



Roads and Maritime Services
Trip Generation Surveys
Schools
Data Report

transportation planning, design and delivery

Roads and Maritime Services

Trip Generation Surveys, Schools

Data Report

Issue: B 04/09/14

Client: Roads and Maritime Services

Reference: 14S1263000

GTA Consultants Office: NSW

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	31/07/14	Final	Chris Slenders	Kelly Yoon	Ken Hollyoak	Ken Hollyoak
B	04/09/14	Final Revised	Chris Slenders	Kelly Yoon	Ken Hollyoak	Ken Hollyoak

© GTA Consultants (GTA Consultants (NSW) Pty Ltd) 2014
The information contained in this document is confidential and intended solely for the use of the client for the purpose for which it has been prepared and no representation is made or is to be implied as being made to any third party. Use or copying of this document in whole or in part without the written permission of GTA Consultants constitutes an infringement of copyright. The intellectual property contained in this document remains the property of GTA Consultants.

Table of Contents

1. Introduction	1
1.1 Background	1
1.2 School Land Use	1
1.3 Surveyed Sites	1
1.4 Accessibility Score	4
1.5 Survey Details	5
2. Site Survey Details	7
2.1 Bass Hill High School	7
2.2 Camden High School (Cawdor)	10
2.3 Casula High School	13
2.4 Dapto Public School (Horsley)	16
2.5 Eagle Vale High School	19
2.6 Galston High School	22
2.7 Glenaeon Rudolf Steiner School (Middle Cove)	25
2.8 Good Samaritan Catholic College (Hinchinbrook)	28
2.9 Grays Point Public School	31
2.10 Gwandalan Public School	34
2.11 Harrington Street Public School (Cabramatta West)	37
2.12 J J Cahill Memorial High School (Mascot)	40
2.13 Kiama High School	43
2.14 Kurnell Public School	46
2.15 Mount View High School (Cessnock)	49
2.16 St Columba's Catholic College (Springwood)	52
2.17 St Kevin's Catholic Primary School (Dee Why)	54
2.18 St Mary's Catholic Primary School (Noraville)	57
2.19 Turrumurra High School (South Turrumurra)	60
2.20 Woronora River Public School	63
2.21 Wyong High School	66
2.22 Xavier College (Llandilo)	69
3. Survey Results	72
3.1 Traffic Survey	72
3.2 Parking Surveys	137
3.3 Interview Survey Questions	148
3.4 Interview Survey Results	149

Appendices

A: Accessibility Score Methodology

Figures

Figure 1.1:	School Locations, Central Coast and Hunter Valley	3
Figure 1.2:	School Locations, Sydney and Surrounds	3
Figure 1.3:	School Locations, South Coast	4
Figure 2.1:	Site Layout	8
Figure 2.2:	Site Location Map	8
Figure 2.3:	Site Layout	11
Figure 2.4:	Site Location Map	11
Figure 2.5:	Site Layout	14
Figure 2.6:	Site Location Map	14
Figure 2.7:	Site Layout	17
Figure 2.8:	Site Location Map	17
Figure 2.9:	Site Layout	20
Figure 2.10:	Site Location Map	20
Figure 2.11:	Site Layout	23
Figure 2.12:	Site Location Map	23
Figure 2.13:	Site Layout	26
Figure 2.14:	Site Location Map	26
Figure 2.15:	Site Layout	29
Figure 2.16:	Site Location Map	29
Figure 2.17:	Site Layout	32
Figure 2.18:	Site Location Map	32
Figure 2.19:	Site Layout	35
Figure 2.20:	Site Location Map	35
Figure 2.21:	Site Layout	38
Figure 2.22:	Site Location Map	38
Figure 2.23:	Site Layout	41
Figure 2.24:	Site Location Map	41
Figure 2.25:	Site Layout	44
Figure 2.26:	Site Location Map	44
Figure 2.27:	Site Layout	47
Figure 2.28:	Site Location Map	47
Figure 2.29:	Site Layout	50
Figure 2.30:	Site Location Map	50
Figure 2.31:	Site Layout	53
Figure 2.32:	Site Location Map	53
Figure 2.33:	Site Layout	55
Figure 2.34:	Site Location Map	55
Figure 2.35:	Site Layout	58
Figure 2.36:	Site Location Map	58

Figure 2.37:	Site Layout	61
Figure 2.38:	Site Location Map	61
Figure 2.39:	Site Layout	64
Figure 2.40:	Site Location Map	64
Figure 2.41:	Site Layout	67
Figure 2.42:	Site Location Map	67
Figure 2.43:	Site Layout	70
Figure 2.44:	Site Location Map	70
Figure 3.1:	Bass Hill High School Hourly Vehicle Trips (Wednesday 30 April 2014)	73
Figure 3.2:	Camden High School Hourly Vehicle Trips (Thursday 27 March 2014)	76
Figure 3.3:	Casula High School Hourly Vehicle Trips (Thursday 20 March 2014)	78
Figure 3.4:	Dapto Public School Hourly Vehicle Trips (Tuesday 25 March 2014)	81
Figure 3.5:	Eagle Vale High School Hourly Vehicle Trips (Wednesday 26 March 2014)	84
Figure 3.6:	Galston High School Hourly Vehicle Trips (Wednesday 12 March 2014)	86
Figure 3.7:	Glenaeon Rudolf Steiner School Hourly Vehicle Trips (Thursday 6 March 2014)	89
Figure 3.8:	Good Samaritan Catholic College Hourly Vehicle Trips (Wednesday 5 March 2014)	92
Figure 3.9:	Grays Point Public School Hourly Vehicle Trips (Wednesday 26 March 2014)	96
Figure 3.10:	Gwandalan Public School Hourly Vehicle Trips (Thursday 20 March 2014)	99
Figure 3.11:	Harrington Street Primary School Hourly Vehicle Trips (Thursday 8 May 2014)	102
Figure 3.12:	J J Cahill Memorial College Hourly Vehicle Trips (Wednesday 19 March 2014)	105
Figure 3.13:	Kiama High School Hourly Vehicle Trips (Tuesday 25 March 2014)	108
Figure 3.14:	Kurnell Public School Hourly Vehicle Trips (Wednesday 30 April 2014)	111
Figure 3.15:	Mount View High School Vehicle Trips (Wednesday 14 May 2014)	114
Figure 3.16:	St Columba's Catholic College Hourly Vehicle Trips (Wednesday 19 March 2014)	116
Figure 3.17:	St Kevin's Catholic Primary School Hourly Vehicle Trips (Wednesday 5 March 2014)	120
Figure 3.18:	St Mary's Catholic Primary School Hourly Vehicle Trips (Tuesday 25 March 2014)	124
Figure 3.19:	Turrumurra High School Hourly Vehicle Trips (Wednesday 26 March 2014)	127
Figure 3.20:	Woronora River Public School Hourly Vehicle Trips (Thursday 20 March 2014)	130
Figure 3.21:	Wyong High School Hourly Vehicle Trips (Thursday 27 March 2014)	133
Figure 3.22:	Xavier College Hourly Vehicle Trips (Wednesday 19 March 2014)	136

Tables

Table 1.1:	Selected Survey Sites	2
Table 1.2:	School Location and Type Summary	2
Table 1.3:	Accessibility Scoring	5
Table 1.4:	Survey Date and Periods	6
Table 1.5:	5-Day School Week Sites	6
Table 2.1:	Site Details	7
Table 2.2:	Accessibility Score Sheet	9
Table 2.3:	Site Details	10
Table 2.4:	Accessibility Score Sheet	12
Table 2.5:	Site Details	13
Table 2.6:	Accessibility Score Sheet	15
Table 2.7:	Site Details	16
Table 2.8:	Accessibility Score Sheet	18
Table 2.9:	Site Details	19
Table 2.10:	Accessibility Score Sheet	21
Table 2.11:	Site Details	22
Table 2.12:	Accessibility Score Sheet	24
Table 2.13:	Site Details	25
Table 2.14:	Accessibility Score Sheet	27
Table 2.15:	Site Details	28
Table 2.16:	Accessibility Score Sheet	30
Table 2.17:	Site Details	31
Table 2.18:	Accessibility Score Sheet	33
Table 2.19:	Site Details	34
Table 2.20:	Accessibility Score Sheet	36
Table 2.21:	Site Details	37
Table 2.22:	Accessibility Score Sheet	39
Table 2.23:	Site Details	40
Table 2.24:	Accessibility Score Sheet	42
Table 2.25:	Site Details	43
Table 2.26:	Accessibility Score Sheet	45
Table 2.27:	Site Details	46
Table 2.28:	Accessibility Score Sheet	48
Table 2.29:	Site Details	49
Table 2.30:	Accessibility Score Sheet	51
Table 2.31:	Site Details	52
Table 2.32:	Site Details	54

Table 2.33:	Accessibility Score Sheet	56
Table 2.34:	Site Details	57
Table 2.35:	Accessibility Score Sheet	59
Table 2.36:	Site Details	60
Table 2.37:	Accessibility Score Sheet	62
Table 2.38:	Site Details	63
Table 2.39:	Accessibility Score Sheet	65
Table 2.40:	Site Details	66
Table 2.41:	Accessibility Score Sheet	68
Table 2.42:	Site Details	69
Table 2.43:	Accessibility Score Sheet	71
Table 3.1:	Bass Hill High School 15 Minute Vehicle Based Trips (Wednesday 30 April 2014) [1]	72
Table 3.2:	Bass Hill High School Hourly Vehicle Based Trips (Wednesday 30 April 2014)	73
Table 3.3:	Bass Hill High School 15 Minute Person Based Trips (Wednesday 30 April 2014)	74
Table 3.4:	Camden High School 15 Minute Vehicle Based Trips (Thursday 27 March 2014)	75
Table 3.5:	Camden High School Hourly Vehicle Based Trips (Thursday 27 March 2014)	75
Table 3.6:	Camden High School Person Based Trips (Thursday 27 March 2014)	76
Table 3.7:	Casula High School 15 Minute Vehicle Based Trips (Thursday 20 March 2014) [1]	77
Table 3.8:	Casula High School 1 Hour Vehicle Based Trips (Thursday 20 March 2014)	77
Table 3.9:	Casula High School Person Based Trips (Thursday 20 March 2014)	78
Table 3.10:	Dapto Public School 15 Minute Vehicle Based Trips (Tuesday 25 March 2014)	79
Table 3.11:	Dapto Public School Hourly Vehicle Based Trips (Tuesday 25 March 2014)	80
Table 3.12:	Dapto Public School Person Based Trips (Tuesday 25 March 2014)	82
Table 3.13:	Eagle Vale High School 15 Minute Vehicle Based Trips (Wednesday 26 March 2014)	83
Table 3.14:	Eagle Vale High School Hourly Vehicle Based Trips (Wednesday 26 March 2014)	83
Table 3.15:	Eagle Vale High School Person Based Trips (Wednesday 26 March 2014)	84
Table 3.16:	Galston High School 15 Minute Vehicle Based Trips (Wednesday 12 March 2014)	85
Table 3.17:	Galston High School Hourly Vehicle Based Trips (Wednesday 12 March 2014)	85
Table 3.18:	Galston High School Person Based Trips (Wednesday 12 March 2014)	87
Table 3.19:	Glenaeon Rudolf Steiner School 15 Minute Vehicle Based Trips (Thursday 6 March 2014)	88
Table 3.20:	Glenaeon Rudolf Steiner School Hourly Vehicle Based Trips (Thursday 6 March 2014)	89

Table 3.21:	Glenaeon Rudolf Steiner School Person Based Trips (Thursday 6 March 2014)	90
Table 3.22:	Good Samaritan Catholic College 15 Minute Vehicle Based Trips (Wednesday 5 March 2014)	91
Table 3.23:	Good Samaritan Catholic College Hourly Vehicle Based Trips (Wednesday 5 March 2014)	92
Table 3.24:	Good Samaritan Catholic College Person Based Trips (Wednesday 5 March 2014)	93
Table 3.25:	Grays Point Public School Vehicle Based Trips (Wednesday 26 March 2014)	94
Table 3.26:	Grays Point Public School Hourly Vehicle Based Trips (Wednesday 26 March 2014)	95
Table 3.27:	Grays Point Public School Person Based Trips (Wednesday 26 March 2014)	97
Table 3.28:	Gwandalan Public School 15 Minute Vehicle Based Trips (Thursday 20 March 2014)	98
Table 3.29:	Gwandalan Public School Hourly Vehicle Based Trips (Thursday 20 March 2014)	98
Table 3.30:	Gwandalan Public School Person Based Trips (Thursday 20 March 2014)	99
Table 3.31:	Harrington Street Primary School 15 Minute Vehicle Based Trips (Thursday 8 May 2014)	100
Table 3.32:	Harrington Street Primary School Hourly Vehicle Based Trips (Thursday 8 May 2014)	101
Table 3.33:	Harrington Street Primary School Person Based Trips (Thursday 8 May 2014)	103
Table 3.34:	J J Cahill Memorial College 15 Minute Vehicle Based Trips (Wednesday 19 March 2014)	104
Table 3.35:	J J Cahill Memorial College Hourly Vehicle Based Trips (Wednesday 19 March 2014)	105
Table 3.36:	J J Cahill Memorial College Person Based Trips (Wednesday 19 March 2014)	106
Table 3.37:	Kiama High School 15 Minute Vehicle Based Trips (Tuesday 25 March 2014) [1]	107
Table 3.38:	Kiama High School Hourly Vehicle Based Trips (Tuesday 25 March 2014)	107
Table 3.39:	Kiama High School Person Based Trips (Tuesday 25 March 2014)	108
Table 3.40:	Kurnell Public School 15 Minute Vehicle Based Trips (Wednesday 30 April 2014) [1]	109
Table 3.41:	Kurnell Public School Hourly Vehicle Based Trips (Wednesday 30 April 2014)	110
Table 3.42:	Kurnell Public School Person Based Trips (Wednesday 30 April 2014)	112
Table 3.43:	Mount View High School 15 Minute Vehicle Based Trips (Wednesday 14 May 2014) [1]	113
Table 3.44:	Mount View High School Hourly Vehicle Based Trips (Wednesday 14 May 2014)	113
Table 3.45:	Mount View High School Person Based Trips (Wednesday 14 May 2014)	114
Table 3.46:	St Columba's Catholic College 15 Minute Vehicle Based Trips (Wednesday 19 March 2014)	115
Table 3.47:	St Columba's Catholic College Hourly Vehicle Based Trips (Wednesday 19 March 2014)	116

Table 3.48:	St Columba's Catholic College Person Based Trips (Thursday 29 May 2014)	117
Table 3.49:	St Kevin's Catholic Primary School 15 Minute Vehicle Based Trips (Wednesday 5 March 2014) [1]	118
Table 3.50:	St Kevin's Catholic Primary School Hourly Vehicle Based Trips (Wednesday 5 March 2014)	119
Table 3.51:	St Kevin's Catholic Primary School Person Based Trips (Wednesday 5 March 2014)	121
Table 3.52:	St Mary's Catholic Primary School 15 Minute Vehicle Based Trips (Tuesday 25 March 2014) [1]	122
Table 3.53:	St Mary's Catholic Primary School Hourly Vehicle Based Trips (Tuesday 25 March 2014)	123
Table 3.54:	St Mary's Catholic Primary School Person Based Trips (Tuesday 25 March 2014)	125
Table 3.55:	Turramurra High School 15 Minute Vehicle Based Trips (Wednesday 26 March 2014)	126
Table 3.56:	Turramurra High School Hourly Vehicle Based Trips (Wednesday 26 March 2014)	126
Table 3.57:	Turramurra High School Person Based Trips (Wednesday 26 March 2014)	127
Table 3.58:	Woronora River Public School 15 Minute Vehicle Based Trips (Thursday 20 March 2014)	128
Table 3.59:	Woronora River Public School Hourly Vehicle Based Trips (Thursday 20 March 2014)	129
Table 3.60:	Woronora River Public School Person Based Trips (Thursday 20 March 2014)	131
Table 3.61:	Wyong High School 15 Minute Vehicle Based Trips (Thursday 27 March 2014) [1]	132
Table 3.62:	Wyong High School Hourly Vehicle Based Trips (Thursday 27 March 2014)	133
Table 3.63:	Wyong High School Person Based Trips (Thursday 27 March 2014)	134
Table 3.64:	Xavier College 15 Minute Vehicle Based Trips (Wednesday 19 March 2014)	135
Table 3.65:	Xavier College Hourly Vehicle Based Trips (Wednesday 19 March 2014)	135
Table 3.66:	Xavier College Person Based Trips (Wednesday 19 March 2014)	137
Table 3.67:	Bass Hill High School On-site Parking Occupancy (Thursday 13 March 2014)	137
Table 3.68:	Bass Hill High School Off-site Parking Occupancy (Thursday 13 March 2014)	138
Table 3.69:	Camden High School On-site Parking Occupancy (Thursday 27 March 2014)	138
Table 3.70:	Camden High School Off-site Parking Occupancy (Thursday 27 March 2014)	138
Table 3.71:	Casula High School On-site Parking Occupancy (Thursday 20 March 2014)	138
Table 3.72:	Casula High School Off-site Parking Occupancy (Thursday 20 March 2014)	139
Table 3.73:	Dapto Public School On-site Parking Occupancy (Tuesday 25 March 2014)	139
Table 3.74:	Dapto Public School Off-site Parking Occupancy (Tuesday 25 March 2014)	139
Table 3.75:	Eagle Vale High School On-site Parking Occupancy (Wednesday 26 March 2014)	139

Table 3.76:	Eagle Vale High School Off-site Parking Occupancy (Wednesday 26 March 2014)	140
Table 3.77:	Galston High School On-site Parking Occupancy (Wednesday 12 March 2014)	140
Table 3.78:	Glenaeon Rudolf Steiner School On-site Parking Occupancy (Thursday 6 March 2014)	140
Table 3.79:	Glenaeon Rudolf Steiner School Off-site Parking Occupancy (Thursday 6 March 2014)	140
Table 3.80:	Good Samaritan Catholic College On-site Parking Occupancy (Wednesday 5 March 2014)	140
Table 3.81:	Grays Point Public School On-site Parking Occupancy (Wednesday 26 March 2014)	141
Table 3.82:	Grays Point Public School Off-site Parking Occupancy (Wednesday 26 March 2014)	141
Table 3.83:	Gwandalan Public School On-site Parking Occupancy (Tuesday 25 March 2014)	142
Table 3.84:	Gwandalan Public School Off-site Parking Occupancy (Tuesday 25 March 2014)	142
Table 3.85:	Harrington Street Public School On-site Parking Occupancy (Tuesday 18 March 2014)	142
Table 3.86:	Harrington Street Public School Off-site Parking Occupancy (Tuesday 18 March 2014)	142
Table 3.87:	J J Cahill Memorial College On-street Parking Occupancy (Wednesday 19 March 2014)	142
Table 3.88:	J J Cahill Memorial College Off-site Parking Occupancy (Wednesday 19 March 2014)	142
Table 3.89:	Kiama High School On-site Parking Occupancy (Tuesday 25 March 2014)	143
Table 3.90:	Kiama High School Off-site Parking Occupancy (Tuesday 25 March 2014)	143
Table 3.91:	Kurnell Public School On-site Parking Occupancy (Wednesday 12 March 2014)	144
Table 3.92:	Kurnell Public School Off-site Parking Occupancy (Wednesday 12 March 2014)	144
Table 3.93:	Mount View High School On-site Parking Occupancy (Wednesday 26 March 2014)	144
Table 3.94:	Mount View High School Off-site Parking Occupancy (Wednesday 26 March 2014)	144
Table 3.95:	St Kevin's Catholic Primary School On-site Parking Occupancy (Wednesday 5 March 2014)	145
Table 3.96:	St Kevin's Catholic Primary School Off-site Parking Occupancy (Wednesday 5 March 2014)	145
Table 3.97:	St Mary's Catholic School On-site Parking Occupancy (Tuesday 25 March 2014)	145
Table 3.98:	St Mary's Catholic School Off-site Parking Occupancy (Tuesday 25 March 2014)	146

Table 3.99:	Turrumurra High School On-site Parking Occupancy (Wednesday 26 March 2014)	146
Table 3.100:	Turrumurra High School Off-site Parking Occupancy (Wednesday 26 March 2014)	147
Table 3.101:	Woronora River Public School Off-site Parking Occupancy	147
Table 3.102:	Wyong High School On-site Parking Occupancy (Thursday 27 March 2014)	148
Table 3.103:	Wyong High School Off-site Parking Occupancy (Thursday 27 March 2014)	148
Table 3.104:	Xavier College On-site Parking Occupancy (Wednesday 19 March 2014)	148
Table 3.105:	Bass Hill High School Interview Survey Results	149
Table 3.106:	Casula High School Interview Survey Results	150
Table 3.107:	Dapto Public School Interview Survey Results	150
Table 3.108:	Eagle Vale High School Interview Survey Results	151
Table 3.110:	Glenaeon Rudolf Steiner School Interview Survey Results	153
Table 3.111:	Good Samaritan Catholic College Interview Survey Results	154
Table 3.112:	Grays Point Public School Interview Survey Results	155
Table 3.113:	Gwandalan Public School Interview Survey Results	155
Table 3.114:	Harrington Street Public School Interview Survey Results	155
Table 3.115:	J J Cahill Memorial High School Interview Survey Results	156
Table 3.116:	Kiama High School Interview Survey Results	157
Table 3.117:	Kurnell Public School Interview Survey Results	157
Table 3.118:	Mount View High School Interview Survey Results	157
Table 3.119:	St Kevin's Catholic Primary School Interview Survey Results	158
Table 3.120:	St Mary's Catholic Primary School Interview Survey Results	158
Table 3.121:	Turrumurra High School Interview Survey Results	159
Table 3.122:	Woronora River Public School Interview Survey Results	159
Table 3.123:	Wyong High School Interview Survey Results	160
Table 3.124:	Xavier College Interview Survey Results	161

1. Introduction

1.1 Background

GTA Consultants was commissioned by the NSW Roads and Maritime Services (RMS) to undertake a study to determine contemporary trip generation for the land use "School" within Metropolitan Sydney and Regional NSW. RMS previously published the RTA Guide to Traffic Generating Developments as well as a Technical Direction (TDT 2013/04) update. None of these documents contain trip generation and parking demand information for Schools across greater Sydney or surrounding regions. Given the lack of suitable collated and localised data, there was a need to undertake trip generation and parking surveys at schools to assist with transport impact assessments for the planning of new schools.

This data report contains details of the school sites surveyed that contributed to the data set and analysis of trip generation and parking demands for the land use "School".

1.2 School Land Use

For the purpose of this study, the School land use includes public, private, primary and secondary schools. It is acknowledged that no school is truly private, with government funding provided, however, there is a general understanding that private schools have tuition fees for students.

1.3 Surveyed Sites

A total of 22 sites were selected for this study, of which 14 are within the Sydney Metropolitan Area and 8 within regional areas including the Central Coast and South Coast. A summary of each Schools location characteristics is shown in Table 1.1.

Table 1.1: Selected Survey Sites

School	Urban (U) Regional (R)	Primary (P) Secondary (S) Both Primary & Secondary (B)	Public (P) Private or Independent (I)
Bass Hill High School	U	S	P
Casula High School	U	S	P
Camden High School (Cawdor)	R	S	P
Dapto Public School (Horsley)	R	P	P
Eagle Vale High School	U	S	P
Galston High School	U	S	P
Glenaeon Rudolf Steiner School (Middle Cove)	U	B	I
Good Samaritan Catholic College (Hinchinbrook)	U	S	I
Grays Point Primary School	U	P	P
Gwandalan Public School	R	P	P
Harrington Street Public School (Cabramatta West)	U	P	P
JJ Cahill Memorial High School (Mascot)	U	S	P
Kiama High School	R	S	P
Kurnell Public School	U	P	P
Mt View High School (Cessnock)	R	S	P
St Columba's High School (Springwood)	R	S	I
St Kevin's Catholic Primary School (Dee Why)	U	P	I
St Mary's Catholic Primary School (Noraville)	R	P	I
Turrumurra High School (South Turrumurra)	U	S	P
Xavier College (Llandilo)	U	S	I
Woronora River Public School	U	P	P
Wyong High School	R	S	P

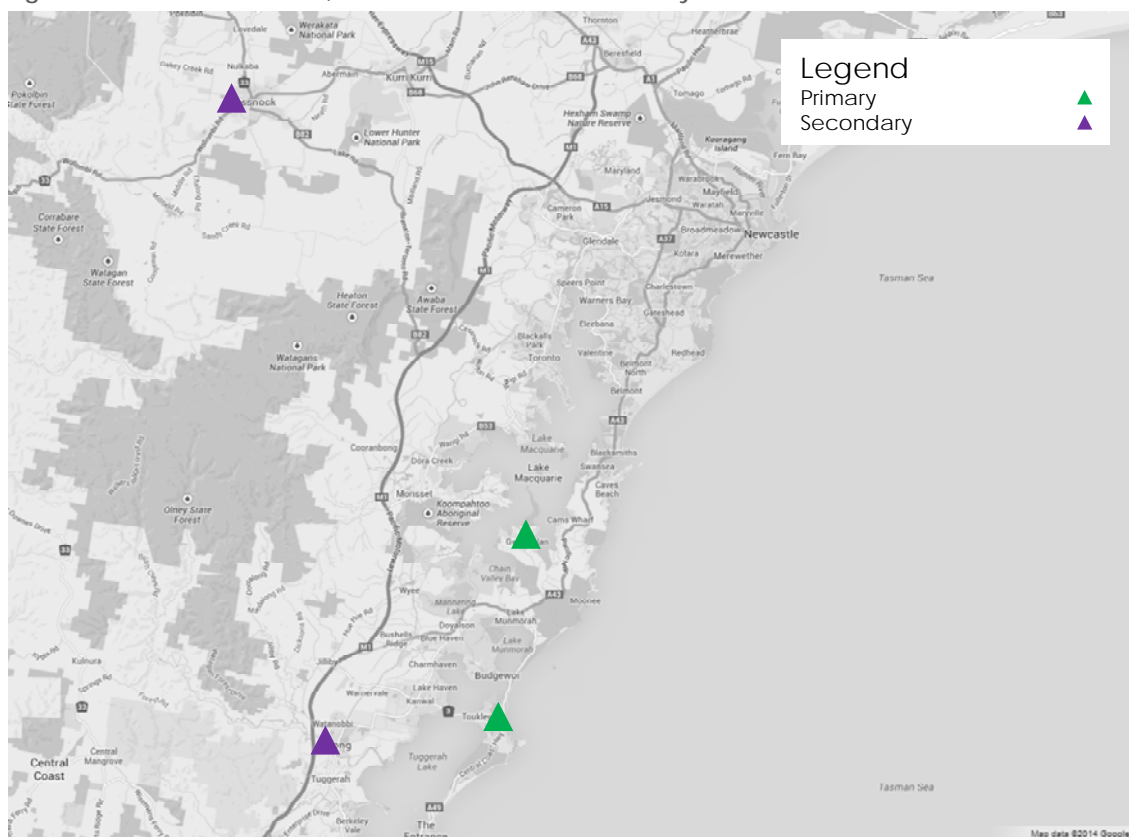
A summary of the selected school location and type is provided in Table 1.2.

Table 1.2: School Location and Type Summary

Location	School Type	Public	Private	Sub Total
Sydney Metro	Primary	4	1	5
	Secondary	6	2	8
	Primary and Secondary	0	1	1
Sydney Metro Total				14
Regional	Primary	1	1	2
	Secondary	5	1	6
Regional Total				8
All Schools	Primary	5	2	7
	Secondary	11	3	14
	Primary and Secondary	0	1	1
Grand Total				22

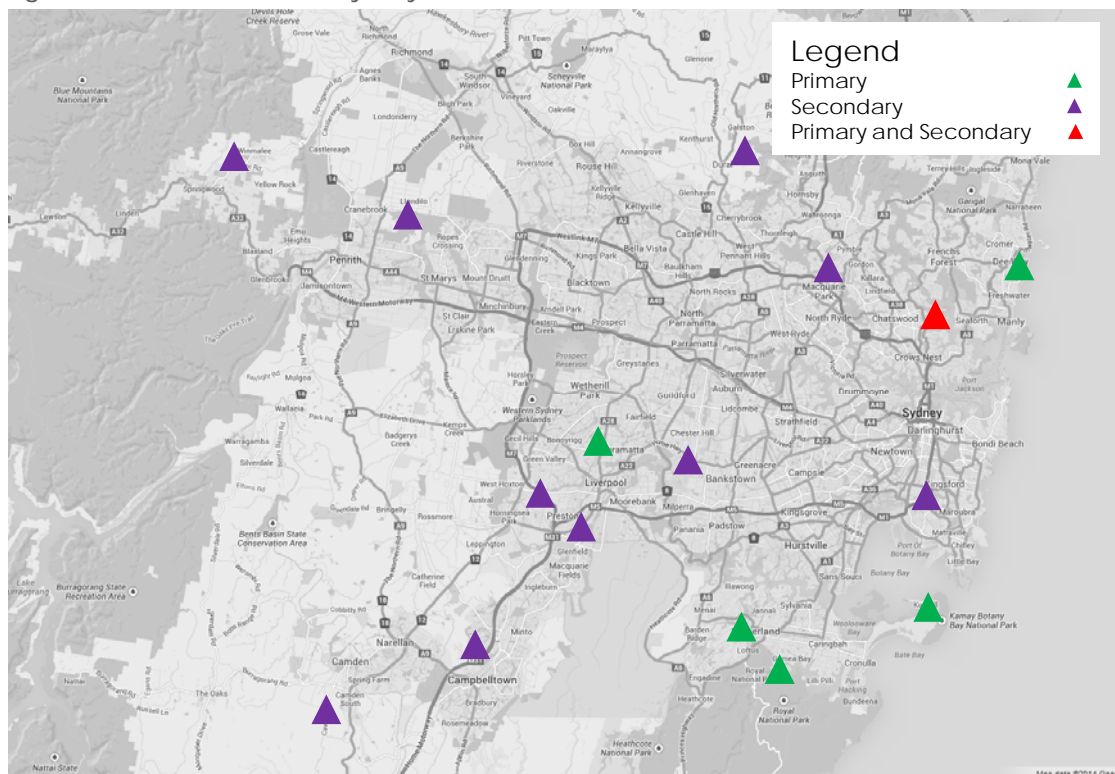
The 22 sites were selected in close consultation with the RMS project manager. Schools were chosen on the basis of being able to undertake accurate surveys. It considered the location and number of access points (pedestrians and vehicles) as well as the composition of the surrounding road network.

Figure 1.1: School Locations, Central Coast and Hunter Valley



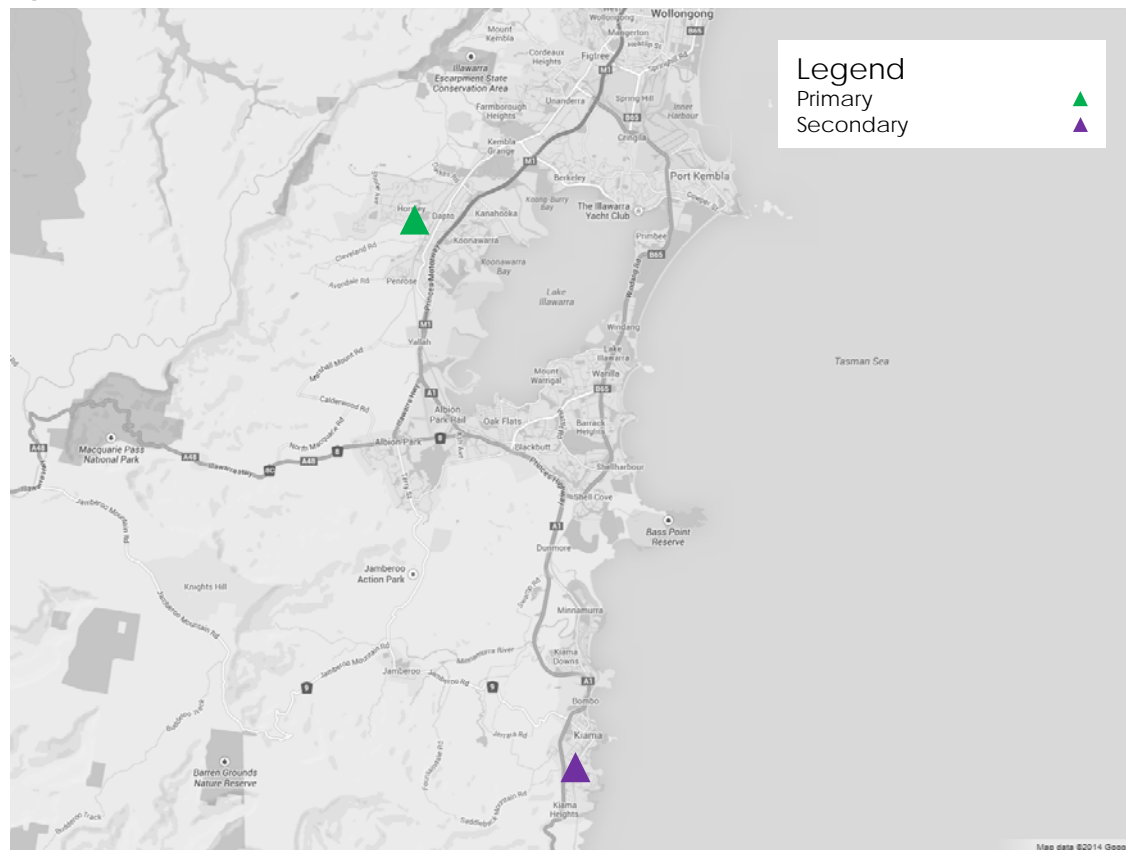
Base Image: Google Maps

Figure 1.2: School Locations, Sydney and Surrounds



Base Image: Google Maps

Figure 1.3: School Locations, South Coast



Base Image: Google Maps

1.4 Accessibility Score

The RMS attributes accessibility scores to locations based on their access to public transport and activity centres. These are only considered when the transport stop or activity centre is within 800m of the site. The accessibility score does not consider privately chartered school buses. These would effectively increase the accessibility of a School.

A higher score indicates greater access to public transport and a site/ location and can provide a justification for the reduction in car parking.

Table 1.3: Accessibility Scoring

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

An accessibility score has been calculated for each site and is provided in each of the site details of this report. The accessibility score is explained further in **Appendix A** of this report.

1.5 Survey Details

The survey data collated for each site included:

- **Person Trip Generation:** All people In/ Out of the site
- **Vehicle Trip Generation:** Vehicles including cars and buses In/ Out of the site and adjacent street traffic associated with the school
- **Sample student interview surveys:** Main transport mode to school.

Primary surveys were conducted to collate the aforementioned data. These generally included an hour each side of the start and finish time. Some primary schools were surveyed well before the school start and finish period to capture any on-site childcare related trips where this was found to occur.

Surveys were conducted on either a Tuesday, Wednesday or Thursday and Schools were consulted to confirm that the survey day would represent a typical school day.

All schools were surveyed in March 2014, however some school surveys were repeated in May 2014 due to anomalies in data recorded.

The school survey dates and associated survey periods are shown in Table 1.4.

Table 1.4: Survey Date and Periods

School	Survey Day, Date	AM Period	PM Period
Bass Hill High School	Wednesday 30 April	7:30am – 9:30am	2:30pm – 4:30pm
Casula High School	Thursday 20 March	7:30am – 9:30am	2:00pm – 4:00pm
Camden High School (Cawdor)	Thursday 27 March	7:30am – 9:30am	2:00pm – 4:00pm
Dapto Public School (Horsley)	Tuesday 25 March	6:15am – 9:30am	2:15pm – 6:15pm
Eagle Vale High School	Wednesday 26 March	7:30am – 9:30am	2:00pm – 4:00pm
Galston High School	Tuesday 11 March	7:30am – 9:30am	2:30pm – 5:00pm
Glenaeon Rudolf Steiner School (Middle Cove)	Thursday 6 March	7:30am – 9:30am	2:30pm – 6:00pm
Good Samaritan Catholic College (Hinchinbrook)	Wednesday 5 March	7:00am – 9:30am	2:30pm – 5:00pm
Grays Point Primary School	Wednesday 26 March	6:45am – 9:30am	2:15pm – 6:15pm
Gwandalan Public School	Tuesday 25 March	7:30am – 9:30am	2:00pm – 4:00pm
Harrington Street Public School (Cabramatta West)	Thursday 8 May	6:45am – 9:30am	2:15pm – 6:15pm
JJ Cahill Memorial High School (Mascot)	Wednesday 19 March	7:30am – 9:30am	2:00pm – 4:00pm
Kiama High School	Tuesday 25 March	7:30am – 9:30am	2:15pm – 6:15pm
Kurnell Public School	Wednesday 30 April	6:45am – 9:30am	2:30pm – 6:15pm
Mt View High School (Cessnock)	Wednesday 14 May	7:30am – 9:30am	2:00pm – 4:00pm
St Columba's High School (Springwood)	Thursday 29 May	7:30am – 9:30am	2:00pm – 4:00pm
St Kevin's Catholic Primary School (Dee Why)	Tuesday 4 March	6:30am – 9:30am	2:30pm – 6:00pm
St Mary's Catholic Primary School (Norville)	Tuesday 25 March	6:15am – 9:30am	2:15pm – 6:15pm
Turrumurra High School (South Turrumurra)	Wednesday 26 March	7:30am – 9:30am	2:00pm – 4:00pm
Xavier College (Llandilo)	Wednesday 19 March	7:15am – 9:15am	1:45pm – 3:45pm
Woronora River Public School	Thursday 20 March	6:30am – 9:30am	2:30pm – 6:15pm
Wyong High School	Thursday 27 March	7:30am – 9:30am	2:30pm – 4:30pm

Additionally, three schools were surveyed over a separate school week period to assess any variations over the week.

Table 1.5: 5-Day School Week Sites

School	Survey Type	Start Day	Finish Day
Good Samaritan Catholic College (Hinchinbrook)	Manual/ Observational	31 March 2014	4 April 2014
Wyong High School	Tube counts	5 May 2014	9 May 2014
St Columba's High School (Springwood)	Tube counts	5 May 2014	9 May 2014

2. Site Survey Details

2.1 Bass Hill High School

Bass Hill High School is located approximately 21km south-west of Sydney. All access to the school is provided to/from Arundle Road.

Arundle Road is a two-lane local road. It provides access to residential properties and Bass Hill High School. It has a posted speed limit of 50km/h and a 40km/h school zone. On-street parking is generally unrestricted and permitted on both sides of the carriageway. A pedestrian footpath is provided on the western side of Arundle Road.

The school is located a short walking distance to Bass Hill Plaza and has three bus routes with stops located within a 400m walk from the school. The nearest bus stop is located close to the pedestrian crossing just outside of the school. Other nearby bus stops are located on the Hume Highway and Johnson Street.

The surrounding land uses are predominantly residential with retail located at Bass Hill Plaza to the south-east of the school.

Key site details are provided in Table 2.1.

Table 2.1: Site Details

Site	
Town/ Region	Bass Hill/ Sydney
Street Address	Arundle Road
School Type/ Status	Secondary/ Public
Students	764
Staff (Including admin)	73
Core teaching hours	9:00am – 3:00pm
Number of pedestrian access points	4
Number of vehicle access points	1
On-site Car Parking	51
Accessibility Score/ Discount Factor	56/ 0.2

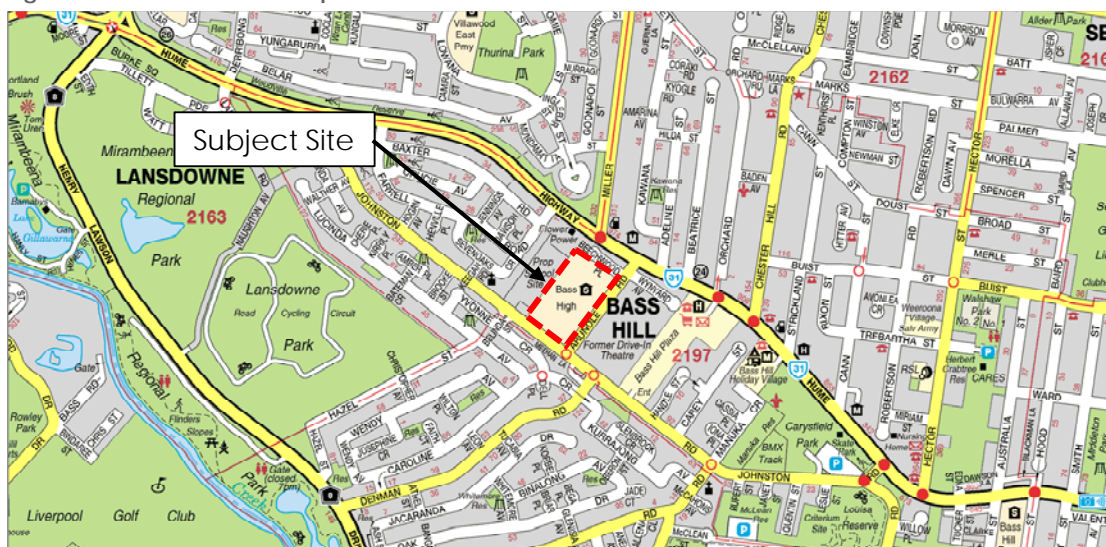
The site layout showing access points is shown in Figure 2.1. A site location map is shown in Figure 2.2 and the accessibility assessment sheet is shown in Table 2.2.

Figure 2.1: Site Layout



Base image: Nearmap

Figure 2.2: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.2: Accessibility Score Sheet

Bass Hill High School

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

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

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	12

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

Step 3: Sum of public transport modes

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	33	3	36
Total Public Transport Score			36

Criteria	Criteria Range	Multiply mode score
0 0 service		0
1 0 <=7 service		0.5
8 8-12 service		1
13 13-20 service		2
20 >20 service in the 2 hr AM peak h		3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			56
----------------------------------	--	--	----

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

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

Accessibility Discount factor (AD)		0.2
---	--	-----

2.2 Camden High School (Cawdor)

Camden High School is located in Cawdor, approximately 54 km south west of Sydney and 1km west of Camden South. All access to the school is provided to/ from Cawdor Road along the eastern boundary.

Cawdor Road is a two-lane unclassified regional road. It has a posted speed limit of 80km/h and a 40km/h school zone. Parking is not permitted directly adjacent to the school, however it is permitted on both sides of the carriageway away from the school frontage.

A pedestrian path is provided on the western side of the carriageway heading north only.

The school has two separate service roads, one being used for buses and the other as a pick-up/ drop-off area. A public bus stop is located at the front of the school. However these are limited services that only operate during school days.

The school is relatively isolated and located in a semi-rural area.

Key site details are provided in Table 2.3.

Table 2.3: Site Details

Site	
Town/ Region	Cawdor/ Sydney
Street Address	300 Cawdor Road
School Type/ Status	Secondary/ Public
Students	1093
Staff (Including admin)	90
Core teaching hours	8:30am – 3:00pm
Number of pedestrian access points	3
Number of vehicle access points	5
On-site Car Parking	147
Accessibility Score/ Discount Factor	2/ 0

The site layout showing access points is shown in Figure 2.3. A site location map is shown in Figure 2.4 and the accessibility assessment sheet is shown in Table 2.4.

