

Appendix A Yield Scenarios

SCENARIO 1- Low Rise

Type	1st Floor	2nd Floor	3rd Floor	TOTAL	Total Bedrooms
1 Bed	3	6	6	15	15
2 Bed	7	12	12	31	62
3 Bed	3	6	6	15	45
Total	13	24	24	61	122
Retail (m2)	2,400			2,400	

SCENARIO 2- Mid Rise

Type	1st Floor	2nd Floor	3rd Floor	4th Floor	5th Floor	6th Floor	7th Floor	8th Floor	TOTAL	Total Bedrooms
1 Bed	3	6	6	6	6	6	6	6	45	45
2 Bed	7	12	12	12	12	12	12	12	91	182
3 Bed	3	6	6	6	6	6	6	6	45	135
Total	13	24	24	24	24	24	24	24	181	362
Retail (m2)	2,400								2,400	

SCENARIO 3- High Rise

Type	1st Floor	2nd Floor	3rd Floor	4th Floor	5th Floor	6th Floor	7th Floor	8th Floor	9th Floor	10th Floor	11th Floor	12th Floor	TOTAL	Total Bedrooms*
1 Bed	3	6	6	6	6	6	6	6	6	6	6	6	69	69
2 Bed	7	12	12	12	12	12	12	12	12	12	12	12	139	278
3 Bed	3	6	6	6	6	6	6	6	6	6	6	6	69	207
Total	13	24	24	24	24	24	24	24	24	24	24	24	277	554
Retail (m2)	2,400												2,400	

* Total bedrooms shown in Action Group's planning application is 538, plus 38 serviced apartments

Appendix B Traffic Count Data

TURNING MOVEMENT SURVEY



Intersection of Bay Street and Beach Street, Port Melbourne
Melways Map 57 Ref. B4

Count Date:
Count Intervals:

Monday, 19th November 2012
From 07:00 to 19:00

North										East					West																		
Start	Left			Right			U-Turn		Peds		Through			Right		U-Turn		Peds		Start			Left			Through			U-Turn		Peds		
	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	Start	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists		
07:00	58	11	0	6	4	0	0	0	0	7	1	07:00	116	2	10	159	5	3	1	0	0	0	07:00	31	3	0	81	1	5	0	0	2	6
07:15	57	22	0	12	1	0	0	0	3	1	07:15	107	2	1	221	4	4	0	0	0	0	0	07:15	12	7	5	66	2	1	0	0	3	4
07:30	75	14	1	8	9	0	0	0	3	1	07:30	142	4	0	221	8	2	0	0	0	0	0	07:30	14	4	1	90	2	0	0	0	4	5
07:45	72	10	0	15	2	0	0	0	2	2	07:45	146	2	0	221	6	2	0	0	0	0	0	07:45	19	2	2	86	3	1	0	0	9	7
08:00	82	20	0	7	2	0	0	0	5	5	08:00	197	3	3	252	3	1	0	0	0	0	0	08:00	20	6	0	110	1	1	0	0	1	6
08:15	97	19	0	10	5	0	0	0	3	0	08:15	167	1	0	232	9	0	0	0	0	0	0	08:15	19	3	0	106	2	1	0	0	6	4
08:30	78	14	0	12	1	0	0	0	2	2	08:30	147	1	3	177	9	0	0	0	0	0	0	08:30	16	4	0	121	1	1	0	0	1	5
08:45	81	13	0	8	1	0	0	0	0	3	08:45	163	2	0	237	13	1	0	0	0	0	0	08:45	17	9	0	112	0	3	0	0	1	9
09:00	80	9	0	20	1	0	0	0	4	4	09:00	137	3	2	197	14	0	0	0	0	0	0	09:00	28	2	0	99	6	2	0	0	4	6
09:15	72	12	0	16	5	0	0	0	2	4	09:15	117	1	1	149	13	0	0	0	1	0	0	09:15	25	4	1	90	6	0	0	0	4	3
09:30	80	16	0	20	1	0	0	0	4	4	09:30	107	1	0	110	16	0	0	0	0	0	0	09:30	26	5	0	101	4	0	0	0	1	9
09:45	69	13	0	18	4	0	0	0	2	2	09:45	102	1	4	113	15	2	0	0	0	0	1	09:45	29	4	0	88	2	2	0	0	4	4
10:00	66	18	1	21	3	0	0	0	8	6	10:00	77	3	1	64	19	1	0	0	1	0	0	10:00	29	4	0	94	1	3	0	0	13	5
10:15	79	16	1	19	6	0	0	0	10	0	10:15	61	2	2	69	17	0	0	0	0	0	0	10:15	16	4	0	88	4	4	0	0	6	4
10:30	66	19	0	17	4	1	0	0	11	2	10:30	84	0	1	59	9	0	0	0	0	0	0	10:30	27	3	0	76	6	1	0	0	12	12
10:45	62	13	0	29	5	1	0	0	5	7	10:45	77	2	2	71	18	0	0	0	0	0	0	10:45	24	2	0	74	1	1	0	0	5	11
11:00	75	15	0	30	3	0	0	0	13	0	11:00	69	1	1	53	18	0	0	0	0	0	0	11:00	28	5	0	59	3	2	0	0	10	7
11:15	68	6	0	16	6	0	0	0	5	5	11:15	75	3	3	77	20	1	0	0	0	0	0	11:15	27	3	0	71	1	0	0	0	6	11
11:30	81	13	0	19	5	0	0	0	4	2	11:30	85	4	2	64	15	0	1	0	0	0	0	11:30	32	3	0	71	0	0	0	0	6	0
11:45	80	12	0	22	1	0	0	0	2	3	11:45	67	1	1	69	18	5	0	0	0	0	0	11:45	34	5	0	89	2	0	0	0	4	4
12:00	63	11	1	23	4	0	0	0	2	2	12:00	71	3	2	61	13	1	1	0	0	0	0	12:00	26	4	0	68	1	0	0	0	4	9
12:15	72	15	0	22	2	0	0	0	3	9	12:15	75	1	4	73	10	0	2	1	0	0	0	12:15	32	4	0	90	2	1	0	0	4	9
12:30	82	12	0	28	5	1	0	0	4	1	12:30	73	2	1	61	17	0	0	0	0	0	0	12:30	27	1	1	73	2	1	0	0	5	4
12:45	76	11	0	21	4	0	0	0	8	4	12:45	83	1	1	70	21	0	1	0	0	0	0	12:45	28	4	1	73	2	0	0	0	6	7
13:00	73	11	1	24	3	0	0	0	11	9	13:00	72	1	1	62	14	1	1	0	0	0	0	13:00	30	7	0	73	2	1	0	0	12	7
13:15	77	16	1	18	1	0	0	0	6	3	13:15	81	5	1	80	14	0	0	0	0	0	0	13:15	26	6	0	76	4	1	0	0	13	5
13:30	76	12	0	22	3	0	0	0	9	5	13:30	81	3	1	68	5	3	0	0	0	0	0	13:30	22	2	0	82	4	1	0	0	13	15
13:45	64	8	0	24	2	1	0	0	5	4	13:45	75	4	1	77	9	0	0	0	0	0	0	13:45	31	3	0	74	1	0	0	0	7	9
14:00	74	17	0	19	3	0	0	0	7	1	14:00	70	3	1	65	9	0	0	0	0	0	0	14:00	23	3	1	82	1	0	0	0	15	14
14:15	87	8	0	35	3	1	0	0	10	0	14:15	87	1	7	77	18	1	0	0	0	0	0	14:15	28	3	2	85	1	1	0	0	20	6
14:30	88	9	0	21	5	0	0	0	6	3	14:30	74	4	0	74	14	0	0	0	0	0	0	14:30	45	4	0	105	3	2	0	0	15	11
14:45	92	5	0	25	5	0	0	0	8	0	14:45	53	1	0	66	16	0	0	0	0	0	0	14:45	24	1	2	79	2	0	0	0	13	6
15:00	93	7	0	18	4	0	0	0	8	5	15:00	82	2	2	66	6	0	0	0	0	0	0	15:00	21	3	0	95	0	3	0	0	3	17
15:15	103	6	0	16	1	0	0	0	7	3	15:15	107	3	1	82	14	1	0	0	0	0	0	15:15	24	7	0	146	1	1	0	0	9	7
15:30	121	6	1	21	6	0	0	0	7	8	15:30	105	1	0	84	14	1	1	0	0	0	0	15:30	24	3	0	111	1	1	0	0	10	2
15:45	120	5	1	29	4	0	0	0	6	10	15:45	126	2	0	106	12	0	0	0	0	0	0	15:45	28	5	0	148	2	2	0	0	14	3
16:00	147	6	1	21	8	0	0	0	8	4	16:00	108	3	0	100	12	0	0	0	0	0	0	16:00	24	2	0	152	1	2	0	0	6	10
16:15	165	4	0	29	4	0	0	0	6	4	16:15	91	3	0	87	12	1	0	0	0	0	0	16:15	26	9	0	136	1	2	0	0	7	15
16:30	180	3	0	26	8	0	0	0	5	2	16:30	104	3	2	119	9	0	0	0	0	0	0	16:30	15	7	0	164	2	0	0	0	10	11
16:45	182	6	0	23	8	0	0	0	3	2	16:45	114	5	1	83	14	1	1	0	0	0	0	16:45	26	6	0	143	2	2	0	0	8	13
17:00	194	6	0	33	7	0	0	0	9	9	17:00	106	0	2	75	13	0	0	0	0	0	0	17:00	28	3	0	156	0	0	0	0	14	7
17:15	195	5	0	24	5	1	0	0	8	13	17:15	96	2	1	71	7	0	0	0	0	0	0	17:15	12	5	0	190	3	1	0	0	9	13
17:30	159	2	0	30	6	0	0	0	11	10	17:30	108	2	0	98	8	0	1	0	0	0	0	17:30	13	3	0	150	3	2	0	0	8	14
17:45	163	5	0	22	3	0	0	0	7	3	17:45	122	2	2	90	4	0	1	0	0	0	0	17:45	21	4	1	147	3	2	0	0	12	12
18:00	143	2	3	26	4	0	0	0	11	11	18:00	81	1	0	65	4	0	0	0	0	0	0	18:00	24	2	1	134	0	3	0	0	14	12
18:15	128	0	0	27	5	0	0	0	6	8	18:15	100	0	4	65	2	1	1	0	0	0	0	18:15	27	3	4	114	1	4	0	0	6	18
18:30	112	3	1	26	0	0	0	0	18	8	18:30	69	1	2	70	6	1	0	0	0	0	0	18:30	25	6	1	132	0	3	0	0	9	19
18:45	85	0	0	25	2	0	0	0	8	7	18:45	83	0	4	64	2	0	0	0	0	0	0	18:45	18	0	1	111	0	2	0	0	11	24
Totals	4692	486	13	1003	184	6	7	0	300	202	Totals	4740	98	78	4974	548	34	11	1	4	2	Totals	1171	192	24	4961	93	66	0	379	421	0	

TURNING MOVEMENT SURVEY

Intersection of Bay Street and Beach Street, Port Melbourne
Melways Map 57 Ref. B4

Count Date:
Count Intervals:

Sunday, 25th November 2012
From 11:00 to 17:00



North												East						West															
Start	Left			Right			U-Turn	Peds		Start	Through			Right		U-Turn	Peds		Start	Left			Through			U-Turn	Peds						
	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists		Cars	Trucks		Cyclists	Cars	Trucks	Cyclists	Cars		Trucks	Cyclists		Cars	Trucks	Cyclists	Cars	Trucks	Cyclists		Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	
								A/Clockwise	Clockwise									A/Clockwise	Clockwise														
07:00	0	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	10:00	0	0	0	0	0	0	0	0	0	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	10:15	0	0	0	0	0	0	0	0	0	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	10:30	0	0	0	0	0	0	0	0	0	10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	10:45	0	0	0	0	0	0	0	0	0	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	63	1	2	13	1	1	0	9	7	11:00	55	0	14	65	2	3	0	0	0	11:00	22	2	5	69	0	8	0	0	0	0	0	0	0
11:15	80	0	2	23	1	0	1	4	3	11:15	82	0	16	91	0	5	0	0	0	11:15	21	2	3	76	1	9	0	0	0	4	26	0	0
11:30	60	2	4	25	0	0	0	11	4	11:30	90	0	7	81	0	6	0	0	0	11:30	20	0	4	73	0	6	0	0	0	14	20	0	0
11:45	79	1	3	24	0	1	0	17	3	11:45	105	1	3	78	2	3	1	0	0	11:45	22	0	1	82	1	1	0	0	0	22	29	0	0
12:00	106	0	0	24	1	1	0	9	2	12:00	97	1	6	73	1	1	0	0	0	12:00	24	0	0	96	0	0	0	0	0	6	15	0	0
12:15	82	0	0	24	0	2	0	10	8	12:15	96	0	1	81	0	3	0	0	1	12:15	30	2	0	119	0	2	0	0	0	13	22	0	0
12:30	97	0	0	42	0	0	0	0	1	12:30	89	0	2	105	1	3	0	0	0	12:30	25	0	0	116	0	26	0	0	0	6	20	0	0
12:45	96	0	0	17	1	0	0	19	13	12:45	87	2	7	78	1	4	0	0	0	12:45	18	1	0	122	2	1	0	0	0	20	22	0	0
13:00	75	0	0	23	0	0	0	0	0	13:00	87	1	1	90	1	0	0	0	0	13:00	27	1	0	81	0	3	0	0	0	12	16	0	0
13:15	85	0	0	28	1	0	0	0	0	13:15	80	0	2	84	0	2	0	0	0	13:15	33	1	0	115	1	0	0	0	0	10	21	0	0
13:30	97	1	0	31	0	4	0	0	0	13:30	96	1	1	75	0	1	0	0	0	13:30	29	0	0	114	0	1	0	0	0	8	17	0	0
13:45	119	0	1	30	0	0	1	0	0	13:45	97	0	0	82	0	0	0	0	0	13:45	21	1	0	113	0	2	0	0	0	23	21	0	0
14:00	107	0	0	32	0	0	0	15	12	14:00	99	1	2	82	0	1	0	0	0	14:00	26	0	2	124	0	0	0	0	0	21	26	0	0
14:15	104	0	0	35	0	0	1	0	14	2	14:15	96	0	5	84	0	0	0	0	14:15	31	0	0	111	0	3	0	0	0	22	13	0	0
14:30	106	0	0	41	0	0	1	0	7	14:30	95	0	0	75	1	0	0	0	0	14:30	40	0	0	112	1	1	0	0	0	15	17	0	0
14:45	101	0	2	18	1	0	0	16	10	14:45	110	1	3	93	2	1	0	0	0	14:45	35	1	0	135	2	0	0	0	0	13	25	0	0
15:00	137	0	0	32	1	0	0	12	3	15:00	102	0	1	94	0	1	0	0	0	15:00	35	0	0	111	0	4	0	0	0	34	49	0	0
15:15	109	1	0	33	0	0	0	9	11	15:15	107	2	3	95	1	0	0	0	1	15:15	30	0	0	126	0	1	0	0	0	40	39	0	0
15:30	110	1	0	24	0	0	0	5	5	15:30	97	1	5	112	0	0	0	0	2	15:30	33	0	0	129	0	0	0	0	0	21	25	0	0
15:45	99	0	0	30	0	2	0	18	7	15:45	112	1	1	86	1	0	0	0	0	15:45	47	0	0	148	1	1	0	0	0	24	46	0	0
16:00	113	0	0	23	0	0	0	11	11	16:00	111	0	1	115	1	2	0	0	0	16:00	30	0	2	113	0	5	0	0	0	15	28	0	0
16:15	116	0	0	36	2	1	0	9	8	16:15	106	1	6	96	1	1	1	0	0	16:15	36	0	1	129	0	1	0	0	0	8	21	0	0
16:30	112	0	0	44	2	0	0	4	10	16:30	122	0	1	112	0	1	0	0	0	16:30	34	0	1	139	1	2	0	0	0	8	28	0	0
16:45	121	1	0	31	0	0	0	8	2	16:45	131	0	3	122	1	1	0	0	0	16:45	30	0	4	147	0	1	0	0	0	16	21	0	0
17:00	0	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2374	8	14	683	11	12	4	0	207	Totals	2349	13	91	2149	16	39	2	0	4	Totals	705	11	23	2700	10	78	0	0	0	394	570	0	0

TURNING MOVEMENT SURVEY

Intersection of Beacon Road and Beach Street, Port Melbourne
Melways Map 56 Ref. J3

Count Date : Monday, 19th November 2012
Count Interval(s) : From 07:00 to 19:00



North										East						South						Start	End							
Start	Cars	Trucks	Cyclists	Through	U-Turn	Peds	Start	Cars	Trucks	Cyclists	Left	Cars	Trucks	Cyclists	Right	U-Turn	Peds	Start	Cars	Trucks	Cyclists			Through	Cars	Trucks	Cyclists	U-Turn	Peds	
07:00	9	0	0	1	0	0	07:00	86	2	0	13	0	0	0	1	3	07:00	4	0	0	58	2	0	0	0	0	0	0	07:00	
07:15	6	2	0	1	0	0	07:15	97	1	1	5	0	0	0	1	1	07:15	2	0	1	54	1	1	0	0	0	0	0	07:15	
07:30	7	0	0	1	0	0	07:30	113	2	1	15	0	0	2	0	4	07:30	5	0	0	50	3	1	0	0	0	0	0	07:30	
07:45	17	2	0	0	0	0	07:45	123	0	1	12	0	0	2	0	1	07:45	7	0	0	43	3	0	0	0	0	0	0	07:45	
08:00	15	0	0	2	0	0	08:00	155	1	1	15	0	0	0	0	0	08:00	5	0	0	71	2	0	0	0	0	0	0	08:00	
08:15	13	0	0	2	0	0	08:15	142	0	2	12	1	0	3	0	1	2	08:15	6	0	0	92	3	0	0	0	0	0	0	08:15
08:30	8	1	0	2	0	0	08:30	116	2	1	10	0	1	1	0	0	1	08:30	7	0	0	92	1	0	0	0	0	0	0	08:30
08:45	4	2	1	3	1	0	08:45	131	3	1	13	0	0	1	0	0	0	08:45	2	1	0	80	3	3	0	0	0	0	0	08:45
09:00	9	1	0	3	0	0	09:00	111	1	0	10	0	0	1	1	0	2	09:00	7	0	0	69	3	0	0	0	0	0	0	09:00
09:15	9	0	0	2	0	0	09:15	80	1	2	10	0	0	1	0	0	2	09:15	4	0	0	71	4	0	0	0	0	0	0	09:15
09:30	18	1	0	2	0	0	09:30	81	1	0	13	0	0	5	0	3	09:30	3	0	0	68	2	0	0	0	0	0	0	0	09:30
09:45	18	1	0	3	0	0	09:45	81	2	0	6	2	0	1	0	0	0	09:45	11	0	0	74	1	0	0	0	0	0	0	09:45
10:00	6	0	0	0	0	0	10:00	54	4	0	8	0	0	3	0	0	0	10:00	2	0	0	61	1	1	0	0	0	0	0	10:00
10:15	9	2	1	2	0	0	10:15	63	4	0	10	0	0	3	0	0	0	10:15	6	1	0	65	7	0	0	0	0	0	0	10:15
10:30	12	1	1	0	0	0	10:30	46	3	1	8	0	0	2	0	1	2	10:30	7	1	0	50	2	0	0	0	0	0	0	10:30
10:45	8	0	0	2	0	0	10:45	57	1	0	5	1	0	2	0	2	10:45	7	0	0	49	3	1	0	0	0	0	0	0	10:45
11:00	13	1	0	3	0	0	11:00	47	2	0	9	0	0	3	0	0	0	11:00	4	0	0	40	1	0	0	0	0	0	0	11:00
11:15	8	0	0	1	0	0	11:15	54	2	1	8	0	0	2	0	3	0	11:15	8	0	0	55	3	0	0	0	0	0	0	11:15
11:30	7	0	0	1	1	0	11:30	63	3	0	8	0	0	0	0	0	0	11:30	2	0	0	42	0	0	0	0	0	0	0	11:30
11:45	9	0	0	1	0	0	11:45	47	1	1	5	0	0	2	0	0	1	11:45	2	0	0	50	2	1	0	0	0	0	0	11:45
12:00	9	0	0	4	0	0	12:00	52	4	1	7	0	0	1	0	0	0	12:00	3	0	0	64	2	1	0	0	0	0	0	12:00
12:15	6	0	0	3	0	0	12:15	60	2	0	10	0	0	2	0	2	2	12:15	3	0	0	68	3	0	0	0	0	0	0	12:15
12:30	19	2	0	7	0	0	12:30	58	2	1	7	0	0	0	0	0	0	12:30	7	1	0	53	3	1	0	0	0	0	0	12:30
12:45	11	0	0	3	0	0	12:45	60	2	1	6	1	0	2	0	0	0	12:45	9	0	0	58	1	0	0	0	0	0	0	12:45
13:00	13	0	0	1	0	0	13:00	64	1	0	7	0	0	1	0	0	1	13:00	4	0	0	67	5	0	0	0	0	0	0	13:00
13:15	4	2	0	3	0	0	13:15	70	4	0	8	0	0	1	0	0	1	13:15	4	0	1	62	2	1	0	0	0	0	0	13:15
13:30	8	1	0	0	0	0	13:30	64	2	0	4	1	0	0	0	0	1	13:30	6	0	0	45	4	0	0	0	0	0	0	13:30
13:45	8	0	0	4	0	0	13:45	57	4	1	8	1	0	4	0	1	2	13:45	3	0	0	59	2	0	0	0	0	0	0	13:45
14:00	9	1	0	0	1	0	14:00	54	2	0	10	1	0	1	0	1	1	14:00	7	0	0	59	5	1	0	0	0	0	0	14:00
14:15	10	0	0	1	0	0	14:15	75	3	1	10	0	0	1	0	1	1	14:15	7	0	0	84	3	0	0	0	0	0	0	14:15
14:30	10	0	0	2	0	0	14:30	59	2	0	6	1	0	0	0	0	0	14:30	5	0	0	62	4	0	0	0	0	0	0	14:30
14:45	6	0	0	2	0	0	14:45	63	5	0	6	0	0	1	0	0	2	14:45	6	0	0	65	2	0	0	0	0	0	0	14:45
15:00	7	0	0	0	0	0	15:00	59	2	0	4	0	0	0	0	2	0	15:00	5	0	0	61	1	0	0	0	0	0	0	15:00
15:15	10	0	0	2	0	0	15:15	78	4	2	10	0	0	0	0	1	1	15:15	8	0	1	107	4	0	0	0	0	2	0	15:15
15:30	21	1	0	5	0	0	15:30	94	2	2	3	0	0	0	0	1	3	15:30	7	0	0	83	6	1	0	0	0	0	0	15:30
15:45	13	0	0	0	0	0	15:45	83	3	0	6	0	0	0	0	5	4	15:45	2	0	0	113	0	1	0	0	0	0	0	15:45
16:00	15	0	1	1	0	0	16:00	95	3	0	6	2	0	3	0	0	4	16:00	6	0	0	111	1	1	0	0	0	0	0	16:00
16:15	12	0	0	3	0	0	16:15	80	2	0	7	0	0	1	0	0	4	16:15	5	0	0	120	2	0	0	0	0	0	0	16:15
16:30	14	0	0	0	0	0	16:30	66	3	1	8	1	0	1	0	1	3	16:30	7	0	0	123	3	1	0	0	0	0	0	16:30
16:45	16	0	0	5	0	0	16:45	81	4	0	3	1	0	0	1	0	1	16:45	3	0	0	118	5	0	0	0	0	0	0	16:45
17:00	26	0	0	5	0	0	17:00	76	2	0	5	0	0	1	0	3	1	17:00	6	0	0	116	0	0	0	0	0	0	0	17:00
17:15	19	0	2	6	0	0	17:15	71	1	1	5	0	0	0	0	2	2	17:15	5	0	0	142	3	1	0	0	0	0	0	17:15
17:30	12	0	0	3	0	0	17:30	88	2	0	5	0	0	1	0	4	4	17:30	4	0	0	141	1	0	0	0	0	0	0	17:30
17:45	12	0	0	2	0	0	17:45	93	4	0	5	0	0	0	0	4	4	17:45	3	0	0	126	3	1	0	0	0	0	0	17:45
18:00	12	0	0	6	0	0	18:00	63	0	0	5	0	0	2	0	4	2	18:00	6	0	0	117	1	0	0	0	0	0	0	18:00
18:15	17	0	0	1	0	0	18:15	84	3	3	6	0	0	2	0	1	4	18:15	6	0	0	88	1	0	0	0	0	0	0	18:15
18:30	13	0	0	3	0	0	18:30	51	0	1	7	0	0	4	0	2	2	18:30	5	0	0	97	0	0	0	0	0	0	0	18:30
18:45	10	0	0	1	0	0	18:45	47	1	0	9	0	0	4	0	3	1	18:45	3	0	0	67	0	0	0	0	0	0	0	18:45
Totals	547	21	6	108	3	3	Totals	3692	105	28	378	13	2	69	1	43	74	Totals	246	4	3	3710	114	17	0	0	2	Totals		

TURNING MOVEMENT SURVEY

Intersection of Beacon Road and Beach Street, Port Melbourne
Melways Map 56 Ref. J3

Count Date : Sunday, 25th November 2012
Count Interval(s) : From 11:00 to 17:00



North						East						South						Totals					
Start	Left		Through		U-Turn	Peds	Start	Left		Right		U-Turn	Peds	Start	Through		Right		U-Turn	Peds	Start		
	Cars	Trucks	Cyclists	Trucks				Cyclists	Cars	Trucks	Cyclists				Cars	Trucks	Cyclists	Cars				Trucks	Cyclists
07:00	0	0	0	0	0	0	07:00	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	07:00	
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	07:15	
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	07:30	
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	07:45	
08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	08:00	
08:15	0	0	0	0	0	0	08:15	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	08:15	
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	08:30	
08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	08:45	
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	09:00	
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	09:15	
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	09:30	
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	09:45	
10:00	0	0	0	0	0	0	10:00	0	0	0	0	0	0	10:00	0	0	0	0	0	0	0	10:00	
10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0	10:15	0	0	0	0	0	0	0	10:15	
10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0	10:30	0	0	0	0	0	0	0	10:30	
10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0	10:45	0	0	0	0	0	0	0	10:45	
11:00	5	0	1	3	0	0	11:00	45	1	0	8	0	1	11:00	5	0	42	1	0	0	0	11:00	
11:15	7	0	2	3	0	0	11:15	49	0	9	0	0	1	11:15	8	0	39	1	0	0	0	11:15	
11:30	4	0	3	0	0	0	11:30	72	0	2	5	0	1	11:30	4	0	1	50	0	1	0	11:30	
11:45	12	0	2	0	0	0	11:45	77	0	1	10	0	0	11:45	8	0	82	1	0	0	0	11:45	
12:00	4	0	0	4	0	0	12:00	62	0	3	13	0	0	12:00	9	0	57	0	0	0	0	12:00	
12:15	6	0	0	4	0	0	12:15	81	0	9	0	1	0	12:15	9	1	0	100	0	0	0	12:15	
12:30	9	0	0	4	0	0	12:30	64	0	0	7	0	0	12:30	8	0	89	0	0	0	0	12:30	
12:45	7	0	1	8	0	0	12:45	63	0	5	6	0	2	12:45	11	0	82	1	0	0	0	12:45	
13:00	17	0	5	0	0	0	13:00	54	1	2	4	0	0	13:00	3	0	69	0	1	0	0	13:00	
13:15	9	0	0	5	0	0	13:15	48	0	5	0	0	0	13:15	9	0	87	0	0	0	0	13:15	
13:30	9	0	0	0	0	0	13:30	68	0	4	9	0	0	13:30	7	0	93	0	0	0	0	13:30	
13:45	7	0	0	5	0	0	13:45	95	0	4	0	0	0	13:45	11	0	83	0	0	0	0	13:45	
14:00	9	0	3	0	0	0	14:00	74	0	1	8	0	0	14:00	7	0	83	0	0	0	0	14:00	
14:15	9	0	0	6	0	0	14:15	68	0	5	0	0	0	14:15	11	0	74	0	0	0	0	14:15	
14:30	2	0	0	8	0	0	14:30	79	0	0	5	0	0	14:30	7	0	90	1	0	0	0	14:30	
14:45	9	0	0	4	0	0	14:45	78	0	0	3	0	0	14:45	8	0	78	3	0	0	0	14:45	
15:00	9	0	2	1	0	0	15:00	75	0	0	4	0	0	15:00	6	0	88	0	0	0	1	15:00	
15:15	5	0	3	1	0	0	15:15	72	1	0	7	0	0	15:15	10	0	103	0	0	0	0	15:15	
15:30	10	0	0	4	0	0	15:30	61	0	1	5	0	0	15:30	18	0	95	0	0	0	0	15:30	
15:45	9	0	0	4	0	0	15:45	67	0	0	4	0	1	15:45	13	0	103	0	0	0	0	15:45	
16:00	12	0	0	1	0	0	16:00	107	1	0	4	0	2	16:00	13	0	97	0	2	0	0	16:00	
16:15	10	0	0	2	0	0	16:15	70	0	1	7	0	0	16:15	7	0	93	0	0	0	0	16:15	
16:30	16	0	0	4	0	0	16:30	84	0	1	7	0	1	16:30	11	0	102	0	3	0	0	16:30	
16:45	11	0	0	1	0	0	16:45	97	0	0	7	0	2	16:45	6	0	110	0	0	0	1	16:45	
17:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	17:00	
17:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	17:15	
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	17:30	
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	17:45	
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	18:00	
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	18:15	
18:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	18:30	
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	18:45	
Totals	207	0	9	85	0	2	Totals	1710	4	21	155	0	8	Totals	209	1	5	1989	8	33	0	2	Totals

TURNING MOVEMENT SURVEY



traffic and parking
SURVEY

Intersection of Canberra Parade and Beach Street and Waterfront Shops, Port Melbourne
Melways Map 57 Ref. A3

