

Appendix 3

Percy Treuvaud Memorial Park Proposed Indoor Stadium
Traffic Impact Assessment

Prepared by
O'Brien Traffic



TRAFFIC IMPACT ASSESSMENT

PROPOSED INDOOR SPORTS STADIUM

PERCY TREYVAUD MEMORIAL PARK, MALVERN EAST

25 OCTOBER 2017

STONNINGTON INDOOR SPORTS STADIUM

CLIENT: City of Stonnington

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1 EXECUTIVE SUMMARY

O'Brien Traffic has been engaged by the City of Stonnington to undertake a traffic impact assessment of the proposed Indoor Sport Stadium development at Percy Treyvaud Memorial Park.

It is proposed to construct an Indoor Sports Stadium with four courts. The predominate use of the stadium will be for netball and basketball.

Concept plans of the car park shows 147 spaces within a semi-basement car park and 38 spaces along the southern boundary of the building. The proposed layout of the car parking along the building will result in a net increase of 12 car spaces within Percy Treyvaud Memorial Park.

Access to the sports stadium will be via Percy Treyvaud Memorial Park with the main entrance via Chadstone Road and a secondary access via Quentin Avenue. It is understood that an option to close the access to Quentin Road is being considered as part of this proposal. In this case, all access to Percy Treyvaud Memorial Park and the sport stadium would be via Chadstone Road.

Based on surveys of a similar facility in Oakleigh South, the proposed Indoor Sports Stadium is anticipated to generate a peak car parking demand of 107 spaces. With the proposed provision of 142 – 147 spaces proposed within the semi-basement car park, the car parking demand associated with the Indoor Sports Stadium will be accommodated on-site.

Based on surveys of a similar facility in Oakleigh South, the proposed Indoor Sports Stadium is anticipated to generate up to 1,085 trips per day (in + out) during the proposed operating hours.

Based on the likely distribution of traffic from Percy Treyvaud Memorial Park through the local street network if the Quentin Road access to Percy Treyvaud Memorial Park was to be retained, the anticipated proposed daily volumes of Local Roads and Collectors Roads with the highest volumes are summarised in the **Table 1** below.

STREET	CLASSIFICATION	EXISTING DAILY VOLUME	PROPOSED DAILY VOLUME
Quentin Rd btwn Percy Treyvaud Memorial Park & Midlothian St	Local Street	820 – 841 vpd	983 – 1,004 vpd
Ivanhoe Grove btwn Waverley Rd & Rob Roy Rd	Collector Road	1,856 – 1,924 vpd	2,018 – 2,086 vpd
Midlothian Street btwn Gauntlet Rd & Capon St	Collector Road	1,533 vpd	1,696 vpd

TABLE 1: EXISTING / PROPOSED DAILY VOLUMES

These daily volumes are within the limits of Clause 56.06 of the Planning Scheme based on the roads classifications. Therefore, the existing local street network will readily accommodate the additional daily traffic.

As the vehicles associated with the Indoor Sports Stadium will be utilising the Percy Treyvaud Memorial Park car park entrances to Chadstone Road and Quentin Road, it is necessary to consider the effects of the peak hours for entering and exiting traffic in addition to the absolute peak hour (note: absolute peak hour is the hour in which the highest number of trips is observed – in + out).

Therefore, the traffic generated during each peak period is anticipated to be:

- Absolute peak hour = 125 trips (i.e. 62 trips to the site / 62 trips from the site)
- Peak hour for IN movements = 109 trips (i.e. 86 trips to the site / 23 trips from the site)
- Peak hour for OUT movements = 121 trips (i.e. 38 trips to the site / 83 trips from the site)

Based on the distribution of trips through the local street network in the peak hour, if the Quentin Road access to Percy Treyvaud Memorial Park were to be retained the facility is anticipated to generate:

- up to 86 additional trips (in + out) at the Chadstone Road access point during the absolute peak hour; and
- up to 38 additional trips (in + out) at the Quentin Road access point during the absolute peak hour.

Overall, the additional trips generated by the proposal in a peak hour within the surrounding network are minimal.

Following the investigations undertaken, it is recommended that:

1. a 15m right-right turn lane be provided on Chadstone Road for traffic turning right into Percy Treyvaud Memorial Park to ensure the longest queue estimated (14m) remains clear of through traffic; and
2. the Percy Treyvaud Memorial Park access point off Quentin Road is widened to allow two-way simultaneous movement, if this access is to be retained;
3. one employee and 22 visitor bicycle spaces be provided on-site;
4. high-level pedestrian access is provided to the proposed Indoor Sports Stadium. Pedestrian and cyclist connections to the stadium could be provided via the off-road path along the northern boundary of Percy Treyvaud Memorial Park; and
5. loading / waste collection be restricted to during business hours and that a loading area be provided by restricting an appropriate number of the outdoor car parking spaces to 'Loading Zone' during business hours.

2 INTRODUCTION

O'Brien Traffic has been engaged by City of Stonnington to undertake a traffic impact assessment of a proposed Indoor Sports Stadium development at Percy Treyvaud Memorial Park.

In the course of preparing this report:

- Plans and relevant documentation have been examined;
- The subject site and surrounding area have been inspected;
- Traffic and parking surveys have been undertaken and the results analysed; and
- The traffic and parking implications of the proposal have been assessed.

3 EXISTING CONDITIONS

3.1 LOCATION AND LAND USE

The subject site is located on the eastern side of Chadstone Road within Percy Treyvaud Memorial Park in Malvern East. The subject site and surrounding area is shown in **Figure 1** and a recent aerial photograph is shown in **Figure 2**.

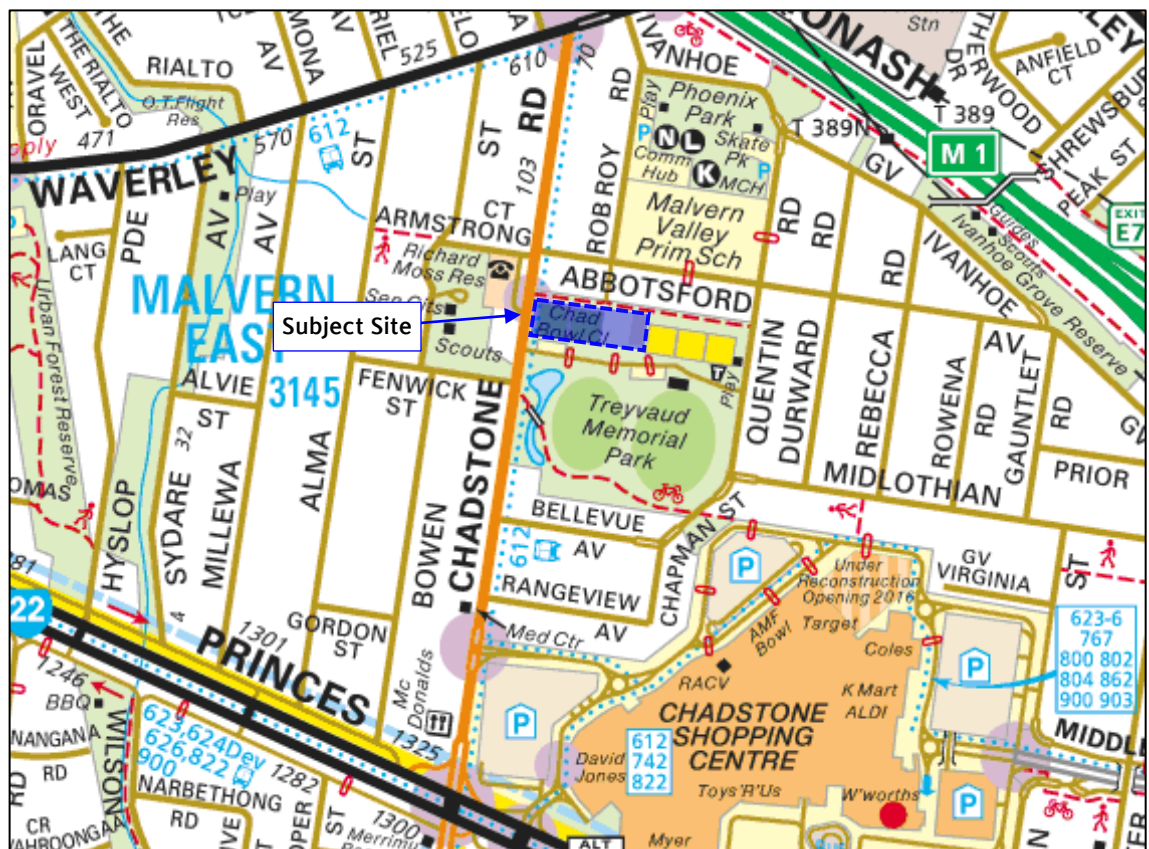


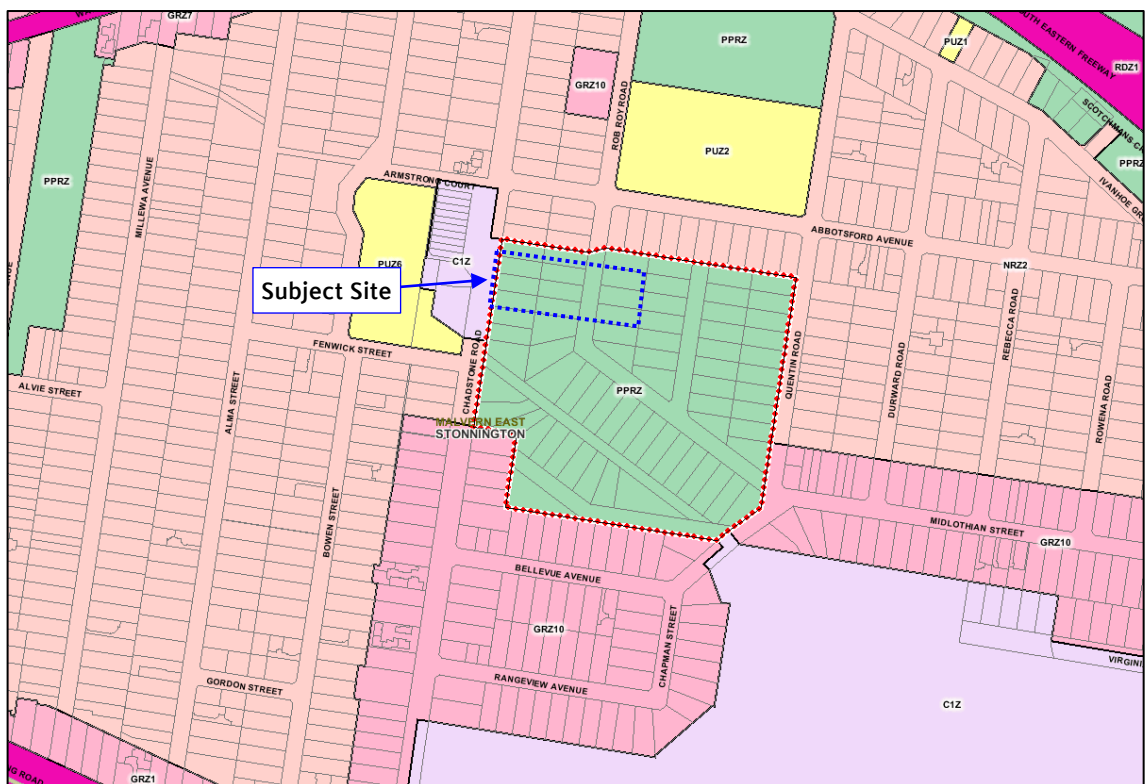
FIGURE 1: LOCATION OF SUBJECT SITE



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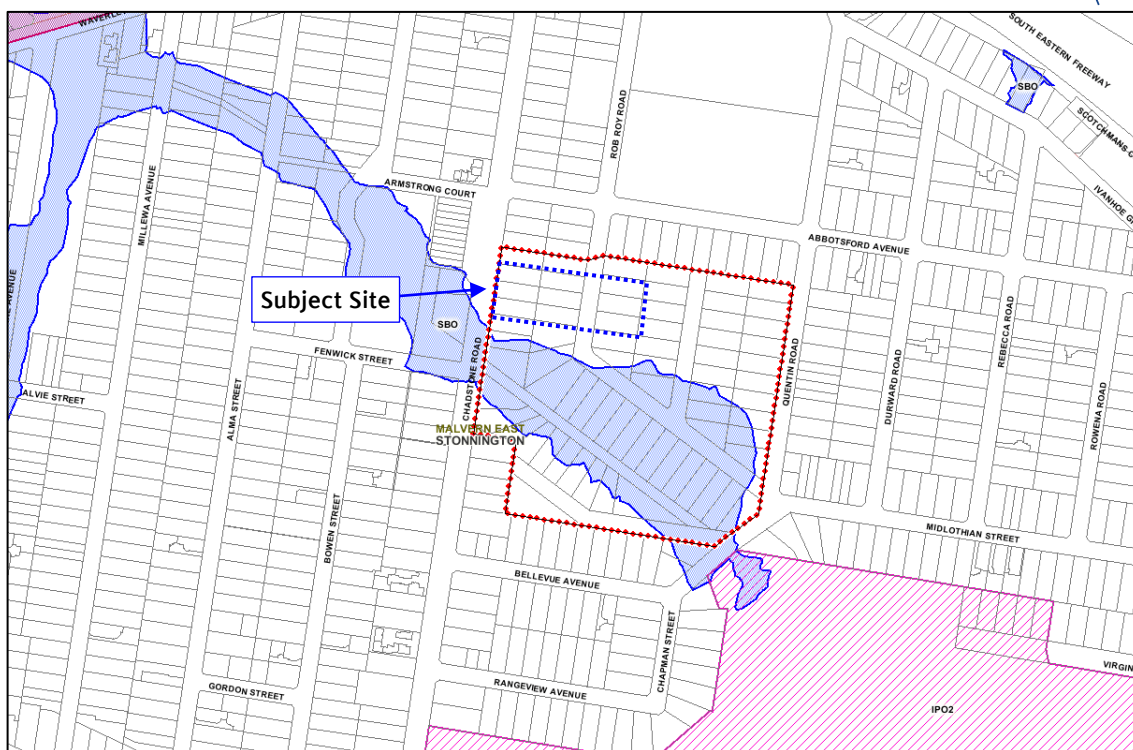
FIGURE 2: AERIAL PHOTO OF SUBJECT SITE (MAY 2017)

The land use zoning and Planning Scheme overlays are presented in **Figure 3** and **Figure 4** respectively.



SOURCE: PLANNING MAPS ONLINE

FIGURE 3: LAND ZONING



SOURCE: PLANNING MAPS ONLINE

FIGURE 4: PLANNING SCHEME OVERLAYS

The site is zoned Public Park and Recreation Zone (PPRZ) under the Stonnington Planning Scheme and is currently occupied by the Chadstone Bowls Club.

3.2 SURROUNDING LAND USE

Immediately to the west of the site is a motor repair shop and petrol station and a strip shopping centre with various retail and food and drink premises.

Further to the north of the site is Malvern Valley Primary School, Phoenix Park, Phoenix Park Community Centre and a child care centre.

To the south of the site, approximately 600m, is Chadstone Shopping Centre.

Otherwise, surrounding land use is predominately residential in nature.

3.3 ROAD NETWORK

The City of Stonnington Road Management Plan (July 2013) includes the following road functional classification categories:

- *Council Arterial* – Public road provides access to and from the local road network and the Council Arterial / State road networks;
- *Collector Road* – Public Road with major vehicle usage and provides access to and from the State road network;
- *Local Road* – Public road used by the general public and provides access to properties.

Based on the above classifications, the key road network for the proposal is described below.

Chadstone Road is classified as a Council Arterial Road under Stonnington Councils' Road Register. It runs in a north-south orientation between Waverley Road and Princes Highway. In the vicinity of Percy Treyvaud Memorial Park it features a carriageway width of approximately 11m providing one traffic lane and one parking lane in each direction.

Kerbside car parking is typically restricted to Permit Zone only to the south of the site and is typically unrestricted to the north of the site.

Chadstone Road is subject to a posted speed limit of 60km/h.

Views of Chadstone Road from the access to Percy Treyvaud Memorial Park is shown in **Figure 5** and **Figure 6** respectively.



FIGURE 5: CHADSTONE ROAD FACING NORTH



FIGURE 6: CHADSTONE ROAD FACING SOUTH

Quentin Road is classified as a Local Road under Stonnington Councils' Road Register. It runs in a north-south orientation between Ivanhoe Grove and Midlothian Street. In the vicinity of Percy Treyvaud Memorial Park it features a carriageway width of approximately 8m with parallel parking permitted on each side.

In the vicinity of Percy Treyvaud Memorial Park, car parking is typically restricted to Permit Zone only on the eastern side and is unrestricted on the western side.

Quentin Road is subject to a posted speed limit of 50km/h.

Views of Quentin Road from the access to Percy Treyvaud Memorial Park is shown in **Figure 7** and **Figure 8** respectively.

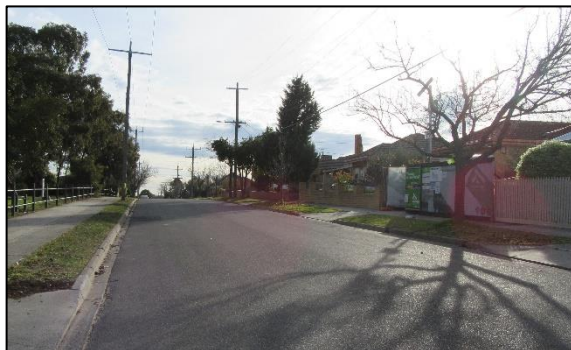


FIGURE 7: QUENTIN ROAD FACING NORTH



FIGURE 8: QUENTIN ROAD FACING SOUTH

Abbotsford Avenue is classified as a Collector Road under Stonnington Councils' Road Register. It runs in an east-west orientation between Ivanhoe Grove and Chadstone Road. It features a carriageway width of approximately 8m with parallel parking permitted on each side in most places.

Car parking on the northern side is restricted to 'No Stopping 8am – 5pm Monday to Friday School Days' and is unrestricted on the southern side.

Abbotsford Avenue is subject to a 40km/h area posted speed zone.

3.4 ACCESS ARRANGEMENTS

Access to the car park for Percy Treyvaud Memorial Park is provided via Chadstone Road (to the west) and Quentin Road (to the east) as shown in **Figure 9** and **Figure 10** respectively. The access to Chadstone Road is approximately 6m wide providing for two-way traffic movement. The access to Quentin Road is approximately 4m wide providing for single traffic flow in / out of Percy Treyvaud Memorial Park.



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FIGURE 9: CHADSTONE ROAD ACCESS

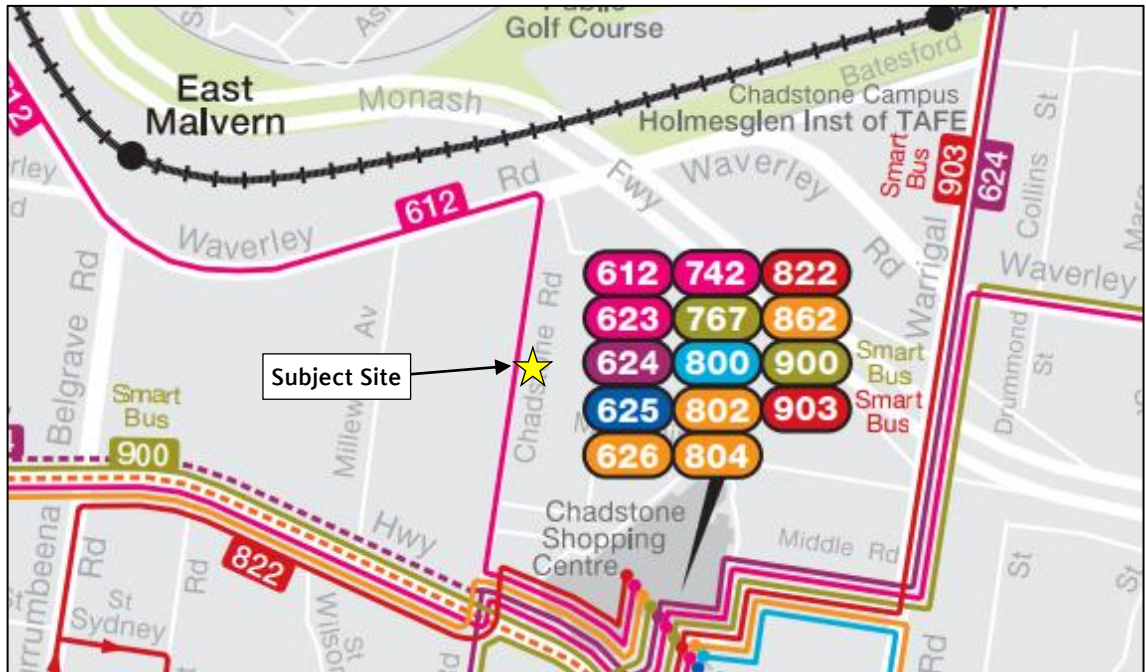


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FIGURE 10: QUENTIN ROAD ACCESS

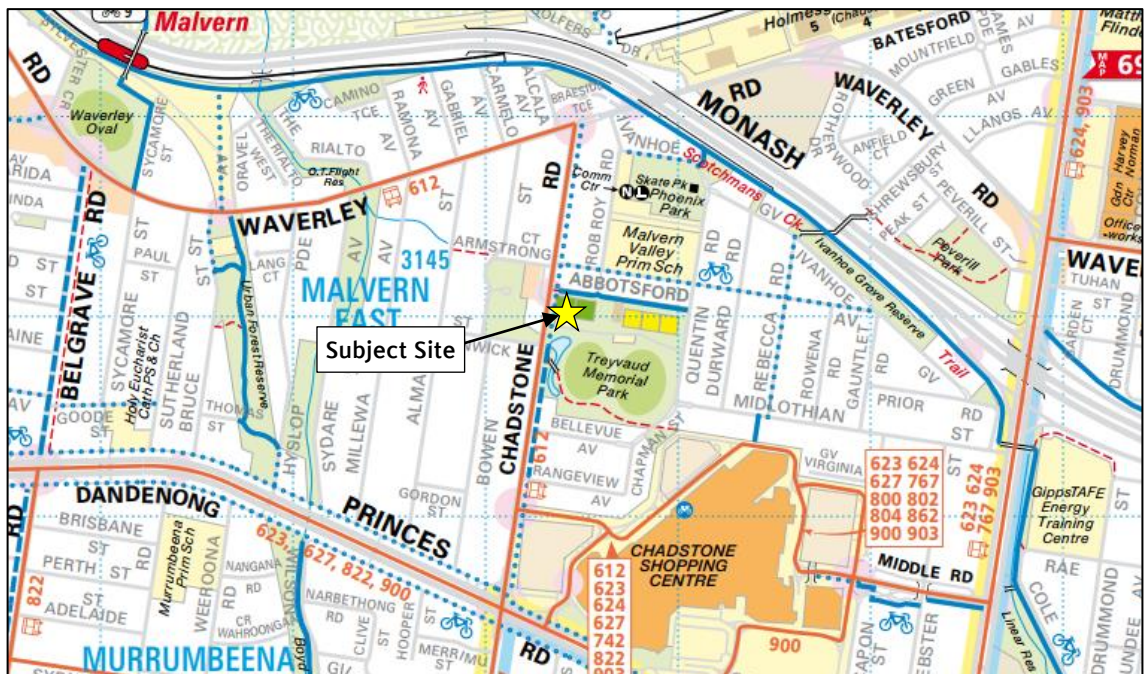
3.5 SUSTAINABLE TRANSPORT

The site has access to public transport and bicycle facilities as shown in Figure 11 and Figure 12 respectively.



SOURCE: PUBLIC TRANSPORT VICTORIA (PTV) WEBSITE

FIGURE 11: PUBLIC TRANSPORT NETWORK



SOURCE: STONNINGTON COUNCIL WEBSITE TRAVELSMART MAP

FIGURE 12: BICYCLE NETWORK

3.6 AVAILABILITY OF PARKING IN THE LOCALITY

O'Brien Traffic prepared an inventory of parking within approximately 400m walk of the subject site as indicated in **Figure 13**.

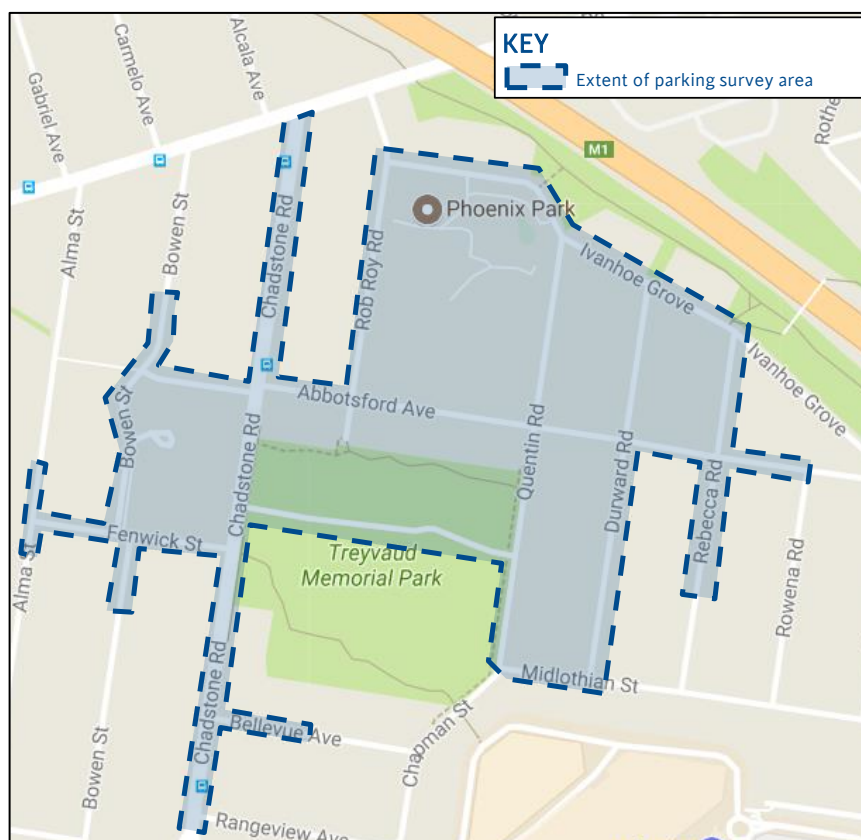


FIGURE 13: CAR PARKING SURVEY AREA

This area contains a total of 96 car spaces within Percy Treyvaud Memorial Park and 818 on-street car spaces. The various car parking restrictions are shown in **Appendix A**.

O'Brien Traffic commissioned parking utilisation surveys of these spaces on hourly intervals on:

- Thursday 15 June 2017 from 8am – 11pm; and
- Saturday 17 June 2017 from 7am – 8pm.

These times were selected to encompass the operating hours of the proposed Indoor Sports Stadium. Thursday was selected as it represents a typical mid-week day and Saturday was selected as it represents the highest demand associated with an indoor recreation facility. Detailed survey results are provided in **Appendix A**.

It is noted that:

- On Thursday Lacrosse training typically occurs from 5:30pm – 8:00pm; and
- On Saturday there were two Lacrosse matches for Boys under 11's and under 13's scheduled at 9:00am.

A summary of the utilisation of car parking within the Percy Treyvaud Memorial Park car park is summarised in **Figure 14** and **Figure 15**.

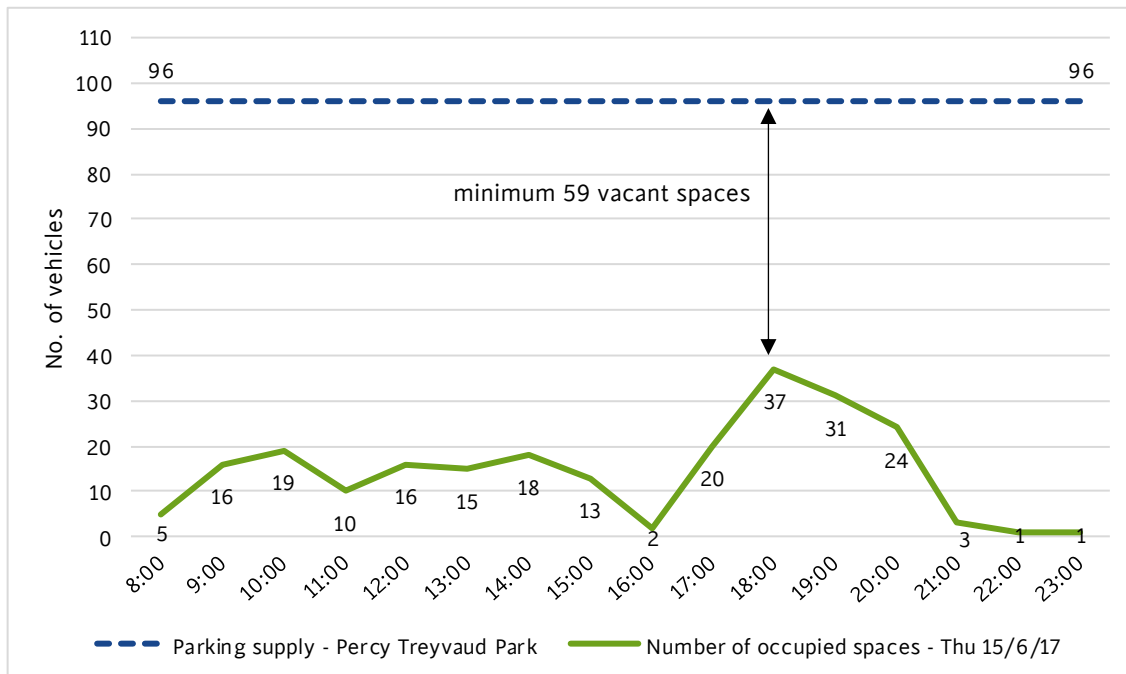


FIGURE 14: PERCY TREYVAUD MEMORIAL PARK CAR PARKING SURVEY RESULTS – THURSDAY 15/6/17

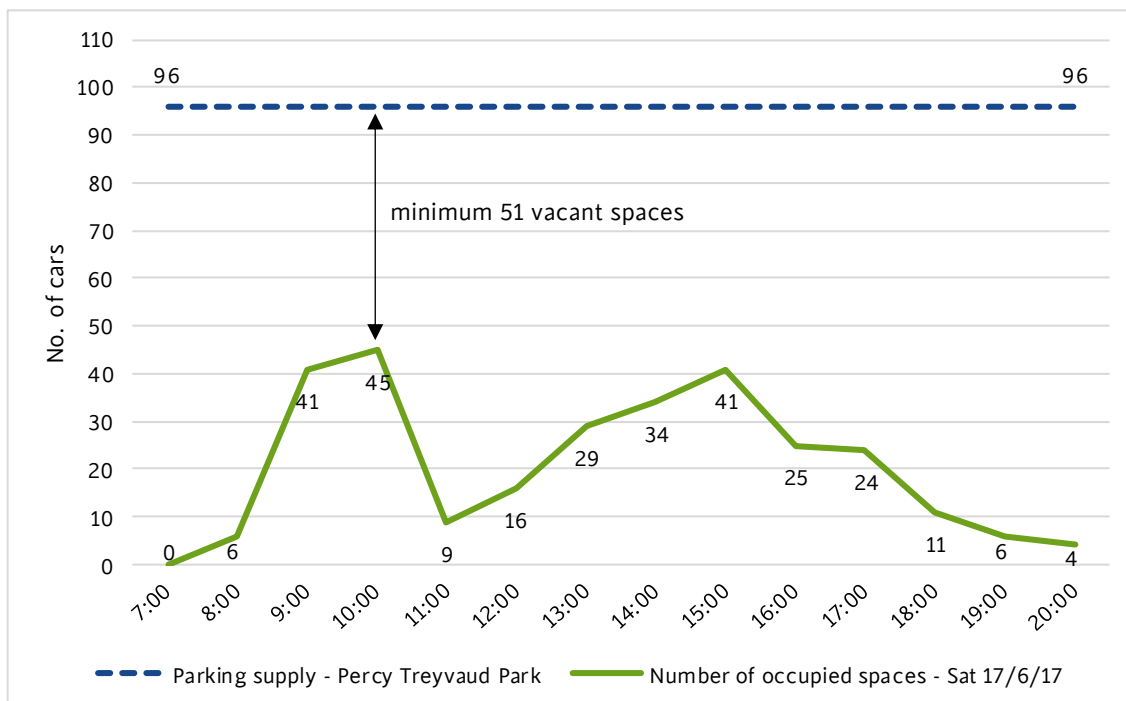


FIGURE 15: PERCY TREYVAUD MEMORIAL PARK CAR PARKING SURVEY RESULTS – SATURDAY 17/6/17

Based on the above, the Percy Treyvaud Memorial Park car park was less than 40% utilised on Thursday and less than 50% utilised on Saturday with a minimum of 59 available spaces at 6pm and 51 available spaces at 10am respectively.

The utilisation of on-street car parking east of Chadstone Road is summarised in **Figure 16** and **Figure 17** respectively. Note only car parking available to the public has been included i.e. discounting Permit Zones, No Stopping areas, etc.

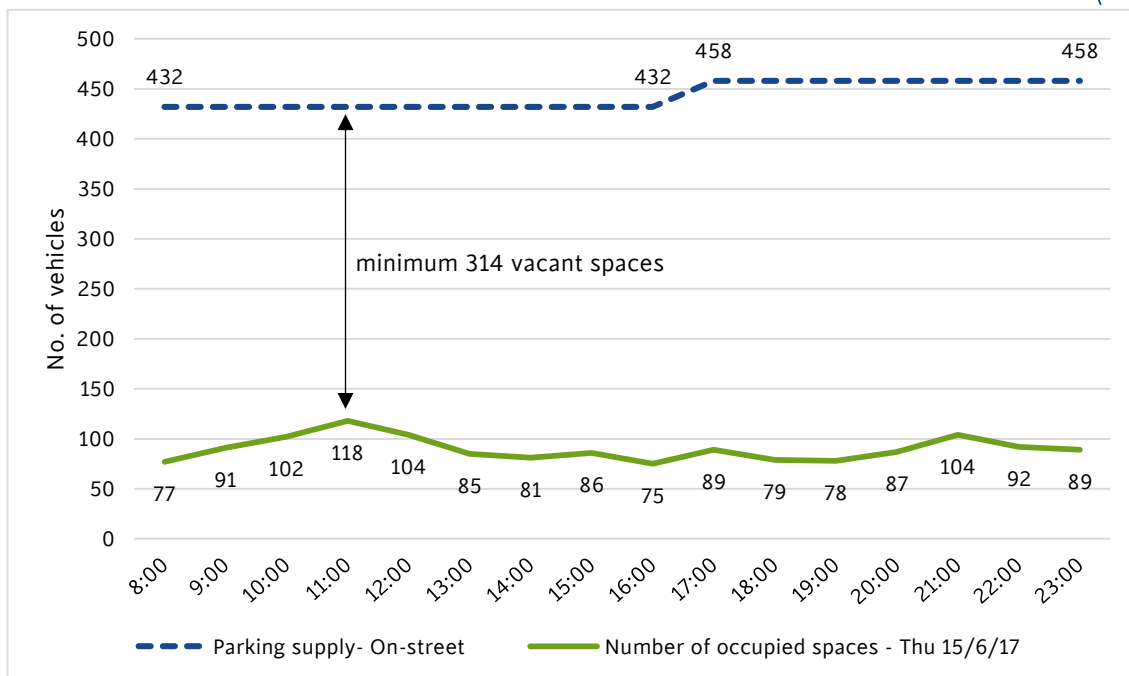


FIGURE 16: ON-STREET CAR PARKING SURVEY RESULTS – THURSDAY 15/6/17

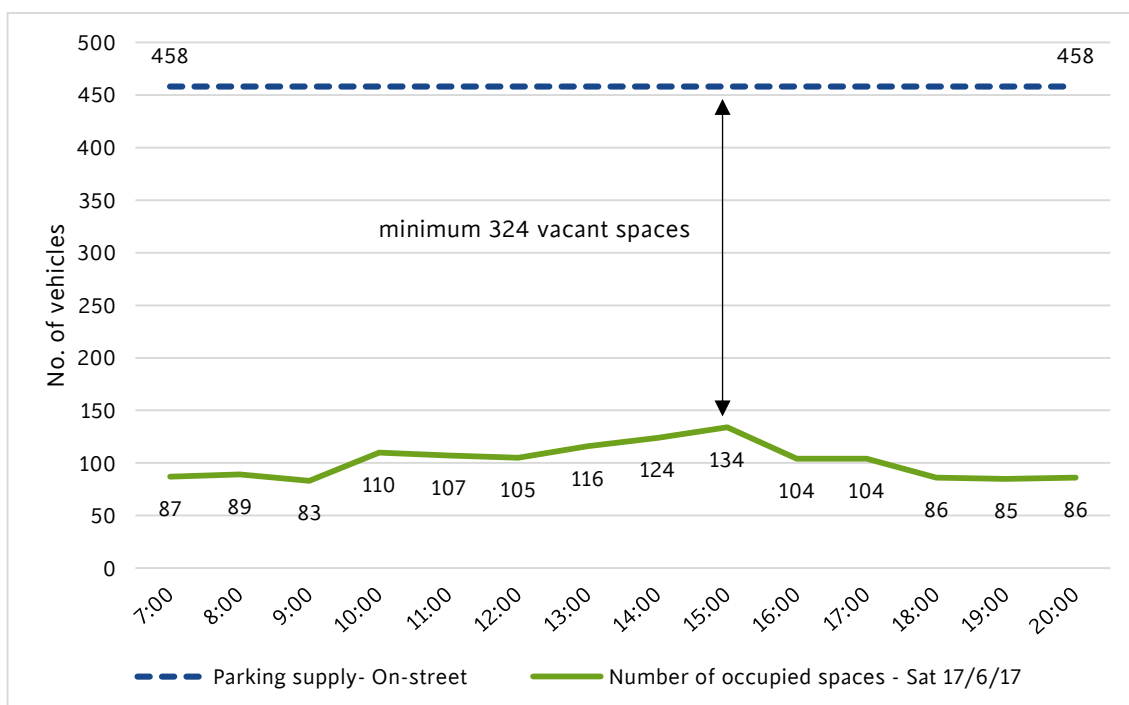


FIGURE 17: ON-STREET CAR PARKING SURVEY RESULTS – SATURDAY 17/6/17

Based on the above, on-street car parking in the local streets east of Chadstone Road was less than 30% utilised during each survey period with a minimum of 314 available spaces at 11am on Thursday and a minimum of 324 available spaces at 3pm on Saturday.

Parking heat maps have also been prepared for the area that identify where the highest parking demands currently occurred. These maps are provided in **Appendix A**.

3.7 TRAFFIC VOLUMES

3.7.1 Automatic Tube Counts

O'Brien Traffic commissioned Data Audit Systems to undertake automatic tube vehicle counts on selected streets surrounding Percy Treyvaud Memorial Park. Automatic tube counters are rubber tubes that are laid across the roadway which measures both the number of vehicles and the speeds the vehicles were travelling.

The data was collected for a two-week period beginning Friday 16 June 2017 and ending Thursday 29 June 2017. The approximate location of the tube counters is presented in **Figure 18** the results are summarised in **Table 2** and **Table 3**. Detailed survey results are provided in **Appendix B**.

The data in these diagrams is summarised in the following manner:

- Average weekday traffic volume;
- Average AM and PM peak hour traffic volume; and
- 85th percentile speed (the speed at which 85% of drivers are travelling at or below).

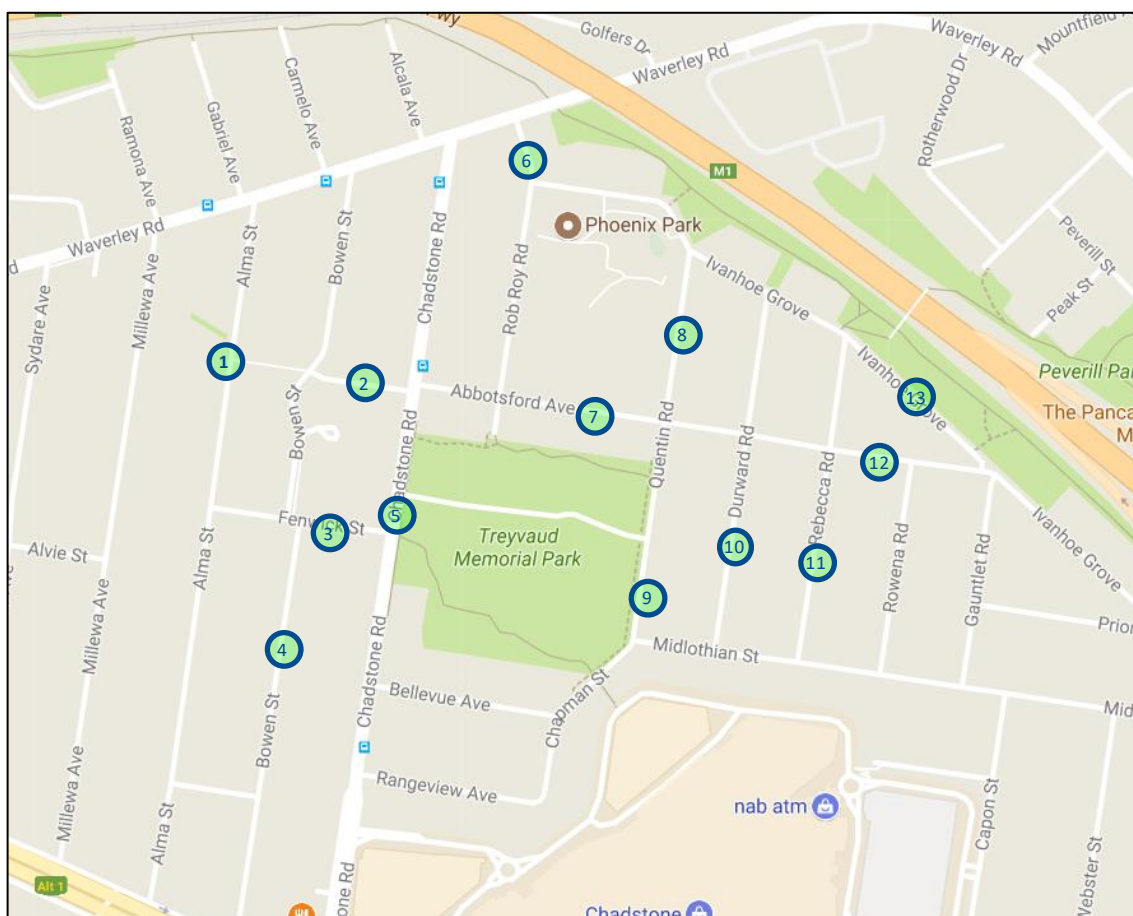


FIGURE 18: TUBE COUNT LOCATIONS

NO.	LOCATION	VOLUME	NORTH/EAST BOUND	SOUTH/WEST BOUND	COMBINE D	85 TH %ILE SPEED
1	Alma St between Waverley Rd & Fenwick St	Average weekday	340	255	596	54.7km/h
		AM Peak Hour (8am-9am)	39	17	56	
		PM Peak Hour (5pm-6pm)	31	26	57	
2	Armstrong Ct between Chadstone Rd & Bowen St	Average weekday	128	201	329	37.3km/h
		AM Peak Hour (9am-10am)	12	14	26	
		PM Peak Hour (5pm-6pm)	11	23	33	
3	Fenwick St between Chadstone Rd & Bowen St	Average weekday	522	379	901	48.4km/h
		AM Peak Hour (8am-9am)	63	18	81	
		PM Peak Hour (3pm-4pm)	50	37	87	
4	Bowen St between Fenwick St & Gordon St	Average weekday	156	125	281	44.2km/h
		AM Peak Hour (8am-9am)	12	6	19	
		PM Peak Hour (5pm-6pm)	13	11	24	
5	Chadstone Rd between Fenwick St & Percy Treyvaud Memorial Park entrance	Average weekday	6,363	6,302	12,665	60.4km/h
		AM Peak Hour (8am-9am)	409	500	909	
		PM Peak Hour (5pm-6pm)	588	481	1,069	
6	Ivanhoe Gr between Waverley Rd & Rob Roy Rd	Average weekday	765	1,159	1,924	35.5km/h
		AM Peak Hour (8am-9am)	84	146	229	
		PM Peak Hour (3pm-4pm)	79	135	214	
7	Abbotsford Ave between Rob Roy Rd & Quentin Rd	Average weekday	461	395	856	43.7km/h
		AM Peak Hour (8am-9am)	47	46	93	

		PM Peak Hour (5pm-6pm)	54	39	93	
8	Quentin Rd between Abbotsford Ave & Ivanhoe Gr	Average weekday	327	405	732	41km/h
		AM Peak Hour (8am-9am)	51	51	102	
		PM Peak Hour (3pm-4pm)	38	51	89	
9	Quentin Rd between Percy Treyvaud Memorial Park entrance & Midlothian St	Average weekday	371	469	841	48.2km/h
		AM Peak Hour (8am-9am)	44	42	85	
		PM Peak Hour (5pm-6pm)	36	54	90	
10	Durward Rd between Abbotsford Ave & Midlothian St	Average weekday	102	153	255	46.1km/h
		AM Peak Hour (8am-9am)	7	14	20	
		PM Peak Hour (5pm-6pm)	13	11	24	
11	Rebecca Rd between Abbotsford Ave & Midlothian St	Average weekday	121	91	211	44.5km/h
		AM Peak Hour (8am-9am)	14	5	19	
		PM Peak Hour (4pm-5pm)	8	7	16	
12	Abbotsford Ave between Rebecca Rd & Rowena Rd	Average weekday	132	106	238	44.1km/h
		AM Peak Hour (8am-9am)	12	13	25	
		PM Peak Hour (5pm-6pm)	12	11	23	
13	Ivanhoe Gr between Rebecca Rd & Abbotsford Ave	Average weekday	247	128	375	49.8km/h
		AM Peak Hour (8am-9am)	20	15	36	
		PM Peak Hour (5pm-6pm)	27	12	39	

TABLE 2: AUTOMATIC TUBE COUNT RESULTS - WEEK 1

NO.	LOCATION	VOLUME	NORTH/EAST BOUND	SOUTH/WEST BOUND	COMBINED	85 TH %ILE SPEED
1	Alma St between Waverley Rd & Fenwick St	Average weekday	323	263	586	54.6km/h
		AM Peak Hour (8am-9am)	37	17	54	
		PM Peak Hour (4pm-5pm)	28	32	60	
2	Armstrong Ct between Chadstone Rd & Bowen St	Average weekday	140	216	356	37.3km/h
		AM Peak Hour (8am-9am)	10	15	25	
		PM Peak Hour (5pm-6pm)	16	26	41	
3	Fenwick St between Chadstone Rd & Bowen St	Average weekday	501	370	871	48.4km/h
		AM Peak Hour (8am-9am)	60	17	77	
		PM Peak Hour (4pm-5pm)	45	39	84	
4	Bowen St between Fenwick St & Gordon St	Average weekday	153	128	281	45.4km/h
		AM Peak Hour (8am-9am)	15	5	20	
		PM Peak Hour (5pm-6pm)	13	11	24	
5	Chadstone Rd between Fenwick St & Percy Treyvaud Memorial Park entrance	Average weekday	6,219	6,269	12,488	59.9km/h
		AM Peak Hour (11am-12pm)	357	492	849	
		PM Peak Hour (5pm-6pm)	596	476	1,071	
6	Ivanhoe Gr between Waverley Rd & Rob Roy Rd	Average weekday	712	73	71	34.9km/h
		AM Peak Hour (8am-9am)	1,145	129	124	
		PM Peak Hour (3pm-4pm)	1,856	202	195	
7	Abbotsford Ave between Rob Roy Rd & Quentin Rd	Average weekday	460	385	845	43.7km/h
		AM Peak Hour (8am-9am)	47	44	91	

		PM Peak Hour (3pm-4pm)	48	42	90	
8	Quentin Rd between Abbotsford Ave & Ivanhoe Gr	Average weekday	310	389	699	40.4km/h
		AM Peak Hour (8am-9am)	48	44	91	
		PM Peak Hour (3pm-4pm)	36	49	85	
9	Quentin Rd between Percy Treyvaud Memorial Park entrance & Midlothian St	Average weekday	358	462	820	48.2km/h
		AM Peak Hour (8am-9am)	41	39	80	
		PM Peak Hour (3pm-4pm)	39	48	88	
10	Durward Rd between Abbotsford Ave & Midlothian St	Average weekday	95	128	223	46.5km/h
		AM Peak Hour (9am-10am)	4	14	18	
		PM Peak Hour (5pm-6pm)	9	9	18	
11	Rebecca Rd between Abbotsford Ave & Midlothian St	Average weekday	122	90	212	44.8km/h
		AM Peak Hour (8am-9am)	11	4	16	
		PM Peak Hour (1pm-2pm)	11	7	18	
12	Abbotsford Ave between Rebecca Rd & Rowena Rd	Average weekday	136	110	246	43.7km/h
		AM Peak Hour (8am-9am)	13	12	25	
		PM Peak Hour (3pm-4pm)	17	11	28	
13	Ivanhoe Gr between Rebecca Rd & Abbotsford Ave	Average weekday	235	126	361	49.9km/h
		AM Peak Hour (8am-9am)	20	14	34	
		PM Peak Hour (5pm-6pm)	24	12	36	

TABLE 3: AUTOMATIC TUBE COUNT RESULTS - WEEK 2

An additional automatic tube vehicle count was undertaken for Abbotsford Avenue between Chadstone Road and Rob Roy Road for a period of one week from 31 July 2017 to 6 August 2017. The location of the tube count is shown in **Figure 19** and the results are summarised in **Table 4**.

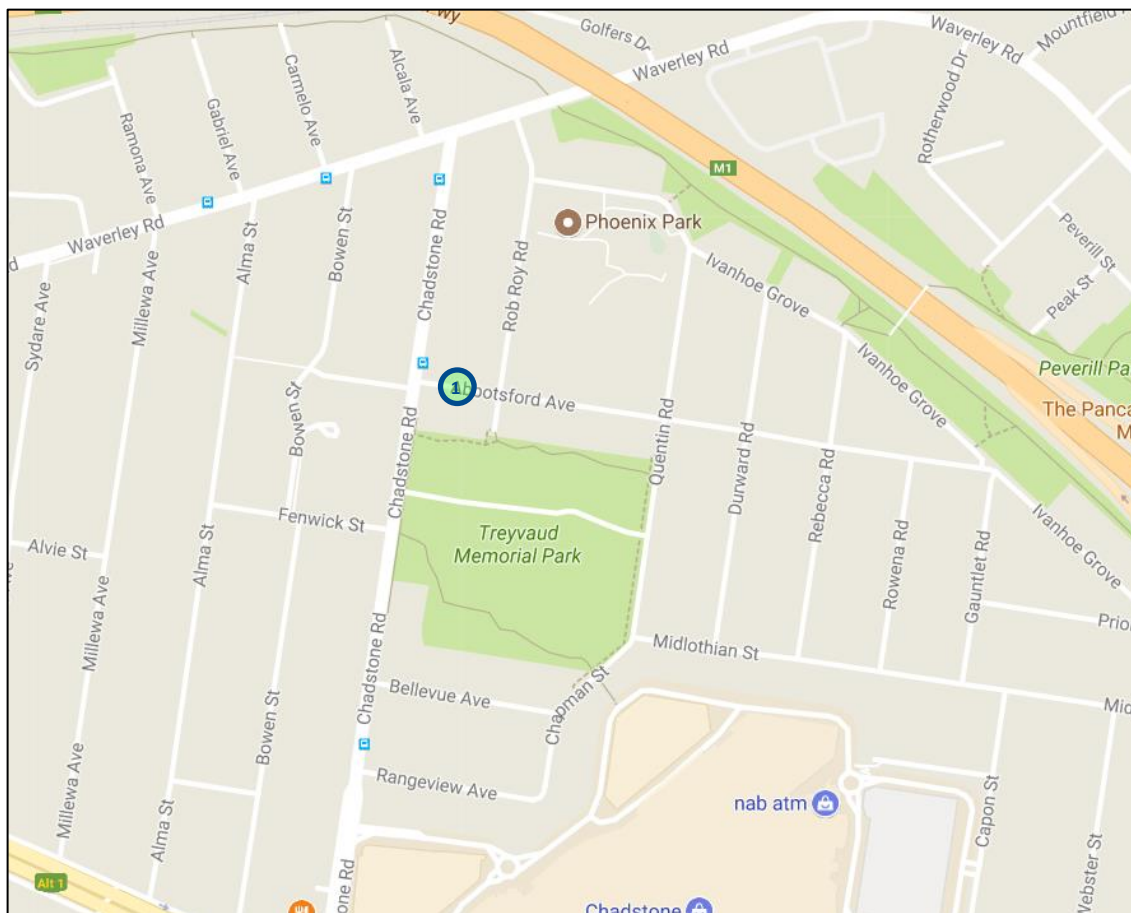


FIGURE 19: AUTOMATIC TUBE COUNT LOCATION – ABBOTSFORD AVENUE

NO.	LOCATION	VOLUME	EAST BOUND	WEST BOUND	COMBINED	85 TH %ILE SPEED
1	Abbotsford Ave between Chadstone Rd & Rob Roy Rd	Average weekday	584	811	1,395	40.1km/h
		AM Peak Hour (8am-9am)	69	83	152	
		PM Peak Hour (3pm-4pm)	60	98	158	

TABLE 4: AUTOMATIC TUBE COUNT RESULTS - ABBOTSFORD AVENUE

In addition, Council provided tube count data undertaken within the study area, including counts at the following locations:

- Bellevue Avenue between Chadstone Road and Chapman Street for two consecutive weeks from 8 February 2017 to 21 February 2017;
- Chapman Street between Midlothian Street and Bellevue Avenue for two consecutive weeks from 8 February 2017 to 21 February 2017; and

- Midlothian Street between Gauntlet Road and Capon Street for one week from 28 April 2016 to 4 May 2016.

The location of these tube counts is shown in **Figure 20** and the results are summarised in **Table 5** and **Table 6**.

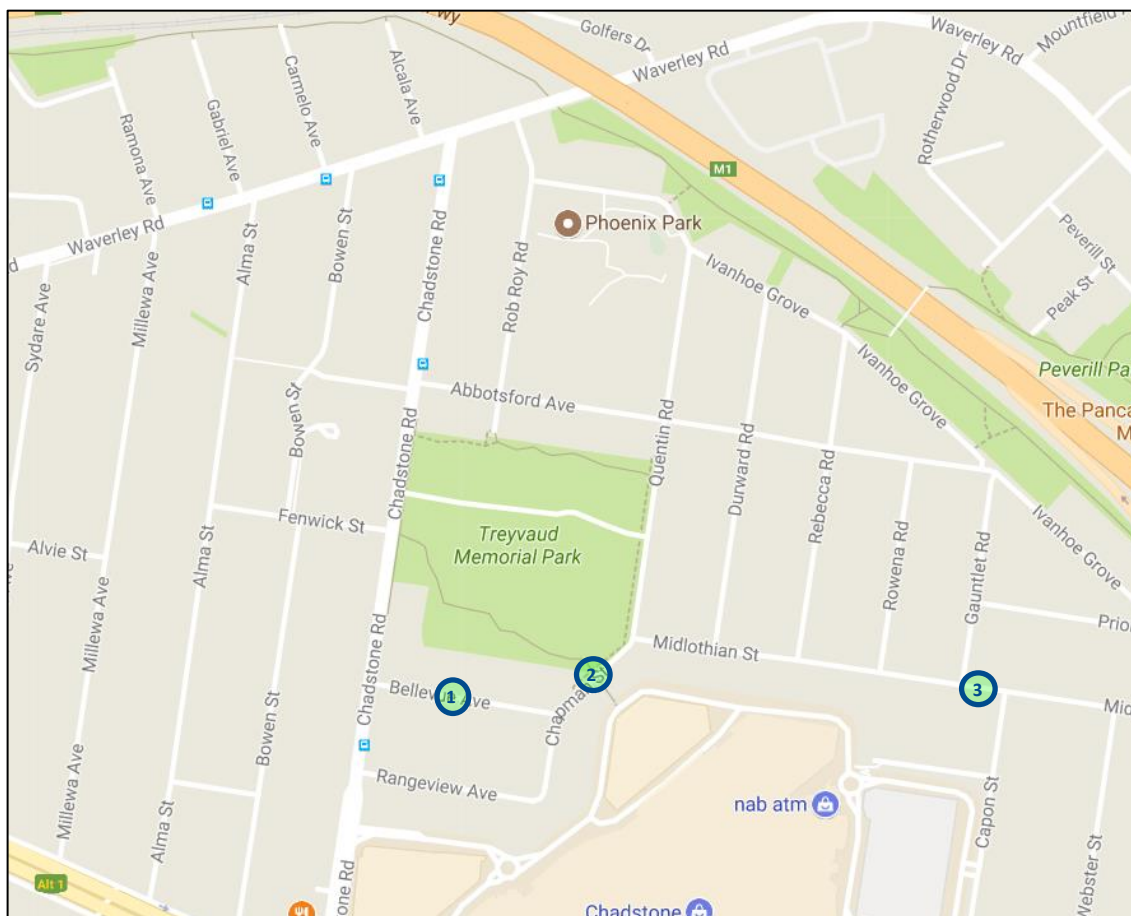


FIGURE 20: AUTOMATIC TUBE COUNT RESULTS - COUNCIL DATA

NO.	LOCATION	VOLUME	NORTH/EAST BOUND	SOUTH/WEST BOUND	COMBINED	85 TH %ILE SPEED
1	Bellevue Ave between Waverley Rd & Chapman St	Average weekday	645	415	1,060	53km/h
		AM Peak Hour (8am-9am)	69	39	108	
		PM Peak Hour (5pm-6pm)	55	36	91	
2	Chapman St between Midlothian St & Bellevue Ave	Average weekday	766	471	1,237	45km/h
		AM Peak Hour (8am-9am)	84	40	124	
		PM Peak Hour (5pm-6pm)	66	47	113	

3	Midlothian St between Gauntlet Rd & Capon St	Average weekday	1,089	444	1,533	53km/h
		AM Peak Hour (8am-9am)	118	48	165	
		PM Peak Hour (5pm-6pm)	95	41	133	

TABLE 5: AUTOMATIC TUBE COUNT RESULTS - COUNCIL DATA WEEK 1

NO.	LOCATION	VOLUME	NORTH/EAST BOUND	SOUTH/WEST BOUND	COMBINED	85 TH %ILE SPEED
1	Bellevue Ave between Waverley Rd & Chapman St	Average weekday	649	421	1,070	51km/h
		AM Peak Hour (8am-9am)	69	38	107	
		PM Peak Hour (4pm-5pm)	52	33	86	
2	Chapman St between Midlothian St & Bellevue Ave	Average weekday	769	475	1,244	45km/h
		AM Peak Hour (8am-9am)	83	43	126	
		PM Peak Hour (4pm-5pm)	59	41	100	

TABLE 6: AUTOMATIC TUBE COUNT RESULTS - COUNCIL DATA WEEK 2

The following comments are made with respect to the collected traffic volume and speed data:

- The Local Roads with the highest volumes are Fenwick Street between Chadstone Road and Bowen Street (901 – 871 vpd), Quentin Road between Percy Treyvaud Memorial Park access and Midlothian Street (841 – 820 vpd), Bellevue Avenue between Waverley Road and Chapman Street (1,060 – 1,070 vpd) and Chapman Street between Midlothian Street and Bellevue Avenue (1,237 – 1,244 vpd).
- The Collector Roads with the highest volumes are Ivanhoe Grove between Waverley Road and Rob Roy Road (1,924 – 1,856 vpd), Abbotsford Avenue between Chadstone Road and Rob Roy Road (1,395 vpd) and Midlothian Street between Gauntlet Road and Capon Street (1,533 vpd).
- These daily traffic volumes all fall below the limit of 2,000 – 3,000 vpd specified in Clause 52.06 of the Planning Scheme for a Local Road (Access Street – Level 2) and 3,000 vpd specified in Clause 52.06 of the Planning Scheme for a Collector Street – Level 1.
- The 85th percentile speed is typically at or lower than the posted speed limits. It is therefore evident that there is a good level of speed limit compliance.

3.7.2 Intersection Counts

O'Brien Traffic commissioned turning movement counts at various key intersections in the vicinity of Percy Treyvaud Memorial Park. Turning movement counts are surveys of an intersection to count the number of vehicles which undertook each movement (i.e. right turn, left turn, through traffic) within a specified timeframe (typically commuter peak hours). This data is typically recorded using video cameras for accuracy.

The key intersections surveyed include:

- Chadstone Road / Percy Treyvaud Memorial Park access intersection;
- Quentin Road / Percy Treyvaud Memorial Park access intersection;
- Waverley Road / Chadstone Road intersection; and
- Princes Highway (Dandenong Road) / Chadstone Road / Poath Road intersection.

These turning movement counts were undertaken on:

- Thursday 15 June 2017 from 7am to 10am and 3pm to 7pm; and
- Saturday 17 June 2017 from 7am to 6pm.

It is noted that:

- On Thursday Lacrosse training typically occurs from 5:30pm – 8:00pm; and
- On Saturday there were two Lacrosse matches for Boys under 11's and under 13's scheduled at 9:00am.

The peak hour turning movement volumes for each intersection are summarised in **Figure 21 – Figure 28**. Detailed results are provided in **Appendix C**.