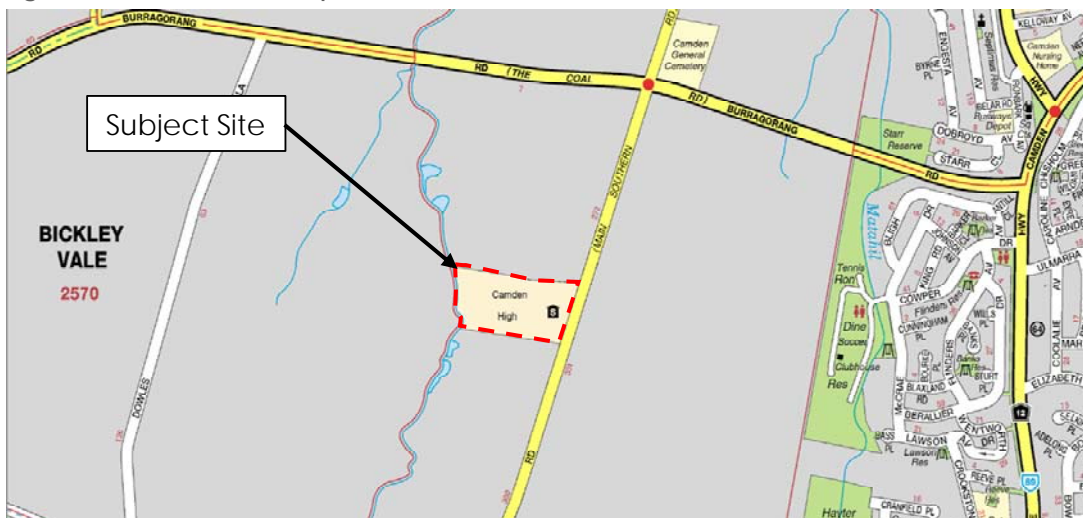
Legend

- Vehicle Access (Green double-headed arrow)
- Pedestrian Access (Yellow double-headed arrow)
- Site Boundary (Red dashed line)

nearmap
current | clear | change

Showing 1 Apr 2017

Figure 2.4: Site Location Map



14S1263000
Roads and Maritime Services, Trip Generation Surveys, Schools
Data Report

Table 2.4: Accessibility Score Sheet

Camden High School

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

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

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

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

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	2	0.5	2
Total Public Transport Score			2

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			2
----------------------------------	--	--	----------

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

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

2.3 Casula High School

Casula High School is located approximately 31km south west of Sydney, east of the M7 and M5 freeway junction in Prestons. All access to the school is provided to/ from Myall Road.

Myall Road is a two-lane collector road. It is located in a residential area and has a speed limit of 50km/h and also has a timed 40km/h school zone. Parking is not permitted directly adjacent to the school, however it is permitted on both sides of the carriageway away from the school frontage.

Pedestrian paths are provided on both sides of the carriageway and a pedestrian refuge is provided at the school frontage.

The school has a service road with only buses permitted to use this. Public bus stops are located adjacent to the school. There are other bus stops located within 600m on the Hume Highway.

The school is located in a residential area with Casula Mall and the Council Library located approximately 1.0km north-east of the school.

Key site details are provided in Table 2.5.

Table 2.5: Site Details

Site	
Town/ Region	Casula/ Sydney
Street Address	Myall Road
School Type/ Status	Secondary/ Public
Students	650
Staff (Including admin)	70
Core teaching hours	8:40am – 3:00pm
Number of pedestrian access points	1
Number of vehicle access points	1
On-site Car Parking	59
Accessibility Score/ Discount Factor	86/ 0.3

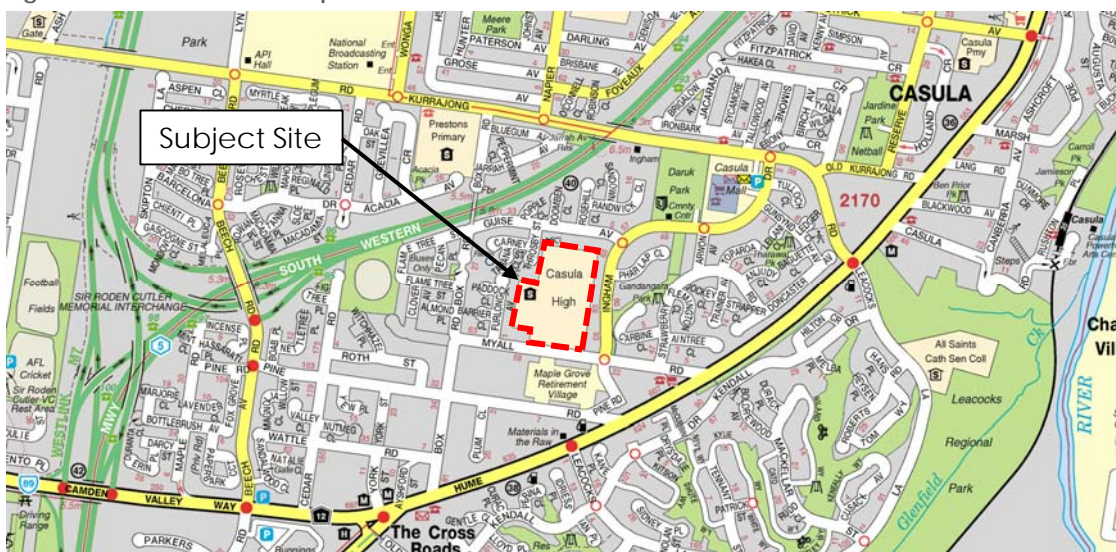
The site layout showing access points is shown in Figure 2.5. A site location map is shown in Figure 2.6 and the accessibility assessment sheet is shown in Table 2.6.

Figure 2.5: Site Layout



Base image: Nearmap

Figure 2.6: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.6: Accessibility Score Sheet

Casula High School

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

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24		0
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores				0
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4		5
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1	2	2
Bus route	>800	0		0
Total bus route scores				22

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	22

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	22	3	66
Total Public Transport Score			66

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak h	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			86
----------------------------------	--	--	-----------

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

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

Accessibility Discount factor (AD)		0.3
---	--	------------

2.4 Dapto Public School (Horsley)

Dapto Public School is located in Horsley, approximately 16 km south-west of Wollongong, approximately 1.5km south-west of Dapto Railway Station. The school is located on the corner of Fairwater Drive and Sierra Drive and access to/from the school is provided via these roads.

Fairwater Drive forms the site's main frontage and has a speed limit of 50km/h and 40km/h during school times. Significant pick-up/ drop-off areas and parking are located along the site's frontage. Parking is generally permitted on the southern side of the carriageway, whereas the 'no parking' restrictions are applied along the northern side during the afternoon school period.

Sierra Drive also has a speed limit of 50km/h and 40km/h during school times. Drop-off/ pick-up bays are located adjacent to the school. However, stopping is not permitted away from the bays.

School crossings are located on both Fairwater Drive and Sierra Drive. Pedestrian paths are located on both sides of Fairwater Drive and on the western side of Sierra Drive.

A bus zone is located adjacent to the school, near the main entrance on Fairwater Drive.

Before and after school care is available on-site, between 7:00am until the start of school and from the finish of school until 6:00pm.

The surrounding land uses are primarily residential with rural land uses to the south.

Key site details are provided in Table 2.7.

Table 2.7: Site Details

Site	
Town/ Region	Horsley/ South Coast
Street Address	66 Sierra Drive
School Type/ Status	Primary/ Public
Students	615
Staff (Including admin)	45
Core teaching hours	8:55am – 2:50pm
Number of pedestrian access points	3
Number of vehicle access points	2
On-site Car Parking	45
Accessibility Score/ Discount Factor	2
Other Site Activities	Before school care from 7:00am After school care until 6:00pm

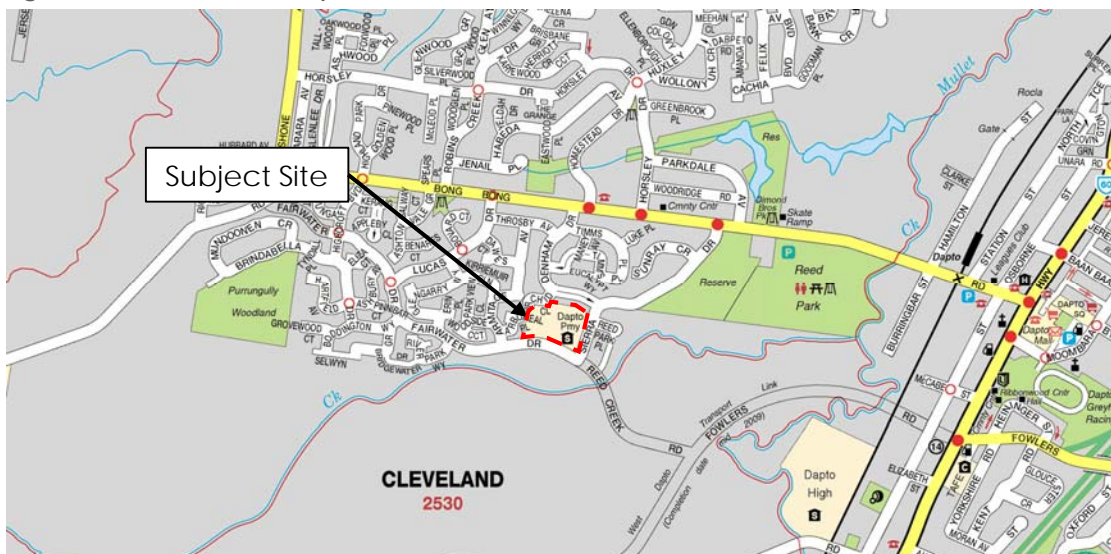
The site layout showing access points is shown in Figure 2.7. A site location map is shown in Figure 2.8 and the accessibility assessment sheet is shown in Table 2.8.

Figure 2.7: Site Layout



Base image: Nearmap

Figure 2.8: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.8: Accessibility Score Sheet

Dapto Public School

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

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

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

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

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	9	1	2
Total Public Transport Score			2

Criteria	Criteria Range	Multiply mode score
0 0 service		0
1 0 <=7 service		0.5
8 8-12 service		1
13 13-20 service		2
20 >20 service in the 2 hr AM peak		3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			2
----------------------------------	--	--	---

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

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

2.5 Eagle Vale High School

Eagle Vale High School is located approximately 4km north of Campbelltown.

The main frontage is Drysdale Street, which is a local road. Unrestricted parking is generally available on both sides of the carriageway, except near the pedestrian crossing which is located close to the main pedestrian entry.

Malachite Road is also a local road and has frontages to the site's northern boundary. There is one pedestrian gate located on Malachite Road. Given the distance to the school buildings, this street is generally not used for pick-up/ drop off facility.

A pedestrian path is located on the west side of Drysdale Street along the site's boundary. There is also a path on the east side of Drysdale Street, although this does not continue north of Evergold Place. Malachite Road does not have pedestrian paths.

A bus stop is located adjacent to the school providing a local route to Campbelltown.

The school is located within residential housing estates.

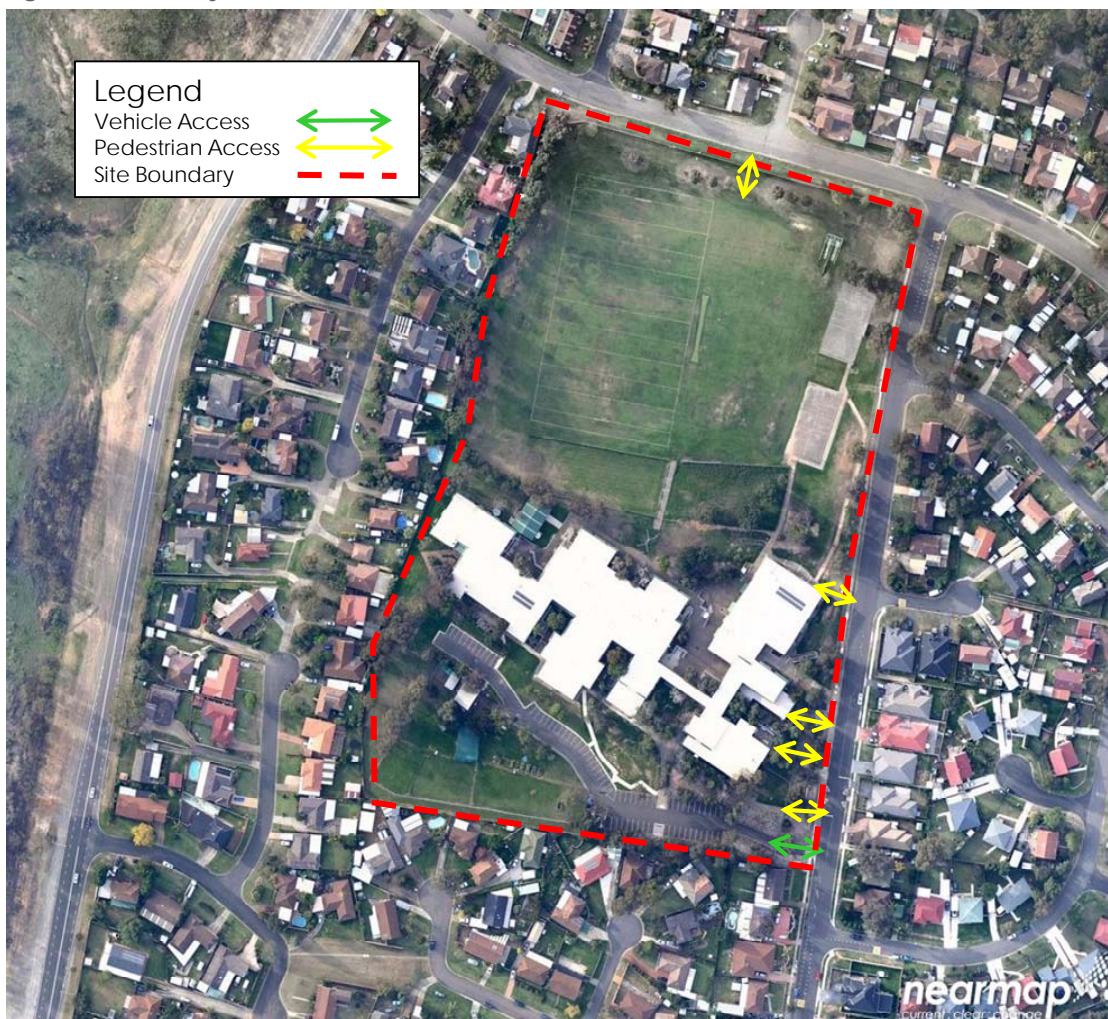
Key site details are provided in Table 2.9.

Table 2.9: Site Details

Site	
Town/ Region	Eagle Vale/ Sydney
Street Address	Drysdale Street
School Type/ Status	Secondary/ Public
Students	570
Staff (Including admin)	70
Core teaching hours	8:30am – 3:00pm
Number of pedestrian access points	5
Number of vehicle access points	1
On-site Car Parking	70
Accessibility Score/ Discount Factor	8/ 0
Other Site Activities	-

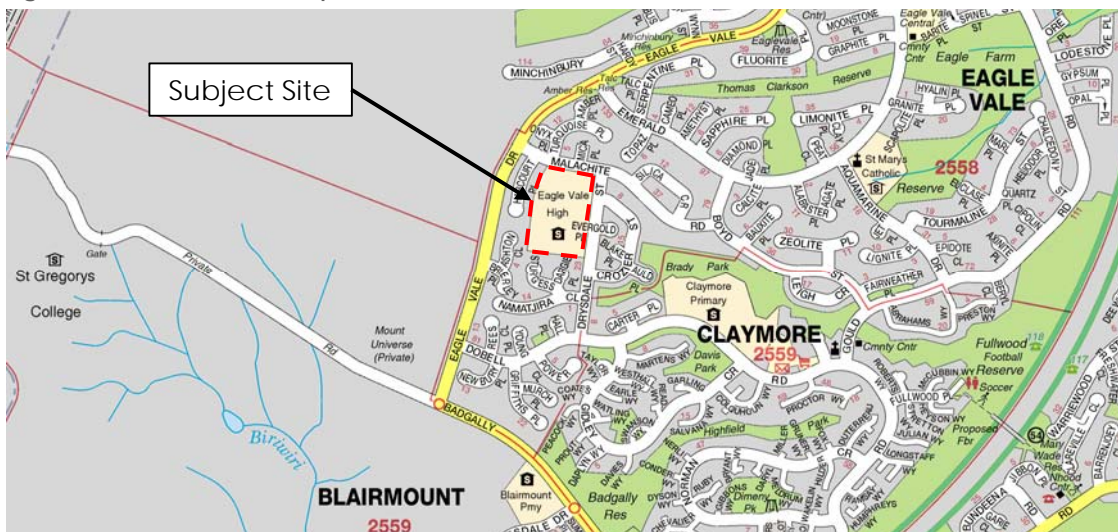
The site layout showing access points is shown in Figure 2.9. A site location map is shown in Figure 2.10 and the accessibility assessment sheet is shown in Table 2.10.

Figure 2.9: Site Layout



Base Image: Nearthmap

Figure 2.10: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.10: Accessibility Score Sheet

Eagle Vale High School

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

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

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

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

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	13	2	8
Total Public Transport Score			8

Criteria	Criteria Range	Multiply mode score
0 0 service		0
1 0 <= 7 service		0.5
8 8-12 service		1
13 13-20 service		2
20 >20 service in the 2 hr AM peak		3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			8
----------------------------------	--	--	---

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

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

2.6 Galston High School

Galston High School is located approximately 28km north-west of Sydney. The school fronts on to Galston Road along the site's western boundary.

Galston Road is a two-lane, two-way regional road. Adjacent to the school, it has a speed limit of 60km/h and 40km/h during school times. There is a service road that provides a pick-up/ drop off area adjacent to the main entrance. Unrestricted parking is generally permitted on both sides of the carriageway, except near the signalised pedestrian crossing.

A pedestrian path is located along the eastern side of Galston Road. This provides a pedestrian link to Galston main town to the north and to residential properties to the south.

A bus zone is located adjacent to the school on Galston Road.

The site is located in a semi-rural area, with Galston town located 1km to the north. Galston Recreation Reserve is located opposite the site.

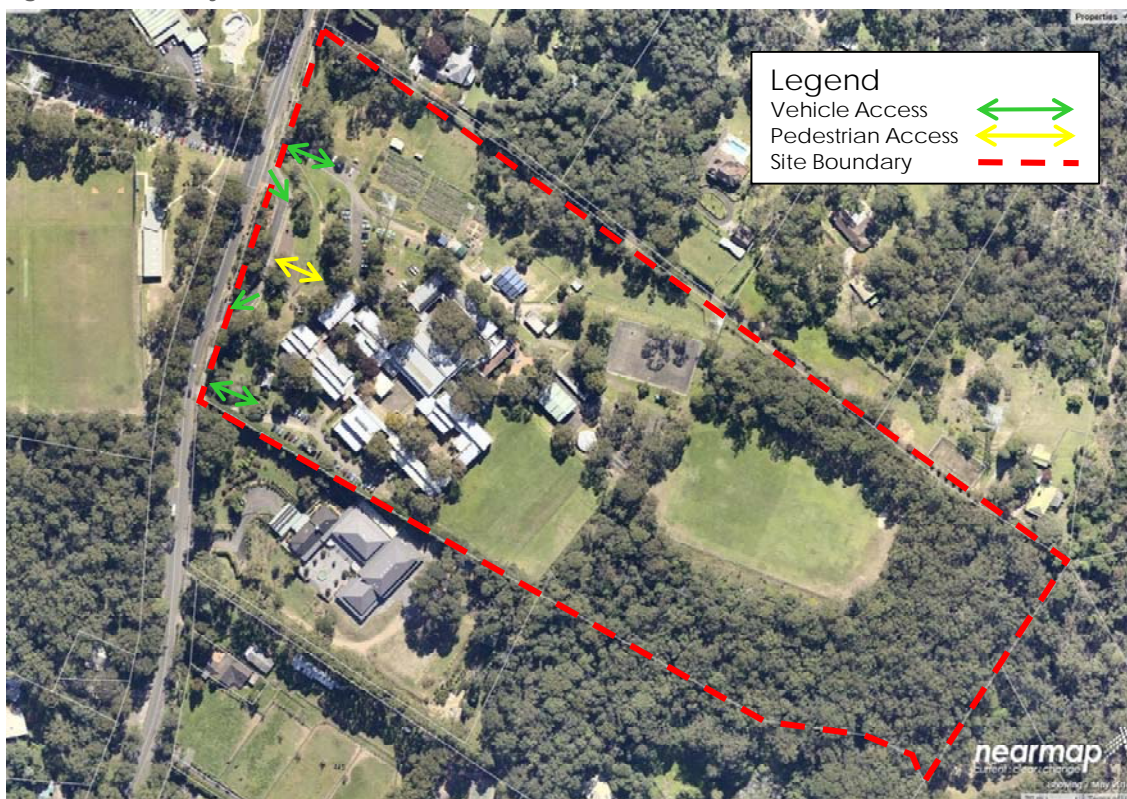
Key site details are provided in Table 2.11.

Table 2.11: Site Details

Site	
Town/ Region	Galston/ Sydney
Street Address	403 Galston Road
School Type/ Status	Secondary/ Public
Students	750
Staff (Including admin)	70
Core teaching hours	8:40am – 3:10pm
Number of pedestrian access points	1
Number of vehicle access points	4
On-site Car Parking	100+
Accessibility Score/ Discount Factor	4/ 0
Other Site Activities	-

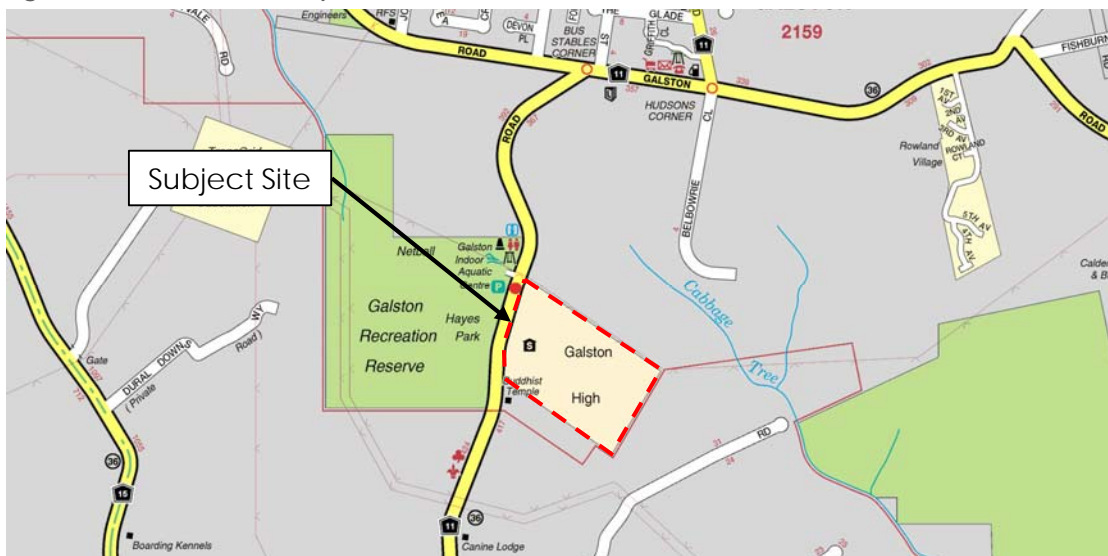
The site layout showing access points is shown in Figure 2.11. A site location map is shown in Figure 2.12 and the accessibility assessment sheet is shown in Table 2.12.

Figure 2.11: Site Layout



Base image: Nearmap

Figure 2.12: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.12: Accessibility Score Sheet

Galston High School

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

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

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	8

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	2	0.5	4
Total Public Transport Score			4

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			4
----------------------------------	--	--	---

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

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

2.7 Glenaeon Rudolf Steiner School (Middle Cove)

Glenaeon Rudolf Steiner School is located in Middle Cove, approximately 9km north of Sydney. The site itself is a battleaxe layout with a sole access to the site from Glenroy Avenue.

Glenroy Avenue is a cul de sac with a 50km/h limit and a 40km/h school zone. Unrestricted parking is permitted on both sides of Glenroy Avenue.

Pedestrian paths are located on both sides of Glenroy Avenue and there is also a pedestrian link to Eastern Valley Way.

Bus stops are located in the vicinity of the school on Greenfield Avenue, Eastern Valley Way and Victoria Avenue.

The site is located within a residential area and adjacent to a reserve. There are no through paths to the reserve area.

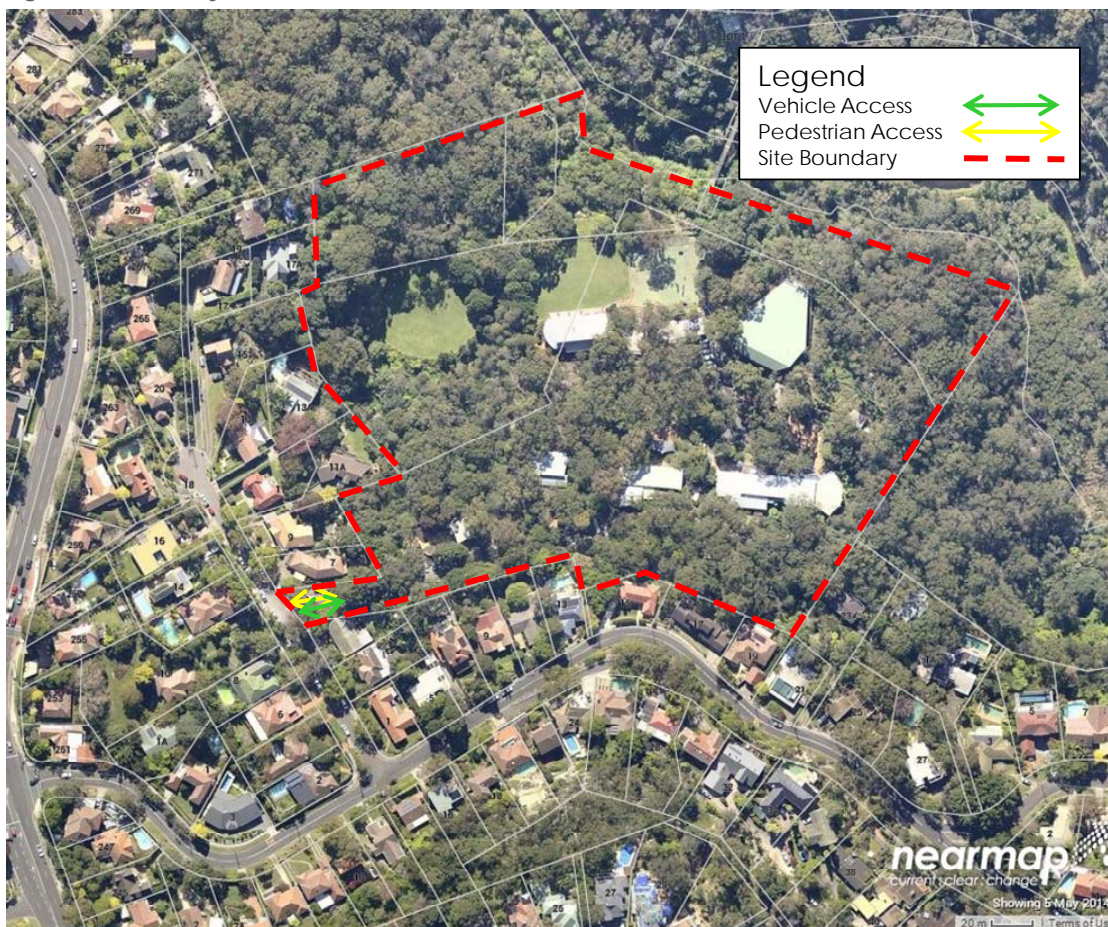
Key site details are provided in Table 2.13.

Table 2.13: Site Details

Site	
Town/ Region	Middle Cove/ Sydney
Street Address	5a Glenroy Avenue
School Type/ Status	Years 3 – 12/ Independent
Students	300
Staff (Including admin)	60
Core teaching hours	9:00am – 3:20pm
Number of pedestrian access points	1
Number of vehicle access points	1
On-site Car Parking	47
Accessibility Score/ Discount Factor	48/ 0.2
Other Daily Site Activities	-

The site layout showing access points is shown in Figure 2.13. A site location map is shown in Figure 2.14 and the accessibility assessment sheet is shown in Table 2.14.

Figure 2.13: Site Layout



Base image: Nearmap

Figure 2.14: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.14: Accessibility Score Sheet

Glenaeon Rudolf Stenier School

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

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

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	16

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	27	3	48
Total Public Transport Score			48

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			48
----------------------------------	--	--	----

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

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

2.8 Good Samaritan Catholic College (Hinchinbrook)

Good Samaritan Catholic College is located in Hinchinbrook, approximately 33km south-west of Sydney and 7km west of Liverpool. The school's sole access point forms a signalised intersection with Hoxton Park Road and First Avenue. The M7 motorway curves around the site's northern and eastern boundary.

Hoxton Park Road is a State Road, managed by RMS. It has a 70km/h speed limit and a 40km/h school zone adjacent to the College. Parking is not permitted on either side of the carriageway.

Pedestrian paths are located on both sides of Hoxton Park Road and on the eastern side of First Avenue. A cyclist path is located adjacent to the M7 motorway with the closest access point being located via Wilson Road to the east of the College. Formal pedestrian crossings are located on all approaches of the Hoxton Park Road/ First Avenue intersection.

Bus stops are located on both sides of Hoxton Park Road and on First Avenue near the site.

The site is predominantly surrounded by residential land uses. There is also a small retail precinct, "Hoxton Park Shopping Centre" located opposite the site.

Key site details are provided in Table 2.15.

Table 2.15: Site Details

Site	
Town/ Region	Hinchinbrook/ Sydney
Street Address	401 Hoxton Park Road
School Type/ Status	Secondary/ Private
Students	1128
Staff (Including admin)	88
Core teaching hours	8:35am – 2:50pm
Number of pedestrian access points	2
Number of vehicle access points	1
On-site Car Parking	130
Accessibility Score/ Discount Factor	36/ 0.2
Other Site Activities	1

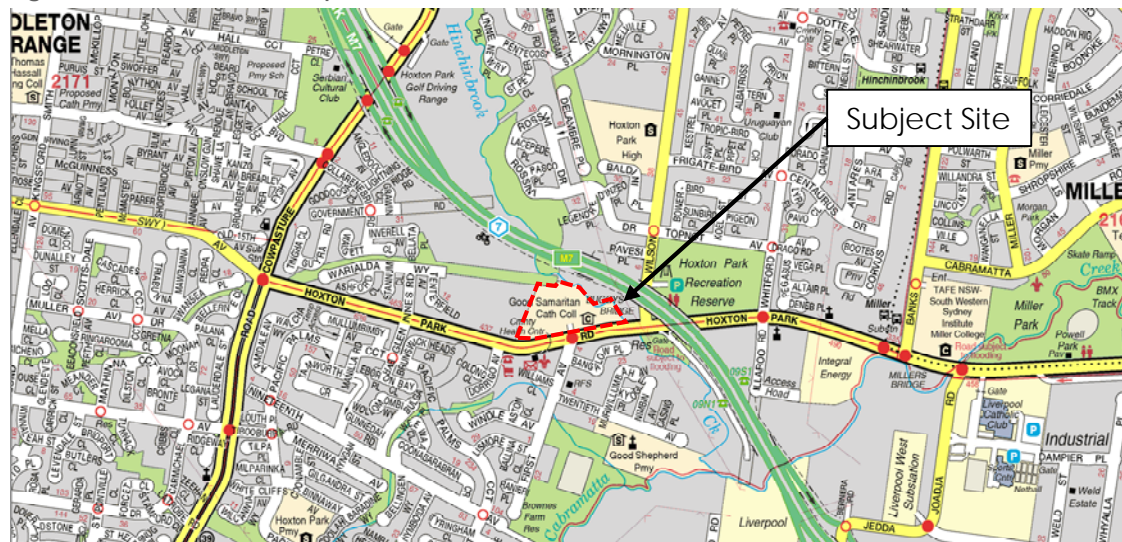
The site layout showing access points is shown in Figure 2.15. A site location map is shown in Figure 2.16 and the accessibility assessment sheet is shown in Table 2.16.

Figure 2.15: Site Layout



Base image: Nearmap

Figure 2.16: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.16: Accessibility Score Sheet

Good Samaritan Catholic College, Hinchinbrook

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

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

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	8

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	13	2	16
Total Public Transport Score			16

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			36
----------------------------------	--	--	-----------

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

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

Accessibility Discount factor (AD)		0.2
---	--	------------

2.9 Grays Point Public School

Grays Point Public School is located approximately 34km south of Sydney. The school is bounded by the Royal National Park to the north, south and west. Residential land uses are located to the east of the school. The school's main access points are located on Grays Point Road along the eastern boundary. There is also access to Grays Point Oval along the northern boundary.

Grays Point Road is a local road that ends at an informal parking area to the south of the school. It has a speed limit of 50km/h and a 40km/h school zone. There is one time restricted 'no parking' space and a bus stop located adjacent to the school. Parking is not permitted on the eastern side of the carriageway between Warren Avenue and Budyan Lane. On-street parking is generally permitted on Grays Point Road and Angle Road. Informal parking is available between the school and Grays Point Oval.

A pedestrian path is located on the western side of Grays Point Road, adjacent to the school and on the northern side of the carriageway past Angle Road. A raised zebra crossing across Grays Point Road is located adjacent to the school's main pedestrian entrance.

Before and after school care is available from 7am and until 6pm.

Key site details are provided in Table 2.17.

Table 2.17: Site Details

Site	
Town/ Region	Grays Point/ Sydney
Street Address	109 Angle Road
School Type/ Status	Primary/ Public
Students	383
Staff (Including admin)	20
Core teaching hours	8:50am – 3:15pm
Number of pedestrian access points	3
Number of vehicle access points	1
On-site Car Parking	21
Accessibility Score/ Discount Factor	4/ 0
Other Site Activities	Before school care from 7:00am After school care until 6:00pm

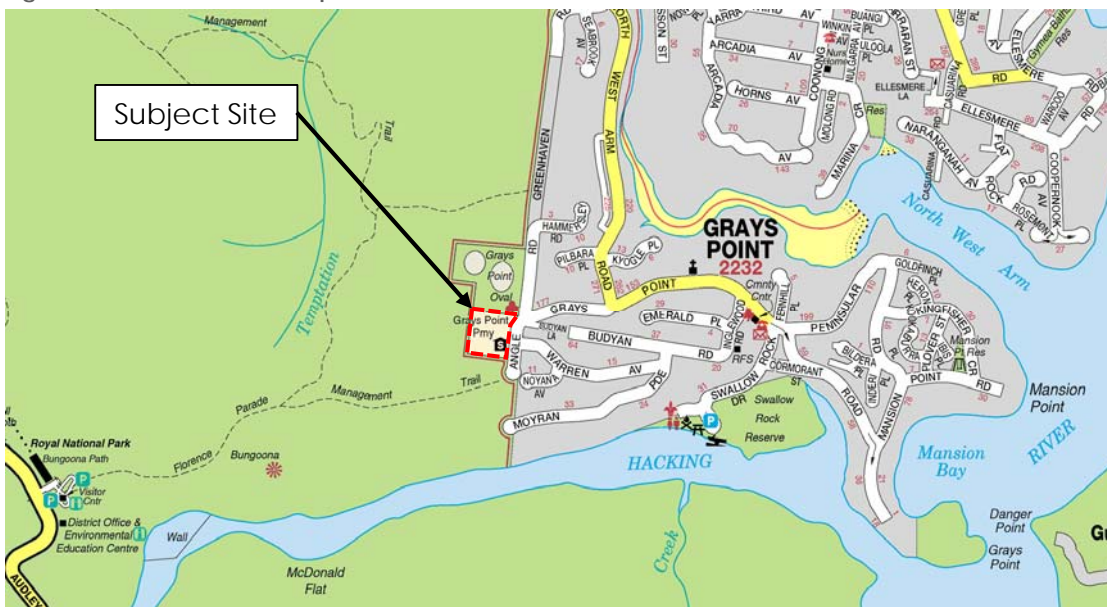
The site layout showing access points is shown in Figure 2.17. A site location map is shown in Figure 2.18 and the accessibility assessment sheet is shown in Table 2.18.

Figure 2.17: Site Layout



Base image: Nearmap

Figure 2.18: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.18: Accessibility Score Sheet

Grays Point Public School

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

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

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	8

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	5	0.5	4
Total Public Transport Score			4

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			4
----------------------------------	--	--	---

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

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

2.10 Gwandalan Public School

Gwandalan Public School is located on the Central Coast at the south end of Lake Macquarie. It is approximately 35km south of Newcastle. All access to the school is via Kanangra Drive.

Kanangra Drive is located along the school's western boundary. Kanangra Drive is a local road with a 50km/h speed limit and 40km/h school zone. Parking is generally permitted on both sides of the carriageway.

A sealed pedestrian path is located on the eastern side of Kanangra Drive, adjacent to the school. An unsealed path is also available on the western side of Kanangra Drive.

A bus zone is located adjacent to the school and a public bus stop is also located on Orana Road.

The school is surrounded by bushlands to the north and west and residential dwellings to the east and south.

Key site details are provided in Table 2.19.

Table 2.19: Site Details

Site	
Town/ Region	Gwandalan/ Central Coast
Street Address	Kanangra Drive
School Type/ Status	Primary/ Public
Students	334
Staff (Including admin)	30
Core teaching hours	9:00am – 3:00pm
Number of pedestrian access points	2
Number of vehicle access points	3
On-site Car Parking	20
Accessibility Score/ Discount Factor	4/ 0
Other Site Activities	-

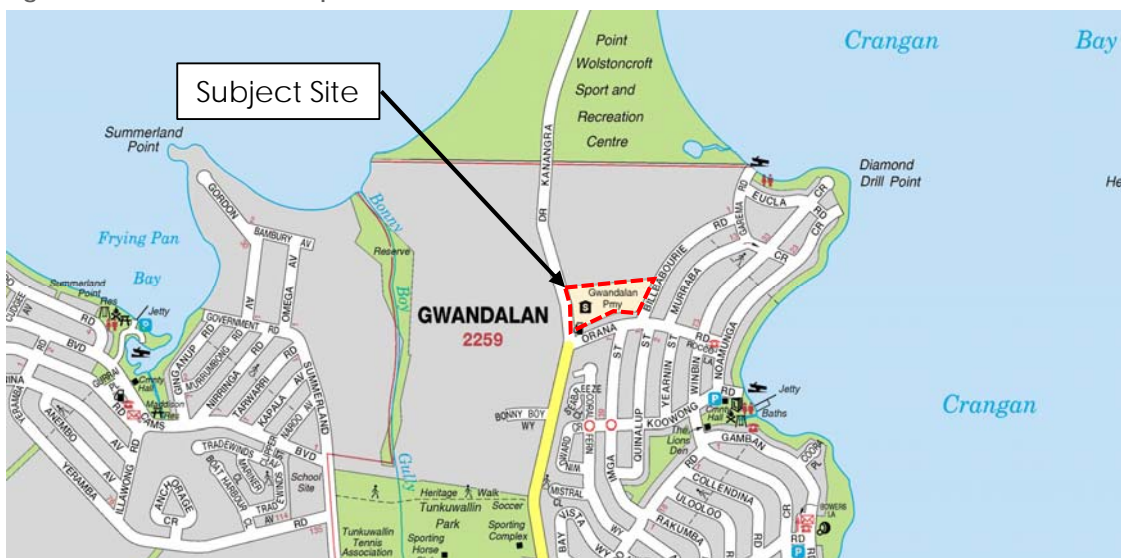
The site layout showing access points is shown in Figure 2.19. A site location map is shown in Figure 2.20 and the accessibility assessment sheet is shown in Table 2.20.

Figure 2.19: Site Layout



Base image: Nearmap

Figure 2.20: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.20: Accessibility Score Sheet

Gwandalan Public School

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

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

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	8

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	4	0.5	4
Total Public Transport Score			4

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			4
----------------------------------	--	--	---

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

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

2.11 Harrington Street Public School (Cabramatta West)

Harrington Street Public School is located in Cabramatta West, approximately 28km west of Sydney and 3km west of Cabramatta. The school's main access points are located on Harrington Street along the site's eastern boundary. There is also an access along the western boundary that provides access to adjacent reserve (Green Valley Creek) and Homebush Street. The surrounding land uses are predominantly residential.

Harrington Street is a local road with a 50km/h speed limit and a 40km/h school zone. A time restricted drop-off/ pick-up zone and bus zones are located adjacent to the school. Unrestricted parking is generally available on Harrington Street.

Pedestrian paths are located on both sides of Harrington Street and a raised zebra crossing across Harrington Street is located adjacent to the school's main entrance. Footpaths are also located to the west of the site linking through parkland to Homebush Street.

Public bus stops near the school are located on St Johns Road and John Street.

The school provides before and after school care from 7am and until 6pm.

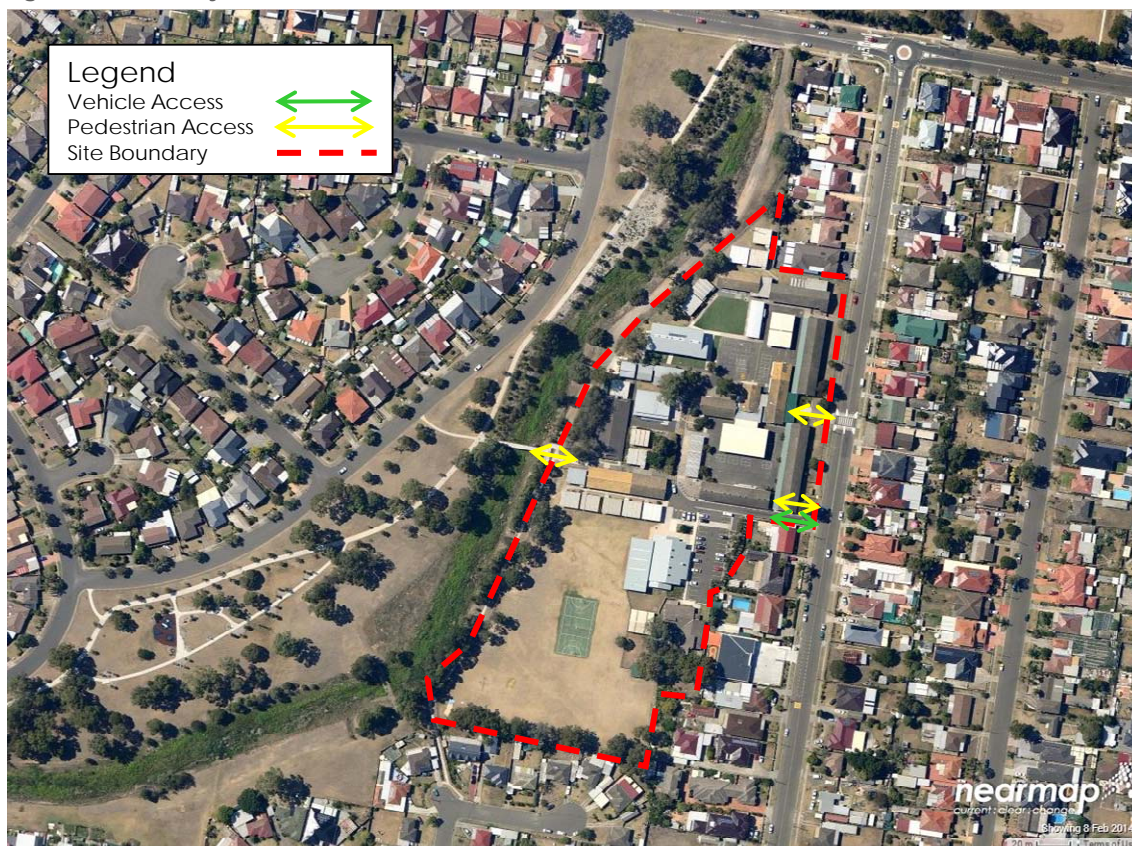
Key site details are provided in Table 2.21.

