Percy Treyvaud Memorial Park, Multi-purpose Sport and Recreational Facility

Traffic and Parking Assessment Report

Client:

Stonnington City Council

Project No. 170865

Final_3 Report – 19/03/19

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EXECUTIVE SUMMARY

Trafficworks has been engaged by Stonnington City Council to undertake a traffic and parking study for the multi-purpose sports and recreational facility proposed to be located at Percy Treyvaud Memorial Park in Malvern East.

This report outlines the outcomes of the traffic and parking surveys undertaken in the area surrounding Percy Treyvaud Memorial Park, the likely impact of the facility on the surrounding road network and recommendations to mitigate the impact of the additional traffic generated by the facility.

The traffic and parking surveys, including car parking occupancy and duration surveys and turning movement surveys at five key intersections surrounding the subject site, were completed across six days in October and November 2018. Additionally, vehicle classification surveys at 22 different locations within the study area were also undertaken across a two week period in October 2018.

Reviewing data from the traffic and parking surveys indicated the following peak periods:

- peak car parking occupancy was experienced on Saturday 20 October 2018, coinciding with the Malvern Valley Primary School fete day
- peak intersection traffic volumes were experienced in the PM commuter peak period on Thursday 15 November 2018, which also coincided with a Chadstone VIP shopping event.

Both typical and peak days for parking and traffic have been considered as part of this assessment.

The additional traffic generated by the proposed development is not anticipated to unreasonably impact Chadstone Road. Chadstone Road operates as a local arterial road and is capable of carrying a mid-block two-way traffic volume of up to 1,800 vehicles in the peak hour, and the addition of proposed development traffic to existing volumes would not exceed this capacity.

The nearby signalised intersections of Waverley Road / Chadstone Road and Dandenong Road / Chadstone Road / Poath Road have been modelled in existing and future post-development scenarios. Minor additional delays are anticipated on the modelled Saturdays (both the typical and busy Saturday), and on most legs of the intersections on the modelled weekdays (both typical and busy weekday). The Chadstone Road approach leg to the Waverley Road intersection is subject to the greatest impact in the modelling during the PM peak. However, the modelling assumes peak usage of the centre would coincide with the on-road peak hour. The impact could be ameliorated through scheduling, and it is noted that proposed development peak usage is unlikely to occur in these periods. There may be opportunities to improve intersection function through changes to on-street parking and exploring phasing changes.

The on-street car parking has been assessed. It is understood that the proposed on-site car park will be able to accommodate the car parking demand for the facility. Generally, patrons are unlikely to seek on-street parking opportunities beyond 200m walking distance to the site. Council could consider implementing restrictions on the following streets within 200m walk distance of the facility to discourage on-street parking:

- restrictions with a residential permit exemption be considered along the currently unrestricted sections of:

- Abbotsford Avenue abutting residential property, between Chadstone Road and Durward Road
- Rod Roy Road abutting residential property, between Ivanhoe Grove and south of Abbotsford Avenue
- Quentin Road abutting residential property, between Ivanhoe Grove and Abbotsford Avenue
- Armstrong Court abutting residential property, between Chadstone Road and Bowen Street

- restrictions to discourage all-day parking be considered along the currently unrestricted Percy Treyvaud Memorial Park frontage on Quentin Road
- council continue to monitor the level of car parking along nearby local streets outside of the 200 m walking distance post-opening of the proposed facility and reassess the requirement for car parking restrictions, if required.

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1 INTRODUCTION

Trafficworks has been engaged by Stonnington City Council to undertake a traffic and parking study for the multi-purpose sports and recreational facility proposed to be located at Percy Treyvaud Memorial Park in Malvern East.

This report outlines the outcomes of the traffic and parking surveys undertaken in the area surrounding Percy Treyvaud Memorial Park, the likely impact of the facility on the surrounding road network and recommendations to mitigate the impact of the additional traffic generated by the facility.

2 BACKGROUND

2.1 Subject Site

Percy Treyvaud Memorial Park is located along Chadstone Road in Malvern East, with primary vehicular access to the facility and off-street car parking provided from Chadstone Road. Secondary vehicular access is provided from Quentin Road, with additional pedestrian access to the site available from Chapman Street and Rob Roy Road. Wider access to the site is via Waverley Road and the Monash Freeway to the north and Princes Highway to the south.

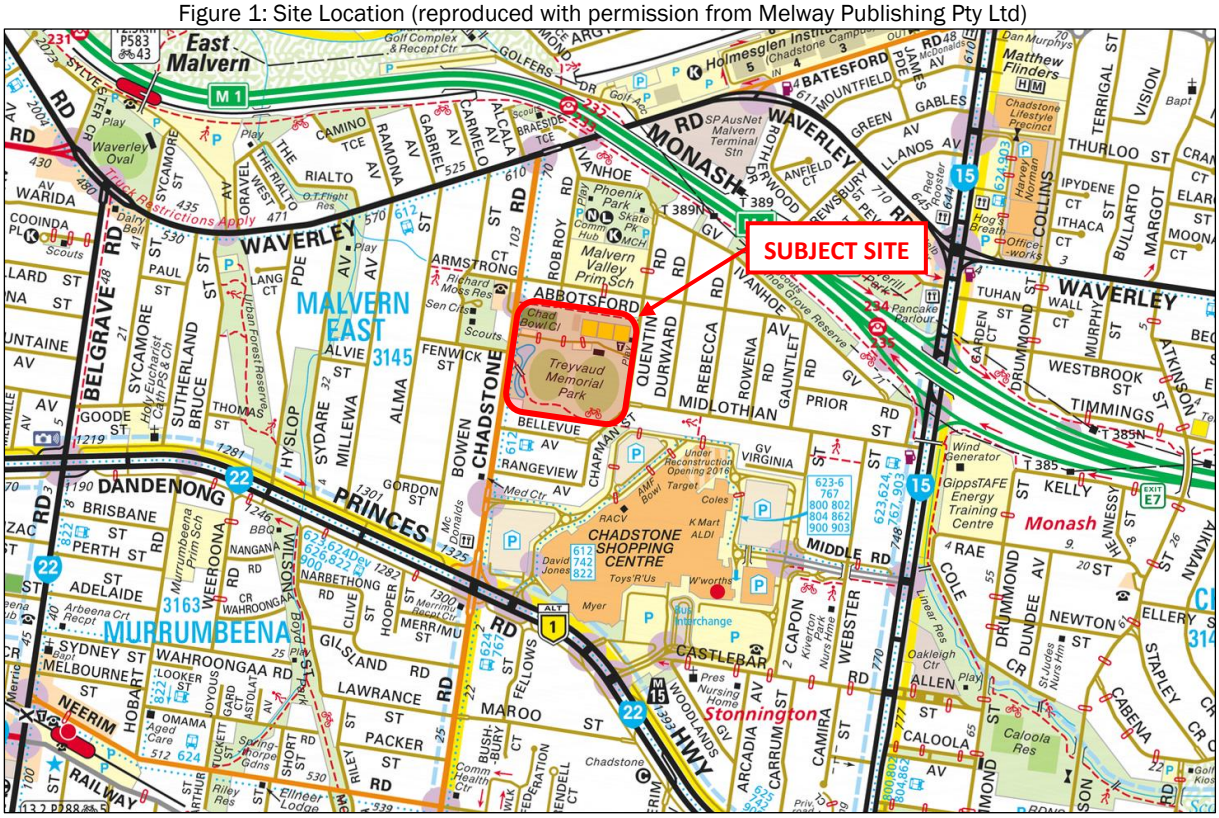
The existing sporting facilities at Percy Treyvaud Memorial Park include:

- two lawn bowls greens (Chadstone Bowls Club)
- seven tennis courts (Chadstone Tennis Club)
- two sports ovals (Chadstone Lacrosse Club and East Malvern Tooronga Cricket Club)
- associated club room facilities.

Percy Treyvaud Memorial Park is located in close proximity to Malvern Valley Primary School, Phoenix Park, Phoenix Park Early Learning Centre and Phoenix Park Community Centre to the north and to Chadstone Shopping Centre to the south.

Percy Treyvaud Memorial Park and the surrounding road network are shown in Figure 1.

Figure 1: Site Location (reproduced with permission from Melway Publishing Pty Ltd)



2.2 Road Network

The study area comprises all local roads generally bounded by Waverley Road and the Monash Freeway to the north, Warrigal Road to the east, Midlothian Street, Rangeview Avenue and Princes Highway to the south and Alma Street to the west.

All roads within the study area have been considered in this assessment, however, the following sections provide a summary of the key local roads which directly surround Percy Treyvaud Memorial Park.

2.2.1 Chadstone Road

Chadstone Road is a major council road aligned in a north – south direction and provides a connection to Waverley Road to the north and North Road to the south (as Poath Road).

Bus route 612 operates along the length of Chadstone Road, with bus stops in both directions located adjacent to Percy Treyvaud Memorial Park. Kerbside car parking is permitted in some sections along both sides of Chadstone Road and it operates with a posted speed limit of 60 km/h.

2.2.2 Quentin Road

Quentin Road is a local road aligned in a north – south direction and provides local access to the residential properties along its length, as well as to Percy Treyvaud Memorial Park, Malvern Valley Primary School, Phoenix Park and Phoenix Park Early Learning Centre.

Kerbside car parking is permitted along its length, with unrestricted car parking permitted on the west side of the carriageway and residential permit car parking permitted on the east side of the carriageway in the section abutting Percy Treyvaud Memorial Park.

Quentin Road has a posted speed limit of 50 km/h to the south of Abbotsford Avenue, and a posted speed limit of 40 km/h to the north of Abbotsford Avenue.

2.2.3 Abbotsford Avenue

Abbotsford Avenue is a local road aligned in an east – west direction and provides local access to the residential properties along its length, as well as to Malvern Valley Primary School. Kerbside car parking is permitted along its length on both sides of the carriageway.

Abbotsford Avenue has a posted speed limit of 40 km/h (school speed zone) to the west of Quentin Road, and operates under the default urban speed limit of 50 km/h to the east of Quentin Road.

3 TRAFFIC VOLUMES

3.1 Intersection Turning Movement Surveys

The existing traffic volumes at five key intersections surrounding Percy Treyvaud Memorial Park (refer to Figure 2) were surveyed during the following time periods to reflect typical mid-week and weekend conditions, as well as to capture increased traffic volumes during special events:

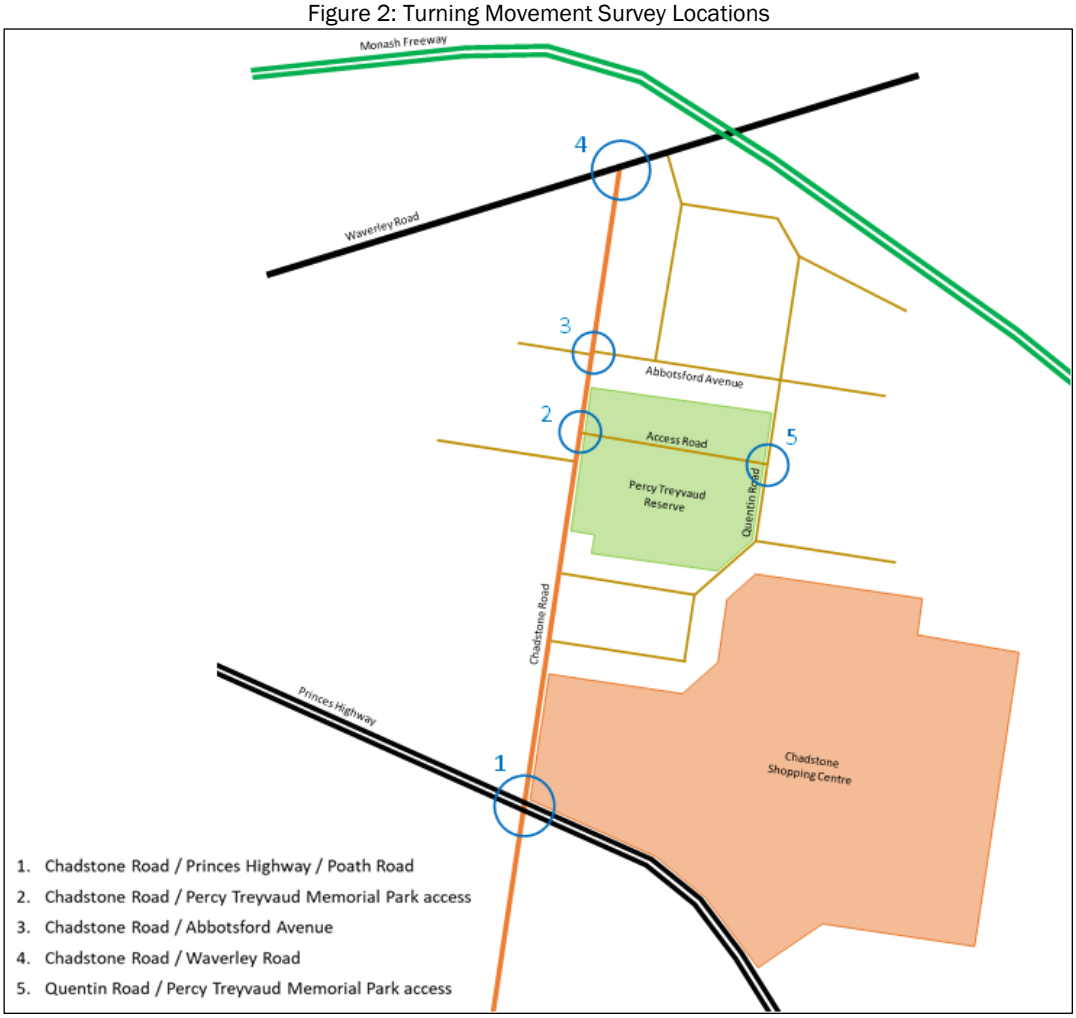
- Wednesday 17 October 2018 and Thursday 18 October 2018, between 7:00 am – 10.00 am and 3.00 pm – 7.00 pm (typical weekdays)
- Saturday 20 October 2018, between 9:00 am – 4.00 pm (coinciding with the Malvern Valley Primary School fete)
- Thursday 15 November 2018, between 7:00 am – 10.00 am and 3.00 pm – 10.00 pm (coinciding with a Chadstone VIP shopping event)
- Saturday 24 November 2018, between 9:00 am – 4.00 pm (coinciding with the Victorian State Election[1] and a Chadstone special shopping event)
- Sunday 25 November 2018, between 9:00 am – 4.00 pm (coinciding with a Chadstone special shopping event).

A review of the turning movement counts revealed a mid-week AM peak hour between 7.45 am – 8.45 am and a mid-week PM peak hour between 5.00 pm – 6.15 pm, depending on the day of the survey. Additionally, the weekend peak hour occurred between the hours of 12.00 pm – 2.30 pm, depending on the day of the survey.

A summary of the peak hour turning movement volumes at each of the surveyed intersections is shown in Attachment A, with full turning movement data shown in Attachment B.

[1] Malvern Valley Primary School was a polling booth location for the Victorian State Election.

Figure 2: Turning Movement Survey Locations



3.2 Vehicle Classification Surveys (mid-block)

Vehicle classification surveys were undertaken at 22 separate locations within the study area for the two week period between Wednesday 17 October 2018 – Tuesday 30 October 2018 (inclusive). Each of the 22 surveyed locations are shown in Figure 3, with a summary of the results for the key locations surrounding Percy Treyvaud Memorial Park on Saturday 20 October (peak day) shown in Table 1.

A review of the two week vehicle classification survey indicates that the highest peak hour traffic volumes along Chadstone Road were experienced on Saturday 20 October 2018, coinciding with the Malvern Valley Primary School fete.

A summary of the vehicle classification survey results at each of the surveyed locations on Saturday 20 October 2018 is shown in Attachment C, along with full daily classification data at each survey location over the two week survey period.

Figure 3: Vehicle Classification Survey Locations

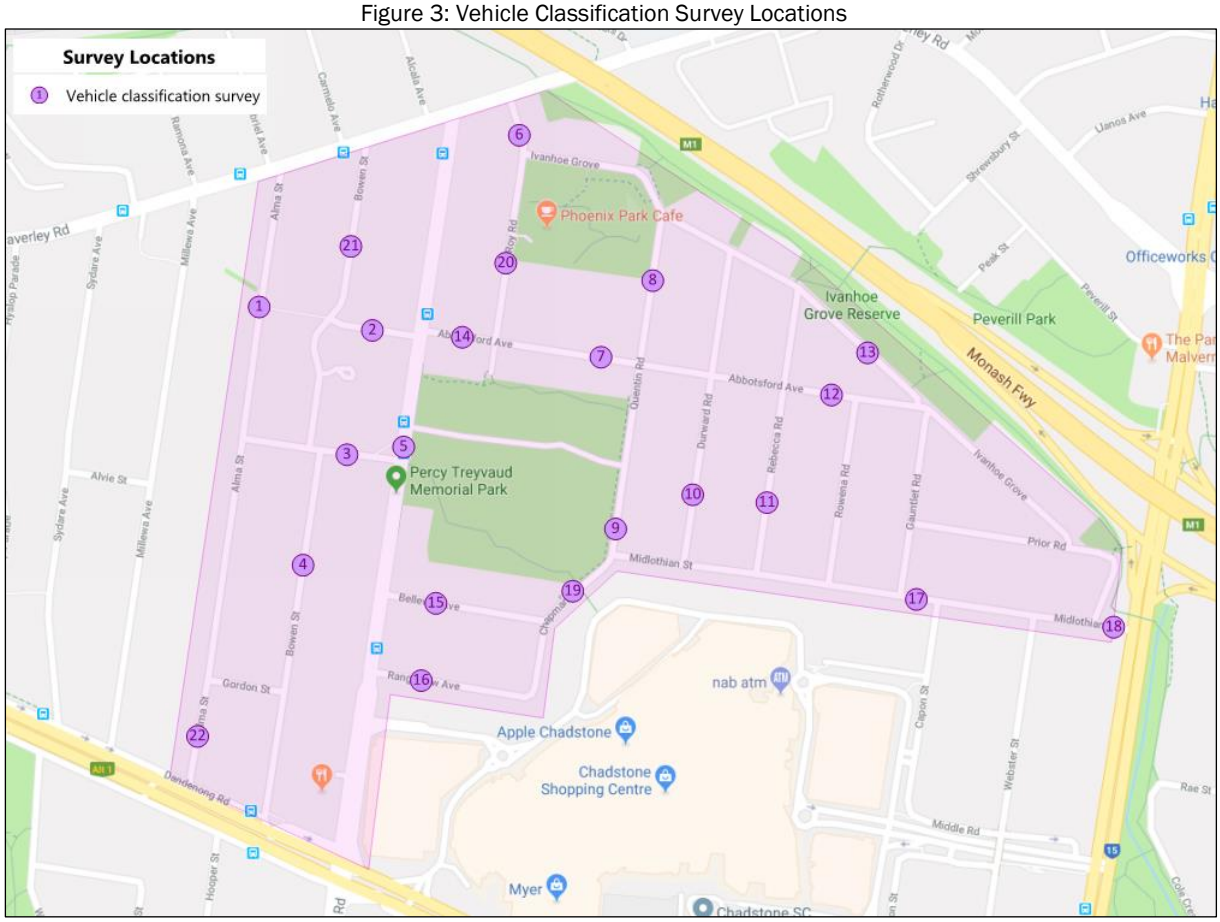


Table 1: Vehicle Classification Survey Results – Saturday 20 October 2018

Locations		Saturday 20/10/2018	Two Way			One Way		One Way	
			VPD	85th % Speed	HV%	NB	SB	EB	WB
5	Chadstone Road North of Fenwick Street	Daily (vpd)	14844	57.9	1.4%	7492	7352	-	-
		AM Peak (vph)	1267	57.0	1.4%	601	715	-	-
		PM Peak (vph)	1402	55.9	1.8%	694	760	-	-
7	Abbotsford Avenue At No. 18	Daily (vpd)	1259	31.5	3.1%	-	-	758	501
		AM Peak (vph)	148	28.2	2.7%	-	-	104	51
		PM Peak (vph)	155	27.4	0.6%	-	-	104	53
8	Quentin Road at No. 26	Daily (vpd)	850	38.3	2.1%	387	463	-	-
		AM Peak (vph)	104	31.6	1.9%	55	49	-	-
		PM Peak (vph)	119	30.3	0.8%	61	58	-	-
9	Quentin Road Just North of Midlothian Street	Daily (vpd)	1010	32.6	2.1%	407	603	-	-
		AM Peak (vph)	95	31.9	3.2%	47	54	-	-
		PM Peak (vph)	111	31.6	0.9%	49	72	-	-
10	Durward Road At No. 5	Daily (vpd)	314	44.0	2.2%	113	201	-	-
		AM Peak (vph)	26	43.8	15.4%	8	18	-	-
		PM Peak (vph)	45	38.5	2.2%	14	31	-	-
11	Rebecca Road At No. 5	Daily (vpd)	226	44.1	0.9%	93	133	-	-
		AM Peak (vph)	24	41.0	0.0%	11	13	-	-
		PM Peak (vph)	28	45.2	0.0%	14	14	-	-
14	Abbotsford Avenue Between Chadstone Road and Rob Roy Road	Daily (vpd)	1588	36.1	4.5%	-	-	743	845
		AM Peak (vph)	194	35.3	2.5%	-	-	105	89
		PM Peak (vph)	204	32.4	2.9%	-	-	107	97
15	Bellevue Avenue At No. 1	Daily (vpd)	1219	39.3	1.9%	-	-	692	527
		AM Peak (vph)	90	38.3	2.2%	-	-	49	41
		PM Peak (vph)	120	37.4	2.5%	-	-	67	54
16	Rangeview Avenue At No. 1	Daily (vpd)	478	43.1	2.9%	-	-	293	195
		AM Peak (vph)	43	43.7	0.0%	-	-	28	15
		PM Peak (vph)	64	43.7	4.6%	-	-	43	22
19	Chapman Street Between Bellevue Avenue and Midlothian Street	Daily (vpd)	1472	43.4	1.5%	858	614	-	-
		AM Peak (vph)	123	42.6	0.8%	74	49	-	-
		PM Peak (vph)	148	43.4	0.6%	91	65	-	-
20	Rob Roy Road At No. 15	Daily (vpd)	730	36.7	7.4%	293	437	-	-
		AM Peak (vph)	199	29.8	4.5%	80	119	-	-
		PM Peak (vph)	78	34.0	1.3%	31	47	-	-

In reference to Table 1, please note the following:

- "vpd" refers to vehicles per day
- "vph" refers to vehicles per hour
- "85th % Speed" refers to the speed at or below which 85% of vehicles are travelling
- "% HV" refers to the % of heavy vehicles along the roadway (classified as Class 3 or above i.e. vehicles larger than passenger cars, vans and cars towing).

Chadstone Road operates as a local arterial road and is capable of carrying a mid-block two-way traffic volume of up to 18,000 vehicles per day (vpd)[2]. The vehicle classification surveys indicated a peak daily traffic volume along Chadstone Road (north of Fenwick Street) in the order of 15,000 vpd. This is considered to be within the capacity of a local arterial road.

Each of the other local roads within the study area are classified as an Access Street (Level 2), due to their residential function, cross section and carriageway width. This type of road is intended to carry between 2,000 vpd – 3,000 vpd.

[2] Estimated mid-block capacity of a two-lane two-way arterial road, based on a capacity of 900 vph per kerbside lane and the hourly traffic volume being equal to 10% of the daily traffic, as per Austroads Guide to Traffic Management Part 3, Section 5.2.

The vehicle classification surveys indicated peak daily traffic volumes of less than 2,000 vpd along each of the surveyed roads, with the exception of Midlothian Street (between Gauntlet Road and Capon Street), which has a daily traffic volume of up to 2,300 vpd. Hence, each of the local roads are considered to be currently operating within their intended capacity, as access streets (level 2).

4 CAR PARKING

Car parking occupancy and duration surveys were undertaken between 7.00 am – 11.00 pm on the following days:

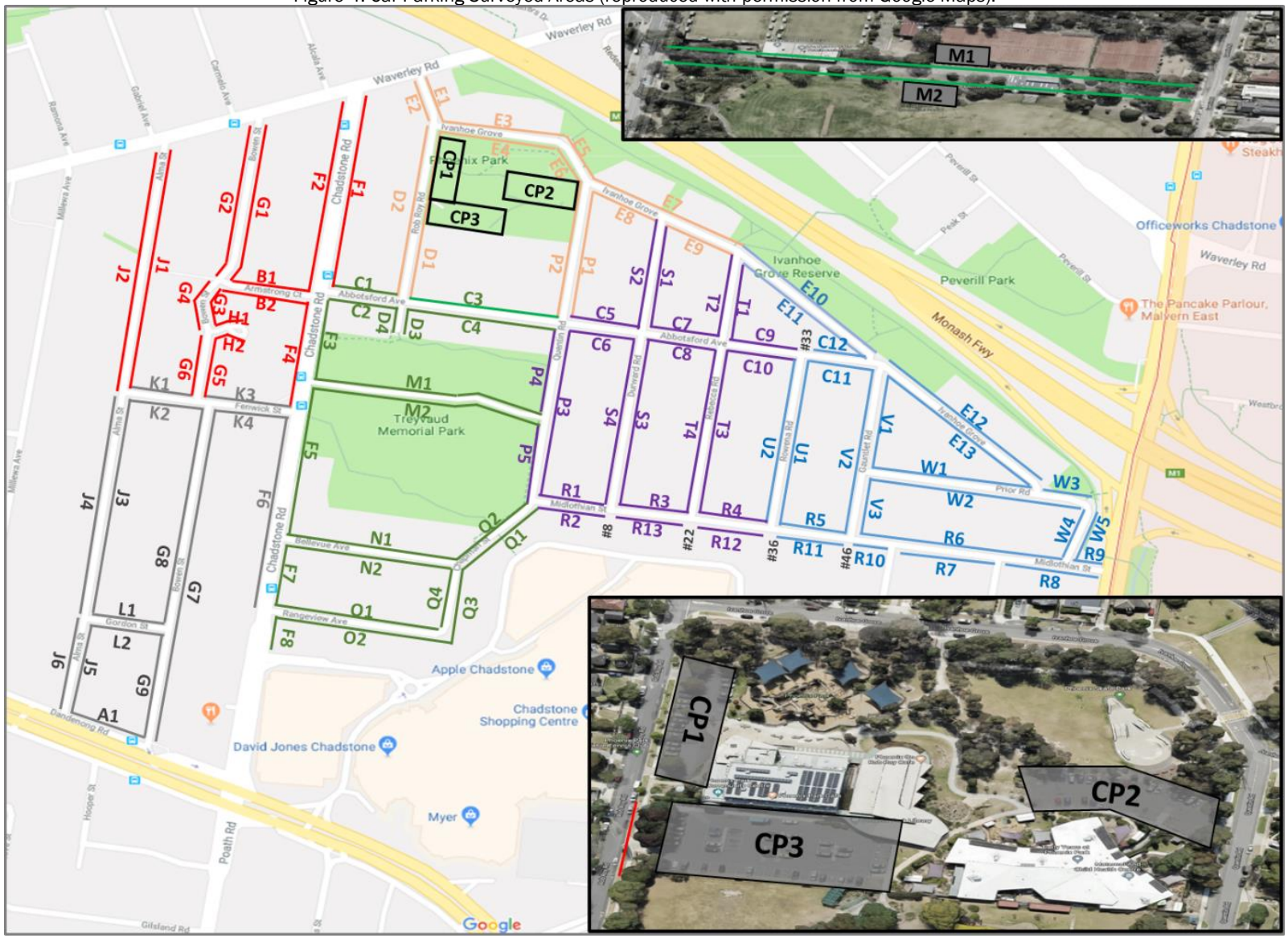
- Wednesday 17 October 2018
- Thursday 18 October 2018
- Saturday 20 October 2018
- Thursday 15 November 2018
- Saturday 24 November 2018
- Sunday 25 November 2018

Car parking occupancy and duration surveys were undertaken at one-hour intervals at the following locations:

- on-street car parking:
    - Princes Highway Service Road, between Alma Street and Bowen Street (A)
    - Armstrong Court, between Bowen Street and Chadstone Road (B)
    - Abbotsford Avenue, between Chadstone Road and Ivanhoe Grove (C)
    - Rob Roy Road, between Ivanhoe Grove and Percy Treyvaud Memorial Park (D)
    - Ivanhoe Grove, between Waverley Road and Prior Road (E)
    - Chadstone Road, between Waverley Road and Rangeview Avenue (F)
    - Bowen Street between Waverley Road and Princes Highway (G)
    - Bowen Street Reserve (H)
    - Alma Street, between Waverley Road and Princes Highway (J)
    - Fenwick Street, between Alma Street and Chadstone Road (K)
    - Gordon Street, between Alma Street and Bowen Street (L)
    - Bellevue Avenue, between Chadstone Road and Chapman Street (N)
    - Rangeview Avenue, between Chadstone Road and Chapman Street (O)
    - Quentin Road, between Chapman Street and Ivanhoe Grove (P)
    - Chapman Street, between Rangeview Avenue and Midlothian Street (Q)
    - Midlothian Street, between Chapman Street and Warrigal Road (R)
    - Durward Road, between Midlothian Street and Ivanhoe Grove (S)
    - Rebecca Road, between Midlothian Street and Ivanhoe Grove (T)
    - Rowena Road, between Midlothian Street and Ivanhoe Grove (U)
    - Gauntlet Road, between Midlothian Street and Ivanhoe Grove (V)
    - Prior Road, between Gantlet Road and Midlothian Street (W)
- off-street car parking:
    - Percy Treyvaud Memorial Park, between Chadstone Road and Quentin Road (M)
    - Phoenix Park (CP1-3)

The surveyed area is shown in Figure 4.

Figure 4: Car Parking Surveyed Areas (reproduced with permission from Google Maps).



The car parking restrictions that currently apply within the surveyed area consists of:

- 1/4 P
- 1 P
- 2 P
- 2 P Disabled
- P Disabled
- Unrestricted
- 30 min Loading Zone[3]
- Bus Zone[2]
- Reserved (Chadstone Bowling Club)[2]
- Permit Zone[2]
- No Standing[2]
- No Parking[2]

Car parking inventory map with restrictions is shown in Attachment D.

4.1 Car Parking Occupancy

Parking occupancy percentages can generally be summarised as indicated in Table 2.

Table 2: Summary of car parking occupancies

Percentage Occupancy	Description
≥ 90%	Very high level of parking demand with the car park appearing "full" and customers/patrons needing to circulate to find any available spaces. Delays occur and some frustration results in the unavailability of car parking.
80% – 89%	High level of parking demand. Difficulty finding parking, motorists may circulate around searching for available spaces. Customers/patrons are unlikely to find spaces near their destination and may become annoyed with the lack of convenient parking.
70% – 79%	Moderate / high level of parking demand. Customers/patrons should generally find spaces with ease. Customers/patrons may be able to find spaces near their destination. However, some annoyance at a perceived lack of parking may be experienced from time to time.
50% – 69%	Moderate level of parking demand. Generally parking conditions are considered satisfactory. Generally easy to find spaces when and where they are required.
< 50%	Low level of parking demand. Customers/patrons have a high probability of finding a space near their destination. Generally parking would not be considered an issue by customers.

A summary of the survey results for Thursday 18 October 2018 (typical weekday) and Saturday 20 October 2018 (peak weekend day) are shown in in Figures 5 and 6 and Tables 3 and 4.

Due to the large amount of data collected within the study area, Figures 5 and 6 provide a summary of the car parking occupancy within the entire study area, rather than for individual street segments which may have a higher car parking occupancy. The car parking occupancy for each individual road segment is presented in Tables 3 and 4.

[3] Car parking spaces designated as Permit Zone, 30 minute Loading Zone, Bus Zone, Reserved (Chadstone Bowling Club), No Stopping and No Parking were excluded from the car parking assessment as these car parking spaces are not generally available to the public.

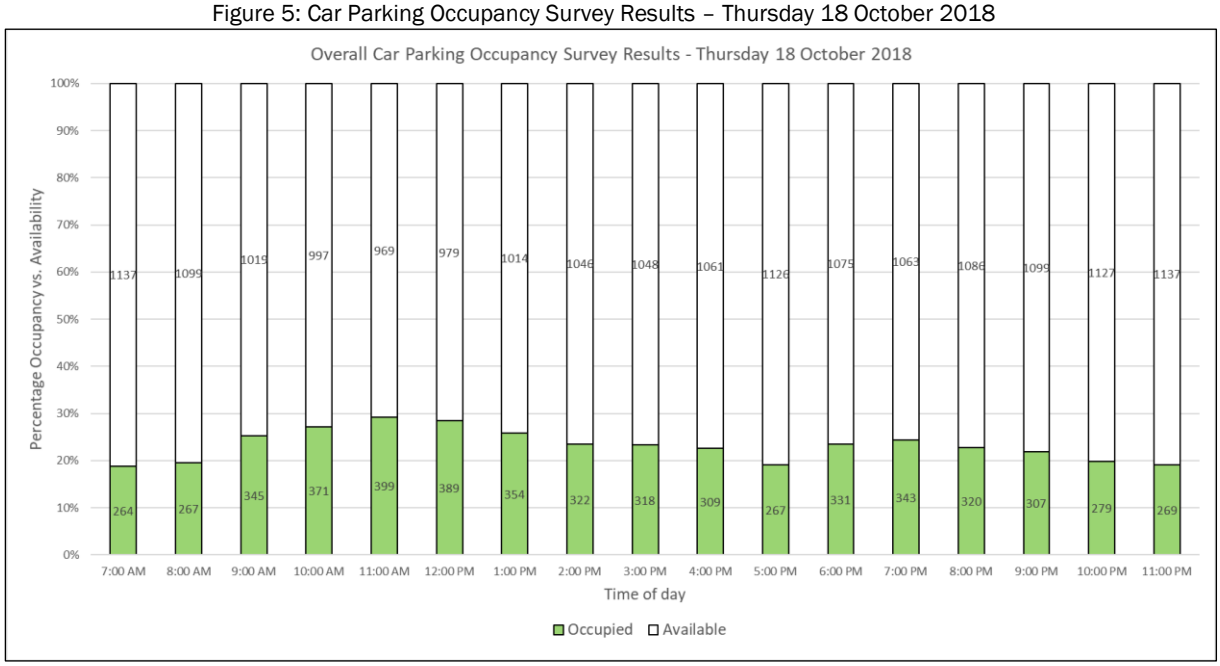
Additionally, visual representations of the peak hour parking occupancies within the study area on Thursday 18 October and Saturday 20 October 2018 are shown in Attachment E.

Car parking occupancy summary tables for all other surveyed dates are shown in Attachment F.

Assessment of the car parking occupancy survey results for Thursday 18 October 2018 revealed that the peak car parking demand occurred between 11.00 am – 12.00 pm, where 399 car parking spaces were occupied and 970 car parking spaces were available. This equates to an occupancy level of 41%, indicating a low level of parking demand. Parking would not generally be considered an issue.

However, in reference to Table 3, the car parking occupancy within individual street segments reach 88% within the Phoenix Park off-street car parking areas and 81% on Quentin Road, between Ivanhoe Grove and Abbotsford Avenue. This indicates a high level of car parking demand in these specific areas.

Figure 5: Car Parking Occupancy Survey Results – Thursday 18 October 2018



Assessment of the car parking occupancy survey results for Saturday 20 October 2018 revealed that the peak car parking demand occurred between 1.00 pm – 2.00 pm, where 721 car parking spaces were occupied and 685 car parking spaces were available. This equates to an occupancy level of 51%, indicating moderate level of car parking demand. Parking conditions are generally considered satisfactory.

However, in reference to Table 4, the car parking occupancy within some individual street segments reach and exceed the available capacity, generally in locations surrounding Malvern Valley Primary School. This very high car parking demand was observed to occur during the hours of operation for the Malvern Valley Primary School fete, with the occupancy above 100% resulting from a combination of illegal car parking and vehicles parking closer together than would usually occur. This indicates a very high level of car parking demand in these specific areas.

Figure 6: Car Parking Occupancy Survey Results – Saturday 20 October 2018

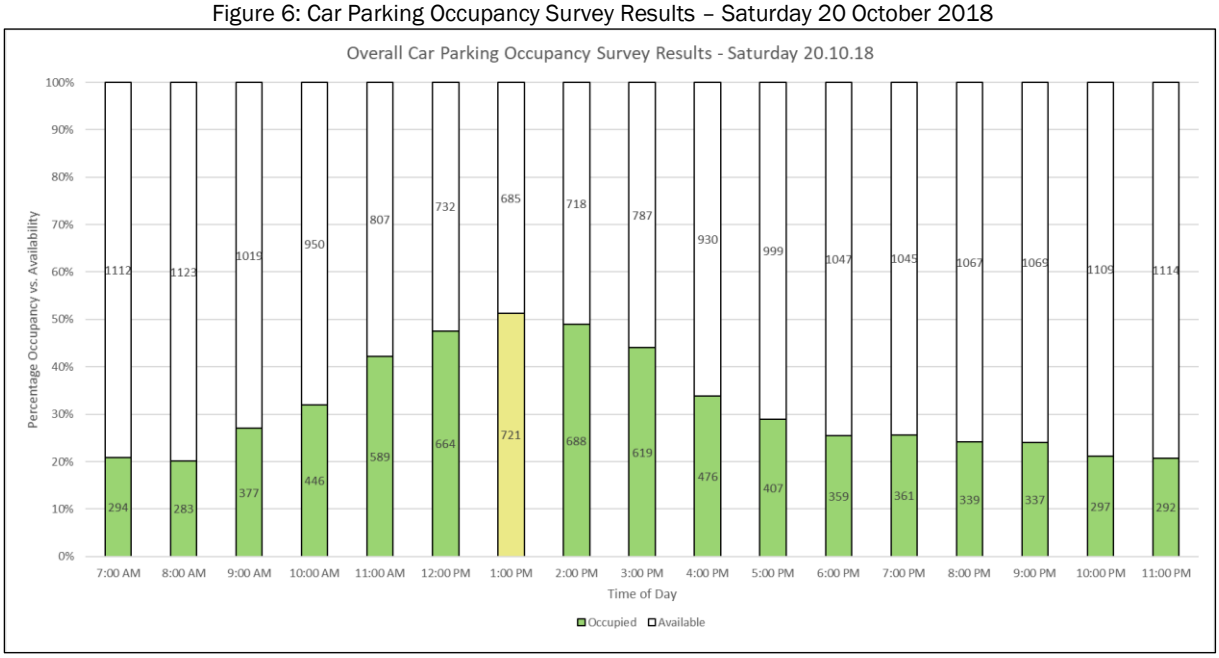


Table 3: Car Parking Occupancy Survey Results – Thursday 18 October 2018

Area	Location	Supply	Parking Occupancy - Thursday 18 October 2018															
			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
A	Princes Highway Service Road	5	0	0	0	2	2	4	1	1	1	1	1	1	1	1	1	1	1
			0%	0%	0%	40%	40%	80%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
B	Armstrong Court	28	11	11	11	11	17	18	15	17	16	17	13	12	17	17	12	8	6
		26 (9am-5pm)	39%	39%	42%	42%	65%	69%	58%	65%	62%	65%	46%	43%	61%	61%	43%	29%	21%
C	Abbotsford Avenue between Chadstone Road and Quentin Road	54	13	12	16	14	14	15	16	15	16	16	16	12	11	11	10	10	11
		39 (8am-5pm School Days)	24%	31%	41%	36%	36%	38%	41%	38%	41%	41%	30%	22%	20%	20%	19%	19%	20%
	Abbotsford Avenue between Quentin Road and Rebecca Road	24	14	14	10	10	14	14	12	12	12	10	10	11	11	13	12	12	13
			58%	58%	42%	42%	58%	58%	50%	50%	50%	42%	42%	46%	46%	54%	50%	50%	54%
	Abbotsford Avenue between Rebecca Road and Gauntlet Road	24	3	3	2	2	4	4	3	3	3	5	5	1	5	6	5	4	3
			13%	13%	8%	8%	17%	17%	13%	13%	13%	21%	21%	4%	21%	25%	21%	17%	13%
D	Rob Roy Road	63	6	6	9	23	34	28	18	15	11	6	7	18	14	2	5	4	1
		53 (8am-6pm)	10%	11%	17%	43%	64%	53%	34%	28%	21%	11%	13%	29%	22%	3%	8%	6%	2%
E	Ivanhoe Grove between Waverley Road and Quentin Road	33	7	7	6	10	16	15	11	5	5	7	9	7	7	7	6	6	6
			21%	21%	18%	30%	48%	45%	33%	15%	15%	21%	27%	21%	21%	21%	18%	18%	18%
	Ivanhoe Grove between Quentin Road and Rebecca Road	30	8	7	7	8	7	8	8	9	10	9	9	9	8	9	9	10	10
			27%	23%	23%	27%	23%	27%	27%	30%	33%	30%	30%	30%	27%	30%	30%	33%	33%
	Ivanhoe Grove between Rebecca Road and Prior Road	64	8	8	7	6	7	7	9	7	5	8	7	7	9	8	10	11	11
			13%	13%	11%	9%	11%	11%	14%	11%	8%	13%	11%	11%	14%	13%	16%	17%	17%
F	Chadstone Road	77	10	12	16	22	23	29	24	18	19	20	16	15	17	17	14	7	7
			13%	16%	21%	29%	30%	38%	31%	23%	25%	26%	21%	19%	22%	22%	18%	9%	9%
G	Bowen Street	129	33	36	32	32	31	29	28	31	28	36	30	38	37	48	43	38	36
			26%	28%	25%	25%	24%	22%	22%	24%	22%	28%	23%	29%	29%	37%	33%	29%	28%
H	Bowen Street Reserve	7	0	2	2	1	2	2	3	3	2	2	0	0	0	0	0	0	0
			0%	29%	29%	14%	29%	29%	43%	43%	29%	29%	0%	0%	0%	0%	0%	0%	0%
J	Alma Street	131	26	22	20	22	24	28	17	19	18	22	17	27	25	36	33	32	30
			20%	17%	15%	17%	18%	21%	13%	15%	14%	17%	13%	21%	19%	27%	25%	24%	23%
K	Fenwick Street	21	1	1	1	1	3	1	1	2	2	4	1	2	2	2	2	2	1
			5%	5%	5%	5%	14%	5%	5%	10%	10%	19%	5%	10%	10%	10%	10%	10%	5%
L	Gordon Street	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
M	Percy Treyvaud Memorial Park	98	0	1	6	8	7	6	8	8	9	14	13	12	1	1	4	4	3
			0%	1%	6%	8%	7%	6%	8%	8%	9%	14%	13%	12%	1%	1%	4%	4%	3%
N	Bellevue Avenue	24	3	3	1	2	3	2	2	0	1	1	1	4	1	3	3	3	3
		22 (7am-3pm)	14%	14%	5%	9%	14%	9%	9%	0%	4%	4%	4%	17%	4%	13%	13%	13%	13%
O	Rangeview Avenue	28	13	13	10	8	9	9	10	9	9	10	8	12	11	12	12	12	12
			46%	46%	36%	29%	32%	32%	36%	32%	32%	36%	29%	43%	39%	43%	43%	43%	43%
P	Quentin Road between Ivanhoe Grove and Abbotsford Avenue	16 (8am-5pm, 8am-9.30am & 3pm-4pm)	6	6	13	12	15	13	11	10	13	8	4	4	4	4	3	3	3
		20 (9.30am-3pm & 4pm-5pm)																	
		23	26%	38%	81%	60%	75%	65%	55%	50%	81%	40%	17%	17%	17%	17%	13%	13%	13%
	Quentin Road between Abbotsford Avenue and Chapman Street	40	5	5	10	10	6	6	5	6	6	9	9	8	8	9	9	9	10
			13%	13%	25%	25%	15%	15%	13%	15%	15%	23%	23%	20%	20%	23%	23%	23%	25%
Q	Chapman Street	26	1	1	2	1	1	1	1	1	0	0	0	2	1	1	1	1	1
			4%	4%	8%	4%	4%	4%	4%	4%	0%	0%	0%	8%	4%	4%	4%	4%	4%
R	Midlothian Street between Chapman Street and Rebecca Road	28	7	7	5	5	6	5	5	5	5	5	5	7	7	7	7	7	7
			25%	25%	18%	18%	21%	18%	18%	18%	18%	18%	18%	25%	25%	25%	25%	25%	25%
	Midlothian Street between Rebecca Road and Gauntlet Road	27	2	2	2	2	1	1	1	2	2	2	2	3	3	3	3	3	3
		24 (7am-6pm)	8%	8%	8%	8%	4%	4%	4%	8%	8%	8%	8%	11%	11%	11%	11%	11%	11%
	Midlothian Street between Gauntlet Road and Warrigal Road	39	6	6	3	3	0	0	1	1	2	6	4	4	8	8	10	9	7
			15%	15%	8%	8%	0%	0%	3%	3%	5%	15%	10%	10%	21%	21%	26%	23%	18%
S	Durward Road between Ivanhoe Grove and Abbotsford Avenue	22	9	9	7	7	7	7	6	7	7	9	9	14	14	8	8	8	10
			41%	41%	32%	32%	32%	32%	27%	32%	32%	41%	41%	64%	64%	36%	36%	36%	45%
	Durward Road between Abbotsford Avenue and Midlothian Street	42	10	10	11	11	11	11	13	12	12	13	13	15	15	13	13	13	14
			24%	24%	26%	26%	26%	26%	31%	29%	29%	31%	31%	36%	36%	31%	31%	31%	33%
T	Rebecca Road between Ivanhoe Grove and Abbotsford Avenue	16	6	6	4	4	3	3	3	4	4	3	3	4	4	4	4	4	4
			38%	38%	25%	25%	19%	19%	19%	25%	25%	19%	19%	25%	25%	25%	25%	25%	25%
	Rebecca Road between Abbotsford Avenue and Midlothian Street	40	11	11	13	13	10	10	10	12	12	9	9	11	11	11	11	11	10
			28%	28%	33%	33%	25%	25%	25%	30%	30%	23%	23%	28%	28%	28%	28%	28%	25%
U	Rowena Road	41	4	3	2	2	2	2	3	3	2	6	6	6	12	10	11	10	11
			10%	7%	5%	5%	5%	5%	7%	7%	5%	15%	15%	15%	29%	24%	27%	24%	27%
V	Gauntlet Road	38	12	12	11	8	7	7	8	6	5	6	6	6	7	7	6	7	7
			32%	32%	29%	21%	18%	18%	21%	16%	13%	16%	16%	16%	18%	18%	16%	18%	18%
W	Prior Road	51	15	14	11	11	10	10	12	9	9	13	13	13	19	19	23	25	28
			29%	27%	22%	22%	20%	20%	24%	18%	18%	25%	25%	25%	37%	37%	45%	49%	55%
CP	Phoenix Park Off Street Car Parks	117	14	17	95	100	103	94	89	70	72	32	21	46	53	23	17	5	0
			12%	15%	81%	85%	88%	80%	76%	60%	62%	27%	18%	39%	45%	20%	15%	4%	0%
Total		1366 - 1406	264	267	345	371	399	389	354	322	318	309	267	331	343	320	307	279	269
Available Spaces			1137	1099	1019	997	969	979	1014	1046	1048	1061	1126	1075	1063	1086	1099	1127	1137
Percentage Occupancy			19%	20%	25%	27%	29%	28%	26%	24%	23%	23%	19%	24%	24%	23%	22%	20%	19%

Table 4: Car Parking Occupancy Survey Results[4] – Saturday 20 October 2018

Area	Location	Supply	Parking Occupancy - Saturday 20 October 2018															
			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
A	Princes Highway Service Road	5	1	1	3	3	3	1	1	2	2	1	2	1	1	1	0	0	0
			20%	20%	60%	60%	60%	20%	20%	40%	40%	20%	40%	20%	20%	20%	0%	0%	0%
B	Armstrong Court	28	12	11	10	14	14	7	13	12	10	8	9	10	13	8	8	8	8
			43%	39%	36%	50%	50%	25%	46%	43%	36%	29%	32%	36%	46%	29%	29%	29%	29%
C	Abbotsford Avenue between Chadstone Road and Quentin Road	54	11	16	16	16	40	50	50	39	39	17	16	12	13	12	13	14	14
			20%	30%	30%	30%	74%	93%	93%	72%	72%	31%	30%	22%	24%	22%	24%	26%	26%
	Abbotsford Avenue between Quentin Road and Rebecca Road	24	11	9	10	11	21	26	27	27	27	16	9	10	10	14	13	13	13
			46%	38%	42%	46%	88%	108%	113%	113%	113%	67%	38%	42%	42%	58%	54%	54%	54%
	Abbotsford Avenue between Rebecca Road and Gauntlet Road	24	3	3	2	4	5	3	5	5	5	3	4	4	6	5	5	3	3
			13%	13%	8%	17%	21%	13%	21%	21%	21%	13%	17%	17%	25%	21%	21%	13%	13%
D	Rob Roy Road	63*	9	9	20	29	56	59	69	63	41	32	16	11	7	4	2	2	2
		53* (9am-1pm)	14%	14%	38%	55%	106%	111%	110%	100%	65%	51%	25%	17%	11%	6%	3%	3%	3%
E	Ivanhoe Grove between Waverley Road and Quentin Road	33	10	10	11	15	31	33	33	33	24	14	9	8	9	9	10	9	8
			30%	30%	33%	45%	94%	100%	100%	100%	73%	42%	27%	24%	27%	27%	30%	27%	24%
	Ivanhoe Grove between Quentin Road and Rebecca Road	30	15	15	16	15	21	21	23	22	17	16	16	17	16	17	17	17	17
			50%	50%	53%	50%	70%	70%	77%	73%	57%	53%	53%	57%	53%	57%	57%	57%	57%
	Ivanhoe Grove between Rebecca Road and Prior Road	64	7	6	5	14	9	8	13	7	7	6	6	6	4	6	6	6	8
			11%	9%	8%	22%	14%	13%	20%	11%	11%	9%	9%	9%	6%	9%	9%	9%	13%
F	Chadstone Road	77	13	11	15	13	18	24	22	18	13	26	20	20	23	24	22	16	16
			17%	14%	19%	17%	23%	31%	29%	23%	17%	34%	26%	26%	30%	31%	29%	21%	21%
G	Bowen Street	129	43	40	33	31	39	44	43	36	35	37	38	39	38	40	48	40	37
			33%	31%	26%	24%	30%	34%	33%	28%	27%	29%	29%	30%	29%	31%	37%	31%	29%
H	Bowen Street Reserve	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%
J	Alma Street	131	27	24	25	27	27	24	28	26	22	27	31	23	35	39	37	33	33
			21%	18%	19%	21%	21%	18%	21%	20%	17%	21%	24%	18%	27%	30%	28%	25%	25%
K	Fenwick Street	21	2	2	2	3	2	3	2	5	4	3	3	2	2	3	3	3	4
			10%	10%	10%	14%	10%	14%	10%	24%	19%	14%	14%	10%	10%	14%	14%	14%	19%
L	Gordon Street	16	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1
			0%	0%	0%	0%	0%	0%	0%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
M	Percy Treyvaud Memorial Park	98	4	0	1	9	17	64	62	70	69	30	27	14	15	8	6	4	1
			4%	0%	1%	9%	17%	65%	63%	71%	70%	31%	28%	14%	15%	8%	6%	4%	1%
N	Bellevue Avenue	24	5	5	7	8	8	6	7	6	6	8	8	7	8	8	8	8	8
			21%	21%	29%	33%	33%	25%	29%	25%	25%	33%	33%	29%	33%	33%	33%	33%	33%
O	Rangeview Avenue	28	14	13	13	12	13	12	11	10	10	12	12	10	13	12	14	12	14
			50%	46%	46%	43%	46%	43%	39%	36%	36%	43%	43%	36%	46%	43%	50%	43%	50%
P	Quentin Road between Ivanhoe Grove and Abbotsford Avenue	23*	1	1	10	15	26	25	27	26	14	7	3	3	0	2	2	2	0
			4%	4%	43%	65%	113%	109%	117%	113%	61%	30%	13%	13%	0%	9%	9%	9%	0%
	Quentin Road between Abbotsford Avenue and Chapman Street	40	8	8	11	13	22	26	32	31	31	24	17	17	17	16	16	13	12
			20%	20%	28%	33%	55%	65%	80%	78%	78%	60%	43%	43%	43%	40%	40%	33%	30%
Q	Chapman Street	26	1	0	1	2	2	3	2	1	2	2	3	2	2	1	1	1	1
			4%	0%	4%	8%	8%	12%	8%	4%	8%	8%	12%	8%	8%	4%	4%	4%	4%
R	Midlothian Street between Chapman Street and Rebecca Road	28	2	2	6	4	5	3	4	4	4	7	7	6	7	7	8	8	8
			7%	7%	21%	14%	18%	11%	14%	14%	14%	25%	25%	21%	25%	25%	29%	29%	29%
	Midlothian Street between Rebecca Road and Gauntlet Road	27	3	3	3	5	5	5	5	5	5	5	5	5	6	5	5	5	5
			11%	11%	11%	19%	19%	19%	19%	19%	19%	19%	19%	19%	22%	19%	19%	19%	19%
	Midlothian Street between Gauntlet Road and Warrigal Road	39	9	8	7	4	5	6	9	8	8	10	10	10	8	7	7	7	8
			23%	21%	18%	10%	13%	15%	23%	21%	21%	26%	26%	26%	21%	18%	18%	18%	21%
S	Durward Road between Ivanhoe Grove and Abbotsford Avenue	22	11	9	10	9	15	17	20	20	20	11	12	14	13	13	13	13	13
			50%	41%	45%	41%	68%	77%	91%	91%	91%	50%	55%	64%	59%	59%	59%	59%	59%
	Durward Road between Abbotsford Avenue and Midlothian Street	42	10	9	9	10	15	20	29	28	28	17	17	19	20	14	12	8	8
			24%	21%	21%	24%	36%	48%	69%	67%	67%	40%	40%	45%	48%	33%	29%	19%	19%
T	Rebecca Road between Ivanhoe Grove and Abbotsford Avenue	16	6	5	7	7	7	7	7	7	7	6	5	5	5	5	5	4	4
			38%	31%	44%	44%	44%	44%	44%	44%	44%	38%	31%	31%	31%	31%	31%	25%	25%
	Rebecca Road between Abbotsford Avenue and Midlothian Street	40	13	13	13	13	12	15	27	28	27	23	25	23	23	18	19	12	12
			33%	33%	33%	33%	30%	38%	68%	70%	68%	58%	63%	58%	58%	45%	48%	30%	30%
U	Rowena Road	41	11	11	9	12	14	12	11	9	13	9	10	10	7	6	5	5	6
			27%	27%	22%	29%	34%	29%	27%	22%	32%	22%	24%	24%	17%	15%	12%	12%	15%
V	Gauntlet Road	38	10	11	12	13	11	12	11	18	20	13	14	14	14	11	11	11	10
			26%	29%	32%	34%	29%	32%	29%	47%	53%	34%	37%	37%	37%	29%	29%	29%	26%
W	Prior Road	51	16	17	16	19	15	14	16	16	20	18	19	18	16	17	17	17	16
			31%	33%	31%	37%	29%	27%	31%	31%	39%	35%	37%	35%	31%	33%	33%	33%	31%
CP	Phoenix Park Off Street Car Parks	117	6	11	74	96	111	114	112	105	88	67	33	18	9	6	3	2	2
			5%	9%	63%	82%	95%	97%	96%	90%	75%	57%	28%	15%	8%	5%	3%	2%	2%
Total		1396 - 1406	294	283	377	446	589	664	721	688	619	476	407	359	361	339	337	297	292
Available Spaces			1112	1123	1019	950	807	732	685	718	787	930	999	1047	1045	1067	1069	1109	1114
Percentage Occupancy			21%	20%	27%	32%	42%	48%	51%	49%	44%	34%	29%	26%	26%	24%	24%	21%	21%

[4] It is noted that due to the high car parking demand (i.e. during the Malvern Valley Primary School Fete), vehicles were observed to park closer together and/or illegally park along Abbotsford Avenue, Rob Roy Road and Quentin Road.

Further assessment undertaken to determine the on-street and off-street car parking occupancy levels revealed the following:

Thursday 18 October 2018 (Chadstone VIP Night)

- The peak car parking demand for **on-street car parking** occurred between 8.00 pm – 9.00 pm, where 296 car parking spaces were occupied, and 880 car parking spaces were available. This equates to a 25% occupancy level, indicating a low level of parking demand with patrons having a high probability of finding a space near their destination and parking is generally not considered an issue by patrons.
- The peak car parking demand for **off-street car parking**[5] occurred between 11.00 am – 12.00 pm, where 110 car parking spaces were occupied, and 105 car parking spaces were available. This equates to a 51% occupancy level, indicating a moderate level of car parking demand. Generally parking conditions are considered satisfactory.

Saturday 20 October 2018 (Malvern Valley School Fete)

- The peak car parking demand for **on-street car parking** occurred between 1.00 pm – 2.00 pm, where 609 car parking spaces were occupied, and 680 car parking spaces were available. This equates to a 47% occupancy level, indicating low level of parking demand with patrons having a high probability of finding a space near their destination and parking generally not considered an issue by patrons.
- The peak car parking demand for **off-street car parking** occurred between 12.00 pm – 1.00 pm, where 178 car parking spaces were occupied, and 37 car parking spaces were available. This equates to an 83% occupancy level, indicating a high level of car parking demand, where patrons may have difficulty finding car parking and may circulate around searching for available spaces.
    - It is noted that the off-street car parking areas at Phoenix Park (CP1, CP2 and CP3) are located in close vicinity to Malvern Valley Primary School. Considering this area only, the peak occupancy reached 97%. This high level of occupancy is likely to be as a result of the fete. In comparison, the peak occupancy level for the off-street car parking on Saturday 24 November (Victorian State election day) was 71% occupancy level, occurring between 6.00 pm – 7.00 pm.
    - Peak car parking occupancy at Percy Treyvaud Memorial Park reached 71%. In comparison, the peak occupancy level for the off-street car parking on Saturday 24 November was 61% occupancy level, occurring between 3.00 pm – 4.00 pm.

Refer to Figures 7 – 10 for car parking occupancy graphs for on-street and off-street car parking.

[5] Off-street car parking comprises the three car parking areas at Phoenix Park (CP1, CP2 and CP3) and car parking within Percy Treyvaud Memorial Park (M)

Figure 7: Car parking occupancy survey results – Thursday 18 October 2018 – On-street

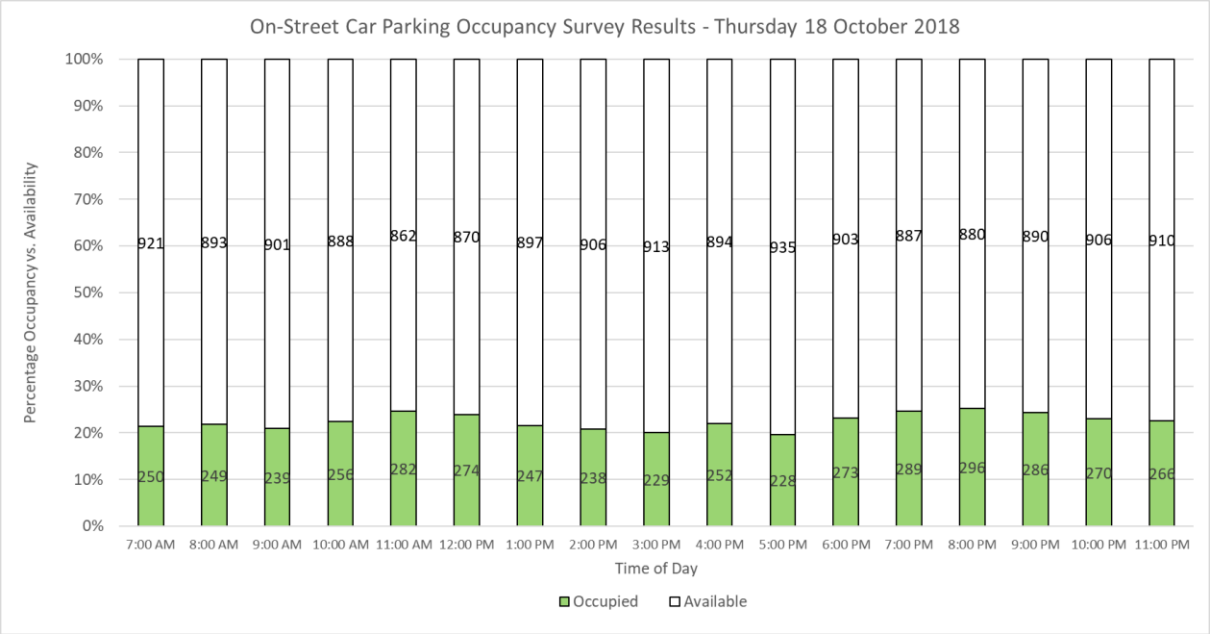


Figure 8: Car parking occupancy survey results – Thursday 18 October 2018 – Off-street

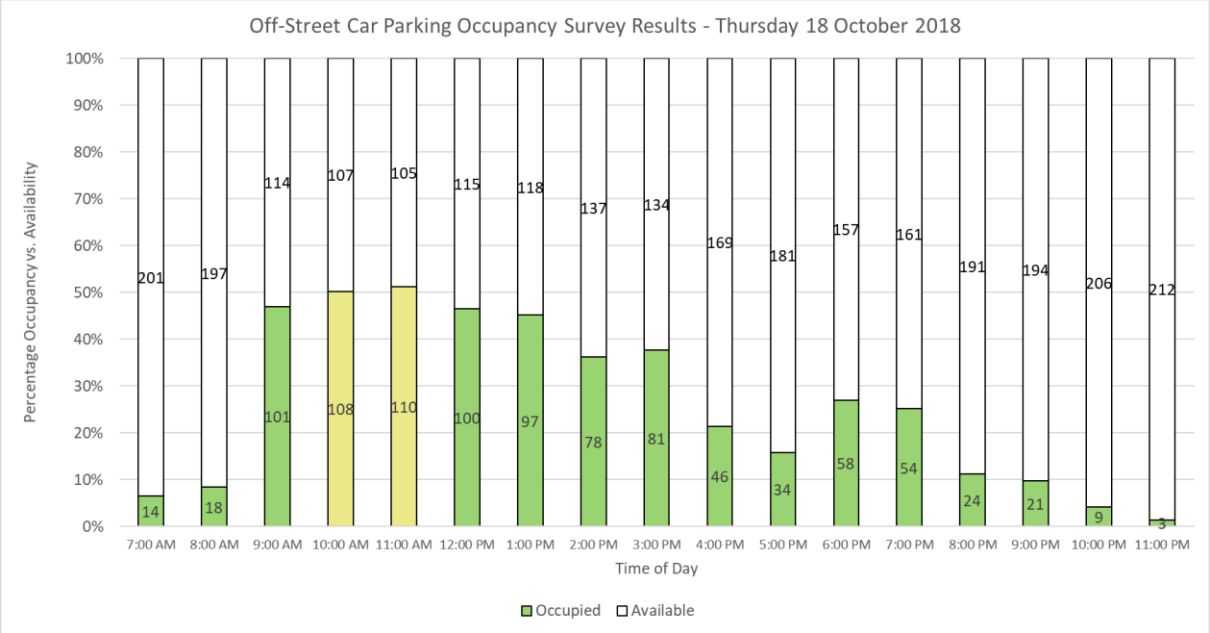


Figure 9: Car parking occupancy survey results – Saturday 20 October 2018 – On-street

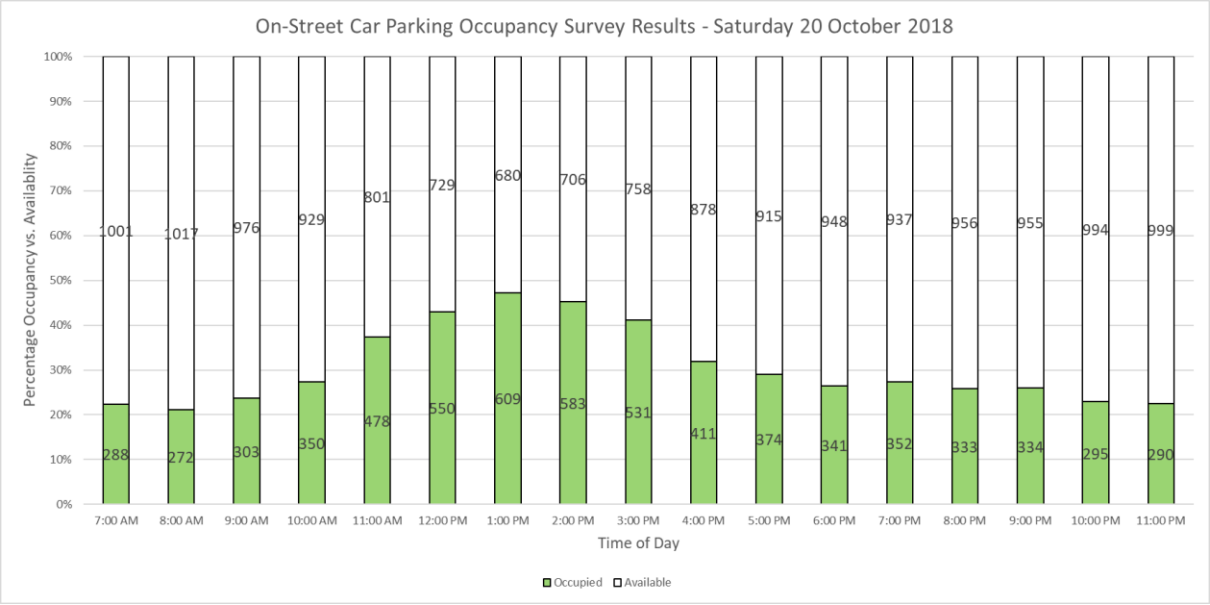
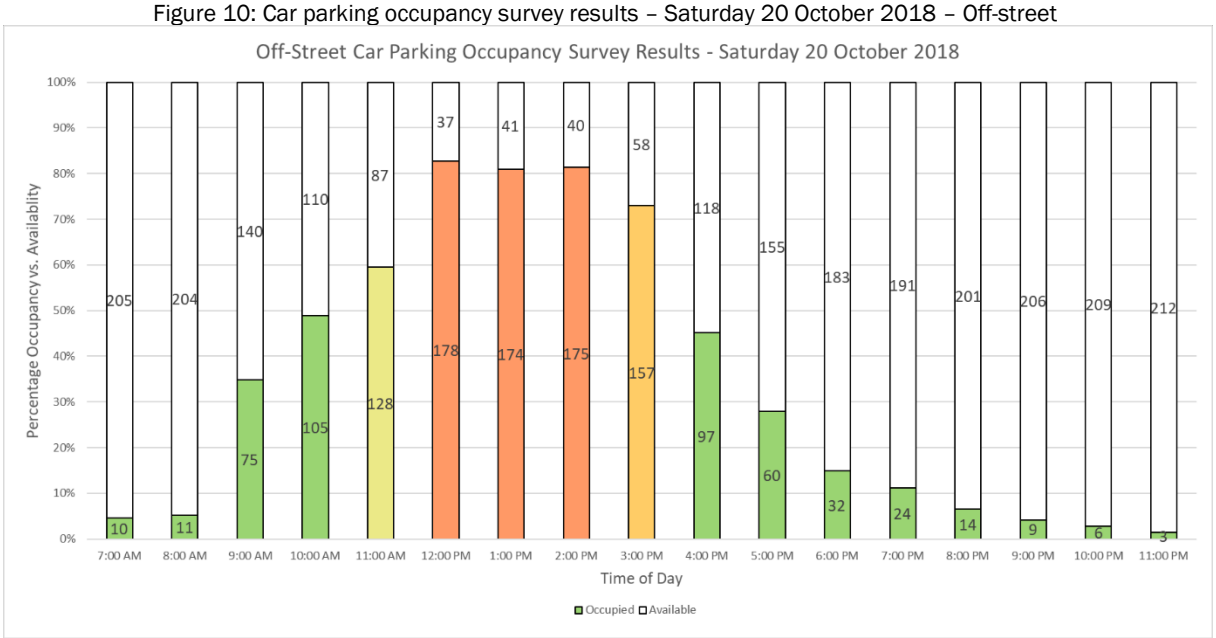


Figure 10: Car parking occupancy survey results – Saturday 20 October 2018 – Off-street



4.2 Car Parking Duration

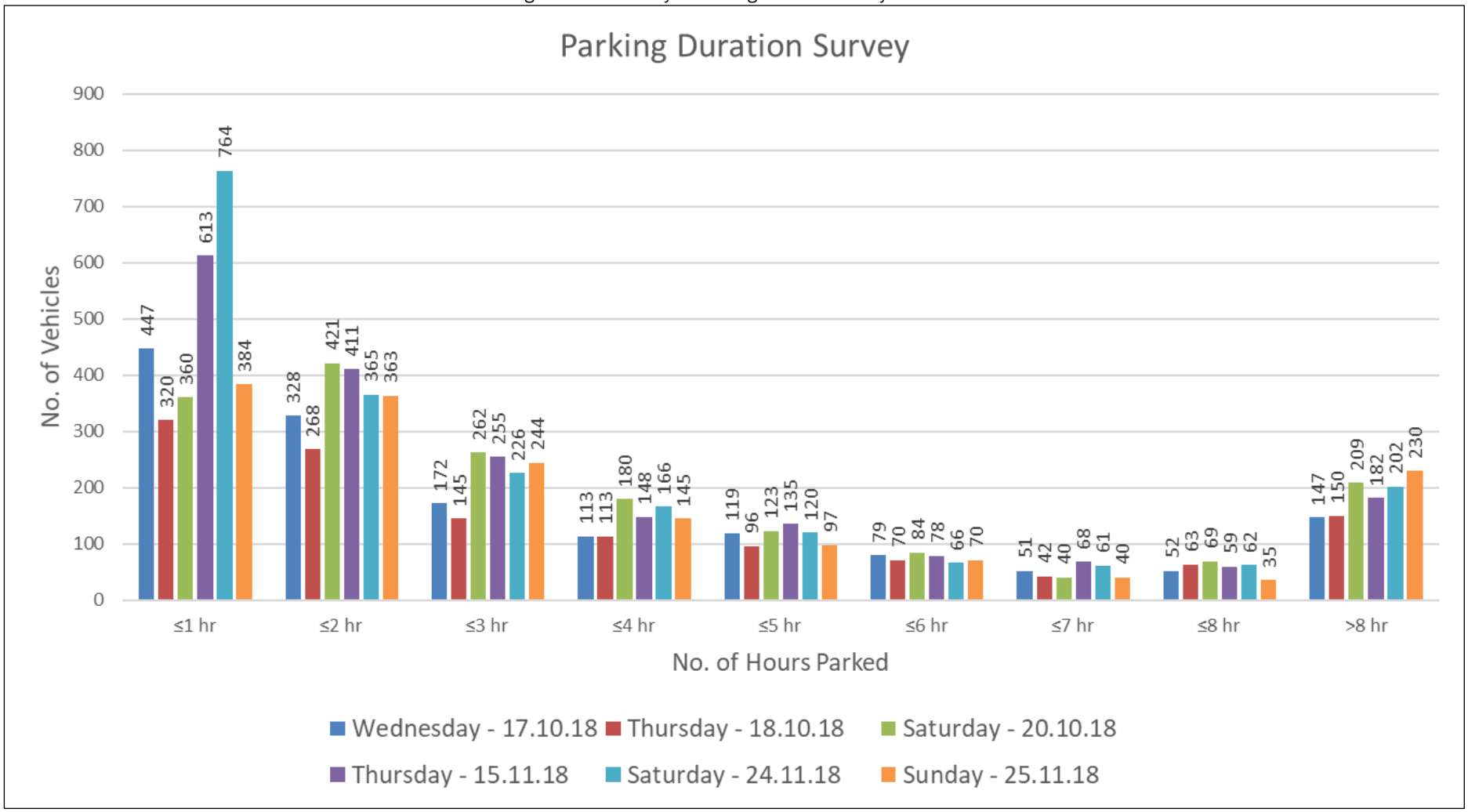
Car parking duration surveys undertaken to coincide with the car parking occupancy surveys (between 7.00 am – 11.00 pm) were used to identify the length of stay of each parked vehicle within the study area. Review of the survey results indicated that the majority of vehicles across the six days surveyed were parked for less than one or two hours, with the proportion of vehicles parked reducing as the duration of stay increased.

During the Chadstone VIP shopping event and the Victorian State Election there was a higher turnover than would generally occur, as observed during other surveyed periods.

Car parking durations of greater than eight hours are likely to be attributed to resident on-street car parking across the survey period. There is also the possibility that some vehicles parked in the southern section of the study area for longer than eight hours may be attributed to Chadstone staff parking on-street to access the shopping centre.

A summary of the car parking duration survey results is shown Figure 11.

Figure 11: Summary of Parking Duration Survey Results



5 PROPOSED DEVELOPMENT

5.1 Proposed Development Summary

It is proposed to upgrade the existing facilities at Percy Treyvaud Memorial Park to comprise:

- two sports ovals
- tennis courts
- lawn bowls green
- associated facilities
- an indoor multi-purpose sport stadium, to accommodate four netball / basketball courts
- an off-street car parking area, including 214 car parking spaces and a pick-up and drop-off zone.

Vehicular access to the proposed multi-purpose sport and recreation facility and the off-street car parking area will be via Chadstone Road (with separated entry and exit points).

The secondary access to the park from Quentin Road is proposed to be removed and the existing access road through the park truncated with no through access provided between Chadstone Road and Quentin Road.

5.2 Irwin Consult Assessment – Trip Generation and Distribution

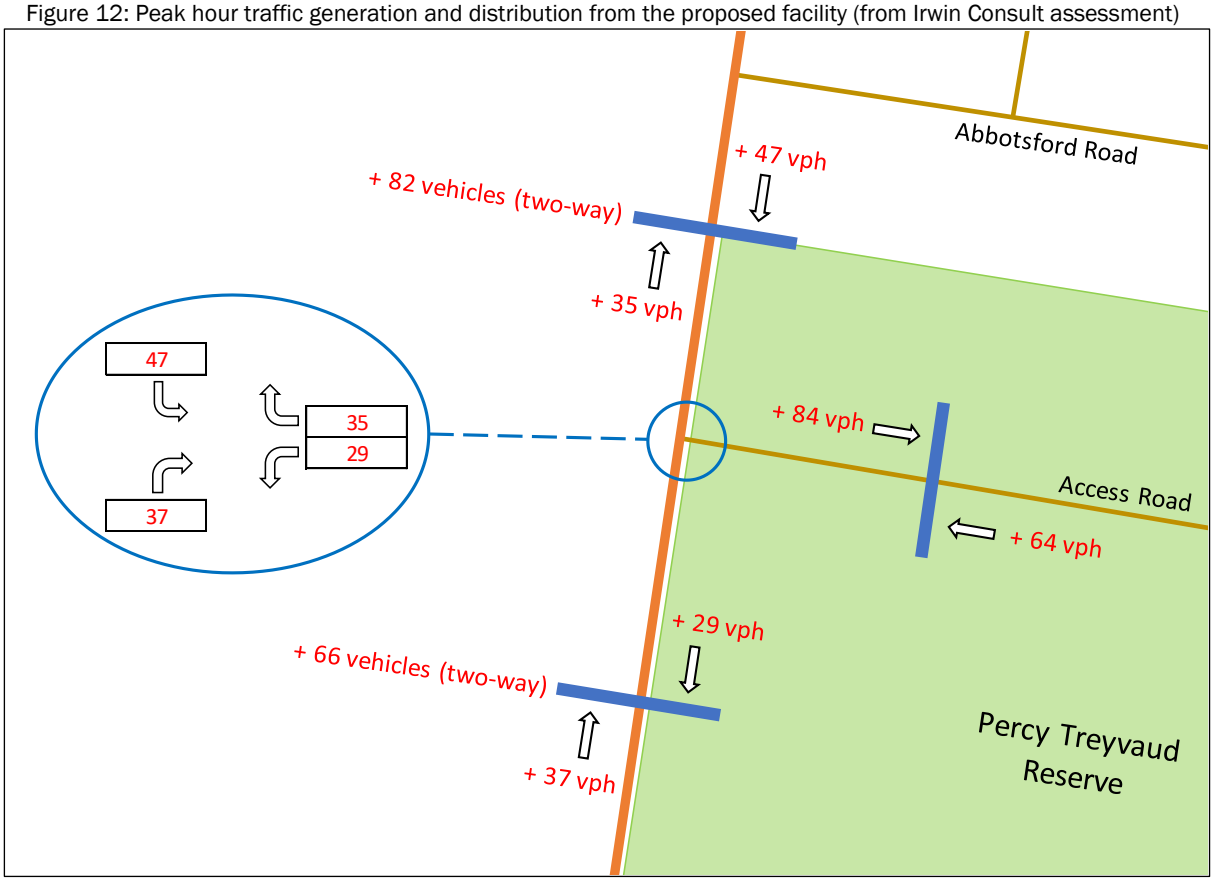
Traffic generation and distribution to and from the site has been assessed by Irwin Consult and applied in this assessment.

Irwin Consult indicated that there is likely to be 148 vehicles per hour (vph) generated to and from the site during peak periods (i.e. on a Saturday during the overlap between two netball games), comprising 84 vph entering the site and 64 vph exiting the site. In addition, as the Quentin Road access is proposed to be closed, traffic that previously accessed the reserve via Quentin Road will be required to access the reserve via Chadstone Road. This traffic has been added to the 'existing' volumes at the site access.

Furthermore, Irwin Consult indicated that traffic is likely to be distributed to and from the proposed facility as follows (refer to Figure 12):

- 55% of vehicles travel to / from the north along Chadstone Road
- 45% of vehicles travel to / from the south along Chadstone Road

Figure 12: Peak hour traffic generation and distribution from the proposed facility (from Irwin Consult assessment)



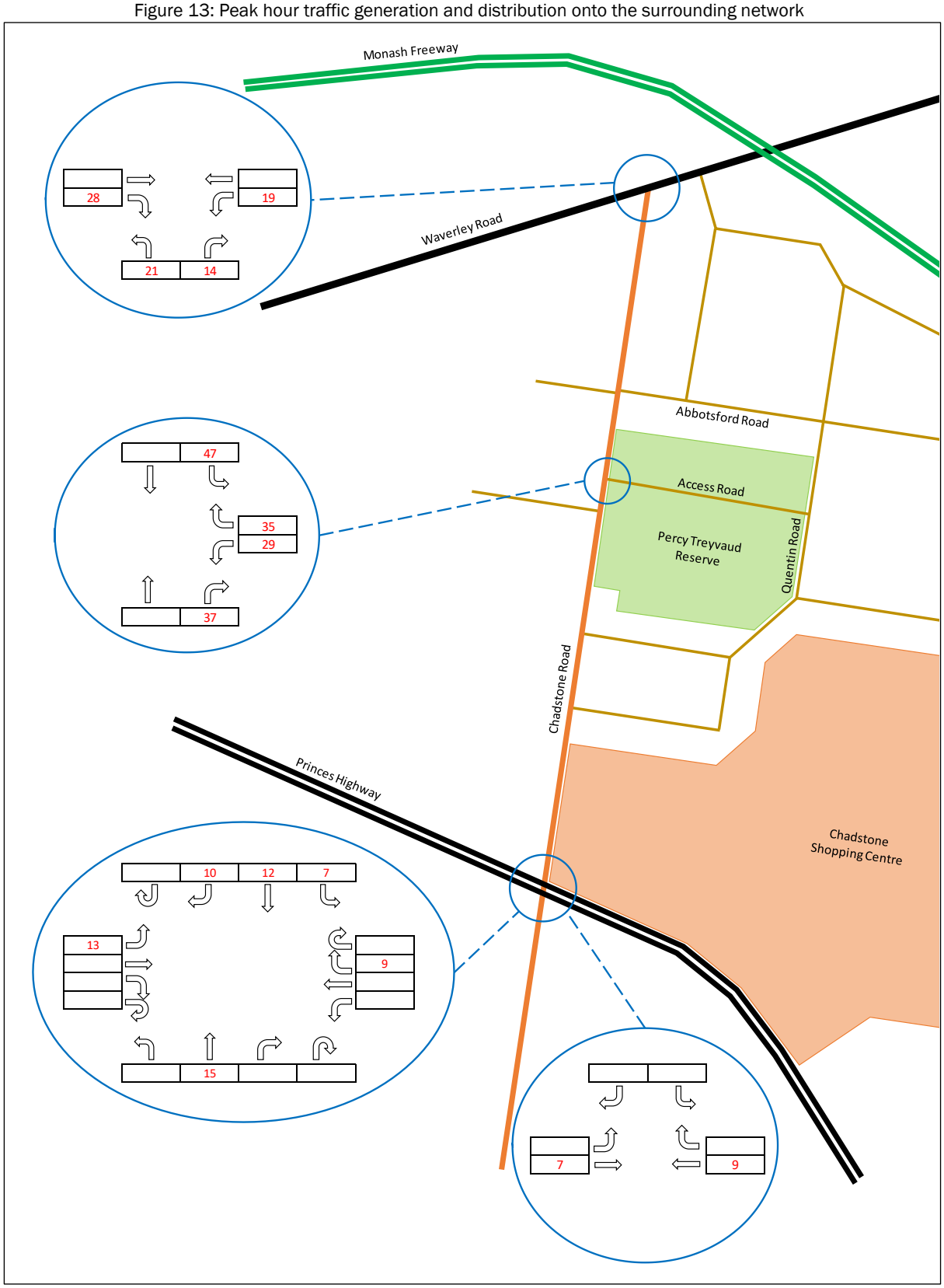
5.3 Traffic Distribution onto Surrounding Network

Based on the traffic generation and distribution assessed by Irwin Consult, the following distribution was applied to the wider road network to reflect the anticipated travel routes of visitors to the proposed facility:

- vehicles at the Waverley Road / Chadstone Road intersection:
  - 60% travel to / from the west along Waverley Road
  - 40% travel to / from the east along Waverley Road
- vehicles at the Princes Highway / Chadstone Road / Poath Road intersection:
  - 35% travel to / from the west along Princes Highway
  - 25% travel to / from the east along Princes Highway
  - 40% travel to / from the south along Poath Road.

Figure 13 shows the anticipated peak hour traffic distribution from Percy Treyvaud Memorial Park onto the surrounding network.

Figure 13: Peak hour traffic generation and distribution onto the surrounding network



5.4 Impact on Chadstone Road traffic volumes

The peak hour along Chadstone Road occurred between 12.00 pm – 1.00 pm on Saturday 20 October 2018 (Malvern Valley Primary School fete day), which is assumed to coincide with peak operations at Percy Treyvaud Memorial Park.

As discussed in section 3.2, Chadstone Road operates as a local arterial road and is capable of carrying a capacity of 900 vph per kerbside lane. Therefore, the mid-block two-way capacity along Chadstone Road is 1,800 vehicles in the peak hour.

The vehicle classification surveys on Chadstone Road indicated a northbound peak hour of 694 vph and a southbound peak hour of 760 vph and a two-way traffic volume of 1,454 vph.

The additional traffic generated by the proposed development is likely to result in approximately 1,550 vph (two-way). Therefore, Chadstone Road is capable of carrying the additional traffic generated by the proposed development and is unlikely to exceed the capacity of 1,800 vehicles in the peak hour.

6 TRAFFIC ANALYSIS

SIDRA software was utilised to analyse the key surrounding intersections to determine the change in anticipated intersection operations as a result of the proposed multi-purpose sports and recreation facility at Percy Treyvaud Memorial Park. The program produces statistics and information on the operation of an intersection. To quantify the change in operation between existing and future (post-development) conditions, the increase to the average delay at the intersection has been considered.

6.1 Intersection Analysis

SIDRA analysis was undertaken to determine the existing and future (post-development) operating conditions during the peak periods at the following intersections[6]:

- Chadstone Road / Waverley Road (traffic signals)
- Chadstone Road / Princes Highway / Poath Road (traffic signals)
- Chadstone Road / Percy Treyvaud Memorial Park access (sign controlled).

Site observations were undertaken during AM and PM peak periods to understand the current extent of queuing at the two signalised intersections. Along with data obtained from VicRoads to inform the existing signal phase times, the queue length observations were used to calibrate the existing conditions in the SIDRA models.

In modelling the future conditions, no modifications to the overall signal phasing were implemented, with the total cycle time retained and only minor modifications to the individual phase times implemented.

A summary of the average delays experienced at each of the intersections from the SIDRA assessment are provided in Tables 5 – 8 for Thursday 18 October 2018 (typical weekday), Thursday 15 November 2018 (peak weekday), Saturday 27 October 2018 (typical weekend day)[7] and Saturday 20 October 2018 (peak weekend day).

Full SIDRA outputs, including a measure of intersection operation (i.e. degree of saturation) are shown in Attachments G, H and I.

[6] SIDRA analysis was also undertaken at the Chadstone Road / Abbotsford Avenue intersection (sign controlled) and the Quentin Road / Percy Treyvaud Memorial Park access intersection (sign controlled). SIDRA outputs are shown in Attachments G and H.

[7] Additional SIDRA analysis was undertaken at the two signalised intersections on Saturday 27 October 2018 to reflect a typical weekend day. Turning movement counts were not undertaken on this day, however, traffic volumes from SCATS were obtained via the VicRoads Open Data website to provide indicative turn movements on this day. A summary of these traffic volumes is shown in Attachment J.

Table 5: SIDRA Analysis Summary – Thursday 18 October 2018

	Movements	Average Delay (sec)					
		Existing		Future		Comparison	
		AM	PM	AM	PM	AM	PM
Princes Highway / Chadstone Road	Poath Road (south approach)	108.5	97.3	112.0	97.1	+3.5	-0.2
	Princes Highway (east approach)	5.6	9.4	5.7	9.7	+0.1	+0.3
	Chadstone Road (north approach)	47.1	59.6	49.6	63.0	+2.5	+3.4
	Princes Highway (west approach)	341.3	247.8	347.3	247.8	+6.0	0.0
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	64.8	280.9	67.0	282.8	+2.2	+1.9
	Chadstone SC (north approach)	22.9	25.5	23.0	25.7	+0.1	+0.2
	Princes Highway (west approach)	8.7	8.1	8.8	8.2	+0.1	+0.1
Waverley Road / Chadstone Road	Chadstone Road (south approach)	61.2	62.2	76.4	89.8	+15.2	+27.6
	Waverley Road (east approach)	24.6	55.5	32.4	60.0	+7.8	+4.5
	Waverley Road (west approach)	12.8	17.9	14.2	19.9	+1.4	+2.0
Chadstone Road / PT Reserve	Chadstone Road (south approach)	0.1	0.1	1.1	1.4	+1.0	+1.3
	PT Reserve (east approach)	8.9	11.1	9.9	13.0	+1.0	+1.9
	Chadstone Road (north approach)	0.0	0.1	0.6	0.5	+0.6	+0.4

Table 6: SIDRA Analysis Summary – Saturday 20 October 2018

	Movements	Average Delay (sec)		
		Existing	Future	Comparison
Princes Highway / Chadstone Road	Poath Road (south approach)	112.0	113.7	+1.7
	Princes Highway (east approach)	7.6	7.8	+0.2
	Chadstone Road (north approach)	49.5	52.0	+2.5
	Princes Highway (west approach)	126.5	124.8	-1.7
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	64.6	64.3	-0.3
	Chadstone SC (north approach)	20.5	20.5	0.0
	Princes Highway (west approach)	11.2	11.3	+0.1
Waverley Road / Chadstone Road	Chadstone Road (south approach)	49.5	54.5	+5.0
	Waverley Road (east approach)	38.1	44.1	+6.0
	Waverley Road (west approach)	16.8	18.8	+2.0
Chadstone Road / PT Reserve	Chadstone Road (south approach)	1.2	3.2	+2.0
	PT Reserve (east approach)	17.2	17.9	+0.7
	Chadstone Road (north approach)	0.3	0.6	+0.3

Table 7: SIDRA Analysis Summary – Saturday 27 October 2018

	Movements	Average Delay (sec)		
		Existing	Future	Comparison
Princes Highway / Chadstone Road	Poath Road (south approach)	107.2	109.2	+2.0
	Princes Highway (east approach)	7.2	7.3	+0.1
	Chadstone Road (north approach)	48.7	51.0	+2.3
	Princes Highway (west approach)	249.5	250.5	+1.0
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	86.9	87.6	+0.7
	Chadstone SC (north approach)	24.7	24.7	0.0
	Princes Highway (west approach)	9.6	9.7	+0.1
Waverley Road / Chadstone Road	Chadstone Road (south approach)	41.1	40.1	-1.0
	Waverley Road (east approach)	32.2	35.7	+3.5
	Waverley Road (west approach)	16.8	19.0	+2.2

Table 8: SIDRA Analysis Summary – Thursday 15 November 2018

	Movements	Average Delay (sec)					
		Existing		Future		Comparison	
		AM	PM	AM	PM	AM	PM
Princes Highway / Chadstone Road	Poath Road (south approach)	150.8	183.9	155.3	189.1	+4.5	+5.2
	Princes Highway (east approach)	3.9	11.2	4.2	11.4	+0.3	+0.2
	Chadstone Road (north approach)	48.8	71.0	51.8	87.7	+3.0	+16.7
	Princes Highway (west approach)	351.7	196.4	354.6	195.3	+2.9	-1.1
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	30.8	347.4	31.7	348.9	+0.9	+1.5
	Chadstone SC (north approach)	26.1	27.3	26.2	27.3	+0.1	0.0
	Princes Highway (west approach)	8.9	9.9	9.0	9.9	+0.1	0.0
Waverley Road / Chadstone Road	Chadstone Road (south approach)	68.7	81.3	82.6	122.0	+13.9	+40.7
	Waverley Road (east approach)	31.5	78.9	37.2	101.4	+5.7	+22.5
	Waverley Road (west approach)	12.1	26.2	14.0	31.5	+1.9	+5.3
Chadstone Road / PT Reserve	Chadstone Road (south approach)	0.2	0.4	1.6	2.2	+1.4	+1.8
	PT Reserve (east approach)	10.1	14.6	11.4	19.6	+1.3	+5.0
	Chadstone Road (north approach)	0.0	0.1	0.4	0.4	+0.4	+0.3

Key observations are:

- the Chadstone Road / Waverley Road intersection
    - currently operates with good to acceptable operating conditions on Thursday 18 October 2018 and Saturday 20 October 2018, with poor operating conditions on Thursday 15 November 2018. The increased delays experienced on Thursday 15 November is likely to be due to the Chadstone VIP shopping event.
    - adding the proposed development traffic to the existing traffic, is anticipated to operate with good to poor operating conditions on Thursday 18 October 2018, Saturday 20 October 2018 and Saturday 27 October 2018 and with very poor operating conditions on Thursday 15 November 2018.
        - On Thursday 18 October 2018, average delays are anticipated to increase by up to 28 seconds, with the greatest increase occurring on the Chadstone Road south approach. Average delays for vehicles turning right into Chadstone Road increase by 1.7 seconds in the AM peak and 9 seconds in the PM peak.
        - On Saturday 20 October 2018, average delays are anticipated to increase by up to 6 seconds, with the greatest increase occurring on the Waverley Road east approach. Average delays for vehicles turning right into Chadstone Road increase by 3.9 seconds in the peak hour.
        - On Saturday 27 October 2018, average delays are anticipated to increase by up to 3.5 seconds, with the greatest increase occurring on the Waverley Road east approach. Average delays for vehicles turning right into Chadstone Road increase by 4.9 seconds in the peak hour.
        - On Thursday 15 November, average delays are anticipated to increase by up to 41 seconds, with the greatest increase occurring on the Chadstone Road south approach. Average delays for vehicles turning right into Chadstone Road increase by 3.9 seconds in the AM peak and 31.7 seconds in the PM peak.
    - The peak intersection operations at the Chadstone Road / Waverley Road intersection across the seven days modelled occurred during the PM peak period on Thursday 15 November 2018 (a Chadstone VIP shopping event). Further restricting the on-street car parking along the south approach of Chadstone Road, and effectively extending the short left turn lane may slightly increase the intersection capacity and therefore may reduce the impact of the proposed development on the intersection[8].
- the Chadstone Road / Princes Highway / Poath Road intersection
    - currently operates with very poor operating conditions in all peak periods (primarily related to high volume of east-west traffic), with the intersection shown to operate above capacity.
    - adding the proposed development traffic to the existing traffic, is anticipated to operate with very poor operating conditions in all peak periods, with the intersection operating above capacity.
        - On Thursday 18 October 2018, average delays are anticipated to increase by up to 6 seconds, with the greatest increase occurring on the Princes Highway west approach. Average delays for vehicles turning right into

[8] Additional SIDRA analysis could be undertaken at the intersection to model the impact of restricting car parking and determine the extent of the improvement to intersection operations.

Chadstone Road will increase by 0.4 seconds in the AM peak and 0.8 seconds in the PM peak.

- On Saturday 20 October 2018, average delays are anticipated to increase by up to 2.5 seconds, with the greatest increase occurring on the Chadstone Road north approach. Average delays for vehicles turning right into Chadstone Road will increase by 0.8 seconds in the peak hour.
- On Saturday 27 October 2018, average delays are anticipated to increase by up to 2.5 seconds, with the greatest increase occurring on the Chadstone Road north approach. Average delays for vehicles turning right into Chadstone Road will increase by 0.4 seconds in the peak hour.
- On Thursday 15 November 2018, average delays are anticipated to increase by up to 17 seconds, with the greatest increase occurring on the Chadstone Road north approach. Average delays for vehicles turning right into Chadstone Road increase by 0.7 seconds in the AM peak and 0.5 seconds in the PM peak.

- the Chadstone Road / Percy Treyvaud Memorial Park access intersection
  - currently operates with excellent operating conditions in all peak periods
  - will continue to operate with excellent operating conditions in all peak periods[9]
    - On Thursday 18 October 2018, average delays will increase by up to 2 seconds.
    - On Saturday 20 October 2018, average delays will increase by up to 2 seconds.
    - On Thursday 15 November 2018, average delays will increase by up to 5 seconds.

Considering the above comparisons, there is likely to be minimal impact to intersection operations at majority of modelled intersections as a result of the proposed Percy Treyvaud Memorial Park development.

The modelling assumes peak usage of the centre would coincide with the on-road peak hour. The impact could be ameliorated through scheduling, and it is noted that proposed development peak usage is unlikely to occur in these periods. Restricting the on-street car parking along the south approach of Chadstone Road may reduce these additional delays, as could exploring changes to phasing with VicRoads.

[9] SIDRA analysis undertaken at the Chadstone Road / Percy Treyvaud Memorial Park access intersection was based on originally derived traffic volumes at the access and does not include the 'existing' traffic from Quentin Road that will be redistributed to this intersection. Due to the very low delays and excellent operating conditions at the intersection, it is considered that the minor increase to traffic volumes will have no significant impact on the operating conditions or vehicle delays at the intersection.

7 CAR PARKING RECOMMENDATIONS

Following a review of the existing car parking occupancy within the study area, options to discourage visitors to the Percy Treyvaud Memorial Park from parking on-street have been investigated.

It is understood that the proposed on-site car park will be able to accommodate the car parking demand for the facility (as per assessment undertaken by Irwin Consult). However, there is concern that some on-street car parking may occur due to patrons choosing to park on-street and walk to the site rather than using the on-site facility provided.

Generally, it is considered that patrons may reasonably walk a distance of up to 200 m to access their destination, with the likelihood of patrons parking off-site reducing as the required walking distance increases.

The following locations are within a reasonable 200 m walking distance of Percy Treyvaud Memorial Park and are not currently subject to a residential permit zone or other parking restriction:

- Abbotsford Avenue, between Chadstone Road and Durward Road
- Rob Roy Road, between Ivanhoe Grove and south of Abbotsford Avenue
- Quentin Road, between Ivanhoe Grove and Abbotsford Avenue
- Armstrong Court, between Chadstone Road and Bowen Street.

In other locations within a 200 m walking distance of the proposed multi-purpose facility, residential permit zones already exist abutting residential property along Chapman Street, Midlothian Street, Bellevue Avenue, Chadstone Road and sections of Quentin Road in the vicinity of Chadstone Shopping Centre and Percy Treyvaud Memorial Park.

Due to its close proximity to Percy Treyvaud Memorial Park and the unrestricted on-street car parking available, Abbotsford Avenue and Rob Roy Road may attract convenience on-street car parking from users of the proposed facility along its length. This may also occur on Armstrong Court and sections of Quentin Road.

Hence, it is recommended that:

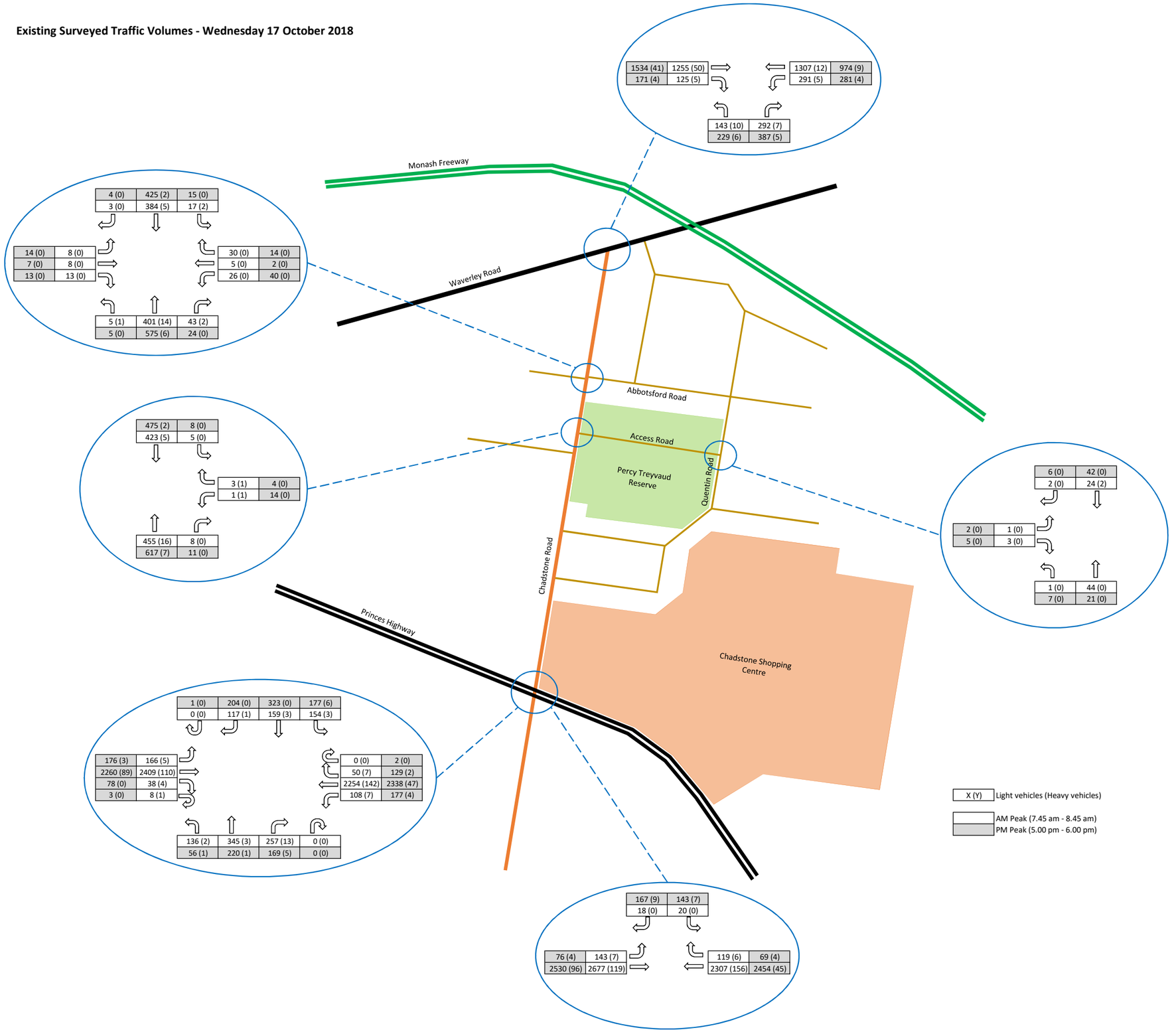
- restrictions with a residential permit exemption be considered along the currently unrestricted sections of Abbotsford Avenue abutting residential property, between Chadstone Road and Durward Road
- restrictions with a residential permit exemption be considered along the currently unrestricted sections of Rod Roy Road abutting residential property, between Ivanhoe Grove and south of Abbotsford Avenue
- restrictions with a residential permit exemption be considered along the currently unrestricted sections of Quentin Road abutting residential property, between Ivanhoe Grove and Abbotsford Avenue
- restrictions with a residential permit exemption be considered along the currently unrestricted sections of Armstrong Court abutting residential property, between Chadstone Road and Bowen Street

- restrictions to discourage all-day parking be considered along the currently unrestricted reserve frontage on Quentin Road
- the above would be subject to separate consultation with local residents of each street.

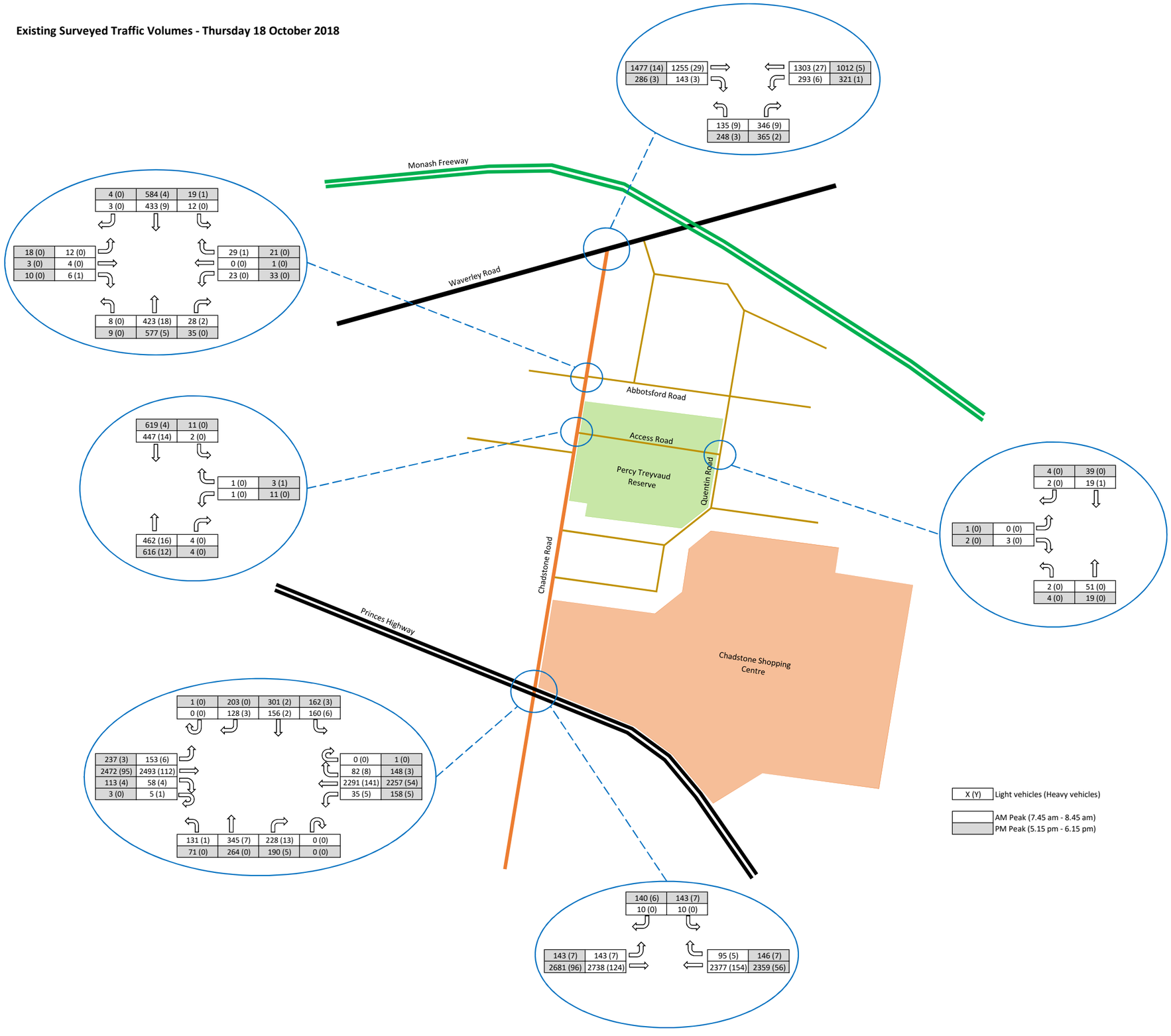
The implementation of more widespread restrictions within the study area (beyond the reasonable 200 m walking distance) is not recommended at this time. However, it is recommended that council continue to monitor the level of parking along nearby local streets post-opening of the proposed facility and reassess the requirement for parking restrictions, if required.

ATTACHMENT A – INTERSECTION TURNING MOVEMENT SURVEY SUMMARIES

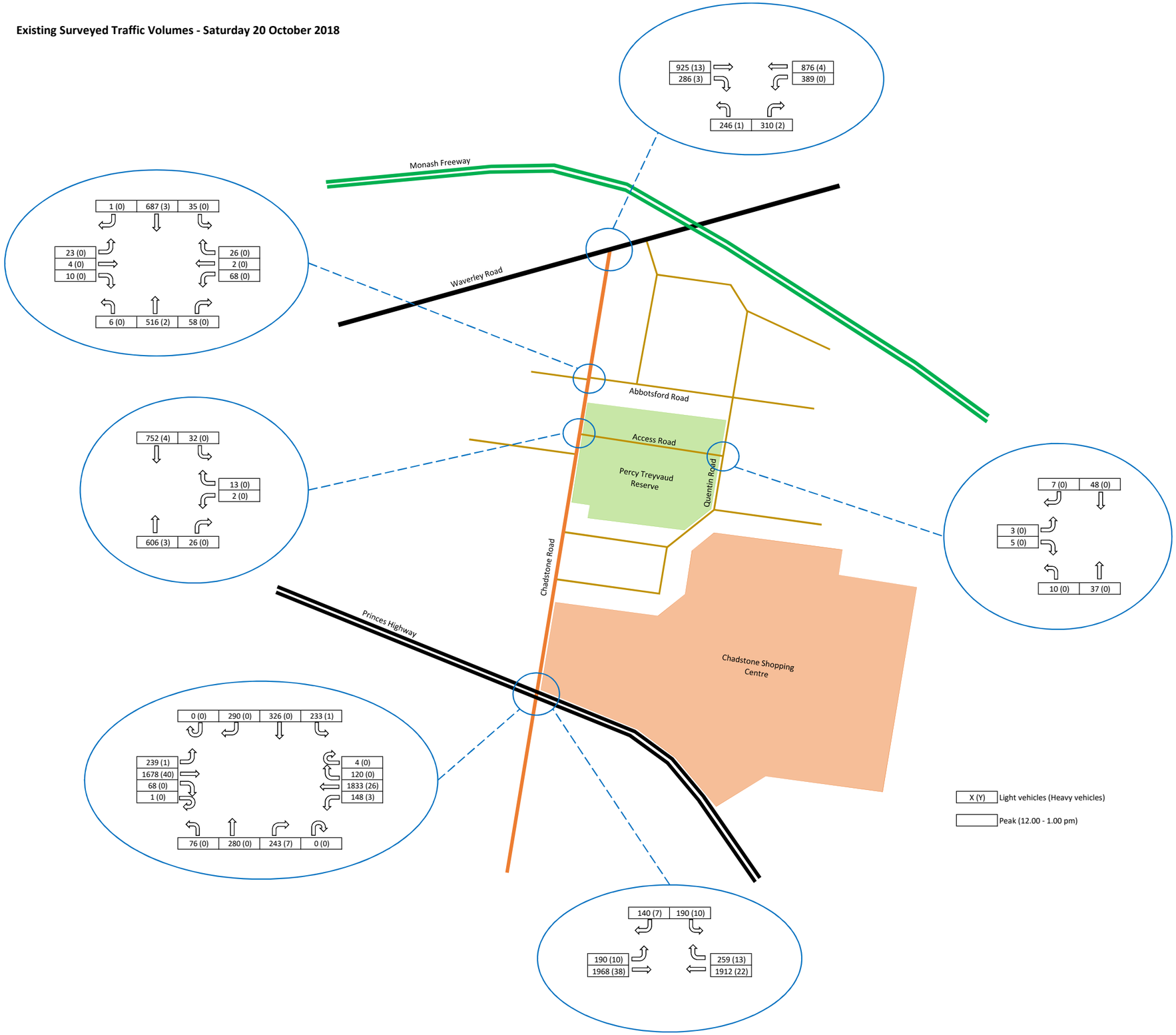
Existing Surveyed Traffic Volumes - Wednesday 17 October 2018



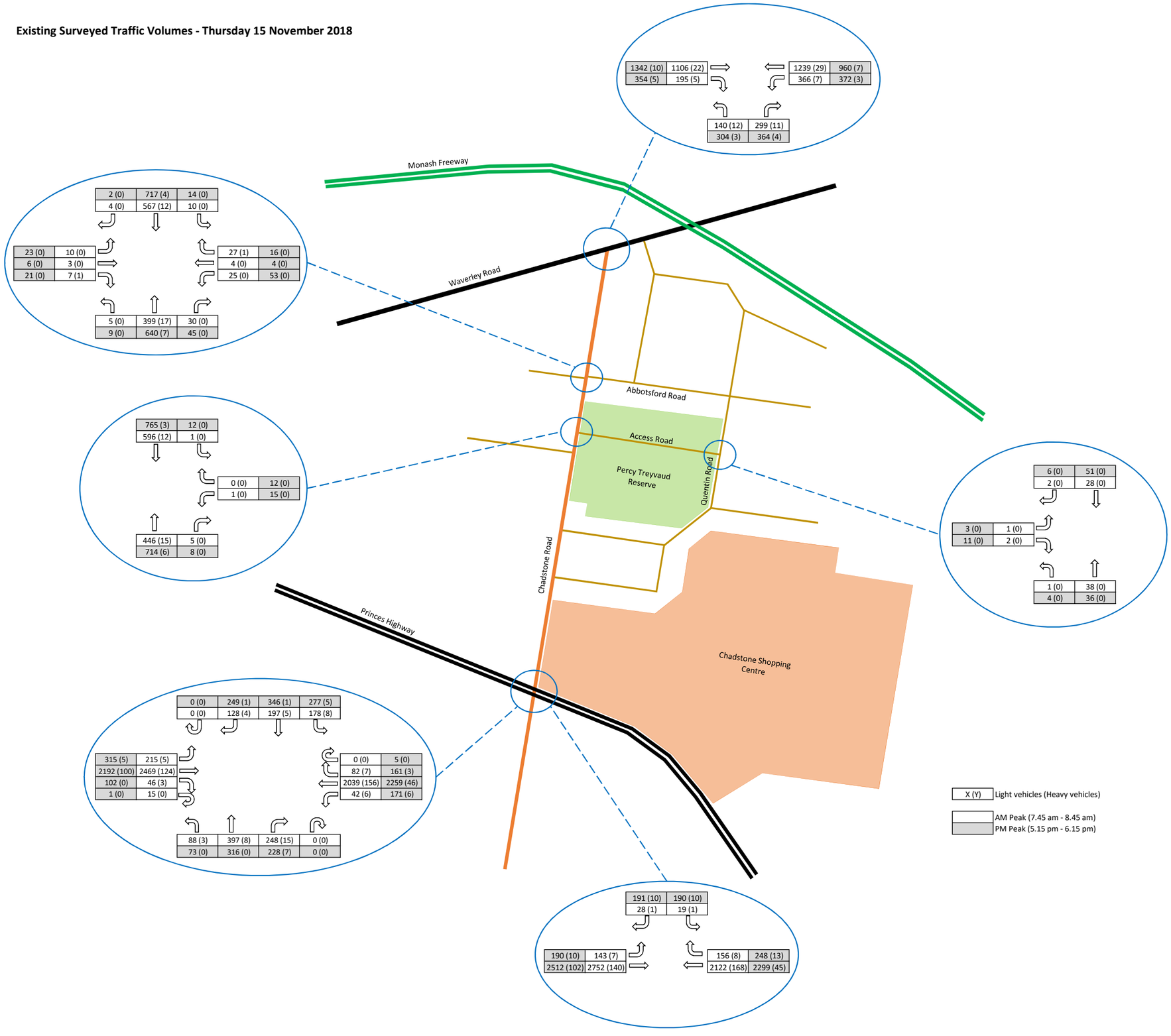
Existing Surveyed Traffic Volumes - Thursday 18 October 2018



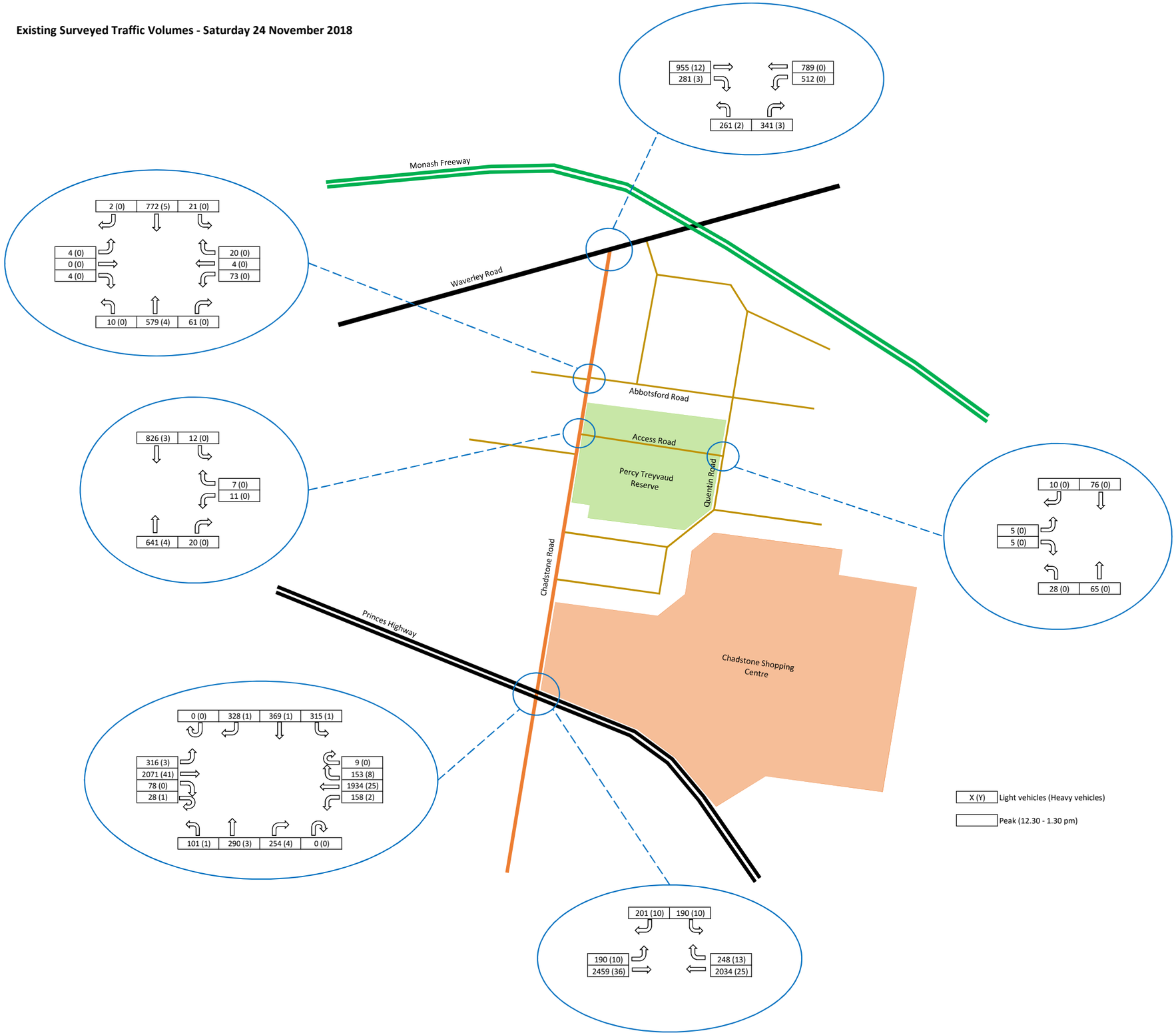
Existing Surveyed Traffic Volumes - Saturday 20 October 2018



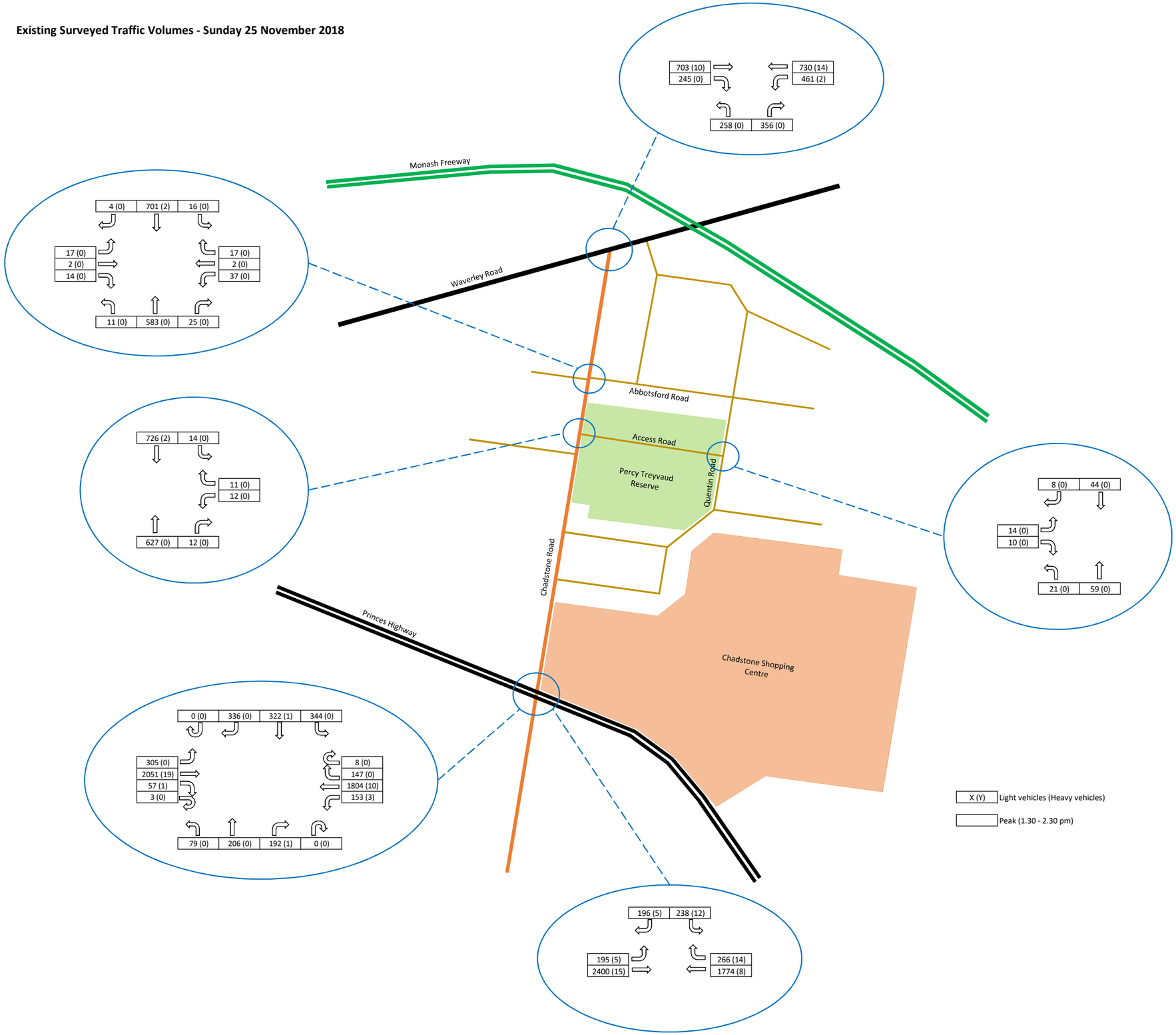
Existing Surveyed Traffic Volumes - Thursday 15 November 2018



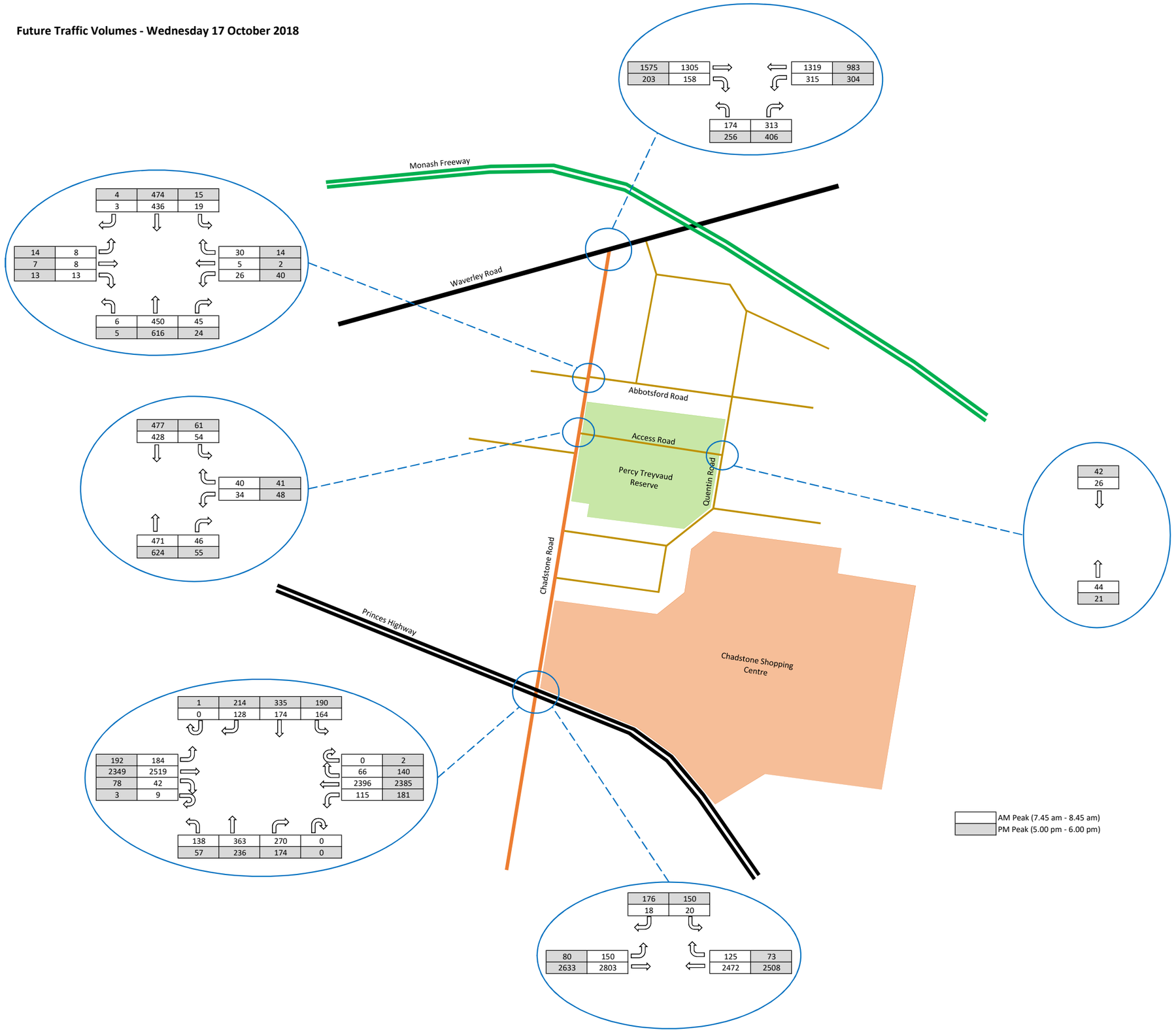
Existing Surveyed Traffic Volumes - Saturday 24 November 2018



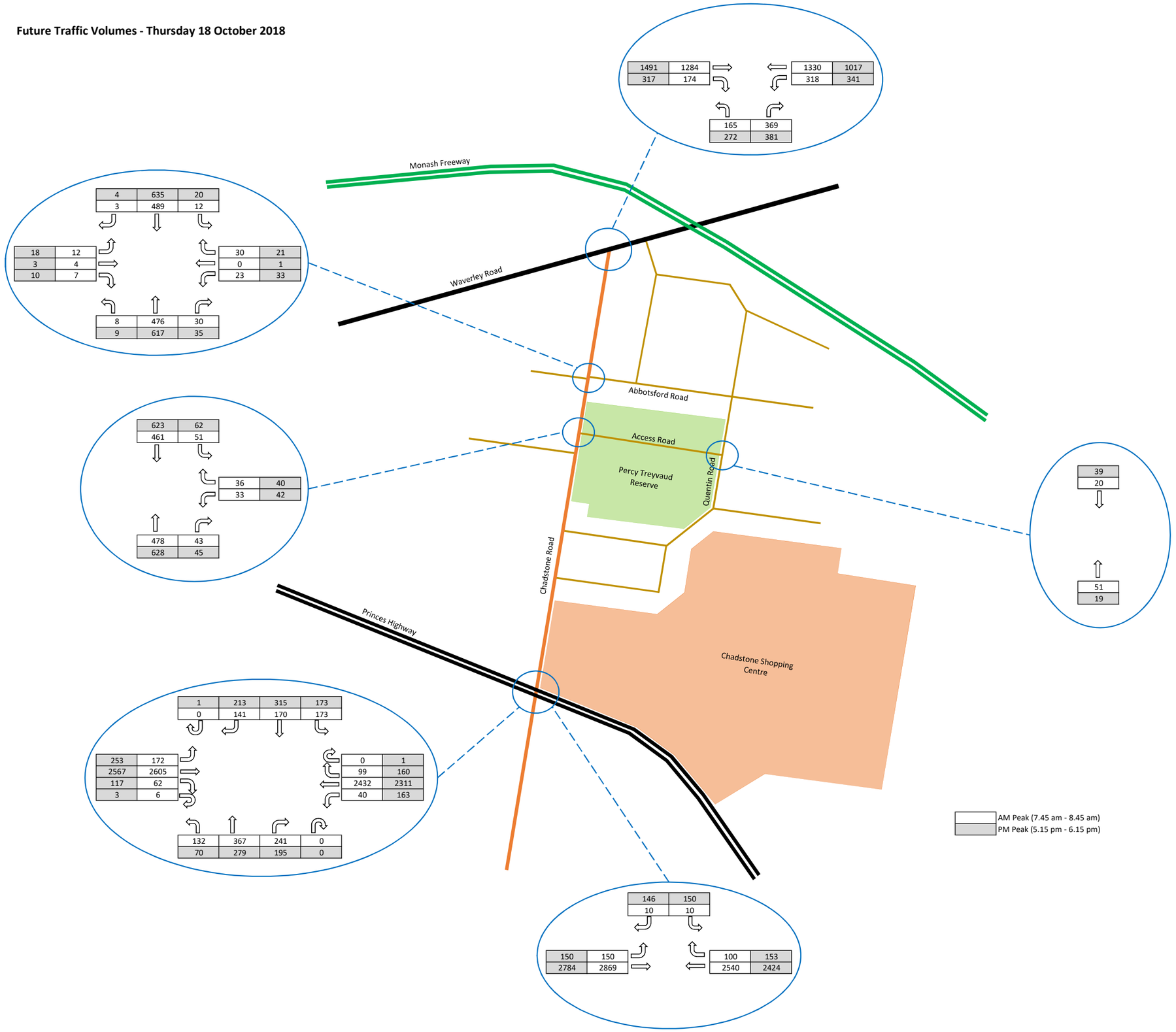
Existing Surveyed Traffic Volumes - Sunday 25 November 2018



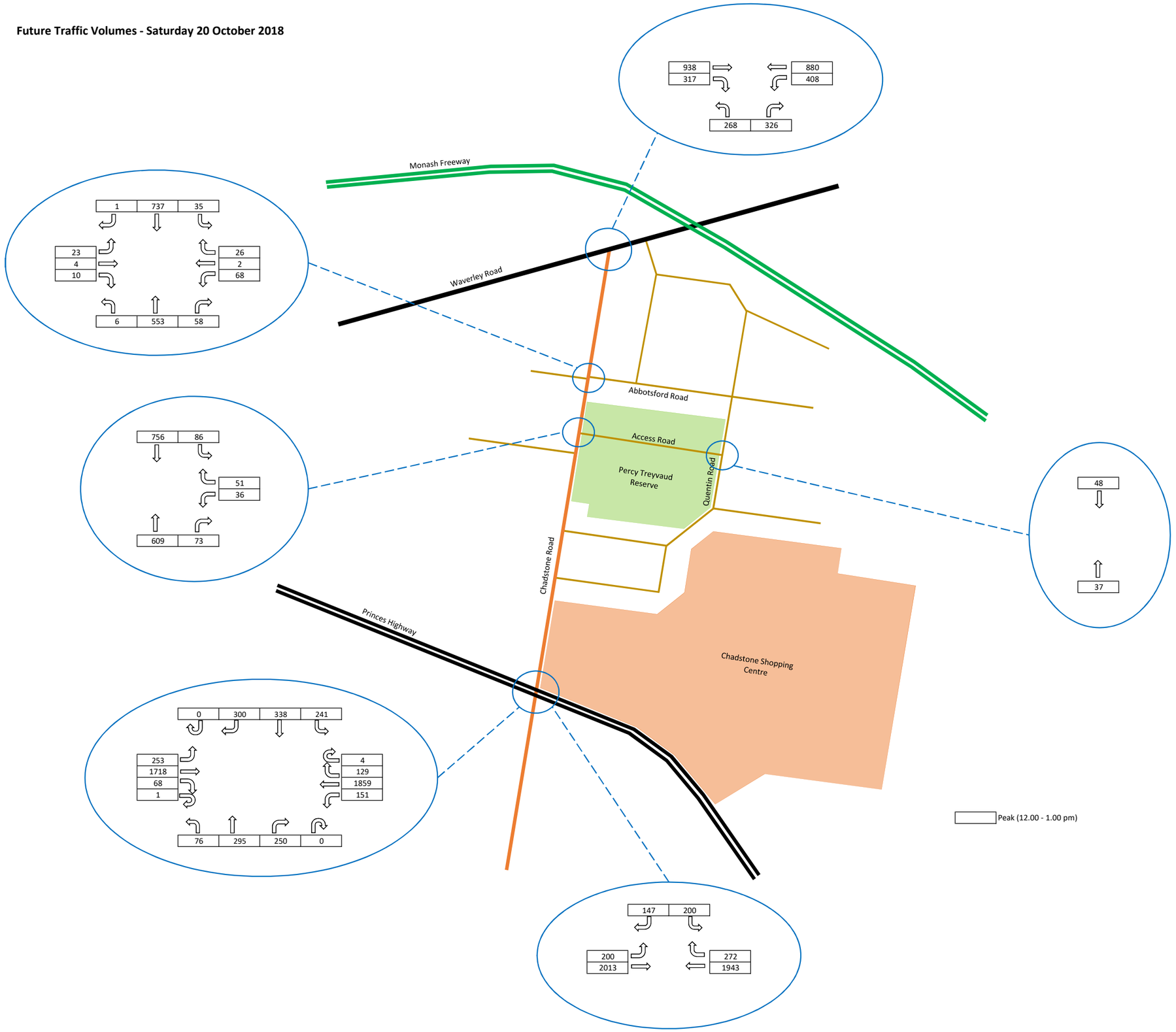
Future Traffic Volumes - Wednesday 17 October 2018



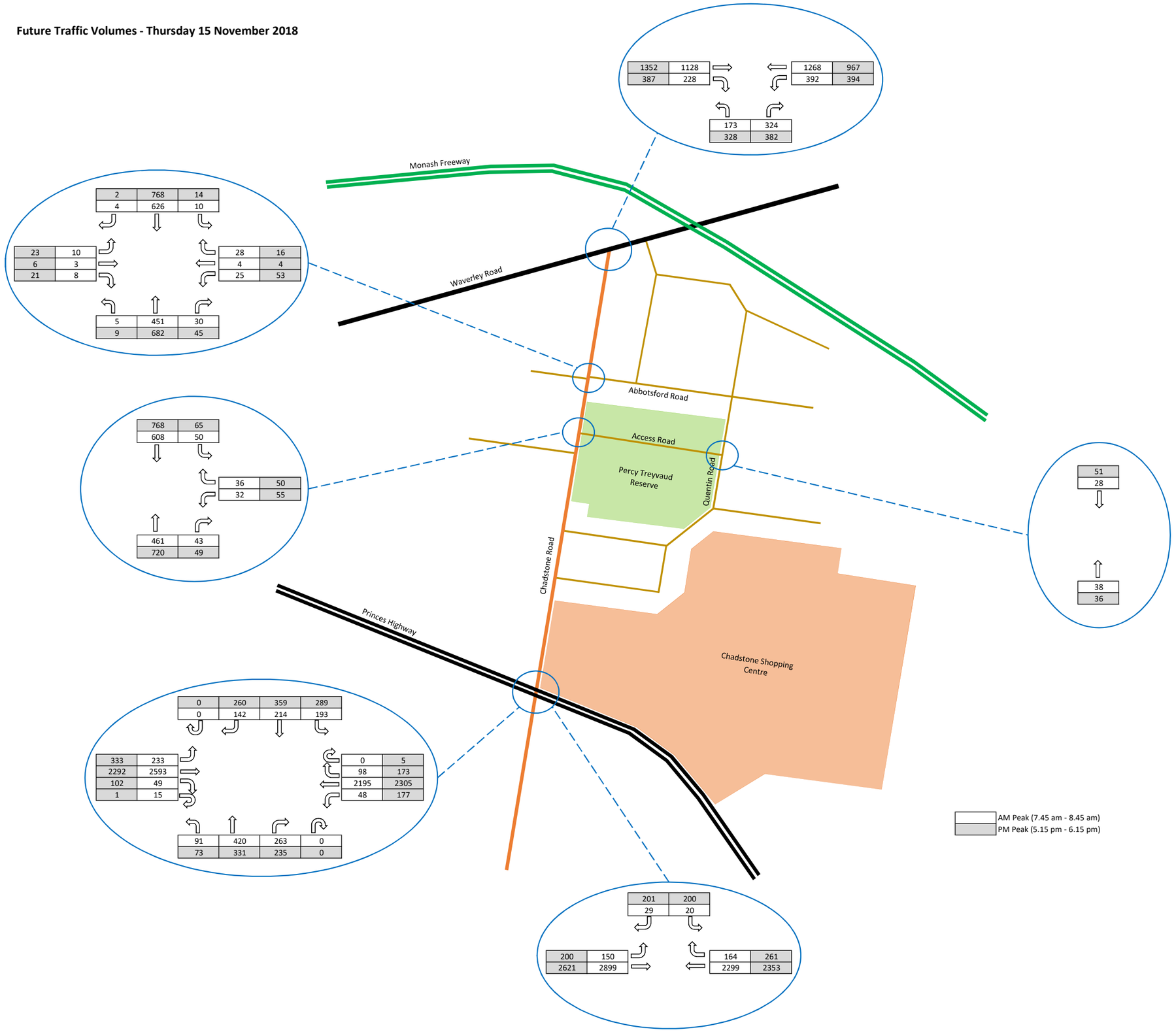
Future Traffic Volumes - Thursday 18 October 2018



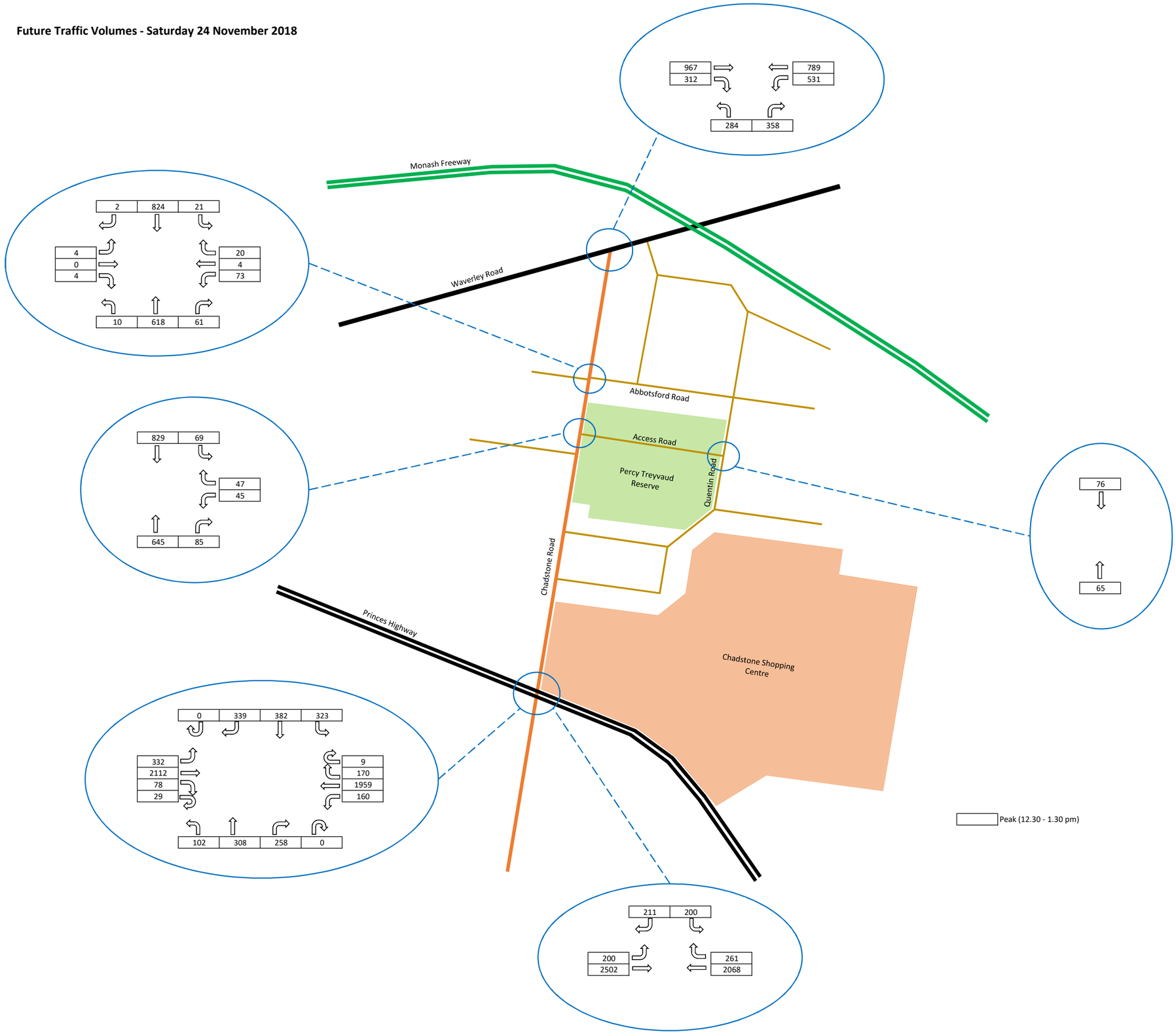
Future Traffic Volumes - Saturday 20 October 2018



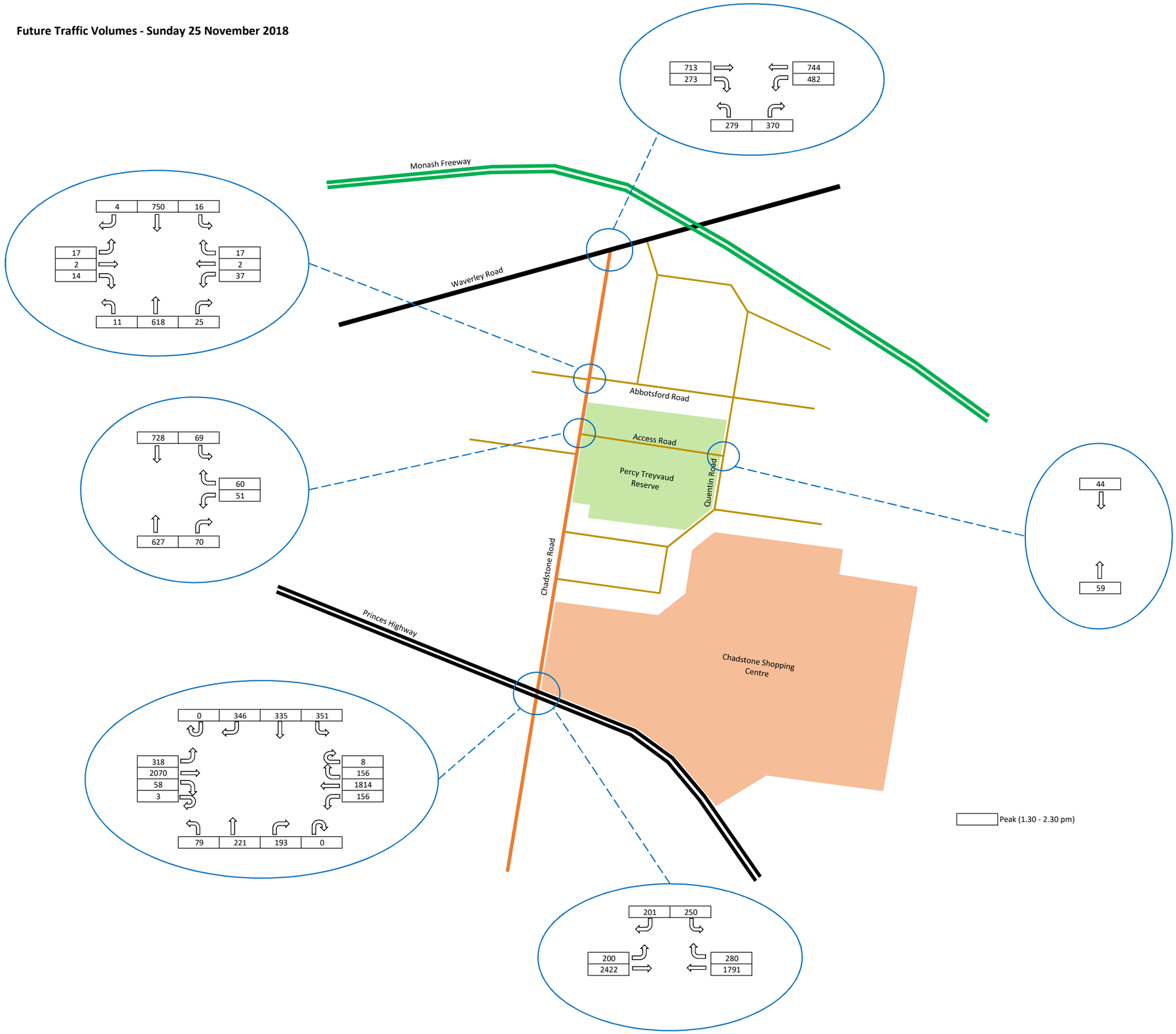
Future Traffic Volumes - Thursday 15 November 2018



Future Traffic Volumes - Saturday 24 November 2018



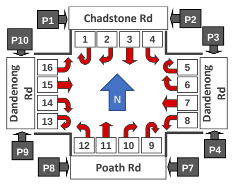
Future Traffic Volumes - Sunday 25 November 2018



ATTACHMENT B – INTERSECTION TURNING MOVEMENT SURVEY RAW DATA

nationwide TRAFFIC SURVEYS

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Prince Hwy and Chadstone Rd Poath Rd
Date: Wed 17/10/2018 **Time:** 7-10am and 3-7pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	14	2	0	0	15	1	0	0	16	1	0	0
7:15	7:30	0	0	0	0	21	2	0	0	23	0	0	2	27	0	0	0
7:30	7:45	0	0	0	0	27	1	0	0	27	1	0	1	38	1	0	0
7:45	8:00	0	0	0	0	24	0	0	0	33	1	0	1	37	0	1	0
8:00	8:15	0	0	0	0	34	0	0	0	40	1	0	1	41	1	1	0
8:15	8:30	0	0	0	0	31	0	1	0	45	0	0	1	22	0	0	0
8:30	8:45	0	0	0	0	28	0	0	0	41	0	1	0	54	0	0	0
8:45	9:00	0	0	0	0	32	0	0	0	43	0	0	0	63	1	1	0
9:00	9:15	0	0	0	0	27	1	0	0	35	1	0	0	34	1	0	0
9:15	9:30	0	0	0	0	32	0	0	0	25	1	0	0	38	0	1	0
9:30	9:45	0	0	0	0	23	0	0	0	46	2	0	0	28	1	1	0
9:45	10:00	0	0	0	0	35	0	0	0	46	1	0	0	32	1	1	0
15:00	15:15	0	0	0	0	60	0	0	0	69	0	0	0	34	0	0	0
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15:30	15:45	0	0	0	0	58	0	0	0	65	0	0	0	48	0	2	0
15:45	16:00	0	0	0	0	55	1	1	0	64	1	0	0	30	1	0	0
16:00	16:15	0	0	0	0	59	0	0	0	73	0	1	0	45	3	3	0
16:15	16:30	0	0	0	0	45	0	0	0	60	0	0	0	58	0	0	0
16:30	16:45	0	0	0	0	55	0	1	0	71	0	1	0	46	0	1	0
16:45	17:00	0	0	0	0	49	1	0	0	76	0	0	0	43	0	0	0
17:00	17:15	0	0	0	0	45	0	0	0	66	0	0	0	46	3	2	0
17:15	17:30	1	0	0	0	47	0	0	0	76	0	0	0	39	0	0	0
17:30	17:45	0	0	0	0	64	0	0	0	84	0	0	0	50	0	1	0
17:45	18:00	0	0	0	0	48	0	0	0	97	0	0	1	42	0	0	0
18:00	18:15	0	0	0	0	38	0	0	0	53	0	0	0	38	0	1	0
18:15	18:30	0	0	0	0	36	0	0	0	60	1	0	0	32	0	1	0
18:30	18:45	0	0	0	0	27	0	0	0	61	0	0	0	27	0	1	0
18:45	19:00	0	0	0	0	25	0	0	0	46	0	0	0	25	0	0	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	7	0	2	0	599	36	5	0	15	0	1	0
7:15	7:30	0	0	0	0	10	0	2	0	531	33	10	0	19	1	2	0
7:30	7:45	0	0	0	0	7	1	0	0	530	33	5	0	23	0	1	0
7:45	8:00	0	0	0	0	10	1	1	0	506	29	10	0	16	0	1	0
8:00	8:15	0	0	0	0	16	1	2	0	549	24	5	0	26	2	1	0
8:15	8:30	0	0	0	0	14	0	1	0	537	37	4	0	25	0	0	0
8:30	8:45	0	0	0	0	10	0	1	0	662	25	8	0	41	2	1	0
8:45	9:00	0	0	0	0	12	2	0	0	488	24	5	1	38	0	0	1
9:00	9:15	0	0	0	0	18	0	1	0	516	42	6	0	18	0	1	0
9:15	9:30	1	0	0	0	8	4	1	0	518	40	3	0	23	0	0	0
9:30	9:45	0	0	0	0	19	0	1	0	417	28	8	0	14	0	1	0
9:45	10:00	0	0	0	0	19	2	1	0	461	30	3	0	23	0	0	0
15:00	15:15	1	0	0	0	15	0	1	0	440	18	9	0	34	0	0	0
15:15	15:30	0	0	0	0	25	0	0	0	437	12	4	0	31	0	1	0
15:30	15:45	0	0	0	0	21	0	1	0	475	13	6	0	27	0	3	0
15:45	16:00	0	0	0	0	25	0	1	0	508	13	5	1	27	0	2	0
16:00	16:15	0	0	0	0	20	0	0	0	404	17	2	0	29	0	0	0
16:15	16:30	0	0	0	0	25	0	1	0	556	16	5	0	40	1	1	0
16:30	16:45	0	0	0	0	25	0	2	0	520	13	8	0	33	0	0	0
16:45	17:00	0	0	0	0	22	0	1	0	578	7	3	0	48	0	3	0
17:00	17:15	1	0	0	0	40	0	0	0	544	14	6	0	43	0	0	1
17:15	17:30	0	0	0	0	22	0	1	0	601	5	2	0	43	0	2	1
17:30	17:45	0	0	0	0	32	0	1	0	629	4	7	0	46	0	1	0
17:45	18:00	1	0	0	0	35	0	0	0	564	6	3	1	45	0	1	0
18:00	18:15	0	0	0	0	30	0	1	0	588	7	6	0	40	0	1	1
18:15	18:30	0	0	0	0	26	0	0	0	458	5	1	1	31	0	1	0
18:30	18:45	0	0	0	0	15	0	1	0	452	1	6	1	32	0	1	0
18:45	19:00	0	0	0	0	25	0	0	0	363	4	2	0	31	0	1	0

TIME		9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	29	0	1	1	43	0	0	1	25	0	0	0
7:15	7:30	0	0	0	0	39	0	3	0	67	1	1	3	34	0	0	0
7:30	7:45	0	0	0	0	53	1	2	0	74	0	0	0	23	1	0	0
7:45	8:00	0	0	0	0	55	1	1	0	93	0	0	2	41	0	0	1
8:00	8:15	0	0	0	0	57	1	1	0	86	0	0	1	32	1	0	0
8:15	8:30	0	0	0	0	78	4	2	0	96	0	3	1	34	0	0	0
8:30	8:45	0	0	0	0	67	2	1	0	70	0	0	2	29	1	0	0
8:45	9:00	0	0	0	0	65	1	0	0	46	0	0	0	29	0	0	0
9:00	9:15	0	0	0	0	68	1	2	0	68	0	0	0	25	1	0	0
9:15	9:30	0	0	0	0	56	4	1	0	62	2	0	0	19	0	0	0
9:30	9:45	0	0	0	0	39	7	2	0	55	2	0	1	19	0	0	0
9:45	10:00	0	0	0	0	46	2	1	1	41	0	0	1	23	1	0	0
15:00	15:15	0	0	0	0	46	2	1	0	44	0	0	0	15	1	0	0
15:15	15:30	0	0	0	0	31	2	1	0	53	0	0	0	12	0	0	0
15:30	15:45	0	0	0	0	36	1	1	0	59	0	0	0	19	0	0	0
15:45	16:00	0	0	0	0	26	1	1	0	52	1	0	0	9	0	0	0
16:00	16:15	0	0	0	0	44	1	1	0	44	1	0	0	15	0	0	0
16:15	16:30	0	0	0	0	41	1	1	1	54	1	0	0	10	0	0	0
16:30	16:45	0	0	0	0	41	1	1	0	52	0	0	1	18	0	0	0
16:45	17:00	0	0	0	0	37	0	1	0	45	1	1	0	10	0	0	0
17:00	17:15	0	0	0	0	54	0	2	0	50	0	0	0	16	1	0	0
17:15	17:30	0	0	0	0	41	0	1	0	54	1	0	0	18	0	0	0
17:30	17:45	0	0	0	0	48	0	0	0	55	0	0	1	8	0	0	0
17:45	18:00	0	0	0	0	26	0	2	0	61	0	0	1	14	0	0	0
18:00	18:15	0	0	0	0	36	0	1	0	39	0	0	1	9	0	0	0
18:15	18:30	0	0	0	0	33	1	1	0	51	0	0	0	17	0	0	0
18:30	18:45	0	0	0	0	39	0	2	0	31	0	0	0	14	0	0	0
18:45	19:00	0	0	0	0	33	0	2	0	44	0	0	0	14	0	0	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	11	0	0	0	284	13	4	0	11	0	0	0
7:15	7:30	0	0	0	0	5	2	0	0	447	18	1	1	21	1	0	0
7:30	7:45	0	0	0	0	5	0	0	0	527	17	5	0	27	0	0	0
7:45	8:00	4	0	0	0	10	0	0	0	627	14	3	0	39	0	0	0
8:00	8:15	1	1	0	0	10	3	0	0	581	19	4	0	42	0	1	0
8:15	8:30	1	0	0	0	8	0	0	0	555	31	5	1	44	0	0	0
8:30	8:45	2	0	0	0	10	1	0	0	646	26	8	1	41	3	1	0
8:45	9:00	0	0	0	0	14	2	0	0	501	24	5	0	36	0	0	1
9:00	9:15	1	0	0	0	9	0	0	0	526	32	7	0	38	0	0	0
9:15	9:30	0	0	0	0	6	0	0	0	420	28	7	0	47	0	0	0
9:30	9:45	0	0	0	0	13	0	0	0	436	27	5	0	45	1	0	0
9:45	10:00	0	0	0	0	12	0	0	0	451	50	6	0	43	0	0	0
15:00	15:15	0	0	0	0	10	1	0	0	510	36	4	0	27	0	0	0
15:15	15:30	1	0	0	0	16	0	0	0	473	19	7	0	44	0	1	0
15:30	15:45	1	0	0	0	12	0	0	0	583	34	3	0	46	2	0	0
15:45	16:00	0	0	0	0	22	1	0	0	544	24	5	0	57	2	0	0
16:00	16:15	1	0	0	0	17	1	0	0	542	20	7	0	61	1	0	0
16:15	16:30	2	0	0	0	19	0	0	0	624	26	8	0	45	0	1	0
16:30	16:45	0	0	0	0	11	1	0	0	555	20	5	0	39	0	1	0
16:45	17:00	0	0	0	0	36	0	0	0	617	20	5	1	37	1	0	0
17:00	17:15	1	0	0	0	22	0	0	0	555	15	5	0	35	1	0	0
17:15	17:30	0	0	0	0	17	0	0	0	595	24	8	0	39	1	0	0
17:30	17:45	0	0	0	0	18	0	0	0	551	6	7	0	46	1	0	0
17:45	18:00	2	0	0	0	21	0	0	0	559	18	6	0	56	0	0	0
18:00	18:15	0	0	0	0	20	0	0	0	590	7	5	0	47	0	0	0
18:15	18:30	0	0	0	0	20	0	0	0	540	16	5	1	40	2	0	0
18:30	18:45	0	0	0	0	20	0	0	0	561	18	4	0	48	0	0	0
18:45	19:00	0	0	0	0	15	0	0	0	545	6	4	0	27	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8		P9		P10	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	1	0	0	3	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15	7:30	1	0	0	0	1	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0
7:30	7:45	3	0	2	0	5	0	2	0	1	0	3	0	3	0	0	0	0	0	0	0
7:45	8:00	0	1	1	0	2	0	6	0	1	0	1	1	1	0	2	0	0	0	1	0
8:00	8:15	4	0	7	0	8	0	7	0	5	0	4	0	2	0	1	0	0	0	0	0
8:15	8:30	5	0	0	0	2	0	7	0	0	0	5	0	1	0	2	0	0	0	0	0
8:30	8:45	1	0	0	0	3	0	7	0	0	0	1	0	0	0	3	0	0	0	0	0
8:45	9:00	1	0	1	0	0	0	6	0	1	0	1	0	0	0	3	0	0	0	0	0
9:00	9:15	1	1	2	0	1	0	3	0	2	0	1	1	0	0	0	0	0	0	0	0
9:15	9:30	3	0	2	0	2	0	10	0	2	0	3	0	2	0	2	0	0	0	0	0
9:30	9:45	5	0	0	0	0	2	10	0	0	0	5	0	0	0	2	0	0	0	0	0
9:45	10:00	2	0	0	0	0	0	5	0	0	0	2	0	0	0	4	0	0	0	0	0
15:00	15:15	1	0	2	1	2	1	4	1	2	1	1	0	0	0	0	1	0	0	0	0
15:15	15:30	2	0	2	0	6	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0
15:30	15:45	3	0	1	0	5	0	2	0	3	0	1	0	3	0	2	0	0	0	0	0
15:45	16:00	1	0	6	1	4	0	3	1	6	1	2	0	0	0	3	0	0	0	0	0
16:00	16:15	1	1	0	0	12	1	8	0	0	0	0	1	1	1	4	0	0	0	0	0
16:15	16:30	4	0	3	0	3	0	4	0	3	0	4	0	4	0	3	0	0	0	0	0
16:30	16:45	1	0	2	0	4	0	8	1	2	0	1	0	4	1	4	0	0	0	0	0
16:45	17:00	0	0	1	0	2	1	5	0	1	0	0	0	3	0	5	0	0	0	0	0
17:00	17:15	2	0	5	0	3	0	4	0	5	0	2	0	1	0	2	1	0	0	0	0
17:15	17:30	6	0	0	1	6	0	3	0	0	1	6	0	2	0	2	0	0	0	0	0
17:30	17:45	4	0	3	0	5	0	5	0	3	0	4	0	0	0	1	1	0	0	0	0
17:45	18:00	3	0	1	0	10	0	3	0	1	0	3	0	6	0	0	0	0	0	0	0
18:00	18:15	0	0	3	0	4	0	2	0	3	0	0	0	1	0	4	0	0	0	0	0
18:15	18:30	6	0	2	1	1	0	2	1	3	1	6	0	0	1	1	0	1	0	0	0
18:30	18:45	0	1	1	0	4	0	5	0	1	0	0	1	0	0	1	0	0	0	0	0
18:45	19:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0

