

PROPOSED TRANSPORT ARRANGEMENTS FOR PAPAL MASS  
AT NATIONAL EXHIBITION CENTRE; NOVEMBER 24TH 1986

1. Timetable of Events

- . Timetable of Papal movements attached together with plan indicating intended destinations and likely route to NATEX (Attachment 1).
- . No major conflicts anticipated between Papal vehicle and congregation traffic
  - on arrival provided that suitable target set by Church to have congregation in place
    - : suggest 2:20 (1 hour before arrival of Pope)
    - : southern entry on Flemington Road to be closed to public from, say, 3:00 to 3:30 to ensure no conflicts
    - : other gates to remain open for late arrivals
  - on departure due to Papal vehicle leaving first
    - : in moving from Government House to Parliament House, and from Parliament House to Archbishop's Residence, Papal motorcade will encounter higher than normal traffic flows associated with dispersal of NATEX congregation
    - : any potential conflicts easily controlled by normal police escort operations.
- . Papal motorcade to enter NATEX via southern entry on Flemington Road at approximately 15:20 hours
  - Papal vehicle leaves motorcade to tour congregation
  - rest of motorcade moves to Papal compound to await departure after Mass.
- . Papal motorcade exits via Northbourne Avenue/Stirling Avenue gate after Mass (at approximately 18:00 hours)
  - see Figure 1.2 (Attachment 1).

1. Scale of Transport Task for Mass

- . Expected attendance in range 100,000-150,000
  - about 90,000 Catholics in Canberra/Queanbeyan
  - about 200-250,000 Catholics in potential hinterland
  - some 5-10,000 non-Catholics could attend
  - lower figures likely if live TV coverage
  - lower figures if bad weather (see Section 3).
- . For planning purposes an estimate of 140,000 has been adopted.
  - consistent with congregation capacity identified for NATEX venue.
- . Anticipated method of arrival given below.

ORIGIN	MAIN MODE OF TRAVEL					TOTAL
	CAR DRIVER	CAR PASSENGER	PRIVATE BUS	ACTION	OTHER	
Canberra/ Queanbeyan	15,200	22,800	7,000	23,000	2,000	70,000
	(Car Occupancy 2.5)					
Surrounding Region	12,700	23,300	30,000		2,000	70,000
	(Car Occupancy 3.0)					
<b>TOTAL</b>	27,900	48,100	37,000	24,000	3,000	140,000
	(800-900 coaches)					

- . Need to provide for 28,000 parked cars, 800-900 private coaches, movement of 24,000 by ACTION buses and other special facilities for taxis, VIP vehicles, emergency vehicles, disabled and others as required.
  - if lower attendance level (100,000) and higher car occupancy levels (0.5 higher than assumed) scale of car parking demand drops from 28,000 to 18,000
  - sensitivity of proposals to change in basic assumptions to be considered.

## 3. Likely Weather Conditions

- . Summary climatic data for Canberra given in Attachment 3
  - rain expected one day in 3; one in 10 chance of thunder
  - monthly rainfall varies from 4mm to 135mm
  - monthly mean evaporation rate 200mm
  - greatest rain in one day 64mm
  - probability of NO RAIN, 67%
  - probability of rain less than mean evaporation rate (7.4mm), 90%
  - probability of rain less than 12.4mm (approx 1/2 inch) 93%
  - likelihood of raining for 3 or more days consecutively in November is, on average, once a year
- . High probability that insufficient rain will fall to preclude use of fields/open space areas adjacent to NATEX as car parks
  - basic plan to be adaptable to meet the effects of varying levels of rain through appropriate measures to be taken on the day (see Section 9 for wet weather contingencies)
  - preferable to planning for very wet weather
    - : consider experiences with World Cup.

## 4. Basic Planning Principles in Meeting Transport Task

- . Establish adequate parking areas close to (within 2km) NATEX, with visitors walking to venue.
- . Use shuttle buses to ferry congregation to venue from more distant parking areas if required, or in special circumstances.
- . Plan on use of open space areas for parking.
- . Have viable contingency plan in the event of poor weather.
- . Ensure capacity constraints imposed by traffic access, parking areas, bus system and pedestrian facilities are all compatible (ie no major weak links).
- . Attempt to clear venue of visitors to cars, buses or coaches before dark (sunset 19:56 hours).
- . Balance location of private car parks and coach parks in accordance with expected main approach route flows (ie minimise the amount of traffic having to traverse the NATEX area to reach parking).
- . Encourage a balanced distribution of traffic accessing venue from the 3 major approach routes (Federal, Barton and Northbourne/Limestone) in line with traffic capacity constraints of each route.