Count Date: Monday, 19th November 2012
Count Intervals: From 07:00 to 19:00

Start	North			East			South			West		
	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists	Cars	Trucks	Cyclists
07:00	1	0	0	6	1	0	2	0	0	1	0	0
07:15	1	0	0	5	0	0	0	0	0	1	0	0
07:30	1	0	0	7	0	0	0	0	0	0	0	0
07:45	6	0	0	14	0	0	1	0	0	0	0	0
08:00	3	0	0	5	0	0	0	0	0	0	0	0
08:15	1	0	0	9	0	0	1	0	0	0	0	0
08:30	4	0	0	3	0	0	2	0	0	0	0	0
08:45	0	0	0	5	0	0	0	0	0	0	0	0
09:00	2	0	0	6	0	0	2	0	0	0	0	0
09:15	2	0	0	6	0	0	2	0	0	0	0	0
09:30	2	0	0	3	0	0	2	0	0	0	0	0
09:45	1	0	0	1	0	0	0	0	0	0	0	0
10:00	2	0	0	3	0	0	0	0	0	0	0	0
10:15	2	0	0	4	0	0	2	0	0	0	0	0
10:30	1	0	0	4	1	0	1	0	0	0	0	0
10:45	2	0	0	10	1	0	2	0	0	0	0	0
11:00	1	0	0	3	0	0	0	0	0	0	0	0
11:15	5	1	0	4	0	0	0	0	0	0	0	0
11:30	5	0	0	4	0	0	2	0	0	0	0	0
11:45	2	0	0	2	0	0	5	0	0	0	0	0
12:00	1	0	0	4	0	0	0	0	0	0	0	0
12:15	1	0	0	2	0	0	0	0	0	0	0	0
12:30	1	0	0	2	0	0	0	0	0	0	0	0
12:45	2	0	0	5	0	0	0	0	0	0	0	0
13:00	1	0	0	3	0	0	2	0	0	0	0	0
13:15	2	0	0	2	0	0	0	0	0	0	0	0
13:30	0	0	0	5	0	0	0	0	0	0	0	0
13:45	2	0	0	3	0	0	1	0	0	0	0	0
14:00	1	0	0	5	0	0	0	0	0	0	0	0
14:15	0	0	0	2	0	0	2	0	0	0	0	0
14:30	0	0	0	3	1	0	2	0	0	0	0	0
14:45	3	0	0	4	0	0	2	0	0	0	0	0
15:00	4	0	0	5	0	0	0	0	0	0	0	0
15:15	2	0	0	6	1	0	3	0	0	0	0	0
15:30	0	0	0	5	0	0	1	0	0	0	0	0
15:45	3	0	0	6	0	0	2	0	0	0	0	0
16:00	0	0	0	8	0	0	1	0	0	0	0	0
16:15	0	0	0	4	0	0	2	0	0	0	0	0
16:30	3	0	0	8	0	0	1	0	0	0	0	0
16:45	4	1	0	4	0	0	2	0	0	0	0	0
17:00	4	0	0	6	0	0	2	0	0	0	0	0
17:15	2	0	0	4	0	0	2	0	0	0	0	0
17:30	2	0	0	10	0	0	2	0	0	0	0	0
17:45	1	0	0	6	0	0	2	0	0	0	0	0
18:00	1	0	0	9	0	0	0	0	0	0	0	0
18:15	0	0	0	8	0	0	1	0	0	0	0	0
18:30	2	0	0	3	0	0	0	0	0	0	0	0
18:45	5	0	0	6	0	0	1	0	0	0	0	0
Totals	91	2	2	245	5	3	63	0	3	54	1	1
				Totals	909	706	909	53	0	4881	147	17

TURNING MOVEMENT SURVEY

Intersection of Canberra Parade and Beach Street and Waterfront Shops, Port Melbourne
Melways Map 57 Ref. A3

Count Date: Sunday, 25th November 2012
Count Intervals: From 11:00 to 17:00



North Left				East				South Left				West			
Start	Trucks		Cyclists	Start	Trucks		Cyclists	Start	Trucks		Cyclists	Start	Trucks		Cyclists
	Cars	A/Clockwise	Peds		Cars	A/Clockwise	Peds		Cars	A/Clockwise	Peds		Cars	A/Clockwise	Peds
07:00	0	0	0	07:00	0	0	0	07:00	0	0	0	07:00	0	0	0
07:15	0	0	0	07:15	0	0	0	07:15	0	0	0	07:15	0	0	0
07:30	0	0	0	07:30	0	0	0	07:30	0	0	0	07:30	0	0	0
07:45	0	0	0	07:45	0	0	0	07:45	0	0	0	07:45	0	0	0
08:00	0	0	0	08:00	0	0	0	08:00	0	0	0	08:00	0	0	0
08:15	0	0	0	08:15	0	0	0	08:15	0	0	0	08:15	0	0	0
08:30	0	0	0	08:30	0	0	0	08:30	0	0	0	08:30	0	0	0
08:45	0	0	0	08:45	0	0	0	08:45	0	0	0	08:45	0	0	0
09:00	0	0	0	09:00	0	0	0	09:00	0	0	0	09:00	0	0	0
09:15	0	0	0	09:15	0	0	0	09:15	0	0	0	09:15	0	0	0
09:30	0	0	0	09:30	0	0	0	09:30	0	0	0	09:30	0	0	0
09:45	0	0	0	09:45	0	0	0	09:45	0	0	0	09:45	0	0	0
10:00	0	0	0	10:00	0	0	0	10:00	0	0	0	10:00	0	0	0
10:15	0	0	0	10:15	0	0	0	10:15	0	0	0	10:15	0	0	0
10:30	0	0	0	10:30	0	0	0	10:30	0	0	0	10:30	0	0	0
10:45	0	0	0	10:45	0	0	0	10:45	0	0	0	10:45	0	0	0
11:00	2	0	0	11:00	6	0	58	11:00	2	0	0	11:00	1	0	59
11:15	1	0	0	11:15	3	0	64	11:15	0	0	0	11:15	0	0	74
11:30	3	0	1	11:30	1	0	89	11:30	1	0	0	11:30	2	0	73
11:45	0	0	2	11:45	7	0	95	11:45	2	0	0	11:45	1	0	96
12:00	2	0	2	12:00	3	0	85	12:00	3	0	0	12:00	1	0	90
12:15	2	0	1	12:15	3	0	94	12:15	1	0	0	12:15	1	0	130
12:30	1	0	0	12:30	2	0	91	12:30	0	0	0	12:30	1	0	108
12:45	0	0	7	12:45	5	0	73	12:45	3	0	0	12:45	2	0	97
13:00	1	0	1	13:00	3	0	69	13:00	0	0	0	13:00	1	0	89
13:15	2	0	1	13:15	4	0	69	13:15	0	0	0	13:15	2	0	104
13:30	2	0	0	13:30	3	0	79	13:30	3	0	0	13:30	0	0	101
13:45	1	0	0	13:45	2	0	92	13:45	1	0	0	13:45	0	0	103
14:00	4	0	3	14:00	5	0	94	14:00	1	0	0	14:00	3	0	110
14:15	3	0	2	14:15	5	0	87	14:15	0	0	0	14:15	0	0	102
14:30	1	0	0	14:30	5	0	85	14:30	1	0	0	14:30	1	0	106
14:45	3	0	0	14:45	4	0	80	14:45	1	0	0	14:45	2	0	102
15:00	1	0	2	15:00	5	0	88	15:00	1	0	0	15:00	1	0	107
15:15	2	0	6	15:15	3	0	88	15:15	2	0	0	15:15	0	0	112
15:30	1	0	1	15:30	3	0	80	15:30	0	0	0	15:30	0	0	111
15:45	2	0	2	15:45	1	0	89	15:45	1	0	0	15:45	2	0	126
16:00	0	0	0	16:00	5	0	99	16:00	1	0	2	16:00	1	0	112
16:15	0	0	3	16:15	3	0	87	16:15	0	0	0	16:15	1	0	111
16:30	2	0	2	16:30	3	0	103	16:30	3	0	0	16:30	0	0	128
16:45	1	0	3	16:45	4	0	114	16:45	2	0	0	16:45	3	0	144
17:00	0	0	0	17:00	0	0	0	17:00	0	0	0	17:00	0	0	0
17:15	0	0	0	17:15	0	0	0	17:15	0	0	0	17:15	0	0	0
17:30	0	0	0	17:30	0	0	0	17:30	0	0	0	17:30	0	0	0
17:45	0	0	0	17:45	0	0	0	17:45	0	0	0	17:45	0	0	0
18:00	0	0	0	18:00	0	0	0	18:00	0	0	0	18:00	0	0	0
18:15	0	0	0	18:15	0	0	0	18:15	0	0	0	18:15	0	0	0
18:30	0	0	0	18:30	0	0	0	18:30	0	0	0	18:30	0	0	0
18:45	0	0	0	18:45	0	0	0	18:45	0	0	0	18:45	0	0	0
Totals	37	0	2	40	47	Totals	88	0	2	2052	7	Totals	26	0	2495
												Totals	26	0	45
															1

TURNING MOVEMENT SURVEY

Intersection of Park Square (East) and Beach Street, Port Melbourne
Melways Map 57 Ref. A3

Count Date:
Count Intervals:

Monday, 19th November 2012
From 07:00 to 19:00



North										East				West										
Start	Left		Right		Peds	Through		Right		U-Turn		Peds	Start	Left		Through		U-Turn	Peds					
	Cars	Trucks	Cyclists	Cars		Trucks	Cyclists	Cars	Trucks	Cyclists	Cars			Trucks	Cyclists	Cars	Trucks			Cyclists				
07:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:15	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:30	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:45	2	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:15	2	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:30	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:45	2	0	0	0	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0					
10:00	2	0	0	0	0	2	10	0	0	0	1	0	0	0	0	0	0	0	0					
10:15	0	0	0	0	2	3	10	0	0	0	1	0	0	0	0	0	0	0	0					
10:30	1	0	0	0	1	5	10	0	0	0	0	0	0	0	0	0	0	0	0					
10:45	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0					
11:00	2	0	0	0	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0					
11:15	2	1	0	0	3	0	11	0	0	0	2	0	0	0	0	0	0	0	0					
11:30	1	0	0	0	1	3	11	0	0	0	0	0	0	0	0	0	0	0	0					
11:45	2	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0					
12:00	2	0	0	0	0	1	12	0	0	0	2	0	0	0	0	0	0	2	1					
12:15	2	0	0	0	0	0	12	0	0	0	1	0	0	0	0	0	0	0	0					
12:30	0	0	0	0	0	2	12	0	0	0	1	0	0	0	0	0	0	0	0					
12:45	0	0	0	0	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0					
13:00	2	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0					
13:15	1	0	0	0	0	3	13	0	0	0	0	0	0	0	0	0	0	0	1					
13:30	0	0	0	0	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0					
13:45	1	0	0	0	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0					
14:00	2	0	0	0	0	2	14	0	0	0	1	0	0	0	0	0	0	0	0					
14:15	0	0	0	0	1	2	14	0	0	0	1	0	0	0	0	0	0	0	0					
14:30	0	0	0	0	1	4	14	0	0	0	0	0	0	0	0	0	0	0	2					
14:45	3	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0					
15:00	2	0	0	0	0	5	15	0	0	0	0	0	0	0	0	0	0	0	0					
15:15	3	0	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0					
15:30	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0					
15:45	0	1	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	1					
16:00	1	0	0	0	0	5	16	0	0	0	0	0	0	0	0	0	0	0	2					
16:15	1	0	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0					
16:30	3	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0					
16:45	3	0	0	0	0	4	16	0	0	0	0	0	0	0	0	0	0	0	0					
17:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:30	2	0	0	0	0	3	5	0	0	0	2	0	0	0	0	0	0	0	0					
17:45	2	0	0	0	0	4	17	0	0	0	0	0	0	0	0	0	0	0	0					
18:00	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0					
18:15	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0					
18:30	1	0	0	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0					
18:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0					
Totals	73	2	0	10	2	0	79	128	0	24	1	10	15	Totals	15	1	0	4971	40	31	12	0	13	7

TURNING MOVEMENT SURVEY

Intersection of Park Square (East) and Beach Street, Port Melbourne
Melways Map 57 Ref. A3

Count Date:
Count Intervals:

Sunday, 25th November 2012
From 11:00 to 17:00



North				East				West			
Start	Cars	Trucks	Cyclists	A/Clockwise	Peds	Start	Cars	Trucks	Cyclists	U-Turn	Peds
07:00	0	0	0	0	0	07:00	0	0	0	0	0
07:15	0	0	0	0	0	07:15	0	0	0	0	0
07:30	0	0	0	0	0	07:30	0	0	0	0	0
07:45	0	0	0	0	0	07:45	0	0	0	0	0
08:00	0	0	0	0	0	08:00	0	0	0	0	0
08:15	0	0	0	0	0	08:15	0	0	0	0	0
08:30	0	0	0	0	0	08:30	0	0	0	0	0
08:45	0	0	0	0	0	08:45	0	0	0	0	0
09:00	0	0	0	0	0	09:00	0	0	0	0	0
09:15	0	0	0	0	0	09:15	0	0	0	0	0
09:30	0	0	0	0	0	09:30	0	0	0	0	0
09:45	0	0	0	0	0	09:45	0	0	0	0	0
10:00	0	0	0	0	0	10:00	0	0	0	0	0
10:15	0	0	0	0	0	10:15	0	0	0	0	0
10:30	0	0	0	0	0	10:30	0	0	0	0	0
10:45	0	0	0	0	0	10:45	0	0	0	0	0
11:00	0	0	0	0	0	11:00	1	0	0	58	1
11:15	0	0	0	0	0	11:15	0	0	0	75	2
11:30	2	0	0	0	0	11:30	0	0	0	72	0
11:45	2	0	0	0	0	11:45	0	0	0	105	1
12:00	1	0	0	0	0	12:00	1	0	0	82	0
12:15	3	0	0	0	0	12:15	1	0	0	135	0
12:30	3	0	0	0	0	12:30	0	0	0	111	0
12:45	0	0	0	0	0	12:45	0	0	0	91	1
13:00	5	0	0	0	0	13:00	0	0	0	91	0
13:15	2	0	0	0	0	13:15	1	0	0	100	2
13:30	0	0	0	0	0	13:30	1	0	0	111	1
13:45	2	0	0	0	0	13:45	0	0	0	100	0
14:00	2	0	0	0	0	14:00	1	0	0	112	0
14:15	3	0	0	0	0	14:15	1	0	0	102	0
14:30	0	0	0	0	0	14:30	1	0	0	116	1
14:45	1	0	0	0	0	14:45	0	0	0	96	3
15:00	1	0	0	0	0	15:00	0	0	0	106	0
15:15	1	0	0	0	0	15:15	0	0	0	122	0
15:30	1	0	0	0	0	15:30	1	0	0	108	0
15:45	2	0	0	0	0	15:45	3	0	2	124	0
16:00	1	0	0	0	0	16:00	0	0	0	110	0
16:15	3	0	0	0	0	16:15	3	0	0	120	0
16:30	2	0	0	0	0	16:30	0	0	0	120	1
16:45	0	0	0	0	0	16:45	0	0	0	150	0
17:00	0	0	0	0	0	17:00	0	0	0	0	0
17:15	0	0	0	0	0	17:15	0	0	0	0	0
17:30	0	0	0	0	0	17:30	0	0	0	0	0
17:45	0	0	0	0	0	17:45	0	0	0	0	0
18:00	0	0	0	0	0	18:00	0	0	0	0	0
18:15	0	0	0	0	0	18:15	0	0	0	0	0
18:30	0	0	0	0	0	18:30	0	0	0	0	0
18:45	0	0	0	0	0	18:45	0	0	0	0	0
Totals	37	0	0	0	0	Totals	15	0	2	2517	11
										55	7

TURNING MOVEMENT SURVEY

Count Dates:
Count Intervals:

2023 © TMA Search - Waterfront. Photos: © AD-1 9/14/2020 12:46 pm (15 Min)

Count Date: Sunday, 25th November 2012
Count Interval: From 11:00 to 17:00

[illegible]

Appendix C Parking Survey Data

Summary Table

				AVERAGE		MAXIMUM		AVERAGE		MAXIMUM	
ZONE	Time Limit	STREET	Capacity	Monday 19-Nov-2012 7:00 to 19:00		Monday 19-Nov-2012 7:00 to 19:00		Sunday 25-Nov-2012 11:00 to 17:00		Sunday 25-Nov-2012 11:00 to 17:00	
				Occupancy vs Capacity Survey							
				Occupancy	Capacity	Occupancy	Capacity	Occupancy	Capacity	Occupancy	Capacity
4	Ni	Centenary Drive, Roadside parking to N/standing sign (P)	3	2	61.11%	2	66.67%	2	66.67%	2	66.67%
4	Ni	Centenary Drive, Roadside parking to N/standing sign around corner (P)	10	4	40.00%	5	50.00%	4	40.00%	4	40.00%
4	Ni	Centenary Drive, Roadside parking to Princes St (P)	10	3	30.00%	5	50.00%	5	51.67%	6	60.00%
4	Ni	Centenary Drive, Roadside parking to Princes St (P)	5	4	71.67%	5	100.00%	0	6.67%	1	20.00%
4	Ni	Clifford Street, 90 degree bays at the end of Clifford St (P)	4	2	47.22%	3	75.00%	3	75.00%	4	100.00%
4	Ni	Clifford Street, Roadside parking to Centenary Dr (P)	6	1	16.67%	2	33.33%	2	33.33%	3	50.00%
4	Ni	Clifford Street, Roadside parking to Centenary Dr (P)	6	2	34.72%	5	83.33%	3	44.44%	3	50.00%
4	Ni	Clifford Street, Roadside parking to end (P)	3	2	50.00%	3	100.00%	0	5.56%	1	33.33%
4	Ni	Clifford Street, Roadside parking to end (P)	3	1	33.33%	2	66.67%	0	11.11%	0	0.00%
4	Ni	Harper Court, Roadside parking at end of Court (P)	5	3	61.67%	5	100.00%	2	36.67%	1	20.00%
4	No Standing	Park Square, No standing on RHS (NoStand)	1	0	0.00%	1	100.00%	0	0.00%	0	0.00%
4	2	Park Square, Roadside parking to N/standing sign to LH bend (2P)	5	2	40.00%	4	80.00%	4	80.00%	4	80.00%
4	2	Park Square, Roadside parking to Beach St (2P)	7	3	42.86%	4	57.14%	5	71.43%	4	57.14%
4	2	Park Square, Roadside parking to LH Bend (2P)	8	2	25.00%	3	37.50%	6	75.00%	8	100.00%
4	Permit	Park Square, Roadside parking to LH bend (Permit)	4	2	43.75%	2	50.00%	4	95.83%	4	100.00%
4	Permit	Park Square, Roadside parking to RH bend (Permit)	7	3	42.86%	5	71.43%	4	59.52%	6	85.71%
4	Ticket	Princes Street, 60 degree angle bays to Clifford St (Ticket)	12	9	75.00%	11	91.67%	8	66.67%	8	66.67%
4	Ni	Princes Street, 60 degree angle bays to Webb Rd (P)	12	8	66.67%	10	83.33%	7	58.33%	7	58.33%
4	2	Princes Street, Parallel Indented bays to Rouse St (2P)	11	8	72.73%	11	100.00%	7	63.64%	7	63.64%
4	Permit	Princes Street, Parallel Indented bays, Clifford St to speed hump (Permit)	4	1	25.00%	2	50.00%	2	50.00%	2	50.00%
4	2	Princes Street, Parallel Indented bays to Clifford St (2P)	10	2	20.00%	4	40.00%	0	0.00%	0	0.00%
4	2	Tom Hills Cr, Parallel Indented bays (2P)	6	3	48.61%	4	66.67%	5	83.33%	5	83.33%
4	Disabled	Tom Hills Cr, Parallel Indented bays (Disabled)	1	0	0.00%	1	100.00%	0	0.00%	0	0.00%
4	Ni	Webb Road, Roadside parking after No Standing Zone (P)	6	3	41.67%	4	66.67%	3	47.22%	4	66.67%
4	Ni	Webb Road, Roadside parking to bend (P)	10	1	10.00%	2	20.00%	1	10.00%	2	20.00%
4	Ni	Webb Road, Roadside parking to Tom Hills Court (P)	6	0	0.00%	1	16.67%	0	5.56%	0	0.00%
5	Ni	Australia Circuit, Parallel Indented bays (P)	2	1	50.00%	2	100.00%	1	50.00%	1	50.00%
5	Ni	Australia Circuit, Parallel Indented bays (P)	4	0	0.00%	1	25.00%	1	25.00%	1	25.00%
5	Ni	Australia Circuit, Parallel Indented bays to LH bend (P)	3	2	66.67%	2	66.67%	1	33.33%	2	66.67%
5	Ni	Australia Circuit, Parallel Indented bays to LH bend (P)	2	0	0.00%	0	0.00%	2	100.00%	2	100.00%
5	Ni	Australia Circuit, Parallel Indented bays to LH curve (P)	6	4	66.67%	6	100.00%	4	66.67%	6	100.00%
5	Ni	Australia Circuit, Parallel Indented bays to RH bend (P)	4	3	75.00%	4	100.00%	2	50.00%	2	50.00%
5	Ni	Australia Circuit, Parallel Indented bays to RH bend (P)	3	2	66.67%	3	100.00%	3	100.00%	3	100.00%
5	Ni	Australia Circuit, Parallel Indented bays to RH bend (P)	3	0	0.00%	2	66.67%	2	66.67%	3	100.00%
5	Ni	Australia Circuit, Roadside parking to LH curve (P)	6	1	16.67%	2	33.33%	4	66.67%	4	66.67%
5	Ni	Australia Circuit, Roadside parking to RH bend (P)	3	1	33.33%	1	33.33%	1	33.33%	1	33.33%
5	Ni	Australia Circuit, Roadside parking to Seawall St (P)	7	1	14.29%	3	42.86%	5	71.43%	6	85.71%
5	Ni	Beacon Vista, Parallel Indented bays (P)	3	2	66.67%	3	100.00%	2	66.67%	2	66.67%
5	Ni	Beacon Vista, Parallel Indented bays (P)	2	1	50.00%	1	50.00%	2	100.00%	2	100.00%
5	Ni	Beacon Vista, Parallel Indented bays (P)	3	2	66.67%	2	66.67%	2	66.67%	2	66.67%
5	Ni	Beacon Vista, Parallel Indented bays (P)	2	1	50.00%	1	50.00%	1	50.00%	1	50.00%
5	Ni	Beacon Vista, Parallel Indented bays (P)	5	4	80.00%	5	100.00%	4	80.00%	4	80.00%
5	Ni	Beacon Vista, Parallel Indented bays (P)	5	3	60.00%	5	100.00%	3	60.00%	3	60.00%
5	Ni	Beacon Vista, Parallel Indented bays (P)	3	1	33.33%	3	100.00%	1	33.33%	1	33.33%
5	Ni	Beacon Vista, Parallel Indented bays (P)	3	1	33.33%	2	66.67%	0	0.00%	0	0.00%
5	Ni	Beacon Vista, Parallel Indented bays to bend (P)	6	2	33.33%	3	50.00%	4	66.67%	6	100.00%
5	Ni	Beacon Vista, Parallel Indented bays to bend (P)	6	2	33.33%	6	100.00%	1	16.67%	1	16.67%
5	Ni	Beacon Vista, Parallel Indented bays to intersection (P)	8	3	37.50%	5	62.50%	2	25.00%	3	37.50%
5	Ni	Beacon Vista, Roadside parking to bend (P)	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Beacon Vista, Roadside parking to bend (P)	4	0	0.00%	4	100.00%	0	0.00%	0	0.00%
5	Ni	Beacon Vista, Roadside parking to intersection (P)	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Beacon Vista, Roadside parking to intersection (P)	2	0	0.00%	1	50.00%	0	0.00%	0	0.00%
5	Ni	Beacon Vista, Roadside parking to intersection (P)	4	2	50.00%	3	75.00%	2	50.00%	3	75.00%
5	Ni	Beacon Vista, Roadside parking to next bend (P)	4	0	0.00%	1	25.00%	0	0.00%	0	0.00%
5	Ni	Beacon Vista, Roadside parking to next bend (P)	3	0	0.00%	3	100.00%	1	33.33%	3	100.00%
5	Ni	Beacon Vista, Roadside parking to next bend (P)	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Beacon Vista, Roadside parking to next bend (P)	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Private	Canberra Mews, 90 degree bays (Private)	3	1	33.33%	1	33.33%	2	66.67%	3	100.00%
5	Ni	Canberra Pde, Parallel Indented bays to bend (P)	6	5	83.33%	6	100.00%	5	83.33%	6	100.00%
5	Ni	Canberra Pde, Parallel Indented bays to Morley St (P)	3	3	100.00%	3	100.00%	3	83.33%	2	66.67%
5	2	Canberra Pde, Roadside parking to bend (2P)	6	1	16.67%	3	50.00%	3	50.00%	3	50.00%
5	2	Canberra Pde, Roadside parking to Canberra Mews (2P)	6	1	16.67%	3	50.00%	2	33.33%	2	33.33%
5	2	Canberra Pde, Roadside parking to Morley St (2P)	6	0	0.00%	1	16.67%	3	50.00%	3	50.00%
5	Ni	Edna Close North, 90 degree bays (P)	6	2	33.33%	3	50.00%	3	50.00%	3	50.00%
5	Ni	Edna Close South, Parallel Indented bays (P)	3	2	66.67%	3	100.00%	2	66.67%	3	100.00%
5	Ni	Hobsons Bay Pde, Parallel Indented bays to bend (P)	4	3	75.00%	4	100.00%	3	75.00%	2	50.00%
5	Ni	Hobsons Bay Pde, Parallel Indented bays to Edna Cl South (P)	2	0	0.00%	1	50.00%	1	50.00%	1	50.00%
5	Ni	Hobsons Bay Pde, Parallel Indented bays to Edna Close (P)	6	3	50.00%	3	50.00%	3	50.00%	3	50.00%
5	Ni	Hobsons Bay Pde, Parallel Indented bays to Morley St (P)	6	1	16.67%	3	50.00%	1	16.67%	1	16.67%
5	Ni	Hobsons Bay Pde, Parallel Indented bays to The Crescent (P)	2	0	0.00%	1	50.00%	1	50.00%	1	50.00%
5	Ni	Hobsons Bay Pde, Roadside parking (P)	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Hobsons Bay Pde, Roadside parking to bend (P)	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Hobsons Bay Pde, Roadside parking to Edna Cl South (P)	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Hobsons Bay Pde, Roadside parking to Edna Close (P)	4	0	0.00%	1	25.00%	0	0.00%	1	25.00%
5	Ni	Hobsons Bay Pde, Roadside parking to The Crescent (P)	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Morley Mews, 90 degree bays near back of Mews (P)	3	1	33.33%	1	33.33%	3	100.00%	3	100.00%
5	Ni	Morley Street, Parallel Indented bays to Little Seawall St (P)	3	2	66.67%	2	66.67%	2	66.67%	1	33.33%
5	Ni	Morley Street, Parallel Indented bays to roundabout (P)	4	3	75.00%	4	100.00%	3	75.00%	3	75.00%
5	Ni	Morley Street, Roadside parking to Little Seawall St (P)	3	0	0.00%	1	33.33%	0	0.00%	1	33.33%
5	Ni	Morley Street, Roadside parking to Morley Mews (P)	2	1	50.00%	2	100.00%	0	0.00%	0	0.00%
5	Ni	Morley Street, Roadside parking to Oracles Mews (P)	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Morley Street, Roadside parking to roundabout (P)	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Morley Street, Roadside parking to roundabout (P)	6	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Morley Street, Roadside parking to roundabout (P)	6	3	50.00%	3	50.00%	4	66.67%	5	83.33%
5	Ni	Narooma Place, Roadside parking (P)	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Narooma Place, Roadside parking (P)	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Narooma Place, Roadside parking at end of Narooma Place (P)	2	1	50.00%	2	100.00%	2	100.00%	2	100.00%
5	Ni	Narooma Place, Roadside parking at end of Narooma Place (P)	2	1	50.00%	1	50.00%	2	100.00%	1	50.00%
5	Ni	Oracles Mews, Parallel Indented bays (P)	4	1	25.00%	2	50.00%	3	75.00%	4	100.00%
5	Ni	Oracles Mews, Roadside parking (P)	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Oracles Mews, Roadside parking (P)	5	2	40.00%	3	60.00%	3	60.00%	5	100.00%
5	Ni	Orion Mews North, Parallel Indented bays (P)	2	0	0.00%	1	50.00%	1	50.00%	1	50.00%
5	Ni	Orion Mews North, Parallel Indented bays (P)	2	0	0.00%	1	50.00%	0	0.00%	0	0.00%
5	Ni	Orion Mews South, Parallel Indented bays (P)	2	0	0.00%	1	50.00%	1	50.00%	1	50.00%
5	0.5	Pier Street, Parallel Indented bays to The Crescent (1/2P)	4	1	25.00%	2	50.00%	2	50.00%	2	50.00%
5	0.5	Pier Street, Roadside parking to The Crescent (1/2P)	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Ni	Seawall Street, Parallel Indented bays (P)	5	3	60.00%	4	80.00%	1	20.00%	2	40.00%
5	Ni	Seawall Street, Parallel Indented bays - b/w Canberra Pde & Morley St (P)	8	4	50.00%	5	62.50%	1	12.50%	2	25.00%
5	Ni	Seawall Street, Parallel Indented bays - b/w Morley St & Oracles Mews (P)	6	3	50.00%	4	66.67%	2	33.33%	4	66.67%
5	Ni	Seawall Street, Parallel Indented bays - b/w Oracles Mews & Beach St (P)	5	3	60.00%	4	80.00%	4	80.00%	4	80.00%
5	Ni	Seawall Street, Parallel Ind									

