

# Traffic Engineering Report

<b>To</b>	Gavmic Pty Ltd ATF Gavriel Family Trust c/- Bartley Burns	<b>Date</b>	30 March 2026
<b>Prepared by</b>	Luke Huang, Modus Graduate Traffic Engineer	<b>Approved by</b>	Harj Singh, Modus Executive Director (RPEQ 22364)
<b>Location</b>	19-21 Castlemaine Street and 10 Churchill Street, Coorparoo		
<b>Subject</b>	Proposed Gymnasium Development - Traffic Engineering Report		
<b>Status</b>	Final	<b>Attachments</b>	<b>Appendix A</b> – Development Plans <b>Appendix B</b> – Car Parking Surveys

## 1 Introduction

### 1.1 Overview

Modus has been commissioned by Gavmic Pty Ltd ATF Gavriel Family Trust, care of Bartley Burns, to provide traffic and transport advice in relation to the proposed Gymnasium development located at 19-21 Castlemaine Street and 10 Churchill Street, Coorparoo.

This Traffic Engineering Report has been produced by Modus to assess the traffic and transport engineering items in support of the proposed development.

Modus has completed this traffic report in accordance with the usual care and thoroughness of the consulting profession. The assessment is based on accepted traffic engineering practises and standards applicable at the time of undertaking the assessment. Modus disclaims responsibility for any changes to project planning or road conditions that may occur after completion of the assessment.

## 2 Existing Conditions

### 2.1 Site Location

The development site is located at 19-21 Castlemaine Street and 10 Churchill Street, Coorparoo, and is bounded Commercial / Office uses to the south, Castlemaine Street to the east and Churchill Street to the west.

Furthermore, the development site is currently zoned Low Impact Industry within the Brisbane City Council (BCC) Local Government Area.

Additionally, the development site currently accommodates a Gymnasium use with one (1) crossover provided onto Castlemaine Street and another one on to Churchill Street.

Figure 2-1 illustrates the site location context.

Figure 2-1 Site Location



## 2.2 Active and Public Transport Facilities

Dedicated pedestrian footpaths are provided along the verges of the surrounding roads, connecting the development site to the surrounding developments.

Furthermore, the Coorparoo train station is situated approximately 400m east of development site (a comfortable 5-minute walk).

## 2.3 Site Parking Conditions

As advised by the client, the following parking conditions are accommodated:

- ▶ A total of six (6) dedicated car parking spaces are exclusively available for the proposed Gymnasium use at all times,
- ▶ An additional four (4) car parking spaces are available from Model Consultants (located at 17 Castlemaine Street) between 5:00AM and 7:00AM and from 4:00PM onwards on weekdays, as well as during all weekend periods,
- ▶ An additional four (4) car parking spaces available from the Dance Studio on-site outside the hours of 4:00PM to 7:00PM,
- ▶ An additional seven (7) car parking spaces are available from Olympus Cheese Factory (located at 8-10 Churchill Street) from 3:00PM onwards on weekdays and during all weekend periods.

### 3 Proposed Development

The proposed development consists of a Gymnasium use, comprising a total Gross Floor Area (GFA) of 285 sq.m. An overview of the proposed development operations is detailed below:

- ▶ The proposed Gymnasium does not operate 24/7, all activity occurs only during scheduled class times,
- ▶ All sessions are coach-led and time-limited (up to 45 minutes),
- ▶ The proposed development will accommodate at most two (2) staff at any one time,
- ▶ No alterations are proposed to the existing car parking arrangement or supply on-site as detailed within Section 2.3 of this report.

Table 3-1 outlines the scheduled class times and typical attendance, as advised by the client.

Table 3-1 Scheduled Class Time and Typical Attendance

Scheduled Class Time	Typical Attendance
Monday – Friday: 5:00AM-6:00AM	10-15 patrons
Monday – Friday: 6:00AM-7:00AM	10-15 patrons
Monday – Friday: 7:00AM-8:00AM	4-10 patrons
Monday – Friday: 9:00AM-10:00AM	4-10 patrons
Monday – Friday: 12:00PM-1:00PM	4-10 patrons
Monday – Friday: 4:00PM-5:00PM	10-15 patrons
Monday – Friday: 5:00PM-6:00PM	4-10 patrons
Monday – Friday: 6:00PM-7:00PM	4-10 patrons
Saturday: 6:00AM-7:00AM	15-25 patrons
Saturday: 7:00AM-8:00AM	15-25 patrons

A copy of the development plans is provided at **Appendix A**.

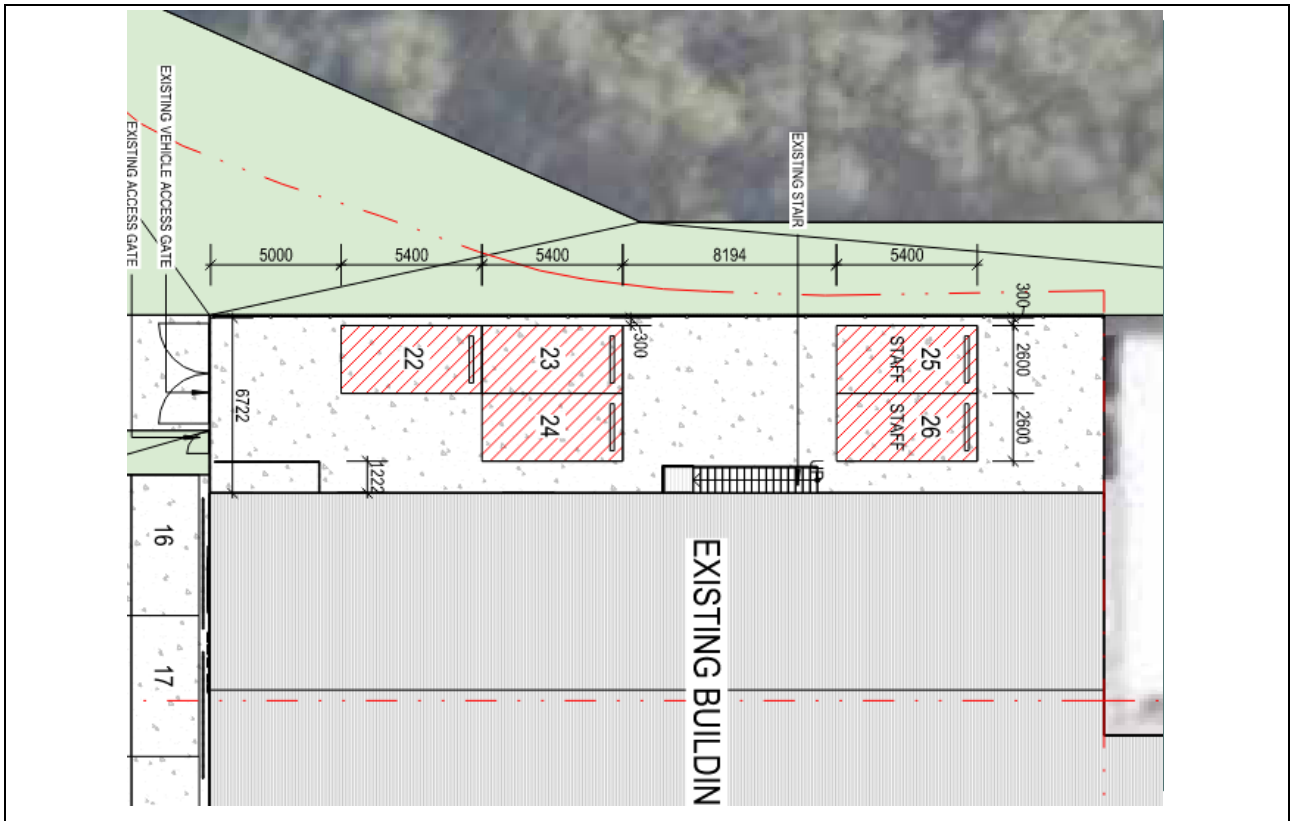
Furthermore, the client has advised that the existing Dance Studio use will continue to operate on-site on the following basis:

- ▶ Monday to Friday: 4:00PM to 7:00PM
- ▶ Saturday: 9:00AM to 1:00PM

Furthermore, the development will accommodate an additional five (5) spaces north-west of the building to accommodate staff parking and potential car parking overspill provisions.

These additional spaces are illustrated on Figure 3-1.

Figure 3-1 Staff Parking and Overspill Parking Area



Furthermore, it is noted that these car parking spaces are to be utilised when on-site car parking demand is highest and there is limited car parking availability.

As such, it is not anticipated Spaces 18 – 20 will be utilised for long periods of time.

## 4 Traffic and Transport Advice

### 4.1 Access, Parking and Driveway Design

Provided that the proposed development does not propose any alterations to the existing access and driveway components, no further consideration of the access and driveway components has been made, as the existing design arrangements can accommodate the proposed development.

### 4.2 Car Parking Provisions

#### 4.2.1 BCC Planning Scheme

In accordance with the BCC Transport, Access, Parking and Servicing Planning Scheme Policy (BCC TAPS PSP), the minimum car parking requirements for the development is 29 spaces (based on a parking rate of 10 spaces per 100 sq.m GFA).

#### 4.2.2 Practical Parking Demand

Modus notes that the car parking requirement outlined in Table 4-1 may not reflect practical parking demand.

Accordingly, Modus has assessed the practical car parking demand for the proposed Gymnasium use based on a first-principles assessment as follows:

- ▶ In line with Table 3-1, the typical maximum class attendance is up to 15 patrons on weekdays before 7:00AM, up to 10 patrons during weekdays after 7:00AM, and up to 25 patrons on weekends,
- ▶ Based on the nature of the proposed use in accommodating group class sessions, it is expected that a portion of patrons will travel to and from the site via carpooling. Therefore, Modus has assumed a nominal carpooling rate of 1.2 patrons per vehicle,
- ▶ The weekday classes between 12:00PM – 1:00PM are anticipated to accommodate Staff / employees of the nearby Commercial uses, and hence will not have a high number of patrons driving to the site,
- ▶ It is anticipated that a portion of patrons attending the use outside of business hours will be staff / employees of the nearby Commercial uses, and hence will simply walk to the use outside of business hours. Therefore, Modus has assumed a nominal 15% of patrons being staff / employees of the nearby Commercial uses outside business hours.

Therefore, the anticipated patron and staff parking demand across the week are outlined in Table 4-1.

Table 4-1 Anticipated Patron and Staff Parking Demand

Scheduled Class Time	Typical Patrons	Patron Carpooling Factor	Patron Attendance Rate from Surrounding Uses	Staff Parking Demand	Patron and Staff Parking Demand
Weekdays: 5:00AM-6:00AM	15 patrons	1.2 patrons / car	10% of patrons	2 staff spaces	13 spaces
Weekdays: 6:00AM-7:00AM	15 patrons	1.2 patrons / car	10% of patrons	2 staff spaces	13 spaces
Weekdays: 7:00AM-8:00AM	10 patrons	1.2 patrons / car	10% of patrons	2 staff spaces	10 spaces
Weekdays: 9:00AM-10:00AM	10 patrons	1.2 patrons / car	N/A	2 staff spaces	11 spaces
Weekdays: 12:00PM-1:00PM	10 patrons	1.2 patrons / car	100% of patrons	2 staff spaces	2 spaces
Weekdays: 4:00PM-5:00PM	15 patrons	1.2 patrons / car	N/A	2 staff spaces	15 spaces
Weekdays: 5:00PM-6:00PM	10 patrons	1.2 patrons / car	10% of patrons	2 staff spaces	10 spaces
Weekdays: 6:00PM-7:00PM	10 patrons	1.2 patrons / car	10% of patrons	2 staff spaces	10 spaces
Saturdays: 6:00AM-7:00AM	25 patrons	1.2 patrons / car	N/A	2 staff spaces	23 spaces
Saturdays: 7:00AM-8:00AM	25 patrons	1.2 patrons / car	N/A	2 staff spaces	23 spaces

#### 4.2.3 Available Car Parking Supply

As outlined within Section 2.3 of this report, additional car parking availability for the use is available from the surrounding uses located at Model Consultants (located at 17 Castlemaine Street) and the Olympus Cheese Factory (located at 8 Churchill Street).

On this basis, the available car parking supply for the proposed Gymnasium use across a weekday is outlined in Table 4-2.