- . Priority in access and parking to be given to ACTION buses and private coaches (plus other special vehicle groups).
- . Minimise conflicts between buses/coaches and cars; and more importantly between pedestrians and all vehicles.
- . Segregate ACTION terminus facilities from main areas of pedestrian and vehicle activity.
- . Provide maximum information on traffic arrangements through the Catholic Church hierarchy; supported by appropriate sign posting, press announcements/adverts, and use of marshals/police.
- . Effective marshalling of carpark areas plus key intersections to ensure efficient traffic operations.
- . Minimise the need for road closures and controls requiring high manpower resources.
- . Allow for the maximum possible range of vehicle and pedestrian movements to occur.

#### 5. Regional Traffic Access to Venue

- . Attachment 2 (figure 2.1) illustrates predicted regional traffic movements and route capacities associated with a congregation level of 140,000.
- . These flows are subject to potential variation but are generally considered at the high end of the likely ranges
  - reduced attendance (to 100,000) and higher car occupancy levels could reduce car flows by one third
  - regional flows based on assumption that most of those coming from outside ACT will arrive on the day
    - : a high level of overnight camping or billeting within Canberra will have significant effects and is not preferred
    - = facilities need to be established for camping; venue parking demands could be reduced by parking at campsites and use of shuttle buses

= if major billeting in Canberra traffic flows more heavily concentrated on Northbourne Avenue, higher demands for ACTION but lower parking needs at venue.

- Federal Highway flows based on assumption of reasonable attendance from fringe areas of Sydney (eg Campbelltown), therefore could be high.

To enable appropriate planning to proceed suggested that Catholic Church survey surrounding parishes to obtain information on various factors

- likely attendance levels from various areas (percentage of Catholics) and likely method of arrival
- anticipated need for camping or other accommodation (indicate preference for travelling on day from a transport planning viewpoint).

Results of surveys and regional traffic flow estimates to be distributed to accommodation organisers, if required, and to the surrounding major towns

- for their planning of any special traffic arrangements
- for their use in providing for needs of travellers (food, toilets, etc).

Traffic expected to arrive starting 9:30-10:00am and continuing at high levels to around 14:00-14:30 hours, with a few late arrivals

- avoids conflict with morning peak hour
- early arrivals to be encouraged due to likely delays in accessing parking areas and then walking to venue
- appropriate supporting entertainment/facilities at NATEX
- traffic capacity problems not envisaged on arrival provided adequate marshalling within car parks.

Traffic departures more concentrated, likely to take 2 hours to clear all site of people and get them to carparks or bus loading areas

- sunset approximately 2 hours after Pope leaves Mass
- likely to take up to 3 hours to clear parking areas of vehicles
- useful to use pedestrian exiting capacities of NATEX venue to control exiting vehicle movements from carparks.

- need to ensure adequate traffic control and circulation routes within carparks
- need for control of key intersections (see Section 8).
- . Ideally for efficient departures there should be minimal cross traffic within NATEX and broader area
  - visitors from a particular route (say Barton Highway) assigned to particular parking areas (say Mitchell or Race Course). Park and walk to venue by closest gate and then occupy particular pens within venue site
  - this minimises pedestrian/pedestrian conflicts, as well as pedestrian/vehicle conflicts, without need for major marshalling and police controls
  - this should be encouraged by pre-publicity via Church and local papers plus advisory signs on day.
- . Potential exists for organisers to release people from site by groups of pens to regulate the flows of people and vehicles from venue to ensure most efficient departure.
- . Most significant constraints on route capacity exist on Federal Highway
  - regional traffic estimates via this route probably high given competition with Sydney venue
  - if survey results confirm estimates need to encourage coach use and higher car occupancies from these areas and to reduce use made of Majura Lane for local traffic
  - alternatively consideration can be given to closing Federal Highway to Canberra at Majura Lane for 2 hours (18:00 to 20:00) to double exiting traffic capacity (not preferred as potential accidents).

6. Parking

- . Target is space for 28,000 cars, 800-900 coaches and various special vehicle facilities, based on 140,000 attending.
- . The car spaces should be allocated as follows
  - 8,500 serving Barton Highway/Belconnen
  - 8,500 serving Federal Highway (probably high)
  - 11,000 serving Northbourne/Limestone Avenue.

