

Our ref: AU008658

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Date: 25 July 2023

Department of Infrastructure Local Government and Planning
State Assessment and Referral Agency (SARA)
PO Box 2358
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CairnsSARA@dilgp.qld.gov.au

Attn: Charlton Best, Senior Planning Officer

Dear Charlton,

5967 Captain Cook Highway, Craiglie
Information request response (pursuant to Section 13 of the Development Assessment Rules)
Your Ref: 2307-35665 SRA

We refer to the State Assessment and Referral Agency (SARA) information request, dated 20 July 2023, for the development application over the above site.

Pursuant to sections 13.2 of the *Development Assessment Rules* we provide our response to this information request below.

In accordance with Section 13.3 of the *Development Assessment Rules*, we confirm that this letter and attachments constitute our response to Council's information request. Accordingly, we advise that you must proceed with assessment of this development application.

Information request response

1 Vehicular Queuing

Issue:

The proposed food and drink outlet has not sufficiently addressed and demonstrated compliance with PO15 – PO16 and PO25 – PO26 of State Code 1: Development in a state-controlled road environment.

Action:

A revised site plan is required to be submitted to SARA providing the following information in order to demonstrate compliance with PO15 – PO16 and PO25 – PO26 of State Code 1:

- confirm the location of the sales drive through window and if there is to be a separate window to order / pay and pick-up.
- confirm if a separate location is proposed for pedestrian orders and pick-up or will all food and drink sales be undertaken via a single order / pay and pick-up window.

Please consider in any response issued that sales via a single order / pay and pick - up window can lead to increased vehicle waiting times and an increase in vehicle queuing on-site and into the state-controlled road corridor.

- provide a queuing assessment outlining the following:
 - sufficient room is provided to adequately accommodate the number of vehicles that will be queuing on-site while waiting for service from the pickup window; and
 - location of a holding area for a vehicle or vehicles waiting for food and drink orders with longer pick-up times. Please consider in any response issued that vehicles waiting for a longer pick-up order should not remain within the circulating vehicle queue.

Response

As SARA is aware the matters that can only be considered in respect of the application as part of the referral agency assessment are the State Development Assessment Provisions. In this instance, the relevant matters are identified in State Code 1: Development in a state-controlled road environment.

Performance Outcomes PO15 and PO16 deal with Vehicular Access to a state-controlled road and state:

PO15

The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road.

PO16

The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road.

Performance Outcome PO25 and PO26 relate to network impacts and state:

PO25

Development does not compromise the safety of users of the state-controlled road network.

PO26

Development ensures no net worsening of the operating performance of the state-controlled road network.

The SARA information request appears to be concerned with the impact if queueing traffic on the operation of the state-controlled road and whether the proposed development would result in traffic queueing onto the state controlled road. On this basis it is suggested that Performance Outcomes PO15 and PO16, which deal with access and design rather than queueing issues is not relevant to the information request.

In terms of the actions requested, this information is readily available on the plan provided and the information request suggest that the assessing officers have not review the plans with sufficient detail. Comments on each of the requested items is provided below:

- confirm the location of the sales drive through window and if there is to be a separate window to order / pay and pick-up.

The location of the sales and order/pay drive through windows is on the west elevation of the building marked food preparation. This elevation has three windows that are clearly concertina windows that would open for the full length of the west elevation. This elevation is clearly marked on the floor plan of the building, the overall site plan and the elevation itself. These are all consistent and are considered to be very clear. It is not considered necessary to provide any revised plans to illustrate this further.

- confirm if a separate location is proposed for pedestrian orders and pick-up or will all food and drink sales be undertaken via a single order / pay and pick-up window.

It is intended that the development would predominantly be a drive through facility and with the majority of sales being to vehicles. Pedestrian orders would be via the same process as the drive through orders.

- provide a queuing assessment outlining the following:
 - sufficient room is provided to adequately accommodate the number of vehicles that will be queuing on-site while waiting for service from the pickup window; and
 - location of a holding area for a vehicle or vehicles waiting for food and drink orders with longer pick-up times. Please consider in any response issued that vehicles waiting for a longer pick-up order should not remain within the circulating vehicle queue.

The vehicle drive through has a length of over 16 metres to the drive through window from the property frontage. The drive through between the two buildings is a minimum of 5.0 metres wide, which is sufficient for two cars to operate side by side. On the basis that a B99 vehicle is 5.2 metres in length and 1.94metres wide, the queueing arrangement would provide for a minimum of 6 vehicles in queue not including the vehicles being served. If the vehicles in the service lanes are included in the calculation, the queue would provide for a minimum of a further three vehicles. This suggests that a total of 9 vehicles could be accommodated within the service and queueing area without any vehicles being located outside of the site.

In terms of requirements for vehicle queueing, regard has been had to the 'Trip Generation Drive Through Coffee Outlets Data and Analysis Report with Appendices' prepared for Roads and Maritime Services NSW,

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dated October 2015. This report provides a survey of 10 outlets across metro and regional areas of NSW, Queensland and Victoria. The maximum vehicle queuing was 11 vehicles in metropolitan areas and 6 vehicles in regional areas. A copy of this report is attached for reference. On the basis that the site is in a regional area the proposed queueing arrangement that could accommodate 9 vehicles is considered sufficient to accommodate the anticipated maximum of 6 vehicle queueing arrangement.

Refer to **Attachment A - Trip Generation Drive Through Coffee Outlets Data and Analysis Report with Appendices.**

In respect of a holding area for vehicles waiting food and drink orders, the site has sufficient area to accommodate a waiting bay if required. In accordance with the Planning Scheme requirements, 5 car parking spaces are required and six spaces are proposed. There remains the opportunity to make proposed car parking space 6 a waiting bay if required and the application would suggest that this is dealt with as a condition of approval, if considered necessary.

In summary, it is considered that there is sufficient information provided in the application to allow the officers of Transport and Main Roads to appropriately assess the application. However, we trust that the explanation of how to read plans provided above and the additional assessment of drive through coffee shops assists with the administration of this matter.

We look forward to continuing working with you on this development. In the meantime, if you have any queries please contact the writer (contact details below).

Yours sincerely,
for RPS AAP Consulting Pty Ltd



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TRIP GENERATION DRIVE THROUGH COFFEE OUTLETS DATA AND ANALYSIS REPORT WITH APPENDICES

FOR

ROADS AND MARITIME SERVICES NSW



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DOCUMENT CONTROL SHEET

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1. INTRODUCTION

1.1 BACKGROUND

Bitzios Consulting has been commissioned by Roads and Maritime Services (RMS), NSW to undertake a traffic generation study of drive through coffee outlets (outlets). The need for this study has arisen from the increasing number of outlets opening in recent times and the RMS Guide to Traffic Generating Developments (Guide) does not include this specific type of development.

Whilst the Guide contains data on drive-through fast food outlets, the drive-through coffee outlets are unique in that the business focus is almost exclusively on beverage sales with limited food available. Most of these outlets do not have seating and only have limited parking mainly for the purpose of providing a space for patrons to park while they wait for a larger than usual order. This service is becoming increasingly popular and in order to assist in better and consistent planning outcomes it is necessary for reliable trip generation and parking demand data to be collected and analysed to include in the Guide.

1.2 SCOPE

The scope of this study can be summarised as follows:

- Determine a suitable sample of outlets required to provide meaningful results;
- identification of suitable outlet survey sites;
- obtain agreements from outlets to conduct surveys at their premises;
- gather site survey data relevant to the study objectives;
- conduct on-site surveys to collect all road transport sub-mode trip generation data, time-segmented usage patterns and service times;
- tabulate, analyse and graphically present collected data to identify key statistical dependency relationships; and
- reporting of survey and analysis methods, identification of relevant predictive statistical relationships between outlet operations and attributes, comparisons, trends, consistencies, variations. All relevant data will be presented in a RMS standardised summary table and entered in NZ Trips Database Bureau (TDB) Site Survey Summary Sheet.

This report presents the data collected from the survey sites together with key derived statistics and observations and will be followed by a separate Analysis Report.

2. SITE SELECTION

Initial investigation of suitable sites revealed that there were variations in the location, type and operation of outlets. It was therefore necessary to seek a range of outlets that would provide a representation of these variations. Outlets were sought in metropolitan, sub-metropolitan and regional areas of New South Wales, Queensland and Victoria.

Twenty-two outlets were identified as possible suitable sites and were invited to participate in the study. Of these, ten outlets provided agreement for surveys to be conducted at their premises. These sites were considered a suitable sample size, providing a range of location, operation type, frontage road traffic volumes, opening hours, size, exposure to passing traffic and visibility. Whilst the selection process to secure participation of suitable sites targeted businesses that had been operating for at least one year, due to the limited number of outlets prepared to participate in the study, two of the ten sites, both in Bathurst, Regional NSW, do not meet this criterion, having opened in September 2014.

3. SURVEY PROCEDURE

3.1 SURVEY SCHEDULE

Outlet sites were surveyed between 12th May 2015 and 23rd June 2015. Two of the ten outlets were surveyed for one week and the other outlets were surveyed on a weekday during the peak business periods in the morning and afternoon. Other than the two week-long surveys all surveys were conducted on either Tuesday or Wednesday and all surveys were conducted outside of school holidays or public holiday weeks. Opening times of businesses vary and is indicative of the peak periods of patronage experienced by the outlet.

All morning surveys were conducted over a 2½ hour period between 6:30am and 9:00am to ensure comparison consistency and to capture the peak business hour of operation. The business nature of drive-through coffee outlets attracts mostly morning patronage, which is reflected by the number of outlets that elect not to open in the afternoon or close earlier than the road network PM peak adjacent to the business, and therefore afternoon survey times vary.

All afternoon surveys were conducted over a 2 hour period and where outlets were open later in the afternoon 3:00pm to 5:00pm was chosen to correlate with expected road network PM peak times. The week-long survey for Zipper Drive-Through Coffee outlet in Concord NSW was conducted over a continuous 12 hour period between 6:00am and 6:00pm on six days. The other week-long survey conducted at Espresso Lane in Biggera Waters Queensland between 6:00am and 10:00am was done for six days. Both outlets were closed on Sunday. The times for the week-long surveys are considered to be suitable to achieve the project objective of assessing the degree of daily variation, particularly in conjunction with analysis of the other morning and afternoon peak surveys. The survey dates and times are included in Appendix A - Survey Data Summary.

3.2 DATA COLLECTION SURVEYS

A range of data was collected during the on-site surveys to achieve the study objectives. To facilitate analysis and presentation of data in the appropriate time segmentation a number of pro forma survey data collection sheets were used for the on-site surveys. These have formed the basis for the survey raw data which appear in Appendices B to K. The following data was collected during the on-site surveys:

- Number of site entry and exit points;
- frontage roads AM and PM peaks;
- drive-through lane capacity (length available for queuing);
- on-site parking availability (including bikes);
- number of waiting bays;
- seating provision - internal and external;
- number of ordering booths or terminals;
- number of collection points;
- tandem booths i.e. two booths - one for coffee collection & one for payment;
- record of the time that a vehicle enters the site;
- record of the time that the same vehicle exits the site;
- number of entering and exiting vehicles (cars/HVs) (15 minute blocks);
- number of vehicle occupants (15 minute blocks);
- number of pedestrians and cyclists (15 min blocks);
- number of queued vehicles (every 5 minutes); and
- number of on-site parked vehicles relevant to the site (every 15 minutes)

In addition to the above data, selected patrons were asked three brief questions aimed at determining trip origin, percentage of passing trade and establishing a relationship between order size and service time. The question asked were:

1. "Have you made the trip here just for the coffee or have you dropped in on your way somewhere else?"
2. "Are you just ordering coffee today, or something extra?"
3. "Can I have your postcode please?"

Surveyors found that the practicality of collecting questionnaire survey information was dependent on site characteristics and the layout of each outlet. Additionally, outlet operators were generally concerned with customers not being delayed and therefore surveyors were sometimes limited in the locations that they could conduct counts and ask questions. One outlet (Johnny Bean Good Coffee, Bathurst, NSW) did not wish to have customers surveyed, however the quantum of data gathered from other outlets was sufficient to establish conclusions.

3.3 SITE INFORMATION

The following additional site data and operational information was gathered prior to the on-site survey to record details relating to the outlet's physical structure, layout, operational characteristics and facilities, with the objective of establishing relationships between various site operational characteristics:

- Building area;
- number of employees on a typical shift;
- range of products available;
- operating times;
- year opened;
- surrounding land use; and
- relevant local issues.

4. SURVEY RESULTS

The survey data collected on-site is contained in Appendices B to K and includes all data relating to vehicle and pedestrian counts, parking, frontage road network volumes and customer interviews.

Appendix A, Survey Data Summary contains a summary of all data and key derived statistical relationships.

The survey data collected for the two weekly sites have been collated and presented in Appendix M. Comparison of the daily totals for both sites show that there is no clear indicator of which weekday is the busiest though graphs indicate that mid to late week days are busier. It is however clearly evident that Saturday is less busy than the week days and both outlets have elected to close on Sunday.

4.1 PRELIMINARY DATA VERIFICATION

Survey data and key derived statistics have been cross-checked against data contained in the Guide, *Land Use Traffic Generation – Data and Analysis 22: Drive-Through Restaurants (1993)*, *Land Use Traffic Generation – Data and Analysis 5: Fast Food (1980)*, and *ITE Trip Generation Rates – 8th Edition*. The purpose of this comparison is to check for expected consistencies and variations and to identify any erroneous data. All survey data reviewed were within expected ranges and considered to be reasonable and error free.

Appendix L, Initial Data Verification provides a comparison summary table of key data and derived statistics.

5. DATA ANALYSIS AND COMPARISONS

5.1 SUMMARY AND KEY STATISTICS

The survey data shows that there are key operational characteristics associated with drive-through coffee outlets as follows:

- There are significantly more trips generated in the AM peak than PM peak;
- Based on the week-long surveys, there were a very low number of customers on Saturday and the outlets were closed on Sunday, which would explain why most drive through coffee outlets do not elect to open on weekends;
- Based on the outcomes of the customer interviews there is a high proportion of passing trade throughout the day, also verified by postcode data;
- There does not appear to be a statistically significant correlation between road frontage traffic volumes and the number of drive through coffee customers;
- There does not appear to be a correlation of gross floor area to trip generation; and
- There appears to be some correlation between trip generation and queue lengths.

Figures produced in the Survey Data Summary, Appendix A, together with graphs and tables shown below demonstrate the conclusions of the above preliminary findings.

5.2 ANALYSIS OF INDEPENDENT AND DEPENDENT VARIABLE RELATIONSHIPS

Relationships between various independent and dependent variable data were tested to determine statistically relevant linkages between various parameters and the trip generation of drive through coffee outlets.

Based on initial analysis of the survey data and recognition that there was not a significant association between variables it was decided that multiple linear regression analysis would not be useful and therefore in order to determine the degree of relationships between dependent and interdependent variables a simple linear regression equation has been applied as follows:

$$Y = a + bx$$

Where Y is the dependant variable – the particular parameter it is wished to predict, and 'x' is the independent variable used for the prediction. The degree of accuracy is represented by the coefficient of determination, R², where:

$$R^2 = A/B$$

Where:

A = variation in Y explained by the combined linear influence of the independent variables;

B = total variation in Y.

R² represents the percentage of variation in the dependant variable and therefore how much of the variation is based on the independent variables. For example a R² result of 1.0 indicates that 100% of variation in the dependent variable is associated with the independent variable, therefore as the R² value approaches 100% the more accurate the results become. Values less than 80% are not considered accurate enough to indicate a significant relationship between the dependent and independent variable. A range of independent variables were tested against selected dependent variables and are listed in Table 5.1 overleaf.

Table 5.1: Independent and Dependant Variable Relationships Analysed

Independent Variable	Dependant Variable	Table Reference
Frontage Road AM Network Peak	Trip Generation	Table 5.2
Frontage Road AM Site Peak	Trip Generation	Table 5.3
Frontage Road AM Site Peak	Queue Length	Table 5.4
Frontage Road Two-Way AM Network Peak	Trip Generation	Table 5.5
Gross Floor Area	Trip Generation	Table 5.6
Site AM Peak Trip Generation	Queue Length	Table 5.7
Number of Staff	Service Time	Table 5.8
Number of Staff	Trip Generation	Table 5.9
Service Time	Queue Length	Table 5.10
Service Time	Trip Generation	Table 5.11
Number of Service Booths	Service Time	Table 5.12
Number of Service Booths	Trip Generation	Table 5.13
CBD Inbound AM Period Traffic Volumes	Percentage of Passing Trade	Table 5.14
AM Period Roadside Traffic Volumes	Trip Generation	Table 5.15

5.3 DATA ANALYSIS

Initial data analysis indicated that the AM period produced significantly more trips than the PM, and as such it was not considered necessary to undertake a detailed analysis of the PM period. In the following analysis', figures in the tables have been extracted from the datasets contained in the Appendices.

5.3.1 AM Network Frontage Road Traffic in CBD Direction and Trip Generation

Table 5.2 and Figure 5.1 show the data and analysis to test for any influence of the AM peak network frontage road traffic volumes on trip generation. "Frontage Road AM Network Hour in CBD Direction" refers to all traffic travelling towards the CBD on the road fronting each Drive-Thru Coffee Outlet (DCO) during the AM network peak hour. "AM Trip Generation" refers to vehicle trips (twice vehicles served) utilising each DCO during the AM network peak hour.

Table 5.2: Trip Generation Relative to AM Network Traffic Volumes in CBD Direction

DCO	Frontage Road AM Network Peak in CBD direction (veh)	AM Trip Generation (veh)	% AM Trip Generation of Frontage Road Traffic
1	240	112	46.67%
2	99	88	88.89%
3	4556	126	2.77%
4	2758	116	4.21%
5	689	32	4.64%
6	1384	108	7.80%
7	1536	112	7.29%
8	1432	56	3.91%
9	180	70	38.89%
10	1900	234	12.32%
<i>Average</i>	<i>1477</i>	<i>105</i>	<i>21.74%</i>

The relationship between each Drive-Thru Coffee Outlet (DCO) trip generation and the CBD bound traffic volumes on the frontage road is displayed in Figure 5.1 below.

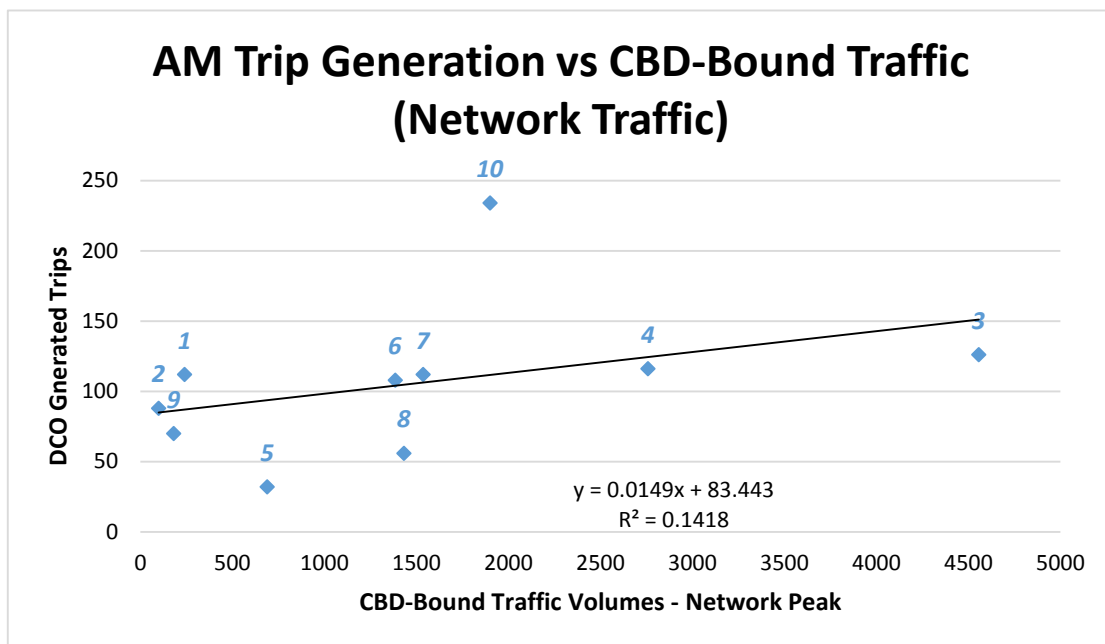


Figure 5.1: Correlation between AM trip generation and Frontage Road Traffic Volumes (Network - Peak)

While an increase in total frontage traffic does show a minor trend of increasing DCO trips the trend is not consistent across all outlets. DCO 5, 8 and 10 show that generated trips are not reliant on the total frontage traffic. The calculated R² result indicates a 14% association with the independent variable, and as such it is considered that the analysis does not show an accurate and consistent relationship. As such no clear correlation or relationship can be formed.

5.3.2 AM Site Peak Frontage Road Traffic in CBD Direction and Trip Generation

Table 5.3 and Figure 5.2 show the data and analysis to test for any influence of the AM peak hour frontage road traffic volumes on trip generation. "Frontage Road AM Site Peak Hour in CBD Direction" refers to all traffic travelling towards the CBD on the road fronting each Drive-Thru Coffee Outlet (DCO) during the AM site peak hour. "AM Trip Generation" refers to vehicle trips (twice served) utilising each DCO.

Table 5.3: Trip Generation Relative to AM Peak Traffic Volumes in CBD Direction

DCO	Frontage Road AM Site Peak Hour in CBD direction (veh)	AM Trip Generation (veh)	% AM Trip Generation of Frontage Road Traffic
1	207	112	54.11%
2	68	88	129.41%
3	3410	126	3.70%
4	2743	116	4.23%
5	404	32	7.92%
6	1369	108	7.89%
7	1410	112	7.94%
8	897	56	6.24%
9	142	70	49.30%
10	1217	234	19.23%
<i>Average</i>	<i>1187</i>	<i>105</i>	<i>29.00%</i>

The relationship between each Drive-Thru Coffee Outlet (DCO) trip generation and the CBD bound AM Peak traffic volumes on the frontage road is displayed in Figure 5.2 below.

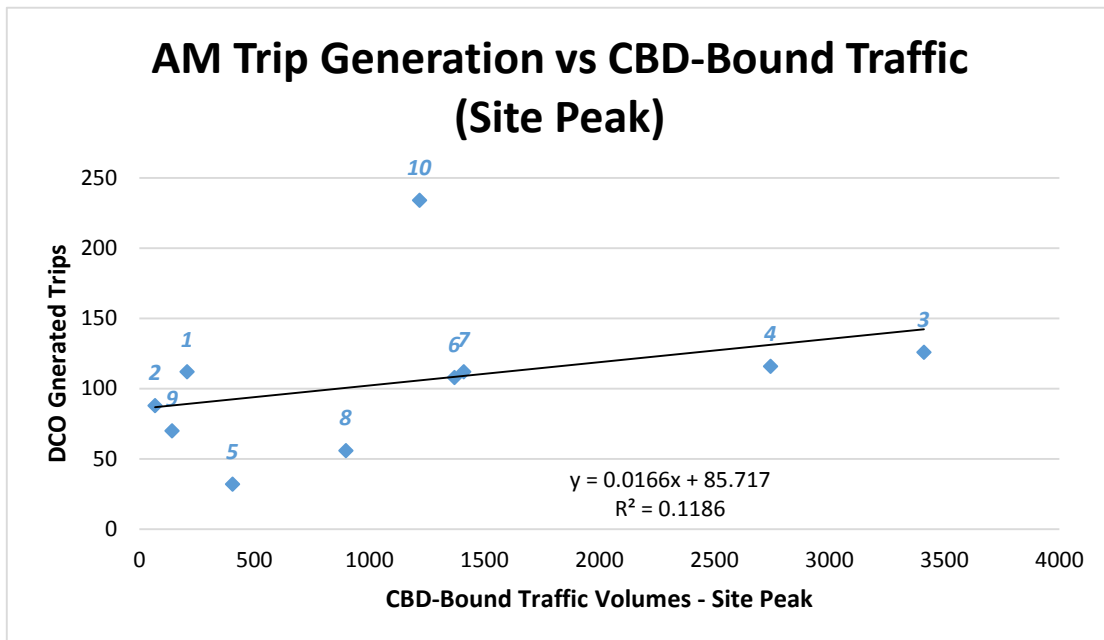


Figure 5.2: Correlation between AM trip generation and Frontage Road Peak Hour Traffic Volumes (Site Peak)

While an increase in AM peak frontage traffic does show a minor trend of increasing DCO trips the trend is not consistent across all outlets. DCO 5, 8 and 10 show that generated trips are not reliant on the total frontage traffic. The calculated R² result indicates a 12% association with the independent variable, and as such it is considered that the provided survey results do not have enough consistency to show an accurate

and consistent relationship. As such no clear correlation or relationship can be formed during the AM peak period.

5.3.3 AM Peak Frontage Road Traffic in CBD Direction and Queue Lengths

Table 5.4 and Figure 5.3 show the data and analysis to test for any influence of the frontage road traffic volumes on DCO queue lengths. "Frontage Road AM Site Peak Hour in CBD Direction" refers to all traffic travelling towards the CBD on the road fronting each Drive-Thru Coffee Outlet (DCO) during the AM site peak hour. "AM Queue Length" refers to the maximum total vehicles queued at each DCO during the AM.

Table 5.4: Queue Length relative to AM Peak Traffic Volumes in CBD Direction

DCO	Frontage Road AM Site Peak Hour in CBD direction (veh)	AM Queue Length (m)	% AM Trip Generation of Frontage Road Traffic
1	207	6	2.90%
2	68	6	8.82%
3	3410	7	0.21%
4	2743	11	0.40%
5	404	2	0.50%
6	1369	6	0.44%
7	1410	7	0.50%
8	897	5	0.56%
9	142	6	4.23%
10	1217	11	0.90%
<i>Average</i>	<i>1187</i>	<i>6.7</i>	<i>1.94%</i>

The relationship between each Drive-Thru Coffee Outlet (DCO) queue lengths and the CBD bound AM Peak traffic volumes on the frontage road is displayed in Figure 5.3 below.

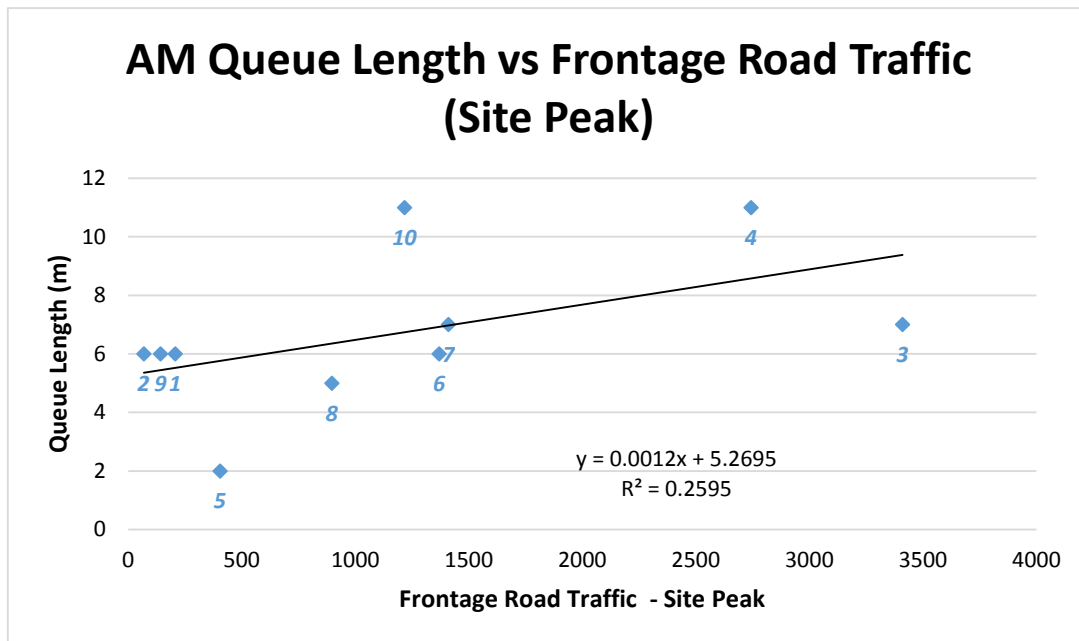


Figure 5.3: Correlation between AM trip generation and Frontage Road Peak Hour Traffic Volumes

Whilst there seems to be some correlation, the results should be viewed with caution as there are other influencing factors such as accessibility of traffic from both directions of the road, service times and the

number of vehicles served. The calculated R² of 26% association with the independent variable is not sufficiently significant to accept a direct relationship.

5.3.4 Outlet Trip Generation and Two-Way Traffic Volumes

Table 5.5 and Figure 5.4 show the data and analysis to test for any influence of the total two-way frontage road traffic volumes during the AM network peak on trip generation. "Frontage Road AM Network Peak Hour Two Way" refers to all traffic travelling in either direction along the road fronting each Drive-Thru Coffee Outlet (DCO). "AM Trip Generation" refers to total vehicle trips (twice vehicles served) utilising each DCO in the AM peak (1 hour).

Table 5.5: Trip Generation Relative to Total Two-Way Traffic Volumes in AM Site Peak

DCO	Frontage Road AM Network Peak Hour Two Way (veh)	AM Site Peak Hour Trip Generation (veh)	% AM Trip Generation of Frontage Road Traffic
1	413	112	27.12%
2	124	88	70.97%
3	5684	126	2.22%
4	4572	116	2.54%
5	746	32	4.29%
6	2002	108	5.39%
7	2098	112	5.34%
8	1899	56	2.95%
9	232	70	30.17%
10	2213	234	10.57%
<i>Average</i>	<i>1998</i>	<i>105</i>	<i>16.16%</i>

Table 5.5 shows large differences in each DCO's trip generated percentage of total traffic indicating no clear relationship between the two. The relationship between each Drive-Thru Coffee Outlet (DCO) trip generation and total two-way AM Network Peak traffic volumes is displayed in Figure 5.4 below

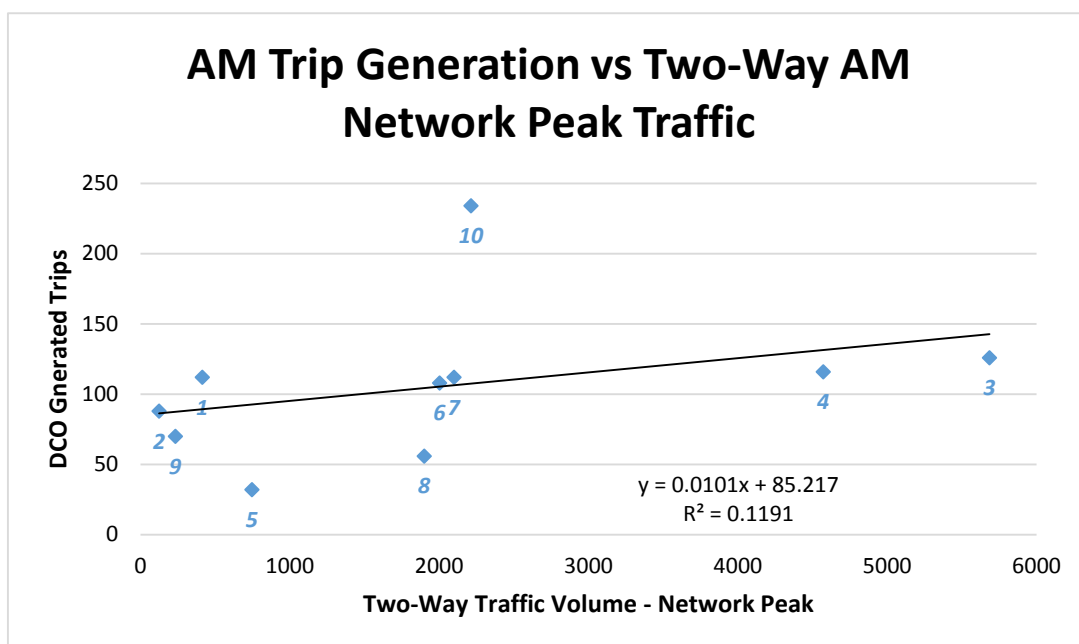


Figure 5.4: Correlation between AM Peak Two-way Volumes and Outlet Trip Generation

The results of this analysis, from both directions, considering traffic does not show any significant difference compared to the test against one-way traffic (refer Figure 5.4). The calculated R² result indicates a 12% association with the independent variable, as such it is considered that no clear correlation or relationship can be formed.

5.3.5 Trip Generation in relation to DCO GFA

Table 5.6 and Figure 5.5 show the data and analysis to test for any influence of the Gross Floor Area (GFA) on trip generation in the AM peak period. "GFA" refers to the total Gross Floor Area of each Drive-Thru Coffee Outlet (DCO). It is noted that some DCO GFA's have been estimated based on aerial imaging due to no available plans or data. "Generated site AM Peak Trips" refers to total vehicle trips (twice vehicles served) utilising each DCO.

Table 5.6: GFA Impact on Trip Generation

DCO	GFA	Generated Site AM Peak Trips	Trip Rate Based on GFA
1	24	112	4.67
2	24	88	3.67
3	200	126	0.63
4	7	116	16.57
5	150	32	0.21
6	140	108	0.77
7	117	112	0.96
8	54	56	1.04
9	80	70	0.88
10	60	234	3.90
<i>Average</i>	<i>86</i>	<i>105</i>	<i>3.33</i>

Table 5.6 shows large differences in each DCO's trip rate based on total GFA indicating no clear relationship between the two. The relationship between each Drive-Thru Coffee Outlet (DCO) GFA and Generated AM Peak traffic volumes is displayed in Figure 5.5 below.

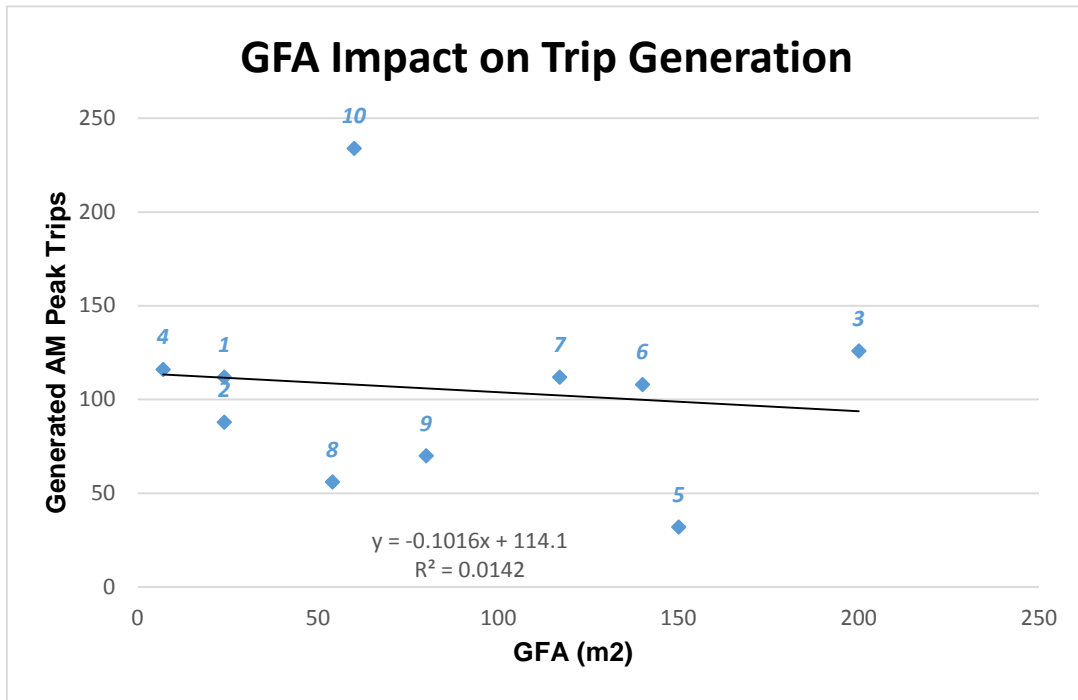


Figure 5.5: Trip Generation Measured Against GFA

No clear correlation can be seen between the generated trips and GFA of the DCO's.

5.3.6 Trip generation in relation to DCO Queue Lengths

Table 5.7 and Figure 5.6 show the data and analysis to test for any influence of each DCO's generated trips in the AM peak on maximum queue lengths. Below summarises the appropriate survey data, with full data sets are available in the Appendices. "Generated AM Site Peak Trips" refers to DCO generated vehicle trips during the AM peak period. "Queue Length" maximum queue lengths for each DCO in the AM peak (1 hour).

Table 5.7: Maximum Queue Length Relationship to Trip Generation

DCO	Generated AM Site Peak Trips	Queue Length	% Queue Length of Trip Generation
1	112	6	5.36%
2	88	6	6.82%
3	126	7	5.56%
4	116	11	9.48%
5	32	2	6.25%
6	108	6	5.56%
7	112	7	6.25%
8	56	5	8.93%
9	70	6	8.57%
10	234	11	4.70%
<i>Average</i>	<i>105</i>	<i>6.7</i>	<i>6.75%</i>

Table 5.7 shows a similar relationship between queue length and trip generation for the majority of DCO's. The relationship between each Drive-Thru Coffee Outlet (DCO) queue length and trip generation is graphed in Figure 5.6 below.

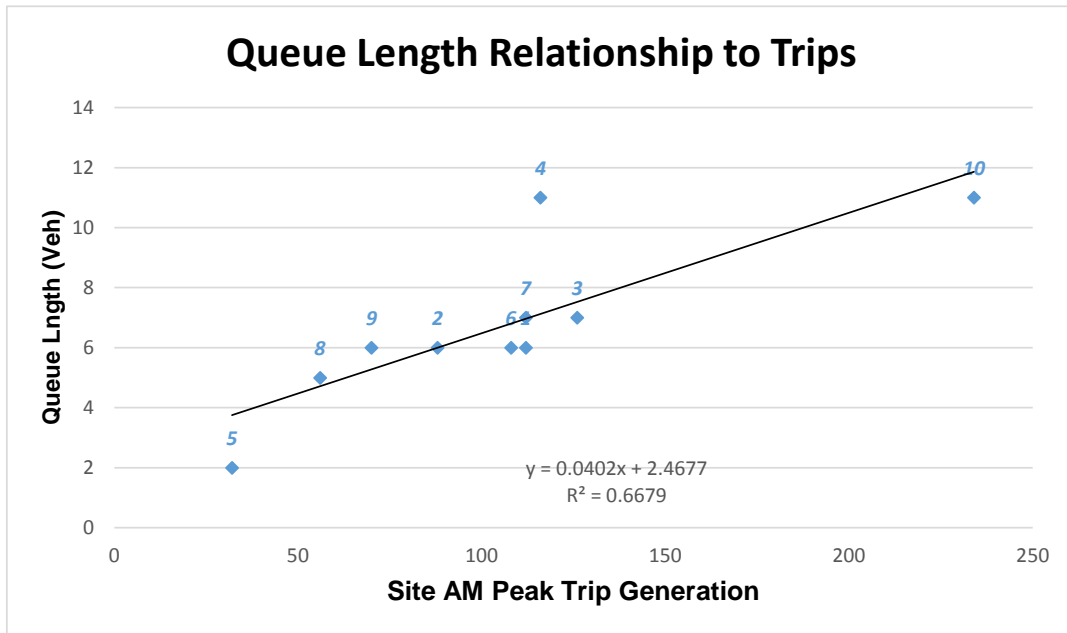


Figure 5.6: DCO Queue Lengths in relation to Generated Trips

The results of this analysis shows a relationship between queue lengths and trip generation, however there are other contributing factors that impact on the trip generation, including service times. The calculated R² result indicates a 67% association with the dependent variable and whilst indicating a clear relationship, it is not considered sufficiently significant to establish an associated specific rate.

5.3.7 Staff Number impact on Service Times

Table 5.8 and Figure 5.7 show the data and analysis to test for any influence of the DCO's number of staff on service times. The "Number of Staff" for each DCO and the corresponding "Service Time" is shown in Table 5.8. "Service Time" refers to how long on average it takes to service each customer, measured by the difference in time from entry to exiting the site.

Table 5.8: Staff Number and Service Timing

DCO	Number of Staff	Service Time (min)
1	3	4.22
2	3	4.38
3	3	4.26
4	2	3.48
5	2	2.68
6	3	3.46
7	3.5	3.93
8	2	2.73
9	4	5.48
10	4	4.08
<i>Average</i>	<i>2.95</i>	<i>3.87</i>

The relationship between each Drive-Thru Coffee Outlet (DCO) number of staff and average service times is displayed in Figure 5.7 below.

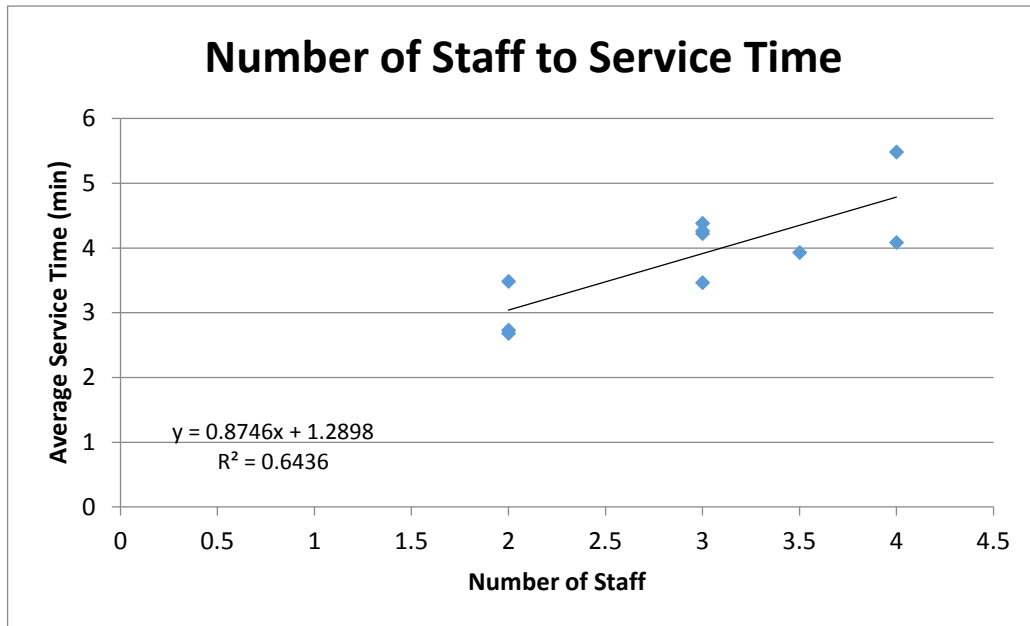


Figure 5.7: Staff Number Impact on Service Times

There appears to be a correlation between Number of Staff and Service Time, however this should be viewed cautiously as this analysis suggests that a higher number of staff results in an increased service time. Intuitively this does not seem logical. Therefore a reasonable conclusion is that outlets employ more staff to handle the quantum of customers, and service times naturally increase as business increases, hence the calculated R² of 64% indicating that correlation between the two variables is most likely the nature of the relationship rather than dependence.

5.3.8 Staff Number impact on Trip Generation

Table 5.9 and Figure 5.8 show the data and analysis to test for any influence of the DCO's number of staff on trip generation. The "Number of Staff" for and "Trip Generation" each DCO is tabulated for the AM peak period.

Table 5.9: DCO Staff Numbers and Trip Generation

DCO	Number of Staff	AM Site Peak Trip Generation (veh)
1	3	112
2	3	88
3	3	126
4	2	116
5	2	32
6	3	108
7	3.5	112
8	2	56
9	4	70
10	4	234
<i>Average</i>	<i>2.95</i>	<i>105</i>

Table 5.9 shows large differences and inconsistencies in each DCO's trips generated and number of staff available indicating no clear relationship between the two. For example DCO 9 and DCO 10 both have four (4) staff but a large difference in trip generation, and DCO 4 and DCO 5 have large differences in trip

generation. The relationship between each Drive-Thru Coffee Outlet (DCO) trip generation and total number of staff is displayed in Figure 5.8 below.

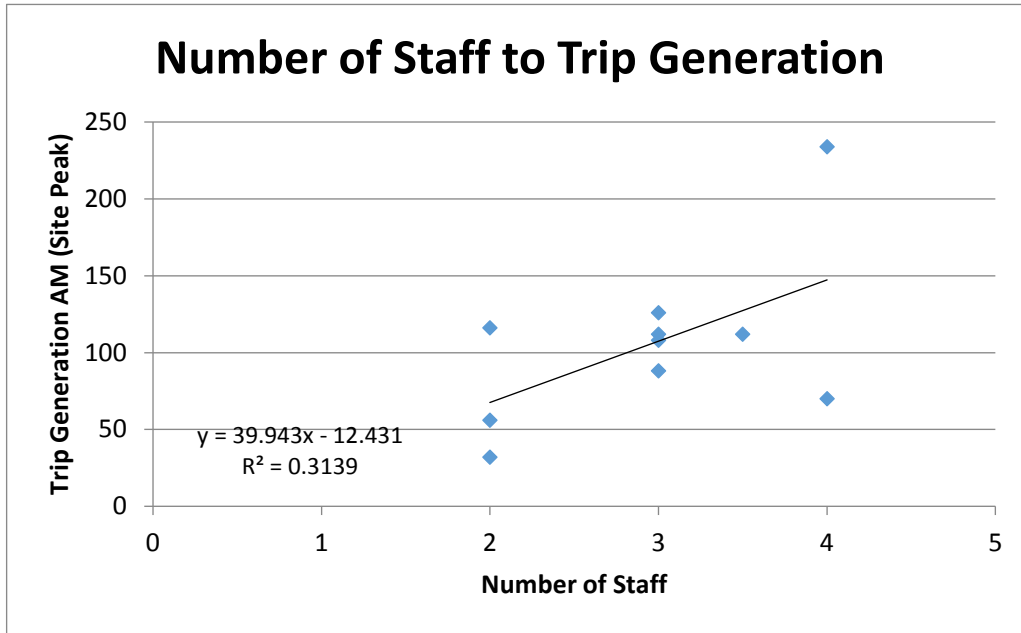


Figure 5.8: DCO Staff Numbers vs AM Peak Trip Generation

The graph and R² results indicate that there is some relationship between these two variables, however, similarly with the test result comparing queue lengths with trip generation, these results probably indicate correlation rather than dependency.

5.3.9 Queue Lengths compared to Service Times

Table 5.10 and Figure 5.9 show the data and analysis to test for any influence of DCO service times on queue lengths. "Service Time" refers to the average length of time it takes to serve a customer measured by the difference in time from entry to exiting the site, calculated across the AM peak period. "Queue Length" refers to the maximum amount of queued vehicles at each DCO in the AM peak (1 hour).

Table 5.10: Service Times and Queue Lengths

DCO	Service Time	Queue Length
1	4.22	6
2	4.38	6
3	4.26	7
4	3.48	11
5	2.68	2
6	3.46	6
7	3.93	7
8	2.73	5
9	5.48	6
10	4.08	11
<i>Average</i>	<i>3.87</i>	<i>6.7</i>

The relationship between each Drive-Thru Coffee Outlet (DCO) service time and maximum queue lengths is displayed in Figure 5.9 below.

