6	0	6	16
16:15 to 16:30	8	0	8	0	0	0	3	0	3	2	0	2	13
16:30 to 16:45	3	0	3	0	0	0	4	0	4	0	0	0	7
16:45 to 17:00	4	0	4	0	0	0	1	0	1	0	0	0	5
17:00 to 17:15	3	1	4	3	1	4	7	1	8	1	0	1	17
17:15 to 17:30	5	1	6	0	0	0	2	0	2	0	0	0	8
17:30 to 17:45	9	0	9	0	0	0	1	0	1	0	0	0	10
17:45 to 18:00	11	0	11	1	0	1	10	0	10	2	0	2	24
18:00 to 18:15	7	0	7	0	0	0	1	0	1	1	0	1	9
18:15 to 18:30	11	0	11	0	0	0	6	0	6	0	0	0	17
18:30 to 18:45	9	0	9	0	0	0	4	0	4	0	0	0	13
18:45 to 19:00	6	0	6	0	0	0	1	0	1	1	0	1	8
PM Total	106	3	109	9	1	10	51	1	52	16	2	18	189

Hourly Summary

Time Period	IN						OUT						Grand Total
	Building access			Business and Shops			Building access			Business and Shops			
	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	Peds	Cyclist	Total	
6:00 to 7:00	2	0	2	0	0	0	8	0	8	0	0	0	10
6:15 to 7:15	2	0	2	0	0	0	8	0	8	0	0	0	10
6:30 to 7:30	0	0	0	0	0	0	13	0	13	0	0	0	13
6:45 to 7:45	1	0	1	0	0	0	13	0	13	0	0	0	14
7:00 to 8:00	5	0	5	0	0	0	18	0	18	0	0	0	23
7:15 to 8:15	6	0	6	0	0	0	24	0	24	0	0	0	30
7:30 to 8:30	7	0	7	0	0	0	24	2	26	0	0	0	33
7:45 to 8:45	6	0	6	0	0	0	28	2	30	0	0	0	36
8:00 to 9:00	4	0	4	0	0	0	28	4	32	0	0	0	36
8:15 to 9:15	5	1	6	0	0	0	29	4	33	0	0	0	39
8:30 to 9:30	5	1	6	0	0	0	26	3	29	0	0	0	35
8:45 to 9:45	10	1	11	1	0	1	24	3	27	0	0	0	39
9:00 to 10:00	10	1	11	2	0	2	21	1	22	0	0	0	35
AM Total	21	1	22	2	0	2	75	5	80	0	0	0	104
15:00 to 16:00	26	1	27	0	0	0	10	0	10	3	2	5	42
15:15 to 16:15	20	1	21	5	0	5	8	0	8	8	2	10	44
15:30 to 16:30	23	1	24	5	0	5	8	0	8	8	0	8	45
15:45 to 16:45	19	0	19	5	0	5	11	0	11	8	0	8	43
16:00 to 17:00	19	0	19	5	0	5	9	0	9	8	0	8	41
16:15 to 17:15	18	1	19	3	1	4	15	1	16	3	0	3	42
16:30 to 17:30	15	2	17	3	1	4	14	1	15	1	0	1	37
16:45 to 17:45	21	2	23	3	1	4	11	1	12	1	0	1	40
17:00 to 18:00	28	2	30	4	1	5	20	1	21	3	0	3	59
17:15 to 18:15	32	1	33	1	0	1	14	0	14	3	0	3	51
17:30 to 18:30	38	0	38	1	0	1	18	0	18	3	0	3	60
17:45 to 18:45	38	0	38	1	0	1	21	0	21	3	0	3	63
18:00 to 19:00	33	0	33	0	0	0	12	0	12	2	0	2	47
PM Total	106	3	109	9	1	10	51	1	52	16	2	18	189



AREA: A

TIMES

Zone	Location	Restriction	Cap	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600
1	Nina Gray Ave North / Side	Unrestricted	11	10	11	10	10	10	10	10	10	10	10	10	10
2	Nina Gray Ave North / Side	4P (8.30 - 6pm) M-F	11	9	10	10	10	10	10	10	10	10	9	9	9
3	Walker St West / Side	4P (8.30 - 6pm) M-F	21	19	20	18	17	18	19	18	18	18	18	18	17
4	Walker St West / Side	2P (8.30 - 6pm) All Days	4	2	3	4	4	4	4	4	4	4	4	4	3
5	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	13	13	13	13	13	13	13	13	13	13	13	13	13
6	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	12	9	10	11	11	11	11	10	10	10	10	10	10
7	Shoreline Dr East / Side	4P (8.30 - 6pm) M-F	10	6	9	9	9	10	10	8	8	8	8	8	9
8	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	10	9	10	9	8	9	9	8	8	8	8	8	8
9	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	10	10	10	10	10	10	10	10	10	10	10	10	10
10	Shoreline Dr West / Side	4P (8.30 - 6pm) M-F	14	13	14	13	12	13	13	13	13	13	13	12	12
11	Meredith Ave South / Side	Unrestricted	4	4	4	4	4	4	4	4	4	4	4	4	4
12	Darling Ave North / Side	4P (8.30 - 6pm) M-F	5	5	5	4	4	5	5	5	5	5	5	5	5
13	Darling Ave South / Side	4P (8.30 - 6pm) M-F	7	7	7	7	7	7	7	6	6	6	6	5	5
Total Vehicles			132	116	126	122	119	124	125	119	119	119	118	116	115
Number of Spaces				16	6	10	13	8	7	13	13	13	14	16	17
% Capacity Used				87.9%	95.5%	92.4%	90.2%	93.9%	94.7%	90.2%	90.2%	90.2%	89.4%	87.9%	87.1%