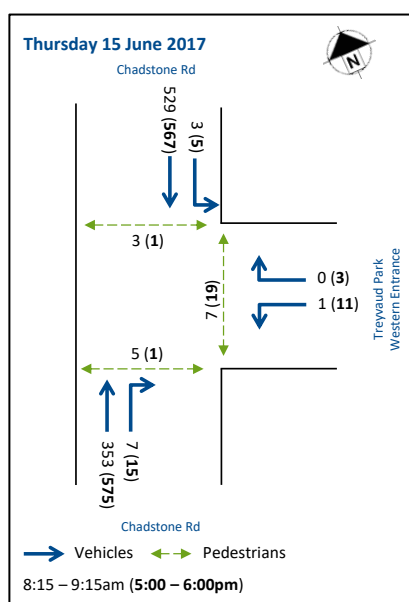


FIGURE 21: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TURNING VOLUMES THURSDAY 15/6/17

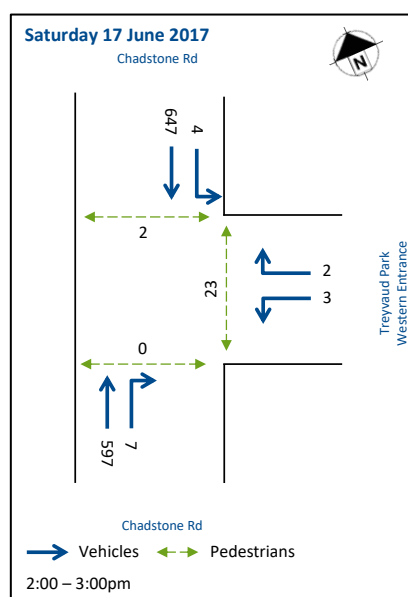


FIGURE 22: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TURNING VOLUMES SATURDAY 17/6/17

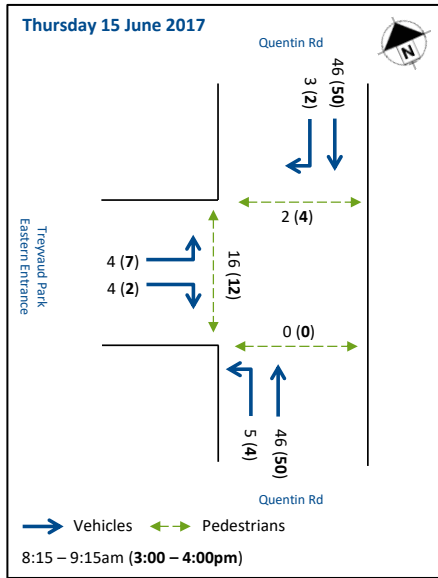


FIGURE 23: QUINTIN RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TURNING VOLUMES THURSDAY 15/6/17

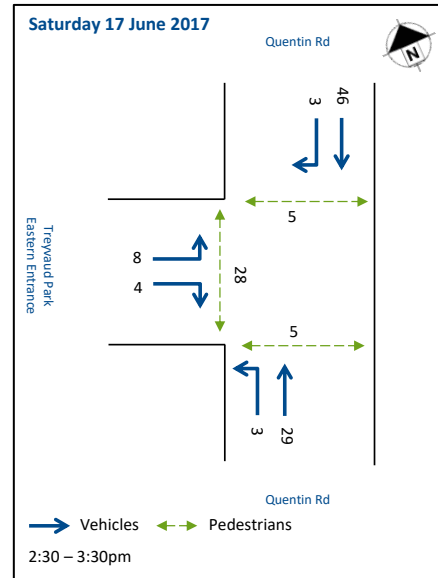


FIGURE 24: QUINTIN RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TURNING VOLUMES SATURDAY 17/6/17

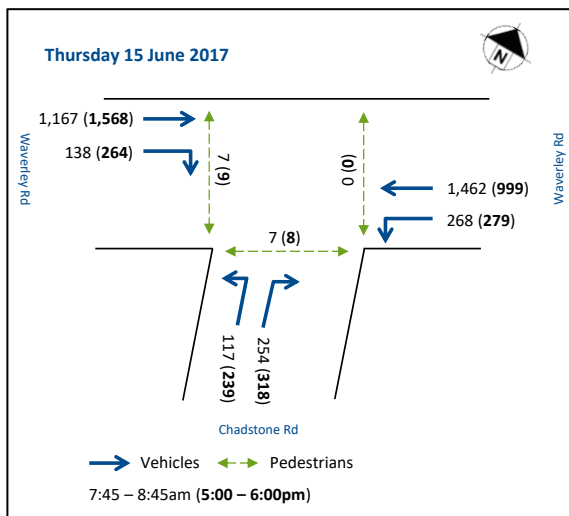


FIGURE 25: WAVERLEY RD / CHADSTONE RD TURNING VOLUMES THURSDAY 15/6/17

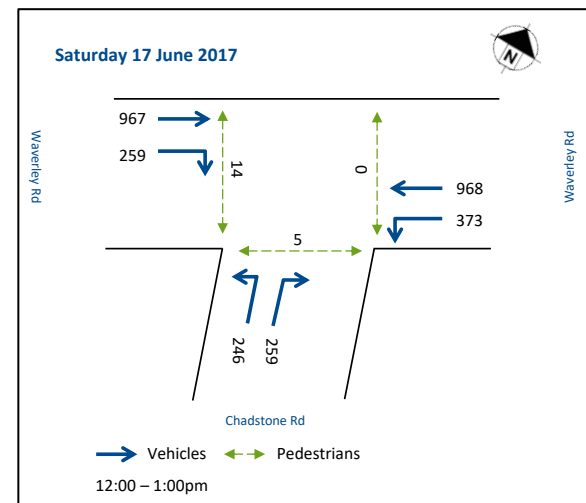


FIGURE 26: WAVERLEY RD / CHADSTONE RD TURNING VOLUMES SATURDAY 17/6/17

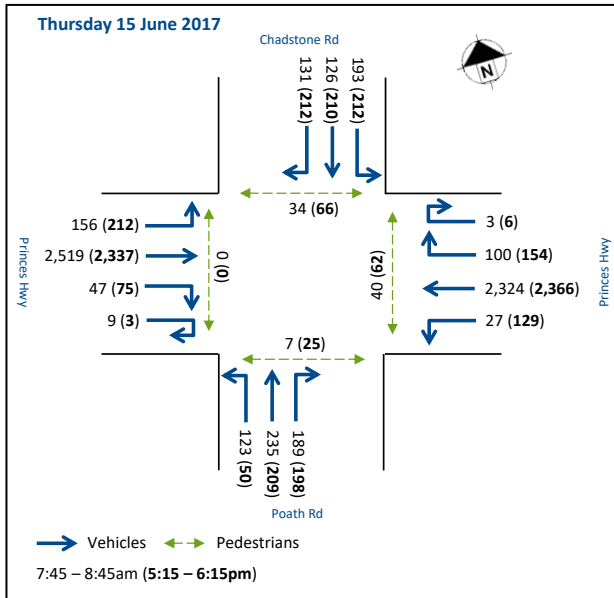


FIGURE 27: PRINCES HWY / CHADSTONE RD / POATH RD TURNING VOLUMES THURSDAY 15/6/17

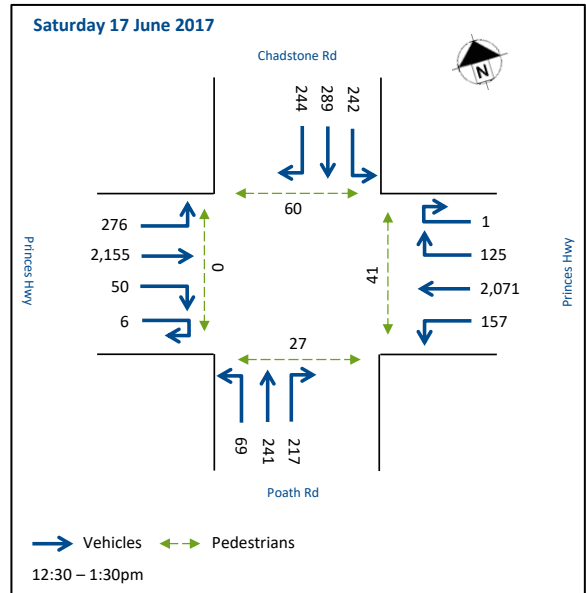


FIGURE 28: PRINCES HWY / CHADSTONE RD / POATH RD TURNING VOLUMES SATURDAY 17/6/17

An additional turning movement count was undertaken at the Chadstone Road / Abbotsford Avenue intersection. These counts were undertaken on:

- Saturday 29 July 2017 from 9am to 5pm; and
- Thursday 3 August 2017 from 3pm to 6:30pm.

The peak hour turning movement volumes for this intersection is summarised in **Figure 29** and **Figure 30**.

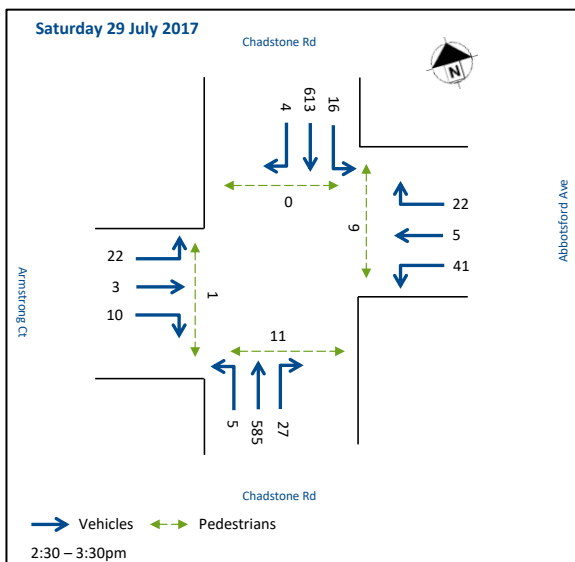


FIGURE 29: CHADSTONE RD / ABBOTSFORD AVE / ARMSTRONG CT TURNING VOLUMES SATURDAY 29/7/17

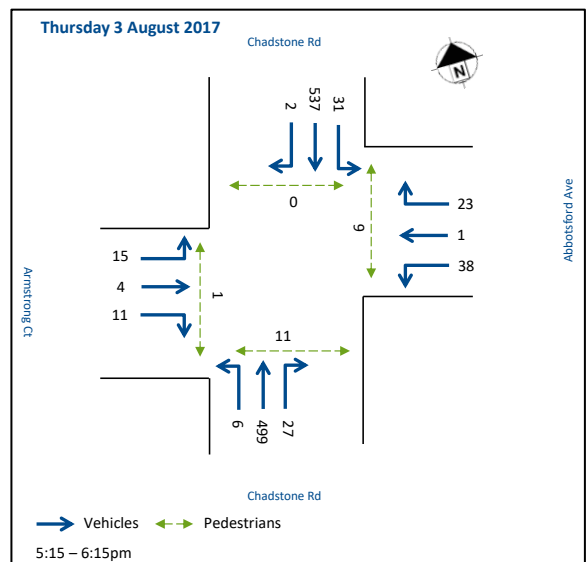


FIGURE 30: CHADSTONE RD / ABBOTSFORD AVE / ARMSTRONG CT TURNING VOLUMES THURSDAY 3/8/17

3.8 CRASH HISTORY

Reported casualty crash history has been obtained through VicRoads ArcGIS database for the last 5 years of available data. Data obtained for the area is indicated in **Figure 31** below.

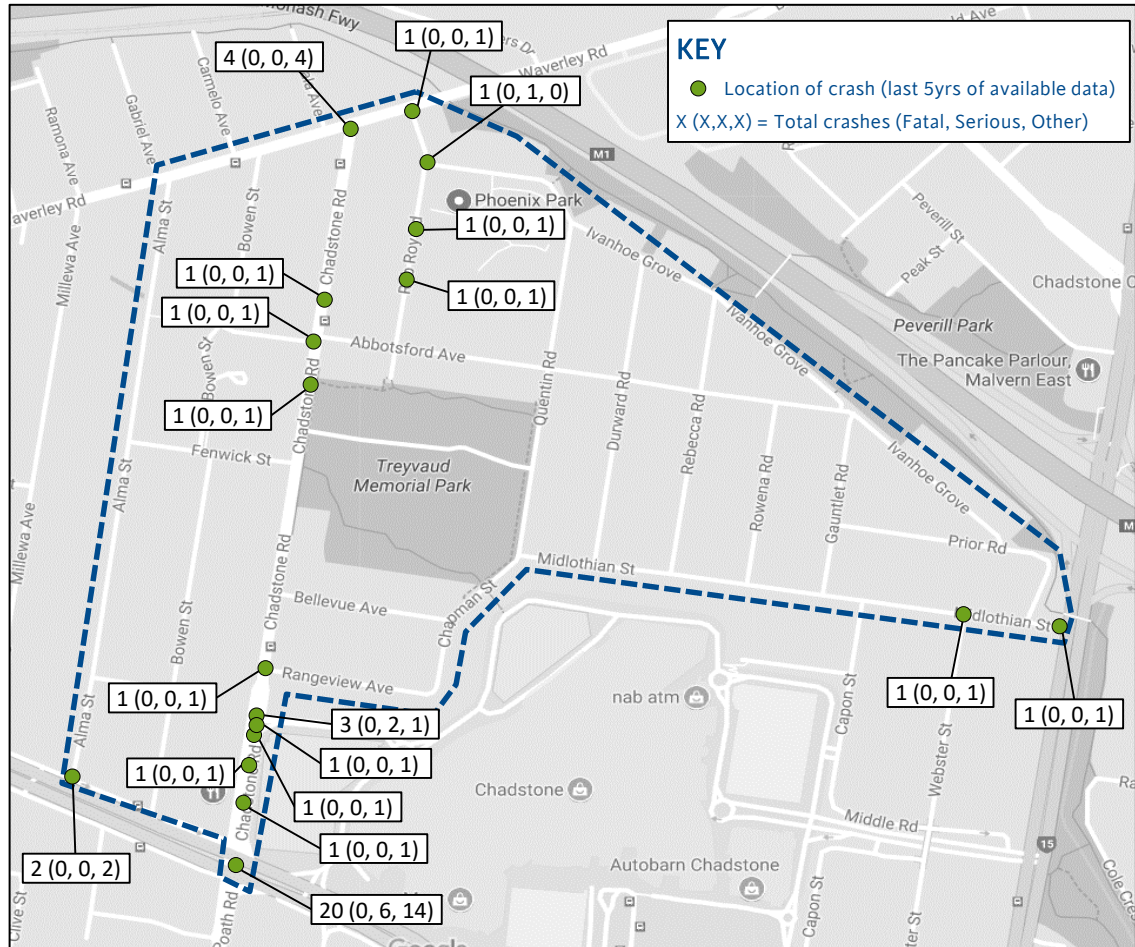


FIGURE 31: REPORTED CASUALTY CRASHES

It is noted that in this period there was one reported casualty crash approximately 50m north of the Percy Treyvaud Memorial Park access to Chadstone Road which occurred on Wednesday 11 September 2013 at 5:10pm which was classified as “vehicle strikes door of parked / stationary vehicle” resulting in an ‘Other’ injury.

Overall, the crash data confirms that very few reported casualty crashes have occurred in the vicinity of the subject site.

4 THE PROPOSAL

It is proposed to construct an Indoor Sports Stadium with four courts. The predominate use of the stadium will be for netball and basketball.

Concept plans of the car park show 147 spaces within a semi-basement car park and 38 spaces along the southern boundary of the building.

The proposed layout of the car parking along the southern boundary of the building will result in a net increase in 12 spaces along the internal accessway of the Park. It is noted that some modifications will be necessary to the semi-basement car park which may result in a net loss of 5 spaces. Overall, it is estimated that the proposal would result in a net increase of 154 – 159 spaces.

The proposed Indoor Sports Stadium will be utilised 7 days a week for competition, training, school and social use. The Stadium will operate from 8am – 10pm weekdays and 8am – 8pm on weekends.

Access to the sports stadium will be via Percy Treyvaud Memorial Park with the main entrance via Chadstone Road and a secondary access via Quentin Avenue. It is understood that an option to close the access to Quentin Road is being considered as part of this proposal. In this case, all access to Percy Treyvaud Memorial Park and the sport stadium would be via Chadstone Road.

5 CAR PARKING

5.1 PLANNING SCHEME CAR PARKING REQUIREMENT

Parking policy and requirements applicable to the proposed development are specified in Clause 52.06 of the Stonnington Planning Scheme.

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The proposed Indoor Sports Stadium is classified as “Indoor Recreation Facility” under the Planning Scheme.

The Planning Scheme does not provide car parking rates for this use and therefore car parking must be provided to the satisfaction of the responsible authority in accordance with Clause 52.06-6 of the Planning Scheme.

To determine the likely car parking demand of the proposal, a Car Parking Demand Assessment has been undertaken as follows.

5.2 CAR PARKING DEMAND ASSESSMENT

5.2.1 Case Study – Dales Park, Oakleigh South

As parking rates are not provided for an “Indoor / Outdoor Recreation Facility”, surveys were undertaken at a similar netball facility in Oakleigh South. This facility was selected as there was a single access point and majority of car parking associated with the netball activity occurred on-site.

Dales Park in Oakleigh South is used by Kingston and District Netball Association and has 8 outdoor netball courts, a playground and 37 formal car spaces accessed via a crossover to Washington Drive as shown in **Figure 32**. During netball games, the grassed areas to the north of the netball courts are used for overflow car parking.



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FIGURE 32: AERIAL PHOTO OF DALES PARK

Parking utilisation surveys of the formal car park, informal parking areas and on-street car parking in the vicinity of Dales Park were undertaken on Saturday 3 June 2017 from 7am – 5pm at 30 minute intervals. This day and time was selected as netball activity at this location is higher on a Saturday than during weekday evenings or Sundays.

To determine the on-street car parking demand associated with the netball courts, it was assumed that the 22 cars parked on-street at the start of the survey were associated with residents (noting that games did not start until 8am) and any additional on-street car parking demand was associated with the netball activity. It is noted that at the conclusion of the surveys (i.e. all netball games had finished) the on-street car parking demand returned to 22 cars.

The results of the surveys are summarised in **Figure 33** with full results provided in **Appendix D**.

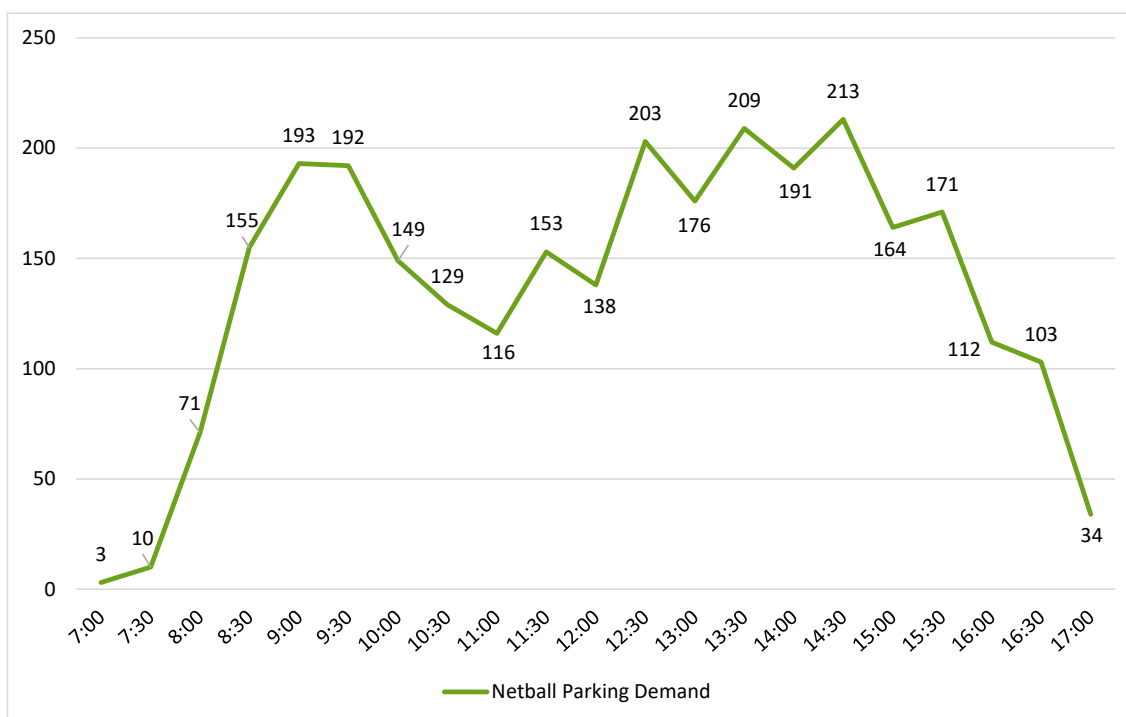


FIGURE 33: DALES PARK - CAR PARKING SURVEY RESULTS (SATURDAY 3/6/17)

Based on the above, the 8 netball courts at Dales Park generated a peak parking demand of 213 cars at 2:30pm.

It is noted that on the day of the surveys finals were being played in the afternoon and therefore it is anticipated that the car parking demand would be higher than a typical game day associated with higher spectator attendance. We have been advised that games are typically scheduled 7 minutes apart which is similar to the expected changeover period for the proposed stadium of 5 minutes.

5.2.2 Proposed Indoor Sports Stadium

Based on the peak parking demand at Dales Park for 8 courts, it is anticipated that the proposed Indoor Sports Stadium with 4 courts would generate up to half the peak parking demand observed at Dales Park i.e. $213 / 2 = 107$ spaces.

This peak parking demand of 107 spaces for the proposed stadium is considered to be a conservative estimate as the peak parking demand associated with Dales Park was observed at 2:30pm when finals were being played which would attract more spectators than a typical game.

5.3 ADEQUACY OF CAR PARKING SUPPLY

5.3.1 Indoor Sports Stadium

The proposed Indoor Sports Stadium is anticipated to generate a peak car parking demand of 107 spaces. With the proposed provision of 142 – 147 spaces proposed within the semi-basement car park, the car parking demand associated with the Indoor Sports Stadium will be accommodated on-site.

It is noted that on the days surveyed there was available car parking in the Percy Treyvaud Memorial Park car park which could potentially be used as overflow car parking if required. It is noted that these areas may be utilised at other times of the year when the other clubs / activities that utilise Percy Treyvaud Memorial Park are in season however there will be a net increase of 12 spaces to further improve parking availability within the Park.

5.3.2 Other Considerations

It is noted that Dales Park is located within a highly residential area that does not provide the same level of access to public transport options compared to Percy Treyvaud Memorial Park. As discussed in **Section 2.5** of this report, Percy Treyvaud Memorial Park is located within 1km of various bus routes at Chadstone Shopping Centre bus interchange.

Therefore, users of the proposed stadium have alternative access options to the private vehicle and this may result in a lower car parking demand to that observed at Dales Park where alternative transport options are more limited.

6 CAR PARK ACCESS & LAYOUT

O'Brien Traffic has reviewed the concept layout of the proposed semi-basement car parking arrangements and provide the following general comments:

- The layout indicates that the east-west aisles will only be wide enough for one-way traffic (approximately 3.4m wide). To increase circulation within the car park, O'Brien Traffic has prepared a concept plan of an alternative car park layout provided in **Appendix E**. This layout would reduce the overall car parking supply to 143 spaces (net loss of 4 spaces) but would provide wider aisles to improve access and manoeuvrability.

It is noted that the final car park layout is subject to detailed design.

- The proposed outdoor car parking layout and dimensions should be designed in accordance with AS2890.1:2003.
- The development requires disabled car parking to be provided at a rate of '1 space for every 100 carparking spaces or part thereof'. Based on the provision of car parking in the Concept Plan, two disabled spaces designed in accordance with AS2890.6:2009 will be required which will result in the loss of one car space.
- The semi-basement car park must provide a minimum headroom of 2.5m in accordance with AS2890.6:2009.
- Consideration could be given to allocating some of the at grade on-site car spaces to provide for school buses to drop-off / pick-up during weekdays.
- If access to Quentin Road is retained, it is recommended that this access be widened to allow for two-way traffic.

The Chadstone Road / Percy Treyvaud Memorial Park access is discussed in detail in **Section 9.5.4** of this report.

7 BICYCLE FACILITIES

Bicycle parking requirements applicable to the proposed development are specified in Clause 52.34 of the Stonnington Planning Scheme.

Table 7 shows the relevant bicycle parking requirements for the proposal:

It is assumed that there would be less than 4 full-time employees on-site.

USE	SIZE	PLANNING SCHEME BICYCLE PARKING RATE		BICYCLE PARKING REQUIREMENT	
		EMPLOYEE / RESIDENT	CUSTOMER / VISITOR	EMPLOYEE / RESIDENT	CUSTOMER / VISITOR
Minor Sports and Recreation Facility ¹	approx. 4,500m ²	1 spaces per 4 employees	1 space to each 200m ² of net floor area	1 space	22 spaces

1. MINOR SPORTS & RECREATION FACILITY = LAND USED FOR LEISURE, RECREATION, OR SPORT, WITHOUT SUBSTANTIAL PROVISION FOR SPECTATORS, AND WHICH IS USUALLY NON-PAYING SPECTATORS

TABLE 7: PLANNING SCHEME BICYCLE PARKING REQUIREMENT

It is recommended that one employee and 22 visitor bicycle spaces be provided on-site.

8 PEDESTRIAN ACCESS

It should be ensured that a high-level pedestrian access is provided to the proposed Indoor Sports Stadium. Pedestrian and cyclist connections to the stadium could be provided via the off-road path along the northern boundary of Percy Treyvaud Memorial Park as shown in Figure 34. This path will provide pedestrians and cyclists access to Chadstone Road, Rob Roy Road and Quentin Road from the site.



FIGURE 34: NORTHERN OFF-ROAD PATH FACING EAST

9 LOADING & WASTE COLLECTION

An area will need to be set aside for loading and waste collection associated with the proposed facility. It is recommended that loading / waste collection be restricted to during business hours and that a loading area be provided by restricting an appropriate number of the outdoor car parking spaces to 'Loading Zone' during business hours.

This will ensure that the outdoor car parking is available during peak times for users of Percy Treyvaud Memorial Park.

10 TRAFFIC GENERATION, DISTRIBUTION & IMPACT

10.1 TRAFFIC GENERATION

10.1.1 Case Study – Dales Park, Oakleigh South

O'Brien Traffic commissioned a turning movement count at the entrance to Dales Park from Washington Drive in Oakleigh South. The count was undertaken during the car parking surveys discussed in **Section 4.2.1** of this report on Saturday 3 June 2017 from 7am – 5pm.

As previously noted, a turning movement count are surveys of an intersection to count the number of vehicles which undertook each movement (i.e. right turn, left turn, through traffic) within a specified timeframe.

The total number of hourly trips generated to / from Dales Park is summarised in **Figure 35**. Detailed results are provided in **Appendix F**.

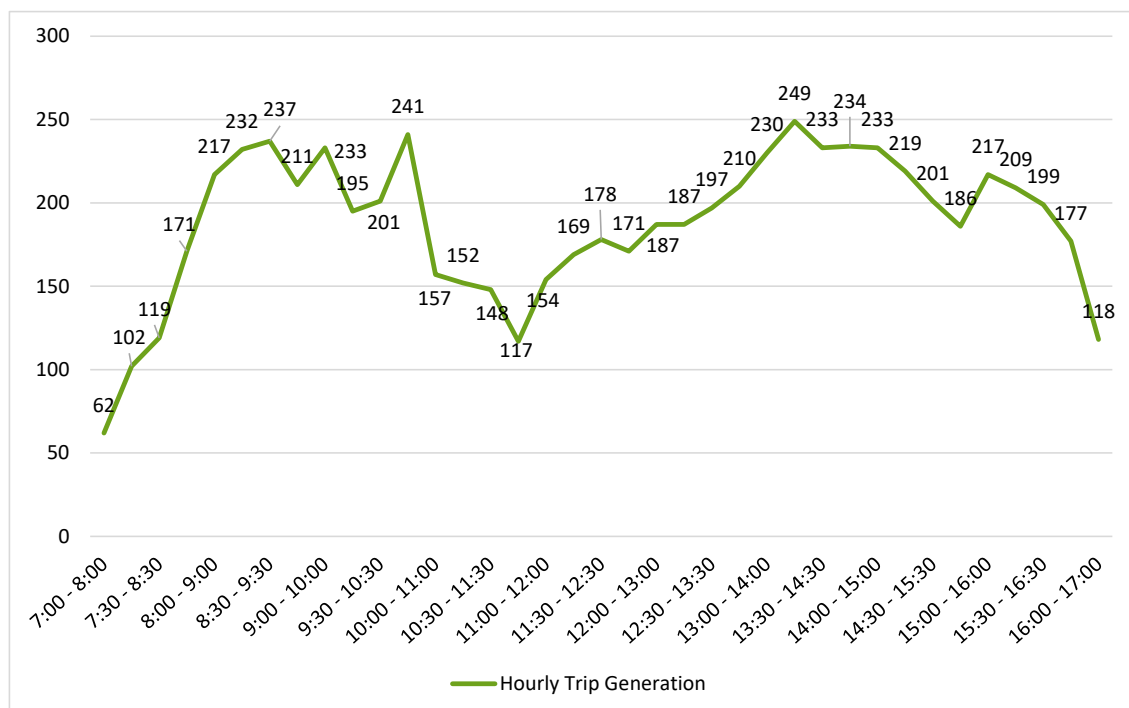


FIGURE 35: DALES PARK HOURLY TRIP GENERATION

The survey results indicate:

- Over the survey period, the site generated a total of 1,808 vehicle trips;
- From 1:15pm – 2:15pm the site generated a peak of 249 trips. It is noted that during this time the proportion of vehicles entering / exiting the site were split approximately 50 / 50 (i.e. 50% trips to the site and 50% trips away from the site);
- The peak trips generated towards the site occurred from 8am – 9am where 172 vehicles entered Dales Park (i.e. 79% trips to the site and 21% trips away from the site);
- The peak trips generated away from the site occurred between 9:45am – 10:45am where 166 vehicles exited Dales Park (i.e. 31% trips to the site and 69% trips away from the site).

10.1.2 Proposed Indoor Sports Stadium

Based on the surveys undertaken at Dales Park, it is anticipated that the Indoor Sports Stadium with 4 courts will generate traffic at a rate proportional to the traffic generated by the 8 courts at Dales Park.

Therefore, the proposed Indoor Sports Stadium is anticipated to generate up to $1,808 / 2 = 904$ vehicle trips. It is noted that the surveys were undertaken for 10 hours, however the Indoor Sports Stadium is proposed to operate for 12 hours on a Saturday. To model the additional 2 hours (i.e. 20% additional time), the measured trips have been conservatively increased by 20% i.e. $904 + 20\% = 1,085$ trips during the proposed operating hours.

As the vehicles associated with the Indoor Sports Stadium will be utilising the Percy Treyvaud Memorial Park car park entrance to Chadstone Road / Quentin Road, it is necessary to consider the effects of the peak hours for entering and exiting traffic in addition to the absolute peak hour (note: absolute peak hour is the hour in which the highest number of trips is observed – in + out).

Therefore, the traffic generated during each peak period is anticipated to be:

- Absolute peak hour = 125 trips (i.e. 62 trips to the site / 62 trips from the site)
- Peak hour for IN movements = 109 trips (i.e. 86 trips to the site / 23 trips from the site)
- Peak hour for OUT movements = 121 trips (i.e. 38 trips to the site / 83 trips from the site)

10.2 TRAFFIC DISTRIBUTION

10.2.1 Street Network

The estimated distribution of traffic through the local network generated by the proposed Indoor Sports Stadium under the option that the Quentin Road access to Percy Treyvaud Memorial Park is retained is shown in **Figure 36**.

If the Quentin Road access point was closed, all trips generated to /from the site would be via Chadstone Road. Therefore, the ‘worst case scenario’ for additional trips generated onto the local street network (particularly to the east of the Park) would be associated with retaining the Quentin Road access point. This ‘worst case scenario’ has therefore been modelled.

It is noted that the traffic distribution through the network has been estimated based on survey data collected and the existing traffic distribution of traffic for Percy Treyvaud Memorial Park.

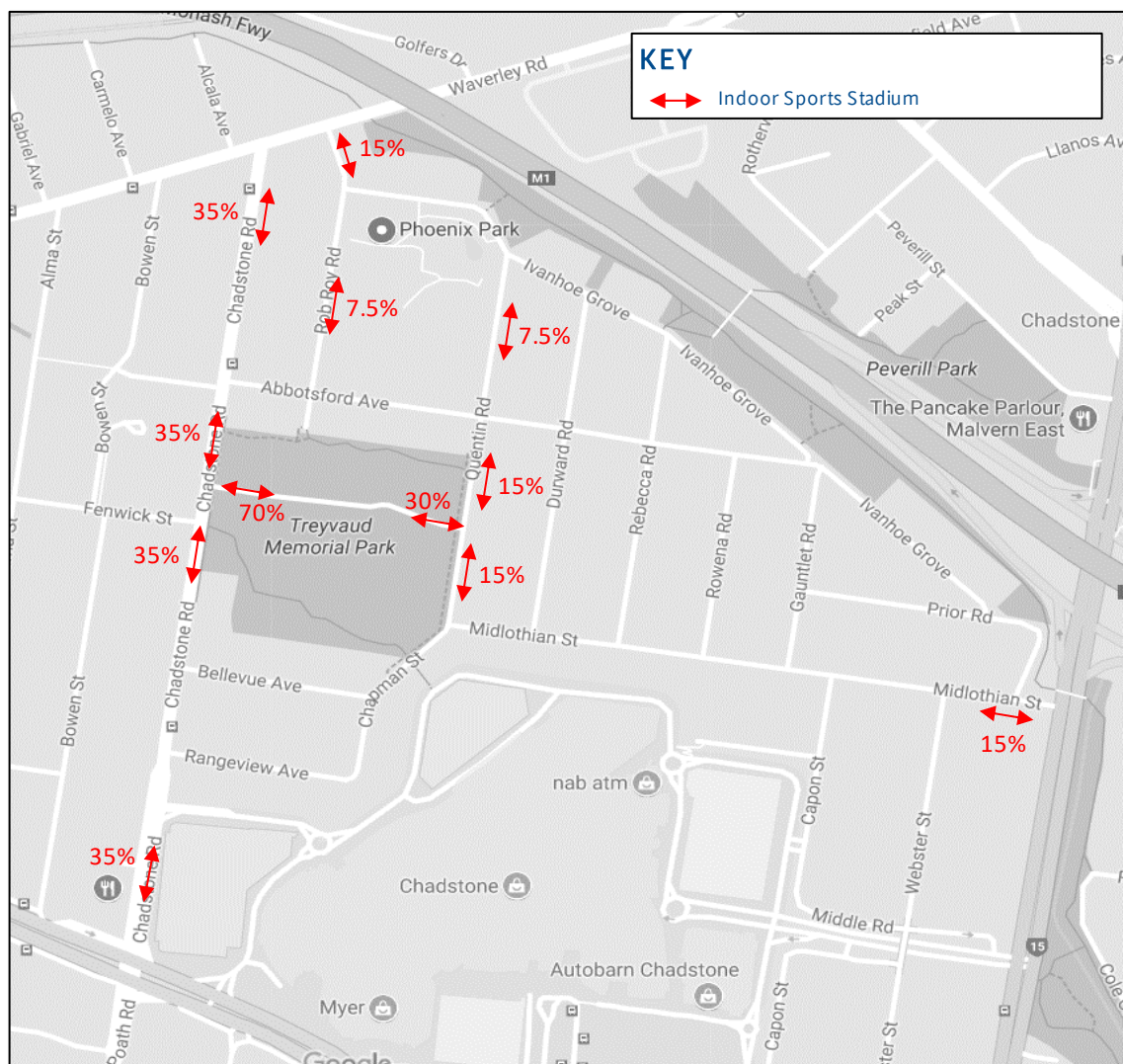


FIGURE 36: ESTIMATED PEAK HOUR TRAFFIC DISTRIBUTION

10.2.2 Key Intersections

Chadstone Road / Dandenong Road / Poath Road

The distribution of traffic associated with the proposal generated to / from the Chadstone Road / Dandenong Road / Poath Road intersection was estimated based on the existing distribution of traffic at the intersection. Based on the existing traffic distribution, it is assumed that:

- In the weekday PM peak hour, 33% of trips will exit Chadstone Road to the east, 34% of trips will exit Chadstone Road to the south and 33% of trips will exit Chadstone Road to the west
- In the PM weekday peak hour, 27% of trips will enter Chadstone Road from the east, 36% of trips will enter Chadstone Road from the south and 37% of trips will enter Chadstone Road from the west
- In the Saturday peak hour, 31% of trips will exit Chadstone Road to the east, 37% of trips will exit Chadstone Road to the south and 31% of trips will exit Chadstone Road to the west
- In the Saturday peak hour, 19% of trips will enter Chadstone Road from the east, 38% of trips will enter Chadstone Road from the south and 43% of trips will enter Chadstone Road from the west

Therefore, the estimated distribution of traffic associated with the proposal is shown in **Figure 37** and **Figure 38**.

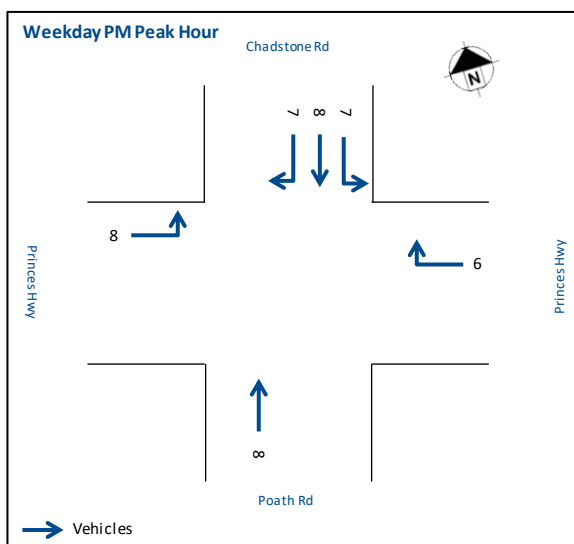


FIGURE 37: PRINCES HWY / CHADSTONE RD / POATH RD WEEKDAY PM PEAK HOUR TRAFFIC DISTRIBUTION

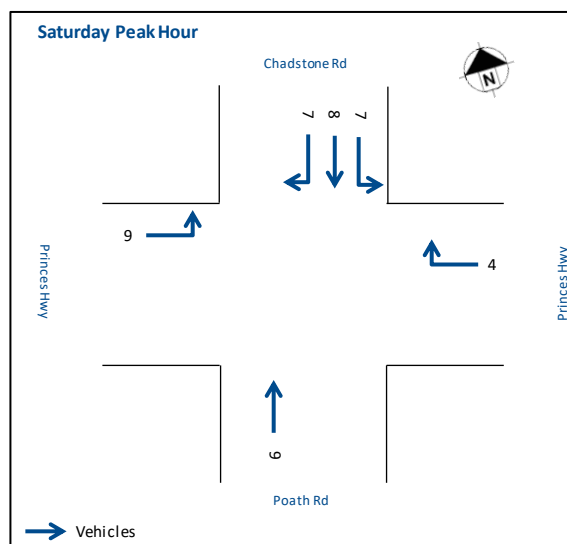


FIGURE 38: PRINCES HWY / CHADSTONE RD / POATH RD SATURDAY PEAK HOUR TRAFFIC DISTRIBUTION

Chadstone Road / Waverley Road

The distribution of traffic associated with the proposal generated to / from the Chadstone Road / Waverley Road intersection was estimated based on the existing distribution of traffic at the intersection. Based on the existing traffic distribution, it is assumed that:

- In the weekday PM peak hour, 57% of trips will exit Chadstone Road to the east, and 43% of trips will exit Chadstone Road to the west
- In the PM weekday peak hour, 51% of trips will enter Chadstone Road from the east and 49% of trips will enter Chadstone Road from the west
- In the Saturday peak hour, 51% of trips will exit Chadstone Road to the east and 49% of trips will exit Chadstone Road to the west
- In the Saturday peak hour, 59% of trips will enter Chadstone Road from the east and 41% of trips will enter Chadstone Road from the west

Therefore, the estimated distribution of traffic associated with the proposal is shown in **Figure 39** and **Figure 40**.

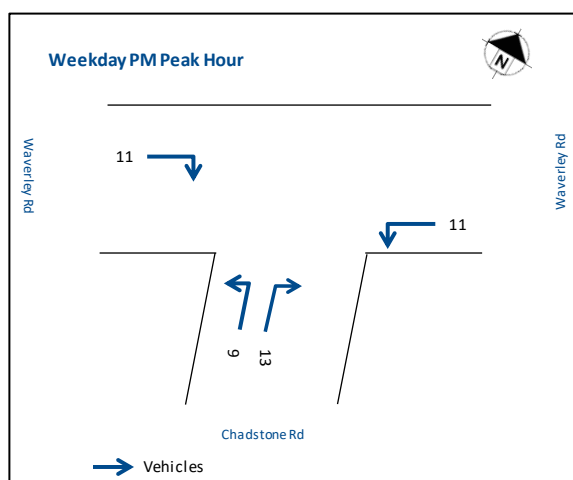


FIGURE 39: WAVERLEY RD / CHADSTONE RD WEEKDAY PM PEAK HOUR TRAFFIC DISTRIBUTION

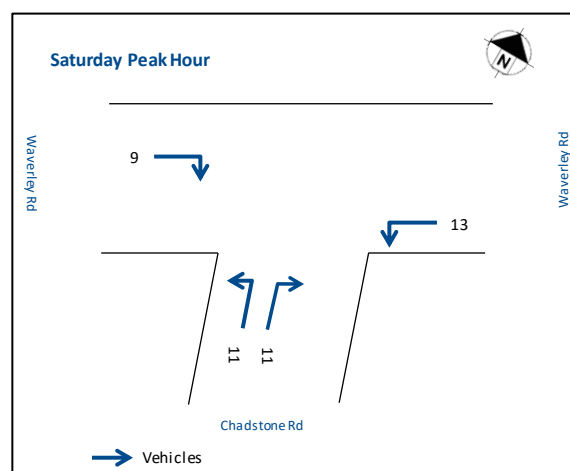


FIGURE 40: WAVERLEY RD / CHADSTONE RD SATURDAY PEAK HOUR TRAFFIC DISTRIBUTION

Chadstone Road / Percy Treyvaud Memorial Park

Based on the existing distribution of traffic of Percy Treyvaud Memorial Park, it is assumed:

- 70% of traffic will use the Chadstone Road entrance
- Exiting traffic will distribute evenly (i.e. 50% will travel to / from the north and 50% will travel to / from the south)

Based on the above, the distribution of traffic associated with the proposal for the absolute peak hour and the IN and OUT peak hours are shown in **Figure 41 – Figure 43**.

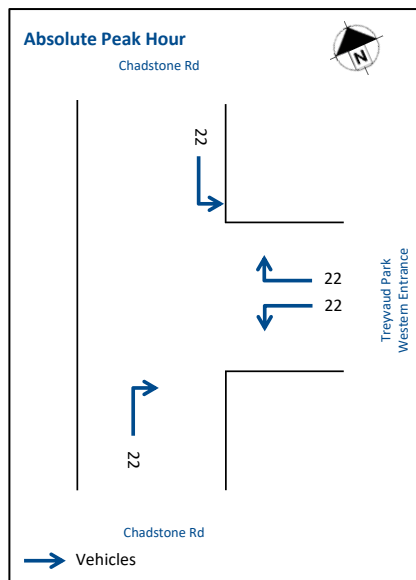


FIGURE 41: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TRAFFIC DISTRIBUTION – ABSOLUTE PEAK HOUR

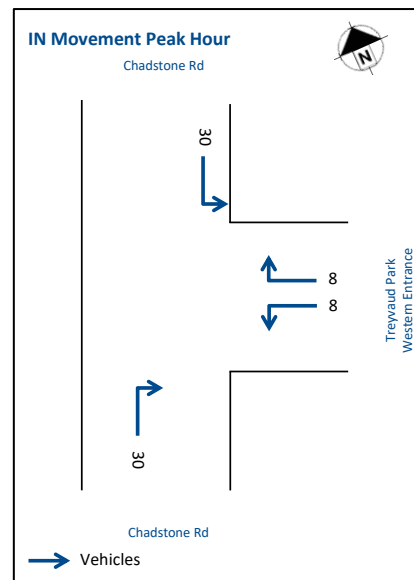


FIGURE 42: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TRAFFIC DISTRIBUTION – IN MOVEMENT PEAK HOUR

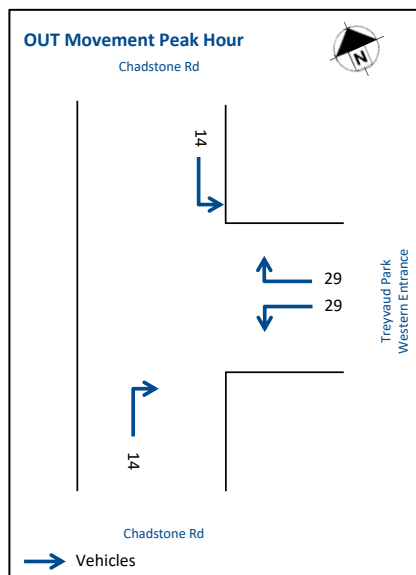


FIGURE 43: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TRAFFIC DISTRIBUTION – OUT MOVEMENT PEAK HOUR

Quentin Road / Percy Treyvaud Memorial Park

Based on the existing distribution of traffic of Percy Treyvaud Memorial Park, it is assumed:

- 30% of traffic will use the Quentin Road entrance
- Exiting traffic will distribute evenly (i.e. 50% will travel to / from the north and 50% will travel to / from the south)

Based on the above, the distribution of traffic associated with the proposal is shown in Figure 44 - Figure 46.

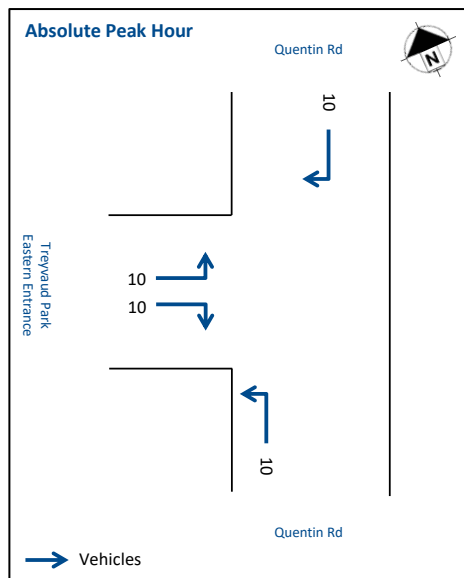


FIGURE 44: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TRAFFIC DISTRIBUTION – ABSOLUTE PEAK HOUR

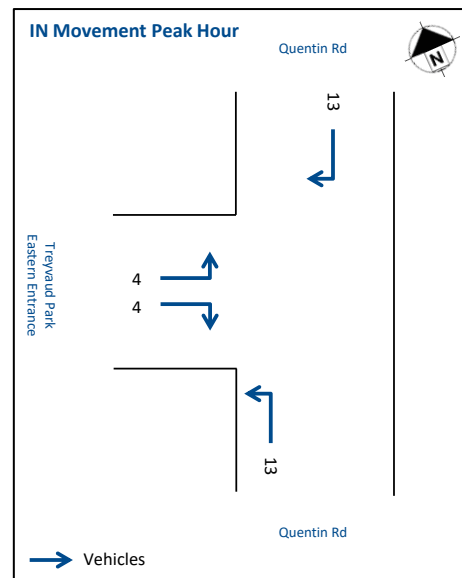


FIGURE 45: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TRAFFIC DISTRIBUTION – IN MOVEMENT PEAK HOUR

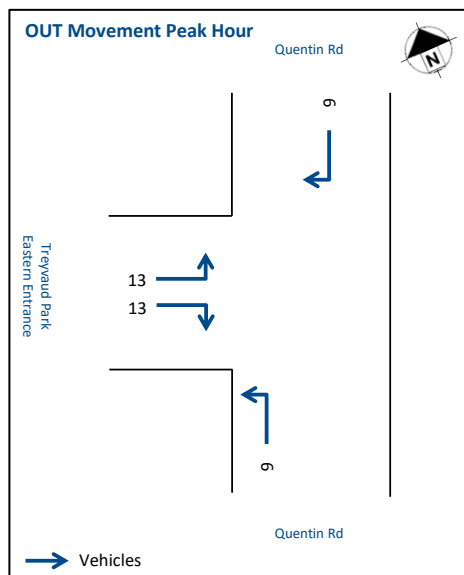


FIGURE 46: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TRAFFIC DISTRIBUTION – OUT MOVEMENT PEAK HOUR

Chadstone Road / Percy Treyvaud Memorial Park - Quentin Road Access Closed

Under existing conditions, there are two entrances into Percy Treyvaud Memorial Park from Chadstone Road (western entrance) and Quentin Road (eastern entrance). Council has requested the traffic impact be assessed if the Quentin Road access were to be closed and all vehicle access to Percy Treyvaud Memorial Park would be provided via Chadstone Road.

It is assumed that traffic will distribute evenly (i.e. 50% will travel to / from the north and 50% will travel to / from the south).

Based on the above, the distribution of traffic associated with the proposal is shown in Figure 47 - Figure 49.

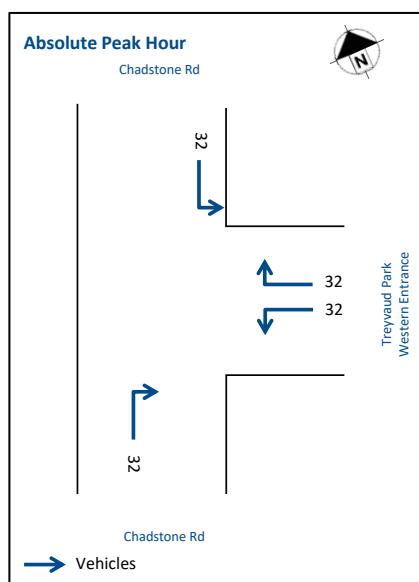


FIGURE 47: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TRAFFIC DISTRIBUTION – ABSOLUTE PEAK HOUR

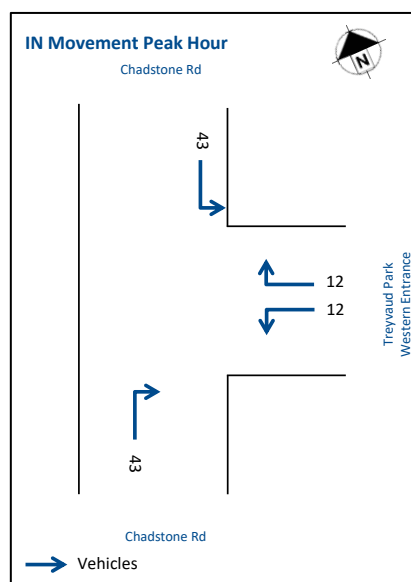


FIGURE 48: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TRAFFIC DISTRIBUTION – IN MOVEMENT PEAK HOUR

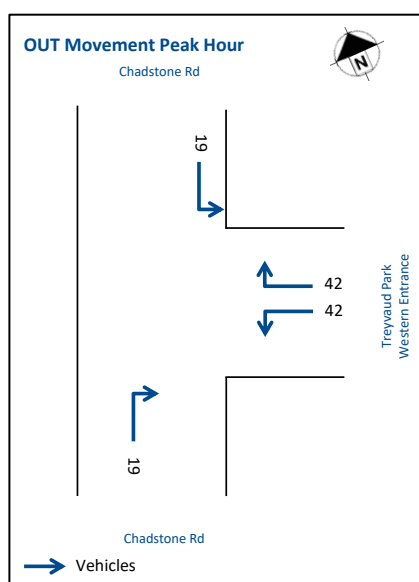


FIGURE 49: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ACCESS TRAFFIC DISTRIBUTION – OUT MOVEMENT PEAK HOUR

10.3 TRAFFIC IMPACT

10.3.1 Street Network

The anticipated additional traffic generated by the proposal within the local street network during a typical day and during a peak hour under the option that the Quentin Road access to Percy Treyvaud Memorial Park is retained is shown in **Figure 50** and **Figure 51** respectively.

As noted previously, the option to retain the Quentin Road access to Percy Treyvaud Memorial Park is considered the ‘worst case scenario’ for the local street network (as opposed to generating all traffic to / from Chadstone Road).

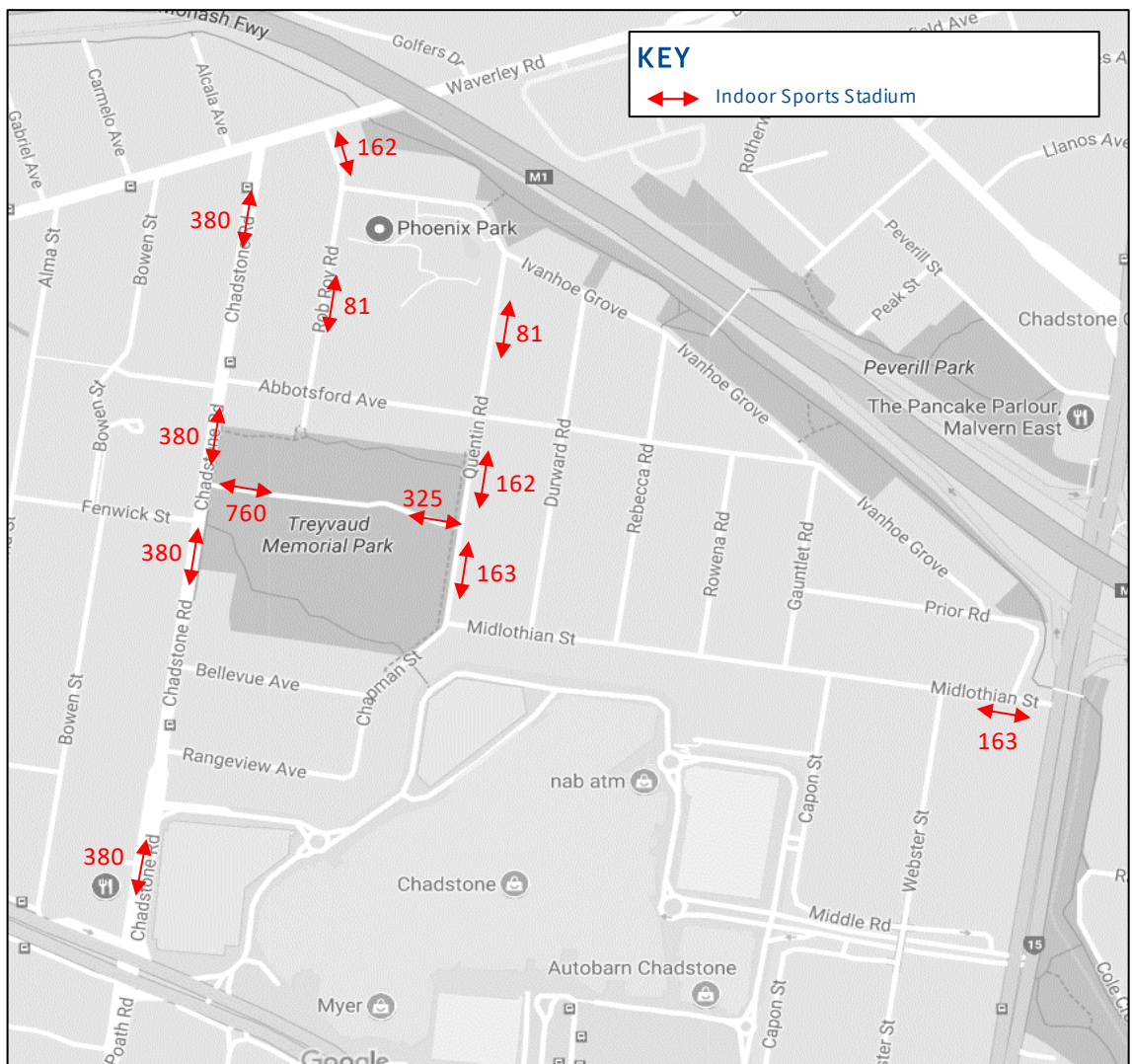


FIGURE 50: ESTIMATED DAILY TRAFFIC DISTRIBUTION

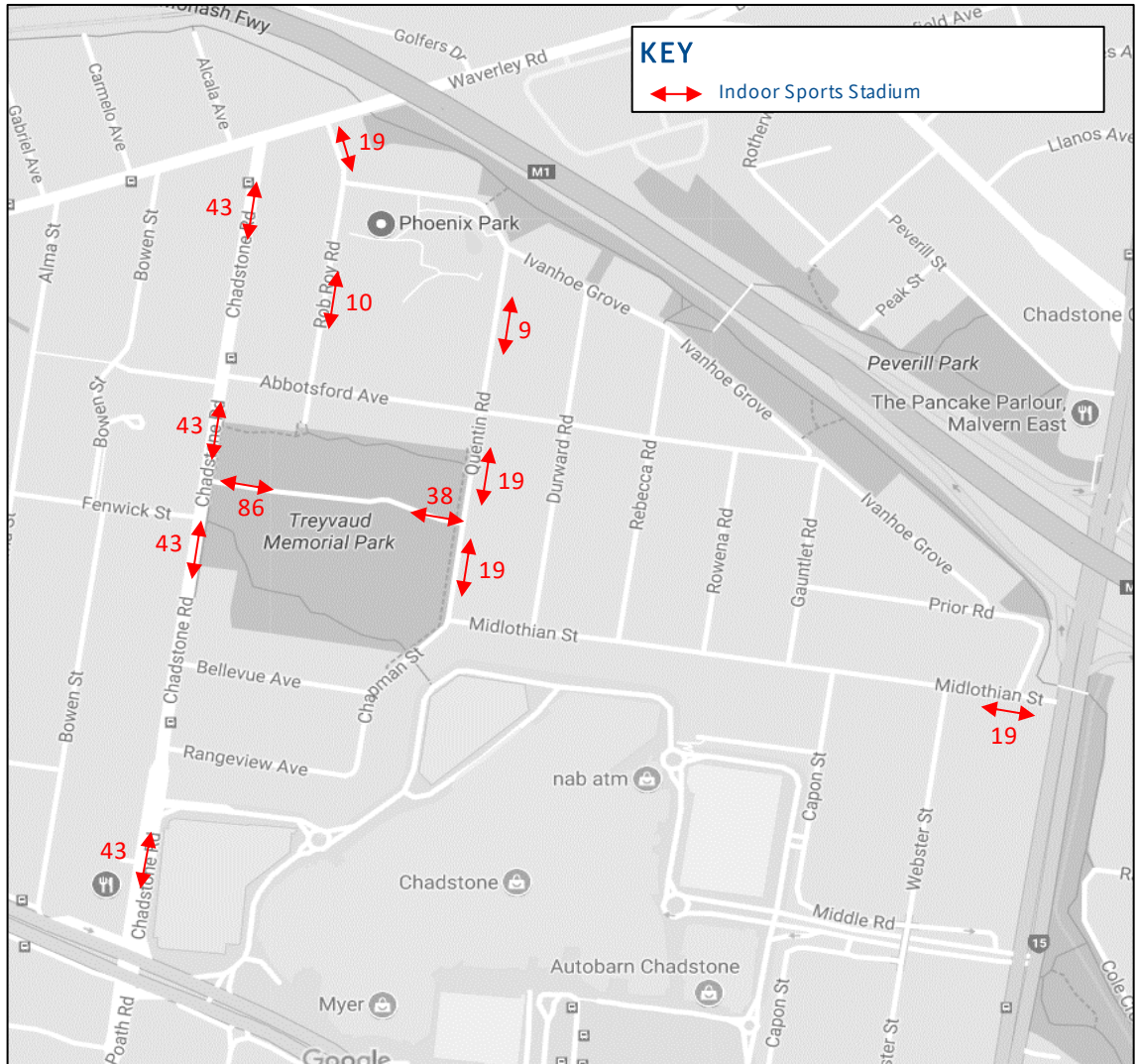


FIGURE 51: ABSOLUTE PEAK HOUR TRAFFIC DISTRIBUTION

The anticipated proposed daily volumes of Local Roads and Collectors Roads with the highest volumes that will be affected by the proposed Indoor Sports Stadium are summarised in **Table 8**.

STREET	CLASSIFICATION	EXISTING DAILY VOLUME	PROPOSED DAILY VOLUME
Quentin Rd btwn Percy Treyvaud Memorial Park & Midlothian St	Local Street	820 – 841 vpd	983 – 1,004 vpd
Ivanhoe Grove btwn Waverley Rd & Rob Roy Rd	Collector Road	1,856 – 1,924 vpd	2,018 – 2,086 vpd
Midlothian Street btwn Gauntlet Rd & Capon St	Collector Road	1,533 vpd	1,696 vpd

TABLE 8: EXISTING / PROPOSED DAILY VOLUMES

Clause 56.06 specifies a target limit of 2,000 – 3,000 vpd for a Local Road (Access Street – Level 2) and 3,000 vpd for a Collector Street – Level 1. **Table 8** confirms the existing local street network will readily accommodate the additional daily traffic.

In the peak hour, the facility is anticipated to generate:

- up to 86 additional trips to / from Chadstone Road during the absolute peak hour;
- up to 19 additional trips to / from Ivanhoe Grove during the absolute peak hour; and
- up to 19 additional trips to / from Midlothian Street during the absolute peak hour.

Overall, the additional trips generated by the proposal in a peak hour within surrounding network are minimal.

10.3.2 Key Major Intersections

Chadstone Road / Dandenong Road / Poath Road

The Chadstone Road / Princes Highway / Poath Road intersection currently caters for 6,371 vehicles in the weekday PM peak hour and 6,143 vehicles in the Saturday peak hour. Therefore, the addition of 43 vehicle trips during these peak hours would equal to an increase of 0.70% in the weekday PM peak hour and 0.67% in the Saturday peak hour.

This level of additional traffic is minor in comparison to the existing volumes carried by the intersection and it is anticipated that the additional traffic would be absorbed with minimal impact to the overall operation of the intersection.

Chadstone Road / Waverley Road

The Chadstone Road / Waverley Road intersection currently caters for 3,667 vehicles in the weekday PM peak hour and 3,072 vehicles in the Saturday peak hour. Therefore, the addition of 43 vehicle trips during these peak hours would equal to an increase of 1.16% in the weekday PM peak hour and 1.38% in the Saturday peak hour.

This level of additional traffic is minor in comparison to the existing volumes carried by the intersection and it is anticipated that the additional traffic would be absorbed with minimal impact to the overall operation of the intersection.

10.3.3 Key Local Intersections

SIDRA Intersection 7.0 was used to assess the key intersections within the local network under the following conditions:

- Existing Conditions;
- Proposed Conditions (i.e. accounting for additional traffic generated by proposed Indoor Sports Stadium); and
- Future Conditions (i.e. account for 10% increase in traffic volumes in the next 10 years due to the removal of the level crossing on Poath Road and future development of the surrounding area).

The key local intersections assessed, include:

- Chadstone Road / Percy Treyvaud Memorial Park entrance (Quentin Road entrance to be retained);
- Quentin Road / Percy Treyvaud Memorial Park entrance; and
- Chadstone Road / Percy Treyvaud Memorial Park entrance (Quentin Road entrance closed).

SIDRA is a computer software that models intersections employing lane-by-lane and vehicle path modes coupled with iterative approximation method to provide estimates of capacity and performance statistics of intersections. This software is widely used within the industry.

A summary of the key SIDRA analysis is provided in **Appendix G** and detailed SIDRA outputs are provided in **Appendix H**.

The SIDRA analysis indicates that under the under existing conditions the operation of all key local intersections would be rated as excellent and under proposed and future conditions the operation would continue to be rated as excellent.

Therefore, the analysis indicates that the intersections in the vicinity of the site during peak periods (under existing and future conditions) will readily accommodate the additional traffic generated by the proposal.

10.4 RECOMMENDATIONS

10.4.1 Chadstone Road / Percy Treyvaud Memorial Park Entrance

It is noted that the lane widths on Chadstone Road are wide enough that if a vehicle was turning right, through traffic would be given sufficient room to pass the turning vehicles. The ability to pass a turning vehicle requires a turning vehicle to store close to the centreline. To ensure vehicles turning right into Percy Treyvaud Memorial Park are clear of through traffic it is recommended that a 15m right-right turn lane be provided to ensure the longest queue estimated by SIDRA (14m) remains clear of through traffic.

Appendix I provides a potential design for this right turn treatment.