Accumulative Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	14	2	0	0	15	1	0	0	16	1	0	0
7:15	7:30	0	0	0	0	35	4	0	0	38	1	0	2	43	1	0	0
7:30	7:45	0	0	0	0	62	5	0	0	65	2	0	3	81	2	0	0
7:45	8:00	0	0	0	0	86	5	0	0	98	3	0	4	118	2	1	0
8:00	8:15	0	0	0	0	120	5	0	0	138	4	0	5	159	3	2	0
8:15	8:30	0	0	0	0	151	5	1	0	183	4	0	6	181	3	2	0
8:30	8:45	0	0	0	0	179	5	1	0	224	4	1	6	235	3	2	0
8:45	9:00	0	0	0	0	211	5	1	0	267	4	1	6	298	4	3	0
9:00	9:15	0	0	0	0	238	6	1	0	302	5	1	6	332	5	3	0
9:15	9:30	0	0	0	0	270	6	1	0	327	6	1	6	370	5	4	0
9:30	9:45	0	0	0	0	293	6	1	0	373	8	1	6	398	6	5	0
9:45	10:00	0	0	0	0	328	6	1	0	419	9	1	6	430	7	6	0
15:00	15:15	0	0	0	0	60	0	0	0	69	0	0	0	34	0	0	0
15:15	15:30	0	0	0	0	121	0	0	0	127	1	0	0	69	0	1	0
15:30	15:45	0	0	0	0	179	0	0	0	192	1	0	0	117	0	3	0
15:45	16:00	0	0	0	0	234	1	1	0	256	2	0	0	147	1	3	0
16:00	16:15	0	0	0	0	293	1	1	0	329	2	1	0	192	4	6	0
16:15	16:30	0	0	0	0	338	1	1	0	389	2	1	0	250	4	6	0
16:30	16:45	0	0	0	0	393	1	2	0	460	2	2	0	296	4	7	0
16:45	17:00	0	0	0	0	442	2	2	0	536	2	2	0	339	4	7	0
17:00	17:15	0	0	0	0	487	2	2	0	602	2	2	0	385	7	9	0
17:15	17:30	1	0	0	0	534	2	2	0	678	2	2	0	424	7	9	0
17:30	17:45	1	0	0	0	598	2	2	0	762	2	2	0	474	7	10	0
17:45	18:00	1	0	0	0	646	2	2	0	859	2	2	1	516	7	10	0
18:00	18:15	1	0	0	0	684	2	2	0	912	2	2	1	554	7	11	0
18:15	18:30	1	0	0	0	720	2	2	0	972	3	2	1	586	7	12	0
18:30	18:45	1	0	0	0	747	2	2	0	1033	3	2	1	613	7	13	0
18:45	19:00	1	0	0	0	772	2	2	0	1079	3	2	1	638	7	13	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	7	0	2	0	599	36	5	0	15	0	1	0
7:15	7:30	0	0	0	0	17	0	4	0	1130	69	15	0	34	1	3	0
7:30	7:45	0	0	0	0	24	1	4	0	1660	102	20	0	57	1	4	0
7:45	8:00	0	0	0	0	34	2	5	0	2166	131	30	0	73	1	5	0
8:00	8:15	0	0	0	0	50	3	7	0	2715	155	35	0	99	3	6	0
8:15	8:30	0	0	0	0	64	3	8	0	3252	192	39	0	124	3	6	0
8:30	8:45	0	0	0	0	74	3	9	0	3914	217	47	0	165	5	7	0
8:45	9:00	0	0	0	0	86	5	9	0	4402	241	52	1	203	5	7	1
9:00	9:15	0	0	0	0	104	5	10	0	4918	283	58	1	221	5	8	1
9:15	9:30	1	0	0	0	112	9	11	0	5436	323	61	1	244	5	8	1
9:30	9:45	1	0	0	0	131	9	12	0	5853	351	69	1	258	5	9	1
9:45	10:00	1	0	0	0	150	11	13	0	6314	381	72	1	281	5	9	1
15:00	15:15	1	0	0	0	15	0	1	0	440	18	9	0	34	0	0	0
15:15	15:30	1	0	0	0	40	0	1	0	877	30	13	0	65	0	1	0
15:30	15:45	1	0	0	0	61	0	2	0	1352	43	19	0	92	0	4	0
15:45	16:00	1	0	0	0	86	0	3	0	1860	56	24	1	119	0	6	0
16:00	16:15	1	0	0	0	106	0	3	0	2264	73	26	1	148	0	6	0
16:15	16:30	1	0	0	0	131	0	4	0	2820	89	31	1	188	1	7	0
16:30	16:45	1	0	0	0	156	0	6	0	3340	102	39	1	221	1	7	0
16:45	17:00	1	0	0	0	178	0	7	0	3918	109	42	1	269	1	10	0
17:00	17:15	2	0	0	0	218	0	7	0	4462	123	48	1	312	1	10	1
17:15	17:30	2	0	0	0	240	0	8	0	5063	128	50	1	355	1	12	2
17:30	17:45	2	0	0	0	272	0	9	0	5692	132	57	1	401	1	13	2
17:45	18:00	3	0	0	0	307	0	9	0	6256	138	60	2	446	1	14	2
18:00	18:15	3	0	0	0	337	0	10	0	6844	145	66	2	486	1	15	3
18:15	18:30	3	0	0	0	363	0	10	0	7302	150	67	3	517	1	16	3
18:30	18:45	3	0	0	0	378	0	11	0	7754	151	73	4	549	1	17	3
18:45	19:00	3	0	0	0	403	0	11	0	8117	155	75	4	580	1	18	3

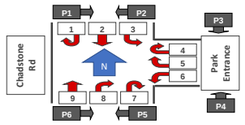
TIME		9				10				11				12			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	29	0	1	1	43	0	0	1	25	0	0	0
7:15	7:30	0	0	0	0	68	0	4	1	110	1	1	4	59	0	0	0
7:30	7:45	0	0	0	0	121	1	6	1	184	1	1	4	82	1	0	0
7:45	8:00	0	0	0	0	176	2	7	1	277	1	1	6	123	1	0	1
8:00	8:15	0	0	0	0	233	3	8	1	363	1	1	7	155	2	0	1
8:15	8:30	0	0	0	0	311	7	10	1	459	1	4	8	189	2	0	1
8:30	8:45	0	0	0	0	378	9	11	1	529	1	4	10	218	3	0	1
8:45	9:00	0	0	0	0	443	10	11	1	575	1	4	10	247	3	0	1
9:00	9:15	0	0	0	0	511	11	13	1	643	1	4	10	272	4	0	1
9:15	9:30	0	0	0	0	567	15	14	1	705	3	4	10	291	4	0	1
9:30	9:45	0	0	0	0	606	22	16	1	760	5	4	11	310	4	0	1
9:45	10:00	0	0	0	0	652	24	17	2	801	5	4	12	333	5	0	1
15:00	15:15	0	0	0	0	46	2	1	0	44	0	0	0	15	1	0	0
15:15	15:30	0	0	0	0	77	4	2	0	97	0	0	0	27	1	0	0
15:30	15:45	0	0	0	0	113	5	3	0	156	0	0	0	46	1	0	0
15:45	16:00	0	0	0	0	139	6	4	0	208	1	0	0	55	1	0	0
16:00	16:15	0	0	0	0	183	7	5	0	252	2	0	0	70	1	0	0
16:15	16:30	0	0	0	0	224	8	6	1	306	3	0	0	80	1	0	0
16:30	16:45	0	0	0	0	265	9	7	1	358	3	0	1	98	1	0	0
16:45	17:00	0	0	0	0	302	9	8	1	403	4	1	1	108	1	0	0
17:00	17:15	0	0	0	0	356	9	10	1	453	4	1	1	124	2	0	0
17:15	17:30	0	0	0	0	397	9	11	1	507	5	1	1	142	2	0	0
17:30	17:45	0	0	0	0	445	9	11	1	562	5	1	2	150	2	0	0
17:45	18:00	0	0	0	0	471	9	13	1	623	5	1	3	164	2	0	0
18:00	18:15	0	0	0	0	507	9	14	1	662	5	1	4	173	2	0	0
18:15	18:30	0	0	0	0	540	10	15	1	713	5	1	4	190	2	0	0
18:30	18:45	0	0	0	0	579	10	17	1	744	5	1	4	204	2	0	0
18:45	19:00	0	0	0	0	612	10	19	1	788	5	1	4	218	2	0	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	11	0	0	0	284	13	4	0	11	0	0	0
7:15	7:30	0	0	0	0	16	2	0	0	731	31	5	1	32	1	0	0
7:30	7:45	0	0	0	0	21	2	0	0	1258	48	10	1	59	1	0	0
7:45	8:00	4	0	0	0	31	2	0	0	1885	62	13	1	98	1	0	0
8:00	8:15	5	1	0	0	41	5	0	0	2466	81	17	1	140	1	1	0
8:15	8:30	6	1	0	0	49	5	0	0	3021	112	22	2	184	1	1	0
8:30	8:45	8	1	0	0	59	6	0	0	3667	138	30	3	225	4	2	0
8:45	9:00	8	1	0	0	73	8	0	0	4168	162	35	3	261	4	2	1
9:00	9:15	9	1	0	0	82	8	0	0	4694	194	42	3	299	4	2	1
9:15	9:30	9	1	0	0	88	8	0	0	5114	222	49	3	346	4	2	1
9:30	9:45	9	1	0	0	101	8	0	0	5550	249	54	3	391	5	2	1
9:45	10:00	9	1	0	0	113	8	0	0	6001	299	60	3	434	5	2	1
15:00	15:15	0	0	0	0	10	1	0	0	510	36	4	0	27	0	0	0
15:15	15:30	1	0	0	0	26	1	0	0	983	55	11	0	71	0	1	0
15:30	15:45	2	0	0	0	38	1	0	0	1566	89	14	0	117	2	1	0
15:45	16:00	2	0	0	0	60	2	0	0	2110	113	19	0	174	4	1	0
16:00	16:15	3	0	0	0	77	3	0	0	2652	133	26	0	235	5	1	0
16:15	16:30	5	0	0	0	96	3	0	0	3276	159	34	0	280	5	2	0
16:30	16:45	5	0	0	0	107	4	0	0	3831	179	39	0	319	5	3	0
16:45	17:00	5	0	0	0	143	4	0	0	4448	199	44	1	356	6	3	0
17:00	17:15	6	0	0	0	165	4	0	0	5003	214	49	1	391	7	3	0
17:15	17:30	6	0	0	0	182	4	0	0	5598	238	57	1	430	8	3	0
17:30	17:45	6	0	0	0	200	4	0	0	6149	244	64	1	476	9	3	0
17:45	18:00	8	0	0	0	221	4	0	0	6708	262	70	1	532	9	3	0
18:00	18:15	8	0	0	0	241	4	0	0	7298	269	75	1	579	9	3	0
18:15	18:30	8	0	0	0	261	4	0	0	7838	285	80	2	619	11	3	0
18:30	18:45	8	0	0	0	281	4	0	0	8399	303	84	2	667	11	3	0
18:45	19:00	8	0	0	0	296	4	0	0	8944	309	88	2	694	11	3	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8		P9		P10	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	1	0	0	3	0	0	0	1	0	0	0	0	0	0	0	1	0
7:15	7:30	1	0	0	1	1	0	5	0	0	0	2	0	2	0	0	0	0	0	1	0
7:30	7:45	4	0	2	1	6	0	7	0	1	0	5	0	5	0	0	0	0	0	1	0
7:45	8:00	4	1	3	1	8	0	13	0	2	0	6	1	6	0	2	0	0	0	2	0
8:00	8:15	8	1	10	1	16	0	20	0	7	0	10	1	8	0	3	0	0	0	2	0
8:15	8:30	13	1	10	1	18	0	27	0	7	0	15	1	9	0	5	0	0	0	2	0
8:30	8:45	14	1	10	1	21	0	34	0	7	0	16	1	9	0	8	0	0	0	2	0
8:45	9:00	15	1	11	1	21	0	40	0	8	0	17	1	9	0	11	0	0	0	2	0
9:00	9:15	16	2	13	1	22	0	43	0	10	0	18	2	9	0	11	0	0	0	2	0
9:15	9:30	19	2	15	1	24	0	53	0	12	0	21	2	11	0	13	0	0	0	2	0
9:30	9:45	24	2	15	1	24	2	63	0	12	0	26	2	11	0	15	0	0	0	2	0
9:45	10:00	26	2	15	1	24	2	68	0	12	0	28	2	11	0	19	0	0	0	2	0
15:00	15:15	1	0	2	1	2	1	4	1	2	1	1	0	0	0	0	1	0	0	0	0
15:15	15:30	3	0	4	1	8	1	4	2	4	1	3	0	0	0	0	1	0	0	0	0
15:30	15:45	6	0	5	1	13	1	6	2	7	1	4	0	3	0	2	1	0	0	0	0
15:45	16:00	7	0	11	2	17	1	9	3	13	2	6	0	3	0	5	1	0	0	0	0
16:00	16:15	8	1	11	2	29	2	17	3	13	2	6	1	4	1	9	1	0	0	0	0
16:15	16:30	12	1	14	2	32	2	21	3	16	2	10	1	8	1	12	1	0	0	0	0
16:30	16:45	13	1	16	2	36	2	29	4	18	2	11	1	12	2	16	1	0	0	0	0
16:45	17:00	13	1	17	2	38	3	34	4	19	2	11	1	15	2	21	1	0	0	0	0
17:00	17:15	15	1	22	2	41	3	38	4	24	2	13	1	16	2	23	2	0	0	0	0
17:15	17:30	21	1	22	3	47	3	41	4	24	3	19	1	18	2	25	2	0	0	0	0
17:30	17:45	25	1	25	3	52	3	46	4	27	3	23	1	18	2	26	3	0	0	0	0
17:45	18:00	28	1	26	3	62	3	49	4	28	3	26	1	24	2	26	3	0	0	0	0
18:00	18:15	28	1	29	3	66	3	51	4	31	3	26	1	25	2	30	3	0	0	0	0
18:15	18:30	34	1	31	4	67	3	53	5	34	4	32	1	25	3	31	3	1	0	0	0
18:30	18:45	34	2	32	4	71	3	58	5	35	4	32	2	25	3	32	3	1	0	0	0
18:45	19:00	34	2	33	4	71	3	58	5	36	4	32	2	25	3	32	4	1	0	0	0

Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Park Entrance
Date: Wed 17/10/2018 **Time:** 7-10am and 3-7pm
Weather: Overcast



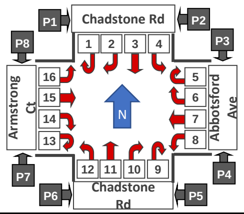
Absolute Value

TIME		VEHICLE MOVEMENTS																														Pedestrian Movements									
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	37	1	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	70	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	3	3	2	0	0	0	0	1	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	65	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	98	0	1	0	0	0	0	0	3	0	0	0	1	0	0	0
7:45	8:00	0	0	0	0	72	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	101	0	2	1	0	0	1	0	1	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	101	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	115	4	1	1	0	0	0	0	0	0	1	0	0	0	0	0
8:15	8:30	0	0	0	0	106	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	128	1	5	0	0	0	2	0	1	0	3	0	0	0	0	0
8:30	8:45	0	0	0	0	144	0	2	0	2	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	111	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	154	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	1	88	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	160	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	79	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	132	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	85	2	0	0	0	0	1	0	3	0	5	0	0	0	0	0
9:30	9:45	0	0	0	0	130	2	1	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	68	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	141	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	60	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	115	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	134	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	102	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	148	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	127	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	125	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0
15:45	16:00	0	0	0	0	127	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	115	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	145	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	157	1	0	0	0	0	1	0	2	0	6	0	0	0	0	0
16:15	16:30	0	0	0	0	119	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	148	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	127	0	2	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	109	0	2	0	0	0	2	0	1	1	0	0	0	0	0	0
16:45	17:00	0	0	0	0	121	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	128	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0
17:00	17:15	0	0	0	0	108	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	131	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	116	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	163	2	1	0	0	0	2	0	2	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	128	0	1	2	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	163	2	1	1	0	0	1	0	4	0	2	0	0	0	1	0
17:45	18:00	0	0	0	0	123	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	160	0	0	2	0	0	1	0	1	0	2	0	0	0	1	0
18:00	18:15	0	0	0	0	90	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	131	1	1	0	0	0	0	0	6	0	3	0	0	0	1	0
18:15	18:30	0	0	0	0	66	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	121	0	0	0	1	0	0	0	4	0	3	0	0	0	0	0
18:30	18:45	0	0	0	0	96	0	1	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	94	0	1	0	0	0	0	0	5	0	2	0	0	0	0	0
18:45	19:00	0	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	83	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

Accumulative Value

TIME		VEHICLE MOVEMENTS																																		Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	37	1	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	107	1	1	2	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	3	4	3	0	0	0	0	1	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	172	3	1	2	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	245	3	5	3	0	0	0	0	4	0	0	0	0	0	1	0
7:45	8:00	0	0	0	0	244	4	2	3	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	4	1	0	1	346	3	7	4	0	0	1	0	5	0	0	0	0	0	1	0
8:00	8:15	0	0	0	0	345	5	2	3	3	0	0	0	0	0	0	0	4	1	0	0	1	0	0	0	0	0	0	0	5	1	0	1	461	7	8	5	0	0	1	0	5	0	1	0	0	0	1	0
8:15	8:30	0	0	0	0	451	5	2	4	6	0	0	0	0	0	0	0	4	1	0	0	1	1	0	0	0	0	0	0	6	1	0	1	589	8	13	5	0	0	3	0	6	0	4	0	0	0	1	0
8:30	8:45	0	0	0	0	595	5	4	4	8	0	0	1	0	0	0	0	5	1	0	0	2	1	0	0	1	0	0	0	9	1	0	1	700	10	14	6	1	0	3	0	7	0	4	0	0	0	1	0
8:45	9:00	0	0	0	0	749	7	4	5	8	0	0	1	0	0	0	0	5	1	0	0	4	1	0	0	1	0	0	0	12	1	0	2	788	12	14	6	1	0	3	0	8	0	5	0	0	0	1	0
9:00	9:15	0	0	0	0	909	10	4	6	11	0	0	1	0	0	0	0	5	1	0	0	5	1	0	0	1	0	0	0	13	1	0	2	867	12	15	7	1	0	3	0	8	0	5	0	0	0	1	0
9:15	9:30	0	0	0	0	1041	10	6	6	13	0	0	1	0	0	0	0	6	1	0	0	6	1	0	0	1	0	0	0	14	1	0	2	952	14	15	7	1	0	4	0	11	0	10	0	0	0	1	0
9:30	9:45	0	0	0	0	1171	12	7	6	14	0	0	1	0	0	0	0	8	1	0	0	7	1	0	0	1	0	0	0	14	1	0	2	1020	14	16	7	1	0	4	0	13	0	10	0	0	0	1	0
9:45	10:00	0	0	0	0	1312	12	8	6	17	0	0	1	0	0	0	0	8	1	0	0	10	1	0	0	1	0	0	0	15	1	0	2	1080	15	16	9	1	0	4	0	13	0	10	0	0	0	1	0
15:00	15:15	0	0	0	0	115	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	134	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	217	2	4	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	282	0	1	0	0	0	1	0	3	0	1	0	0	0	0	0
15:30	15:45	0	0	0	0	344	2	6	0	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	407	0	1	0	0	0	1	0	7	0	2	0	0	0	0	0
15:45	16:00	0	0	0	0	471	3	6	0	5	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	522	0	1	0	0	0	1	0	9	0	2	0	0	0	0	0
16:00	16:15	0	0	0	0	616	3	12	0	5	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	6	0	0	0	679	1	1	0	0	0	2	0	11	0	8	0	0	0	0	0
16:15	16:30	0	0	0	0	735	3	12	0	8	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	10	0	0	0	827	3	2	0	0	0	2	0	14	0	8	0	0	0	0	0
16:30	16:45	0	0	0	0	862	3	14	0	11	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	16	0	0	0	936	3	4	0	0	0	2	0	16	0	9	1	0	0	0	0
16:45	17:00	0	0	0	0	983	3	14	0	16	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	19	0	0	0	1064	4	5	1	0	0	2	0	17	1	10	1	0	0	0	0
17:00	17:15	0	0	0	0	1091	3	14	0	18	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	1	0	0	0	22	0	0	0	1195	5	5	1	0	0	3	0	19	1	10	1	0	0	0	0
17:15	17:30	0	0	0	0	1207	3	14	0	22	0	0	0	0	0	0	0	5	0	0	0	12	0	0	0	1	0	0	0	25	0	0	0	1358	7	6	1	0	0	3	0	21	1	12	1	0	0	0	0
17:30	17:45	0	0	0	0	1335	3	15	2	23	0	0	0	0	0	0	0	6	0	0	0	14	0	0	0	1	0	0	0	27	0	0	0	1521	9	7	2	0	0	4	0	25	1	14	1	0	0	1	0
17:45	18:00	0	0	0	0	1458	3	16	3	24	0	0	0	0	0	0	0	7	0	0	0	18	0	0	0	1	0	0	0	30	0	0	0	1681	9	7	4	0	0	4	0	26	1	15	1	2	0	1	0
18:00	18:15	0	0	0	0	1548	4	17	3	24	0	0	0	0	0	0	0	8	0	0	0	18	0	0	0	1	0	0	0	32	0	0	0	1812	10	8	4	0	0	4	0	32	1	18	1	2	0	2	0
18:15	18:30	0	0	0	0	1614	4	18	3	25	0	0	0	0	0	0	0	9	0	0	0	20	0	0	0	1	0	0	0	33	0	0	0	1933	10	8	4	1	0	4	0	36	1	21	1	2	0	2	0
18:30	18:45	0	0	0	0	1710	4	19	3	25	0	0	0	0	0	0	0	11	0	0	0	22	0	0	0	1	0	0	0	33	0	0	0	2027	10	9	4	1	0	4	0	41	1	23	1	2	0	2	0
18:45	19:00	0	0	0	0	1774	4	19	3	25	0	0	0	0	0	0	0	13	0	0	0	24	0	0	0	1	0	0	0	35	0	0	0	2110	10	9	4	1	0	4	0	43	1	23	1	2	0	2	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Abbotsford Ave, Armstrong Ct
Date: Wed 17/10/2018 **ime:** 7-10am and 3-7pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

		1				2				3				4			
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	0	0	0	0	33	2	0	1	0	0	0	0
7:15	7:30	0	0	0	0	1	0	0	0	67	1	1	2	0	0	0	1
7:30	7:45	0	0	0	0	0	0	0	0	61	2	0	0	1	0	0	0
7:45	8:00	0	0	0	0	2	0	0	0	68	1	1	1	0	1	0	0
8:00	8:15	0	0	0	0	0	0	0	0	87	1	1	0	7	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	93	0	0	1	7	0	1	0
8:30	8:45	0	0	0	0	1	0	0	0	136	0	1	1	3	0	0	0
8:45	9:00	0	0	0	0	1	0	0	0	142	1	0	0	4	0	1	0
9:00	9:15	0	0	0	0	0	0	0	0	139	3	0	0	2	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	125	1	1	0	8	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	126	3	1	0	4	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	137	1	1	0	4	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	107	2	0	0	5	0	0	0
15:15	15:30	0	0	0	0	2	0	0	0	98	2	0	0	2	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	108	0	2	0	3	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	113	1	0	2	6	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	130	2	5	0	4	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	105	0	0	0	7	0	0	0
16:30	16:45	0	0	0	0	1	0	0	0	102	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	112	1	0	0	4	0	0	0
17:00	17:15	0	0	0	0	1	0	0	0	100	1	0	0	5	0	0	0
17:15	17:30	0	0	0	0	2	0	0	0	104	0	0	0	4	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	114	0	1	1	2	0	0	0
17:45	18:00	0	0	0	0	1	0	0	0	107	0	0	1	4	0	0	0
18:00	18:15	0	0	0	0	1	0	0	0	85	0	0	0	3	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	86	0	0	0	2	0	0	0
18:30	18:45	0	0	0	0	1	0	0	0	73	0	1	1	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	57	0	0	0	1	0	0	0

		5				6				7				8			
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
7:15	7:30	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0
7:30	7:45	0	0	0	0	8	0	0	0	0	0	0	0	4	0	0	0
7:45	8:00	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0
8:00	8:15	0	0	0	0	8	0	0	0	1	0	0	0	6	0	0	0
8:15	8:30	0	0	0	0	5	0	0	0	2	0	0	0	6	0	0	0
8:30	8:45	0	0	0	0	11	0	0	0	2	0	0	0	11	0	0	0
8:45	9:00	0	0	0	0	11	0	0	0	1	0	0	0	18	0	0	0
9:00	9:15	0	0	0	0	15	0	0	0	0	0	0	0	18	0	0	0
9:15	9:30	0	0	0	0	11	0	0	0	0	0	0	0	11	0	0	0
9:30	9:45	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0
15:00	15:15	0	0	0	0	10	0	0	0	1	0	0	0	8	0	0	0
15:15	15:30	0	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0
15:30	15:45	0	0	0	0	12	0	0	0	1	0	0	0	24	0	0	0
15:45	16:00	0	0	0	0	12	0	0	0	2	0	0	0	16	0	0	0
16:00	16:15	0	0	0	0	14	0	0	0	0	0	0	0	15	0	0	0
16:15	16:30	0	0	0	0	4	0	0	0	0	0	0	0	15	0	0	0
16:30	16:45	0	0	0	0	5	0	0	0	1	0	0	0	30	0	0	0
16:45	17:00	0	0	0	0	4	0	0	0	1	0	0	0	12	0	0	0
17:00	17:15	0	0	0	0	5	0	0	0	0	0	0	0	11	0	0	0
17:15	17:30	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0
17:30	17:45	0	0	0	0	6	0	0	0	2	0	0	0	11	0	0	0
17:45	18:00	0	0	0	0	2	0	0	0	0	0	0	1	10	0	0	0
18:00	18:15	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
18:30	18:45	0	0	0	0	9	0	0	0	1	0	0	0	20	0	0	0
18:45	19:00	0	0	0	0	1	0	0	0	1	0	0	0	8	0	0	0

		9				10				11				12			
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	3	0	0	0	60	0	0	0	2	0	0	0
7:15	7:30	0	0	0	0	3	0	0	0	80	3	2	2	3	0	0	0
7:30	7:45	0	0	0	0	4	0	0	0	93	0	1	0	0	0	0	0
7:45	8:00	0	0	0	0	3	0	0	0	95	0	2	1	2	0	0	0
8:00	8:15	0	0	0	0	10	1	0	0	107	2	1	0	1	0	0	0
8:15	8:30	0	0	0	0	17	0	0	0	101	1	5	0	0	0	0	0
8:30	8:45	0	0	0	0	13	1	0	0	98	2	1	1	2	1	0	0
8:45	9:00	0	0	0	0	20	0	0	0	63	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	4	0	0	0	71	0	1	0	2	0	0	0
9:15	9:30	0	0	0	0	16	0	0	0	65	0	0	0	2	0	0	0
9:30	9:45	0	0	0	0	8	0	0	0	60	1	1	0	0	0	0	0
9:45	10:00	0	0	0	0	7	0	0	0	53	1	0	1	1	0	0	0
15:00	15:15	0	0	0	0	9	0	0	0	121	0	1	0	1	0	0	0
15:15	15:30	0	0	0	0	10	0	0	0	141	0	0	0	4	0	0	0
15:30	15:45	0	0	0	0	5	0	0	0	116	1	1	0	0	0	0	0
15:45	16:00	0	0	0	0	11	0	0	0	104	1	1	0	2	0	0	0
16:00	16:15	0	0	0	0	6	0	0	0	143	1	0	0	2	0	0	0
16:15	16:30	0	0	0	0	24	0	0	0	116	2	1	0	5	0	0	0
16:30	16:45	0	0	0	0	12	0	0	0	97	0	2	0	0	0	0	0
16:45	17:00	0	0	0	0	9	0	0	0	118	0	1	1	3	0	0	0
17:00	17:15	0	0	0	0	5	0	0	0	118	1	0	1	3	0	0	0
17:15	17:30	1	0	0	0	8	0	0	0	150	2	1	0	1	0	0	0
17:30	17:45	0	0	0	0	8	0	0	0	154	1	0	1	0	0	0	0
17:45	18:00	0	0	0	0	3	0	0	0	153	0	1	1	1	0	0	0
18:00	18:15	0	0	0	0	9	0	0	0	121	0	1	2	3	0	0	0
18:15	18:30	0	0	0	0	2	0	0	0	98	0	0	0	2	0	0	0
18:30	18:45	0	0	0	0	6	0	0	0	91	0	0	0	1	0	0	0
18:45	19:00	0	0	0	0	11	0	0	0	74	0	0	0	1	0	0	0

		13				14				15				16			
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0
7:15	7:30	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0
7:30	7:45	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0
7:45	8:00	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0
8:00	8:15	0	0	0	0	3	0	0	0	2	0	0	0	4	0	0	0
8:15	8:30	0	0	0	0	5	0	0	0	2	0	0	0	1	0	0	0
8:30	8:45	0	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0
8:45	9:00	0	0	0	0	4	0	0	0	1	0	0	0	3	0	0	0
9:00	9:15	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0
9:15	9:30	0	0	0	0	3	0	0	0	1	0	0	1	1	0	0	0
9:30	9:45	0	0	0	0	3	0	0	0	1	0	0	1	7	0	0	0
9:45	10:00	0	0	0	0	5	0	0	0	1	0	0	0	2	0	0	0
15:00	15:15	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
15:15	15:30	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
15:45	16:00	0	0	0	0	3	0	0	0	2	0	0	0	3	0	0	0
16:00	16:15	0	0	0	0	3	0	0	0	1	0	0	0	4	0	0	0
16:15	16:30	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0
16:30	16:45	0	0	0	0	2	0	0	0	3	0	0	0	5	0	0	0
16:45	17:00	0	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
17:15	17:30	0	0	0	0	3	0	0	0	2	0	0	0	4	0	0	0
17:30	17:45	0	0	0	0	6	0	0	0	3	0	0	0	3	0	0	0
17:45	18:00	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0
18:00	18:15	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
18:30	18:45	0	0	0	0	3	0	0	0	1	0	0	0	6	0	0	0
18:45	19:00	0	0	0	0	1	0	0	0	2	0	0	0	4	0	0	0

Pedestrian Movements

		P1		P2		P3		P4		P5		P6		P7		P8	
TIME		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0		0	0	0	0	0	0	0	0	0	0	2	0	1	0
7:15	7:30	1		0	0	0	0	0	0	0	0	0	0	2	0	2	0
7:30	7:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0
8:00	8:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
8:15	8:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:45	9:00	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:15	9:30	1	0	0	0	2	0	1	0	0	0	0	0	1	0	2	0
9:30	9:45	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0
9:45	10:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0
15:00	15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:15	15:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
15:30	15:45	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:00	16:15	0	0	0	0	1	0	1	0	0	0	0	0	4	0	1	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
16:45	17:00	0	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0
17:00	17:15	0	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:30	17:45	0	0	0	0	3	0	0	0	1	0	0	0	2	0	1	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:00	18:15	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0
18:15	18:30	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	0
18:30	18:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0

Accumulative Value

VEHICLE MOVEMENTS

		1				2				3				4			
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	0	0	0	0	33	2	0	1	0	0	0	0
7:15	7:30	0	0	0	0	1	0	0	0	100	3	1	3	0	0	0	1
7:30	7:45	0	0	0	0	1	0	0	0	161	5	1	3	1	0	0	1
7:45	8:00	0	0	0	0	3	0	0	0	229	6	2	4	1	1	0	1
8:00	8:15	0	0	0	0	3	0	0	0	316	7	3	4	8	1	0	1
8:15	8:30	0	0	0	0	3	0	0	0	409	7	3	5	15	1	1	1
8:30	8:45	0	0	0	0	4	0	0	0	545	7	4	6	18	1	1	1
8:45	9:00	0	0	0	0	5	0	0	0	687	8	4	6	22	1	2	1
9:00	9:15	0	0	0	0	5	0	0	0	826	11	4	6	24	1	2	1
9:15	9:30	0	0	0	0	5	0	0	0	951	12	5	6	32	1	2	1
9:30	9:45	0	0	0	0	5	0	0	0	1077	15	6	6	36	1	2	1
9:45	10:00	0	0	0	0	5	0	0	0	1214	16	7	6	40	1	2	1
15:00	15:15	0	0	0	0	0	0	0	0	107	2	0	0	5	0	0	0
15:15	15:30	0	0	0	0	2	0	0	0	205	4	0	0	7	0	0	0
15:30	15:45	0	0	0	0	2	0	0	0	313	4	2	0	10	0	0	0
15:45	16:00	0	0	0	0	2	0	0	0	426	5	2	2	16	0	0	0
16:00	16:15	0	0	0	0	2	0	0	0	556	7	7	2	20	0	0	0
16:15	16:30	0	0	0	0	2	0	0	0	661	7	7	2	27	0	0	0
16:30	16:45	0	0	0	0	3	0	0	0	763	7	7	2	27	0	0	0
16:45	17:00	0	0	0	0	3	0	0	0	875	8	7	2	31	0	0	0
17:00	17:15	0	0	0	0	4	0	0	0	975	9	7	2	36	0	0	0
17:15	17:30	0	0	0	0	6	0	0	0	1079	9	7	2	40	0	0	0
17:30	17:45	0	0	0	0	6	0	0	0	1193	9	8	3	42	0	0	0
17:45	18:00	0	0	0	0	7	0	0	0	1300	9	8	4	46	0	0	0
18:00	18:15	0	0	0	0	8	0	0	0	1385	9	8	4	49	0	0	0
18:15	18:30	0	0	0	0	8	0	0	0	1471	9	8	4	51	0	0	0
18:30	18:45	0	0	0	0	9	0	0	0	1544	9	9	5	51	0	0	0
18:45	19:00	0	0	0	0	9	0	0	0	1601	9	9	5	52	0	0	0

		5				6				7				8			
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
7:15	7:30	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0
7:30	7:45	0	0	0	0	10	0	0	0	0	0	0	0	10	0	0	0
7:45	8:00	0	0	0	0	16	0	0	0	0	0	0	0	13	0	0	0
8:00	8:15	0	0	0	0	24	0	0	0	1	0	0	0	19	0	0	0
8:15	8:30	0	0	0	0	29	0	0	0	3	0	0	0	25	0	0	0
8:30	8:45	0	0	0	0	40	0	0	0	5	0	0	0	36	0	0	0
8:45	9:00	0	0	0	0	51	0	0	0	6	0	0	0	54	0	0	0
9:00	9:15	0	0	0	0	66	0	0	0	6	0	0	0	72	0	0	0
9:15	9:30	0	0	0	0	77	0	0	0	6	0	0	0	83	0	0	0
9:30	9:45	0	0	0	0	79	0	0	0	6	0	0	0	89	0	0	0
9:45	10:00	0	0	0	0	79	0	0	0	7	0	0	0	97	0	0	0
15:00	15:15	0	0	0	0	10	0	0	0	1	0	0	0	8	0	0	0
15:15	15:30	0	0	0	0	12	0	0	0	1	0	0	0	15	0	0	0
15:30	15:45	0	0	0	0	24	0	0	0	2	0	0	0	39	0	0	0
15:45	16:00	0	0	0	0	36	0	0	0	4	0	0	0	55	0	0	0
16:00	16:15	0	0	0	0	50	0	0	0	4	0	0	0	70	0	0	0
16:15	16:30	0	0	0	0	54	0	0	0	4	0	0	0	85	0	0	0
16:30	16:45	0	0	0	0	59	0	0	0	5	0	0	0	115	0	0	0
16:45	17:00	0	0	0	0	63	0	0	0	6	0	0	0	127	0	0	0
17:00	17:15	0	0	0	0	68	0	0	0	6	0	0	0	138	0	0	0
17:15	17:30	0	0	0	0	69	0	0	0	6	0	0	0	146	0	0	0
17:30	17:45	0	0	0	0	75	0	0	0	8	0	0	0	157	0	0	0
17:45	18:00	0	0	0	0	77	0	0	0	8	0	0	1	167	0	0	0
18:00	18:15	0	0	0	0	82	0	0	0	8	0	0	1	171	0	0	0
18:15	18:30	0	0	0	0	82	0	0	0	8	0	0	1	175	0	0	0
18:30	18:45	0	0	0	0	91	0	0	0	9	0	0	1	195	0	0	0
18:45	19:00	0	0	0	0	92	0	0	0	10	0	0	1	203	0	0	0

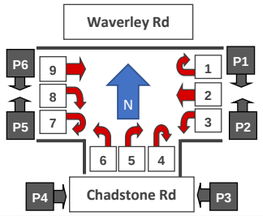
		9				10				11				12			
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	3	0	0	0	60	0	0	0	2	0	0	0
7:15	7:30	0	0	0	0	6	0	0	0	140	3	2	2	5	0	0	0
7:30	7:45	0	0	0	0	10	0	0	0	233	3	3	2	5	0	0	0
7:45	8:00	0	0	0	0	13	0	0	0	328	3	5	3	7	0	0	0
8:00	8:15	0	0	0	0	23	1	0	0	435	5	6	3	8	0	0	0
8:15	8:30	0	0	0	0	40	1	0	0	536	6	11	3	8	0	0	0
8:30	8:45	0	0	0	0	53	2	0	0	634	8	12	4	10	1	0	0
8:45	9:00	0	0	0	0	73	2	0	0	697	8	12	4	10	1	0	0
9:00	9:15	0	0	0	0	77	2	0	0	768	8	13	4	12	1	0	0
9:15	9:30	0	0	0	0	93	2	0	0	833	8	13	4	14	1	0	0
9:30	9:45	0	0	0	0	101	2	0	0	893	9	14	4	14	1	0	0
9:45	10:00	0	0	0	0	108	2	0	0	946	10	14	5	15	1	0	0
15:00	15:15	0	0	0	0	9	0	0	0	121	0	1	0	1	0	0	0
15:15	15:30	0	0	0	0	19	0	0	0	262	0	1	0	5	0	0	0
15:30	15:45	0	0	0	0	24	0	0	0	378	1	2	0	5	0	0	0
15:45	16:00	0	0	0	0	35	0	0	0	482	2	3	0	7	0	0	0
16:00	16:15	0	0	0	0	41	0	0	0	625	3	3	0	9	0	0	0
16:15	16:30	0	0	0	0	65	0	0	0	741	5	4	0	14	0	0	0
16:30	16:45	0	0	0	0	77	0	0	0	838	5	6	0	14	0	0	0
16:45	17:00	0	0	0	0	86	0	0	0	956	5	7	1	17	0	0	0
17:00	17:15	0	0	0	0	91	0	0	0	1074	6	7	2	20	0	0	0
17:15	17:30	1	0	0	0	99	0	0	0	1224	8	8	2	21	0	0	0
17:30	17:45	1	0	0	0	107	0	0	0	1378	9	8	3	21	0	0	0
17:45	18:00	1	0	0	0	110	0	0	0	1531	9	9	4	22	0	0	0
18:00	18:15	1	0	0	0	119	0	0	0	1652	9	10	6	25	0	0	0
18:15	18:30	1	0	0	0	121	0	0	0	1750	9	10	6	27	0	0	0
18:30	18:45	1	0	0	0	127	0	0	0	1841	9	10	6	28	0	0	0
18:45	19:00	1	0	0	0	138	0	0	0	1915	9	10	6	29	0	0	0

		13				14				15				16			
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0
7:15	7:30	0	0	0	0	4	0	0	0	4	0	0	0	4	0	1	0
7:30	7:45	0	0	0	0	5	0	0	0	6	0	0	0	6	0	1	0
7:45	8:00	0	0	0	0	6	0	0	0	7	0	0	0	8	0	1	0
8:00	8:15	0	0	0	0	9	0	0	0	9	0	0	0	12	0	1	0
8:15	8:30	0	0	0	0	14	0	0	0	11	0	0	0	13	0	1	0
8:30	8:45	0	0	0	0	18	0	0	0	14	0	0	0	14	0	1	0
8:45	9:00	0	0	0	0	22	0	0	0	15	0	0	0	17	0	1	0
9:00	9:15	0	0	0	0	28	0	0	0	15	0	0	0	21	0	1	0
9:15	9:30	0	0	0	0	31	0	0	0	16	0	0	1	22	0	1	0
9:30	9:45	0	0	0	0	34	0	0	0	17	0	0	2	29	0	1	0
9:45	10:00	0	0	0	0	39	0	0	0	18	0	0	2	31	0	1	0
15:00	15:15	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
15:15	15:30	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0
15:30	15:45	0	0	0	0	3	0	0	0	2	0	0	0	4	0	0	0
15:45	16:00	0	0	0	0	6	0	0	0	4	0	0	0	7	0	0	0
16:00	16:15	0	0	0	0	9	0	0	0	5	0	0	0	11	0	0	0
16:15	16:30	0	0	0	0	12	0	0	0	5	0	0	0	17	0	0	0
16:30	16:45	0	0	0	0	14	0	0	0	8	0	0	0	22	0	0	0
16:45	17:00	0	0	0	0	18	0	0	0	9	0	0	0	23	0	0	0
17:00	17:15	0	0	0	0	18	0	0	0	9	0	0	0	28	0	0	0
17:15	17:30	0	0	0	0	21	0	0	0	11	0	0	0	32	0	0	0
17:30	17:45	0	0	0	0	27	0	0	0	14	0	0	0	35	0	0	0
17:45	18:00	0	0	0	0	31	0	0	0	16	0	0	0	37	0	0	0
18:00	18:15	0	0	0	0	33	0	0	0	17	0	0	0	40	0	0	0
18:15	18:30	0	0	0	0	33	0	0	0	18	0	0	0	43	0	0	0
18:30	18:45	0	0	0	0	36	0	0	0	19	0	0	0	49	0	0	0
18:45	19:00	0	0	0	0	37	0	0	0	21	0	0	0	53	0	0	0

Pedestrian Movements

		P1		P2		P3		P4		P5		P6		P7		P8	
TIME		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
7:15	7:30	1	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0
7:30	7:45	1	0	0	0	1	0	0	0	0	0	0	0	4	0	3	0
7:45	8:00	1	0	0	0	1	0	1	0	0	0	0	0	5	0	4	0
8:00	8:15	1	0	0	0	1	0	2	0	0	0	0	0	5	0	5	0
8:15	8:30	1	0	0	0	1	0	4	0	0	0	0	0	5	0	7	0
8:30	8:45	1	0	0	0	1	0	4	0	0	0	0	0	6	0	7	0
8:45	9:00	1	0	0	0	1	0	5	0	0	0	0	0	7	0	7	0
9:00	9:15	1	0	0	0	1	0	5	0	0	0	0	0	9	0	7	0
9:15	9:30	2	0	0	0	3	0	6	0	0	0	0	0	10	0	9	0
9:30	9:45	3	0	0	0	4	0	7	0	0	0	0	0	11	0	9	0
9:45	10:00	3	0	0	0	5	0	7	0	0	0	0	0	12	0	11	0
15:00	15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
15:15	15:30	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0
15:30	15:45	0	0	0	0	7	0	2	0	0	0	0	0	2	0	1	0
15:45	16:00	0	0	0	0	7	0	2	0	0	0	0	0	3	0	1	0
16:00	16:15	0	0	0	0	8	0	3	0	0	0	0	0	7	0	2	0
16:15	16:30	0	0	0	0	8	0	3	0	0	0	0	0	9	0	2	0
16:30	16:45	0	0	0	0	8	0	3	0	0	0	0	0	11	0	2	0
16:45	17:00	0	0	0	0	9	0	3	0	0	0	0	0	14	0	3	0
17:00	17:15	0	0	0	0	10	0	5	0	0	0	0	0	15	0	3	0
17:15	17:30	0	0	0	0	10	0	5	0	0	0	0	0	16	0	3	0
17:30	17:45	0	0	0	0	13	0	5	0	1	0	0	0	18	0	4	0
17:45	18:00	0	0	0	0	13	0	5	0	1	0	0	0	19	0	4	0
18:00	18:15	0	0	0	0	13	0	6	0	1	0	0	0	20	0	6	0
18:15	18:30	0	0	0	0	13	1	7	0	1	0	0	0	22	0	8	0
18:30	18:45	0	0	0	0	13	1	7	0	4	0	0	0	22	0	8	0
18:45	19:00	0	0	0	0	14	1	8	0	4	0	0	0	23	0	9	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Waverley Rd and Chadstone Rd
Date: Wed 17/10/2018 **Time:** 7-10am and 3-7pm
Weather: Overcast



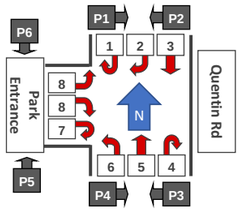
Absolute Value

TIME		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	221	8	0	1	28	2	0	0	0	0	0	0	40	3	0	1	17	2	0	0	0	0	0	0	6	1	0	1	153	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	303	9	0	0	47	0	0	1	0	0	0	0	52	2	0	2	26	2	1	0	0	0	0	0	18	1	1	2	227	7	1	1	0	0	0	0	3	0	0	0	0	0	0	2
7:30	7:45	0	0	0	0	355	4	0	1	36	2	0	0	0	0	0	0	69	0	1	0	27	0	2	0	0	0	0	0	22	2	0	0	287	10	0	1	0	0	0	0	0	0	0	1	1	0	0	0
7:45	8:00	0	0	0	0	331	4	0	0	51	2	0	1	0	0	0	0	75	0	0	0	37	0	2	1	0	0	0	0	19	1	1	0	302	9	1	0	0	0	0	0	1	0	0	0	1	0	1	0
8:00	8:15	0	0	0	0	329	2	0	0	64	1	0	0	0	0	0	0	88	1	0	0	37	3	0	1	0	0	0	0	34	0	1	0	295	9	1	1	0	0	0	0	0	0	0	0	1	0	0	0
8:15	8:30	0	0	0	0	310	2	0	1	82	0	0	0	0	0	0	0	59	1	4	0	39	0	1	0	0	0	0	0	31	0	1	0	322	9	9	1	0	0	0	0	0	0	0	0	1	0	0	0
8:30	8:45	0	0	0	0	337	4	0	0	94	1	1	0	0	0	0	0	70	1	0	0	30	2	2	0	0	0	0	0	41	0	1	0	336	10	2	1	0	0	0	0	0	0	5	0	0	0	0	0
8:45	9:00	0	0	0	0	313	2	0	0	86	2	1	0	0	0	0	0	69	1	0	0	20	1	0	0	0	0	0	0	64	0	0	0	265	9	0	0	0	0	0	0	3	1	0	1	0	0	0	0
9:00	9:15	0	0	0	0	267	4	1	0	79	4	0	0	0	0	0	0	63	1	0	0	26	0	1	0	0	0	0	0	58	0	0	0	232	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	260	9	0	0	83	0	1	0	0	0	0	0	41	2	0	0	33	0	0	0	0	0	0	0	47	1	1	0	210	13	0	1	0	0	0	0	1	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	224	8	0	0	87	3	0	0	0	0	0	0	45	1	0	0	24	0	1	0	0	0	0	0	44	0	1	0	178	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	220	5	0	0	83	1	0	0	0	0	0	0	32	0	0	1	25	2	0	0	0	0	0	0	65	1	1	0	171	6	1	0	0	0	0	0	1	0	1	0	1	1	0	1
15:00	15:15	0	0	0	0	202	2	0	0	69	1	1	0	0	0	0	0	54	0	0	0	60	0	0	0	0	0	0	0	46	0	1	0	278	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	181	1	0	0	67	1	0	0	0	0	0	0	84	0	0	0	72	0	1	0	0	0	0	0	42	2	2	0	257	18	3	1	0	0	0	0	1	0	0	0	1	0	0	0
15:30	15:45	0	0	0	0	222	0	2	0	68	0	1	0	0	0	0	0	88	0	0	0	45	1	1	0	0	0	0	0	42	2	1	0	293	34	1	1	0	0	0	0	3	0	0	0	0	0	0	1
15:45	16:00	0	0	0	0	190	1	0	0	58	0	0	0	0	0	0	0	78	1	0	0	37	0	1	0	0	0	0	0	65	1	0	0	326	19	0	0	0	0	0	0	0	0	3	0	0	0	0	0
16:00	16:15	0	0	0	0	221	1	0	2	82	0	0	0	0	0	0	0	93	1	0	0	50	1	0	0	0	0	0	0	43	4	5	0	291	1	1	0	0	0	0	0	1	0	0	0	2	0	1	0
16:15	16:30	0	0	0	0	187	2	2	0	60	0	0	0	0	0	0	0	74	3	0	0	62	0	1	0	0	0	0	0	58	3	0	0	345	21	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:30	16:45	0	0	0	0	244	1	7	0	61	0	2	0	0	0	0	0	70	0	0	0	38	1	2	0	0	0	0	0	42	0	1	0	337	17	1	0	0	0	0	0	0	0	0	0	1	1	0	0
16:45	17:00	0	0	0	0	224	2	1	0	72	1	0	0	0	0	0	0	65	0	0	0	60	0	1	0	0	0	0	0	49	0	0	0	335	12	1	0	0	0	0	0	1	0	1	0	0	0	1	0
17:00	17:15	0	0	0	0	238	5	0	0	52	1	0	0	0	0	0	0	80	1	0	0	53	0	0	0	0	0	0	0	45	0	2	0	375	10	0	0	0	0	0	0	0	0	0	0	3	1	0	0
17:15	17:30	0	0	0	0	247	1	0	1	81	0	0	0	0	0	0	0	92	2	0	0	58	0	1	0	0	0	0	0	38	0	0	0	376	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	252	2	0	1	82	0	0	1	0	0	0	0	108	2	0	0	64	0	1	0	0	0	0	0	34	0	1	1	374	9	1	0	0	0	0	0	2	0	0	0	1	1	0	0
17:45	18:00	0	0	0	0	237	1	0	1	66	2	1	0	0	0	0	0	107	0	0	1	54	4	0	2	0	0	0	0	54	0	1	0	409	9	1	0	0	0	0	0	1	0	0	0	2	1	0	0
18:00	18:15	0	0	0	0	253	1	0	0	49	1	0	0	0	0	0	0	72	0	0	1	51	0	0	0	0	0	0	0	39	1	0	0	359	9	0	0	0	0	0	0	2	0	0	0	0	1	1	1
18:15	18:30	0	0	0	0	227	3	0	0	56	0	0	0	0	0	0	0	70	0	0	0	37	0	1	0	0	0	0	0	34	0	1	0	341	3	1	0	0	0	0	0	0	0	1	0	2	0	2	0
18:30	18:45	0	0	0	0	209	2	0	1	43	0	0	0	0	0	0	0	68	1	0	0	24	0	1	0	0	0	0	0	34	2	1	0	277	2	0	1	0	0	0	0	0	0	0	0	1	0	1	2
18:45	19:00	1	0	0	0	178	2	0	0	44	0	0	1	0	0	0	0	58	1	0	0	37	0	0	0	0	0	0	0	22	0	0	0	216	5	0	0	0	0	0	0	2	0	0	0	0	0	1	0

Absolute Value

TIME		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	221	8	0	1	28	2	0	0	0	0	0	0	40	3	0	1	17	2	0	0	0	0	0	0	6	1	0	1	153	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	524	17	0	1	75	2	0	1	0	0	0	0	92	5	0	3	43	4	1	0	0	0	0	0	24	2	1	3	380	12	1	1	0	0	0	0	3	0	0	0	0	0	0	2
7:30	7:45	0	0	0	0	879	21	0	2	111	4	0	1	0	0	0	0	161	5	1	3	70	4	3	0	0	0	0	0	46	4	1	3	667	22	1	2	0	0	0	0	3	0	0	0	0	1	1	2
7:45	8:00	0	0	0	0	1210	25	0	2	162	6	0	2	0	0	0	0	236	5	1	3	107	4	5	1	0	0	0	0	65	5	2	3	969	31	2	2	0	0	0	0	4	0	0	0	0	2	1	3
8:00	8:15	0	0	0	0	1539	27	0	2	226	7	0	2	0	0	0	0	324	6	1	3	144	7	5	2	0	0	0	0	99	5	3	3	1264	40	3	3	0	0	0	0	4	0	0	0	0	3	1	3
8:15	8:30	0	0	0	0	1849	29	0	3	308	7	0	2	0	0	0	0	383	7	5	3	183	7	6	2	0	0	0	0	130	5	4	3	1586	49	12	4	0	0	0	0	4	0	0	0	0	4	1	3
8:30	8:45	0	0	0	0	2186	33	0	3	402	8	1	2	0	0	0	0	453	8	5	3	213	9	8	2	0	0	0	0	171	5	5	3	1922	59	14	5	0	0	0	0	4	0	5	0	0	4	1	3
8:45	9:00	0	0	0	0	2499	35	0	3	488	10	2	2	0	0	0	0	522	9	5	3	233	10	8	2	0	0	0	0	235	5	5	3	2187	68	14	5	0	0	0	0	7	1	5	1	0	4	1	3
9:00	9:15	0	0	0	0	2766	39	1	3	567	14	2	2	0	0	0	0	585	10	5	3	259	10	9	2	0	0	0	0	293	5	5	3	2419	82	15	6	0	0	0	0	7	1	5	1	0	4	1	3
9:15	9:30	0	0	0	0	3026	48	1	3	650	14	3	2	0	0	0	0	626	12	5	3	292	10	9	2	0	0	0	0	340	6	6	3	2629	95	15	7	0	0	0	0	8	1	5	1	0	4	1	3
9:30	9:45	0	0	0	0	3250	56	1	3	737	17	3	2	0	0	0	0	671	13	5	3	316	10	10	2	0	0	0	0	384	6	7	3	2807	103	15	7	0	0	0	0	8	1	5	1	0	4	1	3
9:45	10:00	0	0	0	0	3470	61	1	3	820	18	3	2	0	0	0	0	703	13	5	4	341	12	10	2	0	0	0	0	449	7	8	3	2978	109	16	7	0	0	0	0	9	1	6	1	1	5	1	4
15:00	15:15	0	0	0	0	202	2	0	0	69	1	1	0	0	0	0	0	54	0	0	0	60	0	0	0	0	0	0	0	46	0	1	0	278	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	383	3	0	0	136	2	1	0	0	0	0	0	138	0	0	0	132	0	1	0	0	0	0	0	88	2	3	0	535	34	4	1	0	0	0	0	1	0	1	0	0	0	1	0
15:30	15:45	0	0	0	0	605	3	2	0	204	2	2	0	0	0	0	0	226	0	0	0	177	1	2	0	0	0	0	0	130	4	4	0	828	68	5	2	0	0	0	0	4	0	1	0	0	0	1	1
15:45	16:00	0	0	0	0	795	4	2	0	262	2	2	0	0	0	0	0	304	1	0	0	214	1	3	0	0	0	0	0	195	5	4	0	1154	87	5	2	0	0	0	0	4	0	4	0	0	0	1	1
16:00	16:15	0	0	0	0	1016	5	2	2	344	2	2	0	0	0	0	0	397	2	0	0	264	2	3	0	0	0	0	0	238	9	9	0	1445	88	6	2	0	0	0	0	5	0	4	0	2	0	2	1
16:15	16:30	0	0	0	0	1203	7	4	2	404	2	2	0	0	0	0	0	471	5	0	0	326	2	4	0	0	0	0	0	296	12	9	0	1790	109	6	2	0	0	0	0	5	0	4	0	3	0	2	1
16:30	16:45	0	0	0	0	1447	8	11	2	465	2	4	0	0	0	0	0	541	5	0	0	364	3	6	0	0	0	0	0	338	12	10	0	2127	126	7	2	0	0	0	0	5	0	4	0	4	1	2	1
16:45	17:00	0	0	0	0	1671	10	12	2	537	3	4	0	0	0	0	0	606	5	0	0	424	3	7	0	0	0	0	0	387	12	10	0	2462	138	8	2	0	0	0	0	6	0	5	0	4	1	3	1
17:00	17:15	0	0	0	0	1909	15	12	2	589	4	4	0	0	0	0	0	686	6	0	0	477	3	7	0	0	0	0	0	432	12	12	0	2837	148	8	2	0	0	0	0	6	0	5	0	7	2	3	1
17:15	17:30	0	0	0	0	2156	16	12	3	670	4	4	0	0	0	0	0	778	8	0	0	535	3	8	0	0	0	0	0	470	12	12	0	3213	159	8	2	0	0	0	0	6	0	5	0	7	2	3	1
17:30	17:45	0	0	0	0	2408	18	12	4	752	4	4	1	0	0	0	0	886	10	0	0	599	3	9	0	0	0	0	0	504	12	13	1	3587	168	9	2	0	0	0	0	6	0	7	0	7	2	4	2
17:45	18:00	0	0	0	0	2645	19	12	5	818	6	5	1	0	0	0	0	993	10	0	1	653	7	9	2	0	0	0	0	558	12	14	1	3996	177	10	2	0	0	0	0	6	0	8	0	7	2	6	3
18:00	18:15	0	0	0	0	2898	20	12	5	867	7	5	1	0	0	0	0	1065	10	0	2	704	7	9	2	0	0	0	0	597	13	14	1	4355	186	10	2	0	0	0	0	8	0	8	0	7	3	7	4
18:15	18:30	0	0	0	0	3125	23	12	5	923	7	5	1	0	0	0	0	1135	10	0	2	741	7	10	2	0	0	0	0	631	13	15	1	4696	189	11	2	0	0	0	0	8	0	9	0	9	3	9	4
18:30	18:45	0	0	0	0	3334	25	12	6	966	7	5	1	0	0	0	0	1203	11	0	2	765	7	11	2	0	0	0	0	665	15	16	1	4973	191	11	3	0	0	0	0	8	0	9	0	10	3	10	6
18:45	19:00	1	0	0	0	3512	27	12	6	1010	7	5	2	0	0	0	0	1261	12	0	2	802	7	11	2	0	0	0	0	687	15	16	1	5189	196	11	3	0	0	0	0	10	0	9	0	10	3	11	6

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Quentin Rd and Park Entrance
Date: Wed 17/10/2018 **Time:** 7-10am and 3-7pm
Weather:



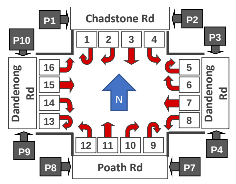
Absolute Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	1	0	0	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
7:15	7:30	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	8	0	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	2	0	1	0
7:30	7:45	1	0	0	0	0	0	0	0	9	0	0	1	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1
8:00	8:15	0	0	0	0	1	0	0	0	5	1	0	0	3	0	0	0	8	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:15	8:30	0	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	6	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	19	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	13	0	0	2	0	0	0	0	15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0
9:00	9:15	0	0	0	0	1	0	0	0	23	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	4	0
9:15	9:30	0	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	6	0	0	0	1	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	2	0
9:30	9:45	0	0	0	0	1	0	0	0	12	0	0	0	0	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	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	1	0
15:00	15:15	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	6	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	1	0	0	2	0	0
15:15	15:30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	12	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3	1	0
15:30	15:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
15:45	16:00	1	0	0	0	0	0	0	0	11	0	0	1	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
16:15	16:30	0	0	0	0	3	0	0	0	9	0	0	0	0	0	0	0	11	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
16:30	16:45	0	0	0	0	2	0	0	0	10	0	0	0	0	0	0	0	6	0	0	1	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0
16:45	17:00	0	0	0	0	1	0	0	0	12	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	8	0	5	0
17:00	17:15	0	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	4	0	4	0	4	0
17:15	17:30	0	0	0	0	2	0	0	0	9	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0
17:30	17:45	0	0	0	0	1	0	0	0	17	0	0	0	0	0	0	0	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0
17:45	18:00	0	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	6	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	1	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	7	0	0	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	5	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	1	0	0	0	2	0	2	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0

Accumulative Value

		VEHICLE MOVEMENTS																																Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	1	0	0	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
7:15	7:30	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	0	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0
7:30	7:45	1	0	0	0	0	0	0	0	13	1	0	2	0	0	0	0	18	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1	0	3	0	1	0	0
7:45	8:00	1	0	0	0	0	0	0	0	13	1	0	3	0	0	0	0	26	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	2	0	0	0	0	1	1	0	3	0	3	1
8:00	8:15	1	0	0	0	1	0	0	0	18	2	0	3	3	0	0	0	34	0	0	1	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	2	0	0	0	1	1	2	0	3	0	3	1
8:15	8:30	1	0	0	0	2	0	0	0	26	2	0	3	3	0	0	0	43	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	2	0	0	0	3	1	4	0	9	0	3	1
8:30	8:45	1	0	0	0	2	0	0	0	37	3	0	3	3	0	0	0	62	0	0	4	2	0	0	0	0	0	0	0	3	0	0	1	2	0	0	1	2	0	0	0	3	1	5	0	10	0	3	1
8:45	9:00	1	0	0	0	2	0	0	0	50	3	0	5	3	0	0	0	77	0	0	4	4	0	0	0	0	0	0	0	3	0	0	1	3	0	0	2	2	0	0	0	3	1	5	0	11	0	4	1
9:00	9:15	1	0	0	0	3	0	0	0	73	3	0	5	3	0	0	0	83	0	0	4	4	0	0	0	0	0	0	0	3	0	0	1	4	0	0	2	2	0	0	0	4	1	5	0	13	0	8	1
9:15	9:30	1	0	0	0	4	0	0	0	84	3	0	5	3	0	0	0	89	0	0	4	5	0	0	0	0	0	0	0	4	0	0	1	4	0	0	2	2	0	0	0	4	1	5	0	13	0	10	1
9:30	9:45	1	0	0	0	5	0	0	0	96	3	0	5	3	0	0	0	91	0	0	4	5	0	0	0	0	0	0	0	4	0	0	1	4	0	0	2	2	0	0	0	4	1	5	0	13	0	10	1
9:45	10:00	1	0	0	0	5	0	0	0	102	3	0	6	3	0	0	0	94	0	0	4	5	0	0	0	0	0	0	0	4	0	0	1	4	0	0	2	4	0	0	0	6	1	5	0	15	0	11	1
15:00	15:15	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	6	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	1	0	0	2	0	0
15:15	15:30	0	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	18	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	5	1	0
15:30	15:45	0	0	0	0	2	0	0	0	19	0	0	0	0	0	0	0	28	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	5	4	0
15:45	16:00	1	0	0	0	2	0	0	0	30	0	0	1	1	0	0	0	36	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	2	0	2	0	1	5	4	0
16:00	16:15	1	0	0	0	2	0	0	0	44	0	0	1	1	0	0	0	45	0	0	2	2	0	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	2	0	2	0	2	0	3	5	4	0
16:15	16:30	1	0	0	0	5	0	0	0	53	0	0	1	1	0	0	0	56	0	0	4	3	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	2	0	2	0	2	0	4	5	5	0
16:30	16:45	1	0	0	0	7	0	0	0	63	0	0	1	1	0	0	0	62	0	0	5	5	0	0	0	0	0	0	0	4	1	0	0	4	0	0	0	0	0	2	0	2	0	2	0	4	5	7	0
16:45	17:00	1	0	0	0	8	0	0	0	75	0	0	1	1	0	0	0	69	0	0	5	7	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	2	0	2	0	2	0	3	0	12	5	12	0
17:00	17:15	1	0	0	0	10	0	0	0	81	0	0	1	1	0	0	0	73	0	0	5	9	0	0	0	0	0	0	0	6	1	0	0	6	0	0	0	2	0	2	0	2	0	4	0	16	5	16	0
17:15	17:30	1	0	0	0	12	0	0	0	90	0	0	1	2	0	0	0	76	0	0	5	12	0	0	0	0	0	0	0	9	1	0	0	7	0	0	0	2	0	2	0	3	0	4	0	16	5	20	0
17:30	17:45	1	0	0	0	13	0	0	0	107	0	0	1	2	0	0	0	84	0	0	6	13	0	0	0	0	0	0	0	9	1	0	0	7	0	0	0	2	0	2	0	3	0	4	0	22	5	22	0
17:45	18:00	1	0	0	0	14	0	0	0	117	0	0	1	2	0	0	0	90	0	0	6	14	0	0	0	0	0	0	0	9	1	0	0	7	0	0	0	2	0	2	0	3	0	4	0	23	5	22	0
18:00	18:15	1	0	0	0	14	0	0	0	127	0	0	1	2	0	0	0	97	0	0	7	17	0	0	0	0	0	0	0	10	1	0	0	7	0	0	0	2	0	2	0	3	0	4	0	32	5	27	0
18:15	18:30	1	0	0	0	14	0	0	0	131	0	0	1	2	0	0	0	101	0	0	7	18	0	0	0	0	0	0	0	11	1	0	0	7	0	0	0	2	0	3	0	3	0	4	0	38	5	27	0
18:30	18:45	1	0	0	0	14	0	0	0	140	0	0	1	2	0	0	0	106	0	0	7	19	0	0	0	0	0	0	0	12	1	0	0	10	0	0	0	2	0	4	0	3	0	4	0	40	5	29	0
18:45	19:00	1	0	0	0	14	0	0	0	143	0	0	1	2	0	0	0	108	0	0	7	21	0	0	0	0	0	0	0	13	1	0	0	10	0	0	0	2	0	4	0	3	0	4	0	46	5	30	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Prince Hwy and Chadstone Rd Poath Rd
Date: Thu 18/10/2018 **Time:** 7-10am and 3-7pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	15	1	0	0	21	0	0	0	13	1	0	0
7:15	7:30	0	0	0	0	20	1	0	0	23	0	0	0	33	0	0	0
7:30	7:45	0	0	0	0	24	1	0	0	29	0	0	1	25	0	0	0
7:45	8:00	0	0	0	0	39	1	0	0	44	0	0	1	38	1	0	0
8:00	8:15	0	0	0	0	23	1	0	0	30	1	0	0	35	3	0	0
8:15	8:30	0	0	0	0	25	0	0	0	44	1	0	0	47	1	0	0
8:30	8:45	0	0	0	0	41	1	0	0	38	1	0	0	40	1	0	0
8:45	9:00	0	0	0	0	34	0	0	0	36	0	0	0	53	2	1	0
9:00	9:15	0	0	0	0	31	0	0	0	46	1	0	0	37	1	0	0
9:15	9:30	0	0	0	0	35	0	0	0	27	1	0	0	35	2	0	0
9:30	9:45	0	0	0	0	32	0	0	0	35	0	0	0	37	2	3	0
9:45	10:00	0	0	0	0	37	1	3	0	31	2	0	0	17	0	0	0
15:00	15:15	0	0	0	0	59	0	0	0	90	1	0	0	49	0	0	0
15:15	15:30	0	0	0	0	64	2	1	0	62	6	0	0	34	1	0	0
15:30	15:45	0	0	0	0	46	0	1	0	83	0	0	0	39	1	0	0
15:45	16:00	0	0	0	0	52	0	1	0	71	0	0	0	40	0	0	0
16:00	16:15	0	0	0	0	62	0	0	0	81	0	0	0	31	0	2	0
16:15	16:30	0	0	0	0	53	1	1	0	78	2	0	0	31	1	1	0
16:30	16:45	0	0	0	0	69	0	1	1	74	1	2	1	33	0	1	0
16:45	17:00	0	0	0	0	57	0	0	0	76	0	0	1	31	1	0	0
17:00	17:15	0	0	0	0	55	0	0	0	72	1	0	1	27	0	1	0
17:15	17:30	0	0	0	0	49	0	0	0	93	1	0	1	45	0	1	0
17:30	17:45	0	0	0	0	58	0	0	0	75	1	0	0	38	0	1	0
17:45	18:00	1	0	0	0	55	0	0	0	74	0	0	1	33	0	0	0
18:00	18:15	0	0	0	0	41	0	0	0	59	0	0	2	46	1	0	0
18:15	18:30	1	0	0	0	52	0	0	0	65	1	0	4	29	0	0	0
18:30	18:45	0	0	0	0	41	0	0	0	58	1	0	0	41	0	1	0
18:45	19:00	1	0	0	0	40	0	0	0	54	0	0	2	31	0	0	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	10	1	1	0	608	32	6	0	13	2	2	0
7:15	7:30	0	0	0	0	9	1	1	0	556	31	8	0	3	1	2	0
7:30	7:45	2	0	0	0	10	1	1	0	586	32	10	0	5	0	1	0
7:45	8:00	0	0	0	0	13	1	1	0	548	20	10	0	8	1	1	0
8:00	8:15	0	0	0	0	21	2	0	0	636	31	4	1	3	0	1	0
8:15	8:30	0	0	0	0	22	2	1	0	566	34	2	0	14	0	1	0
8:30	8:45	0	0	0	0	26	0	1	0	541	32	8	0	10	0	1	0
8:45	9:00	1	0	0	0	21	0	0	0	534	35	2	0	7	1	1	0
9:00	9:15	0	0	0	0	21	0	1	0	452	37	4	2	4	0	1	0
9:15	9:30	0	0	0	0	24	3	0	0	525	35	5	1	10	0	0	1
9:30	9:45	1	0	0	0	13	0	1	0	459	43	6	3	9	2	2	0
9:45	10:00	0	0	0	0	17	1	0	0	483	40	4	0	9	1	1	0
15:00	15:15	1	0	0	0	14	0	1	0	456	22	8	2	37	0	0	0
15:15	15:30	0	0	0	0	33	0	0	0	530	7	3	0	31	0	0	0
15:30	15:45	0	0	0	0	28	0	1	0	483	11	7	0	29	0	2	0
15:45	16:00	0	0	0	0	19	0	0	0	459	12	4	2	30	0	3	0
16:00	16:15	0	0	0	0	25	0	0	0	476	7	7	0	28	0	0	0
16:15	16:30	0	0	0	0	20	0	1	0	540	10	5	1	34	0	1	0
16:30	16:45	0	0	0	0	24	0	2	0	508	17	8	5	24	0	1	0
16:45	17:00	0	0	0	0	30	0	0	0	587	10	2	3	35	0	1	1
17:00	17:15	0	0	0	0	25	0	1	0	568	10	7	1	45	0	1	0
17:15	17:30	0	0	0	0	33	0	1	0	557	6	5	2	50	0	2	0
17:30	17:45	0	0	0	0	51	0	1	0	624	8	10	0	30	0	1	0
17:45	18:00	0	0	0	0	37	0	0	0	526	4	2	0	39	0	1	0
18:00	18:15	1	0	0	0	27	0	1	0	550	13	6	0	39	0	1	1
18:15	18:30	0	0	0	0	30	0	0	0	480	10	2	1	37	0	1	0
18:30	18:45	1	0	0	0	18	0	2	0	479	9	5	0	19	0	1	0
18:45	19:00	0	0	0	0	17	2	0	0	443	3	3	0	22	0	0	0

TIME		9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	21	0	0	0	53	0	0	1	19	0	0	0
7:15	7:30	0	0	0	0	29	3	0	0	55	0	1	1	35	0	0	0
7:30	7:45	0	0	0	0	45	2	2	0	90	0	0	0	28	0	0	0
7:45	8:00	0	0	0	0	62	2	2	0	108	2	0	0	30	0	0	0
8:00	8:15	0	0	0	0	53	3	0	0	72	0	0	0	26	1	0	0
8:15	8:30	0	0	0	0	65	1	2	0	90	0	4	1	40	0	0	0
8:30	8:45	0	0	0	0	48	2	1	0	75	1	0	0	35	0	0	0
8:45	9:00	0	0	0	0	71	2	0	0	64	1	0	1	28	0	0	0
9:00	9:15	0	0	0	0	62	1	2	0	73	0	0	0	34	0	0	0
9:15	9:30	0	0	0	0	54	3	2	0	73	1	2	0	22	0	0	0
9:30	9:45	0	0	0	0	40	3	1	0	62	1	0	2	10	0	0	0
9:45	10:00	0	0	0	0	51	4	1	0	49	0	0	0	27	1	0	0
15:00	15:15	0	0	0	0	42	3	0	1	49	0	0	0	21	1	0	0
15:15	15:30	0	0	0	0	38	1	1	0	47	0	0	0	21	0	0	0
15:30	15:45	0	0	0	0	48	0	1	1	63	1	0	0	27	0	0	0
15:45	16:00	0	0	0	0	46	0	2	0	68	0	0	0	13	0	0	0
16:00	16:15	0	0	0	0	57	0	1	0	59	0	0	0	22	0	0	0
16:15	16:30	0	0	0	0	35	1	1	0	48	1	0	0	19	1	0	0
16:30	16:45	0	0	0	0	59	0	1	0	79	2	0	0	19	0	0	0
16:45	17:00	0	0	0	0	36	0	1	0	50	0	0	0	14	0	0	0
17:00	17:15	0	0	0	0	58	0	0	0	62	0	0	1	18	0	0	0
17:15	17:30	0	0	0	0	46	0	2	0	69	0	0	1	21	0	0	0
17:30	17:45	0	0	0	0	42	0	1	0	59	0	0	0	24	0	0	0
17:45	18:00	0	0	0	0	52	0	1	0	73	0	0	1	14	0	0	0
18:00	18:15	0	0	0	0	50	0	1	0	63	0	0	0	12	0	0	0
18:15	18:30	0	0	0	0	44	0	1	0	58	0	0	2	16	0	0	0
18:30	18:45	0	0	0	0	39	0	2	0	50	0	0	0	15	0	0	0
18:45	19:00	0	0	0	0	47	0	2	0	58	0	0	1	12	0	0	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	15	0	0	0	315	10	5	0	11	0	0	0
7:15	7:30	1	0	0	0	13	1	0	0	368	15	1	0	18	0	0	0
7:30	7:45	0	0	0	0	12	2	0	0	542	22	4	0	25	0	0	0
7:45	8:00	3	1	0	0	15	0	0	0	614	19	2	0	41	1	0	0
8:00	8:15	0	0	0	0	14	1	0	0	698	35	4	0	23	2	1	0
8:15	8:30	2	0	0	0	10	2	0	0	552	22	6	0	40	1	0	0
8:30	8:45	0	0	0	0	19	1	0	0	629	19	5	0	49	1	0	0
8:45	9:00	0	0	0	0	13	1	0	0	556	21	6	0	42	0	0	0
9:00	9:15	0	0	0	0	14	0	0	0	494	33	5	0	39	1	0	0
9:15	9:30	0	0	0	0	6	0	0	0	459	35	7	0	30	4	2	0
9:30	9:45	1	0	0	0	10	1	0	0	441	33	6	0	38	1	3	0
9:45	10:00	0	0	0	0	16	0	0	0	414	48	10	0	50	1	0	0
15:00	15:15	0	0	0	0	22	0	0	0	542	33	4	0	36	1	0	0
15:15	15:30	0	0	0	0	18	0	0	0	553	27	6	0	38	2	0	0
15:30	15:45	0	0	0	0	20	0	0	0	589	28	2	0	44	0	0	0
15:45	16:00	0	0	0	0	20	1	0	0	537	27	7	0	51	0	1	0
16:00	16:15	3	0	0	0	27	1	0	0	559	21	11	0	68	0	0	0
16:15	16:30	3	0	0	0	18	0	0	0	684	21	7	0	53	0	1	0
16:30	16:45	2	0	0	0	25	0	0	0	550	21	6	0	61	0	0	0
16:45	17:00	2	0	0	0	21	0	0	0	623	21	8	0	34	0	0	0
17:00	17:15	1	0	0	0	15	0	0	0	587	13	6	0	39	0	0	0
17:15	17:30	0	0	0	0	24	0	4	0	659	22	9	0	47	0	0	0
17:30	17:45	3	0	0	0	30	0	0	0	607	17	7	0	69	1	0	0
17:45	18:00	0	0	0	0	29	0	0	0	569	21	6	0	62	1	0	0
18:00	18:15	0	0	0	0	30	0	0	0	637	8	5	0	59	0	1	0
18:15	18:30	0	0	0	0	19	0	0	0	632	13	5	0	39	0	0	0
18:30	18:45	0	0	0	0	23	0	0	0	615	8	4	0	55	2	0	0
18:45	19:00	1	0	0	0	15	0	0	0	560	16	3	0	67	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8		P9		P10	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0				
7:15	7:30	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0				
7:30	7:45	1	0	1	0	0	0	0	0	0	0	2	0	2	1	1	0				
7:45	8:00	0	0	0	0	0	0	1	0	1	0	4	1	3	1	1	0				
8:00	8:15	1	0	0	0	0	0	0	0	0	0	2	1	2	1	2	0				
8:15	8:30	1	0	1	0	0	0	0	0	2	1	0	0	0	0	2	1				
8:30	8:45	0	0	1	0	0	0	0	0	1	0	2	0	1	0	3	0				
8:45	9:00	0	0	2	0	0	0	0	0	1	1	0	0	0	0	1	0				
9:00	9:15	0	0	4	0	0	0	0	0	0	0	2	0	2	0	1	0				
9:15	9:30	5	0	0	0	0	0	0	0	4	0	3	0	2	0	4	0				
9:30	9:45	2	0	0	0	0	0	0	0	2	0	2	0	2	0	2	0				
9:45	10:00	4	0	0	1	0	0	0	0	0	0	4	0	4	0	0	0				
15:00	15:15	3	0	3	0	1	0	0	0	0	0	1	0	3	0	2	0				
15:15	15:30	4	0	1	0	0	0	0	0	1	1	3	0	3	0	4	1				
15:30	15:45	5	0	2	0	0	0	0	0	2	1	2	0	2	0	3	1				
15:45	16:00	1	0	6	0	0	0	0	0	0	0	2	0	5	0	3	0				
16:00	16:15	4	0	6	0	0	0	0	0	0	0	1	0	1	0	0	0				
16:15	16:30	5	0	6	0	0	0	1	0	3	1	0	0	0	1	3	0				
16:30	16:45	1	0	4	0	0	0	0	0	2	0	4	0	2	0	3	0				
16:45	17:00	3	0	5	0	0	0	1	0	7	1	7	0	6	0	6	0				
17:00	17:15	3	0	2	0	0	0	0	0	1	0	3	0	3	0	1	0				
17:15	17:30	0	0	3	0	0	0	0	0	3	0	0	0	0	0	3	0				
17:30	17:45	1	0	7	0	0	0	0	0	5	0	1	0	1	0	5	0				
17:45	18:00	3	0	3	0	0	0	0	0	0	0	3	1	6	1	0	0				
18:00	18:15	1	0	4	0	0	0	0	0	1	0	2	0	2	0	1	0				
18:15	18:30	3	0	1	1	0	0	0	0	3	0	0	1	0	1	3	0				
18:30	18:45	0	0	3	0	0	0	0	0	3	1	1	0	1	0	4	0				
18:45	19:00	2	0	8	0	0	0	0	0	0	0	0	1	0	1	0	0				

Accumulative Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	15	1	0	0	21	0	0	0	13	1	0	0
7:15	7:30	0	0	0	0	35	2	0	0	44	0	0	0	46	1	0	0
7:30	7:45	0	0	0	0	59	3	0	0	73	0	0	1	71	1	0	0
7:45	8:00	0	0	0	0	98	4	0	0	117	0	0	2	109	2	0	0
8:00	8:15	0	0	0	0	121	5	0	0	147	1	0	2	144	5	0	0
8:15	8:30	0	0	0	0	146	5	0	0	191	2	0	2	191	6	0	0
8:30	8:45	0	0	0	0	187	6	0	0	229	3	0	2	231	7	0	0
8:45	9:00	0	0	0	0	221	6	0	0	265	3	0	2	284	9	1	0
9:00	9:15	0	0	0	0	252	6	0	0	311	4	0	2	321	10	1	0
9:15	9:30	0	0	0	0	287	6	0	0	338	5	0	2	356	12	1	0
9:30	9:45	0	0	0	0	319	6	0	0	373	5	0	2	393	14	4	0
9:45	10:00	0	0	0	0	356	7	3	0	404	7	0	2	410	14	4	0
15:00	15:15	0	0	0	0	59	0	0	0	90	1	0	0	49	0	0	0
15:15	15:30	0	0	0	0	123	2	1	0	152	7	0	0	83	1	0	0
15:30	15:45	0	0	0	0	169	2	2	0	235	7	0	0	122	2	0	0
15:45	16:00	0	0	0	0	221	2	3	0	306	7	0	0	162	2	0	0
16:00	16:15	0	0	0	0	283	2	3	0	387	7	0	0	193	2	2	0
16:15	16:30	0	0	0	0	336	3	4	0	465	9	0	0	224	3	3	0
16:30	16:45	0	0	0	0	405	3	5	1	539	10	2	1	257	3	4	0
16:45	17:00	0	0	0	0	462	3	5	1	615	10	2	2	288	4	4	0
17:00	17:15	0	0	0	0	517	3	5	1	687	11	2	3	315	4	5	0
17:15	17:30	0	0	0	0	566	3	5	1	780	12	2	4	360	4	6	0
17:30	17:45	0	0	0	0	624	3	5	1	855	13	2	4	398	4	7	0
17:45	18:00	1	0	0	0	679	3	5	1	929	13	2	5	431	4	7	0
18:00	18:15	1	0	0	0	720	3	5	1	988	13	2	7	477	5	7	0
18:15	18:30	2	0	0	0	772	3	5	1	1053	14	2	11	506	5	7	0
18:30	18:45	2	0	0	0	813	3	5	1	1111	15	2	11	547	5	8	0
18:45	19:00	3	0	0	0	853	3	5	1	1165	15	2	13	578	5	8	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	10	1	1	0	608	32	6	0	13	2	2	0
7:15	7:30	0	0	0	0	19	2	2	0	1164	63	14	0	16	3	4	0
7:30	7:45	2	0	0	0	29	3	3	0	1750	95	24	0	21	3	5	0
7:45	8:00	2	0	0	0	42	4	4	0	2298	115	34	0	29	4	6	0
8:00	8:15	2	0	0	0	63	6	4	0	2934	146	38	1	32	4	7	0
8:15	8:30	2	0	0	0	85	8	5	0	3500	180	40	1	46	4	8	0
8:30	8:45	2	0	0	0	111	8	6	0	4041	212	48	1	56	4	9	0
8:45	9:00	3	0	0	0	132	8	6	0	4575	247	50	1	63	5	10	0
9:00	9:15	3	0	0	0	153	8	7	0	5027	284	54	3	67	5	11	0
9:15	9:30	3	0	0	0	177	11	7	0	5552	319	59	4	77	5	11	1
9:30	9:45	4	0	0	0	190	11	8	0	6011	362	65	7	86	7	13	1
9:45	10:00	4	0	0	0	207	12	8	0	6494	402	69	7	95	8	14	1
15:00	15:15	1	0	0	0	14	0	1	0	456	22	8	2	37	0	0	0
15:15	15:30	1	0	0	0	47	0	1	0	986	29	11	2	68	0	0	0
15:30	15:45	1	0	0	0	75	0	2	0	1469	40	18	2	97	0	2	0
15:45	16:00	1	0	0	0	94	0	2	0	1928	52	22	4	127	0	5	0
16:00	16:15	1	0	0	0	119	0	2	0	2404	59	29	4	155	0	5	0
16:15	16:30	1	0	0	0	139	0	3	0	2944	69	34	5	189	0	6	0
16:30	16:45	1	0	0	0	163	0	5	0	3452	86	42	10	213	0	7	0
16:45	17:00	1	0	0	0	193	0	5	0	4039	96	44	13	248	0	8	1
17:00	17:15	1	0	0	0	218	0	6	0	4607	106	51	14	293	0	9	1
17:15	17:30	1	0	0	0	251	0	7	0	5164	112	56	16	343	0	11	1
17:30	17:45	1	0	0	0	302	0	8	0	5788	120	66	16	373	0	12	1
17:45	18:00	1	0	0	0	339	0	8	0	6314	124	68	16	412	0	13	1
18:00	18:15	2	0	0	0	366	0	9	0	6864	137	74	16	451	0	14	2
18:15	18:30	2	0	0	0	396	0	9	0	7344	147	76	17	488	0	15	2
18:30	18:45	3	0	0	0	414	0	11	0	7823	156	81	17	507	0	16	2
18:45	19:00	3	0	0	0	431	2	11	0	8266	159	84	17	529	0	16	2

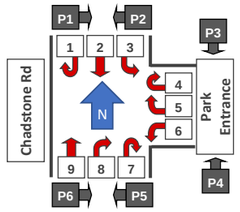
TIME		9				10				11				12			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	21	0	0	0	53	0	0	1	19	0	0	0
7:15	7:30	0	0	0	0	50	3	0	0	108	0	1	2	54	0	0	0
7:30	7:45	0	0	0	0	95	5	2	0	198	0	1	2	82	0	0	0
7:45	8:00	0	0	0	0	157	7	4	0	306	2	1	2	112	0	0	0
8:00	8:15	0	0	0	0	210	10	4	0	378	2	1	2	138	1	0	0
8:15	8:30	0	0	0	0	275	11	6	0	468	2	5	3	178	1	0	0
8:30	8:45	0	0	0	0	323	13	7	0	543	3	5	3	213	1	0	0
8:45	9:00	0	0	0	0	394	15	7	0	607	4	5	4	241	1	0	0
9:00	9:15	0	0	0	0	456	16	9	0	680	4	5	4	275	1	0	0
9:15	9:30	0	0	0	0	510	19	11	0	753	5	7	4	297	1	0	0
9:30	9:45	0	0	0	0	550	22	12	0	815	6	7	6	307	1	0	0
9:45	10:00	0	0	0	0	601	26	13	0	864	6	7	6	334	2	0	0
15:00	15:15	0	0	0	0	42	3	0	1	49	0	0	0	21	1	0	0
15:15	15:30	0	0	0	0	80	4	1	1	96	0	0	0	42	1	0	0
15:30	15:45	0	0	0	0	128	4	2	2	159	1	0	0	69	1	0	0
15:45	16:00	0	0	0	0	174	4	4	2	227	1	0	0	82	1	0	0
16:00	16:15	0	0	0	0	231	4	5	2	286	1	0	0	104	1	0	0
16:15	16:30	0	0	0	0	266	5	6	2	334	2	0	0	123	2	0	0
16:30	16:45	0	0	0	0	325	5	7	2	413	4	0	0	142	2	0	0
16:45	17:00	0	0	0	0	361	5	8	2	463	4	0	0	156	2	0	0
17:00	17:15	0	0	0	0	419	5	8	2	525	4	0	1	174	2	0	0
17:15	17:30	0	0	0	0	465	5	10	2	594	4	0	2	195	2	0	0
17:30	17:45	0	0	0	0	507	5	11	2	653	4	0	2	219	2	0	0
17:45	18:00	0	0	0	0	559	5	12	2	726	4	0	3	233	2	0	0
18:00	18:15	0	0	0	0	609	5	13	2	789	4	0	3	245	2	0	0
18:15	18:30	0	0	0	0	653	5	14	2	847	4	0	5	261	2	0	0
18:30	18:45	0	0	0	0	692	5	16	2	897	4	0	5	276	2	0	0
18:45	19:00	0	0	0	0	739	5	18	2	955	4	0	6	288	2	0	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	15	0	0	0	315	10	5	0	11	0	0	0
7:15	7:30	1	0	0	0	28	1	0	0	683	25	6	0	29	0	0	0
7:30	7:45	1	0	0	0	40	3	0	0	1225	47	10	0	54	0	0	0
7:45	8:00	4	1	0	0	55	3	0	0	1839	66	12	0	95	1	0	0
8:00	8:15	4	1	0	0	69	4	0	0	2537	101	16	0	118	3	1	0
8:15	8:30	6	1	0	0	79	6	0	0	3089	123	22	0	158	4	1	0
8:30	8:45	6	1	0	0	98	7	0	0	3718	142	27	0	207	5	1	0
8:45	9:00	6	1	0	0	111	8	0	0	4274	163	33	0	249	5	1	0
9:00	9:15	6	1	0	0	125	8	0	0	4768	196	38	0	288	6	1	0
9:15	9:30	6	1	0	0	131	8	0	0	5227	231	45	0	318	10	3	0
9:30	9:45	7	1	0	0	141	9	0	0	5668	264	51	0	356	11	6	0
9:45	10:00	7	1	0	0	157	9	0	0	6082	312	61	0	406	12	6	0
15:00	15:15	0	0	0	0	22	0	0	0	542	33	4	0	36	1	0	0
15:15	15:30	0	0	0	0	40	0	0	0	1095	60	10	0	74	3	0	0
15:30	15:45	0	0	0	0	60	0	0	0	1684	88	12	0	118	3	0	0
15:45	16:00	0	0	0	0	80	1	0	0	2221	115	19	0	169	3	1	0
16:00	16:15	3	0	0	0	107	2	0	0	2780	136	30	0	237	3	1	0
16:15	16:30	6	0	0	0	125	2	0	0	3464	157	37	0	290	3	2	0
16:30	16:45	8	0	0	0	150	2	0	0	4014	178	43	0	351	3	2	0
16:45	17:00	10	0	0	0	171	2	0	0	4637	199	51	0	385	3	2	0
17:00	17:15	11	0	0	0	186	2	0	0	5224	212	57	0	424	3	2	0
17:15	17:30	11	0	0	0	210	2	4	0	5883	234	66	0	471	3	2	0
17:30	17:45	14	0	0	0	240	2	4	0	6490	251	73	0	540	4	2	0
17:45	18:00	14	0	0	0	269	2	4	0	7059	272	79	0	602	5	2	0
18:00	18:15	14	0	0	0	299	2	4	0	7696	280	84	0	661	5	3	0
18:15	18:30	14	0	0	0	318	2	4	0	8328	293	89	0	700	5	3	0
18:30	18:45	14	0	0	0	341	2	4	0	8943	301	93	0	755	7	3	0
18:45	19:00	15	0	0	0	356	2	4	0	9503	317	96	0	822	7	3	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8		P9		P10	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:15	7:30	2	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0
7:30	7:45	3	0	1	0	0	0	0	0	0	0	4	0	3	1	1	0	0	0	0	0
7:45	8:00	3	0	1	0	0	0	1	0	1	0	8	1	6	2	2	0	0	0	0	0
8:00	8:15	4	0	1	0	0	0	1	0	1	0	10	2	8	3	4	0	0	0	0	0
8:15	8:30	5	0	2	0	0	0	1	0	3	1	10	2	8	3	6	1	0	0	0	0
8:30	8:45	5	0	3	0	0	0	1	0	4	1	12	2	9	3	9	1	0	0	0	0
8:45	9:00	5	0	5	0	0	0	1	0	5	2	12	2	9	3	10	1	0	0	0	0
9:00	9:15	5	0	9	0	0	0	1	0	5	2	14	2	11	3	11	1	0	0	0	0
9:15	9:30	10	0	9	0	0	0	1	0	9	2	17	2	13	3	15	1	0	0	0	0
9:30	9:45	12	0	9	0	0	0	1	0	11	2	19	2	15	3	17	1	0	0	0	0
9:45	10:00	16	0	9	1	0	0	1	0	11	2	23	2	19	3	17	1	0	0	0	0
15:00	15:15	3	0	3	0	1	0	0	0	0	0	1	0	3	0	2	0	0	0	0	0
15:15	15:30	7	0	4	0	1	0	0	0	1	1	4	0	6	0	6	1	0	0	0	0
15:30	15:45	12	0	6	0	1	0	0	0	3	2	6	0	8	0	9	2	0	0	0	0
15:45	16:00	13	0	12	0	1	0	0	0	3	2	8	0	13	0	12	2	0	0	0	0
16:00	16:15	17	0	18	0	1	0	0	0	3	2	9	0	14	0	12	2	0	0	0	0
16:15	16:30	22	0	24	0	1	0	1	0	6	3	9	0	14	1	15	2	0	0	0	0
16:30	16:45	23	0	28	0	1	0	1	0	8	3	13	0	16	1	18	2	0	0	0	0
16:45	17:00	26	0	33	0	1	0	2	0	15	4	20	0	22	1	24	2	0	0	0	0
17:00	17:15	29	0	35	0	1	0	2	0	16	4	23	0	25	1	25	2	0	0	0	0
17:15	17:30	29	0	38	0	1	0	2	0	19	4	23	0	25	1	28	2	0	0	0	0
17:30	17:45	30	0	45	0	1	0	2	0	24	4	24	0	26	1	33	2	0	0	0	0
17:45	18:00	33	0	48	0	1	0	2	0	24	4	27	1	32	2	33	2	0	0	0	0
18:00	18:15	34	0	52	0	1	0	2	0	25	4	29	1	34	2	34	2	0	0	0	0
18:15	18:30	37	0	53	1	1	0	2	0	28	4	29	2	34	3	37	2	0	0	0	0
18:30	18:45	37	0	56	1	1	0	2	0	31	5	30	2	35	3	41	2	0	0	0	0
18:45	19:00	39	0	64	1	1	0	2	0	31	5	30	3	35	4	41	2	0	0	0	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Park Entrance
Date: Thu 18/10/2018 **Time:** 7-10am and 3-7pm
Weather: Overcast



Absolute Value

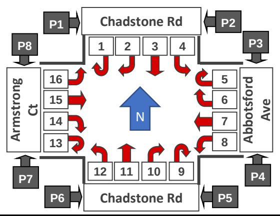
		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	1	0	0	0	48	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	56	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	62	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	63	3	1	1	0	0	0	0	1	0	0	0	0	0	0	0
7:30	7:45	2	0	0	0	69	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	113	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	3	0	0	0	100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	109	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	2	0	0	0	110	5	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	121	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0
8:15	8:30	2	0	0	0	113	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	108	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	2	0	0	0	124	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	124	1	1	0	0	0	0	0	6	0	1	0	0	0	0	0
8:45	9:00	2	0	0	0	152	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	94	2	1	1	0	0	0	0	3	0	1	0	0	0	0	0
9:00	9:15	2	0	0	0	147	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	89	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0
9:15	9:30	0	0	0	0	136	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	103	4	2	1	1	0	0	0	4	0	1	0	0	0	0	0
9:30	9:45	1	0	0	0	151	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	62	1	5	1	0	0	1	0	5	1	2	0	0	0	0	0
9:45	10:00	2	0	0	0	117	6	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	71	5	0	1	0	0	0	0	5	0	0	0	0	0	0	0
15:00	15:15	3	1	0	0	124	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	145	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0
15:15	15:30	3	0	0	0	147	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	130	3	0	0	0	0	0	0	2	0	3	0	0	0	0	0
15:30	15:45	2	0	0	0	167	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	127	3	1	1	0	0	0	0	0	0	3	0	0	0	0	0
15:45	16:00	7	0	0	0	152	0	1	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	125	0	2	0	0	0	0	0	2	0	3	0	0	0	0	0
16:00	16:15	1	0	0	0	152	0	4	0	3	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	135	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
16:15	16:30	2	0	0	0	142	4	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	136	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0
16:30	16:45	1	0	0	0	149	0	3	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	174	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	1	0	0	0	144	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	142	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
17:00	17:15	0	0	0	0	147	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	150	0	1	0	1	0	0	0	1	0	4	0	0	0	0	0
17:15	17:30	0	0	0	0	149	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	145	2	1	1	0	0	0	0	2	0	1	0	0	0	0	0
17:30	17:45	1	0	0	0	157	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	171	3	1	0	0	0	0	0	0	0	1	0	0	0	0	0
17:45	18:00	0	0	0	0	167	0	0	1	3	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	168	4	0	0	0	0	0	0	5	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	146	0	1	1	1	0	0	0	0	0	0	0	1	1	0	0	5	0	0	0	0	0	0	0	4	0	0	0	132	0	1	1	0	0	1	0	1	0	1	0	0	0	0	1
18:15	18:30	2	1	0	0	149	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	121	1	0	1	0	0	0	0	2	0	1	1	0	0	0	0
18:30	18:45	0	0	0	0	130	1	1	0	3	0	0	0	0	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	106	1	1	0	1	0	0	0	4	0	5	0	0	0	0	0
18:45	19:00	5	0	0	0	131	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	92	2	0	1	0	0	0	0	4	0	0	1	1	0	0	0

Accumulative Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	1	0	0	0	48	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	56	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	1	0	0	0	110	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	119	7	2	2	0	0	0	0	1	0	0	0	0	0	0	0
7:30	7:45	3	0	0	0	179	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	232	9	4	2	1	0	0	0	1	0	0	0	0	0	0	0
7:45	8:00	6	0	0	0	279	6	2	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	341	10	5	2	1	0	0	0	1	0	0	0	0	0	0	0
8:00	8:15	8	0	0	0	389	11	2	3	2	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	462	10	5	4	1	0	0	0	1	0	0	0	1	0	0	0
8:15	8:30	10	0	0	0	502	12	4	4	2	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	570	16	11	5	1	0	0	0	1	0	0	0	1	0	0	0
8:30	8:45	12	0	0	0	626	16	4	4	2	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	694	17	12	5	1	0	0	0	7	0	1	0	1	0	0	0
8:45	9:00	14	0	0	0	778	17	6	4	2	1	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	8	0	0	1	788	19	13	6	1	0	0	0	10	0	2	0	1	0	0	0
9:00	9:15	16	0	0	0	925	18	7	4	2	1	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	9	1	0	1	877	19	14	6	1	0	1	0	11	0	3	0	1	0	0	0
9:15	9:30	16	0	0	0	1061	20	7	4	3	1	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	0	0	11	1	0	1	980	23	16	7	2	0	1	0	15	0	4	0	1	0	0	0
9:30	9:45	17	0	0	0	1212	21	9	4	3	1	0	0	0	0	0	0	1	1	0	0	4	0	0	0	0	0	0	0	13	1	0	1	1042	24	21	8	2	0	2	0	20	1	6	0	1	0	0	0
9:45	10:00	19	0	0	0	1329	27	10	4	4	1	0	0	0	0	0	0	2	1	0	0	4	0	0	0	0	0	0	0	14	1	0	1	1113	29	21	9	2	0	2	0	25	1	6	0	1	0	0	0
15:00	15:15	3	1	0	0	124	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	145	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0
15:15	15:30	6	1	0	0	271	4	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	275	5	1	0	0	0	0	0	5	0	4	0	0	0	0	0
15:30	15:45	8	1	0	0	438	4	5	0	4	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	402	8	2	1	0	0	0	0	5	0	7	0	0	0	0	0
15:45	16:00	15	1	0	0	590	4	6	0	8	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	14	0	0	0	527	8	4	1	0	0	0	0	7	0	10	0	0	0	0	0
16:00	16:15	16	1	0	0	742	4	10	0	11	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	15	0	0	0	662	8	4	1	0	0	0	0	10	0	10	0	0	0	0	0
16:15	16:30	18	1	0	0	884	8	11	0	13	0	1	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	21	0	0	0	798	11	5	1	0	0	0	0	11	0	10	0	0	0	0	0
16:30	16:45	19	1	0	0	1033	8	14	0	13	0	1	0	0	0	0	0	4	0	1	0	4	0	0	0	0	0	0	0	21	0	0	0	972	15	7	1	0	0	0	0	11	0	10	0	0	0	0	0
16:45	17:00	20	1	0	0	1177	10	14	1	14	0	1	0	0	0	0	0	4	0	1	0	4	0	0	0	0	0	0	0	26	0	0	0	1114	16	7	1	0	0	0	0	11	0	12	0	0	0	0	0
17:00	17:15	20	1	0	0	1324	11	15	2	16	0	1	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	0	0	27	0	0	0	1264	16	8	1	1	0	0	0	12	0	16	0	0	0	0	0
17:15	17:30	20	1	0	0	1473	11	16	3	21	0	1	0	0	0	0	0	4	0	1	0	7	0	0	0	0	0	0	0	27	0	0	0	1409	18	9	2	1	0	0	0	14	0	17	0	0	0	0	0
17:30	17:45	21	1	0	0	1630	12	17	3	23	0	1	0	0	0	0	0	5	0	1	0	9	0	0	0	0	0	0	0	27	0	0	0	1580	21	10	2	1	0	0	0	14	0	18	0	0	0	0	0
17:45	18:00	21	1	0	0	1797	12	17	4	26	0	1	0	0	0	0	0	6	0	1	0	11	0	0	0	0	0	0	0	27	0	0	0	1748	25	10	2	1	0	0	0	19	0	18	0	0	0	0	0
18:00	18:15	21	1	0	0	1943	12	18	5	27	0	1	0	0	0	0	0	7	1	1	0	16	0	0	0	0	0	0	0	31	0	0	0	1880	25	11	3	1	0	1	0	20	0	19	0	0	0	1	0
18:15	18:30	23	2	0	0	2092	12	19	8	30	0	1	0	0	0	0	0	7	1	1	0	17	0	0	0	0	0	0	0	31	0	0	0	2001	26	11	4	1	0	1	0	22	0	20	1	0	0	1	0
18:30	18:45	23	2	0	0	2222	13	20	8	33	0	1	0	0	0	0	0	10	1	1	0	24	0	0	0	0	0	0	0	32	0	0	0	2107	27	12	4	2	0	1	0	26	0	25	1	0	0	1	0
18:45	19:00	28	2	0	0	2353	13	20	8	34	0	1	0	0	0	0	0	12	1	1	0	28	0	0	0	0	0	0	0	37	0	0	0	2199	29	12	5	2	0	1	0	30	0	25	2	1	0	1	0

nationwide TRAFFIC SURVEYS

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Abbotsford Ave, Armstrong Ct
Date: Thu 18/10/2018 **Time:** 7-10am and 3-7pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4				5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	0	0	0	0	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	59	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	65	0	3	0	5	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	5	0	0	0
7:45	8:00	0	0	0	0	1	0	0	0	97	2	0	1	2	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	1
8:00	8:15	0	0	0	0	1	0	0	0	106	3	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	8	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	109	1	2	0	2	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	4	0	0	1
8:30	8:45	0	0	0	0	1	0	0	0	121	1	0	0	4	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	8	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	131	0	2	0	5	0	0	0	0	0	0	0	9	0	0	0	1	0	0	0	17	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	137	0	1	0	2	0	0	0	0	0	0	0	14	0	0	0	3	0	0	0	11	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	119	2	0	0	4	1	2	0	0	0	0	0	5	0	0	0	1	0	0	0	9	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	136	1	2	0	7	0	3	0	0	0	0	0	2	1	0	0	0	0	0	0	10	0	0	0
9:45	10:00	0	0	0	0	1	0	0	0	106	4	1	0	2	0	1	1	0	0	0	0	6	0	0	0	0	0	0	0	10	1	0	0
15:00	15:15	0	0	0	0	0	0	0	0	112	2	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	14	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	135	0	3	0	4	0	2	0	0	0	0	0	3	0	0	0	1	0	0	0	12	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	140	0	2	0	5	0	0	0	0	0	0	0	15	0	2	0	3	0	0	0	25	0	0	0
15:45	16:00	0	0	0	0	1	0	0	0	146	0	0	0	6	0	0	0	0	0	0	0	12	0	0	0	2	0	0	0	13	0	1	0
16:00	16:15	0	0	0	0	0	0	0	0	134	0	4	0	2	0	0	0	0	0	0	0	11	0	0	0	1	0	0	0	14	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	135	3	3	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	8	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	137	0	4	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	8	0	0	0
16:45	17:00	0	0	0	0	1	0	0	0	134	2	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	1
17:00	17:15	0	0	0	0	0	0	0	0	134	1	1	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	10	0	0	0
17:15	17:30	0	0	0	0	3	0	0	0	146	0	1	0	2	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	4	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	143	1	1	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	12	0	0	0
17:45	18:00	0	0	0	0	1	0	0	0	156	0	1	1	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	139	0	0	1	7	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0
18:15	18:30	0	0	0	0	1	0	0	0	143	1	1	2	8	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5	0	0	1
18:30	18:45	0	0	0	0	0	0	0	0	124	1	1	0	4	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	7	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	125	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	10	0	0	0

TIME		9				10				11				12				13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	5	0	0	0	49	1	1	1	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0
7:15	7:30	0	0	0	0	2	0	0	0	62	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	4	0	0	0	107	4	2	0	1	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0
7:45	8:00	0	0	0	0	5	1	0	0	98	1	1	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
8:00	8:15	0	0	0	0	5	1	0	0	118	2	1	2	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0
8:15	8:30	0	0	0	0	8	0	0	1	96	2	6	1	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
8:30	8:45	0	0	0	0	10	0	0	0	111	4	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3	0	0	0
8:45	9:00	0	0	0	0	28	0	0	0	68	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	3	0	0	0
9:00	9:15	0	0	0	0	12	0	0	0	74	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0
9:15	9:30	1	0	0	0	18	1	1	0	75	1	1	1	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	14	0	4	1	47	1	2	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
9:45	10:00	0	0	0	1	14	0	0	1	54	2	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1
15:00	15:15	0	0	0	0	9	0	0	0	137	1	1	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
15:15	15:30	0	0	0	0	17	0	0	0	112	2	0	0	1	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	3	0	0	0
15:30	15:45	0	0	0	0	6	0	0	0	119	0	1	0	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	4	0	0	0
15:45	16:00	0	0	0	0	8	0	1	1	120	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0
16:00	16:15	0	0	0	0	2	0	0	0	132	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	3	0	0	0
16:15	16:30	0	0	0	0	10	0	0	0	120	3	1	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5	0	0	0
16:30	16:45	0	0	0	0	10	0	0	0	162	3	3	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0
16:45	17:00	0	0	0	0	7	0	0	0	130	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0
17:00	17:15	0	0	0	0	5	0	0	0	136	0	1	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
17:15	17:30	0	0	0	0	9	0	0	1	135	0	1	1	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
17:30	17:45	0	0	0	0	9	0	0	0	155	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0
17:45	18:00	0	0	0	0	8	0	0	0	161	1	0	0	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	4	0	0	0
18:00	18:15	0	0	0	0	9	0	0	0	126	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	4	0	0	0
18:15	18:30	0	0	0	0	5	0	0	0	107	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0
18:30	18:45	0	0	0	0	5	0	0	0	105	1	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0
18:45	19:00	0	0	0	0	10	0	0	0	82	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:45	8:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30	8:45	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0
8:45	9:00	0	0	0	0	0	0	1	0	3	0	4	0	1	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
9:15	9:30	0	0	0	0	0	0	1	1	0	0	2	0	2	0	3	0
9:30	9:45	0	0	0	0	0	0	2	0	1	0	1	0	1	0	2	0
9:45	10:00	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
15:00	15:15	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	0
15:15	15:30	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0
15:30	15:45	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0
15:45	16:00	0	0	0	0	1	0	0	0	6	0	3	0	2	0	2	0
16:00	16:15	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
16:15	16:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
16:30	16:45	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
16:45	17:00	0	0	0	0	0	0	1	0	2	0	2	0	1	0	1	0
17:00	17:15	0	0	0	0	3	0	1	0	1	0	1	0	1	0	1	0
17:15	17:30	0	0	0	0	2	0	1	0	2	0	2	0	1	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	1	0	3	2	1	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	3	3	0	0	2	2	2	2	1	0	0	0
18:15	18:30	0	0	0	0	0	0	1	1	4	0	3	1	2	0	1	0
18:30	18:45	0	0	0	0	0	0	1	0	2	0	2	0	0	0	0	0
18:45	19:00	0	0	0	0	1	0	0	1	0	0	6	0	2	0	1	0

Accumulative Value

VEHICLE MOVEMENTS

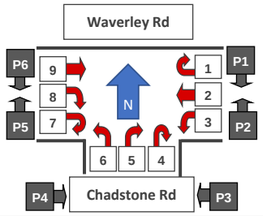
TIME		1				2				3				4				5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	0	0	0	0	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	104	1	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	169	1	3	0	6	0	0	0	0	0	0	0	11	0	0	0	2	0	0	0	11	0	0	0
7:45	8:00	0	0	0	0	1	0	0	0	266	3	3	1	8	0	0	0	0	0	0	0	18	0	0	0	2	0	0	0	14	0	0	1
8:00	8:15	0	0	0	0	2	0	0	0	372	6	3	1	12	0	0	0	0	0	0	0	24	0	0	0	2	0	0	0	22	0	0	1
8:15	8:30	0	0	0	0	2	0	0	0	481	7	5	1	14	0	0	0	0	0	0	0	31	1	0	0	2	0	0	0	26	0	0	2
8:30	8:45	0	0	0	0	3	0	0	0	602	8	5	1	18	0	0	0	0	0	0	0	40	1	0	0	2	0	0	0	34	0	0	2
8:45	9:00	0	0	0	0	3	0	0	0	733	8	7	1	23	0	0	0	0	0	0	0	49	1	0	0	3	0	0	0	51	0	0	2
9:00	9:15	0	0	0	0	3	0	0	0	870	8	8	1	25	0	0	0	0	0	0	0	63	1	0	0	6	0	0	0	62	0	0	2
9:15	9:30	0	0	0	0	3	0	0	0	989	10	8	1	29	1	2	0	0	0	0	0	68	1	0	0	7	0	0	0	71	0	0	2
9:30	9:45	0	0	0	0	3	0	0	0	1125	11	10	1	36	1	5	0	0	0	0	0	70	2	0	0	7	0	0	0	81	0	0	2
9:45	10:00	0	0	0	0	4	0	0	0	1231	15	11	1	38	1	6	1	0	0	0	0	76	2	0	0	7	0	0	0	91	1	0	2
15:00	15:15	0	0	0	0	0	0	0	0	112	2	0	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	14	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	247	2	3	0	9	0	2	0	0	0	0	0	10	0	0	0	1	0	0	0	26	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	387	2	5	0	14	0	2	0	0	0	0	0	25	0	2	0	4	0	0	0	51	0	0	0
15:45	16:00	0	0	0	0	1	0	0	0	533	2	5	0	20	0	2	0	0	0	0	0	37	0	2	0	6	0	0	0	64	0	1	0
16:00	16:15	0	0	0	0	1	0	0	0	667	2	9	0	22	0	2	0	0	0	0	0	48	0	2	0	7	0	0	0	78	0	1	0
16:15	16:30	0	0	0	0	1	0	0	0	802	5	12	0	25	0	2	0	0	0	0	0	55	0	2	0	7	0	0	0	86	0	1	0
16:30	16:45	0	0	0	0	1	0	0	0	939	5	16	0	28	0	2	0	0	0	0	0	60	0	2	0	7	0	0	0	94	0	1	0
16:45	17:00	0	0	0	0	2	0	0	0	1073	7	16	0	31	0	2	0	0	0	0	0	62	0	2	0	7	0	0	0	100	0	1	1
17:00	17:15	0	0	0	0	2	0	0	0	1207	8	17	1	32	0	2	0	0	0	0	0	65	0	2	0	7	0	0	0	110	0	1	1
17:15	17:30	0	0	0	0	5	0	0	0	1353	8	18	1	34	0	2	0	0	0	0	0	71	0	2	0	8	0	0	0	114	0	1	1
17:30	17:45	0	0	0	0	5	0	0	0	1496	9	19	1	39	0	2	0	0	0	0	0	79	0	2	0	8	0	0	0	126	0	1	1
17:45	18:00	0	0	0	0	6	0	0	0	1652	9	20	2	44	0	2	0	0	0	0	0	83	0	2	0	8	0	0	0	135	0	1	1
18:00	18:15	0	0	0	0	6	0	0	0	1791	9	20	3	51	1	2	0	0	0	0	0	86	0	2	0	8	0	0	0	143	0	1	1
18:15	18:30	0	0	0	0	7	0	0	0	1934	10	21	5	59	2	2	0	0	0	0	0	87	1	2	0	8	0	0	0	148	0	1	2
18:30	18:45	0	0	0	0	7	0	0	0	2058	11	22	5	63	2	2	0	1	0	0	0	90	1	2	0	9	0	0	0	155	0	1	2
18:45	19:00	0	0	0	0	7	0	0	0	2183	11	22	5	66	2	2	0	1	0	0	0	92	1	2	0	10	0	0	0	165	0	1	2

TIME		9				10				11				12				13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	5	0	0	0	49	1	1	1	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0
7:15	7:30	0	0	0	0	7	0	0	0	111	2	2	2	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
7:30	7:45	0	0	0	0	11	0	0	0	218	6	4	2	3	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	3	0	0	0
7:45	8:00	0	0	0	0	16	1	0	0	316	7	5	2	6	0	0	0	0	0	0	0	7	0	0	0	6	0	0	0	5	0	0	0
8:00	8:15	0	0	0	0	21	2	0	0	434	9	6	4	9	0	0	0	0	0	0	0	9	0	0	0	6	0	0	0	11	0	0	0
8:15	8:30	0	0	0	0	29	2	0	1	530	11	12	5	11	0	0	0	0	0	0	0	10	0	0	0	7	0	0	0	12	0	0	0
8:30	8:45	0	0	0	0	39	2	0	1	641	15	13	5	11	0	0	0	0	0	0	0	11	1	0	0	8	0	0	0	15	0	0	0
8:45	9:00	0	0	0	0	67	2	0	1	709	16	13	5	11	0	0	0	0	0	0	0	16	1	0	0	11	0	0	0	18	0	0	0
9:00	9:15	0	0	0	0	79	2	0	1	783	16	14	5	13	0	0	0	0	0	0	0	18	1	0	0	13	0	0	0	21	0	0	0
9:15	9:30	1	0	0	0	97	3	1	1	858	17	15	6	14	0	0	0	0	0	0	0	24	1	0	0	13	0	0	0	21	0	0	0
9:30	9:45	1	0	0	0	111	3	5	2	905	18	17	6	15	0	0	0	0	0	0	0	27	1	0	0	13	0	0	0	23	0	0	0
9:45	10:00	1	0	0	1	125	3	5	3	959	20	17	6	18	0	0	0	0	0	0	0	29	1	0	0	13	0	0	0	24	0	0	1
15:00	15:15	0	0	0	0	9	0	0	0	137	1	1	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
15:15	15:30	0	0	0	0	26	0	0	0	249	3	1	0	4	0	0	0	0	0	0	0	8	0	0	0	2	0	0	0	5	0	0	0
15:30	15:45	0	0	0	0	32	0	0	0	368	3	2	0	6	0	0	0	0	0	0	0	12	0	0	0	3	0	0	0	9	0	0	0
15:45	16:00	0	0	0	0	40	0	1	1	488	3	3	0	7	0	0	0	0	0	0	0	14	0	0	0	4	0	0	0	11	0	0	0
16:00	16:15	0	0	0	0	42	0	1	1	620	3	3	0	8	0	0	0	0	0	0	0	19	0	0	0	6	0	0	0	14	0	0	0
16:15	16:30	0	0	0	0	52	0	1	1	740	6	4	0	10	0	0	0	0	0	0	0	20	1	0	0	6	0	0	0	19	0	0	0
16:30	16:45	0	0	0	0	62	0	1	1	902	9	7	0	11	0	0	0	0	0	0	0	24	1	0	0	6	0	0	0	23	0	0	0
16:45	17:00	0	0	0	0	69	0	1	1	1032	9	7	0	14	0	0	0	0	0	0	0	29	1	0	0	6	0	0	0	27	0	0	0
17:00	17:15	0	0	0	0	74	0	1	1	1168	9	8	0	20	0	0	0	0	0	0	0	30	1	0	0	7	0	0	0	28	0	0	0
17:15	17:30	0	0	0	0	83	0	1	2	1303	9	9	1	23	0	0	0	0	0	0	0	31	1	0	0	8	0	0	0	31	0	0	0
17:30	17:45	0	0	0	0	92	0	1	2	1458	10	10	1	26	0	0	0	0	0	0	0	32	1	0	0	8	0	0	0	38	0	0	0
17:45	18:00	0	0	0	0	100	0	1	2	1619	11	10	1	28	0	0	0	0	0	0	0	36	1	0	0	9	0	0	0	42	0	0	0
18:00	18:15	0	0	0	0	109	0	1	2	1745	11	11	1	29	0	0	0	0	0	0	0	40	1	0	0	10	0	0	0	46	0	0	0
18:15	18:30	0	0	0	0	114	0	1	2	1852	11	11	3	31	0	0	0	0	0	0	0	42	1	0	0	11	0	0	0	51	0	0	0
18:30	18:45	0	0	0	0	119	0	1	2	1957	12	12	3	31	0	0	0	0	0	0	0	45	1	0	0	11	0	0	0	54	0	0	0
18:45	19:00	0	0	0	0	129	0	1	2	2039	12	12	4	32	0	0	0	0	0	0	0	48	1	0	0	11	0	0	0	55	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	1	0	1	0	1	0	0	0	1	0	1	0
7:30	7:45	0	0	0	0	1	0	1	0	1	0	1	0	1	0	2	1
7:45	8:00	0	0	0	0	2	0	1	0	2	0	1	0	1	0	2	1
8:00	8:15	0	0	0	0	2	0	1	0	3	0	1	0	1	0	2	1
8:15	8:30	0	0	0	0	2	0	1	0	3	0	2	0	1	0	2	1
8:30	8:45	0	0	0	0	3	0	1	0	3	0	3	0	1	0	3	1
8:45	9:00	0	0	0	0	3	0	2	0	6	0	7	0	2	0	3	1
9:00	9:15	0	0	0	0	3	0	2	0	6	0	7	0	3	0	4	1
9:15	9:30	0	0	0	0	3	0	3	1	6	0	9	0	5	0	7	1
9:30	9:45	0	0	0	0	3	0	5	1	7	0	10	0	6	0	9	1
9:45	10:00	1	0	0	0	4	0	5	1	7	0	10	0	7	0	9	1
15:00	15:15	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	0
15:15	15:30	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1	0
15:30	15:45	0	0	0	0	1	0	2	0	3	0	3	0	1	0	1	0
15:45	16:00	0	0	0	0	2	0	2	0	9	0	6	0	3	0	3	0
16:00	16:15	0	0	0	0	2	0	3	0	9	0	6	0	4	0	3	0
16:15	16:30	0	0	0	0	3	0	3	0	9	0	6	0	4	0	5	0
16:30	16:45	0	0	0	0	3	0	4	0	9	0	6	0	5	0	5	0
16:45	17:00	0	0	0	0	3	0	5	0	11	0	8	0	6	0	6	0
17:00	17:15	0	0	0	0	6	0	6	0	12	0	9	0	7	0	7	0
17:15	17:30	0	0	0	0	8	0	7	0	14	0	11	0	8	0	7	0
17:30	17:45	0	0	0	0	8	0	7	0	15	0	14	2	9	0	7	0
17:45	18:00	0	0	0	0	8	0	7	0	15	0	14	2	9	0	7	0
18:00	18:15	0	0	0	0	11	3	7	0	17	2	16	4	10	0	7	0
18:15	18:30	0	0	0	0	11	3	8	1	21	2	19	5	12	0	8	0
18:30	18:45	0	0	0	0	11	3	9	1	23	2	21	5	12	0	8	0
18:45	19:00	0	0	0	0	12	3	9	2	23	2	27	5	14	0	9	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Waverley Rd and Chadstone Rd
Date: Thu 18/10/2018 **Time:** 7-10am and 3-7pm
Weather: Overcast



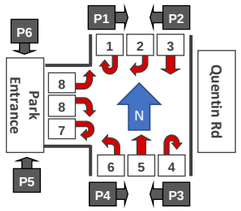
Absolute Value

TIME		VEHICLE MOVEMENTS 1				2				3				4				5				6				7				8				9				Pedestrian Movements P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	254	7	0	1	42	1	0	0	0	0	0	0	42	0	0	0	11	1	0	1	0	0	0	0	5	0	0	0	166	1	0	1	0	0	0	0	0	0	0	0	1	0
7:15	7:30	0	0	0	0	327	9	2	1	41	1	0	0	0	0	0	0	40	0	0	0	22	1	2	0	0	0	0	0	15	0	0	0	192	5	1	0	0	0	0	0	1	0	0	0	1	0
7:30	7:45	0	0	0	0	350	4	0	1	45	1	0	0	0	0	0	0	75	1	1	0	34	1	1	0	0	0	0	0	27	0	2	0	304	2	0	0	0	0	0	0	2	0	1	0	2	1	1	0
7:45	8:00	0	0	0	0	298	5	0	0	63	2	0	0	0	0	0	0	91	0	0	0	32	0	1	0	0	0	0	0	31	0	0	0	286	4	1	0	0	0	0	0	0	1	0	0	1	0
8:00	8:15	0	0	0	0	364	5	0	0	68	2	0	0	0	0	0	0	80	1	0	0	37	2	0	0	0	0	0	0	34	1	1	0	336	5	1	0	0	0	0	0	0	0	0	0	3	1	0	0
8:15	8:30	0	0	0	0	316	8	1	0	84	1	1	0	0	0	0	0	82	0	5	0	33	3	1	0	0	0	0	0	30	1	0	0	302	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	325	8	0	0	78	0	0	0	0	0	0	0	93	3	0	0	33	1	1	0	0	0	0	0	48	0	0	0	331	5	3	0	0	0	0	0	0	0	5	0	0	0	0	0
8:45	9:00	0	0	0	0	304	7	0	0	94	0	1	0	0	0	0	0	67	1	0	0	14	0	0	0	0	0	0	0	47	0	1	0	301	4	0	0	0	0	0	0	1	0	0	0	2	0	0	0
9:00	9:15	0	0	0	0	285	1	1	0	91	0	0	0	0	0	0	0	62	0	0	0	34	0	1	0	0	0	0	0	45	0	1	0	241	9	0	0	0	0	0	0	1	0	1	0	2	0	0	0
9:15	9:30	0	0	0	0	228	6	2	0	77	4	1	0	0	0	0	0	59	0	1	0	24	1	0	0	0	0	0	0	43	0	1	0	193	74	0	0	0	0	1	0	0	0	0	0	1	0	0	0
9:30	9:45	0	0	0	0	231	4	0	0	78	2	3	0	0	0	0	0	31	2	0	0	17	0	1	1	0	0	0	0	63	0	2	0	175	3	1	1	0	0	0	0	0	0	2	0	0	1	2	0
9:45	10:00	0	0	0	0	206	3	0	0	64	2	1	0	0	0	0	0	35	0	0	0	24	2	0	0	0	0	0	0	45	0	0	0	166	5	0	0	0	0	1	0	1	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	176	5	0	0	75	1	0	0	0	0	0	0	84	0	0	0	57	0	0	0	0	0	0	0	51	1	0	0	285	14	0	0	0	0	0	0	1	0	3	0	0	0	0	0
15:15	15:30	0	0	0	0	194	1	0	0	79	0	4	0	0	0	0	0	74	2	0	0	52	1	1	0	0	0	0	0	54	0	1	0	293	8	1	0	0	0	0	0	1	0	1	0	1	0	1	0
15:30	15:45	0	0	0	0	196	5	0	0	87	0	1	0	0	0	0	0	77	1	2	0	43	0	1	0	0	0	0	0	65	0	1	0	315	6	0	0	0	0	0	0	1	0	1	0	0	0	0	0
15:45	16:00	0	0	0	0	213	3	0	0	90	0	0	0	0	0	0	0	75	0	0	0	61	0	1	0	0	0	0	0	57	0	0	0	360	3	3	1	0	0	0	0	0	0	0	0	2	0	0	0
16:00	16:15	0	0	0	0	230	1	2	0	88	0	0	0	0	0	0	0	97	0	0	0	44	0	1	0	0	0	0	0	55	0	4	0	340	6	1	0	0	0	0	0	2	0	0	0	2	0	1	0
16:15	16:30	0	0	0	0	227	1	1	0	83	2	1	0	0	0	0	0	84	2	0	0	51	0	1	0	0	0	0	0	54	1	3	0	316	5	2	0	1	0	0	0	0	1	0	0	2	0	0	1
16:30	16:45	0	0	0	0	207	1	7	0	79	0	2	0	0	0	0	0	119	2	0	0	55	1	3	0	0	0	0	0	65	0	1	0	353	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:45	17:00	0	0	0	0	249	2	0	1	78	2	0	0	0	0	0	0	76	0	0	0	59	0	0	0	0	0	0	0	58	0	0	0	351	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	237	2	0	0	71	1	0	0	0	0	0	0	82	0	0	0	52	0	1	0	0	0	0	0	63	0	2	1	342	1	2	0	0	0	0	0	1	0	1	0	0	0	2	0
17:15	17:30	0	0	0	0	250	1	0	0	82	0	0	0	0	0	0	0	87	0	0	1	62	0	1	0	0	0	0	0	61	0	0	1	386	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0
17:30	17:45	0	0	0	0	273	2	0	0	81	1	0	0	0	0	0	0	101	1	0	0	67	0	1	0	0	0	0	0	71	0	1	0	365	4	1	0	0	0	0	0	0	0	0	0	2	0	0	0
17:45	18:00	0	0	0	0	238	0	1	0	90	0	0	0	0	0	0	0	93	1	0	0	71	0	0	0	0	0	0	0	76	0	1	2	383	3	0	0	0	0	0	0	1	0	1	0	0	0	1	0
18:00	18:15	0	0	0	0	251	1	0	0	68	0	0	0	0	0	0	0	84	0	0	1	48	0	1	0	0	0	0	0	78	1	0	0	343	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	205	0	1	0	79	0	0	1	0	0	0	0	85	1	0	0	39	0	0	0	0	0	0	0	75	0	1	0	329	1	1	0	0	0	1	0	0	0	2	0	0	0	1	1
18:30	18:45	0	0	0	0	188	2	0	0	77	0	0	0	0	0	0	0	62	0	0	0	46	1	1	0	0	0	0	0	58	1	1	0	296	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	155	0	0	1	77	0	0	0	0	0	0	0	56	0	0	1	32	0	0	0	0	0	0	0	52	0	0	1	219	2	0	0	0	0	0	0	2	1	0	0	1	0	0	1

Absolute Value

TIME		VEHICLE MOVEMENTS 1				2				3				4				5				6				7				8				9				Pedestrian Movements P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	254	7	0	1	42	1	0	0	0	0	0	0	42	0	0	0	11	1	0	1	0	0	0	0	5	0	0	0	166	1	0	1	0	0	0	0	0	0	0	0	1	0
7:15	7:30	0	0	0	0	581	16	2	2	83	2	0	0	0	0	0	0	82	0	0	0	33	2	2	1	0	0	0	0	20	0	0	0	358	6	1	1	0	0	0	0	0	0	0	0	2	0
7:30	7:45	0	0	0	0	931	20	2	3	128	3	0	0	0	0	0	0	157	1	1	0	67	3	3	1	0	0	0	0	47	0	2	0	662	8	1	1	0	0	0	0	3	0	1	0	2	1	3	0
7:45	8:00	0	0	0	0	1229	25	2	3	191	5	0	0	0	0	0	0	248	1	1	0	99	3	4	1	0	0	0	0	78	0	2	0	948	12	2	1	0	0	0	0	3	0	1	1	2	1	4	0
8:00	8:15	0	0	0	0	1593	30	2	3	259	7	0	0	0	0	0	0	328	2	1	0	136	5	4	1	0	0	0	0	112	1	3	0	1284	17	3	1	0	0	0	0	3	0	1	1	2	4	5	0
8:15	8:30	0	0	0	0	1909	38	3	3	343	8	1	0	0	0	0	0	410	2	6	0	169	8	5	1	0	0	0	0	142	2	3	0	1586	19	11	1	0	0	0	0	3	0	1	1	2	4	5	0
8:30	8:45	0	0	0	0	2234	46	3	3	421	8	1	0	0	0	0	0	503	5	6	0	202	9	6	1	0	0	0	0	190	2	3	0	1917	24	14	1	0	0	0	0	3	0	6	1	2	4	5	0
8:45	9:00	0	0	0	0	2538	53	3	3	515	8	2	0	0	0	0	0	570	6	6	1	216	9	6	1	0	0	0	0	237	2	4	0	2218	28	14	1	0	0	0	0	3	0	7	1	2	6	5	0
9:00	9:15	0	0	0	0	2823	54	4	3	606	8	2	0	0	0	0	0	632	6	6	1	250	9	7	1	0	0	0	0	282	2	5	0	2459	37	14	1	0	0	0	0	4	0	8	1	4	6	5	0
9:15	9:30	0	0	0	0	3051	60	6	3	683	12	3	0	0	0	0	0	691	6	7	1	274	10	7	1	0	0	0	0	325	2	6	0	2652	111	14	1	0	0	1	0	4	0	8	1	4	6	6	0
9:30	9:45	0	0	0	0	3282	64	6	3	761	14	6	0	0	0	0	0	722	8	7	1	291	10	8	2	0	0	0	0	388	2	8	0	2827	114	15	2	0	0	1	0	4	0	10	1	4	7	8	0
9:45	10:00	0	0	0	0	3488	67	6	3	825	16	7	0	0	0	0	0	757	8	7	1	315	12	8	2	0	0	0	0	433	2	8	0	2993	119	15	2	0	0	2	0	5	0	10	1	4	7	8	0
15:00	15:15	0	0	0	0	176	5	0	0	75	1	0	0	0	0	0	0	84	0	0	0	57	0	0	0	0	0	0	0	51	1	0	0	285	14	0	0	0	0	0	0	1	0	3	0	0	0	0	0
15:15	15:30	0	0	0	0	370	6	0	0	154	1	4	0	0	0	0	0	158	2	0	0	109	1	1	0	0	0	0	0	105	1	1	0	578	22	1	0	0	0	0	0	2	0	4	0	1	0	1	0
15:30	15:45	0	0	0	0	566	11	0	0	241	1	5	0	0	0	0	0	235	3	2	0	152	1	2	0	0	0	0	0	170	1	2	0	893	28	1	0	0	0	0	0	3	0	5	0	1	1	1	0
15:45	16:00	0	0	0	0	779	14	0	0	331	1	5	0	0	0	0	0	310	3	2	0	213	1	3	0	0	0	0	0	227	1	2	0	1253	31	4	1	0	0	0	0	3	0	5	0	3	1	1	0
16:00	16:15	0	0	0	0	1009	15	2	0	419	1	5	0	0	0	0	0	407	3	2	0	257	1	4	0	0	0	0	0	282	1	6	0	1593	37	5	1	0	0	0	0	5	0	5	0	5	1	2	0
16:15	16:30	0	0	0	0	1236	16	3	0	502	3	6	0	0	0	0	0	491	5	2	0	308	1	5	0	0	0	0	0	336	2	9	0	1909	42	7	1	1	0	0	0	5	1	5	0	7	1	2	1
16:30	16:45	0	0	0	0	1443	17	10	0	581	3	8	0	0	0	0	0	610	7	2	0	363	2	8	0	0	0	0	0	401	2	10	0	2262	48	7	1	1	0	0	0	5	1	5	0	7	1	3	1
16:45	17:00	0	0	0	0	1692	19	10	1	659	5	8	0	0	0	0	0	686	7	2	0	422	2	8	0	0	0	0	0	459	2	10	0	2613	54	7	1	1	0	0	0	6	1	5	0	7	1	3	1
17:00	17:15	0	0	0	0	1929	21	10	1	730	6	8	0	0	0	0	0	768	7	2	0	474	2	9	0	0	0	0	0	522	2	12	1	2955	55	9	1	1	0	0	0	7	1	6	0	7	1	5	1
17:15	17:30	0	0	0	0	2179	22	10	1	812	6	8	0	0	0	0	0	855	7	2	1	536	2	10	0	0	0	0	0	583	2	12	2	3341	57	9	1	1	0	0	0	9	1	7	0	7	1	5	1
17:30	17:45	0	0	0	0	2452	24	10	1	893	7	8	0	0	0	0	0	956	8	2	1	603	2	11	0	0	0	0	0	654	2	13	2	3706	61	10	1	1	0	0	0	9	1	7	0	9	1	5	1
17:45	18:00	0	0	0	0	2690	24	11	1	983	7	8	0	0	0	0	0	1049	9	2	1	674	2	11	0	0	0	0	0	730	2	14	4	4089	64	10	1	1	0	0	0	10	1	8	0	9	1	6	1
18:00	18:15	0	0	0	0	2941	25	11	1	1051	7	8	0	0	0	0	0	1133	9	2	2	722	2	12	0	0	0	0	0	808	3	14	4	4432	68	10	1	1	0	0	0	10	1	9	0	9	1	6	1
18:15	18:30	0	0	0	0	3146	25	12	1	1130	7	8	1	0	0	0	0	1218	10	2	2	761	2	12	0	0	0	0	0	883	3	15	4	4761	69	11	1	1	0	1	0	12	1	9	0	10	2	7	3
18:30	18:45	0	0	0	0	3334	27	12	1	1207	7	8	1	0	0	0	0	1280	10	2	2	807	3	13	0	0	0	0	0	941	4	16	4	5057	71	11	1	1	0	1	0	12	1	9	0	10	2	7	3
18:45	19:00	0	0	0	0	3489	27	12	2	1284	7	8	1	0	0	0	0	1336	10	2	3	839	3	13	0	0	0	0	0	993	4	16	5	5276	73	11	1	1	0	1	0	14	2	9	0	11	2	7	4

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Quentin Rd and Park Entrance
Date: Thu 18/10/2018 **Time:** 7-10am and 3-7pm
Weather: Overcast



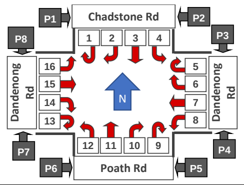
Absolute Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	1	0	0	0	4	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	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	5	0	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
7:30	7:45	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	0	6	0	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	0	0
7:45	8:00	1	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
8:00	8:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15	8:30	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
8:30	8:45	0	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
8:45	9:00	0	0	0	0	1	0	0	0	10	0	0	1	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	2	1
9:00	9:15	0	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0
9:30	9:45	0	0	0	0	0	0	0	0	12	0	2	0	0	0	0	0	2	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	4	0	1	0
9:45	10:00	0	0	0	0	3	0	0	0	11	0	1	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	4	0
15:00	15:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	9	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
15:15	15:30	0	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	1	0	2	0	6	0
15:30	15:45	1	0	0	0	1	0	0	0	20	0	0	0	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	5	0
15:45	16:00	0	0	0	0	1	0	0	0	22	0	0	0	0	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	4	0	3	0
16:00	16:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0
16:15	16:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
16:30	16:45	0	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	12	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0
16:45	17:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0
17:00	17:15	0	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0
17:15	17:30	1	0	0	0	3	0	0	0	15	0	0	0	0	0	0	0	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
17:45	18:00	1	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	6	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	4	0	0	0
18:00	18:15	1	0	0	0	0	0	0	0	9	0	0	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	2	0	6	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:30	18:45	1	0	0	0	0	0	0	0	5	1	0	0	0	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	5	0	1	0	0	0
18:45	19:00	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	7	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accumulative Value

		VEHICLE MOVEMENTS																																Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	1	0	0	0	4	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	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	1	0	0	0	8	0	0	1	0	0	0	0	6	0	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
7:30	7:45	0	0	0	0	1	0	0	0	15	0	0	2	0	0	0	0	12	0	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	2	0
7:45	8:00	1	0	0	0	1	0	0	0	22	1	0	2	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	4	0
8:00	8:15	1	0	0	0	1	0	0	0	24	1	0	2	0	0	0	0	37	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	4	0
8:15	8:30	1	0	0	0	2	0	0	0	28	1	0	2	0	0	0	0	46	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	7	0
8:30	8:45	1	0	0	0	3	0	0	0	34	1	0	2	0	0	0	0	63	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	6	0	0	0	8	0
8:45	9:00	1	0	0	0	4	0	0	0	44	1	0	3	0	0	0	0	81	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	1	2	0	0	0	6	0	0	0	10	1
9:00	9:15	1	0	0	0	5	0	0	0	58	1	0	3	0	0	0	0	87	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	2	0	0	1	2	0	0	0	6	0	0	0	10	1
9:15	9:30	1	0	0	0	5	0	0	0	65	1	0	3	0	0	0	0	91	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	2	0	0	1	2	0	0	0	6	0	0	0	13	0
9:30	9:45	1	0	0	0	5	0	0	0	77	1	2	3	0	0	0	0	93	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	2	0	0	1	2	0	0	0	6	0	0	0	17	0
9:45	10:00	1	0	0	0	8	0	0	0	88	1	3	3	0	0	0	0	95	1	1	0	3	0	0	0	0	0	0	0	8	0	0	0	3	0	0	1	2	0	0	0	6	0	0	0	18	1
15:00	15:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	9	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
15:15	15:30	0	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	23	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	1	0	2	0	6	0
15:30	15:45	1	0	0	0	2	0	0	0	34	0	0	0	0	0	0	0	33	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	1	0	3	0	11	0
15:45	16:00	1	0	0	0	3	0	0	0	56	0	0	0	0	0	0	0	41	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	7	0	14	0
16:00	16:15	1	0	0	0	3	0	0	0	59	0	0	0	0	0	0	0	49	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	4	0	0	0	0	0	0	0	2	0	5	0	11	0
16:15	16:30	1	0	0	0	3	0	0	0	71	0	0	0	0	0	0	0	51	0	0	0	10	0	0	0	0	0	0	0	9	0	0	0	4	0	0	0	0	0	0	0	2	0	5	0	12	0
16:30	16:45	1	0	0	0	4	0	0	0	81	0	0	0	0	0	0	0	63	0	0	0	11	0	0	0	0	0	0	0	11	0	0	0	4	0	0	0	0	0	0	0	2	0	7	0	14	0
16:45	17:00	1	0	0	0	4	0	0	0	84	0	0	0	0	0	0	0	64	0	0	0	11	0	0	0	0	0	0	0	12	0	0	0	4	0	0	0	0	0	0	0	2	0	7	0	18	0
17:00	17:15	1	0	0	0	6	0	0	0	93	0	0	0	0	0	0	0	69	0	0	0	12	0	0	0	0	0	0	0	14	0	0	0	4	0	0	0	0	0	0	0	2	0	8	0	22	0
17:15	17:30	2	0	0	0	9	0	0	0	108	0	0	0	0	0	0	0	77	0	0	1	13	0	0	0	0	0	0	0	14	0	0	0	5	0	0	0	0	0	0	0	2	0	8	0	25	0
17:30	17:45	2	0	0	0	9	0	0	0	116	0	0	0	0	0	0	0	80	0	0	1	14	0	0	0	0	0	0	0	16	0	0	0	5	0	0	0	0	0	0	0	3	0	9	0	29	0
17:45	18:00	3	0	0	0	10	0	0	0	123	0	0	0	0	0	0	0	86	0	0	1	14	0	0	0	0	0	0	0	16	0	0	0	5	0	0	0	0	0	0	0	3	0	9	0	31	0
18:00	18:15	4	0	0	0	10	0	0	0	132	0	0	0	0	0	0	0	88	0	0	1	16	0	0	0	0	0	0	0	16	0	0	0	5	0	0	0	0	0	0	0	3	0	9	0	33	0
18:15	18:30	4	0	0	0	10	0	0	0	145	0	0	0	0	0	0	0	89	0	0	1	17	0	0	0	0	0	0	0	20	0	0	0	5	0	0	0	1	0	0	0	3	0	9	0	33	0
18:30	18:45	5	0	0	0	10	0	0	0	150	1	0	0	0	0	0	0	93	0	0	1	17	0	0	0	0	0	0	0	20	0	0	0	5	0	0	0	1	0	0	0	3	0	9	0	38	0
18:45	19:00	5	0	0	0	12	0	0	0	153	1	0	0	0	0	0	0	100	0	0	2	18	0	0	0	0	0	0	0	23	0	0	0	5	0	0	0	1	0	0	0	3	0	9	0	38	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Prince Hwy and Chadstone Rd Poath Rd
Date: Sat 20/10/2018 **Time:** 9am-4pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4				5				6			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	20	0	0	0	14	0	0	0	28	0	0	0	1	0	0	0	12	0	0	0
9:15	9:30	0	0	0	0	34	0	0	0	26	0	0	0	23	0	0	0	1	0	0	0	15	0	0	0
9:30	9:45	0	0	0	0	31	0	0	0	28	0	0	0	30	1	0	0	0	0	0	0	13	1	0	0
9:45	10:00	0	0	0	0	52	0	0	0	41	0	0	0	25	0	1	0	0	0	0	0	22	1	1	0
10:00	10:15	0	0	0	0	50	0	0	0	39	0	0	0	37	1	0	0	1	0	0	0	20	0	0	0
10:15	10:30	0	0	0	0	48	1	0	0	43	0	0	0	37	0	0	0	1	0	0	0	25	0	0	0
10:30	10:45	0	0	0	0	62	0	0	0	65	1	0	0	45	0	0	0	1	0	0	0	18	0	0	0
10:45	11:00	0	0	0	0	63	0	0	0	53	0	0	0	34	0	1	0	1	0	0	0	23	0	1	0
11:00	11:15	0	0	0	0	65	0	0	1	61	0	0	0	42	0	0	0	0	0	0	0	30	0	1	0
11:15	11:30	0	0	0	0	51	0	1	0	64	0	0	0	57	0	0	0	0	0	0	0	16	0	0	0
11:30	11:45	0	0	0	0	60	0	0	0	62	0	0	0	51	0	0	0	1	0	0	0	28	0	0	0
11:45	12:00	0	0	0	0	78	0	0	0	74	0	0	0	42	0	1	0	1	0	0	0	28	0	0	0
12:00	12:15	0	0	0	0	76	0	0	0	77	0	0	0	59	0	0	0	0	0	0	0	33	0	0	1
12:15	12:30	0	0	0	0	76	0	0	0	82	0	0	1	66	0	0	0	1	0	0	0	29	0	0	0
12:30	12:45	0	0	0	0	59	0	0	0	77	0	0	0	50	0	0	0	2	0	0	0	34	0	0	0
12:45	13:00	0	0	0	0	79	0	0	0	90	0	0	1	58	0	1	0	1	0	0	0	24	0	0	0
13:00	13:15	0	0	0	0	62	0	0	0	72	0	0	0	70	2	0	0	0	0	0	0	35	0	1	0
13:15	13:30	0	0	0	0	72	0	0	0	66	0	0	0	50	1	0	0	2	0	0	0	32	0	1	0
13:30	13:45	0	0	0	0	60	0	0	0	81	0	0	0	68	0	0	0	0	0	0	0	23	0	0	0
13:45	14:00	0	0	0	0	70	0	0	0	63	0	0	1	87	1	0	0	1	0	0	0	30	0	0	0
14:00	14:15	0	0	0	0	90	0	0	0	93	0	0	0	78	0	0	0	3	0	0	0	20	0	1	0
14:15	14:30	0	0	0	0	86	0	0	0	78	0	0	0	59	0	0	0	1	0	0	0	24	0	0	0
14:30	14:45	0	0	0	0	69	0	0	0	90	1	0	1	99	1	0	0	4	0	0	0	26	0	0	0
14:45	15:00	0	0	0	0	85	0	0	0	101	0	0	1	79	0	1	0	1	0	0	0	28	1	1	0
15:00	15:15	0	0	0	0	89	0	0	0	82	0	0	0	91	1	0	0	0	0	0	0	27	0	0	0
15:15	15:30	0	0	0	0	69	0	0	0	100	0	0	0	68	0	0	0	0	0	0	0	30	0	0	0
15:30	15:45	0	0	0	0	75	0	0	0	65	0	0	0	69	0	0	0	0	0	0	0	23	0	0	0
15:45	16:00	1	0	0	0	86	0	0	0	101	0	0	0	64	0	1	1	0	0	0	0	26	0	1	0

TIME		7				8				9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	334	9	1	0	16	0	0	0	0	0	0	0	55	3	1	0	47	0	0	0	17	1	0	0
9:15	9:30	360	11	2	0	14	0	1	0	0	0	0	0	68	0	1	0	54	0	0	0	14	0	0	0
9:30	9:45	413	10	3	1	28	0	2	0	0	0	0	0	52	1	0	0	68	0	0	0	18	3	0	0
9:45	10:00	419	12	3	0	23	1	0	0	0	0	0	0	67	0	1	0	78	0	0	0	18	0	0	0
10:00	10:15	412	5	0	0	28	0	0	0	0	0	0	0	48	1	0	0	92	0	0	0	17	0	0	0
10:15	10:30	459	7	1	0	20	1	1	0	0	0	0	0	64	0	1	0	69	0	0	1	23	0	0	0
10:30	10:45	370	4	5	0	30	0	1	0	0	0	0	0	57	3	1	0	84	0	1	0	22	2	0	0
10:45	11:00	465	9	4	0	32	0	1	0	0	0	0	0	42	1	1	0	43	0	0	0	17	0	0	0
11:00	11:15	440	6	5	0	18	1	0	0	0	0	0	0	59	0	0	0	71	0	0	0	25	0	0	0
11:15	11:30	518	7	1	0	35	0	1	0	0	0	0	0	42	3	1	1	69	0	0	0	23	0	0	0
11:30	11:45	505	6	2	2	34	1	1	0	0	0	0	0	57	2	0	0	50	0	0	0	14	0	0	0
11:45	12:00	497	2	3	1	35	2	1	0	0	0	0	0	55	3	0	0	82	0	0	0	17	0	0	0
12:00	12:15	534	2	2	0	45	1	0	0	0	0	0	0	59	0	0	0	74	0	0	0	18	0	0	0
12:15	12:30	444	7	0	0	36	0	1	0	0	0	0	0	69	2	1	1	71	0	0	0	24	0	0	0
12:30	12:45	456	5	3	0	41	0	0	0	0	0	0	0	49	2	0	0	57	0	0	0	14	0	0	0
12:45	13:00	399	5	2	0	26	0	1	2	0	0	0	0	66	0	2	0	78	0	0	0	20	0	0	0
13:00	13:15	452	3	1	1	37	0	0	0	0	0	0	0	75	1	0	0	62	0	0	0	21	0	0	0
13:15	13:30	446	3	1	0	38	0	1	0	0	0	0	0	67	0	2	0	57	0	0	0	16	0	0	0
13:30	13:45	455	5	2	0	44	0	1	0	0	0	0	0	69	0	0	0	61	0	0	0	16	1	0	0
13:45	14:00	492	3	4	1	32	0	0	0	0	0	0	0	50	2	0	0	75	0	0	0	13	0	0	0
14:00	14:15	435	3	1	0	34	0	1	0	0	0	0	0	47	0	1	0	76	1	0	0	22	0	0	0
14:15	14:30	463	2	2	1	46	0	0	0	1	0	0	0	57	1	0	0	50	0	0	0	13	0	1	0
14:30	14:45	438	3	4	1	33	0	2	0	0	0	0	0	60	0	0	0	68	0	0	0	18	0	0	0
14:45	15:00	444	5	4	0	39	0	0	0	0	0	0	0	53	0	1	0	63	0	0	0	13	0	0	0
15:00	15:15	475	4	1	3	41	1	1	0	0	0	0	0	52	1	0	0	54	0	0	1	12	0	0	0
15:15	15:30	431	1	1	1	35	0	0	0	0	0	0	0	54	1	2	0	65	0	0	0	22	0	0	0
15:30	15:45	502	3	3	0	38	0	1	0	0	0	0	0	50	0	0	0	57	0	0	0	18	0	0	0
15:45	16:00	457	3	5	1	35	0	1	0	0	0	0	0	51	0	0	0	70	1	0	1	17	0	0	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	1	0	0	0	11	0	0	0	404	14	0	5	57	0	0	0
9:15	9:30	0	0	0	0	11	1	0	0	315	7	0	0	57	0	1	0
9:30	9:45	0	0	0	0	20	0	0	0	415	7	2	0	64	0	0	0
9:45	10:00	0	0	0	0	12	1	0	0	386	15	0	0	77	0	0	0
10:00	10:15	1	0	0	0	17	0	0	0	400	7	2	0	141	0	0	0
10:15	10:30	0	0	0	0	8	0	0	0	463	7	3	0	74	0	0	0
10:30	10:45	5	0	0	0	10	1	0	0	448	12	2	0	77	0	1	0
10:45	11:00	1	0	0	0	16	0	0	0	509	11	1	0	78	0	1	0
11:00	11:15	0	0	0	0	18	2	0	0	394	16	2	0	78	0	0	0
11:15	11:30	0	0	0	0	13	1	0	0	528	13	0	0	67	0	0	1
11:30	11:45	2	0	0	0	16	0	0	0	467	10	2	1	74	0	0	0
11:45	12:00	0	0	0	0	16	0	0	0	465	10	1	0	77	0	0	0
12:00	12:15	1	0	0	0	13	0	0	0	391	10	2	0	56	0	1	0
12:15	12:30	0	0	0	0	16	0	0	0	343	8	3	0	51	0	0	0
12:30	12:45	0	0	0	0	19	0	0	0	492	4	1	0	60	0	0	0
12:45	13:00	0	0	0	0	20	0	0	0	452	9	3	1	72	0	0	0
13:00	13:15	0	0	0	0	21	0	0	0	454	3	5	0	68	0	0	0
13:15	13:30	2	0	0	0	19	0	0	0	469	6	2	0	64	0	0	0
13:30	13:45	0	0	0	0	21	0	0	0	503	2	1	0	70	0	0	0
13:45	14:00	0	0	0	0	13	0	0	0	535	9	2	0	75	0	0	0
14:00	14:15	0	0	0	0	12	1	0	0	448	5	2	0	69	0	0	0
14:15	14:30	0	0	0	0	23	0	0	0	588	9	4	0	66	0	0	0
14:30	14:45	0	0	0	0	20	0	0	0	482	6	0	0	70	0	0	0
14:45	15:00	0	0	0	0	12	0	0	0	496	3	1	0	62	0	0	0
15:00	15:15	0	0	0	0	17	0	0	0	461	3	1	0	94	1	0	0
15:15	15:30	0	0	0	0	17	0	0	0	492	4	2	0	78	0	0	0
15:30	15:45	0	0	0	0	18	0	0	0	505	5	0	0	73	0	0	0
15:45	16:00	0	0	0	0	17	0	0	0	455	5	0	0	51	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	5	0	3	0	2	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
10:00	10:15	5	1	0	0	0	0	0	0	2	0	1	0	1	0	2	0
10:15	10:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	10:45	1	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0
10:45	11:00	2	0	0	0	0	0	0	0	2	0	1	0	1	0	2	0
11:00	11:15	2	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0
11:15	11:30	8	0	0	0	0	0	0	0	2	0	2	0	2	0	2	0
11:30	11:45	3	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0
11:45	12:00	5	0	1	0	0	0	0	0	3	0	2	0	2	0	3	0
12:00	12:15	4	3	0	0	0	0	0	0	1	0	5	0	5	0	1	0
12:15	12:30	5	1	3	0	0	0	0	0	3	0	2	0	2	0	3	0
12:30	12:45	4	0	3	1	0	0	0	0	2	0	3	0	3	0	1	0
12:45	13:00	0	0	0	0	0	0	0	0	2	0	3	0	3	0	2	0
13:00	13:15	5	0	6	0	0	0	0	0	0	0	2	0	2	0	0	0
13:15	13:30	5	0	0	0	0	0	1	0	4	0	7	0	7	0	4	0
13:30	13:45	8	2	3	0	0	0	0	0	0	0	7	0	7	0	0	0
13:45	14:00	5	1	1	0	0	0	0	0	2	0	6	0	7	0	3	0
14:00	14:15	13	3	0	0	0	0	0	0	2	0	1	0	1	0	2	0
14:15	14:30	13	0	2	0	0	0	0	0	0	0	10	0	11	0	3	0
14:30	14:45	8	0	2	0	0	0	0	0	6	0	7	1	7	1	3	0
14:45	15:00	5	0	5	0	0	0	0	0	6	0	2	0	2	0	2	0
15:00	15:15	3	0	3	0	0	0	0	0	7	1	5	0	5	0	7	1
15:15	15:30	6	0	3	0	0	0	1	0	5	0	9	0	8	0	5	0
15:30	15:45	3	0	0	0	0	0	1	0	4	0	3	0	2	0	3	0
15:45	16:00	3	0	6	0	0	0	0	0	7	0	9	0	9	1	7	0

Accumulative Value

VEHICLE MOVEMENTS

TIME		1				2				3				4				5				6			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	20	0	0	0	14	0	0	0	28	0	0	0	1	0	0	0	12	0	0	0
9:15	9:30	0	0	0	0	54	0	0	0	40	0	0	0	51	0	0	0	2	0	0	0	27	0	0	0
9:30	9:45	0	0	0	0	85	0	0	0	68	0	0	0	81	1	0	0	2	0	0	0	40	1	0	0
9:45	10:00	0	0	0	0	137	0	0	0	109	0	0	0	106	1	1	0	2	0	0	0	62	2	1	0
10:00	10:15	0	0	0	0	187	0	0	0	148	0	0	0	143	2	1	0	3	0	0	0	82	2	1	0
10:15	10:30	0	0	0	0	235	1	0	0	191	0	0	0	180	2	1	0	4	0	0	0	107	2	1	0
10:30	10:45	0	0	0	0	297	1	0	0	256	1	0	0	225	2	1	0	5	0	0	0	125	2	1	0
10:45	11:00	0	0	0	0	360	1	0	0	309	1	0	0	259	2	2	0	6	0	0	0	148	2	2	0
11:00	11:15	0	0	0	0	425	1	0	1	370	1	0	0	301	2	2	0	6	0	0	0	178	2	3	0
11:15	11:30	0	0	0	0	476	1	1	1	434	1	0	0	358	2	2	0	6	0	0	0	194	2	3	0
11:30	11:45	0	0	0	0	536	1	1	1	496	1	0	0	409	2	2	0	7	0	0	0	222	2	3	0
11:45	12:00	0	0	0	0	614	1	1	1	570	1	0	0	451	2	3	0	8	0	0	0	250	2	3	0
12:00	12:15	0	0	0	0	690	1	1	1	647	1	0	0	510	2	3	0	8	0	0	0	283	2	3	1
12:15	12:30	0	0	0	0	766	1	1	1	729	1	0	1	576	2	3	0	9	0	0	0	312	2	3	1
12:30	12:45	0	0	0	0	825	1	1	1	806	1	0	1	626	2	3	0	11	0	0	0	346	2	3	1
12:45	13:00	0	0	0	0	904	1	1	1	896	1	0	2	684	2	4	0	12	0	0	0	370	2	3	1
13:00	13:15	0	0	0	0	966	1	1	1	968	1	0	2	754	4	4	0	12	0	0	0	405	2	4	1
13:15	13:30	0	0	0	0	1038	1	1	1	1034	1	0	2	804	5	4	0	14	0	0	0	437	2	5	1
13:30	13:45	0	0	0	0	1098	1	1	1	1115	1	0	2	872	5	4	0	14	0	0	0	460	2	5	1
13:45	14:00	0	0	0	0	1168	1	1	1	1178	1	0	3	959	6	4	0	15	0	0	0	490	2	5	1
14:00	14:15	0	0	0	0	1258	1	1	1	1271	1	0	3	1037	6	4	0	18	0	0	0	510	2	6	1
14:15	14:30	0	0	0	0	1344	1	1	1	1349	1	0	3	1096	6	4	0	19	0	0	0	534	2	6	1
14:30	14:45	0	0	0	0	1413	1	1	1	1439	2	0	4	1195	7	4	0	23	0	0	0	560	2	6	1
14:45	15:00	0	0	0	0	1498	1	1	1	1540	2	0	5	1274	7	5	0	24	0	0	0	588	3	7	1
15:00	15:15	0	0	0	0	1587	1	1	1	1622	2	0	5	1365	8	5	0	24	0	0	0	615	3	7	1
15:15	15:30	0	0	0	0	1656	1	1	1	1722	2	0	5	1433	8	5	0	24	0	0	0	645	3	7	1
15:30	15:45	0	0	0	0	1731	1	1	1	1787	2	0	5	1502	8	5	0	24	0	0	0	668	3	7	1
15:45	16:00	1	0	0	0	1817	1	1	1	1888	2	0	5	1566	8	6	1	24	0	0	0	694	3	8	1

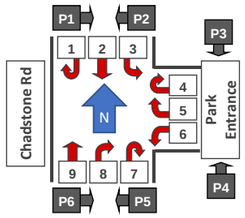
TIME		7				8				9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	334	9	1	0	16	0	0	0	0	0	0	0	55	3	1	0	47	0	0	0	17	1	0	0
9:15	9:30	694	20	3	0	30	0	1	0	0	0	0	0	123	3	2	0	101	0	0	0	31	1	0	0
9:30	9:45	1107	30	6	1	58	0	3	0	0	0	0	0	175	4	2	0	169	0	0	0	49	4	0	0
9:45	10:00	1526	42	9	1	81	1	3	0	0	0	0	0	242	4	3	0	247	0	0	0	67	4	0	0
10:00	10:15	1938	47	9	1	109	1	3	0	0	0	0	0	290	5	3	0	339	0	0	0	84	4	0	0
10:15	10:30	2397	54	10	1	129	2	4	0	0	0	0	0	354	5	4	0	408	0	0	1	107	4	0	0
10:30	10:45	2767	58	15	1	159	2	5	0	0	0	0	0	411	8	5	0	492	0	1	1	129	6	0	0
10:45	11:00	3232	67	19	1	191	2	6	0	0	0	0	0	453	9	6	0	535	0	1	1	146	6	0	0
11:00	11:15	3672	73	24	1	209	3	6	0	0	0	0	0	512	9	6	0	606	0	1	1	171	6	0	0
11:15	11:30	4190	80	25	1	244	3	7	0	0	0	0	0	554	12	7	1	675	0	1	1	194	6	0	0
11:30	11:45	4695	86	27	3	278	4	8	0	0	0	0	0	611	14	7	1	725	0	1	1	208	6	0	0
11:45	12:00	5192	88	30	4	313	6	9	0	0	0	0	0	666	17	7	1	807	0	1	1	225	6	0	0
12:00	12:15	5726	90	32	4	358	7	9	0	0	0	0	0	725	17	7	1	881	0	1	1	243	6	0	0
12:15	12:30	6170	97	32	4	394	7	10	0	0	0	0	0	794	19	8	2	952	0	1	1	267	6	0	0
12:30	12:45	6626	102	35	4	435	7	10	0	0	0	0	0	843	21	8	2	1009	0	1	1	281	6	0	0
12:45	13:00	7025	107	37	4	461	7	11	2	0	0	0	0	909	21	10	2	1087	0	1	1	301	6	0	0
13:00	13:15	7477	110	38	5	498	7	11	2	0	0	0	0	984	22	10	2	1149	0	1	1	322	6	0	0
13:15	13:30	7923	113	39	5	536	7	12	2	0	0	0	0	1051	22	12	2	1206	0	1	1	338	6	0	0
13:30	13:45	8378	118	41	5	580	7	13	2	0	0	0	0	1120	22	12	2	1267	0	1	1	354	7	0	0
13:45	14:00	8870	121	45	6	612	7	13	2	0	0	0	0	1170	24	12	2	1342	0	1	1	367	7	0	0
14:00	14:15	9305	124	46	6	646	7	14	2	0	0	0	0	1217	24	13	2	1418	1	1	1	389	7	0	0
14:15	14:30	9768	126	48	7	692	7	14	2	1	0	0	0	1274	25	13	2	1468	1	1	1	402	7	1	0
14:30	14:45	10206	129	52	8	725	7	16	2	1	0	0	0	1334	25	13	2	1536	1	1	1	420	7	1	0
14:45	15:00	10650	134	56	8	764	7	16	2	1	0	0	0	1387	25	14	2	1599	1	1	1	433	7	1	0
15:00	15:15	11125	138	57	11	805	8	17	2	1	0	0	0	1439	26	14	2	1653	1	1	2	445	7	1	0
15:15	15:30	11556	139	58	12	840	8	17	2	1	0	0	0	1493	27	16	2	1718	1	1	2	467	7	1	0
15:30	15:45	12058	142	61	12	878	8	18	2	1	0	0	0	1543	27	16	2	1775	1	1	2	485	7	1	0
15:45	16:00	12515	145	66	13	913	8	19	2	1	0	0	0	1594	27	16	2	1845	2	1	3	502	7	1	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	1	0	0	0	11	0	0	0	404	14	0	5	57	0	0	0
9:15	9:30	1	0	0	0	22	1	0	0	719	21	0	5	114	0	1	0
9:30	9:45	1	0	0	0	42	1	0	0	1134	28	2	5	178	0	1	0
9:45	10:00	1	0	0	0	54	2	0	0	1520	43	2	5	255	0	1	0
10:00	10:15	2	0	0	0	71	2	0	0	1920	50	4	5	396	0	1	0
10:15	10:30	2	0	0	0	79	2	0	0	2383	57	7	5	470	0	1	0
10:30	10:45	7	0	0	0	89	3	0	0	2831	69	9	5	547	0	2	0
10:45	11:00	8	0	0	0	105	3	0	0	3340	80	10	5	625	0	3	0
11:00	11:15	8	0	0	0	123	5	0	0	3734	96	12	5	703	0	3	0
11:15	11:30	8	0	0	0	136	6	0	0	4262	109	12	5	770	0	3	1
11:30	11:45	10	0	0	0	152	6	0	0	4729	119	14	6	844	0	3	1
11:45	12:00	10	0	0	0	168	6	0	0	5194	129	15	6	921	0	3	1
12:00	12:15	11	0	0	0	181	6	0	0	5585	139	17	6	977	0	4	1
12:15	12:30	11	0	0	0	197	6	0	0	5928	147	20	6	1028	0	4	1
12:30	12:45	11	0	0	0	216	6	0	0	6420	151	21	6	1088	0	4	1
12:45	13:00	11	0	0	0	236	6	0	0	6872	160	24	7	1160	0	4	1
13:00	13:15	11	0	0	0	257	6	0	0	7326	163	29	7	1228	0	4	1
13:15	13:30	13	0	0	0	276	6	0	0	7795	169	31	7	1292	0	4	1
13:30	13:45	13	0	0	0	297	6	0	0	8298	171	32	7	1362	0	4	1
13:45	14:00	13	0	0	0	310	6	0	0	8833	180	34	7	1437	0	4	1
14:00	14:15	13	0	0	0	322	7	0	0	9281	185	36	7	1506	0	4	1
14:15	14:30	13	0	0	0	345	7	0	0	9869	194	40	7	1572	0	4	1
14:30	14:45	13	0	0	0	365	7	0	0	10351	200	40	7	1642	0	4	1
14:45	15:00	13	0	0	0	377	7	0	0	10847	203	41	7	1704	0	4	1
15:00	15:15	13	0	0	0	394	7	0	0	11308	206	42	7	1798	1	4	1
15:15	15:30	13	0	0	0	411	7	0	0	11800	210	44	7	1876	1	4	1
15:30	15:45	13	0	0	0	429	7	0	0	12305	215	44	7	1949	1	4	1
15:45	16:00	13	0	0	0	446	7	0	0	12760	220	44	7	2000	1	4	1