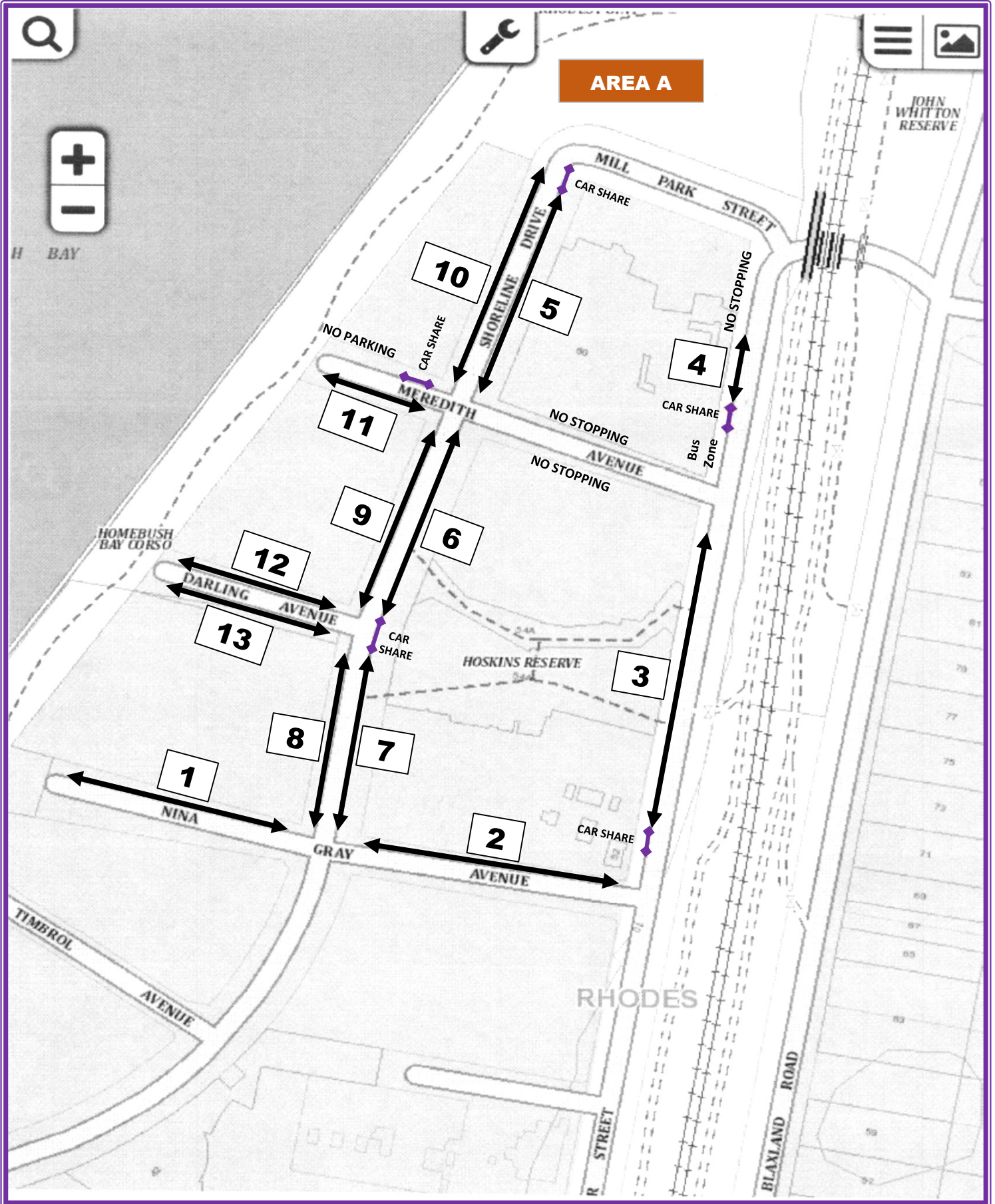
R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019

Client : TTPP

Job No/Name : RHODES Parking Surveys 2





R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019



AREA: B

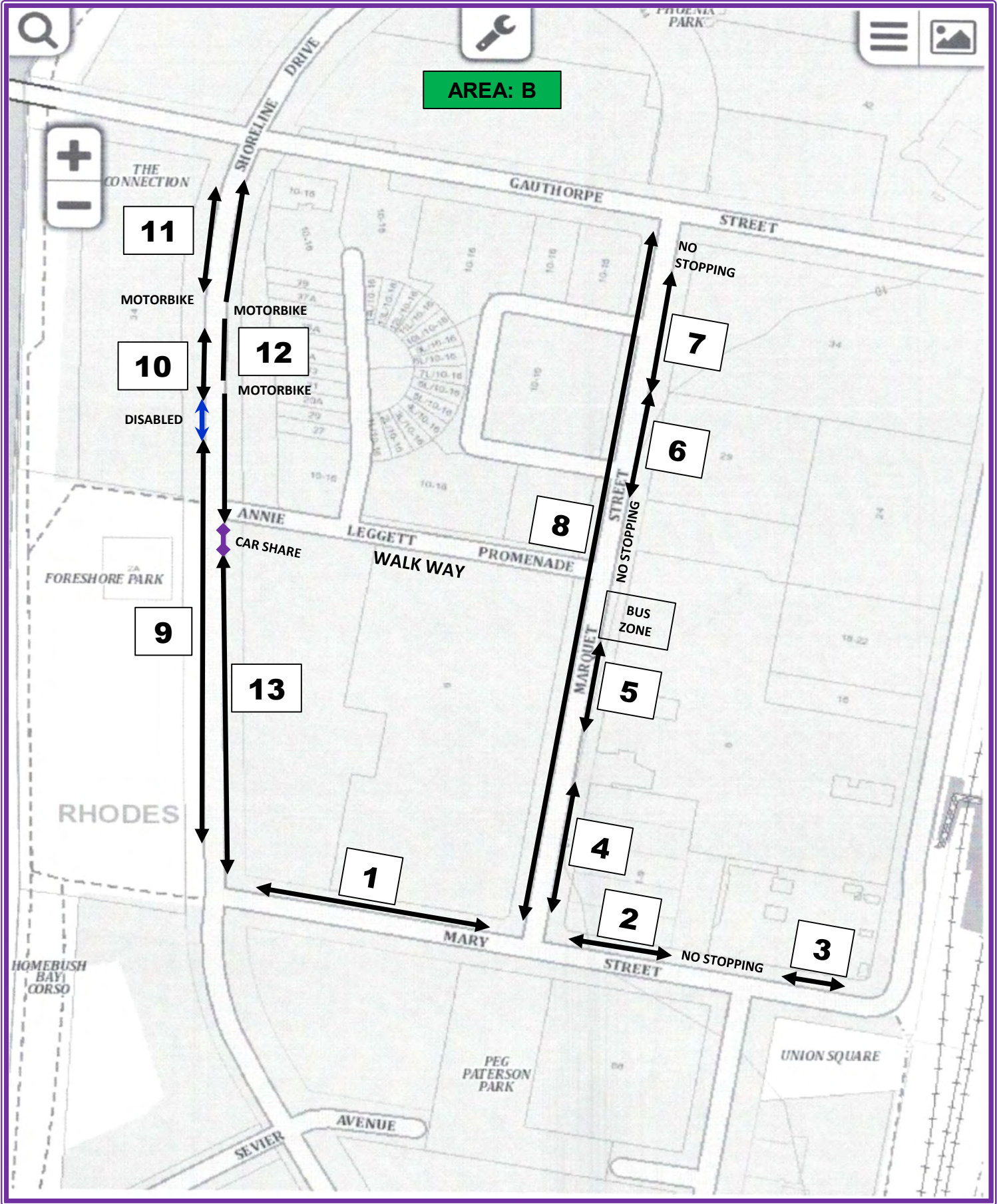
Client : TTPP
Job No/Name : 7738 RHODES Parking Surveys
Day/Date : Tuesday / 22nd November 2022

TIMES

Zone	Location	Restriction	Cap	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600
1	Mary St North / Side	4P (8.30 - 6pm) All Days	9	8	9	8	7	7	7	7	7	7	7	7	6
2	Mary St North / Side	2P (8.30 - 6pm) All Days	5	5	4	5	4	3	3	4	4	4	4	4	4
3	Mary St North / Side	2P (8.30 - 6pm) All Days	2	2	0	2	2	1	1	0	0	0	0	0	1
4	Marquet St East / Side	Unrestricted	8	8	8	8	8	7	7	7	7	7	7	6	8
5	Marquet St East / Side	1/4P (8.30 - 6pm) All Days	6	5	6	6	6	6	6	6	6	6	6	6	6
6	Marquet St East / Side	4P (8.30 - 6pm) All Days	4	4	4	4	4	3	2	2	2	2	3	4	4
7	Marquet St East / Side	Work Zone (7am - 5pm) Mon - Sat	5	5	5	5	2	1	0	0	0	0	0	1	1
8	Marquet St West / Side	4P (8.30 - 6pm) All Days	45	43	43	41	40	40	40	40	40	40	39	41	43
9	Shoreline Dr West / Side (45 ⁰)	2P (8.30 - 6pm) All Days	33	32	30	15	13	10	9	7	3	0	0	0	0
Dis	Shoreline Dr West / Side (45 ⁰)	Disabled	2	0	0	0	0	0	0	0	0	0	0	0	0
10	Shoreline Dr West / Side (45 ⁰)	2P (8.30 - 6pm) All Days	5	5	5	3	5	1	1	0	0	0	0	2	0
11	Shoreline Dr West / Side	1/2P (8.30 - 6pm) All Days	5	5	5	4	4	4	4	4	3	3	3	2	2
12	Shoreline Dr East / Side (45 ⁰)	4P (8.30 - 6pm) All Days	31	30	31	20	18	17	17	16	15	15	15	15	14
13	Shoreline Dr East / Side	4P (8.30 - 6pm) All Days	20	18	17	18	17	15	15	14	14	14	13	13	15
Total Vehicles			180	170	167	139	130	115	112	107	101	98	97	101	104
Number of Spaces				10	13	41	50	65	68	73	79	82	83	79	76
% Capacity Used				94.4%	92.8%	77.2%	72.2%	63.9%	62.2%	59.4%	56.1%	54.4%	53.9%	56.1%	57.8%