Table 2.21: Site Details

Site	
Town/ Region	Cabramatta West/ Sydney
Street Address	13 Harrington Street
School Type/ Status	Primary/ Public
Students	1055
Staff (Including admin)	73
Core teaching hours	9:00am – 3:00pm
Number of pedestrian access points	3
Number of vehicle access points	1
On-site Car Parking	43
Accessibility Score/ Discount Factor	10/ 0
Other Site Activities	Before school care from 7:00am After school care until 6:00pm

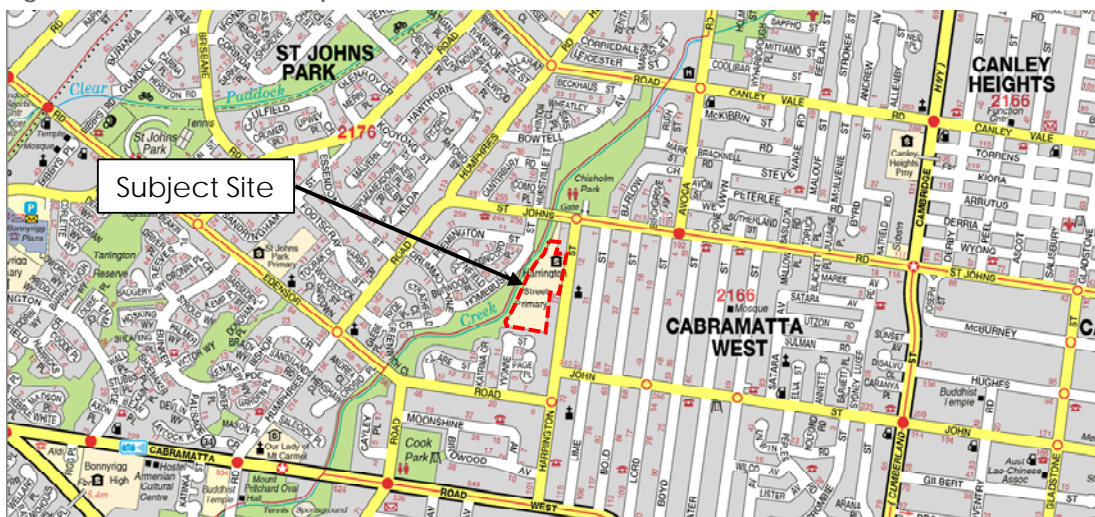
The site layout showing access points is shown in Figure 2.21. A site location map is shown in Figure 2.22 and the accessibility assessment sheet is shown in Table 2.22.

Figure 2.21: Site Layout



Base image: Nearmap

Figure 2.22: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.22: Accessibility Score Sheet

Harrington Street Public School

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

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24		0
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores				0
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	1	4
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1	1	1
Bus route	>800	0		0
Total bus route scores				5

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	5

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	18	2	10
Total Public Transport Score			10

Criteria	Criteria Range	Multiply mode score
0 0 service		0
1 0 <=7 service		0.5
8 8-12 service		1
13 13-20 service		2
20 >20 service in the 2 hr AM peak		3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			10
----------------------------------	--	--	-----------

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

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

2.12 J J Cahill Memorial High School (Mascot)

J J Cahill Memorial High School is located at Mascot, approximately 6km south of Sydney and approximately 2km north-east of Sydney Domestic Airport. The school is located within a residential area. There are also other nearby educational centres in vicinity of the site. A childcare centre and a park are located on north-west corner of the site. The school is bound by Sutherland Street to the west and Coward Street to the north and Horner Avenue to the east.

The main access points to the school are located on Sutherland Street. An access is also provided via Horner Street to the east of the school.

All surrounding roads have a 50km/h speed limit with 40km/h school zones. Sutherland Road has time restricted no parking zones and bus stops adjacent to the school. Unrestricted parking areas are generally available on both sides of the carriageway in other locations near the school.

Pedestrian paths are located on both sides of surrounding local streets. There are also raised zebra crossings provided on Sutherland Street and Coward Street. Pedestrian crossing facilities are also located on all approaches at the signalised intersection of Sutherland Street/ Coward Street.

The school hosts a breakfast club at 8am each morning.

Key site details are provided in Table 2.23.

Table 2.23: Site Details

Site	
Town/ Region	Mascot/ Sydney
Street Address	Sutherland Street
School Type/ Status	Secondary/ Public
Students	320
Staff (Including admin)	50
Core teaching hours	8:45am – 3:10pm
Number of pedestrian access points	3
Number of vehicle access points	3
On-site Car Parking	63
Accessibility Score/ Discount Factor	46.5/ 0.2
Other Site Activities	Breakfast club 8:00am

The site layout showing access points is in Figure 2.23. A site location map is shown in Figure 2.24 and the accessibility assessment sheet is shown in Table 2.24.

Figure 2.23: Site Layout



Base image: Nearmap

Figure 2.24: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.24: Accessibility Score Sheet

J J Cahill Memorial High School

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

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24		0
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores				0
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4		1
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		1
Bus route (Corridor with express services)	400-800	1		3
Bus route (Standard bus route)	400-800	1		5
Bus route	>800	0		0
Total bus route scores				13

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	2
Corridor with express services	Multiply bus route score by 1.5	1.5	4.5
Standard bus route	Multiply bus route score by 1	1	9

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	107	3	46.5
Total Public Transport Score			46.5

Criteria	Criteria Range	Multiply mode score
0 0 service		0
1 0 <=7 service		0.5
8 8-12 service		1
13 13-20 service		2
20 >20 service in the 2 hr AM peak		3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			46.5
----------------------------------	--	--	------

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

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

Accessibility Discount factor (AD)		0.2
---	--	-----

2.13 Kiama High School

Kiama High School is located approximately 28km south of Wollongong and 1km south-west of the Kiama town centre. The school can be accessed from Shoalhaven Street to the north and Saddleback Mountain Road to the south. The school is surrounded by residential land uses and is also located between the Princes Highway to the west and the Illawarra Railway to the east.

Shoalhaven Street is a local road with a 50km/h speed limit and 40km/h school zone. Parking is generally not permitted near the school access road. Unrestricted parking is generally permitted north of the school.

Saddleback Mountain Road is a local road with a 50km/h limit and 40km/h school zone. Vehicles are not permitted to stop on the northern side of the carriageway adjacent to the school and parking is not permitted on the southern side of the carriageway during before and after school periods.

Pedestrian paths are located on the eastern side of Shoalhaven Street and on the northern side of Saddleback Mountain Road.

The school access road from Shoalhaven Road has two bus bays for school buses.

Key site details are provided in Table 2.25.

Table 2.25: Site Details

Site	
Town/ Region	Kiama/ South Coast
Street Address	Saddleback Mountain Road
School Type/ Status	Secondary/ Public
Students	1150
Staff (Including admin)	100
Core teaching hours	8:55am – 3:15pm
Number of pedestrian access points	4
Number of vehicle access points	1
On-site Car Parking	93
Accessibility Score/ Discount Factor	1/ 0
Other Site Activities	-

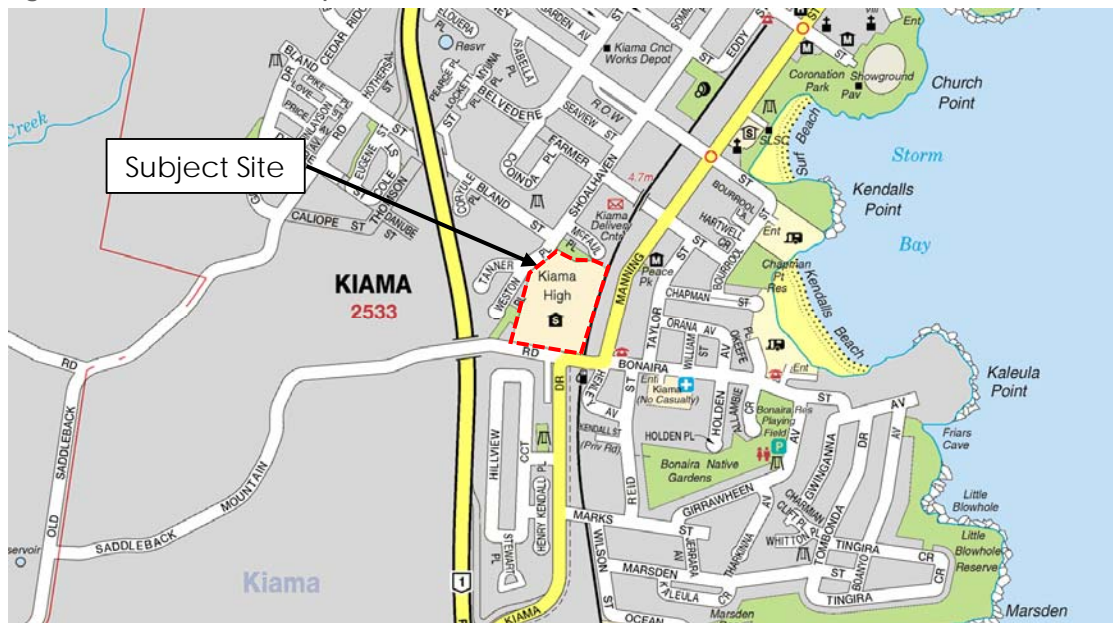
The site layout showing access points is shown in Figure 2.25. A site location map is shown in Figure 2.26 and the accessibility assessment sheet is shown in Table 2.26.

Figure 2.25: Site Layout



Base image: Nearmap

Figure 2.26: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.26: Accessibility Score Sheet

Kiama High School

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

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

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

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

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	4	0.5	1
Total Public Transport Score			1

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			1
----------------------------------	--	--	---

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

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

2.14 Kurnell Public School

Kurnell Public School is located approximately 15km south of Sydney. The school is sited on the north-western corner of Torres Street/ Dampier Street intersection.

Torres Street is a local road with a 50km/h speed limit and 40km/h school zone. Unrestricted parking is permitted on both sides of the carriageway.

Dampier Street is a local road with a 50km/h speed limit and 40km/h school zone. Time restricted 'no parking' zone and a bus zone is located adjacent to the school for before and after school times. Unrestricted parking is permitted on the eastern side of the carriageway. A raised zebra pedestrian crossing is located on Dampier Street to the north of Torres Street.

A public bus stop is located on Dampier Street to the south of Torres Street.

The school provides before and after school care from 7am and until 6pm.

The surrounding land uses are predominantly residential and there are a small number of retail land uses on Torres Street to the east of the school.

Key site details are provided in Table 2.27.

Table 2.27: Site Details

Site	
Town/ Region	Kurnell/ Sydney
Street Address	13 -31 Dampier Street
School Type/ Status	Primary/ Public
Students	215
Staff (Including admin)	15
Core teaching hours	9:10am – 3:10pm
Number of pedestrian access points	4
Number of vehicle access points	1
On-site Car Parking	14
Accessibility Score/ Discount Factor	0.5/ 0
Other Site Activities	Before school care from 7:00am After school care until 6:00pm

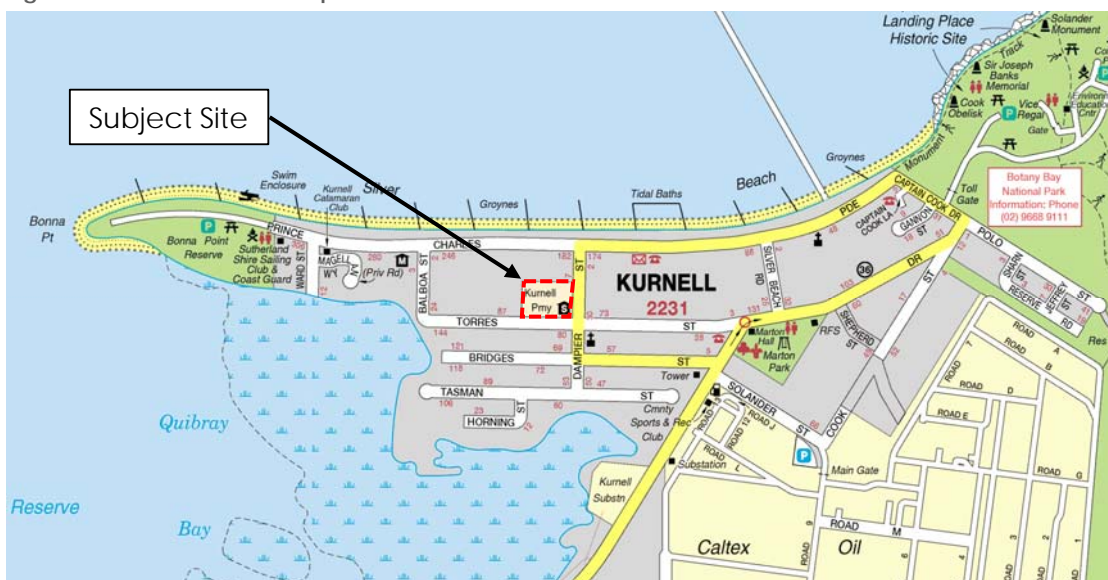
The site layout showing access points is shown in Figure 2.27. A site location map is shown in Figure 2.28 and the accessibility assessment sheet is shown in Table 2.28.

Figure 2.27: Site Layout



Base image: Nearmap

Figure 2.28: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.28: Accessibility Score Sheet

Kurnell Public School

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

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

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

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

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	4	0.5	0.5
Total Public Transport Score			0.5

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			0.5
----------------------------------	--	--	------------

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

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

2.15 Mount View High School (Cessnock)

Mount View High School is located approximately 42km west of Newcastle and 2.2km west of Cessnock. All access to/from the school is via Mount View Road.

Mount View Road is a local road with a 60km/h speed limit and 40km/h school zone. Unrestricted parking is permitted on both sides of the carriageway. A pedestrian crossing is located across Mount View Road near the south-east corner of the school.

Bus zones are located within the school grounds. There are no nearby public transport services in the vicinity of the site.

The school is surrounded by residential dwellings to the east and west and recreational land uses to the north and south.

Key site details are provided in Table 2.29.

Table 2.29: Site Details

Site	
Town/ Region	Cessnock/ Hunter Valley
Street Address	106 Mount View Road
School Type/ Status	Secondary/ Public
Students	1047
Staff (Including admin)	95
Core teaching hours	8:40am – 3:00pm
Number of pedestrian access points	5
Number of vehicle access points	2
On-site Car Parking	85
Accessibility Score/ Discount Factor	0
Other Site Activities	-

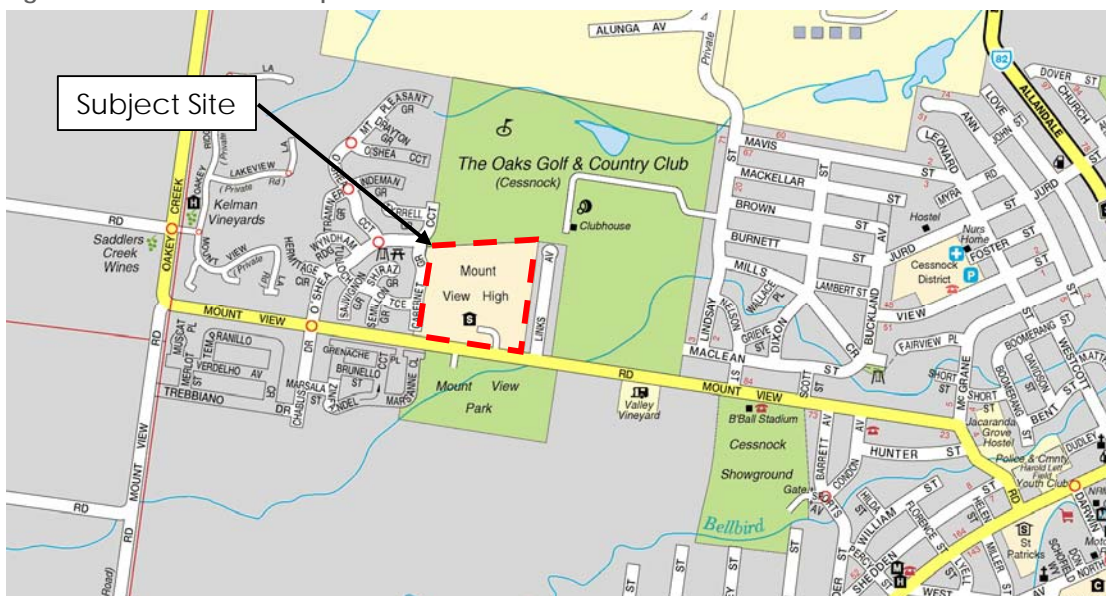
The site layout showing access points is shown in Figure 2.29. A site location map is shown in Figure 2.30 and the accessibility assessment sheet is shown in Table 2.30.

Figure 2.29: Site Layout



Base image: Nearmap

Figure 2.30: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.30: Accessibility Score Sheet

Mount View High School

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

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

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

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

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	4	0.5	0
Total Public Transport Score			0

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			0
----------------------------------	--	--	---

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

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

Accessibility Discount factor (AD)		0
---	--	---

2.16 St Columba's Catholic College (Springwood)

St Columba's Catholic College is located approximately 13km north-west of Penrith and 3.5km north-east of Springwood Railway Station. The school is located on a plateau overlooking the Blue Mountains to the north. All access to the school is provided via a private road which forms a signalised intersection with Hawkesbury Road.

School buses are accommodated within the school grounds. The nearest public bus stops are located on Hawkesbury Road which is in excess of 800m from the school's main buildings. As such the school has an accessibility score of zero.

Key site details are provided in Table 2.31.

Table 2.31: Site Details

Site	
Town/ Region	Springwood/ Blue Mountains
Street Address	168 Hawkesbury Road
School Type/ Status	Secondary/ Private
Students	1041
Staff (Including admin)	103
Core teaching hours	8:50am – 3:10pm
Number of pedestrian access points	1
Number of vehicle access points	1
On-site Car Parking	100
Accessibility Score/ Discount Factor	0
Other Site Activities	-

The site layout showing access points is shown in Figure 2.31. A site location map is shown in Figure 2.32. Given the school has zero accessibility score, providing the assessment sheet is unnecessary.

Legend

- Vehicle Access (Green double-headed arrow)
- Pedestrian Access (Yellow double-headed arrow)
- Site Boundary (Red dashed line)

The map shows the University of the South Florida campus, including the main academic building, a large green field, and surrounding wooded areas. A red dashed line outlines the site boundary. Green and yellow double-headed arrows indicate vehicle and pedestrian access points, respectively, located at the bottom center of the map.

nearmap
current | bear change

Showing 3 Feb 2011
20m resolution

Figure 2.32: Site Location Map



14S1263000
Roads and Maritime Services, Trip Generation Surveys, Schools
Data Report

2.17 St Kevin's Catholic Primary School (Dee Why)

St Kevin's Catholic Primary School is located on the northern beaches on the eastern perimeter of the Dee Why town centre and approximately 15km north-east of Sydney CBD. All access to the site is provided to/ from Oaks Avenue along the site's northern boundary.

Oaks Avenue is a local road with a 50km/h speed limit and 40km/h school zone. Time restricted no parking zones and bus zones are located on the southern side of the carriageway in the near vicinity of the school. Parking is not permitted between 8:30am – 9:30am on Tuesday morning on the northern side of the carriageway. A signalised pedestrian crossing is located near the main entrance on Oaks Avenue.

Howard Avenue Car Park is a Council owned car park servicing the Dee Why CBD. It is located within a short walk to the west of the school and it was observed that some parents and carers parked their vehicles and walked their children to/from the school.

In addition to the adjacent school bus zone, nearby bus stops are located on Howard Avenue to the north, Avon Road to the east and Pacific Parade to the south. Pittwater Road bus stops are located within 800m walking distance to/from the school. There are a significant number of bus routes and services that operate from Pittwater Road bus stops.

The school provides before and after school care between 6:30am and 6:00pm.

As mentioned, the school is located on the fringe of the Dee Why town centre which includes retail and commercial land uses. However the school itself is surrounded by residential dwellings.

Key site details are provided in Table 2.32.

Table 2.32: Site Details

Site	
Town/ Region	Dee Why/ Sydney
Street Address	57 – 59 Oaks Avenue
School Type/ Status	Primary/ Private
Students	136
Staff (Including admin)	9
Core teaching hours	8:55am – 3:15pm
Number of pedestrian access points	2
Number of vehicle access points	1
On-site Car Parking	14
Accessibility Score/ Discount Factor	190/ 0.6
Other Site Activities	-

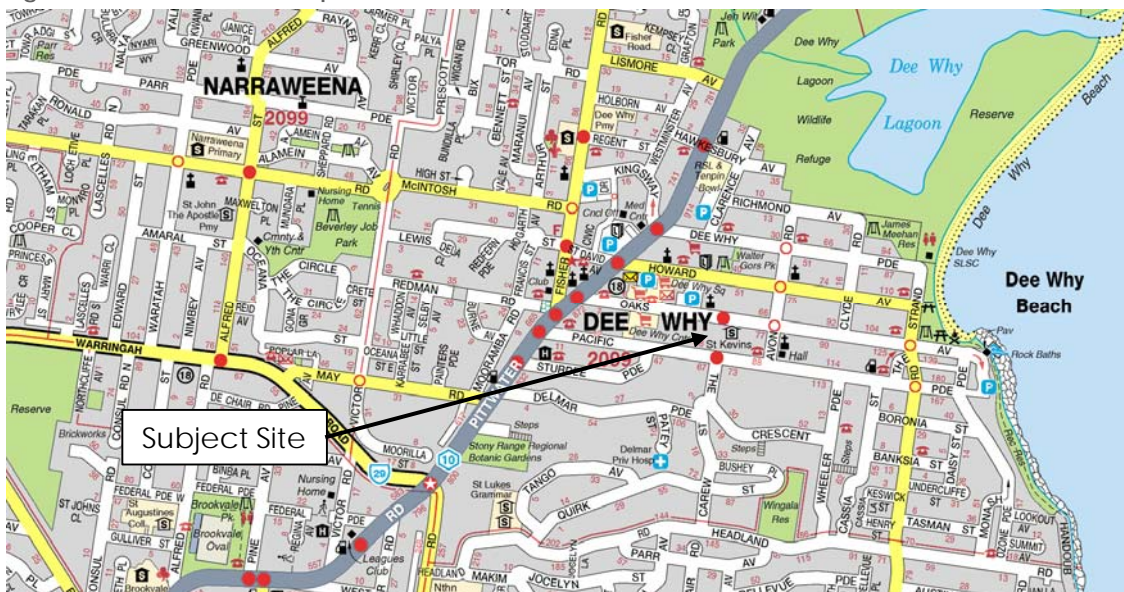
The site layout showing access points is shown in Figure 2.33. A site location map is shown in Figure 2.34 and the accessibility assessment sheet is shown in Table 2.33.

Figure 2.33: Site Layout



Base image: Nearmap

Figure 2.34: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.33: Accessibility Score Sheet

St Kevin's Catholic Primary School

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

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24		0
Rail station	400-800	12		0
Rail station	>800	0		0
Total rail station scores				0
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4	2	8
Bus route (Standard bus route)	0-400	4	1	4
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1	16	16
Bus route (Standard bus route)	400-800	1	10	10
Bus route	>800	0		0
Total bus route scores				38

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	36
Standard bus route	Multiply bus route score by 1	1	14

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	200	3	150
Total Public Transport Score			150

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			190
----------------------------------	--	--	-----

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

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

Accessibility Discount factor (AD)		0.6
---	--	-----

2.18 St Mary's Catholic Primary School (Noraville)

St Mary's Catholic Primary School is located in Noraville on the Central Coast. It is located approximately 26.5km north-east of Gosford and 43km south-west of Newcastle. The access to the school is provided via Main Road and Pandora Parade.

Main Road is classified a State Road with a 50km/h speed limit and 40km/h school zone. Unrestricted parking is available on both sides of the carriageway. 'No stopping' areas are located around the signalised crossing near the main pedestrian entrance.

Pandora Parade is a local road with a 50km/h speed limit and 40km/h school zone. Unrestricted parking is available on both sides of the carriageway.

Local public transport services operate from bus stops located on Main Road near Pandora Parade and on the Central Coast Highway to the east of the school.

The school is surrounded by residential land uses.

Key site details are provided in Table 2.34.

Table 2.34: Site Details

Site	
Town/ Region	Noraville/ Central Coast
Street Address	458 Main Road
School Type/ Status	Primary/ Private
Students	490
Staff (Including admin)	25
Core teaching hours	9:00am – 3:15pm
Number of pedestrian access points	2
Number of vehicle access points	1
On-site Car Parking	75
Accessibility Score/ Discount Factor	32/ 0.2
Other Site Activities	Before school care from 6:30am After school care until 6:00pm

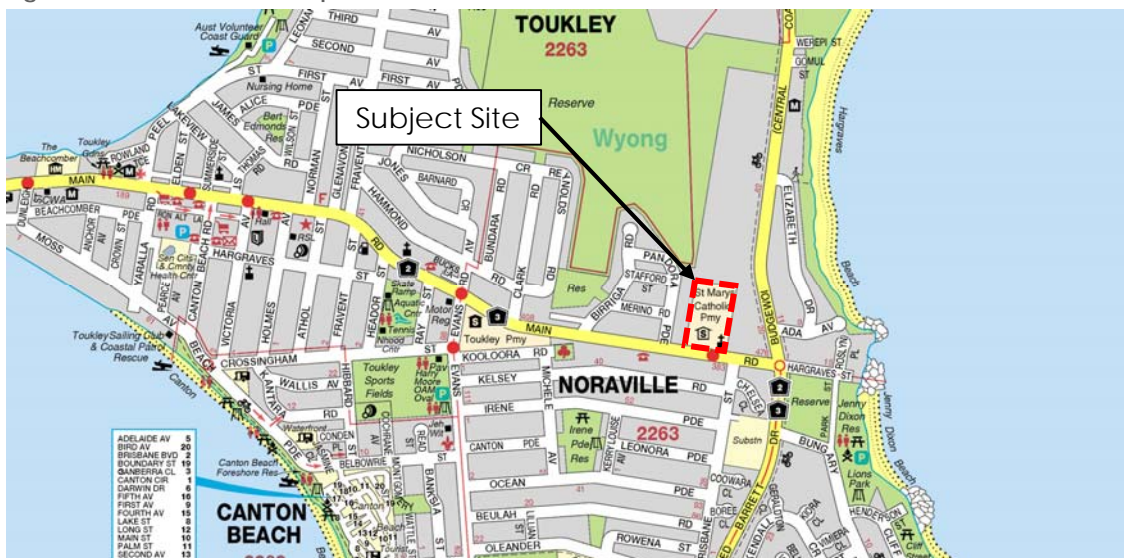
The site layout showing access points is shown in Figure 2.35. A site location map is shown in Figure 2.36 and the accessibility assessment sheet is shown in Table 2.35.

Figure 2.35: Site Layout



Base image: Nearmap

Figure 2.36: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.35: Accessibility Score Sheet

St Mary's Catholic Primary School

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

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

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	16

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	14	2	32
Total Public Transport Score			32

Criteria	Criteria Range	Multiply mode score
0 0 service		0
1 0 <= 7 service		0.5
8 8-12 service		1
13 13-20 service		2
20 >20 service in the 2 hr AM peak		3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			32
----------------------------------	--	--	----

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

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

Accessibility Discount factor (AD)		0.2
------------------------------------	--	-----

2.19 Turramurra High School (South Turramurra)

Turramurra High School is located on Sydney's north shore, approximately 15km north-west of Sydney CBD and 3km south west of Turramurra town centre. The main access to the school is provided from Maxwell Street with additional access points located on Robin Avenue and Eden Avenue.

Maxwell Street is a local road with a 50km/h speed limit and 40km/h school zone. Adjacent to the school on the southern side of the carriageway is entirely a time restricted bus zone. A permanent bus zone is located north-east of the site. Unrestricted parking is available on the northern side of the carriageway.

Robin Avenue is a local road with a 50km/h speed limit. Parking is not permitted adjacent to the school. Unrestricted parking is generally available further east.

Eden Avenue is a local road with a 50km/h speed limit and unrestricted parking is permitted on both sides of the carriageway.

As mentioned, a large bus zone is located along the school's frontage. Public bus services provide connections to Turramurra and Macquarie University.

The school is located within a residential area with Lane Cove National Park fronting south of the school.

Key site details are provided in Table 2.36.

Table 2.36: Site Details

Site	
Town/ Region	South Turramurra/ Sydney
Street Address	104 Maxwell Street
School Type/ Status	Secondary/ Public
Students	1250
Staff (Including admin)	110
Core teaching hours	8:40am – 3:00pm
Number of pedestrian access points	4
Number of vehicle access points	1
On-site Car Parking	74
Accessibility Score/ Discount Factor	16/ 0
Other Site Activities	-

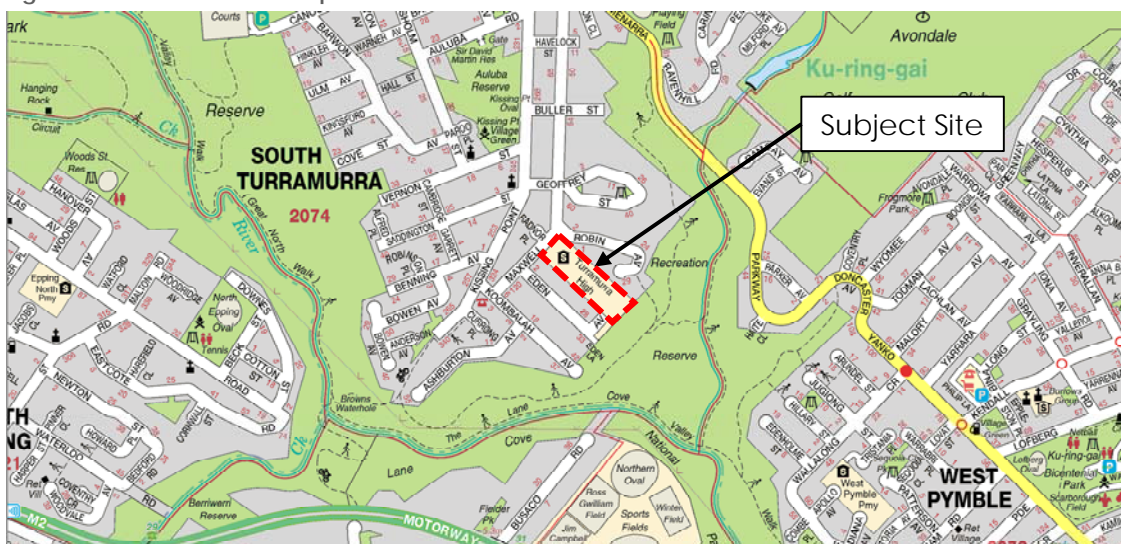
The site layout showing access points is shown in Figure 2.37. A site location map is shown in Figure 2.38 and the accessibility assessment sheet is shown in Table 2.37.

Figure 2.37: Site Layout



Base image: Nearmap

Figure 2.38: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.37: Accessibility Score Sheet

Turrumurra High School

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

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

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	0
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	8

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

Step 3: Sum of public transport modes 2 hour AM peak

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

Criteria	Criteria Range	Multiply mode score
0 0 service		0
1 0 <= 7 service		0.5
8 8-12 service		1
13 13-20 service		2
20 >20 service in the 2 hr AM peak		3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			16
----------------------------------	--	--	----

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

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

2.20 Woronora River Public School

Woronora River Public School is located approximately 23km south-west of Sydney CBD and 1.5km west of Sutherland. The school's main access is to Prices Circuit along the eastern boundary of the school. There is also an access point to the spur of Prices Circuit on the southern boundary of the school.

Prices Circuit is a local road with a 50km/h speed limit and 40km/h school zone. A bus zone is located adjacent to the site and unrestricted parking is generally available on both sides of the carriageway. The spur of Prices Circuit acts as a lane way which provides access to the tennis club and a link to the pedestrian bridge crossing Woronora River.

Pedestrian path is provided on Prices Circuit limited to sections adjacent to the school. Pedestrian bridge and path is also provided through the Park Street on the south side of the river.

Before and after school care is available on-site from 7:00am until 6:00pm.

The school is surrounded by residential land uses and bushlands to the north and west.

Key site details are provided in Table 2.38.

Table 2.38: Site Details

Site	
Town/ Region	Woronora/ Sydney
Street Address	113A Prices Circuit
School Type/ Status	Primary/ Public
Students	115
Staff (Including admin)	10
Core teaching hours	9:15am – 3:15pm
Number of pedestrian access points	2
Number of vehicle access points	1
On-site Car Parking	10
Accessibility Score/ Discount Factor	2/ 0
Other Site Activities	Before school care from 7:00am After school care until 6:00pm

Site layout showing access points is shown in Figure 2.39. A site location map is shown in Figure 2.40 and the accessibility assessment sheet is shown in Table 2.39.

Table 2.39: Accessibility Score Sheet

Woronora River Public School

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

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

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

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

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	3	0.5	2
Total Public Transport Score			2

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			2
----------------------------------	--	--	----------

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

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

2.21 Wyong High School

Wyong High School is located on the Central Coast approximately 17km north of Gosford and 800m west of Wyong Railway Station. The main access to the school is located on Alison Road. An access to the school is also provided via Jennings Road.

Alison Road operates as a collector type road with a 50km/h speed limit and 40km/h school zone. Time restricted bus zones are located adjacent to the school and unrestricted parking is generally available on the opposite side of the school. A zebra crossing is located in line with the site's main entry across Alison Road.

Jennings Road is a local road with a 50km/h limit and 40km/h school zone. Unrestricted parking is available on both sides of the carriageway. No formal pedestrian footpath is provided on either side of Jennings Road.

The school is located on the outer perimeter of the Wyong town centre and is bounded by the Wyong River to the south and west with residential land uses separating the school from the town centre. Wyong TAFE is located to the north of the site on the opposite side of Alison Road.

Key site details are provided in Table 2.40.

Table 2.40: Site Details

Site	
Town/ Region	Wyong/ Central Coast
Street Address	53 Alison Road
School Type/ Status	Secondary/ Public
Students	754
Staff (Including admin)	54
Core teaching hours	9:03am – 3:20am
Number of pedestrian access points	3
Number of vehicle access points	2
On-site Car Parking	100
Accessibility Score/ Discount Factor	84/ 0.3
Other Site Activities	-

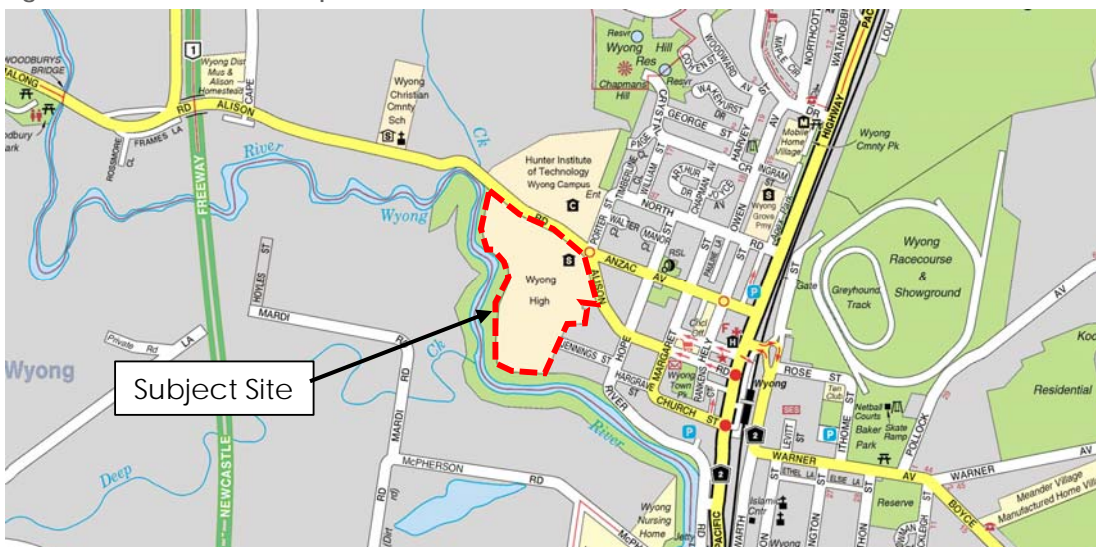
The site layout showing access points is shown in Figure 2.41. A site location map is shown in Figure 2.42 and the accessibility assessment sheet is shown in Table 2.41.

Figure 2.41: Site Layout



Base image: Nearmap

Figure 2.42: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.41: Accessibility Score Sheet

Wyong High School

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

Type of transport	Distance (m)	Score	Selection	Total score
Rail station	0-400	24		0
Rail station	400-800	12	1	12
Rail station	>800	0		0
Total rail station scores			1	12
Light rail or ferry route	0-400	8		0
Light rail or ferry route	400-800	4		0
Light rail or ferry route	>800	0		0
Total light rail or ferry route scores				0
Bus route (Bus Transitway)	0-400	4		0
Bus route (Other strategic bus corridor)	0-400	4		0
Bus route (Corridor with express services)	0-400	4		0
Bus route (Standard bus route)	0-400	4	8	32
Bus route (Bus Transitway)	400-800	1		0
Bus route (Other strategic bus corridor)	400-800	1		0
Bus route (Corridor with express services)	400-800	1		0
Bus route (Standard bus route)	400-800	1		0
Bus route	>800	0		0
Total bus route scores				32

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

Type of transport	Notes	Multiply the score	Total score
Heavy rail	Multiply by 1	1	12
Ferry route	Multiply by 1	1	0
Bus Transitway	Multiply bus route score by 3	3	0
Other Strategic Bus Corridor	Multiply bus route score by 2	2	0
Corridor with express services	Multiply bus route score by 1.5	1.5	0
Standard bus route	Multiply bus route score by 1	1	32

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail	10	1	12
Light rail or ferry route		0	0
Bus service	11	1	32
Total Public Transport Score			44

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			84
----------------------------------	--	--	-----------

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

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

Accessibility Discount factor (AD)		0.3
------------------------------------	--	------------

2.22 Xavier College (Llandilo)

Xavier College is located in Llandilo, approximately 47km west of Sydney and 5km north-east of Penrith CBD. It is also located adjacent to the relatively new suburb of Jordan Springs. All access to the school is provided via Ninth Avenue along the site's northern boundary.

Ninth Avenue is a two-lane, two-way regional road. It has a 60km/h speed limit and 40km/h school zone adjacent to the school. 'No stopping' restriction is applied on either side of the carriageway adjacent to the school.

A formal pedestrian path is provided along the southern side of Ninth Avenue between the school and The Northern Road. The Northern Road/ Ninth Avenue forms a signalised T-intersection with formalised pedestrian crossing provided on the north-east and south-east approaches.

Public bus stops are located approximately 550m west of the school on Ninth Avenue.

The school is located in a semi-rural area, characterised by large residential allotments and undeveloped bush areas.

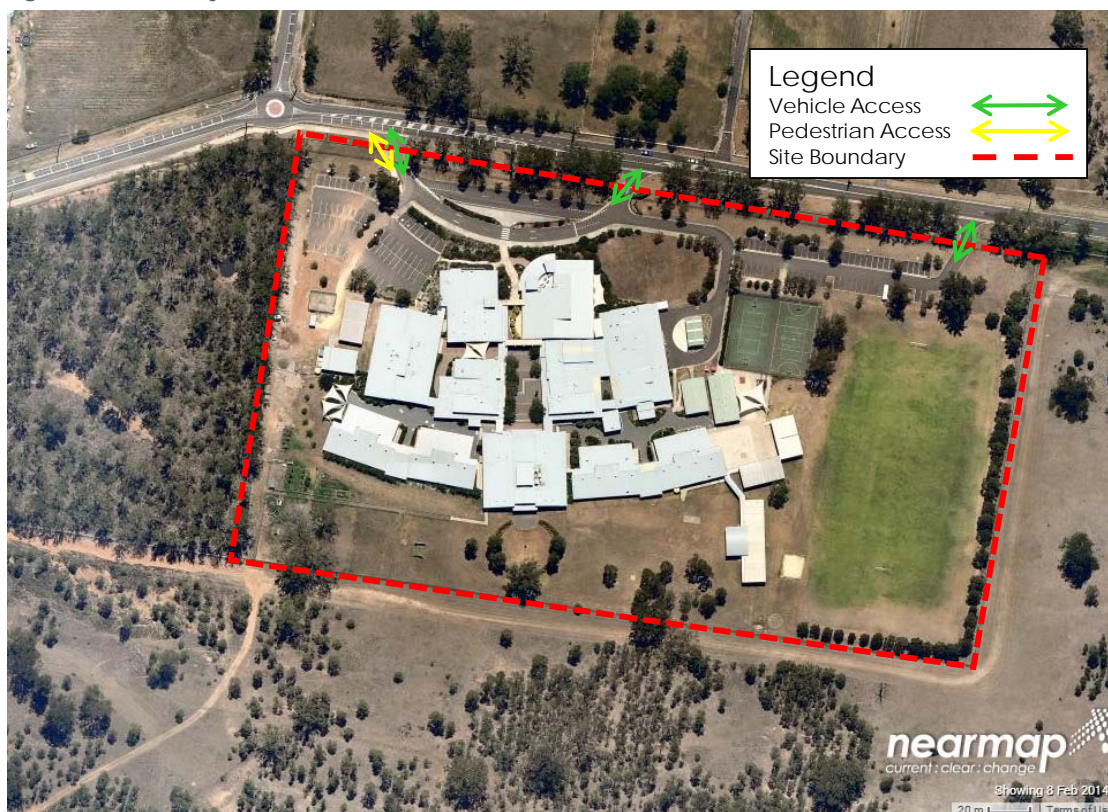
Key site details are provided in Table 2.42.

Table 2.42: Site Details

Site	
Town/ Region	Llandilo/ Sydney
Street Address	1170 Ninth Avenue
School Type/ Status	Secondary/ Private
Students	1070
Staff (Including admin)	100
Core teaching hours	8:30am – 2:30pm
Number of pedestrian access points	1
Number of vehicle access points	3
On-site Car Parking	123
Accessibility Score/ Discount Factor	0.5/ 0
Other Site Activities	-

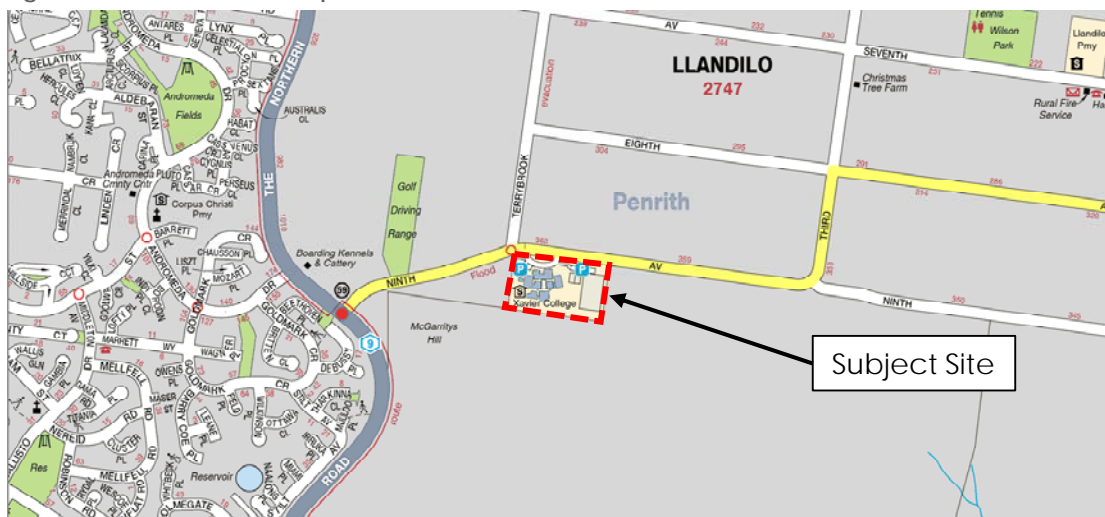
The site layout showing access points is shown in Figure 2.43. A site location map is shown in Figure 2.44 and the accessibility assessment sheet is shown in Table 2.43.