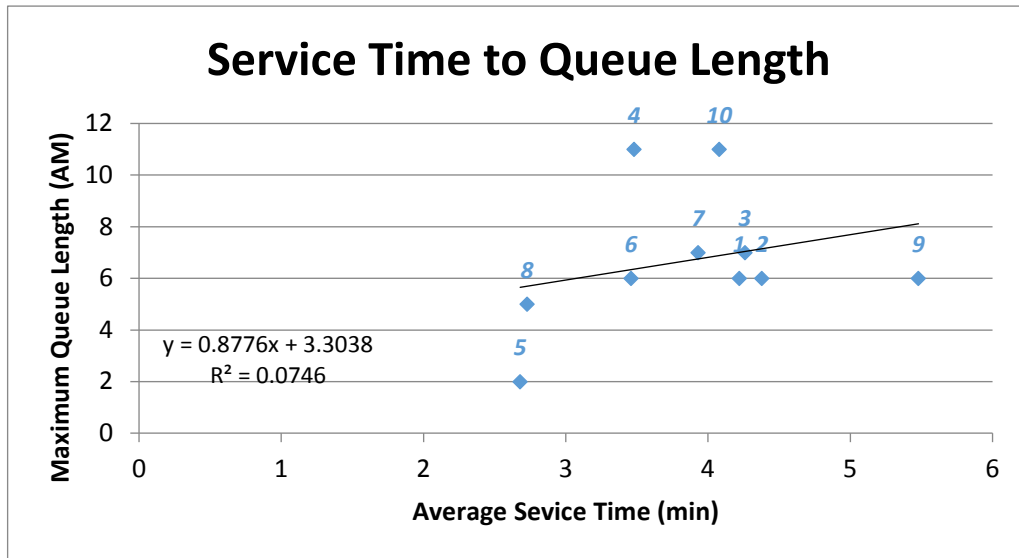


Figure 5.9: Service Times relationship with Queue Lengths

As shown above no clear relationship can be seen between the length of service time and maximum queue lengths.

5.3.10 Trip Generation in comparison with Average Service Times

Table 5.11 and Figure 5.10 show the data and analysis to test for any influence of DCO service times on trip generation. "Service Time" refers to the average length of time it takes to serve a customer, calculated across the AM peak period. "Trip Generation" refers to the total vehicle trips (twice vehicles served) generated by each DCO during the AM peak period.

Table 5.11: DCO Service Times and Trip Generation

DCO	Average Service Time	Site AM Peak Trip Generation
1	4.22	112
2	4.38	88
3	4.26	126
4	3.48	116
5	2.68	32
6	3.46	108
7	3.93	112
8	2.73	56
9	5.48	70
10	4.08	234
<i>Average</i>	<i>3.87</i>	<i>105</i>

The relationship between each Drive-Thru Coffee Outlet (DCO) average service time and trip generation is displayed in Figure 5.10 below.

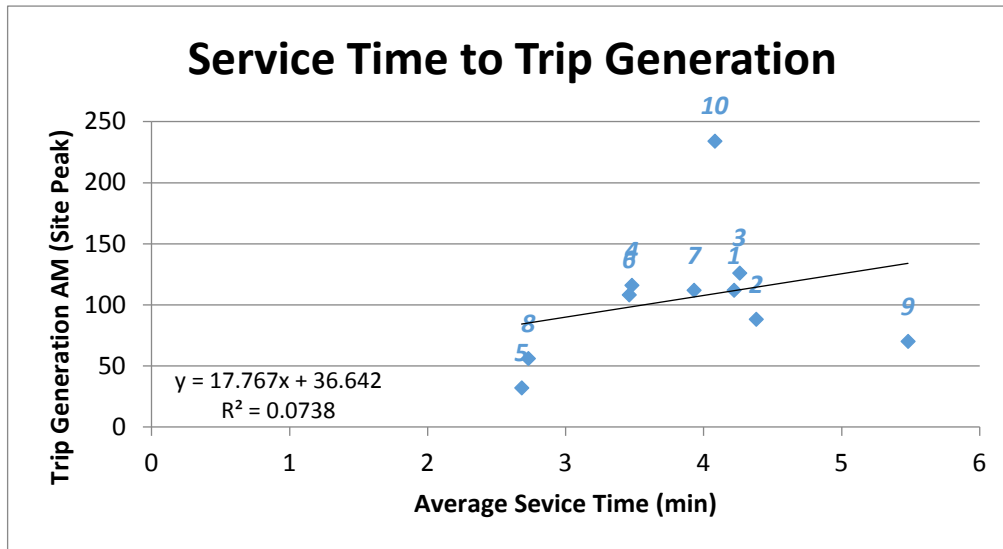


Figure 5.10: Service Times relationship with Trip Generation

As shown above no clear relationship can be seen between the length of service time and site trip generation.

5.3.11 Service Booth Numbers impact on Service Times

Table 5.12 and Figure 5.11 show the data and analysis to test for any influence of the number of Service Booths/Points/Staff on DCO service times. "Number of Service Booths" refers to number of service points/staff available at each DCO. "Service Time" refers to the average length of time it takes to serve a customer, calculated across the AM peak period and measured by the difference in time from entry to exiting the site.

Table 5.12: Service Booth Amounts and Average Service Times

DCO	Number of Service Booths/Points/Service Staff	Average Service Time
1	4	4.22
2	3	4.38
3	3	4.26
4	3	3.48
5	3	2.68
6	3	3.46
7	2	3.93
8	2	2.73
9	3	5.48
10	6	4.08
<i>Average</i>	3.2	3.87

The relationship between each Drive-Thru Coffee Outlet (DCO) service booth numbers and average service time is displayed in Figure 5.11 below.

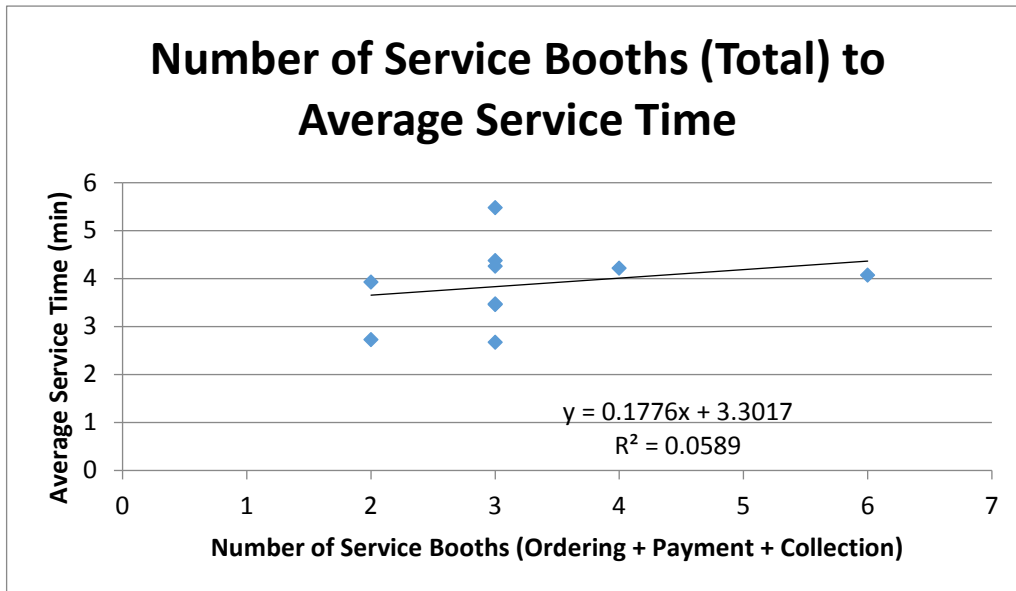


Figure 5.11: Service Booth Amount relationship with Service Times

As shown above no clear relationship can be seen between the number of service booths/points/service staff and length of service time at DCO's.

5.3.12 Service Booth Numbers impact on Trip Generation

Table 5.13 and Figure 5.12 show the data and analysis to test for any influence of the number of Service Booths/Points/Staff on trip generation. "Number of Service Booths" refers to number of service points available at each DCO. "Trip Generation" refers to total vehicle trips that visit each DCO during the AM peak period.

Table 5.13: Service Booth Amount and Trip Generation

DCO	Number of Service Booths/Points/Service Staff	Site AM Peak Trip Generation
1	4	112
2	3	88
3	3	126
4	3	116
5	3	32
6	3	108
7	2	112
8	2	56
9	3	70
10	6	234
<i>Average</i>	<i>3.2</i>	<i>105</i>

The relationship between each Drive-Thru Coffee Outlet (DCO) average service time and trip generation is displayed in Figure 5.12 below.

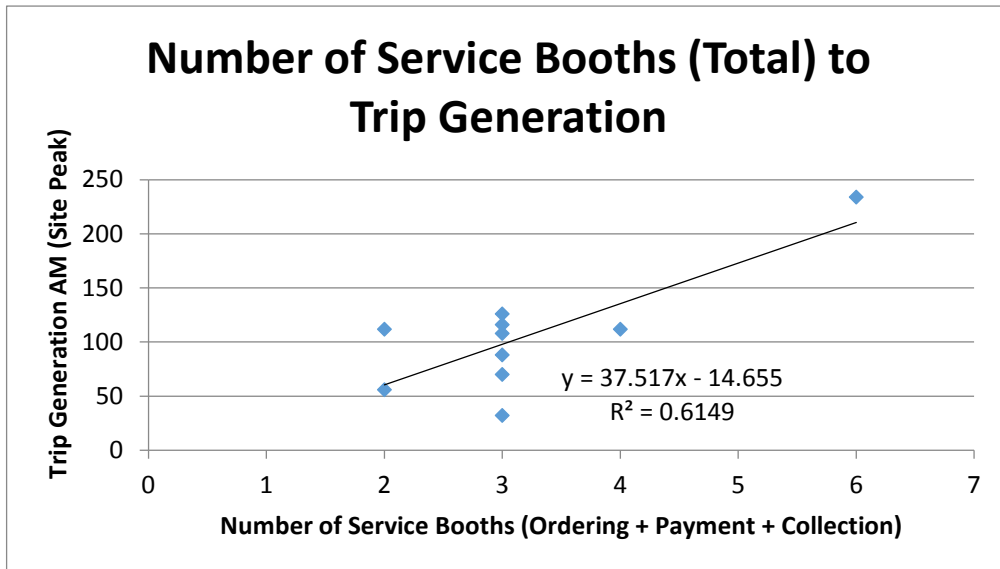


Figure 5.12: Service Booth Amount impact on Trip Generation

Whilst the R^2 calculation of 61% association with the dependent variable is not sufficiently high enough to assert a distinct relationship, it can be reasonably concluded that a higher number of service points are operated by outlets to cater for the businesses generated trips. Therefore, the relationship is probably more correlation than dependency, or the number of service points are driven by the business requirements (trip generation).

5.4 DCO LOCATION RELATIONSHIPS

Survey data was analysed, to determine possible relationships based on the location of each Drive-Thru Coffee Outlet (DCO). DCO locations have been defined as *CBD inbound* and *CBD outbound*. Where *CBD inbound* refers to outlets located to service a majority catchment of vehicles heading towards the nearest CBD and *CBD outbound* refers to outlets located to service a majority catchment of vehicles leaving the nearest CBD. All data is during the AM peak period.

5.4.1 AM Period Roadside traffic in relation to Passing Trade by DCO location

Table 5.14 and Figure 5.13 show the data and analysis to test for any influence of the DCO location on the percentage of vehicles utilising the outlet. “% of Passing Trade” refers to the percentage of all traffic utilising each Drive-Thru Coffee Outlet (DCO) on their way to an alternate destination.

Table 5.14: CBD Inbound AM Period Traffic Volumes and DCO Passing Trade

Outlet	Positioned to cater for CBD <i>inbound</i> traffic (AM Peak) ¹ % of Passing Trade ²	Positioned to cater for CBD <i>outbound</i> traffic (AM Peak) ¹ % of Passing Trade ²	Comments
DCO 1	-	-	-
DCO 2	80	80	Easily Accessible for both inbound and outbound traffic. Located on a quiet side street but accessing an enclosed industrial catchment area. No specific distinction can be made regarding catchment of CBD bound AM Peak traffic.
DCO 3	95	-	Accessible by both inbound and outbound CBD traffic due to traffic lights location. More inbound orientated than outbound.
DCO 4	91	-	Accessible by both inbound and outbound CBD traffic. More inbound orientated than outbound.
DCO 5	-	-	-
DCO 6	60	-	Captures only AM peak inbound traffic
DCO 7	-	83	Captures mainly AM peak outbound traffic
DCO 8	-	83	Captures only AM peak outbound traffic (Gold Coast Assumed as CBD)
DCO 9	-	-	-
DCO 10	-	88	Captures mainly AM peak outbound traffic from Melbourne CBD

1. Note that outlets 1, 5 and 9 have not provided survey data and have been omitted from this comparison

2. Passing trade are drop-by vehicles with an alternative final destination

Table 5.14 shows no distinct differences in each DCO's passing trips based on location indicating no clear relationship based on *inbound* or *outbound* catchments. The relationship between the location of each Drive-Thru Coffee Outlet (DCO) and percentage of passing trade is displayed in Figure 5.13 below.

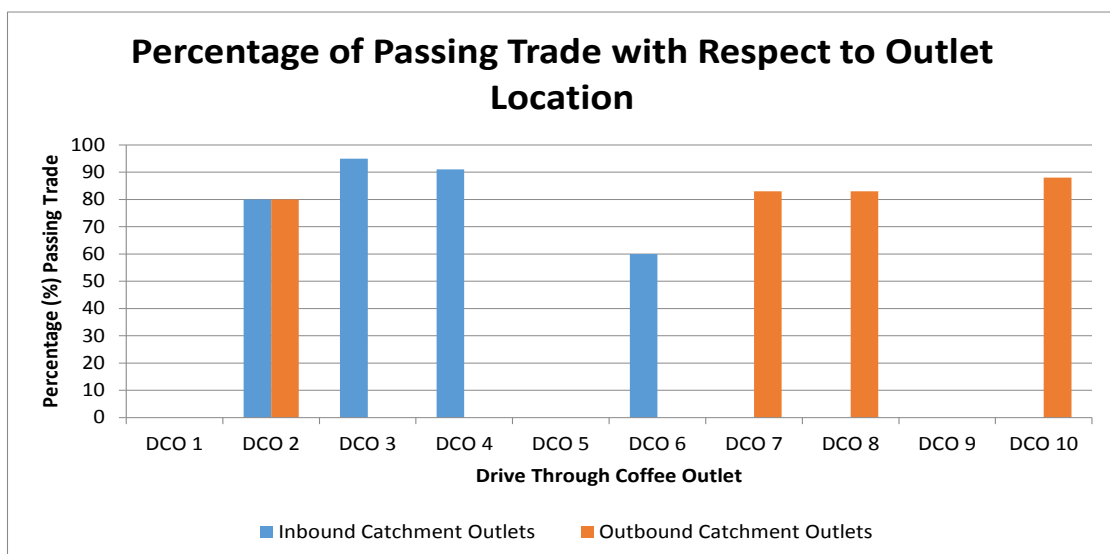


Figure 5.13: DCO Location Relationship between CBD Inbound Traffic and Passing Trade

As shown above no clear relationship can be seen based on the location of each DCO in the AM peak period.

5.4.2 AM Period Roadside traffic in relation to Trip Generation by DCO location

Table 5.15 and Figure 5.14 show the data and analysis to test for any influence of the DCO location and corresponding frontage traffic volumes on trip generation. "Trip Generation" refers to all traffic generated by each Drive-Thru Coffee Outlet (DCO) during the AM peak period.

Table 5.15: CBD Inbound Site AM Period Traffic Volumes and DCO Trip Generation

Outlet	Positioned to cater for CBD <i>inbound</i> traffic (AM Peak) Trip Generation	Positioned to cater for CBD <i>outbound</i> traffic (AM Peak) Trip Generation	Comments
DCO 1	112	112	Easily Accessible for both inbound and outbound traffic in both directions and is located within CBD. No specific distinction can be made regarding inbound/outbound.
DCO 2	88	88	Easily Accessible for both inbound and outbound traffic. Located on a quiet side street but accessing an enclosed industrial catchment area. No specific distinction can be made.
DCO 3	126	-	Accessible by both inbound and outbound CBD traffic due to traffic lights location. More inbound orientated than outbound.
DCO 4	116	-	Accessible by both inbound and outbound CBD traffic. More inbound orientated than outbound.
DCO 5	32	-	Captures mainly AM peak inbound traffic into Bathurst on Mwy
DCO 6	108	-	Captures only AM peak inbound traffic
DCO 7	-	112	Captures mainly AM peak outbound traffic
DCO 8	-	56	Captures only AM peak outbound traffic (Gold Coast Assumed as CBD)
DCO 9	-	70	Captures mainly AM peak outbound traffic from/through Bathurst on Greater Western Highway
DCO 10	-	234	Captures mainly AM peak outbound traffic from Melbourne CBD

Table 5.15 shows no distinct differences in each DCO's trip generation based on location indicating no clear relationship based on *inbound* or *outbound* catchments. The relationship between the location of each Drive-Thru Coffee Outlet (DCO) and percentage of passing trade is displayed in Figure 5.14 overleaf.

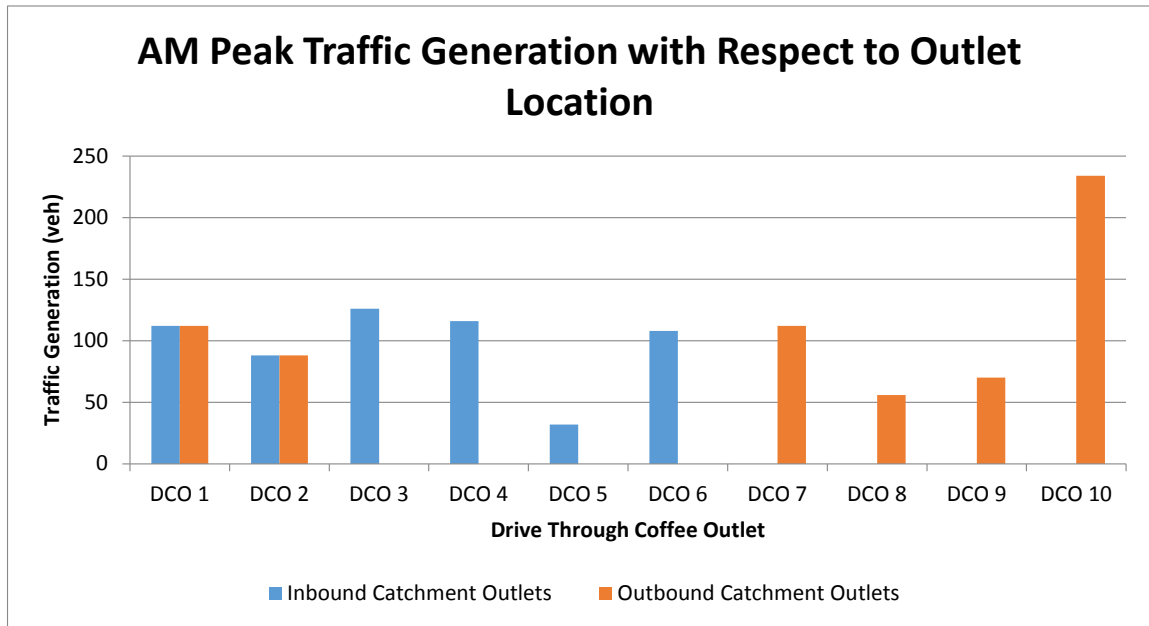


Figure 5.14: DCO Location Relationship between CBD Inbound Traffic and Trip Generation

As shown above no clear relationship can be seen based on the location of each DCO in the AM peak period.

6. CONCLUSIONS

The key factors impacting the local traffic operations at any one location appear to be:

- Significantly more customers use the drive through coffee outlets in the AM rather than the PM;
- the week-long surveys confirm that there are a very low number of customers on weekends with most drive through coffee outlets not open on weekends;
- there is a consistent high percentage of passing trade;
- the queuing capacity of the sites were sufficient to avoid queued vehicles from spilling out into the adjacent roadway, which could be an indicator of customers' limited tolerance to waiting times;
- the number of staff serving to reduce service times; and
- the relationship between road frontage traffic volumes and trip generation (including capturing AM peak traffic in the CBD inbound direction) is evident although statistically insignificant

Other influencing factors that are difficult to quantify include:

- visible exposure to passing traffic;
- ease of access to the site;
- ease of site egress;
- quality and visibility of signage;
- reputation;
- advertising; and
- quality of beverages, food and service.

These independent variables of influence could be rated subjectively to test against dependent variables but in most cases this would be impractical.

Of interest is the consistency of service times across all outlets. This may be due to the fact that the equipment of the outlets only has the capacity to produce a maximum rate of coffees, which in turn would govern the number of staff required to operate and serve customers (again a fairly consistent number across the outlets surveyed), which again would influence the service time. It may well be that customers are prepared to wait up to 5 minutes and if service times are longer they could change their morning purchasing regime, meaning that there is a "levelling out" of the number of trips that an outlet can accommodate based on the coffee making equipment they have.

Table 6.1 includes the R^2 results of the linear regression analyses, with the more significant relationships highlighted. Adopting the generally accepted principle that any R^2 values less than approximately 80% are indicative of poor dependent and independent variable relationships, it can be concluded that the analyses for all survey datasets analysed indicate that the level of association of dependent and independent variables is not sufficient to draw any accurate relationships or conclusions.

Table 6.1: Data Analyses Summary

Independent Variable	Dependant Variable	Table Reference	R2
Frontage Road AM Network Peak	Trip Generation	Table 5.2	14%
Frontage Road AM Site Peak	Trip Generation	Table 5.3	12%
Frontage Road AM Site Peak	Queue Length	Table 5.4	26%
Frontage Road Two-Way AM Network Peak	Trip Generation	Table 5.5	12%
Gross Floor Area	Trip Generation	Table 5.6	1%
Site AM Peak Trip Generation	Queue Length	Table 5.7	67%
Number of Staff	Service Time	Table 5.8	64%
Number of Staff	Trip Generation	Table 5.9	31%
Service Time	Queue Length	Table 5.10	7%
Service Time	Trip Generation	Table 5.11	7%
Number of Service Booths	Service Time	Table 5.12	6%
Number of Service Booths	Trip Generation	Table 5.13	61%
CBD Inbound AM Period Traffic Volumes	Percentage of Passing Trade	Table 5.14	N/A
AM Period Roadside Traffic Volumes	Trip Generation	Table 5.15	N/A

7. RECOMMENDATIONS

The highlighted inter-relationships identified in Table 6.1, whilst indicative of some dependence, can be explained by reasoning of normal operations of a business such as DCOs. The mere presence of the road side outlet together with the influencing factors described in Section 6 including signage and advertising creates the market for the outlets. The customer demand (generated trips) then requires an optimum number of service booths and staff to ensure that customers are served quickly to encourage repeat business. Ensuring fast service also manages the queue lengths and long queue lengths themselves are likely to discourage customers; hence a 'levelling out' of patronage.

The graph shown in Figure 7. 1, duplicated from Figure 5.1, shows that with the exception of a small number of outlets surveyed, due to local circumstances and excluded as "outliers", it appears that a range of trip generation rates could be reasonably adopted between 70 – 130 AM peak hour trips, with consideration given to other potentially influencing factors. The lower than average trip generation of DCO5 and DCO8 can possibly be explained by their location. DCO5 is a regional outlet with a low volume of passing traffic. DCO8 is a sub-metropolitan outlet on a frontage road that does not have a clear peak AM direction and is relatively low. Additionally DCO8 only captures traffic in one direction. DCO10 on the other hand has very high trip generation possibly due to a highly visible location to passing traffic, its unique operation of having two service lanes, has an open 'veranda' style of service with staff attending directly to vehicles in the queue and the outlet has been operating for a number of years and has built up a strong patronage.

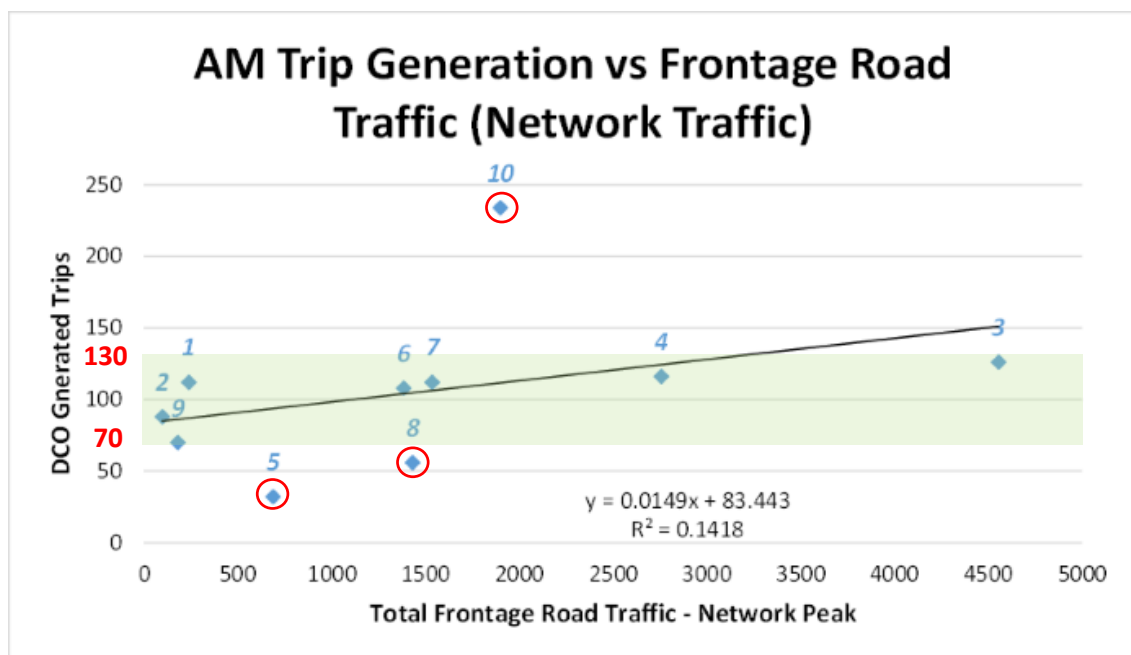


Figure 7. 1: Trip Generation Range

It is therefore recommended that a range of values between 70 and 130 trips in the AM peak hour be adopted as an estimate for trip generation of drive through coffee outlets. This is consistent with the average trip generation for the AM site peak calculated for all DCOs of 105. (Refer to Table 5.2).

Given the analyses demonstrate some relationships between outlet characteristics albeit not statistically significant, it is recommended that when assessing proposed DCO developments, selection of an appropriate traffic generation rate should consider the range of variable influencing factors itemised in Section 6.

The information gathered from customer interviews relating to 'pass-by' purchases is considered to be robust and consistent across all outlets surveyed. It is therefore recommended that the average passing trade percentage of 83% is adopted in calculations of the trip generation impacts on the surrounding road network when assessing traffic impacts of proposed drive through coffee outlets.

APPENDIX A

SURVEY DATA SUMMARY

Survey Data Summary

Data Type	DCO 1 Fastlane Coffee 1 15 Bultje Street	DCO 2 Fastlane Coffee 2 37 Cobbora Road (White St Frontage)	DCO 3 Starbucks	DCO 4 Zipper	DCO 5 Johnny Bean Good	DCO 6 Coffee Club	DCO 7 Di Bella	DCO 8 Espresso Lane	DCO 9 The Brew	DCO 10 Tico's Drive Thru Espresso
Site Location	Dubbo Regional NSW	Dubbo Regional NSW	Mt Druitt Sub-Metro NSW	Concord Metro NSW	Bathurst Regional NSW	Tingalpa Metro Qld	Bowen Hills Metro Qld	Labrador Sub-Metro Qld	Bathurst Regional NSW	Brooklyn Metro Victoria
Operating Times	Monday-Friday 6:30am-5:00pm Sat 6:30am-1:00pm Sun 8:00am-12 noon	Monday-Friday 6:30am-1:00pm Sat 7:30am-12 noon	Mon-Wed 6:00am-10:00am Thurs-Fri 6:00am-11:00pm	5:00am-1:00am	5:00am-6:00pm	5:00am-5:00pm	Monday to Friday 5.30am – 2.30am / Saturday 6.00am – 12.30 pm	Mon-Sat 6:30am-3:00pm	Mon – Fri 6:30am-3:30pm & Saturday 8am-2pm	Monday-Friday 5:00am-6:00pm Saturday-Sunday 8:00am-6:00pm
Survey date	26-May-2015	26-May-2015	17-Jun-2015	17-Jun-2015	27-May-2015	13-May-2015	12-May-2015	19-May-2015	27-May-2015	15-May-2015
Survey day	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Wednesday	Tuesday	Tuesday	Wednesday	Monday
Surrounding land use	Commercial/ caravan park	Industrial, warehouse, commercial	Westfield Mt Druitt	Commercial/ Residential	Commercial	Mix undeveloped land, residential, commercial	Commercial	Commercial	Commercial/Hotel	Predominantly commercial, well-placed to capture AM commuter traffic from Eastern suburbs
Approximate GFA m ²	24	24	200	7	150	140	117	54	80	60
Average employees per shift	3 busy, 1.5 quiet	3 busy, 1.5 quiet	3	2	2 AM 1 PM	3	3.5	2	4 in AM / 2 in PM	4
Year opened	Nov 2009	July 2012	Not available	Not available	Sept 2014	2014	2008	2014	Sept 2014	2010
No. entry points	1	1 combined entry/exit	2 combined entry/exit	1	1	1 combined entry/exit	1	1	1	1
No. exit points	1	1 combined entry/exit	2 combined entry/exit	1	2	1 combined entry/exit	1	1	1	1
Drive-thru lane capacity (dist. entry to order booth) (metres)	45	20	In car park	20	58	35	50	12	20	50
Drive-thru lane capacity (dist. order booth to collection) (metres)	2	15	30	0	0	30	10	24	1	0
On-site parking bays	4	2	22	0	14	7	9	0	4	5
No. waiting bays	0	0	0	0	0	0	0	2	1	0
Seating inside	0	0	0	0	0	28	0	0	4	0
Seating outside	0	0	0	0	0	24	16	0	3	0
No. ordering booths	2	1	1	1	1	1	1	1	1	2
No. payment booths	1	1	1	1	1	1	0	0	1	2
No. collection points	1	1	1	1	1	1	1	1	1	2
Product range	Coffee, cold drinks, pastries, cakes.	Coffee, cold drinks, pastries, cakes.	Coffee, cold drinks, pastries, cakes.	Coffee	Coffee, milkshakes, soft drinks, pastries, cakes	Substantial range of coffee, tea, juices, soft drinks, hot breakfast, lunch, cakes,	Coffee in t/a cups / Coffee in retail packs for home / light food and sweets	Coffee	Coffee, tea, juices, soft drinks, light meals, snacks, cakes.	Coffee, tea, juices, soft drinks, light meals, snacks, cakes.
AM survey period	06:30 - 09:00	06:30 - 09:00	06:30 - 09:00	06:00 - 12:00	06:30 - 09:00	06:30 - 09:00	06:30 - 09:00	06:30 - 09:00	06:30 - 09:00	06:30 - 09:00
Site AM peak hour times	08:00 - 09:00	07:15 - 08:15	07:15 - 08:15	6:00-7:00	6:30 - 7:30	06:30 - 07:30	07:30 - 08:30	06:45 - 07:45	07:15 - 08:15	06:30 - 07:30
Trip generation AM site peak (twice vehicles served)	112	88	126	116 (weekday range 82-116)	32	108	112	56 (weekday range 48-68)	70	234
Road frontage hourly traffic during site AM peak (to CBD)	207	68	3410	2743	404	1369	1410	897	142	1217
Road frontage hourly traffic during site AM peak (from CBD)	206	56	2274	1829	342	633	688	1002	90	996
Road frontage hourly traffic during site AM peak (Total)	413	124	5684	4572	746	2002	2098	1899	232	2213
Network AM peak hour times during survey	08:00 - 09:00	08:00 - 09:00	08:00 - 09:00	06:15 - 07:15	08:00 - 09:00	07:30 - 08:30	07:00 - 08:00	07:45 - 08:45	08:00 - 09:00	07:30 - 08:30
Trip generation AM network peak (twice vehicles served)	112	78	120	110	26	88	92	42	70	108
Road frontage hourly traffic during network AM peak (to CBD)	240	99	4556	2758	689	1384	1536	1432	180	1900
Road frontage hourly traffic during network AM peak (from CBD)	218	74	3038	1839	575	896	710	1324	115	1555
Road frontage hourly traffic during network AM peak (Total)	458	173	7594	4597	1264	2280	2246	2756	295	3455
AM % passing trade (2.5 hrs survey)	82	80	95	91	Not Recorded	60	83	83	Not Recorded	88
AM site peak hour % passing trade	Not Recorded	90	100	92	Not Recorded	60	(100) ¹	100	Not Recorded	83
AM network peak hour % passing trade	Not Recorded	65	90	100	Not Recorded	(50) ¹	(100) ¹	67	Not Recorded	91
PM survey period	15:00 - 17:00	11:00 - 13:00	15:00 - 17:00	12:00 - 14:00	15:00 - 17:00	15:00 - 17:00	12:00 - 14:00	13:00 - 15:00	13:00 - 15:00	15:00 - 17:00
Site PM peak hour times	15:00 - 16:00	11:00 - 12:00	16:00 - 17:00	12:00 - 13:00	15:30 - 16:30	15:00 - 16:00	13:00 - 14:00	13:00 - 14:00	13:00 - 14:00	15:45 - 16:45
Trip generation PM site peak (twice vehicles served)	36	32	56	18	10	32	32	6	22	36
Road frontage hourly traffic during site PM peak (to CBD)	207	75	2775	1883	1191	1023	715	972	67	2275
Road frontage hourly traffic during site PM peak (from CBD)	206	91	4162	2825	1409	1235	829	1219	105	2781
Road frontage hourly traffic during site PM peak (Total)	413	166	6937	4708	2600	2258	1544	2191	172	5056
Network PM peak hour times during survey	15:15 - 16:15	12:00 - 13:00	16:00 - 17:00	12:30 - 13:30	16:00 - 17:00	16:00 - 17:00	12:30 - 13:30	14:00 - 15:00	13:00 - 14:00	15:45 - 16:45
Trip generation PM network peak (twice vehicles served)	30	18	56	6	8	6	24	2	22	36
Road frontage hourly traffic during network PM peak (to CBD)	240	75	2775	2201	1324	1013	772	1063	67	2275
Road frontage hourly traffic during network PM peak (from CBD)	218	101	4162	3301	1586	1330	794	1550	105	2781
Road frontage hourly traffic during network PM peak (Total)	458	176	6937	5502	2910	2343	1566	2613	172	5056
PM % passing trade (2 hrs survey)	Not Recorded	(100) ¹	85	Not Recorded	Not Recorded	75	80	(100) ¹	Not Recorded	27
PM site peak hour % passing trade	Not Recorded	(100) ¹	70	Not Recorded	Not Recorded	(100) ¹	(100) ¹	-	Not Recorded	29
PM network peak hour % passing trade	Not Recorded	(100) ¹	70	Not Recorded	Not Recorded	(50) ¹	(100) ¹	(100) ¹	Not Recorded	29
Average service time (m:ss)	4:13	4:23	4:16	3:29	2:41	3:28	3:56	2:44	5:29	4:05
Average service time (excl. customers questioned)	Not Recorded	4:13	4:07	3:48	Not Recorded	3:21	3:49	2:40	NA	4:09
Maximum site peak AM queue (No. vehicles)	6	6	7	11	2	6	7	5	6	11
Maximum site peak PM queue (No. vehicles)	2	3	7	0	0	2	2	1	2	2
Average car occupancy	1.14	1.13	1.16	1.21	1.09	1.17	1.19	1.13	1.19	1.06
Total pedestrian trips during network AM peak (2 x customers)	1	46	4	0	0	20	10	2	0	2
Total pedestrian trips during network PM peak (2 x customers)	0	6	8	0	2	24	6	0	0	0
Daily variation (week-long survey only)	Not Applicable	Not Applicable	Not Applicable	Refer Appendix M Daily Variation Trip Gen.	Not Applicable	Not Applicable	Not Applicable	Refer Appendix M Daily Variation Trip Gen.	Not Applicable	Not Applicable
Ratio trip generation AM to PM network peak		2.4 to 1	2.1 to 1	27.5 to 1	3.3 to 1	14.7 to 1	3.8 to 1	21 to 1	3.2 to 1	3 to 1
Site and/or survey observations and comments	Outlet can capture traffic from both directions quite easily - no median	Trip generation % of road frontage traffic is high due to low volume on White Street - small catchment.	Accessible from both sides of the road - signalled intersection with right turn.	Median divided and unlikely to attract westbound traffic.	In town centre. Accessible from both sides of the road - median opening with right turn lane.	Likely to only attract westbound traffic (AM Peak) - median divided	Accessible to traffic from both directions but mainly favours AM outbound traffic.	Median divided and only capturing traffic from one direction.	Charlotte Street is a side street, not good exposure and not well signed.	Accessible to traffic from both directions but mainly favours AM outbound traffic.

Footnotes:

1. Quantity of data during this period not considered to be sufficient to provide statistically significant conclusions

APPENDIX B

SURVEY DATA

DCO1 - FASTLANE COFFEE 1, DUBBO NSW

Drive Thru Coffee Outlet Site Information	
Site Location	Fastlane Coffee 1, 15 Bultje St, Dubbo
Building Area m ²	24
Year Opened	Nov-09
Opening Times	Monday-Friday 6:30am-5:00pm Sat 6:30am-1:00pm Sun 8:00am-12 noon
Product Range	Coffee, cold drinks, pastries, cakes.
Number of Shift Employees	3 busy, 1.5 quiet
Surrounding Land Use	Commercial/ caravan park
Relevant Local Issues	
Survey Date	Tuesday 26th May 2015
Survey Period AM	06:30 - 09:00 (2.5 hours)
Survey Period PM	15:00 - 17:00 (2 hours)
Number of Entry/Exit Points	2
Drive Thru Lane Capacity	Driveway to order booth - 9m Order booth to Collection window - 2m
Number of On-Site Parking Bays	Cars - 4 Bicycles - 0
Number of Waiting Bays	0
Seating Inside	0
Seating Outside	0
Number of Ordering Booths	2
Number of Collection Points	1
Comments	Outlet can capture traffic from both directions quite easily - no median

Site Map



T0481

Site Location	Fastlane Coffee 1
Survey Date	Tuesday 26th May
Survey Period AM	06:30 - 09:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	6:31:12	6:41:11	C	1	1	0:09:59
2	6:38:48	6:41:39	C	1	2	0:02:51
3	6:39:52	6:45:05	C	1	3	0:05:13
4	6:43:14	6:46:11	C	1	4	0:02:57
5	6:43:15	6:47:00	C	1	5	0:03:45
6	6:46:40	6:48:41	C	1	6	0:02:01
7	6:51:12	6:53:53	C	1	7	0:02:41
8	6:52:14	6:55:08	C	1	8	0:02:54
9	6:53:13	6:56:10	C	1	9	0:02:57
10	6:53:15	6:57:58	C	2	10	0:04:43
11	6:53:19	6:59:20	C	1	11	0:06:01
12	6:54:44	6:59:58	C	1	12	0:05:14
13	6:58:10	7:01:14	C	1	13	0:03:04
14	7:03:12	7:05:36	C	1	14	0:02:24
15	7:03:26	7:06:17	C	1	15	0:02:51
16	7:04:21	7:07:59	C	1	16	0:03:38
17	7:06:30	7:10:20	C	1	17	0:03:50
18	7:08:09	7:10:54	C	1	18	0:02:45
19	7:08:33	7:12:31	C	1	19	0:03:58
20	7:16:46	7:18:56	C	1	20	0:02:10
21	7:18:06	7:19:50	C	1	21	0:01:44
22	7:25:47	7:28:09	C	1	22	0:02:22
23	7:30:39	7:32:43	C	1	23	0:02:04
24	7:31:37	7:33:37	C	1	24	0:02:00
25	7:32:18	7:34:35	C	1	25	0:02:17
26	7:34:00	7:35:47	C	1	26	0:01:47
27	7:34:33	7:37:15	C	1	27	0:02:42
28	7:35:01	7:38:31	P	1	28	0:03:30
29	7:37:51	7:39:33	C	1	29	0:01:42
30	7:39:28	7:42:34	C	1	30	0:03:06
31	7:44:36	7:46:58	C	1	31	0:02:22
32	7:46:34	7:48:12	C	1	32	0:01:38
33	7:46:35	7:49:02	C	1	33	0:02:27
34	7:47:33	7:50:10	C	1	34	0:02:37
35	7:49:34	7:53:05	C	1	35	0:03:31
36	7:53:06	7:54:46	C	1	36	0:01:40
37	7:53:56	7:56:42	C	1	37	0:02:46
38	7:54:57	7:58:22	C	1	38	0:03:25
39	7:55:49	7:59:58	C	1	39	0:04:09
40	7:56:30	8:01:07	C	1	40	0:04:37
41	7:58:36	8:02:30	C	1	41	0:03:54
42	7:59:12	8:04:46	C	1	42	0:05:34

43	8:01:22	8:05:15	C	1	43	0:03:53
44	8:01:30	8:07:38	C	1	44	0:06:08
45	8:02:57	8:07:50	C	2	45	0:04:53
46	8:05:37	8:10:50	C	1	46	0:05:13
47	8:06:39	8:11:55	C	1	47	0:05:16
48	8:08:20	8:12:40	C	1	48	0:04:20
49	8:08:32	8:13:53	C	1	49	0:05:21
50	8:09:43	8:14:41	C	1	50	0:04:58
51	8:10:26	8:16:23	C	1	51	0:05:57
52	8:10:45	8:17:34	C	1	52	0:06:49
53	8:11:26	8:18:10	C	1	53	0:06:44
54	8:12:46	8:18:40	C	1	54	0:05:54
55	8:12:47	8:20:13	C	1	55	0:07:26
56	8:14:16	8:20:47	C	1	56	0:06:31
57	8:14:50	8:22:10	C	1	57	0:07:20
58	8:16:34	8:22:46	C	2	58	0:06:12
59	8:16:55	8:23:42	C	1	59	0:06:47
60	8:19:40	8:24:00	C	1	60	0:04:20
61	8:21:28	8:24:31	C	2	61	0:03:03
62	8:21:44	8:25:29	C	3	62	0:03:45
63	8:22:05	8:26:50	C	1	63	0:04:45
64	8:24:44	8:27:37	C	1	64	0:02:53
65	8:25:46	8:28:40	C	1	65	0:02:54
66	8:26:36	8:29:48	C	1	66	0:03:12
67	8:27:20	8:31:25	C	1	67	0:04:05
68	8:27:30	8:31:35	C	1	68	0:04:05
69	8:28:30	8:32:45	C	1	69	0:04:15
70	8:30:40	8:33:46	C	1	70	0:03:06
71	8:31:41	8:34:02	C	1	71	0:02:21
72	8:31:54	8:35:17	C	1	72	0:03:23
73	8:32:49	8:35:51	C	1	73	0:03:02
74	8:33:50	8:38:20	C	1	74	0:04:30
75	8:33:59	8:39:52	C	1	75	0:05:53
76	8:35:10	8:40:58	C	1	76	0:05:48
77	8:35:50	8:41:11	C	1	77	0:05:21
78	8:35:52	8:42:35	C	1	78	0:06:43
79	8:37:49	8:45:50	C	1	79	0:08:01
80	8:39:16	8:46:10	C	1	80	0:06:54
81	8:39:39	8:47:31	C	1	81	0:07:52
82	8:40:25	8:48:05	C	1	82	0:07:40
83	8:42:10	8:49:10	C	1	83	0:07:00
84	8:44:11	8:51:05	C	2	84	0:06:54
85	8:45:47	8:52:01	C	1	85	0:06:14
86	8:47:51	8:52:21	C	1	86	0:04:30
87	8:48:12	8:52:46	C	1	87	0:04:34
88	8:49:13	8:55:46	C	2	88	0:06:33
89	8:50:02	8:53:10	P	1	89	0:03:08
90	8:51:26	8:57:18	C	1	90	0:05:52
91	8:52:00	8:57:50	C	1	91	0:05:50
92	8:52:50	8:59:28	C	1	92	0:06:38

93	8:53:29	8:59:41	C	1	93	0:06:12
94	8:55:14	9:00:00	C	1	94	0:04:46
95	8:56:29		C	1	95	
96	8:57:01		C	1	96	
97	8:58:20		C	1	97	
98	8:59:10		C	4	98	
99	8:59:40		C	1	99	
Average						0:04:24

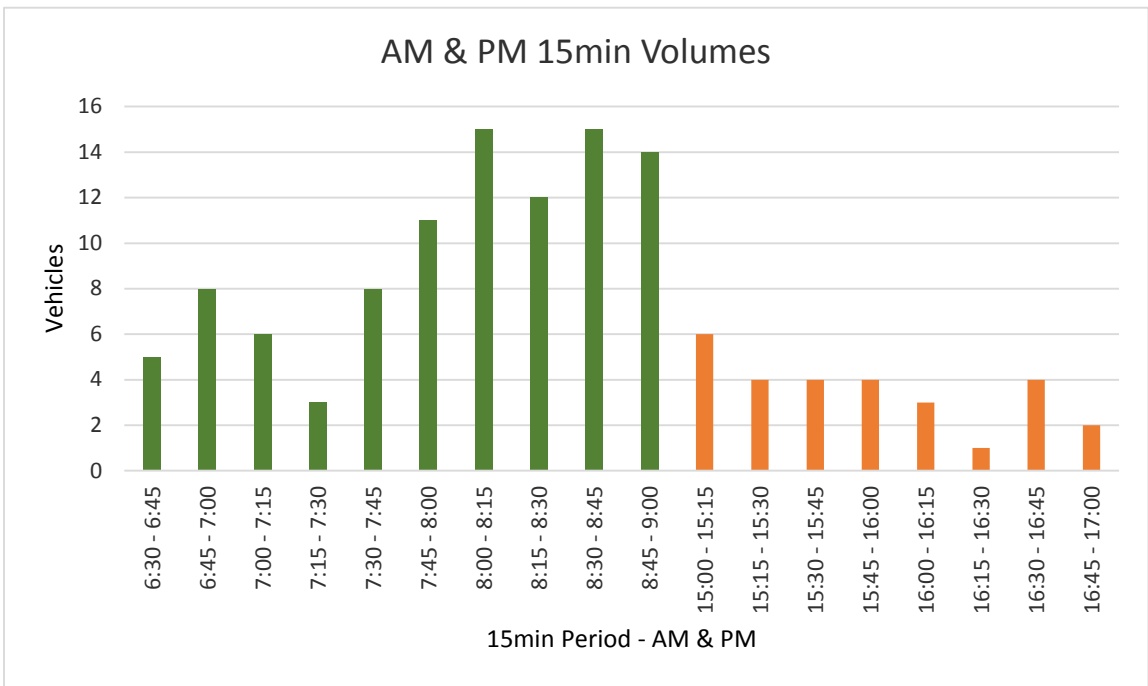
T0481

Site Location	Fastlane Coffee 1
Survey Date	Tuesday 26th May
Survey Period PM	15:00 - 17:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	15:00:00	15:03:44	C	1	100	0:03:44
2	15:02:08	15:05:10	C	1	101	0:03:02
3	15:03:37	15:09:45	C	1	102	0:06:08
4	15:04:14	15:10:37	C	1	103	0:06:23
5	15:05:44	15:12:40	C	1	104	0:06:56
6	15:09:06	15:16:33	C	3	105	0:07:27
7	15:16:08	15:20:43	C	1	106	0:04:35
8	15:17:23	15:21:02	C	1	107	0:03:39
9	15:23:47	15:27:05	C	2	108	0:03:18
10	15:27:52	15:30:35	C	2	109	0:02:43
11	15:30:52	15:33:07	C	1	110	0:02:15
12	15:33:38	15:35:56	C	1	111	0:02:18
13	15:36:50	15:43:18	C	2	112	0:06:28
14	15:44:10	15:45:45	C	1	113	0:01:35
15	15:47:04	15:49:25	C	1	114	0:02:21
16	15:52:11	15:54:46	C	1	115	0:02:35
17	15:56:10	15:58:44	C	1	116	0:02:34
18	15:57:07	16:00:00	C	1	117	0:02:53
19	16:03:13	16:06:10	C	1	118	0:02:57
20	16:04:53	16:07:47	C	1	119	0:02:54
21	16:10:08	16:12:28	C	1	120	0:02:20
22	16:28:27	16:30:18	C	1	121	0:01:51
23	16:30:31	16:32:52	C	1	122	0:02:21
24	16:31:08	16:35:00	C	1	123	0:03:52
25	16:39:43	16:42:05	C	1	124	0:02:22
26	16:41:03	16:43:58	C	1	125	0:02:55
27	16:47:15	16:50:17	C	3	126	0:03:02
28	16:50:18	16:56:00	C	1	127	0:05:42
					Average	0:03:37