AREA: B





R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019



AREA: C

Client : TTPP
Job No/Name : RHODES Parking Surveys 2
Day/Date : Tuesday / 22nd November 2022

TIMES

Zone	Location	Restriction	Cap	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600
1	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	8	7	7	7	6	5	5	5	5	5	4	4	4
2	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	14	13	12	12	14	12	11	11	11	11	11	11	11
3	Shoreline Dr West / Side	2P (8.30 - 6pm) M - F	9	8	7	7	6	6	6	6	6	6	5	5	5
4	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	10	9	8	8	7	6	6	6	6	6	6	5	5
5	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	15	14	12	11	12	10	10	11	11	11	11	11	9
6	Shoreline Dr East / Side	2P (8.30 - 6pm) All Days	8	8	8	8	8	7	6	6	6	6	5	4	4
7	Jean Wailes Ave South / Side	2P (8.30 - 6pm) M - F	10	9	8	8	10	10	10	10	10	10	10	9	9
8	Jean Wailes Ave South / Side (90°)	2P (8.30 - 6pm) M - F	6	6	5	4	6	6	6	6	6	6	6	5	5
Dis	Jean Wailes Ave South / Side (90°)	Disabled	2	0	0	0	0	0	0	0	0	0	0	0	0
9	Jean Wailes Ave North / Side (90°)	2P (8.30 - 6pm) M - F	5	2	3	4	5	5	5	5	5	5	5	5	5
10	Jean Wailes Ave North / Side	2P (8.30 - 6pm) M - F	10	10	10	10	9	9	10	10	10	10	10	10	10
11	Sevier Ave South / Side	2P (8.30 - 6pm) M - F	6	5	5	6	6	6	6	6	6	6	6	6	6
12	Sevier Ave North / Side	2P (8.30 - 6pm) M - F	5	5	4	4	4	4	5	5	5	5	5	5	5
13	Sevier Ave North / Side	2P (8.30 - 6pm) M - F	2	2	2	2	2	2	2	2	2	2	2	1	1
14	Sevier Ave South / Side	2P (8.30 - 6pm) M - F	4	4	4	4	4	4	4	4	4	4	4	4	4
15	Mary St South / Side	2P (8.30 - 6pm) All Days	23	17	15	14	18	12	12	10	8	7	7	7	5
16	Mary St South / Side	Loading Zone	2	1	1	1	1	1	1	1	1	1	2	1	1
17	Rider Bvd West / Side	2P (8.30 - 6pm) All Days	7	6	6	5	6	3	2	2	2	2	2	2	1
18	Rider Bvd West / Side	1P (8.30 - 6pm) M - F / 4P (8.30 - 6pm) Public Holidays	7	7	7	7	5	4	4	4	4	4	4	4	4
Total Vehicles			153	133	124	122	129	112	111	110	108	107	105	99	94
Number of Spaces				20	29	31	24	41	42	43	45	46	48	54	59
% Capacity Used				86.9%	81.0%	79.7%	84.3%	73.2%	72.5%	71.9%	70.6%	69.9%	68.6%	64.7%	61.4%



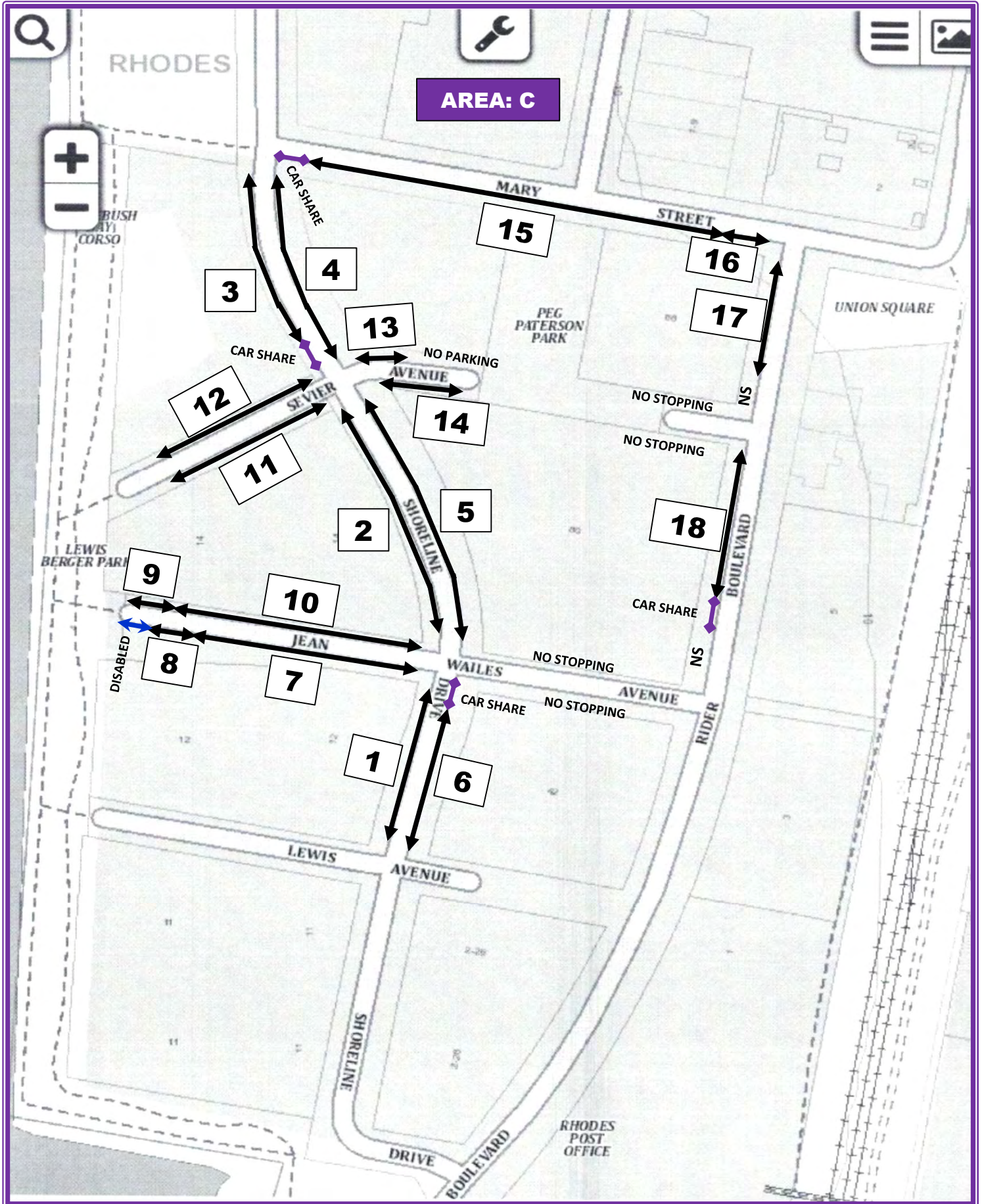
R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019