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	6	0	4	0	2	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	7	0	7	0	2	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	8	0	7	0	2	0
10:00	10:15	5	1	0	0	0	0	0	0	2	0	9	0	8	0	4	0
10:15	10:30	6	1	0	0	0	0	0	0	2	0	9	0	8	0	4	0
10:30	10:45	7	1	0	0	0	0	0	0	2	0	12	0	10	0	4	0
10:45	11:00	9	1	0	0	0	0	0	0	4	0	13	0	11	0	6	0
11:00	11:15	11	1	1	0	0	0	0	0	4	0	14	0	12	0	6	0
11:15	11:30	19	1	1	0	0	0	0	0	6	0	16	0	14	0	8	0
11:30	11:45	22	1	3	0	0	0	0	0	6	0	17	0	15	0	8	0
11:45	12:00	27	1	4	0	0	0	0	0	9	0	19	0	17	0	11	0
12:00	12:15	31	4	4	0	0	0	0	0	10	0	24	0	22	0	12	0
12:15	12:30	36	5	7	0	0	0	0	0	13	0	26	0	24	0	15	0
12:30	12:45	40	5	10	1	0	0	0	0	15	0	29	0	27	0	16	0
12:45	13:00	40	5	10	1	0	0	0	0	17	0	32	0	30	0	18	0
13:00	13:15	45	5	16	1	0	0	0	0	17	0	34	0	32	0	18	0
13:15	13:30	50	5	16	1	0	0	1	0	21	0	41	0	39	0	22	0
13:30	13:45	58	7	19	1	0	0	1	0	21	0	48	0	46	0	22	0
13:45	14:00	63	8	20	1	0	0	1	0	23	0	54	0	53	0	25	0
14:00	14:15	76	11	20	1	0	0	1	0	25	0	55	0	54	0	27	0
14:15	14:30	89	11	22	1	0	0	1	0	25	0	65	0	65	0	30	0
14:30	14:45	97	11	24	1	0	0	1	0	31	0	72	1	72	1	33	0
14:45	15:00	102	11	29	1	0	0	1	0	37	0	74	1	74	1	35	0
15:00	15:15	105	11	32	1	0	0	1	0	44	1	79	1	79	1	42	1
15:15	15:30	111	11	35	1	0	0	2	0	49	1	88	1	87	1	47	1
15:30	15:45	114	11	35	1	0	0	3	0	53	1	91	1	89	1	50	1
15:45	16:00	117	11	41	1	0	0	3	0	60	1	100	1	98	2	57	1

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Park Entrance
Date: Sat 20/10/2018 **Time:** 9am-4pm
Weather: Overcast



Absolute Value

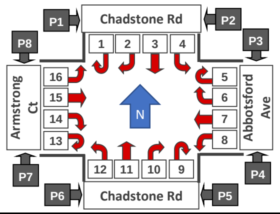
		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	129	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	60	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	142	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	0	0	0	0	1	0			0	0
9:30	9:45	0	0	0	0	127	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	74	0	0	0	1	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	175	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	95	1	0	0	1	0	3	0	2	0	1	0	0	0
10:00	10:15	0	0	0	0	176	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	101	0	1	0	0	0	0	0	1	0	0	0	0	0
10:15	10:30	0	0	0	0	172	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	126	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	177	0	0	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	145	1	0	0	0	0	0	0	1	0	4	0	0	0
10:45	11:00	0	0	0	0	185	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	124	0	1	0	0	0	3	0	1	0	2	0	0	0
11:00	11:15	0	0	0	0	137	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	119	0	0	0	2	0	0	0	1	0	0	0	0	0
11:15	11:30	0	0	0	0	183	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	10	0	0	0	160	0	0	0	1	0	1	0	3	0	1	0	0	0
11:30	11:45	0	0	0	0	144	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	140	0	0	0	1	0	1	0	3	0	0	0	0	0
11:45	12:00	0	0	0	0	187	0	1	0	7	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	156	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00	12:15	0	0	0	0	184	1	2	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	173	0	1	0	0	0	0	0	0	0	3	0	0	0
12:15	12:30	0	0	0	0	186	0	0	1	11	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	140	0	0	1	0	0	0	0	4	0	2	2	1	0
12:30	12:45	0	0	0	0	185	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	138	2	0	0	1	0	1	0	0	0	2	0	0	0
12:45	13:00	0	0	0	0	197	0	1	0	6	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	155	0	0	0	2	0	0	0	4	0	0	0	0	0
13:00	13:15	0	0	0	0	159	1	0	0	4	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	152	0	1	0	0	0	0	0	5	0	3	0	1	0
13:15	13:30	0	0	0	0	178	1	0	0	2	0	0	0	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	138	0	0	0	0	0	0	0	5	0	1	0	0	0
13:30	13:45	0	0	0	0	177	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	140	0	0	0	0	0	0	0	0	0	4	0	0	0
13:45	14:00	0	0	0	0	164	0	2	0	3	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	143	0	0	0	0	0	0	0	6	0	3	0	0	0
14:00	14:15	0	0	0	0	155	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	148	0	1	0	0	0	0	0	1	0	0	0	0	0
14:15	14:30	0	0	0	0	160	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	145	0	0	0	0	0	0	0	2	0	3	0	0	0
14:30	14:45	0	0	0	0	164	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	153	2	0	0	0	0	0	0	4	0	2	0	0	0
14:45	15:00	0	0	0	0	169	0	2	0	3	0	0	0	0	0	0	0	3	0	0	1	2	0	0	0	1	0	0	0	2	0	0	0	150	1	1	0	0	0	0	0	1	0	8	0	0	0
15:00	15:15	0	0	0	0	180	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	156	1	0	1	0	0	0	0	1	0	1	0	0	0
15:15	15:30	0	0	0	0	163	0	1	0	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	175	0	0	0	0	0	0	0	1	0	1	0	0	0
15:30	15:45	0	0	0	0	138	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	172	0	0	0	0	0	0	0	3	0	2	0	0	0
15:45	16:00	0	0	0	0	142	1	2	0	3	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	170	0	1	0			0	0	0	0	0	0	1	0

Accumulative Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	129	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	60	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	271	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	0	0	0	0	0	0	0	1	0	0	0	0	0
9:30	9:45	0	0	0	0	398	2	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	201	0	0	0	1	0	0	0	1	0	0	0	0	0
9:45	10:00	0	0	0	0	573	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	296	1	0	0	2	0	3	0	2	0	2	0	0	0
10:00	10:15	0	0	0	0	749	3	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	397	1	1	0	2	0	3	0	3	0	2	0	0	0
10:15	10:30	0	0	0	0	921	4	1	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	523	1	1	1	2	0	3	0	3	0	2	0	0	0
10:30	10:45	0	0	0	0	1098	4	1	0	4	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	668	2	1	1	2	0	3	0	4	0	6	0	0	0
10:45	11:00	0	0	0	0	1283	4	2	0	5	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	792	2	2	1	2	0	6	0	5	0	8	0	0	0
11:00	11:15	0	0	0	0	1420	4	2	0	8	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	911	2	2	1	4	0	6	0	6	0	8	0	0	0
11:15	11:30	0	0	0	0	1603	4	2	0	10	0	0	0	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	16	0	0	0	1071	2	2	1	5	0	7	0	9	0	9	0	0	0
11:30	11:45	0	0	0	0	1747	4	2	0	14	0	0	0	0	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0	25	0	0	0	1211	2	2	1	6	0	8	0	12	0	9	0	0	0
11:45	12:00	0	0	0	0	1934	4	3	0	21	0	0	0	0	0	0	0	10	0	0	0	4	0	0	0	0	0	0	0	26	0	0	0	1367	2	2	1	6	0	8	0	13	0	9	0	0	0
12:00	12:15	0	0	0	0	2118	5	5	0	29	0	0	0	0	0	0	0	15	0	0	0	4	0	0	0	0	0	0	0	33	0	0	0	1540	2	3	1	6	0	8	0	13	0	12	0	0	0
12:15	12:30	0	0	0	0	2304	5	5	1	40	0	0	0	0	0	0	0	16	0	0	0	4	0	0	0	0	0	0	0	40	0	0	0	1680	2	3	2	6	0	8	0	17	0	14	2	1	0
12:30	12:45	0	0	0	0	2489	5	5	1	47	0	0	0	0	0	0	0	18	0	0	0	4	0	0	0	0	0	0	0	45	0	0	0	1818	4	3	2	7	0	9	0	17	0	16	2	1	0
12:45	13:00	0	0	0	0	2686	5	6	1	53	0	0	0	0	0	0	0	23	0	0	0	6	0	0	0	0	0	0	0	52	0	0	0	1973	4	3	2	9	0	9	0	21	0	16	2	1	0
13:00	13:15	0	0	0	0	2845	6	6	1	57	0	0	0	0	0	0	0	27	0	0	0	8	0	0	0	0	0	0	0	59	0	0	0	2125	4	4	2	9	0	9	0	26	0	19	2	2	0
13:15	13:30	0	0	0	0	3023	7	6	1	59	0	0	0	0	0	0	0	34	0	0	0	11	0	0	0	0	0	0	0	64	0	0	0	2263	4	4	2	9	0	9	0	31	0	20	2	2	0
13:30	13:45	0	0	0	0	3200	7	6	1	63	0	0	0	0	0	0	0	34	0	0	0	13	0	0	0	0	0	0	0	68	0	0	0	2403	4	4	2	9	0	9	0	31	0	24	2	2	0
13:45	14:00	0	0	0	0	3364	7	8	1	66	0	0	0	0	0	0	0	38	0	0	0	15	0	0	0	0	0	0	0	71	0	0	0	2546	4	4	2	9	0	9	0	37	0	27	2	2	0
14:00	14:15	0	0	0	0	3519	8	8	1	67	0	0	0	0	0	0	0	38	0	0	0	17	0	0	0	0	0	0	0	72	0	0	0	2694	4	5	2	9	0	9	0	38	0	27	2	2	0
14:15	14:30	0	0	0	0	3679	8	8	1	73	0	0	0	0	0	0	0	38	0	0	0	19	0	0	0	0	0	0	0	75	0	0	0	2839	4	5	2	9	0	9	0	40	0	30	2	2	0
14:30	14:45	0	0	0	0	3843	8	8	1	76	0	0	0	0	0	0	0	40	0	0	0	22	0	0	0	0	0	0	0	77	0	0	0	2992	6	5	2	9	0	9	0	44	0	32	2	2	1
14:45	15:00	0	0	0	0	4012	8	10	1	79	0	0	0	0	0	0	0	43	0	0	1	24	0	0	0	1	0	0	0	79	0	0	0	3142	7	6	2	9	0	9	0	45	0	40	2	2	1
15:00	15:15	0	0	0	0	4192	9	10	1	81	0	0	0	0	0	0	0	43	0	0	1	28	0	0	0	1	0	0	0	80	0	0	0	3298	8	6	3	9	0	9	0	46	0	41	2	2	1
15:15	15:30	0	0	0	0	4355	9	11	1	84	0	0	0	0	0	0	0	46	0	0	1	29	0	0	0	1	0	0	0	84	0	0	0	3473	8	6	3	9	0	9	0	47	0	42	2	2	1
15:30	15:45	0	0	0	0	4493	9	11	1	85	0	0	0	0	0	0	0	49	0	0	1	33	0	0	0	1	0	0	0	89	0	0	0	3645	8	6	3	9	0	9	0	50	0	44	2	2	1
15:45	16:00	0	0	0	0	4635	10	13	1	88	0	0	0	0	0	0	0	50	0	0	1	35	0	0	0	2	0	0	0	89	0	0	0	3815	8	7	3	9	0	9	0	50	0	44	2	2	1

nationwide TRAFFIC SURVEYS

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Abbotsford Ave, Armstrong Ct
Date: Sat 20/10/2018 **Time:** 9am - 4pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	0	0	0	0	133	0	0	0	1	0	0	0
9:15	9:30	0	0	0	0	1	0	0	0	121	1	0	0	3	0	0	0
9:30	9:45	0	0	0	0	1	0	0	0	164	0	0	0	2	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	166	0	0	0	9	0	0	0
10:00	10:15	0	0	0	0	1	0	0	0	150	1	0	0	8	0	0	0
10:15	10:30	0	0	0	0	3	0	0	0	163	0	0	0	4	0	0	0
10:30	10:45	0	0	0	0	2	0	0	0	174	0	1	0	8	0	0	0
10:45	11:00	0	0	0	0	4	0	0	0	135	0	0	0	7	0	0	0
11:00	11:15	0	0	0	0	2	0	0	0	164	0	0	0	4	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	134	0	0	0	6	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	183	0	1	0	8	0	0	0
11:45	12:00	0	0	0	0	2	0	0	0	164	1	1	0	5	0	0	0
12:00	12:15	0	0	0	0	0	0	0	0	175	0	0	0	6	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	178	0	0	0	11	0	0	0
12:30	12:45	0	0	0	0	1	0	0	0	194	0	1	0	8	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	140	1	1	0	10	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0	170	1	0	0	7	0	0	0
13:15	13:30	0	0	0	0	3	0	0	0	170	0	0	0	10	0	0	0
13:30	13:45	0	0	0	0	2	0	0	0	153	0	2	0	8	0	0	0
13:45	14:00	0	0	0	0	0	0	0	0	146	1	0	0	7	0	0	0
14:00	14:15	0	0	0	0	0	0	0	0	154	0	0	0	6	0	0	0
14:15	14:30	0	0	0	0	1	0	0	0	157	1	0	0	3	0	0	0
14:30	14:45	0	0	0	0	1	0	0	0	154	0	1	0	11	0	0	0
14:45	15:00	0	0	0	0	2	0	0	0	166	0	1	0	4	0	0	0
15:00	15:15	0	0	0	0	2	0	0	0	143	0	0	0	7	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	124	0	0	0	5	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	127	0	2	0	5	0	0	0
15:45	16:00																

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0
9:15	9:30	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0	0
9:30	9:45	0	0	0	0	5	0	0	0	1	0	0	0	9	0	0	0
9:45	10:00	0	0	0	0	6	0	0	0	0	0	0	0	14	0	0	0
10:00	10:15	0	0	0	0	7	0	0	0	1	0	0	0	25	0	0	0
10:15	10:30	0	0	0	0	6	0	0	0	1	0	0	1	14	0	0	0
10:30	10:45	0	0	0	0	2	0	0	0	0	0	0	0	11	0	0	0
10:45	11:00	0	0	0	0	3	0	0	0	0	0	0	0	9	0	0	0
11:00	11:15	0	0	0	0	3	0	0	0	0	0	0	0	14	0	0	0
11:15	11:30	0	0	0	0	3	0	0	0	1	0	0	0	18	0	0	0
11:30	11:45	0	0	0	0	9	0	0	0	1	0	0	0	20	0	0	0
11:45	12:00	0	0	0	0	5	0	0	0	0	0	0	0	12	0	0	0
12:00	12:15	0	0	0	0	6	0	0	0	1	0	0	0	19	0	0	0
12:15	12:30	0	0	0	0	7	0	0	0	0	0	0	0	14	0	0	0
12:30	12:45	0	0	0	0	5	0	0	0	1	0	0	0	12	0	0	0
12:45	13:00	0	0	0	0	8	0	0	0	0	0	0	0	23	0	0	0
13:00	13:15	0	0	0	0	2	0	0	0	1	0	0	0	8	0	0	0
13:15	13:30	0	0	0	0	8	0	0	0	1	0	0	0	10	0	0	0
13:30	13:45	0	0	0	0	6	0	0	0	1	0	0	0	12	0	0	0
13:45	14:00	0	0	0	0	5	0	0	0	0	0	0	0	8	0	0	0
14:00	14:15	0	0	0	0	5	0	0	0	2	0	0	0	8	0	0	0
14:15	14:30	0	0	0	0	10	0	0	0	3	0	0	0	12	0	0	0
14:30	14:45	0	0	0	0	11	0	0	0	0	0	0	0	18	0	0	0
14:45	15:00	0	0	0	0	7	0	0	0	1	0	0	0	17	0	0	0
15:00	15:15	0	0	0	0	6	0	0	0	2	0	0	0	14	0	0	0
15:15	15:30	0	0	0	0	7	0	0	0	1	0	0	0	12	0	0	0
15:30	15:45	0	0	0	0	6	0	0	0	0	0	0	0	19	1	0	0
15:45	16:00																

TIME		9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	9	0	0	0	54	0	0	0	5	0	0	0
9:15	9:30	0	0	0	0	9	0	0	0	61	0	0	0	3	0	0	0
9:30	9:45	0	0	0	0	16	0	0	0	78	0	0	0	1	0	0	0
9:45	10:00	0	0	0	0	20	0	0	0	77	0	1	0	1	0	0	0
10:00	10:15	0	0	0	0	17	0	0	0	106	0	0	0	0	0	0	0
10:15	10:30	1	0	0	0	31	0	0	0	109	0	0	0	2	0	0	0
10:30	10:45	0	0	0	0	12	0	0	0	106	1	1	0	2	0	0	0
10:45	11:00	0	0	0	0	19	0	0	0	99	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	18	0	0	0	127	0	0	0	4	0	0	0
11:15	11:30	0	0	0	0	12	0	0	0	128	0	0	0	1	0	0	0
11:30	11:45	0	0	0	0	18	0	0	0	143	0	0	0	2	0	0	0
11:45	12:00	0	0	0	0	21	0	0	0	157	0	1	0	4	0	0	0
12:00	12:15	0	0	0	0	12	0	0	0	117	0	0	1	2	0	0	0
12:15	12:30	0	0	0	0	17	0	0	0	123	1	0	0	2	0	0	0
12:30	12:45	0	0	0	0	17	0	0	0	137	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	12	0	0	0	139	0	1	0	2	0	0	0
13:00	13:15	0	0	0	0	6	0	0	0	133	0	0	0	2	0	0	0
13:15	13:30	0	0	0	0	7	0	0	0	119	0	0	0	4	0	0	0
13:30	13:45	0	0	0	0	10	0	0	0	136	0	0	0	1	0	0	0
13:45	14:00	0	0	0	0	13	0	0	0	126	0	1	0	2	0	0	0
14:00	14:15	0	0	0	0	8	0	0	0	129	0	0	0	2	0	0	0
14:15	14:30	0	0	0	0	9	0	0	0	139	2	0	0	0	0	0	0
14:30	14:45	0	0	0	0	11	0	0	0	134	0	1	0	3	0	0	0
14:45	15:00	0	0	0	0	12	0	0	0	139	1	0	1	4	0	0	0
15:00	15:15	0	0	0	0	4	0	0	0	160	0	0	0	3	0	0	0
15:15	15:30	0	0	0	0	7	0	0	0	166	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	6	0	0	0	162	0	1	1	2	0	0	0
15:45	16:00																

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	5	0	0	0	2	0	0	0	4	0	0	0
9:15	9:30	0	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0
9:30	9:45	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0
9:45	10:00	0	0	0	0	7	0	0	0	2	0	0	0	3	0	0	0
10:00	10:15	0	0	0	0	1	0	0	0	2	0	0	0	7	0	0	0
10:15	10:30	0	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0
10:30	10:45	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
10:45	11:00	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0
11:15	11:30	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0
11:30	11:45	0	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0
11:45	12:00	0	0	0	0	5	0	0	0	1	0	0	0	3	0	0	0
12:00	12:15	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0
12:15	12:30	0	0	0	0	6	0	0	0	2	0	0	0	2	0	0	0
12:30	12:45	0	0	0	0	1	0	0	0	2	0	0	0	8	0	0	0
12:45	13:00	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0
13:00	13:15	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:30	13:45	0	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0
13:45	14:00	0	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0
14:00	14:15	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0
14:15	14:30	0	0	0	0	5	0	0	0	1	0	0	0	9	0	0	0
14:30	14:45	0	0	0	0	2	0	0	0	1	0	0	0	6	0	0	0
14:45	15:00	0	0	0	0	3	0	0	0	2	0	0	0	7	0	0	0
15:00	15:15	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0
15:15	15:30	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
15:30	15:45	0	0	0	0	1	0	0	0	1	0	0	0	7	0	0	0
15:45	16:00																

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
9:15	9:30	2	0	1	0	0	0	3	0	1	0	1	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0
9:45	10:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
10:15	10:30	2	0	1	0	0	0	3	0	1	0	1	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0
10:45	11:00	1	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0
11:00	11:15	0	0	0	0	1	0	0	0	1	0	5	0	0	0	1	0
11:15	11:30	5	0	0	0	1	0	0	0	4	0	3	0	10	0	4	0
11:30	11:45	0	0	0	0	3	0	1	0	0	0	2	0	0	0	1	0
11:45	12:00	0	0	6	0	0	0	1	0	2	0	0	0	1	0	6	0
12:00	12:15	0	0	0	0	0	0	0	0	4	0	13	0	3	0	5	0
12:15	12:30	1	0	2	0	1	0	1	0	3	0	1	0	3	0	0	0
12:30	12:45	0	0	0	0	4	0	0	0	4	0	3	0	1	0	2	0
12:45	13:00	0	0	1	0	2	0	0	0	5	0	3	0	2	0	1	0
13:00	13:15	0	0	0	0	0	0	0	0	4	0	8	0	0	0	1	0
13:15	13:30	0	0	0	0	3	0	0	0	6	0	2	0	1	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	1	0	5	0	4	0	3	0
13:45	14:00	0	0	0	0	0	0	3	0	0	0	13	0	0	0	0	0
14:00	14:15	3	0	0	0	0	0	1	0	7	0	5	0	2	0	1	0
14:15	14:30	0	0	0	0	5	0	5	0	8	0	7	0	0	0	0	0
14:30	14:45	0	0	0	0	2	0	2	0	10	0	2	0	4	0	1	0
14:45	15:00	0	0	0	0	0	0	0	0	10	0	0	0	1	0	0	0
15:00	15:15	0	0	0	0	1	0	0	0	0	0	4	0	1	0	3	0
15:15	15:30	1	0	0	0	0	0	3	0	3	0	1	0	0	0	1	0
15:30	15:45	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0
15:45	16:00																

Accumulative Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	0	0	0	0	133	0	0	0	1	0	0	0
9:15	9:30	0	0	0	0	1	0	0	0	254	1	0	0	4	0	0	0
9:30	9:45	0	0	0	0	2	0	0	0	418	1	0	0	6	0	0	0
9:45	10:00	0	0	0	0	2	0	0	0	584	1	0	0	15	0	0	0
10:00	10:15	0	0	0	0	3	0	0	0	734	2	0	0	23	0	0	0
10:15	10:30	0	0	0	0	6	0	0	0	897	2	0	0	27	0	0	0
10:30	10:45	0	0	0	0	8	0	0	0	1071	2	1	0	35	0	0	0
10:45	11:00	0	0	0	0	12	0	0	0	1206	2	1	0	42	0	0	0
11:00	11:15	0	0	0	0	14	0	0	0	1370	2	1	0	46	0	0	0
11:15	11:30	0	0	0	0	14	0	0	0	1504	2	1	0	52	0	0	0
11:30	11:45	0	0	0	0	14	0	0	0	1687	2	2	0	60	0	0	0
11:45	12:00	0	0	0	0	16	0	0	0	1851	3	3	0	65	0	0	0
12:00	12:15	0	0	0	0	16	0	0	0	2026	3	3	0	71	0	0	0
12:15	12:30	0	0	0	0	16	0	0	0	2204	3	3	0	82	0	0	0
12:30	12:45	0	0	0	0	17	0	0	0	2398	3	4	0	90	0	0	0
12:45	13:00	0	0	0	0	17	0	0	0	2538	4	5	0	100	0	0	0
13:00	13:15	0	0	0	0	17	0	0	0	2708	5	5	0	107	0	0	0
13:15	13:30	0	0	0	0	20	0	0	0	2878	5	5	0	117	0	0	0
13:30	13:45	0	0	0	0	22	0	0	0	3031	5	7	0	125	0	0	0
13:45	14:00	0	0	0	0	22	0	0	0	3177	6	7	0	132	0	0	0
14:00	14:15	0	0	0	0	22	0	0	0	3331	6	7	0	138	0	0	0
14:15	14:30	0	0	0	0	23	0	0	0	3488	7	7	0	141	0	0	0
14:30	14:45	0	0	0	0	24	0	0	0	3642	7	8	0	152	0	0	0
14:45	15:00	0	0	0	0	26	0	0	0	3808	7	9	0	156	0	0	0
15:00	15:15	0	0	0	0	28	0	0	0	3951	7	9	0	163	0	0	0
15:15	15:30	0	0	0	0	28	0	0	0	4075	7	9	0	168	0	0	0
15:30	15:45	0	0	0	0	28	0	0	0	4202	7	11	0	173	0	0	0
15:45	16:00	0	0	0	0	28	0	0	0	4202	7	11	0	173	0	0	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0
9:15	9:30	0	0	0	0	5	0	0	0	0	0	0	0	12	0	0	0
9:30	9:45	0	0	0	0	10	0	0	0	1	0	0	0	21	0	0	0
9:45	10:00	0	0	0	0	16	0	0	0	1	0	0	0	35	0	0	0
10:00	10:15	0	0	0	0	23	0	0	0	2	0	0	0	60	0	0	0
10:15	10:30	0	0	0	0	29	0	0	0	3	0	0	1	74	0	0	0
10:30	10:45	0	0	0	0	31	0	0	0	3	0	0	1	85	0	0	0
10:45	11:00	0	0	0	0	34	0	0	0	3	0	0	1	94	0	0	0
11:00	11:15	0	0	0	0	37	0	0	0	3	0	0	1	108	0	0	0
11:15	11:30	0	0	0	0	40	0	0	0	4	0	0	1	126	0	0	0
11:30	11:45	0	0	0	0	49	0	0	0	5	0	0	1	146	0	0	0
11:45	12:00	0	0	0	0	54	0	0	0	5	0	0	1	158	0	0	0
12:00	12:15	0	0	0	0	60	0	0	0	6	0	0	1	177	0	0	0
12:15	12:30	0	0	0	0	67	0	0	0	6	0	0	1	191	0	0	0
12:30	12:45	0	0	0	0	72	0	0	0	7	0	0	1	203	0	0	0
12:45	13:00	0	0	0	0	80	0	0	0	7	0	0	1	226	0	0	0
13:00	13:15	0	0	0	0	82	0	0	0	8	0	0	1	234	0	0	0
13:15	13:30	0	0	0	0	90	0	0	0	9	0	0	1	244	0	0	0
13:30	13:45	0	0	0	0	96	0	0	0	10	0	0	1	256	0	0	0
13:45	14:00	0	0	0	0	101	0	0	0	10	0	0	1	264	0	0	0
14:00	14:15	0	0	0	0	106	0	0	0	12	0	0	1	272	0	0	0
14:15	14:30	0	0	0	0	116	0	0	0	15	0	0	1	284	0	0	0
14:30	14:45	0	0	0	0	127	0	0	0	15	0	0	1	302	0	0	0
14:45	15:00	0	0	0	0	134	0	0	0	16	0	0	1	319	0	0	0
15:00	15:15	0	0	0	0	140	0	0	0	18	0	0	1	333	0	0	0
15:15	15:30	0	0	0	0	147	0	0	0	19	0	0	1	345	0	0	0
15:30	15:45	0	0	0	0	153	0	0	0	19	0	0	1	364	1	0	0
15:45	16:00	0	0	0	0	153	0	0	0	19	0	0	1	364	1	0	0

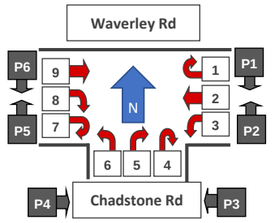
TIME		9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	9	0	0	0	54	0	0	0	5	0	0	0
9:15	9:30	0	0	0	0	18	0	0	0	115	0	0	0	8	0	0	0
9:30	9:45	0	0	0	0	34	0	0	0	193	0	0	0	9	0	0	0
9:45	10:00	0	0	0	0	54	0	0	0	270	0	1	0	10	0	0	0
10:00	10:15	0	0	0	0	71	0	0	0	376	0	1	0	10	0	0	0
10:15	10:30	1	0	0	0	102	0	0	0	485	0	1	0	12	0	0	0
10:30	10:45	1	0	0	0	114	0	0	0	591	1	2	0	14	0	0	0
10:45	11:00	1	0	0	0	133	0	0	0	690	1	2	0	14	0	0	0
11:00	11:15	1	0	0	0	151	0	0	0	817	1	2	0	18	0	0	0
11:15	11:30	1	0	0	0	163	0	0	0	945	1	2	0	19	0	0	0
11:30	11:45	1	0	0	0	181	0	0	0	1088	1	2	0	21	0	0	0
11:45	12:00	1	0	0	0	202	0	0	0	1245	1	3	0	25	0	0	0
12:00	12:15	1	0	0	0	214	0	0	0	1362	1	3	1	27	0	0	0
12:15	12:30	1	0	0	0	231	0	0	0	1485	2	3	1	29	0	0	0
12:30	12:45	1	0	0	0	248	0	0	0	1622	2	3	1	29	0	0	0
12:45	13:00	1	0	0	0	260	0	0	0	1761	2	4	1	31	0	0	0
13:00	13:15	1	0	0	0	266	0	0	0	1894	2	4	1	33	0	0	0
13:15	13:30	1	0	0	0	273	0	0	0	2013	2	4	1	37	0	0	0
13:30	13:45	1	0	0	0	283	0	0	0	2149	2	4	1	38	0	0	0
13:45	14:00	1	0	0	0	296	0	0	0	2275	2	5	1	40	0	0	0
14:00	14:15	1	0	0	0	304	0	0	0	2404	2	5	1	42	0	0	0
14:15	14:30	1	0	0	0	313	0	0	0	2543	4	5	1	42	0	0	0
14:30	14:45	1	0	0	0	324	0	0	0	2677	4	6	1	45	0	0	0
14:45	15:00	1	0	0	0	336	0	0	0	2816	5	6	2	49	0	0	0
15:00	15:15	1	0	0	0	340	0	0	0	2976	5	6	2	52	0	0	0
15:15	15:30	1	0	0	0	347	0	0	0	3142	5	6	2	52	0	0	0
15:30	15:45	1	0	0	0	353	0	0	0	3304	5	7	3	54	0	0	0
15:45	16:00	1	0	0	0	353	0	0	0	3304	5	7	3	54	0	0	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	5	0	0	0	2	0	0	0	4	0	0	0
9:15	9:30	0	0	0	0	6	0	0	0	5	0	0	0	7	0	0	0
9:30	9:45	0	0	0	0	7	0	0	0	6	0	0	0	9	0	0	0
9:45	10:00	0	0	0	0	14	0	0	0	8	0	0	0	12	0	0	0
10:00	10:15	0	0	0	0	15	0	0	0	10	0	0	0	19	0	0	0
10:15	10:30	0	0	0	0	18	0	0	0	13	0	0	0	22	0	0	0
10:30	10:45	0	0	0	0	19	0	0	0	14	0	0	0	25	0	0	0
10:45	11:00	1	0	0	0	20	0	0	0	14	0	0	0	27	0	0	0
11:00	11:15	1	0	0	0	20	0	0	0	16	0	0	0	31	0	0	0
11:15	11:30	1	0	0	0	22	0	0	0	16	0	0	0	33	0	0	0
11:30	11:45	1	0	0	0	23	0	0	0	18	0	0	0	36	0	0	0
11:45	12:00	1	0	0	0	28	0	0	0	19	0	0	0	39	0	0	0
12:00	12:15	1	0	0	0	30	0	0	0	19	0	0	0	44	0	0	0
12:15	12:30	1	0	0	0	36	0	0	0	21	0	0	0	46	0	0	0
12:30	12:45	1	0	0	0	37	0	0	0	23	0	0	0	54	0	0	0
12:45	13:00	1	0	0	0	38	0	0	0	23	0	0	0	62	0	0	0
13:00	13:15	1	0	0	0	40	0	0	0	23	0	0	0	63	0	0	0
13:15	13:30	1	0	0	0	40	0	0	0	23	0	0	0	64	0	0	0
13:30	13:45	1	0	0	0	42	0	0	0	24	0	0	0	69	0	0	0
13:45	14:00	1	0	0	0	43	0	0	0	26	0	0	0	72	0	0	0
14:00	14:15	1	0	0	0	44	0	0	0	26	0	0	0	76	0	0	0
14:15	14:30	1	0	0	0	49	0	0	0	27	0	0	0	85	0	0	0
14:30	14:45	1	0	0	0	51	0	0	0	28	0	0	0	91	0	0	0
14:45	15:00	1	0	0	0	54	0	0	0	30	0	0	0	98	0	0	0
15:00	15:15	1	0	0	0	56	0	0	0	30	0	0	0	102	0	0	0
15:15	15:30	1	0	0	0	57	0	0	0	31	0	0	0	105	0	0	0
15:30	15:45	1	0	0	0	58	0	0	0	32	0	0	0	112	0	0	0
15:45	16:00	1	0	0	0	58	0	0	0	32	0	0	0	112	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
9:15	9:30	2	0	1	0	0	0	3	0	1	0	2	0	0	0	2	0
9:30	9:45	2	0	1	0	0	0	3	0	2	0	4	0	0	0	3	0
9:45	10:00	2	0	1	0	1	0	3	0	2	0	4	0	0	0	3	0
10:00	10:15	2	0	1	0	1	0	3	0	2	0	5	0	0	0	5	0
10:15	10:30	4	0	2	0	1	0	6	0	3	0	6	0	0	0	5	0
10:30	10:45	4	0	2	0	1	0	6	0	4	0	8	0	0	0	6	0
10:45	11:00	5	0	2	0	1	0	6	0	4	0	11	0	1	0	6	0
11:00	11:15	5	0	2	0	2	0	6	0	5	0	16	0	1	0	7	0
11:15	11:30	10	0	2	0	3	0	6	0	9	0	19	0	11	0	11	0
11:30	11:45	10	0	2	0	6	0	7	0	9	0	21	0	11	0	12	0
11:45	12:00	10	0	8	0	6	0	8	0	11	0	21	0	12	0	18	0
12:00	12:15	10	0	8	0	6	0	8	0	15	0	34	0	15	0	23	0
12:15	12:30	11	0	10	0	7	0	9	0	18	0	35	0	18	0	23	0
12:30	12:45	11	0	10	0	11	0	9	0	22	0	38	0	19	0	25	0
12:45	13:00	11	0	11	0	13	0	9	0	27	0	41	0	21	0	26	0
13:00	13:15	11	0	11	0	13	0	9	0	31	0	49	0	21	0	27	0
13:15	13:30	11	0	11	0	16	0	9	0	37	0	51	0	22	0	27	0
13:30	13:45	11	0	11	0	16	0	9	0	38	0	56	0	26	0	30	0
13:45	14:00	11	0	11	0	16	0	12	0	38	0	69	0	26	0	30	0
14:00	14:15	14	0	11	0	16	0	13	0	45	0	74	0	28	0	31	0
14:15	14:30	14	0	11	0	21	0	18	0	53	0	81	0	28	0	31	0
14:30	14:45	14	0	11	0	23	0	20	0	63	0	83	0	32	0	32	0
14:45	15:00	14	0	11	0	23	0	20	0	73	0	83	0	33	0	32	0
15:00	15:15	14	0	11	0	24	0	20	0	73	0	87	0	34	0	35	0
15:15	15:30	15	0	11	0	24	0	23	0	76	0	88	0	34	0	36	0
15:30	15:45	15	0	11	0	24	0	23	0	79	0	88	0	35	0	36	0
15:45	16:00	15	0	11	0	24	0	23	0	79	0	88	0	35	0	36	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Waverley Rd and Chadstone Rd
Date: Sat 20/10/2018 **Time:** 9am - 4pm
Weather: Overcast



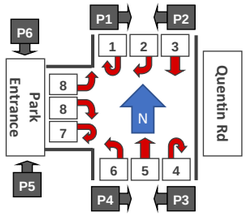
Absolute Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	131	3	0	0	65	1	0	0	0	0	0	0	38	0	0	0	14	0	1	0	0	0	0	0	62	0	0	0	182	4	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	167	3	1	0	80	0	0	0	0	0	0	0	41	2	0	0	22	0	0	0	0	0	0	0	47	0	0	0	181	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	160	0	0	0	79	0	0	0	0	0	0	0	37	0	0	0	31	0	0	0	0	0	0	0	48	1	0	0	174	3	0	0	0	0	0	0	1	0	0	0	0	0
9:45	10:00	0	0	0	0	215	0	0	0	89	0	0	0	0	0	0	0	58	0	0	0	30	0	0	0	0	0	0	0	70	0	1	0	170	4	0	0	0	0	0	0	0	0	1	0	0	0
10:00	10:15	0	0	0	0	164	3	1	0	94	0	0	0	0	0	0	0	42	2	0	0	39	2	1	0	0	0	0	0	81	0	0	0	186	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	202	0	1	0	91	1	0	0	0	0	0	0	67	0	0	0	45	0	0	0	0	0	0	0	68	0	0	0	187	3	0	0	0	0	0	0	1	0	0	0	1	0
10:30	10:45	0	0	0	0	216	1	2	0	103	0	0	0	0	0	0	0	55	1	0	0	47	1	0	0	0	0	0	0	65	0	0	0	245	3	0	0	0	0	0	0	0	0	0	0	1	0
10:45	11:00	0	0	0	0	170	3	0	0	103	0	0	0	0	0	0	0	69	0	0	0	53	0	2	0	0	0	0	0	80	0	0	0	197	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	184	2	1	0	97	1	0	0	0	0	0	0	56	1	0	0	45	0	0	0	0	0	0	0	59	0	0	0	193	2	0	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	226	1	0	0	101	1	0	0	0	0	0	0	76	0	0	0	56	0	0	0	0	0	0	0	74	0	0	0	217	2	0	0	0	0	0	0	1	1	0	0	1	0
11:30	11:45	0	0	0	0	119	2	0	0	79	0	0	0	0	0	0	0	81	0	0	0	56	0	0	0	0	0	0	0	63	0	0	0	213	1	0	0	0	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	239	1	0	0	104	0	0	0	0	0	0	0	79	0	0	0	66	0	0	0	0	0	0	0	85	0	1	0	205	2	0	0	0	0	2	0	1	0	1	0	1	0
12:00	12:15	0	0	0	0	219	2	0	0	83	0	0	0	0	0	0	0	81	0	0	0	70	0	1	0	0	0	0	0	58	1	0	0	211	4	0	0	0	0	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	196	0	0	0	100	0	0	0	0	0	0	0	72	0	0	0	51	0	0	0	0	0	0	0	82	1	0	0	221	4	0	0	0	0	0	0	5	0	1	0	1	0
12:30	12:45	0	0	0	0	197	0	0	0	91	0	0	0	0	0	0	0	86	2	0	1	61	0	0	0	0	0	0	0	61	0	0	0	227	4	0	0	0	0	1	0	0	0	2	0	1	1
12:45	13:00	0	0	0	0	264	2	0	0	115	0	0	0	0	0	0	0	71	0	0	0	64	0	0	0	0	0	0	0	85	0	1	0	266	1	0	1	0	0	0	0	0	0	0	0	2	0
13:00	13:15	0	0	0	0	203	1	0	1	85	1	0	0	0	0	0	0	89	0	0	0	72	0	1	0	0	0	0	0	60	1	0	0	290	2	0	0	0	0	0	0	2	0	0	0	2	0
13:15	13:30	0	0	0	0	208	0	0	0	87	0	0	0	0	0	0	0	81	0	0	0	58	0	0	0	0	0	0	0	92	1	0	0	252	2	0	0	0	0	2	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	215	2	0	0	99	0	0	0	0	0	0	0	75	1	0	0	59	0	0	0	0	0	0	0	88	0	0	0	244	6	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	192	2	0	0	97	0	1	0	0	0	0	0	77	0	0	0	50	0	0	0	0	0	0	0	78	0	1	0	235	2	0	0	0	0	0	0	2	0	0	0	0	0
14:00	14:15	0	0	0	0	213	1	0	0	91	1	0	0	0	0	0	0	81	0	0	0	71	0	1	0	0	0	0	0	59	0	0	0	184	2	0	0	0	0	3	0	3	0	0	0	1	0
14:15	14:30	0	0	0	0	183	4	0	0	96	0	0	0	0	0	0	0	79	0	0	0	51	0	0	0	0	0	0	0	64	0	0	0	241	2	0	0	0	0	0	0	0	0	0	0	1	0
14:30	14:45	0	0	0	0	175	2	0	0	97	0	0	0	0	0	0	0	89	0	1	3	63	0	0	0	0	0	0	0	67	1	1	0	262	9	0	0	0	0	1	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	126	2	0	0	108	0	0	0	0	0	0	0	87	0	0	0	68	0	1	0	0	0	0	0	54	0	0	0	218	2	0	0	0	0	3	0	2	0	1	1	0	0
15:00	15:15	0	0	0	0	204	1	0	0	92	0	0	0	0	0	0	0	78	1	0	1	71	0	0	0	0	0	0	0	84	1	0	0	225	1	0	0	0	0	1	0	0	0	0	0	1	0
15:15	15:30	0	0	0	0	165	1	0	0	79	0	1	0	0	0	0	0	110	0	0	0	78	0	0	0	0	0	0	0	65	0	0	0	189	3	0	0	0	0	3	0	0	0	1	0	0	0
15:30	15:45	0	0	0	0	168	3	0	0	71	0	0	0	0	0	0	0	102	0	0	0	56	0	0	0	0	0	0	0	68	0	0	0	211	0	0	0	0	0	1	0	1	0	0	0	0	0
15:45	16:00	0	0	0	0	179	1	0	0	82	0	1	0	0	0	0	0	108	1	0	1	67	0	2	0	0	0	0	0	49	0	0	0	214	1	0	1	0	0	1	0	1	0	0	0	0	0

Accumulative Value

		VEHICLE MOVEMENTS																																		Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	131	3	0	0	65	1	0	0	0	0	0	0	38	0	0	0	14	0	1	0	0	0	0	0	62	0	0	0	182	4	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	298	6	1	0	145	1	0	0	0	0	0	0	79	2	0	0	36	0	1	0	0	0	0	0	109	0	0	0	363	4	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	458	6	1	0	224	1	0	0	0	0	0	0	116	2	0	0	67	0	1	0	0	0	0	0	157	1	0	0	537	7	0	0	0	0	0	0	1	0	0	0	0	0
9:45	10:00	0	0	0	0	673	6	1	0	313	1	0	0	0	0	0	0	174	2	0	0	97	0	1	0	0	0	0	0	227	1	1	0	707	11	0	0	0	0	0	0	1	0	1	0	0	0
10:00	10:15	0	0	0	0	837	9	2	0	407	1	0	0	0	0	0	0	216	4	0	0	136	2	2	0	0	0	0	0	308	1	1	0	893	11	0	0	0	0	0	0	1	0	0	0	0	0
10:15	10:30	0	0	0	0	1039	9	3	0	498	2	0	0	0	0	0	0	283	4	0	0	181	2	2	0	0	0	0	0	376	1	1	0	1080	14	0	0	0	0	0	0	2	0	0	0	1	0
10:30	10:45	0	0	0	0	1255	10	5	0	601	2	0	0	0	0	0	0	338	5	0	0	228	3	2	0	0	0	0	0	441	1	1	0	1325	17	0	0	0	0	0	0	2	0	0	0	2	0
10:45	11:00	0	0	0	0	1425	13	5	0	704	2	0	0	0	0	0	0	407	5	0	0	281	3	4	0	0	0	0	0	521	1	1	0	1522	18	0	0	0	0	0	0	2	0	0	0	2	0
11:00	11:15	0	0	0	0	1609	15	6	0	801	3	0	0	0	0	0	0	463	6	0	0	326	3	4	0	0	0	0	0	580	1	1	0	1715	20	0	0	0	0	0	0	2	0	0	0	2	0
11:15	11:30	0	0	0	0	1835	16	6	0	902	4	0	0	0	0	0	0	539	6	0	0	382	3	4	0	0	0	0	0	654	1	1	0	1932	22	0	0	0	0	0	0	3	1	0	0	3	0
11:30	11:45	0	0	0	0	1954	18	6	0	981	4	0	0	0	0	0	0	620	6	0	0	438	3	4	0	0	0	0	0	717	1	1	0	2145	23	0	0	0	0	0	0	3	1	0	0	3	0
11:45	12:00	0	0	0	0	2193	19	6	0	1085	4	0	0	0	0	0	0	699	6	0	0	504	3	4	0	0	0	0	0	802	1	2	0	2350	25	0	0	0	0	0	0	3	0	4	1	1	0	4	0
12:00	12:15	0	0	0	0	2412	21	6	0	1168	4	0	0	0	0	0	0	780	6	0	0	574	3	5	0	0	0	0	0	860	2	2	0	2561	29	0	0	0	0	0	0	3	0	4	1	1	0	4	0
12:15	12:30	0	0	0	0	2608	21	6	0	1268	4	0	0	0	0	0	0	852	6	0	0	625	3	5	0	0	0	0	0	942	3	2	0	2782	33	0	0	0	0	0	0	3	0	9	1	2	0	5	0
12:30	12:45	0	0	0	0	2805	21	6	0	1359	4	0	0	0	0	0	0	938	8	0	1	686	3	5	0	0	0	0	0	1003	3	2	0	3009	37	0	0	0	0	0	0	4	0	9	1	4	0	6	1
12:45	13:00	0	0	0	0	3069	23	6	0	1474	4	0	0	0	0	0	0	1009	8	0	1	750	3	5	0	0	0	0	0	1088	3	3	0	3275	38	0	1	0	0	0	0	4	0	9	1	4	0	8	1
13:00	13:15	0	0	0	0	3272	24	6	1	1559	5	0	0	0	0	0	0	1098	8	0	1	822	3	6	0	0	0	0	0	1148	4	3	0	3565	40	0	1	0	0	0	0	4	0	11	1	4	0	10	1
13:15	13:30	0	0	0	0	3480	24	6	1	1646	5	0	0	0	0	0	0	1179	8	0	1	880	3	6	0	0	0	0	0	1240	5	3	0	3817	42	0	1	0	0	0	0	6	0	11	1	4	0	10	1
13:30	13:45	0	0	0	0	3695	26	6	1	1745	5	0	0	0	0	0	0	1254	9	0	1	939	3	6	0	0	0	0	0	1328	5	3	0	4061	48	0	1	0	0	0	0	6	0	11	1	4	0	10	1
13:45	14:00	0	0	0	0	3887	28	6	1	1842	5	1	0	0	0	0	0	1331	9	0	1	989	3	6	0	0	0	0	0	1406	5	4	0	4296	50	0	1	0	0	0	0	6	0	13	1	4	0	10	1
14:00	14:15	0	0	0	0	4100	29	6	1	1933	6	1	0	0	0	0	0	1412	9	0	1	1060	3	7	0	0	0	0	0	1465	5	4	0	4480	52	0	1	0	0	0	0	9	0	16	1	4	0	11	1
14:15	14:30	0	0	0	0	4283	33	6	1	2029	6	1	0	0	0	0	0	1491	9	0	1	1111	3	7	0	0	0	0	0	1529	5	4	0	4721	54	0	1	0	0	0	0	9	0	16	1	4	0	12	1
14:30	14:45	0	0	0	0	4458	35	6	1	2126	6	1	0	0	0	0	0	1580	9	1	4	1174	3	7	0	0	0	0	0	1596	6	5	0	4983	63	0	1	0	0	0	0	10	0	16	1	4	0	12	1
14:45	15:00	0	0	0	0	4584	37	6	1	2234	6	1	0	0	0	0	0	1667	9	1	4	1242	3	8	0	0	0	0	0	1650	6	5	0	5201	65	0	1	0	0	0	0	13	0	18	1	5	1	12	1
15:00	15:15	0	0	0	0	4788	38	6	1	2326	6	1	0	0	0	0	0	1745	10	1	5	1313	3	8	0	0	0	0	0	1734	7	5	0	5426	66	0	1	0	0	0	0	14	0	18	1	5	1	13	1
15:15	15:30	0	0	0	0	4953	39	6	1	2405	6	2	0	0	0	0	0	1855	10	1	5	1391	3	8	0	0	0	0	0	1799	7	5	0	5615	69	0	1	0	0	0	0	17	0	18	1	6	1	13	1
15:30	15:45	0	0	0	0	5121	42	6	1	2476	6	2	0	0	0	0	0	1957	10	1	5	1447	3	8	0	0	0	0	0	1867	7	5	0	5826	69	0	1	0	0	0	0	18	0	19	1	6	1	13	1
15:45	16:00	0	0	0	0	5300	43	6	1	2558	6	3	0	0	0	0	0	2065	11	1	6	1514	3	10	0	0	0	0	0	1916	7	5	0	6040	70	0	2	0	0	0	0	19	0	20	1	6	1	13	1

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Quentin Rd and Park Entrance
Date: Sat 20/10/2018 **Time:** 9am - 4pm
Weather: Overcast



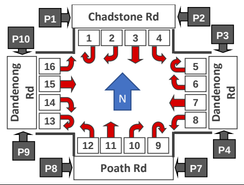
Absolute Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	10	0	0	0	0	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	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:30	9:45	1	0	0	1	1	0	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0
9:45	10:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	1	0	0	0	13	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
10:15	10:30	0	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
10:30	10:45	0	0	0	0	1	0	0	0	15	0	0	0	0	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	1	0	0	0	1	0	1	0
10:45	11:00	0	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0
11:00	11:15	0	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	11	0	0	0	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
11:15	11:30	0	0	0	0	4	0	0	0	17	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	2	0	2	0
11:30	11:45	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	10	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45	12:00	0	0	0	0	3	0	0	0	14	0	0	0	0	0	0	0	12	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	7	0
12:00	12:15	0	0	0	0	3	0	0	0	11	0	0	1	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0	11	0
12:15	12:30	0	0	0	0	2	0	0	0	14	0	0	0	1	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	6	0
12:30	12:45	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	6	0
12:45	13:00	1	0	0	0	2	0	0	0	11	0	0	0	0	0	0	0	9	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	0	0	1	0	9	0
13:00	13:15	2	0	0	0	1	0	0	0	9	0	0	0	0	0	0	0	10	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	4	0
13:15	13:30	0	0	0	0	1	0	0	0	15	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0
13:30	13:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	9	0
13:45	14:00	0	0	0	0	1	0	0	0	15	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	4	0
14:00	14:15	0	0	0	0	0	0	0	0	8	0	0	0	1	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	6	0
14:15	14:30	0	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	2	0
14:30	14:45	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	10	0
14:45	15:00	1	0	0	0	1	0	0	0	19	0	0	0	0	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0
15:00	15:15	0	0	0	0	2	0	0	0	17	0	0	0	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15	15:30	1	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	3	0	0	0	6	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0
15:30	15:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	8	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	4	0	0	0	0	0	1	0	1	0
15:45	16:00	0	0	0	0	3	0	0	0	13	0	0	1	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0

Accumulative Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	10	0	0	0	0	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	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:30	9:45	1	0	0	1	1	0	0	0	22	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	0
9:45	10:00	1	0	0	1	1	0	0	0	25	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3	0
10:00	10:15	1	0	0	1	2	0	0	0	38	0	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	4	0
10:15	10:30	1	0	0	1	3	0	0	0	52	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	1	0	2	0	4	0
10:30	10:45	1	0	0	1	4	0	0	0	67	0	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	2	0	3	0	5	0
10:45	11:00	1	0	0	1	5	0	0	0	78	0	0	0	0	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	2	0	2	0	4	0
11:00	11:15	1	0	0	1	6	0	0	0	88	0	0	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	2	0	2	0	4	0
11:15	11:30	1	0	0	1	10	0	0	0	105	0	0	0	0	0	0	0	82	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	0	1	0	0	0	2	0	3	0	6	0
11:30	11:45	2	0	0	1	10	0	0	0	113	0	0	0	0	0	0	0	92	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	7	0	0	0	1	0	0	0	2	0	3	0	6	0
11:45	12:00	2	0	0	1	13	0	0	0	127	0	0	0	0	0	0	0	104	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	7	0	0	0	1	0	0	0	2	0	5	0	11	0
12:00	12:15	2	0	0	1	16	0	0	0	138	0	0	1	0	0	0	0	114	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	7	0	0	0	2	0	2	0	3	0	5	0	22	0
12:15	12:30	2	0	0	1	18	0	0	0	152	0	0	1	1	0	0	0	123	0	0	0	11	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	2	0	2	0	3	0	6	0	24	0
12:30	12:45	2	0	0	1	18	0	0	0	164	0	0	1	1	0	0	0	132	0	0	0	15	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	2	0	2	0	7	0	8	0	30	0
12:45	13:00	3	0	0	1	20	0	0	0	175	0	0	1	1	0	0	0	141	0	0	1	16	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	3	0	2	0	7	0	9	0	39	0
13:00	13:15	5	0	0	1	21	0	0	0	184	0	0	1	1	0	0	0	151	0	0	1	20	0	0	0	0	0	0	0	12	0	0	0	11	0	0	0	3	0	2	0	7	0	9	0	42	0
13:15	13:30	5	0	0	1	22	0	0	0	199	0	0	1	1	0	0	0	155	0	0	1	21	0	0	0	0	0	0	0	12	0	0	0	11	0	0	0	3	0	2	0	8	0	10	0	48	0
13:30	13:45	5	0	0	1	22	0	0	0	208	0	0	1	1	0	0	0	162	0	0	1	24	0	0	0	0	0	0	0	17	0	0	0	12	0	0	0	4	0	2	0	10	0	10	0	57	0
13:45	14:00	5	0	0	1	23	0	0	0	223	0	0	1	2	0	0	0	166	0	0	1	24	0	0	0	0	0	0	0	18	0	0	0	14	0	0	0	4	0	2	0	11	0	10	0	61	0
14:00	14:15	5	0	0	1	23	0	0	0	231	0	0	1	3	0	0	0	172	0	0	1	26	0	0	0	0	0	0	0	19	0	0	0	14	0	0	0	5	0	2	0	11	0	11	0	67	0
14:15	14:30	5	0	0	1	24	0	0	0	245	0	0	1	3	0	0	0	178	0	0	1	27	0	0	0	0	0	0	0	20	0	0	0	14	0	0	0	6	0	7	0	11	0	11	0	69	0
14:30	14:45	5	0	0	1	24	0	0	0	249	0	1	1	3	0	0	0	184	0	0	1	30	0	0	0	0	0	0	0	21	0	0	0	17	0	0	0	6	0	7	0	14	0	11	0	79	0
14:45	15:00	6	0	0	1	25	0	0	0	268	0	1	1	3	0	0	0	195	0	0	1	32	0	0	0	0	0	0	0	24	0	0	0	17	0	0	0	9	0	7	0	14	0	11	0	84	0
15:00	15:15	6	0	0	1	27	0	0	0	285	0	1	1	3	0	0	0	202	0	0	1	35	0	0	0	0	0	0	0	24	0	0	0	20	0	0	0	9	0	7	0	15	0	11	0	84	0
15:15	15:30	7	0	0	1	28	0	0	0	299	0	1	1	3	0	0	0	205	0	0	1	41	0	0	0	0	0	0	0	27	0	0	0	20	0	0	0	9	0	7	0	15	0	12	0	89	0
15:30	15:45	7	0	0	1	28	0	0	0	306	0	1	1	3	0	0	0	213	0	0	1	42	0	0	0	1	0	0	0	29	0	0	0	23	0	0	0	13	0	7	0	15	0	13	0	90	0
15:45	16:00	7	0	0	1	31	0	0	0	319	0	1	2	3	0	0	0	220	0	0	1	44	0	0	0	1	0	0	0	30	0	0	0	23	0	0	0	18	0	7	0	15	0	13	0	94	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Prince Hwy and Chadstone Rd Poath Rd
Date: Thu 15/11/2018 **Time:** 7-10am and 3-10pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	15	0	0	0	24	1	0	0	18	1	0	0
7:15	7:30	0	0	0	0	30	1	0	0	17	0	0	0	30	1	0	0
7:30	7:45	0	0	0	0	29	0	0	0	26	1	0	0	40	3	1	0
7:45	8:00	0	0	0	0	28	1	0	0	41	1	0	0	41	2	0	0
8:00	8:15	0	0	0	0	35	0	0	0	55	2	0	0	44	3	1	0
8:15	8:30	0	0	0	0	32	2	0	0	50	0	0	1	42	1	0	0
8:30	8:45	0	0	0	0	33	1	0	0	51	2	0	0	51	0	1	0
8:45	9:00	0	0	0	0	31	1	0	0	42	1	0	1	48	2	0	0
9:00	9:15	0	0	0	0	45	0	0	0	33	0	0	0	49	0	0	0
9:15	9:30	0	0	0	0	32	0	0	0	43	1	0	0	35	0	1	0
9:30	9:45	0	0	0	0	29	0	0	0	38	2	0	0	28	1	1	0
9:45	10:00	0	0	0	0	42	1	0	0	45	1	0	0	34	3	1	0
15:00	15:15	0	0	0	0	52	0	0	0	85	2	1	0	57	1	0	0
15:15	15:30	0	0	0	0	60	0	0	0	102	1	0	1	66	2	0	0
15:30	15:45	0	0	0	0	57	0	0	0	99	3	0	0	52	1	1	0
15:45	16:00	0	0	0	0	54	0	1	0	97	2	0	2	65	0	0	0
16:00	16:15	0	0	0	0	58	0	0	0	79	0	0	0	81	0	0	0
16:15	16:30	0	0	0	0	49	1	0	0	99	0	0	0	52	0	4	0
16:30	16:45	0	0	0	0	60	2	1	0	106	0	0	1	54	0	1	0
16:45	17:00	0	0	0	0	56	0	0	0	67	0	1	1	75	0	0	0
17:00	17:15	0	0	0	0	67	0	0	0	105	0	0	1	76	0	1	0
17:15	17:30	0	0	0	0	62	0	0	0	91	0	0	1	77	1	1	0
17:30	17:45	0	0	0	0	65	0	0	0	100	1	0	0	69	1	1	0
17:45	18:00	0	0	0	0	63	0	1	0	90	0	0	1	73	0	0	0
18:00	18:15	0	0	0	0	59	0	0	0	65	0	0	2	58	0	1	0
18:15	18:30	0	0	0	0	56	0	0	0	89	0	0	2	68	0	0	0
18:30	18:45	0	0	0	0	47	0	0	0	72	2	0	2	67	0	2	0
18:45	19:00	0	0	0	0	58	0	0	0	89	1	0	1	72	0	0	0
19:00	19:15	1	0	0	0	48	0	0	0	69	0	0	0	69	0	1	0
19:15	19:30	0	0	0	0	64	0	0	0	73	0	0	0	83	0	1	0
19:30	19:45	1	0	0	0	54	0	0	0	100	0	0	0	71	0	0	0
19:45	20:00	0	0	0	0	49	0	0	0	73	1	0	0	75	2	0	0
20:00	20:15	0	0	0	0	61	0	0	0	82	0	0	0	87	0	1	0
20:15	20:30	0	0	0	0	57	0	0	0	71	0	0	0	86	0	0	0
20:30	20:45	0	0	0	0	68	0	0	0	57	0	0	0	63	0	0	0
20:45	21:00	0	0	0	0	51	0	0	0	67	0	0	0	60	0	0	0
21:00	21:15	0	0	0	0	70	0	0	0	55	0	0	0	66	0	0	0
21:15	21:30	0	0	0	0	67	0	0	0	87	0	0	0	60	0	0	0
21:30	21:45	0	0	0	0	83	0	0	0	76	0	0	0	57	0	0	0
21:45	22:00	0	0	0	0	69	1	0	0	68	0	0	0	45	0	0	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	1	0	0	0	16	0	2	0	602	41	6	0	13	0	0	0
7:15	7:30	0	0	0	0	22	2	0	0	617	43	11	0	9	0	2	0
7:30	7:45	0	0	0	0	24	3	2	0	577	33	8	0	5	1	1	0
7:45	8:00	0	0	0	0	15	1	1	0	532	44	9	0	8	0	1	1
8:00	8:15	0	0	0	0	17	1	0	0	487	24	5	0	10	0	1	0
8:15	8:30	0	0	0	0	23	0	1	0	497	26	4	1	12	0	1	0
8:30	8:45	0	0	0	0	27	2	1	0	523	34	10	0	12	2	1	1
8:45	9:00	1	0	0	0	30	1	0	0	475	32	4	0	10	0	1	0
9:00	9:15	1	0	0	0	14	0	1	0	515	45	6	0	13	0	1	0
9:15	9:30	0	0	0	0	19	0	0	0	434	35	4	0	17	0	1	1
9:30	9:45	1	0	0	0	14	1	3	0	501	32	7	0	18	1	1	0
9:45	10:00	2	0	0	0	29	2	0	0	426	42	3	0	21	0	1	0
15:00	15:15	2	0	0	0	28	0	1	0	450	15	7	0	38	1	1	0
15:15	15:30	2	0	0	0	30	0	0	0	438	19	3	0	46	0	0	0
15:30	15:45	0	0	0	0	18	1	1	0	459	17	4	0	35	0	3	0
15:45	16:00	0	0	0	0	33	0	1	0	518	19	4	0	31	0	0	0
16:00	16:15	1	0	0	0	21	0	0	0	427	16	3	0	30	0	0	2
16:15	16:30	1	0	0	0	19	0	0	0	519	16	3	0	37	1	1	0
16:30	16:45	2	0	0	0	29	0	2	0	502	13	12	0	32	0	1	0
16:45	17:00	1	0	0	0	39	1	0	0	606	10	3	0	32	0	1	0
17:00	17:15	2	0	0	0	36	0	1	0	560	7	5	0	40	0	2	0
17:15	17:30	1	0	0	0	42	0	1	0	556	5	8	0	33	1	2	0
17:30	17:45	1	0	0	0	40	0	1	0	563	7	2	0	48	1	0	1
17:45	18:00	2	0	0	0	44	0	0	0	560	12	2	0	42	0	2	1
18:00	18:15	1	0	0	0	35	0	1	0	580	5	5	0	48	0	0	0
18:15	18:30	3	0	0	0	39	0	0	0	447	6	4	1	47	0	1	0
18:30	18:45	2	0	0	0	30	0	0	0	491	4	6	0	52	0	2	1
18:45	19:00	10	0	0	0	38	0	1	0	426	2	2	0	47	0	1	0
19:00	19:15	6	0	0	0	30	0	0	0	321	3	6	0	44	0	1	0
19:15	19:30	3	0	0	0	40	0	1	0	344	1	5	2	42	0	1	0
19:30	19:45	5	0	0	0	29	0	0	0	319	3	1	0	52	0	0	0
19:45	20:00	3	0	0	0	29	0	0	0	335	4	4	0	53	0	1	1
20:00	20:15	3	0	0	0	29	0	0	1	295	0	1	4	43	0	0	1
20:15	20:30	0	0	0	0	31	0	0	0	370	2	5	0	37	0	1	0
20:30	20:45	0	0	0	0	30	0	0	0	298	4	4	0	32	1	0	0
20:45	21:00	4	0	0	0	26	0	0	0	306	4	1	0	21	0	2	0
21:00	21:15	1	0	0	0	17	0	0	0	300	7	2	0	33	0	0	1
21:15	21:30	0	0	0	0	16	0	0	0	433	3	1	0	33	0	0	1
21:30	21:45	0	0	0	0	8	0	0	0	274	4	1	0	41	0	2	1
21:45	22:00	0	0	0	0	8	0	0	0	305	3	1	0	39	0	0	0

TIME		9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	40	1	1	0	59	0	0	2	21	0	0	0
7:15	7:30	0	0	0	0	40	2	2	0	49	2	0	1	31	0	0	0
7:30	7:45	0	0	0	0	65	1	2	1	101	1	1	0	28	0	0	0
7:45	8:00	0	0	0	0	66	5	1	0	96	0	0	0	21	0	0	0
8:00	8:15	0	0	0	0	69	2	2	0	103	1	0	1	27	0	0	0
8:15	8:30	0	0	0	0	49	1	2	0	103	0	7	1	20	2	0	0
8:30	8:45	0	0	0	0	64	1	1	0	95	0	0	1	20	1	0	0
8:45	9:00	0	0	0	0	76	0	1	1	103	2	0	0	28	0	0	0
9:00	9:15	0	0	0	0	68	2	1	1	82	2	0	0	17	0	0	0
9:15	9:30	0	0	0	0	70	1	1	1	88	2	0	1	22	1	0	0
9:30	9:45	0	0	0	0	46	4	1	0	64	0	0	0	17	0	0	0
9:45	10:00	0	0	0	0	63	2	2	0	70	0	0	1	13	2	0	0
15:00	15:15	0	0	0	0	37	2	1	0	67	3	0	0	31	0	0	0
15:15	15:30	0	0	0	0	37	4	1	0	67	0	0	0	13	0	0	0
15:30	15:45	0	0	0	0	41	0	0	0	71	2	0	0	17	0	0	0
15:45	16:00	0	0	0	0	38	0	1	0	84	1	0	0	19	0	0	0
16:00	16:15	0	0	0	0	54	3	2	0	74	1	0	0	16	0	0	1
16:15	16:30	0	0	0	0	45	0	1	0	79	0	0	0	15	0	0	0
16:30	16:45	0	0	0	0	56	3	0	0	77	1	0	0	17	0	0	0
16:45	17:00	0	0	0	0	55	0	2	0	81	0	0	0	14	0	0	0
17:00	17:15	0	0	0	0	51	0	1	0	72	1	0	0	20	0	0	0
17:15	17:30	0	0	0	0	54	1	3	0	69	0	0	0	20	0	0	0
17:30	17:45	0	0	0	0	56	0	1	1	79	0	0	0	16	0	0	0
17:45	18:00	0	0	0	0	54	0	1	0	87	0	0	2	16	0	0	0
18:00	18:15	0	0	0	0	64	0	1	0	81	0	0	1	21	0	0	0
18:15	18:30	0	0	0	0	61	0	1	0	75	0	0	1	19	0	0	0
18:30	18:45	0	0	0	0	50	1	2	0	70	1	0	0	9	0	0	0
18:45	19:00	0	0	0	0	66	1	1	0	19	0	0	0	71	0	0	0
19:00	19:15	0	0	0	0	53	0	2	0	60	0	0	0	13	0	0	0
19:15	19:30	0	0	0	0	61	0	2	0	46	0	0	0	17	0	0	0
19:30	19:45	0	0	0	0	46	0	0	0	46	0	0	0	15	0	0	0
19:45	20:00	0	0	0	0	48	0	2	0	48	0	0	0	14	0	0	0
20:00	20:15	0	0	0	0	58	0	0	0	44	0	0	0	13	0	0	0
20:15	20:30	0	0	0	0	42	0	1	0	39	0	0	0	10	0	0	0
20:30	20:45	0	0	0	0	35	0	1	0	46	0	0	0	7	0	0	0
20:45	21:00	0	0	0	0	38	0	0	0	30	0	0	0	12	0	0	0
21:00	21:15	0	0	0	0	23	1	0	0	27	0	0	0	16	0	0	0
21:15	21:30	0	0	0	0	27	0	2	0	21	0	0	0	9	0	0	0
21:30	21:45	0	0	0	0	31	0	0	0	17	0	0	0	12	0	0	0
21:45	22:00	0	0	0	0	24	0	0	0	11	0	0	0	6	0	0	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	9	0	0	0	308	13	4	0	17	1	0	0
7:15	7:30	0	0	0	0	12	6	0	0	450	21	1	0	18	1	0	0
7:30	7:45	0	0	0	0	11	0	0	0	514	27	4	0	26	3	0	0
7:45	8:00	2	0	0	0	9	1	0	0	691	22	3	1	51	1	0	0
8:00	8:15	4	0	0	0	14	0	0	0	556	23	7	0	61	2	0	0
8:15	8:30	7	0	0	0	11	1	0	0	627	25	4	2	52	0	2	0
8:30	8:45	2	0	0	0	12	1	0	0	595	34	6	0	51	0	0	0
8:45	9:00	2	0	0	0	16	0	0	0	586	21	6	0	65	2	0	0
9:00	9:15	1	0	0	0	10	1	0	0	455	41	5	0	71	2	0	0
9:15	9:30	0	0	0	0	17	1	0	0	475	38	7	1	60	2	0	0
9:30	9:45	1	0	0	0	9	1	0	0	497	36	8	1	66	2	1	0
9:45	10:00	0	0	0	0	13	0	0	0	352	38	7	0	60	3	0	0
15:00	15:15	3	0	0	0	33	0	0	0	479	26	16	0	67	3	0	0
15:15	15:30	0	0	0	0	16	0	0	0	370	10	5	0	81	3	0	0
15:30	15:45	2	0	0	0	19	0	0	0	295	21	9	1	79	1	0	0
15:45	16:00	0	0	0	0	15	2	0	0	398	21	6	0	75	1	0	0
16:00	16:15	2	0	0	0	26	0	0	0	502	28	6	0	81	1	0	0
16:15	16:30	4	0	0	0	18	0	0	0	601	24	9	0	85	1	1	0
16:30	16:45	2	0	0	0	19	0	0	0	547	20	6	0	70	0	0	0
16:45	17:00	3	0	0	0	12	0	0	0	574	28	7	1	76	1	0	0
17:00	17:15	1	0	0	0	22	0	1	0	473	18	4	0	71	0	0	0
17:15	17:30	0	0	0	0	34	0	0	0	592	24	7	0	85	0	0	0
17:30	17:45	0	0	0	0	25	0	0	0	539	13	14	1	80	2	0	0
17:45	18:00	0	0	0	0	18	0	0	0	523	17	5	1	68	3	0	0
18:00	18:15	1	0	0	0	25	0	0	0	538	14	6	1	82	0	0	0
18:15	18:30	0	0	0	0	22	0	0	0	470	8	5	0	56	0	0	0
18:30	18:45	0	0	0	0	13	1	0	0	579	10	7	0	43	0	0	0
18:45	19:00	0	0	0	0	21	0	0	0	436	10	4	1	64	1	0	0
19:00	19:15	1	0	0	0	18	0	0	0	426	16	5	1	56	0	0	0
19:15	19:30	0	0	0	0	15	0	0	0	470	7	5	1	57	0	0	0
19:30	19:45	2	0	0	0	14	0	0	0	411	6	4	0	59	0	0	0
19:45	20:00	1	0	0	0	18	1	0	0	558	7	5	0	67	1	0	0
20:00	20:15	1	0	0	0	20	0	0	0	392	8	3	0	59	0	0	0
20:15	20:30	0	0	0	0	14	0	0	0	467	9	6	0	68	0	0	0
20:30	20:45	2	0	0	0	20	0	0	0	377	3	5	0	47	0	0	0
20:45	21:00	0	0	0	0	12	0	0	0	395	4	1	0	31	0	0	0
21:00	21:15	4	0	0	0	17	0	0	0	373	4	4	0	39	0	0	0
21:15	21:30	2	0	0	0	13	0	0	0	385	5	3	0	36	1	0	0
21:30	21:45	3	0	0	0	10	0	0	0	370	4	4	0	31	0	0	0
21:45	22:00	0	0	0	0	7	0	0	0	275	1	2	0	32	1	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	1	0	4	0	4	0	1	0	4	0	0	0	0	0	0	0
7:15	7:30	1	0	5	0	5	0	1	0	3	0	1	0	0	0	1	0
7:30	7:45	1	0	2	0	1	0	1	0	2	0	1	0	0	0	0	0
7:45	8:00	4	0	2	0	4	0	3	0	1	0	10	0	0	0	0	0
8:00	8:15	1	0	2	0	2	0	1	0	2	0	2	0	0	0	0	0
8:15	8:30	2	0	1	0	3	0	2	0	1	0	2	0	0	0	0	0
8:30	8:45	1	0	10	0	10	0	1	0	2	0	2	0	0	0	0	0
8:45	9:00	1	0	2	0	2	0	1	0	0	0	4	0	0	0	0	0
9:00	9:15	0	0	2	0	2	0	0	0	1	0	6	0	0	0	0	0
9:15	9:30	1	0	3	0	3	0	1	0	1	0	1	1	0	0	0	0
9:30	9:45	0	0	3	0	3	0	0	0	0	0	4	0	0	0	0	0
9:45	10:00	2	0	1	0	1	1	2	0	0	0	9	0	0	0	0	0
15:00	15:15	6	0	5	1	5	1	6	0	13	1	13	0	0	0	0	0
15:15	15:30	5	0	3	0	3	0	5	0	16	0	15	0	0	0	0	0
15:30	15:45	12	0	5	0	7	0	14	0	13	0	23	0	0	0	0	0
15:45	16:00	3	0	5	0	6	0	4	0	11	0	12	1	0	0	0	0
16:00	16:15	11	0	5	0	5	0	11	0	12	0	6	0	0	0	0	0
16:15	16:30	4	0	10	0	10	0	4	0	5	0	16	0	0	0	0	0
16:30	16:45	3	0	5	0	6	0	3	0	9	0	11	0	0	0	0	0
16:45	17:00	11	0	6	0	7	0	11	0	5	0	16	0	0	0	0	0
17:00	17:15	4	2	6	0	7	0	5	2	4	0	11	2	0	0	0	0
17:15	17:30	4	0	5	0	5	0	4	0	20	0	17	0	0	0	0	0
17:30	17:45	9	0	10	0	7	0	9	0	5	0	11	0	0	0	0	0
17:45	18:00	7	0	4	0	11	1	10	0	9	0	15	0	1	0	0	0
18:00	18:15	10	0	5	0	5	0	10	0	5	0	17	1	0	0	0	0
18:15	18:30	7	0	9	0	9	0	8	0	5	0	15	0	0	0	0	0
18:30	18:45	2	0	6	0	8	0	2	0	9	1	8	0	0	0	0	0
18:45	19:00	9	0	10	0	12	1	11	0	7	0	15	0	0	0	0	0
19:00	19:15	3	0	17	0	18	0	6	0	2	0	27	0	0	0	0	0
19:15	19:30	3	0	19	0	19	0	2	0	6	0	28	0	0	0	0	0
19:30	19:45	1	0	19	0	19	0	2	0	4	1	16	0	0	0	0	0
19:45	20:00	9	0	33	0	35	0	16	0	6	2	14	0	0	0	0	0
20:00	20:15	4	0	15	0	16	0	5	0	6	0	32	3	1	0	1	0
20:15	20:30	13	0	12	1	11	1	13	0	12	0	18	0	0	0	1	0
20:30	20:45	17	0	6	0	8	0	16	0	6	0	11	0	0	0	0	0
20:45	21:00	3	0	7	0	1	0	3	0	5	0	3	0	0	0	0	0
21:00	21:15	22	0	7	0	10	0	22	0	11	0	9	0	0	0	2	0
21:15	21:30	10	1	2	0	3	0	10	1	12	0	0	0	0	0	0	0
21:30	21:45	8	0	0	0	0	0	8	0	8	0	1	0	0	0	0	0
21:45	22:00	16	0	1	0	1	0	16	0	12	0	0	0	0	0	0	0

Accumulative Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	15	0	0	0	24	1	0	0	18	1	0	0
7:15	7:30	0	0	0	0	45	1	0	0	41	1	0	0	48	2	0	0
7:30	7:45	0	0	0	0	74	1	0	0	67	2	0	0	88	5	1	0
7:45	8:00	0	0	0	0	102	2	0	0	108	3	0	0	129	7	1	0
8:00	8:15	0	0	0	0	137	2	0	0	163	5	0	0	173	10	2	0
8:15	8:30	0	0	0	0	169	4	0	0	213	5	0	1	215	11	2	0
8:30	8:45	0	0	0	0	202	5	0	0	264	7	0	1	266	11	3	0
8:45	9:00	0	0	0	0	233	6	0	0	306	8	0	2	314	13	3	0
9:00	9:15	0	0	0	0	278	6	0	0	339	8	0	2	363	13	3	0
9:15	9:30	0	0	0	0	310	6	0	0	382	9	0	2	398	13	4	0
9:30	9:45	0	0	0	0	339	6	0	0	420	11	0	2	426	14	5	0
9:45	10:00	0	0	0	0	381	7	0	0	465	12	0	2	460	17	6	0
15:00	15:15	0	0	0	0	52	0	0	0	85	2	1	0	57	1	0	0
15:15	15:30	0	0	0	0	112	0	0	0	187	3	1	1	123	3	0	0
15:30	15:45	0	0	0	0	169	0	0	0	286	6	1	1	175	4	1	0
15:45	16:00	0	0	0	0	223	0	1	0	383	8	1	3	240	4	1	0
16:00	16:15	0	0	0	0	281	0	1	0	462	8	1	3	321	4	1	0
16:15	16:30	0	0	0	0	330	1	1	0	561	8	1	3	373	4	5	0
16:30	16:45	0	0	0	0	390	3	2	0	667	8	1	4	427	4	6	0
16:45	17:00	0	0	0	0	446	3	2	0	734	8	2	5	502	4	6	0
17:00	17:15	0	0	0	0	513	3	2	0	839	8	2	6	578	4	7	0
17:15	17:30	0	0	0	0	575	3	2	0	930	8	2	7	655	5	8	0
17:30	17:45	0	0	0	0	640	3	2	0	1030	9	2	7	724	6	9	0
17:45	18:00	0	0	0	0	703	3	3	0	1120	9	2	8	797	6	9	0
18:00	18:15	0	0	0	0	762	3	3	0	1185	9	2	10	855	6	10	0
18:15	18:30	0	0	0	0	818	3	3	0	1274	9	2	12	923	6	10	0
18:30	18:45	0	0	0	0	865	3	3	0	1346	11	2	14	990	6	12	0
18:45	19:00	0	0	0	0	923	3	3	0	1435	12	2	15	1062	6	12	0
19:00	19:15	1	0	0	0	971	3	3	0	1504	12	2	15	1131	6	13	0
19:15	19:30	1	0	0	0	1035	3	3	0	1577	12	2	15	1214	6	14	0
19:30	19:45	2	0	0	0	1089	3	3	0	1677	12	2	15	1285	6	14	0
19:45	20:00	2	0	0	0	1138	3	3	0	1750	13	2	15	1360	8	14	0
20:00	20:15	2	0	0	0	1199	3	3	0	1832	13	2	15	1447	8	15	0
20:15	20:30	2	0	0	0	1256	3	3	0	1903	13	2	15	1533	8	15	0
20:30	20:45	2	0	0	0	1324	3	3	0	1960	13	2	15	1596	8	15	0
20:45	21:00	2	0	0	0	1375	3	3	0	2027	13	2	15	1656	8	15	0
21:00	21:15	2	0	0	0	1445	3	3	0	2082	13	2	15	1722	8	15	0
21:15	21:30	2	0	0	0	1512	3	3	0	2169	13	2	15	1782	8	15	0
21:30	21:45	2	0	0	0	1595	3	3	0	2245	13	2	15	1839	8	15	0
21:45	22:00	2	0	0	0	1664	4	3	0	2313	13	2	15	1884	8	15	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	1	0	0	0	16	0	2	0	602	41	6	0	13	0	0	0
7:15	7:30	1	0	0	0	38	2	2	0	1219	84	17	0	22	0	2	0
7:30	7:45	1	0	0	0	62	5	4	0	1796	117	25	0	27	1	3	0
7:45	8:00	1	0	0	0	77	6	5	0	2328	161	34	0	35	1	4	1
8:00	8:15	1	0	0	0	94	7	5	0	2815	185	39	0	45	1	5	1
8:15	8:30	1	0	0	0	117	7	6	0	3312	211	43	1	57	1	6	1
8:30	8:45	1	0	0	0	144	9	7	0	3835	245	53	1	69	3	7	2
8:45	9:00	2	0	0	0	174	10	7	0	4310	277	57	1	79	3	8	2
9:00	9:15	3	0	0	0	188	10	8	0	4825	322	63	1	92	3	9	2
9:15	9:30	3	0	0	0	207	10	8	0	5259	357	67	1	109	3	10	3
9:30	9:45	4	0	0	0	221	11	11	0	5760	389	74	1	127	4	11	3
9:45	10:00	6	0	0	0	250	13	11	0	6186	431	77	1	148	4	12	3
15:00	15:15	2	0	0	0	28	0	1	0	450	15	7	0	38	1	1	0
15:15	15:30	4	0	0	0	58	0	1	0	888	34	10	0	84	1	1	0
15:30	15:45	4	0	0	0	76	1	2	0	1347	51	14	0	119	1	4	0
15:45	16:00	4	0	0	0	109	1	3	0	1865	70	18	0	150	1	4	0
16:00	16:15	5	0	0	0	130	1	3	0	2292	86	21	0	180	1	4	2
16:15	16:30	6	0	0	0	149	1	3	0	2811	102	24	0	217	2	5	2
16:30	16:45	8	0	0	0	178	1	5	0	3313	115	36	0	249	2	6	2
16:45	17:00	9	0	0	0	217	2	5	0	3919	125	39	0	281	2	7	2
17:00	17:15	11	0	0	0	253	2	6	0	4479	132	44	0	321	2	9	2
17:15	17:30	12	0	0	0	295	2	7	0	5035	137	52	0	354	3	11	2
17:30	17:45	13	0	0	0	335	2	8	0	5598	144	54	0	402	4	11	3
17:45	18:00	15	0	0	0	379	2	8	0	6158	156	56	0	444	4	13	4
18:00	18:15	16	0	0	0	414	2	9	0	6738	161	61	0	492	4	13	4
18:15	18:30	19	0	0	0	453	2	9	0	7185	167	65	1	539	4	14	4
18:30	18:45	21	0	0	0	483	2	9	0	7676	171	71	1	591	4	16	5
18:45	19:00	31	0	0	0	521	2	10	0	8102	173	73	1	638	4	17	5
19:00	19:15	37	0	0	0	551	2	10	0	8423	176	79	1	682	4	18	5
19:15	19:30	40	0	0	0	591	2	11	0	8767	177	84	3	724	4	19	5
19:30	19:45	45	0	0	0	620	2	11	0	9086	180	85	3	776	4	19	5
19:45	20:00	48	0	0	0	649	2	11	0	9421	184	89	3	829	4	20	6
20:00	20:15	51	0	0	0	678	2	11	1	9716	184	90	7	872	4	20	7
20:15	20:30	51	0	0	0	709	2	11	1	10086	186	95	7	909	4	21	7
20:30	20:45	51	0	0	0	739	2	11	1	10384	190	99	7	941	5	21	7
20:45	21:00	55	0	0	0	765	2	11	1	10690	194	100	7	962	5	23	7
21:00	21:15	56	0	0	0	782	2	11	1	10990	201	102	7	995	5	23	8
21:15	21:30	56	0	0	0	798	2	11	1	11423	204	103	7	1028	5	23	9
21:30	21:45	56	0	0	0	806	2	11	1	11697	208	104	7	1069	5	25	10
21:45	22:00	56	0	0	0	814	2	11	1	12002	211	105	7	1108	5	25	10

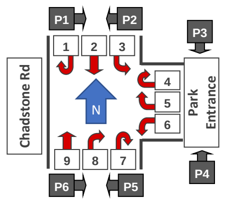
TIME		9				10				11				12			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	40	1	1	0	59	0	0	2	21	0	0	0
7:15	7:30	0	0	0	0	80	3	3	0	108	2	0	3	52	0	0	0
7:30	7:45	0	0	0	0	145	4	5	1	209	3	1	3	80	0	0	0
7:45	8:00	0	0	0	0	211	9	6	1	305	3	1	3	101	0	0	0
8:00	8:15	0	0	0	0	280	11	8	1	408	4	1	4	128	0	0	0
8:15	8:30	0	0	0	0	329	12	10	1	511	4	8	5	148	2	0	0
8:30	8:45	0	0	0	0	393	13	11	1	606	4	8	6	168	3	0	0
8:45	9:00	0	0	0	0	469	13	12	2	709	6	8	6	196	3	0	0
9:00	9:15	0	0	0	0	537	15	13	3	791	8	8	6	213	3	0	0
9:15	9:30	0	0	0	0	607	16	14	4	879	10	8	7	235	4	0	0
9:30	9:45	0	0	0	0	653	20	15	4	943	10	8	7	252	4	0	0
9:45	10:00	0	0	0	0	716	22	17	4	1013	10	8	8	265	6	0	0
15:00	15:15	0	0	0	0	37	2	1	0	67	3	0	0	31	0	0	0
15:15	15:30	0	0	0	0	74	6	2	0	134	3	0	0	44	0	0	0
15:30	15:45	0	0	0	0	115	6	2	0	205	5	0	0	61	0	0	0
15:45	16:00	0	0	0	0	153	6	3	0	289	6	0	0	80	0	0	0
16:00	16:15	0	0	0	0	207	9	5	0	363	7	0	0	96	0	0	1
16:15	16:30	0	0	0	0	252	9	6	0	442	7	0	0	111	0	0	1
16:30	16:45	0	0	0	0	308	12	6	0	519	8	0	0	128	0	0	1
16:45	17:00	0	0	0	0	363	12	8	0	600	8	0	0	142	0	0	1
17:00	17:15	0	0	0	0	414	12	9	0	672	9	0	0	162	0	0	1
17:15	17:30	0	0	0	0	468	13	12	0	741	9	0	0	182	0	0	1
17:30	17:45	0	0	0	0	524	13	13	1	820	9	0	0	198	0	0	1
17:45	18:00	0	0	0	0	578	13	14	1	907	9	0	2	214	0	0	1
18:00	18:15	0	0	0	0	642	13	15	1	988	9	0	3	235	0	0	1
18:15	18:30	0	0	0	0	703	13	16	1	1063	9	0	4	254	0	0	1
18:30	18:45	0	0	0	0	753	14	18	1	1133	10	0	4	263	0	0	1
18:45	19:00	0	0	0	0	819	15	19	1	1152	10	0	4	334	0	0	1
19:00	19:15	0	0	0	0	872	15	21	1	1212	10	0	4	347	0	0	1
19:15	19:30	0	0	0	0	933	15	23	1	1258	10	0	4	364	0	0	1
19:30	19:45	0	0	0	0	979	15	23	1	1304	10	0	4	379	0	0	1
19:45	20:00	0	0	0	0	1027	15	25	1	1352	10	0	4	393	0	0	1
20:00	20:15	0	0	0	0	1085	15	25	1	1396	10	0	4	406	0	0	1
20:15	20:30	0	0	0	0	1127	15	26	1	1435	10	0	4	416	0	0	1
20:30	20:45	0	0	0	0	1162	15	27	1	1481	10	0	4	423	0	0	1
20:45	21:00	0	0	0	0	1200	15	27	1	1511	10	0	4	435	0	0	1
21:00	21:15	0	0	0	0	1223	16	27	1	1538	10	0	4	451	0	0	1
21:15	21:30	0	0	0	0	1250	16	29	1	1559	10	0	4	460	0	0	1
21:30	21:45	0	0	0	0	1281	16	29	1	1576	10	0	4	472	0	0	1
21:45	22:00	0	0	0	0	1305	16	29	1	1587	10	0	4	478	0	0	1

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	9	0	0	0	308	13	4	0	17	1	0	0
7:15	7:30	0	0	0	0	21	6	0	0	758	34	5	0	35	2	0	0
7:30	7:45	0	0	0	0	32	6	0	0	1272	61	9	0	61	5	0	0
7:45	8:00	2	0	0	0	41	7	0	0	1963	83	12	1	112	6	0	0
8:00	8:15	6	0	0	0	55	7	0	0	2519	106	19	1	173	8	0	0
8:15	8:30	13	0	0	0	66	8	0	0	3146	131	23	3	225	8	2	0
8:30	8:45	15	0	0	0	78	9	0	0	3741	165	29	3	276	8	2	0
8:45	9:00	17	0	0	0	94	9	0	0	4327	186	35	3	341	10	2	0
9:00	9:15	18	0	0	0	104	10	0	0	4782	227	40	3	412	12	2	0
9:15	9:30	18	0	0	0	121	11	0	0	5257	265	47	4	472	14	2	0
9:30	9:45	19	0	0	0	130	12	0	0	5754	301	55	5	538	16	3	0
9:45	10:00	19	0	0	0	143	12	0	0	6106	339	62	5	598	19	3	0
15:00	15:15	3	0	0	0	33	0	0	0	479	26	16	0	67	3	0	0
15:15	15:30	3	0	0	0	49	0	0	0	849	36	21	0	148	6	0	0
15:30	15:45	5	0	0	0	68	0	0	0	1144	57	30	1	227	7	0	0
15:45	16:00	5	0	0	0	83	2	0	0	1542	78	36	1	302	8	0	0
16:00	16:15	7	0	0	0	109	2	0	0	2044	106	42	1	383	9	0	0
16:15	16:30	11	0	0	0	127	2	0	0	2645	130	51	1	468	10	1	0
16:30	16:45	13	0	0	0	146	2	0	0	3192	150	57	1	538	10	1	0
16:45	17:00	16	0	0	0	158	2	0	0	3766	178	64	2	614	11	1	0
17:00	17:15	17	0	0	0	180	2	1	0	4239	196	68	2	685	11	1	0
17:15	17:30	17	0	0	0	214	2	1	0	4831	220	75	2	770	11	1	0
17:30	17:45	17	0	0	0	239	2	1	0	5370	233	89	3	850	13	1	0
17:45	18:00	17	0	0	0	257	2	1	0	5893	250	94	4	918	16	1	0
18:00	18:15	18	0	0	0	282	2	1	0	6431	264	100	5	1000	16	1	0
18:15	18:30	18	0	0	0	304	2	1	0	6901	272	105	5	1056	16	1	0
18:30	18:45	18	0	0	0	317	3	1	0	7480	282	112	5	1099	16	1	0
18:45	19:00	18	0	0	0	338	3	1	0	7916	292	116	6	1163	17	1	0
19:00	19:15	19	0	0	0	356	3	1	0	8342	308	121	7	1219	17	1	0
19:15	19:30	19	0	0	0	371	3	1	0	8812	315	126	8	1276	17	1	0
19:30	19:45	21	0	0	0	385	3	1	0	9223	321	130	8	1335	17	1	0
19:45	20:00	22	0	0	0	403	4	1	0	9781	328	135	8	1402	18	1	0
20:00	20:15	23	0	0	0	423	4	1	0	10173	336	138	8	1461	18	1	0
20:15	20:30	23	0	0	0	437	4	1	0	10640	345	144	8	1529	18	1	0
20:30	20:45	25	0	0	0	457	4	1	0	11017	348	149	8	1576	18	1	0
20:45	21:00	25	0	0	0	469	4	1	0	11412	352	150	8	1607	18	1	0
21:00	21:15	29	0	0	0	486	4	1	0	11785	356	154	8	1646	18	1	0
21:15	21:30	31	0	0	0	499	4	1	0	12170	361	157	8	1682	19	1	0
21:30	21:45	34	0	0	0	509	4	1	0	12540	365	161	8	1713	19	1	0
21:45	22:00	34	0	0	0	516	4	1	0	12815	366	163	8	1745	20	1	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	1	0	4	0	4	0	1	0	4	0	0	0	0	0	0	0
7:15	7:30	2	0	9	0	9	0	2	0	7	0	1	0	0	0	1	0
7:30	7:45	3	0	11	0	10	0	3	0	9	0	2	0	0	0	1	0
7:45	8:00	7	0	13	0	14	0	6	0	10	0	12	0	0	0	1	0
8:00	8:15	8	0	15	0	16	0	7	0	12	0	14	0	0	0	1	0
8:15	8:30	10	0	16	0	19	0	9	0	13	0	16	0	0	0	1	0
8:30	8:45	11	0	26	0	29	0	10	0	15	0	18	0	0	0	1	0
8:45	9:00	12	0	28	0	31	0	11	0	15	0	22	0	0	0	1	0
9:00	9:15	12	0	30	0	33	0	11	0	16	0	28	0	0	0	1	0
9:15	9:30	13	0	33	0	36	0	12	0	17	0	29	1	0	0	1	0
9:30	9:45	13	0	36	0	39	0	12	0	17	0	33	1	0	0	1	0
9:45	10:00	15	0	37	0	40	1	14	0	17	0	42	1	0	0	1	0
15:00	15:15	6	0	5	1	5	1	6	0	13	1	13	0	0	0	0	0
15:15	15:30	11	0	8	1	8	1	11	0	29	1	28	0	0	0	0	0
15:30	15:45	23	0	13	1	15	1	25	0	42	1	51	0	0	0	0	0
15:45	16:00	26	0	18	1	21	1	29	0	53	1	63	1	0	0	0	0
16:00	16:15	37	0	23	1	26	1	40	0	65	1	69	1	0	0	0	0
16:15	16:30	41	0	33	1	36	1	44	0	70	1	85	1	0	0	0	0
16:30	16:45	44	0	38	1	42	1	47	0	79	1	96	1	0	0	0	0
16:45	17:00	55	0	44	1	49	1	58	0	84	1	112	1	0	0	0	0
17:00	17:15	59	2	50	1	56	1	63	2	88	1	123	3	0	0	0	0
17:15	17:30	63	2	55	1	61	1	67	2	108	1	140	3	0	0	0	0
17:30	17:45	72	2	65	1	68	1	76	2	113	1	151	3	0	0	0	0
17:45	18:00	79	2	69	1	79	2	86	2	122	1	166	3	1	0	0	0
18:00	18:15	89	2	74	1	84	2	96	2	127	1	183	4	1	0	0	0
18:15	18:30	96	2	83	1	93	2	104	2	132	1	198	4	1	0	0	0
18:30	18:45	98	2	89	1	101	2	106	2	141	2	206	4	1	0	0	0
18:45	19:00	107	2	99	1	113	3	117	2	148	2	221	4	1	0	0	0
19:00	19:15	110	2	116	1	131	3	123	2	150	2	248	4	1	0	0	0
19:15	19:30	113	2	135	1	150	3	125	2	156	2	276	4	1	0	0	0
19:30	19:45	114	2	154	1	169	3	127	2	160	3	292	4	1	0	0	0
19:45	20:00	123	2	187	1	204	3	143	2	166	5	306	4	1	0	0	0
20:00	20:15	127	2	202	1	220	3	148	2	172	5	338	7	2	0	1	0
20:15	20:30	140	2	214	2	231	4	161	2	184	5	356	7	2	0	2	0
20:30	20:45	157	2	220	2	239	4	177	2	190	5	367	7	2	0	2	0
20:45	21:00	160	2	227	2	240	4	180	2	195	5	370	7	2	0	2	0
21:00	21:15	182	2	234	2	250	4	202	2	206	5	379	7	2	0	4	0
21:15	21:30	192	3	236	2	253	4	212	3	218	5	379	7	2	0	4	0
21:30	21:45	200	3	236	2	253	4	220	3	226	5	380	7	2	0	4	0
21:45	22:00	216	3	237	2	254	4	236	3	238	5	380	7	2	0	4	0

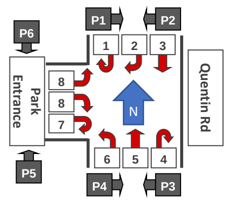
Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Park Entrance
Date: Thu 15/11/2018 **Time:** 7-10am and 3-10pm
Weather: Overcast



Absolute Value		VEHICLE MOVEMENTS																																				Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	48	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	73	1	2	1	0	0	0	0	2	0	0	0	1	0	0	0
7:15	7:30	0	0	0	0	57	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	2	0	0	0	0	1	0	2	0	0	0	0	0	1	0
7:30	7:45	1	0	0	0	79	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	100	2	3	0	1	0	0	0	4	1	0	0	1	0	0	0
7:45	8:00	1	0	0	0	143	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	116	1	1	0	1	0	0	0	3	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	139	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	119	1	0	2	0	0	0	0	1	1	1	0	0	0	0	0
8:15	8:30	1	0	0	0	128	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	103	2	8	2	0	0	1	0	6	0	2	1	0	0	0	0
8:30	8:45	2	0	0	0	186	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	108	1	1	1	0	0	0	0	2	0	0	0	0	0	0	0
8:45	9:00	1	0	0	0	187	2	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	109	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0
9:00	9:15	1	0	0	0	213	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	96	4	1	1	2	1	0	0	5	0	0	0	0	0	0	0
9:15	9:30	1	0	0	0	200	3	2	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	82	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0
9:30	9:45	1	0	0	0	187	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	81	2	1	0	1	0	0	0	2	1	0	0	0	0	0	0
9:45	10:00	1	0	0	0	161	2	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	84	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0
15:00	15:15	2	0	0	0	171	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	218	5	1	0	0	0	0	0	2	0	1	0	1	0	0	1
15:15	15:30	0	0	0	0	176	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	170	3	1	0	0	0	0	0	0	0	4	0	0	0	0	0
15:30	15:45	0	1	0	0	176	2	2	0	1	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	136	5	1	0	0	0	0	0	1	1	4	0	0	0	0	0
15:45	16:00	0	0	0	0	176	2	0	1	4	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	2	0	0	0	170	3	1	0	0	0	0	0	0	0	4	0	1	0	0	0
16:00	16:15	0	0	0	0	156	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	170	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
16:15	16:30	2	0	0	0	185	2	5	0	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	163	2	0	0	0	0	0	0	4	0	3	0	0	0	0	0
16:30	16:45	0	0	0	0	178	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	179	1	2	0	0	0	0	0	4	0	2	0	0	0	0	0
16:45	17:00	0	0	0	0	190	2	1	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	167	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
17:00	17:15	2	0	0	0	181	1	1	1	5	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	153	0	1	1	0	0	0	0	1	0	2	1	0	0	0	0
17:15	17:30	1	0	0	0	193	0	1	1	5	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	174	0	1	1	1	0	1	0	3	1	1	0	0	0	0	0
17:30	17:45	2	0	0	0	183	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	174	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	203	0	0	0	4	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	196	1	0	1	0	0	0	0	4	1	2	0	0	0	0	1
18:00	18:15	1	0	0	0	186	0	1	2	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	170	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0
18:15	18:30	1	0	0	0	202	0	1	2	2	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	149	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0
18:30	18:45	1	0	0	0	243	1	2	0	1	0	0	1	0	0	0	0	3	0	0	0	7	0	0	1	0	0	0	0	5	0	0	0	157	1	0	0	0	0	0	0	6	0	1	0	0	0	0	0
18:45	19:00	0	0	0	0	256	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	150	1	1	0	0	0	0	0	7	2	0	0	1	0	0	0
19:00	19:15	0	0	0	0	256	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0	143	0	0	1	0	0	0	0	2	1	6	0	0	0	2	0
19:15	19:30	0	0	0	0	211	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	149	0	1	1	0	0	1	0	4	0	1	0	0	0	0	0
19:30	19:45	0	0	0	0	194	1	0	0	6	0	0	0	0	0	0	0	2	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	136	0	0	0	1	0	0	0	11	1	3	0	5	0	0	0
19:45	20:00	4	0	0	0	187	0	1	0	5	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	148	0	0	0	0	0	0	0	13	0	2	0	0	0	0	0
20:00	20:15	0	0	0	0	155	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0	6	0	0	0	131	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0
20:15	20:30	0	0	0	0	118	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	124	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0
20:30	20:45	0	0	0	0	95	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	137	0	0	0	2	0	0	0	1	0	2	0	0	0	1	0
20:45	21:00	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	155	0	0	0	0	0	0	0	3	0	4	0	0	0	2	0
21:00	21:15	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	137	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0
21:15	21:30	1	0	0	0	84	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	135	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
21:30	21:45	0	0	0	0	67	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	139	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0
21:45	22:00	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	110	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0

Accumulative Value		VEHICLE MOVEMENTS																																				Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	48	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	73	1	2	1	0	0	0	0	2	0	0	0	1	0	0	0
7:15	7:30	0	0	0	0	105	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	142	3	2	1	0	0	1	0	4	0	0	0	1	0	1	0
7:30	7:45	1	0	0	0	184	2	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	242	5	5	1	1	0	1	0	8	1	0	0	2	0	1	0
7:45	8:00	2	0	0	0	327	4	1	3	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	3	0	0	0	358	6	6	1	2	0	1	0	11	1	0	0	2	0	1	0
8:00	8:15	2	0	0	0	466	7	2	4	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	4	0	0	0	477	7	6	3	2	0	1	0	12	2	1	0	2	0	1	0
8:15	8:30	3	0	0	0	594	9	3	5	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	5	0	0	0	580	9	14	5	2	0	2	0	18	2	3	1	2	0	1	0
8:30	8:45	5	0	0	0	780	11	4	5	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	6	0	0	0	688	10	15	6	2	0	2	0	20	2	3	1	2	0	1	0
8:45	9:00	6	0	0	0	967	13	4	5	3	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	2	0	0	0	10	0	0	0	797	12	15	6	2	0	3	0	21	2	3	1	2	0	1	0
9:00	9:15	7	0	0	0	1180	13	4	5	3	0	0	2	0	0	0	0	3	0	0	0	1	0	0	1	4	0	0	0	13	0	0	0	893	16	16	7	4	1	3	0	26	2	3	1	2	0	1	0
9:15	9:30	8	0	0	0	1380	16	6	5	4	0	0	2	0	0	0	0	6	0	0	0	1	0	0	1	4	0	0	0	16	0	0	0	975	21	17	7	4	1	3	0	26	3	3	1	2	0	1	0
9:30	9:45	9	0	0	0	1567	21	7	5	4	1	0	2	0	0	0	0	6	0	0	0	1	0	0	1	6	0	0	0	18	0	0	0	1056	23	18	7	5	1	3	0	28	4	3	1	2	0	1	0
9:45	10:00	10	0	0	0	1728	23	9	5	4	3	0	2	0	0	0	0	6	1	0	0	1	0	0	1	6	0	0	0	20	0	0	0	1140	24	18	7	5	1	3	0	30	4	4	1	2	0	1	0
15:00	15:15	2	0	0	0	171	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	218	5	1	0	0	0	0	0	2	0	1	0	1	0	0	1
15:15	15:30	2	0	0	0	347	3	2	0	1	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	1	0	0	0	4	0	0	0	388	8	2	0	0	0	0	0	2	0	5	0	1	0	0	1
15:30	15:45	2	1	0	0	523	5	4	0	2	0	1	0	0	0	0	0	6	0	0	0	7	0	0	0	1	0	0	0	8	0	0	0	524	13	3	0	0	0	0	0	3	1	9	0	1	0	0	1
15:45	16:00	2	1	0	0	699	7	4	1	6	0	1	0	0	0	0	0	7	0	0	0	9	0	1	0	1	0	0	0	10	0	0	0	694	16	4	0	0	0	0	0	3	1	13	0	2	0	0	1
16:00	16:15	2	1	0	0	855	7	4	1	8	0	1	0	0	0	0	0	10	0	0	0	12	0	1	0	1	0	0	0	11	0	0	0	864	16	4	0	0	0	0	0	6	1	13	0	2	0	0	1
16:15	16:30	4	1	0	0	1040	9	9	1	10	0	1	0	0	0	0	0	13	0	0	0	13	0	1	0	3	0	0	0	14	0	0	0	1027	18	4	0	0	0	0	0	10	1	16	0	2	0	0	1
16:30	16:45	4	1	0	0	1218	9	11	1	12	0	1	0	0	0	0	0	14	0	0	0	16	0	1	0	3	0	0	0	15	0	0	0	1206	19	6	0	0	0	0	0	14	1	18	0	2	0	0	1
16:45	17:00	4	1	0	0	1408	11	12	2	16	0	1	0	0	0	0	0	15	0	0	0	16	0	1	0	3	0	0	0	17	0	0	0	1373	20	6	0	0	0	0	0	15	1	20	0	2	0	0	1
17:00	17:15	6	1	0	0	1589	12	13	3	21	0	1	0	0	0	0	0	16	0	0	0	18	0	1	0	3	0	0	0	25	0	0	0	1526	20	7	1	0	0	0	0	16	1	22	1	2	0	0	1
17:15	17:30	7	1	0	0	1782	12	14	4	26	0	1	0	0	0	0	0	18	0	0	0	22	0	1	0	3	0	0	0	25	0	0	0	1700	20	8	2	1	0	1	0	19	2	23	1	2	0	0	1
17:30	17:45	9	1	0	0	1965	12	15	4	27	0	1	0	0	0	0	0	19	0	0	0	23	0	1	0	3	0	0	0	30	0	0	0	1874	22	9	3	1	0	1	0	21	2	23	1	2	0	0	1
17:45	18:00	9	1	0	0	2168	12	15	4	31	0	1	0	0	0	0	0	27	0	0	0	31	0	1	0	3	0	0	0	32	0	0	0	2070	23	9	4	1	0	1	0	25	3	25	1	2	0	0	2
18:00	18:15	10	1	0	0	2354	12	16	6	33	0	1	0	0	0	0	0	28	0	0	0	33	0	1	0	4	0	0	0	33	0	0	0	2240	23	10	4	1	0	1	0	26	3	26	1	2	0	0	2
18:15	18:30	11	1	0	0	2556	12	17	8	35	0	1	0	0	0	0	1	31	0	0	0	34	0	1	0	4	0	0	0	36	0	0	0	2389	23	10	4	1	0	1	0	31	4	28	1	2	0	0	2
18:30	18:45	12	1	0	0	2799	13	19	8	36	0	1	1	0	0	0	1	34	0	0	0	41	0	1	1	4	0	0	0	41	0	0	0	2546	24	10	4	1	0	1	0	37	4	29	1	2	0	0	2
18:45	19:00	12	1	0	0	3055	14	19	8	39	0	1	1	0	0	0	1	34	0	0	0	41	0	1	1	4	0	0	0	46	0	0	0	2696	25	11	4	1	0	1	0	44	6	29	1	3	0	0	2
19:00	19:15	12	1	0	0	3311	14	20	8	41	0	1	1	0	0	0	1	36	0	0	0	42	0	1	1	4	0	0	0	53	0	0	0	2839	25	11	5	1	0	1	0	46	7	35	1	3	0	2	2
19:15	19:30	12	1	0	0	3522	14	21	8	45	0	1	1	0	0	0	1	36	0	0	0	42	0	1	1	4	0	0	0	60	0	0	0	2988	25	12	6	1	0	2	0	50	7	36	1	3	0	2	2
19:30	19:45	12	1	0	0	3716	15	21	8	51	0	1	1	0	0	0	1	38	0	0	0	50	0	1	1	4	0	0	0	63	0	0	0	3124	25	12	6	2	0	2	0	61	8	39	1	8	0	2	2
19:45	20:00	16	1	0	0	3903	15	22	8	56	0	1	1	0	0	0	1	42	0	0	0	53	0	1	1	4	0	0	0	69	0	0	0	3272	25	12	6	2	0	2	0	74	8	41	1	8	0	2	2
20:00	20:15	16	1	0	0	4058	15	22	8	58	0	1	1	0	0	0	1	45	0	0	0	60	0	1	1	4	0	0	0	75	0	0	0	3403	25	12	6	2	0	2	0	77	8	43	2	8	0	2	2
20:15	20:30	16	1	0	0	4176	15	22	8	61	0	1	1	0	0	0	1	46	0	0	0	65	0	1	1	4	0	0	0	77	0	0	0	3527	25	12	6	2	0	2	0	81	8	47	2	8	0	2	2
20:30	20:45	16	1	0	0	4271	15	22	8	64	0	1	1	0	0	0	1	49	0	0	0	69	0	1	1	4	0	0	0	80	0	0	0	3664	25	12	6	4	0	2	0	82	8	49	2	8	0	3	2
20:45	21:00	16	1	0	0	4357	15	22	8	64	0	1	1	0	0	0	1	52	0	0	0	71	0	1	1	4	0	0	0	80	0	0	0	3819	25	12	6	4	0	2	0	85	8	53	2	8	0	5	2
21:00	21:15	16	1	0	0	4428	15	22	8	64	0	1	1	0	0	0	1	57	0	0	0	72	0	1	1	4	0	0	0	80	0	0	0	3956	25	12	6	4	0	2	0	87	8	54	2	8	0	5	2
21:15	21:30	17	1	0	0	4512	15	22	8	64	0	1	1	0	0	0	1	59	0	0	0	74	0	1	1	4	0	0	0	82	0	0	0	4091	25	12	6	4	0	2	0	87	8	58	2	8	0	5	2
21:30	21:45	17	1	0	0	4579	15	22	8	64	0	1	1	0	0	0	1	62	0	0	0	74	0	1	1	4	0	0	0	83	0	0	0	4230	25	12	6	4	0	2	0	87	8	69	2	8	0	5	2
21:45	22:00	17	1	0	0	4632	15	22	8	64	0	1	1	0	0	0	1	64	0	0	0	77	0	1	1	4	0	0	0	84	0	0	0	4340	25	12	6	4	0	2	0	88	8	71	2	8	0	5	2

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Quentin Rd and Park Entrance
Date: Thu 15/11/2018 **Time:** 7-10am and 3-10pm
Weather: Overcast

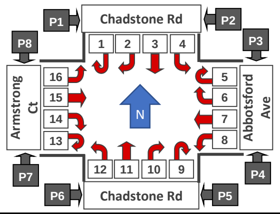


Absolute Value		VEHICLE MOVEMENTS																																				Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	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	1	0
7:15	7:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	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	0	0
7:30	7:45	0	0	0	0	1	0	0	0	11	0	0	1	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	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	0	0
8:00	8:15	0	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	11	0	0	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	1	0	1	0
8:15	8:30	0	0	0	0	0	0	0	0	4	0	0	2	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:30	8:45	0	0	0	0	1	0	0	0	10	0	0	1	0	0	0	0	12	0	0	0	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	1	0
8:45	9:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0
9:00	9:15	0	0	0	0	3	0	0	0	17	0	0	1	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	2	0	5	0
9:15	9:30	0	1	0	0	1	0	0	0	8	1	0	0	0	0	0	0	2	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	0	0	0
9:30	9:45	1	0	0	0	2	0	0	0	5	2	0	0	0	0	0	0	5	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	1	0	3	0	0	0
9:45	10:00	1	0	0	0	2	0	0	0	6	0	0	1	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0
15:00	15:15	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0
15:15	15:30	0	0	0	0	2	0	0	0	14	0	0	0	0	0	0	0	13	0	0	2	2	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
15:30	15:45	0	0	0	0	4	0	0	0	24	0	0	0	0	0	0	0	13	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0
15:45	16:00	0	0	0	0	1	0	0	0	23	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	0	3	0
16:00	16:15	1	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
16:30	16:45	0	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
16:45	17:00	1	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	3	0
17:00	17:15	0	0	0	0	1	0	0	0	22	0	0	0	1	0	0	0	7	0	0	2	1	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	4	0
17:15	17:30	1	0	0	0	1	0	0	0	8	0	0	1	0	0	0	0	8	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0
17:30	17:45	0	0	0	0	1	0	0	0	17	0	0	0	0	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	0	1	0
17:45	18:00	0	0	0	0	3	0	0	0	11	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4	0	2	0
18:00	18:15	0	0	0	0	1	0	0	0	15	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0
18:15	18:30	0	0	0	0	2	0	0	0	21	0	0	0	0	0	0	0	7	0	0	0	4	0	0	1	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	4	0
18:30	18:45	0	0	0	0	2	0	0	0	14	0	0	0	1	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
18:45	19:00	0	0	0	0	3	0	0	0	18	0	0	0	0	0	0	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	2	0	6	0
19:00	19:15	2	0	0	0	4	0	0	0	22	0	0	0	0	0	0	0	7	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	14	0
19:15	19:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	11	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	5	0	1	0
19:30	19:45	0	0	0	0	7	0	0	0	21	0	0	0	2	0	0	0	9	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0	5	0	8	0
19:45	20:00	0	0	0	0	5	0	0	0	17	0	0	0	0	0	0	0	9	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	7	0
20:00	20:15	0	0	0	0	2	0	0	0	15	0	0	0	1	0	0	0	11	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	2	0	0	0	0	0	4	0	3	0	4	0
20:15	20:30	1	0	0	0	1	0	0	0	11	0	0	0	1	0	0	0	17	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	7	0	7	0
20:30	20:45	0	0	0	0	1	0	0	0	10	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	9	0	3	0
20:45	21:00	0	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0
21:00	21:15	0	0	0	0	0	0	0	0	10	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
21:15	21:30	0	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0
21:30	21:45	0	0	0	0	1	0	0	0	3	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
21:45	22:00	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0

Accumulative Value		VEHICLE MOVEMENTS																																				Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	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	1	0
7:15	7:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	8	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	2	0	1	0
7:30	7:45	0	0	0	0	1	0	0	0	15	0	0	1	1	0	0	0	14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0
7:45	8:00	0	0	0	0	1	0	0	0	23	0	0	1	1	0	0	0	22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	1	0
8:00	8:15	0	0	0	0	2	0	0	0	29	0	0	1	1	0	0	0	33	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	2	0
8:15	8:30	0	0	0	0	2	0	0	0	33	0	0	3	1	0	0	0	40	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	6	0	3	0
8:30	8:45	0	0	0	0	3	0	0	0	43	0	0	4	1	0	0	0	52	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	9	0	4	0
8:45	9:00	0	0	0	0	3	0	0	0	55	0	0	4	1	0	0	0	67	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	15	0	5	0
9:00	9:15	0	0	0	0	6	0	0	0	72	0	0	5	1	0	0	0	75	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	4	0	0	2	0	0	0	0	1	0	0	0	17	0	10	0
9:15	9:30	0	1	0	0	7	0	0	0	80	1	0	5	1	0	0	0	77	0	0	1	5	0	0	0	0	0	0	0	7	0	0	0	4	0	0	2	0	0	0	0	1	0	0	0	17	0	10	0
9:30	9:45	1	1	0	0	9	0	0	0	85	3	0	5	1	0	0	0	82	0	0	2	5	0	0	0	0	0	0	0	7	0	0	0	4	0	0	2	0	0	0	0	1	0	1	0	20	0	10	0
9:45	10:00	2	1	0	0	11	0	0	0	91	3	0	6	1	0	0	0	89	0	0	2	8	0	0	0	0	0	0	0	8	0	0	0	5	0	0	2	0	0	0	0	2	0	2	0	20	0	12	0
15:00	15:15	1	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0
15:15	15:30	1	0	0	0	2	0	0	0	22	0	0	0	0	0	0	0	20	0	0	2	4	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	5	0	6	0
15:30	15:45	1	0	0	0	6	0	0	0	46	0	0	0	0	0	0	0	33	0	0	3	4	0	0	0	0	0	0	0	9	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	10	0	9	0
15:45	16:00	1	0	0	0	7	0	0	0	69	0	0	0	0	0	0	0	42	0	0	3	4	0	0	0	0	0	0	0	11	0	0	0	10	0	0	0	0	0	0	0	2	0	1	0	13	0	12	0
16:00	16:15	2	0	0	0	7	0	0	0	82	0	0	0	0	0	0	0	42	0	0	3	6	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	0	2	0	2	0	18	0	12	0
16:15	16:30	2	0	0	0	7	0	0	0	100	0	0	0	0	0	0	0	48	0	0	3	8	0	0	0	0	0	0	0	15	0	0	0	12	0	0	0	0	0	0	0	2	0	2	0	20	0	13	0
16:30	16:45	2	0	0	0	8	0	0	0	111	0	0	0	0	0	0	0	53	0	0	3	9	0	0	0	0	0	0	0	17	0	0	0	15	0	0	0	0	0	0	0	2	0	2	0	22	0	13	0
16:45	17:00	3	0	0	0	10	0	0	0	120	0	0	0	0	0	0	0	61	0	0	3	11	0	0	0	0	0	0	0	19	0	0	0	15	0	0	0	0	0	0	0	3	0	2	0	29	0	16	0
17:00	17:15	3	0	0	0	11	0	0	0	142	0	0	0	1	0	0	0	68	0	0	5	12	0	0	0	0	0	0	0	24	0	0	0	16	0	0	0	0	0	0	0	3	0	3	0	31	0	20	0
17:15	17:30	4	0	0	0	12	0	0	0	150	0	0	1	1	0	0	0	76	0	0	5	13	0	0	0	0	0	0	0	30	0	0	0	16	0	0	0	0	0	0	0	3	0	3	0	36	0	23	0
17:30	17:45	4	0	0	0	13	0	0	0	167	0	0	1	1	0	0	0	84	0	0	5	16	0	0	0	0	0	0	0	32	0	0	0	16	0	0	0	0	0	0	0	3	0	4	0	47	0	24	0
17:45	18:00	4	0	0	0	16	0	0	0	178	0	0	1	1	0	0	0	94	0	0	5	16	0	0	0	0	0	0	0	34	0	0	0	17	0	0	0	0	0	0	0	3	0	5	0	51	0	26	0
18:00	18:15	4	0	0	0	17	0	0	0	193	0	0	1	1	0	0	0	104	0	0	5	16	0	0	0	0	0	0	0	35	0	0	0	19	0	0	0	0	0	0	0	3	0	5	0	52	0	29	0
18:15	18:30	4	0	0	0	19	0	0	0	214	0	0	1	1	0	0	0	111	0	0	5	20	0	0	1	0	0	0	0	37	0	0	0	22	0	0	0	0	0	0	0	3	0	5	0	57	0	33	0
18:30	18:45	4	0	0	0	21	0	0	0	228	0	0	1	2	0	0	0	118	0	0	5	21	0	0	1	0	0	0	0	38	0	0	0	24	0	0	0	0	0	0	0	3	0	5	0	58	0	35	0
18:45	19:00	4	0	0	0	24	0	0	0	246	0	0	1	2	0	0	0	127	0	0	5	26	0	0	1	0	0	0	0	38	0	0	0	25	0	0	0	0	0	1	0	4	0	5	0	60	0	41	0
19:00	19:15	6	0	0	0	28	0	0	0	268	0	0	1	2	0	0	0	134	0	0	5	32	0	0	1	0	0	0	0	42	0	0	0	25	0	0	0	0	0	1	0	4	0	5	0	62	0	55	0
19:15	19:30	6	0	0	0	28	0	0	0	280	0	0	1	2	0	0	0	145	0	0	5	38	0	0	1	0	0	0	0	43	0	0	0	29	0	0	0	0	0	2	0	4	0	5	0	67	0	56	0
19:30	19:45	6	0	0	0	35	0	0	0	301	0	0	1	4	0	0	0	154	0	0	5	44	0	0	1	0	0	0	0	45	0	0	0	32	0	0	0	0	0	2	0	4	0	10	0	72	0	64	0
19:45	20:00	6	0	0	0	40	0	0	0	318	0	0	1	4	0	0	0	163	0	0	5	45	0	0	1	0	0	0	0	51	0	0	0	32	0	0	0	0	0	2	0	4	0	10	0	74	0	71	0
20:00	20:15	6	0	0	0	42	0	0	0	333	0	0	1	5	0	0	0	174	0	0	5	52	0	0	1	0	0	0	0	54	0	0	0	35	0	0	0	2	0	2	0	4	0	14	0	77	0	75	0
20:15	20:30	7	0	0	0	43	0	0	0	344	0	0	1	6	0	0	0	191	0	0	5	57	0	0	1	0	0	0	0	56	0	0	0	39	0	0	0	2	0	2	0	4	0	17	0	84	0	82	0
20:30	20:45	7	0	0	0	44	0	0	0	354	0	0	1	6	0	0	0	199	0	0	5	62	0	0	1	0	0	0	0	58	0	0	0	42	0	0	0	2	0	2	0	4	0	19	0	93	0	85	0
20:45	21:00	7	0	0	0	45	0	0	0	363	0	0	1	7	0	0	0	208	0	0	5	63	0	0	1	0	0	0	0	60	0	0	0	46	0	0	0	3	0	2	0	4	0	19	0	95	0	87	0
21:00	21:15	7	0	0	0	45	0	0	0	373	0	0	1	8	0	0	0	213	0	0	5	63	0	0	1	0	0	0	0	62	0	0	0	49	0	0	0	3	0	2	0	4	0	19	0	96	0	87	0
21:15	21:30	7	0	0	0	46	0	0	0	379	0	0	1	9	0	0	0	219	0	0	5	63	0	0	1	0	0	0	0	63	0	0	0	52	0	0	0	4	0	2	0	4	0	19	0	102	0	87	0
21:30	21:45	7	0	0	0	47	0	0	0	382	0	0	2	9	0	0	0	222	0	0	5	63	0	0	1	0	0	0	0	70	0	0	0	55	0	0	0	4	0	2	0	4	0	19	0	107	0	87	0
21:45	22:00	8	0	0	0	47	0	0	0	385	0	0	2	9	0	0	0	228	0	0	5	64	0	0	1	0	0	0	0	70	0	0	0	57	0	0	0	4	0	2	0	4	0	19	0	115	0	87	0

nationwide TRAFFIC SURVEYS

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Abbotsford Ave, Armstrong Ct
Date: Thu 18/10/2018 **Time:** 7-10am and 3-7pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4				5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	0	0	0	0	44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	54	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
7:30	7:45	0	0	0	0	3	0	1	0	69	1	1	1	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	6	0	1	0
7:45	8:00	0	0	0	0	2	0	0	0	139	2	0	1	2	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	5	0	0	0
8:00	8:15	0	0	0	0	1	0	0	0	133	3	1	1	4	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	4	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	121	1	1	1	3	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	6	0	0	0
8:30	8:45	0	0	0	0	1	0	0	0	174	3	1	1	1	0	0	0	0	0	0	0	7	0	0	0	2	0	0	1	10	0	0	0
8:45	9:00	0	0	0	0	1	0	0	0	165	2	0	1	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	21	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	191	0	0	0	2	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	20	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	195	3	2	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	13	1	0	0
9:30	9:45	0	0	0	0	0	0	0	0	160	5	1	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	1	0	0
9:45	10:00	0	0	0	0	1	0	0	0	155	3	1	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0
15:00	15:15	0	0	0	0	2	0	0	0	138	3	2	0	5	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	30	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	163	1	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	10	0	0	0
15:30	15:45	0	0	0	0	1	0	0	0	154	2	3	0	2	0	0	0	0	0	0	0	13	0	0	0	1	0	0	0	27	0	0	0
15:45	16:00	0	0	0	0	2	0	0	0	153	2	0	1	7	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	24	0	0	0
16:00	16:15	0	0	0	0	1	0	0	0	147	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	8	0	0	0
16:15	16:30	0	0	0	0	1	0	0	0	171	2	5	0	4	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	12	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	164	0	1	0	4	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	13	0	0	0
16:45	17:00	0	0	0	0	1	0	0	0	181	2	1	1	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	13	0	0	0
17:00	17:15	0	0	0	0	1	0	0	0	168	1	1	1	9	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	10	0	0	0
17:15	17:30	0	0	0	0	1	0	0	0	184	0	1	1	4	0	0	0	0	0	0	0	6	0	0	0	3	0	0	0	18	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	173	1	1	0	5	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	10	0	0	1
17:45	18:00	0	0	0	0	0	0	0	0	183	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	13	0	0	1
18:00	18:15	0	0	0	0	1	0	0	0	177	0	1	2	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	12	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	191	1	0	3	6	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	12	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	223	1	2	1	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	12	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	249	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	14	0	0	0
19:00	19:15	0	0	0	0	0	0	0	0	249	0	0	0	11	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	13	0	0	0
19:15	19:30	0	0	0	0	0	0	0	0	198	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	13	0	0	0
19:30	19:45	0	0	0	0	0	0	0	0	194	1	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0
19:45	20:00	0	0	0	0	1	0	0	0	184	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
20:00	20:15	0	0	0	0	0	0	0	0	146	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0
20:15	20:30	0	0	0	0	0	0	0	0	110	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	13	0	0	0
20:30	20:45	0	0	0	0	0	0	0	0	90	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	9	0	0	0
20:45	21:00	0	0	0	0	0	0	0	0	75	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	8	0	0	0
21:00	21:15	0	0	0	0	1	0	0	0	61	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	10	0	0	0
21:15	21:30	0	0	0	0	0	0	0	0	65	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	14	0	0	0
21:30	21:45	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0
21:45	22:00	0	0	0	0	0	0	0	0	46	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0

TIME		9				10				11				12				13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	3	0	0	0	65	1	1	1	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	3	0	0	0	63	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	1	0
7:30	7:45	0	0	0	0	7	0	0	0	84	3	3	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0
7:45	8:00	0	0	0	0	6	0	0	0	104	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0
8:00	8:15	0	0	0	0	4	0	0	0	106	2	0	2	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
8:15	8:30	0	0	0	0	5	0	0	0	95	2	10	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0
8:30	8:45	0	0	0	0	15	0	0	0	94	1	1	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	5	0	0	0
8:45	9:00	0	0	0	0	23	1	0	0	79	2	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
9:00	9:15	0	0	0	0	11	0	0	0	87	3	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0
9:15	9:30	0	0	0	0	12	0	1	0	68	4	0	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	1	1	0	0
9:30	9:45	0	0	0	0	7	0	0	0	71	3	1	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0	0
9:45	10:00	2	0	0	0	11	0	0	0	70	1	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0
15:00	15:15	0	0	0	0	9	0	0	0	208	5	1	0	2	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	7	0	0	0
15:15	15:30	0	0	0	0	15	0	0	0	145	4	1	0	6	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0
15:30	15:45	0	0	0	0	8	0	0	0	134	4	1	0	1	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0
15:45	16:00	0	0	0	0	13	0	0	0	144	2	0	0	8	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	6	0	0	0
16:00	16:15	0	0	0	0	11	0	0	0	154	2	1	0	2	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	7	0	0	0
16:15	16:30	0	0	0	0	11	0	0	0	145	2	0	0	5	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	4	0	0	0
16:30	16:45	0	0	0	0	6	0	0	0	168	1	2	0	1	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	5	0	0	0
16:45	17:00	0	0	0	0	10	0	0	0	156	1	0	0	2	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	4	0	0	0
17:00	17:15	0	0	0	0	8	0	0	0	142	0	1	1	2	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	3	0	0	0
17:15	17:30	0	0	0	0	11	0	0	0	154	0	0	1	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0
17:30	17:45	0	0	0	0	16	0	0	0	148	2	2	1	2	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	4	0	0	0
17:45	18:00	0	0	0	0	12	0	0	0	184	2	0	1	3	0	0	0	0	0	0	0	9	0	0	0	1	0	0	0	8	0	0	0
18:00	18:15	0	0	0	0	6	0	0	0	154	0	1	1	1	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	6	0	0	0
18:15	18:30	0	0	0	0	8	0	0	0	141	0	0	1	1	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	4	0	0	0
18:30	18:45	0	0	0	0	7	0	0	0	149	1	0	0	4	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	3	0	0	0
18:45	19:00	0	0	0	0	15	0	0	0	122	1	1	0	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	6	0	0	0
19:00	19:15	0	0	0	0	8	0	0	1	131	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	4	0	0	0
19:15	19:30	0	0	0	0	8	0	0	1	135	0	1	1	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	8	0	0	0
19:30	19:45	0	0	0	0	14	0	0	0	120	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	4	0	0	0
19:45	20:00	0	0	0	0	5	0	0	0	139	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	11	0	0	0
20:00	20:15	0	0	0	0	2	0	0	0	129	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	2	0	0	0
20:15	20:30	0	0	0	0	5	0	0	0	114	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
20:30	20:45	2	0	0	0	3	0	0	0	130	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0
20:45	21:00	1	0	0	0	5	0	0	0	150	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
21:00	21:15	0	0	0	0	4	0	0	0	133	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
21:15	21:30	0	0	0	0	2	0	0	0	135	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0
21:30	21:45	0	0	0	0	3	0	0	0	138	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0
21:45	22:00	0	0	0	0	1	0	0	0	103	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0
7:15	7:30	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
7:30	7:45	0	0	0	0	2	0	0	0	2	0	1	0	7	0	2	0
7:45	8:00	0	0	0	0	1	0	0	0	1	0	4	0	0	0	0	0
8:00	8:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
8:15	8:30	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0
8:30	8:45	0	0	0	0	4	0	4	0	0	0	5	0	0	0	0	0
8:45	9:00	0	0	1	0	1	0	0	0	0	0	5	0	0	0	5	0
9:00	9:15	0	0	0	0	3	0	0	0	3	0	2	0	3	0	4	0
9:15	9:30	0	0	0	0	0	0	1	0	0	0	4	0	1	0	0	0
9:30	9:45	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	1	0	4	0	3	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	4	0	0	0	4	0	1	0
15:30	15:45	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3	0
15:45	16:00	0	0	0	0	0	0	1	0	1	0	0	0	5	0	3	0
16:00	16:15	0	0	0	0	3	0	0	0	2	0	2	0	2	0	2	0
16:15	16:30	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	5	0	1	0	1	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	3	1	2	0	2	1	5	0	1	0
17:15	17:30	0	0	0	0	1	0	1	0	4	0	0	1	4	1	0	0
17:30	17:45	0	0	1	0	1	0	1	0	5	0	0	0	3	0	3	0
17:45	18:00	0	0	0	0	2	1	1	0	5	1	1	0	0	0	1	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0
18:15	18:30	0	0	0	0	1	0	0	0	0	0	4	0	0	0	1	0
18:30	18:45	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
18:45	19:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
19:00	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	19:30	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0
19:30	19:45	0	0	0	0	4	0	2	0	0	0	0	0	0	0	1	0
19:45	20:00	0	0	0	0	12	0	1	0	8	0	0	0	0	0	2	0
20:00	20:15	0	0	0	0	3	0	0	0	3	0	5	0	5	0	0	0
20:15	20:30	0	0	0	0	0	0	1	0	2	0	0	0	3	0	0	0
20:30	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	21:00	0	0	0	0	1	0	0	0	6	0	1	0	4	0	0	0
21:00	21:15	0	0	0	0	2	0	0	0	3	0	0	0	1	0	1	0
21:15	21:30	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0
21:30	21:45	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0
21:45	22:00	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0

Accumulative Value

VEHICLE MOVEMENTS

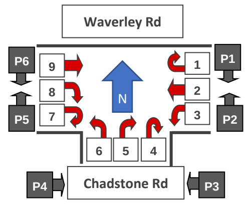
TIME		1				2				3				4				5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	0	0	0	0	44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	98	1	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0
7:30	7:45	0	0	0	0	3	0	1	0	167	2	1	2	2	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	9	0	1	0
7:45	8:00	0	0	0	0	5	0	1	0	306	4	1	3	4	0	0	0	0	0	0	0	13	0	0	0	3	0	0	0	14	0	1	0
8:00	8:15	0	0	0	0	6	0	1	0	439	7	2	4	8	0	0	0	0	0	0	0	21	0	0	0	3	0	0	0	18	0	1	0
8:15	8:30	0	0	0	0	6	0	1	0	560	8	3	5	11	0	0	0	0	0	0	0	27	1	0	0	3	0	0	0	24	0	1	0
8:30	8:45	0	0	0	0	7	0	1	0	734	11	4	6	12	0	0	0	0	0	0	0	34	1	0	0	5	0	0	1	34	0	1	0
8:45	9:00	0	0	0	0	8	0	1	0	899	13	4	7	15	0	0	0	0	0	0	0	42	1	0	0	5	0	0	1	55	0	1	0
9:00	9:15	0	0	0	0	8	0	1	0	1090	13	4	7	17	0	0	0	0	0	0	0	57	1	0	0	5	0	0	1	75	0	1	0
9:15	9:30	0	0	0	0	8	0	1	0	1285	16	6	7	21	0	0	0	0	0	0	0	59	1	0	0	5	0	0	1	88	1	1	0
9:30	9:45	0	0	0	0	8	0	1	0	1445	21	7	7	22	1	0	0	0	0	0	0	62	1	0	0	5	0	0	1	93	2	1	0
9:45	10:00	0	0	0	0	9	0	1	0	1600	24	8	7	27	1	0	0	0	0	0	0	65	1	0	0	5	0	0	1	97	2	1	0
15:00	15:15	0	0	0	0	2	0	0	0	138	3	2	0	5	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	30	0	0	0
15:15	15:30	0	0	0	0	2	0	0	0	301	4	2	0	11	1	0	0	0	0	0	0	6	0	0	0	1	0	0	0	40	0	0	0
15:30	15:45	0	0	0	0	3	0	0	0	455	6	5	0	13	1	0	0	0	0	0	0	19	0	0	0	2	0	0	0	67	0	0	0
15:45	16:00	0	0	0	0	5	0	0	0	608	8	5	1	20	1	0	0	0	0	0	0	23	0	0	0	5	0	0	0	91	0	0	0
16:00	16:15	0	0	0	0	6	0	0	0	755	8	5	1	25	1	0	0	0	0	0	0	27	0	0	0	6	0	0	0	99	0	0	0
16:15	16:30	0	0	0	0	7	0	0	0	926	10	10	1	29	1	0	0	0	0	0	0	34	0	0	0	6	0	0	0	111	0	0	0
16:30	16:45	0	0	0	0	7	0	0	0	1090	10	11	1	33	1	0	0	0	0	0	0	36	0	0	0	7	0	0	0	124	0	0	0
16:45	17:00	0	0	0	0	8	0	0	0	1271	12	12	2	37	1	0	0	0	0	0	0	40	0	0	0	7	0	0	0	137	0	0	0
17:00	17:15	0	0	0	0	9	0	0	0	1439	13	13	3	46	1	0	0	0	0	0	0	43	0	0	0	8	0	0	0	147	0	0	0
17:15	17:30	0	0	0	0	10	0	0	0	1623	13	14	4	50	1	0	0	0	0	0	0	49	0	0	0	11	0	0	0	165	0	0	0
17:30	17:45	0	0	0	0	10	0	0	0	1796	14	15	4	55	1	0	0	0	0	0	0	51	0	0	0	12	0	0	0	175	0	0	1
17:45	18:00	0	0	0	0	10	0	0	0	1979	14	15	4	56	1	0	0	0	0	0	0	54	0	0	0	12	0	0	0	188	0	0	2
18:00	18:15	0	0	0	0	11	0	0	0	2156	14	16	6	60	1	0	0	0	0	0	0	59	0	0	0	12	0	0	0	200	0	0	2
18:15	18:30	0	0	0	0	11	0	0	0	2347	15	16	9	66	1	0	0	0	0	0	0	62	0	0	0	12	0	0	0	212	0	0	2
18:30	18:45	0	0	0	0	11	0	0	0	2570	16	18	10	71	1	0	0	0	0	0	0	66	0	0	0	12	0	0	0	224	0	0	2
18:45	19:00	0	0	0	0	11	0	0	0	2819	17	18	10	72	1	0	0	0	0	0	0	68	0	0	0	13	0	0	0	238	0	0	2
19:00	19:15	0	0	0	0	11	0	0	0	3068	17	18	10	83	1	0	0	0	0	0	0	71	0	0	0	13	0	0	0	251	0	0	2
19:15	19:30	0	0	0	0	11	0	0	0	3266	17	19	10	84	1	0	0	0	0	0	0	75	0	0	0	13	0	0	0	264	0	0	2
19:30	19:45	0	0	0	0	11	0	0	0	3460	18	19	10	88	1	0	0	0	0	0	0	76	0	0	0	13	0	0	0	273	0	0	2
19:45	20:00	0	0	0	0	12	0	0	0	3644	18	20	10	98	1	0	0	0	0	0	0	76	0	0	0	13	0	0	0	281	0	0	2
20:00	20:15	0	0	0	0	12	0	0	0	3790	18	20	10	105	1	0	0	0	0	0	0	78	0	0	0	14	0	0	0	285	0	0	2
20:15	20:30	0	0	0	0	12	0	0	0	3900	18	20	10	109	1	0	0	0	0	0	0	78	0	0	0	16	0	0	0	298	0	0	2
20:30	20:45	0	0	0	0	12	0	0	0	3990	18	20	10	109	1	0	0	0	0	0	0	81	0	0	0	16	0	0	0	307	0	0	2
20:45	21:00	0	0	0	0	12	0	0	0	4065	18	20	10	113	1	0	0	0	0	0	0	84	0	0	0	17	0	0	0	315	0	0	2
21:00	21:15	0	0	0	0	13	0	0	0	4126	18	20	10	113	1	0	0	0	0	0	0	85	0	0	0	17	0	0	0	325	0	0	2
21:15	21:30	0	0	0	0	13	0	0	0	4191	18	20	10	114	1	0	0	0	0	0	0	89	0	0	0	17	0	0	0	339	0	0	2
21:30	21:45	0	0	0	0	13	0	0	0	4247	18	20	10	114	1	0	0	0	0	0	0	93	0	0	0	17	0	0	0	348	0	0	2
21:45	22:00	0	0	0	0	13	0	0	0	4293	18	20	10	115	1	0	0	0	0	0	0	95	0	0	0	17	0	0	0	354	0	0	2

TIME		9				10				11				12				13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
7:00	7:15	0	0	0	0	3	0	0	0	65	1	1	1	2	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	6	0	0	0	128	3	1	1	2	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	2	1	1	0
7:30	7:45	0	0	0	0	13	0	0	0	212	6	4	1	4	0	0	0	0	0	0	0	8	0	0	0	2	0	0	0	3	1	1	0
7:45	8:00	0	0	0	0	19	0	0	0	316	6	5	1	6	0	0	0	0	0	0	0	10	0	0	0	2	0	0	0	6	1	1	0
8:00	8:15	0	0	0	0	23	0	0	0	422	8	5	3	9	0	0	0	0	0	0	0	11	0	0	0	3	0	0	0	7	1	1	0
8:15	8:30	0	0	0	0	28	0	0	0	517	10	15	5	9	0	0	0	0	0	0	0	13	1	0	0	3	0	0	0	8	1	1	0
8:30	8:45	0	0	0	0	43	0	0	0	611	11	16	6	9	0	0	0	0	0	0	0	15	1	0	0	5	0	0	0	13	1	1	0
8:45	9:00	0	0	0	0	66	1	0	0	690	13	16	7	10	0	0	0	0	0	0	0	18	1	0	0	5	0	0	0	14	1	1	0
9:00	9:15	0	0	0	0	77	1	0	0	777	16	17	7	10	0	0	0	0	0	0	0	20	1	0	0	6	0	0	0	17	1	1	0
9:15	9:30	0	0	0	0	89	1	1	0	845	20	17	7	11	0	0	0	0	0	0	0	24	1	0	0	7	0	0	0	18	2	1	0
9:30	9:45	0	0	0	0	96	1	1	0	916	23	18	8	11	0	0	0	0	0	0	0	28	1	0	0	7	0	0	1	19	2	1	0
9:45	10:00	2	0	0	0	107	1	1	0	986	24	18	8	12	0	0	0	0	0	0	0	33	1	0	0	7	0	0	1	20	2	1	0
15:00	15:15	0	0	0	0	9	0	0	0	208	5	1	0	2	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	7	0	0	0
15:15	15:30	0	0	0	0	24	0	0	0	353	9	2	0	8	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	11	0	0	0
15:30	15:45	0	0	0	0	32	0	0	0	487	13	3	0	9	0	0	0	0	0	0	0	10	0	0	0	8	0	0	0	13	0	0	0
15:45	16:00	0	0	0	0	45	0	0	0	631	15	3	0	17	0	0	0	0	0	0	0	12	0	0	0	10	0	0	0	19	0	0	0
16:00	16:15	0	0	0	0	56	0	0	0	785	17	4	0	19	0	0	0	0	0	0	0	19	0	0	0	11	0	0	0	26	0	0	0
16:15	16:30	0	0	0	0	67	0	0	0	930	19	4	0	24	0	0	0	0	0	0	0	24	0	0	0	12	0	0	0	30	0	0	0
16:30	16:45	0	0	0	0	73	0	0	0	1098	20	6	0	25	0	0	0	0	0	0	0	27	0	0	0	14	0	0	0	35	0	0	0
16:45	17:00	0	0	0	0	83	0	0	0	1254	21	6	0	27	0	0	0	0	0	0	0	32	0	0	0	15	0	0	0	39	0	0	0
17:00	17:15	0	0	0	0	91	0	0	0	1396	21	7	1	29	0	0	0	0	0	0	0	35	0	0	0	17	0	0	0	42	0	0	0
17:15	17:30	0	0	0	0	102	0	0	0	1550	21	7	2	32	0	0	0	0	0	0	0	37	0	0	0	18	0	0	0	47	0	0	0
17:30	17:45	0	0	0	0	118	0	0	0	1698	23	9	3	34	0	0	0	0	0	0	0	41	0	0	0	21	0	0	0	51	0	0	0
17:45	18:00	0	0	0	0	130	0	0	0	1882	25	9	4	37	0	0	0	0	0	0	0	50	0	0	0	22	0	0	0	59	0	0	0
18:00	18:15	0	0	0	0	136	0	0	0	2036	25	10	5	38	0	0	0	0	0	0	0	56	0	0	0	23	0	0	0	65	0	0	0
18:15	18:30	0	0	0	0	144	0	0	0	2177	25	10	6	39	0	0	0	0	0	0	0	65	0	0	0	23	0	0	0	69	0	0	0
18:30	18:45	0	0	0	0	151	0	0	0	2326	26	10	6	43	0	0	0	0	0	0	0	68	0	0	0	25	0	0	0	72	0	0	0
18:45	19:00	0	0	0	0	166	0	0	0	2448	27	11	6	45	0	0	0	0	0	0	0	72	0	0	0	26	0	0	0	78	0	0	0
19:00	19:15	0	0	0	0	174	0	0	1	2579	27	11	6	46	0	0	0	0	0	0	0	75	0	0	0	30	0	0	0	82	0	0	0
19:15	19:30	0	0	0	0	182	0	0	2	2714	27	12	7	47	0	0	0	0	0	0	0	78	0	0	0	31	0	0	0	90	0	0	0
19:30	19:45	0	0	0	0	196	0	0	2	2834	27	12	7	48	0	0	0	0	0	0	0	83	0	0	0	33	0	0	0	94	0	0	0
19:45	20:00	0	0	0	0	201	0	0	2	2973	27	12	7	50	0	0	0	0	0	0	0	84	0	0	0	35	0	0	0	105	0	0	0
20:00	20:15	0	0	0	0	203	0	0	2	3102	27	12	7	50	0	0	0	0	0	0	0	88	0	0	0	36	0	0	0	107	0	0	0
20:15	20:30	0	0	0	0	208	0	0	2	3216	27	12	7	52	0	0	0	0	0	0	0	88	0	0	0	37	0	0	0	111	0	0	0
20:30	20:45	2	0	0	0	211	0	0	2	3346	27	12	7	52	0	0	0	0	0	0	0	89	0	0	0	37	0	0	0	119	0	0	0
20:45	21:00	3	0	0	0	216	0	0	2	3496	27	12	7	53	0	0	0	0	0	0	0	91	0	0	0	37	0	0	0	120	0	0	0
21:00	21:15	3	0	0	0	220	0	0	2	3629	27	12	7	55	0	0	0	0	0	0	0	91	0	0	0	37	0	0	0	121	0	0	0
21:15	21:30	3	0	0	0	222	0	0	2	3764	27	12	7	56	0	0	0	0	0	0	0	94	0	0	0	37	0	0	0	124	0	0	0
21:30	21:45	3	0	0	0	225	0	0	2	3902	27	12	7	58	0	0	0	0	0	0	0	96	0	0	0	37	0	0	0	126	0	0	0
21:45	22:00	3	0	0	0	226	0	0	2	4005	27	12	7	61	0	0	0	0	0	0	0	97	0	0	0	37	0	0	0	128	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0
7:15	7:30	0	0	0	0	3	0	0	0	0	0	1	0	2	0	1	0
7:30	7:45	0	0	0	0	5	0	0	0	2	0	2	0	9	0	3	0
7:45	8:00	0	0	0	0	6	0	0	0	3	0	6	0	9	0	3	0
8:00	8:15	0	0	0	0	6	1	0	0	3	0	6	0	9	0	4	0
8:15	8:30	0	0	0	0	7	1	0	1	3	0	8	0	11	0	4	0
8:30	8:45	0	0	0	0	11	1	4	1	3	0	13	0	11	0	4	0
8:45	9:00	0	0	1	0	12	1	4	1	3	0	18	0	11	0	9	0
9:00	9:15	0	0	1	0	15	1	4	1	6	0	20	0	14	0	13	0
9:15	9:30	0	0	1	0	15	1	5	1	6	0	24	0	15	0	13	0
9:30	9:45	0	0	1	0	16	1	5	1	7	0	25	0	15	0	13	0
9:45	10:00	0	0	1	0	16	1	6	1	7	0	26	0	15	0	13	0
15:00	15:15	0	0	0	0	0	0	0	0	1	0	4	0	3	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	5	0	4	0	7	0	1	0
15:30	15:45	0	0	0	0	2	0	0	0	6	0	4	0	7	0	4	0
15:45	16:00	0	0	0	0	2	0	1	0	7	0	4	0	12	0	7	0
16:00	16:15	0	0	0	0	5	0	1	0	9	0	6	0	14	0	9	0
16:15	16:30	0	0	0	0	6	0	1	0	9	0	6	0	15	0	10	0
16:30	16:45	0	0	0	0	6	0	1	0	9	0	11	0	16	0	11	0
16:45	17:00	0	0	0	0	6	0	1	0	9	0	11	0	16	0	11	0
17:00	17:15	0	0	0	0	6	0	4	1	11	0	13	1	21	0	12	0
17:15	17:30	0	0	0	0	7	0	5	1	15	0	13	2	25	1	12	0
17:30	17:45	0	0	1	0	8	0	6	1	20	0	13	2	28	1	15	0
17:45	18:00	0	0	1	0	10	1	7	1	25	1	14	2	28	1	16	0
18:00	18:15	0	0	1	0	10	1	7	1	25	1	15	2	30	1	16	0
18:15	18:30	0	0	1	0	11	1	7	1	25	1	19	2	30	1	17	0
18:30	18:45	0	0	1	0	12	1	7	1	25	1	21	2	30	1	17	0
18:45	19:00	0	0	1	0	17	1	7	1	25	1	21	2	30	1	17	0
19:00	19:15	0	0	1	0	17	1	7	1	25	1	21	2	30	1	17	0
19:15	19:30	0	0	1	0	21	1	9	1	25	1	21	2	30	1	17	0
19:30	19:45	0	0	1	0	25	1	11	1	25	1	21	2	30	1	18	0
19:45	20:00	0	0	1	0	37	1	12	1	33	1	21	2	30	1	20	0
20:00	20:15	0	0	1	0	40	1	12	1	36	1	26	2	35	1	20	0
20:15	20:30	0	0	1	0	40	1	13	1	38	1	26	2	38	1	20	0
20:30	20:45	0	0	1	0	40	1	13	1	38	1	26	2	38	1	20	0
20:45	21:00	0	0	1	0	41	1	13	1	44	1	27	2	42	1	20	0
21:00	21:15	0	0	1	0	43	1	13	1	47	1	27	2	43	1	21	0
21:15	21:30	0	0	1	0	44	1	13	1	49	1	27	2	44	1	21	0
21:30	21:45	0	0	1	0	44	1	22	1	49	1	27	2	44	1	21	0
21:45	22:00	0	0	1	0	44	1	22	1	50	1	27	2	46	1	21	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Waverley Rd and Chadstone Rd
Date: Thu 15/11/2018 **Time:** 7-10am and 3-10pm
Weather: Overcast

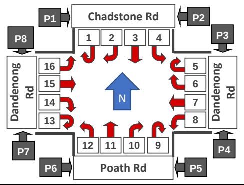


Absolute Value		VEHICLE MOVEMENTS																																				Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	252	6	0	4	39	1	0	1	0	0	0	0	42	0	1	1	19	1	0	0	0	0	0	0	7	0	0	0	166	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	272	11	0	0	45	0	1	0	0	0	0	0	42	1	0	0	20	2	1	0	0	0	0	0	8	0	0	0	213	3	1	0	0	0	0	0	3	0	0	0	1	0	1	0
7:30	7:45	0	0	0	0	340	6	1	1	49	1	0	0	0	0	0	0	61	1	1	0	35	1	3	1	0	0	0	0	30	0	1	1	253	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45	8:00	0	0	0	0	372	4	0	0	83	2	0	1	0	0	0	0	68	0	0	0	33	1	1	0	0	0	0	0	50	0	0	0	280	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	327	7	1	0	96	2	0	0	0	0	0	0	89	0	0	0	41	2	0	1	0	0	0	0	40	1	1	0	286	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	252	13	1	0	70	0	1	0	0	0	0	0	63	1	8	0	32	2	1	1	0	0	0	0	49	1	0	0	283	5	5	0	0	0	0	0	0	0	0	0	1	1	0	1
8:30	8:45	0	0	0	0	288	3	0	0	117	2	0	0	0	0	0	0	79	1	1	0	34	3	1	0	0	0	0	0	56	1	1	0	290	4	2	0	0	0	0	0	0	0	6	1	0	1	2	0
8:45	9:00	0	0	0	0	259	4	1	1	100	0	0	0	0	0	0	0	68	0	0	0	19	3	0	0	0	0	0	0	78	2	0	0	290	5	0	0	0	0	0	0	4	0	3	0	0	0	0	0
9:00	9:15	0	0	0	0	239	3	1	0	97	0	0	0	0	0	0	0	78	0	0	0	28	4	1	0	0	0	0	0	89	0	0	0	240	5	1	2	0	0	0	0	0	0	1	0	1	0	0	0
9:15	9:30	0	0	0	0	222	4	0	0	109	2	2	0	0	0	0	0	44	0	0	0	23	3	0	0	0	0	0	0	84	0	1	0	183	6	1	1	0	0	0	0	1	0	0	0	1	0	0	0
9:30	9:45	0	0	0	0	210	4	1	0	105	5	0	0	0	0	0	0	48	2	0	0	36	1	1	0	0	0	0	0	56	1	1	0	176	4	0	0	0	0	0	0	1	0	0	0	0	1	0	0
9:45	10:00	0	0	0	0	172	11	0	0	91	3	0	0	0	0	0	0	51	0	0	0	16	1	0	0	0	0	0	0	64	0	1	0	135	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	198	4	2	0	80	2	2	0	0	0	0	0	124	5	0	0	79	1	0	0	0	0	0	0	64	2	1	0	261	9	0	1	0	0	0	0	1	0	1	0	1	0	0	
15:15	15:30	0	0	0	0	220	4	1	0	99	0	0	0	0	0	0	0	106	2	1	0	60	1	1	0	0	0	0	0	65	1	0	0	281	7	0	0	0	0	0	0	0	0	2	0	1	0	2	0
15:30	15:45	0	0	0	0	213	0	0	0	94	0	1	0	0	0	0	0	88	3	0	0	50	2	1	0	0	0	0	0	72	2	2	0	310	4	0	0	0	0	0	0	5	0	0	1	0	0	3	0
15:45	16:00	0	0	0	0	201	2	1	0	97	2	0	0	0	0	0	0	97	2	0	0	49	1	1	0	0	0	0	0	54	0	0	0	212	5	2	0	0	0	0	0	0	0	2	0	0	0	1	0
16:00	16:15	1	0	0	0	193	2	2	0	87	0	0	0	0	0	0	0	107	2	0	0	69	0	0	0	0	0	0	0	65	0	0	0	237	5	0	0	0	0	0	0	2	0	0	0	3	0	0	0
16:15	16:30	0	0	0	0	213	1	0	0	110	2	0	0	0	0	0	0	108	2	0	0	58	0	0	0	0	0	0	0	71	0	5	0	334	3	0	0	0	0	0	0	5	1	2	0	3	0	1	0
16:30	16:45	0	0	0	0	238	3	5	0	92	0	1	1	0	0	0	0	108	0	0	0	58	3	2	0	0	0	0	0	78	0	0	1	352	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	238	2	0	0	109	1	1	0	0	0	0	0	86	1	0	0	75	0	0	0	0	0	0	0	75	1	1	0	404	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0
17:00	17:15	0	0	0	0	243	2	0	0	99	0	0	0	0	0	0	0	88	0	0	0	69	0	1	0	0	0	0	0	72	1	1	1	306	4	0	1	0	0	0	0	1	1	0	0	0	0	0	0
17:15	17:30	1	0	0	0	253	1	0	1	104	0	0	0	0	0	0	0	88	0	0	1	91	0	1	1	0	0	0	0	88	0	1	0	378	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	254	2	0	0	87	2	0	0	0	0	0	0	79	2	0	1	72	0	1	0	0	0	0	0	86	0	1	0	352	5	0	0	0	0	0	0	0	0	1	0	1	1	1	0
17:45	18:00	0	0	0	0	244	2	1	2	101	0	0	0	0	0	0	0	113	2	0	1	78	0	0	0	0	0	0	0	93	0	1	0	360	1	1	0	0	0	0	0	0	0	2	0	1	0	2	0
18:00	18:15	0	0	0	0	258	2	0	0	89	0	0	0	0	0	0	0	84	0	0	1	63	0	0	0	0	0	0	0	89	0	0	0	344	1	0	1	0	0	0	0	1	0	0	0	0	0	0	2
18:15	18:30	0	0	0	0	251	0	0	0	114	0	1	0	0	0	0	0	99	0	0	1	60	0	1	0	0	0	0	0	87	0	0	2	320	3	2	0	0	0	0	0	0	0	0	0	0	0	1	2
18:30	18:45	0	0	0	0	177	0	0	1	108	1	0	0	0	0	0	0	99	0	0	0	68	0	0	0	0	0	0	0	126	0	2	0	295	1	1	2	0	0	0	0	0	0	0	0	0	0	1	1
18:45	19:00	0	0	0	0	238	2	0	0	165	1	0	0	0	0	0	0	72	1	0	0	57	0	1	0	0	0	0	0	85	0	0	0	267	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0
19:00	19:15	0	0	0	0	162	2	0	0	150	0	0	0	0	0	0	0	95	0	0	0	44	0	0	0	0	0	0	0	117	0	1	0	265	3	0	1	0	0	0	0	0	0	0	0	1	0	0	0
19:15	19:30	0	0	0	0	148	0	0	0	114	0	0	0	0	0	0	0	89	0	0	0	55	0	1	0	0	0	0	0	76	0	1	0	227	1	0	1	0	0	0	0	1	0	0	0	1	0	1	0
19:30	19:45	0	0	0	0	136	0	0	0	129	0	0	0	0	0	0	0	82	0	0	0	50	0	0	0	0	0	0	0	91	1	0	0	191	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0
19:45	20:00	0	0	0	0	120	0	0	1	104	0	0	0	0	0	0	0	88	0	0	0	55	0	0	0	0	0	0	0	70	0	1	0	167	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
20:00	20:15	0	0	0	0	112	0	0	1	90	0	0	0	0	0	0	0	84	0	0	0	56	0	0	0	0	0	0	0	56	0	0	0	160	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
20:15	20:30	0	0	0	0	117	0	0	0	75	0	0	0	0	0	0	0	81	0	0	0	44	0	0	0	0	0	0	0	41	0	0	0	136	1	0	0	0	0	0	0	0	0	2	0	1	0	2	0
20:30	20:45	0	0	0	0	127	0	0	0	54	0	0	0	0	0	0	0	84	0	0	0	58	0	0	0	0	0	0	0	33	0	0	0	151	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	21:00	0	0	0	0	112	2	0	0	54	0	0	0	0	0	0	0	90	0	0	0	49	0	0	0	0	0	0	0	24	0	0	0	103	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
21:00	21:15	0	0	0	0	101	0	0	1	42	0	0	0	0	0	0	0	86	0	0	0	55	0	0	0	0	0	0	0	14	0	0	0	148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	21:30	0	0	0	0	82	0	0	0	39	0	0	0	0	0	0	0	82	0	0	0	54	0	0	0	0	0	0	0	23	0	0	0	91	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
21:30	21:45	0	0	0	0	107	0	0	0	43	0	0	0	0	0	0	0	93	0	0	0	53	0	0	0	0	0	0	0	14	0	0	0	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	22:00	0	0	0	0	85	0	0	0	36	0	0	0	0	0	0	0	79	0	0	0	39	0	0	0	0	0	0	0	17	0	0	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Absolute Value		VEHICLE MOVEMENTS																																				Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
7:00	7:15	0	0	0	0	252	6	0	4	39	1	0	1	0	0	0	0	42	0	1	1	19	1	0	0	0	0	0	0	7	0	0	0	166	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	524	17	0	4	84	1	1	1	0	0	0	0	84	1	1	1	39	3	1	0	0	0	0	0	15	0	0	0	379	4	1	0	0	0	0	0	4	0	0	0	1	0	1	0
7:30	7:45	0	0	0	0	864	23	1	5	133	2	1	1	0	0	0	0	145	2	2	1	74	4	4	1	0	0	0	0	45	0	1	1	632	4	1	0	0	0	0	0	4	0	0	0	1	1	1	0
7:45	8:00	0	0	0	0	1236	27	1	5	216	4	1	2	0	0	0	0	213	2	2	1	107	5	5	1	0	0	0	0	95	0	1	1	912	8	3	0	0	0	0	0	4	0	0	0	1	1	1	0
8:00	8:15	0	0	0	0	1563	34	2	5	312	6	1	2	0	0	0	0	302	2	2	1	148	7	5	2	0	0	0	0	135	1	2	1	1198	10	4	0	0	0	0	0	5	0	0	0	1	1	1	0
8:15	8:30	0	0	0	0	1815	47	3	5	382	6	2	2	0	0	0	0	365	3	10	1	180	9	6	3	0	0	0	0	184	2	2	1	1481	15	9	0	0	0	0	0	5	0	0	0	2	2	1	1
8:30	8:45	0	0	0	0	2103	50	3	5	499	8	2	2	0	0	0	0	444	4	11	1	214	12	7	3	0	0	0	0	240	3	3	1	1771	19	11	0	0	0	0	0	5	0	6	1	2	3	3	1
8:45	9:00	0	0	0	0	2362	54	4	6	599	8	2	2	0	0	0	0	512	4	11	1	233	15	7	3	0	0	0	0	318	5	3	1	2061	24	11	0	0	0	0	0	9	0	9	1	2	3	3	1
9:00	9:15	0	0	0	0	2601	57	5	6	696	8	2	2	0	0	0	0	590	4	11	1	261	19	8	3	0	0	0	0	407	5	3	1	2301	29	12	2	0	0	0	0	9	0	10	1	3	3	3	1
9:15	9:30	0	0	0	0	2823	61	5	6	805	10	4	2	0	0	0	0	634	4	11	1	284	22	8	3	0	0	0	0	491	5	4	1	2484	35	13	3	0	0	0	0	10	0	10	1	4	3	3	1
9:30	9:45	0	0	0	0	3033	65	6	6	910	15	4	2	0	0	0	0	682	6	11	1	320	23	9	3	0	0	0	0	547	6	5	1	2660	39	13	3	0	0	0	0	11	0	10	1	4	4	3	1
9:45	10:00	0	0	0	0	3205	76	6	6	1001	18	4	2	0	0	0	0	733	6	11	1	336	24	9	3	0	0	0	0	611	6	6	1	2795	43	14	3	0	0	0	0	11	0	10	1	4	4	3	1
15:00	15:15	0	0	0	0	198	4	2	0	80	2	2	0	0	0	0	0	124	5	0	0	79	1	0	0	0	0	0	0	64	2	1	0	261	9	0	1	0	0	0	0	1	0	1	0	1	0	0	0
15:15	15:30	0	0	0	0	418	8	3	0	179	2	2	0	0	0	0	0	230	7	1	0	139	2	1	0	0	0	0	0	129	3	1	0	542	16	0	1	0	0	0	0	1	0	3	0	2	0	2	0
15:30	15:45	0	0	0	0	631	8	3	0	273	2	3	0	0	0	0	0	318	10	1	0	189	4	2	0	0	0	0	0	201	5	3	0	852	20	0	1	0	0	0	0	6	0	3	1	2	0	5	0
15:45	16:00	0	0	0	0	832	10	4	0	370	4	3	0	0	0	0	0	415	12	1	0	238	5	3	0	0	0	0	0	255	5	3	0	1064	25	2	1	0	0	0	0	6	0	5	1	2	0	6	0
16:00	16:15	1	0	0	0	1025	12	6	0	457	4	3	0	0	0	0	0	522	14	1	0	307	5	3	0	0	0	0	0	320	5	3	0	1301	30	2	1	0	0	0	0	8	0	5	1	5	0	6	0
16:15	16:30	1	0	0	0	1238	13	6	0	567	6	3	0	0	0	0	0	630	16	1	0	365	5	3	0	0	0	0	0	391	5	8	0	1635	33	2	1	0	0	0	0	13	1	7	1	8	0	7	0
16:30	16:45	1	0	0	0	1476	16	11	0	659	6	4	1	0	0	0	0	738	16	1	0	423	8	5	0	0	0	0	0	469	5	8	1	1987	35	3	1	0	0	0	0	13	1	7	1	8	0	7	0
16:45	17:00	1	0	0	0	1714	18	11	0	768	7	5	1	0	0	0	0	824	17	1	0	498	8	5	0	0	0	0	0	544	6	9	1	2391	36	4	1	0	0	0	0	13	1	7	1	8	0	9	0
17:00	17:15	1	0	0	0	1957	20	11	0	867	7	5	1	0	0	0	0	912	17	1	0	567	8	6	0	0	0	0	0	616	7	10	2	2697	40	4	2	0	0	0	0	14	2	7	1	8	0	9	0
17:15	17:30	2	0	0	0	2210	21	11	1	971	7	5	1	0	0	0	0	1000	17	1	1	658	8	7	1	0	0	0	0	704	7	11	2	3075	42	4	4	0	0	0	0	14	2	7	1	8	0	9	0
17:30	17:45	2	0	0	0	2464	23	11	1	1058	9	5	1	0	0	0	0	1079	19	1	2	730	8	8	1	0	0	0	0	790	7	12	2	3427	47	4	4	0	0	0	0	14	2	8	1	9	1	10	0
17:45	18:00	2	0	0	0	2708	25	12	3	1159	9	5	1	0	0	0	0	1192	21	1	3	808	8	8	1	0	0	0	0	883	7	13	2	3787	48	5	4	0	0	0	0	14	2	10	1	10	1	12	0
18:00	18:15	2	0	0	0	2966	27	12	3	1248	9	5	1	0	0	0	0	1276	21	1	4	871	8	8	1	0	0	0	0	972	7	13	2	4131	49	5	5	0	0	0	0	15	2	10	1	10	1	12	2
18:15	18:30	2	0	0	0	3217	27	12	3	1362	9	6	1	0	0	0	0	1375	21	1	5	931	8	9	1	0	0	0	0	1059	7	13	4	4451	52	7	5	0	0	0	0	15	2	10	1	10	1	13	4
18:30	18:45	2	0	0	0	3394	27	12	4	1470	10	6	1	0	0	0	0	1474	21	1	5	999	8	9	1	0	0	0	0	1185	7	15	4	4746	53	8	7	0	0	0	0	15	2	10	1	10	1	14	5
18:45	19:00	2	0	0	0	3632	29	12	4	1635	11	6	1	0	0	0	0	1546	22	1	5	1056	8	10	1	0	0	0	0	1270	7	15	4	5013	53	9	7	0	0	0	0	16	2	11	1	10	1	15	5
19:00	19:15	2	0	0	0	3794	31	12	4	1785	11	6	1	0	0	0	0	1641	22	1	5	1100	8	10	1	0	0	0	0	1387	7	16	4	5278	56	9	8	0	0	0	0	16	2	11	1	11	1	15	5
19:15	19:30	2	0	0	0	3942	31	12	4	1899	11	6	1	0	0	0	0	1730	22	1	5	1155	8	11	1	0	0	0	0	1463	7	17	4	5505	57	9	9	0	0	0	0	17	2	11	1	12	1	16	5
19:30	19:45	2	0	0	0	4078	31	12	4	2028	11	6	1	0	0	0	0	1812	22	1	5	1205	8	11	1	0	0	0	0	1554	8	17	4	5696	58	9	10	0	0	0	0	17	2	11	1	12	2	16	5
19:45	20:00	2	0	0	0	4198	31	12	5	2132	11	6	1	0	0	0	0	1900	22	1	5	1260	8	11	1	0	0	0	0	1624	8	18	4	5863	58	9	11	0	0	0	0	17	2	11	1	12	2	17	6
20:00	20:15	2	0	0	0	4310	31	12	6	2222	11	6	1	0	0	0	0	1984	22	1	5	1316	8	11	1	0	0	0	0	1680	8	18	4	6023	58	9	13	0	0	0	0	17	2	11	1	12	2	17	6
20:15	20:30	2	0	0	0	4427	31	12	6	2297	11	6	1	0	0	0	0	2065	22	1	5	1360	8	11	1	0	0	0	0	1721	8	18	4	6159	59	9	13	0	0	0	0	17	2	13	1	13	2	19	6
20:30	20:45	2	0	0	0	4554	31	12	6	2351	11	6	1	0	0	0	0	2149	22	1	5	1418	8	11	1	0	0	0	0	1754	8	18	4	6310	59	9	13	0	0	0	0	17	2	13	1	13	2	19	6
20:45	21:00	2	0	0	0	4666	33	12	6	2405	11	6	1	0	0	0	0	2239	22	1	5	1467	8	11	1	0	0	0	0	1778	8	18	4	6413	60	9	13	0	0	0	0	17	2	15	1	13	2	19	6
21:00	21:15	2	0	0	0	4767	33	12	7	2447	11	6	1	0	0	0	0	2325	22	1	5	1522	8	11	1	0	0	0	0	1792	8	18	4	6561	60	9	13	0	0	0	0	17	2	15	1	13	2	19	6
21:15	21:30	2	0	0	0	4849	33	12	7	2486	11	6	1	0	0	0	0	2407	22	1	5	1576	8	11	1	0	0	0	0	1815	8	18	4	6652	60	9	13	0	0	0	0	17	2	15	1	13	3	19	6
21:30	21:45	2	0	0	0	4956	33	12	7	2529	11	6	1	0	0	0	0	2500	22	1	5	1629	8	11	1	0	0	0	0	1829	8	18	4	6782	60	9	13	0	0	0	0	17	2	15	1	13	3	19	6
21:45	22:00	2	0	0	0	5041	33	12	7	2565	11	6	1	0	0	0	0	2579	22	1	5	1668	8	11	1	0	0	0	0	1846	8	18	4	6891	60	9	13	0	0	0	0	17	2	15	1	13	3	19	6

nationwide TRAFFIC SURVEYS

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Prince Hwy and Chadstone Rd Poath Rd
Date: Sat 24/11/2018 **Time:** 9am-4pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	18	0	0	0	25	0	0	0	35	2	0	0
9:15	9:30	0	0	0	0	26	1	0	0	30	0	0	0	27	1	0	0
9:30	9:45	0	0	0	0	38	2	0	0	32	0	0	0	44	0	0	0
9:45	10:00	0	0	0	0	31	0	0	0	35	0	0	0	39	0	1	0
10:00	10:15	0	0	0	0	41	0	0	0	42	0	0	1	38	0	0	0
10:15	10:30	0	0	0	0	44	0	0	0	58	1	0	0	34	1	0	0
10:30	10:45	0	0	0	0	52	0	0	0	53	0	0	0	46	0	0	0
10:45	11:00	0	0	0	0	55	0	0	0	69	0	0	0	46	1	1	0
11:00	11:15	0	0	0	0	53	1	0	0	56	0	0	0	34	0	0	0
11:15	11:30	0	0	0	0	64	0	0	0	54	0	0	0	58	0	0	0
11:30	11:45	0	0	0	0	70	0	0	0	60	0	0	0	54	0	1	0
11:45	12:00	0	0	0	0	75	0	0	0	74	0	0	0	58	0	1	0
12:00	12:15	0	0	0	0	86	0	0	0	96	1	0	0	61	0	0	0
12:15	12:30	0	0	0	0	81	0	0	0	76	0	0	0	56	0	0	0
12:30	12:45	0	0	0	0	82	1	0	0	103	1	0	0	77	0	0	1
12:45	13:00	0	0	0	0	82	0	0	0	74	0	0	0	64	0	1	0
13:00	13:15	0	0	0	0	84	0	0	0	101	0	0	0	97	0	0	0
13:15	13:30	0	0	0	0	80	0	0	0	91	0	0	0	77	0	0	0
13:30	13:45	0	0	0	0	91	0	0	0	90	0	0	0	89	0	0	0
13:45	14:00	1	0	0	0	76	0	0	0	89	0	0	0	73	0	1	0
14:00	14:15	0	0	0	0	77	0	0	0	77	0	0	0	84	0	0	0
14:15	14:30	0	0	0	0	76	1	0	0	92	1	0	0	76	0	0	0
14:30	14:45	1	0	0	0	93	0	0	0	72	0	0	0	81	1	0	0
14:45	15:00	0	0	0	0	70	0	0	0	81	0	0	0	90	0	1	0
15:00	15:15	0	0	0	0	82	0	0	0	63	0	0	0	77	0	1	0
15:15	15:30	0	0	0	0	80	0	0	0	83	1	0	0	89	0	0	0
15:30	15:45	0	0	0	0	81	0	0	0	94	0	0	0	82	0	0	0
15:45	16:00	0	0	0	0	83	0	0	0	66	0	0	0	79	0	0	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	2	0	0	0	15	0	0	0	323	10	2	0	20	0	0	0
9:15	9:30	0	0	0	0	15	0	0	0	317	11	1	0	21	1	0	0
9:30	9:45	0	0	0	0	25	0	0	0	392	12	3	2	17	2	0	0
9:45	10:00	0	0	0	0	23	0	0	0	420	7	2	0	20	0	0	0
10:00	10:15	1	0	0	0	34	1	0	0	374	11	0	0	24		0	0
10:15	10:30	0	0	0	0	26	1	0	0	386	7	2	0	30	0	1	0
10:30	10:45	0	0	0	0	24	0	0	0	376	9	3	0	34	1	1	0
10:45	11:00	1	0	0	0	32	1	1	0	398	5	3	0	26	0	1	0
11:00	11:15	2	0	0	0	25	0	0	0	395	10	2	0	24	1	0	0
11:15	11:30	0	0	0	0	31	1	0	0	412	8	2	1	32	1	0	0
11:30	11:45	0	0	0	0	23	0	0	0	461	7	3	0	46	0	1	0
11:45	12:00	1	0	0	0	26	0	0	0	403	10	2	0	42	0	1	1
12:00	12:15	1	0	0	0	30	0	1	0	438	8	4	0	36	0	0	0
12:15	12:30	1	0	0	0	29	0	0	0	471	9	1	0	42	0	1	0
12:30	12:45	4	0	0	0	36	4	3	0	514	4	3	0	33	0	0	0
12:45	13:00	5	0	0	0	35	0	0	0	479	6	2	0	44	0	2	1
13:00	13:15	0	0	0	0	36	0	1	0	456	6	1	0	35	0	0	0
13:15	13:30	0	0	0	0	46	0	0	0	485	2	1	0	46	0	0	0
13:30	13:45	4	0	0	0	48	0	0	0	497	6	1	0	29	1	1	0
13:45	14:00	1	0	0	0	37	0	0	0	438	7	3	0	39	0	0	0
14:00	14:15	1	0	0	0	44	0	1	0	509	4	2	0	46	0	1	0
14:15	14:30	3	0	0	0	46	0	0	0	449	3	0	0	40	0	0	0
14:30	14:45	0	0	0	0	31	0	0	0	409	3	2	0	26	0	1	0
14:45	15:00	4	0	0	0	38	0	1	0	498	1	0	0	46	1	2	0
15:00	15:15	1	0	0	0	33	0	0	0	437	2	5	1	46	0	0	0
15:15	15:30	3	0	0	0	40	0	0	0	517	2	1	0	48	0	1	1
15:30	15:45	0	0	0	0	36	0	0	0	448	3	1	0	43	0	1	0
15:45	16:00	0	0	0	0	34	0	0	0	526	5	3	0	56	0	1	0