Table 4-2 Available Car Parking Supply Across Weekday

Time	Current Parking Supply	Staff / Overspill Parking Supply	Model Consultants Supply	Dance Studio Supply	Olympus Cheese Factory Supply	Total Parking Availability
5:00AM-5:20AM	6 spaces	5 spaces	4 spaces	4 spaces	-	19 spaces
5:20AM-5:40AM	6 spaces	5 spaces	4 spaces	4 spaces	-	19 spaces
5:40AM-6:00AM	6 spaces	5 spaces	4 spaces	4 spaces	-	19 spaces
6:00AM-6:20AM	6 spaces	5 spaces	4 spaces	4 spaces	-	19 spaces
6:20AM-6:40AM	6 spaces	5 spaces	4 spaces	4 spaces	-	19 spaces
6:40AM-7:00AM	6 spaces	5 spaces	4 spaces	4 spaces	-	19 spaces
7:00AM-7:20AM	6 spaces	5 spaces	-	4 spaces	-	15 spaces
7:20AM-7:40AM	6 spaces	5 spaces	-	4 spaces	-	15 spaces
7:40AM-8:00AM	6 spaces	5 spaces	-	4 spaces	-	15 spaces
9:00AM-9:20AM	6 spaces	5 spaces	-	4 spaces	-	15 spaces
9:20AM-9:40AM	6 spaces	5 spaces	-	4 spaces	-	15 spaces
9:40AM-10:00AM	6 spaces	5 spaces	-	4 spaces	-	15 spaces
12:00PM-12:20PM	6 spaces	5 spaces	-	4 spaces	-	15 spaces
12:20PM-12:40PM	6 spaces	5 spaces	-	4 spaces	-	15 spaces
12:40PM-1:00PM	6 spaces	5 spaces	-	4 spaces	-	15 spaces
4:00PM-4:20PM	6 spaces	5 spaces	4 spaces	-	7 spaces	22 spaces
4:20PM-4:40PM	6 spaces	5 spaces	4 spaces	-	7 spaces	22 spaces
4:40PM-5:00PM	6 spaces	5 spaces	4 spaces	-	7 spaces	22 spaces
5:00PM-5:20PM	6 spaces	5 spaces	4 spaces	-	7 spaces	22 spaces
5:20PM-5:40PM	6 spaces	5 spaces	4 spaces	-	7 spaces	22 spaces
5:40PM-6:00PM	6 spaces	5 spaces	4 spaces	-	7 spaces	22 spaces
6:00PM-6:20PM	6 spaces	5 spaces	4 spaces	-	7 spaces	22 spaces
6:20PM-6:40PM	6 spaces	5 spaces	4 spaces	-	7 spaces	22 spaces
6:40PM-7:00PM	6 spaces	5 spaces	4 spaces	-	7 spaces	22 spaces

#### 4.2.4 Surrounding On-Street Car Parking Availability

To understand the on-street car parking conditions surrounding the development site, on-street car parking occupancy surveys were undertaken by Matrix Traffic and Transport Data on 2/12/2025 (Tuesday), 3/12/2025 (Wednesday), and 13/12/2025 (Saturday) on the following streets:

- ▶ Turbo Drive,
- ▶ Castlemaine Street,
- ▶ Morley Street,
- ▶ Churchill Street.

Figure 4-1 illustrates the coverage of the parking survey areas. A copy of the parking survey data is provided in **Appendix B**.

Figure 4-1 Parking Survey Area Coverage



#### 4.2.5 Cumulative Car Parking Assessment

Utilising the anticipated staff / patron parking demand across the day, in conjunction with the on-site and on-street parking availability across the day, Modus has assessed the tidal car parking assessment across the day to assess the impacts to the parking arrangements.

While the on-street car parking surveys do not cover the early class sessions on weekdays and weekends, the on-street parking availability from the survey commencement (i.e 7:00AM) is considered to represent the on-street parking conditions earlier in the day (i.e the on-street parking demand will not be greater in the mornings before 7:00AM).

Therefore, Modus has summarised the practical car parking demand in line with the class schedule and the capacity of on-street parking on Tuesday, Wednesday, and Saturday in Tables 4-3, 4-4, and 4-5 on the subsequent pages.

Table 4-3 Tuesday Car Parking Assessment

Time	Total Parking Demand	Total On-Site Parking Supply	On-Site Parking Shortfall	On-Street Parking Availability	Net On-Street Parking Availability
5:00AM-5:20AM	13 spaces	19 spaces	-	-	-
5:20AM-5:40AM	13 spaces	19 spaces	-	-	-
5:40AM-6:00AM	13 spaces	19 spaces	-	-	-
6:00AM-6:20AM	13 spaces	19 spaces	-	19 spaces	19 spaces
6:20AM-6:40AM	13 spaces	19 spaces	-	17 spaces	17 spaces
6:40AM-7:00AM	13 spaces	19 spaces	-	11 spaces	11 spaces
7:00AM-7:20AM	10 spaces	15 spaces	-	6 spaces	6 spaces
7:20AM-7:40AM	10 spaces	15 spaces	-	5 spaces	5 spaces
7:40AM-8:00AM	10 spaces	15 spaces	-	0 spaces	0 spaces
9:00AM-9:20AM	11 spaces	15 spaces	-	0 spaces	0 spaces
9:20AM-9:40AM	11 spaces	15 spaces	-	0 spaces	0 spaces
9:40AM-10:00AM	11 spaces	15 spaces	-	0 spaces	0 spaces
12:00PM-12:20PM	2 spaces	15 spaces	-	-	-
12:20PM-12:40PM	2 spaces	15 spaces	-	-	-
12:40PM-1:00PM	2 spaces	15 spaces	-	-	-
4:00PM-4:20PM	15 spaces	22 spaces	-	19 spaces	19 spaces
4:20PM-4:40PM	15 spaces	22 spaces	-	19 spaces	19 spaces
4:40PM-5:00PM	15 spaces	22 spaces	-	22 spaces	22 spaces
5:00PM-5:20PM	10 spaces	22 spaces	-	12 spaces	12 spaces
5:20PM-5:40PM	10 spaces	22 spaces	-	12 spaces	12 spaces
5:40PM-6:00PM	10 spaces	22 spaces	-	12 spaces	12 spaces
6:00PM-6:20PM	10 spaces	22 spaces	-	10 spaces	10 spaces
6:20PM-6:40PM	10 spaces	22 spaces	-	11 spaces	11 spaces
6:40PM-7:00PM	10 spaces	22 spaces	-	6 spaces	6 spaces

Table 4-4 Wednesday Car Parking Assessment

Time	Total Parking Demand	Total On-Site Parking Supply	On-Site Parking Shortfall	On-Street Parking Availability	Net On-Street Parking Availability
5:00AM-5:20AM	13 spaces	19 spaces	-	-	-
5:20AM-5:40AM	13 spaces	19 spaces	-	-	-
5:40AM-6:00AM	13 spaces	19 spaces	-	-	-
6:00AM-6:20AM	13 spaces	19 spaces	-	21 spaces	21 spaces
6:20AM-6:40AM	13 spaces	19 spaces	-	16 spaces	16 spaces
6:40AM-7:00AM	13 spaces	19 spaces	-	14 spaces	14 spaces
7:00AM-7:20AM	10 spaces	15 spaces	-	6 spaces	6 spaces
7:20AM-7:40AM	10 spaces	15 spaces	-	4 spaces	4 spaces
7:40AM-8:00AM	10 spaces	15 spaces	-	5 spaces	5 spaces
9:00AM-9:20AM	11 spaces	15 spaces	-	2 spaces	2 spaces
9:20AM-9:40AM	11 spaces	15 spaces	-	3 spaces	3 spaces
9:40AM-10:00AM	11 spaces	15 spaces	-	2 spaces	2 spaces
12:00PM-12:20PM	2 spaces	15 spaces	-	-	-
12:20PM-12:40PM	2 spaces	15 spaces	-	-	-
12:40PM-1:00PM	2 spaces	15 spaces	-	-	-
4:00PM-4:20PM	15 spaces	22 spaces	-	22 spaces	22 spaces
4:20PM-4:40PM	15 spaces	22 spaces	-	22 spaces	22 spaces
4:40PM-5:00PM	15 spaces	22 spaces	-	25 spaces	25 spaces
5:00PM-5:20PM	10 spaces	22 spaces	-	17 spaces	17 spaces
5:20PM-5:40PM	10 spaces	22 spaces	-	19 spaces	19 spaces
5:40PM-6:00PM	10 spaces	22 spaces	-	19 spaces	19 spaces
6:00PM-6:20PM	10 spaces	22 spaces	-	17 spaces	17 spaces
6:20PM-6:40PM	10 spaces	22 spaces	-	12 spaces	12 spaces
6:40PM-7:00PM	10 spaces	22 spaces	-	4 spaces	4 spaces