Client : TTPP

Job No/Name : RHODES Parking Surveys 2





R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019

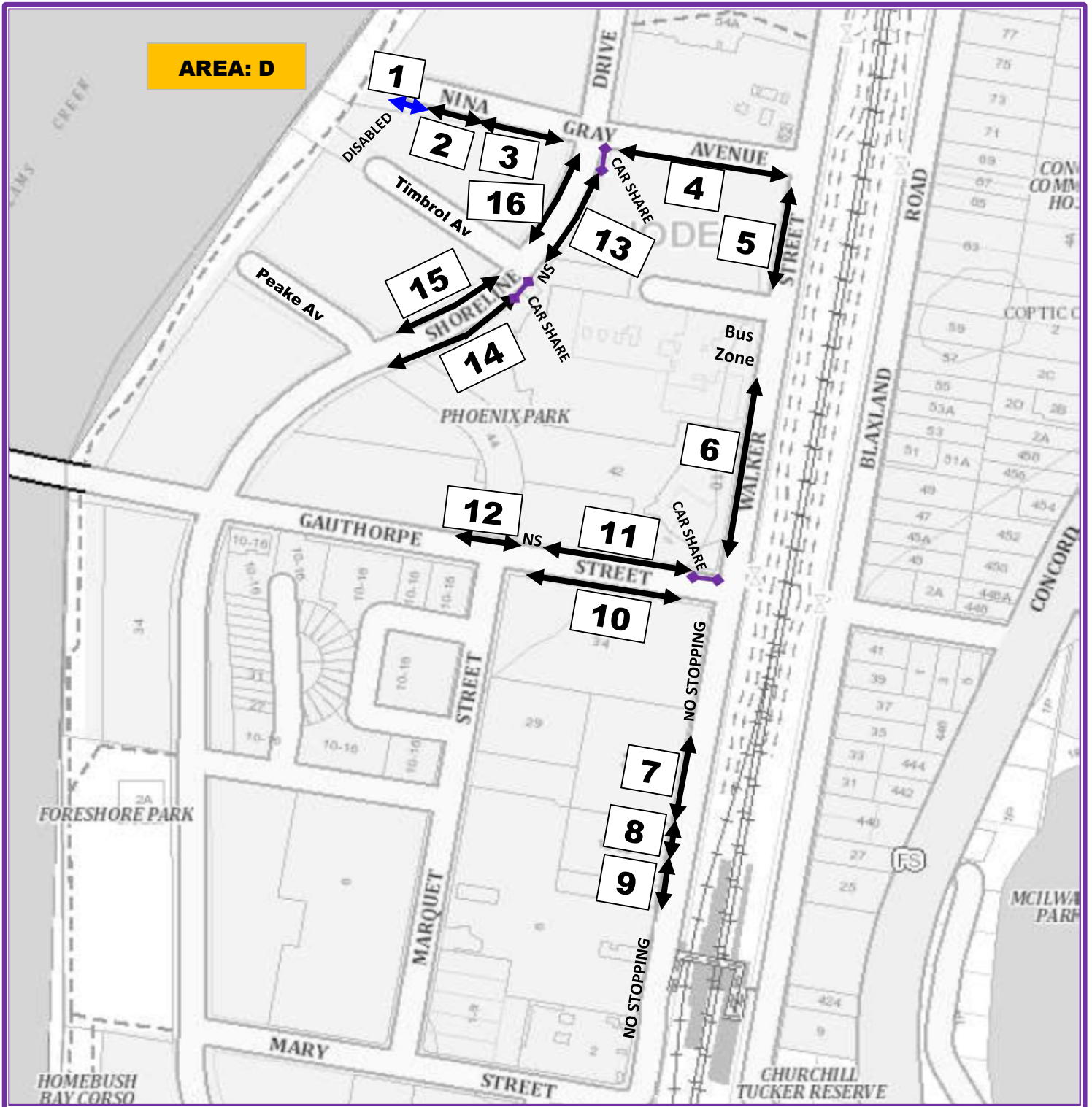


AREA: D

Client : TTPP
Job No/Name : 7738 RHODES Parking Surveys
Day/Date : Tuesday / 22nd November 2022

TIMES

Zone	Location	Restriction	Cap	1900	2000	2100	2200	2300	2400	0100	0200	0300	0400	0500	0600
1	Nina Gray Ave South / Side	Disabled	1	0	0	0	0	0	0	0	0	0	0	0	0
2	Nina Gray Ave South / Side	Unrestricted (90°)	8	8	8	8	8	8	8	8	8	8	8	8	8
3	Nina Gray Ave South / Side	Unrestricted	8	8	8	7	7	7	7	8	8	8	8	8	8
4	Nina Gray Ave South / Side	Unrestricted	10	10	10	10	10	10	10	10	10	10	10	10	10
5	Walker St West / Side	Unrestricted	9	8	8	8	8	8	8	8	8	8	8	8	8
6	Walker St West / Side	Unrestricted	16	16	16	16	16	16	16	16	16	16	16	16	16
7	Walker St West / Side	Unrestricted	9	8	8	8	8	8	8	8	8	8	8	8	9
8	Walker St West / Side	Loading Zone	2	0	0	0	0	0	0	0	0	0	0	0	1
9	Walker St West / Side	1/2P (8.30 - 6pm) All Days	4	4	4	4	4	2	2	2	1	1	1	1	2
10	Gauthorpe St South / Side	Work Zone (7 - 5pm) M - Sat	12	5	5	4	4	3	3	2	2	2	2	2	1
11	Gauthorpe St North / Side	Unrestricted	12	11	11	12	12	12	12	12	12	12	12	12	12
12	Gauthorpe St North / Side	Unrestricted	5	5	5	4	4	5	5	5	5	5	5	5	5
13	Shoreline Dr East / Side	Unrestricted	12	12	12	10	10	11	11	10	10	10	10	11	11
14	Shoreline Dr East / Side	Unrestricted	13	13	12	11	10	12	12	12	12	12	12	12	12
15	Shoreline Dr West / Side	4P (8.30 - 6pm) All Days	7	6	6	7	7	7	7	7	7	7	7	7	7
16	Shoreline Dr West / Side	4P (8.30 - 6pm) All Days	9	2	1	0	0	0	0	0	0	0	0	0	0
Total Vehicles			137	116	114	109	108	109	109	108	107	107	107	108	110
Number of Spaces				21	23	28	29	28	28	29	30	30	30	29	27
% Capacity Used				84.7%	83.2%	79.6%	78.8%	79.6%	79.6%	78.8%	78.1%	78.1%	78.1%	78.8%	80.3%





R.O.A.R. DATA
Reliable, Original & Authentic Results
 Mob.0418-239019



Client : TTPP
 Job No/Name : RHODES Parking Surveys 2
 Day/Date : Tuesday / 22nd November 2022