TIME		9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	49	1	0	0	56	1	0	1	6	0	0	0
9:15	9:30	0	0	0	0	64	0	1	0	73	0	0	0	18	1	0	0
9:30	9:45	0	0	0	0	73	0	0	0	71	0	0	0	25	0	0	0
9:45	10:00	0	0	0	0	48	0	1	0	61	0	0	0	21	0	0	0
10:00	10:15	0	0	0	0	52	0	0	0	70	0	0	0	14	0	0	0
10:15	10:30	0	0	0	0	63	1	2	0	71	0	0	1	21	0	0	0
10:30	10:45	0	0	0	0	64	0	0	0	82	0	0	0	18	0	0	0
10:45	11:00	0	0	0	0	65	0	1	0	71	1	0	0	18	0	0	0
11:00	11:15	0	0	0	0	60	0	0	0	67	0	0	1	23	0	0	0
11:15	11:30	0	0	0	0	62	0	1	0	72	0	0	1	21	0	0	0
11:30	11:45	0	0	0	0	68	0	1	0	77	1	0	0	21	0	0	0
11:45	12:00	0	0	0	0	73	0	1	0	60	0	0	0	20	0	0	0
12:00	12:15	0	0	0	0	71	1	0	0	74	0	0	0	23	0	0	0
12:15	12:30	0	0	0	0	73	1	1	0	82	0	0	0	17	0	0	0
12:30	12:45	0	0	0	0	73	1	1	0	74	0	0	0	17	0	0	0
12:45	13:00	0	0	0	0	67	0	0	0	79	0	0	0	25	1	0	0
13:00	13:15	0	0	0	0	61	1	1	0	81	0	1	0	30	0	0	0
13:15	13:30	0	0	0	0	53	0	0	0	56	1	1	0	29	0	0	0
13:30	13:45	0	0	0	0	59	0	0	0	62	0	0	0	22	1	0	0
13:45	14:00	0	0	0	0	74	1	0	1	86	0	0	0	26	0	0	0
14:00	14:15	0	0	0	0	52	0	0	0	54	0	1	0	17	0	0	0
14:15	14:30	0	0	0	0	64	0	0	0	70	0	1	0	21	0	0	0
14:30	14:45	0	0	0	0	42	0	0	0	53	0	1	1	17	0	0	0
14:45	15:00	0	0	0	0	61	0	0	0	59	0	0	0	23	0	0	0
15:00	15:15	0	0	0	0	68	1	0	0	55	0	0	0	22	0	0	0
15:15	15:30	0	0	0	0	66	1	1	0	63	1	0	0	22	0	0	0
15:30	15:45	0	0	0	0	79	0	0	0	61	0	0	0	15	0	0	0
15:45	16:00	0	0	0	0	58	0	0	0	54	0	0	0	9	0	0	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	9	0	0	0	423	1	2	0	62	2	0	0
9:15	9:30	0	0	0	0	21	0	0	0	470	10	0	0	59	2	0	0
9:30	9:45	0	0	0	0	13	0	0	0	438	5	3	0	82	1	0	0
9:45	10:00	0	1	0	0	16	0	0	0	502	21	2	0	70	3	0	0
10:00	10:15	1	1	0	0	8	0	0	0	411	9	2	0	52	2	0	0
10:15	10:30	0	0	0	0	9	0	0	0	487	12	2	0	61	2	0	0
10:30	10:45	2	0	0	0	12	1	0	0	524	8	2	0	97	0	0	0
10:45	11:00	0	0	0	0	19	0	0	0	472	10	3	0	69	0	0	0
11:00	11:15	1	0	0	0	25	0	0	0	593	14	1	0	73	0	0	0
11:15	11:30	1	0	0	0	12	0	0	0	458	8	2	0	70	1	0	0
11:30	11:45	7	0	0	0	18	0	0	0	581	9	2	0	65	0	0	0
11:45	12:00	2	0	0	0	18	1	0	0	491	9	4	0	81	4	0	0
12:00	12:15	3	0	0	0	18	0	0	0	532	5	3	0	76	1	0	0
12:15	12:30	3	0	0	0	18	0	0	0	537	13	3	0	87	1	0	0
12:30	12:45	1	1	0	0	20	0	0	0	508	6	1	0	69	3	0	0
12:45	13:00	12	0	0	0	23	0	0	0	557	8	1	0	91	0	0	0
13:00	13:15	9	0	0	0	14	0	0	0	455	10	4	0	84	0	0	0
13:15	13:30	6	0	0	0	21	0	0	0	551	8	3	0	72	0	0	0
13:30	13:45	1	0	0	0	16	0	0	0	416	9	1	2	78	0	0	0
13:45	14:00	2	0	0	0	22	0	0	0	506	17	3	0	74	1	0	0
14:00	14:15	2	0	0	0	16	0	0	0	527	9	0	0	77	0	0	0
14:15	14:30	1	0	0	0	15	0	0	0	515	5	3	0	61	0	0	0
14:30	14:45	1	0	0	0	20	0	0	0	594	5	0	0	60	0	0	0
14:45	15:00	0	0	0	0	14	0	0	0	541	4	1	0	88	0	0	0
15:00	15:15	1	0	0	0	25	0	0	0	523	6	2	0	62	0	0	0
15:15	15:30	1	0	0	0	11	0	0	0	488	9	3	0	87	0	0	0
15:30	15:45	1	0	0	0	27	0	0	0	562	5	1	0	79	0	0	0
15:45	16:00	1	0	0	0	13	0	0	0	479	6	2	0	70	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
9:15	9:30	1	0	4	0	5	0	1	0	4	0	0	0	0	0	0	0
9:30	9:45	1	0	4	0	4	0	1	0	4	0	2	0	0	0	0	0
9:45	10:00	1	0	1	0	1	0	1	0	2	0	1	0	0	0	0	0
10:00	10:15	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
10:15	10:30	3	1	3	0	3	0	3	1	2	0	0	0	0	0	0	0
10:30	10:45	3	0	2	0	2	0	3	0	5	0	0	0	0	0	0	0
10:45	11:00	5	1	3	0	3	0	5	1	7	0	0	0	0	0	0	0
11:00	11:15	3	0	6	0	6	0	1	0	7	0	3	0	2	0	0	0
11:15	11:30	0	0	8	0	8	0	3	0	12	0	0	0	0	0	0	0
11:30	11:45	1	0	8	0	9	0	2	0	8	0	0	0	0	0	0	0
11:45	12:00	3	0	16	2	13	2	3	0	10	0	5	1	0	0	0	0
12:00	12:15	11	0	9	2	12	2	12	0	10	0	1	0	0	0	0	0
12:15	12:30	3	0	17	1	18	1	4	0	13	0	2	0	0	0	0	0
12:30	12:45	5	0	9	0	9	0	5	0	12	0	1	0	0	0	0	0
12:45	13:00	2	0	16	0	15	0	2	0	19	0	2	0	0	0	0	0
13:00	13:15	3	0	21	0	17	0	5	0	18	0	3	0	0	0	0	0
13:15	13:30	5	0	8	2	14	0	5	2	22	1	1	0	0	0	0	0
13:30	13:45	3	0	11	2	11	2	4	0	14	0	3	0	0	0	0	0
13:45	14:00	14	1	23	0	23	0	7	1	17	0	12	1	0	0	0	0
14:00	14:15	4	1	23	1	24	1	4	1	26	1	2	0	0	0	0	0
14:15	14:30	5	0	6	0	6	0	5	0	38	0	5	0	0	0	0	0
14:30	14:45	11	0	12	1	12	1	14	0	16	0	7	0	0	0	0	0
14:45	15:00	24	0	14	1	14	1	21	0	28	1	11	0	0	0	0	0
15:00	15:15	8	0	12	0	12	0	9	0	16	1	7	0	0	0	1	0
15:15	15:30	12	1	14	1	15	2	12	1	31	0	14	0	0	0	0	0
15:30	15:45	18	0	17	0	17	0	20	0	16	0	7	0	0	0	0	0
15:45	16:00	8	0	15	0	17	0	8	0	12	0	6	0	0	0	0	0

Accumulative Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	18	0	0	0	25	0	0	0	35	2	0	0
9:15	9:30	0	0	0	0	44	1	0	0	55	0	0	0	62	3	0	0
9:30	9:45	0	0	0	0	82	3	0	0	87	0	0	0	106	3	0	0
9:45	10:00	0	0	0	0	113	3	0	0	122	0	0	0	145	3	1	0
10:00	10:15	0	0	0	0	154	3	0	0	164	0	0	1	183	3	1	0
10:15	10:30	0	0	0	0	198	3	0	0	222	1	0	1	217	4	1	0
10:30	10:45	0	0	0	0	250	3	0	0	275	1	0	1	263	4	1	0
10:45	11:00	0	0	0	0	305	3	0	0	344	1	0	1	309	5	2	0
11:00	11:15	0	0	0	0	358	4	0	0	400	1	0	1	343	5	2	0
11:15	11:30	0	0	0	0	422	4	0	0	454	1	0	1	401	5	2	0
11:30	11:45	0	0	0	0	492	4	0	0	514	1	0	1	455	5	3	0
11:45	12:00	0	0	0	0	567	4	0	0	588	1	0	1	513	5	4	0
12:00	12:15	0	0	0	0	653	4	0	0	684	2	0	1	574	5	4	0
12:15	12:30	0	0	0	0	734	4	0	0	760	2	0	1	630	5	4	0
12:30	12:45	0	0	0	0	816	5	0	0	863	3	0	1	707	5	4	1
12:45	13:00	0	0	0	0	898	5	0	0	937	3	0	1	771	5	5	1
13:00	13:15	0	0	0	0	982	5	0	0	1038	3	0	1	868	5	5	1
13:15	13:30	0	0	0	0	1062	5	0	0	1129	3	0	1	945	5	5	1
13:30	13:45	0	0	0	0	1153	5	0	0	1219	3	0	1	1034	5	5	1
13:45	14:00	1	0	0	0	1229	5	0	0	1308	3	0	1	1107	5	6	1
14:00	14:15	1	0	0	0	1306	5	0	0	1385	3	0	1	1191	5	6	1
14:15	14:30	1	0	0	0	1382	6	0	0	1477	4	0	1	1267	5	6	1
14:30	14:45	2	0	0	0	1475	6	0	0	1549	4	0	1	1348	6	6	1
14:45	15:00	2	0	0	0	1545	6	0	0	1630	4	0	1	1438	6	7	1
15:00	15:15	2	0	0	0	1627	6	0	0	1693	4	0	1	1515	6	8	1
15:15	15:30	2	0	0	0	1707	6	0	0	1776	5	0	1	1604	6	8	1
15:30	15:45	2	0	0	0	1788	6	0	0	1870	5	0	1	1686	6	8	1
15:45	16:00	2	0	0	0	1871	6	0	0	1936	5	0	1	1765	6	8	1

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	2	0	0	0	15	0	0	0	323	10	2	0	20	0	0	0
9:15	9:30	2	0	0	0	30	0	0	0	640	21	3	0	41	1	0	0
9:30	9:45	2	0	0	0	55	0	0	0	1032	33	6	2	58	3	0	0
9:45	10:00	2	0	0	0	78	0	0	0	1452	40	8	2	78	3	0	0
10:00	10:15	3	0	0	0	112	1	0	0	1826	51	8	2	102	3	0	0
10:15	10:30	3	0	0	0	138	2	0	0	2212	58	10	2	132	3	1	0
10:30	10:45	3	0	0	0	162	2	0	0	2588	67	13	2	166	4	2	0
10:45	11:00	4	0	0	0	194	3	1	0	2986	72	16	2	192	4	3	0
11:00	11:15	6	0	0	0	219	3	1	0	3381	82	18	2	216	5	3	0
11:15	11:30	6	0	0	0	250	4	1	0	3793	90	20	3	248	6	3	0
11:30	11:45	6	0	0	0	273	4	1	0	4254	97	23	3	294	6	4	0
11:45	12:00	7	0	0	0	299	4	1	0	4657	107	25	3	336	6	5	1
12:00	12:15	8	0	0	0	329	4	2	0	5095	115	29	3	372	6	5	1
12:15	12:30	9	0	0	0	358	4	2	0	5566	124	30	3	414	6	6	1
12:30	12:45	13	0	0	0	394	8	5	0	6080	128	33	3	447	6	6	1
12:45	13:00	18	0	0	0	429	8	5	0	6559	134	35	3	491	6	8	2
13:00	13:15	18	0	0	0	465	8	6	0	7015	140	36	3	526	6	8	2
13:15	13:30	18	0	0	0	511	8	6	0	7500	142	37	3	572	6	8	2
13:30	13:45	22	0	0	0	559	8	6	0	7997	148	38	3	601	7	9	2
13:45	14:00	23	0	0	0	596	8	6	0	8435	155	41	3	640	7	9	2
14:00	14:15	24	0	0	0	640	8	7	0	8944	159	43	3	686	7	10	2
14:15	14:30	27	0	0	0	686	8	7	0	9393	162	43	3	726	7	10	2
14:30	14:45	27	0	0	0	717	8	7	0	9802	165	45	3	752	7	11	2
14:45	15:00	31	0	0	0	755	8	8	0	10300	166	45	3	798	8	13	2
15:00	15:15	32	0	0	0	788	8	8	0	10737	168	50	4	844	8	13	2
15:15	15:30	35	0	0	0	828	8	8	0	11254	170	51	4	892	8	14	3
15:30	15:45	35	0	0	0	864	8	8	0	11702	173	52	4	935	8	15	3
15:45	16:00	35	0	0	0	898	8	8	0	12228	178	55	4	991	8	16	3

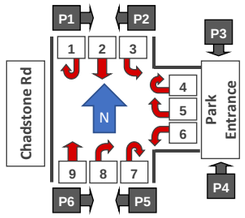
TIME		9				10				11				12			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	49	1	0	0	56	1	0	1	6	0	0	0
9:15	9:30	0	0	0	0	113	1	1	0	129	1	0	1	24	1	0	0
9:30	9:45	0	0	0	0	186	1	1	0	200	1	0	1	49	1	0	0
9:45	10:00	0	0	0	0	234	1	2	0	261	1	0	1	70	1	0	0
10:00	10:15	0	0	0	0	286	1	2	0	331	1	0	1	84	1	0	0
10:15	10:30	0	0	0	0	349	2	4	0	402	1	0	2	105	1	0	0
10:30	10:45	0	0	0	0	413	2	4	0	484	1	0	2	123	1	0	0
10:45	11:00	0	0	0	0	478	2	5	0	555	2	0	2	141	1	0	0
11:00	11:15	0	0	0	0	538	2	5	0	622	2	0	3	164	1	0	0
11:15	11:30	0	0	0	0	600	2	6	0	694	2	0	4	185	1	0	0
11:30	11:45	0	0	0	0	668	2	7	0	771	3	0	4	206	1	0	0
11:45	12:00	0	0	0	0	741	2	8	0	831	3	0	4	226	1	0	0
12:00	12:15	0	0	0	0	812	3	8	0	905	3	0	4	249	1	0	0
12:15	12:30	0	0	0	0	885	4	9	0	987	3	0	4	266	1	0	0
12:30	12:45	0	0	0	0	958	5	10	0	1061	3	0	4	283	1	0	0
12:45	13:00	0	0	0	0	1025	5	10	0	1140	3	0	4	308	2	0	0
13:00	13:15	0	0	0	0	1086	6	11	0	1221	3	1	4	338	2	0	0
13:15	13:30	0	0	0	0	1139	6	11	0	1277	4	2	4	367	2	0	0
13:30	13:45	0	0	0	0	1198	6	11	0	1339	4	2	4	389	3	0	0
13:45	14:00	0	0	0	0	1272	7	11	1	1425	4	2	4	415	3	0	0
14:00	14:15	0	0	0	0	1324	7	11	1	1479	4	3	4	432	3	0	0
14:15	14:30	0	0	0	0	1388	7	11	1	1549	4	4	4	453	3	0	0
14:30	14:45	0	0	0	0	1430	7	11	1	1602	4	5	5	470	3	0	0
14:45	15:00	0	0	0	0	1491	7	11	1	1661	4	5	5	493	3	0	0
15:00	15:15	0	0	0	0	1559	8	11	1	1716	4	5	5	515	3	0	0
15:15	15:30	0	0	0	0	1625	9	12	1	1779	5	5	5	537	3	0	0
15:30	15:45	0	0	0	0	1704	9	12	1	1840	5	5	5	552	3	0	0
15:45	16:00	0	0	0	0	1762	9	12	1	1894	5	5	5	561	3	0	0

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	9	0	0	0	423	1	2	0	62	2	0	0
9:15	9:30	0	0	0	0	30	0	0	0	893	11	2	0	121	4	0	0
9:30	9:45	0	0	0	0	43	0	0	0	1331	16	5	0	203	5	0	0
9:45	10:00	0	1	0	0	59	0	0	0	1833	37	7	0	273	8	0	0
10:00	10:15	1	2	0	0	67	0	0	0	2244	46	9	0	325	10	0	0
10:15	10:30	1	2	0	0	76	0	0	0	2731	58	11	0	386	12	0	0
10:30	10:45	3	2	0	0	88	1	0	0	3255	66	13	0	483	12	0	0
10:45	11:00	3	2	0	0	107	1	0	0	3727	76	16	0	552	12	0	0
11:00	11:15	4	2	0	0	132	1	0	0	4320	90	17	0	625	12	0	0
11:15	11:30	5	2	0	0	144	1	0	0	4778	98	19	0	695	13	0	0
11:30	11:45	12	2	0	0	162	1	0	0	5359	107	21	0	760	13	0	0
11:45	12:00	14	2	0	0	180	2	0	0	5850	116	25	0	841	17	0	0
12:00	12:15	17	2	0	0	198	2	0	0	6382	121	28	0	917	18	0	0
12:15	12:30	20	2	0	0	216	2	0	0	6919	134	31	0	1004	19	0	0
12:30	12:45	21	3	0	0	236	2	0	0	7427	140	32	0	1073	22	0	0
12:45	13:00	33	3	0	0	259	2	0	0	7984	148	33	0	1164	22	0	0
13:00	13:15	42	3	0	0	273	2	0	0	8439	158	37	0	1248	22	0	0
13:15	13:30	48	3	0	0	294	2	0	0	8990	166	40	0	1320	22	0	0
13:30	13:45	49	3	0	0	310	2	0	0	9406	175	41	2	1398	22	0	0
13:45	14:00	51	3	0	0	332	2	0	0	9912	192	44	2	1472	23	0	0
14:00	14:15	53	3	0	0	348	2	0	0	10439	201	44	2	1549	23	0	0
14:15	14:30	54	3	0	0	363	2	0	0	10954	206	47	2	1610	23	0	0
14:30	14:45	55	3	0	0	383	2	0	0	11548	211	47	2	1670	23	0	0
14:45	15:00	55	3	0	0	397	2	0	0	12089	215	48	2	1758	23	0	0
15:00	15:15	56	3	0	0	422	2	0	0	12612	221	50	2	1820	23	0	0
15:15	15:30	57	3	0	0	433	2	0	0	13100	230	53	2	1907	23	0	0
15:30	15:45	58	3	0	0	460	2	0	0	13662	235	54	2	1986	23	0	0
15:45	16:00	59	3	0	0	473	2	0	0	14141	241	56	2	2056	23	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
9:15	9:30	2	0	4	0	5	0	2	0	4	0	3	0	0	0	0	0
9:30	9:45	3	0	8	0	9	0	3	0	8	0	5	0	0	0	0	0
9:45	10:00	4	0	9	0	10	0	4	0	10	0	6	0	0	0	0	0
10:00	10:15	5	0	9	0	10	0	5	0	10	0	7	0	0	0	0	0
10:15	10:30	8	1	12	0	13	0	8	1	12	0	7	0	0	0	0	0
10:30	10:45	11	1	14	0	15	0	11	1	17	0	7	0	0	0	0	0
10:45	11:00	16	2	17	0	18	0	16	2	24	0	7	0	0	0	0	0
11:00	11:15	19	2	23	0	24	0	17	2	31	0	10	0	2	0	0	0
11:15	11:30	19	2	31	0	32	0	20	2	43	0	10	0	2	0	0	0
11:30	11:45	20	2	39	0	41	0	22	2	51	0	10	0	2	0	0	0
11:45	12:00	23	2	55	2	54	2	25	2	61	0	15	1	2	0	0	0
12:00	12:15	34	2	64	4	66	4	37	2	71	0	16	1	2	0	0	0
12:15	12:30	37	2	81	5	84	5	41	2	84	0	18	1	2	0	0	0
12:30	12:45	42	2	90	5	93	5	46	2	96	0	19	1	2	0	0	0
12:45	13:00	44	2	106	5	108	5	48	2	115	0	21	1	2	0	0	0
13:00	13:15	47	2	127	5	125	5	53	2	133	0	24	1	2	0	0	0
13:15	13:30	52	2	135	7	139	5	58	4	155	1	25	1	2	0	0	0
13:30	13:45	55	2	146	9	150	7	62	4	169	1	28	1	2	0	0	0
13:45	14:00	69	3	169	9	173	7	69	5	186	1	40	2	2	0	0	0
14:00	14:15	73	4	192	10	197	8	73	6	212	2	42	2	2	0	0	0
14:15	14:30	78	4	198	10	203	8	78	6	250	2	47	2	2	0	0	0
14:30	14:45	89	4	210	11	215	9	92	6	266	2	54	2	2	0	0	0
14:45	15:00	113	4	224	12	229	10	113	6	294	3	65	2	2	0	0	0
15:00	15:15	121	4	236	12	241	10	122	6	310	4	72	2	2	0	1	0
15:15	15:30	133	5	250	13	256	12	134	7	341	4	86	2	2	0	1	0
15:30	15:45	151	5	267	13	273	12	154	7	357	4	93	2	2	0	1	0
15:45	16:00	159	5	282	13	290	12	162	7	369	4	99	2	2	0	1	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Park Entrance
Date: Sat 24/11/2018 **Time:** 9am-4pm
Weather: Overcast

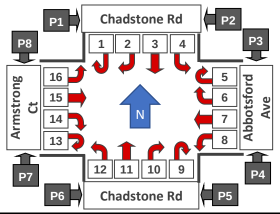


Absolute Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	132	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	63	3	0	1	0	0	1	1	1	0	0	0	0	0
9:15	9:30	0	0	0	0	155	1	1	1	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	68	1	0	0	0	0	0	0	2	0	0	0	1	1
9:30	9:45	0	0	0	0	179	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	94	1	0	0	0	0	0	0	7	0	3	0	1	0	0	0
9:45	10:00	0	0	0	0	141	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	88	3	1	0	1	0	0	0	2	0	2	0	0	0	1	0
10:00	10:15	0	0	0	0	151	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	105	0	1	0	0	0	0	0	4	0	1	0	0	0	0	0
10:15	10:30	0	0	0	0	159	0	2	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	117	1	0	0	0	0	0	0	3	0	1	0	1	0	0	0
10:30	10:45	0	0	0	0	181	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	112	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0
10:45	11:00	0	0	0	0	164	0	1	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	128	2	1	0	0	0	0	0	1	0	3	0	1	0	0	0
11:00	11:15	0	0	0	0	189	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	140	0	0	0	1	0	0	0	3	0	8	0	0	0	0	0
11:15	11:30	0	0	0	0	166	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	129	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0
11:30	11:45	0	0	0	0	184	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	145	1	0	0	1	0	2	0	5	0	5	0	0	0	5	0
11:45	12:00	0	0	0	0	179	0	1	0	6	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	126	4	0	0	0	0	0	0	2	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	195	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	149	1	1	0	0	0	0	0	4	0	0	0	1	1	0	0
12:15	12:30	0	0	0	0	201	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	160	0	0	0	1	0	0	0	3	0	2	0	0	0	0	0
12:30	12:45	0	0	0	0	198	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	162	2	0	0	0	0	0	0	1	0	5	0	0	0	1	0
12:45	13:00	0	0	0	0	231	0	0	1	3	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	151	1	0	0	1	0	1	0	1	0	1	0	0	0	0	0
13:00	13:15	0	0	0	0	193	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	4	0	0	0	158	0	1	0	0	1	0	0	4	0	1	0	0	0	0	0
13:15	13:30	0	0	0	0	204	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	170	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0
13:30	13:45	0	0	0	0	219	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	148	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0
13:45	14:00	0	0	0	0	205	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	161	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
14:00	14:15	0	0	0	0	196	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	156	0	1	0	1	0	0	0	5	0	3	0	0	0	0	0
14:15	14:30	0	0	0	0	189	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	168	0	1	1	0	0	0	0	2	0	3	0	0	0	0	0
14:30	14:45	0	0	0	0	199	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	135	0	0	1	0	0	0	0	10	0	1	0	0	0	0	0
14:45	15:00	0	0	0	0	198	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	171	0	1	0	0	0	0	0	3	0	3	0	1	0	0	0
15:00	15:15	0	0	0	0	180	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	2	144	0	0	0	0	0	1	0	3	0	1	0	0	0	0	0
15:15	15:30	0	0	0	0	187	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	168	0	0	1	0	0	0	0	9	0	7	0	0	2	0	0
15:30	15:45	0	0	0	0	160	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	170	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0
15:45	16:00	0	0	0	0	175	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	160	0	1	1	0	0	0	0	4	3	0	0	0	0	0	0

Accumulative Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	132	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	63	3	0	1	1	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	287	1	1	1	4	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	131	4	0	1	1	0	0	0	0	0	0	0	1	1
9:30	9:45	0	0	0	0	466	1	1	2	4	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	225	5	0	1	0	0	1	1	10	0	3	0	1	0	1	1
9:45	10:00	0	0	0	0	607	1	2	2	4	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	313	8	1	1	1	0	1	1	12	0	5	0	1	0	2	1
10:00	10:15	0	0	0	0	758	2	2	3	8	0	0	0	0	0	0	0	6	0	0	0	8	0	0	0	0	0	0	0	7	0	0	0	418	8	2	1	1	0	1	1	16	0	6	0	1	0	2	1
10:15	10:30	0	0	0	0	917	2	4	3	11	0	0	0	0	0	0	0	7	0	0	0	8	0	0	0	0	0	0	0	9	0	0	0	535	9	2	1	1	0	1	1	19	0	7	0	2	0	2	1
10:30	10:45	0	0	0	0	1098	2	4	3	12	0	0	0	0	0	0	0	8	0	0	0	11	0	0	0	0	0	0	0	11	0	0	0	647	9	2	1	1	0	1	1	20	0	8	0	2	1	3	1
10:45	11:00	0	0	0	0	1262	2	5	3	14	0	0	0	0	0	0	0	10	0	1	0	11	0	0	0	0	0	0	0	12	0	0	0	775	11	3	1	1	0	1	1	21	0	11	0	3	1	3	1
11:00	11:15	0	0	0	0	1451	2	5	3	14	0	0	0	0	0	0	0	11	0	1	0	12	0	0	0	0	0	0	0	15	0	0	0	915	11	3	1	2	0	1	1	24	0	19	0	3	1	3	1
11:15	11:30	0	0	0	0	1617	2	5	3	22	0	0	0	0	0	0	0	11	0	1	0	17	0	0	0	0	0	0	0	17	0	0	0	1044	12	3	1	2	0	1	1	25	0	23	0	3	1	3	1
11:30	11:45	0	0	0	0	1801	2	5	3	27	0	0	0	0	0	0	0	12	0	1	0	19	0	0	0	0	0	0	0	19	0	0	0	1189	13	3	1	3	0	3	1	30	0	28	0	3	1	8	1
11:45	12:00	0	0	0	0	1980	2	6	3	33	0	0	0	0	0	0	0	13	0	1	0	26	0	0	0	0	0	0	0	24	0	0	0	1315	17	3	1	3	0	3	1	32	0	28	0	3	1	8	1
12:00	12:15	0	0	0	0	2175	2	6	3	37	0	0	0	0	0	0	0	18	0	1	0	30	0	0	0	0	0	0	0	25	0	0	0	1464	18	4	1	3	0	3	1	36	0	28	0	4	2	8	1
12:15	12:30	0	0	0	0	2376	2	6	3	39	0	0	0	0	0	0	0	19	0	1	0	30	0	0	0	0	0	0	0	28	0	0	0	1624	18	4	1	4	0	3	1	39	0	30	0	4	2	8	1
12:30	12:45	0	0	0	0	2574	5	6	3	42	0	0	0	0	0	0	0	20	0	1	0	31	0	0	0	0	0	0	0	34	0	0	0	1786	20	4	1	4	0	3	1	40	0	35	0	4	2	9	1
12:45	13:00	0	0	0	0	2805	5	6	4	45	0	0	0	0	0	0	0	23	0	1	0	32	0	0	0	0	0	0	0	40	0	0	0	1937	21	4	1	5	0	4	1	41	0	36	0	4	2	9	1
13:00	13:15	0	0	0	0	2998	5	6	4	48	0	0	0	0	0	0	0	24	0	1	0	35	0	0	0	1	0	0	0	44	0	0	0	2095	21	5	1	5	1	4	1	45	0	37	0	4	2	9	1
13:15	13:30	0	0	0	0	3202	5	6	4	51	0	0	0	0	0	0	0	26	0	1	0	41	0	0	0	1	0	0	0	48	0	0	0	2265	21	5	1	5	1	4	1	49	0	41	1	4	2	9	1
13:30	13:45	0	0	0	0	3421	5	6	4	51	0	0	0	0	0	0	0	27	0	1	0	42	0	0	0	1	0	0	0	51	0	0	0	2413	21	5	1	5	1	4	1	55	0	42	1	4	2	9	1
13:45	14:00	0	0	0	0	3626	5	7	4	51	0	0	0	0	0	0	0	30	0	1	0	46	0	0	0	1	0	0	0	55	0	0	0	2574	22	5	1	5	1	4	1	56	0	44	1	4	2	9	1
14:00	14:15	0	0	0	0	3822	5	7	4	52	0	0	0	0	0	0	0	32	0	1	0	51	0	0	0	1	0	0	0	56	0	0	0	2730	22	6	1	6	1	4	1	61	0	47	1	4	2	9	1
14:15	14:30	0	0	0	0	4011	6	7	4	53	0	0	0	0	0	0	0	34	0	1	0	54	0	0	0	1	0	0	0	58	0	0	0	2898	22	7	2	6	1	4	1	63	0	50	1	4	2	9	1
14:30	14:45	0	0	0	0	4210	6	7	4	53	0	0	0	0	0	0	0	35	0	1	0	58	0	0	0	1	0	0	0	62	0	0	0	3033	22	7	3	6	1	4	1	73	0	51	1	4	2	9	1
14:45	15:00	0	0	0	0	4408	6	8	4	55	0	0	0	0	0	0	0	35	0	1	0	61	0	0	0	1	0	0	0	65	0	0	0	3204	22	8	3	6	1	4	1	76	0	54	1	5	2	9	1
15:00	15:15	0	0	0	0	4588	6	9	4	56	0	0	0	0	0	0	0	37	0	1	0	64	0	0	0	1	0	0	0	66	0	0	2	3348	22	8	3	6	1	5	1	79	0	55	1	5	2	9	1
15:15	15:30	0	0	0	0	4775	6	9	4	59	0	0	0	0	0	0	0	39	0	1	0	66	0	0	0	1	0	0	0	69	0	0	2	3516	22	8	4	6	1	5	1	88	0	62	1	5	4	9	1
15:30	15:45	0	0	0	0	4935	6	9	4	62	0	0	0	0	0	0	0	40	0	1	0	67	0	0	0	1	0	0	0	70	0	0	2	3686	22	8	4	6	1	5	1	94	0	68	1	5	4	9	1
15:45	16:00	0	0	0	0	5110	6	11	4	62	0	0	0	0	0	0	0	43	0	1	0	73	0	0	0	1	0	0	0	75	0	0	2	3846	22	9	5	6	1	5	1	98	3	68	1	5	4	9	1



nationwide TRAFFIC SURVEYS

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Abbotsford Ave, Armstrong Ct
Date: Sat 24/11/2018 **Time:** 9am - 4pm
Weather: Overcast

Absolute Value

VEHICLE MOVEMENTS (1–8)

TIME		1 Car	1 Truck	1 Bus	1 Bike	2 Car	2 Truck	2 Bus	2 Bike	3 Car	3 Truck	3 Bus	3 Bike	4 Car	4 Truck	4 Bus	4 Bike	5 Car	5 Truck	5 Bus	5 Bike	6 Car	6 Truck	6 Bus	6 Bike	7 Car	7 Truck	7 Bus	7 Bike	8 Car	8 Truck	8 Bus	8 Bike
9:00	9:15	0	0	0	0	1	0	0	0	121	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	10	0	0	0
9:15	9:30	0	0	0	0	1	0	0	0	158	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0
9:30	9:45	0	0	0	0	1	0	0	0	167	0	0	1	7	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	11	0	0	0
9:45	10:00	0	0	0	0	1	0	0	0	150	1	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0
10:00	10:15	0	0	0	0	2	0	0	0	135	1	0	1	4	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	16	0	0	0
10:15	10:30	0	0	0	0	2	0	0	0	155	1	0	0	6	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	14	0	0	0
10:30	10:45	0	0	0	0	1	0	0	0	156	0	0	0	9	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	22	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	172	0	1	0	4	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	8	0	0	0
11:00	11:15	0	0	0	0	1	0	0	0	169	0	0	0	5	0	0	0	0	0	0	0	11	0	0	0	1	0	0	0	10	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	143	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	29	0	0	0
11:30	11:45	0	0	0	0	1	0	0	0	170	0	0	1	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	16	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	170	0	1	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	13	0	0	0
12:00	12:15	0	0	0	0	1	0	0	0	185	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	17	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	192	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	15	0	0	0
12:30	12:45	0	0	0	0	0	0	0	0	179	3	0	0	8	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	18	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	225	0	1	0	5	0	0	0	1	0	0	0	5	0	0	0	1	0	0	0	17	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0	174	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	23	0	0	0
13:15	13:30	0	0	0	0	2	0	0	0	194	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	15	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	202	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	14	0	0	0
13:45	14:00	0	0	0	0	2	0	0	0	182	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	16	0	0	0
14:00	14:15	0	0	0	0	0	0	0	0	185	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	16	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	177	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	10	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	185	0	0	1	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	11	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	191	0	1	0	5	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	11	0	0	0
15:00	15:15	0	0	0	0	2	0	0	0	170	0	1	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	9	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	176	0	0	0	4	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	160	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	9	0	0	0
15:45	16:00	0	0	0	0	1	0	0	0	158	0	1	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	8	0	0	0

VEHICLE MOVEMENTS (9–16)

TIME		9 Car	9 Truck	9 Bus	9 Bike	10 Car	10 Truck	10 Bus	10 Bike	11 Car	11 Truck	11 Bus	11 Bike	12 Car	12 Truck	12 Bus	12 Bike	13 Car	13 Truck	13 Bus	13 Bike	14 Car	14 Truck	14 Bus	14 Bike	15 Car	15 Truck	15 Bus	15 Bike	16 Car	16 Truck	16 Bus	16 Bike
9:00	9:15	1	0	0	0	15	0	0	1	49	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
9:15	9:30	1	0	0	0	21	0	0	0	56	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
9:30	9:45	3	0	0	0	15	0	0	0	74	1	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
9:45	10:00	2	0	0	0	15	0	0	0	78	3	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0	0
10:00	10:15	2	0	0	0	20	0	0	0	88	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
10:15	10:30	1	0	0	0	16	0	0	0	103	1	0	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0
10:30	10:45	3	0	0	0	15	0	0	0	99	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
10:45	11:00	0	0	0	0	17	0	0	0	106	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	1	0	0	0	25	0	0	0	118	1	0	1	4	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	2	0	0	0
11:15	11:30	0	0	0	0	13	0	0	0	119	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
11:30	11:45	2	0	0	0	16	0	0	0	138	0	0	1	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
11:45	12:00	1	0	0	0	11	1	0	0	127	3	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
12:00	12:15	1	0	0	0	15	0	0	0	140	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:15	12:30	2	0	0	0	17	0	0	0	144	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30	12:45	1	0	0	0	21	0	0	0	143	2	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
12:45	13:00	1	0	0	0	15	0	0	0	141	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
13:00	13:15	3	0	0	0	14	0	0	0	138	0	1	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:15	13:30	5	0	0	0	11	0	0	0	157	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
13:30	13:45	3	0	0	0	20	0	0	0	129	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:00	1	0	0	0	15	0	0	0	140	1	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
14:00	14:15	1	0	0	0	14	0	0	0	140	0	1	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0
14:15	14:30	0	0	0	0	13	0	0	0	143	0	0	1	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
14:30	14:45	1	0	0	0	9	0	0	0	131	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0
14:45	15:00	1	0	0	0	11	0	0	0	165	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
15:00	15:15	3	0	0	0	14	0	0	0	131	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
15:15	15:30	1	0	0	0	19	0	0	0	142	1	0	1	10	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	4	0	0	0	10	0	0	0	161	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
15:45	16:00	2	0	0	0	12	0	0	0	168	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0

Pedestrian Movements

TIME		P1 Ped	P1 Bike	P2 Ped	P2 Bike	P3 Ped	P3 Bike	P4 Ped	P4 Bike	P5 Ped	P5 Bike	P6 Ped	P6 Bike	P7 Ped	P7 Bike	P8 Ped	P8 Bike
9:00	9:15	1	0	0	0	3	0	0	0	3	0	3	0	2	0	1	0
9:15	9:30	1	0	0	0	0	0	0	0	2	0	4	0	2	0	3	0
9:30	9:45	0	0	1	0	1	0	0	0	0	0	2	0	0	0	4	0
9:45	10:00	1	0	0	0	2	0	1	0	5	0	0	0	3	0	0	0
10:00	10:15	2	0	1	0	4	0	0	0	1	0	0	0	1	0	3	0
10:15	10:30	1	0	0	0	1	0	1	0	0	0	3	0	1	0	3	0
10:30	10:45	0	0	2	0	1	0	0	0	3	0	0	0	1	0	1	0
10:45	11:00	0	0	0	0	4	0	1	0	5	0	1	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	5	0	3	0	2	0	1	0
11:15	11:30	0	0	0	0	0	0	0	0	12	0	1	0	5	0	1	0
11:30	11:45	0	0	0	0	1	0	1	0	0	0	2	0	3	0	2	0
11:45	12:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0
12:00	12:15	0	0	0	0	0	0	1	0	2	0	0	0	2	0	0	2
12:15	12:30	0	0	0	0	4	0	0	0	5	0	2	0	2	0	1	0
12:30	12:45	0	0	0	0	1	0	6	0	1	0	0	0	3	0	1	0
12:45	13:00	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0	1	0	3	0	3	0	0	0
13:15	13:30	2	0	0	0	3	0	0	0	2	0	6	0	4	0	9	0
13:30	13:45	0	0	0	0	2	0	1	0	1	0	5	0	0	0	4	0
13:45	14:00	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0
14:00	14:15	0	0	1	0	0	0	0	0	3	0	3	0	2	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	2	0	3	0	1	0	1	0
14:30	14:45	0	0	0	0	2	0	3	0	2	0	2	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	2	0	1	0	6	0	0	0	1	0
15:00	15:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
15:15	15:30	1	0	0	0	1	0	1	0	5	0	9	0	1	0	2	0
15:30	15:45	0	0	0	0	0	0	1	0	6	0	5	0	3	0	3	0
15:45	16:00	0	0	0	0	0	0	1	0	3	0	6	0	2	0	1	0

Accumulative Value

VEHICLE MOVEMENTS (1–8)

TIME		1 Car	1 Truck	1 Bus	1 Bike	2 Car	2 Truck	2 Bus	2 Bike	3 Car	3 Truck	3 Bus	3 Bike	4 Car	4 Truck	4 Bus	4 Bike	5 Car	5 Truck	5 Bus	5 Bike	6 Car	6 Truck	6 Bus	6 Bike	7 Car	7 Truck	7 Bus	7 Bike	8 Car	8 Truck	8 Bus	8 Bike
9:00	9:15	0	0	0	0	1	0	0	0	121	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	10	0	0	0
9:15	9:30	0	0	0	0	2	0	0	0	279	1	1	0	8	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	17	0	0	0
9:30	9:45	0	0	0	0	3	0	0	0	446	1	1	1	15	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	28	0	0	0
9:45	10:00	0	0	0	0	4	0	0	0	596	2	1	1	18	0	0	0	0	0	0	0	12	0	0	0	3	0	0	0	34	0	0	0
10:00	10:15	0	0	0	0	6	0	0	0	731	3	1	2	22	0	0	0	0	0	0	0	16	0	0	0	4	0	0	0	50	0	0	0
10:15	10:30	0	0	0	0	8	0	0	0	886	4	1	2	28	0	0	0	0	0	0	0	22	0	0	0	5	0	0	0	64	0	0	0
10:30	10:45	0	0	0	0	9	0	0	0	1042	4	1	2	37	0	0	0	0	0	0	0	26	0	0	0	6	0	0	0	86	0	0	0
10:45	11:00	0	0	0	0	9	0	0	0	1214	4	2	2	41	0	0	0	0	0	0	0	31	0	0	0	8	0	0	0	94	0	0	0
11:00	11:15	0	0	0	0	10	0	0	0	1383	4	2	2	46	0	0	0	0	0	0	0	42	0	0	0	9	0	0	0	104	0	0	0
11:15	11:30	0	0	0	0	10	0	0	0	1526	4	2	2	50	0	0	0	0	0	0	0	47	0	0	0	9	0	0	0	133	0	0	0
11:30	11:45	0	0	0	0	11	0	0	0	1696	4	2	3	56	0	0	0	0	0	0	0	53	0	0	0	9	0	0	0	149	0	0	0
11:45	12:00	0	0	0	0	11	0	0	0	1866	4	3	3	64	0	0	0	0	0	0	0	56	0	0	0	9	0	0	0	162	0	0	0
12:00	12:15	0	0	0	0	12	0	0	0	2051	4	3	3	66	0	0	0	0	0	0	0	60	0	0	0	13	0	0	0	179	0	0	0
12:15	12:30	0	0	0	0	12	0	0	0	2243	4	3	3	69	0	0	0	0	0	0	0	67	0	0	0	14	0	0	0	194	0	0	0
12:30	12:45	0	0	0	0	12	0	0	0	2422	7	3	3	77	0	0	0	0	0	0	0	74	0	0	0	15	0	0	0	212	0	0	0
12:45	13:00	0	0	0	0	12	0	0	0	2647	7	4	3	82	0	0	0	1	0	0	0	79	0	0	0	16	0	0	0	229	0	0	0
13:00	13:15	0	0	0	0	12	0	0	0	2821	7	4	3	87	0	0	0	1	0	0	0	82	0	0	0	17	0	0	0	252	0	0	0
13:15	13:30	0	0	0	0	14	0	0	0	3015	8	4	3	90	0	0	0	1	0	0	0	86	0	0	0	18	0	0	0	267	0	0	0
13:30	13:45	0	0	0	0	14	0	0	0	3217	8	4	3	98	0	0	0	1	0	0	0	91	0	0	0	20	0	0	0	281	0	0	0
13:45	14:00	0	0	0	0	16	0	0	0	3399	8	4	3	104	0	0	0	1	0	0	0	96	0	0	0	20	0	0	0	297	0	0	0
14:00	14:15	0	0	0	0	16	0	0	0	3584	8	4	3	110	0	0	0	1	0	0	0	102	0	0	0	20	0	0	0	313	0	0	0
14:15	14:30	0	0	0	0	16	0	0	0	3761	8	4	3	116	0	0	0	1	0	0	0	106	0	0	0	20	0	0	0	323	0	0	0
14:30	14:45	0	0	0	0	16	0	0	0	3946	8	4	4	121	0	0	0	1	0	0	0	110	0	0	0	20	0	0	0	334	0	0	0
14:45	15:00	0	0	0	0	16	0	0	0	4137	8	5	4	126	0	0	0	1	0	0	0	117	0	0	0	20	0	0	0	345	0	0	0
15:00	15:15	0	0	0	0	18	0	0	0	4307	8	6	4	130	0	0	0	1	0	0	0	120	0	0	0	20	0	0	0	354	0	0	0
15:15	15:30	0	0	0	0	18	0	0	0	4483	8	6	4	134	0	0	0	1	0	0	0	130	0	0	0	20	0	0	0	364	0	0	0
15:30	15:45	0	0	0	0	18	0	0	0	4643	8	6	4	138	0	0	0	1	0	0	0	135	0	0	0	21	0	0	0	373	0	0	0
15:45	16:00	0	0	0	0	19	0	0	0	4801	8	7	4	141	0	0	0	1	0	0	0	139	0	0	0	21	0	0	0	381	0	0	0

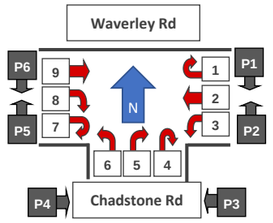
VEHICLE MOVEMENTS (9–16)

TIME		9 Car	9 Truck	9 Bus	9 Bike	10 Car	10 Truck	10 Bus	10 Bike	11 Car	11 Truck	11 Bus	11 Bike	12 Car	12 Truck	12 Bus	12 Bike	13 Car	13 Truck	13 Bus	13 Bike	14 Car	14 Truck	14 Bus	14 Bike	15 Car	15 Truck	15 Bus	15 Bike	16 Car	16 Truck	16 Bus	16 Bike
9:00	9:15	1	0	0	0	15	0	0	1	49	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
9:15	9:30	2	0	0	0	36	0	0	1	105	2	0	0	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0
9:30	9:45	5	0	0	0	51	0	0	1	179	3	0	0	8	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	3	0	0	0
9:45	10:00	7	0	0	0	66	0	0	1	257	6	0	0	13	0	0	0	0	0	0	0	7	0	0	0	1	0	0	1	5	0	0	0
10:00	10:15	9	0	0	0	86	0	0	1	345	6	1	0	13	0	0	0	0	0	0	0	10	0	0	0	1	0	0	1	6	0	0	0
10:15	10:30	10	0	0	0	102	0	0	1	448	7	1	0	16	0	0	0	0	0	0	0	12	0	0	0	2	0	0	1	7	0	0	0
10:30	10:45	13	0	0	0	117	0	0	1	547	7	1	0	19	0	0	0	0	0	0	0	15	0	0	0	2	0	0	1	9	0	0	0
10:45	11:00	13	0	0	0	134	0	0	1	653	7	2	0	22	0	0	0	0	0	0	0	15	0	0	0	2	0	0	1	9	0	0	0
11:00	11:15	14	0	0	0	159	0	0	1	771	8	2	1	26	0	0	0	0	0	0	0	16	0	0	0	5	0	0	1	11	0	0	0
11:15	11:30	14	0	0	0	172	0	0	1	890	9	2	1	28	0	0	0	0	0	0	0	18	0	0	0	6	0	0	1	11	0	0	0
11:30	11:45	16	0	0	0	188	0	0	1	1028	9	2	2	31	0	0	0	0	0	0	0	20	0	0	0	7	0	0	1	11	0	0	0
11:45	12:00	17	0	0	0	199	1	0	1	1155	12	2	2	32	0	0	0	0	0	0	0	23	0	0	0	8	0	0	1	11	0	0	0
12:00	12:15	18	0	0	0	214	1	0	1	1295	14	3	2	37	0	0	0	0	0	0	0	23	0	0	0	8	0	0	1	12	0	0	0
12:15	12:30	20	0	0	0	231	1	0	1	1439	14	3	2	39	0	0	0	0	0	0	0	24	0	0	0	8	0	0	1	12	0	0	0
12:30	12:45	21	0	0	0	252	1	0	1	1582	16	3	2	40	0	0	0	0	0	0	0	26	0	0	0	8	0	0	1	13	0	0	0
12:45	13:00	22	0	0	0	267	1	0	1	1723	17	3	2	43	0	0	0	0	0	0	0	26	0	0	0	8	0	0	1	14	0	0	0
13:00	13:15	25	0	0	0	281	1	0	1	1861	17	4	2	47	0	0	0	0	0	0	0	28	0	0	0	8	0	0	1	14	0	0	0
13:15	13:30	30	0	0	0	292	1	0	1	2018	17	4	2	49	0	0	0	0	0	0	0	28	0	0	0	8	0	0	1	16	0	0	0
13:30	13:45	33	0	0	0	312	1	0	1	2147	18	4	2	52	0	0	0	0	0	0	0	28	0	0	0	8	0	0	1	16	0	0	0
13:45	14:00	34	0	0	0	327	1	0	1	2287	19	4	2	57	0	0	0	0	0	0	0	30	0	0	0	8	0	0	1	17	0	0	0
14:00	14:15	35	0	0	0	341	1	0	1	2427	19	5	2	63	0	0	0	0	0	0	0	32	0	0	0	8	0	0	1	19	0	0	0
14:15	14:30	35	0	0	0	354	1	0	1	2570	19	5	3	67	0	0	0	0	0	0	0	34	0	0	0	8	0	0	1	20	0	0	0
14:30	14:45	36	0	0	0	363	1	0	1	2701	19	5	3	70	0	0	0	0	0	0	0	36	0	0	0	8	0	0	1	22	0	0	0
14:45	15:00	37	0	0	0	374	1	0	1	2866	19	5	3	73	0	0	0	0	0	0	0	36	0	0	0	10	0	0	1	23	0	0	0
15:00	15:15	40	0	0	0	388	1	0	1	2997	19	5	3	75	0	0	0	0	0	0	0	36	0	0	0	11	0	0	1	23	0	0	0
15:15	15:30	41	0	0	0	407	1	0	1	3139	20	5	4	85	0	0	0	0	0	0	0	40	0	0	0	11	0	0	1	23	0	0	0
15:30	15:45	45	0	0	0	417	1	0	1	3300	20	5	4	87	0	0	0	0	0	0	0	41	0	0	0	11	0	0	1	24	0	0	0
15:45	16:00	47	0	0	0	429	1	0	1	3468	20	5	4	88	0	0	0	0	0	0	0	44	0	0	0	11	0	0	1	25	0	0	0

Pedestrian Movements

TIME		P1 Ped	P1 Bike	P2 Ped	P2 Bike	P3 Ped	P3 Bike	P4 Ped	P4 Bike	P5 Ped	P5 Bike	P6 Ped	P6 Bike	P7 Ped	P7 Bike	P8 Ped	P8 Bike
9:00	9:15	1	0	0	0	3	0	0	0	3	0	3	0	2	0	1	0
9:15	9:30	2	0	0	0	3	0	0	0	5	0	7	0	4	0	4	0
9:30	9:45	2	0	1	0	4	0	0	0	5	0	9	0	4	0	8	0
9:45	10:00	3	0	1	0	6	0	1	0	10	0	9	0	7	0	8	0
10:00	10:15	5	0	2	0	10	0	1	0	11	0	9	0	8	0	11	0
10:15	10:30	6	0	2	0	11	0	2	0	11	0	12	0	9	0	14	0
10:30	10:45	6	0	4	0	12	0	2	0	14	0	12	0	10	0	15	0
10:45	11:00	6	0	4	0	16	0	3	0	19	0	13	0	10	0	15	0
11:00	11:15	6	0	4	0	16	0	3	0	24	0	16	0	12	0	16	0
11:15	11:30	6	0	4	0	16	0	3	0	36	0	17	0	17	0	17	0
11:30	11:45	6	0	4	0	17	0	4	0	36	0	19	0	20	0	19	0
11:45	12:00	6	0	4	0	18	0	4	0	36	0	19	0	21	0	21	0
12:00	12:15	6	0	4	0	18	0	5	0	38	0	19	0	23	0	21	2
12:15	12:30	6	0	4	0	22	0	5	0	43	0	21	0	25	0	22	2
12:30	12:45	6	0	4	0	23	0	11	0	44	0	21	0	28	0	23	2
12:45	13:00	6	0	4	0	23	0	11	0	44	0	26	0	31	0	23	2
13:00	13:15	6	0	4	0	23	0	11	0	45	0	29	0	34	0	23	2
13:15	13:30	8	0	4	0	26	0	11	0	47	0	35	0	38	0	32	2
13:30	13:45	8	0	4	0	28	0	12	0	48	0	40	0	38	0	36	2
13:45	14:00	9	0	4	0	29	0	12	0	50	0	40	0	39	0	36	2
14:00	14:15	9	0	5	0	29	0	12	0	53	0	43	0	41	0	36	2
14:15	14:30	9	0	5	0	29	0	12	0	55	0	46	0	42	0	37	2
14:30	14:45	9	0	5	0	31	0	15	0	57	0	48	0	42	0	37	2
14:45	15:00	9	0	5	0	31	0	17	0	58	0	54	0	42	0	38	2
15:00	15:15	9	0	5	0	31	0	18	0	58	0	54	0	42	0	39	2
15:15	15:30	10	0	5	0	32	0	19	0	63	0	63	0	43	0	41	2
15:30	15:45	10	0	5	0	32	0	20	0	69	0	68	0	46	0	44	2
15:45	16:00	10	0	5	0	32	0	21	0	72	0	74	0	48	0	45	2

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Waverley Rd and Chadstone Rd
Date: Sat 24/11/2018 **Time:** 9am - 4pm
Weather: Overcast



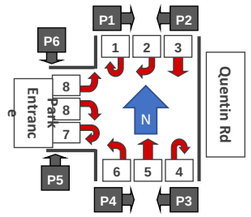
Absolute Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	137	1	0	0	71	0	0	0	0	0	0	0	34	0	0	0	17	1	0	0	0	0	0	0	53	0	0	0	183	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	159	3	0	0	96	1	1	0	0	0	0	0	40	1	0	0	24	2	0	0	0	0	0	0	62	0	0	0	206	1	0	1	0	0	0	0	0	0	0	0	3	0
9:30	9:45	0	0	0	0	189	1	0	0	98	0	0	1	0	0	0	0	54	0	0	0	24	1	0	0	0	0	0	0	66	0	0	0	160	3	0	1	0	0	0	0	1	0	0	0	1	0
9:45	10:00	0	0	0	0	158	4	0	0	71	0	0	0	0	0	0	0	40	0	0	0	32	3	1	0	0	0	0	0	81	0	0	0	200	5	0	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	152	4	0	1	72	1	0	1	0	0	0	0	49	0	0	0	37	0	0	0	0	0	0	0	75	0	0	0	196	1	0	1	0	0	0	0	0	0	0	0	1	0
10:15	10:30	0	0	0	0	200	1	0	0	95	0	1	0	0	0	0	0	67	1	0	0	53	0	0	0	0	0	0	0	59	1	0	0	206	0	0	0	0	0	0	0	0	0	1	0	0	0
10:30	10:45	0	0	0	0	186	0	0	0	106	0	0	0	0	0	0	0	65	0	0	0	35	0	0	0	0	0	0	0	63	0	0	0	237	5	0	1	0	0	0	0	2	0	0	0	2	0
10:45	11:00	0	0	0	0	149	3	0	0	91	0	0	0	0	0	0	0	66	1	0	0	46	0	0	0	0	0	0	0	85	0	1	0	231	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	180	3	0	0	115	0	0	0	0	0	0	0	68	0	0	2	60	0	1	0	0	0	0	0	58	0	0	0	232	3	0	1	0	0	0	0	2	0	0	0	2	0
11:15	11:30	0	0	0	0	208	0	0	0	98	0	0	0	0	0	0	0	72	0	0	0	56	1	0	0	0	0	0	0	55	0	0	0	258	3	0	0	0	0	0	0	1	0	0	0	0	0
11:30	11:45	0	0	0	0	186	1	0	0	108	0	0	1	0	0	0	0	83	0	0	1	56	5	0	0	0	0	0	0	66	0	0	0	232	2	0	0	0	0	0	0	4	0	2	0	0	0
11:45	12:00	0	0	0	0	222	1	0	0	107	0	0	0	0	0	0	0	66	0	0	0	59	3	0	0	0	0	0	0	74	0	2	0	243	2	0	0	0	0	0	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	200	1	1	0	127	0	0	0	0	0	0	0	100	1	0	0	44	2	1	0	0	0	0	0	58	0	0	0	247	1	0	0	0	0	0	0	0	0	1	0	0	2
12:15	12:30	0	0	0	0	193	1	0	0	134	0	0	0	0	0	0	0	88	0	0	0	52	0	0	0	0	0	0	0	59	0	0	0	248	4	0	0	0	0	0	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	201	0	0	0	108	0	0	0	0	0	0	0	101	2	0	0	59	0	0	0	0	0	0	0	77	3	0	0	220	3	1	0	0	0	0	0	0	0	0	0	2	0
12:45	13:00	0	0	0	0	216	3	0	0	152	0	0	0	0	0	0	0	82	0	0	0	63	1	0	0	0	0	0	0	66	0	0	0	260	3	1	0	0	0	0	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	180	4	0	0	121	0	0	0	0	0	0	0	71	0	0	0	69	0	1	0	0	0	0	0	63	0	0	0	224	3	0	0	0	0	0	0	2	0	0	0	1	0
13:15	13:30	0	0	0	0	192	2	0	0	131	0	0	0	0	0	0	0	87	1	0	0	70	0	0	0	0	0	0	0	75	0	0	0	251	1	0	0	0	0	0	0	0	0	1	0	4	0
13:30	13:45	0	0	0	0	182	0	0	0	138	0	0	0	0	0	0	0	70	1	0	0	64	0	0	0	0	0	0	0	63	0	0	0	267	0	0	0	0	0	0	0	1	0	0	0	3	0
13:45	14:00	0	0	0	0	217	1	0	0	137	0	0	0	0	0	0	0	88	1	0	0	51	0	1	0	0	0	0	0	59	0	0	0	244	4	0	0	0	0	0	0	5	0	1	0	5	0
14:00	14:15	0	0	0	0	186	0	0	0	113	0	0	0	0	0	0	0	103	0	0	0	48	0	1	0	0	0	0	0	75	0	0	0	231	1	0	0	0	0	0	0	2	0	2	0	0	0
14:15	14:30	0	0	0	0	189	0	0	0	137	1	0	0	0	0	0	0	97	0	0	0	60	0	0	0	0	0	0	0	54	0	0	0	296	2	0	1	0	0	0	0	0	0	1	1	0	0
14:30	14:45	0	0	0	0	140	1	0	0	121	0	0	0	0	0	0	0	78	0	0	1	53	0	0	0	0	0	0	0	62	0	0	0	276	3	1	0	0	0	0	0	0	0	0	0	1	0
14:45	15:00	0	0	0	0	198	0	0	0	129	0	1	0	0	0	0	0	104	0	0	0	58	0	1	0	0	0	0	0	67	0	0	0	201	0	0	0	0	0	0	0	1	0	0	0	0	0
15:00	15:15	0	0	0	0	172	0	0	0	111	0	0	0	0	0	0	0	72	0	0	0	56	0	0	0	0	0	0	0	71	0	1	0	231	2	0	0	0	0	0	0	2	0	0	0	5	0
15:15	15:30	0	0	0	0	172	1	0	0	104	0	0	0	0	0	0	0	95	1	0	0	83	0	0	1	0	0	0	0	81	0	0	0	243	1	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	189	0	0	0	112	0	0	0	0	0	0	0	105	0	0	0	56	0	0	0	0	0	0	0	51	0	0	0	206	1	0	0	0	0	0	0	0	0	0	0	1	0
15:45	16:00	0	0	0	0	177	0	0	0	96	0	1	0	0	0	0	0	104	0	0	0	59	0	0	0	0	0	0	0	59	0	0	0	243	1	0	0	0	0	0	0	1	0	3	0	0	0

Accumulative Value

		VEHICLE MOVEMENTS																																		Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	137	1	0	0	71	0	0	0	0	0	0	0	34	0	0	0	17	1	0	0	0	0	0	0	53	0	0	0	183	1	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	296	4	0	0	167	1	1	0	0	0	0	0	74	1	0	0	41	3	0	0	0	0	0	0	115	0	0	0	389	2	0	1	0	0	0	0	0	0	0	0	3	0
9:30	9:45	0	0	0	0	485	5	0	0	265	1	1	1	0	0	0	0	128	1	0	0	65	4	0	0	0	0	0	0	181	0	0	0	549	5	0	2	0	0	0	0	1	0	0	0	4	0
9:45	10:00	0	0	0	0	643	9	0	0	336	1	1	1	0	0	0	0	168	1	0	0	97	7	1	0	0	0	0	0	262	0	0	0	749	10	0	2	0	0	0	0	1	0	0	0	4	0
10:00	10:15	0	0	0	0	795	13	0	1	408	2	1	2	0	0	0	0	217	1	0	0	134	7	1	0	0	0	0	0	337	0	0	0	945	11	0	3	0	0	0	0	1	0	0	0	5	0
10:15	10:30	0	0	0	0	995	14	0	1	503	2	2	2	0	0	0	0	284	2	0	0	187	7	1	0	0	0	0	0	396	1	0	0	1151	11	0	3	0	0	0	0	1	0	1	0	5	0
10:30	10:45	0	0	0	0	1181	14	0	1	609	2	2	2	0	0	0	0	349	2	0	0	222	7	1	0	0	0	0	0	459	1	0	0	1388	16	0	4	0	0	0	0	3	0	1	0	7	0
10:45	11:00	0	0	0	0	1330	17	0	1	700	2	2	2	0	0	0	0	415	3	0	0	268	7	1	0	0	0	0	0	544	1	1	0	1619	16	0	4	0	0	0	0	3	0	1	0	7	0
11:00	11:15	0	0	0	0	1510	20	0	1	815	2	2	2	0	0	0	0	483	3	0	2	328	7	2	0	0	0	0	0	602	1	1	0	1851	19	0	5	0	0	0	0	2	0	3	0	9	0
11:15	11:30	0	0	0	0	1718	20	0	1	913	2	2	2	0	0	0	0	555	3	0	2	384	8	2	0	0	0	0	0	657	1	1	0	2109	22	0	5	0	0	0	0	2	0	3	0	4	0
11:30	11:45	0	0	0	0	1904	21	0	1	1021	2	2	3	0	0	0	0	638	3	0	3	440	13	2	0	0	0	0	0	723	1	1	0	2341	24	0	5	0	0	0	0	4	0	3	0	8	0
11:45	12:00	0	0	0	0	2126	22	0	1	1128	2	2	3	0	0	0	0	704	3	0	3	499	16	2	0	0	0	0	0	797	1	3	0	2584	26	0	5	0	0	0	0	4	0	3	0	8	0
12:00	12:15	0	0	0	0	2326	23	1	1	1255	2	2	3	0	0	0	0	804	4	0	3	543	18	3	0	0	0	0	0	855	1	3	0	2831	27	0	5	0	0	0	0	4	0	3	0	9	0
12:15	12:30	0	0	0	0	2519	24	1	1	1389	2	2	3	0	0	0	0	892	4	0	3	595	18	3	0	0	0	0	0	914	1	3	0	3079	31	0	5	0	0	0	0	4	0	3	0	9	0
12:30	12:45	0	0	0	0	2720	24	1	1	1497	2	2	3	0	0	0	0	993	6	0	3	654	18	3	0	0	0	0	0	991	4	3	0	3299	34	1	5	0	0	0	0	4	0	3	0	9	0
12:45	13:00	0	0	0	0	2936	27	1	1	1649	2	2	3	0	0	0	0	1075	6	0	3	717	19	3	0	0	0	0	0	1057	4	3	0	3559	37	2	5	0	0	0	0	4	0	3	0	9	0
13:00	13:15	0	0	0	0	3116	31	1	1	1770	2	2	3	0	0	0	0	1146	6	0	3	786	19	4	0	0	0	0	0	1120	4	3	0	3783	40	2	5	0	0	0	0	4	0	5	0	9	0
13:15	13:30	0	0	0	0	3308	33	1	1	1901	2	2	3	0	0	0	0	1233	7	0	3	856	19	4	0	0	0	0	0	1195	4	3	0	4034	41	2	5	0	0	0	0	4	0	5	0	10	0
13:30	13:45	0	0	0	0	3490	33	1	1	2039	2	2	3	0	0	0	0	1303	8	0	3	920	19	4	0	0	0	0	0	1258	4	3	0	4301	41	2	5	0	0	0	0	4	0	6	0	10	0
13:45	14:00	0	0	0	0	3707	34	1	1	2176	2	2	3	0	0	0	0	1391	9	0	3	971	19	5	0	0	0	0	0	1317	4	3	0	4545	45	2	5	0	0	0	0	4	0	11	0	11	0
14:00	14:15	0	0	0	0	3893	34	1	1	2289	2	2	3	0	0	0	0	1494	9	0	3	1019	19	6	0	0	0	0	0	1392	4	3	0	4776	46	2	5	0	0	0	0	6	0	13	0	13	0
14:15	14:30	0	0	0	0	4082	34	1	1	2426	3	2	3	0	0	0	0	1591	9	0	3	1079	19	6	0	0	0	0	0	1446	4	3	0	5072	48	2	6	0	0	0	0	6	0	13	0	14	1
14:30	14:45	0	0	0	0	4222	35	1	1	2547	3	2	3	0	0	0	0	1669	9	0	4	1132	19	6	0	0	0	0	0	1508	4	3	0	5348	51	3	6	0	0	0	0	6	0	13	0	14	1
14:45	15:00	0	0	0	0	4420	35	1	1	2676	3	3	3	0	0	0	0	1773	9	0	4	1190	19	7	0	0	0	0	0	1575	4	3	0	5549	51	3	6	0	0	0	0	7	0	13	0	14	1
15:00	15:15	0	0	0	0	4592	35	1	1	2787	3	3	3	0	0	0	0	1845	9	0	4	1246	19	7	0	0	0	0	0	1646	4	4	0	5780	53	3	6	0	0	0	0	7	0	15	0	14	1
15:15	15:30	0	0	0	0	4764	36	1	1	2891	3	3	3	0	0	0	0	1940	10	0	4	1329	19	7	1	0	0	0	0	1727	4	4	0	6023	54	3	6	0	0	0	0	7	0	15	0	14	1
15:30	15:45	0	0	0	0	4953	36	1	1	3003	3	3	3	0	0	0	0	2045	10	0	4	1385	19	7	1	0	0	0	0	1778	4	4	0	6229	55	3	6	0	0	0	0	7	0	15	0	14	1
15:45	16:00	0	0	0	0	5130	36	1	1	3099	3	4	3	0	0	0	0	2149	10	0	4	1444	19	7	1	0	0	0	0	1837	4	4	0	6472	56	3	6	0	0	0	0	7	0	16	0	17	1

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Quentin Rd and Park Entrance
Date: Sat 24/11/2018 **Time:** 9am - 4pm
Weather: Overcast



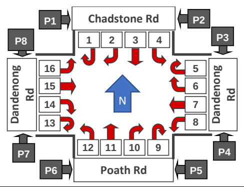
Absolute Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	13	0	0	1	1	0	0	0	8	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
9:15	9:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0
9:30	9:45	0	0	0	0	0	0	0	0	17	1	0	2	0	0	0	0	6	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	2	0	7	0
9:45	10:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	4	0
10:00	10:15	0	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	17	0	0	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	4	0	10	0
10:15	10:30	0	0	0	0	2	0	0	0	15	0	0	0	0	0	0	0	17	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	7	0
10:30	10:45	0	0	0	0	1	0	0	0	29	0	0	0	0	0	0	0	11	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10	0	7	0
10:45	11:00	0	0	0	0	1	0	0	0	13	0	0	0	0	0	0	0	12	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	8	0	8	0
11:00	11:15	0	0	0	0	1	0	0	0	21	0	0	1	0	0	0	0	15	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	8	0	8	0
11:15	11:30	0	0	0	0	1	0	0	0	11	2	0	0	0	0	0	0	13	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	10	0
11:30	11:45	1	0	0	0	3	0	0	0	12	0	0	0	0	0	0	0	12	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	0	8	0
11:45	12:00	0	0	0	0	3	0	0	0	11	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	12	0	10	0
12:00	12:15	0	0	0	0	1	0	0	0	12	0	0	0	0	0	0	0	20	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	10	0		
12:15	12:30	0	0	0	0	2	0	0	0	21	0	0	0	0	0	0	0	13	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	13	0	31	0		
12:30	12:45	1	0	0	0	4	0	0	0	18	0	0	0	0	0	0	0	13	0	0	1	10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	8	0	20	0		
12:45	13:00	0	0	0	0	2	0	0	0	18	0	0	0	0	0	0	0	17	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	4	0	21	0		
13:00	13:15	1	0	0	0	1	0	0	0	13	0	0	1	0	0	0	0	16	0	0	0	8	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	2	0	6	0	18	0
13:15	13:30	0	0	0	0	3	0	0	0	27	0	0	3	0	0	0	0	19	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	10	0	22	0
13:30	13:45	0	0	0	0	1	0	0	0	21	0	0	0	0	0	0	0	23	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	9	0	17	0
13:45	14:00	0	0	0	0	3	0	0	0	16	0	0	1	0	0	0	0	14	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	8	0	25	0
14:00	14:15	1	0	0	0	3	0	0	0	15	0	0	0	0	0	0	0	26	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4	0	15	0
14:15	14:30	0	0	0	0	5	0	0	0	19	0	0	0	0	0	0	0	16	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	27	0
14:30	14:45	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	18	0	0	0	9	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	14	0	18	0
14:45	15:00	0	0	0	0	2	0	0	0	12	0	0	2	0	0	0	0	14	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	1	0	12	1	30	0		
15:00	15:15	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	12	0	0	3	6	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	2	0	24	0	12	0
15:15	15:30	0	0	0	0	2	0	0	0	18	0	0	0	0	0	0	0	19	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	14	0	23	0
15:30	15:45	0	0	0	0	1	0	0	0	18	0	0	0	0	0	0	0	15	0	0	4	4	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	11	1	29	0
15:45	16:00	0	0	0	0	1	0	0	0	16	0	0	0	0	0	0	0	9	0	0	1	1	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	2	0	24	4	12	1		

Accumulative Value

		VEHICLE MOVEMENTS																																		Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	13	0	0	1	1	0	0	0	8	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
9:15	9:30	0	0	0	0	0	0	0	0	30	0	0	1	1	0	0	0	17	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	5	0
9:30	9:45	0	0	0	0	0	0	0	0	47	1	0	3	1	0	0	0	23	0	0	1	4	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	12	0
9:45	10:00	0	0	0	0	0	0	0	0	61	1	0	3	1	0	0	0	31	0	0	1	4	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	1	0	10	0	16	0
10:00	10:15	0	0	0	0	1	0	0	0	75	1	0	3	1	0	0	0	48	0	0	1	4	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	1	0	14	0	26	0
10:15	10:30	0	0	0	0	3	0	0	0	90	1	0	3	1	0	0	0	65	0	0	1	6	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	3	0	3	0	15	0	33	0
10:30	10:45	0	0	0	0	4	0	0	0	119	1	0	3	1	0	0	0	76	0	0	1	7	0	0	1	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	3	0	3	0	25	0	40	0
10:45	11:00	0	0	0	0	5	0	0	0	132	1	0	3	1	0	0	0	88	0	0	2	8	0	0	1	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	3	0	7	0	26	0	48	0
11:00	11:15	0	0	0	0	6	0	0	0	153	1	0	4	1	0	0	0	103	0	0	2	10	0	0	1	0	0	0	0	10	0	0	0	4	0	0	0	1	0	1	0	3	0	7	0	34	0	56	0
11:15	11:30	0	0	0	0	7	0	0	0	164	3	0	4	1	0	0	0	116	0	0	2	13	0	0	1	0	0	0	0	11	0	0	0	4	0	0	0	1	0	1	0	3	3	7	0	39	0	66	0
11:30	11:45	1	0	0	0	10	0	0	0	176	3	0	4	1	0	0	0	128	0	0	2	15	0	0	1	0	0	0	0	14	0	0	0	6	0	0	0	1	0	1	0	3	3	7	0	46	0	74	0
11:45	12:00	1	0	0	0	13	0	0	0	187	3	0	4	1	0	0	0	147	0	0	2	15	0	0	1	0	0	0	0	18	0	0	0	6	0	0	0	1	0	1	0	3	3	8	0	58	0	84	0
12:00	12:15	1	0	0	0	14	0	0	0	199	3	0	4	1	0	0	0	167	0	0	2	16	0	0	1	0	0	0	0	21	0	0	0	6	0	0	0	1	0	1	0	3	3	8	0	63	0	94	0
12:15	12:30	1	0	0	0	16	0	0	0	220	3	0	4	1	0	0	0	180	0	0	2	18	0	0	1	0	0	0	0	21	0	0	0	7	0	0	0	2	0	2	0	3	3	8	0	76	0	125	0
12:30	12:45	2	0	0	0	20	0	0	0	238	3	0	4	1	0	0	0	193	0	0	3	28	0	0	1	0	0	0	0	22	0	0	0	7	0	0	0	3	0	3	0	3	3	8	0	84	0	145	0
12:45	13:00	2	0	0	0	22	0	0	0	256	3	0	4	1	0	0	0	210	0	0	3	34	0	0	1	0	0	0	0	23	0	0	0	9	0	0	0	4	0	3	0	3	3	8	0	88	0	166	0
13:00	13:15	3	0	0	0	23	0	0	0	269	3	0	5	1	0	0	0	226	0	0	3	42	0	0	1	0	0	0	0	24	0	0	1	11	0	0	0	6	0	3	0	3	3	10	0	94	0	184	0
13:15	13:30	3	0	0	0	26	0	0	0	296	3	0	8	1	0	0	0	245	0	0	3	46	0	0	1	0	0	0	0	26	0	0	1	12	0	0	0	7	0	3	0	3	3	10	0	104	0	206	0
13:30	13:45	3	0	0	0	27	0	0	0	317	3	0	8	1	0	0	0	268	0	0	3	50	0	0	1	0	0	0	0	28	0	0	1	15	0	0	0	10	0	3	0	4	3	10	0	113	0	223	0
13:45	14:00	3	0	0	0	30	0	0	0	333	3	0	9	1	0	0	0	282	0	0	3	56	0	0	1	1	0	0	0	29	0	0	1	17	0	0	0	11	0	3	0	4	3	11	0	121	0	248	0
14:00	14:15	4	0	0	0	33	0	0	0	348	3	0	9	1	0	0	0	308	0	0	3	60	0	0	1	1	0	0	0	32	0	0	1	18	0	0	0	11	0	3	0	4	3	12	0	125	0	263	0
14:15	14:30	4	0	0	0	38	0	0	0	367	3	0	9	1	0	0	0	324	0	0	3	62	0	0	1	2	0	0	0	37	0	0	1	18	0	0	0	11	0	3	0	4	3	12	0	137	0	290	0
14:30	14:45	4	0	0	0	38	0	0	0	381	3	0	9	1	0	0	0	342	0	0	3	71	0	0	1	2	0	0	0	38	0	0	1	19	0	0	0	13	0	3	0	4	3	12	0	151	0	308	0
14:45	15:00	4	0	0	0	40	0	0	0	393	3	0	11	1	0	0	0	356	0	0	3	76	0	0	1	2	0	0	0	40	0	0	1	23	0	0	0	13	0	3	0	4	3	13	0	163	1	338	0
15:00	15:15	4	0	0	0	42	0	0	0	397	3	0	11	1	0	0	0	368	0	0	6	82	0	0	1	3	0	0	0	40	0	0	1	26	0	0	0	13	0	3	0	6	3	15	0	187	1	350	0
15:15	15:30	4	0	0	0	44	0	0	0	415	3	0	11	1	0	0	0	387	0	0	6	87	0	0	1	3	0	0	0	41	0	0	1	32	0	0	0	13	0	3	0	7	3	15	0	201	1	373	0
15:30	15:45	4	0	0	0	45	0	0	0	433	3	0	11	1	0	0	0	402	0	0	10	91	0	0	1	3	0	0	0	43	0	0	1	35	0	0	0	13	0	3	0	7	3	17	0	212	2	402	0
15:45	16:00	4	0	0	0	46	0	0	0	449	3	0	11	1	0	0	0	411	0	0	11	92	0	0	1	3	0	0	0	47	0	0	1	38	0	0	0	13	0	3	0	7	3	19	0	236	6	414	1

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Prince Hwy and Chadstone Rd Poath Rd
Date: Sun 25/11/2018 **Time:** 9am-4pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4				5				6				7				8			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	18	0	0	0	13	0	0	0	20	0	0	0	1	0	0	0	9	0	0	0	236	3	2	0	13	0	0	0
9:15	9:30	0	0	0	0	18	0	0	0	11	0	0	0	32	0	0	0	1	0	0	0	18	0	0	0	281	5	0	0	14	0	0	0
9:30	9:45	0	0	0	0	17	0	0	0	29	0	0	0	29	0	0	0	0	0	0	0	10	1	0	0	302	3	1	0	10	0	1	0
9:45	10:00	0	0	0	0	17	0	0	0	24	0	0	0	34	0	0	0	0	0	0	0	26	0	0	0	323	1	2	0	13	0	1	0
10:00	10:15	0	0	0	0	28	0	0	0	26	0	0	0	29	0	0	0	1	0	0	0	21	0	0	0	298	2	1	0	10	0	0	0
10:15	10:30	0	0	0	0	23	0	0	0	39	0	0	0	31	0	0	0	0	0	0	0	23	0	0	0	297	0	2	0	13	0	0	0
10:30	10:45	0	0	0	0	31	0	0	0	37	0	0	0	41	0	0	0	3	0	0	0	21	0	0	0	315	1	2	0	23	0	1	0
10:45	11:00	0	0	0	0	39	0	0	0	49	0	0	0	53	0	0	0	3	0	0	0	20	0	0	0	325	1	2	0	25	0	1	0
11:00	11:15	0	0	0	0	43	0	0	0	56	0	0	0	44	0	0	0	2	0	0	0	8	0	0	0	394	2	2	3	26	0	1	0
11:15	11:30	0	0	0	0	62	0	0	0	62	0	0	0	39	0	0	0	1	0	0	0	20	0	0	0	362	0	0	0	24	0	0	0
11:30	11:45	0	0	0	0	69	1	0	0	70	0	0	0	39	0	0	0	1	0	0	0	18	0	0	0	429	0	2	0	39	0	2	0
11:45	12:00	0	0	0	0	61	0	0	0	76	0	0	0	74	0	0	0	2	0	0	0	19	0	0	0	395	0	1	1	29	0	0	0
12:00	12:15	0	0	0	0	66	0	0	0	59	0	0	0	62	0	0	0	0	0	0	0	30	0	0	0	425	1	2	0	38	1	0	0
12:15	12:30	0	0	0	0	85	0	0	0	90	1	0	0	53	0	0	0	0	0	0	0	37	0	0	0	471	3	0	0	49	0	1	0
12:30	12:45	1	0	0	0	73	0	0	4	75	0	0	0	74	0	0	0	2	0	0	0	25	0	0	0	480	2	1	0	50	0	1	0
12:45	13:00	1	0	0	0	76	0	0	0	88	0	0	0	86	0	0	0	3	0	0	0	33	0	0	0	436	0	2	0	72	0	0	0
13:00	13:15	0	0	0	0	86	0	0	0	70	0	0	0	52	0	0	0	1	0	0	0	45	1	0	0	462	1	2	0	76	0	1	0
13:15	13:30	0	0	0	0	91	0	0	0	86	0	0	0	72	1	0	0	3	0	0	0	26	0	0	0	454	1	0	0	53	0	0	0
13:30	13:45	0	0	0	0	71	0	0	0	69	0	0	0	93	0	0	0	4	0	0	0	30	0	0	0	478	1	1	0	47	0	0	1
13:45	14:00	0	0	0	0	95	0	0	0	81	0	0	0	91	0	0	0	2	0	0	0	46	0	0	0	458	0	2	0	31	0	2	0
14:00	14:15	0	0	0	0	91	0	0	0	89	0	0	0	85	0	0	0	0	0	0	0	37	0	0	0	404	1	2	1	40	0	0	0
14:15	14:30	0	0	0	0	79	0	0	0	83	1	0	0	75	0	0	0	2	0	0	0	34	0	0	0	464	2	1	1	35	0	1	0
14:30	14:45	0	0	0	0	79	0	0	0	74	0	0	0	98	0	0	0	3	0	0	0	17	0	0	0	442	1	2	0	40	0	0	0
14:45	15:00	0	0	0	0	86	0	0	0	82	0	0	0	76	0	0	0	2	0	0	0	47	0	0	0	482	3	1	0	36	0	1	1
15:00	15:15	0	0	0	0	82	0	0	0	69	0	0	0	71	0	0	0	2	0	0	0	46	0	0	0	469	1	2	0	38	0	1	0
15:15	15:30	0	0	0	0	68	0	0	0	81	0	0	0	69	0	0	0	2	0	0	0	27	0	0	0	461	1	0	0	24	0	0	0
15:30	15:45	0	0	0	0	73	1	0	0	77	0	0	0	66	0	0	0	0	0	0	0	24	0	0	0	489	2	3	1	24	0	2	0
15:45	16:00	0	0	0	0	79	0	0	0	73	0	0	0	69	0	0	0	3	0	0	0	24	0	0	0	471	4	2	1	32	0	0	0

TIME		9				10				11				12				13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	38	0	0	0	48	0	0	0	13	0	0	0	0	0	0	0	2	0	0	0	254	4	2	0	29	0	0	0
9:15	9:30	0	0	0	0	50	0	2	0	37	0	0	0	18	1	0	0	0	0	0	0	8	0	0	0	357	2	3	1	59	0	0	0
9:30	9:45	0	0	0	0	72	0	0	0	62	0	0	0	10	0	0	0	0	0	0	0	5	0	0	0	386	1	0	0	65	0	0	0
9:45	10:00	0	0	0	0	88	0	0	0	80	0	0	0	13	0	0	0	2	0	0	0	3	0	0	1	464	3	3	0	67	0	0	0
10:00	10:15	0	0	0	0	87	0	1	0	85	0	0	0	12	0	0	0	0	0	0	0	6	0	0	0	449	3	1	0	86	0	0	0
10:15	10:30	1	0	0	0	52	0	0	0	91	0	0	0	13	0	0	0	1	0	0	0	8	0	0	0	463	4	1	0	76	0	0	0
10:30	10:45	0	0	0	0	53	0	1	0	59	0	0	0	10	0	0	0	0	0	0	0	10	0	0	0	517	1	2	0	94	0	0	0
10:45	11:00	0	0	0	0	70	1	1	0	83	0	0	1	14	0	0	0	1	0	0	0	15	0	0	0	441	1	3	0	64	0	0	0
11:00	11:15	0	0	0	0	54	0	0	0	49	0	0	0	16	0	0	0	1	0	0	0	7	0	0	0	523	4	1	0	72	1	0	0
11:15	11:30	0	0	0	0	44	0	1	0	72	0	0	0	18	0	0	0	1	0	0	0	16	0	0	0	555	7	1	0	59	0	0	1
11:30	11:45	0	0	0	0	65	0	1	0	73	0	0	0	8	0	0	0	0	0	0	0	15	0	0	0	523	1	0	0	71	0	0	0
11:45	12:00	0	0	0	0	58	0	1	0	75	0	0	0	15	0	0	0	0	0	0	0	13	0	0	0	440	1	4	0	59	0	0	0
12:00	12:15	0	0	0	0	62	0	1	0	61	0	0	0	19	0	0	0	0	0	0	0	17	0	0	0	575	4	0	0	88	0	0	0
12:15	12:30	0	0	0	0	56	2	0	0	81	0	1	0	15	0	0	0	3	0	0	0	16	0	0	0	453	4	3	0	54	1	0	0
12:30	12:45	1	0	0	0	53	1	1	1	45	0	0	0	23	0	0	0	0	0	0	0	14	0	0	0	617	2	0	0	61	0	0	0
12:45	13:00	0	0	0	0	51	0	1	0	64	0	0	1	20	0	0	0	1	0	0	0	11	1	0	0	463	3	2	0	75	0	0	0
13:00	13:15	0	0	0	0	50	0	0	0	62	0	0	1	15	0	0	0	1	0	0	0	23	0	0	0	545	3	3	0	79	0	0	0
13:15	13:30	0	0	0	0	48	0	2	0	63	0	0	1	12	1	0	0	2	0	0	0	10	0	0	0	467	1	1	0	65	0	0	0
13:30	13:45	0	0	0	0	52	0	0	0	46	0	0	0	22	0	0	0	1	0	0	0	11	0	0	0	532	1	0	0	82	0	0	0
13:45	14:00	0	0	0	0	47	0	0	0	48	0	0	0	13	0	0	0	1	0	0	0	14	1	0	0	461	5	3	0	82	0	0	0
14:00	14:15	0	0	0	0	47	0	1	0	65	0	0	0	20	0	0	0	0	0	0	0	21	0	0	0	490	3	1	0	69	0	0	0
14:15	14:30	0	0	0	0	46	0	0	0	47	0	0	0	24	0	0	0	1	0	0	0	11	0	0	0	568	4	2	0	72	0	0	0
14:30	14:45	0	0	0	0	55	2	1	0	59	0	0	0	21	0	0	0	0	0	0	0	14	0	0	0	470	3	0	1	68	0	0	0
14:45	15:00	0	0	0	0	41	0	1	0	43	0	0	0	21	0	0	0	1	0	0	0	13	0	0	0	513	3	3	0	72	0	0	0
15:00	15:15	1	0	0	0	50	0	0	0	50	0	0	0	14	0	0	0	1	0	0	0	13	0	0	0	483	1	2	0	74	0	0	0
15:15	15:30	0	0	0	0	52	0	1	0	62	0	0	0	13	0	0	0	3	0	0	0	24	0	0	0	546	1	2	0	72	0	0	0
15:30	15:45	0	0	0	0	38	0	1	0	50	0	0	0	13	0	1	0	0	0	0	0	16	0	0	0	470	3	0	0	63	0	0	0
15:45	16:00	0	0	0	0	41	0	0	0	45	0	0	0	10	0	0	0	1	0	0	0	11	0	0	0	462	1	2	0	58	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	1	0	2	1	2	1	1	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	2	0	3	1	0	0	0	1	2	0	0	0	0	0
10:00	10:15	1	0	2	1	2	1	1	0	0	0	2	0	0	0	0	0
10:15	10:30	1	1	9	1	9	1	1	1	1	0	7	0	0	0	0	0
10:30	10:45	1	0	1	0	1	0	1	0	1	0	3	2	0	0	0	0
10:45	11:00	4	0	7	1	7	1	4	0	2	0	5	0	0	0	0	0
11:00	11:15	2	0	8	0	8	0	2	0	0	0	10	0	0	0	0	0
11:15	11:30	4	0	4	0	4	0	4	0	0	0	5	0	0	0	0	0
11:30	11:45	5	0	6	1	6	1	5	0	4	0	6	0	0	0	0	0
11:45	12:00	13	0	5	0	5	0	13	0	0	0	7	0	0	0	0	0
12:00	12:15	7	0	14	0	10	0	7	0	1	0	17	0	0	0	0	0
12:15	12:30	0	0	17	0	19	0	0	0	0	0	17	0	0	0	0	0
12:30	12:45	3	0	5	0	5	0	3	0	5	0	8	0	0	0	0	0
12:45	13:00	5	1	10	1	12	1	5	1	6	0	13	1	0	0	0	0
13:00	13:15	9	0	11	0	9	0	9	0	7	1	14	1	0	0	0	0
13:15	13:30	4	0	23	0	19	0	5	0	3	0	7	0	0	0	0	0
13:30	13:45	4	0	4	1	10	1	4	0	5	0	17	0	0	0	0	0
13:45	14:00	11	0	24	0	22	0	11	0	8	0	30	0	0	0	0	0
14:00	14:15	10	0	5	0	7	0	10	0	7	0	19	0	0	0	0	0
14:15	14:30	21	0	8	0	8	0	19	0	8	0	10	0	0	0	2	0
14:30	14:45	9	0	10	0	6	0	9	0	11	0	14	0	0	0	0	0
14:45	15:00	5	0	20	0	22	0	5	0	17	0	19	0	0	0	0	0
15:00	15:15	7	0	15	0	17	0	7	0	1	1	11	0	0	0	0	0
15:15	15:30	9	0	9	0	9	0	9	0	17	2	3	0	0	0	0	0
15:30	15:45	10	0	7	0	7	0	10	0	5	0	10	1	0	0	0	0
15:45	16:00	19	0	4	0	4	0	17	0	16	0	7	0	0	0	2	0

Accumulative Value

VEHICLE MOVEMENTS

TIME		1				2				3				4				5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	18	0	0	0	13	0	0	0	20	0	0	0	1	0	0	0	9	0	0	0	236	3	2	0	13	0	0	0
9:15	9:30	0	0	0	0	36	0	0	0	24	0	0	0	52	0	0	0	2	0	0	0	27	0	0	0	517	8	2	0	27	0	0	0
9:30	9:45	0	0	0	0	53	0	0	0	53	0	0	0	81	0	0	0	2	0	0	0	37	1	0	0	819	11	3	0	37	0	1	0
9:45	10:00	0	0	0	0	70	0	0	0	77	0	0	0	115	0	0	0	2	0	0	0	63	1	0	0	1142	12	5	0	50	0	2	0
10:00	10:15	0	0	0	0	98	0	0	0	103	0	0	0	144	0	0	0	3	0	0	0	84	1	0	0	1440	14	6	0	60	0	2	0
10:15	10:30	0	0	0	0	121	0	0	0	142	0	0	0	175	0	0	0	3	0	0	0	107	1	0	0	1737	14	8	0	73	0	2	0
10:30	10:45	0	0	0	0	152	0	0	0	179	0	0	0	216	0	0	0	6	0	0	0	128	1	0	0	2052	15	10	0	96	0	3	0
10:45	11:00	0	0	0	0	191	0	0	0	228	0	0	0	269	0	0	0	9	0	0	0	148	1	0	0	2377	16	12	0	121	0	4	0
11:00	11:15	0	0	0	0	234	0	0	0	284	0	0	0	313	0	0	0	11	0	0	0	156	1	0	0	2771	18	14	3	147	0	5	0
11:15	11:30	0	0	0	0	296	0	0	0	346	0	0	0	352	0	0	0	12	0	0	0	176	1	0	0	3133	18	14	3	171	0	5	0
11:30	11:45	0	0	0	0	365	1	0	0	416	0	0	0	391	0	0	0	13	0	0	0	194	1	0	0	3562	18	16	3	210	0	7	0
11:45	12:00	0	0	0	0	426	1	0	0	492	0	0	0	465	0	0	0	15	0	0	0	213	1	0	0	3957	18	17	4	239	0	7	0
12:00	12:15	0	0	0	0	492	1	0	0	551	0	0	0	527	0	0	0	15	0	0	0	243	1	0	0	4382	19	19	4	277	1	7	0
12:15	12:30	0	0	0	0	577	1	0	0	641	1	0	0	580	0	0	0	15	0	0	0	280	1	0	0	4853	22	19	4	326	1	8	0
12:30	12:45	1	0	0	0	650	1	0	4	716	1	0	0	654	0	0	0	17	0	0	0	305	1	0	0	5333	24	20	4	376	1	9	0
12:45	13:00	2	0	0	0	726	1	0	4	804	1	0	0	740	0	0	0	20	0	0	0	338	1	0	0	5769	24	22	4	448	1	9	0
13:00	13:15	2	0	0	0	812	1	0	4	874	1	0	0	792	0	0	0	21	0	0	0	383	2	0	0	6231	25	24	4	524	1	10	0
13:15	13:30	2	0	0	0	903	1	0	4	960	1	0	0	864	1	0	0	24	0	0	0	409	2	0	0	6685	26	24	4	577	1	10	0
13:30	13:45	2	0	0	0	974	1	0	4	1029	1	0	0	957	1	0	0	28	0	0	0	439	2	0	0	7163	27	25	4	624	1	10	1
13:45	14:00	2	0	0	0	1069	1	0	4	1110	1	0	0	1048	1	0	0	30	0	0	0	485	2	0	0	7621	27	27	4	655	1	12	1
14:00	14:15	2	0	0	0	1160	1	0	4	1199	1	0	0	1133	1	0	0	30	0	0	0	522	2	0	0	8025	28	29	5	695	1	12	1
14:15	14:30	2	0	0	0	1239	1	0	4	1282	2	0	0	1208	1	0	0	32	0	0	0	556	2	0	0	8489	30	30	6	730	1	13	1
14:30	14:45	2	0	0	0	1318	1	0	4	1356	2	0	0	1306	1	0	0	35	0	0	0	573	2	0	0	8931	31	32	6	770	1	13	1
14:45	15:00	2	0	0	0	1404	1	0	4	1438	2	0	0	1382	1	0	0	37	0	0	0	620	2	0	0	9413	34	33	6	806	1	14	2
15:00	15:15	2	0	0	0	1486	1	0	4	1507	2	0	0	1453	1	0	0	39	0	0	0	666	2	0	0	9882	35	35	6	844	1	15	2
15:15	15:30	2	0	0	0	1554	1	0	4	1588	2	0	0	1522	1	0	0	41	0	0	0	693	2	0	0	10343	36	35	6	868	1	15	2
15:30	15:45	2	0	0	0	1627	2	0	4	1665	2	0	0	1588	1	0	0	41	0	0	0	717	2	0	0	10832	38	38	7	892	1	17	2
15:45	16:00	2	0	0	0	1706	2	0	4	1738	2	0	0	1657	1	0	0	44	0	0	0	741	2	0	0	11303	42	40	8	924	1	17	2

TIME		9				10				11				12				13				14				15				16			
		Car	Car	Car	Car	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	38	0	0	0	48	0	0	0	13	0	0	0	0	0	0	0	2	0	0	0	254	4	2	0	29	0	0	0
9:15	9:30	0	0	0	0	88	0	2	0	85	0	0	0	31	1	0	0	0	0	0	0	10	0	0	0	611	6	5	1	88	0	0	0
9:30	9:45	0	0	0	0	160	0	2	0	147	0	0	0	41	1	0	0	0	0	0	0	15	0	0	0	997	7	5	1	153	0	0	0
9:45	10:00	0	0	0	0	248	0	2	0	227	0	0	0	54	1	0	0	2	0	0	0	18	0	0	1	1461	10	8	1	220	0	0	0
10:00	10:15	0	0	0	0	335	0	3	0	312	0	0	0	66	1	0	0	2	0	0	0	24	0	0	1	1910	13	9	1	306	0	0	0
10:15	10:30	1	0	0	0	387	0	3	0	403	0	0	0	79	1	0	0	3	0	0	0	32	0	0	1	2373	17	10	1	382	0	0	0
10:30	10:45	1	0	0	0	440	0	4	0	462	0	0	0	89	1	0	0	3	0	0	0	42	0	0	1	2890	18	12	1	476	0	0	0
10:45	11:00	1	0	0	0	510	1	5	0	545	0	0	1	103	1	0	0	4	0	0	0	57	0	0	1	3331	19	15	1	540	0	0	0
11:00	11:15	1	0	0	0	564	1	5	0	594	0	0	1	119	1	0	0	5	0	0	0	64	0	0	1	3854	23	16	1	612	1	0	0
11:15	11:30	1	0	0	0	608	1	6	0	666	0	0	1	137	1	0	0	6	0	0	0	80	0	0	1	4409	30	17	1	671	1	0	1
11:30	11:45	1	0	0	0	673	1	7	0	739	0	0	1	145	1	0	0	6	0	0	0	95	0	0	1	4932	31	17	1	742	1	0	1
11:45	12:00	1	0	0	0	731	1	8	0	814	0	0	1	160	1	0	0	6	0	0	0	108	0	0	1	5372	32	21	1	801	1	0	1
12:00	12:15	1	0	0	0	793	1	9	0	875	0	0	1	179	1	0	0	6	0	0	0	125	0	0	1	5947	36	21	1	889	1	0	1
12:15	12:30	1	0	0	0	849	3	9	0	956	0	1	1	194	1	0	0	9	0	0	0	141	0	0	1	6400	40	24	1	943	2	0	1
12:30	12:45	2	0	0	0	902	4	10	1	1001	0	1	1	217	1	0	0	9	0	0	0	155	0	0	1	7017	42	24	1	1004	2	0	1
12:45	13:00	2	0	0	0	953	4	11	1	1065	0	1	2	237	1	0	0	10	0	0	0	166	1	0	1	7480	45	26	1	1079	2	0	1
13:00	13:15	2	0	0	0	1003	4	11	1	1127	0	1	3	252	1	0	0	11	0	0	0	189	1	0	1	8025	48	29	1	1158	2	0	1
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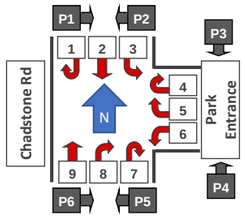
13:30	13:45	2	0	0	0	1103	4	13	1	1236	0	1	4	286	2	0	0	14	0	0	0	210	1	0	1	9024	50	30	1	1305	2	0	1
13:45	14:00	2	0	0	0	1150	4	13	1	1284	0	1	4	299	2	0	0	15	0	0	0	224	2	0	1	9485	55	33	1	1387	2	0	1
14:00	14:15	2	0	0	0	1197	4	14	1	1349	0	1	4	319	2	0	0	15	0	0	0	245	2	0	1	9975	58	34	1	1456	2	0	1
14:15	14:30	2	0	0	0	1243	4	14	1	1396	0	1	4	343	2	0	0	16	0	0	0	256	2	0	1	10543	62	36	1	1528	2	0	1
14:30	14:45	2	0	0	0	1298	6	15	1	1455	0	1	4	364	2	0	0	16	0	0	0	270	2	0	1	11013	65	36	2	1596	2	0	1
14:45	15:00	2	0	0	0	1339	6	16	1	1498	0	1	4	385	2	0	0	17	0	0	0	283	2	0	1	11526	68	39	2	1668	2	0	1
15:00	15:15	3	0	0	0	1389	6	16	1	1548	0	1	4	399	2	0	0	18	0	0	0	296	2	0	1	12009	69	41	2	1742	2	0	1
15:15	15:30	3	0	0	0	1441	6	17	1	1610	0	1	4	412	2	0	0	21	0	0	0	320	2	0	1	12555	70	43	2	1814	2	0	1
15:30	15:45	3	0	0	0	1479	6	18	1	1660	0	1	4	425	2	1	0	21	0	0	0	336	2	0	1	13025	73	43	2	1877	2	0	1
15:45	16:00	3	0	0	0	1520	6	18	1	1705	0	1	4	435	2	1	0	22	0	0	0	347	2	0	1	13487	74	45	2	1935	2	0	1

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	1	0	4	1	4	1	1	0	0	0	0	0	0	0	0	0
9:30	9:45	1	0	4	1	4	1	1	0	0	0	0	0	0	0	0	0
9:45	10:00	1	0	6	1	7	2	1	0	0	1	2	0	0	0	0	0
10:00	10:15	2	0	8	2	9	3	2	0	0	1	4	0	0	0	0	0
10:15	10:30	3	1	17	3	18	4	3	1	1	1	11	0	0	0	0	0
10:30	10:45	4	1	18	3	19	4	4	1	2	1	14	2	0	0	0	0
10:45	11:00	8	1	25	4	26	5	8	1	4	1	19	2	0	0	0	0
11:00	11:15	10	1	33	4	34	5	10	1	4	1	29	2	0	0	0	0
11:15	11:30	14	1	37	4	38	5	14	1	4	1	34	2	0	0	0	0
11:30	11:45	19	1	43	5	44	6	19	1	8	1	40	2	0	0	0	0
11:45	12:00	32	1	48	5	49	6	32	1	8	1	47	2	0	0	0	0
12:00	12:15	39	1	62	5	59	6	39	1	9	1	64	2	0	0	0	0
12:15	12:30	39	1	79	5	78	6	39	1	9	1	81	2	0	0	0	0
12:30	12:45	42	1	84	5	83	6	42	1	14	1	89	2	0	0	0	0
12:45	13:00	47	2	94	6	95	7	47	2	20	1	102	3	0	0	0	0
13:00	13:15	56	2	105	6	104	7	56	2	27	2	116	4	0	0	0	0
13:15	13:30	60	2	128	6	123	7	61	2	30	2	123	4	0	0	0	0
13:30	13:45	64	2	132	7	133	8	65	2	35	2	140	4	0	0	0	0
13:45	14:00	75	2	156	7	155	8	76	2	43	2	170	4	0	0	0	0
14:00	14:15	85	2	161	7	162	8	86	2	50	2	189	4	0	0	0	0
14:15	14:30	106	2	169	7	170	8	105	2	58	2	199	4	0	0	2	0
14:30	14:45	115	2	179	7	176	8	114	2	69	2	213	4	0	0	2	0
14:45	15:00	120	2	199	7	198	8	119	2	86	2	232	4	0	0	2	0
15:00	15:15	127	2	214	7	215	8	126	2	87	3	243	4	0	0	2	0
15:15	15:30	136	2	223	7	224	8	135	2	104	5	246	4	0	0	2	0
15:30	15:45	146	2	230	7	231	8	145	2	109	5	256	5	0	0	2	0
15:45	16:00	165	2	234	7	235	8	162	2	125	5	263	5	0	0	4	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Park Entrance
Date: Sun 25/11/2018 **Time:** 9am-4pm
Weather: Overcast



Absolute Value

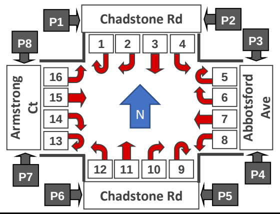
TIME		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	84	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	41	0	0	0	0	0	0	0	1	0	0	0	0	0
9:15	9:30	0	0	0	0	125	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	0	0	49	0	0	0	0	0	0	0	1	0	0	0	0	0
9:30	9:45	0	0	0	0	138	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	49	0	0	0	1	0	0	0	0	0	1	0	0	0
9:45	10:00	0	0	0	0	222	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	61	0	0	0	0	0	0	0	1	0	0	0	1	0
10:00	10:15	0	0	0	0	214	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	2	0	0	0	80	0	0	0	0	0	0	1	2	0	2	0	0	0
10:15	10:30	0	0	0	0	180	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	78	0	0	0	0	0	0	0	1	0	5	0	0	0
10:30	10:45	0	0	0	0	180	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	88	0	0	0	1	0	0	0	3	0	1	0	0	0
10:45	11:00	0	0	0	0	180	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	99	0	0	0	1	0	0	0	2	0	0	0	0	0
11:00	11:15	0	0	0	0	143	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	107	0	0	0	1	0	2	0	10	0	0	0	0	0
11:15	11:30	0	0	0	0	163	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	110	0	0	0	0	0	0	0	1	0	0	0	2	0
11:30	11:45	0	0	0	0	151	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	137	0	0	0	1	0	0	0	7	1	0	0	0	0
11:45	12:00	0	0	0	0	183	0	0	1	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	143	0	0	0	1	0	0	0	2	0	1	0	0	0
12:00	12:15	0	0	0	0	186	1	1	0	7	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	146	0	0	0	0	0	0	0	1	0	1	0	0	0
12:15	12:30	0	0	0	0	159	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	129	0	1	0	0	0	0	0	3	0	1	0	0	0
12:30	12:45	0	0	0	0	184	0	0	4	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	126	0	0	0	0	0	1	1	0	0	2	1	0	0
12:45	13:00	0	0	0	0	204	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	153	0	0	0	0	0	1	0	2	0	1	0	0	0
13:00	13:15	0	0	0	0	179	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0	154	0	0	2	1	0	0	0	1	0	2	0	0	0
13:15	13:30	0	0	0	0	182	0	1	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	135	1	0	1	5	0	0	0	7	0	3	0	0	0
13:30	13:45	0	0	0	0	176	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	155	0	0	0	2	0	0	0	11	0	2	0	0	0
13:45	14:00	0	0	0	0	191	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	154	0	0	0	1	0	1	0	9	0	4	0	0	0
14:00	14:15	0	0	0	0	173	0	1	0	5	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	164	0	0	0	0	0	0	0	7	0	2	0	0	0
14:15	14:30	0	0	0	0	186	1	0	0	4	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	154	0	0	0	1	0	0	0	6	0	7	0	0	0
14:30	14:45	0	0	0	0	148	0	0	1	1	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	3	0	0	0	127	0	0	0	0	0	2	0	7	0	6	0	0	0
14:45	15:00	0	0	0	0	125	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	175	0	0	0	4	0	0	0	13	0	0	0	0	0
15:00	15:15	0	0	0	0	143	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0	5	0	0	0	174	0	0	0	0	0	0	0	2	0	7	0	1	0
15:15	15:30	0	0	0	0	131	0	1	0	1	0	0	1	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	172	0	0	0	0	0	0	0	7	0	8	0	0	0
15:30	15:45	0	0	0	0	125	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	168	0	0	0	1	0	2	0	8	0	2	0	0	0
15:45	16:00	0	0	0	0	141	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	146	0	0	0	2	0	0	0	1	0	3	1	0	0

Accumulative Value

TIME		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	84	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	41	0	0	0	0	0	0	0	1	0	1	0	0	0
9:15	9:30	0	0	0	0	209	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	90	0	0	0	0	0	0	0	1	0	2	0	0	0
9:30	9:45	0	0	0	0	347	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	139	0	0	0	1	0	0	0	1	0	3	0	0	0
9:45	10:00	0	0	0	0	569	0	0	1	4	0	0	0	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	200	0	0	0	1	0	0	0	2	0	3	0	0	0
10:00	10:15	0	0	0	0	783	0	0	1	5	0	0	0	0	0	0	0	6	0	0	1	6	0	0	0	0	0	0	0	7	0	0	0	280	0	0	0	1	0	0	1	4	0	5	0	0	0
10:15	10:30	0	0	0	0	963	0	0	1	6	0	0	0	0	0	0	0	6	0	0	1	6	0	0	0	0	0	0	0	8	0	0	0	358	0	0	0	1	0	0	1	5	0	10	0	0	0
10:30	10:45	0	0	0	0	1143	0	0	1	9	0	0	0	0	0	0	0	7	0	0	1	8	0	0	0	0	0	0	0	11	0	0	0	446	0	0	0	2	0	0	1	8	0	11	0	0	0
10:45	11:00	0	0	0	0	1323	0	0	1	11	0	0	0	0	0	0	0	7	0	0	1	9	0	0	0	0	0	0	0	13	0	0	0	545	0	0	0	3	0	0	1	10	0	11	0	0	0
11:00	11:15	0	0	0	0	1466	0	0	1	14	0	0	0	0	0	0	0	7	0	0	1	10	0	0	0	0	0	0	0	14	0	0	0	652	0	0	0	4	0	2	1	20	0	11	0	0	0
11:15	11:30	0	0	0	0	1629	0	0	1	16	0	0	0	0	0	0	0	11	0	0	1	12	0	0	0	0	0	0	0	16	0	0	0	762	0	0	0	4	0	2	1	21	0	11	0	2	0
11:30	11:45	0	0	0	0	1780	0	0	1	18	0	0	0	0	0	0	0	11	0	0	1	13	0	0	0	0	0	0	0	18	0	0	0	899	0	0	0	5	0	2	1	28	1	11	0	2	0
11:45	12:00	0	0	0	0	1963	0	0	2	22	0	0	0	0	0	0	0	12	0	0	1	14	0	0	0	0	0	0	0	21	0	0	0	1042	0	0	0	6	0	2	1	30	1	12	0	2	0
12:00	12:15	0	0	0	0	2149	1	1	2	29	0	0	0	0	0	0	0	15	0	0	1	15	0	0	0	0	0	0	0	23	0	0	0	1188	0	0	0	6	0	2	1	31	1	13	0	2	0
12:15	12:30	0	0	0	0	2308	1	1	2	30	0	0	0	0	0	0	0	17	0	0	1	17	0	0	0	0	0	0	0	25	0	0	0	1317	0	1	0	6	0	2	1	34	1	14	0	2	0
12:30	12:45	0	0	0	0	2492	1	1	6	34	0	0	0	0	0	0	0	18	0	0	1	18	0	0	0	0	0	0	0	27	0	0	0	1443	0	1	0	6	0	3	2	34	1	16	1	2	0
12:45	13:00	0	0	0	0	2696	1	1	6	37	0	0	0	0	0	0	0	18	0	0	1	19	0	0	0	0	0	0	0	31	0	0	0	1596	0	1	0	6	0	4	2	36	1	17	1	2	0
13:00	13:15	0	0	0	0	2875	1	2	6	44	0	0	0	0	0	0	0	18	0	0	1	20	0	0	0	0	0	0	0	39	0	0	0	1750	0	1	2	7	0	4	2	37	1	19	1	2	0
13:15	13:30	0	0	0	0	3057	1	3	7	45	0	0	0	0	0	0	0	21	0	0	1	20	0	0	0	0	0	0	0	50	0	0	0	1885	1	1	3	12	0	4	2	44	1	22	1	2	0
13:30	13:45	0	0	0	0	3233	1	3	7	48	0	0	0	0	0	0	0	26	0	0	1	26	0	0	0	0	0	0	0	52	0	0	0	2040	1	1	3	14	0	4	2	55	1	24	1	2	0
13:45	14:00	0	0	0	0	3424	1	3	7	50	0	0	0	0	0	0	0	28	0	0	1	28	0	0	0	0	0	0	0	57	0	0	0	2194	1	1	3	15	0	5	2	64	1	28	1	2	0
14:00	14:15	0	0	0	0	3597	1	4	7	55	0	0	0	0	0	0	0	31	0	0	1	29	0	0	0	0	0	0	0	60	0	0	0	2358	1	1	3	15	0	5	2	71	1	30	1	2	0
14:15	14:30	0	0	0	0	3783	2	4	7	59	0	0	0	0	0	0	0	32	0	0	1	32	0	0	0	0	0	0	0	62	0	0	0	2512	1	1	3	16	0	5	2	77	1	37	1	2	0
14:30	14:45	0	0	0	0	3931	2	4	8	60	0	0	0	0	0	0	0	36	0	0	1	35	0	0	0	1	0	0	0	65	0	0	0	2639	1	1	3	16	0	7	2	84	1	43	1	2	0
14:45	15:00	0	0	0	0	4056	2	4	8	62	0	0	0	0	0	0	0	41	0	0	1	37	0	0	0	1	0	0	0	72	0	0	0	2814	1	1	3	20	0	7	2	97	1	43	1	2	0
15:00	15:15	0	0	0	0	4199	2	4	8	65	0	0	0	0	0	0	0	43	0	0	1	42	0	0	0	2	0	0	0	77	0	0	0	2988	1	1	3	20	0	7	2	99	1	50	1	3	0
15:15	15:30	0	0	0	0	4330	2	5	8	66	0	0	1	0	0	0	0	47	0	0	1	44	0	0	0	2	0	0	0	78	0	0	0	3160	1	1	3	20	0	7	2	106	1	58	1	3	0
15:30	15:45	0	0	0	0	4455	2	5	8	67	0	0	1	0	0	0	0	51	0	0	1	46	0	0	0	2	0	0	0	80	0	0	0	3328	1	1	3	21	0	9	2	114	1	60	1	3	0
15:45	16:00	0	0	0	0	4596	2	5	8	69	0	0	1	0	0	0	0	53	0	0	1	51	0	0	0	2	0	0	0	84	0	0	0	3474	1	1	3	23	0	9	2	115	1	63	2	3	0

nationwide TRAFFIC SURVEYS

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Chadstone Rd and Abbotsford Ave, Armstrong Ct
Date: Sun 25/11/2018 **Time:** 9am - 4pm
Weather: Overcast



Absolute Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	121	0	0	0	1	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	137	0	0	0	2	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	206	0	0	1	6	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	214	0	0	0	1	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	179	0	0	0	3	0	0	0
10:30	10:45	0	0	0	0	1	0	0	0	176	0	0	0	3	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	176	0	0	0	3	0	0	0
11:00	11:15	0	0	0	0	1	0	0	0	150	0	0	0	2	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	157	0	0	0	1	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	145	0	0	1	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	168	0	0	1	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0	0	185	1	1	0	2	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	145	0	0	0	1	0	0	0
12:30	12:45	0	0	0	0	2	0	0	0	174	0	0	4	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	186	0	0	0	1	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0	168	0	1	0	2	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0	177	0	0	0	4	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	170	0	0	0	2	0	0	0
13:45	14:00	0	0	0	0	1	0	0	0	190	0	0	0	5	0	0	0
14:00	14:15	0	0	0	0	2	0	0	0	164	0	1	0	4	0	0	0
14:15	14:30	0	0	0	0	1	0	0	0	177	1	0	0	5	0	0	0
14:30	14:45	0	0	0	0	2	0	0	0	138	0	0	0	5	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	121	0	0	0	2	0	0	0
15:00	15:15	0	0	0	0	1	0	0	0	143	0	0	0	3	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	123	0	1	0	2	0	0	0
15:30	15:45	0	0	0	0	1	0	0	0	121	0	0	0	3	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	124	0	0	0	2	0	0	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
9:30	9:45	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0
10:00	10:15	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0
10:15	10:30	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0
10:30	10:45	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0
10:45	11:00	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0
11:00	11:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0
11:30	11:45	0	0	0	0	4	0	0	0	0	0	0	0	9	0	0	0
11:45	12:00	0	0	0	0	6	0	0	0	1	0	0	0	9	0	0	0
12:00	12:15	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0
12:15	12:30	0	0	0	0	5	0	0	0	1	0	0	0	15	0	0	0
12:30	12:45	0	0	0	0	4	0	0	0	1	0	0	0	15	0	0	0
12:45	13:00	0	0	0	0	4	0	0	0	1	0	0	0	18	0	0	0
13:00	13:15	0	0	0	0	5	0	0	0	0	0	0	0	13	0	0	0
13:15	13:30	0	0	0	0	4	0	0	0	1	0	0	0	7	0	0	1
13:30	13:45	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0
13:45	14:00	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0
14:00	14:15	0	0	0	0	7	0	0	0	2	0	0	0	13	0	0	0
14:15	14:30	0	0	0	0	5	0	0	0	0	0	0	0	14	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0
14:45	15:00	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0
15:00	15:15	0	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0
15:15	15:30	0	0	0	0	3	0	0	0	0	0	0	0	10	0	0	0
15:30	15:45	0	0	0	0	5	0	0	0	0	0	0	0	8	0	0	0
15:45	16:00	0	0	0	0	3	0	0	0	0	0	0	0	15	0	0	0

TIME		9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	2	0	0	0	47	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	3	0	0	0	45	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	4	0	0	0	51	0	0	0	1	0	0	0
10:00	10:15	0	0	0	0	8	0	0	0	69	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	12	0	0	0	54	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	12	0	0	0	79	0	0	0	2	0	0	0
10:45	11:00	0	0	0	0	7	0	0	0	89	1	0	0	0	0	0	0
11:00	11:15	0	0	0	0	3	0	0	0	100	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	2	0	0	0	109	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	4	0	0	0	129	0	0	0	2	0	0	0
11:45	12:00	0	0	0	0	7	0	0	0	133	0	0	0	2	0	0	0
12:00	12:15	0	0	0	0	7	0	0	0	138	0	1	0	1	0	0	0
12:15	12:30	0	0	0	0	5	0	0	0	123	0	0	0	2	0	0	0
12:30	12:45	0	0	0	0	5	0	0	0	120	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	6	0	0	0	143	0	0	0	1	0	0	0
13:00	13:15	0	0	0	0	8	0	0	0	140	0	0	2	1	0	0	0
13:15	13:30	0	0	0	0	9	0	0	0	128	1	0	1	2	0	0	0
13:30	13:45	0	0	0	0	7	0	0	0	147	0	0	0	1	0	0	0
13:45	14:00	0	0	0	0	3	0	0	0	145	0	0	0	4	0	0	0
14:00	14:15	0	0	0	0	9	0	0	0	149	0	0	0	3	0	0	0
14:15	14:30	0	0	0	0	6	0	0	0	142	0	0	0	3	0	0	0
14:30	14:45	0	0	0	0	3	0	0	0	127	0	0	0	1	0	0	0
14:45	15:00	0	0	0	0	13	0	0	0	152	0	0	0	7	0	0	0
15:00	15:15	0	0	0	0	11	0	0	0	162	0	0	0	2	0	0	0
15:15	15:30	0	0	0	0	7	0	0	0	165	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	4	0	0	0	155	0	0	0	4	0	0	0
15:45	16:00	0	0	0	0	7	0	0	0	142	0	0	0	2	0	0	1

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
9:15	9:30	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0
9:30	9:45	0	0	0	0	4	0	0	0	2	0	0	0	2	0	0	0
9:45	10:00	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0
10:30	10:45	0	0	0	0	3	0	0	0	3	0	0	0	2	0	0	0
10:45	11:00	0	0	0	0	5	0	0	0	1	0	0	0	3	0	0	0
11:00	11:15	0	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0
11:15	11:30	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0
11:30	11:45	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0
11:45	12:00	0	0	0	0	6	0	0	0	1	0	0	0	3	0	0	0
12:00	12:15	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0
12:15	12:30	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
12:45	13:00	0	0	0	0	5	0	0	0	1	0	0	0	7	0	0	0
13:00	13:15	0	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0
13:15	13:30	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
13:30	13:45	0	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0
13:45	14:00	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
14:00	14:15	0	0	0	0	5	0	0	0	2	0	0	0	3	0	0	0
14:15	14:30	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0
14:30	14:45	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
14:45	15:00	0	0	0	0	3	0	0	0	1	0	0	0	7	0	0	0
15:00	15:15	0	0	0	0	4	0	0	0	1	0	0	0	5	0	0	0
15:15	15:30	0	0	0	0	3	0	0	0	1	0	0	0	4	0	0	0
15:30	15:45	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
15:45	16:00	0	0	0	0	3	0	0	0	1	0	0	0	3	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0
10:00	10:15	0	0	1	0	0	0	1	0	3	0	4	0	2	0	1	0
10:15	10:30	0	0	0	0	0	0	0	0	1	0	6	0	0	0	1	0
10:30	10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:45	11:00	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0
11:00	11:15	0	0	0	0	0	0	0	0	1	0	10	0	2	0	5	0
11:15	11:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0
11:30	11:45	0	0	0	0	4	0	0	0	1	0	1	0	0	0	1	0
11:45	12:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0
12:00	12:15	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0
12:30	12:45	0	0	0	0	2	0	1	0	5	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	3	0	1	0	5	0	0	0	1	0	1	0
13:00	13:15	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0
13:15	13:30	0	0	0	0	1	2	0	0	0	2	0	0	0	0	1	0
13:30	13:45	0	0	0	0	0	0	0	0	2	0	7	0	1	0	1	0
13:45	14:00	0	0	0	0	2	0	1	0	2	0	3	0	1	0	1	0
14:00	14:15	0	0	0	0	2	0	2	0	0	0	1	0	3	0	2	0
14:15	14:30	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	0
14:30	14:45	0	0	0	0	0	0	1	0	4	0	4	0	2	0	0	0
14:45	15:00	0	0	0	0	2	0	0	0	0	0	7	0	0	0	7	0
15:00	15:15	0	0	0	0	0	0	1	2	2	0	5	0	0	0	2	0
15:15	15:30	0	0	0	0	1	0	2	0	6	0	1	0	3	0	2	0
15:30	15:45	0	0	0	0	4	0	0	0	0	0	7	0	1	0	2	0
15:45	16:00	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0

Accumulative Value

VEHICLE MOVEMENTS

TIME		1				2				3				4			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	201	0	0	0	1	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	338	0	0	0	3	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	544	0	0	1	9	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	758	0	0	1	10	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	937	0	0	1	13	0	0	0
10:30	10:45	0	0	0	0	1	0	0	0	1113	0	0	1	16	0	0	0
10:45	11:00	0	0	0	0	1	0	0	0	1289	0	0	1	19	0	0	0
11:00	11:15	0	0	0	0	2	0	0	0	1439	0	0	1	21	0	0	0
11:15	11:30	0	0	0	0	2	0	0	0	1596	0	0	1	22	0	0	0
11:30	11:45	0	0	0	0	2	0	0	0	1741	0	0	2	22	0	0	0
11:45	12:00	0	0	0	0	2	0	0	0	1909	0	0	3	22	0	0	0
12:00	12:15	0	0	0	0	2	0	0	0	2094	1	1	3	24	0	0	0
12:15	12:30	0	0	0	0	2	0	0	0	2239	1	1	3	25	0	0	0
12:30	12:45	0	0	0	0	4	0	0	0	2413	1	1	7	25	0	0	0
12:45	13:00	0	0	0	0	4	0	0	0	2599	1	1	7	26	0	0	0
13:00	13:15	0	0	0	0	4	0	0	0	2767	1	2	7	28	0	0	0
13:15	13:30	0	0	0	0	4	0	0	0	2944	1	2	7	32	0	0	0
13:30	13:45	0	0	0	0	4	0	0	0	3114	1	2	7	34	0	0	0
13:45	14:00	0	0	0	0	5	0	0	0	3304	1	2	7	39	0	0	0
14:00	14:15	0	0	0	0	7	0	0	0	3468	1	3	7	43	0	0	0
14:15	14:30	0	0	0	0	8	0	0	0	3645	2	3	7	48	0	0	0
14:30	14:45	0	0	0	0	10	0	0	0	3783	2	3	7	53	0	0	0
14:45	15:00	0	0	0	0	10	0	0	0	3904	2	3	7	55	0	0	0
15:00	15:15	0	0	0	0	11	0	0	0	4047	2	3	7	58	0	0	0
15:15	15:30	0	0	0	0	11	0	0	0	4170	2	4	7	60	0	0	0
15:30	15:45	0	0	0	0	12	0	0	0	4291	2	4	7	63	0	0	0
15:45	16:00	0	0	0	0	12	0	0	0	4415	2	4	7	65	0	0	0

TIME		5				6				7				8			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
9:30	9:45	0	0	0	0	1	0	0	0	2	0	0	0	8	0	0	0
9:45	10:00	0	0	0	0	1	0	0	0	3	0	0	0	13	0	0	0
10:00	10:15	0	0	0	0	2	0	0	0	4	0	0	0	15	0	0	0
10:15	10:30	0	0	0	0	3	0	0	0	4	0	0	0	17	0	0	0
10:30	10:45	0	0	0	0	4	0	0	0	6	0	0	0	19	0	0	0
10:45	11:00	0	0	0	0	5	0	0	0	7	0	0	0	21	0	0	0
11:00	11:15	0	0	0	0	6	0	0	0	7	0	0	0	21	0	0	0
11:15	11:30	0	0	0	0	7	0	0	0	7	0	0	0	26	0	0	0
11:30	11:45	0	0	0	0	11	0	0	0	7	0	0	0	35	0	0	0
11:45	12:00	0	0	0	0	17	0	0	0	8	0	0	0	44	0	0	0
12:00	12:15	0	0	0	0	20	0	0	0	8	0	0	0	50	0	0	0
12:15	12:30	0	0	0	0	25	0	0	0	9	0	0	0	65	0	0	0
12:30	12:45	0	0	0	0	29	0	0	0	10	0	0	0	80	0	0	0
12:45	13:00	0	0	0	0	33	0	0	0	11	0	0	0	98	0	0	0
13:00	13:15	0	0	0	0	38	0	0	0	11	0	0	0	111	0	0	0
13:15	13:30	0	0	0	0	42	0	0	0	12	0	0	0	118	0	0	1
13:30	13:45	0	0	0	0	44	0	0	0	12	0	0	0	123	0	0	1
13:45	14:00	0	0	0	0	47	0	0	0	12	0	0	0	128	0	0	1
14:00	14:15	0	0	0	0	54	0	0	0	14	0	0	0	141	0	0	1
14:15	14:30	0	0	0	0	59	0	0	0	14	0	0	0	155	0	0	1
14:30	14:45	0	0	0	0	59	0	0	0	14	0	0	0	168	0	0	1
14:45	15:00	0	0	0	0	62	0	0	0	14	0	0	0	176	0	0	1
15:00	15:15	0	0	0	0	69	0	0	0	14	0	0	0	178	0	0	1
15:15	15:30	0	0	0	0	72	0	0	0	14	0	0	0	188	0	0	1
15:30	15:45	0	0	0	0	77	0	0	0	14	0	0	0	196	0	0	1
15:45	16:00	0	0	0	0	80	0	0	0	14	0	0	0	211	0	0	1

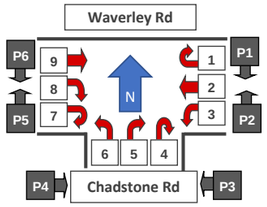
TIME		9				10				11				12			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	2	0	0	0	89	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	5	0	0	0	134	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	9	0	0	0	185	0	0	0	1	0	0	0
10:00	10:15	0	0	0	0	17	0	0	0	254	0	0	0	1	0	0	0
10:15	10:30	0	0	0	0	29	0	0	0	308	0	0	0	1	0	0	0
10:30	10:45	0	0	0	0	41	0	0	0	387	0	0	0	3	0	0	0
10:45	11:00	0	0	0	0	48	0	0	0	476	1	0	0	3	0	0	0
11:00	11:15	0	0	0	0	51	0	0	0	576	1	0	0	3	0	0	0
11:15	11:30	0	0	0	0	53	0	0	0	685	1	0	0	3	0	0	0
11:30	11:45	0	0	0	0	57	0	0	0	814	1	0	0	5	0	0	0
11:45	12:00	0	0	0	0	64	0	0	0	947	1	0	0	7	0	0	0
12:00	12:15	0	0	0	0	71	0	0	0	1085	1	1	0	8	0	0	0
12:15	12:30	0	0	0	0	76	0	0	0	1208	1	1	0	10	0	0	0
12:30	12:45	0	0	0	0	81	0	0	0	1328	1	1	0	10	0	0	0
12:45	13:00	0	0	0	0	87	0	0	0	1471	1	1	0	11	0	0	0
13:00	13:15	0	0	0	0	95	0	0	0	1611	1	1	2	12	0	0	0
13:15	13:30	0	0	0	0	104	0	0	0	1739	2	1	3	14	0	0	0
13:30	13:45	0	0	0	0	111	0	0	0	1886	2	1	3	15	0	0	0
13:45	14:00	0	0	0	0	114	0	0	0	2031	2	1	3	19	0	0	0
14:00	14:15	0	0	0	0	123	0	0	0	2180	2	1	3	22	0	0	0
14:15	14:30	0	0	0	0	129	0	0	0	2322	2	1	3	25	0	0	0
14:30	14:45	0	0	0	0	132	0	0	0	2449	2	1	3	26	0	0	0
14:45	15:00	0	0	0	0	145	0	0	0	2601	2	1	3	33	0	0	0
15:00	15:15	0	0	0	0	156	0	0	0	2763	2	1	3	35	0	0	0
15:15	15:30	0	0	0	0	163	0	0	0	2928	2	1	3	35	0	0	0
15:30	15:45	0	0	0	0	167	0	0	0	3083	2	1	3	39	0	0	0
15:45	16:00	0	0	0	0	174	0	0	0	3225	2	1	3	41	0	0	1

TIME		13				14				15				16			
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike
9:00	9:15	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
9:15	9:30	0	0	0	0	4	0	0	0	1	0	0	0	2	0	0	0
9:30	9:45	0	0	0	0	8	0	0	0	3	0	0	0	4	0	0	0
9:45	10:00	0	0	0	0	14	0	0	0	3	0	0	0	4	0	0	0
10:00	10:15	0	0	0	0	16	0	0	0	4	0	0	0	4	0	0	0
10:15	10:30	0	0	0	0	19	0	0	0	4	0	0	0	8	0	0	0
10:30	10:45	0	0	0	0	22	0	0	0	7	0	0	0	10	0	0	0
10:45	11:00	0	0	0	0	27	0	0	0	8	0	0	0	13	0	0	0
11:00	11:15	0	0	0	0	29	0	0	0	9	0	0	0	15	0	0	0
11:15	11:30	0	0	0	0	33	0	0	0	9	0	0	0	17	0	0	0
11:30	11:45	0	0	0	0	35	0	0	0	10	0	0	0	18	0	0	0
11:45	12:00	0	0	0	0	41	0	0	0	11	0	0	0	21	0	0	0
12:00	12:15	0	0	0	0	45	0	0	0	11	0	0	0	22	0	0	0
12:15	12:30	0	0	0	0	48	0	0	0	12	0	0	0	22	0	0	0
12:30	12:45	0	0	0	0	50	0	0	0	12	0	0	0	23	0	0	0
12:45	13:00	0	0	0	0	55	0	0	0	13	0	0	0	30	0	0	0
13:00	13:15	0	0	0	0	58	0	0	0	14	0	0	0	32	0	0	0
13:15	13:30	0	0	0	0	61	0	0	0	14	0	0	0	34	0	0	0
13:30	13:45	0	0	0	0	63	0	0	0	14	0	0	0	42	0	0	0
13:45	14:00	0	0	0	0	65	0	0	0	14	0	0	0	43	0	0	0
14:00	14:15	0	0	0	0	70	0	0	0	16	0	0	0	46	0	0	0
14:15	14:30	0	0	0	0	75	0	0	0	16	0	0	0	51	0	0	0
14:30	14:45	0	0	0	0	76	0	0	0	17	0	0	0	52	0	0	0
14:45	15:00	0	0	0	0	79	0	0	0	18	0	0	0	59	0	0	0
15:00	15:15	0	0	0	0	83	0	0	0	19	0	0	0	64	0	0	0
15:15	15:30	0	0	0	0	86	0	0	0	20	0	0	0	68	0	0	0
15:30	15:45	0	0	0	0	87	0	0	0	21	0	0	0	71	0	0	0
15:45	16:00	0	0	0	0	90	0	0	0	22	0	0	0	74	0	0	0

Pedestrian Movements

TIME		P1		P2		P3		P4		P5		P6		P7		P8	
		Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	2	0	2	0	0	0	1	0	0	0	2	0
10:00	10:15	0	0	1	0	2	0	3	0	3	0	5	0	2	0	3	0
10:15	10:30	0	0	1	0	2	0	3	0	4	0	11	0	2	0	4	0
10:30	10:45	0	0	1	0	2	0	3	0	4	0	11	0	3	0	4	0
10:45	11:00	0	0	1	0	3	0	3	0	5	0	12	0	3	0	5	0
11:00	11:15	0	0	1	0	3	0	3	0	6	0	22	0	5	0	10	0
11:15	11:30	0	0	1	0	3	0	3	0	6	0	23	0	6	0	11	0
11:30	11:45	0	0	1	0	7	0	3	0	7	0	24	0	6	0	12	0
11:45	12:00	0	0	1	0	7	0	4	0	7	0	25	0	6	0	15	0
12:00	12:15	0	0	1	0	9	0	4	0	8	0	25	0	7	0	15	0
12:15	12:30	0	0	1	0	9	0	4	0	11	0	25	0	8	0	15	0
12:30	12:45	0	0	1	0	11	0	5	0	16	0	25	0	8	0	15	0
12:45	13:00	0	0	1	0	14	0	6	0	21	0	25	0	9	0	16	0
13:00	13:15	0	0	1	0	14	0	6	0	24	0	25	0	10	0	16	0
13:15	13:30	0	0	1	0	15	2	6	0	24	2	25	0	10	0	17	0
13:30	13:45	0	0	1	0	15	2	6	0	26	2	32	0	11	0	18	0
13:45	14:00	0	0	1	0	17	2	7	0	28	2	35	0	12	0	19	0
14:00	14:15	0	0	1	0	19	2	9	0	28	2	36	0	15	0	21	0
14:15	14:30	0	0	1	0	20	2	9	0	29	2	38	0	15	0	23	0
14:30	14:45	0	0	1	0	20	2	10	0	33	2	42	0	17	0	23	0
14:45	15:00	0	0	1	0	22	2	10	0	33	2	49	0	17	0	30	0
15:00	15:15	0	0	1	0	22	2	11	2	35	2	54	0	17	0	32	0
15:15	15:30	0	0	1	0	23	2	13	2	41	2	55	0	20	0	34	0
15:30	15:45	0	0	1	0	27	2	13	2	41	2	62	0	21	0	36	0
15:45	16:00	0	0	1	0	28	2	14	2	42	2	62	0	21	0	36	0

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Waverley Rd and Chadstone Rd
Date: Sun 25/11/2018 **Time:** 9am - 4pm
Weather: Overcast



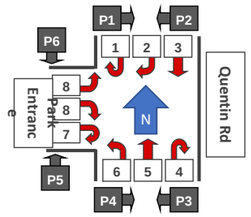
Absolute Value

TIME		VEHICLE MOVEMENTS 1				2				3				4				5				6				7				8				9				Pedestrian Movements P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	88	1	0	0	46	0	0	0	0	0	0	0	31	0	0	0	13	0	0	0	0	0	0	0	33	0	0	0	135	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	114	0	3	0	72	0	0	0	0	0	0	0	34	0	0	0	16	0	0	0	0	0	0	0	47	0	0	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	157	1	0	0	82	0	0	0	0	0	0	0	30	0	0	0	12	0	0	0	0	0	0	0	53	0	0	0	143	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	124	3	1	1	118	0	0	1	0	0	0	0	34	0	0	0	22	0	0	0	0	0	0	0	95	0	0	0	137	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0
10:00	10:15	0	0	0	0	130	0	0	0	123	0	0	0	0	0	0	0	47	0	0	0	20	0	0	0	0	0	0	0	82	0	0	0	137	0	3	1	0	0	0	0	0	0	0	0	0	0	1	0
10:15	10:30	0	0	0	0	123	0	2	0	77	0	0	0	0	0	0	0	32	0	0	0	26	0	0	0	0	0	0	0	95	0	0	0	114	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0
10:30	10:45	0	0	0	0	143	0	1	0	91	0	0	0	0	0	0	0	45	0	0	0	39	0	0	0	0	0	0	0	81	0	0	0	166	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0
10:45	11:00	0	0	0	0	140	1	3	0	94	0	0	0	0	0	0	0	42	0	0	0	35	1	0	0	0	0	0	0	68	0	0	0	171	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0
11:00	11:15	0	0	0	0	137	0	3	0	92	0	0	0	0	0	0	0	53	0	0	0	61	0	0	0	0	0	0	0	60	0	0	0	156	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	145	0	3	2	86	0	0	0	0	0	0	0	56	0	0	0	53	0	0	0	0	0	0	0	57	0	0	0	109	1	3	0	0	0	0	0	1	1	1	0	0	0	1	0
11:30	11:45	0	0	0	0	157	1	1	1	92	0	0	0	0	0	0	0	66	0	0	0	62	0	0	0	0	0	0	0	58	0	0	0	214	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	134	1	2	0	86	0	0	0	0	0	0	0	83	0	0	0	60	0	0	0	0	0	0	0	72	0	0	0	153	3	1	0	0	0	0	0	3	0	0	0	2	0	0	0
12:00	12:15	0	0	0	0	207	1	3	0	110	2	0	1	0	0	0	0	74	0	0	0	64	0	0	0	0	0	0	0	71	0	0	0	223	0	2	0	0	0	0	0	2	0	2	0	1	0	0	0
12:15	12:30	0	0	0	0	159	1	2	0	79	0	0	0	0	0	0	0	77	0	0	0	47	0	0	0	0	0	0	0	66	0	0	4	202	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	213	0	1	0	112	0	0	0	0	0	0	0	62	0	0	0	54	0	0	0	0	0	0	0	70	0	0	0	217	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0
12:45	13:00	0	0	0	0	170	0	3	2	106	0	0	0	0	0	0	0	76	0	0	0	74	0	0	0	0	0	0	0	57	0	0	0	109	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0
13:00	13:15	0	0	0	0	208	0	2	0	97	1	0	0	0	0	0	0	79	0	0	0	73	0	0	0	0	0	0	0	72	0	0	0	217	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0
13:15	13:30	0	0	0	0	156	1	2	0	73	0	0	0	0	0	0	0	93	1	0	0	51	0	0	0	0	0	0	0	66	0	0	0	166	1	3	0	0	0	0	0	0	0	0	0	2	0	0	0
13:30	13:45	0	0	0	0	190	0	2	0	121	0	0	0	0	0	0	0	96	0	0	0	52	0	0	0	0	0	0	0	53	0	0	0	177	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	185	0	3	0	99	0	0	0	0	0	0	0	74	0	0	0	68	0	0	0	0	0	0	0	85	0	0	0	158	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0
14:00	14:15	0	0	0	0	183	1	4	0	112	0	1	0	0	0	0	0	96	0	0	0	74	0	0	0	0	0	0	0	59	0	0	0	200	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
14:15	14:30	0	0	0	0	172	1	3	0	129	1	0	0	0	0	0	0	90	0	0	0	64	0	0	0	0	0	0	0	48	0	0	0	168	0	3	0	0	0	0	0	4	0	3	0	2	0	0	0
14:30	14:45	0	0	0	0	198	0	1	0	91	0	0	0	0	0	0	0	72	0	0	0	54	0	0	0	0	0	0	0	47	0	0	0	177	2	3	0	0	0	0	0	1	0	0	0	1	0	0	0
14:45	15:00	1	0	0	0	128	0	3	0	73	0	0	0	0	0	0	0	83	0	0	0	57	0	0	0	0	0	0	0	44	0	0	0	184	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0
15:00	15:15	0	0	0	0	175	0	3	0	85	0	0	0	0	0	0	0	118	0	0	0	72	0	0	0	0	0	0	0	56	0	0	0	183	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	136	0	2	0	67	0	1	0	0	0	0	0	105	0	0	0	64	0	0	0	0	0	0	0	53	0	0	0	174	1	3	0	0	0	0	0	1	1	2	0	0	0	0	0
15:30	15:45	0	0	0	0	171	0	2	0	86	0	0	0	0	0	0	0	94	0	0	0	75	0	0	0	0	0	0	0	35	0	0	0	195	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	137	0	2	0	49	0	0	0	0	0	0	0	88	0	0	0	55	0	0	0	0	0	0	0	48	0	0	0	92	0	1	0	0	0	0	0	1	0	0	0	1	0	0	2

Accumulative Value

TIME		VEHICLE MOVEMENTS 1				2				3				4				5				6				7				8				9				Pedestrian Movements P1		P2		P3		P4		P5		P6	
		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	88	1	0	0	46	0	0	0	0	0	0	0	31	0	0	0	13	0	0	0	0	0	0	0	33	0	0	0	135	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	202	1	3	0	118	0	0	0	0	0	0	0	65	0	0	0	29	0	0	0	0	0	0	0	80	0	0	0	259	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	359	2	3	0	200	0	0	0	0	0	0	0	95	0	0	0	41	0	0	0	0	0	0	0	133	0	0	0	402	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	483	5	4	1	318	0	0	1	0	0	0	0	129	0	0	0	63	0	0	0	0	0	0	0	228	0	0	0	539	2	6	3	0	0	0	0	0	0	0	0	1	0	0	0
10:00	10:15	0	0	0	0	613	5	4	1	441	0	0	1	0	0	0	0	176	0	0	0	83	0	0	0	0	0	0	0	310	0	0	0	676	2	9	4	0	0	0	0	0	0	0	0	2	0	0	0
10:15	10:30	0	0	0	0	736	5	6	1	518	0	0	1	0	0	0	0	208	0	0	0	109	0	0	0	0	0	0	0	405	0	0	0	790	3	9	4	0	0	0	0	0	0	1	1	3	0	2	0
10:30	10:45	0	0	0	0	879	5	7	1	609	0	0	1	0	0	0	0	253	0	0	0	148	0	0	0	0	0	0	0	486	0	0	0	956	3	12	4	0	0	0	0	1	0	2	1	3	0	2	0
10:45	11:00	0	0	0	0	1019	6	10	1	703	0	0	1	0	0	0	0	295	0	0	0	183	1	0	0	0	0	0	0	554	0	0	0	1127	6	13	4	0	0	0	0	1	0	2	1	3	0	3	0
11:00	11:15	0	0	0	0	1156	6	13	1	795	0	0	1	0	0	0	0	348	0	0	0	244	1	0	0	0	0	0	0	614	0	0	0	1283	6	15	4	0	0	0	0	1	0	4	1	3	0	3	0
11:15	11:30	0	0	0	0	1301	6	16	3	881	0	0	1	0	0	0	0	404	0	0	0	297	1	0	0	0	0	0	0	671	0	0	0	1392	7	18	4	0	0	0	0	2	1	5	1	3	0	4	0
11:30	11:45	0	0	0	0	1458	7	17	4	973	0	0	1	0	0	0	0	470	0	0	0	359	1	0	0	0	0	0	0	729	0	0	0	1606	7	21	4	0	0	0	0	2	1	8	1	3	0	4	0
11:45	12:00	0	0	0	0	1592	8	19	4	1059	0	0	1	0	0	0	0	553	0	0	0	419	1	0	0	0	0	0	0	801	0	0	0	1759	10	22	4	0	0	0	0	2	1	11	1	3	0	6	0
12:00	12:15	0	0	0	0	1799	9	22	4	1169	2	0	2	0	0	0	0	627	0	0	0	483	1	0	0	0	0	0	0	872	0	0	0	1982	10	24	4	0	0	0	0	2	1	13	1	5	0	7	0
12:15	12:30	0	0	0	0	1958	10	24	4	1248	2	0	2	0	0	0	0	704	0	0	0	530	1	0	0	0	0	0	0	938	0	0	4	2184	11	27	4	0	0	0	0	4	1	13	1	5	0	7	0
12:30	12:45	0	0	0	0	2171	10	25	4	1360	2	0	2	0	0	0	0	766	0	0	0	584	1	0	0	0	0	0	0	1008	0	0	4	2401	12	30	4	0	0	0	0	4	1	13	1	6	0	7	0
12:45	13:00	0	0	0	0	2341	10	28	6	1466	2	0	2	0	0	0	0	842	0	0	0	658	1	0	0	0	0	0	0	1065	0	0	4	2510	12	30	4	0	0	0	0	9	1	15	1	6	0	7	0
13:00	13:15	0	0	0	0	2549	10	30	6	1563	3	0	2	0	0	0	0	921	0	0	0	731	1	0	0	0	0	0	0	1137	0	0	4	2727	12	33	5	0	0	0	0	9	2	15	1	6	0	7	0
13:15	13:30	0	0	0	0	2705	11	32	6	1636	3	0	2	0	0	0	0	1014	1	0	0	782	1	0	0	0	0	0	0	1203	0	0	4	2893	13	36	5	0	0	0	0	9	2	15	1	6	0	9	0
13:30	13:45	0	0	0	0	2895	11	34	6	1757	3	0	2	0	0	0	0	1110	1	0	0	834	1	0	0	0	0	0	0	1256	0	0	4	3070	14	38	5	0	0	0	0	9	2	15	1	6	0	9	0
13:45	14:00	0	0	0	0	3080	11	37	6	1856	3	0	2	0	0	0	0	1184	1	0	0	902	1	0	0	0	0	0	0	1341	0	0	4	3228	14	41	5	0	0	0	0	9	2	16	1	6	0	10	0
14:00	14:15	0	0	0	0	3263	12	41	6	1968	3	1	2	0	0	0	0	1280	1	0	0	976	1	0	0	0	0	0	0	1400	0	0	4	3428	14	42	5	0	0	0	0	9	2	16	1	8	0	10	0
14:15	14:30	0	0	0	0	3435	13	44	6	2097	4	1	2	0	0	0	0	1370	1	0	0	1040	1	0	0	0	0	0	0	1448	0	0	4	3596	14	45	5	0	0	0	0	13	2	19	1	10	0	10	0
14:30	14:45	0	0	0	0	3633	13	45	6	2188	4	1	2	0	0	0	0	1442	1	0	0	1094	1	0	0	0	0	0	0	1495	0	0	4	3773	16	48	5	0	0	0	0	14	2	19	1	11	0	10	0
14:45	15:00	1	0	0	0	3761	13	48	6	2261	4	1	2	0	0	0	0	1525	1	0	0	1151	1	0	0	0	0	0	0	1539	0	0	4	3957	16	49	5	0	0	0	0	14	2	19	1	11	0	17	0
15:00	15:15	1	0	0	0	3936	13	51	6	2346	4	1	2	0	0	0	0	1643	1	0	0	1223	1	0	0	0	0	0	0	1595	0	0	4	4140	16	51	5	0	0	0	0	14	2	19	1	11	0	17	0
15:15	15:30	1	0	0	0	4072	13	53	6	2413	4	2	2	0	0	0	0	1748	1	0	0	1287	1	0	0	0	0	0	0	1648	0	0	4	4314	17	54	5	0	0	0	0	15	3	21	1	11	0	17	0
15:30	15:45	1	0	0	0	4243	13	55	6	2499	4	2	2	0	0	0	0	1842	1	0	0	1362	1	0	0	0	0	0	0	1683	0	0	4	4509	21	57	6	0	0	0	0	15	3	21	1	11	0	17	0
15:45	16:00	1	0	0	0	4380	13	57	6	2548	4	2	2	0	0	0	0	1930	1	0	0	1417	1	0	0	0	0	0	0	1731	0	0	4	4601	21	58	6	0	0	0	0	16	3	21	1	12	0	17	2

Client: Traffic Works
Name: Tpercy Treyvaud Memorial Park
Job No.: 5400
Location: Quentin Rd and Park Entrance
Date: Sun 25/11/2018 **Time:** 9am - 4pm
Weather: Overcast



Absolute Value

		VEHICLE MOVEMENTS																														Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	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	10:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0
10:30	10:45	0	0	0	0	1	0	0	0	7	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	5	0	0	0
10:45	11:00	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	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	0	0
11:00	11:15	0	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	6	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	0	3	0	0	0
11:15	11:30	0	0	0	0	2	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	1	0	0	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
11:30	11:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:45	12:00	1	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:00	12:15	0	0	0	0	3	0	0	0	13	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
12:15	12:30	0	0	0	0	2	0	0	0	9	0	0	1	0	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	6	0
12:30	12:45	1	0	0	0	2	0	0	0	6	0	0	1	1	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	0
12:45	13:00	0	0	0	0	3	0	0	0	14	0	0	0	0	0	0	0	16	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
13:00	13:15	0	0	0	0	2	0	0	0	7	0	0	0	0	0	0	0	13	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	2	0	3	0
13:15	13:30	0	0	0	0	2	0	0	0	13	0	0	0	0	0	0	0	11	0	0	0	4	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0
13:30	13:45	1	0	0	0	2	0	0	0	8	0	0	1	2	0	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0
13:45	14:00	2	0	0	0	1	0	0	0	8	0	0	0	2	0	0	0	12	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0
14:00	14:15	0	0	0	0	3	0	0	0	14	0	0	2	1	0	0	0	21	0	0	0	5	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0
14:15	14:30	0	0	0	0	2	0	0	0	14	0	0	0	0	0	0	0	16	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0
14:30	14:45	0	0	0	0	2	0	0	0	13	0	0	0	0	0	0	0	17	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0
14:45	15:00	1	0	0	0	2	0	0	0	14	0	0	0	0	0	0	0	14	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0
15:00	15:15	0	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	11	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0	4	0	16	0
15:15	15:30	1	0	0	0	3	0	0	0	10	0	0	1	1	0	0	0	14	0	0	0	1	0	0	0	0	0	0	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0	1	0	19	0	11	0
15:30	15:45	0	0	0	0	3	0	0	0	9	0	1	0	0	0	0	0	12	0	0	1	5	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0
15:45	16:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	2	2	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	4	0	12	0	1	0