Table 4-5 Saturday Car Parking Assessment

Time	Total Parking Demand	Total On-Site Parking Supply	On-Site Parking Shortfall	On-Street Parking Availability	Net On-Street Parking Availability
6:00AM-6:20AM	23 spaces	22 spaces	1 space	Min 20 spaces*	Min 20 spaces*
6:20AM-6:40AM	23 spaces	22 spaces	1 space	Min 20 spaces*	Min 20 spaces*
6:40AM-7:00AM	23 spaces	22 spaces	1 space	Min 20 spaces*	Min 20 spaces*
7:00AM-7:20AM	23 spaces	22 spaces	1 space	Min 20 spaces*	Min 20 spaces*
7:20AM-7:40AM	23 spaces	22 spaces	1 space	Min 20 spaces*	Min 20 spaces*
7:40AM-8:00AM	23 spaces	22 spaces	1 space	Min 20 spaces*	Min 20 spaces*
9:00AM-9:20AM	0 spaces	22 spaces	-	23 spaces	23 spaces
9:20AM-9:40AM	0 spaces	22 spaces	-	20 spaces	20 spaces
9:40AM-10:00AM	0 spaces	22 spaces	-	20 spaces	20 spaces

\* On-street parking availability before 9:00AM is assumed to be consistent or less than the parking availability observed between 9:00AM – 10:00AM

Therefore, the summary findings of the car parking assessment on a Tuesday, Wednesday and Saturday are as follows:

- ▶ On Tuesdays and Wednesdays, the on-site car parking supply and the on-street car parking availability will accommodate the peak car parking demand
- ▶ On Saturdays, the on-site car parking supply and the on-street car parking availability will accommodate the parking demand comfortably without impacting the on-street parking conditions.

As such, the proposed car parking arrangements are considered acceptable from a traffic engineering perspective.

#### 4.2.6 Dance Studio Parking Provisions

As previously mentioned, the client has advised that the existing Dance Studio use will continue to operate on weekdays from 4:00PM to 7:00PM on Monday to Friday, and 9:00AM to 1:00PM on Saturdays.

As such, the cumulative parking provision of 21 spaces is considered acceptable in accommodating the parking demand for the existing Dance Studio use.

### 4.3 Servicing Arrangements

The nature of the proposed development will not require frequent servicing and will largely be associated with deliveries for new gymnasium equipment. Based on Modus' previous reviews of Gymnasium uses, the typical service vehicle required to service the proposed use will be a MRV service vehicle.

It is anticipated that the servicing (when necessary) will be undertaken on-site outside peak operational hours, in which the number of staff / patrons on-site will be very low. Modus also recommends that this servicing should be undertaken when the adjacent uses are also not operational.

### 4.4 Development Traffic Generation

Modus has referenced the trip generation data outlined in RMS Trip Generation and Parking Demand Surveys of Gymnasiums Report (2014), which indicates that Gymnasium uses correspond to a peak hour traffic generation of 3.6 trips per 100 sq.m GFA.

On this basis, the proposed Gymnasium use of yield 820.0 sq.m GFA is anticipated to generate up to 30 vehicles per hour (vph) based on the RMS Trip Generation and Parking Demand Surveys of Gymnasiums Report (2014). This traffic generation rate suggests the development will at most result in a new vehicle on the external road network once every 2 minutes on average across the peak hour period.

This represents a theoretical upper limit, as a reasonable proportion of patrons and staff associated with the proposed Gymnasium use are expected to be residents of surrounding dwellings and would therefore walk to and from the site.

Therefore, the proposed development traffic generation is not anticipated to compromise the safety nor efficiency of the external road network.

## 5 Summary

Therefore, Modus is of the opinion that the proposed development is acceptable from a traffic engineering perspective and will not have a substantial impact on the safety or efficiency of the external road network.

Should there be any issue with the above, please contact the undersigned.

Yours sincerely,

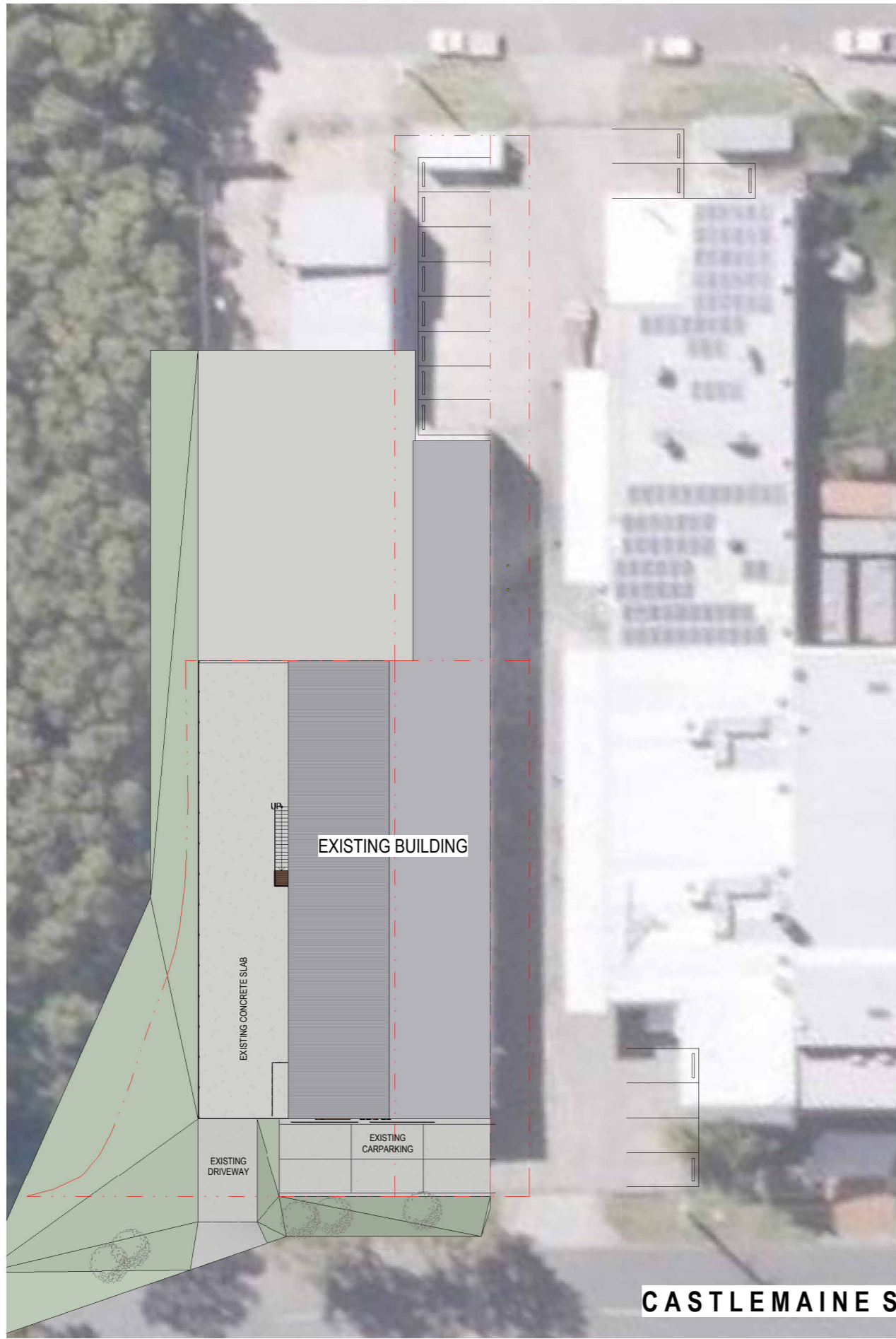
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**MODUS TRANSPORT AND TRAFFIC ENGINEERING**