10.4.2 Quentin Road / Percy Treyvaud Memorial Park Entrance

It is recommended that the Percy Treyvaud Memorial Park access point off Quentin Road is widened to allow two-way simultaneous movement, if this access is to be retained.

11 CONCLUSION

Based on the considerations outlined above, it is concluded that:

- The proposed Indoor Sports Stadium is anticipated to generate a peak car parking demand of 107 spaces. With the proposed provision of 142 – 147 spaces proposed within the semi-basement car park, the car parking demand associated with the Indoor Sports Stadium will be accommodated on-site.
- In relation to the layout of the car parking arrangements for the Indoor Sports Stadium, it is recommended that:
 - The proposed layout for the semi-basement car park in **Appendix E** be adopted;
 - The proposed outdoor car parking layout and dimensions be designed in accordance with AS2890.1:2003;
 - Two disabled spaces designed in accordance with AS2890.6:2009 be provided;
 - A minimum headroom of 2.5m is provided for the semi-basement in accordance with AS2890.6:2009;
 - Consideration be given to allocating space for school buses to drop-off / pick-up during weekdays;
 - If access to Quentin Road is retained, it is recommended that the Quentin Road access be widened to allow for two-way traffic.
- In relation to access for the Indoor Sports Stadium, it is recommended that:
 - A 15m right-right turn lane be provided on Chadstone Road at the Percy Treyvaud Memorial Park access point to ensure the longest queue estimated by SIDRA (14m) remains clear of through traffic.
 - The Percy Treyvaud Memorial Park access point off Quentin Road be widened to allow two-way simultaneous movement.
- The additional daily and peak hour volumes generated by the proposal will be readily accommodated within the local road network.
- The intersections in the vicinity of the site during peak periods (under existing and future conditions) will readily accommodate the additional traffic generated by the proposal.

APPENDIX A

PARKING SURVEY RESULTS



FIGURE A1: PARKING RESTRICTIONS

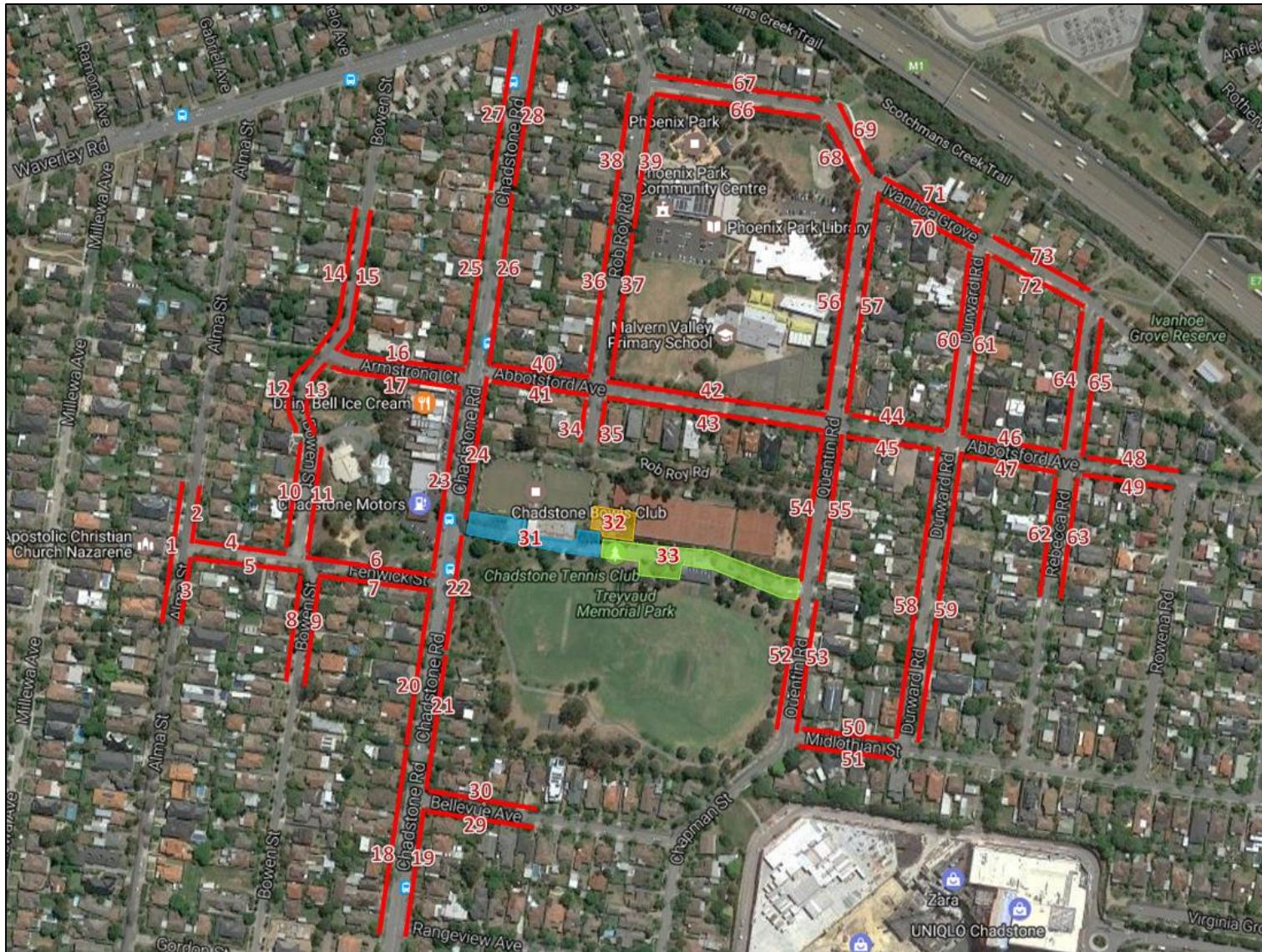


FIGURE A2: PARKING SURVEY MAP

Client O'Brien Traffic
 Date Thu, 15th June 2017
 Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
1. Alma St_ West Side																			
House No. 47_Alma St	No Restriction		11	2	2	0	1	0	0	0	0	1	1	1	1	1	3	2	2
House No. 59_Alma St																			
Total			11	2	2	0	1	0	0	0	0	1	1	1	1	1	3	2	2
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity				18%	18%	0%	9%	0%	0%	0%	0%	9%	9%	9%	9%	9%	27%	18%	18%
2. Alma St_ East Side																			
House No. 54_Alma St	No Restriction		5	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Fernwick St																			
Total			5	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Parking Supply				5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
% Capacity				0%	0%	0%	20%	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
3. Alma St_ East Side																			
Fernwick St	No Restriction		5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
House No. 42_Alma St																			
Total			5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Parking Supply				5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
% Capacity				0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%
4. Fenwick St_ North Side																			
Alma St	No Restriction		7	1	1	0	0	0	0	2	1	1	1	1	1	1	1	1	1
Bowen St																			
Total			7	1	1	0	0	0	0	2	1	1	1	1	1	1	1	1	1
Parking Supply				7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
% Capacity				14%	14%	0%	0%	0%	0%	29%	14%	14%	14%	14%	14%	14%	14%	14%	14%
5. Fenwick St_ South Side																			
Bowen St	No Restriction		6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alma St																			
Total			6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6. Fenwick St_ North Side																			
Bowen St	No Restriction		6	1	2	1	1	2	1	1	1	1	1	1	1	1	1	1	1
Chadstone Rd		2P	9am - 6pm(Mon-Fri)	4	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0
Total			10	2	3	2	2	4	3	1	1	1	1	1	1	1	1	1	1
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				20%	30%	20%	20%	40%	30%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%

Client O'Brien Traffic
 Date Thu, 15th June 2017
 Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
7. Fenwick St_South Side																			
Chadstone Rd																			
Bowen St	No Stopping		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8. Bowen St_West Side																			
House No. 39_Bowen St																			
Fernwick St	No Restriction		11	0	1	0	0	0	0	0	1	1	1	2	2	2	2	2	2
Total			11	0	1	0	0	0	0	0	1	1	1	2	2	2	2	2	2
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity				0%	9%	0%	0%	0%	0%	0%	9%	9%	9%	18%	18%	18%	18%	18%	18%
9. Bowen St_East Side																			
Fernwick St																			
House No. 52_Bowen St	No Restriction		10	3	3	3	3	5	6	5	3	3	3	3	3	2	2	2	2
Total			10	3	3	3	3	5	6	5	3	3	3	3	3	2	2	2	2
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				30%	30%	30%	30%	50%	60%	50%	30%	30%	30%	30%	30%	20%	20%	20%	20%
10. Bowen St_West Side																			
Fernwick St																			
House No. 55_Bowen St	No Restriction		10	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Total			10	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				0%	0%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
11. Bowen St_East Side																			
Bowen St Reserve Driveway																			
Fernwick St	No Restriction		13	3	4	8	9	7	8	8	6	4	0	0	0	0	0	0	0
Total			13	3	4	8	9	7	8	8	6	4	0	0	0	0	0	0	0
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				23%	31%	62%	69%	54%	62%	62%	46%	31%	0%	0%	0%	0%	0%	0%	0%
12. Bowen St_West Side																			
House No. 55_Bowen St																			
Armstrong Ct	No Restriction		13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Client O'Brien Traffic
 Date Thu, 15th June 2017
 Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
13. Bowen St_East Side																			
Armstrong Ct	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bowen St Reserve Driveway																			
Total			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14. Bowen St_West Side																			
Armstrong Ct	No Restriction		13	3	3	3	2	2	2	2	3	3	3	3	4	5	4	4	4
House No. 83_Bowen St																			
Total			13	3	3	3	2	2	2	2	3	3	3	3	4	5	4	4	4
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				23%	23%	23%	15%	15%	15%	15%	23%	23%	23%	23%	31%	38%	31%	31%	31%
15. Bowen St_East Side																			
House No. 102_Bowen St	No Restriction		13	4	4	2	2	2	3	4	3	3	4	4	3	2	2	2	2
Armstrong Ct																			
Total			13	4	4	2	2	2	3	4	3	3	4	4	3	2	2	2	2
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				31%	31%	15%	15%	15%	23%	31%	23%	23%	31%	31%	23%	15%	15%	15%	15%
16. Armstrong Ct_North Side																			
Bowen St	No Restriction		11	4	4	2	3	4	6	5	4	5	5	5	4	4	2	1	1
Chadstone Rd																			
Total			11	4	4	2	3	4	6	5	4	5	5	5	4	4	2	1	1
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity				36%	36%	18%	27%	36%	55%	45%	36%	45%	45%	45%	36%	36%	18%	9%	9%
17. Armstrong Ct_South Side																			
Chadstone Rd	Loading Zone(30mins)	9am - 5pm(Mon-Fri)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Restriction(90angle)		19	10	10	12	12	13	13	13	12	9	9	9	6	3	4	7	5
Bowen St																			
Total			20	10	10	12	12	13	13	13	12	9	9	9	6	3	4	7	5
Parking Supply				20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
% Capacity				50%	50%	60%	60%	65%	65%	65%	60%	45%	45%	45%	30%	15%	20%	35%	25%
18. Chadstone Rd_West Side																			
House No. 25_Chadstone Rd	Permit Zone		12	2	3	1	2	3	2	2	3	2	2	1	1	0	1	1	1
House No. 41_Chadstone Rd																			
Total			12	2	3	1	2	3	2	2	3	2	2	1	1	0	1	1	1
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				17%	25%	8%	17%	25%	17%	17%	25%	17%	17%	8%	8%	0%	8%	8%	8%

Client O'Brien Traffic
 Date Thu, 15th June 2017
 Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
19. Chadstone Rd_East Side																			
Bellevue Ave	Permit Zone		7	5	4	3	3	4	5	3	3	3	4	3	5	3	3	3	3
Rangeview Ave																			
Total			7	5	4	3	3	4	5	3	3	3	4	3	5	3	3	3	3
Parking Supply				7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
% Capacity				71%	57%	43%	43%	57%	71%	43%	43%	43%	57%	43%	71%	43%	43%	43%	43%
20. Chadstone Rd_West Side																			
House No. 43_Chadstone Rd																			
Fernwick St	Permit Zone		12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
21. Chadstone Rd_East Side																			
House No. 32_Chadstone Rd																			
Bellevue Ave	Permit Zone		7	1	3	1	1	1	1	1	0	1	1	1	1	0	0	0	0
Total			7	1	3	1	1	1	1	1	0	1	1	1	1	0	0	0	0
Parking Supply				7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
% Capacity				14%	43%	14%	14%	14%	14%	14%	0%	14%	14%	14%	14%	0%	0%	0%	0%
22. Chadstone Rd_East Side																			
Treyvaud Memorial Park Way																			
	Permit Zone		9	1	2	3	5	3	4	3	2	1	1	1	1	0	0	0	0
House No. 32_Chadstone Rd																			
Total			9	1	2	3	5	3	4	3	2	1	1	1	1	0	0	0	0
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				11%	22%	33%	56%	33%	44%	33%	22%	11%	11%	11%	11%	0%	0%	0%	0%
23. Chadstone Rd_West Side																			
Fernwick St	No Stopping		10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
In front of shops	2P Disabled	9am-6pm(Mon-Sat)	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
In front of shops	1P	9am-6pm(Mon-Sat)	14	5	6	3	4	3	11	7	7	8	4	5	4	3	1	0	0
In front of shops	1/4P	9am-6pm(Mon-Sat)	3	0	1	0	0	0	1	0	0	0	2	1	1	1	0	0	0
Armstrong Ct																			
Total			28	5	7	3	4	3	13	7	7	8	6	6	5	4	1	0	0
Parking Supply				18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
% Capacity				28%	39%	17%	22%	17%	72%	39%	39%	44%	33%	33%	28%	22%	6%	0%	0%
24. Chadstone Rd_East Side																			
Abbotsford Ave																			
	No Restriction		5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Treyvaud Memorial Park Way																			
Total			5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
% Capacity				0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Client O'Brien Traffic
 Date Thu, 15th June 2017
 Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
25. Chadstone Rd_ West Side																			
Armstrong Ct	No Restriction		26	2	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1
House No. 109_ Chadstone Rd																			
Total			26	2	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Parking Supply				26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
% Capacity				8%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	4%
26. Chadstone Rd_ East Side																			
House No. 56_ Chadstone Rd																			
Abbotsford Ave	No Restriction		20	3	4	1	1	2	3	4	3	1	2	2	1	5	4	5	3
Total			20	3	4	1	1	2	3	4	3	1	2	2	1	5	4	5	3
Parking Supply				20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
% Capacity				15%	20%	5%	5%	10%	15%	20%	15%	5%	10%	10%	5%	25%	20%	25%	15%
27. Chadstone Rd_ West Side																			
House No. 111_ Chadstone Rd																			
Waverley Rd	No Restriction		6	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Total			6	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Parking Supply				6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
% Capacity				17%	17%	17%	17%	17%	17%	17%	17%	33%	17%	17%	17%	17%	17%	17%	17%
28. Chadstone Rd_ East Side																			
House No. 58_ Chadstone Rd																			
Waverley Rd	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
29. Bellevue Ave_ South Side																			
House No. 8_ Bellevue Ave																			
Chadstone Rd	Permit Zone		12	3	3	4	3	4	5	2	2	3	3	3	3	5	5	4	5
Total			12	3	3	4	3	4	5	2	2	3	3	3	3	5	5	4	5
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				25%	25%	33%	25%	33%	42%	17%	17%	25%	25%	25%	25%	42%	42%	33%	42%
30. Bellevue Ave_ North Side																			
House No. 7_ Bellevue Ave																			
Chadstone Rd	Permit Zone		12	1	1	2	1	2	1	1	0	0	0	0	0	2	1	2	1
Total			12	1	1	2	1	2	1	1	0	0	0	0	0	2	1	2	1
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				8%	8%	17%	8%	17%	8%	8%	0%	0%	0%	0%	0%	17%	8%	17%	8%

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31. Area 1																			
Chadstone Bowls Club																			
	Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Restriction		23	1	2	2	2	4	6	6	4	0	2	1	1	0	0	0	0
	Reserves		2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Treyvaud Memorial Park																			
	Total		26	1	2	3	2	4	6	6	5	0	2	1	1	0	0	0	0
	Parking Supply			26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
	% Capacity			4%	8%	12%	8%	15%	23%	23%	19%	0%	8%	4%	4%	0%	0%	0%	0%
32. Area 2																			
Chadstone Bowls Club																			
	Member & Guest Parking Only		13	0	0	0	0	0	0	1	1	7	7	7	3	3	3	0	0
Chadstone Tennis Club																			
	Total		13	0	0	0	0	0	0	1	1	7	7	7	3	3	3	0	0
	Parking Supply			13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	% Capacity			0%	0%	0%	0%	0%	0%	8%	8%	54%	54%	54%	23%	23%	23%	0%	0%
33. Area 3																			
Chadstone Tennis Club																			
	No Restriction		70	4	14	16	8	12	9	12	8	2	18	36	30	24	3	1	1
Treyvaud Memorial Park																			
	Total		70	4	14	16	8	12	9	12	8	2	18	36	30	24	3	1	1
	Parking Supply			70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
	% Capacity			6%	20%	23%	11%	17%	13%	17%	11%	3%	26%	51%	43%	34%	4%	1%	1%
34. Rob Roy Rd_East Side																			
South End of Rob Roy Rd																			
	No Restriction		2	0	0	0	0	1	1	2	1	2	2	0	1	1	1	1	1
Abbotsford Ave																			
	Total		2	0	0	0	0	1	1	2	1	2	2	0	1	1	1	1	1
	Parking Supply			2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	% Capacity			0%	0%	0%	0%	50%	50%	100%	50%	100%	100%	0%	50%	50%	50%	50%	50%
35. Rob Roy Rd_West Side																			
Abbotsford Ave																			
	No Restriction		5	1	1	1	1	1	0	0	0	1	1	1	2	2	2	2	2
South End of Rob Roy Rd																			
	Total		5	1	1	1	1	1	0	0	0	1	1	1	2	2	2	2	2
	Parking Supply			5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	% Capacity			20%	20%	20%	20%	20%	0%	0%	0%	20%	20%	20%	40%	40%	40%	40%	40%
36. Rob Roy Rd_East Side																			
Abbotsford Ave																			
	No Restriction		17	0	3	6	8	7	2	2	0	0	0	0	0	0	0	0	0
House No. 15_Rob Roy Rd																			
	Total		17	0	3	6	8	7	2	2	0	0	0	0	0	0	0	0	0
	Parking Supply			17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
	% Capacity			0%	18%	35%	47%	41%	12%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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37. Rob Roy Rd_ West Side																			
House No. 30_Rob Roy Rd	No Restriction																		
Abbotsford Ave		15	0	2	3	14	3	0	0	0	0	0	0	0	0	0	0	0	0
Total			15	0	2	3	14	3	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
% Capacity				0%	13%	20%	93%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
38. Rob Roy Rd_ East Side																			
House No. 23_Rob Roy Rd	No Restriction																		
House No. 2A_Rob Roy Rd		14	3	4	7	11	5	3	3	2	1	2	2	2	2	2	4	4	4
Total			14	3	4	7	11	5	3	3	2	1	2	2	2	2	4	4	4
Parking Supply				14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
% Capacity				21%	29%	50%	79%	36%	21%	21%	14%	7%	14%	14%	14%	14%	29%	29%	29%
39. Rob Roy Rd_ West Side																			
Ivanhoe Grove	No Stopping	8am - 6pm(Mon-Fri) & 9am-1pm(Sat)																	
House No. 30_Rob Roy Rd			4	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0
Total			12	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				4	4	4	4	4	4	4	4	4	4	12	12	12	12	12	12
% Capacity				0%	0%	50%	100%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
40. Abbotsford Ave_ North Side																			
Chadstone Rd	No Restriction																		
Rob Roy Rd		13	3	3	3	3	2	2	2	2	3	3	2	2	2	2	2	3	3
Total			13	3	3	3	3	2	2	2	3	3	2	2	2	2	2	3	3
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				23%	23%	23%	23%	15%	15%	15%	23%	23%	15%	15%	15%	15%	23%	23%	
41. Abbotsford Ave_ South Side																			
Rob Roy Rd	No Restriction																		
Chadstone Rd		14	2	2	2	2	2	1	2	3	2	3	1	1	2	2	2	2	
Total			14	2	2	2	2	1	2	3	2	3	1	1	2	2	2	2	
Parking Supply				14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	
% Capacity				14%	14%	14%	14%	7%	14%	21%	14%	21%	7%	7%	14%	14%	14%		
42. Abbotsford Ave_ North Side																			
Rob Roy Rd	No Stopping	8am - 5pm(Mon-Fri) School Days																	
Quentin Rd			20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Total			20	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
Parking Supply				0	0	0	0	0	0	0	0	0	20	20	20	20	20	20	
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	

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43. Abbotsford Ave_South Side																			
Quentin Rd	No Restriction		15	5	5	6	3	4	3	4	6	2	2	4	2	2	4	4	4
Rob Roy Rd																			
Total			15	5	5	6	3	4	3	4	6	2	2	4	2	2	4	4	4
Parking Supply				15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
% Capacity				33%	33%	40%	20%	27%	20%	27%	40%	13%	13%	27%	13%	13%	27%	27%	27%
44. Abbotsford Ave_North Side																			
Quentin Rd	No Restriction		10	3	3	3	3	4	4	2	4	3	3	3	5	6	7	6	4
Durward Rd																			
Total			10	3	3	3	3	4	4	2	4	3	3	3	5	6	7	6	4
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				30%	30%	30%	30%	40%	40%	20%	40%	30%	30%	30%	50%	60%	70%	60%	40%
45. Abbotsford Ave_South Side																			
Durward Rd	No Restriction		9	2	1	1	1	0	0	0	0	0	0	1	1	4	2	3	3
Quentin Rd																			
Total			9	2	1	1	1	0	0	0	0	0	0	1	1	4	2	3	3
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				22%	11%	11%	11%	0%	0%	0%	0%	0%	0%	11%	11%	44%	22%	33%	33%
46. Abbotsford Ave_North Side																			
Durward Rd	No Restriction		9	3	4	4	5	4	4	3	3	3	3	2	4	4	4	3	3
Rebecca Rd																			
Total			9	3	4	4	5	4	4	3	3	3	3	2	4	4	4	3	3
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				33%	44%	44%	56%	44%	44%	33%	33%	33%	33%	22%	44%	44%	44%	33%	33%
47. Abbotsford Ave_South Side																			
Rebecca Rd	No Restriction		8	0	0	0	1	0	0	0	0	1	0	1	0	1	1	1	1
Durward Rd																			
Total			8	0	0	0	1	0	0	0	0	1	0	1	0	1	1	1	1
Parking Supply				8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				0%	0%	0%	13%	0%	0%	0%	0%	13%	0%	13%	0%	13%	13%	13%	13%
48. Abbotsford Ave_North Side																			
Rebecca Rd	No Restriction		9	3	3	3	2	0	0	1	3	1	2	2	2	2	2	1	1
Total			9	3	3	3	2	0	0	1	3	1	2	2	2	2	2	1	1
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				33%	33%	33%	22%	0%	0%	11%	33%	11%	22%	22%	22%	22%	22%	11%	11%
House No. 31_Abbotsford Ave																			
Total			9	3	3	3	2	0	0	1	3	1	2	2	2	2	2	1	1
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				33%	33%	33%	22%	0%	0%	11%	33%	11%	22%	22%	22%	22%	22%	11%	11%

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49. Abbotsford Ave_South Side																			
Rowena Rd	No Restriction		8	1	1	1	1	1	1	1	1	1	0	0	0	0	1	0	0
Rebecca Rd																			
Total			8	1	1	1	1	1	1	1	1	0	0	0	0	1	0	0	
Parking Supply				8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				13%	13%	13%	13%	13%	13%	13%	13%	13%	0%	0%	0%	0%	13%	0%	0%
50. Midlothian St_North Side																			
Quentin Rd	Permit Zone		6	4	4	2	1	1	1	2	1	2	2	1	1	4	4	4	4
Durward Rd																			
Total			6	4	4	2	1	1	1	2	1	2	2	1	1	4	4	4	
Parking Supply				6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
% Capacity				67%	67%	33%	17%	17%	17%	33%	17%	33%	33%	17%	17%	67%	67%	67%	67%
51. Midlothian St_South Side																			
Durward Rd	Permit Zone		7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Quentin Rd																			
Total			7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
Parking Supply				7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%
52. Quentin Rd_West Side																			
Midlothian St	No Restriction		13	2	2	3	3	6	3	3	5	4	5	1	2	6	3	4	4
Teyvaud Memorial Park Way																			
Total			13	2	2	3	3	6	3	3	5	4	5	1	2	6	3	4	
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				15%	15%	23%	23%	46%	23%	23%	38%	31%	38%	8%	15%	46%	23%	31%	31%
53. Quentin Rd_East Side																			
House No. 8_Quentin Rd	Permit Zone		10	1	1	1	2	0	2	1	0	1	1	1	1	1	1	0	0
House No. 1_Quentin Rd																			
Total			10	1	1	1	2	0	2	1	0	1	1	1	1	1	1	0	
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				10%	10%	10%	20%	0%	20%	10%	0%	10%	10%	10%	10%	10%	10%	0%	0%
54. Quentin Rd_West Side																			
Abbotsford Ave	No Restriction		24	0	0	0	1	2	1	1	1	1	1	1	2	2	3	3	3
Treyvaud Memorial Park Way																			
Total			24	0	0	0	1	2	1	1	1	1	1	2	2	3	3	3	
Parking Supply				24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
% Capacity				0%	0%	0%	4%	8%	4%	4%	4%	4%	4%	4%	8%	8%	13%	13%	13%

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55. Quentin Rd_East Side																			
Abbotsford Ave																			
	Permit Zone		13	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
House No. 10_Quentin Rd																			
			13	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	Total		13	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	Parking Supply			13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	% Capacity			0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
56. Quentin Rd_West Side																			
Abbotsford Ave																			
	No Restriction		9	0	2	2	2	2	2	2	3	1	1	1	0	0	2	4	4
	No Stopping	8am - 5pm(Mon-Fri) School Days	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Parking	8am-9:30am & 3pm-4pm School Days	5	0	0	0	0	0	0	0	0	0	1	0	1	1	2	1	1
Ivanhoe Grove																			
	Total		20	0	2	2	2	2	2	2	3	1	2	1	1	1	4	5	5
	Parking Supply			14	14	14	14	14	14	14	14	14	20	20	20	20	20	20	20
	% Capacity			0%	14%	14%	14%	14%	14%	14%	21%	7%	10%	5%	5%	5%	20%	25%	25%
57. Quentin Rd_East Side																			
Ivanhoe Grove																			
	No Parking	8am - 5pm(Mon-Fri) School Days	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	No Restriction		14	6	8	7	8	8	6	6	10	5	3	3	2	3	5	0	0
Abbotsford Ave																			
	Total		19	6	8	7	8	8	6	6	10	5	4	3	2	3	5	0	0
	Parking Supply			19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
	% Capacity			32%	42%	37%	42%	42%	32%	32%	53%	26%	21%	16%	11%	16%	26%	0%	0%
58. Durward Rd_West Side																			
Midlothian St																			
	No Restriction		33	7	6	7	6	7	8	10	7	9	9	9	9	8	10	8	8
Abbotsford Ave																			
	Total		33	7	6	7	6	7	8	10	7	9	9	9	9	8	10	8	8
	Parking Supply			33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33
	% Capacity			21%	18%	21%	18%	21%	24%	30%	21%	27%	27%	27%	27%	24%	30%	24%	24%
59. Durward Rd_East Side																			
Abbotsford Ave																			
	No Restriction		24	9	9	10	9	9	12	8	8	9	12	9	9	8	8	8	8
Midlothian St																			
	Total		24	9	9	10	9	9	12	8	8	9	12	9	9	8	8	8	8
	Parking Supply			24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
	% Capacity			38%	38%	42%	38%	38%	50%	33%	33%	38%	50%	38%	38%	33%	33%	33%	33%
60. Durward Rd_West Side																			
Abbotsford Ave																			
	No Restriction		20	5	5	6	5	6	6	4	2	4	8	8	6	8	6	6	6
Ivanhoe Grove																			
	Total		20	5	5	6	5	6	6	4	2	4	8	8	6	8	6	6	6
	Parking Supply			20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	% Capacity			25%	25%	30%	25%	30%	30%	20%	10%	20%	40%	40%	30%	40%	30%	30%	30%

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Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
61. Durward Rd_East Side																			
Ivanhoe Grove	No Restriction																		
Abbotsford Ave		17	1	1	1	2	1	1	1	1	2	7	8	7	8	8	7	7	
Total			17	1	1	1	2	1	1	1	2	7	8	7	8	8	7	7	
Parking Supply				17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
% Capacity				6%	6%	6%	12%	6%	6%	6%	6%	12%	41%	47%	41%	47%	47%	41%	41%
62. Rebecca Rd_East Side																			
House No. 11_Rebecca Rd	No Restriction																		
Abbotsford Ave		14	3	3	1	1	2	2	1	1	1	1	1	1	1	0	2	1	1
Total			14	3	3	1	1	2	2	1	1	1	1	1	0	2	1	1	
Parking Supply				14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
% Capacity				21%	21%	7%	7%	14%	14%	7%	7%	7%	7%	7%	7%	0%	14%	7%	7%
63. Rebecca Rd_West Side																			
Abbotsford Ave	No Restriction																		
House No. 12_Rebecca Rd		13	2	2	2	1	1	2	2	2	2	1	2	3	0	4	2	2	1
Total			13	2	2	2	1	1	2	2	2	1	2	3	0	4	2	2	1
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				15%	15%	15%	8%	8%	15%	15%	15%	8%	15%	23%	0%	31%	15%	15%	8%
64. Rebecca Rd_East Side																			
Abbotsford Ave	No Restriction																		
Ivanhoe Grove		12	1	1	1	2	2	2	2	3	2	2	2	2	1	5	2	2	
Total			12	1	1	1	2	2	2	2	3	2	2	2	1	5	2	2	
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				8%	8%	8%	17%	17%	17%	17%	25%	17%	17%	17%	17%	8%	42%	17%	17%
65. Rebecca Rd_West Side																			
Ivanhoe Grove	No Restriction																		
Abbotsford Ave		11	2	1	1	2	3	3	3	3	3	3	3	3	3	2	4	4	4
Total			11	2	1	1	2	3	3	3	3	3	3	3	3	2	4	4	4
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity				18%	9%	9%	18%	27%	27%	27%	27%	27%	27%	27%	27%	18%	36%	36%	36%
66. Ivanhoe Grove_South Side																			
House No. 2_Ivanhoe Grove	No Restriction																		
Rob Roy Rd		14	3	4	4	4	4	4	2	3	2	1	3	3	1	2	3	3	
Total			14	3	4	4	4	4	4	2	3	2	1	3	3	1	2	3	3
Parking Supply				14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
% Capacity				21%	29%	29%	29%	29%	29%	14%	21%	14%	7%	21%	21%	7%	14%	21%	21%

Client O'Brien Traffic
 Date Thu, 15th June 2017
 Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
67. Ivanhoe Grove_North Side																			
Rob Roy Rd	No Restriction		16	3	4	4	5	5	2	2	1	2	1	1	1	1	1	1	1
House No. 15_Ivanhoe Grove																			
Total			16	3	4	4	5	5	2	2	1	2	1	1	1	1	1	1	1
Parking Supply				16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
% Capacity				19%	25%	25%	31%	31%	13%	13%	6%	13%	6%	6%	6%	6%	6%	6%	6%
68. Ivanhoe Grove_South Side																			
Quentin Rd	No Stopping		12	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0
House No. 2_Ivanhoe Grove																			
Total			12	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	17%	8%	0%	0%	0%
69. Ivanhoe Grove_North Side																			
	No Stopping		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
House No. 17_Ivanhoe Grove																			
House No. 21_Ivanhoe Grove																			
Total			8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
70. Ivanhoe Grove_South Side																			
Durward Rd	No Restriction		8	2	4	4	2	3	3	3	3	2	2	2	2	2	2	2	2
Quentin Rd																			
Total			8	2	4	4	2	3	3	3	3	2	2	2	2	2	2	2	2
Parking Supply				8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				25%	50%	50%	25%	38%	38%	38%	38%	25%	25%	25%	25%	25%	25%	25%	25%
71. Ivanhoe Grove_North Side																			
	No Restriction		9	3	4	4	5	4	5	4	4	4	5	2	2	2	3	2	2
House No. 23_Ivanhoe Grove																			
House No. 33_Ivanhoe Grove																			
Total			9	3	4	4	5	4	5	4	4	4	5	2	2	2	3	2	2
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				33%	44%	44%	56%	44%	56%	44%	44%	44%	56%	22%	22%	22%	33%	22%	22%
72. Ivanhoe Grove_South Side																			
Rebecca Rd	No Restriction		8	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
Durward Rd																			
Total			8	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
Parking Supply				8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	13%	13%	13%	13%	13%	13%	13%	13%

Client O'Brien Traffic
Date Thu, 15th June 2017
Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
73. Ivanhoe Grove_North Side																			
House No. 33_Ivanhoe Grove	No Restriction																		
House No. 45_Ivanhoe Grove		11	2	3	3	1	3	2	5	3	2	2	2	3	1	3	3	3	
Total			11	2	3	3	1	3	2	5	3	2	2	2	3	1	3	3	3
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity				18%	27%	27%	9%	27%	18%	45%	27%	18%	18%	18%	27%	9%	27%	27%	27%

FIGURE A3: PARKING SURVEY RESULTS – THURSDAY 15 JUNE 2017

Client O'Brien Traffic
Date Sat, 17th June 2017
Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
1. Alma St_West Side																	
House No. 47_Alma St	No Restriction		11	3	0	0	0	1	1	1	2	2	2	2	0	0	0
House No. 59_Alma St																	
Total			11	3	0	0	0	1	1	1	2	2	2	2	0	0	0
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity				27%	0%	0%	0%	9%	9%	9%	18%	18%	18%	18%	0%	0%	0%
2. Alma St_East Side																	
House No. 54_Alma St	No Restriction		5	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Fernwick St																	
Total			5	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Parking Supply				5	5	5	5	5	5	5	5	5	5	5	5	5	5
% Capacity				40%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
3. Alma St_East Side																	
Fernwick St	No Restriction		5	1	1	1	1	1	1	1	2	2	2	2	1	1	1
House No. 42_Alma St																	
Total			5	1	1	1	1	1	1	1	2	2	2	2	1	1	1
Parking Supply				5	5	5	5	5	5	5	5	5	5	5	5	5	5
% Capacity				20%	20%	20%	20%	20%	20%	20%	40%	40%	40%	40%	20%	20%	20%
4. Fenwick St_North Side																	
Alma St	No Restriction		7	0	0	0	0	1	1	1	1	1	1	1	1	1	1
Bowen St																	
Total			7	0	0	0	0	1	1	1	1	1	1	1	1	1	1
Parking Supply				7	7	7	7	7	7	7	7	7	7	7	7	7	7
% Capacity				0%	0%	0%	0%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
5. Fenwick St_South Side																	
Bowen St	No Restriction		6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alma St																	
Total			6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				6	6	6	6	6	6	6	6	6	6	6	6	6	6
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Client O'Brien Traffic
 Date Sat, 17th June 2017
 Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
6. Fenwick St_North Side																	
Bowen St																	
	No Restriction		6	0	0	0	0	0	1	0	2	1	0	0	0	0	0
	2P	9am - 6pm(Mon-Fri)	4	0	0	0	0	0	0	1	1	2	0	0	0	0	0
Chadstone Rd																	
Total			10	0	0	0	0	0	1	1	3	3	0	0	0	0	0
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				0%	0%	0%	0%	0%	10%	10%	30%	30%	0%	0%	0%	0%	0%
7. Fenwick St_South Side																	
Chadstone Rd																	
	No Stopping		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bowen St																	
Total			10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8. Bowen St_West Side																	
House No. 39_Bowen St																	
	No Restriction		11	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Fernwick St																	
Total			11	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity				0%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9. Bowen St_East Side																	
Fernwick St																	
	No Restriction		10	2	2	2	2	2	2	2	4	4	2	2	2	2	2
House No. 52_Bowen St																	
Total			10	2	2	2	2	2	2	2	4	4	2	2	2	2	2
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				20%	20%	20%	20%	20%	20%	20%	40%	40%	20%	20%	20%	20%	20%
10. Bowen St_West Side																	
Fernwick St																	
	No Restriction		10	1	1	1	1	1	0	0	0	0	1	1	1	1	1
House No. 55_Bowen St																	
Total			10	1	1	1	1	1	0	0	0	0	1	1	1	1	1
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				10%	10%	10%	10%	10%	0%	0%	0%	0%	10%	10%	10%	10%	10%

Client O'Brien Traffic
 Date Sat, 17th June 2017
 Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	
11. Bowen St_East Side																		
Bowen St Reserve Driveway																		
Fernwick St	No Restriction		13	3	3	3	2	1	2	1	1	1	1	1	1	1	1	
Total				13	3	3	3	2	1	2	1	1	1	1	1	1	1	
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity					23%	23%	23%	15%	8%	15%	8%	8%	8%	8%	8%	8%	8%	
12. Bowen St_West Side																		
House No. 55_Bowen St																		
Armstrong Ct	No Restriction		13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total				13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
13. Bowen St_East Side																		
Armstrong Ct																		
	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Capacity					0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
14. Bowen St_West Side																		
Armstrong Ct																		
	No Restriction		13	3	3	3	3	3	3	3	2	3	3	3	2	3	3	
House No. 83_Bowen St																		
Total				13	3	3	3	3	3	3	2	3	3	3	3	2	3	3
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity					23%	23%	23%	23%	23%	23%	15%	23%	23%	23%	15%	23%	23%	
15. Bowen St_East Side																		
House No. 102_Bowen St																		
Armstrong Ct	No Restriction		13	4	4	4	4	6	4	5	4	3	4	4	4	5	5	
Total				13	4	4	4	6	4	5	4	3	4	4	4	5	5	
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity					31%	31%	31%	46%	31%	38%	31%	23%	31%	31%	31%	38%	38%	
16. Armstrong Ct_North Side																		
Bowen St																		
Chadstone Rd	No Restriction		11	1	1	1	1	2	3	4	2	3	3	3	2	3	3	
Total				11	1	1	1	2	3	4	2	3	3	3	2	3	3	
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity					9%	9%	9%	9%	18%	27%	36%	18%	27%	27%	27%	18%	27%	27%

Client O'Brien Traffic
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Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
17. Armstrong Ct_South Side																	
Chadstone Rd																	
	Loading Zone(30mins)	9am - 5pm(Mon-Fri)	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0
	No Restriction(90angle)		19	7	6	7	8	9	8	8	9	9	6	7	5	5	5
Bowen St																	
Total			20	7	6	7	8	9	8	8	10	10	7	8	5	5	5
Parking Supply				20	20	20	20	20	20	20	20	20	20	20	20	20	20
% Capacity				35%	30%	35%	40%	45%	40%	40%	50%	50%	35%	40%	25%	25%	25%
18. Chadstone Rd_West Side																	
House No. 25_Chadstone Rd																	
	Permit Zone		12	3	3	2	2	1	1	2	2	1	3	3	3	3	3
House No. 41_Chadstone Rd																	
Total			12	3	3	2	2	1	1	2	2	1	3	3	3	3	3
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				25%	25%	17%	17%	8%	8%	17%	17%	8%	25%	25%	25%	25%	25%
19. Chadstone Rd_East Side																	
Bellevue Ave																	
	Permit Zone		7	4	4	3	2	2	1	1	0	0	2	3	1	1	0
Rangeview Ave																	
Total			7	4	4	3	2	2	1	1	0	0	2	3	1	1	0
Parking Supply				7	7	7	7	7	7	7	7	7	7	7	7	7	7
% Capacity				57%	57%	43%	29%	29%	14%	14%	0%	0%	29%	43%	14%	14%	0%
20. Chadstone Rd_West Side																	
House No. 43_Chadstone Rd																	
	Permit Zone		12	0	0	0	1	1	0	0	0	0	1	2	2	1	1
Fernwick St																	
Total			12	0	0	0	1	1	0	0	0	0	1	2	2	1	1
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				0%	0%	0%	8%	8%	0%	0%	0%	0%	8%	17%	17%	8%	8%
21. Chadstone Rd_East Side																	
House No. 32_Chadstone Rd																	
	Permit Zone		7	1	1	1	1	1	1	2	2	2	1	1	1	1	1
Bellevue Ave																	
Total			7	1	1	1	1	1	1	2	2	2	1	1	1	1	1
Parking Supply				7	7	7	7	7	7	7	7	7	7	7	7	7	7
% Capacity				14%	14%	14%	14%	14%	14%	29%	29%	29%	14%	14%	14%	14%	14%

Client O'Brien Traffic
 Date Sat, 17th June 2017
 Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
22. Chadstone Rd_East Side																	
Treyvaud Memorial Park Way																	
	Permit Zone		9	0	0	0	0	1	0	1	1	3	1	0	0	0	0
House No. 32_Chadstone Rd																	
Total			9	0	0	0	0	1	0	1	1	3	1	0	0	0	0
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				0%	0%	0%	0%	11%	0%	11%	11%	33%	11%	0%	0%	0%	0%
23. Chadstone Rd_West Side																	
Fernwick St																	
	No Stopping		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
In front of shops	2P Disabled	9am-6pm(Mon-Sat)	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0
In front of shops	1P	9am-6pm(Mon-Sat)	14	0	5	3	6	9	12	11	6	5	6	4	3	3	2
In front of shops	1/4P	9am-6pm(Mon-Sat)	3	0	0	0	0	0	0	1	0	0	1	1	1	0	0
Armstrong Ct																	
Total			28	0	5	3	7	9	13	12	6	5	7	5	4	3	2
Parking Supply				18	18	18	18	18	18	18	18	18	18	18	18	18	18
% Capacity				0%	28%	17%	39%	50%	72%	67%	33%	28%	39%	28%	22%	17%	11%
24. Chadstone Rd_East Side																	
Abbotsford Ave																	
	No Restriction		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Treyvaud Memorial Park Way																	
Total			5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				5	5	5	5	5	5	5	5	5	5	5	5	5	5
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
25. Chadstone Rd_West Side																	
Armstrong Ct																	
	No Restriction		26	2	0	0	1	2	1	1	1	1	0	0	0	0	0
House No. 109_Chadstone Rd																	
Total			26	2	0	0	1	2	1	1	1	1	0	0	0	0	0
Parking Supply				26	26	26	26	26	26	26	26	26	26	26	26	26	26
% Capacity				8%	0%	0%	4%	8%	4%	4%	4%	4%	0%	0%	0%	0%	0%
26. Chadstone Rd_East Side																	
House No. 56_Chadstone Rd																	
	No Restriction		20	3	4	4	2	3	3	4	4	2	3	3	4	3	4
Abbotsford Ave																	
Total			20	3	4	4	2	3	3	4	4	2	3	3	4	3	4
Parking Supply				20	20	20	20	20	20	20	20	20	20	20	20	20	20
% Capacity				15%	20%	20%	10%	15%	15%	20%	20%	10%	15%	15%	20%	15%	20%

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27. Chadstone Rd_West Side																	
House No. 111_Chadstone Rd																	
Waverley Rd	No Restriction		6	3	3	4	2	2	2	2	3	2	3	3	3	3	2
Total			6	3	3	4	2	2	2	2	3	2	3	3	3	3	2
Parking Supply				6	6	6	6	6	6	6	6	6	6	6	6	6	6
% Capacity				50%	50%	67%	33%	33%	33%	33%	50%	33%	50%	50%	50%	50%	33%
28. Chadstone Rd_East Side																	
House No. 58_Chadstone Rd																	
Waverley Rd	No Stopping		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply				0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
29. Bellevue Ave_South Side																	
House No. 8_Bellevue Ave																	
Chadstone Rd	Permit Zone		12	5	5	3	3	3	6	5	6	5	5	5	4	7	
Total			12	5	5	3	3	3	6	5	6	5	5	5	4	7	
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				42%	42%	25%	25%	25%	50%	42%	50%	42%	42%	42%	33%	58%	
30. Bellevue Ave_North Side																	
House No. 7_Bellevue Ave																	
Chadstone Rd	Permit Zone		12	0	0	0	2	2	1	0	0	0	1	1	1	0	1
Total			12	0	0	0	2	2	1	0	0	0	1	1	1	0	1
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				0%	0%	0%	17%	17%	8%	0%	0%	0%	8%	8%	8%	0%	8%
31. Area 1																	
Chadstone Bowls Club																	
	Disabled		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Restriction		23	0	1	2	4	0	4	9	9	9	10	3	2	1	
	Reserves		2	0	0	0	0	0	2	2	2	2	2	1	0	0	
Treyvaud Memorial Park																	
Total			26	0	1	2	4	0	6	11	11	11	12	4	2	1	
Parking Supply				26	26	26	26	26	26	26	26	26	26	26	26	26	
% Capacity				0%	4%	8%	15%	0%	23%	42%	42%	42%	46%	15%	8%	4%	

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32. Area 2																	
Chadstone Bowls Club																	
Member & Guest Parking Only			13	0	1	12	12	8	13	13	11	9	11	11	9	7	5
Chadstone Tennis Club																	
Total			13	0	1	12	12	8	13	13	11	9	11	11	9	7	5
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				0%	8%	92%	92%	62%	100%	100%	85%	69%	85%	85%	69%	54%	38%
33. Area 3																	
Chadstone Tennis Club																	
No Restriction			70	0	5	39	41	9	10	18	23	30	14	12	7	4	3
Treyvaud Memorial Park																	
Total			70	0	5	39	41	9	10	18	23	30	14	12	7	4	3
Parking Supply				70	70	70	70	70	70	70	70	70	70	70	70	70	70
% Capacity				0%	7%	56%	59%	13%	14%	26%	33%	43%	20%	17%	10%	6%	4%
34. Rob Roy Rd_East Side																	
South End of Rob Roy Rd																	
No Restriction			2	2	1	1	0	0	0	0	1	0	2	2	2	2	2
Abbotsford Ave																	
Total			2	2	1	1	0	0	0	0	1	0	2	2	2	2	2
Parking Supply				2	2	2	2	2	2	2	2	2	2	2	2	2	2
% Capacity				100%	50%	50%	0%	0%	0%	0%	50%	0%	100%	100%	100%	100%	100%
35. Rob Roy Rd_West Side																	
Abbotsford Ave																	
No Restriction			5	3	3	4	4	2	1	1	1	1	1	1	2	2	2
South End of Rob Roy Rd																	
Total			5	3	3	4	4	2	1	1	1	1	1	1	2	2	2
Parking Supply				5	5	5	5	5	5	5	5	5	5	5	5	5	5
% Capacity				60%	60%	80%	80%	40%	20%	20%	20%	20%	20%	20%	40%	40%	40%
36. Rob Roy Rd_East Side																	
Abbotsford Ave																	
No Restriction			17	1	1	1	1	2	1	1	2	2	0	0	0	1	1
House No. 15_Rob Roy Rd																	
Total			17	1	1	1	1	2	1	1	2	2	0	0	0	1	1
Parking Supply				17	17	17	17	17	17	17	17	17	17	17	17	17	17
% Capacity				6%	6%	6%	6%	12%	6%	6%	12%	12%	0%	0%	0%	6%	6%
37. Rob Roy Rd_West Side																	
House No. 30_Rob Roy Rd																	
No Restriction			15	0	0	0	0	0	0	0	6	1	0	0	0	0	0
Abbotsford Ave																	
Total			15	0	0	0	0	0	0	0	6	1	0	0	0	0	0
Parking Supply				15	15	15	15	15	15	15	15	15	15	15	15	15	15
% Capacity				0%	0%	0%	0%	0%	0%	0%	40%	7%	0%	0%	0%	0%	0%

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38. Rob Roy Rd_East Side																	
House No. 23_Rob Roy Rd	No Restriction		14	6	4	5	11	11	8	7	1	11	7	7	3	3	4
House No. 2A_Rob Roy Rd																	
Total			14	6	4	5	11	11	8	7	1	11	7	7	3	3	4
Parking Supply				14	14	14	14	14	14	14	14	14	14	14	14	14	14
% Capacity				43%	29%	36%	79%	79%	57%	50%	7%	79%	50%	50%	21%	21%	29%
39. Rob Roy Rd_West Side																	
Ivanhoe Grove	No Stopping	8am - 6pm(Mon-Fri) & 9am-1pm(Sat)	8	0	0	0	0	0	0	0	2	1	0	0	0	0	0
	No Restriction		4	0	0	0	0	0	0	0	6	6	0	0	1	0	0
House No. 30_Rob Roy Rd																	
Total			12	0	0	0	0	0	0	0	8	7	0	0	1	0	0
Parking Supply				12	12	4	4	4	4	12	12	12	12	12	12	12	12
% Capacity				0%	0%	0%	0%	0%	0%	0%	67%	58%	0%	0%	8%	0%	0%
40. Abbotsford Ave_North Side																	
Chadstone Rd	No Restriction		13	4	4	4	4	4	4	4	4	4	4	4	5	4	4
Rob Roy Rd																	
Total			13	4	4	4	4	4	4	4	4	4	4	4	5	4	4
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	38%	31%	31%
41. Abbotsford Ave_South Side																	
Rob Roy Rd	No Restriction		14	2	2	3	3	3	2	2	2	2	2	2	2	4	4
Chadstone Rd																	
Total			14	2	2	3	3	3	2	2	2	2	2	2	2	4	4
Parking Supply				14	14	14	14	14	14	14	14	14	14	14	14	14	14
% Capacity				14%	14%	21%	21%	21%	14%	14%	14%	14%	14%	14%	14%	29%	29%
42. Abbotsford Ave_North Side																	
Rob Roy Rd	No Stopping	8am - 5pm(Mon-Fri) School Days	20	0	0	0	10	5	7	7	5	5	5	5	1	0	0
Quentin Rd																	
Total			20	0	0	0	10	5	7	7	5	5	5	5	1	0	0
Parking Supply				20	20	20	20	20	20	20	20	20	20	20	20	20	20
% Capacity				0%	0%	0%	50%	25%	35%	35%	25%	25%	25%	25%	5%	0%	0%

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43. Abbotsford Ave_South Side																	
Quentin Rd	No Restriction		15	0	2	2	2	2	2	4	2	2	5	5	1	3	3
Rob Roy Rd																	
Total			15	0	2	2	2	2	2	4	2	2	5	5	1	3	3
Parking Supply				15	15	15	15	15	15	15	15	15	15	15	15	15	15
% Capacity				0%	13%	13%	13%	13%	13%	27%	13%	13%	33%	33%	7%	20%	20%
44. Abbotsford Ave_North Side																	
Quentin Rd	No Restriction		10	4	4	3	2	2	4	4	4	5	4	4	2	3	3
Durward Rd																	
Total			10	4	4	3	2	2	4	4	4	5	4	4	2	3	3
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				40%	40%	30%	20%	20%	40%	40%	40%	50%	40%	40%	20%	30%	30%
45. Abbotsford Ave_South Side																	
Durward Rd	No Restriction		9	2	2	2	1	0	0	2	1	2	2	2	1	1	1
Quentin Rd																	
Total			9	2	2	2	1	0	0	2	1	2	2	2	1	1	1
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				22%	22%	22%	11%	0%	0%	22%	11%	22%	22%	22%	11%	11%	11%
46. Abbotsford Ave_North Side																	
Durward Rd	No Restriction		9	5	4	4	4	4	4	4	5	3	2	2	4	3	3
Rebecca Rd																	
Total			9	5	4	4	4	4	4	4	5	3	2	2	4	3	3
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				56%	44%	44%	44%	44%	44%	44%	56%	33%	22%	22%	44%	33%	33%
47. Abbotsford Ave_South Side																	
Rebecca Rd	No Restriction		8	2	1	1	2	0	1	1	1	1	0	0	2	1	0
Durward Rd																	
Total			8	2	1	1	2	0	1	1	1	1	0	0	2	1	0
Parking Supply				8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				25%	13%	13%	25%	0%	13%	13%	13%	13%	0%	0%	25%	13%	0%
48. Abbotsford Ave_North Side																	
Rebecca Rd	No Restriction		9	2	2	1	2	1	1	1	1	2	3	3	1	1	0
House No. 31_Abbotsford Ave																	
Total			9	2	2	1	2	1	1	1	1	2	3	3	1	1	0
Parking Supply				9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				22%	22%	11%	22%	11%	11%	11%	11%	22%	33%	33%	11%	11%	0%

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49. Abbotsford Ave_South Side																	
Rowena Rd	No Restriction		8	0	0	0	1	1	1	1	2	2	3	3	0	0	0
Rebecca Rd																	
Total			8	0	0	0	1	1	1	1	2	2	3	3	0	0	0
Parking Supply				8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				0%	0%	0%	13%	13%	13%	13%	25%	25%	38%	38%	0%	0%	0%
50. Midlothian St_North Side																	
Quentin Rd	Permit Zone		6	6	5	5	4	4	4	4	4	0	4	4	5	4	5
Durward Rd																	
Total			6	6	5	5	4	4	4	4	4	0	4	4	5	4	5
Parking Supply				6	6	6	6	6	6	6	6	6	6	6	6	6	6
% Capacity				100%	83%	83%	67%	67%	67%	67%	67%	0%	67%	67%	83%	67%	83%
51. Midlothian St_South Side																	
Durward Rd	Permit Zone		7	0	0	0	0	0	0	0	0	6	0	0	0	0	0
Quentin Rd																	
Total			7	0	0	0	0	0	0	0	0	6	0	0	0	0	0
Parking Supply				7	7	7	7	7	7	7	7	7	7	7	7	7	7
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	86%	0%	0%	0%	0%	0%
52. Quentin Rd_West Side																	
Midlothian St	No Restriction		13	1	1	1	1	4	7	7	9	10	9	9	4	3	3
Teyvaud Memorial Park Way																	
Total			13	1	1	1	1	4	7	7	9	10	9	9	4	3	3
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				8%	8%	8%	8%	31%	54%	54%	69%	77%	69%	69%	31%	23%	23%
53. Quentin Rd_East Side																	
House No. 8_Quentin Rd	Permit Zone		10	1	1	0	1	1	2	1	1	1	3	1	2	2	3
House No. 1_Quentin Rd																	
Total			10	1	1	0	1	1	2	1	1	1	3	1	2	2	3
Parking Supply				10	10	10	10	10	10	10	10	10	10	10	10	10	10
% Capacity				10%	10%	0%	10%	10%	20%	10%	10%	10%	30%	10%	20%	20%	30%
54. Quentin Rd_West Side																	
Treyvaud Memorial Park Way	No Restriction		24	1	2	1	0	0	0	0	2	5	3	2	1	1	1
Abbotsford Ave																	
Total			24	1	2	1	0	0	0	0	2	5	3	2	1	1	1
Parking Supply				24	24	24	24	24	24	24	24	24	24	24	24	24	24
% Capacity				4%	8%	4%	0%	0%	0%	0%	8%	21%	13%	8%	4%	4%	4%

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55. Quentin Rd_East Side																	
Abbotsford Ave	Permit Zone		13	1	1	2	2	1	1	2	1	1	2	2	1	1	1
House No. 10_Quentin Rd																	
Total			13	1	1	2	2	1	1	2	1	1	2	2	1	1	1
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				8%	8%	15%	15%	8%	8%	15%	8%	8%	15%	15%	8%	8%	8%
56. Quentin Rd_West Side																	
Abbotsford Ave	No Restriction		9	0	0	0	3	1	3	3	3	3	0	0	0	0	0
		No Stopping	8am - 5pm(Mon-Fri) School Days	6	0	0	0	1	2	2	0	0	0	0	0	0	0
		No Parking	8am-9:30am & 3pm-4pm School Days	5	0	0	2	4	3	3	4	4	2	0	1	0	0
Ivanhoe Grove																	
Total			20	0	0	2	8	6	8	7	7	5	0	1	0	0	0
Parking Supply				20	20	20	20	20	20	20	20	20	20	20	20	20	20
% Capacity				0%	0%	10%	40%	30%	40%	35%	35%	25%	0%	5%	0%	0%	0%
57. Quentin Rd_East Side																	
Ivanhoe Grove	No Parking	8am - 5pm(Mon-Fri) School Days	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Abbotsford Ave		No Restriction		14	3	3	3	5	8	4	4	4	5	2	2	2	3
Total			19	3	3	3	5	8	4	4	4	5	2	2	2	4	4
Parking Supply				19	19	19	19	19	19	19	19	19	19	19	19	19	19
% Capacity				16%	16%	16%	26%	42%	21%	21%	21%	26%	11%	11%	11%	21%	21%
58. Durward Rd_West Side																	
Midlothian St	No Restriction		33	4	4	3	5	8	8	10	6	7	7	7	7	7	7
Abbotsford Ave																	
Total			33	4	4	3	5	8	8	10	6	7	7	7	7	7	7
Parking Supply				33	33	33	33	33	33	33	33	33	33	33	33	33	33
% Capacity				12%	12%	9%	15%	24%	24%	30%	18%	21%	21%	21%	21%	21%	21%
59. Durward Rd_East Side																	
Abbotsford Ave	No Restriction		24	6	7	6	9	10	6	9	8	10	7	7	9	7	7
Midlothian St																	
Total			24	6	7	6	9	10	6	9	8	10	7	7	9	7	7
Parking Supply				24	24	24	24	24	24	24	24	24	24	24	24	24	24
% Capacity				25%	29%	25%	38%	42%	25%	38%	33%	42%	29%	29%	38%	29%	29%

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60. Durward Rd_ West Side																	
Abbotsford Ave	No Restriction		20	11	10	10	8	7	9	9	9	9	8	8	9	5	8
Ivanhoe Grove																	
Total			20	11	10	10	8	7	9	9	9	9	8	8	9	5	8
Parking Supply				20	20	20	20	20	20	20	20	20	20	20	20	20	20
% Capacity				55%	50%	50%	40%	35%	45%	45%	45%	45%	40%	40%	45%	25%	40%
61. Durward Rd_ East Side																	
Ivanhoe Grove	No Restriction		17	4	5	5	6	5	4	5	3	4	4	4	6	4	2
Abbotsford Ave																	
Total			17	4	5	5	6	5	4	5	3	4	4	4	6	4	2
Parking Supply				17	17	17	17	17	17	17	17	17	17	17	17	17	17
% Capacity				24%	29%	29%	35%	29%	24%	29%	18%	24%	24%	24%	35%	24%	12%
62. Rebecca Rd_ East Side																	
House No. 11_ Rebecca Rd	No Restriction		14	2	2	1	0	0	1	0	0	1	1	1	1	1	1
Abbotsford Ave																	
Total			14	2	2	1	0	0	1	0	0	1	1	1	1	1	1
Parking Supply				14	14	14	14	14	14	14	14	14	14	14	14	14	14
% Capacity				14%	14%	7%	0%	0%	7%	0%	0%	7%	7%	7%	7%	7%	7%
63. Rebecca Rd_ West Side																	
Abbotsford Ave	No Restriction		13	1	1	1	2	1	1	1	1	0	2	2	2	2	2
House No. 12_ Rebecca Rd																	
Total			13	1	1	1	2	1	1	1	1	0	2	2	2	2	2
Parking Supply				13	13	13	13	13	13	13	13	13	13	13	13	13	13
% Capacity				8%	8%	8%	15%	8%	8%	8%	8%	0%	15%	15%	15%	15%	15%
64. Rebecca Rd_ East Side																	
Abbotsford Ave	No Restriction		12	4	3	2	2	1	0	0	2	2	0	0	0	5	6
Ivanhoe Grove																	
Total			12	4	3	2	2	1	0	0	2	2	0	0	0	5	6
Parking Supply				12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				33%	25%	17%	17%	8%	0%	0%	17%	17%	0%	0%	0%	42%	50%
65. Rebecca Rd_ West Side																	
Ivanhoe Grove	No Restriction		11	3	3	3	4	4	3	3	3	2	2	2	2	3	3
Abbotsford Ave																	
Total			11	3	3	3	4	4	3	3	3	2	2	2	2	3	3
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity				27%	27%	27%	36%	36%	27%	27%	27%	18%	18%	18%	18%	27%	27%

Client O'Brien Traffic
Date Sat, 17th June 2017
Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
66. Ivanhoe Grove_South Side																	
House No. 2_Ivanhoe Grove																	
Rob Roy Rd	No Restriction		14	2	3	2	2	2	2	4	7	4	4	4	1	1	1
Total			14	2	3	2	2	2	2	4	7	4	4	4	1	1	1
Parking Supply			14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
% Capacity				14%	21%	14%	14%	14%	14%	29%	50%	29%	29%	29%	7%	7%	7%
67. Ivanhoe Grove_North Side																	
Rob Roy Rd																	
House No. 15_Ivanhoe Grove	No Restriction		16	3	4	4	2	5	5	6	7	6	3	3	3	4	4
Total			16	3	4	4	2	5	5	6	7	6	3	3	3	4	4
Parking Supply			16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
% Capacity				19%	25%	25%	13%	31%	31%	38%	44%	38%	19%	19%	19%	25%	25%
68. Ivanhoe Grove_South Side																	
Quentin Rd																	
House No. 2_Ivanhoe Grove	No Stopping		12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply			12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
69. Ivanhoe Grove_North Side																	
House No. 17_Ivanhoe Grove																	
House No. 21_Ivanhoe Grove	No Stopping		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total			8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Supply			8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
70. Ivanhoe Grove_South Side																	
Durward Rd																	
Quentin Rd	No Restriction		8	3	4	2	1	3	2	3	2	3	1	1	3	3	3
Total			8	3	4	2	1	3	2	3	2	3	1	1	3	3	3
Parking Supply			8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				38%	50%	25%	13%	38%	25%	38%	25%	38%	13%	13%	38%	38%	38%
71. Ivanhoe Grove_North Side																	
House No. 23_Ivanhoe Grove																	
House No. 33_Ivanhoe Grove	No Restriction		9	4	4	3	6	4	5	5	5	5	6	6	5	5	5
Total			9	4	4	3	6	4	5	5	5	5	6	6	5	5	5
Parking Supply			9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
% Capacity				44%	44%	33%	67%	44%	56%	56%	56%	56%	67%	67%	56%	56%	56%

Client O'Brien Traffic
Date Sat, 17th June 2017
Description Chadstone & Oakleigh South Parking Survey



Side of the Street	Parking Restriction	Time Restrictions	Available Spaces	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
72. Ivanhoe Grove_South Side																	
Rebecca Rd	No Restriction		8	1	1	1	1	1	2	2	3	3	1	1	2	1	1
Durward Rd																	
Total			8	1	1	1	1	1	2	2	3	3	1	1	2	1	1
Parking Supply				8	8	8	8	8	8	8	8	8	8	8	8	8	8
% Capacity				13%	13%	13%	13%	13%	25%	25%	38%	38%	13%	13%	25%	13%	13%
73. Ivanhoe Grove_North Side																	
House No. 33_Ivanhoe Grove	No Restriction		11	1	2	2	1	1	2	2	2	4	4	4	2	1	1
House No. 45_Ivanhoe Grove																	
Total			11	1	2	2	1	1	2	2	2	4	4	4	2	1	1
Parking Supply				11	11	11	11	11	11	11	11	11	11	11	11	11	11
% Capacity				9%	18%	18%	9%	9%	18%	18%	18%	36%	36%	36%	18%	9%	9%