Accumulative Value

		VEHICLE MOVEMENTS																																		Pedestrian Movements											
		1				2				3				4				5				6				7				8				9				P1		P2		P3		P4		P5		P6	
TIME		Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Car	Truck	Bus	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike	Ped	Bike
9:00	9:15	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0
9:30	9:45	0	0	0	0	1	0	0	0	12	0	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	1	0	0	0
9:45	10:00	0	0	0	0	1	0	0	0	17	0	0	0	0	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	1	0	0	0
10:00	10:15	0	0	0	0	1	0	0	0	21	0	0	0	0	1	0	0	12	0	0	0	1	0	0	1	0	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	1	0	0	0
10:15	10:30	0	0	0	0	3	0	0	0	25	0	0	0	0	1	0	0	14	0	0	0	2	0	0	1	0	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	3	0	1	0	5	0	3	0
10:30	10:45	0	0	0	0	4	0	0	0	32	0	0	0	0	2	0	0	14	0	0	0	5	0	0	1	0	0	0	0	6	0	0	0	2	0	0	0	1	0	0	0	3	0	1	0	7	0	8	0
10:45	11:00	0	0	0	0	5	0	0	0	35	0	0	0	0	2	0	0	18	0	0	0	6	0	0	1	0	0	0	0	6	0	0	0	2	0	0	0	1	0	0	0	3	0	1	0	7	0	8	0
11:00	11:15	0	0	0	0	6	0	0	0	41	0	0	0	0	2	0	0	24	0	0	0	8	0	0	1	0	0	0	0	6	0	0	0	2	0	0	0	1	0	0	0	3	0	1	0	7	0	11	0
11:15	11:30	0	0	0	0	8	0	0	0	47	0	0	0	0	2	0	0	30	0	0	0	9	0	0	1	0	0	0	0	6	0	0	0	3	0	0	0	1	0	0	0	3	0	1	0	7	0	11	0
11:30	11:45	0	0	0	0	8	0	0	0	54	0	0	0	0	2	0	0	35	0	0	0	11	0	0	1	0	0	0	0	6	0	0	0	4	0	0	0	1	0	0	0	3	0	2	0	7	0	11	0
11:45	12:00	1	0	0	0	9	0	0	0	61	0	0	0	0	2	0	0	40	0	0	0	12	0	0	1	0	0	0	0	8	0	0	0	4	0	0	0	1	0	0	0	3	0	2	0	8	0	11	0
12:00	12:15	1	0	0	0	12	0	0	0	74	0	0	0	0	2	0	0	47	0	0	0	14	0	0	1	0	0	0	0	10	0	0	0	5	0	0	0	1	0	0	0	3	0	3	0	8	0	19	0
12:15	12:30	1	0	0	0	14	0	0	0	83	0	0	1	0	2	0	0	58	0	0	0	16	0	0	1	0	0	0	0	11	0	0	0	6	0	0	0	2	0	1	0	3	0	3	0	9	0	25	0
12:30	12:45	2	0	0	0	16	0	0	0	89	0	0	2	1	2	0	0	65	0	0	0	18	0	0	1	0	0	0	0	12	0	0	0	6	0	0	0	2	0	1	0	4	0	12	0	13	0	31	0
12:45	13:00	2	0	0	0	19	0	0	0	103	0	0	2	1	2	0	0	81	0	0	0	20	0	0	1	0	0	0	0	12	0	0	0	9	0	0	0	2	0	1	0	4	0	16	0	14	0	36	0
13:00	13:15	2	0	0	0	21	0	0	0	110	0	0	2	1	2	0	0	94	0	0	0	27	0	0	1	0	0	0	0	15	0	0	0	13	0	0	0	4	0	1	0	4	0	16	0	16	0	39	0
13:15	13:30	2	0	0	0	23	0	0	0	123	0	0	2	1	2	0	0	105	0	0	0	31	0	0	1	1	0	0	0	17	0	0	0	15	0	0	0	4	0	1	0	4	0	18	0	20	0	47	0
13:30	13:45	3	0	0	0	25	0	0	0	131	0	0	3	3	2	0	0	115	0	0	0	34	0	0	1	1	0	0	0	17	0	0	0	17	0	0	0	4	0	1	0	4	0	18	0	24	0	54	0
13:45	14:00	5	0	0	0	26	0	0	0	139	0	0	3	5	2	0	0	127	0	0	0	42	0	0	1	1	0	0	0	20	0	0	0	20	0	0	0	4	0	1	0	4	0	21	0	29	0	59	0
14:00	14:15	5	0	0	0	29	0	0	0	153	0	0	5	6	2	0	0	148	0	0	0	47	0	0	1	1	0	0	0	26	0	0	0	24	0	0	0	4	0	1	0	4	0	21	0	36	0	69	0
14:15	14:30	5	0	0	0	31	0	0	0	167	0	0	5	6	2	0	0	164	0	0	0	52	0	0	1	1	0	0	0	27	0	0	0	29	0	0	0	4	0	1	0	6	0	21	0	44	0	76	0
14:30	14:45	5	0	0	0	33	0	0	0	180	0	0	5	6	2	0	0	181	0	0	0	56	0	0	1	1	0	0	0	29	0	0	0	34	0	0	0	4	0	1	0	6	0	23	0	47	0	83	0
14:45	15:00	6	0	0	0	35	0	0	0	194	0	0	5	6	2	0	0	195	0	0	0	60	0	0	1	1	0	0	0	32	0	0	0	36	0	0	0	4	0	1	0	6	0	23	0	52	0	89	0
15:00	15:15	6	0	0	0	36	0	0	0	205	0	0	5	6	2	0	0	206	0	0	0	64	0	0	1	1	0	0	0	35	0	0	0	41	0	0	0	4	0	4	0	6	0	23	0	56	0	105	0
15:15	15:30	7	0	0	0	39	0	0	0	215	0	0	6	7	2	0	0	220	0	0	0	65	0	0	1	1	0	0	0	38	0	0	1	45	0	0	0	4	0	4	0	6	0	24	0	75	0	116	0
15:30	15:45	7	0	0	0	42	0	0	0	224	0	1	6	7	2	0	0	232	0	0	1	70	0	0	1	1	0	0	0	42	0	0	1	48	0	0	0	5	0	4	0	6	0	24	0	77	0	117	0
15:45	16:00	7	0	0	0	42	0	0	0	230	0	1	6	7	2	0	0	237	0	0	3	72	0	0	1	1	0	0	0	44	0	0	1	51	0	0	0	5	0	4	0	7	0	28	0	89	0	118	0

ATTACHMENT C – VEHICLE CLASSIFICATION SURVEY SUMMARIES

Locations		Saturday 20/10/2018	Two Way			One Way		One Way	
			VPD	85th % Speed	HV%	NB	SB	EB	WB
1	Alma Street At No. 72	Daily (vpd)	645	55.7	1.9%	353	292	-	-
		AM Peak (vph)	61	53.5	2.1%	29	32	-	-
		PM Peak (vph)	57	55.9	3.5%	33	28	-	-
2	Armstrong Court At No. 86	Daily (vpd)	396	40.6	5.3%	-	-	154	242
		AM Peak (vph)	33	44.3	0.0%	-	-	16	22
		PM Peak (vph)	38	40.1	2.6%	-	-	17	23
3	Fenwick Street Between Bowen Street and Chadstone Road	Daily (vpd)	1002	45.0	0.6%	-	-	546	456
		AM Peak (vph)	89	44.4	1.1%	-	-	60	34
		PM Peak (vph)	102	46.2	1.0%	-	-	63	45
4	Bowen Street at No. 31	Daily (vpd)	316	48.6	1.6%	152	164	-	-
		AM Peak (vph)	30	50.4	3.0%	13	20	-	-
		PM Peak (vph)	34	48.7	0.0%	16	17	-	-
5	Chadstone Road North of Fenwick Street	Daily (vpd)	14844	57.9	1.4%	7492	7352	-	-
		AM Peak (vph)	1267	57.0	1.4%	601	715	-	-
		PM Peak (vph)	1402	55.9	1.8%	694	760	-	-
6	Ivanhoe Grove Between Waverly Road and Rob Roy Road	Daily (vpd)	2231	31.1	2.6%	840	1391	-	-
		AM Peak (vph)	260	29.4	3.5%	88	172	-	-
		PM Peak (vph)	242	29.1	0.8%	93	167	-	-
7	Abbotsford Avenue At No. 18	Daily (vpd)	1259	31.5	3.1%	-	-	758	501
		AM Peak (vph)	148	28.2	2.7%	-	-	104	51
		PM Peak (vph)	155	27.4	0.6%	-	-	104	53
8	Quentin Road at No. 26	Daily (vpd)	850	38.3	2.1%	387	463	-	-
		AM Peak (vph)	104	31.6	1.9%	55	49	-	-
		PM Peak (vph)	119	30.3	0.8%	61	58	-	-
9	Quentin Road Just North of Midlothian Street	Daily (vpd)	1010	32.6	2.1%	407	603	-	-
		AM Peak (vph)	95	31.9	3.2%	47	54	-	-
		PM Peak (vph)	111	31.6	0.9%	49	72	-	-
10	Durward Road At No. 5	Daily (vpd)	314	44.0	2.2%	113	201	-	-
		AM Peak (vph)	26	43.8	15.4%	8	18	-	-
		PM Peak (vph)	45	38.5	2.2%	14	31	-	-
11	Rebecca Road At No. 5	Daily (vpd)	226	44.1	0.9%	93	133	-	-
		AM Peak (vph)	24	41.0	0.0%	11	13	-	-
		PM Peak (vph)	28	45.2	0.0%	14	14	-	-
12	Abbotsford Avenue At No. 48	Daily (vpd)	337	43.4	3.3%	-	-	200	137
		AM Peak (vph)	46	38.3	8.7%	-	-	24	22
		PM Peak (vph)	37	42.7	0.0%	-	-	28	18
13	Ivanhoe Grove At No. 26	Daily (vpd)	377	45.5	9.8%	159	218	-	-
		AM Peak (vph)	30	35.4	6.6%	15	19	-	-
		PM Peak (vph)	38	41.9	5.3%	16	24	-	-
14	Abbotsford Avenue Between Chadstone Road and Rob Roy Road	Daily (vpd)	1588	36.1	4.5%	-	-	743	845
		AM Peak (vph)	194	35.3	2.5%	-	-	105	89
		PM Peak (vph)	204	32.4	2.9%	-	-	107	97
15	Bellevue Avenue At No. 1	Daily (vpd)	1219	39.3	1.9%	-	-	692	527
		AM Peak (vph)	90	38.3	2.2%	-	-	49	41
		PM Peak (vph)	120	37.4	2.5%	-	-	67	54
16	Rangeview Avenue At No. 1	Daily (vpd)	478	43.1	2.9%	-	-	293	195
		AM Peak (vph)	43	43.7	0.0%	-	-	28	15
		PM Peak (vph)	64	43.7	4.6%	-	-	43	22
17	Midlothian Street Between Gauntlet Road and Capon Street	Daily (vpd)	2268	48.3	1.7%	-	-	1424	844
		AM Peak (vph)	207	47.0	3.8%	-	-	118	89
		PM Peak (vph)	219	45.8	1.8%	-	-	148	87
18	Midlothian Street Between Warrigal Road and Prior Road	Daily (vpd)	1860	31.2	5.3%	-	-	1428	432
		AM Peak (vph)	144	30.8	4.2%	-	-	101	43
		PM Peak (vph)	165	29.2	6.0%	-	-	114	51
19	Chapman Street Between Bellevue Avenue and Midlothian Street	Daily (vpd)	1472	43.4	1.5%	858	614	-	-
		AM Peak (vph)	123	42.6	0.8%	74	49	-	-
		PM Peak (vph)	148	43.4	0.6%	91	65	-	-
20	Rob Roy Road At No. 15	Daily (vpd)	730	36.7	7.4%	293	437	-	-
		AM Peak (vph)	199	29.8	4.5%	80	119	-	-
		PM Peak (vph)	78	34.0	1.3%	31	47	-	-
21	Bowen Street at No. 85	Daily (vpd)	472	50.4	1.1%	219	253	-	-
		AM Peak (vph)	35	51.5	0.0%	16	24	-	-
		PM Peak (vph)	52	55.0	1.9%	24	31	-	-
22	Alma Street At No. 24	Daily (vpd)	322	39.6	3.1%	190	132	-	-
		AM Peak (vph)	29	40.4	10.3%	14	15	-	-
		PM Peak (vph)	30	41.9	3.3%	22	11	-	-

Survey No.	5400	7 Day Total	4374
Road	Alma St	% Heavies	4.16%
STAT	1 LOC's 5400_01	Weekday Total	3234
Direction	Combined N-S	% Heavies	4.95%
Location	At No. 72	Weekend Total	1140
		% Heavies	1.93%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-58	08:00-49	08:00-58	07:00-63	08:00-71	10:00-61	11:00-46	08:00-46.7	08:00-57.8	09:00-44
PM Peak	17:00-68	16:00-55	17:00-78	16:00-61	15:00-61	15:00-57	13:00-43	17:00-56	17:00-62.4	13:00-48
00:00	1	3	3	0	5	9	14	5	2	12
01:00	0	0	0	2	3	0	11	2	1	6
02:00	0	0	1	0	1	2	4	1	0	3
03:00	0	3	0	0	0	1	1	1	1	1
04:00	0	0	1	1	0	3	2	1	0	3
05:00	6	5	6	7	6	0	2	5	6	1
06:00	16	16	12	15	13	8	5	12	14	7
07:00	52	41	44	63	41	8	3	36	48	6
08:00	58	49	58	53	71	20	18	47	58	19
09:00	44	48	45	40	37	54	34	43	43	44
10:00	29	35	26	38	34	61	27	36	32	44
11:00	35	31	28	37	40	39	46	37	34	43
12:00	38	32	35	36	50	47	39	40	38	43
13:00	31	35	30	33	34	53	43	37	33	48
14:00	47	26	29	47	42	52	39	40	38	46
15:00	56	50	57	53	61	57	33	52	55	45
16:00	41	55	48	61	56	37	39	48	52	38
17:00	68	55	78	54	57	49	31	56	62	40
18:00	34	42	48	43	46	47	42	43	43	45
19:00	26	30	23	31	27	36	23	28	27	30
20:00	23	23	13	28	20	14	18	20	21	16
21:00	13	9	15	19	26	16	9	15	16	13
22:00	17	13	4	17	21	16	7	14	14	12
23:00	2	1	5	7	10	16	5	7	5	11
Total	637	602	609	685	701	645	495	625	647	570
% Heavy	4.7%	4.7%	5.1%	6.7%	3.6%	1.9%	2.0%	4.2%	4.9%	1.9%

Survey No.	5400	7 Day Total	4159
Road	Alma St	% Heavies	3.82%
STAT	1 LOC's 5400_01	Weekday Total	3180
Direction	Combined N-S	% Heavies	4.59%
Location	At No. 72	Weekend Total	979
		% Heavies	1.33%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-57	08:00-71	09:00-51	08:00-52	08:00-61	11:00-58	11:00-41	08:00-46.4	08:00-57	11:00-49.5
PM Peak	17:00-64	17:00-66	17:00-66	16:00-77	16:00-65	17:00-46	13:00-36	17:00-54.6	17:00-62.4	13:00-37.5
00:00	0	2	1	0	1	6	3	2	1	5
01:00	0	0	1	0	2	6	1	1	1	4
02:00	1	0	1	0	2	1	1	1	1	1
03:00	0	0	0	0	0	1	3	1	0	2
04:00	0	0	2	0	3	1	6	2	1	4
05:00	4	6	5	4	5	0	1	4	5	1
06:00	12	17	12	13	11	7	5	11	13	6
07:00	53	49	45	50	34	12	3	35	46	8
08:00	57	71	44	52	61	20	20	46	57	20
09:00	45	33	51	30	38	42	34	39	39	38
10:00	30	24	26	22	22	50	27	29	25	39
11:00	47	31	25	33	40	58	41	39	35	50
12:00	51	24	38	28	37	37	33	35	36	35
13:00	38	41	32	29	42	39	36	37	36	38
14:00	37	24	35	32	49	38	24	34	35	31
15:00	51	48	55	52	63	41	34	49	54	38
16:00	47	51	55	77	65	36	32	52	59	34
17:00	64	66	66	52	64	46	24	55	62	35
18:00	38	62	55	49	62	41	27	48	53	34
19:00	20	25	32	13	37	21	26	25	25	24
20:00	17	21	19	28	31	22	13	22	23	18
21:00	11	12	14	19	13	14	12	14	14	13
22:00	8	5	8	12	9	12	8	9	8	10
23:00	3	0	3	6	17	9	5	6	6	7
Total	634	612	625	601	708	560	419	594	636	490
% Heavy	5.4%	4.6%	4.2%	3.3%	5.4%	1.1%	1.7%	3.8%	4.6%	1.3%

Survey No.	5400	7 Day Total	2696
Road	Armstrong Court	% Heavies	4.45%
STAT	2 LOC's 5400_02	Weekday Total	2021
Direction	Combined E-W	% Heavies	4.75%
Location	At No. 86	Weekend Total	675
		% Heavies	3.56%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-41	08:00-48	08:00-38	09:00-34	08:00-44	11:00-33	11:00-26	08:00-32	08:00-39.2	11:00-29.5
PM Peak	13:00-34	16:00-42	16:00-34	17:00-40	19:00-52	15:00-38	17:00-29	17:00-32.6	16:00-36.4	17:00-30
00:00	0	1	2	2	1	5	7	3	1	6
01:00	0	1	1	0	0	1	2	1	0	2
02:00	0	0	0	1	0	0	0	0	0	0
03:00	0	1	0	1	0	0	0	0	0	0
04:00	0	1	0	1	1	1	1	1	1	1
05:00	7	4	5	3	8	3	1	4	5	2
06:00	9	6	5	6	7	3	3	6	7	3
07:00	16	23	23	21	24	6	4	17	21	5
08:00	41	48	38	25	44	16	12	32	39	14
09:00	31	36	28	34	24	30	17	29	31	24
10:00	27	25	20	19	28	32	17	24	24	25
11:00	25	24	30	11	28	33	26	25	24	30
12:00	16	18	26	29	23	34	19	24	22	27
13:00	34	16	28	26	20	30	23	25	25	27
14:00	15	26	27	23	23	36	19	24	23	28
15:00	20	37	24	31	36	38	21	30	30	30
16:00	33	42	34	36	37	14	22	31	36	18
17:00	31	29	33	40	35	31	29	33	34	30
18:00	25	35	29	27	35	30	23	29	30	27
19:00	14	15	19	22	52	16	13	22	24	15
20:00	7	7	9	15	23	16	2	11	12	9
21:00	4	3	7	10	14	9	11	8	8	10
22:00	10	3	2	3	7	7	3	5	5	5
23:00	2	1	0	3	3	5	4	3	2	5
Total	367	402	390	389	473	396	279	385	404	338
% Heavy	4.6%	5.0%	5.4%	4.1%	4.7%	4.3%	2.5%	4.5%	4.8%	3.6%

Survey No.	5400	7 Day Total	2296
Road	Armstrong Court	% Heavies	4.62%
STAT	2 LOC's 5400_02	Weekday Total	1767
Direction	Combined E-W	% Heavies	5.15%
Location	At No. 86	Weekend Total	529
		% Heavies	2.84%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-29	08:00-33	08:00-34	08:00-32	08:00-37	10:00-30	10:00-21	08:00-26.9	08:00-33	10:00-25.5
PM Peak	16:00-29	15:00-32	16:00-49	16:00-39	17:00-42	12:00-35	13:00-27	16:00-31.1	16:00-34.2	12:00-23.5
00:00	2	2	0	0	0	1	1	1	1	1
01:00	0	0	0	2	0	1	2	1	0	2
02:00	0	0	1	0	0	0	0	0	0	0
03:00	0	1	0	0	0	1	0	0	0	1
04:00	0	1	1	1	0	0	0	0	1	0
05:00	3	3	2	3	0	2	2	2	2	2
06:00	7	3	8	6	0	3	1	4	5	2
07:00	16	22	33	23	15	7	4	17	22	6
08:00	29	33	34	32	37	15	8	27	33	12
09:00	22	29	29	32	20	17	18	24	26	18
10:00	17	18	16	24	19	30	21	21	19	26
11:00	19	20	29	21	17	19	13	20	21	16
12:00	18	18	28	25	20	35	12	22	22	24
13:00	15	23	15	31	18	19	27	21	20	23
14:00	12	26	23	28	28	18	15	21	23	17
15:00	19	32	22	37	37	19	23	27	29	21
16:00	29	23	49	39	31	21	26	31	34	24
17:00	21	29	39	37	42	19	16	29	34	18
18:00	21	28	32	21	36	24	21	26	28	23
19:00	9	12	27	0	23	15	10	14	14	13
20:00	7	9	10	0	24	9	15	11	10	12
21:00	9	6	5	0	5	5	6	5	5	6
22:00	0	1	0	0	3	7	0	2	1	4
23:00	5	0	1	0	7	0	1	2	3	1
Total	280	339	404	362	382	287	242	328	353	265
% Heavy	3.9%	5.0%	5.4%	7.5%	3.7%	2.4%	3.3%	4.6%	5.1%	2.8%

Survey No.	5400	7 Day Total	6420
Road	Fernwick St	% Heavies	2.07%
STAT	3 LOC's 5400_03	Weekday Total	4784
Direction	Combined E-W	% Heavies	2.57%
Location	Btw Bowen St and Chadstone Rd	Weekend Total	1636
		% Heavies	0.61%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-76	08:00-86	08:00-83	08:00-83	08:00-100	11:00-89	11:00-65	08:00-69.6	08:00-85.6	11:00-77
PM Peak	15:00-66	15:00-88	16:00-92	16:00-99	17:00-112	13:00-102	13:00-59	16:00-77.6	16:00-85.4	13:00-80.5
00:00	2	2	3	1	2	2	12	3	2	7
01:00	0	0	0	2	0	1	11	2	0	6
02:00	0	0	1	1	1	1	7	2	1	4
03:00	0	0	0	0	0	0	0	0	0	0
04:00	1	2	1	1	2	0	0	1	1	0
05:00	5	2	5	3	8	2	2	4	5	2
06:00	31	25	20	23	19	7	4	18	24	6
07:00	61	48	61	58	46	19	8	43	55	14
08:00	76	86	83	83	100	43	16	70	86	30
09:00	69	60	68	62	68	71	43	63	65	57
10:00	59	63	47	59	58	85	53	61	57	69
11:00	56	56	63	63	67	89	65	66	61	77
12:00	64	54	48	59	53	89	45	59	56	67
13:00	46	47	55	52	62	102	59	60	52	81
14:00	50	54	57	72	70	74	53	61	61	64
15:00	66	88	83	89	79	78	47	76	81	63
16:00	63	71	92	99	102	67	49	78	85	58
17:00	62	78	85	85	112	61	45	75	84	53
18:00	56	57	65	83	91	67	46	66	70	57
19:00	35	36	37	43	56	44	32	40	41	38
20:00	21	24	29	29	34	30	16	26	27	23
21:00	17	14	29	25	22	27	11	21	21	19
22:00	13	8	11	21	14	28	4	14	13	16
23:00	1	2	8	14	9	15	6	8	7	11
Total	854	877	951	1027	1075	1002	634	917	957	818
% Heavy	2.7%	2.2%	2.5%	2.5%	2.9%	0.6%	0.6%	2.1%	2.6%	0.6%

Survey No.	5400	7 Day Total	6163
Road	Fernwick St	% Heavies	2.09%
STAT	3 LOC's 5400_03	Weekday Total	4684
Direction	Combined E-W	% Heavies	2.37%
Location	Btw Bowen St and Chadstone Rd	Weekend Total	1479
		% Heavies	1.22%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-81	08:00-98	08:00-100	08:00-77	08:00-77	11:00-88	11:00-68	08:00-71.6	08:00-86.6	11:00-78
PM Peak	15:00-80	15:00-67	17:00-86	16:00-104	15:00-101	18:00-67	16:00-58	16:00-75.6	16:00-81.4	16:00-61
00:00	2	0	6	2	4	3	7	3	3	5
01:00	2	2	2	0	0	1	0	1	1	1
02:00	0	1	0	0	1	1	2	1	0	2
03:00	0	0	0	0	0	3	3	1	0	3
04:00	1	1	1	3	2	2	0	1	2	1
05:00	5	2	5	3	8	2	0	4	5	1
06:00	22	25	19	16	16	2	3	15	20	3
07:00	57	52	53	53	48	17	11	42	53	14
08:00	81	98	100	77	77	43	25	72	87	34
09:00	65	56	52	66	72	67	45	60	62	56
10:00	50	43	40	71	54	87	48	56	52	68
11:00	67	33	51	51	50	88	68	58	50	78
12:00	65	42	48	45	67	53	55	54	53	54
13:00	66	53	40	51	62	45	53	53	54	49
14:00	73	44	53	78	66	57	47	60	63	52
15:00	80	67	81	71	101	66	51	74	80	59
16:00	67	63	81	104	92	64	58	76	81	61
17:00	79	64	86	88	85	60	43	72	80	52
18:00	56	66	62	78	94	67	39	66	71	53
19:00	28	38	55	48	66	36	36	44	47	36
20:00	31	31	29	35	49	26	22	32	35	24
21:00	14	20	16	28	23	19	9	18	20	14
22:00	11	8	14	10	18	19	7	12	12	13
23:00	2	3	6	6	9	13	6	6	5	10
Total	924	812	900	984	1064	841	638	880	937	740
% Heavy	2.4%	1.8%	3.0%	2.4%	2.2%	1.4%	0.9%	2.1%	2.4%	1.2%

Survey No.	5400	7 Day Total	2190
Road	Bowen St	% Heavies	2.33%
STAT	4 LOC's 5400_04	Weekday Total	1567
Direction	Combined N-S	% Heavies	2.55%
Location	At No. 31	Weekend Total	623
		% Heavies	1.77%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	11:00-18	10:00-31	08:00-32	08:00-28	08:00-31	09:00-30	11:00-24	11:00-22.4	08:00-25	11:00-27
PM Peak	16:00-21	15:00-28	17:00-32	18:00-36	17:00-44	13:00-34	12:00-26	17:00-24.6	17:00-28.8	13:00-26.5
00:00	2	0	4	0	3	1	14	3	2	8
01:00	0	0	0	3	0	0	13	2	1	7
02:00	0	0	3	0	0	1	4	1	1	3
03:00	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	1
05:00	3	3	0	2	3	1	2	2	2	2
06:00	10	5	8	5	13	3	2	7	8	3
07:00	15	19	23	18	27	4	2	15	20	3
08:00	17	17	32	28	31	10	6	20	25	8
09:00	14	23	15	21	23	30	14	20	19	22
10:00	16	31	21	20	20	30	18	22	22	24
11:00	18	15	24	26	20	30	24	22	21	27
12:00	17	15	19	14	25	26	26	20	18	26
13:00	11	14	17	13	21	34	19	18	15	27
14:00	11	15	23	22	12	17	22	17	17	20
15:00	16	28	18	29	18	32	13	22	22	23
16:00	21	18	26	31	29	25	14	23	25	20
17:00	20	19	32	29	44	14	14	25	29	14
18:00	20	21	17	36	22	24	20	23	23	22
19:00	15	13	18	19	13	12	13	15	16	13
20:00	11	11	10	10	17	20	7	12	12	14
21:00	10	11	9	8	9	19	8	11	9	14
22:00	3	6	4	9	5	18	2	7	5	10
23:00	0	1	3	5	3	13	1	4	2	7
Total	250	285	326	348	358	365	258	313	313	312
% Heavy	2.0%	3.2%	2.8%	2.6%	2.2%	1.4%	2.3%	2.3%	2.6%	1.8%

Survey No.	5400	7 Day Total	2036
Road	Bowen St	% Heavies	4.37%
STAT	4 LOC's 5400_04	Weekday Total	1520
Direction	Combined N-S	% Heavies	5.53%
Location	At No. 31	Weekend Total	516
		% Heavies	0.97%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-24	08:00-31	08:00-22	08:00-36	08:00-26	11:00-31	10:00-18	08:00-22.4	08:00-27.8	10:00-24
PM Peak	14:00-27	18:00-35	15:00-28	17:00-28	15:00-36	14:00-31	15:00-18	15:00-24.7	15:00-25.4	14:00-23
00:00	1	1	4	2	0	0	0	1	2	0
01:00	1	0	0	0	0	1	0	0	0	1
02:00	0	0	0	0	1	1	2	1	0	2
03:00	0	0	0	0	0	1	3	1	0	2
04:00	1	0	0	0	0	1	0	0	0	1
05:00	2	2	3	5	2	1	1	2	3	1
06:00	8	13	6	7	9	2	3	7	9	3
07:00	14	16	16	12	12	2	4	11	14	3
08:00	24	31	22	36	26	13	5	22	28	9
09:00	22	11	11	22	21	23	13	18	17	18
10:00	17	13	17	23	12	30	18	19	16	24
11:00	22	10	15	18	21	31	16	19	17	24
12:00	24	21	14	20	18	19	14	19	19	17
13:00	16	20	17	25	11	17	15	17	18	16
14:00	27	19	20	20	19	31	15	22	21	23
15:00	19	22	28	22	36	28	18	25	25	23
16:00	21	20	23	20	31	27	18	23	23	23
17:00	20	20	15	28	30	19	14	21	23	17
18:00	14	35	19	26	23	18	15	21	23	17
19:00	12	13	17	16	14	11	12	14	14	12
20:00	13	9	5	16	18	9	5	11	12	7
21:00	8	8	6	2	12	9	6	7	7	8
22:00	10	2	12	5	15	15	1	9	9	8
23:00	1	0	4	5	2	7	2	3	2	5
Total	297	286	274	330	333	316	200	291	304	258
% Heavy	5.1%	2.8%	5.1%	10.0%	4.2%	0.9%	1.0%	4.4%	5.5%	1.0%

Survey No.	5400	7 Day Total	93381
Road	Chadstone Rd	% Heavies	2.57%
STAT	5 LOC's 5400_05	Weekday Total	67628
Direction	Combined N-S	% Heavies	3.09%
Location	Just North of Fernwick St	Weekend Total	25753
		% Heavies	1.20%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-1038	08:00-1071	08:00-1005	08:00-1002	08:00-1036	11:00-1267	11:00-1028	11:00-960.3	08:00-1030.4	11:00-1147.5
PM Peak	17:00-1079	17:00-1141	17:00-1155	17:00-1285	17:00-1336	12:00-1402	12:00-1102	17:00-1145.1	17:00-1199.2	12:00-1252
00:00	31	44	34	39	39	84	109	54	37	97
01:00	22	25	18	15	16	35	61	27	19	48
02:00	18	10	7	16	14	29	35	18	13	32
03:00	8	4	7	10	6	10	22	10	7	16
04:00	14	17	10	18	20	14	19	16	16	17
05:00	86	81	86	66	81	29	20	64	80	25
06:00	273	252	262	252	282	97	83	214	264	90
07:00	629	626	644	661	592	178	121	493	630	150
08:00	1038	1071	1005	1002	1036	499	212	838	1030	356
09:00	812	841	895	923	953	878	588	841	885	733
10:00	720	849	844	803	866	1225	909	888	816	1067
11:00	792	852	906	913	964	1267	1028	960	885	1148
12:00	869	873	913	941	1043	1402	1102	1020	928	1252
13:00	807	870	903	967	960	1303	1036	978	901	1170
14:00	940	909	926	993	1021	1276	983	1007	958	1130
15:00	1005	1103	1039	1174	1123	1332	983	1108	1089	1158
16:00	1009	1089	1113	1233	1208	1168	970	1113	1130	1069
17:00	1079	1141	1155	1285	1336	1130	890	1145	1199	1010
18:00	678	718	798	1068	1162	918	635	854	885	777
19:00	433	445	513	805	853	657	484	599	610	571
20:00	307	298	334	662	615	480	238	419	443	359
21:00	274	244	276	619	590	433	188	375	401	311
22:00	146	164	204	197	259	243	128	192	194	186
23:00	84	91	84	96	164	157	65	106	104	111
Total	12074	12617	12976	14758	15203	14844	10909	13340	13526	12877
% Heavy	3.5%	3.7%	3.0%	2.9%	2.5%	1.3%	1.1%	2.6%	3.1%	1.2%

Survey No.	5400	7 Day Total	92503
Road	Chadstone Rd	% Heavies	2.80%
STAT	5 LOC's 5400_05	Weekday Total	67793
Direction	Combined N-S	% Heavies	3.33%
Location	Just North of Fernwick St	Weekend Total	24710
		% Heavies	1.34%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	7 Day	Weekday	Weekend
Date	29/10/2018	30/10/2018	24/10/2018	25/10/2018	26/10/2018	27/10/2018	28/10/2018	Average	Average	Average
AM Peak	08:00-972	08:00-1084	08:00-1082	08:00-1049	08:00-993	10:00-1088	11:00-1024	11:00-908.4	08:00-1036	11:00-1052.5
PM Peak	17:00-1053	17:00-1107	17:00-1153	17:00-1285	15:00-1239	12:00-1241	12:00-1117	17:00-1106.1	17:00-1163.4	12:00-1179
00:00	30	36	37	51	70	114	95	62	45	105
01:00	22	12	18	20	22	35	52	26	19	44
02:00	17	16	18	7	15	20	29	17	15	25
03:00	8	12	7	9	11	27	29	15	9	28
04:00	18	18	14	15	20	13	10	15	17	12
05:00	74	76	74	68	76	43	32	63	74	38
06:00	242	293	261	272	259	97	64	213	265	81
07:00	604	653	628	672	613	194	109	496	634	152
08:00	972	1084	1082	1049	993	526	217	846	1036	372
09:00	913	873	934	962	886	925	633	875	914	779
10:00	826	760	725	806	876	1088	884	852	799	986
11:00	814	786	863	842	949	1081	1024	908	851	1053
12:00	985	870	956	944	956	1241	1117	1010	942	1179
13:00	941	856	867	910	1018	1094	1073	966	918	1084
14:00	900	863	926	935	1125	1073	1032	979	950	1053
15:00	965	992	1129	1207	1239	1149	1056	1105	1106	1103
16:00	1016	974	1136	1217	1219	1036	996	1085	1112	1016
17:00	1053	1107	1153	1285	1219	971	955	1106	1163	963
18:00	728	791	881	1171	1117	866	673	890	938	770
19:00	421	471	506	801	778	580	503	580	595	542
20:00	327	343	290	617	638	479	276	424	443	378
21:00	251	269	334	629	604	400	232	388	417	316
22:00	132	166	200	193	235	233	139	185	185	186
23:00	77	76	115	130	156	145	50	107	111	98
Total	12336	12397	13154	14812	15094	13430	11280	13215	13559	12355
% Heavy	3.8%	3.4%	3.4%	3.2%	2.9%	1.6%	1.0%	2.8%	3.3%	1.3%

Survey No.	5400	7 Day Total	11699
Road	Ivanhoe Grove	% Heavies	3.16%
STAT	6 LOC's 5400_06	Weekday Total	8030
Direction	Combined N-S	% Heavies	3.50%
Location	Btw Waverley Rd and Rob Roy Rd	Weekend Total	3669
		% Heavies	2.43%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-194	08:00-211	08:00-233	08:00-188	08:00-183	11:00-260	10:00-152	08:00-163.9	08:00-201.8	10:00-193.5
PM Peak	15:00-208	14:00-103	15:00-175	15:00-214	15:00-183	12:00-242	13:00-163	15:00-171	15:00-175.4	12:00-193
00:00	6	9	10	0	9	8	15	8	7	12
01:00	4	4	2	0	1	12	7	4	2	10
02:00	3	3	2	0	1	4	5	3	2	5
03:00	2	0	3	0	1	3	3	2	1	3
04:00	5	4	2	0	3	0	6	3	3	3
05:00	8	3	9	0	11	4	4	6	6	4
06:00	39	40	45	0	37	16	12	27	32	14
07:00	97	93	86	1	86	25	17	58	73	21
08:00	194	211	233	188	183	93	45	164	202	69
09:00	178	127	141	161	127	141	64	134	147	103
10:00	119	104	110	109	134	235	152	138	115	194
11:00	108	94	118	84	77	260	98	120	96	179
12:00	121	90	74	98	113	242	144	126	99	193
13:00	90	80	77	90	97	211	163	115	87	187
14:00	90	103	89	135	116	205	131	124	107	168
15:00	208	97	175	214	183	205	115	171	175	160
16:00	130	49	169	117	158	161	123	130	125	142
17:00	163	26	115	185	0	129	117	105	98	123
18:00	103	14	0	137	29	96	68	64	57	82
19:00	101	5	0	106	130	70	49	66	68	60
20:00	56	2	0	94	77	40	46	45	46	43
21:00	40	6	0	63	43	34	28	31	30	31
22:00	21	5	0	16	41	27	15	18	17	21
23:00	10	3	0	20	27	10	11	12	12	11
Total	1896	1172	1460	1818	1684	2231	1438	1671	1606	1835
% Heavy	3.3%	4.4%	3.2%	3.7%	3.1%	2.5%	2.3%	3.2%	3.5%	2.4%

Survey No.	5400	7 Day Total	10897
Road	Ivanhoe Grove	% Heavies	3.49%
STAT	6 LOC's 5400_06	Weekday Total	8075
Direction	Combined N-S	% Heavies	4.04%
Location	Btw Waverley Rd and Rob Roy Rd	Weekend Total	2822
		% Heavies	1.91%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	06:00-42	08:00-200	11:00-126	08:00-202	08:00-204	10:00-150	10:00-93	08:00-103.9	08:00-125.6	10:00-121.5
PM Peak	15:00-195	17:00-172	15:00-182	15:00-209	15:00-206	12:00-176	14:00-150	15:00-169.7	15:00-192.2	12:00-154.5
00:00	3	7	0	10	7	0	15	6	5	8
01:00	4	3	0	3	2	0	15	4	2	8
02:00	0	0	0	0	4	0	7	2	1	4
03:00	3	0	0	3	2	0	3	2	2	2
04:00	2	2	0	4	1	0	5	2	2	3
05:00	12	4	0	11	13	0	6	7	8	3
06:00	42	44	3	33	50	0	13	26	34	7
07:00	24	107	11	96	79	0	9	47	63	5
08:00	0	200	22	202	204	60	39	104	126	50
09:00	0	136	17	142	149	115	61	89	89	88
10:00	0	115	18	115	100	150	93	84	70	122
11:00	0	84	126	98	79	142	89	88	77	116
12:00	0	115	73	104	88	176	133	98	76	155
13:00	60	72	69	103	88	145	99	91	78	122
14:00	120	98	86	105	103	150	150	116	102	150
15:00	195	169	182	209	206	121	106	170	192	114
16:00	138	159	159	121	142	119	123	137	144	121
17:00	170	172	158	164	150	98	97	144	163	98
18:00	130	135	146	121	111	83	69	114	129	76
19:00	83	100	78	101	83	62	41	78	89	52
20:00	62	77	61	66	63	53	28	59	66	41
21:00	38	47	52	81	43	33	34	47	52	34
22:00	25	28	32	26	28	29	14	26	28	22
23:00	12	14	13	25	20	28	9	17	17	19
Total	1123	1888	1306	1943	1815	1564	1258	1557	1615	1411
% Heavy	4.2%	4.0%	2.9%	3.7%	5.2%	1.6%	2.3%	3.5%	4.0%	1.9%

Survey No.	5400	7 Day Total	6391
Road	Abbotsford Ave	% Heavies	4.74%
STAT	7 LOC's 5400_07	Weekday Total	4520
Direction	Combined E-W	% Heavies	5.62%
Location	At No. 18	Weekend Total	1871
		% Heavies	2.62%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-93	08:00-115	08:00-129	08:00-101	08:00-104	11:00-148	11:00-49	08:00-85	08:00-108.4	11:00-98.5
PM Peak	15:00-88	15:00-88	15:00-88	15:00-115	15:00-108	12:00-155	12:00-78	15:00-91.6	15:00-97.4	12:00-116.5
00:00	5	3	1	2	3	7	3	3	3	5
01:00	2	1	1	1	1	1	9	2	1	5
02:00	3	1	0	0	1	1	1	1	1	1
03:00	1	1	1	0	0	1	2	1	1	2
04:00	1	0	1	0	2	0	3	1	1	2
05:00	4	3	8	3	6	1	4	4	5	3
06:00	13	16	8	8	16	7	7	11	12	7
07:00	43	52	36	55	52	12	8	37	48	10
08:00	93	115	129	101	104	38	15	85	108	27
09:00	64	63	73	95	77	82	28	69	74	55
10:00	66	39	46	53	45	133	44	61	50	89
11:00	38	58	50	40	40	148	49	60	45	99
12:00	44	42	54	43	47	155	78	66	46	117
13:00	34	37	41	47	29	121	57	52	38	89
14:00	44	35	44	76	55	111	49	59	51	80
15:00	88	88	88	115	108	110	44	92	97	77
16:00	53	67	86	60	78	98	53	71	69	76
17:00	81	86	75	76	92	81	64	79	82	73
18:00	57	52	58	70	83	53	40	59	64	47
19:00	26	23	35	42	71	35	23	36	39	29
20:00	20	20	19	49	48	23	17	28	31	20
21:00	13	12	8	23	26	17	12	16	16	15
22:00	11	15	13	11	11	12	1	11	12	7
23:00	10	5	11	12	9	12	1	9	9	7
Total	814	834	886	982	1004	1259	612	913	904	936
% Heavy	6.0%	6.5%	4.5%	6.1%	5.1%	3.0%	1.8%	4.7%	5.6%	2.6%

Survey No.	5400	7 Day Total	5418
Road	Abbotsford Ave	% Heavies	5.19%
STAT	7 LOC's 5400_07	Weekday Total	4121
Direction	Combined E-W	% Heavies	5.78%
Location	At No. 18	Weekend Total	1297
		% Heavies	3.32%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-89	08:00-63	08:00-93	08:00-100	08:00-97	10:00-88	11:00-48	08:00-68.1	08:00-88.4	11:00-62.5
PM Peak	15:00-94	17:00-75	15:00-88	17:00-99	15:00-104	15:00-76	15:00-60	15:00-76.7	15:00-80.2	15:00-68
00:00	2	2	4	3	4	7	1	3	3	4
01:00	0	0	1	1	3	4	5	2	1	5
02:00	2	1	1	1	2	2	3	2	1	3
03:00	1	0	0	0	1	1	5	1	0	3
04:00	0	1	0	3	1	1	0	1	1	1
05:00	6	4	3	1	2	2	2	3	3	2
06:00	9	12	8	11	16	4	4	9	11	4
07:00	51	46	44	45	40	8	6	34	45	7
08:00	89	63	93	100	97	22	13	68	88	18
09:00	82	27	57	60	83	42	27	54	62	35
10:00	39	50	38	37	44	88	29	46	42	59
11:00	44	53	35	74	49	77	48	54	51	63
12:00	49	50	48	71	47	67	47	54	53	57
13:00	32	38	44	37	39	64	43	42	38	54
14:00	55	43	42	42	56	62	57	51	48	60
15:00	94	72	88	43	104	76	60	77	80	68
16:00	43	64	68	74	61	43	53	58	62	48
17:00	73	75	65	99	66	45	58	69	76	52
18:00	59	62	57	64	79	39	38	57	64	39
19:00	34	28	36	37	37	33	21	32	34	27
20:00	29	21	16	26	30	18	15	22	24	17
21:00	11	20	12	15	20	15	9	15	16	12
22:00	13	12	16	6	12	13	8	11	12	11
23:00	10	6	11	6	8	9	3	8	8	6
Total	827	750	787	856	901	742	555	774	824	649
% Heavy	6.2%	6.3%	6.1%	5.0%	5.4%	4.0%	2.3%	5.2%	5.8%	3.3%

Survey No.	5400	7 Day Total	4845
Road	Quentin Rd	% Heavies	3.22%
STAT	8 LOC's 5400_08	Weekday Total	3510
Direction	Combined N-S	% Heavies	3.76%
Location	At No. 26	Weekend Total	1335
		% Heavies	1.80%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-94	08:00-114	09:00-82	08:00-91	08:00-96	11:00-104	10:00-37	08:00-66.4	08:00-85.8	11:00-70
PM Peak	15:00-81	15:00-88	16:00-74	15:00-110	15:00-82	12:00-119	13:00-53	15:00-76.6	15:00-84.8	12:00-85
00:00	1	1	2	2	3	5	8	3	2	7
01:00	0	1	2	1	0	6	4	2	1	5
02:00	1	1	0	1	0	2	0	1	1	1
03:00	1	0	1	2	1	1	1	1	1	1
04:00	1	0	1	0	2	0	3	1	1	2
05:00	3	0	3	3	5	0	0	2	3	0
06:00	7	11	8	8	18	2	2	8	10	2
07:00	28	39	30	38	34	8	8	26	34	8
08:00	94	114	34	91	96	24	12	66	86	18
09:00	79	58	82	90	62	50	17	63	74	34
10:00	53	38	30	34	36	84	37	45	38	61
11:00	33	53	54	22	27	104	36	47	38	70
12:00	39	19	24	23	44	119	51	46	30	85
13:00	29	20	33	29	35	77	53	39	29	65
14:00	38	25	20	49	43	76	53	43	35	65
15:00	81	88	63	110	82	75	37	77	85	56
16:00	46	69	74	41	65	73	44	59	59	59
17:00	69	74	54	60	66	41	36	57	65	39
18:00	37	26	34	39	46	26	26	33	36	26
19:00	23	26	20	28	36	31	19	26	27	25
20:00	14	16	13	38	24	12	23	20	21	18
21:00	7	8	12	20	25	18	7	14	14	13
22:00	6	7	9	4	12	11	6	8	8	9
23:00	3	3	9	4	9	5	2	5	6	4
Total	693	697	612	737	771	850	485	692	702	668
% Heavy	3.9%	3.0%	4.1%	5.0%	2.9%	2.1%	1.2%	3.2%	3.8%	1.8%

Survey No.	5400	7 Day Total	3773
Road	Quentin Rd	% Heavies	3.13%
STAT	8 LOC's 5400_08	Weekday Total	2794
Direction	Combined N-S	% Heavies	3.47%
Location	At No. 26	Weekend Total	979
		% Heavies	2.15%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-86	08:00-105	08:00-92	08:00-100	08:00-88	11:00-46	11:00-30	08:00-73.7	08:00-94.2	11:00-38
PM Peak	17:00-73	15:00-78	15:00-72	17:00-32	17:00-51	14:00-70	16:00-53	17:00-50.7	17:00-56.6	14:00-54.5
00:00	1	2	2	2	3	5	1	2	2	3
01:00	1	1	1	2	1	2	4	2	1	3
02:00	1	0	1	0	1	1	2	1	1	2
03:00	1	0	1	2	2	1	2	1	1	2
04:00	1	2	0	1	0	2	1	1	1	2
05:00	5	1	2	4	2	1	2	2	3	2
06:00	5	6	7	5	17	0	2	6	8	1
07:00	32	41	33	29	37	10	5	27	34	8
08:00	86	105	92	100	88	24	21	74	94	23
09:00	75	58	73	60	58	9	23	51	65	16
10:00	33	43	26	2	0	29	25	23	21	27
11:00	26	40	51	0	0	46	30	28	23	38
12:00	42	39	27	0	0	63	40	30	22	52
13:00	29	27	26	0	0	55	44	26	16	50
14:00	42	37	26	0	0	70	39	31	21	55
15:00	65	78	72	0	0	50	35	43	43	43
16:00	39	57	65	0	0	43	53	37	32	48
17:00	73	61	66	32	51	34	38	51	57	36
18:00	41	45	48	31	40	24	28	37	41	26
19:00	25	20	21	32	29	23	20	24	25	22
20:00	20	16	16	29	25	16	7	18	21	12
21:00	5	14	13	9	15	13	13	12	11	13
22:00	8	9	11	9	8	8	5	8	9	7
23:00	5	6	5	11	3	9	1	6	6	5
Total	661	708	685	360	380	538	441	539	559	490
% Heavy	3.9%	4.2%	3.6%	1.4%	2.9%	1.7%	2.7%	3.1%	3.5%	2.1%

Survey No.	5400	7 Day Total	6077
Road	Quentin Rd	% Heavies	2.86%
STAT	9 LOC's 5400_09	Weekday Total	4322
Direction	Combined N-S	% Heavies	3.38%
Location	Just North of Midlothian St	Weekend Total	1755
		% Heavies	1.60%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	7 Day	Weekday	Weekend
Date	22/10/2018	23/10/2018	17/10/2018	18/10/2018	19/10/2018	20/10/2018	21/10/2018	Average	Average	Average
AM Peak	08:00-79	08:00-81	08:00-105	08:00-83	08:00-77	11:00-95	11:00-69	08:00-68.6	08:00-85	11:00-82
PM Peak	17:00-79	15:00-87	16:00-88	15:00-111	17:00-98	16:00-111	12:00-81	15:00-82.9	15:00-85.8	12:00-91
00:00	4	1	1	1	3	3	6	3	2	5
01:00	1	1	3	1	0	6	10	3	1	8
02:00	1	1	0	1	0	3	2	1	1	3
03:00	0	0	0	2	0	0	3	1	0	2
04:00	0	0	0	0	4	0	3	1	1	2
05:00	7	6	10	5	7	0	3	5	7	2
06:00	14	15	11	12	26	5	4	12	16	5
07:00	43	50	45	52	43	12	6	36	47	9
08:00	79	81	105	83	77	32	23	69	85	28
09:00	68	60	69	70	66	48	36	60	67	42
10:00	52	43	39	37	45	89	55	51	43	72
11:00	42	52	44	36	57	95	69	56	46	82
12:00	38	45	43	35	59	101	81	57	44	91
13:00	41	46	41	48	52	88	68	55	46	78
14:00	45	43	42	66	51	92	76	59	49	84
15:00	76	87	65	111	90	93	58	83	86	76
16:00	51	76	88	56	79	111	59	74	70	85
17:00	79	86	76	66	98	76	70	79	81	73
18:00	47	52	57	57	82	49	59	58	59	54
19:00	37	33	33	48	61	45	21	40	42	33
20:00	26	20	23	34	50	17	16	27	31	17
21:00	14	11	15	26	25	23	12	18	18	18
22:00	9	12	20	15	14	16	4	13	14	10
23:00	8	5	14	7	12	6	1	8	9	4
Total	782	826	844	869	1001	1010	745	868	864	878
% Heavy	3.1%	3.0%	3.0%	4.3%	3.5%	2.1%	0.9%	2.9%	3.4%	1.6%

Survey No.	5400	7 Day Total	5806
Road	Quentin Rd	% Heavies	3.38%
STAT	9 LOC's 5400_09	Weekday Total	4333
Direction	Combined N-S	% Heavies	3.67%
Location	Just North of Midlothian St	Weekend Total	1473
		% Heavies	2.51%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-80	08:00-100	09:00-77	08:00-78	08:00-91	11:00-68	11:00-58	08:00-68.6	08:00-84.8	11:00-63
PM Peak	17:00-82	17:00-84	15:00-81	15:00-100	15:00-101	12:00-84	13:00-69	15:00-78.4	15:00-86.6	13:00-75.5
00:00	0	1	2	5	2	11	0	3	2	6
01:00	0	1	2	0	1	3	4	2	1	4
02:00	2	0	1	0	1	0	2	1	1	1
03:00	0	1	0	1	2	1	1	1	1	1
04:00	1	3	0	2	1	5	1	2	1	3
05:00	10	3	4	3	7	2	4	5	5	3
06:00	9	9	15	12	17	2	6	10	12	4
07:00	57	52	44	40	52	10	9	38	49	10
08:00	80	100	75	78	91	34	22	69	85	28
09:00	67	49	77	64	66	38	32	56	65	35
10:00	50	48	39	39	55	65	47	49	46	56
11:00	45	46	47	34	58	68	58	51	46	63
12:00	51	41	50	59	44	84	60	56	49	72
13:00	42	40	61	48	48	82	69	56	48	76
14:00	60	40	51	54	57	73	68	58	52	71
15:00	72	79	81	100	101	58	58	78	87	58
16:00	52	79	74	76	73	64	59	68	71	62
17:00	82	84	74	78	74	53	52	71	78	53
18:00	53	61	66	61	64	52	45	57	61	49
19:00	34	29	31	59	54	30	35	39	41	33
20:00	33	18	24	37	40	25	20	28	30	23
21:00	13	11	11	15	22	12	9	13	14	11
22:00	8	8	14	18	9	15	9	12	11	12
23:00	5	7	8	13	11	11	5	9	9	8
Total	826	810	851	896	950	798	675	829	867	737
% Heavy	3.8%	3.8%	3.5%	3.2%	4.0%	2.8%	2.2%	3.4%	3.7%	2.5%

Survey No.	5400	7 Day Total	1824
Road	Durward Rd	% Heavies	2.25%
STAT	10 LOC's 5400_10	Weekday Total	1281
Direction	Combined N-S	% Heavies	2.65%
Location	At No. 5	Weekend Total	543
		% Heavies	1.29%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-21	08:00-23	08:00-31	08:00-19	08:00-26	11:00-26	10:00-22	08:00-19	08:00-24	10:00-20.5
PM Peak	17:00-24	15:00-34	15:00-22	15:00-25	18:00-24	14:00-45	13:00-21	15:00-24.4	15:00-23.6	14:00-32
00:00	3	4	1	0	0	5	6	3	2	6
01:00	2	0	0	0	0	0	2	1	0	1
02:00	0	0	0	0	0	2	1	0	0	2
03:00	1	0	0	0	0	1	1	0	0	1
04:00	0	0	0	0	0	0	1	0	0	1
05:00	5	2	5	2	0	0	1	2	3	1
06:00	5	3	4	3	6	2	2	4	4	2
07:00	12	12	14	18	22	5	2	12	16	4
08:00	21	23	31	19	26	6	7	19	24	7
09:00	15	18	29	18	13	18	13	18	19	16
10:00	15	11	16	9	10	19	22	15	12	21
11:00	13	15	15	16	13	26	12	16	14	19
12:00	12	12	11	22	11	27	18	16	14	23
13:00	14	23	9	12	12	29	21	17	14	25
14:00	19	17	13	14	13	45	19	20	15	32
15:00	18	34	22	25	19	36	17	24	24	27
16:00	13	22	21	22	19	27	19	20	19	23
17:00	24	29	15	24	22	13	12	20	23	13
18:00	13	17	15	22	24	16	12	17	18	14
19:00	8	6	14	9	14	14	11	11	10	13
20:00	9	15	8	11	14	7	15	11	11	11
21:00	7	9	6	7	11	6	2	7	8	4
22:00	5	1	6	6	2	7	7	5	4	7
23:00	2	2	2	2	1	3	6	3	2	5
Total	236	275	257	261	252	314	229	261	256	272
% Heavy	1.7%	3.3%	3.1%	4.2%	0.8%	1.9%	0.4%	2.2%	2.7%	1.3%

Survey No.	5400	7 Day Total	1658
Road	Durward Rd	% Heavies	3.02%
STAT	10 LOC's 5400_10	Weekday Total	1201
Direction	Combined N-S	% Heavies	3.00%
Location	At No. 5	Weekend Total	457
		% Heavies	3.06%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	09:00-19	09:00-24	08:00-25	09:00-27	08:00-22	11:00-31	10:00-15	09:00-22.3	09:00-22.8	11:00-21.5
PM Peak	15:00-23	15:00-26	15:00-21	15:00-33	15:00-24	15:00-24	14:00-20	15:00-23.6	15:00-25.4	15:00-19
00:00	0	0	0	4	0	1	4	1	1	3
01:00	0	0	0	0	1	0	9	1	0	5
02:00	0	0	0	0	0	1	2	0	0	2
03:00	1	0	0	0	0	1	0	0	0	1
04:00	0	0	0	2	0	2	0	1	0	1
05:00	3	2	4	3	1	1	1	2	3	1
06:00	7	5	4	2	8	0	3	4	5	2
07:00	8	15	9	19	20	7	1	11	14	4
08:00	16	17	25	15	22	12	6	16	19	9
09:00	19	24	22	27	22	28	14	22	23	21
10:00	9	9	9	8	15	14	15	11	10	15
11:00	11	18	8	8	21	31	12	16	13	22
12:00	10	16	13	13	12	16	17	14	13	17
13:00	14	12	17	17	5	19	14	14	13	17
14:00	12	6	11	9	12	11	20	12	10	16
15:00	23	26	21	33	24	24	14	24	25	19
16:00	20	22	18	25	14	15	16	19	20	16
17:00	18	23	10	23	20	16	16	18	19	16
18:00	11	16	13	22	22	14	10	15	17	12
19:00	12	8	9	6	10	17	13	11	9	15
20:00	8	9	15	12	8	7	7	9	10	7
21:00	5	13	1	10	15	6	9	8	9	8
22:00	3	7	8	5	1	7	1	5	5	4
23:00	2	1	1	1	5	3	0	2	2	2
Total	212	249	218	264	258	253	204	237	240	229
% Heavy	2.4%	2.0%	4.1%	2.7%	3.9%	3.2%	2.9%	3.0%	3.0%	3.1%

Survey No.	5400	7 Day Total	1402
Road	Rebecca Rd	% Heavies	1.64%
STAT	11 LOC's 5400_11	Weekday Total	973
Direction	Combined N-S	% Heavies	2.16%
Location	At No. 5	Weekend Total	429
		% Heavies	0.47%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-17	08:00-22	08:00-22	08:00-25	08:00-19	11:00-24	11:00-17	08:00-17.7	08:00-21	11:00-20.5
PM Peak	16:00-15	17:00-22	17:00-26	17:00-23	18:00-22	17:00-28	13:00-23	17:00-20.1	17:00-20.4	13:00-22
00:00	1	1	2	0	1	2	3	1	1	3
01:00	0	0	0	0	1	1	5	1	0	3
02:00	0	0	0	0	0	3	0	0	0	2
03:00	0	0	1	0	0	2	1	1	0	2
04:00	1	0	1	0	1	0	1	1	1	1
05:00	1	1	1	1	1	0	1	1	1	1
06:00	7	6	6	6	7	3	5	6	6	4
07:00	12	11	13	8	11	5	7	10	11	6
08:00	17	22	22	25	19	13	6	18	21	10
09:00	8	10	9	12	14	12	8	10	11	10
10:00	11	10	8	10	10	12	14	11	10	13
11:00	12	11	8	6	11	24	17	13	10	21
12:00	8	13	14	0	10	14	17	11	9	16
13:00	12	12	10	0	11	21	23	13	9	22
14:00	10	13	13	4	7	3	12	9	9	8
15:00	11	16	6	15	13	3	11	11	12	7
16:00	15	12	19	20	11	15	13	15	15	14
17:00	12	22	26	23	19	28	11	20	20	20
18:00	15	8	19	8	22	19	16	15	14	18
19:00	8	3	13	8	10	10	12	9	8	11
20:00	11	9	9	8	5	15	5	9	8	10
21:00	8	4	8	8	6	8	7	7	7	8
22:00	3	8	8	10	7	7	6	7	7	7
23:00	1	3	3	2	4	6	2	3	3	4
Total	184	195	219	174	201	226	203	200	195	215
% Heavy	4.3%	1.0%	1.8%	2.3%	1.5%	0.4%	0.5%	1.6%	2.2%	0.5%

Survey No.	5400	7 Day Total	1507
Road	Rebecca Rd	% Heavies	1.92%
STAT	11 LOC's 5400_11	Weekday Total	1020
Direction	Combined N-S	% Heavies	2.06%
Location	At No. 5	Weekend Total	487
		% Heavies	1.64%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-22	08:00-17	08:00-19	08:00-19	08:00-27	11:00-23	11:00-22	08:00-17.7	08:00-20.8	11:00-22.5
PM Peak	17:00-21	15:00-21	17:00-21	17:00-20	18:00-25	16:00-23	13:00-27	17:00-18.4	17:00-19.8	14:00-22
00:00	1	1	4	1	1	1	3	2	2	2
01:00	0	0	1	0	0	3	0	1	0	2
02:00	1	1	1	0	3	2	3	2	1	3
03:00	1	0	0	0	0	3	0	1	0	2
04:00	0	0	0	0	0	0	0	0	0	0
05:00	1	1	2	4	1	1	3	2	2	2
06:00	6	9	4	4	11	3	3	6	7	3
07:00	4	8	9	9	11	7	3	7	8	5
08:00	22	17	19	19	27	10	10	18	21	10
09:00	9	17	11	13	12	12	15	13	12	14
10:00	6	10	11	12	11	21	13	12	10	17
11:00	13	13	11	10	12	23	22	15	12	23
12:00	14	12	11	12	12	16	11	13	12	14
13:00	12	12	8	17	5	14	27	14	11	21
14:00	9	4	7	11	19	18	26	13	10	22
15:00	11	21	10	15	9	17	24	15	13	21
16:00	14	19	18	18	17	23	17	18	17	20
17:00	21	19	21	20	18	15	15	18	20	15
18:00	19	14	18	14	25	14	17	17	18	16
19:00	11	16	8	9	13	12	12	12	11	12
20:00	6	7	0	12	5	4	11	6	6	8
21:00	2	4	3	3	3	10	4	4	3	7
22:00	4	9	3	3	6	8	2	5	5	5
23:00	4	1	1	2	4	7	2	3	2	5
Total	191	215	181	208	225	244	243	215	204	244
% Heavy	1.6%	1.9%	1.7%	2.4%	2.7%	1.2%	2.1%	1.9%	2.1%	1.6%

Survey No.	5400	7 Day Total	1706
Road	Abbotsford Avenue	% Heavies	4.22%
STAT	12 LOC's 5400_12	Weekday Total	1208
Direction	Combined E-W	% Heavies	4.72%
Location	At No. 48	Weekend Total	498
		% Heavies	3.01%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-19	09:00-24	08:00-26	08:00-21	08:00-20	11:00-46	10:00-13	10:00-18.6	08:00-20	10:00-28.5
PM Peak	17:00-28	17:00-21	15:00-29	15:00-33	15:00-23	14:00-37	16:00-19	15:00-22.4	15:00-25.8	14:00-24
00:00	1	2	1	1	0	0	0	1	1	0
01:00	0	1	1	0	0	2	3	1	0	3
02:00	1	0	0	0	0	1	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	1
04:00	2	0	0	0	1	0	1	1	1	1
05:00	4	2	2	1	2	0	1	2	2	1
06:00	5	5	4	4	5	3	3	4	5	3
07:00	8	16	9	19	11	12	2	11	13	7
08:00	19	14	26	21	20	13	8	17	20	11
09:00	14	24	20	15	17	19	3	16	18	11
10:00	18	10	16	12	17	44	13	19	15	29
11:00	11	10	12	12	11	46	11	16	11	29
12:00	12	10	13	11	10	29	18	15	11	24
13:00	17	9	9	11	14	25	11	14	12	18
14:00	7	8	12	12	5	37	11	13	9	24
15:00	24	20	29	33	23	15	13	22	26	14
16:00	19	15	20	23	18	17	19	19	19	18
17:00	28	21	20	17	22	16	15	20	22	16
18:00	16	18	17	26	23	17	11	18	20	14
19:00	9	12	9	15	18	9	8	11	13	9
20:00	12	6	5	19	13	12	7	11	11	10
21:00	4	5	4	6	7	6	2	5	5	4
22:00	7	6	5	1	9	9	0	5	6	5
23:00	1	5	2	5	4	4	1	3	3	3
Total	239	219	236	264	250	337	161	244	242	249
% Heavy	3.3%	6.8%	3.0%	6.4%	4.0%	3.3%	2.5%	4.2%	4.7%	3.0%

Survey No.	5400	7 Day Total	1494
Road	Abbotsford Avenue	% Heavies	4.69%
STAT	12 LOC's 5400_12	Weekday Total	1128
Direction	Combined E-W	% Heavies	4.26%
Location	At No. 48	Weekend Total	366
		% Heavies	6.01%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-20	08:00-20	08:00-18	09:00-17	08:00-23	10:00-27	11:00-11	09:00-15.3	08:00-18.6	10:00-18
PM Peak	15:00-29	16:00-19	16:00-18	15:00-27	18:00-28	15:00-24	13:00-20	15:00-21.3	15:00-22.4	13:00-18.5
00:00	0	1	0	0	2	1	1	1	1	1
01:00	1	0	0	0	1	1	3	1	0	2
02:00	0	0	0	0	0	0	2	0	0	1
03:00	0	0	0	0	0	3	2	1	0	3
04:00	0	0	0	0	0	0	2	0	0	1
05:00	3	2	2	0	0	0	2	1	1	1
06:00	2	6	7	6	9	3	4	5	6	4
07:00	8	14	11	10	20	7	0	10	13	4
08:00	20	20	18	12	23	6	4	15	19	5
09:00	17	18	10	17	16	19	10	15	16	15
10:00	10	8	8	12	13	27	9	12	10	18
11:00	11	8	13	12	9	16	11	11	11	14
12:00	13	8	11	13	12	16	11	12	11	14
13:00	7	11	10	12	7	17	20	12	9	19
14:00	10	13	9	13	10	20	15	13	11	18
15:00	29	18	17	27	21	24	13	21	22	19
16:00	7	19	18	25	13	11	8	14	16	10
17:00	18	17	15	23	16	17	9	16	18	13
18:00	24	18	17	22	28	5	11	18	22	8
19:00	17	9	17	16	19	6	8	13	16	7
20:00	13	12	9	13	12	5	6	10	12	6
21:00	3	8	5	8	1	4	0	4	5	2
22:00	4	2	10	2	3	2	2	4	4	2
23:00	1	3	2	4	4	3	0	2	3	2
Total	218	215	209	247	239	213	153	213	226	183
% Heavy	4.6%	7.0%	1.9%	2.4%	5.4%	6.6%	5.2%	4.7%	4.3%	6.0%

Survey No.	5400	7 Day Total	2604
Road	Ivanhoe Grove	% Heavies	6.80%
STAT	13 LOC's 5400_13	Weekday Total	1949
Direction	Combined N-S	% Heavies	5.85%
Location	At No. 26	Weekend Total	655
		% Heavies	9.62%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	09:00-41	08:00-36	08:00-45	08:00-49	08:00-25	10:00-30	11:00-25	08:00-32.3	08:00-37.8	10:00-26.5
PM Peak	15:00-46	15:00-36	16:00-33	16:00-47	17:00-41	15:00-38	17:00-35	15:00-36	15:00-37.8	15:00-31.5
00:00	3	2	2	0	3	3	5	3	2	4
01:00	0	0	0	0	0	0	3	0	0	2
02:00	0	0	0	0	0	2	0	0	0	1
03:00	0	0	1	0	0	1	0	0	0	1
04:00	0	1	0	1	0	0	0	0	0	0
05:00	2	2	1	3	3	0	4	2	2	2
06:00	8	10	9	9	12	1	0	7	10	1
07:00	30	22	16	33	17	3	1	17	24	2
08:00	34	36	45	49	25	29	8	32	38	19
09:00	41	23	38	31	21	27	18	28	31	23
10:00	27	21	34	16	20	30	23	24	24	27
11:00	15	12	17	17	18	27	25	19	16	26
12:00	19	13	16	17	12	28	27	19	15	28
13:00	15	14	13	18	18	28	14	17	16	21
14:00	20	27	18	33	20	35	16	24	24	26
15:00	46	36	29	45	33	38	25	36	38	32
16:00	29	24	33	47	22	30	18	29	31	24
17:00	36	30	29	36	41	25	35	33	34	30
18:00	31	30	21	39	17	25	19	26	28	22
19:00	13	16	10	36	19	17	17	18	19	17
20:00	19	21	14	32	14	12	6	17	20	9
21:00	13	10	7	8	12	9	7	9	10	8
22:00	4	9	10	3	10	2	3	6	7	3
23:00	1	2	6	3	0	5	4	3	2	5
Total	406	361	369	476	337	377	278	372	390	328
% Heavy	3.4%	8.0%	4.1%	7.4%	6.2%	9.8%	9.4%	6.8%	5.8%	9.6%

Survey No.	5400	7 Day Total	2649
Road	Ivanhoe Grove	% Heavies	5.40%
STAT	13 LOC's 5400_13	Weekday Total	2084
Direction	Combined N-S	% Heavies	5.28%
Location	At No. 26	Weekend Total	565
		% Heavies	5.84%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-38	07:00-29	09:00-33	08:00-36	07:00-78	09:00-36	10:00-23	08:00-30	08:00-38.4	09:00-26.5
PM Peak	18:00-44	18:00-41	17:00-27	15:00-38	15:00-45	12:00-30	14:00-27	15:00-30.9	18:00-36.8	12:00-27
00:00	0	0	0	1	5	3	1	1	1	2
01:00	0	1	0	1	2	1	3	1	1	2
02:00	1	0	0	0	0	0	1	0	0	1
03:00	0	0	0	0	0	1	1	0	0	1
04:00	2	0	0	0	0	2	0	1	0	1
05:00	4	1	1	2	4	1	0	2	2	1
06:00	13	7	6	16	20	2	4	10	12	3
07:00	26	29	26	27	78	6	0	27	37	3
08:00	38	28	30	36	60	14	4	30	38	9
09:00	30	23	33	29	29	36	17	28	29	27
10:00	16	13	26	23	31	29	23	23	22	26
11:00	15	11	32	14	18	23	12	18	18	18
12:00	22	16	21	15	25	30	24	22	20	27
13:00	22	22	12	15	12	23	19	18	17	21
14:00	17	17	26	29	28	25	27	24	23	26
15:00	33	24	23	38	45	29	24	31	33	27
16:00	31	21	12	33	39	23	13	25	27	18
17:00	41	38	27	31	32	12	25	29	34	19
18:00	44	41	26	37	36	16	12	30	37	14
19:00	20	35	16	32	21	17	6	21	25	12
20:00	30	20	16	25	16	15	7	18	21	11
21:00	10	15	2	13	9	7	6	9	10	7
22:00	5	6	5	4	7	11	2	6	5	7
23:00	2	2	2	6	6	6	2	4	4	4
Total	422	370	342	427	523	332	233	378	417	283
% Heavy	3.8%	5.1%	5.0%	6.3%	5.9%	6.6%	4.7%	5.4%	5.3%	5.8%

Survey No.	5400	7 Day Total	9836
Road	Abbotsford Ave	% Heavies	3.59%
STAT	14 LOC's 5400_14	Weekday Total	7361
Direction	Combined E-W	% Heavies	4.01%
Location	Btw Chadstone Rd and Rob Roy Rd	Weekend Total	2475
		% Heavies	2.34%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-148	08:00-189	08:00-195	09:00-161	09:00-159	10:00-194	10:00-96	08:00-131	08:00-168.4	10:00-145
PM Peak	15:00-155	15:00-138	16:00-168	15:00-175	17:00-168	12:00-204	12:00-112	15:00-140.9	15:00-154.4	12:00-158
00:00	2	4	4	1	3	5	4	3	3	5
01:00	2	0	1	2	1	2	4	2	1	3
02:00	4	1	1	0	1	3	4	2	1	4
03:00	0	1	1	0	0	2	5	1	0	4
04:00	1	1	2	2	2	1	3	2	2	2
05:00	5	2	4	3	5	1	1	3	4	1
06:00	13	14	11	10	23	10	7	13	14	9
07:00	53	64	58	73	65	19	6	48	63	13
08:00	148	189	195	152	158	52	23	131	168	38
09:00	145	110	134	161	159	106	48	123	142	77
10:00	103	82	80	82	84	194	96	103	86	145
11:00	91	103	98	88	69	136	72	94	90	104
12:00	106	88	79	93	85	204	112	110	90	158
13:00	67	50	53	80	62	150	85	78	62	118
14:00	83	60	65	112	84	161	68	90	81	115
15:00	155	138	148	175	156	145	69	141	154	107
16:00	88	115	168	108	160	126	83	121	128	105
17:00	105	131	108	106	168	81	80	111	124	81
18:00	74	93	117	95	87	77	44	84	93	61
19:00	48	37	49	80	121	39	32	58	67	36
20:00	23	41	33	55	78	30	22	40	46	26
21:00	37	17	19	35	26	19	16	24	27	18
22:00	9	13	30	14	16	15	2	14	16	9
23:00	7	6	11	12	11	10	1	8	9	6
Total	1369	1360	1469	1539	1624	1588	887	1405	1472	1238
% Heavy	4.0%	3.8%	3.5%	5.4%	3.3%	2.1%	2.8%	3.6%	4.0%	2.3%

Survey No.	5400	7 Day Total	8522
Road	Abbotsford Ave	% Heavies	3.09%
STAT	14 LOC's 5400_14	Weekday Total	6542
Direction	Combined E-W	% Heavies	3.38%
Location	Btw Chadstone Rd and Rob Roy Rd	Weekend Total	1980
		% Heavies	2.12%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	09:00-153	08:00-170	08:00-151	08:00-134	08:00-146	10:00-153	11:00-65	08:00-113.9	08:00-147	10:00-105
PM Peak	15:00-139	15:00-117	16:00-163	15:00-186	15:00-161	12:00-108	15:00-103	15:00-135.4	15:00-148.2	15:00-103.5
00:00	6	2	7	1	3	5	3	4	4	4
01:00	0	0	0	2	3	7	2	2	1	5
02:00	2	1	1	1	3	2	2	2	2	2
03:00	2	1	0	0	1	4	6	2	1	5
04:00	1	1	1	4	2	2	1	2	2	2
05:00	7	5	3	0	2	2	2	3	3	2
06:00	6	16	12	11	20	6	4	11	13	5
07:00	67	62	59	58	55	16	6	46	60	11
08:00	134	170	151	134	146	42	20	114	147	31
09:00	153	116	104	134	140	94	38	111	129	66
10:00	60	85	75	79	78	153	57	84	75	105
11:00	75	76	64	103	80	123	65	84	80	94
12:00	62	98	67	123	65	108	64	84	83	86
13:00	0	74	55	63	59	83	55	56	50	69
14:00	0	71	57	88	97	98	77	70	63	88
15:00	139	117	138	186	161	104	103	135	148	104
16:00	86	111	163	112	89	68	92	103	112	80
17:00	113	113	102	134	106	71	91	104	114	81
18:00	71	99	128	83	77	54	46	80	92	50
19:00	53	36	45	72	40	50	28	46	49	39
20:00	33	34	23	31	36	34	16	30	31	25
21:00	35	29	26	36	24	23	16	27	30	20
22:00	11	14	22	7	13	13	11	13	13	12
23:00	9	3	6	4	8	10	3	6	6	7
Total	1125	1334	1309	1466	1308	1172	808	1217	1308	990
% Heavy	2.8%	3.0%	3.9%	3.8%	3.3%	2.0%	2.4%	3.1%	3.4%	2.1%

Survey No.	5400		7 Day Total	7684
Road	Bellevue Ave		% Heavies	2.58%
STAT	15	LOC's 5400_15	Weekday Total	5612
Direction	Combined E-W		% Heavies	2.89%
Location	At No. 1		Weekend Total	2072
			% Heavies	1.74%
Period	Wed 17 Oct - Tue 23 Oct 18			

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-142	07:00-126	08:00-135	07:00-124	08:00-122	11:00-90	11:00-76	08:00-102.3	08:00-126.2	11:00-83
PM Peak	17:00-109	15:00-82	16:00-91	15:00-93	17:00-107	13:00-120	14:00-96	15:00-87	17:00-95	14:00-101.5
00:00	10	5	5	5	4	12	13	8	6	13
01:00	1	0	2	0	2	5	8	3	1	7
02:00	1	0	0	2	1	4	5	2	1	5
03:00	2	0	0	0	1	1	3	1	1	2
04:00	3	2	1	1	6	2	1	2	3	2
05:00	16	17	7	17	11	3	3	11	14	3
06:00	38	36	47	40	44	15	6	32	41	11
07:00	118	126	110	124	111	28	14	90	118	21
08:00	142	122	135	110	122	49	36	102	126	43
09:00	64	64	69	86	55	54	39	62	68	47
10:00	53	44	49	36	45	77	64	53	45	71
11:00	63	43	39	61	62	90	76	62	54	83
12:00	64	62	53	45	53	119	67	66	55	93
13:00	63	51	44	65	73	120	70	69	59	95
14:00	49	51	67	69	64	107	96	72	60	102
15:00	80	82	84	93	93	111	66	87	86	89
16:00	64	76	91	74	70	102	59	77	75	81
17:00	109	82	89	88	107	74	55	86	95	65
18:00	55	64	67	80	95	68	61	70	72	65
19:00	44	48	37	53	75	69	38	52	51	54
20:00	34	37	27	44	43	35	32	36	37	34
21:00	17	26	22	35	32	33	24	27	26	29
22:00	15	14	21	20	25	25	11	19	19	18
23:00	7	9	12	5	14	16	6	10	9	11
Total	1112	1061	1078	1153	1208	1219	853	1098	1122	1036
% Heavy	2.9%	2.8%	2.8%	2.9%	3.0%	1.9%	1.5%	2.6%	2.9%	1.7%

Survey No.	5400		7 Day Total	7609
Road	Bellevue Ave		% Heavies	2.84%
STAT	15	LOC's 5400_15	Weekday Total	5613
Direction	Combined E-W		% Heavies	3.24%
Location	At No. 1		Weekend Total	1996
			% Heavies	1.70%
Period	Wed 24 Oct - Tue 30 Oct 18			

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	07:00-128	08:00-122	08:00-128	08:00-137	07:00-125	11:00-95	11:00-74	08:00-101.4	08:00-125.8	11:00-84.5
PM Peak	15:00-96	17:00-89	17:00-116	16:00-86	15:00-98	15:00-106	12:00-86	17:00-84.3	17:00-89.2	12:00-91
00:00	8	4	5	9	5	11	10	7	6	11
01:00	1	1	5	4	5	7	9	5	3	8
02:00	1	0	0	0	0	1	4	1	0	3
03:00	0	3	0	2	1	4	5	2	1	5
04:00	3	2	5	4	4	3	3	3	4	3
05:00	13	12	13	14	14	10	2	11	13	6
06:00	40	47	44	46	36	20	9	35	43	15
07:00	128	116	112	124	125	34	15	93	121	25
08:00	124	122	128	137	118	49	32	101	126	41
09:00	68	45	72	73	66	60	38	60	65	49
10:00	53	48	56	40	57	79	68	57	51	74
11:00	52	52	51	52	53	95	74	61	52	85
12:00	54	43	66	48	42	96	86	62	51	91
13:00	52	55	54	73	43	79	85	63	55	82
14:00	64	46	53	51	81	76	71	63	59	74
15:00	96	70	71	80	98	106	65	84	83	86
16:00	63	61	78	86	85	79	57	73	75	68
17:00	77	89	116	80	84	84	60	84	89	72
18:00	74	66	72	83	96	80	56	75	78	68
19:00	51	36	64	47	51	49	43	49	50	46
20:00	28	30	35	38	48	28	30	34	36	29
21:00	22	27	20	43	40	37	13	29	30	25
22:00	9	20	21	26	14	25	13	18	18	19
23:00	7	15	18	17	13	24	12	15	14	18
Total	1088	1010	1159	1177	1179	1136	860	1087	1123	998
% Heavy	4.0%	3.1%	3.5%	2.5%	3.1%	2.1%	1.2%	2.8%	3.2%	1.7%

Survey No.	5400	7 Day Total	2698
Road	Rangeview Ave	% Heavies	4.11%
STAT	16 LOC's 5400_16	Weekday Total	1891
Direction	Combined E-W	% Heavies	4.92%
Location	At No. 1	Weekend Total	807
		% Heavies	2.23%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-45	10:00-20	08:00-22	08:00-27	10:00-28	11:00-43	11:00-24	10:00-22.9	08:00-27	11:00-33.5
PM Peak	16:00-33	15:00-32	15:00-38	16:00-49	15:00-47	14:00-64	14:00-30	16:00-37.9	16:00-39.2	14:00-47
00:00	0	0	4	3	3	3	2	2	2	3
01:00	3	0	0	1	3	2	8	2	1	5
02:00	3	0	1	0	0	3	5	2	1	4
03:00	0	0	1	0	0	1	8	1	0	5
04:00	1	0	2	0	1	3	0	1	1	2
05:00	2	0	4	3	3	2	1	2	2	2
06:00	9	0	5	4	6	8	1	5	5	5
07:00	15	0	16	15	20	10	6	12	13	8
08:00	45	14	22	27	27	14	5	22	27	10
09:00	25	17	14	22	22	15	12	18	20	14
10:00	27	20	16	25	28	22	22	23	23	22
11:00	11	17	22	15	21	43	24	22	17	34
12:00	9	14	24	18	26	30	24	21	18	27
13:00	22	26	14	30	32	37	26	27	25	32
14:00	27	22	25	32	20	64	30	31	25	47
15:00	30	32	38	39	47	40	23	36	37	32
16:00	33	31	38	49	45	40	29	38	39	35
17:00	26	28	26	22	45	28	23	28	29	26
18:00	30	27	27	34	28	26	19	27	29	23
19:00	12	18	14	33	29	30	17	22	21	24
20:00	7	11	11	26	22	26	17	17	15	22
21:00	0	14	8	13	15	13	15	11	10	14
22:00	0	10	8	9	17	14	9	10	9	12
23:00	0	7	4	9	13	4	3	6	7	4
Total	337	308	344	429	473	478	329	385	378	404
% Heavy	5.3%	3.9%	5.2%	5.6%	4.4%	2.5%	1.8%	4.1%	4.9%	2.2%

Survey No.	5400	7 Day Total	2163
Road	Rangeview Ave	% Heavies	4.72%
STAT	16 LOC's 5400_16	Weekday Total	1764
Direction	Combined E-W	% Heavies	4.31%
Location	At No. 1	Weekend Total	399
		% Heavies	6.52%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	11:00-61	10:00-16	08:00-31	08:00-46	08:00-31	10:00-39	09:00-15	09:00-23.9	09:00-25.6	10:00-27
PM Peak	12:00-33	16:00-28	16:00-37	16:00-50	14:00-49	16:00-52	15:00-21	15:00-32.1	16:00-33.4	15:00-32.5
00:00	0	0	0	1	1	4	0	1	0	2
01:00	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0
03:00	0	0	0	0	0	4	0	1	0	2
04:00	0	0	0	1	2	1	0	1	1	1
05:00	0	0	0	2	1	2	0	1	1	1
06:00	0	0	0	4	8	7	0	3	2	4
07:00	0	0	0	16	15	5	0	5	6	3
08:00	0	0	31	46	31	16	0	18	22	8
09:00	44	15	21	19	29	24	15	24	26	20
10:00	42	16	13	11	26	39	15	23	22	27
11:00	61	12	20	19	13	18	2	21	25	10
12:00	33	20	19	29	18	37	0	22	24	19
13:00	23	23	27	28	23	41	0	24	25	21
14:00	19	5	21	18	49	39	0	22	22	20
15:00	23	24	29	49	35	44	21	32	32	33
16:00	24	28	37	50	28	52	6	32	33	29
17:00	19	27	36	47	38	7	0	25	33	4
18:00	28	22	22	31	32	0	0	19	27	0
19:00	9	21	19	25	26	0	0	14	20	0
20:00	0	16	13	15	14	0	0	8	12	0
21:00	0	9	5	17	16	0	0	7	9	0
22:00	0	5	3	10	10	0	0	4	6	0
23:00	0	7	5	1	13	0	0	4	5	0
Total	325	250	321	439	429	340	59	309	353	200
% Heavy	7.1%	2.8%	5.0%	4.6%	2.3%	5.0%	15.3%	4.7%	4.3%	6.5%

Survey No.	5400	7 Day Total	14675
Road	Midlothian St	% Heavies	2.85%
STAT	17 LOC's 5400_17	Weekday Total	10655
Direction	Combined E-W	% Heavies	3.31%
Location	Btw Guantlet Rd and Capon St	Weekend Total	4020
		% Heavies	1.62%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-226	08:00-204	08:00-228	08:00-197	08:00-206	11:00-207	11:00-142	08:00-176.7	08:00-212.2	11:00-174.5
PM Peak	17:00-196	17:00-171	16:00-192	15:00-209	17:00-224	14:00-219	12:00-157	17:00-182.1	17:00-193.4	14:00-185
00:00	7	10	7	8	7	12	21	10	8	17
01:00	5	2	2	1	5	11	18	6	3	15
02:00	0	1	1	2	3	9	6	3	1	8
03:00	2	0	1	3	1	1	3	2	1	2
04:00	4	2	2	2	5	3	2	3	3	3
05:00	23	23	24	28	15	7	5	18	23	6
06:00	55	56	57	58	76	21	13	48	60	17
07:00	191	182	147	181	154	49	20	132	171	35
08:00	226	204	228	197	206	104	72	177	212	88
09:00	119	137	139	149	143	131	102	131	137	117
10:00	95	99	96	89	103	168	140	113	96	154
11:00	97	86	104	110	99	207	142	121	99	175
12:00	105	113	116	113	118	194	157	131	113	176
13:00	110	109	111	103	116	167	137	122	110	152
14:00	121	114	120	125	117	219	151	138	119	185
15:00	164	170	148	209	203	209	145	178	179	177
16:00	153	156	192	184	170	183	118	165	171	151
17:00	196	171	176	200	224	161	147	182	193	154
18:00	125	145	152	147	164	132	133	143	147	133
19:00	73	91	85	110	106	93	78	91	93	86
20:00	61	68	66	94	88	67	55	71	75	61
21:00	43	50	50	72	76	60	42	56	58	51
22:00	32	34	39	41	46	39	32	38	38	36
23:00	14	12	19	20	26	21	13	18	18	17
Total	2021	2035	2082	2246	2271	2268	1752	2096	2131	2010
% Heavy	3.0%	3.3%	2.8%	3.9%	3.5%	1.6%	1.7%	2.8%	3.3%	1.6%

Survey No.	5400	7 Day Total	14511
Road	Midlothian St	% Heavies	3.03%
STAT	17 LOC's 5400_17	Weekday Total	10652
Direction	Combined E-W	% Heavies	3.40%
Location	Btw Guantlet Rd and Capon St	Weekend Total	3859
		% Heavies	2.02%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-200	08:00-211	08:00-214	08:00-217	08:00-199	11:00-190	11:00-135	08:00-171.6	08:00-208.2	11:00-162.5
PM Peak	15:00-166	17:00-193	17:00-193	16:00-209	15:00-192	12:00-181	15:00-164	15:00-170.1	17:00-177.6	15:00-167
00:00	11	4	6	8	11	15	12	10	8	14
01:00	3	2	5	4	7	7	16	6	4	12
02:00	2	3	2	1	1	4	5	3	2	5
03:00	2	2	0	2	2	6	5	3	2	6
04:00	4	5	5	9	5	7	2	5	6	5
05:00	27	20	22	25	19	16	6	19	23	11
06:00	48	60	63	64	66	33	17	50	60	25
07:00	173	174	159	170	176	62	20	133	170	41
08:00	200	211	214	217	199	103	57	172	208	80
09:00	157	119	164	132	143	141	104	137	143	123
10:00	108	95	108	103	132	181	121	121	109	151
11:00	84	106	104	111	117	190	135	121	104	163
12:00	103	105	139	123	103	181	147	129	115	164
13:00	91	103	119	114	99	137	160	118	105	149
14:00	116	96	121	124	138	138	162	128	119	150
15:00	166	162	140	197	192	170	164	170	171	167
16:00	153	144	188	209	167	149	132	163	172	141
17:00	158	193	193	175	169	146	133	167	178	140
18:00	135	129	152	164	173	130	136	146	151	133
19:00	82	94	106	99	108	100	84	96	98	92
20:00	68	62	67	80	84	77	65	72	72	71
21:00	35	48	32	69	74	50	28	48	52	39
22:00	17	40	37	51	50	44	18	37	39	31
23:00	13	20	21	21	25	31	12	20	20	22
Total	1956	1997	2167	2272	2260	2118	1741	2073	2130	1930
% Heavy	3.6%	4.1%	3.3%	3.3%	2.7%	2.1%	2.0%	3.0%	3.4%	2.0%

Survey No.	5400	7 Day Total	11619
Road	Midlothian St	% Heavies	4.58%
STAT	18 LOC's 5400_18	Weekday Total	8238
Direction	Combined E-W	% Heavies	5.12%
Location	Btw Warrigal Rd and Prior Rd	Weekend Total	3381
		% Heavies	3.25%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	07:00-202	08:00-180	08:00-158	07:00-160	07:00-145	11:00-144	11:00-104	08:00-128.6	07:00-157.6	11:00-124
PM Peak	17:00-127	15:00-118	16:00-136	15:00-117	17:00-147	14:00-165	15:00-134	17:00-125	17:00-123	15:00-143
00:00	20	8	7	8	3	15	26	12	9	21
01:00	7	4	5	5	1	10	25	8	4	18
02:00	2	1	0	5	4	9	6	4	2	8
03:00	4	0	2	1	6	4	8	4	3	6
04:00	3	4	1	3	8	4	4	4	4	4
05:00	38	21	28	35	23	10	13	24	29	12
06:00	67	66	57	63	66	20	16	51	64	18
07:00	202	133	148	160	145	47	19	122	158	33
08:00	141	180	158	151	129	87	54	129	152	71
09:00	90	96	110	122	90	93	100	100	102	97
10:00	62	71	60	69	81	119	93	79	69	106
11:00	68	75	70	89	54	144	104	86	71	124
12:00	82	84	79	81	90	124	119	94	83	122
13:00	96	92	87	84	87	133	131	101	89	132
14:00	85	78	97	75	93	165	113	101	86	139
15:00	110	118	117	117	125	152	134	125	117	143
16:00	124	99	136	117	114	149	118	122	118	134
17:00	127	110	120	111	147	127	133	125	123	130
18:00	74	92	124	87	103	122	108	101	96	115
19:00	61	60	69	106	108	83	74	80	81	79
20:00	52	50	80	79	81	75	51	67	68	63
21:00	42	50	33	93	88	84	33	60	61	59
22:00	20	22	25	33	55	49	19	32	31	34
23:00	17	18	23	41	40	35	20	28	28	28
Total	1594	1532	1636	1735	1741	1860	1521	1660	1648	1691
% Heavy	4.9%	5.9%	4.6%	5.2%	5.0%	3.1%	3.4%	4.6%	5.1%	3.3%

Survey No.	5400	7 Day Total	11947
Road	Midlothian St	% Heavies	4.92%
STAT	18 LOC's 5400_18	Weekday Total	8426
Direction	Combined E-W	% Heavies	5.45%
Location	Btw Warrigal Rd and Prior Rd	Weekend Total	3521
		% Heavies	3.66%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-162	07:00-150	07:00-177	07:00-197	07:00-166	10:00-148	10:00-113	07:00-133.3	07:00-169.2	10:00-130.5
PM Peak	17:00-100	17:00-128	16:00-144	16:00-124	17:00-128	12:00-153	13:00-141	17:00-119.1	17:00-117.6	13:00-140
00:00	13	2	9	14	17	23	22	14	11	23
01:00	2	2	4	8	10	7	20	8	5	14
02:00	3	1	2	2	3	6	9	4	2	8
03:00	4	8	2	5	3	6	12	6	4	9
04:00	10	5	6	8	8	4	1	6	7	3
05:00	23	23	30	30	28	20	9	23	27	15
06:00	66	65	74	77	72	41	17	59	71	29
07:00	156	150	177	197	166	66	21	133	169	44
08:00	162	142	158	153	159	78	55	130	155	67
09:00	96	102	106	96	104	127	96	104	101	112
10:00	58	70	77	77	89	148	113	90	74	131
11:00	51	70	97	72	64	137	105	85	71	121
12:00	78	70	103	99	78	153	116	100	86	135
13:00	86	83	95	83	86	139	141	102	87	140
14:00	91	76	99	91	89	132	124	100	89	128
15:00	99	96	114	121	116	133	138	117	109	136
16:00	91	72	144	124	122	121	103	111	111	112
17:00	100	128	117	115	128	122	124	119	118	123
18:00	93	99	88	99	124	96	108	101	101	102
19:00	71	82	81	112	108	103	119	97	91	111
20:00	61	47	64	86	88	83	77	72	69	80
21:00	35	51	28	111	78	68	40	59	61	54
22:00	24	47	23	58	48	47	32	40	40	40
23:00	12	29	27	25	45	35	24	28	28	30
Total	1485	1520	1725	1863	1833	1895	1626	1707	1685	1761
% Heavy	6.1%	6.3%	5.8%	5.0%	4.3%	3.9%	3.4%	4.9%	5.4%	3.7%

Survey No.	5400	7 Day Total	9065
Road	Chapman St	% Heavies	2.21%
STAT	19 LOC's 5400_19	Weekday Total	6578
Direction	Combined N-S	% Heavies	2.61%
Location	Btw Bellevue Ave and Midlothian St	Weekend Total	2487
		% Heavies	1.13%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-169	08:00-142	08:00-161	07:00-132	08:00-141	11:00-123	11:00-88	08:00-118.7	08:00-147.6	11:00-105.5
PM Peak	17:00-116	15:00-100	16:00-118	15:00-108	17:00-135	14:00-148	14:00-99	15:00-103.4	17:00-108.8	14:00-123.5
00:00	8	3	4	5	5	14	10	7	5	12
01:00	4	1	2	1	1	7	12	4	2	10
02:00	2	0	0	0	1	3	4	1	1	4
03:00	1	0	0	0	1	2	5	1	0	4
04:00	3	2	1	1	7	2	1	2	3	2
05:00	17	19	10	21	12	4	4	12	16	4
06:00	43	40	52	46	45	20	6	36	45	13
07:00	132	137	125	132	120	34	14	99	129	24
08:00	169	142	161	125	141	54	39	119	148	47
09:00	69	79	80	103	75	69	55	76	81	62
10:00	65	53	52	47	57	87	71	62	55	79
11:00	72	53	45	69	66	123	88	74	61	106
12:00	59	61	64	56	68	138	85	76	62	112
13:00	73	60	44	70	86	135	83	79	67	109
14:00	59	60	67	81	77	148	99	84	69	124
15:00	89	100	90	108	123	132	82	103	102	107
16:00	87	89	118	102	111	118	78	100	101	98
17:00	116	98	98	97	135	93	79	102	109	86
18:00	71	81	83	90	104	82	65	82	86	74
19:00	50	56	42	71	86	75	52	62	61	64
20:00	37	41	30	50	49	48	35	41	41	42
21:00	25	36	26	43	43	43	27	35	35	35
22:00	18	17	25	25	37	23	13	23	24	18
23:00	11	12	17	11	18	18	8	14	14	13
Total	1280	1240	1236	1354	1468	1472	1015	1295	1316	1244
% Heavy	2.6%	3.0%	2.3%	2.7%	2.5%	1.4%	0.8%	2.2%	2.6%	1.1%

Survey No.	5400	7 Day Total	8773
Road	Chapman St	% Heavies	2.80%
STAT	19 LOC's 5400_19	Weekday Total	6411
Direction	Combined N-S	% Heavies	3.17%
Location	Btw Bellevue Ave and Midlothian St	Weekend Total	2362
		% Heavies	1.82%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-145	08:00-143	08:00-147	08:00-157	08:00-135	11:00-101	11:00-83	08:00-116.3	08:00-145.4	11:00-92
PM Peak	15:00-102	17:00-121	17:00-121	16:00-123	17:00-107	12:00-115	13:00-100	17:00-101.7	17:00-106.8	12:00-104.5
00:00	8	3	9	9	5	12	11	8	7	12
01:00	1	1	5	4	5	8	12	5	3	10
02:00	3	1	0	0	0	1	1	1	1	1
03:00	0	1	0	1	1	3	5	2	1	4
04:00	4	2	5	4	4	5	1	4	4	3
05:00	19	15	15	16	17	10	1	13	16	6
06:00	41	50	49	55	44	27	10	39	48	19
07:00	139	134	117	134	132	41	17	102	131	29
08:00	145	143	147	157	135	53	34	116	145	44
09:00	87	66	88	82	68	77	46	73	78	62
10:00	58	54	65	38	61	98	76	64	55	87
11:00	53	53	55	54	53	101	83	65	54	92
12:00	57	50	74	60	48	115	94	71	58	105
13:00	52	62	67	60	49	97	100	70	58	99
14:00	67	54	65	62	87	93	94	75	67	94
15:00	102	84	84	116	99	110	95	99	97	103
16:00	78	73	94	123	106	103	81	94	95	92
17:00	82	121	121	103	107	100	78	102	107	89
18:00	79	88	81	81	97	77	81	83	85	79
19:00	51	44	69	61	64	65	48	57	58	57
20:00	40	30	43	54	54	44	34	43	44	39
21:00	21	26	21	47	46	36	15	30	32	26
22:00	15	18	21	33	21	22	16	21	22	19
23:00	13	19	17	14	21	18	13	16	17	16
Total	1215	1192	1312	1368	1324	1316	1046	1253	1282	1181
% Heavy	4.1%	3.4%	3.0%	2.4%	3.0%	2.1%	1.5%	2.8%	3.2%	1.8%

Survey No.	5400	7 Day Total	6967
Road	Rob Roy Rd	% Heavies	2.96%
STAT	20 LOC's 5400_20	Weekday Total	5631
Direction	Combined N-S	% Heavies	3.14%
Location	At No. 15	Weekend Total	1336
		% Heavies	2.17%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	09:00-123	08:00-120	09:00-120	09:00-126	09:00-153	10:00-199	10:00-93	09:00-101.9	09:00-120.4	10:00-146
PM Peak	15:00-158	15:00-132	16:00-151	15:00-166	17:00-161	15:00-78	12:00-89	15:00-125	15:00-150.4	15:00-61.5
00:00	2	3	2	2	1	1	1	2	2	1
01:00	1	1	0	1	0	3	3	1	1	3
02:00	0	0	1	0	0	4	3	1	0	4
03:00	0	0	2	0	0	1	0	0	0	1
04:00	2	2	1	2	3	0	2	2	2	1
05:00	4	2	4	3	2	1	5	3	3	3
06:00	13	12	15	8	15	3	2	10	13	3
07:00	28	38	20	34	32	9	4	24	30	7
08:00	112	120	117	96	100	48	23	88	109	36
09:00	123	80	120	126	153	84	27	102	120	56
10:00	74	84	67	89	20	199	93	89	67	146
11:00	21	79	70	69	50	0	49	48	58	25
12:00	91	85	66	65	64	31	89	70	74	60
13:00	69	28	21	53	51	0	62	41	44	31
14:00	54	50	44	67	68	33	58	53	57	46
15:00	158	132	147	166	149	78	45	125	150	62
16:00	77	94	151	60	130	72	36	89	102	54
17:00	71	79	90	72	161	67	43	83	95	55
18:00	47	86	90	68	66	47	18	60	71	33
19:00	39	28	28	61	116	22	12	44	54	17
20:00	17	32	18	40	73	12	14	29	36	13
21:00	35	7	18	51	9	8	15	20	24	12
22:00	4	4	25	4	10	4	2	8	9	3
23:00	2	2	3	5	4	3	0	3	3	2
Total	1044	1048	1120	1142	1277	730	606	995	1126	668
% Heavy	3.9%	3.2%	2.1%	4.6%	2.0%	2.9%	1.3%	3.0%	3.1%	2.2%

Survey No.	5400	7 Day Total	6753
Road	Rob Roy Rd	% Heavies	2.13%
STAT	20 LOC's 5400_20	Weekday Total	5351
Direction	Combined N-S	% Heavies	2.37%
Location	At No. 15	Weekend Total	1402
		% Heavies	1.21%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	09:00-133	09:00-124	08:00-95	09:00-140	09:00-132	10:00-106	10:00-35	09:00-103.9	09:00-121.4	10:00-70.5
PM Peak	15:00-153	15:00-134	15:00-145	15:00-178	15:00-141	12:00-102	15:00-86	15:00-131	15:00-150.2	15:00-83
00:00	1	2	4	4	3	5	3	3	3	4
01:00	0	0	1	1	0	2	2	1	0	2
02:00	0	0	0	0	5	0	2	1	1	1
03:00	1	0	0	0	0	4	6	2	0	5
04:00	1	1	1	4	1	0	0	1	2	0
05:00	2	3	3	2	5	0	3	3	3	2
06:00	11	14	12	7	16	4	4	10	12	4
07:00	36	29	26	25	27	17	2	23	29	10
08:00	105	112	95	100	109	34	14	81	104	24
09:00	133	124	78	140	132	90	30	104	121	60
10:00	47	83	0	68	91	106	35	61	58	71
11:00	66	48	35	100	57	104	29	63	61	67
12:00	104	89	53	95	42	102	46	76	77	74
13:00	64	66	31	57	44	66	34	52	52	50
14:00	63	48	52	44	64	73	62	58	54	68
15:00	153	134	145	178	141	80	86	131	150	83
16:00	86	87	138	60	69	48	54	77	88	51
17:00	99	100	79	93	70	29	77	78	88	53
18:00	66	62	107	65	35	35	18	55	67	27
19:00	54	33	42	60	22	23	10	35	42	17
20:00	38	26	14	9	22	19	9	20	22	14
21:00	38	8	20	57	7	11	9	21	26	10
22:00	12	6	10	3	3	4	5	6	7	5
23:00	3	2	3	1	4	5	1	3	3	3
Total	1183	1077	949	1173	969	861	541	965	1070	701
% Heavy	2.8%	2.3%	1.2%	2.3%	3.2%	1.0%	1.5%	2.1%	2.4%	1.2%

Survey No.	5400	7 Day Total	3343
Road	Bowen St	% Heavies	2.81%
STAT	21 LOC's 5400_21	Weekday Total	2563
Direction	Combined N-S	% Heavies	3.20%
Location	At No. 85	Weekend Total	780
		% Heavies	1.54%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-57	08:00-51	08:00-50	09:00-45	08:00-60	09:00-35	11:00-31	08:00-41	08:00-51.4	11:00-32.5
PM Peak	16:00-38	15:00-49	16:00-42	16:00-50	16:00-58	12:00-52	15:00-33	15:00-40.4	16:00-47.2	15:00-40
00:00	0	1	1	1	2	1	8	2	1	5
01:00	0	1	2	0	2	1	1	1	1	1
02:00	0	1	3	0	1	1	4	1	1	3
03:00	0	1	0	0	1	1	0	0	0	1
04:00	1	3	1	2	1	1	0	1	2	1
05:00	5	6	6	6	5	1	1	4	6	1
06:00	13	11	12	11	17	7	6	11	13	7
07:00	25	38	25	30	27	7	7	23	29	7
08:00	57	51	50	39	60	18	12	41	51	15
09:00	34	31	29	45	33	35	22	33	34	29
10:00	45	38	33	22	31	34	22	32	34	28
11:00	30	37	37	25	38	34	31	33	33	33
12:00	25	26	28	21	23	52	27	29	25	40
13:00	34	25	34	29	35	47	27	33	31	37
14:00	27	22	26	34	35	42	26	30	29	34
15:00	34	49	35	38	47	47	33	40	41	40
16:00	38	48	42	50	58	14	18	38	47	16
17:00	37	33	42	40	51	39	19	37	41	29
18:00	26	39	29	48	58	31	15	35	40	23
19:00	15	20	26	28	36	21	18	23	25	20
20:00	8	4	7	17	27	17	6	12	13	12
21:00	3	6	11	9	12	6	3	7	8	5
22:00	6	6	2	5	6	9	1	5	5	5
23:00	3	3	4	3	3	6	1	3	3	4
Total	466	500	485	503	609	472	308	478	513	390
% Heavy	4.1%	4.0%	3.1%	2.4%	2.6%	1.1%	2.3%	2.8%	3.2%	1.5%

Survey No.	5400	7 Day Total	3128
Road	Bowen St	% Heavies	2.85%
STAT	21 LOC's 5400_21	Weekday Total	2501
Direction	Combined N-S	% Heavies	3.16%
Location	At No. 85	Weekend Total	627
		% Heavies	1.59%
Period	Wed 24 Oct - Tue 30 Oct 18		

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	08:00-41	09:00-45	08:00-36	09:00-52	08:00-45	10:00-37	11:00-38	09:00-37.1	08:00-40.8	11:00-33.5
PM Peak	17:00-34	15:00-42	16:00-109	17:00-52	15:00-51	14:00-31	13:00-32	16:00-43.3	16:00-51.8	14:00-26.5
00:00	1	2	1	0	1	0	2	1	1	1
01:00	2	1	0	1	0	0	1	1	1	1
02:00	1	0	0	1	0	0	1	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0
04:00	2	2	2	1	2	0	0	1	2	0
05:00	4	6	6	6	5	1	1	4	5	1
06:00	14	8	13	10	16	7	1	10	12	4
07:00	32	28	34	23	29	4	6	22	29	5
08:00	41	38	36	44	45	28	11	35	41	20
09:00	33	45	35	52	36	33	26	37	40	30
10:00	24	37	32	39	23	37	23	31	31	30
11:00	29	27	36	39	23	29	38	32	31	34
12:00	20	28	31	25	31	30	19	26	27	25
13:00	32	25	23	25	24	0	32	23	26	16
14:00	18	33	29	33	34	31	22	29	29	27
15:00	9	42	40	43	51	22	23	33	37	23
16:00	30	26	109	49	45	24	20	43	52	22
17:00	34	30	38	52	46	31	20	36	40	26
18:00	26	32	45	37	50	23	15	33	38	19
19:00	9	14	54	25	23	18	9	22	25	14
20:00	8	14	20	12	19	10	6	13	15	8
21:00	7	7	10	8	14	1	9	8	9	5
22:00	3	1	7	7	9	7	0	5	5	4
23:00	3	1	2	4	5	6	0	3	3	3
Total	382	448	604	536	531	342	285	447	500	314
% Heavy	3.4%	2.2%	2.8%	4.7%	2.6%	2.3%	0.7%	2.8%	3.2%	1.6%

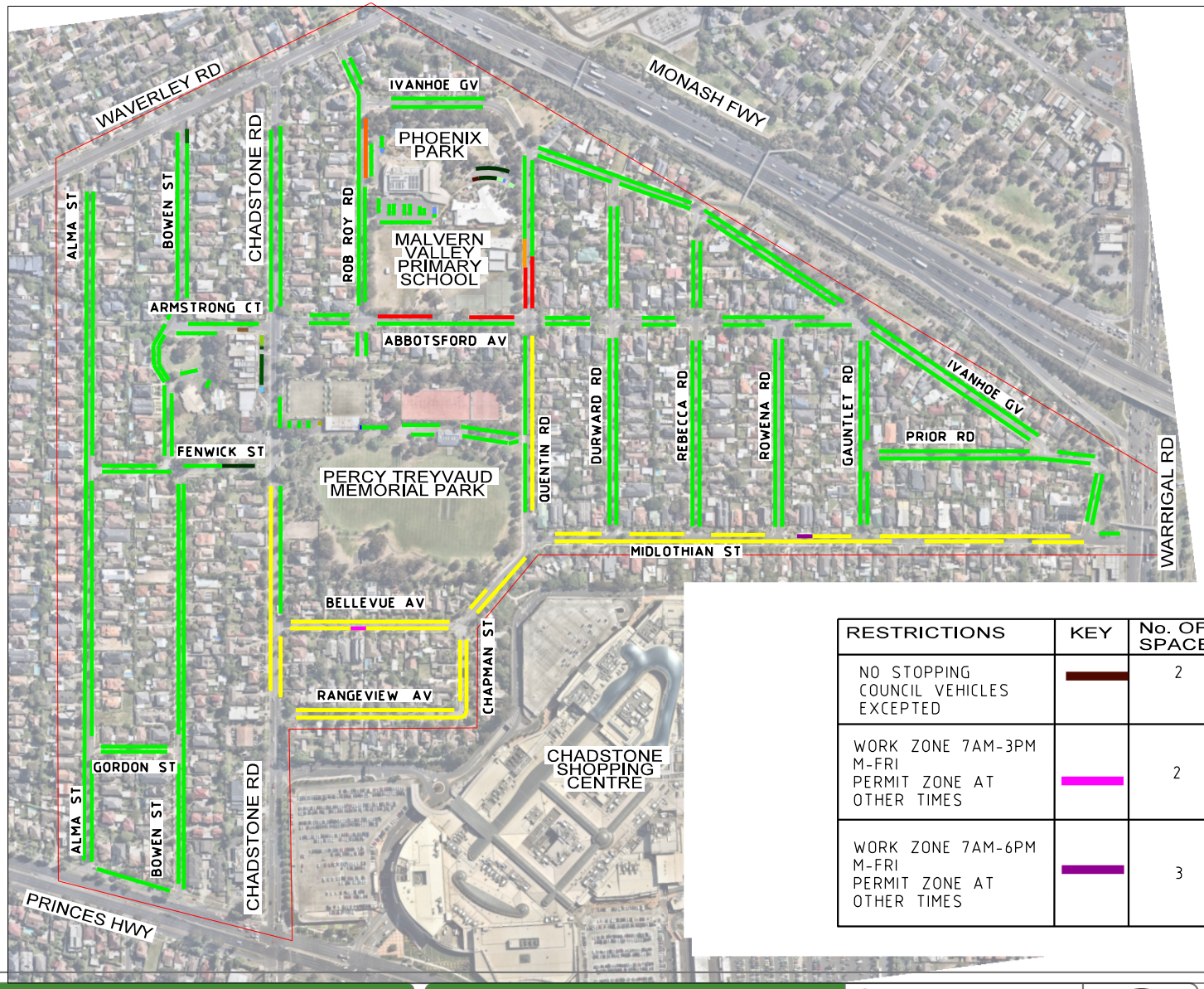
Survey No.	5400	7 Day Total	2265
Road	Alma Street	% Heavies	4.59%
STAT	22 LOC's 5400_22	Weekday Total	1651
Direction	Combined N-S	% Heavies	4.91%
Location	At No. 24	Weekend Total	614
		% Heavies	3.75%
Period	Wed 17 Oct - Tue 23 Oct 18		

Day Date	Mon 22/10/2018	Tue 23/10/2018	Wed 17/10/2018	Thu 18/10/2018	Fri 19/10/2018	Sat 20/10/2018	Sun 21/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	07:00-33	09:00-28	08:00-28	09:00-23	11:00-31	10:00-29	11:00-27	09:00-23	09:00-25	11:00-24.5
PM Peak	17:00-31	15:00-32	17:00-38	16:00-25	16:00-36	13:00-30	12:00-30	17:00-26	17:00-29.2	13:00-28.5
00:00	4	1	3	0	4	5	10	4	2	8
01:00	0	0	0	2	2	0	6	1	1	3
02:00	0	0	2	0	2	1	2	1	1	2
03:00	0	0	0	0	0	1	1	0	0	1
04:00	0	0	0	0	0	1	2	0	0	2
05:00	1	4	1	0	1	0	1	1	1	1
06:00	10	10	8	8	5	1	3	6	8	2
07:00	33	22	21	21	13	8	3	17	22	6
08:00	25	19	28	20	21	15	8	19	23	12
09:00	25	28	22	23	27	18	18	23	25	18
10:00	12	18	18	22	15	29	12	18	17	21
11:00	14	23	23	19	31	22	27	23	22	25
12:00	14	12	14	11	25	26	30	19	15	28
13:00	20	30	16	22	19	30	27	23	21	29
14:00	15	13	19	21	14	22	28	19	16	25
15:00	14	32	17	20	29	23	24	23	22	24
16:00	20	27	17	25	36	20	12	22	25	16
17:00	31	25	38	19	33	18	18	26	29	18
18:00	18	31	30	23	26	19	21	24	26	20
19:00	16	15	11	21	20	20	7	16	17	14
20:00	19	8	8	11	11	16	11	12	11	14
21:00	10	6	22	6	9	15	8	11	11	12
22:00	11	4	5	13	14	6	9	9	9	8
23:00	3	1	3	6	11	6	4	5	5	5
Total	315	329	326	313	368	322	292	324	330	307
% Heavy	7.0%	6.1%	2.5%	5.4%	3.8%	3.1%	4.5%	4.6%	4.9%	3.7%

Survey No.	5400		7 Day Total	2277
Road	Alma Street		% Heavies	5.27%
STAT	22	LOC's 5400_22	Weekday Total	1694
Direction	Combined N-S		% Heavies	5.90%
Location	At No. 24		Weekend Total	583
			% Heavies	3.43%
Period	Wed 24 Oct - Tue 30 Oct 18			

Day Date	Mon 29/10/2018	Tue 30/10/2018	Wed 24/10/2018	Thu 25/10/2018	Fri 26/10/2018	Sat 27/10/2018	Sun 28/10/2018	7 Day Average	Weekday Average	Weekend Average
AM Peak	11:00-32	08:00-46	09:00-34	10:00-20	08:00-21	10:00-30	11:00-24	09:00-23.6	09:00-26.6	11:00-26
PM Peak	17:00-29	16:00-37	18:00-38	16:00-35	15:00-38	18:00-36	16:00-30	16:00-29.7	16:00-31.4	18:00-26.5
00:00	0	3	4	0	3	2	3	2	2	3
01:00	0	3	0	0	2	0	1	1	1	1
02:00	0	0	1	0	0	0	2	0	0	1
03:00	0	0	0	0	0	0	5	1	0	3
04:00	0	0	0	0	0	0	5	1	0	3
05:00	1	0	4	0	1	0	0	1	1	0
06:00	8	6	7	3	4	1	0	4	6	1
07:00	20	29	13	15	14	2	1	13	18	2
08:00	19	46	24	8	21	9	15	20	24	12
09:00	29	35	34	14	21	27	5	24	27	16
10:00	19	25	15	20	12	30	19	20	18	25
11:00	32	22	18	17	13	28	24	22	20	26
12:00	18	17	8	30	19	22	20	19	18	21
13:00	17	35	16	14	24	26	20	22	21	23
14:00	22	29	11	20	32	22	20	22	23	21
15:00	25	26	28	27	38	18	19	26	29	19
16:00	19	37	33	35	33	21	30	30	31	26
17:00	29	35	28	26	28	18	22	27	29	20
18:00	24	26	38	30	26	36	17	28	29	27
19:00	11	12	14	10	9	17	15	13	11	16
20:00	5	21	8	15	16	17	10	13	13	14
21:00	7	4	13	5	13	7	8	8	8	8
22:00	7	8	2	13	5	3	5	6	7	4
23:00	2	2	0	1	3	4	7	3	2	6
Total	314	421	319	303	337	310	273	325	339	292
% Heavy	6.1%	5.0%	5.6%	6.3%	6.8%	3.9%	2.9%	5.3%	5.9%	3.4%

ATTACHMENT D – CAR PARKING OCCUPANCY SURVEY INVENTORY



SIGN SCHEDULE

RESTRICTIONS	KEY	No. OF SPACES
UNRESTRICTED		1098
1/4 P 9am-6pm M-FRI		6
1/4 P 9am-6pm M-SAT		3
1 P 9am-6pm M-SAT		14
1 P 9AM-6PM M-FRI 9AM-4PM SAT		2
2 P 9AM-6PM M-FRI		27
P DISABLED ONLY		8
2 P DISABLED ONLY 9am-6pm M-FRI		1
2 P DISABLED ONLY 9am-6pm M-SAT		1
PERMIT ZONE		200
RESERVED		2
LOADING ZONE 30 MIN 9am-5pm M-FRI		2
NO STOPPING 8AM-5PM M-FRI SCHOOL DAYS		21
NO STOPPING 8AM-6PM M-FRI 9AM-1PM SAT		10
NO PARKING 8-9 30AM & 3-4PM SCHOOL DAYS		4

RESTRICTIONS	KEY	No. OF SPACES
NO STOPPING COUNCIL VEHICLES EXCEPTED		2
WORK ZONE 7AM-3PM M-FRI PERMIT ZONE AT OTHER TIMES		2
WORK ZONE 7AM-6PM M-FRI PERMIT ZONE AT OTHER TIMES		3

Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	DS	AA	17/12/18	PRELIMINARY ISSUE FOR COMMENT

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE: 22/08/18

Notes & Legend

1. AERIAL IMAGE FROM NEARMAP UNDER LICENSE AGREEMENT WITH TRAFFICWORKS PTY LTD.
2. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.

TRAFFICWORKS PTY LTD
1st Floor 132 Upper Heidelberg Road IVANHOE VIC. 3079
P.O. Box 417 IVANHOE VIC. 3079
Tel (03) 9490 5900 Fax (03) 9490 5910 www.trafficworks.com.au

CLIENT

N W E S

MELWAY MAP 69 D3
MALVERN EAST

SCALE OF METRES
0 50 100

Percy Trayvaud Reserve Car Parking Assessment

Stonnington City Council

Parking Inventory Plan

SHEET NO.	DRAWING NO.	ISSUE
1	170865-CTP-01-03-P1	P1

16/01/2019 3:52:01 PM
170865-CTP-01
\\tworks-fs01\trafficworks\local\data\718 Projects\170865\Design\170865-CTP-01-03-P1.dgn

ATTACHMENT E – CAR PARKING OCCUPANCY SURVEY SUMMARY MAPS

PARKING OCCUPANCY

THURSDAY 18 / 10 / 2018
11:00 AM - 12:00 PM

	Below 50 %
	50-69.99 %
	70-79.99 %
	80-89.99 %
	Above 90 %

Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	DS	AA	17/12/18	PRELIMINARY ISSUE FOR COMMENT

WARNING
BEWARE OF UNDERGROUND SERVICES
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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE: 22/08/18

Notes & Legend

1. AERIAL IMAGE FROM NEARMAP UNDER LICENSE AGREEMENT WITH TRAFFICWORKS PTY LTD.
2. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.

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Tel (03) 9490 5900 Fax (03) 9490 5910 www.trafficworks.com.au

CLIENT

MELWAY MAP 69 D3
MALVERN EAST

SCALE OF METRES
0 50 100

Percy Trayvaud Reserve Car Parking Assessment

Stonnington City Council

Thursday Peak Parking Occupancy

SHEET NO.	DRAWING NO.	ISSUE
1	170865-CTP-01-03-P1	P1

16/01/2019 3:48:46 PM 170865-CTP-03
\\tworks-fs01\trafficworks_local\data\T18 Projects\170865\Design\170865-CTP-01-03-P1.dgn

PARKING OCCUPANCY

SATURDAY 20 / 10 / 2018
1:00 PM - 2:00 PM

	Below 50 %
	50-69.99 %
	70-79.99 %
	80-89.99 %
	Above 90 %

Drawing Record

ISSUE	DRAWN	APP'D	DATE	AMENDMENT
P1	DS	AA	17/12/18	PRELIMINARY ISSUE FOR COMMENT

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION
DATE OF ISSUE: 22/08/18

Notes & Legend

1. AERIAL IMAGE FROM NEARMAP UNDER LICENSE AGREEMENT WITH TRAFFICWORKS PTY LTD.
2. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.

TRAFFICWORKS PTY LTD
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P.O. Box 417 IVANHOE VIC. 3079
Tel (03) 9490 5900 Fax (03) 9490 5910 www.trafficworks.com.au

CLIENT

MELWAY MAP 69 D3
MALVERN EAST

SCALE OF METRES
0 50 100

Percy Trayvaud Reserve Car Parking Assessment

Stonnington City Council

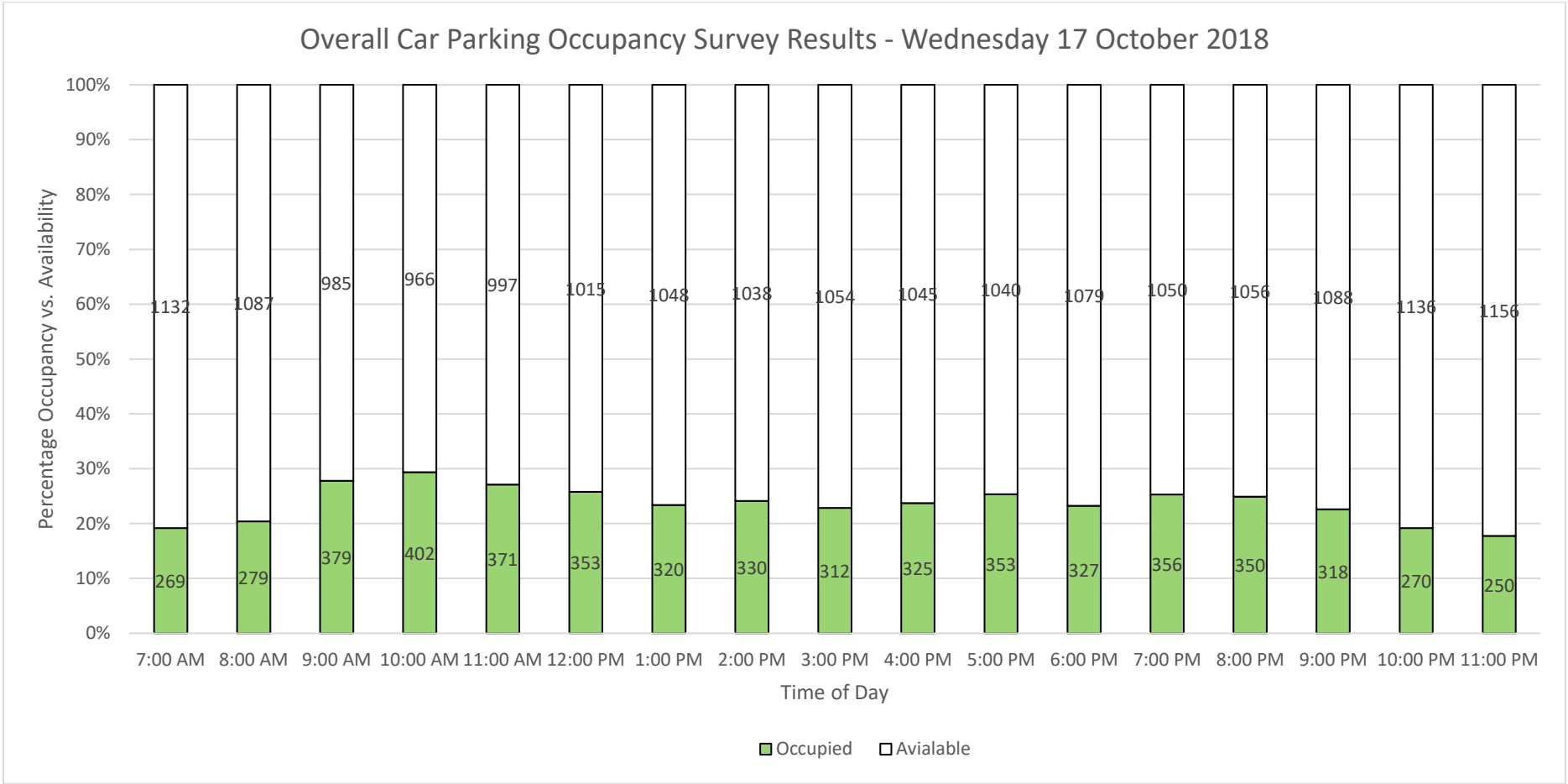
Saturday Peak Parking Occupancy

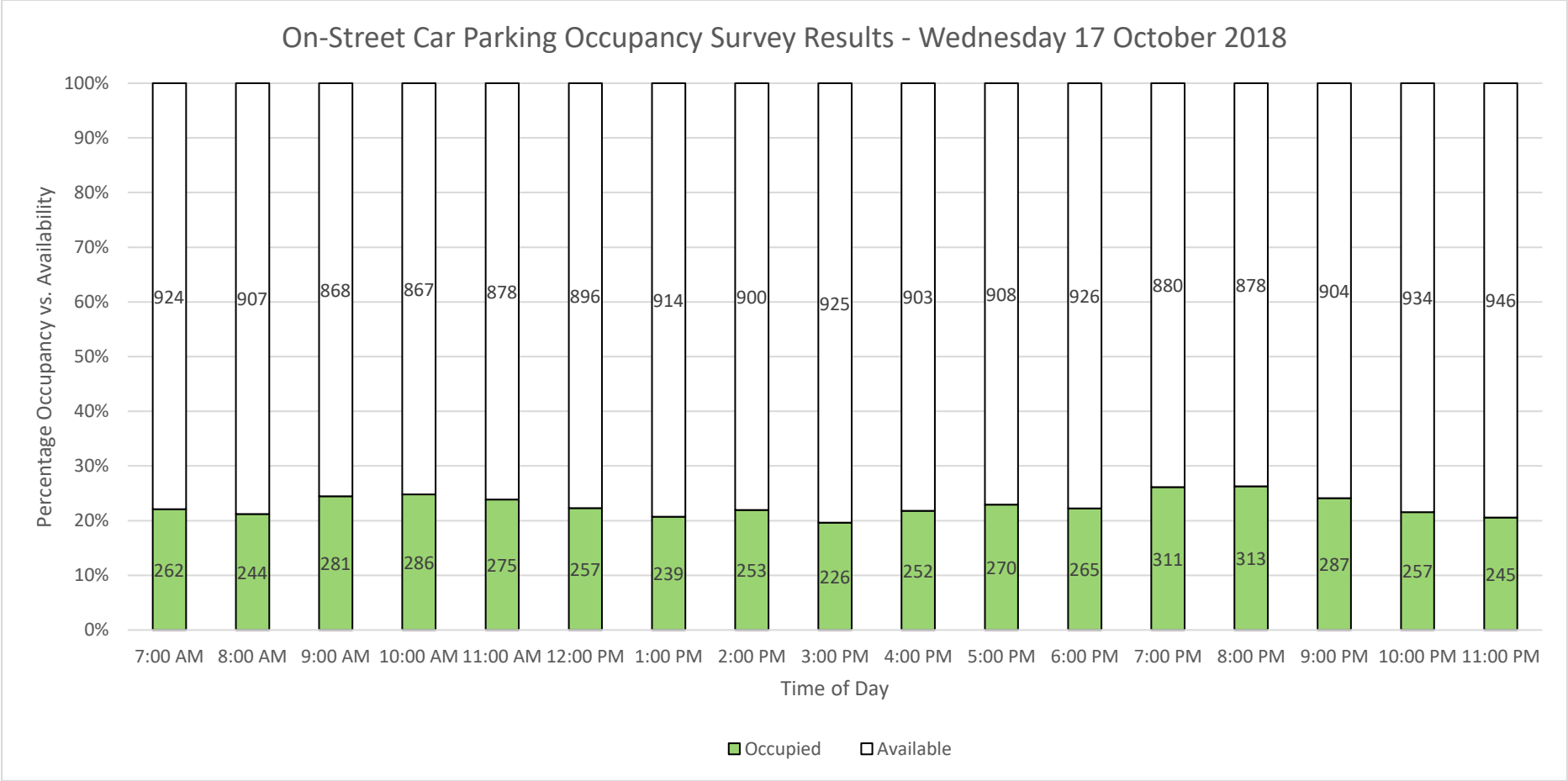
SHEET NO.	DRAWING NO.	ISSUE
1	170865-CTP-01-03-P1	P1

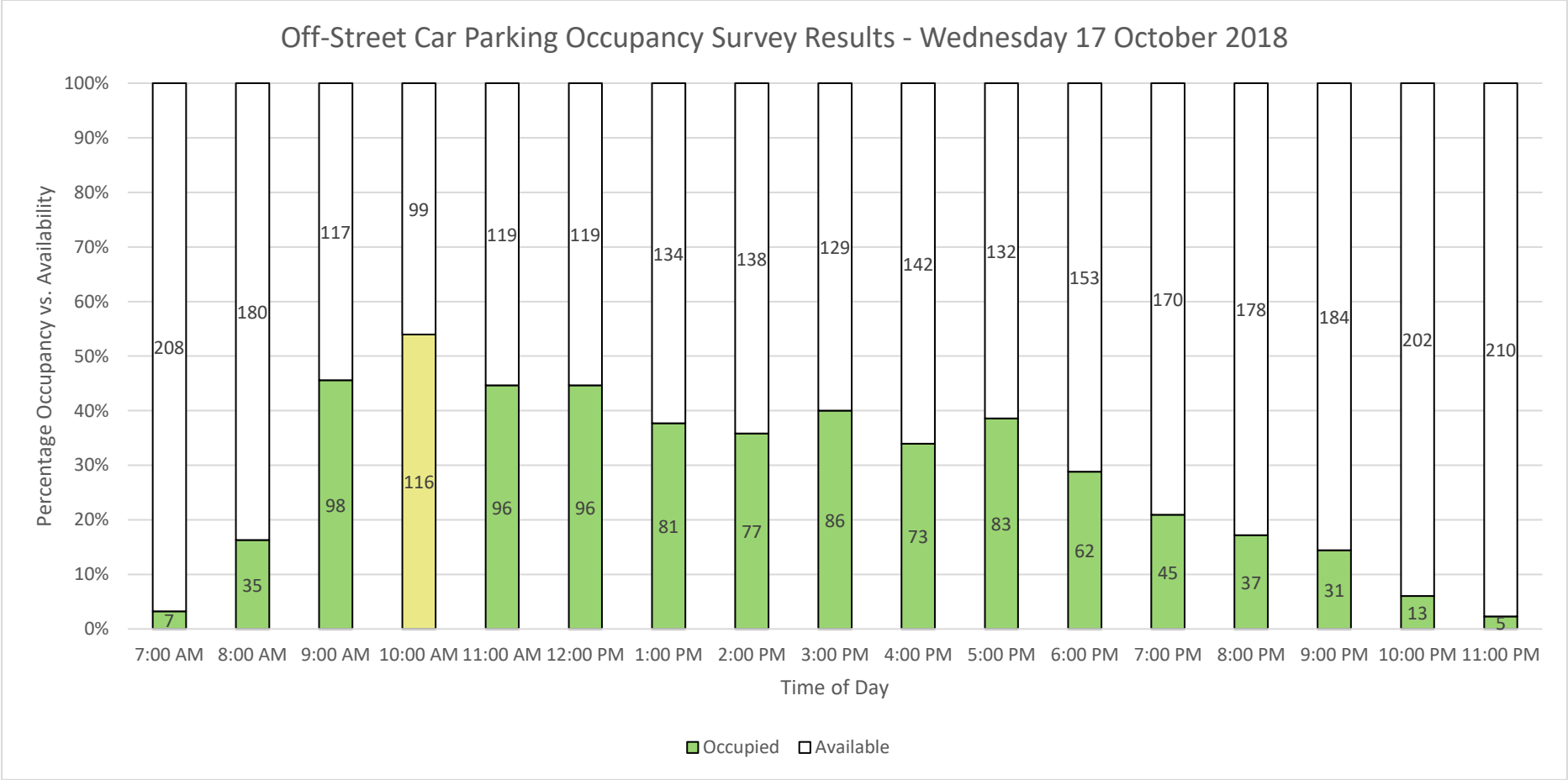
16/01/2019 3:39:55 PM 170865-CTP-02 \\works-fs01\trafficworks\local\data\T18 Projects\170865\Design\170865-CTP-01-03-P1.dgn

ATTACHMENT F – CAR PARKING OCCUPANCY SURVEY SUMMARIES

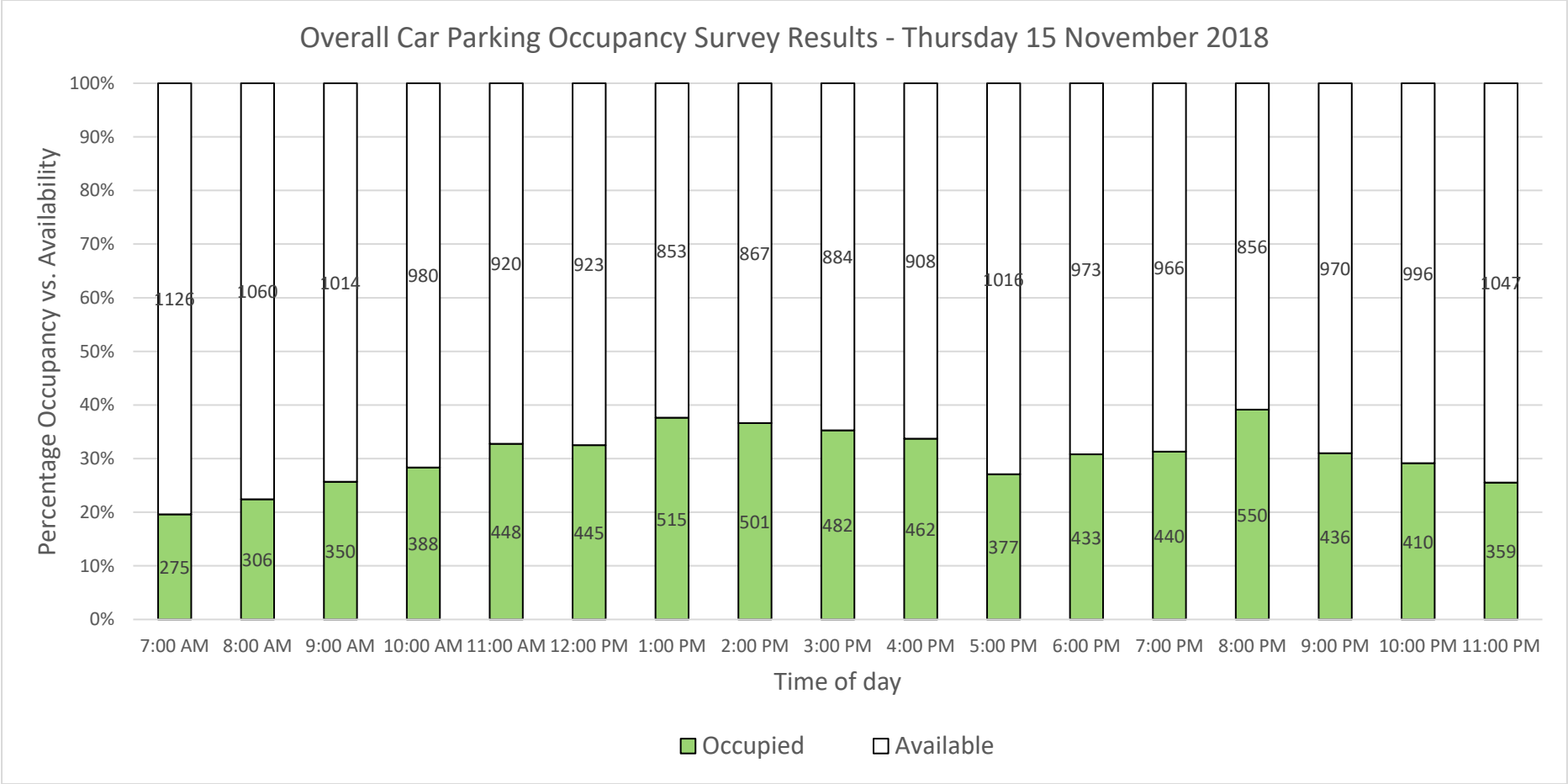
Area	Location	Supply	Parking Occupancy - Wednesday 17 October 2018															
			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
A	Princes Highway Service Road	5	1	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
			20%	20%	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%
B	Armstrong Court	28	11	9	11	15	16	13	12	15	6	9	9	11	7	7	4	0	0
		26 (9am-5pm)	39%	32%	42%	58%	62%	50%	46%	58%	23%	35%	32%	39%	25%	25%	14%	0%	0%
C	Abbotsford Avenue between Chadstone Road and Quentin Road	54	12	7	17	10	12	13	12	12	13	10	12	11	11	12	11	11	11
		39 (8am-5pm School Days)	22%	18%	44%	26%	31%	33%	31%	31%	33%	26%	22%	20%	20%	22%	20%	20%	20%
	Abbotsford Avenue between Quentin Road and Rebecca Road	24	6	6	13	13	9	9	8	8	8	8	9	9	12	12	13	13	13
			25%	25%	54%	54%	38%	38%	33%	33%	33%	33%	38%	38%	50%	50%	54%	54%	54%
	Abbotsford Avenue between Rebecca Road and Gauntlet Road	24	6	5	6	5	2	2	1	1	2	2	3	2	4	4	4	4	3
			25%	21%	25%	21%	8%	8%	4%	4%	8%	8%	13%	8%	17%	17%	17%	17%	13%
D	Rob Roy Road	63	7	5	18	29	17	13	10	8	6	13	12	8	8	13	15	8	5
		53 (8am-6pm)	11%	9%	34%	55%	32%	25%	19%	15%	11%	25%	23%	13%	13%	21%	24%	13%	8%
E	Ivanhoe Grove between Waverley Road and Quentin Road	33	10	10	12	18	16	11	12	12	10	9	10	7	9	6	7	7	7
			30%	30%	36%	55%	48%	33%	36%	36%	30%	27%	30%	21%	27%	18%	21%	21%	21%
	Ivanhoe Grove between Quentin Road and Rebecca Road	30	12	10	8	7	7	8	7	9	7	8	8	9	10	11	9	9	9
			40%	33%	27%	23%	23%	27%	23%	30%	23%	27%	27%	30%	33%	37%	30%	30%	30%
	Ivanhoe Grove between Rebecca Road and Prior Road	64	14	13	8	11	8	8	9	10	11	11	13	12	10	10	11	11	11
			22%	20%	13%	17%	13%	13%	14%	16%	17%	17%	20%	19%	16%	16%	17%	17%	17%
F	Chadstone Road	77	15	17	18	22	23	27	20	28	17	17	13	17	17	17	15	13	7
			19%	22%	23%	29%	30%	35%	26%	36%	22%	22%	17%	22%	22%	22%	19%	17%	9%
G	Bowen Street	129	41	41	41	35	42	41	38	39	31	42	42	46	49	50	41	31	30
			32%	32%	32%	27%	33%	32%	29%	30%	24%	33%	33%	36%	38%	39%	32%	24%	23%
H	Bowen Street Reserve	7	0	0	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0
			0%	0%	29%	71%	71%	29%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
J	Alma Street	131	18	16	17	14	13	14	14	21	19	25	35	39	44	45	34	30	25
			14%	12%	13%	11%	10%	11%	11%	16%	15%	19%	27%	30%	34%	34%	26%	23%	19%
K	Fenwick Street	21	1	1	1	1	2	1	1	1	1	1	1	1	2	1	1	2	1
			5%	5%	5%	5%	10%	5%	5%	5%	5%	5%	5%	5%	10%	5%	5%	10%	5%
L	Gordon Street	16	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
			0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	6%	6%	6%	6%	6%	6%
M	Percy Treyvaud Memorial Park	98	0	1	6	11	13	13	12	8	5	7	34	33	28	16	12	5	0
			0%	1%	6%	11%	13%	13%	12%	8%	5%	7%	35%	34%	29%	16%	12%	5%	0%
N	Bellevue Avenue	24	1	1	2	2	3	2	3	2	4	2	2	2	2	2	2	2	2
		22 (7am-3pm)	5%	5%	9%	9%	14%	9%	14%	9%	17%	8%	8%	8%	8%	8%	8%	8%	8%
O	Rangeview Avenue	28	13	11	12	13	13	13	9	9	9	13	14	13	13	13	14	11	11
			46%	39%	43%	46%	46%	46%	32%	32%	32%	46%	50%	46%	46%	46%	50%	39%	39%
P	Quentin Road between Ivanhoe Grove and Abbotsford Avenue	16 (8am-5pm, 8am-9.30am & 3pm-4pm)	2	6	14	9	10	9	6	6	11	11	7	4	6	3	3	3	3
		20 (9.30am-3pm & 4pm-5pm)																	
		23	9%	38%	88%	45%	50%	45%	30%	30%	69%	55%	30%	17%	26%	13%	13%	13%	13%
	Quentin Road between Abbotsford Avenue and Chapman Street	40	9	8	11	11	8	8	6	6	6	9	2	1	5	5	5	5	6
			23%	20%	28%	28%	20%	20%	15%	15%	15%	23%	5%	3%	13%	13%	13%	13%	15%
Q	Chapman Street	26	0	0	1	1	1	1	1	2	1	0	0	0	0	0	0	0	0
			0%	0%	4%	4%	4%	4%	4%	8%	4%	0%	0%	0%	0%	0%	0%	0%	0%
R	Midlothian Street between Chapman Street and Rebecca Road	28	6	6	4	4	5	4	4	4	4	4	5	3	7	7	7	7	9
			21%	21%	14%	14%	18%	14%	14%	14%	14%	14%	18%	11%	25%	25%	25%	25%	32%
	Midlothian Street between Rebecca Road and Gauntlet Road	27	2	2	2	2	2	2	1	1	1	1	1	1	2	2	2	2	2
		24 (7am-6pm)	8%	8%	8%	8%	8%	8%	4%	4%	4%	4%	4%	4%	7%	7%	7%	7%	7%
	Midlothian Street between Gauntlet Road and Warrigal Road	39	7	9	5	4	4	5	4	1	3	3	8	8	8	8	7	7	7
			18%	23%	13%	10%	10%	13%	10%	3%	8%	8%	21%	21%	21%	21%	18%	18%	18%
S	Durward Road between Ivanhoe Grove and Abbotsford Avenue	22	10	10	6	5	7	6	8	8	6	6	5	4	11	11	11	11	11
			45%	45%	27%	23%	32%	27%	36%	36%	27%	27%	23%	18%	50%	50%	50%	50%	50%
	Durward Road between Abbotsford Avenue and Midlothian Street	42	11	11	14	14	14	13	10	10	11	11	11	9	12	12	12	12	10
			26%	26%	33%	33%	33%	31%	24%	24%	26%	26%	26%	21%	29%	29%	29%	29%	24%
T	Rebecca Road between Ivanhoe Grove and Abbotsford Avenue	16	5	5	5	5	5	2	5	5	5	5	6	6	5	5	6	6	4
			31%	31%	31%	31%	31%	13%	31%	31%	31%	31%	38%	38%	31%	31%	38%	38%	25%
	Rebecca Road between Abbotsford Avenue and Midlothian Street	40	10	10	13	12	13	11	15	15	12	10	15	15	13	13	8	8	12
			25%	25%	33%	30%	33%	28%	38%	38%	30%	25%	38%	38%	33%	33%	20%	20%	30%
U	Rowena Road	41	7	6	5	4	4	3	3	3	3	3	7	7	11	12	13	13	13
			17%	15%	12%	10%	10%	7%	7%	7%	7%	7%	17%	17%	27%	29%	32%	32%	32%
V	Gauntlet Road	38	10	9	5	5	4	6	6	7	8	7	6	6	11	11	11	11	11
			26%	24%	13%	13%	11%	16%	16%	18%	21%	18%	16%	16%	29%	29%	29%	29%	29%
W	Prior Road	51	15	9	10	10	10	10	12	10	11	11	13	13	20	20	20	19	21
			29%	18%	20%	20%	20%	20%	24%	20%	22%	22%	25%	25%	39%	39%	39%	37%	41%
CP	Phoenix Park Off Street Car Parks	117	7	34	92	105	83	83	69	69	81	66	49	29	17	21	19	8	5
			6%	29%	79%	90%	71%	71%	59%	59%	69%	56%	42%	25%	15%	18%	16%	7%	4%
Total		1366 - 1406	269	279	379	402	371	353	320	330	312	325	353	327	356	350	318	270	250
Available Spaces			1132	1087	985	966	997	1015	1048	1038	1054	1045	1040	1079	1050	1056	1088	1136	1156
Percentage Occupancy			19%	20%	28%	29%	27%	26%	23%	24%	23%	24%	25%	23%	25%	25%	23%	19%	18%

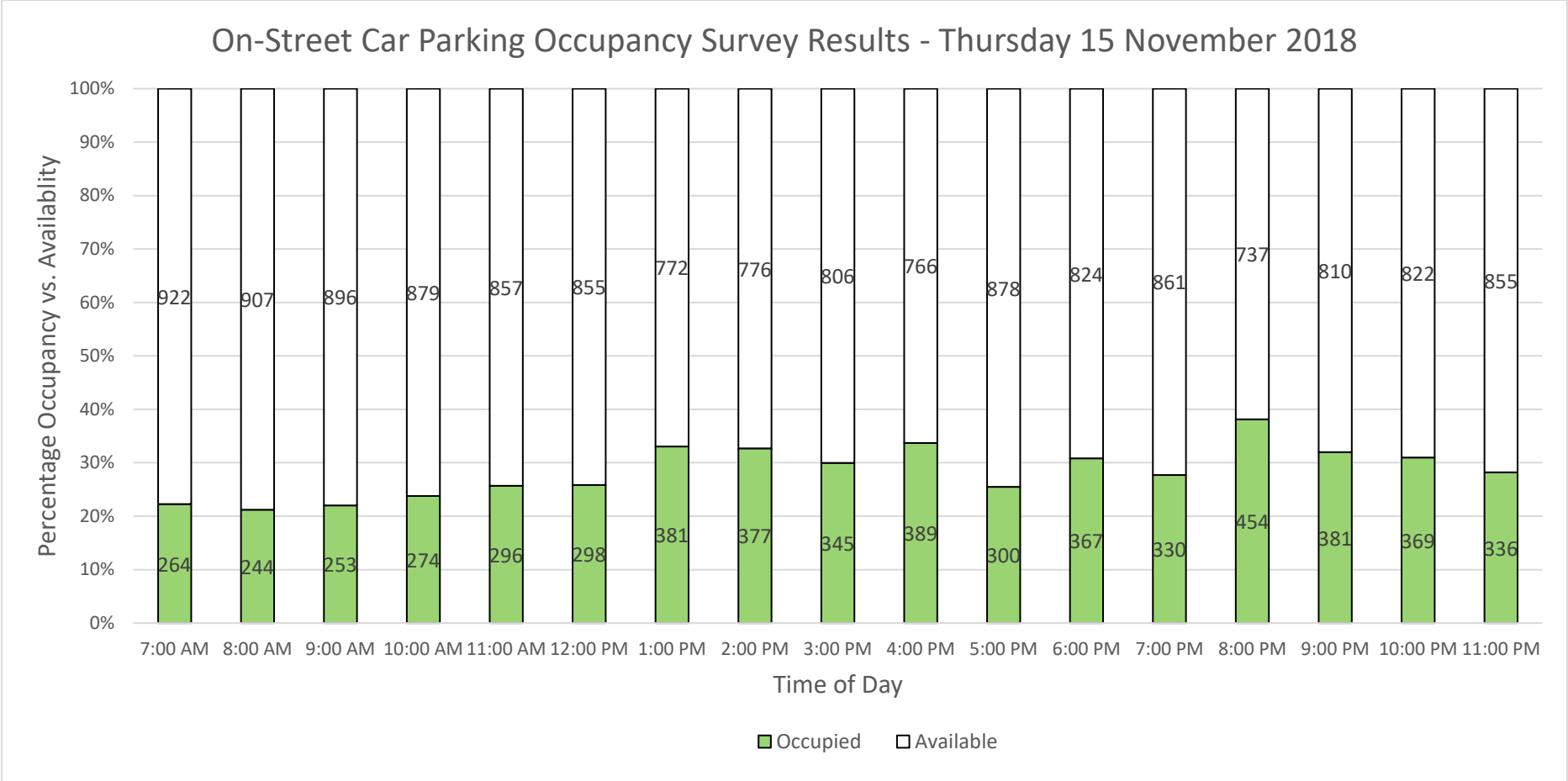

Overall Car Parking Occupancy Survey Results - Wednesday 17 October 2018
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
1132
1087
985
966
997
1015
1048
1038
1054
1045
1040
1079
1050
1056
1088
1136
1156
269
279
379
402
371
353
320
330
312
325
353
327
356
350
318
270
250
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
Occupied
Avialable

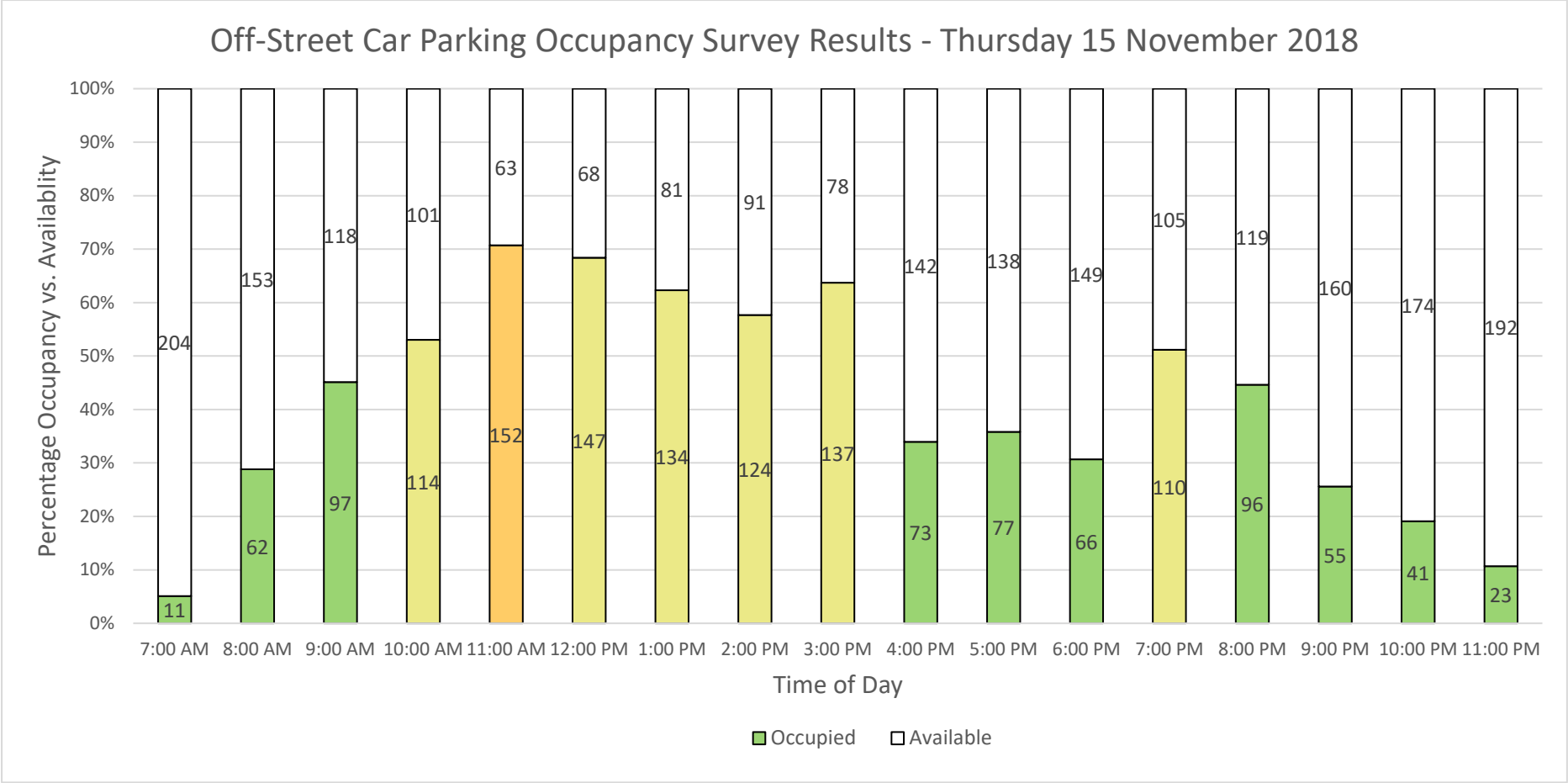

On-Street Car Parking Occupancy Survey Results - Wednesday 17 October 2018
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
924
907
868
867
878
896
914
900
925
903
908
926
880
878
904
934
946
262
244
281
286
275
257
239
253
226
252
270
265
311
313
287
257
245
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
Occupied
Available


Off-Street Car Parking Occupancy Survey Results - Wednesday 17 October 2018
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
208
180
117
99
119
119
134
138
129
142
132
153
170
178
184
202
210
7
35
98
116
96
96
81
77
86
73
83
62
45
37
31
13
5
Occupied
Available

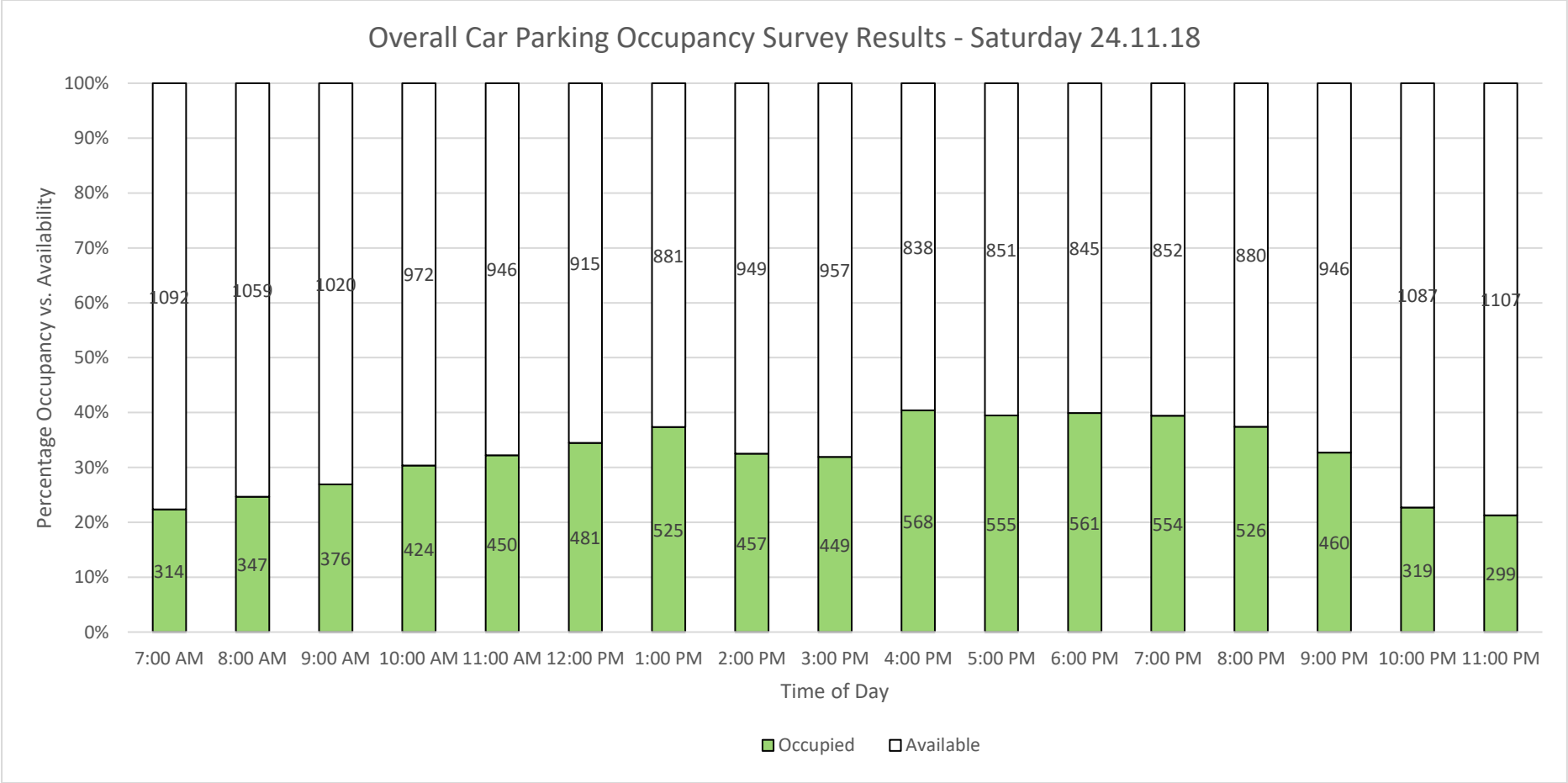
Area	Location	Supply	Parking Occupancy - Sunday 25 November 2018															
			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
A	Princes Highway Service Road	5	0	0	1	1	2	5	3	4	5	5	3	2	2	1	1	0	0
			0%	0%	20%	20%	40%	100%	60%	80%	100%	100%	60%	40%	40%	20%	20%	0%	0%
B	Armstrong Court	28	7	7	13	11	10	7	11	8	12	11	9	8	9	6	8	8	8
			25%	25%	46%	39%	36%	25%	39%	29%	43%	39%	32%	29%	32%	21%	29%	29%	29%
C	Abbotsford Avenue between Chadstone Road and Quentin Road	54	12	10	10	10	15	12	12	18	22	20	15	12	10	10	11	10	10
			22%	19%	19%	19%	28%	22%	22%	33%	41%	37%	28%	22%	19%	19%	20%	19%	19%
	Abbotsford Avenue between Quentin Road and Rebecca Road	24	12	12	9	8	8	11	16	18	15	16	12	11	9	13	13	12	11
			50%	50%	38%	33%	33%	46%	67%	75%	63%	67%	50%	46%	38%	54%	54%	50%	46%
	Abbotsford Avenue between Rebecca Road and Gauntlet Road	24	3	3	3	5	5	5	3	3	4	6	6	7	6	6	3	3	3
			13%	13%	13%	21%	21%	21%	13%	13%	17%	25%	25%	29%	25%	25%	13%	13%	13%
D	Rob Roy Road	63	7	6	6	24	57	40	19	18	32	11	8	6	7	7	5	5	4
			11%	10%	10%	38%	90%	63%	30%	29%	51%	17%	13%	10%	11%	11%	8%	8%	6%
E	Ivanhoe Grove between Waverley Road and Quentin Road	33	11	11	11	13	20	15	8	9	13	10	9	8	7	7	6	7	7
			33%	33%	33%	39%	61%	45%	24%	27%	39%	30%	27%	24%	21%	21%	18%	21%	21%
	Ivanhoe Grove between Quentin Road and Rebecca Road	30	10	10	9	9	9	11	11	14	14	13	14	14	15	15	13	14	11
			33%	33%	30%	30%	30%	37%	37%	47%	47%	43%	47%	47%	50%	50%	43%	47%	37%
	Ivanhoe Grove between Rebecca Road and Prior Road	64	10	10	8	7	6	5	7	9	8	11	10	7	8	8	9	9	9
			16%	16%	13%	11%	9%	8%	11%	14%	13%	17%	16%	11%	13%	13%	14%	14%	14%
F	Chadstone Road	77	18	18	19	28	25	19	28	19	38	39	31	20	24	15	19	15	15
			23%	23%	25%	36%	32%	25%	36%	25%	49%	51%	40%	26%	31%	19%	25%	19%	19%
G	Bowen Street	129	31	30	31	32	33	30	43	40	49	47	38	35	38	38	37	39	38
			24%	23%	24%	25%	26%	23%	33%	31%	38%	36%	29%	27%	29%	29%	29%	30%	29%
H	Bowen Street Reserve	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
			0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
J	Alma Street	131	31	30	27	26	27	30	34	41	49	44	38	27	32	32	33	29	30
			24%	23%	21%	20%	21%	23%	26%	31%	37%	34%	29%	21%	24%	24%	25%	22%	23%
K	Fenwick Street	21	0	0	0	1	2	1	5	6	7	6	3	2	1	0	1	1	1
			0%	0%	0%	5%	10%	5%	24%	29%	33%	29%	14%	10%	5%	0%	5%	5%	5%
L	Gordon Street	16	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1
			13%	13%	13%	13%	13%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
M	Percy Treyvaud Memorial Park	98	7	17	21	9	16	37	53	75	77	62	39	31	14	8	3	2	2
			7%	17%	21%	9%	16%	38%	54%	77%	79%	63%	40%	32%	14%	8%	3%	2%	2%
N	Bellevue Avenue	24	6	6	6	7	7	8	7	8	10	10	8	8	10	9	9	9	9
			25%	25%	25%	29%	29%	33%	29%	33%	42%	42%	33%	33%	42%	38%	38%	38%	38%
O	Rangeview Avenue	28	16	17	16	14	12	11	13	14	13	12	12	14	13	13	16	17	17
			57%	61%	57%	50%	43%	39%	46%	50%	46%	43%	43%	50%	46%	46%	57%	61%	61%
P	Quentin Road between Ivanhoe Grove and Abbotsford Avenue	23	5	5	5	6	5	3	3	5	10	6	5	4	4	4	3	3	3
			22%	22%	22%	26%	22%	13%	13%	22%	43%	26%	22%	17%	17%	17%	13%	13%	13%
	Quentin Road between Abbotsford Avenue and Chapman Street	40	4	5	9	10	26	29	21	28	32	27	23	23	18	10	7	7	5
			10%	13%	23%	25%	65%	73%	53%	70%	80%	68%	58%	58%	45%	25%	18%	18%	13%
Q	Chapman Street	26	4	4	4	5	5	5	4	6	4	3	2	2	2	2	2	2	2
			15%	15%	15%	19%	19%	19%	15%	23%	15%	12%	8%	8%	8%	8%	8%	8%	8%
R	Midlothian Street between Chapman Street and Rebecca Road	28	7	7	7	7	7	7	8	8	10	11	10	10	10	10	9	9	9
			25%	25%	25%	25%	25%	25%	29%	29%	36%	39%	36%	36%	36%	36%	32%	32%	32%
	Midlothian Street between Rebecca Road and Gauntlet Road	27	5	5	4	5	4	5	6	7	6	7	6	6	5	4	4	4	4
			19%	19%	15%	19%	15%	19%	22%	26%	22%	26%	22%	22%	19%	15%	15%	15%	15%
	Midlothian Street between Gauntlet Road and Warrigal Road	39	6	6	6	8	8	9	9	8	8	10	11	9	8	8	8	8	8
			15%	15%	15%	21%	21%	23%	23%	21%	21%	26%	28%	23%	21%	21%	21%	21%	21%
S	Durward Road between Ivanhoe Grove and Abbotsford Avenue	22	12	12	12	12	11	13	15	15	11	10	7	6	8	15	11	10	8
			55%	55%	55%	55%	50%	59%	68%	68%	50%	45%	32%	27%	36%	68%	50%	45%	36%
	Durward Road between Abbotsford Avenue and Midlothian Street	42	10	10	10	11	11	23	33	35	31	28	23	19	10	13	14	14	12
			24%	24%	24%	26%	26%	55%	79%	83%	74%	67%	55%	45%	24%	31%	33%	33%	29%
T	Rebecca Road between Ivanhoe Grove and Abbotsford Avenue	16	5	5	5	5	6	7	4	4	3	3	4	4	5	5	5	5	4
			31%	31%	31%	31%	38%	44%	25%	25%	19%	19%	25%	25%	31%	31%	31%	31%	25%
	Rebecca Road between Abbotsford Avenue and Midlothian Street	40	14	14	16	19	21	30	41	42	45	40	40	40	13	15	14	15	13
			35%	35%	40%	48%	53%	75%	103%	105%	113%	100%	100%	100%	33%	38%	35%	38%	33%
U	Rowena Road	41	8	8	8	9	10	12	14	20	24	23	10	8	6	6	6	6	6
			20%	20%	20%	22%	24%	29%	34%	49%	59%	56%	24%	20%	15%	15%	15%	15%	15%
V	Gauntlet Road	38	14	14	12	12	11	11	16	22	23	27	17	12	10	13	14	14	11
			37%	37%	32%	32%	29%	29%	42%	58%	61%	71%	45%	32%	26%	34%	37%	37%	29%
W	Prior Road	51	21	21	18	19	19	20	22	27	30	34	37	32	33	30	26	23	22
			41%	41%	35%	37%	37%	39%	43%	53%	59%	67%	73%	63%	65%	59%	51%	45%	43%
CP	Phoenix Park Off Street Car Parks	117	6	8	9	77	105	74	23	56	89	21	10	11	11	12	2	0	0
			5%	7%	8%	66%	90%	63%	20%	48%	76%	18%	9%	9%	9%	10%	2%	0%	0%
Total		1406	304	313	317	412	505	496	494	588	695	574	461	399	349	336	313	301	283
Available Spaces			1102	1093	1079	984	891	900	912	818	711	832	945	1007	1057	1070	1093	1105	1123
Percentage Occupancy			22%	22%	23%	29%	36%	35%	35%	42%	49%	41%	33%	28%	25%	24%	22%	21%	20%