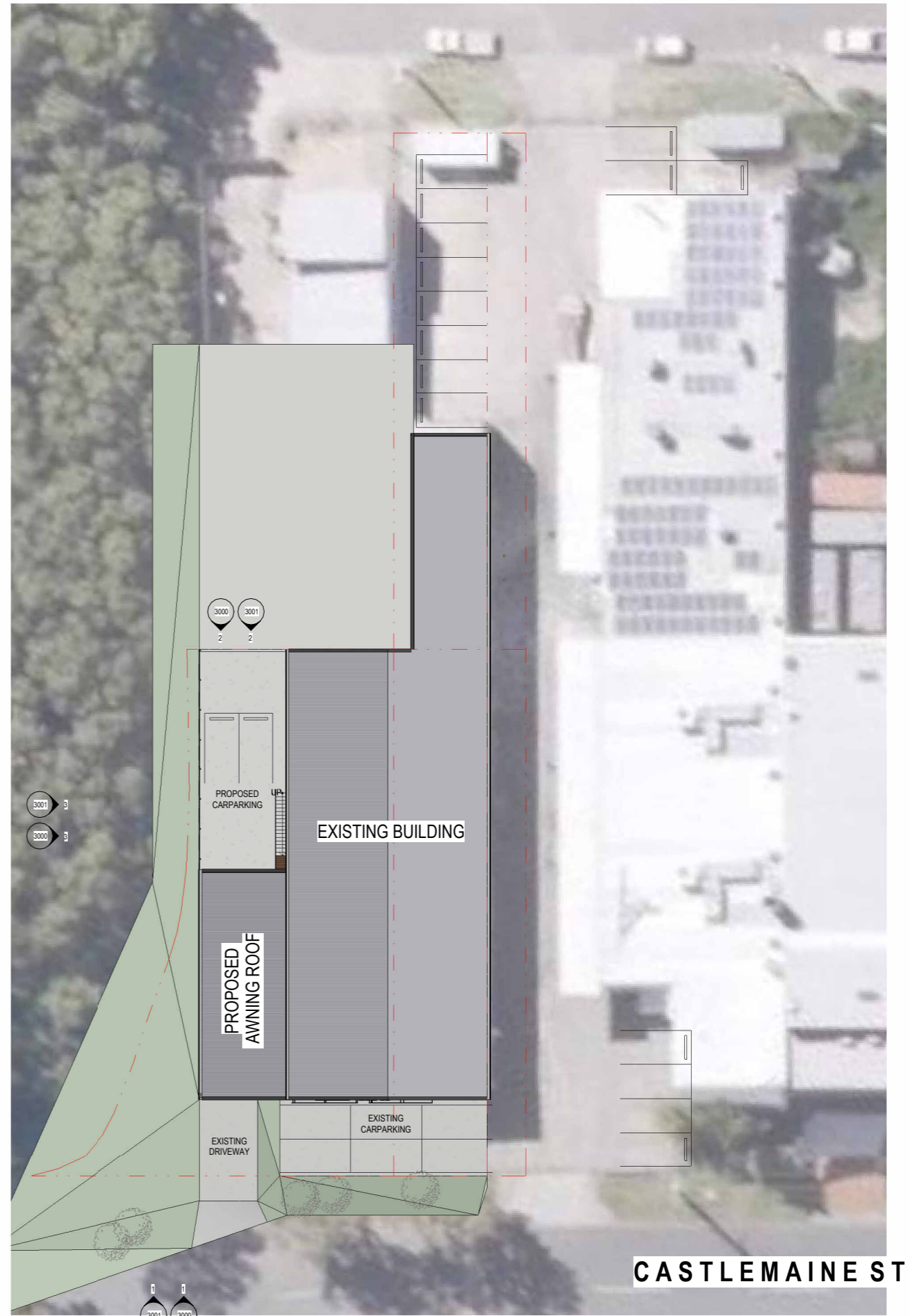
Harj Singh  
Executive Director (RPEQ 22364)