Street Name	Location	Restriction	Applicable Hours	Supply	Parking Demand Just Prior to 7pm
SITE 1	87 Shoreline Dr	Level G			
		Visitor		9	1
	Start at 6.05pm	Car wash bay		1	0
		Bicycle		10	15
	Finish at 6.30pm	Level P1 (D)			
		No Restriction		64	29
		Level P1 (C)			
		No Restriction		36	22
		Disabled		2	1
		Level P2 (D)			
		No Restriction		57	33
		Disabled		7	4
		Level P2 (C)			
		No Restriction		30	20
		Disabled		9	5
		Level P3 (C)			
		No Restriction		24	12
		Disabled		6	2
		Level P3 (D)			
		Loading dock		1	0
		No Restriction		20	8
		Disabled		6	3
		Service		5	2
		Visitor		18	8
Total				305	165



R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019



Client : TTPP
 Job No/Name : RHODES Parking Surveys 2
 Day/Date : Tuesday / 22nd November 2022

Street Name	Location	Restriction	Applicable Hours	Supply	Parking Demand Just Prior to 7pm
SITE 2	44 Shoreline Dr	Level 0			
		Disabled - Visitor		1	0
	Start at 6.35pm	Disabled		2	2
		Service		1	0
	Finish at 6.50pm	No Restriction		5	5
		Visitor		5	0
		Small car		1	0
		Level 1			
		No Restriction		27	16
		Disabled		2	2
		Level 2			
		No Restriction		22	10
		Level 3			
		No Restriction		36	15
Total				102	50



R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019



Client : TTPP
Job No/Name : RHODES Parking Surveys 2
Day/Date : Tuesday / 22nd November 2022

Street Name	Location	Restriction	Applicable Hours	Supply	Parking Demand Just Prior to 7pm
SITE 3	8A and 8B Mary St, and 2-6 Marquet St	Level 1			
		Disabled		5	0
	Start at 6.03pm	Small car - Visitor		2	0
		Visitor		5	1
	Finish at 6.28pm	Disabled - Visitor		1	0
		No Restriction		113	72
		Lower level 2			
		Motorbike		5	1
		Visitor		4	0
		Disabled - Visitor		3	0
		Disabled		2	0
		No Restriction		77	50
		Upper level 2			
		Visitor		2	0
		Disabled		2	1
		No Restriction		42	25
		Lower level 3			
		Visitor		5	0
		Disabled - Visitor		2	0
		Disabled		1	0
		No Restriction		46	25
		Upper level 3			
		Visitor		6	2
		Disabled		1	1
		No Restriction		33	22
		Upper level 4			
		No Restriction		36	18
Total				393	218



R.O.A.R. DATA

Reliable, Original & Authentic Results

Mob.0418-239019



Client : TTPP
 Job No/Name : RHODES Parking Surveys 2
 Day/Date : Tuesday / 22nd November 2022

Street Name	Location	Restriction	Applicable Hours	Supply	Parking Demand Just Prior to 7pm
SITE 7	52-54 Walker St	Level G			
		No Restriction		10	4
	Start at 6.30pm	Visitor		18	8
		Motorbike		7	5
	Finish at 6.58pm	Child Care		12	0
		Service		4	1
		Car wash bay		1	0
		Level P1			
		No Restriction		107	68
		Disabled		18	8
		Level P2			
		No Restriction		112	73
		Disabled		14	10
Total				303	177

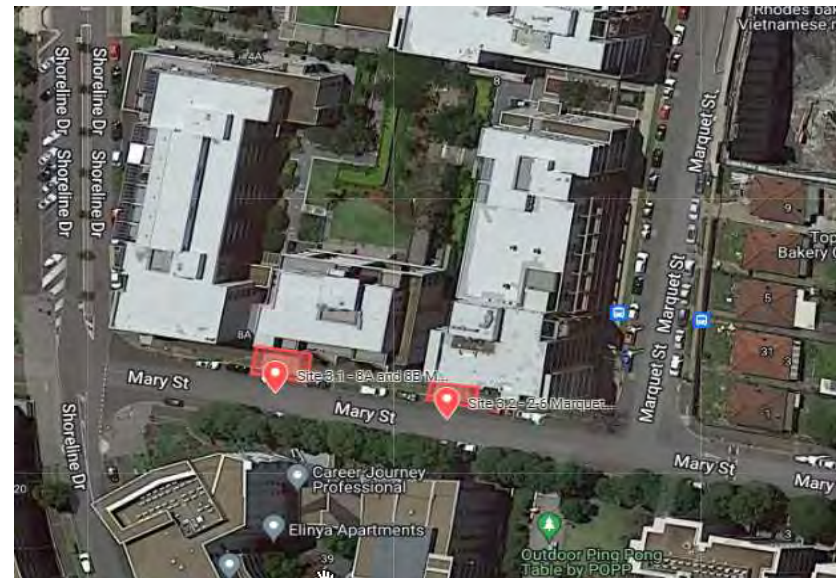
Report Type:	Driveway Counts
Geocounts Job ID:	1667319307455
Client Name:	TTPP
Location:	Rhodes
Survey Start:	Tuesday, 22nd November @ 6pm
Survey End:	Wednesday, 23rd November @ 6am

Site	IN	OUT
1	116	58
2	37	18
3.1	49	20
3.2	58	33
7	108	67



Time Start	Vantage North		Reflections Rhodes		Sienna by the Bay		Sienna by the Bay		Vantage South	
	Site 1		Site 2		Site 3.1		Site 3.2		Site 7	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
18:00	4	4	2	1	6	2	2	4	9	4
18:15	10	2	2	0	7	3	6	1	4	5
18:30	11	2	2	1	5	2	4	2	7	7
18:45	8	2	2	1	1	0	3	2	9	5
19:00	3	0	6	2	2	0	3	1	5	3
19:15	6	4	2	0	2	2	5	3	6	2
19:30	7	4	1	1	2	3	4	0	8	4
19:45	4	4	1	0	3	1	4	1	1	3
20:00	7	3	3	0	3	1	2	2	2	2
20:15	7	2	0	2	3	0	0	1	7	1
20:30	8	3	2	1	1	1	2	1	4	6
20:45	2	1	1	1	2	0	1	1	6	1
21:00	5	2	1	0	1	0	3	3	4	3
21:15	3	2	1	0	0	0	3	0	6	1
21:30	1	2	0	1	0	0	2	0	5	0
21:45	2	0	1	1	1	0	2	0	1	1
22:00	2	1	2	2	1	0	0	1	1	0
22:15	2	0	1	1	3	0	1	0	4	1
22:30	2	2	1	0	2	0	2	0	1	2
22:45	0	1	0	0	0	1	1	0	4	1
23:00	2	0	1	0	0	0	1	0	1	1
23:15	4	1	0	0	1	0	1	1	2	0
23:30	2	1	2	0	0	0	1	0	0	0
23:45	1	0	1	0	2	0	1	0	3	2
0:00	1	0	0	0	0	0	1	0	1	2
0:15	3	1	0	0	0	0	0	0	1	0
0:30	1	0	0	0	0	0	1	0	1	0
0:45	0	1	1	0	0	0	0	0	2	0
1:00	0	0	0	0	0	0	0	1	1	0
1:15	1	0	0	0	0	0	1	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0
1:45	0	1	0	0	0	0	0	0	1	0
2:00	0	0	0	0	0	0	0	0	0	0
2:15	2	0	0	0	0	0	0	0	0	0
2:30	0	1	0	0	0	0	0	0	0	0
2:45	0	0	0	0	1	0	0	0	1	0
3:00	1	0	0	0	0	1	0	0	0	0
3:15	0	0	1	0	0	0	0	0	0	0
3:30	1	1	0	0	0	0	0	0	0	0
3:45	0	2	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	1	0	0	0
4:15	1	1	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	1	0	0	0	0
4:45	1	1	0	0	0	0	0	1	0	0
5:00	0	0	0	1	0	1	0	1	0	3
5:15	1	1	0	0	0	0	0	2	0	2
5:30	0	3	0	1	0	0	0	2	0	3
5:45	0	2	0	1	0	1	0	2	0	2
Total	116	58	37	18	49	20	58	33	108	67