Figure 2.43: Site Layout



Base image: Nearmap

Figure 2.44: Site Location Map



Base Image: UBD Australian City Streets on DVD v6.0

Table 2.43: Accessibility Score Sheet

Xavier College

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

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

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

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

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

Step 3: Sum of public transport modes 2 hour AM peak

Type of transport	Number of service	Multiply mode score	Total
Heavy rail		0	0
Light rail or ferry route		0	0
Bus service	5	0.5	0.5
Total Public Transport Score			0.5

Criteria	Criteria Range	Multiply mode score
0	0 service	0
1	0 <= 7 service	0.5
8	8-12 service	1
13	13-20 service	2
20	>20 service in the 2 hr AM peak	3

Step 4: Determine walking proximity of site to a centre

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

Step 5: Calculate the Total Accessibility Score

Total Accessibility score			0.5
----------------------------------	--	--	------------

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

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

3. Survey Results

3.1 Traffic Survey

3.1.1 Bass Hill High School

Table 3.1: Bass Hill High School 15 Minute Vehicle Based Trips (Wednesday 30 April 2014) [1]

TIME PERIOD		VEHICLE BASED TRIPS										
		ON SITE CAR PARKING				51	CAR DROP OFF / PICK UP			TOTAL		
		IN	OUT	TOTAL	DEMAND		IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD					4	8%						
7:30	to 7:45	4	0	4	8	16%	0	0	0	4	0	4
7:45	to 8:00	8	0	8	16	31%	4	4	8	12	4	16
8:00	to 8:15	16	1	17	31	61%	10	10	20	26	11	37
8:15	to 8:30	7	0	7	38	75%	28	28	56	35	28	63
8:30	to 8:45	19	3	22	54	106%	63	63	126	82	66	148
8:45	to 9:00	9	2	11	61	120%	95	95	190	104	97	201
9:00	to 9:15	2	4	6	59	116%	30	30	60	32	34	66
9:15	to 9:30	1	0	1	60	118%	6	6	12	7	6	13
AM TOTALS		66	10	76			236	236	472	302	246	548
PM PERIOD					51	100%						
14:30	to 14:45	5	0	5	56	110%	0	0	0	5	0	5
14:45	to 15:00	3	8	11	51	100%	30	30	60	33	38	71
15:00	to 15:15	0	18	18	33	65%	46	46	92	46	64	110
15:15	to 15:30	2	14	16	21	41%	4	4	8	6	18	24
15:30	to 15:45	0	7	7	14	27%	0	0	0	0	7	7
15:45	to 16:00	0	2	2	12	24%	2	2	4	2	4	6
16:00	to 16:15	0	2	2	10	20%	1	1	2	1	3	4
16:15	to 16:30	0	2	2	8	16%	0	0	0	0	2	2
PM TOTALS		10	53	63			83	83	166	93	136	229

[1] Parking in excess of 100% indicates demand exceeded formal car parking capacity. Some vehicles are parked on the grassed areas.

Table 3.2: Bass Hill High School Hourly Vehicle Based Trips (Wednesday 30 April 2014)

TIME PERIOD			VEHICLE BASED TRIPS								
			ON SITE CAR			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD											
7:30	to	8:30	35	1	36	42	42	84	77	43	120
7:45	to	8:45	50	4	54	105	105	210	155	109	264
8:00	to	9:00	51	6	57	196	196	392	247	202	449
8:15	to	9:15	37	9	46	216	216	432	253	225	478
8:30	to	9:30	31	9	40	194	194	388	225	203	428
PM PERIOD											
14:30	to	15:30	10	40	50	80	80	160	90	120	210
14:45	to	15:45	5	47	52	80	80	160	85	127	212
15:00	to	16:00	2	41	43	52	52	104	54	93	147
15:15	to	16:15	2	25	27	7	7	14	9	32	41
15:30	to	16:30	0	13	13	3	3	6	3	16	19

Figure 3.1: Bass Hill High School Hourly Vehicle Trips (Wednesday 30 April 2014)

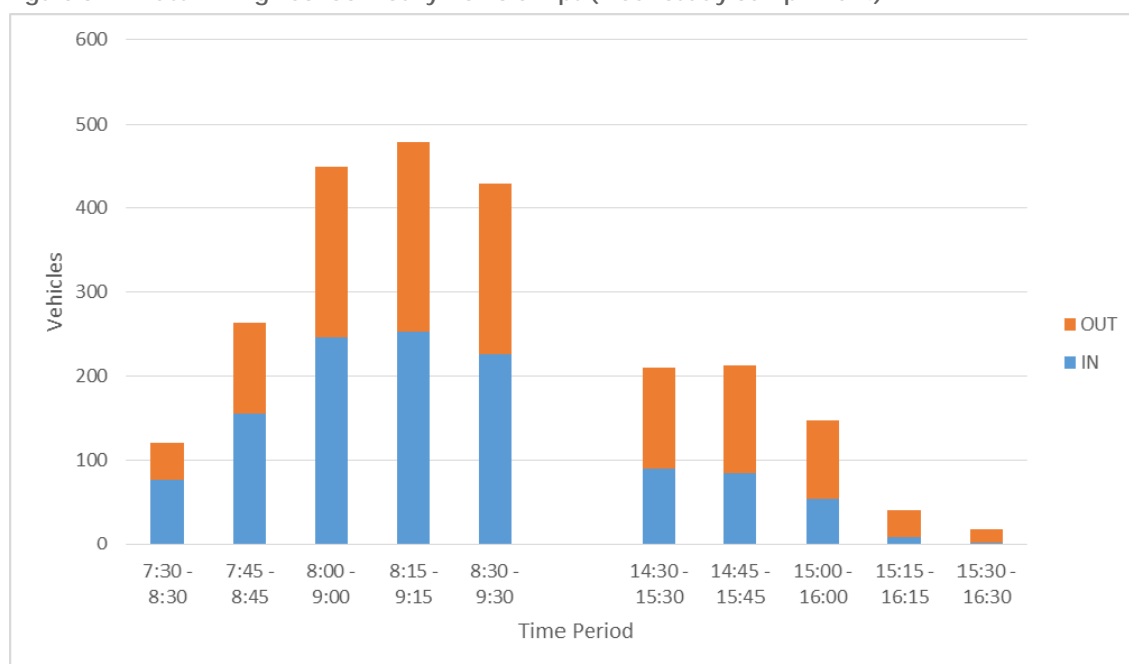


Table 3.3: Bass Hill High School 15 Minute Person Based Trips (Wednesday 30 April 2014)

TIME PERIOD			PERSON BASED TRIPS											
			CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
7:30	to	7:45	0	0	0	4	0	4	3	0	3	7	0	7
7:45	to	8:00	4	0	4	9	0	9	3	0	3	16	0	16
8:00	to	8:15	10	0	10	19	3	22	19	7	26	48	10	58
8:15	to	8:30	28	0	28	7	0	7	45	11	56	80	11	91
8:30	to	8:45	68	0	68	27	3	30	79	21	100	174	24	198
8:45	to	9:00	99	0	99	13	2	15	217	9	226	329	11	340
9:00	to	9:15	31	0	31	3	8	11	47	2	49	81	10	91
9:15	to	9:30	6	0	6	1	0	1	18	5	23	25	5	30
AM TOTALS			246	0	246	83	16	99	431	55	486	760	71	831
PM PERIOD														
14:30	to	14:45	0	0	0	5	0	5	4	4	8	9	4	13
14:45	to	15:00	0	30	30	4	37	41	1	66	67	5	133	138
15:00	to	15:15	0	69	69	0	18	18	2	398	400	2	485	487
15:15	to	15:30	0	4	4	2	14	16	2	30	32	4	48	52
15:30	to	15:45	0	0	0	0	7	7	0	0	0	0	7	7
15:45	to	16:00	0	2	2	0	2	2	0	0	0	0	4	4
16:00	to	16:15	0	1	1	0	3	3	0	1	1	0	5	5
16:15	to	16:30	0	0	0	0	2	2	0	7	7	0	9	9
PM TOTALS			0	106	106	11	83	94	9	506	515	20	695	715

3.1.2 Camden High School

Table 3.4: Camden High School 15 Minute Vehicle Based Trips (Thursday 27 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS													
			ON SITE CAR PARKING				CAPACITY = 147	BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	DEMAND		% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT
AM PERIOD						15	10%									
7:30	to	7:45	8	3	11	20	14%	0	0	0	5	5	10	13	8	21
7:45	to	8:00	17	6	23	31	21%	5	0	5	38	38	76	60	44	104
8:00	to	8:15	44	12	56	63	43%	6	0	6	71	71	142	121	83	204
8:15	to	8:30	27	7	34	83	56%	5	0	5	75	75	150	107	82	189
8:30	to	8:45	20	4	24	99	67%	0	0	0	36	36	72	56	40	96
8:45	to	9:00	6	1	7	104	71%	0	0	0	24	24	48	30	25	55
9:00	to	9:15	3	1	4	106	72%	0	0	0	9	9	18	12	10	22
9:15	to	9:30	4	0	4	110	75%	0	0	0	0	0	0	4	0	4
AM TOTALS			129	34	163			16	0	16	258	258	516	403	292	695
PM PERIOD						106	72%									
14:30	to	14:45	3	7	10	102	69%	0	0	0	1	1	2	4	8	12
14:45	to	15:00	1	10	11	93	63%	0	0	0	1	1	2	2	11	13
15:00	to	15:15	3	3	6	93	63%	0	9	9	4	4	8	7	16	23
15:15	to	15:30	6	6	12	93	63%	0	9	9	3	3	6	9	18	27
15:30	to	15:45	5	53	58	45	31%	0	2	2	46	46	92	51	101	152
15:45	to	16:00	1	23	24	23	16%	0	0	0	10	10	20	11	33	44
16:00	to	16:15	4	7	11	20	14%	0	0	0	0	0	0	4	7	11
16:15	to	16:30	2	10	12	12	8%	0	0	0	0	0	0	2	10	12
PM TOTALS			25	119	144			0	20	20	65	65	130	90	204	294

Table 3.5: Camden High School Hourly Vehicle Based Trips (Thursday 27 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS											
			ON SITE CAR PARKING			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
7:30	to	8:30	96	28	124	16	0	16	189	189	378	301	217	518
7:45	to	8:45	108	29	137	16	0	16	220	220	440	344	249	593
8:00	to	9:00	97	24	121	11	0	11	206	206	412	314	230	544
8:15	to	9:15	56	13	69	5	0	5	144	144	288	205	157	362
8:30	to	9:30	33	6	39	0	0	0	69	69	138	102	75	177
PM PERIOD														
14:30	to	15:30	13	26	39	0	18	18	9	9	18	22	53	75
14:45	to	15:45	15	72	87	0	20	20	54	54	108	69	146	215
15:00	to	16:00	15	85	100	0	20	20	63	63	126	78	168	246
15:15	to	16:15	16	89	105	0	11	11	59	59	118	75	159	234
15:30	to	16:30	12	93	105	0	2	2	56	56	112	68	151	219

Figure 3.2: Camden High School Hourly Vehicle Trips (Thursday 27 March 2014)

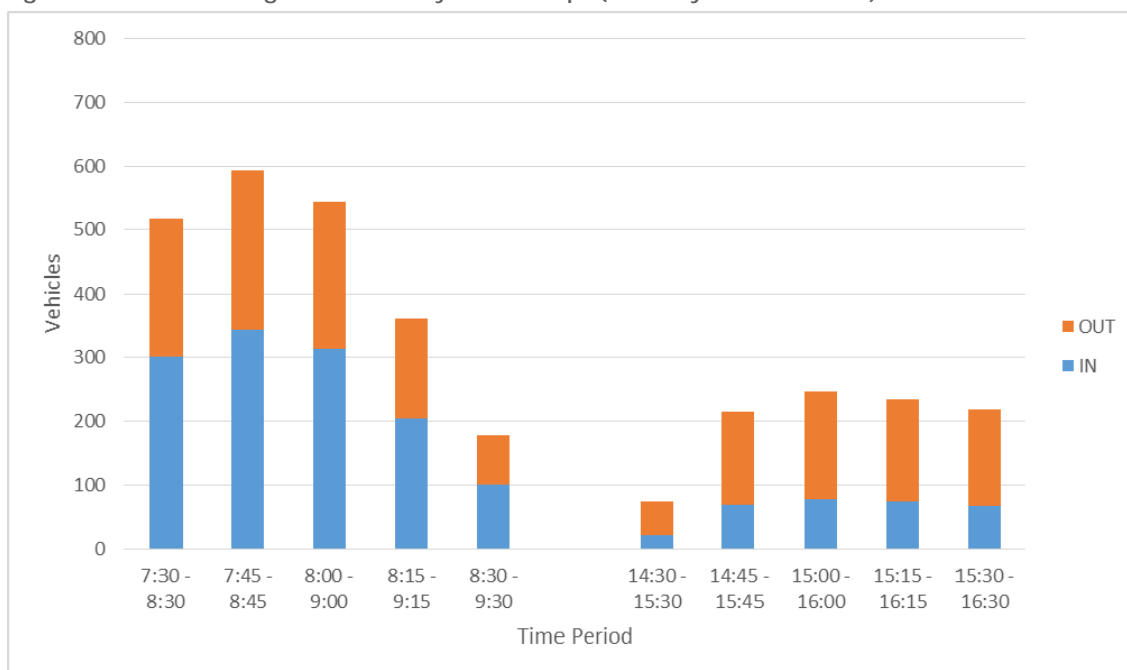


Table 3.6: Camden High School Person Based Trips (Thursday 27 March 2014)

TIME PERIOD			PERSON BASED TRIPS														
			BUS OCCUPANTS			OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD																	
7:30	to	7:45	0	0	0	7	0	7	4	3	7	0	0	0	11	3	14
7:45	to	8:00	171	0	171	58	0	58	14	9	23	1	0	1	244	9	253
8:00	to	8:15	158	0	158	116	0	116	48	48	96	4	0	4	326	48	374
8:15	to	8:30	108	0	108	106	0	106	35	33	68	0	3	3	249	36	285
8:30	to	8:45	0	0	0	45	0	45	18	14	32	0	1	1	63	15	78
8:45	to	9:00	0	0	0	27	0	27	7	3	10	2	0	2	36	3	39
9:00	to	9:15	0	0	0	11	0	11	3	3	6	2	0	2	16	3	19
9:15	to	9:30	0	0	0	0	0	0	5	2	7	0	0	0	5	2	7
AM TOTALS			437	0	437	370	0	370	134	115	249	9	4	13	950	119	1069
PM PERIOD																	
14:30	to	14:45	0	0	0	0	1	1	2	6	8	0	0	0	2	7	9
14:45	to	15:00	0	0	0	0	1	1	1	6	7	0	0	0	1	7	8
15:00	to	15:15	0	394	394	0	5	5	2	1	3	0	0	0	2	400	402
15:15	to	15:30	0	255	255	0	6	6	6	6	12	0	0	0	6	267	273
15:30	to	15:45	0	37	37	0	72	72	4	19	23	0	29	29	4	157	161
15:45	to	16:00	0	0	0	0	12	12	0	6	6	0	0	0	0	18	18
16:00	to	16:15	0	0	0	0	0	0	3	0	3	0	0	0	3	0	3
16:15	to	16:30	0	0	0	0	0	0	1	3	4	0	0	0	1	3	4
PM TOTALS			0	686	686	0	97	97	19	47	66	0	29	29	19	859	878

3.1.3 Casula High School

Table 3.7: Casula High School 15 Minute Vehicle Based Trips (Thursday 20 March 2014) [1]

TIME PERIOD				VEHICLE BASED TRIPS													
				ON SITE CAR PARKING				59	BUS DROP OFF			CAR DROP OFF /			TOTAL		
				CAPACITY =					/ PICK UP			PICK UP					
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL				
AM PERIOD							12	20%									
7:30	to	7:45	10	0	10	22	37%	0	0	0	4	4	8	14	4	18	
7:45	to	8:00	18	0	18	40	68%	2	0	2	4	4	8	24	4	28	
8:00	to	8:15	8	1	9	47	80%	1	0	1	9	9	18	18	10	28	
8:15	to	8:30	21	3	24	65	110%	4	0	4	27	27	54	52	30	82	
8:30	to	8:45	6	7	13	64	108%	2	0	2	58	58	116	66	65	131	
8:45	to	9:00	3	1	4	66	112%	1	0	1	8	8	16	12	9	21	
9:00	to	9:15	0	1	1	65	110%	0	0	0	5	5	10	5	6	11	
9:15	to	9:30	0	2	2	63	107%	0	0	0	4	4	8	4	6	10	
AM TOTALS			66	15	81			10	0	10	119	119	238	195	134	329	
PM PERIOD							54	92%									
14:00	to	14:15	1	0	1	55	93%	0	0	0	2	2	4	3	2	5	
14:15	to	14:30	5	2	7	58	98%	0	0	0	3	3	6	8	5	13	
14:30	to	14:45	1	2	3	57	97%	0	0	0	4	4	8	5	6	11	
14:45	to	15:00	1	5	6	53	90%	0	1	1	6	6	12	7	12	19	
15:00	to	15:15	0	12	12	41	69%	0	5	5	62	62	124	62	79	141	
15:15	to	15:30	2	13	15	30	51%	0	3	3	6	6	12	8	22	30	
15:30	to	15:45	0	13	13	17	29%	0	0	0	1	1	2	1	14	15	
15:45	to	16:00	1	8	9	10	17%	0	0	0	0	0	0	1	8	9	
PM TOTALS			11	55	66			0	9	9	84	84	168	95	148	243	

[1] Parking in excess of 100% indicates demand exceeded formal car parking capacity. Some vehicles are parked on the grassed areas.

Table 3.8: Casula High School 1 Hour Vehicle Based Trips (Thursday 20 March 2014)

TIME PERIOD	VEHICLE BASED TRIPS											
	ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD												
7:30 to 8:30	57	4	61	7	0	7	44	44	88	108	48	156
7:45 to 8:45	53	11	64	9	0	9	98	98	196	160	109	269
8:00 to 9:00	38	12	50	8	0	8	102	102	204	148	114	262
8:15 to 9:15	30	12	42	7	0	7	98	98	196	135	110	245
8:30 to 9:30	9	11	20	3	0	3	75	75	150	87	86	173
PM PERIOD												
14:00 to 15:00	8	9	17	0	1	1	15	15	30	23	25	48
14:15 to 15:15	7	21	28	0	6	6	75	75	150	82	102	184
14:30 to 15:30	4	32	36	0	9	9	78	78	156	82	119	201
14:45 to 15:45	3	43	46	0	9	9	75	75	150	78	127	205
15:00 to 16:00	3	46	49	0	8	8	69	69	138	72	123	195

Figure 3.3: Casula High School Hourly Vehicle Trips (Thursday 20 March 2014)

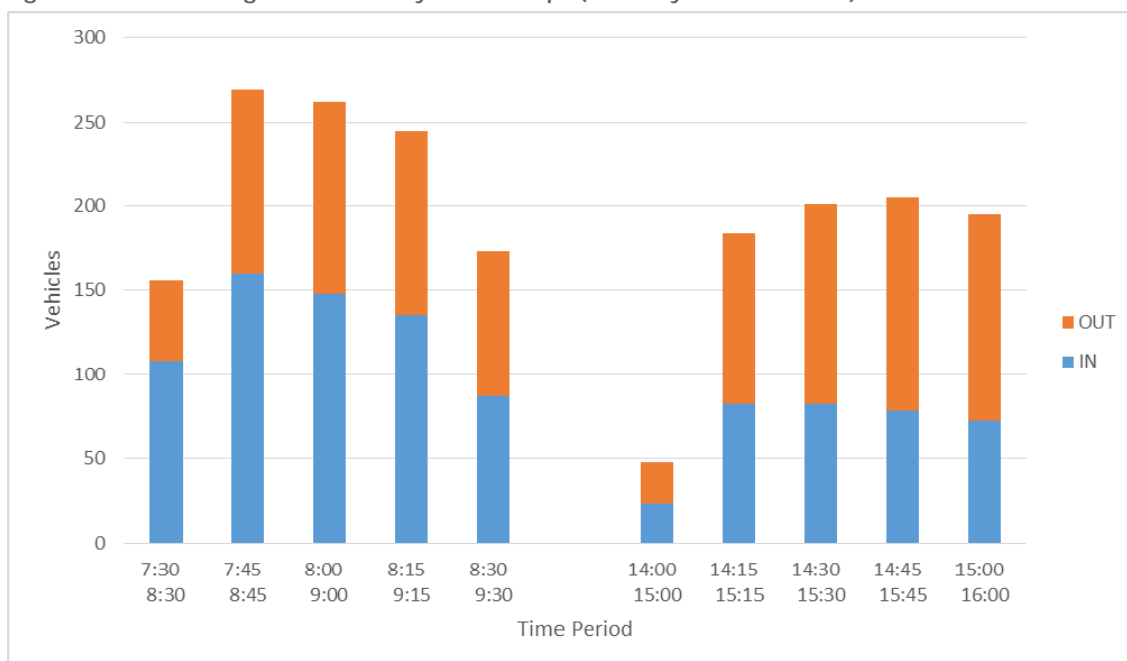


Table 3.9: Casula High School Person Based Trips (Thursday 20 March 2014)

TIME PERIOD		PERSON BASED TRIPS														
		BUS OCCUPANTS			CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD																
7:30 to	7:45	0	0	0	7	0	7	10	0	10	0	0	0	17	0	17
7:45 to	8:00	8	5	13	12	0	12	18	0	18	0	0	0	38	5	43
8:00 to	8:15	18	6	24	22	0	22	8	1	9	12		12	60	7	67
8:15 to	8:30	139	0	139	66	0	66	31	9	40	33	2	35	269	11	280
8:30 to	8:45	10	0	10	143	0	143	7	25	32	89	3	92	249	28	277
8:45 to	9:00	4	0	4	19	0	19	5	1	6	21	0	21	49	1	50
9:00 to	9:15	0	0	0	9	0	9	0	2	2	3	0	3	12	2	14
9:15 to	9:30	0	0	0	9	0	9	0	3	3	0	0	0	9	3	12
AM TOTALS		179	11	190	287	0	287	79	41	120	158	5	163	703	57	760
PM PERIOD																
14:00 to	14:15	0	0	0	0	3	3	1	0	1	0	0	0	1	3	4
14:15 to	14:30	0	0	0	0	4	4	8	2	10	0	0	0	8	6	14
14:30 to	14:45	0	0	0	0	9	9	1	2	3	4	0	4	5	11	16
14:45 to	15:00	0	24	24	0	10	10	3	9	12	2	0	2	5	43	48
15:00 to	15:15	3	182	185	0	162	162	0	20	20	0	41	41	3	405	408
15:15 to	15:30	0	26	26	0	16	16	2	21	23	1	0	1	3	63	66
15:30 to	15:45	0	0	0	0	2	2	0	13	13	0	0	0	0	15	15
15:45 to	16:00	0	0	0	0	0	0	1	8	9	0	0	0	1	8	9
PM TOTALS		3	232	235	0	206	206	16	75	91	7	41	48	26	554	580

3.1.4 Dapto Public School (Horsley)

Table 3.10: Dapto Public School 15 Minute Vehicle Based Trips (Tuesday 25 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS													
			ON SITE CAR PARKING				45	BUS DROP OFF			CAR DROP OFF /			TOTAL		
			CAPACITY =					/ PICK UP			PICK UP					
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL			
AM PERIOD					2	4%										
6:15	to	6:30	0	0	0	2	4%	0	0	0	0	0	0	0	0	0
6:30	to	6:45	1	0	1	3	7%	0	0	0	0	0	0	1	0	1
6:45	to	7:00	1	0	1	4	9%	0	0	0	0	0	0	1	0	1
7:00	to	7:15	0	0	0	4	9%	0	0	0	0	0	0	0	0	0
7:15	to	7:30	1	0	1	5	11%	0	0	0	0	0	0	1	0	1
7:30	to	7:45	3	1	4	7	16%	0	0	0	2	2	4	5	3	8
7:45	to	8:00	4	0	4	11	24%	0	0	0	4	4	8	8	4	12
8:00	to	8:15	11	0	11	22	49%	0	0	0	10	10	20	21	10	31
8:15	to	8:30	13	0	13	35	78%	0	0	0	42	42	84	55	42	97
8:30	to	8:45	8	1	9	42	93%	0	0	0	139	139	278	147	140	287
8:45	to	9:00	3	1	4	44	98%	0	0	0	143	143	286	146	144	290
9:00	to	9:15	0	0	0	44	98%	0	0	0	30	30	60	30	30	60
9:15	to	9:30	0	1	1	43	96%	0	0	0	1	1	2	1	2	3
AM TOTALS			45	4	49			0	0	0	371	371	742	416	375	791
PM PERIOD						39	87%									
14:00	to	14:15	0	1	1	38	84%	0	0	0	3	3	6	3	4	7
14:15	to	14:30	1	0	1	39	87%	0	0	0	0	0	0	1	0	1
14:30	to	14:45	2	1	3	40	89%	0	0	0	3	3	6	5	4	9
14:45	to	15:00	3	3	6	40	89%	0	0	0	98	98	196	101	101	202
15:00	to	15:15	0	11	11	29	64%	4	0	4	206	206	412	210	217	427
15:15	to	15:30	0	13	13	16	36%	0	0	0	4	4	8	4	17	21
15:30	to	15:45	0	3	3	13	29%	0	0	0	8	8	16	8	11	19
15:45	to	16:00	0	3	3	10	22%	0	0	0	3	3	6	3	6	9
16:00	to	16:15	0	1	1	9	20%	0	0	0	2	2	4	2	3	5
16:15	to	16:30	0	1	1	8	18%	0	0	0	2	2	4	2	3	5
16:30	to	16:45	0	1	1	7	16%	0	0	0	6	6	12	6	7	13
16:45	to	17:00	0	0	0	7	16%	0	0	0	2	2	4	2	2	4
17:00	to	17:15	0	0	0	7	16%	0	0	0	2	2	4	2	2	4
17:15	to	17:30	0	1	1	6	13%	0	0	0	4	4	8	4	5	9
17:30	to	17:45	0	0	0	6	13%	0	0	0	3	3	6	3	3	6
17:45	to	18:00	0	0	0	6	13%	0	0	0	3	3	6	3	3	6
18:00	to	18:15	0	0	0	6	13%	0	0	0	0	0	0	0	0	0
PM TOTALS			6	39	45			4	0	4	349	349	698	359	388	747

Table 3.11: Dapto Public School Hourly Vehicle Based Trips (Tuesday 25 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS											
			ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
6:15	to	7:15	2	0	2	0	0	0	0	0	0	2	0	2
6:30	to	7:30	3	0	3	0	0	0	0	0	0	3	0	3
6:45	to	7:45	5	1	6	0	0	0	2	2	4	7	3	10
7:00	to	8:00	8	1	9	0	0	0	6	6	12	14	7	21
7:15	to	8:15	19	1	20	0	0	0	16	16	32	35	17	52
7:30	to	8:30	31	1	32	0	0	0	58	58	116	89	59	148
7:45	to	8:45	36	1	37	0	0	0	195	195	390	231	196	427
8:00	to	9:00	35	2	37	0	0	0	334	334	668	369	336	705
8:15	to	9:15	24	2	26	0	0	0	354	354	708	378	356	734
8:30	to	9:30	11	3	14	0	0	0	313	313	626	324	316	640
PM PERIOD														
14:00	to	15:00	6	5	11	0	0	0	104	104	208	110	109	219
14:15	to	15:15	6	15	21	4	0	4	307	307	614	317	322	639
14:30	to	15:30	5	28	33	4	0	4	311	311	622	320	339	659
14:45	to	15:45	3	30	33	4	0	4	316	316	632	323	346	669
15:00	to	16:00	0	30	30	4	0	4	221	221	442	225	251	476
15:15	to	16:15	0	20	20	0	0	0	17	17	34	17	37	54
15:30	to	16:30	0	8	8	0	0	0	15	15	30	15	23	38
15:45	to	16:45	0	6	6	0	0	0	13	13	26	13	19	32
16:00	to	17:00	0	3	3	0	0	0	12	12	24	12	15	27
16:15	to	17:15	0	2	2	0	0	0	12	12	24	12	14	26
16:30	to	17:30	0	2	2	0	0	0	14	14	28	14	16	30
16:45	to	17:45	0	1	1	0	0	0	11	11	22	11	12	23
17:00	to	18:00	0	1	1	0	0	0	12	12	24	12	13	25
17:15	to	18:15	0	1	1	0	0	0	10	10	20	10	11	21

Figure 3.4: Dapto Public School Hourly Vehicle Trips (Tuesday 25 March 2014)

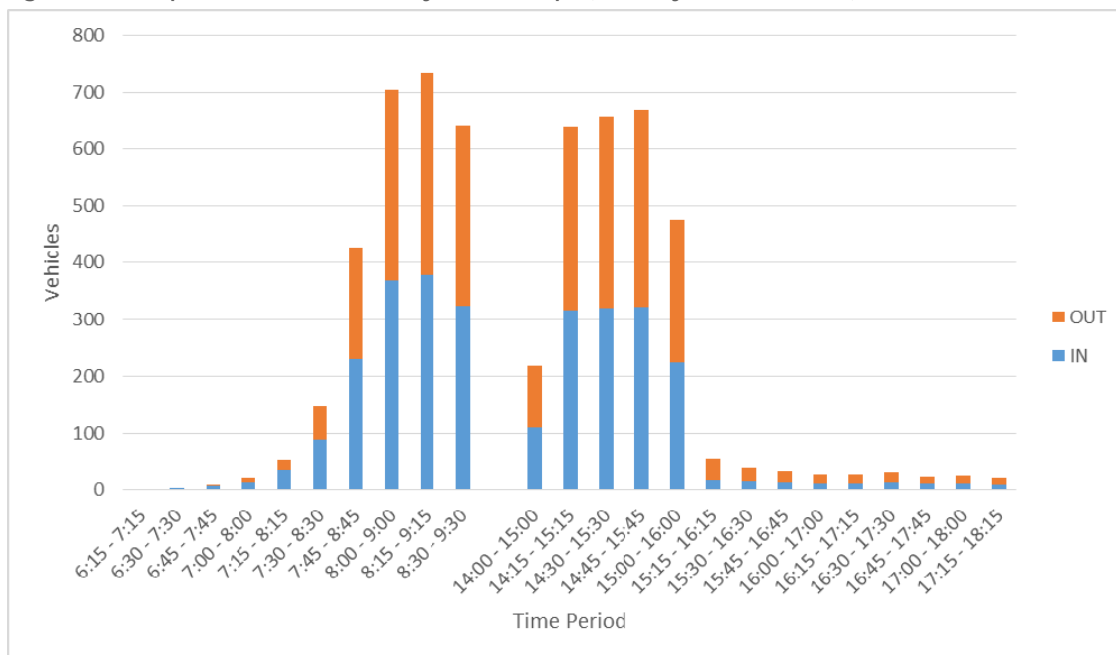


Table 3.12: Dapto Public School Person Based Trips (Tuesday 25 March 2014)

TIME PERIOD			PERSON BASED TRIPS														
			BUS OCCUPANTS			CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD																	
6:15	to	6:30	0	0	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	0	1
6:45	to	7:00	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
7:00	to	7:15	0	0	0	0	0	0	0	0	0	2	1	3	2	1	3
7:15	to	7:30	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
7:30	to	7:45	0	0	0	2	0	2	3	1	4	3	2	5	8	3	11
7:45	to	8:00	0	0	0	5	0	5	5	0	5	1	1	2	11	1	12
8:00	to	8:15	0	0	0	13	0	13	11	0	11	2	3	5	26	3	29
8:15	to	8:30	0	0	0	64	0	64	13	0	13	8	2	10	85	2	87
8:30	to	8:45	0	0	0	229	0	229	20	1	21	51	6	57	300	7	307
8:45	to	9:00	0	0	0	244	0	244	3	1	4	104	43	147	351	44	395
9:00	to	9:15	0	0	0	50	0	50	0	0	0	2	56	58	52	56	108
9:15	to	9:30	0	0	0	2	0	2	0	1	1	3	14	17	5	15	20
AM TOTALS			0	0	0	609	0	609	58	4	62	176	128	304	843	132	975
PM PERIOD																	
14:00	to	14:15	0	0	0	0	5	5	0	1	1	3	1	4	3	7	10
14:15	to	14:30	0	0	0	0	0	0	1	0	1	10	3	13	11	3	14
14:30	to	14:45	0	0	0	0	5	5	2	1	3	68	1	69	70	7	77
14:45	to	15:00	0	0	0	0	181	181	3	3	6	51	116	167	54	300	354
15:00	to	15:15	6	18	24	0	393	393	0	18	18	6	33	39	12	462	474
15:15	to	15:30	0	0	0	0	10	10	0	15	15	2	3	5	2	28	30
15:30	to	15:45	0	0	0	0	14	14	0	3	3	2	2	4	2	19	21
15:45	to	16:00	0	0	0	0	4	4	0	3	3	0	1	1	0	8	8
16:00	to	16:15	0	0	0	0	5	5	0	1	1	0	1	1	0	7	7
16:15	to	16:30	0	0	0	0	3	3	0	1	1	0	1	1	0	5	5
16:30	to	16:45	0	0	0	0	7	7	0	1	1	4	8	12	4	16	20
16:45	to	17:00	0	0	0	0	3	3	0	0	0	1	1	2	1	4	5
17:00	to	17:15	0	0	0	0	2	2	0	0	0	1	2	3	1	4	5
17:15	to	17:30	0	0	0	0	6	6	0	1	1	3	1	4	3	8	11
17:30	to	17:45	0	0	0	0	3	3	0	0	0	0	10	10	0	13	13
17:45	to	18:00	0	0	0	0	6	6	0	0	0	3	4	7	3	10	13
18:00	to	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTALS			6	18	24	0	647	647	6	48	54	154	188	342	166	901	1067

3.1.5 Eagle Vale High School

Table 3.13: Eagle Vale High School 15 Minute Vehicle Based Trips (Wednesday 26 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS														
			ON SITE (A)				CAPACITY =	70	BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
AM PERIOD						9	13%										
7:30	to	7:45	8	0	8	17	24%	1	0	1	16	16	32	25	16	41	
7:45	to	8:00	10	1	11	26	37%	1	0	1	24	24	48	35	25	60	
8:00	to	8:15	25	9	34	42	60%	2	0	2	27	27	54	54	36	90	
8:15	to	8:30	16	4	20	54	77%	3	0	3	50	50	100	69	54	123	
8:30	to	8:45	8	5	13	57	81%	1	0	1	57	57	114	66	62	128	
8:45	to	9:00	3	1	4	59	84%	1	0	1	24	24	48	28	25	53	
9:00	to	9:15	2	0	2	61	87%	2	0	2	8	8	16	12	8	20	
9:15	to	9:30	5	3	8	63	90%	2	0	2	7	7	14	14	10	24	
AM TOTALS			77	23	100			13	0	13	213	213	426	303	236	539	
PM PERIOD						58	83%										
14:00	to	14:15	0	0	0	58	83%	0	1	1	1	1	2	1	2	3	
14:15	to	14:30	0	1	1	57	81%	0	0	0	0	0	0	0	1	1	
14:30	to	14:45	3	0	3	60	86%	0	0	0	3	3	6	6	3	9	
14:45	to	15:00	3	7	10	56	80%	0	1	1	10	10	20	13	18	31	
15:00	to	15:15	1	26	27	31	44%	0	5	5	86	86	172	87	117	204	
15:15	to	15:30	0	8	8	23	33%	0	0	0	4	4	8	4	12	16	
15:30	to	15:45	2	10	12	15	21%	0	4	4	12	12	24	14	26	40	
15:45	to	16:00	0	9	9	6	9%	0	0	0	3	3	6	3	12	15	
PM TOTALS			9	61	70			0	11	11	119	119	238	128	191	319	

Table 3.14: Eagle Vale High School Hourly Vehicle Based Trips (Wednesday 26 March 2014)

TIME PERIOD		VEHICLE BASED TRIPS											
		ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD													
7:30	to 8:30	59	14	73	7	0	7	117	117	234	183	131	314
7:45	to 8:45	59	19	78	7	0	7	158	158	316	224	177	401
8:00	to 9:00	52	19	71	7	0	7	158	158	316	217	177	394
8:15	to 9:15	29	10	39	7	0	7	139	139	278	175	149	324
8:30	to 9:30	18	9	27	6	0	6	96	96	192	120	105	225
PM PERIOD													
14:00	to 15:00	6	8	14	0	2	2	14	14	28	20	24	44
14:15	to 15:15	7	34	41	0	6	6	99	99	198	106	139	245
14:30	to 15:30	7	41	48	0	6	6	103	103	206	110	150	260
14:45	to 15:45	6	51	57	0	10	10	112	112	224	118	173	291
15:00	to 16:00	3	53	56	0	9	9	105	105	210	108	167	275

Figure 3.5: Eagle Vale High School Hourly Vehicle Trips (Wednesday 26 March 2014)

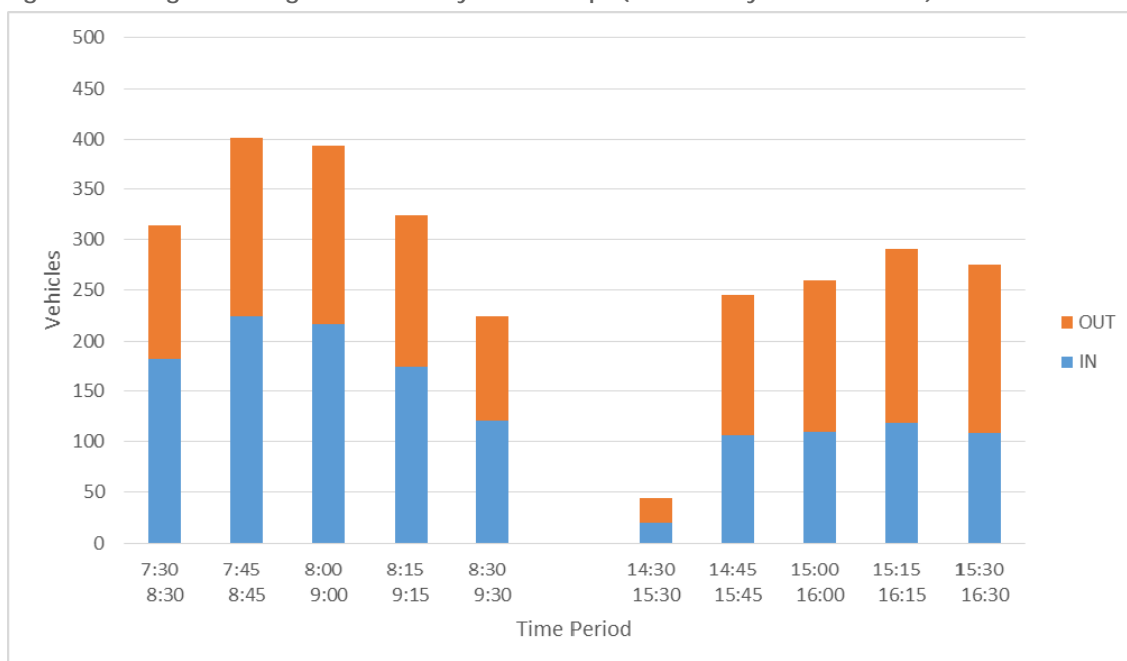


Table 3.15: Eagle Vale High School Person Based Trips (Wednesday 26 March 2014)

TIME PERIOD			PERSON BASED TRIPS														
			BUS OCCUPANTS			OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD																	
7:30	to	7:45	1	0	1	27	0	27	9	0	9	5	4	9	42	4	46
7:45	to	8:00	6	40	46	50	0	50	11	1	12	10	1	11	77	42	119
8:00	to	8:15	13	0	13	53	0	53	38	15	53	35	6	41	139	21	160
8:15	to	8:30	30	0	30	101	0	101	22	8	30	74	7	81	227	15	242
8:30	to	8:45	6	0	6	122	0	122	16	10	26	89	6	95	233	16	249
8:45	to	9:00	2	0	2	59	0	59	4	1	5	25	3	28	90	4	94
9:00	to	9:15	4	0	4	15	0	15	2	0	2	5	3	8	26	3	29
9:15	to	9:30	45	0	45	15	0	15	6	4	10	1	2	3	67	6	73
AM TOTALS			107	40	147	442	0	442	108	39	147	244	32	276	901	111	1012
PM PERIOD																	
14:00	to	14:15	1	43	44	0	3	3	0	0	0	0	0	0	1	46	47
14:15	to	14:30	0	0	0	0	0	0	0	1	1	1	0	1	1	1	2
14:30	to	14:45	0	0	0	0	5	5	3	0	3	0	5	5	3	10	13
14:45	to	15:00	0	4	4	0	20	20	3	8	11	3	10	13	6	42	48
15:00	to	15:15	0	121	121	0	216	216	1	32	33	3	130	133	4	499	503
15:15	to	15:30	0	0	0	0	7	7	0	8	8	3	3	6	3	18	21
15:30	to	15:45	0	4	4	0	27	27	2	12	14	0	15	15	2	58	60
15:45	to	16:00	0	0	0	0	4	4	0	11	11	0	1	1	0	16	16
PM TOTALS			1	172	173	0	282	282	9	72	81	10	164	174	20	690	710

3.1.6 Galston High School

Table 3.16: Galston High School 15 Minute Vehicle Based Trips (Wednesday 12 March 2014)

TIME PERIOD		VEHICLE BASED TRIPS													
		ON SITE CAR PARKING				100	BUS DROP OFF			CAR DROP OFF / PICK UP			TOTAL		
		CAPACITY =					/ PICK UP								
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL		
AM PERIOD					15	15%									
7:30 to 7:45	9	6	15	18	18%	6	0	6	6	6	12	21	12	33	
7:45 to 8:00	15	9	24	24	24%	7	0	7	9	9	18	31	18	49	
8:00 to 8:15	9	6	15	27	27%	1	0	1	9	9	18	19	15	34	
8:15 to 8:30	28	5	33	50	50%	4	0	4	31	31	62	63	36	99	
8:30 to 8:45	31	10	41	71	71%	0	0	0	59	59	118	90	69	159	
8:45 to 9:00	8	8	16	71	71%	0	0	0	14	14	28	22	22	44	
9:00 to 9:15	6	6	12	71	71%	1	0	1	3	3	6	10	9	19	
9:15 to 9:30	4	2	6	73	73%		0	0	1	1	2	5	3	8	
AM TOTALS		110	52	162		19	0	19	132	132	264	261	184	445	
PM PERIOD					67	67%									
14:30 to 14:45	4	5	9	66	66%	0	1	1	0	0	0	4	6	10	
14:45 to 15:00	6	7	13	65	65%	0	1	1	0	0	0	6	8	14	
15:00 to 15:15	14	33	47	46	46%	0	3	3	7	7	14	21	43	64	
15:15 to 15:30	17	27	44	36	36%	0	8	8	1	1	2	18	36	54	
15:30 to 15:45	21	14	35	43	43%	0	6	6	1	1	2	22	21	43	
15:45 to 16:00	20	7	27	56	56%	0	0	0	0	0	0	20	7	27	
16:00 to 16:15	2	12	14	46	46%	0	0	0	1	1	2	3	13	16	
16:15 to 16:30	3	10	13	39	39%	0	0	0	3	3	6	6	13	19	
16:30 to 16:45	10	17	27	32	32%	0	0	0	4	4	8	14	21	35	
16:45 to 17:00	9	8	17	40	40%	0	0	0	2	2	4	11	10	21	
PM TOTALS		106	140	246		0	19	19	19	19	38	125	178	303	

Table 3.17: Galston High School Hourly Vehicle Based Trips (Wednesday 12 March 2014)

TIME PERIOD	VEHICLE BASED TRIPS											
	ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD												
7:30 to 8:30	61	26	87	18	0	18	55	55	110	134	81	215
7:45 to 8:45	83	30	113	12	0	12	108	108	216	203	138	341
8:00 to 9:00	76	29	105	5	0	5	113	113	226	194	142	336
8:15 to 9:15	73	29	102	5	0	5	107	107	214	185	136	321
8:30 to 9:30	49	26	75	1	0	1	77	77	154	127	103	230
PM PERIOD												
14:30 to 15:30	41	72	113	0	13	13	8	8	16	49	93	142
14:45 to 15:45	58	81	139	0	18	18	9	9	18	67	108	175
15:00 to 16:00	72	81	153	0	17	17	9	9	18	81	107	188
15:15 to 16:15	60	60	120	0	14	14	3	3	6	63	77	140
15:30 to 16:30	46	43	89	0	6	6	5	5	10	51	54	105
15:45 to 16:45	35	46	81	0	0	0	8	8	16	43	54	97
16:00 to 17:00	24	47	71	0	0	0	10	10	20	34	57	91

Figure 3.6: Galston High School Hourly Vehicle Trips (Wednesday 12 March 2014)