Overall Car Parking Occupancy Survey Results - Thursday 15 November 2018
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
1126
1060
1014
980
920
923
853
867
884
908
1016
973
966
856
970
996
1047
275
306
350
388
448
445
515
501
482
462
377
433
440
550
436
410
359
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of day
Occupied
Available


On-Street Car Parking Occupancy Survey Results - Thursday 15 November 2018
Percentage Occupancy vs. Availablity
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
922
907
896
879
857
855
772
776
806
766
878
824
861
737
810
822
855
264
244
253
274
296
298
381
377
345
389
300
367
330
454
381
369
336
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
Occupied
Available


Off-Street Car Parking Occupancy Survey Results - Thursday 15 November 2018
Percentage Occupancy vs. Availablity
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
204
11
153
62
118
97
101
114
63
152
68
147
81
134
91
124
78
137
142
73
138
77
149
66
105
110
119
96
160
55
174
41
192
23
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
Occupied
Available

Area	Location	Supply	Parking Occupancy - Thursday 15 November 2018																
			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
A	Princes Highway Service Road	5	1	1	1	2	3	1	7	7	4	4	1	4	4	7	7	6	3
			20%	20%	20%	40%	60%	20%	140%	140%	80%	80%	20%	80%	80%	140%	140%	120%	60%
B	Armstrong Court	28	10	8	8	10	13	11	20	18	17	17	19	14	13	12	7	8	6
		26 (9am-5pm)	36%	29%	31%	38%	50%	42%	77%	69%	65%	65%	68%	50%	46%	43%	25%	29%	21%
C	Abbotsford Avenue between Chadstone Road and Quentin Road	54	12	10	9	8	9	9	12	13	9	20	17	20	16	19	15	12	11
		39 (8am-5pm School Days)	22%	26%	23%	21%	23%	23%	31%	33%	23%	51%	31%	37%	30%	35%	28%	22%	20%
	Abbotsford Avenue between Quentin Road and Rebecca Road	24	13	13	12	14	12	17	13	17	12	17	9	14	11	21	15	15	15
			54%	54%	50%	58%	50%	71%	54%	71%	50%	71%	38%	58%	46%	88%	63%	63%	63%
	Abbotsford Avenue between Rebecca Road and Gauntlet Road	24	4	4	2	3	3	3	3	6	5	5	4	4	4	5	5	5	5
			17%	17%	8%	13%	13%	13%	13%	25%	21%	21%	17%	17%	17%	21%	21%	21%	21%
D	Rob Roy Road	63	4	3	5	22	31	9	12	7	8	5	5	6	7	8	9	3	3
		53 (8am-6pm)	6%	6%	9%	42%	58%	17%	23%	13%	15%	9%	9%	10%	11%	13%	14%	5%	5%
E	Ivanhoe Grove between Waverley Road and Quentin Road	33	7	9	11	14	18	7	8	9	10	8	12	10	10	11	11	10	9
			21%	27%	33%	42%	55%	21%	24%	27%	30%	24%	36%	30%	30%	33%	33%	30%	27%
	Ivanhoe Grove between Quentin Road and Rebecca Road	30	7	6	4	4	4	5	5	7	6	8	9	9	11	12	13	12	12
			23%	20%	13%	13%	13%	17%	17%	23%	20%	27%	30%	30%	37%	40%	43%	40%	40%
	Ivanhoe Grove between Rebecca Road and Prior Road	64	7	6	7	3	6	4	7	3	2	7	6	6	7	7	6	6	7
			11%	9%	11%	5%	9%	6%	11%	5%	3%	11%	9%	9%	11%	11%	9%	9%	11%
F	Chadstone Road	77	15	18	25	22	26	24	30	29	27	17	17	21	24	28	19	15	11
			19%	23%	32%	29%	34%	31%	39%	38%	35%	22%	22%	27%	31%	36%	25%	19%	14%
G	Bowen Street	129	37	39	38	33	35	48	54	47	46	46	48	51	51	57	55	49	44
			29%	30%	29%	26%	27%	37%	42%	36%	36%	36%	37%	40%	40%	44%	43%	38%	34%
H	Bowen Street Reserve	7	0	0	2	1	4	3	5	0	1	0	0	0	0	0	0	0	0
			0%	0%	29%	14%	57%	43%	71%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%
J	Alma Street	131	23	20	23	26	28	22	30	28	30	31	26	39	38	43	45	42	35
			18%	15%	18%	20%	21%	17%	23%	21%	23%	24%	20%	30%	29%	33%	34%	32%	27%
K	Fenwick Street	21	4	4	3	3	5	4	16	16	16	14	6	7	10	16	16	13	12
			19%	19%	14%	14%	24%	19%	76%	76%	76%	67%	29%	33%	48%	76%	76%	62%	57%
L	Gordon Street	16	2	2	2	2	2	1	4	3	4	4	2	2	6	7	7	7	7
			13%	13%	13%	13%	13%	6%	25%	19%	25%	25%	13%	13%	38%	44%	44%	44%	44%
M	Percy Treyvaud Memorial Park	98	3	3	16	20	54	69	63	52	55	35	31	36	78	78	36	33	22
			3%	3%	16%	20%	55%	70%	64%	53%	56%	36%	32%	37%	80%	80%	37%	34%	22%
N	Bellevue Avenue	24	3	4	4	4	2	2	1	1	1	2	2	3	6	8	9	9	8
		22 (7am-3pm)	14%	18%	18%	18%	9%	9%	5%	5%	4%	8%	8%	13%	25%	33%	38%	38%	33%
O	Rangeview Avenue	28	12	12	11	9	9	10	12	12	10	17	17	16	14	15	15	17	17
			43%	43%	39%	32%	32%	36%	43%	43%	36%	61%	61%	57%	50%	54%	54%	61%	61%
P	Quentin Road between Ivanhoe Grove and Abbotsford Avenue	16 (8am-5pm, 8am-9.30am & 3pm-4pm)	4	5	9	9	8	8	9	8	9	6	6	3	6	5	5	3	3
		20 (9.30am-3pm & 4pm-5pm)																	
		23	17%	31%	56%	45%	40%	40%	45%	40%	56%	30%	26%	13%	26%	22%	22%	13%	13%
	Quentin Road between Abbotsford Avenue and Chapman Street	40	9	9	7	19	14	26	22	32	26	32	16	27	9	38	17	20	20
			23%	23%	18%	48%	35%	65%	55%	80%	65%	80%	40%	68%	23%	95%	43%	50%	50%
Q	Chapman Street	26	1	1	2	1	1	1	2	2	1	1	1	3	2	2	4	3	3
			4%	4%	8%	4%	4%	4%	8%	8%	4%	4%	4%	12%	8%	8%	15%	12%	12%
R	Midlothian Street between Chapman Street and Rebecca Road	28	5	5	3	4	3	5	4	6	5	6	5	8	6	8	7	7	6
			18%	18%	11%	14%	11%	18%	14%	21%	18%	21%	18%	29%	21%	29%	25%	25%	21%
	Midlothian Street between Rebecca Road and Gauntlet Road	27	2	2	1	1	2	3	4	5	3	4	2	4	3	4	3	4	4
		24 (7am-6pm)	8%	8%	4%	4%	8%	13%	17%	21%	13%	17%	8%	15%	11%	15%	11%	15%	15%
	Midlothian Street between Gauntlet Road and Warrigal Road	39	6	3	5	4	5	4	5	4	4	5	0	0	4	0	3	3	4
			15%	8%	13%	10%	13%	10%	13%	10%	10%	13%	0%	0%	10%	0%	8%	8%	10%
S	Durward Road between Ivanhoe Grove and Abbotsford Avenue	22	9	9	5	7	7	7	6	8	7	8	5	9	8	12	9	11	12
			41%	41%	23%	32%	32%	32%	27%	36%	32%	36%	23%	41%	36%	55%	41%	50%	55%
	Durward Road between Abbotsford Avenue and Midlothian Street	42	11	11	10	15	10	27	15	35	35	35	15	31	19	46	23	29	29
			26%	26%	24%	36%	24%	64%	36%	83%	83%	83%	36%	74%	45%	110%	55%	69%	69%
T	Rebecca Road between Ivanhoe Grove and Abbotsford Avenue	16	4	4	3	4	3	3	2	4	4	4	3	8	6	7	5	6	6
			25%	25%	19%	25%	19%	19%	13%	25%	25%	25%	19%	50%	38%	44%	31%	38%	38%
	Rebecca Road between Abbotsford Avenue and Midlothian Street	40	14	12	11	14	13	25	19	35	30	34	18	38	25	46	30	33	34
			35%	30%	28%	35%	33%	63%	48%	88%	75%	85%	45%	95%	63%	115%	75%	83%	85%
U	Rowena Road	41	15	8	9	8	8	1	3	3	2	15	9	0	0	0	7	9	2
			37%	20%	22%	20%	20%	2%	7%	7%	5%	37%	22%	0%	0%	0%	17%	22%	5%
V	Gauntlet Road	38	10	7	8	4	7	2	33	7	6	6	13	8	8	8	9	9	6
			26%	18%	21%	11%	18%	5%	87%	18%	16%	16%	34%	21%	21%	21%	24%	24%	16%
W	Prior Road	51	13	9	13	4	5	6	18	5	5	11	7	2	2	2	5	3	2
			25%	18%	25%	8%	10%	12%	35%	10%	10%	22%	14%	4%	4%	4%	10%	6%	4%
CP	Phoenix Park Off Street Car Parks	117	8	59	81	94	98	78	71	72	82	38	46	30	32	18	19	8	1
			7%	50%	69%	80%	84%	67%	61%	62%	70%	32%	39%	26%	27%	15%	16%	7%	1%
Total		1366 - 1406	275	306	350	388	448	445	515	501	482	462	377	433	440	550	436	410	359
Available Spaces			1126	1060	1014	980	920	923	853	867	884	908	1016	973	966	856	970	996	1047
Percentage Occupancy			20%	22%	26%	28%	33%	33%	38%	37%	35%	34%	27%	31%	31%	39%	31%	29%	26%


Overall Car Parking Occupancy Survey Results - Saturday 24.11.18
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
1092
1059
1020
972
946
915
881
949
957
838
851
845
852
880
946
1087
1107
314
347
376
424
450
481
525
457
449
568
555
561
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526
460
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299
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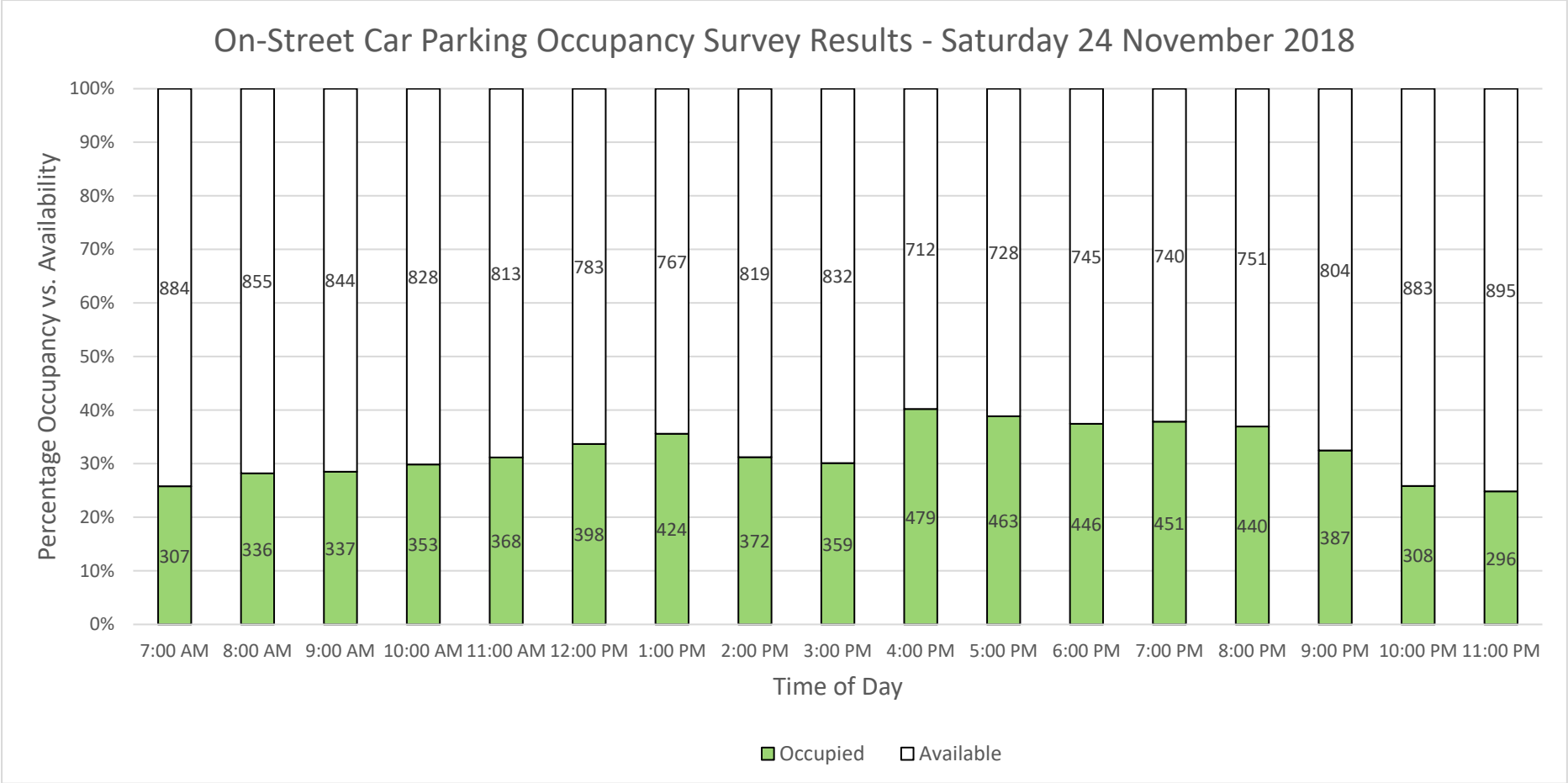
Time of Day
Occupied
Available


On-Street Car Parking Occupancy Survey Results - Saturday 24 November 2018
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
884
855
844
828
813
783
767
819
832
712
728
745
740
751
804
883
895
307
336
337
353
368
398
424
372
359
479
463
446
451
440
387
308
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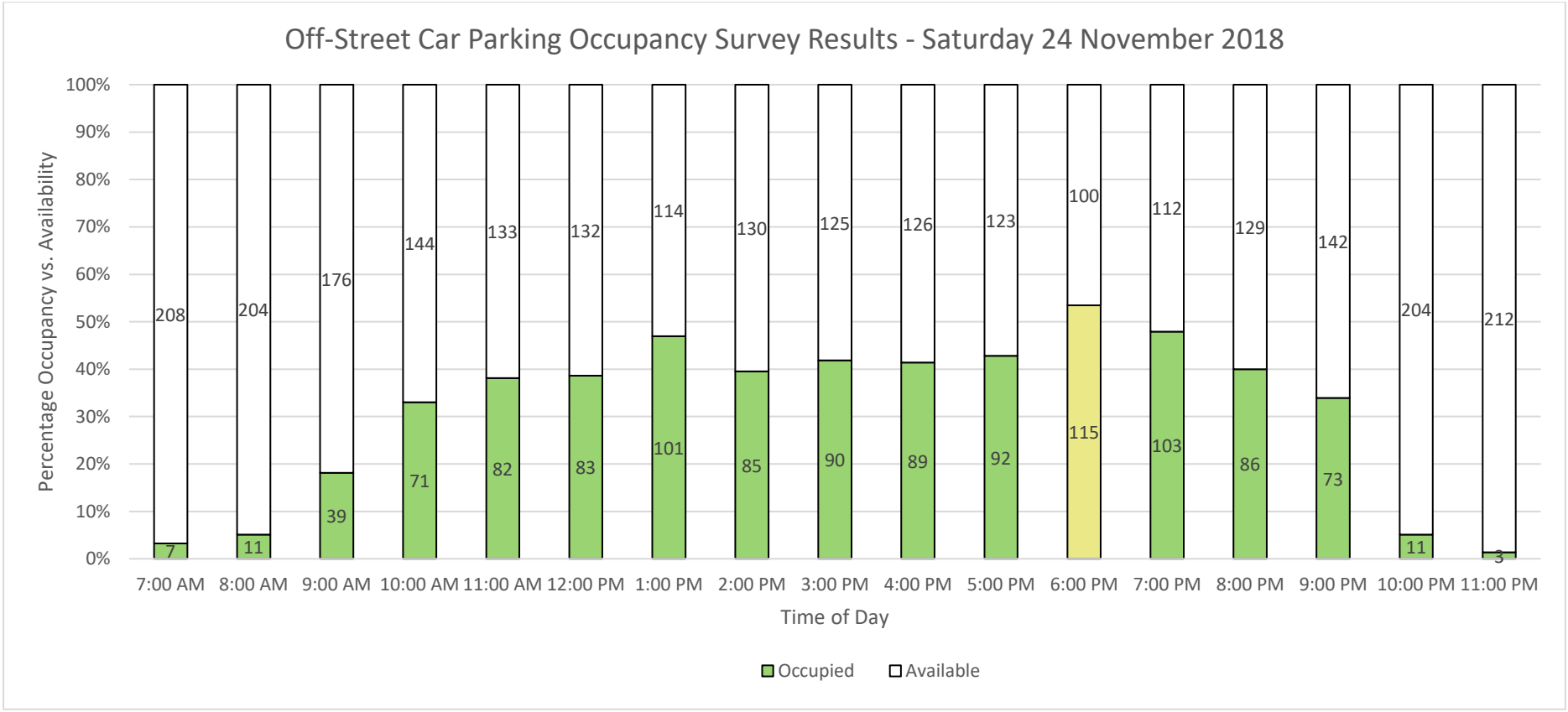
Time of Day
Occupied
Available


Off-Street Car Parking Occupancy Survey Results - Saturday 24 November 2018
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
208
204
176
144
133
132
114
130
125
126
123
100
112
129
142
204
212
7
11
39
71
82
83
101
85
90
89
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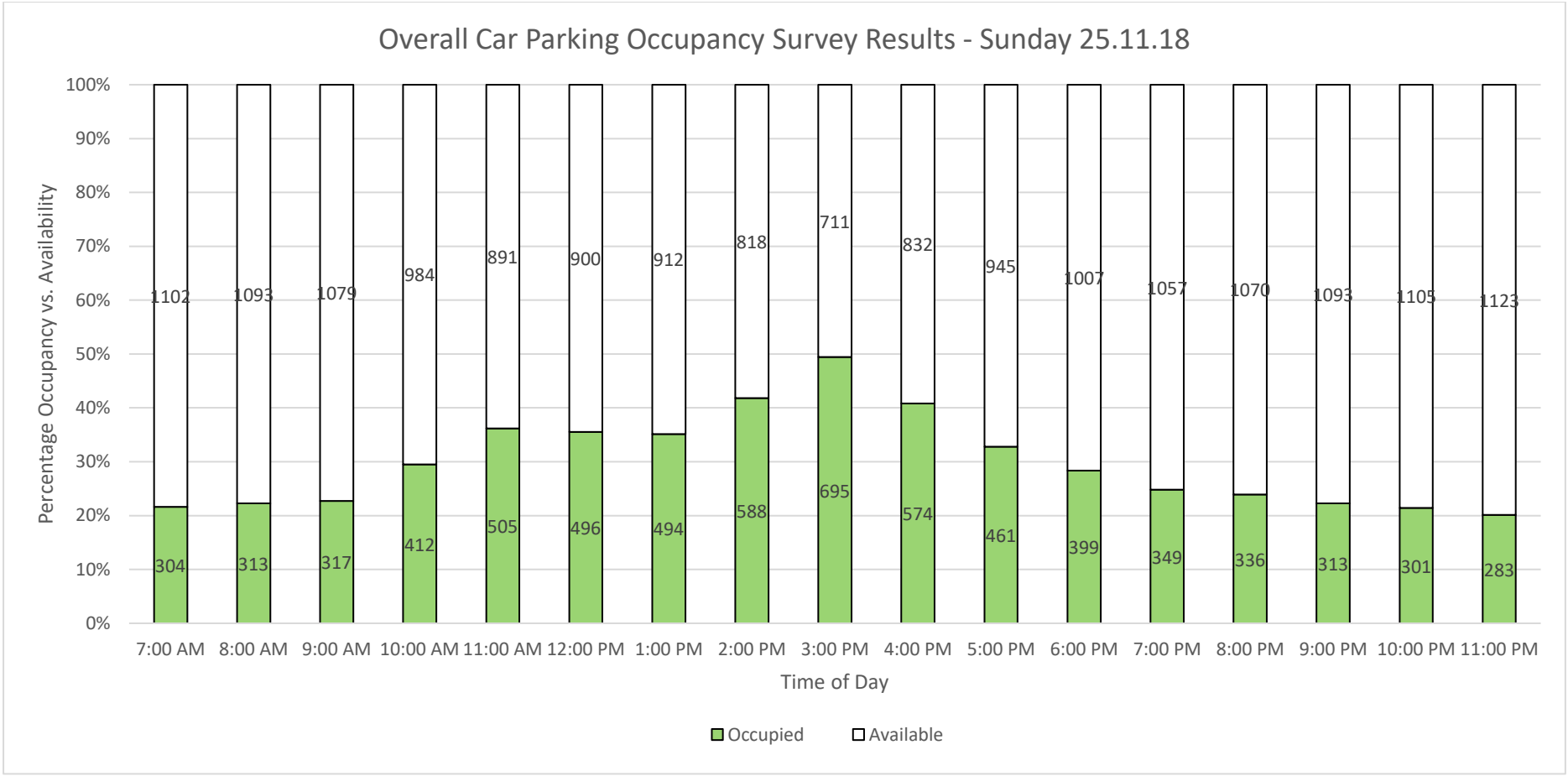
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Time of Day
Occupied
Available

Area	Location	Supply	Parking Occupancy - Saturday 24 November 2018															
			7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
A	Princes Highway Service Road	5	1	1	1	1	0	3	5	7	8	8	6	3	3	3	3	0	0
			20%	20%	20%	20%	0%	60%	100%	140%	160%	160%	120%	60%	60%	60%	60%	0%	0%
B	Armstrong Court	28	12	12	10	12	14	11	8	10	12	16	17	12	10	8	9	8	8
			43%	43%	36%	43%	50%	39%	29%	36%	43%	57%	61%	43%	36%	29%	32%	29%	29%
C	Abbotsford Avenue between Chadstone Road and Quentin Road	54	10	23	27	35	30	25	21	25	28	22	16	12	14	12	12	12	11
			19%	43%	50%	65%	56%	46%	39%	46%	52%	41%	30%	22%	26%	22%	22%	22%	20%
	Abbotsford Avenue between Quentin Road and Rebecca Road	24	14	15	16	12	13	18	17	6	6	18	15	13	13	13	11	11	12
			58%	63%	67%	50%	54%	75%	71%	25%	25%	75%	63%	54%	54%	54%	46%	46%	50%
	Abbotsford Avenue between Rebecca Road and Gauntlet Road	24	3	3	3	4	5	4	3	3	3	5	5	5	7	7	5	5	5
			13%	13%	13%	17%	21%	17%	13%	13%	13%	21%	21%	21%	29%	29%	21%	21%	21%
D	Rob Roy Road	63*	6	8	8	12	19	15	10	11	11	11	6	32	48	46	35	3	2
		53* (9am-1pm)	10%	13%	15%	23%	36%	28%	16%	17%	17%	17%	10%	51%	76%	73%	56%	5%	3%
E	Ivanhoe Grove between Waverley Road and Quentin Road	33	7	9	7	9	10	13	11	11	7	7	10	13	10	10	9	8	8
			21%	27%	21%	27%	30%	39%	33%	33%	21%	21%	30%	39%	30%	30%	27%	24%	24%
	Ivanhoe Grove between Quentin Road and Rebecca Road	30	11	9	8	8	10	9	8	8	9	10	8	8	10	9	7	8	8
			37%	30%	27%	27%	33%	30%	27%	27%	30%	33%	27%	27%	33%	30%	23%	27%	27%
	Ivanhoe Grove between Rebecca Road and Prior Road	64	5	7	7	8	10	8	10	5	5	9	18	27	31	31	19	8	8
			8%	11%	11%	13%	16%	13%	16%	8%	8%	14%	28%	42%	48%	48%	30%	13%	13%
F	Chadstone Road	77	19	18	25	24	21	22	29	29	30	21	23	20	23	22	20	17	16
			25%	23%	32%	31%	27%	29%	38%	38%	39%	27%	30%	26%	30%	29%	26%	22%	21%
G	Bowen Street	129	39	37	36	37	39	39	42	47	46	53	49	42	43	39	38	39	33
			30%	29%	28%	29%	30%	30%	33%	36%	36%	41%	38%	33%	33%	30%	29%	30%	26%
H	Bowen Street Reserve	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%
J	Alma Street	131	28	28	25	26	31	36	38	34	39	35	34	34	35	40	41	39	37
			21%	21%	19%	20%	24%	27%	29%	26%	30%	27%	26%	26%	27%	31%	31%	30%	28%
K	Fenwick Street	21	0	0	0	0	0	4	6	10	14	14	14	9	5	5	2	2	0
			0%	0%	0%	0%	0%	19%	29%	48%	67%	67%	67%	43%	24%	24%	10%	10%	0%
L	Gordon Street	16	1	1	1	1	1	1	1	1	1	2	2	3	3	4	4	4	4
			6%	6%	6%	6%	6%	6%	6%	6%	6%	13%	13%	19%	19%	25%	25%	25%	25%
M	Percy Treyvaud Memorial Park	98	2	1	4	3	13	14	55	51	60	44	27	32	27	21	16	7	2
			2%	1%	4%	3%	13%	14%	56%	52%	61%	45%	28%	33%	28%	21%	16%	7%	2%
N	Bellevue Avenue	24	4	4	5	5	6	9	9	10	12	10	9	9	9	9	9	9	5
			17%	17%	21%	21%	25%	38%	38%	42%	50%	42%	38%	38%	38%	38%	38%	38%	21%
O	Rangeview Avenue	28	15	15	15	15	14	12	15	13	13	15	14	15	15	16	16	16	16
			54%	54%	54%	54%	50%	43%	54%	46%	46%	54%	50%	54%	54%	57%	57%	57%	57%
P	Quentin Road between Ivanhoe Grove and Abbotsford Avenue	23*	10	24	23	21	17	28	25	15	10	17	17	12	11	11	12	9	11
			43%	104%	100%	91%	74%	122%	109%	65%	43%	74%	74%	52%	48%	48%	52%	39%	48%
	Quentin Road between Abbotsford Avenue and Chapman Street	40	8	10	10	15	19	24	31	22	19	17	27	27	22	22	12	8	8
			20%	25%	25%	38%	48%	60%	78%	55%	48%	43%	68%	68%	55%	55%	30%	20%	20%
Q	Chapman Street	26	3	4	3	3	3	3	3	3	1	0	0	0	0	0	0	0	0
			12%	15%	12%	12%	12%	12%	12%	12%	4%	0%	0%	0%	0%	0%	0%	0%	0%
R	Midlothian Street between Chapman Street and Rebecca Road	28	11	11	11	9	9	7	8	11	8	8	10	9	8	8	7	7	7
			39%	39%	39%	32%	32%	25%	29%	39%	29%	29%	36%	32%	29%	29%	25%	25%	25%
	Midlothian Street between Rebecca Road and Gauntlet Road	27	4	4	4	5	4	3	3	2	2	5	4	7	7	5	5	5	5
			15%	15%	15%	19%	15%	11%	11%	7%	7%	19%	15%	26%	26%	19%	19%	19%	19%
	Midlothian Street between Gauntlet Road and Warrigal Road	39	9	8	8	7	7	6	6	3	3	9	10	8	7	7	8	7	7
			23%	21%	21%	18%	18%	15%	15%	8%	8%	23%	26%	21%	18%	18%	21%	18%	18%
S	Durward Road between Ivanhoe Grove and Abbotsford Avenue	22	13	13	12	10	11	10	10	7	7	9	9	11	11	10	12	12	12
			59%	59%	55%	45%	50%	45%	45%	32%	32%	41%	41%	50%	50%	45%	55%	55%	55%
	Durward Road between Abbotsford Avenue and Midlothian Street	42	11	9	10	15	15	16	25	37	24	40	30	26	17	16	15	13	13
			26%	21%	24%	36%	36%	38%	60%	88%	57%	95%	71%	62%	40%	38%	36%	31%	31%
T	Rebecca Road between Ivanhoe Grove and Abbotsford Avenue	16	5	5	5	2	4	6	4	3	3	5	6	6	6	7	7	5	5
			31%	31%	31%	13%	25%	38%	25%	19%	19%	31%	38%	38%	38%	44%	44%	31%	31%
	Rebecca Road between Abbotsford Avenue and Midlothian Street	40	14	11	12	18	16	22	27	12	11	34	38	30	29	29	22	16	16
			35%	28%	30%	45%	40%	55%	68%	30%	28%	85%	95%	75%	73%	73%	55%	40%	40%
U	Rowena Road	41	13	12	10	8	9	8	13	7	7	23	18	12	12	12	11	5	5
			32%	29%	24%	20%	22%	20%	32%	17%	17%	56%	44%	29%	29%	29%	27%	12%	12%
V	Gauntlet Road	38	11	11	11	11	10	15	14	10	10	26	20	16	18	14	15	13	14
			29%	29%	29%	29%	26%	39%	37%	26%	26%	68%	53%	42%	47%	37%	39%	34%	37%
W	Prior Road	51	20	24	24	20	21	21	22	10	10	30	28	25	24	25	21	19	20
			39%	47%	47%	39%	41%	41%	43%	20%	20%	59%	55%	49%	47%	49%	41%	37%	39%
CP	Phoenix Park Off Street Car Parks	117	5	10	35	68	69	69	46	34	30	45	65	83	76	65	57	4	1
			4%	9%	30%	58%	59%	59%	39%	29%	26%	38%	56%	71%	65%	56%	49%	3%	1%
Total		1396 - 1406	314	347	376	424	450	481	525	457	449	568	555	561	554	526	460	319	299
Available Spaces			1092	1059	1020	972	946	915	881	949	957	838	851	845	852	880	946	1087	1107
Percentage Occupancy			22%	25%	27%	30%	32%	34%	37%	33%	32%	40%	39%	40%	39%	37%	33%	23%	21%


Overall Car Parking Occupancy Survey Results - Sunday 25.11.18
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
1102
1093
1079
984
891
900
912
818
711
832
945
1007
1057
1070
1093
1105
1123
304
313
317
412
505
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494
588
695
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461
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349
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313
301
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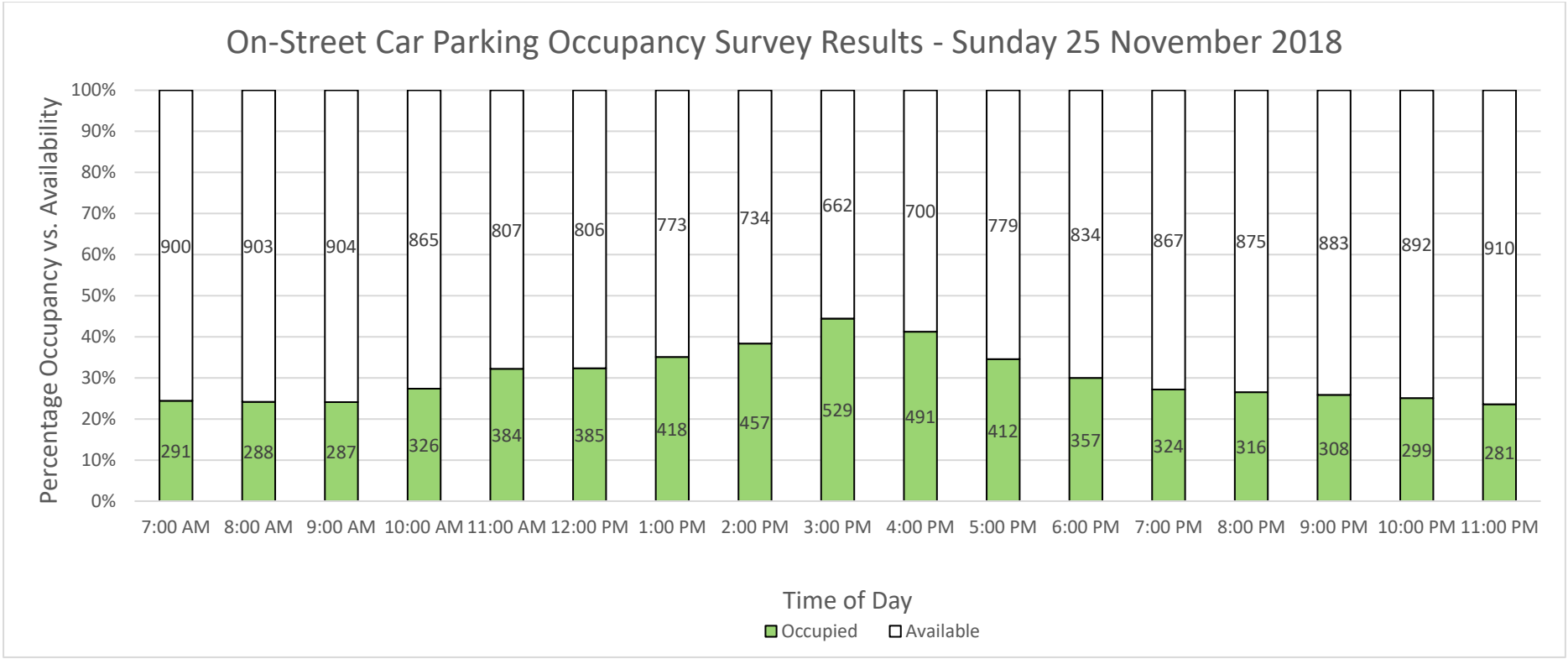
Time of Day
Occupied
Available


On-Street Car Parking Occupancy Survey Results - Sunday 25 November 2018
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
900
903
904
865
807
806
773
734
662
700
779
834
867
875
883
892
910
291
288
287
326
384
385
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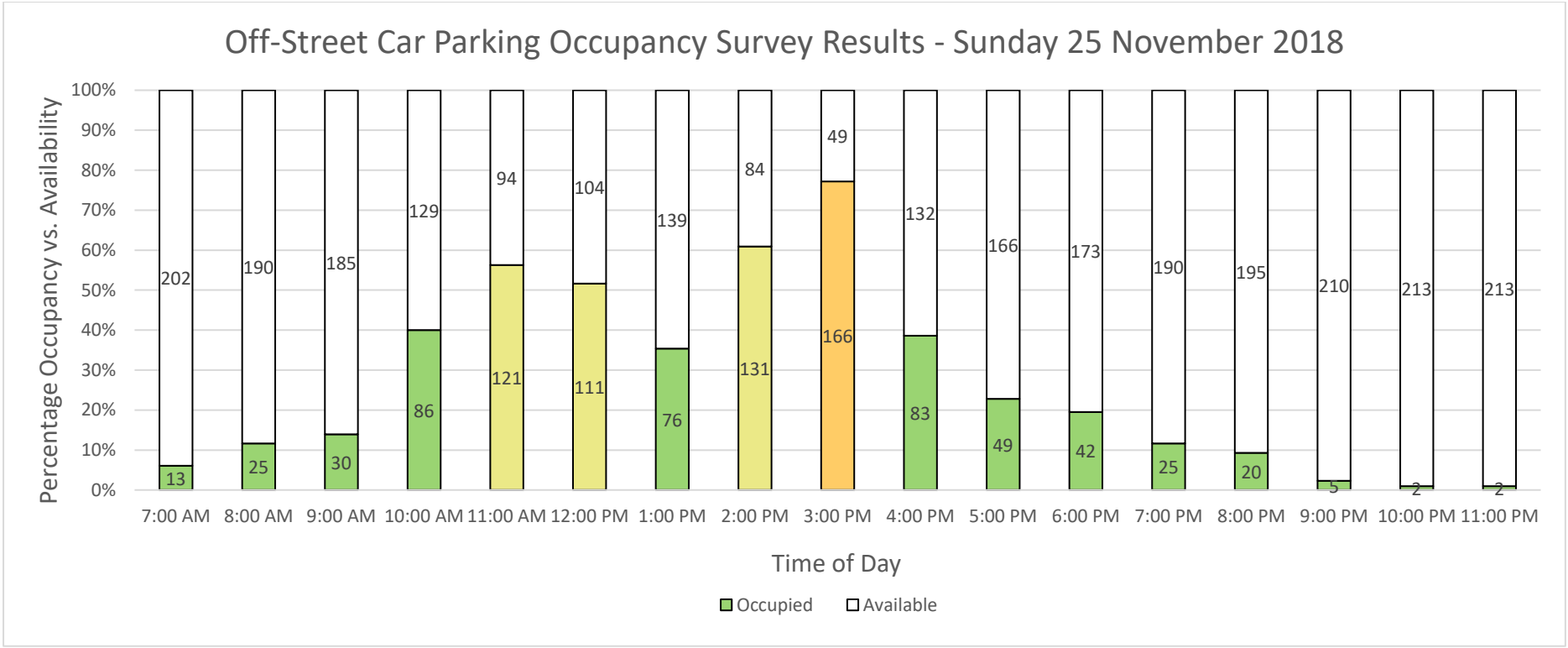
Time of Day
Occupied
Available


Off-Street Car Parking Occupancy Survey Results - Sunday 25 November 2018
Percentage Occupancy vs. Availability
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
202
13
190
25
185
30
129
86
94
121
104
111
139
76
84
131
49
166
132
83
166
49
173
42
190
25
195
20
210
5
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2
213
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Time of Day
Occupied
Available

ATTACHMENT G –SIDRA ANALYSIS SUMMARIES

Table G1: SIDRA Outputs – Wednesday 17 October 2018

	Movements	Existing Conditions						Future Conditions					
		DOS		95% Queue (m)		Average Delay (sec)		DOS		95% Queue (m)		Average Delay (sec)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Princes Highway / Chadstone Road	Poath Road (south approach)	1.300	0.991	331.8	101.9	156.3	68.4	1.305	0.999	333.2	103.2	159.8	68.9
	Princes Highway (east approach)	0.862	0.735	79.3	97.4	5.2	9.0	0.861	0.736	78.2	97.3	5.3	9.2
	Chadstone Road (north approach)	0.704	0.822	50.0	100.5	46.1	53.7	0.794	0.881	52.8	105.9	47.7	56.4
	Princes Highway (west approach)	1.283	1.158	853.5	705.9	295.4	164.4	1.292	1.163	850.4	729.0	301.6	167.3
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	1.053	1.311	671.2	1360.4	86.2	332.5	1.052	1.312	669.6	1358.5	85.7	333.0
	Chadstone SC (north approach)	0.025	0.244	3.1	34.8	22.3	27.6	0.025	0.243	3.1	34.6	22.3	27.6
	Princes Highway (west approach)	0.643	0.644	100.1	108.6	8.5	8.4	0.643	0.645	98.9	110.7	8.6	8.5
Waverley Road / Chadstone Road	Chadstone Road (south approach)	0.754	0.885	87.0	132.3	51.0	55.3	0.861	0.877	108.7	136.1	57.7	52.4
	Waverley Road (east approach)	0.807	0.774	243.5	198.7	21.3	26.6	0.837	0.859	270.5	241.3	25.0	37.1
	Waverley Road (west approach)	0.757	0.840	108.2	212.4	11.6	17.6	0.825	0.831	106.1	222.3	12.6	19.2

Chadstone Road / Abbotsford Road	Chadstone Road (south approach)	0.274	0.341	4.1	2.7	1.2	0.6	0.297	0.361	4.5	3.1	1.2	0.6
	Abbotsford Road (east approach)	0.135	0.113	3.3	2.8	13.7	13.2	0.157	0.127	3.8	3.1	15.1	14.2
	Chadstone Road (north approach)	0.226	0.244	0.3	0.6	0.4	0.4	0.252	0.271	0.4	0.6	0.3	0.4
	Armstrong Court (west approach)	0.071	0.101	1.7	2.3	14.2	16.5	0.084	0.115	2.0	2.6	16.0	18.0
Chadstone Road / PT Reserve	Chadstone Road (south approach)	0.267	0.350	0.7	1.3	0.2	0.3	0.303	0.390	4.3	6.5	1.1	1.2
	PT Reserve (east approach)	0.013	0.025	0.4	0.6	11.0	8.6	0.116	0.165	2.9	4.0	9.6	11.2
	Chadstone Road (north approach)	0.236	0.263	0.0	0.0	0.1	0.1	0.265	0.290	0.0	0.0	0.6	0.6
Quentin Road / PT Reserve	Quentin Road (south approach)	0.024	0.015	0.0	0.0	0.1	1.4	0.024	0.022	0.0	0.0	0.1	0.6
	Quentin Road (north approach)	0.016	0.026	0.1	0.3	0.4	0.7	0.016	0.031	0.1	0.3	0.4	0.6
	PT Reserve (west approach)	0.003	0.006	0.1	0.1	5.7	5.7	0.003	0.012	0.1	0.3	5.7	5.7

Table G2: SIDRA Outputs – Thursday 18 October 2018

	Movements	Existing Conditions						Future Conditions					
		DOS		95% Queue (m)		Average Delay (sec)		DOS		95% Queue (m)		Average Delay (sec)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Princes Highway / Chadstone Road	Poath Road (south approach)	1.159	1.123	232.8	164.9	108.5	97.3	1.163	1.128	233.8	165.8	112.0	97.1
	Princes Highway (east approach)	0.862	0.726	61.2	99.4	5.6	9.4	0.860	0.757	59.9	102.5	5.7	9.7
	Chadstone Road (north approach)	0.785	0.944	53.9	101.5	47.1	59.6	0.872	1.026	60.7	130.8	49.6	63.0
	Princes Highway (west approach)	1.339	1.270	934.4	895.0	341.3	247.8	1.349	1.271	969.3	915.9	347.3	247.8
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	1.022	1.259	594.1	1248.4	64.8	280.9	1.026	1.261	602.3	1271.6	67.0	282.8
	Chadstone SC (north approach)	0.013	0.201	1.6	30.0	22.9	25.5	0.013	0.204	1.6	30.8	23.0	25.7
	Princes Highway (west approach)	0.641	0.650	99.0	103.4	8.7	8.1	0.641	0.650	100.9	105.8	8.8	8.2
Waverley Road / Chadstone Road	Chadstone Road (south approach)	0.892	0.916	109.7	143.2	61.2	62.2	0.956	0.991	134.6	188.6	76.4	89.8
	Waverley Road (east approach)	0.834	0.939	267.8	311.8	24.6	55.5	0.880	0.952	313.4	329.1	32.4	60.0

	Waverley Road (west approach)	0.840	0.825	107.1	183.0	12.8	17.9	0.872	0.904	110.7	169.3	14.2	19.9
Chadstone Road / Abbotsford Road	Chadstone Road (south approach)	0.279	0.361	3.2	5.5	0.9	1.2	0.300	0.382	3.6	6.3	1.0	1.3
	Abbotsford Road (east approach)	0.137	0.171	3.3	4.0	14.9	17.4	0.155	0.195	3.7	4.5	16.2	19.1
	Chadstone Road (north approach)	0.251	0.335	0.3	0.7	0.2	0.3	0.277	0.361	0.4	0.8	0.2	0.3
	Armstrong Court (west approach)	0.054	0.097	1.3	2.2	14.1	17.1	0.060	0.109	1.5	2.4	15.2	18.6
Chadstone Road / PT Reserve	Chadstone Road (south approach)	0.267	0.348	0.4	0.6	0.1	0.1	0.305	0.395	4.2	7.2	1.1	1.4
	PT Reserve (east approach)	0.003	0.031	0.1	0.8	8.9	11.1	0.113	0.194	2.8	4.6	9.9	13.0
	Chadstone Road (north approach)	0.255	0.344	0.0	0.0	0.0	0.1	0.282	0.371	0.0	0.0	0.6	0.5
Quentin Road / PT Reserve	Quentin Road (south approach)	0.029	0.013	0.0	0.0	0.2	1.0	0.029	0.015	0.0	0.0	0.2	1.4
	Quentin Road (north approach)	0.012	0.024	0.1	0.2	0.5	0.5	0.012	0.026	0.1	0.3	0.5	0.7
	PT Reserve (west approach)	0.003	0.002	0.1	0.1	5.7	5.6	0.003	0.003	0.1	0.1	5.7	5.7

Table G3: SIDRA Outputs – Saturday 20 October 2018

Movements		Existing Conditions			Future Conditions		
		DOS	95% Queue (m)	Average Delay (sec)	DOS	95% Queue (m)	Average Delay (sec)
Princes Highway / Chadstone Road	Poath Road (south approach)	1.132	218.0	112.0	1.139	220.7	113.7
	Princes Highway (east approach)	0.761	76.0	7.6	0.762	74.6	7.8
	Chadstone Road (north approach)	0.861	122.7	49.5	0.904	135.3	52.0
	Princes Highway (west approach)	1.064	426.4	126.5	1.062	431.5	124.8
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	0.943	403.0	64.6	0.942	402.2	64.3
	Chadstone SC (north approach)	0.222	25.5	20.5	0.222	25.3	20.5
	Princes Highway (west approach)	0.655	107.7	11.2	0.655	109.4	11.3
Waverley Road / Chadstone Road	Chadstone Road (south approach)	0.817	107.9	49.5	0.874	126.4	54.5
	Waverley Road (east approach)	0.861	237.8	38.1	0.894	261.1	44.1
	Waverley Road (west approach)	0.750	103.7	16.8	0.822	121.3	18.8
Chadstone Road / Abbotsford Road	Chadstone Road (south approach)	0.362	10.1	2.5	0.386	11.6	2.7
	Abbotsford Road (east approach)	0.298	8.0	19.3	0.340	9.3	21.9
	Chadstone Road (north approach)	0.394	0.2	0.3	0.420	0.2	0.3
	Armstrong Court (west approach)	0.119	2.7	17.5	0.137	3.0	19.2
Chadstone Road / PT Reserve	Chadstone Road (south approach)	0.368	5.3	1.2	0.431	14.6	3.2
	PT Reserve (east approach)	0.059	1.2	17.2	0.273	6.6	17.9
	Chadstone Road (north approach)	0.428	0.0	0.3	0.454	0.0	0.6
Quentin Road / PT Reserve	Quentin Road (south approach)	0.026	0.0	1.2	0.026	0.0	1.2
	Quentin Road (north approach)	0.030	0.3	0.7	0.030	0.3	0.7
	PT Reserve (west approach)	0.006	0.2	5.7	0.006	0.2	5.7

Table G4: SIDRA Outputs – Saturday 27 October 2018

Movements		Existing Conditions			Future Conditions		
		DOS	95% Queue (m)	Average Delay (sec)	DOS	95% Queue (m)	Average Delay (sec)
Princes Highway / Chadstone Road	Poath Road (south approach)	1.119	200.7	107.2	1.127	203.4	109.2
	Princes Highway (east approach)	0.737	93.3	7.2	0.737	92.3	7.3
	Chadstone Road (north approach)	0.846	103.1	48.7	0.894	114.4	51.0
	Princes Highway (west approach)	1.239	733.0	249.5	1.242	751.6	250.5
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	0.994	523.8	86.9	0.995	526.7	87.6
	Chadstone SC (north approach)	0.176	32.7	24.7	0.176	32.5	24.7
	Princes Highway (west approach)	0.667	102.8	9.6	0.667	105.0	9.7
Waverley Road / Chadstone Road	Chadstone Road (south approach)	0.607	86.0	41.1	0.654	89.5	40.1
	Waverley Road (east approach)	0.811	209.2	32.2	0.840	227.3	35.7
	Waverley Road (west approach)	0.757	92.4	16.8	0.841	110.5	19.0

Table G5: SIDRA Outputs – Thursday 15 November 2018

	Movements	Existing						Proposed					
		DOS		95% Queue (m)		Average Delay (sec)		DOS		95% Queue (m)		Average Delay (sec)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Princes Highway / Chadstone Road	Poath Road (south approach)	1.285	1.360	316.7	301.2	150.8	183.9	1.288	1.376	317.4	306.4	155.3	189.1
	Princes Highway (east approach)	0.814	0.705	44.0	106.7	3.9	11.2	0.814	0.732	48.6	107.4	4.2	11.4
	Chadstone Road (north approach)	0.816	1.060	64.2	169.4	48.8	71.0	0.908	1.130	67.7	213.1	51.8	87.7
	Princes Highway (west approach)	1.361	1.213	1024.8	781.0	351.7	196.4	1.367	1.213	1056.1	787.6	354.6	195.3
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	0.942	1.352	376.6	1354.5	30.8	347.4	0.945	1.354	384.4	1355.7	31.7	348.9
	Chadstone SC (north approach)	0.027	0.299	4.8	38.7	26.1	27.3	0.027	0.297	4.8	38.5	26.2	27.3
	Princes Highway (west approach)	0.640	0.636	105.4	114.2	8.9	9.9	0.640	0.641	107.5	114.2	9.0	9.9
Waverley Road / Chadstone Road	Chadstone Road (south approach)	0.925	0.975	110.1	189.4	68.7	81.3	0.971	1.042	132.7	263.2	82.6	122.0
	Waverley Road (east approach)	0.874	0.990	305.6	370.6	31.5	78.9	0.900	1.028	335.8	423.1	37.2	101.4
	Waverley Road (west approach)	0.721	0.979	76.1	186.7	12.1	26.2	0.815	1.020	88.8	230.2	14.0	31.5

Chadstone Road / Abbotsford Road	Chadstone Road (south approach)	0.266	0.418	3.5	9.7	1.2	1.9	0.291	0.441	4.5	11.0	1.3	2.1
	Abbotsford Road (east approach)	0.172	0.256	4.1	6.4	17.0	20.3	0.197	0.295	4.7	7.4	18.8	23.2
	Chadstone Road (north approach)	0.326	0.401	0.5	0.5	0.2	0.2	0.351	0.427	0.6	0.6	0.2	0.2
	Armstrong Court (west approach)	0.061	0.262	1.5	6.1	16.2	26.8	0.070	0.306	1.6	7.1	17.7	31.4
Chadstone Road / PT Reserve	Chadstone Road (south approach)	0.260	0.402	0.6	1.8	0.2	0.4	0.306	0.464	5.6	11.8	1.6	2.2
	PT Reserve (east approach)	0.004	0.081	0.1	1.8	10.1	14.6	0.135	0.331	3.2	8.4	11.4	19.6
	Chadstone Road (north approach)	0.333	0.422	0.0	0.0	0.0	0.1	0.360	0.449	0.0	0.0	0.4	0.4
Quentin Road / PT Reserve	Quentin Road (south approach)	0.021	0.022	0.0	0.0	0.1	0.6	0.021	0.022	0.0	0.0	0.1	0.6
	Quentin Road (north approach)	0.016	0.031	0.1	0.3	0.4	0.6	0.017	0.031	0.1	0.3	0.4	0.6
	PT Reserve (west approach)	0.002	0.012	0.1	0.3	5.7	5.7	0.002	0.012	0.1	0.3	5.7	5.7

Table G6: SIDRA Outputs – Saturday 24 November 2018

Movements		Existing Conditions			Future Conditions		
		DOS	95% Queue (m)	Average Delay (sec)	DOS	95% Queue (m)	Average Delay (sec)
Princes Highway / Chadstone Road	Poath Road (south approach)	1.243	276.5	151.0	1.248	278.6	157.8
	Princes Highway (east approach)	0.828	86.0	9.9	0.859	84.0	10.2
	Chadstone Road (north approach)	1.016	197.7	77.0	1.058	229.4	90.6
	Princes Highway (west approach)	1.443	951.2	351.9	1.443	953.9	348.5
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	1.092	715.0	147.0	1.100	734.2	152.8
	Chadstone SC (north approach)	0.222	36.9	24.0	0.223	38.0	24.0
	Princes Highway (west approach)	0.659	114.2	13.1	0.661	114.2	13.1
Waverley Road / Chadstone Road	Chadstone Road (south approach)	0.909	140.0	60.6	0.952	166.4	72.2
	Waverley Road (east approach)	0.835	230.0	33.8	0.864	251.3	37.9
	Waverley Road (west approach)	0.854	113.7	19.2	0.937	143.9	23.7
Chadstone Road / Abbotsford Road	Chadstone Road (south approach)	0.414	13.7	3.1	0.440	15.7	3.4
	Abbotsford Road (east approach)	0.345	9.4	22.2	0.398	10.9	25.7
	Chadstone Road (north approach)	0.435	0.5	0.2	0.461	0.6	0.2
	Armstrong Court (west approach)	0.051	1.1	25.2	0.061	1.2	28.6
Chadstone Road / PT Reserve	Chadstone Road (south approach)	0.382	4.7	1.1	0.450	15.4	3.3
	PT Reserve (east approach)	0.054	1.2	14.5	0.306	7.5	19.6
	Chadstone Road (north approach)	0.455	0.0	0.1	0.482	0.0	0.4
Quentin Road / PT Reserve	Quentin Road (south approach)	0.051	0.0	1.7	0.051	0.0	1.7
	Quentin Road (north approach)	0.048	0.5	0.7	0.048	0.5	0.7
	PT Reserve (west approach)	0.008	0.2	5.9	0.008	0.2	5.9

Table G7: SIDRA Outputs – Sunday 25 November 2018

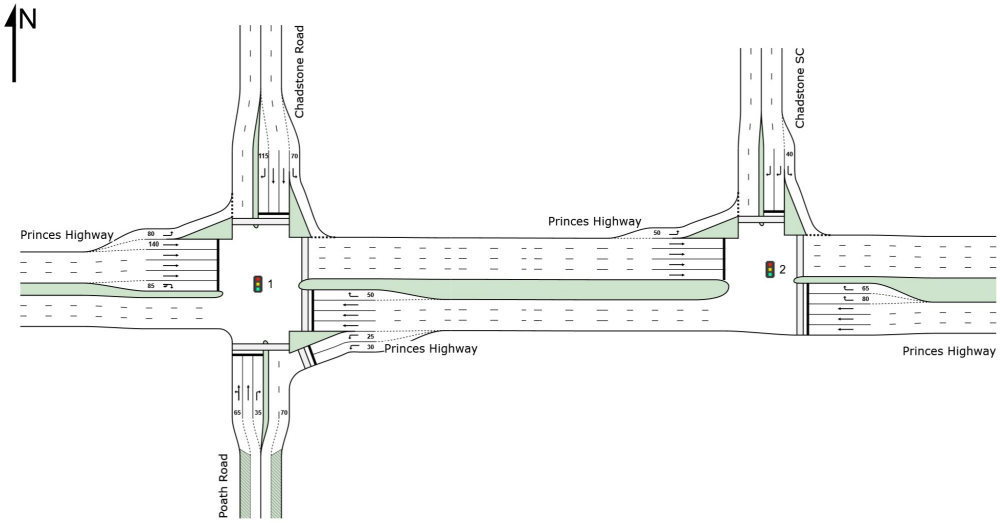
Movements		Existing Conditions			Future Conditions		
		DOS	95% Queue (m)	Average Delay (sec)	DOS	95% Queue (m)	Average Delay (sec)
Princes Highway / Chadstone Road	Poath Road (south approach)	0.876	86.9	57.5	0.878	86.5	57.6
	Princes Highway (east approach)	0.754	112.6	11.2	0.794	101.2	11.4
	Chadstone Road (north approach)	0.979	217.3	72.4	0.991	229.8	78.4
	Princes Highway (west approach)	1.359	888.5	331.6	1.347	883.8	321.6
Princes Highway / Chadstone Shopping Centre	Princes Highway (east approach)	1.050	617.1	120.3	1.046	586.1	118.2
	Chadstone SC (north approach)	0.278	43.2	22.7	0.278	37.3	22.5
	Princes Highway (west approach)	0.655	114.2	13.8	0.659	114.2	13.8
Waverley Road / Chadstone Road	Chadstone Road (south approach)	0.884	130.5	55.5	0.932	155.8	65.4
	Waverley Road (east approach)	0.786	196.3	30.1	0.789	198.5	30.0
	Waverley Road (west approach)	0.771	90.4	19.2	0.917	120.6	24.4
Chadstone Road / Abbotsford Road	Chadstone Road (south approach)	0.354	4.9	1.2	0.377	5.7	1.3
	Abbotsford Road (east approach)	0.194	4.5	19.0	0.224	5.3	21.6
	Chadstone Road (north approach)	0.394	0.9	0.3	0.420	1.0	0.3
	Armstrong Court (west approach)	0.136	3.0	20.6	0.159	3.4	23.0
Chadstone Road / PT Reserve	Chadstone Road (south approach)	0.355	2.2	0.5	0.413	10.4	2.2
	PT Reserve (east approach)	0.061	1.4	13.2	0.261	6.4	15.9
	Chadstone Road (north approach)	0.402	0.0	0.1	0.429	0.0	0.5
Quentin Road / PT Reserve	Quentin Road (south approach)	0.044	0.0	1.5	0.044	0.0	1.5
	Quentin Road (north approach)	0.029	0.4	0.9	0.029	0.4	0.9
	PT Reserve (west approach)	0.019	0.5	5.8	0.019	0.5	5.8

ATTACHMENT H – EXISTING CONDITIONS SIDRA ANALYSIS RESULTS

NETWORK LAYOUT

Network: N101 [Princes Hwy / Chadstone Rd - existing - AM peak - Wed 17]

New Network
Network Category: (None)



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
1	CCG1	Princes Hwy / Chadstone Rd - existing - AM peak - Wed 17
2	CCG1	Princes Hwy / Chadstone Shopping Centre - existing - AM peak - Wed 17

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: TRAFFICWORKS PTY LTD | Created: Wednesday, 16 January 2019 2:04:11 PM
Project: T:\1718 Projects\170865\Analysis\SIDRA Analysis Files\170865_SIDRA analysis_Existing condtions_190108.sip8

USER REPORT FOR SITE

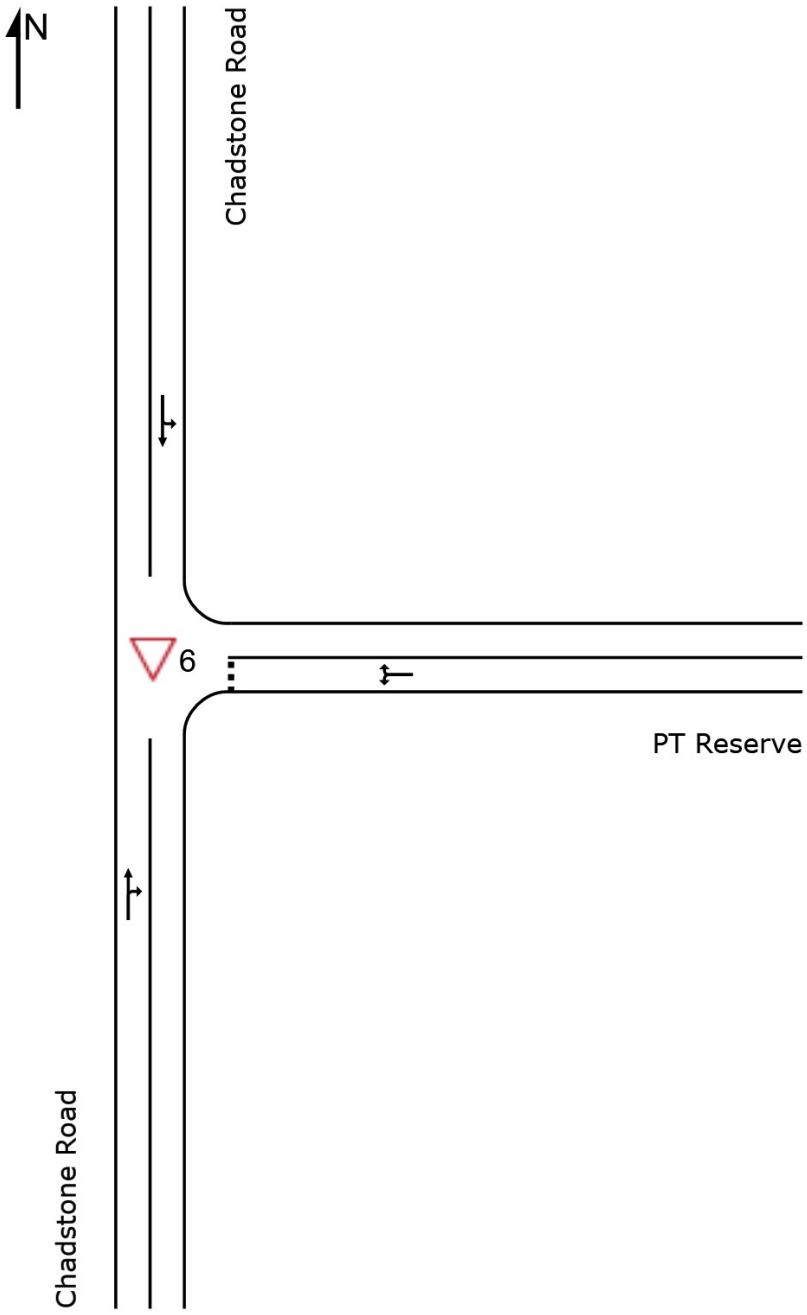
Project: 170865_SIDRA analysis_Existing condtions_190108

Template: Site Layout

Site: 6 [Chadstone Rd / PT Reserve - existing - Wed 17 - AM peak]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Site Layout



USER REPORT FOR SITE

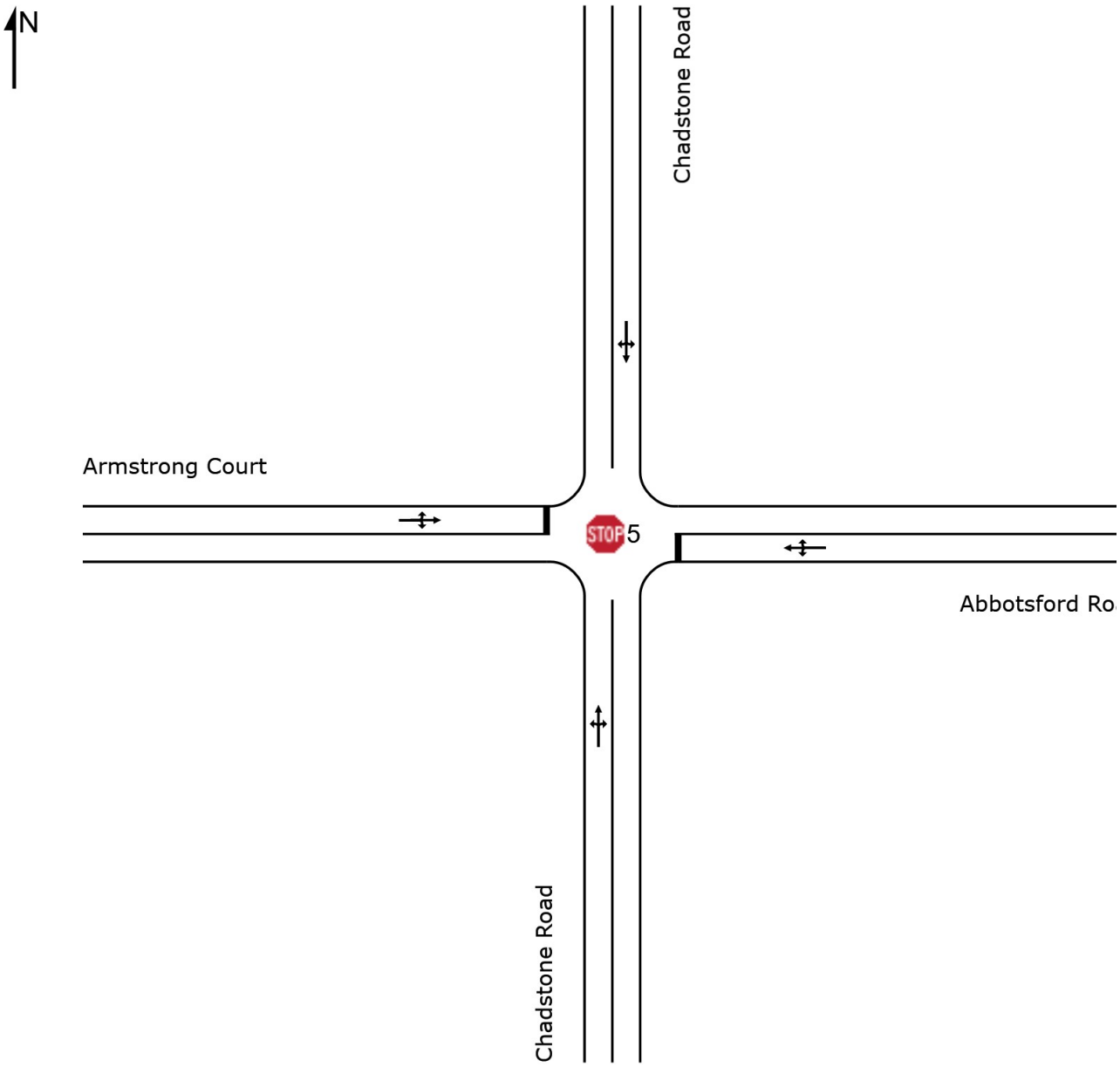
Project: 170865_SIDRA analysis_Existing condtions_190108

Template: Site Layout

Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Wed 17 - AM peak]

New Site
Site Category: (None)
Stop (Two-Way)

Site Layout



USER REPORT FOR SITE

Project: 170865_SIDRA analysis_Existing condtions_190108

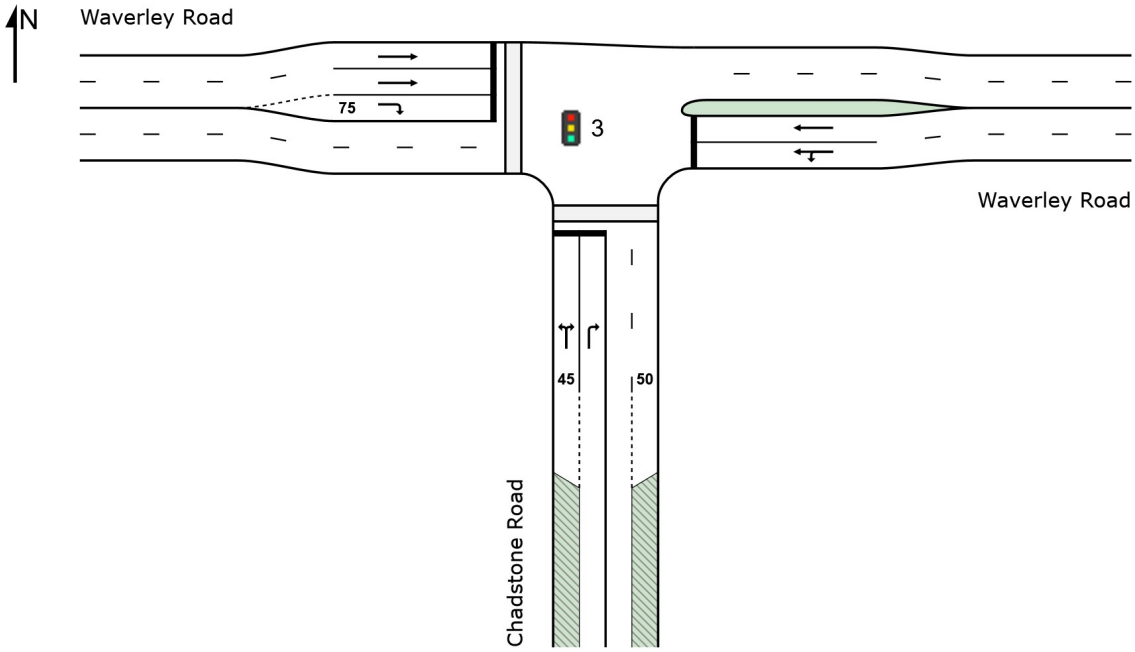
Template: Site Layout

Site: 3 [Waverley Road / Chadstone Road - existing - Wed 17 - AM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Site Layout



USER REPORT FOR SITE

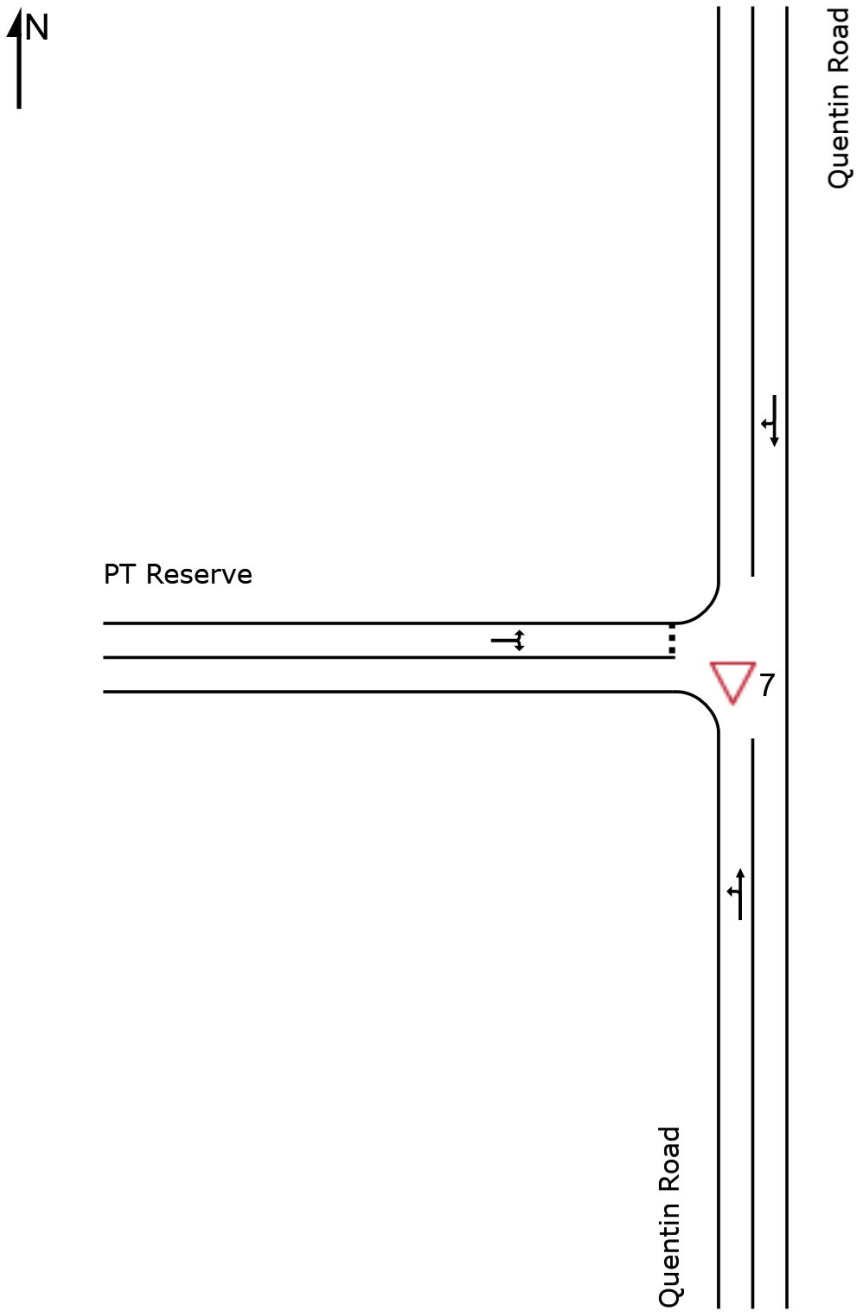
Project: 170865_SIDRA analysis_Existing condtions_190108

Template: Site Layout

Site: 7 [Quentin Road / PT Reserve - existing - Wed 17 - AM peak]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Site Layout



USER REPORT FOR SITE

Project: 170865_SIDRA analysis_Existing condtions_190108 **Template: SIDRA Outputs**

Site: 3 [Waverley Road / Chadstone Road - existing - Wed 17 - AM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	242	5.1	321[1]	0.754	100	50.2	LOS D	11.9	87.0	Short (P)	45	0.0	NA
Lane 2	234	2.3	311	0.754	100	51.7	LOS D	11.7	83.3	Full	500	0.0	0.0
Approach	476	3.8		0.754		51.0	LOS D	11.9	87.0				
East: Waverley Road													
Lane 1	840	1.2	1041	0.807	100	22.2	LOS C	33.6	237.9	Full	95	0.0	91.3
Lane 2	860	0.9	1066	0.807	100	20.5	LOS C	34.5	243.5	Full	95	0.0	93.7
Approach	1700	1.1		0.807		21.3	LOS C	34.5	243.5				
West: Waverley Road													
Lane 1	687	3.8	1351	0.508	100	7.0	LOS A	15.0	108.2	Full	500	0.0	0.0
Lane 2	687	3.8	1351	0.508	100	7.0	LOS A	15.0	108.2	Full	500	0.0	0.0
Lane 3	137	3.8	181	0.757	100	57.8	LOS E	7.1	51.4	Short	75	0.0	NA
Approach	1511	3.8		0.757		11.6	LOS B	15.0	108.2				
Intersection	3686	2.5		0.807		21.2	LOS C	34.5	243.5				

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.
Intersection and Approach LOS values are based on average delay for all 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.

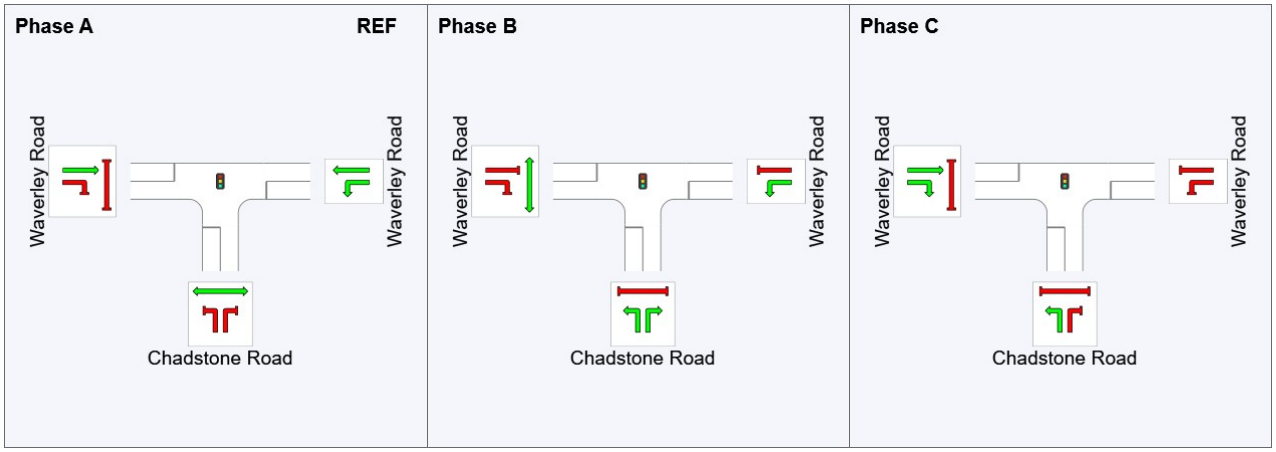
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

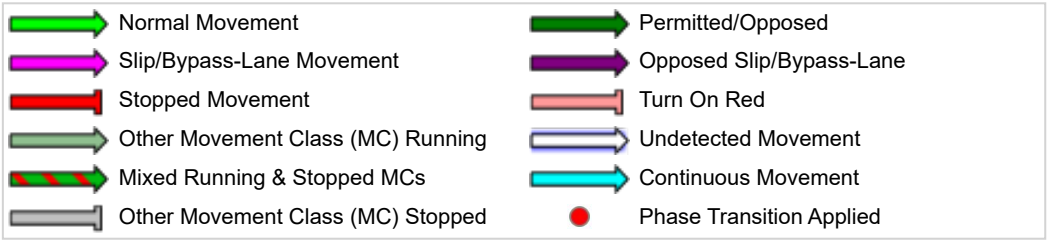
Phase	A	B	C
Phase Change Time (sec)	0	61	84
Green Time (sec)	55	17	10
Phase Time (sec)	61	23	16
Phase Split	61%	23%	16%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Wed 17 - AM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	491	3.6	1787	0.274	100	1.2	LOS A	0.6	4.1	Full	490	0.0	0.0
Approach	491	3.6		0.274		1.2	NA	0.6	4.1				
East: Abbotsford Road													
Lane 1	64	0.0	474	0.135	100	13.7	LOS B	0.5	3.3	Full	275	0.0	0.0
Approach	64	0.0		0.135		13.7	LOS B	0.5	3.3				
North: Chadstone Road													
Lane 1	433	1.7	1914	0.226	100	0.4	LOS A	0.0	0.3	Full	260	0.0	0.0
Approach	433	1.7		0.226		0.4	NA	0.0	0.3				
West: Armstrong Court													
Lane 1	31	0.0	432	0.071	100	14.2	LOS B	0.2	1.7	Full	110	0.0	0.0
Approach	31	0.0		0.071		14.2	LOS B	0.2	1.7				
Intersection	1018	2.5		0.274		2.0	NA	0.6	4.1				

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.

Site: 6 [Chadstone Rd / PT Reserve - existing - Wed 17 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	504	3.3	1887	0.267	100	0.2	LOS A	0.1	0.7	Full	365	0.0	0.0
Approach	504	3.3		0.267		0.2	NA	0.1	0.7				
East: PT Reserve													
Lane 1	6	33.3	487	0.013	100	11.0	LOS B	0.0	0.4	Full	270	0.0	0.0
Approach	6	33.3		0.013		11.0	LOS B	0.0	0.4				
North: Chadstone Road													
Lane 1	456	1.2	1934	0.236	100	0.1	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	456	1.2		0.236		0.1	NA	0.0	0.0				
Intersection	966	2.5		0.267		0.2	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.

Site: 7 [Quentin Road / PT Reserve - existing - Wed 17 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	47	0.0	1948	0.024	100	0.1	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	47	0.0		0.024		0.1	NA	0.0	0.0				
North: Quentin Road													
Lane 1	29	7.1	1847	0.016	100	0.4	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	29	7.1		0.016		0.4	NA	0.0	0.1				
West: PT Reserve													
Lane 1	4	0.0	1281	0.003	100	5.7	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	4	0.0		0.003		5.7	LOS A	0.0	0.1				
Intersection	81	2.6		0.024		0.5	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.

Site: 3 [Waverley Road / Chadstone Road - existing - Wed 17 - PM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	344	2.2	389[1]	0.885	100	54.5	LOS D	18.6	132.3	Short (P)	45	0.0	NA
Lane 2	316	1.3	356[1]	0.885	100	56.1	LOS E	17.1	121.0	Full	500	0.0	0.0
Approach	660	1.8		0.885		55.3	LOS E	18.6	132.3				
East: Waverley Road													
Lane 1	659	1.1	852	0.774	100	27.7	LOS C	27.4	194.0	Full	95	0.0	71.3
Lane 2	675	0.9	872	0.774	100	25.6	LOS C	28.2	198.7	Full	95	0.0	73.6
Approach	1335	1.0		0.774		26.6	LOS C	28.2	198.7				
West: Waverley Road													
Lane 1	891	2.6	1208	0.737	100	13.6	LOS B	29.7	212.4	Full	500	0.0	0.0
Lane 2	767	2.6	1041[1]	0.737	100	12.1	LOS B	22.8	163.2	Full	500	0.0	0.0
Lane 3	184	2.3	219	0.840	100	59.8	LOS E	10.0	71.0	Short	75	0.0	NA
Approach	1842	2.6		0.840		17.6	LOS B	29.7	212.4				
Intersection	3837	1.9		0.885		27.2	LOS C	29.7	212.4				

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.
Intersection and Approach LOS values are based on average delay for all 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.

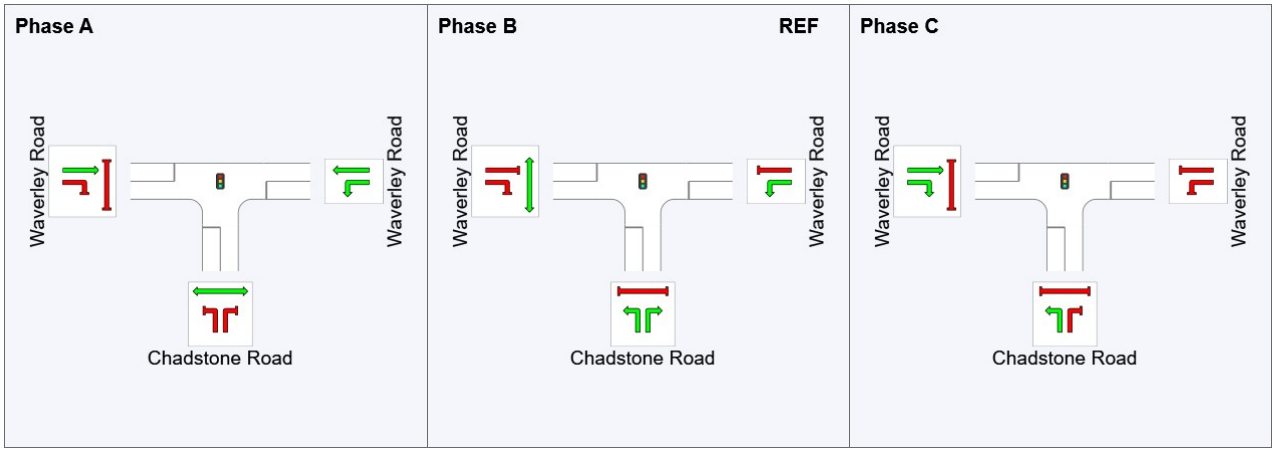
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	49	0	31
Green Time (sec)	45	25	12
Phase Time (sec)	51	31	18
Phase Split	51%	31%	18%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Wed 17 - PM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	642	1.0	1884	0.341	100	0.6	LOS A	0.4	2.7	Full	490	0.0	0.0
Approach	642	1.0		0.341		0.6	NA	0.4	2.7				
East: Abbotsford Road													
Lane 1	59	0.0	520	0.113	100	13.2	LOS B	0.4	2.8	Full	275	0.0	0.0
Approach	59	0.0		0.113		13.2	LOS B	0.4	2.8				
North: Chadstone Road													
Lane 1	469	0.4	1922	0.244	100	0.4	LOS A	0.1	0.6	Full	260	0.0	0.0
Approach	469	0.4		0.244		0.4	NA	0.1	0.6				
West: Armstrong Court													
Lane 1	36	0.0	353	0.101	100	16.5	LOS C	0.3	2.3	Full	110	0.0	0.0
Approach	36	0.0		0.101		16.5	LOS C	0.3	2.3				
Intersection	1206	0.7		0.341		1.6	NA	0.4	2.8				

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.

Site: 6 [Chadstone Rd / PT Reserve - existing - Wed 17 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	668	1.1	1910	0.350	100	0.3	LOS A	0.2	1.3	Full	365	0.0	0.0
Approach	668	1.1		0.350		0.3	NA	0.2	1.3				
East: PT Reserve													
Lane 1	19	0.0	752	0.025	100	8.6	LOS A	0.1	0.6	Full	270	0.0	0.0
Approach	19	0.0		0.025		8.6	LOS A	0.1	0.6				
North: Chadstone Road													
Lane 1	511	0.4	1943	0.263	100	0.1	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	511	0.4		0.263		0.1	NA	0.0	0.0				
Intersection	1198	0.8		0.350		0.3	NA	0.2	1.3				

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.

Site: 7 [Quentin Road / PT Reserve - existing - Wed 17 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	29	0.0	1926	0.015	100	1.4	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	29	0.0		0.015		1.4	NA	0.0	0.0				
North: Quentin Road													
Lane 1	51	0.0	1913	0.026	100	0.7	LOS A	0.0	0.3	Full	500	0.0	0.0
Approach	51	0.0		0.026		0.7	NA	0.0	0.3				
West: PT Reserve													
Lane 1	7	0.0	1300	0.006	100	5.7	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	7	0.0		0.006		5.7	LOS A	0.0	0.1				
Intersection	87	0.0		0.026		1.4	NA	0.0	0.3				

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.

Site: 3 [Waverley Road / Chadstone Road - existing - Thurs 18 - AM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	266	4.7	298[1]	0.892	100	61.1	LOS E	15.1	109.7	Short (P)	45	0.0	NA
Lane 2	259	2.5	291[1]	0.892	100	61.4	LOS E	14.6	104.5	Full	500	0.0	0.0
Approach	525	3.6		0.892		61.2	LOS E	15.1	109.7				
East: Waverley Road													
Lane 1	848	2.0	1017	0.834	100	25.5	LOS C	36.8	262.0	Full	95	0.0	100.0
Lane 2	867	2.0	1039	0.834	100	23.8	LOS C	37.6	267.8	Full	95	0.0	100.0
Approach	1715	2.0		0.834		24.6	LOS C	37.6	267.8				
West: Waverley Road													
Lane 1	676	2.3	1345	0.502	100	7.3	LOS A	15.0	107.1	Full	500	0.0	0.0
Lane 2	676	2.3	1345	0.502	100	7.3	LOS A	15.0	107.1	Full	500	0.0	0.0
Lane 3	154	2.1	183	0.840	100	61.2	LOS E	8.3	59.5	Short	75	0.0	NA
Approach	1505	2.2		0.840		12.8	LOS B	15.0	107.1				
Intersection	3745	2.3		0.892		25.0	LOS C	37.6	267.8				

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.
Intersection and Approach LOS values are based on average delay for all 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.

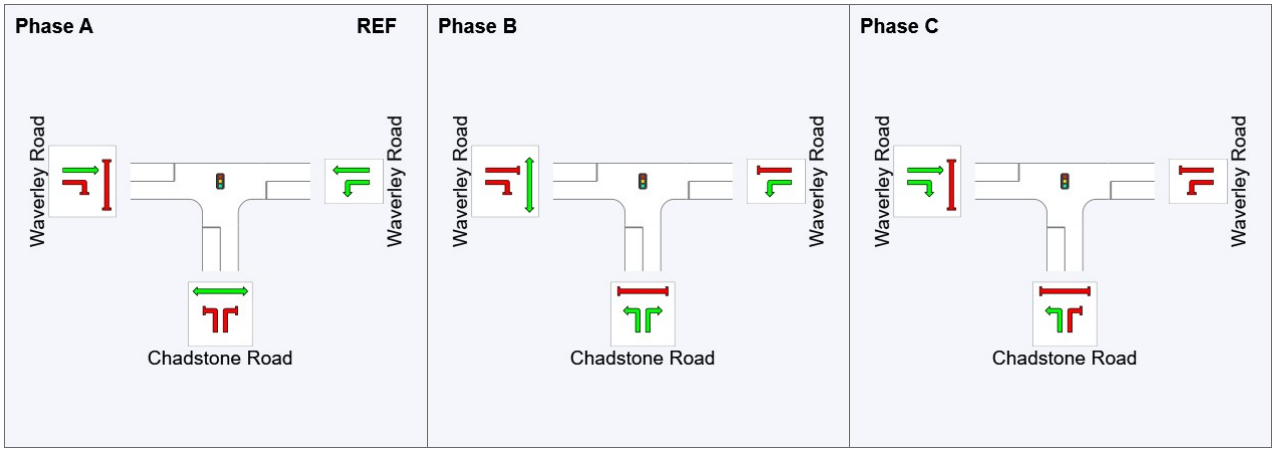
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

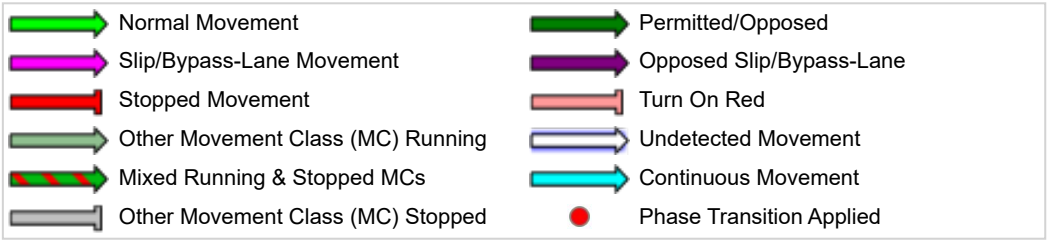
Phase	A	B	C
Phase Change Time (sec)	0	60	84
Green Time (sec)	54	18	10
Phase Time (sec)	60	24	16
Phase Split	60%	24%	16%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Thurs 18 - AM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	504	4.2	1808	0.279	100	0.9	LOS A	0.4	3.2	Full	490	0.0	0.0
Approach	504	4.2		0.279		0.9	NA	0.4	3.2				
East: Abbotsford Road													
Lane 1	57	1.9	414	0.137	100	14.9	LOS B	0.5	3.3	Full	275	0.0	0.0
Approach	57	1.9		0.137		14.9	LOS B	0.5	3.3				
North: Chadstone Road													
Lane 1	481	2.0	1913	0.251	100	0.2	LOS A	0.0	0.3	Full	260	0.0	0.0
Approach	481	2.0		0.251		0.2	NA	0.0	0.3				
West: Armstrong Court													
Lane 1	24	4.3	450	0.054	100	14.1	LOS B	0.2	1.3	Full	110	0.0	0.0
Approach	24	4.3		0.054		14.1	LOS B	0.2	1.3				
Intersection	1066	3.1		0.279		1.7	NA	0.5	3.3				

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.

Site: 6 [Chadstone Rd / PT Reserve - existing - Thurs 18 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	507	3.3	1897	0.267	100	0.1	LOS A	0.1	0.4	Full	365	0.0	0.0
Approach	507	3.3		0.267		0.1	NA	0.1	0.4				
East: PT Reserve													
Lane 1	2	0.0	672	0.003	100	8.9	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	2	0.0		0.003		8.9	LOS A	0.0	0.1				
North: Chadstone Road													
Lane 1	487	3.0	1912	0.255	100	0.0	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	487	3.0		0.255		0.0	NA	0.0	0.0				
Intersection	997	3.2		0.267		0.1	NA	0.1	0.4				

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.

Site: 7 [Quentin Road / PT Reserve - existing - Thurs 18 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	56	0.0	1946	0.029	100	0.2	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	56	0.0		0.029		0.2	NA	0.0	0.0				
North: Quentin Road													
Lane 1	23	4.5	1869	0.012	100	0.5	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	23	4.5		0.012		0.5	NA	0.0	0.1				
West: PT Reserve													
Lane 1	4	0.0	1279	0.003	100	5.7	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	4	0.0		0.003		5.7	LOS A	0.0	0.1				
Intersection	83	1.3		0.029		0.6	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.

Site: 3 [Waverley Road / Chadstone Road - existing - Thurs 18 - PM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	349	1.0	381[1]	0.916	100	61.5	LOS E	20.3	143.2	Short (P)	45	0.0	NA
Lane 2	302	0.5	329[1]	0.916	100	63.0	LOS E	17.4	122.6	Full	500	0.0	0.0
Approach	651	0.8		0.916		62.2	LOS E	20.3	143.2				
East: Waverley Road													
Lane 1	697	0.4	743	0.939	100	57.0	LOS E	43.8	307.4	Full	95	0.0	100.0
Lane 2	712	0.5	758	0.939	100	54.0	LOS D	44.4	311.8	Full	95	0.0	100.0
Approach	1409	0.4		0.939		55.5	LOS E	44.4	311.8				
West: Waverley Road													
Lane 1	858	0.9	1260	0.681	100	11.7	LOS B	25.9	183.0	Full	500	0.0	0.0
Lane 2	712	0.9	1046[1]	0.681	100	10.3	LOS B	18.9	133.7	Full	500	0.0	0.0
Lane 3	304	1.0	369	0.825	100	53.2	LOS D	15.8	111.8	Short	75	0.0	NA
Approach	1874	1.0		0.825		17.9	LOS B	25.9	183.0				
Intersection	3934	0.7		0.939		38.7	LOS D	44.4	311.8				

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.
Intersection and Approach LOS values are based on average delay for all 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.

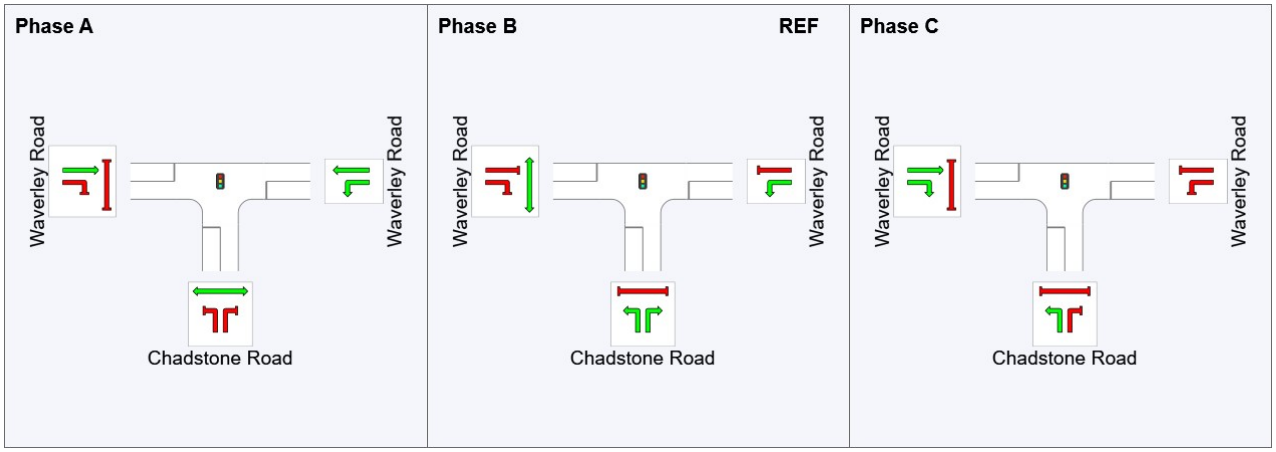
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

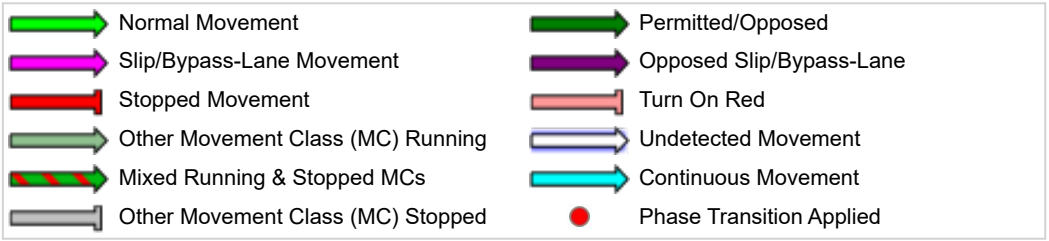
Phase	A	B	C
Phase Change Time (sec)	55	0	29
Green Time (sec)	39	23	20
Phase Time (sec)	45	29	26
Phase Split	45%	29%	26%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Thurs 18 - PM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	659	0.8	1826	0.361	100	1.2	LOS A	0.8	5.5	Full	490	0.0	0.0
Approach	659	0.8		0.361		1.2	NA	0.8	5.5				
East: Abbotsford Road													
Lane 1	58	0.0	338	0.171	100	17.4	LOS C	0.6	4.0	Full	275	0.0	0.0
Approach	58	0.0		0.171		17.4	LOS C	0.6	4.0				
North: Chadstone Road													
Lane 1	644	0.8	1923	0.335	100	0.3	LOS A	0.1	0.7	Full	260	0.0	0.0
Approach	644	0.8		0.335		0.3	NA	0.1	0.7				
West: Armstrong Court													
Lane 1	33	0.0	338	0.097	100	17.1	LOS C	0.3	2.2	Full	110	0.0	0.0
Approach	33	0.0		0.097		17.1	LOS C	0.3	2.2				
Intersection	1394	0.8		0.361		1.8	NA	0.8	5.5				

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.

Site: 6 [Chadstone Rd / PT Reserve - existing - Thurs 18 - PM peak]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	Demand Flows HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	95% Back of Queue Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	665	1.9	1912	0.348	100	0.1	LOS A	0.1	0.6	Full	365	0.0	0.0
Approach	665	1.9		0.348		0.1	NA	0.1	0.6				
East: PT Reserve													
Lane 1	16	6.7	507	0.031	100	11.1	LOS B	0.1	0.8	Full	270	0.0	0.0
Approach	16	6.7		0.031		11.1	LOS B	0.1	0.8				
North: Chadstone Road													
Lane 1	667	0.6	1940	0.344	100	0.1	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	667	0.6		0.344		0.1	NA	0.0	0.0				
Intersection	1348	1.3		0.348		0.3	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.

Site: 7 [Quentin Road / PT Reserve - existing - Thurs 18 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	24	0.0	1933	0.013	100	1.0	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	24	0.0		0.013		1.0	NA	0.0	0.0				
North: Quentin Road													
Lane 1	45	0.0	1923	0.024	100	0.5	LOS A	0.0	0.2	Full	500	0.0	0.0
Approach	45	0.0		0.024		0.5	NA	0.0	0.2				
West: PT Reserve													
Lane 1	3	0.0	1324	0.002	100	5.6	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	3	0.0		0.002		5.6	LOS A	0.0	0.1				
Intersection	73	0.0		0.024		0.9	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.

Site: 3 [Waverley Road / Chadstone Road - existing - Sat 20]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	314	0.4	385[1]	0.817	100	47.2	LOS D	15.4	107.9	Short (P)	45	0.0	NA
Lane 2	274	0.6	336	0.817	100	52.2	LOS D	14.0	98.3	Full	500	0.0	0.0
Approach	588	0.5		0.817		49.5	LOS D	15.4	107.9				
East: Waverley Road													
Lane 1	666	0.2	774	0.861	100	39.4	LOS D	33.7	236.2	Full	95	0.0	90.6
Lane 2	669	0.5	778	0.861	100	36.8	LOS D	33.8	237.8	Full	95	0.0	91.3
Approach	1336	0.3		0.861		38.1	LOS D	33.8	237.8				
West: Waverley Road													
Lane 1	494	1.4	1314	0.376	100	7.3	LOS A	10.2	72.1	Full	500	0.0	0.0
Lane 2	494	1.4	1314	0.376	100	7.3	LOS A	10.2	72.1	Full	500	0.0	0.0
Lane 3	304	1.0	406	0.750	100	47.6	LOS D	14.7	103.7	Short	75	0.0	NA
Approach	1292	1.3		0.750		16.8	LOS B	14.7	103.7				
Intersection	3216	0.8		0.861		31.6	LOS C	33.8	237.8				

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.
Intersection and Approach LOS values are based on average delay for all 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.

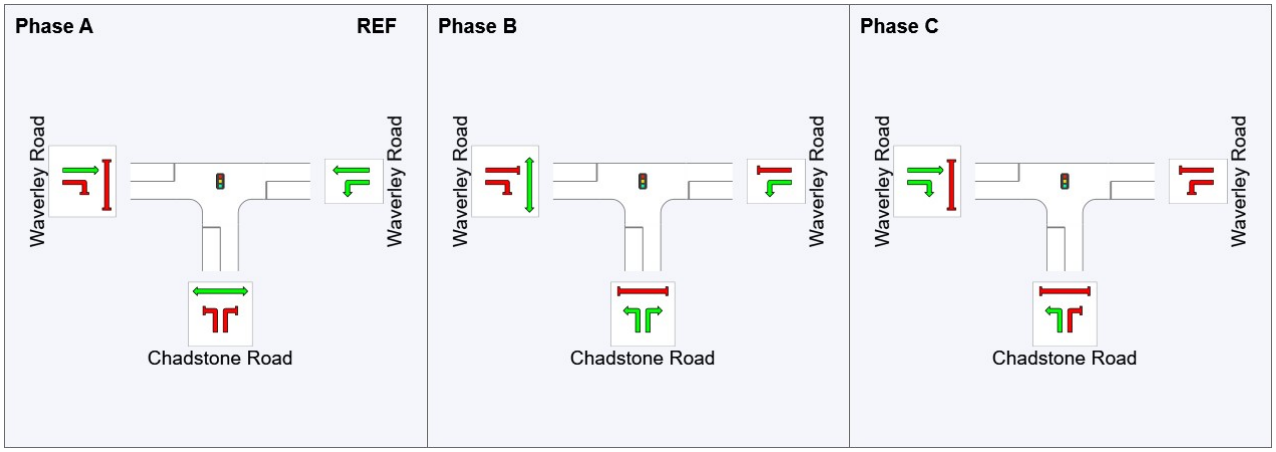
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

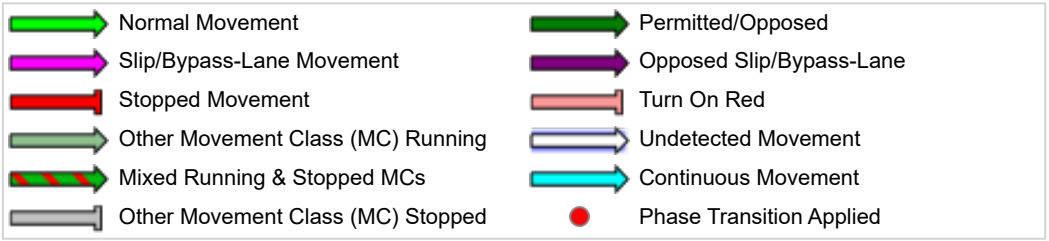
Phase	A	B	C
Phase Change Time (sec)	0	46	72
Green Time (sec)	40	20	22
Phase Time (sec)	46	26	28
Phase Split	46%	26%	28%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Sat 20]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	613	0.3	1694	0.362	100	2.5	LOS A	1.4	10.1	Full	490	0.0	0.0
Approach	613	0.3		0.362		2.5	NA	1.4	10.1				
East: Abbotsford Road													
Lane 1	101	0.0	339	0.298	100	19.3	LOS C	1.1	8.0	Full	275	0.0	0.0
Approach	101	0.0		0.298		19.3	LOS C	1.1	8.0				
North: Chadstone Road													
Lane 1	764	0.4	1938	0.394	100	0.3	LOS A	0.0	0.2	Full	260	0.0	0.0
Approach	764	0.4		0.394		0.3	NA	0.0	0.2				
West: Armstrong Court													
Lane 1	39	0.0	326	0.119	100	17.5	LOS C	0.4	2.7	Full	110	0.0	0.0
Approach	39	0.0		0.119		17.5	LOS C	0.4	2.7				
Intersection	1517	0.3		0.394		2.9	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.

Site: 6 [Chadstone Rd / PT Reserve - existing - Sat 20]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	668	0.5	1814	0.368	100	1.2	LOS A	0.8	5.3	Full	365	0.0	0.0
Approach	668	0.5		0.368		1.2	NA	0.8	5.3				
East: PT Reserve													
Lane 1	16	0.0	270	0.059	100	17.2	LOS C	0.2	1.2	Full	270	0.0	0.0
Approach	16	0.0		0.059		17.2	LOS C	0.2	1.2				
North: Chadstone Road													
Lane 1	829	0.5	1940	0.428	100	0.3	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	829	0.5		0.428		0.3	NA	0.0	0.0				
Intersection	1514	0.5		0.428		0.9	NA	0.8	5.3				

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.

Site: 7 [Quentin Road / PT Reserve - existing - Sat 20]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	49	0.0	1929	0.026	100	1.2	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	49	0.0		0.026		1.2	NA	0.0	0.0				
North: Quentin Road													
Lane 1	58	0.0	1908	0.030	100	0.7	LOS A	0.0	0.3	Full	500	0.0	0.0
Approach	58	0.0		0.030		0.7	NA	0.0	0.3				
West: PT Reserve													
Lane 1	8	0.0	1306	0.006	100	5.7	LOS A	0.0	0.2	Full	270	0.0	0.0
Approach	8	0.0		0.006		5.7	LOS A	0.0	0.2				
Intersection	116	0.0		0.030		1.3	NA	0.0	0.3				

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.

Site: 3 [Waverley Road / Chadstone Road - existing - Thurs 15 - AM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	247	6.4	267[1]	0.925	100	68.7	LOS E	14.9	110.1	Short (P)	45	0.0	NA
Lane 2	239	3.5	259[1]	0.925	100	68.8	LOS E	14.4	103.7	Full	500	0.0	0.0
Approach	486	5.0		0.925		68.7	LOS E	14.9	110.1				
East: Waverley Road													
Lane 1	855	2.1	978	0.874	100	32.8	LOS C	42.0	299.6	Full	95	0.0	100.0
Lane 2	873	2.3	999	0.874	100	30.3	LOS C	42.8	305.6	Full	95	0.0	100.0
Approach	1727	2.2		0.874		31.5	LOS C	42.8	305.6				
West: Waverley Road													
Lane 1	594	2.0	1425	0.417	100	5.2	LOS A	10.7	76.1	Full	500	0.0	0.0
Lane 2	594	2.0	1425	0.417	100	5.2	LOS A	10.7	76.1	Full	500	0.0	0.0
Lane 3	211	2.5	292	0.721	100	51.5	LOS D	10.4	74.1	Short	75	0.0	NA
Approach	1398	2.0		0.721		12.1	LOS B	10.7	76.1				
Intersection	3612	2.5		0.925		29.0	LOS C	42.8	305.6				

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.
Intersection and Approach LOS values are based on average delay for all 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.

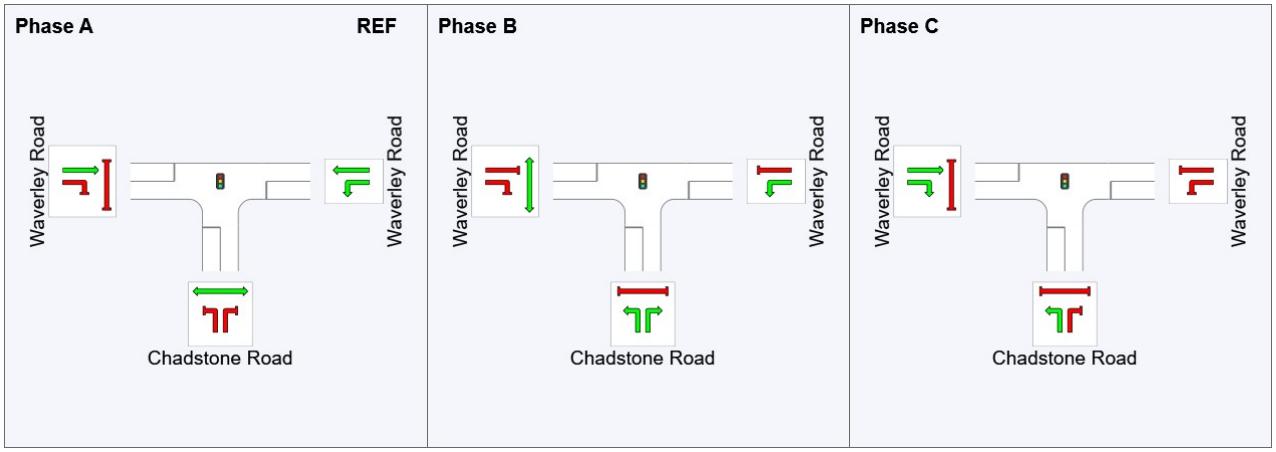
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

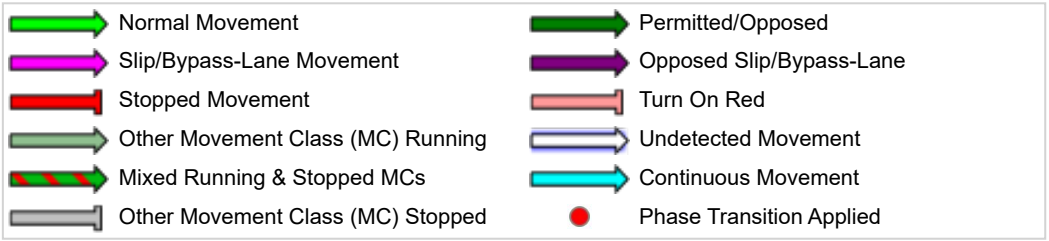
Phase	A	B	C
Phase Change Time (sec)	0	58	79
Green Time (sec)	52	15	16
Phase Time (sec)	58	20	22
Phase Split	58%	20%	22%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Thurs 15 - AM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	475	3.8	1781	0.266	100	1.2	LOS A	0.5	3.5	Full	490	0.0	0.0
Approach	475	3.8		0.266		1.2	NA	0.5	3.5				
East: Abbotsford Road													
Lane 1	60	1.8	348	0.172	100	17.0	LOS C	0.6	4.1	Full	275	0.0	0.0
Approach	60	1.8		0.172		17.0	LOS C	0.6	4.1				
North: Chadstone Road													
Lane 1	624	2.0	1914	0.326	100	0.2	LOS A	0.1	0.5	Full	260	0.0	0.0
Approach	624	2.0		0.326		0.2	NA	0.1	0.5				
West: Armstrong Court													
Lane 1	22	4.8	359	0.061	100	16.2	LOS C	0.2	1.5	Full	110	0.0	0.0
Approach	22	4.8		0.061		16.2	LOS C	0.2	1.5				
Intersection	1181	2.8		0.326		1.7	NA	0.6	4.1				

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.

Site: 6 [Chadstone Rd / PT Reserve - existing - Thurs 15 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	491	3.2	1888	0.260	100	0.2	LOS A	0.1	0.6	Full	365	0.0	0.0
Approach	491	3.2		0.260		0.2	NA	0.1	0.6				
East: PT Reserve													
Lane 1	2	0.0	554	0.004	100	10.1	LOS B	0.0	0.1	Full	270	0.0	0.0
Approach	2	0.0		0.004		10.1	LOS B	0.0	0.1				
North: Chadstone Road													
Lane 1	641	2.0	1925	0.333	100	0.0	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	641	2.0		0.333		0.0	NA	0.0	0.0				
Intersection	1134	2.5		0.333		0.1	NA	0.1	0.6				

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.

Site: 7 [Quentin Road / PT Reserve - existing - Thurs 15 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	41	0.0	1948	0.021	100	0.1	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	41	0.0		0.021		0.1	NA	0.0	0.0				
North: Quentin Road													
Lane 1	32	0.0	1928	0.016	100	0.4	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	32	0.0		0.016		0.4	NA	0.0	0.1				
West: PT Reserve													
Lane 1	3	0.0	1315	0.002	100	5.7	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	3	0.0		0.002		5.7	LOS A	0.0	0.1				
Intersection	76	0.0		0.021		0.5	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.

Site: 3 [Waverley Road / Chadstone Road - existing - Thurs 15 - PM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	397	1.0	407[1]	0.975	100	80.3	LOS F	26.8	189.4	Short (P)	45	0.0	NA
Lane 2	314	1.1	322[1]	0.975	100	82.6	LOS F	21.2	149.7	Full	500	0.0	0.0
Approach	711	1.0		0.975		81.3	LOS F	26.8	189.4				
East: Waverley Road													
Lane 1	702	0.8	708	0.990	100	80.7	LOS F	52.5	370.0	Full	95	0.0	100.0
Lane 2	711	0.7	718	0.990	100	77.1	LOS E	52.6	370.6	Full	95	0.0	100.0
Approach	1413	0.7		0.990		78.9	LOS E	52.6	370.6				
West: Waverley Road													
Lane 1	737	0.7	1242	0.593	100	11.1	LOS B	20.6	145.0	Full	500	0.0	0.0
Lane 2	686	0.7	1157[1]	0.593	100	10.6	LOS B	18.4	129.6	Full	500	0.0	0.0
Lane 3	378	1.4	386	0.979	100	83.8	LOS F	26.4	186.7	Short	75	0.0	NA
Approach	1801	0.9		0.979		26.2	LOS C	26.4	186.7				
Intersection	3924	0.9		0.990		55.1	LOS E	52.6	370.6				

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.
Intersection and Approach LOS values are based on average delay for all 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.

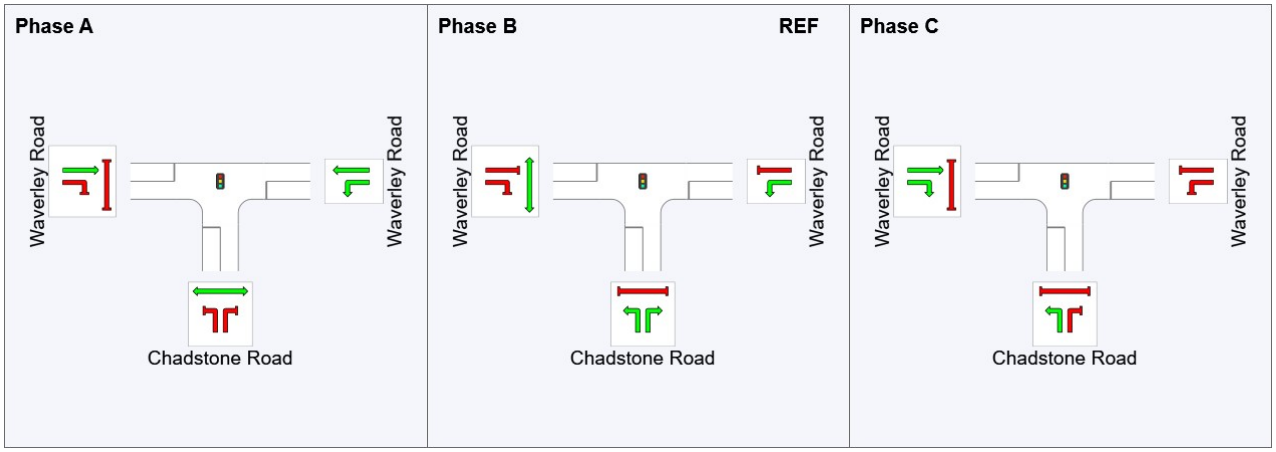
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

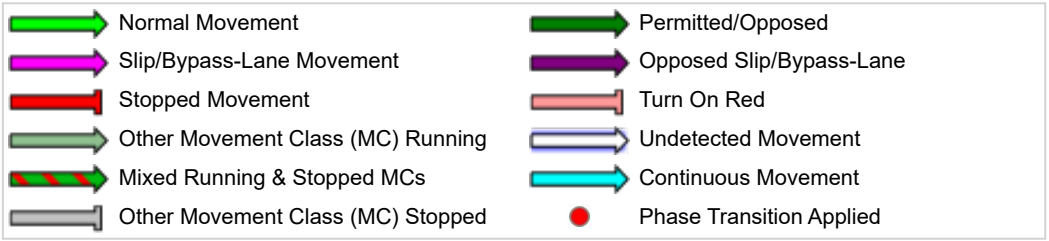
Phase	A	B	C
Phase Change Time (sec)	57	0	30
Green Time (sec)	37	24	21
Phase Time (sec)	43	30	27
Phase Split	43%	30%	27%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Thurs 15 - PM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	738	1.0	1764	0.418	100	1.9	LOS A	1.4	9.7	Full	490	0.0	0.0
Approach	738	1.0		0.418		1.9	NA	1.4	9.7				
East: Abbotsford Road													
Lane 1	77	0.0	300	0.256	100	20.3	LOS C	0.9	6.4	Full	275	0.0	0.0
Approach	77	0.0		0.256		20.3	LOS C	0.9	6.4				
North: Chadstone Road													
Lane 1	776	0.5	1934	0.401	100	0.2	LOS A	0.1	0.5	Full	260	0.0	0.0
Approach	776	0.5		0.401		0.2	NA	0.1	0.5				
West: Armstrong Court													
Lane 1	53	0.0	201	0.262	100	26.8	LOS D	0.9	6.1	Full	110	0.0	0.0
Approach	53	0.0		0.262		26.8	LOS D	0.9	6.1				
Intersection	1643	0.7		0.418		2.8	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.

Site: 6 [Chadstone Rd / PT Reserve - existing - Thurs 15 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	766	0.8	1904	0.402	100	0.4	LOS A	0.3	1.8	Full	365	0.0	0.0
Approach	766	0.8		0.402		0.4	NA	0.3	1.8				
East: PT Reserve													
Lane 1	28	0.0	349	0.081	100	14.6	LOS B	0.3	1.8	Full	270	0.0	0.0
Approach	28	0.0		0.081		14.6	LOS B	0.3	1.8				
North: Chadstone Road													
Lane 1	821	0.4	1944	0.422	100	0.1	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	821	0.4		0.422		0.1	NA	0.0	0.0				
Intersection	1616	0.6		0.422		0.5	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.

Site: 7 [Quentin Road / PT Reserve - existing - Thurs 15 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	42	0.0	1940	0.022	100	0.6	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	42	0.0		0.022		0.6	NA	0.0	0.0				
North: Quentin Road													
Lane 1	60	0.0	1916	0.031	100	0.6	LOS A	0.0	0.3	Full	500	0.0	0.0
Approach	60	0.0		0.031		0.6	NA	0.0	0.3				
West: PT Reserve													
Lane 1	15	0.0	1251	0.012	100	5.7	LOS A	0.0	0.3	Full	270	0.0	0.0
Approach	15	0.0		0.012		5.7	LOS A	0.0	0.3				
Intersection	117	0.0		0.031		1.2	NA	0.0	0.3				

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.

Site: 3 [Waverley Road / Chadstone Road - existing - Sat 24]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	349	0.8	384[1]	0.909	100	59.4	LOS E	19.9	140.0	Short (P)	45	0.0	NA
Lane 2	290	0.9	319[1]	0.909	100	62.0	LOS E	16.6	116.8	Full	500	0.0	0.0
Approach	639	0.8		0.909		60.6	LOS E	19.9	140.0				
East: Waverley Road													
Lane 1	702	0.0	840	0.835	100	34.5	LOS C	32.9	230.0	Full	95	0.0	88.0
Lane 2	668	0.0	800	0.835	100	33.2	LOS C	31.9	223.2	Full	95	0.0	85.0
Approach	1369	0.0		0.835		33.8	LOS C	32.9	230.0				
West: Waverley Road													
Lane 1	509	1.2	1277	0.399	100	8.3	LOS A	11.3	79.7	Full	500	0.0	0.0
Lane 2	509	1.2	1277	0.399	100	8.3	LOS A	11.3	79.7	Full	500	0.0	0.0
Lane 3	299	1.1	350	0.854	100	56.2	LOS E	16.1	113.7	Short	75	0.0	NA
Approach	1317	1.2		0.854		19.2	LOS B	16.1	113.7				
Intersection	3325	0.6		0.909		33.2	LOS C	32.9	230.0				

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.
Intersection and Approach LOS values are based on average delay for all 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.

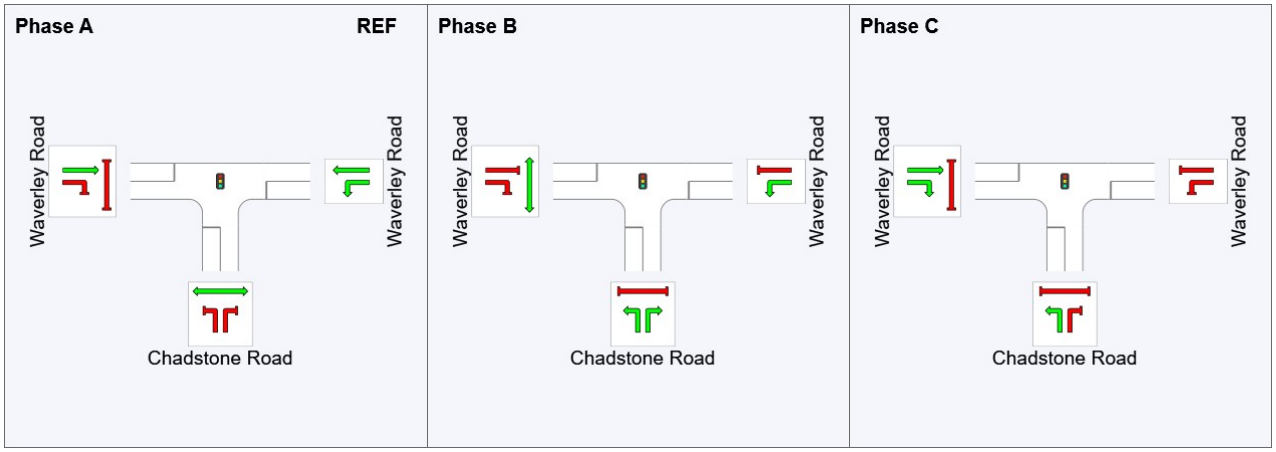
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

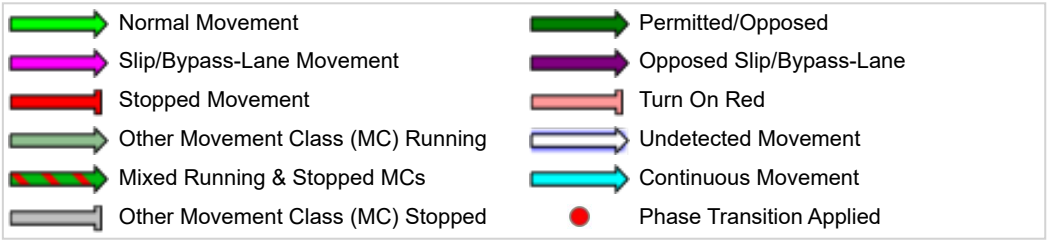
Phase	A	B	C
Phase Change Time (sec)	0	47	75
Green Time (sec)	41	22	19
Phase Time (sec)	47	28	25
Phase Split	47%	28%	25%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Sat 24]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	688	0.6	1663	0.414	100	3.1	LOS A	1.9	13.7	Full	490	0.0	0.0
Approach	688	0.6		0.414		3.1	NA	1.9	13.7				
East: Abbotsford Road													
Lane 1	102	0.0	296	0.345	100	22.2	LOS C	1.3	9.4	Full	275	0.0	0.0
Approach	102	0.0		0.345		22.2	LOS C	1.3	9.4				
North: Chadstone Road													
Lane 1	842	0.6	1934	0.435	100	0.2	LOS A	0.1	0.5	Full	260	0.0	0.0
Approach	842	0.6		0.435		0.2	NA	0.1	0.5				
West: Armstrong Court													
Lane 1	9	0.0	185	0.051	100	25.2	LOS D	0.2	1.1	Full	110	0.0	0.0
Approach	9	0.0		0.051		25.2	LOS D	0.2	1.1				
Intersection	1642	0.6		0.435		2.9	NA	1.9	13.7				

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.

Site: 6 [Chadstone Rd / PT Reserve - existing - Sat 24]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	700	0.6	1832	0.382	100	1.1	LOS A	0.7	4.7	Full	365	0.0	0.0
Approach	700	0.6		0.382		1.1	NA	0.7	4.7				
East: PT Reserve													
Lane 1	19	0.0	350	0.054	100	14.5	LOS B	0.2	1.2	Full	270	0.0	0.0
Approach	19	0.0		0.054		14.5	LOS B	0.2	1.2				
North: Chadstone Road													
Lane 1	885	0.4	1944	0.455	100	0.1	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	885	0.4		0.455		0.1	NA	0.0	0.0				
Intersection	1604	0.5		0.455		0.7	NA	0.7	4.7				

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.

Site: 7 [Quentin Road / PT Reserve - existing - Sat 24]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	98	0.0	1921	0.051	100	1.7	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	98	0.0		0.051		1.7	NA	0.0	0.0				
North: Quentin Road													
Lane 1	91	0.0	1901	0.048	100	0.7	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	91	0.0		0.048		0.7	NA	0.1	0.5				
West: PT Reserve													
Lane 1	11	0.0	1292	0.008	100	5.9	LOS A	0.0	0.2	Full	270	0.0	0.0
Approach	11	0.0		0.008		5.9	LOS A	0.0	0.2				
Intersection	199	0.0		0.051		1.5	NA	0.1	0.5				

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.

Site: 3 [Waverley Road / Chadstone Road - existing - Sun 25]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	347	0.0	392[1]	0.884	100	54.3	LOS D	18.6	130.5	Short (P)	45	0.0	NA
Lane 2	300	0.0	339[1]	0.884	100	56.9	LOS E	16.3	114.0	Full	500	0.0	0.0
Approach	646	0.0		0.884		55.5	LOS E	18.6	130.5				
East: Waverley Road													
Lane 1	650	0.8	828	0.786	100	30.8	LOS C	27.9	196.3	Full	95	0.0	72.5
Lane 2	620	1.9	790	0.786	100	29.3	LOS C	27.3	194.0	Full	95	0.0	71.4
Approach	1271	1.3		0.786		30.1	LOS C	27.9	196.3				
West: Waverley Road													
Lane 1	375	1.4	1256	0.299	100	8.0	LOS A	7.8	55.4	Full	500	0.0	0.0
Lane 2	375	1.4	1256	0.299	100	8.0	LOS A	7.8	55.4	Full	500	0.0	0.0
Lane 3	258	0.0	334	0.771	100	51.6	LOS D	12.9	90.4	Short	75	0.0	NA
Approach	1008	1.0		0.771		19.2	LOS B	12.9	90.4				
Intersection	2925	0.9		0.884		31.9	LOS C	27.9	196.3				

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.
Intersection and Approach LOS values are based on average delay for all 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.

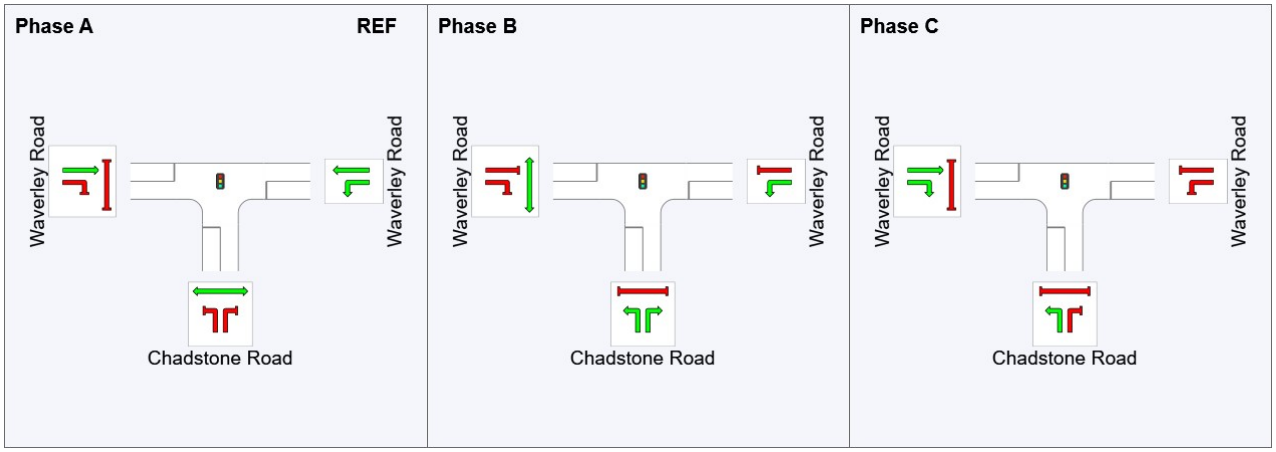
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

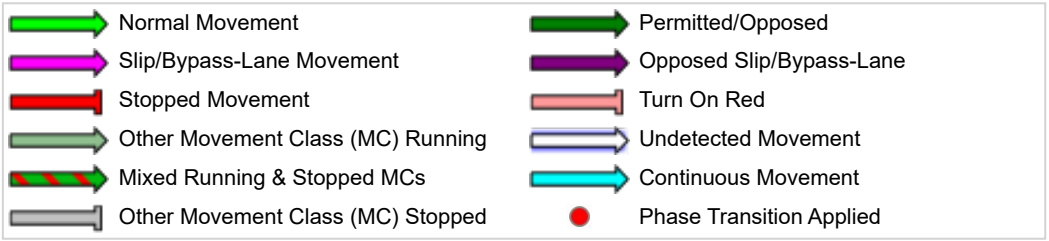
Phase	A	B	C
Phase Change Time (sec)	0	47	76
Green Time (sec)	41	23	18
Phase Time (sec)	47	29	24
Phase Split	47%	29%	24%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - existing - Sun 25]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	652	0.0	1839	0.354	100	1.2	LOS A	0.7	4.9	Full	490	0.0	0.0
Approach	652	0.0		0.354		1.2	NA	0.7	4.9				
East: Abbotsford Road													
Lane 1	59	0.0	304	0.194	100	19.0	LOS C	0.6	4.5	Full	275	0.0	0.0
Approach	59	0.0		0.194		19.0	LOS C	0.6	4.5				
North: Chadstone Road													
Lane 1	761	0.3	1933	0.394	100	0.3	LOS A	0.1	0.9	Full	260	0.0	0.0
Approach	761	0.3		0.394		0.3	NA	0.1	0.9				
West: Armstrong Court													
Lane 1	35	0.0	256	0.136	100	20.6	LOS C	0.4	3.0	Full	110	0.0	0.0
Approach	35	0.0		0.136		20.6	LOS C	0.4	3.0				
Intersection	1506	0.1		0.394		1.9	NA	0.7	4.9				

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.

Site: 6 [Chadstone Rd / PT Reserve - existing - Sun 25]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	673	0.0	1894	0.355	100	0.5	LOS A	0.3	2.2	Full	365	0.0	0.0
Approach	673	0.0		0.355		0.5	NA	0.3	2.2				
East: PT Reserve													
Lane 1	24	0.0	398	0.061	100	13.2	LOS B	0.2	1.4	Full	270	0.0	0.0
Approach	24	0.0		0.061		13.2	LOS B	0.2	1.4				
North: Chadstone Road													
Lane 1	781	0.3	1945	0.402	100	0.1	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	781	0.3		0.402		0.1	NA	0.0	0.0				
Intersection	1478	0.1		0.402		0.5	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.

Site: 7 [Quentin Road / PT Reserve - existing - Sun 25]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	84	0.0	1925	0.044	100	1.5	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	84	0.0		0.044		1.5	NA	0.0	0.0				
North: Quentin Road													
Lane 1	55	0.0	1890	0.029	100	0.9	LOS A	0.1	0.4	Full	500	0.0	0.0
Approach	55	0.0		0.029		0.9	NA	0.1	0.4				
West: PT Reserve													
Lane 1	25	0.0	1359	0.019	100	5.8	LOS A	0.1	0.5	Full	270	0.0	0.0
Approach	25	0.0		0.019		5.8	LOS A	0.1	0.5				
Intersection	164	0.0		0.044		1.9	NA	0.1	0.5				

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.

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108 — **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - AM peak - Wed 17] — **Network: 11 [Princes Hwy / Chadstone Rd - existing - AM peak - Wed 17]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Princes Highway															
Lane 1	925	6.3	925	6.3	879	1.053	100	85.8	LOS F	91.0	671.2	Full	150	0.0	100.0
Lane 2	925	6.3	925	6.3	879	1.053	100	85.8	LOS F	91.0	671.2	Full	150	0.0	100.0
Lane 3	742	6.3	742	6.3	705[1]	1.053	100	89.4	LOS F	69.7	514.4	Full	150	-16.3[N3]	100.0
Lane 4	66	4.8	66	4.8	124	0.529	100	73.7	LOS E	4.3	31.0	Short	80	0.0	NA
Lane 5	66	4.8	66	4.8	124	0.529	100	73.7	LOS E	4.3	31.0	Short	65	0.0	NA
Approach	2724	6.3	2724	6.3		1.053		86.2	LOS F	91.0	671.2				
North: Chadstone SC															
Lane 1	21	0.0	21	0.0	835	0.025	100	7.5	LOS A	0.2	1.5	Short	40	0.0	NA
Lane 2	10	0.0	10	0.0	571	0.018	100	38.6	LOS D	0.4	3.1	Full	200	0.0	0.0
Lane 3	9	0.0	9	0.0	478	0.018	100	38.7	LOS D	0.4	2.6	Full	200	-16.3[N3]	0.0
Approach	40	0.0	40	0.0		0.025		22.3	LOS C	0.4	3.1				
West: Princes Highway															
Lane 1	158	4.7	126	4.6	1469	0.086	100	5.0	LOS A	0.2	1.7	Short	50	0.0	NA
Lane 2	718	4.3	573	4.2	891[1]	0.643	100	8.5	LOS A	12.4	89.8	Full	70	0.0	27.7
Lane 3	742	4.3	591	4.2	920	0.643	100	8.5	LOS A	13.1	95.0	Full	70	0.0	32.8
Lane 4	742	4.3	591	4.2	920	0.643	100	8.8	LOS A	13.5	98.2	Full	70	0.0	35.9
Lane 5	742	4.3	591	4.2	920	0.643	100	9.1	LOS A	13.8	100.1	Full	70	0.0	37.7
Approach	3101	4.3	2472[N1]	4.2		0.643		8.5	LOS A	13.8	100.1				
Intersection	5865	5.2	5236[N1]	5.8		1.053		49.0	LOS D	91.0	671.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

Site: 1 [Princes Hwy / Chadstone Rd - existing - AM peak - Wed 17]

Network: 11 [Princes Hwy / Chadstone Rd - existing - AM peak - Wed 17]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Poath Road															
Lane 1	320	1.1	320	1.1	373[1]	0.856	100	63.1	LOS E	21.3	150.9	Short (P)	65	0.0	NA
Lane 2	192	0.9	192	0.9	224[1]	0.856	100	60.4	LOS E	12.3	86.9	Full	470	0.0	0.0
Lane 3	284	4.8	284	4.8	219	1.300	100	325.9	LOS F	45.5	331.8	Short	35	-36.2[N3]	NA
Approach	796	2.4	796	2.4		1.300		156.3	LOS F	45.5	331.8				
East: Princes Highway															
Lane 1	37	6.1	36	6.1	904	0.040	45[6]	5.5	LOS A	0.1	0.4	Short	30	0.0	NA
Lane 2	84	6.1	81	6.1	904	0.090	100	5.6	LOS A	0.1	0.9	Short	25	0.0	NA
Lane 3	830	5.9	805	5.9	934[1]	0.862	100	3.8	LOS A	8.2	60.0	Full	70	0.0	0.0
Lane 4	846	5.9	822	5.9	953	0.862	100	3.6	LOS A	9.0	65.9	Full	70	0.0	0.0
Lane 5	846	5.9	822	5.9	953	0.862	100	4.0	LOS A	10.8	79.3	Full	70	0.0	16.3
Lane 6	60	12.3	58	12.3	158	0.369	100	60.8	LOS E	3.4	26.1	Short	50	0.0	NA
Approach	2703	6.1	2624[N1]	6.1		0.862		5.2	LOS A	10.8	79.3				
North: Chadstone Road															
Lane 1	165	1.9	165	1.9	381	0.434	100	34.7	LOS C	7.0	50.0	Short	70	-30.4[N3]	NA
Lane 2	57	1.9	57	1.9	296	0.193	51[6]	52.1	LOS D	3.2	22.7	Full	155	0.0	0.0
Lane 3	113	1.9	113	1.9	296	0.382	100	54.0	LOS D	6.6	46.6	Full	155	0.0	0.0
Lane 4	124	0.8	124	0.8	176	0.704	100	51.3	LOS D	6.5	45.8	Short	115	0.0	NA
Approach	460	1.6	460	1.6		0.704		46.1	LOS D	7.0	50.0				
West: Princes Highway															
Lane 1	180	2.9	180	2.9	1378	0.131	100	9.0	LOS A	1.8	12.9	Short	80	0.0	NA
Lane 2	675	4.4	675	4.4	526[1]	1.283	100	318.8	LOS F	115.2	836.4	Short	140	-27.7[N3]	NA
Lane 3	688	4.4	688	4.4	537[1]	1.283	100	318.6	LOS F	117.5	853.5	Full	970	-32.8[N3]	0.0
Lane 4	660	4.4	660	4.4	514	1.283	100	319.3	LOS F	112.9	819.6	Full	970	-35.9[N3]	0.0
Lane 5	629	4.4	629	4.4	490[1]	1.283	100	320.1	LOS F	107.7	782.3	Full	970	-37.7[N3]	0.0
Lane 6	54	9.8	54	9.8	76	0.709	100	80.6	LOS F	3.7	28.2	Short	85	0.0	NA
Approach	2885	4.4	2885	4.4		1.283		295.4	LOS F	117.5	853.5				
Intersection	6844	4.6	6765[N1]	4.7		1.300		149.5	LOS F	117.5	853.5				

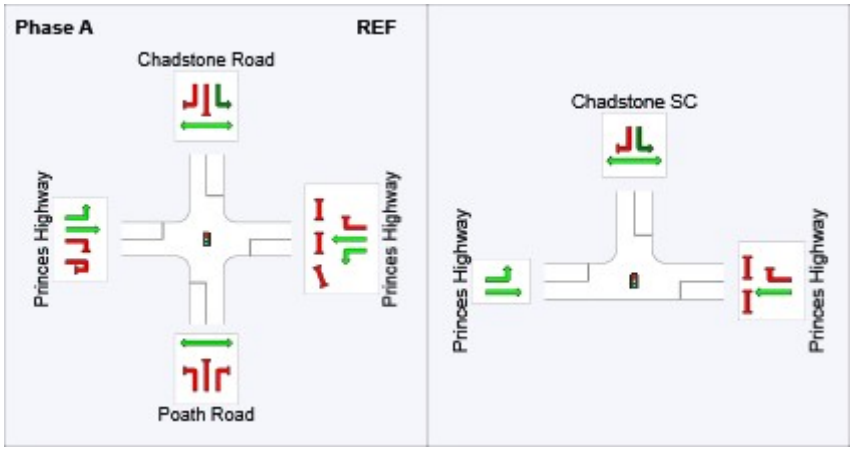
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

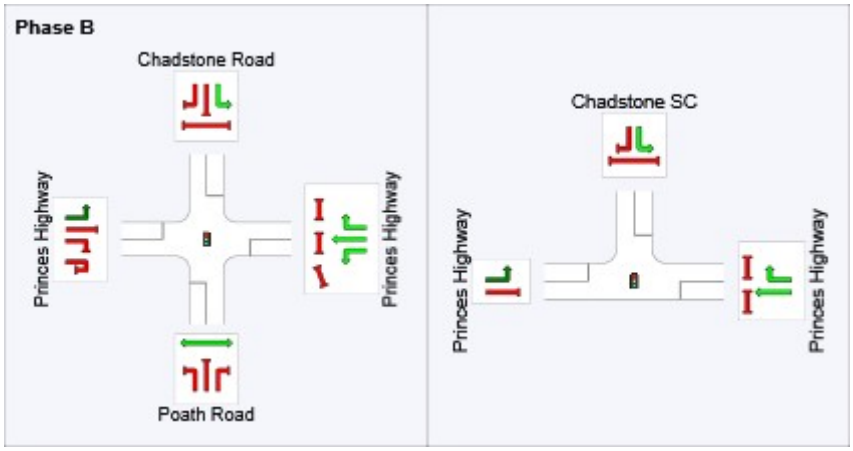
Phase Timing Summary (CCG)

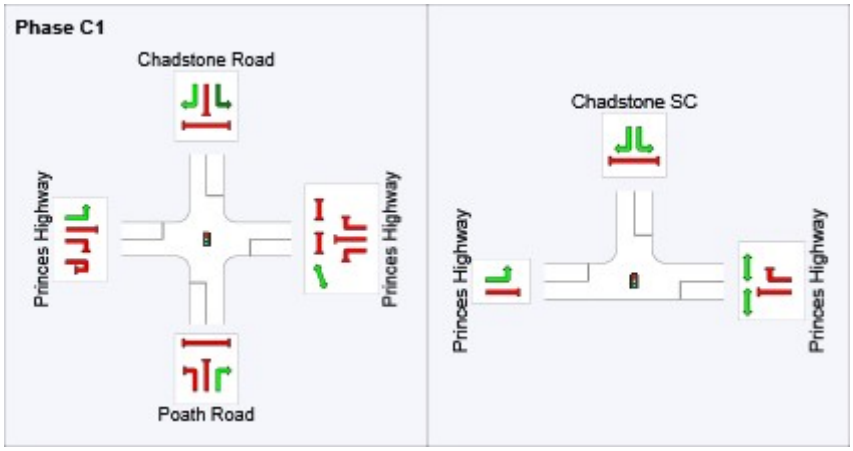
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	57	72	84	92	118
Green Time (sec)	51	9	6	2	20	6
Phase Time (sec)	57	15	12	8	26	12
Phase Split	44%	12%	9%	6%	20%	9%

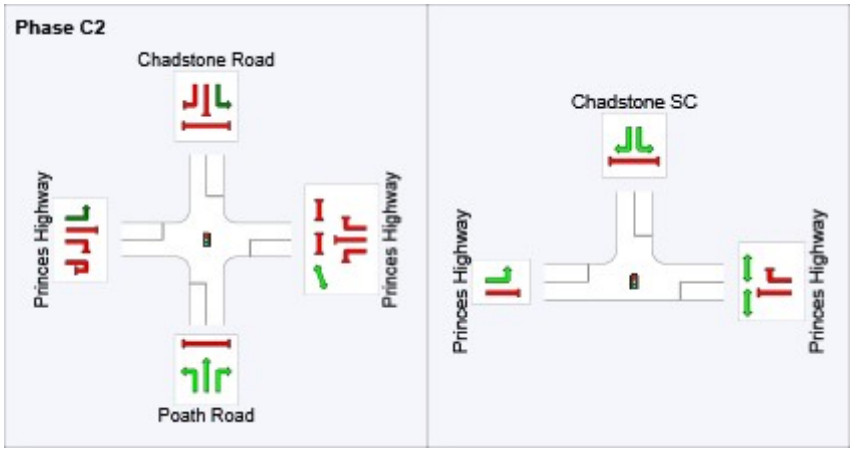
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

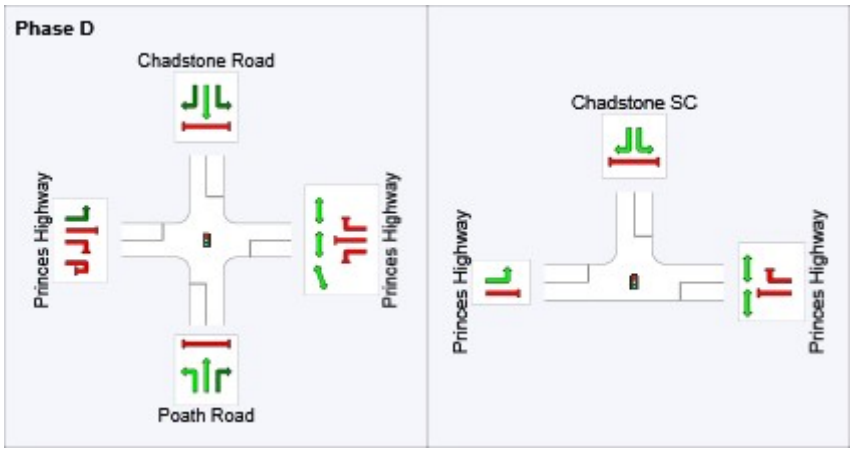
Output Phase Sequence (CCG)

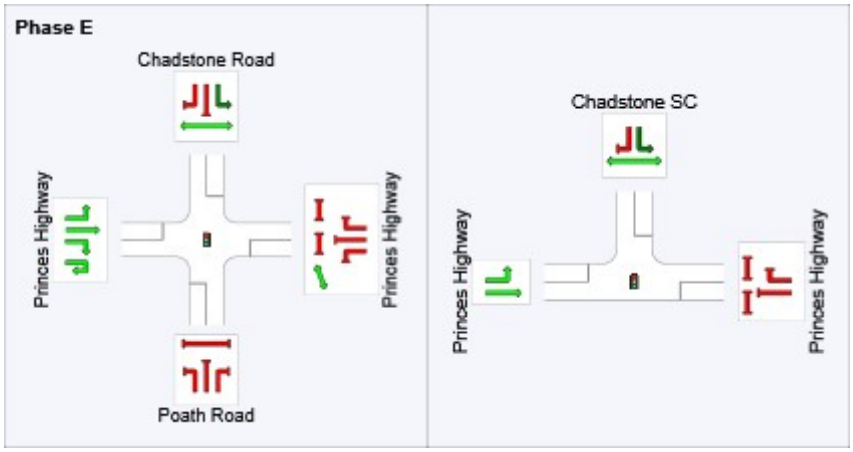




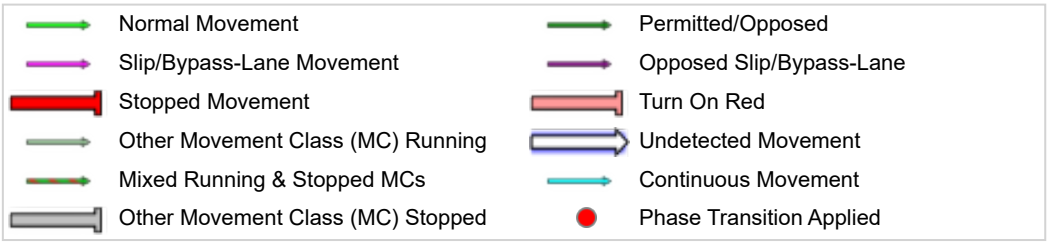








REF: Reference Phase
VAR: Variable Phase



USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108 — **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - PM peak - Wed 17] — **Network: 12 [Princes Hwy / Chadstone Rd - existing - PM peak - Wed 17]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Princes Highway															
Lane 1	1093	1.8	1093	1.8	833	1.311	100	336.9	LOS F	191.4	1360.4	Full	150	-6.4 N3	100.0
Lane 2	757	1.8	757	1.8	577	1.311	100	342.7	LOS F	134.7	957.2	Full	150	-35.1 N3	100.0
Lane 3	781	1.8	781	1.8	596 1	1.311	100	342.2	LOS F	138.8	986.7	Full	150	-31.9 N3	100.0
Lane 4	38	5.5	38	5.5	137	0.279	100	69.2	LOS E	2.4	17.6	Short	80	0.0	NA
Lane 5	38	5.5	38	5.5	137	0.279	100	69.2	LOS E	2.4	17.6	Short	65	0.0	NA
Approach	2707	1.9	2707	1.9		1.311		332.5	LOS F	191.4	1360.4				
North: Chadstone SC															
Lane 1	158	4.7	158	4.7	790	0.200	100	8.8	LOS A	2.5	18.1	Short	40	0.0	NA
Lane 2	98	5.1	98	5.1	401	0.244	100	43.6	LOS D	4.8	34.8	Full	200	-23.4 N3	0.0
Lane 3	87	5.1	87	5.1	357	0.244	100	43.7	LOS D	4.3	31.1	Full	200	-31.9 N3	0.0
Approach	343	4.9	343	4.9		0.244		27.6	LOS C	4.8	34.8				
West: Princes Highway															
Lane 1	84	5.0	73	5.0	1490	0.049	100	5.0	LOS A	0.1	0.8	Short	50	0.0	NA
Lane 2	670	3.7	579	3.6	900 1	0.644	100	10.2	LOS B	14.4	104.3	Full	70	0.0	41.5
Lane 3	698	3.7	603	3.6	938	0.644	100	9.8	LOS A	15.0	108.6	Full	70	0.0	45.2
Lane 4	698	3.7	603	3.6	938	0.644	100	7.0	LOS A	11.5	83.3	Full	70	0.0	20.8
Lane 5	698	3.7	603	3.6	938	0.644	100	7.3	LOS A	12.0	86.7	Full	70	0.0	24.4
Approach	2848	3.7	2463 N1	3.7		0.644		8.4	LOS A	15.0	108.6				
Intersection	5899	2.9	5513 N1	3.2		1.311		168.8	LOS F	191.4	1360.4				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

Site: 1 [Princes Hwy / Chadstone Rd - existing - PM peak - Wed 17]

Network: 12 [Princes Hwy / Chadstone Rd - existing - PM peak - Wed 17]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Poath Road															
Lane 1	145	1.0	145	1.0	379	0.381	100	51.1	LOS D	8.0	56.4	Short (P)	65	0.0	NA
Lane 2	148	0.5	148	0.5	389	0.381	100	48.7	LOS D	8.2	57.5	Full	470	0.0	0.0
Lane 3	183	2.9	183	2.9	185	0.991	100	98.0	LOS F	14.2	101.9	Short	35	-25.4 [N3]	NA
Approach	476	1.5	476	1.5		0.991		68.4	LOS E	14.2	101.9				
East: Princes Highway															
Lane 1	59	2.2	46	2.3	914	0.051	45 [6]	8.0	LOS A	0.3	2.0	Short	30	0.0	NA
Lane 2	132	2.2	104	2.3	914	0.114	100	8.2	LOS A	0.7	4.8	Short	25	0.0	NA
Lane 3	830	2.0	656	2.0	893 [1]	0.735	100	4.8	LOS A	10.0	71.1	Full	70	0.0	6.4
Lane 4	895	2.0	708	2.0	962	0.735	100	5.8	LOS A	13.7	97.4	Full	70	0.0	35.1
Lane 5	785	2.0	621	2.0	844 [1]	0.735	100	7.9	LOS A	13.2	94.0	Full	70	0.0	31.9
Lane 6	140	1.5	111	1.5	184	0.602	100	61.9	LOS E	6.7	47.6	Short	50	0.0	NA
Approach	2841	2.0	2246 [N1]	2.0		0.735		9.0	LOS A	13.7	97.4				
North: Chadstone Road															
Lane 1	193	3.3	193	3.3	380	0.508	100	34.7	LOS C	8.7	62.7	Short	70	-43.4 [N3]	NA
Lane 2	114	0.0	114	0.0	300	0.381	51 [6]	54.0	LOS D	6.6	46.2	Full	155	0.0	0.0
Lane 3	226	0.0	226	0.0	300	0.753	100	59.8	LOS E	14.4	100.5	Full	155	0.0	0.0
Lane 4	216	0.0	216	0.0	263	0.822	100	64.1	LOS E	12.4	86.9	Short	115	0.0	NA
Approach	748	0.8	748	0.8		0.822		53.7	LOS D	14.4	100.5				
West: Princes Highway															
Lane 1	188	1.7	188	1.7	1410	0.134	100	7.3	LOS A	1.9	13.3	Short	80	0.0	NA
Lane 2	514	3.8	514	3.8	444 [1]	1.158	100	181.7	LOS F	64.3	464.7	Short	140	-41.5 [N3]	NA
Lane 3	520	3.8	520	3.8	449	1.158	100	181.6	LOS F	68.9	497.8	Full	970	-45.2 [N3]	0.0
Lane 4	752	3.8	752	3.8	649	1.158	100	177.5	LOS F	97.7	705.9	Full	970	-20.8 [N3]	0.0
Lane 5	687	3.8	687	3.8	593 [1]	1.158	100	178.4	LOS F	86.7	626.3	Full	970	-24.4 [N3]	0.0
Lane 6	85	0.0	85	0.0	127	0.671	100	73.7	LOS E	5.6	39.5	Short	85	0.0	NA
Approach	2746	3.5	2746	3.5		1.158		164.4	LOS F	97.7	705.9				
Intersection	6812	2.4	6217 [N1]	2.7		1.158		87.6	LOS F	97.7	705.9				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

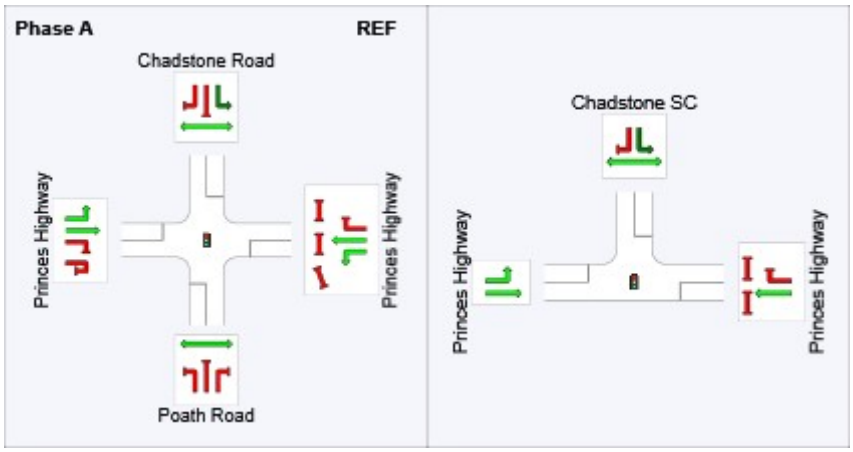
Phase Timing Summary (CCG)

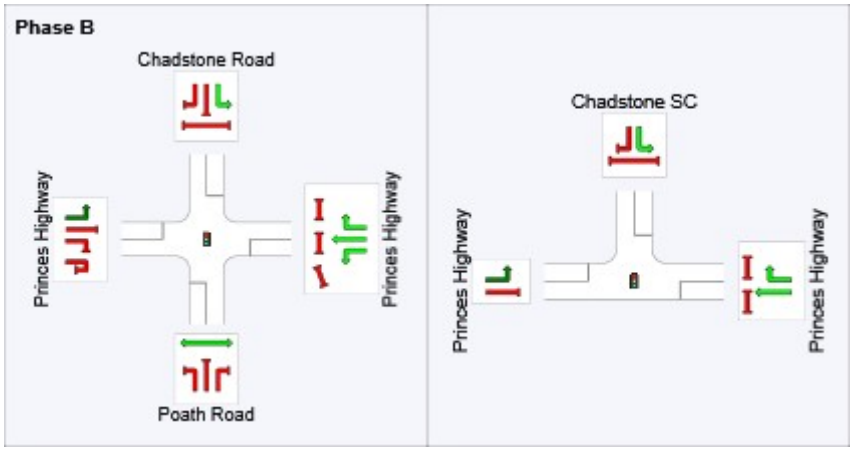
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	55	71	83	89	115
Green Time (sec)	49	10	6	***	20	9
Phase Time (sec)	55	16	12	6	26	15
Phase Split	42%	12%	9%	5%	20%	12%

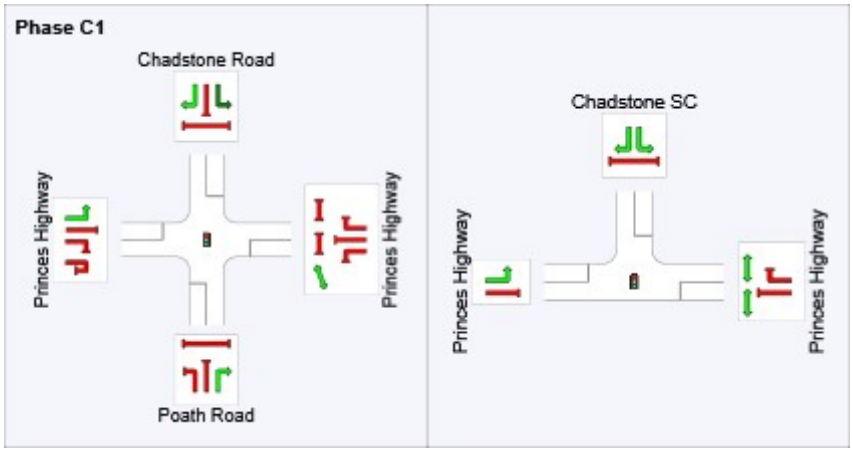
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

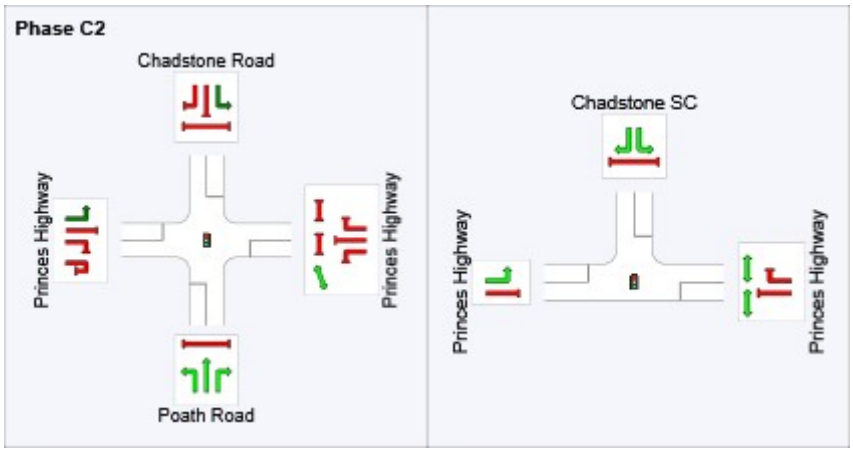
*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.
If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

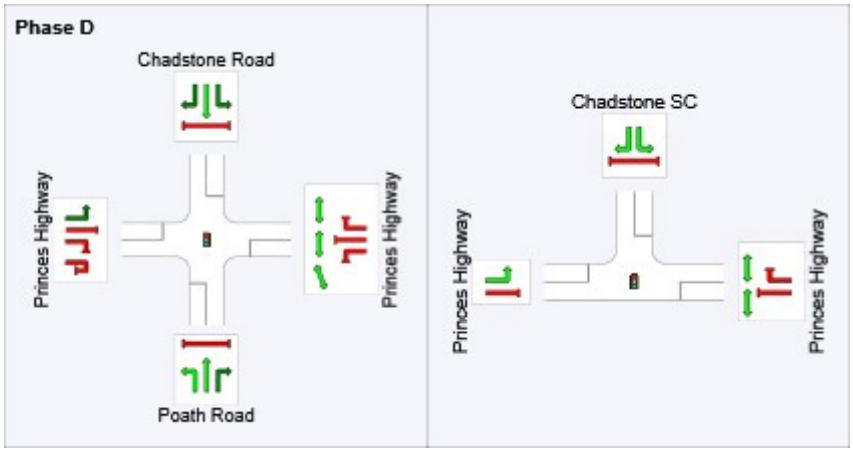
Output Phase Sequence (CCG)