FIGURE A4: PARKING SURVEY RESULTS – SATURDAY 17 JUNE 2017



FIGURE A5: CAR PARKING HEAT MAP – 8AM THURSDAY 15 JUNE 2017

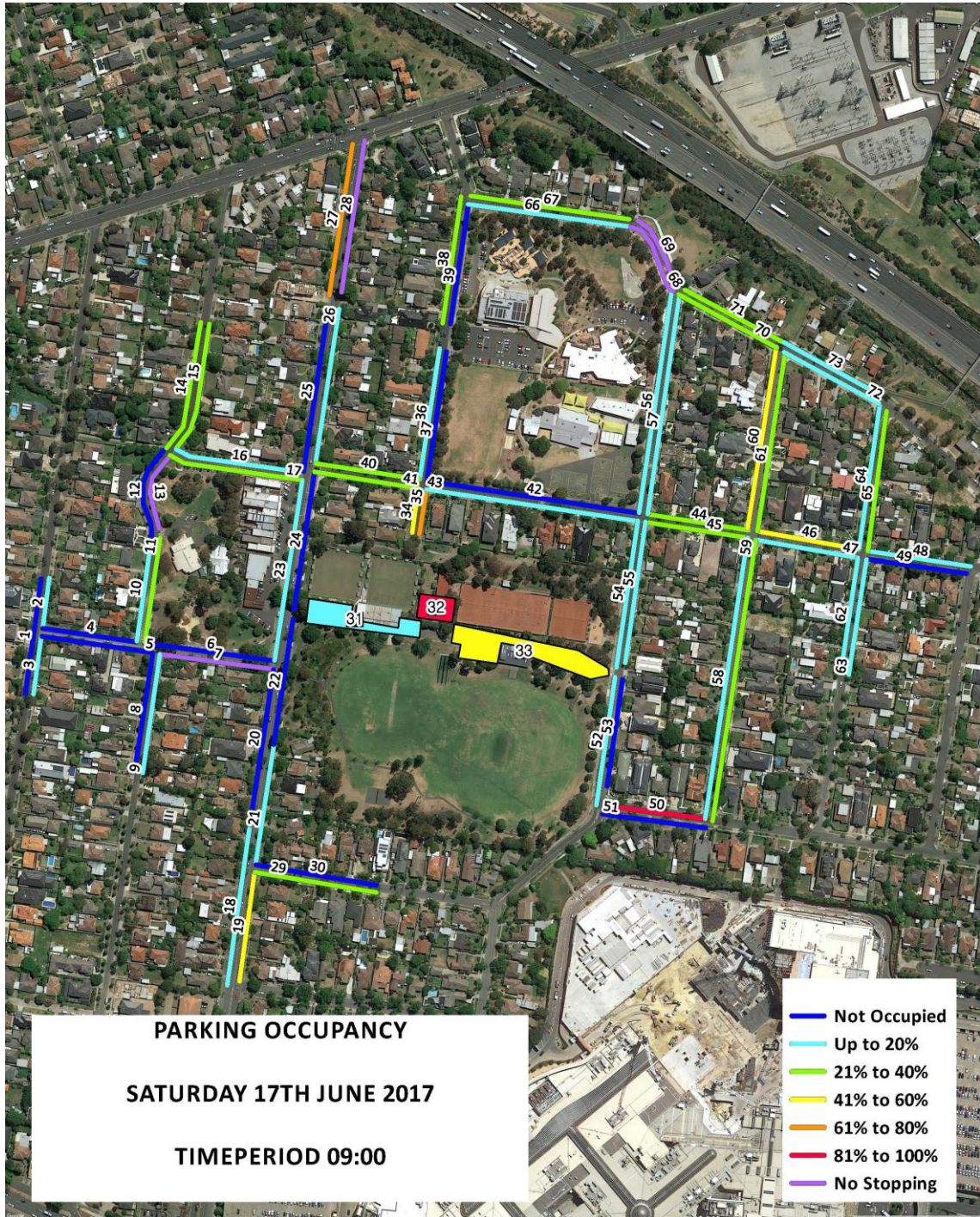


FIGURE A6: CAR PARKING HEAT MAP – 9AM THURSDAY 15 JUNE 2017



FIGURE A7: CAR PARKING HEAT MAP – 10AM THURSDAY 15 JUNE 2017



FIGURE A8: CAR PARKING HEAT MAP – 11AM THURSDAY 15 JUNE 2017



FIGURE A9: CAR PARKING HEAT MAP – 12PM THURSDAY 15 JUNE 2017



FIGURE A10: CAR PARKING HEAT MAP – 1PM THURSDAY 15 JUNE 2017

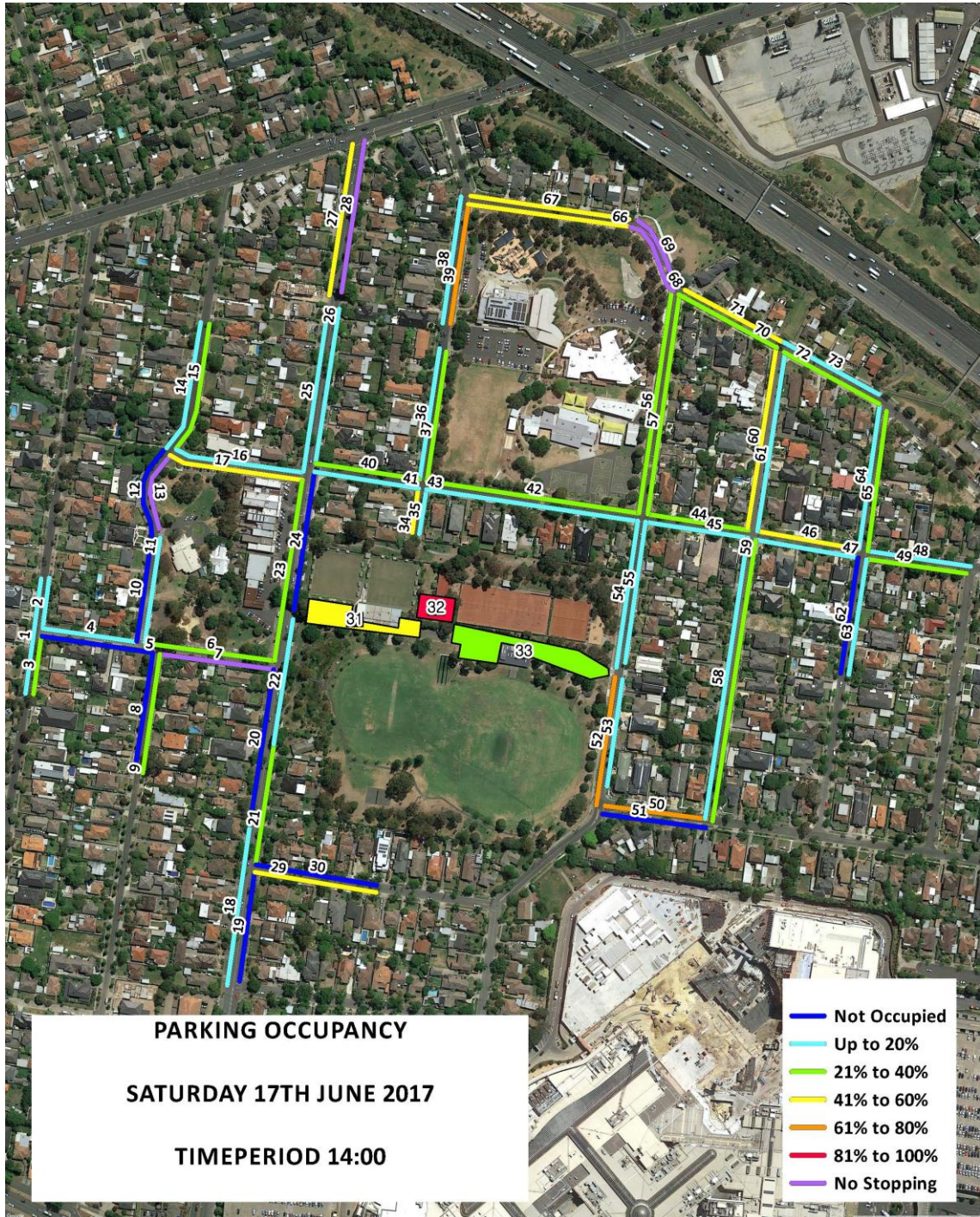


FIGURE A11: CAR PARKING HEAT MAP – 2PM THURSDAY 15 JUNE 2017



FIGURE A11: CAR PARKING HEAT MAP – 3PM THURSDAY 15 JUNE 2017



FIGURE A12: CAR PARKING HEAT MAP – 4PM THURSDAY 15 JUNE 2017



FIGURE A13: CAR PARKING HEAT MAP – 5PM THURSDAY 15 JUNE 2017



FIGURE A14: CAR PARKING HEAT MAP – 6PM THURSDAY 15 JUNE 2017



FIGURE A15: CAR PARKING HEAT MAP – 7PM THURSDAY 15 JUNE 2017



FIGURE A16: CAR PARKING HEAT MAP – 8PM THURSDAY 15 JUNE 2017

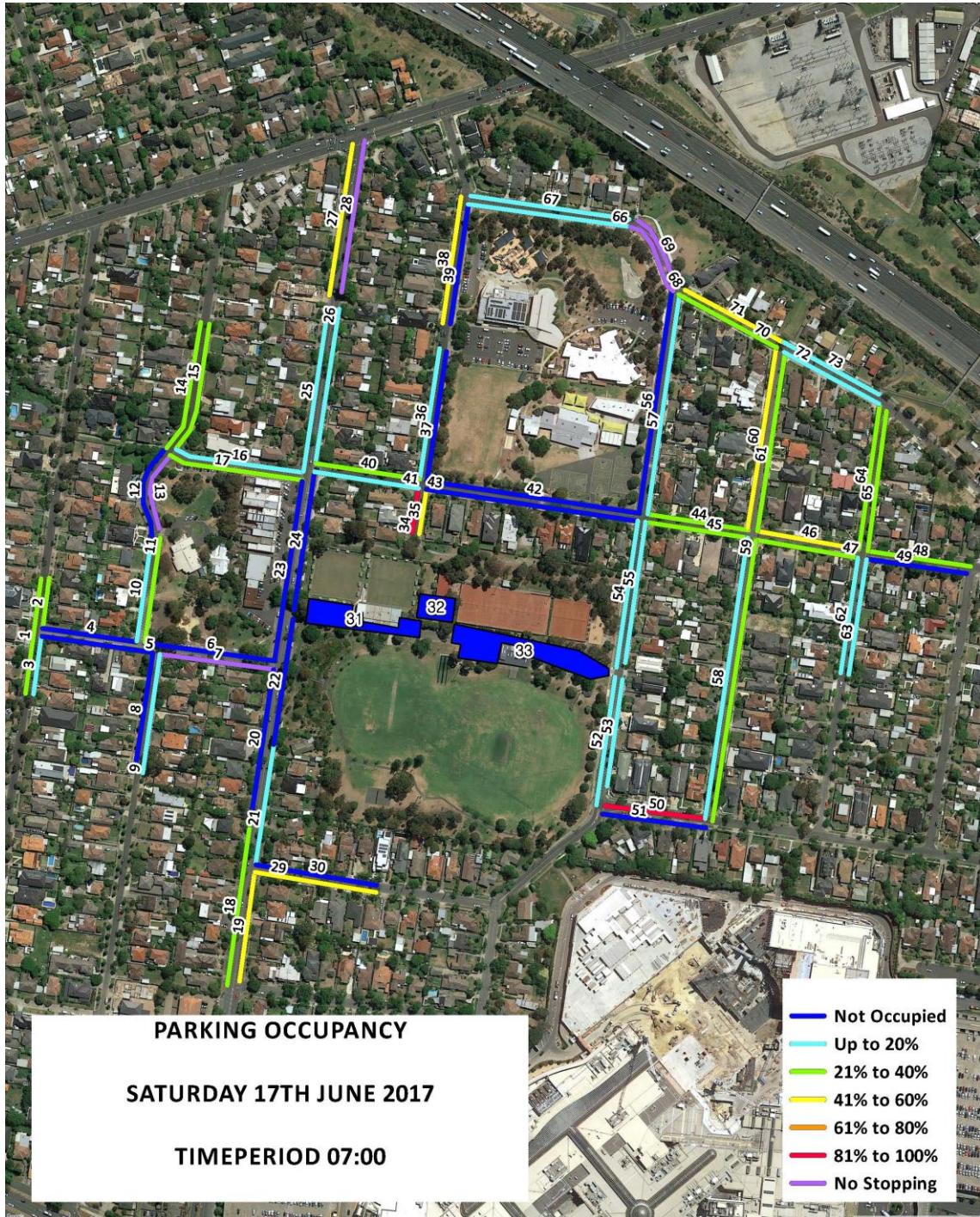


FIGURE A17: CAR PARKING HEAT MAP – 7AM SATURDAY 17 JUNE 2017

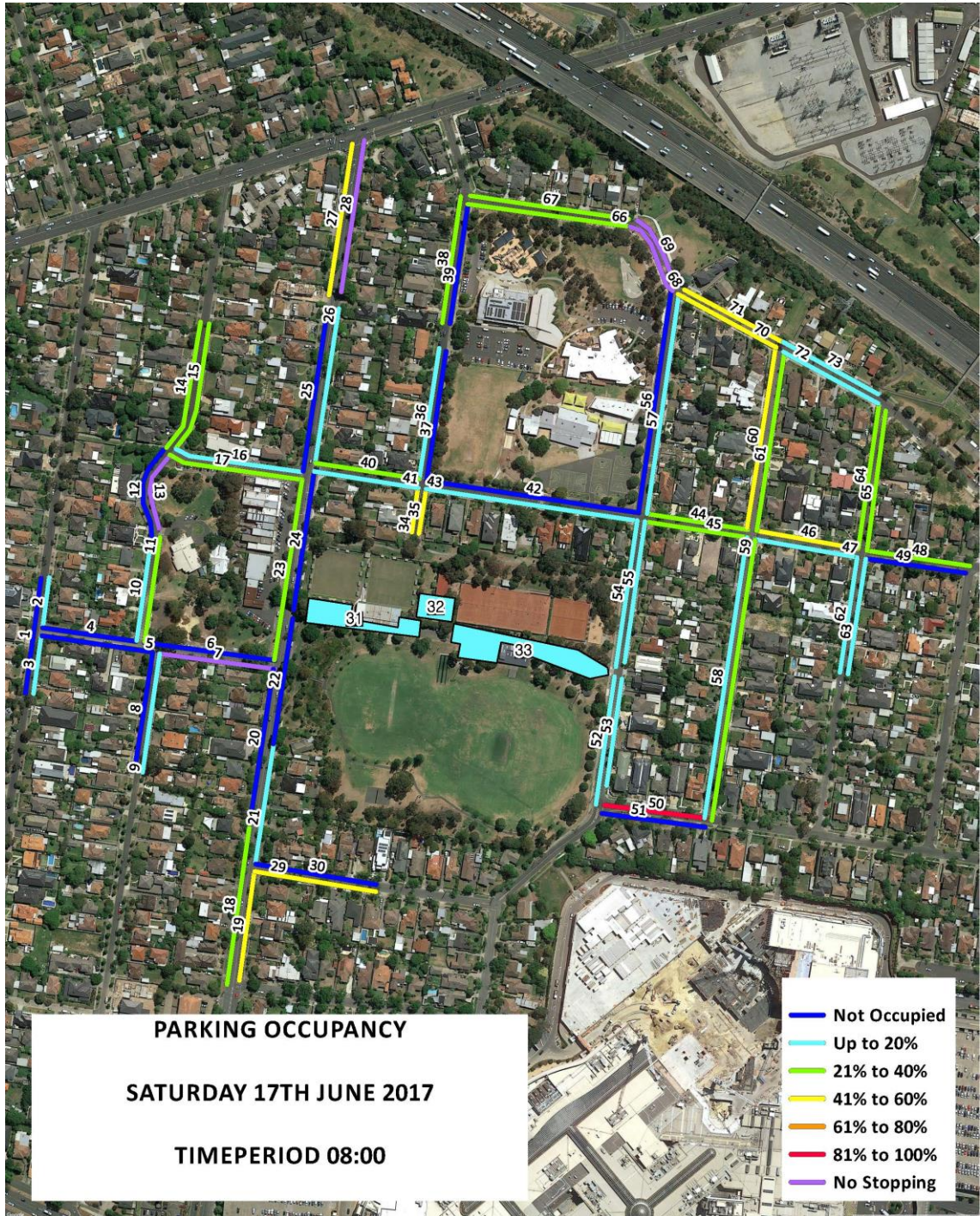


FIGURE A18: CAR PARKING HEAT MAP – 8AM SATURDAY 17 JUNE 2017

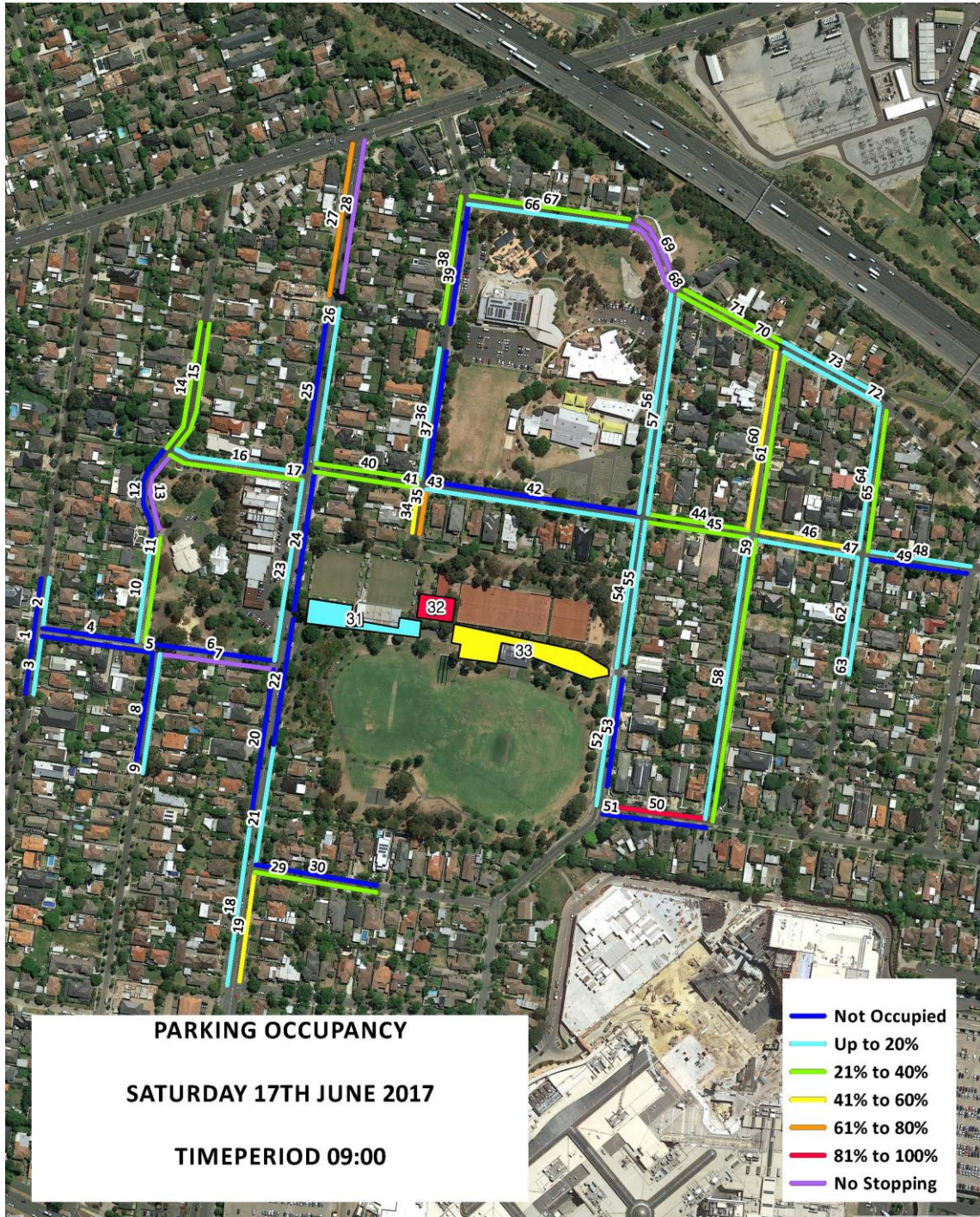


FIGURE A19: CAR PARKING HEAT MAP – 9AM SATURDAY 17 JUNE 2017



FIGURE A20: CAR PARKING HEAT MAP – 10AM SATURDAY 17 JUNE 2017



FIGURE A21: CAR PARKING HEAT MAP – 11AM SATURDAY 17 JUNE 2017



FIGURE A22: CAR PARKING HEAT MAP – 12PM SATURDAY 17 JUNE 2017

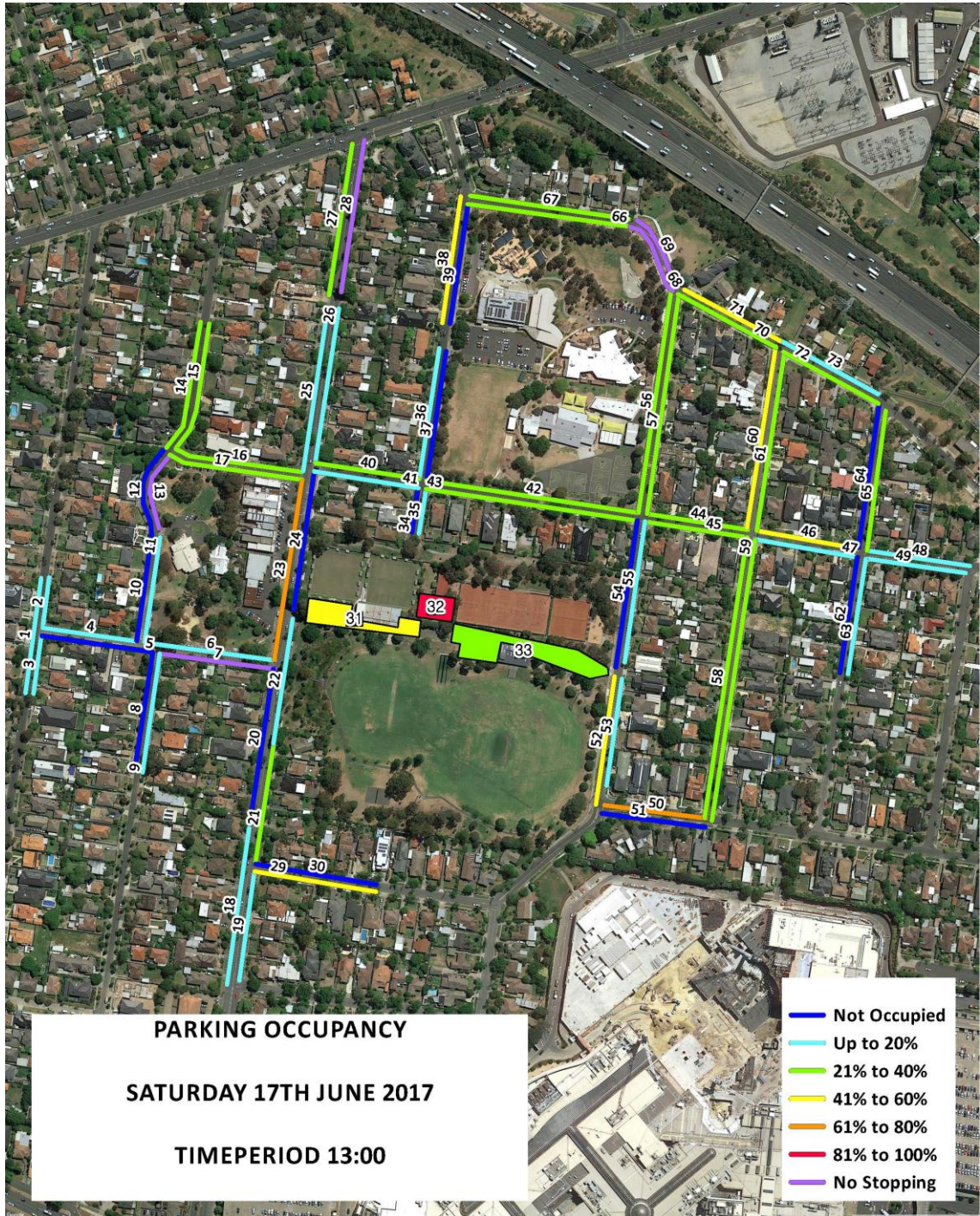


FIGURE A23: CAR PARKING HEAT MAP – 1PM SATURDAY 17 JUNE 2017

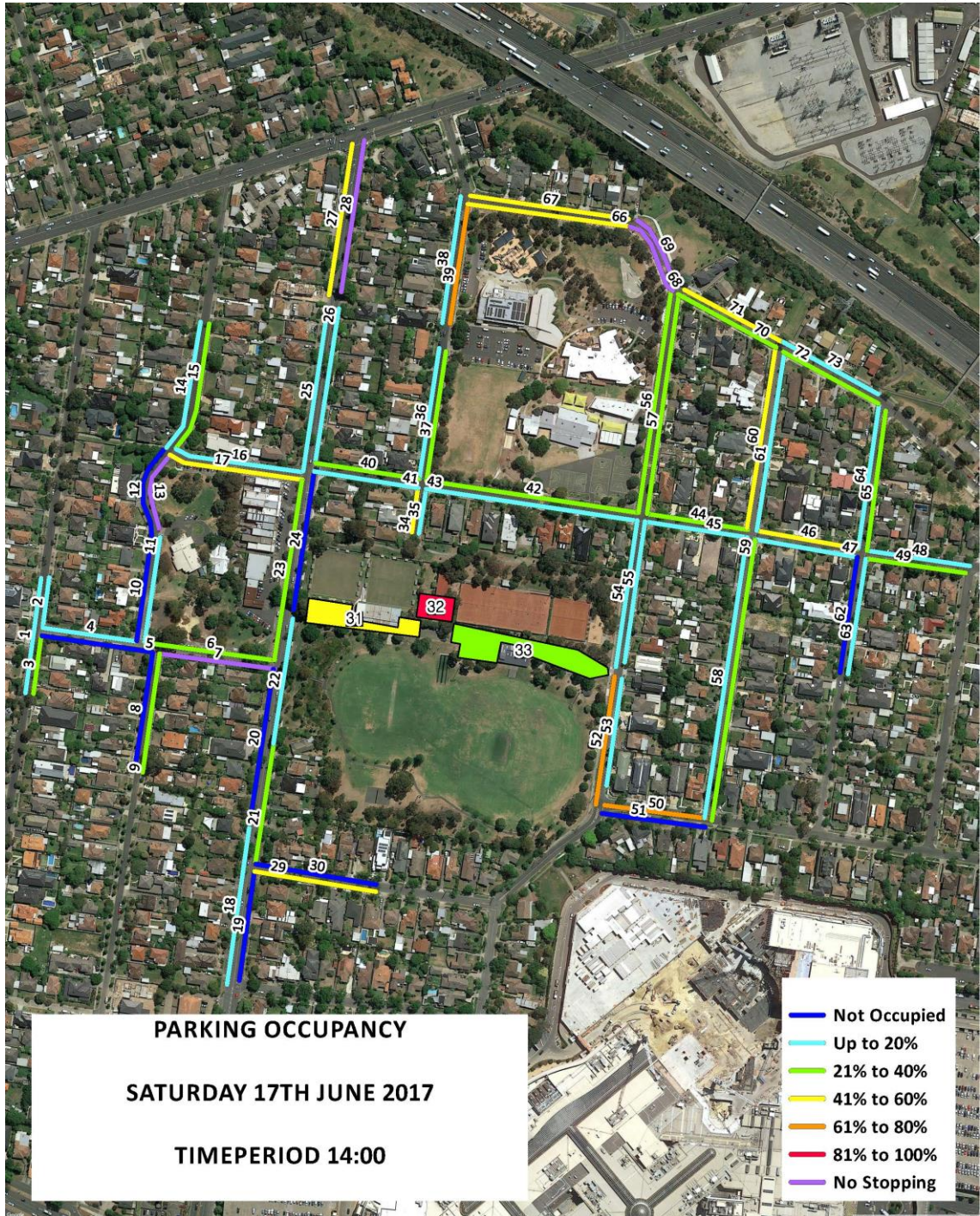


FIGURE A24: CAR PARKING HEAT MAP – 2PM SATURDAY 17 JUNE 2017

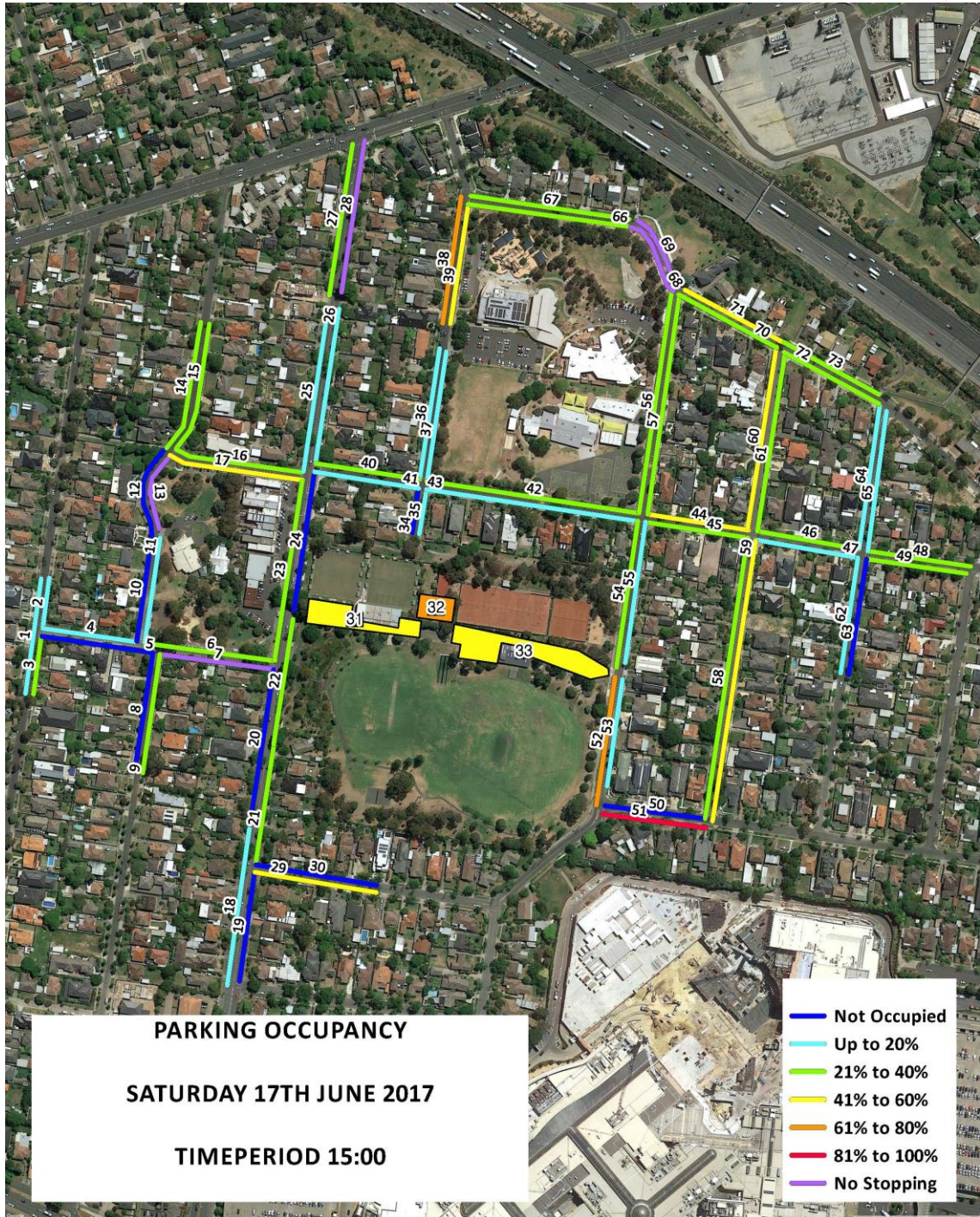


FIGURE A25: CAR PARKING HEAT MAP – 3PM SATURDAY 17 JUNE 2017



FIGURE A26: CAR PARKING HEAT MAP – 4PM SATURDAY 17 JUNE 2017



FIGURE A27: CAR PARKING HEAT MAP – 5PM SATURDAY 17 JUNE 2017



FIGURE A28: CAR PARKING HEAT MAP – 6PM SATURDAY 17 JUNE 2017



FIGURE A29: CAR PARKING HEAT MAP – 7PM SATURDAY 17 JUNE 2017



FIGURE A30: CAR PARKING HEAT MAP – 8PM SATURDAY 17 JUNE 2017

APPENDIX B

AUTOMATIC TUBE COUNT RESULTS

Street	Chadstone Road		5 Day Average	12665
Suburb	Chadstone		7 Day Average	12519
Location	Midblock btw Fenwick St & Treyvaud Memorial Park carpark ent		5 Day Heavy (Class 3 to 12)	2.9%
Count No.	1		7 Day Heavy (Class 3 to 12)	2.5%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	937	969	886	887	1001	1088	1023		
PM Peak	989	983	1079	1159	1206	1245	1163		
0:00	49	40	47	30	47	118	103	43	62
1:00	19	16	13	14	18	46	64	16	27
2:00	6	10	16	11	12	17	41	11	16
3:00	8	12	7	10	13	31	28	10	16
4:00	11	18	24	24	22	19	25	20	20
5:00	51	63	59	53	54	33	22	56	48
6:00	205	222	222	265	223	86	37	227	180
7:00	597	607	626	546	536	193	100	582	458
8:00	937	969	886	875	880	468	192	909	744
9:00	786	839	844	805	816	795	584	818	781
10:00	701	719	793	779	858	957	916	770	818
11:00	797	840	851	887	1001	1088	1023	875	927
12:00	816	875	920	912	982	1215	1163	901	983
13:00	787	840	928	928	1002	1175	1111	897	967
14:00	850	925	972	935	1051	1245	1094	947	1010
15:00	980	978	1079	1092	1160	1142	1039	1058	1067
16:00	930	946	996	1122	1206	1101	1013	1040	1045
17:00	989	983	1063	1159	1151	1116	950	1069	1059
18:00	566	707	672	1072	1087	768	552	821	775
19:00	359	390	461	680	702	521	413	518	504
20:00	259	292	305	567	605	369	210	406	372
21:00	210	291	233	591	607	351	197	386	354
22:00	146	138	172	185	226	233	107	173	172
23:00	90	100	82	92	194	162	70	112	113
Total	11149	11820	12271	13634	14453	13249	11054	12665	12519
Heavy %	3.3%	3.0%	2.8%	2.7%	2.8%	1.5%	1.3%	2.9%	2.5%

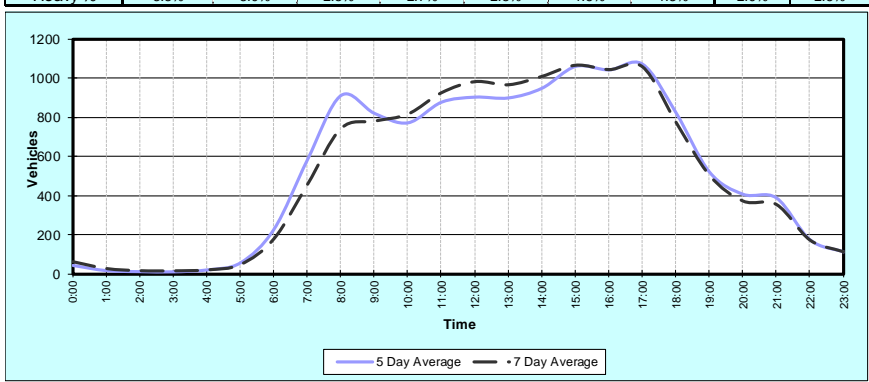


FIGURE B1: CHADSTONE RD BTW FENWICK ST & PERCY TREYVAUD MEMORIAL PARK ENTRANCE – WEEK 1

Street	Chadstone Road		5 Day Average	12488
Suburb	Chadstone		7 Day Average	12589
Location	Midblock btw Fenwick St & Treyvaud Memorial Park carpark ent		5 Day Heavy (Class 3 to 12)	2.9%
Count No.	1		7 Day Heavy (Class 3 to 12)	2.5%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	837	788	850	913	860	1096	1054		
PM Peak	1023	1022	1018	1186	1285	1463	1276		
0:00	29	31	35	42	67	79	118	41	57
1:00	14	13	20	17	15	46	61	16	27
2:00	16	12	10	4	20	18	29	12	16
3:00	6	11	4	9	13	21	21	9	12
4:00	21	12	17	10	19	24	21	16	18
5:00	55	58	63	59	75	33	29	62	53
6:00	187	227	203	229	213	72	57	212	170
7:00	520	547	515	512	596	164	89	538	420
8:00	814	779	841	813	860	422	173	821	672
9:00	733	788	744	750	783	763	560	760	732
10:00	755	757	769	774	820	1019	910	775	829
11:00	837	786	850	913	857	1096	1054	849	913
12:00	874	889	904	944	987	1297	1199	920	1013
13:00	940	863	912	924	1006	1349	1276	929	1039
14:00	949	940	950	980	1063	1439	1205	976	1075
15:00	1023	1022	1018	1117	1155	1463	1125	1067	1132
16:00	881	928	957	1145	1271	1257	987	1036	1061
17:00	932	955	998	1186	1285	1116	940	1071	1059
18:00	568	625	655	1031	1158	857	596	807	784
19:00	338	395	428	745	789	571	422	539	527
20:00	207	270	255	556	637	401	237	385	366
21:00	216	254	246	573	567	386	169	371	344
22:00	132	152	146	169	274	196	102	175	167
23:00	73	74	73	75	212	158	57	101	103
Total	11120	11388	11613	13577	14742	14247	11437	12488	12589
Heavy %	3.1%	3.2%	2.9%	2.9%	2.7%	1.7%	1.2%	2.9%	2.5%

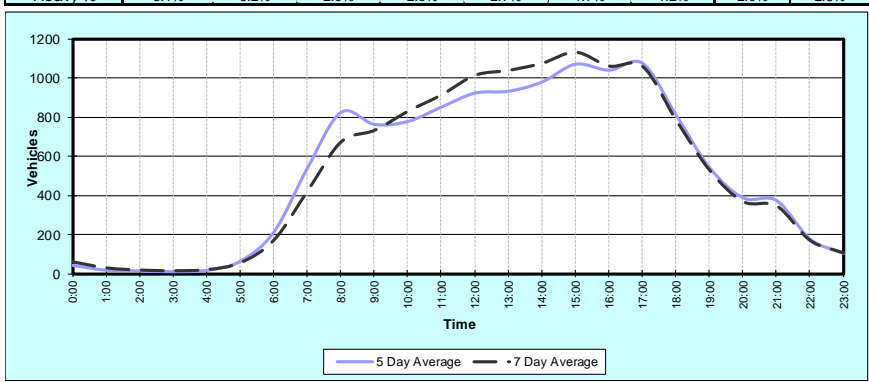


FIGURE B2: CHADSTONE RD BTW FENWICK ST & PERCY TREYVAUD MEMORIAL PARK ENTRANCE – WEEK 2

Street	Abbotsford Avenue		5 Day Average	856
Suburb	Chadstone		7 Day Average	815
Location	Midblock between Rob Roy Road and Quentin Road		5 Day Heavy (Class 3 to 12)	3.7%
Count No.	2		7 Day Heavy (Class 3 to 12)	3.1%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	80	106	99	90	90	75	36		
PM Peak	93	89	92	97	115	100	73		
0:00	1	1	0	1	5	7	9	2	3
1:00	2	0	1	1	0	5	6	1	2
2:00	0	0	1	1	4	1	1	1	1
3:00	0	1	1	0	2	2	2	1	1
4:00	1	1	1	1	1	1	1	1	1
5:00	2	5	6	3	5	0	2	4	3
6:00	8	10	6	7	13	5	3	9	7
7:00	53	55	38	46	52	13	7	49	38
8:00	78	106	99	90	90	28	17	93	73
9:00	80	74	73	76	66	75	36	74	69
10:00	54	47	35	44	58	67	34	48	48
11:00	43	45	48	42	35	53	36	43	43
12:00	44	41	40	33	51	100	53	42	52
13:00	36	33	28	47	45	66	43	38	43
14:00	36	48	41	59	59	66	72	49	54
15:00	93	87	49	84	90	90	53	81	78
16:00	67	79	92	71	92	70	73	80	78
17:00	80	89	82	97	115	59	56	93	83
18:00	49	66	69	65	63	42	29	62	55
19:00	26	22	23	30	59	28	12	32	29
20:00	15	17	24	34	46	20	8	27	23
21:00	15	14	11	17	18	27	10	15	16
22:00	9	7	9	9	5	15	4	8	8
23:00	4	4	3	8	12	13	2	6	7
Total	796	852	780	866	986	853	569	856	815
Heavy %	3.1%	2.6%	3.1%	5.1%	4.3%	1.5%	1.6%	3.7%	3.1%

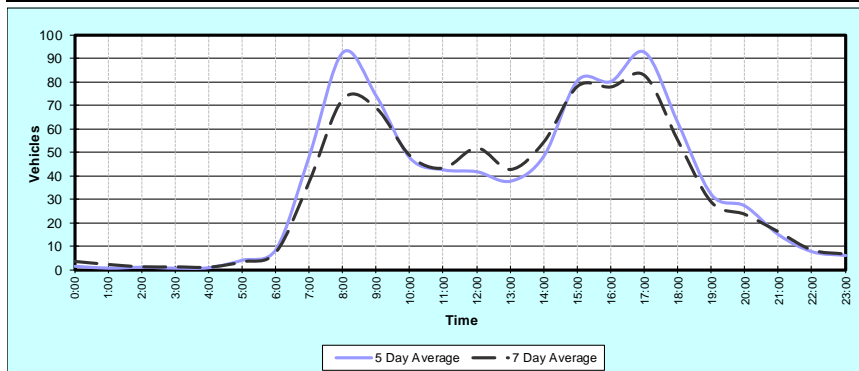


FIGURE B3: ABBOTSFORD AVE BTW ROB ROY RD & QUENTIN RD – WEEK 1

Street	Abbotsford Avenue		5 Day Average	845
Suburb	Chadstone		7 Day Average	803
Location	Midblock between Rob Roy Road and Quentin Road		5 Day Heavy (Class 3 to 12)	2.8%
Count No.	2		7 Day Heavy (Class 3 to 12)	2.4%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	71	97	92	103	98	81	42		
PM Peak	92	86	95	102	111	108	51		
0:00	1	1	1	4	3	4	2	2	2
1:00	3	0	0	0	0	9	5	1	2
2:00	0	1	1	1	1	1	3	1	1
3:00	0	0	0	1	2	1	2	1	1
4:00	1	2	1	1	1	3	0	1	1
5:00	4	3	4	1	4	1	4	3	3
6:00	5	8	3	5	9	6	4	6	6
7:00	44	38	39	36	45	10	7	40	31
8:00	65	97	92	103	98	27	10	91	70
9:00	71	83	72	81	77	80	23	77	70
10:00	49	48	49	49	50	69	37	49	50
11:00	46	34	46	53	48	81	42	45	50
12:00	46	49	42	41	47	105	37	45	52
13:00	31	34	29	46	46	57	43	37	41
14:00	51	53	40	77	55	108	49	55	62
15:00	92	77	95	102	83	91	44	90	83
16:00	55	73	78	62	90	60	51	72	67
17:00	84	86	74	89	111	61	45	89	79
18:00	48	47	50	65	65	41	35	55	50
19:00	18	35	36	35	57	28	24	36	33
20:00	19	13	21	21	37	18	14	22	20
21:00	13	21	7	13	18	21	10	14	15
22:00	5	6	7	4	10	11	5	6	7
23:00	2	6	6	3	16	7	1	7	6
Total	753	815	793	893	973	900	497	845	803
Heavy %	2.3%	2.8%	3.0%	2.2%	3.7%	1.1%	1.2%	2.8%	2.4%

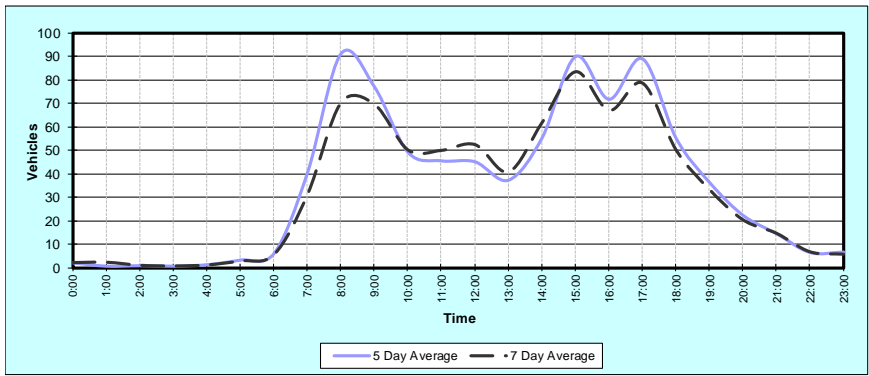


FIGURE B4: ABBOTSFORD AVE BTW ROB ROY RD & QUENTIN RD – WEEK 2

Street	Abbotsford Avenue		5 Day Average	238
Suburb	Chadstone		7 Day Average	222
Location	Midblock between Rebecca Road and Rowena Road		5 Day Heavy (Class 3 to 12)	6.7%
Count No.	3		7 Day Heavy (Class 3 to 12)	6.0%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	24	19	23	29	33	20	9		
PM Peak	18	25	28	25	27	20	22		
0:00	1	1	1	1	2	0	9	1	2
1:00	0	0	0	0	0	3	1	0	1
2:00	0	0	0	0	1	0	3	0	1
3:00	0	0	1	0	0	0	0	0	0
4:00	0	2	0	0	0	0	0	0	0
5:00	1	1	2	3	3	1	0	2	2
6:00	4	2	1	0	4	0	1	2	2
7:00	12	11	13	14	5	7	5	11	10
8:00	24	19	23	25	33	6	3	25	19
9:00	16	8	12	29	25	9	9	18	15
10:00	14	14	8	12	17	20	9	13	13
11:00	11	19	7	10	15	12	5	12	11
12:00	11	13	13	12	13	17	16	12	14
13:00	10	8	11	12	11	17	11	10	11
14:00	10	8	12	14	13	14	17	11	13
15:00	17	22	27	15	27	20	9	22	20
16:00	11	19	19	18	20	15	22	17	18
17:00	15	25	28	24	23	16	18	23	21
18:00	14	15	26	25	23	7	10	21	17
19:00	18	8	9	18	11	16	6	13	12
20:00	14	9	7	14	17	5	2	12	10
21:00	2	7	3	3	11	6	4	5	5
22:00	5	0	6	7	1	1	2	4	3
23:00	0	0	0	1	6	10	2	1	3
Total	210	211	229	257	281	202	164	238	222
Heavy %	5.2%	7.6%	7.0%	10.1%	3.9%	4.0%	3.7%	6.7%	6.0%

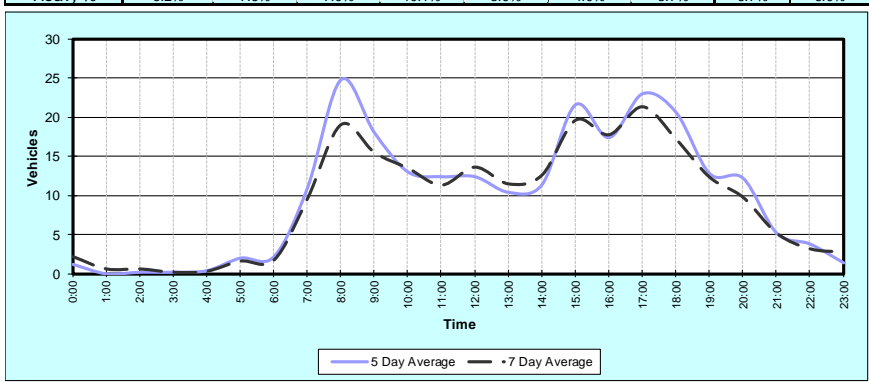


FIGURE B5: ABBOTSFORD AVE BTW REBECCA RD & ROWENA RD – WEEK 1

Street	Abbotsford Avenue		5 Day Average	246
Suburb	Chadstone		7 Day Average	228
Location	Midblock between Rebecca Road and Rowena Road		5 Day Heavy (Class 3 to 12)	8.4%
Count No.	3		7 Day Heavy (Class 3 to 12)	7.7%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	22	27	22	26	32	21	10		
PM Peak	28	33	27	35	26	22	21		
0:00	0	0	1	0	3	3	2	1	1
1:00	0	0	0	0	0	0	2	0	0
2:00	0	0	0	0	1	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	0	0	3	1	0	0	0	1	1
5:00	1	1	1	1	4	1	1	2	1
6:00	4	3	1	3	2	4	2	3	3
7:00	10	10	11	11	13	8	2	11	9
8:00	22	27	22	26	28	5	7	25	20
9:00	22	17	16	21	20	8	10	19	16
10:00	9	17	21	21	32	21	10	20	19
11:00	10	12	12	20	11	9	10	13	12
12:00	10	6	10	13	18	14	9	11	11
13:00	5	8	12	24	14	15	13	13	13
14:00	18	11	8	22	17	15	7	15	14
15:00	28	33	27	35	18	18	20	28	26
16:00	19	13	14	22	26	22	21	19	20
17:00	22	21	19	20	24	12	16	21	19
18:00	12	15	13	20	20	12	9	16	14
19:00	8	10	12	8	13	8	7	10	9
20:00	4	5	16	12	10	6	6	9	8
21:00	4	7	7	7	3	10	4	6	6
22:00	0	2	1	3	4	7	5	2	3
23:00	2	2	1	1	2	3	2	2	2
Total	210	220	228	291	283	201	165	246	228
Heavy %	5.7%	7.3%	11.0%	7.9%	9.9%	4.5%	6.1%	8.4%	7.7%

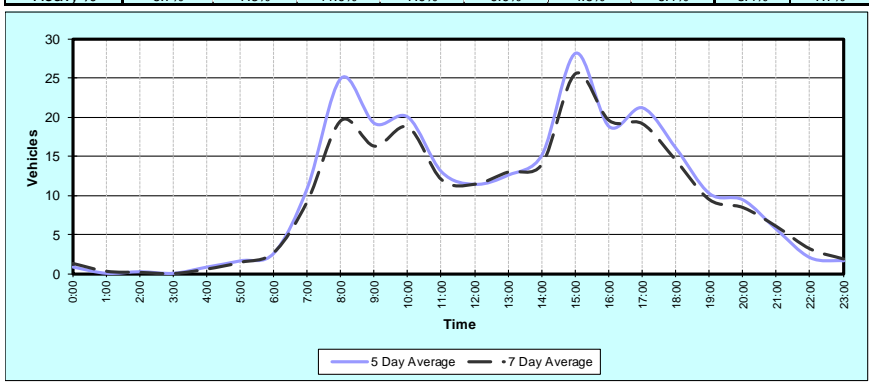


FIGURE B6: ABBOTSFORD AVE BTW REBECCA RD & ROWENA RD – WEEK 2

Street	Quentin Road		5 Day Average	732
Suburb	Chadstone		7 Day Average	663
Location	Midblock between Ivanhoe Grove and Abbotsford Avenue		5 Day Heavy (Class 3 to 12)	2.5%
Count No.	4		7 Day Heavy (Class 3 to 12)	2.4%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	96	99	115	93	109	50	31		
PM Peak	84	95	102	90	109	61	50		
0:00	1	5	3	1	4	2	4	3	3
1:00	2	0	1	4	0	3	6	1	2
2:00	0	0	0	0	2	1	0	0	0
3:00	0	2	1	0	2	1	2	1	1
4:00	1	0	0	0	0	0	1	0	0
5:00	0	2	0	0	3	1	0	1	1
6:00	5	6	6	10	15	0	6	8	7
7:00	37	36	32	31	39	8	5	35	27
8:00	96	99	115	93	109	16	10	102	77
9:00	87	82	73	85	62	32	27	78	64
10:00	30	30	28	40	46	50	31	35	36
11:00	47	43	44	33	27	34	27	39	36
12:00	21	44	29	29	35	61	36	32	36
13:00	30	22	15	30	24	53	42	24	31
14:00	28	38	37	47	48	58	50	40	44
15:00	84	95	102	90	74	58	41	89	78
16:00	41	63	58	51	77	46	46	58	55
17:00	70	71	67	82	109	33	46	80	68
18:00	29	49	35	41	31	30	18	37	33
19:00	21	17	19	18	34	21	18	22	21
20:00	20	17	14	20	35	13	11	21	19
21:00	11	8	8	13	21	10	6	12	11
22:00	7	6	11	5	12	10	4	8	8
23:00	5	4	7	5	4	6	2	5	5
Total	673	739	705	728	813	547	439	732	663
Heavy %	2.1%	2.0%	2.1%	2.9%	3.4%	1.1%	2.5%	2.5%	2.4%

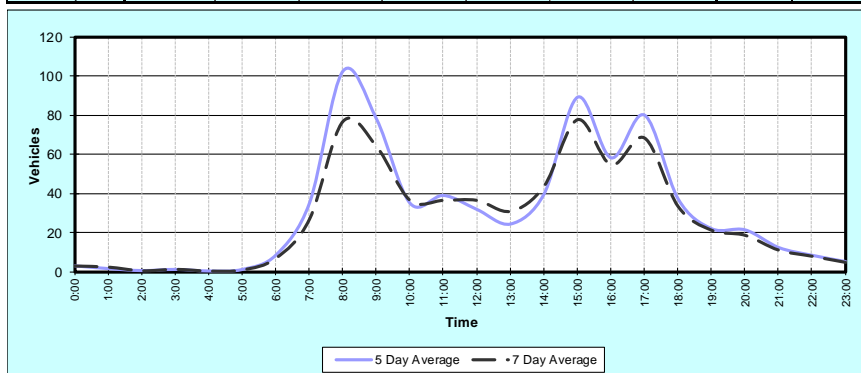


FIGURE B7: QUENTIN RD BTW IVANHOE GR & ABBOTSFORD AVE – WEEK 1

Street	Quentin Road		5 Day Average	699
Suburb	Chadstone		7 Day Average	645
Location	Midblock between Ivanhoe Grove and Abbotsford Avenue		5 Day Heavy (Class 3 to 12)	2.2%
Count No.	4		7 Day Heavy (Class 3 to 12)	2.0%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	85	98	82	98	94	59	39		
PM Peak	91	83	74	100	83	79	56		
0:00	1	1	6	4	2	5	4	3	3
1:00	2	1	1	2	1	2	1	1	1
2:00	0	3	1	0	0	0	1	1	1
3:00	1	0	1	0	1	0	0	1	0
4:00	0	1	1	1	0	1	1	1	1
5:00	0	3	0	2	7	0	1	2	2
6:00	7	11	9	8	11	2	4	9	7
7:00	29	26	33	37	38	4	4	33	24
8:00	85	98	82	98	94	20	8	91	69
9:00	69	76	62	81	59	34	15	69	57
10:00	27	40	41	45	44	48	33	39	40
11:00	31	35	49	39	30	59	39	37	40
12:00	30	22	33	34	52	70	34	34	39
13:00	33	26	25	33	21	46	56	28	34
14:00	46	36	37	40	34	79	50	39	46
15:00	91	83	74	100	77	69	32	85	75
16:00	52	55	61	48	59	58	39	55	53
17:00	70	72	58	72	83	38	27	71	60
18:00	33	30	34	55	42	21	27	39	35
19:00	12	24	26	21	32	15	10	23	20
20:00	10	16	19	24	26	7	13	19	16
21:00	7	13	8	9	8	11	6	9	9
22:00	3	9	7	9	7	7	5	7	7
23:00	4	3	5	1	6	6	7	4	5
Total	643	684	673	763	734	602	417	699	645
Heavy %	1.1%	2.2%	1.5%	2.4%	3.5%	1.7%	1.4%	2.2%	2.0%

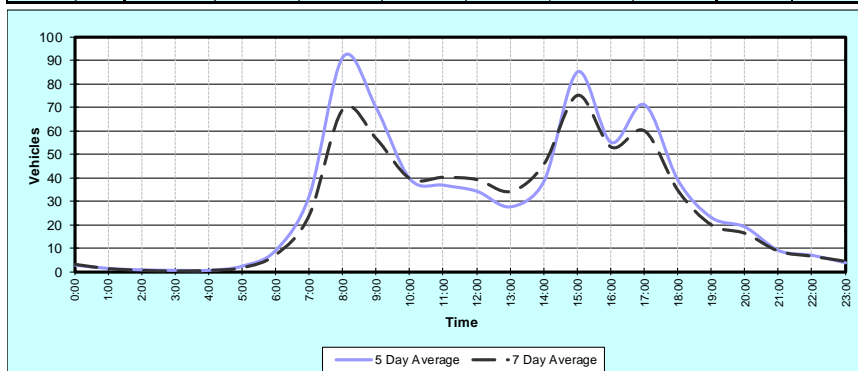


FIGURE B8: QUENTIN RD BTW IVANHOE GR & ABBOTSFORD AVE – WEEK 2

Street	Quentin Road		5 Day Average	841
Suburb	Chadstone		7 Day Average	809
Location	Midblock btw Treyvaud Memorial Park carpark ent & Midlothian St		5 Day Heavy (Class 3 to 12)	3.1%
Count No.	5		7 Day Heavy (Class 3 to 12)	2.8%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	92	82	89	78	87	75	47		
PM Peak	80	84	86	96	124	87	79		
0:00	2	6	2	0	3	2	7	3	3
1:00	0	0	0	2	0	5	2	0	1
2:00	0	1	0	0	2	2	1	1	1
3:00	0	1	2	0	0	1	2	1	1
4:00	1	0	0	0	0	0	0	0	0
5:00	1	1	2	2	3	1	2	2	2
6:00	10	11	10	9	19	2	5	12	9
7:00	37	54	41	49	47	11	8	46	35
8:00	92	82	89	77	87	37	17	85	69
9:00	75	64	65	78	73	58	40	71	65
10:00	41	39	46	45	56	75	46	45	50
11:00	45	37	46	36	41	62	47	41	45
12:00	42	47	45	56	55	72	75	49	56
13:00	55	41	33	56	39	67	62	45	50
14:00	80	40	36	70	51	67	79	55	60
15:00	59	83	86	96	107	87	64	86	83
16:00	69	77	64	65	83	72	69	72	71
17:00	69	84	79	96	124	59	60	90	82
18:00	50	71	54	55	51	39	27	56	50
19:00	24	29	24	30	36	27	20	29	27
20:00	12	22	19	28	37	21	9	24	21
21:00	10	12	12	14	18	9	14	13	13
22:00	10	5	12	11	8	11	6	9	9
23:00	5	3	7	7	8	10	2	6	6
Total	789	810	774	882	948	797	664	841	809
Heavy %	3.4%	2.1%	2.8%	3.2%	3.8%	1.6%	2.0%	3.1%	2.8%

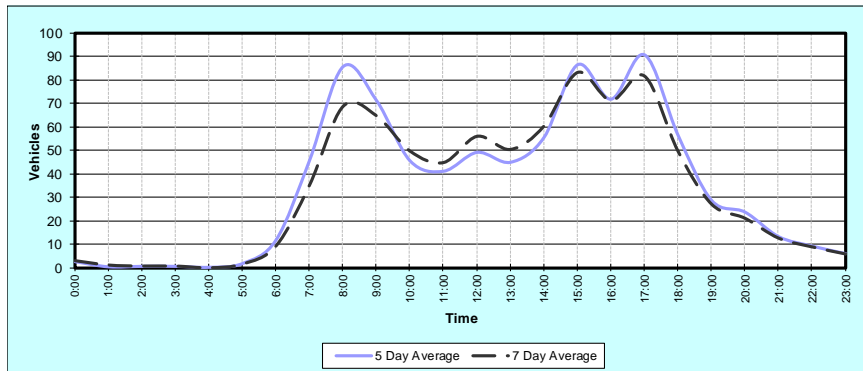


FIGURE B9: QUENTIN RD BTW PERCY TREYVAUD MEMORIAL PARK ENTRANCE & MIDLOTHIAN ST – WEEK 1

Street	Quentin Road		5 Day Average	820
Suburb	Chadstone		7 Day Average	815
Location	Midblock btw Treyvaud Memorial Park carpark ent & Midlothian St		5 Day Heavy (Class 3 to 12)	2.9%
Count No.	5		7 Day Heavy (Class 3 to 12)	2.4%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	71	88	80	87	73	87	59		
PM Peak	100	91	71	98	94	145	82		
0:00	2	4	5	3	3	4	4	3	4
1:00	4	0	1	1	1	4	3	1	2
2:00	0	1	1	0	0	0	2	0	1
3:00	1	0	0	0	0	2	4	0	1
4:00	0	0	1	0	1	0	1	0	0
5:00	1	3	1	3	6	0	2	3	2
6:00	12	17	10	9	13	3	5	12	10
7:00	36	30	46	44	50	6	10	41	32
8:00	71	88	80	87	73	27	18	80	63
9:00	69	66	57	84	63	46	26	68	59
10:00	33	47	52	63	62	52	57	51	52
11:00	50	38	48	52	51	87	59	48	55
12:00	46	44	45	46	69	91	63	50	58
13:00	43	42	40	46	37	66	82	42	51
14:00	56	52	48	60	50	145	79	53	70
15:00	100	91	71	98	79	126	73	88	91
16:00	54	54	64	60	59	68	60	58	60
17:00	72	89	70	83	94	66	49	82	75
18:00	47	45	47	73	57	35	39	54	49
19:00	23	34	26	30	46	32	21	32	30
20:00	17	23	13	37	47	17	14	27	24
21:00	10	19	7	19	19	18	8	15	14
22:00	5	11	4	8	9	19	2	7	8
23:00	4	1	5	1	7	7	4	4	4
Total	756	799	742	907	896	921	685	820	815
Heavy %	2.4%	2.5%	2.6%	3.5%	3.1%	1.1%	1.5%	2.9%	2.4%

