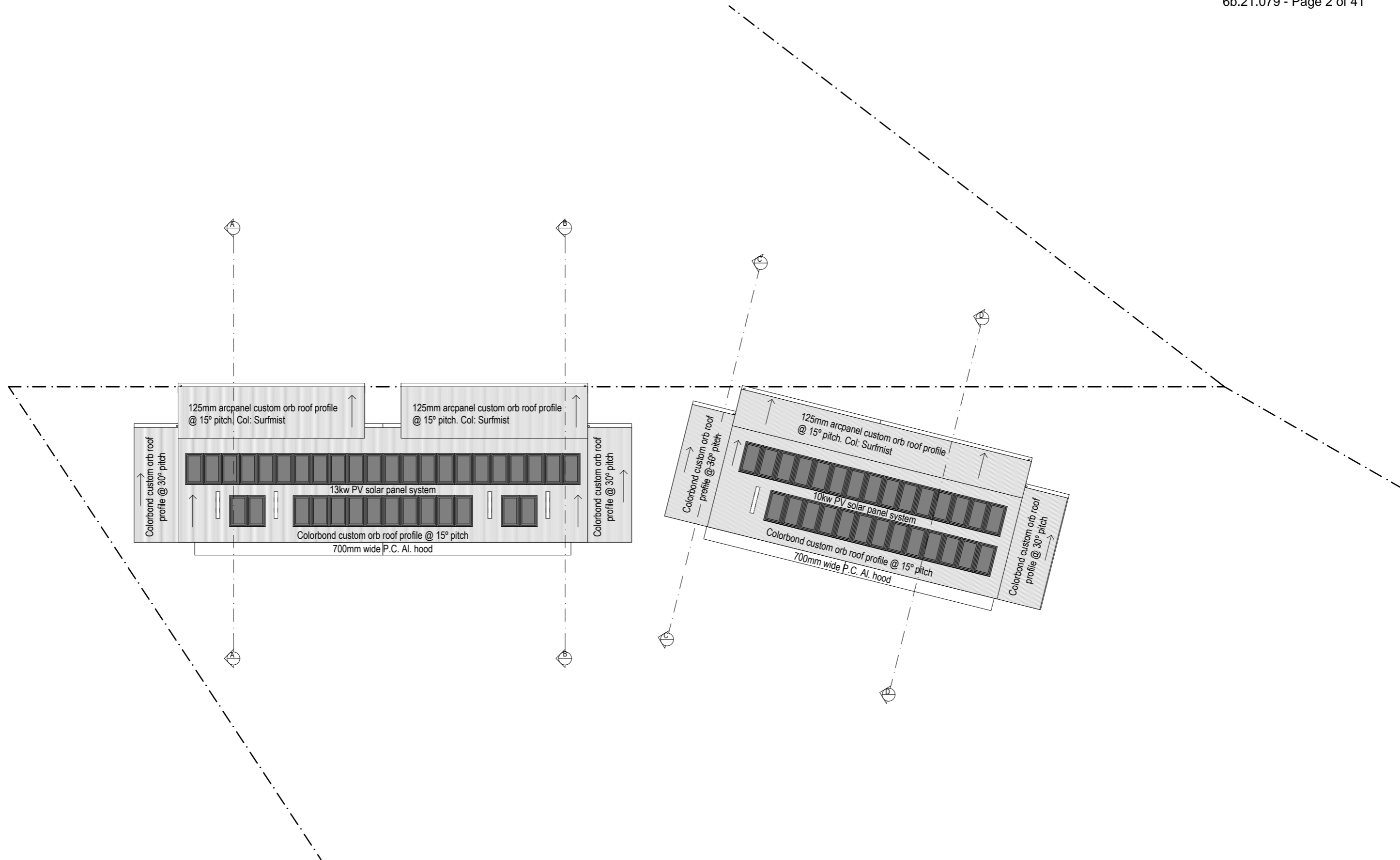




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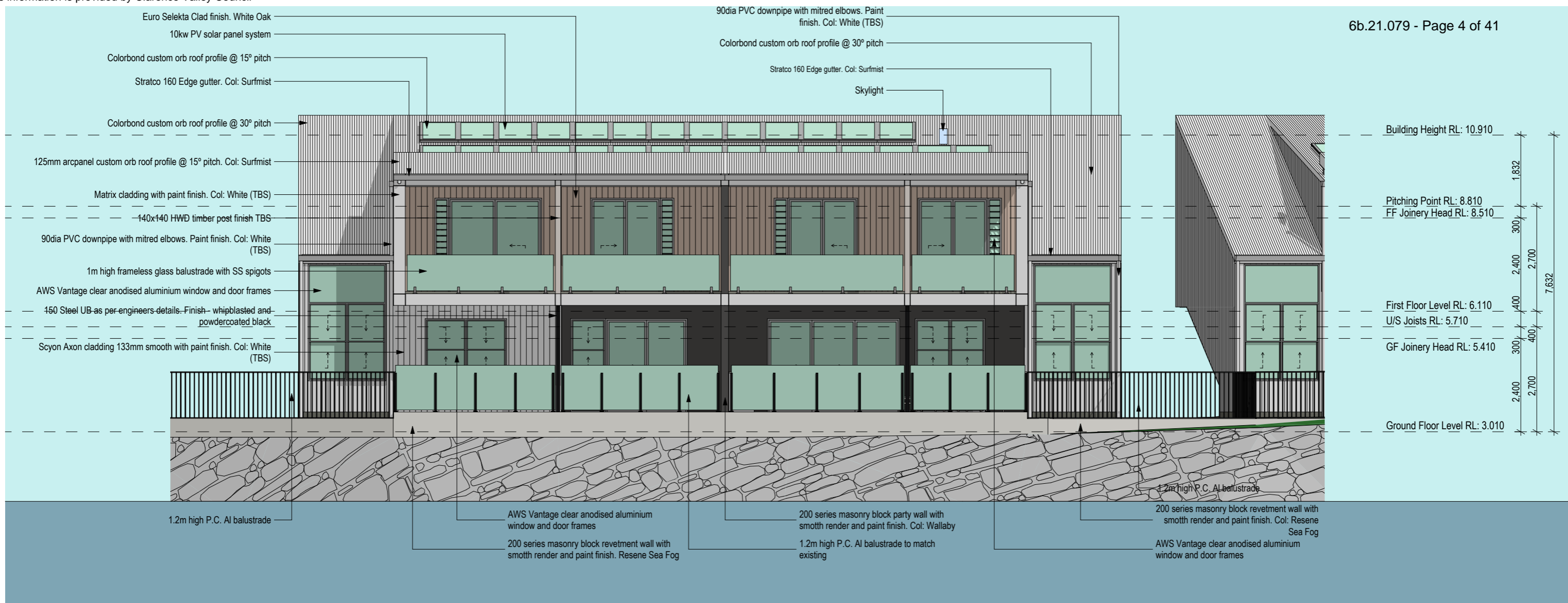


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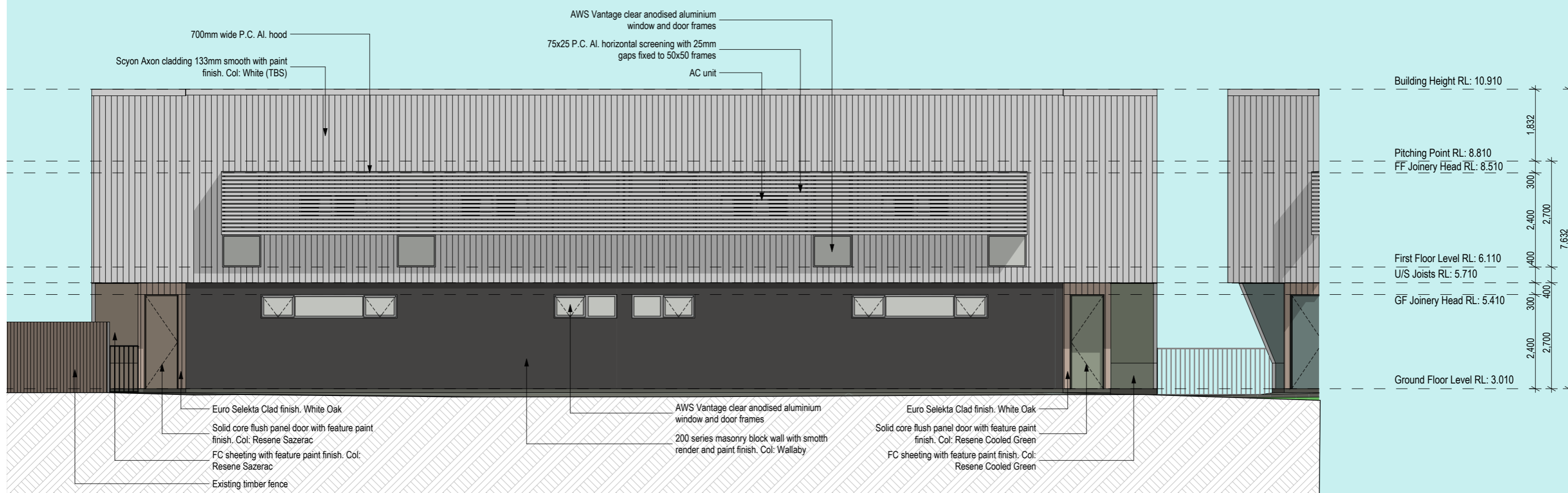