Identified public parking areas listed below

- Northbourne Avenue verge southside
  - : Barton Highway - Phillip Avenue (400 spaces) ]
  - : Phillip Avenue - Stirling Avenue (700 spaces) ] 1600
  - : Stirling to Antill Street (500 spaces) ]
- Northbourne Avenue median
  - : Barton - Phillip Avenue (400 spaces) ]
  - : Flemington - Stirling (300 spaces) ] 700
- Northbourne Avenue verge Northside
  - : Barton - Flemington (and up to drain) (2300 spaces)
- On street in Downer and Watson (approx 4000 spaces) (including Phillip Avenue)
- Stirling Avenue road reserve and adjacent areas (3500)
- Drive-in-Theatre (if required as overflow or special uses) (500)
- Section 76, North Watson (next to Drive-in) (2000)
- Carotel approach road verge (250)
- Area north of NATEX, west of Wells St road (8500)
- Racecourse
  - : centre of main course (3600)
  - : outside main course (1500)
  - : centre trotting track (350)

[NB: Racecourse to be protected from damage, a rear vehicle access to the Racecourse parking across Sullivans livans Creek Drain close to Phillip Avenue would be of major benefits].
- Canberra Riding Club (1800)
- Mitchell
  - : Sections 7 and 13 unleased land (2200)
  - : On street (800)

Total identified parking stock within 2km = 33,600

- Potential overflow sites not included above
  - : area east of Wells Station Road 2700
  - : area parallel to Lomond Place West of Mitchell 3-4000

- . Ample parking available provided reasonable weather and marshalls efficiently utilise available space
  - Only 10,000 spaces all weather (see Section 9).
- . More detailed inspection and design work required to confirm estimates, establish susceptibility of areas to rain, develop car park layout and access proposals, preclude any unsuitable areas and establish firm list of works/actions required to use areas as carparks.
- . Special Vehicle Parking
  - Disabled to be accommodated with NATEX
  - Press/TV to be accommodated within NATEX or between drain and Flemington Road
  - Others either in area between drain and Flemington Road or on NATEX Camping ground (possible use of Drive-in-Theatre also if required)
  - Need to develop suitable pass system and establish firm needs
  - Diplomats expected to park around Parliament House and use buses to NATEX.
- . Private coach parking
  - Barton Highway/Northbourne Avenue traffic to area north of Randwick Road close to Flemington (capacity approx 500 coaches)
  - Federal Highway/Majura Lane traffic to Arena 2 NATEX (capacity approx 500 coaches)
  - Target capacity is 800-900 coaches
  - Randwick Road coach park to exit via Flemington/Bellenden to avoid congestion on Randwick Road.
- . Parking areas identified in figure 2.2, Attachment 2.

## 7. Bus Facilities and Operations

- . Proposed to operate special shuttle services to NATEX from the 3 interchanges (Belconnen, Civic and Woden) supported by augmented route feeder services or special limited stop feeder services for particular areas

- use of ACTION buses will not conflict with normal peak tasks (commuters plus schools)
- no problems anticipated on arrivals due to spread of arrival times
- major problems on departures due to concentration of departure times and need to avoid conflicts with other pedestrian and vehicle movements
- 200 buses available to move people from NATEX at around 1800 hours (capacity of about 14,000 people, compared to predicted task of 24,000). Most of these will return to NATEX to reload although others will be used to further augment feeder route services.
- . Special bus loading areas and passenger marshalling areas to be established as shown in Figure 2.3 (Attachment 2)
  - pedestrian exits along Northbourne Avenue boundary of NATEX need to be widened (or sections of fence removed) to accommodate passenger flows.
- . Identified parking areas all within 2km of NATEX and therefore within walking distance. Possible to develop special shuttle services to and from more remote parking areas (see inset to Figure 2.3)
  - Mitchell shuttle loop (probable)
  - Racecourse shuttle loop (unlikely to be necessary, would be caught up in overall congestion on departure and be ineffective).
- . Mitchell shuttle requires bus-turnaround to be formed close to Randwick Road/Flemington Road intersection
  - northern end of unsealed carpark between Flemington Road and Sullivans Creek drain.
- . In the event of wet weather other special shuttle services will be brought in to feed more remote parking areas (see Section 9).
- . Storage of buses at NATEX to feed major bus departure areas identified for the southbound carriageway of Flemington Road below Sandford Street.

8. Road Closures/Traffic Control

- . Flemington Road will be closed all day from Sandford Street to Northbourne Avenue (including at Randwick Road) to all but buses/coaches and special vehicles.