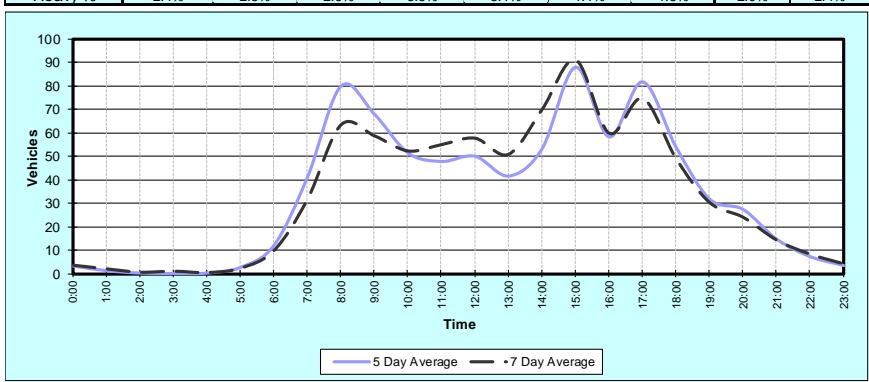


FIGURE B10: QUENTIN RD BTW PERCY TREYVAUD MEMORIAL PARK ENTRANCE & MIDLOTHIAN ST – WEEK 2

Street	Fenwick Street		5 Day Average	901
Suburb	Chadstone		7 Day Average	863
Location	Midblock between Bowen Street and Chadstone Road		5 Day Heavy (Class 3 to 12)	3.4%
Count No.	6		7 Day Heavy (Class 3 to 12)	3.0%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	80	80	77	85	83	77	61		
PM Peak	75	89	75	91	117	83	69		
0:00	2	3	3	3	5	3	5	3	3
1:00	1	2	2	1	0	4	4	1	2
2:00	0	1	1	1	1	1	1	1	1
3:00	1	0	2	0	1	2	1	1	1
4:00	0	0	1	0	2	2	4	1	1
5:00	5	5	6	8	8	1	0	6	5
6:00	14	11	16	20	14	5	5	15	12
7:00	47	53	57	53	48	25	6	52	41
8:00	80	80	77	85	83	26	15	81	64
9:00	75	59	64	60	63	59	37	64	60
10:00	39	34	53	59	69	74	58	51	55
11:00	52	46	76	48	53	77	61	55	59
12:00	62	62	68	48	57	83	63	59	63
13:00	41	44	56	61	74	71	63	55	59
14:00	66	46	49	66	68	69	69	59	62
15:00	72	82	73	91	117	77	53	87	81
16:00	75	61	68	74	91	69	68	74	72
17:00	73	89	75	76	83	60	63	79	74
18:00	48	51	58	66	74	45	38	59	54
19:00	32	40	32	42	41	32	28	37	35
20:00	14	17	29	34	30	24	19	25	24
21:00	11	12	14	28	19	15	13	17	16
22:00	17	9	17	8	20	15	8	14	13
23:00	3	3	4	5	8	10	4	5	5
Total	830	810	901	937	1029	849	686	901	863
Heavy %	2.5%	3.7%	2.6%	4.3%	3.9%	2.2%	1.2%	3.4%	3.0%

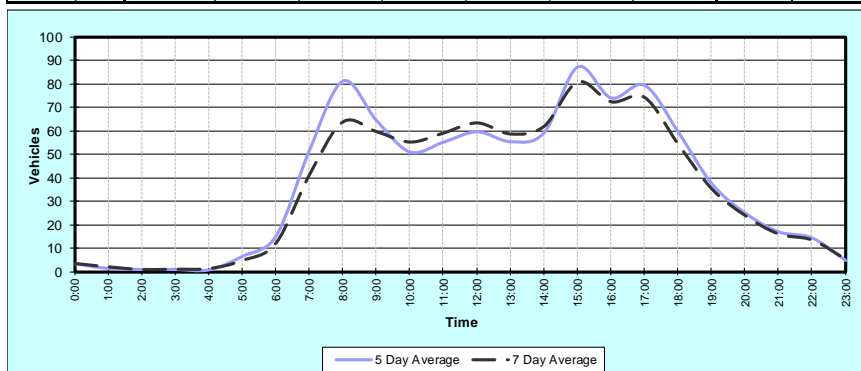


FIGURE B11: FENWICK ST BTW BOWEN ST & CHADSTONE RD – WEEK 1

Street	Fenwick Street		5 Day Average	871
Suburb	Chadstone		7 Day Average	846
Location	Midblock between Bowen Street and Chadstone Road		5 Day Heavy (Class 3 to 12)	3.4%
Count No.	6		7 Day Heavy (Class 3 to 12)	2.9%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	71	63	81	86	86	69	52		
PM Peak	80	75	88	86	106	110	74		
0:00	1	0	2	2	3	3	21	2	5
1:00	1	0	1	0	0	2	5	0	1
2:00	0	1	0	0	1	0	5	0	1
3:00	0	1	1	1	1	0	2	1	1
4:00	2	0	0	0	1	0	2	1	1
5:00	5	3	6	5	8	2	0	5	4
6:00	15	15	13	16	13	2	3	14	11
7:00	46	43	50	55	49	12	3	49	37
8:00	71	63	81	86	86	31	10	77	61
9:00	60	49	58	64	65	46	36	59	54
10:00	36	43	32	40	73	69	43	45	48
11:00	50	40	54	50	66	65	52	52	54
12:00	58	41	56	37	65	81	60	51	57
13:00	53	37	56	44	65	69	74	51	57
14:00	54	56	56	79	74	110	69	64	71
15:00	72	69	67	86	88	86	58	76	75
16:00	80	75	88	69	106	62	62	84	77
17:00	73	70	71	72	104	78	54	78	75
18:00	46	49	55	58	99	43	37	61	55
19:00	40	29	41	34	48	53	16	38	37
20:00	27	22	26	27	22	30	12	25	24
21:00	11	18	16	21	25	32	8	18	19
22:00	19	8	9	10	20	17	7	13	13
23:00	7	3	2	6	8	24	8	5	8
Total	827	735	841	862	1090	917	647	871	846
Heavy %	4.6%	3.1%	2.9%	3.4%	3.0%	2.4%	0.5%	3.4%	2.9%

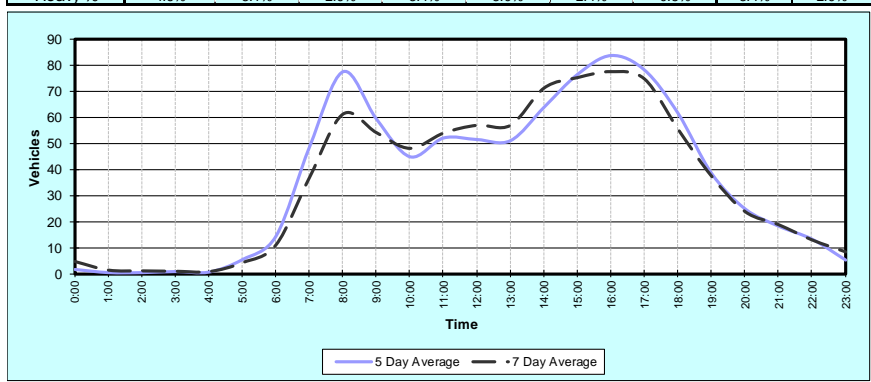


FIGURE B12: FENWICK ST BTW BOWEN ST & CHADSTONE RD – WEEK 2

Street	Durward Road		5 Day Average	255
Suburb	Chadstone		7 Day Average	250
Location	Midblock between Midlothian Street and Abbotsford Avenue		5 Day Heavy (Class 3 to 12)	4.3%
Count No.	7		7 Day Heavy (Class 3 to 12)	4.2%
Start Date	Thursday	15-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 15-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	19	26	18	25	28	25	10		
PM Peak	28	21	30	29	31	34	27		
0:00	2	2	4	0	0	2	3	2	2
1:00	3	1	2	1	0	3	1	1	2
2:00	0	0	0	0	0	1	0	0	0
3:00	1	1	0	0	0	1	3	0	1
4:00	0	1	0	0	0	0	0	0	0
5:00	5	2	5	2	2	1	2	3	3
6:00	6	2	5	3	2	1	1	4	3
7:00	10	6	14	12	20	5	2	12	10
8:00	19	26	13	16	28	8	5	20	16
9:00	15	13	18	24	22	14	7	18	16
10:00	14	12	16	12	16	25	10	14	15
11:00	12	11	13	25	12	25	8	15	15
12:00	13	19	13	12	31	19	12	18	17
13:00	12	17	16	11	20	16	20	15	16
14:00	20	10	14	13	13	34	13	14	17
15:00	28	21	28	25	19	26	23	24	24
16:00	19	17	30	15	30	23	15	22	21
17:00	23	20	23	29	25	16	27	24	23
18:00	14	11	15	14	16	17	19	14	15
19:00	6	7	9	9	7	13	4	8	8
20:00	11	5	9	15	6	10	13	9	10
21:00	11	15	13	7	7	1	6	11	9
22:00	4	4	3	6	7	2	10	5	5
23:00	2	1	0	1	4	4	3	2	2
Total	250	224	263	252	287	267	207	255	250
Heavy %	3.6%	1.3%	1.9%	6.0%	8.0%	3.7%	3.9%	4.3%	4.2%

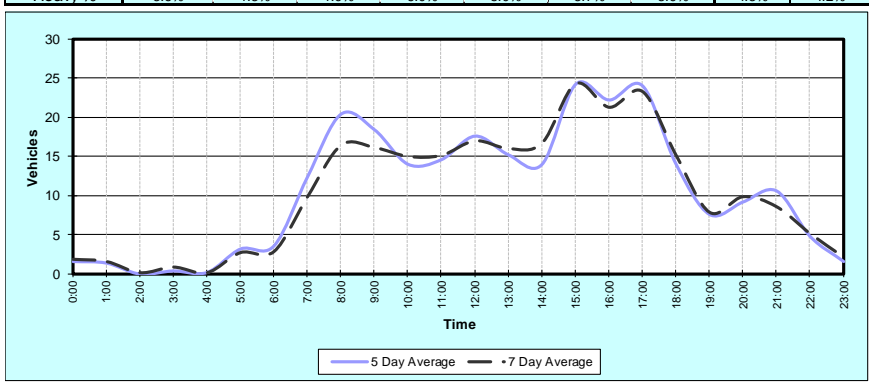


FIGURE B13: DURWARD RD BTW MIDLOTHIAN ST & ABBOTSFORD AVE – WEEK 1

Street	Durward Road		5 Day Average	223
Suburb	Chadstone		7 Day Average	224
Location	Midblock between Midlothian Street and Abbotsford Avenue		5 Day Heavy (Class 3 to 12)	4.3%
Count No.	7		7 Day Heavy (Class 3 to 12)	3.8%
Start Date	Thursday	22-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 22-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	14	17	20	24	29	23	15		
PM Peak	19	28	24	30	35	26	25		
0:00	0	1	4	0	2	1	7	1	2
1:00	0	0	0	0	0	3	0	0	0
2:00	0	1	0	0	0	0	3	0	1
3:00	0	2	0	0	0	0	0	0	0
4:00	1	1	0	0	0	0	2	0	1
5:00	4	2	2	2	2	3	1	2	2
6:00	5	3	7	4	3	2	1	4	4
7:00	6	5	6	7	5	4	1	6	5
8:00	12	9	8	24	29	9	9	16	14
9:00	12	13	20	19	25	15	12	18	17
10:00	14	17	15	13	13	18	14	14	15
11:00	13	10	12	15	13	23	15	13	14
12:00	11	16	16	18	24	26	19	17	19
13:00	11	9	12	13	35	9	17	16	15
14:00	17	18	18	12	22	20	22	17	18
15:00	8	7	13	30	15	18	12	15	15
16:00	19	14	24	12	18	16	25	17	18
17:00	14	28	11	23	16	24	20	18	19
18:00	8	7	9	13	18	17	7	11	11
19:00	9	10	13	17	10	11	8	12	11
20:00	6	5	5	14	13	6	7	9	8
21:00	5	16	5	9	9	6	5	9	8
22:00	5	3	4	3	5	3	4	4	4
23:00	1	2	0	6	2	5	4	2	3
Total	181	199	204	254	279	239	215	223	224
Heavy %	2.2%	3.0%	3.4%	6.3%	5.4%	2.1%	3.3%	4.3%	3.8%

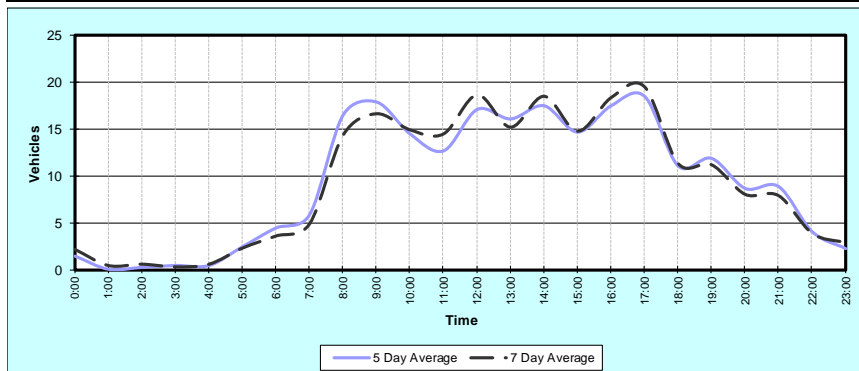


FIGURE B14: DURWARD RD BTW MIDLOTHIAN ST & ABBOTSFORD AVE – WEEK 2

Street	Rebecca Road		5 Day Average	211
Suburb	Chadstone		7 Day Average	212
Location	Midblock between Midlothian Street and Abbotsford Avenue		5 Day Heavy (Class 3 to 12)	3.4%
Count No.	8		7 Day Heavy (Class 3 to 12)	2.6%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	22	19	19	20	17	20	20		
PM Peak	19	17	20	21	21	28	24		
0:00	0	3	1	0	0	1	5	1	1
1:00	1	0	3	1	0	1	1	1	1
2:00	0	0	1	3	1	0	1	1	1
3:00	0	0	1	0	1	1	1	0	1
4:00	1	0	0	0	1	1	1	0	1
5:00	1	2	3	1	2	1	0	2	1
6:00	4	3	2	3	1	0	1	3	2
7:00	8	4	10	6	15	6	5	9	8
8:00	22	19	19	20	15	3	3	19	14
9:00	15	18	14	14	13	20	20	15	16
10:00	14	12	12	19	8	17	12	13	13
11:00	10	9	8	14	17	20	12	12	13
12:00	17	17	12	10	18	27	24	15	18
13:00	18	15	10	10	18	13	11	14	14
14:00	19	15	7	13	15	28	20	14	17
15:00	13	11	20	9	21	17	13	15	15
16:00	11	11	20	19	17	15	9	16	15
17:00	15	8	10	21	13	13	17	13	14
18:00	12	11	14	18	16	10	13	14	13
19:00	8	9	11	16	13	14	11	11	12
20:00	10	10	13	8	10	7	6	10	9
21:00	3	5	3	6	9	4	3	5	5
22:00	3	3	6	6	6	8	8	5	6
23:00	4	3	3	3	6	4	2	4	4
Total	209	188	203	220	236	231	199	211	212
Heavy %	3.8%	3.2%	3.0%	5.5%	1.7%	0.9%	0.5%	3.4%	2.6%

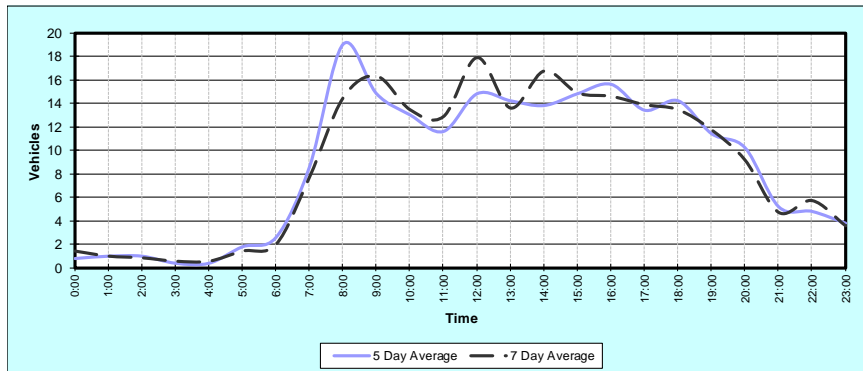


FIGURE B15: REBECCA RD BTW MIDLOTHIAN ST & ABBOTSFORD AVE – WEEK 1

Street	Rebecca Road		5 Day Average	212
Suburb	Chadstone		7 Day Average	217
Location	Midblock between Midlothian Street and Abbotsford Avenue		5 Day Heavy (Class 3 to 12)	3.3%
Count No.	8		7 Day Heavy (Class 3 to 12)	2.8%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	20	14	17	16	16	17	12		
PM Peak	23	24	18	18	25	33	29		
0:00	4	2	1	1	1	2	1	2	2
1:00	0	2	1	0	1	1	0	1	1
2:00	0	1	0	0	0	0	0	0	0
3:00	0	1	0	0	1	1	3	0	1
4:00	1	0	2	0	0	1	0	1	1
5:00	2	2	2	2	3	4	1	2	2
6:00	6	0	2	3	2	0	1	3	2
7:00	10	10	10	10	11	4	2	10	8
8:00	15	14	17	16	16	8	9	16	14
9:00	18	12	15	15	14	14	9	15	14
10:00	20	9	13	12	14	17	12	14	14
11:00	13	10	16	10	16	17	11	13	13
12:00	13	11	9	11	14	18	13	12	13
13:00	17	24	12	18	17	14	17	18	17
14:00	10	17	12	16	16	29	17	14	17
15:00	23	12	12	11	13	33	29	14	19
16:00	21	9	12	17	18	23	17	15	17
17:00	16	13	18	11	25	16	20	17	17
18:00	18	16	3	18	13	19	16	14	15
19:00	3	14	14	11	6	9	8	10	9
20:00	4	6	6	9	8	8	3	7	6
21:00	5	5	9	5	8	9	3	6	6
22:00	5	6	5	4	3	5	7	5	5
23:00	6	8	3	5	7	6	2	6	5
Total	230	204	194	205	227	258	201	212	217
Heavy %	3.9%	2.9%	3.1%	2.0%	4.4%	2.3%	1.0%	3.3%	2.8%

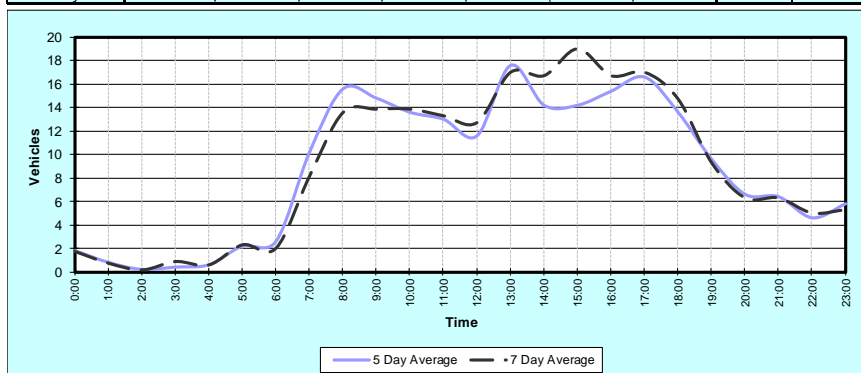


FIGURE B16: REBECCA RD BTW MIDLOTHIAN ST & ABBOTSFORD AVE – WEEK 2

Street	Ivanhoe Grove	5 Day Average	375
Suburb	Chadstone	7 Day Average	350
Location	Midblock between Rebecca Road and Abbotsford Avenue	5 Day Heavy (Class 3 to 12)	3.5%
Count No.	9	7 Day Heavy (Class 3 to 12)	3.3%
Start Date	Friday 16-Jun-17		
Direction	Bidirectional		

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	34	35	32	40	38	36	24		
PM Peak	36	38	45	35	50	32	30		
0:00	0	0	0	1	0	2	2	0	1
1:00	2	0	1	0	0	0	1	1	1
2:00	2	2	2	1	0	1	3	1	2
3:00	0	1	0	0	1	1	1	0	1
4:00	0	0	0	0	1	0	0	0	0
5:00	0	1	2	2	3	2	0	2	1
6:00	15	14	12	12	12	2	3	13	10
7:00	21	27	25	29	22	6	2	25	19
8:00	34	35	32	40	38	14	5	36	28
9:00	28	23	27	20	34	15	15	26	23
10:00	12	20	17	22	12	24	14	17	17
11:00	11	19	22	16	14	36	24	16	20
12:00	12	16	17	20	20	32	19	17	19
13:00	16	14	15	12	14	28	30	14	18
14:00	19	24	20	15	18	19	21	19	19
15:00	31	27	31	34	28	28	24	30	29
16:00	36	38	28	35	31	27	16	34	30
17:00	32	38	45	32	50	25	13	39	34
18:00	31	29	32	29	26	32	20	29	28
19:00	20	9	14	23	17	7	17	17	15
20:00	18	11	10	15	21	13	4	15	13
21:00	13	13	9	10	10	5	7	11	10
22:00	15	7	7	7	5	3	5	8	7
23:00	4	1	3	6	7	3	2	4	4
Total	372	369	371	381	384	325	248	375	350
Heavy %	4.8%	4.3%	1.6%	1.3%	5.5%	1.8%	3.2%	3.5%	3.3%

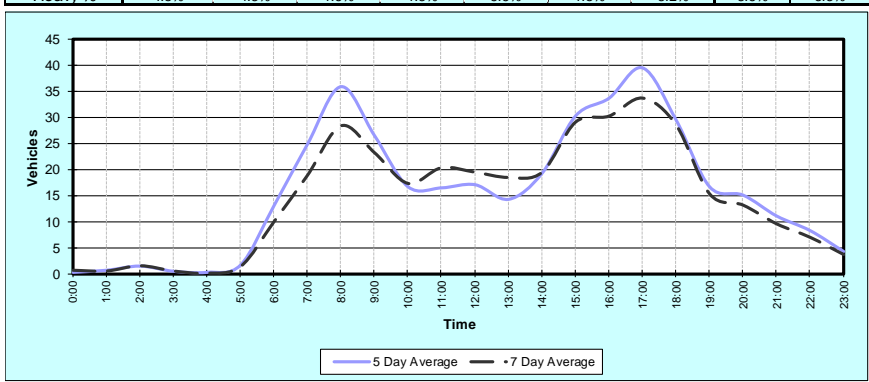


FIGURE B17: IVANHOE GR BTW REBECCA RD & ABBOTSFORD AVE – WEEK 1

Street	Ivanhoe Grove	5 Day Average	361
Suburb	Chadstone	7 Day Average	345
Location	Midblock between Rebecca Road and Abbotsford Avenue	5 Day Heavy (Class 3 to 12)	3.7%
Count No.	9	7 Day Heavy (Class 3 to 12)	3.2%
Start Date	Friday 23-Jun-17		
Direction	Bidirectional		

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	32	34	38	39	35	35	14		
PM Peak	30	39	34	37	39	38	30		
0:00	2	3	4	2	2	4	4	3	3
1:00	0	0	1	0	2	1	0	1	1
2:00	0	0	3	0	0	0	0	1	0
3:00	0	1	0	1	0	0	1	0	0
4:00	0	0	4	0	1	0	1	1	1
5:00	0	1	0	2	4	1	0	1	1
6:00	9	14	11	11	14	1	3	12	9
7:00	21	25	18	22	20	3	2	21	16
8:00	25	34	38	39	35	20	9	34	29
9:00	32	23	27	21	17	32	11	24	23
10:00	18	24	17	22	21	34	14	20	21
11:00	16	23	15	11	17	35	12	16	18
12:00	16	15	17	17	17	36	13	16	19
13:00	7	14	11	20	37	23	20	18	19
14:00	22	22	21	17	26	24	30	22	23
15:00	30	29	28	35	39	38	17	32	31
16:00	26	23	34	25	30	25	20	28	26
17:00	30	39	33	37	39	31	21	36	33
18:00	28	29	20	28	31	19	14	27	24
19:00	14	11	12	17	17	16	14	14	14
20:00	10	15	13	14	16	17	4	14	13
21:00	13	10	10	9	16	10	3	12	10
22:00	4	3	4	4	13	13	7	6	7
23:00	3	1	2	5	4	4	1	3	3
Total	326	359	343	359	418	387	221	361	345
Heavy %	3.1%	3.3%	3.8%	2.5%	5.3%	1.3%	2.7%	3.7%	3.2%

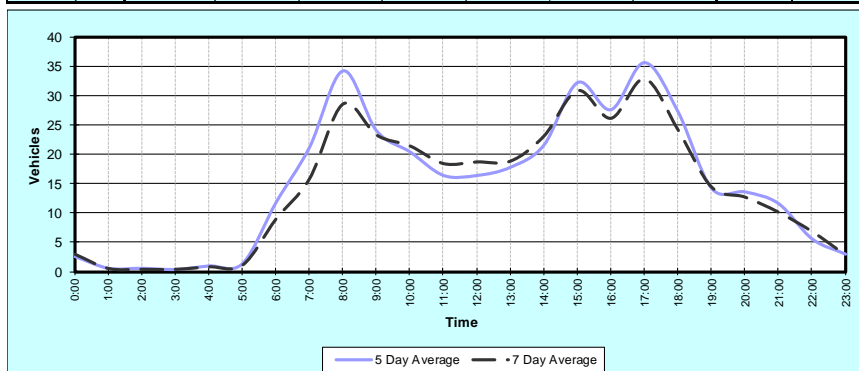


FIGURE B18: FIGURE B17: IVANHOE GR BTW REBECCA RD & ABBOTSFORD AVE – WEEK 2

Street	Ivanhoe Grove	5 Day Average	1924
Suburb	Chadstone	7 Day Average	1794
Location	Midblock between Waverley Road and Rob Roy Road	5 Day Heavy (Class 3 to 12)	2.9%
Count No.	10	7 Day Heavy (Class 3 to 12)	2.7%
Start Date	Friday 16-Jun-17		
Direction	Bidirectional		

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	228	221	237	235	226	135	96		
PM Peak	213	200	231	231	205	169	155		
0:00	5	6	7	3	13	19	15	7	10
1:00	7	6	8	9	4	5	12	7	7
2:00	6	3	2	1	1	5	6	3	3
3:00	1	3	1	0	1	3	8	1	2
4:00	1	2	1	0	2	2	4	1	2
5:00	5	7	3	5	12	3	3	6	5
6:00	28	33	31	22	37	7	8	30	24
7:00	98	106	79	99	92	25	15	95	73
8:00	228	221	237	235	226	68	28	229	178
9:00	165	133	133	147	146	110	70	145	129
10:00	99	108	110	95	118	134	96	106	109
11:00	104	118	102	104	75	135	85	101	103
12:00	112	118	100	89	97	169	133	103	117
13:00	105	71	74	88	90	164	150	86	106
14:00	97	95	94	113	115	134	140	103	113
15:00	213	200	231	231	193	139	136	214	192
16:00	136	181	151	116	186	124	155	154	150
17:00	162	181	187	166	205	107	102	180	159
18:00	112	148	114	109	90	89	58	115	103
19:00	91	90	73	83	82	47	55	84	74
20:00	71	61	53	59	82	32	25	65	55
21:00	50	73	31	58	44	25	24	51	44
22:00	18	24	31	19	31	24	20	25	24
23:00	11	13	16	14	20	13	5	15	13
Total	1925	2001	1869	1865	1962	1583	1353	1924	1794
Heavy %	2.9%	3.3%	1.9%	2.5%	4.0%	1.6%	2.7%	2.9%	2.7%

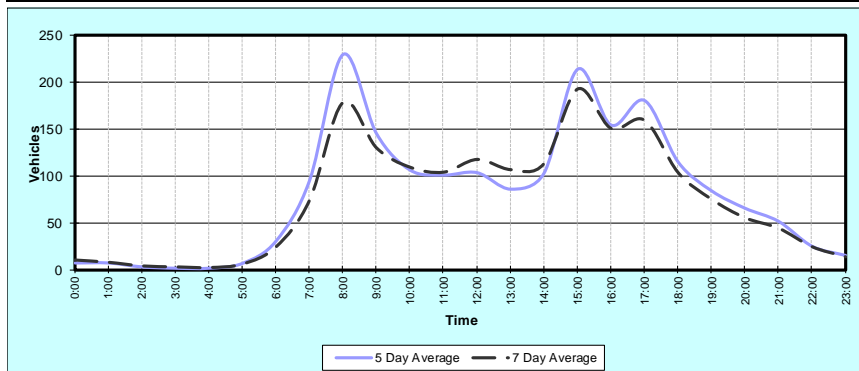


FIGURE 19: IVANHOE GR BTW WAVERLEY RD & ROB ROY RD – WEEK 1

Street	Ivanhoe Grove	5 Day Average	1856
Suburb	Chadstone	7 Day Average	1737
Location	Midblock between Waverley Road and Rob Roy Road	5 Day Heavy (Class 3 to 12)	2.7%
Count No.	10	7 Day Heavy (Class 3 to 12)	2.6%
Start Date	Friday 23-Jun-17		
Direction	Bidirectional		

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	183	202	210	208	206	139	108		
PM Peak	209	192	184	206	182	203	149		
0:00	4	6	14	8	8	20	13	8	10
1:00	8	11	7	5	6	9	7	7	8
2:00	1	4	4	2	1	0	7	2	3
3:00	4	2	1	2	1	1	3	2	2
4:00	2	1	3	1	0	3	6	1	2
5:00	3	5	4	6	9	3	7	5	5
6:00	33	35	28	30	38	10	8	33	26
7:00	89	93	80	88	96	20	13	89	68
8:00	183	202	210	208	206	53	31	202	156
9:00	172	127	138	149	155	102	70	148	130
10:00	117	95	104	119	122	139	94	111	113
11:00	102	118	92	85	96	137	108	99	105
12:00	113	101	83	106	92	175	110	99	111
13:00	86	70	82	91	91	135	149	84	101
14:00	109	106	119	111	115	168	130	112	123
15:00	209	192	184	206	182	203	83	195	180
16:00	131	148	123	124	140	130	86	133	126
17:00	164	174	179	171	179	104	104	173	154
18:00	101	115	93	141	142	67	60	118	103
19:00	59	107	81	84	80	58	45	82	73
20:00	52	68	51	64	64	34	37	60	53
21:00	43	82	30	52	30	28	30	47	42
22:00	17	39	46	21	32	32	16	31	29
23:00	13	6	11	14	19	17	14	13	13
Total	1815	1907	1767	1888	1904	1648	1231	1856	1737
Heavy %	2.6%	2.3%	2.0%	3.2%	3.6%	1.2%	2.9%	2.7%	2.6%

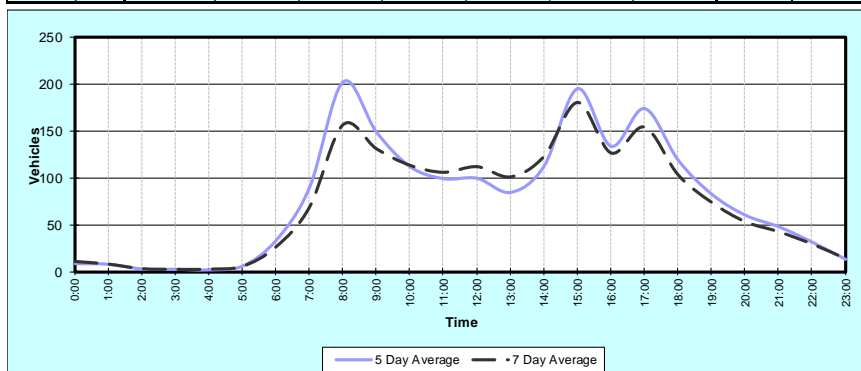


FIGURE 20: IVANHOE GR BTW WAVERLEY RD & ROB ROY RD – WEEK 2

Street	Alma Street		5 Day Average	596
Suburb	Chadstone		7 Day Average	569
Location	Midblock between Waverley Road and Fenwick Street		5 Day Heavy (Class 3 to 12)	1.9%
Count No.	11		7 Day Heavy (Class 3 to 12)	1.7%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	71	56	52	57	50	54	25		
PM Peak	49	57	60	50	70	52	44		
0:00	1	2	3	2	6	5	7	3	4
1:00	4	2	0	4	1	5	4	2	3
2:00	1	0	2	1	2	3	4	1	2
3:00	2	0	1	0	0	4	1	1	1
4:00	1	0	1	0	0	0	1	0	0
5:00	7	4	5	6	4	5	1	5	5
6:00	19	12	18	12	17	9	8	16	14
7:00	51	52	52	45	43	14	5	49	37
8:00	71	56	47	57	50	24	17	56	46
9:00	39	45	38	34	34	30	25	38	35
10:00	29	20	45	21	35	38	25	30	30
11:00	18	34	34	36	31	54	23	31	33
12:00	41	24	37	20	42	52	39	33	36
13:00	29	26	40	29	47	43	42	34	37
14:00	31	23	29	47	35	46	41	33	36
15:00	40	46	42	46	59	32	32	47	42
16:00	41	54	55	42	58	49	44	50	49
17:00	49	57	60	50	70	51	36	57	53
18:00	48	44	40	36	40	39	28	42	39
19:00	21	21	29	22	26	17	17	24	22
20:00	13	11	16	22	20	12	18	16	16
21:00	10	9	19	10	19	13	13	13	13
22:00	1	8	18	8	17	3	6	10	9
23:00	6	3	2	5	8	18	2	5	6
Total	573	553	633	555	664	566	439	596	569
Heavy %	1.2%	1.8%	2.2%	2.5%	1.7%	0.9%	1.1%	1.9%	1.7%

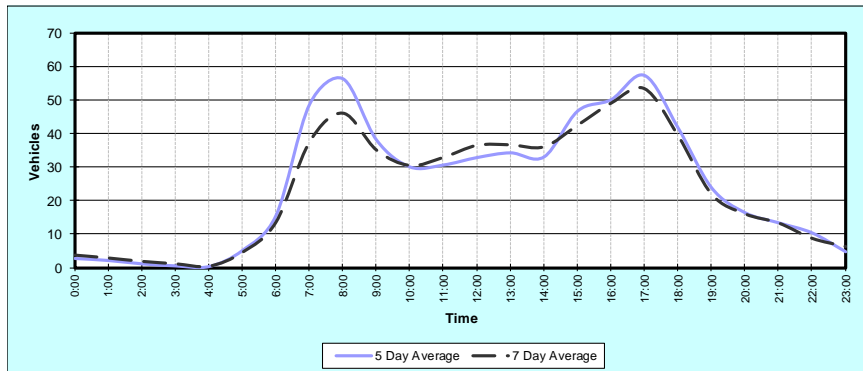


FIGURE 21: ALMA ST BTW WAVERLEY RD & FENWICK ST – WEEK 1

Street	Alma Street		5 Day Average	586
Suburb	Chadstone		7 Day Average	578
Location	Midblock between Waverley Road and Fenwick Street		5 Day Heavy (Class 3 to 12)	2.8%
Count No.	11		7 Day Heavy (Class 3 to 12)	2.4%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	46	51	51	68	52	40	41		
PM Peak	58	52	61	59	90	68	48		
0:00	1	1	2	3	1	6	41	2	8
1:00	0	0	0	3	2	4	4	1	2
2:00	0	2	0	2	0	0	5	1	1
3:00	0	0	0	0	0	1	0	0	0
4:00	1	2	2	0	0	1	2	1	1
5:00	4	9	7	4	4	2	2	6	5
6:00	17	14	13	12	15	3	4	14	11
7:00	44	47	43	54	45	10	6	47	36
8:00	46	51	51	68	52	14	10	54	42
9:00	28	25	38	38	38	32	25	33	32
10:00	27	22	31	34	35	39	35	30	32
11:00	30	26	26	37	36	40	40	31	34
12:00	32	25	29	33	40	56	46	32	37
13:00	44	30	28	29	32	41	48	33	36
14:00	32	29	25	34	30	44	38	30	33
15:00	42	42	41	50	48	68	34	45	46
16:00	39	52	61	59	90	33	38	60	53
17:00	58	50	40	50	79	45	35	55	51
18:00	28	34	31	39	77	40	28	42	40
19:00	20	31	24	29	29	33	16	27	26
20:00	17	11	26	16	15	44	14	17	20
21:00	12	4	17	18	14	34	9	13	15
22:00	11	8	8	8	10	11	3	9	8
23:00	7	5	2	2	12	30	2	6	9
Total	540	520	545	622	704	631	485	586	578
Heavy %	3.0%	2.7%	1.7%	3.4%	3.1%	1.9%	0.8%	2.8%	2.4%

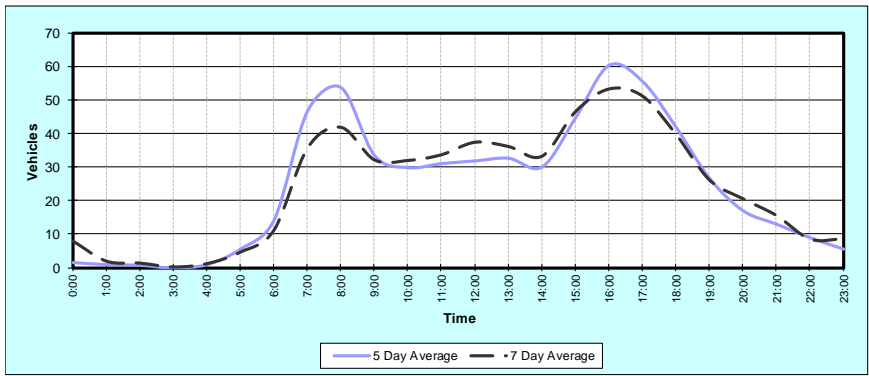


FIGURE 22: ALMA ST BTW WAVERLEY RD & FENWICK ST – WEEK 2

Street	Bowen Street		5 Day Average	281
Suburb	Chadstone		7 Day Average	276
Location	Midblock between Fenwick Street and Gordon Street		5 Day Heavy (Class 3 to 12)	4.1%
Count No.	12		7 Day Heavy (Class 3 to 12)	3.3%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	27	24	24	25	23	33	14		
PM Peak	24	25	23	28	31	29	24		
0:00	1	2	1	1	0	3	3	1	2
1:00	0	0	2	1	0	7	1	1	1
2:00	0	0	2	0	0	2	2	0	1
3:00	0	0	0	0	0	0	1	0	0
4:00	1	0	1	0	0	2	4	0	1
5:00	2	2	2	4	0	1	0	2	2
6:00	8	8	7	6	0	5	6	6	6
7:00	13	23	22	16	0	1	4	15	11
8:00	27	24	13	25	4	7	5	19	15
9:00	19	15	15	17	23	11	7	18	15
10:00	13	21	14	16	22	28	13	17	18
11:00	13	12	24	16	19	33	14	17	19
12:00	24	21	23	20	23	26	19	22	22
13:00	15	17	19	24	19	19	24	19	20
14:00	14	19	18	19	20	22	20	18	19
15:00	15	20	15	28	25	23	21	21	21
16:00	23	21	18	13	17	28	20	18	20
17:00	24	25	19	25	29	29	17	24	24
18:00	15	14	14	28	31	19	8	20	18
19:00	12	19	16	14	22	16	13	17	16
20:00	6	8	6	16	10	7	8	9	9
21:00	7	4	6	11	8	10	6	7	7
22:00	9	2	8	6	7	7	2	6	6
23:00	0	3	2	3	9	4	2	3	3
Total	261	280	267	309	288	310	220	281	276
Heavy %	1.5%	4.3%	5.6%	6.8%	2.1%	0.6%	1.8%	4.1%	3.3%

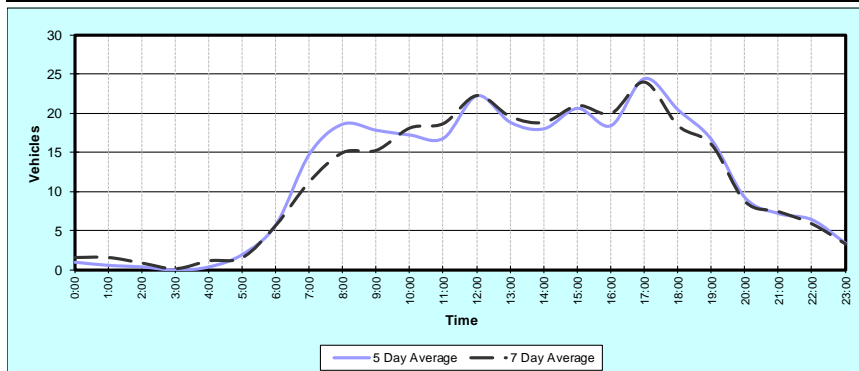


FIGURE 23: BOWEN ST BTW FENWICK ST & GORDON ST – WEEK 1

Street	Bowen Street		5 Day Average	281
Suburb	Chadstone		7 Day Average	281
Location	Midblock between Fenwick Street and Gordon Street		5 Day Heavy (Class 3 to 12)	4.4%
Count No.	12		7 Day Heavy (Class 3 to 12)	3.5%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	21	18	22	18	25	24	15		
PM Peak	27	20	27	30	35	52	30		
0:00	1	0	2	0	2	1	4	1	1
1:00	2	0	0	1	0	3	5	1	2
2:00	0	2	0	0	0	0	5	0	1
3:00	0	0	0	0	1	0	2	0	0
4:00	1	0	1	0	0	1	0	0	0
5:00	3	4	5	2	2	0	0	3	2
6:00	6	8	4	5	10	0	1	7	5
7:00	18	18	18	15	11	4	3	16	12
8:00	21	15	21	18	25	10	6	20	17
9:00	17	15	11	17	19	16	5	16	14
10:00	13	16	11	12	18	24	9	14	15
11:00	14	14	22	17	24	23	15	18	18
12:00	18	15	8	10	20	29	17	14	17
13:00	17	15	13	12	23	28	30	16	20
14:00	13	18	11	30	17	52	26	18	24
15:00	21	15	22	21	30	30	28	22	24
16:00	25	16	27	18	31	21	22	23	23
17:00	27	20	24	21	27	22	16	24	22
18:00	17	14	22	20	35	17	15	22	20
19:00	12	16	20	14	18	11	10	16	14
20:00	8	8	11	9	10	10	6	9	9
21:00	8	13	10	12	8	10	2	10	9
22:00	8	6	9	2	9	8	5	7	7
23:00	8	2	0	5	6	8	3	4	5
Total	278	250	272	261	346	328	235	281	281
Heavy %	6.5%	4.8%	2.9%	4.2%	3.8%	1.2%	1.3%	4.4%	3.5%

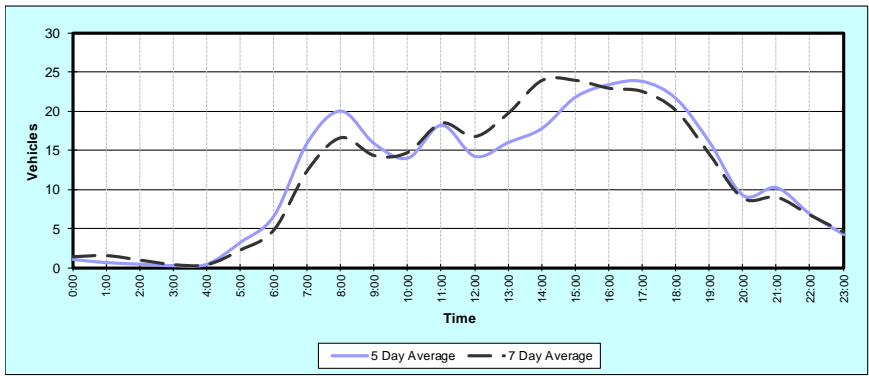


FIGURE 24: BOWEN ST BTW FENWICK ST & GORDON ST – WEEK 2

Street	Armstrong Court		5 Day Average	329
Suburb	Chadstone		7 Day Average	315
Location	Midblock between Bowen Street and Chadstone Road		5 Day Heavy (Class 3 to 12)	5.1%
Count No.	13		7 Day Heavy (Class 3 to 12)	4.8%
Start Date	Friday	16-Jun-17		
Direction	Bidirectional			

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 19-Jun	Tue 20-Jun	Wed 21-Jun	Thu 22-Jun	Fri 16-Jun	Sat 17-Jun	Sun 18-Jun		
AM Peak	29	27	28	29	26	28	26		
PM Peak	37	33	35	30	39	30	32		
0:00	1	3	1	0	0	1	3	1	1
1:00	0	0	1	1	0	3	2	0	1
2:00	0	2	0	0	1	1	2	1	1
3:00	1	1	0	0	0	0	0	0	0
4:00	1	3	2	2	1	1	0	2	1
5:00	1	2	4	2	1	0	0	2	1
6:00	10	3	8	9	8	4	0	8	6
7:00	29	25	22	21	20	6	3	23	18
8:00	21	20	28	27	26	17	5	24	21
9:00	21	27	26	29	25	23	11	26	23
10:00	19	20	23	19	23	24	26	21	22
11:00	16	10	21	16	18	28	18	16	18
12:00	15	22	10	25	25	26	18	19	20
13:00	13	15	31	20	28	28	21	21	22
14:00	16	24	17	26	30	27	28	23	24
15:00	19	28	21	28	29	21	21	25	24
16:00	24	21	35	17	29	27	32	25	26
17:00	37	33	27	30	39	30	21	33	31
18:00	15	27	25	27	26	18	14	24	22
19:00	21	9	10	15	16	13	11	14	14
20:00	3	5	15	5	13	3	5	8	7
21:00	5	2	3	9	10	9	2	6	6
22:00	7	0	3	5	6	6	1	4	4
23:00	2	0	0	3	3	1	2	2	2
Total	297	302	333	336	377	317	246	329	315
Heavy %	5.1%	5.3%	4.8%	5.7%	4.8%	3.8%	4.1%	5.1%	4.8%

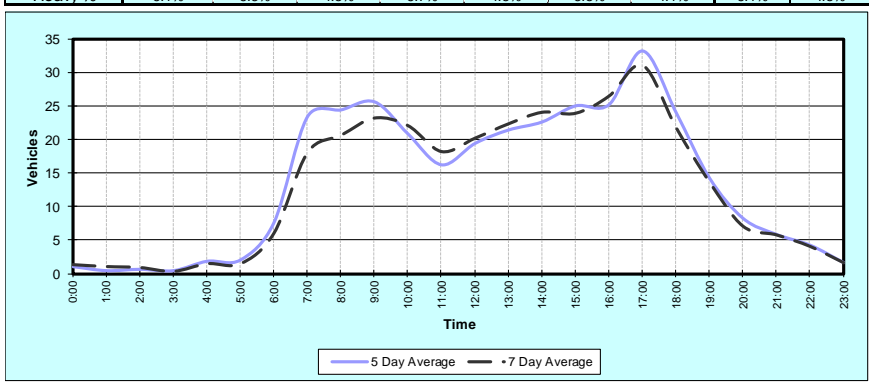


FIGURE 25: ARMSTRONG CT BTW BOWEN ST & CHADSTONE RD – WEEK 1

Street	Armstrong Court		5 Day Average	356
Suburb	Chadstone		7 Day Average	342
Location	Midblock between Bowen Street and Chadstone Road		5 Day Heavy (Class 3 to 12)	4.0%
Count No.	13		7 Day Heavy (Class 3 to 12)	3.3%
Start Date	Friday	23-Jun-17		
Direction	Bidirectional			

Choose Direction

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 26-Jun	Tue 27-Jun	Wed 28-Jun	Thu 29-Jun	Fri 23-Jun	Sat 24-Jun	Sun 25-Jun		
AM Peak	24	28	28	28	33	25	23		
PM Peak	29	35	44	41	57	59	29		
0:00	2	2	3	1	0	2	2	2	2
1:00	0	0	2	0	0	1	2	0	0
2:00	0	0	0	0	0	0	1	0	0
3:00	1	3	0	0	0	0	1	1	1
4:00	2	2	1	2	2	2	0	2	2
5:00	0	3	6	3	6	0	0	4	3
6:00	5	8	4	7	5	6	2	6	5
7:00	21	23	19	22	25	6	2	22	17
8:00	16	24	28	28	29	14	5	25	21
9:00	24	28	23	24	16	25	19	23	23
10:00	20	18	17	16	33	24	20	21	21
11:00	20	22	22	24	19	25	23	21	22
12:00	13	24	21	15	35	30	15	22	22
13:00	21	13	25	26	26	25	29	22	24
14:00	28	25	13	28	29	59	21	25	29
15:00	22	18	31	33	32	40	17	27	28
16:00	27	31	31	38	46	25	17	35	31
17:00	29	35	44	41	57	25	17	41	35
18:00	12	18	25	20	40	25	14	23	22
19:00	12	8	11	10	20	14	14	12	13
20:00	11	7	12	12	14	10	5	11	10
21:00	1	7	3	8	13	12	3	6	7
22:00	1	5	6	1	4	5	3	3	4
23:00	4	1	0	1	4	4	2	2	2
Total	292	325	347	360	455	379	234	356	342
Heavy %	3.1%	5.5%	4.3%	4.7%	2.9%	1.3%	1.3%	4.0%	3.3%

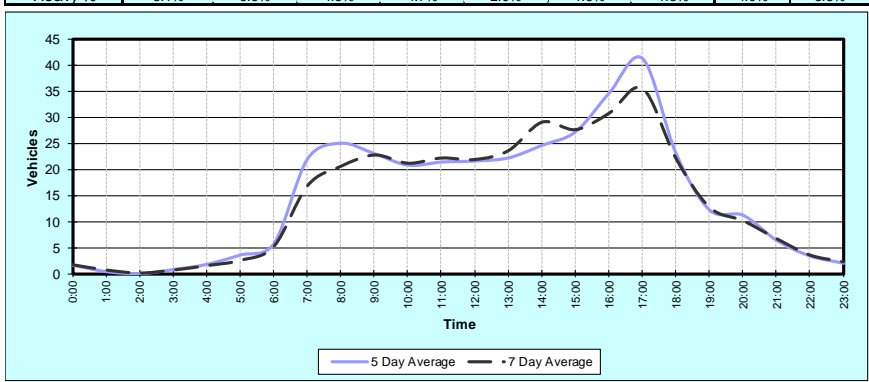


FIGURE 26: ARMSTRONG CT BTW BOWEN ST & CHADSTONE RD – WEEK 2

Street	Abbotsford Ave			5 Day Average	1395
Suburb	Malvern East			7 Day Average	1286
Location	Between Chadstone Road and Rob Roy Road			5 Day Heavy (Class 3 to 12)	1.8%
Count No.	14			7 Day Heavy (Class 3 to 12)	1.7%
Start Date	Monday	31-Jul-17	Speed Limit 40 km/h		
Direction	Bidirectional				

Choose Direction

Bidirectional

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Time	Day of Week - Class 1 to 12							5 Day Average	7 Day Average
	Mon 31-Jul	Tue 1-Aug	Wed 2-Aug	Thu 3-Aug	Fri 4-Aug	Sat 5-Aug	Sun 6-Aug		
AM Peak	156	150	158	158	138	121	62		
PM Peak	180	145	168	140	156	131	76		
0:00	1	3	1	7	6	7	9	4	5
1:00	2	1	7	2	0	5	16	2	5
2:00	1	3	1	3	2	1	5	2	2
3:00	0	0	0	1	0	2	4	0	1
4:00	2	2	2	1	5	1	2	2	2
5:00	0	0	3	5	3	0	4	2	2
6:00	8	4	10	3	12	6	7	7	7
7:00	52	65	55	54	60	15	4	57	44
8:00	155	150	158	158	138	41	16	152	117
9:00	156	123	127	129	137	102	30	134	115
10:00	73	111	80	89	93	87	62	89	85
11:00	84	90	87	93	75	121	62	86	87
12:00	101	95	77	74	68	131	72	83	88
13:00	72	63	71	60	64	113	66	66	73
14:00	90	77	88	98	74	120	71	85	88
15:00	180	145	168	140	156	95	76	158	137
16:00	114	125	168	102	118	107	60	125	113
17:00	109	124	132	127	139	60	39	126	104
18:00	55	91	139	73	55	75	37	83	75
19:00	58	72	35	69	63	48	32	59	54
20:00	18	24	15	39	52	55	10	30	30
21:00	31	26	22	28	18	49	11	25	26
22:00	6	11	10	14	11	39	5	10	14
23:00	5	4	1	9	9	44	4	6	11
Total	1373	1409	1457	1378	1358	1324	704	1395	1286
Heavy %	1.9%	1.6%	1.7%	1.9%	1.8%	1.4%	1.7%	1.8%	1.7%

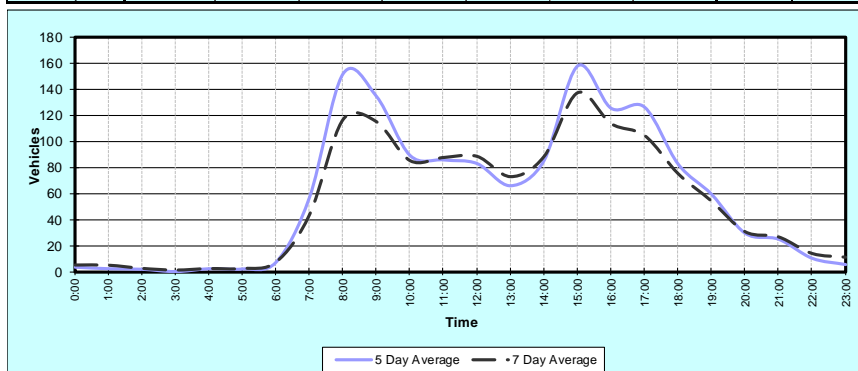


FIGURE 27: ABBOTSFORD AVE BTW CHADSTONE RD & ROB ROY RD – WEEK 1

TURNING MOVEMENT COUNT RESULTS

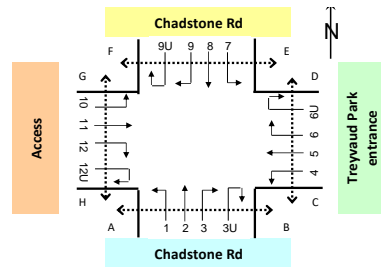
Approach	Chadstone Rd																Access																							
	Direction 7 (Left Turn)					Direction 8 (Through)					Direction 9 (Right Turn)					Direction 9U (U Turn)					Direction 10 (Left Turn)					Direction 11 (Through)					Direction 12 (Right Turn)					Direction 12U (U Turn)				
Time Period	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total
7:00 to 7:15	0	0	0	0	0	48	3	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 to 7:30	0	0	0	0	0	51	1	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 to 7:45	1	0	0	0	1	52	0	1	0	53	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 to 8:00	0	0	0	0	0	85	1	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 to 8:15	0	0	0	0	0	86	3	0	0	89	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 to 8:30	1	0	0	0	1	128	1	1	0	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 to 8:45	0	0	0	0	0	98	0	2	1	101	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 to 9:00	0	0	0	0	0	146	1	0	1	148	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 to 9:15	2	0	0	0	2	147	1	1	0	149	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 to 9:30	2	0	0	0	2	117	1	0	0	118	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 to 9:45	0	0	0	0	0	101	0	3	0	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 to 10:00	0	0	0	0	0	118	0	0	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
AM Totals	6	0	0	0	6	1,177	12	8	2	1,199	7	0	0	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
15:00 to 15:15	0	0	0	0	0	120	2	1	0	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:15 to 15:30	1	0	0	0	1	116	0	1	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:30 to 15:45	2	0	0	0	2	171	0	1	0	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:45 to 16:00	4	0	0	0	4	144	0	1	0	145	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:00 to 16:15	4	0	0	0	4	141	0	3	2	146	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:15 to 16:30	1	0	0	0	1	129	0	1	0	130	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:30 to 16:45	1	0	0	0	1	126	0	2	1	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:45 to 17:00	0	0	0	0	0	126	0	1	0	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00 to 17:15	1	0	0	0	1	147	0	1	0	148	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:15 to 17:30	2	0	0	0	2	150	0	2	0	152	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:30 to 17:45	1	0	0	0	1	128	0	1	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:45 to 18:00	1	0	0	0	1	134	1	0	0	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:00 to 18:15	2	0	0	0	2	146	0	1	0	147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:15 to 18:30	2	0	0	0	2	139	0	2	2	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:30 to 18:45	3	0	0	0	3	134	0	1	0	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:45 to 19:00	0	0	0	0	0	122	0	0	1	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PM Totals	25	0	0	0	25	2,173	3	19	7	2,202	6	0	0	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Crossing Pedestrians																							
A			B			C			D			E			F			G			H		
Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total
0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0
0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0	1	0	1	1	0	1
0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	4	0	4	2	0	2
1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	1	1	2	0	0	0
1	0	1	2	0	2	0	0	0	2	0	2	0	0	0	1	0	1	1	1	2	0	0	0
0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	7	1	8	3	0	3
1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	3	0	3
0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
1	0	1	0	0	0	2	0	2	2	0	2	0	0	0	2	0	2	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	4	0	4	0	0	0
4	0	4	3	0	3	18	0	18	8	0	8	2	0	2	6	0	6	20	3	23	12	0	12
0	0	0	0	0	0	3	0	3	2	1	3	0	0	0	0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	4	0	4	1	0	1	0	0	0	0	0	0	3	0	3	0	0	0
0	0	0	0	0	0	1	0	1	5	0	5	1	0	1	0	0	0	1	0	1	3	1	4
0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	3	0	3	4	0	4	0	0	0	0	0	0	1	0	1	1	0	1
0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	3	0	3	0	0	0
1	0	1	0	0	0	4	0	4	6	0	6	0	0	0	0	0	0	1	0	1	3	0	3
0	0	0	0	0	0	1	0	1	4	0	4	0	0	0	0	0	0	2	2	4	2	0	2
1	0	1	0	0	0	5	0	5	3	0	3	0	0	0	0	0	0	2	0	2	2	0	2
0	0	0	0	0	0	3	0	3	2	0	2	0	0	0	0	0	0	2	0	2	1	2	3
0	0	0	0	0	0	2	0	2	2	0	2	0	0	0	1	0	1	5	1	6	1	1	2
0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1
1	0	1	0	0	0	2	0	2	1	0	1	1	0	1	0	0	0	3	0	3	3	0	3
0	0	0	0	0	0	4	0	4	3	1	4	0	0	0	0	0	0	1	0	1	0	0	0
0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	4	0	4	0	0	0
3	0	3	0	0	0	39	0	39	36	2	38	5	0	5	2	0	2	28	3	31	19	6	25

FIGURE C1: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ENTRANCE TMC RESULTS – THURSDAY 15 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : A. Chadstone Rd / Treyvaud Park entrance / Access

Day/Date : Thu, 15th June 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



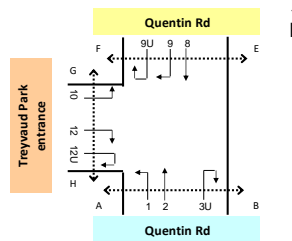
Approach	Chadstone Rd					Treyvaud Park entrance					Chadstone Rd					Access					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
8:15 to 9:15	360	4	4	4	372	1	0	0	0	1	525	3	4	2	534	0	0	0	0	0	907
17:00 to 18:00	588	4	3	1	596	14	0	0	0	14	567	1	4	1	573	3	0	0	0	3	1,186

Approach	Chadstone Rd					Treyvaud Park entrance					Chadstone Rd					Access					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
7:00 to 8:00	322	7	6	5	340	1	0	0	0	1	239	5	1	0	245	1	0	0	0	1	587
7:15 to 8:15	354	7	6	9	376	1	0	0	0	1	278	5	1	0	284	1	0	0	0	1	662
7:30 to 8:30	381	5	7	8	401	1	0	0	0	1	356	5	2	0	363	1	0	0	0	1	766
7:45 to 8:45	388	2	5	8	403	2	0	0	0	2	400	5	3	1	409	1	0	0	0	1	815
8:00 to 9:00	370	3	4	8	385	1	0	0	0	1	462	5	3	2	472	0	0	0	0	0	858
8:15 to 9:15	360	4	4	4	372	1	0	0	0	1	525	3	4	2	534	0	0	0	0	0	907
8:30 to 9:30	316	5	3	4	328	1	0	0	0	1	516	3	3	2	524	1	0	0	0	1	854
8:45 to 9:45	297	5	2	3	307	1	0	0	0	1	518	3	4	1	526	2	0	0	0	2	836
9:00 to 10:00	280	8	3	2	293	1	0	0	0	1	489	2	4	0	495	3	0	0	0	3	792
AM Totals	972	18	13	15	1,018	3	0	0	0	3	1,190	12	8	2	1,212	4	0	0	0	4	2,237
15:00 to 16:00	518	5	4	0	527	12	0	0	0	12	559	2	4	0	565	0	0	0	0	0	1,104
15:15 to 16:15	495	4	3	0	502	12	0	0	0	12	585	0	6	2	593	0	0	0	0	0	1,107
15:30 to 16:30	485	3	3	0	491	7	0	0	0	7	599	0	6	2	607	0	0	0	0	0	1,105
15:45 to 16:45	505	2	3	1	511	4	0	0	0	4	553	0	7	3	563	1	0	0	0	1	1,079
16:00 to 17:00	521	1	2	1	525	6	0	0	0	6	530	0	7	3	540	1	0	0	0	1	1,072
16:15 to 17:15	546	1	2	1	550	6	0	0	0	6	533	0	5	1	539	3	0	0	0	3	1,098
16:30 to 17:30	574	2	3	1	580	9	0	0	0	9	556	0	6	1	563	3	0	0	0	3	1,155
16:45 to 17:45	580	2	3	0	585	14	0	0	0	14	558	0	5	1	564	3	0	0	0	3	1,166
17:00 to 18:00	588	4	3	1	596	14	0	0	0	14	567	1	4	1	573	3	0	0	0	3	1,186
17:15 to 18:15	555	4	3	1	563	18	0	0	0	18	566	1	4	1	572	1	0	0	0	1	1,154
17:30 to 18:30	528	4	2	1	535	17	0	0	0	17	553	1	4	3	561	1	0	0	0	1	1,114
17:45 to 18:45	495	4	1	1	501	17	0	0	0	17	561	1	4	2	568	1	0	0	0	1	1,087
18:00 to 19:00	443	2	1	0	446	15	0	0	0	15	548	0	4	3	555	1	0	0	0	1	1,017
PM Totals	2,070	12	10	2	2,094	47	0	0	0	47	2,204	3	19	7	2,233	5	0	0	0	5	4,379

FIGURE C2: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ENTRANCE PEAK HOUR SUMMARY – THURSDAY 15 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : B. Quentin Rd / Treyvaud Park entrance

Day/Date : Thu, 15th June 2017
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data