# APPENDIX A

## Development Plans

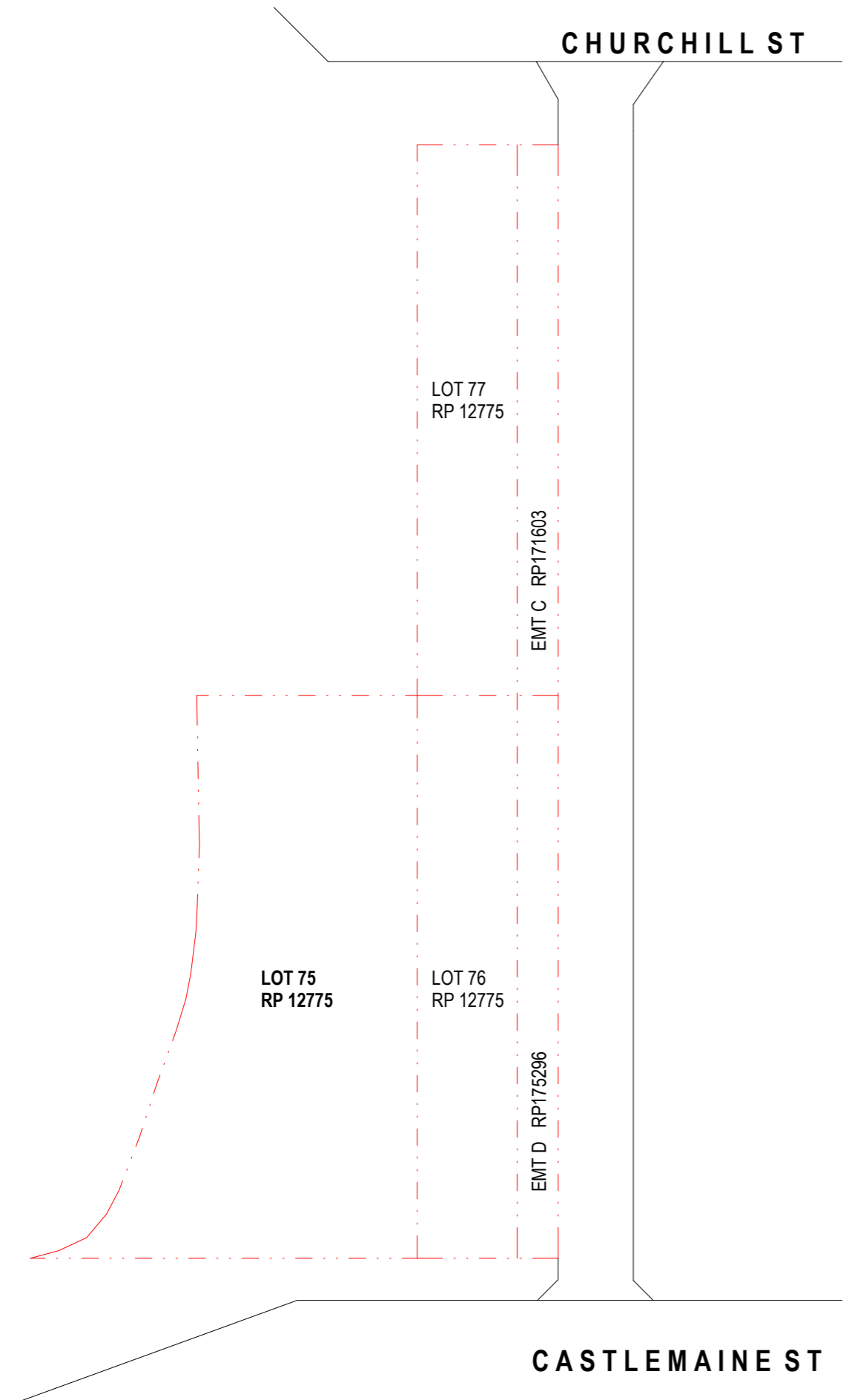


1 Site Plan - Existing  
3000 1:200

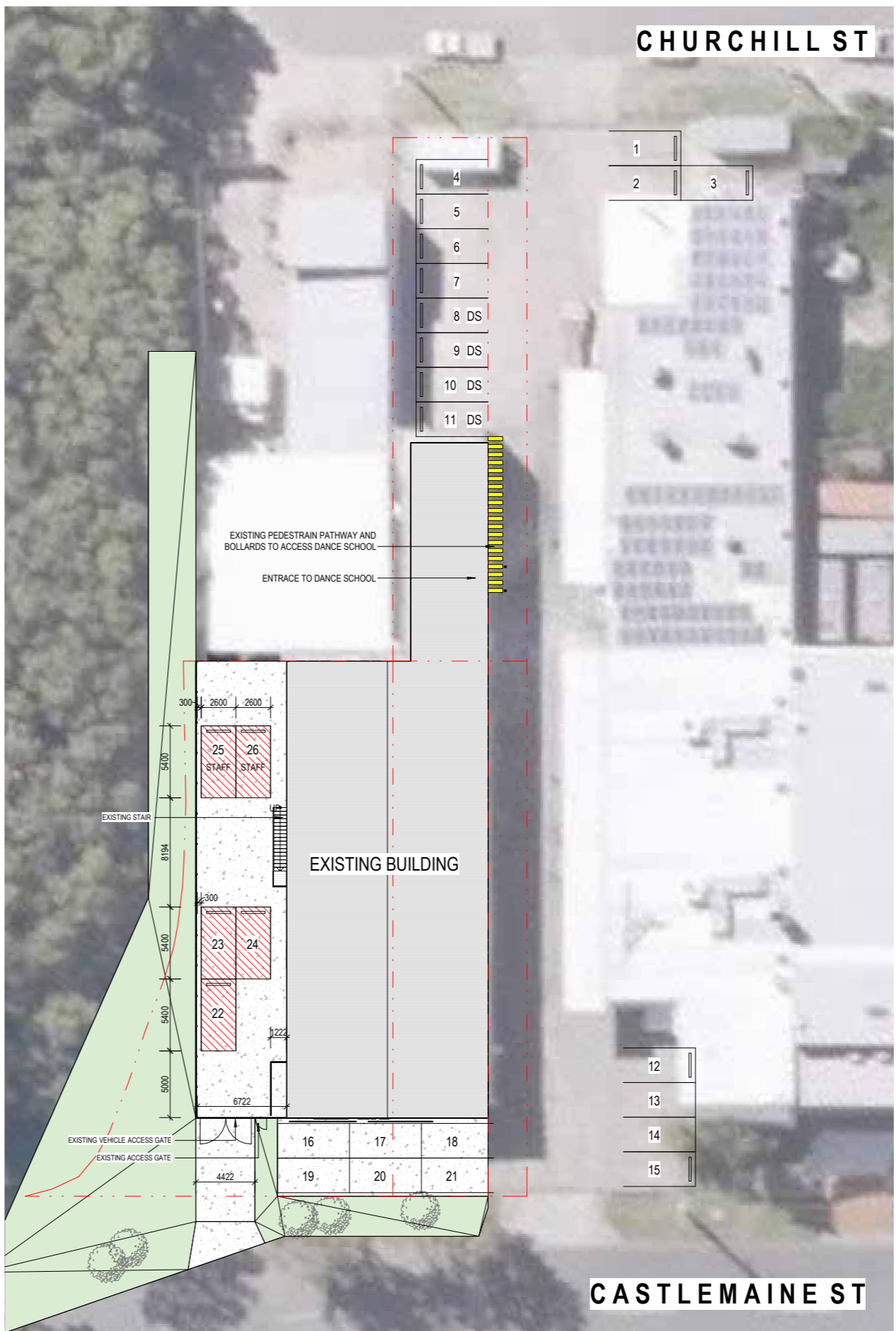


2 Site Plan - Proposed  
3000 1:200





1 Site Plan - LOT 75 Identification  
3000 1:200



2 Site Plan - Proposed - Carparking  
3000 1:200

**LEGEND**

	PROPOSED CARPARKS DEDICATED FOR GYM USE
12	CARPARK NUMBER
DS	CARPARK DEDICATED TO DANCE SCHOOL
	EXISTING PEDESTRIAN PATHWAY TO DANCE SCHOOL ENTRY