Summary Table

				AVERAGE		MAXIMUM		AVERAGE		MAXIMUM		
				Monday 19-Nov-2012 7:00 to 19:00		Monday 19-Nov-2012 7:00 to 19:00		Sunday 25-Nov-2012 11:00 to 17:00		Sunday 25-Nov-2012 11:00 to 17:00		
ZONE	Time Limit	STREET	Occupancy vs Capacity Survey	Capacity								
5	Nil	The Crescent, Roadside parks to next intersection (P)		6	0	6.84%	4	66.67%	0	0.00%	0	0.00%
5	2	The Crescent, Roadside parks to Otton Mews North (2P)		2	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Nil	The Crescent, Roadside parks to Otton Mews South (P)		4	0	0.00%	0	0.00%	0	0.00%	0	0.00%
5	Nil	The Crescent, Roadside parks to Pier St (P)		10	6	56.67%	8	80.00%	3	28.33%	4	40.00%
1A	3	Waterfront P.C.P. 60 degree angled bays (3P)		27	0	0.62%	2	7.41%	15	55.17%	25	92.59%
1A	Disabled	Waterfront P.C.P. 60 degree angled bays (Disabled)		1	1	58.33%	1	100.00%	1	83.33%	1	100.00%
1A	3	Waterfront P.C.P. 60 degree angled bays (3P)		24	12	48.65%	24	100.00%	15	61.81%	22	91.67%
1A	Disabled	Waterfront P.C.P. 60 degree angled bays (Disabled)		2	0	0.00%	0	0.00%	2	91.67%	2	100.00%
1A	Disabled	Waterfront P.C.P. 60 degree angled bays (Disabled)		1	1	58.33%	1	100.00%	1	50.00%	1	100.00%
1A	Disabled	Waterfront P.C.P. 60 degree angled bays (Disabled)		1	1	58.33%	1	100.00%	1	66.67%	1	100.00%
1A	Ticket	Waterfront P.C.P. 60 degree angled bays (Ticket)		25	13	53.33%	22	88.00%	16	64.67%	23	92.00%
1A	3	Waterfront P.C.P. 60 degree angled bays (3P)		27	8	30.37%	19	70.37%	14	53.09%	19	68.89%
1A	Disabled	Waterfront P.C.P. 60 degree angled bays (Disabled)		1	1	75.00%	1	100.00%	1	50.00%	1	100.00%
1B	2	Waterfront Place, 60 degree angled bays (2P)		11	3	23.48%	9	81.82%	5	42.45%	8	72.73%
1B	Disabled	Waterfront Place, 60 degree angled bays (Disabled)		1	0	33.33%	1	100.00%	1	66.67%	1	100.00%
1B	2	Waterfront Place, 60 degree angled bays beyond Freight Entry/Exit (2P)		12	7	54.17%	11	91.67%	8	50.00%	9	75.00%
1B	Nil	Waterfront Place, Parallel Indented bays (P)		16	4	25.00%	10	62.50%	11	67.11%	14	87.50%
1B	Disabled	Waterfront Place, Parallel Indented bays (Disabled)		1	0	0.00%	0	0.00%	0	16.67%	1	100.00%
2A	Nil	Beach Street, 60 degree angled bays (P)		40	17	41.67%	26	70.00%	22	53.76%	32	80.00%
2A	Nil	Beach Street, 60 degree angled bays (P)		12	2	12.50%	8	66.67%	1	9.72%	4	33.33%
2A	Disabled	Beach Street, 60 degree angled bays in front of Beach St C.P. (Disabled)		2	0	20.83%	2	100.00%	2	75.00%	2	100.00%
2A	Nil	Beach Street, 60 degree angled bays in front of Beach St C.P. (P)		13	6	47.44%	10	76.92%	9	69.23%	12	92.31%
2A	Ticket	Beach Street, Parallel bays to Bay St (Ticket)		7	5	70.24%	7	100.00%	5	69.57%	7	100.00%
2A	Work Zone	Beach Street, Parallel bays to Bay St (W/Z)		3	1	25.00%	2	100.00%	1	33.33%	2	100.00%
2A	Ticket	Beach Street, Parallel bays to North St (Ticket)		11	10	90.15%	11	100.00%	10	90.91%	11	100.00%
2A	Ticket	Beach Street, Parallel bays to Stokes St (Ticket)		12	7	58.72%	11	91.67%	9	73.61%	9	75.00%
2A	Nil	Beach Street, Parallel marked bays (P)		6	2	27.78%	5	63.33%	3	44.44%	6	100.00%
2A	Ticket	Beach Street C.P. 90 degree bays (Ticket)		14	1	9.52%	2	14.29%	10	67.86%	14	100.00%
2A	Disabled	Beach Street C.P. 90 degree bays (Disabled)		2	0	16.67%	1	50.00%	1	50.00%	1	50.00%
2A	Ticket	Beach Street C.P. 90 degree bays (Ticket)		16	1	7.81%	4	25.00%	9	57.29%	14	87.50%
2B	2	Beach Street, Parallel bays to Princes St roundabout (2P)		5	2	40.00%	5	100.00%	3	60.00%	5	100.00%
2B	Nil	Beach Street, Parallel Indented bays to Park Sq (P)		5	5	100.00%	5	100.00%	4	80.00%	5	100.00%
2B	Nil	Beach Street, Parallel Indented bays to Light Rail Crossing (P)		6	5	84.72%	6	100.00%	4	59.35%	5	83.33%
2B	2	Beach Street, Parallel Indented parking bays to Park Square (East) (2P)		9	4	44.44%	7	77.78%	5	53.70%	7	77.78%
2B	Bus	Beach Street, (BUS Zone)		1	0	16.67%	1	100.00%	0	16.67%	0	0.00%
2C	Nil	Beach St Shop C.P. 90 degree bays (P)		11	7	64.39%	10	90.91%	5	45.45%	7	63.64%
2C	Nil	Beach St Shop C.P. 90 degree bays (P)		10	6	57.50%	8	80.00%	4	35.00%	5	50.00%
2C	Nil	Beach St Shop C.P. Parallel bays after store entrance (P)		2	1	45.83%	2	100.00%	1	50.00%	1	50.00%
2C	2	Beach Street, Parallel bays to Beacon Vista roundabout (2P)		15	7	46.44%	9	60.00%	11	74.44%	12	80.00%
2C	2	Beach Street, Parallel bays to Canberra Parade (2P)		16	10	60.42%	13	81.25%	12	75.00%	11	68.75%
2C	2	Beach Street, Parallel bays to Swallow St roundabout (2P)		14	4	28.57%	8	57.14%	7	50.00%	13	92.86%
2C	Nil	Beach Street, Parallel Indented bays in front of Supermarket (P)		7	6	85.48%	7	100.00%	6	85.10%	7	100.00%
2C	Nil	Beach Street, Parallel Indented bays to Beacon Vista (P)		15	12	79.44%	14	93.33%	12	80.00%	13	86.67%
2C	Nil	Beach Street, Parallel Indented bays to Pier St (P)		14	12	86.90%	13	92.86%	13	91.67%	14	100.00%
2C	Nil	Beach Street, Parallel Indented bays to roundabout (P)		6	5	88.89%	6	100.00%	6	97.22%	6	100.00%
2C	Bus	Beach Street, (BUS Zone)		1	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2C	Nil	Beacon Vista, 60 degree angle bays (P)		6	5	88.89%	6	100.00%	5	81.11%	6	100.00%
2C	Nil	Beacon Vista, 60 degree angle bays (P)		6	5	83.33%	6	100.00%	5	77.78%	6	100.00%
2C	Loading Zone	Swallow Street, Swallow St parking - 90 degree bays (L/Zone)		5	4	78.33%	5	100.00%	4	80.00%	4	80.00%
3A	Bus	Bay Street, Parallel bays after Rouse St (BUS Zone)		1	0	25.00%	1	100.00%	0	16.67%	1	100.00%
3A	1	Bay Street, Parallel bays (1P)		15	12	77.22%	15	100.00%	13	84.44%	15	100.00%
3A	Nil	Bay Street, Parallel bays (1P)		5	2	40.00%	3	60.00%	2	40.00%	4	80.00%
3A	Nil	Bay Street, Parallel bays to Beach St (P)		8	6	80.21%	7	87.50%	7	87.50%	8	100.00%
3A	0.25	Bay Street, Parallel bays to Graham St (1/4P)		1	0	41.67%	1	100.00%	1	66.67%	1	100.00%
3A	1	Bay Street, Parallel bays to Little Bay St (1P)		13	11	87.52%	13	100.00%	12	93.59%	13	100.00%
3A	Disabled	Bay Street, Parallel bays to Little Bay St (Disabled)		1	1	75.00%	1	100.00%	1	100.00%	1	100.00%
3A	1	Bay Street, Parallel bays to Rouse St (1P)		14	11	78.57%	14	100.00%	13	92.86%	14	100.00%
3A	Nil	Bay Street, Parallel bays to Rouse St (P)		16	12	75.00%	14	87.50%	15	94.79%	16	100.00%
3A	Bus	Bay Street, (BUS Zone)		1	0	16.67%	1	100.00%	0	0.00%	0	0.00%
3A	Loading Zone	Graham Street, Parallel bays (L/Zone)		2	0	16.67%	1	50.00%	1	50.00%	0	0.00%
3A	Bus	Graham Street, Parallel bays (BUS Zone)		1	0	25.00%	1	100.00%	0	33.33%	0	0.00%
3A	Permit	Graham Street, Parallel bays (Permit)		5	3	60.00%	4	80.00%	4	80.00%	5	100.00%
3A	Bus	Graham Street, to North St (BUS Zone)		1	0	0.00%	0	0.00%	0	0.00%	0	0.00%
3A	Disabled	North Street, Parallel bays to Beach St (Disabled)		1	0	0.00%	0	0.00%	0	0.00%	0	0.00%
3A	Disabled	North Street, Parallel bays (Disabled)		1	0	0.00%	0	0.00%	1	66.67%	1	100.00%
3A	2	North Street, Parallel bays (2P)		13	4	30.05%	13	100.00%	10	76.92%	12	92.31%
3A	Permit	North Street, Parallel bays to just after Church St (Permit)		6	5	83.33%	6	100.00%	4	66.67%	5	83.33%
3A	Nil	North Street, Parallel bays to Rouse St (P)		11	10	90.91%	11	100.00%	10	90.91%	11	100.00%
3A	Work Zone	North Street, Parallel bays to Rouse St (W/Z)		3	2	66.44%	3	100.00%	2	66.67%	2	66.67%
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)		4	2	43.75%	3	75.00%	0	0.00%	1	25.00%
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)		16	10	58.38%	15	93.75%	9	57.29%	14	87.50%
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)		16	2	13.54%	3	18.75%	4	21.88%	3	18.75%
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)		16	6	37.50%	8	50.00%	5	29.17%	5	31.25%
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)		16	1	6.25%	3	18.75%	1	6.25%	1	6.25%
3A	Disabled	Rouse St C.P. 90 degree bays (Disabled)		1	0	0.00%	0	0.00%	0	33.33%	1	100.00%
3A	Ticket	Rouse St C.P. 90 degree bays then exit the C.P. (Ticket)		16	4	25.00%	5	31.25%	6	36.46%	7	43.75%
3A	2	Rouse Street, 60 degree angled bays to Bay St (2P)		8	8	100.00%	8	100.00%	8	97.92%	8	100.00%
3A	2	Rouse Street, 60 degree angled bays to Rouse St C.P. (2P)		7	7	98.81%	7	100.00%	7	97.62%	7	100.00%
3A	Permit	Rouse Street, 90 degree bays (Permit)		4	0	8.33%	0	0.00%	3	70.83%	3	75.00%
3A	2	Rouse Street, 90 degree bays (2P)		4	3	83.33%	4	100.00%	4	100.00%	4	100.00%
3A	Work Zone	Rouse Street, 90 degree bays (W/Z)		6	4	59.72%	4	66.67%	5	77.78%	5	83.33%
3A	Nil	Rouse Street, Parallel bays (P)		4	4	89.59%	4	100.00%	4	91.67%	4	100.00%
3B	Nil	Graham Street, Parallel bays to just after Stokes St (P)		19	17	87.29%	19	100.00%	17	90.38%	19	100.00%
3B	Nil	North Street, Parallel bays to Graham St (P)		27	26	96.30%	27	100.00%	26	95.68%	27	100.00%
3B	Nil	North Street, Parallel bays to just after Church St (P)		13	13	99.23%	13	100.00%	13	99.23%	13	100.00%
3B	Permit	Princes Street, 60 degree angled bays to Beach St (Permit)		29	20	68.97%	29	73.11%	18	61.45%	27	96.62%
3B	2	Princes Street, Parallel Indented bays to Rouse St (2P)		24	13	52.78%	18	75.00%	14	58.33%	15	62.50%
3B	Disabled	Princes Street, Parallel Indented bays to Rouse St (Disabled)		1	1	66.67%	1	100.00%	0	16.67%	1	100.00%
3B	2	Princes Street, Parallel Indented bays to Rouse St (2P)		2	1	70.83%	2	100.00%	1	66.67%	2	100.00%
3B	Permit	Rouse Street, 60 degree angled bays (Permit)		4	2	60.42%	4	100.00%	2	50.00%	2	50.00%
3B	Nil	Rouse Street, 60 degree angled bays (P)		13	13	98.08%	13	100.00%	12	94.87%	13	100.00%
3B	0.25	Rouse Street, 60 degree angled bays (1/4P)		1	0	10.00%	1	100.00%	0	0.00%	0	0.00%
3B	Nil	Rouse Street, 60 degree angled bays to Princes St (P)		7	6	81.67%	7	100.00%	6	80.48%	7	100.00%
3B	Nil	Rouse Street, 60 degree angled bays to North St (P)		14	14	98.21%	14	100.00%	13	96.43%	14	100.00%
3B	Permit	Rouse Street, 60 degree bays to North St (Permit)		15	14	91.11%	15	100.00%	15	98.68%	15	100.00%
3B	Ticket	Rouse Street, 90 degree bays to Stokes St (Ticket)		20	17	84.99%	19	95.00%	17	85.80%	18	90.00%
3B	Nil	Stokes Street, 60 degree angled bays to End of Stokes Street (P)		45	44	96.67%	45	100.00%	41	91.85%	44	97.78%
3B	1	Stokes Street, 60 degree angled bays to Rouse St (1P)		29	23	79.45%	29	100.00%	27	91.95%	29	

7:00 AM to 7:00 PM

TAPS Parking Occupancy Survey-Revised Zones-04Feb2013.xlsm

Monday, 19 November 2012

7:00 AM to 7:00 PM

ZONE	Time Limit	STREET & Specifics	Cap.	Average	% Occupancy of Zone	Peak	% Occupancy of Zone	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
5	Permit	Swallow Street, Roadside parks - b/w Morley St/Orcades Mews (Permit)	9	5	54%	6	67%	4	5	4	4	5	5	4	6	6	5	5	5
5	Permit	Swallow Street, Roadside parks - b/w Orcades Mews & Beach St (Permit)	8	5	68%	6	75%	6	6	6	5	5	5	6	5	5	5	6	5
5	Permit	Swallow Street, Roadside parks to Canberra Pde (Permit)	4	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Permit	Swallow Street, Roadside parks to Lt Swallow St (Permit)	4	0	2%	1	25%	0	0	0	0	1	0	0	0	0	0	0	0
5	Nil	Swallow Street, Roadside parks to Swallow St (P)	2	0	4%	0	0%	1	0	0	0	0	0	0	0	0	0	0	0
5	Nil	Taroona Place, Parallel Indented bays (P)	2	1	54%	2	100%	2	1	1	1	1	1	1	2	1	0	1	1
5	Permit	Taroona Place, Parallel Indented bays (Permit)	2	0	17%	2	100%	1	1	0	0	0	0	0	2	0	0	0	0
5	Nil	The Crescent, Parallel Indented bays (P)	3	1	22%	2	67%	1	1	0	1	2	1	0	2	0	0	0	0
5	Nil	The Crescent, Parallel Indented bays (P)	3	1	25%	3	100%	0	0	0	1	0	0	1	3	1	1	1	1
5	Nil	The Crescent, Parallel Indented bays - to The Cove (P)	7	4	58%	5	71%	4	4	4	4	5	2	5	5	4	4	4	4
5	Nil	The Crescent, Parallel Indented bays to Beacon Vista (P)	8	3	42%	7	88%	6	3	2	2	1	2	2	2	4	4	5	7
5	Nil	The Crescent, Parallel Indented bays to bend (P)	3	1	47%	2	67%	3	2	1	1	1	1	1	0	2	1	2	2
5	2	The Crescent, Parallel Indented bays to bend (2P)	2	0	13%	1	50%	0	0	1	0	0	0	0	0	0	0	1	1
5	Nil	The Crescent, Parallel indented bays to Hobsons Bay Parade (P)	4	1	33%	3	75%	2	1	1	0	0	1	3	1	1	1	2	3
5	Nil	The Crescent, Parallel Indented bays to Narooma Place (P)	6	1	21%	2	33%	2	0	1	1	1	2	2	1	1	1	1	2
5	Nil	The Crescent, Parallel Indented bays to next intersection (P)	6	2	35%	2	33%	4	3	3	2	2	2	0	2	2	1	2	2
5	Nil	The Crescent, Parallel Indented bays to Orion Mews South (P)	5	1	13%	2	40%	1	0	0	0	0	2	2	1	1	1	0	0
5	Nil	The Crescent, Parallel Indented bays to Pier St (P)	14	6	41%	7	50%	8	4	6	6	6	4	5	6	4	7	7	6
5	Nil	The Crescent, Parallel Indented bays to Strathaird Mews (P)	3	1	33%	3	100%	2	2	0	0	0	0	0	0	1	2	2	3
5	Nil	The Crescent, Roadside parks (P)	2	0	8%	1	50%	0	0	0	0	0	0	1	1	0	0	0	0
5	Nil	The Crescent, Roadside parks (P)	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks - to Strathaird Mews (P)	3	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks - to The Cove (P)	5	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to Beacon Vista (P)	6	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to bend (P)	3	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to bend (P)	2	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to Narooma Place (P)	3	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to next intersection (P)	6	0	7%	4	67%	1	0	0	0	0	0	4	0	0	0	0	0
5	2	The Crescent, Roadside parks to Orion Mews North (2P)	2	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to Orion Mews South (P)	4	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to Pier St (P)	10	6	57%	8	80%	5	6	5	6	6	5	5	8	5	5	6	6
1A	3	Waterfront Pl C.P., 60 degree angled bays (3P)	27	0	1%	2	7%	0	0	0	0	0	0	0	0	0	0	0	2
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	1	1	58%	1	100%	0	0	1	0	1	1	0	1	1	1	1	0
1A	3	Waterfront Pl C.P., 60 degree angled bays (3P)	24	12	50%	24	100%	2	4	7	8	11	14	23	16	20	24	11	3
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	2	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	1	1	58%	1	100%	0	0	0	0	1	1	1	1	1	1	1	0
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	1	1	58%	1	100%	0	0	0	1	1	1	1	1	1	0	1	0
1A	Ticket	Waterfront Pl C.P., 60 degree angled bays (Ticket)	25	13	53%	22	88%	6	6	7	8	9	20	18	18	17	22	15	14
1A	3	Waterfront Pl C.P., 60 degree angled bays (3P)	27	9	34%	19	70%	9	7	5	6	7	10	16	11	11	19	6	3
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	1	1	75%	1	100%	0	0	0	1	1	1	1	1	1	1	1	1
1B	2	Waterfront Place, 60 degree angled bays (2P)	11	3	23%	9	82%	0	3	0	0	3	4	2	2	0	9	8	0
1B	Disabled	Waterfront Place, 60 degree angled bays (Disabled)	1	0	33%	1	100%	0	0	0	0	0	1	1	1	1	0	0	0
1B	2	Waterfront Place, 60 degree angled bays beyond Freight Entry/Exit (2P)	12	7	54%	11	92%	0	3	4	10	7	4	9	7	6	10	11	7
1B	Nil	Waterfront Place, Parallel Indented bays (P)	16	4	27%	10	63%	5	1	1	2	2	3	4	6	5	8	10	4
1B	Disabled	Waterfront Place, Parallel Indented bays (Disabled)	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
2A	Nil	Beach Street, 60 degree angled bays (P)	40	17	42%	28	70%	12	9	13	19	16	20	24	21	17	12	9	28
2A	Nil	Beach Street, 60 degree angled bays (P)	12	2	13%	8	67%	0	0	0	0	0	1	0	0	3	6	8	0
2A	Disabled	Beach Street, 60 degree angled bays in front of Beach St C.P. (Disabled)	2	0	21%	2	100%	0	0	0	0	0	0	0	0	1	1	2	1
2A	Nil	Beach Street, 60 degree angled bays in front of Beach St C.P. (P)	19	6	47%	10	77%	3	3	5	7	4	7	10	9	7	5	7	7
2A	Ticket	Beach Street, Parallel bays to Bay St (Ticket)	7	5	70%	7	100%	6	6	5	4	5	3	3	5	4	4	7	7
2A	Work Zone	Beach Street, Parallel bays to Bay St (W/Z)	2	1	25%	2	100%	0	0	0	0	0	0	0	2	0	0	2	2
2A	Ticket	Beach Street, Parallel bays to Nott St (Ticket)	11	10	90%	11	100%	11	8	8	10	10	10	10	10	11	11	10	10
2A	Ticket	Beach Street, Parallel bays to Stokes St (Ticket)	12	7	60%	11	92%	8	6	7	7	6	7	5	6	6	7	11	10
2A	Nil	Beach Street, Parallel marked bays (P)	6	2	28%	5	83%	0	2	0	1	0	4	2	2	2	5	2	0
2A	Ticket	Beach Street C.P., 90 degree bays (Ticket)	14	1	10%	2	14%	1	3	2	1	0	2	1	1	1	1	1	2
2A	Disabled	Beach Street C.P., 90 degree bays (Disabled)	2	0	17%	1	50%	0	0	0	0	0	0	1	1	1	0	1	0
2A	Ticket	Beach Street C.P., 90 degree bays (Ticket)	16	1	8%	4	25%	0	0	0	0	0	4	2	1	1	1	2	4
2B	2	Beach Street, Parallel bays to Princes St roundabout (2P)	5	2	47%	5	100%	0	0	1	1	1	5	5	4	4	5	1	1
2B	Nil	Beach Street, Parallel indented bays - to Park Sq (P)	5	5	92%	5	100%	5	5	5	5	5	5	5	5	5	5	3	2
2B	Nil	Beach Street, Parallel indented bays to Light Rail Crossing (P)	6	5	85%	6	100%	2	4	6	6	6	6	5	6	6	6	5	3
2B	2	Beach Street, Parallel indented parking bays to Park Square (East) (2P)	9	4	44%	7	78%	1	1	3	4	7	5	6	5	6	3	2	1
2B	Bus	Beach Street, (BUS Zone)	1	0	17%	1	100%	0	1	0	0	0	0	0	0	0	0	0	1
2C	Nil	Beach St Shop C.P., 90 degree bays (P)	11	7	64%	10	91%	2	8	9	7	9	4	8	8	7	7	10	6
2C	Nil	Beach St Shop C.P., 90 degree bays (P)	10	6	58%	8	80%	0	5	8	7	8	7	4	7	7	6	6	4
2C	Nil	Beach St Shop C.P., Parallel bays after store entrance (P)	2	1	46%	2	100%	0	0	0	2	1	1	1	1	1	2	1	1
2C	2	Beach Street, Parallel bays to Beacon Vista roundabout (2P)	15	7	49%	9	60%	8	7	9	7	7	9	7	8	8	6	7	6
2C	2	Beach Street, Parallel bays to Beacon Vista (2P)	16	10	60%	13	81%	5	5	8	10	11	11	12	12	10	13	8	11
2C	2	Beach Street, Parallel bays to Swallow St roundabout (2P)	14	4	32%	8	57%	4	1	6	5	8	6	2	4	6	5	3	3
2C	Nil	Beach Street, Parallel Indented bays in front of Supermarket (P)	7	6	90%	7	100%	6	5	6	6	7	7	7	7	7	7	5	6
2C	Nil	Beach Street, Parallel Indented bays to Beacon Vista (P)	15	12	79%	14	93%	5	13	13	13	14	12	11	13	14	13	12	10
2C	Nil	Beach Street, Parallel Indented bays to Pier St (P)	14	12	87%	13	93%	14	14	12	13	13	12	12	12	12	11	10	11
2C	Nil	Beach Street, Parallel Indented bays to roundabout (P)	6	5	89%	6	100%	5	6	6	6	6	5	6	5	6	6	4	3
2C	Bus	Beach Street, (BUS Zone)	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
2C	Nil	Beacon Vista, 60 degree angle bays (P)	6	5	89%	6	100%	6	5	6	5	6	6	5	6	6	4	4	5
2C	Nil	Beacon Vista, 60 degree angle bays (P)	6	5	88%	6	100%	6	6	5	5	6	6	6	6	5	4	4	4
2C	Loading Zone	Swallow Street, Swallow St parking - 90 degree bays (L/Zone)	5	4	78%	5	100%	4	4	0	5	5	3	3	5	5	5	4	4
3A	Bus	Bay Street, Parallel bay after Rouse St (BUS Zone)	1	0	25%	1	100%	0	0	1	1	0	0	0	0	0	1	0	0
3A	1	Bay Street, Parallel bays (1P)	15	12	77%	15	100%	10	10	13	10	12	12	12	10	11	13	11	15
3A	1	Bay Street, Parallel bays (1P)	5	2	45%	3	60%	1	3	3	2	3	3	2	3	2	2	1	2
3A	Nil	Bay Street, Parallel bays to Beach St (P)	0	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
3A	0.25	Bay Street, Parallel bays to Graham St (1/4P)	1	0	42%	1	100%	0	0	1	0	0	0	1	1	1	0	0	1
3A	1	Bay Street, Parallel bays to Little Bay St (1P)	13	11	88%	13	100%	12	11	13	10	9	13	11	13	11	8	13	13
3A	Disabled	Bay Street, Parallel bays to Little Bay St (Disabled)	1	1	75%	1	100%	1	1	1	1	0	1	0	1	1	0	1	1
3A	1	Bay Street, Parallel bays to Rouse St (1P)	14	11	79%	14	100%	12	11	10	11								

Monday, 19 November 2012

7:00 AM to 7:00 PM

ZONE	Time Limit	STREET & Specifics	Cap.	Average	% Occupancy of Zone	Peak	% Occupancy of Zone	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
3A	Nil	Bay Street, Parallel bays to Rouse St (P)	16	12	75%	14	88%	12	14	14	13	14	12	14	11	10	13	3	
3A	Bus	Bay Street, (BUS Zone)	1	0	17%	1	100%	0	0	0	0	0	1	0	0	0	0	1	
3A	Loading Zone	Graham Street, Parallel bays (L/Zone)	2	0	17%	1	50%	0	0	0	0	1	1	0	0	1	1	0	0
3A	Bus	Graham Street, Parallel bays (BUS Zone)	1	0	25%	1	100%	0	0	0	0	1	1	0	0	0	0	0	1
3A	Permit	Graham Street, Parallel bays (Permit)	5	3	65%	4	80%	2	2	2	2	4	4	4	3	4	4	4	4
3A	Bus	Graham Street, to Nott St (BUS Zone)	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
3A	Disabled	Nott Street, Parallel bay to Beach St (Disabled)	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
3A	Disabled	Nott Street, Parallel bays (Disabled)	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
3A	2	Nott Street, Parallel bays (2P)	13	4	32%	13	100%	0	0	0	0	0	0	6	13	11	5	6	9
3A	Permit	Nott Street, Parallel bays to just after Church St (Permit)	6	5	89%	6	100%	5	5	6	6	4	5	5	6	6	6	6	4
3A	Nil	Nott Street, Parallel bays to Rouse St (P)	11	10	87%	11	100%	10	9	10	11	10	10	9	10	7	10	9	10
3A	Work Zone	Nott Street, Parallel bays to Rouse St (W/Z)	3	2	69%	3	100%	2	2	2	2	2	2	2	2	2	2	3	2
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)	4	2	44%	3	75%	1	1	1	3	3	2	2	2	2	2	1	1
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)	16	10	59%	15	94%	8	8	9	10	11	13	15	11	7	10	8	4
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)	16	2	14%	3	19%	0	1	2	2	3	3	3	3	3	3	2	1
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)	16	6	38%	8	50%	5	5	5	5	6	8	7	7	5	6	6	7
3A	Ticket	Rouse St C.P. 90 degree bays (Ticket)	16	1	8%	3	19%	1	1	1	1	1	1	1	1	1	2	2	3
3A	Disabled	Rouse St C.P. 90 degree bays (Disabled)	1	0	0%	0	0%	0	0	0	0	0	0	0	0	0	0	0	0
3A	Ticket	Rouse St C.P. 90 degree bays then exit the C.P (Ticket)	16	4	28%	5	31%	4	5	5	4	5	3	3	4	5	5	5	5
3A	2	Rouse Street, 60 degree angled bays to Bay St (2P)	8	8	100%	13	163%	8	8	8	8	7	8	7	7	7	13	7	8
3A	2	Rouse Street, 60 degree angled bays to Rouse St C.P (2P)	7	7	99%	7	100%	7	6	7	7	7	7	7	7	7	7	7	7
3A	Permit	Rouse Street, 90 degree bays (Permit)	4	0	8%	0	0%	0	0	4	0	0	0	0	0	0	0	0	0
3A	2	Rouse Street, 90 degree bays (2P)	4	3	83%	4	100%	4	3	0	3	3	3	4	4	4	4	4	4
3A	Work Zone	Rouse Street, 90 degree bays (W/Z)	6	4	60%	4	67%	2	4	4	4	3	4	4	4	3	4	3	4
3A	Nil	Rouse Street, Parallel bays (P)	4	4	90%	4	100%	3	2	3	4	4	4	4	4	4	4	3	4
3B	Nil	Graham Street, Parallel bays to just after Stokes St (P)	19	17	87%	19	100%	16	19	16	19	17	18	16	16	15	18	15	14
3B	Nil	Nott Street, Parallel bays to Graham St (P)	27	26	96%	27	100%	27	25	26	26	27	27	25	27	24	24	27	27
3B	Nil	Nott Street, Parallel bays to Rouse St (P)	13	5	40%	13	100%	0	0	0	0	0	0	12	13	13	9	7	8
3B	Permit	Princes Street, 60 degree angled bays to Beach St (Permit)	29	20	69%	23	79%	21	21	23	23	20	22	22	23	21	19	12	13
3B	2	Princes Street, Parallel Indented bays to Rouse St (2P)	24	13	53%	18	75%	14	9	8	9	11	16	18	13	16	14	10	14
3B	Disabled	Princes Street, Parallel Indented bays to Rouse St (Disabled)	1	1	67%	1	100%	1	0	0	1	0	1	0	1	1	1	1	1
3B	2	Princes Street, Parallel Indented bays to Rouse St (2P)	2	1	71%	2	100%	1	1	2	2	2	0	2	2	2	1	1	1
3B	Permit	Rouse Street, 60 degree angled bays (Permit)	4	2	60%	4	100%	3	2	2	2	2	3	3	2	4	2	2	2
3B	Nil	Rouse Street, 60 degree angled bays (P)	13	13	98%	13	100%	13	12	13	13	13	13	13	13	12	13	13	12
3B	0.25	Rouse Street, 60 degree angled bays (1/4P)	1	0	42%	1	100%	0	1	0	0	0	0	0	1	0	1	1	1
3B	Nil	Rouse Street, 60 degree angled bays to Princes St (P)	7	5	92%	7	100%	4	6	7	7	7	6	7	7	7	6	7	6
3B	Nil	Rouse Street, 60 degree angled bays to Stokes St (P)	14	14	98%	14	100%	14	13	14	14	14	13	14	14	13	14	14	14
3B	Permit	Rouse Street, 60 degree bays - to Nott St (Permit)	15	14	91%	15	100%	15	15	15	0	15	15	15	15	14	15	15	15
3B	Ticket	Rouse Street, 90 degree bays to Stokes St (Ticket)	20	17	85%	18	90%	15	19	18	17	18	18	16	18	15	15	17	17
3B	Nil	Stokes Street, 60 degree angled bays to End of Stokes Street (P)	45	44	97%	45	100%	44	42	44	45	45	45	44	44	41	40	45	43
3B	1	Stokes Street, 60 degree angled bays to Rouse St (1P)	29	23	78%	29	100%	29	20	22	16	20	23	23	21	21	20	29	29
3B	Permit	Stokes Street, Parallel bays (Permit)	2	1	63%	2	100%	1	1	1	0	2	2	1	0	1	2	2	2
3B	Disabled	Stokes Street, Parallel bays - Permit Zone all other times (Disabled)	1	1	75%	1	100%	1	0	1	0	1	1	1	0	1	1	1	1
3B	2	Stokes Street, Parallel bays - Permit Zone all other times (2P)	20	9	43%	13	65%	11	10	11	2	12	13	7	6	7	5	7	11
3B	Permit	Stokes Street, Parallel bays - Permit Zone all other times (Permit)	5	4	82%	5	100%	4	1	5	0	5	5	5	5	5	5	5	4
3B	Permit	Stokes Street, Parallel bays to Beach St (Permit)	18	14	76%	18	100%	14	14	11	12	12	14	13	13	12	14	18	17
3B	Nil	Swallow St S.L. On Swallow St Service Lane (P)	7	5	65%	6	86%	3	5	5	5	5	5	6	5	5	5	4	2
TOTAL by ZONE 1A Waterfront Place, leading to Station Pier			109	37	34%	68	62%	17	17	20	24	31	48	60	49	52	68	36	23
TOTAL by ZONE 1B Waterfront Place, extension from Beach Street			41	14	33%	29	71%	5	7	5	12	12	12	16	16	12	27	29	11
TOTAL by ZONE 2A Beach Street, Bay St to Princes St			137	52	38%	71	52%	41	37	40	49	41	58	58	58	53	63	71	
TOTAL by ZONE 2B Beach Street, Princes St to Light Rail			26	16	62%	22	85%	8	11	15	16	19	21	21	20	20	22	12	9
TOTAL by ZONE 2C Beach Street, Light Rail to Pier St			128	86	67%	101	79%	65	79	88	91	101	89	84	94	94	89	78	74
TOTAL by ZONE 3A Bounded by Bay St, Beach St, Nott St, & Graham St			237	132	56%	144	81%	117	117	133	127	131	141	141	144	133	137	136	130
TOTAL by ZONE 3B Bounded by Nott St, Beach St, Princes St & Graham St			316	248	78%	263	83%	251	236	244	213	248	260	263	259	250	244	253	254
TOTAL by ZONE 4 Bounded by Princes St, Beach St, Light Rail & Swallow St			165	71	43%	78	47%	67	65	70	73	75	68	68	77	69	72	71	78
TOTAL by ZONE 5 Bounded by Light Rail, Beach St, Pier St & Garden City Reserve			481	152	32%	172	36%	172	150	147	146	155	155	156	153	139	142	147	158
TOTAL			1640	807	49%	870	53%	743	719	762	751	813	852	867	870	822	854	824	806
Available Spaces			833	51%	921	56%	897	921	878	889	827	788	773	770	818	786	816	832	