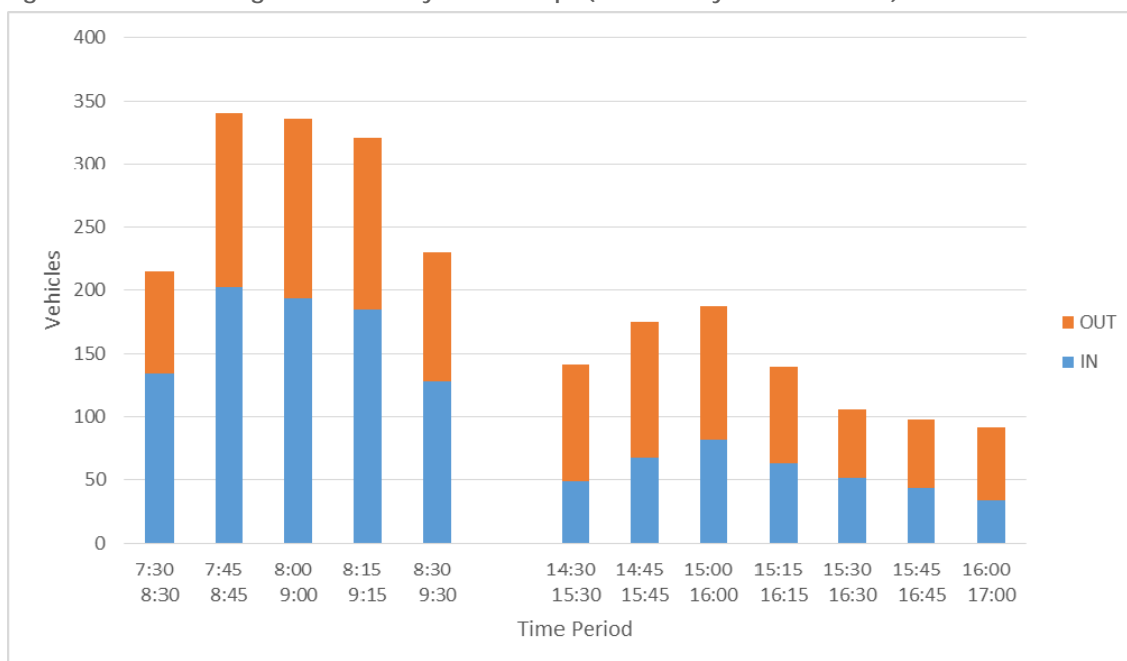


Table 3.18: Galston High School Person Based Trips (Wednesday 12 March 2014)

TIME PERIOD			PERSON BASED TRIPS														
			BUS OCCUPANTS			CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARKS			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD																	
7:30	to	7:45	0	0	0	3	0	3	13	9	22	12	0	12	28	9	37
7:45	to	8:00	113	21	134	2	0	2	25	14	39	9	0	9	149	35	184
8:00	to	8:15	37	3	40	4	0	4	14	8	22	8	9	17	63	20	83
8:15	to	8:30	29	0	29	7	0	7	41	5	46	141	5	146	218	10	228
8:30	to	8:45	158	0	158	27	0	27	50	13	63	67	3	70	302	16	318
8:45	to	9:00	0	0	0	5	0	5	17	9	26	17	1	18	39	10	49
9:00	to	9:15	0	0	0	0	0	0	6	6	12	11	1	12	17	7	24
9:15	to	9:30	1	0	1	1	0	1	8	2	10	0	0	0	10	2	12
AM TOTALS			338	24	362	49	0	49	174	66	240	265	19	284	826	109	935
PM PERIOD																	
14:30	to	14:45	0	25	25	0	0	0	5	5	10	0	0	0	5	30	35
14:45	to	15:00	0	14	14	0	0	0	6	18	24	0	0	0	6	32	38
15:00	to	15:15	0	70	70	0	11	11	20	68	88	0	80	80	20	229	249
15:15	to	15:30	16	185	201	0	2	2	25	52	77	0	125	125	41	364	405
15:30	to	15:45	4	161	165	0	2	2	37	23	60	0	15	15	41	201	242
15:45	to	16:00	0	0	0	0	0	0	32	10	42	0	4	4	32	14	46
16:00	to	16:15	0	0	0	0	1	1	2	17	19	0	2	2	2	20	22
16:15	to	16:30	0	0	0	0	6	6	4	13	17	0	0	0	4	19	23
16:30	to	16:45	0	0	0	0	4	4	12	24	36	0	1	1	12	29	41
16:45	to	17:00	0	0	0	0	3	3	11	10	21	0	0	0	11	13	24
PM TOTALS			20	455	475	0	29	29	154	240	394	0	227	227	174	951	1125

3.1.7 Glenaeon Rudolf Steiner School (Middle Cove)

Table 3.19: Glenaeon Rudolf Steiner School 15 Minute Vehicle Based Trips (Thursday 6 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS										
			ON SITE CAR PARKING				47	CAR DROP OFF			TOTAL		
			CAPACITY =					/ PICK UP					
IN	OUT	TOTAL	DEMAND		% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL		
AM PERIOD						9	19%						
7:30	to	7:45	6	1	7	14	30%	1	1	2	7	2	9
7:45	to	8:00	9	1	10	22	47%	4	4	8	13	5	18
8:00	to	8:15	11	6	17	27	57%	12	12	24	23	18	41
8:15	to	8:30	12	2	14	37	79%	6	6	12	18	8	26
8:30	to	8:45	0	0	0	37	79%	21	21	42	21	21	42
8:45	to	9:00	0	0	0	37	79%	8	8	16	8	8	16
9:00	to	9:15	6	1	7	42	89%	0	0	0	6	1	7
9:15	to	9:30	2	0	2	44	94%	1	1	2	3	1	4
AM TOTALS			46	11	57			53	53	106	99	64	163
PM PERIOD						40	85%						
14:30	to	14:45	1	0	1	41	87%	0	0	0	1	0	1
14:45	to	15:00	2	4	6	39	83%	0	0	0	2	4	6
15:00	to	15:15	0	1	1	38	81%	0	0	0	0	1	1
15:15	to	15:30	0	0	0	38	81%	0	0	0	0	0	0
15:30	to	15:45	0	5	5	33	70%	20	20	40	20	25	45
15:45	to	16:00	0	5	5	28	60%	3	3	6	3	8	11
16:00	to	16:15	0	3	3	25	53%	0	0	0	0	3	3
16:15	to	16:30	0	2	2	23	49%	0	0	0	0	2	2
16:30	to	16:45	0	2	2	21	45%	1	1	2	1	3	4
16:45	to	17:00	1	0	1	22	47%	0	0	0	1	0	1
PM TOTALS			4	22	26			24	24	48	28	46	74

Table 3.20: Glenaeon Rudolf Steiner School Hourly Vehicle Based Trips (Thursday 6 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS								
			ON SITE CAR			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD											
7:30	to	8:30	38	10	48	23	23	46	61	33	94
7:45	to	8:45	32	9	41	43	43	86	75	52	127
8:00	to	9:00	23	8	31	47	47	94	70	55	125
8:15	to	9:15	18	3	21	35	35	70	53	38	91
8:30	to	9:30	8	1	9	30	30	60	38	31	69
PM PERIOD											
14:30	to	15:30	3	5	8	0	0	0	3	5	8
14:45	to	15:45	2	10	12	20	20	40	22	30	52
15:00	to	16:00	0	11	11	23	23	46	23	34	57
15:15	to	16:15	0	13	13	23	23	46	23	36	59
15:30	to	16:30	0	15	15	23	23	46	23	38	61
15:45	to	16:45	0	12	12	4	4	8	4	16	20
16:00	to	17:00	1	7	8	1	1	2	2	8	10

Figure 3.7: Glenaeon Rudolf Steiner School Hourly Vehicle Trips (Thursday 6 March 2014)

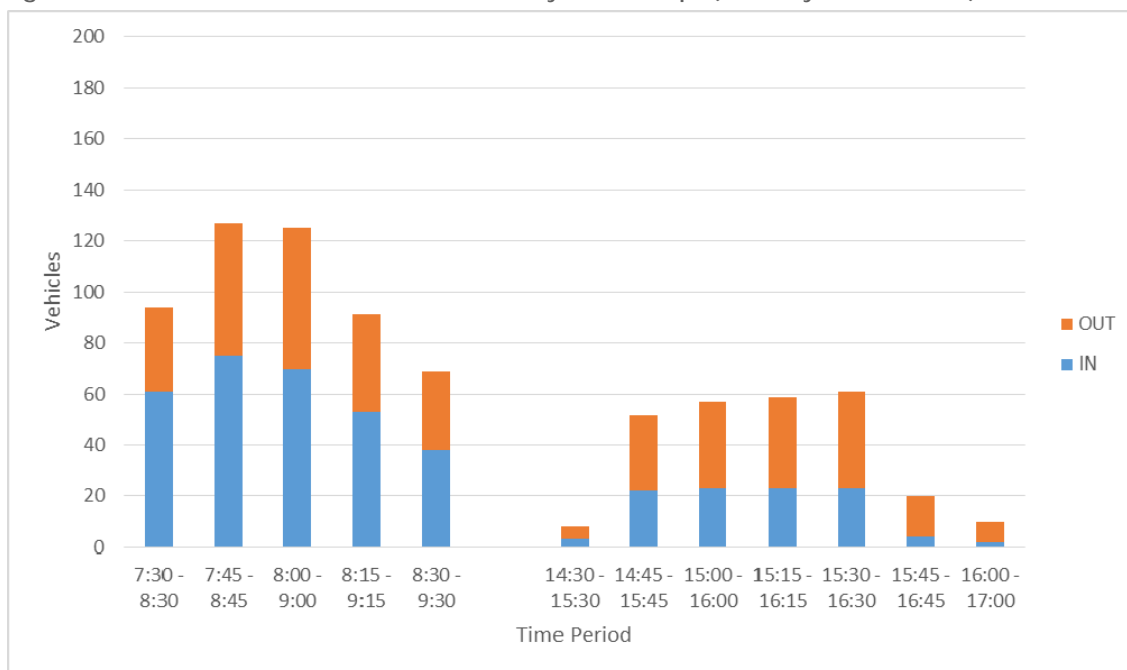


Table 3.21: Glenaeon Rudolf Steiner School Person Based Trips (Thursday 6 March 2014)

TIME PERIOD			PERSON BASED TRIPS											
			OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
7:30	to	7:45	1	0	1	9	1	10	8	0	8	18	1	19
7:45	to	8:00	5	0	5	13	1	14	7	0	7	25	1	26
8:00	to	8:15	15	0	15	17	6	23	3	0	3	35	6	41
8:15	to	8:30	9	0	9	19	3	22	23	0	23	51	3	54
8:30	to	8:45	26	0	26	0	0	0	144	9	153	170	9	179
8:45	to	9:00	9	0	9	0	0	0	36	4	40	45	4	49
9:00	to	9:15	0	0	0	8	1	9	2	0	2	10	1	11
9:15	to	9:30	1	0	1	3	0	3	0	0	0	4	0	4
AM TOTALS			66	0	66	69	12	81	223	13	236	358	25	383
PM PERIOD														
14:30	to	14:45	0	0	0	2	0	2	0	0	0	2	0	2
14:45	to	15:00	0	0	0	2	6	8	2	2	4	4	8	12
15:00	to	15:15	0	0	0	0	1	1	5	2	7	5	3	8
15:15	to	15:30	0	0	0	0	0	0	1	91	92	1	91	92
15:30	to	15:45	0	33	33	0	7	7	5	150	155	5	190	195
15:45	to	16:00	0	4	4	0	6	6	2	2	4	2	12	14
16:00	to	16:15	0	0	0	0	4	4	1	4	5	1	8	9
16:15	to	16:30	0	0	0	0	2	2	0	1	1	0	3	3
16:30	to	16:45	0	1	1	0	2	2	2	0	2	2	3	5
16:45	to	17:00	0	0	0	1	0	1	0	1	1	1	1	2
PM TOTALS			0	38	38	5	28	33	18	253	271	23	319	342

3.1.8 Good Samaritan Catholic College (Hinchinbrook)

Table 3.22: Good Samaritan Catholic College 15 Minute Vehicle Based Trips (Wednesday 5 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS													
			ON SITE CAR PARKING				130	BUS DROP OFF			CAR DROP OFF			TOTAL		
			CAPACITY =					/ PICK UP			/ PICK UP					
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL			
AM PERIOD					7	5%										
7:00	to	7:15	9	1	10	15	12%	0	0	0	0	0	0	9	1	10
7:15	to	7:30	11	1	12	25	19%	0	0	0	1	1	2	12	2	14
7:30	to	7:45	66	23	89	68	52%	2	0	2	4	4	8	72	27	99
7:45	to	8:00	90	58	148	100	77%	4	2	6	6	6	12	100	66	166
8:00	to	8:15	143	118	261	125	96%	0	1	1	3	3	6	146	122	268
8:15	to	8:30	100	110	210	115	88%	4	2	6	5	5	10	109	117	226
8:30	to	8:45	73	65	138	123	95%	3	2	5	6	6	12	82	73	155
8:45	to	9:00	78	73	151	128	98%	0	0	0	5	5	10	83	78	161
9:00	to	9:15	4	5	9	127	98%	0	4	4	2	2	4	6	11	17
9:15	to	9:30	0	2	2	125	96%	0	0	0	2	2	4	2	4	6
AM TOTALS			574	456	1030			13	11	24	34	34	68	621	501	1122
PM PERIOD						108	83%									
14:30	to	14:45	4	6	10	106	82%	0	0	0	0	0	0	4	6	10
14:45	to	15:00	13	32	45	87	67%	6	0	6	0	0	0	19	32	51
15:00	to	15:15	14	32	46	69	53%	6	11	17	1	1	2	21	44	65
15:15	to	15:30	3	19	22	53	41%	0	1	1	2	2	4	5	22	27
15:30	to	15:45	6	20	26	39	30%	0	0	0	4	4	8	10	24	34
15:45	to	16:00	7	21	28	25	19%	0	0	0	2	2	4	9	23	32
16:00	to	16:15	1	7	8	19	15%	0	0	0	1	1	2	2	8	10
16:15	to	16:30	2	6	8	15	12%	0	0	0	0	0	0	2	6	8
16:30	to	16:45	2	7	9	10	8%	0	0	0	0	0	0	2	7	9
16:45	to	17:00	0	0	0	10	8%	0	0	0	0	0	0	0	0	0
PM TOTALS			52	150	202			12	12	24	10	10	20	74	172	246

Table 3.23: Good Samaritan Catholic College Hourly Vehicle Based Trips (Wednesday 5 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS											
			ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
7:00	to	8:00	176	83	259	6	2	8	11	11	22	193	96	289
7:15	to	8:15	310	200	510	6	3	9	14	14	28	330	217	547
7:30	to	8:30	399	309	708	10	5	15	18	18	36	427	332	759
7:45	to	8:45	406	351	757	11	7	18	20	20	40	437	378	815
8:00	to	9:00	394	366	760	7	5	12	19	19	38	420	390	810
8:15	to	9:15	255	253	508	7	8	15	18	18	36	280	279	559
8:30	to	9:30	155	145	300	3	6	9	15	15	30	173	166	339
PM PERIOD														
14:30	to	15:30	34	89	123	12	12	24	3	3	6	49	104	153
14:45	to	15:45	36	103	139	12	12	24	7	7	14	55	122	177
15:00	to	16:00	30	92	122	6	12	18	9	9	18	45	113	158
15:15	to	16:15	17	67	84	0	1	1	9	9	18	26	77	103
15:30	to	16:30	16	54	70	0	0	0	7	7	14	23	61	84
15:45	to	16:45	12	41	53	0	0	0	3	3	6	15	44	59
16:00	to	17:00	5	20	25	0	0	0	1	1	2	6	21	27

Figure 3.8: Good Samaritan Catholic College Hourly Vehicle Trips (Wednesday 5 March 2014)

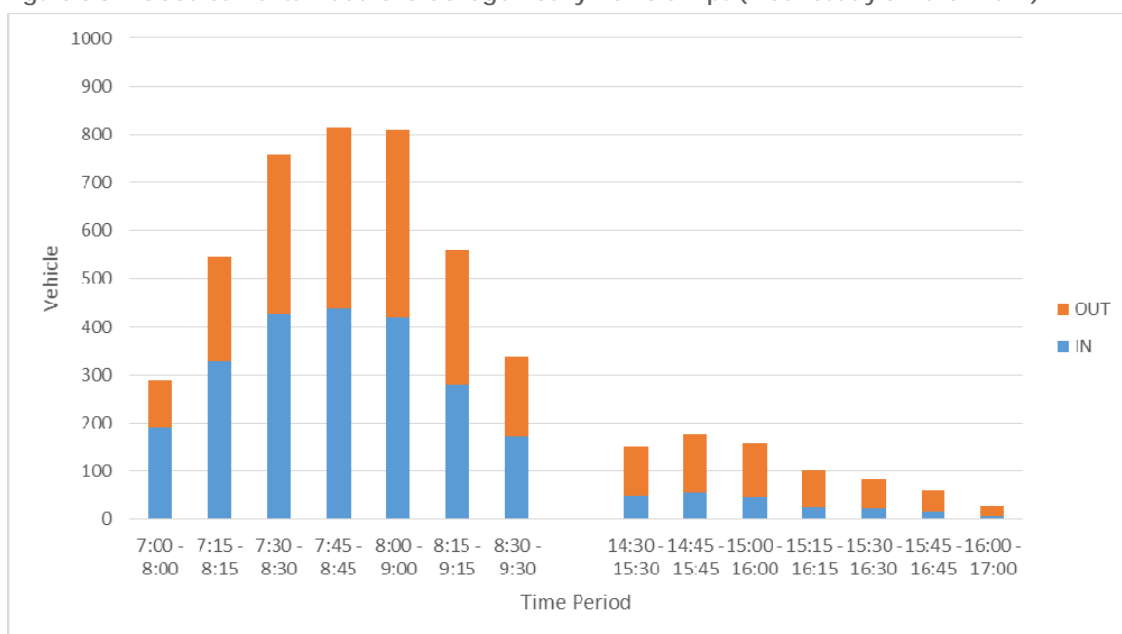


Table 3.24: Good Samaritan Catholic College Person Based Trips (Wednesday 5 March 2014)

TIME PERIOD			PERSON BASED TRIPS											
			BUS OCCUPANTS			CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
7:00	to	7:15	0	0	0	0	0	0	21	1	22	21	1	22
7:15	to	7:30	0	0	0	1	0	1	21	1	22	22	1	23
7:30	to	7:45	0	0	0	6	0	6	116	26	142	122	26	148
7:45	to	8:00	170	0	170	9	0	9	194	65	259	373	65	438
8:00	to	8:15	0	0	0	5	0	5	352	131	483	357	131	488
8:15	to	8:30	130	4	134	8	0	8	219	126	345	357	130	487
8:30	to	8:45	5	0	5	7	0	7	163	80	243	175	80	255
8:45	to	9:00	0	0	0	6	0	6	173	90	263	179	90	269
9:00	to	9:15	0	220	220	2	0	2	4	5	9	6	225	231
9:15	to	9:30	0	0	0	2	0	2	0	2	2	2	2	4
AM TOTALS			305	224	529	46	0	46	1263	527	1790	1614	751	2365
PM PERIOD														
14:30	to	14:45	0	0	0	0	0	0	7	8	15	7	8	15
14:45	to	15:00	0	0	0	0	0	0	14	48	62	14	48	62
15:00	to	15:15	0	630	630	0	1	1	16	55	71	16	686	702
15:15	to	15:30	0	60	60	0	4	4	3	24	27	3	88	91
15:30	to	15:45	0	0	0	0	6	6	7	31	38	7	37	44
15:45	to	16:00	0	0	0	0	3	3	7	29	36	7	32	39
16:00	to	16:15	0	0	0	0	1	1	1	7	8	1	8	9
16:15	to	16:30	0	0	0	0	0	0	2	6	8	2	6	8
16:30	to	16:45	0	0	0	0	0	0	4	8	12	4	8	12
16:45	to	17:00	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTALS			0	690	690	0	15	15	61	216	277	61	921	982

3.1.9 Grays Point Public School

Table 3.25: Grays Point Public School Vehicle Based Trips (Wednesday 26 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS													
			ON SITE(School + Adjacent Oval) CAR PARKING CAPACITY =				61 % OCCUPIED	BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	DEMAND		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD						20	33%									
6:45	to	7:00	0	0	0	20	33%	0	0	0	1	1	2	1	1	2
7:00	to	7:15	1	0	1	21	34%	0	0	0	6	6	12	7	6	13
7:15	to	7:30	1	0	1	22	36%	0	0	0	7	7	14	8	7	15
7:30	to	7:45	0	0	0	22	36%	0	0	0	10	10	20	10	10	20
7:45	to	8:00	2	0	2	24	39%	0	0	0	1	1	2	3	1	4
8:00	to	8:15	7	0	7	31	51%	0	0	0	3	3	6	10	3	13
8:15	to	8:30	6	1	7	36	59%	0	0	0	13	13	26	19	14	33
8:30	to	8:45	3	0	3	39	64%	0	0	0	21	21	42	24	21	45
8:45	to	9:00	1	0	1	40	66%	1	0	1	20	20	40	22	20	42
9:00	to	9:15	1	1	2	40	66%	0	0	0	22	22	44	23	23	46
9:15	to	9:30	0	1	1	39	64%	0	0	0	9	9	18	9	10	19
AM TOTALS			22	3	25			1	0	1	113	113	226	136	116	252
PM PERIOD						21	34%									
14:15	to	14:30	0	1	1	20	33%	0	0	0	0	0	0	0	1	1
14:30	to	14:45	0	0	0	20	33%	0	0	0	0	0	0	0	0	0
14:45	to	15:00	0	1	1	19	31%	0	0	0	0	0	0	0	1	1
15:00	to	15:15	1	0	1	20	33%	0	0	0	0	0	0	1	0	1
15:15	to	15:30	0	1	1	19	31%	0	1	1	23	23	46	23	25	48
15:30	to	15:45	2	1	3	20	33%	0	0	0	0	0	0	2	1	3
15:45	to	16:00	0	0	0	20	33%	0	0	0	0	0	0	0	0	0
16:00	to	16:15	0	2	2	18	30%	0	0	0	1	1	2	1	3	4
16:15	to	16:30	0	5	5	13	21%	0	0	0	2	2	4	2	7	9
16:30	to	16:45	0	5	5	8	13%	0	0	0	0	0	0	0	5	5
16:45	to	17:00	0	3	3	5	8%	0	0	0	2	2	4	2	5	7
17:00	to	17:15	0	1	1	4	7%	0	0	0	5	5	10	5	6	11
17:15	to	17:30	1	1	2	4	7%	0	0	0	4	4	8	5	5	10
17:30	to	17:45	0	1	1	3	5%	0	0	0	8	8	16	8	9	17
17:45	to	18:00	1	0	1	4	7%	0	0	0	6	6	12	7	6	13
18:00	to	18:15	0	0	0	4	7%	0	0	0	3	3	6	3	3	6
PM TOTALS			5	22	27			0	1	1	54	54	108	59	77	136

Table 3.26: Grays Point Public School Hourly Vehicle Based Trips (Wednesday 26 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS											
			ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
6:45	to	7:45	2	0	2	0	0	0	24	24	48	26	24	50
7:00	to	8:00	4	0	4	0	0	0	24	24	48	28	24	52
7:15	to	8:15	10	0	10	0	0	0	21	21	42	31	21	52
7:30	to	8:30	15	1	16	0	0	0	27	27	54	42	28	70
7:45	to	8:45	18	1	19	0	0	0	38	38	76	56	39	95
8:00	to	9:00	17	1	18	1	0	1	57	57	114	75	58	133
8:15	to	9:15	11	2	13	1	0	1	76	76	152	88	78	166
8:30	to	9:30	5	2	7	1	0	1	72	72	144	78	74	152
PM PERIOD														
14:15	to	15:15	1	2	3	0	0	0	0	0	0	1	2	3
14:30	to	15:30	1	2	3	0	1	1	23	23	46	24	26	50
14:45	to	15:45	3	3	6	0	1	1	23	23	46	26	27	53
15:00	to	16:00	3	2	5	0	1	1	23	23	46	26	26	52
15:15	to	16:15	2	4	6	0	1	1	24	24	48	26	29	55
15:30	to	16:30	2	8	10	0	0	0	3	3	6	5	11	16
15:45	to	16:45	0	12	12	0	0	0	3	3	6	3	15	18
16:00	to	17:00	0	15	15	0	0	0	5	5	10	5	20	25
16:15	to	17:15	0	14	14	0	0	0	9	9	18	9	23	32
16:30	to	17:30	1	10	11	0	0	0	11	11	22	12	21	33
16:45	to	17:45	1	6	7	0	0	0	19	19	38	20	25	45
17:00	to	18:00	2	3	5	0	0	0	23	23	46	25	26	51
17:15	to	18:15	2	2	4	0	0	0	21	21	42	23	23	46

Figure 3.9: Grays Point Public School Hourly Vehicle Trips (Wednesday 26 March 2014)

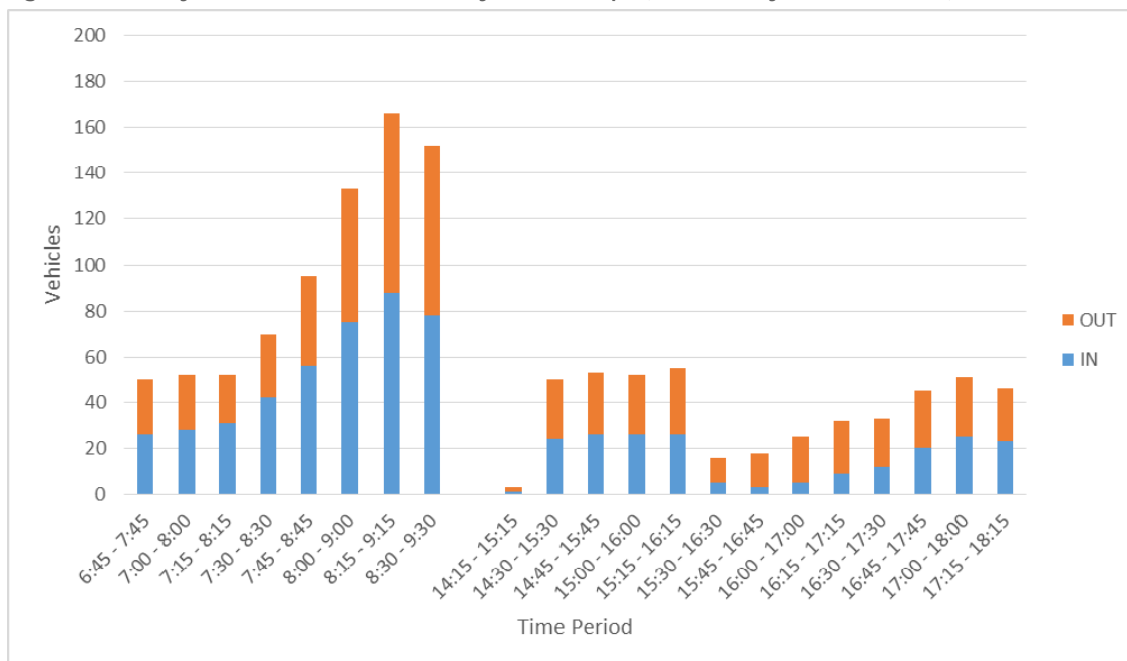


Table 3.27: Grays Point Public School Person Based Trips (Wednesday 26 March 2014)

TIME PERIOD			PERSON BASED TRIPS														
			BUS OCCUPANTS			CAR OCCUPANTS DROP OFF/PICK			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD																	
6:45	to	7:00	0	0	0	2	0	2	0	0	0	6	0	6	8	0	8
7:00	to	7:15	0	0	0	12	0	12	1	0	1	15	7	22	28	7	35
7:15	to	7:30	0	0	0	11	0	11	1	0	1	13	8	21	25	8	33
7:30	to	7:45	0	0	0	17	0	17	0	0	0	21	15	36	38	15	53
7:45	to	8:00	0	0	0	1	0	1	3	0	3	5	3	8	9	3	12
8:00	to	8:15	0	0	0	4	0	4	6	0	6	10	0	10	20	0	20
8:15	to	8:30	0	0	0	18	0	18	9	1	10	26	7	33	53	8	61
8:30	to	8:45	0	0	0	35	0	35	5	0	5	45	8	53	85	8	93
8:45	to	9:00	69	0	69	32	0	32	1	0	1	122	0	122	224	0	224
9:00	to	9:15	0	0	0	32	0	32	1	1	2	134	13	147	167	14	181
9:15	to	9:30	0	0	0	13	0	13	0	1	1	64	20	84	77	21	98
AM TOTALS			69	0	69	177	0	177	27	3	30	461	81	542	734	84	818
PM PERIOD																	
14:15	to	14:30	0	0	0	0	0	0	0	1	1	1	1	2	1	2	3
14:30	to	14:45	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
14:45	to	15:00	0	0	0	0	0	0	0	1	1	2	4	6	2	5	7
15:00	to	15:15	0	0	0	0	0	0	1	0	1	86	8	94	87	8	95
15:15	to	15:30	0	92	92	0	38	38	0	1	1	9	398	407	9	529	538
15:30	to	15:45	0	0	0	0	0	0	2	1	3	0	11	11	2	12	14
15:45	to	16:00	0	0	0	0	0	0	0	0	0	3	2	5	3	2	5
16:00	to	16:15	0	0	0	0	2	2	0	3	3	1	5	6	1	10	11
16:15	to	16:30	0	0	0	0	3	3	0	8	8	1	7	8	1	18	19
16:30	to	16:45	0	0	0	0	0	0	0	11	11	2	0	2	2	11	13
16:45	to	17:00	0	0	0	0	1	1	0	6	6	5	6	11	5	13	18
17:00	to	17:15	0	0	0	10	0	10	0	1	1	7	14	21	17	15	32
17:15	to	17:30	0	0	0	1	4	5	1	1	2	6	10	16	8	15	23
17:30	to	17:45	0	0	0	0	8	8	0	1	1	6	17	23	6	26	32
17:45	to	18:00	0	0	0	0	9	9	1	0	1	7	15	22	8	24	32
18:00	to	18:15	0	0	0	0	6	6	0	0	0	1	4	5	1	10	11
PM TOTALS			0	92	92	11	71	82	5	35	40	138	502	640	154	700	854

3.1.10 Gwandalan Public School

Table 3.28: Gwandalan Public School 15 Minute Vehicle Based Trips (Thursday 20 March 2014)

TIME PERIOD				VEHICLE BASED TRIPS													
				ON SITE CAR PARKING				20	BUS DROP OFF			CAR DROP OFF /			TOTAL		
				CAPACITY =					/ PICK UP								
				IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD							4	20%									
8:00	to	8:15		9	0	9	13	65%	0	0	0	15	15	30	24	15	39
8:15	to	8:30		2	1	3	14	70%	0	0	0	20	20	40	22	21	43
8:30	to	8:45		0	0	0	14	70%	2	0	2	41	41	82	43	41	84
8:45	to	9:00		1	0	1	15	75%	0	0	0	78	78	156	79	78	157
9:00	to	9:15		0	0	0	15	75%	0	0	0	47	47	94	47	47	94
9:15	to	9:30		1	0	1	16	80%	0	0	0	1	1	2	2	1	3
9:30	to	9:45		0	1	1	15	75%	0	0	0	5	5	10	5	6	11
9:45	to	10:00		0	0	0	15	75%	0	0	0	2	2	4	2	2	4
AM TOTALS				13	2	15			2	0	2	209	209	418	224	211	435
PM PERIOD							10	50%									
14:00	to	14:15		0	0	0	10	50%	0	0	0	1	1	2	1	1	2
14:15	to	14:30		0	0	0	10	50%	0	0	0	3	3	6	3	3	6
14:30	to	14:45		1	0	1	11	55%	0	0	0	12	12	24	13	12	25
14:45	to	15:00		0	0	0	11	55%	0	0	0	42	42	84	42	42	84
15:00	to	15:15		2	0	2	13	65%	0	0	0	101	101	202	103	101	204
15:15	to	15:30		2	1	3	14	70%	0	0	0	6	6	12	8	7	15
15:30	to	15:45		0	1	1	13	65%	0	0	0	8	8	16	8	9	17
15:45	to	16:00		3	3	6	13	65%	0	0	0	18	18	36	21	21	42
PM TOTALS				8	5	13			0	0	0	191	191	382	199	196	395

Table 3.29: Gwandalan Public School Hourly Vehicle Based Trips (Thursday 20 March 2014)

TIME PERIOD	VEHICLE BASED TRIPS											
	ON SITE CAR PARKING			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD												
8:00 to 9:00	12	1	13	2	0	2	154	154	308	168	155	323
8:15 to 9:15	3	1	4	2	0	2	186	186	372	191	187	378
8:30 to 9:30	2	0	2	2	0	2	167	167	334	171	167	338
8:45 to 9:45	2	1	3	0	0	0	131	131	262	133	132	265
9:00 to 10:00	1	1	2	0	0	0	55	55	110	56	56	112
PM PERIOD												
14:00 to 15:00	1	0	1	0	0	0	58	58	116	59	58	117
14:15 to 15:15	3	0	3	0	0	0	158	158	316	161	158	319
14:30 to 15:30	5	1	6	0	0	0	161	161	322	166	162	328
14:45 to 15:45	4	2	6	0	0	0	157	157	314	161	159	320
15:00 to 16:00	7	5	12	0	0	0	133	133	266	140	138	278

Figure 3.10: Gwandalan Public School Hourly Vehicle Trips (Thursday 20 March 2014)

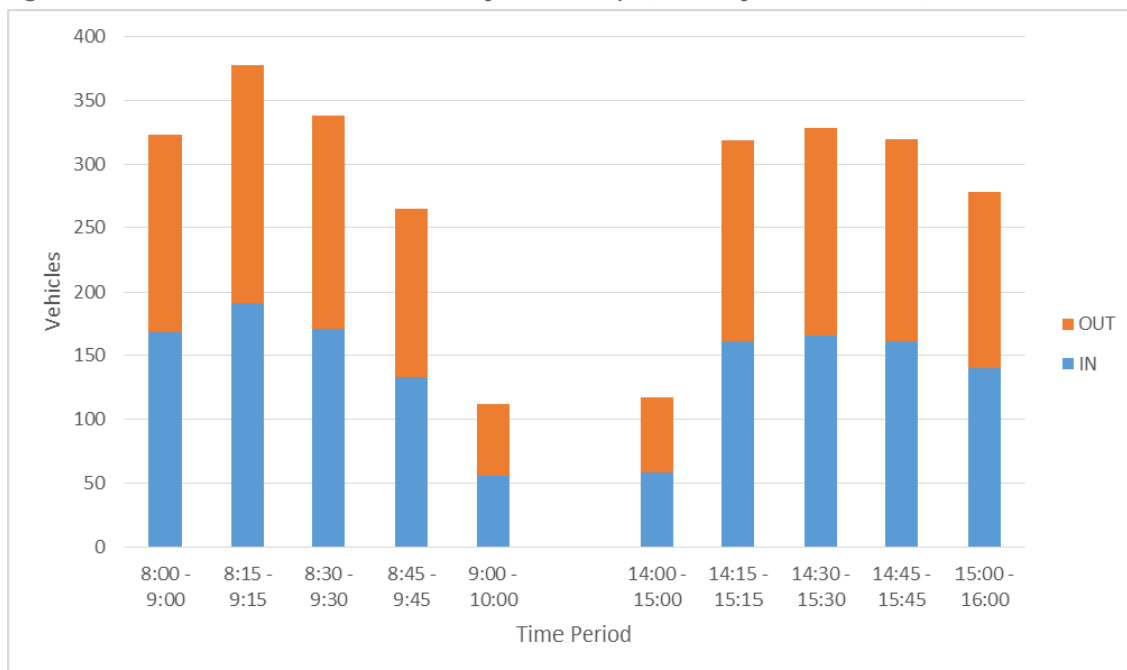


Table 3.30: Gwandalan Public School Person Based Trips (Thursday 20 March 2014)

TIME PERIOD		PERSON BASED TRIPS														
		BUS			OCCUPANTS			CAR			FOOTPATH			TOTAL PERSONS		
		OCCUPANTS			DROP OFF/PICK UP			OCCUPANTS INTO CAR PARK			PEDESTRIANS					
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD																
8:00 to 8:15		0	0	0	22	0	22	9	0	9	15	1	16	46	1	47
8:15 to 8:30		0	0	0	19	0	19	2	1	3	12	6	18	33	7	40
8:30 to 8:45		74	0	74	43	0	43	0	0	0	29	6	35	146	6	152
8:45 to 9:00		0	0	0	92	0	92	1	0	1	66	51	117	159	51	210
9:00 to 9:15		0	0	0	48	0	48	0	0	0	13	26	39	61	26	87
9:15 to 9:30		0	0	0	1	0	1	2	0	2	0	1	1	3	1	4
9:30 to 9:45		0	0	0	5	0	5	0	2	2	0	2	2	5	4	9
9:45 to 10:00		0	0	0	1	0	1	0	0	0	14	1	15	15	1	16
AM TOTALS		74	0	74	231	0	231	14	3	17	149	94	243	468	97	565
PM PERIOD																
14:00 to 14:15		0	0	0	0	1	1	0	0	0	2	2	4	2	3	5
14:15 to 14:30		0	0	0	0	4	4	0	0	0	7	8	15	7	12	19
14:30 to 14:45		0	0	0	0	8	8	2	0	2	7	2	9	9	10	19
14:45 to 15:00		0	0	0	0	5	5	0	0	0	73	86	159	73	91	164
15:00 to 15:15		0	0	0	0	146	146	2	0	2	16	122	138	18	268	286
15:15 to 15:30		0	0	0	0	7	7	2	1	3	2	-1	1	4	7	11
15:30 to 15:45		0	0	0	0	11	11	0	1	1	5	1	6	5	13	18
15:45 to 16:00		0	0	0	0	34	34	3	3	6	4	6	10	7	43	50
PM TOTALS		0	0	0	0	216	216	9	5	14	116	226	342	125	447	572

3.1.11 Harrington Street Primary School (Cabramatta West)

Table 3.31: Harrington Street Primary School 15 Minute Vehicle Based Trips (Thursday 8 May 2014)

TIME PERIOD			VEHICLE BASED TRIPS										
			ON SITE CAR PARKING				43	CAR DROP OFF / PICK			TOTAL		
			CAPACITY =					UP					
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL			
AM PERIOD						2	5%						
6:45	to	7:00	2	0	2	4	9%	0	0	0	2	0	2
7:00	to	7:15	0	1	1	3	7%	0	0	0	0	1	1
7:15	to	7:30	4	0	4	7	16%	0	0	0	4	0	4
7:30	to	7:45	13	0	13	20	47%	2	2	4	15	2	17
7:45	to	8:00	21	1	22	40	93%	6	6	12	27	7	34
8:00	to	8:15	4	1	5	43	100%	24	24	48	28	25	53
8:15	to	8:30	1	2	3	42	98%	48	48	96	49	50	99
8:30	to	8:45	0	0	0	42	98%	119	119	238	119	119	238
8:45	to	9:00	0	2	2	40	93%	134	134	268	134	136	270
9:00	to	9:15	0	2	2	38	88%	30	30	60	30	32	62
9:15	to	9:30	0	0	0	38	88%	3	3	6	3	3	6
AM TOTALS			45	9	54			366	366	732	411	375	786
PM PERIOD						37	86%						
14:15	to	14:30	2	4	6	35	81%	0	0	0	2	4	6
14:30	to	14:45	3	0	3	38	88%	0	0	0	3	0	3
14:45	to	15:00	0	1	1	37	86%	3	3	6	3	4	7
15:00	to	15:15	0	3	3	34	79%	224	224	448	224	227	451
15:15	to	15:30	0	3	3	31	72%	30	30	60	30	33	63
15:30	to	15:45	0	5	5	26	60%	7	7	14	7	12	19
15:45	to	16:00	1	6	7	21	49%	4	4	8	5	10	15
16:00	to	16:15	0	5	5	16	37%	3	3	6	3	8	11
16:15	to	16:30	0	1	1	15	35%	7	7	14	7	8	15
16:30	to	16:45	2	4	6	13	30%	3	3	6	5	7	12
16:45	to	17:00	0	3	3	10	23%	0	0	0	0	3	3
17:00	to	17:15	0	2	2	8	19%	0	0	0	0	2	2
17:15	to	17:30	1	2	3	7	16%	3	3	6	4	5	9
17:30	to	17:45	1	3	4	5	12%	3	3	6	4	6	10
17:45	to	18:00	0	1	1	4	9%	0	0	0	0	1	1
18:00	to	18:15	0	2	2	2	5%	0	0	0	0	2	2
PM TOTALS			10	45	55			287	287	574	297	332	629

Table 3.32: Harrington Street Primary School Hourly Vehicle Based Trips (Thursday 8 May 2014)

TIME PERIOD			VEHICLE BASED TRIPS											
			ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
6:45	to	7:45	19	1	20	0	0	0	2	2	4	21	3	24
7:00	to	8:00	38	2	40	0	0	0	8	8	16	46	10	56
7:15	to	8:15	42	2	44	0	0	0	32	32	64	74	34	108
7:30	to	8:30	39	4	43	0	0	0	80	80	160	119	84	203
7:45	to	8:45	26	4	30	0	0	0	197	197	394	223	201	424
8:00	to	9:00	5	5	10	0	0	0	325	325	650	330	330	660
8:15	to	9:15	1	6	7	0	0	0	331	331	662	332	337	669
8:30	to	9:30	0	4	4	0	0	0	286	286	572	286	290	576
PM PERIOD														
14:15	to	15:15	5	8	13	0	0	0	227	227	454	232	235	467
14:30	to	15:30	3	7	10	0	0	0	257	257	514	260	264	524
14:45	to	15:45	0	12	12	0	0	0	264	264	528	264	276	540
15:00	to	16:00	1	17	18	0	0	0	265	265	530	266	282	548
15:15	to	16:15	1	19	20	0	0	0	44	44	88	45	63	108
15:30	to	16:30	1	17	18	0	0	0	21	21	42	22	38	60
15:45	to	16:45	3	16	19	0	0	0	17	17	34	20	33	53
16:00	to	17:00	2	13	15	0	0	0	13	13	26	15	26	41
16:15	to	17:15	2	10	12	0	0	0	10	10	20	12	20	32
16:30	to	17:30	3	11	14	0	0	0	6	6	12	9	17	26
16:45	to	17:45	2	10	12	0	0	0	6	6	12	8	16	24
17:00	to	18:00	2	8	10	0	0	0	6	6	12	8	14	22
17:15	to	18:15	2	8	10	0	0	0	6	6	12	8	14	22

Figure 3.11: Harrington Street Primary School Hourly Vehicle Trips (Thursday 8 May 2014)

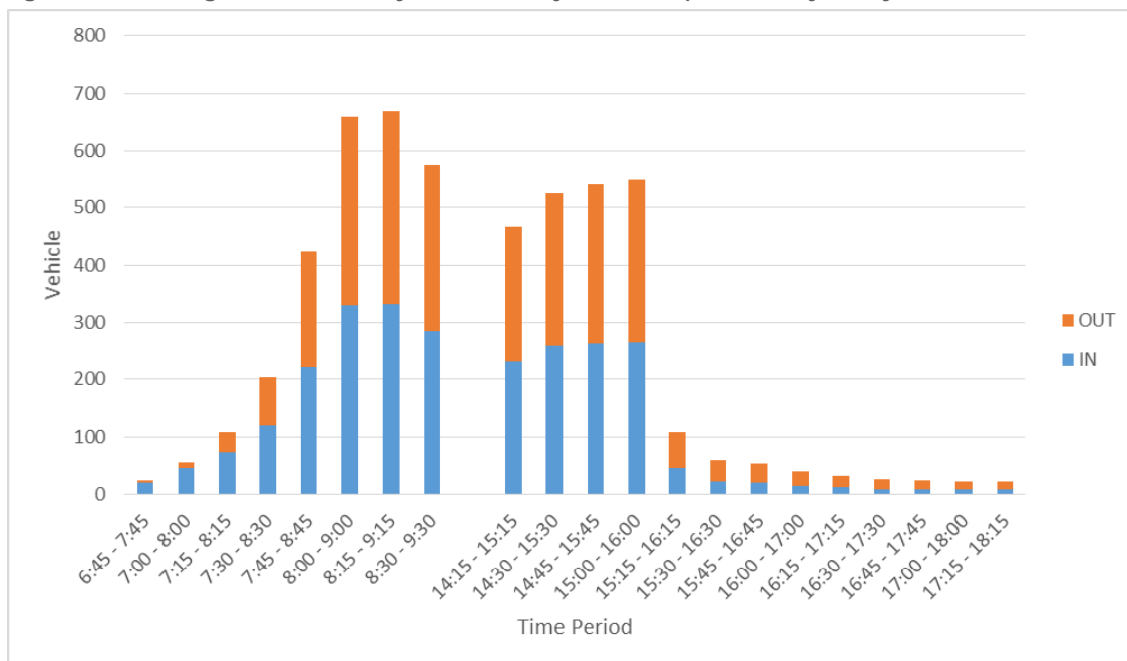


Table 3.33: Harrington Street Primary School Person Based Trips (Thursday 8 May 2014)