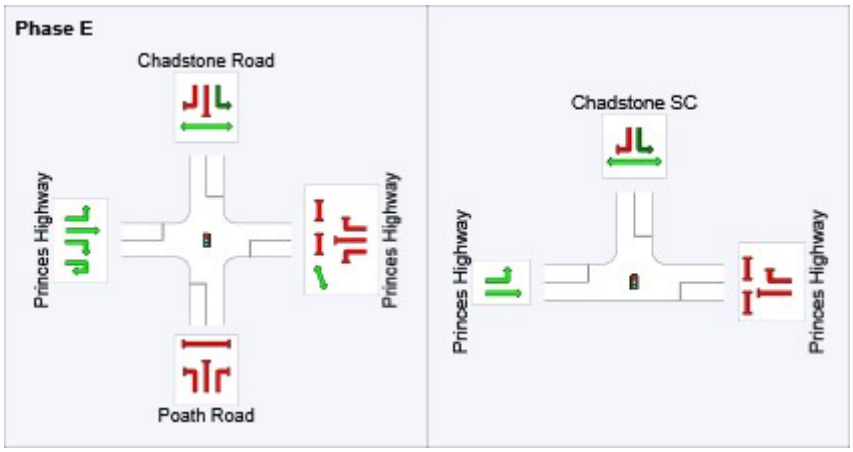












REF: Reference Phase

Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - AM peak - Thurs 18]

Network: 3 [Princes Hwy / Chadstone Rd - existing - AM peak - Thurs 18]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	900	6.1	900	6.1	880	1.022	100	64.3	LOS E	80.7	594.1	Full	150	0.0	100.0
Lane 2	900	6.1	900	6.1	880	1.022	100	64.3	LOS E	80.7	594.1	Full	150	0.0	100.0
Lane 3	864	6.1	864	6.1	845[1]	1.022	100	65.0	LOS E	72.7	535.4	Full	150	0.0	100.0
Lane 4	53	5.0	53	5.0	124	0.424	100	73.0	LOS E	3.4	24.6	Short	80	0.0	NA
Lane 5	53	5.0	53	5.0	124	0.424	100	73.0	LOS E	3.4	24.6	Short	65	0.0	NA
Approach	2769	6.0	2769	6.0		1.022		64.8	LOS E	80.7	594.1				
North: Chadstone SC															
Lane 1	11	0.0	11	0.0	836	0.013	100	7.5	LOS A	0.1	0.7	Short	40	0.0	NA
Lane 2	5	0.0	5	0.0	571	0.009	100	38.4	LOS D	0.2	1.6	Full	200	0.0	0.0
Lane 3	5	0.0	5	0.0	571	0.009	100	38.4	LOS D	0.2	1.6	Full	200	0.0	0.0
Approach	21	0.0	21	0.0		0.013		22.9	LOS C	0.2	1.6				
West: Princes Highway															
Lane 1	158	4.7	122	4.7	1479	0.083	100	5.0	LOS A	0.2	1.7	Short	50	0.0	NA
Lane 2	733	4.3	569	4.3	887[1]	0.641	100	8.9	LOS A	12.7	92.3	Full	70	0.0	30.2
Lane 3	760	4.3	589	4.3	919	0.641	100	8.9	LOS A	13.6	98.5	Full	70	0.0	36.2
Lane 4	760	4.3	589	4.3	919	0.641	100	8.7	LOS A	13.4	96.9	Full	70	0.0	34.7
Lane 5	760	4.3	589	4.3	919	0.641	100	9.0	LOS A	13.6	99.0	Full	70	0.0	36.7
Approach	3171	4.3	2459[N1]	4.3		0.641		8.7	LOS A	13.6	99.0				
Intersection	5961	5.1	5249[N1]	5.8		1.022		38.4	LOS D	80.7	594.1				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108 — **Template: SIDRA Outputs**

Site: 1 [Princes Hwy / Chadstone Rd - existing - AM peak - Thurs 18] — **Network: 3 [Princes Hwy / Chadstone Rd - existing - AM peak - Thurs 18]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	314	1.4	314	1.4	374[1]	0.841	100	61.4	LOS E	20.6	146.0	Short (P)	65	0.0	NA
Lane 2	195	2.0	195	2.0	232[1]	0.841	100	58.4	LOS E	12.3	87.7	Full	470	0.0	0.0
Lane 3	254	5.4	254	5.4	219	1.159	100	205.5	LOS F	31.8	232.8	Short	35	-35.5[N3]	NA
Approach	763	2.9	763	2.9		1.159		108.5	LOS F	31.8	232.8				
East: Princes Highway															
Lane 1	13	12.5	12	12.5	866	0.014	45[6]	5.4	LOS A	0.0	0.1	Short	30	0.0	NA
Lane 2	29	12.5	28	12.5	866	0.032	100	5.4	LOS A	0.0	0.3	Short	25	0.0	NA
Lane 3	851	5.8	819	5.8	950[1]	0.862	100	3.6	LOS A	8.2	60.0	Full	70	0.0	0.0
Lane 4	854	5.8	823	5.8	954	0.862	100	3.5	LOS A	8.3	61.2	Full	70	0.0	0.0
Lane 5	854	5.8	823	5.8	954	0.862	100	3.5	LOS A	8.3	61.2	Full	70	0.0	0.0
Lane 6	95	8.9	91	8.9	161	0.566	100	61.8	LOS E	5.5	41.4	Short	50	0.0	NA
Approach	2697	6.0	2596[N1]	6.0		0.862		5.6	LOS A	8.3	61.2				
North: Chadstone Road															
Lane 1	175	3.6	175	3.6	361	0.484	100	34.8	LOS C	7.5	53.9	Short	70	-33.3[N3]	NA
Lane 2	56	1.3	56	1.3	312	0.179	51[6]	51.0	LOS D	3.1	21.8	Full	155	0.0	0.0
Lane 3	110	1.3	110	1.3	312	0.353	100	52.8	LOS D	6.3	44.6	Full	155	0.0	0.0
Lane 4	138	2.3	138	2.3	176	0.785	100	56.5	LOS E	7.5	53.3	Short	115	0.0	NA
Approach	479	2.4	479	2.4		0.785		47.1	LOS D	7.5	53.9				
West: Princes Highway															
Lane 1	167	3.8	167	3.8	1347	0.124	100	9.6	LOS A	1.9	13.9	Short	80	0.0	NA
Lane 2	691	4.3	691	4.3	516[1]	1.339	100	368.0	LOS F	126.6	919.0	Short	140	-30.2[N3]	NA
Lane 3	686	4.3	686	4.3	512	1.339	100	368.2	LOS F	125.9	913.7	Full	970	-36.2[N3]	0.1[8]
Lane 4	702	4.3	702	4.3	524	1.339	100	367.8	LOS F	128.7	934.4	Full	970	-34.7[N3]	1.6
Lane 5	663	4.3	663	4.3	495[1]	1.339	100	368.7	LOS F	121.9	884.7	Full	970	-36.7[N3]	0.0
Lane 6	72	7.4	72	7.4	79	0.905	100	88.8	LOS F	5.3	39.4	Short	85	0.0	NA
Approach	2981	4.3	2981	4.3		1.339		341.3	LOS F	128.7	934.4				
Intersection	6920	4.7	6819[N1]	4.8		1.339		166.8	LOS F	128.7	934.4				

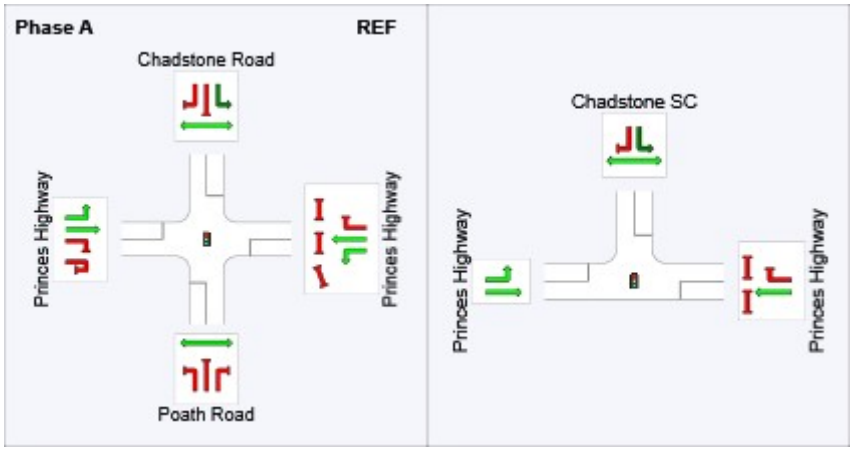
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

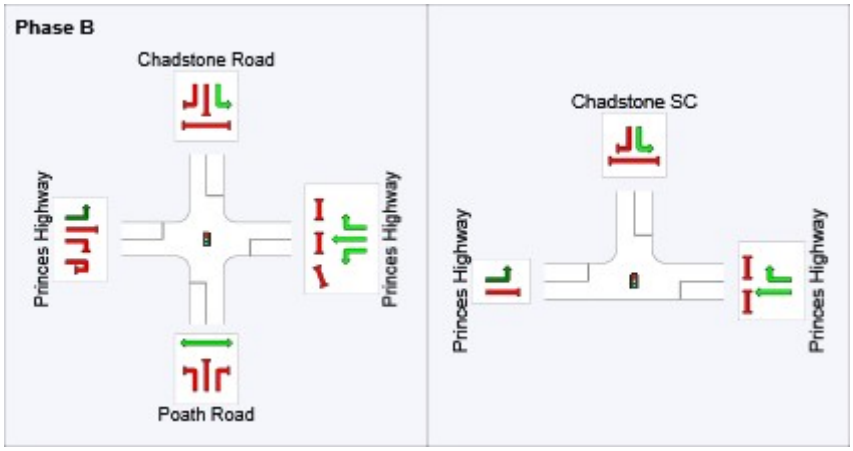
Phase Timing Summary (CCG)

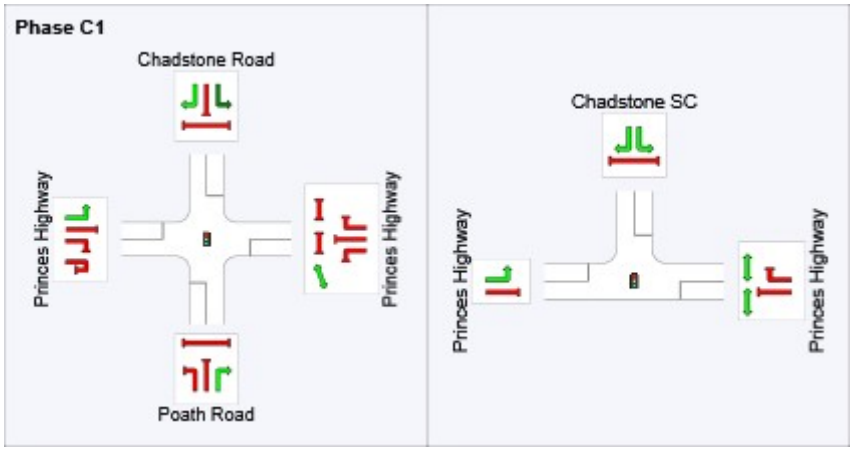
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	57	72	84	91	118
Green Time (sec)	51	9	6	1	21	6
Phase Time (sec)	57	15	12	7	27	12
Phase Split	44%	12%	9%	5%	21%	9%

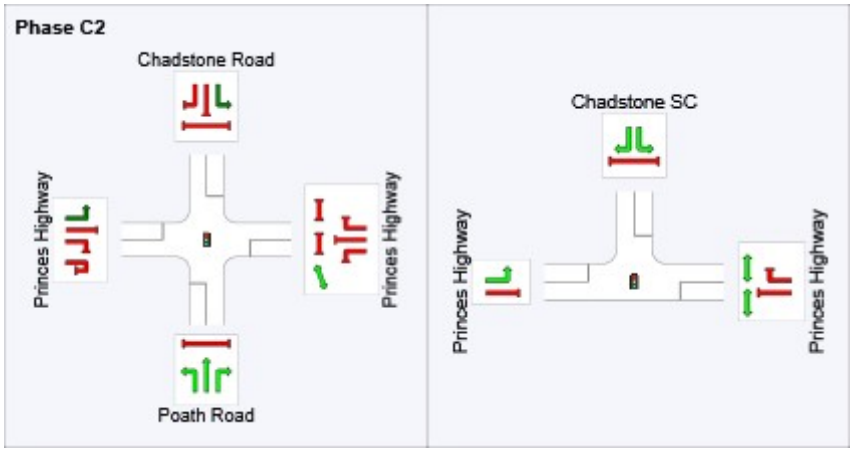
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

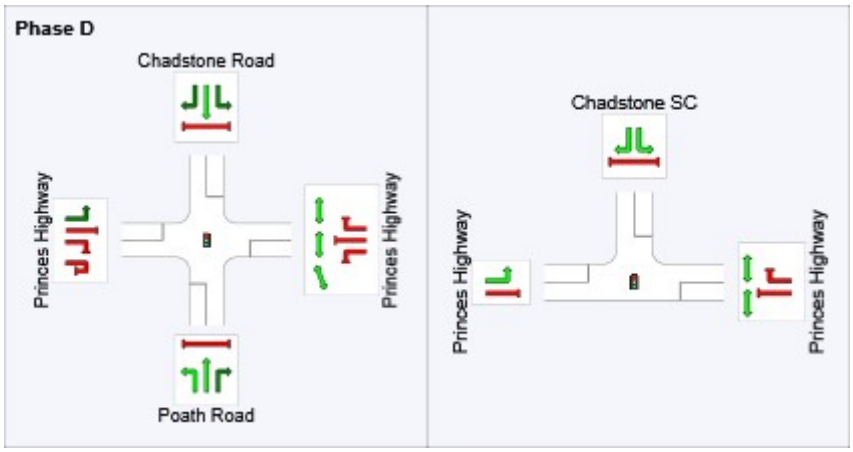
Output Phase Sequence (CCG)

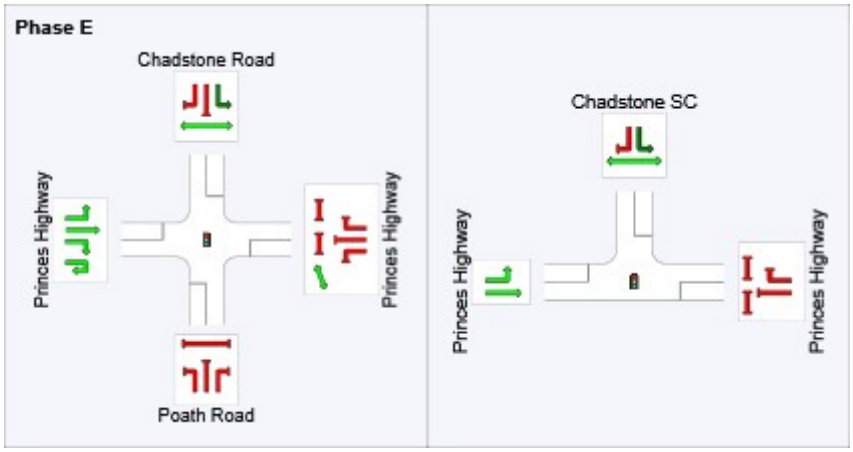




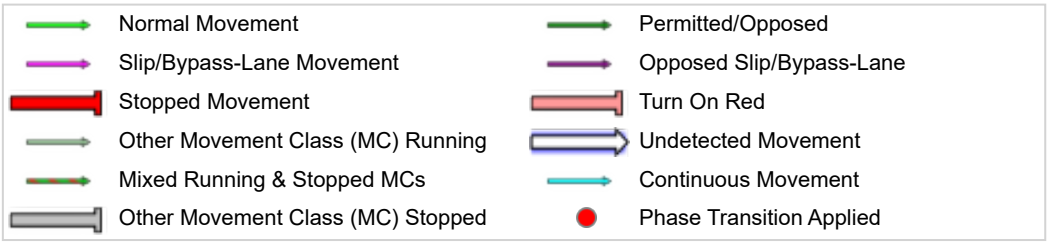








REF: Reference Phase
VAR: Variable Phase



Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - PM peak - Thurs 18]

Network: 4 [Princes Hwy / Chadstone Rd - existing - PM peak - Thurs 18]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	1073	2.6	1073	2.6	852	1.259	100	290.6	LOS F	174.5	1248.4	Full	150	-3.7 N3	100.0
Lane 2	791	2.6	791	2.6	628	1.259	100	295.6	LOS F	130.6	934.6	Full	150	-29.0 N3	100.0
Lane 3	679	2.6	679	2.6	539 1	1.259	100	298.2	LOS F	112.9	807.6	Full	150	-37.0 N3	100.0
Lane 4	81	4.6	81	4.6	138	0.582	100	71.4	LOS E	5.2	37.8	Short	80	0.0	NA
Lane 5	81	4.6	81	4.6	138	0.582	100	71.4	LOS E	5.2	37.8	Short	65	0.0	NA
Approach	2703	2.7	2703	2.7		1.259		280.9	LOS F	174.5	1248.4				
North: Chadstone SC															
Lane 1	158	4.7	158	4.7	789	0.200	100	8.5	LOS A	2.4	17.4	Short	40	0.0	NA
Lane 2	87	4.1	87	4.1	431	0.201	100	42.9	LOS D	4.1	30.0	Full	200	-18.3 N3	0.0
Lane 3	67	4.1	67	4.1	332	0.201	100	43.3	LOS D	3.2	23.3	Full	200	-37.0 N3	0.0
Approach	312	4.4	312	4.4		0.201		25.5	LOS C	4.1	30.0				
West: Princes Highway															
Lane 1	158	4.7	130	4.6	1459	0.089	100	5.0	LOS A	0.2	1.7	Short	50	0.0	NA
Lane 2	703	3.5	580	3.4	892 1	0.650	100	9.3	LOS A	13.5	97.1	Full	70	0.0	34.8
Lane 3	740	3.5	610	3.4	939	0.650	100	9.0	LOS A	14.3	103.4	Full	70	0.0	40.7
Lane 4	740	3.5	610	3.4	939	0.650	100	7.2	LOS A	12.2	87.6	Full	70	0.0	25.3
Lane 5	740	3.5	610	3.4	939	0.650	100	7.6	LOS A	12.7	91.4	Full	70	0.0	29.3
Approach	3081	3.5	2541 N1	3.5		0.650		8.1	LOS A	14.3	103.4				
Intersection	6096	3.2	5556 N1	3.5		1.259		141.8	LOS F	174.5	1248.4				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108 — **Template: SIDRA Outputs**

Site: 1 [Princes Hwy / Chadstone Rd - existing - PM peak - Thurs 18]

Network: 4 [Princes Hwy / Chadstone Rd - existing - PM peak - Thurs 18]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	175	0.0	175	0.0	383	0.456	100	52.0	LOS D	9.8	68.8	Short (P)	65	0.0	NA
Lane 2	178	0.0	178	0.0	390	0.456	100	49.6	LOS D	10.0	70.0	Full	470	0.0	0.0
Lane 3	205	2.6	205	2.6	183	1.123	100	177.1	LOS F	23.1	164.9	Short	35	-28.6 N3	NA
Approach	558	0.9	558	0.9		1.123		97.3	LOS F	23.1	164.9				
East: Princes Highway															
Lane 1	53	3.1	43	3.1	909	0.048	45 6	8.0	LOS A	0.3	1.9	Short	30	0.0	NA
Lane 2	119	3.1	97	3.1	909	0.107	100	8.1	LOS A	0.6	4.5	Short	25	0.0	NA
Lane 3	789	2.3	648	2.3	892 1	0.726	100	4.8	LOS A	9.7	69.0	Full	70	0.0	3.7
Lane 4	849	2.3	698	2.3	960	0.726	100	5.5	LOS A	12.8	91.1	Full	70	0.0	29.0
Lane 5	795	2.3	653	2.3	899 1	0.726	100	7.4	LOS A	13.9	99.4	Full	70	0.0	37.0
Lane 6	160	2.0	131	2.0	183	0.718	100	63.2	LOS E	8.2	58.7	Short	50	0.0	NA
Approach	2764	2.4	2271 N1	2.4		0.726		9.4	LOS A	13.9	99.4				
North: Chadstone Road															
Lane 1	174	1.8	174	1.8	410	0.424	100	33.6	LOS C	7.5	53.4	Short	70	-37.9 N3	NA
Lane 2	107	0.7	107	0.7	299	0.359	51 6	53.7	LOS D	6.2	43.4	Full	155	0.0	0.0
Lane 3	212	0.7	212	0.7	299	0.709	100	58.3	LOS E	13.2	92.9	Full	155	0.0	0.0
Lane 4	215	0.0	215	0.0	227	0.944	100	84.9	LOS F	14.5	101.5	Short	115	0.0	NA
Approach	707	0.7	707	0.7		0.944		59.6	LOS E	14.5	101.5				
West: Princes Highway															
Lane 1	253	1.3	253	1.3	1391	0.182	100	7.8	LOS A	2.9	20.8	Short	80	0.0	NA
Lane 2	608	3.7	608	3.7	479 1	1.270	100	277.2	LOS F	91.7	662.3	Short	140	-34.8 N3	NA
Lane 3	618	3.7	618	3.7	487	1.270	100	277.1	LOS F	99.3	717.0	Full	970	-40.7 N3	0.0
Lane 4	778	3.7	778	3.7	612	1.270	100	275.0	LOS F	123.9	895.0	Full	970	-25.3 N3	0.0
Lane 5	698	3.7	698	3.7	550 1	1.270	100	275.9	LOS F	107.9	779.3	Full	970	-29.3 N3	0.0
Lane 6	126	3.3	126	3.3	125	1.014	100	119.1	LOS F	11.3	81.5	Short	85	0.0	NA
Approach	3081	3.5	3081	3.5		1.270		247.8	LOS F	123.9	895.0				
Intersection	7111	2.6	6617 N1	2.8		1.270		133.1	LOS F	123.9	895.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

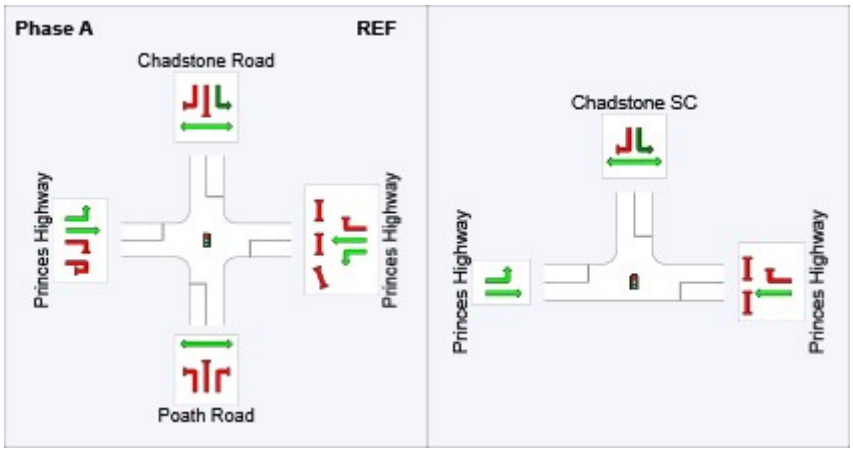
Phase Timing Summary (CCG)

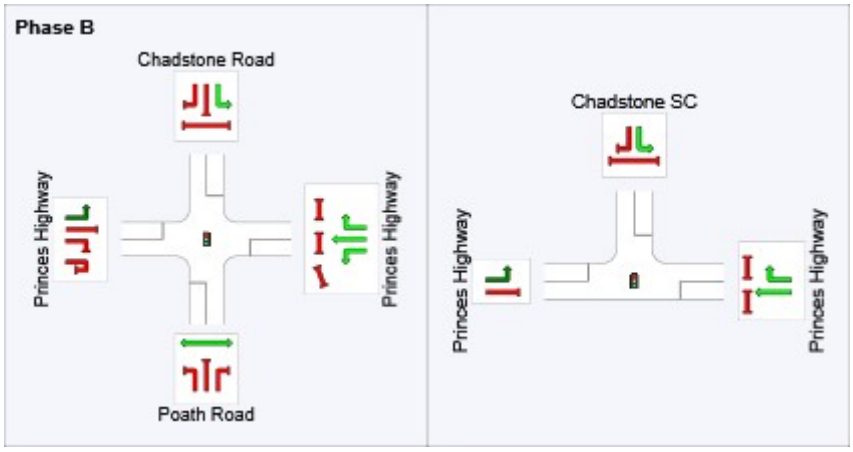
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	55	71	83	89	115
Green Time (sec)	49	10	6	***	20	9
Phase Time (sec)	55	16	12	6	26	15
Phase Split	42%	12%	9%	5%	20%	12%

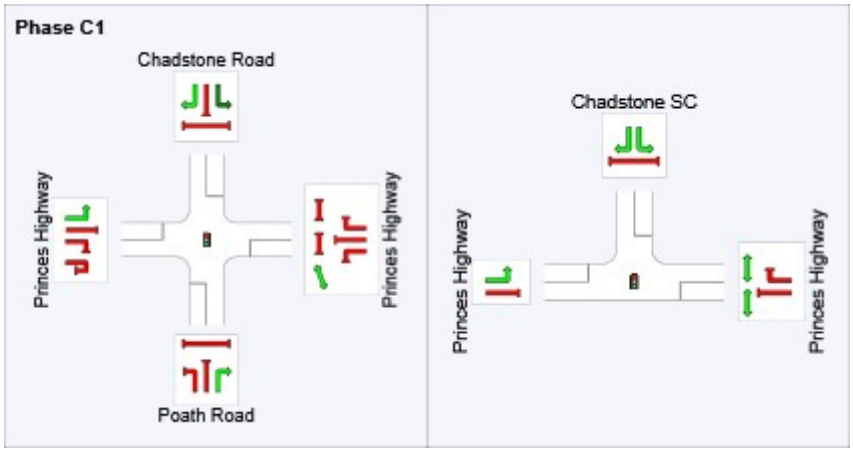
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

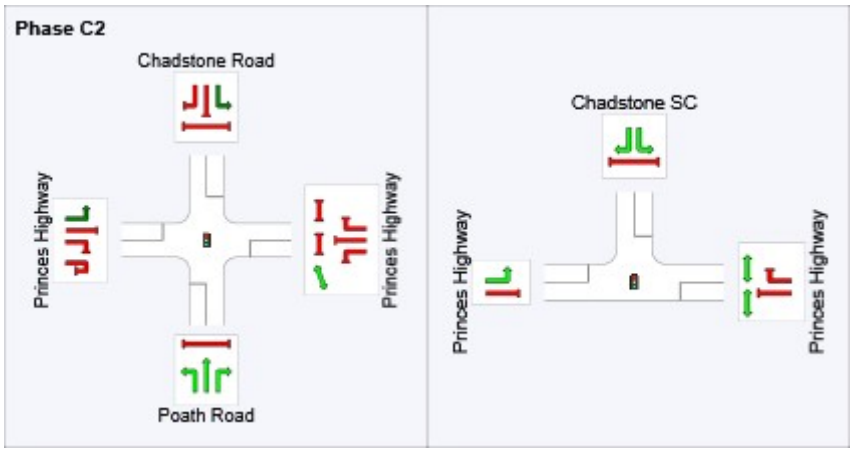
*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.
If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

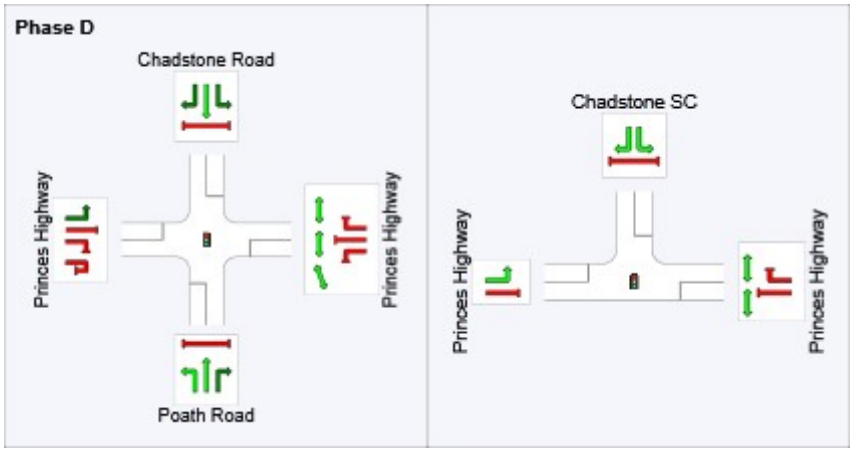
Output Phase Sequence (CCG)

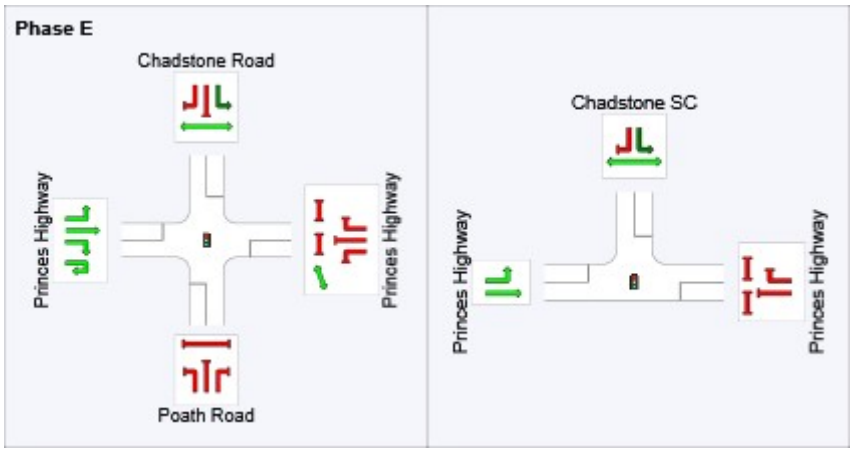












REF: Reference Phase

Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - Sat 20]

Network: 5 [Princes Hwy / Chadstone Rd - existing - Sat 20]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	744	1.1	744	1.1	789	0.943	100	62.6	LOS E	57.0	403.0	Full	150	0.0	98.4
Lane 2	707	1.1	707	1.1	750	0.943	100	63.8	LOS E	54.7	386.6	Full	150	-5.0 N3	94.2
Lane 3	585	1.1	585	1.1	620 1	0.943	100	65.5	LOS E	44.5	314.4	Full	150	-12.4 N3	73.9
Lane 4	143	4.8	143	4.8	207	0.691	100	69.9	LOS E	9.2	66.8	Short	80	0.0	NA
Lane 5	143	4.8	143	4.8	207	0.691	100	69.9	LOS E	9.2	66.8	Short	65	0.0	NA
Approach	2322	1.6	2322	1.6		0.943		64.6	LOS E	57.0	403.0				
North: Chadstone SC															
Lane 1	211	5.0	211	5.0	950	0.222	100	8.7	LOS A	3.2	23.5	Short	40	0.0	NA
Lane 2	81	4.8	81	4.8	606	0.134	100	36.6	LOS D	3.5	25.5	Full	200	-2.5 N3	0.0
Lane 3	73	4.8	73	4.8	545	0.134	100	36.7	LOS D	3.2	23.0	Full	200	-12.4 N3	0.0
Approach	365	4.9	365	4.9		0.222		20.5	LOS C	3.5	25.5				
West: Princes Highway															
Lane 1	211	5.0	198	5.0	1371	0.144	100	4.9	LOS A	0.2	1.5	Short	50	0.0	NA
Lane 2	500	1.9	470	1.9	717 1	0.655	100	13.7	LOS B	13.6	96.7	Full	70	0.0	34.5
Lane 3	537	1.9	505	1.9	771	0.655	100	13.5	LOS B	15.1	107.7	Full	70	0.0	44.5
Lane 4	537	1.9	505	1.9	771	0.655	100	9.7	LOS A	11.9	84.9	Full	70	0.0	22.5
Lane 5	537	1.9	505	1.9	771	0.655	100	10.7	LOS B	12.9	91.5	Full	70	0.0	29.3
Approach	2322	2.2	2183 N1	2.2		0.655		11.2	LOS B	15.1	107.7				
Intersection	5009	2.1	4871 N1	2.2		0.943		37.4	LOS D	57.0	403.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108

Template: SIDRA Outputs

Site: 1 [Princes Hwy / Chadstone Rd - existing - Sat 20]

Network: 5 [Princes Hwy / Chadstone Rd - existing - Sat 20]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	201	0.0	201	0.0	295	0.682	100	59.8	LOS E	12.4	86.6	Short (P)	65	0.0	NA
Lane 2	174	0.0	174	0.0	255[1]	0.682	100	56.8	LOS E	10.6	73.9	Full	470	0.0	0.0
Lane 3	263	2.8	263	2.8	233[1]	1.132	100	188.2	LOS F	30.4	218.0	Short	35	-27.7[N3]	NA
Approach	638	1.2	638	1.2		1.132		112.0	LOS F	30.4	218.0				
East: Princes Highway															
Lane 1	49	2.0	49	2.0	859	0.057	45[6]	7.2	LOS A	0.2	1.5	Short	30	0.0	NA
Lane 2	110	2.0	110	2.0	859	0.128	100	7.3	LOS A	0.5	3.6	Short	25	0.0	NA
Lane 3	663	1.4	663	1.4	872[1]	0.761	100	3.6	LOS A	8.5	60.2	Full	70	0.0	0.0
Lane 4	690	1.4	690	1.4	907	0.761	100	3.8	LOS A	9.9	69.9	Full	70	0.0	4.9
Lane 5	604	1.4	604	1.4	794[1]	0.761	100	6.2	LOS A	10.7	76.0	Full	70	0.0	12.4
Lane 6	131	0.0	131	0.0	251	0.520	100	55.2	LOS E	7.3	51.4	Short	50	-1.3[N3]	NA
Approach	2246	1.4	2246	1.4		0.761		7.6	LOS A	10.7	76.0				
North: Chadstone Road															
Lane 1	246	0.4	246	0.4	408	0.604	100	33.3	LOS C	11.3	79.5	Short	70	-39.9[N3]	NA
Lane 2	115	0.0	115	0.0	300	0.384	51[6]	54.0	LOS D	6.7	46.7	Full	155	0.0	0.0
Lane 3	228	0.0	228	0.0	300	0.760	100	60.1	LOS E	14.6	101.9	Full	155	0.0	0.0
Lane 4	305	0.0	305	0.0	355	0.861	100	53.0	LOS D	17.5	122.7	Short	115	0.0	NA
Approach	895	0.1	895	0.1		0.861		49.5	LOS D	17.5	122.7				
West: Princes Highway															
Lane 1	253	0.4	253	0.4	1399	0.181	100	9.4	LOS A	2.9	20.3	Short	80	0.0	NA
Lane 2	414	2.3	414	2.3	389[1]	1.064	100	146.4	LOS F	47.1	336.3	Short	140	-34.5[N3]	NA
Lane 3	384	2.3	384	2.3	361	1.064	100	148.2	LOS F	44.1	314.9	Full	970	-44.5[N3]	0.0
Lane 4	536	2.3	536	2.3	504	1.064	100	141.3	LOS F	59.7	426.4	Full	970	-22.5[N3]	0.0
Lane 5	475	2.3	475	2.3	446[1]	1.064	100	143.7	LOS F	53.4	381.6	Full	970	-29.3[N3]	0.0
Lane 6	73	0.0	73	0.0	85	0.851	100	83.7	LOS F	5.2	36.2	Short	85	0.0	NA
Approach	2134	2.0	2134	2.0		1.064		126.5	LOS F	59.7	426.4				
Intersection	5913	1.4	5913	1.4		1.132		68.1	LOS E	59.7	426.4				

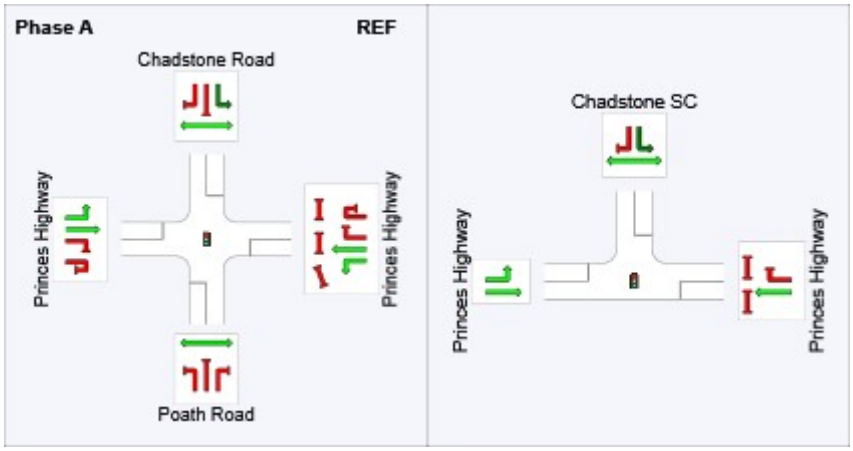
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

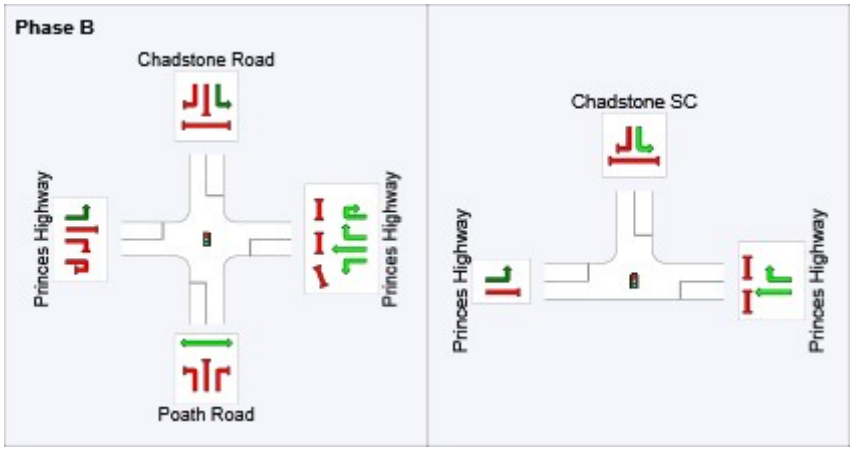
Phase Timing Summary (CCG)

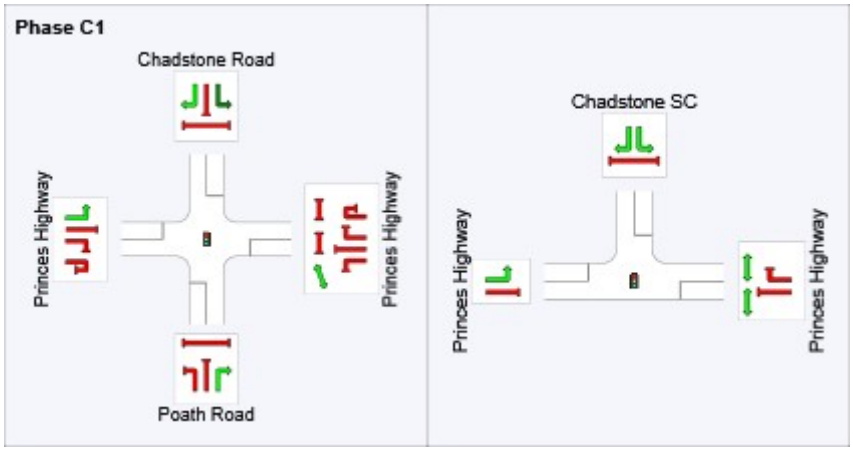
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	46	67	92	118
Green Time (sec)	40	15	19	20	6
Phase Time (sec)	46	21	25	26	12
Phase Split	35%	16%	19%	20%	9%

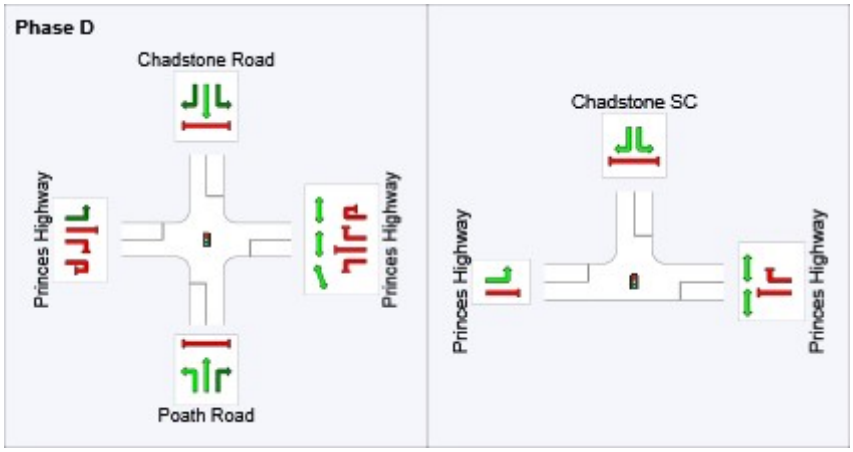
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

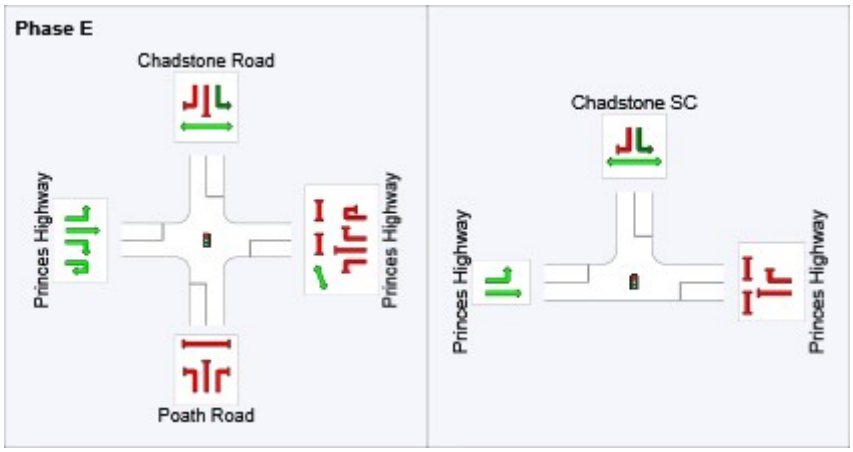
Output Phase Sequence (CCG)











REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - AM peak - Thurs 15]

Network: 8 [Princes Hwy / Chadstone Rd - existing - AM peak - Thurs 15]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	822	7.3	822	7.3	873	0.942	100	27.5	LOS C	50.6	376.6	Full	150	0.0	91.6
Lane 2	822	7.3	822	7.3	873	0.942	100	27.5	LOS C	50.6	376.6	Full	150	0.0	91.6
Lane 3	766	7.3	766	7.3	813[1]	0.942	100	27.8	LOS C	41.2	306.4	Full	150	0.0	71.4
Lane 4	86	4.9	86	4.9	124	0.695	100	75.9	LOS E	5.8	41.9	Short	80	0.0	NA
Lane 5	86	4.9	86	4.9	124	0.695	100	75.9	LOS E	5.8	41.9	Short	65	0.0	NA
Approach	2583	7.2	2583	7.2		0.942		30.8	LOS C	50.6	376.6				
North: Chadstone SC															
Lane 1	21	5.0	21	5.0	807	0.026	100	7.7	LOS A	0.2	1.7	Short	40	0.0	NA
Lane 2	15	3.4	15	3.4	558	0.027	100	38.8	LOS D	0.7	4.8	Full	200	0.0	0.0
Lane 3	15	3.4	15	3.4	558	0.027	100	38.8	LOS D	0.7	4.8	Full	200	0.0	0.0
Approach	52	4.1	52	4.1		0.027		26.1	LOS C	0.7	4.8				
West: Princes Highway															
Lane 1	158	4.7	120	4.7	1452	0.083	100	5.0	LOS A	0.2	1.5	Short	50	0.0	NA
Lane 2	729	4.8	554	4.8	865[1]	0.640	100	9.9	LOS A	13.3	96.7	Full	70	0.0	34.5
Lane 3	772	4.8	586	4.8	916	0.640	100	9.8	LOS A	14.5	105.4	Full	70	0.0	42.4
Lane 4	772	4.8	586	4.8	916	0.640	100	8.3	LOS A	12.8	93.3	Full	70	0.0	31.1
Lane 5	772	4.8	586	4.8	916	0.640	100	8.6	LOS A	13.1	95.5	Full	70	0.0	33.3
Approach	3202	4.8	2432[N1]	4.8		0.640		8.9	LOS A	14.5	105.4				
Intersection	5837	5.9	5067[N1]	6.8		0.942		20.3	LOS C	50.6	376.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108

Template: SIDRA Outputs

Site: 1 [Princes Hwy / Chadstone Rd - existing - AM peak - Thurs 15]

Network: 8 [Princes Hwy / Chadstone Rd - existing - AM peak - Thurs 15]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Poath Road															
Lane 1	322	2.4	322	2.4	366[1]	0.881	100	65.4	LOS E	22.2	158.4	Short (P)	65	0.0	NA
Lane 2	200	2.0	200	2.0	227[1]	0.881	100	64.2	LOS E	13.3	94.9	Full	470	0.0	0.0
Lane 3	277	5.7	277	5.7	215	1.285	100	312.7	LOS F	43.1	316.7	Short	35	-32.9[N3]	NA
Approach	799	3.4	799	3.4		1.285		150.8	LOS F	43.1	316.7				
East: Princes Highway															
Lane 1	16	12.5	16	12.5	866	0.018	45[6]	5.4	LOS A	0.0	0.2	Short	30	0.0	NA
Lane 2	35	12.5	35	12.5	866	0.040	100	5.5	LOS A	0.0	0.3	Short	25	0.0	NA
Lane 3	770	7.1	770	7.1	946	0.814	100	1.3	LOS A	4.8	36.0	Full	70	0.0	0.0
Lane 4	770	7.1	770	7.1	946	0.814	100	1.3	LOS A	4.8	36.0	Full	70	0.0	0.0
Lane 5	770	7.1	770	7.1	946	0.814	100	1.3	LOS A	5.1	38.2	Full	70	0.0	0.0
Lane 6	94	7.9	94	7.9	162	0.577	100	68.4	LOS E	5.9	44.0	Short	50	0.0	NA
Approach	2455	7.2	2455	7.2		0.814		3.9	LOS A	5.9	44.0				
North: Chadstone Road															
Lane 1	196	4.3	196	4.3	348	0.563	100	36.1	LOS D	8.8	64.2	Short	70	-38.7[N3]	NA
Lane 2	71	2.5	71	2.5	295	0.242	51[6]	52.6	LOS D	4.0	28.8	Full	155	0.0	0.0
Lane 3	141	2.5	141	2.5	295	0.478	100	55.0	LOS D	8.3	59.5	Full	155	0.0	0.0
Lane 4	139	3.0	139	3.0	170	0.816	100	58.5	LOS E	7.6	54.8	Short	115	0.0	NA
Approach	547	3.3	547	3.3		0.816		48.8	LOS D	8.8	64.2				
West: Princes Highway															
Lane 1	232	2.3	232	2.3	1331	0.174	100	10.1	LOS B	3.1	22.0	Short	80	0.0	NA
Lane 2	646	4.8	646	4.8	474[1]	1.361	100	388.0	LOS F	121.6	885.9	Short	140	-34.5[N3]	NA
Lane 3	627	4.8	627	4.8	461	1.361	100	388.6	LOS F	118.4	862.7	Full	970	-42.4[N3]	0.0
Lane 4	750	4.8	750	4.8	551	1.361	100	385.9	LOS F	140.6	1024.8	Full	970	-31.1[N3]	10.0
Lane 5	707	4.8	707	4.8	520[1]	1.361	100	386.7	LOS F	132.9	968.5	Full	970	-33.3[N3]	4.9
Lane 6	67	4.7	67	4.7	77	0.874	100	86.3	LOS F	4.9	35.6	Short	85	0.0	NA
Approach	3028	4.6	3028	4.6		1.361		351.7	LOS F	140.6	1024.8				
Intersection	6829	5.3	6829	5.3		1.361		178.9	LOS F	140.6	1024.8				

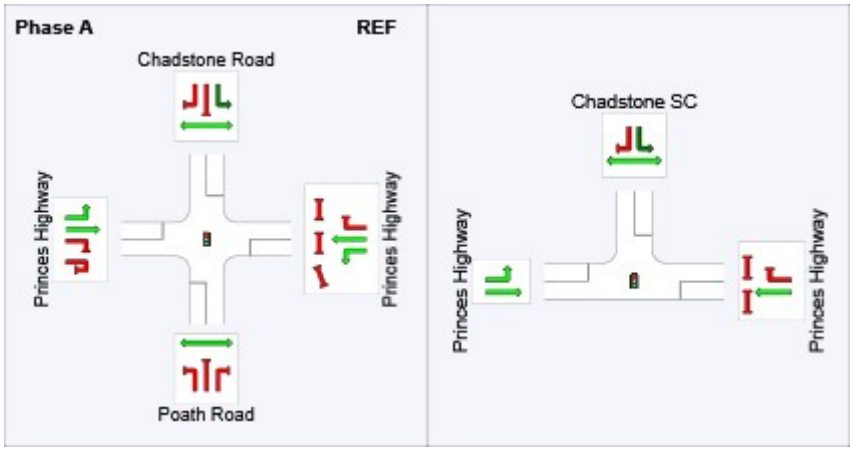
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

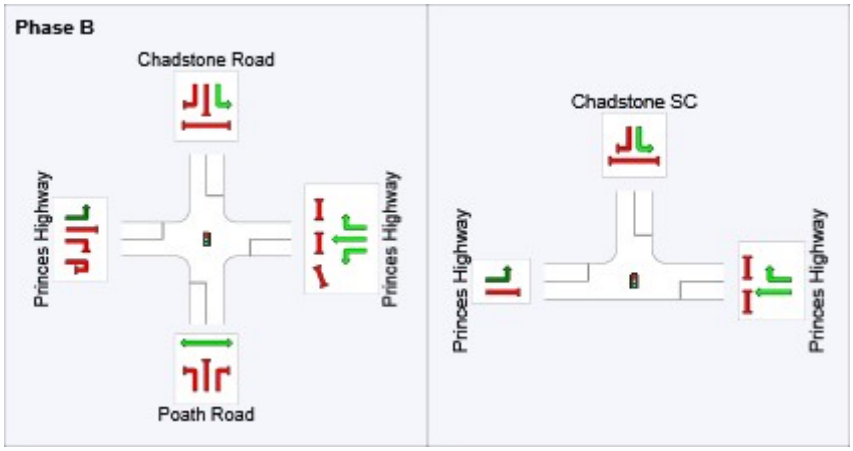
Phase Timing Summary (CCG)

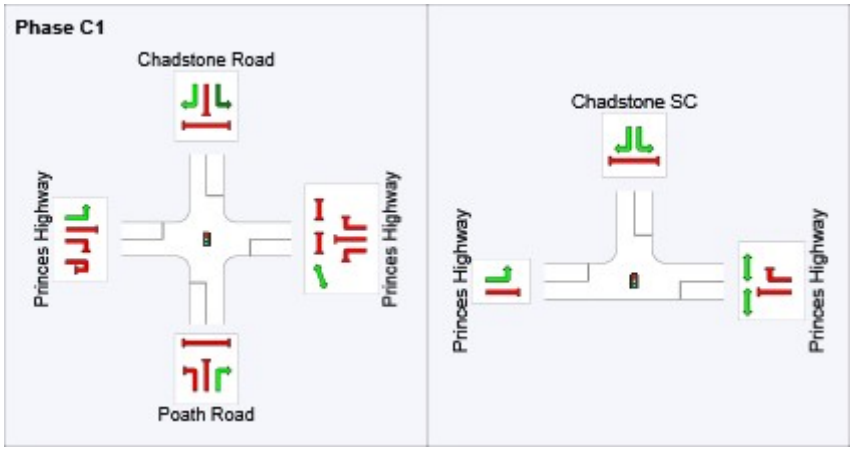
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	57	72	84	92	118
Green Time (sec)	51	9	6	2	20	6
Phase Time (sec)	57	15	12	8	26	12
Phase Split	44%	12%	9%	6%	20%	9%

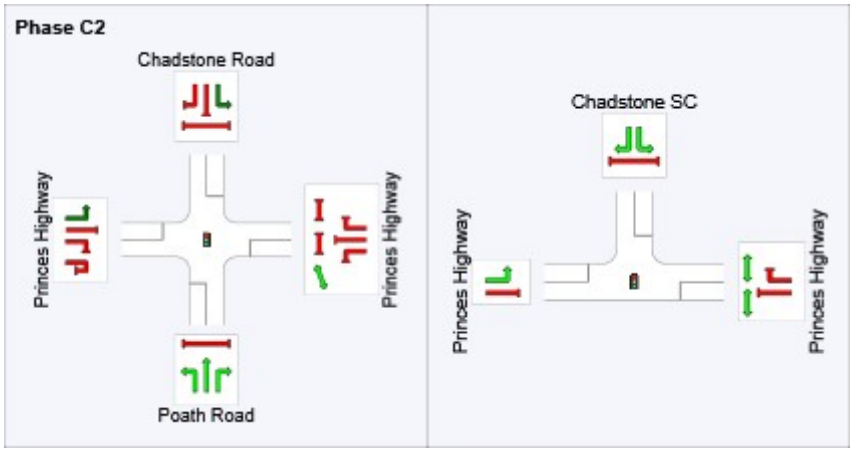
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

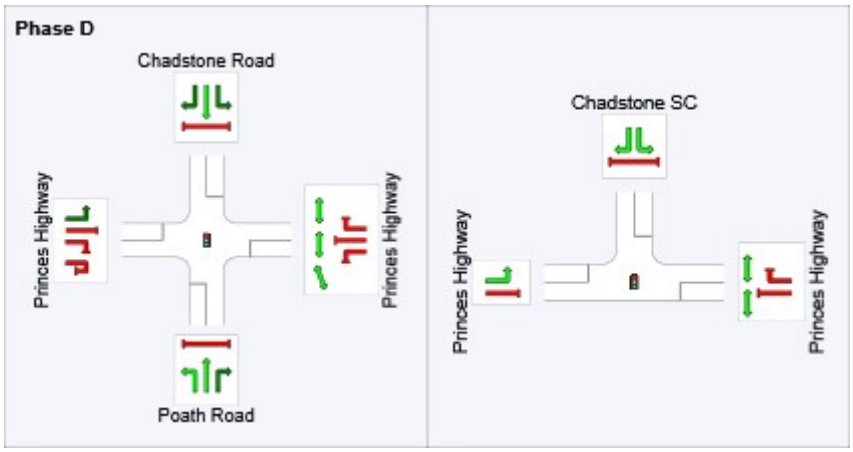
Output Phase Sequence (CCG)

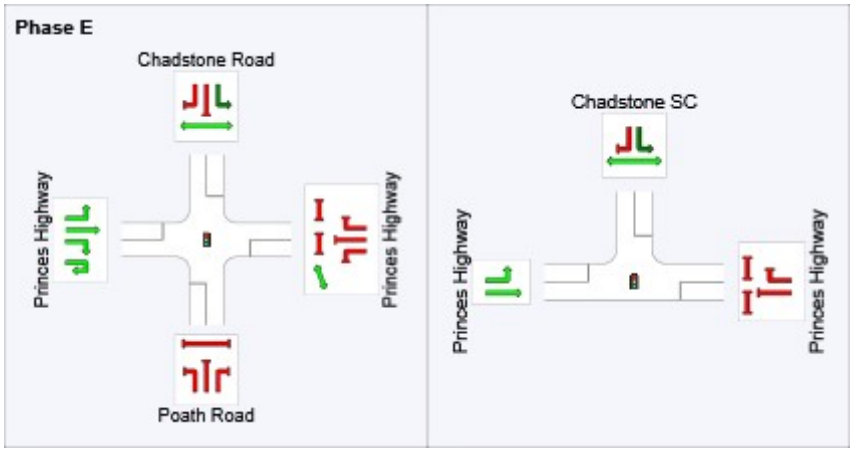




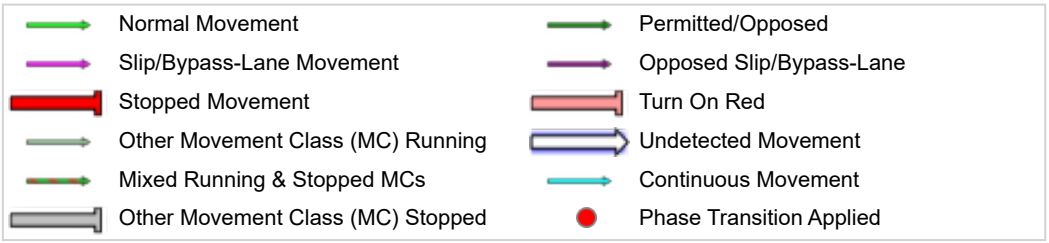








REF: Reference Phase
VAR: Variable Phase



Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - PM peak - Thurs 15]

Network: 9 [Princes Hwy / Chadstone Rd - existing - PM peak - Thurs 15]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Princes Highway															
Lane 1	1031	1.9	1031	1.9	763	1.352	100	373.5	LOS F	190.4	1354.5	Full	150	-14.2 N3	100.0
Lane 2	678	1.9	678	1.9	501	1.352	100	380.0	LOS F	127.2	905.1	Full	150	-43.6 N3	100.0
Lane 3	758	1.9	758	1.9	561 1	1.352	100	378.2	LOS F	141.6	1007.4	Full	150	-33.2 N3	100.0
Lane 4	137	5.0	137	5.0	152	0.905	100	83.9	LOS F	10.1	73.5	Short	80	0.0	NA
Lane 5	137	5.0	137	5.0	152	0.905	100	83.9	LOS F	10.1	73.5	Short	65	0.0	NA
Approach	2742	2.2	2742	2.2		1.352		347.4	LOS F	190.4	1354.5				
North: Chadstone SC															
Lane 1	211	5.0	211	5.0	801	0.263	100	10.0	LOS A	4.1	30.2	Short	40	0.0	NA
Lane 2	107	5.0	107	5.0	357	0.299	100	44.5	LOS D	5.3	38.7	Full	200	-31.9 N3	0.0
Lane 3	105	5.0	105	5.0	350	0.299	100	44.5	LOS D	5.2	38.0	Full	200	-33.2 N3	0.0
Approach	422	5.0	422	5.0		0.299		27.3	LOS C	5.3	38.7				
West: Princes Highway															
Lane 1	211	5.0	174	5.0	1409	0.124	100	5.8	LOS A	1.2	8.4	Short	50	0.0	NA
Lane 2	624	3.9	516	3.9	811 1	0.636	100	12.9	LOS B	14.5	105.1	Full	70	0.0	42.2
Lane 3	709	3.9	587	3.9	922	0.636	100	12.8	LOS B	15.8 N4	114.2 N4	Full	70	0.0	50.0
Lane 4	709	3.9	587	3.9	922	0.636	100	7.6	LOS A	11.9	86.1	Full	70	0.0	23.8
Lane 5	709	3.9	587	3.9	922	0.636	100	7.9	LOS A	12.3	88.8	Full	70	0.0	26.6
Approach	2962	4.0	2450 N1	3.9		0.636		9.9	LOS A	15.8	114.2				
Intersection	6126	3.3	5614 N1	3.6		1.352		176.1	LOS F	190.4	1354.5				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.
N4 Average back of queue has been restricted to the available queue storage space.

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108

Template: SIDRA Outputs

Site: 1 [Princes Hwy / Chadstone Rd - existing - PM peak - Thurs 15]

Network: 9 [Princes Hwy / Chadstone Rd - existing - PM peak - Thurs 15]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	237	0.0	237	0.0	280	0.846	100	67.9	LOS E	16.2	113.1	Short (P)	65	0.0	NA
Lane 2	172	0.0	172	0.0	203[1]	0.846	100	65.3	LOS E	11.4	80.1	Full	470	0.0	0.0
Lane 3	247	3.0	247	3.0	182[1]	1.360	100	377.6	LOS F	42.0	301.2	Short	35	-25.2[N3]	NA
Approach	657	1.1	657	1.1		1.360		183.9	LOS F	42.0	301.2				
East: Princes Highway															
Lane 1	57	3.4	44	3.5	906	0.049	45[6]	9.0	LOS A	0.3	2.5	Short	30	0.0	NA
Lane 2	129	3.4	100	3.5	906	0.110	100	9.1	LOS A	0.8	5.9	Short	25	0.0	NA
Lane 3	810	2.0	625	2.0	887[1]	0.705	100	6.1	LOS A	10.9	77.5	Full	70	0.0	14.2
Lane 4	879	2.0	679	2.0	962	0.705	100	7.4	LOS A	15.0	106.7	Full	70	0.0	43.6
Lane 5	737	2.0	569	2.0	807[1]	0.705	100	9.7	LOS A	13.4	95.4	Full	70	0.0	33.2
Lane 6	178	1.8	137	1.8	197	0.696	100	62.5	LOS E	8.5	60.5	Short	50	0.0	NA
Approach	2791	2.1	2154[N1]	2.1		0.705		11.2	LOS B	15.0	106.7				
North: Chadstone Road															
Lane 1	297	1.8	297	1.8	416	0.713	100	31.7	LOS C	14.3	101.6	Short	70	-46.4[N3]	NA
Lane 2	123	0.3	123	0.3	284	0.431	51[6]	55.4	LOS E	7.2	50.6	Full	155	0.0	0.0
Lane 3	243	0.3	243	0.3	284	0.853	100	66.5	LOS E	16.6	116.5	Full	155	0.0	13.0[8]
Lane 4	263	0.4	263	0.4	248	1.060	100	126.7	LOS F	24.1	169.4	Short	115	0.0	NA
Approach	925	0.8	925	0.8		1.060		71.0	LOS E	24.1	169.4				
West: Princes Highway															
Lane 1	337	1.6	337	1.6	1392	0.242	100	8.3	LOS A	4.5	32.2	Short	80	0.0	NA
Lane 2	504	4.4	504	4.4	416[1]	1.213	100	229.8	LOS F	69.7	505.8	Short	140	-42.2[N3]	NA
Lane 3	487	4.4	487	4.4	401	1.213	100	230.3	LOS F	71.8	521.6	Full	970	-50.0[N3]	0.0
Lane 4	742	4.4	742	4.4	611	1.213	100	226.1	LOS F	107.5	781.0	Full	970	-23.8[N3]	0.0
Lane 5	680	4.4	680	4.4	561[1]	1.213	100	226.9	LOS F	95.8	695.5	Full	970	-26.6[N3]	0.0
Lane 6	108	0.0	108	0.0	128	0.846	100	79.2	LOS E	7.6	53.1	Short	85	0.0	NA
Approach	2858	3.9	2858	3.9		1.213		196.4	LOS F	107.5	781.0				
Intersection	7231	2.5	6594[N1]	2.8		1.360		117.1	LOS F	107.5	781.0				

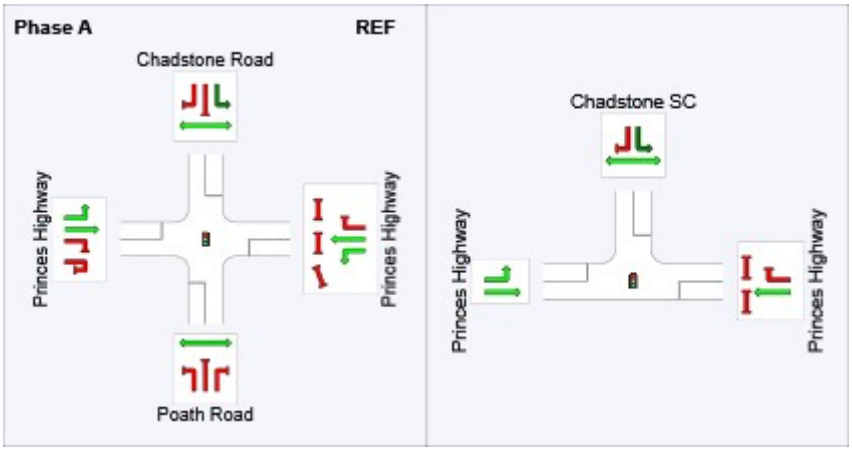
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

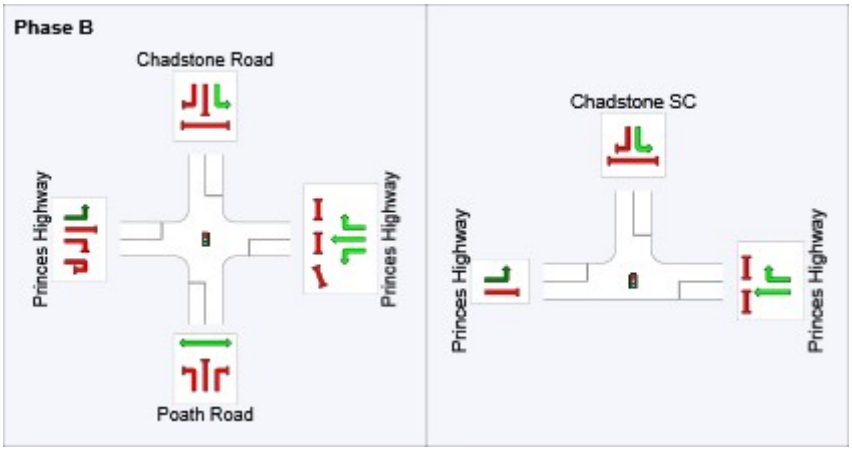
Phase Timing Summary (CCG)

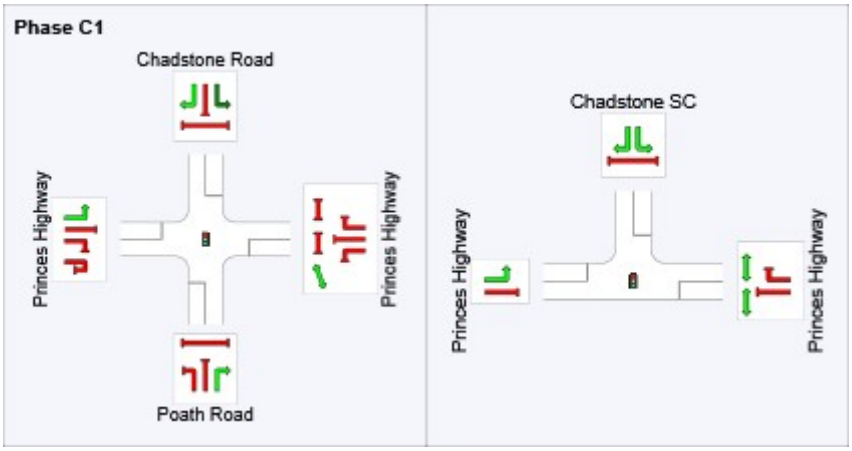
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	54	71	90	115
Green Time (sec)	48	11	13	19	9
Phase Time (sec)	54	17	19	25	15
Phase Split	42%	13%	15%	19%	12%

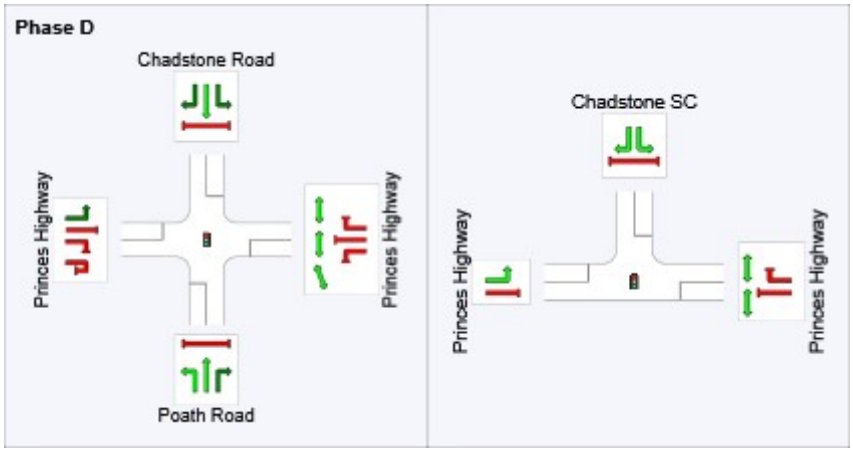
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

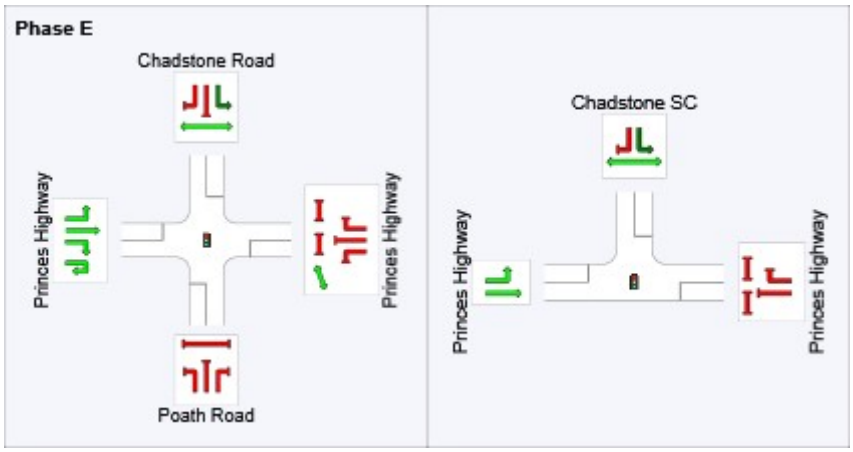
Output Phase Sequence (CCG)











REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - Sat 24]

Network: 6 [Princes Hwy / Chadstone Rd - existing - Sat 24]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	861	1.2	861	1.2	789	1.092	100	153.5	LOS F	101.1	715.0	Full	150	0.0	100.0
Lane 2	656	1.2	656	1.2	601	1.092	100	159.1	LOS F	78.9	558.2	Full	150	-23.8 N3	100.0
Lane 3	650	1.2	650	1.2	596 1	1.092	100	159.2	LOS F	78.2	552.8	Full	150	-17.8 N3	100.0
Lane 4	137	5.0	137	5.0	207	0.664	100	69.3	LOS E	8.7	63.6	Short	80	0.0	NA
Lane 5	137	5.0	137	5.0	207	0.664	100	69.3	LOS E	8.7	63.6	Short	65	0.0	NA
Approach	2442	1.6	2442	1.6		1.092		147.0	LOS F	101.1	715.0				
North: Chadstone SC															
Lane 1	211	5.0	211	5.0	946	0.222	100	9.4	LOS A	3.6	26.2	Short	40	0.0	NA
Lane 2	114	4.7	114	4.7	538	0.212	100	37.7	LOS D	5.1	36.9	Full	200	-13.5 N3	0.0
Lane 3	108	4.7	108	4.7	511	0.212	100	37.8	LOS D	4.8	35.1	Full	200	-17.8 N3	0.0
Approach	433	4.9	433	4.9		0.222		24.0	LOS C	5.1	36.9				
West: Princes Highway															
Lane 1	211	5.0	159	4.8	1376	0.115	100	4.9	LOS A	0.2	1.2	Short	50	0.0	NA
Lane 2	605	1.4	457	1.4	694 1	0.659	100	17.8	LOS B	15.6	110.6	Full	70	0.0	46.9
Lane 3	674	1.4	509	1.4	773	0.659	100	17.6	LOS B	16.1 N4	114.2 N4	Full	70	0.0	50.0
Lane 4	674	1.4	509	1.4	773	0.659	100	9.3	LOS A	11.7	82.7	Full	70	0.0	20.2
Lane 5	674	1.4	509	1.4	773	0.659	100	10.7	LOS B	13.0	92.3	Full	70	0.0	30.2
Approach	2837	1.7	2144 N1	1.6		0.659		13.1	LOS B	16.1	114.2				
Intersection	5712	1.9	5018 N1	2.2		1.092		79.2	LOS E	101.1	715.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.
N4 Average back of queue has been restricted to the available queue storage space.

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108 — **Template: SIDRA Outputs**

Site: 1 [Princes Hwy / Chadstone Rd - existing - Sat 24]

Network: 6 [Princes Hwy / Chadstone Rd - existing - Sat 24]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Poath Road															
Lane 1	247	1.0	247	1.0	291	0.848	100	68.1	LOS E	16.9	119.0	Short (P)	65	0.0	NA
Lane 2	169	1.0	169	1.0	199[1]	0.848	100	64.8	LOS E	11.2	78.8	Full	470	0.0	0.0
Lane 3	272	1.6	272	1.6	218[1]	1.243	100	280.0	LOS F	39.0	276.5	Short	35	-28.7[N3]	NA
Approach	687	1.2	687	1.2		1.243		151.0	LOS F	39.0	276.5				
East: Princes Highway															
Lane 1	52	1.3	48	1.3	864	0.056	45[6]	7.5	LOS A	0.2	1.6	Short	30	0.0	NA
Lane 2	116	1.3	108	1.3	864	0.125	100	7.6	LOS A	0.6	3.9	Short	25	0.0	NA
Lane 3	713	1.3	662	1.3	873[1]	0.758	100	4.1	LOS A	9.3	65.9	Full	70	0.0	0.0
Lane 4	742	1.3	688	1.3	907	0.758	100	4.9	LOS A	12.2	86.0	Full	70	0.0	23.7
Lane 5	607	1.3	563	1.3	742[1]	0.758	100	7.9	LOS A	11.4	80.7	Full	70	0.0	17.9
Lane 6	179	4.7	166	4.8	201	0.828	100	62.6	LOS E	10.8	78.5	Short	50	-2.2[N3]	NA
Approach	2409	1.5	2235[N1]	1.6		0.828		9.9	LOS A	12.2	86.0				
North: Chadstone Road															
Lane 1	333	0.3	333	0.3	364	0.913	100	69.2	LOS E	23.9	167.4	Short	70	-48.5[N3]	NA
Lane 2	131	0.3	131	0.3	299	0.437	51[6]	54.5	LOS D	7.6	53.6	Full	155	0.0	12.0[8]
Lane 3	259	0.3	259	0.3	299	0.864	100	66.9	LOS E	17.9	125.3	Full	155	0.0	27.1[8]
Lane 4	346	0.3	346	0.3	341	1.016	100	100.6	LOS F	28.2	197.7	Short	115	0.0	NA
Approach	1068	0.3	1068	0.3		1.016		77.0	LOS E	28.2	197.7				
West: Princes Highway															
Lane 1	336	0.9	336	0.9	1323	0.254	100	11.3	LOS B	5.5	38.9	Short	80	0.0	NA
Lane 2	460	1.9	460	1.9	335[1]	1.372	100	400.4	LOS F	87.4	621.8	Short	140	-46.9[N3]	NA
Lane 3	447	1.9	447	1.9	326	1.372	100	400.9	LOS F	85.1	605.4	Full	970	-50.0[N3]	0.0
Lane 4	714	1.9	714	1.9	520	1.372	100	394.6	LOS F	133.7	951.2	Full	970	-20.2[N3]	3.2
Lane 5	602	1.9	602	1.9	439[1]	1.372	100	396.7	LOS F	113.4	806.8	Full	970	-30.2[N3]	0.0
Lane 6	113	0.9	113	0.9	78	1.443	100	464.8	LOS F	22.2	156.9	Short	85	0.0	NA
Approach	2672	1.8	2672	1.8		1.443		351.9	LOS F	133.7	951.2				
Intersection	6837	1.4	6662[N1]	1.4		1.443		172.4	LOS F	133.7	951.2				

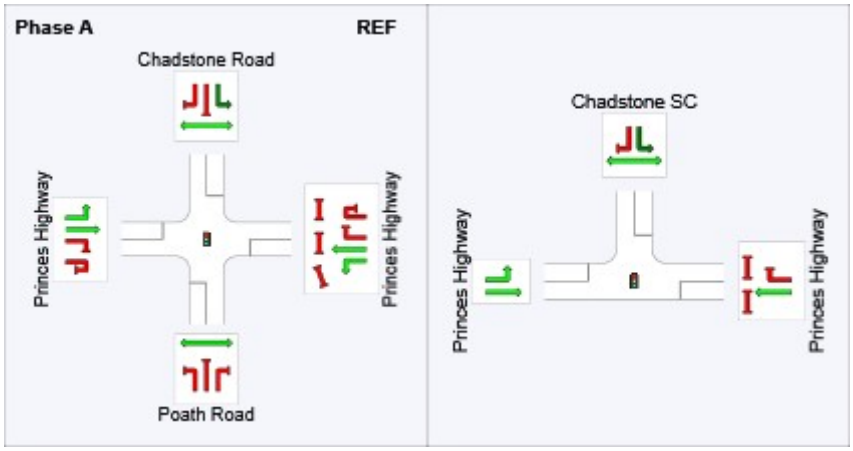
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

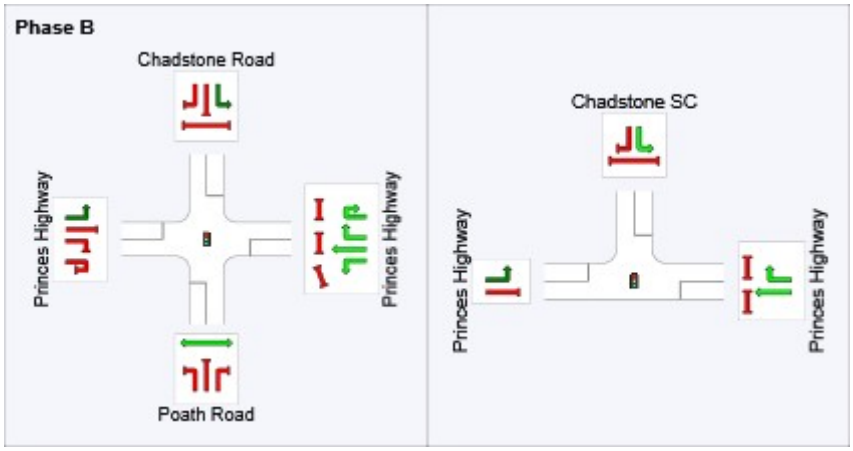
Phase Timing Summary (CCG)

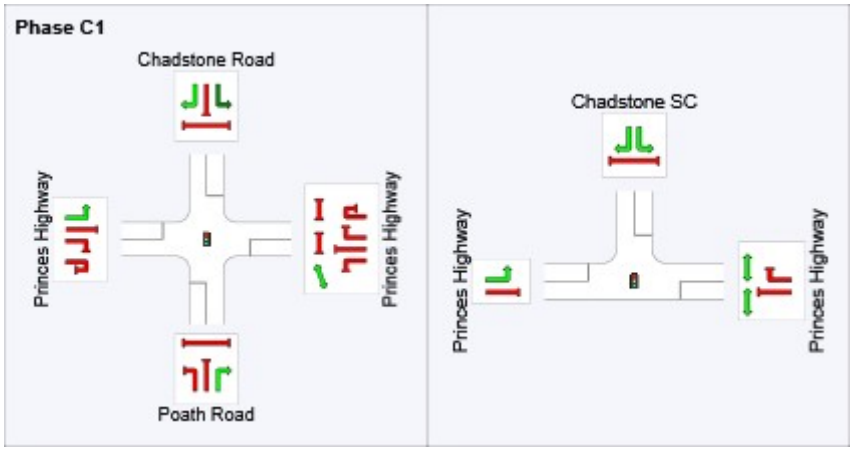
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	46	67	92	118
Green Time (sec)	40	15	19	20	6
Phase Time (sec)	46	21	25	26	12
Phase Split	35%	16%	19%	20%	9%

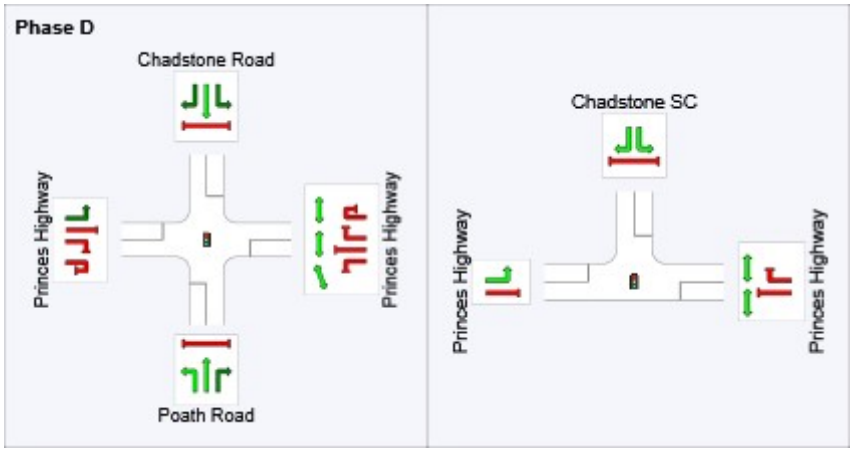
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

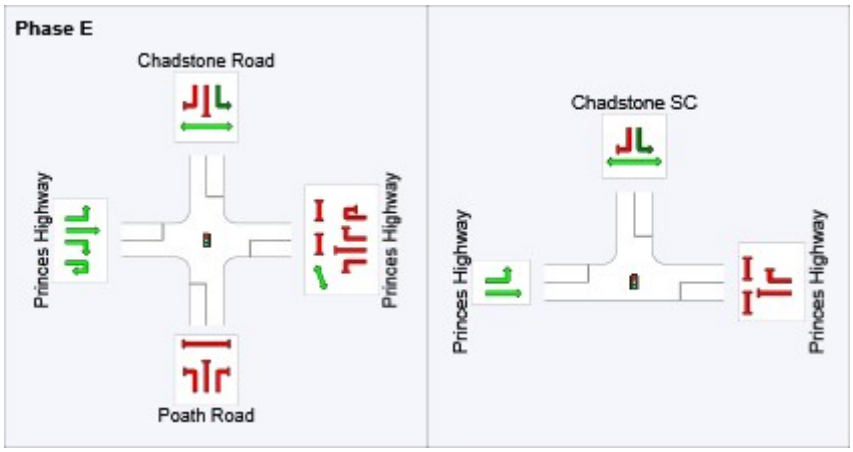
Output Phase Sequence (CCG)











REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - Sun 25]

Network: 10 [Princes Hwy / Chadstone Rd - existing - Sun 25]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	832	0.4	832	0.4	793	1.050	100	122.5	LOS F	87.8	617.1	Full	150	0.0	100.0
Lane 2	640	0.4	640	0.4	610	1.050	100	128.5	LOS F	69.6	489.0	Full	150	-23.1 N3	100.0
Lane 3	403	0.4	403	0.4	384 1	1.050	100	139.1	LOS F	45.9	322.6	Full	150	-49.9 N3	76.4
Lane 4	147	5.0	147	5.0	207	0.712	100	70.4	LOS E	9.5	69.4	Short	80	0.0	NA
Lane 5	147	5.0	147	5.0	207	0.712	100	70.4	LOS E	9.5	69.4	Short	65	0.0	NA
Approach	2171	1.1	2171	1.1		1.050		120.3	LOS F	87.8	617.1				
North: Chadstone SC															
Lane 1	263	4.8	263	4.8	947	0.278	100	10.1	LOS B	5.1	37.2	Short	40	0.0	NA
Lane 2	134	2.5	134	2.5	549	0.244	100	38.1	LOS D	6.0	43.2	Full	200	-13.0 N3	0.0
Lane 3	77	2.5	77	2.5	317	0.244	100	38.8	LOS D	3.6	25.4	Full	200	-49.9 N3	0.0
Approach	475	3.8	475	3.8		0.278		22.7	LOS C	6.0	43.2				
West: Princes Highway															
Lane 1	211	2.5	164	2.4	1389	0.118	100	5.0	LOS A	0.2	1.5	Short	50	0.0	NA
Lane 2	583	0.6	455	0.6	694 1	0.655	100	18.8	LOS B	16.0	112.9	Full	70	0.0	48.9
Lane 3	653	0.6	509	0.6	777	0.655	100	18.9	LOS B	16.2 N4	114.2 N4	Full	70	0.0	50.0
Lane 4	653	0.6	509	0.6	777	0.655	100	9.9	LOS A	12.2	85.8	Full	70	0.0	23.5
Lane 5	653	0.6	509	0.6	777	0.655	100	11.0	LOS B	13.2	93.0	Full	70	0.0	30.9
Approach	2753	0.8	2146 N1	0.7		0.655		13.8	LOS B	16.2	114.2				
Intersection	5398	1.2	4791 N1	1.3		1.050		62.9	LOS E	87.8	617.1				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.
N4 Average back of queue has been restricted to the available queue storage space.

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108 | **Template: SIDRA Outputs**

Site: 1 [Princes Hwy / Chadstone Rd - existing - Sun 25]

Network: 10 [Princes Hwy / Chadstone Rd - existing - Sun 25]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	148	0.0	148	0.0	292	0.507	100	58.4	LOS E	8.8	61.4	Short (P)	65	0.0	NA
Lane 2	152	0.0	152	0.0	300	0.507	100	55.2	LOS E	9.0	63.0	Full	470	0.0	0.0
Lane 3	203	0.5	203	0.5	232[1]	0.876	100	58.6	LOS E	12.4	86.9	Short	35	-30.4[N3]	NA
Approach	503	0.2	503	0.2		0.876		57.5	LOS E	12.4	86.9				
East: Princes Highway															
Lane 1	51	1.9	48	1.9	860	0.056	45[6]	8.5	LOS A	0.3	2.3	Short	30	0.0	NA
Lane 2	114	1.9	109	1.9	860	0.127	100	8.7	LOS A	0.8	5.5	Short	25	0.0	NA
Lane 3	604	0.6	579	0.6	840[1]	0.689	100	5.1	LOS A	8.3	58.3	Full	70	0.0	0.0
Lane 4	656	0.6	628	0.6	912	0.689	100	6.7	LOS A	12.2	86.1	Full	70	0.0	23.8
Lane 5	650	0.6	622	0.6	903[1]	0.689	100	9.8	LOS A	16.0	112.6	Full	70	0.0	48.6
Lane 6	163	0.0	156	0.0	207	0.754	100	60.6	LOS E	9.7	68.2	Short	50	-2.3[N3]	NA
Approach	2237	0.6	2142[N1]	0.6		0.754		11.2	LOS B	16.0	112.6				
North: Chadstone Road															
Lane 1	362	0.0	362	0.0	370	0.979	100	97.9	LOS F	31.0	217.3	Short	70	-49.4[N3]	NA
Lane 2	114	0.3	114	0.3	299	0.382	51[6]	54.0	LOS D	6.6	46.4	Full	155	0.0	35.8[8]
Lane 3	226	0.3	226	0.3	299	0.754	100	59.8	LOS E	14.4	100.9	Full	155	0.0	4.9[8]
Lane 4	354	0.0	354	0.0	393	0.900	100	60.2	LOS E	22.1	154.8	Short	115	0.0	NA
Approach	1056	0.1	1056	0.1		0.979		72.4	LOS E	31.0	217.3				
West: Princes Highway															
Lane 1	321	0.0	321	0.0	1370	0.234	100	10.4	LOS B	4.6	32.3	Short	80	0.0	NA
Lane 2	447	0.9	447	0.9	329[1]	1.359	100	389.3	LOS F	83.8	591.5	Short	140	-48.9[N3]	NA
Lane 3	446	0.9	446	0.9	328	1.359	100	389.3	LOS F	83.6	589.7	Full	970	-50.0[N3]	0.0
Lane 4	682	0.9	682	0.9	502	1.359	100	383.6	LOS F	125.9	888.5	Full	970	-23.5[N3]	0.0
Lane 5	604	0.9	604	0.9	445[1]	1.359	100	385.1	LOS F	112.1	790.7	Full	970	-30.9[N3]	0.0
Lane 6	64	1.6	64	1.6	83	0.770	100	81.0	LOS F	4.5	31.7	Short	85	0.0	NA
Approach	2564	0.8	2564	0.8		1.359		331.6	LOS F	125.9	888.5				
Intersection	6360	0.6	6265[N1]	0.6		1.359		156.4	LOS F	125.9	888.5				

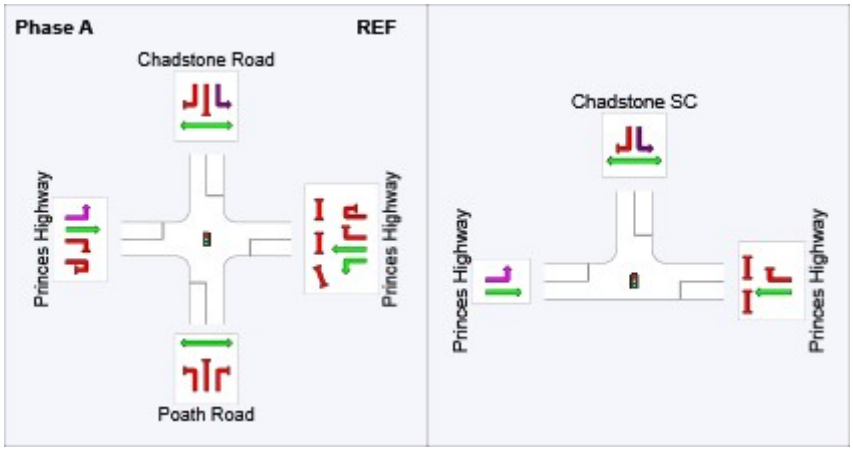
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

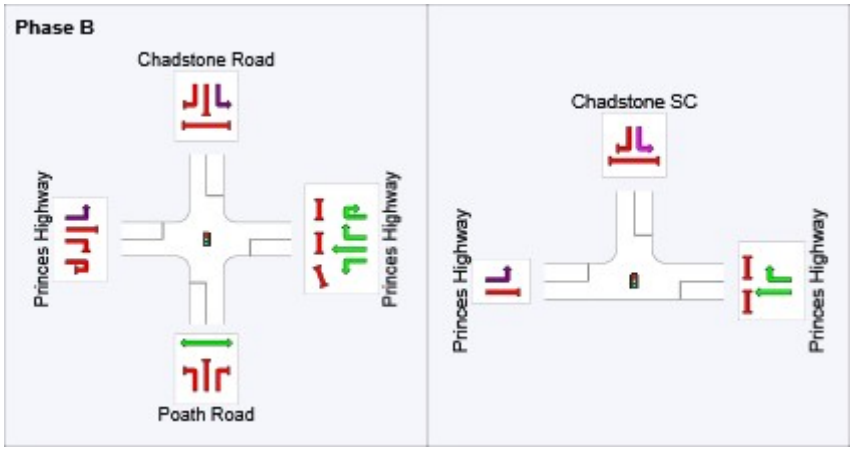
Phase Timing Summary (CCG)

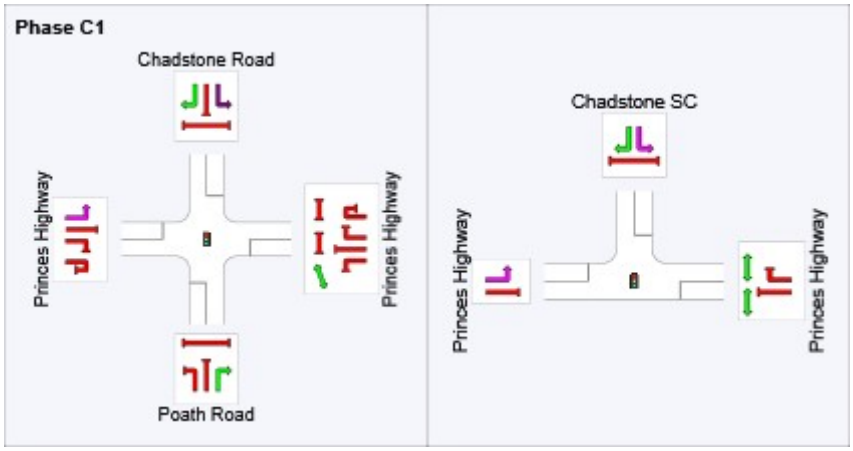
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	46	67	92	118
Green Time (sec)	40	15	19	20	6
Phase Time (sec)	46	21	25	26	12
Phase Split	35%	16%	19%	20%	9%

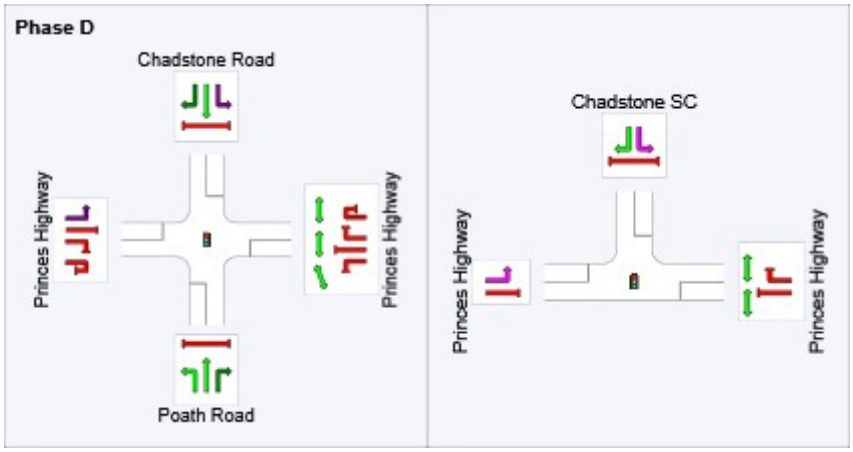
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

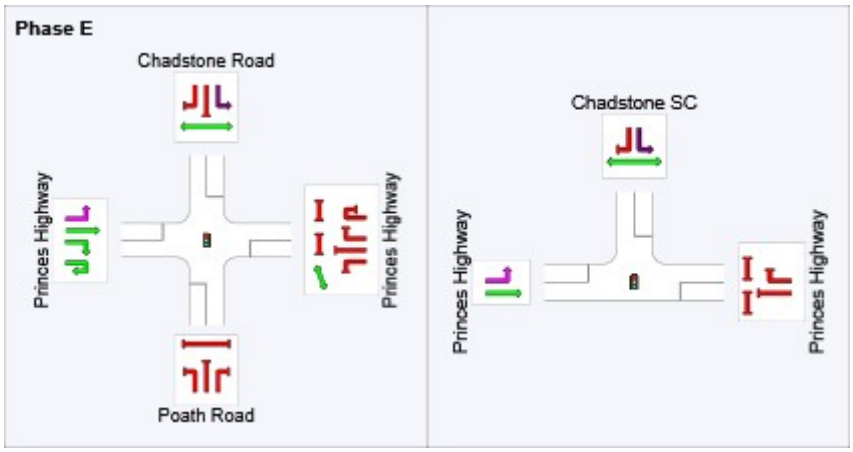
Output Phase Sequence (CCG)



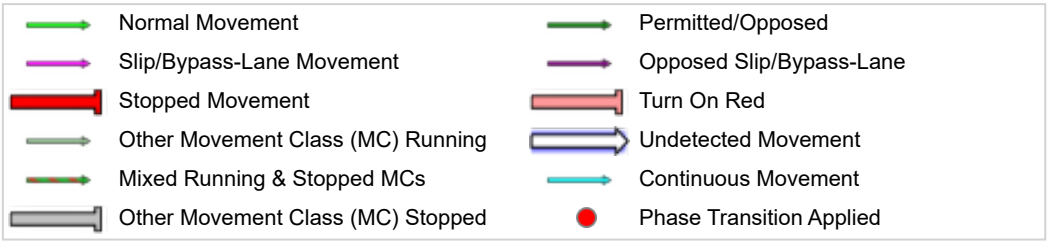








REF: Reference Phase
VAR: Variable Phase



USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Existing condtions_190108 **Template: SIDRA Outputs**

Site: 1 [Princes Hwy / Chadstone Rd - existing - Sat 27 Oct]

Network: 13 [Princes Hwy / Chadstone Rd - existing - Sat 27 Oct]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	176	5.0	176	5.0	270	0.649	100	60.5	LOS E	10.8	78.7	Short (P)	65	0.0	NA
Lane 2	179	5.0	179	5.0	276	0.649	100	57.8	LOS E	11.0	80.2	Full	470	0.0	0.0
Lane 3	243	5.0	243	5.0	217[1]	1.119	100	177.3	LOS F	27.5	200.7	Short	35	-29.0[N3]	NA
Approach	598	5.0	598	5.0		1.119		107.2	LOS F	27.5	200.7				
East: Princes Highway															
Lane 1	49	4.0	49	4.0	875	0.056	45[6]	6.9	LOS A	0.2	1.3	Short	30	0.0	NA
Lane 2	111	4.0	111	4.0	875	0.126	100	6.9	LOS A	0.4	3.2	Short	25	0.0	NA
Lane 3	640	4.0	640	4.0	868[1]	0.737	100	3.1	LOS A	6.7	48.4	Full	70	0.0	0.0
Lane 4	679	4.0	679	4.0	921	0.737	100	3.2	LOS A	8.0	58.1	Full	70	0.0	0.0
Lane 5	679	4.0	679	4.0	921	0.737	100	5.7	LOS A	12.9	93.3	Full	70	0.0	31.2
Lane 6	124	4.0	124	4.0	208	0.596	100	58.4	LOS E	7.3	52.9	Short	50	0.0	NA
Approach	2283	4.0	2283	4.0		0.737		7.2	LOS A	12.9	93.3				
North: Chadstone Road															
Lane 1	204	4.0	204	4.0	426	0.480	100	31.8	LOS C	8.6	62.5	Short	70	-38.6[N3]	NA
Lane 2	91	4.0	91	4.0	278	0.327	51[6]	54.4	LOS D	5.3	38.0	Full	155	0.0	0.0
Lane 3	180	4.0	180	4.0	278	0.647	100	57.7	LOS E	11.0	79.7	Full	155	0.0	0.0
Lane 4	248	4.0	248	4.0	294	0.846	100	54.0	LOS D	14.2	103.1	Short	115	0.0	NA
Approach	723	4.0	723	4.0		0.846		48.7	LOS D	14.2	103.1				
West: Princes Highway															
Lane 1	272	4.0	272	4.0	1352	0.201	100	10.2	LOS B	3.6	26.3	Short	80	0.0	NA
Lane 2	500	4.0	500	4.0	404[1]	1.239	100	284.7	LOS F	80.2	580.7	Short	140	-37.0[N3]	NA
Lane 3	520	4.0	520	4.0	420	1.239	100	284.3	LOS F	83.4	603.7	Full	970	-40.2[N3]	0.0
Lane 4	638	4.0	638	4.0	515	1.239	100	281.0	LOS F	101.2	733.0	Full	970	-26.6[N3]	0.0
Lane 5	604	4.0	604	4.0	487[1]	1.239	100	281.8	LOS F	96.1	695.5	Full	970	-28.8[N3]	0.0
Lane 6	60	4.0	60	4.0	111	0.540	100	74.9	LOS E	3.9	28.4	Short	85	0.0	NA
Approach	2594	4.0	2594	4.0		1.239		249.5	LOS F	101.2	733.0				
Intersection	6198	4.1	6198	4.1		1.239		123.1	LOS F	101.2	733.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Site: 2 [Princes Hwy / Chadstone Shopping Centre - existing - Sat 27 Oct]

Network: 13 [Princes Hwy / Chadstone Rd - existing - Sat 27 Oct]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	799	4.0	799	4.0	804	0.994	100	86.7	LOS F	72.3	523.8	Full	150	0.0	100.0
Lane 2	799	4.0	799	4.0	804	0.994	100	86.7	LOS F	72.3	523.8	Full	150	0.0	100.0
Lane 3	517	4.0	517	4.0	520[1]	0.994	100	95.9	LOS F	48.4	350.4	Full	150	-31.2[N3]	84.5
Lane 4	111	4.0	111	4.0	208	0.530	100	67.5	LOS E	6.8	49.3	Short	80	0.0	NA
Lane 5	111	4.0	111	4.0	208	0.530	100	67.5	LOS E	6.8	49.3	Short	65	0.0	NA
Approach	2337	4.0	2337	4.0		0.994		86.9	LOS F	72.3	523.8				
North: Chadstone SC															
Lane 1	158	4.0	158	4.0	895	0.176	100	8.2	LOS A	2.2	15.6	Short	40	0.0	NA
Lane 2	99	4.0	99	4.0	569	0.174	100	40.0	LOS D	4.5	32.7	Full	200	0.0	0.0
Lane 3	68	4.0	68	4.0	392	0.174	100	40.5	LOS D	3.1	22.8	Full	200	-31.2[N3]	0.0
Approach	325	4.0	325	4.0		0.176		24.7	LOS C	4.5	32.7				
West: Princes Highway															
Lane 1	158	4.0	134	4.0	1415	0.094	100	4.9	LOS A	0.1	0.9	Short	50	0.0	NA
Lane 2	615	4.0	520	4.0	780[1]	0.667	100	11.3	LOS B	13.7	99.4	Full	70	0.0	37.0
Lane 3	645	4.0	546	4.0	819	0.667	100	10.6	LOS B	14.2	102.8	Full	70	0.0	40.2
Lane 4	645	4.0	546	4.0	819	0.667	100	8.7	LOS A	12.3	88.8	Full	70	0.0	26.6
Lane 5	645	4.0	546	4.0	819	0.667	100	8.9	LOS A	12.6	90.9	Full	70	0.0	28.8
Approach	2709	4.0	2291[N1]	4.0		0.667		9.6	LOS A	14.2	102.8				
Intersection	5372	4.0	4953[N1]	4.3		0.994		47.1	LOS D	72.3	523.8				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

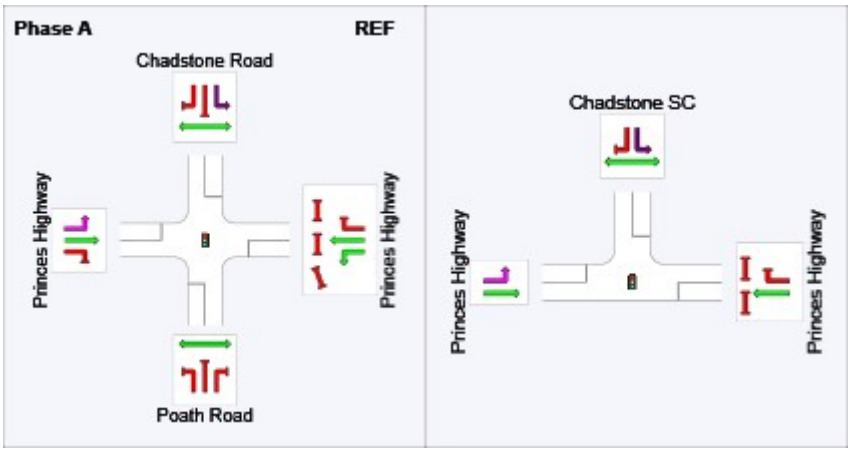
Phase Timing Summary (CCG)

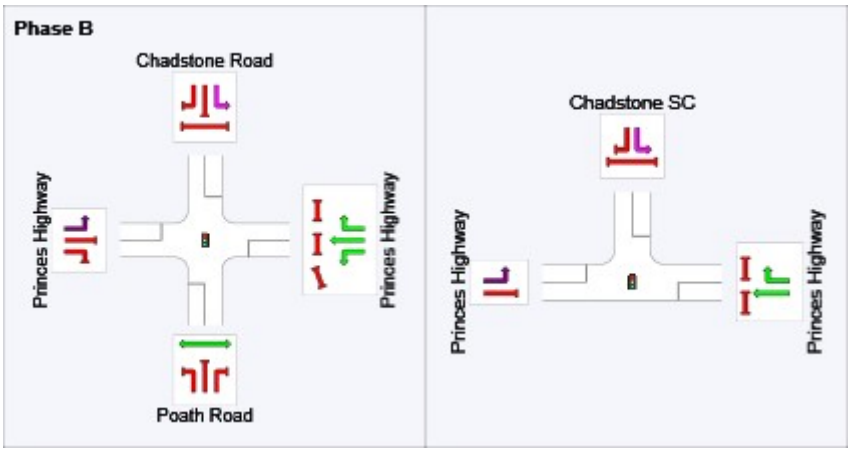
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	48	69	91	116
Green Time (sec)	42	15	16	19	8
Phase Time (sec)	48	21	22	25	14
Phase Split	37%	16%	17%	19%	11%

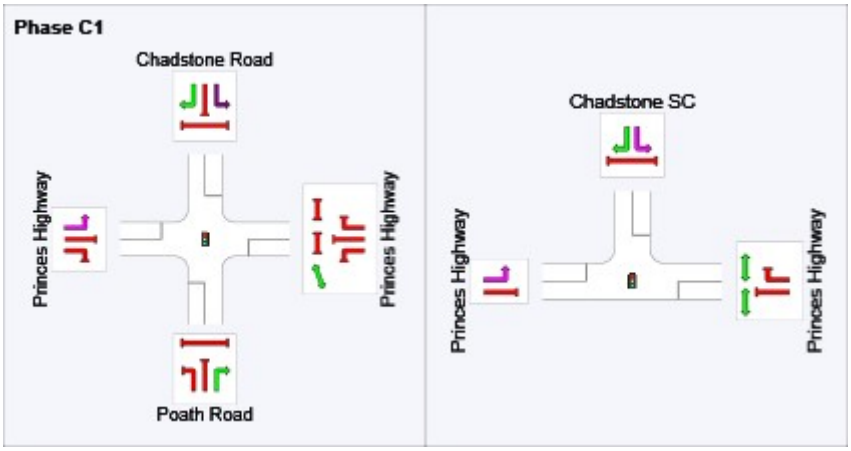
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

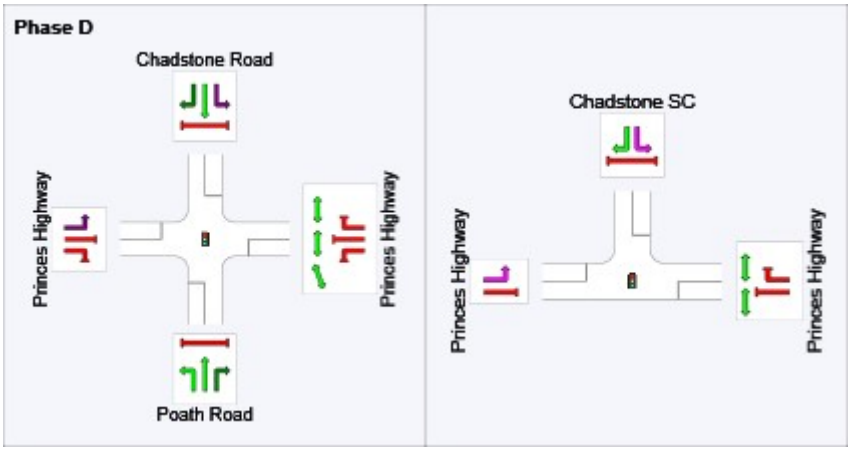
Input Phase Sequence (CCG)

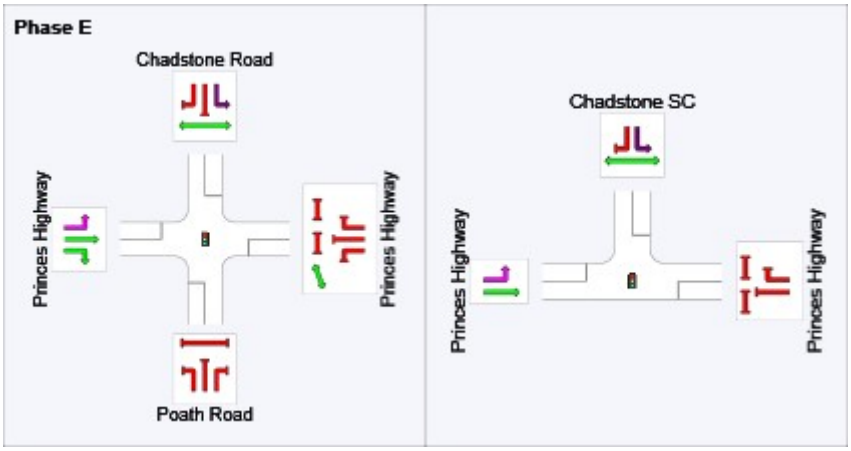
Movement Class: All Movement Classes



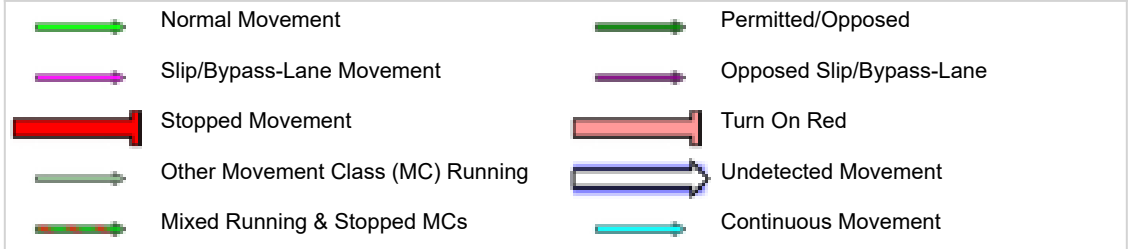








REF: Reference Phase
VAR: Variable Phase



USER REPORT FOR SITE

Project: 170865_SIDRA analysis_Existing condtions_190108 **Template: SIDRA Outputs**

Site: 3 [Waverley Road / Chadstone Road - existing - Sat 27 Oct]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	283	4.0	466[1]	0.607	100	38.4	LOS D	11.9	86.0	Short (P)	45	0.0	NA
Lane 2	241	4.0	397	0.607	100	44.2	LOS D	10.8	78.3	Full	500	0.0	0.0
Approach	524	4.0		0.607		41.1	LOS D	11.9	86.0				
East: Waverley Road													
Lane 1	650	2.0	801	0.811	100	33.2	LOS C	29.4	209.2	Full	95	0.0	78.7
Lane 2	640	2.0	789	0.811	100	31.1	LOS C	29.3	208.6	Full	95	0.0	78.4
Approach	1289	2.0		0.811		32.2	LOS C	29.4	209.2				
West: Waverley Road													
Lane 1	530	1.0	1279	0.414	100	8.4	LOS A	11.9	84.1	Full	500	0.0	0.0
Lane 2	530	1.0	1279	0.414	100	8.4	LOS A	11.9	84.1	Full	500	0.0	0.0
Lane 3	265	1.0	350	0.757	100	50.2	LOS D	13.1	92.4	Short	75	0.0	NA
Approach	1325	1.0		0.757		16.8	LOS B	13.1	92.4				
Intersection	3139	1.9		0.811		27.2	LOS C	29.4	209.2				

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.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

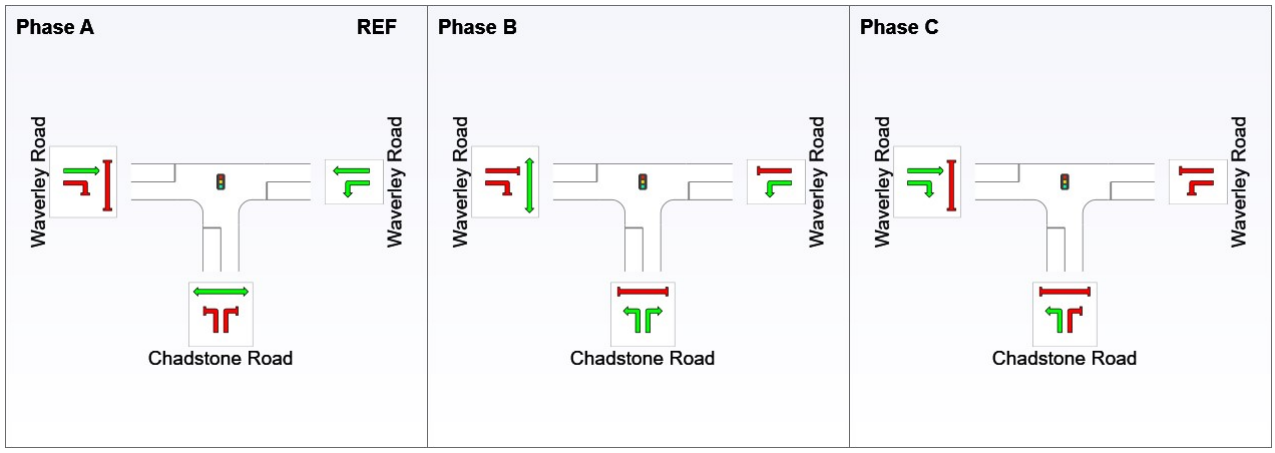
Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	47	75
Green Time (sec)	41	22	19
Phase Time (sec)	47	28	25
Phase Split	47%	28%	25%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Input Phase Sequence

Movement Class: All Movement Classes



REF: Reference Phase
VAR: Variable Phase

ATTACHMENT I – FUTURE CONDITIONS SIDRA ANALYSIS RESULTS

USER REPORT FOR SITE

Project: 170865_SIDRA analysis_Future condtions_190108 **Template: SIDRA Outputs**

Site: 3 [Waverley Road / Chadstone Road - future - Wed 17 - AM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	275	4.4	319[1]	0.861	100	57.3	LOS E	15.0	108.7	Short (P)	45	0.0	NA
Lane 2	238	2.9	276[1]	0.861	100	58.1	LOS E	12.8	92.1	Full	500	0.0	0.0
Approach	513	3.7		0.861		57.7	LOS E	15.0	108.7				
East: Waverley Road													
Lane 1	850	2.0	1016	0.837	100	25.9	LOS C	37.2	264.5	Full	95	0.0	100.0
Lane 2	870	2.0	1039	0.837	100	24.0	LOS C	38.0	270.5	Full	95	0.0	100.0
Approach	1720	2.0		0.837		25.0	LOS C	38.0	270.5				
West: Waverley Road													
Lane 1	687	2.2	1365	0.503	100	6.9	LOS A	14.9	106.1	Full	500	0.0	0.0
Lane 2	687	2.2	1365	0.503	100	6.9	LOS A	14.9	106.1	Full	500	0.0	0.0
Lane 3	166	1.9	202	0.825	100	59.6	LOS E	8.9	63.4	Short	75	0.0	NA
Approach	1540	2.2		0.825		12.6	LOS B	14.9	106.1				
Intersection	3773	2.3		0.861		24.4	LOS C	38.0	270.5				

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.
Intersection and Approach LOS values are based on average delay for all 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.

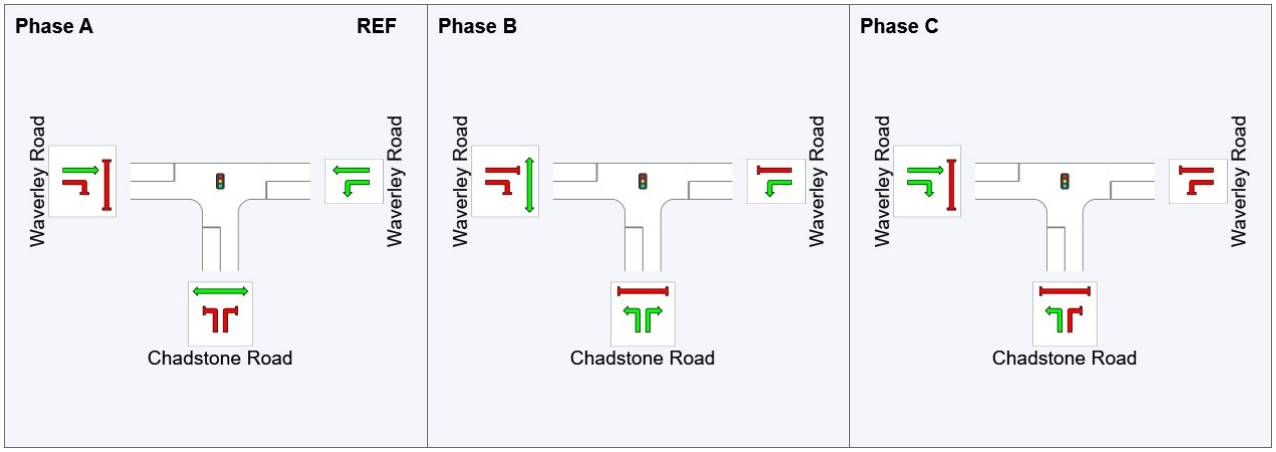
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

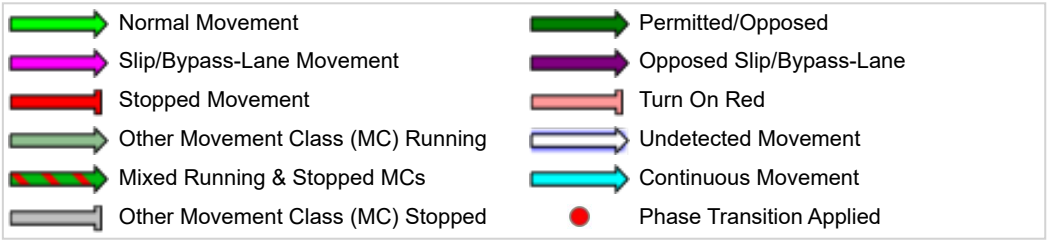
Phase	A	B	C
Phase Change Time (sec)	0	60	83
Green Time (sec)	54	17	11
Phase Time (sec)	60	23	17
Phase Split	60%	23%	17%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - future - Wed 17 - AM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	527	4.0	1778	0.297	100	1.2	LOS A	0.6	4.5	Full	490	0.0	0.0
Approach	527	4.0		0.297		1.2	NA	0.6	4.5				
East: Abbotsford Road													
Lane 1	64	1.6	410	0.157	100	15.1	LOS C	0.5	3.8	Full	275	0.0	0.0
Approach	64	1.6		0.157		15.1	LOS C	0.5	3.8				
North: Chadstone Road													
Lane 1	482	2.0	1912	0.252	100	0.3	LOS A	0.1	0.4	Full	260	0.0	0.0
Approach	482	2.0		0.252		0.3	NA	0.1	0.4				
West: Armstrong Court													
Lane 1	31	3.4	363	0.084	100	16.0	LOS C	0.3	2.0	Full	110	0.0	0.0
Approach	31	3.4		0.084		16.0	LOS C	0.3	2.0				
Intersection	1104	3.0		0.297		2.1	NA	0.6	4.5				

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.

Site: 6 [Chadstone Rd / PT Reserve - future - Wed 17 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	543	3.1	1791	0.303	100	1.1	LOS A	0.6	4.3	Full	365	0.0	0.0
Approach	543	3.1		0.303		1.1	NA	0.6	4.3				
East: PT Reserve													
Lane 1	74	0.0	633	0.116	100	9.6	LOS A	0.4	2.9	Full	270	0.0	0.0
Approach	74	0.0		0.116		9.6	LOS A	0.4	2.9				
North: Chadstone Road													
Lane 1	505	2.9	1904	0.265	100	0.6	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	505	2.9		0.265		0.6	NA	0.0	0.0				
Intersection	1122	2.8		0.303		1.5	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.

Site: 7 [Quentin Road / PT Reserve - future - Wed 17 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	47	0.0	1948	0.024	100	0.1	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	47	0.0		0.024		0.1	NA	0.0	0.0				
North: Quentin Road													
Lane 1	29	3.6	1886	0.016	100	0.4	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	29	3.6		0.016		0.4	NA	0.0	0.1				
West: PT Reserve													
Lane 1	4	0.0	1282	0.003	100	5.7	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	4	0.0		0.003		5.7	LOS A	0.0	0.1				
Intersection	81	1.3		0.024		0.5	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.

Site: 3 [Waverley Road / Chadstone Road - future - Wed 17 - PM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	368	1.0	419[1]	0.877	100	51.4	LOS D	19.3	136.1	Short (P)	45	0.0	NA
Lane 2	329	0.5	375[1]	0.877	100	53.5	LOS D	17.4	122.1	Full	500	0.0	0.0
Approach	697	0.8		0.877		52.4	LOS D	19.3	136.1				
East: Waverley Road													
Lane 1	670	0.4	780	0.859	100	38.3	LOS D	33.7	236.8	Full	95	0.0	90.9
Lane 2	685	0.5	797	0.859	100	35.9	LOS D	34.3	241.3	Full	95	0.0	92.8
Approach	1355	0.5		0.859		37.1	LOS D	34.3	241.3				
West: Waverley Road													
Lane 1	898	0.9	1183	0.760	100	15.1	LOS B	31.5	222.3	Full	500	0.0	0.0
Lane 2	759	0.9	1000[1]	0.760	100	13.3	LOS B	23.5	165.6	Full	500	0.0	0.0
Lane 3	214	1.5	257	0.831	100	57.8	LOS E	11.4	80.7	Short	75	0.0	NA
Approach	1872	1.0		0.831		19.2	LOS B	31.5	222.3				
Intersection	3923	0.8		0.877		31.3	LOS C	34.3	241.3				

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.
Intersection and Approach LOS values are based on average delay for all 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.

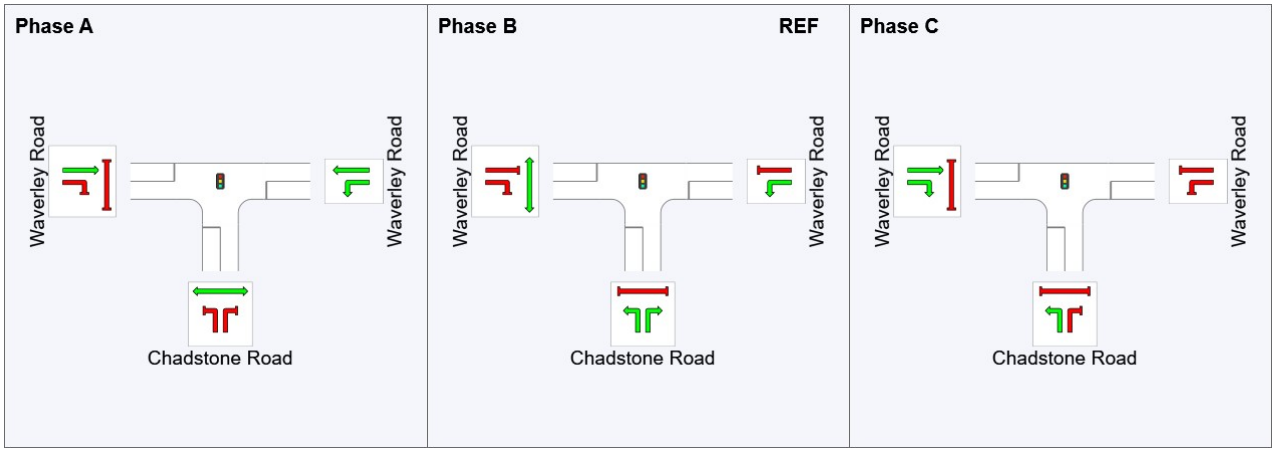
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	53	0	33
Green Time (sec)	41	27	14
Phase Time (sec)	47	33	20
Phase Split	47%	33%	20%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

Site: 5 [Chadstone Rd / Abbotsford Rd - future - Wed 17 - PM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	679	0.8	1883	0.361	100	0.6	LOS A	0.4	3.1	Full	490	0.0	0.0
Approach	679	0.8		0.361		0.6	NA	0.4	3.1				
East: Abbotsford Road													
Lane 1	59	0.0	465	0.127	100	14.2	LOS B	0.4	3.1	Full	275	0.0	0.0
Approach	59	0.0		0.127		14.2	LOS B	0.4	3.1				
North: Chadstone Road													
Lane 1	519	1.0	1916	0.271	100	0.4	LOS A	0.1	0.6	Full	260	0.0	0.0
Approach	519	1.0		0.271		0.4	NA	0.1	0.6				
West: Armstrong Court													
Lane 1	36	0.0	312	0.115	100	18.0	LOS C	0.4	2.6	Full	110	0.0	0.0
Approach	36	0.0		0.115		18.0	LOS C	0.4	2.6				
Intersection	1293	0.8		0.361		1.6	NA	0.4	3.1				

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.

Site: 6 [Chadstone Rd / PT Reserve - future - Wed 17 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	707	1.8	1812	0.390	100	1.2	LOS A	0.9	6.5	Full	365	0.0	0.0
Approach	707	1.8		0.390		1.2	NA	0.9	6.5				
East: PT Reserve													
Lane 1	86	1.2	524	0.165	100	11.2	LOS B	0.6	4.0	Full	270	0.0	0.0
Approach	86	1.2		0.165		11.2	LOS B	0.6	4.0				
North: Chadstone Road													
Lane 1	560	0.8	1931	0.290	100	0.6	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	560	0.8		0.290		0.6	NA	0.0	0.0				
Intersection	1354	1.3		0.390		1.6	NA	0.9	6.5				

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.

Site: 7 [Quentin Road / PT Reserve - future - Wed 17 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	42	0.0	1940	0.022	100	0.6	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	42	0.0		0.022		0.6	NA	0.0	0.0				
North: Quentin Road													
Lane 1	60	0.0	1916	0.031	100	0.6	LOS A	0.0	0.3	Full	500	0.0	0.0
Approach	60	0.0		0.031		0.6	NA	0.0	0.3				
West: PT Reserve													
Lane 1	15	0.0	1251	0.012	100	5.7	LOS A	0.0	0.3	Full	270	0.0	0.0
Approach	15	0.0		0.012		5.7	LOS A	0.0	0.3				
Intersection	117	0.0		0.031		1.2	NA	0.0	0.3				

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.

Site: 3 [Waverley Road / Chadstone Road - future - Thurs 18 - AM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	286	4.3	299[1]	0.956	100	76.5	LOS E	18.6	134.6	Short (P)	45	0.0	NA
Lane 2	277	2.4	289[1]	0.956	100	76.2	LOS E	17.8	127.0	Full	500	0.0	0.0
Approach	562	3.4		0.956		76.4	LOS E	18.6	134.6				
East: Waverley Road													
Lane 1	861	2.0	979	0.880	100	33.5	LOS C	43.2	307.5	Full	95	0.0	100.0
Lane 2	881	2.0	1001	0.880	100	31.4	LOS C	44.0	313.4	Full	95	0.0	100.0
Approach	1742	2.0		0.880		32.4	LOS C	44.0	313.4				
West: Waverley Road													
Lane 1	676	2.3	1326	0.510	100	7.9	LOS A	15.5	110.7	Full	500	0.0	0.0
Lane 2	676	2.3	1326	0.510	100	7.9	LOS A	15.5	110.7	Full	500	0.0	0.0
Lane 3	176	1.8	202	0.872	100	62.9	LOS E	9.8	69.6	Short	75	0.0	NA
Approach	1527	2.2		0.872		14.2	LOS B	15.5	110.7				
Intersection	3832	2.3		0.956		31.6	LOS C	44.0	313.4				

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.
Intersection and Approach LOS values are based on average delay for all 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.

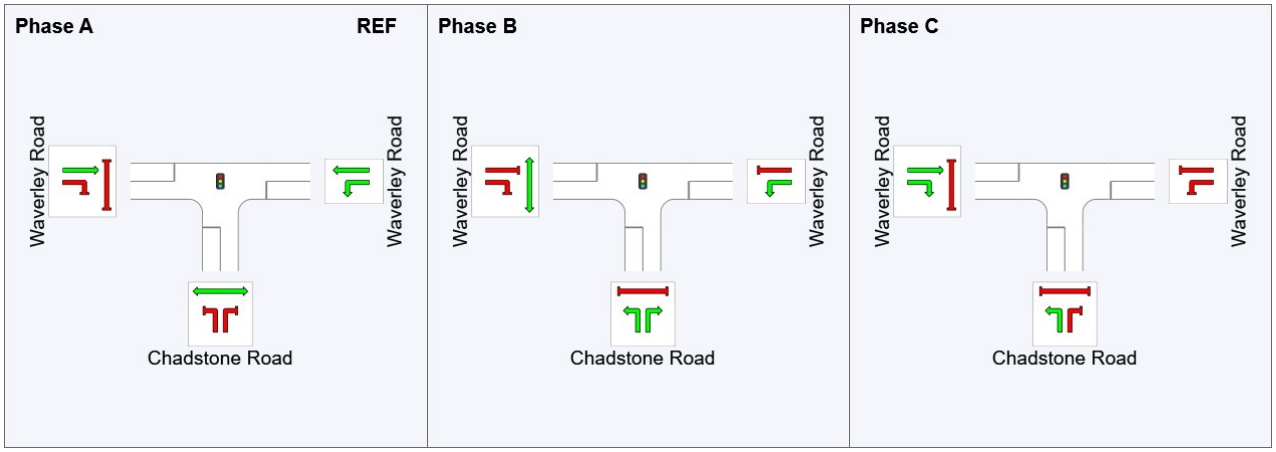
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

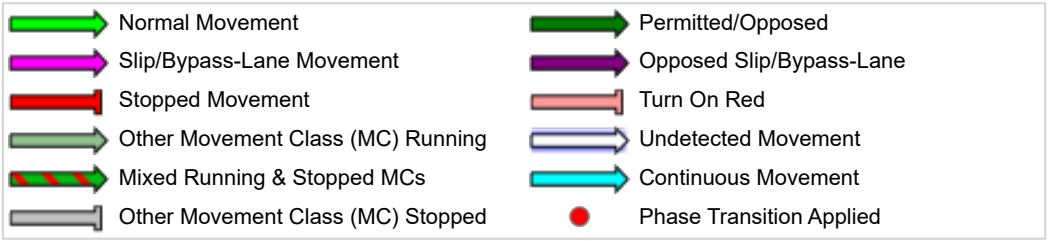
Phase	A	B	C
Phase Change Time (sec)	0	58	83
Green Time (sec)	52	19	11
Phase Time (sec)	58	25	17
Phase Split	58%	25%	17%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - future - Thurs 18 - AM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	541	3.9	1806	0.300	100	1.0	LOS A	0.5	3.6	Full	490	0.0	0.0
Approach	541	3.9		0.300		1.0	NA	0.5	3.6				
East: Abbotsford Road													
Lane 1	57	1.9	367	0.155	100	16.2	LOS C	0.5	3.7	Full	275	0.0	0.0
Approach	57	1.9		0.155		16.2	LOS C	0.5	3.7				
North: Chadstone Road													
Lane 1	531	1.8	1916	0.277	100	0.2	LOS A	0.1	0.4	Full	260	0.0	0.0
Approach	531	1.8		0.277		0.2	NA	0.1	0.4				
West: Armstrong Court													
Lane 1	24	4.3	402	0.060	100	15.2	LOS C	0.2	1.5	Full	110	0.0	0.0
Approach	24	4.3		0.060		15.2	LOS C	0.2	1.5				
Intersection	1153	2.8		0.300		1.7	NA	0.5	3.7				

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.

Site: 6 [Chadstone Rd / PT Reserve - future - Thurs 18 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	546	3.1	1793	0.305	100	1.1	LOS A	0.6	4.2	Full	365	0.0	0.0
Approach	546	3.1		0.305		1.1	NA	0.6	4.2				
East: PT Reserve													
Lane 1	69	0.0	614	0.113	100	9.9	LOS A	0.4	2.8	Full	270	0.0	0.0
Approach	69	0.0		0.113		9.9	LOS A	0.4	2.8				
North: Chadstone Road													
Lane 1	537	2.7	1907	0.282	100	0.6	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	537	2.7		0.282		0.6	NA	0.0	0.0				
Intersection	1153	2.7		0.305		1.4	NA	0.6	4.2				

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.

Site: 7 [Quentin Road / PT Reserve - future - Thurs 18 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	56	0.0	1946	0.029	100	0.2	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	56	0.0		0.029		0.2	NA	0.0	0.0				
North: Quentin Road													
Lane 1	23	4.5	1869	0.012	100	0.5	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	23	4.5		0.012		0.5	NA	0.0	0.1				
West: PT Reserve													
Lane 1	4	0.0	1279	0.003	100	5.7	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	4	0.0		0.003		5.7	LOS A	0.0	0.1				
Intersection	83	1.3		0.029		0.6	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.

Site: 3 [Waverley Road / Chadstone Road - future - Thurs 18 - PM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	373	1.0	376[1]	0.991	100	89.4	LOS F	26.7	188.6	Short (P)	45	0.0	NA
Lane 2	315	0.5	317[1]	0.991	100	90.3	LOS F	22.3	157.0	Full	500	0.0	0.0
Approach	687	0.8		0.991		89.8	LOS F	26.7	188.6				
East: Waverley Road													
Lane 1	708	0.4	744	0.952	100	61.6	LOS E	46.3	324.9	Full	95	0.0	100.0
Lane 2	722	0.5	758	0.952	100	58.4	LOS E	46.8	329.1	Full	95	0.0	100.0
Approach	1429	0.4		0.952		60.0	LOS E	46.8	329.1				
West: Waverley Road													
Lane 1	821	0.9	1260	0.651	100	11.3	LOS B	24.0	169.3	Full	500	0.0	0.0
Lane 2	749	0.9	1149	0.651	100	10.6	LOS B	20.5	145.0	Full	500	0.0	0.0
Lane 3	334	0.9	369	0.904	100	62.2	LOS E	19.4	136.7	Short	75	0.0	NA
Approach	1903	0.9		0.904		19.9	LOS B	24.0	169.3				
Intersection	4020	0.7		0.991		46.1	LOS D	46.8	329.1				

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.
Intersection and Approach LOS values are based on average delay for all 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.

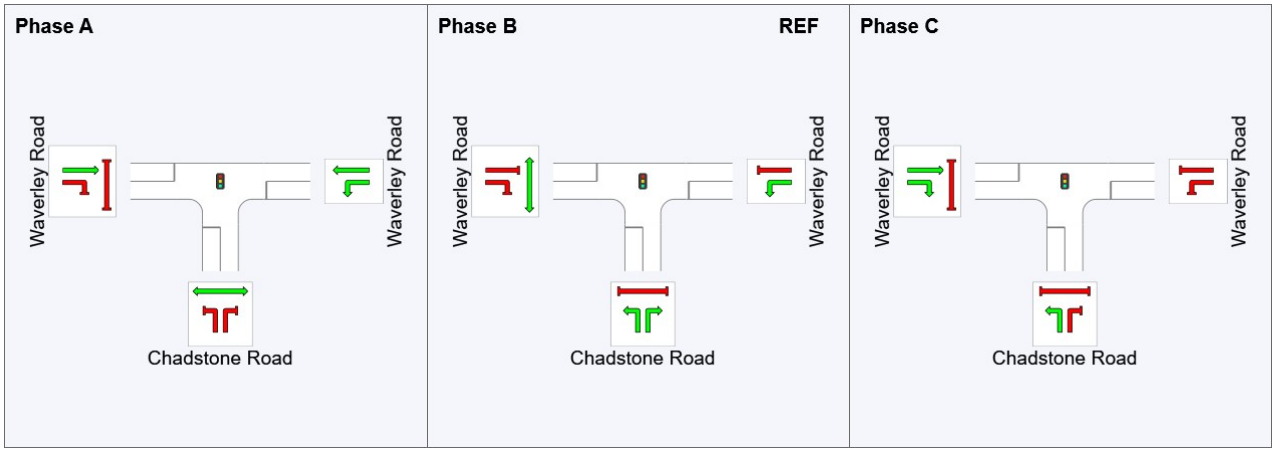
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

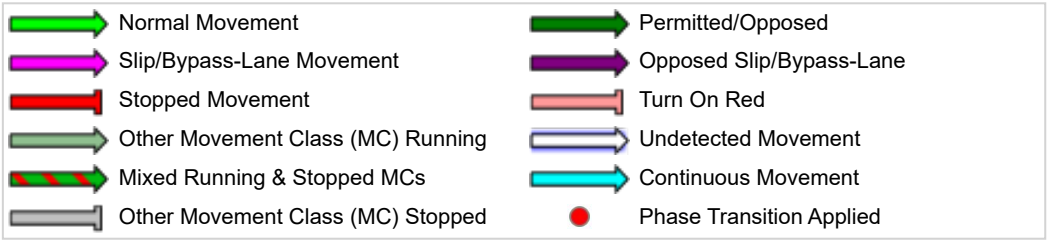
Phase	A	B	C
Phase Change Time (sec)	55	0	29
Green Time (sec)	39	23	20
Phase Time (sec)	45	29	26
Phase Split	45%	29%	26%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - future - Thurs 18 - PM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	696	0.8	1819	0.382	100	1.3	LOS A	0.9	6.3	Full	490	0.0	0.0
Approach	696	0.8		0.382		1.3	NA	0.9	6.3				
East: Abbotsford Road													
Lane 1	58	0.0	297	0.195	100	19.1	LOS C	0.6	4.5	Full	275	0.0	0.0
Approach	58	0.0		0.195		19.1	LOS C	0.6	4.5				
North: Chadstone Road													
Lane 1	694	0.8	1923	0.361	100	0.3	LOS A	0.1	0.8	Full	260	0.0	0.0
Approach	694	0.8		0.361		0.3	NA	0.1	0.8				
West: Armstrong Court													
Lane 1	33	0.0	298	0.109	100	18.6	LOS C	0.3	2.4	Full	110	0.0	0.0
Approach	33	0.0		0.109		18.6	LOS C	0.3	2.4				
Intersection	1480	0.7		0.382		1.9	NA	0.9	6.3				

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.

Site: 6 [Chadstone Rd / PT Reserve - future - Thurs 18 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	704	1.8	1784	0.395	100	1.4	LOS A	1.0	7.2	Full	365	0.0	0.0
Approach	704	1.8		0.395		1.4	NA	1.0	7.2				
East: PT Reserve													
Lane 1	83	1.3	429	0.194	100	13.0	LOS B	0.7	4.6	Full	270	0.0	0.0
Approach	83	1.3		0.194		13.0	LOS B	0.7	4.6				
North: Chadstone Road													
Lane 1	717	0.6	1934	0.371	100	0.5	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	717	0.6		0.371		0.5	NA	0.0	0.0				
Intersection	1504	1.2		0.395		1.6	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.

Site: 7 [Quentin Road / PT Reserve - future - Thurs 18 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	29	0.0	1926	0.015	100	1.4	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	29	0.0		0.015		1.4	NA	0.0	0.0				
North: Quentin Road													
Lane 1	51	0.0	1913	0.026	100	0.7	LOS A	0.0	0.3	Full	500	0.0	0.0
Approach	51	0.0		0.026		0.7	NA	0.0	0.3				
West: PT Reserve													
Lane 1	4	0.0	1287	0.003	100	5.7	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	4	0.0		0.003		5.7	LOS A	0.0	0.1				
Intersection	84	0.0		0.026		1.2	NA	0.0	0.3				

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.

Site: 3 [Waverley Road / Chadstone Road - future - Sat 20]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	342	0.4	391[1]	0.874	100	52.6	LOS D	18.0	126.4	Short (P)	45	0.0	NA
Lane 2	284	0.6	325[1]	0.874	100	56.8	LOS E	15.3	107.9	Full	500	0.0	0.0
Approach	625	0.5		0.874		54.5	LOS D	18.0	126.4				
East: Waverley Road													
Lane 1	678	0.2	759	0.894	100	45.5	LOS D	37.2	261.1	Full	95	0.0	100.0
Lane 2	678	0.5	758	0.894	100	42.7	LOS D	37.1	260.9	Full	95	0.0	100.0
Approach	1356	0.3		0.894		44.1	LOS D	37.2	261.1				
West: Waverley Road													
Lane 1	494	1.4	1295	0.381	100	7.7	LOS A	10.5	74.3	Full	500	0.0	0.0
Lane 2	494	1.4	1295	0.381	100	7.7	LOS A	10.5	74.3	Full	500	0.0	0.0
Lane 3	334	0.9	406	0.822	100	51.5	LOS D	17.2	121.3	Short	75	0.0	NA
Approach	1321	1.3		0.822		18.8	LOS B	17.2	121.3				
Intersection	3302	0.7		0.894		35.9	LOS D	37.2	261.1				

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.
Intersection and Approach LOS values are based on average delay for all 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.

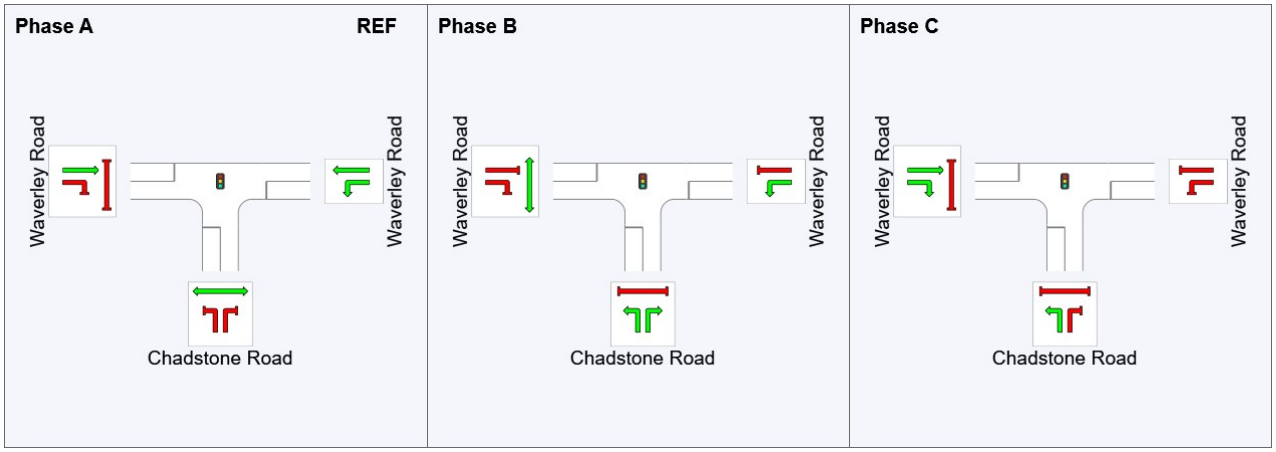
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

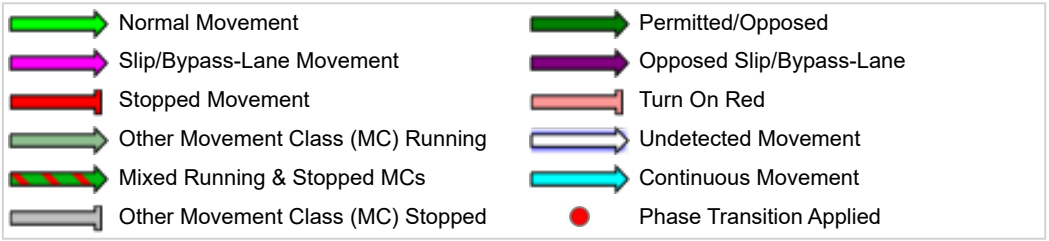
Phase	A	B	C
Phase Change Time (sec)	0	45	72
Green Time (sec)	39	21	22
Phase Time (sec)	45	27	28
Phase Split	45%	27%	28%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - future - Sat 20]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	649	0.3	1680	0.386	100	2.7	LOS A	1.7	11.6	Full	490	0.0	0.0
Approach	649	0.3		0.386		2.7	NA	1.7	11.6				
East: Abbotsford Road													
Lane 1	101	0.0	297	0.340	100	21.9	LOS C	1.3	9.3	Full	275	0.0	0.0
Approach	101	0.0		0.340		21.9	LOS C	1.3	9.3				
North: Chadstone Road													
Lane 1	814	0.4	1938	0.420	100	0.3	LOS A	0.0	0.2	Full	260	0.0	0.0
Approach	814	0.4		0.420		0.3	NA	0.0	0.2				
West: Armstrong Court													
Lane 1	39	0.0	285	0.137	100	19.2	LOS C	0.4	3.0	Full	110	0.0	0.0
Approach	39	0.0		0.137		19.2	LOS C	0.4	3.0				
Intersection	1603	0.3		0.420		3.1	NA	1.7	11.6				

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.

Site: 6 [Chadstone Rd / PT Reserve - future - Sat 20]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	707	0.4	1641	0.431	100	3.2	LOS A	2.1	14.6	Full	365	0.0	0.0
Approach	707	0.4		0.431		3.2	NA	2.1	14.6				
East: PT Reserve													
Lane 1	83	0.0	304	0.273	100	17.9	LOS C	0.9	6.6	Full	270	0.0	0.0
Approach	83	0.0		0.273		17.9	LOS C	0.9	6.6				
North: Chadstone Road													
Lane 1	879	0.5	1935	0.454	100	0.6	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	879	0.5		0.454		0.6	NA	0.0	0.0				
Intersection	1669	0.4		0.454		2.6	NA	2.1	14.6				

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.

Site: 7 [Quentin Road / PT Reserve - future - Sat 20]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	49	0.0	1929	0.026	100	1.2	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	49	0.0		0.026		1.2	NA	0.0	0.0				
North: Quentin Road													
Lane 1	58	0.0	1908	0.030	100	0.7	LOS A	0.0	0.3	Full	500	0.0	0.0
Approach	58	0.0		0.030		0.7	NA	0.0	0.3				
West: PT Reserve													
Lane 1	8	0.0	1306	0.006	100	5.7	LOS A	0.0	0.2	Full	270	0.0	0.0
Approach	8	0.0		0.006		5.7	LOS A	0.0	0.2				
Intersection	116	0.0		0.030		1.3	NA	0.0	0.3				

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.

Site: 3 [Waverley Road / Chadstone Road - future - Thurs 15 - AM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	270	4.4	278[1]	0.971	100	82.8	LOS F	18.3	132.7	Short (P)	45	0.0	NA
Lane 2	253	2.8	261[1]	0.971	100	82.4	LOS F	16.9	121.4	Full	500	0.0	0.0
Approach	523	3.6		0.971		82.6	LOS F	18.3	132.7				
East: Waverley Road													
Lane 1	865	1.8	961	0.900	100	38.5	LOS D	46.4	329.8	Full	95	0.0	100.0
Lane 2	882	2.1	981	0.900	100	35.9	LOS D	47.1	335.8	Full	95	0.0	100.0
Approach	1747	2.0		0.900		37.2	LOS D	47.1	335.8				
West: Waverley Road													
Lane 1	594	2.6	1400	0.424	100	5.6	LOS A	11.1	79.6	Full	500	0.0	0.0
Lane 2	594	2.6	1400	0.424	100	5.6	LOS A	11.1	79.6	Full	500	0.0	0.0
Lane 3	240	1.3	294	0.815	100	55.4	LOS E	12.5	88.8	Short	75	0.0	NA
Approach	1427	2.4		0.815		14.0	LOS B	12.5	88.8				
Intersection	3698	2.4		0.971		34.6	LOS C	47.1	335.8				

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.
Intersection and Approach LOS values are based on average delay for all 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.

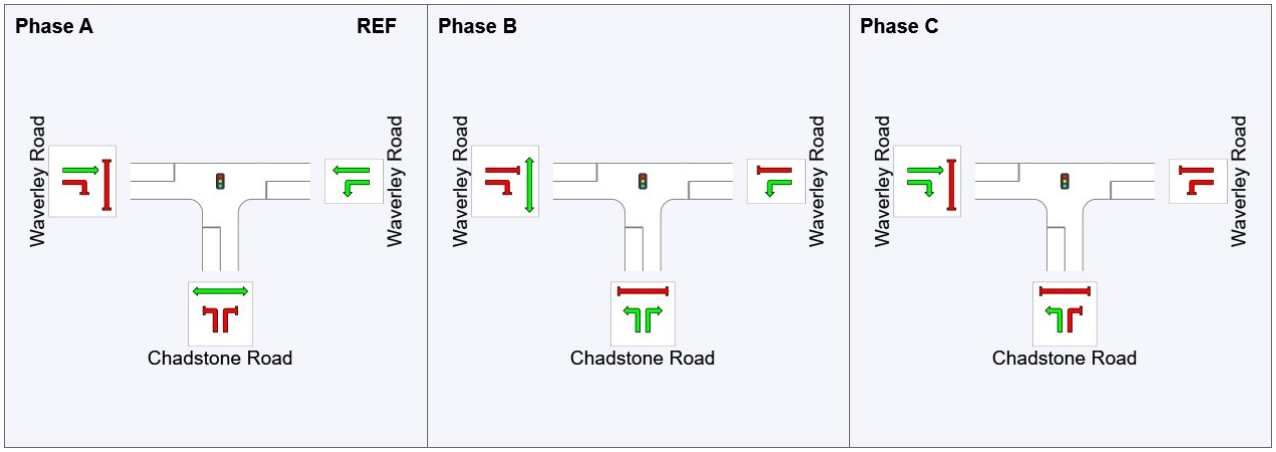
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

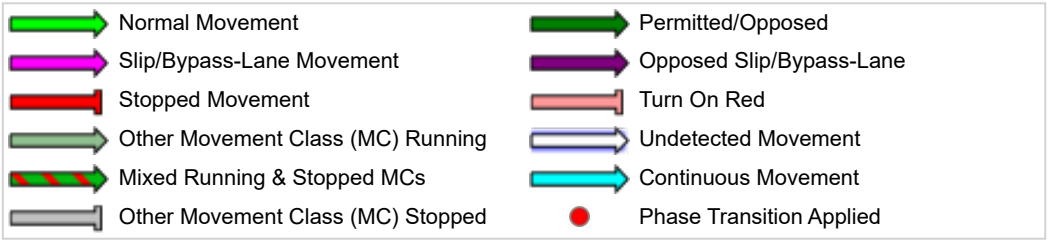
Phase	A	B	C
Phase Change Time (sec)	0	57	79
Green Time (sec)	51	16	16
Phase Time (sec)	57	21	22
Phase Split	57%	21%	22%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - future - Thurs 15 - AM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	512	4.1	1760	0.291	100	1.3	LOS A	0.6	4.5	Full	490	0.0	0.0
Approach	512	4.1		0.291		1.3	NA	0.6	4.5				
East: Abbotsford Road													
Lane 1	60	1.8	305	0.197	100	18.8	LOS C	0.7	4.7	Full	275	0.0	0.0
Approach	60	1.8		0.197		18.8	LOS C	0.7	4.7				
North: Chadstone Road													
Lane 1	674	1.4	1922	0.351	100	0.2	LOS A	0.1	0.6	Full	260	0.0	0.0
Approach	674	1.4		0.351		0.2	NA	0.1	0.6				
West: Armstrong Court													
Lane 1	22	4.8	315	0.070	100	17.7	LOS C	0.2	1.6	Full	110	0.0	0.0
Approach	22	4.8		0.070		17.7	LOS C	0.2	1.6				
Intersection	1267	2.6		0.351		1.8	NA	0.7	4.7				

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.

Site: 6 [Chadstone Rd / PT Reserve - future - Thurs 15 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	529	3.2	1733	0.306	100	1.6	LOS A	0.8	5.6	Full	365	0.0	0.0
Approach	529	3.2		0.306		1.6	NA	0.8	5.6				
East: PT Reserve													
Lane 1	68	0.0	506	0.135	100	11.4	LOS B	0.5	3.2	Full	270	0.0	0.0
Approach	68	0.0		0.135		11.4	LOS B	0.5	3.2				
North: Chadstone Road													
Lane 1	691	2.1	1916	0.360	100	0.4	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	691	2.1		0.360		0.4	NA	0.0	0.0				
Intersection	1288	2.5		0.360		1.5	NA	0.8	5.6				

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.

Site: 7 [Quentin Road / PT Reserve - future - Thurs 15 - AM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	41	0.0	1948	0.021	100	0.1	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	41	0.0		0.021		0.1	NA	0.0	0.0				
North: Quentin Road													
Lane 1	32	3.3	1891	0.017	100	0.4	LOS A	0.0	0.1	Full	500	0.0	0.0
Approach	32	3.3		0.017		0.4	NA	0.0	0.1				
West: PT Reserve													
Lane 1	3	0.0	1314	0.002	100	5.7	LOS A	0.0	0.1	Full	270	0.0	0.0
Approach	3	0.0		0.002		5.7	LOS A	0.0	0.1				
Intersection	76	1.4		0.021		0.5	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.

Site: 3 [Waverley Road / Chadstone Road - future - Thurs 15 - PM peak]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase B
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	420	0.8	403[1]	1.042	100	121.7	LOS F	37.3	263.2	Short (P)	45	0.0	NA
Lane 2	327	0.5	314[1]	1.042	100	122.4	LOS F	28.4	199.8	Full	500	0.0	0.0
Approach	747	0.7		1.042		122.0	LOS F	37.3	263.2				
East: Waverley Road													
Lane 1	713	0.4	693	1.028	100	103.3	LOS F	60.3	423.1	Full	95	0.0	100.0
Lane 2	720	0.5	700	1.028	100	99.6	LOS F	60.2	423.0	Full	95	0.0	100.0
Approach	1433	0.4		1.028		101.4	LOS F	60.3	423.1				
West: Waverley Road													
Lane 1	715	1.0	1259	0.568	100	10.3	LOS B	19.1	134.9	Full	500	0.0	0.0
Lane 2	708	1.0	1245	0.568	100	10.2	LOS B	18.8	132.6	Full	500	0.0	0.0
Lane 3	407	0.8	399[1]	1.020	100	105.8	LOS F	32.7	230.2	Short	75	0.0	NA
Approach	1831	1.0		1.020		31.5	LOS C	32.7	230.2				
Intersection	4011	0.7		1.042		73.4	LOS E	60.3	423.1				

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.
Intersection and Approach LOS values are based on average delay for all 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.

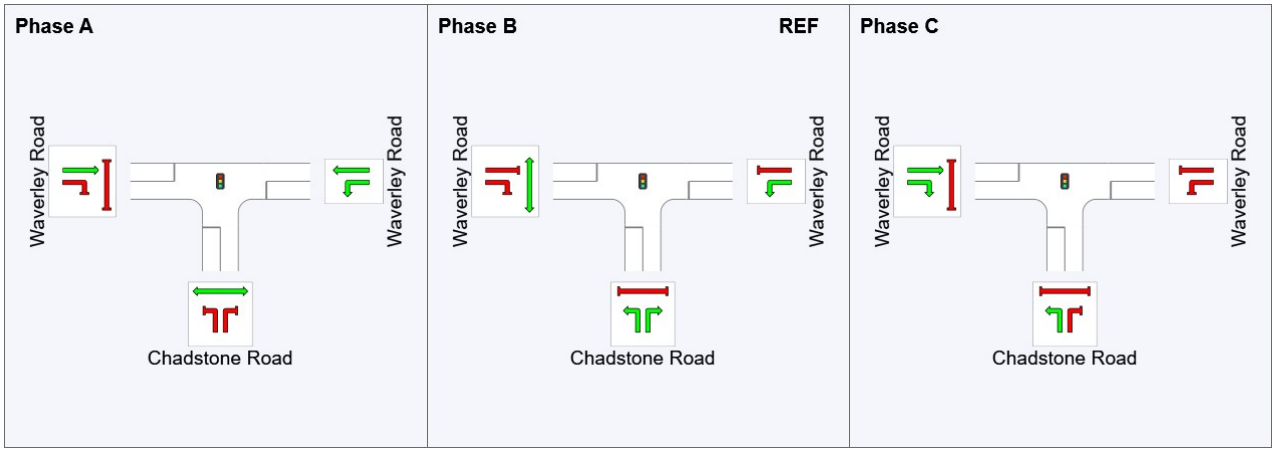
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	58	0	29
Green Time (sec)	36	23	23
Phase Time (sec)	42	29	29
Phase Split	42%	29%	29%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

Site: 5 [Chadstone Rd / Abbotsford Rd - future - Thurs 15 - PM peak]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	775	0.7	1756	0.441	100	2.1	LOS A	1.6	11.0	Full	490	0.0	0.0
Approach	775	0.7		0.441		2.1	NA	1.6	11.0				
East: Abbotsford Road													
Lane 1	77	0.0	260	0.295	100	23.2	LOS C	1.1	7.4	Full	275	0.0	0.0
Approach	77	0.0		0.295		23.2	LOS C	1.1	7.4				
North: Chadstone Road													
Lane 1	825	0.6	1933	0.427	100	0.2	LOS A	0.1	0.6	Full	260	0.0	0.0
Approach	825	0.6		0.427		0.2	NA	0.1	0.6				
West: Armstrong Court													
Lane 1	53	0.0	172	0.306	100	31.4	LOS D	1.0	7.1	Full	110	0.0	0.0
Approach	53	0.0		0.306		31.4	LOS D	1.0	7.1				
Intersection	1729	0.6		0.441		3.0	NA	1.6	11.0				

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.

Site: 6 [Chadstone Rd / PT Reserve - future - Thurs 15 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	805	1.6	1735	0.464	100	2.2	LOS A	1.7	11.8	Full	365	0.0	0.0
Approach	805	1.6		0.464		2.2	NA	1.7	11.8				
East: PT Reserve													
Lane 1	96	1.1	289	0.331	100	19.6	LOS C	1.2	8.4	Full	270	0.0	0.0
Approach	96	1.1		0.331		19.6	LOS C	1.2	8.4				
North: Chadstone Road													
Lane 1	871	0.5	1937	0.449	100	0.4	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	871	0.5		0.449		0.4	NA	0.0	0.0				
Intersection	1772	1.0		0.464		2.3	NA	1.7	11.8				

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.

Site: 7 [Quentin Road / PT Reserve - future - Thurs 15 - PM peak]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	42	0.0	1940	0.022	100	0.6	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	42	0.0		0.022		0.6	NA	0.0	0.0				
North: Quentin Road													
Lane 1	60	0.0	1916	0.031	100	0.6	LOS A	0.0	0.3	Full	500	0.0	0.0
Approach	60	0.0		0.031		0.6	NA	0.0	0.3				
West: PT Reserve													
Lane 1	15	0.0	1251	0.012	100	5.7	LOS A	0.0	0.3	Full	270	0.0	0.0
Approach	15	0.0		0.012		5.7	LOS A	0.0	0.3				
Intersection	117	0.0		0.031		1.2	NA	0.0	0.3				

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.

Site: 3 [Waverley Road / Chadstone Road - future - Sat 24]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	373	0.7	392[1]	0.952	100	71.3	LOS E	23.6	166.4	Short (P)	45	0.0	NA
Lane 2	303	0.8	318[1]	0.952	100	73.4	LOS E	19.1	134.8	Full	500	0.0	0.0
Approach	676	0.8		0.952		72.2	LOS E	23.6	166.4				
East: Waverley Road													
Lane 1	716	0.0	829	0.864	100	38.7	LOS D	35.9	251.3	Full	95	0.0	96.9
Lane 2	674	0.0	780	0.864	100	37.2	LOS D	34.3	239.8	Full	95	0.0	92.1
Approach	1389	0.0		0.864		37.9	LOS D	35.9	251.3				
West: Waverley Road													
Lane 1	509	1.2	1257	0.405	100	8.8	LOS A	11.6	82.1	Full	500	0.0	0.0
Lane 2	509	1.2	1257	0.405	100	8.8	LOS A	11.6	82.1	Full	500	0.0	0.0
Lane 3	328	1.0	350	0.937	100	69.7	LOS E	20.4	143.9	Short	75	0.0	NA
Approach	1346	1.2		0.937		23.7	LOS C	20.4	143.9				
Intersection	3412	0.6		0.952		39.1	LOS D	35.9	251.3				

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.
Intersection and Approach LOS values are based on average delay for all 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.