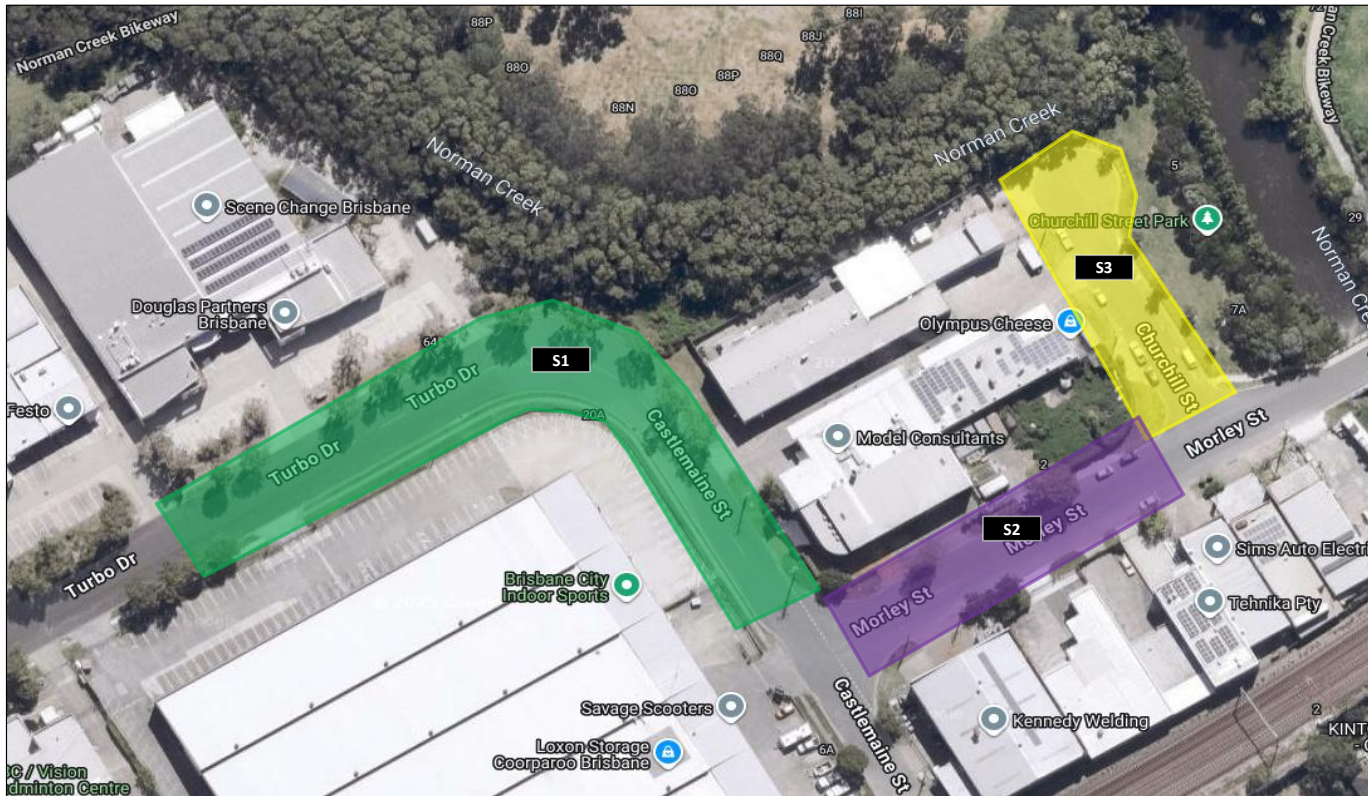
**CARPARKING SCHEDULE**

GFA OF GYM TENANCY	285m2
GFA OF DANCE SCHOOL	440m2
EXISTING CARPARKS FOR GYM TOTAL	21 CARPARKS
*REFER TO TRAFFIC ENGINEERING REPORT FOR OPERATION HOURS	
PROPOSED CARPARKS FOR GYM TOTAL	26 CARPARKS

# APPENDIX B

## Car Parking Surveys

Client Modus Engineering  
Location Coorparoo  
Date Tuesday 2 & Wednesday 3 & Saturday 13 December 2025 (3days)  
Description Parking Occupancy Survey



- [Location]  
S1. Turbo Dr & Castlemaine St Parking  
S2. Morley St Parking  
S3. Churchill St Parking

Client Modus Engineering  
 Location Coorparoo  
 Date Tuesday, 2 December 2025  
 Time 06:00-10:00 & 14:00-19:00  
 Description Parking Occupancy Survey



Street Name	Side of Street	Restriction	Applicable Hours	Supply	6:00	6:20	6:40	7:00	7:20	7:40	8:00	8:20	8:40	9:00	9:20	9:40	10:00	14:00	14:20	14:40	15:00	15:20	15:40	16:00	16:20	16:40	17:00	17:20	17:40	18:00	18:20	18:40	19:00		
S1. Turbo Dr & Castlemaine St Parking	North	No Stopping	12 noon- 10pm	8	6	6	7	7	6	7	6	8	8	8	8	8	7	8	7	7	6	6	7	6	6	6	6	6	6	6	6	7	7		
		No sign		2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	0	1	1	2	2	2	2	1	2	1		
	South	Bus Zone	12 noon- 10pm	8	4	4	5	7	7	7	7	7	7	7	7	7	7	7	7	6	6	4	3	3	3	3	5	5	5	7	6	7	8		
		No sign		1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	1	1	1	
	West	No sign		9	7	7	8	9	11	11	11	11	11	11	11	11	11	9	10	10	10	9	9	9	8	9	11	11	10	10	10	10	10	10	10
East	No sign		8	5	5	7	7	7	7	7	8	8	8	8	8	8	7	7	7	4	4	4	4	4	6	6	6	6	6	6	6	7	7	7	
Total				36	24	24	29	33	34	35	34	37	37	37	37	37	37	35	33	33	29	28	24	24	24	24	26	31	31	29	33	31	34	34	
% Capacity					67%	67%	81%	92%	94%	97%	94%	103%	103%	103%	103%	103%	97%	92%	92%	81%	78%	67%	67%	67%	67%	72%	86%	86%	81%	92%	86%	94%	94%		
S2. Morley St Parking	North	No sign		7	2	2	2	2	2	3	3	3	3	3	3	3	3	2	2	2	2	4	2	2	2	2	2	2	2	2	2	2	2		
	South	No sign		5	1	2	4	5	4	6	5	6	5	5	5	5	5	5	5	3	3	3	4	3	3	1	2	2	4	5	5	5	5		
Total				12	3	4	6	7	6	9	8	9	8	8	8	8	8	8	7	7	5	5	7	6	5	5	3	4	4	6	7	7	7	7	
% Capacity					15%	23%	50%	58%	50%	75%	67%	75%	67%	67%	67%	67%	67%	67%	58%	58%	41%	41%	58%	50%	41%	41%	15%	23%	38%	50%	58%	58%	58%	58%	
S3. Churchill St Parking	West	No sign		4	6	6	6	6	6	6	6	6	6	6	7	6	6	6	6	6	6	6	6	5	5	3	6	6	6	3	5	5	5		
	East	No sign		4	4	5	4	4	5	6	7	6	5	6	6	5	5	5	5	4	4	5	6	5	3	3	2	3	3	3	3	2	4	3	
Total				8	10	11	10	10	11	12	13	12	11	13	12	11	11	11	11	10	10	10	11	12	11	8	8	5	9	9	9	6	7	9	8
% Capacity					125%	138%	125%	125%	138%	150%	163%	150%	138%	163%	150%	138%	138%	138%	138%	125%	125%	138%	150%	138%	100%	100%	63%	113%	113%	113%	75%	88%	113%	100%	