15 minute Period	Cars	Heavy Vehicle	Occupants	Peds	Bicycles
6:30 - 6:45	5	0	5	0	0
6:45 - 7:00	8	0	9	0	0
7:00 - 7:15	6	0	6	0	0
7:15 - 7:30	3	0	3	0	0
7:30 - 7:45	8	0	8	1	0
7:45 - 8:00	11	0	11	0	0
8:00 - 8:15	15	0	16	0	0
8:15 - 8:30	12	0	16	0	0
8:30 - 8:45	15	0	16	0	0
8:45 - 9:00	14	0	18	1	0

15 minute Period	Cars	Heavy Vehicle	Occupants	Peds	Bicycles
15:00 - 15:15	6	0	8	0	0
15:15 - 15:30	4	0	6	0	0
15:30 - 15:45	4	0	5	0	0
15:45 - 16:00	4	0	4	0	0
16:00 - 16:15	3	0	3	0	0
16:15 - 16:30	1	0	1	0	0
16:30 - 16:45	4	0	4	0	0
16:45 - 17:00	2	0	4	0	0



Site Location	Fastlane Coffee 1
Survey Date	Tuesday 26th May
Survey Period AM	06:30 - 09:00

Site Location	Fastlane Coffee 1
Survey Date	Tuesday 26th May
Survey Period PM	15:00 - 17:00

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
6:30 - 6:35	1	0	0	0
6:35 - 6:40	0	0	0	0
6:40 - 6:45	3	0	0	0
6:45 - 6:50	3	0	0	0
6:50 - 6:55	0	0	0	0
6:55 - 7:00	3	0	0	0
7:00 - 7:05	1	0	0	0
7:05 - 7:10	3	0	0	0
7:10 - 7:15	2	0	0	0
7:15 - 7:20	0	0	0	0
7:20 - 7:25	0	0	0	0
7:25 - 7:30	0	0	0	0
7:30 - 7:35	0	0	0	0
7:35 - 7:40	2	0	0	0
7:40 - 7:45	1	0	0	0
7:45 - 7:50	1	0	0	0
7:50 - 7:55	1	0	0	0
7:55 - 8:00	2	0	0	0
8:00 - 8:05	3	0	0	0
8:05 - 8:10	4	0	0	0
8:10 - 8:15	6	0	0	0
8:15 - 8:20	6	0	0	0
8:20 - 8:25	4	0	0	0
8:25 - 8:30	3	0	0	0
8:30 - 8:35	3	0	0	0
8:35 - 8:40	5	0	0	0
8:40 - 8:45	6	0	0	0
8:45 - 8:50	5	0	0	0
8:50 - 8:55	5	0	0	0
8:55 - 9:00	5	0	0	0

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
15:00 - 15:05	0	0	0	0
15:05 - 15:10	0	0	0	0
15:10 - 15:15	3	0	0	0
15:15 - 15:20	0	0	0	0
15:20 - 15:25	0	0	0	0
15:25 - 15:30	0	0	0	0
15:30 - 15:35	0	0	0	0
15:35 - 15:40	0	0	0	0
15:40 - 15:45	0	0	0	0
15:45 - 15:50	0	0	0	0
15:50 - 15:55	1	0	0	0
15:55 - 16:00	0	0	0	0
16:00 - 16:05	2	0	0	0
16:05 - 16:10	1	0	0	0
16:10 - 16:15	1	0	0	0
16:15 - 16:20	1	0	0	0
16:20 - 16:25	0	0	0	0
16:25 - 16:30	0	0	0	0
16:30 - 16:35	0	0	0	0
16:35 - 16:40	0	0	0	0
16:40 - 16:45	1	0	0	0
16:45 - 16:50	1	0	0	0
16:50 - 16:55	1	0	0	0
16:55 - 17:00	1	0	0	0

Interview Number	Response to the following questions				
	1		2		3
	Have you made the trip here just for the coffee OR have you dropped in on your way to somewhere else?		Are you just ordering coffee today, or something extra?		Can I have your postcode please?
	Coffee / Meal ONLY	On the way	Coffee	Coffee and Food	Post Code
1		X		1	4006
2		X		1	4014
3		X	2		4012
4		X		1	4030
5		X	2		4034
6		X	2		4011
7		X	2		4000
8		X	2		4011
9		X	1		4006
10	X		1		4006
11		X		1	4012
12	X			1	4031
13		X	2		4017
14	X		2		4005
15		X		1	4178
16		X	2		4170
17		X		1	4170

Site Location	Fastlane Coffee 1, 15 Bultje St, Dubbo
Survey Date	Tuesday 26th May
Survey Period	6:30am-9:00am
Main Traffic Flow	Northbound
AM Peak Period	Not recorded - Approx 50/50 split reasonable to assume AM volumes similar to PM
PM Peak Period	15:15 - 16:15

15 min Period		Southbound		Northbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
15:00	15:15	40	1	50	1	
15:15	15:30	47	0	40	1	
15:30	15:45	61	1	52	0	
15:45	16:00	56	0	62	1	413
16:00	16:15	75	0	61	1	458
16:15	16:30	9	2	37	0	418
16:30	16:45	45	0	60	0	409
16:45	17:00	34	0	37	0	361
Peak Period		239	1	215	3	
Total		367	4	399	4	

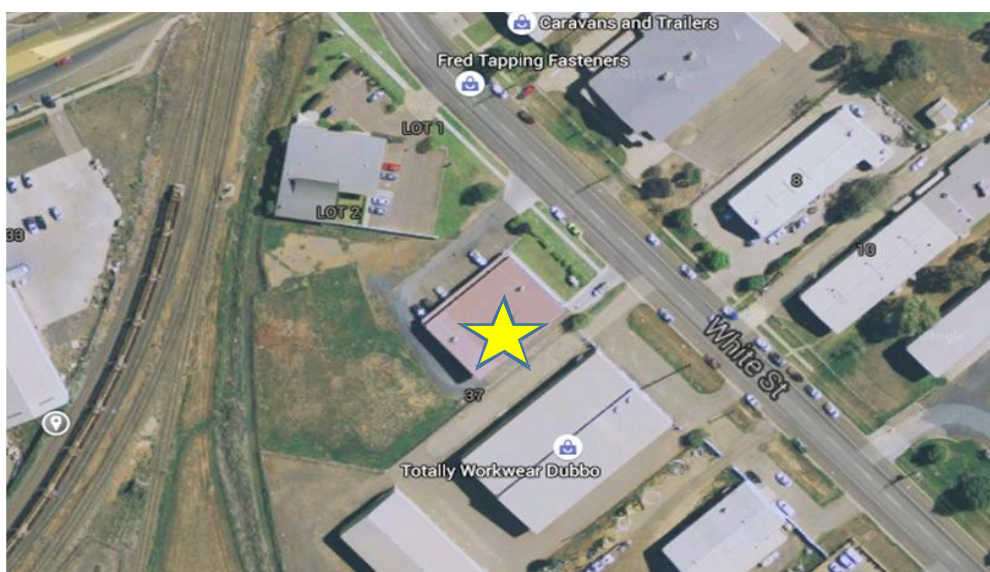
APPENDIX C

SURVEY DATA

DCO2 - FASTLANE COFFEE 2, DUBBO NSW

Drive Thru Coffee Outlet Site Information	
Site Location	Fastlane Coffee 2, 37 Cobbora Road, Dubbo
Building Area m ²	24
Year Opened	Jul-12
Opening Times	Monday-Friday 6:30am-1:00pm Sat 7:30am-12 noon
Product Range	Coffee, cold drinks, pastries, cakes.
Number of Shift Employees	3, 1.5 quiet
Surrounding Land Use	Industrial, warehouse, commercial
Relevant Local Issues	
Survey Date	Tuesday 26th May 2015
Survey Period AM	06:30 - 09:00 (2.5 hours)
Survey Period PM	11:00 - 13:00 (2 hours)
Number of Entry/Exit Points	1
Drive Thru Lane Capacity	Driveway to order booth - 20m Order booth to Collection window 15m
Number of On-Site Parking Bays	Cars - 2 Bicycles - 0
Number of Waiting Bays	0
Seating Inside	0
Seating Outside	0
Number of Ordering Booths	1
Number of Collection Points	1
Comments	Trip generation % of road frontage traffic is high due to low volume on White Street - small catchment.

Site Map



Site Location	Fastlane Coffee 2, 37 Cobbora Rd, Dubbo
Survey Date	Tuesday 26th May
Survey Period AM	06:30 - 09:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	6:35:28	6:36:50	C	1		0:01:22
2	6:35:58	6:38:11	C	1		0:02:13
3	6:38:30	6:40:12	C	1		0:01:42
4	6:39:30	6:43:00	C	1	1	0:03:30
5	6:41:17	6:43:20	C	1	2	0:02:03
6	6:42:15	6:44:25	C	1	3	0:02:10
7	6:44:20	6:45:44	C	1		0:01:24
8	6:46:08	6:48:20	C	2	4	0:02:12
9	6:49:17	6:51:49	C	1	5	0:02:32
10	6:49:30	6:52:34	C	1		0:03:04
11	6:49:45	6:53:30	C	1		0:03:45
12	6:50:31	6:55:30	C	1	6	0:04:59
13	6:52:51	6:56:45	C	1	7	0:03:54
14	6:55:00	6:57:59	C	1	8	0:02:59
15	6:56:30	6:59:00	C	1	9	0:02:30
16	6:56:55	7:01:05	C	1		0:04:10
17	6:58:17	7:01:53	C	1	10	0:03:36
18	7:01:28	7:04:00	C	1		0:02:32
19	7:02:32	7:06:00	C	1		0:03:28
20	7:06:36	7:08:23	C	1		0:01:47
21	7:07:10	7:09:18	C	1		0:02:08
22	7:08:51	7:10:25	P	1	11	0:01:34
23	7:10:40	7:13:24	C	2	12	0:02:44
24	7:11:24	7:14:00	C	1		0:02:36
25	7:13:14	7:15:51	P	1		0:02:37
26	7:15:35	7:18:00	C	1		0:02:25
27	7:17:39	7:20:08	C	1	13	0:02:29
28	7:20:09	7:21:33	C	1		0:01:24
29	7:22:20	7:25:59	C	1	14	0:03:39
30	7:23:18	7:26:32	C	1		0:03:14
31	7:25:28	7:30:12	C	2	15	0:04:44
32	7:26:30	7:30:30	C	1	16	0:04:00
33	7:27:38	7:32:12	C	1	17	0:04:34
34	7:27:51	7:32:59	C	1	18	0:05:08
35	7:28:31	7:33:45	C	1	19	0:05:14
36	7:31:00	7:35:20	C	1	20	0:04:20
37	7:32:15	7:36:26	C	1		0:04:11
38	7:33:40	7:37:15	C	1		0:03:35
39	7:38:02	7:41:01	C	2	21	0:02:59
40	7:39:00	7:46:20	C	1	22	0:07:20
41	7:39:21	7:46:27	C	1	23	0:07:06
42	7:41:41	7:46:34	C	2	24	0:04:53

43	7:41:58	7:49:15	C	1	25	0:07:17
44	7:42:50	7:51:52	C	1		0:09:02
45	7:43:48	7:51:58	C	1		0:08:10
46	7:46:09	7:54:22	C	1	26	0:08:13
47	7:47:12	7:54:31	C	1	27	0:07:19
48	7:47:59	7:54:36	C	1		0:06:37
49	7:48:03	7:56:36	C	1	28	0:08:33
50	7:49:10	7:57:08	C	1		0:07:58
51	7:51:27	7:57:20	C	1		0:05:53
52	7:51:40	7:59:03	C	1	29	0:07:23
53	7:53:59	7:59:51	C	1		0:05:52
54	7:57:11	8:01:07	C	1		0:03:56
55	7:57:29	8:02:55	C	1	30	0:05:26
56	7:58:49	8:03:24	C	1		0:04:35
57	8:00:32	8:05:05	C	1		0:04:33
58	8:02:28	8:05:08	C	1		0:02:40
59	8:06:08	8:07:39	C	1		0:01:31
60	8:06:50	8:08:20	C	1	31	0:01:30
61	8:08:02	8:11:03	C	1	32	0:03:01
62	8:08:40	8:11:13	C	1	33	0:02:33
63	8:09:15	8:12:14	C	1		0:02:59
64	8:01:31	8:12:35	C	1		0:11:04
65	8:12:30	8:14:51	C	1		0:02:21
66	8:13:22	8:15:19	C	1		0:01:57
67	8:13:35	8:19:45	C	1	34	0:06:10
68	8:14:06	8:20:40	C	1	35	0:06:34
69	8:14:59	8:22:44	C	1	36	0:07:45
70	8:15:51	8:28:02	C	1	37	0:12:11
71	8:16:08	8:29:27	C	1	38	0:13:19
72	8:17:45	8:30:18	C	1		0:12:33
73	8:18:36	8:30:40	C	1		0:12:04
74	8:21:59	8:28:10	P	1		0:06:11
75	8:26:14	8:31:28	C	1	39	0:05:14
76	8:27:31	8:34:37	C	2		0:07:06
77	8:27:40	8:35:19	C	1		0:07:39
78	8:28:28	8:36:06	C	1		0:07:38
79	8:30:03	8:37:00	C	1	40	0:06:57
80	8:30:15	8:37:51	C	1		0:07:36
81	8:31:09	8:38:48	C	1	41	0:07:39
82	8:32:00	8:35:39	P	1		0:03:39
83	8:33:40	8:40:46	C	2	42	0:07:06
84	8:34:01	8:43:10	C	2		0:09:09
85	8:35:08	8:42:51	P	1		0:07:43
86	8:41:29	8:44:18	C	1	43	0:02:49
87	8:41:36	8:44:28	P	1	44	0:02:52
88	8:41:54	8:45:26	C	1		0:03:32
89	8:42:17	8:48:12	C	1		0:05:55
90	8:45:45	8:48:57	C	1	45	0:03:12
91	8:45:50	8:51:01	C	1		0:05:11
92	8:45:50	8:49:07	P	2	46	0:03:17

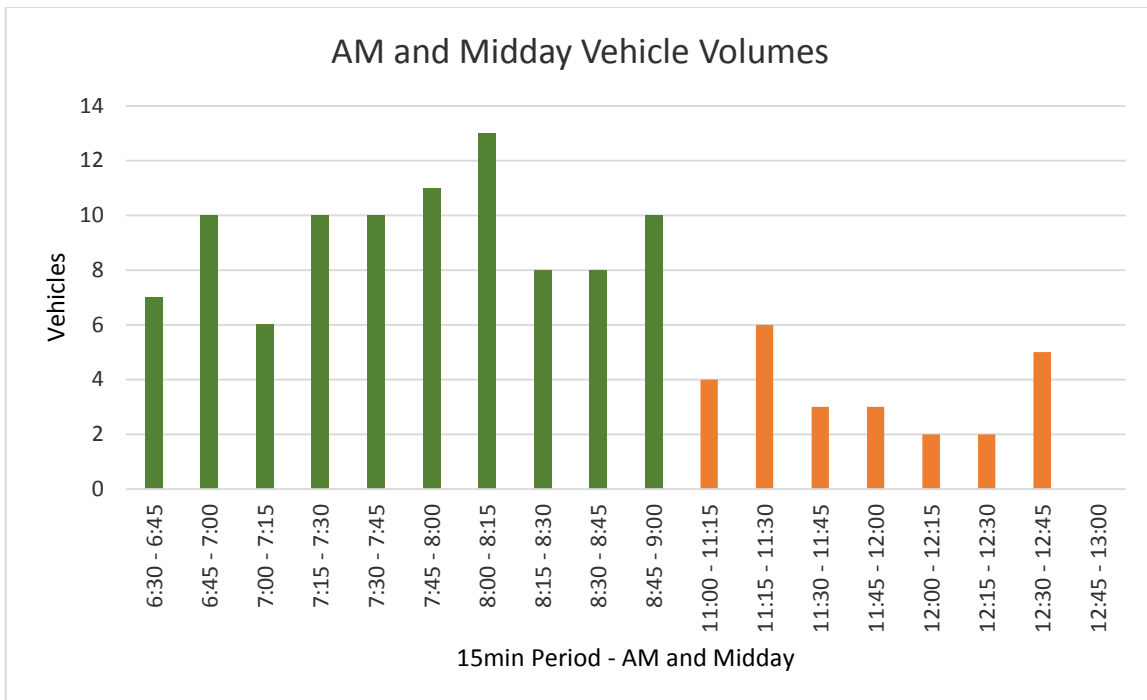
93	8:47:25	8:52:07	C	1		0:04:42
94	8:49:45	8:53:16	C	1		0:03:31
95	8:50:06	8:54:50	C	2	47	0:04:44
96	8:50:14	8:56:41	C	1	48	0:06:27
97	8:50:15	8:52:07	P	1	49	0:01:52
98	8:51:31	8:58:28	C	1		0:06:57
99	8:51:17	8:59:47	C	1		0:08:30
100	8:54:59	8:57:22	P	1	50	0:02:23
101	8:56:00	9:00:08	C	1	51	0:04:08
102	8:56:21	9:00:21	C	1	52	0:04:00
103	8:57:21	9:01:30	P	1		0:04:09
104	8:57:44	9:01:37	P	1	53	0:03:53
105	8:57:59	9:02:14	P	1	54	0:04:15
Average						0:04:51

Site Location	Fastlane Coffee 2
Survey Date	Tuesday 26th May 2015
Survey Period PM	11:00 - 13:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	11:00:55	11:04:24	C	1		0:03:29
2	11:05:39	11:06:41	C	1	55	0:01:02
3	11:07:56	11:09:51	C	1	56	0:01:55
4	11:10:00	11:14:59	P	1		0:04:59
5	11:11:19	11:13:28	C	1		0:02:09
6	11:12:25	11:15:46	P	1		0:03:21
7	11:13:13	11:16:32	P	1		0:03:19
8	11:17:36	11:20:01	P	1		0:02:25
9	11:18:29	11:20:24	C	1		0:01:55
10	11:18:47	11:23:00	C	1		0:04:13
11	11:20:30	11:22:45	C	1		0:02:15
12	11:23:05	11:25:55	C	1	57	0:02:50
13	11:26:35	11:28:23	C	2		0:01:48
14	11:27:49	11:30:59	C	2		0:03:10
15	11:32:35	11:34:55	C	1		0:02:20
16	11:40:35	11:44:09	C	1		0:03:34
17	11:42:12	11:45:20	C	1		0:03:08
18	11:50:11	11:51:50	C	1		0:01:39
19	11:58:01	12:00:59	C	1		0:02:58
20	11:59:03	12:01:59	C	1		0:02:56
21	12:04:04	12:07:41	C	1		0:03:37
22	12:05:10	12:08:59	C	2		0:03:49
23	12:10:10	12:12:52	P	4		0:02:42
24	12:12:20	12:14:10	P	1		0:01:50
25	12:18:30	12:21:07	P	1		0:02:37
26	12:19:30	12:23:15	C	1		0:03:45
27	12:21:00	12:23:56	C	1		0:02:56
28	12:38:21	12:38:46	C	1		0:00:25
29	12:38:46	12:43:25	C	1		0:04:39
30	12:38:49	12:44:01	C	1	58	0:05:12
31	12:42:25	12:44:36	C	1	59	0:02:11
32	12:43:25	12:45:42	C	1		0:02:17
Average						0:02:51

15 minute Period	Cars	Heavy Vehicle	Occupants	Peds	Bicycles
6:30 - 6:45	7	0	7	0	
6:45 - 7:00	10	0	11	0	
7:00 - 7:15	6	0	7	2	
7:15 - 7:30	10	0	11	0	
7:30 - 7:45	10	0	12	0	
7:45 - 8:00	11	0	11	0	
8:00 - 8:15	13	0	13	0	
8:15 - 8:30	8	0	9	1	
8:30 - 8:45	8	0	13	3	
8:45 - 9:00	10	0	11	7	

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
11:00 - 11:15	4	0	4	3	0
11:15 - 11:30	6	0	8	1	0
11:30 - 11:45	3	0	3	0	0
11:45 - 12:00	3	0	3	0	0
12:00 - 12:15	2	0	3	5	0
12:15 - 12:30	2	0	2	1	0
12:30 - 12:45	5	0	5	0	0
12:45 - 13:00	0	0	0	0	0



Site Location	Fastlane Coffee 2
Survey Date	Tuesday 26th May 2015
Survey Period AM	6:30 - 9:00

Site Location	Fastlane Coffee 2
Survey Date	Tuesday 26th May 2015
Survey Period PM	11:00 - 13:00

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
6:30 - 6:35	0	0	0	0
6:35 - 6:40	1	0	0	0
6:40 - 6:45	0	1	0	0
6:45 - 6:50	1	0	0	0
6:50 - 6:55	1	0	0	0
6:55 - 7:00	3	0	0	0
7:00 - 7:05	2	0	0	0
7:05 - 7:10	1	0	0	0
7:10 - 7:15	1	0	0	0
7:15 - 7:20	2	0	0	0
7:20 - 7:25	1	0	0	0
7:25 - 7:30	3	0	0	0
7:30 - 7:35	4	0	0	0
7:35 - 7:40	5	0	0	0
7:40 - 7:45	3	0	0	0
7:45 - 7:50	6	0	0	0
7:50 - 7:55	6	0	0	0
7:55 - 8:00	5	0	0	0
8:00 - 8:05	4	0	0	0
8:05 - 8:10	1	0	0	0
8:10 - 8:15	2	0	0	0
8:15 - 8:20	4	0	0	0
8:20 - 8:25	5	0	0	0
8:25 - 8:30	4	0	1	1
8:30 - 8:35	6	0	1	1
8:35 - 8:40	2	0	1	1
8:40 - 8:45	6	0	0	0
8:45 - 8:50	1	0	0	0
8:50 - 8:55	4	0	1	1
8:55 - 9:00	2	0	0	0

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
11:00 - 11:05	3	0	0	0
11:05 - 11:10	0	0	0	0
11:10 - 11:15	1	0	0	0
11:15 - 11:20	0	0	0	0
11:20 - 11:25	2	0	0	0
11:25 - 11:30	1	0	0	0
11:30 - 11:35	1	0	0	0
11:35 - 11:40	0	0	0	0
11:40 - 11:45	2	0	0	0
11:45 - 11:50	0	0	0	0
11:50 - 11:55	1	0	0	0
11:55 - 12:00	2	0	0	0
12:00 - 12:05	0	0	0	0
12:05 - 12:10	1	0	0	0
12:10 - 12:15	0	0	2	2
12:15 - 12:20	0	0	0	0
12:20 - 12:25	1	0	0	0
12:25 - 12:30	0	0	0	0
12:30 - 12:35	0	0	0	0
12:35 - 12:40	0	0	0	0
12:40 - 12:45	3	0	0	0
12:45 - 12:50	0	0	0	0
12:50 - 12:55	0	0	0	0
12:55 - 13:00	0	0	0	0

Interview Number	Response to the following questions				
	1		2		3
	Have you made the trip here just for the coffee OR have you dropped in on your way to somewhere else?		Are you just ordering coffee today, or something extra?		Can I have your postcode please?
	Coffee / Meal ONLY	On the way	Coffee	Coffee and Food	Post Code
1	X		1		2680
2	X		1		2680
3	X		1		2830
4	X		2		2830
5	X		1		2830
6	X		1		2830
7		X	1		2830
8	X		1		2830
9	X		1		2830
10		X		1	2831
11	X		1		2830
12	X		2		2830
13	X		1		2830
14	X			1	2830
15	X			2	2830
16	X			1	2830
17	X		1		2830
18	X		1		2830
19	X		1		2830
20	X		1		2830
21	X		2		2830
22	X			1	2830
23	X		1		2830
24	X		2		2830
25	X		1		2830
26	X			2	2830
27	X			1	2830
28		X	1		2830
29	X			1	2830
30	X		1		2830
31	X		1		2830
32		X		1	2829
33	X		1		2830
34	X		1		2830
35	X			1	2830
36		X		1	2831
37	X			1	2830
38	X			1	2830
39	X		1		2830
40		X		1	2830
41	X		1		2830
42	X		1		2830
43		X	1		2830
44	X			1	2830
45	X		1		2830
46		X	1		2830
47	X			2	2830
48	X		1		2830

49		X	1		2830
50		X	1		2830
51	X		1		2830
52		X	1		2830
53		X		1	2830
54	X		1		2830
55	X		1		2830
56	X		1		2830
57	X		1		2830
58	X		1		2830
59	X		1		2821

Site Location	Fastlane Coffee 2, Cobbora Rd, Dubbo
Survey Date	Tuesday 26th May
Survey Period	6:30 - 9:00 / 11:00 - 13:00
Main Traffic Flow	Northbound
AM Peak Period	8:00 - 9:00
PM Peak Period	12:00 - 13:00

15 min Period		Two - way				Hourly
Start	End	Cars	Trucks	Cars	Trucks	Total
6:30	6:45	11	0			
6:45	7:00	25	0			
7:00	7:15	22	6			
7:15	7:30	19	0			83
7:30	7:45	23	11			106
7:45	8:00	22	16			119
8:00	8:15	29	4			124
8:15	8:30	43	8			156
8:30	8:45	35	4			161
8:45	9:00	45	5			173
Peak Period		152	21	0	0	
Total		274	54	0	0	

15 min Period		Southbound		Northbound		Hourly
Start	End	Cars	Trucks	Cars	Trucks	Total
11:00	11:15	19	4	13	3	
11:15	11:30	23	2	16	3	
11:30	11:45	27	2	22	6	
11:45	12:00	13	1	12	0	166
12:00	12:15	21	1	19	5	173
12:15	12:30	22	1	16	2	170
12:30	12:45	28	1	10	3	155
12:45	13:00	21	6	14	6	176
Peak Period		92	9	59	16	
Total		174	18	122	28	

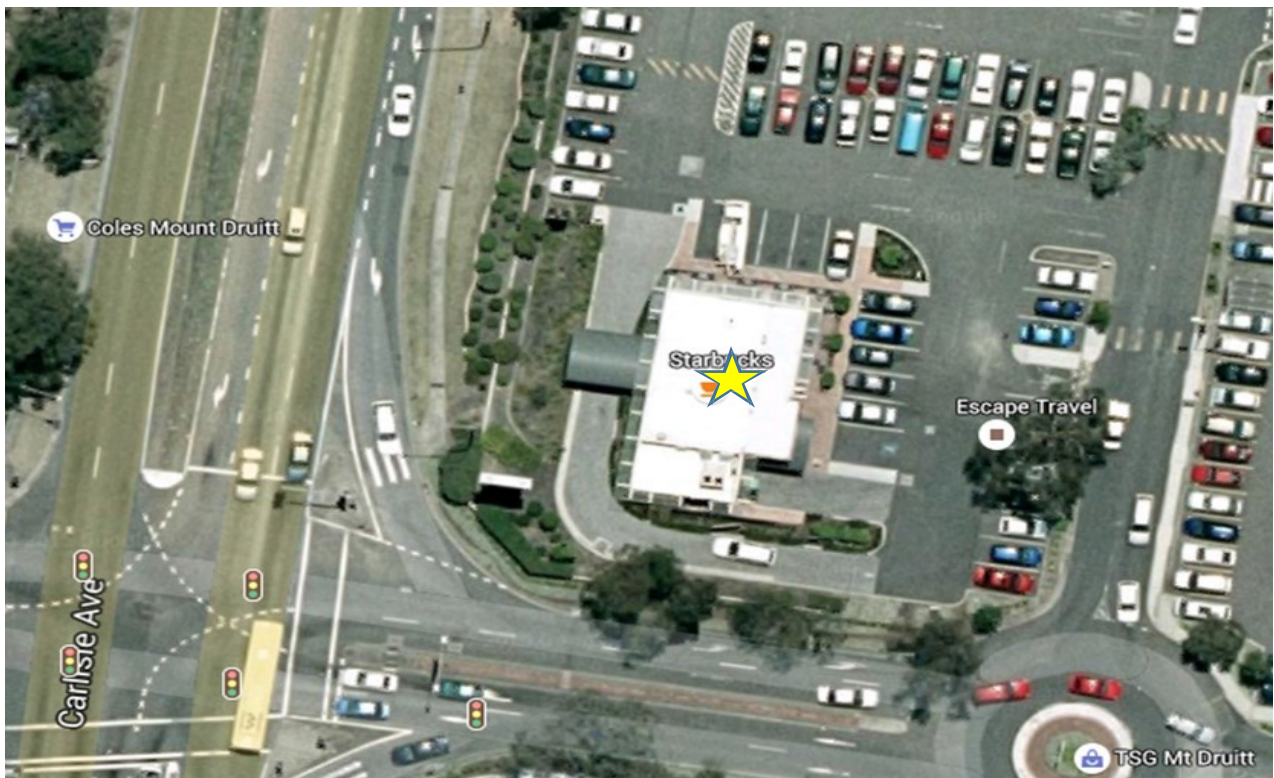
APPENDIX D

SURVEY DATA

DCO3 - STARBUCKS, MT DRUITT NSW

Drive Thru Coffee Outlet Site Information	
Site Location	Starbucks, Carlisle Avenue Pad Site 1, Mt Druitt
Survey Date	Wednesday 17th June
Survey Period	06:30am-09:00am 15:00pm-17:00pm
Number of Entry/Exit Points	2
Drive Thru Lane Capacity	30
Number of On-Site Parking Bays	Cars - 22 Bicycles - 0
Number of Waiting Bays	0
Seating Inside	Not recorded
Seating Outside	0
Number of Ordering Booths	1
Number of Collection Points	1
Comments	

Site Map



Site Location	Starbucks
Survey Date	Wednesday 17th June
Survey Period	06:30am - 09:00am

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Survey Time
1	6:31:12	6:32:45	C	1	0	0:01:33
2	6:33:10	6:34:52	C	1	0	0:01:42
3	6:34:57	6:36:11	C	1	0	0:01:14
4	6:38:07	6:40:21	C	1	0	0:02:14
5	6:38:11	6:40:40	C	1	0	0:02:29
6	6:40:12	6:42:29	C	1	0	0:02:17
7	6:42:49	6:44:39	C	1	0	0:01:50
8	6:42:55	6:45:22	C	1	0	0:02:27
9	6:43:33	6:47:07	C	1	1	0:03:34
10	6:46:28	6:49:05	C	1	0	0:02:37
11	6:47:51	6:49:32	C	1	2	0:01:41
12	6:50:15	6:52:14	C	1	3	0:01:59
13	6:55:47	6:57:58	C	1	0	0:02:11
14	6:56:28	6:59:17	C	1	0	0:02:49
15	6:56:37	7:00:56	C	1	4	0:04:19
16	6:58:18	7:02:03	C	1	5	0:03:45
17	6:58:41	7:02:20	C	1	0	0:03:39
18	6:59:59	7:02:59	C	1	0	0:03:00
19	7:00:04	7:03:48	C	1	6	0:03:44
20	7:01:05	7:05:04	C	1	0	0:03:59
21	7:02:43	7:06:28	C	1	0	0:03:45
22	7:02:49	7:07:25	C	1	0	0:04:36
23	7:04:06	7:08:37	C	1	0	0:04:31
24	7:05:41	7:11:14	C	1	0	0:05:33
25	7:05:52	7:11:41	C	1	0	0:05:49
26	7:06:04	7:12:20	C	1	0	0:06:16
27	7:06:21	7:13:00	C	1	7	0:06:39
28	7:06:54	7:13:43	C	1	8	0:06:49
29	7:10:11	7:15:27	C	1	0	0:05:16
30	7:11:03	7:16:28	C	1	9	0:05:25
31	7:11:55	7:17:11	C	1	0	0:05:16
32	7:12:52	7:19:29	C	2	0	0:06:37
33	7:14:29	7:19:49	C	1	0	0:05:20
34	7:15:39	7:20:53	C	1	0	0:05:14
35	7:17:17	7:22:35	C	1	10	0:05:18
36	7:17:59	7:22:45	C	1	0	0:04:46
37	7:18:37	7:22:57	C	1	0	0:04:20
38	7:20:04	7:23:49	T	1	0	0:03:45
39	7:20:22	7:24:29	C	1	11	0:04:07
40	7:21:10	7:25:23	C	1	0	0:04:13
41	7:22:25	7:26:17	C	1	0	0:03:52
42	7:23:55	7:26:36	C	1	0	0:02:41
43	7:24:36	7:27:12	C	1	0	0:02:36
44	7:27:21	7:30:27	C	1	0	0:03:06
45	7:27:42	7:31:34	C	1	0	0:03:52
46	7:27:47	7:32:16	C	1	0	0:04:29
47	7:28:05	7:32:58	C	1	0	0:04:53
48	7:29:05	7:33:04	C	1	12	0:03:59
49	7:30:07	7:34:16	C	1	0	0:04:09
50	7:30:26	7:35:27	C	1	0	0:05:01
51	7:31:53	7:37:18	C	1	0	0:05:25

52	7:33:22	7:38:12	C	1	0	0:04:50
53	7:34:04	7:38:38	C	1	0	0:04:34
54	7:34:47	7:39:07	C	1	13	0:04:20
55	7:36:20	7:39:45	C	1	14	0:03:25
56	7:38:19	7:39:56	C	1	0	0:01:37
57	7:38:27	7:40:36	C	1	0	0:02:09
58	7:40:07	7:42:25	C	1	0	0:02:18
59	7:41:26	7:42:57	C	1	0	0:01:31
60	7:43:14	7:46:01	C	1	0	0:02:47
61	7:43:32	7:46:59	C	1	0	0:03:27
62	7:43:49	7:47:57	C	1	0	0:04:08
63	7:44:07	7:49:21	C	1	0	0:05:14
64	7:44:13	7:49:54	C	1	15	0:05:41
65	7:45:27	7:50:40	C	1	16	0:05:13
66	7:45:34	7:51:21	C	1	0	0:05:47
67	7:47:11	7:51:31	C	1	0	0:04:20
68	7:48:12	7:52:10	C	1	0	0:03:58
69	7:50:05	7:53:18	C	1	0	0:03:13
70	7:51:54	7:54:19	C	1	0	0:02:25
71	7:53:01	7:54:49	C	1	0	0:01:48
72	7:53:28	7:55:45	C	1	0	0:02:17
73	7:53:37	7:57:39	C	1	0	0:04:02
74	7:55:02	7:59:02	C	1	0	0:04:00
75	7:56:28	8:00:33	C	1	0	0:04:05
76	7:58:13	8:00:45	C	1	0	0:02:32
77	7:59:45	8:01:36	C	1	0	0:01:51
78	8:00:48	8:02:38	C	1	0	0:01:50
79	8:00:57	8:03:21	C	1	0	0:02:24
80	8:02:23	8:04:26	C	1	0	0:02:03
81	8:02:32	8:06:10	C	1	0	0:03:38
82	8:02:49	8:07:53	C	1	0	0:05:04
83	8:03:27	8:09:31	C	1	0	0:06:04
84	8:04:16	8:10:54	C	1	0	0:06:38
85	8:05:22	8:11:29	C	1	17	0:06:07
86	8:05:50	8:12:31	C	1	18	0:06:41
87	8:07:00	8:13:44	C	1	0	0:06:44
88	8:09:37	8:13:56	C	1	0	0:04:19
89	8:10:42	8:14:09	C	1	19	0:03:27
90	8:11:04	8:14:56	C	1	0	0:03:52
91	8:11:39	8:16:13	C	1	0	0:04:34
92	8:12:47	8:17:08	C	1	0	0:04:21
93	8:12:59	8:17:58	C	1	0	0:04:59
94	8:13:50	8:18:47	C	1	0	0:04:57
95	8:14:41	8:19:42	C	1	0	0:05:01
96	8:14:48	8:20:36	C	1	0	0:05:48
97	8:15:12	8:21:30	C	1	0	0:06:18
98	8:15:32	8:22:33	C	1	0	0:07:01
99	8:16:39	8:24:00	C	1	0	0:07:21
100	8:17:21	8:24:47	C	1	0	0:07:26
101	8:18:59	8:25:28	C	1	0	0:06:29
102	8:20:06	8:25:48	C	1	0	0:05:42
103	8:22:01	8:26:35	C	2	0	0:04:34
104	8:22:30	8:27:19	C	1	0	0:04:49
105	8:22:41	8:27:49	C	1	0	0:05:08
106	8:24:22	8:28:47	C	1	0	0:04:25
107	8:24:58	8:29:31	C	1	20	0:04:33
108	8:25:04	8:30:36	C	1	0	0:05:32
109	8:25:41	8:31:57	C	3	0	0:06:16

110	8:27:41	8:32:13	C	1	0	0:04:32
111	8:28:13	8:33:12	C	1	0	0:04:59
112	8:28:58	8:33:55	C	1	21	0:04:57
113	8:30:25	8:34:50	C	1	0	0:04:25
114	8:34:41	8:36:32	C	1	0	0:01:51
115	8:35:11	8:37:38	C	1	0	0:02:27
116	8:35:16	8:38:22	C	1	0	0:03:06
117	8:35:47	8:38:50	C	1	0	0:03:03
118	8:36:21	8:40:18	C	1	0	0:03:57
119	8:39:31	8:41:15	C	1	0	0:01:44
120	8:39:37	8:41:57	C	1	0	0:02:20
121	8:43:08	8:46:14	C	1	0	0:03:06
122	8:46:49	8:49:11	C	1	0	0:02:22
123	8:47:08	8:50:23	C	1	0	0:03:15
124	8:47:13	8:52:26	C	2	0	0:05:13
125	8:47:44	8:52:59	C	1	22	0:05:15
126	8:49:06	8:54:27	C	1	23	0:05:21
127	8:49:27	8:55:18	C	2	0	0:05:51
128	8:50:37	8:58:09	C	1	0	0:07:32
129	8:51:57	8:59:04	C	1	0	0:07:07
130	8:52:04	9:00:16	C	1	0	0:08:12
131	8:53:13	9:01:28	C	1	24	0:08:15
132	8:53:21	9:02:04	C	1	0	0:08:43
133	8:53:44	9:02:23	C	1	0	0:08:39
134	8:54:47	9:02:54	C	1	25	0:08:07
135	8:56:46	9:03:39	C	1	26	0:06:53
136	8:58:21	9:04:15	C	1	0	0:05:54
137	8:59:28	9:05:01	C	1	0	0:05:33

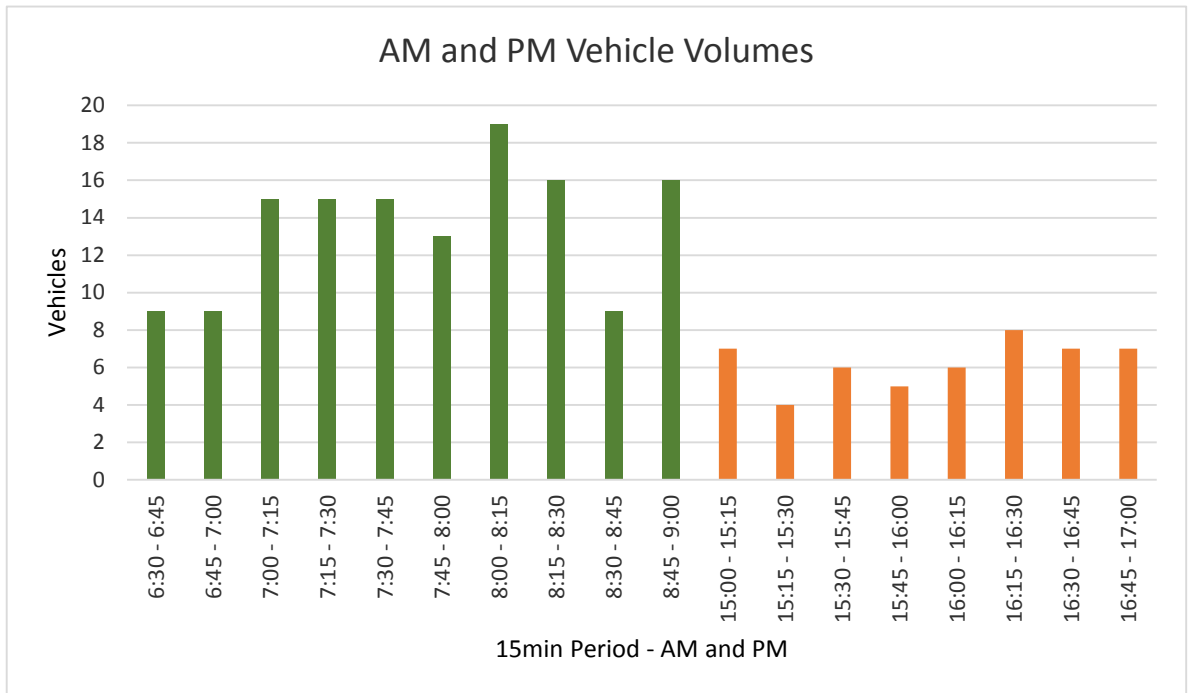
Average	0:04:22
Average	
-	0:04:59
Interview	

Site Location	Starbucks
Survey Date	Wednesday 17th June
Survey Period	15:00pm - 17:00pm

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Survey Time
1	15:02:22	15:04:57	C	1	0	0:02:35
2	15:02:52	15:05:33	C	1	0	0:02:41
3	15:04:33	15:06:00	C	2	0	0:01:27
4	15:08:24	15:11:03	C	1	27	0:02:39
5	15:09:09	15:11:51	C	1	28	0:02:42
6	15:12:45	15:15:32	C	1	29	0:02:47
7	15:13:11	15:16:40	C	1	0	0:03:29
8	15:15:12	15:17:59	C	2	30	0:02:47
9	15:26:02	15:30:14	C	1	31	0:04:12
10	15:27:00	15:33:04	C	3	32	0:06:04
11	15:28:17	15:33:53	C	1	0	0:05:36
12	15:31:27	15:36:30	C	1	33	0:05:03
13	15:33:25	15:37:36	C	2	0	0:04:11
14	15:34:59	15:38:21	C	1	34	0:03:22
15	15:41:38	15:43:41	C	2	35	0:02:03
16	15:42:02	15:44:25	C	1	0	0:02:23
17	15:42:22	15:46:45	C	1	0	0:04:23
18	15:45:11	15:48:31	C	2	0	0:03:20
19	15:46:47	15:50:30	C	1	0	0:03:43
20	15:52:30	15:54:11	C	1	0	0:01:41
21	15:54:23	15:57:06	C	2	0	0:02:43
22	15:55:46	15:58:13	C	1	36	0:02:27
23	16:00:29	16:03:28	C	2	37	0:02:59
24	16:01:30	16:04:47	C	2	0	0:03:17
25	16:06:16	16:08:15	C	1	0	0:01:59
26	16:06:41	16:10:26	C	2	0	0:03:45
27	16:11:24	16:12:58	C	1	0	0:01:34
28	16:12:36	16:14:45	C	1	0	0:02:09
29	16:19:24	16:24:11	C	2	0	0:04:47
30	16:20:45	16:27:59	C	4	38	0:07:14
31	16:22:53	16:28:45	C	1	40	0:05:52
32	16:23:05	16:29:26	C	1	0	0:06:21
33	16:24:30	16:30:00	C	1	0	0:05:30
34	16:25:15	16:31:08	C	1	0	0:05:53
35	16:28:00	16:31:48	C	1	0	0:03:48
36	16:28:30	16:33:01	C	1	0	0:04:31
37	16:31:56	16:34:40	C	3	0	0:02:44
38	16:36:35	16:38:00	C	2	0	0:01:25
39	16:38:51	16:45:17	C	2	0	0:06:26
40	16:40:22	16:47:55	C	2	0	0:07:33
41	16:42:39	16:49:00	C	1	0	0:06:21
42	16:42:55	16:50:06	C	1	41	0:07:11
43	16:44:02	16:51:02	C	2	42	0:07:00
44	16:45:24	16:51:59	C	1	43	0:06:35
45	16:47:56	16:53:13	C	1	44	0:05:17
46	16:49:49	16:53:36	C	1	0	0:03:47
47	16:51:09	16:54:07	C	1	45	0:02:58
48	16:52:19	16:54:57	C	1	0	0:02:38
49	16:56:43	17:00:11	C	2	0	0:03:28
50	16:57:54	17:01:21	C	1	0	0:03:27
Average						0:03:59
Average						0:04:24

15 Minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:30 - 6:45	9	0	9	0	0
6:45 - 7:00	9	0	9	3	0
7:00 - 7:15	15	0	16	0	0
7:15 - 7:30	15	1	15	1	0
7:30 - 7:45	15	0	16	1	0
7:45 - 8:00	13	0	13	0	0
8:00 - 8:15	19	0	19	0	0
8:15 - 8:30	16	0	19	0	0
8:30 - 8:45	9	0	9	0	0
8:45 - 9:00	16	0	18	1	0

15 Minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
15:00 - 15:15	7	0	8	0	0
15:15 - 15:30	4	0	7	0	0
15:30 - 15:45	6	0	8	0	0
15:45 - 16:00	5	0	7	0	0
16:00 - 16:15	6	0	9	4	0
16:15 - 16:30	8	0	12	0	0
16:30 - 16:45	7	0	13	0	0
16:45 - 17:00	7	0	8	0	0



Site Location	Starbucks
Survey Date	Wednesday 17th June
Survey Period	6:30am-9:00am

Site Location	Starbucks
Survey Date	Wednesday 17th June
Survey Period	15:00pm - 17:00pm

5 Minute Periods	Queued Vehicles	Parked Vehicles	Ped In	Ped Out
6:30	3	3	0	0
6:35	1	3	0	0
6:40	2	3	0	0
6:45	2	3	0	0
6:50	0	3	0	0
6:55	0	5	3	0
7:00	5	5	0	0
7:05	3	5	0	0
7:10	6	7	0	1
7:15	7	7	0	2
7:20	6	4	0	0
7:25	4	4	1	0
7:30	5	4	0	0
7:35	5	3	0	0
7:40	2	4	1	0
7:45	5	4	0	0
7:50	4	6	0	0
7:55	3	3	0	0
8:00	4	3	0	0
8:05	5	4	0	1
8:10	5	6	0	0
8:15	7	8	0	0
8:20	7	7	0	1
8:25	7	6	0	1
8:30	5	9	0	0
8:35	3	6	0	0
8:40	3	5	0	0
8:45	0	6	0	0
8:50	6	5	0	0
8:55	8	7	1	0