Sunday, 25 November 2012

11:00 AM to 5:00 PM

ZONE	Time Limit	STREET & Specifics	Cap.	Average	% Occupancy of Zone	Peak	% Occupancy of Zone	11:00	12:00	13:00	14:00	15:00	16:00
4	Nil	Centenary Drive, Roadside parking to N/standing sign (P)	3	2	67%	2	67%	2	2	2	2	2	2
4	Nil	Centenary Drive, Roadside parking to N/standing sign around corner (P)	10	4	37%	4	40%	3	4	4	3	4	4
4	Nil	Centenary Drive, Roadside parking to Princes St (P)	10	5	52%	6	60%	4	4	5	6	6	6
4	Nil	Centenary Drive, Roadside parking to Princes St (P)	5	0	7%	1	20%	1	0	0	0	0	1
4	Nil	Clifford Street, 90 degree bays at the end of Clifford St (P)	4	3	75%	4	100%	2	2	2	4	4	4
4	Nil	Clifford Street, Roadside parking to Centenary Drv (P)	6	2	25%	3	50%	0	1	0	2	3	3
4	Nil	Clifford Street, Roadside parking to Centenary Drv (P)	6	3	44%	3	50%	3	3	3	3	2	2
4	Nil	Clifford Street, Roadside parking to end (P)	3	0	6%	1	33%	0	0	0	0	0	1
4	Nil	Clifford Street, Roadside parking to end (P)	3	0	11%	0	0%	1	1	0	0	0	0
4	Nil	Harper Court, Roadside parking to end of Court (P)	5	2	37%	1	20%	4	2	2	1	1	1
4	No Standing	Park Square, No standing on RHS (NoStand)	1	0	0%	0	0%	0	0	0	0	0	0
4	2	Park Square, Roadside parking to LH Bend (2P)	5	3	67%	4	80%	4	4	4	2	2	4
4	2	Park Square, Roadside parking to Beach St (2P)	7	5	74%	4	57%	7	7	7	3	4	3
4	2	Park Square, Roadside parking to LH Bend (2P)	8	6	73%	8	100%	6	4	6	8	5	6
4	Permit	Park Square, Roadside parking to LH Bend (Permit)	4	4	96%	4	100%	4	4	3	4	4	4
4	Permit	Park Square, Roadside parking to RH Bend (Permit)	7	4	60%	6	86%	5	4	3	3	6	4
4	Ticket	Princes Street, 60 degree angle bays to Clifford St (Ticket)	12	8	68%	8	67%	9	10	8	8	7	7
4	Nil	Princes Street, 60 degree angle bays to Webb Rd (P)	12	7	54%	7	58%	8	7	4	7	7	6
4	2	Princes Street, Parallel Indented bays to Rouse St (2P)	11	7	59%	7	64%	6	7	11	7	4	4
4	Permit	Princes Street, Parallel Indented bays, Clifford St to speed hump (Permit)	4	2	38%	2	50%	1	1	3	2	1	1
4	2	Princes Street, Parallel roadside parking to Clifford St (2P)	10	0	0%	0	0%	0	0	0	0	0	0
4	2	Tom Hills Crt, Parallel Indented bays (2P)	6	5	81%	5	83%	5	5	5	5	5	4
4	Disabled	Tom Hills Crt, Parallel Indented bays (Disabled)	1	0	33%	0	0%	0	1	1	0	0	0
4	Nil	Webb Road, Roadside parking after No Standing Zone (P)	6	3	47%	4	67%	1	3	4	4	3	2
4	Nil	Webb Road, Roadside parking to bend (P)	10	1	12%	2	20%	1	1	1	1	2	1
4	Nil	Webb Road, Roadside parking to Tom Hills Court (P)	6	0	6%	0	0%	2	0	0	0	0	0
5	Nil	Australis Circuit, Parallel Indented bays (P)	2	1	50%	1	50%	1	1	1	1	1	1
5	Nil	Australis Circuit, Parallel Indented bays (P)	4	1	33%	1	25%	2	2	1	1	1	1
5	Nil	Australis Circuit, Parallel Indented bays to LH bend (P)	3	1	44%	2	67%	1	2	1	1	1	2
5	Nil	Australis Circuit, Parallel Indented bays to LH bend (P)	2	2	75%	2	100%	1	1	2	1	2	2
5	Nil	Australis Circuit, Parallel Indented bays to LH curve (P)	6	4	72%	6	100%	4	3	4	3	6	6
5	Nil	Australis Circuit, Parallel Indented bays to RH bend (P)	4	2	58%	2	50%	3	3	2	2	2	2
5	Nil	Australis Circuit, Parallel Indented bays to RH bend (P)	3	3	100%	3	100%	3	3	3	3	3	3
5	Nil	Australis Circuit, Parallel Indented bays to RH bend (P)	3	2	67%	3	100%	1	1	3	3	2	2
5	Nil	Australis Circuit, Roadside parking to LH curve (P)	6	4	58%	4	67%	6	5	4	4	1	1
5	Nil	Australis Circuit, Roadside parking to RH bend (P)	3	1	22%	1	33%	1	1	1	1	0	0
5	Nil	Australis Circuit, Roadside parking to Swallow St (P)	7	5	67%	6	86%	4	3	5	5	6	5
5	Nil	Beacon Vista, Parallel Indented bays (P)	3	2	78%	2	67%	3	3	2	2	2	2
5	Nil	Beacon Vista, Parallel Indented bays (P)	2	2	92%	2	100%	1	2	2	2	2	2
5	Nil	Beacon Vista, Parallel Indented bays (P)	3	2	67%	2	67%	2	2	2	2	2	2
5	Nil	Beacon Vista, Parallel Indented bays (P)	2	1	50%	1	50%	1	1	1	1	1	1
5	Nil	Beacon Vista, Parallel Indented bays (P)	5	4	80%	4	80%	4	4	4	4	4	4
5	Nil	Beacon Vista, Parallel Indented bays (P)	5	3	50%	3	60%	4	3	2	0	3	3
5	Nil	Beacon Vista, Parallel Indented bays (P)	3	1	44%	1	33%	1	3	2	0	1	1
5	Nil	Beacon Vista, Parallel Indented bays (P)	3	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Beacon Vista, Parallel Indented bays to bend (P)	8	4	52%	6	75%	5	4	4	0	6	6
5	Nil	Beacon Vista, Parallel Indented bays to bend (P)	6	1	17%	1	17%	1	1	2	0	1	1
5	Nil	Beacon Vista, Parallel Indented bays to intersection (P)	8	2	27%	3	38%	2	1	2	2	3	3
5	Nil	Beacon Vista, Roadside parking to bend (P)	3	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Beacon Vista, Roadside parking to bend (P)	4	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Beacon Vista, Roadside parking to intersection (P)	4	0	8%	0	0%	0	0	2	0	0	0
5	Nil	Beacon Vista, Roadside parking to intersection (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Beacon Vista, Roadside parking to intersection (P)	4	2	54%	3	75%	2	2	4	3	1	1
5	Nil	Beacon Vista, Roadside parking to next bend (P)	4	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Beacon Vista, Roadside parking to next bend (P)	3	1	17%	3	100%	0	0	0	3	0	0
5	Nil	Beacon Vista, Roadside parking to next bend (P)	4	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Beacon Vista, Roadside parking to next bend (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Private	Canberra Mews, 90 degree bays (Private)	3	2	72%	3	100%	2	2	2	3	2	2
5	Nil	Canberra Pde, Parallel Indented bays to bend (P)	6	5	75%	6	100%	4	4	4	4	5	6
5	Nil	Canberra Pde, Parallel Indented bays to Morley St (P)	3	3	83%	2	67%	3	3	3	2	2	2
5	2	Canberra Pde, Roadside parking to bend (2P)	6	3	42%	3	50%	1	2	4	3	3	2
5	2	Canberra Pde, Roadside parking to Canberra Mews (2P)	6	2	28%	2	33%	2	2	1	1	2	2
5	2	Canberra Pde, Roadside parking to Morley St (2P)	6	3	47%	3	50%	2	2	4	3	3	3
5	Nil	Edina Close North, 90 degree bays (P)	6	3	42%	3	50%	3	3	2	3	2	2
5	Nil	Edina Close South, Parallel Indented bays (P)	3	2	72%	3	100%	1	2	3	3	2	2
5	Nil	Hobsons Bay Pde, Parallel Indented bays to bend (P)	4	3	63%	2	50%	4	3	2	2	2	2
5	Nil	Hobsons Bay Pde, Parallel Indented bays to Edina Cl South (P)	2	1	33%	1	50%	0	0	1	1	1	1
5	Nil	Hobsons Bay Pde, Parallel Indented bays to Edina Close (P)	6	3	56%	3	50%	4	4	4	3	2	3
5	Nil	Hobsons Bay Pde, Parallel Indented bays to Morley St (P)	6	1	17%	1	17%	1	1	1	1	1	1
5	Nil	Hobsons Bay Pde, Parallel Indented bays to The Crescent (P)	2	1	50%	1	50%	1	1	1	1	1	1
5	Nil	Hobsons Bay Pde, Roadside parking (P)	4	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Hobsons Bay Pde, Roadside parking to bend (P)	3	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Hobsons Bay Pde, Roadside parking to Edina Cl South (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Hobsons Bay Pde, Roadside parking to Edina Close (P)	4	0	8%	1	25%	0	0	0	0	1	1
5	Nil	Hobsons Bay Pde, Roadside parking to The Crescent (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Morley Mews, 90 degree bays near back of Mews (P)	3	3	100%	3	100%	3	3	3	3	3	3
5	Nil	Morley Street, Parallel Indented bays to Little Swallow St (P)	3	2	72%	3	100%	2	2	1	2	3	3
5	Nil	Morley Street, Parallel Indented bays to roundabout (P)	4	3	75%	3	75%	4	4	3	3	2	2
5	Nil	Morley Street, Roadside parking to Little Swallow St (P)	3	0	11%	1	33%	1	0	0	0	0	1
5	Nil	Morley Street, Roadside parking to Morley Mews (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Morley Street, Roadside parking to Morley Mews (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Morley Street, Roadside parking to roundabout (P)	3	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Morley Street, Roadside parking to roundabout (P)	6	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Morley Street, Roadside parking to roundabout (P)	6	4	72%	5	83%	4	5	5	5	3	4
5	Nil	Naroomba Place, Roadside parking (P)	4	0	4%	0	0%	0	1	0	0	0	0
5	Nil	Naroomba Place, Roadside parking (P)	2	0	8%	0	0%	1	0	0	0	0	0
5	Nil	Naroomba Place, Roadside parking to end of Naroomba Place (P)	2	2	100%	2	100%	2	2	2	2	2	2
5	Nil	Naroomba Place, Roadside parking to end of Naroomba Place (P)	2	2	75%	1	50%	2	2	2	1	1	1
5	Nil	Orcades Mews, Parallel Indented bays (P)	4	3	63%	4	100%	2	1	2	3	4	3
5	Nil	Orcades Mews, Roadside parking (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Orcades Mews, Roadside parking (P)	5	3	67%	5	100%	3	2	3	3	4	5
5	Nil	Orion Mews North, Parallel Indented bays (P)	2	1	50%	1	50%	1	1	1	1	1	1
5	Nil	Orion Mews North, Parallel Indented bays (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Orion Mews South, Parallel Indented bays (P)	2	1	33%	1	50%	1	1	0	1	0	1
5	Nil	Orion Mews South, Parallel Indented bays (P)	2	1	33%	1	50%	0	0	1	1	1	1
5	0.5	Pier Street, Parallel Indented bays to The Crescent (1/2P)	4	2	42%	2	50%	2	1	2	2	2	1
5	0.5	Pier Street, Roadside parking to The Crescent (1/2P)	3	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Swallow Street, Parallel Indented bays (P)	5	1	23%	2	40%	1	1	1	2	1	1
5	Nil	Swallow Street, Parallel Indented bays - b/w Canberra Pde & Morley St (P)	8	1	10%	2	25%	1	1	0	0	1	2
5	Nil	Swallow Street, Parallel Indented bays - b/w Morley St/Orcades Mews (P)	6	3	53%	4	67%	3	3	3	3	3	4
5	Nil	Swallow Street, Parallel Indented bays - b/w Orcades Mews & Beach St (P)	5	4	80%	4	80%	4	4	4	4	4	4
5	Nil	Swallow Street, Parallel Indented bays - to Canberra Pde (P)	16	6	40%	8	50%	5	5	7	6	7	8
5	Nil	Swallow Street, Parallel Indented bays to Australis Cct (P)	15	1	4%	1	7%	1	0	1	1	0	1
5	Nil	Swallow Street, Parallel Indented bays to Australis Cct (P)	10	1	10%	0	0%	2	2	2	0	0	0
5	Disabled	Swallow Street, Roadside parking (Disabled)	1	1	83%	1	100%	1	1	1	0	1	1
5	Permit	Swallow Street, Roadside parking - b/w Canberra Pde & Morley St (Permit)	10	3	33%	4	40%	2	3	4	3	4	4
5	Permit	Swallow Street, Roadside parking - b/w Morley St/Orcades Mews (Permit)	9	4	41%	4	44%	4	4	4	3	3	4

Sunday, 25 November 2012

11:00 AM to 5:00 PM

ZONE	Time Limit	STREET & Specifics	Cap.	Average	% Occupancy of Zone	Peak	% Occupancy of Zone	11:00	12:00	13:00	14:00	15:00	16:00
5	Permit	Swallow Street, Roadside parks - b/w Orca Mews & Beach St (Permit)	8	6	77%	5	63%	8	7	7	5	5	5
5	Permit	Swallow Street, Roadside parks to Canberra Pde (Permit)	4	1	29%	2	50%	1	1	1	1	2	1
5	Permit	Swallow Street, Roadside parks to Lt Swallow St (Permit)	4	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Swallow Street, Roadside parks to Swallow St (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	Taroona Place, Parallel Indented bays (P)	2	1	33%	1	50%	1	1	1	1	0	0
5	Permit	Taroona Place, Parallel Indented bays (Permit)	2	1	33%	1	50%	0	1	1	0	1	1
5	Nil	The Crescent, Parallel Indented bays (P)	3	1	17%	1	33%	0	0	1	0	1	1
5	Nil	The Crescent, Parallel Indented bays (P)	3	1	33%	1	33%	2	1	1	0	1	1
5	Nil	The Crescent, Parallel Indented bays - to The Cove (P)	7	5	64%	5	71%	4	4	5	5	5	4
5	Nil	The Crescent, Parallel Indented bays to Beacon Vista (P)	8	6	69%	6	75%	5	4	6	6	6	6
5	Nil	The Crescent, Parallel Indented bays to bend (P)	3	2	56%	2	67%	2	2	2	2	1	1
5	2	The Crescent, Parallel Indented bays to bend (2P)	2	0	17%	1	50%	0	0	0	0	1	1
5	Nil	The Crescent, Parallel indented bays to Hobsons Bay Parade (P)	4	2	50%	3	75%	3	0	2	2	2	3
5	Nil	The Crescent, Parallel Indented bays to Narooma Place (P)	6	2	31%	2	33%	2	1	2	2	2	2
5	Nil	The Crescent, Parallel Indented bays to next intersection (P)	6	3	42%	3	50%	3	3	2	2	2	3
5	Nil	The Crescent, Parallel Indented bays to Orion Mews South (P)	5	4	70%	4	80%	3	4	4	4	3	3
5	Nil	The Crescent, Parallel Indented bays to Pier St (P)	14	6	40%	5	36%	8	8	5	5	5	3
5	Nil	The Crescent, Parallel Indented bays to Strathaird Mews (P)	3	2	72%	3	100%	2	1	1	3	3	3
5	Nil	The Crescent, Roadside parks (P)	2	0	8%	1	50%	0	0	0	1	0	0
5	Nil	The Crescent, Roadside parks (P)	1	0	0%	0	0%	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks - to Strathaird Mews (P)	3	0	0%	0	0%	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks - to The Cove (P)	5	0	0%	0	0%	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to Beacon Vista (P)	6	1	19%	2	33%	1	0	2	2	1	1
5	Nil	The Crescent, Roadside parks to bend (P)	3	0	0%	0	0%	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to bend (P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to Narooma Place (P)	3	0	0%	0	0%	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to next intersection (P)	6	0	0%	0	0%	0	0	0	0	0	0
5	2	The Crescent, Roadside parks to Orion Mews North (2P)	2	0	0%	0	0%	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to Orion Mews South (P)	4	0	0%	0	0%	0	0	0	0	0	0
5	Nil	The Crescent, Roadside parks to Pier St (P)	10	3	28%	4	40%	2	1	3	4	3	4
1A	3	Waterfront Pl C.P., 60 degree angled bays (3P)	27	15	56%	25	93%	0	1	17	25	23	25
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	1	1	83%	1	100%	1	1	1	0	1	1
1A	3	Waterfront Pl C.P., 60 degree angled bays (3P)	24	15	62%	22	92%	2	6	15	22	22	22
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	2	2	92%	2	100%	2	1	2	2	2	2
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	1	1	50%	1	100%	0	0	1	1	1	0
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	1	1	67%	1	100%	1	0	1	1	0	1
1A	Ticket	Waterfront Pl C.P., 60 degree angled bays (Ticket)	25	16	65%	23	92%	8	10	17	21	23	18
1A	3	Waterfront Pl C.P., 60 degree angled bays (3P)	27	14	53%	24	89%	4	6	14	18	24	20
1A	Disabled	Waterfront Pl C.P., 60 degree angled bays (Disabled)	1	1	50%	1	100%	0	1	1	0	1	0
1B	2	Waterfront Place, 60 degree angled bays (2P)	11	5	42%	8	73%	0	4	3	6	7	8
1B	Disabled	Waterfront Place, 60 degree angled bays (Disabled)	1	1	67%	1	100%	0	0	1	1	1	1
1B	2	Waterfront Place, 60 degree angled bays beyond Freight Entry/Exit (2P)	12	6	50%	9	75%	2	2	6	8	9	9
1B	Nil	Waterfront Place, Parallel Indented bays (P)	16	11	68%	14	88%	11	7	9	12	12	14
1B	Disabled	Waterfront Place, Parallel Indented bays (Disabled)	1	0	17%	1	100%	0	0	0	0	1	0
2A	Nil	Beach Street, 60 degree angled bays (P)	40	22	54%	32	80%	20	17	12	28	32	20
2A	Nil	Beach Street, 60 degree angled bays (P)	12	1	10%	4	33%	1	0	1	1	0	4
2A	Disabled	Beach Street, 60 degree angled bays in front of Beach St C.P. (Disabled)	2	2	75%	2	100%	1	2	2	2	2	0
2A	Nil	Beach Street, 60 degree angled bays in front of Beach St C.P. (P)	13	9	69%	12	92%	2	6	10	12	12	12
2A	Ticket	Beach Street, Parallel bays to Bay St (Ticket)	7	5	69%	7	100%	1	2	6	7	7	6
2A	Work Zone	Beach Street, Parallel bays to Bay St (W/Z)	2	1	33%	2	100%	1	0	0	0	2	1
2A	Ticket	Beach Street, Parallel bays to Nott St (Ticket)	11	10	91%	11	100%	10	8	11	10	11	10
2A	Ticket	Beach Street, Parallel bays to Stokes St (Ticket)	12	9	74%	9	75%	8	9	9	9	9	9
2A	Nil	Beach Street, Parallel marked bays (P)	6	3	44%	6	100%	0	0	0	5	5	6
2A	Ticket	Beach Street C.P., 90 degree bays (Ticket)	14	10	68%	14	100%	4	6	9	12	14	12
2A	Disabled	Beach Street C.P., 90 degree bays (Disabled)	2	1	50%	1	50%	1	1	1	1	1	1
2A	Ticket	Beach Street C.P., 90 degree bays (Ticket)	16	9	57%	14	88%	3	3	12	11	14	12
2B	2	Beach Street, Parallel bays to Princes St roundabout (2P)	5	3	63%	5	100%	1	2	5	1	5	5
2B	Nil	Beach Street, Parallel indented bays - to Park Sq (P)	5	4	87%	5	100%	4	4	4	4	5	5
2B	Nil	Beach Street, Parallel indented bays to Light Rail Crossing (P)	6	4	58%	5	83%	0	5	5	2	4	5
2B	2	Beach Street, Parallel indented parking bays to Park Square (East) (2P)	9	5	54%	7	78%	1	4	7	7	4	6
2B	Bus	Beach Street, (BUS Zone)	1	0	17%	0	0%	0	0	1	0	0	0
2C	Nil	Beach St Shop C.P., 90 degree bays (P)	11	5	45%	7	64%	7	4	7	2	7	3
2C	Nil	Beach St Shop C.P., 90 degree bays (P)	10	4	35%	5	50%	4	3	4	5	2	3
2C	Nil	Beach St Shop C.P., Parallel bays after store entrance (P)	2	1	58%	1	50%	1	2	1	1	1	1
2C	2	Beach Street, Parallel bays to Beacon Vista roundabout (2P)	15	11	74%	12	80%	11	10	12	12	11	11
2C	2	Beach Street, Parallel bays to Canberra Parade (2P)	16	12	74%	11	69%	14	13	13	10	10	11
2C	2	Beach Street, Parallel bays to Swallow St roundabout (2P)	14	7	50%	13	93%	5	4	8	6	6	13
2C	Nil	Beach Street, Parallel indented bays in front of Supermarket (P)	7	6	88%	7	100%	7	7	7	7	5	4
2C	Nil	Beach Street, Parallel Indented bays to Beacon Vista (P)	15	12	80%	13	87%	10	11	13	13	13	12
2C	Nil	Beach Street, Parallel Indented bays to Pier St (P)	14	13	92%	14	100%	10	13	14	14	14	12
2C	Nil	Beach Street, Parallel Indented bays to roundabout (P)	6	6	97%	6	100%	6	6	6	6	5	6
2C	Bus	Beach Street, (BUS Zone)	1	0	0%	0	0%	0	0	0	0	0	0
2C	Nil	Beacon Vista, 60 degree angle bays (P)	6	5	86%	6	100%	5	3	5	6	6	6
2C	Nil	Beacon Vista, 60 degree angle bays (P)	6	5	78%	6	100%	3	4	5	4	6	6
2C	Loading Zone	Swallow Street, Swallow St parking - 90 degree bays (L/Zone)	5	4	83%	4	80%	5	4	4	4	4	4
3A	Bus	Bay Street, Parallel bay after Rouse St (BUS Zone)	1	0	17%	1	100%	0	0	0	0	1	0
3A	1	Bay Street, Parallel bays (1P)	15	13	84%	15	100%	11	12	13	15	14	11
3A	1	Bay Street, Parallel bays (1P)	5	2	47%	4	80%	2	1	3	3	4	1
3A	Nil	Bay Street, Parallel bays to Beach St (P)	8	7	88%	8	100%	6	8	8	7	8	5
3A	0.25	Bay Street, Parallel bays to Graham St (1/4P)	1	1	67%	1	100%	1	1	1	0	0	1
3A	1	Bay Street, Parallel bays to Little Bay St (1P)	13	12	94%	13	100%	13	10	13	13	11	13
3A	Disabled	Bay Street, Parallel bays to Little Bay St (Disabled)	1	1	100%	1	100%	1	1	1	1	1	1
3A	1	Bay Street, Parallel bays to Rouse St (1P)	14	13	90%	14	100%	13	12	13	13	11	14
3A	Nil	Bay Street, Parallel bays to Rouse St (P)	16	15	95%	16	100%	13	16	15	16	15	16
3A	Bus	Bay Street, (BUS Zone)	1	0	0%	0	0%	0	0	0	0	0	0
3A	Loading Zone	Graham Street, Parallel bays (L/Zone)	2	1	50%	0	0%	2	2	2	0	0	0
3A	Bus	Graham Street, Parallel bays (BUS Zone)	1	0	33%	0	0%	0	1	1	0	0	0
3A	Permit	Graham Street, Parallel bays (Permit)	5	4	80%	5	100%	4	4	3	4	5	4
3A	Bus	Graham Street, to Nott St (BUS Zone)	1	0	0%	0	0%	0	0	0	0	0	0
3A	Disabled	Nott Street, Parallel bay to Beach St (Disabled)	1	0	0%	0	0%	0	0	0	0	0	0
3A	Disabled	Nott Street, Parallel bays (Disabled)	1	1	67%	1	100%	0	1	0	1	1	1
3A	2	Nott Street, Parallel bays (2P)	13	10	77%	12	92%	8	7	11	12	10	12
3A	Permit	Nott Street, Parallel bays to just after Church St (Permit)	6	4	69%	5	83%	4	4	4	4	4	5
3A	Nil	Nott Street, Parallel bays to Rouse St (P)	11	10	89%	10	91%	10	10	10	9	10	10
3A	Work Zone	Nott Street, Parallel bays to Rouse St (W/Z)	3	2	67%	2	67%	2	2	2	2	2	2
3A	Ticket	Rouse St C.P., 90 degree bays (Ticket)	4	0	8%	1	25%	0	0	0	0	1	1
3A	Ticket	Rouse St C.P., 90 degree bays (Ticket)	16	9	57%	14	88%	7	6	9	9	10	14
3A	Ticket	Rouse St C.P., 90 degree bays (Ticket)	16	4	22%	3	19%	4	5	3	3	3	3
3A	Ticket	Rouse St C.P., 90 degree bays (Ticket)	16	5	29%	5	31%	5	5	5	4	4	5
3A	Ticket	Rouse St C.P., 90 degree bays (Ticket)	16	1	6%	1	6%	0	1	2	1	1	1
3A	Disabled	Rouse St C.P., 90 degree bays (Disabled)	1	0	33%	1	100%	0	0	0	0	1	1
3A	Ticket	Rouse St C.P., 90 degree bays then exit the C.P. (Ticket)	16	6	36%	7	44%	6	5	5	6	6	7
3A	2	Rouse Street, 60 degree angled bays to Bay St (2P)	8	8	98%	8	100%	7	8	8	8	8	8
3A	2	Rouse Street, 60 degree angled bays to Rouse St C.P. (2P)	7	7	98%	7	100%	7	7	7	7	7	6
3A	Permit	Rouse Street, 90 degree bays (Permit)	4	3	71%	3	75%	3	3	2	3	3	3
3A	2	Rouse Street, 90 degree bays (2P)	4	4	100%	4	100%	4	4	4	4	4	4
3A	Work Zone	Rouse Street, 90 degree bays (W/Z)	6	5	78%	5	83%	5	6	4	4	5	4

City of Port Phillip - PARKING OCCUPANCY SURVEY
Waterfront Place Precinct

Sunday, 25 November 2012

11:00 AM to 5:00 PM

ZONE	Time Limit	STREET & Specifics	Cap.	Average	% Occupancy of Zone	Peak	% Occupancy of Zone	11:00	12:00	13:00	14:00	15:00	16:00
3A	Nil	Rouse Street, Parallel bays (P)	4	4	92%	4	100%	4	4	4	4	3	3
3B	Nil	Graham Street, Parallel bays to just after Stokes St (P)	19	17	90%	19	100%	16	15	17	17	19	19
3B	Nil	Nott Street, Parallel bays to Graham St (P)	27	26	96%	27	100%	25	24	27	26	26	27
3B	Nil	Nott Street, Parallel bays to Rouse St (P)	13	11	85%	13	100%	9	9	11	12	12	13
3B	Permit	Princes Street, 60 degree angled bays to Beach St (Permit)	29	18	61%	17	58%	20	18	19	17	17	16
3B	2	Princes Street, Parallel Indented bays to Rouse St (2P)	24	14	58%	15	63%	13	14	15	15	13	14
3B	Disabled	Princes Street, Parallel Indented bays to Rouse St (Disabled)	1	0	17%	1	100%	0	0	0	0	1	0
3B	2	Princes Street, Parallel Indented bays to Rouse St (2P)	2	1	67%	2	100%	2	2	2	2	0	0
3B	Permit	Rouse Street, 60 degree angled bays (Permit)	4	2	50%	2	50%	2	2	2	2	2	2
3B	Nil	Rouse Street, 60 degree angled bays (P)	13	12	95%	13	100%	13	10	13	13	12	13
3B	0.25	Rouse Street, 60 degree angled bays (1/4P)	1	0	0%	0	0%	0	0	0	0	0	0
3B	Nil	Rouse Street, 60 degree angled bays to Princes St (P)	7	6	90%	7	100%	6	7	7	7	5	6
3B	Nil	Rouse Street, 60 degree angled bays to Stokes St (P)	14	13	95%	14	100%	13	13	14	13	13	14
3B	Permit	Rouse Street, 60 degree bays - to Nott St (Permit)	15	15	99%	15	100%	14	15	15	15	15	15
3B	Ticket	Rouse Street, 90 degree bays to Stokes St (Ticket)	20	17	86%	18	90%	18	17	17	18	17	16
3B	Nil	Stokes Street, 60 degree angled bays to End of Stokes Street (P)	45	41	92%	44	98%	39	38	39	44	44	44
3B	1	Stokes Street, 60 degree angled bays to Rouse St (1P)	29	27	92%	29	100%	27	29	26	29	21	28
3B	Permit	Stokes Street, Parallel bays (Permit)	2	0	17%	1	50%	0	0	0	0	1	1
3B	Disabled	Stokes Street, Parallel bays - Permit Zone all other times (Disabled)	1	1	100%	1	100%	1	1	1	1	1	1
3B	2	Stokes Street, Parallel bays - Permit Zone all other times (2P)	20	9	44%	9	45%	10	8	10	9	8	8
3B	Permit	Stokes Street, Parallel bays - Permit Zone all other times (Permit)	5	4	77%	4	80%	4	3	4	4	4	4
3B	Permit	Stokes Street, Parallel bays to Beach St (Permit)	18	13	72%	18	100%	9	11	12	13	15	18
3B	Nil	Swallow St S.L. On Swallow St Service Lane (P)	7	5	69%	6	86%	4	4	5	5	5	6
TOTAL by ZONE 1A			109	65	59%	97	88%	18	26	69	90	97	89
TOTAL by ZONE 1B			41	22	54%	32	78%	13	13	19	27	30	32
TOTAL by ZONE 2A			137	80	58%	109	80%	52	54	73	98	109	93
TOTAL by ZONE 2B			26	16	62%	22	85%	6	15	22	14	18	21
TOTAL by ZONE 2C			128	91	71%	99	77%	88	64	99	90	90	92
TOTAL by ZONE 3A			237	151	64%	156	66%	142	146	153	153	153	156
TOTAL by ZONE 3B			316	253	80%	265	84%	245	240	256	262	251	265
TOTAL by ZONE 4			165	75	46%	79	48%	79	77	78	75	72	70
TOTAL by ZONE 5			481	176	37%	186	39%	180	168	186	168	174	181
TOTAL			1640	929	57%	999	61%	823	823	955	977	994	999
Available Spaces				712	43%	663	40%	817	817	685	663	646	641