TIME PERIOD			PERSON BASED TRIPS											
			CAR OCCUPANTS DROP OFF/PICK			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
6:45	to	7:00	0	0	0	2	0	2	0	0	0	2	0	2
7:00	to	7:15	0	0	0	0	1	1	0	0	0	0	1	1
7:15	to	7:30	0	0	0	4	0	4	2	0	2	6	0	6
7:30	to	7:45	3	0	3	13	0	13	8	2	10	24	2	26
7:45	to	8:00	7	0	7	22	1	23	5	4	9	34	5	39
8:00	to	8:15	31	0	31	8	1	9	13	3	16	52	4	56
8:15	to	8:30	67	0	67	1	2	3	22	3	25	90	5	95
8:30	to	8:45	186	0	186	0	0	0	118	18	136	304	18	322
8:45	to	9:00	211	0	211	0	2	2	421	169	590	632	171	803
9:00	to	9:15	51	0	51	0	2	2	27	75	102	78	77	155
9:15	to	9:30	4	0	4	0	0	0	3	3	6	7	3	10
AM TOTALS			560	0	560	50	9	59	619	277	896	1229	286	1515
PM PERIOD														
14:15	to	14:30	0	0	0	2	4	6	10	0	10	12	4	16
14:30	to	14:45	0	0	0	3	0	3	67	14	81	70	14	84
14:45	to	15:00	0	5	5	0	4	4	209	31	240	209	40	249
15:00	to	15:15	0	396	396	0	3	3	38	860	898	38	1259	1297
15:15	to	15:30	0	51	51	0	3	3	24	22	46	24	76	100
15:30	to	15:45	0	15	15	0	5	5	6	19	25	6	39	45
15:45	to	16:00	0	8	8	1	7	8	8	8	16	9	23	32
16:00	to	16:15	0	7	7	0	6	6	6	3	9	6	16	22
16:15	to	16:30	0	13	13	0	1	1	12	24	36	12	38	50
16:30	to	16:45	0	6	6	2	5	7	5	7	12	7	18	25
16:45	to	17:00	0	0	0	0	3	3	1	4	5	1	7	8
17:00	to	17:15	0	0	0	0	2	2	6	12	18	6	14	20
17:15	to	17:30	0	0	0	2	2	4	2	7	9	4	9	13
17:30	to	17:45	0	4	4	1	4	5	2	1	3	3	9	12
17:45	to	18:00	0	0	0	0	1	1	3	10	13	3	11	14
18:00	to	18:15	0	0	0	0	2	2	0	3	3	0	5	5
PM TOTALS			0	505	505	11	52	63	399	1025	1424	410	1582	1992

3.1.12 J J Cahill Memorial College (Mascot)

Table 3.34: J J Cahill Memorial College 15 Minute Vehicle Based Trips (Wednesday 19 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS										
			ON SITE CAR PARKING				63	CAR DROP OFF			TOTAL		
			CAPACITY =					/ PICK UP					
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL			
AM PERIOD						12	19%						
7:30	to	7:45	2	0	2	14	22%	0	0	0	2	0	2
7:45	to	8:00	3	0	3	17	27%	0	0	0	3	0	3
8:00	to	8:15	7	0	7	24	38%	0	0	0	7	0	7
8:15	to	8:30	6	2	8	28	44%	16	16	32	22	18	40
8:30	to	8:45	5	2	7	31	49%	23	23	46	28	25	53
8:45	to	9:00	2	2	4	31	49%	13	13	26	15	15	30
9:00	to	9:15	0	0	0	31	49%	1	1	2	1	1	2
9:15	to	9:30	0	0	0	31	49%	0	0	0	0	0	0
AM TOTALS			25	6	31			53	53	106	78	59	137
PM PERIOD						25	40%						
14:00	to	14:15	0	0	0	25	40%	0	0	0	0	0	0
14:15	to	14:30	1	0	1	26	41%	1	1	2	2	1	3
14:30	to	14:45	1	0	1	27	43%	15	15	30	16	15	31
14:45	to	15:00	3	3	6	27	43%	20	20	40	23	23	46
15:00	to	15:15	3	5	8	25	40%	16	16	32	19	21	40
15:15	to	15:30	2	4	6	23	37%	13	13	26	15	17	32
15:30	to	15:45	0	4	4	19	30%	2	2	4	2	6	8
15:45	to	16:00	0	4	4	15	24%	1	1	2	1	5	6
PM TOTALS			10	20	30			68	68	136	78	88	166

Table 3.35: J J Cahill Memorial College Hourly Vehicle Based Trips (Wednesday 19 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS								
			ON SITE CAR			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD											
7:30	to	8:30	18	2	20	16	16	32	34	18	52
7:45	to	8:45	21	4	25	39	39	78	60	43	103
8:00	to	9:00	20	6	26	52	52	104	72	58	130
8:15	to	9:15	13	6	19	53	53	106	66	59	125
8:30	to	9:30	7	4	11	37	37	74	44	41	85
PM PERIOD											
14:00	to	15:00	5	3	8	36	36	72	41	39	80
14:15	to	15:15	8	8	16	52	52	104	60	60	120
14:30	to	15:30	9	12	21	64	64	128	73	76	149
14:45	to	15:45	8	16	24	51	51	102	59	67	126
15:00	to	16:00	5	17	22	32	32	64	37	49	86

Figure 3.12: J J Cahill Memorial College Hourly Vehicle Trips (Wednesday 19 March 2014)

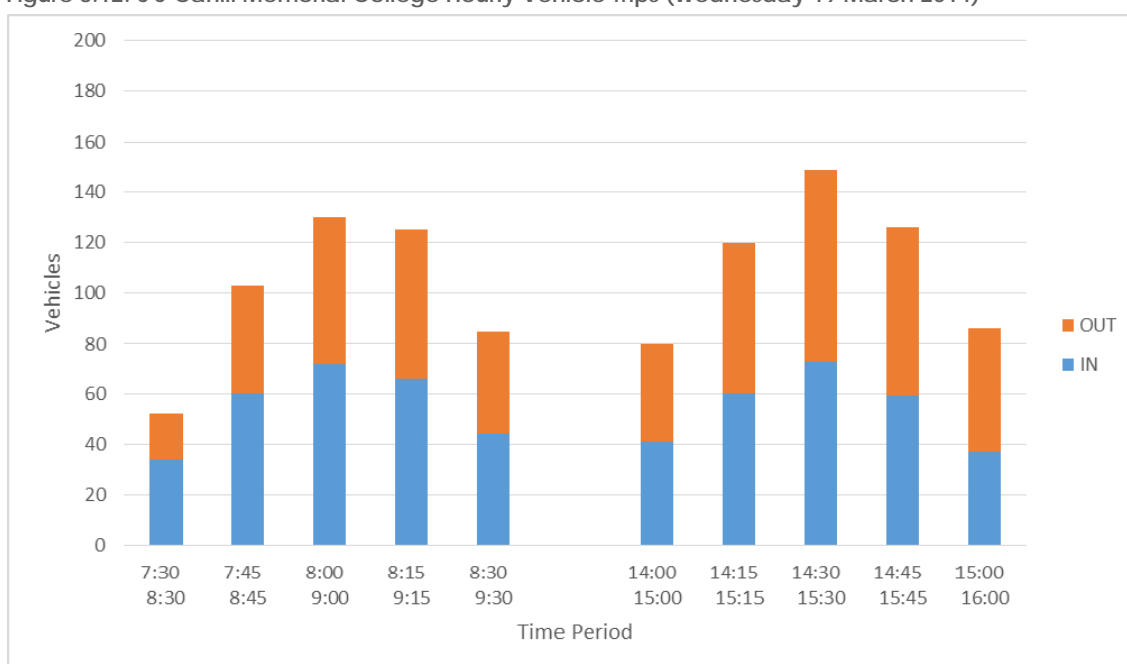


Table 3.36: J J Cahill Memorial College Person Based Trips (Wednesday 19 March 2014)

TIME PERIOD			PERSON BASED TRIPS											
			CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
7:30	to	7:45	0	0	0	2	0	2	4	0	4	6	0	6
7:45	to	8:00	0	0	0	3	0	3	11	0	11	14	0	14
8:00	to	8:15	0	0	0	9	0	9	25	1	26	34	1	35
8:15	to	8:30	35	0	35	8	2	10	158	1	159	201	3	204
8:30	to	8:45	48	0	48	7	2	9	49	7	56	104	9	113
8:45	to	9:00	21	0	21	4	2	6	21	3	24	46	5	51
9:00	to	9:15	2	0	2	0	0	0	9	5	14	11	5	16
9:15	to	9:30	0	0	0	0	0	0	3	0	3	3	0	3
AM TOTALS			106	0	106	33	6	39	280	17	297	419	23	442
PM PERIOD														
14:00	to	14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:15	to	14:30	0	2	2	1	0	1	4	16	20	5	18	23
14:30	to	14:45	0	19	19	1	0	1	12	22	34	13	41	54
14:45	to	15:00	0	46	46	5	5	10	11	37	48	16	88	104
15:00	to	15:15	0	36	36	5	13	18	8	231	239	13	280	293
15:15	to	15:30	0	27	27	3	6	9	5	40	45	8	73	81
15:30	to	15:45	0	3	3	0	4	4	2	12	14	2	19	21
15:45	to	16:00	0	2	2	0	4	4	0	7	7	0	13	13
PM TOTALS			0	135	135	15	32	47	42	365	407	57	532	589

3.1.13 Kiama High School

Table 3.37: Kiama High School 15 Minute Vehicle Based Trips (Tuesday 25 March 2014) [1]

TIME PERIOD				VEHICLE BASED TRIPS													
				ON SITE CAR PARKING				93	BUS DROP OFF			CAR DROP OFF			TOTAL		
				CAPACITY =					/ PICK UP	/ PICK UP			TOTAL				
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN		OUT	TOTAL	IN	OUT	TOTAL			
AM PERIOD						4	4%										
7:30	to	7:45	3	0	3	7	8%	0	0	0	0	0	0	3	0	3	
7:45	to	8:00	2	0	2	9	10%	0	0	0	0	0	0	2	0	2	
8:00	to	8:15	3	0	3	12	13%	1	0	1	8	8	16	12	8	20	
8:15	to	8:30	9	3	12	18	19%	4	0	4	22	22	44	35	25	60	
8:30	to	8:45	43	5	48	56	60%	5	0	5	29	29	58	77	34	111	
8:45	to	9:00	32	2	34	86	92%	3	0	3	18	18	36	53	20	73	
9:00	to	9:15	12	1	13	97	104%	1	0	1	3	3	6	16	4	20	
9:15	to	9:30	0	0	0	97	104%	0	0	0	0	0	0	0	0	0	
AM TOTALS			104	11	115			14	0	14	80	80	160	198	91	289	
PM PERIOD						67	72%										
14:15	to	14:30	1	0	1	68	73%	0	0	0	0	0	0	1	0	1	
14:30	to	14:45	1	1	2	68	73%	0	0	0	0	0	0	1	1	2	
14:45	to	15:00	3	3	6	68	73%	0	0	0	0	0	0	3	3	6	
15:00	to	15:15	4	14	18	58	62%	0	0	0	5	5	10	9	19	28	
15:15	to	15:30	17	30	47	45	48%	0	5	5	12	12	24	29	47	76	
15:30	to	15:45	5	8	13	42	45%	0	7	7	4	4	8	9	19	28	
15:45	to	16:00	2	2	4	42	45%	0	2	2	1	1	2	3	5	8	
16:00	to	16:15	2	1	3	43	46%	0	0	0	0	0	0	2	1	3	
PM TOTALS			35	59	94			0	14	14	22	22	44	57	95	152	

[1] Parking in excess of 100% indicates demand exceeded formal car parking capacity.

Table 3.38: Kiama High School Hourly Vehicle Based Trips (Tuesday 25 March 2014)

TIME PERIOD	VEHICLE BASED TRIPS											
	ON SITE CAR			BUS DROP OFF			CAR DROP OFF			TOTAL		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD												
7:30 to 8:30	17	3	20	5	0	5	30	30	60	52	33	85
7:45 to 8:45	57	8	65	10	0	10	59	59	118	126	67	193
8:00 to 9:00	87	10	97	13	0	13	77	77	154	177	87	264
8:15 to 9:15	96	11	107	13	0	13	72	72	144	181	83	264
8:30 to 9:30	87	8	95	9	0	9	50	50	100	146	58	204
PM PERIOD												
14:15 to 15:15	9	18	27	0	0	0	5	5	10	14	23	37
14:30 to 15:30	25	48	73	0	5	5	17	17	34	42	70	112
14:45 to 15:45	29	55	84	0	12	12	21	21	42	50	88	138
15:00 to 16:00	28	54	82	0	14	14	22	22	44	50	90	140
15:15 to 16:15	26	41	67	0	14	14	17	17	34	43	72	115

Figure 3.13: Kiama High School Hourly Vehicle Trips (Tuesday 25 March 2014)

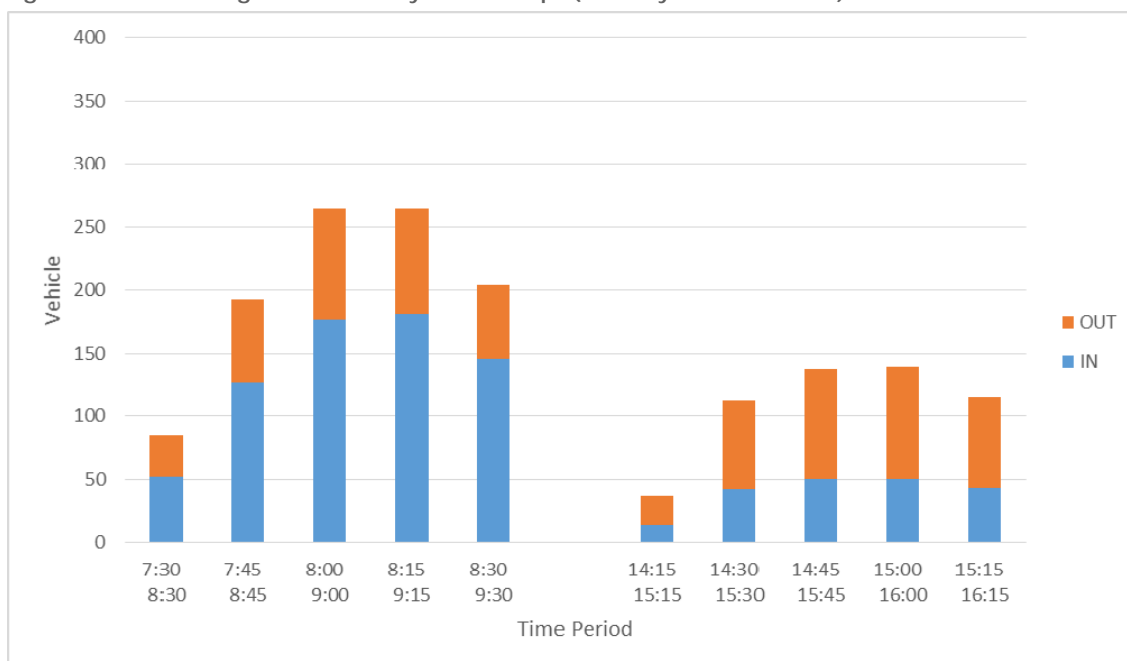


Table 3.39: Kiama High School Person Based Trips (Tuesday 25 March 2014)

TIME PERIOD		PERSON BASED TRIPS														
		BUS OCCUPANTS			CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD																
7:30	to 7:45	0	0	0	0	0	0	3	0	3	0	0	0	3	0	3
7:45	to 8:00	0	0	0	0	0	0	2	0	2	25	6	31	27	6	33
8:00	to 8:15	37	0	37	0	14	14	3	0	3	36	12	48	76	26	102
8:15	to 8:30	159	0	159	14	14	28	11	3	14	82	17	99	266	34	300
8:30	to 8:45	113	0	113	14	27	41	55	6	61	221	53	274	403	86	489
8:45	to 9:00	70	0	70	12	9	21	44	2	46	254	35	289	380	46	426
9:00	to 9:15	45	0	45	3	0	3	16	1	17	52	11	63	116	12	128
9:15	to 9:30	0	0	0	0	0	0	0	0	0	14	5	19	14	5	19
AM TOTALS		424	0	424	43	64	107	134	12	146	684	139	823	1285	215	1500
PM PERIOD																
14:15	to 14:30	0	0	0	0	0	0	1	0	1	1	44	45	2	44	46
14:30	to 14:45	0	0	0	0	0	0	1	2	3	3	52	55	4	54	58
14:45	to 15:00	0	0	0	0	0	0	4	4	8	60	13	73	64	17	81
15:00	to 15:15	0	0	0	2	5	7	5	14	19	11	176	187	18	195	213
15:15	to 15:30	0	145	145	11	6	17	36	31	67	21	111	132	68	293	361
15:30	to 15:45	0	256	256	2	2	4	5	8	13	2	169	171	9	435	444
15:45	to 16:00	0	56	56	0	2	2	2	2	4	0	14	14	2	74	76
16:00	to 16:15	0	0	0	0	0	0	2	1	3	1	10	11	3	11	14
PM TOTALS		0	457	457	15	15	30	56	62	118	99	589	688	170	1123	1293

3.1.14 Kurnell Public School

Table 3.40: Kurnell Public School 15 Minute Vehicle Based Trips (Wednesday 30 April 2014) [1]

TIME PERIOD			VEHICLE BASED TRIPS										
			ON SITE CAR PARKING				12	CAR DROP OFF			TOTAL		
			CAPACITY =					/ PICK UP					
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL			
AM PERIOD						1	8%						
6:45	to	7:00	2	1	3	2	17%	0	0	0	2	1	3
7:00	to	7:15	3	3	6	2	17%	1	1	2	4	4	8
7:15	to	7:30	2	1	3	3	25%	0	0	0	2	1	3
7:30	to	7:45	1	1	2	3	25%	0	0	0	1	1	2
7:45	to	8:00	4	2	6	5	42%	0	0	0	4	2	6
8:00	to	8:15	2	0	2	7	58%	0	0	0	2	0	2
8:15	to	8:30	2	0	2	9	75%	2	2	4	4	2	6
8:30	to	8:45	5	1	6	13	108%	3	3	6	8	4	12
8:45	to	9:00	1	0	1	14	117%	36	36	72	37	36	73
9:00	to	9:15	1	1	2	14	117%	18	18	36	19	19	38
9:15	to	9:30	0	0	0	14	117%	2	2	4	2	2	4
AM TOTALS			23	10	33			62	62	124	85	72	157
PM PERIOD						11	92%						
14:30	to	14:45	0	0	0	11	92%	0	0	0	0	0	0
14:45	to	15:00	0	0	0	11	92%	1	1	2	1	1	2
15:00	to	15:15	1	0	1	12	100%	26	26	52	27	26	53
15:15	to	15:30	3	2	5	13	108%	2	2	4	5	4	9
15:30	to	15:45	0	3	3	10	83%	0	0	0	0	3	3
15:45	to	16:00	1	2	3	9	75%	0	0	0	1	2	3
16:00	to	16:15	2	5	7	6	50%	0	0	0	2	5	7
16:15	to	16:30	1	2	3	5	42%	0	0	0	1	2	3
16:30	to	16:45	3	3	6	5	42%	0	0	0	3	3	6
16:45	to	17:00	0	1	1	4	33%	0	0	0	0	1	1
17:00	to	17:15	2	2	4	4	33%	0	0	0	2	2	4
17:15	to	17:30	0	1	1	3	25%	0	0	0	0	1	1
17:30	to	17:45	0	2	2	1	8%	0	0	0	0	2	2
17:45	to	18:00	0	0	0	1	8%	0	0	0	0	0	0
18:00	to	18:15	0	0	0	1	8%	0	0	0	0	0	0
PM TOTALS			13	23	36			29	29	58	42	52	94

[1] Parking in excess of 100% indicates demand exceeded formal car parking capacity. Some vehicles are parked on the grassed areas.

Table 3.41: Kurnell Public School Hourly Vehicle Based Trips (Wednesday 30 April 2014)

TIME PERIOD			VEHICLE BASED TRIPS								
			ON SITE CAR			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD											
6:45	to	7:45	8	6	14	1	1	2	9	7	16
7:00	to	8:00	10	7	17	1	1	2	11	8	19
7:15	to	8:15	9	4	13	0	0	0	9	4	13
7:30	to	8:30	9	3	12	2	2	4	11	5	16
7:45	to	8:45	13	3	16	5	5	10	18	8	26
8:00	to	9:00	10	1	11	41	41	82	51	42	93
8:15	to	9:15	9	2	11	59	59	118	68	61	129
8:30	to	9:30	7	2	9	59	59	118	66	61	127
PM PERIOD											
14:30	to	15:30	4	2	6	29	29	58	33	31	64
14:45	to	15:45	4	5	9	29	29	58	33	34	67
15:00	to	16:00	5	7	12	28	28	56	33	35	68
15:15	to	16:15	6	12	18	2	2	4	8	14	22
15:30	to	16:30	4	12	16	0	0	0	4	12	16
15:45	to	16:45	7	12	19	0	0	0	7	12	19
16:00	to	17:00	6	11	17	0	0	0	6	11	17
16:15	to	17:15	6	8	14	0	0	0	6	8	14
16:30	to	17:30	5	7	12	0	0	0	5	7	12
16:45	to	17:45	2	6	8	0	0	0	2	6	8
17:00	to	18:00	2	5	7	0	0	0	2	5	7
17:15	to	18:15	0	3	3	0	0	0	0	3	3

Figure 3.14: Kurnell Public School Hourly Vehicle Trips (Wednesday 30 April 2014)

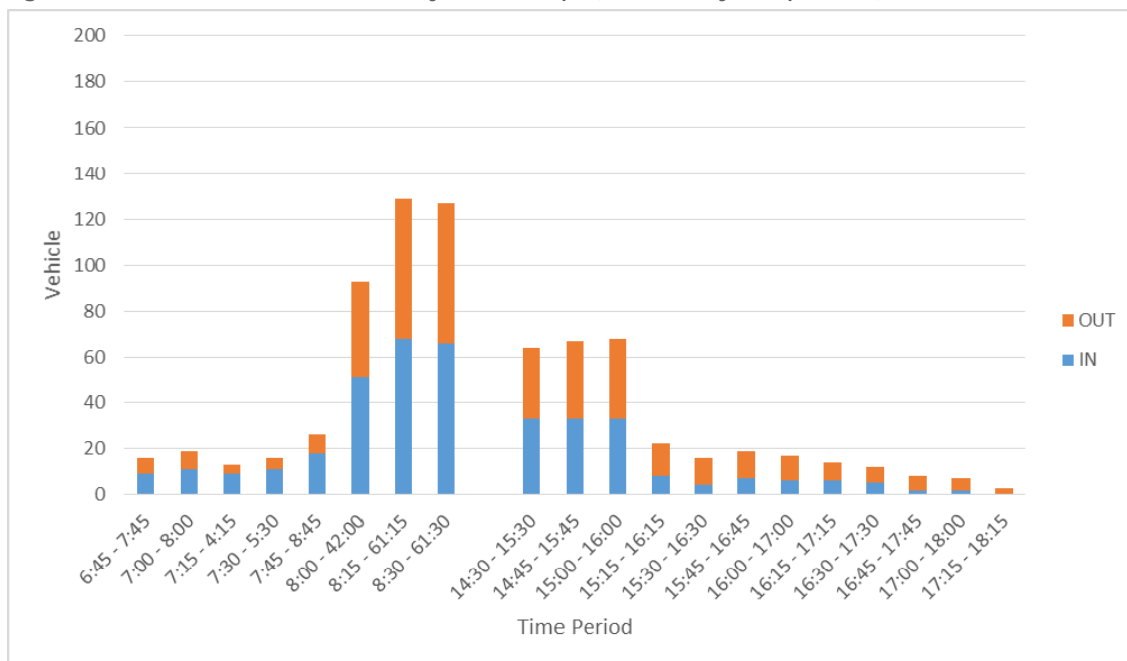


Table 3.42: Kurnell Public School Person Based Trips (Wednesday 30 April 2014)

TIME PERIOD			PERSON BASED TRIPS											
			CAR OCCUPANTS			CAR OCCUPANTS			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			DROP OFF/PICK			INTO CAR PARK								
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
6:45	to	7:00	0	0	0	3	1	4	1	0	1	4	1	5
7:00	to	7:15	2	0	2	6	3	9	1	1	2	9	4	13
7:15	to	7:30	0	0	0	4	2	6	3	0	3	7	2	9
7:30	to	7:45	0	0	0	2	1	3	0	1	1	2	2	4
7:45	to	8:00	0	0	0	9	2	11	0	0	0	9	2	11
8:00	to	8:15	0	0	0	2	0	2	0	0	0	2	0	2
8:15	to	8:30	6	0	6	2	0	2	0	0	0	8	0	8
8:30	to	8:45	6	0	6	5	1	6	27	2	29	38	3	41
8:45	to	9:00	98	0	98	1	0	1	24	8	32	123	8	131
9:00	to	9:15	48	0	48	1	1	2	60	43	103	109	44	153
9:15	to	9:30	6	0	6	0	0	0	0	15	15	6	15	21
AM TOTALS			166	0	166	35	11	46	116	70	186	317	81	398
PM PERIOD														
14:30	to	14:45	0	0	0	0	0	0	2	3	5	2	3	5
14:45	to	15:00	0	2	2	0	0	0	28	0	28	28	2	30
15:00	to	15:15	0	72	72	1	0	1	67	193	260	68	265	333
15:15	to	15:30	0	5	5	5	4	9	2	25	27	7	34	41
15:30	to	15:45	0	0	0	0	3	3	0	0	0	0	3	3
15:45	to	16:00	0	0	0	1	4	5	0	0	0	1	4	5
16:00	to	16:15	0	0	0	3	9	12	0	0	0	3	9	12
16:15	to	16:30	0	0	0	3	5	8	0	0	0	3	5	8
16:30	to	16:45	0	0	0	5	8	13	0	0	0	5	8	13
16:45	to	17:00	0	0	0	0	3	3	0	1	1	0	4	4
17:00	to	17:15	0	0	0	2	4	6	0	1	1	2	5	7
17:15	to	17:30	0	0	0	0	2	2	0	0	0	0	2	2
17:30	to	17:45	0	0	0	0	2	2	0	1	1	0	3	3
17:45	to	18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00	to	18:15	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTALS			0	79	79	20	44	64	99	224	323	119	347	466

3.1.15 Mount View High School (Cessnock)

Table 3.43: Mount View High School 15 Minute Vehicle Based Trips (Wednesday 14 May 2014) [1]

TIME PERIOD			VEHICLE BASED TRIPS													
			ON SITE CAR PARKING				85	BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			CAPACITY =	IN	OUT	TOTAL		DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN
AM PERIOD						8	9%									
7:30	to	7:45	8	3	11	13	15%	0	0	0	0	0	0	8	3	11
7:45	to	8:00	28	9	37	32	38%	3	0	3	0	0	0	31	9	40
8:00	to	8:15	57	30	87	59	69%	9	0	9	3	3	6	69	33	102
8:15	to	8:30	99	77	176	81	95%	1	0	1	9	9	18	109	86	195
8:30	to	8:45	91	90	181	82	96%	1	0	1	7	7	14	99	97	196
8:45	to	9:00	22	25	47	79	93%	0	0	0	0	0	0	22	25	47
9:00	to	9:15	3	2	5	80	94%	0	0	0	0	0	0	3	2	5
9:15	to	9:30	1	0	1	81	95%	0	0	0	0	0	0	1	0	1
AM TOTALS			309	236	545			14	0	14	19	19	38	342	255	597
PM PERIOD						67	79%									
14:00	to	14:15	2	3	5	66	78%	0	0	0	0	0	0	2	3	5
14:15	to	14:30	5	2	7	69	81%	0	0	0	0	0	0	5	2	7
14:30	to	14:45	9	5	14	73	86%	0	0	0	0	0	0	9	5	14
14:45	to	15:00	26	6	32	93	109%	0	5	5	15	15	30	41	26	67
15:00	to	15:15	9	61	70	41	48%	0	2	2	119	119	238	128	182	310
15:15	to	15:30	3	13	16	31	36%	0	6	6	11	11	22	14	30	44
15:30	to	15:45	3	14	17	20	24%	0	1	1	0	0	0	3	15	18
15:45	to	16:00	4	13	17	11	13%	0	0	0	3	3	6	7	16	23
PM TOTALS			61	117	178			0	14	14	148	148	296	209	279	488

[1] Parking in excess of 100% during the PM period indicates some pick up activities occurred within the on-site car park.

Table 3.44: Mount View High School Hourly Vehicle Based Trips (Wednesday 14 May 2014)

TIME PERIOD	VEHICLE BASED TRIPS											
	ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD												
7:30 to 8:30	192	119	311	13	0	13	12	12	24	217	131	348
7:45 to 8:45	275	206	481	14	0	14	19	19	38	308	225	533
8:00 to 9:00	269	222	491	11	0	11	19	19	38	299	241	540
8:15 to 9:15	215	194	409	2	0	2	16	16	32	233	210	443
8:30 to 9:30	117	117	234	1	0	1	7	7	14	125	124	249
PM PERIOD												
14:00 to 15:00	42	16	58	0	5	5	15	15	30	57	36	93
14:15 to 15:15	49	74	123	0	7	7	134	134	268	183	215	398
14:30 to 15:30	47	85	132	0	13	13	145	145	290	192	243	435
14:45 to 15:45	41	94	135	0	14	14	145	145	290	186	253	439
15:00 to 16:00	19	101	120	0	9	9	133	133	266	152	243	395

Figure 3.15: Mount View High School Vehicle Trips (Wednesday 14 May 2014)

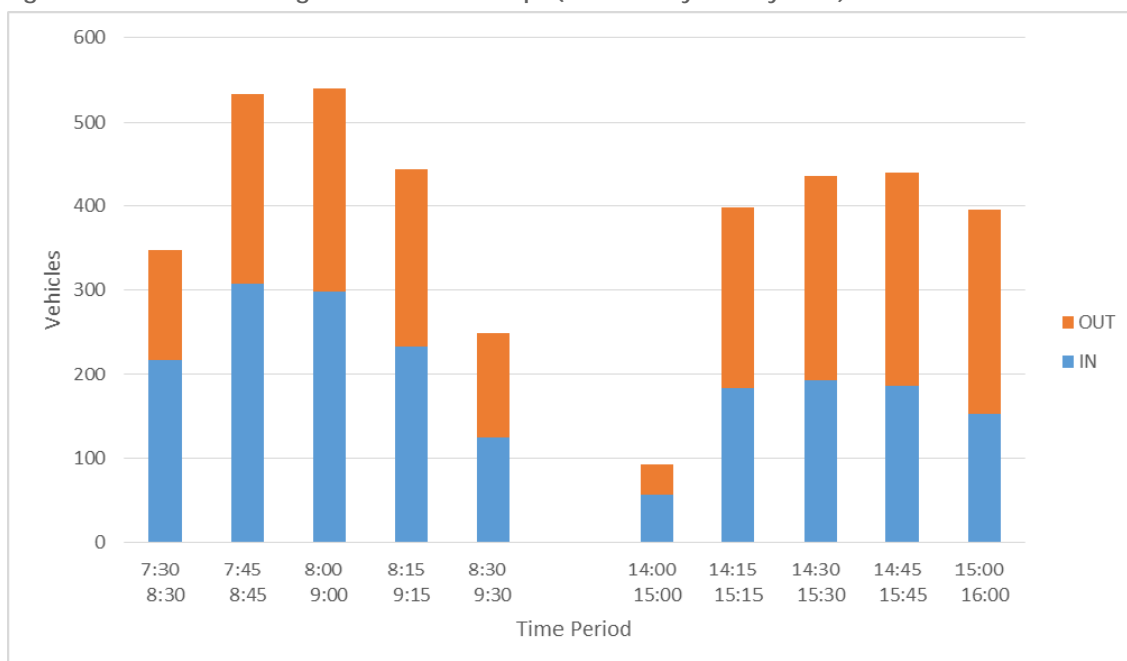


Table 3.45: Mount View High School Person Based Trips (Wednesday 14 May 2014)

TIME PERIOD				PERSON BASED TRIPS														
				BUS OCCUPANTS			CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
IN	OUT	TOTAL	drop	pick	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL				
AM PERIOD																		
7:30	to	7:45	0	0	0	0	0	0	12	5	17	0	0	0	12	5	17	
7:45	to	8:00	62	0	62	0	0	0	41	9	50	10	0	10	113	9	122	
8:00	to	8:15	220	0	220	4	0	4	101	31	132	46	2	48	371	33	404	
8:15	to	8:30	27	0	27	13	0	13	226	90	316	57	0	57	323	90	413	
8:30	to	8:45	11	0	11	9	0	9	241	117	358	78	0	78	339	117	456	
8:45	to	9:00	0	0	0	0	0	0	50	33	83	20	1	21	70	34	104	
9:00	to	9:15	0	0	0	0	0	0	6	3	9	3	3	6	9	6	15	
9:15	to	9:30	0	0	0	0	0	0	4	0	4	2	1	3	6	1	7	
AM TOTALS			320	0	320	26	0	26	681	288	969	216	7	223	1243	295	1538	
PM PERIOD																		
14:00	to	14:15	0	0	0	0	0	0	2	5	7	1	2	3	3	7	10	
14:15	to	14:30	0	0	0	0	0	0	6	3	9	1	6	7	7	9	16	
14:30	to	14:45	0	0	0	0	0	0	11	6	17	2	4	6	13	10	23	
14:45	to	15:00	0	142	142	0	0	0	31	10	41	1	7	8	32	159	191	
15:00	to	15:15	0	57	57	0	149	149	11	128	139	0	325	325	11	659	670	
15:15	to	15:30	0	149	149	0	2	2	4	21	25	0	19	19	4	191	195	
15:30	to	15:45	0	26	26	0	0	0	4	21	25	0	3	3	4	50	54	
15:45	to	16:00	0	0	0	0	0	0	6	25	31	2	1	3	8	26	34	
PM TOTALS			0	374	374	0	151	151	75	219	294	7	367	374	82	1111	1193	

3.1.16 St Columba's Catholic College (Springwood)

Table 3.46: St Columba's Catholic College 15 Minute Vehicle Based Trips (Wednesday 19 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS										
			ON SITE CAR PARKING				120	BUS DROP OFF / PICK UP			TOTAL		
			CAPACITY =					% OCCUPIED	IN	OUT	TOTAL	IN	OUT
AM PERIOD						0	0%						
7:30	to	7:45	6	1	7	5	4%	0	0	0	6	1	7
7:45	to	8:00	32	6	38	31	26%	0	1	1	32	7	39
8:00	to	8:15	33	11	44	53	44%	2	2	4	35	13	48
8:15	to	8:30	70	22	92	101	84%	7	6	13	77	28	105
8:30	to	8:45	69	52	121	118	98%	6	7	13	75	59	134
8:45	to	9:00	47	53	100	112	93%	1	1	2	48	54	102
9:00	to	9:15	6	3	9	115	96%	0	0	0	6	3	9
9:15	to	9:30	6	6	12	115	96%	0	0	0	6	6	12
AM TOTALS			269	154	423			16	17	33	285	171	456
PM PERIOD						81	68%						
14:00	to	14:15	1	0	1	82	68%	0	0	0	1	0	1
14:15	to	14:30	4	3	7	83	69%	0	0	0	4	3	7
14:30	to	14:45	12	5	17	90	75%	0	0	0	12	5	17
14:45	to	15:00	22	9	31	103	86%	0	0	0	22	9	31
15:00	to	15:15	29	20	49	112	93%	2	5	7	31	25	56
15:15	to	15:30	12	92	104	32	27%	5	8	13	17	100	117
15:30	to	15:45	5	26	31	11	9%	9	3	12	14	29	43
15:45	to	16:00	2	13	15	0	0%	0	0	0	2	13	15
PM TOTALS			87	168	255			16	16	32	103	184	287

Note: No external drop off/ pick up activity was observed outside of the school grounds.

Table 3.47: St Columba's Catholic College Hourly Vehicle Based Trips (Wednesday 19 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS								
			ON SITE CAR			BUS DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD											
7:30	to	8:30	141	40	181	9	9	18	150	49	199
7:45	to	8:45	204	91	295	15	16	31	219	107	326
8:00	to	9:00	219	138	357	16	16	32	235	154	389
8:15	to	9:15	192	130	322	14	14	28	206	144	350
8:30	to	9:30	128	114	242	7	8	15	135	122	257
PM PERIOD											
14:00	to	15:00	39	17	56	0	0	0	39	17	56
14:15	to	15:15	67	37	104	2	5	7	69	42	111
14:30	to	15:30	75	126	201	7	13	20	82	139	221
14:45	to	15:45	68	147	215	16	16	32	84	163	247
15:00	to	16:00	48	151	199	16	16	32	64	167	231

Figure 3.16: St Columba's Catholic College Hourly Vehicle Trips (Wednesday 19 March 2014)

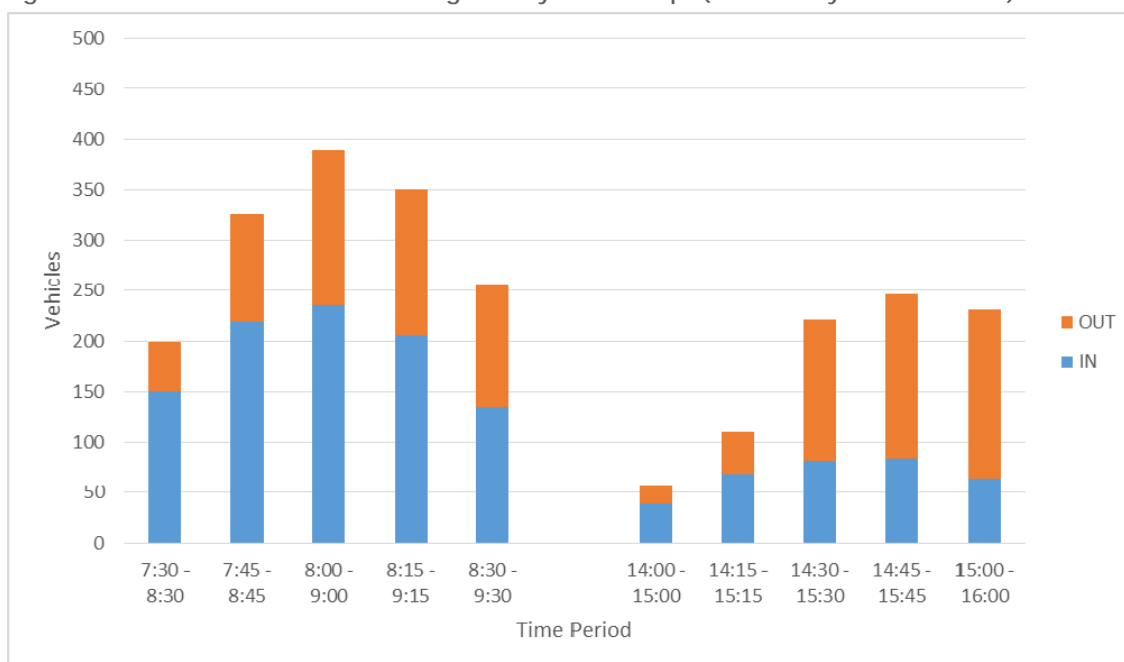


Table 3.48: St Columba's Catholic College Person Based Trips (Thursday 29 May 2014)

TIME PERIOD			PERSON BASED TRIPS											
			BUS OCCUPANTS			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
7:30	to	7:45	0	0	0	8	2	10	0	0	0	8	2	10
7:45	to	8:00	0	2	2	52	7	59	0	0	0	52	9	61
8:00	to	8:15	90	10	100	53	11	64	2	0	2	145	21	166
8:15	to	8:30	298	18	316	139	26	165	11	0	11	448	44	492
8:30	to	8:45	259	79	338	170	68	238	6	0	6	435	147	582
8:45	to	9:00	50	7	57	137	71	208	3	0	3	190	78	268
9:00	to	9:15	0	0	0	19	4	23	0	0	0	19	4	23
9:15	to	9:30	0	0	0	13	7	20	0	0	0	13	7	20
AM TOTALS			697	116	813	591	196	787	22	0	22	1310	312	1622
PM PERIOD														
14:00	to	14:15	0	0	0	2	0	2	0	0	0	2	0	2
14:15	to	14:30	0	0	0	5	6	11	0	1	1	5	7	12
14:30	to	14:45	0	0	0	14	7	21	0	0	0	14	7	21
14:45	to	15:00	0	0	0	23	15	38	0	0	0	23	15	38
15:00	to	15:15	0	105	105	35	35	70	0	1	1	35	141	176
15:15	to	15:30	19	246	265	19	185	204	1	66	67	39	497	536
15:30	to	15:45	10	274	284	13	37	50	0	0	0	23	311	334
15:45	to	16:00	0	102	102	2	16	18	2	2	4	4	120	124
PM TOTALS			29	727	756	113	301	414	3	70	73	145	1098	1243

Note: Surveys were conducted at the entrance to the school. Drop off and pick up activity occurred within the school grounds but was not visible from the entrance.

3.1.17 St Kevin's Catholic Primary School (Dee Why)

Table 3.49: St Kevin's Catholic Primary School 15 Minute Vehicle Based Trips (Wednesday 5 March 2014) [1]

TIME PERIOD				VEHICLE BASED TRIPS										
				ON SITE CAR PARKING				CAPACITY = 14	CAR DROP OFF / PICK UP			TOTAL		
				IN	OUT	TOTAL	DEMAND		% OCCUPIED	IN	OUT	TOTAL	IN	OUT
AM PERIOD							0	0%						
6:30	to	6:45	0	0	0	0	0%	0	0	0	0	0	0	
6:45	to	7:00	1	0	1	1	7%	0	0	0	1	0	1	
7:00	to	7:15	2	1	3	2	14%	0	0	0	2	1	3	
7:15	to	7:30	1	1	2	2	14%	0	0	0	1	1	2	
7:30	to	7:45	4	1	5	5	36%	1	1	2	5	2	7	
7:45	to	8:00	5	0	5	10	71%	2	2	4	7	2	9	
8:00	to	8:15	4	3	7	11	79%	2	2	4	6	5	11	
8:15	to	8:30	0	0	0	11	79%	7	7	14	7	7	14	
8:30	to	8:45	2	0	2	13	93%	27	27	54	29	27	56	
8:45	to	9:00	1	1	2	13	93%	21	21	42	22	22	44	
9:00	to	9:15	1	1	2	13	93%	4	4	8	5	5	10	
9:15	to	9:30	1	1	2	13	93%	1	1	2	2	2	4	
AM TOTALS			22	9	31			65	65	130	87	74	161	
PM PERIOD							14	100%						
14:30	to	14:45	1	0	1	15	107%	0	0	0	1	0	1	
14:45	to	15:00	1	0	1	16	114%	7	7	14	8	7	15	
15:00	to	15:15	0	0	0	16	114%	6	6	12	6	6	12	
15:15	to	15:30	2	1	3	17	121%	23	23	46	25	24	49	
15:30	to	15:45	3	1	4	19	136%	6	6	12	9	7	16	
15:45	to	16:00	1	1	2	19	136%	0	0	0	1	1	2	
16:00	to	16:15	0	0	0	19	136%	0	0	0	0	0	0	
16:15	to	16:30	2	5	7	16	114%	1	1	2	3	6	9	
16:30	to	16:45	2	1	3	17	121%	0	0	0	2	1	3	
16:45	to	17:00	0	5	5	12	86%	0	0	0	0	5	5	
17:00	to	17:15	1	3	4	10	71%	0	0	0	1	3	4	
17:15	to	17:30	2	2	4	10	71%	0	0	0	2	2	4	
17:30	to	17:45	0	2	2	8	57%	0	0	0	0	2	2	
17:45	to	18:00	0	0	0	8	57%	0	0	0	0	0	0	
PM TOTALS			15	21	36			43	43	86	58	64	122	

[1] Parking in excess of 100% during the PM period indicates some pick up activities occurred within the on-site car park. It is noted that whilst 36% above the car parking capacity seems significantly high, it is only five additional vehicles above the capacity, which are temporary inside the car park.