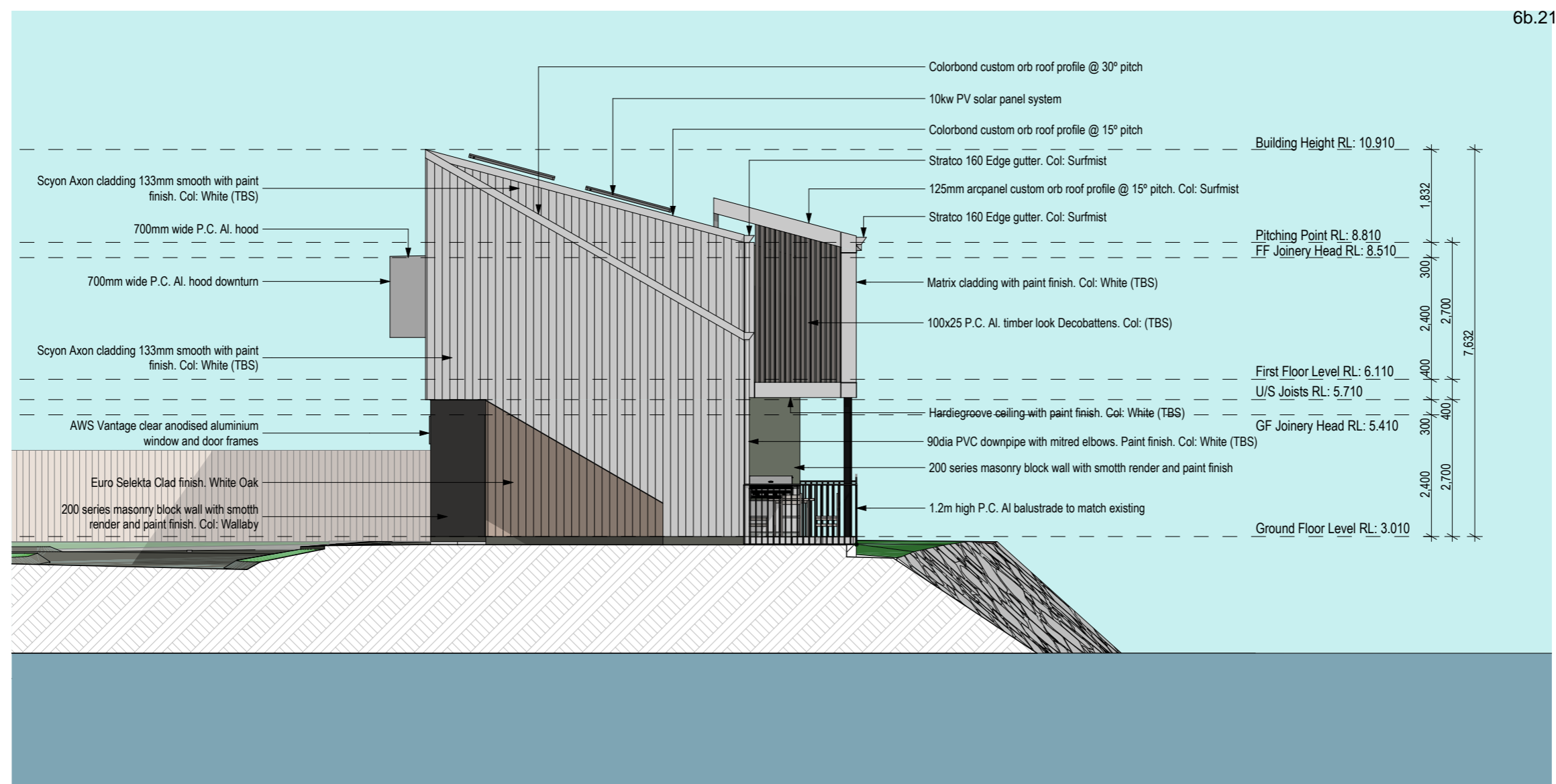
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ELEVATION 2 (APARTMENT 3, 4 & 5)

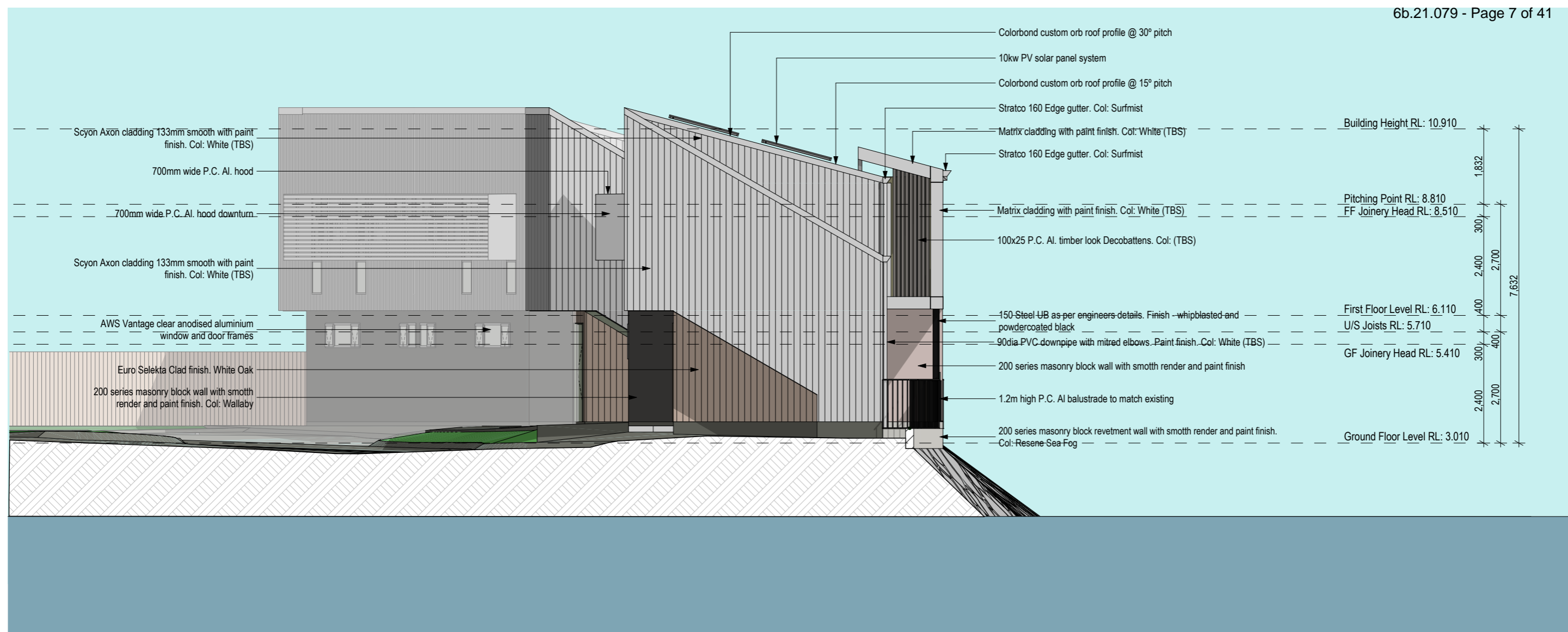


ELEVATION 1 (APARTMENT 1 & 2)