Appendix D VicRoads Crash History Summary

Accident		1	2	3	4	6	7	8	10	12	13	14	15
Date		8/07/2010	10/11/2009	5/05/2011	1/04/2009	28/08/2009	22/03/2010	14/06/2007	5/10/2008	20/02/2008	27/09/2007	21/10/2008	18/09/2008
Pedestrian							X						
Bicycle				X				X	X				
Cross traffic	Roundabouts							X					
	Intersections											X	
Lane side swipe		X											
Hit fixed object		X											
Cyclist hits car door				X									
Out of control on bend						X							
Two turning right collision									X				
Right/through collision								X				X	
Cyclist off footpath collides with vehicle on carriageway													
Out of control on carriageway									X				
U turn collision with through vehicle													X
Vehicle hit pedestrian							X						
Injury	Fatality												
	Serious	1			1		1	1		1			
	Minor		1	2	1			1	2		1	1	1
Night				X		X	X					X	
Day		X	X					X	X	X			
Weekday		X	X	X	X	X	X	X	X	X	X	X	
Weekend									X				
Wet												X	
Dry		X	X	X	X	X	X	X		X			X

Road Crash Statistics: Victoria Accident Details

Location is LGA(s): PORT PHILLIP; Query: Casualty accidents; Sites: On Princes St between Beach St and , On Stokes St between Beach St and , On Beach Street between Beacon Vista and , On Waterfront Place between Beach Street and , Intersection of Beach Street and Princes Street, Intersection of Princes Street and Capistrano Place and Beach Street / Beach Street (1.256 km) between Nott Street and Bay Street, On Waterfront Place (0.077 km) between Unnamed and Princes Street, On Beach Street / Beach Street (0.556 km) between Beacon Vista and Swallow Street, On Beach Street (1.039 km) between Stokes Street and Donaldson Street, RdSeg 361681 on Unnamed b/w Waterfront Place and Unnamed, Int 37392 Intersection of Beach Street and Donaldson Street, Int 37401 Intersection of Beach Street and Beach Road, Int 48666 Intersection of Beach Street and Princes Street, Int 57495 Intersection of Beach Street and Nott Street, Int 57757 Intersection of Beach Street and Swallow Street, Int 362218 on Beach Street b/w Nott Street and Bay Street, RdSeg 361310 on Beach Street b/w Park Square and Princes Street / Waterfront Place, Int 48002 Intersection of Beach Street and Princes Street, RdSeg 362218 on Beach Street b/w Nott Street and Bay Street, RdSeg 360735 on Beach Road b/w Beacon Vista and Swallow Street, RdSeg 361774 on Beach Street b/w Stokes Street and Donaldson Street, RdSeg 361231 on Waterfront Place b/w Unnamed and Unnamed, RdSeg 129151 on Beach Road b/w Bay Street and Post Office Place, RdSeg 360576 on Beach Street b/w Pier Street and Beacon Vista, RdSeg 361330 on Waterfront Place b/w Unnamed and Princes Street / Beach Street, RdSeg 361590 on Beach Street b/w Princes Street / Waterfront Place and Stokes Street, RdSeg 361010 on Swallow Street b/w Beach Street and Swallow Street, Int 234556 Intersection of Unnamed and Waterfront Place; Date range is 01/01/2007 to 31/12/2011; Sorted by location.

ACCIDENT COUNT: 4

Accident No	Date/Time	Severity	Traffic Control	Map Refs	Road Number	KM from Start	Speed Zone	Urbanisation	Light	Day	DCA/Accident	Sub DCA	Sub DCA Code	Vehicle, DIR, (+DCA arrow)	Road User	Age	Sex	Injury Level	Location (Road Names)
T20090011703	1/4/2009 Wed 14:35	Serious injury	No control	MEL ED35 2J C7	108540	1.254 Km , Port Phillip	50 km/hr	Urban Melb Exc. CAD	Light	Dry	137 Left turn sideswipe	Mid block	N02	Unknown, NW(1)	Driver	84	M	Not injured	On Beach Street b/w Nott Street & Bay Street (48 m NW of Bay)
									Total Vehicles	Clear									
									Killed	0									
									Serious Injury	1									
									Other Injury	0									
									Not Injury	1									
									Total Veh=2										

PERSON INJURY DETAILS

Vehicle, DIR, (+DCA arrow)	Road User	Age	Sex	Injury Level
Unknown, NW(1)	Driver	84	M	Not injured
Unknown, NW(2)	Bicyclist	53	M	Sent to hospital

ACCIDENT COUNT: 3

Accident No	Date/Time	Severity	Traffic Control	Map Refs	Road Number	KM from Start	Speed Zone	Urbanisation	Light	Day	DCA/Accident	Sub DCA	Sub DCA Code	Vehicle, DIR, (+DCA arrow)	Road User	Age	Sex	Injury Level	Location (Road Names)
T20070022238	14/6/2007 Thu 17:30	Other injury	No control	MEL ED35 56 K3	108540	0.404 Km , Port Phillip	40 km/hr	Urban Melb Exc. CAD	Light	Dusk/dawn	121 Right through	Not Required	NRQ	Unknown, E(2)	Driver	59	M	Not injured	Beach Street & Beacon Vista
									Atmosphere	Clear									
									Total Vehicles	Clear									
									Killed	0									
									Serious Injury	0									
									Other Injury	1									
									Not Injury	1									
									Total Veh=2										

PERSON INJURY DETAILS

Vehicle, DIR, (+DCA arrow)	Road User	Age	Sex	Injury Level
Unknown, E(2)	Driver	59	M	Not injured
Unknown, W(1)	Bicyclist	32	M	Injured, needed treatment

ACCIDENT COUNT: 6

Accident No	Date/Time	Severity	Traffic Control	Map Refs	Road Number	KM from Start	Speed Zone	Urbanisation	Light	Day	DCA/Accident	Sub DCA	Sub DCA Code	Vehicle, DIR, (+DCA arrow)	Road User	Age	Sex	Injury Level	Location (Road Names)
T20090033383	28/8/2009 Fri 23:05	Serious injury	No control	MEL ED35 56 K3	108540	0.556 Km , Port Phillip	50 km/hr	Urban Melb Exc. CAD	Light	Dark, street lights on	184 Out of control on carriageway (on bend)	Mounted/struck median	V05	Unknown, SW(1)	Motor cyclist	19	M	Sent to hospital	On Beach Street b/w Beacon Vista & Swallow Street (13 m W of Swallow)
									Atmosphere	Clear									
									Total Vehicles	Clear									
									Killed	0									
									Serious Injury	1									
									Other Injury	0									
									Not Injury	0									
									Total Veh=1										

PERSON INJURY DETAILS

Vehicle, DIR, (+DCA arrow)	Road User	Age	Sex	Injury Level
Unknown, SW(1)	Motor cyclist	19	M	Sent to hospital

Road Crash Statistics: Victoria Accident Details

Location is LGA(s): PORT PHILLIP: Query: Casualty accidents: Sites: On Princes St between Beach St and , On Stokes St between Beach St and , On Beach Street between Beacon Vista and , On Waterfront Place between Beach Street and , Intersection of Beach Street and Princes Street, Intersection of Princes Street and Capistrano Place and Beach Street and Waterfront Place, On Beach Street (1.256 km) between Nott Street and Bay Street, On Waterfront Place (0.077 km) between Unnamed and Unnamed, On Waterfront Place (0.127 km) between Unnamed and Princes Street, On Beach Street (0.356 km) between Beacon Vista and Swallow Street, On Beach Street (1.089 km) between Stokes Street and Donaldson Street, RdSeg 361681 on Unnamed b/w Waterfront Place and Unnamed, Int 37392 Intersection of Beach Street and Donaldson Street, Int 37401 Intersection of Beach Street and Beach Road, Int 48666 Intersection of Beach Street and Nott Street, Int 57757 Intersection of Beach Street and Swallow Street, Int 66846 Intersection of Beach Street and Beacon Vista, RdSeg 361310 on Beach Street b/w Park Square and Princes Street, Int 48002 Intersection of Beach Street and Princes Street, RdSeg 362218 on Beach Street b/w Nott Street and Bay Street, RdSeg 360735 on Beach Street b/w Beacon Vista and Swallow Street, RdSeg 361774 on Beach Street b/w Stokes Street and Donaldson Street, RdSeg 361231 on Waterfront Place b/w Unnamed and Unnamed, RdSeg 129151 on Beach Road b/w Bay Street and Post Office Place, RdSeg 360576 on Beach Street b/w Pier Street and Beacon Vista, RdSeg 361330 on Waterfront Place b/w Unnamed and Princes Street, RdSeg 361590 on Beach Street b/w Princes Street / Waterfront Place and Stokes Street, RdSeg 361010 on Swallow Street b/w Beach Street and Swallow Street, Int 234556 Intersection of Unnamed and Waterfront Place; Date range is 01/01/2007 to 31/12/2011; Sorted by location.

Accident No	T20080036706	Light	Day	DCA/Accident	114 Two right turning (intersections only)	Location	Beach Street &
Date/Time	5/10/2008 Sun 17:20	Road	Dry	Sub DCA	Not Required	(Road Names)	Swallow Street
Severity	Other Injury	Atmosphere	Clear	Sub DCA Code	NRQ		
Traffic Control	Roundabout	Total Vehicles	Total Veh=2				
Map Refs	MEL ED35 56 K3	Killed	0	Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex
Road Number	108540	Serious Injury	0	Unknown, N(1)	Driver		U
KM from Start	0.569 Km , Port Phillip	Other Injury	2	Unknown, E(2)	Bicyclist	49	M
Speed Zone	50 km/hr	Not Injury	0				
Urbanisation	Urban Melb Exc. CAD						
PERSON INJURY DETAILS							
Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex	Injury Level			
Unknown, N(1)	Driver			Injured, needed treatment			
Unknown, E(2)	Bicyclist	49	M	Injured, needed treatment			

ACCIDENT COUNT: 7

Accident No	T20100011048	Light	Dusk/dawn	DCA/Accident	102 Far side, ped hit by vehicle from the left	Location	Beach Street &
Date/Time	22/3/2010 Mon 18:00	Road	Dry	Sub DCA	Vehicle within intersection	(Road Names)	Swallow Street
Severity	Serious injury	Atmosphere	Clear		Vehicle going straight through		
Traffic Control	Roundabout	Total Vehicles	Total Veh=1		Pedestrian stepped off median strip		
Map Refs	MEL ED35 56 K3	Killed	0	Sub DCA Code	A03.B01.C01		
Road Number	108540	Serious Injury	1				
KM from Start	0.569 Km , Port Phillip	Other Injury	0				
Speed Zone	50 km/hr	Not Injury	1				
Urbanisation	Urban Melb Exc. CAD						
PERSON INJURY DETAILS							
Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex	Injury Level			
Unknown, E(1)	Driver	34	M	Not injured			
	Pedestrian	74	F	Sent to hospital			

ACCIDENT COUNT: 12

Accident No	T20080013434	Light	Day	DCA/Accident	174 Out of control on carriageway (on straight)	Location	On Swallow Street
Date/Time	20/2/2008 Wed 07:00	Road	Unknown	Sub DCA	Not Required	(Road Names)	btw Beach Street &
Severity	Serious injury	Atmosphere	Not known	Sub DCA Code	NRQ		(11 m SW of Beach)
Traffic Control	Unknown	Total Vehicles	Total Veh=1				
Map Refs	MEL ED35 56 K3	Killed	0	Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex
Road Number	213113	Serious Injury	1	Unknown, NE(1)	Bicyclist	42	M
KM from Start	0.619 Km , Port Phillip	Other Injury	0				
Speed Zone	999 km/hr	Not Injury	0				
Urbanisation	Urban Melb Exc. CAD						
PERSON INJURY DETAILS							
Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex	Injury Level			
Unknown, NE(1)	Bicyclist	42	M	Sent to hospital			

Road Crash Statistics: Victoria Accident Details

Page 1

Location is LGA(s): PORT PHILLIP; Query: Casualty accidents: Sites: On Princes St between Beach St and , On Stokes St between Beach St and , On Beach Street between Beacon Vista and , On Waterfront Place between Beach Street and , Intersection of Beach Street and Princes Street, Intersection of Princes Street and Capistrano Place and Waterfront Place, On Beach Street (1.256 km) between Nott Street and Bay Street, On Waterfront Place (0.077 km) between Unnamed and Princes Street, On Beach Street (0.556 km) between Beach Vista and Swallow Street, On Beach Street (1.089 km) between Stokes Street and Donaldson Street, RdSeg 361681 on Unnamed b/w Waterfront Place and Unnamed, Int 37392 Intersection of Beach Street and Donaldson Street, Int 37401 Intersection of Bay Street and Beach Road, Int 48666 Intersection of Beach Street and Nott Street, Int 57495 Intersection of Beach Street and Nott Street, Int 57757 Intersection of Beach Street and Princes Street, RdSeg 362218 on Beach Street b/w Nott Street and Bay Street, RdSeg 360735 on Beach Street b/w Beacon Vista and Swallow Street, RdSeg 361774 on Beach Street b/w Stokes Street and Donaldson Street, RdSeg 361231 on Waterfront Place b/w Unnamed and Unnamed, RdSeg 129151 on Beach Road b/w Bay Street and Post Office Place, RdSeg 360576 on Beach Street b/w Pier Street and Beacon Vista, RdSeg 361330 on Waterfront Place b/w Unnamed and Princes Street, RdSeg 361590 on Beach Street b/w Princes Street, Waterfront Place and Stokes Street, RdSeg 361010 on Swallow Street b/w Beach Street and Swallow Street, Int 234556 Intersection of Unnamed and Waterfront Place. Date range is 01/01/2007 to 31/12/2011; Sorted by location.

ACCIDENT COUNT: 1

Accident No	T20100026857	Day	Light	DCA/Accident	175 Off end of road/t intersection	Location	Unnamed&
Date/Time	8/7/2010 Thu 14:32	Dry	Road	Sub DCA	Hit other objects (Telephone/Culvert/RX) Fix	(Road Names)	Waterfront Place
Severity	Serious injury	Clear	Atmosphere		No vehicle mounted/struck		(0 m of Waterfront)
Traffic Control	No control	Total Veh=1	Total Vehicles	Sub DCA Code	Q10,V01		
Map Refs	MEL ED35 2J A6	0	Killed				
Road Number	236260	1	Serious Injury	Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex
KM from Start	0.102 Km , Port Phillip	0	Other Injury	Unknown, W(1)	Driver	52	M
Speed Zone	40 km/hr	0	Not Injury				Sent to hospital
Urbanisation	Urban Melb Exc. CAD						

PERSON INJURY DETAILS

Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex	Injury Level
Unknown, W(1)	Driver	52	M	Sent to hospital

ACCIDENT COUNT: 13

Accident No	T20070035111	Day	Light	DCA/Accident	148 Vehicle off footpath strikes veh on	Location	On Waterfront Place
Date/Time	27/9/2007 Thu 07:15	Dry	Road		carriageway	(Road Names)	btw Unnamed & Princes Street
Severity	Other Injury	Clear	Atmosphere				(38 m E of Unnamed)
Traffic Control	Pedestrian crossing	Total Veh=2	Total Vehicles	Sub DCA			
Map Refs	MEL ED35 2J A6 (B6)	0	Killed	Sub DCA Code			
Road Number	255258	0	Serious Injury	Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex
KM from Start	0.127 Km , Port Phillip	1	Other Injury	Unknown, W(1)	Driver		U
Speed Zone	50 km/hr	1	Not Injury	Unknown, S(2)	Bicyclist	38	F
Urbanisation	Urban Melb Exc. CAD						Injured, needed treatment

PERSON INJURY DETAILS

Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex	Injury Level
Unknown, W(1)	Driver		U	Not injured
Unknown, S(2)	Bicyclist	38	F	Injured, needed treatment

ACCIDENT COUNT: 3

Accident No	T20090043828	Day	Light	DCA/Accident	133 Lane side swipe (vehicles in parallel lanes)	Location	Beach Street& Princes Street
Date/Time	10/11/2009 Tue 15:00	Dry	Road			(Road Names)	
Severity	Other Injury	Clear	Atmosphere	Sub DCA	Not Required		
Traffic Control	Roundabout	Total Veh=2	Total Vehicles	Sub DCA Code	NRQ		
Map Refs	MEL ED35 2J B6	0	Killed				
Road Number	108540	0	Serious Injury	Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex
KM from Start	0.924 Km , Port Phillip	1	Other Injury	Unknown, NW(2)	Motor cyclist	59	M
Speed Zone	50 km/hr	1	Not Injury	Unknown, NW(1)	Driver		U
Urbanisation	Urban Melb Exc. CAD						Injured, needed treatment

PERSON INJURY DETAILS

Vehicle,DIR,(+DCA arrow)	Road User	Age	Sex	Injury Level
Unknown, NW(2)	Motor cyclist	59	M	Injured, needed treatment
Unknown, NW(1)	Driver		U	Not injured

Location is LGAS: PORT PHILLIP; Query: Casualty accidents: Sites: On Princes St between Beach St and , On Stokes St between Beach St and , On Beach Street between Beacon Vista and , On Waterfront Place between Beach Street and , Intersection of Beach Street and Princes Street, Intersection of Princes Street and Capistrano Place and Waterfront Place, On Beach Street (1.255 km) between Nott Street and Bay Street, On Waterfront Place (0.077 km) between Unnamed and Unnamed, On Waterfront Place (0.127 km) between Unnamed and Princes Street / Beach Street (1.255 km) between Beacon Vista and Swallow Street, On Beach Street (1.039 km) between Stokes Street and Donaldson Street, RdSeg 361681 on Unnamed b/w Waterfront Place and Unnamed, Int 37392 Intersection of Beach Street and Donaldson Street, Int 37401 Intersection of Bay Street and Beach Road, Int 48666 Intersection of Beach Street and Princes Street, RdSeg 361774 on Beach Street b/w Beach Street and Swallow Street, Int 66846 Intersection of Beach Street and Beacon Vista, RdSeg 361310 on Beach Street b/w Park Square and Princes Street / Waterfront Place, Int 46002 Intersection of Beach Street and Princes Street, RdSeg 362218 on Beach Street b/w Nott Street and Bay Street, RdSeg 360735 on Beach Street b/w Beacon Vista and Swallow Street, RdSeg 361774 on Beach Street b/w Beach Street and Princes Street, RdSeg 361231 on Waterfront Place b/w Unnamed and Unnamed, RdSeg 129151 on Beach Road b/w Bay Street and Post Office Place, RdSeg 360576 on Beach Street b/w Pier Street and Beacon Vista, RdSeg 361330 on Waterfront Place b/w Unnamed and Princes Street / Beach Street, RdSeg 361590 on Beach Street b/w Princes Street / Waterfront Place and Stokes Street, RdSeg 361010 on Swallow Street b/w Beach Street and Swallow Street, Int 234556 Intersection of Unnamed and Waterfront Place: Date range is 01/01/2007 to 31/12/2011: Sorted by location.

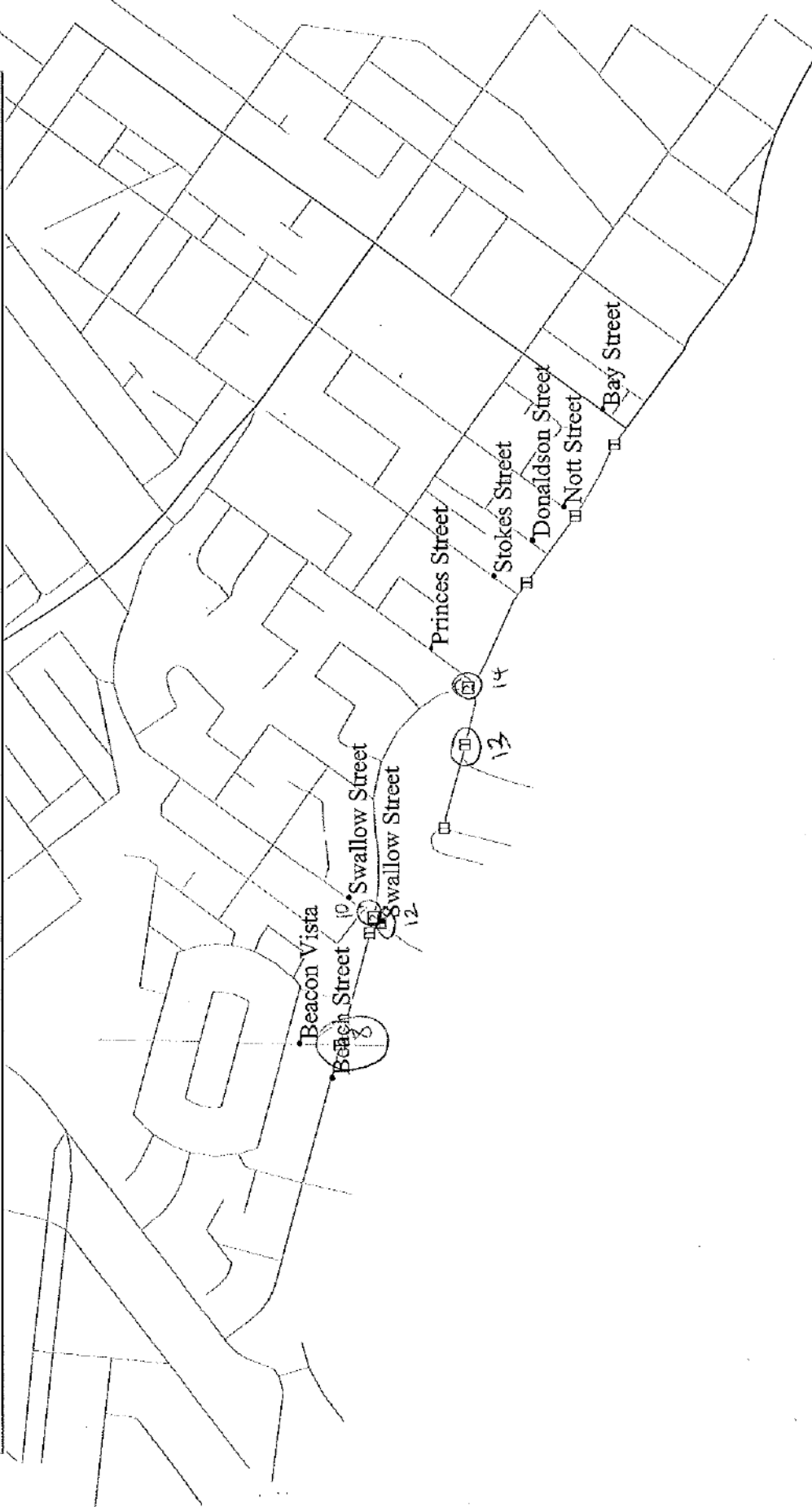
ACCIDENT COUNT: 4		T2008030601		21/10/2008 Tue 21:20		Light Road		Dark, street lights on Wet		121 Right through Not Required		Location Beach Street & Princes Street	
Accident No													
Date/Time													
Severity													
Traffic Control	No control												
Map Refs	MEL ED35 2J B6												
Road Number	108540												
KM from Start	0.924 Km , Port Phillip												
Speed Zone	50 km/hr												
Urbanisation	Urban Melb Exc. CAD												
PERSON INJURY DETAILS													
Vehicle, DIR, (+DCA arrow)													
Unknown, W(1)													
Unknown, E(2)													
Road User	Motor cyclist												
Age	37												
Sex	F												
Injury Level	Injured, needed treatment												
Vehicle, DIR, (+DCA arrow)													
Unknown, W(1)													
Unknown, E(2)													
Road User	Driver												
Age	50												
Sex	M												
Injury Level	Not injured												

ACCIDENT COUNT: 5		T20110018380		5/5/2011 Thu 18:00		Light Road		Dark, street lights on Dry		163 Vehicle strikes door of parked/stationary vehicle		Location On Beach Street b/w Stokes Street & Donaldson Street (27 m NW of Donaldson)	
Accident No													
Date/Time													
Severity	Other Injury												
Traffic Control	No control												
Map Refs	MEL ED35 2J C7												
Road Number	108540												
KM from Start	1.089 Km , Port Phillip												
Speed Zone	60 km/hr												
Urbanisation	Urban Melb Exc. CAD												
PERSON INJURY DETAILS													
Vehicle, DIR, (+DCA arrow)													
Unknown, SE(2)													
Unknown, SE(1)													
Road User	Driver												
Age	31												
Sex	M												
Injury Level	Injured, needed treatment												

ACCIDENT COUNT: 15		T20080034367		18/9/2008 Thu 19:55		Light Road		Dark, street lights on Dry		140 U turn Vehicle turning through median opening Hit by veh from same dir as initial dir of U tur M01, P01		Location Beach Street & Nott Street	
Accident No													
Date/Time													
Severity	Other Injury												
Traffic Control	No control												
Map Refs	MEL ED35 2J C7												
Road Number	108540												
KM from Start	1.175 Km , Port Phillip												
Speed Zone	50 km/hr												
Urbanisation	Urban Melb Exc. CAD												
PERSON INJURY DETAILS													
Vehicle, DIR, (+DCA arrow)													
Unknown, NW(1)													
Unknown, NW(2)													
Road User	Driver												
Age	25												
Sex	M												
Injury Level	Not injured												

Accident Sites
Aggregate
Intersection
Midblock
Individual
< 5 Accidents
>= 5 Accidents
Classified Roads
Freeways
Highways
Tollways
Tourist Roads
Forest Roads
Main Roads
Non - classified Roads
Railways
Rivers
Lakes
Municipalities

Location is LGA(s): PORT PHILLIP; Query: Casualty accidents; Sites: On Princes St between Beach St and , On Stokes St between Beach St and , On Beach Street between Beacon Vista and , On Waterfront Place between Beach Street and , Intersection of Beach Street and Princes Street, Intersection of Princes Street and Capistrano Place and Beach Street and Waterfront Place, On Beach Street (1.256 km) between Nott Street and Bay Street, On Waterfront Place (0.077 km) between Unnamed and Unnamed, On Waterfront Place (0.127 km) between Unnamed and Princes Street / Beach Street, On Beach Street (0.556 km) between Beacon Vista and Swallow Street, On Beach Street (1.089 km) between Stokes Street and Donaldson Street, RdSeg 361681 on Unnamed bdy Waterfront Place and Unnamed, Int 37392 Intersection of Beach Street and Donaldson Street, Int 37401 Intersection of Bay Street and Beach Road, Int 48666 Intersection of Beach Street and Pier Street, Int 57495 Intersection of Beach Street and Nott Street, Int 57757 Intersection of Beach Street and



Appendix E SIDRA Modelling Results

2012 Existing

MOVEMENT SUMMARY

Site: 19th AM Beach St / Bay
St MANUAL SIGNALS

New Site
Signals - Fixed Time Cycle Time = 119 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	577	1.0	1.000 ³	20.0	LOS C	16.9	119.6	1.00	0.89	36.4
6	R	1129	3.6	0.898	61.1	LOS E	37.2	267.1	1.00	0.99	22.6
Approach		1706	2.5	1.000	47.2	LOS D	37.2	267.1	1.00	0.96	25.9
North: Bay St											
7	L	425	16.3	0.298	18.9	LOS B	9.8	78.5	0.47	0.76	26.3
9	R	48	19.6	0.126	46.7	LOS D	3.2	26.4	0.82	0.74	14.6
Approach		474	16.7	0.298	21.7	LOS C	9.8	78.5	0.51	0.75	24.2
West: Beach St											
10	L	99	23.4	0.663	51.4	LOS D	6.5	54.5	0.86	0.81	20.8
11	T	483	0.9	0.463	39.2	LOS D	13.3	93.6	0.89	0.75	23.4
Approach		582	4.7	0.663	41.3	LOS D	13.3	93.6	0.88	0.76	22.9
All Vehicles		2762	5.4	1.000	41.6	LOS D	37.2	267.1	0.89	0.88	25.2

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		per ped
P5	Across N approach	21	44.6	LOS E	0.1	0.1	0.87	0.87
P7	Across W approach	35	49.9	LOS E	0.1	0.1	0.92	0.92
All Pedestrians		56	47.9				0.90	0.90

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

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INTERSECTION

Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 19th PM Beach St / Bay
St MANUAL SIGNALS

New Site

Signals - Fixed Time Cycle Time = 80 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	459	2.3	0.755	15.3	LOS B	13.3	95.3	0.68	0.64	40.3
6	R	413	11.0	0.639	42.2	LOS D	9.5	73.0	0.97	0.84	27.9
Approach		872	6.4	0.755	28.1	LOS C	13.3	95.3	0.82	0.73	33.3
North: Bay St											
7	L	812	2.6	0.535	19.3	LOS B	14.8	105.9	0.63	0.80	25.6
9	R	142	20.7	0.293	31.6	LOS C	5.8	48.0	0.81	0.77	19.4
Approach		954	5.3	0.535	21.1	LOS C	14.8	105.9	0.66	0.80	24.4
West: Beach St											
10	L	107	20.6	0.462	31.7	LOS C	4.5	36.8	0.79	0.76	27.8
11	T	698	1.1	0.627	27.1	LOS C	13.6	95.8	0.92	0.79	28.3
Approach		805	3.7	0.627	27.8	LOS C	13.6	95.8	0.91	0.79	28.2
All Vehicles		2631	5.2	0.755	25.5	LOS C	14.8	105.9	0.79	0.77	29.4

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	21	33.3	LOS D	0.0	0.0	0.91	0.91
P7	Across W approach	35	34.2	LOS D	0.1	0.1	0.93	0.93
All Pedestrians		56	33.9				0.92	0.92