5 Minute Periods	Queued Vehicles	Parked Vehicles	Ped In	Ped Out
15:00	0	2	0	0
15:05	3	5	0	0
15:10	2	4	0	0
15:15	3	4	0	0
15:20	0	4	0	0
15:25	0	4	0	0
15:30	4	5	0	0
15:35	3	5	0	0
15:40	0	4	0	0
15:45	2	4	0	0
15:50	1	4	0	0
15:55	2	5	0	0
16:00	0	3	0	2
16:05	0	3	2	0
16:10	1	4	0	0
16:15	0	5	0	0
16:20	2	4	0	0
16:25	6	5	0	0
16:30	3	5	0	0
16:35	0	5	0	0
16:40	1	5	0	0
16:45	7	5	0	0
16:50	6	3	0	0
16:55	2	3	0	0

Interview Number	Response to the following questions				
	1		2		3
	Have you made the trip here just for the coffee OR have you dropped in on your way to somewhere else?		Are you just ordering coffee today, or something extra?		Can I have your postcode please?
	Coffee / Meal ONLY	On the way	Coffee	Coffee and Food	Post Code
1		X		X	
2		X	X		2770
3		X	X		
4		X	X		2770
5		X	X		2770
6		X	X		2770
7		X	X		2770
8		X	X		2760
9		X	X		2151
10		X	X		2745
11		X	X		2770
12		X	X		2770
13		X	X		2127
14		X	X		2745
15		X	X		2770
16		X	X		2766
17		X	X		2759
18		X	X		2747
19		X	X		2148
20		X	X		2170
21		X		X	2760
22		X	X		2557
23		X	X		2770
24	X		X		2770
25		X	X		2770
26		X	X		2756
27		X	X		2770
28		X	X		2776
29		X		X	2745
30		X	X		2770
31		X	X		2760
32		X	X	X	2770
33		X		X	2770
34		X	X		2148
35		X		X	2770
36		X		X	2770
37		X	X		2770
38		X		X	2770
39		X			2770
40		X	X	X	2142
41	X		X		2770
42		X	X		2770
43		X		X	2760
44	X			X	2767
45	X		X		2761
46		X	X		2150

Site Location	Starbucks
Survey Date	Wednesday 17th June
Survey Period	6:30am-9:00am / 15:00pm-17:00pm
Main Traffic Flow	Two-way
AM Peak Period	8:00am - 9:00am
PM Peak Period	16:00pm - 17:00pm

Start Time	Two-way		Hourly Total
	Cars	Trucks	
6:30 AM	230	23	
6:45 AM	425	55	
7:00 AM	680	66	
7:15 AM	770	70	2319
7:30 AM	989	81	3136
7:45 AM	1215	89	3960
8:00 AM	1421	93	4728
8:15 AM	1696	100	5684
8:30 AM	1911	109	6634
8:45 AM	2148	116	7594
Peak Period	7176	418	
Total	11485	802	

Start Time	Two-way		Hourly Total
	Cars	Trucks	
15:00	253	7	
15:15	516	16	
15:30	798	26	
15:45	1053	34	2703
16:00	1318	45	3806
16:15	1564	55	4893
16:30	1782	57	5908
16:45	2048	68	6937
Peak Period	6712	225	
Total	9332	308	

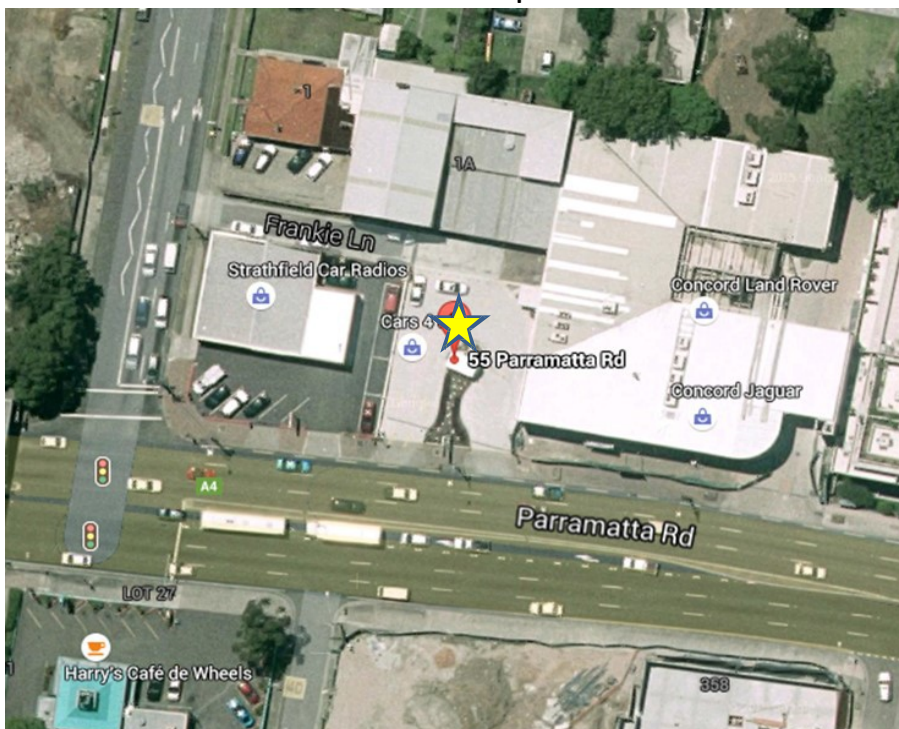
APPENDIX E

SURVEY DATA

DCO4 - ZIPER, CONCORD NSW

Drive Thru Coffee Outlet Site Information	
Site Location	Ziper Drive Thru Coffee, 55 Parramatta Rd, Concord
Survey Date	16th June 2015 to 22nd June 2015
Survey Period	06:00am-14:00pm
Number of Entry/Exit Points	2
Drive Thru Lane Capacity	Driveway to order booth - 20m Order booth to Collection window - 0m
Number of On-Site Parking Bays	Cars - 0 Bicycles - 0
Number of Waiting Bays	0
Seating Inside	0
Seating Outside	0
Number of Ordering Booths	1
Number of Collection Points	Same as ordering booth
Comments	Closed on Sunday, shuts every other day between 1300 & 1400/ Saturday 1100

Site Map



Site	Ziper Drive Through Coffee,
Survey Date	Wednesday 17th June 2015
Survey Period	06:00am - 12:00pm



Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	6:01:39	6:05:10	C	1	1	0:03:31
2	6:02:42	6:07:01	C	2		0:04:19
3	6:03:09	6:07:03	C	1		0:03:54
4	6:03:22	6:07:04	C	1		0:03:42
5	6:06:06	6:09:00	C	1		0:02:54
6	6:07:18	6:09:05	C	1		0:01:47
7	6:08:04	6:10:15	C	1		0:02:11
8	6:08:31	6:11:49	C	1		0:03:18
9	6:09:01	6:11:16	C	2	2	0:02:15
10	6:09:29	6:12:22	C	1		0:02:53
11	6:10:26	6:13:41	C	1		0:03:15
12	6:10:45	6:14:58	C	2		0:04:13
13	6:12:20	6:16:12	C	2		0:03:52
14	6:13:11	6:17:08	C	1	3	0:03:57
15	6:13:48	6:17:51	C	1		0:04:03
16	6:14:51	6:18:35	C	1		0:03:44
17	6:15:47	6:18:38	C	1	4	0:02:51
18	6:16:27	6:19:12	C	1		0:02:45
19	6:17:07	6:20:12	C	1		0:03:05
20	6:17:29	6:20:06	C	1		0:02:37
21	6:18:11	6:21:41	C	1		0:03:30
22	6:20:00	6:21:53	C	1		0:01:53
23	6:20:09	6:22:30	C	1	5	0:02:21
24	6:22:55	6:25:03	C	1		0:02:08
25	6:24:05	6:27:21	T	2		0:03:16
26	6:28:57	6:31:10	C	1	6	0:02:13
27	6:29:22	6:31:24	C	1		0:02:02
28	6:30:10	6:32:19	C	1		0:02:09
29	6:31:37	6:32:36	C	1		0:00:59
30	6:33:38	6:37:00	C	1		0:03:22
31	6:35:41	6:37:12	C	2	7	0:01:31
32	6:35:59	6:37:23	C	1		0:01:24
33	6:36:03	6:38:59	C	1		0:02:56
34	6:37:45	6:40:38	C	1		0:02:53
35	6:38:58	6:40:41	C	2		0:01:43
36	6:39:10	6:41:51	C	1		0:02:41
37	6:40:01	6:42:10	C	1		0:02:09
38	6:40:18	6:44:28	C	1		0:04:10
39	6:40:40	6:42:13	C	1		0:01:33
40	6:41:50	6:44:29	C	2		0:02:39
41	6:41:52	6:43:20	C	2		0:01:28
42	6:41:54	6:44:59	C	1		0:03:05
43	6:41:57	6:46:27	C	1		0:04:30
44	6:41:58	6:46:28	C	2		0:04:30
45	6:42:18	6:46:31	C	2	8	0:04:13
46	6:45:30	6:48:32	C	1		0:03:02
47	6:46:56	6:49:18	C	1		0:02:22
48	6:47:13	6:49:18	C	1		0:02:05
49	6:48:02	6:49:42	C	1	9	0:01:40
50	6:50:15	6:51:55	C	1		0:01:40
51	6:51:49	6:53:24	C	1		0:01:35
52	6:51:54	6:53:15	T	1		0:01:21
53	6:52:28	6:55:09	C	1		0:02:41

54	6:52:37	6:55:50	C	1	10	0:03:13
55	6:54:19	6:56:23	C	1	11	0:02:04
56	6:57:24	6:59:13	T	2	12	0:01:49
57	6:58:01	6:59:33	C	1		0:01:32
58	6:58:03	6:59:43	C	1	13	0:01:40
59	7:00:21	7:02:44	C	2		0:02:23
60	7:00:34	7:02:47	C	1		0:02:13
61	7:01:07	7:04:48	C	2		0:03:41
62	7:01:06	7:04:51	C	2	14	0:03:45
63	7:01:07	7:05:56	C	2	15	0:04:49
64	7:03:27	7:05:59	C	1		0:02:32
65	7:04:49	7:07:18	C	2	16	0:02:29
66	7:06:43	7:09:27	C	2		0:02:44
67	7:08:35	7:09:28	C	2		0:00:53
68	7:09:21	7:11:59	C	1		0:02:38
69	7:09:22	7:12:12	C	1		0:02:50
70	7:11:39	7:14:26	C	1	17	0:02:47
71	7:13:54	7:16:05	C	1		0:02:11
72	7:15:03	7:17:40	C	1		0:02:37
73	7:15:06	7:18:03	C	1		0:02:57
74	7:15:31	7:18:47	P	1	18	0:03:16
75	7:16:02	7:19:42	C	2		0:03:40
76	7:19:40	7:22:50	C	1		0:03:10
77	7:20:39	7:22:59	C	1		0:02:20
78	7:21:02	7:24:09	C	1		0:03:07
79	7:22:50	7:25:29	C	2	19	0:02:39
80	7:25:34	7:28:09	C	1		0:02:35
81	7:25:39	7:28:21	C	1		0:02:42
82	7:27:04	7:29:12	C	1		0:02:08
83	7:28:09	7:30:33	C	1		0:02:24
84	7:29:11	7:32:49	C	1		0:03:38
85	7:31:21	7:32:48	C	1		0:01:27
86	7:32:21	7:33:56	C	1		0:01:35
87	7:33:58	7:35:19	C	1		0:01:21
88	7:36:47	7:39:45	C	1	20	0:02:58
89	7:40:49	7:44:28	C	2		0:03:39
90	7:41:29	7:44:29	C	1		0:03:00
91	7:44:10	7:46:46	C	2		0:02:36
92	7:47:18	7:48:56	P	1	21	0:01:38
93	7:48:32	7:50:26	C	1		0:01:54
94	7:48:39	7:51:30	C	1		0:02:51
95	7:49:32	7:52:47	C	1	22	0:03:15
96	7:50:22	7:53:28	C	2		0:03:06
97	7:50:28	7:56:16	T	2		0:05:48
98	7:52:18	7:55:49	C	2		0:03:31
99	7:53:56	7:56:34	C	1		0:02:38
100	7:58:16	8:01:27	C	1		0:03:11
101	8:02:36	8:04:41	C	2		0:02:05
102	8:02:54	8:05:41	C	1		0:02:47
103	8:02:58	8:05:47	C	1		0:02:49
104	8:04:24	8:06:57	C	1	23	0:02:33
105	8:10:01	8:12:12	C	1		0:02:11
106	8:10:16	8:14:09	C	1		0:03:53
107	8:10:55	8:12:39	C	1		0:01:44
108	8:14:09	8:16:37	C	2		0:02:28
109	8:14:33	8:18:56	C	2		0:04:23
110	8:15:37	8:17:09	C	2	24	0:01:32
111	8:18:45	8:21:47	C	2		0:03:02
112	8:19:05	8:21:46	C	1		0:02:41
113	8:21:20	8:23:42	C	1		0:02:22
114	8:23:11	8:26:59	P	1		0:03:48
115	8:25:07	8:26:29	T	1		0:01:22
116	8:25:54	8:26:54	C	1		0:01:00

117	8:27:26	8:29:59	C	2	25	0:02:33
118	8:30:20	8:33:11	T	1		0:02:51
119	8:30:29	8:31:42	C	1	26	0:01:13
120	8:32:07	8:33:41	C	2		0:01:34
121	8:34:18	8:35:56	P	2		0:01:38
122	8:35:42	8:38:11	C	1	27	0:02:29
123	8:35:54	8:37:33	C	2	28	0:01:39
124	8:34:46	8:41:40	C	1		0:06:54
125	8:41:11	8:42:51	P	1		0:01:40
126	8:41:14	8:42:46	C	1		0:01:32
127	8:41:53	8:43:16	C	2		0:01:23
128	8:42:40	8:44:36	C	1		0:01:56
129	8:44:19	8:45:31	C	1		0:01:12
130	8:45:01	8:46:23	C	1		0:01:22
131	8:46:19	8:50:08	C	2		0:03:49
132	8:47:08	8:50:10	C	1		0:03:02
133	8:52:08	8:53:14	C	1		0:01:06
134	8:53:10	8:54:50	C	1		0:01:40
135	8:59:08	9:01:00	C	1		0:01:52
136	9:03:51	9:06:17	C	2		0:02:26
137	9:04:47	9:08:06	C	1		0:03:19
138	9:04:49	9:07:56	C	1		0:03:07
139	9:07:11	9:08:45	C	1		0:01:34
140	9:08:51	9:10:29	P	1		0:01:38
141	9:10:22	9:13:14	C	1		0:02:52
142	9:12:08	9:13:18	P	1		0:01:10
143	9:14:16	9:16:05	C	1		0:01:49
144	9:15:01	9:17:53	C	1		0:02:52
145	9:19:12	9:23:00	C	1		0:03:48
146	9:20:06	9:22:54	C	1		0:02:48
147	9:20:50	9:21:13	P	1		0:00:23
148	9:22:48	9:25:49	C	1		0:03:01
149	9:22:53	9:27:21	C	1	29	0:04:28
150	9:25:00	9:28:41	P	1		0:03:41
151	9:29:12	9:31:51	C	1		0:02:39
152	9:33:26	9:36:23	C	1		0:02:57
153	9:34:01	9:38:02	P	1		0:04:01
154	9:39:03	9:41:38	C	2		0:02:35
155	9:42:48	9:45:45	C	1		0:02:57
156	9:44:24	9:46:02	T	1		0:01:38
157	9:44:26	9:48:03	C	1	30	0:03:37
158	9:46:54	9:50:29	C	1		0:03:35
159	9:47:42	9:50:34	C	1		0:02:52
160	10:00:59	10:04:07	C	1	31	0:03:08
161	10:01:53	10:05:34	C	1		0:03:41
162	10:05:28	10:08:21	T	1	32	0:02:53
163	10:12:15	10:14:38	T	1	33	0:02:23
164	10:15:03	10:16:52	C	2	34	0:01:49
165	10:15:25	10:18:14	C	1	35	0:02:49
166	10:24:08	10:26:46	C	1	36	0:02:38
167	10:27:30	10:29:56	T	1		0:02:26
168	10:30:45	10:32:57	T	1		0:02:12
169	10:30:55	10:34:02	C	1	37	0:03:07
170	10:41:37	10:43:58	C	1		0:02:21
171	10:41:45	12:57:51	C	1		2:16:06
172	10:48:53	11:15:37	C	1		0:26:44
173	10:50:18	10:52:32	C	1	38	0:02:14
174	10:51:07	10:53:50	C	1		0:02:43
175	11:06:24	11:08:07	C	1	39	0:01:43
176	11:21:50	11:23:04	T	1	40	0:01:14
177	11:30:57	11:31:58	C	1	41	0:01:01
178	11:32:10	11:33:39	T	1	42	0:01:29
179	11:35:24	11:39:53	C	1		0:04:29

180	11:35:50	11:39:31	C	1		0:03:41
181	11:40:28	11:42:51	C	1		0:02:23
182	11:42:07	11:42:31	P	1		0:00:24
183	11:42:09	11:47:26	C	1		0:05:17
184	11:45:58	11:46:25	T	2	43	0:00:27
185	11:46:34	11:47:31	C	1	44	0:00:57
186	11:52:26	11:59:42	C	1		0:07:16
187	11:56:47	11:58:31	P	1	45	0:01:44
AM average without interviews						0:03:49
AM average						0:03:29

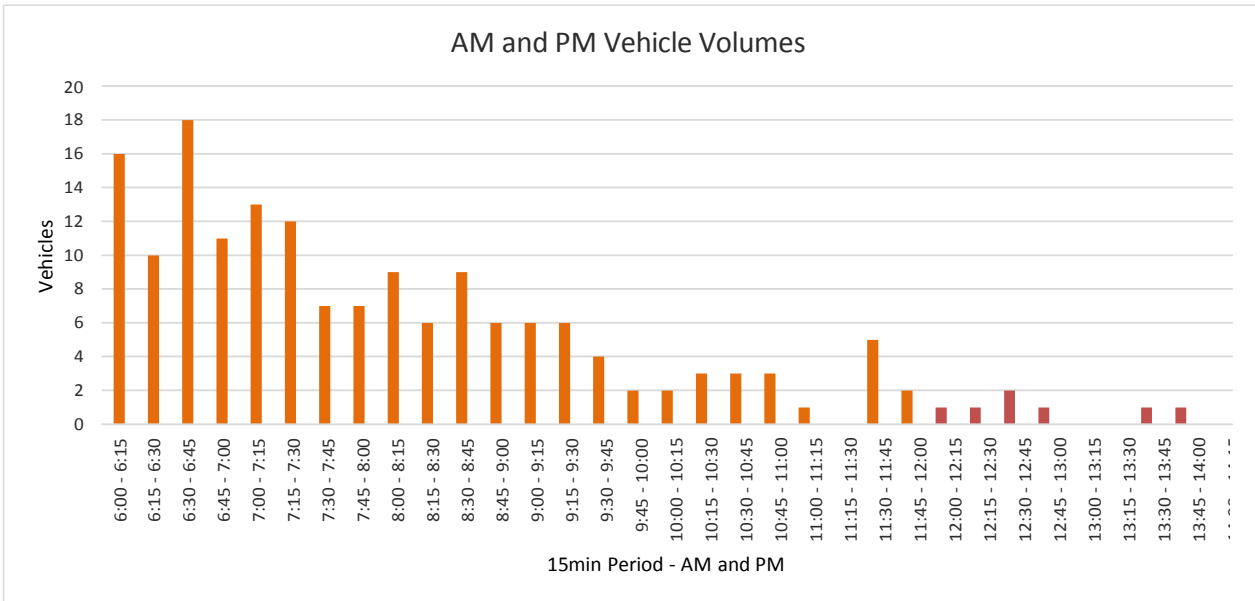
Site	Ziper Drive Through Coffee,
Survey Date	Wednesday 17th June 2015
Survey Period	12:00pm - 14:00pm



Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
188	12:14:57	12:17:10	C	1		0:02:13
189	12:27:08	12:29:14	C	1		0:02:06
190	12:30:00	12:35:18	C	1		0:05:18
191	12:36:38	12:39:43	C	1		0:03:05
192	12:53:58	12:55:32	C	1		0:01:34
193	13:42:12	13:46:59	C	1		0:04:47
194	13:48:51	13:54:57	C	1		0:06:06
PM average without interviews						0:03:36
PM average						0:03:36

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:00 - 6:15	16	0	20	0	0
6:15 - 6:30	10	1	12	0	0
6:30 - 6:45	18	0	24	0	0
6:45 - 7:00	11	2	14	0	0
7:00 - 7:15	13	0	20	0	0
7:15 - 7:30	12	0	14	1	0
7:30 - 7:45	7	0	9	0	0
7:45 - 8:00	7	1	11	1	0
8:00 - 8:15	9	0	12	0	0
8:15 - 8:30	6	1	10	1	0
8:30 - 8:45	9	1	13	3	0
8:45 - 9:00	6	0	7	0	0
9:00 - 9:15	6	0	7	2	0
9:15 - 9:30	6	0	6	2	0
9:30 - 9:45	4	1	6	1	0
9:45 - 10:00	2	0	2	0	0
10:00 - 10:15	2	2	4	0	0
10:15 - 10:30	3	1	5	0	0
10:30 - 10:45	3	1	4	0	0
10:45 - 11:00	3	0	3	0	0
11:00 - 11:15	1	0	1	0	0
11:15 - 11:30	0	1	1	0	0
11:30 - 11:45	5	1	6	1	0
11:45 - 12:00	2	1	4	1	0

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
12:00 - 12:15	1	0	1	0	0
12:15 - 12:30	1	0	1	0	0
12:30 - 12:45	2	0	2	0	0
12:45 - 13:00	1	0	1	0	0
13:00 - 13:15	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0
13:30 - 13:45	1	0	1	0	0
13:45 - 14:00	1	0	1	0	0
14:00 - 14:15	0	0	0	0	0



Site Location	Ziper Drive
Survey Date	17th June
Survey Period	6:00am-14:00pm

5 Minute Periods	Queued Vehicles	Parked Vehicles	Ped In	Ped Out
6:00	6	4	0	0
6:05	5	4	0	0
6:10	3	4	0	0
6:15	5	4	0	0
6:20	4	4	0	0
6:25	3	4	0	0
6:30	5	4	0	0
6:35	7	4	0	0
6:40	11	4	0	0
6:45	5	4	0	0
6:50	3	4	0	0
6:55	4	4	0	0
7:00	2	4	0	0
7:05	5	4	0	0
7:10	2	4	0	0
7:15	3	4	1	1
7:20	3	4	0	0
7:25	3	4	0	0
7:30	1	4	0	0
7:35	2	4	0	0
7:40	0	4	0	0
7:45	3	4	0	0
7:50	4	4	0	0
7:55	1	4	0	0
8:00	4	5	0	0
8:05	0	5	0	0
8:10	4	5	0	0
8:15	3	5	0	0
8:20	2	6	1	0
8:25	1	6	0	1
8:30	1	6	2	0
8:35	2	6	0	2
8:40	3	6	1	1
8:45	2	6	0	0
8:50	1	5	0	0
8:55	0	6	0	0
9:00	7	7	0	0
9:05	3	8	1	0
9:10	1	8	1	1
9:15	1	7	0	1
9:20	3	8	1	1
9:25	2	7	1	1
9:30	1	9	1	0
9:35	2	10	0	1
9:40	1	5	0	0
9:45	1	5	0	0
9:50	2	6	0	0
9:55	0	7	0	0
10:00	1	7	0	0
10:05	1	7	0	0
10:10	0	7	0	0
10:15	0	7	0	0
10:20	0	7	0	0
10:25	1	7	0	0
10:30	0	7	0	0

5 Minute Periods	Queued Vehicles	Parked Vehicles	Ped In	Ped Out
12:00	0	8	1	1
12:05	0	8	0	0
12:10	0	8	0	0
12:15	0	8	0	0
12:20	0	8	0	0
12:25	0	8	0	0
12:30	0	9	0	0
12:35	0	10	0	0
12:40	0	11	0	0
12:45	0	11	0	0
12:50	0	11	0	0
12:55	0	11	0	0
13:00	0	10	0	0
13:05	0	10	0	0
13:10	0	10	0	0
13:15	0	10	0	0
13:20	0	10	0	0
13:25	0	10	0	0
13:30	0	10	0	0
13:35	0	10	0	0
13:40	0	10	0	0
13:45	0	10	0	0
13:50	0	10	0	0
13:55	0	9	0	0

10:35	0	7	0	0
10:40	0	6	0	0
10:45	0	7	0	0
10:50	0	8	0	0
10:55	0	9	0	0
11:00	0	9	0	0
11:05	0	9	0	0
11:10	0	9	0	0
11:15	0	9	0	0
11:20	0	8	0	0
11:25	0	8	0	0
11:30	0	8	0	0
11:35	0	9	0	0
11:40	0	8	0	0
11:45	1	9	1	1
11:50	0	8	0	0
11:55	0	9	0	0

Interview Number	Response to the following questions				
	1		2		3
	Have you made the trip here just for the coffee OR have you dropped in on your way to somewhere else?		Are you just ordering coffee today, or something extra?		Can I have your postcode please?
	Coffee / Meal ONLY	On the way	Coffee	Coffee and Food	Post Code
1	X		X		2130
2		X	X		2137
3		X	X		2115
4		X	X		2135
5		X	X		2142
6		X	X		2137
7		X		X	2150
8		X	X		2161
9		X	X		2137
10		X	X		2137
11		X	X		2751
12		X	X		2137
13		X	X		2204
14		X	X		2059
15		X	X		2135
16		X	X		2010
17		X	X		2135
18		X	X		2137
19		X		X	3130
20	X			X	2350
21		X	X		2137
22	X		X		2130
23		X	X		2046
24		X	X		2168
25		X		X	2135
26		X	X		2140
27		X	X		2137
28		X	X		2000
29		X	X		2137
30	X		X		2760
31		X	X		2160
32		X	X		2150
33		X	X		2148
34	X			X	2759
35		X	X		0
36		X	X		0
37		X	X		2137
38	X		X		2118
39		X	X		2768
40		X	X		2179
41		X	X		2774
42	X		X		2759
43		X	X		2144
44		X	X		0
45	X		X		0

Road Frontage Data			
Start Time	Southbound		Hourly
	Cars	Trucks	
6:00	620	60	
6:15	709	82	
6:30	710	72	
6:45	434	56	274
7:00	631	64	275
7:15	624	22	261
7:30	448	78	235
7:45	277	39	218
8:00	325	37	185
8:15	227	26	145
8:30	479	49	145
8:45	630	35	180
9:00	300	38	178
9:15	312	43	188
9:30	572	57	198
9:45	516	59	189
10:00	483	64	210
10:15	398	81	223
10:30	453	51	210
10:45	556	61	214
11:00	483	49	213
11:15	527	43	222
11:30	450	56	222
11:45	376	46	203
12:00	360	42	190
12:15	377	33	174
12:30	534	37	180
12:45	461	39	188
13:00	501	43	202
13:15	544	42	220
13:30	502	50	218
13:45	480	31	219



Site Location	Zipper Drive Through Coffee,
Survey Date	Tuesday 16th June 2015
Survey Period	06:00am - 14:00pm

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/ Bike or Ped	Occupants	Interview Number	Service Time
1	6:00:37	6:01:43	C	1		0:01:06
2	6:01:29	6:05:44	C	1		0:04:15
3	6:02:53	6:05:06	C	1		0:02:13
4	6:02:54	6:05:37	C	1		0:02:43
5	6:02:57	6:07:23	C	1		0:04:26
6	6:04:17	6:07:24	C	1		0:03:07
7	6:04:52	6:07:27	C	1		0:02:35
8	6:05:26	6:08:47	C	1		0:03:21
9	6:06:00	6:08:49	C	1		0:02:49
10	6:07:10	6:08:59	C	1		0:01:49
11	6:10:41	6:13:05	C	1		0:02:24
12	6:11:19	6:14:19	C	1	1	0:03:00
13	6:11:33	6:14:33	C	1		0:03:00
14	6:11:40	6:16:39	C	2	2	0:04:59
15	6:11:55	6:16:43	C	1		0:04:48
16	6:12:47	6:16:59	C	1		0:04:12
17	6:15:09	6:17:00	C	1		0:01:51
18	6:15:49	6:19:19	C	1		0:03:30
19	6:18:02	6:20:39	C	1		0:02:37
20	6:19:35	6:21:33	C	1		0:01:58
21	6:21:04	6:23:18	C	2		0:02:14
22	6:21:25	6:23:40	C	1		0:02:15
23	6:26:53	6:28:24	C	1		0:01:31
24	6:26:41	6:28:05	T	2	3	0:01:24
25	6:27:15	6:28:24	C	1		0:01:09
26	6:30:30	6:33:24	C	2		0:02:54
27	6:31:28	6:33:00	C	1	4	0:01:32
28	6:31:46	6:35:14	T	1		0:03:28
29	6:32:16	6:35:17	C	1		0:03:01
30	6:33:00	6:35:16	T	1		0:02:16
31	6:34:23	6:36:19	C	2		0:01:56
32	6:34:24	6:40:06	C	1		0:05:42
33	6:34:47	6:40:05	C	1		0:05:18
34	6:35:47	6:40:07	C	1		0:04:20
35	6:36:23	6:41:49	C	1		0:05:26
36	6:36:24	6:41:19	C	1		0:04:55
37	6:37:08	6:41:27	C	1		0:04:19
38	6:37:10	6:42:10	C	2		0:05:00
39	6:37:37	6:41:59	C	1		0:04:22
40	6:37:38	6:42:20	C	1		0:04:42
41	6:39:30	6:44:47	C	2		0:05:17
42	6:41:05	6:46:20	C	1	5	0:05:15
43	6:42:19	6:44:51	C	1		0:02:32
44	6:42:22	6:47:04	C	1		0:04:42
45	6:42:24	6:49:24	C	1		0:07:00
46	6:46:06	6:47:56	C	2	6	0:01:50
47	6:46:08	6:49:26	C	1		0:03:18
48	6:46:42	6:49:27	T	1		0:02:45
49	6:50:30	6:52:08	C	2		0:01:38
50	6:50:34	6:53:59	C	1		0:03:25
51	6:50:49	6:54:01	C	2		0:03:12
52	6:51:40	6:55:28	C	1		0:03:48
53	6:54:49	6:57:11	C	1		0:02:22
54	6:55:05	6:58:37	C	1	7	0:03:32
55	6:55:37	6:57:54	C	1		0:02:17
56	7:00:25	7:03:09	C	2		0:02:44
57	7:01:26	7:03:29	C	1		0:02:03
58	7:02:50	7:05:28	T	1		0:02:38
59	7:03:52	7:05:35	C	1		0:01:43
60	7:04:15	7:06:00	C	1		0:01:45
61	7:06:30	7:10:18	C	1		0:03:48
62	7:07:20	7:09:19	C	1		0:01:59
63	7:07:42	7:11:42	C	2	8	0:04:00
64	7:09:20	7:11:59	T	2		0:02:39
65	7:09:22	7:14:44	C	2		0:05:22
66	7:10:16	7:14:43	C	1		0:04:27
67	7:11:00	7:14:48	C	1	9	0:03:48
68	7:13:57	7:15:38	C	1		0:01:41
69	7:14:19	7:17:03	C	1		0:02:44
70	7:16:36	7:18:51	C	1		0:02:15
71	7:18:14	7:19:40	C	1		0:01:26

Start Time	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:00 AM	16	0	17	0	0
6:15 AM	8	1	11	0	0
6:30 AM	18	2	24	0	0
6:45 AM	9	1	13	0	0
7:00 AM	12	2	18	0	0
7:15 AM	9	0	11	0	0
7:30 AM	7	0	8	0	0
7:45 AM	6	0	6	0	0
8:00 AM	9	0	13	0	0
8:15 AM	3	0	3	2	0
8:30 AM	10	0	11	0	0
8:45 AM	10	0	10	0	0
9:00 AM	8	0	11	0	0
9:15 AM	4	1	5	3	0
9:30 AM	6	0	11	0	0
9:45 AM	6	0	7	0	0
10:00 AM	3	1	4	1	0
10:15 AM	4	0	4	0	1
10:30 AM	2	1	8	2	0
10:45 AM	2	0	2	1	0
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	2	1	3	1	0
11:45 AM	2	0	2	1	0
12:00 PM	2	1	4	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
13:00 PM	1	0	1	0	0
13:15 PM	0	0	0	0	0
13:30 PM	1	0	1	0	0
13:45 PM	0	0	0	0	0
14:00 PM	0	0	0	0	0

72	7:19:10	7:20:55	C	1	10	0:01:45
73	7:20:34	7:22:02	C	1		0:01:28
74	7:23:33	7:26:17	C	1		0:02:44
75	7:25:19	7:26:48	C	1		0:01:29
76	7:27:23	7:28:54	C	1		0:01:31
77	7:28:19	7:33:51	C	2	11	0:05:32
78	7:28:37	7:39:54	C	2		0:11:17
79	7:33:00	7:35:35	C	1		0:02:35
80	7:35:10	7:37:35	C	1		0:02:25
81	7:35:34	7:37:42	C	1		0:02:08
82	7:37:35	7:39:36	C	1		0:02:01
83	7:42:20	7:43:39	C	1		0:01:19
84	7:42:22	7:44:34	C	1		0:02:12
85	7:43:40	7:46:05	C	2		0:02:25
86	7:46:05	7:47:35	C	1	12	0:01:30
87	7:49:22	7:52:10	C	1		0:02:48
88	7:51:10	7:53:39	C	1		0:02:29
89	7:51:38	7:55:41	C	1		0:04:03
90	7:53:04	7:55:39	C	1		0:02:35
91	7:58:09	7:59:44	C	1		0:01:35
92	8:00:45	8:03:12	C	2		0:02:27
93	8:03:27	8:06:15	C	1		0:02:48
94	8:07:08	8:09:34	C	1		0:02:26
95	8:10:33	8:13:07	C	1		0:02:34
96	8:11:40	8:15:18	C	1		0:03:38
97	8:11:53	8:15:28	C	3	13	0:03:35
98	8:12:34	8:17:17	C	1		0:04:43
99	8:13:51	8:15:49	C	2		0:01:58
100	8:14:19	8:17:46	C	1		0:03:27
101	8:16:53	8:22:12	C	1	14	0:05:19
102	8:23:18	8:24:50	C	1	15	0:01:32
103	8:24:48	8:27:01	P	2	16	0:02:13
104	8:28:59	8:31:21	C	1		0:02:22
105	8:30:56	8:33:38	C	1		0:02:42
106	8:31:08	8:34:00	C	1		0:02:52
107	8:31:21	8:35:57	C	1	17	0:04:36
108	8:32:19	8:36:22	C	1		0:04:03
109	8:34:59	8:36:38	C	1		0:01:39
110	8:35:46	8:38:39	C	1		0:02:53
111	8:37:09	8:40:09	C	1		0:03:00
112	8:37:11	8:41:00	C	1		0:03:49
113	8:40:29	8:41:43	C	2		0:01:14
114	8:42:01	8:43:36	C	1		0:01:35
115	8:49:56	8:52:16	C	1		0:02:20
116	8:52:10	8:54:25	C	1		0:02:15
117	8:52:31	8:55:05	C	1		0:02:34
118	8:54:51	8:56:32	C	1		0:01:41
119	8:55:51	8:59:24	C	1	18	0:03:33
120	8:56:31	8:59:29	C	1		0:02:58
121	8:56:34	8:59:30	C	1		0:02:56
122	8:56:49	9:01:21	C	1	19	0:04:32
123	8:58:41	9:00:13	C	1		0:01:32
124	8:59:30	9:01:52	C	1		0:02:22
125	9:00:00	9:02:49	C	2	20	0:02:49
126	9:00:04	9:04:17	C	1	21	0:04:13
127	9:03:11	9:04:32	C	1		0:01:21
128	9:05:25	9:07:05	C	1		0:01:40
129	9:06:01	9:09:07	C	2	22	0:03:06
130	9:09:33	9:13:16	C	1		0:03:43
131	9:12:25	9:14:49	C	2		0:02:24
132	9:13:16	9:16:05	C	1	23	0:02:49
133	9:20:29	9:26:08	P	1	24	0:05:39
134	9:21:29	9:22:27	P	1		0:00:58
135	9:23:50	9:24:21	P	1	25	0:00:31
136	9:24:43	9:28:39	C	1		0:03:56
137	9:24:44	9:28:39	C	1	26	0:03:55
138	9:25:04	9:29:01	C	1	27	0:03:57
139	9:25:05	9:30:31	T	1	28	0:05:26
140	9:29:29	9:31:15	C	1		0:01:46
141	9:32:00	9:34:27	C	4	29	0:02:27
142	9:33:34	9:43:51	C	1	30	0:10:17
143	9:36:23	9:38:44	C	1		0:02:21
144	9:40:55	9:42:45	C	1		0:01:50
145	9:42:25	9:43:30	C	2		0:01:05
146	9:42:52	9:46:12	C	2		0:03:20
147	9:47:29	9:50:25	C	1	31	0:02:56
148	9:50:16	9:52:13	C	1		0:01:57
149	9:51:41	9:52:54	C	1		0:01:13
150	9:52:21	9:52:44	C	1		0:00:23

151	9:52:52	9:56:00	C	2	32	0:03:08
152	9:55:39	10:00:00	C	1		0:04:21

153	10:04:40	10:05:06	P	1	33	0:00:26
154	10:07:54	10:09:10	C	1	34	0:01:16
155	10:08:15	10:11:45	C	1	35	0:03:30
156	10:11:38	10:13:15	T	1		0:01:37
157	10:13:03	10:14:13	C	1	36	0:01:10
158	10:22:46	10:23:31	C	1		0:00:45
159	10:24:18	10:26:35	C	1	37	0:02:17
160	10:24:26	10:27:42	C	1		0:03:16
161	10:28:24	10:29:32	C	1		0:01:08
162	10:28:39	10:28:53	B	1		0:00:14
163	10:30:55	10:33:11	T	2	38	0:02:16
164	10:32:15	10:33:59	C	5		0:01:44
165	10:32:59	10:34:26	C	1	39	0:01:27
166	10:40:00	10:41:12	P	1	40	0:01:12
167	10:41:57	10:42:38	P	1	41	0:00:41
168	10:54:37	10:56:11	C	1		0:01:34
169	10:55:32	10:57:33	P	1		0:02:01
170	10:56:04	11:04:57	C	1		0:08:53
171	11:30:10	11:31:11	C	1		0:01:01
172	11:34:34	11:36:03	T	1		0:01:29
173	11:38:48	11:39:54	P	1		0:01:06
174	11:42:48	11:44:37	C	1		0:01:49
175	11:45:26	12:41:17	C	1		0:55:51
176	11:53:21	11:56:07	C	1		0:02:46
177	11:56:02	11:57:49	P	1		0:01:47
178	12:00:36	12:29:06	C	2		0:28:30
179	12:07:20	12:08:39	C	1		0:01:19
180	12:11:08	12:17:48	T	1		0:06:40
181	13:12:10	13:31:58	C	1		0:19:48
182	13:25:10	13:31:37	C	1		0:06:27
Average						0:03:26
Average - Interview						0:03:05

Site Location	Ziper Drive Through Coffee,
Survey Date	Wednesday 17th June 2015
Survey Period	06:00am - 14:00pm

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/ Bike or Ped	Occupants	Interview Number	Service Time
1	6:01:39	6:05:10	C	1	1	0:03:31
2	6:02:42	6:07:01	C	2		0:04:19
3	6:03:09	6:07:03	C	1		0:03:54
4	6:03:22	6:07:04	C	1		0:03:42
5	6:06:06	6:09:00	C	1		0:02:54
6	6:07:18	6:09:05	C	1		0:01:47
7	6:08:04	6:10:15	C	1		0:02:11
8	6:08:31	6:11:49	C	1		0:03:18
9	6:09:01	6:11:16	C	2	2	0:02:15
10	6:09:29	6:12:22	C	1		0:02:53
11	6:10:26	6:13:41	C	1		0:03:15
12	6:10:45	6:14:58	C	2		0:04:13
13	6:12:20	6:16:12	C	2		0:03:52
14	6:13:11	6:17:08	C	1	3	0:03:57
15	6:13:48	6:17:51	C	1		0:04:03
16	6:14:51	6:18:35	C	1		0:03:44
17	6:15:47	6:18:38	C	1	4	0:02:51
18	6:16:27	6:19:12	C	1		0:02:45
19	6:17:07	6:20:12	C	1		0:03:05
20	6:17:29	6:20:06	C	1		0:02:37
21	6:18:11	6:21:41	C	1		0:03:30
22	6:20:00	6:21:53	C	1		0:01:53
23	6:20:09	6:22:30	C	1	5	0:02:21
24	6:22:55	6:25:03	C	1		0:02:08
25	6:24:05	6:27:21	T	2		0:03:16
26	6:28:57	6:31:10	C	1	6	0:02:13
27	6:29:22	6:31:24	C	1		0:02:02
28	6:30:10	6:32:19	C	1		0:02:09
29	6:31:37	6:32:36	C	1		0:00:59
30	6:33:38	6:37:00	C	1		0:03:22
31	6:35:41	6:37:12	C	2	7	0:01:31
32	6:35:59	6:37:23	C	1		0:01:24
33	6:36:03	6:38:59	C	1		0:02:56
34	6:37:45	6:40:38	C	1		0:02:53
35	6:38:58	6:40:41	C	2		0:01:43
36	6:39:10	6:41:51	C	1		0:02:41
37	6:40:01	6:42:10	C	1		0:02:09
38	6:40:18	6:44:28	C	1		0:04:10
39	6:40:40	6:42:13	C	1		0:01:33
40	6:41:50	6:44:29	C	2		0:02:39
41	6:41:52	6:43:20	C	2		0:01:28
42	6:41:54	6:44:59	C	1		0:03:05
43	6:41:57	6:46:27	C	1		0:04:30
44	6:41:58	6:46:28	C	2		0:04:30
45	6:42:18	6:46:31	C	2	8	0:04:13
46	6:45:30	6:48:32	C	1		0:03:02
47	6:46:56	6:49:18	C	1		0:02:22
48	6:47:13	6:49:18	C	1		0:02:05
49	6:48:02	6:49:42	C	1	9	0:01:40
50	6:50:15	6:51:55	C	1		0:01:40
51	6:51:49	6:53:24	C	1		0:01:35
52	6:51:54	6:53:15	T	1		0:01:21
53	6:52:28	6:55:09	C	1		0:02:41
54	6:52:37	6:55:50	C	1	10	0:03:13
55	6:54:19	6:56:23	C	1	11	0:02:04
56	6:57:24	6:59:13	T	2	12	0:01:49
57	6:58:01	6:59:33	C	1		0:01:32
58	6:58:03	6:59:43	C	1	13	0:01:40
59	7:00:21	7:02:44	C	2		0:02:23
60	7:00:34	7:02:47	C	1		0:02:13
61	7:01:07	7:04:48	C	2		0:03:41
62	7:01:06	7:04:51	C	2	14	0:03:45
63	7:01:07	7:05:56	C	2	15	0:04:49
64	7:03:27	7:05:59	C	1		0:02:32
65	7:04:49	7:07:18	C	2	16	0:02:29
66	7:06:43	7:09:27	C	2		0:02:44
67	7:08:35	7:09:28	C	2		0:00:53
68	7:09:21	7:11:59	C	1		0:02:38
69	7:09:22	7:12:12	C	1		0:02:50
70	7:11:39	7:14:26	C	1	17	0:02:47
71	7:13:54	7:16:05	C	1		0:02:11

Start Time	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:00 AM	16	0	20	0	0
6:15 AM	10	1	12	0	0
6:30 AM	18	0	24	0	0
6:45 AM	11	2	14	0	0
7:00 AM	13	0	20	0	0
7:15 AM	12	0	14	1	0
7:30 AM	7	0	9	0	0
7:45 AM	7	1	11	1	0
8:00 AM	9	0	12	0	0
8:15 AM	6	1	10	1	0
8:30 AM	9	1	13	3	0
8:45 AM	6	0	7	0	0
9:00 AM	6	0	7	2	0
9:15 AM	6	0	6	2	0
9:30 AM	4	1	6	1	0
9:45 AM	2	0	2	0	0
10:00 AM	2	2	4	0	0
10:15 AM	3	1	5	0	0
10:30 AM	3	1	4	0	0
10:45 AM	3	0	3	0	0
11:00 AM	1	0	1	0	0
11:15 AM	0	1	1	0	0
11:30 AM	5	1	6	1	0
11:45 AM	2	1	4	1	0
12:00 PM	1	0	1	0	0
12:15 PM	1	0	1	0	0
12:30 PM	2	0	2	0	0
12:45 PM	1	0	1	0	0
13:00 PM	0	0	0	0	0
13:15 PM	0	0	0	0	0
13:30 PM	1	0	1	0	0
13:45 PM	1	0	1	0	0
14:00 PM	0	0	0	0	0

72	7:15:03	7:17:40	C	1		0:02:37
73	7:15:06	7:18:03	C	1		0:02:57
74	7:15:31	7:18:47	P	1	18	0:03:16
75	7:16:02	7:19:42	C	2		0:03:40
76	7:19:40	7:22:50	C	1		0:03:10
77	7:20:39	7:22:59	C	1		0:02:20
78	7:21:02	7:24:09	C	1		0:03:07
79	7:22:50	7:25:29	C	2	19	0:02:39
80	7:25:34	7:28:09	C	1		0:02:35
81	7:25:39	7:28:21	C	1		0:02:42
82	7:27:04	7:29:12	C	1		0:02:08
83	7:28:09	7:30:33	C	1		0:02:24
84	7:29:11	7:32:49	C	1		0:03:38
85	7:31:21	7:32:48	C	1		0:01:27
86	7:32:21	7:33:56	C	1		0:01:35
87	7:33:58	7:35:19	C	1		0:01:21
88	7:36:47	7:39:45	C	1	20	0:02:58
89	7:40:49	7:44:28	C	2		0:03:39
90	7:41:29	7:44:29	C	1		0:03:00
91	7:44:10	7:46:46	C	2		0:02:36
92	7:47:18	7:48:56	P	1	21	0:01:38
93	7:48:32	7:50:26	C	1		0:01:54
94	7:48:39	7:51:30	C	1		0:02:51
95	7:49:32	7:52:47	C	1	22	0:03:15
96	7:50:22	7:53:28	C	2		0:03:06
97	7:50:28	7:56:16	T	2		0:05:48
98	7:52:18	7:55:49	C	2		0:03:31
99	7:53:56	7:56:34	C	1		0:02:38
100	7:58:16	8:01:27	C	1		0:03:11
101	8:02:36	8:04:41	C	2		0:02:05
102	8:02:54	8:05:41	C	1		0:02:47
103	8:02:58	8:05:47	C	1		0:02:49
104	8:04:24	8:06:57	C	1	23	0:02:33
105	8:10:01	8:12:12	C	1		0:02:11
106	8:10:16	8:14:09	C	1		0:03:53
107	8:10:55	8:12:39	C	1		0:01:44
108	8:14:09	8:16:37	C	2		0:02:28
109	8:14:33	8:18:56	C	2		0:04:23
110	8:15:37	8:17:09	C	2	24	0:01:32
111	8:18:45	8:21:47	C	2		0:03:02
112	8:19:05	8:21:46	C	1		0:02:41
113	8:21:20	8:23:42	C	1		0:02:22
114	8:23:11	8:26:59	P	1		0:03:48
115	8:25:07	8:26:29	T	1		0:01:22
116	8:25:54	8:26:54	C	1		0:01:00
117	8:27:26	8:29:59	C	2	25	0:02:33
118	8:30:20	8:33:11	T	1		0:02:51
119	8:30:29	8:31:42	C	1	26	0:01:13
120	8:32:07	8:33:41	C	2		0:01:34
121	8:34:18	8:35:56	P	2		0:01:38
122	8:35:42	8:38:11	C	1	27	0:02:29
123	8:35:54	8:37:33	C	2	28	0:01:39
124	8:34:46	8:41:40	C	1		0:06:54
125	8:41:11	8:42:51	P	1		0:01:40
126	8:41:14	8:42:46	C	1		0:01:32
127	8:41:53	8:43:16	C	2		0:01:23
128	8:42:40	8:44:36	C	1		0:01:56
129	8:44:19	8:45:31	C	1		0:01:12
130	8:45:01	8:46:23	C	1		0:01:22
131	8:46:19	8:50:08	C	2		0:03:49
132	8:47:08	8:50:10	C	1		0:03:02
133	8:52:08	8:53:14	C	1		0:01:06
134	8:53:10	8:54:50	C	1		0:01:40
135	8:59:08	9:01:00	C	1		0:01:52
136	9:03:51	9:06:17	C	2		0:02:26
137	9:04:47	9:08:06	C	1		0:03:19
138	9:04:49	9:07:56	C	1		0:03:07
139	9:07:11	9:08:45	C	1		0:01:34
140	9:08:51	9:10:29	P	1		0:01:38
141	9:10:22	9:13:14	C	1		0:02:52
142	9:12:08	9:13:18	P	1		0:01:10
143	9:14:16	9:16:05	C	1		0:01:49
144	9:15:01	9:17:53	C	1		0:02:52
145	9:19:12	9:23:00	C	1		0:03:48
146	9:20:06	9:22:54	C	1		0:02:48
147	9:20:50	9:21:13	P	1		0:00:23
148	9:22:48	9:25:49	C	1		0:03:01
149	9:22:53	9:27:21	C	1	29	0:04:28
150	9:25:00	9:28:41	P	1		0:03:41
151	9:29:12	9:31:51	C	1		0:02:39
152	9:33:26	9:36:23	C	1		0:02:57