- . Randwick Road to be closed at Barton Highway, and Wells Station Road to be closed at Northbourne Avenue to all entering traffic from 6:00-8:00pm.
- . Advisory signs to divert through traffic away from NATEX area at
  - Antill Street/Northbourne Avenue (north)
  - Antill Street/Monat Street/Northbourne Avenue
  - Barton Highway/Ellenborough
  - not possible to divert resources to enforce these measures (through traffic will wish to avoid congestion).
- . Police to control key intersections primarily for departure (6-8pm)
  - Northbourne/Wells Station
  - Northbourne/Stirling
  - Northbourne/Flemington
  - Northbourne/Phillip
  - Northbourne/Barton
  - Barton/Randwick
  - Barton/Bellenden
  - Flemington/Sandford
  - Flemington/Randwick
- . Northbourne/Antill/Mouatt intersection to be either police controlled or phasings changed to ensure efficient movement of traffic both to and from NATEX venue.
- . Advisory signs to encourage traffic from major approach routes to use designated parking areas
  - Barton Highway/Belconnen traffic to Mitchell, Racecourse plus part use of area north of NATEX
  - Federal Highway traffic to areas off Wells Station Road and Northbourne Avenue (Antill Street to Phillip Avenue)
  - Northbourne/Limestone traffic to Downer, Watson, Stirling Avenue, areas off Northbourne (up to Flemington) plus some use of riding club/racecourse.

9. Wet Weather Contingency

- . Works will be undertaken on access points to all major open space car parks to ensure continuing use under low rainfall conditions
  - avoids breakdown of surface in high vehicle manoeuvring areas.

- . If rainfall increases decisions will be taken by police closer to the day to preclude certain areas
  - close gates plus some roads? (eg Wells Station Road)
- . Extent of alternative parking required depends several factors
  - extent of rainfall in both severity and period of rain before the event
  - impact of rainfall upon attendance, bus use and car occupancy levels
  - estimated worst case would be to create a demand for all weather parking to around 18,000 close to venue
  - only 10,000 of spaces shown in Figure 2.2 are all weather
    - : possibility that more could be added to this category if priority given to physical works
    - : possibility that several of the open space sites could be sufficiently free draining to operate as all weather provided works undertaken at access points (needs detailed investigation)
  - adequate additional parking most easily provided by directing traffic to residential areas of Kaleen, Lyneham, Dickson and Hackett; supported by special shuttle bus services
  - all weather areas around Bruce and CCAE could be used
  - area between Sullivan Creek drain, Flemington Road and Northbourne Avenue could be made all weather
  - coach parking would be transferred to NATEX camping area, and the existing formalised bus and carparking areas of the Racecourse.
- . Proposed parking areas under worst weather conditions identified in Figure 2.4.
- . These would be supported by increased parking around Town centres and extra use of ACTION shuttles and ACTION services generally.
- . Experience with the World Cup indicated that it was far better to plan for the use of the open space areas for parking and have contingencies to be implemented on the day; rather than plan for worst weather conditions.

## 10. Works Required

- . The following physical works have been identified together with notional areas of responsibility.
- . Given the need for the NCDC to undertake certain works it is proposed to that they be formally invited to join the sub-committee.
- . In addition to any actual works being undertaken it would assist considerably if an agent could be briefed to investigate this proposed strategy in more detail to prepare firm works proposals, car park layouts, and cost estimates.
- . Proposed works include
  - protective measures for racecourse track at vehicle crossing points DT
  - Construct pedestrian bridges across Sullivans Creek Drain NCDC
  - possible temporary bridge across Sullivans Creek Drain adjacent to existing single lane bridge to improve access and egress for racecourse parking NCDC/DT
  - barriers and sign posting for bus pick-up and set down areas, including widening gates into NATEX DT
  - temporary bus turnaround close to the intersection of Randwick and Flemington Roads NCDC
  - protective fencing/barriers around intersections on Northbourne including whole of median between Phillip and Flemington to assist in efficient traffic operations NCDC/DT
  - signposting as required DT
  - formalise and improve access points to all openspace parking areas to protect high vehicle manoeuvring areas from degradation of surface and to facilitate move efficient access/egress NCDC/DT
  - improve standard of road access to area north of NATEX along the extension of Sandford Street NCDC
  - grade and mow carpark areas as required DT
  - convert parking area between Sullivans Creek Drain, Flemington Road and Northbourne Avenue into an all weather carpark. NCDC

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- . Most of these works are considered to be in accordance with long term planning for the NATEX area by NCDC; although there are currently no programme commitments to undertake any of these works. Provided proposals are consistent with long-term planning for the NATEX area and the ability to cater for major events, the the works will have a long term residual value.
- . These proposals have been discussed informally with NCDC who are willing to investigate the proposals in more detail and consider the programming implications.