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 19th AM Beach St /
Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	49	17.0	0.495	6.0	LOS A	5.2	36.8	0.31	0.40	46.7
6	R	674	0.9	0.494	10.3	LOS B	5.2	36.8	0.31	0.64	41.5
Approach		723	2.0	0.494	10.0	LOS B	5.2	36.8	0.31	0.62	41.8
North East: Princes St											
24	L	48	0.0	0.111	9.4	LOS A	0.8	5.4	0.59	0.67	47.1
25	T	14	0.0	0.111	12.6	LOS B	0.8	5.4	0.59	0.73	45.0
26	R	40	2.6	0.111	13.2	LOS B	0.8	5.4	0.59	0.77	43.5
Approach		102	1.0	0.111	11.3	LOS B	0.8	5.4	0.59	0.72	45.4
North West: Beach St											
27	L	26	4.0	0.356	1.7	LOS A	2.9	20.8	0.38	0.28	23.8
28	T	431	1.7	0.355	1.5	LOS A	2.9	20.8	0.38	0.25	23.8
29	R	6	16.7	0.351	6.9	LOS A	2.9	20.8	0.38	0.87	23.9
Approach		463	2.0	0.355	1.6	LOS A	2.9	20.8	0.38	0.26	23.8
West: Waterfront PI											
10	L	25	8.3	0.116	13.1	LOS B	0.8	6.7	0.71	0.79	30.9
11	T	42	35.0	0.116	11.5	LOS B	0.8	6.7	0.71	0.76	35.3
12	R	1	0.0	0.117	18.7	LOS B	0.8	6.7	0.71	0.85	31.1
Approach		68	24.6	0.116	12.2	LOS B	0.8	6.7	0.71	0.77	33.8
All Vehicles		1357	3.1	0.494	7.3	LOS A	5.2	36.8	0.37	0.51	35.0

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 19th PM Beach St /
Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	144	13.9	0.425	6.2	LOS A	4.0	29.1	0.38	0.45	46.1
6	R	419	2.8	0.425	10.7	LOS B	4.0	29.1	0.38	0.70	41.8
Approach		563	5.6	0.425	9.5	LOS B	4.0	29.1	0.38	0.63	42.9
North East: Princes St											
24	L	67	3.1	0.198	11.6	LOS B	1.6	11.1	0.76	0.80	45.2
25	T	22	0.0	0.197	14.8	LOS B	1.6	11.1	0.76	0.83	43.2
26	R	53	2.0	0.197	15.4	LOS B	1.6	11.1	0.76	0.85	41.6
Approach		142	2.2	0.197	13.5	LOS B	1.6	11.1	0.76	0.82	43.5
North West: Beach St											
27	L	36	0.0	0.519	2.1	LOS A	5.2	36.7	0.51	0.34	23.5
28	T	597	1.2	0.519	2.0	LOS A	5.2	36.7	0.51	0.32	23.4
29	R	29	0.0	0.517	7.3	LOS A	5.2	36.7	0.51	0.82	23.8
Approach		662	1.1	0.519	2.2	LOS A	5.2	36.7	0.51	0.34	23.4
West: Waterfront PI											
10	L	48	2.2	0.179	10.1	LOS B	1.2	9.8	0.61	0.75	35.3
11	T	94	22.5	0.179	8.8	LOS A	1.2	9.8	0.61	0.67	38.0
12	R	1	100.0	0.175	18.5	LOS B	1.2	9.8	0.61	0.95	35.6
Approach		143	16.2	0.179	9.3	LOS B	1.2	9.8	0.61	0.70	37.2
All Vehicles		1511	4.3	0.519	6.7	LOS A	5.2	36.7	0.49	0.53	33.2

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 19th AM Beach St / Tram
109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	444	2.4	0.503	10.4	LOS B	9.5	67.7	0.75	0.65	31.2
Approach		444	2.4	0.503	10.4	LOS B	9.5	67.7	0.75	0.65	31.2
North: Beach St East											
8	T	680	0.9	0.763	14.5	LOS B	16.7	117.5	0.89	0.87	26.0
Approach		680	0.9	0.763	14.5	LOS B	16.7	117.5	0.89	0.87	26.0
All Vehicles		1124	1.5	0.763	12.9	LOS B	16.7	117.5	0.84	0.78	27.9

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
P1	Across S approach	273	19.4	LOS B	0.3	0.3	0.88	0.88
All Pedestrians		273	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 19th PM Beach St / Tram
109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	683	1.5	0.769	14.8	LOS B	16.9	119.9	0.90	0.88	26.9
Approach		683	1.5	0.769	14.8	LOS B	16.9	119.9	0.90	0.88	26.9
North: Beach St East											
8	T	466	2.3	0.527	10.6	LOS B	10.0	71.3	0.76	0.66	29.9
Approach		466	2.3	0.527	10.6	LOS B	10.0	71.3	0.76	0.66	29.9
All Vehicles		1149	1.8	0.769	13.1	LOS B	16.9	119.9	0.84	0.79	28.0

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		per ped
P1	Across S approach	176	19.4	LOS B	0.2	0.2	0.88	0.88
All Pedestrians		176	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 19th AM Beach St / Park
Sq East

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	677	1.7	0.351	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	6	0.0	0.008	10.8	LOS B	0.0	0.2	0.48	0.68	46.2
Approach		683	1.7	0.351	0.1	LOS B	0.0	0.2	0.00	0.01	59.8
North: Park Sq											
7	L	12	0.0	0.026	13.3	LOS B	0.1	0.7	0.55	0.73	43.9
9	R	1	0.0	0.026	13.4	LOS B	0.1	0.7	0.55	0.85	43.9
Approach		13	0.0	0.026	13.3	LOS B	0.1	0.7	0.55	0.74	43.9
West: Beach St											
10	L	1	0.0	0.263	14.1	LOS B	4.1	29.7	0.79	0.23	46.4
11	T	475	2.7	0.250	5.9	LOS A	4.1	29.7	0.79	0.00	47.5
12	R	1	0.0	0.263	15.9	LOS C	4.1	29.7	0.79	1.09	45.2
Approach		477	2.6	0.250	5.9	LOS C	4.1	29.7	0.79	0.00	47.4
All Vehicles		1173	2.1	0.351	2.6	NA	4.1	29.7	0.33	0.01	53.9

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 19th PM Beach St / Park
Sq East

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	487	1.7	0.253	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	12	0.0	0.020	13.2	LOS B	0.1	0.6	0.60	0.79	44.0
Approach		499	1.7	0.253	0.3	LOS B	0.1	0.6	0.01	0.02	59.5
North: Park Sq											
7	L	9	0.0	0.031	16.8	LOS C	0.1	0.9	0.70	0.86	41.0
9	R	1	0.0	0.031	16.9	LOS C	0.1	0.9	0.70	0.90	41.0
Approach		11	0.0	0.031	16.9	LOS C	0.1	0.9	0.70	0.86	41.0
West: Beach St											
10	L	1	0.0	0.351	12.7	LOS B	6.5	46.0	0.77	0.25	47.8
11	T	714	1.3	0.371	4.5	LOS A	6.5	46.0	0.77	0.00	47.7
12	R	1	0.0	0.351	14.5	LOS B	6.5	46.0	0.77	1.13	46.5
Approach		716	1.3	0.371	4.5	LOS B	6.5	46.0	0.77	0.00	47.7
All Vehicles		1225	1.5	0.371	2.9	NA	6.5	46.0	0.46	0.02	51.8

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 19th AM Beach St /
Beacon Rd

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	22	4.8	0.280	0.3	LOS A	1.8	12.9	0.18	0.00	55.4
3	R	366	2.6	0.280	11.1	LOS B	1.8	12.9	0.18	0.67	49.8
Approach		388	2.7	0.280	10.5	LOS B	1.8	12.9	0.18	0.64	50.2
East: Beach St											
4	L	584	1.1	0.634	9.7	LOS A	5.6	39.4	0.19	0.61	39.5
6	R	60	1.8	0.632	2.5	LOS A	5.6	39.4	0.19	0.36	22.0
Approach		644	1.1	0.633	9.0	LOS A	5.6	39.4	0.19	0.59	37.4
North: Beacon Rd											
7	L	46	6.8	0.032	11.0	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	11	10.0	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		57	7.4	0.032	9.0	LOS B	0.0	0.0	0.00	0.60	43.4
All Vehicles		1089	2.0	0.633	9.5	NA	5.6	39.4	0.18	0.61	43.0

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 19th PM Beach St /
Beacon Rd

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	19	0.0	0.441	0.6	LOS A	3.3	23.2	0.29	0.00	53.1
3	R	563	1.3	0.436	11.4	LOS B	3.3	23.2	0.29	0.67	49.3
Approach		582	1.3	0.436	11.0	LOS B	3.3	23.2	0.29	0.65	49.4
East: Beach St											
4	L	356	2.7	0.395	9.6	LOS A	2.4	17.2	0.19	0.62	39.6
6	R	25	0.0	0.395	3.2	LOS A	2.4	17.2	0.19	0.46	24.2
Approach		381	2.5	0.395	9.2	LOS A	2.4	17.2	0.19	0.61	38.4
North: Beacon Rd											
7	L	75	0.0	0.049	10.7	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	17	0.0	0.049	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		92	0.0	0.049	8.8	LOS B	0.0	0.0	0.00	0.60	43.3
All Vehicles		1055	1.6	0.436	10.2	NA	3.3	23.2	0.23	0.63	45.7

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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2017 Base Case

MOVEMENT SUMMARY

Site: Copy of 2017 19th AM
Beach St / Bay St

New Site

Signals - Fixed Time Cycle Time = 119 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow	HV Deg. Satn		Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
							Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Beach St											
5	T	577	1.0	1.000 ³	20.0	LOS B	16.9	119.6	1.00	0.89	36.4
6	R	1222	3.7	0.970	84.3	LOS F	48.7	349.2	1.00	1.11	18.2
Approach		1799	2.5	1.000	63.7	LOS E	48.7	349.2	1.00	1.04	21.7
North: Bay St											
7	L	448	16.4	0.315	19.0	LOS B	10.4	82.9	0.48	0.76	26.2
9	R	51	18.8	0.131	46.8	LOS D	3.4	27.3	0.82	0.74	14.6
Approach		499	16.7	0.315	21.8	LOS C	10.4	82.9	0.51	0.76	24.2
West: Beach St											
10	L	104	23.2	0.697	52.8	LOS D	6.9	57.9	0.86	0.83	20.5
11	T	509	0.8	0.488	39.5	LOS D	14.0	98.4	0.89	0.75	23.3
Approach		614	4.6	0.698	41.7	LOS D	14.0	98.4	0.89	0.77	22.8
All Vehicles		2912	5.4	1.000	51.9	LOS D	48.7	349.2	0.89	0.93	22.1

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS F. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	22	44.6	LOS E	0.1	0.1	0.87	0.87
P7	Across W approach	37	49.9	LOS E	0.1	0.1	0.92	0.92
All Pedestrians		59	47.9				0.90	0.90

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: Copy of 2017 19th PM
Beach St / Bay St

New Site

Signals - Fixed Time Cycle Time = 80 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	484	2.4	0.797	19.1	LOS B	15.1	108.0	0.73	0.73	37.6
6	R	435	10.9	0.673	42.9	LOS D	10.1	77.2	0.98	0.85	27.7
Approach		919	6.4	0.797	30.3	LOS C	15.1	108.0	0.85	0.79	32.2
North: Bay St											
7	L	856	2.6	0.564	19.5	LOS B	15.8	112.9	0.64	0.80	25.5
9	R	149	21.1	0.309	31.7	LOS C	6.1	50.5	0.81	0.78	19.4
Approach		1005	5.3	0.564	21.3	LOS C	15.8	112.9	0.67	0.80	24.3
West: Beach St											
10	L	114	20.4	0.488	31.8	LOS C	4.7	38.7	0.79	0.77	27.8
11	T	736	1.0	0.660	27.5	LOS C	14.3	101.1	0.94	0.80	28.1
Approach		849	3.6	0.660	28.1	LOS C	14.3	101.1	0.92	0.80	28.0
All Vehicles		2774	5.2	0.797	26.4	LOS C	15.8	112.9	0.80	0.80	28.9

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian Distance		Prop. Queued	Effective Stop Rate
					ped	m		per ped
P5	Across N approach	57	33.3	LOS D	0.1	0.1	0.91	0.91
P7	Across W approach	95	34.2	LOS D	0.2	0.2	0.93	0.93
All Pedestrians		152	33.9				0.92	0.92

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 19th AM Beach St /
Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	53	16.0	0.521	6.0	LOS A	5.7	40.4	0.33	0.41	46.4
6	R	709	0.9	0.522	10.3	LOS B	5.7	40.4	0.33	0.63	41.4
Approach		762	1.9	0.522	10.0	LOS B	5.7	40.4	0.33	0.62	41.8
North East: Princes St											
24	L	51	0.0	0.119	9.6	LOS A	0.8	5.9	0.61	0.69	47.0
25	T	15	0.0	0.120	12.8	LOS B	0.8	5.9	0.61	0.74	44.8
26	R	42	2.5	0.119	13.4	LOS B	0.8	5.9	0.61	0.78	43.4
Approach		107	1.0	0.119	11.5	LOS B	0.8	5.9	0.61	0.73	45.3
North West: Beach St											
27	L	27	3.8	0.375	1.8	LOS A	3.2	22.5	0.39	0.29	23.7
28	T	454	1.6	0.376	1.6	LOS A	3.2	22.5	0.39	0.26	23.7
29	R	6	16.7	0.372	7.0	LOS A	3.2	22.5	0.39	0.86	23.9
Approach		487	1.9	0.375	1.7	LOS A	3.2	22.5	0.39	0.27	23.7
West: Waterfront PI											
10	L	26	8.0	0.128	13.7	LOS B	0.9	7.4	0.73	0.80	30.2
11	T	44	35.7	0.127	12.0	LOS B	0.9	7.4	0.73	0.78	34.6
12	R	1	0.0	0.132	19.2	LOS B	0.9	7.4	0.73	0.86	30.7
Approach		72	25.0	0.128	12.7	LOS B	0.9	7.4	0.73	0.79	33.1
All Vehicles		1428	3.0	0.522	7.4	LOS A	5.7	40.4	0.39	0.52	35.0

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 19th PM Beach St /
Waterfront PI / Princes St -
Copy

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	152	13.9	0.451	6.3	LOS A	4.3	31.9	0.40	0.46	45.8
6	R	442	2.9	0.451	10.7	LOS B	4.3	31.9	0.40	0.70	41.7
Approach		594	5.7	0.451	9.6	LOS B	4.3	31.9	0.40	0.64	42.8
North East: Princes St											
24	L	71	3.0	0.218	12.1	LOS B	1.8	12.6	0.79	0.82	44.7
25	T	23	0.0	0.218	15.3	LOS B	1.8	12.6	0.79	0.85	42.8
26	R	56	1.9	0.219	15.8	LOS B	1.8	12.6	0.79	0.87	41.2
Approach		149	2.1	0.218	14.0	LOS B	1.8	12.6	0.79	0.84	43.1
North West: Beach St											
27	L	38	0.0	0.549	2.3	LOS A	5.7	40.5	0.55	0.36	23.4
28	T	629	1.2	0.552	2.1	LOS A	5.7	40.5	0.55	0.34	23.3
29	R	31	0.0	0.555	7.4	LOS A	5.7	40.5	0.55	0.81	23.8
Approach		698	1.1	0.552	2.3	LOS A	5.7	40.5	0.55	0.36	23.3
West: Waterfront PI											
10	L	52	2.0	0.194	10.3	LOS B	1.4	10.8	0.63	0.76	34.9
11	T	99	22.3	0.194	9.1	LOS A	1.4	10.8	0.63	0.69	37.8
12	R	1	100.0	0.211	18.7	LOS B	1.4	10.8	0.63	0.96	35.4
Approach		152	16.0	0.194	9.5	LOS B	1.4	10.8	0.63	0.72	37.0
All Vehicles		1593	4.3	0.552	6.8	LOS A	5.7	40.5	0.52	0.54	33.1

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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INTERSECTION

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 19th AM Beach St /
Tram 109 - Copy

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	468	2.5	0.531	10.6	LOS B	10.0	71.8	0.76	0.66	31.0
Approach		468	2.5	0.531	10.6	LOS B	10.0	71.8	0.76	0.66	31.0
North: Beach St East											
8	T	717	0.9	0.804	16.6	LOS B	18.7	131.7	0.92	0.94	24.3
Approach		717	0.9	0.804	16.6	LOS B	18.7	131.7	0.92	0.94	24.3
All Vehicles		1185	1.5	0.804	14.2	LOS B	18.7	131.7	0.86	0.83	26.7

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
P1	Across S approach	287	19.4	LOS B	0.4	0.4	0.88	0.88
All Pedestrians		287	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2017 19th PM Beach St /
Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	720	1.6	0.811	17.1	LOS B	19.0	134.9	0.93	0.96	25.2
Approach		720	1.6	0.811	17.1	LOS B	19.0	134.9	0.93	0.96	25.2
North: Beach St East											
8	T	492	2.4	0.556	10.8	LOS B	10.6	75.6	0.78	0.68	29.7
Approach		492	2.4	0.556	10.8	LOS B	10.6	75.6	0.78	0.68	29.7
All Vehicles		1212	1.9	0.811	14.5	LOS B	19.0	134.9	0.86	0.84	26.7

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		per ped
P1	Across S approach	185	19.4	LOS B	0.2	0.2	0.88	0.88
All Pedestrians		185	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2017 19th AM Beach St /
Park Sq East

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	714	1.8	0.370	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	6	0.0	0.008	11.0	LOS B	0.0	0.2	0.49	0.69	46.0
Approach		720	1.8	0.370	0.1	LOS B	0.0	0.2	0.00	0.01	59.8
North: Park Sq											
7	L	13	0.0	0.030	13.7	LOS B	0.1	0.8	0.57	0.75	43.5
9	R	1	0.0	0.030	13.8	LOS B	0.1	0.8	0.57	0.86	43.5
Approach		14	0.0	0.030	13.8	LOS B	0.1	0.8	0.57	0.76	43.5
West: Beach St											
10	L	1	0.0	0.263	14.9	LOS B	4.9	34.8	0.82	0.19	45.7
11	T	500	2.7	0.263	6.7	LOS A	4.9	34.8	0.82	0.00	47.1
12	R	1	0.0	0.263	16.7	LOS C	4.9	34.8	0.82	1.09	44.6
Approach		502	2.7	0.263	6.8	LOS C	4.9	34.8	0.82	0.00	47.1
All Vehicles		1236	2.1	0.370	3.0	NA	4.9	34.8	0.34	0.01	53.7

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 19th PM Beach St /
Park Sq East

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	514	1.6	0.266	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	12	0.0	0.021	13.7	LOS B	0.1	0.6	0.62	0.81	43.5
Approach		525	1.6	0.266	0.3	LOS B	0.1	0.6	0.01	0.02	59.5
North: Park Sq											
7	L	9	0.0	0.035	18.0	LOS C	0.1	0.9	0.72	0.89	40.1
9	R	1	0.0	0.035	18.0	LOS C	0.1	0.9	0.72	0.91	40.1
Approach		11	0.0	0.035	18.0	LOS C	0.1	0.9	0.72	0.89	40.1
West: Beach St											
10	L	1	0.0	0.351	13.3	LOS B	7.5	53.3	0.81	0.21	47.3
11	T	753	1.3	0.391	5.1	LOS A	7.5	53.3	0.81	0.00	47.2
12	R	1	0.0	0.351	15.1	LOS C	7.5	53.3	0.81	1.15	46.0
Approach		755	1.3	0.391	5.1	LOS C	7.5	53.3	0.81	0.00	47.2
All Vehicles		1291	1.4	0.391	3.3	NA	7.5	53.3	0.49	0.02	51.5

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 19th AM Beach St /
Beacon Rd

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	23	4.5	0.297	0.3	LOS A	1.9	13.8	0.19	0.00	55.2
3	R	386	2.5	0.296	11.1	LOS B	1.9	13.8	0.19	0.67	49.8
Approach		409	2.6	0.296	10.5	LOS B	1.9	13.8	0.19	0.63	50.1
East: Beach St											
4	L	616	1.0	0.674	10.7	LOS B	8.7	61.8	0.21	0.62	38.1
6	R	63	1.7	0.672	3.4	LOS A	8.7	61.8	0.21	0.39	21.3
Approach		679	1.1	0.674	10.0	LOS B	8.7	61.8	0.21	0.60	36.1
North: Beacon Rd											
7	L	48	6.5	0.034	11.0	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	12	9.1	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		60	7.0	0.034	8.9	LOS B	0.0	0.0	0.00	0.59	43.5
All Vehicles		1148	1.9	0.674	10.1	NA	8.7	61.8	0.20	0.61	42.1

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 19th PM Beach St /
Beacon Rd

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	20	0.0	0.465	0.6	LOS A	3.6	25.3	0.31	0.00	52.7
3	R	594	1.2	0.462	11.4	LOS B	3.6	25.3	0.31	0.67	49.2
Approach		614	1.2	0.462	11.1	LOS B	3.6	25.3	0.31	0.65	49.3
East: Beach St											
4	L	375	2.5	0.422	9.8	LOS A	2.6	18.8	0.20	0.62	39.4
6	R	26	0.0	0.424	3.3	LOS A	2.6	18.8	0.20	0.46	23.9
Approach		401	2.4	0.422	9.3	LOS A	2.6	18.8	0.20	0.61	38.2
North: Beacon Rd											
7	L	79	0.0	0.052	10.7	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	18	0.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		97	0.0	0.052	8.8	LOS B	0.0	0.0	0.00	0.60	43.4
All Vehicles		1112	1.5	0.462	10.3	NA	3.6	25.3	0.24	0.63	45.5

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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2017 Low Scenario

MOVEMENT SUMMARY

Site: 2017 Low 19th AM Beach
St / Bay St MANUAL SIGNALS

New Site

Signals - Fixed Time Cycle Time = 119 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
							Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Beach St											
5	T	577	1.0	1.000 ³	20.0	LOS B	16.9	119.6	1.00	0.89	36.4
6	R	1222	3.7	0.970	84.3	LOS F	48.7	349.2	1.00	1.11	18.2
Approach		1799	2.5	1.000	63.7	LOS E	48.7	349.2	1.00	1.04	21.7
North: Bay St											
7	L	448	16.4	0.315	19.0	LOS B	10.4	82.9	0.48	0.76	26.2
9	R	52	18.4	0.134	46.8	LOS D	3.4	27.7	0.83	0.74	14.6
Approach		500	16.6	0.315	21.9	LOS C	10.4	82.9	0.51	0.76	24.2
West: Beach St											
10	L	105	23.0	0.703	53.0	LOS D	7.0	58.5	0.86	0.83	20.4
11	T	517	0.8	0.495	39.6	LOS D	14.2	99.8	0.90	0.76	23.3
Approach		622	4.6	0.704	41.9	LOS D	14.2	99.8	0.89	0.77	22.7
All Vehicles		2921	5.4	1.000	51.9	LOS D	48.7	349.2	0.89	0.93	22.1

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS F. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		per ped
					ped	m		
P5	Across N approach	22	44.6	LOS E	0.1	0.1	0.87	0.87
P7	Across W approach	37	49.9	LOS E	0.1	0.1	0.92	0.92
All Pedestrians		59	47.9				0.90	0.90

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2017 Low 19th PM Beach
St / Bay St MANUAL SIGNALS

New Site

Signals - Fixed Time Cycle Time = 80 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	492	2.4	0.810	20.4	LOS C	15.7	112.1	0.74	0.75	36.7
6	R	435	10.9	0.673	42.9	LOS D	10.1	77.2	0.98	0.85	27.7
Approach		926	6.4	0.809	30.9	LOS C	15.7	112.1	0.86	0.80	31.9
North: Bay St											
7	L	856	2.6	0.564	19.5	LOS B	15.8	112.9	0.64	0.80	25.5
9	R	151	21.0	0.311	31.7	LOS C	6.2	50.8	0.81	0.78	19.4
Approach		1006	5.3	0.564	21.4	LOS C	15.8	112.9	0.67	0.80	24.3
West: Beach St											
10	L	115	20.2	0.492	31.8	LOS C	4.8	39.0	0.79	0.77	27.8
11	T	742	1.0	0.666	27.6	LOS C	14.5	102.1	0.94	0.81	28.0
Approach		857	3.6	0.666	28.2	LOS C	14.5	102.1	0.92	0.80	28.0
All Vehicles		2789	5.1	0.809	26.6	LOS C	15.8	112.9	0.81	0.80	28.7

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	57	33.3	LOS D	0.1	0.1	0.91	0.91
P7	Across W approach	95	34.2	LOS D	0.2	0.2	0.93	0.93
All Pedestrians		152	33.9				0.92	0.92

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2017 19th AM Beach St /
Waterfront PI / Princes St -
Copy

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	53	16.0	0.532	6.1	LOS A	5.8	41.4	0.34	0.41	46.4
6	R	719	0.9	0.529	10.3	LOS B	5.8	41.4	0.34	0.63	41.4
Approach		772	1.9	0.529	10.0	LOS B	5.8	41.4	0.34	0.62	41.7
North East: Princes St											
24	L	51	0.0	0.121	9.6	LOS A	0.9	6.1	0.61	0.69	46.9
25	T	15	0.0	0.122	12.9	LOS B	0.9	6.1	0.61	0.75	44.8
26	R	43	2.4	0.122	13.4	LOS B	0.9	6.1	0.61	0.78	43.3
Approach		108	1.0	0.121	11.6	LOS B	0.9	6.1	0.61	0.73	45.2
North West: Beach St											
27	L	28	3.7	0.384	1.8	LOS A	3.2	23.1	0.40	0.29	23.7
28	T	462	1.6	0.383	1.6	LOS A	3.2	23.1	0.40	0.26	23.7
29	R	6	16.7	0.372	7.0	LOS A	3.2	23.1	0.40	0.86	23.9
Approach		497	1.9	0.382	1.7	LOS A	3.2	23.1	0.40	0.27	23.7
West: Waterfront PI											
10	L	26	8.0	0.129	13.8	LOS B	0.9	7.6	0.74	0.80	30.0
11	T	44	35.7	0.129	12.1	LOS B	0.9	7.6	0.74	0.79	34.4
12	R	1	0.0	0.132	19.3	LOS B	0.9	7.6	0.74	0.86	30.6
Approach		72	25.0	0.129	12.9	LOS B	0.9	7.6	0.74	0.80	33.0
All Vehicles		1448	3.0	0.529	7.4	LOS A	5.8	41.4	0.40	0.52	34.9

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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MOVEMENT SUMMARY

Site: 2017 Low 19th PM Beach
St / Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	152	13.9	0.458	6.3	LOS A	4.4	32.6	0.41	0.46	45.8
6	R	451	2.8	0.458	10.8	LOS B	4.4	32.6	0.41	0.69	41.7
Approach		602	5.6	0.458	9.6	LOS B	4.4	32.6	0.41	0.64	42.8
North East: Princes St											
24	L	71	3.0	0.222	12.2	LOS B	1.8	12.9	0.80	0.83	44.7
25	T	23	0.0	0.223	15.3	LOS B	1.8	12.9	0.80	0.85	42.7
26	R	57	1.9	0.222	15.9	LOS B	1.8	12.9	0.80	0.87	41.1
Approach		151	2.1	0.222	14.1	LOS B	1.8	12.9	0.80	0.85	43.0
North West: Beach St											
27	L	39	0.0	0.556	2.3	LOS A	5.8	41.3	0.55	0.36	23.4
28	T	637	1.2	0.558	2.1	LOS A	5.8	41.3	0.55	0.34	23.3
29	R	31	0.0	0.555	7.4	LOS A	5.8	41.3	0.55	0.81	23.8
Approach		706	1.0	0.558	2.3	LOS A	5.8	41.3	0.55	0.36	23.3
West: Waterfront PI											
10	L	52	2.0	0.195	10.4	LOS B	1.4	10.9	0.64	0.76	34.8
11	T	99	22.3	0.196	9.1	LOS A	1.4	10.9	0.64	0.70	37.7
12	R	1	100.0	0.211	18.8	LOS B	1.4	10.9	0.64	0.96	35.4
Approach		152	16.0	0.196	9.6	LOS B	1.4	10.9	0.64	0.72	36.9
All Vehicles		1611	4.2	0.558	6.9	LOS A	5.8	41.3	0.53	0.54	33.0

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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MOVEMENT SUMMARY

Site: 2017 Low 19th AM Beach
St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	478	2.4	0.541	10.7	LOS B	10.3	73.3	0.77	0.67	30.9
Approach		478	2.4	0.541	10.7	LOS B	10.3	73.3	0.77	0.67	30.9
North: Beach St East											
8	T	727	0.9	0.815	17.3	LOS B	19.3	136.3	0.93	0.96	23.8
Approach		727	0.9	0.815	17.3	LOS B	19.3	136.3	0.93	0.96	23.8
All Vehicles		1205	1.5	0.815	14.7	LOS B	19.3	136.3	0.86	0.85	26.3

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
P1	Across S approach	287	19.4	LOS B	0.4	0.4	0.88	0.88
All Pedestrians		287	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2017 Low 19th PM Beach
St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	728	1.6	0.820	17.7	LOS B	19.6	138.8	0.93	0.98	24.7
Approach		728	1.6	0.820	17.7	LOS B	19.6	138.8	0.93	0.98	24.7
North: Beach St East											
8	T	501	2.3	0.567	10.8	LOS B	10.8	77.1	0.78	0.68	29.6
Approach		501	2.3	0.567	10.8	LOS B	10.8	77.1	0.78	0.68	29.6
All Vehicles		1229	1.9	0.820	14.9	LOS B	19.6	138.8	0.87	0.86	26.4

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian	Distance		
					ped	m		per ped
P1	Across S approach	185	19.4	LOS B	0.2	0.2	0.88	0.88
All Pedestrians		185	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2017 Low 19th AM Beach
St / Park Sq East

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	724	1.7	0.376	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	6	0.0	0.008	11.0	LOS B	0.0	0.2	0.49	0.69	46.0
Approach		731	1.7	0.376	0.1	LOS B	0.0	0.2	0.00	0.01	59.8
North: Park Sq											
7	L	13	0.0	0.031	14.0	LOS B	0.1	0.9	0.57	0.76	43.3
9	R	1	0.0	0.030	14.0	LOS B	0.1	0.9	0.57	0.86	43.3
Approach		14	0.0	0.031	14.0	LOS B	0.1	0.9	0.57	0.76	43.3
West: Beach St											
10	L	1	0.0	0.263	15.2	LOS C	5.1	36.7	0.83	0.18	45.5
11	T	509	2.7	0.268	7.0	LOS A	5.1	36.7	0.83	0.00	47.0
12	R	1	0.0	0.263	17.0	LOS C	5.1	36.7	0.83	1.10	44.4
Approach		512	2.7	0.268	7.1	LOS C	5.1	36.7	0.83	0.00	47.0
All Vehicles		1256	2.1	0.376	3.1	NA	5.1	36.7	0.35	0.01	53.6