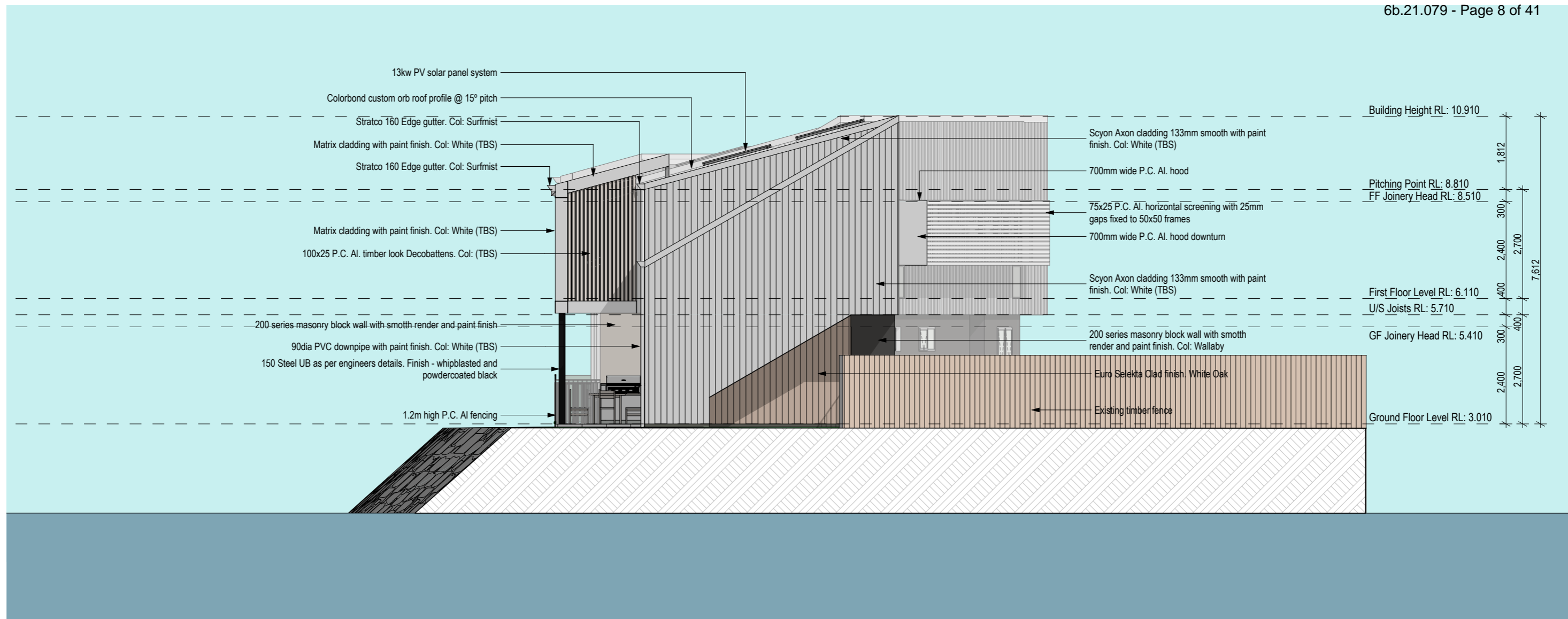


**EAST ELEVATION 1 (APARTMENT 1 & 2)**





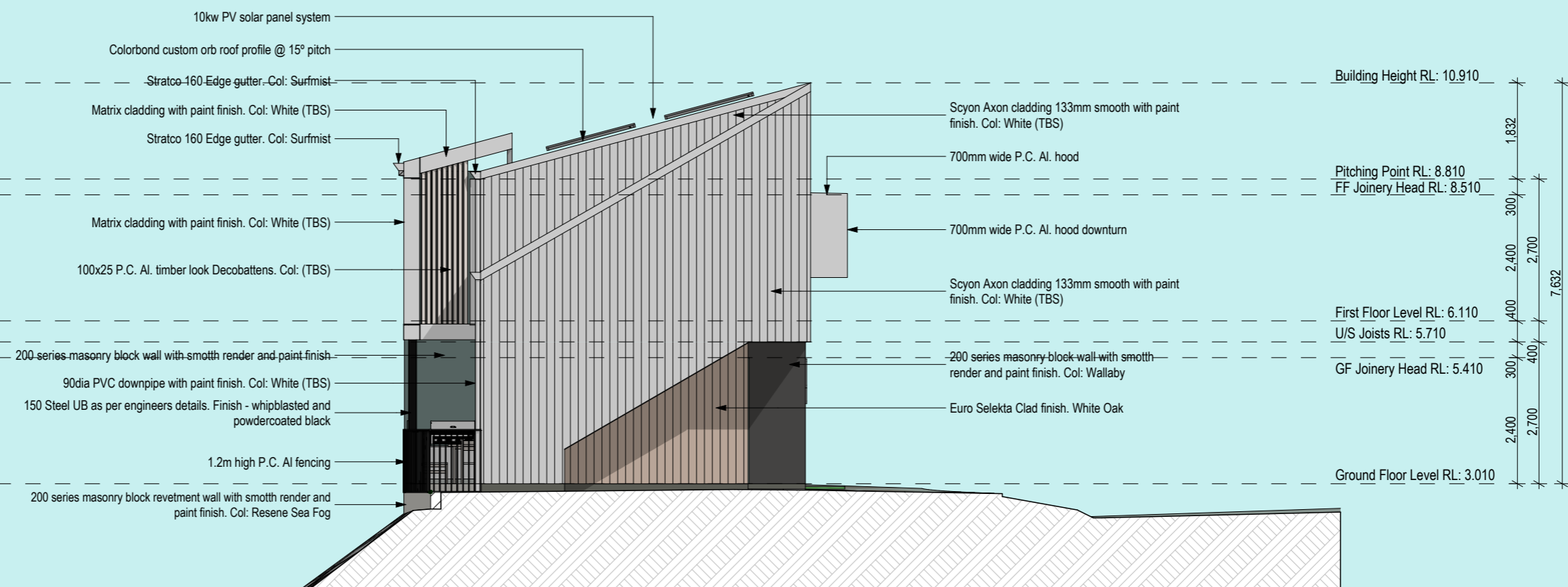
ELEVATION 2 (APARTMENT 3, 4 & 5)



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ELEVATION 2 (APARTMENT 3, 4 & 5)



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**YAMBA SHORES SERVICED  
APTMENTS**  
64 THE MAIN BRACE, YAMBA, NSW  
**3D VIEWS**  
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**YAMBA SHORES SERVICED  
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**3D VIEWS**  
DATE: 30/06/2021 JOB: 2027  
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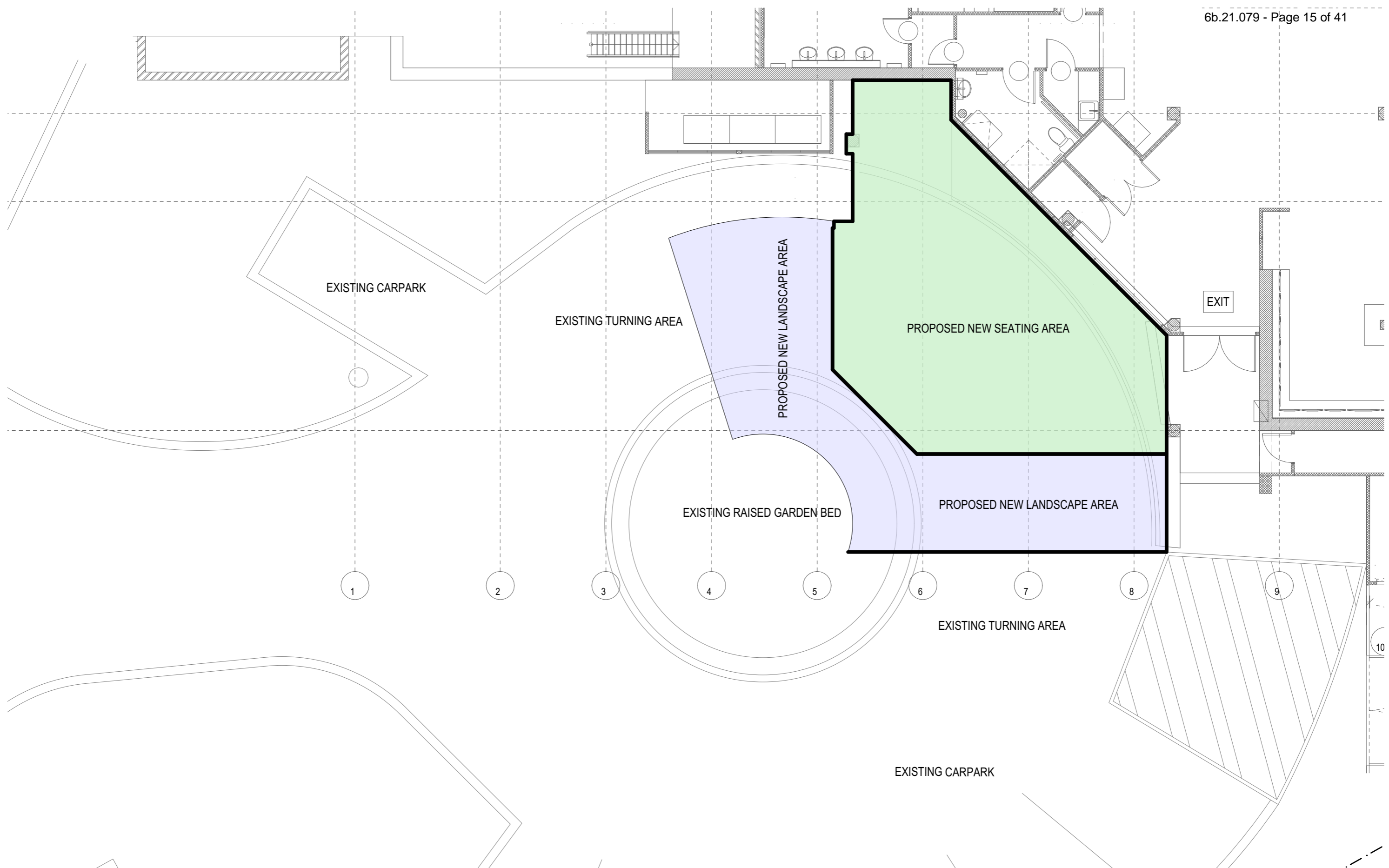




**Yamba Shores Tavern**  
Proposed New - Alfresco seating area


- New - Alfresco seating area  
Area = 70m<sup>2</sup>
- New - Landscape area  
Area = 52m<sup>2</sup>