Site	Address	Apartment Name	Driveway Location	Driveway Location (lat, long)
1	87 Shoreline Drive	Vantage North	South side of Meredith Avenue (between Shoreline Avenue and Walker Street)	-33.824775, 151.087594
2	44 Shoreline Drive	Reflections Rhodes	North side of Darling Avenue	-33.825255, 151.086103
3.1	8A and 8B Mary Street	Sienna by the Bay	North side of Mary Street (between Shoreline Drive and Marquet Street)	-33.830902, 151.084404
3.2	2-6 Marquet St	Sienna by the Bay	North side of Mary Street (between Shoreline Drive and Marquet Street)	-33.830956, 151.084787
7	52-54 Walker Street	Vantage South	North side of Nina Gray Avenue	-33.826249, 151.086935



Appendix C

Regression Statistics

SUMMARY OUTPUT								
<i>Regression Statistics</i>								
Multiple R	0.045							
R Square	0.002							
Adjusted R Square	-0.098							
Standard Error	30.016							
Observations	12							
<i>ANOVA</i>								
	<i>df</i>	<i>SS</i>	<i>MS</i>	<i>F</i>	<i>Significance F</i>			
Regression	1	17.888	17.888	0.020	0.891			
Residual	10	9009.779	900.978					
Total	11	9027.667						
	<i>Coefficients</i>	<i>Standard Error</i>	<i>t Stat</i>	<i>P-value</i>	<i>Lower 95%</i>	<i>Upper 95%</i>	<i>Lower 95.0%</i>	<i>Upper 95.0%</i>
Intercept	58.526	47.917	1.221	0.250	-48.240	165.292	-48.240	165.292
Occupancy	10.993	78.018	0.141	0.891	-162.842	184.828	-162.842	184.828

Appendix D

Previous TTPP Letter Concerning Trip Generation / Parking Provision Relationship

Our Ref: 22037

25 February 2022

Meriton Group
Level 11, Meriton Tower, 528 Kent Street
SYDNEY NSW 2000

Attention: Matthew Lennartz

**RE: EFFECT OF PARKING PROVISION ON TRAFFIC GENERATION OF RESIDENTIAL BUILDINGS
TECHNICAL PAPER**

As requested, we have undertaken a review of the above subject to see how parking provision might affect traffic generation in residential apartment buildings. Our analysis has demonstrated that there is limited traffic impact resulting from the increase of parking rates at residential flat buildings.

Background

Central & Local Government have been permitting denser development around train or bus lines in order that people can easily access public transport.

This has been combined with specific parking requirements with many councils introducing parking rates based upon maximum requirements as opposed to minimum requirements which were historically applied.

Certainly, most of these parking restrictions were done at "destinations" such as offices as if there was little destination parking, people would be less inclined to drive.

Indeed, a snapshot in 2010 can be seen in a paper prepared for AITPM (Brodie, Longworth 2010) which noted "*it can be seen that, in general, all Councils in the Sydney Metropolitan Region require at least one space per dwelling (0.96 spaces for studio sized dwellings) irrespective of dwelling size. It was noted that almost all Councils required one space per studio / one bedroom dwelling*".

However, in recent years, many councils have been reducing parking at residential developments with the view that it would reduce traffic generation, i.e., if no one owned cars there would be no traffic. This is a restriction on car ownership, not car use which should be the desired outcome.

What has happened is that residents of apartments with such restrictions are forced to resort to on-street parking as are their visitors as car-usage and ownership rates are likely to increase post covid (Ernst & Young https://www.ey.com/en_gl/news/2020/11/millennials-to-lead-covid-induced-car-ownership-boom-ey-survey) and apartments deliver the majority (up to 2/3 historically) of Sydney's new dwellings.

This has been exacerbated over the recent COVID pandemic where we have seen more people working from home (i.e. less destination travel for employment), greater car ownership (including second car ownership – <https://business.carsales.com.au/insights/auto-industry-news/challenger-brands-and-the-impact-of-research/>) and significant price increases across the established dwelling (including house and land) market with a growing gap between median house prices between apartments and dwellings. Accordingly, there is a clear and defined increase in demand for parking to be provided with residential apartments across Sydney.

Meriton is at the forefront of apartment development in Australia and is seeing the immediate impacts of this transition with a growing demand for larger apartments (to accommodate WFH) which compete with the established market, but this demand is qualified on the basis of the need for parking irrespective of proximity to transport. While these areas for apartments may be relatively well-serviced by public transport, the public transport available is not appropriate for all trips so they depend on a car at night-time and weekends for shopping, leisure and retail needs.

I have been asked to consider the effect of parking on traffic generation from the residential apartments to assist policymakers in considering the increase in parking for apartment developments.

Whilst it is my view that the best way of reducing car use is to provide good quality alternatives such as public transport and cycleways as opposed to restricting car ownership, inevitably more people will be living in apartments into the future and the analysis below demonstrates that higher parking rates can be accommodated with limited traffic impact because:

1. The number of units have the strongest relationship for the impact on traffic generation, as opposed to the number of parking spaces
2. Because Meriton (and others) are supplying larger units within the same permitted GFA, there is a reduction in units per development
3. The larger units attract a greater proportion of small and growing families who rely on private vehicles
4. Occupants of Apartments are more likely to use public transport for direct travel such as work, but still rely on a private car for out of peak travel for retail and leisure activities (see analysis of Circular Quay projects).
5. Overly restricting residential parking will not necessarily restrict vehicle ownership and will transfer parking onto surrounding streets
6. The restriction of car parking at destinations, especially workplaces, would have a more significant effect on the decision to drive or not in peak hours.

Accordingly, it is my view that the Government could provide relief for parking rates in residential apartment buildings with limited impact to traffic generation as a reasonable response to the rapidly changing market conditions, particularly where larger units are being provided.

This is borne out in a number of pieces of work in which I have been involved.

- **Transport for New South Wales Study into the traffic generation of high-density residential development**

TfNSW have been undertaking surveys of numerous land uses since 2008 with the aim of updating their 2002 document: The RTA Guide to Traffic Generating Developments. These surveys undertaken by independent consultants collect data from numerous sites which then undergoes statistical analysis to determine what robust and statistically significant conclusions can be drawn.