153	9:34:01	9:38:02	P	1		0:04:01	
154	9:39:03	9:41:38	C	2		0:02:35	
155	9:42:48	9:45:45	C	1		0:02:57	
156	9:44:24	9:46:02	T	1		0:01:38	
157	9:44:26	9:48:03	C	1	30	0:03:37	
158	9:46:54	9:50:29	C	1		0:03:35	
159	9:47:42	9:50:34	C	1		0:02:52	
160	10:00:59	10:04:07	C	1	31	0:03:08	
161	10:01:53	10:05:34	C	1		0:03:41	
162	10:05:28	10:08:21	T	1	32	0:02:53	
163	10:12:15	10:14:38	T	1	33	0:02:23	
164	10:15:03	10:16:52	C	2	34	0:01:49	
165	10:15:25	10:18:14	C	1	35	0:02:49	
166	10:24:08	10:26:46	C	1	36	0:02:38	
167	10:27:30	10:29:56	T	1		0:02:26	
168	10:30:45	10:32:57	T	1		0:02:12	
169	10:30:55	10:34:02	C	1	37	0:03:07	
170	10:41:37	10:43:58	C	1		0:02:21	
171	10:41:45	12:57:51	C	1		2:16:06	
172	10:48:53	11:15:37	C	1		0:26:44	
173	10:50:18	10:52:32	C	1	38	0:02:14	
174	10:51:07	10:53:50	C	1		0:02:43	
175	11:06:24	11:08:07	C	1	39	0:01:43	
176	11:21:50	11:23:04	T	1	40	0:01:14	
177	11:30:57	11:31:58	C	1	41	0:01:01	
178	11:32:10	11:33:39	T	1	42	0:01:29	
179	11:35:24	11:39:53	C	1		0:04:29	
180	11:35:50	11:39:31	C	1		0:03:41	
181	11:40:28	11:42:51	C	1		0:02:23	
182	11:42:07	11:42:31	P	1		0:00:24	
183	11:42:09	11:47:26	C	1		0:05:17	
184	11:45:58	11:46:25	T	2	43	0:00:27	
185	11:46:34	11:47:31	C	1	44	0:00:57	
186	11:52:26	11:59:42	C	1		0:07:16	
187	11:56:47	11:58:31	P	1	45	0:01:44	
188	12:14:57	12:17:10	C	1		0:02:13	
189	12:27:08	12:29:14	C	1		0:02:06	
190	12:30:00	12:35:18	C	1		0:05:18	
191	12:36:38	12:39:43	C	1		0:03:05	
192	12:53:58	12:55:32	C	1		0:01:34	
193	13:42:12	13:46:59	C	1		0:04:47	
194	13:48:51	13:54:57	C	1		0:06:06	
						Average	0:03:29
						Average - Interview	0:02:27

Site Location	Ziper Drive Through Coffee,
Survey Date	Thursday 18th June 2015
Survey Period	06:00am - 14:00pm

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/ Bike or Ped	Occupants	Interview Number	Service Time
1	6:03:13	6:05:35	C	1		0:02:22
2	6:04:42	6:06:22	C	1	1	0:01:40
3	6:06:46	6:08:27	C	1		0:01:41
4	6:07:01	6:09:20	C	1	2	0:02:19
5	6:07:42	6:10:36	C	1		0:02:54
6	6:07:51	6:10:38	C	1		0:02:47
7	6:09:47	6:13:00	C	1	3	0:03:13
8	6:10:07	6:13:04	C	1	4	0:02:57
9	6:11:53	6:13:51	C	1		0:01:58
10	6:12:50	6:15:18	C	1		0:02:28
11	6:13:08	6:15:36	C	1	5	0:02:28
12	6:14:54	6:17:39	C	1		0:02:45
13	6:15:18	6:17:40	C	1		0:02:22
14	6:18:01	6:19:50	C	1		0:01:49
15	6:20:54	6:22:43	C	1		0:01:49
16	6:22:19	6:24:34	C	1	6	0:02:15
17	6:22:22	6:24:37	C	1		0:02:15
18	6:23:58	6:24:59	C	1		0:01:01
19	6:24:16	6:27:24	C	2	7	0:03:08
20	6:24:34	6:25:58	C	1	8	0:01:24
21	6:25:51	6:29:37	C	1		0:03:46
22	6:26:52	6:27:59	T	2		0:01:07
23	6:26:57	6:29:39	C	1		0:02:42
24	6:27:04	6:30:56	T	1	9	0:03:52
25	6:28:41	6:33:52	C	1	10	0:05:11
26	6:28:43	6:31:45	C	2		0:03:02
27	6:31:00	6:33:12	C	1		0:02:12
28	6:32:23	6:34:26	C	2	11	0:02:03
29	6:33:19	6:38:19	C	3		0:05:00
30	6:35:02	6:38:32	C	1	12	0:03:30
31	6:37:16	6:38:42	C	1		0:01:26
32	6:37:38	6:38:48	C	1		0:01:10
33	6:39:02	6:42:01	C	1	13	0:02:59
34	6:39:55	6:40:57	C	1		0:01:02
35	6:42:30	6:44:16	C	2	14	0:01:46
36	6:42:38	6:45:38	C	1		0:03:00
37	6:43:01	6:47:28	C	1		0:04:27
38	6:43:04	6:47:52	C	2	15	0:04:48
39	6:44:08	6:48:10	C	2		0:04:02
40	6:45:11	6:48:13	C	1		0:03:02
41	6:45:50	6:49:01	C	1		0:03:11
42	6:46:21	6:48:07	C	1		0:01:46
43	6:46:40	6:49:41	T	1		0:03:01
44	6:47:28	6:50:25	C	1		0:02:57
45	6:48:01	6:50:31	T	1		0:02:30
46	6:48:04	6:50:30	C	2	16	0:02:26
47	6:49:59	6:51:58	C	1		0:01:59
48	6:53:30	6:56:21	C	1		0:02:51
49	6:55:39	6:57:31	C	1	17	0:01:52
50	6:56:11	6:58:22	C	1	18	0:02:11
51	6:58:50	7:00:14	C	1		0:01:24
52	7:01:00	7:02:51	C	1	19	0:01:51
53	7:01:42	7:02:58	C	1	20	0:01:16
54	7:02:57	7:03:53	C	1		0:00:56
55	7:03:23	7:04:38	T	1		0:01:15
56	7:04:01	7:06:10	C	2		0:02:09
57	7:04:05	7:07:39	C	2		0:03:34
58	7:04:12	7:08:11	C	1		0:03:59
59	7:04:50	7:08:35	C	1		0:03:45
60	7:05:18	7:08:39	C	1		0:03:21
61	7:05:36	7:09:02	C	1		0:03:26
62	7:06:02	7:09:05	C	1	21	0:03:03
63	7:06:03	7:07:58	P	1	22	0:01:55
64	7:07:15	7:10:48	C	1		0:03:33
65	7:07:17	7:10:10	C	1		0:02:53
66	7:08:13	7:11:07	C	2		0:02:54
67	7:11:43	7:13:36	C	1		0:01:53
68	7:12:41	7:15:00	P	1		0:02:19
69	7:16:21	7:19:04	C	2		0:02:43
70	7:16:55	7:19:23	C	1		0:02:28
71	7:17:14	7:20:24	C	1		0:03:10

Start Time	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:00 AM	12	0	12	0	0
6:15 AM	12	2	17	0	0
6:30 AM	13	0	19	0	0
6:45 AM	10	2	13	0	0
7:00 AM	14	1	18	2	0
7:15 AM	11	1	18	0	0
7:30 AM	10	1	14	0	0
7:45 AM	6	0	6	0	0
8:00 AM	5	0	8	0	0
8:15 AM	6	1	7	1	0
8:30 AM	11	0	11	0	0
8:45 AM	3	1	5	0	0
9:00 AM	4	0	5	0	0
9:15 AM	4	0	4	0	0
9:30 AM	7	0	10	0	0
9:45 AM	1	1	3	0	0
10:00 AM	6	0	6	0	0
10:15 AM	1	1	4	0	1
10:30 AM	3	0	4	0	0
10:45 AM	1	0	1	0	0
11:00 AM	4	0	4	0	0
11:15 AM	1	1	2	0	0
11:30 AM	3	0	4	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	1	0	1	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0

72	7:18:33	7:21:07	C	1		0:02:34
73	7:19:19	7:22:46	C	3		0:03:27
74	7:19:23	7:22:49	T	2		0:03:26
75	7:24:36	7:30:27	C	1		0:05:51
76	7:25:20	7:29:58	C	1		0:04:38
77	7:26:59	7:30:18	C	1		0:03:19
78	7:27:54	7:28:57	C	2		0:01:03
79	7:29:04	7:31:33	C	2		0:02:29
80	7:29:43	7:31:42	C	1		0:01:59
81	7:30:58	7:32:30	C	2	23	0:01:32
82	7:31:17	7:34:01	C	1		0:02:44
83	7:34:12	7:36:03	T	1	24	0:01:51
84	7:35:20	7:37:36	C	1		0:02:16
85	7:37:51	7:41:06	C	2		0:03:15
86	7:38:03	7:42:38	C	1		0:04:35
87	7:38:10	7:40:59	C	1		0:02:49
88	7:38:45	7:41:08	C	2		0:02:23
89	7:41:44	7:43:17	C	1		0:01:33
90	7:42:28	7:44:29	C	1		0:02:01
91	7:44:30	7:46:19	C	1		0:01:49
92	7:45:31	7:47:59	C	1		0:02:28
93	7:46:17	7:48:16	C	1		0:01:59
94	7:47:41	7:49:46	C	1		0:02:05
95	7:52:34	7:54:08	C	1		0:01:34
96	7:55:06	7:57:12	C	1		0:02:06
97	7:57:30	8:00:03	C	1		0:02:33
98	8:01:45	8:06:53	C	2		0:05:08
99	8:02:23	8:10:31	C	2		0:08:08
100	8:08:00	8:11:43	C	1	25	0:03:43
101	8:10:01	8:13:07	C	2		0:03:06
102	8:11:41	8:15:36	C	1		0:03:55
103	8:15:41	8:17:58	C	1		0:02:17
104	8:17:04	8:18:47	T	1		0:01:43
105	8:17:36	8:19:39	C	1		0:02:03
106	8:20:07	8:22:27	C	2		0:02:20
107	8:21:58	8:23:22	P	1		0:01:24
108	8:24:03	8:25:29	C	1		0:01:26
109	8:25:21	8:27:22	C	1		0:02:01
110	8:30:01	8:31:48	C	1		0:01:47
111	8:33:38	8:34:02	C	1		0:00:24
112	8:33:41	8:36:22	C	1		0:02:41
113	8:33:57	8:38:47	C	1		0:04:50
114	8:34:41	8:36:25	C	1		0:01:44
115	8:38:41	8:40:46	C	1		0:02:05
116	8:40:37	8:42:51	C	1		0:02:14
117	8:42:16	8:43:56	C	1		0:01:40
118	8:43:44	8:45:45	C	1		0:02:01
119	8:43:48	8:47:23	C	1		0:03:35
120	8:44:50	8:48:06	C	1		0:03:16
121	8:48:01	8:50:33	T	1		0:02:32
122	8:55:27	8:56:59	C	1	26	0:01:32
123	8:56:18	8:58:08	C	2		0:01:50
124	8:57:58	9:00:29	C	1		0:02:31
125	9:04:10	9:07:41	C	2	27	0:03:31
126	9:05:06	9:07:43	C	1		0:02:37
127	9:07:28	9:09:09	C	1		0:01:41
128	9:08:47	9:10:10	C	1		0:01:23
129	9:18:03	9:20:49	C	1		0:02:46
130	9:25:30	9:27:59	C	1		0:02:29
131	9:28:21	9:30:20	C	1		0:01:59
132	9:28:41	9:32:03	C	1		0:03:22
133	9:30:22	9:32:41	C	2		0:02:19
134	9:34:26	9:35:44	C	1		0:01:18
135	9:35:15	9:37:33	C	1		0:02:18
136	9:37:01	9:37:42	C	1		0:00:41
137	9:40:57	9:44:36	C	2		0:03:39
138	9:41:06	9:44:38	C	2		0:03:32
139	9:41:18	9:43:22	C	1		0:02:04
140	9:48:57	9:51:02	C	2	28	0:02:05
141	9:53:01	9:54:33	T	1		0:01:32
142	10:01:24	10:03:12	C	1		0:01:48
143	10:02:07	10:04:03	C	1		0:01:56
144	10:03:46	10:07:07	C	1		0:03:21
145	10:07:20	10:09:11	C	1		0:01:51
146	10:07:51	10:10:27	C	1		0:02:36
147	10:08:53	10:10:58	C	1		0:02:05
148	10:20:30	10:20:54	B	1		0:00:24
149	10:24:21	10:38:21	T	2		0:14:00
150	10:25:13	10:28:24	C	2	29	0:03:11
151	10:36:19	10:37:41	C	1		0:01:22
152	10:38:11	10:42:27	C	2		0:04:16

153	10:39:56	10:42:13	C	1		0:02:17	
154	10:49:31	10:51:14	C	1		0:01:43	
155	11:05:49	11:07:10	C	1		0:01:21	
156	11:10:05	11:11:43	C	1	30	0:01:38	
157	11:12:03	11:37:12	C	1		0:25:09	
158	11:13:02	11:14:30	C	1		0:01:28	
159	11:18:27	12:05:14	C	1		0:46:47	
160	11:24:29	11:27:45	T	1	31	0:03:16	
161	11:33:47	11:35:24	C	1		0:01:37	
162	11:37:55	11:39:26	C	2		0:01:31	
163	11:44:38	11:46:47	C	1		0:02:09	
164	12:29:27	12:32:59	C	1		0:03:32	
						Average	0:03:00
						Average - Interview	0:02:36

Site Location	Ziper Drive Through Coffee,
Survey Date	Friday 19th June 2015
Survey Period	06:00am - 14:00pm

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/ Bike or Ped	Occupants	Interview Number	Service Time
1	6:01:46	6:02:38	C	1		0:00:52
2	6:02:03	6:04:48	C	1		0:02:45
3	6:02:36	6:04:50	C	1		0:02:14
4	6:02:42	6:04:57	C	1		0:02:15
5	6:05:13	6:07:30	C	1		0:02:17
6	6:06:37	6:09:16	C	1		0:02:39
7	6:06:39	6:08:42	C	1		0:02:03
8	6:08:20	6:09:21	C	1		0:01:01
9	6:08:56	6:12:12	C	2		0:03:16
10	6:10:00	6:12:17	C	1		0:02:17
11	6:10:36	6:14:05	C	1		0:03:29
12	6:10:38	6:14:01	C	1		0:03:23
13	6:14:21	6:16:00	C	1		0:01:39
14	6:17:19	6:19:59	C	1		0:02:40
15	6:20:53	6:24:50	C	1		0:03:57
16	6:22:51	6:24:21	C	1		0:01:30
17	6:22:59	6:24:26	C	1		0:01:27
18	6:24:10	6:27:31	C	2		0:03:21
19	6:24:46	6:26:46	C	1		0:02:00
20	6:24:59	6:27:20	T	1		0:02:21
21	6:25:48	6:27:18	C	1		0:01:30
22	6:27:11	6:29:30	C	1		0:02:19
23	6:29:29	6:32:26	C	1		0:02:57
24	6:31:16	6:32:42	C	1		0:01:26
25	6:31:20	6:34:00	C	1		0:02:40
26	6:34:03	6:35:51	C	1		0:01:48
27	6:34:06	6:37:16	C	1		0:03:10
28	6:35:08	6:37:22	C	1		0:02:14
29	6:37:32	6:39:08	C	1		0:01:36
30	6:39:07	6:42:10	C	1		0:03:03
31	6:39:11	6:42:13	C	1		0:03:02
32	6:39:12	6:42:08	C	1		0:02:56
33	6:39:33	6:42:45	C	1		0:03:12
34	6:41:21	6:43:04	C	1		0:01:43
35	6:42:03	6:44:31	C	1		0:02:28
36	6:42:09	6:44:45	C	1		0:02:36
37	6:47:19	6:51:02	C	1		0:03:43
38	6:49:34	6:51:20	T	1		0:01:46
39	6:50:31	6:52:16	T	1		0:01:45
40	6:51:20	6:53:35	C	1		0:02:15
41	6:53:40	6:55:40	C	1		0:02:00
42	6:53:53	6:55:38	C	1		0:01:45
43	6:54:13	6:57:16	C	1		0:03:03
44	6:55:54	6:58:01	T	1		0:02:07
45	6:57:38	6:58:46	C	1		0:01:08
46	6:57:39	6:58:58	C	1		0:01:19
47	6:57:45	7:00:44	C	1		0:02:59
48	6:59:48	7:01:12	C	1		0:01:24
49	7:01:09	7:04:23	C	1		0:03:14
50	7:01:52	7:04:31	C	1		0:02:39
51	7:02:30	7:05:43	C	1		0:03:13
52	7:05:17	7:08:27	C	1		0:03:10
53	7:05:39	7:08:37	C	1		0:02:58
54	7:06:33	7:08:50	C	1		0:02:17
55	7:09:31	7:10:59	T	1		0:01:28
56	7:12:36	7:14:19	C	1		0:01:43
57	7:12:37	7:14:01	C	1		0:01:24
58	7:12:42	7:14:56	C	1		0:02:14
59	7:13:10	7:16:30	C	1		0:03:20
60	7:14:02	7:16:34	C	1		0:02:32
61	7:15:48	7:17:33	C	1		0:01:45
62	7:18:02	7:18:57	C	1		0:00:55
63	7:18:04	7:20:03	C	1		0:01:59
64	7:21:37	7:23:02	C	1		0:01:25
65	7:23:00	7:25:52	C	1		0:02:52
66	7:24:11	7:26:47	C	1		0:02:36
67	7:25:22	7:27:32	C	1		0:02:10
68	7:26:30	7:29:25	C	1		0:02:55
69	7:27:16	7:29:16	C	1		0:02:00
70	7:28:58	7:31:40	C	1		0:02:42
71	7:31:52	7:32:04	C	1		0:00:12

Start Time	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:00 AM	13	0	14	0	0
6:15 AM	9	1	11	0	0
6:30 AM	13	0	13	0	0
6:45 AM	9	3	12	0	0
7:00 AM	11	1	12	0	0
7:15 AM	10	0	10	0	0
7:30 AM	6	0	6	0	0
7:45 AM	3	0	3	0	0
8:00 AM	8	0	8	0	0
8:15 AM	11	0	11	0	0
8:30 AM	10	0	10	0	0
8:45 AM	10	0	10	1	0
9:00 AM	2	0	2	0	0
9:15 AM	9	0	9	1	0
9:30 AM	7	0	7	0	0
9:45 AM	4	0	4	0	0
10:00 AM	2	0	2	0	0
10:15 AM	1	0	1	0	0
10:30 AM	1	0	1	0	0
10:45 AM	1	0	1	0	0
11:00 AM	1	0	1	0	0
11:15 AM	5	0	5	0	0
11:30 AM	2	1	3	0	0
11:45 AM	1	0	1	0	0
12:00 PM	2	0	2	0	0

72	7:33:07	7:36:22	C	1		0:03:15
73	7:37:51	7:40:26	C	1		0:02:35
74	7:39:11	7:40:21	C	1		0:01:10
75	7:41:21	7:43:42	C	1		0:02:21
76	7:44:17	7:47:38	C	1		0:03:21
77	7:45:03	7:47:32	C	1		0:02:29
78	7:48:47	7:50:29	C	1		0:01:42
79	7:57:37	8:59:11	C	1		1:01:34
80	8:00:55	8:02:45	C	1		0:01:50
81	8:05:10	8:07:19	C	1		0:02:09
82	8:06:47	8:08:09	C	1		0:01:22
83	8:07:30	8:09:20	C	1		0:01:50
84	8:09:19	8:11:57	C	1		0:02:38
85	8:09:21	8:12:46	C	1		0:03:25
86	8:12:31	8:14:38	C	1		0:02:07
87	8:13:43	8:19:53	C	1		0:06:10
88	8:15:42	8:17:41	C	1		0:01:59
89	8:17:21	8:18:54	C	1		0:01:33
90	8:19:57	8:21:47	C	1		0:01:50
91	8:20:17	8:21:30	C	1		0:01:13
92	8:23:12	8:26:35	C	1		0:03:23
93	8:23:29	8:25:11	C	1		0:01:42
94	8:24:37	8:26:31	C	1		0:01:54
95	8:24:44	8:27:03	C	1		0:02:19
96	8:25:19	8:28:00	C	1		0:02:41
97	8:26:36	8:29:13	C	1		0:02:37
98	8:29:51	8:31:41	C	1		0:01:50
99	8:30:16	8:32:33	C	1		0:02:17
100	8:31:28	8:32:40	C	1		0:01:12
101	8:34:04	8:35:54	C	1		0:01:50
102	8:36:45	8:38:17	C	1		0:01:32
103	8:37:21	8:38:50	C	1		0:01:29
104	8:38:46	8:40:10	C	1		0:01:24
105	8:38:56	8:41:59	C	1		0:03:03
106	8:40:29	8:41:50	C	1		0:01:21
107	8:40:44	8:43:51	C	1		0:03:07
108	8:40:59	8:44:33	C	1		0:03:34
109	8:48:13	8:49:39	C	1		0:01:26
110	8:49:10	8:51:47	C	1		0:02:37
111	8:49:11	8:52:06	C	1		0:02:55
112	8:50:25	8:53:07	C	1		0:02:42
113	8:51:20	8:52:40	P	1		0:01:20
114	8:51:22	8:54:16	C	1		0:02:54
115	8:52:28	8:54:25	C	1		0:01:57
116	8:55:26	8:58:12	C	1		0:02:46
117	8:57:01	8:58:16	C	1		0:01:15
118	8:57:46	9:00:53	C	1		0:03:07
119	8:58:14	9:03:07	C	1		0:04:53
120	9:00:00	9:05:27	C	1		0:05:27
121	9:08:22	9:10:00	C	1		0:01:38
122	9:15:53	9:18:01	C	1		0:02:08
123	9:17:51	9:19:32	C	1		0:01:41
124	9:18:30	9:21:29	C	1		0:02:59
125	9:20:34	9:22:43	C	1		0:02:09
126	9:25:29	9:26:53	P	1		0:01:24
127	9:26:18	9:27:48	C	1		0:01:30
128	9:26:32	9:28:01	C	1		0:01:29
129	9:27:50	9:29:16	C	1		0:01:26
130	9:27:53	9:29:37	C	1		0:01:44
131	9:28:09	9:31:15	C	1		0:03:06
132	9:31:13	9:33:21	C	1		0:02:08
133	9:31:46	9:33:26	C	1		0:01:40
134	9:33:22	9:37:30	C	1		0:04:08
135	9:34:11	9:35:35	C	1		0:01:24
136	9:37:29	9:38:21	C	1		0:00:52
137	9:42:10	9:48:46	C	1		0:06:36
138	9:42:26	9:44:10	C	1		0:01:44
139	9:47:22	9:49:59	C	1		0:02:37
140	9:48:48	9:51:41	C	1		0:02:53
141	9:55:53	9:57:41	C	1		0:01:48
142	9:56:21	9:58:16	C	1		0:01:55
143	10:00:00	10:01:11	C	1		0:01:11
144	10:14:40	10:17:37	C	1		0:02:57
145	10:28:55	10:31:21	C	1		0:02:26
146	10:32:44	10:33:59	C	1		0:01:15
147	10:49:49	10:51:35	C	1		0:01:46
148	11:06:50	11:07:50	C	1		0:01:00
149	11:18:30	11:20:40	C	1		0:02:10
150	11:20:00	11:22:57	C	1		0:02:57
151	11:25:09	11:26:30	C	1		0:01:21
152	11:25:10	11:28:17	C	1		0:03:07

153	11:25:20	11:28:30	C	1		0:03:10
154	11:35:32	11:41:39	C	1		0:06:07
155	11:36:00	11:41:52	C	1		0:05:52
156	11:40:38	11:45:41	T	1		0:05:03
157	11:52:49	11:54:19	C	1		0:01:30
158	12:01:49	12:03:19	C	1		0:01:30
159	12:06:55	12:09:34	C	1		0:02:39
Average						0:02:44

Site Location	Ziper Drive Through Coffee,
Survey Date	Saturday 20th June 2015
Survey Period	06:00am - 11:00AM

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/ Bike or Ped	Occupants	Interview Number	Service Time
1	6:00	6:01	C	1	1	0:01:00
2	6:00	6:02	C	1	2	0:02:00
3	6:03	6:05	C	1	3	0:02:00
4	6:04	6:06	C	2	4	0:02:00
5	6:06	6:07	C	1	5	0:01:00
6	6:08	6:10	C	1	6	0:02:00
7	6:08	6:10	T	1	7	0:02:00
8	6:10	6:11	C	1	8	0:01:00
9	6:10	6:11	C	1	9	0:01:00
10	6:10	6:12	C	1	10	0:02:00
11	6:12	6:13	C	2	11	0:01:00
12	6:13	6:14	C	1	12	0:01:00
13	6:14	6:16	T	1	13	0:02:00
14	6:16	6:18	T	1	14	0:02:00
15	6:16	6:18	C	1	15	0:02:00
16	6:18	6:19	C	1	16	0:01:00
17	6:19	6:20	C	2	17	0:01:00
18	6:20	6:21	C	3	18	0:01:00
19	6:20	6:22	C	2	19	0:02:00
20	6:24	6:26	C	1	20	0:02:00
21	6:24	6:26	C	1	21	0:02:00
22	6:26	6:28	C	1	22	0:02:00
23	6:27	6:29	C	2	23	0:02:00
24	6:27	6:29	C	1	24	0:02:00
25	6:27	6:29	C	1	25	0:02:00
26	6:28	6:31	C	1	26	0:03:00
27	6:29	6:34	C	1	27	0:05:00
28	6:31	6:34	C	2	28	0:03:00
29	6:31	6:34	C	2	29	0:03:00
30	6:34	6:36	C	1	30	0:02:00
31	6:36	6:38	C	1	31	0:02:00
32	6:39	6:41	C	1	32	0:02:00
33	6:41	6:42	C	2	33	0:01:00
34	6:42	6:43	C	2	34	0:01:00
35	6:45	6:46	C	1	35	0:01:00
36	6:47	6:48	C	1	36	0:01:00
37	6:47	6:48	C	2	37	0:01:00
38	6:51	6:52	C	1	38	0:01:00
39	6:53	6:55	C	1	39	0:02:00
40	6:54	6:56	C	1	40	0:02:00
41	6:54	6:56	C	1	41	0:02:00
42	6:55	6:57	C	1	42	0:02:00
43	7:04	7:05	C	1	43	0:01:00
44	7:04	7:06	C	1	44	0:02:00
45	7:07	7:09	C	1	45	0:02:00
46	7:08	7:10	C	1	46	0:02:00
47	7:10	7:13	C	2	47	0:03:00
48	7:10	7:13	T	1	48	0:03:00
49	7:12	7:13	C	1	49	0:01:00
50	7:14	7:15	C	1	50	0:01:00
51	7:15	7:16	C	1	51	0:01:00
52	7:17	7:18	C	1	52	0:01:00
53	7:22	7:23	C	2	53	0:01:00
54	7:26	7:28	C	2	54	0:02:00
55	7:28	7:30	C	1	55	0:02:00
56	7:30	7:33	C	1	56	0:03:00
57	7:34	7:37	C	1	57	0:03:00
58	7:34	7:36	C	1	58	0:02:00
59	7:42	7:45	C	2	59	0:03:00
60	7:50	7:54	C	2	60	0:04:00
61	8:00	8:01	C	1	61	0:01:00
62	8:00	8:03	C	1	62	0:03:00
63	8:02	8:04	C	2	63	0:02:00
64	8:03	8:05	C	1	64	0:02:00
65	8:05	8:07	C	3	65	0:02:00
66	8:11	8:13	C	1	66	0:02:00
67	8:20	8:22	P	1	67	0:02:00
68	8:21	8:24	C	1	68	0:03:00
69	8:23	8:25	C	1	69	0:02:00
70	8:24	8:26	C	1	70	0:02:00
71	8:24	8:25	C	1	71	0:01:00

Start Time	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:00 AM	11	2	15	0	0
6:15 AM	13	1	19	0	0
6:30 AM	7	0	11	0	0
6:45 AM	8	0	9	0	0
7:00 AM	7	1	9	0	0
7:15 AM	5	0	7	0	0
7:30 AM	4	0	5	0	0
7:45 AM	1	0	2	0	0
8:00 AM	6	0	9	0	0
8:15 AM	6	1	9	1	0
8:30 AM	5	0	7	0	0
8:45 AM	1	0	2	1	0
9:00 AM	1	0	4	0	0
9:15 AM	3	0	3	0	0
9:30 AM	0	1	1	0	0
9:45 AM	1	0	1	0	0
10:00 AM	0	1	2	0	0
10:15 AM	2	1	4	0	0
10:30 AM	2	0	4	0	0
10:45 AM	0	0	0	0	0

72	8:26	8:27	C	1	72	0:01:00
73	8:26	8:31	T	1	73	0:05:00
74	8:29	8:32	C	3	74	0:03:00
75	8:32	8:34	C	1	75	0:02:00
76	8:32	8:34	C	1	76	0:02:00
77	8:35	8:39	C	1	77	0:04:00
78	8:40	8:40	C	2	78	0:00:00
79	8:40	8:43	C	2	79	0:03:00
80	8:51	8:56	C	2	80	0:05:00
81	8:56	9:07:30	P	1	81	0:11:30
82	9:04:43	9:10:05	C	4	82	0:05:22
83	9:21:20	9:23:00	C	1	83	0:01:40
84	9:22:30	9:25:30	C	1	84	0:03:00
85	9:24:48	9:27:05	C	1	85	0:02:17
86	9:30:43	9:33:20	T	1	86	0:02:37
87	9:47:00	9:48:10	C	1	87	0:01:10
88	10:13:10	10:16:50	T	2	88	0:03:40
89	10:16:20	10:27:48	C	1	89	0:11:28
90	10:26:00	10:30:05	C	2	90	0:04:05
91	10:27:00	10:30:51	T	1	91	0:03:51
92	10:32:00	10:35:14	C	1	92	0:03:14
93	10:35:00	10:37:10	C	3	93	0:02:10
Average						0:02:19

Site Location	Zipper Drive Through Coffee
Survey Date	Monday 22nd June 2015
Survey Period	06:00am - 14:00pm

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/ Bike or Ped	Occupants	Interview Number	Service Time
1	6:03:13	6:04:49	C	2	1	0:01:36
2	6:04:51	6:06:03	C	1		0:01:12
3	6:04:54	6:06:02	C	1		0:01:08
4	6:04:59	6:06:58	C	1		0:01:59
5	6:06:05	6:08:34	C	1		0:02:29
6	6:11:38	6:14:45	C	1	2	0:03:07
7	6:14:47	6:16:37	T	1	3	0:01:50
8	6:17:29	6:20:07	T	2		0:02:38
9	6:17:56	6:20:02	C	1		0:02:06
10	6:20:04	6:21:48	C	1		0:01:44
11	6:20:46	6:23:59	C	1		0:03:13
12	6:25:17	6:27:30	C	1		0:02:13
13	6:27:27	6:29:14	C	1		0:01:47
14	6:29:08	6:32:41	C	1	4	0:03:33
15	6:31:07	6:32:42	C	1		0:01:35
16	6:32:44	6:34:01	C	1		0:01:17
17	6:32:54	6:34:02	C	1		0:01:08
18	6:33:42	6:39:14	C	1		0:05:32
19	6:35:21	6:37:28	C	1		0:02:07
20	6:36:20	6:39:15	T	1		0:02:55
21	6:36:23	6:39:19	C	2		0:02:56
22	6:38:51	6:40:38	C	1		0:01:47
23	6:42:16	6:43:41	C	1		0:01:25
24	6:42:18	6:43:55	C	1		0:01:37
25	6:42:23	6:43:58	C	1		0:01:35
26	6:43:00	6:46:11	C	2	5	0:03:11
27	6:43:02	6:43:57	C	1		0:00:55
28	6:43:22	6:44:01	C	1		0:00:39
29	6:43:23	6:44:41	C	1		0:01:18
30	6:46:15	6:49:37	C	2		0:03:22
31	6:46:40	6:49:36	C	2		0:02:56
32	6:49:33	6:52:22	C	1		0:02:49
33	6:50:53	6:52:20	C	1		0:01:27
34	6:52:46	6:54:27	C	1		0:01:41
35	6:52:49	6:54:47	C	1		0:01:58
36	6:55:51	6:56:58	C	1		0:01:07
37	6:57:23	6:59:35	C	1		0:02:12
38	6:57:24	6:59:43	C	1		0:02:19
39	6:57:58	7:02:51	C	1		0:04:53
40	7:01:07	7:02:49	C	1		0:01:42
41	7:04:13	7:05:51	C	1		0:01:38
42	7:04:18	7:05:52	C	1		0:01:34
43	7:09:20	7:11:42	C	2	7	0:02:22
44	7:10:59	7:13:50	C	3	8	0:02:51
45	7:11:03	7:15:01	C	1		0:03:58
46	7:11:41	7:14:39	C	1		0:02:58
47	7:11:50	7:15:47	C	1		0:03:57
48	7:14:41	7:16:46	C	1		0:02:05
49	7:15:24	7:17:14	C	1		0:01:50
50	7:15:26	7:16:50	P	1	9	0:01:24
51	7:24:10	7:25:34	P	1		0:01:24
52	7:26:11	7:27:02	C	2		0:00:51
53	7:27:01	7:29:28	C	1		0:02:27
54	7:27:03	7:29:12	C	2		0:02:09
55	7:27:08	7:30:54	C	1		0:03:46
56	7:28:43	7:31:23	C	1		0:02:40
57	7:29:39	7:34:53	C	1		0:05:14
58	7:30:00	7:31:38	C	1		0:01:38
59	7:31:16	7:34:52	C	2	10	0:03:36
60	7:31:19	7:35:45	P	1	11	0:04:26
61	7:33:06	7:35:46	C	1		0:02:40
62	7:34:54	7:36:07	C	1	12	0:01:13
63	7:35:49	7:38:26	C	1		0:02:37
64	7:37:08	7:39:21	C	1		0:02:13
65	7:37:09	7:40:31	C	2	13	0:03:22
66	7:40:17	7:42:07	C	1	14	0:01:50
67	7:44:46	7:46:38	C	1		0:01:52
68	7:45:28	7:48:22	C	1		0:02:54
69	7:45:29	7:47:30	C	1		0:02:01
70	7:52:05	7:53:32	C	2	15	0:01:27
71	7:52:36	7:55:03	C	1		0:02:27

Start Time	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:00 AM	6	1	8	0	0
6:15 AM	6	1	8	0	0
6:30 AM	14	1	17	0	0
6:45 AM	10	0	12	0	0
7:00 AM	9	0	12	0	0
7:15 AM	7	0	9	2	0
7:30 AM	9	0	11	1	0
7:45 AM	10	0	14	0	0
8:00 AM	13	0	20	0	0
8:15 AM	3	0	4	0	0
8:30 AM	8	0	11	0	0
8:45 AM	6	0	8	0	0
9:00 AM	7	0	7	0	0
9:15 AM	4	0	6	0	0
9:30 AM	4	0	5	1	0
9:45 AM	3	1	4	0	0
10:00 AM	5	1	7	0	0
10:15 AM	7	0	9	0	0
10:30 AM	1	0	1	0	0
10:45 AM	2	0	2	0	0
11:00 AM	3	1	5	0	0
11:15 AM	1	0	2	0	0
11:30 AM	2	0	2	0	0
11:45 AM	0	0	0	0	0
12:00 PM	1	0	1	0	0
12:15 PM	2	0	2	0	0
12:30 PM	2	0	2	0	0
12:45 PM	0	0	0	0	0

72	7:52:58	7:55:02	C	1		0:02:04
73	7:54:01	7:57:14	C	1		0:03:13
74	7:54:03	7:57:18	C	1		0:03:15
75	7:55:27	7:57:15	C	2		0:01:48
76	7:58:11	8:00:13	C	2		0:02:02
77	7:59:10	8:01:43	C	2		0:02:33
78	8:01:14	8:02:40	C	1		0:01:26
79	8:01:42	8:03:34	C	1		0:01:52
80	8:03:29	8:06:36	C	6	16	0:03:07
81	8:04:27	8:06:38	C	1		0:02:11
82	8:04:31	8:06:40	C	1		0:02:09
83	8:06:07	8:07:05	C	1		0:00:58
84	8:06:08	8:08:16	C	1		0:02:08
85	8:08:56	8:11:45	C	1		0:02:49
86	8:11:05	8:13:11	C	2	17	0:02:06
87	8:11:06	8:13:39	C	2	18	0:02:33
88	8:13:08	8:14:26	C	1	19	0:01:18
89	8:13:09	8:16:29	C	1		0:03:20
90	8:14:30	8:16:43	C	1	20	0:02:13
91	8:17:48	8:19:35	C	2	21	0:01:47
92	8:26:03	8:28:08	C	1		0:02:05
93	8:27:33	8:29:06	C	1		0:01:33
94	8:30:31	8:32:28	C	2		0:01:57
95	8:33:22	8:35:00	C	1		0:01:38
96	8:35:02	8:38:34	C	2		0:03:32
97	8:35:07	8:38:01	C	1		0:02:54
98	8:35:21	8:41:10	C	1	22	0:05:49
99	8:37:33	8:39:28	C	1		0:01:55
100	8:37:53	8:41:45	C	2		0:03:52
101	8:39:37	8:43:16	C	1		0:03:39
102	8:47:19	8:48:53	C	2		0:01:34
103	8:47:37	8:49:42	C	1		0:02:05
104	8:48:51	8:51:25	C	1		0:02:34
105	8:49:22	8:51:33	C	1		0:02:11
106	8:52:58	8:57:58	C	2		0:05:00
107	8:59:14	9:01:35	C	1		0:02:21
108	9:00:47	9:03:26	C	1		0:02:39
109	9:03:23	9:04:37	C	1		0:01:14
110	9:04:26	9:06:23	C	1		0:01:57
111	9:04:32	9:08:51	C	1		0:04:19
112	9:04:34	9:07:16	C	1		0:02:42
113	9:06:01	9:08:53	C	1		0:02:52
114	9:11:48	9:14:29	C	1		0:02:41
115	9:15:37	9:16:38	C	2		0:01:01
116	9:20:13	9:21:36	C	1		0:01:23
117	9:25:20	9:27:02	C	2	23	0:01:42
118	9:26:26	9:28:29	C	1	24	0:02:03
119	9:32:01	9:33:33	C	1		0:01:32
120	9:32:02	9:34:32	C	1		0:02:30
121	9:37:46	9:38:58	P	1		0:01:12
122	9:39:20	9:41:57	C	2		0:02:37
123	9:42:56	9:44:16	C	1		0:01:20
124	9:47:01	9:49:16	C	1		0:02:15
125	9:47:03	9:49:18	T	1		0:02:15
126	9:52:52	9:55:03	C	1		0:02:11
127	9:59:04	10:00:40	C	1		0:01:36
128	10:01:13	10:03:07	C	1		0:01:54
129	10:01:30	10:04:35	C	1	25	0:03:05
130	10:03:37	10:06:11	C	1		0:02:34
131	10:03:59	10:07:08	T	2		0:03:09
132	10:04:55	10:07:46	C	1		0:02:51
133	10:10:45	10:12:34	C	1	26	0:01:49
134	10:15:30	10:16:54	C	1		0:01:24
135	10:15:41	10:17:44	C	1		0:02:03
136	10:16:07	10:18:04	C	1	27	0:01:57
137	10:19:11	10:21:08	C	1		0:01:57
138	10:25:07	10:27:01	C	2		0:01:54
139	10:26:42	10:30:01	C	1		0:03:19
140	10:26:53	10:30:05	C	2	28	0:03:12
141	10:34:15	10:36:41	C	1		0:02:26
142	10:53:37	10:59:38	C	1		0:06:01
143	10:59:03	11:01:58	C	1		0:02:55
144	11:05:06	12:42:37	T	2		1:37:31
145	11:09:20	11:10:37	C	1		0:01:17
146	11:10:24	11:58:57	C	1		0:48:33
147	11:13:49	11:15:49	C	1		0:02:00
148	11:16:45	11:19:08	C	2	29	0:02:23
149	11:35:09	11:35:49	C	1		0:00:40
150	11:40:15	11:42:09	C	1		0:01:54
151	12:07:52	12:09:20	C	1		0:01:28
152	12:20:16	12:22:26	C	1		0:02:10

153	12:29:09	12:30:00	C	1		0:00:51
154	12:32:08	12:36:05	C	1		0:03:57
155	12:41:21	12:42:54	C	1		0:01:33
					Average	0:03:15
					Average - Interview	0:02:32

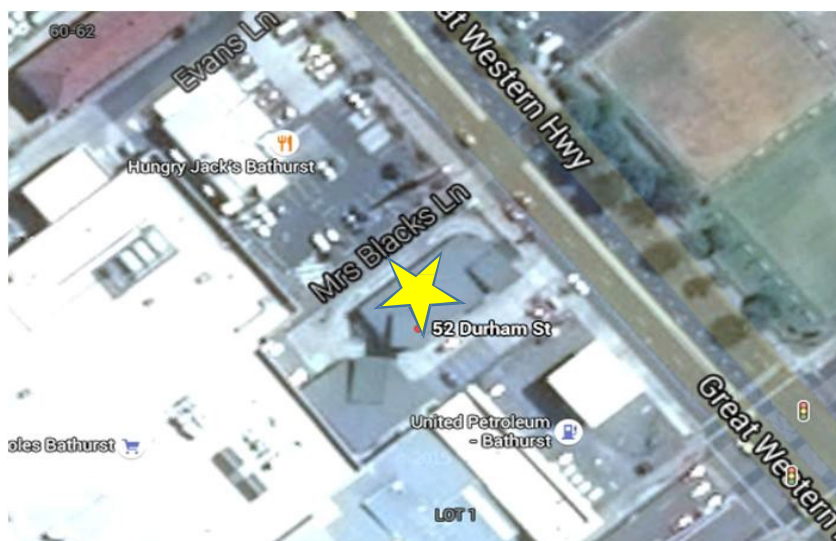
APPENDIX F

SURVEY DATA

DCO5 – JOHNNY BEAN GOOD, BATHURST NSW

Drive Thru Coffee Outlet Site Information	
Site Location	Johnny Bean Good Coffee, Shop 3-52 Durham St (Mitchell Hwy), Bathurst
Building Area m ²	150
Year Opened	September 2014
Opening Times	5:00am-6:00pm
Product Range	Coffee, milkshakes, soft drinks, pastries, cakes
Number of Shift Employees	2 AM, 1 PM
Surrounding Land Use	Commercial
Relevant Local Issues	
Survey Date	Wednesday 27th May 2015
Survey Period AM	06:30 - 09:00 (2.5 hours)
Survey Period PM	15:00 - 17:00 (2 hours)
Number of Entry/Exit Points	1 entry point/ 2 exit points
Drive Thru Lane Capacity	Driveway to order booth 58m Order booth to Collection window 0m
Number of On-Site Parking Bays	Cars - 14 Bicycles -
Number of Waiting Bays	0
Seating Inside	0
Seating Outside	0
Number of Ordering Booths	1
Number of Collection Points	1
Comments	Owner requested that no questions be asked

Site Map



Site Location	Johnny Bean Good Coffee
Survey Date	Wednesday 27th May 2015
Survey Period AM	06:30 - 09:00