Table 3.50: St Kevin's Catholic Primary School Hourly Vehicle Based Trips (Wednesday 5 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS								
			ON SITE CAR			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD											
6:30	to	7:30	4	2	6	0	0	0	4	2	6
6:45	to	7:45	8	3	11	1	1	2	9	4	13
7:00	to	8:00	12	3	15	3	3	6	15	6	21
7:15	to	8:15	14	5	19	5	5	10	19	10	29
7:30	to	8:30	13	4	17	12	12	24	25	16	41
7:45	to	8:45	11	3	14	38	38	76	49	41	90
8:00	to	9:00	7	4	11	57	57	114	64	61	125
8:15	to	9:15	4	2	6	59	59	118	63	61	124
8:30	to	9:30	5	3	8	53	53	106	58	56	114
PM PERIOD											
14:30	to	15:30	4	1	5	36	36	72	40	37	77
14:45	to	15:45	6	2	8	42	42	84	48	44	92
15:00	to	16:00	6	3	9	35	35	70	41	38	79
15:15	to	16:15	6	3	9	29	29	58	35	32	67
15:30	to	16:30	6	7	13	7	7	14	13	14	27
15:45	to	16:45	5	7	12	1	1	2	6	8	14
16:00	to	17:00	4	11	15	1	1	2	5	12	17
16:15	to	17:15	5	14	19	1	1	2	6	15	21
16:30	to	17:30	5	11	16	0	0	0	5	11	16
16:45	to	17:45	3	12	15	0	0	0	3	12	15
17:00	to	18:00	3	7	10	0	0	0	3	7	10

Figure 3.17: St Kevin's Catholic Primary School Hourly Vehicle Trips (Wednesday 5 March 2014)

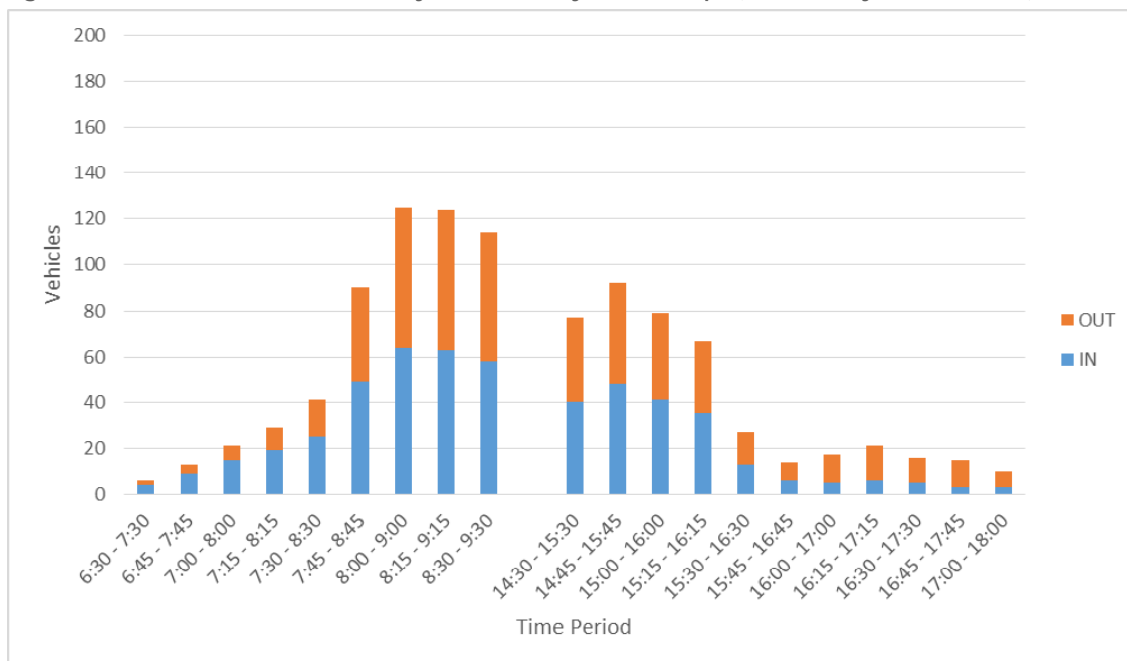


Table 3.51: St Kevin's Catholic Primary School Person Based Trips (Wednesday 5 March 2014)

TIME PERIOD				PERSON BASED TRIPS											
				CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
				IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD															
6:30	to	6:45		0	0	0	0	0	0	1	1	2	1	1	2
6:45	to	7:00		0	0	0	1	0	1	1	1	2	2	1	3
7:00	to	7:15		0	0	0	2	1	3	1	1	2	3	2	5
7:15	to	7:30		0	0	0	3	3	6	0	0	0	3	3	6
7:30	to	7:45		2	0	2	5	1	6	2	0	2	9	1	10
7:45	to	8:00		5	0	5	6	0	6	0	3	3	11	3	14
8:00	to	8:15		4	0	4	6	7	13	2	3	5	12	10	22
8:15	to	8:30		16	0	16	0	0	0	10	5	15	26	5	31
8:30	to	8:45		72	0	72	2	0	2	16	8	24	90	8	98
8:45	to	9:00		57	0	57	1	1	2	13	29	42	71	30	101
9:00	to	9:15		14	0	14	2	2	4	3	10	13	19	12	31
9:15	to	9:30		4	0	4	2	2	4	2	1	3	8	3	11
AM TOTALS				174	0	174	30	17	47	51	62	113	255	79	334
PM PERIOD															
14:30	to	14:45		0	0	0	1	0	1	1	1	2	2	1	3
14:45	to	15:00		0	16	16	1	0	1	12	4	16	13	20	33
15:00	to	15:15		0	19	19	0	0	0	27	24	51	27	43	70
15:15	to	15:30		13	55	68	2	1	3	11	51	62	26	107	133
15:30	to	15:45		3	14	17	3	1	4	9	5	14	15	20	35
15:45	to	16:00		0	0	0	1	2	3	2	2	4	3	4	7
16:00	to	16:15		0	0	0	0	0	0	3	2	5	3	2	5
16:15	to	16:30		0	3	3	2	9	11	2	2	4	4	14	18
16:30	to	16:45		0	0	0	2	1	3	9	13	22	11	14	25
16:45	to	17:00		0	0	0	0	6	6	3	1	4	3	7	10
17:00	to	17:15		0	0	0	1	3	4	1	0	1	2	3	5
17:15	to	17:30		0	0	0	2	4	6	0	0	0	2	4	6
17:30	to	17:45		0	0	0	0	4	4	2	0	2	2	4	6
17:45	to	18:00		0	0	0	0	0	0	1	1	2	1	1	2
PM TOTALS				16	107	123	15	31	46	83	106	189	114	244	358

3.1.18 St Mary's Catholic Primary School (Noraville)

Table 3.52: St Mary's Catholic Primary School 15 Minute Vehicle Based Trips (Tuesday 25 March 2014)
[1]

TIME PERIOD			VEHICLE BASED TRIPS														
			ON SITE CAR PARKING				75	BUS DROP OFF			CAR DROP OFF /			TOTAL			
			CAPACITY =					/ PICK UP			PICK UP						
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL				
AM PERIOD						1	1%										
6:15	to	6:30	0	0	0	1	1%	0	0	0	0	0	0	0	0	0	
6:30	to	6:45	1	1	2	1	1%	0	0	0	0	0	0	1	1	2	
6:45	to	7:00	1	2	3	0	0%	0	0	0	1	1	2	2	3	5	
7:00	to	7:15	2	1	3	1	1%	0	0	0	2	2	4	4	3	7	
7:15	to	7:30	1	1	2	1	1%	0	0	0	6	6	12	7	7	14	
7:30	to	7:45	3	1	4	3	4%	0	0	0	6	6	12	9	7	16	
7:45	to	8:00	8	3	11	8	11%	0	0	0	5	5	10	13	8	21	
8:00	to	8:15	7	1	8	14	19%	0	0	0	11	11	22	18	12	30	
8:15	to	8:30	11	13	24	12	16%	0	0	0	29	29	58	40	42	82	
8:30	to	8:45	23	15	38	20	27%	3	0	3	66	66	132	92	81	173	
8:45	to	9:00	40	49	89	11	15%	0	0	0	58	58	116	98	107	205	
9:00	to	9:15	88	63	151	36	48%	0	0	0	26	26	52	114	89	203	
9:15	to	9:30	20	21	41	35	47%	0	0	0	2	2	4	22	23	45	
AM TOTALS			205	171	376			3	0	3	212	212	424	420	383	803	
PM PERIOD						50	67%										
14:15	to	14:30	2	3	5	49	65%	0	0	0	5	5	10	7	8	15	
14:30	to	14:45	4	0	4	53	71%	0	0	0	2	2	4	6	2	8	
14:45	to	15:00	34	5	39	82	109%	0	0	0	37	37	74	71	42	113	
15:00	to	15:15	61	21	82	122	163%	0	0	0	47	47	94	108	68	176	
15:15	to	15:30	5	71	76	56	75%	0	1	1	27	27	54	32	99	131	
15:30	to	15:45	3	20	23	39	52%	0	2	2	10	10	20	13	32	45	
15:45	to	16:00	0	2	2	37	49%	0	0	0	2	2	4	2	4	6	
16:00	to	16:15	3	4	7	36	48%	0	0	0	5	5	10	8	9	17	
16:15	to	16:30	15	14	29	37	49%	0	0	0	5	5	10	20	19	39	
16:30	to	16:45	5	17	22	25	33%	0	0	0	1	1	2	6	18	24	
16:45	to	17:00	3	7	10	21	28%	0	0	0	1	1	2	4	8	12	
17:00	to	17:15	5	8	13	18	24%	0	0	0	2	2	4	7	10	17	
17:15	to	17:30	6	8	14	16	21%	0	0	0	4	4	8	10	12	22	
17:30	to	17:45	1	6	7	11	15%	0	0	0	0	0	0	1	6	7	
17:45	to	18:00	1	5	6	7	9%	0	0	0	0	0	0	1	5	6	
18:00	to	18:15	1	6	7	2	3%	0	0	0	0	0	0	1	6	7	
PM TOTALS			149	197	346			0	3	3	148	148	296	297	348	645	

[1] Parking in excess of 100% during the PM period indicates some pick up activities occurred within the on-site car park.

Table 3.53: St Mary's Catholic Primary School Hourly Vehicle Based Trips (Tuesday 25 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS											
			ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
6:15	to	7:15	4	4	8	0	0	0	3	3	6	7	7	14
6:30	to	7:30	5	5	10	0	0	0	9	9	18	14	14	28
6:45	to	7:45	7	5	12	0	0	0	15	15	30	22	20	42
7:00	to	8:00	14	6	20	0	0	0	19	19	38	33	25	58
7:15	to	8:15	19	6	25	0	0	0	28	28	56	47	34	81
7:30	to	8:30	29	18	47	0	0	0	51	51	102	80	69	149
7:45	to	8:45	49	32	81	3	0	3	111	111	222	163	143	306
8:00	to	9:00	81	78	159	3	0	3	164	164	328	248	242	490
8:15	to	9:15	162	140	302	3	0	3	179	179	358	344	319	663
8:30	to	9:30	171	148	319	3	0	3	152	152	304	326	300	626
PM PERIOD														
14:15	to	15:15	101	29	130	0	0	0	91	91	182	192	120	312
14:30	to	15:30	104	97	201	0	1	1	113	113	226	217	211	428
14:45	to	15:45	103	117	220	0	3	3	121	121	242	224	241	465
15:00	to	16:00	69	114	183	0	3	3	86	86	172	155	203	358
15:15	to	16:15	11	97	108	0	3	3	44	44	88	55	144	199
15:30	to	16:30	21	40	61	0	2	2	22	22	44	43	64	107
15:45	to	16:45	23	37	60	0	0	0	13	13	26	36	50	86
16:00	to	17:00	26	42	68	0	0	0	12	12	24	38	54	92
16:15	to	17:15	28	46	74	0	0	0	9	9	18	37	55	92
16:30	to	17:30	19	40	59	0	0	0	8	8	16	27	48	75
16:45	to	17:45	15	29	44	0	0	0	7	7	14	22	36	58
17:00	to	18:00	13	27	40	0	0	0	6	6	12	19	33	52
17:15	to	18:15	9	25	34	0	0	0	4	4	8	13	29	42

Figure 3.18: St Mary's Catholic Primary School Hourly Vehicle Trips (Tuesday 25 March 2014)

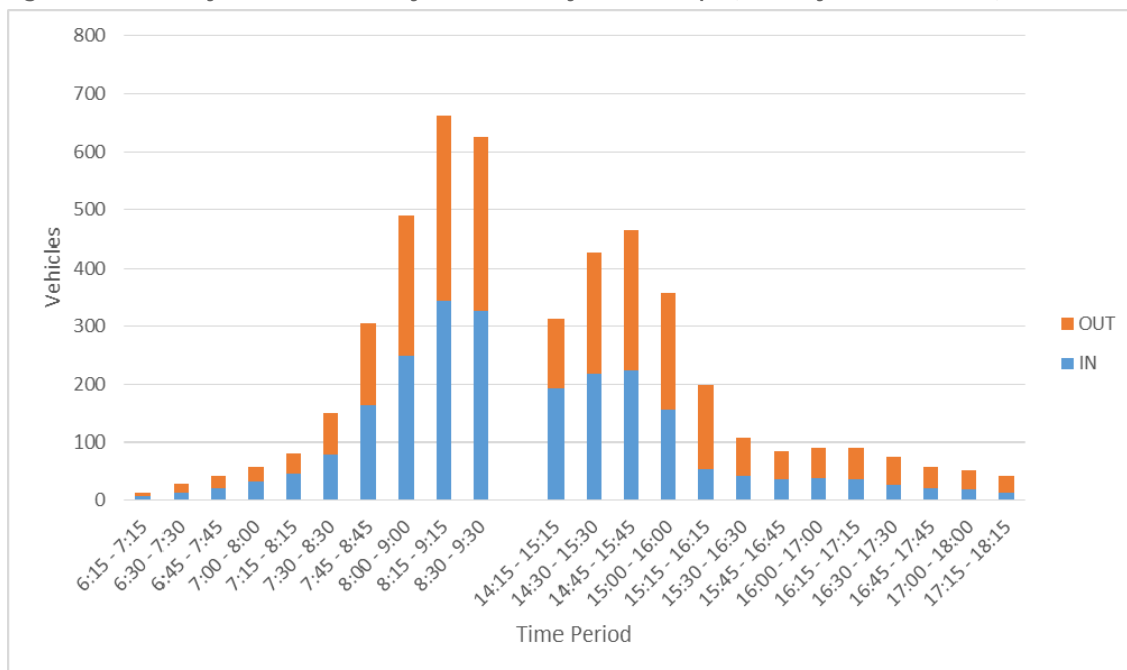


Table 3.54: St Mary's Catholic Primary School Person Based Trips (Tuesday 25 March 2014)

TIME PERIOD			PERSON BASED TRIPS														
			BUS OCCUPANTS			CAR OCCUPANTS DROP OFF/PICK			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD																	
6:15	to	6:30	0	0	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	1	2	0	0	0	1	1	2
6:45	to	7:00	0	0	0	0	0	0	3	2	5	0	0	0	3	2	5
7:00	to	7:15	0	0	0	1	0	1	3	1	4	0	0	0	4	1	5
7:15	to	7:30	0	0	0	4	0	4	2	1	3	0	0	0	6	1	7
7:30	to	7:45	0	0	0	2	0	2	4	1	5	1	0	1	7	1	8
7:45	to	8:00	0	0	0	4	0	4	11	4	15	0	0	0	15	4	19
8:00	to	8:15	0	0	0	17	0	17	8	1	9	8	4	12	33	5	38
8:15	to	8:30	0	0	0	41	0	41	20	13	33	13	1	14	74	14	88
8:30	to	8:45	85	0	85	107	0	107	54	17	71	25	3	28	271	20	291
8:45	to	9:00	0	0	0	64	0	64	97	54	151	24	3	27	185	57	242
9:00	to	9:15	0	0	0	20	0	20	234	75	309	9	3	12	263	78	341
9:15	to	9:30	0	0	0	0	0	0	49	34	83	0	0	0	49	34	83
AM TOTALS			85	0	85	260	0	260	486	204	690	80	14	94	911	218	1129
PM PERIOD																	
14:15	to	14:30	0	0	0	0	8	8	2	8	10	0	0	0	2	16	18
14:30	to	14:45	0	0	0	0	2	2	11	0	11	0	0	0	11	2	13
14:45	to	15:00	0	0	0	0	41	41	39	10	49	2	2	4	41	53	94
15:00	to	15:15	0	0	0	0	61	61	81	48	129	28	0	28	109	109	218
15:15	to	15:30	0	36	36	0	46	46	6	181	187	6	68	74	12	331	343
15:30	to	15:45	0	52	52	0	30	30	4	39	43	0	0	0	4	121	125
15:45	to	16:00	0	0	0	0	4	4	0	4	4	0	0	0	0	8	8
16:00	to	16:15	0	0	0	0	7	7	3	5	8	2	0	2	5	12	17
16:15	to	16:30	0	0	0	0	6	6	21	27	48	3	3	6	24	36	60
16:30	to	16:45	0	0	0	0	1	1	5	33	38	3	0	3	8	34	42
16:45	to	17:00	0	0	0	0	1	1	3	14	17	0	0	0	3	15	18
17:00	to	17:15	0	0	0	0	3	3	6	17	23	0	0	0	6	20	26
17:15	to	17:30	0	0	0	0	4	4	6	17	23	0	0	0	6	21	27
17:30	to	17:45	0	0	0	0	0	0	1	13	14	0	0	0	1	13	14
17:45	to	18:00	0	0	0	0	0	0	1	7	8	0	0	0	1	7	8
18:00	to	18:15	0	0	0	0	0	0	1	8	9	0	0	0	1	8	9
PM TOTALS			0	88	88	0	214	214	190	431	621	44	73	117	234	806	1040

3.1.19 Turrumurra High School (South Turrumurra)

Table 3.55: Turrumurra High School 15 Minute Vehicle Based Trips (Wednesday 26 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS														
			ON SITE CAR PARKING				74	BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL			
			IN	OUT	TOTAL	DEMAND		% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD						18	24%										
7:30	to	7:45	5	1	6	22	30%	0	0	0	6	6	12	11	7	18	
7:45	to	8:00	10	0	10	32	43%	3	0	3	8	8	16	21	8	29	
8:00	to	8:15	16	0	16	48	65%	5	0	5	13	13	26	34	13	47	
8:15	to	8:30	15	0	15	63	85%	6	0	6	25	25	50	46	25	71	
8:30	to	8:45	10	1	11	72	97%	3	0	3	22	22	44	35	23	58	
8:45	to	9:00	1	2	3	71	96%	1	0	1	9	9	18	11	11	22	
9:00	to	9:15	0	0	0	71	96%	1	0	1	4	4	8	5	4	9	
9:15	to	9:30	1	1	2	71	96%	1	0	1	0	0	0	2	1	3	
AM TOTALS			58	5	63			20	0	20	87	87	174	165	92	257	
PM PERIOD						68	92%										
14:00	to	14:15	0	1	1	67	91%	0	0	0	0	0	0	0	1	1	
14:15	to	14:30	0	1	1	66	89%	0	0	0	0	0	0	0	1	1	
14:30	to	14:45	0	1	1	65	88%	0	0	0	0	0	0	0	1	1	
14:45	to	15:00	0	3	3	62	84%	0	8	8	18	18	36	18	29	47	
15:00	to	15:15	0	10	10	52	70%	0	6	6	18	18	36	18	34	52	
15:15	to	15:30	0	9	9	43	58%	0	0	0	36	36	72	36	45	81	
15:30	to	15:45	0	7	7	36	49%	0	0	0	2	2	4	2	9	11	
15:45	to	16:00	0	8	8	28	38%	0	0	0	0	0	0	0	8	8	
PM TOTALS			0	40	40			0	14	14	74	74	148	74	128	202	

Table 3.56: Turrumurra High School Hourly Vehicle Based Trips (Wednesday 26 March 2014)

TIME PERIOD	VEHICLE BASED TRIPS											
	ON SITE CAR			BUS DROP OFF			CAR DROP OFF			TOTAL		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD												
7:30 to 8:30	46	1	47	14	0	14	52	52	104	112	53	165
7:45 to 8:45	51	1	52	17	0	17	68	68	136	136	69	205
8:00 to 9:00	42	3	45	15	0	15	69	69	138	126	72	198
8:15 to 9:15	26	3	29	11	0	11	60	60	120	97	63	160
8:30 to 9:30	12	4	16	6	0	6	35	35	70	53	39	92
PM PERIOD												
14:00 to 15:00	0	6	6	0	8	8	18	18	36	18	32	50
14:15 to 15:15	0	15	15	0	14	14	36	36	72	36	65	101
14:30 to 15:30	0	23	23	0	14	14	72	72	144	72	109	181
14:45 to 15:45	0	29	29	0	14	14	74	74	148	74	117	191
15:00 to 16:00	0	34	34	0	6	6	56	56	112	56	96	152

Figure 3.19: Turrumurra High School Hourly Vehicle Trips (Wednesday 26 March 2014)

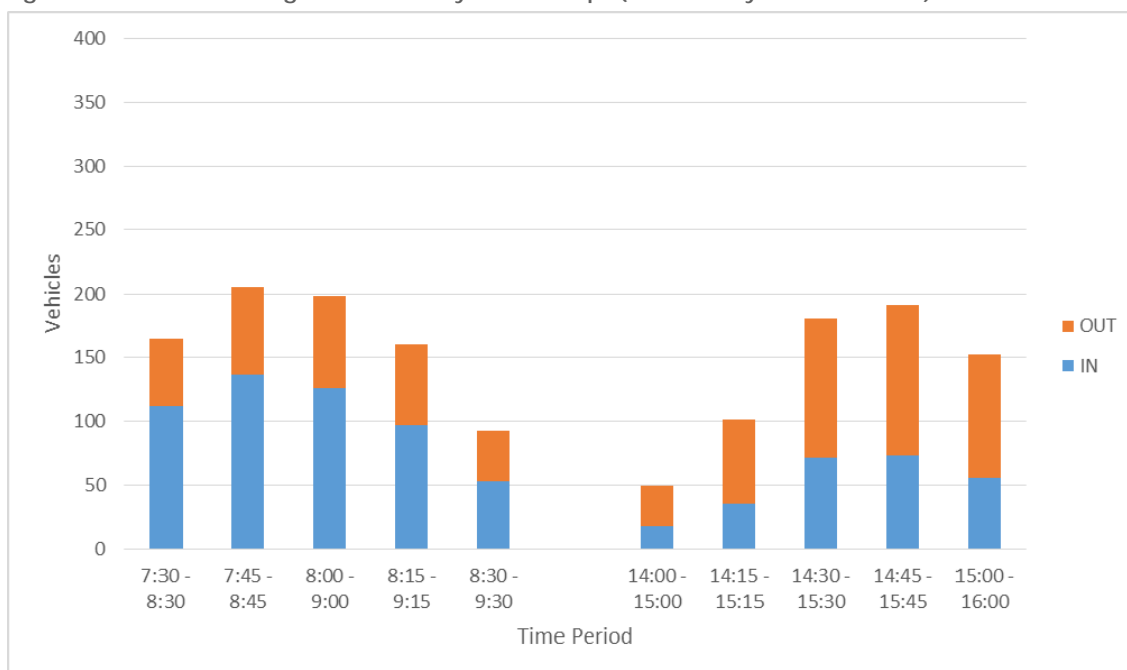


Table 3.57: Turrumurra High School Person Based Trips (Wednesday 26 March 2014)

TIME PERIOD	PERSON BASED TRIPS														
	BUS OCCUPANTS			OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD															
7:30 to 7:45	0	0	0	12	0	12	5	1	6	4	0	4	21	1	22
7:45 to 8:00	22	0	22	11	0	11	12	0	12	27	2	29	72	2	74
8:00 to 8:15	197	0	197	15	0	15	18	0	18	49	0	49	279	0	279
8:15 to 8:30	253	0	253	30	0	30	17	0	17	145	2	147	445	2	447
8:30 to 8:45	59	0	59	26	0	26	10	1	11	246	0	246	341	1	342
8:45 to 9:00	8	0	8	10	0	10	1	2	3	19	2	21	38	4	42
9:00 to 9:15	2	0	2	4	0	4	0	0	0	7	3	10	13	3	16
9:15 to 9:30	7	0	7	0	0	0	1	1	2	2	1	3	10	2	12
AM TOTALS	548	0	548	108	0	108	64	5	69	499	10	509	1219	15	1234
PM PERIOD															
14:00 to 14:15	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
14:15 to 14:30	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
14:30 to 14:45	0	0	0	0	0	0	0	1	1	0	3	3	0	4	4
14:45 to 15:00	0	354	354	0	22	22	0	3	3	2	180	182	2	559	561
15:00 to 15:15	0	208	208	0	26	26	0	12	12	0	587	587	0	833	833
15:15 to 15:30	0	0	0	0	59	59	0	9	9	0	9	9	0	77	77
15:30 to 15:45	0	0	0	0	2	2	0	7	7	0	4	4	0	13	13
15:45 to 16:00	0	0	0	0	0	0	0	9	9	0	4	4	0	13	13
PM TOTALS	0	562	562	0	109	109	0	43	43	2	787	789	2	1501	1503

3.1.20 Woronora River Public School

Table 3.58: Woronora River Public School 15 Minute Vehicle Based Trips (Thursday 20 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS										
			CAR PARKING				55	CAR DROP OFF /			TOTAL		
			CAPACITY =					PICK UP					
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL			
AM PERIOD						1	2%						
6:30	to	6:45	0	0	0	1	2%	0	0	0	0	0	0
6:45	to	7:00	0	0	0	1	2%	0	0	0	0	0	0
7:00	to	7:15	0	0	0	1	2%	0	0	0	0	0	0
7:15	to	7:30	0	0	0	1	2%	0	0	0	0	0	0
7:30	to	7:45	0	0	0	1	2%	0	0	0	0	0	0
7:45	to	8:00	0	0	0	1	2%	0	0	0	0	0	0
8:00	to	8:15	1	1	2	1	2%	1	1	2	2	2	4
8:15	to	8:30	1	1	2	1	2%	2	2	4	3	3	6
8:30	to	8:45	0	0	0	1	2%	8	8	16	8	8	16
8:45	to	9:00	0	0	0	1	2%	16	16	32	16	16	32
9:00	to	9:15	3	0	3	4	7%	14	14	28	17	14	31
9:15	to	9:30	1	2	3	3	5%	2	2	4	3	4	7
AM TOTALS			6	4	10			43	43	86	49	47	96
PM PERIOD						4	7%						
14:30	to	14:45	0	0	0	4	7%	0	0	0	0	0	0
14:45	to	15:00	1	0	1	5	9%	2	2	4	3	2	5
15:00	to	15:15	4	1	5	8	15%	3	3	6	7	4	11
15:15	to	15:30	3	0	3	11	20%	17	17	34	20	17	37
15:30	to	15:45	0	2	2	9	16%	27	27	54	27	29	56
15:45	to	16:00	0	5	5	4	7%	2	2	4	2	7	9
16:00	to	16:15	0	0	0	4	7%	4	4	8	4	4	8
16:15	to	16:30	0	0	0	4	7%	4	4	8	4	4	8
16:30	to	16:45	0	0	0	4	7%	2	2	4	2	2	4
16:45	to	17:00	0	0	0	4	7%	5	5	10	5	5	10
17:00	to	17:15	0	0	0	4	7%	2	2	4	2	2	4
17:15	to	17:30	0	0	0	4	7%	2	2	4	2	2	4
17:30	to	17:45	0	0	0	4	7%	0	0	0	0	0	0
17:45	to	18:00	0	0	0	4	7%	0	0	0	0	0	0
18:00	to	18:15	0	0	0	4	7%	0	0	0	0	0	0
PM TOTALS			8	8	16			70	70	140	78	78	156

Table 3.59: Woronora River Public School Hourly Vehicle Based Trips (Thursday 20 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS								
			ON SITE CAR			CAR DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD											
6:30	to	7:30	0	0	0	0	0	0	0	0	0
6:45	to	7:45	0	0	0	0	0	0	0	0	0
7:00	to	8:00	0	0	0	0	0	0	0	0	0
7:15	to	8:15	1	1	2	1	1	2	2	2	4
7:30	to	8:30	2	2	4	3	3	6	5	5	10
7:45	to	8:45	2	2	4	11	11	22	13	13	26
8:00	to	9:00	2	2	4	27	27	54	29	29	58
8:15	to	9:15	4	1	5	40	40	80	44	41	85
8:30	to	9:30	4	2	6	40	40	80	44	42	86
PM PERIOD											
14:30	to	15:30	8	1	9	22	22	44	30	23	53
14:45	to	15:45	8	3	11	49	49	98	57	52	109
15:00	to	16:00	7	8	15	49	49	98	56	57	113
15:15	to	16:15	3	7	10	50	50	100	53	57	110
15:30	to	16:30	0	7	7	37	37	74	37	44	81
15:45	to	16:45	0	5	5	12	12	24	12	17	29
16:00	to	17:00	0	0	0	15	15	30	15	15	30
16:15	to	17:15	0	0	0	13	13	26	13	13	26
16:30	to	17:30	0	0	0	11	11	22	11	11	22
16:45	to	17:45	0	0	0	9	9	18	9	9	18
17:00	to	18:00	0	0	0	4	4	8	4	4	8
17:15	to	18:15	0	0	0	2	2	4	2	2	4

Figure 3.20: Woronora River Public School Hourly Vehicle Trips (Thursday 20 March 2014)

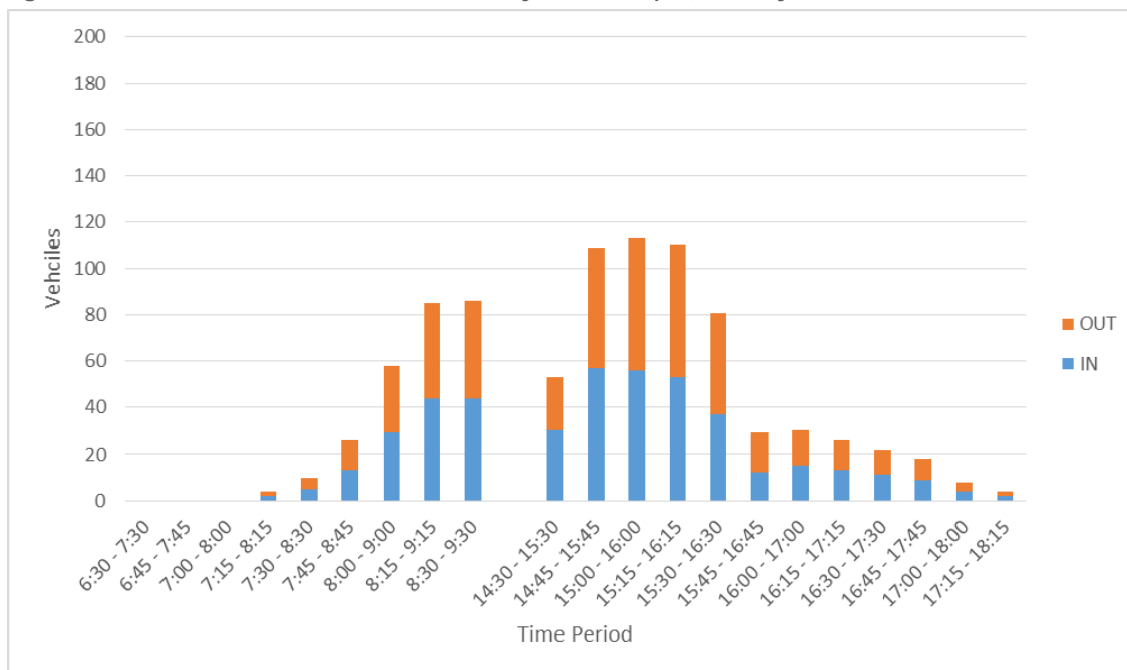


Table 3.60: Woronora River Public School Person Based Trips (Thursday 20 March 2014)

TIME PERIOD			PERSON BASED TRIPS											
			CAR OCCUPANTS DROP OFF/PICK UP			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
6:30	to	6:45	0	0	0	0	0	0	0	0	0	0	0	0
6:45	to	7:00	0	0	0	0	0	0	2	1	3	2	1	3
7:00	to	7:15	0	0	0	0	0	0	3	1	4	3	1	4
7:15	to	7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:30	to	7:45	0	0	0	0	0	0	1	1	2	1	1	2
7:45	to	8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:00	to	8:15	0	0	0	2	2	4	0	0	0	2	2	4
8:15	to	8:30	4	0	4	2	2	4	3	1	4	9	3	12
8:30	to	8:45	25	0	25	0	0	0	1	6	7	26	6	32
8:45	to	9:00	42	0	42	0	0	0	2	4	6	44	4	48
9:00	to	9:15	35	0	35	7	0	7	27	16	43	69	16	85
9:15	to	9:30	5	0	5	3	3	6	1	1	2	9	4	13
AM TOTALS			111	0	111	14	7	21	40	31	71	165	38	203
PM PERIOD														
14:30	to	14:45	0	0	0	0	0	0	1	1	2	1	1	2
14:45	to	15:00	0	4	4	2	0	2	2	0	2	4	4	8
15:00	to	15:15	0	4	4	7	2	9	6	13	19	13	19	32
15:15	to	15:30	0	42	42	3	0	3	3	3	6	6	45	51
15:30	to	15:45	0	78	78	0	6	6	3	4	7	3	88	91
15:45	to	16:00	0	6	6	0	16	16	7	1	8	7	23	30
16:00	to	16:15	0	12	12	0	0	0	0	2	2	0	14	14
16:15	to	16:30	0	14	14	0	0	0	1	0	1	1	14	15
16:30	to	16:45	0	4	4	0	0	0	0	0	0	0	4	4
16:45	to	17:00	0	13	13	0	0	0	7	0	7	7	13	20
17:00	to	17:15	0	4	4	0	0	0	4	3	7	4	7	11
17:15	to	17:30	0	5	5	0	0	0	1	1	2	1	6	7
17:30	to	17:45	0	0	0	0	0	0	0	0	0	0	0	0
17:45	to	18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00	to	18:15	0	0	0	0	0	0	0	0	0	0	0	0
PM TOTALS			0	186	186	12	24	36	35	28	63	47	238	285

3.1.21 Wyong High School

Table 3.61: Wyong High School 15 Minute Vehicle Based Trips (Thursday 27 March 2014) [1]

TIME PERIOD			VEHICLE BASED TRIPS										
			ON SITE CAR PARKING				100	BUS DROP OFF			TOTAL		
			CAPACITY =					/ PICK UP					
IN	OUT	TOTAL	DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL			
AM PERIOD					10	10%							
7:30	to	7:45	7	0	7	17	17%	0	0	0	7	0	7
7:45	to	8:00	11	1	12	27	27%	4	0	4	15	1	16
8:00	to	8:15	15	6	21	36	36%	3	0	3	18	6	24
8:15	to	8:30	29	14	43	51	51%	4	0	4	33	14	47
8:30	to	8:45	39	19	58	71	71%	8	0	8	47	19	66
8:45	to	9:00	43	25	68	89	89%	1	0	1	44	25	69
9:00	to	9:15	26	19	45	96	96%	0	0	0	26	19	45
9:15	to	9:30	11	4	15	103	103%	0	0	0	11	4	15
AM TOTALS			181	88	269			20	0	20	201	88	289
PM PERIOD					100	100%							
14:30	to	14:45	4	6	10	98	98%	0	0	0	4	6	10
14:45	to	15:00	9	7	16	100	100%	0	0	0	9	7	16
15:00	to	15:15	15	16	31	99	99%	0	0	0	15	16	31
15:15	to	15:30	13	38	51	74	74%	0	1	1	13	39	52
15:30	to	15:45	5	32	37	47	47%	0	9	9	5	41	46
15:45	to	16:00	0	12	12	35	35%	0	3	3	0	15	15
16:00	to	16:15	1	8	9	28	28%	0	0	0	1	8	9
16:15	to	16:30	0	3	3	25	25%	0	0	0	0	3	3
PM TOTALS			47	122	169			0	13	13	47	135	182

[1] Parking in excess of 100% indicates demand exceeded formal car parking capacity.

Table 3.62: Wyong High School Hourly Vehicle Based Trips (Thursday 27 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS								
			ON SITE CAR			BUS DROP OFF / PICK UP			TOTAL		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD											
7:30	to	8:30	62	21	83	11	0	11	73	21	94
7:45	to	8:45	94	40	134	19	0	19	113	40	153
8:00	to	9:00	126	64	190	16	0	16	142	64	206
8:15	to	9:15	137	77	214	13	0	13	150	77	227
8:30	to	9:30	119	67	186	9	0	9	128	67	195
PM PERIOD											
14:30	to	15:30	41	67	108	0	1	1	41	68	109
14:45	to	15:45	42	93	135	0	10	10	42	103	145
15:00	to	16:00	33	98	131	0	13	13	33	111	144
15:15	to	16:15	19	90	109	0	13	13	19	103	122
15:30	to	16:30	6	55	61	0	12	12	6	67	73

Note: Car drop off and pick up activities are included in the on-site vehicle based trips

Figure 3.21: Wyong High School Hourly Vehicle Trips (Thursday 27 March 2014)

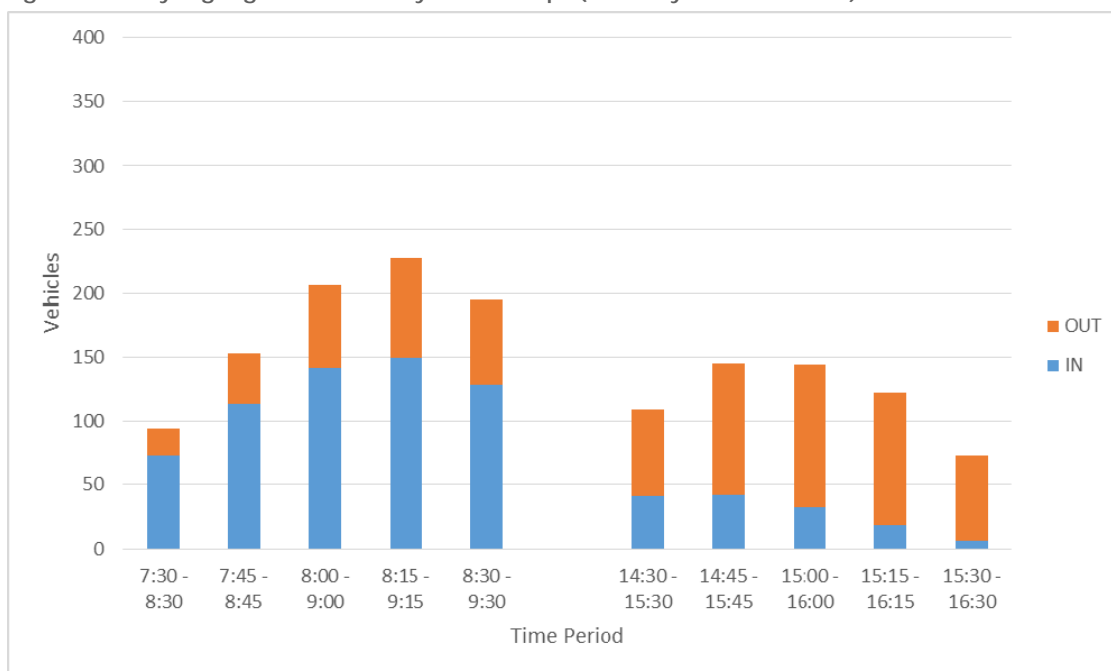


Table 3.63: Wyong High School Person Based Trips (Thursday 27 March 2014)

TIME PERIOD			PERSON BASED TRIPS											
			BUS OCCUPANTS			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
7:30	to	7:45	0	0	0	9	0	9	5	0	5	14	0	14
7:45	to	8:00	13	0	13	16	1	17	3	0	3	32	1	33
8:00	to	8:15	23	0	23	19	8	27	21	0	21	63	8	71
8:15	to	8:30	25	0	25	43	14	57	38	2	40	106	16	122
8:30	to	8:45	111	0	111	73	25	98	62	1	63	246	26	272
8:45	to	9:00	7	0	7	89	31	120	121	0	121	217	31	248
9:00	to	9:15	0	0	0	58	22	80	24	1	25	82	23	105
9:15	to	9:30	0	0	0	21	5	26	11	1	12	32	6	38
AM TOTALS			179	0	179	328	106	434	285	5	290	792	111	903
PM PERIOD														
14:30	to	14:45	0	0	0	4	7	11	0	0	0	4	7	11
14:45	to	15:00	0	0	0	15	16	31	0	2	2	15	18	33
15:00	to	15:15	0	0	0	23	39	62	2	1	3	25	40	65
15:15	to	15:30	0	53	53	21	86	107	1	174	175	22	313	335
15:30	to	15:45	0	154	154	8	59	67	4	28	32	12	241	253
15:45	to	16:00	0	25	25	0	21	21	11	19	30	11	65	76
16:00	to	16:15	0	0	0	2	9	11	0	7	7	2	16	18
16:15	to	16:30	0	0	0	0	5	5	0	0	0	0	5	5
PM TOTALS			0	232	232	73	242	315	18	231	249	91	705	796

Note: Persons being picked up or dropped off by car are included in the "car occupants into car park" person based trips

3.1.22 Xavier College (Llandilo)

Table 3.64: Xavier College 15 Minute Vehicle Based Trips (Wednesday 19 March 2014)

TIME PERIOD			VEHICLE BASED TRIPS													
			ON SITE CAR PARKING				123	BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
			CAPACITY =	IN	OUT	TOTAL		DEMAND	% OCCUPIED	IN	OUT	TOTAL	IN	OUT	TOTAL	IN
AM PERIOD						7	6%									
7:15	to	7:30	3	2	5	8	7%	0	0	0	0	0	0	3	2	5
7:30	to	7:45	24	6	30	26	21%	2	0	2	15	15	30	41	21	62
7:45	to	8:00	35	30	65	31	25%	1	0	1	26	26	52	62	56	118
8:00	to	8:15	55	50	105	36	29%	3	0	3	35	35	70	93	85	178
8:15	to	8:30	79	51	130	64	52%	3	0	3	59	59	118	141	110	251
8:30	to	8:45	63	42	105	85	69%	1	0	1	45	45	90	109	87	196
8:45	to	9:00	9	4	13	90	73%	0	3	3	8	8	16	17	15	32
9:00	to	9:15	3	1	4	92	75%	0	0	0	0	0	0	3	1	4
AM TOTALS			271	186	457			10	3	13	188	188	376	469	377	846
PM PERIOD						99	80%									
13:45	to	14:00	0	0	0	99	80%	0	0	0	0	0	0	0	0	0
14:00	to	14:15	0	12	12	87	71%	0	1	1	0	0	0	0	13	13
14:15	to	14:30	8	10	18	85	69%	0	2	2	0	0	0	8	12	20
14:30	to	14:45	29	33	62	81	66%	0	3	3	24	24	48	53	60	113
14:45	to	15:00	53	77	130	57	46%	0	3	3	67	67	134	120	147	267
15:00	to	15:15	35	21	56	71	58%	0	1	1	13	13	26	48	35	83
15:15	to	15:30	1	5	6	67	54%	0	0	0	1	1	2	2	6	8
15:30	to	15:45	0	1	1	66	54%	0	0	0	1	1	2	1	2	3
PM TOTALS			126	159	285			0	10	10	106	106	212	232	275	507