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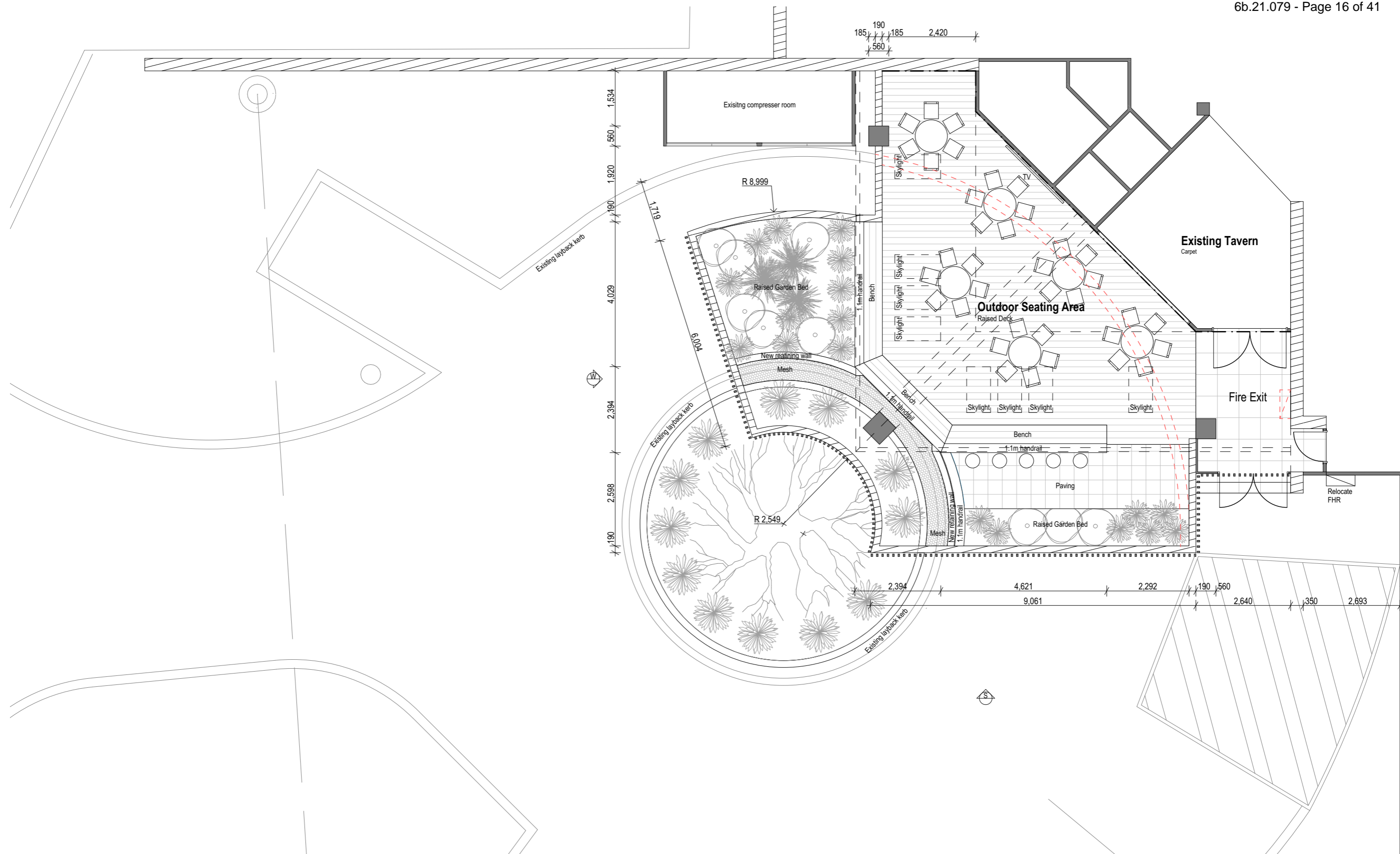
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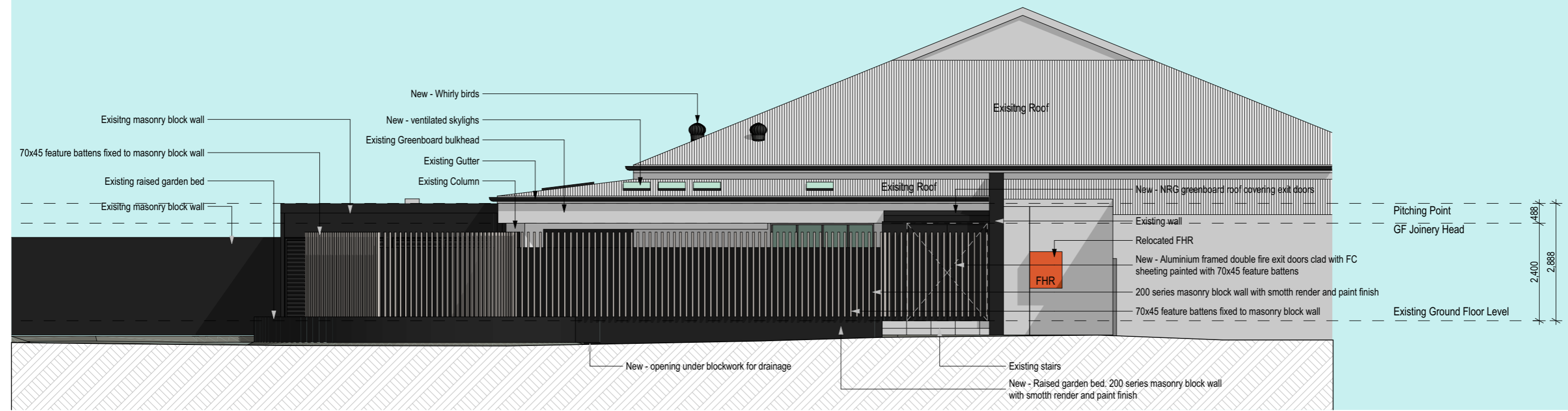


**YAMBA SHORES TAVERN**  
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**GROUND FLOOR PLAN**  
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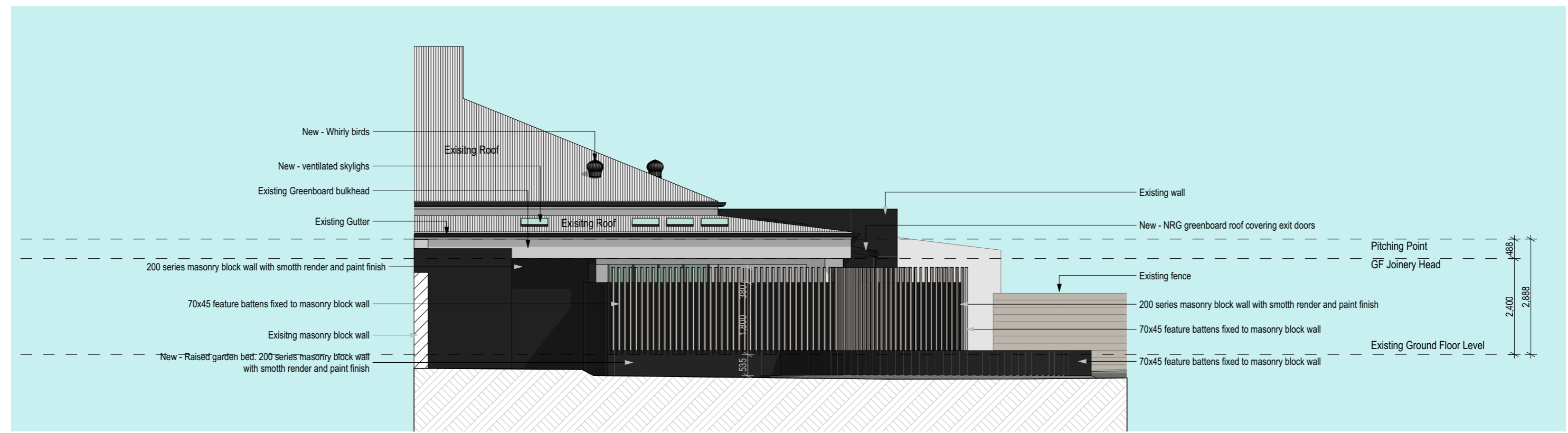








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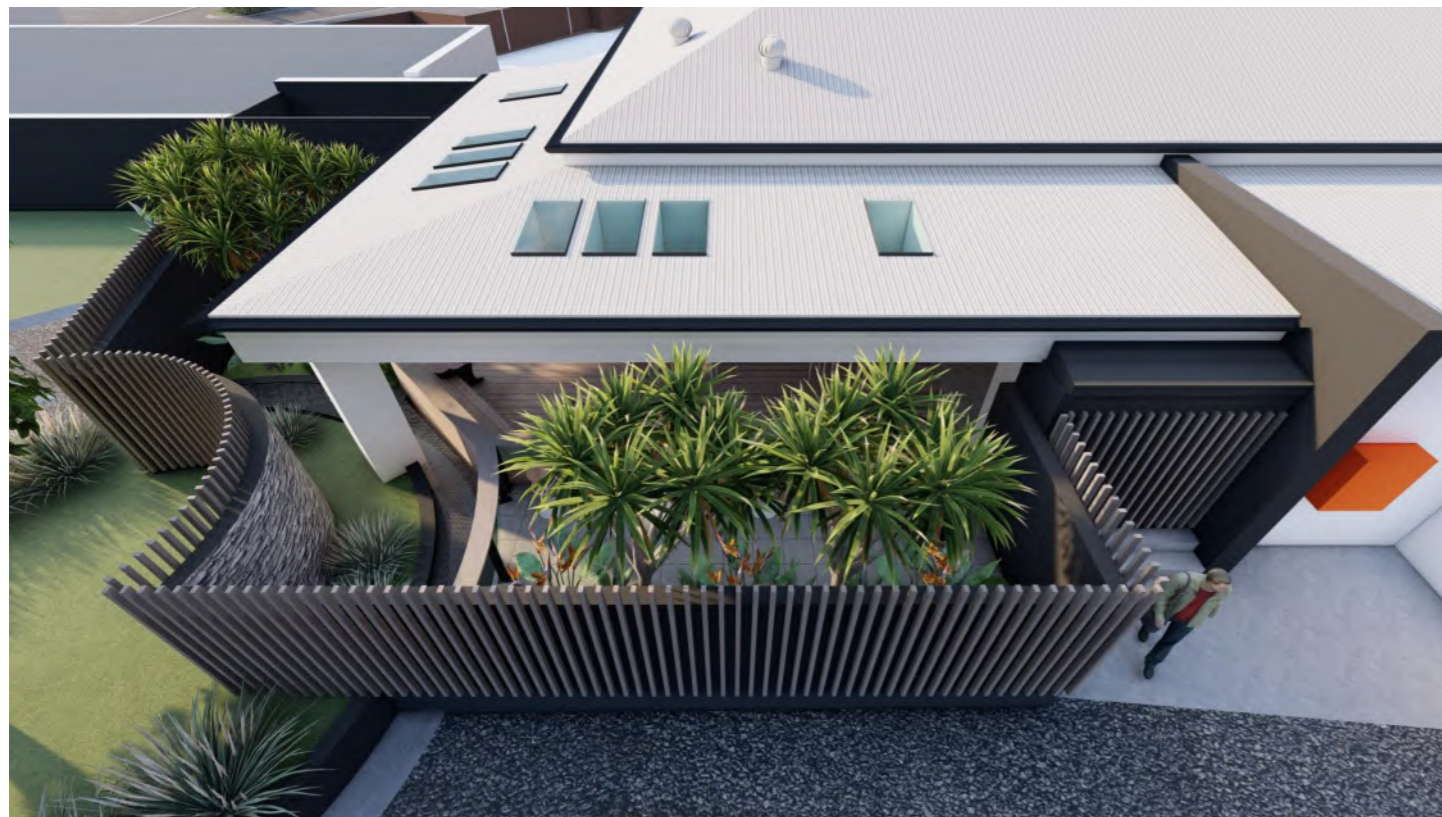


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64 THE MAIN BRACE, YAMBA, NSW

**3D VIEWS**

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**TRAFFIC & PARKING ASSESSMENT**  
**PROPOSED SERVICED APARTMENTS &**  
**EXTENSION OF EXISTING TAVERN**  
**YAMBA SHORES TAVERN**  
**64 THE MAIN BRACE, YAMBA**

Prepared for  
**YAMBA SHORES TAVERN**

**26 APRIL 2021**

## DOCUMENT REGISTER

RTE Reference            21026 Yamba Shores

Prepared by              Luke Rytenskild, Dare Janzekovic

### Document History

Version	Version date	Details	Reviewed and Authorised	
			Name / Position	Signature
1	26 APRIL 2021	DA ISSUE	Luke Rytenskild Director RPEQ 6293	

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## COMPANY INFORMATION

CRG Traffic Pty Ltd as trustee for the Rytenskild CRG Trust trading as Rytenskild Traffic Group  
 ABN 24 401 134 418  
 ACN 151 846 847  
 Director:            Luke Rytenskild RPEQ 6293

### **GOLD COAST**

Suite 2  
 24 Surfers Avenue  
 Mermaid Beach QLD 4218

### **BRISBANE**

Suite 52  
 149 Wickham Tce  
 Spring Hill QLD 4000

### **SYDNEY**

Level 26  
 44 Market Street  
 Sydney NSW 2000

Phone:            1300 220020  
 Facsimile:      1300 087177  
 Email:            info@rytenskildtraffic.com  
 Web:              www.rytenskildtraffic.com

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## 1.0 INTRODUCTION

### 1.1 Background

Rytenskild Traffic Engineering (RTE) has been engaged by Yamba Shores Tavern to prepare a Transport Impact Assessment of its proposed tourist and visitor accommodation located in Yamba.