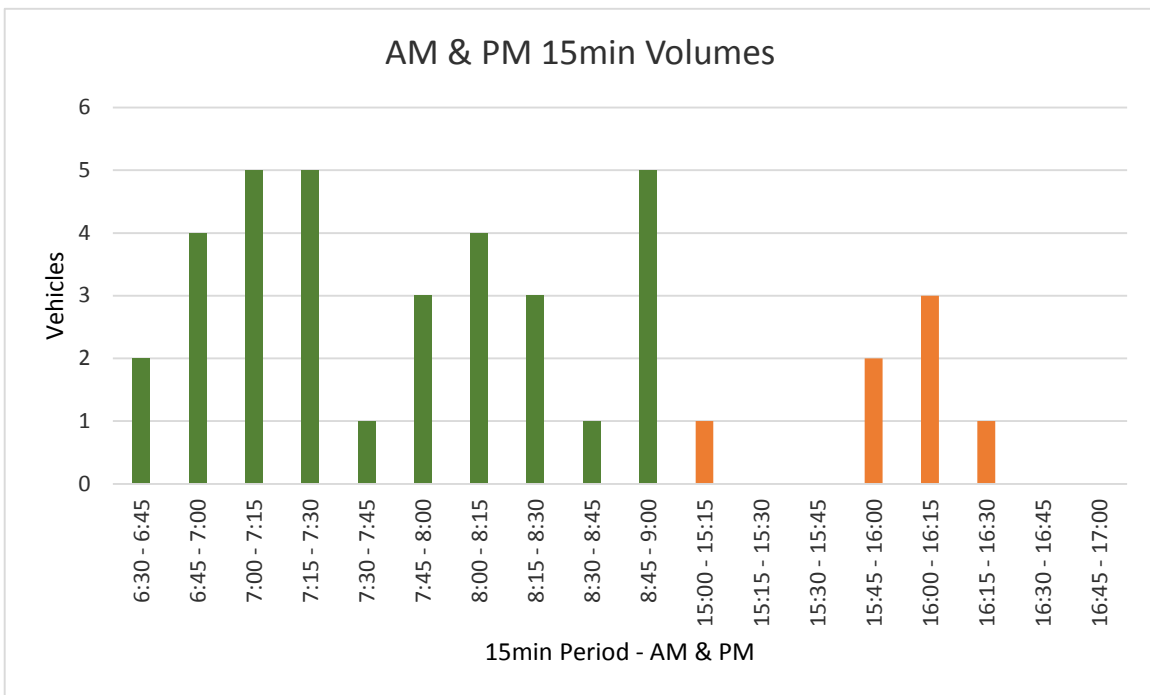
Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Service Time/ Vehicle
1	6:40:56	6:43:48	C	1	0:02:52
2	6:41:41	6:45:07	C	1	0:03:26
3	6:46:18	6:48:37	C	1	0:02:19
4	6:48:43	6:50:54	C	1	0:02:11
5	6:48:56	6:52:05	C	1	0:03:09
6	6:59:15	7:01:36	C	1	0:02:21
7	7:04:11	7:06:21	C	1	0:02:10
8	7:07:08	7:10:38	C	1	0:03:30
9	7:11:55	7:13:43	C	1	0:01:48
10	7:13:13	7:16:50	C	1	0:03:37
11	7:13:57	7:17:58	C	1	0:04:01
12	7:18:21	7:20:28	C	1	0:02:07
13	7:18:33	7:21:13	C	2	0:02:40
14	7:22:10	7:24:35	C	1	0:02:25
15	7:24:40	7:27:11	C	1	0:02:31
16	7:29:30	7:31:17	C	1	0:01:47
17	7:39:32	7:41:40	C	1	0:02:08
18	7:50:20	7:52:30	C	1	0:02:10
19	7:54:35	7:56:46	C	1	0:02:11
20	7:58:19	8:00:18	C	1	0:01:59
21	8:08:10	8:10:40	C	1	0:02:30
22	8:08:50	8:11:55	C	1	0:03:05
23	8:11:10	8:14:35	C	1	0:03:25
24	8:14:55	8:16:53	C	1	0:01:58
25	8:16:40	8:19:46	C	1	0:03:06
26	8:20:10	8:22:09	C	1	0:01:59
27	8:21:36	8:24:10	C	1	0:02:34
28	8:34:34	8:37:10	C	2	0:02:36
29	8:45:03	8:46:11	C	1	0:01:08
30	8:46:11	8:48:35	C	1	0:02:24
31	8:46:12	8:49:01	C	2	0:02:49
32	8:48:17	8:52:44	C	1	0:04:27
33	8:56:10	8:58:45	C	1	0:02:35
Average					0:02:36

Site Location	Johnny Bean Good Coffee
Survey Date	Tuesday 26th May 2015
Survey Period PM	15:00 - 17:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Service Time/ Vehicle
1	15:01:55	15:05:59	C	2	0:04:04
2	15:50:07	15:51:59	C	1	0:01:52
3	15:56:42	15:59:10	C	1	0:02:28
4	16:03:29	16:05:45	C	1	0:02:16
5	16:09:00	16:11:59	C	1	0:02:59
6	16:14:22	16:17:31	C	1	0:03:09
7	16:24:03	16:26:31	C	1	0:02:28
8	16:57:17	17:01:50	P	1	0:04:33
Average					0:02:59

15 minute Period	Cars	Heavy Vehicle	Occupants	Peds	Bicycles
6:30 - 6:45	2	0	2	0	0
6:45 - 7:00	4	0	4	0	0
7:00 - 7:15	5	0	5	0	0
7:15 - 7:30	5	0	6	0	0
7:30 - 7:45	1	0	1	0	0
7:45 - 8:00	3	0	3	0	0
8:00 - 8:15	4	0	4	0	0
8:15 - 8:30	3	0	3	0	0
8:30 - 8:45	1	0	2	0	0
8:45 - 9:00	5	0	6	0	0

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
15:00 - 15:15	1	0	2	0	0
15:15 - 15:30	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0
15:45 - 16:00	2	0	2	0	0
16:00 - 16:15	3	0	3	0	0
16:15 - 16:30	1	0	1	0	0
16:30 - 16:45	0	0	0	0	0
16:45 - 17:00	0	0	0	1	0



Site Location	Johnny Bean Good Coffee
Survey Date	Wednesday 27th May 2015
Survey Period AM	06:30 - 09:00

Site Location	Johnny Bean Good Coffee
Survey Date	Tuesday 26th May 2015
Survey Period PM	15:00 - 17:00

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
6:30 - 6:35	0	0	0	0
6:35 - 6:40	0	0	0	0
6:40 - 6:45	1	0	0	0
6:45 - 6:50	1	0	0	0
6:50 - 6:55	1	0	0	0
6:55 - 7:00	0	0	0	0
7:00 - 7:05	1	0	0	0
7:05 - 7:10	1	0	0	0
7:10 - 7:15	1	0	0	0
7:15 - 7:20	2	0	0	0
7:20 - 7:25	2	0	0	0
7:25 - 7:30	1	0	0	0
7:30 - 7:35	1	0	0	0
7:35 - 7:40	0	0	0	0
7:40 - 7:45	1	0	0	0
7:45 - 7:50	0	0	0	0
7:50 - 7:55	1	0	0	0
7:55 - 8:00	1	0	0	0
8:00 - 8:05	1	0	0	0
8:05 - 8:10	0	0	0	0
8:10 - 8:15	1	0	0	0
8:15 - 8:20	1	0	0	0
8:20 - 8:25	1	0	0	0
8:25 - 8:30	0	0	0	0
8:30 - 8:35	0	0	0	0
8:35 - 8:40	1	0	0	0
8:40 - 8:45	0	0	0	0
8:45 - 8:50	3	0	0	0
8:50 - 8:55	0	0	0	0
8:55 - 9:00	0	0	0	0

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
15:00 - 15:05	1	0	0	0
15:05 - 15:10	0	0	0	0
15:10 - 15:15	0	0	0	0
15:15 - 15:20	0	0	0	0
15:20 - 15:25	0	0	0	0
15:25 - 15:30	0	0	0	0
15:30 - 15:35	0	0	0	0
15:35 - 15:40	0	0	0	0
15:40 - 15:45	0	0	0	0
15:45 - 15:50	0	0	0	0
15:50 - 15:55	0	0	0	0
15:55 - 16:00	0	0	0	0
16:00 - 16:05	0	0	0	0
16:05 - 16:10	0	0	0	0
16:10 - 16:15	0	0	0	0
16:15 - 16:20	0	0	0	0
16:20 - 16:25	0	0	0	0
16:25 - 16:30	0	0	0	0
16:30 - 16:35	0	0	0	0
16:35 - 16:40	0	0	0	0
16:40 - 16:45	0	0	0	0
16:45 - 16:50	0	0	0	0
16:50 - 16:55	0	0	0	0
16:55 - 17:00	0	0	0	0

Site Location	Johnny Bean Good Coffee
Survey Date	Wednesday 27th May 2015
Survey Period	6:30-9:00 / 15:00-17:00
Main Traffic Flow	Northbound
AM Peak Period	8:00 - 9:00
PM Peak Period	16:00 - 17:00

15 min Period		Southbound		Northbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
6:30	6:45	125	13	0	0	
6:45	7:00	175	19	0	0	
7:00	7:15	190	30	0	0	
7:15	7:30	161	33	0	0	746
7:30	7:45	180	33	0	0	821
7:45	8:00	195	26	0	0	848
8:00	8:15	287	36	0	0	951
8:15	8:30	248	40	0	0	1045
8:30	8:45	348	42	0	0	1222
8:45	9:00	240	23	0	0	1264
Peak Period		1123	141	0	0	
Total		2149	295	0	0	

15 min Period		Southbound		Northbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
15:00	15:15	199	31	242	24	
15:15	15:30	190	38	180	17	
15:30	15:45	284	29	317	25	
15:45	16:00	261	35	334	32	2238
16:00	16:15	237	17	297	12	2305
16:15	16:30	314	14	383	9	2600
16:30	16:45	354	18	448	13	2778
16:45	17:00	358	12	415	9	2910
Peak Period		1263	61	1543	43	
Total		2197	194	2616	141	

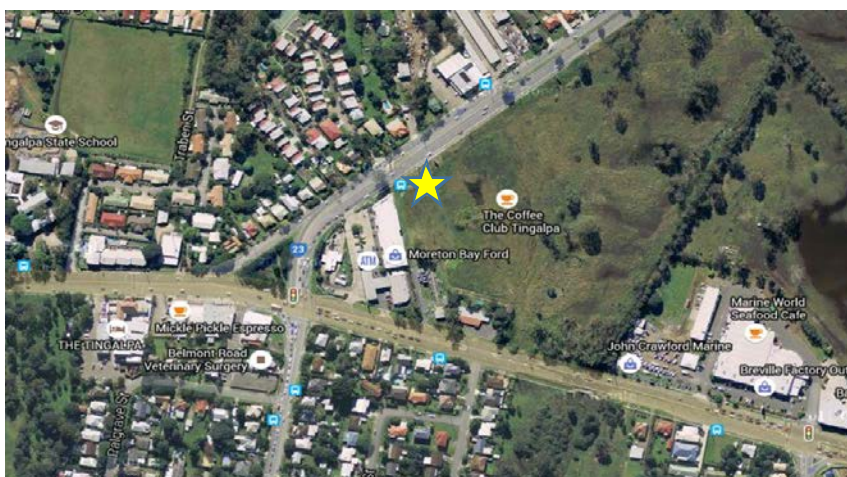
APPENDIX G

SURVEY DATA

DCO6 – COFFEE CLUB, TINGALPA QLD

Drive Thru Coffee Outlet Site Information	
Site Location	The Coffee Club, 1631 Wynnum Rd, Tingalpa
Building Area	140
Year Opened	2014
Opening Times	05:00 - 17:00
Product Range	Substantial range of coffee, tea, juices, soft drinks, hot breakfast, lunch, cakes,
Number of Shift Employees	3
Surrounding Land Use	Mix undeveloped land, residential, commercial
Relevant Local Issues	
Survey Date	Wednesday 13th May 2015
Survey Period AM	06:30 - 09:00 (2.5 hours)
Survey Period PM	15:00 - 17:00 (2 hours)
Number of Entry/Exit Points	Entry Points
Drive Thru Lane Capacity	Driveway to order booth - 35m Order Booth to Collection Window - 30m
Number of On-Site Parking Bays	Cars - 7 Bicycles - 0
Number of Waiting Bays	0
Seating Inside	28
Seating Outside	24
Number of Ordering Booths	1
Number of Collection Points	1 Money, 1 Coffee
Comments	

Site Map



Site Location	The Coffee Club, 1631 Wynnum Rd, Tingalpa
Survey Date	Wednesday 13th May 2015
Survey Period AM	06:30 - 09:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	6:30:01	6:33:44	C	1		0:03:43
2	6:30:02	6:33:50	C	1		0:03:48
3	6:31:40	6:34:55	C	1		0:03:15
4	6:33:45	6:35:02	C	1		0:01:17
5	6:35:00	6:36:30	C	1		0:01:30
6	6:37:00	6:39:00	C	1		0:02:00
7	6:37:35	6:40:05	C	1		0:02:30
8	6:37:40	6:40:40	C	1		0:03:00
9	6:38:40	6:42:10	C	1		0:03:30
10	6:39:45	6:44:05	C	1		0:04:20
11	6:40:15	6:44:58	C	1		0:04:43
12	6:40:30	6:45:20	C	1		0:04:50
13	6:43:30	6:45:05	C	1		0:01:35
14	6:44:08	6:46:35	C	1		0:02:27
15	6:45:00	6:48:30	C	1		0:03:30
16	6:43:20	6:49:30	C	1		0:06:10
17	6:47:00	6:50:08	C	2	1	0:03:08
18	6:49:31	6:50:30	C	1		0:00:59
19	6:50:00	6:51:35	C	1		0:01:35
20	6:50:02	6:52:20	C	1		0:02:18
21	6:50:30	6:53:20	C	1		0:02:50
22	6:51:05	6:54:45	C	1		0:03:40
23	6:51:25	6:54:59	C	1		0:03:34
24	6:53:00	6:55:20	C	1		0:02:20
25	6:56:10	6:59:58	C	1		0:03:48
26	6:56:45	7:00:10	C	1		0:03:25
27	6:57:45	7:00:25	C	1		0:02:40
28	6:57:50	7:02:10	C	2		0:04:20
29	6:58:50	7:02:20	C	1		0:03:30
30	6:58:51	7:04:30	C	1		0:05:39
31	6:58:52	7:06:20	C	2	2	0:07:28
32	7:00:10	7:07:00	C	2	3	0:06:50
33	7:00:50	7:08:40	C	2	4	0:07:50
34	7:02:25	7:09:40	C	1		0:07:15
35	7:02:35	7:09:15	C	1		0:06:40
36	7:06:50	7:09:55	C	1		0:03:05
37	7:08:40	7:10:02	C	1		0:01:22
38	7:08:45	7:12:30	C	1		0:03:45
39	7:15:30	7:17:50	C	1		0:02:20
40	7:15:38	7:18:05	C	1		0:02:27
41	7:15:45	7:19:40	C	1		0:03:55
42	7:19:30	7:22:15	C	1		0:02:45

43	7:19:35	7:23:00	C	1		0:03:25
44	7:20:45	7:23:30	C	1		0:02:45
45	7:20:50	7:24:20	C	1		0:03:30
46	7:21:45	7:24:30	C	1		0:02:45
47	7:22:40	7:26:45	C	1		0:04:05
48	7:24:45	7:27:10	C	2	5	0:02:25
49	7:25:01	7:27:15	C	1		0:02:14
50	7:25:05	7:29:30	C	1		0:04:25
51	7:25:40	7:29:35	C	1		0:03:55
52	7:26:10	7:32:32	C	1		0:06:22
53	7:27:20	7:33:40	C	1		0:06:20
54	7:28:40	7:34:10	C	1		0:05:30
55	7:30:30	7:35:09	C	1		0:04:39
56	7:31:05	7:35:15	C	1		0:04:10
57	7:32:30	7:35:30	C	1		0:03:00
58	7:33:45	7:36:30	C	1		0:02:45
59	7:34:30	7:38:40	C	1		0:04:10
60	7:34:55	7:39:05	C	1		0:04:10
61	7:34:58	7:42:05	C	5	6	0:07:07
62	7:36:01	7:38:40	C	1		0:02:39
63	7:37:10	7:38:45	C	2	7	0:01:35
64	7:38:45	7:44:45	C	1		0:06:00
65	7:38:47	7:44:50	C	1		0:06:03
66	7:39:01	7:45:00	C	1		0:05:59
67	7:46:01	7:49:02	C	1		0:03:01
68	7:47:00	7:50:05	C	1		0:03:05
69	7:48:00	7:51:02	C	1		0:03:02
70	7:48:20	7:51:05	C	1		0:02:45
71	7:48:30	7:52:10	C	1		0:03:40
72	7:50:00	7:54:15	C	1		0:04:15
73	7:51:30	7:55:10	C	2		0:03:40
74	7:51:31	7:56:10	C	1		0:04:39
75	7:51:32	7:56:30	C	1		0:04:58
76	7:51:40	7:57:00	C	1		0:05:20
77	7:57:09	7:59:35	C	2		0:02:26
78	7:57:10	8:01:01	C	1		0:03:51
79	7:58:30	8:03:05	C	2		0:04:35
80	8:01:40	8:03:40	C	2		0:02:00
81	8:03:45	8:07:25	C	1		0:03:40
82	8:05:02	8:07:30	C	1		0:02:28
83	8:05:15	8:08:20	C	1		0:03:05
84	8:05:00	8:09:09	C	1		0:04:09
85	8:07:02	8:10:20	C	1		0:03:18
86	8:09:45	8:11:10	C	1		0:01:25
87	8:10:01	8:11:58	C	1		0:01:57
88	8:13:13	8:15:01	C	1		0:01:48
89	8:14:25	8:16:30	C	1		0:02:05
90	8:14:15	8:17:40	C	1		0:03:25
91	8:17:55	8:21:02	C	2		0:03:07
92	8:18:30	8:22:25	C	1		0:03:55

93	8:20:45	8:23:05	C	1		0:02:20
94	8:21:20	8:23:40	C	1		0:02:20
95	8:22:45	8:24:40	C	1		0:01:55
96	8:22:47	8:25:32	C	1		0:02:45
97	8:25:30	8:27:10	C	1		0:01:40
98	8:26:50	8:29:30	C	1		0:02:40
99	8:30:10	8:33:01	C	2	8	0:02:51
100	8:33:30	8:35:35	C	1		0:02:05
101	8:34:30	8:36:30	C	1		0:02:00
102	8:40:01	8:42:05	C	1		0:02:04
103	8:40:25	8:44:08	C	1		0:03:43
104	8:43:01	8:45:50	C	1		0:02:49
105	8:43:20	8:46:55	C	1		0:03:35
106	8:44:30	8:48:20	C	1		0:03:50
107	8:44:32	8:49:50	C	1	9	0:05:18
108	8:44:39	8:47:50	C	1		0:03:11
109	8:47:15	8:49:00	C	1		0:01:45
110	8:47:19	8:52:00	C	1	10	0:04:41
111	8:47:40	8:52:40	C	1		0:05:00
112	8:50:50	8:54:30	C	1		0:03:40
113	8:53:55	8:57:45	C	1		0:03:50
114	8:57:30	8:59:15	C	1		0:01:45
115	8:57:32	9:00:05	C	1		0:02:33
116	8:59:10	9:02:30	C	1		0:03:20
Total service time AM						6:48:53
Total service time AM without interview						5:59:40
AM average						0:03:31
AM average without interview						0:03:24

Site Location	The Coffee Club, 1631 Wynnum Rd, Tingalpa
Survey Date	Wednesday 13th May 2015
Survey Period PM	15:00 - 17:00



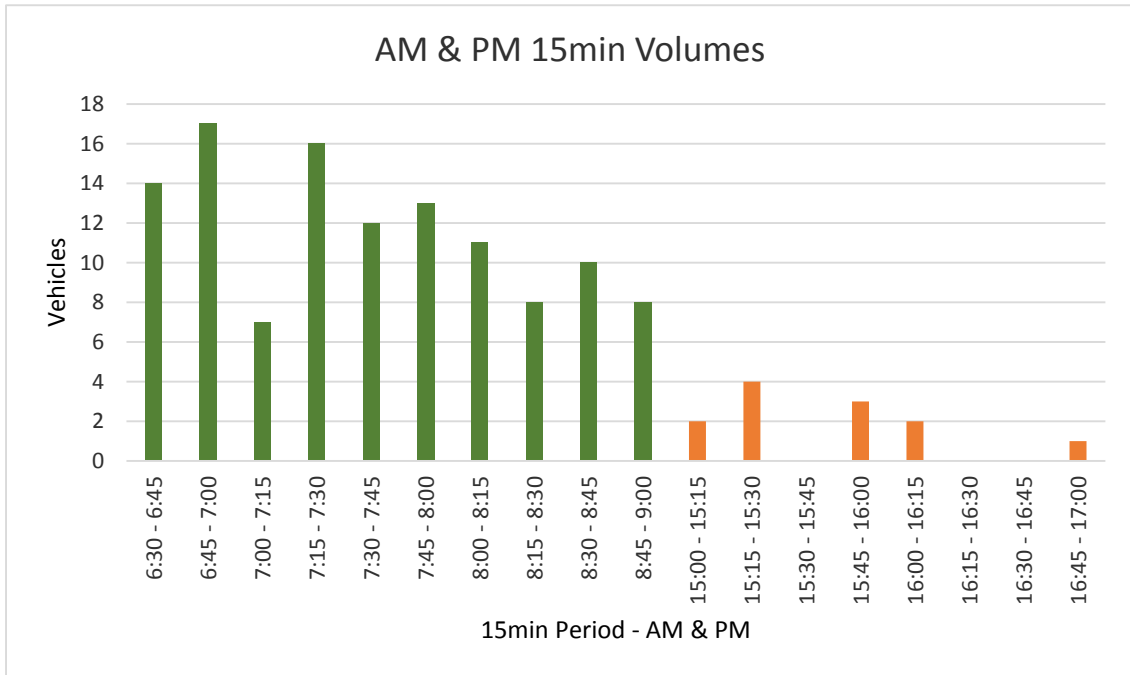
Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	15:07:57	15:10:25	C	1		0:02:28
2	15:13:25	15:15:50	C	1		0:02:25
3	15:16:35	15:18:50	C	1		0:02:15
4	15:21:25	15:23:15	C	1		0:01:50
5	15:29:57	15:33:40	C	3	11	0:03:43
6	15:29:59	15:34:37	C	1		0:04:38
7	15:45:10	15:48:31	C	2	12	0:03:21
8	15:45:20	15:48:38	C	1		0:03:18
9	15:52:40	15:54:52	C	1		0:02:12
10	16:12:40	16:15:24	C	2		0:02:44
11	16:14:41	16:19:00	C	2	13	0:04:19
12	16:47:52	16:49:20	C	1	14	0:01:28
Total service time PM						0:34:41
Total service time PM without interviews						0:21:50
PM average						0:02:53
PM average without interviews						0:02:44

0:02:28
0:02:25
0:02:15
0:01:50
0:04:38
0:03:18
0:02:12
0:02:44

Daily average service time	0:03:28
Daily average service time without interviews	0:03:21

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:30 - 6:45	14	0	14	2	0
6:45 - 7:00	17	0	20	2	0
7:00 - 7:15	7	0	9	2	0
7:15 - 7:30	16	0	17	4	0
7:30 - 7:45	12	0	17	1	0
7:45 - 8:00	13	0	16	0	0
8:00 - 8:15	11	0	12	3	0
8:15 - 8:30	8	0	9	6	0
8:30 - 8:45	10	0	11	3	0
8:45 - 9:00	8	0	8	3	0

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
15:00 - 15:15	2	0	2	3	0
15:15 - 15:30	4	0	6	2	0
15:30 - 15:45	0	0	0	2	0
15:45 - 16:00	3	0	4	0	0
16:00 - 16:15	2	0	4	5	0
16:15 - 16:30	0	0	0	3	0
16:30 - 16:45	0	0	0	4	0
16:45 - 17:00	1	0	1	0	0



Site Location	The Coffee Club, Tingalpa
Survey Date	Wednesday 13th May 20015
Survey Period AM	06:30 - 09:00

Site Location	The Coffee Club, Tingalpa
Survey Date	Wednesday 13th May 20015
Survey Period PM	15:00 - 17:00

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
6:30 - 6:35	0	2	2	2
6:35 - 6:40	4	1		
6:40 - 6:45	3	1	2	2
6:45 - 6:50	3	0		
6:50 - 6:55	0	0		
6:55 - 7:00	6	0	2	
7:00 - 7:05	4	1		2
7:05 - 7:10	1	0		
7:10 - 7:15	2	0	1	1
7:15 - 7:20	5	0	3	3
7:20 - 7:25	3	0		
7:25 - 7:30	5	0		
7:30 - 7:35	5	2	1	
7:35 - 7:40	5	2		1
7:40 - 7:45	4	2		
7:45 - 7:50	5	2		
7:50 - 7:55	3	3		
7:55 - 8:00	2	3		
8:00 - 8:05	4	3		
8:05 - 8:10	0	3	3	2
8:10 - 8:15	2	3	2	3
8:15 - 8:20	2	4	3	
8:20 - 8:25	1	4	1	4
8:25 - 8:30	1	4		
8:30 - 8:35	2	5	3	3
8:35 - 8:40	1	4		
8:40 - 8:45	2	4		
8:45 - 8:50	5	4	1	1
8:50 - 8:55	2	5	2	2
8:55 - 9:00	1	5		

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
15:00 - 15:05	0	2	1	1
15:05 - 15:10	0	0	2	2
15:10 - 15:15	0	0		
15:15 - 15:20	0	0		
15:20 - 15:25	0	0	2	2
15:25 - 15:30	2	1	1	
15:30 - 15:35	0	0		
15:35 - 15:40	0	1	1	2
15:40 - 15:45	0	0		
15:45 - 15:50	0	0		
15:50 - 15:55	0	0		
15:55 - 16:00	0	0	3	
16:00 - 16:05	0	1	2	
16:05 - 16:10	0	0		5
16:10 - 16:15	1	1		
16:15 - 16:20	0	1	3	
16:20 - 16:25	0	1		3
16:25 - 16:30	0	1		
16:30 - 16:35	0	2	4	
16:35 - 16:40	0	2		4
16:40 - 16:45	0	2		
16:45 - 16:50	1	2		
16:50 - 16:55	0	1		
16:55 - 17:00	0	0		

Interview Number	Response to the following questions				
	1		2		3
	Have you made the trip here just for the coffee OR have you dropped in on your way to somewhere else?		Are you just ordering coffee today, or something extra?		Can I have your postcode please?
	Coffee / Meal ONLY	On the way	Coffee Only	Coffee and Food	Post Code
1	X		2		4179
2	X			2	4179
3		X	2		4178
4		X	2		4173
5		X	2		4702
6	X		1		4173
7		X	2		4153
8		X		2	4173
9		X		1	4178
10	X			1	4154
11		X		2	4152
12		X	2		4211
13	X		2		4158
14		X	1		4154

	AM
	PM

Site Location	The Coffee Club, 1631 Wynnum Rd, Tingalpa
Survey Date	Wednesday 13th May 2015
Survey Period	06:30 - 09:00 / 15:00 - 17:00
Main Traffic Flow AM	Northbound (West)
AM Peak Period	07:30 - 08:30
PM Peak Period	16:00 - 17:00

15 min Period		Southbound		Northbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
6:30	6:45	129	12	322	7	
6:45	7:00	146	14	308	10	
7:00	7:15	156	15	350	11	
7:15	7:30	148	13	350	11	2002
7:30	7:45	187	19	359	8	2105
7:45	8:00	206	15	333	12	2193
8:00	8:15	236	10	332	12	2251
8:15	8:30	211	12	305	23	2280
8:30	8:45	225	18	327	11	2288
8:45	9:30	201	15	223	10	2171
Peak Period		878	55	1297	58	
Total		1845	143	3209	115	

15 min Period		Southbound		Northbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
15:00	15:15	278	9	247	8	
15:15	15:30	290	3	295	5	
15:30	15:45	326	9	261	9	
15:45	16:00	307	13	190	8	2258
16:00	16:15	322	4	231	5	2278
16:15	16:30	330	6	266	6	2293
16:30	16:45	353	9	251	10	2311
16:45	17:00	302	4	229	15	2343
Peak Period		1307	23	977	36	
Total		2508	57	1970	66	

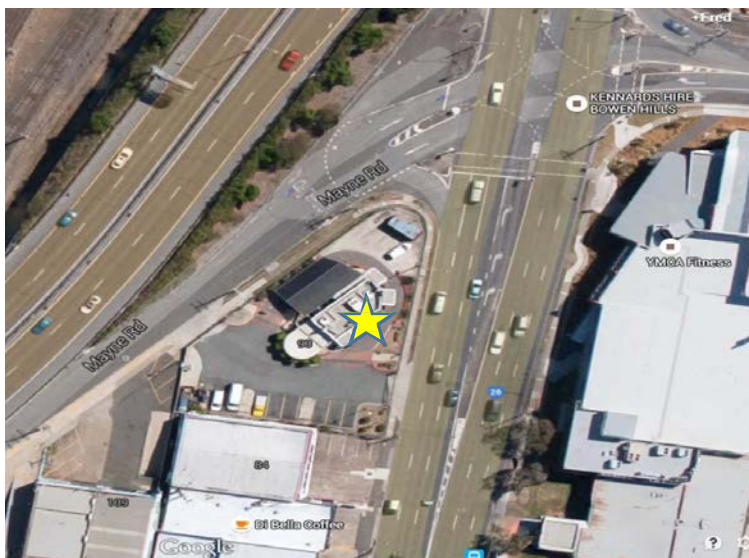
APPENDIX H

SURVEY DATA

DCO7 – DI BELLA, BOWEN HILLS QLD

Drive Thru Coffee Outlet Site Information	
Site Location	Di Bella Coffee, 82 Abbotsford Rd, Bowen Hills
Building Area m ²	117
Year Opened	2008
Opening Times	Monday to Friday 5.30am – 2.30am / Saturday 6.00am – 12.30pm
Product Range	Coffee in t/a cups / Coffee in retail packs for home / light food and sweets
Number of Shift Employees	3 - 4
Surrounding Land Use	Predominantly commercial, well-placed to capture AM commuter traffic from northern suburbs to city
Relevant Local Issues	Nil
Survey Date	Tuesday 12th May 2015
Survey Period AM	06:30 - 09:00 (2.5 hours)
Survey Period PM	12:00 -14:00 (2 hours)
Number of Entry/Exit Points	2
Drive Thru Lane Capacity	Driveway to order booth - 50m Order booth to Collection window - 10m
Number of On-Site Parking Bays	Cars - 9 Bicycles - 0
Number of Waiting Bays	0
Seating Inside	0
Seating Outside	16
Number of Ordering Booths	1
Number of Collection Points	1
Comments	Order Booth opened at 7am. Normal parking bays used as waiting bays but not marked.

Site Map



Site Location	Di Bella Coffee
Survey Date	Tuesday 12th May
Survey Period AM	06:30 - 09:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	6:35:45	6:38:40	C	1		0:02:55
2	6:35:46	6:39:25	C	1		0:03:39
3	6:37:50	6:40:05	C	1		0:02:15
4	6:39:22	6:40:33	C	1		0:01:11
5	6:40:55	6:42:20	C	1		0:01:25
6	6:42:50	6:45:10	C	1		0:02:20
7	6:45:50	6:46:30	C	1		0:00:40
8	6:48:20	6:50:50	C	1		0:02:30
9	6:50:10	6:53:50	C	1		0:03:40
10	6:50:05	6:54:30	C	1		0:04:25
11	6:50:40	6:52:15	C	1		0:01:35
12	6:50:42	6:54:10	C	1		0:03:28
13	6:51:30	7:01:30	C	2	1	0:10:00
14	6:54:15	7:00:55	C	1		0:06:40
15	7:02:15	7:04:21	C	1		0:02:06
16	7:03:35	7:05:33	C	1		0:01:58
17	7:03:40	7:06:55	C	1		0:03:15
18	7:04:20	7:10:30	C	1	2	0:06:10
19	7:06:15	7:08:20	C	1		0:02:05
20	7:11:10	7:14:45	C	1		0:03:35
21	7:12:40	7:15:45	C	1		0:03:05
22	7:14:45	7:15:45	C	1		0:01:00
23	7:14:50	7:16:25	C	1		0:01:35
24	7:15:20	7:17:50	C	1		0:02:30
25	7:17:10	7:18:31	C	1		0:01:21
26	7:18:30	7:21:15	C	1		0:02:45
27	7:19:20	7:22:30	C	1		0:03:10
28	7:20:30	7:24:41	C	1		0:04:11
29	7:21:40	7:25:30	C	1		0:03:50
30	7:24:40	7:28:00	C	1		0:03:20
31	7:26:20	7:30:45	C	1		0:04:25
32	7:26:22	7:31:00	C	1		0:04:38
33	7:26:35	7:31:15	C	1		0:04:40
34	7:28:20	7:33:00	C	2	3	0:04:40
35	7:28:21	7:34:40	C	1		0:06:19
36	7:28:22	7:35:00	C	1		0:06:38
37	7:32:30	7:37:10	C	1		0:04:40
38	7:34:40	7:38:10	C	1		0:03:30
39	7:34:42	7:40:10	C	2	4	0:05:28
40	7:34:45	7:40:30	C	1		0:05:45
41	7:35:07	7:41:10	C	1		0:06:03
42	7:38:09	7:44:55	C	1		0:06:46

43	7:42:15	7:44:57	C	1		0:02:42
44	7:42:20	7:45:00	C	1		0:02:40
45	7:43:00	7:45:50	C	1		0:02:50
46	7:43:02	7:47:00	C	2	5	0:03:58
47	7:43:55	7:48:40	C	1		0:04:45
48	7:45:00	7:49:30	C	1		0:04:30
49	7:46:30	7:50:20	C	1		0:03:50
50	7:47:01	7:50:25	C	1		0:03:24
51	7:49:40	7:52:10	C	3	6	0:02:30
52	7:51:15	7:53:35	C	1		0:02:20
53	7:51:20	7:54:45	C	1		0:03:25
54	7:51:30	7:54:50	C	1		0:03:20
55	7:53:30	7:54:55	C	3		0:01:25
56	7:53:50	7:54:40	C	2		0:00:50
57	7:53:52	7:57:05	C	2		0:03:13
58	7:53:55	7:57:20	C	1		0:03:25
59	7:55:02	7:59:30	C	1		0:04:28
60	7:57:30	7:59:58	C	1		0:02:28
61	8:00:01	8:02:22	C	1		0:02:21
62	8:00:10	8:03:20	C	1		0:03:10
63	8:00:15	8:03:22	C	1		0:03:07
64	8:02:02	8:04:20	C	1		0:02:18
65	8:02:15	8:04:40	C	1		0:02:25
66	8:02:22	8:05:05	C	1		0:02:43
67	8:03:25	8:05:15	C	1		0:01:50
68	8:04:10	8:07:20	C	1		0:03:10
69	8:05:10	8:08:10	C	1		0:03:00
70	8:05:15	8:09:25	C	5	7	0:04:10
71	8:08:10	8:10:05	C	1		0:01:55
72	8:09:10	8:10:45	C	1		0:01:35
73	8:09:12	8:13:20	C	1		0:04:08
74	8:09:13	8:14:20	C	1		0:05:07
75	8:13:10	8:14:40	C	3		0:01:30
76	8:13:15	8:15:00	C	1		0:01:45
77	8:13:30	8:18:02	C	1		0:04:32
78	8:14:40	8:19:10	C	1		0:04:30
79	8:15:10	8:19:15	C	2		0:04:05
80	8:15:12	8:19:55	C	1		0:04:43
81	8:15:15	8:21:45	C	2		0:06:30
82	8:15:17	8:24:31	C	1		0:09:14
83	8:15:25	8:25:10	C	1		0:09:45
84	8:22:30	8:26:31	C	1		0:04:01
85	8:24:30	8:27:20	C	2	8	0:02:50
86	8:24:40	8:27:40	C	1		0:03:00
87	8:25:04	8:29:30	C	1		0:04:26
88	8:26:30	8:30:30	C	1		0:04:00
89	8:28:00	8:31:40	C	1	9	0:03:40
90	8:29:30	8:33:25	C	2		0:03:55
91	8:29:31	8:33:30	C	1		0:03:59
92	8:29:35	8:36:10	C	1		0:06:35

93	8:31:55	8:39:10	C	1		0:07:15
94	8:34:00	8:39:20	C	1	10	0:05:20
95	8:36:12	8:40:30	C	1		0:04:18
96	8:36:50	8:42:40	C	1		0:05:50
97	8:38:00	8:42:55	C	1		0:04:55
98	8:40:00	8:45:03	C	1		0:05:03
99	8:40:20	8:45:20	C	1		0:05:00
100	8:42:25	8:46:35	C	1		0:04:10
101	8:42:50	8:48:45	C	1		0:05:55
102	8:45:00	8:49:30	C	1		0:04:30
103	8:45:05	8:49:55	C	2	11	0:04:50
104	8:45:07	8:50:20	C	2		0:05:13
105	8:46:10	8:52:50	C	1		0:06:40
106	8:46:12	8:53:30	C	1		0:07:18
107	8:46:30	8:54:50	C	1		0:08:20
108	8:48:30	8:55:00	C	1		0:06:30
109	8:49:35	8:55:10	C	1		0:05:35
110	8:50:20	8:56:20	C	1		0:06:00
111	8:50:20	8:58:30	C	1		0:08:10
112	8:53:55	8:58:40	C	1	12	0:04:45
113	8:56:10	8:59:56	C	1		0:03:46
114	8:57:00	9:00:05	C	1		0:03:05
115	8:57:10	9:00:15	C	1		0:03:05
116	8:58:20	9:01:05	C	1		0:02:45
117	8:59:55	9:03:05	C	1		0:03:10
Total service time AM						7:47:41
Total service time AM without interview						6:49:20
AM average						0:04:00
AM average without interview						0:03:54

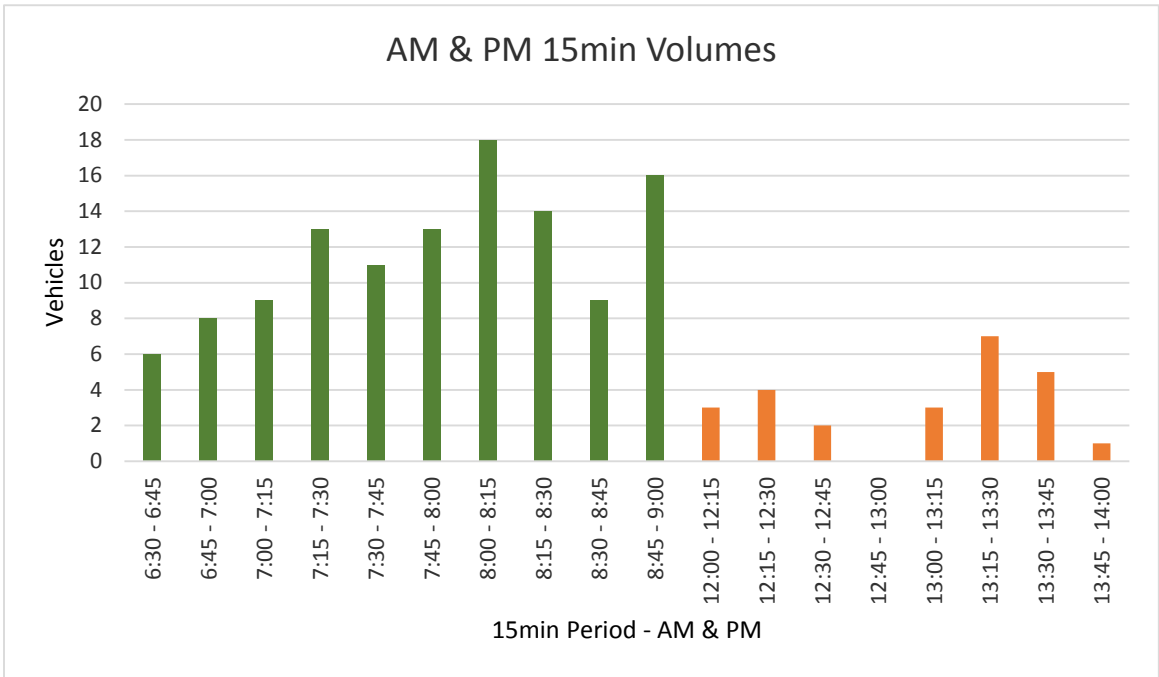
Site Location	Di Bella Coffee
Survey Date	Tuesday 12th May 2015
Survey Period PM	12:00 - 14:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	12:06:05	12:11:10	C	2	13	0:05:05
2	12:09:50	12:12:50	C	1		0:03:00
3	12:14:28	12:16:40	C	1		0:02:12
4	12:16:38	12:19:20	C	1		0:02:42
5	12:20:10	12:22:40	C	2	14	0:02:30
6	12:21:45	12:27:50	C	1	15	0:06:05
7	12:29:55	12:31:58	C	1		0:02:03
8	12:33:50	12:35:00	C	1		0:01:10
9	12:35:55	12:39:53	C	2	16	0:03:58
10	13:03:58	13:06:40	C	1		0:02:42
11	13:06:05	13:08:15	C	1		0:02:10
12	13:11:10	13:13:00	C	1		0:01:50
13	13:16:02	13:18:10	C	1		0:02:08
14	13:16:45	13:20:40	C	1		0:03:55
15	13:17:10	13:21:55	C	1		0:04:45
16	13:20:40	13:23:30	C	1		0:02:50
17	13:23:40	13:27:30	C	3	17	0:03:50
18	13:24:05	13:29:55	C	1		0:05:50
19	13:26:50	13:33:45	C	1		0:06:55
20	13:30:10	13:36:01	C	1		0:05:51
21	13:34:00	13:39:57	C	1		0:05:57
22	13:34:00	13:39:57	C	1		0:05:57
23	13:39:55	13:41:00	C	1		0:01:05
24	13:41:01	13:43:55	C	1		0:02:54
25	13:51:25	13:54:01	C	1		0:02:36
Total service time PM						1:30:00
Total service time PM without interview						1:08:32
PM average						0:03:36
PM average without interview						0:03:26

Daily average service time	0:03:56
Daily average service time without interview	0:03:49

15 minute Period	Cars	Heavy Vehicle	Occupants	Peds	Bicycles
6:30 - 6:45	6	0	6	0	0
6:45 - 7:00	8	0	9	0	0
7:00 - 7:15	9	0	9	0	0
7:15 - 7:30	13	0	14	4	0
7:30 - 7:45	11	0	13	0	0
7:45 - 8:00	13	0	19	1	0
8:00 - 8:15	18	0	24	1	0
8:15 - 8:30	14	0	18	1	0
8:30 - 8:45	9	0	9	2	0
8:45 - 9:00	16	0	18	2	0

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
12:00 - 12:15	3	0	4	1	0
12:15 - 12:30	4	0	5	0	0
12:30 - 12:45	2	0	3	1	0
12:45 - 13:00	0	0	0	0	0
13:00 - 13:15	3	0	3	0	0
13:15 - 13:30	7	0	9	2	0
13:30 - 13:45	5	0	5	0	0
13:45 - 14:00	1	0	1	0	0



Site Location	Di Bella Coffee
Survey Date	Tuesday 12th May 2015
Survey Period AM	6:30 - 9:00

Site Location	Di Bella Coffee
Survey Date	Tuesday 12th May 2015
Survey Period PM	12:00 - 14:00

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
6:30 - 6:35	0	0		
6:35 - 6:40	0	5		
6:40 - 6:45	0	3		
6:45 - 6:50	4	2		
6:50 - 6:55	4	3		
6:55 - 7:00	1	1		
7:00 - 7:05	2	0		
7:05 - 7:10	1	0		
7:10 - 7:15	1	0		
7:15 - 7:20	2	0	4	1
7:20 - 7:25	4	0		3
7:25 - 7:30	5	0		
7:30 - 7:35	2	0		
7:35 - 7:40	1	0		
7:40 - 7:45	4	2		
7:45 - 7:50	4	3		
7:50 - 7:55	3	3	1	1
7:55 - 8:00	3	3		
8:00 - 8:05	2	1		
8:05 - 8:10	3	0	1	
8:10 - 8:15	2	3		1
8:15 - 8:20	4	4	1	1
8:20 - 8:25	4	3		
8:25 - 8:30	4	1		
8:30 - 8:35	4	2	2	
8:35 - 8:40	3	2		2
8:40 - 8:45	5	3		
8:45 - 8:50	7	3	1	
8:50 - 8:55	4	4	1	1
8:55 - 9:00	3	2		1

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
12:00 - 12:05	0	5	1	
12:05 - 12:10	1	5		1
12:10 - 12:15	2	5		
12:15 - 12:20	0	3		
12:20 - 12:25	0	2		
12:25 - 12:30	0	3		
12:30 - 12:35	0	3		
12:35 - 12:40	0	3		
12:40 - 12:45	0	4	1	1
12:45 - 12:50	0	3		
12:50 - 12:55	0	2		
12:55 - 13:00	0	4		
13:00 - 13:05	0	3		
13:05 - 13:10	0	3		
13:10 - 13:15	0	3		
13:15 - 13:20	0	4		
13:20 - 13:25	1	4		
13:25 - 13:30	1	6	2	2
13:30 - 13:35	1	5		
13:35 - 13:40	1	5		
13:40 - 13:45	0	6		
13:45 - 13:50	0	6		
13:50 - 13:55	0	8		
13:55 - 14:00	0	8		

Interview Number	Response to the following questions				
	1		2		3
	Have you made the trip here just for the coffee OR have you dropped in on your way to somewhere else?		Are you just ordering coffee today, or something extra?		Can I have your postcode please?
	Coffee / Meal ONLY	On the way	Coffee	Coffee and Food	Post Code
1		X		1	4006
2		X		1	4014
3		X	2		4012
4		X		1	4030
5		X	2		4034
6		X	2		4011
7		X	2		4000
8		X	2		4011
9		X	1		4006
10	X		1		4006
11		X		1	4012
12	X			1	4031
13		X	2		4017
14	X		2		4005
15		X		1	4178
16		X	2		4170
17		X		1	4170

	AM
	P
	M



Site Location	Abbotsford Rd, Bowen Hills
Survey Date	Tuesday 12th May
Survey Period	6:30 - 9:00 / 12:00 - 14:00
Main Traffic Flow AM	Southbound
AM Peak Period	7:00 - 8:00
PM Peak Period	12:30 - 13:30

15 min Period		Southbound		Northbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
6:30	6:45	287	20	132	11	
6:45	7:00	322	14	129	10	
7:00	7:15	317	13	153	13	
7:15	7:30	382	12	173	10	1998
7:30	7:45	420	16	157	6	2147
7:45	8:00	366	10	182	16	2246
8:00	8:15	299	6	161	3	2219
8:15	8:30	280	13	158	5	2098
8:30	8:45	312	11	150	9	1981
8:45	9:30	371	13	169	9	1969
Peak Period		1485	51	665	45	
Total		3356	128	1564	92	

15 min Period		Southbound		Northbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
12:00	12:15	159	12	189	2	
12:15	12:30	185	13	192	18	
12:30	12:45	185	10	179	13	
12:45	13:00	199	7	167	9	1539
13:00	13:15	169	14	187	10	1557
13:15	13:30	177	11	213	16	1566
13:30	13:45	157	11	195	14	1556
13:45	14:00	166	10	184	10	1544
Peak Period		730	42	746	48	
Total		1397	88	1506	92	

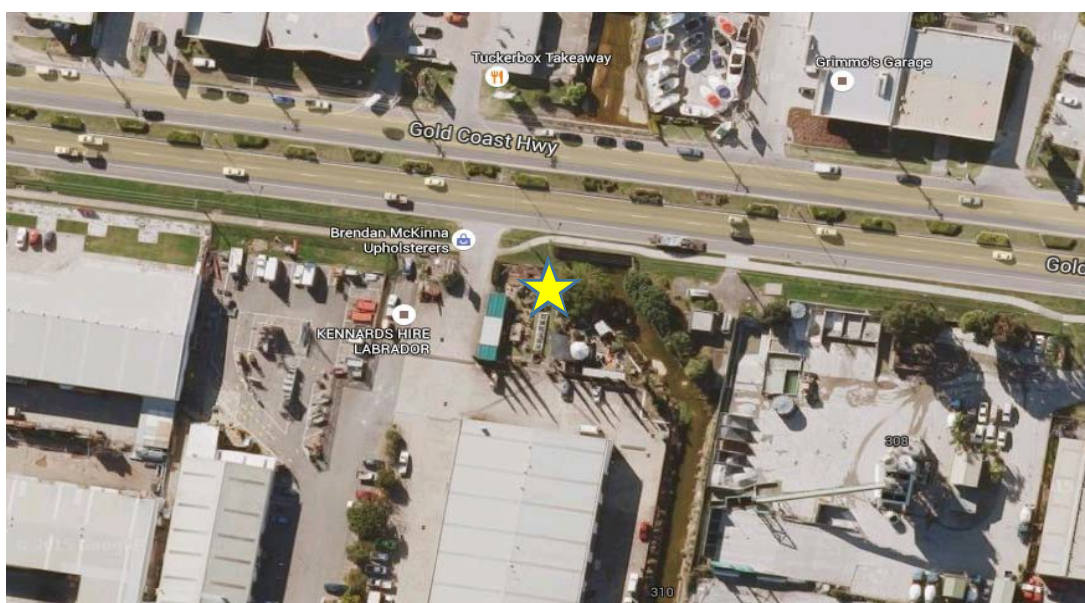
APPENDIX I

SURVEY DATA

DCO8 – ESPRESSO LANE, LABRADOR QLD

Drive Thru Coffee Outlet Site Information	
Site Location	Espresso Lane, Ereton Dr off GC Hwy, Biggera Waters
Building Area	54
Year Opened	2014
Opening Times	Mon-Sat 6:30am-3:00pm
Product Range	Coffee
Number of Shift Employees	2
Surrounding Land Use	
Relevant Local Issues	
Survey Date	Tuesday 19th May 2015
Survey Period AM	06:30 - 09:00
Survey Period PM	13:00 - 15:00
Number of Entry/Exit Points	1
Drive Thru Lane Capacity	Driveway to order booth - 12m
	Order booth to collection window - 24m
Number of On-Site Parking Bays	Cars - 0
	Bicycles - 0
Number of Waiting Bays	2
Seating Inside	0
Seating Outside	0
Number of Ordering Booths	1
Number of Collection Points	1
Comments	Very quiet during the pm period.