Table 3.65: Xavier College Hourly Vehicle Based Trips (Wednesday 19 March 2014)

TIME PERIOD	VEHICLE BASED TRIPS											
	ON SITE CAR			BUS DROP OFF / PICK UP			CAR DROP OFF / PICK UP			TOTAL		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD												
7:15 to 8:15	117	88	205	6	0	6	76	76	152	199	164	363
7:30 to 8:30	193	137	330	9	0	9	135	135	270	337	272	609
7:45 to 8:45	232	173	405	8	0	8	165	165	330	405	338	743
8:00 to 9:00	206	147	353	7	3	10	147	147	294	360	297	657
8:15 to 9:15	154	98	252	4	3	7	112	112	224	270	213	483
PM PERIOD												
13:45 to 14:45	37	55	92	0	6	6	24	24	48	61	85	146
14:00 to 15:00	90	132	222	0	9	9	91	91	182	181	232	413
14:15 to 15:15	125	141	266	0	9	9	104	104	208	229	254	483
14:30 to 15:30	118	136	254	0	7	7	105	105	210	223	248	471
14:45 to 15:45	89	104	193	0	4	4	82	82	164	171	190	361

Figure 3.22: Xavier College Hourly Vehicle Trips (Wednesday 19 March 2014)

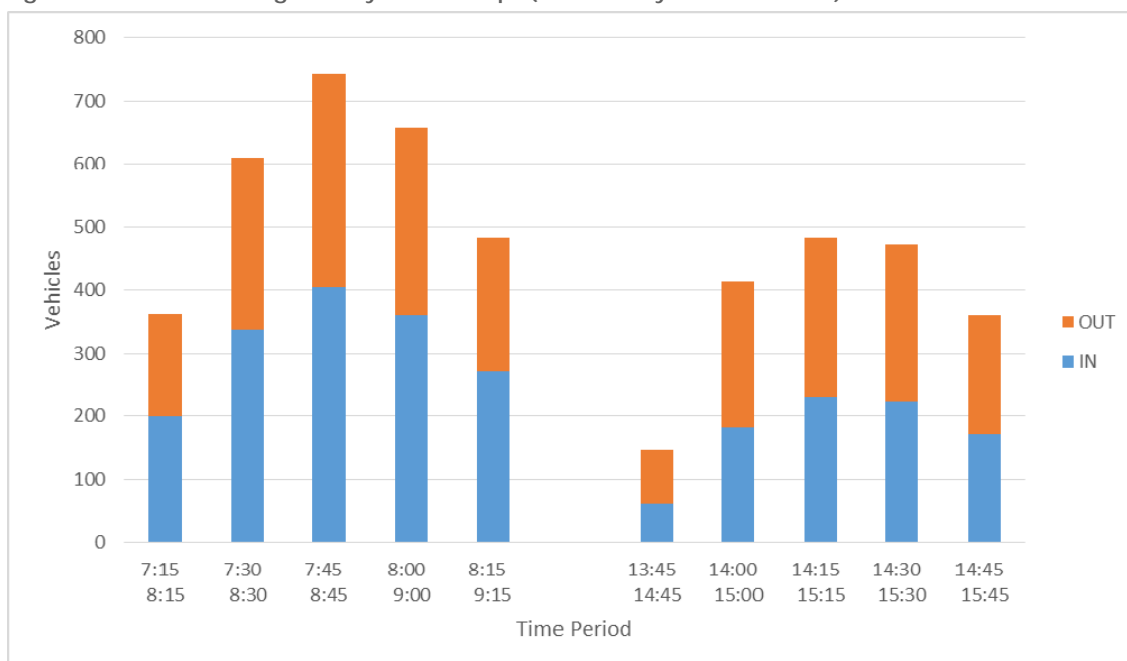


Table 3.66: Xavier College Person Based Trips (Wednesday 19 March 2014)

TIME PERIOD			PERSON BASED TRIPS											
			BUS OCCUPANTS			CAR OCCUPANTS INTO CAR PARK			FOOTPATH PEDESTRIANS			TOTAL PERSONS		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
AM PERIOD														
7:15	to	7:30	0	0	0	3	2	5	0	0	0	3	2	5
7:30	to	7:45	39	0	39	39	6	45	1	0	1	79	6	85
7:45	to	8:00	3	0	3	63	30	93	18	0	18	84	30	114
8:00	to	8:15	138	0	138	92	50	142	77	0	77	307	50	357
8:15	to	8:30	79	0	79	151	51	202	72	1	73	302	52	354
8:30	to	8:45	36	0	36	135	42	177	3	0	3	174	42	216
8:45	to	9:00	0	150	150	27	4	31	2	0	2	29	154	183
9:00	to	9:15	0	0	0	3	1	4	0	0	0	3	1	4
AM TOTALS			295	150	445	513	186	699	173	1	174	981	337	1318
PM PERIOD														
13:45	to	14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	to	14:15	0	36	36	0	17	17	0	0	0	0	53	53
14:15	to	14:30	0	72	72	8	10	18	0	82	82	8	164	172
14:30	to	14:45	0	146	146	29	71	100	1	36	37	30	253	283
14:45	to	15:00	0	165	165	53	168	221	0	0	0	53	333	386
15:00	to	15:15	0	48	48	35	42	77	0	0	0	35	90	125
15:15	to	15:30	0	0	0	1	7	8	0	0	0	1	7	8
15:30	to	15:45	0	0	0	0	3	3	0	0	0	0	3	3
PM TOTALS			0	467	467	126	318	444	1	118	119	127	903	1030

3.2 Parking Surveys

3.2.1 Bass Hill High School

Table 3.67: Bass Hill High School On-site Parking Occupancy (Thursday 13 March 2014)

On-site	Spaces	PARKED AT			
		7:30	9:30	14:30	17:00
Un Reserved	16	2	16	16	6
Visitor	7	4	7	5	3
Parallel Parking along Entrance Rd to School	24	3	21	19	13

Table 3.68: Bass Hill High School Off-site Parking Occupancy (Thursday 13 March 2014)

Street	PARKED AT			
	7:30	9:30	14:30	17:30
Beechwood Place-South	1	2	3	1
Beechwood Place-North	4	4	3	5
Aurndel St-West	3	9	21	10
Aurndel St-East	6	8	9	8
Greater Circuit-North	3	4	6	2
Greater Circuit-South	4	4	4	3

3.2.2 Camden High School

Table 3.69: Camden High School On-site Parking Occupancy (Thursday 27 March 2014)

South Side Car Park	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Students	50	4	34	32	2
Staff	32	6	23	20	5
Disabled	1	0	0	0	0

North Gate Staff Car Park	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Un-restricted	31	5	31	29	14
Disabled	1	0	0	0	0

	Spaces	PARKED AT			
		7:30	9:30	14:30	17:00
Informal Parking	32	0	32	25	6

Table 3.70: Camden High School Off-site Parking Occupancy (Thursday 27 March 2014)

Street	PARKED AT			
	7:30	9:30	14:30	17:00
Drop Off/Pick up Bay	0	0	10	0

3.2.3 Casula High School

Table 3.71: Casula High School On-site Parking Occupancy (Thursday 20 March 2014)

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Un-restricted	37	12	35	33	11
Reserved	4	0	3	3	4
Staff	18	0	18	18	5

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Informal Parking		0	5	5	0

Table 3.72: Casula High School Off-site Parking Occupancy (Thursday 20 March 2014)

Street	Parking Type	Spaces Available	PARKED AT			
			7:30	9:30	14:00	16:00
Myall Rd North Side	Un-restricted	32	7	12	11	8
Myall Rd South Side	Un-restricted	45	8	10	9	9

3.2.4 Dapto Public School (Horsley)

Table 3.73: Dapto Public School On-site Parking Occupancy (Tuesday 25 March 2014)

Parking Type	Spaces	PARKED AT			
		6:15	9:30	14:00	18:15
Staff & Cleaners	12	2	3	4	-
Staff	32	-	28	32	-
Disabled	1	-	-	-	-
Informal		-	3	3	-

Table 3.74: Dapto Public School Off-site Parking Occupancy (Tuesday 25 March 2014)

Street	Parking Type	Spaces	PARKED AT			
			6:15	9:30	14:00	18:15
Fairwater Drive (North)	No Parking(8am - 9:30am, 2pm - 4pm/ School days)	20	-	-	-	-
Fairwater Drive (South)	No Restriction	30	-	8	5	-
Sierra Drive (North)	No Parking(8am - 9:30am/School days)	3	-	-	-	-
	Bus Zone	-	-	-	-	-
	No Parking(2:30pm - 4pm/School days)	3	-	-	-	-
Sierra Drive (South)	Dis	1	-	-	-	-
	No Parking(8am - 9:30am, 2pm - 4pm/ School days)	7	-	-	-	-

3.2.5 Eagle Vale High School

Table 3.75: Eagle Vale High School On-site Parking Occupancy (Wednesday 26 March 2014)

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Staff Car Park	70	9	62	58	7

Table 3.76: Eagle Vale High School Off-site Parking Occupancy (Wednesday 26 March 2014)

Crozier Street	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:00	16:00
North	No Restriction	4	-	-	-	-
South	No Restriction	5	-	1	-	1

Drysdale Street	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:00	16:00
West	No Restriction	12	1	5	7	1
	Bus Zone					
	No Parking(8am-9:30am,2:30pm-4pm)	8	2	1	-	-
East	No Restriction	15	3	8	7	1

3.2.6 Galston High School

Table 3.77: Galston High School On-site Parking Occupancy (Wednesday 12 March 2014)

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:30	17:00
Staff Car Park	40	6	28	26	19
Informal Parking	60 (Approx)	7	42	41	17

3.2.7 Glenaeon Rudolf Steiner School (Middle Cove)

Table 3.78: Glenaeon Rudolf Steiner School On-site Parking Occupancy (Thursday 6 March 2014)

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:30	17:00
Un-reserved	16	2	16	16	6
Visitor	7	4	7	5	3
Parallel Parking along Entrance Rd to School	24	3	21	19	13

Table 3.79: Glenaeon Rudolf Steiner School Off-site Parking Occupancy (Thursday 6 March 2014)

Street	Parking Type	PARKED AT			
		7:30	9:30	14:30	17:00
Glenroy Ave North	No Restrictions	7	9	8	9
Glenroy Ave South	No Restrictions	10	10	11	10

3.2.8 Good Samaritan Catholic College (Hinchinbrook)

Table 3.80: Good Samaritan Catholic College On-site Parking Occupancy (Wednesday 5 March 2014)

Parking Type	Spaces	PARKED AT			
		7:00	9:30	14:30	17:00
Staff Car Park	114	7	114	102	18
Visitor Car Park	10	0	10	6	0
Disabled at Visitor Car Park	2	0	0	0	0

3.2.9 Grays Point Public School

Table 3.81: Grays Point Public School On-site Parking Occupancy (Wednesday 26 March 2014)

Parking Type	Spaces	PARKED AT			
		6:45	9:30	14:15	18:15
Staff Car Park	20	20	20	20	3
Disabled	1	0	0	1	0

Parking Type	Spaces	PARKED AT			
		6:45	9:30	14:15	18:15
Oval Car Park	40	0	16	1	0

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:30	17:00
Informal Parking	20	0	7	0	3

Table 3.82: Grays Point Public School Off-site Parking Occupancy (Wednesday 26 March 2014)

Angle Rd	Parking Type	Spaces	PARKED AT			
			6:45	9:30	14:15	18:15
West Side	No Restriction	11	3	4	2	2
East Side	No Restriction	4	1	0	1	3

Budyan Lane	Parking Type	Spaces	PARKED AT			
			6:45	9:30	14:15	18:15
North Side	No Restriction	11	3	4	2	2
South Side	No Stopping	4	1	0	1	3

Grays Point Road	Parking Type	Spaces	PARKED AT			
			6:45	9:30	14:15	18:15
West Side	No Restriction	10	8	10	9	6
	No Parking (8am-9:30am & 2:30pm-4:40pm)	2	0	0	0	0
East Side	No Restriction	4	1	0	1	3

Warren Ave	Parking Type	Spaces	PARKED AT			
			6:45	9:30	14:15	18:15
North Side	No Restriction	10	2	4	6	2
South Side	No Parking					

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:30	17:00
Informal Parking	60 (Approx)	7	42	41	17

3.2.10 Gwandalan Public School

Table 3.83: Gwandalan Public School On-site Parking Occupancy (Tuesday 25 March 2014)

Parking Type	Spaces	PARKED AT			
		8:00	10:00	14:00	16:00
No Restriction	10	4	10	10	4

Table 3.84: Gwandalan Public School Off-site Parking Occupancy (Tuesday 25 March 2014)

Street	Parking Type	Spaces	PARKED AT			
			8:00	10:00	14:00	16:00
Kanangra Drive (West)	No Restriction	11	-	4	3	1
	No Restriction	26	8	14	17	-
Kanangra Drive (East)	No Restriction	9		4	2	1
	No Parking					

3.2.11 Harrington Street Public School (Cabramatta West)

Table 3.85: Harrington Street Public School On-site Parking Occupancy (Tuesday 18 March 2014)

Parking Type	Spaces	PARKED AT			
		6:45	9:30	14:15	18:15
No Restriction	35	1	35	32	2
Visitors only	3	3	2	3	1
Emergency Vehicles Only	1	0	0	1	1
Disabled	1	0	0	0	0

Table 3.86: Harrington Street Public School Off-site Parking Occupancy (Tuesday 18 March 2014)

Harrington Street	Parking Type	PARKED AT			
		6:45	9:30	14:15	18:15
East	Un-restricted	4	26	0	0
West	Un-restricted	0	0	19	8

3.2.12 J J Cahill Memorial College (Mascot)

Table 3.87: J J Cahill Memorial College On-street Parking Occupancy (Wednesday 19 March 2014)

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Kerb Parking	55	12	24	22	10
Disabled	1	-	-	-	-
No Restriction	7	-	3	3	-

Table 3.88: J J Cahill Memorial College Off-site Parking Occupancy (Wednesday 19 March 2014)

Street	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Sutherland Street (East)	14	4	12	12	5
Sutherland Street (West)	14	12	9	12	7
Horner Avenue (East)	22	3	4	6	3
Horner Avenue (West)	22	11	8	2	2

3.2.13 Kiama High School

Table 3.89: Kiama High School On-site Parking Occupancy (Tuesday 25 March 2014)

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:15	16:15
Staff 1	68	1	51	48	20
Staff 2	9	1	9	5	7
Staff-2 Disable	1	0	1	1	0
Staff 3	14	2	10	13	10
Staff 3-disable	1	0	0	0	0

Table 3.90: Kiama High School Off-site Parking Occupancy (Tuesday 25 March 2014)

STREET	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:15	16:15
Weston Place-East Side	1P-8:30am-10:30am(School days)	19	1	2	2	3
Weston Place-West Side	1P-8:30am-10:30am(School days)	15	0	1	2	1

STREET	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:15	16:15
Tanner Place-North Side	1P-8:30am-10:30am(School days)	15	1	0	2	2
Tanner Place-South Side	1P-8:30am-10:30am(School days)	17	2	1	2	3

STREET	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:15	16:15
Shoalhaven St-North	No restriction	5	2	4	2	3
	No restriction	20	3	3	0	0
Shoalhaven St-South	No restriction	4	0	4	4	4
	No restriction	10	1	3	1	2

STREET	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:15	16:15
McFaul Place-East Side	No restriction	13	1	1	2	3
McFaul Place-West Side	No restriction	17	1	1	1	2

STREET	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:15	16:15
Bland St-East Side	No restriction	5	1	1	1	2
Bland st-West Side	No restriction	8	2	2	2	2

STREET	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:15	16:15
Saddleback Mt View Rd - Northside	No Stopping	0				
Saddleback Mt View Rd - Southside	No Parking 8:30am - 9:30am & 2:30pm - 4pm School Days	13	2	4	0	5

STREET	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:15	16:15
Service Rd - Eastside	No Parking	0				
Service Rd - Westside	No restriction	49	17	49	49	34

3.2.14 Kurnell Public School

Table 3.91: Kurnell Public School On-site Parking Occupancy (Wednesday 12 March 2014)

Parking Type	Spaces	PARKED AT			
		6:45	9:30	14:30	18:15
Staff Parking	12	0	11	12	0

Table 3.92: Kurnell Public School Off-site Parking Occupancy (Wednesday 12 March 2014)

Street	Parking Type	PARKED AT			
		6:45	9:30	14:30	18:15
Dampier St East	Un-restricted	6	13	10	16
Dampier St West	Un-restricted	4	16	15	17
Torres St North	Un-restricted	11	17	19	17
Torres St South	Un-restricted	14	18	15	18

3.2.15 Mount View High School (Cessnock)

Table 3.93: Mount View High School On-site Parking Occupancy (Wednesday 26 March 2014)

Staff Car Park(Inside Main Gate)	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Un-restricted	41	9	42	41	18
Motorbikes Only	1	0	0	0	0
Disabled	1	0	0	0	1

Gravel Parking in School	Spaces	PARKED AT			
		6:15	9:30	14:15	18:15
Un-restricted	22	0	12	7	1

Staff Car Park(Outside Main Gate/Near to Bus	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Un-restricted	30	1	6	6	3
Canteen	2	0	0	0	0

Table 3.94: Mount View High School Off-site Parking Occupancy (Wednesday 26 March 2014)

Mount View Road	Parking Type	Available Spaces	PARKED AT			
			7:30	9:30	14:30	17:00
North	No Parking					
	Un-restricted	10	0	0	1	0
South	Un-restricted	79	0	0	0	0

Car Park(South of Mount View Rd/ Opposite to	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Un-restricted	160	1	27	25	1
Dis	4	0	0	0	0

3.2.16 St Kevin's Catholic Primary School (Dee Why)

Table 3.95: St Kevin's Catholic Primary School On-site Parking Occupancy (Wednesday 5 March 2014)

Parking Type	Spaces	PARKED AT			
		6:30	9:30	14:30	18:00
Staff Parking	14	0	13	14	8

Table 3.96: St Kevin's Catholic Primary School Off-site Parking Occupancy (Wednesday 5 March 2014)

Street	PARKED AT			
	6:30	9:30	14:30	18:00
Oaks Ave South	30	32	16	20
Oaks Ave North	27	19	14	12

3.2.17 St Mary's Catholic School (Noraville)

Table 3.97: St Mary's Catholic School On-site Parking Occupancy (Tuesday 25 March 2014)

Parish Church	Spaces	PARKED AT			
		6:15	9:30	14:15	18:15
No Restriction	57	0	1	2	0
Disabled	4	0	0	0	0

School	Spaces	PARKED AT			
		6:15	9:30	14:15	18:15
No Restriction	74	1	36	32	1
Disabled	1	0	1	0	0

Table 3.98: St Mary's Catholic School Off-site Parking Occupancy (Tuesday 25 March 2014)

Main Road	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:30	17:00
North	No Restriction	8	1	1	0	1
	No Stopping	7	0	0	0	0
	No Stopping(8am-9:30am, 2:30pm-4pm School Days)					
South	No Stopping					
	No Stopping(8am-9:30am, 2:30pm-4pm School Days)	12	0	0	1	0
	No Restriction	3	0	0	0	0

Pandora Parade	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:30	17:00
East	Un-restricted	20	0	0	0	1
West	Un-restricted	16	0	1	3	3

Merino Road	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:30	17:00
North	Un-restricted	8	0	1	1	1
South	Un-restricted	10	0	0	0	1

Brisbane Street	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:30	17:00
East	Un-restricted	6	0	0	0	0
West	Un-restricted	5	0	0	0	0

3.2.18 Turrumurra High School (South Turrumurra)

Table 3.99: Turrumurra High School On-site Parking Occupancy (Wednesday 26 March 2014)

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Staff - Bays	31	17	31	31	-
Disabled	2	-	-	-	-
Gravel	20 (approx)	1	20	18	4
Drive Way	20	-	18	18	7
Principal	1	-	1	1	1

Table 3.100: Turramurra High School Off-site Parking Occupancy (Wednesday 26 March 2014)

Street	Parking Type	Available Spaces	PARKED AT			
			7:30	9:30	14:00	16:00
Radnor PI						
North	No Restriction	5	4	4	5	-
South	No Restriction	5	2	4	4	-
Maxwell St						
East	Pedstrian Crossing					
	Bus Zone(8am-9am,2:30pm-3:30pm/School Days)	4	2	4	4	-
	Robin Ave					
	Bus Zone					
	Bus Zone(8am-9am,2:30pm-3:30pm/School Days)	15	-	-	-	-
	No Parking(8am-9am,2:30pm-3:30pm/School Days)	10	-	-	2	4
West	No Restriction	15	8	13	11	15
	Rador PI					
	No Restriction	18	7	15	16	17
Eden Ave						
North	No Restriction	9	-	2	3	1
South	No Restriction	10	1	1	-	-
Robin Ave						
North	No Parking					
	No Restriction	10	1	3	2	3
South	No Parking	-	2	2	-	-
	No Restriction	12	-	1	2	4

3.2.19 Woronora River Public School

Table 3.101: Woronora River Public School Off-site Parking Occupancy

Prince Edward Park Rd Car Park	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Disabled	2	1	0	0	0
Un-restricted	50(Approx)	0	4	1	21

Park St Car Park Near Tennis Court	Spaces	PARKED AT			
		7:30	9:30	14:00	16:00
Un-restricted	3	0	0	3	0

Park Street	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:00	16:00
East	Un-restricted	6	-	-	3	-
West	Un-restricted	4	-	-	3	-

Prices Circuit	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:00	16:00
West	Un-restricted	8	3	4	4	4
East	Un-restricted	14	6	6	6	7

3.2.20 Wyong High School

Table 3.102: Wyong High School On-site Parking Occupancy (Thursday 27 March 2014)

Parking Type	Spaces	PARKED AT			
		7:30	9:30	14:30	16:30
No Restriction	61	10	61	61	12
No Stopping		-	1	2	-

Table 3.103: Wyong High School Off-site Parking Occupancy (Thursday 27 March 2014)

Street	Parking Type	Spaces	PARKED AT			
			7:30	9:30	14:30	16:30
Alison road						
East	No Restriction	6	0	6	5	1
	No Parking		-	4	-	-
West	No Restriction	16	2	12	11	8
Jennings Street						
North	No Restriction	15	2	7	5	1
South	No Restriction	15	8	13	6	3

3.2.21 Xavier College (Llandilo)

Table 3.104: Xavier College On-site Parking Occupancy (Wednesday 19 March 2014)

Parking Type	Spaces	PARKED AT			
		7:15	9:15	13:45	15:45
Bus	3	2	2	2	2
Un-restricted	49	0	31	34	21
Short term - Visitor	3	1	2	3	1
Reserved	4	0	3	4	4
Disabled	2	0	0	0	0
Un-restricted	62	4	54	56	38

3.3 Interview Survey Questions

Interview surveys were conducted to obtain a general idea of mode split. This was important to determine if students walked their entire trip, or were dropped off at a location not observed by the surveyors. Interview surveys were not conducted at Camden High School and St Columba's Catholic College. These schools are relatively isolated and the mode split was obvious and therefore negated the need for interview surveys.

The interview surveys consisted of the following three questions:

- 1) How did you travel to school today?
- 2) If by car: Where was the car parked/ where were you dropped off?
- 3) What is your Postcode of origin?

3.4 Interview Survey Results

Table 3.105: Bass Hill High School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	At Arundel Rd	2141	1
Bus	At Arundel Rd	Fitzy St	1
Bus	At the Bus stop	2162	1
Bus	At the Bus stop	2163	8
Bus	At the Bus stop	2196	1
Bus	At the Bus stop	2197	4
Bus	At the Bus stop	2199	3
Bus	At the Bus stop	2200	1
Bus	At the Bus stop	-	1
Bus	Basehill Plaza	2163	1
Bus	Basehill Plaza	2197	1
Bus	Basehill Plaza	2200	2
Bus	Basehill Plaza	3311	1
Bus	Infront of school	2163	4
Bus	Infront of school	2195	2
Bus	Infront of school	2197	1
Bus	Infront of school	2199	1
Bus	Out side the School	2162	2
Bus + Train	-	2163	1
Car as Driver	She drove & her mom took the Car	2197	1
Car as Driver	Staff Parking	2162	1
Car as Driver	Staff Parking	2163	3
Car as Driver	Staff Parking	2176	2
Car as Driver	Staff Parking	2223	1
Car as Driver	Staff Parking	2234	1
Car as Driver	Staff Parking	2745	1
Car as Passenger dropped-off	At Arundel Rd	2162	1
Car as Passenger dropped-off	At Arundel Rd	2163	2
Car as Passenger dropped-off	At Arundel Rd	Villawood	1
Car as Passenger dropped-off	At Arundel Rd	-	1
Car as Passenger dropped-off	at the end of the Street	2163	1
Car as Passenger dropped-off	at the end of the Street	2200	1
Car as Passenger dropped-off	At Woolworths	2198	1
Car as Passenger dropped-off	Beside the Gate	2197	1
Car as Passenger dropped-off	Down the Street	2197	1
Car as Passenger dropped-off	Infront of gate	2162	2
Car as Passenger dropped-off	Infront of gate	2163	4
Car as Passenger dropped-off	Infront of gate	2166	1
Car as Passenger dropped-off	Infront of gate	2197	2
Car as Passenger dropped-off	Infront of gate	2198	1
Car as Passenger dropped-off	Infront of gate	2199	3
Car as Passenger dropped-off	Infront of gate	Bankstown	1
Car as Passenger dropped-off	Infront of gate	-	2
Car as Passenger dropped-off	Infront of school	2163	1
Car as Passenger dropped-off	Infront of school	Bass Hill	1
Car as Passenger dropped-off	Infront of school	Casula	1
Car as Passenger dropped-off	Infront of school	River Ave	1
Car as Passenger dropped-off	Infront of school	-	1
Car as Passenger dropped-off	Near the Gate	2162	1
Car as Passenger dropped-off	Near the Gate	2163	1
Car as Passenger dropped-off	-	Sefton	1
Walk	-	2162	1
Walk	-	2163	18
Walk	-	2197	11
Walk	-	2198	1
Walk	-	2199	1
Walk	-	Bust St	1
Walk+Car as Passenger dropped-off	At Arundel Rd	2163	1
Walk+Car as Passenger dropped-off	At Arundel Rd	2197	1

Table 3.106: Casula High School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	-	2167	7
Bus	-	2170	19
Bus	-	2179	1
Bus	-	2564	1
Bus	-	-	1
Car as Driver	-	2170	2
Car as Driver	Myall Rd	2170	2
Car as Passenger	-	2170	2
Car as Passenger	-	2174	1
Car as Passenger	-	-	1
Car as Passenger	Ingham Rd	2170	3
Car as Passenger	Myall Rd	2170	46
Car as Passenger	Myall Rd	2179	1
Car as Passenger	Myall Rd	-	1
Car as Passenger	School Drop off	2170	1
Walk	-	2170	12
Walk	-	-	1

Table 3.107: Dapto Public School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	-	2530	1
Bus	-	-	5
Car as Passenger/ Dropped off	Armitage Ave	2530	5
Car as Passenger/ Dropped off	Fair Water Drive	2530	39
Car as Passenger/ Dropped off	Fair Water Drive	-	1
Car as Passenger/ Dropped off	-	2530	1
Walk	-	2530	12

Table 3.108: Eagle Vale High School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	Infront of School	2558	1
Bus	Infront of School	2558	3
Bus	Infront of School	2559	4
Bus	Infront of School	2560	2
Bus	Infront of School	2566	2
Bus	-	2558	1
Bus	-	2559	1
Bus	-	2566	1
Car as Driver	End of Street	2560	1
Car as Driver	Other side of road	2558	1
Car as Driver	Street Parking	2558	2
Car as Driver	Street Parking	2560	1
Car as Driver	Street Parking	2567	1
Car as Passenger/Dropped off	Infront of School	2559	1
Car as Passenger/Dropped off	Down the road	2558	1
Car as Passenger/Dropped off	Down the road	2559	3
Car as Passenger/Dropped off	Infront of School	2558	16
Car as Passenger/Dropped off	Infront of School	2559	25
Car as Passenger/Dropped off	Infront of School	2560	14
Car as Passenger/Dropped off	Infront of School	2566	2
Car as Passenger/Dropped off + Walk	Down the road	2559	1
Walk	-	2558	17
Walk	-	2559	49
Walk	-	2560	8
Walk	-	2566	1
Walk	-	Evergold Pl	1
Walk + Car as Passenger/Dropped off	Down the road	2559	1

Table 3.109: Galston High School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	-	2155	1
Bus	-	2156	11
Bus	-	2157	9
Bus	-	2158	4
Bus	-	2159	6
Bus	-	2756	7
Bus	-	2765	3
Bus	-	2775	4
Bus	-	-	4
Bus	Galston Road	2157	1
Car as a passenger dropped off	-	2159	1
Car as a passenger dropped off	-	2775	1
Car as a passenger dropped off	-	-	2
Car as a passenger dropped off	Galston Road	2157	3
Car as a passenger dropped off	Galston Road	2158	3
Car as a passenger dropped off	Galston Road	2159	8
Car as a passenger dropped off	Galston Road	2756	1
Car as a passenger dropped off	Galston Road	2765	1
Car as a passenger dropped off	Galston Road	2775	2
Car as a passenger dropped off	Galston Road	2975	1
Car as a passenger dropped off	Galston Road	-	1
Car as a passenger dropped off	Oval Car Park	2150	1
Car as a passenger dropped off	Oval Car Park	2156	1
Car as a passenger dropped off	Oval Car Park	2157	2
Car as a passenger dropped off	Oval Car Park	2158	1
Car as a passenger dropped off	Oval Car Park	2159	4
Car as a passenger dropped off	Oval Car Park	-	1
Car as a passenger dropped off	School Drop-off	2155	1
Car as a passenger dropped off	School Drop-off	2157	8
Car as a passenger dropped off	School Drop-off	2158	12
Car as a passenger dropped off	School Drop-off	2159	9
Car as a passenger dropped off	School Drop-off	2756	1
Car as a passenger dropped off	School Drop-off	-	6
Car as a passenger dropped off	School Drop-off	2159	1
Car as driver	Oval Car Park	2156	4
Car as driver	Oval Car Park	2157	2
Car as driver	Oval Car Park	2158	3
Car as driver	Oval Car Park	2159	2
Walk	-	2159	6
Walk	-	2756	1
Walk	-	-	1
Walk	Galston Road	2159	1

Table 3.110: Glenaeon Rudolf Steiner School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Car as a Driver	Car Park	-	1
Car as a Driver	Car Park	-	5
Car as a Driver	Car Park at Reception	-	1
Car as a Driver	Glenroy Ave	-	1
Car as a Driver	Staff Car Park	-	8
Car as a Driver	Visitor Car Park	2032	1
Car as a Driver	Visitor Car Park	2060	1
Car as a Driver	Visitor Car Park	2068	1
Car as a Driver	Visitor Car Park	-	1
Car as Passenger dropped-off	Car Park	2069	1
Car as Passenger dropped-off	Car Park	2605	1
Car as Passenger dropped-off	Car Park	-	1
Car as Passenger dropped-off	Glenroy Ave	2066	2
Car as Passenger dropped-off	Glenroy Ave	-	1
Car as Passenger dropped-off	Infront of the School	2060	2
Car as Passenger dropped-off	Infront of the School	2065	1
Car as Passenger dropped-off	Infront of the School	2086	1
Car as Passenger dropped-off	Infront of the School	2605	1
Car as Passenger dropped-off	Infront of the School	-	5
Car as Passenger dropped-off	Staff Car Park	2605	1
Car as Passenger dropped-off	Visitor Car Park	2060	1
Car as Passenger dropped-off	Visitor Car Park	2066	1
Car as Passenger dropped-off	Visitor Car Park	2068	1
Car as Passenger dropped-off	Visitor Car Park	2605	1
Car as Passenger dropped-off	Visitor Car Park	-	4
Cycle	-	2068	3
Cycle	-	2069	3
Cycle	-	2087	1
Train	-	2069	2
Train	-	2070	3
Train	-	2075	2
Train	-	2087	3
Train+Cycle	-	2034	1
Train+Cycle	-	2068	2
Train+Cycle	-	2069	1
Train+Cycle	-	2087	1

Table 3.111: Good Samaritan Catholic College Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
BUS	Argile Rd	2169	1
BUS	-	2168	13
BUS	-	2170	4
BUS	-	2171	2
BUS	-	2176	1
BUS	-	2177	1
BUS	-	2179	1
BUS	-	2556	1
BUS	-	Bankstown	1
BUS	-	Leppington	1
BUS	-	Liverpool	1
BUS	-	West Hoxton	1
By Walk	-	2168	1
By Walk	-	2171	1
Car as Driver	First Av	-	1
Car as Driver	School Car Park	-	2
Car as Driver	Staff Car Parking	-	21
Car as Driver	Student Car Park	-	6
Car as Driver	Visitors Car Park	-	4
Car as Driver	Visitors Parking	-	3
Car as Driver	-	-	1
Car as Passenger Dropped-off	Across the Road	-	3
Car as Passenger Dropped-off	At the Bridge	-	2
Car as Passenger Dropped-off	At the Pre School	-	1
Car as Passenger Dropped-off	Bus Bay	2167	1
Car as Passenger Dropped-off	Bus Bay	2170	2
Car as Passenger Dropped-off	Bus Bay	-	96
Car as Passenger Dropped-off	Entrance	-	1
Car as Passenger Dropped-off	First Av	-	1
Car as Passenger Dropped-off	Infront of School	-	4
Car as Passenger Dropped-off	Near the Day Care	-	1
Car as Passenger Dropped-off	Pick-up & Drop-Off Zone	-	1
Car as Passenger Dropped-off	Staff Car Parking	-	1
Car as Passenger Dropped-off	Student Car Park	-	1
Car as Passenger Dropped-off	-	-	1
Train	Bus Bay	2168	1
Train	Bus Bay	2170	3
Train	-	2170	4
WALK+ BUS	-	2170	1

Table 3.112: Grays Point Public School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	-	2232	6
Car as Passenger Dropped-Off	Angle Rd	2232	11
Car as Passenger Dropped-Off	Grays Point Rd	2232	51
Car as Passenger Dropped-Off	Warren Ave	2232	8
Walk	-	2232	12

Table 3.113: Gwandalan Public School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	-	2259	7
Bus	Infront os School gate	2259	1
Car as Driver	On Kanangra Drive	2259	6
Car as Driver	On Kanangra Drive	2281	1
Car as Passenger/Dropped off	-	2259	1
Car as Passenger/Dropped off	In Petrol Station	2259	2
Car as Passenger/Dropped off	Infront os School gate	2259	24
Car as Passenger/Dropped off	Infront os School gate	2262	3
Car as Passenger/Dropped off	On Kanangra Drive	2259	1
Walk	-	2259	10

Table 3.114: Harrington Street Public School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	-	2166	2
Bus + Bus	-	2170	1
Car as Driver	Car Parking	-	12
Car as Driver	Harrington Street	-	19
Car as Driver	Lime St	-	1
Car as Driver	Passenger Set Down/Pickup	-	1
Car as Driver	St John's Rd	-	1
Car as passenger/ drop off	Harrington Street	2166	1
Car as passenger/ drop off	Harrington Street	-	7
Car as passenger/ drop off	Passenger Set Down/Pickup	2166	1
Car as passenger/ drop off	Passenger Set Down/Pickup	-	9
Walk	-	2166	11
Walk + Bus	-	2166	1

Table 3.115: J J Cahill Memorial High School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	King Street Stop	2217	1
Bus	Mascot Stop	2019	2
Bus	Near the candy shop	2018	2
Bus	Near the candy shop	Monterey	1
Bus	Roseberry	2030	1
Bus + Walk	Mascot Stop	2019	1
Bus + Walk	Mascot Stop	South Coogee	2
Bus + Walk	Near the candy shop	2035	1
Car as driver	In front of School	-	1
Car as passenger dropped off	Across the road	2035	2
Car as passenger dropped off	Down the road	2035	1
Car as passenger dropped off	In front of School	2018	1
Car as passenger dropped off	In front of School	2019	6
Car as passenger dropped off	In front of School	2020	2
Car as passenger dropped off	In front of School	2032	1
Car as passenger dropped off	In front of School	2035	2
Car as passenger dropped off	In front of School	2036	2
Car as passenger dropped off	In front of School	2044	1
Car as passenger dropped off	In front of School	2204	2
Car as passenger dropped off	In front of School	2910	1
Car as passenger dropped off	In front of School	Botany	1
Car as passenger dropped off	In front of School	-	3
Train + Bus	Mascot Station	Bondi	1
Train + Walk	-	Liverpool	1
Walk	-	2018	11
Walk	-	2020	27
Walk	-	Oriondan Street	1
Walk + Bus	Bus Stop	2019	2

Table 3.116: Kiama High School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	-	2528	1
Bus	-	2530	5
Bus	-	2533	11
Car as Driver	East of Bland St	2529	1
Car as Driver	East of Bland St	2533	2
Car as Driver	West of Bland St	2533	1
Car as Driver	-	2533	2
Car as Passenger dropped-off	East of Bland St	2533	1
Car as Passenger dropped-off	East Side near the Circle	2533	1
Car as Passenger dropped-off	Near the School Gate	2533	4
Car as Passenger dropped-off	On the Bottom of the hill	2533	1
Car as Passenger dropped-off	West of Bland St	2533	2
Car as Passenger dropped-off	-	2533	2
Train	-	2533	2
Walk	-	2533	13

Table 3.117: Kurnell Public School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Car as Driver	On the street	2231	13
Car as passenger - dropped off	On the street	2231	5
Cycle	Bike Shed inside school	2231	4
Scooter	Bike Shed inside school	2231	1
Walk	-	2230	1
Walk	-	2231	27

Table 3.118: Mount View High School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Car as Passenger/ Dropped off	South of Mount View Rd	2325	1
Cycle	-	2325	1
Walk	-	2325	6

Table 3.119: St Kevin's Catholic Primary School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Car as Driver	On Oaks Ave	2099	6
Car as Driver	On Oaks Ave	2100	2
Car as Driver	On Oaks Ave	-	3
Car as Driver	Staff Parking	-	1
Car as Passenger dropped-off	On Oaks Ave	2099	3
Car as Passenger dropped-off	On Oaks Ave	-	1
Cycle	-	2099	1
Push Bike	-	2099	1
Walk	-	2099	10

Table 3.120: St Mary's Catholic Primary School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Car as driver	Car Park	2259	2
Car as driver	Car Park	2261	3
Car as driver	Car Park	2262	6
Car as driver	Car Park	2263	7
Car as driver	Car Park	2264	1
Walk	-	2263	6

Table 3.121: Turramurra High School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	-	2073	5
Bus	-	2074	3
Bus	-	2076	1
Bus	-	2077	3
Bus	-	2079	1
Bus	-	2113	1
Bus	-	2123	1
Car as Passenger/ Dropped off	-	2074	1
Car as Passenger/ Dropped off	-	2076	2
Car as Passenger/ Dropped off	Corner of Maxwell St	2076	1
Car as Passenger/ Dropped off	Eden Ave	2074	1
Car as Passenger/ Dropped off	Maxwell St	2073	1
Car as Passenger/ Dropped off	Maxwell St	2076	1
Car as Passenger/ Dropped off	Maxwell St	2080	1
Car as Passenger/ Dropped off	Near Radnor St	2074	2
Car as Passenger/ Dropped off	On Maxwell St	2074	1
Walk	-	2074	22

Table 3.122: Woronora River Public School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Car as driver	East of Prices Circuit	2232	5
Car as driver	East of Prices Circuit	2234	4
Car as driver	Near School Play Area	2500	1
Car as driver	West of Prices Circuit	2232	2
Car as driver	West of Prices Circuit	2234	1
Walk	-	2232	3

Table 3.123: Wyong High School Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	In front of School	2259	15
Bus	In front of School	2261	3
Bus	In front of School	Long Jetty	1
Bus	Wyong Station	2259	2
Bus	Wyong Station	2260	1
Bus	Wyong Station	2263	3
Bus+Walk	In front of School	2259	1
Car as Passenger/Dropped off	In front of School	2259	25
Car as Passenger/Dropped off	In front of School	2261	1
Car as Passenger/Dropped off	In front of School	2262	2
Car as Passenger/Dropped off	In front of School	Wyong	1
Car as Passenger/Dropped off	-	2259	3
Train	Dora Creek	2264	1
Train	Wyong Station	2251	2
Train	Wyong Station	2259	1
Walk	-	2259	6

Table 3.124: Xavier College Interview Survey Results

How did you travel to school today?	Where was the car parked/where are you dropped off or picked up	What is the Postcode of Origin	Occurrences
Bus	School Bus Stop	2743	2
Bus	School Bus Stop	2747	3
Bus	School Bus Stop	2749	1
Bus	School Bus Stop	2753	2
Bus	Terrybrook Rd	2753	1
Car as Driver	Car Park	2760	1
Car as Driver	Terrybrook Rd	2747	1
Car as Driver	Terrybrook Rd	2765	1
Car as Passenger Dropped-off	Gate 1	2745	1
Car as Passenger Dropped-off	Gate 1	2747	1
Car as Passenger Dropped-off	Gate 1	2760	1
Car as Passenger Dropped-off	School Drop-off Point	2745	3
Car as Passenger Dropped-off	School Drop-off Point	2747	3
Car as Passenger Dropped-off	School Drop-off Point	2749	2
Car as Passenger Dropped-off	School Drop-off Point	2750	2
Car as Passenger Dropped-off	School Drop-off Point	2753	4
Car as Passenger Dropped-off	School Drop-off Point	2760	2
Car as Passenger Dropped-off	Terrybrook Rd	2743	1
Car as Passenger Dropped-off	Terrybrook Rd	2747	4
Car as Passenger Dropped-off	Terrybrook Rd	2749	2
Car as Passenger Dropped-off	Terrybrook Rd	2750	1
Car as Passenger Dropped-off	Terrybrook Rd	2753	2
Car as Passenger Dropped-off+Bus	Bus Stop	2745	1
Car as Passenger Dropped-off+Walk	-	2747	1
Walk	-	2747	2

Appendix A

Appendix A

Accessibility Score Methodology

Background

Melbourne

A Level 25, 55 Collins Street
PO Box 24055
MELBOURNE VIC 3000
P +613 9851 9600
F +613 9851 9610
E melbourne@gta.com.au

Sydney

A Level 6, 15 Help Street
CHATSWOOD NSW 2067
PO Box 5254
WEST CHATSWOOD NSW 1515
P +612 8448 1800
F +612 8448 1810
E sydney@gta.com.au

Brisbane

A Level 4, 283 Elizabeth Street
BRISBANE QLD 4000
GPO Box 115
BRISBANE QLD 4001
P +617 3113 5000
F +617 3113 5010
E brisbane@gta.com.au

Canberra

A Unit 4, Level 1, Sparta Building, 55 Woolley Street
PO Box 62
DICKSON ACT 2602
P +612 6243 4826
F +612 6243 4848
E canberra@gta.com.au

Adelaide

A Suite 4, Level 1, 136 The Parade
PO Box 3421
NORWOOD SA 5067
P +618 8334 3600
F +618 8334 3610
E adelaide@gta.com.au

Gold Coast

A Level 9, Corporate Centre 2
Box 37
1 Corporate Court
BUNDALL QLD 4217
P +617 5510 4800
F +617 5510 4814
E goldcoast@gta.com.au

Townsville

A Level 1, 25 Sturt Street
PO Box 1064
TOWNSVILLE QLD 4810
P +617 4722 2765
F +617 4722 2761
E townsville@gta.com.au