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 Low 19th PM Beach
St / Park Sq East

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	523	1.6	0.271	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	12	0.0	0.021	13.8	LOS B	0.1	0.6	0.63	0.82	43.4
Approach		535	1.6	0.271	0.3	LOS B	0.1	0.6	0.01	0.02	59.5
North: Park Sq											
7	L	9	0.0	0.035	18.3	LOS C	0.1	1.0	0.73	0.90	39.9
9	R	1	0.0	0.035	18.4	LOS C	0.1	1.0	0.73	0.91	39.9
Approach		11	0.0	0.035	18.3	LOS C	0.1	1.0	0.73	0.90	39.9
West: Beach St											
10	L	1	0.0	0.351	13.5	LOS B	7.8	55.3	0.82	0.19	47.1
11	T	761	1.2	0.395	5.3	LOS A	7.8	55.3	0.82	0.00	47.1
12	R	1	0.0	0.351	15.3	LOS C	7.8	55.3	0.82	1.15	45.9
Approach		763	1.2	0.395	5.3	LOS C	7.8	55.3	0.82	0.00	47.1
All Vehicles		1308	1.4	0.395	3.4	NA	7.8	55.3	0.49	0.02	51.4

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 Low 19th AM Beach
St / Beacon Rd

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	23	4.5	0.301	0.3	LOS A	2.0	14.1	0.19	0.00	55.2
3	R	393	2.4	0.301	11.1	LOS B	2.0	14.1	0.19	0.67	49.8
Approach		416	2.5	0.301	10.5	LOS B	2.0	14.1	0.19	0.64	50.1
East: Beach St											
4	L	628	1.0	0.689	11.1	LOS B	9.9	69.9	0.22	0.62	37.6
6	R	64	1.6	0.690	3.8	LOS A	9.9	69.9	0.22	0.40	21.0
Approach		693	1.1	0.689	10.4	LOS B	9.9	69.9	0.22	0.60	35.7
North: Beacon Rd											
7	L	48	6.5	0.034	11.0	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	12	9.1	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		60	7.0	0.034	8.9	LOS B	0.0	0.0	0.00	0.59	43.5
All Vehicles		1168	1.9	0.689	10.4	NA	9.9	69.9	0.20	0.61	41.8

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 Low 19th PM Beach
St / Beacon Rd

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	20	0.0	0.476	0.7	LOS A	3.7	26.2	0.31	0.00	52.6
3	R	606	1.2	0.472	11.5	LOS B	3.7	26.2	0.31	0.67	49.2
Approach		626	1.2	0.472	11.1	LOS B	3.7	26.2	0.31	0.65	49.3
East: Beach St											
4	L	381	2.5	0.430	9.8	LOS A	2.7	19.2	0.20	0.62	39.4
6	R	26	0.0	0.431	3.3	LOS A	2.7	19.2	0.20	0.46	23.9
Approach		407	2.3	0.430	9.4	LOS A	2.7	19.2	0.20	0.61	38.2
North: Beacon Rd											
7	L	80	0.0	0.052	10.7	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	18	0.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		98	0.0	0.052	8.8	LOS B	0.0	0.0	0.00	0.60	43.3
All Vehicles		1132	1.5	0.472	10.3	NA	3.7	26.2	0.25	0.63	45.5

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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2017 Medium Scenario

MOVEMENT SUMMARY

Site: 2017 Med 19th AM Beach
St / Bay St MANUAL SIGNALS

New Site
Signals - Fixed Time Cycle Time = 119 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow	HV Deg. Satn		Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c			sec	veh			
East: Beach St											
5	T	577	1.0	1.000 ³	20.0	LOS C	17.0	119.6	1.00	0.89	36.4
6	R	1234	3.7	0.979	88.8	LOS F	50.7	363.1	1.00	1.13	17.6
Approach		1812	2.5	1.000	66.9	LOS E	50.7	363.1	1.00	1.05	21.0
North: Bay St											
7	L	448	16.4	0.315	19.0	LOS B	10.4	82.9	0.48	0.76	26.2
9	R	53	18.0	0.136	46.8	LOS D	3.5	28.2	0.83	0.74	14.6
Approach		501	16.6	0.315	21.9	LOS C	10.4	82.9	0.51	0.76	24.1
West: Beach St											
10	L	107	22.5	0.715	53.6	LOS D	7.1	59.7	0.86	0.84	20.3
11	T	529	0.8	0.507	39.7	LOS D	14.5	102.1	0.90	0.76	23.2
Approach		637	4.5	0.715	42.1	LOS D	14.5	102.1	0.89	0.77	22.7
All Vehicles		2949	5.3	1.000	53.9	LOS D	50.7	363.1	0.89	0.94	21.6

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS F. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	22	44.6	LOS E	0.1	0.1	0.87	0.87
P7	Across W approach	37	49.9	LOS E	0.1	0.1	0.92	0.92
All Pedestrians		59	47.9				0.90	0.90

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2017 Med 19th PM Beach
St / Bay St MANUAL SIGNALS

New Site

Signals - Fixed Time Cycle Time = 103 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	505	2.3	0.936	23.8	LOS C	16.8	119.8	0.92	0.85	34.4
6	R	435	10.9	0.684	52.4	LOS D	12.3	93.9	0.99	0.85	24.7
Approach		940	6.3	0.936	37.0	LOS D	16.8	119.8	0.95	0.85	29.1
North: Bay St											
7	L	856	2.6	0.617	24.3	LOS C	21.8	155.8	0.69	0.82	22.3
9	R	153	20.7	0.313	38.2	LOS D	7.6	62.8	0.82	0.78	17.0
Approach		1008	5.3	0.617	26.4	LOS C	21.8	155.8	0.71	0.81	21.3
West: Beach St											
10	L	116	20.0	0.612	39.0	LOS D	6.0	49.3	0.79	0.79	24.7
11	T	747	1.0	0.568	30.0	LOS C	16.6	117.5	0.87	0.76	27.0
Approach		863	3.5	0.612	31.2	LOS C	16.6	117.5	0.86	0.76	26.7
All Vehicles		2812	5.1	0.936	31.4	LOS C	21.8	155.8	0.84	0.81	26.4

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	57	34.3	LOS D	0.1	0.1	0.82	0.82
P7	Across W approach	95	39.3	LOS D	0.2	0.2	0.87	0.87
All Pedestrians		152	37.4				0.85	0.85

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2017 Med 19th AM Beach
St / Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	53	16.0	0.532	6.1	LOS A	5.9	42.1	0.34	0.41	46.3
6	R	724	0.9	0.534	10.4	LOS B	5.9	42.1	0.34	0.63	41.4
Approach		777	1.9	0.534	10.1	LOS B	5.9	42.1	0.34	0.62	41.7
North East: Princes St											
24	L	51	0.0	0.124	9.7	LOS A	0.9	6.3	0.62	0.70	46.9
25	T	15	0.0	0.124	13.0	LOS B	0.9	6.3	0.62	0.75	44.7
26	R	44	2.4	0.124	13.5	LOS B	0.9	6.3	0.62	0.78	43.2
Approach		109	1.0	0.124	11.7	LOS B	0.9	6.3	0.62	0.74	45.1
North West: Beach St											
27	L	31	3.4	0.396	1.8	LOS A	3.4	24.1	0.40	0.29	23.7
28	T	477	1.5	0.395	1.6	LOS A	3.4	24.1	0.40	0.26	23.7
29	R	6	16.7	0.395	7.0	LOS A	3.4	24.1	0.40	0.86	23.9
Approach		514	1.8	0.395	1.7	LOS A	3.4	24.1	0.40	0.27	23.7
West: Waterfront PI											
10	L	26	8.0	0.130	13.9	LOS B	0.9	7.6	0.74	0.81	29.9
11	T	44	35.7	0.130	12.2	LOS B	0.9	7.6	0.74	0.79	34.3
12	R	1	0.0	0.132	19.4	LOS B	0.9	7.6	0.74	0.87	30.6
Approach		72	25.0	0.130	12.9	LOS B	0.9	7.6	0.74	0.80	32.9
All Vehicles		1472	2.9	0.534	7.4	LOS A	5.9	42.1	0.40	0.51	34.8

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 Med 19th PM Beach
St / Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	152	13.9	0.471	6.3	LOS A	4.6	34.0	0.42	0.46	45.7
6	R	466	2.7	0.470	10.8	LOS B	4.6	34.0	0.42	0.69	41.7
Approach		618	5.5	0.470	9.7	LOS B	4.6	34.0	0.42	0.64	42.7
North East: Princes St											
24	L	71	3.0	0.227	12.3	LOS B	1.9	13.2	0.81	0.83	44.6
25	T	23	0.0	0.227	15.4	LOS B	1.9	13.2	0.81	0.86	42.6
26	R	59	1.8	0.227	16.0	LOS B	1.9	13.2	0.81	0.87	41.1
Approach		153	2.1	0.227	14.2	LOS B	1.9	13.2	0.81	0.85	42.9
North West: Beach St											
27	L	40	0.0	0.563	2.3	LOS A	6.0	42.1	0.56	0.36	23.4
28	T	643	1.1	0.564	2.1	LOS A	6.0	42.1	0.56	0.34	23.3
29	R	31	0.0	0.565	7.4	LOS A	6.0	42.1	0.56	0.81	23.8
Approach		714	1.0	0.564	2.3	LOS A	6.0	42.1	0.56	0.36	23.3
West: Waterfront PI											
10	L	52	2.0	0.199	10.5	LOS B	1.4	11.2	0.65	0.77	34.6
11	T	99	22.3	0.199	9.3	LOS A	1.4	11.2	0.65	0.71	37.6
12	R	1	100.0	0.211	18.9	LOS B	1.4	11.2	0.65	0.96	35.3
Approach		152	16.0	0.199	9.8	LOS B	1.4	11.2	0.65	0.73	36.7
All Vehicles		1636	4.2	0.564	6.9	LOS A	6.0	42.1	0.54	0.54	33.0

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 Med 19th AM Beach
St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	495	2.3	0.560	10.8	LOS B	10.7	76.1	0.78	0.68	30.8
Approach		495	2.3	0.560	10.8	LOS B	10.7	76.1	0.78	0.68	30.8
North: Beach St East											
8	T	734	0.9	0.823	17.8	LOS B	19.8	139.3	0.93	0.98	23.4
Approach		734	0.9	0.823	17.8	LOS B	19.8	139.3	0.93	0.98	23.4
All Vehicles		1228	1.5	0.823	15.0	LOS B	19.8	139.3	0.87	0.86	26.1

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
P1	Across S approach	287	19.4	LOS B	0.4	0.4	0.88	0.88
All Pedestrians		287	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 Med 19th PM Beach
St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	736	1.6	0.829	18.3	LOS B	20.1	142.4	0.94	0.99	24.3
Approach		736	1.6	0.829	18.3	LOS B	20.1	142.4	0.94	0.99	24.3
North: Beach St East											
8	T	519	2.2	0.587	11.0	LOS B	11.2	80.2	0.79	0.69	29.4
Approach		519	2.2	0.587	11.0	LOS B	11.2	80.2	0.79	0.69	29.4
All Vehicles		1255	1.8	0.829	15.3	LOS B	20.1	142.4	0.88	0.87	26.1

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian	Distance		
					ped	m		per ped
P1	Across S approach	185	19.4	LOS B	0.2	0.2	0.88	0.88
All Pedestrians		185	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 Med 19th AM Beach
St / Park Sq East

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	731	1.7	0.379	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	6	0.0	0.008	11.2	LOS B	0.0	0.3	0.50	0.69	45.8
Approach		737	1.7	0.379	0.1	LOS B	0.0	0.3	0.00	0.01	59.8
North: Park Sq											
7	L	13	0.0	0.032	14.3	LOS B	0.1	0.9	0.58	0.77	43.1
9	R	1	0.0	0.032	14.3	LOS B	0.1	0.9	0.58	0.86	43.0
Approach		14	0.0	0.032	14.3	LOS B	0.1	0.9	0.58	0.77	43.1
West: Beach St											
10	L	1	0.0	0.263	15.5	LOS C	5.5	39.2	0.84	0.17	45.3
11	T	526	2.6	0.277	7.3	LOS A	5.5	39.2	0.84	0.00	46.8
12	R	1	0.0	0.263	17.3	LOS C	5.5	39.2	0.84	1.10	44.2
Approach		528	2.6	0.277	7.3	LOS C	5.5	39.2	0.84	0.00	46.8
All Vehicles		1279	2.1	0.379	3.2	NA	5.5	39.2	0.36	0.01	53.4

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 Med 19th PM Beach
St / Park Sq East

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	541	1.6	0.280	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	12	0.0	0.022	13.9	LOS B	0.1	0.6	0.63	0.82	43.4
Approach		553	1.5	0.280	0.3	LOS B	0.1	0.6	0.01	0.02	59.5
North: Park Sq											
7	L	9	0.0	0.036	18.7	LOS C	0.1	1.0	0.74	0.90	39.6
9	R	1	0.0	0.036	18.7	LOS C	0.1	1.0	0.74	0.91	39.6
Approach		11	0.0	0.036	18.7	LOS C	0.1	1.0	0.74	0.90	39.6
West: Beach St											
10	L	1	0.0	0.351	13.8	LOS B	8.2	57.7	0.84	0.17	46.9
11	T	768	1.2	0.399	5.7	LOS A	8.2	57.7	0.84	0.00	46.9
12	R	1	0.0	0.351	15.6	LOS C	8.2	57.7	0.84	1.15	45.7
Approach		771	1.2	0.399	5.7	LOS C	8.2	57.7	0.84	0.00	46.9
All Vehicles		1334	1.3	0.399	3.6	NA	8.2	57.7	0.50	0.02	51.3

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 Med 19th AM Beach
St / Beacon Rd

New Site

Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	23	4.5	0.305	0.3	LOS A	2.0	14.3	0.20	0.00	55.1
3	R	397	2.4	0.304	11.1	LOS B	2.0	14.3	0.20	0.67	49.8
Approach		420	2.5	0.304	10.5	LOS B	2.0	14.3	0.20	0.64	50.1
East: Beach St											
4	L	651	1.0	0.714	11.7	LOS B	11.9	84.4	0.23	0.62	36.9
6	R	66	1.6	0.713	4.4	LOS A	11.9	84.4	0.23	0.41	20.6
Approach		717	1.0	0.714	11.0	LOS B	11.9	84.4	0.23	0.60	35.0
North: Beacon Rd											
7	L	48	6.5	0.034	11.0	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	12	9.1	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		60	7.0	0.034	8.9	LOS B	0.0	0.0	0.00	0.59	43.5
All Vehicles		1197	1.8	0.714	10.7	NA	11.9	84.4	0.21	0.61	41.3

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 Med 19th PM Beach
St / Beacon Rd

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	20	0.0	0.488	0.7	LOS A	3.9	27.7	0.32	0.00	52.3
3	R	627	1.2	0.489	11.5	LOS B	3.9	27.7	0.32	0.67	49.1
Approach		647	1.1	0.489	11.2	LOS B	3.9	27.7	0.32	0.65	49.2
East: Beach St											
4	L	383	2.5	0.441	9.9	LOS A	2.8	19.7	0.21	0.62	39.2
6	R	27	0.0	0.441	3.4	LOS A	2.8	19.7	0.21	0.46	23.7
Approach		411	2.3	0.441	9.5	LOS A	2.8	19.7	0.21	0.61	37.9
North: Beacon Rd											
7	L	82	0.0	0.053	10.7	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	18	0.0	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		100	0.0	0.053	8.8	LOS B	0.0	0.0	0.00	0.60	43.2
All Vehicles		1158	1.5	0.489	10.4	NA	3.9	27.7	0.25	0.63	45.4

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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8000947, URS AUSTRALIA, FLOATING

2017 High Scenario

MOVEMENT SUMMARY

Site: 2017 High 19th AM
Beach St / Bay St MANUAL
SIGNALS

New Site
Signals - Fixed Time Cycle Time = 119 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow	HV Deg. Satn		Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
							Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Beach St											
5	T	577	0.9	1.000 ³	20.0	LOS C	17.0	119.6	1.00	0.89	36.4
6	R	1237	3.7	0.981	90.0	LOS F	51.2	366.7	1.00	1.13	17.4
Approach		1815	2.5	1.000	67.7	LOS E	51.2	366.7	1.00	1.06	20.9
North: Bay St											
7	L	448	16.4	0.315	19.0	LOS B	10.4	82.9	0.48	0.76	26.2
9	R	55	17.3	0.141	46.8	LOS D	3.6	29.1	0.83	0.74	14.6
Approach		503	16.5	0.315	22.0	LOS C	10.4	82.9	0.51	0.76	24.0
West: Beach St											
10	L	111	21.9	0.733	54.4	LOS D	7.4	61.5	0.86	0.85	20.0
11	T	541	0.8	0.519	39.9	LOS D	14.8	104.2	0.90	0.76	23.2
Approach		652	4.4	0.733	42.3	LOS D	14.8	104.2	0.90	0.78	22.6
All Vehicles		2969	5.3	1.000	54.4	LOS D	51.2	366.7	0.89	0.94	21.4

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS F. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue Pedestrian	Distance	Prop. Queued	Effective Stop Rate
		ped/h	sec		ped	m		per ped
P5	Across N approach	22	44.6	LOS E	0.1	0.1	0.87	0.87
P7	Across W approach	37	49.9	LOS E	0.1	0.1	0.92	0.92
All Pedestrians		59	47.9				0.90	0.90

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 High 19th PM
Beach St / Bay St MANUAL
SIGNALS

New Site

Signals - Fixed Time Cycle Time = 103 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	526	2.2	0.974	22.5	LOS C	16.8	119.8	0.98	0.87	35.0
6	R	435	10.9	0.684	52.4	LOS D	12.3	93.9	0.99	0.85	24.7
Approach		961	6.1	0.974	36.0	LOS D	16.8	119.8	0.98	0.86	29.5
North: Bay St											
7	L	856	2.6	0.617	24.3	LOS C	21.8	155.8	0.69	0.82	22.3
9	R	160	19.7	0.327	38.3	LOS D	8.0	65.1	0.82	0.78	17.0
Approach		1016	5.3	0.617	26.5	LOS C	21.8	155.8	0.71	0.81	21.2
West: Beach St											
10	L	116	20.0	0.612	39.0	LOS D	6.0	49.3	0.79	0.79	24.7
11	T	754	1.0	0.572	30.0	LOS C	16.8	118.5	0.88	0.76	27.0
Approach		869	3.5	0.612	31.2	LOS C	16.8	118.5	0.86	0.76	26.7
All Vehicles		2846	5.0	0.974	31.2	LOS C	21.8	155.8	0.85	0.81	26.5

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	57	34.3	LOS D	0.1	0.1	0.82	0.82
P7	Across W approach	95	39.3	LOS D	0.2	0.2	0.87	0.87
All Pedestrians		152	37.4				0.85	0.85

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 High 19th AM
Beach St / Waterfront PI /
Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	53	16.0	0.537	6.1	LOS A	6.0	42.7	0.34	0.41	46.3
6	R	729	0.9	0.537	10.4	LOS B	6.0	42.7	0.34	0.63	41.3
Approach		782	1.9	0.537	10.1	LOS B	6.0	42.7	0.34	0.62	41.7
North East: Princes St											
24	L	51	0.0	0.126	9.8	LOS A	0.9	6.4	0.63	0.70	46.8
25	T	15	0.0	0.126	13.1	LOS B	0.9	6.4	0.63	0.76	44.6
26	R	44	2.4	0.126	13.7	LOS B	0.9	6.4	0.63	0.78	43.1
Approach		109	1.0	0.126	11.8	LOS B	0.9	6.4	0.63	0.74	45.0
North West: Beach St											
27	L	31	3.4	0.407	1.8	LOS A	3.5	25.1	0.41	0.29	23.7
28	T	492	1.5	0.405	1.6	LOS A	3.5	25.1	0.41	0.26	23.7
29	R	6	16.7	0.395	7.0	LOS A	3.5	25.1	0.41	0.86	23.9
Approach		528	1.8	0.405	1.7	LOS A	3.5	25.1	0.41	0.27	23.7
West: Waterfront PI											
10	L	26	8.0	0.131	14.0	LOS B	0.9	7.7	0.74	0.81	29.8
11	T	44	35.7	0.131	12.3	LOS B	0.9	7.7	0.74	0.79	34.2
12	R	1	0.0	0.132	19.5	LOS B	0.9	7.7	0.74	0.87	30.5
Approach		72	25.0	0.131	13.0	LOS B	0.9	7.7	0.74	0.80	32.8
All Vehicles		1492	2.9	0.537	7.4	LOS A	6.0	42.7	0.41	0.51	34.6

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 High 19th PM
Beach St / Waterfront PI /
Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	152	13.9	0.492	6.4	LOS A	5.0	36.4	0.43	0.47	45.5
6	R	495	2.6	0.492	10.9	LOS B	5.0	36.4	0.43	0.69	41.6
Approach		646	5.2	0.492	9.8	LOS B	5.0	36.4	0.43	0.64	42.6
North East: Princes St											
24	L	71	3.0	0.232	12.4	LOS B	1.9	13.6	0.81	0.84	44.5
25	T	23	0.0	0.232	15.5	LOS B	1.9	13.6	0.81	0.86	42.6
26	R	61	1.7	0.232	16.1	LOS B	1.9	13.6	0.81	0.88	41.0
Approach		155	2.0	0.232	14.3	LOS B	1.9	13.6	0.81	0.86	42.8
North West: Beach St											
27	L	39	0.0	0.564	2.3	LOS A	6.1	42.8	0.56	0.36	23.4
28	T	649	1.1	0.568	2.1	LOS A	6.1	42.8	0.56	0.34	23.3
29	R	31	0.0	0.565	7.4	LOS A	6.1	42.8	0.56	0.81	23.8
Approach		719	1.0	0.568	2.4	LOS A	6.1	42.8	0.56	0.36	23.3
West: Waterfront PI											
10	L	52	2.0	0.205	10.8	LOS B	1.5	11.7	0.67	0.78	34.2
11	T	99	22.3	0.205	9.5	LOS A	1.5	11.7	0.67	0.73	37.4
12	R	1	100.0	0.211	19.2	LOS B	1.5	11.7	0.67	0.97	35.1
Approach		152	16.0	0.205	10.0	LOS B	1.5	11.7	0.67	0.75	36.5
All Vehicles		1672	4.1	0.568	7.0	LOS A	6.1	42.8	0.54	0.55	33.1

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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MOVEMENT SUMMARY

Site: 2017 High 19th AM
Beach St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	509	2.3	0.576	10.9	LOS B	11.0	78.5	0.79	0.69	30.7
Approach		509	2.3	0.576	10.9	LOS B	11.0	78.5	0.79	0.69	30.7
North: Beach St East											
8	T	739	0.9	0.828	18.2	LOS B	20.1	141.9	0.94	0.99	23.2
Approach		739	0.9	0.828	18.2	LOS B	20.1	141.9	0.94	0.99	23.2
All Vehicles		1248	1.4	0.828	15.2	LOS B	20.1	141.9	0.88	0.87	25.9

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
P1	Across S approach	287	19.4	LOS B	0.4	0.4	0.88	0.88
All Pedestrians		287	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2017 High 19th PM
Beach St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	741	1.6	0.835	18.7	LOS B	20.5	145.1	0.94	1.01	24.0
Approach		741	1.6	0.835	18.7	LOS B	20.5	145.1	0.94	1.01	24.0
North: Beach St East											
8	T	549	2.1	0.621	11.2	LOS B	12.0	85.4	0.81	0.71	29.2
Approach		549	2.1	0.621	11.2	LOS B	12.0	85.4	0.81	0.71	29.2
All Vehicles		1291	1.8	0.835	15.5	LOS B	20.5	145.1	0.89	0.88	25.8

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
P1	Across S approach	185	19.4	LOS B	0.2	0.2	0.88	0.88
All Pedestrians		185	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2017 High 19th AM
Beach St / Park Sq East

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	736	1.7	0.382	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	6	0.0	0.008	11.3	LOS B	0.0	0.3	0.51	0.70	45.7
Approach		742	1.7	0.382	0.1	LOS B	0.0	0.3	0.00	0.01	59.8
North: Park Sq											
7	L	13	0.0	0.033	14.6	LOS B	0.1	0.9	0.59	0.77	42.8
9	R	1	0.0	0.033	14.6	LOS B	0.1	0.9	0.59	0.87	42.8
Approach		14	0.0	0.033	14.6	LOS B	0.1	0.9	0.59	0.78	42.8
West: Beach St											
10	L	1	0.0	0.263	15.7	LOS C	5.8	41.4	0.85	0.16	45.1
11	T	541	2.5	0.284	7.5	LOS A	5.8	41.4	0.85	0.00	46.5
12	R	1	0.0	0.263	17.5	LOS C	5.8	41.4	0.85	1.10	44.0
Approach		543	2.5	0.284	7.5	LOS C	5.8	41.4	0.85	0.00	46.5
All Vehicles		1299	2.0	0.382	3.4	NA	5.8	41.4	0.37	0.01	53.2

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 High 19th PM
Beach St / Park Sq East

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	572	1.5	0.296	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	12	0.0	0.022	14.0	LOS B	0.1	0.7	0.64	0.83	43.3
Approach		583	1.4	0.296	0.3	LOS B	0.1	0.7	0.01	0.02	59.5
North: Park Sq											
7	L	9	0.0	0.038	19.2	LOS C	0.1	1.0	0.75	0.91	39.3
9	R	1	0.0	0.038	19.2	LOS C	0.1	1.0	0.75	0.92	39.2
Approach		11	0.0	0.038	19.2	LOS C	0.1	1.0	0.75	0.91	39.3
West: Beach St											
10	L	1	0.0	0.351	14.4	LOS B	8.6	61.0	0.87	0.14	46.4
11	T	774	1.2	0.402	6.2	LOS A	8.6	61.0	0.87	0.00	46.5
12	R	1	0.0	0.351	16.2	LOS C	8.6	61.0	0.87	1.15	45.3
Approach		776	1.2	0.402	6.2	LOS C	8.6	61.0	0.87	0.00	46.5
All Vehicles		1369	1.3	0.402	3.8	NA	8.6	61.0	0.50	0.01	51.2

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 High 19th AM
Beach St / Beacon Rd

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	23	4.5	0.305	0.3	LOS A	2.0	14.4	0.20	0.00	55.1
3	R	399	2.4	0.306	11.2	LOS B	2.0	14.4	0.20	0.67	49.8
Approach		422	2.5	0.306	10.6	LOS B	2.0	14.4	0.20	0.64	50.1
East: Beach St											
4	L	668	0.9	0.735	12.3	LOS B	14.0	98.7	0.24	0.63	36.1
6	R	68	1.5	0.736	5.0	LOS A	14.0	98.7	0.24	0.43	20.2
Approach		737	1.0	0.736	11.6	LOS B	14.0	98.7	0.24	0.61	34.3
North: Beacon Rd											
7	L	49	6.4	0.034	11.0	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	12	9.1	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		61	6.9	0.034	8.9	LOS B	0.0	0.0	0.00	0.59	43.5
All Vehicles		1220	1.8	0.736	11.1	NA	14.0	98.7	0.21	0.62	40.7

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2017 High 19th PM
Beach St / Beacon Rd

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	20	0.0	0.488	0.7	LOS A	4.0	28.0	0.33	0.00	52.3
3	R	632	1.2	0.492	11.5	LOS B	4.0	28.0	0.33	0.67	49.1
Approach		652	1.1	0.492	11.2	LOS B	4.0	28.0	0.33	0.65	49.2
East: Beach St											
4	L	386	2.5	0.445	9.9	LOS A	2.8	20.0	0.21	0.62	39.2
6	R	27	0.0	0.441	3.4	LOS A	2.8	20.0	0.21	0.46	23.6
Approach		414	2.3	0.445	9.5	LOS A	2.8	20.0	0.21	0.61	37.9
North: Beacon Rd											
7	L	82	0.0	0.053	10.7	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	18	0.0	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		100	0.0	0.053	8.8	LOS B	0.0	0.0	0.00	0.60	43.2
All Vehicles		1165	1.4	0.492	10.4	NA	4.0	28.0	0.26	0.63	45.4

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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2022 Base case

MOVEMENT SUMMARY

Site: 2022 19th AM Beach St /
Bay St MANUAL SIGNALS

New Site

Signals - Fixed Time Cycle Time = 119 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow	HV Deg. Satn		Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c			sec	veh			
East: Beach St											
5	T	577	1.0	1.000 ³	20.0	LOS C	16.9	119.6	1.00	0.89	36.4
6	R	1319	3.7	1.046	129.8	LOS F	65.7	470.8	1.00	1.29	13.2
Approach		1896	2.6	1.046	96.4	LOS F	65.7	470.8	1.00	1.17	16.4
North: Bay St											
7	L	473	16.3	0.332	19.1	LOS B	11.0	87.3	0.48	0.76	26.1
9	R	54	18.5	0.139	46.8	LOS D	3.6	28.8	0.83	0.74	14.6
Approach		526	16.5	0.332	21.9	LOS C	11.0	87.3	0.52	0.76	24.1
West: Beach St											
10	L	109	22.0	0.727	54.1	LOS D	7.3	60.9	0.86	0.85	20.1
11	T	537	0.8	0.514	39.8	LOS D	14.7	103.4	0.90	0.76	23.2
Approach		646	4.4	0.727	42.2	LOS D	14.7	103.4	0.90	0.78	22.6
All Vehicles		3068	5.3	1.046	72.2	LOS E	65.7	470.8	0.89	1.01	17.8

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS F. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	23	44.6	LOS E	0.1	0.1	0.87	0.87
P7	Across W approach	37	49.9	LOS E	0.1	0.1	0.92	0.92
All Pedestrians		60	47.9				0.90	0.90

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2022 19th PM Beach St /
Bay St MANUAL SIGNALS

New Site

Signals - Fixed Time Cycle Time = 103 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	509	2.1	0.942	23.6	LOS C	16.8	119.8	0.93	0.85	34.5
6	R	459	11.0	0.723	53.5	LOS D	13.0	99.9	1.00	0.87	24.4
Approach		968	6.3	0.942	37.8	LOS D	16.8	119.8	0.96	0.86	28.8
North: Bay St											
7	L	902	2.6	0.651	24.9	LOS C	23.4	167.5	0.71	0.83	22.0
9	R	158	19.5	0.322	38.2	LOS D	7.9	64.2	0.82	0.78	17.0
Approach		1060	5.1	0.651	26.9	LOS C	23.4	167.5	0.73	0.82	21.0
West: Beach St											
10	L	119	20.2	0.629	39.5	LOS D	6.2	51.0	0.80	0.79	24.6
11	T	776	1.1	0.589	30.3	LOS C	17.3	122.3	0.88	0.76	26.9
Approach		895	3.6	0.630	31.5	LOS C	17.3	122.3	0.87	0.77	26.5
All Vehicles		2923	5.1	0.942	31.9	LOS C	23.4	167.5	0.85	0.82	26.1