A Traffic Impact Assessment report is required to support a Development Application to be lodged with the Clarence Valley Council.

The assessment will have to address the following:

- The appropriateness of the proposed loss of car parking;
- Car parking and servicing requirements for the proposed serviced apartments.

### 1.2 Pre-lodgement discussions

During a Pre-DA lodgement meeting, Council provided the following advice in relation to the traffic and parking aspects of the proposal:

- Location of car parking and justification for any shortfall in parking provision compared to the DCP minimum requirements. Part F of the DCP contains advice on the circumstances and consideration for seeking a variation.

Access considerations:

Access to the units is proposed via the existing parking areas provided internal to the site. Accesses must be constructed in accordance with Council's design standards which are available through a link on Council's website. Diagrams demonstrating manoeuvring capacity of the proposed parking areas will be required with the Development Application.

Parking Requirements:

Parking for serviced apartments should comply with the following:

- 1 space for 1 & 2 bedroom units
- 1.5 spaces per 3 bedroom units
- 2 spaces per 4 bedroom units
- 1 visitor car spaces per 2 units or part thereof

It is noted that some parking associated with the Tavern will be lost due to construction of the apartments. A pub/licensed premises is generally required to provide 1 space per 4m<sup>2</sup> of licensed floor area. Consideration of any loss of car parking associated with the Tavern must be addressed with the application. A Traffic Study could be undertaken to address this.

Parking for the development is to be designed to comply with AS2890 – Parking Facilities.

## 2.0 SUBJECT SITE

As shown in Figure 2.1, the subject site is located at the northern end of The Mainbrace and is described as Lot 27 on DP879908.

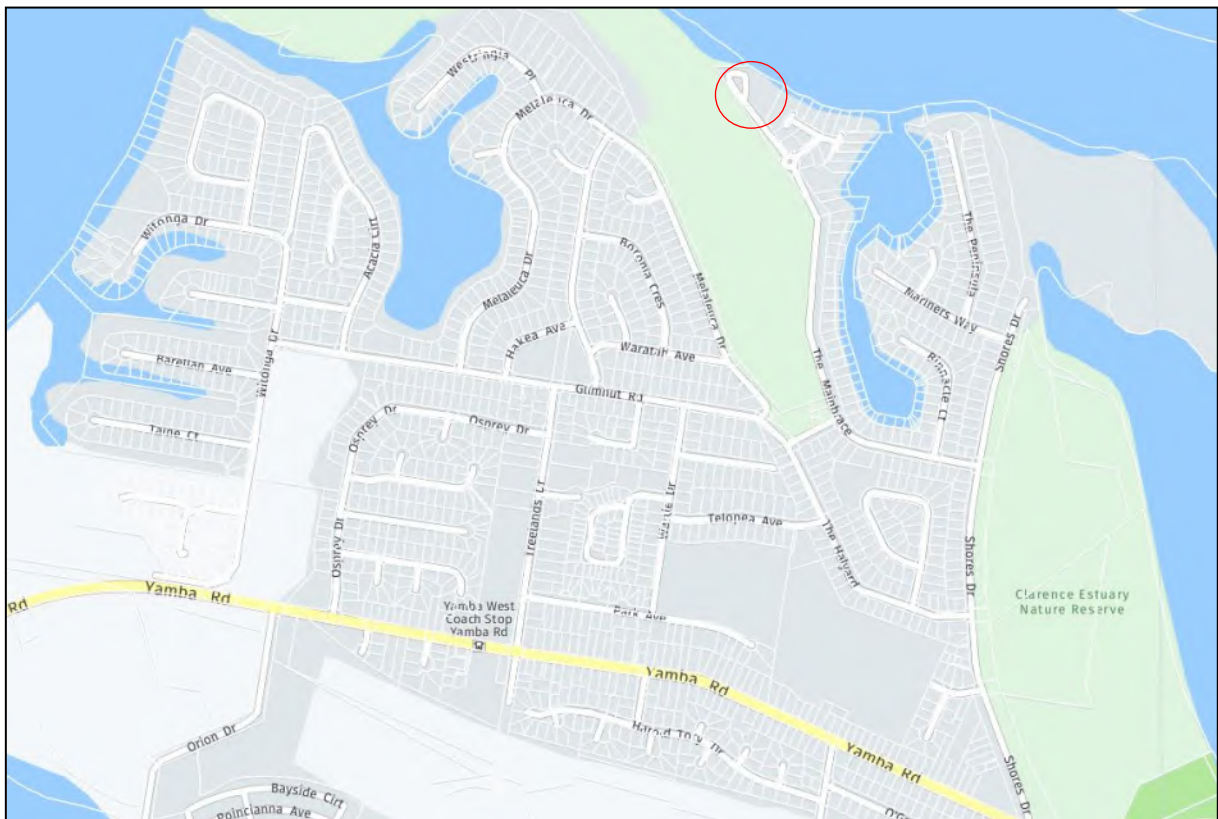
The site currently comprises of :

- The tavern includes a bar / lounge area and restaurant, with associated back of house facilities.
- A drive through bottle shop.
- Caretaker's residence.
- 146 car parking spaces, including four spaces for people with a disability.

The tavern operates as courtesy shuttle bus service for the local area.

Vehicular access is gained from a single point from The Mainbrace.

Images of the subject site and surrounding road networks are shown in Figure 2.2 and Figure 2.3.



**FIGURE 2.1 – LOCATION OF SUBJECT SITE**



**FIGURE 2.2 – IMAGES OF SITE AND LOCAL ROAD NETWORK**



**FIGURE 2.2 – IMAGES OF EXISTING CAR PARKING AREA**

### **3.0 DEVELOPMENT PROPOSAL**

#### **3.1 Overall**

It is proposed that the following changes be made to the existing site plan:

- Five service apartments be constructed in the northwestern sector of the site;
- The tavern be extended to include a new outdoor seating area on the southern side of the existing building.

#### **3.2 Proposed Accommodation Units**

The development proposal comprises of five new tourist accommodation units to be constructed within the existing car parking area. The proposed units have the following number of bedrooms :

- Apartment 1 - 3 bedrooms
- Apartment 2 - 3 bedrooms
- Apartment 3 - 2 bedrooms
- Apartment 4 - 1 bedroom
- Apartment 5 - 1 bedroom.

#### **3.2 Proposed Extensions to the Tavern**

As shown in Figure 3.2, it is proposed that the tavern be expanded to include a new outdoor seating area and associated landscaping on the southern side of the building. The proposed seating area has a floor area of approximately 70m<sup>2</sup>.

The proposed outdoor seating area will be constructed over an existing vehicular set down area.