Classifications	Class 1	Class 2	Class 3	Class 4
	Cars	Trucks	Buses	Cyclists

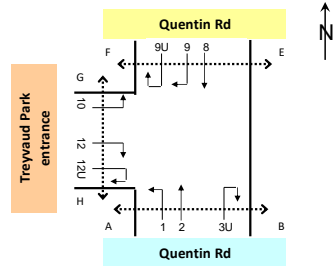
Approach	Quentin Rd															
	Direction	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3U (U Turn)				
		Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total
Time Period	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
7:00 to 7:15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	
7:15 to 7:30	0	0	0	0	0	5	0	0	1	6	0	0	0	0	0	
7:30 to 7:45	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	
7:45 to 8:00	0	0	0	0	0	5	0	0	1	6	0	0	0	0	0	
8:00 to 8:15	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	
8:15 to 8:30	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	
8:30 to 8:45	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	
8:45 to 9:00	2	0	0	0	2	17	0	0	0	17	0	0	0	0	0	
9:00 to 9:15	2	0	0	0	2	9	0	0	0	9	0	0	0	0	0	
9:15 to 9:30	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	
9:30 to 9:45	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	
9:45 to 10:00	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	
AM Totals	6	0	0	0	6	99	0	0	2	99	0	0	0	0	0	
15:00 to 15:15	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	
15:15 to 15:30	1	0	0	0	1	18	0	0	0	18	0	0	0	0	0	
15:30 to 15:45	2	0	0	0	2	13	0	0	0	13	0	0	0	0	0	
15:45 to 16:00	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	
16:00 to 16:15	1	0	0	0	1	2	0	0	1	3	0	0	0	0	0	
16:15 to 16:30	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	
16:30 to 16:45	3	0	0	0	3	4	0	0	0	4	0	0	0	0	0	
16:45 to 17:00	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	
17:00 to 17:15	2	0	0	0	2	7	0	0	1	8	1	0	0	0	1	
17:15 to 17:30	4	0	0	0	4	12	0	0	0	12	0	0	0	0	0	
17:30 to 17:45	1	0	0	0	1	7	0	0	1	8	0	0	0	0	0	
17:45 to 18:00	1	0	0	0	1	7	0	0	0	7	0	0	0	0	0	
18:00 to 18:15	2	0	0	0	2	5	0	0	0	5	0	0	0	0	0	
18:15 to 18:30	3	0	0	0	3	6	0	0	0	6	0	0	0	0	0	
18:30 to 18:45	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	
18:45 to 19:00	2	0	0	0	2	8	0	0	0	8	0	0	0	0	0	
PM Totals	24	0	0	0	24	127	0	0	3	130	1	0	0	0	1	

Crossing Pedestrians																										
A			B												E			F			G			H		
Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total			
0	0	0	0	0	0							1	0	1	0	0	0	0	1	1	0	0	0			
0	0	0	0	0	0							0	0	0	0	0	0	2	0	2	4	0	4			
0	0	0	0	0	0							0	0	0	0	0	0	0	0	0	1	0	1			
0	0	0	0	0	0							0	0	0	0	0	0	0	0	0	1	0	1			
0	0	0	0	0	0							0	0	0	0	0	1	0	1	1	1	0	1			
0	0	0	0	0	0							0	0	0	0	0	1	0	1	4	0	4				
0	0	0	0	0	0							0	0	0	0	0	1	0	1	2	0	2				
0	0	0	0	0	0							0	1	1	0	0	3	0	3	0	0	0				
0	0	0	0	0	0							1	0	1	0	0	0	0	0	0	5	0	5			
0	0	0	0	0	0							0	0	0	1	0	1	4	0	4	1	0	1			
0	0	0	0	0	0							0	0	0	0	0	0	3	0	3	1	0	1			
1	0	1	1	0	1							0	0	0	1	0	1	0	0	0	0	0	0			
1	0	1	1	0	1							2	1	3	2	0	2	15	1	16	20	0	20			
0	0	0	0	0	0							0	0	0	0	0	0	0	0	1	0	1				
0	0	0	0	0	0							0	0	0	0	0	3	0	3	0	0	0				
0	0	0	0	0	0							0	0	0	1	0	1	1	0	1	7	0	7			
0	0	0	0	0	0							3	0	3	0	0	0	0	0	0	0	0	0			
0	0	0	0	0	0							0	0	0	0	0	0	3	0	3	1	0	1			
2	0	2	0	0	0							0	0	0	0	0	2	0	2	2	2	0	2			
0	0	0	0	0	0							0	0	0	0	0	0	0	0	2	0	2				
1	0	1	4	0	4							0	0	0	2	0	2	3	0	3	3	0	3			
0	0	0	0	0	0							0	0	0	0	0	2	0	2	2	0	2				
0	0	0	0	0	0							0	0	0	0	0	1	0	1	1	0	0				
0	0	0	0	0	0							0	0	0	0	0	0	0	0	1	1	2				
0	0	0	0	0	0							0	0	0	0	0	0	0	0	0	0	0	0			
0	0	0	0	0	0							0	0	0	0	0	3	0	3	1	0	1				
0	0	0	0	0	0							0	0	0	0	0	1	0	1	4	0	4				
0	0	0	0	0	0							0	0	0	0	0	2	0	2	0	0	0				
0	0	0	0	0	0							0	0	0	0	0	1	0	1	0	0	0				
3	0	3	4	0	4							3	0	3	3	0	3	22	0	22	24	1	25			

FIGURE C3: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK ENTRANCE TMC RESULTS – THURSDAY 15 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : B. Quentin Rd / Treyvaud Park entrance

Day/Date : Thu, 15th June 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Quentin Rd					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	
Time Period						
8:15 to 9:15	51	0	0	0	51	
15:00 to 16:00	54	0	0	0	54	

Quentin Rd					Treyvaud Park entrance					Grand Total
Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
49	0	0	0	49	7	0	0	1	8	108
51	0	1	1	53	9	0	0	0	9	116

Approach	Quentin Rd					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	
7:00 to 8:00	22	0	0	2	24	46
7:15 to 8:15	26	0	0	2	28	54
7:30 to 8:30	33	0	0	1	34	59
7:45 to 8:45	33	0	0	1	34	63
8:00 to 9:00	47	0	0	0	47	84
8:15 to 9:15	51	0	0	0	51	108
8:30 to 9:30	44	0	0	0	44	103
8:45 to 9:45	42	0	0	0	42	99
9:00 to 10:00	30	0	0	0	30	77
AM Totals	99	0	0	2	101	207
15:00 to 16:00	54	0	0	0	54	116
15:15 to 16:15	45	0	0	1	46	101
15:30 to 16:30	34	0	0	1	35	100
15:45 to 16:45	26	0	0	1	27	74
16:00 to 17:00	27	0	0	1	28	80
16:15 to 17:15	34	0	0	1	35	92
16:30 to 17:30	42	0	0	1	43	95
16:45 to 17:45	43	0	0	2	45	110
17:00 to 18:00	42	0	0	2	44	108
17:15 to 18:15	39	0	0	1	40	102
17:30 to 18:30	32	0	0	1	33	94
17:45 to 18:45	27	0	0	0	27	79
18:00 to 19:00	29	0	0	0	29	73
PM Totals	152	0	0	3	155	377

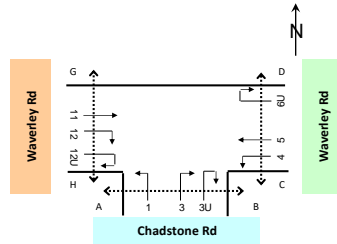
Quentin Rd					Treyvaud Park entrance					Grand Total
Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
18	0	0	0	18	3	0	0	1	4	46
21	0	0	0	21	4	0	0	1	5	54
19	0	0	0	19	5	0	0	1	6	59
23	0	0	0	23	4	0	0	2	6	63
30	0	0	0	30	6	0	0	1	7	84
49	0	0	0	49	7	0	0	1	8	108
52	0	0	0	52	6	0	0	1	7	103
52	0	0	0	52	5	0	0	0	5	99
44	0	0	0	44	3	0	0	0	3	77
92	0	0	0	92	12	0	0	2	14	207
51	0	1	1	53	9	0	0	0	9	116
44	0	0	1	45	10	0	0	0	10	101
56	1	0	1	58	7	0	0	0	7	100
40	1	0	0	41	6	0	0	0	6	74
45	1	0	0	46	6	0	0	0	6	80
52	1	0	0	53	4	0	0	0	4	92
45	1	0	0	46	6	0	0	0	6	95
54	1	0	0	55	10	0	0	0	10	110
55	1	0	0	56	8	0	0	0	8	108
52	1	0	0	53	9	0	0	0	9	102
54	0	0	0	54	7	0	0	0	7	94
47	0	0	0	47	5	0	0	0	5	79
37	0	0	1	38	6	0	0	0	6	73
188	2	1	2	193	29	0	0	0	29	377

FIGURE C4: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK ENTRANCE PEAK HOUR SUMMARY – THURSDAY 15 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : C. Chadstone Rd / Waverley Rd

Day/Date : Thu, 15th June 2017
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data

	Class 1	Class 2	Class 3	Class 4
Classifications	Cars	Trucks	Buses	Cyclists



Approach	Chadstone Rd										Waverley Rd																			
	Direction 1 (Left Turn)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6U (U Turn)				
	Time Period	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists
7:00 to 7:15	14	0	1	0	15	33	0	0	1	34	0	0	0	0	0	30	3	0	0	33	235	8	0	1	244	0	0	0	0	0
7:15 to 7:30	20	0	1	0	21	36	2	0	0	38	0	0	0	0	0	38	1	0	0	39	272	3	1	0	276	0	0	0	0	0
7:30 to 7:45	31	1	2	0	34	67	3	1	0	71	0	0	0	0	0	40	0	0	0	40	335	6	1	1	343	0	0	0	0	0
7:45 to 8:00	30	1	0	1	32	79	0	0	0	79	0	0	0	0	0	64	1	0	0	65	396	3	0	1	400	0	0	0	0	0
8:00 to 8:15	25	0	1	3	29	57	0	0	0	57	0	0	0	0	0	56	3	0	0	59	379	5	0	0	384	0	0	0	0	0
8:15 to 8:30	31	0	1	0	32	54	1	2	0	57	0	0	0	0	0	87	0	0	0	87	341	0	0	0	341	0	0	0	0	0
8:30 to 8:45	27	0	1	0	28	60	1	0	0	61	0	0	0	0	0	57	0	0	0	57	335	3	0	0	338	0	0	0	0	0
8:45 to 9:00	25	1	0	0	26	60	1	0	0	61	0	0	0	0	0	76	0	0	0	76	296	3	0	1	300	0	0	0	0	0
9:00 to 9:15	16	1	1	1	19	47	1	0	0	48	0	0	0	0	0	74	1	0	0	75	285	2	1	0	288	0	0	0	0	0
9:15 to 9:30	10	0	0	0	10	39	1	1	0	41	0	0	0	0	0	69	1	1	0	71	245	2	3	1	251	0	0	0	0	0
9:30 to 9:45	31	1	0	0	32	40	0	0	0	40	0	0	0	0	0	52	0	0	0	52	217	6	0	0	223	0	0	0	0	0
9:45 to 10:00	20	2	1	0	23	32	2	0	0	34	0	0	0	0	0	60	0	0	0	60	188	8	0	2	198	0	0	0	0	0
AM Totals	280	7	9	5	301	604	12	4	1	621	0	0	0	0	0	703	10	1	0	714	3,524	49	6	7	3,586	0	0	0	0	0
15:00 to 15:15	67	2	1	0	70	61	1	1	0	63	0	0	0	0	0	67	1	0	0	68	204	5	1	0	210	0	0	0	0	0
15:15 to 15:30	60	0	0	0	60	82	1	0	0	83	0	0	0	0	0	71	0	0	0	71	178	2	0	0	180	0	0	0	0	0
15:30 to 15:45	49	1	1	0	51	72	0	0	0	72	0	0	0	0	0	71	0	0	0	71	206	2	2	0	210	0	0	0	0	0
15:45 to 16:00	64	0	1	0	65	57	0	0	0	57	0	0	0	0	0	72	0	0	0	72	196	2	0	0	198	0	0	0	0	0
16:00 to 16:15	45	0	0	0	45	81	2	0	0	83	0	0	0	0	0	80	0	1	1	82	224	0	2	1	227	0	0	0	0	0
16:15 to 16:30	50	0	1	0	51	63	0	0	0	63	0	0	0	0	0	74	0	0	0	74	220	2	8	0	230	0	0	0	0	0
16:30 to 16:45	56	0	1	0	57	73	0	0	0	73	0	0	0	0	0	53	0	1	0	54	220	0	4	3	227	0	0	0	0	0
16:45 to 17:00	68	0	0	0	68	69	1	0	0	70	0	0	0	0	0	71	0	1	0	72	210	0	0	1	211	0	0	0	0	0
17:00 to 17:15	61	0	1	0	62	83	1	0	0	84	0	0	0	0	0	69	0	0	0	69	248	0	0	0	248	0	0	0	0	0
17:15 to 17:30	54	0	1	0	55	76	1	0	0	77	0	0	0	0	0	69	0	1	0	70	260	1	0	0	261	0	0	0	0	0
17:30 to 17:45	60	0	1	0	61	75	0	0	0	75	0	0	0	0	0	76	1	0	0	77	245	0	0	1	246	0	0	0	0	0
17:45 to 18:00	61	0	0	0	61	80	2	0	1	83	0	0	0	0	0	63	0	0	0	63	244	0	1	1	246	0	0	0	0	0
18:00 to 18:15	45	1	1	0	47	68	0	0	0	68	0	0	0	0	0	71	0	0	0	71	196	1	0	0	197	0	0	0	0	0
18:15 to 18:30	54	0	0	0	54	56	1	0	0	57	0	0	0	0	0	83	0	0	1	84	239	0	1	0	240	0	0	0	0	0
18:30 to 18:45	37	0	0	0	37	62	0	0	0	62	0	0	0	0	0	72	0	0	0	72	199	0	0	0	199	0	0	0	0	0
18:45 to 19:00	29	0	0	0	29	53	0	0	0	53	0	0	0	0	0	66	0	0	0	66	137	2	0	1	140	0	0	0	0	0
PM Totals	860	4	9	0	873	1,111	10	1	1	1,123	0	0	0	0	0	1,128	2	4	2	1,136	3,426	17	19	8	3,470	0	0	0	0	0

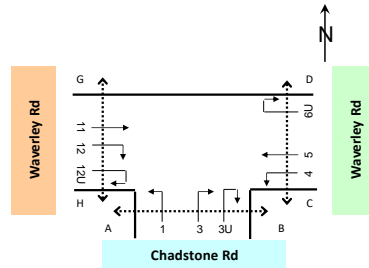
Approach	Direction	Time Period	Waverley Rd																
			Direction 11 (Through)					Direction 12 (Right Turn)					Direction 12U (U Turn)						
			Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total		
7:00 to 7:15			161	5	0	2	168	15	0	0	0	15	0	0	0	0	0	0	0
7:15 to 7:30			218	1	1	1	221	15	0	0	0	15	0	0	0	0	0	0	0
7:30 to 7:45			181	1	0	0	182	13	0	1	0	14	0	0	0	0	0	0	0
7:45 to 8:00			277	4	1	1	283	32	0	0	0	32	0	0	0	0	0	0	0
8:00 to 8:15			307	1	1	0	309	25	0	0	0	25	0	0	0	0	0	0	0
8:15 to 8:30			287	1	14	0	302	36	0	1	0	37	0	0	0	0	0	0	0
8:30 to 8:45			269	1	4	1	275	42	0	2	2	46	0	0	0	0	0	0	0
8:45 to 9:00			266	1	0	0	267	57	1	0	0	58	0	0	0	0	0	0	0
9:00 to 9:15			238	6	0	0	244	55	0	1	0	56	0	0	0	0	0	0	0
9:15 to 9:30			193	1	0	0	194	50	0	0	0	50	0	0	0	0	0	0	0
9:30 to 9:45			153	5	0	2	160	45	0	2	0	47	0	0	0	0	0	0	0
9:45 to 10:00			134	3	2	1	140	47	0	0	0	47	0	0	0	0	0	0	0
AM Totals			2,684	30	23	8	2,745	432	1	7	2	442	0	0	0	0	0	0	0
15:00 to 15:15			282	4	2	0	288	43	1	2	0	46	0	0	0	0	0	0	0
15:15 to 15:30			275	3	2	0	280	53	0	1	0	54	0	0	0	0	0	0	0
15:30 to 15:45			314	9	1	0	324	73	0	1	0	74	0	0	0	0	0	0	0
15:45 to 16:00			364	4	2	0	370	72	1	1	0	74	0	0	0	0	0	0	0
16:00 to 16:15			355	5	1	0	361	63	0	2	0	65	0	0	0	0	0	0	0
16:15 to 16:30			369	3	1	1	374	49	0	1	0	50	0	0	0	0	0	0	0
16:30 to 16:45			367	4	1	1	373	68	0	1	1	70	0	0	0	0	0	0	0
16:45 to 17:00			394	6	0	1	401	60	0	0	0	60	0	0	0	0	0	0	0
17:00 to 17:15			388	6	1	0	395	67	0	1	0	68	0	0	0	0	0	0	0
17:15 to 17:30			380	0	0	0	380	79	0	1	0	80	0	0	0	0	0	0	0
17:30 to 17:45			391	7	1	0	399	46	0	1	0	47	0	0	0	0	0	0	0
17:45 to 18:00			390	3	1	0	394	69	0	0	0	69	0	0	0	0	0	0	0
18:00 to 18:15			387	1	0	0	388	85	0	0	1	86	0	0	0	0	0	0	0
18:15 to 18:30			353	1	1	0	355	59	0	2	0	61	0	0	0	0	0	0	0
18:30 to 18:45			215	0	0	0	215	78	0	1	0	79	0	0	0	0	0	0	0
18:45 to 19:00			161	1	0	0	162	51	0	0	0	51	0	0	0	0	0	0	0
PM Totals			5,385	57	14	3	5,459	1,015	2	15	2	1,034	0	0	0	0	0	0	0

Crossing Pedestrians																		
A			B			C			D			G			H			
Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	
1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
5	5	10	6	0	6	0	0	0	0	0	1	1	5	7	12	5	5	
1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	2	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16	7	23	10	2	12	0	0	0	0	0	0	0	8	6	14	12	13	25

FIGURE C5: CHADSTONE RD / WAVERLEY RD TMC RESULTS – THURSDAY 15 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : C. Chadstone Rd / Waverley Rd

Day/Date : Thu, 15th June 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

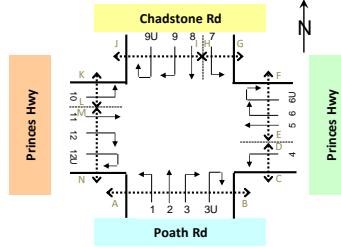


Approach	Chadstone Rd					Waverley Rd					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
Time Period											
7:45 to 8:45	363	3	5	4	375	1,715	15	0	1	1,731	1,309
17:00 to 18:00	550	4	3	1	558	1,274	2	2	2	1,280	1,832

Approach	Chadstone Rd					Waverley Rd					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
7:00 to 8:00	310	7	5	2	324	1,410	25	2	3	1,440	930
7:15 to 8:15	345	7	5	4	361	1,580	22	2	2	1,606	1,081
7:30 to 8:30	374	6	7	4	391	1,698	18	1	2	1,719	1,184
7:45 to 8:45	363	3	5	4	375	1,715	15	0	1	1,731	1,309
8:00 to 9:00	339	4	5	3	351	1,627	14	0	1	1,642	1,319
8:15 to 9:15	320	6	5	1	332	1,551	9	1	1	1,562	1,285
8:30 to 9:30	284	6	3	1	294	1,437	12	5	2	1,456	1,190
8:45 to 9:45	268	6	2	1	277	1,314	15	5	2	1,336	1,076
9:00 to 10:00	235	8	3	1	247	1,190	20	5	3	1,218	938
AM Totals	884	19	13	6	922	4,227	59	7	7	4,300	3,116
15:00 to 16:00	512	5	4	0	521	1,065	12	3	0	1,080	1,510
15:15 to 16:15	510	4	2	0	516	1,098	6	5	2	1,111	1,602
15:30 to 16:30	481	3	3	0	487	1,143	6	13	2	1,164	1,692
15:45 to 16:45	489	2	3	0	494	1,139	4	16	5	1,164	1,737
16:00 to 17:00	505	3	2	0	510	1,152	2	17	6	1,177	1,754
16:15 to 17:15	523	2	3	0	528	1,165	2	14	4	1,185	1,791
16:30 to 17:30	540	3	3	0	546	1,200	1	7	4	1,212	1,827
16:45 to 17:45	546	3	3	0	552	1,248	2	2	2	1,254	1,830
17:00 to 18:00	550	4	3	1	558	1,274	2	2	2	1,280	1,832
17:15 to 18:15	519	4	3	1	527	1,224	3	2	2	1,231	1,843
17:30 to 18:30	499	4	2	1	506	1,217	2	2	3	1,224	1,799
17:45 to 18:45	463	4	1	1	469	1,167	1	2	2	1,172	1,647
18:00 to 19:00	404	2	1	0	407	1,063	3	1	2	1,069	1,397
PM Totals	1,971	14	10	1	1,996	4,554	19	23	10	4,606	6,493

FIGURE C6: CHADSTONE RD / WAVERLEY RD PEAK HOUR SUMMARY – THURSDAY 15 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : D. Chadstone Rd / Princes Hwy(Dandenong Rd) / Poath Rd
Day/Date : Thu, 15th June 2017
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data



Classifications	Class 1	Class 2	Class 3	Class 4
	Cars	Trucks	Buses	Cyclists

Approach	Poath Rd															Princes Hwy																								
	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6 (Right Turn)					Direction 6U (U Turn)				
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total
7:00 to 7:15	19	0	0	0	19	39	0	0	1	40	28	1	1	0	30	0	0	0	0	0	5	1	2	0	8	614	31	3	0	648	13	1	1	0	15	0	0	0	0	0
7:15 to 7:30	20	1	0	0	21	50	2	0	2	54	23	1	2	0	26	0	0	0	0	0	4	2	0	0	6	587	38	15	0	640	20	1	1	0	22	1	0	0	0	1
7:30 to 7:45	14	0	1	0	15	57	1	0	1	59	41	2	1	0	44	0	0	0	0	0	4	1	1	0	6	581	37	5	0	623	28	1	3	0	32	1	0	0	0	1
7:45 to 8:00	21	1	0	0	22	68	0	0	2	70	42	1	1	0	44	0	0	0	0	0	7	1	0	0	8	507	25	8	0	540	21	0	1	0	22	1	0	0	0	1
8:00 to 8:15	16	2	0	0	18	51	0	0	2	53	32	1	2	0	35	0	0	0	0	0	2	2	1	0	5	555	35	2	0	592	23	0	0	0	23	1	0	0	0	1
8:15 to 8:30	32	0	0	0	32	59	0	1	1	61	66	0	2	0	68	0	0	0	0	0	8	0	1	0	9	516	27	7	0	550	27	0	1	0	28	0	0	0	0	0
8:30 to 8:45	51	0	0	0	51	51	0	0	0	51	41	0	1	0	42	0	0	0	0	0	4	0	1	0	5	591	42	9	0	642	25	1	1	0	27	1	0	0	0	1
8:45 to 9:00	34	0	0	0	34	52	1	0	0	53	42	4	1	0	47	0	0	0	0	0	9	0	0	0	9	507	37	3	0	547	34	0	0	0	34	1	0	0	0	1
9:00 to 9:15	14	0	0	0	14	36	0	0	1	37	36	0	1	1	38	0	0	0	0	0	12	0	1	0	13	510	41	6	0	557	20	0	1	0	21	0	0	0	0	0
9:15 to 9:30	10	1	0	0	11	32	1	0	1	34	38	0	1	0	39	0	0	0	0	0	12	0	1	0	13	510	39	4	0	553	18	0	0	0	18	0	0	0	0	0
9:30 to 9:45	15	1	0	0	16	47	0	0	0	47	37	1	1	0	39	0	0	0	0	0	15	1	2	0	18	429	35	5	0	469	20	1	0	0	21	2	0	0	0	2
9:45 to 10:00	11	2	0	0	13	45	3	0	0	48	39	2	2	0	43	0	0	0	0	0	11	1	0	0	12	446	34	5	0	485	27	1	1	0	29	0	0	0	0	0
AM Totals	257	8	1	0	266	587	8	1	11	607	465	13	16	1	495	0	0	0	0	0	99	9	10	0	112	6,353	421	72	0	6,846	276	6	10	0	292	8	0	0	0	8
15:00 to 15:15	11	0	1	0	12	44	1	0	0	45	46	2	0	0	48	0	0	0	0	0	34	1	1	0	36	425	14	7	0	446	21	1	2	0	24	0	0	0	0	0
15:15 to 15:30	17	0	0	0	17	61	1	0	0	62	44	0	1	0	45	0	0	0	0	0	22	0	0	0	22	409	10	3	0	422	26	0	0	0	26	1	0	0	0	1
15:30 to 15:45	13	0	0	0	13	43	0	0	0	43	37	1	1	0	39	0	0	0	0	0	22	0	3	0	25	456	15	4	0	475	15	0	1	0	16	1	0	0	0	1
15:45 to 16:00	10	0	0	0	10	46	1	0	0	47	46	3	0	0	49	0	0	0	0	0	32	1	2	0	35	418	19	6	0	443	22	0	1	0	23	1	0	0	0	1
16:00 to 16:15	12	2	0	0	14	38	0	0	0	38	26	2	2	0	30	0	0	0	0	0	20	0	1	0	21	408	9	4	0	421	19	0	2	0	21	0	0	0	0	0
16:15 to 16:30	15	1	0	0	16	62	0	0	0	62	46	1	1	0	48	0	0	0	0	0	29	0	0	1	30	510	6	6	0	522	22	0	0	0	22	0	0	0	0	0
16:30 to 16:45	14	0	0	0	14	41	1	0	0	42	33	2	1	0	36	0	0	0	0	0	20	0	2	0	22	525	8	5	0	538	29	0	1	0	30	1	0	0	0	1
16:45 to 17:00	11	0	0	0	11	45	0	0	0	45	35	1	0	0	36	0	0	0	0	0	31	0	2	0	33	573	8	4	0	585	24	0	0	0	24	1	0	0	0	1
17:00 to 17:15	13	0	0	0	13	48	1	0	0	49	45	1	1	0	47	0	0	0	0	0	28	0	0	0	28	583	13	3	0	599	38	0	1	0	39	0	0	0	0	0
17:15 to 17:30	7	0	0	0	7	52	0	0	0	52	40	1	0	0	41	0	0	0	0	0	30	0	1	0	31	539	9	6	0	554	33	1	1	0	35	4	0	0	0	4
17:30 to 17:45	13	0	0	0	13	45	0	0	0	45	47	0	1	0	48	0	0	0	0	0	35	0	2	0	37	597	9	7	0	613	44	0	1	0	45	1	0	0	0	1
17:45 to 18:00	19	0	0	0	19	70	2	0	1	73	62	0	2	0	64	0	0	0	0	0	31	0	1	0	32	531	4	5	0	540	43	0	0	0	43	1	0	0	0	1
18:00 to 18:15	11	0	0	0	11	39	0	0	0	39	44	0	1	0	45	0	0	0	0	0	27	1	1	0	29	651	5	2	1	659	30	0	1	0	31	0	0	0	0	0
18:15 to 18:30	15	0	0	0	15	56	1	0	1	58	50	1	2	0	53	0	0	0	0	0	24	0	1	0	25	484	8	5	0	497	20	0	1	0	21	1	0	0	0	1
18:30 to 18:45	13	0	0	0	13	47	0	0	0	47	31	0	1	0	32	0	0	0	0	0	30	0	0	0	30	342	8	4	1	355	18	0	0	0	18	0	0	0	0	0
18:45 to 19:00	10	0	0	0	10	55	0	0	0	55	49	0	2	0	51	0	0	0	0	0	22	0	1	0	23	344	6	5	0	355	20	0	0	0	20	0	0	0	0	0
PM Totals	204	3	1	0	208	792	8	0	2	802	681	15	16	0	712	0	0	0	0	0	437	3	18	1	459	7,795	151	76	2	8,024	424	2	12	0	438	12	0	0	0	12

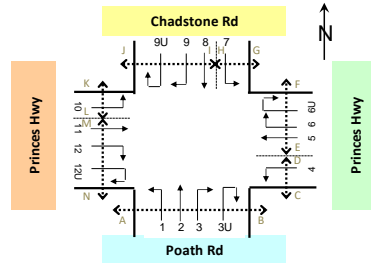
Approach	Chadstone Rd																Princes Hwy																												
	Direction 7 (Left Turn)					Direction 8 (Through)					Direction 9 (Right Turn)					Direction 9U (U Turn)					Direction 10 (Left Turn)					Direction 11 (Through)					Direction 12 (Right Turn)					Direction 12U (U Turn)									
	Time Period	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total				
7:00 to 7:15	29	0	0	0	29	24	1	0	0	25	12	1	0	0	13	0	0	0	0	0	13	0	0	0	13	264	17	5	0	286	9	1	0	0	10	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	26	1	0	0	27	18	0	0	0	18	13	0	0	0	13	0	0	0	0	0	14	1	0	0	15	396	21	1	1	419	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	26	1	1	0	28	22	0	0	0	22	35	0	0	0	35	0	0	0	0	0	23	3	0	0	26	473	33	3	0	509	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0
7:45 to 8:00	36	0	0	0	36	21	0	0	0	21	29	0	0	0	29	0	0	0	0	0	34	0	0	1	35	584	15	3	0	602	15	0	0	0	15	4	0	0	0	4	0	0	0	0	0
8:00 to 8:15	44	0	0	0	44	31	0	0	0	31	29	1	0	0	30	0	0	0	0	0	34	1	1	0	36	614	20	3	2	639	7	0	0	0	7	2	0	0	0	2	0	0	0	0	0
8:15 to 8:30	58	2	1	0	61	43	2	0	0	45	44	1	0	0	45	0	0	0	0	0	41	0	0	0	41	591	16	4	3	614	10	1	0	0	11	1	1	0	0	2	0	0	0	0	0
8:30 to 8:45	50	0	2	0	52	28	0	0	1	29	27	0	0	0	27	0	0	0	0	0	43	1	0	0	44	632	24	8	0	664	14	0	0	0	14	1	0	0	0	1	0	0	0	0	0
8:45 to 9:00	61	1	0	0	62	30	0	0	1	31	34	0	0	0	34	0	0	0	0	0	43	0	0	0	43	498	26	5	0	529	6	1	0	0	7	1	0	0	0	1	0	0	0	0	0
9:00 to 9:15	55	0	1	0	56	28	0	0	0	28	40	1	0	0	41	0	0	0	0	0	41	2	0	0	43	500	26	8	0	534	11	0	0	0	11	2	0	0	0	2	0	0	0	0	0
9:15 to 9:30	36	2	0	0	38	25	0	0	0	25	26	0	0	0	26	0	0	0	0	0	51	1	1	0	53	388	30	6	0	424	7	0	0	0	7	1	0	0	0	1	0	0	0	0	0
9:30 to 9:45	28	0	2	0	30	33	0	0	0	33	23	0	0	0	23	0	0	0	0	0	47	1	0	0	48	395	40	5	0	440	11	0	0	0	11	1	0	0	0	1	0	0	0	0	0
9:45 to 10:00	25	0	0	0	25	31	0	0	0	31	28	0	0	0	28	0	0	0	0	0	52	1	0	0	53	377	13	3	0	393	6	1	0	0	7	1	0	0	0	1	0	0	0	0	0
AM Totals	474	7	7	0	488	334	3	0	2	339	340	4	0	0	344	0	0	0	0	0	436	11	2	1	450	5,712	281	54	6	6,053	110	4	0	0	114	16	1	0	0	17	0	0	0	0	0
15:00 to 15:15	39	1	1	0	41	70	0	0	0	70	65	0	0	0	65	0	0	0	0	0	26	0	0	0	26	484	24	4	0	512	8	0	0	0	8	2	0	0	0	2	0	0	0	0	0
15:15 to 15:30	51	0	1	0	52	61	0	0	1	62	66	1	0	0	67	0	0	0	0	0	34	0	0	0	34	533	24	3	0	560	14	0	0	0	14	1	0	0	0	1	0	0	0	0	0
15:30 to 15:45	68	0	1	0	69	68	0	0	1	69	50	0	0	0	50	0	0	0	0	0	35	0	0	0	35	561	21	5	1	588	13	0	0	0	13	2	0	0	0	2	0	0	0	0	0
15:45 to 16:00	49	0	1	0	50	74	0	0	0	74	64	0	0	0	64	0	0	0	0	0	28	0	0	0	28	554	28	4	2	588	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	59	0	2	0	61	68	0	0	1	69	60	0	0	0	60	0	0	0	0	0	52	0	0	0	52	590	26	9	0	625	10	0	0	0	10	1	0	0	0	1	0	0	0	0	0
16:15 to 16:30	40	0	1	0	41	56	0	0	0	56	46	2	0	0	48	0	0	0	0	0	41	1	0	0	42	614	22	10	0	646	10	1	0	0	11	1	0	0	0	1	0	0	0	0	0
16:30 to 16:45	55	0	0	0	55	57	0	0	1	58	43	0	1	0	44	0	0	0	0	0	49	0	0	0	49	509	33	7	0	549	16	0	0	0	16	1	0	0	0	1	0	0	0	0	0
16:45 to 17:00	48	2	1	0	51	48	0	1	0	49	55	0	0	0	55	0	0	0	0	0	48	0	0	0	48	576	23	8	0	607	12	0	0	0	12	1	0	0	0	1	0	0	0	0	0
17:00 to 17:15	55	0	1	0	56	49	0	0	0	49	60	0	0	0	60	0	0	0	0	0	62	0	0	0	62	508	16	0	0	524	16	0	0	0	16	1	0	0	0	1	0	0	0	0	0
17:15 to 17:30	59	0	1	0	60	70	1	0	0	71	57	0	0	0	57	0	0	0	0	0	50	1	0	0	51	533	15	9	1	558	17	0	0	0	17	2	0	0	0	2	0	0	0	0	0
17:30 to 17:45	47	0	0	0	47	48	0	0	2	50	58	0	0	0	58	0	0	0	0	0	59	0	0	0	59	562	10	5	0	577	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	56	0	1	0	57	46	0	0	1	47	47	0	0	0	47	0	0	0	0	0	50	1	0	0	51	543	12	5	0	560	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0
18:00 to 18:15	46	1	1	0	48	40	0	0	2	42	50	0	0	0	50	0	0	0	0	0	51	0	0	0	51	626	12	4	0	642	17	1	0	0	18	1	0	0	0	1	0	0	0	0	0
18:15 to 18:30	48	0	1	0	49	51	0	0	3	54	50	0	0	1	51	0	0	0	0	0	48	0	0	0	48	613	7	8	0	628	14	0	0	0	14	2	0	0	0	2	0	0	0	0	0
18:30 to 18:45	41	0	1	0	42	62	0	0	2	64	39	0	0	0	39	0	0	0	0	0	75	0	0	0	75	728	6	6	0	740	17	0	0	0	17	2	0	0	0	2	0	0	0	0	0
18:45 to 19:00	46	0	0	0	46	50	0	0	1	51	35	0	0	0	35	0	0	0	0	0	54	0	0	0	54	502	3	6	0	511	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0
PM Totals	807	4	14	0	825	918	1	1	15	935	845	3	1	1	850	0	0	0	0	0	762	3	0	0	765	9,036	282	93	4	9,415	232	2	0	0	234	17	0	0	0	17	0	0	0	0	0

Crossing Pedestrians																																									
A			B			C			D			E			F			G			H			I			J			K			L			M			N		
Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
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1	0	1	0	0	0	1	0	1	1	1	2	1	0	1	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
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1	0	1	0	0	0	1	0	1	6	0	6	2	0	2	6	0	6	7	0	7	2	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0				
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0	1	1	0	0	0	2	0	2	5	0	5	2	0	2	5	0	5	3	0	3	1	0	1	2	0	2	1	0	1	1	0	1	2	0	2	0	0				
0	0	0	1	0	1	1	0	1	7	0	7	1	0	1	7	0	7	4	0	4	3	0	3	3	0	3	2	0	2	2	0	2	3	0	3	0	0				
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2	1	3	2	0	2	8	0	8	3	1	4	6	0	6	2	0	2	4	0	4	7	0	7	1	0	1	3	0	3	3	0	3	1	0	1	0	0				
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6	0	6	0	0	0	8	1	9	3	1	4	14	1	15	4	1	5	4	0	4	9	0	9	2	1	3	0	0	0	0	0	0	2	1	3	0	0				
3	0	3	5	0	5	4	0	4	4	0	4	7	0	7	5	0	5	4	1	5	7	0	7	1	1	2	4	0	4	4	0	4	1	1	2	0	0				
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4	0	4	2	1	3	3	0	3	6	1	7	6	1	7	6	0	6	7	0	7	9	0	9	4	2	6	3	0	3	3	0	3	3	1	4	0	0				
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47	4	51	33	2	35	56	2	58	80	7	87	91	4	95	90	5	95	89	7	96	109	4	113	32	7	39	43	2	45	41	2	43	30	6	36	0	0				

FIGURE C7: CHADSTONE RD / PRINCES HWY / POATH RD TMC RESULTS – THURSDAY 15 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : D. Chadstone Rd / Princes Hwy(Dandenong Rd) / Poath Rd

Day/Date : Thu, 15th June 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



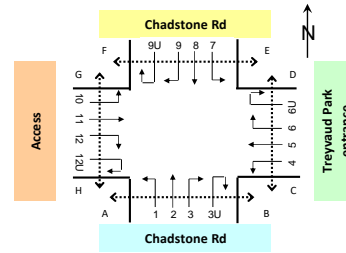
Approach	Poath Rd					Princes Hwy					Chadstone Rd					Princes Hwy					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
7:45 to 8:45	530	5	7	5	547	2,289	133	32	0	2,454	440	6	3	1	450	2,627	79	19	6	2,731	6,182
17:15 to 18:15	449	3	4	1	457	2,597	29	28	1	2,655	624	2	3	5	634	2,551	52	23	1	2,627	6,373

Approach	Poath Rd					Princes Hwy					Chadstone Rd					Princes Hwy					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
7:00 to 8:00	422	10	6	6	444	2,394	139	40	0	2,573	291	4	1	0	296	1,845	91	12	2	1,950	5,263
7:15 to 8:15	435	12	7	7	461	2,343	143	37	0	2,523	330	3	1	0	334	2,216	94	11	4	2,325	5,643
7:30 to 8:30	499	8	8	6	521	2,282	129	30	0	2,441	418	7	2	0	427	2,439	90	14	6	2,549	5,938
7:45 to 8:45	530	5	7	5	547	2,289	133	32	0	2,454	440	6	3	1	450	2,627	79	19	6	2,731	6,182
8:00 to 9:00	527	8	7	3	545	2,304	144	26	0	2,474	479	7	3	2	491	2,538	91	21	5	2,655	6,165
8:15 to 9:15	514	5	6	3	528	2,265	148	31	0	2,444	498	7	4	2	511	2,435	98	25	3	2,561	6,044
8:30 to 9:30	437	7	4	3	451	2,254	160	27	0	2,441	440	4	3	2	449	2,239	111	28	0	2,378	5,719
8:45 to 9:45	393	9	4	3	409	2,099	154	23	0	2,276	419	4	3	1	427	2,003	127	25	0	2,155	5,267
9:00 to 10:00	360	11	5	3	379	2,032	153	26	0	2,211	378	3	3	0	384	1,891	115	23	0	2,029	5,003
AM Totals	1,309	29	18	12	1,368	6,730	436	92	0	7,258	1,148	14	7	2	1,171	6,274	297	56	7	6,634	16,431
15:00 to 16:00	418	9	3	0	430	1,905	61	30	0	1,996	725	2	4	2	733	2,304	97	16	3	2,420	5,579
15:15 to 16:15	393	10	4	0	407	1,872	54	27	0	1,953	738	1	5	3	747	2,437	99	21	3	2,560	5,667
15:30 to 16:30	394	11	4	0	409	1,975	50	30	1	2,056	702	2	5	2	711	2,521	99	28	3	2,651	5,827
15:45 to 16:45	389	13	4	0	406	2,056	43	30	1	2,130	671	2	5	2	680	2,485	111	30	2	2,628	5,844
16:00 to 17:00	378	10	4	0	392	2,212	31	27	1	2,271	635	4	6	2	647	2,531	106	34	0	2,671	5,981
16:15 to 17:15	408	8	3	0	419	2,414	35	24	1	2,474	612	4	5	1	622	2,465	96	25	0	2,586	6,101
16:30 to 17:30	384	7	2	0	393	2,459	39	26	0	2,524	656	3	5	1	665	2,401	88	24	1	2,514	6,096
16:45 to 17:45	401	4	2	0	407	2,561	40	28	0	2,629	654	3	4	2	663	2,464	65	22	1	2,552	6,251
17:00 to 18:00	461	5	4	1	471	2,538	36	28	0	2,602	652	1	3	3	659	2,443	55	19	1	2,518	6,250
17:15 to 18:15	449	3	4	1	457	2,597	29	28	1	2,655	624	2	3	5	634	2,551	52	23	1	2,627	6,373
17:30 to 18:30	471	4	6	2	483	2,520	27	27	1	2,575	587	1	3	9	600	2,626	43	22	0	2,691	6,349
17:45 to 18:45	457	4	6	2	469	2,233	26	21	2	2,282	576	1	4	9	590	2,810	39	23	0	2,872	6,213
18:00 to 19:00	420	2	6	1	429	2,013	28	21	2	2,064	558	1	3	9	571	2,769	29	24	0	2,822	5,886
PM Totals	1,677	26	17	2	1,722	8,668	156	106	3	8,933	2,570	8	16	16	2,610	10,047	287	93	4	10,431	23,696

FIGURE C8: CHADSTONE RD / PRINCES HWY / POATH RD PEAK HOUR SUMMARY – THURSDAY 15 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : A. Chadstone Rd / Treyvaud Park entrance / Access
Day/Date : Sat, 17th June 2017
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data

	Class 1	Class 2	Class 3	Class 4
Classifications	Cars	Trucks	Buses	Cyclists



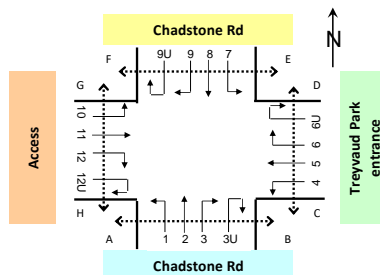
Approach	Chadstone Rd															Treyvaud Park entrance																								
	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6 (Right Turn)					Direction 6U (U Turn)				
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total
7:00 to 7:15	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 to 7:30	1	0	0	0	1	19	0	0	0	19	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 to 7:45	0	0	0	0	0	25	0	0	0	25	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 to 8:00	1	0	0	0	1	32	1	0	0	33	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 to 8:15	2	0	0	0	2	25	0	0	0	25	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 to 8:30	1	0	0	0	1	53	1	1	0	55	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0			
8:30 to 8:45	0	0	0	0	0	51	0	0	1	52	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0			
8:45 to 9:00	1	0	0	0	1	52	0	0	0	52	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 to 9:15	2	0	0	0	2	62	1	1	0	64	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0			
9:15 to 9:30	0	0	0	0	0	62	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0			
9:30 to 9:45	1	0	0	0	1	72	1	0	0	73	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 to 10:00	0	0	0	0	0	80	0	0	1	81	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0			
10:00 to 10:15	2	0	0	0	2	69	2	0	1	72	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 to 10:30	3	0	0	0	3	86	1	1	0	88	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 to 10:45	0	0	0	0	0	97	0	0	0	97	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 to 11:00	0	0	0	0	0	115	1	0	0	116	3	0	0	0	3	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 to 11:15	1	0	0	0	1	104	0	1	2	107	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 to 11:30	1	0	0	0	1	124	1	0	2	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0			
11:30 to 11:45	4	0	0	0	4	119	1	0	0	120	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 to 12:00	0	0	0	0	0	105	0	0	0	105	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 to 12:15	2	0	0	0	2	136	0	1	0	137	10	0	0	0	10	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 to 12:30	1	0	0	0	1	118	1	0	0	119	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 to 12:45	2	0	0	0	2	129	0	0	1	130	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0			
12:45 to 13:00	0	0	0	0	0	136	1	0	0	137	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0			
13:00 to 13:15	0	0	0	0	0	139	0	0	0	139	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
13:15 to 13:30	1	0	0	0	1	131	1	1	0	133	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
13:30 to 13:45	0	0	0	0	0	136	0	0	0	136	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
13:45 to 14:00	0	0	0	0	0	140	0	0	1	141	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
14:00 to 14:15	1	0	0	0	1	161	2	1	0	164	1	0	0	1	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
14:15 to 14:30	0	0	0	0	0	126	0	0	0	126	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0			
14:30 to 14:45	0	0	0	0	0	152	1	0	0	153	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:45 to 15:00	0	0	0	0	0	154	0	0	0	154	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
15:00 to 15:15	1	0	0	0	1	127	0	0	0	127	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0			
15:15 to 15:30	0	0	0	0	0	141	0	1	0	142	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0			
15:30 to 15:45	0	0	0	0	0	136	0	0	1	137	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0			
15:45 to 16:00	0	0	0	0	0	135	0	0	0	135	1	0	0	0	1	2	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:00 to 16:15	1	0	0	0	1	141	0	1	0	142	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0			
16:15 to 16:30	1	0	0	0	1	150	0	0	0	150	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0			
16:30 to 16:45	2	0	0	0	2	142	0	0	0	142	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0			
16:45 to 17:00	0	0	0	0	0	164	0	0	0	164	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
17:00 to 17:15	0	0	0	0	0	159	0	1	0	160	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0			
17:15 to 17:30	0	0	0	0	0	188	1	0	0	189	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0			
17:30 to 17:45	1	0	0	0	1	159	0	0	0	159	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0			
17:45 to 18:00	1	0	0	0	1	136	0	0	0	136	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0			
11hr Totals	34	0	0	0	34	4,805	17	10	10	4,842	89	0	0	1	90	2	0	0	0	2	79	0	0	0	79	0	0	0	0	0	0	0	0	0	0	0				

Crossing Pedestrians																							
A			B			C			D			E			F			G			H		
Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total
0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	1	0	1
0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	4	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	4	0	4	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0
0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	3	0	3	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1
0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
0	0	0	0	0	0	3	0	3	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
1	0	1	0	0	0	5	0	5	1	0	1	0	0	0	0	0	1	1	2	0	1	1	1
1	0	1	0	0	0	1	0	1	5	3	8	1	0	1	0	0	0	1	0	1	0	0	0
0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0
0	0	0	0	0	0	1	2	3	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0
0	0	0	0	0	0	7	0	7	1	0	1	2	0	2	0	0	0	2	0	2	2	0	2
0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0
0	0	0	1	0	1	5	0	5	3	0	3	1	0	1	1	0	1	3	0	3	1	0	1
0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
0	0	0	0	0	0	3	0	3	5	0	5	1	0	1	1	0	1	2	0	2	1	0	1
0	0	0	1	0	1	4	0	4	0	0	0	0	0	0	0	0	1	0	1	1	1	0	1
0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	1	0	1	3	0	3
2	0	2	1	0	1	7	0	7	7	0	7	2	0	2	0	0	0	0	0	0	5	0	5
1	0	1	0	0	0	0	1	0	1	0	1	0	1	1	3	0	3	1	1	2	4	0	4
0	0	0	1	0	1	2	0	2	4	0	4	0	0	0	2	0	2	0	0	0	1	0	1
0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	5	0	5	3	0	3	0	0	0	1	0	1	0	0	0	1	0	1
0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	4	0	4	6	0	6	0	0	0	2	0	2	2	0	2	1	0	1
0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	2	0	2	3	1	4	
0	0	0	0	0	0	3	0	3	2	0	2	0	0	0	0	0	2	0	2	1	0	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
1	0	1	0	0	0	4	0	4	11	0	11	0	0	0	0	0	1	0	1	0	0	0	0
0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2	0	2	0	0	0	6	1	6	1	0	1	0	0	2	0	2	0	0	0	0
0	0	0	0	1	1	1	0	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	3	0	3	2	0	2	1	2	3	0	0	0	0	0	0	0	0	0	3	0	3
0	0	0	0	0	0	5	0	5	0	1	1	0	0	0	1	1	0	0	0	1	0	1	1
0	0	0	0	0	0	2	0	2	3	0	3	0	0	0	1	0	1	5	1	6	6	0	6
1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	2	0	1	1
0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0
0	0	0	0	0	0	2	0	2	1	0	1	1	0	1	1	0	1	1	0	1	0	0	0
8	1	9	13	1	14	121	2	123	88	6	94	11	1	12	14	1	15	50	3	53	43	3	46

FIGURE C9: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ENTRANCE TMC RESULTS – SATURDAY 17 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : A. Chadstone Rd / Treyvaud Park entrance / Access

Day/Date : Sat, 17th June 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



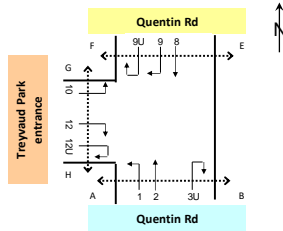
Approach	Chadstone Rd					Treyvaud Park entrance					Chadstone Rd					Access					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
11:00 to 12:00	460	2	1	4	467	9	0	0	0	9	627	2	2	1	632	1	0	0	0	1	1,109
14:00 to 15:00	601	3	1	1	606	5	0	0	0	5	648	2	1	2	653	1	0	0	0	1	1,265

Approach	Chadstone Rd					Treyvaud Park entrance					Chadstone Rd					Access					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
7:00 to 8:00	99	1	0	0	100	3	0	0	0	3	79	3	0	3	85	0	0	0	0	0	188
7:15 to 8:15	111	1	0	0	112	3	0	0	0	3	108	2	0	1	111	0	0	0	0	0	226
7:30 to 8:30	148	2	1	0	151	4	0	0	0	4	141	1	0	2	144	0	0	0	0	0	299
7:45 to 8:45	183	2	1	1	187	3	0	0	0	3	195	0	1	2	198	0	0	0	0	0	388
8:00 to 9:00	207	1	1	1	210	4	0	0	0	4	267	1	1	2	271	1	0	0	0	1	486
8:15 to 9:15	244	2	2	1	249	6	0	0	0	6	320	1	1	1	323	2	0	0	0	2	580
8:30 to 9:30	248	1	1	1	251	9	0	0	0	9	372	3	2	0	377	3	0	0	0	3	640
8:45 to 9:45	261	2	1	0	264	10	0	0	0	10	429	3	2	0	434	4	0	0	0	4	712
9:00 to 10:00	284	2	1	1	288	9	0	0	0	9	477	3	2	0	482	3	0	0	0	3	782
9:15 to 10:15	290	3	0	2	295	18	0	0	0	18	527	3	3	1	534	3	0	0	0	3	850
9:30 to 10:30	319	4	1	2	326	29	0	0	0	29	545	1	2	1	549	2	0	0	0	2	906
9:45 to 10:45	342	3	1	2	348	34	0	0	0	34	562	2	1	11	576	1	0	0	0	1	959
10:00 to 11:00	378	4	1	1	384	44	0	0	0	44	557	2	2	12	573	3	0	0	0	3	1,004
10:15 to 11:15	412	2	2	2	418	35	0	0	0	35	567	2	2	11	582	2	0	0	0	2	1,037
10:30 to 11:30	446	2	1	4	453	21	0	0	0	21	585	2	2	11	600	3	0	0	0	3	1,077
10:45 to 11:45	473	3	1	4	481	16	0	0	0	16	600	3	2	1	606	3	0	0	0	3	1,106
11:00 to 12:00	460	2	1	4	467	9	0	0	0	9	627	2	2	1	632	1	0	0	0	1	1,109
11:15 to 12:15	502	2	1	2	507	12	0	0	0	12	644	2	1	1	648	2	0	0	0	2	1,169
11:30 to 12:30	500	2	1	0	503	15	0	0	0	15	669	2	2	1	674	1	0	0	0	1	1,193
11:45 to 12:45	510	1	1	1	513	14	0	0	0	14	683	2	2	2	689	1	0	0	0	1	1,217
12:00 to 13:00	543	2	1	1	547	11	0	0	0	11	679	2	1	1	683	1	0	0	0	1	1,242
12:15 to 13:15	534	2	0	1	537	11	0	0	0	11	652	4	3	1	660	0	0	0	0	0	1,208
12:30 to 13:30	548	2	1	1	552	9	0	0	0	9	661	6	2	1	670	0	0	0	0	0	1,231
12:45 to 13:45	551	2	1	0	554	11	0	0	0	11	636	4	2	0	642	0	0	0	0	0	1,207
13:00 to 14:00	555	1	1	1	558	12	0	0	0	12	630	4	2	0	636	0	0	0	0	0	1,206
13:15 to 14:15	579	3	2	2	586	9	0	0	0	9	645	2	1	2	650	0	0	0	0	0	1,245
13:30 to 14:30	570	2	1	2	575	8	0	0	0	8	633	1	1	2	637	0	0	0	0	0	1,220
13:45 to 14:45	586	3	1	2	592	5	0	0	0	5	656	1	1	2	660	1	0	0	0	1	1,258
14:00 to 15:00	601	3	1	1	606	5	0	0	0	5	648	2	1	2	653	1	0	0	0	1	1,265
14:15 to 15:15	567	1	0	0	568	9	0	0	0	9	637	2	2	0	641	1	0	0	0	1	1,219
14:30 to 15:30	581	1	1	0	583	9	0	0	0	9	631	1	2	0	634	1	0	0	0	1	1,227
14:45 to 15:45	567	0	1	1	569	10	0	0	0	10	588	1	2	0	591	0	0	0	0	0	1,170
15:00 to 16:00	548	0	1	1	550	10	0	0	0	10	586	0	3	0	589	1	0	0	0	1	1,150
15:15 to 16:15	565	0	2	1	568	10	0	0	0	10	563	1	2	0	566	2	0	0	0	2	1,146
15:30 to 16:30	575	0	1	1	577	17	0	0	0	17	516	1	2	0	519	2	0	0	0	2	1,115
15:45 to 16:45	580	0	1	0	581	21	0	0	0	21	523	2	2	1	528	2	0	0	0	2	1,132
16:00 to 17:00	607	0	1	0	608	23	0	0	0	23	494	2	2	1	499	3	0	0	0	3	1,133
16:15 to 17:15	622	0	1	0	623	22	0	0	0	22	501	1	1	1	504	2	0	0	0	2	1,151
16:30 to 17:30	659	1	1	0	661	23	0	0	0	23	506	1	1	1	509	2	0	0	0	2	1,195
16:45 to 17:45	675	1	1	0	677	21	0	0	0	21	467	0	1	0	468	2	0	0	0	2	1,168
17:00 to 18:00	648	1	1	0	650	23	0	0	0	23	446	0	0	0	446	0	0	0	0	0	1,119
11hr Totals	4,990	17	10	11	4,968	153	0	0	0	153	5,490	21	16	22	5,549	14	0	0	0	14	10,684

FIGURE C10: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK ENTRANCE PEAK HOUR SUMMARY – SATURDAY 17 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : B. Quentin Rd / Treyvaud Park entrance
Day/Date : Sat, 17th June 2017
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data

	Class 1	Class 2	Class 3	Class 4
Classifications	Cars	Trucks	Buses	Cyclists

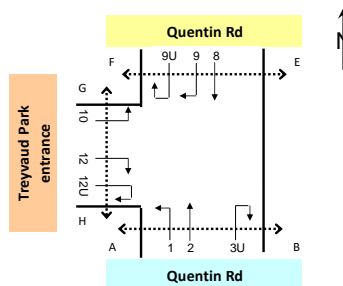


Approach	Quentin Rd															
	Direction	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3U (U Turn)				
		Time Period	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists
7:00 to 7:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:45 to 8:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 to 8:15	1	0	0	0	0	1	3	0	0	0	1	4	0	0	0	0
8:15 to 8:30	4	0	0	0	0	4	3	0	0	0	0	3	0	0	0	0
8:30 to 8:45	3	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0
8:45 to 9:00	3	0	0	0	0	3	4	0	0	0	0	4	0	0	0	0
9:00 to 9:15	4	0	0	0	0	4	2	0	0	0	1	3	0	0	0	0
9:15 to 9:30	1	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0
9:30 to 9:45	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0
10:00 to 10:15	2	0	0	0	0	2	11	0	0	0	0	11	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0
10:30 to 10:45	2	0	0	0	0	2	5	0	0	0	0	5	0	0	0	0
10:45 to 11:00	2	0	0	0	0	2	4	0	0	0	0	4	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0
11:15 to 11:30	1	0	0	0	0	1	5	0	0	0	0	5	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0
11:45 to 12:00	2	0	0	0	0	2	7	0	0	0	0	7	0	0	0	0
12:00 to 12:15	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0
12:15 to 12:30	1	0	0	0	0	1	8	0	0	0	0	8	0	0	0	0
12:30 to 12:45	2	0	0	0	0	2	12	0	0	0	2	14	0	0	0	0
12:45 to 13:00	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0
13:00 to 13:15	1	0	0	0	0	1	8	0	0	0	0	8	0	0	0	0
13:15 to 13:30	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0
13:30 to 13:45	2	0	0	0	0	2	5	0	0	0	0	5	0	0	0	0
13:45 to 14:00	1	0	0	0	0	1	7	0	0	0	0	7	0	0	0	0
14:00 to 14:15	1	0	0	0	0	1	9	0	0	0	0	9	0	0	0	0
14:15 to 14:30	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0
14:30 to 14:45	2	0	0	0	0	2	9	0	0	0	0	9	0	0	0	0
14:45 to 15:00	1	0	0	0	0	1	4	0	0	0	1	5	0	0	0	0
15:00 to 15:15	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0
15:15 to 15:30	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0
15:30 to 15:45	1	0	0	0	0	1	9	0	0	0	0	9	0	0	0	0
15:45 to 16:00	1	0	0	0	0	1	8	0	0	0	0	8	0	0	0	0
16:00 to 16:15	1	0	0	0	0	1	7	0	0	0	0	7	0	0	0	0
16:15 to 16:30	2	0	0	0	0	2	5	0	0	0	0	5	0	0	0	0
16:30 to 16:45	2	0	0	0	0	2	7	0	0	0	0	7	0	0	0	0
16:45 to 17:00	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0
17:00 to 17:15	1	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0
17:15 to 17:30	1	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0
17:30 to 17:45	2	0	0	0	0	2	6	0	0	0	0	6	0	0	0	0
17:45 to 18:00	2	0	0	0	0	2	4	0	0	0	0	4	0	0	0	0
11hr Totals	51	0	0	0	0	51	252	0	0	5	257	0	0	0	0	0

Approach	Quentin Rd															Treyvaud Park entrance														
	Direction	Direction 8 (Through)					Direction 9 (Right Turn)					Direction 9U (U Turn)					Direction 10 (Left Turn)					Direction 12 (Right Turn)					Direction 12U (U Turn)			
Time Period		Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists
7:00 to 7:15	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:15 to 7:30	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 8:45	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:00 to 9:15	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
9:15 to 9:30	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:30 to 9:45	13	0	0	0	13	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:45 to 10:00	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 to 10:15	7	0	0	0	7	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
10:15 to 10:30	9	0	0	0	9	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
10:30 to 10:45	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 to 11:00	10	0	0	0	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 to 11:15	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11:15 to 11:30	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 to 11:45	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 to 12:00	8	0	0	2	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 to 12:15	5	0	0	0	5	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 to 12:30	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 to 12:45	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 to 13:00	12	0	0	0	12	4	0	0	0	4	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
13:00 to 13:15	6	0	0	0	6	3	0	0	0	3	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
13:15 to 13:30	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:30 to 13:45	8	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 to 14:00	8	0	0	0	8	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 to 14:15	3	0	0	2	5	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 to 14:30	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 to 14:45	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
14:45 to 15:00	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0
15:00 to 15:15	13	0	0	0	13	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 to 15:30	12	0	0	0	12	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	6	0	0	0	6	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:45 to 16:00	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 16:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:15 to 16:30	7	0	0	1	8	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	6	0	0	0	6	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45 to 17:00	12	0	0	0	12	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:00 to 17:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 17:30	6	0	0	2	8	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:30 to 17:45	8	0	0	0	8	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	7	0	0	0	7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11hr Totals	287	0	0	8	295	51	0	0	0	51	1	0	0	0	1	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : B. Quentin Rd / Treyvaud Park entrance

Day/Date : Sat, 17th June 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Quentin Rd					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	
Time Period						
10:00 to 11:00	35	0	0	0	35	85
14:30 to 15:30	36	0	0	1	37	94

Approach	Quentin Rd					Treyvaud Park entrance					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
7:00 to 8:00	3	0	0	0	3						3
7:15 to 8:15	6	0	0	1	7						7
7:30 to 8:30	13	0	0	1	14						14
7:45 to 8:45	16	0	0	1	17						17
8:00 to 9:00	22	0	0	1	23						23
8:15 to 9:15	24	0	0	1	25						25
8:30 to 9:30	22	0	0	1	23						23
8:45 to 9:45	21	0	0	1	22						22
9:00 to 10:00	21	0	0	1	22						22
9:15 to 10:15	28	0	0	0	28						28
9:30 to 10:30	32	0	0	0	32						32
9:45 to 10:45	36	0	0	0	36						36
10:00 to 11:00	35	0	0	0	35						35
10:15 to 11:15	28	0	0	0	28						28
10:30 to 11:30	25	0	0	0	25						25
10:45 to 11:45	26	0	0	0	26						26
11:00 to 12:00	29	0	0	0	29						29
11:15 to 12:15	29	0	0	0	29						29
11:30 to 12:30	32	0	0	0	32						32
11:45 to 12:45	38	0	0	2	40						40
12:00 to 13:00	33	0	0	2	35						35
12:15 to 13:15	36	0	0	2	38						38
12:30 to 13:30	30	0	0	2	32						32
12:45 to 13:45	23	0	0	0	23						23
13:00 to 14:00	27	0	0	0	27						27
13:15 to 14:15	28	0	0	0	28						28
13:30 to 14:30	36	0	0	0	36						36
13:45 to 14:45	40	0	0	0	40						40
14:00 to 15:00	37	0	0	1	38						38
14:15 to 15:15	38	0	0	1	39						39
14:30 to 15:30	36	0	0	1	37						37
14:45 to 15:45	35	0	0	1	36						36
15:00 to 16:00	39	0	0	0	39						39
15:15 to 16:15	36	0	0	0	36						36
15:30 to 16:30	34	0	0	0	34						34
15:45 to 16:45	33	0	0	0	33						33
16:00 to 17:00	33	0	0	0	33						33
16:15 to 17:15	30	0	0	0	30						30
16:30 to 17:30	28	0	0	0	28						28
16:45 to 17:45	27	0	0	0	27						27
17:00 to 18:00	24	0	0	0	24						24
11hr Totals	303	0	0	5	308						308