Site Map



Site Location	Espresso Lane, Ereton Dr off GC Hway, Biggera Waters
Survey Date	Tuesday 19th May 2015
Survey Period AM	6:30 - 9:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	6:32:50	6:34:17	C	1		0:01:27
2	6:32:50	6:34:59	C	1		0:02:09
3	6:33:25	6:36:31	C	1		0:03:06
4	6:34:08	6:36:44	C	1		0:02:36
5	6:37:20	6:38:47	C	1		0:01:27
6	6:42:40	6:51:25	P	1	1	0:08:45
7	6:43:40	6:45:31	C	1		0:01:51
8	6:44:33	6:46:41	C	1		0:02:08
9	6:46:30	6:49:24	C	1		0:02:54
10	6:46:41	6:49:42	C	1		0:03:01
11	6:47:36	6:49:57	C	1		0:02:21
12	6:47:45	6:51:11	C	1	2	0:03:26
13	6:49:25	6:51:48	C	2		0:02:23
14	6:49:43	6:54:38	C	2		0:04:55
15	6:51:54	6:56:12	P	1	3	0:04:18
16	6:52:40	6:56:12	C	1		0:03:32
17	6:53:14	6:57:58	C	1		0:04:44
18	6:56:32	6:59:48	C	1		0:03:16
19	6:58:35	7:00:47	C	2		0:02:12
20	6:59:40	7:01:52	C	1		0:02:12
21	7:07:53	7:09:44	C	2	4	0:01:51
22	7:08:25	7:10:57	C	1		0:02:32
23	7:14:04	7:17:08	C	1		0:03:04
24	7:14:19	7:17:24	C	1	5	0:03:05
25	7:20:09	7:22:54	C	1		0:02:45
26	7:20:41	7:23:46	C	1		0:03:05
27	7:22:14	7:25:05	C	1		0:02:51
28	7:26:20	7:29:13	C	1	6	0:02:53
29	7:28:04	7:31:14	C	1		0:03:10
30	7:29:34	7:31:28	C	1		0:01:54
31	7:30:55	7:32:39	C	1		0:01:44
32	7:36:09	7:37:33	C	1	7	0:01:24
33	7:37:24	7:40:54	C	2		0:03:30
34	7:37:45	7:41:04	C	1	8	0:03:19
35	7:38:41	7:42:13	C	1		0:03:32
36	7:39:37	7:44:13	C	2		0:04:36
37	7:41:31	7:44:31	C	1		0:03:00
38	7:48:55	7:50:42	C	1		0:01:47
39	7:51:26	7:54:00	C	3	9	0:02:34
40	7:55:18	7:58:04	P	1	10	0:02:46
41	8:01:34	8:02:58	C	1		0:01:24
42	8:01:44	8:04:57	C	1		0:03:13

43	8:07:39	8:10:14	C	1		0:02:35
44	8:08:37	8:11:07	C	1		0:02:30
45	8:10:40	8:13:23	C	1		0:02:43
46	8:14:52	8:16:19	C	1		0:01:27
47	8:16:56	8:18:24	C	1		0:01:28
48	8:17:20	8:20:40	C	1		0:03:20
49	8:20:28	8:22:24	C	1		0:01:56
50	8:24:16	8:25:36	C	1		0:01:20
51	8:27:42	8:29:11	C	1	11	0:01:29
52	8:29:25	8:31:41	C	1		0:02:16
53	8:29:35	8:31:56	C	1		0:02:21
54	8:36:45	8:38:36	C	1	12	0:01:51
55	8:37:24	8:40:22	C	1		0:02:58
56	8:37:43	8:40:56	C	1		0:03:13
57	8:44:03	8:46:11	C	1		0:02:08
58	8:44:10	8:47:20	C	1		0:03:10
59	8:44:48	8:48:54	C	1		0:04:06
60	8:45:40	8:49:10	C	1	13	0:03:30
61	8:54:37	8:56:08	C	1	14	0:01:31
62	8:56:31	8:58:52	C	1		0:02:21
63	8:57:50	9:00:05	C	1		0:02:15
Total service time AM						2:53:10
Total service time AM without interview						2:10:28
AM average						0:02:45
AM average without interview						0:02:40

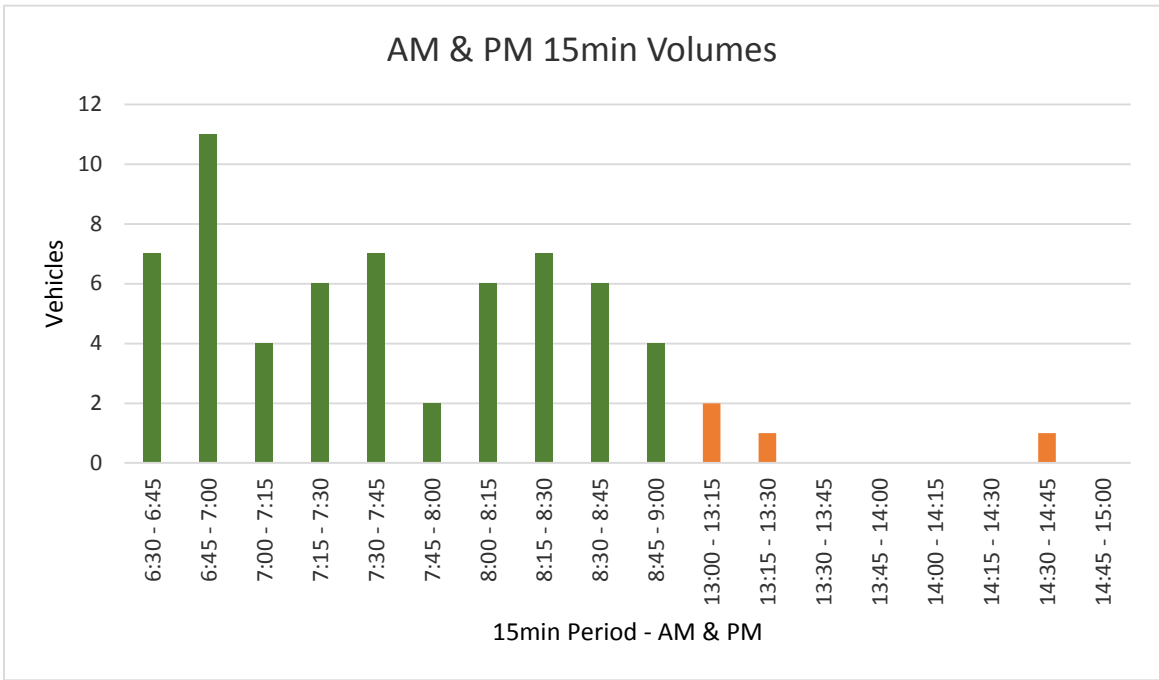
Site Location	Espresso Lane, Ereton Dr off GC Hway, Biggera Waters
Survey Date	Tuesday 19th May 2015
Survey Period PM	13:00 - 15:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	13:02:38	13:04:27	C	1		0:01:49
2	13:04:16	13:08:09	C	1		0:03:53
3	13:22:23	13:24:40	C	1		0:02:17
4	14:36:50	14:39:15	C	1	15	0:02:25
Total service time PM						0:10:24
Total service time PM without interviews						0:07:59
PM average						0:02:36
PM average without interviews						0:02:40

Daily average service time	0:02:44
Daily average service time without interviews	0:02:40

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
6:30 - 6:45	7	0	8	1	0
6:45 - 7:00	11	0	15	1	0
7:00 - 7:15	4	0	5	0	0
7:15 - 7:30	6	0	6	0	0
7:30 - 7:45	7	0	9	0	0
7:45 - 8:00	2	0	5	1	0
8:00 - 8:15	6	0	6	0	0
8:15 - 8:30	7	0	7	0	0
8:30 - 8:45	6	0	6	0	0
8:45 - 9:00	4	0	4	0	0

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
13:00 - 13:15	2	0	2	0	0
13:15 - 13:30	1	0	1	0	0
13:30 - 13:45	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0
14:30 - 14:45	1	0	1	0	0
14:45 - 15:00	0	0	0	0	0



Site Location	Espresso Lane
Survey Date	Tuesday 19th May 2015
Survey Period	6:30 - 9:00

Site Location	Espresso Lane
Survey Date	Tuesday 19th May 2015
Survey Period PM	13:00 - 15:00

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
6:30 - 6:35	0	0		
6:35 - 6:40	2	0		
6:40 - 6:45	0	0	1	
6:45 - 6:50	2	0		
6:50 - 6:55	3	0	1	1
6:55 - 7:00	3	0		1
7:00 - 7:05	2	0		
7:05 - 7:10	0	0		
7:10 - 7:15	1	0		
7:15 - 7:20	2	0		
7:20 - 7:25	0	0		
7:25 - 7:30	1	0		
7:30 - 7:35	2	0		
7:35 - 7:40	0	0		
7:40 - 7:45	4	0		
7:45 - 7:50	0	0		
7:50 - 7:55	1	0		
7:55 - 8:00	0	0	1	1
8:00 - 8:05	0	0		
8:05 - 8:10	0	0		
8:10 - 8:15	2	0		
8:15 - 8:20	1	0		
8:20 - 8:25	1	0		
8:25 - 8:30	1	0		
8:30 - 8:35	2	0		
8:35 - 8:40	0	0		
8:40 - 8:45	1	0		
8:45 - 8:50	3	0		
8:50 - 8:55	0	0		
8:55 - 9:00	1	0		

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
13:00 - 13:05	0	0		
13:05 - 13:10	1	0		
13:10 - 13:15	0	0		
13:15 - 13:20	0	0		
13:20 - 13:25	0	0		
13:25 - 13:30	0	0		
13:30 - 13:35	0	0		
13:35 - 13:40	0	0		
13:40 - 13:45	0	0		
13:45 - 13:50	0	0		
13:50 - 13:55	0	0		
13:55 - 14:00	0	0		
14:00 - 14:05	0	0		
14:05 - 14:10	0	0		
14:10 - 14:15	0	0		
14:15 - 14:20	0	0		
14:20 - 14:25	0	0		
14:25 - 14:30	0	0		
14:30 - 14:35	0	0		
14:35 - 14:40	0	0		
14:40 - 14:45	0	0		
14:45 - 14:50	0	0		
14:50 - 14:55	0	0		
14:55 - 15:00	0	0		

Interview Number	Response to the following questions				
	1		2		3
	Have you made the trip here just for the coffee OR have you dropped in on your way to somewhere else?		Are you just ordering coffee today, or something extra?		Can I have your postcode please?
	Coffee / Meal ONLY	On the way	Coffee Only	Coffee and Food	Post Code
1		X		1	4280
2		X	1		4214
3		X		1	4209
4		X	2		4217
5		X	1		4215
6		X		1	4210
7		X	1		4210
8		X	1		4220
9		X	1	2	4215
10	X			1	4217
11		X	1		4214
12	X		1		4216
13		X	1		4214
14		X	1		4215
15		X	1		4275

Site Location	Espresso Lane
Survey Date	Tuesday 19th May
Survey Period	6:30 - 9:00 / 13:00 - 15:00
Main Traffic Flow AM	Eastbound
AM Peak Period	7:45 - 8:45
PM Peak Period	14:00 - 15:00

15 min Period		Westbound		Eastbound (To CBD)		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
6:30	6:45	191	16	132	16	
6:45	7:00	202	18	168	20	
7:00	7:15	206	21	180	16	
7:15	7:30	234	15	219	13	1667
7:30	7:45	284	22	257	24	1899
7:45	8:00	318	22	312	20	2163
8:00	8:15	346	15	300	21	2422
8:15	8:30	317	20	357	29	2664
8:30	8:45	265	21	369	24	2756
8:45	9:00	237	25	349	23	2718
Peak Period		1246	78	1338	94	
Total		2600	195	2643	206	

15 min Period		Westbound (From CBD)		Eastbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
13:00	13:15	297	18	238	23	
13:15	13:30	275	18	243	18	
13:30	13:45	267	17	205	24	
13:45	14:00	302	25	207	14	2191
14:00	14:15	339	15	227	15	2211
14:15	14:30	369	24	238	18	2306
14:30	14:45	381	21	237	22	2454
14:45	15:00	383	18	290	16	2613
Peak Period		1472	78	992	71	
Total		2613	156	1885	150	

Drive Thru Coffee Outlet Site Information	
Site Location	Espresso Lane, Ereton Dr off GC Hwy, Biggera Waters
Survey Date	Thursday 18th - Wednesday 24th June 2015
Survey Period	7 Days - 06:00am - 10:00am
Number of Entry/Exit Points	1
Drive Thru Lane Capacity	Driveway to order booth - 12m Order booth to collection window - 24m
Number of On-Site Parking Bays	Cars - 0 Bicycles - 0
Number of Waiting Bays	2
Seating Inside	0
Seating Outside	0
Number of Ordering Booths	1
Number of Collection Points	1
Comments	Closed on Sundays

Site Map



Site Location	Espresso Lane, Ereton Dr off GC Hway, Biggera Waters
Survey Date	Thursday 18th June 2015
Survey Period	6:00am - 10:00am

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Service Time	Start Time	Car	Heavy Vehicle
1	6:04:18	6:05:16	C	0:00:58	6:00AM	2	0
2	6:12:44	6:13:54	C	0:01:10	6:15AM	3	0
3	6:19:57	6:22:48	C	0:02:51	6:30AM	13	0
4	6:22:40	6:24:14	C	0:01:34	6:45 AM	8	0
5	6:24:19	6:26:07	C	0:01:48	7:00 AM	4	0
6	6:30:01	6:30:41	C	0:00:40	7:15 AM	5	0
7	6:31:07	6:33:21	C	0:02:14	7:30 AM	5	0
8	6:31:19	6:33:56	C	0:02:37	7:45 AM	9	0
9	6:32:35	6:35:26	C	0:02:51	8:00 AM	7	0
10	6:33:30	6:36:15	C	0:02:45	8:15 AM	9	0
11	6:36:46	6:37:33	C	0:00:47	8:30 AM	8	0
12	6:37:08	6:39:11	C	0:02:03	8:45AM	4	0
13	6:38:19	6:40:50	C	0:02:31	9:00AM	5	0
14	6:39:19	6:41:24	C	0:02:05	9:15AM	4	0
15	6:39:37	6:42:06	C	0:02:29	9:30AM	3	0
16	6:42:07	6:43:52	C	0:01:45	9:45AM	1	0
17	6:43:18	6:45:38	C	0:02:20			
18	6:44:03	6:46:16	C	0:02:13			
19	6:45:01	6:47:56	C	0:02:55			
20	6:47:07	6:50:46	C	0:03:39			
21	6:47:36	6:51:06	C	0:03:30			
22	6:49:10	6:52:31	C	0:03:21			
23	6:51:28	6:54:21	C	0:02:53			
24	6:52:24	6:56:16	C	0:03:52			
25	6:56:32	6:57:52	C	0:01:20			
26	7:04:40	7:06:13	C	0:01:33			
27	7:08:31	7:09:46	C	0:01:15			
28	7:10:17	7:11:16	C	0:00:59			
29	7:12:30	7:13:15	C	0:00:45			
30	7:16:19	7:17:16	C	0:00:57			
31	7:17:53	7:18:52	C	0:00:59			
32	7:19:24	7:21:35	C	0:02:11			
33	7:20:49	7:22:02	C	0:01:13			
34	7:29:12	7:29:57	C	0:00:45			
35	7:33:41	7:34:24	C	0:00:43			
36	7:37:33	7:39:14	C	0:01:41			
37	7:41:10	7:44:33	C	0:03:23			
38	7:42:17	7:47:02	C	0:04:45			
39	7:43:08	7:48:48	C	0:05:40			
40	7:45:33	7:51:08	C	0:05:35			
41	7:47:14	7:51:40	C	0:04:26			
42	7:48:58	7:54:18	C	0:05:20			
43	7:51:22	7:54:41	C	0:03:19			
44	7:51:51	7:55:20	C	0:03:29			
45	7:54:29	7:56:18	C	0:01:49			
46	7:57:35	7:58:20	C	0:00:45			
47	7:59:01	8:00:20	C	0:01:19			
48	7:59:38	8:01:43	C	0:02:05			
49	8:01:04	8:02:46	C	0:01:42			
50	8:01:28	8:04:02	C	0:02:34			
51	8:02:40	8:05:13	C	0:02:33			
52	8:05:19	8:08:14	C	0:02:55			
53	8:06:36	8:09:03	C	0:02:27			
54	8:09:40	8:10:55	C	0:01:15			
55	8:14:50	8:15:40	C	0:00:50			
56	8:16:14	8:17:57	C	0:01:43			

57	8:15:46	8:18:09	C	0:02:23
58	8:17:45	8:19:23	C	0:01:38
59	8:19:16	8:21:01	C	0:01:45
60	8:20:32	8:21:46	C	0:01:14
61	8:23:36	8:24:52	C	0:01:16
62	8:23:50	8:25:13	C	0:01:23
63	8:28:43	8:29:59	C	0:01:16
64	8:32:30	8:33:08	C	0:00:38
65	8:34:41	8:35:45	C	0:01:04
66	8:36:23	8:38:17	C	0:01:54
67	8:37:11	8:39:48	C	0:02:37
68	8:37:42	8:40:54	C	0:03:12
69	8:38:35	8:41:41	C	0:03:06
70	8:39:53	8:42:30	C	0:02:37
71	8:41:10	8:44:48	C	0:03:38
72	8:42:29	8:45:28	C	0:02:59
73	8:44:19	8:46:08	C	0:01:49
74	8:53:17	8:54:44	C	0:01:27
75	8:57:47	8:59:22	C	0:01:35
76	8:58:26	9:00:22	C	0:01:56
77	8:59:06	9:01:54	C	0:02:48
78	9:05:44	9:06:40	C	0:00:56
79	9:08:07	9:09:27	C	0:01:20
80	9:09:56	9:11:46	C	0:01:50
81	9:11:38	9:15:29	C	0:03:51
82	9:15:59	9:17:27	C	0:01:28
83	9:21:22	9:24:48	C	0:03:26
84	9:23:03	9:28:07	C	0:05:04
85	9:27:10	9:33:04	C	0:05:54
86	9:29:18	9:35:55	C	0:06:37
87	9:35:24	9:39:07	C	0:03:43
88	9:36:31	9:39:52	C	0:03:21
89	9:42:05	9:42:53	C	0:00:48
90	9:51:14	9:54:27	C	0:03:13

Site Location	Espresso Lane, Ereton Dr off GC Hway, Biggera Waters
Survey Date	Friday 19th June 2015
Survey Period	6:00am - 10:00am

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Service Time	Start Time	Car	Heavy Vehicle
1	6:00:00	6:00:15	C	0:00:15	6:00AM	3	0
2	6:03:52	6:04:49	C	0:00:57	6:15AM	6	0
3	6:06:06	6:08:31	C	0:02:25	6:30AM	5	0
4	6:20:30	6:25:14	C	0:04:44	6:45 AM	8	0
5	6:20:51	6:25:21	C	0:04:30	7:00 AM	10	0
6	6:21:35	6:25:30	C	0:03:55	7:15 AM	8	0
7	6:25:21	6:26:48	C	0:01:27	7:30 AM	8	0
8	6:25:38	6:27:00	C	0:01:22	7:45 AM	7	0
9	6:28:00	6:30:14	C	0:02:14	8:00 AM	6	0
10	6:32:03	6:33:14	C	0:01:11	8:15 AM	8	0
11	6:34:02	6:35:46	C	0:01:44	8:30 AM	4	0
12	6:36:10	6:37:29	C	0:01:19	8:45AM	5	0
13	6:36:49	6:38:45	C	0:01:56	9:00AM	4	0
14	6:40:12	6:41:32	C	0:01:20	9:15AM	3	0
15	6:43:40	6:45:05	C	0:01:25	9:30AM	2	0
16	6:44:06	6:45:50	C	0:01:44	9:45AM	3	0
17	6:48:33	6:49:41	C	0:01:08			
18	6:49:05	6:50:43	C	0:01:38			
19	6:49:35	6:51:31	C	0:01:56			
20	6:51:46	6:54:41	C	0:02:55			
21	6:53:16	6:55:23	C	0:02:07			
22	6:55:11	6:56:55	C	0:01:44			
23	6:59:16	7:01:53	C	0:02:37			
24	6:59:35	7:02:27	C	0:02:52			
25	7:00:41	7:03:49	C	0:03:08			
26	7:02:09	7:04:03	C	0:01:54			
27	7:04:40	7:06:04	C	0:01:24			
28	7:05:14	7:06:28	C	0:01:14			
29	7:06:09	7:07:31	C	0:01:22			
30	7:09:43	7:10:03	C	0:00:20			
31	7:10:37	7:11:46	C	0:01:09			
32	7:12:16	7:14:39	C	0:02:23			
33	7:13:11	7:15:53	C	0:02:42			
34	7:17:05	7:18:06	C	0:01:01			
35	7:18:13	7:21:51	C	0:03:38			
36	7:18:45	7:22:30	C	0:03:45			
37	7:21:15	7:24:17	C	0:03:02			
38	7:22:49	7:25:14	C	0:02:25			
39	7:27:00	7:28:59	C	0:01:59			
40	7:29:04	7:30:32	C	0:01:28			
41	7:30:42	7:32:35	C	0:01:53			
42	7:31:14	7:34:41	C	0:03:27			
43	7:32:12	7:36:37	C	0:04:25			
44	7:32:45	7:36:51	C	0:04:06			
45	7:36:56	7:38:04	C	0:01:08			
46	7:40:23	7:41:26	C	0:01:03			
47	7:42:17	7:43:26	C	0:01:09			
48	7:44:05	7:44:45	C	0:00:40			
49	7:45:04	7:47:17	C	0:02:13			
50	7:47:30	7:48:57	C	0:01:27			
51	7:49:48	7:50:53	C	0:01:05			

52	7:52:14	7:54:52	C	0:02:38
53	7:52:42	7:55:03	C	0:02:21
54	7:55:15	7:56:40	C	0:01:25
55	7:57:55	7:59:03	C	0:01:08
56	8:00:11	8:00:58	C	0:00:47
57	8:02:24	8:04:18	C	0:01:54
58	8:03:04	8:06:52	C	0:03:48
59	8:04:47	8:07:04	C	0:02:17
60	8:06:27	8:08:37	C	0:02:10
61	8:10:47	8:13:01	C	0:02:14
62	8:14:40	8:15:13	C	0:00:33
63	8:16:10	8:17:21	C	0:01:11
64	8:17:58	8:19:10	C	0:01:12
65	8:19:51	8:21:29	C	0:01:38
66	8:21:45	8:23:10	C	0:01:25
67	8:24:33	8:25:26	C	0:00:53
68	8:26:06	8:28:43	C	0:02:37
69	8:26:50	8:29:05	C	0:02:15
70	8:34:02	8:34:53	C	0:00:51
71	8:36:45	8:37:56	C	0:01:11
72	8:39:39	8:41:16	C	0:01:37
73	8:42:12	8:44:37	C	0:02:25
74	8:42:47	8:45:38	C	0:02:51
75	8:43:59	8:47:38	C	0:03:39
76	8:46:26	8:48:39	C	0:02:13
77	8:51:38	8:52:58	C	0:01:20
78	8:58:38	8:59:35	C	0:00:57
79	9:00:54	9:01:46	C	0:00:52
80	9:06:16	9:08:05	C	0:01:49
81	9:08:59	9:11:55	C	0:02:56
82	9:10:24	9:14:44	C	0:04:20
83	9:13:00	9:16:34	C	0:03:34
84	9:14:33	9:17:45	C	0:03:12
85	9:18:48	9:20:15	C	0:01:27
86	9:31:18	9:33:07	C	0:01:49
87	9:43:36	9:45:19	C	0:01:43
88	9:51:35	9:53:55	C	0:02:20
89	9:55:36	9:58:05	C	0:02:29
90	9:56:36	9:59:20	C	0:02:44

Site Location	Espresso Lane, Ereton Dr off GC Hwy, Biggera Waters
Survey Date	Saturday 20th June 2015
Survey	6:00am - 10:00am



Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Service Time	Start Time	Car	Heavy Vehicle
1	6:00:00	6:02:21	C	0:02:21	6:00AM	4	0
2	6:03:39	6:06:24	C	0:02:45	6:15AM	2	0
3	6:04:40	6:09:24	C	0:04:44	6:30AM	2	0
4	6:07:26	6:09:44	C	0:02:18	6:45 AM	3	0
5	6:11:46	6:14:22	C	0:02:36	7:00 AM	3	0
6	6:13:03	6:15:31	C	0:02:28	7:15 AM	1	0
7	6:26:16	6:28:16	C	0:02:00	7:30 AM	3	0
8	6:30:37	6:32:35	C	0:01:58	7:45 AM	2	0
9	6:31:13	6:33:14	C	0:02:01	8:00 AM	3	0
10	6:54:21	6:56:04	C	0:01:43	8:15 AM	1	0
11	6:54:43	6:56:22	C	0:01:39	8:30 AM	3	0
12	6:57:38	6:59:06	C	0:01:28	8:45AM	2	0
13	7:07:48	7:09:11	C	0:01:23	9:00AM	4	0
14	7:10:45	7:13:40	C	0:02:55	9:15AM	0	0
15	7:12:59	7:15:00	C	0:02:01	9:30AM	1	0
16	7:15:35	7:17:09	C	0:01:34	9:45AM	2	0
17	7:33:46	7:34:41	C	0:00:55			
18	7:35:52	7:40:00	C	0:04:08			
19	7:37:25	7:43:14	C	0:05:49			
20	7:50:31	7:52:54	C	0:02:23			
21	7:58:52	8:04:11	C	0:05:19			
22	8:01:05	8:06:58	C	0:05:53			
23	8:05:43	8:07:39	C	0:01:56			
24	8:06:21	8:08:06	C	0:01:45			
25	8:13:16	8:14:59	C	0:01:43			
26	8:17:34	8:18:24	C	0:00:50			
27	8:20:54	8:21:54	C	0:01:00			
28	8:38:07	8:39:52	C	0:01:45			
29	8:42:06	8:44:03	C	0:01:57			
30	9:02:50	9:05:23	C	0:02:33			
31	9:03:15	9:08:20	C	0:05:05			
32	9:10:24	9:13:29	C	0:03:05			
33	9:13:06	9:14:54	C	0:01:48			
34	9:39:45	9:41:20	C	0:01:35			
35	9:47:22	9:49:28	C	0:02:06			
36	9:55:32	10:00:00	C	0:04:28			

Site Location	Espresso Lane, Ereton Dr off GC Hway, Biggera Waters
Survey Date	Sunday 21st June 2015
Survey Period	6:00am - 10:00am



Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Service Time	Start Time	Car	Heavy Vehicle
1	NO CUSTOMERS ALL MORNING - Closed				6:00AM	0	0
2					6:15AM	0	0
3					6:30AM	0	0
4					6:45 AM	0	0
5					7:00 AM	0	0
6					7:15 AM	0	0
7					7:30 AM	0	0
8					7:45 AM	0	0
9					8:00 AM	0	0
10					8:15 AM	0	0
11					8:30 AM	0	0
12					8:45AM	0	0
13					9:00AM	0	0
14					9:15AM	0	0
15					9:30AM	0	0
16					9:45AM	0	0
17							
18							
19							
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Site Location	Espresso Lane, Ereton Dr off GC Hwy, Biggera Waters
Survey Date	Monday 22nd June 2015

Survey	Time from 06:00 to 10:00	Time from 10:00 to 10:00	Type of Vehicle	Service Time	Start Time	Car	Heavy Vehicle
Vehicle No.	Driveway/ Premises	Driveway/ Premises	Car/Truck/Bike or Ped	Service Time			
1	6:04:00	6:05:17	C	0:01:17	6:00AM	3	0
2	6:09:06	6:11:49	C	0:02:43	6:15AM	4	1
3	6:09:39	6:11:57	C	0:02:18	6:30AM	5	0
4	6:16:17	6:17:42	C	0:01:25	6:45 AM	7	0
5	6:23:55	6:25:59	B	0:02:04	7:00 AM	5	0
6	6:24:31	6:27:05	C	0:02:34	7:15 AM	6	0
7	6:26:43	6:27:56	C	0:01:13	7:30 AM	7	0
8	6:28:14	6:29:39	C	0:01:25	7:45 AM	4	0
9	6:36:31	6:37:40	C	0:01:09	8:00 AM	6	0
10	6:39:47	6:40:41	C	0:00:54	8:15 AM	7	0
11	6:40:36	6:42:08	C	0:01:32	8:30 AM	9	0
12	6:43:16	6:44:28	C	0:01:12	8:45AM	2	0
13	6:40:20	6:49:03	C	0:08:43	9:00AM	5	0
14	6:47:48	6:51:08	C	0:03:20	9:15AM	4	0
15	6:48:33	6:52:45	C	0:04:12	9:30AM	2	0
16	6:49:10	6:53:06	C	0:03:56	9:45AM	1	0
17	6:51:15	6:53:34	C	0:02:19			
18	6:53:05	6:54:31	C	0:01:26			
19	6:56:52	6:58:44	C	0:01:52			
20	6:57:42	7:00:15	C	0:02:33			
21	7:03:54	7:04:58	C	0:01:04			
22	7:10:10	7:11:18	C	0:01:08			
23	7:11:00	7:13:59	C	0:02:59			
24	7:12:19	7:14:13	C	0:01:54			
25	7:13:30	7:15:08	C	0:01:38			
26	7:16:45	7:17:42	C	0:00:57			
27	7:20:39	7:21:24	C	0:00:45			
28	7:22:49	7:23:39	C	0:00:50			
29	7:23:59	7:25:37	C	0:01:38			
30	7:24:59	7:26:58	C	0:01:59			
31	7:26:08	7:27:40	C	0:01:32			
32	7:30:16	7:33:57	C	0:03:41			
33	7:32:32	7:34:45	C	0:02:13			
34	7:33:48	7:36:16	C	0:02:28			
35	7:38:07	7:39:59	C	0:01:52			
36	7:38:36	7:41:54	C	0:03:18			
37	7:41:12	7:42:50	C	0:01:38			
38	7:43:31	7:45:07	C	0:01:36			
39	7:50:08	7:51:38	C	0:01:30			
40	7:53:13	7:54:16	C	0:01:03			
41	7:57:27	7:59:15	C	0:01:48			
42	7:59:57	8:00:56	C	0:00:59			
43	8:04:51	8:06:05	C	0:01:14			
44	8:09:03	8:09:55	C	0:00:52			
45	8:10:33	8:12:12	C	0:01:39			
46	8:11:02	8:13:06	C	0:02:04			
47	8:11:10	8:14:33	C	0:03:23			
48	8:12:20	8:15:24	C	0:03:04			
49	8:16:35	8:17:20	C	0:00:45			
50	8:18:56	8:22:48	C	0:03:52			
51	8:19:33	8:23:12	C	0:03:39			
52	8:20:21	8:24:16	C	0:03:55			
53	8:22:55	8:25:28	C	0:02:33			
54	8:23:59	8:26:26	C	0:02:27			
55	8:24:25	8:27:29	C	0:03:04			
56	8:30:07	8:32:28	C	0:02:21			

57	8:32:07	8:35:03	C	0:02:56
58	8:33:02	8:36:59	C	0:03:57
59	8:33:32	8:37:51	C	0:04:19
60	8:35:15	8:38:36	C	0:03:21
61	8:37:07	8:39:53	C	0:02:46
62	8:37:59	8:41:05	C	0:03:06
63	8:39:21	8:42:24	C	0:03:03
64	8:43:39	8:44:49	C	0:01:10
65	8:50:01	8:51:30	C	0:01:29
66	8:51:37	8:52:39	C	0:01:02
67	9:01:14	9:02:16	C	0:01:02
68	9:02:17	9:04:45	C	0:02:28
69	9:03:01	9:05:49	C	0:02:48
70	9:05:33	9:07:51	C	0:02:18
71	9:06:12	9:09:28	C	0:03:16
72	9:16:22	9:19:13	C	0:02:51
73	9:20:52	9:23:45	C	0:02:53
74	9:21:34	9:25:05	C	0:03:31
75	9:28:32	9:29:57	C	0:01:25
76	9:30:55	9:32:56	C	0:02:01
77	9:43:35	9:45:45	C	0:02:10
78	9:57:10	9:59:29	C	0:02:19

Site Location	Espresso Lane, Ereton Dr off GC Hwy, Biggera Waters
Survey Date	Tuesday 23rd June 2015
Survey	6:00am - 10:00am



Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Service Time	Start Time	Car	Heavy Vehicle
1	6:00:00	6:01:56	C	0:01:56	6:00AM	5	0
2	6:00:05	6:03:21	C	0:03:16	6:15AM	4	0
3	6:02:55	6:05:55	C	0:03:00	6:30AM	3	0
4	6:07:59	6:08:50	C	0:00:51	6:45 AM	7	0
5	6:12:48	6:14:31	C	0:01:43	7:00 AM	5	0
6	6:23:18	6:25:30	C	0:02:12	7:15 AM	8	0
7	6:23:51	6:26:30	C	0:02:39	7:30 AM	3	0
8	6:28:04	6:29:41	C	0:01:37	7:45 AM	6	0
9	6:28:54	6:30:24	C	0:01:30	8:00 AM	7	0
10	6:30:23	6:32:08	C	0:01:45	8:15 AM	5	0
11	6:36:32	6:37:27	C	0:00:55	8:30 AM	5	0
12	6:38:24	6:40:22	C	0:01:58	8:45AM	5	0
13	6:45:15	6:46:06	C	0:00:51	9:00AM	2	0
14	6:46:08	6:47:56	C	0:01:48	9:15AM	1	0
15	6:46:35	6:49:00	C	0:02:25	9:30AM	2	0
16	6:48:06	6:50:48	C	0:02:42	9:45AM	2	0
17	6:53:35	6:54:50	C	0:01:15			
18	6:54:31	6:57:27	C	0:02:56			
19	6:57:52	7:00:00	C	0:02:08			
20	7:06:02	7:07:09	C	0:01:07			
21	7:10:13	7:11:10	C	0:00:57			
22	7:11:10	7:13:02	C	0:01:52			
23	7:12:55	7:14:22	C	0:01:27			
24	7:13:40	7:15:32	C	0:01:52			
25	7:16:24	7:18:31	C	0:02:07			
26	7:16:54	7:19:00	C	0:02:06			
27	7:22:51	7:24:38	C	0:01:47			
28	7:23:44	7:27:13	C	0:03:29			
29	7:24:21	7:29:44	C	0:05:23			
30	7:27:20	7:30:00	C	0:02:40			
31	7:29:45	7:30:53	C	0:01:08			
32	7:29:59	7:32:11	C	0:02:12			
33	7:31:20	7:33:58	C	0:02:38			
34	7:38:10	7:41:57	C	0:03:47			
35	7:41:58	7:43:32	C	0:01:34			
36	7:46:05	7:47:06	C	0:01:01			
37	7:51:53	7:53:24	C	0:01:31			
38	7:52:27	7:54:50	C	0:02:23			
39	7:54:59	7:57:53	C	0:02:54			
40	7:56:56	8:00:16	C	0:03:20			
41	7:58:56	8:02:57	C	0:04:01			
42	8:00:17	8:03:26	C	0:03:09			
43	8:01:07	8:03:41	C	0:02:34			
44	8:03:06	8:04:55	C	0:01:49			
45	8:03:41	8:05:41	C	0:02:00			
46	8:05:52	8:07:20	C	0:01:28			
47	8:08:31	8:09:33	C	0:01:02			
48	8:09:46	8:11:11	C	0:01:25			
49	8:18:58	8:21:12	C	0:02:14			
50	8:21:52	8:22:53	C	0:01:01			
51	8:22:43	8:23:46	C	0:01:03			
52	8:23:18	8:24:49	C	0:01:31			
53	8:24:35	8:25:58	C	0:01:23			
54	8:31:19	8:32:18	C	0:00:59			
55	8:32:19	8:34:27	C	0:02:08			
56	8:32:49	8:35:37	C	0:02:48			

57	8:37:27	8:38:47	C	0:01:20
58	8:40:55	8:42:59	C	0:02:04
59	8:51:10	8:51:56	C	0:00:46
60	8:53:05	8:54:55	C	0:01:50
61	8:54:22	8:56:28	C	0:02:06
62	8:55:08	8:58:07	C	0:02:59
63	8:59:54	9:01:06	C	0:01:12
64	9:01:44	9:02:23	C	0:00:39
65	9:11:16	9:15:03	C	0:03:47
66	9:26:48	9:28:09	C	0:01:21
67	9:30:35	9:33:44	C	0:03:09
68	9:44:10	9:46:18	C	0:02:08
69	9:56:31	9:57:34	C	0:01:03
70	9:59:56	10:00:00	C	0:00:04

Site Location	Espresso Lane, Ereton Dr off GC Hwy, Biggera Waters
Survey Date	Wednesday 24th June 2015
Survey	6:00am - 10:00am



Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Service Time	Start Time	Car	Heavy Vehicle
1	6:00:00	6:00:13	C	0:00:13	6:00AM	4	0
2	6:04:28	6:06:10	C	0:01:42	6:15AM	4	0
3	6:10:27	6:11:54	C	0:01:27	6:30AM	5	0
4	6:13:37	6:15:12	C	0:01:35	6:45 AM	4	0
5	6:19:32	6:20:22	C	0:00:50	7:00 AM	3	0
6	6:26:18	6:27:58	C	0:01:40	7:15 AM	7	0
7	6:28:56	6:30:27	C	0:01:31	7:30 AM	7	1
8	6:29:51	6:31:47	C	0:01:56	7:45 AM	8	0
9	6:36:37	6:37:28	C	0:00:51	8:00 AM	9	0
10	6:40:18	6:41:14	C	0:00:56	8:15 AM	6	0
11	6:41:45	6:44:15	C	0:02:30	8:30 AM	6	0
12	6:42:55	6:45:55	C	0:03:00	8:45AM	8	0
13	6:44:04	6:47:05	C	0:03:01	9:00AM	2	0
14	6:47:51	6:49:30	C	0:01:39	9:15AM	3	0
15	6:48:59	6:50:04	C	0:01:05	9:30AM	4	0
16	6:50:08	6:51:12	C	0:01:04	9:45AM	4	0
17	6:54:46	6:56:37	C	0:01:51			
18	7:00:07	7:00:54	C	0:00:47			
19	7:04:46	7:06:35	C	0:01:49			
20	7:05:16	7:08:06	C	0:02:50			
21	7:22:54	7:24:29	C	0:01:35			
22	7:23:35	7:26:00	C	0:02:25			
23	7:23:56	7:26:51	C	0:02:55			
24	7:24:45	7:28:13	C	0:03:28			
25	7:26:10	7:28:18	C	0:02:08			
26	7:28:47	7:30:31	C	0:01:44			
27	7:29:47	7:32:20	C	0:02:33			
28	7:32:34	7:33:40	T	0:01:06			
29	7:33:41	7:34:49	C	0:01:08			
30	7:35:20	7:36:17	C	0:00:57			
31	7:36:25	7:39:41	C	0:03:16			
32	7:40:34	7:41:58	C	0:01:24			
33	7:41:21	7:44:59	C	0:03:38			
34	7:42:25	7:47:03	C	0:04:38			
35	7:44:45	7:48:09	C	0:03:24			
36	7:48:37	7:50:04	C	0:01:27			
37	7:50:24	7:52:18	C	0:01:54			
38	7:50:54	7:53:15	C	0:02:21			
39	7:51:44	7:54:16	C	0:02:32			
40	7:52:30	7:55:20	C	0:02:50			
41	7:56:33	7:59:07	C	0:02:34			
42	7:57:40	8:00:56	C	0:03:16			
43	7:59:07	8:01:43	C	0:02:36			
44	8:00:38	8:03:18	C	0:02:40			
45	8:01:43	8:04:14	C	0:02:31			
46	8:02:55	8:05:14	C	0:02:19			
47	8:03:18	8:06:38	C	0:03:20			
48	8:04:47	8:07:17	C	0:02:30			
49	8:06:35	8:08:18	C	0:01:43			
50	8:08:35	8:10:45	C	0:02:10			
51	8:10:37	8:12:16	C	0:01:39			
52	8:13:17	8:15:06	C	0:01:49			
53	8:15:33	8:17:27	C	0:01:54			
54	8:16:33	8:18:38	C	0:02:05			
55	8:19:49	8:21:10	C	0:01:21			
56	8:21:01	8:22:36	C	0:01:35			

57	8:22:01	8:24:13	C	0:02:12
58	8:28:34	8:29:46	C	0:01:12
59	8:32:52	8:36:05	C	0:03:13
60	8:33:24	8:36:36	C	0:03:12
61	8:36:05	8:38:11	C	0:02:06
62	8:36:36	8:38:38	C	0:02:02
63	8:37:05	8:40:04	C	0:02:59
64	8:38:22	8:42:32	C	0:04:10
65	8:46:43	8:48:03	C	0:01:20
66	8:47:55	8:49:33	C	0:01:38
67	8:48:36	8:51:13	C	0:02:37
68	8:51:38	8:56:01	C	0:04:23
69	8:52:45	8:57:27	C	0:04:42
70	8:53:37	9:00:09	C	0:06:32
71	8:56:12	9:00:19	C	0:04:07
72	8:58:11	9:01:25	C	0:03:14
73	9:00:16	9:01:31	C	0:01:15
74	9:13:25	9:14:31	C	0:01:06
75	9:17:54	9:19:08	C	0:01:14
76	9:22:25	9:23:34	C	0:01:09
77	9:26:55	9:29:17	C	0:02:22
78	9:33:36	9:36:31	C	0:02:55
79	9:34:54	9:39:02	C	0:04:08
80	9:36:34	9:41:54	C	0:05:20
81	9:42:54	9:44:10	C	0:01:16
82	9:45:10	9:46:22	C	0:01:12
83	9:47:24	9:50:20	C	0:02:56
84	9:48:36	9:51:42	C	0:03:06
85	9:51:02	9:52:12	C	0:01:10

Site Location	Espresso Lane
Survey Date	Thursday 18th June 2015
Survey Period	6:00am - 9:00am

5 Minute Periods	Queued Vehicles						
	Thurs	Fri	Sat	Sun	Mon	Tues	Wed
6:00	1	1	2	0	1	2	1
6:05	0	1	2	0	2	1	0
6:10	1	0	2	0	0	1	1
6:15	2	0	0	0	1	0	1
6:20	1	3	0	0	2	2	0
6:25	3	2	1	0	2	2	1
6:30	3	1	2	0	0	1	1
6:35	2	2	0	0	1	1	1
6:40	3	2	0	0	1	0	3
6:45	3	3	0	0	3	2	2
6:50	2	2	2	0	3	2	1
6:55	1	2	1	0	2	1	1
7:00	1	3	0	0	1	0	1
7:05	1	2	1	0	0	1	2
7:10	1	1	2	0	3	2	0
7:15	2	1	1	0	1	2	0
7:20	1	1	0	0	1	3	3
7:25	1	1	0	0	1	3	3
7:30	1	3	1	0	3	2	2
7:35	2	1	2	0	2	1	1
7:40	3	1	1	0	2	0	3
7:45	3	1	0	0	0	1	2
7:50	3	2	1	0	1	2	3
7:55	2	1	1	0	1	2	2
8:00	3	2	1	0	1	3	3
8:05	2	3	2	0	1	1	2
8:10	1	1	1	0	3	1	2
8:15	3	1	1	0	2	1	2
8:20	2	1	0	0	3	2	2
8:25	1	2	0	0	3	0	1
8:30	1	1	0	0	3	2	
8:35	3	1	1	0	3	1	
8:40	3	2	1	0	1	1	
8:45	1	2	0	0	0	0	
8:50	1	1	0	0	1	2	
8:55	3	1	0	0	0	1	
9:00	1	1	2	0	2	1	
9:05	1	1	1	0	2	0	
9:10	2	3	2	0	0	1	
9:15	1	2	0	0	1	0	
9:20	1	1	0	0	1	0	
9:25	2	0	0	0	1	1	
9:30	2	0	0	0	0	1	
9:35	1	0	1	0	0	0	
9:40	1	1	0	0	1	1	
9:45	0	0	1	0	0	0	
9:50	1	1	0	0	0	0	
9:55	1	2	1	0	1	1	

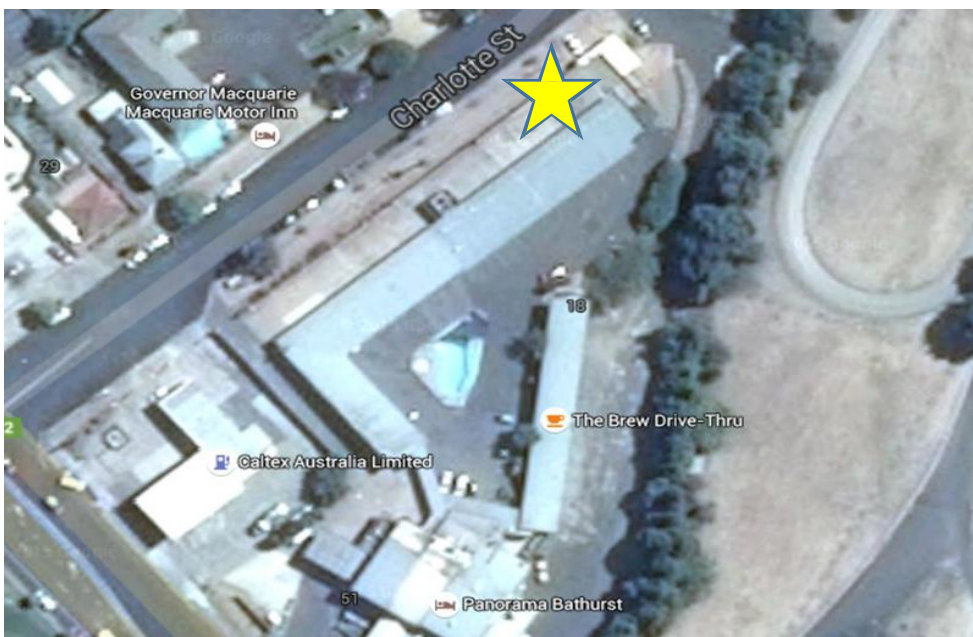
APPENDIX J

SURVEY DATA

DCO9 – THE BREW, BATHURST NSW

Drive Thru Coffee Outlet Site Information	
Site Location	The Brew, Charlotte St, Bathurst
Building Area m ²	80
Year Opened	September 2014
Opening Times	Mon – Fri 6:30am-3:30pm & Saturday 8am-2pm
Product Range	Coffee, tea, juices, soft drinks, light meals, snacks, cakes.
Number of Shift Employees	4 AM, 2 PM
Surrounding Land Use	Commercial/ Hotel
Relevant Local Issues	
Survey Date	Wednesday 27th May 2015
Survey Period AM	06:30 - 09:00 (2.5 hours)
Survey Period PM	13:00 - 15:00 (2 hours)
Number of Entry/Exit Points	1
Drive Thru Lane Capacity	Driveway to order booth - 20m Order booth to Collection window - 1m
Number of On-Site Parking Bays	Cars - 4 Bicycles - 6
Number of Waiting Bays	1
Seating Inside	4
Seating Outside	3
Number of Ordering Booths	1
Number of Collection Points	1
Comments	