#### 11. Publicity

- . Details to be considered once transport arrangements strategy endorsed in principle.
- . Importance not to be underestimated.
- . Potential to utilise the Catholic Church hierarchy to ensure maximum awareness of transport arrangements, including any contingency plans for bad weather.

TIMETABLE

MONDAY 24 NOVEMBER 1986  
 CANBERRA, AUSTRALIAN CAPITAL TERRITORY  
 (Sunset: 1956h)

- ① 1400 The Papal aircraft arrives at RAAF Base, Fairbairn
- Following formalities and greeting on board aircraft by Church and Papal visit officials, the Pope descends aircraft steps
- Received by -
- The Governor-General of Australia and Lady Stephen  
 The Prime Minister of Australia and Mrs Hawke
- The Vatican flag is broken
- ? ? Artillery salute of 21 guns
- His Holiness is escorted to saluting dais
- Salute  
 Anthem  
 ? Inspection of the guard  
 Presentation of Government and Church dignitaries
- (S) Speeches
- Walks via public areas
- 1440 Leaves by Popemobile for National Exhibition Centre, Mitchell  
 (Note: ? Exit via No. 1 Gate to Majura Road)
- (14 kms)
- ② 1520 Arrives Natex
- (S) Celebration of the Eucharist
- 1800 Leaves by Popemobile for Government House
- (16 kms)
- ③ 1840 Arrives
- Received by the Governor-General and Lady Stephen
- 1900 Leaves by Popemobile for Parliament House
- (7kms)
- ④ 1915 Arrives

Received by:

The Prime Minister and Mrs Hawke

Official Photographs

Meeting with the Prime Minister

Meeting with the Ministry, Spouses

(S) Government Reception, speeches

⑤ 2025 (approx) Leaves by? Popemobile/Limousine for Archbishop's Residence, Commonwealth Avenue, Parkes (3 kms)

2030 Arrives

Meets with Australian Bishops

Dinner with Bishops

⑥ 2145 Leaves by ?Popemobile/Limousine for Papal Nunciature, Vancouver Street, Red Hill (5 kms)

2155 Arrives

TUESDAY 25 NOVEMBER 1986  
CANBERRA  
(Sunrise: 0544h)

0815 His Holiness leaves by Popemobile for RAAF Base, Fairbairn  
(Note: Enter via No. 1 gate Majura Road) (12 kms)

⑦ 0840 Arrives

Received by:

The Governor-General and Lady Stephen  
The Prime Minister and Mrs Hawke

Walks via public areas to aircraft

Official Farewells by Government and Church dignitaries

0855 Leaves for Brisbane by RAAF B707 aircraft

(Flying Time: 1h35m)  
(Retard Clocks: 1h)