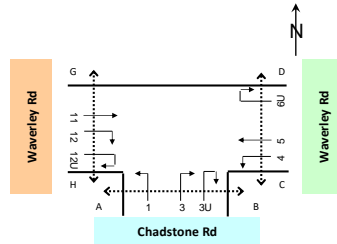
Approach		Quentin Rd					Treyvaud Park entrance					Grand Total
Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total			
10	0	0	0	10	1	0	0	0	1	14		
9	0	0	0	9	2	0	0	0	2	18		
5	0	0	0	5	2	0	0	0	2	21		
8	0	0	0	8	5	0	0	0	5	30		
10	0	0	0	10	7	0	0	0	7	40		
14	0	0	0	14	9	0	0	0	9	48		
19	0	0	0	19	12	0	0	0	12	54		
31	0	0	0	31	10	0	0	0	10	63		
37	0	0	0	37	8	0	0	0	8	67		
41	0	0	0	41	7	0	0	0	7	76		
44	0	0	0	44	8	0	0	0	8	84		
36	0	0	0	36	9	0	0	0	9	81		
38	0	0	0	38	12	0	0	0	12	85		
34	0	0	0	34	10	0	0	0	10	72		
33	0	0	0	33	6	0	0	0	6	64		
35	0	0	0	35	5	0	0	0	5	66		
33	0	0	2	35	2	0	0	0	2	66		
36	0	0	2	38	2	0	0	0	2	69		
41	0	0	2	43	3	0	0	0	3	78		
39	0	0	2	41	2	0	0	0	2	83		
46	0	0	0	46	5	0	0	0	5	86		
46	0	0	0	46	7	0	0	0	7	91		
37	0	0	0	37	10	0	0	0	10	79		
38	0	0	1	39	11	0	0	0	11	73		
32	0	0	1	33	8	0	0	0	8	68		
28	0	0	3	31	5	0	0	0	5	64		
29	0	0	3	32	3	0	0	0	3	71		
31	0	0	2	33	3	0	0	0	3	76		
32	0	0	2	34	6	0	0	0	6	78		
42	0	0	0	42	7	0	0	0	7	88		
49	0	0	0	49	8	0	0	0	8	94		
47	0	0	0	47	10	0	0	0	10	93		
40	0	0	0	40	9	0	0	0	9	88		
29	0	0	0	29	11	0	0	0	11	76		
25	0	0	1	26	13	0	0	0	13	73		
25	0	0	1	26	14	0	0	0	14	73		
34	0	0	1	35	14	0	0	0	14	82		
33	0	0	1	34	12	0	0	0	12	76		
30	0	0	2	32	13	0	0	0	13	73		
32	0	0	2	34	10	0	0	0	10	71		
27	0	0	2	29	8	0	0	0	8	61		
339	0	0	8	347	80	0	0	0	80	735		

FIGURE C12: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK ENTRANCE PEAK HOUR SUMMARY – SATURDAY 17 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : C. Chadstone Rd / Waverley Rd

Day/Date : Sat, 17th June 2017
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data

	Class 1	Class 2	Class 3	Class 4
Classifications	Cars	Trucks	Buses	Cyclists



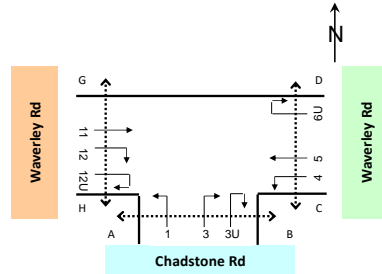
Approach	Chadstone Rd										Waverley Rd																				
	Direction 1 (Left Turn)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6U (U Turn)					
	Time Period	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total
7:00 to 7:15	3	0	0	0	3	15	0	0	0	15	0	0	0	0	0	4	0	0	2	6	55	0	0	0	0	55	0	0	0	0	0
7:15 to 7:30	5	0	0	0	5	10	0	0	0	10	17	2	0	0	19	53	1	0	4	58	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45	4	0	0	0	4	19	0	0	0	19	16	2	0	0	18	83	1	0	2	86	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00	5	0	0	0	5	17	0	0	0	17	19	1	0	0	20	62	1	0	2	65	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15	6	0	0	1	7	20	1	0	0	21	24	0	0	2	26	78	3	0	3	84	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30	16	1	1	0	18	32	0	0	0	32	42	1	0	0	43	102	2	0	0	104	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45	14	1	0	0	15	30	0	0	0	30	54	0	0	0	54	132	0	0	0	132	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00	18	0	0	0	18	32	0	0	0	32	51	1	0	0	52	150	0	0	0	150	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15	14	0	1	0	15	39	0	0	0	39	45	0	0	0	45	112	1	0	0	113	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30	20	0	0	0	20	31	0	0	0	31	53	1	1	0	55	127	1	0	0	128	0	0	0	0	0	0	0	0	0	0	
9:30 to 9:45	22	0	0	0	22	43	1	0	0	44	61	0	1	0	62	187	3	0	0	190	0	0	0	0	0	0	0	0	0	0	
9:45 to 10:00	32	0	0	0	32	43	0	0	1	44	83	0	0	1	84	174	3	0	1	178	0	0	0	0	0	0	0	0	0	0	
10:00 to 10:15	34	0	0	0	34	33	1	0	0	34	72	0	0	0	72	173	1	1	2	177	0	0	0	0	0	0	0	0	0	0	
10:15 to 10:30	41	1	1	0	43	57	0	0	0	57	65	0	0	0	65	215	1	0	1	217	0	0	0	0	0	0	0	0	0	0	
10:30 to 10:45	54	0	0	0	54	51	1	0	0	52	86	2	0	9	97	181	1	0	0	182	0	0	0	0	0	0	0	0	0	0	
10:45 to 11:00	49	0	0	0	49	71	1	0	0	72	73	1	1	0	75	202	0	0	0	202	0	0	0	0	0	0	0	0	0	0	
11:00 to 11:15	58	0	1	0	59	43	0	0	0	43	82	0	0	0	82	226	1	0	2	229	0	0	0	0	0	0	0	0	0	0	
11:15 to 11:30	66	0	0	0	66	64	1	0	0	65	74	1	0	0	75	193	2	0	0	195	0	0	0	0	0	0	0	0	0	0	
11:30 to 11:45	64	0	0	0	64	44	0	0	0	44	94	0	0	0	94	199	2	1	0	202	0	0	0	0	0	0	0	0	0	0	
11:45 to 12:00	53	0	0	0	53	54	0	0	0	54	97	0	1	0	98	219	2	0	0	221	0	0	0	0	0	0	0	0	0	0	
12:00 to 12:15	63	0	1	0	64	68	0	0	0	68	92	0	0	0	92	247	1	0	1	249	0	0	0	0	0	0	0	0	0	0	
12:15 to 12:30	58	0	0	0	58	56	1	0	0	57	79	0	0	1	80	218	2	0	2	222	0	0	0	0	0	0	0	0	0	0	
12:30 to 12:45	51	0	0	0	51	73	0	0	0	73	102	1	0	0	103	248	2	0	0	250	0	0	0	0	0	0	0	0	0	0	
12:45 to 13:00	73	0	0	0	73	61	0	0	0	61	99	0	0	0	99	249	1	0	0	250	0	0	0	0	0	0	0	0	0	0	
13:00 to 13:15	65	0	0	0	65	69	1	0	0	70	77	2	1	0	80	202	0	0	0	202	0	0	0	0	0	0	0	0	0	0	
13:15 to 13:30	56	0	1	0	57	63	1	0	0	64	86	0	0	1	87	222	1	0	0	223	0	0	0	0	0	0	0	0	0	0	
13:30 to 13:45	65	0	0	0	65	68	0	0	0	68	85	0	0	0	85	209	1	0	0	210	0	0	0	0	0	0	0	0	0	0	
13:45 to 14:00	57	0	0	1	58	72	0	0	0	72	95	0	0	0	95	200	1	0	0	201	0	0	0	0	0	0	0	0	0	0	
14:00 to 14:15	72	1	0	0	73	83	1	0	0	84	81	0	0	1	82	194	1	0	0	195	0	0	0	0	0	0	0	0	0	0	
14:15 to 14:30	58	0	1	0	59	59	0	0	0	59	109	1	0	0	110	198	1	0	0	199	0	0	0	0	0	0	0	0	0	0	
14:30 to 14:45	81	0	0	0	81	66	1	0	0	67	92	0	0	0	92	175	1	0	0	176	0	0	0	0	0	0	0	0	0	0	
14:45 to 15:00	56	0	0	0	56	87	0	0	0	87	83	0	0	0	83	201	1	0	0	202	0	0	0	0	0	0	0	0	0	0	
15:00 to 15:15	50	0	0	0	50	70	0	0	0	70	78	0	0	0	78	190	0	0	0	190	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30	64	0	1	0	65	81	0	0	0	81	79	0	0	0	79	174	1	0	2	177	0	0	0	0	0	0	0	0	0	0	
15:30 to 15:45	66	0	0	0	66	72	0	0	0	72	61	0	0	0	61	181	1	0	0	182	0	0	0	0	0	0	0	0	0	0	
15:45 to 16:00	54	0	0	0	54	79	0	0	0	79	77	0	1	0	78	182	0	0	1	183	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15	64	0	0	0	64	87	0	0	0	87	65	1	0	0	66	173	1	0	0	174	0	0	0	0	0	0	0	0	0	0	
16:15 to 16:30	70	0	0	0	70	73	0	0	0	73	56	0	0	0	56	248	0	0	0	248	0	0	0	0	0	0	0	0	0	0	
16:30 to 16:45	72	0	0	0	72	76	0	0	0	76	76	1	0	1	78	172	0	0	0	172	0	0	0	0	0	0	0	0	0	0	
16:45 to 17:00	70	0	0	1	71	75	0	0	0	75	67	0	0	0	67	212	0	0	1	213	0	0	0	0	0	0	0	0	0	0	
17:00 to 17:15	76	0	0	0	76	74	0	0	0	74	77	0	0	0	77	216	0	0	0	216	0	0	0	0	0	0	0	0	0	0	
17:15 to 17:30	85	0	1	0	86	105	1	0	0	106	63	0	0	0	63	204	0	0	0	204	0	0	0	0	0	0	0	0	0	0	
17:30 to 17:45	76	0	1	0	77	91	0	0	0	91	60	0	0	0	60	192	0	0	0	192	0	0	0	0	0	0	0	0	0	0	
17:45 to 18:00	66	0	0	0	66	68	0	0	0	68	56	0	0	0	56	222	0	0	0	222	0	0	0	0	0	0	0	0	0	0	
11hr Totals	2,146	4	10	3	2,163	2,524	12	0	1	2,537	3,007	18	6	18	3,049	7,852	42	2	24	7,920	0	0	0	0	0	0	0	0	0	0	

Approach	Direction	Time Period	Waverley Rd														
			Direction 11 (Through)					Direction 12 (Right Turn)					Direction 12U (U Turn)				
			Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total
7:00 to 7:15			0	0	0	1	51	5	1	0	1	7	0	0	0	0	0
7:15 to 7:30			1	0	0	1	61	5	0	0	0	5	0	0	0	0	0
7:30 to 7:45			1	0	0	0	108	2	0	0	0	2	0	0	0	0	0
7:45 to 8:00			0	0	0	0	120	11	0	0	0	11	0	0	0	0	0
8:00 to 8:15			2	0	0	0	96	10	0	0	0	10	0	0	0	0	0
8:15 to 8:30			2	0	0	0	160	12	0	0	0	12	0	0	0	0	0
8:30 to 8:45			2	0	0	0	158	20	0	1	0	21	0	0	0	0	0
8:45 to 9:00			0	0	0	1	167	40	0	0	0	40	0	0	0	0	0
9:00 to 9:15			1	1	0	0	147	41	1	0	0	42	0	0	0	0	0
9:15 to 9:30			1	0	0	1	185	47	0	0	0	47	0	0	0	0	0
9:30 to 9:45			3	0	0	3	178	61	0	0	0	61	1	0	0	0	1
9:45 to 10:00			1	0	0	2	184	47	0	0	0	47	0	0	0	0	0
10:00 to 10:15			0	0	0	0	209	65	0	1	0	66	0	0	0	0	0
10:15 to 10:30			2	0	0	3	201	58	0	0	0	58	0	0	0	0	0
10:30 to 10:45			1	0	0	2	228	59	0	0	0	59	0	0	0	0	0
10:45 to 11:00			4	0	0	1	208	68	0	0	1	69	0	0	0	0	0
11:00 to 11:15			1	0	0	0	196	59	0	1	0	60	0	0	0	0	0
11:15 to 11:30			0	0	0	0	230	65	0	0	0	65	0	0	0	0	0
11:30 to 11:45			1	0	0	0	231	64	1	0	0	65	0	0	0	0	0
11:45 to 12:00			3	0	0	1	222	74	0	0	0	74	0	0	0	0	0
12:00 to 12:15			1	1	0	0	241	57	0	0	0	57	0	0	0	0	0
12:15 to 12:30			2	1	0	3	234	74	0	1	0	75	0	0	0	0	0
12:30 to 12:45			2	0	0	1	251	70	1	0	0	71	0	0	0	0	0
12:45 to 13:00			1	0	0	1	246	56	0	0	0	56	0	0	0	0	0
13:00 to 13:15			3	0	0	1	256	59	0	1	0	60	0	0	0	0	0
13:15 to 13:30			1	0	0	0	206	75	0	0	0	75	0	0	0	0	0
13:30 to 13:45			0	0	0	1	255	64	0	0	0	64	0	0	0	0	0
13:45 to 14:00			0	1	0	0	280	62	0	0	0	62	0	0	0	0	0
14:00 to 14:15			2	1	0	2	263	64	0	1	2	67	0	0	0	0	0
14:15 to 14:30			1	0	0	0	238	49	0	0	0	49	0	0	0	0	0
14:30 to 14:45			1	0	0	0	226	63	0	0	0	63	0	0	0	0	0
14:45 to 15:00			0	0	0	0	275	59	1	0	0	60	0	0	0	0	0
15:00 to 15:15			2	0	0	0	266	59	0	2	0	61	0	0	0	0	0
15:15 to 15:30			4	0	0	0	243	77	0	0	0	77	0	0	0	0	0
15:30 to 15:45			1	0	0	0	253	55	0	0	0	55	0	0	0	0	0
15:45 to 16:00			1	0	0	0	235	58	0	0	0	58	0	0	0	0	0
16:00 to 16:15			2	1	0	0	225	56	0	1	0	57	0	0	0	0	0
16:15 to 16:30			1	0	0	0	211	55	0	0	0	55	0	0	0	0	0
16:30 to 16:45			0	0	0	0	220	39	0	0	0	39	0	0	0	0	0
16:45 to 17:00			2	0	0	1	241	49	0	1	0	50	0	0	0	0	0
17:00 to 17:15			0	0	0	0	293	42	0	0	0	42	0	0	0	0	0
17:15 to 17:30			1	0	0	0	216	53	0	0	0	53	0	0	0	0	0
17:30 to 17:45			1	0	0	0	229	36	0	0	0	36	0	0	0	0	0
17:45 to 18:00			1	0	0	0	209	42	0	0	0	42	0	0	0	0	0
11hr Totals			9,064	56	6	26	9,152	2,186	5	10	4	2,205	1	0	0	0	1

Crossing Pedestrians																	
A			B			C			D			G			H		
Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	2	0	2	0	0	0	0	0	0	0	0	0	1	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1
4	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	1	4	5	0	0	0	0	0	0	0	0	0	2	0	2
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3
0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	1
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
2	1	3	2	2	4	0	0	0	0	0	0	0	0	0	2	1	3
0	3	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
3	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
5	1	6	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	3	2	0	2	0	0	0	0	0	0	0	0	0	3	0	3
0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0
0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	2
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	11	46	18	13	31	1	0	1	0	0	0	25	6	31	29	13	42

FIGURE C13: CHADSTONE RD / WAVERLEY RD TMC RESULTS – SATURDAY 17 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : C. Chadstone Rd / Waverley Rd
Day/Date : Sat, 17th June 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Chadstone Rd					Waverley Rd					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
11:00 to 12:00	446	1	1	0	448	1,184	8	2	2	1,196	2,787
12:00 to 13:00	503	1	1	0	505	1,334	7	0	4	1,345	3,081

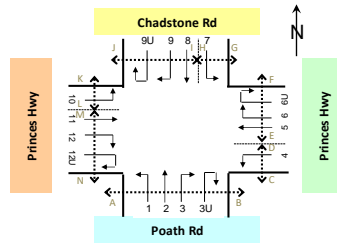
Approach	Chadstone Rd					Waverley Rd					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
7:00 to 8:00	78	0	0	0	78	309	8	0	10	327	770
7:15 to 8:15	86	1	0	1	88	352	11	0	13	376	877
7:30 to 8:30	119	2	1	1	123	426	11	0	9	446	1,088
7:45 to 8:45	140	3	1	1	145	513	8	0	7	528	1,261
8:00 to 9:00	168	3	1	1	173	633	7	0	5	645	1,482
8:15 to 9:15	195	2	2	0	199	688	5	0	0	693	1,639
8:30 to 9:30	198	1	1	0	200	724	4	1	0	729	1,736
8:45 to 9:45	219	1	1	0	221	786	7	2	0	795	1,884
9:00 to 10:00	244	1	1	1	247	842	9	2	2	855	1,994
9:15 to 10:15	258	2	0	1	261	930	9	3	4	946	2,185
9:30 to 10:30	305	3	1	1	310	1,030	8	2	5	1,045	2,360
9:45 to 10:45	345	3	1	1	350	1,049	8	1	14	1,072	2,474
10:00 to 11:00	390	4	1	0	395	1,067	6	2	12	1,087	2,580
10:15 to 11:15	424	3	2	0	429	1,130	6	1	12	1,149	2,657
10:30 to 11:30	456	3	1	0	460	1,117	8	1	11	1,137	2,712
10:45 to 11:45	459	2	1	0	462	1,143	7	2	2	1,154	2,740
11:00 to 12:00	446	1	1	0	448	1,184	8	2	2	1,196	2,787
11:15 to 12:15	476	1	1	0	478	1,215	8	2	1	1,226	2,889
11:30 to 12:30	460	1	1	0	462	1,245	7	2	4	1,258	2,919
11:45 to 12:45	476	1	1	0	478	1,302	8	1	4	1,315	3,018
12:00 to 13:00	503	1	1	0	505	1,334	7	0	4	1,345	3,081
12:15 to 13:15	506	2	0	0	508	1,274	8	1	3	1,286	3,043
12:30 to 13:30	511	2	1	0	514	1,285	7	1	1	1,294	3,029
12:45 to 13:45	520	2	1	0	523	1,229	5	1	1	1,236	2,977
13:00 to 14:00	515	2	1	1	519	1,176	5	1	1	1,183	2,960
13:15 to 14:15	536	3	1	1	541	1,172	4	0	2	1,178	2,991
13:30 to 14:30	534	2	1	1	538	1,171	5	0	2	1,177	2,993
13:45 to 14:45	548	3	1	1	553	1,144	5	0	1	1,150	2,951
14:00 to 15:00	562	3	1	0	566	1,133	5	0	1	1,139	2,946
14:15 to 15:15	527	1	1	0	529	1,126	4	0	0	1,130	2,897
14:30 to 15:30	555	1	1	0	557	1,072	3	0	2	1,077	2,905
14:45 to 15:45	546	0	1	0	547	1,047	3	0	2	1,052	2,889
15:00 to 16:00	536	0	1	0	537	1,022	2	1	3	1,028	2,813
15:15 to 16:15	567	0	1	0	568	992	4	1	3	1,000	2,771
15:30 to 16:30	565	0	0	0	565	1,043	3	1	1	1,048	2,762
15:45 to 16:45	575	0	0	0	575	1,049	3	1	2	1,055	2,730
16:00 to 17:00	587	0	0	1	588	1,069	3	0	2	1,074	2,760
16:15 to 17:15	586	0	0	1	587	1,124	1	0	2	1,127	2,865
16:30 to 17:30	633	1	1	1	636	1,087	1	0	2	1,090	2,880
16:45 to 17:45	652	1	2	1	656	1,091	0	0	1	1,092	2,908
17:00 to 18:00	641	1	2	0	644	1,090	0	0	0	1,090	2,854
11hr Totals	4,670	16	10	4	4,700	10,859	60	8	42	10,969	27,027

FIGURE C14: CHADSTONE RD / WAVERLEY RD PEAK HOUR SUMMARY – SATURDAY 17 JUNE 2017

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : D. Chadstone Rd / Princes Hwy(Dandenong Rd) / Poath Rd

Day/Date : Sat, 17th June 2017
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data

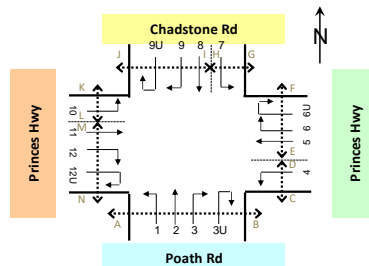
	Class 1	Class 2	Class 3	Class 4
Classifications	Cars	Trucks	Buses	Cyclists



Approach	Poath Rd																				Princes Hwy																								
	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6 (Right Turn)					Direction 6U (U Turn)									
Time Period	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total
7:00 to 7:15	3	0	0	0	3	11	0	0	0	11	10	2	0	0	12	0	0	0	0	0	3	0	0	0	3	225	3	7	1	236	4	0	0	0	4	0	0	0	0	0					
7:15 to 7:30	2	0	0	0	2	9	0	0	0	9	7	0	0	3	10	0	0	0	0	0	5	0	0	0	5	262	6	4	0	272	12	0	0	0	12	0	0	0	0	0					
7:30 to 7:45	11	0	0	0	11	20	0	0	0	20	11	0	0	0	11	0	0	0	0	0	2	1	0	0	3	226	11	5	0	242	2	1	0	0	3	0	0	0	0	0					
7:45 to 8:00	8	0	0	0	8	25	0	0	0	25	25	1	0	0	26	0	0	0	0	0	9	0	1	0	10	290	11	4	0	305	8	0	0	0	8	0	0	0	0	0					
8:00 to 8:15	13	0	0	0	13	22	0	0	0	22	22	0	2	0	24	0	0	0	0	0	5	1	0	0	6	251	11	4	0	266	3	0	0	0	3	0	0	0	0	0					
8:15 to 8:30	21	0	0	0	21	33	0	0	1	34	24	1	1	0	26	0	0	0	0	0	8	0	1	0	9	278	13	2	0	293	17	1	1	0	19	0	0	0	0	0					
8:30 to 8:45	20	0	0	0	20	33	0	0	0	33	43	0	0	0	43	0	0	0	0	0	2	0	0	0	2	301	5	5	0	311	20	0	0	0	20	1	0	0	0	1					
8:45 to 9:00	14	1	0	0	15	56	0	0	0	56	59	0	1	0	60	0	0	0	0	0	11	1	2	0	14	366	12	6	0	384	17	0	0	0	17	0	0	0	0	0					
9:00 to 9:15	13	0	0	0	13	52	1	0	1	54	38	0	1	0	39	0	0	0	0	0	8	0	0	0	8	326	16	4	0	346	17	0	1	0	18	0	0	0	0	0					
9:15 to 9:30	21	0	0	0	21	53	0	0	0	53	49	1	1	0	51	0	0	0	0	0	14	0	1	1	16	382	11	3	0	396	17	0	0	0	17	0	0	0	0	0					
9:30 to 9:45	21	1	0	0	22	65	0	0	0	65	54	0	0	0	54	0	0	0	0	0	15	0	0	0	15	384	11	5	0	400	20	0	0	0	20	0	0	0	0	0					
9:45 to 10:00	11	1	0	0	12	79	0	0	1	80	57	1	1	0	59	0	0	0	0	0	18	0	2	0	20	353	5	5	0	363	24	0	0	0	24	0	0	0	0	0					
10:00 to 10:15	17	0	0	0	17	54	2	0	0	56	61	1	1	1	64	0	0	0	0	0	31	0	0	0	31	401	5	10	0	416	18	0	0	0	18	3	0	0	0	3					
10:15 to 10:30	23	0	0	0	23	53	0	0	0	53	52	1	1	0	54	0	0	0	0	0	23	0	1	0	24	403	7	7	0	417	22	0	1	0	23	2	0	0	0	2					
10:30 to 10:45	21	0	0	0	21	72	0	0	0	72	54	1	0	0	55	0	0	0	0	0	27	0	0	0	27	374	15	8	0	397	16	0	0	1	17	2	0	0	0	2					
10:45 to 11:00	13	0	0	0	13	51	0	0	0	51	50	2	0	0	52	0	0	0	0	0	25	2	2	0	29	450	6	5	0	461	21	0	0	0	21	1	0	0	0	1					
11:00 to 11:15	16	0	0	0	16	66	0	0	2	68	52	1	0	0	53	0	0	0	0	0	24	0	1	0	25	381	9	9	0	399	19	0	1	0	20	1	0	0	0	1					
11:15 to 11:30	17	0	0	0	17	55	1	0	0	56	59	0	1	1	61	0	0	0	0	0	35	2	0	0	37	464	10	5	0	479	24	0	0	2	26	0	0	0	0	0					
11:30 to 11:45	12	0	0	0	12	64	0	0	0	64	49	2	1	0	52	0	0	0	0	0	31	0	0	0	31	439	6	5	0	450	21	0	0	0	21	0	0	0	0	0					
11:45 to 12:00	16	0	0	0	16	63	0	0	0	63	64	1	1	0	66	0	0	0	0	0	42	0	3	0	45	468	5	6	0	479	13	0	0	0	13	0	0	0	0	0					
12:00 to 12:15	18	2	1	0	21	65	0	0	0	65	72	2	0	0	74	0	0	0	0	0	21	0	0	0	21	457	6	8	0	471	37	0	1	0	38	1	0	0	0	1					
12:15 to 12:30	20	0	0	0	20	79	0	1	0	80	60	0	1	0	61	0	0	0	0	0	30	0	1	0	31	503	4	6	0	513	24	1	0	0	25	0	0	0	0	0					
12:30 to 12:45	26	0	0	0	26	63	0	0	1	64	57	1	0	0	58	0	0	0	0	0	35	0	0	0	35	541	6	7	0	554	33	0	0	0	33	0	0	0	0	0					
12:45 to 13:00	19	0	0	0	19	61	1	0	0	62	57	0	0	1	58	0	0	0	0	0	50	1	1	0	52	495	5	5	0	505	21	0	0	0	21	0	0	0	0	0					
13:00 to 13:15	13	0	0	0	13	58	0	0	0	58	49	1	1	0	51	0	0	0	0	0	38	0	2	0	40	517	6	9	0	532	30	0	0	0	30	1	0	0	0	1					
13:15 to 13:30	11	0	0	0	11	60	1	0	0	61	55	5	1	0	61	0	0	0	0	0	34	1	1	0	36	518	3	5	0	526	41	0	1	0	42	0	0	0	0	0					
13:30 to 13:45	13	0	0	0	13	56	0	0	0	56	59	1	1	0	61	0	0	0	0	0	38	0	0	0	38	530	2	6	0	538	23	0	0	0	23	0	0	0	0	0					
13:45 to 14:00	18	1	0	0	19	54	0	0	1	55	53	1	0	0	54	0	0	0	0	0	32	0	2	0	34	499	1	8	0	508	34	0	0	0	34	2	0	0	0	2					
14:00 to 14:15	26	0	0	0	26	58	0	0	0	58	53	1	1	0	55	0	0	0	0	0	27	1	0	0	28	467	2	6	0	475	31	0	1	0	32	1	0	0	0	1					
14:15 to 14:30	20	0	0	0	20	42	0	0	0	42	60	2	1	0	63	0	0	0	0	0	34	1	0	0	35	477	6	7	0	490	35	0	0	0	35	2	0	0	0	2					
14:30 to 14:45	20	0	0	0	20	63	1	0	0	64	64	0	0	0	64	0	0	0	0	0	31	0	1	1	33	436	0	5	0	441	28	0	0	0	28	0	0	0	0	0					
14:45 to 15:00	22	1	0	0	23	57	1	0	0	58	58	1	1	0	60	0	0	0	0	0	50	0	1	0	51	472	4	7	0	483	18	0	0	0	18	4	0	0	0	4					
15:00 to 15:15	18	0	0	0	18	46	0	0	0	46	44	1	0	0	45	0	0	0	0	0	25	0	1	0	26	457	4	7	0	468	21	0	1	0	22	0	0	0	0	0					
15:15 to 15:30	17	0	0	0	17	68	0	0	0	68	59	1	0	0	60	0	0	0	0	0	21	0	0	0	21	397	6	8	0	411	22	0	0	0	22	1	0	0	0	1					
15:30 to 15:45	18	0	0	0	18	41	0	0	0	41	52	1	2	0	55	0	0	0	0	0	43	0	1	0	44	429	6	4	0	439	26	0	0	0	26	0	0	0	0	0					
15:45 to 16:00	14	1	0	0	15	59	0	0	0	59	52	1	0	0	53	0	0	0	0	0	39	0	1	1	41	407	4	7	0	418	24	0	0	0	24	2	0	0	0	2					
16:00 to 16:15	19	0	0	0	19	42	0	0	1	43	41	1	1	0	43	0	0	0	0	0	28	0	0	0	28	514	6	6	0	526	34	0	1	0	35	1	0	0	0	1					
16:15 to 16:30	18	0	0	0	18	58	0	0	0	58	47	1	1	0	49	1	0	0	0	1	36	0	1	0	37	438	2	6	1	447	16	0	0	0	16	1	0	0	0	1					
16:30 to 16:45	23	0	0	0	23	45	0	0	0	45	42	1	0	0	43	0	0	0	0	0	45	0	0	0	45	510	3	5	1	519	17	0	0	0	17	2	0	0	0	2					
16:45 to 17:00	16	0	0	0	16	65	0	0	0	65	44	1	1	0	46	0	0	0	0	0	34	0	1	0	35	484	2	10	0	496	24	1	0	0	25	1	0	0	0	1					
17:00 to 17:15	17	0	0	0	17	44	0	0	0	44	37	1	0	0	38	0	0	0	0	0	56	0	1	0	57	474	2	8	0	484	27	0	1	0	28	0	0	0	0	0					
17:15 to 17:30	17	0	0	0	17	34	1	0	0	35	34	0	1	0	35	0	0	0	0	0	50	0	0	0	50	488	3	3	0	494	26	0	0	0	26	0	0	0	0	0					
17:30 to 17:45	22	0	0	0	22	43	0	0	0	43	43	1	1	0	45	0	0	0	0	0	36	1	0	0	37	505	2	8	0	515	32	0	0	0	32	0	0	0	0	0					

Approach	Chadstone Rd																				Princes Hwy																			
	Direction 7 (Left Turn)					Direction 8 (Through)					Direction 9 (Right Turn)					Direction 9U (U Turn)					Direction 10 (Left Turn)					Direction 11 (Through)					Direction 12 (Right Turn)					Direction 12U (U Turn)				
Time Period	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total
7:00 to 7:15	7	2	0	0	9	3	1	0	0	3	7	6	0	0	6	0	0	0	0	0	7	0	0	0	7	133	6	0	0	139	9	0	0	0	9	0	0	0	0	0
7:15 to 7:30	12	0	0	0	12	7	1	0	0	8	10	0	0	0	10	0	0	0	0	0	5	0	0	0	5	154	7	5	0	166	4	1	0	0	5	0	0	0	0	0
7:30 to 7:45	12	1	0	0	13	6	1	0	0	7	14	1	0	0	15	0	0	0	0	0	15	1	0	0	16	219	10	5	1	235	8	0	0	0	8	1	0	0	0	1
7:45 to 8:00	18	1	0	0	19	11	0	0	0	11	10	0	0	0	10	0	0	0	0	0	8	0	0	0	8	224	5	4	0	233	5	0	0	0	5	0	0	0	0	0
8:00 to 8:15	29	0	0	0	29	9	0	0	1	10	14	0	0	0	14	0	0	0	0	0	12	0	0	0	12	225	9	2	0	236	3	0	0	0	3	0	0	0	0	0
8:15 to 8:30	20	0	0	0	20	15	0	0	1	16	12	0	0	0	12	0	0	0	0	0	31	0	0	0	31	293	8	4	0	305	0	0	0	0	0	3	0	0	0	3
8:30 to 8:45	26	0	0	0	26	16	0	0	0	16	15	0	0	0	15	0	0	0	0	0	29	0	0	0	29	294	10	3	0	307	5	0	0	0	5	0	0	0	0	0
8:45 to 9:00	22	1	1	0	24	15	1	0	0	16	18	0	0	0	18	0	0	0	0	0	24	0	0	0	24	384	6	6	0	396	11	0	0	0	11	1	0	0	0	1
9:00 to 9:15	21	0	0	0	21	21	0	0	0	21	20	0	0	0	20	1	0	0	0	1	39	0	0	0	39	325	5	2	0	332	11	0	0	0	11	1	0	0	0	1
9:15 to 9:30	31	1	0	0	32	23	0	0	0	23	23	0	0	0	23	0	0	0	0	0	34	0	0	0	34	402	11	4	0	417	14	0	0	0	14	1	0	0	0	1
9:30 to 9:45	30	0	0	0	30	23	0	0	0	23	30	0	0	0	30	0	0	0	0	0	47	1	0	1	49	467	10	7	0	484	11	0	0	0	11	0	0	0	0	0
9:45 to 10:00	35	0	0	0	35	39	1	0	0	40	33	0	0	0	33	0	0	0	0	0	58	1	0	1	60	440	9	5	0	454	8	0	0	0	8	0	0	0	0	0
10:00 to 10:15	33	0	1	0	34	28	0	0	0	28	31	0	0	0	31	0	0	0	0	0	63	0	0	0	63	498	6	4	0	508	13	0	0	0	13	1	0	0	0	1
10:15 to 10:30	36	1	0	0	37	34	0	0	0	34	39	0	0	0	39	0	0	0	0	0	41	0	0	0	41	492	4	5	0	501	11	0	0	0	11	0	0	0	0	0
10:30 to 10:45	46	0	0	0	46	51	0	0	10	61	33	0	0	0	33	0	0	0	0	0	50	1	0	0	51	568	8	5	0	581	18	0	0	0	18	2	0	0	0	2
10:45 to 11:00	42	2	0	0	44	41	0	0	1	42	35	0	0	0	35	0	0	0	0	0	74	0	0	0	74	512	9	7	2	530	15	1	0	0	16	0	0	0	0	0
11:00 to 11:15	64	0	1	0	65	47	0	0	0	47	56	1	0	0	57	0	0	0	0	0	51	0	0	0	51	509	5	9	2	525	14	0	0	0	14	0	0	0	0	0
11:15 to 11:30	50	0	0	0	50	43	0	0	0	43	37	0	0	0	37	0	0	0	0	0	68	0	0	0	68	569	8	5	0	582	14	0	0	0	14	4	0	0	0	4
11:30 to 11:45	65	1	0	0	66	59	0	0	0	59	43	1	0	0	44	0	0	0	0	0	54	1	0	0	55	511	11	8	0	530	18	1	0	0	19	1	0	0	0	1
11:45 to 12:00	57	0	0	0	57	53	1	0	0	54	57	0	0	0	57	0	0	0	0	0	62	1	0	0	63	598	5	8	0	611	17	0	0	0	17	1	0	0	0	1
12:00 to 12:15	51	0	0	0	51	62	0	0	0	62	60	1	0	0	61	0	0	0	0	0	71	0	0	0	71	514	9	5	0	528	14	0	0	0	14	1	0	0	0	1
12:15 to 12:30	57	0	1	0	58	71	0	0	0	71	55	0	0	0	55	0	0	0	0	0	60	0	0	0	60	530	14	7	0	551	15	1	0	0	16	1	0	0	0	1
12:30 to 12:45	58	1	0	0	59	86	1	0	1	88	43	0	0	0	43	0	0	0	0	0	76	0	0	0	76	518	7	9	0	534	11	0	0	0	11	2	0	0	0	2
12:45 to 13:00	66	0	0	0	66	70	0	0	0	70	75	0	0	0	75	0	0	0	0	0	64	0	0	0	64	580	4	4	0	588	14	1	0	0	15	2	0	0	0	2
13:00 to 13:15	55	1	1	0	57	60	0	0	0	60	58	0	0	0	58	0	0	0	0	0	72	0	0	0	72	549	7	10	0	566	15	0	0	0	15	0	0	0	0	0
13:15 to 13:30	63	2	0	0	65	74	1	0	0	75	68	0	0	0	68	0	0	0	0	0	64	0	0	0	64	509	8	4	1	522	10	0	0	0	10	2	0	0	0	2
13:30 to 13:45	46	1	0	0	47	71	0	0	0	71	64	0	0	0	64	0	0	0	0	0	60	0	0	0	60	558	12	8	0	578	13	0	0	0	13	0	0	0	0	0
13:45 to 14:00	60	0	0	0	60	77	0	0	1	78	58	0	0	0	58	0	0	0	0	0	79	2	0	0	81	569	15	6	0	590	9	0	0	0	9	1	0	0	0	1
14:00 to 14:15	74	0	1	0	75	77	0	0	2	79	61	0	0	0	61	0	0	0	0	0	62	0	0	0	62	506	17	13	1	537	11	0	0	0	11	1	0	0	0	1
14:15 to 14:30	60	0	0	0	60	72	1	0	0	73	59	0	0	0	59	0	0	0	0	0	62	0	0	0	62	546	11	6	0	563	17	0	0	0	17	1	0	0	0	1
14:30 to 14:45	74	0	0	0	74	89	0	0	0	89	69	0	0	0	69	0	0	0	0	0	46	0	0	0	46	495	8	7	0	510	8	0	0	0	8	0	0	0	0	0
14:45 to 15:00	60	0	0	0	60	75	1	0	0	76	65	0	0	0	65	0	0	0	0	0	55	0	0	0	55	582	8	5	0	595	21	0	0	0	21	0	0	0	0	0
15:00 to 15:15	74	0	1	0	75	65	0	0	0	65	61	0	0	0	61	0	0	0	0	0	61	0	0	1	62	538	6	9	0	553	5	1	0	0	6	0	0	0	0	0
15:15 to 15:30	82	0	0	0	82	84	0	0	0	84	72	0	0	0	72	0	0	0	0	0	42	0	0	0	42	503	4	8	0	515	16	0	0	0	16	0	0	0	0	0
15:30 to 15:45	76	0	0	0	76	72	0	0	0	72	65	0	0	0	65	0	0	0	0	0	62	0	0	0	62	634	8	6	0	648	13	0	0	0	13	0	0	0	0	0
15:45 to 16:00	75	0	0	0	75	79	0	0	0	79	70	0	0	0	70	0	0	0	0	0	52	0	0	0	52	542	7	6	0	555	7	0	0	0	7	0	0	0	0	0
16:00 to 16:15	60	0	1	0	61	83	1	0	0	84	58	0	0	0	58	0	0	0	0	0	57	0	0	0	57	582	5	10	1	598	10	0	0	0	10	1	0	0	0	1
16:15 to 16:30	54	0	0	0	54	83	0	0	0	83	70	0	0	0	70	0	0	0	0	0	49	0	0	0	49	536	3	5	0	544	20	0	0	0	20	2	0	0	0	2
16:30 to 16:45	53	0	0	0	53	92	0	0	1	93	71	0	0	0	71	0	0	0	0	0	50	0	0	0	50	600	1	7	1	609	13	0	0	0	13	1	0	0	0	1
16:45 to 17:00	65	1	1	0	67	80	0	0	0	80	71	0	0	0	71	0	0	0	0	0	53	0	0	0	53	504	1	5	1	511	15	0	0	0	15	0	0	0	0	0
17:00 to 17:15	60	0	0	0	60	115	0	0	0	115	72	0	0	0	72	0	0	0	0	0	49	0	0	0	49	513	2	8	0	523	21	0	0	0	21	0	0	0	0	0
17:15 to 17:30	72	0	0	0	72	81	0	0	0	81	77	0	0	0	77	0	0	0	0	0	45	0	0	0	45	501	8	7	0	516	20	1	0	0	21	0	0	0	0	0
17:30 to 17:45	42	0	0	0	42	84	0	0	0	84	64	0	0	0	64	0	0	0	0	0	34	0	0	0	34	531	3	7	0	541	24	1	0	0	25	4	0	0	0	4
17:45 to 18:00	58	0</																																						

Job No. : V1073
Client : O'Brien Traffic
Suburb : Chadstone & Oakleigh South
Location : D. Chadstone Rd / Princes Hwy(Dandenong Rd) / Poath Rd
Day/Date : Sat, 17th June 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



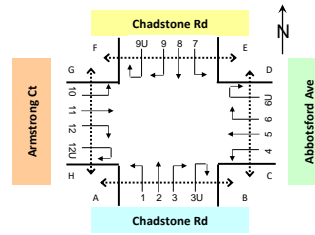
Approach	Poath Rd					Princes Hwy					Chadstone Rd					Princes Hwy					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
Time Period																					
11:00 to 12:00	533	5	3	3	544	1,962	32	30	2	2,026	631	4	1	0	636	2,491	32	30	2	2,555	5,761
12:30 to 13:30	529	9	2	2	542	2,354	22	31	0	2,407	776	6	1	1	784	2,488	27	27	1	2,543	6,276

Approach	Poath Rd					Princes Hwy					Chadstone Rd					Princes Hwy					Grand Total
	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	Cars	Trucks	Buses	Cyclists	Total	
7:00 to 8:00	142	3	0	3	148	1,048	33	21	1	1,103	116	8	0	3	127	792	30	14	1	837	2,215
7:15 to 8:15	175	1	2	3	181	1,075	42	18	0	1,135	152	5	0	1	158	883	33	16	1	933	2,407
7:30 to 8:30	235	2	3	1	241	1,099	50	18	0	1,167	170	4	0	2	176	1,047	33	15	1	1,096	2,680
7:45 to 8:45	289	2	3	1	295	1,193	42	18	0	1,253	195	1	0	2	198	1,132	32	13	0	1,177	2,923
8:00 to 9:00	360	2	4	1	367	1,280	44	21	0	1,345	211	2	1	2	216	1,315	33	15	0	1,363	3,291
8:15 to 9:15	406	3	3	2	414	1,372	48	22	0	1,442	222	2	1	1	226	1,451	29	15	0	1,495	3,577
8:30 to 9:30	451	3	3	1	458	1,482	45	22	1	1,550	252	3	1	0	256	1,575	32	15	0	1,622	3,886
8:45 to 9:45	495	4	3	1	503	1,577	51	22	1	1,651	278	3	1	0	282	1,772	33	19	1	1,825	4,261
9:00 to 10:00	513	5	3	2	523	1,578	43	21	1	1,643	330	2	0	0	332	1,858	37	18	2	1,915	4,413
9:15 to 10:15	542	7	3	2	554	1,680	32	26	1	1,739	359	2	1	0	362	2,057	38	20	2	2,117	4,772
9:30 to 10:30	547	7	3	2	559	1,717	28	31	0	1,776	391	2	1	0	394	2,150	31	21	2	2,204	4,933
9:45 to 10:45	554	7	3	2	566	1,717	32	34	1	1,784	438	2	1	10	451	2,263	29	19	1	2,312	5,113
10:00 to 11:00	521	7	2	1	531	1,819	35	34	1	1,889	449	3	1	11	464	2,358	29	21	2	2,410	5,294
10:15 to 11:15	523	5	1	2	531	1,791	39	35	1	1,866	524	4	1	11	540	2,357	28	26	4	2,415	5,352
10:30 to 11:30	526	5	1	3	535	1,864	44	31	3	1,942	545	3	1	11	560	2,468	32	26	4	2,530	5,567
10:45 to 11:45	504	6	2	3	515	1,936	35	28	2	2,001	582	5	1	1	589	2,414	36	29	4	2,483	5,588
11:00 to 12:00	533	5	3	3	544	1,962	32	30	2	2,026	631	4	1	0	636	2,491	32	30	2	2,555	5,761
11:15 to 12:15	554	8	4	1	567	2,053	29	28	2	2,112	637	4	0	0	641	2,517	36	26	0	2,579	5,899
11:30 to 12:30	582	7	5	0	594	2,087	22	30	0	2,139	690	4	1	0	695	2,468	43	28	0	2,539	5,967
11:45 to 12:45	603	6	4	1	614	2,205	22	32	0	2,259	710	4	1	1	716	2,491	37	29	0	2,557	6,146
12:00 to 13:00	597	6	3	2	608	2,248	23	29	0	2,300	754	3	1	1	759	2,473	36	25	0	2,534	6,201
12:15 to 13:15	562	3	3	2	570	2,318	23	31	0	2,372	754	3	2	1	760	2,509	34	30	0	2,573	6,276
12:30 to 13:30	529	9	2	2	542	2,354	22	31	0	2,407	776	6	1	1	784	2,488	27	27	1	2,543	6,276
12:45 to 13:45	511	9	3	1	524	2,336	18	30	0	2,384	770	5	1	0	776	2,512	32	26	1	2,571	6,255
13:00 to 14:00	499	10	3	1	513	2,337	13	34	0	2,384	754	5	1	1	761	2,510	44	28	1	2,583	6,241
13:15 to 14:15	516	10	3	1	530	2,277	10	30	0	2,317	793	4	1	3	801	2,454	54	31	2	2,541	6,189
13:30 to 14:30	512	6	3	1	522	2,232	13	30	0	2,275	779	2	1	3	785	2,495	57	33	1	2,586	6,168
13:45 to 14:45	531	6	2	1	540	2,136	11	30	1	2,178	830	1	1	3	835	2,413	53	32	1	2,499	6,052
14:00 to 15:00	543	7	3	0	553	2,113	14	28	1	2,156	835	2	1	2	840	2,413	44	31	1	2,489	6,038
14:15 to 15:15	514	7	2	0	523	2,090	15	30	1	2,136	823	2	1	0	826	2,437	34	27	1	2,499	5,984
14:30 to 15:30	536	6	1	0	543	1,983	14	31	1	2,029	870	1	1	0	872	2,372	27	29	1	2,429	5,873
14:45 to 15:45	500	6	3	0	509	1,986	20	30	0	2,036	851	1	1	0	853	2,532	27	28	1	2,588	5,986
15:00 to 16:00	488	5	2	0	495	1,914	20	30	1	1,965	875	0	1	0	876	2,475	26	29	1	2,531	5,967
15:15 to 16:15	482	5	3	1	491	1,988	22	28	1	2,039	876	1	1	0	878	2,521	24	30	1	2,576	5,984
15:30 to 16:30	462	5	4	1	472	2,038	18	27	2	2,085	845	1	1	0	847	2,567	23	27	1	2,618	6,022
15:45 to 16:45	461	5	2	1	469	2,114	15	27	3	2,159	848	1	1	1	851	2,522	16	28	2	2,568	6,047
16:00 to 17:00	461	4	3	1	469	2,185	14	30	2	2,231	840	2	2	1	845	2,493	10	27	3	2,533	6,078
16:15 to 17:15	457	4	2	0	463	2,165	10	33	2	2,210	886	1	1	1	889	2,426	7	25	2	2,460	6,022
16:30 to 17:30	418	4	2	0	424	2,238	11	29	1	2,279	909	1	1	1	912	2,385	13	27	2	2,427	6,042
16:45 to 17:45	416	4	3	0	423	2,237	11	32	0	2,280	883	1	1	0	885	2,314	16	27	1	2,358	5,946
17:00 to 18:00	408	4	2	0	414	2,317	11	30	0	2,358	845	0	0	0	845	2,294	22	27	0	2,343	5,960
11hr Totals	5,065	58	28	14	5,165	20,801	282	308	9	21,400	6,640	31	9	21	6,701	23,472	343	265	13	24,093	57,359

FIGURE C16: CHADSTONE RD / PRINCES HWY / POATH RD PEAK HOUR SUMMARY – SATURDAY 17 JUNE 2017

Job No. : V1112
Client : O'Brien Traffic
Suburb : Chadstone Road
Location : 1. Abbotsford Ave / Chadstone Rd / Armstrong Ct
Day/Date : Sat, 29th July 2017
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data

	Class 1	Class 2	Class 3	Class 4
Classifications	Cars	Trucks	Buses	Bicycles



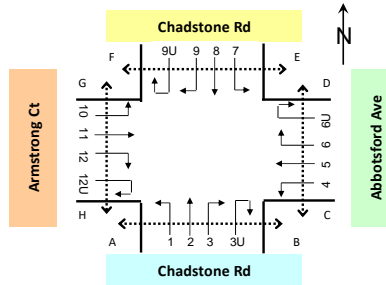
Approach	Chadstone Rd																Abbotsford Ave																							
	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6 (Right Turn)					Direction 6U (U Turn)				
	Time Period	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total				
9:00 to 9:15	3	0	0	0	3	41	0	1	0	42	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	0	0	0	0	2	0	0	0	2	0	0	0	0		
9:15 to 9:30	4	0	0	0	4	41	0	0	0	41	11	0	0	0	11	0	0	0	0	0	9	0	0	0	9	0	0	0	0	2	0	0	0	2	0	0	0	0		
9:30 to 9:45	1	0	0	0	1	44	0	0	1	45	9	0	0	0	9	0	0	0	0	0	11	0	0	0	11	2	0	0	0	2	4	0	0	0	4	0	0	0	0	
9:45 to 10:00	2	0	0	0	2	61	0	0	0	61	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	0	0	0	0	2	0	0	0	2	0	0	0	0		
10:00 to 10:15	0	0	0	0	0	81	0	1	0	82	9	0	0	0	9	0	0	0	0	0	2	0	0	0	2	0	0	0	0	5	0	0	0	5	0	0	0	0		
10:15 to 10:30	1	0	0	0	1	93	1	0	2	96	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	0	0	0	0	5	0	0	0	5	0	0	0	0		
10:30 to 10:45	0	0	0	0	0	88	0	0	0	88	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	0	0	0	0	7	0	0	0	7	0	0	0	0		
10:45 to 11:00	1	0	0	0	1	104	2	0	0	106	7	0	0	0	7	0	0	0	0	0	8	0	0	0	8	0	0	0	0	1	0	0	0	1	0	0	0	0		
11:00 to 11:15	1	0	0	0	1	96	0	1	0	97	10	0	0	0	10	0	0	0	0	0	9	0	0	0	9	0	0	0	0	2	0	0	0	2	0	0	0	0		
11:15 to 11:30	0	0	0	0	0	110	1	0	0	111	4	0	0	0	4	0	0	0	0	0	11	0	0	0	11	0	0	0	0	3	0	0	0	3	0	0	0	0		
11:30 to 11:45	1	0	0	0	1	124	0	0	0	124	4	0	0	0	4	0	0	0	0	0	12	0	0	0	12	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0
11:45 to 12:00	0	0	0	0	0	118	0	0	1	119	4	0	0	0	4	0	0	0	0	0	6	0	0	0	6	0	0	0	0	1	0	0	0	1	0	0	0	0		
12:00 to 12:15	2	0	0	0	2	136	0	1	0	137	7	0	0	0	7	0	0	0	0	0	8	0	0	0	8	0	0	0	0	4	0	0	0	4	0	0	0	0		
12:15 to 12:30	0	0	0	0	0	138	0	1	0	139	13	0	0	0	13	0	0	0	0	0	9	0	0	1	10	0	0	0	0	4	0	0	0	4	0	0	0	0		
12:30 to 12:45	0	0	0	0	0	121	0	1	0	122	10	0	0	0	10	0	0	0	0	0	16	0	0	0	16	1	0	0	0	1	4	0	0	0	4	0	0	0	0	
12:45 to 13:00	1	0	0	0	1	125	0	0	0	125	12	0	0	0	12	0	0	0	0	0	13	0	0	0	13	0	0	0	0	2	0	0	0	2	0	0	0	0		
13:00 to 13:15	2	0	0	0	2	128	0	1	0	129	5	0	0	0	5	0	0	0	0	0	7	0	0	1	8	0	0	0	0	2	0	0	0	2	0	0	0	0		
13:15 to 13:30	3	0	0	0	3	129	0	0	0	129	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	2	0	0	0	2	0	0	0	0		
13:30 to 13:45	1	0	0	0	1	129	1	0	0	130	12	0	0	0	12	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:45 to 14:00	0	0	0	0	0	143	0	0	0	143	5	0	0	0	5	0	0	0	0	0	12	0	0	0	12	0	0	0	0	3	0	0	0	3	0	0	0	0		
14:00 to 14:15	2	0	0	0	2	129	1	1	0	131	3	0	0	0	3	0	0	0	0	0	8	0	0	0	8	0	0	0	0	3	0	0	0	3	0	0	0	0		
14:15 to 14:30	1	0	0	0	1	127	0	0	0	127	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	1	0	0	0	1	5	0	0	0	5	0	0	0	0	
14:30 to 14:45	1	0	0	0	1	144	0	0	0	144	9	0	0	0	9	0	0	0	0	0	9	0	0	0	9	0	0	0	0	2	0	0	0	2	0	0	0	0		
14:45 to 15:00	1	0	0	0	1	129	0	0	0	129	5	1	0	0	6	0	0	0	0	0	13	0	0	0	13	1	0	0	0	1	10	0	0	0	10	0	0	0	0	
15:00 to 15:15	0	0	0	0	0	173	0	1	0	174	7	0	0	0	7	0	0	0	0	0	8	0	0	0	8	2	0	0	0	2	8	0	0	0	8	0	0	0	0	
15:15 to 15:30	3	0	0	0	3	138	0	0	0	138	5	0	0	0	5	0	0	0	0	0	11	0	0	0	11	2	0	0	0	2	2	0	0	0	2	0	0	0	0	
15:30 to 15:45	2	0	0	0	2	140	0	0	0	140	7	0	0	0	7	0	0	0	0	0	13	0	0	0	13	0	0	0	0	6	0	0	0	6	0	0	0	0		
15:45 to 16:00	1	0	0	0	1	119	0	0	0	119	5	0	0	0	5	0	0	0	0	0	13	0	0	0	13	0	0	0	0	3	0	0	0	3	0	0	0	0		
16:00 to 16:15	1	0	0	0	1	150	0	1	0	151	2	0	0	0	2	0	0	0	0	0	11	0	0	0	11	0	0	0	0	5	0	0	0	5	0	0	0	0		
16:15 to 16:30	2	0	0	0	2	140	0	0	0	140	2	0	0	0	2	0	0	0	0	0	10	0	0	0	10	0	0	0	0	3	0	0	0	3	0	0	0	0		
16:30 to 16:45	2	0	0	0	2	149	0	0	0	149	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	4	0	0	0	4	0	0	0	0		
16:45 to 17:00	4	0	0	0	4	138	0	0	0	138	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	1	0	0	0	1	0	0	0	0		
7hr Totals	43	0	0	0	43	3,726	6	10	4	3,746	206	1	0	0	207	0	0	0	0	0	294	0	0	2	296	9	0	0	1	10	105	1	0	0	106	0	0	0	0	

Approach	Chadstone Rd																				Armstrong Ct																			
	Direction 7 (Left Turn)					Direction 8 (Through)					Direction 9 (Right Turn)					Direction 9U (U Turn)					Direction 10 (Left Turn)					Direction 11 (Through)					Direction 12 (Right Turn)					Direction 12U (U Turn)				
Time Period	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total
9:00 to 9:15	3	0	0	0	3	115	1	0	0	116	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	0	3	0	0	0	0	0	
9:15 to 9:30	1	0	0	0	1	94	0	1	0	95	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	5	0	0	0	5	0	0	0	0	0
9:30 to 9:45	2	0	0	0	2	131	0	0	0	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0
9:45 to 10:00	3	0	0	0	3	142	0	1	0	143	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	0	0	0	0	2	0	0	0	2	0	0	0	0	0	
10:00 to 10:15	6	0	0	0	6	116	0	0	0	116	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0
10:15 to 10:30	1	0	0	0	1	143	2	1	0	146	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0
10:30 to 10:45	7	0	0	0	7	178	2	0	0	180	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	5	0	0	0	5	0	0	0	0	0	
10:45 to 11:00	9	0	0	0	9	139	1	2	0	142	1	0	0	0	1	0	0	0	0	0	7	1	0	0	8	5	0	0	0	5	3	0	0	0	3	0	0	0	0	0
11:00 to 11:15	6	0	0	0	6	137	1	0	1	139	3	0	0	0	3	0	0	0	0	0	6	1	0	0	7	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0
11:15 to 11:30	3	0	0	0	3	130	0	0	0	130	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
11:30 to 11:45	2	0	0	0	2	144	2	0	0	146	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
11:45 to 12:00	1	0	0	0	1	162	1	2	1	166	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4	0	0	0	4	0	0	0	0	0	
12:00 to 12:15	5	0	0	0	5	164	0	0	0	164	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0
12:15 to 12:30	5	0	0	0	5	166	2	0	1	169	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0
12:30 to 12:45	4	0	0	0	4	163	0	0	0	163	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0
12:45 to 13:00	4	0	0	0	4	152	0	1	0	153	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
13:00 to 13:15	5	0	0	0	5	140	1	1	0	142	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0
13:15 to 13:30	7	0	0	0	7	166	0	0	0	166	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0
13:30 to 13:45	1	0	0	0	1	159	0	0	0	159	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0
13:45 to 14:00	0	0	0	0	0	158	0	1	0	159	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0
14:00 to 14:15	4	0	0	0	4	139	1	1	1	142	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	1	4	3	0	0	0	3	0	0	0	0	0
14:15 to 14:30	6	0	0	0	6	139	0	0	0	139	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
14:30 to 14:45	1	0	0	0	1	150	0	0	0	150	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0
14:45 to 15:00	8	0	0	0	8	157	0	1	0	158	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0
15:00 to 15:15	2	0	0	0	2	161	0	1	0	162	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
15:15 to 15:30	5	0	0	0	5	143	0	0	0	143	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0
15:30 to 15:45	3	0	0	0	3	136	0	0	0	136	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
15:45 to 16:00	2	0	0	0	2	118	1	1	0	120	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4	0	0	0	4	0	0	0	0	0	
16:00 to 16:15	3	0	0	0	3	105	1	1	0	107	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	3	0	0	0	3	0	0	0	0	0	
16:15 to 16:30	1	0	0	0	1	108	0	0	0	108	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	6	0	0	0	6	0	0	0	0	0
16:30 to 16:45	2	0	0	0	2	99	0	0	0	99	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0
16:45 to 17:00	1	0	0	0	1	110	0	1	0	111	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7hr Totals	113	0	0	0	113	4,464	16	16	4	4,500	19	1	0	0	20	0	0	0	0	0	129	3	0	0	132	28	0	0	1	29	114	0	0	0	114	0	0	0	0	0

CrossingPedestrians																								
A			B			C			D			E			F			G			H			Grand Total
Ped	Cyclists	Total	Ped	Cyclists	Total	Ped	Cyclists	Total	Ped	Cyclists	Total	Ped	Cyclists	Total	Ped	Cyclists	Total	Ped	Cyclists	Total	Ped	Cyclists	Total	
1	0	1	2	0	2	3	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
0	0	0	2	0	2	0	0	0	1	0	1	0	0	0	2	0	2	0	0	0	0	0	0	5
4	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
4	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	2	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	1	1	2	6
2	0	2	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4	0	4	5	0	5	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
1	0	1	2	0	2	0	0	0	0	0	0	4	0	4	0	0	0	3	0	3	0	0	0	10
3	0	3	3	0	3	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	11
2	0	2	5	0	5	1	0	1	1	0	1	0	0	0	0	0	0	1	0	1	2	0	2	12
0	0	0	1	0	1	0	0	0	2	0	2	0	0	0	1	0	1	0	0	0	0	0	0	4
0	1	1	3	0	3	1	1	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	8
0	0	0	3	0	3	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	7
2	0	2	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	8
1	0	1	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3	0	3	2	0	2	0	0	0	2	1	3	0	0	0	1	0	1	0	0	0	1	0	1	10
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
1	0	1	5	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0	0	0	1	0	1	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	2	0	2	5
0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3
1	0	1	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1	0	1	4	0	4	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1	0	1	2	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	5
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
1	0	1	2	0	2	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1	0	1	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	2	4	0	4	3	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	10
50	2	52	62	0	62	22	2	24	13	2	15	5	1	6	6	0	6	7	1	8	14	1	15	188

FIGURE C17: CHADSTONE RD / ABBOTSFORD RD TMC RESULTS – SATURDAY 29 JULY 2017

Job No. : V1112
Client : O'Brien Traffic
Suburb : Chadstone Road
Location : 1. Abbotsford Ave / Chadstone Rd / Armstrong Ct
Day/Date : Sat, 29th July 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

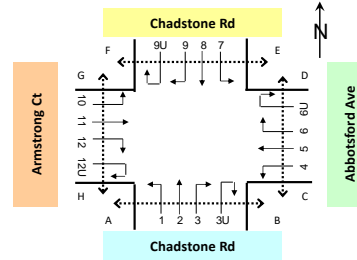


Approach	Chadstone Rd					Abbotsford Ave					Chadstone Rd					Armstrong Ct					Grand Total
	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	
11:00 to 12:00	472	1	1	1	475	44	1	0	1	46	589	5	2	2	598	35	2	0	0	37	1,156
14:30 to 15:30	615	1	1	0	617	68	0	0	0	68	631	0	2	0	633	35	0	0	0	35	1,353

Approach	Chadstone Rd					Abbotsford Ave					Chadstone Rd					Armstrong Ct					Grand Total
	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	
9:00 to 10:00	227	0	1	1	229	41	0	0	0	41	493	1	2	0	496	25	0	0	0	25	791
9:15 to 10:15	267	0	1	1	269	45	0	0	0	45	497	0	2	0	499	28	0	0	0	28	841
9:30 to 10:30	311	1	1	3	316	49	0	0	0	49	546	2	2	0	550	28	0	0	0	28	943
9:45 to 10:45	349	1	1	2	353	47	0	0	0	47	598	4	2	0	604	35	0	0	0	35	1,039
10:00 to 11:00	394	3	1	2	400	46	0	0	0	46	600	5	3	0	608	41	1	0	0	42	1,096
10:15 to 11:15	411	3	1	2	417	50	0	0	0	50	624	6	3	1	634	45	2	0	0	47	1,148
10:30 to 11:30	425	3	1	0	429	49	0	0	0	49	613	4	2	1	620	48	2	0	0	50	1,148
10:45 to 11:45	462	3	1	0	466	46	1	0	1	48	574	5	2	1	582	42	3	0	0	45	1,141
11:00 to 12:00	472	1	1	1	475	44	1	0	1	46	589	5	2	2	598	35	2	0	0	37	1,156
11:15 to 12:15	510	1	1	1	513	45	1	0	1	47	612	4	2	1	619	35	1	0	0	36	1,215
11:30 to 12:30	547	0	2	1	550	44	1	0	2	47	650	6	2	2	660	29	1	0	0	30	1,287
11:45 to 12:45	549	0	3	1	553	53	0	0	1	54	671	3	2	2	678	32	0	0	0	32	1,317
12:00 to 13:00	565	0	3	0	568	61	0	0	1	62	663	2	1	1	667	35	0	0	0	35	1,332
12:15 to 13:15	555	0	3	0	558	58	0	0	2	60	640	3	2	1	646	30	0	0	0	30	1,294
12:30 to 13:30	541	0	2	0	543	54	0	0	1	55	642	1	2	0	645	36	0	0	0	36	1,279
12:45 to 13:45	552	1	1	0	554	41	0	0	1	42	635	1	2	0	638	35	0	0	0	35	1,269
13:00 to 14:00	562	1	1	0	564	41	0	0	1	42	639	1	2	0	642	36	0	0	0	36	1,284
13:15 to 14:15	561	2	1	0	564	43	0	0	0	43	636	1	2	1	640	41	0	0	1	42	1,289
13:30 to 14:30	556	2	1	0	559	48	0	0	0	48	609	1	2	1	613	35	0	0	1	36	1,256
13:45 to 14:45	568	1	1	0	570	51	0	0	0	51	602	1	2	1	606	33	0	0	1	34	1,261
14:00 to 15:00	555	2	1	0	558	60	0	0	0	60	607	1	2	1	611	30	0	0	1	31	1,260
14:15 to 15:15	601	1	1	0	603	67	0	0	0	67	627	0	2	0	629	30	0	0	0	30	1,329
14:30 to 15:30	615	1	1	0	617	68	0	0	0	68	631	0	2	0	633	35	0	0	0	35	1,353
14:45 to 15:45	610	1	1	0	612	76	0	0	0	76	618	0	2	0	620	42	0	0	0	42	1,350
15:00 to 16:00	600	0	1	0	601	68	0	0	0	68	574	1	2	0	577	39	0	0	0	39	1,285
15:15 to 16:15	573	0	1	0	574	66	0	0	0	66	520	2	2	0	524	33	0	0	0	33	1,197
15:30 to 16:30	571	0	1	0	572	64	0	0	0	64	480	2	2	0	484	34	0	0	0	34	1,154
15:45 to 16:45	578	0	1	0	579	55	0	0	0	55	441	2	2	0	445	28	0	0	0	28	1,107
16:00 to 17:00	600	0	1	0	601	47	0	0	0	47	431	1	2	0	434	30	0	0	0	30	1,112
7hr Totals	3,975	7	10	4	3,996	408	1	0	3	412	4,596	17	16	4	4,633	271	3	0	1	275	9,316