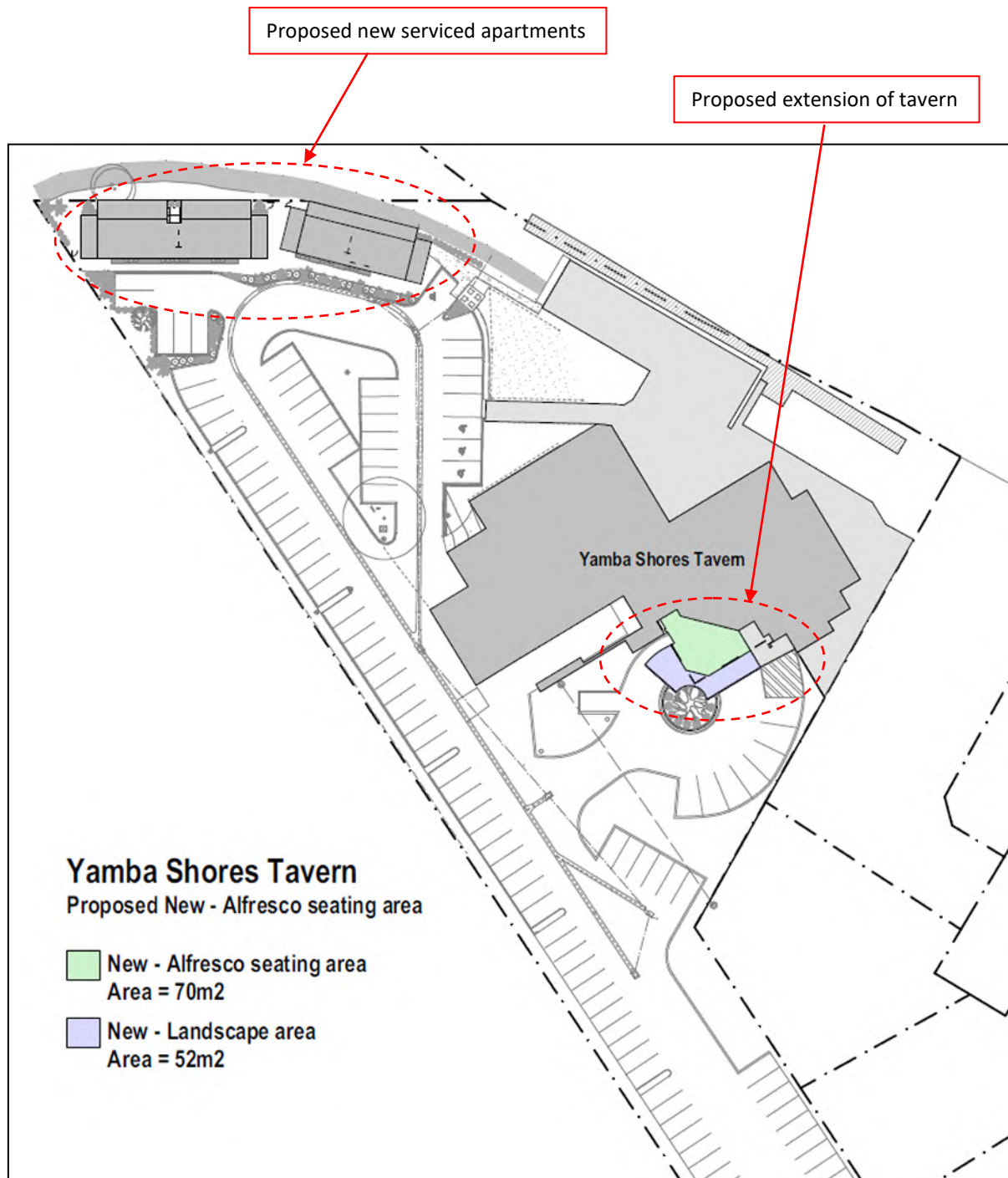
#### **3.3 Access Arrangements**

No changes are proposed to the existing site access arrangements.

#### **3.4 Car Parking**

As shown in Figure 3.1, the existing car parking area will be reconfigured to facilitate the proposed accommodation units. The proposed apartments will take up fourteen (14) car parking spaces.

No car parking spaces will be removed as a consequence of the proposed new outdoor seating area, however some changes to the operation of the car park are proposed, as discussed in section 4.



**FIGURE 3.1 – PROPOSED SITE PLAN**

Traffic & Parking Assessment  
Proposed serviced apartments & extension of tavern  
Yamba Shores Tavern  
27 The Main Brace, Yamba

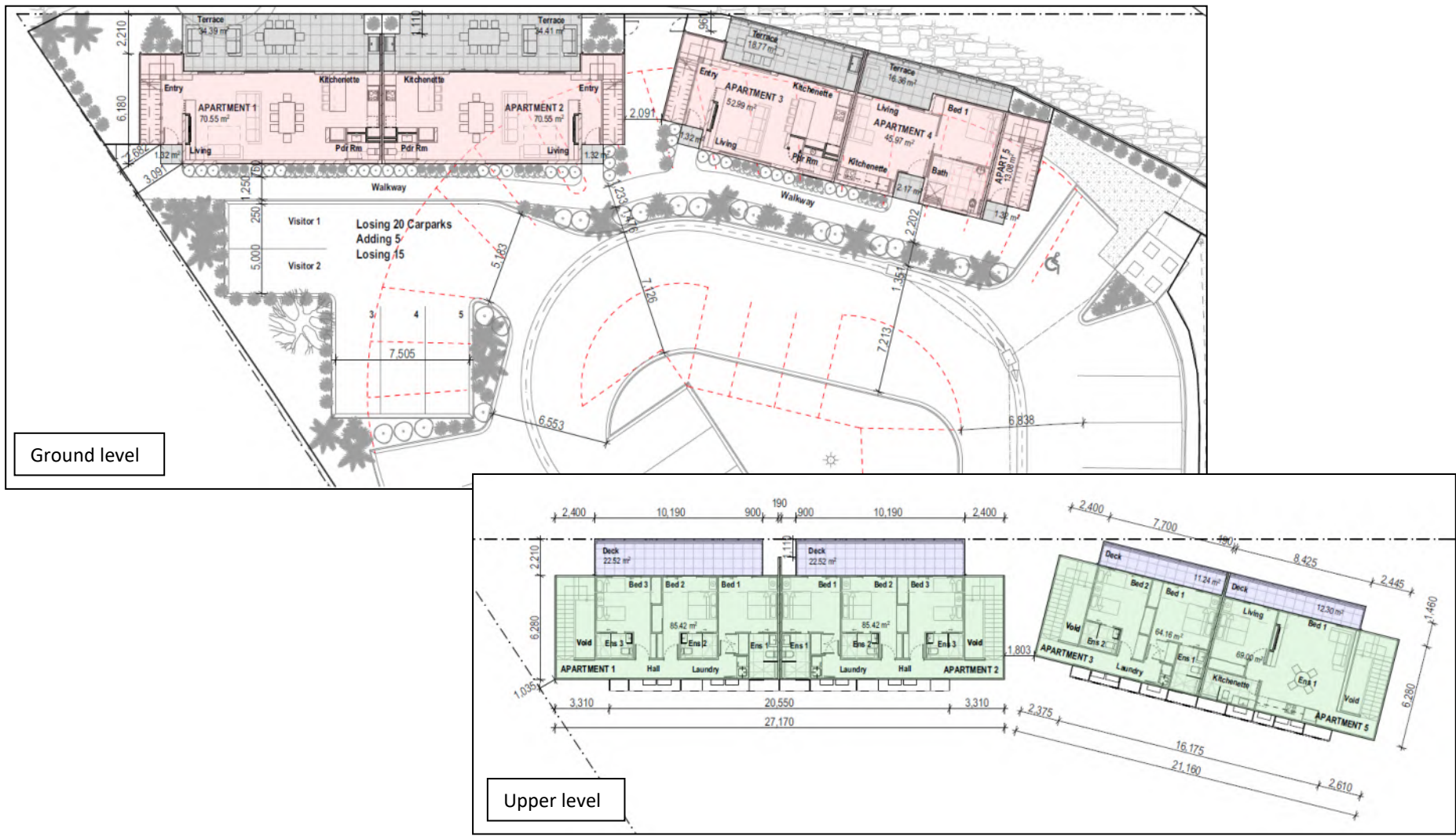


FIGURE 3.2 – PROPOSED ACCOMMODATION UNITS



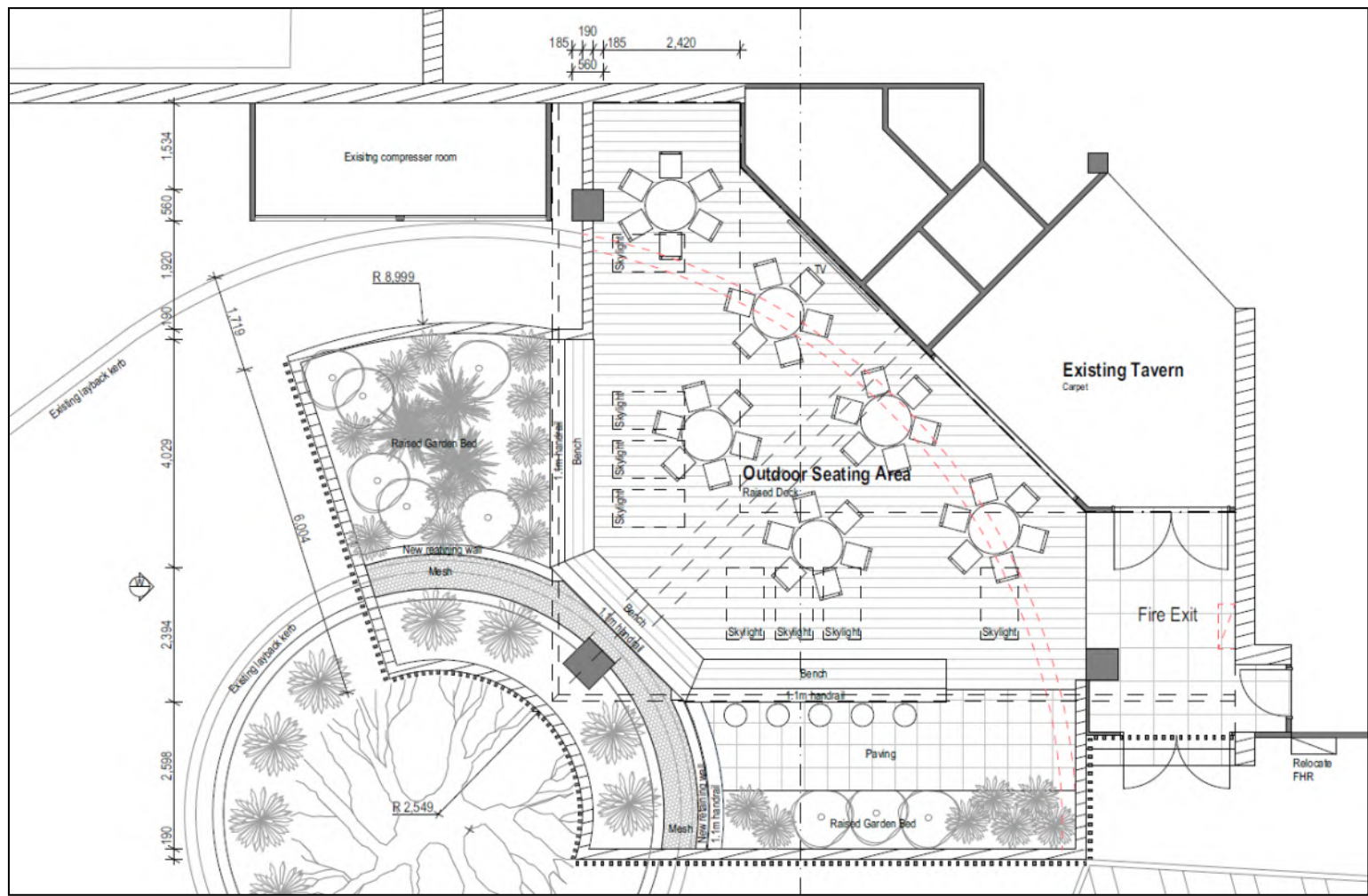


FIGURE 3.3 – PROPOSED EXTENSION OF EXISTING TAVERN

## 4.0 CAR PARKING

### 4.1 DCP Requirements

The following car parking rates are applicable to the proposed serviced apartments:

- 1 and 2 bedroom units - 1 space per unit
- 3 bedroom units - 1.5 spaces per unit
- 4 bedroom units - 2 spaces per unit
- Visitors - 1 space per 2 units

Application of the above rates result in the following requirements:

- Apartment 1 - 3 bedrooms = 1.5 spaces
- Apartment 2 - 3 bedrooms = 1.5 spaces
- Apartment 3 - 2 bedrooms = 1 space
- Apartment 4 - 1 bedroom = 1 space
- Apartment 5 - 1 bedroom. = 1 space
- Visitors - 2.5 spaces
- Total - 9 spaces

The site is zoned SP3, however the applicable DCP does not specify a requirement for a pub. Regard is given to the Commercial DCP which stipulates the following rate for pubs:

- *1 space per 4m<sup>2</sup> of licensed public floor area*

Application of this rate to the proposal results in a requirement for 18 parking spaces.

The proposed development results in a requirement for 27 spaces (9 + 18). The proposed serviced apartments result in a loss of 14 spaces, and therefore the proposal has an overall impact of **41 spaces**.

### 4.2 Proposed Car Parking Provisions

The site currently provides 146 car parking spaces. It is proposed that this supply be reduced to 132 spaces.

### 4.3 Surveyed car parking availability

Car parking utilisation surveys were carried out over a two week period in late February and early March 2021. In terms of patronage levels, the applicant advises that this period is well above the annual average.

As shown as Appendix A, the survey indicates that the tavern currently generates the following peak demands:

**Table 4.1 – Summary of surveyed car parking utilisation and spare capacity**

Day	Total	Spare	Day	Total	Spare
Wed 24 Feb 2021	43	96	Wed 3 Mar 2021	26	113
Thurs 25 Feb 2021	41	98	Thurs 4 Mar 2021	38	101
Fri 26 Feb 2021	46	93	Fri 5 Mar 2021	57	82
Sat 27 Feb 2021	43	96	Sat 6 Mar 2021	63	76
Sun 28 Feb 2021	66	73	Sun 7 Mar 2021	73	66
Mon 1 Mar 2021	30	109	Mon 8 Mar 2021	51	88
Tues 2 Mar 2021	40	99	Tues 9 Mar 2021	35	104

As indicated above, the maximum recorded demand was 73 spaces, leaving 66 spaces available.

#### 4.4 Suitability of proposed car parking supply

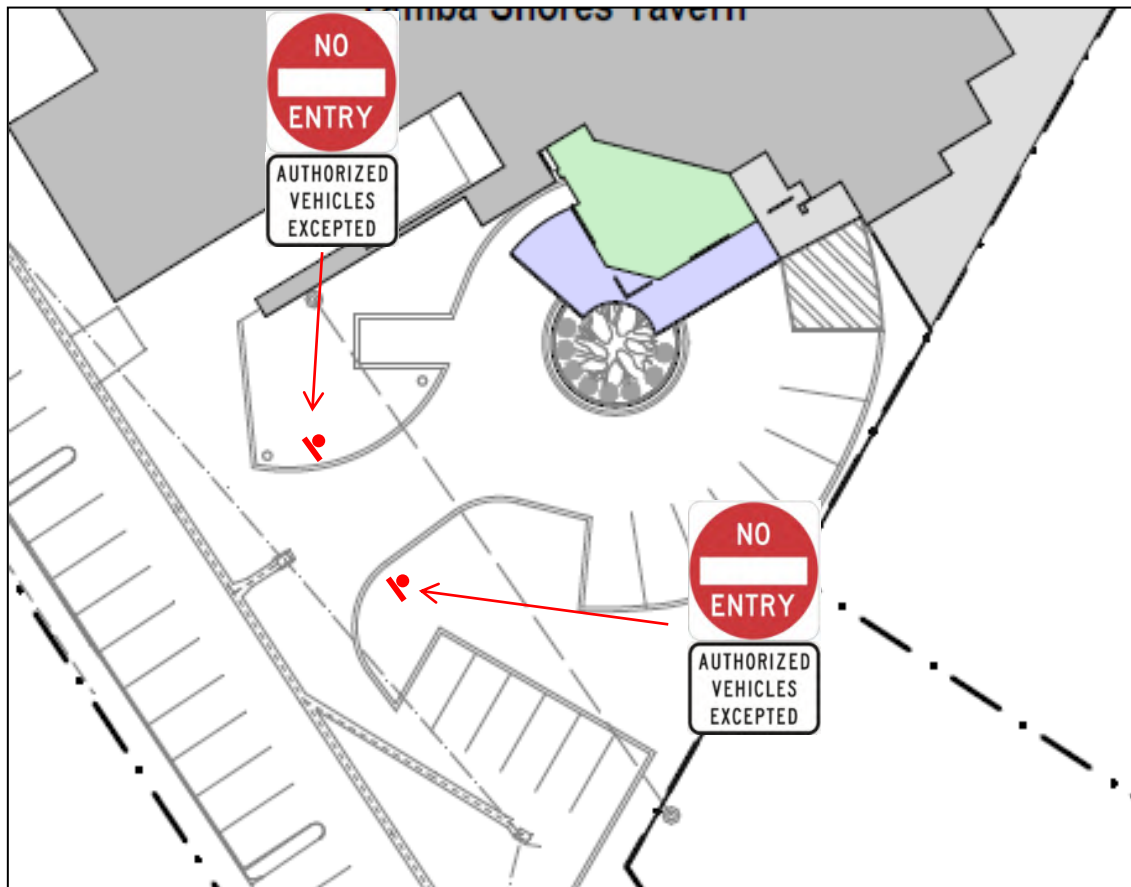
Based on the DCP requirements, the car parking generation of the development would increase from the surveyed demand of 73 spaces, to 100 spaces. On this basis, it is concluded that the proposed serviced apartments and extension to the tavern, is satisfactory.

Notwithstanding the above, RTE is of the view that the proposal will generate significant lower parking demands than that indicated by the DCP.

#### 4.5 Recommended traffic management

It is recommended that the car parking area located adjacent to the proposed outdoor seating area, be restricted to access by staff and other authorised vehicles (eg deliveries).

NO ENTRY (AUTHORISED VEHICLES EXCEPTED) signage should be implemented, as shown in Figure 4.1.



**FIGURE 4.1 – RECOMMENDED TRAFFIC MANAGEMENT MEASURES (TAVERN)**

## 5.0 ROAD NETWORK IMPACT

It is estimated that the proposed development will generate the following additional traffic volumes :

- Serviced apartments - 1.5 daily trips per bedroom = 15 vehicles per day
- Outdoor seating - 60 trips / 100m<sup>2</sup> = 42 vehicles per day
- Total - 57 vehicles per day

The above equates to less than 10 vehicle movements per hour during peak periods, which is considered to be low.

## 6.0 PROVISION FOR SERVICE VEHICLES

The proposed outdoor seating area will not generate any additional demand for service vehicle access. Such vehicles will continue to circulate around the main parking area and unload adjacent to the drive through bottle shop.

The proposed serviced apartments will not generate a significant demand for service vehicle access.

## 7.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- It is proposed that five serviced apartments be constructed on the site, together with an extension of the existing tavern to include an additional outdoor seating area.
- As part of the proposal, the existing car parking area will be reduced by 14 spaces, to a capacity of 132 spaces.
- Under the DCP, the proposed service apartments are required to provide 9 spaces, including three spaces for visitors. The proposed outdoor seating area is required to provide 18 spaces, under the Commercial DCP (which is used for reference).
- Car parking utilisation surveys were carried out over a two week period in late February and early March 2021. In terms of patronage levels, the applicant advises that this period is well above the annual average. The maximum recorded demand was 73 spaces, leaving 66 spaces available.
- Based on the DCP requirements, the car parking generation of the development would increase from the surveyed demand of 73 spaces, to 100 spaces. On this basis, it is concluded that the proposed capacity of 132 spaces is satisfactory.