Site Map



Site Location	The Brew, Charlotte St, Bathurst
Survey Date	Wednesday 27th May 2015
Survey Period AM	06:30 - 09:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	6:30:31	6:32:18	C	1	1	0:01:47
2	6:33:02	6:35:57	C	1	2	0:02:55
3	6:33:24	6:36:37	C	1	3	0:03:13
4	6:34:30	6:38:26	C	1	4	0:03:56
5	6:36:11	6:41:08	C	1	5	0:04:57
6	6:37:05	6:41:48	C	2	6	0:04:43
7	6:39:17	6:42:57	C	1	7	0:03:40
8	6:42:27	6:45:09	P	1	8	0:02:42
9	6:43:03	6:46:51	C	1	9	0:03:48
10	6:48:37	6:51:01	C	2	10	0:02:24
11	6:50:45	6:54:07	C	1	11	0:03:22
12	6:56:46	7:01:45	C	1	12	0:04:59
13	6:57:13	7:03:40	C	1	13	0:06:27
14	6:59:45	7:04:42	C	1	14	0:04:57
15	7:00:48	7:05:50	C	1	15	0:05:02
16	7:04:30	7:08:36	C	1	16	0:04:06
17	7:08:21	7:11:42	C	1	17	0:03:21
18	7:14:03	7:19:30	P	1	18	0:05:27
19	7:18:05	7:21:25	C	2	19	0:03:20
20	7:19:34	7:23:42	C	1	20	0:04:08
21	7:22:30	7:26:01	C	1	21	0:03:31
22	7:22:48	7:27:12	C	1	22	0:04:24
23	7:23:06	7:30:32	C	1	23	0:07:26
24	7:24:33	7:30:55	C	4	24	0:06:22
25	7:27:06	7:32:51	C	1	25	0:05:45
26	7:27:57	7:33:22	C	1	26	0:05:25
27	7:30:38	7:34:09	C	1	27	0:03:31
28	7:32:34	7:35:36	C	1	28	0:03:02
29	7:34:25	7:38:08	C	1	29	0:03:43
30	7:34:47	7:40:15	C	1	30	0:05:28
31	7:35:58	7:40:17	C	1	31	0:04:19
32	7:37:49	7:42:10	C	1	32	0:04:21
33	7:38:27	7:46:52	C	1	33	0:08:25
34	7:40:15	7:47:00	C	1	34	0:06:45
35	7:40:50	7:47:39	C	1	35	0:06:49
36	7:41:58	7:48:17	C	1	36	0:06:19
37	7:43:32	7:49:15	C	1	37	0:05:43
38	7:45:30	7:49:40	C	1	38	0:04:10
39	7:47:48	7:51:10	C	1	39	0:03:22
40	7:51:04	7:54:11	C	1	40	0:03:07
41	7:57:53	8:01:35	C	1	41	0:03:42
42	8:01:45	8:05:58	C	1	42	0:04:13

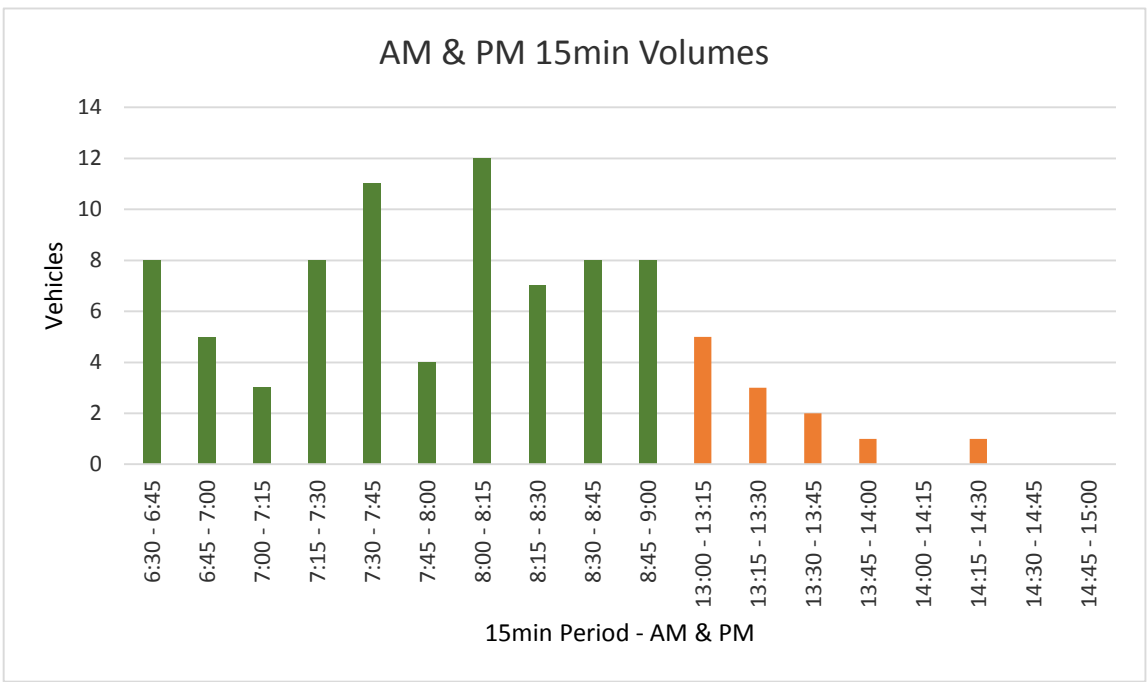
43	8:03:02	8:06:12	C	1	43	0:03:10
44	8:03:32	8:07:39	C	1	44	0:04:07
45	8:05:42	8:11:45	C	1	45	0:06:03
46	8:06:05	8:12:03	C	2	46	0:05:58
47	8:07:48	8:14:03	C	1	47	0:06:15
48	8:09:13	8:19:31	C	1	48	0:10:18
49	8:10:51	8:19:40	C	1	49	0:08:49
50	8:12:09	8:20:33	C	1	50	0:08:24
51	8:13:09	8:21:52	C	1	51	0:08:43
52	8:13:10	8:22:50	C	1	52	0:09:40
53	8:14:48	8:24:37	C	2	53	0:09:49
54	8:17:05	8:29:26	C	1	54	0:12:21
55	8:20:20	8:30:38	C	1	55	0:10:18
56	8:20:39	8:30:49	C	1	56	0:10:10
57	8:24:51	8:33:42	C	1	57	0:08:51
58	8:25:38	8:34:57	C	2	58	0:09:19
59	8:27:50	8:39:55	C	1	59	0:12:05
60	8:28:49	8:39:55	C	1	60	0:11:06
61	8:33:48	8:41:03	C	1	61	0:07:15
62	8:35:19	8:42:28	C	2	62	0:07:09
63	8:37:33	8:45:12	C	2	63	0:07:39
64	8:37:50	8:47:26	C	2	64	0:09:36
65	8:38:22	8:47:31	C	1	65	0:09:09
66	8:40:53	8:49:07	C	1	66	0:08:14
67	8:41:08	8:50:30	C	1	67	0:09:22
68	8:44:42	8:51:00	C	2	68	0:06:18
69	8:46:30	8:52:34	C	1	69	0:06:04
70	8:48:28	8:53:35	C	1	70	0:05:07
71	8:51:24	8:56:24	C	3	71	0:05:00
72	8:52:49		C	1	72	
73	8:54:13		C	2	73	
74	8:54:53		C	2	74	
75	8:57:29		C	1	75	
76	8:58:15		C	1	76	
Average						0:06:00

Site Location	The Brew, Charlotte St, Bathurst
Survey Date	Wednesday 27th May 2015
Survey Period PM	13:00 - 15:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	13:00:13	13:00:33	C	1	77	0:00:20
2	13:04:02	13:06:39	C	1	78	0:02:37
3	13:06:27	13:08:30	C	1	79	0:02:03
4	13:08:05	13:10:32	C	1	80	0:02:27
5	13:14:45	13:16:35	C	1	81	0:01:50
6	13:16:39	13:19:15	C	1	82	0:02:36
7	13:18:41	13:23:14	C	1	83	0:04:33
8	13:23:40	13:25:56	C	1	84	0:02:16
9	13:33:00	13:36:51	C	1	85	0:03:51
10	13:41:28	13:43:42	C	1	86	0:02:14
11	13:52:31	13:54:19	C	1	87	0:01:48
12	14:29:02	14:32:36	C	1	88	0:03:34
Average						0:02:31

15 minute Period	Cars	Heavy Vehicle	Occupants	Peds	Bicycles
6:30 - 6:45	8	0	9	1	0
6:45 - 7:00	5	0	6	0	0
7:00 - 7:15	3	0	3	1	0
7:15 - 7:30	8	0	12	0	0
7:30 - 7:45	11	0	11	0	0
7:45 - 8:00	4	0	4	0	0
8:00 - 8:15	12	0	14	0	0
8:15 - 8:30	7	0	8	0	0
8:30 - 8:45	8	0	12	0	0
8:45 - 9:00	8	0	12	0	0

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
13:00 - 13:15	5	0	5	0	0
13:15 - 13:30	3	0	3	0	0
13:30 - 13:45	2	0	2	0	0
13:45 - 14:00	1	0	1	0	0
14:00 - 14:15	0	0	0	0	0
14:15 - 14:30	1	0	1	0	0
14:30 - 14:45	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0



Site Location	The Brew, Charlotte St, Bathurst
Survey Date	Wednesday 27th May 2015
Survey Period AM	6:30 - 9:00

Site Location	The Brew, Charlotte St, Bathurst
Survey Date	Wednesday 27th May 2015
Survey Period PM	13:00 - 15:00

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
6:30 - 6:35	0	0	0	0
6:35 - 6:40	3	0	0	0
6:40 - 6:45	3	0	0	0
6:45 - 6:50	1	0	0	0
6:50 - 6:55	1	0	0	0
6:55 - 7:00	0	0	0	0
7:00 - 7:05	3	0	0	0
7:05 - 7:10	2	0	0	0
7:10 - 7:15	0	0	0	0
7:15 - 7:20	0	1	0	0
7:20 - 7:25	2	0	0	0
7:25 - 7:30	4	0	0	0
7:30 - 7:35	4	0	0	0
7:35 - 7:40	3	0	0	0
7:40 - 7:45	4	0	0	0
7:45 - 7:50	6	0	0	0
7:50 - 7:55	2	0	0	0
7:55 - 8:00	0	0	0	0
8:00 - 8:05	1	0	0	0
8:05 - 8:10	3	0	0	0
8:10 - 8:15	4	0	0	0
8:15 - 8:20	6	0	0	0
8:20 - 8:25	6	0	0	0
8:25 - 8:30	5	0	0	0
8:30 - 8:35	6	0	0	0
8:35 - 8:40	4	0	0	0
8:40 - 8:45	5	0	0	0
8:45 - 8:50	5	0	0	0
8:50 - 8:55	4	0	0	0
8:55 - 9:00	4	0	0	0

5 Minute Periods	Queued Vehicles at start time	Parked Vehicles at start time	Peds In	Peds Out
13:00 - 13:05	1	0	0	0
13:05 - 13:10	2	0	0	0
13:10 - 13:15	1	0	0	0
13:15 - 13:20	0	0	0	0
13:20 - 13:25	0	0	0	0
13:25 - 13:30	0	0	0	0
13:30 - 13:35	0	0	0	0
13:35 - 13:40	0	0	0	0
13:40 - 13:45	0	0	0	0
13:45 - 13:50	0	0	0	0
13:50 - 13:55	0	0	0	0
13:55 - 14:00	0	0	0	0
14:00 - 14:05	0	0	0	0
14:05 - 14:10	0	0	0	0
14:10 - 14:15	0	0	0	0
14:15 - 14:20	0	0	0	0
14:20 - 14:25	0	0	0	0
14:25 - 14:30	0	0	0	0
14:30 - 14:35	0	0	0	0
14:35 - 14:40	0	0	0	0
14:40 - 14:45	0	0	0	0
14:45 - 14:50	0	0	0	0
14:50 - 14:55	0	0	0	0
14:55 - 15:00	0	0	0	0

Interview Number	Response to the following questions				
	1		2		3
	Have you made the trip here just for the coffee OR have you dropped in on your way to somewhere else?		Are you just ordering coffee today, or something extra?		Can I have your postcode please?
	Coffee / Meal ONLY	On the way	Coffee	Coffee and Food	Post Code
1	X			1	2795
2	X		1		2847
3	X			1	2795
4	X		1		2795
5	X		1		2795
6	X		2		2795
7	X		1		2795
8	X			2	2795
9	X			1	2795
10	X			2	2795
11	X			1	2795
12	X			1	2795
13	X			1	2795
14	X			1	2795
15	X			1	2795
16	X		1		2795
17	X		1		2795
18	X		1		2795
19	X		2		2795
20	X		1		2795
21	X			1	2795
22	X		1		2795
23	X		1		2795
24	X		4		2795
25	X			1	2795
26	X			1	2795
27	X		1		2795
28	X		1		2795
29	X		1		2795
30	X		1		2795
31	X		1		2795
32	X		1		2795
33	X		1		2795
34	X			1	2795
35	X			1	2795
36	X		1		2795
37	X		1		2795

38	X		1		2795
39	X		1		2795
40	X			1	2795
41	X			1	2795
42	X		1		2795
43	X			1	2795
44	X		1		2795
45	X		1		2795
46	X		1		2795
47	X		1		2795
48	X		1		2795
49	X		1		2795
50	X			1	2795
51	X		1		2795
52	X		1		2795
53	X		1		2795
54	X		1		2795
55	X		1		2795
56	X		1		2795
57	X		1		2795
58	X		1		2795
59	X		1		2795
60	X		6		2795
61	X		1		2795
62	X		2		2795
63	X			1	2795
64	X			1	2795
65	X		1		2795
66	X		1		2795
67	X		2		2795
68	X		2		2795
69	X		1		2795
70	X		1		2795
71	X		2		2795
72	X		2		2795
73	X		1		2795
74	X		1		2795
75	X		2		2795
76	X		1		2795
77	X		1		2795
78	X			1	2795
79	X			1	2795
80	X		1		2795
81	X			1	2795
82	X		1		2795
83	X			1	2795
84	X		1		2795
85	X		1		2795
86	X		1		2795
87	X		1		2795
88	X		1		2795

Site Location	The Brew, Charlotte St, Bathurst
Survey Date	Wednesday 27th May 2015
Survey Period	6:30 - 9:00 / 13:00 - 15:00
Main Traffic Flow	West
AM Peak Period	8:00 - 9:00
PM Peak Period	13:00 - 14:00



15 min Period		Southbound		Northbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
6:30	6:45	26	4			
6:45	7:00	43	5			
7:00	7:15	40	7			
7:15	7:30	33	5			163
7:30	7:45	51	6			190
7:45	8:00	56	6			204
8:00	8:15	72	3			232
8:15	8:30	66	0			260
8:30	8:45	77	0			280
8:45	9:00	77	0			295
Peak Period		292	3	0	0	
Total		541	36	0	0	

15 min Period		Southbound		Northbound		Hourly Total
Start	End	Cars	Trucks	Cars	Trucks	
13:00	13:15	15	1	39	1	
13:15	13:30	18	0	32	0	
13:30	13:45	17	0	19	1	
13:45	14:00	16	0	13	0	172
14:00	14:15	23	0	28	2	169
14:15	14:30	14	0	25	0	158
14:30	14:45	10	0	24	0	155
14:45	15:00	9	0	15	0	150
Peak Period		66	1	103	2	
Total		122	1	195	4	

APPENDIX K

SURVEY DATA

DCO10 – TICO'S DRIVE THRU ESPRESSO, BROOKLYN VIC

Drive Thru Coffee Outlet Site Information	
Site Location	Tico's Drive Thru Espresso, 547-549 Geelong Rd, Brooklyn. Vic
Building Area m ²	60
Year Opened	2010
Opening Times	05:00am - 18:00pm
Product Range	Coffee, tea, juices, soft drinks, light meals, snacks, cakes.
Number of Shift Employees	4
Surrounding Land Use	Predominantly commercial, well-placed to capture AM commuter traffic from Eastern suburbs
Relevant Local Issues	
Survey Date	Monday 15th June 2015
Survey Period AM	06:30 - 09:00 (2.5 hours)
Survey Period PM	15:00 - 17:00 (2 hours)
Number of Entry/Exit Points	2
Drive Thru Lane Capacity	Driveway to order booth - 50m Order booth to Collection window - 0m
Number of On-Site Parking Bays	Cars - 5 Bicycles - 0
Number of Waiting Bays	0
Seating Inside	0
Seating Outside	0
Number of Ordering Booths	2
Number of Collection Points	2
Comments	

Site Map



Site Location	Tico's Drive Thru Espresso
Survey Date	Monday 15th June 2015
Survey Period AM	06:30 - 09:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	6:30:00	6:32:00	C	1		0:02:00
2	6:30:05	6:32:15	C	1	1	0:02:10
3	6:30:06	6:32:59	C	1		0:02:53
4	6:30:31	6:33:51	C	1		0:03:20
5	6:30:35	6:34:00	C	1		0:03:25
6	6:31:05	6:34:21	C	1		0:03:16
7	6:31:15	6:34:30	C	1		0:03:15
8	6:31:53	6:36:09	C	1		0:04:16
9	6:32:40	6:36:11	C	1	2	0:03:31
10	6:33:00	6:36:20	C	1		0:03:20
11	6:33:20	6:36:25	C	1		0:03:05
12	6:33:51	6:36:35	C	1	3	0:02:44
13	6:34:00	6:36:40	C	1		0:02:40
14	6:34:31	6:37:09	C	1		0:02:38
15	6:34:51	6:37:20	C	1		0:02:29
16	6:35:01	6:37:50	C	1		0:02:49
17	6:35:10	6:38:40	C	1		0:03:30
18	6:35:15	6:38:45	C	1		0:03:30
19	6:36:09	6:38:50	C	1		0:02:41
20	6:36:10	6:38:55	C	1		0:02:45
21	6:36:28	6:39:00	C	1		0:02:32
22	6:36:30	6:39:40	C	1		0:03:10
23	6:36:35	6:39:57	C	1		0:03:22
24	6:36:50	6:41:10	C	1		0:04:20
25	6:37:00	6:41:12	C	1		0:04:12
26	6:38:45	6:41:33	C	1		0:02:48
27	6:38:50	6:41:50	C	1		0:03:00
28	6:38:55	6:41:55	C	1		0:03:00
29	6:39:00	6:41:58	C	1	4	0:02:58
30	6:40:00	6:42:06	C	1		0:02:06
31	6:40:10	6:42:30	C	1		0:02:20
32	6:41:15	6:42:49	C	1	5	0:01:34
33	6:42:04	6:43:50	C	1		0:01:46
34	6:43:10	6:44:47	P	1	6	0:01:37
35	6:43:37	6:46:27	C	1		0:02:50
36	6:43:40	6:46:50	C	1		0:03:10
37	6:44:22	6:46:59	C	1		0:02:37
38	6:44:47	6:49:02	C	1		0:04:15
39	6:45:20	6:50:01	C	1		0:04:41
40	6:45:25	6:50:05	C	2		0:04:40
41	6:45:30	6:51:11	C	1		0:05:41
42	6:45:40	6:51:49	C	1		0:06:09

43	6:45:50	6:51:50	C	1		0:06:00
44	6:46:01	6:52:02	C	1		0:06:01
45	6:46:05	6:52:30	C	1		0:06:25
46	6:46:10	6:52:53	C	1		0:06:43
47	6:46:20	6:53:50	C	1		0:07:30
48	6:46:26	6:53:53	C	1		0:07:27
49	6:47:30	6:54:41	C	1		0:07:11
50	6:48:22	6:54:47	C	1		0:06:25
51	6:48:25	6:54:59	C	1		0:06:34
52	6:48:50	6:55:01	C	1		0:06:11
53	6:49:30	6:55:15	C	1	7	0:05:45
54	6:49:54	6:55:35	C	1		0:05:41
55	6:50:46	6:55:57	C	1		0:05:11
56	6:51:30	6:57:32	C	1		0:06:02
57	6:51:34	6:58:11	C	1		0:06:37
58	6:52:30	6:58:20	C	1		0:05:50
59	6:52:50	6:59:12	C	1		0:06:22
60	6:52:53	6:59:29	C	1		0:06:36
61	6:53:11	7:01:27	C	1		0:08:16
62	6:53:25	7:01:28	C	1		0:08:03
63	6:53:59	7:01:29	C	1		0:07:30
64	6:54:25	7:01:23	C	1		0:06:58
65	6:55:17	7:01:49	C	1		0:06:32
66	6:56:20	7:02:54	C	1		0:06:34
67	6:56:33	7:03:40	C	1		0:07:07
68	6:58:20	7:03:56	C	1	8	0:05:36
69	6:58:51	7:04:17	C	1		0:05:26
70	6:58:55	7:04:18	C	1		0:05:23
71	6:59:38	7:04:29	C	1		0:04:51
72	6:59:40	7:04:35	C	1		0:04:55
73	6:59:42	7:04:40	C	1		0:04:58
74	6:59:45	7:05:30	C	1		0:05:45
75	6:59:50	7:05:31	C	1		0:05:41
76	6:59:51	7:05:48	C	1		0:05:57
77	7:00:00	7:06:04	C	1		0:06:04
78	7:01:20	7:06:10	C	1		0:04:50
79	7:01:57	7:07:20	C	1		0:05:23
80	7:02:20	7:07:45	C	1		0:05:25
81	7:02:25	7:07:58	C	1		0:05:33
82	7:02:31	7:09:22	C	1		0:06:51
83	7:05:56	7:09:42	C	1		0:03:46
84	7:06:15	7:09:54	C	1	9	0:03:39
85	7:07:24	7:10:12	C	1		0:02:48
86	7:07:26	7:10:34	C	1		0:03:08
87	7:07:31	7:11:09	C	1		0:03:38
88	7:08:11	7:11:29	C	1		0:03:18
89	7:10:41	7:12:53	C	1		0:02:12
90	7:10:52	7:14:14	C	1		0:03:22
91	7:11:05	7:14:43	C	1		0:03:38
92	7:11:29	7:15:25	C	1		0:03:56

93	7:11:56	7:15:34	C	1	10	0:03:38
94	7:12:31	7:16:05	C	1		0:03:34
95	7:12:45	7:16:10	C	1		0:03:25
96	7:12:59	7:16:32	C	1		0:03:33
97	7:13:01	7:16:35	C	1		0:03:34
98	7:15:03	7:17:16	C	1		0:02:13
99	7:15:15	7:17:16	C	1		0:02:01
100	7:15:15	7:17:53	C	1		0:02:38
101	7:16:16	7:18:35	C	1		0:02:19
102	7:16:47	7:19:35	P	1		0:02:48
103	7:16:48	7:19:40	T	1		0:02:52
104	7:17:21	7:20:30	C	1		0:03:09
105	7:18:40	7:22:30	C	1		0:03:50
106	7:19:50	7:24:06	C	1		0:04:16
107	7:20:12	7:24:06	C	1		0:03:54
108	7:23:50	7:26:37	C	1		0:02:47
109	7:23:54	7:27:40	C	1		0:03:46
110	7:24:31	7:27:58	C	1	11	0:03:27
111	7:25:24	7:28:20	C	1		0:02:56
112	7:25:41	7:28:36	C	1		0:02:55
113	7:26:16	7:29:39	C	1	12	0:03:23
114	7:26:26	7:30:47	C	1		0:04:21
115	7:27:32	7:31:04	C	1		0:03:32
116	7:28:27	7:31:17	C	1		0:02:50
117	7:28:59	7:31:38	C	1		0:02:39
118	7:29:53	7:32:18	C	1		0:02:25
119	7:30:03	7:34:06	C	1		0:04:03
120	7:30:36	7:34:20	C	1		0:03:44
121	7:31:17	7:34:25	C	1		0:03:08
122	7:31:29	7:34:33	C	1		0:03:04
123	7:32:20	7:35:15	C	1		0:02:55
124	7:33:00	7:35:24	C	1		0:02:24
125	7:34:33	7:36:56	C	1		0:02:23
126	7:35:07	7:37:15	C	1		0:02:08
127	7:37:01	7:38:58	C	1		0:01:57
128	7:37:08	7:40:10	C	1		0:03:02
129	7:37:42	7:40:39	C	1		0:02:57
130	7:37:56	7:40:55	C	1		0:02:59
131	7:38:21	7:41:09	C	1		0:02:48
132	7:39:10	7:41:25	C	1		0:02:15
133	7:39:40	7:41:41	C	1		0:02:01
134	7:40:51	7:43:00	C	1		0:02:09
135	7:43:22	7:44:20	C	1		0:00:58
136	7:43:28	7:45:04	C	1		0:01:36
137	7:43:35	7:46:09	C	1		0:02:34
138	7:43:39	7:45:50	C	1	13	0:02:11
139	7:44:02	7:47:26	C	1	14	0:03:24
140	7:44:30	7:46:32	P	1		0:02:02
141	7:45:29	7:48:10	C	1		0:02:41
142	7:45:32	7:48:17	C	1		0:02:45

143	7:46:16	7:48:39	C	1		0:02:23
144	7:46:24	7:48:44	C	1		0:02:20
145	7:47:00	7:48:56	C	1		0:01:56
146	7:47:12	7:49:20	C	1		0:02:08
147	7:47:25	7:49:44	C	1		0:02:19
148	7:47:50	7:50:26	C	1		0:02:36
149	7:47:55	7:50:59	C	1		0:03:04
150	7:48:03	7:51:17	C	1		0:03:14
151	7:48:05	7:51:40	C	1		0:03:35
152	7:48:39	7:51:58	C	1		0:03:19
153	7:50:14	7:52:57	C	1		0:02:43
154	7:50:35	7:54:00	C	1		0:03:25
155	7:51:15	7:54:20	C	1		0:03:05
156	7:51:29	7:54:42	C	1		0:03:13
157	7:52:12	7:54:45	C	1		0:02:33
158	7:52:20	7:54:58	C	1		0:02:38
159	7:52:26	7:55:25	C	1		0:02:59
160	7:52:42	7:56:33	C	1		0:03:51
161	7:54:00	7:56:57	C	1		0:02:57
162	7:55:05	7:57:49	C	1		0:02:44
163	7:55:07	7:58:04	C	1		0:02:57
164	7:55:20	7:58:12	C	1		0:02:52
165	7:55:35	7:59:10	C	1		0:03:35
166	7:55:40	7:59:42	C	1		0:04:02
167	7:56:20	8:00:41	C	1		0:04:21
168	7:57:16	8:00:54	C	1	15	0:03:38
169	7:57:49	8:01:17	C	1	16	0:03:28
170	7:58:30	8:01:40	C	1		0:03:10
171	7:59:15	8:02:14	C	1		0:02:59
172	7:59:20	8:02:15	C	1		0:02:55
173	7:59:35	8:04:49	C	1		0:05:14
174	7:59:40	8:04:55	C	1		0:05:15
175	7:59:55	8:05:49	C	1		0:05:54
176	8:00:03	8:06:13	C	1		0:06:10
177	8:00:30	8:06:25	C	1		0:05:55
178	8:00:35	8:06:50	C	1		0:06:15
179	8:01:20	8:07:05	C	1		0:05:45
180	8:01:25	8:07:16	C	1		0:05:51
181	8:02:00	8:08:09	C	1	17	0:06:09
182	8:02:20	8:08:15	C	1		0:05:55
183	8:03:20	8:08:29	C	1		0:05:09
184	8:03:28	8:08:31	C	1		0:05:03
185	8:03:35	8:09:00	C	1		0:05:25
186	8:03:40	8:09:30	C	1	18	0:05:50
187	8:03:55	8:10:14	C	1		0:06:19
188	8:04:08	8:10:20	C	1		0:06:12
189	8:05:05	8:10:34	C	1		0:05:29
190	8:05:07	8:11:34	C	1		0:06:27
191	8:05:08	8:11:50	C	1		0:06:42
192	8:05:30	8:12:30	C	1		0:07:00

193	8:06:02	8:13:28	C	1		0:07:26
194	8:06:34	8:14:21	C	1		0:07:47
195	8:07:30	8:13:30	C	1		0:06:00
196	8:08:00	8:13:55	C	1		0:05:55
197	8:08:40	8:14:26	C	1		0:05:46
198	8:08:58	8:15:02	C	1		0:06:04
199	8:10:04	8:16:00	C	1		0:05:56
200	8:10:50	8:16:05	C	1		0:05:15
201	8:11:09	8:16:18	C	1		0:05:09
202	8:11:20	8:19:06	C	2	19	0:07:46
203	8:12:00	8:17:25	C	1	20	0:05:25
204	8:13:00	8:17:49	C	1		0:04:49
205	8:14:00	8:18:02	C	1		0:04:02
206	8:14:30	8:19:21	C	1		0:04:51
207	8:19:00	8:20:10	C	1		0:01:10
208	8:20:02	8:22:30	C	1		0:02:28
209	8:20:04	8:23:00	C	1		0:02:56
210	8:20:10	8:23:10	C	1		0:03:00
211	8:20:15	8:23:32	C	1		0:03:17
212	8:21:02	8:24:06	C	1	21	0:03:04
213	8:21:13	8:24:50	C	1		0:03:37
214	8:21:40	8:25:45	C	1		0:04:05
215	8:22:58	8:26:15	C	1		0:03:17
216	8:23:25	8:27:27	C	2		0:04:02
217	8:24:41	8:27:36	C	1		0:02:55
218	8:25:57	8:27:55	C	1		0:01:58
219	8:26:29	8:29:18	C	1		0:02:49
220	8:27:00	8:29:30	C	1	22	0:02:30
221	8:27:06	8:29:54	C	1		0:02:48
222	8:27:44	8:30:50	C	1		0:03:06
223	8:28:19	8:31:21	C	1		0:03:02
224	8:28:22	8:31:56	C	1		0:03:34
225	8:28:25	8:32:00	C	1	23	0:03:35
226	8:29:30	8:32:09	C	1		0:02:39
227	8:29:41	8:33:04	C	1		0:03:23
228	8:30:16	8:34:30	C	1		0:04:14
229	8:30:50	8:35:03	C	1		0:04:13
230	8:31:11	8:35:33	C	1		0:04:22
231	8:33:04	8:38:20	C	1		0:05:16
232	8:34:19	8:38:40	C	1		0:04:21
233	8:34:30	8:39:38	C	1		0:05:08
234	8:35:14	8:39:44	C	1		0:04:30
235	8:35:42	8:40:20	C	1		0:04:38
236	8:36:25	8:40:50	C	1		0:04:25
237	8:36:40	8:41:01	C	1		0:04:21
238	8:36:45	8:42:02	C	1		0:05:17
239	8:39:00	8:42:42	C	1		0:03:42
240	8:39:12	8:43:01	C	2		0:03:49
241	8:39:30	8:42:49	C	1		0:03:19
242	8:39:45	8:43:00	C	1		0:03:15

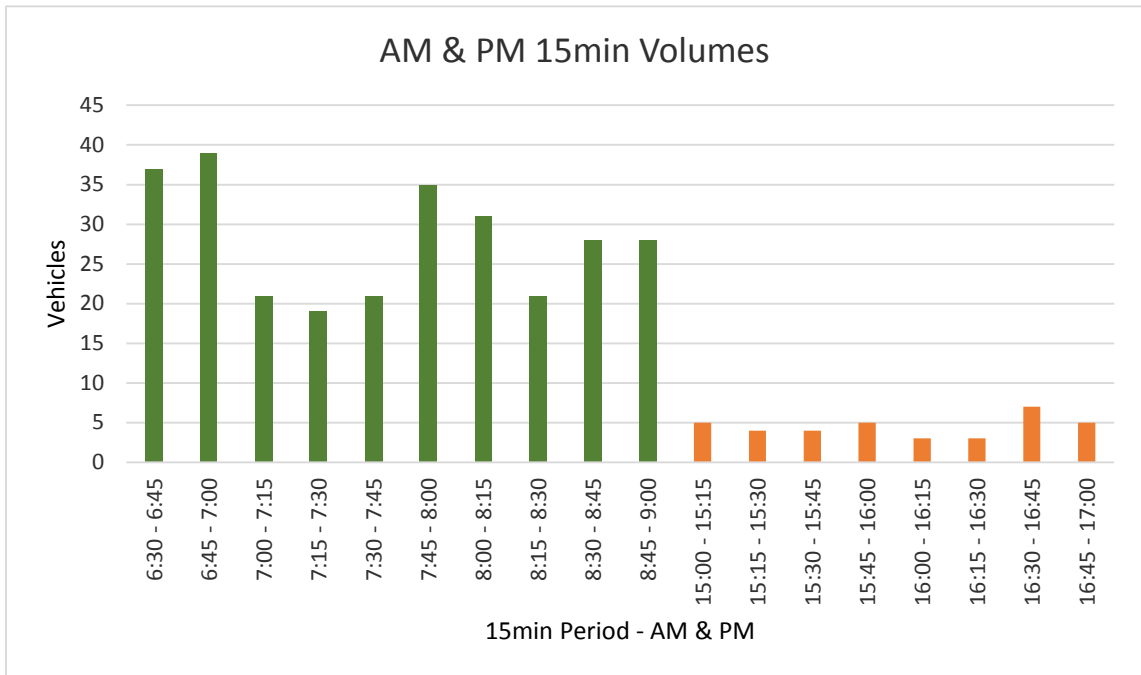
243	8:40:00	8:43:47	C	1		0:03:47
244	8:40:05	8:44:22	C	1		0:04:17
245	8:40:30	8:44:31	C	1	24	0:04:01
246	8:41:00	8:44:58	C	1		0:03:58
247	8:41:30	8:45:54	C	1		0:04:24
248	8:42:00	8:46:55	C	1		0:04:55
249	8:43:00	8:47:20	C	1		0:04:20
250	8:43:11	8:47:50	C	1		0:04:39
251	8:43:20	8:48:02	C	1		0:04:42
252	8:43:25	8:48:05	C	1		0:04:40
253	8:43:40	8:48:41	C	1		0:05:01
254	8:44:02	8:48:58	C	1	25	0:04:56
255	8:44:15	8:49:02	C	1	26	0:04:47
256	8:46:55	8:49:28	C	1		0:02:33
257	8:46:58	8:51:07	C	1		0:04:09
258	8:47:54	8:53:00	C	1		0:05:06
259	8:50:37	8:53:11	C	1		0:02:34
260	8:50:47	8:53:33	C	1		0:02:46
261	8:51:16	8:54:48	C	1		0:03:32
262	8:52:31	8:55:20	C	1		0:02:49
263	8:52:37	8:57:08	C	2		0:04:31
264	8:53:15	8:58:10	C	1		0:04:55
265	8:53:17	8:58:15	C	1		0:04:58
266	8:53:20	8:58:32	C	1		0:05:12
267	8:53:30	8:58:49	C	2		0:05:19
268	8:54:30	8:58:55	C	1		0:04:25
269	8:54:35	8:59:13	C	1		0:04:38
270	8:54:50	8:59:55	T	1		0:05:05
271	8:55:00	9:00:00	C	2		0:05:00
272	8:55:10	9:00:43	C	1		0:05:33
273	8:55:14	9:00:45	C	1		0:05:31
274	8:55:20	9:00:52	C	1		0:05:32
275	8:56:00	9:01:34	C	1		0:05:34
276	8:56:05	9:03:10	C	1		0:07:05
277	8:56:10	9:03:30	C	1		0:07:20
278	8:56:25	9:04:07	C	1		0:07:42
279	8:57:00	9:04:24	C	1		0:07:24
280	8:57:30	9:04:33	C	2		0:07:03
281	8:58:00	9:04:45	C	2		0:06:45
282	8:58:30	9:04:52	C	1		0:06:22
283	8:58:38	9:05:01	C	1		0:06:23
284	8:59:00	9:05:19	C	1		0:06:19
Average						0:04:11
Average - Interviewed						3:53:00

Site Location	Tico's Drive Thru Espresso
Survey Date	Monday 15th June 2015
Survey Period PM	15:00 - 17:00

Vehicle No.	Time of Entry to Driveway/ Premises	Exit Time from Driveway/ Premises	Type of Vehicle Car/Truck/Bike or Ped	Occupants	Interview Number	Service Time/ Vehicle
1	15:00:02	15:02:35	C	1	27	0:02:33
2	15:04:30	15:06:50	C	2	28	0:02:20
3	15:04:40	15:09:31	C	1		0:04:51
4	15:13:20	15:14:28	C	1		0:01:08
5	15:13:49	15:18:13	C	1	29	0:04:24
6	15:17:19	15:20:53	C	1		0:03:34
7	15:22:23	15:25:15	C	1	30	0:02:52
8	15:22:38	15:25:30	C	1	31	0:02:52
9	15:28:41	15:30:54	C	1	32	0:02:13
10	15:38:12	15:42:29	C	1		0:04:17
11	15:38:40	15:43:59	C	1		0:05:19
12	15:40:10	15:45:58	C	1	33	0:05:48
13	15:42:29	15:46:02	C	1	34	0:03:33
14	15:47:27	15:52:22	C	2		0:04:55
15	15:47:43	15:50:42	C	2	35	0:02:59
16	15:51:49	15:54:54	C	1		0:03:05
17	15:57:11	16:00:10	C	1	36	0:02:59
18	15:59:12	16:02:15	C	1	37	0:03:03
19	16:01:16	16:03:41	C	1		0:02:25
20	16:03:41	16:06:36	C	1		0:02:55
21	16:13:19	16:16:42	C	1	38	0:03:23
22	16:16:31	16:19:02	C	2		0:02:31
23	16:17:59	16:20:58	C	1	39	0:02:59
24	16:22:25	16:26:13	C	1		0:03:48
25	16:30:10	16:34:46	C	2	40	0:04:36
26	16:30:32	16:35:43	C	2		0:05:11
27	16:33:32	16:37:45	C	2		0:04:13
28	16:35:33	16:37:53	C	1		0:02:20
29	16:37:35	16:38:51	C	1		0:01:16
30	16:40:09	16:42:32	C	2		0:02:23
31	16:41:37	16:44:54	C	2	41	0:03:17
32	16:48:09	16:50:59	C	1		0:02:50
33	16:48:49	16:52:03	C	1		0:03:14
34	16:49:30	16:52:04	C	1		0:02:34
35	16:51:49	16:54:02	C	1		0:02:13
36	16:59:40	17:03:40	C	1		0:04:00
Average						0:03:18
Average - Interviewed						0:03:19

15 minute Period	Cars	Heavy Vehicle	Occupants	Peds	Bicycles
6:30 - 6:45	37	0	37	1	0
6:45 - 7:00	39	0	39	0	0
7:00 - 7:15	21	0	21	0	0
7:15 - 7:30	19	1	20	1	0
7:30 - 7:45	21	0	21	1	0
7:45 - 8:00	35	0	35	0	0
8:00 - 8:15	31	0	32	0	0
8:15 - 8:30	21	0	22	0	0
8:30 - 8:45	28	0	29	0	0
8:45 - 9:00	28	1	34	0	0

15 minute Period	Car	Heavy Vehicle	Occupants	Peds	Bicycles
15:00 - 15:15	5	0	6	0	0
15:15 - 15:30	4	0	4	0	0
15:30 - 15:45	4	0	4	0	0
15:45 - 16:00	5	0	7	0	0
16:00 - 16:15	3	0	3	0	0
16:15 - 16:30	3	0	4	0	0
16:30 - 16:45	7	0	12	0	0
16:45 - 17:00	5	0	5	0	0



15 min Period		Westbound		Hourly Total
Start	End	Cars	Trucks	
6:30	6:45	161	48	
6:45	7:00	357	33	
7:00	7:15	239	40	
7:15	7:30	290	49	1217
7:30	7:45	440	58	1506
7:45	8:00	408	57	1581
8:00	8:15	457	51	1810
8:15	8:30	382	47	1900
8:30	8:45	325	49	1776
8:45	9:00	309	51	1671
Peak Period		1687	213	
Total		3368	483	

15 min Period		Westbound		Hourly Total
Start	End	Cars	Trucks	
15:00	15:15	422	47	
15:15	15:30	489	34	
15:30	15:45	487	40	
15:45	16:00	538	50	2107
16:00	16:15	464	52	2154
16:15	16:30	466	47	2144
16:30	16:45	608	50	2275
16:45	17:00	525	31	2243
Peak Period		2076	199	
Total		3999	351	

APPENDIX L

INITIAL DATA VERIFICATION

P1995 Trip Generation Drive-thru Coffee Outlets

Initial Data Analysis - Data Comparison

Survey Site				Trip Generation														Passing Trade %								
DCO ¹	Outlet Name	Region	State	GFA		Survey				RMS ²				ITE ³				Survey				RMS ²		ITE ³ Drive Thru only		
				m ²	KSF ² ITE Units	Site		Network		Site		Ntwk		Coffee/ Donut W/- Drive-thru		Coffee/ Donut Drive-thru Only		2.5hr	2.0hr	Site 1 Hr		Network 1 Hr			McD	KFC
						AM	PM	AM	PM	KFC	McD	KFC	McD	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM			
1	Fastlane Coffee 1	Regional	NSW	24	0.2584	112	36	112	30	150	260	100	180	29	11	78	19	82						35	50	89
2	Fastlane Coffee 2	Regional	NSW	24	0.2584	88	32	78	18	150	260	100	180	29	11	78	19	80		90		65		35	50	89
3	Starbucks	Sub-Metro	NSW	200	2.153	126	56	120	56	150	260	100	180	238	92	653	161	95	85	100	70	90	70	35	50	89
4	Ziper	Metro	NSW	7	0.0754	116	10	110	6	150	260	100	180	8	3	23	6	91		92		100		35	50	89
5	Johnny Bean Good	Regional	NSW	150	1.6148	32	12	26	8	150	260	100	180	179	69	490	121							35	50	89
6	Coffee Club	Metro	Qld	140	1.5071	108	18	88	6	150	260	100	180	167	65	457	113	60	75	60	100			35	50	89
7	Di Bella	Metro	Qld	117	1.2595	112	32	92	24	150	260	100	180	140	54	382	95	83	80		100			35	50	89
8	Espresso Lane	Sub-Metro	Qld	54	0.5813	56	6	42	2	150	260	100	180	64	25	176	44	83		100		67		35	50	89
9	The Brew	Regional	NSW	80	0.8612	70	22	70	22	150	260	100	180	95	37	261	65							35	50	89
10	Tico's	Metro	Vic	60	0.6459	234	36	108	36	150	260	100	180	72	28	196	48	88	27	83	29	91	29	35	50	89
Average DCO				85.6		105	26	84.6	20.8	150	260	100	180	102	39.5	279	69.1	82.8	66.75	87.5	74.8	82.6	49.5	35	50	89

Footnotes:

¹ Drive-thru Coffee Outlet (DCO) number

² RMS rates based on mean survey results for KFC and McDonalds with no AM/PM differentiation

³ ITE rates are based on GFA and are for network peak hour only

APPENDIX M

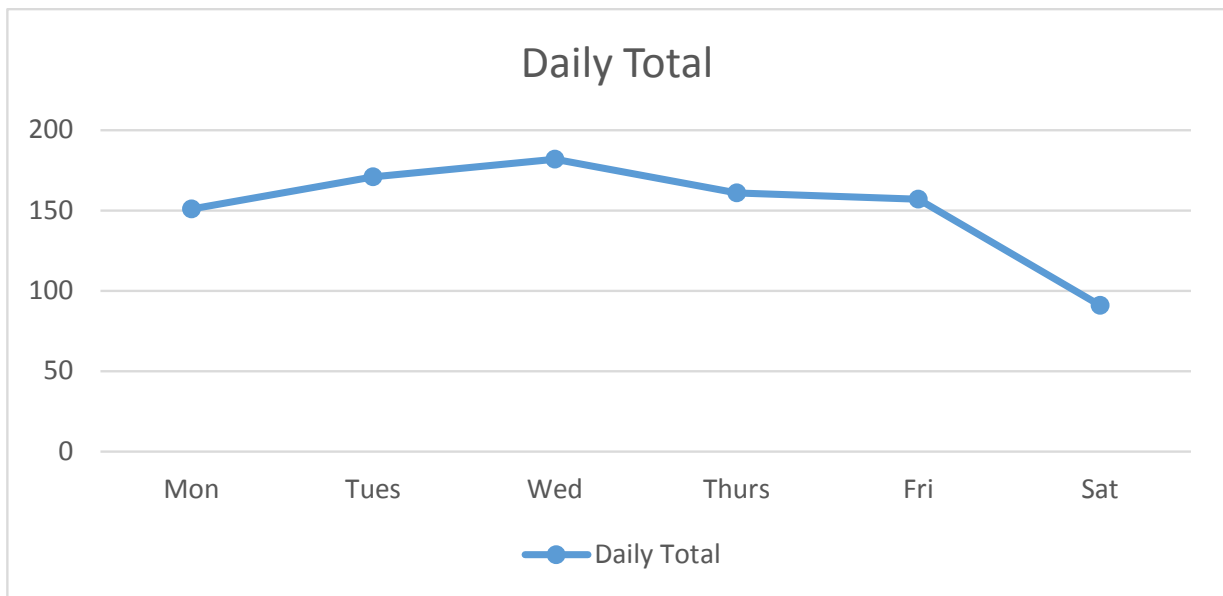
DAILY VARIATION TRIP GENERATION

P1995 RMS Trip Generation Drive Through Coffee Outlets

Daily Variations for Trip Generation

DCO 4 Ziper Drive Through Coffee

Day		Mon	Tues	Wed	Thurs	Fri	Sat
Date		22-Jun-15	16-Jun-15	17-Jun-15	18-Jun-15	19-Jun-15	20-Jun-15
Time Start Hourly Totals	06:00	39	55	58	51	48	42
	07:00	35	36	40	44	31	18
	08:00	30	32	32	27	39	19
	09:00	19	25	19	17	22	6
	10:00	16	13	15	12	5	6
	11:00	7	5	11	9	10	
	12:00	5	3	5	1	2	
	13:00		2	2			
Daily Total		151	171	182	161	157	91



DCO 8 Espresso Lane Drive Through Coffee

Day		Mon	Tues	Wed	Thurs	Fri	Sat
Date		22-Jun-15	23-Jun-15	24-Jun-15	18-Jun-15	19-Jun-15	20-Jun-15
Hourly Time Start Totals	06:00	20	19	17	26	22	11
	07:00	22	22	26	23	33	9
	08:00	24	22	29	28	23	9
	09:00	12	7	13	13	12	7
Daily Total		78	70	85	90	90	36

Daily Total