CANBERRA AUSTRALIA  
**Natex**  
 NATIONAL EXHIBITION CENTRE  
**SITE PLAN**

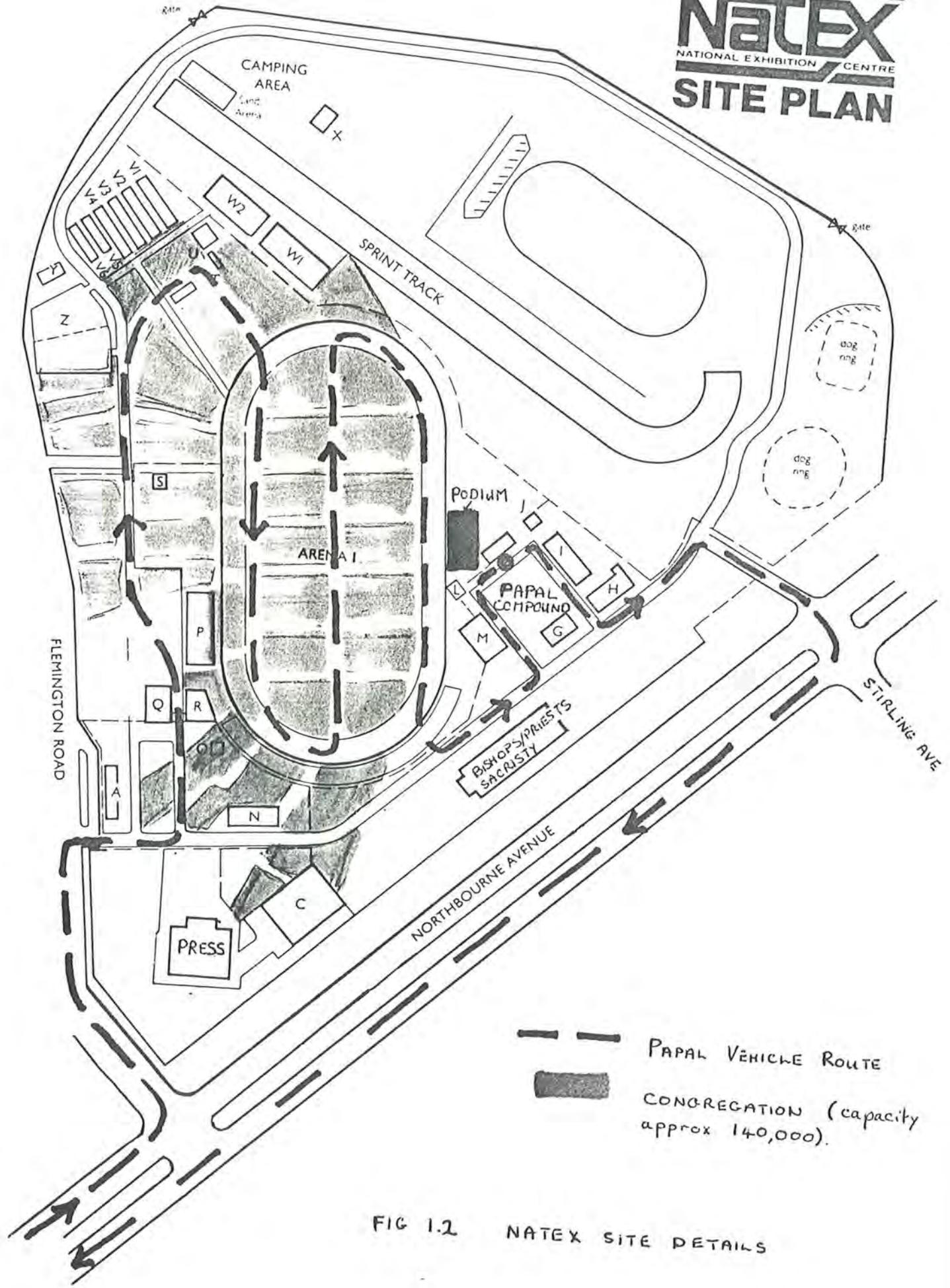


FIG 1.2 NATEX SITE DETAILS





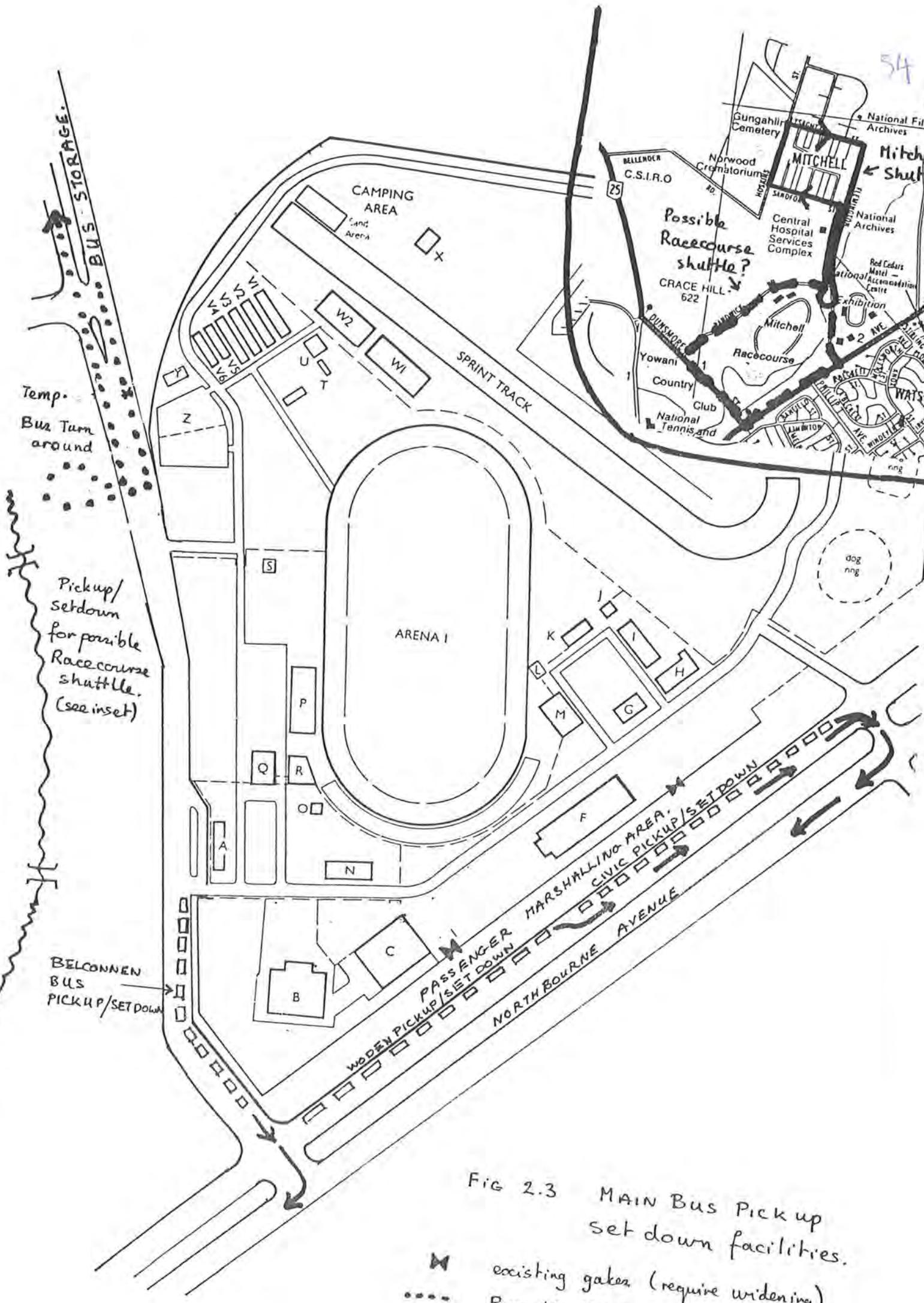


FIG 2.3 MAIN Bus Pickup set down facilities.

-  existing gates (require widening)
-  Possible Mitchell Shuttle turn around



## AUSTRALIAN CAPITAL TERRITORY STATISTICAL SUMMARY

TABLE I. CLIMATIC DATA : CANBERRA  
(Lat. 35° 19' S., Long 149° 11' E, Height above M.S.L. 571 metres)

## BAROMETER, WIND, EVAPORATION, THUNDER, CLOUDS AND CLEAR DAYS

Month	Mean of 9a.m. and 3p.m. atmospheric pressure reduced to mean sea level (mb)	Wind, (height of anemometer 10 metres)					Mean amount evaporation (mm)	No. days thunder	Mean daily amount clouds		
		Average (km/h)	Highest mean speed in one day (km/h)	Highest gust speed (km/h)	Prevailing direction				9a.m. 3p.m. (a)	No. clear days	