**APPENDICES**

**APPENDIX A – CAR PARKING UTILISATION SURVEY**

Car parking zones



Traffic & Parking Assessment  
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CAR PARKING UTILISATION SURVEY

Method: Time lapse cameras

RTE ID: 21026

Location: On-site parking at Yamba Shores Tavern

TL = Total demand, AV = Available capacity

Time	Wed, 24 Feb 2021						Thu, 25 Feb 2021						Fri, 26 Feb 2021						Sat, 27 Feb 2021						Sun, 28 Feb 2021						Mon, 01 Mar 2021						Tue, 02 Mar 2021											
	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV						
CAPACITY	50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139	
9:00	1	0	0	0	1	138	0	0	1	0	1	138	0	0	0	0	0	139	3	0	0	0	3	136	2	0	0	0	2	137	1	1	0	0	2	137	1	0	0	0	1	138						
9:30	1	0	0	0	1	138	0	0	1	0	1	138	0	0	0	0	0	139	3	0	0	0	3	136	3	0	0	0	3	136	1	1	0	1	3	136	3	0	0	0	3	136						
10:00	1	0	1	0	2	137	1	0	1	0	2	137	0	0	1	0	1	138	3	0	0	0	3	136	2	0	0	0	2	137	1	1	0	1	3	136	1	0	0	0	1	138						
10:30	1	0	3	0	4	135	3	0	1	0	4	135	0	1	0	0	1	138	3	0	2	0	5	134	1	0	2	0	3	136	2	1	1	1	5	134	1	0	1	0	2	137						
11:00	5	0	5	0	10	129	0	0	1	0	1	138	1	0	1	0	2	137	3	1	3	0	7	132	1	0	1	0	2	137	0	1	1	1	3	136	3	0	1	0	4	135						
11:30	7	0	3	0	10	129	3	0	2	0	5	134	4	0	1	0	5	134	8	1	4	0	13	126	5	0	2	0	7	132	6	1	1	0	8	131	4	0	1	0	5	134						
12:00	21	2	3	0	26	113	12	1	3	0	16	123	17	2	4	1	24	115	9	2	7	0	18	121	27	1	2	1	31	108	11	0	1	0	12	127	9	0	2	0	11	128						
12:30	34	5	4	0	43	96	12	1	3	0	16	123	30	4	4	2	40	99	22	1	8	0	31	108	42	5	8	2	57	82	25	0	2	0	27	112	13	0	4	0	17	122						
13:00	28	8	5	0	41	98	22	1	4	1	28	111	27	6	3	2	38	101	30	2	6	0	38	101	37	7	15	1	60	79	27	0	3	0	30	109	16	0	2	0	18	121						
13:30	26	9	6	0	41	98	21	2	4	1	28	111	24	11	3	2	40	99	32	3	7	1	43	96	33	12	14	1	60	79	22	0	3	1	26	113	29	2	3	2	36	103						
14:00	17	4	4	0	25	114	19	3	4	1	27	112	32	8	2	1	43	96	24	5	6	1	36	103	37	12	15	2	66	73	9	0	1	1	11	128	19	1	3	1	24	115						
14:30	9	4	3	0	16	123	6	3	1	1	11	128	20	3	2	1	26	113	19	5	5	1	30	109	26	7	8	2	43	96	6	0	0	0	6	133	12	1	2	0	15	124						
15:00	7	2	2	0	11	128	1	1	0	0	2	137	12	3	1	0	16	123	9	4	4	0	17	122	10	7	3	1	21	118	3	0	0	0	3	136	6	1	0	0	7	132						
15:30	5	0	2	0	7	132	0	1	1	0	2	137	4	0	3	0	7	132	9	4	3	0	16	123	1	0	1	0	2	137	3	1	0	0	4	135	6	1	0	0	7	132						
16:00	10	0	3	0	13	126	6	0	1	0	7	132	2	0	3	0	5	134	11	2	5	0	18	121	2	0	0	0	2	137	5	2	0	0	7	132	5	0	1	0	6	133						
16:30	7	0	3	0	10	129	6	1	3	0	10	129	2	1	3	0	6	133	15	2	4	0	21	118	2	0	0	0	2	137	6	2	1	0	9	130	4	0	2	0	6	133						
17:00	10	0	4	0	14	125	6	1	3	1	11	128	5	2	4	0	11	128	12	1	5	0	18	121	2	0	0	0	2	137	7	0	3	0	10	129	7	0	3	0	10	129						
17:30	12	0	3	0	15	124	8	2	3	0	13	126	7	2	5	0	14	125	13	2	8	0	23	116	5	0	0	0	5	134	7	0	3	0	10	129	13	0	3	0	16	123						
18:00	11	0	3	0	14	125	25	3	3	0	31	108	21	5	5	0	31	108	19	3	9	0	31	108	6	1	0	0	7	132	13	1	6	0	20	119	22	2	4	0	28	111						
18:30	16	1	4	0	21	118	31	3	3	0	37	102	25	4	6	0	35	104	23	2	8	0	33	106	6	1	0	0	7	132	19	1	3	0	23	116	32	4	4	0	40	99						
19:00	26	1	4	0	31	108	34	4	3	0	41	98	30	5	6	0	41	98	27	3	9	0	39	100	7	2	0	0	9	130	25	1	3	0	29	110	24	4	4	0	32	107						
19:30	24	2	4	0	30	109	29	5	5	0	39	100	32	4	10	0	46	93	27	4	9	0	40	99	6	2	0	0	8	131	17	1	4	0	22	117	13	1	5	0	19	120						
20:00	19	2	4	0	25	114	25	4	5	0	34	105	28	2	10	0	40	99	17	3	8	0	28	111	6	2	0	0	8	131	10	0	4	0	14	125	6	0	5	0	11	128						



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Time	Wed, 03 Mar 2021						Thu, 04 Mar 2021						Fri, 05 Mar 2021						Sat, 06 Mar 2021						Sun, 07 Mar 2021						Mon, 08 Mar 2021						Tue, 09 Mar 2021											
	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV	A	B	C	D	TL	AV						
CAPACITY	50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139		50	20	33	36	139	
9:00	1	0	1	0	2	137	1	0	0	0	1	138	1	0	0	2	3	136	3	0	0	0	3	136	6	0	0	0	6	133	2	3	0	0	5	134	2	0	1	0	3	136						
9:30	1	0	1	0	2	137	1	0	0	0	1	138	1	0	0	3	4	135	2	0	0	0	2	137	6	0	0	0	6	133	3	3	0	1	7	132	2	0	1	0	3	136						
10:00	1	0	1	0	2	137	1	0	0	0	1	138	1	0	0	2	3	136	2	0	0	1	3	136	6	0	1	0	7	132	2	2	0	1	5	134	2	0	1	0	3	136						
10:30	0	0	4	0	4	135	1	0	0	0	1	138	1	0	1	2	4	135	2	1	3	1	7	132	6	0	2	0	8	131	3	2	1	1	7	132	3	1	2	0	6	133						
11:00	1	0	4	0	5	134	1	0	1	0	2	137	1	0	1	0	2	137	1	1	3	1	6	133	6	0	2	0	8	131	5	2	2	1	10	129	3	1	2	0	6	133						
11:30	3	0	4	0	7	132	6	0	1	0	7	132	5	0	1	0	6	133	4	1	5	0	10	129	7	1	3	0	11	128	7	2	3	0	12	127	7	1	1	0	9	130						
12:00	4	0	7	0	11	128	7	0	2	0	9	130	11	0	2	1	14	125	17	1	7	0	25	114	16	2	4	1	23	116	13	2	3	0	18	121	19	1	1	0	21	118						
12:30	11	0	7	0	18	121	14	0	2	0	16	123	23	0	2	1	26	113	25	5	9	0	39	100	32	6	6	2	46	93	28	6	2	0	36	103	19	4	2	0	25	114						
13:00	17	1	5	0	23	116	21	0	6	0	27	112	25	0	2	1	28	111	44	7	11	0	62	77	44	9	11	0	64	75	36	8	3	0	47	92	29	4	1	0	34	105						
13:30	19	1	3	0	23	116	19	0	5	0	24	115	27	2	5	2	36	103	41	7	14	1	63	76	41	13	16	3	73	66	38	8	4	1	51	88	31	2	0	2	35	104						
14:00	12	2	4	0	18	121	11	0	3	0	14	125	26	2	7	2	37	102	38	7	15	2	62	77	42	12	16	3	73	66	29	7	5	1	42	97	11	1	0	1	13	126						
14:30	5	2	1	0	8	131	9	0	0	0	9	130	12	0	5	2	19	120	32	5	11	2	50	89	36	14	14	3	67	72	10	7	3	0	20	119	5	2	0	0	7	132						
15:00	1	0	1	0	2	137	9	0	0	0	9	130	6	1	3	1	11	128	19	3	6	1	29	110	34	5	10	1	50	89	7	1	1	0	9	130	5	1	0	0	6	133						
15:30	3	0	1	0	4	135	11	1	0	0	12	127	1	1	2	1	5	134	21	4	3	0	28	111	25	12	12	0	49	90	4	1	0	0	5	134	4	1	0	0	5	134						
16:00	6	0	1	0	7	132	11	2	1	0	14	125	4	1	2	0	7	132	21	4	4	0	29	110	25	6	9	0	40	99	6	1	0	0	7	132	9	0	0	0	9	130						
16:30	7	1	3	0	11	128	14	2	4	1	21	118	5	0	5	0	10	129	24	3	6	0	33	106	23	6	10	0	39	100	6	2	2	0	10	129	10	1	1	0	12	127						
17:00	5	1	3	0	9	130	15	2	5	1	23	116	8	1	5	0	14	125	14	3	8	0	25	114	19	6	10	0	35	104	6	1	2	0	9	130	11	2	2	0	15	124						
17:30	5	0	6	0	11	128	11	0	3	0	14	125	17	1	5	0	23	116	19	2	7	0	28	111	16	5	7	0	28	111	7	1	3	0	11	128	11	1	2	0	14	125						
18:00	6	0	5	0	11	128	16	1	4	0	21	118	25	4	8	0	37	102	24	3	8	0	35	104	10	4	9	0	23	116	15	1	4	0	20	119	11	0	2	0	13	126						
18:30	14	0	5	0	19	120	19	1	4	0	24	115	31	3	12	1	47	92	31	4	9	0	44	95	17	5	8	0	30	109	19	4	5	0	28	111	14	0	2	0	16	123						
19:00	19	2	5	0	26	113	29	5	4	0	38	101	38	3	15	1	57	82	32	5	15	0	52	87	27	4	7	0	38	101	27	4	5	0	36	103	29	3	1	0	33	106						
19:30	12	2	5	0	19	120	30	4	4	0	38	101	29	2	13	1	45	94	32	7	16	1	56	83	23	4	5	0	32	107	26	2	3	0	31	108	27	3	1	0	31	108						
20:00	9	2	5	0	16	123	20	3	4	0	27	112	23	1	10	0	34	105	22	7	15	1	45	94	14	3	5	0	22	117	19	0	3	0	22	117	20	3	1	0	24	115						

Note: That the 'D' zone camera malfunctioned on 8 Mar and 9 Mar. Data from previous week assumed for that period.