Client Modus Engineering  
 Location Coorparoo  
 Date Wednesday, 3 December 2025  
 Time 06:00-10:00 & 14:00-19:00  
 Description Parking Occupancy Survey



Street Name	Side of Street	Restriction	Applicable Hours	Supply	6:00	6:20	6:40	7:00	7:20	7:40	8:00	8:20	8:40	9:00	9:20	9:40	10:00	14:00	14:20	14:40	15:00	15:20	15:40	16:00	16:20	16:40	17:00	17:20	17:40	18:00	18:20	18:40	19:00	
S1. Turbo Dr & Castlemaine St Parking	North	No Stopping	12 noon- 10pm	8	6	6	6	7	6	6	7	7	7	7	7	7	7	5	5	5	4	4	4	3	3	3	2	2	2	4	6	6	4	
		No sign		2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	0	0	1	2	2	2	2	2	1	2	2	1
	South	Bus Zone	12 noon- 10pm	8	5	5	7	7	8	8	8	8	7	7	7	8	8	5	4	5	4	4	3	2	2	2	5	5	5	3	4	7	7	
		No sign		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	West	No sign		9	8	10	9	12	12	12	12	12	12	12	12	12	12	12	11	11	9	9	8	8	8	8	7	9	9	9	9	9	10	9
East	No sign		8	2	3	4	7	7	7	7	6	7	7	7	8	8	8	6	5	5	5	3	4	4	4	5	8	6	8	6	8	8	5	
Total				36	23	27	29	36	36	36	37	36	36	36	37	38	38	30	28	26	24	20	20	19	20	20	27	25	27	24	28	34	27	
% Capacity					64%	75%	81%	100%	100%	100%	103%	100%	100%	100%	103%	106%	106%	83%	78%	72%	67%	56%	56%	53%	56%	56%	75%	69%	75%	67%	78%	94%	75%	
S2. Morley St Parking	North	No sign		7	2	2	2	2	3	2	2	2	2	4	2	2	2	4	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	South	No sign		5	2	3	3	4	5	4	4	4	5	5	5	5	5	5	5	5	5	5	5	5	4	2	3	3	1	3	2	5	4	
Total				12	4	5	5	6	8	6	6	7	9	7	7	7	7	9	9	8	7	7	7	7	6	4	5	5	3	5	4	7	6	
% Capacity					33%	41%	41%	50%	67%	50%	50%	50%	58%	75%	58%	58%	58%	75%	67%	56%	58%	58%	58%	58%	50%	33%	41%	41%	25%	41%	33%	56%	50%	
S3. Churchill St Parking	West	No sign		4	4	4	4	4	4	5	5	5	5	5	5	5	5	4	4	4	4	5	5	5	4	4	4	4	4	5	5	6	6	
	East	No sign		4	4	4	4	4	4	4	4	4	4	4	4	4	4	2	3	3	4	3	3	3	4	3	3	3	3	5	7	5	4	
Total				8	8	8	8	8	9	9	9	9	9	9	9	9	9	6	7	7	8	8	8	8	8	7	7	7	7	10	12	11	10	
% Capacity					100%	100%	100%	100%	100%	113%	113%	113%	113%	113%	113%	113%	113%	75%	88%	88%	100%	100%	100%	100%	100%	100%	88%	88%	88%	88%	125%	150%	138%	125%

**Client** Modus Engineering  
**Location** Coorparoo  
**Date** Saturday, 13 December 2025  
**Time** 09:00-14:00  
**Description** Parking Occupancy Survey



Street Name	Side of Street	Restriction	Applicable Hours	Supply	9:00	9:20	9:40	10:00	10:20	10:40	11:00	11:20	11:40	12:00	12:20	12:40	13:00	13:20	13:40	14:00
S1. Turbo Dr & Castlemaine St Parking	North	No Stopping	12 noon-10pm	8	4	4	4	5	4	4	4	4	3	3	3	3	3	3	4	4
		No sign		2	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	1
	South	Bus Zone	12 noon-10pm	8	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	2
		No sign		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	West	No sign		9	8	8	7	9	9	9	8	7	7	8	7	8	8	8	7	7
	East	No sign		8	5	7	6	7	5	4	5	4	5	4	3	5	5	7	5	4
<b>Total</b>				<b>36</b>	<b>20</b>	<b>22</b>	<b>20</b>	<b>25</b>	<b>22</b>	<b>21</b>	<b>20</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>16</b>	<b>19</b>	<b>19</b>	<b>23</b>	<b>21</b>	<b>19</b>
<b>% Capacity</b>					<b>56%</b>	<b>61%</b>	<b>56%</b>	<b>69%</b>	<b>61%</b>	<b>58%</b>	<b>56%</b>	<b>50%</b>	<b>50%</b>	<b>50%</b>	<b>44%</b>	<b>53%</b>	<b>53%</b>	<b>64%</b>	<b>58%</b>	<b>53%</b>
S2. Morley St Parking	North	No sign		7	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	South	No sign		5	1	1	1	1	1	2	2	2	2	1	0	1	0	0	1	1
<b>Total</b>				<b>12</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>
<b>% Capacity</b>					<b>25%</b>	<b>25%</b>	<b>25%</b>	<b>25%</b>	<b>25%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>33%</b>	<b>25%</b>	<b>17%</b>	<b>25%</b>	<b>17%</b>	<b>17%</b>	<b>25%</b>	<b>25%</b>
S3. Churchill St Parking	West	No sign		4	6	6	7	7	6	7	7	7	7	7	7	7	5	5	5	5
	East	No sign		4	4	5	6	4	4	6	5	5	4	4	4	4	5	4	4	4
<b>Total</b>				<b>8</b>	<b>10</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>9</b>
<b>% Capacity</b>					<b>125%</b>	<b>138%</b>	<b>163%</b>	<b>138%</b>	<b>125%</b>	<b>163%</b>	<b>150%</b>	<b>150%</b>	<b>138%</b>	<b>138%</b>	<b>138%</b>	<b>138%</b>	<b>150%</b>	<b>113%</b>	<b>113%</b>	<b>113%</b>