					9a.m.	3p.m.					
No. of years of record	42	(c)47	(c)47	(b)	(d)42	(d)42	(d)42	(c)15	42	42	(f)42
January	1,012.0	6.6	24	24/33	121	NW	NW	251	3.4	4.1	7.5
February	1,013.2	6.0	25	24/33	104	SE	NW	197	3.2	4.3	6.3
March	1,015.9	5.3	29	28/42	111	SE	NW	171	1.9	4.2	7.1
April	1,018.8	4.9	30	8/45	106	NW	NW	107	0.9	4.2	7.1
May	1,019.3	4.5	21	27/58	104	NW	NW	71	0.4	4.5	6.5
June	1,020.7	4.9	26	2/30	96	NW	NW	49	0.2	4.6	6.1
July	1,020.2	5.1	38	7/31	102	NW	NW	54	0.2	4.4	6.8
August	1,018.5	5.9	25	25/36	113	NW	NW	77	0.8	4.4	6.7
September	1,017.4	6.0	28	28/34	107	NW	NW	115	1.1	4.1	7.9
October	1,014.8	6.5	23	12/57	119	NW	NW	165	2.2	4.4	6.1
November	1,011.9	6.9	28	28/42	128	NW	NW	200	3.3	4.4	5.7
December	1,010.7	6.9	26	11/38	106	NW	NW	259	3.4	4.1	7.5
Total	..	..	..	..	..	..	..	1,697	20.3	..	82.8
Year Averages	1,016.1	5.8	..	..	..	NW	NW	..	..	4.3	6.9
Extremes	..	..	38	7/7/31	128	..	..	..	..	..	..