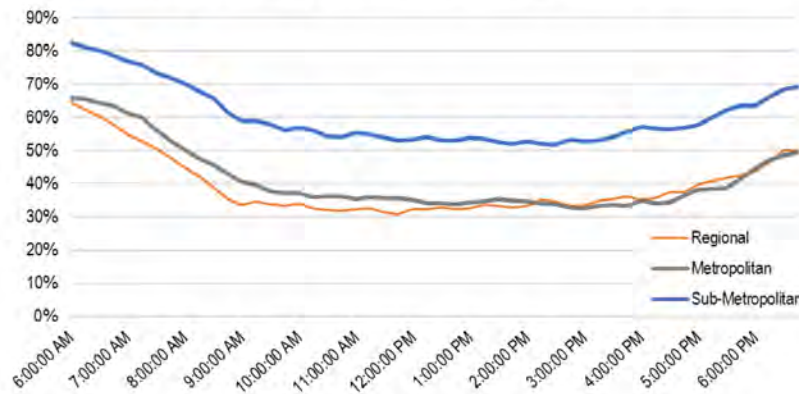
In September 2012, GHD issued a study undertaken for Roads and Maritime Services (now TfNSW) entitled "Report for High Density Residential Trip Generation Surveys. This report collected data from 10 sites and looked into the correlation between vehicle trip generation and a number of individual variables such as number of units, public transport accessibility and parking provision. Some key points from the analysis are repeated below

- Analysis of the regression statistics for relationships with number of parking spaces as the independent variable shows that number of parking spaces provides a high correlation with person trip generation, **but not with vehicle trip generation.**
- Analysis of the relationship between vehicle mode share and Accessibility Score (*which is a reflection of public transport availability*) showed that there was no relationship between these statistics
- Analysis of the relationship between parking provision and vehicle mode share showed that there was no relationship between these statistics. This is likely to be because the parking provision at only one end of the trip does not fully capture the parking availability for the trip as a whole.
- Analysis of the regression statistics for relationships with parking spaces per unit as the independent variable shows that **parking provision does not provide a high correlation with vehicle mode share.**
- While it would be expected that developments with lower parking provisions would also have lower mode shares to vehicles, it should be noted that the parking provision at the point of origin (for journey to work trips) does not account in any way for parking provision at the destination. In other words, for mode share to be affected by parking provision, it would need to be parking provision at both ends of the trip, not simply at the origin.
- The statistical analysis of the proposed trip making statistics showed The single variable analysis shows that **the strongest relationships are for number of units as the independent variable. Number of parking spaces has a much weaker correlation with the trip making statistics**

Interestingly a second study undertaken by Bitzios for TfNSW (2018) for High density Residential in areas where public transport is not so available and transport was more car based so available revealed a couple of interesting facts

- That the car occupancy of residential blocks remained at 30% of the total occupancy during peak periods (noting the total occupancy was in region of 65% to 80%). This suggests **many people own cars but do not use them to travel on a weekday** (See below)

The average daily parking occupancy for Metropolitan, Sub-Metropolitan and Regional sites is shown in Figure 6.33 and Figure 6.34 for Weekday and Weekend results respectively.



- It reports “*In particular, where surrounding on-street parking is restricted, the trip generation was shown to be focused around the availability of off-street parking.*” This suggests **that if on-site parking is not provided, it merely transfers to on-street parking.**
- Indeed, it also notes “*the collected data and the subsequent formulae are only based on those vehicular trips which enter/exit the site.*”

• Circular Quay

The undersigned was involved in the initial approval of the site located at 71-79 Macquarie Street, Sydney. The site which is located within the Circular Quay East precinct (adjacent to Cahill Expressway) which is now complete and occupied.

To estimate the potential traffic generation of the proposed development, traffic generation surveys were conducted to count the traffic entering and leaving the neighbouring Quay Grand and Quay Apartments which is shown in Tables 1 & 2.

Table 1: Comparison of vehicle movements per hour

	Quay Grand	Quay Apartments
Morning Peak		
- In (vph)	9	5
- Out (vph)	13	5
- Two-way (vph)	22	10
Evening Peak		
- In (vph)	18	6
- Out (vph)	9	3
- Two-way (vph)	27	9
Total Survey Period (6am-10pm)		
- In (Total)	116	25
- Out (Total)	115	24
- Two-way (Total)	231	49

Reference – Halcrow Report 2011

Quay Grand and Quay Apartments each respectively have 129 and 48 residential apartments.

Table 2: Comparison of vehicle movements per hour per unit

	Quay Grand	Quay Apartments
Morning Peak		
- In (vtph per unit)	0.07	0.10
- Out (vtph per unit)	0.10	0.10
- Two-way (vtph per unit)	0.17	0.21
Evening Peak		
- In (vtph per unit)	0.14	0.13
- Out (vtph per unit)	0.07	0.06
- Two-way (vtph per unit)	0.21	0.19
Daily		
- In (vtpd per unit)	0.90	0.52
- Out (vtpd per unit)	0.89	0.50
- Two-way (vtpd per unit)	1.79	1.02

Reference – Halrow Report 2011

The parking at the existing Quay Grand and Quay Apartments was also examined to assess their compliance with the DCP and also to assess the effect of residential car parking provision upon trip generation in this vicinity.

The Quay Grand contains 129 apartments and 151 car spaces. The unit mix at Quay Grand comprises:

- 85 x one-bedroom units;
- 22 x two-bedroom units; and
- 22 x three-bedroom units.

Based on the above unit mix, the Quay Grand would have required 115 parking spaces to comply with the DCP at that time and the parking at Quay Grand therefore exceeded the LEP and DCP allowable parking spaces by 36 spaces (30%).

Similarly, Quay Apartments comprises 48 units and 73 spaces. The unit mix at Quay apartments comprises:

- 2 x one-bedroom units;
- 18 x two-bedroom units;
- 16 x three-bedroom units;
- 7 x four-bedroom units; and
- 5 penthouses.

Compared with the DCP, this site would require 79 parking spaces and is therefore an under provision of six spaces (-8%).

It is of note that the provision of parking does not seem to affect the peak hour traffic generated by the two sites with Table 3 showing that the apartments with the lower than DCP parking provision generated more traffic in the morning peak than that with parking above the DCP provision and in the PM peak, it is very similar.

Table 3: Comparison of vehicle movements per hour per unit in peak hour

	Quay Grand	Quay Apartments
Morning Peak		
- In (vtph per unit)	0.07	0.10
- Out (vtph per unit)	0.10	0.10
- Two-way (vtph per unit)	0.17	0.21
Evening Peak		
- In (vtph per unit)	0.14	0.13
- Out (vtph per unit)	0.07	0.06
- Two-way (vtph per unit)	0.21	0.19

Reference – Halcrow Report 2011

The fact that parking does not affect traffic generation is probably due to the location of the proposed site with its close proximity to the wide range of public transport/active transport opportunities.

- **Meriton Sites**

Meriton is therefore seeking to provide surplus provisions to the DCP-permitted rates. However, it is noted that the desired outcomes of the many DCPs are such that the car parking and bicycle facilities should meet the requirements of future occupants and their visitors.

Based on Meriton’s experience on numerous residential developments in the Sydney Metropolitan area, reduced car parking provision within residential developments will not meet the parking demand of the future occupants.

Many sites, which are not in CBD locations have unrestricted on-street parking available and any shortfall in on-site car parking will result in residents and visitors parking on street:

It would be a better outcome to accommodate car parking demand generated by the proposed development on-site rather than potentially residents occupying parking on nearby public roads thereby depriving other road users of parking space.

Furthermore, as shown above, the effect of additional car parking provision on residential sites would have minimal traffic impact on the surrounding network.