FIGURE C18: CHADSTONE RD / ABBOTSFORD RD PEAK HOUR SUMMARY – SATURDAY 29 JULY 2017

Job No. : V1112
Client : O'Brien Traffic
Suburb : Chadstone Road
Location : 1. Abbotsford Ave / Chadstone Rd / Armstrong Ct
Day/Date : Thu, 3rd August 2017
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data



Classifications	Class 1 Cars	Class 2 Trucks	Class 3 Buses	Class 4 Bicycles	Ped Class 1 Peds	Ped Class 2 Cyclists
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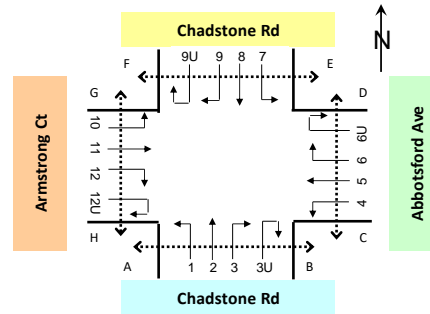
Approach	Chadstone Rd															Abbotsford Ave																								
	Direction 1 (Left Turn)					Direction 2 (Through)					Direction 3 (Right Turn)					Direction 3U (U Turn)					Direction 4 (Left Turn)					Direction 5 (Through)					Direction 6 (Right Turn)					Direction 6U (U Turn)				
	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total
15:00 to 15:15	2	0	0	0	2	125	0	1	0	126	8	0	0	0	8	0	0	0	0	0	8	0	0	0	8	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0
15:15 to 15:30	3	0	0	0	3	116	0	0	0	116	9	0	0	0	9	0	0	0	0	0	12	0	0	0	12	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
15:30 to 15:45	2	0	0	0	2	105	2	1	0	108	5	0	0	0	5	0	0	0	0	0	15	0	0	0	15	3	0	0	0	3	19	0	0	0	19	0	0	0	0	0
15:45 to 16:00	2	0	0	0	2	113	0	1	0	114	6	0	0	0	6	0	0	0	0	0	8	0	0	0	8	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0
16:00 to 16:15	4	0	0	0	4	127	1	0	0	128	5	0	0	0	5	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0
16:15 to 16:30	3	0	0	0	3	119	1	1	0	121	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
16:30 to 16:45	2	0	0	0	2	107	0	1	1	109	5	0	0	0	5	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
16:45 to 17:00	3	0	0	0	3	110	0	0	0	110	6	1	0	0	7	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
17:00 to 17:15	2	0	0	0	2	121	0	1	0	122	6	0	0	0	6	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0
17:15 to 17:30	2	1	0	0	3	136	1	1	0	138	13	0	0	0	13	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
17:30 to 17:45	1	0	0	0	1	114	1	1	0	116	8	0	0	0	8	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
17:45 to 18:00	1	0	0	0	1	131	0	1	0	132	5	0	0	0	5	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
18:00 to 18:15	1	0	0	0	1	112	0	1	1	114	1	0	0	0	1	0	0	0	0	0	12	0	0	0	12	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0
18:15 to 18:30	2	0	0	0	2	112	1	0	0	113	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
Totals	30	1	0	0	31	1,648	7	10	2	1,667	90	1	0	0	91	0	0	0	0	0	115	1	0	0	116	8	0	0	0	8	74	0	0	0	74	0	0	0	0	0

Approach	Chadstone Rd																Armstrong Ct																						
	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)										
	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles
15:00 to 15:15	5	0	1	0	6	91	1	0	0	92	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	3	0	0	0	0	0			
15:15 to 15:30	6	0	2	0	8	119	0	1	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0				
15:30 to 15:45	1	0	0	0	1	128	0	1	0	129	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0			
15:45 to 16:00	5	0	0	0	5	132	0	0	0	132	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0			
16:00 to 16:15	2	0	0	0	2	153	0	2	0	155	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	2	0	0	0	0	0				
16:15 to 16:30	5	1	0	0	6	111	0	4	0	115	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	0	0	0	0	0			
16:30 to 16:45	8	0	0	0	8	129	0	1	0	130	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	5	0	0	0	0	0				
16:45 to 17:00	4	0	0	0	4	115	0	2	0	117	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4	0	0	0	0	0				
17:00 to 17:15	3	0	0	0	3	105	0	1	0	106	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	2	0	0	0	2	3	0	0	0	0				
17:15 to 17:30	12	0	0	0	12	120	1	1	1	123	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	0				
17:30 to 17:45	5	0	0	0	5	135	0	1	0	136	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	3	0	0	0	0	0			
17:45 to 18:00	6	0	0	0	6	132	0	2	0	134	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	1	2	0	0	0	0	0			
18:00 to 18:15	8	0	0	0	8	143	1	1	0	145	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	5	0	0	0	0	0			
18:15 to 18:30	4	0	0	0	4	138	0	2	0	140	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0			
Totals	74	1	3	0	78	1,751	3	19	1	1,774	4	0	0	0	4	0	0	0	0	0	39	1	0	0	40	8	0	0	0	8	41	0	0	0	0	0			

Crossing Pedestrians																							
A			B			C			D			E			F			G			H		
Peeds	Cyclists	Total	Peeds	Cyclists	Total	Peeds	Cyclists	Total	Peeds	Cyclists	Total	Peeds	Cyclists	Total	Peeds	Cyclists	Total	Peeds	Cyclists	Total	Peeds	Cyclists	Total
0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	1	6	1	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	
1	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	1	2	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
0	0	0	0	0	0	3	0	3	0	0	0	1	0	1	0	0	0	0	1	0	1	0	
4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	0	1	2	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12	1	13	8	0	8	4	0	4	3	0	3	1	0	1	2	0	2	2	0	2	2	2	

FIGURE C19: CHADSTONE RD / ABBOTSFORD RD TMC RESULTS – THURSDAY 3 AUGUST 2017

Job No. : V1112
Client : O'Brien Traffic
Suburb : Chadstone Road
Location : 1. Abbotsford Ave / Chadstone Rd / Armstrong Ct
Day/Date : Thu, 3rd August 2017
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Chadstone Rd					Abbotsford Ave					Chadstone Rd					Armstrong Ct					Grand Total
	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	
17:15 to 18:15	525	3	4	1	533	62	0	0	0	62	563	2	5	1	571	29	1	0	0	30	1,196

Approach	Chadstone Rd					Abbotsford Ave					Chadstone Rd					Armstrong Ct					Grand Total
	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	Cars	Trucks	Buses	Bicycles	Total	
15:00 to 16:00	496	2	3	0	501	78	0	0	0	78	488	1	5	0	494	17	0	0	0	17	1,090
15:15 to 16:15	497	3	2	0	502	84	0	0	0	84	547	0	6	0	553	15	0	0	0	15	1,154
15:30 to 16:30	502	4	3	0	509	77	0	0	0	77	538	1	7	0	546	16	0	0	0	16	1,148
15:45 to 16:45	504	2	3	1	510	48	1	0	0	49	546	1	7	0	554	23	0	0	0	23	1,136
16:00 to 17:00	502	3	2	1	508	42	1	0	0	43	527	1	9	0	537	24	0	0	0	24	1,112
16:15 to 17:15	495	2	3	1	501	34	1	0	0	35	480	1	8	0	489	29	0	0	0	29	1,054
16:30 to 17:30	513	3	3	1	520	39	1	0	0	40	497	1	5	1	504	30	0	0	0	30	1,094
16:45 to 17:45	522	4	3	0	529	48	0	0	0	48	501	1	5	1	508	27	1	0	0	28	1,113
17:00 to 18:00	540	3	4	0	547	56	0	0	0	56	520	1	5	1	527	29	1	0	0	30	1,160
17:15 to 18:15	525	3	4	1	533	62	0	0	0	62	563	2	5	1	571	29	1	0	0	30	1,196
17:30 to 18:30	490	2	3	1	496	57	0	0	0	57	573	1	6	0	580	32	1	0	0	33	1,166
Totals	1,768	9	10	2	1,789	197	1	0	0	198	1,829	4	22	1	1,856	88	1	0	0	89	3,932

FIGURE C18: CHADSTONE RD / ABBOTSFORD RD PEAK HOUR SUMMARY – THURSDAY 3 AUGUST 2017

DALES PARK – PARKING SURVEY RESULTS

Client O'Brien Traffic
 Date Sat, 3rd June 2017
 Description Oakleigh South Parking Survey



Street	Between	Side	Restriction	Time Restriction	Supply	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	
Off-Street Parking																											
Carpark A (Approx. 450 unmarked spaces)		No Restriction			450	2	5	26	98	139	131	98	81	60	89	93	142	123	155	135	147	121	122	87	74	24	
Total					450	2	5	26	98	139	131	98	81	60	89	93	142	123	155	135	147	121	122	87	74	24	
% Capacity					0%	1%	6%	22%	31%	29%	22%	18%	13%	20%	21%	32%	27%	34%	30%	33%	27%	27%	19%	16%	5%		
Carpark B		No Restriction			35	1	4	35	35	28	33	31	32	33	34	25	35	31	33	26	35	31	32	22	27	10	
		Disabled			2	0	0	0	0	0	0	1	1	2	2	2	2	1	2	1	1	2	2	1	0	0	
Total					37	1	4	35	35	28	33	32	33	35	36	27	37	32	35	27	36	33	34	23	27	10	
% Capacity					3%	11%	95%	95%	76%	89%	86%	89%	95%	97%	73%	100%	86%	95%	73%	97%	89%	92%	62%	73%	27%		
On-Street Parking																											
Washington Dr	Louisa Ct to Dales Park		North	No Restriction	5	1	1	1	4	4	4	4	4	4	4	4	3	3	4	3	4	3	3	1	1	0	
	Dales Park to Columbia St		North	No Restriction	13	3	5	9	10	8	11	7	7	11	12	8	11	9	11	11	13	6	9	7	7	5	
	Columbia St to Ellesmere St		North	No Restriction	9	1	1	2	3	3	1	0	0	0	0	1	1	3	0	1	1	1	1	0	1	2	
	16 Washington Dr to Caramar Dr		South	No Restriction	7	1	1	1	1	1	1	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	
	Caramar Dr to Robyn Ct		South	No Restriction	23	2	2	7	8	4	6	9	8	10	10	8	7	7	5	9	9	5	5	2	4	4	
	Robyn Ct to Sherbrooke Ave		South	No Restriction	8	2	2	2	4	5	4	4	4	2	6	5	6	4	5	6	6	1	2	2	2	1	
Total					65	10	12	22	30	25	27	24	23	27	32	26	29	30	25	30	33	16	20	12	15	12	
% Capacity					15%	18%	34%	46%	38%	42%	37%	35%	42%	49%	40%	45%	46%	38%	46%	51%	25%	31%	18%	23%	18%		
Sherbrooke Ave	Washington Dr to 9 Sherbrooke Ave		East	No Restriction	15	2	2	2	2	6	6	4	4	2	3	1	1	3	6	5	5	3	3	3	3	2	
	4 Sherbrooke Ave to Washington Dr		West	No Restriction	13	3	3	2	2	4	5	2	1	2	4	2	3	2	2	3	3	3	3	3	1	1	
Total					28	5	5	4	4	10	11	6	5	4	7	3	4	5	8	8	8	6	6	6	4	3	
% Capacity					18%	18%	14%	14%	36%	39%	21%	18%	14%	25%	11%	14%	18%	29%	29%	29%	21%	21%	21%	14%	11%		
Robyn Ct	Washington Dr to No Through Rd		East	No Restriction	8	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
	No Through Rd to Washington Dr		West	No Restriction	3	2	1	1	2	2	2	3	3	3	2	2	2	1	1	3	2	2	2	0	0	1	
Total					11	3	2	2	4	4	4	5	5	5	4	4	3	3	6	4	3	3	1	1	2		
% Capacity					27%	18%	18%	36%	36%	36%	45%	45%	45%	45%	36%	36%	27%	27%	55%	36%	27%	27%	9%	9%	18%		
Louisa Ct	No Through Rd to Washington Dr		East	No Restriction	6	2	2	2	3	3	3	0	1	2	1	1	1	0	1	2	2	2	2	2	2	2	
	Washington Dr to 1 Louisa Ct		West	No Restriction	3	1	1	1	1	3	3	3	2	2	3	3	3	2	2	3	2	2	2	1	1	1	
	1 Louisa Ct to No Through Rd		West	No Restriction	4	0	0	0	1	2	1	2	0	1	0	0	1	0	1	0	1	1	1	0	0	0	
Total					13	3	3	3	5	8	7	5	3	5	4	4	5	2	4	5	5	5	5	3	3	3	
% Capacity					23%	23%	23%	38%	62%	54%	38%	23%	38%	31%	31%	32%	15%	31%	38%	38%	38%	38%	23%	23%	23%		
Columbia St	8 Columbia St to Washington Dr		East	No Restriction	8	1	1	1	1	1	1	1	1	2	2	2	3	3	1	2	2	2	3	2	1	1	
	Washington Dr to Yarra Ct		West	No Restriction	10	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	
Total					18	1	1	1	1	1	1	1	1	2	2	3	4	3	1	2	2	2	3	2	1	2	
% Capacity					6%	6%	6%	6%	6%	6%	6%	6%	11%	11%	17%	22%	17%	6%	11%	11%	11%	17%	11%	6%	11%		

TOTAL ON-STREET PARKING DEMAND	22	23	32	44	48	50	41	37	43	50	40	46	43	41	51	52	32	37	24	24	22
ESTIMATED ON-STREET PARKING DEMAND ASSOCIATED WITH NETBALL	0	1	10	22	26	28	19	15	21	28	18	24	21	19	29	30	10	15	2	2	0
TOTAL NETBALL PARKING DEMAND	3	10	71	155	193	192	149	129	116	153	138	203	176	209	191	213	164	171	112	103	34

FIGURE D1: DALES PARK CAR PARKING SURVEY RESULTS – SATURDAY 3 JUNE 2017

APPENDIX E

ALTERNATIVE CAR PARK LAYOUT

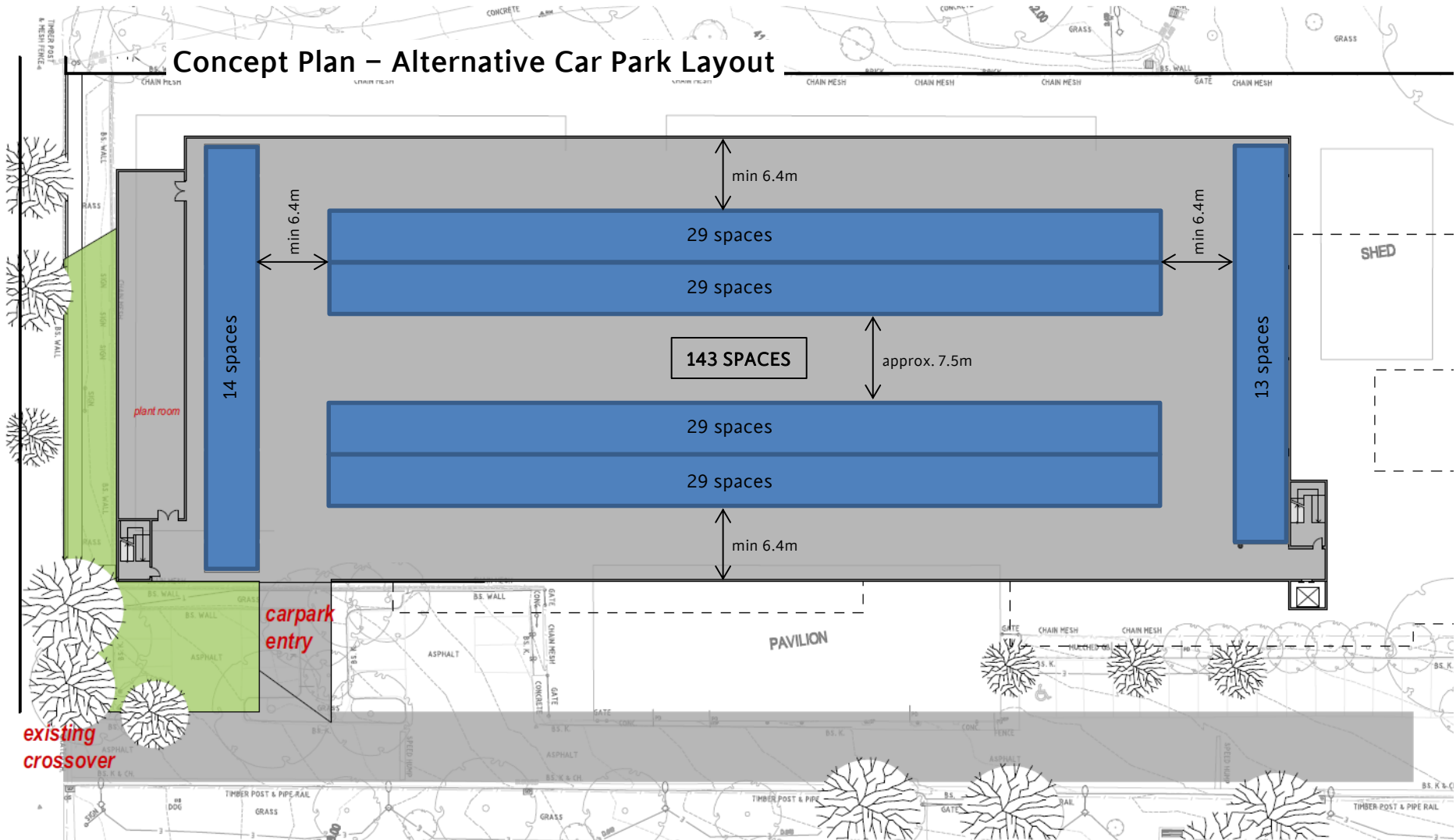


FIGURE E1: CONCEPT PLAN – ALTERNATIVE CAR PARK LAYOUT (143 SPACES)

DALES PARK - TURNING MOVEMENT COUNT RESULTS

Client O'Brien Traffic
Location 1. Dales Park from Washington Dr, Oakleigh South
Date Sat, 3rd June 2017
Survey Time 7:00-17:00 (10hrs)
Description Classified Intersection Count



Time	1			2			3			4		
	Cars	Trucks	Total	Cars	Trucks	Total	Cars	Trucks	Total	Cars	Trucks	Total
7:00 to 7:15	2	0	2	2	0	2	3	0	3	0	0	0
7:15 to 7:30	0	0	0	0	0	0	5	0	5	0	0	0
7:30 to 7:45	0	0	0	2	0	2	6	0	6	0	0	0
7:45 to 8:00	0	0	0	0	0	0	42	0	42	0	0	0
8:00 to 8:15	0	0	0	3	0	3	44	0	44	0	0	0
8:15 to 8:30	0	0	0	3	0	3	19	0	19	0	0	0
8:30 to 8:45	0	0	0	6	0	6	53	1	54	0	0	0
8:45 to 9:00	0	0	0	33	0	33	55	0	55	0	0	0
9:00 to 9:15	0	0	0	47	0	47	15	0	15	0	0	0
9:15 to 9:30	0	0	0	8	0	8	19	0	19	0	0	0
9:30 to 9:45	0	0	0	6	0	6	28	0	28	0	0	0
9:45 to 10:00	0	0	0	103	1	104	6	0	6	0	0	0
10:00 to 10:15	0	0	0	15	0	15	9	0	9	0	0	0
10:15 to 10:30	0	0	0	3	0	3	30	0	30	0	0	0
10:30 to 10:45	0	0	0	44	0	44	30	0	30	0	0	0
10:45 to 11:00	0	0	0	10	0	10	16	0	16	0	0	0
11:00 to 11:15	0	0	0	6	0	6	13	0	13	0	0	0
11:15 to 11:30	0	0	0	6	0	6	23	0	23	0	0	0
11:30 to 11:45	0	0	0	6	0	6	37	0	37	0	0	0
11:45 to 12:00	0	0	0	48	0	48	15	0	15	0	0	0
12:00 to 12:15	0	0	0	13	0	13	21	0	21	0	0	0
12:15 to 12:30	0	0	0	4	0	4	34	0	34	0	0	0
12:30 to 12:45	0	0	0	6	0	6	30	0	30	0	0	0
12:45 to 13:00	0	0	0	53	0	53	26	0	26	0	0	0
13:00 to 13:15	0	0	0	17	0	17	17	0	17	0	0	0
13:15 to 13:30	0	0	0	7	0	7	41	0	41	0	0	0
13:30 to 13:45	0	0	0	7	0	7	42	0	42	0	0	0
13:45 to 14:00	0	0	0	73	0	73	26	0	26	0	0	0
14:00 to 14:15	0	0	0	41	0	41	12	0	12	0	0	0
14:15 to 14:30	0	0	0	1	0	1	31	0	31	0	0	0
14:30 to 14:45	0	0	0	8	0	8	42	0	42	0	0	0
14:45 to 15:00	0	0	0	77	0	77	21	0	21	0	0	0
15:00 to 15:15	0	0	0	25	0	25	14	0	14	0	0	0
15:15 to 15:30	0	0	0	5	0	5	9	0	9	0	0	0
15:30 to 15:45	0	0	0	5	0	5	30	0	30	0	0	0
15:45 to 16:00	0	0	0	98	0	98	31	0	31	0	0	0
16:00 to 16:15	0	0	0	18	0	18	13	0	13	0	0	0
16:15 to 16:30	0	0	0	3	0	3	1	0	1	0	0	0
16:30 to 16:45	0	0	0	10	0	10	3	0	3	0	0	0
16:45 to 17:00	0	0	0	68	0	68	2	0	2	0	0	0
Total	2	0	2	890	1	891	914	1	915	0	0	0



FIGURE F1: DALES PARK TMC SURVEY RESULTS – SATURDAY 3 JUNE 2017

SUMMARY OF SIDRA RESULTS

SIDRA Intersection 7.0 is computer software that models intersections employing lane-by-lane and vehicle path modes coupled with iterative approximation method to provide estimates of capacity and performance statistics of intersections. This software is widely used within the industry.

Key outputs of SIDRA analysis include:

- Degree of Saturation (DOS) - the ratio of volume to capacity. Values approaching 1.0 indicate that the selected movement is close to capacity, and values over 1.0 indicate that capacity has been reached/exceeded;
- Average Delay - a measure of how long a driver must wait, on average, to complete a movement; and
- 95th Percentile Queue Length (Q) - meaning that for 95% of the time, the queue length will be equal to this value or less.

The results of the SIDRA analysis are presented as follows with detailed SIDRA outputs provided in **Appendix H**.

Chadstone Road / Percy Treyvaud Memorial Park

The key outputs of the Chadstone Road / Percy Treyvaud Memorial Park entrance intersection under existing conditions are shown in **Table G1**.

APPROACH									
	Chadstone Rd S			Percy Treyvaud Park E			Chadstone Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Weekday PM	0.30	0.4	0.3	0.02	3.6	0.1	0.29	0.1	0
Saturday	0.31	0.2	0.1	0.01	5.4	0	0.32	0.1	0

TABLE G1: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK EXISTING CONDITIONS

The impacts of the traffic generated by the proposed stadium has been assessed based on the absolute peak traffic volumes, the peak volumes associated with IN movements and the peak volumes associated with OUT movements. The key SIDRA outputs for each peak for the weekday PM peak hour and the Saturday peak hour are shown in **Table G2** and **Table G3** respectively.

It is noted that on the days surveyed, the Percy Treyvaud Memorial Park car park was 40 – 50% utilised. As a conservative estimate of traffic volumes during periods of increased activity, the existing traffic volumes entering / exiting Percy Treyvaud Memorial Park have been doubled.

APPROACH									
	Chadstone Rd S			Percy Treyvaud Park E			Chadstone Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Absolute peak	0.35	1.5	1	0.15	5.0	0.5	0.3	0.3	0
IN peak	0.36	1.8	1.2	0.08	4.7	0.3	0.30	0.4	0
OUT peak	0.34	1.3	0.8	0.16	5.4	0.6	0.30	0.3	0

TABLE G2: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK PROPOSED CONDITIONS - WEEKDAY PM PEAK HOUR

APPROACH									
	Chadstone Rd S			Percy Treyvaud Park E			Chadstone Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Absolute Peak	0.34	1.3	0.8	0.13	6.8	0.4	0.34	0.3	0
IN peak	0.35	1.6	1.0	0.06	6.5	0.2	0.34	0.3	0
OUT peak	0.33	1.0	0.6	0.16	6.9	0.5	0.33	0.2	0

TABLE G3: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK PROPOSED CONDITIONS - SATURDAY PEAK HOUR

Based on the above, the critical peak for traffic on Chadstone Road is the weekday PM peak hour associated with peak in movements.

Table G2 and Table G3 indicate that under future conditions, the operation of the Chadstone Road / Percy Treyvaud Memorial Park access intersection would be rated as excellent.

Quentin Road / Percy Treyvaud Memorial Park

The key outputs of the Quentin Road / Percy Treyvaud Memorial Park entrance intersection under existing conditions are shown in Table G4.

It is noted that under existing conditions the Percy Treyvaud Memorial Park car park entrance from Quentin Road is only wide enough for one vehicle to enter / exit at a time. SIDRA software is not capable of modelling this type of access arrangement and therefore the degree of saturation, delays and queues could be marginally higher than estimated if two opposing vehicles were to arrive at the entrance at the same time.

APPROACH									
	Quentin Rd S			Percy Treyvaud Park W			Quentin Rd N		
	DOS	Delay (s)	Q (veh)	DOS	Delay (s)	Q (veh)	DOS	Delay (s)	Q (veh)
Weekday PM	0.03	0.3	0	0.03	0.2	0	0.01	0.3	0
Saturday	0.02	0.4	0	0.03	0.3	0	0.01	0.4	0

TABLE G4: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK EXISTING CONDITIONS

It is recommended that the Quentin Road access be widened as part of the proposal to allow two-way traffic flow to improve the functionality of the access.

The impacts of the traffic generated by the proposed stadium has been assessed based on the absolute peak traffic volumes, the peak volumes associated with in movements and the peak volumes associated with out movements. The key SIDRA outputs for each peak for the weekday PM peak hour and the Saturday peak hour are shown in **Table G5** and **Table G6** respectively.

It is noted that on the days surveyed, the Percy Treyvaud Memorial Park car park was 40 – 50% utilised. As a conservative estimate of traffic volumes during periods of increase activity, the existing traffic volumes entering / exiting Percy Treyvaud Memorial Park have been doubled.

	APPROACH								
	Quentin Rd S			Percy Treyvaud Park W			Quentin Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Absolute Peak	0.04	1.2	0	0.04	1.1	0.1	0.03	0.4	0.1
IN peak	0.04	1.4	0	0.04	1.3	0.1	0.02	0.4	0.1
OUT peak	0.03	1.0	0	0.03	0.8	0.1	0.03	0.5	0.1

TABLE G5: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK PROPOSED CONDITIONS - WEEKDAY PM PEAK HOUR

	APPROACH								
	Quentin Rd S			Percy Treyvaud Park W			Quentin Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Absolute Peak	0.03	1.5	0	0.03	1.3	0.1	0.03	0.5	0.1
IN peak	0.03	1.7	0	0.04	1.4	0.1	0.02	0.5	0.1
OUT peak	0.02	1.2	0	0.03	1.0	0.1	0.03	0.5	0.1

TABLE G6: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK PROPOSED CONDITIONS - SATURDAY PEAK HOUR

Table G5 and **Table G6** indicate that under future conditions, the operation of the Quentin Road / Percy Treyvaud Memorial Park access intersection would be rated as excellent.

Chadstone Road / Percy Treyvaud Memorial Park - Quentin Road Access Closed

An option for the development of Percy Treyvaud Memorial Park includes closure of the Quentin Road access. Therefore, all access to the park would be via Chadstone Road. It is assumed that all traffic currently using Quentin Road would enter / exit via the Chadstone Road entrance and would be distributed evenly to / from the north and south.

The key outputs of the Chadstone Road / Percy Treyvaud Memorial Park entrance intersection under existing traffic volumes are shown in **Table G1**.

The key outputs for each peak for the weekday PM peak hour and the Saturday peak hour for the Chadstone Road / Percy Treyvaud Memorial Park entrance intersection under proposed traffic volumes if the Quentin Road entrance were closed are shown in **Table G7** and **Table G8** respectively.

APPROACH									
	Chadstone Rd S			Percy Treyvaud Park E			Chadstone Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Absolute Peak	0.37	2.0	1.4	0.23	6.2	0.8	0.31	0.5	0
IN peak	0.38	2.4	1.7	0.14	5.6	0.5	0.31	0.6	0
OUT peak	0.35	1.6	1.1	0.26	6.4	1.0	0.30	0.4	0

TABLE G7: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK PROPOSED CONDITIONS - WEEKDAY PM PEAK HOUR

APPROACH									
	Chadstone Rd S			Percy Treyvaud Park E			Chadstone Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Absolute Peak	0.36	1.9	1.2	0.22	7.6	0.8	0.35	0.4	0
IN peak	0.38	2.3	1.5	0.12	7.1	0.4	0.35	0.5	0
OUT peak	0.35	1.4	0.9	0.26	7.9	1.0	0.34	0.3	0

TABLE G8: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK PROPOSED CONDITIONS - SATURDAY PEAK HOUR

Table G7 and **Table G8** indicate that under future conditions, the operation of the Chadstone Road / Percy Treyvaud Memorial Park access intersection (with the Quentin Road access point being closed) would be rated as excellent.

11.1 FUTURE TRAFFIC GROWTH

It is estimated that traffic volumes of Chadstone Road and surrounding area may increase by 10% in the next 10 years due to the removal of the level crossing on Poath Road (south of Chadstone Road / Princes Highway intersection) and future development of the area.

Chadstone Road / Percy Treyvaud Memorial Park

The key outputs of the Chadstone Road / Percy Treyvaud Memorial Park entrance intersection under future conditions are shown in **Table G9**. Only the critical period associated with in movements has been assessed as it will pose the most impact on Chadstone Road.

Note that the 10% increase has only been applied to the existing traffic volumes on Chadstone Road as the traffic generated by the proposed stadium will not change.

APPROACH									
	Chadstone Rd S			Percy Treyvaud Park E			Chadstone Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Weekday PM	0.39	2.0	1.4	0.09	5.7	0.3	0.33	0.4	0
Saturday	0.39	1.8	1.2	0.07	8.1	0.2	0.37	0.3	0

TABLE G9: CHADSTONE RD / PERCY TREYVAUD MEMORIAL PARK FUTURE CONDITIONS

Table G9 indicates that under future conditions, the operation of the Chadstone Road / Percy Treyvaud Memorial Park access intersection would be rated as excellent.

Quentin Road / Percy Treyvaud Memorial Park

The key outputs of the Quentin Road / Percy Treyvaud Memorial Park entrance intersection under future conditions are shown in Table G10. Only the critical period associated with in movements has been assessed as it will pose the most impact on Quentin Road.

Note that the 10% increase has only been applied to the existing traffic volumes on Quentin Road as the traffic generated by the proposed stadium will not change.

APPROACH									
	Quentin Rd S			Percy Treyvaud Park E			Quentin Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Weekday PM	0.04	1.2	0	0.04	1.2	0.1	0.02	0.4	0.1
Saturday	0.03	1.6	0	0.04	1.3	0.1	0.02	0.5	0.1

TABLE G10: QUENTIN RD / PERCY TREYVAUD MEMORIAL PARK FUTURE CONDITIONS

Table G10 indicates that under future conditions, the operation of the Quentin Road / Percy Treyvaud Park access intersection would be rated as excellent.

Chadstone Road / Percy Treyvaud Memorial Park - Quentin Road Access Closed

If the Quentin Road entrance were to be closed, the key outputs of the Chadstone Road / Percy Treyvaud Memorial Park entrance intersection under existing traffic volumes are shown in Table G11. Only the critical period associated with in movements has been assessed as it will pose the most impact on Chadstone Road.

Note that the 10% increase has only been applied to the existing traffic volumes on Chadstone Road as the traffic generated by the proposed stadium will not change.

APPROACH									
	Chadstone Rd S			Percy Treyvaud Park E			Chadstone Rd N		
	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)	DOS	Delay (s)	Q (cars)
Weekday PM	0.42	2.6	2.0	0.16	6.8	0.6	0.34	0.5	0
Saturday	0.42	2.6	1.9	0.14	8.9	0.5	0.38	0.5	0

TABLE G11: QUINTIN RD / PERCY TREYVAUD MEMORIAL PARK FUTURE CONDITIONS

Table G11 indicates that under future conditions, the operation of the Chadstone Road / Percy Treyvaud Memorial Park access intersection (with the Quentin Road access point being closed) would be rated as excellent.

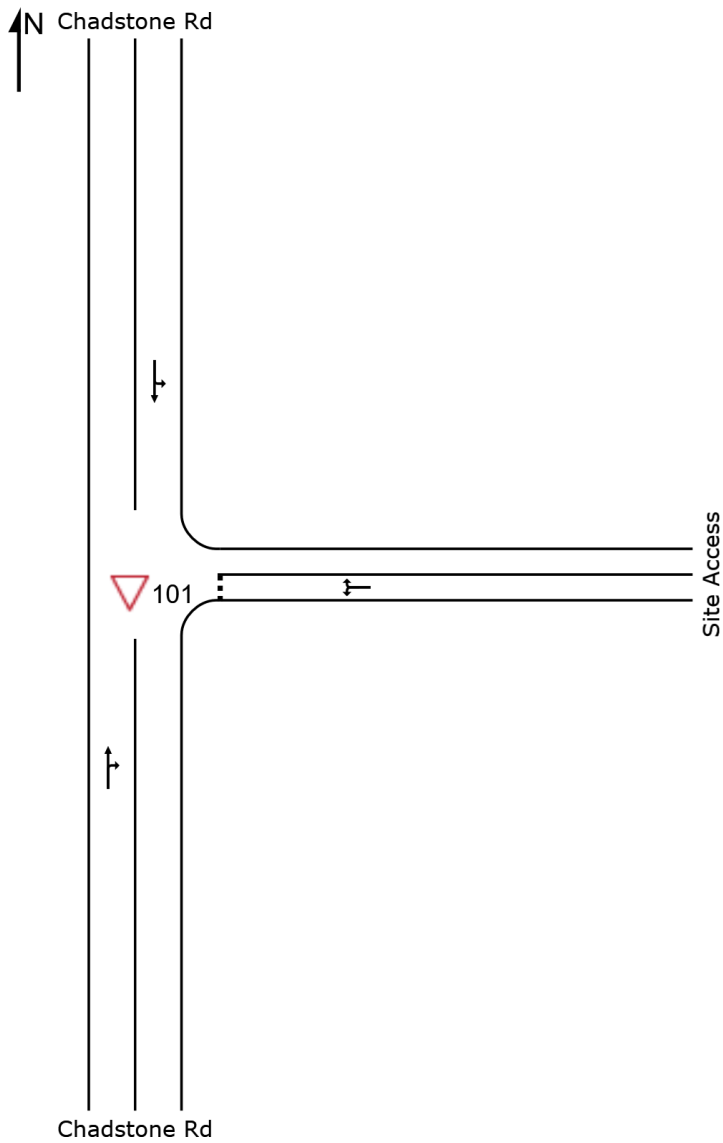
APPENDIX H

DETAILED SIDRA OUTPUT

SITE LAYOUT

▽ Site: 101 [Site Access_Chadstone Rd]

New Site
 Giveaway / Yield (Two-Way)



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LANE SUMMARY

Site: 101 [Site Access_Chadstone Rd_Ex_Thurs_PM]

New Site
 Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV											
South: Chadstone Rd													
Lane 1	621	1.2	2045	0.304	100	0.4	LOS A	0.3	1.8	Full	500	0.0	0.0
Approach	621	1.2		0.304		0.4	NA	0.3	1.8				
East: Site Access													
Lane 1	15	0.0	701	0.021	100	3.6	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	15	0.0		0.021		3.6	LOS A	0.1	0.5				
North: Chadstone Rd													
Lane 1	602	0.9	2109	0.285	100	0.1	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	602	0.9		0.285		0.1	NA	0.0	0.0				
Intersection	1238	1.0		0.304		0.3	NA	0.3	1.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Ex_Sat]

New Site
 Giveway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	veh/h	v/c	%	sec			m		m	%	%
South: Chadstone Rd													
Lane 1	636	0.7	2079	0.306	100	0.2	LOS A	0.1	1.0	Full	500	0.0	0.0
Approach	636	0.7		0.306		0.2	NA	0.1	1.0				
East: Site Access													
Lane 1	5	0.0	512	0.010	100	5.4	LOS A	0.0	0.2	Full	500	0.0	0.0
Approach	5	0.0		0.010		5.4	LOS A	0.0	0.2				
North: Chadstone Rd													
Lane 1	685	0.5	2115	0.324	100	0.1	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	685	0.5		0.324		0.1	NA	0.0	0.0				
Intersection	1326	0.6		0.324		0.2	NA	0.1	1.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Thurs_PM_Abs]

New Site
 Giveway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	veh/h	v/c	%	sec			m		m	%	%
South: Chadstone Rd													
Lane 1	660	1.1	1909	0.346	100	1.5	LOS A	1.0	7.1	Full	500	0.0	0.0
Approach	660	1.1		0.346		1.5	NA	1.0	7.1				
East: Site Access													
Lane 1	86	0.0	587	0.147	100	5.0	LOS A	0.5	3.7	Full	500	0.0	0.0
Approach	86	0.0		0.147		5.0	LOS A	0.5	3.7				
North: Chadstone Rd													
Lane 1	631	0.8	2105	0.299	100	0.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	631	0.8		0.299		0.3	NA	0.0	0.0				
Intersection	1377	0.9		0.346		1.2	NA	1.0	7.1				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Thurs_PM_IN]

New Site
 Giveway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	veh/h	v/c	%	sec			m		m	%	%
South: Chadstone Rd													
Lane 1	668	1.1	1880	0.355	100	1.8	LOS A	1.2	8.4	Full	500	0.0	0.0
Approach	668	1.1		0.355		1.8	NA	1.2	8.4				
East: Site Access													
Lane 1	46	0.0	596	0.078	100	4.7	LOS A	0.3	1.9	Full	500	0.0	0.0
Approach	46	0.0		0.078		4.7	LOS A	0.3	1.9				
North: Chadstone Rd													
Lane 1	639	0.8	2104	0.304	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	639	0.8		0.304		0.4	NA	0.0	0.0				
Intersection	1354	0.9		0.355		1.2	NA	1.2	8.4				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Thurs_PM_OUT]

New Site
 Giveway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	veh/h	v/c	%	sec			m		m	%	%
South: Chadstone Rd													
Lane 1	652	1.1	1938	0.336	100	1.3	LOS A	0.8	5.9	Full	500	0.0	0.0
Approach	652	1.1		0.336		1.3	NA	0.8	5.9				
East: Site Access													
Lane 1	91	0.0	556	0.163	100	5.4	LOS A	0.6	4.0	Full	500	0.0	0.0
Approach	91	0.0		0.163		5.4	LOS A	0.6	4.0				
North: Chadstone Rd													
Lane 1	622	0.8	2107	0.295	100	0.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	622	0.8		0.295		0.3	NA	0.0	0.0				
Intersection	1364	0.9		0.336		1.1	NA	0.8	5.9				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Sat_Abs]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	veh/h	v/c	%	sec			m		m	%	%
South: Chadstone Rd													
Lane 1	666	0.6	1946	0.342	100	1.3	LOS A	0.8	5.7	Full	500	0.0	0.0
Approach	666	0.6		0.342		1.3	NA	0.8	5.7				
East: Site Access													
Lane 1	57	0.0	455	0.125	100	6.8	LOS A	0.4	2.9	Full	500	0.0	0.0
Approach	57	0.0		0.125		6.8	LOS A	0.4	2.9				
North: Chadstone Rd													
Lane 1	713	0.4	2112	0.337	100	0.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	713	0.4		0.337		0.3	NA	0.0	0.0				
Intersection	1436	0.5		0.342		1.0	NA	0.8	5.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Sat_IN]

New Site
 Giveway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV											
South: Chadstone Rd													
Lane 1	675	0.6	1911	0.353	100	1.6	LOS A	1.0	7.2	Full	500	0.0	0.0
Approach	675	0.6		0.353		1.6	NA	1.0	7.2				
East: Site Access													
Lane 1	27	0.0	458	0.060	100	6.5	LOS A	0.2	1.4	Full	500	0.0	0.0
Approach	27	0.0		0.060		6.5	LOS A	0.2	1.4				
North: Chadstone Rd													
Lane 1	721	0.4	2111	0.342	100	0.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	721	0.4		0.342		0.3	NA	0.0	0.0				
Intersection	1423	0.5		0.353		1.0	NA	1.0	7.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Sat_OUT]

New Site
 Giveway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist	Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	veh/h	v/c	%	sec			m		m	%	%
South: Chadstone Rd													
Lane 1	658	0.6	1982	0.332	100	1.0	LOS A	0.6	4.3	Full	500	0.0	0.0
Approach	658	0.6		0.332		1.0	NA	0.6	4.3				
East: Site Access													
Lane 1	72	0.0	459	0.156	100	6.9	LOS A	0.5	3.7	Full	500	0.0	0.0
Approach	72	0.0		0.156		6.9	LOS A	0.5	3.7				
North: Chadstone Rd													
Lane 1	704	0.4	2113	0.333	100	0.2	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	704	0.4		0.333		0.2	NA	0.0	0.0				
Intersection	1434	0.5		0.333		0.9	NA	0.6	4.3				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut+10%_Thurs_PM_IN]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Chadstone Rd													
Lane 1	729	1.2	1870	0.390	100	2.0	LOS A	1.4	10.1	Full	500	0.0	0.0
Approach	729	1.2		0.390		2.0	NA	1.4	10.1				
East: Site Access													
Lane 1	46	0.0	520	0.089	100	5.7	LOS A	0.3	2.1	Full	500	0.0	0.0
Approach	46	0.0		0.089		5.7	LOS A	0.3	2.1				
North: Chadstone Rd													
Lane 1	699	0.9	2104	0.332	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	699	0.9		0.332		0.4	NA	0.0	0.0				
Intersection	1475	1.0		0.390		1.3	NA	1.4	10.1				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut+10%_Sat_IN]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Chadstone Rd													
Lane 1	737	0.6	1899	0.388	100	1.8	LOS A	1.2	8.7	Full	500	0.0	0.0
Approach	737	0.6		0.388		1.8	NA	1.2	8.7				
East: Site Access													
Lane 1	27	0.0	387	0.071	100	8.1	LOS A	0.2	1.6	Full	500	0.0	0.0
Approach	27	0.0		0.071		8.1	LOS A	0.2	1.6				
North: Chadstone Rd													
Lane 1	788	0.4	2112	0.373	100	0.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	788	0.4		0.373		0.3	NA	0.0	0.0				
Intersection	1553	0.5		0.388		1.1	NA	1.2	8.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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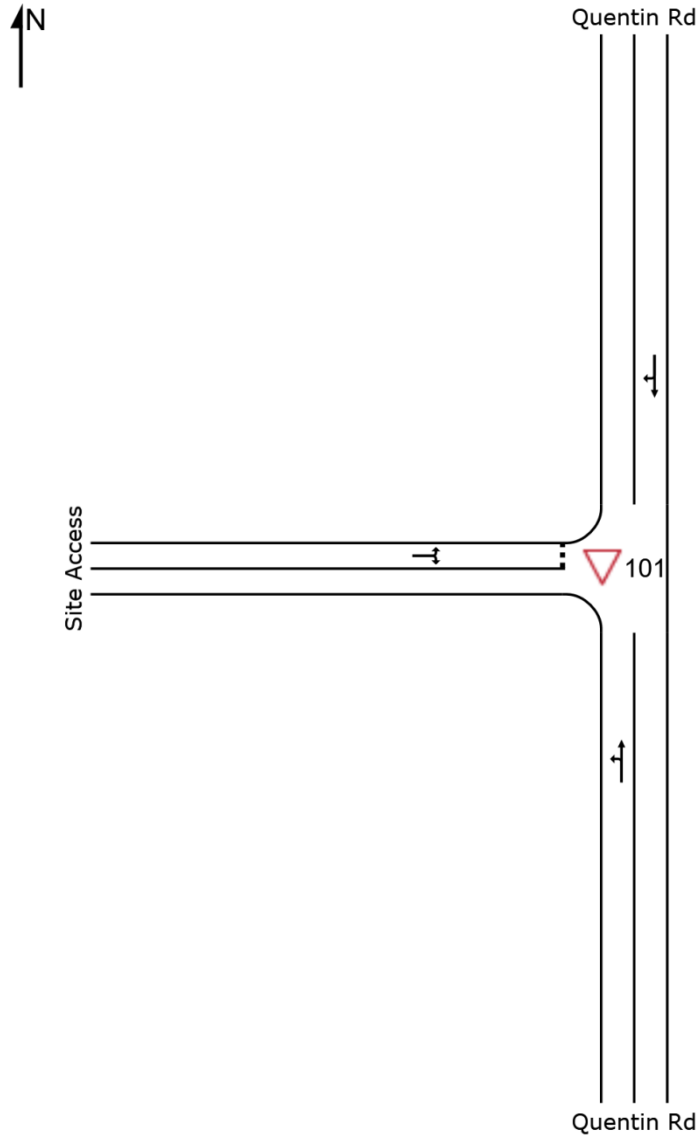
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SITE LAYOUT

▽ Site: 101 [Quentin Rd_Site Access]

New Site
Giveaway / Yield (Two-Way)



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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Ex_Thu_PM]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Quentin Rd													
Lane 1	57	0.0	1998	0.028	100	0.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	57	0.0		0.028		0.3	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	55	1.9	1966	0.028	100	0.2	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	55	1.9		0.028		0.2	NA	0.0	0.1				
West: Site Access													
Lane 1	9	0.0	1458	0.006	100	0.3	LOS A	0.0	0.2	Full	500	0.0	0.0
Approach	9	0.0		0.006		0.3	LOS A	0.0	0.2				
Intersection	121	0.9		0.028		0.3	NA	0.0	0.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Ex_Sat]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec		m	m	%	%		
South: Quentin Rd													
Lane 1	38	0.0	1997	0.019	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	38	0.0		0.019		0.4	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	52	0.0	1982	0.026	100	0.3	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	52	0.0		0.026		0.3	NA	0.0	0.1				
West: Site Access													
Lane 1	8	0.0	1365	0.006	100	0.4	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	8	0.0		0.006		0.4	LOS A	0.0	0.1				
Intersection	98	0.0		0.026		0.3	NA	0.0	0.1				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Fut_Thu_PM_Abs]

New Site
 Giveway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec		m	m	%	%		
South: Quentin Rd													
Lane 1	72	0.0	1980	0.036	100	1.2	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	72	0.0		0.036		1.2	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	67	1.6	1898	0.035	100	1.1	LOS A	0.1	0.6	Full	500	0.0	0.0
Approach	67	1.6		0.035		1.1	NA	0.1	0.6				
West: Site Access													
Lane 1	40	0.0	1384	0.029	100	0.4	LOS A	0.1	0.7	Full	500	0.0	0.0
Approach	40	0.0		0.029		0.4	LOS A	0.1	0.7				
Intersection	179	0.6		0.036		1.0	NA	0.1	0.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Fut_Thu_PM_IN]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec		m	m	%	%		
South: Quentin Rd													
Lane 1	75	0.0	1977	0.038	100	1.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	75	0.0		0.038		1.4	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	71	1.5	1884	0.037	100	1.3	LOS A	0.1	0.7	Full	500	0.0	0.0
Approach	71	1.5		0.037		1.3	NA	0.1	0.7				
West: Site Access													
Lane 1	27	0.0	1409	0.019	100	0.4	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	27	0.0		0.019		0.4	LOS A	0.1	0.5				
Intersection	173	0.6		0.038		1.2	NA	0.1	0.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Fut_Thu_PM_OUT]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Quentin Rd													
Lane 1	67	0.0	1984	0.034	100	1.0	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	67	0.0		0.034		1.0	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	63	1.7	1918	0.033	100	0.8	LOS A	0.1	0.4	Full	500	0.0	0.0
Approach	63	1.7		0.033		0.8	NA	0.1	0.4				
West: Site Access													
Lane 1	46	0.0	1380	0.034	100	0.5	LOS A	0.1	0.9	Full	500	0.0	0.0
Approach	46	0.0		0.034		0.5	LOS A	0.1	0.9				
Intersection	177	0.6		0.034		0.8	NA	0.1	0.9				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Fut_Sat_Abs]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Quentin Rd													
Lane 1	52	0.0	1974	0.026	100	1.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	52	0.0		0.026		1.5	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	65	0.0	1907	0.034	100	1.3	LOS A	0.1	0.7	Full	500	0.0	0.0
Approach	65	0.0		0.034		1.3	NA	0.1	0.7				
West: Site Access													
Lane 1	38	0.0	1351	0.028	100	0.5	LOS A	0.1	0.7	Full	500	0.0	0.0
Approach	38	0.0		0.028		0.5	LOS A	0.1	0.7				
Intersection	155	0.0		0.034		1.2	NA	0.1	0.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Fut_Sat_IN]

New Site
 Giveway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec		m	m	%	%		
South: Quentin Rd													
Lane 1	55	0.0	1970	0.028	100	1.7	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	55	0.0		0.028		1.7	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	68	0.0	1894	0.036	100	1.4	LOS A	0.1	0.8	Full	500	0.0	0.0
Approach	68	0.0		0.036		1.4	NA	0.1	0.8				
West: Site Access													
Lane 1	25	0.0	1348	0.019	100	0.5	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	25	0.0		0.019		0.5	LOS A	0.1	0.5				
Intersection	148	0.0		0.036		1.4	NA	0.1	0.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Fut_Sat_OUT]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Quentin Rd													
Lane 1	47	0.0	1979	0.024	100	1.2	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	47	0.0		0.024		1.2	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	61	0.0	1926	0.032	100	1.0	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	61	0.0		0.032		1.0	NA	0.1	0.5				
West: Site Access													
Lane 1	44	0.0	1356	0.033	100	0.5	LOS A	0.1	0.8	Full	500	0.0	0.0
Approach	44	0.0		0.033		0.5	LOS A	0.1	0.8				
Intersection	153	0.0		0.033		0.9	NA	0.1	0.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Fut+10%_Thu_PM_IN]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Quentin Rd													
Lane 1	80	0.0	1978	0.040	100	1.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	80	0.0		0.040		1.3	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	76	1.4	1889	0.040	100	1.2	LOS A	0.1	0.7	Full	500	0.0	0.0
Approach	76	1.4		0.040		1.2	NA	0.1	0.7				
West: Site Access													
Lane 1	27	0.0	1400	0.020	100	0.4	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	27	0.0		0.020		0.4	LOS A	0.1	0.5				
Intersection	183	0.6		0.040		1.1	NA	0.1	0.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Quentin Rd_Site Access_Fut+10%_Sat_IN]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %						Veh	Dist m				
South: Quentin Rd													
Lane 1	58	0.0	1972	0.029	100	1.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	58	0.0		0.029		1.6	NA	0.0	0.0				
North: Quentin Rd													
Lane 1	74	0.0	1899	0.039	100	1.3	LOS A	0.1	0.8	Full	500	0.0	0.0
Approach	74	0.0		0.039		1.3	NA	0.1	0.8				
West: Site Access													
Lane 1	25	0.0	1341	0.019	100	0.5	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	25	0.0		0.019		0.5	LOS A	0.1	0.5				
Intersection	157	0.0		0.039		1.3	NA	0.1	0.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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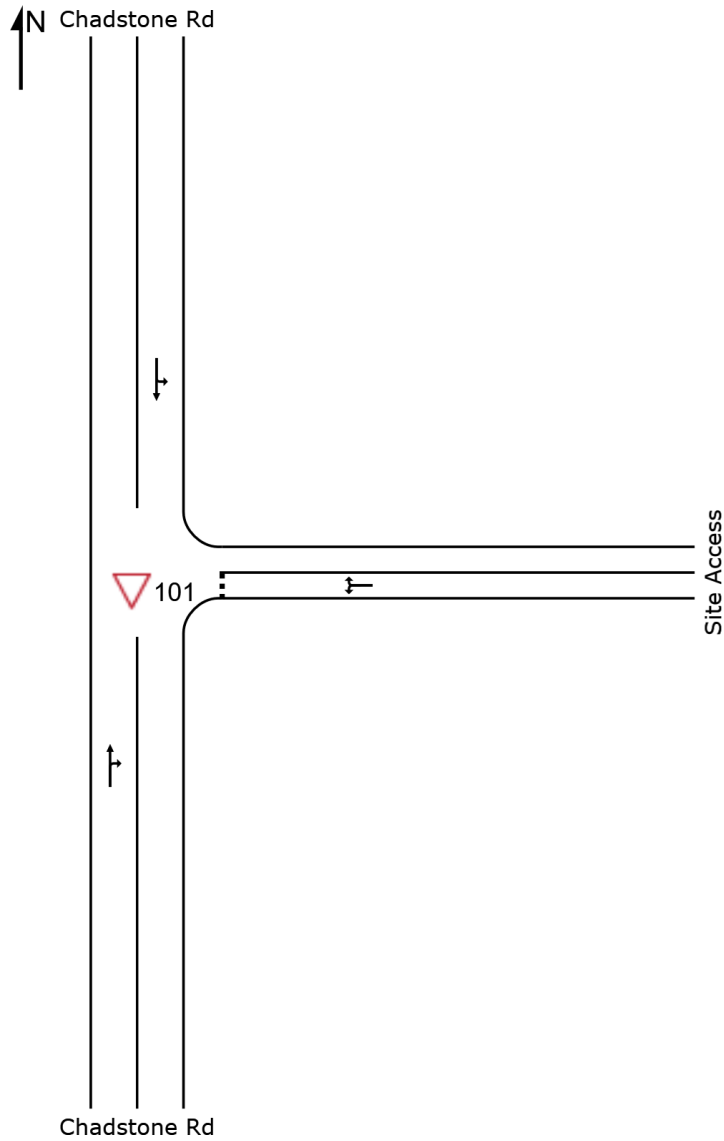
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SITE LAYOUT

▽ Site: 101 [Site Access_Chadstone Rd]

New Site
 Giveway / Yield (Two-Way)



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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Ex_Thurs_PM_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec		m	m	%	%		
South: Chadstone Rd													
Lane 1	624	1.2	2033	0.307	100	0.5	LOS A	0.3	2.2	Full	500	0.0	0.0
Approach	624	1.2		0.307		0.5	NA	0.3	2.2				
East: Site Access													
Lane 1	25	0.0	617	0.041	100	4.3	LOS A	0.1	1.0	Full	500	0.0	0.0
Approach	25	0.0		0.041		4.3	LOS A	0.1	1.0				
North: Chadstone Rd													
Lane 1	605	0.9	2109	0.287	100	0.1	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	605	0.9		0.287		0.1	NA	0.0	0.0				
Intersection	1255	1.0		0.307		0.4	NA	0.3	2.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Ex_Sat_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec		m	m	%	%		
South: Chadstone Rd													
Lane 1	639	0.7	2064	0.309	100	0.3	LOS A	0.2	1.5	Full	500	0.0	0.0
Approach	639	0.7		0.309		0.3	NA	0.2	1.5				
East: Site Access													
Lane 1	14	0.0	481	0.028	100	6.0	LOS A	0.1	0.7	Full	500	0.0	0.0
Approach	14	0.0		0.028		6.0	LOS A	0.1	0.7				
North: Chadstone Rd													
Lane 1	688	0.5	2115	0.326	100	0.1	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	688	0.5		0.326		0.1	NA	0.0	0.0				
Intersection	1341	0.5		0.326		0.3	NA	0.2	1.5				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Thurs_PM_Abs_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Chadstone Rd													
Lane 1	677	1.1	1853	0.365	100	2.0	LOS A	1.4	9.7	Full	500	0.0	0.0
Approach	677	1.1		0.365		2.0	NA	1.4	9.7				
East: Site Access													
Lane 1	118	0.0	524	0.225	100	6.2	LOS A	0.8	5.8	Full	500	0.0	0.0
Approach	118	0.0		0.225		6.2	LOS A	0.8	5.8				
North: Chadstone Rd													
Lane 1	647	0.8	2103	0.308	100	0.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	647	0.8		0.308		0.5	NA	0.0	0.0				
Intersection	1442	0.9		0.365		1.7	NA	1.4	9.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Thurs_PM_IN_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Chadstone Rd													
Lane 1	688	1.1	1815	0.379	100	2.4	LOS A	1.7	11.7	Full	500	0.0	0.0
Approach	688	1.1		0.379		2.4	NA	1.7	11.7				
East: Site Access													
Lane 1	76	0.0	537	0.141	100	5.6	LOS A	0.5	3.4	Full	500	0.0	0.0
Approach	76	0.0		0.141		5.6	LOS A	0.5	3.4				
North: Chadstone Rd													
Lane 1	659	0.8	2102	0.314	100	0.6	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	659	0.8		0.314		0.6	NA	0.0	0.0				
Intersection	1423	0.9		0.379		1.7	NA	1.7	11.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Thurs_PM_OUT_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Chadstone Rd													
Lane 1	663	1.1	1898	0.349	100	1.6	LOS A	1.1	7.6	Full	500	0.0	0.0
Approach	663	1.1		0.349		1.6	NA	1.1	7.6				
East: Site Access													
Lane 1	139	0.0	530	0.262	100	6.4	LOS A	1.0	7.1	Full	500	0.0	0.0
Approach	139	0.0		0.262		6.4	LOS A	1.0	7.1				
North: Chadstone Rd													
Lane 1	634	0.8	2105	0.301	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	634	0.8		0.301		0.4	NA	0.0	0.0				
Intersection	1436	0.9		0.349		1.5	NA	1.1	7.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Sat_Abs_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec		m	m	%	%		
South: Chadstone Rd													
Lane 1	683	0.6	1877	0.364	100	1.9	LOS A	1.2	8.7	Full	500	0.0	0.0
Approach	683	0.6		0.364		1.9	NA	1.2	8.7				
East: Site Access													
Lane 1	95	0.0	441	0.215	100	7.6	LOS A	0.8	5.3	Full	500	0.0	0.0
Approach	95	0.0		0.215		7.6	LOS A	0.8	5.3				
North: Chadstone Rd													
Lane 1	729	0.4	2109	0.346	100	0.4	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	729	0.4		0.346		0.4	NA	0.0	0.0				
Intersection	1507	0.5		0.364		1.5	NA	1.2	8.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Sat_IN_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Chadstone Rd													
Lane 1	695	0.6	1832	0.379	100	2.3	LOS A	1.5	10.8	Full	500	0.0	0.0
Approach	695	0.6		0.379		2.3	NA	1.5	10.8				
East: Site Access													
Lane 1	53	0.0	437	0.120	100	7.1	LOS A	0.4	2.8	Full	500	0.0	0.0
Approach	53	0.0		0.120		7.1	LOS A	0.4	2.8				
North: Chadstone Rd													
Lane 1	741	0.4	2108	0.352	100	0.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	741	0.4		0.352		0.5	NA	0.0	0.0				
Intersection	1488	0.5		0.379		1.6	NA	1.5	10.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut_Sat_OUT_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec		m	m	%	%		
South: Chadstone Rd													
Lane 1	669	0.6	1933	0.346	100	1.4	LOS A	0.9	6.2	Full	500	0.0	0.0
Approach	669	0.6		0.346		1.4	NA	0.9	6.2				
East: Site Access													
Lane 1	116	0.0	449	0.258	100	7.9	LOS A	1.0	6.7	Full	500	0.0	0.0
Approach	116	0.0		0.258		7.9	LOS A	1.0	6.7				
North: Chadstone Rd													
Lane 1	716	0.4	2111	0.339	100	0.3	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	716	0.4		0.339		0.3	NA	0.0	0.0				
Intersection	1501	0.5		0.346		1.4	NA	1.0	6.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut+10%_Thurs_PM_IN_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m	m	%	%	
South: Chadstone Rd													
Lane 1	749	1.1	1801	0.416	100	2.6	LOS A	2.0	14.0	Full	500	0.0	0.0
Approach	749	1.1		0.416		2.6	NA	2.0	14.0				
East: Site Access													
Lane 1	76	0.0	463	0.164	100	6.8	LOS A	0.6	3.9	Full	500	0.0	0.0
Approach	76	0.0		0.164		6.8	LOS A	0.6	3.9				
North: Chadstone Rd													
Lane 1	719	0.9	2101	0.342	100	0.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	719	0.9		0.342		0.5	NA	0.0	0.0				
Intersection	1544	1.0		0.416		1.9	NA	2.0	14.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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LANE SUMMARY

▽ Site: 101 [Site Access_Chadstone Rd_Fut+10%_Sat_IN_Quentin Rd Closed]

New Site
Giveaway / Yield (Two-Way)

Lane Use and Performance													
	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec		m	m	%	%		
South: Chadstone Rd													
Lane 1	757	0.6	1815	0.417	100	2.6	LOS A	1.9	13.2	Full	500	0.0	0.0
Approach	757	0.6		0.417		2.6	NA	1.9	13.2				
East: Site Access													
Lane 1	53	0.0	367	0.144	100	8.9	LOS A	0.5	3.2	Full	500	0.0	0.0
Approach	53	0.0		0.144		8.9	LOS A	0.5	3.2				
North: Chadstone Rd													
Lane 1	808	0.4	2109	0.383	100	0.5	LOS A	0.0	0.0	Full	500	0.0	0.0
Approach	808	0.4		0.383		0.5	NA	0.0	0.0				
Intersection	1618	0.5		0.417		1.7	NA	1.9	13.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Lane LOS values are based on average delay per lane.

Minor Road Approach LOS values are based on average delay for all lanes.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road lanes.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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CHADSTONE ROAD – RIGHT TURN TREATMENT