(a) Scale 0-8. (b) See footnote (a) below. (c) Recorded at Forestry and Timber Bureau, Yarralumla, where a cup anemometer is installed. (d) Recorded at Meteorological office, R.A.A.F. Fairbairn, where a Dines Pressure Tube anemometer is installed. (e) Class-A Pan. (f) 1940-82. Formerly assessed over 37-year period at Yarralumla.

## TEMPERATURE AND SUNSHINE

Month	Air temperature daily readings (° Celsius)			Extreme air temperature (° Celsius)		Lowest grass temperature (° Celsius)	Mean daily hours sunshine
	Mean Max.	Mean Min.	Mean	Highest	Lowest		
No. of years of record	42	42	42	42	42	42	(b)40
January	27.6	13.1	20.3	41.4	31/68	1.8	1/56
February	26.8	12.8	19.8	42.2	1/68	3.0	16/62
March	24.4	10.6	17.5	36.4	9/40	-1.1	24/67
April	19.7	6.4	13.1	32.6	12/68	-3.6	27/78
May	15.0	2.9	8.9	24.5	10/67	-7.5	30/76
June	12.1	0.9	6.5	20.1	3/57	-8.5	8/57
July	11.1	-0.3	5.4	19.7	29/75	-10.0	11/71
August	12.6	0.8	6.7	21.7	24/54	-7.8	6/74
September	15.8	2.7	9.3	28.6	26/65	-5.6	5/40
October	19.0	5.8	12.4	32.7	13/46	-3.3	4/57
November	22.2	8.2	15.1	38.8	19/44	-1.8	28/67
December	26.0	11.1	18.6	38.8	21/53	1.1	18/64
Year Averages	19.3	6.2	12.7	..	..	..	..
Extremes	..	..	..	42.2	1/2/68	-10.0	11/7/71

(a) See footnote (a) below. (b) Recorded at Forestry and Timber Bureau, Yarralumla. (c) 30/58 and 24/67.

## HUMIDITY, RAINFALL AND FOG

Month	Vapour pressure mean 9 a.m. (mb)	Rel. hum. (%) at 9a.m.			Rainfall (millimetres)				Fog Mean No. days				
		Mean	Highest mean	Lowest mean	Mean mthly	Mean No. of days of rain	Greatest monthly	Least monthly		Greatest in one day			
											(a)	(a)	(a)
No. of years of record	(b)42	42	42	42	42	42	42	42	42	(a)			
January	13.1	60	75	42	61	8	164	1941	1	1947	95	12/45	1.0
February	14.0	67	81	53	61	7	148	1977	—	1968	69	20/74	1.0
March	12.3	69	81	53	53	7	312	1950	1	1954	92	21/78	2.7
April	10.7	75	84	38	48	7	164	1974	1	1980	75	2/59	4.2
May	8.7	84	96	73	49	9	150	1953	1	1976	96	3/48	7.3
June	7.1	85	97	73	39	9	126	1956	4	1979	45	25/56	7.7
July	6.6	84	93	68	38	10	103	1960	4	1970	35	10/57	7.9
August	7.1	80	92	58	47	12	156	1974	7	1944	48	29/74	5.0
September	8.1	74	82	55	50	10	151	1978	6	1946	41	16/62	4.1
October	10.0	67	82	50	73	12	161	1976	2	1977	105	21/59	3.1
November	10.7	59	76	38	64	10	135	1961	4	1977	64	9/50	1.4
December	12.3	59	74	43	56	8	215	1947	—	1967	87	30/48	0.6
Total	..	..	..	..	639	110	..	..	..	46.2	..	..	..
Year Averages	9.3	72	..	..	..	..	..	..	..	..	..	..	..
Extremes	..	..	97	38	..	..	312	3/50	..	(c)	105	21/10/59	..

(a) Figures such as 24/33, 31/68, etc., indicate, in respect of the month of reference, the day and year of the occurrence. (b) Formerly assessed over 38-year period at the Forestry and Timber Bureau, Yarralumla. (c) 12/67 and 2/68.

Data shown in the above tables relate to the Meteorological Office, R.A.A.F. Fairbairn, except where otherwise indicated, and generally cover years up to 1982.