- **Visitor Parking**

It would also be helpful for some consistency to be applied as requirements for residential visitor parking vary from Council to Council. The reason why specific parking rates are requested have been lost over time and do not seem to be based on any technical studies. TfNSW has historically undertaken detailed research into parking and traffic generation which they are currently updating for the new version of the Guide to Traffic Generating Developments. Their conclusions are based upon detailed analysis and I believe their analysis is significantly more robust than the guidance provided by councils (e.g. for CBD centres where TfNSW proposed one visitor space per 7 units, some Councils are 1 per 10 units whereas other councils ask for 2 spaces per 5 units. This is a substantial variation for projects located in accessible areas and there is no fundamental basis for such variations in visitor travel behaviours or visitor parking demand. Such variations can add significant and unnecessary costs to major developments so a consistent approach is required and the appropriate measure, in my opinion, is 1 space per 7 units as outlined in the current TfNSW Guide to Traffic Generating Developments(GTTGD).

Summary and Conclusion

In conclusion, a modest increase in residential parking rates will not necessarily result in additional traffic. I believe that the provision of parking at the destination (e.g., offices) is more likely to encourage car use so the government should consider (at least in the medium-term) provisions that relax parking standards for residential apartments while maintaining or reducing parking rates for non-residential uses at destinations (i.e., CBD's). It seems logical that while there is a great demand for WFH, a reduction in commercial/employment uses parking rates would be a more efficient method of reducing peak hour traffic congestion.

For residential apartments, we do not see any reason why parking should be overly restricted and rates of 1 space per 1-2 Bedroom apartment and 2 spaces for 3+ bed apartment is satisfactory. At the absolute minimum, the GTTGD parking rates should be seen as a minimum provision including the visitor parking rate of 1 space per 7units.

Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 0422 005405.

Yours sincerely,



Ken Hollyoak
Director

Our Ref: 22037

9 March 2022

Meriton Group
Level 11, Meriton Tower, 528 Kent Street
SYDNEY NSW 2000

Attention: Matthew Lennartz

**RE: EFFECT OF PARKING PROVISION ON TRAFFIC GENERATION OF RESIDENTIAL BUILDINGS
TECHNICAL PAPER**

Further to my letter dated 25th February 2022 concerning the effect of parking provision on Traffic Generation at residential buildings, TTPP has now undertaken a review of three Meriton developments to see if there was any further evidence whether parking provision affects parking provision.

Three developments were selected for examination (as tabulated below) and Roar Traffic Surveys undertook traffic counts at all three sites on Tuesday 22nd February 2022. All sites are completed, fully occupied and within 400m of a train station. The summary tables of these counts are included in Annexure A.



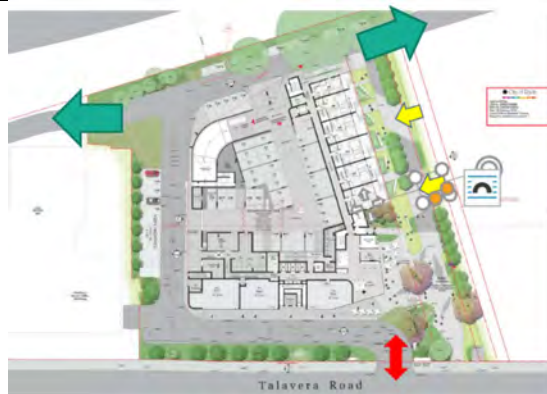
256-280
Coward St,
Mascot



The red driveway was counted



112
Talavera Road,
Macquarie Park



As the main driveway (red) served multiple uses, the ramp as shown in blue was counted being the access to the residential area.

The number of vehicles counted at the driveways in the peak hours was then compared to the number of units & the number of parking spaces provided in each of the sites. This enabled TPP to calculate a trip rate per unit & a trip rate per parking space. This is summarised below.

	Units	DCP Parking Requirement	Parking	Parking Spaces per unit	AM Traffic	PM Traffic	AM		PM	
							Traffic per unit	Traffic per parking space	Traffic per unit	Traffic per parking space
Church Av Mascot	367	365	461	1.26	30	42	0.08	0.07	0.11	0.09
Talavera Road	219	238	219	1.00	26	38	0.12	0.12	0.17	0.17
Coward St	321	307	310	0.97	44	66	0.14	0.14	0.21	0.21

This table reveals the following

- The site with the least cars per unit (Coward Street, Mascot) generated the most traffic on a per unit and a per parking space calculation
- The site with the most parking spaces per unit (Church Av, Mascot) generated the least traffic on a per unit and a per parking space calculation

- The site with parking provision significantly above the DCP parking requirement (Church Av, Mascot) generated the least traffic on a per unit and a per parking space calculation

Given all sites are within 400m of a rail station the influence of public transport provision is limited so it does appear that the provision of car parking at residential apartment blocks doesn't greatly influence traffic generation as opined in my earlier letter.

I trust that this is clear but should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 0422 005405.

Yours sincerely,



Ken Hollyoak
Director

Appendix A – Roar Traffic Count Summary

Combined	COWARD ST MASCOT		
	Number 256 to 280		
Peak Per	IN	OUT	TOT
0700 - 0800	9	21	30
0715 - 0815	9	25	34
0730 - 0830	8	27	35
0745 - 0845	13	31	44
0800 - 0900	12	30	42
0815 - 0915	15	26	41
0830 - 0930	20	22	42
0845 - 0945	23	18	41
0900 - 1000	29	15	44
PEAK HR	13	31	44

Combined	COWARD ST MASCOT		
	Number 256 to 280		
Peak Per	IN	OUT	TOT
1530 - 1630	37	22	59
1545 - 1645	32	24	56
1600 - 1700	31	21	52
1615 - 1715	28	20	48
1630 - 1730	21	13	34
1645 - 1745	22	18	40
1700 - 1800	22	26	48
1715 - 1815	28	31	59
1730 - 1830	33	33	66
PEAK HR	33	33	66

Combined	CHURCH ST MASCOT		
	Number 42		
Peak Per	IN	OUT	TOT
0700 - 0800	8	16	24
0715 - 0815	8	17	25
0730 - 0830	7	15	22
0745 - 0845	7	23	30
0800 - 0900	7	22	29
0815 - 0915	5	23	28
0830 - 0930	5	25	30
0845 - 0945	5	19	24
0900 - 1000	5	17	22
PEAK HR	7	23	30

Combined	CHURCH ST MASCOT		
	Number 42		
Peak Per	IN	OUT	TOT
1530 - 1630	17	14	31
1545 - 1645	19	15	34
1600 - 1700	20	20	40
1615 - 1715	21	17	38
1630 - 1730	18	13	31
1645 - 1745	18	14	32
1700 - 1800	17	15	32
1715 - 1815	19	19	38
1730 - 1830	21	21	42
PEAK HR	21	21	42

Combined	TALAVERA RD MAQ PARK		
	Number 112 Basement		
Peak Per	IN	OUT	TOT
0700 - 0800	1	19	20
0715 - 0815	3	20	23
0730 - 0830	3	19	22
0745 - 0845	4	19	23
0800 - 0900	5	20	25
0815 - 0915	4	19	23
0830 - 0930	6	20	26
0845 - 0945	6	15	21
0900 - 1000	5	10	15
PEAK HR	6	20	26

Combined	TALAVERA RD MAQ PARK		
	Number 112 Basement		
Peak Per	IN	OUT	TOT
1530 - 1630	14	2	16
1545 - 1645	13	2	15
1600 - 1700	12	4	16
1615 - 1715	9	6	15
1630 - 1730	14	13	27
1645 - 1745	18	17	35
1700 - 1800	19	19	38
1715 - 1815	20	18	38
1730 - 1830	18	10	28
PEAK HR	19	19	38

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

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