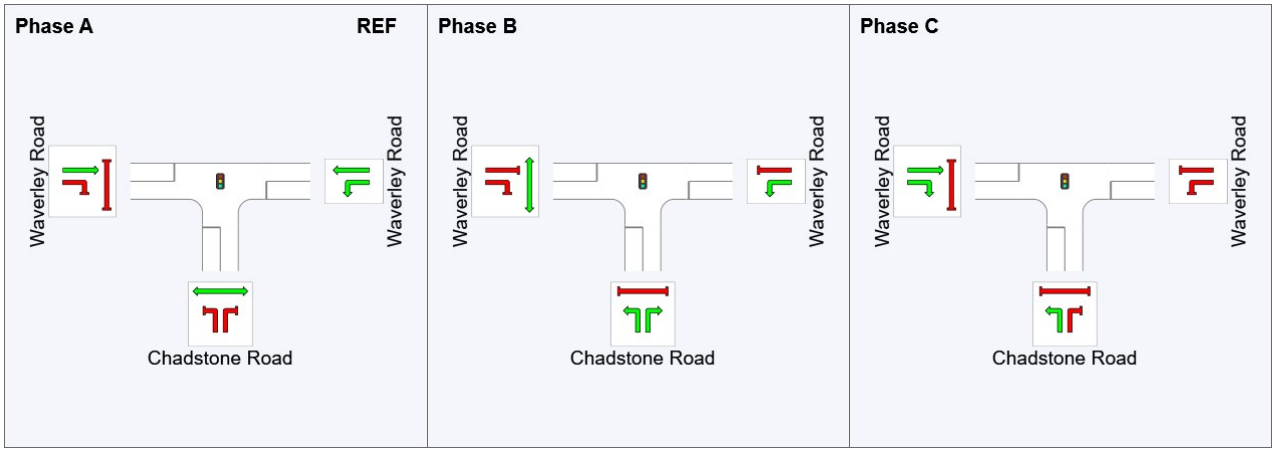
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

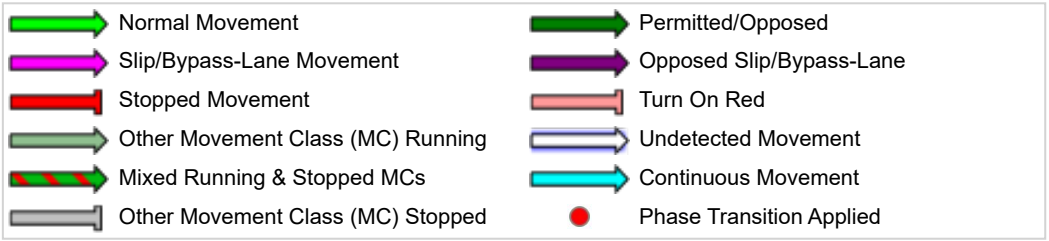
Phase	A	B	C
Phase Change Time (sec)	0	46	75
Green Time (sec)	40	23	19
Phase Time (sec)	46	29	25
Phase Split	46%	29%	25%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - future - Sat 24]

New Site
Site Category: (None)
Stop (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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	725	0.6	1647	0.440	100	3.4	LOS A	2.2	15.7	Full	490	0.0	0.0
Approach	725	0.6		0.440		3.4	NA	2.2	15.7				
East: Abbotsford Road													
Lane 1	102	0.0	256	0.398	100	25.7	LOS D	1.6	10.9	Full	275	0.0	0.0
Approach	102	0.0		0.398		25.7	LOS D	1.6	10.9				
North: Chadstone Road													
Lane 1	892	0.6	1935	0.461	100	0.2	LOS A	0.1	0.6	Full	260	0.0	0.0
Approach	892	0.6		0.461		0.2	NA	0.1	0.6				
West: Armstrong Court													
Lane 1	9	0.0	156	0.061	100	28.6	LOS D	0.2	1.2	Full	110	0.0	0.0
Approach	9	0.0		0.061		28.6	LOS D	0.2	1.2				
Intersection	1728	0.5		0.461		3.2	NA	2.2	15.7				

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.

Site: 6 [Chadstone Rd / PT Reserve - future - Sat 24]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	739	0.6	1642	0.450	100	3.3	LOS A	2.2	15.4	Full	365	0.0	0.0
Approach	739	0.6		0.450		3.3	NA	2.2	15.4				
East: PT Reserve													
Lane 1	86	0.0	282	0.306	100	19.6	LOS C	1.1	7.5	Full	270	0.0	0.0
Approach	86	0.0		0.306		19.6	LOS C	1.1	7.5				
North: Chadstone Road													
Lane 1	935	0.3	1939	0.482	100	0.4	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	935	0.3		0.482		0.4	NA	0.0	0.0				
Intersection	1760	0.4		0.482		2.6	NA	2.2	15.4				

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.

Site: 7 [Quentin Road / PT Reserve - existing - Sat 24]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	98	0.0	1921	0.051	100	1.7	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	98	0.0		0.051		1.7	NA	0.0	0.0				
North: Quentin Road													
Lane 1	91	0.0	1901	0.048	100	0.7	LOS A	0.1	0.5	Full	500	0.0	0.0
Approach	91	0.0		0.048		0.7	NA	0.1	0.5				
West: PT Reserve													
Lane 1	11	0.0	1292	0.008	100	5.9	LOS A	0.0	0.2	Full	270	0.0	0.0
Approach	11	0.0		0.008		5.9	LOS A	0.0	0.2				
Intersection	199	0.0		0.051		1.5	NA	0.1	0.5				

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.

Site: 3 [Waverley Road / Chadstone Road - future - Sun 25]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	371	0.4	399[1]	0.932	100	64.4	LOS E	22.2	155.8	Short (P)	45	0.0	NA
Lane 2	312	0.5	334[1]	0.932	100	66.6	LOS E	18.7	131.3	Full	500	0.0	0.0
Approach	683	0.5		0.932		65.4	LOS E	22.2	155.8				
East: Waverley Road													
Lane 1	662	0.1	839	0.789	100	30.5	LOS C	28.3	198.5	Full	95	0.0	73.6
Lane 2	629	0.5	797	0.789	100	29.4	LOS C	27.7	195.1	Full	95	0.0	71.9
Approach	1291	0.3		0.789		30.0	LOS C	28.3	198.5				
West: Waverley Road													
Lane 1	375	1.8	1233	0.304	100	8.5	LOS A	8.0	57.2	Full	500	0.0	0.0
Lane 2	375	1.8	1233	0.304	100	8.5	LOS A	8.0	57.2	Full	500	0.0	0.0
Lane 3	287	1.1	313	0.917	100	66.1	LOS E	17.1	120.6	Short	75	0.0	NA
Approach	1038	1.6		0.917		24.4	LOS C	17.1	120.6				
Intersection	3012	0.8		0.932		36.1	LOS D	28.3	198.5				

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.
Intersection and Approach LOS values are based on average delay for all 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.

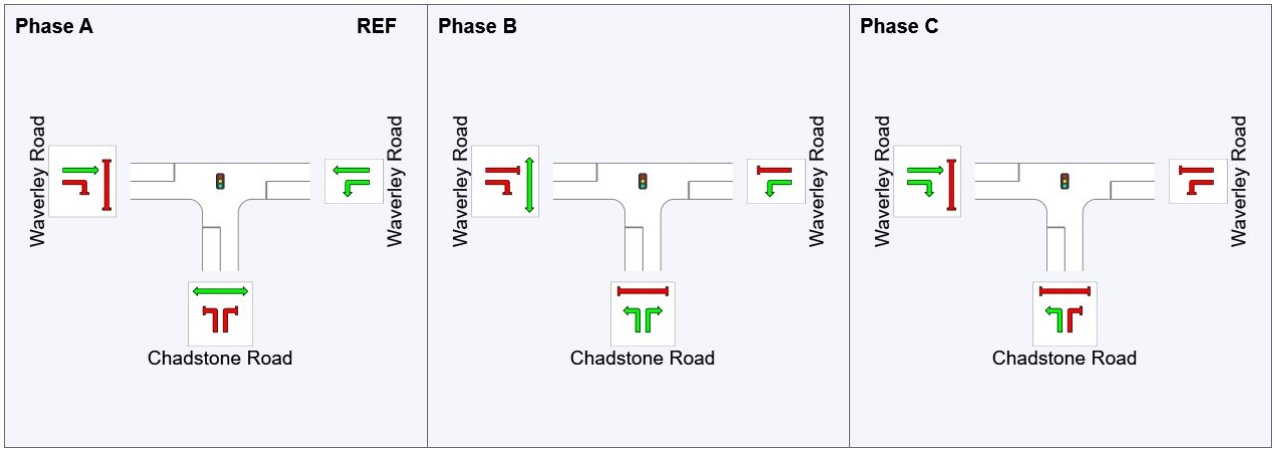
1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

Phase Timing Summary

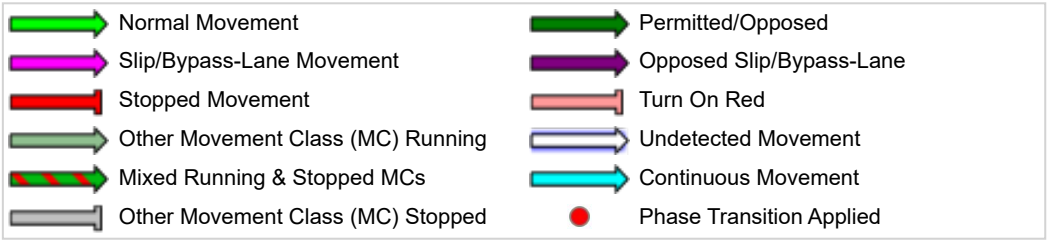
Phase	A	B	C
Phase Change Time (sec)	0	47	77
Green Time (sec)	41	24	17
Phase Time (sec)	47	30	23
Phase Split	47%	30%	23%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Output Phase Sequence



REF: Reference Phase
VAR: Variable Phase



Site: 5 [Chadstone Rd / Abbotsford Rd - future - Sun 25]

New Site
Site Category: (None)
Stop (Two-Way)

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	688	0.6	1825	0.377	100	1.3	LOS A	0.8	5.7	Full	490	0.0	0.0
Approach	688	0.6		0.377		1.3	NA	0.8	5.7				
East: Abbotsford Road													
Lane 1	59	0.0	263	0.224	100	21.6	LOS C	0.8	5.3	Full	275	0.0	0.0
Approach	59	0.0		0.224		21.6	LOS C	0.8	5.3				
North: Chadstone Road													
Lane 1	811	0.6	1928	0.420	100	0.3	LOS A	0.1	1.0	Full	260	0.0	0.0
Approach	811	0.6		0.420		0.3	NA	0.1	1.0				
West: Armstrong Court													
Lane 1	35	0.0	219	0.159	100	23.0	LOS C	0.5	3.4	Full	110	0.0	0.0
Approach	35	0.0		0.159		23.0	LOS C	0.5	3.4				
Intersection	1593	0.6		0.420		2.0	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.

Site: 6 [Chadstone Rd / PT Reserve - future - Sun 25]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Chadstone Road													
Lane 1	712	0.6	1724	0.413	100	2.2	LOS A	1.5	10.4	Full	365	0.0	0.0
Approach	712	0.6		0.413		2.2	NA	1.5	10.4				
East: PT Reserve													
Lane 1	92	0.0	351	0.261	100	15.9	LOS C	0.9	6.4	Full	270	0.0	0.0
Approach	92	0.0		0.261		15.9	LOS C	0.9	6.4				
North: Chadstone Road													
Lane 1	831	0.4	1938	0.429	100	0.5	LOS A	0.0	0.0	Full	380	0.0	0.0
Approach	831	0.4		0.429		0.5	NA	0.0	0.0				
Intersection	1634	0.5		0.429		2.1	NA	1.5	10.4				

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.

Site: 7 [Quentin Road / PT Reserve - existing - Sun 25]

New Site
Site Category: (None)
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 veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Quentin Road													
Lane 1	84	0.0	1925	0.044	100	1.5	LOS A	0.0	0.0	Full	440	0.0	0.0
Approach	84	0.0		0.044		1.5	NA	0.0	0.0				
North: Quentin Road													
Lane 1	55	0.0	1890	0.029	100	0.9	LOS A	0.1	0.4	Full	500	0.0	0.0
Approach	55	0.0		0.029		0.9	NA	0.1	0.4				
West: PT Reserve													
Lane 1	25	0.0	1359	0.019	100	5.8	LOS A	0.1	0.5	Full	270	0.0	0.0
Approach	25	0.0		0.019		5.8	LOS A	0.1	0.5				
Intersection	164	0.0		0.044		1.9	NA	0.1	0.5				

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.

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - AM peak - Wed 17] **Network: 8 [Princes Hwy / Chadstone Rd - future - AM peak - Wed 17]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Princes Highway															
Lane 1	925	6.3	925	6.3	879	1.052	100	85.4	LOS F	90.8	669.6	Full	150	0.0	100.0
Lane 2	925	6.3	925	6.3	879	1.052	100	85.4	LOS F	90.7	669.6	Full	150	0.0	100.0
Lane 3	752	6.3	752	6.3	715[1]	1.052	100	88.7	LOS F	70.4	519.4	Full	150	-15.0[N3]	100.0
Lane 4	66	4.8	66	4.8	124	0.529	100	73.7	LOS E	4.3	31.0	Short	80	0.0	NA
Lane 5	66	4.8	66	4.8	124	0.529	100	73.7	LOS E	4.3	31.0	Short	65	0.0	NA
Approach	2734	6.2	2734	6.2		1.052		85.7	LOS F	90.8	669.6				
North: Chadstone SC															
Lane 1	21	0.0	21	0.0	835	0.025	100	7.5	LOS A	0.2	1.5	Short	40	0.0	NA
Lane 2	10	0.0	10	0.0	571	0.018	100	38.6	LOS D	0.4	3.1	Full	200	0.0	0.0
Lane 3	9	0.0	9	0.0	486	0.018	100	38.7	LOS D	0.4	2.6	Full	200	-15.0[N3]	0.0
Approach	40	0.0	40	0.0		0.025		22.3	LOS C	0.4	3.1				
West: Princes Highway															
Lane 1	158	4.7	125	4.6	1469	0.085	100	5.0	LOS A	0.2	1.5	Short	50	0.0	NA
Lane 2	716	4.2	569	4.2	885[1]	0.643	100	8.8	LOS A	12.6	91.7	Full	70	0.0	29.6
Lane 3	745	4.2	591	4.2	920	0.643	100	8.8	LOS A	13.5	97.6	Full	70	0.0	35.3
Lane 4	745	4.2	591	4.2	920	0.643	100	8.7	LOS A	13.4	97.0	Full	70	0.0	34.7
Lane 5	745	4.2	591	4.2	920	0.643	100	8.9	LOS A	13.6	98.9	Full	70	0.0	36.5
Approach	3108	4.3	2467[N1]	4.2		0.643		8.6	LOS A	13.6	98.9				
Intersection	5882	5.2	5241[N1]	5.8		1.052		48.9	LOS D	90.8	669.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

Site: 1 [Princes Hwy / Chadstone Rd - future - AM peak - Wed 17]

Network: 8 [Princes Hwy / Chadstone Rd - future - AM peak - Wed 17]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	327	1.1	327	1.1	365[1]	0.896	100	68.8	LOS E	23.1	162.9	Short (P)	65	0.0	NA
Lane 2	200	0.8	200	0.8	224[1]	0.896	100	67.1	LOS E	13.7	96.3	Full	470	0.0	0.0
Lane 3	284	4.8	284	4.8	218	1.305	100	329.9	LOS F	45.7	333.2	Short	35	-35.3[N3]	NA
Approach	812	2.3	812	2.3		1.305		159.8	LOS F	45.7	333.2				
East: Princes Highway															
Lane 1	37	6.1	36	6.1	904	0.040	45[6]	5.5	LOS A	0.1	0.4	Short	30	0.0	NA
Lane 2	84	6.1	81	6.1	904	0.090	100	5.6	LOS A	0.1	0.9	Short	25	0.0	NA
Lane 3	830	5.9	805	5.9	935[1]	0.861	100	3.7	LOS A	8.1	59.5	Full	70	0.0	0.0
Lane 4	846	5.9	821	5.9	953	0.861	100	3.6	LOS A	8.8	65.0	Full	70	0.0	0.0
Lane 5	846	5.9	821	5.9	953	0.861	100	4.0	LOS A	10.6	78.2	Full	70	0.0	15.0
Lane 6	69	10.6	67	10.6	159	0.423	100	61.1	LOS E	3.9	30.1	Short	50	0.0	NA
Approach	2713	6.1	2631[N1]	6.0		0.861		5.3	LOS A	10.6	78.2				
North: Chadstone Road															
Lane 1	173	1.8	173	1.8	378	0.456	100	34.9	LOS C	7.4	52.8	Short	70	-32.6[N3]	NA
Lane 2	62	1.7	62	1.7	297	0.207	51[6]	52.2	LOS D	3.4	24.5	Full	155	0.0	0.0
Lane 3	122	1.7	122	1.7	297	0.410	100	54.3	LOS D	7.1	50.2	Full	155	0.0	0.0
Lane 4	135	0.8	135	0.8	170	0.794	100	56.2	LOS E	7.3	51.2	Short	115	0.0	NA
Approach	491	1.5	491	1.5		0.794		47.7	LOS D	7.4	52.8				
West: Princes Highway															
Lane 1	194	2.7	194	2.7	1375	0.141	100	9.1	LOS A	2.0	14.0	Short	80	0.0	NA
Lane 2	660	4.4	660	4.4	511[1]	1.292	100	327.4	LOS F	114.2	829.2	Short	140	-29.6[N3]	NA
Lane 3	671	4.4	671	4.4	519	1.292	100	327.3	LOS F	116.1	843.2	Full	970	-35.3[N3]	0.0
Lane 4	677	4.4	677	4.4	524	1.292	100	327.1	LOS F	117.1	850.4	Full	970	-34.7[N3]	0.0
Lane 5	644	4.4	644	4.4	499[1]	1.292	100	327.9	LOS F	111.7	811.3	Full	970	-36.5[N3]	0.0
Lane 6	54	9.8	54	9.8	76	0.709	100	80.6	LOS F	3.7	28.2	Short	85	0.0	NA
Approach	2899	4.4	2899	4.4		1.292		301.6	LOS F	117.1	850.4				
Intersection	6914	4.6	6832[N1]	4.6		1.305		152.4	LOS F	117.1	850.4				

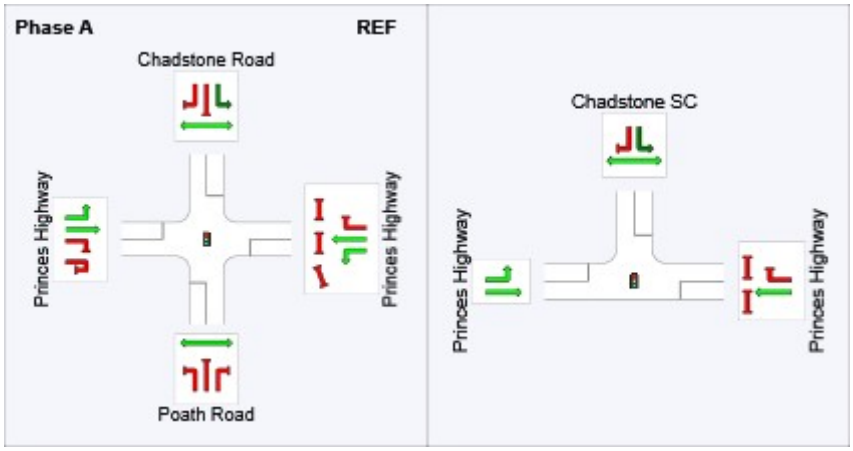
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

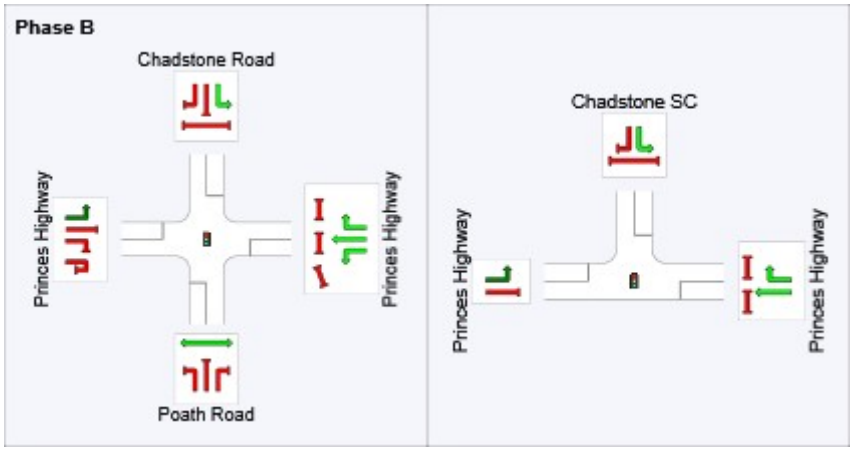
Phase Timing Summary (CCG)

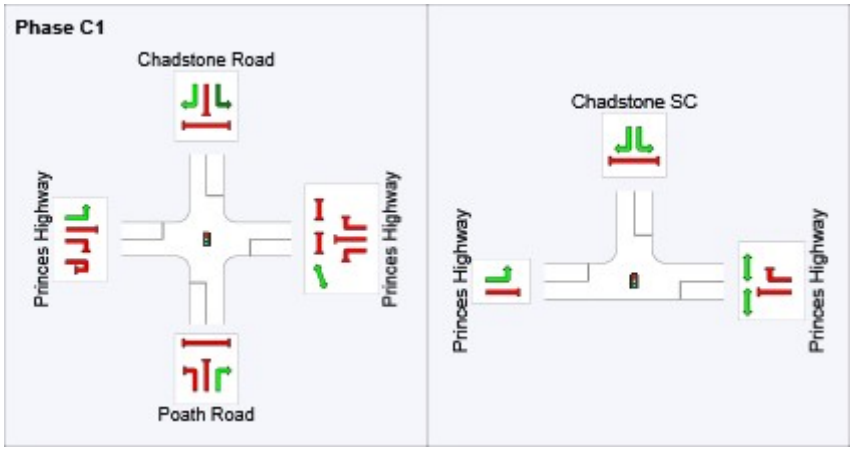
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	57	72	84	92	118
Green Time (sec)	51	9	6	2	20	6
Phase Time (sec)	57	15	12	8	26	12
Phase Split	44%	12%	9%	6%	20%	9%

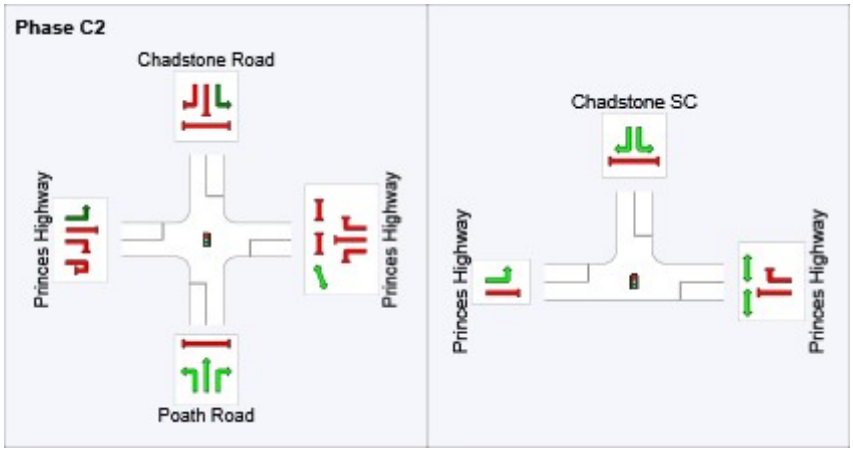
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

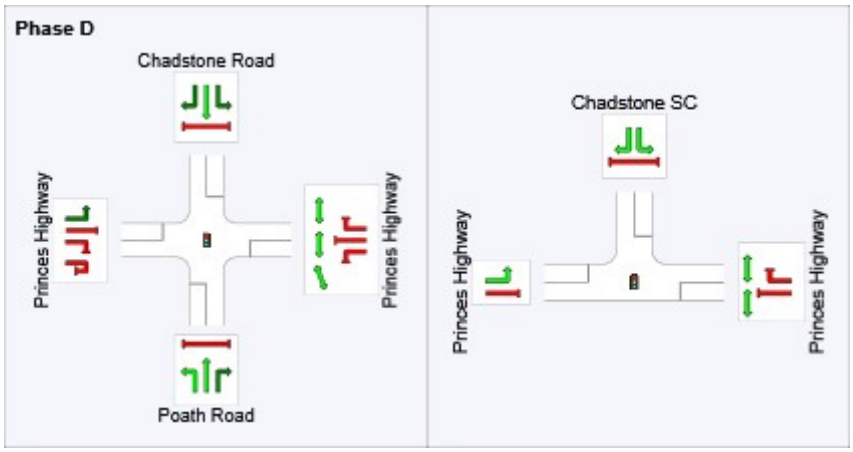
Output Phase Sequence (CCG)

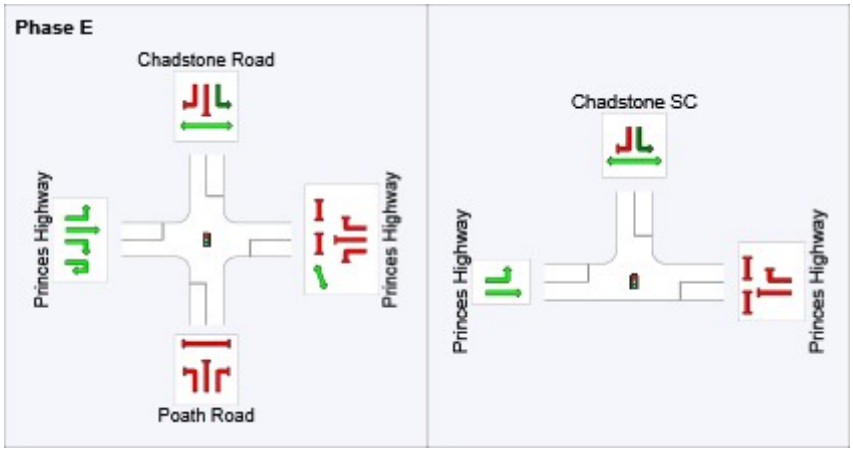




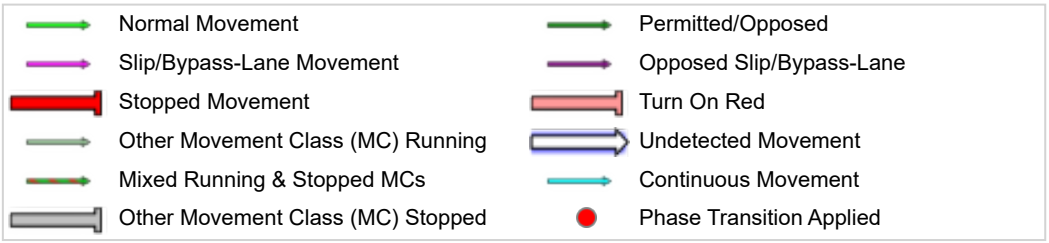








REF: Reference Phase
VAR: Variable Phase



USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - PM peak - Wed 17] **Network: 9 [Princes Hwy / Chadstone Rd - future - PM peak - Wed 17]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Princes Highway															
Lane 1	1090	1.8	1090	1.8	831	1.312	100	337.5	LOS F	191.1	1358.5	Full	150	-6.6 N3	100.0
Lane 2	758	1.8	758	1.8	578	1.312	100	343.2	LOS F	135.1	959.9	Full	150	-35.0 N3	100.0
Lane 3	792	1.8	792	1.8	603 1	1.312	100	342.5	LOS F	140.7	999.8	Full	150	-31.0 N3	100.0
Lane 4	38	5.5	38	5.5	137	0.279	100	69.2	LOS E	2.4	17.6	Short	80	0.0	NA
Lane 5	38	5.5	38	5.5	137	0.279	100	69.2	LOS E	2.4	17.6	Short	65	0.0	NA
Approach	2717	1.9	2717	1.9		1.312		333.0	LOS F	191.1	1358.5				
North: Chadstone SC															
Lane 1	158	4.7	158	4.7	790	0.200	100	8.8	LOS A	2.5	18.1	Short	40	0.0	NA
Lane 2	97	5.1	97	5.1	401	0.243	100	43.5	LOS D	4.7	34.6	Full	200	-23.4 N3	0.0
Lane 3	88	5.1	88	5.1	361	0.243	100	43.7	LOS D	4.3	31.2	Full	200	-31.0 N3	0.0
Approach	343	4.9	343	4.9		0.243		27.6	LOS C	4.7	34.6				
West: Princes Highway															
Lane 1	84	5.0	73	5.0	1490	0.049	100	5.0	LOS A	0.1	0.8	Short	50	0.0	NA
Lane 2	670	3.6	578	3.6	897 1	0.645	100	10.6	LOS B	14.8	107.0	Full	70	0.0	43.9
Lane 3	701	3.6	604	3.6	938	0.645	100	10.0	LOS B	15.3	110.7	Full	70	0.0	47.1
Lane 4	701	3.6	604	3.6	938	0.645	100	6.8	LOS A	11.4	82.0	Full	70	0.0	19.3
Lane 5	701	3.6	604	3.6	938	0.645	100	7.1	LOS A	11.8	85.3	Full	70	0.0	22.9
Approach	2856	3.7	2464 N1	3.7		0.645		8.5	LOS A	15.3	110.7				
Intersection	5916	2.9	5524 N1	3.1		1.312		169.3	LOS F	191.1	1358.5				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

Site: 1 [Princes Hwy / Chadstone Rd - future - PM peak - Wed 17]

Network: 9 [Princes Hwy / Chadstone Rd - future - PM peak - Wed 17]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Poath Road															
Lane 1	152	0.9	152	0.9	380	0.401	100	51.2	LOS D	8.5	59.8	Short (P)	65	0.0	NA
Lane 2	156	0.4	156	0.4	389	0.401	100	49.0	LOS D	8.7	60.8	Full	470	0.0	0.0
Lane 3	183	2.9	183	2.9	183	0.999	100	100.7	LOS F	14.4	103.2	Short	35	-24.5 N3	NA
Approach	492	1.5	492	1.5		0.999		68.9	LOS E	14.4	103.2				
East: Princes Highway															
Lane 1	59	2.2	46	2.3	914	0.051	45 6	8.0	LOS A	0.3	2.0	Short	30	0.0	NA
Lane 2	132	2.2	104	2.3	914	0.114	100	8.2	LOS A	0.7	4.8	Short	25	0.0	NA
Lane 3	831	2.0	657	2.0	892 1	0.736	100	4.9	LOS A	10.0	71.3	Full	70	0.0	6.6
Lane 4	896	2.0	708	2.0	962	0.736	100	5.7	LOS A	13.7	97.3	Full	70	0.0	35.0
Lane 5	783	2.0	619	2.0	840 1	0.736	100	7.8	LOS A	13.1	93.1	Full	70	0.0	31.0
Lane 6	149	1.4	118	1.4	184	0.643	100	62.3	LOS E	7.2	51.3	Short	50	0.0	NA
Approach	2851	2.0	2253 N1	2.0		0.736		9.2	LOS A	13.7	97.3				
North: Chadstone Road															
Lane 1	200	3.2	200	3.2	372	0.537	100	35.2	LOS D	9.2	66.3	Short	70	-45.5 N3	NA
Lane 2	118	0.0	118	0.0	300	0.395	51 6	54.1	LOS D	6.9	48.1	Full	155	0.0	0.0
Lane 3	234	0.0	234	0.0	300	0.781	100	61.0	LOS E	15.1	105.9	Full	155	0.0	0.0
Lane 4	226	0.0	226	0.0	257	0.881	100	71.5	LOS E	13.9	97.0	Short	115	0.0	NA
Approach	779	0.8	779	0.8		0.881		56.4	LOS E	15.1	105.9				
West: Princes Highway															
Lane 1	202	1.6	202	1.6	1398	0.145	100	7.5	LOS A	2.2	15.3	Short	80	0.0	NA
Lane 2	496	3.8	496	3.8	427 1	1.163	100	186.2	LOS F	62.9	454.8	Short	140	-43.9 N3	NA
Lane 3	504	3.8	504	3.8	434	1.163	100	186.1	LOS F	67.6	488.4	Full	970	-47.1 N3	0.0
Lane 4	769	3.8	769	3.8	661	1.163	100	181.4	LOS F	100.9	729.0	Full	970	-19.3 N3	0.0
Lane 5	703	3.8	703	3.8	605 1	1.163	100	182.3	LOS F	89.5	646.6	Full	970	-22.9 N3	0.0
Lane 6	85	0.0	85	0.0	127	0.671	100	73.7	LOS E	5.6	39.5	Short	85	0.0	NA
Approach	2760	3.5	2760	3.5		1.163		167.3	LOS F	100.9	729.0				
Intersection	6881	2.4	6283 N1	2.6		1.163		89.2	LOS F	100.9	729.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

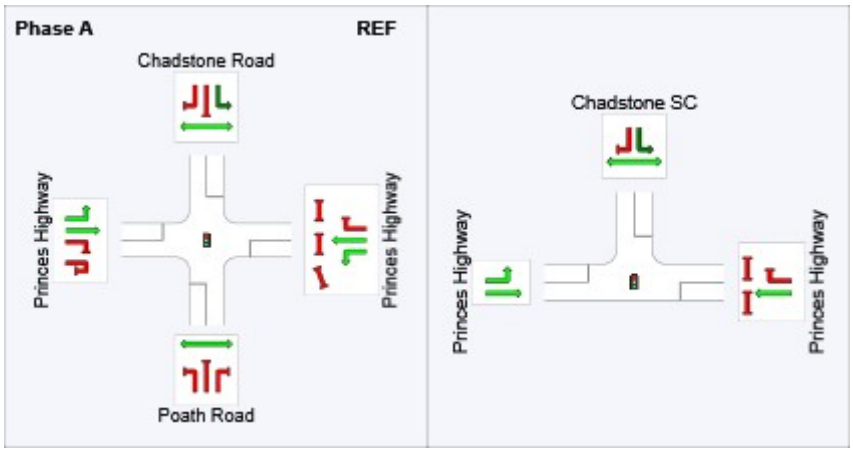
Phase Timing Summary (CCG)

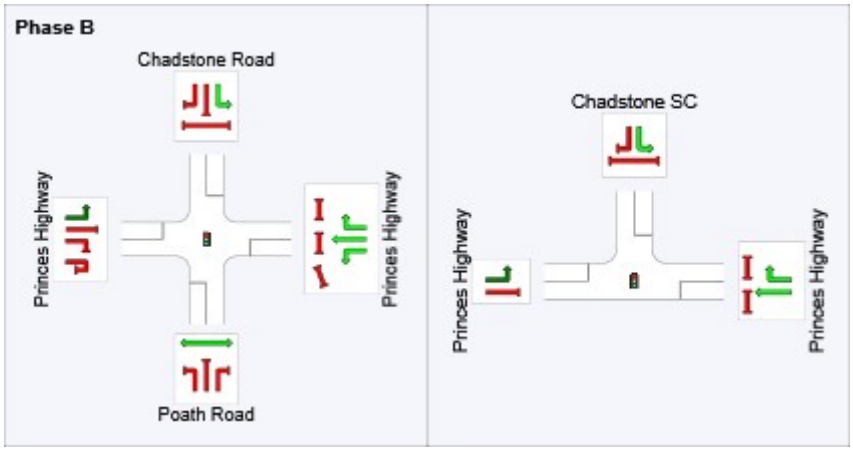
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	55	71	83	89	115
Green Time (sec)	49	10	6	***	20	9
Phase Time (sec)	55	16	12	6	26	15
Phase Split	42%	12%	9%	5%	20%	12%

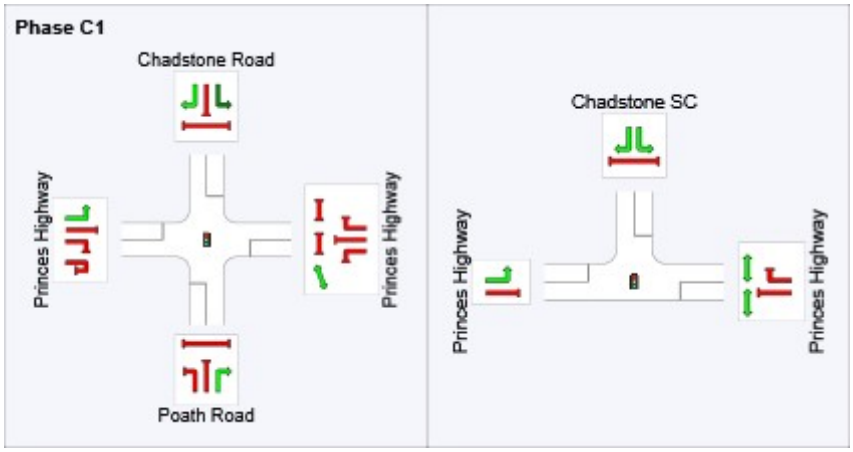
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

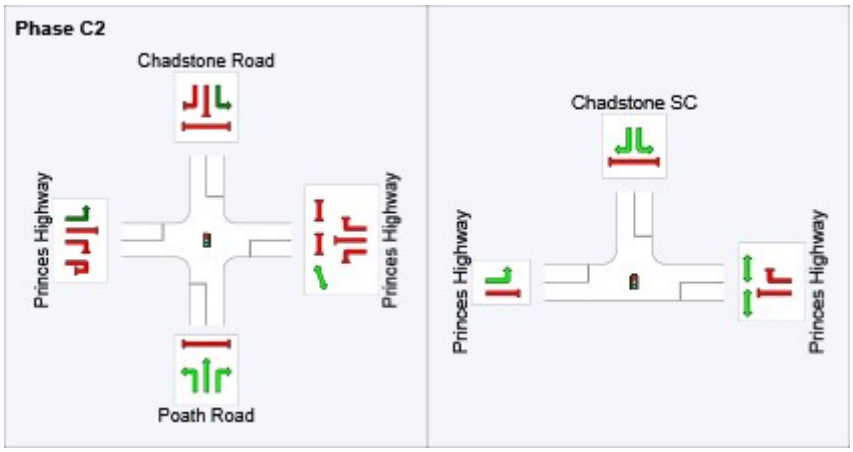
*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.
If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

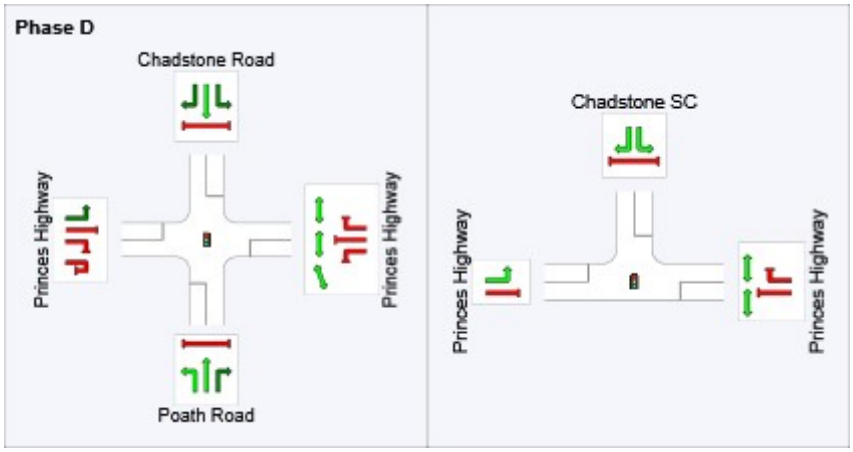
Output Phase Sequence (CCG)

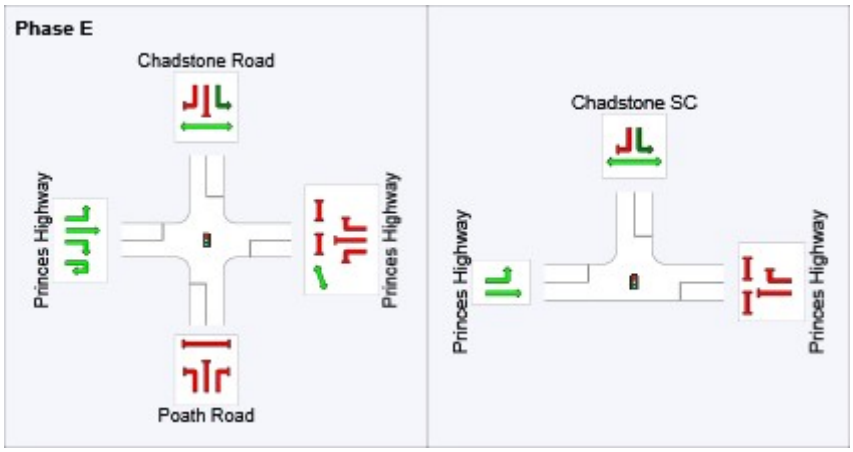












REF: Reference Phase

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - AM peak - Thurs 18] **Network: 1 [Princes Hwy / Chadstone Rd - future - AM peak - Thurs 18]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	903	6.1	903	6.1	880	1.026	100	66.5	LOS E	81.8	602.3	Full	150	0.0	100.0
Lane 2	903	6.1	903	6.1	880	1.026	100	66.5	LOS E	81.8	602.3	Full	150	0.0	100.0
Lane 3	868	6.1	868	6.1	846[1]	1.026	100	67.2	LOS E	73.8	543.3	Full	150	0.0	100.0
Lane 4	53	5.0	53	5.0	124	0.424	100	73.0	LOS E	3.4	24.6	Short	80	0.0	NA
Lane 5	53	5.0	53	5.0	124	0.424	100	73.0	LOS E	3.4	24.6	Short	65	0.0	NA
Approach	2779	6.0	2779	6.0		1.026		67.0	LOS E	81.8	602.3				
North: Chadstone SC															
Lane 1	11	0.0	11	0.0	835	0.013	100	7.6	LOS A	0.1	0.8	Short	40	0.0	NA
Lane 2	5	0.0	5	0.0	571	0.009	100	38.4	LOS D	0.2	1.6	Full	200	0.0	0.0
Lane 3	5	0.0	5	0.0	571	0.009	100	38.4	LOS D	0.2	1.6	Full	200	0.0	0.0
Approach	21	0.0	21	0.0		0.013		23.0	LOS C	0.2	1.6				
West: Princes Highway															
Lane 1	158	4.7	122	4.7	1479	0.082	100	5.0	LOS A	0.2	1.5	Short	50	0.0	NA
Lane 2	732	4.3	565	4.3	882[1]	0.641	100	9.3	LOS A	13.0	94.2	Full	70	0.0	32.1
Lane 3	763	4.3	589	4.3	919	0.641	100	9.2	LOS A	13.9	100.9	Full	70	0.0	38.4
Lane 4	763	4.3	589	4.3	919	0.641	100	8.6	LOS A	13.2	95.6	Full	70	0.0	33.4
Lane 5	763	4.3	589	4.3	919	0.641	100	8.8	LOS A	13.5	97.8	Full	70	0.0	35.5
Approach	3178	4.3	2454[N1]	4.3		0.641		8.8	LOS A	13.9	100.9				
Intersection	5978	5.1	5254[N1]	5.8		1.026		39.6	LOS D	81.8	602.3				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Site: 1 [Princes Hwy / Chadstone Rd - future - AM peak - Thurs 18]

Network: 1 [Princes Hwy / Chadstone Rd - future - AM peak - Thurs 18]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Poath Road															
Lane 1	322	1.4	322	1.4	366[1]	0.881	100	66.2	LOS E	22.2	157.3	Short (P)	65	0.0	NA
Lane 2	203	1.9	203	1.9	230[1]	0.881	100	64.2	LOS E	13.5	96.2	Full	470	0.0	0.0
Lane 3	254	5.4	254	5.4	218	1.163	100	208.4	LOS F	31.9	233.8	Short	35	-34.6[N3]	NA
Approach	779	2.8	779	2.8		1.163		112.0	LOS F	31.9	233.8				
East: Princes Highway															
Lane 1	13	12.5	12	12.5	866	0.014	45[6]	5.4	LOS A	0.0	0.1	Short	30	0.0	NA
Lane 2	29	12.5	28	12.5	866	0.032	100	5.4	LOS A	0.0	0.3	Short	25	0.0	NA
Lane 3	851	5.8	818	5.8	951[1]	0.860	100	3.4	LOS A	8.0	58.9	Full	70	0.0	0.0
Lane 4	854	5.8	821	5.8	954	0.860	100	3.4	LOS A	8.1	59.9	Full	70	0.0	0.0
Lane 5	854	5.8	821	5.8	954	0.860	100	3.4	LOS A	8.1	59.9	Full	70	0.0	0.0
Lane 6	104	8.1	100	8.1	162	0.618	100	62.2	LOS E	6.1	45.7	Short	50	0.0	NA
Approach	2706	6.0	2600[N1]	6.0		0.860		5.7	LOS A	8.1	59.9				
North: Chadstone Road															
Lane 1	182	3.5	182	3.5	359	0.507	100	34.9	LOS C	7.9	56.9	Short	70	-35.4[N3]	NA
Lane 2	60	1.2	60	1.2	313	0.192	51[6]	51.1	LOS D	3.3	23.5	Full	155	0.0	0.0
Lane 3	119	1.2	119	1.2	313	0.380	100	53.1	LOS D	6.8	48.2	Full	155	0.0	0.0
Lane 4	148	2.1	148	2.1	170	0.872	100	64.1	LOS E	8.5	60.7	Short	115	0.0	NA
Approach	509	2.3	509	2.3		0.872		49.6	LOS D	8.5	60.7				
West: Princes Highway															
Lane 1	181	3.5	181	3.5	1339	0.135	100	9.6	LOS A	2.1	15.3	Short	80	0.0	NA
Lane 2	674	4.3	674	4.3	500[1]	1.349	100	376.5	LOS F	125.1	907.7	Short	140	-32.1[N3]	NA
Lane 3	667	4.3	667	4.3	494	1.349	100	376.8	LOS F	123.9	899.2	Full	970	-38.4[N3]	0.0
Lane 4	721	4.3	721	4.3	535	1.349	100	375.6	LOS F	133.6	969.3	Full	970	-33.4[N3]	4.9
Lane 5	680	4.3	680	4.3	504[1]	1.349	100	376.5	LOS F	126.2	915.7	Full	970	-35.5[N3]	0.0
Lane 6	72	7.4	72	7.4	79	0.905	100	88.8	LOS F	5.3	39.4	Short	85	0.0	NA
Approach	2995	4.3	2995	4.3		1.349		347.3	LOS F	133.6	969.3				
Intersection	6989	4.7	6883[N1]	4.7		1.349		169.6	LOS F	133.6	969.3				

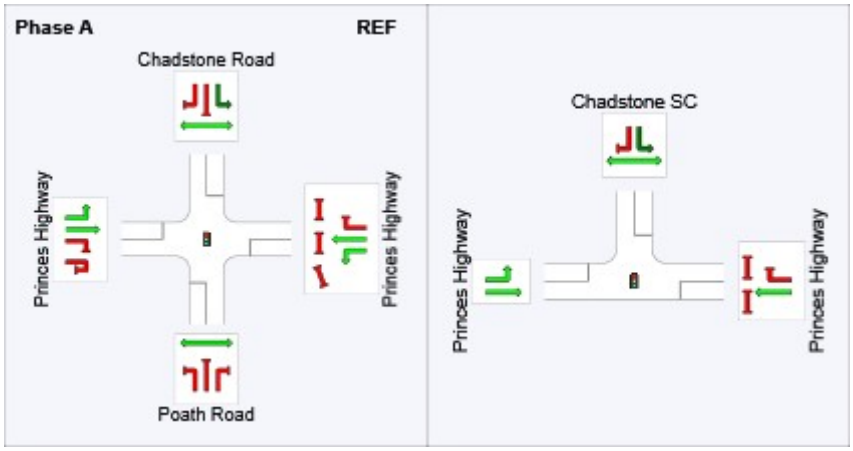
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

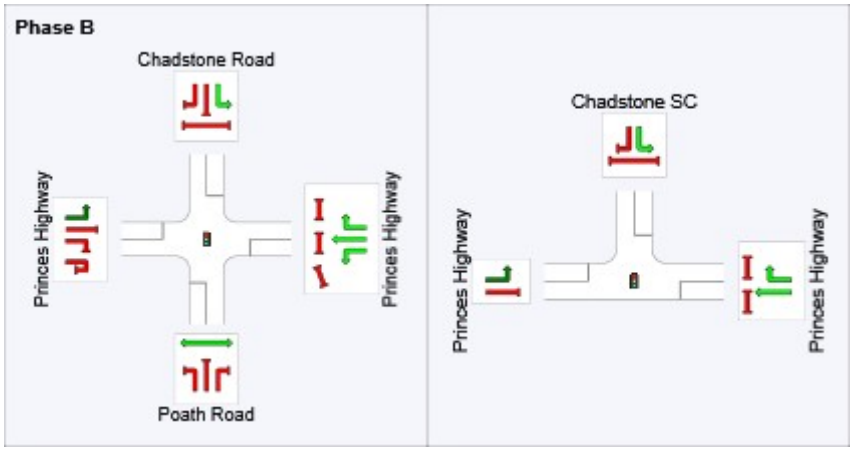
Phase Timing Summary (CCG)

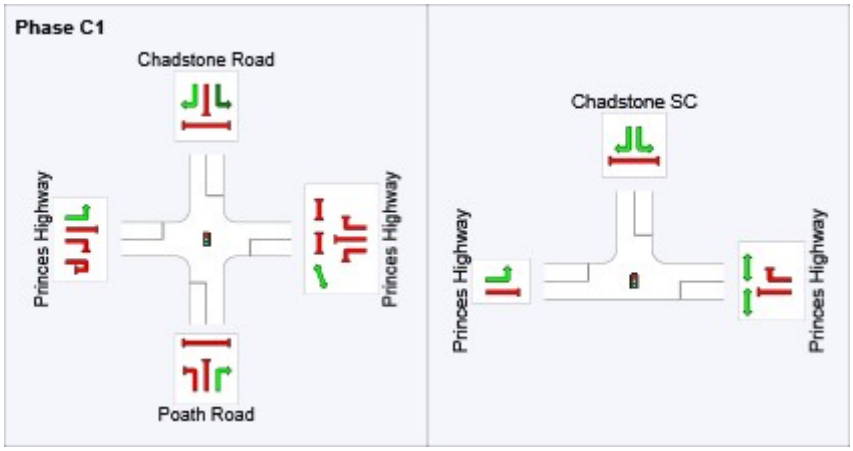
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	57	72	84	91	118
Green Time (sec)	51	9	6	1	21	6
Phase Time (sec)	57	15	12	7	27	12
Phase Split	44%	12%	9%	5%	21%	9%

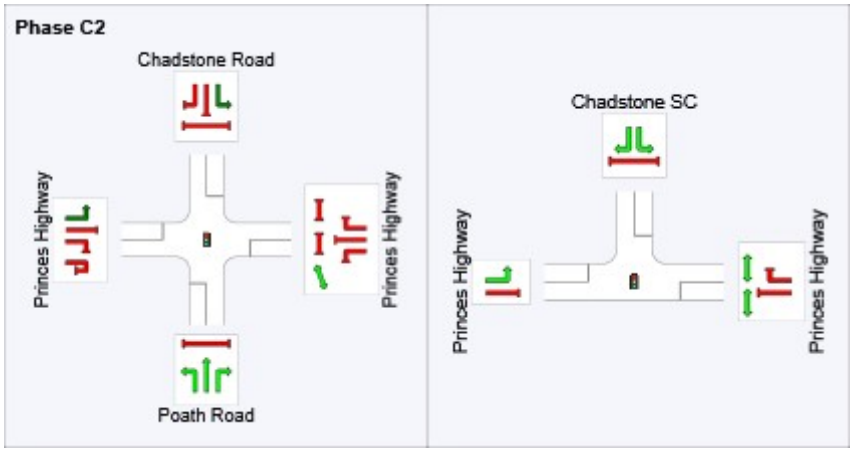
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

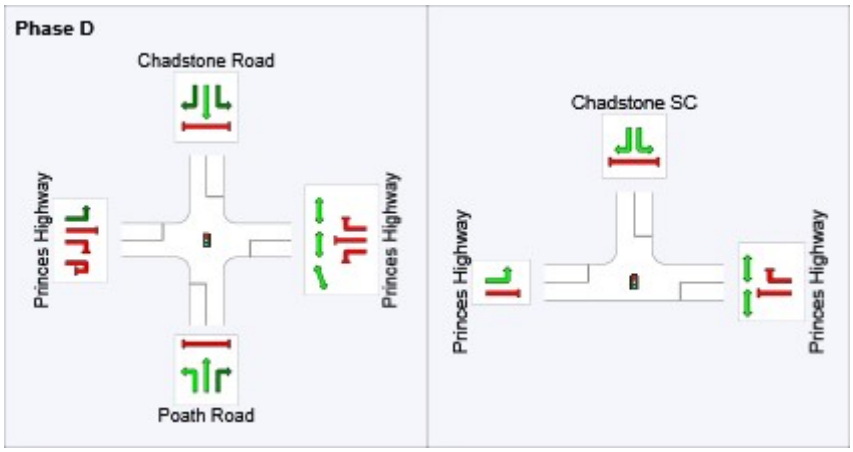
Output Phase Sequence (CCG)

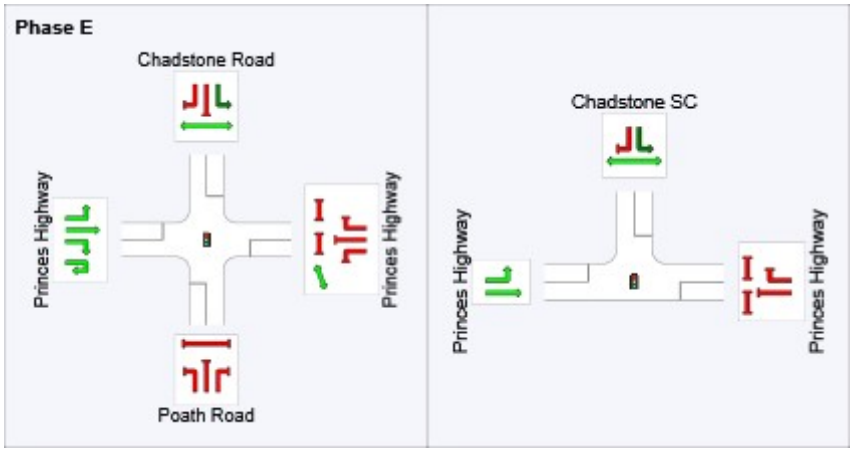




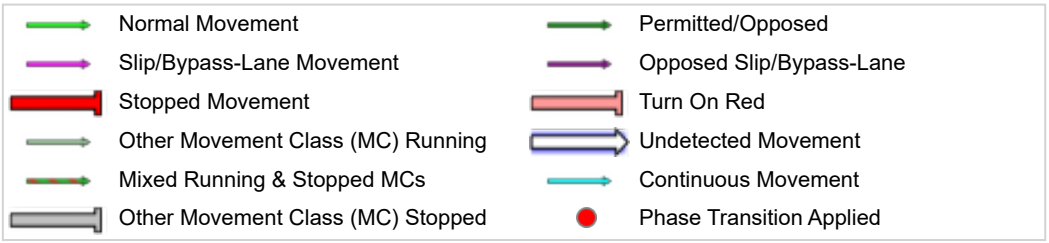








REF: Reference Phase
VAR: Variable Phase



USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - PM peak - Thurs 18] **Network: 2 [Princes Hwy / Chadstone Rd - future - PM peak - Thurs 18]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Princes Highway															
Lane 1	1089	2.6	1089	2.6	864	1.261	100	292.4	LOS F	177.7	1271.6	Full	150	-2.4 N3	100.0
Lane 2	802	2.6	802	2.6	636	1.261	100	297.4	LOS F	132.8	950.4	Full	150	-28.1 N3	100.0
Lane 3	651	2.6	651	2.6	516 1	1.261	100	301.0	LOS F	108.8	778.6	Full	150	-39.9 N3	100.0
Lane 4	81	4.6	81	4.6	138	0.582	100	71.4	LOS E	5.2	37.8	Short	80	0.0	NA
Lane 5	81	4.6	81	4.6	138	0.582	100	71.4	LOS E	5.2	37.8	Short	65	0.0	NA
Approach	2703	2.7	2703	2.7		1.261		282.8	LOS F	177.7	1271.6				
North: Chadstone SC															
Lane 1	158	4.7	158	4.7	789	0.200	100	8.8	LOS A	2.5	18.1	Short	40	0.0	NA
Lane 2	89	4.1	89	4.1	437	0.204	100	42.9	LOS D	4.2	30.8	Full	200	-17.2 N3	0.0
Lane 3	65	4.1	65	4.1	317	0.204	100	43.4	LOS D	3.1	22.6	Full	200	-39.9 N3	0.0
Approach	312	4.4	312	4.4		0.204		25.7	LOS C	4.2	30.8				
West: Princes Highway															
Lane 1	158	4.7	130	4.6	1459	0.089	100	5.0	LOS A	0.2	1.6	Short	50	0.0	NA
Lane 2	696	3.5	573	3.4	881 1	0.650	100	9.6	LOS A	13.6	98.0	Full	70	0.0	35.7
Lane 3	742	3.5	611	3.4	939	0.650	100	9.2	LOS A	14.7	105.8	Full	70	0.0	42.9
Lane 4	742	3.5	611	3.4	939	0.650	100	7.1	LOS A	11.9	86.1	Full	70	0.0	23.8
Lane 5	742	3.5	611	3.4	939	0.650	100	7.5	LOS A	12.5	89.9	Full	70	0.0	27.7
Approach	3081	3.5	2535 N1	3.5		0.650		8.2	LOS A	14.7	105.8				
Intersection	6096	3.2	5549 N1	3.5		1.261		142.9	LOS F	177.7	1271.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

Site: 1 [Princes Hwy / Chadstone Rd - future - PM peak - Thurs 18]

Network: 2 [Princes Hwy / Chadstone Rd - future - PM peak - Thurs 18]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Poath Road															
Lane 1	183	0.0	183	0.0	383	0.476	100	52.2	LOS D	10.3	72.3	Short (P)	65	0.0	NA
Lane 2	186	0.0	186	0.0	390	0.476	100	49.9	LOS D	10.5	73.5	Full	470	0.0	0.0
Lane 3	205	2.6	205	2.6	182	1.128	100	180.0	LOS F	23.2	165.8	Short	35	-27.4 N3	NA
Approach	574	0.9	574	0.9		1.128		97.1	LOS F	23.2	165.8				
East: Princes Highway															
Lane 1	53	3.1	43	3.1	909	0.048	45 6	8.1	LOS A	0.3	1.9	Short	30	0.0	NA
Lane 2	119	3.1	97	3.1	909	0.107	100	8.2	LOS A	0.6	4.5	Short	25	0.0	NA
Lane 3	784	2.3	642	2.3	892 1	0.720	100	4.8	LOS A	9.5	68.0	Full	70	0.0	2.4
Lane 4	844	2.3	691	2.3	960	0.720	100	5.6	LOS A	12.6	90.3	Full	70	0.0	28.1
Lane 5	804	2.3	658	2.3	915 1	0.720	100	7.6	LOS A	14.4	102.5	Full	70	0.0	39.9
Lane 6	169	1.9	139	1.9	183	0.757	100	64.0	LOS E	8.8	62.7	Short	50	0.0	NA
Approach	2774	2.4	2271 N1	2.4		0.757		9.7	LOS A	14.4	102.5				
North: Chadstone Road															
Lane 1	182	1.7	182	1.7	408	0.446	100	33.9	LOS C	8.0	56.7	Short	70	-39.5 N3	NA
Lane 2	111	0.6	111	0.6	299	0.373	51 6	53.9	LOS D	6.4	45.3	Full	155	0.0	0.0
Lane 3	220	0.6	220	0.6	299	0.737	100	59.2	LOS E	13.9	97.8	Full	155	0.0	0.0
Lane 4	225	0.0	225	0.0	220	1.026	100	94.8	LOS F	18.7	130.8	Short	115	0.0	NA
Approach	739	0.7	739	0.7		1.026		63.0	LOS E	18.7	130.8				
West: Princes Highway															
Lane 1	266	1.2	266	1.2	1387	0.192	100	7.8	LOS A	3.1	22.2	Short	80	0.0	NA
Lane 2	598	3.7	598	3.7	470 1	1.271	100	278.6	LOS F	90.4	652.5	Short	140	-35.7 N3	NA
Lane 3	596	3.7	596	3.7	469	1.271	100	278.7	LOS F	96.0	693.7	Full	970	-42.9 N3	0.0
Lane 4	795	3.7	795	3.7	625	1.271	100	276.1	LOS F	126.8	915.9	Full	970	-23.8 N3	0.0
Lane 5	713	3.7	713	3.7	561 1	1.271	100	277.0	LOS F	110.3	796.6	Full	970	-27.7 N3	0.0
Lane 6	126	3.3	126	3.3	125	1.014	100	119.1	LOS F	11.3	81.5	Short	85	0.0	NA
Approach	3095	3.5	3095	3.5		1.271		247.8	LOS F	126.8	915.9				
Intersection	7181	2.6	6678 N1	2.7		1.271		133.4	LOS F	126.8	915.9				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

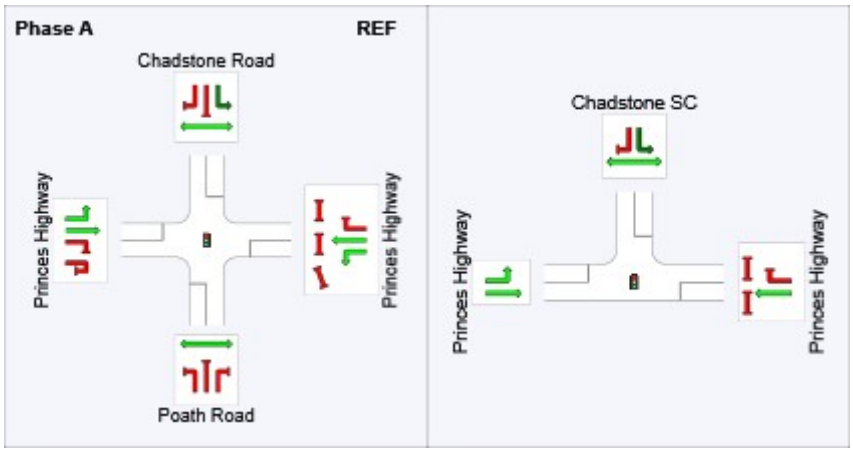
Phase Timing Summary (CCG)

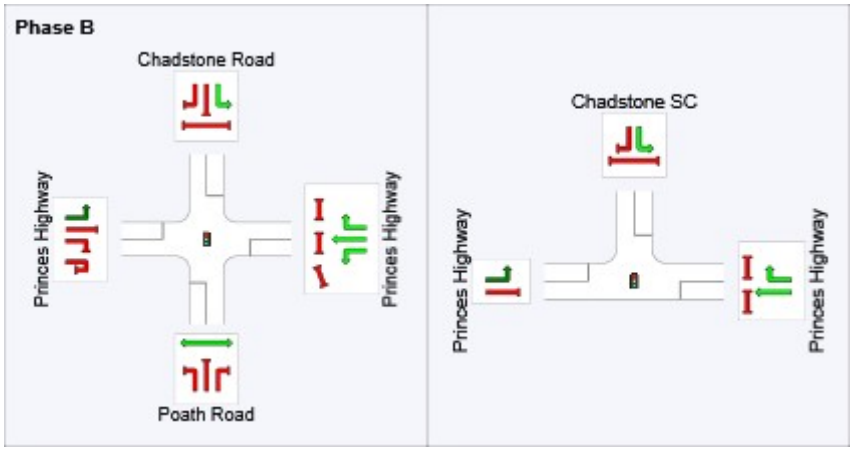
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	55	71	83	89	115
Green Time (sec)	49	10	6	***	20	9
Phase Time (sec)	55	16	12	6	26	15
Phase Split	42%	12%	9%	5%	20%	12%

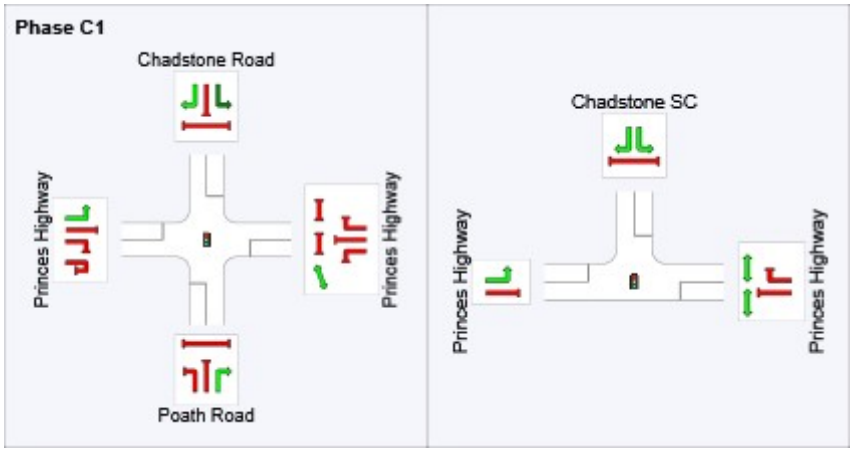
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

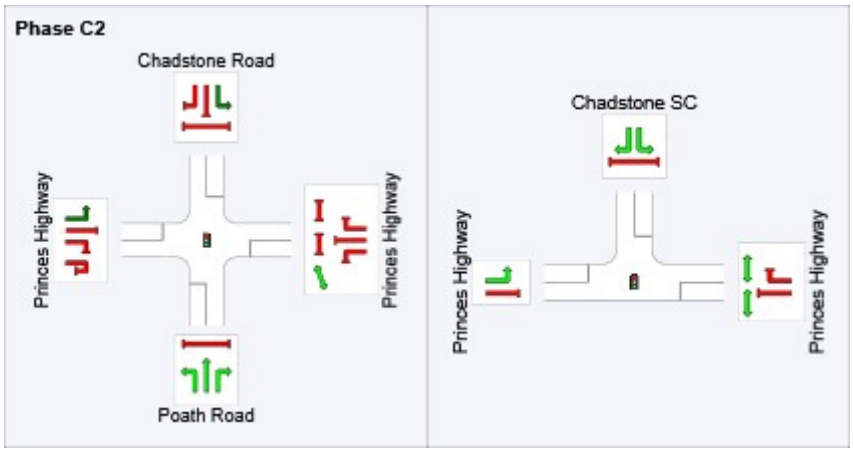
*** No green time has been calculated for this phase because the next phase starts during its intergreen time. This occurs with overlap phasing where there is no single movement connecting this phase to the next, or where the only such movement is a dummy movement with zero minimum green time specified.
If a green time is required for this phase, specify a dummy movement with a non-zero minimum green time.

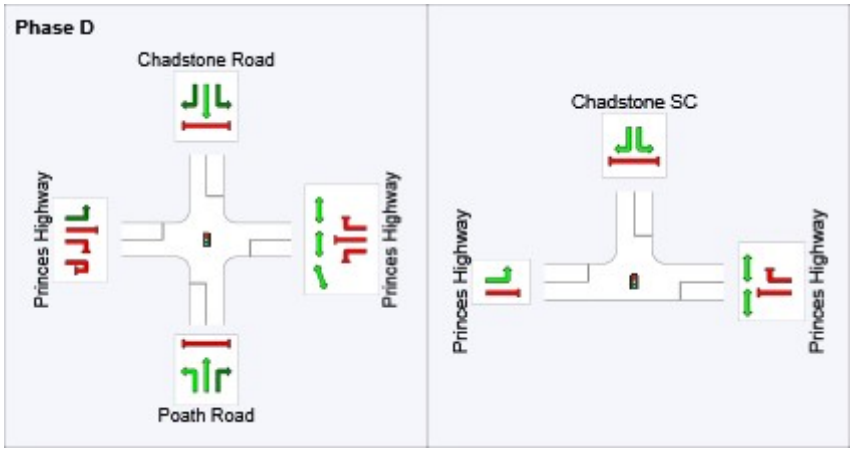
Output Phase Sequence (CCG)

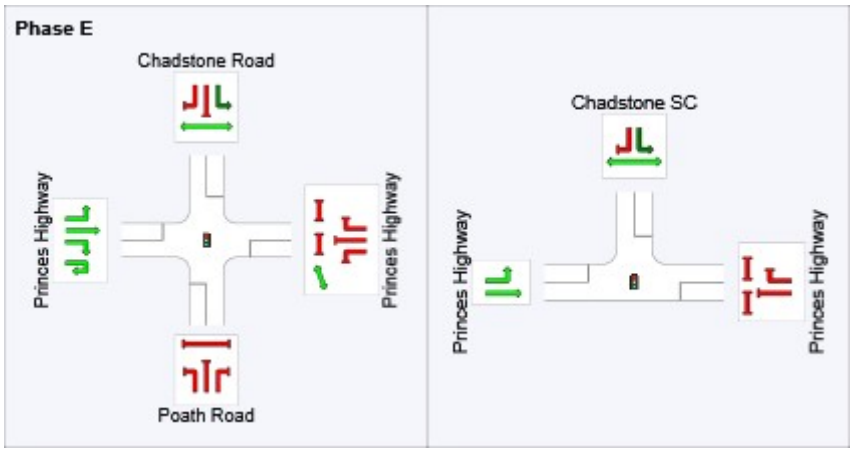












REF: Reference Phase

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - Sat 20] **Network: 3 [Princes Hwy / Chadstone Rd - future - Sat 20]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	744	1.1	744	1.1	789	0.942	100	62.4	LOS E	56.9	402.2	Full	150	0.0	98.2
Lane 2	707	1.1	707	1.1	750	0.942	100	63.6	LOS E	54.6	386.0	Full	150	-4.9 N3	94.1
Lane 3	595	1.1	595	1.1	631 1	0.942	100	64.8	LOS E	45.0	317.9	Full	150	-10.7 N3	75.0
Lane 4	143	4.8	143	4.8	207	0.691	100	69.9	LOS E	9.2	66.8	Short	80	0.0	NA
Lane 5	143	4.8	143	4.8	207	0.691	100	69.9	LOS E	9.2	66.8	Short	65	0.0	NA
Approach	2332	1.6	2332	1.6		0.942		64.3	LOS E	56.9	402.2				
North: Chadstone SC															
Lane 1	211	5.0	211	5.0	950	0.222	100	8.7	LOS A	3.2	23.5	Short	40	0.0	NA
Lane 2	81	4.8	81	4.8	606	0.133	100	36.6	LOS D	3.5	25.3	Full	200	-2.5 N3	0.0
Lane 3	74	4.8	74	4.8	555	0.133	100	36.7	LOS D	3.2	23.2	Full	200	-10.7 N3	0.0
Approach	365	4.9	365	4.9		0.222		20.5	LOS C	3.5	25.3				
West: Princes Highway															
Lane 1	211	5.0	197	5.0	1371	0.144	100	4.9	LOS A	0.2	1.5	Short	50	0.0	NA
Lane 2	500	1.9	467	1.9	713 1	0.655	100	14.1	LOS B	13.7	97.7	Full	70	0.0	35.4
Lane 3	540	1.9	505	1.9	771	0.655	100	13.8	LOS B	15.4	109.4	Full	70	0.0	45.9
Lane 4	540	1.9	505	1.9	771	0.655	100	9.5	LOS A	11.7	83.5	Full	70	0.0	21.0
Lane 5	540	1.9	505	1.9	771	0.655	100	10.5	LOS B	12.7	90.2	Full	70	0.0	28.0
Approach	2329	2.2	2179 N1	2.1		0.655		11.3	LOS B	15.4	109.4				
Intersection	5026	2.1	4876 N1	2.2		0.942		37.3	LOS D	56.9	402.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

Site: 1 [Princes Hwy / Chadstone Rd - future - Sat 20]

Network: 3 [Princes Hwy / Chadstone Rd - future - Sat 20]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	218	0.0	218	0.0	295	0.738	100	61.4	LOS E	13.8	96.4	Short (P)	65	0.0	NA
Lane 2	173	0.0	173	0.0	234[1]	0.738	100	58.2	LOS E	10.7	74.8	Full	470	0.0	0.0
Lane 3	263	2.8	263	2.8	231[1]	1.139	100	193.4	LOS F	30.8	220.7	Short	35	-26.7[N3]	NA
Approach	654	1.1	654	1.1		1.139		113.7	LOS F	30.8	220.7				
East: Princes Highway															
Lane 1	49	2.0	49	2.0	859	0.057	45[6]	7.2	LOS A	0.2	1.5	Short	30	0.0	NA
Lane 2	110	2.0	110	2.0	859	0.128	100	7.3	LOS A	0.5	3.5	Short	25	0.0	NA
Lane 3	669	1.4	669	1.4	878[1]	0.762	100	3.5	LOS A	8.6	60.7	Full	70	0.0	0.0
Lane 4	691	1.4	691	1.4	907	0.762	100	3.8	LOS A	9.9	69.9	Full	70	0.0	4.9
Lane 5	598	1.4	598	1.4	784[1]	0.762	100	6.3	LOS A	10.5	74.6	Full	70	0.0	10.7
Lane 6	140	0.0	140	0.0	252	0.556	100	56.0	LOS E	8.0	56.0	Short	50	-1.2[N3]	NA
Approach	2256	1.4	2256	1.4		0.762		7.8	LOS A	10.5	74.6				
North: Chadstone Road															
Lane 1	254	0.4	254	0.4	408	0.622	100	33.7	LOS C	11.9	83.4	Short	70	-41.1[N3]	NA
Lane 2	120	0.0	120	0.0	300	0.398	51[6]	54.1	LOS D	6.9	48.5	Full	155	0.0	0.0
Lane 3	236	0.0	236	0.0	300	0.788	100	61.3	LOS E	15.3	107.4	Full	155	0.0	0.0
Lane 4	316	0.0	316	0.0	349	0.904	100	59.1	LOS E	19.3	135.3	Short	115	0.0	NA
Approach	925	0.1	925	0.1		0.904		52.0	LOS D	19.3	135.3				
West: Princes Highway															
Lane 1	266	0.4	266	0.4	1386	0.192	100	9.6	LOS A	3.2	22.7	Short	80	0.0	NA
Lane 2	407	2.3	407	2.3	384[1]	1.062	100	145.6	LOS F	46.3	330.3	Short	140	-35.4[N3]	NA
Lane 3	374	2.3	374	2.3	352	1.062	100	147.6	LOS F	42.9	306.0	Full	970	-45.9[N3]	0.0
Lane 4	545	2.3	545	2.3	514	1.062	100	139.8	LOS F	60.4	431.5	Full	970	-21.0[N3]	0.0
Lane 5	482	2.3	482	2.3	454[1]	1.062	100	142.3	LOS F	54.0	385.4	Full	970	-28.0[N3]	0.0
Lane 6	73	0.0	73	0.0	85	0.851	100	83.7	LOS F	5.2	36.2	Short	85	0.0	NA
Approach	2147	2.0	2147	2.0		1.062		124.8	LOS F	60.4	431.5				
Intersection	5982	1.4	5982	1.4		1.139		68.2	LOS E	60.4	431.5				

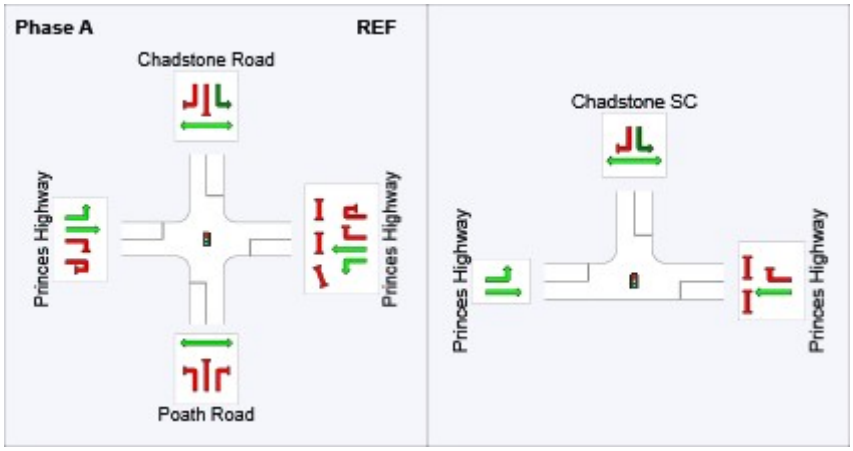
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

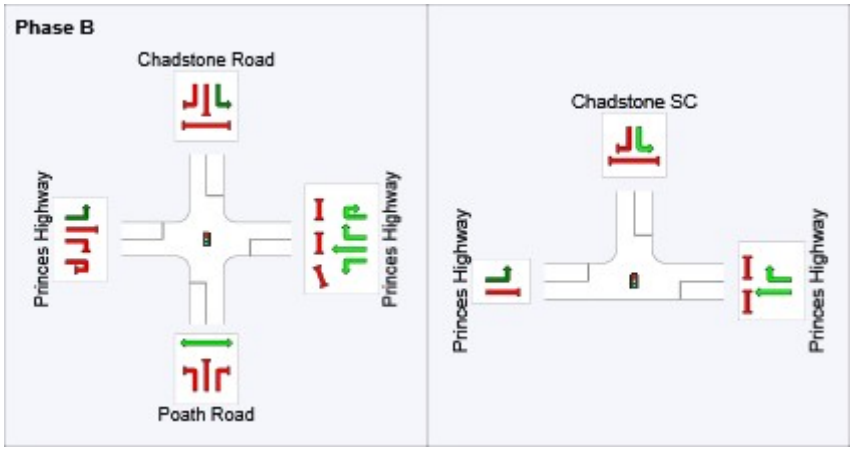
Phase Timing Summary (CCG)

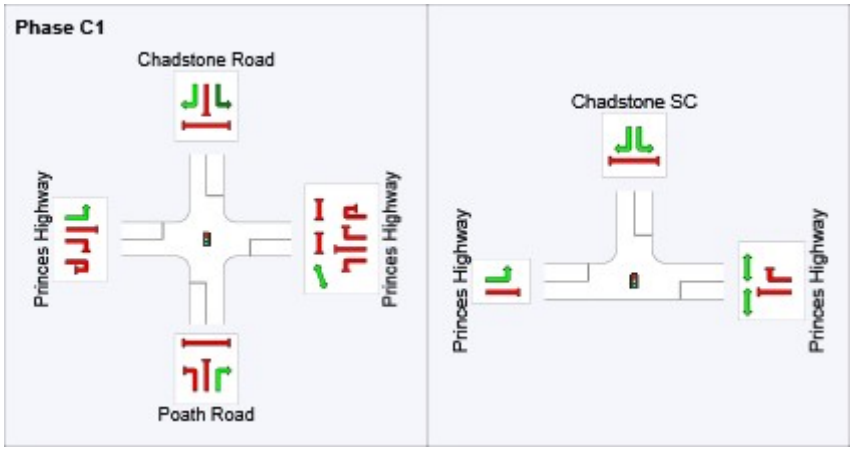
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	46	67	92	118
Green Time (sec)	40	15	19	20	6
Phase Time (sec)	46	21	25	26	12
Phase Split	35%	16%	19%	20%	9%

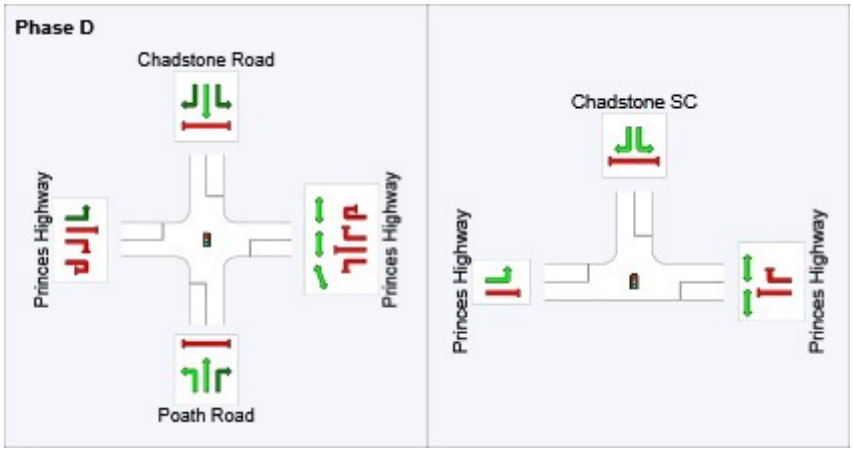
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

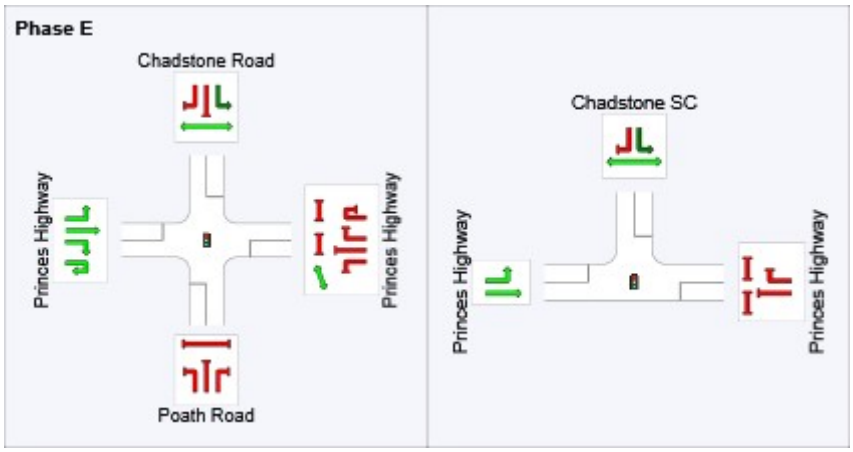
Output Phase Sequence (CCG)











REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - AM peak - Thurs 15] **Network: 10 [Princes Hwy / Chadstone Rd - future - AM peak - Thurs 15]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Princes Highway															
Lane 1	826	7.3	826	7.3	874	0.945	100	28.4	LOS C	51.7	384.4	Full	150	0.0	93.7
Lane 2	826	7.3	826	7.3	874	0.945	100	28.4	LOS C	51.7	384.4	Full	150	0.0	93.7
Lane 3	769	7.3	769	7.3	813[1]	0.945	100	28.7	LOS C	42.0	312.6	Full	150	0.0	73.3
Lane 4	86	4.9	86	4.9	124	0.695	100	75.9	LOS E	5.8	41.9	Short	80	0.0	NA
Lane 5	86	4.9	86	4.9	124	0.695	100	75.9	LOS E	5.8	41.9	Short	65	0.0	NA
Approach	2593	7.1	2593	7.1		0.945		31.7	LOS C	51.7	384.4				
North: Chadstone SC															
Lane 1	21	5.0	21	5.0	807	0.026	100	7.9	LOS A	0.2	1.7	Short	40	0.0	NA
Lane 2	15	3.4	15	3.4	558	0.027	100	38.8	LOS D	0.7	4.8	Full	200	0.0	0.0
Lane 3	15	3.4	15	3.4	558	0.027	100	38.8	LOS D	0.7	4.8	Full	200	0.0	0.0
Approach	52	4.1	52	4.1		0.027		26.2	LOS C	0.7	4.8				
West: Princes Highway															
Lane 1	158	4.7	120	4.7	1452	0.082	100	5.0	LOS A	0.2	1.2	Short	50	0.0	NA
Lane 2	728	4.8	551	4.8	861[1]	0.640	100	10.3	LOS B	13.5	98.7	Full	70	0.0	36.4
Lane 3	775	4.8	586	4.8	916	0.640	100	10.0	LOS B	14.8	107.5	Full	70	0.0	44.3
Lane 4	775	4.8	586	4.8	916	0.640	100	8.2	LOS A	12.6	92.1	Full	70	0.0	30.0
Lane 5	775	4.8	586	4.8	916	0.640	100	8.4	LOS A	12.9	94.3	Full	70	0.0	32.1
Approach	3209	4.8	2430[N1]	4.8		0.640		9.0	LOS A	14.8	107.5				
Intersection	5854	5.8	5074[N1]	6.7		0.945		20.8	LOS C	51.7	384.4				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Site: 1 [Princes Hwy / Chadstone Rd - future - AM peak - Thurs 15]

Network: 10 [Princes Hwy / Chadstone Rd - future - AM peak - Thurs 15]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, C2, D, E
Output Phase Sequence: A, B, C1, C2, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Poath Road															
Lane 1	330	2.3	330	2.3	359[1]	0.920	100	73.0	LOS E	24.2	173.1	Short (P)	65	0.0	NA
Lane 2	208	1.9	208	1.9	226[1]	0.920	100	72.8	LOS E	14.8	105.6	Full	470	0.0	0.0
Lane 3	277	5.7	277	5.7	215	1.288	100	315.3	LOS F	43.2	317.4	Short	35	-32.0[N3]	NA
Approach	815	3.4	815	3.4		1.288		155.3	LOS F	43.2	317.4				
East: Princes Highway															
Lane 1	16	12.5	16	12.5	866	0.018	45[6]	5.4	LOS A	0.0	0.2	Short	30	0.0	NA
Lane 2	35	12.5	35	12.5	866	0.040	100	5.5	LOS A	0.0	0.3	Short	25	0.0	NA
Lane 3	770	7.1	770	7.1	946	0.814	100	1.3	LOS A	4.8	36.0	Full	70	0.0	0.0
Lane 4	770	7.1	770	7.1	946	0.814	100	1.3	LOS A	4.8	36.0	Full	70	0.0	0.0
Lane 5	770	7.1	770	7.1	946	0.814	100	1.3	LOS A	5.1	37.9	Full	70	0.0	0.0
Lane 6	103	7.1	103	7.1	163	0.632	100	69.1	LOS E	6.5	48.6	Short	50	0.0	NA
Approach	2464	7.2	2464	7.2		0.814		4.2	LOS A	6.5	48.6				
North: Chadstone Road															
Lane 1	203	4.1	203	4.1	344	0.590	100	36.5	LOS D	9.3	67.7	Short	70	-40.8[N3]	NA
Lane 2	76	2.3	76	2.3	296	0.256	51[6]	52.7	LOS D	4.3	30.5	Full	155	0.0	0.0
Lane 3	150	2.3	150	2.3	296	0.506	100	55.3	LOS E	8.9	63.2	Full	155	0.0	0.0
Lane 4	149	2.8	149	2.8	165	0.908	100	68.7	LOS E	8.9	63.8	Short	115	0.0	NA
Approach	578	3.1	578	3.1		0.908		51.8	LOS D	9.3	67.7				
West: Princes Highway															
Lane 1	245	2.1	245	2.1	1317	0.186	100	10.6	LOS B	3.6	25.5	Short	80	0.0	NA
Lane 2	624	4.8	624	4.8	456[1]	1.367	100	393.5	LOS F	118.4	862.6	Short	140	-37.2[N3]	NA
Lane 3	612	4.8	612	4.8	448	1.367	100	393.9	LOS F	116.5	848.7	Full	970	-44.0[N3]	0.0
Lane 4	768	4.8	768	4.8	562	1.367	100	390.5	LOS F	144.9	1056.1	Full	970	-29.7[N3]	12.7
Lane 5	725	4.8	725	4.8	530[1]	1.367	100	391.3	LOS F	136.9	997.8	Full	970	-31.9[N3]	7.6
Lane 6	67	4.7	67	4.7	77	0.874	100	86.3	LOS F	4.9	35.6	Short	85	0.0	NA
Approach	3042	4.6	3042	4.6		1.367		354.6	LOS F	144.9	1056.1				
Intersection	6899	5.2	6899	5.2		1.367		180.5	LOS F	144.9	1056.1				

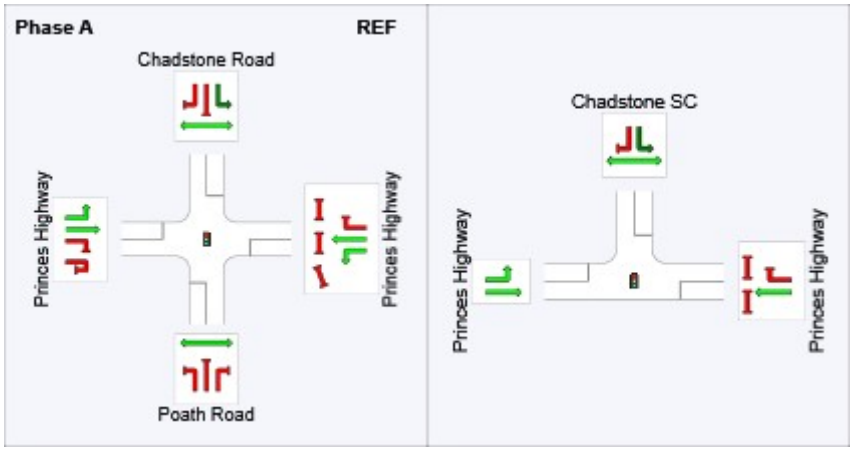
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

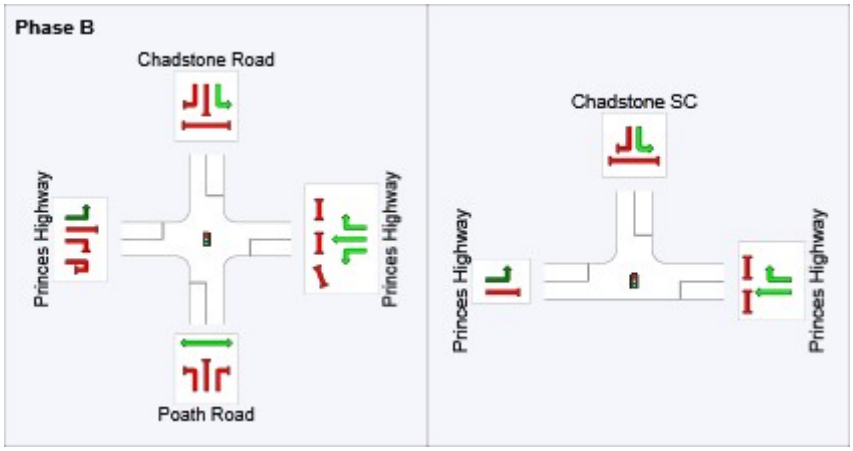
Phase Timing Summary (CCG)

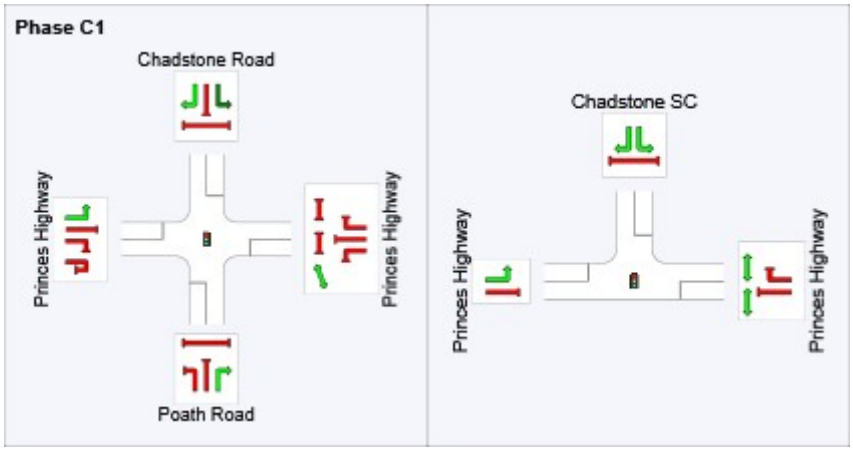
Phase	A	B	C1	C2	D	E
Phase Change Time (sec)	0	57	72	84	92	118
Green Time (sec)	51	9	6	2	20	6
Phase Time (sec)	57	15	12	8	26	12
Phase Split	44%	12%	9%	6%	20%	9%

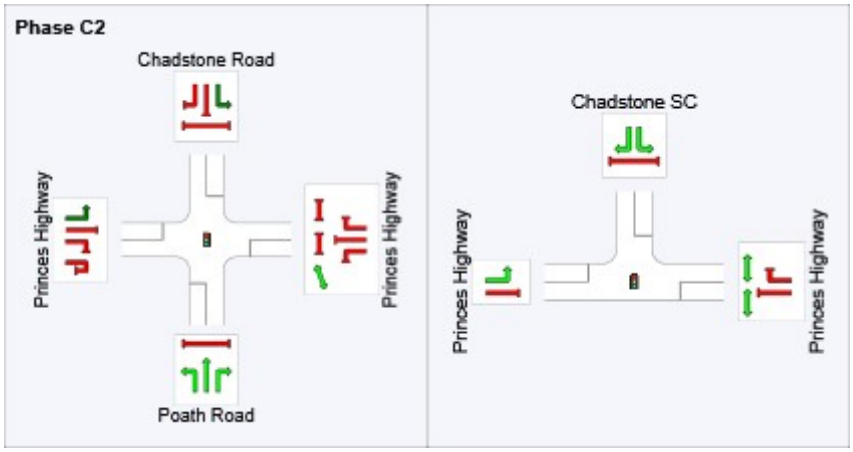
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

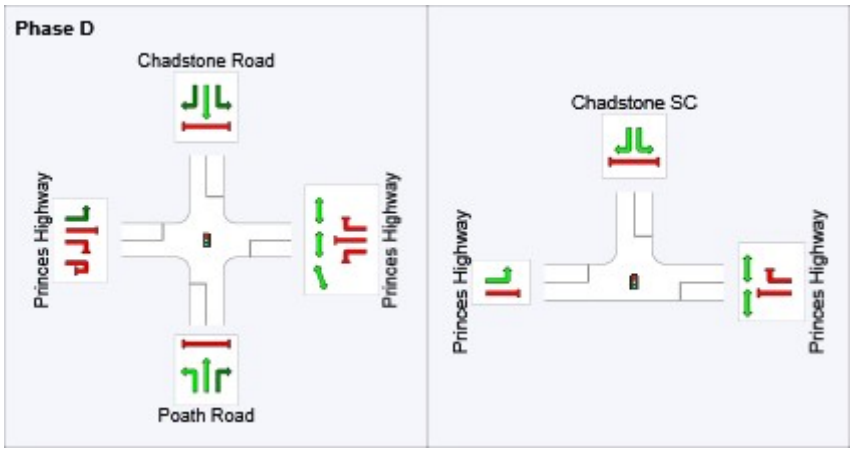
Output Phase Sequence (CCG)

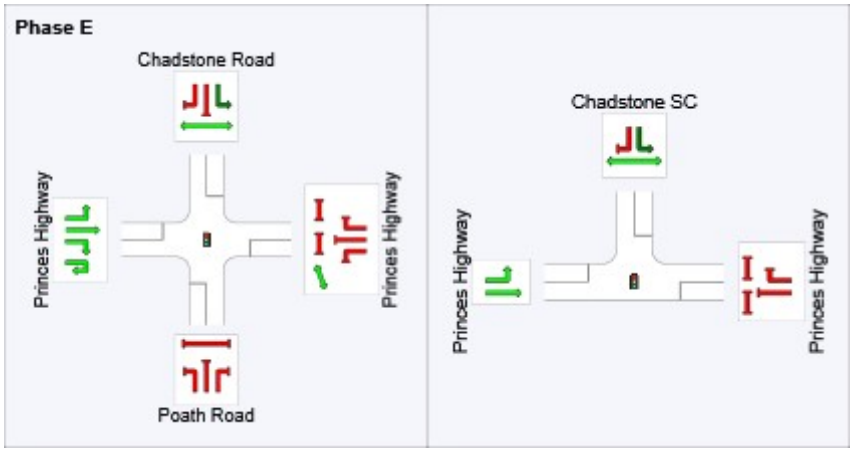




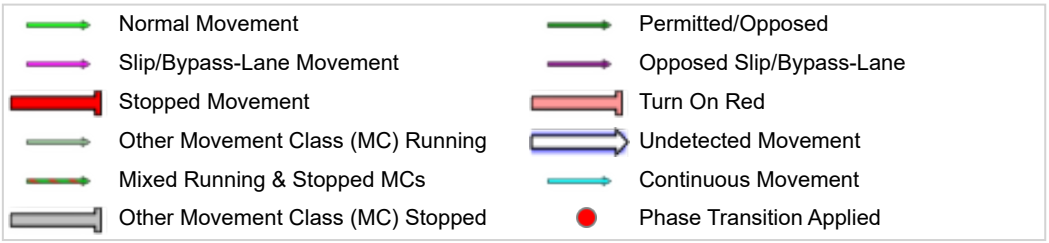








REF: Reference Phase
VAR: Variable Phase



USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - PM peak - Thurs 15] **Network: 11 [Princes Hwy / Chadstone Rd - future - PM peak - Thurs 15]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
East: Princes Highway															
Lane 1	1030	1.9	1030	1.9	761	1.354	100	375.1	LOS F	190.6	1355.7	Full	150	-14.4 N3	100.0
Lane 2	672	1.9	672	1.9	496	1.354	100	381.8	LOS F	126.3	898.9	Full	150	-44.2 N3	100.0
Lane 3	775	1.9	775	1.9	573 1	1.354	100	379.4	LOS F	144.9	1031.1	Full	150	-31.7 N3	100.0
Lane 4	137	5.0	137	5.0	152	0.905	100	83.9	LOS F	10.1	73.5	Short	80	0.0	NA
Lane 5	137	5.0	137	5.0	152	0.905	100	83.9	LOS F	10.1	73.5	Short	65	0.0	NA
Approach	2752	2.2	2752	2.2		1.354		348.9	LOS F	190.6	1355.7				
North: Chadstone SC															
Lane 1	211	5.0	211	5.0	800	0.263	100	10.0	LOS A	4.1	30.2	Short	40	0.0	NA
Lane 2	105	5.0	105	5.0	354	0.297	100	44.4	LOS D	5.2	38.2	Full	200	-32.4 N3	0.0
Lane 3	106	5.0	106	5.0	358	0.297	100	44.4	LOS D	5.3	38.5	Full	200	-31.7 N3	0.0
Approach	422	5.0	422	5.0		0.297		27.3	LOS C	5.3	38.5				
West: Princes Highway															
Lane 1	211	5.0	175	5.0	1409	0.124	100	5.8	LOS A	1.1	8.3	Short	50	0.0	NA
Lane 2	622	3.9	515	3.9	804 1	0.641	100	13.3	LOS B	14.8	106.9	Full	70	0.0	43.8
Lane 3	712	3.9	591	3.9	922	0.641	100	13.0	LOS B	15.8 N 4	114.2 N4	Full	70	0.0	50.0
Lane 4	712	3.9	591	3.9	922	0.641	100	7.4	LOS A	11.8	85.4	Full	70	0.0	23.1
Lane 5	712	3.9	591	3.9	922	0.641	100	7.7	LOS A	12.2	88.1	Full	70	0.0	25.9
Approach	2969	4.0	2462 N1	3.9		0.641		9.9	LOS A	15.8	114.2				
Intersection	6143	3.3	5636 N1	3.5		1.354		176.7	LOS F	190.6	1355.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.
N4 Average back of queue has been restricted to the available queue storage space.

Site: 1 [Princes Hwy / Chadstone Rd - future - PM peak - Thurs 15]

Network: 11 [Princes Hwy / Chadstone Rd - future - PM peak - Thurs 15]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Poath Road															
Lane 1	249	0.0	249	0.0	281	0.888	100	72.3	LOS E	17.7	124.1	Short (P)	65	0.0	NA
Lane 2	176	0.0	176	0.0	198[1]	0.888	100	70.4	LOS E	12.2	85.6	Full	470	0.0	0.0
Lane 3	247	3.0	247	3.0	180[1]	1.376	100	391.2	LOS F	42.7	306.4	Short	35	-24.5[N3]	NA
Approach	673	1.1	673	1.1		1.376		189.1	LOS F	42.7	306.4				
East: Princes Highway															
Lane 1	57	3.4	44	3.5	906	0.049	45[6]	9.0	LOS A	0.3	2.5	Short	30	0.0	NA
Lane 2	129	3.4	99	3.5	906	0.110	100	9.1	LOS A	0.8	5.9	Short	25	0.0	NA
Lane 3	812	2.0	627	2.0	886[1]	0.707	100	6.1	LOS A	10.9	77.7	Full	70	0.0	14.4
Lane 4	881	2.0	680	2.0	962	0.707	100	7.4	LOS A	15.1	107.4	Full	70	0.0	44.2
Lane 5	733	2.0	565	2.0	800[1]	0.707	100	9.6	LOS A	13.2	93.9	Full	70	0.0	31.7
Lane 6	187	1.7	145	1.7	198	0.732	100	63.0	LOS E	9.1	64.5	Short	50	0.0	NA
Approach	2800	2.1	2161[N1]	2.1		0.732		11.4	LOS B	15.1	107.4				
North: Chadstone Road															
Lane 1	304	1.7	304	1.7	418	0.727	100	32.8	LOS C	15.2	107.7	Short	70	-47.1[N3]	NA
Lane 2	127	0.3	127	0.3	284	0.446	51[6]	55.5	LOS E	7.5	52.5	Full	155	0.0	0.0
Lane 3	251	0.3	251	0.3	284	0.882	100	69.7	LOS E	17.7	124.2	Full	155	0.0	34.0[8]
Lane 4	274	0.4	274	0.4	242	1.130	100	180.2	LOS F	30.3	213.1	Short	115	0.0	NA
Approach	956	0.8	956	0.8		1.130		87.7	LOS F	30.3	213.1				
West: Princes Highway															
Lane 1	351	1.5	351	1.5	1379	0.254	100	8.6	LOS A	5.0	35.5	Short	80	0.0	NA
Lane 2	492	4.4	492	4.4	405[1]	1.213	100	229.8	LOS F	68.1	494.2	Short	140	-43.8[N3]	NA
Lane 3	487	4.4	487	4.4	401	1.213	100	230.0	LOS F	71.8	521.2	Full	970	-50.0[N3]	0.0
Lane 4	749	4.4	749	4.4	617	1.213	100	225.7	LOS F	108.5	787.6	Full	970	-23.1[N3]	0.0
Lane 5	686	4.4	686	4.4	565[1]	1.213	100	226.5	LOS F	96.4	700.3	Full	970	-25.9[N3]	0.0
Lane 6	108	0.0	108	0.0	128	0.846	100	79.2	LOS E	7.6	53.1	Short	85	0.0	NA
Approach	2872	3.8	2872	3.8		1.213		195.3	LOS F	108.5	787.6				
Intersection	7300	2.5	6661[N1]	2.7		1.376		119.6	LOS F	108.5	787.6				

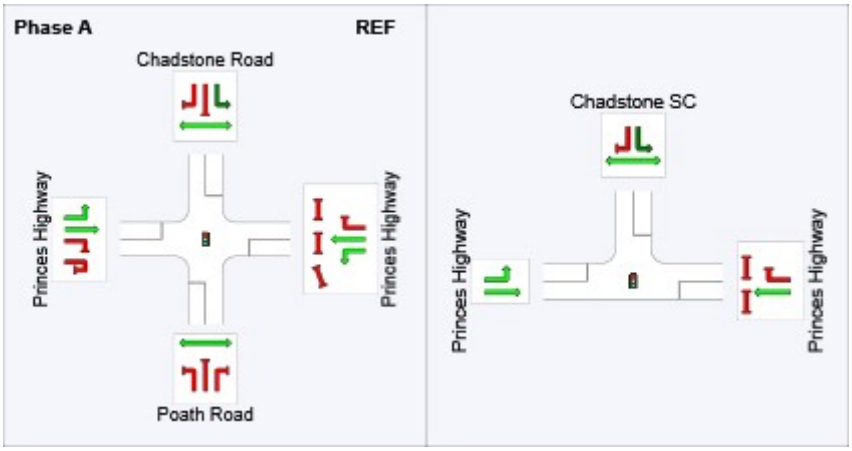
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

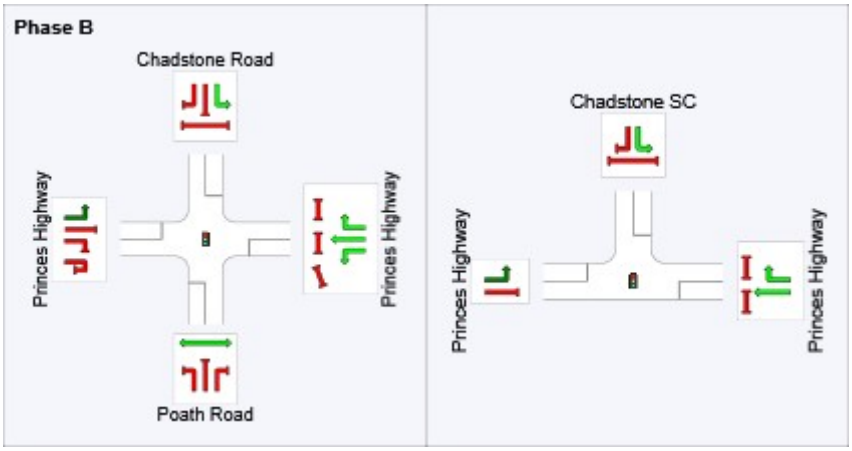
Phase Timing Summary (CCG)

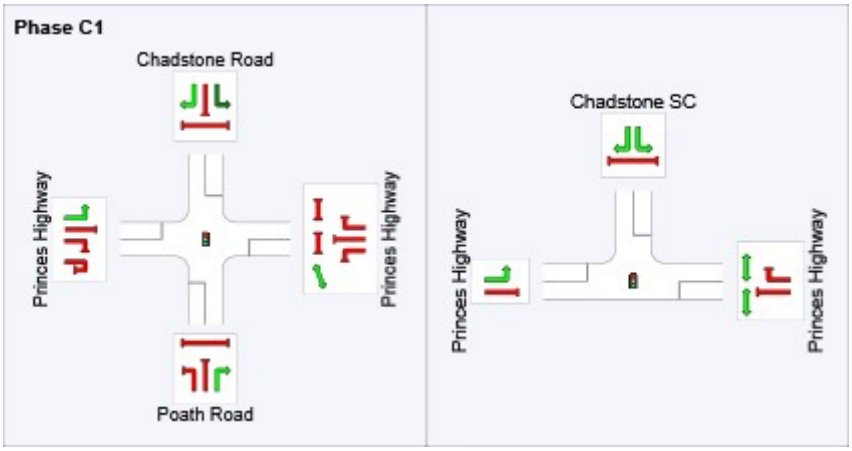
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	54	71	90	115
Green Time (sec)	48	11	13	19	9
Phase Time (sec)	54	17	19	25	15
Phase Split	42%	13%	15%	19%	12%

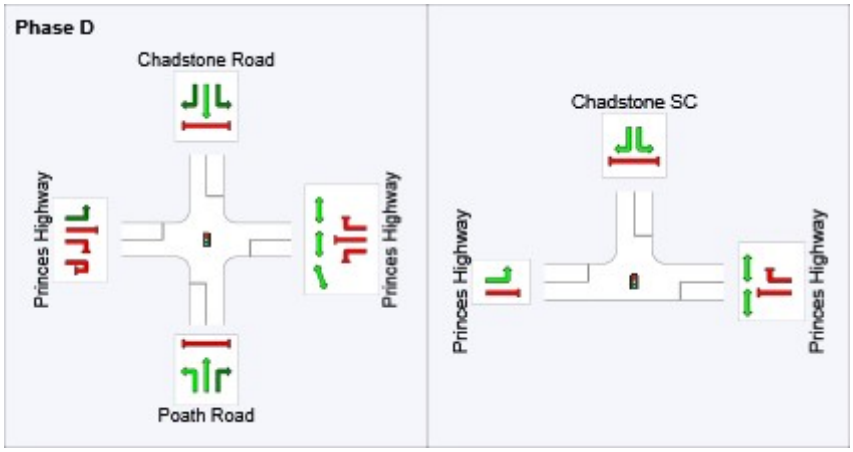
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

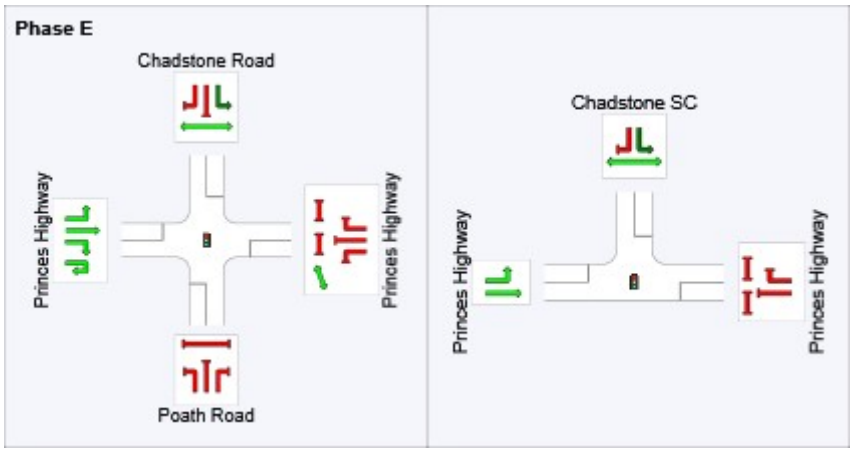
Output Phase Sequence (CCG)











REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 — **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - Sat 24] — **Network: 4 [Princes Hwy / Chadstone Rd - future - Sat 24]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	867	1.2	867	1.2	788	1.100	100	160.0	LOS F	103.8	734.2	Full	150	-0.1 N3	100.0
Lane 2	680	1.2	680	1.2	618	1.100	100	165.0	LOS F	83.1	588.0	Full	150	-21.7 N3	100.0
Lane 3	631	1.2	631	1.2	573 1	1.100	100	166.4	LOS F	77.5	548.2	Full	150	-21.2 N3	100.0
Lane 4	137	5.0	137	5.0	207	0.664	100	69.3	LOS E	8.7	63.6	Short	80	0.0	NA
Lane 5	137	5.0	137	5.0	207	0.664	100	69.3	LOS E	8.7	63.6	Short	65	0.0	NA
Approach	2452	1.6	2452	1.6		1.100		152.8	LOS F	103.8	734.2				
North: Chadstone SC															
Lane 1	211	5.0	211	5.0	946	0.223	100	9.5	LOS A	3.6	26.3	Short	40	0.0	NA
Lane 2	117	4.7	117	4.7	546	0.214	100	37.8	LOS D	5.2	38.0	Full	200	-12.2 N3	0.0
Lane 3	105	4.7	105	4.7	490	0.214	100	37.9	LOS D	4.7	34.2	Full	200	-21.2 N3	0.0
Approach	433	4.9	433	4.9		0.223		24.0	LOS C	5.2	38.0				
West: Princes Highway															
Lane 1	211	5.0	159	4.8	1376	0.115	100	4.9	LOS A	0.2	1.2	Short	50	0.0	NA
Lane 2	605	1.4	457	1.4	692 1	0.661	100	18.1	LOS B	15.8	111.8	Full	70	0.0	48.0
Lane 3	676	1.4	511	1.4	773	0.661	100	17.9	LOS B	16.1 N 4	114.2 N4	Full	70	0.0	50.0
Lane 4	676	1.4	511	1.4	773	0.661	100	9.1	LOS A	11.6	82.2	Full	70	0.0	19.6
Lane 5	676	1.4	511	1.4	773	0.661	100	10.5	LOS B	12.9	91.6	Full	70	0.0	29.5
Approach	2844	1.7	2149 N1	1.6		0.661		13.1	LOS B	16.1	114.2				
Intersection	5728	1.9	5033 N1	2.2		1.100		82.1	LOS F	103.8	734.2				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.
N4 Average back of queue has been restricted to the available queue storage space.

Site: 1 [Princes Hwy / Chadstone Rd - future - Sat 24]

Network: 4 [Princes Hwy / Chadstone Rd - future - Sat 24]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	256	1.0	256	1.0	277	0.923	100	79.1	LOS E	19.2	135.2	Short (P)	65	0.0	NA
Lane 2	176	1.0	176	1.0	190[1]	0.923	100	77.2	LOS E	12.9	90.8	Full	470	0.0	0.0
Lane 3	272	1.6	272	1.6	218[1]	1.248	100	284.1	LOS F	39.3	278.6	Short	35	-28.3[N3]	NA
Approach	703	1.2	703	1.2		1.248		157.8	LOS F	39.3	278.6				
East: Princes Highway															
Lane 1	52	1.3	48	1.3	864	0.055	45[6]	7.6	LOS A	0.2	1.7	Short	30	0.0	NA
Lane 2	116	1.3	107	1.3	864	0.124	100	7.7	LOS A	0.6	4.0	Short	25	0.0	NA
Lane 3	715	1.3	656	1.3	872[1]	0.752	100	4.2	LOS A	9.4	66.2	Full	70	0.0	0.0
Lane 4	744	1.3	683	1.3	907	0.752	100	4.9	LOS A	11.9	84.0	Full	70	0.0	21.6
Lane 5	603	1.3	554	1.3	736[1]	0.752	100	7.8	LOS A	10.9	77.5	Full	70	0.0	20.8[8]
Lane 6	188	4.5	173	4.5	201	0.859	100	64.0	LOS E	11.5	83.3	Short	50	-2.1[N3]	NA
Approach	2419	1.5	2220[N1]	1.6		0.859		10.2	LOS B	11.9	84.0				
North: Chadstone Road															
Lane 1	340	0.3	340	0.3	368	0.924	100	74.4	LOS E	25.3	177.3	Short	70	-49.0[N3]	NA
Lane 2	135	0.3	135	0.3	285	0.475	51[6]	55.8	LOS E	8.0	56.1	Full	155	0.0	17.2[8]
Lane 3	267	0.3	267	0.3	285	0.939	100	80.3	LOS F	20.5	143.9	Full	155	0.0	40.8[8]
Lane 4	357	0.3	357	0.3	337	1.058	100	127.0	LOS F	32.7	229.4	Short	115	0.0	NA
Approach	1099	0.3	1099	0.3		1.058		90.6	LOS F	32.7	229.4				
West: Princes Highway															
Lane 1	349	0.9	349	0.9	1323	0.264	100	11.6	LOS B	6.0	42.1	Short	80	0.0	NA
Lane 2	452	1.9	452	1.9	330[1]	1.369	100	398.6	LOS F	85.8	610.5	Short	140	-48.0[N3]	NA
Lane 3	446	1.9	446	1.9	326	1.369	100	398.8	LOS F	84.7	602.8	Full	970	-50.0[N3]	0.0
Lane 4	718	1.9	718	1.9	524	1.369	100	392.4	LOS F	134.0	953.9	Full	970	-19.6[N3]	3.5
Lane 5	607	1.9	607	1.9	443[1]	1.369	100	394.5	LOS F	113.8	810.1	Full	970	-29.5[N3]	0.0
Lane 6	113	0.9	113	0.9	78	1.443	100	464.8	LOS F	22.2	156.9	Short	85	0.0	NA
Approach	2685	1.8	2685	1.8		1.443		348.5	LOS F	134.0	953.9				
Intersection	6906	1.4	6708[N1]	1.4		1.443		174.3	LOS F	134.0	953.9				

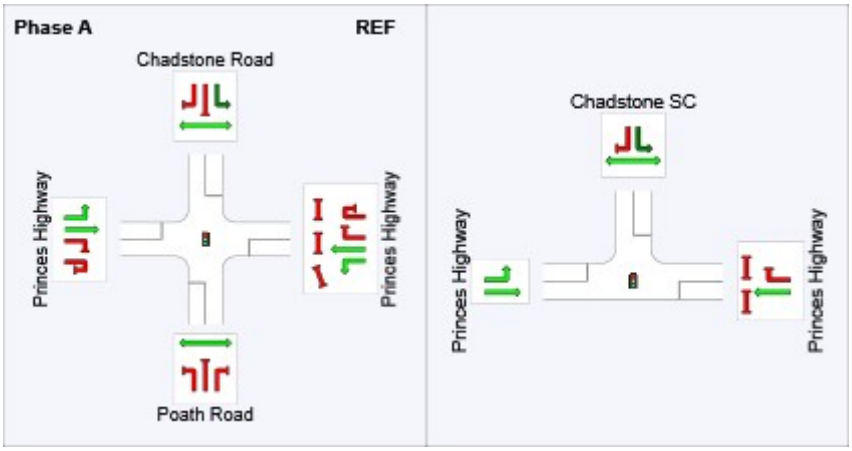
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

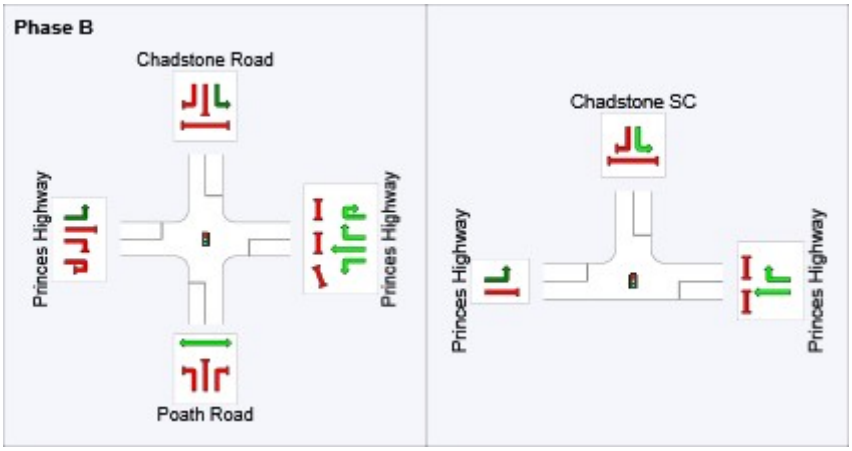
Phase Timing Summary (CCG)

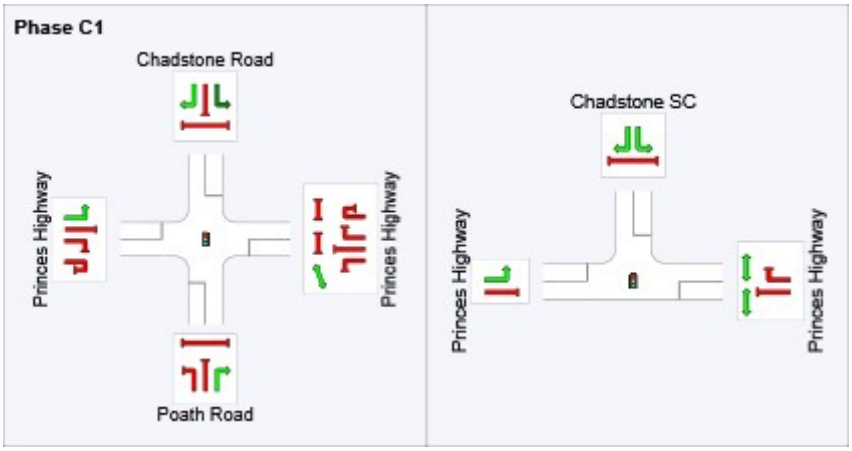
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	46	67	93	118
Green Time (sec)	40	15	20	19	6
Phase Time (sec)	46	21	26	25	12
Phase Split	35%	16%	20%	19%	9%

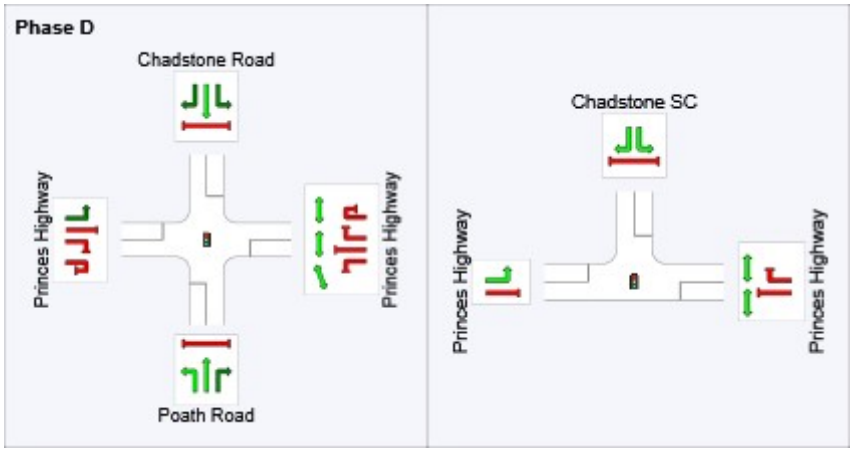
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

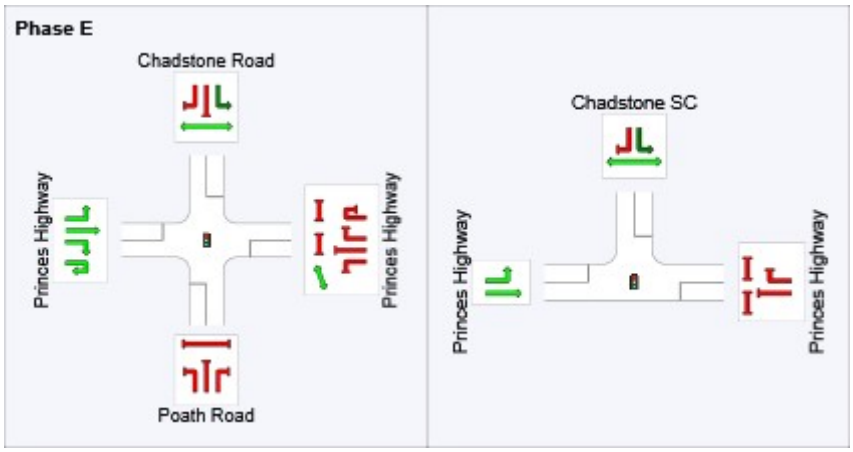
Output Phase Sequence (CCG)











REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 **Template: SIDRA Outputs**

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - Sun 25] **Network: 12 [Princes Hwy / Chadstone Rd - future - Sun 25]**

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	795	0.4	795	0.4	760	1.046	100	120.7	LOS F	83.4	586.1	Full	150	-4.1 N3	100.0
Lane 2	507	0.4	507	0.4	485	1.046	100	131.1	LOS F	55.9	393.0	Full	150	-38.8 N3	95.9
Lane 3	583	0.4	583	0.4	557 1	1.046	100	127.7	LOS F	63.2	444.1	Full	150	-23.3 N3	100.0
Lane 4	147	5.0	147	5.0	207	0.712	100	70.4	LOS E	9.5	69.4	Short	80	0.0	NA
Lane 5	147	5.0	147	5.0	207	0.712	100	70.4	LOS E	9.5	69.4	Short	65	0.0	NA
Approach	2180	1.1	2180	1.1		1.046		118.2	LOS F	83.4	586.1				
North: Chadstone SC															
Lane 1	263	4.8	263	4.8	946	0.278	100	10.1	LOS B	5.1	37.3	Short	40	0.0	NA
Lane 2	104	2.5	104	2.5	472	0.221	100	38.0	LOS D	4.7	33.5	Full	200	-25.3 N3	0.0
Lane 3	107	2.5	107	2.5	485	0.221	100	38.0	LOS D	4.8	34.4	Full	200	-23.3 N3	0.0
Approach	475	3.8	475	3.8		0.278		22.5	LOS C	5.1	37.3				
West: Princes Highway															
Lane 1	211	2.5	164	2.4	1389	0.118	100	5.0	LOS A	0.3	1.8	Short	50	0.0	NA
Lane 2	582	0.6	455	0.6	690 1	0.659	100	19.1	LOS B	16.2	113.7	Full	70	0.0	49.6
Lane 3	656	0.6	512	0.6	777	0.659	100	19.2	LOS B	16.2 N4	114.2 N4	Full	70	0.0	50.0
Lane 4	656	0.6	512	0.6	777	0.659	100	9.6	LOS A	12.0	84.7	Full	70	0.0	22.3
Lane 5	656	0.6	512	0.6	777	0.659	100	10.6	LOS B	13.0	91.6	Full	70	0.0	29.5
Approach	2760	0.8	2155 N1	0.7		0.659		13.8	LOS B	16.2	114.2				
Intersection	5415	1.1	4809 N1	1.3		1.046		62.0	LOS E	83.4	586.1				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.
N4 Average back of queue has been restricted to the available queue storage space.

Site: 1 [Princes Hwy / Chadstone Rd - future - Sun 25]

Network: 12 [Princes Hwy / Chadstone Rd - future - Sun 25]

New Site
Site Category: (None)
Signals - Fixed Time Coordinated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	166	0.0	166	0.0	292	0.569	100	58.7	LOS E	10.0	69.7	Short (P)	65	0.0	NA
Lane 2	150	0.0	150	0.0	263[1]	0.569	100	55.1	LOS E	8.8	61.8	Full	470	0.0	0.0
Lane 3	203	0.5	203	0.5	231[1]	0.878	100	58.5	LOS E	12.3	86.5	Short	35	-29.4[N3]	NA
Approach	519	0.2	519	0.2		0.878		57.6	LOS E	12.3	86.5				
East: Princes Highway															
Lane 1	51	1.9	48	1.9	860	0.056	45[6]	8.4	LOS A	0.3	2.2	Short	30	0.0	NA
Lane 2	114	1.9	109	1.9	860	0.126	100	8.6	LOS A	0.8	5.4	Short	25	0.0	NA
Lane 3	653	0.6	625	0.6	861[1]	0.726	100	5.2	LOS A	9.8	69.2	Full	70	0.0	4.0
Lane 4	691	0.6	662	0.6	912	0.726	100	7.1	LOS A	14.4	101.2	Full	70	0.0	38.7
Lane 5	565	0.6	541	0.6	745[1]	0.726	100	9.5	LOS A	12.2	85.8	Full	70	0.0	23.5
Lane 6	173	0.0	165	0.0	208	0.794	100	61.8	LOS E	10.5	73.6	Short	50	-2.0[N3]	NA
Approach	2246	0.6	2150[N1]	0.6		0.794		11.4	LOS B	14.4	101.2				
North: Chadstone Road															
Lane 1	369	0.0	369	0.0	373	0.991	100	105.5	LOS F	32.8	229.8	Short	70	-49.8[N3]	NA
Lane 2	118	0.3	118	0.3	299	0.396	51[6]	54.1	LOS D	6.9	48.2	Full	155	0.0	41.0[8]
Lane 3	234	0.3	234	0.3	299	0.782	100	61.1	LOS E	15.2	106.3	Full	155	0.0	14.4[8]
Lane 4	364	0.0	364	0.0	389	0.937	100	69.9	LOS E	24.6	172.0	Short	115	0.0	NA
Approach	1086	0.1	1086	0.1		0.991		78.4	LOS E	32.8	229.8				
West: Princes Highway															
Lane 1	335	0.0	335	0.0	1355	0.247	100	10.9	LOS B	5.2	36.7	Short	80	0.0	NA
Lane 2	439	0.9	439	0.9	326[1]	1.347	100	379.7	LOS F	81.3	573.4	Short	140	-49.6[N3]	NA
Lane 3	442	0.9	442	0.9	328	1.347	100	379.6	LOS F	81.9	577.5	Full	970	-50.0[N3]	0.0
Lane 4	687	0.9	687	0.9	510	1.347	100	373.6	LOS F	125.3	883.8	Full	970	-22.3[N3]	0.0
Lane 5	611	0.9	611	0.9	453[1]	1.347	100	375.1	LOS F	111.7	788.4	Full	970	-29.5[N3]	0.0
Lane 6	64	1.6	64	1.6	83	0.770	100	81.0	LOS F	4.5	31.7	Short	85	0.0	NA
Approach	2578	0.8	2578	0.8		1.347		321.6	LOS F	125.3	883.8				
Intersection	6429	0.6	6333[N1]	0.6		1.347		153.0	LOS F	125.3	883.8				

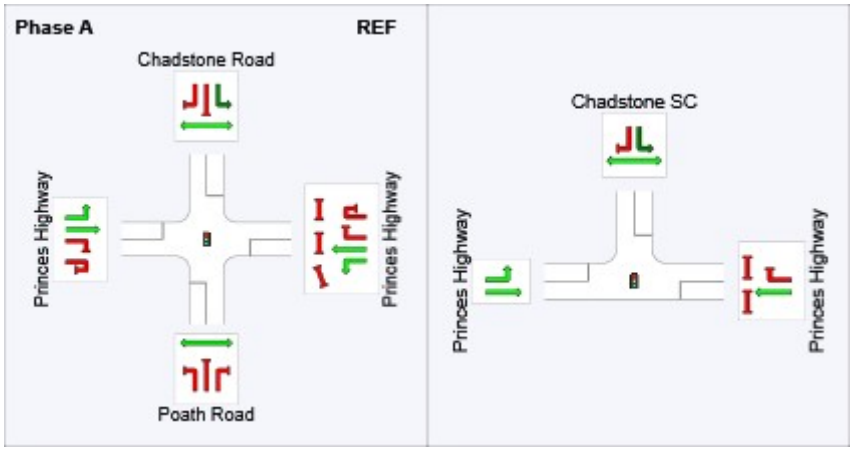
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

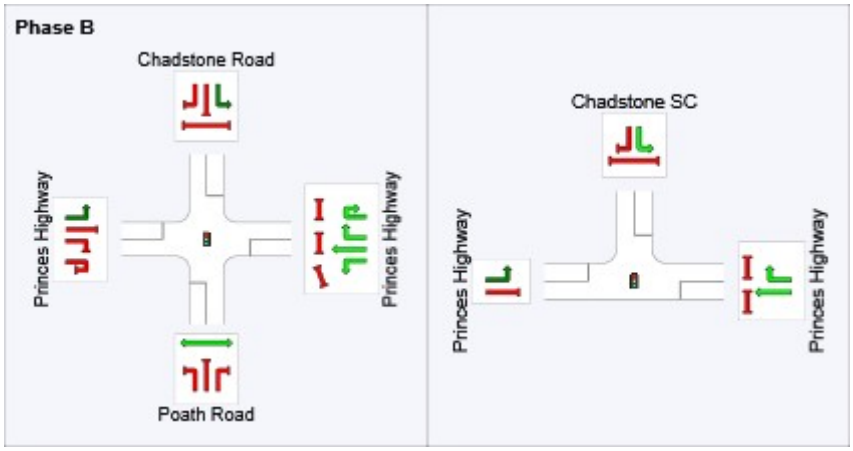
Phase Timing Summary (CCG)

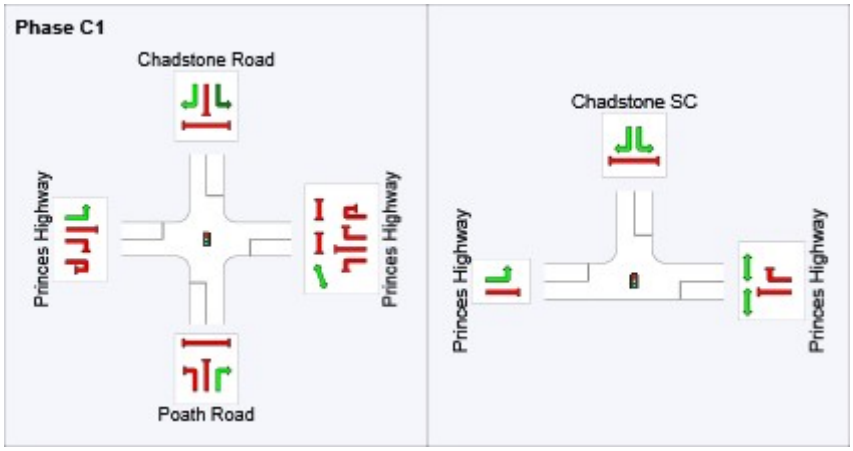
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	46	67	92	118
Green Time (sec)	40	15	19	20	6
Phase Time (sec)	46	21	25	26	12
Phase Split	35%	16%	19%	20%	9%

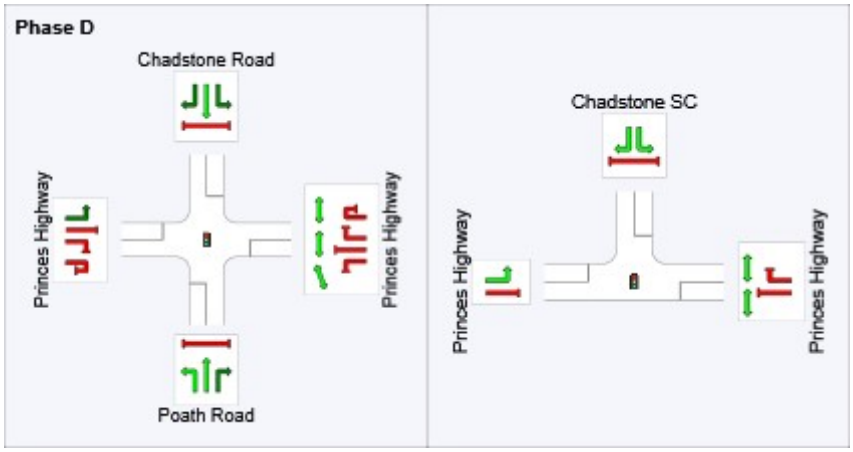
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

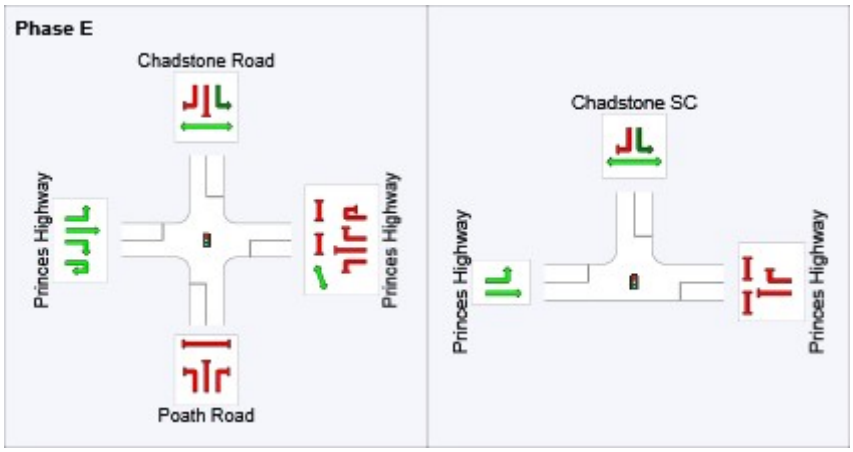
Output Phase Sequence (CCG)











REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

USER REPORT FOR NETWORK SITE

Project: 170865_SIDRA analysis_Future condtions_Princes Chadstone_190108 **Template: SIDRA Outputs**

Site: 1 [Princes Hwy / Chadstone Rd - future - Sat 27 Oct] **Network: 13 [Princes Hwy / Chadstone Rd - future - Sat 27 Oct]**

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
South: Poath Road															
Lane 1	197	5.0	197	5.0	271	0.729	100	62.4	LOS E	12.5	91.3	Short (P)	65	0.0	NA
Lane 2	173	5.0	173	5.0	238[1]	0.729	100	59.2	LOS E	10.8	79.1	Full	470	0.0	0.0
Lane 3	243	5.0	243	5.0	216[1]	1.127	100	182.7	LOS F	27.9	203.4	Short	35	-28.1[N3]	NA
Approach	614	5.0	614	5.0		1.127		109.2	LOS F	27.9	203.4				
East: Princes Highway															
Lane 1	49	4.0	49	4.0	875	0.056	45[6]	6.9	LOS A	0.2	1.3	Short	30	0.0	NA
Lane 2	111	4.0	111	4.0	875	0.126	100	6.9	LOS A	0.4	3.3	Short	25	0.0	NA
Lane 3	641	4.0	641	4.0	869[1]	0.737	100	3.1	LOS A	6.7	48.5	Full	70	0.0	0.0
Lane 4	679	4.0	679	4.0	921	0.737	100	3.2	LOS A	8.0	58.1	Full	70	0.0	0.0
Lane 5	679	4.0	679	4.0	921	0.737	100	5.6	LOS A	12.8	92.3	Full	70	0.0	30.2
Lane 6	134	4.0	134	4.0	208	0.642	100	58.0	LOS E	7.9	57.3	Short	50	0.0	NA
Approach	2293	4.0	2293	4.0		0.737		7.3	LOS A	12.8	92.3				
North: Chadstone Road															
Lane 1	212	4.0	212	4.0	422	0.502	100	32.1	LOS C	9.1	65.8	Short	70	-40.4[N3]	NA
Lane 2	95	4.0	95	4.0	278	0.341	51[6]	54.5	LOS D	5.5	39.7	Full	155	0.0	0.0
Lane 3	187	4.0	187	4.0	278	0.674	100	58.3	LOS E	11.6	83.9	Full	155	0.0	0.0
Lane 4	259	4.0	259	4.0	290	0.894	100	59.8	LOS E	15.8	114.4	Short	115	0.0	NA
Approach	753	4.0	753	4.0		0.894		51.0	LOS D	15.8	114.4				
West: Princes Highway															
Lane 1	285	4.0	285	4.0	1343	0.212	100	10.2	LOS B	3.9	28.0	Short	80	0.0	NA
Lane 2	489	4.0	489	4.0	394[1]	1.242	100	287.8	LOS F	78.9	571.4	Short	140	-38.6[N3]	NA
Lane 3	505	4.0	505	4.0	406	1.242	100	287.4	LOS F	81.4	589.6	Full	970	-42.1[N3]	0.0
Lane 4	651	4.0	651	4.0	524	1.242	100	283.4	LOS F	103.8	751.6	Full	970	-25.3[N3]	0.0
Lane 5	616	4.0	616	4.0	496[1]	1.242	100	284.2	LOS F	98.4	712.7	Full	970	-27.5[N3]	0.0
Lane 6	60	4.0	60	4.0	111	0.540	100	74.9	LOS E	3.9	28.4	Short	85	0.0	NA
Approach	2607	4.0	2607	4.0		1.242		250.5	LOS F	103.8	751.6				
Intersection	6266	4.1	6266	4.1		1.242		123.7	LOS F	103.8	751.6				

Site: 2 [Princes Hwy / Chadstone Shopping Centre - future - Sat 27 Oct]

Network: 13 [Princes Hwy / Chadstone Rd - future - Sat 27 Oct]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 130 seconds (CCG User-Given Phase Times)
Common Control Group: CCG1 [Chadstone Rd / Chadstone SC]

Timings based on settings in the Network Timing dialog
Phase Times specified by the user
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C1, D, E
Output Phase Sequence: A, B, C1, D, E

Some CCG output elements have been omitted as they have already been included under other Sites belonging to the same CCG.

Lane Use and Performance

	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
East: Princes Highway															
Lane 1	800	4.0	800	4.0	804	0.995	100	87.5	LOS F	72.7	526.7	Full	150	0.0	100.0
Lane 2	800	4.0	800	4.0	804	0.995	100	87.5	LOS F	72.7	526.7	Full	150	0.0	100.0
Lane 3	525	4.0	525	4.0	527[1]	0.995	100	96.3	LOS F	49.2	356.0	Full	150	-30.2[N3]	86.0
Lane 4	111	4.0	111	4.0	208	0.530	100	67.5	LOS E	6.8	49.3	Short	80	0.0	NA
Lane 5	111	4.0	111	4.0	208	0.530	100	67.5	LOS E	6.8	49.3	Short	65	0.0	NA
Approach	2346	4.0	2346	4.0		0.995		87.6	LOS F	72.7	526.7				
North: Chadstone SC															
Lane 1	158	4.0	158	4.0	896	0.176	100	8.2	LOS A	2.2	15.6	Short	40	0.0	NA
Lane 2	99	4.0	99	4.0	569	0.173	100	40.0	LOS D	4.5	32.5	Full	200	0.0	0.0
Lane 3	69	4.0	69	4.0	397	0.173	100	40.4	LOS D	3.2	22.9	Full	200	-30.2[N3]	0.0
Approach	325	4.0	325	4.0		0.176		24.7	LOS C	4.5	32.5				
West: Princes Highway															
Lane 1	158	4.0	133	4.0	1415	0.094	100	4.9	LOS A	0.1	0.9	Short	50	0.0	NA
Lane 2	615	4.0	518	4.0	777[1]	0.667	100	11.8	LOS B	14.0	101.1	Full	70	0.0	38.6
Lane 3	648	4.0	546	4.0	819	0.667	100	10.9	LOS B	14.5	105.0	Full	70	0.0	42.1
Lane 4	648	4.0	546	4.0	819	0.667	100	8.5	LOS A	12.1	87.5	Full	70	0.0	25.3
Lane 5	648	4.0	546	4.0	819	0.667	100	8.8	LOS A	12.4	89.6	Full	70	0.0	27.5
Approach	2717	4.0	2289[N1]	4.0		0.667		9.7	LOS A	14.5	105.0				
Intersection	5388	4.0	4960[N1]	4.3		0.995		47.5	LOS D	72.7	526.7				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.
N3 Capacity Adjustment due to downstream lane blockage determined by the program.

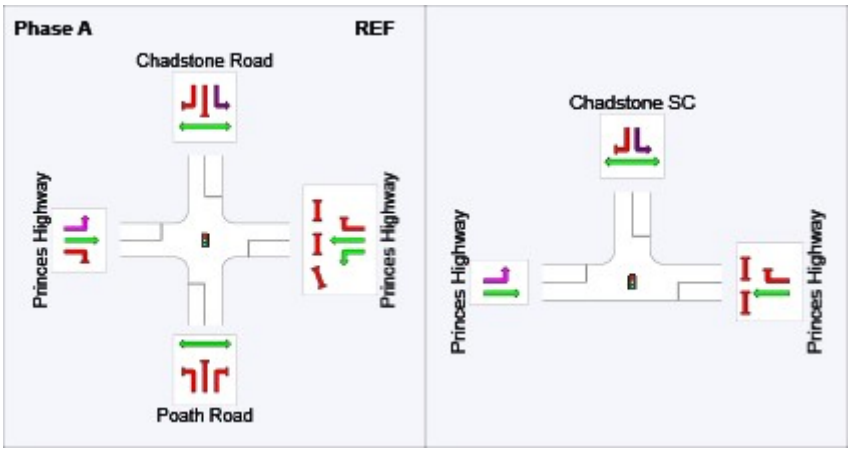
Phase Timing Summary (CCG)

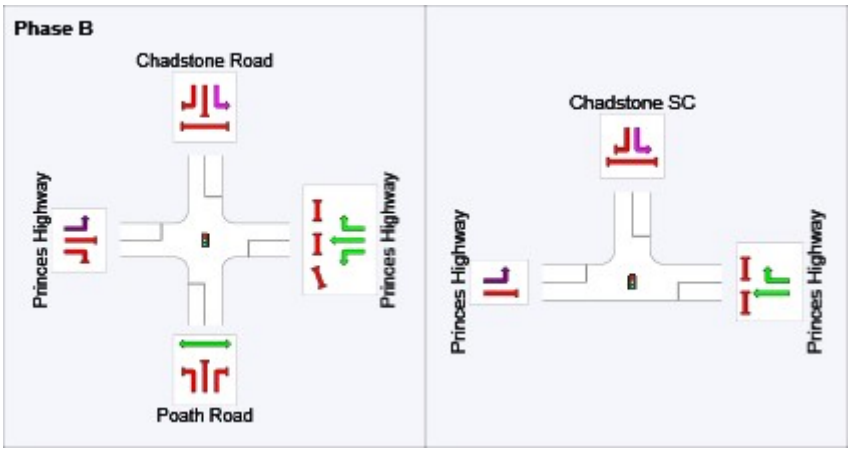
Phase	A	B	C1	D	E
Phase Change Time (sec)	0	48	69	91	116
Green Time (sec)	42	15	16	19	8
Phase Time (sec)	48	21	22	25	14
Phase Split	37%	16%	17%	19%	11%

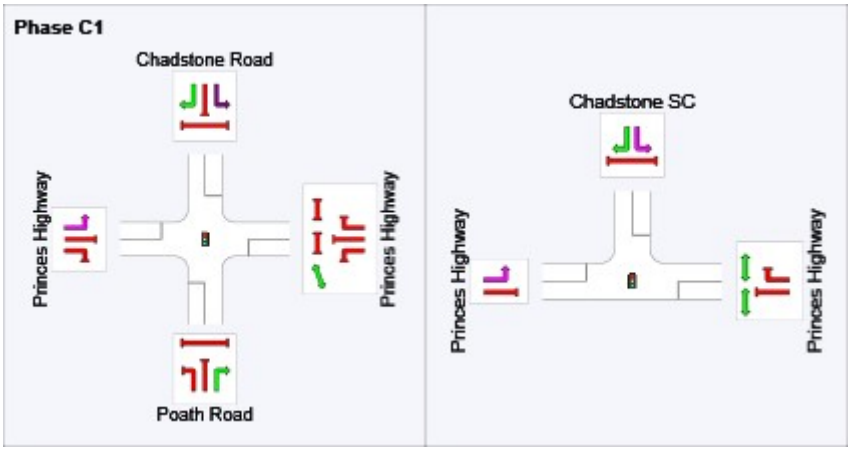
See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

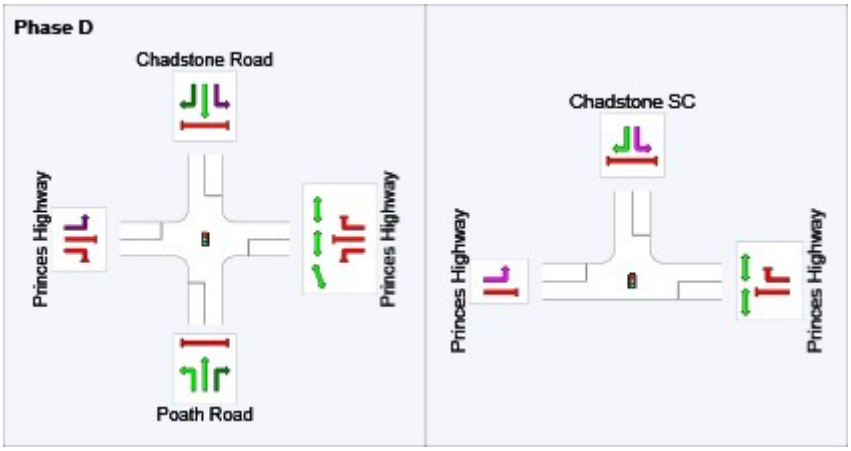
Input Phase Sequence (CCG)

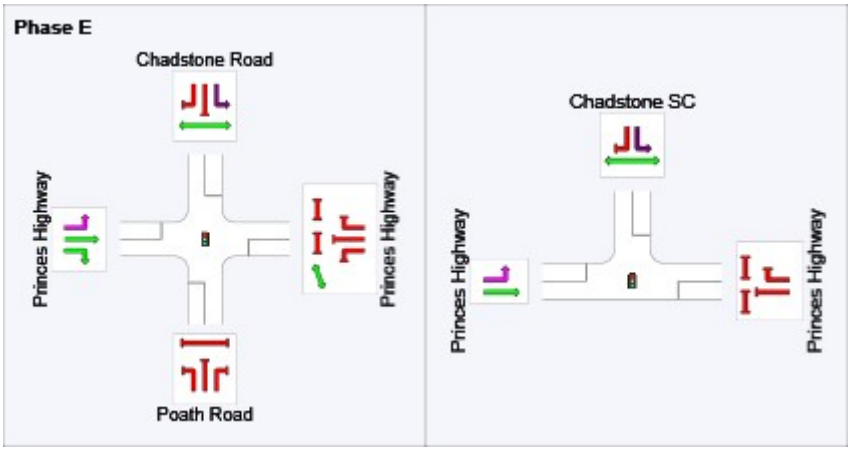
Movement Class: All Movement Classes



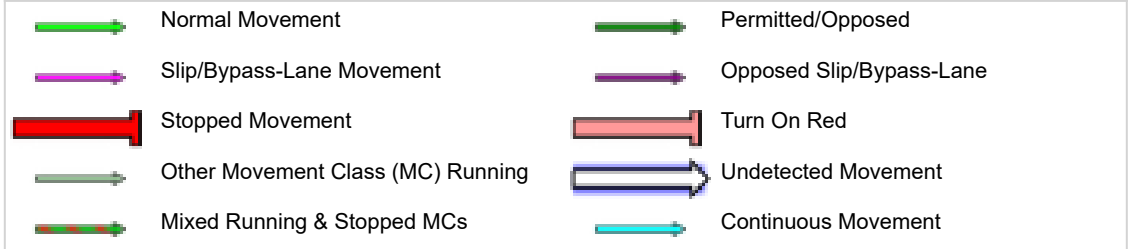








REF: Reference Phase
VAR: Variable Phase



USER REPORT FOR SITE

Project: 170865_SIDRA analysis_Future condtions_190108 **Template: SIDRA Outputs**

Site: 3 [Waverley Road / Chadstone Road - future - Sat 27 Oct]

New Site
Site Category: (None)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Site User-Given Phase Times)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times specified by the user
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Chadstone Road													
Lane 1	300	4.0	459[1]	0.654	100	37.0	LOS D	12.4	89.5	Short (P)	45	0.0	NA
Lane 2	261	4.0	399[1]	0.654	100	43.7	LOS D	11.7	84.8	Full	500	0.0	0.0
Approach	561	4.0		0.654		40.1	LOS D	12.4	89.5				
East: Waverley Road													
Lane 1	662	2.0	788	0.840	100	36.8	LOS D	31.9	227.3	Full	95	0.0	86.8
Lane 2	647	2.0	770	0.840	100	34.5	LOS C	31.5	223.9	Full	95	0.0	85.4
Approach	1309	2.0		0.840		35.7	LOS D	31.9	227.3				
West: Waverley Road													
Lane 1	530	1.0	1259	0.421	100	8.9	LOS A	12.3	86.6	Full	500	0.0	0.0
Lane 2	530	1.0	1259	0.421	100	8.9	LOS A	12.3	86.6	Full	500	0.0	0.0
Lane 3	295	1.0	350	0.841	100	55.1	LOS E	15.6	110.5	Short	75	0.0	NA
Approach	1355	1.0		0.841		19.0	LOS B	15.6	110.5				
Intersection	3225	1.9		0.841		29.4	LOS C	31.9	227.3				

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.
Intersection and Approach LOS values are based on average delay for all 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.

1 Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Some upstream delays at entry to short lanes are not included.

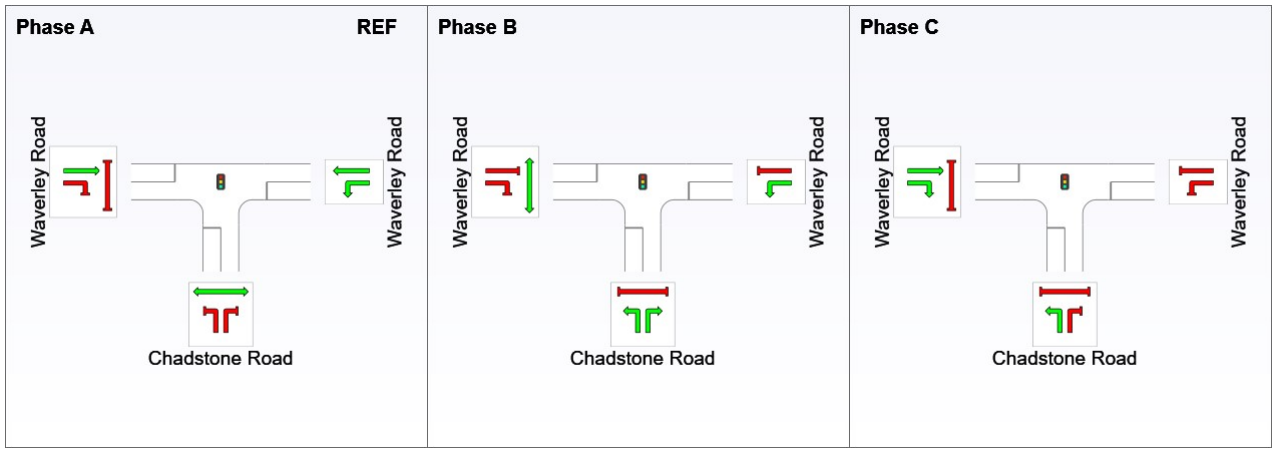
Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	46	75
Green Time (sec)	40	23	19
Phase Time (sec)	46	29	25
Phase Split	46%	29%	25%

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

Input Phase Sequence

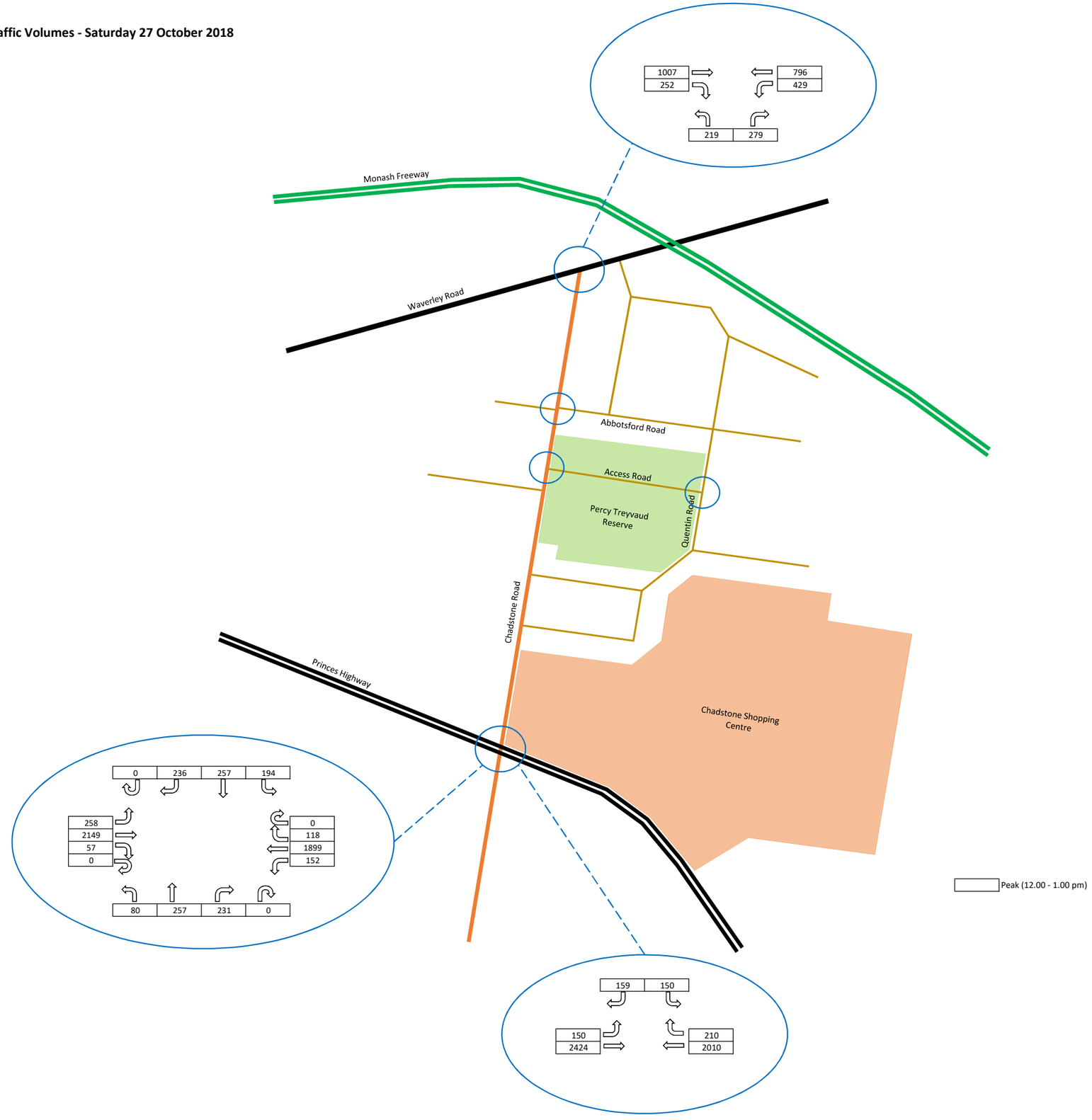
Movement Class: All Movement Classes



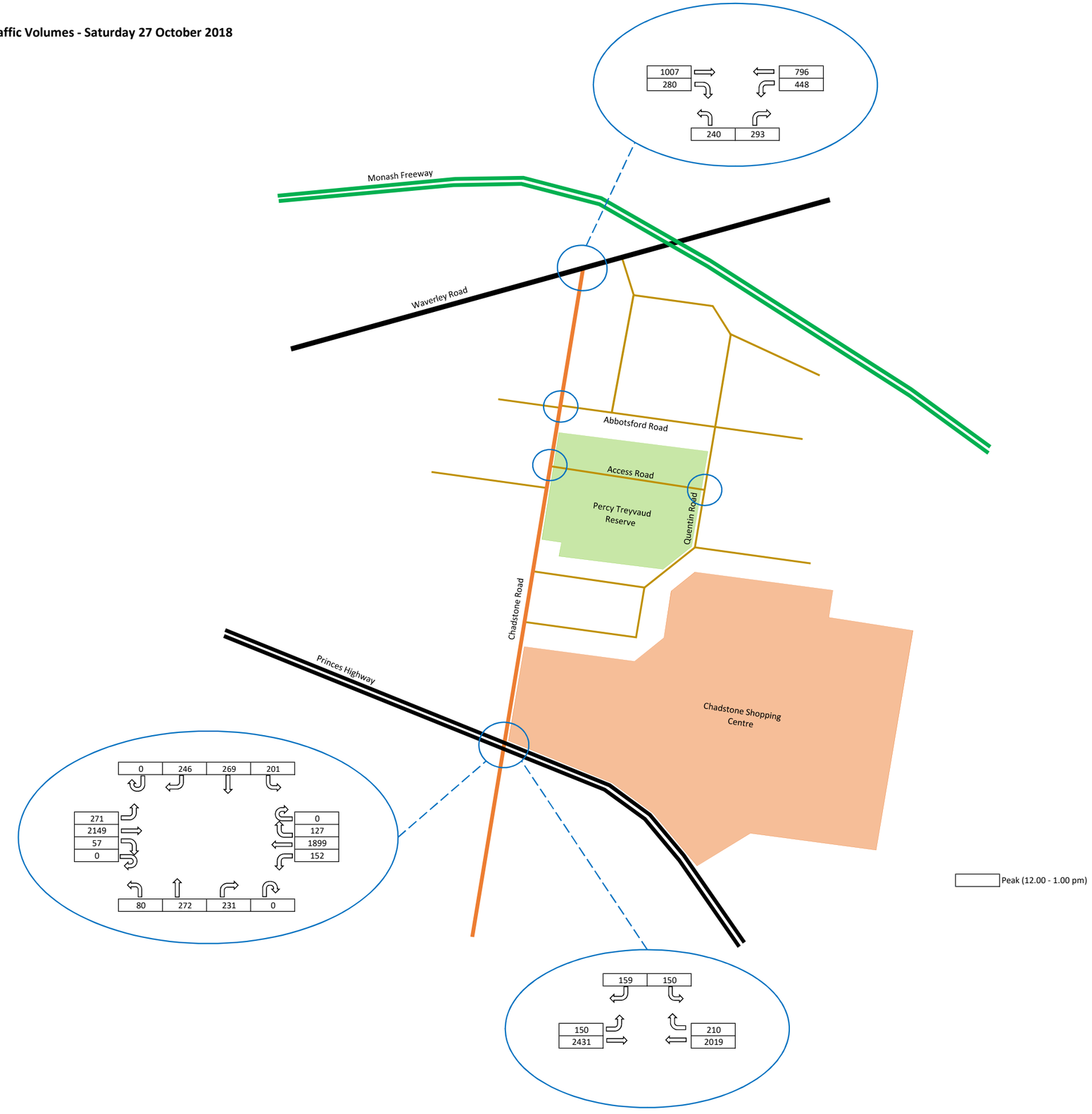
REF: Reference Phase
VAR: Variable Phase

ATTACHMENT J – SCATS TRAFFIC VOLUMES FOR SATURDAY 27 OCTOBER 2018

Existing Traffic Volumes - Saturday 27 October 2018



Future Traffic Volumes - Saturday 27 October 2018



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