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian Distance		Prop. Queued	Effective Stop Rate
		ped/h	sec		ped	m		per ped
P5	Across N approach	60	34.3	LOS D	0.1	0.1	0.82	0.82
P7	Across W approach	99	39.3	LOS D	0.3	0.3	0.87	0.87
All Pedestrians		159	37.4				0.85	0.85

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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INTERSECTION

Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne 2022.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 19th Base Case AM
Beach St / Waterfront PI /
Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	55	17.3	0.553	6.1	LOS A	6.3	44.8	0.35	0.41	46.2
6	R	748	1.0	0.552	10.4	LOS B	6.3	44.8	0.35	0.63	41.3
Approach		803	2.1	0.552	10.1	LOS B	6.3	44.8	0.35	0.62	41.6
North East: Princes St											
24	L	54	0.0	0.129	9.8	LOS A	0.9	6.5	0.63	0.70	46.9
25	T	15	0.0	0.128	13.0	LOS B	0.9	6.5	0.63	0.75	44.7
26	R	44	2.4	0.129	13.6	LOS B	0.9	6.5	0.63	0.78	43.2
Approach		113	0.9	0.129	11.7	LOS B	0.9	6.5	0.63	0.74	45.1
North West: Beach St											
27	L	29	3.6	0.398	1.9	LOS A	3.4	24.6	0.42	0.30	23.7
28	T	478	1.8	0.400	1.7	LOS A	3.4	24.6	0.42	0.27	23.7
29	R	7	14.3	0.409	7.1	LOS A	3.4	24.6	0.42	0.86	23.8
Approach		515	2.0	0.400	1.8	LOS A	3.4	24.6	0.42	0.28	23.7
West: Waterfront PI											
10	L	28	7.4	0.142	14.0	LOS B	1.0	8.4	0.76	0.82	29.7
11	T	46	36.4	0.142	12.6	LOS B	1.0	8.4	0.76	0.81	33.9
12	R	1	0.0	0.150	19.8	LOS B	1.0	8.4	0.76	0.87	30.3
Approach		76	25.0	0.142	13.2	LOS B	1.0	8.4	0.76	0.81	32.5
All Vehicles		1506	3.1	0.552	7.5	LOS A	6.3	44.8	0.42	0.52	34.8

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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MOVEMENT SUMMARY

Site: 2022 19th Base Case PM
Beach St / Waterfront PI /
Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	160	13.2	0.476	6.3	LOS A	4.7	34.7	0.43	0.47	45.6
6	R	465	2.7	0.477	10.8	LOS B	4.7	34.7	0.43	0.70	41.7
Approach		625	5.4	0.477	9.7	LOS B	4.7	34.7	0.43	0.64	42.7
North East: Princes St											
24	L	75	2.8	0.243	12.6	LOS B	2.0	14.4	0.83	0.85	44.2
25	T	24	0.0	0.242	15.8	LOS B	2.0	14.4	0.83	0.87	42.4
26	R	58	1.8	0.242	16.4	LOS B	2.0	14.4	0.83	0.89	40.8
Approach		157	2.0	0.243	14.5	LOS B	2.0	14.4	0.83	0.87	42.7
North West: Beach St											
27	L	40	0.0	0.588	2.4	LOS A	6.3	44.8	0.58	0.38	23.3
28	T	663	1.3	0.586	2.2	LOS A	6.3	44.8	0.58	0.36	23.2
29	R	33	0.0	0.583	7.5	LOS A	6.3	44.8	0.58	0.81	23.7
Approach		736	1.1	0.586	2.5	LOS A	6.3	44.8	0.58	0.38	23.3
West: Waterfront PI											
10	L	54	2.0	0.208	10.6	LOS B	1.5	11.8	0.65	0.77	34.6
11	T	104	22.2	0.208	9.3	LOS A	1.5	11.8	0.65	0.71	37.6
12	R	1	100.0	0.211	18.9	LOS B	1.5	11.8	0.65	0.96	35.3
Approach		159	15.9	0.208	9.8	LOS B	1.5	11.8	0.65	0.73	36.7
All Vehicles		1677	4.2	0.586	7.0	LOS A	6.3	44.8	0.55	0.55	32.9

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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MOVEMENT SUMMARY

Site: 2022 19th Base Case PM
Beach St / Waterfront PI /
Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	160	13.2	0.476	6.3	LOS A	4.7	34.7	0.43	0.47	45.6
6	R	465	2.7	0.477	10.8	LOS B	4.7	34.7	0.43	0.70	41.7
Approach		625	5.4	0.477	9.7	LOS B	4.7	34.7	0.43	0.64	42.7
North East: Princes St											
24	L	75	2.8	0.243	12.6	LOS B	2.0	14.4	0.83	0.85	44.2
25	T	24	0.0	0.242	15.8	LOS B	2.0	14.4	0.83	0.87	42.4
26	R	58	1.8	0.242	16.4	LOS B	2.0	14.4	0.83	0.89	40.8
Approach		157	2.0	0.243	14.5	LOS B	2.0	14.4	0.83	0.87	42.7
North West: Beach St											
27	L	40	0.0	0.588	2.4	LOS A	6.3	44.8	0.58	0.38	23.3
28	T	663	1.3	0.586	2.2	LOS A	6.3	44.8	0.58	0.36	23.2
29	R	33	0.0	0.583	7.5	LOS A	6.3	44.8	0.58	0.81	23.7
Approach		736	1.1	0.586	2.5	LOS A	6.3	44.8	0.58	0.38	23.3
West: Waterfront PI											
10	L	54	2.0	0.208	10.6	LOS B	1.5	11.8	0.65	0.77	34.6
11	T	104	22.2	0.208	9.3	LOS A	1.5	11.8	0.65	0.71	37.6
12	R	1	100.0	0.211	18.9	LOS B	1.5	11.8	0.65	0.96	35.3
Approach		159	15.9	0.208	9.8	LOS B	1.5	11.8	0.65	0.73	36.7
All Vehicles		1677	4.2	0.586	7.0	LOS A	6.3	44.8	0.55	0.55	32.9

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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INTERSECTION

Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne 2022.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 19th Base Case AM
Beach St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	494	2.3	0.559	10.8	LOS B	10.6	75.9	0.78	0.68	30.8
Approach		494	2.3	0.559	10.8	LOS B	10.6	75.9	0.78	0.68	30.8
North: Beach St East											
8	T	756	1.0	0.848	19.9	LOS B	21.4	151.4	0.95	1.04	22.1
Approach		756	1.0	0.848	19.9	LOS B	21.4	151.4	0.95	1.04	22.1
All Vehicles		1249	1.5	0.848	16.3	LOS B	21.4	151.4	0.88	0.90	25.1

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	303	19.4	LOS B	0.4	0.4	0.88	0.88
All Pedestrians		303	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne 2022.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 19th Base Case PM
Beach St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	759	1.5	0.854	20.5	LOS C	21.9	155.2	0.96	1.06	22.9
Approach		759	1.5	0.854	20.5	LOS C	21.9	155.2	0.96	1.06	22.9
North: Beach St East											
8	T	518	2.2	0.586	11.0	LOS B	11.2	80.0	0.79	0.69	29.4
Approach		518	2.2	0.586	11.0	LOS B	11.2	80.0	0.79	0.69	29.4
All Vehicles		1277	1.8	0.854	16.6	LOS B	21.9	155.2	0.89	0.91	25.0

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
P1	Across S approach	196	19.4	LOS B	0.2	0.2	0.88	0.88
All Pedestrians		196	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2022 19th Base Case AM
Beach St / Park Sq East

New Site

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	753	1.7	0.390	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	7	0.0	0.009	11.2	LOS B	0.0	0.3	0.50	0.70	45.9
Approach		760	1.7	0.390	0.1	LOS B	0.0	0.3	0.00	0.01	59.8
North: Park Sq											
7	L	13	0.0	0.032	14.4	LOS B	0.1	0.9	0.59	0.77	42.9
9	R	1	0.0	0.032	14.5	LOS B	0.1	0.9	0.59	0.86	42.9
Approach		14	0.0	0.032	14.5	LOS B	0.1	0.9	0.59	0.78	42.9
West: Beach St											
10	L	1	0.0	0.263	15.9	LOS C	5.7	40.8	0.86	0.16	44.9
11	T	527	2.6	0.277	7.7	LOS A	5.7	40.8	0.86	0.00	46.3
12	R	1	0.0	0.263	17.7	LOS C	5.7	40.8	0.86	1.10	43.8
Approach		529	2.6	0.277	7.8	LOS C	5.7	40.8	0.86	0.00	46.3
All Vehicles		1303	2.0	0.390	3.4	NA	5.7	40.8	0.36	0.01	53.3

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2022 19th Base Case PM
Beach St / Park Sq East

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	541	1.6	0.280	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	13	0.0	0.025	14.2	LOS B	0.1	0.7	0.65	0.84	43.1
Approach		554	1.5	0.280	0.3	LOS B	0.1	0.7	0.01	0.02	59.5
North: Park Sq											
7	L	11	0.0	0.041	19.1	LOS C	0.2	1.1	0.75	0.92	39.3
9	R	1	0.0	0.040	19.1	LOS C	0.2	1.1	0.75	0.92	39.3
Approach		12	0.0	0.041	19.1	LOS C	0.2	1.1	0.75	0.92	39.3
West: Beach St											
10	L	1	0.0	0.351	14.0	LOS B	8.7	61.4	0.85	0.16	46.8
11	T	793	1.2	0.412	5.8	LOS A	8.7	61.4	0.85	0.00	46.7
12	R	1	0.0	0.351	15.8	LOS C	8.7	61.4	0.85	1.15	45.6
Approach		795	1.2	0.412	5.9	LOS C	8.7	61.4	0.85	0.00	46.7
All Vehicles		1360	1.3	0.412	3.7	NA	8.7	61.4	0.51	0.02	51.1

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

MOVEMENT SUMMARY

Site: 2022 19th AM Beach St /
Beacon Rd

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	24	4.3	0.314	0.3	LOS A	2.1	14.9	0.20	0.00	55.0
3	R	407	2.6	0.313	11.2	LOS B	2.1	14.9	0.20	0.67	49.7
Approach		432	2.7	0.313	10.6	LOS B	2.1	14.9	0.20	0.63	50.0
East: Beach St											
4	L	649	1.1	0.720	12.1	LOS B	12.9	91.1	0.24	0.63	36.4
6	R	67	1.6	0.717	5.0	LOS A	12.9	91.1	0.24	0.44	20.8
Approach		717	1.2	0.720	11.4	LOS B	12.9	91.1	0.24	0.61	34.5
North: Beacon Rd											
7	L	52	6.1	0.035	11.0	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	12	9.1	0.035	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		63	6.7	0.035	9.0	LOS B	0.0	0.0	0.00	0.60	43.3
All Vehicles		1212	2.0	0.720	11.0	NA	12.9	91.1	0.21	0.62	41.1

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2022 19th Base Case PM
Beach St / Beacon Rd

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	21	0.0	0.490	0.7	LOS A	3.9	27.7	0.33	0.00	52.3
3	R	625	1.3	0.489	11.5	LOS B	3.9	27.7	0.33	0.67	49.1
Approach		646	1.3	0.489	11.2	LOS B	3.9	27.7	0.33	0.65	49.2
East: Beach St											
4	L	396	2.7	0.453	9.9	LOS A	2.9	20.6	0.22	0.62	39.2
6	R	27	0.0	0.456	3.4	LOS A	2.9	20.6	0.22	0.47	23.7
Approach		423	2.5	0.453	9.5	LOS A	2.9	20.6	0.22	0.61	38.0
North: Beacon Rd											
7	L	83	0.0	0.054	10.7	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	19	0.0	0.054	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		102	0.0	0.054	8.7	LOS B	0.0	0.0	0.00	0.60	43.4
All Vehicles		1172	1.6	0.489	10.4	NA	3.9	27.7	0.26	0.63	45.4

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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SIDRA
INTERSECTION

2022 Low Scenario

MOVEMENT SUMMARY

Site: 2022 Low 19th AM Beach
St / Bay St MANUAL SIGNALS

New Site

Signals - Fixed Time Cycle Time = 119 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow	HV Deg. Satn		Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
							Vehicles	Distance			
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Beach St											
5	T	577	1.0	1.000 ³	20.0	LOS C	16.9	119.6	1.00	0.89	36.4
6	R	1327	3.7	1.052	134.3	LOS F	67.3	482.0	1.00	1.31	12.9
Approach		1904	2.5	1.052	99.7	LOS F	67.3	482.0	1.00	1.18	16.0
North: Bay St											
7	L	473	16.3	0.332	19.1	LOS B	11.0	87.3	0.48	0.76	26.1
9	R	55	18.2	0.142	46.9	LOS D	3.6	29.3	0.83	0.74	14.6
Approach		527	16.5	0.332	22.0	LOS C	11.0	87.3	0.52	0.76	24.1
West: Beach St											
10	L	111	21.8	0.733	54.4	LOS D	7.4	61.5	0.86	0.85	20.0
11	T	544	0.7	0.521	39.9	LOS D	14.9	104.8	0.90	0.77	23.1
Approach		655	4.3	0.733	42.4	LOS D	14.9	104.8	0.90	0.78	22.6
All Vehicles		3086	5.3	1.052	74.2	LOS E	67.3	482.0	0.90	1.02	17.4

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS F. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	23	44.6	LOS E	0.1	0.1	0.87	0.87
P7	Across W approach	37	49.9	LOS E	0.1	0.1	0.92	0.92
All Pedestrians		60	47.9				0.90	0.90

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2022 Low 19th PM Beach
St / Bay St MANUAL SIGNALS

New Site

Signals - Fixed Time Cycle Time = 103 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	517	2.1	0.956	23.2	LOS C	16.8	119.8	0.95	0.86	34.7
6	R	459	11.0	0.723	53.5	LOS D	13.0	99.9	1.00	0.87	24.4
Approach		976	6.3	0.956	37.4	LOS D	16.8	119.8	0.97	0.86	29.0
North: Bay St											
7	L	902	2.6	0.651	24.9	LOS C	23.4	167.5	0.71	0.83	22.0
9	R	159	19.4	0.324	38.3	LOS D	7.9	64.5	0.82	0.78	17.0
Approach		1061	5.1	0.651	26.9	LOS C	23.4	167.5	0.73	0.82	21.0
West: Beach St											
10	L	120	20.0	0.635	39.6	LOS D	6.3	51.5	0.80	0.80	24.5
11	T	782	1.1	0.594	30.3	LOS C	17.5	123.4	0.88	0.77	26.8
Approach		902	3.6	0.634	31.6	LOS C	17.5	123.4	0.87	0.77	26.5
All Vehicles		2939	5.0	0.956	31.8	LOS C	23.4	167.5	0.85	0.82	26.2

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	60	34.3	LOS D	0.1	0.1	0.82	0.82
P7	Across W approach	99	39.3	LOS D	0.3	0.3	0.87	0.87
All Pedestrians		159	37.4				0.85	0.85

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2022 Low 19th AM Beach
St / Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	55	17.3	0.559	6.1	LOS A	6.4	45.8	0.36	0.41	46.1
6	R	758	1.0	0.559	10.4	LOS B	6.4	45.8	0.36	0.63	41.3
Approach		813	2.1	0.559	10.1	LOS B	6.4	45.8	0.36	0.62	41.6
North East: Princes St											
24	L	54	0.0	0.131	9.9	LOS A	0.9	6.7	0.63	0.71	46.8
25	T	15	0.0	0.130	13.1	LOS B	0.9	6.7	0.63	0.76	44.6
26	R	45	2.3	0.131	13.7	LOS B	0.9	6.7	0.63	0.79	43.1
Approach		114	0.9	0.131	11.8	LOS B	0.9	6.7	0.63	0.74	45.1
North West: Beach St											
27	L	31	3.2	0.407	1.9	LOS A	3.5	25.2	0.42	0.30	23.7
28	T	486	1.6	0.407	1.7	LOS A	3.5	25.2	0.42	0.27	23.7
29	R	7	14.3	0.409	7.1	LOS A	3.5	25.2	0.42	0.86	23.8
Approach		524	1.9	0.406	1.8	LOS A	3.5	25.2	0.42	0.28	23.7
West: Waterfront PI											
10	L	28	7.4	0.144	14.1	LOS B	1.0	8.6	0.76	0.82	29.5
11	T	46	36.4	0.144	12.7	LOS B	1.0	8.6	0.76	0.82	33.7
12	R	1	0.0	0.150	19.9	LOS B	1.0	8.6	0.76	0.88	30.2
Approach		76	25.0	0.144	13.3	LOS B	1.0	8.6	0.76	0.82	32.3
All Vehicles		1526	3.1	0.559	7.5	LOS A	6.4	45.8	0.42	0.52	34.8

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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MOVEMENT SUMMARY

Site: 2022 Low 19th PM Beach
St / Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	160	13.8	0.485	6.4	LOS A	4.9	35.6	0.43	0.47	45.5
6	R	474	2.4	0.484	10.8	LOS B	4.9	35.6	0.43	0.69	41.6
Approach		634	5.3	0.484	9.7	LOS B	4.9	35.6	0.43	0.64	42.7
North East: Princes St											
24	L	75	2.8	0.247	12.7	LOS B	2.1	14.7	0.83	0.85	44.1
25	T	24	0.0	0.247	15.9	LOS B	2.1	14.7	0.83	0.88	42.3
26	R	59	1.7	0.247	16.5	LOS B	2.1	14.7	0.83	0.89	40.7
Approach		158	2.0	0.247	14.6	LOS B	2.1	14.7	0.83	0.87	42.6
North West: Beach St											
27	L	41	0.0	0.595	2.4	LOS A	6.5	45.7	0.59	0.38	23.3
28	T	671	1.2	0.592	2.2	LOS A	6.5	45.7	0.59	0.36	23.2
29	R	33	0.0	0.593	7.5	LOS A	6.5	45.7	0.59	0.81	23.7
Approach		744	1.1	0.592	2.5	LOS A	6.5	45.7	0.59	0.38	23.2
West: Waterfront PI											
10	L	54	2.0	0.211	10.7	LOS B	1.5	11.9	0.66	0.78	34.5
11	T	104	22.2	0.211	9.4	LOS A	1.5	11.9	0.66	0.72	37.5
12	R	1	100.0	0.211	19.0	LOS B	1.5	11.9	0.66	0.96	35.2
Approach		159	15.9	0.210	9.9	LOS B	1.5	11.9	0.66	0.74	36.6
All Vehicles		1695	4.1	0.592	7.0	LOS A	6.5	45.7	0.56	0.56	32.9

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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INTERSECTION

MOVEMENT SUMMARY

Site: 2022 Low 19th AM Beach
St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	503	2.2	0.569	10.9	LOS B	10.9	77.4	0.78	0.68	30.7
Approach		503	2.2	0.569	10.9	LOS B	10.9	77.4	0.78	0.68	30.7
North: Beach St East											
8	T	766	0.9	0.860	21.0	LOS C	22.3	157.6	0.96	1.07	21.4
Approach		766	0.9	0.860	21.0	LOS C	22.3	157.6	0.96	1.07	21.4
All Vehicles		1269	1.4	0.860	17.0	LOS B	22.3	157.6	0.89	0.92	24.5

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	303	19.4	LOS B	0.4	0.4	0.88	0.88
All Pedestrians		303	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2022 Low 19th PM Beach
St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	767	1.5	0.864	21.5	LOS C	22.6	160.3	0.96	1.08	22.3
Approach		767	1.5	0.864	21.5	LOS C	22.6	160.3	0.96	1.08	22.3
North: Beach St East											
8	T	527	2.0	0.596	11.0	LOS B	11.4	81.4	0.80	0.70	29.4
Approach		527	2.0	0.596	11.0	LOS B	11.4	81.4	0.80	0.70	29.4
All Vehicles		1295	1.7	0.864	17.2	LOS B	22.6	160.3	0.89	0.93	24.6

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	Across S approach	196	19.4	LOS B	0.2	0.2	0.88	0.88
All Pedestrians		196	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2022 Low 19th AM Beach
St / Park Sq East

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	763	1.6	0.395	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	7	0.0	0.009	11.2	LOS B	0.0	0.3	0.51	0.70	45.8
Approach		771	1.6	0.396	0.1	LOS B	0.0	0.3	0.00	0.01	59.8
North: Park Sq											
7	L	13	0.0	0.033	14.7	LOS B	0.1	0.9	0.59	0.77	42.7
9	R	1	0.0	0.033	14.7	LOS B	0.1	0.9	0.59	0.87	42.7
Approach		14	0.0	0.033	14.7	LOS B	0.1	0.9	0.59	0.78	42.7
West: Beach St											
10	L	1	0.0	0.263	16.2	LOS C	6.0	42.8	0.87	0.14	44.7
11	T	537	2.4	0.282	8.1	LOS A	6.0	42.8	0.87	0.00	45.9
12	R	1	0.0	0.263	18.0	LOS C	6.0	42.8	0.87	1.10	43.6
Approach		539	2.4	0.282	8.1	LOS C	6.0	42.8	0.87	0.00	45.9
All Vehicles		1323	1.9	0.396	3.5	NA	6.0	42.8	0.36	0.01	53.0

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2022 Low 19th PM Beach
St / Park Sq East

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	551	1.6	0.285	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	13	0.0	0.025	14.4	LOS B	0.1	0.7	0.66	0.85	43.0
Approach		563	1.5	0.285	0.3	LOS B	0.1	0.7	0.01	0.02	59.5
North: Park Sq											
7	L	11	0.0	0.042	19.4	LOS C	0.2	1.1	0.75	0.92	39.1
9	R	1	0.0	0.042	19.5	LOS C	0.2	1.1	0.75	0.92	39.1
Approach		12	0.0	0.042	19.4	LOS C	0.2	1.1	0.75	0.92	39.1
West: Beach St											
10	L	1	0.0	0.351	14.3	LOS B	9.0	63.6	0.87	0.15	46.6
11	T	801	1.3	0.416	6.1	LOS A	9.0	63.6	0.87	0.00	46.5
12	R	1	0.0	0.351	16.1	LOS C	9.0	63.6	0.87	1.16	45.4
Approach		803	1.3	0.416	6.1	LOS C	9.0	63.6	0.87	0.00	46.5
All Vehicles		1378	1.4	0.416	3.8	NA	9.0	63.6	0.52	0.02	51.0

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2022 Low 19th AM Beach
St / Beacon Rd

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	24	4.3	0.319	0.3	LOS A	2.1	15.2	0.20	0.00	55.0
3	R	414	2.5	0.318	11.2	LOS B	2.1	15.2	0.20	0.67	49.7
Approach		438	2.6	0.318	10.6	LOS B	2.1	15.2	0.20	0.63	50.0
East: Beach St											
4	L	662	1.0	0.736	12.6	LOS B	14.3	101.3	0.24	0.63	35.8
6	R	68	1.4	0.736	5.4	LOS A	14.3	101.3	0.24	0.45	20.5
Approach		731	1.1	0.736	11.9	LOS B	14.3	101.3	0.24	0.61	34.0
North: Beacon Rd											
7	L	52	6.0	0.035	11.0	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	12	9.1	0.035	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		63	6.6	0.035	8.9	LOS B	0.0	0.0	0.00	0.60	43.3
All Vehicles		1232	1.9	0.736	11.3	NA	14.3	101.3	0.22	0.62	40.7

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2022 Low 19th PM Beach
St / Beacon Rd

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	21	0.0	0.501	0.7	LOS A	4.1	28.7	0.33	0.00	52.1
3	R	638	1.3	0.499	11.5	LOS B	4.1	28.7	0.33	0.67	49.1
Approach		659	1.2	0.499	11.2	LOS B	4.1	28.7	0.33	0.65	49.2
East: Beach St											
4	L	402	2.6	0.461	10.0	LOS A	3.0	21.1	0.22	0.62	39.1
6	R	27	0.0	0.464	3.4	LOS A	3.0	21.1	0.22	0.47	23.6
Approach		429	2.4	0.461	9.6	LOS A	3.0	21.1	0.22	0.61	37.9
North: Beacon Rd											
7	L	84	0.0	0.055	10.7	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	19	0.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		103	0.0	0.055	8.8	LOS B	0.0	0.0	0.00	0.60	43.3
All Vehicles		1192	1.6	0.499	10.4	NA	4.1	28.7	0.26	0.63	45.3

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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2022 Medium Scenario

MOVEMENT SUMMARY

Site: 2022 Med 19th AM Beach
St / Bay St MANUAL SIGNALS

New Site
Signals - Fixed Time Cycle Time = 119 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow	HV Deg.	Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Vehicles					Distance				
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Beach St											
5	T	577	1.0	1.000 ³	20.0	LOS C	16.9	119.6	1.00	0.89	36.4
6	R	1331	3.7	1.055	136.6	LOS F	68.1	487.7	1.00	1.31	12.7
Approach		1908	2.5	1.055	101.4	LOS F	68.1	487.7	1.00	1.19	15.8
North: Bay St											
7	L	473	16.3	0.332	19.1	LOS B	11.0	87.3	0.48	0.76	26.1
9	R	56	18.2	0.144	46.9	LOS D	3.7	29.8	0.83	0.74	14.6
Approach		528	16.5	0.332	22.0	LOS C	11.0	87.3	0.52	0.76	24.0
West: Beach St											
10	L	113	21.8	0.747	55.3	LOS E	7.6	63.0	0.87	0.86	19.8
11	T	557	0.7	0.534	40.1	LOS D	15.2	107.2	0.91	0.77	23.1
Approach		669	4.3	0.747	42.6	LOS D	15.2	107.2	0.90	0.78	22.5
All Vehicles		3106	5.3	1.055	75.2	LOS E	68.1	487.7	0.90	1.03	17.3

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS F. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	23	44.6	LOS E	0.1	0.1	0.87	0.87
P7	Across W approach	37	49.9	LOS E	0.1	0.1	0.92	0.92
All Pedestrians		60	47.9				0.90	0.90

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

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INTERSECTION

Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne 2022.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 Med 19th PM Beach
St / Bay St MANUAL SIGNALS

New Site

Signals - Fixed Time Cycle Time = 103 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	531	2.1	0.981	22.3	LOS C	16.8	119.8	0.99	0.88	35.1
6	R	459	11.0	0.723	53.5	LOS D	13.0	99.9	1.00	0.87	24.4
Approach		989	6.2	0.981	36.8	LOS D	16.8	119.8	0.99	0.87	29.2
North: Bay St											
7	L	902	2.6	0.651	24.9	LOS C	23.4	167.5	0.71	0.83	22.0
9	R	161	19.4	0.328	38.3	LOS D	8.0	65.3	0.82	0.79	16.9
Approach		1063	5.1	0.651	26.9	LOS C	23.4	167.5	0.73	0.82	21.0
West: Beach St											
10	L	121	20.0	0.640	39.8	LOS D	6.3	52.0	0.80	0.80	24.5
11	T	787	1.1	0.598	30.4	LOS C	17.6	124.3	0.89	0.77	26.8
Approach		908	3.6	0.640	31.6	LOS C	17.6	124.3	0.87	0.77	26.5
All Vehicles		2961	5.0	0.981	31.7	LOS C	23.4	167.5	0.86	0.82	26.2

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	60	34.3	LOS D	0.1	0.1	0.82	0.82
P7	Across W approach	99	39.3	LOS D	0.3	0.3	0.87	0.87
All Pedestrians		159	37.4				0.85	0.85

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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INTERSECTION

Project: J:\JOBS\43316071\5 Works\SIDRA\Port Melbourne 2022.sip
8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 Med 19th AM Beach
St / Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	55	17.3	0.564	6.1	LOS A	6.5	46.6	0.37	0.42	46.0
6	R	763	1.0	0.564	10.4	LOS B	6.5	46.6	0.37	0.63	41.2
Approach		818	2.1	0.564	10.1	LOS B	6.5	46.6	0.37	0.62	41.6
North East: Princes St											
24	L	54	0.0	0.134	10.0	LOS A	1.0	6.9	0.64	0.71	46.8
25	T	15	0.0	0.134	13.2	LOS B	1.0	6.9	0.64	0.76	44.5
26	R	46	2.3	0.134	13.8	LOS B	1.0	6.9	0.64	0.79	43.0
Approach		115	0.9	0.134	11.9	LOS B	1.0	6.9	0.64	0.75	45.0
North West: Beach St											
27	L	33	3.2	0.418	1.9	LOS A	3.7	26.3	0.42	0.30	23.6
28	T	501	1.6	0.419	1.7	LOS A	3.7	26.3	0.42	0.27	23.6
29	R	7	14.3	0.409	7.1	LOS A	3.7	26.3	0.42	0.86	23.8
Approach		541	1.9	0.419	1.8	LOS A	3.7	26.3	0.42	0.28	23.7
West: Waterfront PI											
10	L	28	7.4	0.145	14.2	LOS B	1.0	8.7	0.77	0.82	29.4
11	T	46	36.4	0.145	12.8	LOS B	1.0	8.7	0.77	0.82	33.6
12	R	1	0.0	0.150	20.0	LOS B	1.0	8.7	0.77	0.88	30.1
Approach		76	25.0	0.145	13.4	LOS B	1.0	8.7	0.77	0.82	32.2
All Vehicles		1549	3.0	0.564	7.5	LOS A	6.5	46.6	0.43	0.52	34.6

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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INTERSECTION

MOVEMENT SUMMARY

Site: 2022 Med 19th PM Beach
St / Waterfront PI / Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	160	13.8	0.497	6.4	LOS A	5.1	37.1	0.44	0.47	45.4
6	R	489	2.4	0.497	10.9	LOS B	5.1	37.1	0.44	0.69	41.6
Approach		649	5.2	0.497	9.8	LOS B	5.1	37.1	0.44	0.64	42.6
North East: Princes St											
24	L	75	2.8	0.252	12.8	LOS B	2.1	15.1	0.84	0.86	44.1
25	T	24	0.0	0.252	16.0	LOS B	2.1	15.1	0.84	0.88	42.2
26	R	61	1.7	0.252	16.6	LOS B	2.1	15.1	0.84	0.89	40.6
Approach		160	2.0	0.252	14.7	LOS B	2.1	15.1	0.84	0.87	42.5
North West: Beach St											
27	L	41	0.0	0.595	2.4	LOS A	6.6	46.5	0.59	0.38	23.3
28	T	677	1.2	0.597	2.2	LOS A	6.6	46.5	0.59	0.36	23.2
29	R	33	0.0	0.593	7.5	LOS A	6.6	46.5	0.59	0.80	23.7
Approach		751	1.1	0.597	2.5	LOS A	6.6	46.5	0.59	0.38	23.2
West: Waterfront PI											
10	L	54	2.0	0.214	10.8	LOS B	1.5	12.2	0.67	0.78	34.2
11	T	104	22.2	0.214	9.5	LOS A	1.5	12.2	0.67	0.73	37.4
12	R	1	100.0	0.211	19.2	LOS B	1.5	12.2	0.67	0.97	35.1
Approach		159	15.9	0.214	10.0	LOS B	1.5	12.2	0.67	0.75	36.5
All Vehicles		1719	4.1	0.597	7.1	LOS A	6.6	46.5	0.57	0.56	32.9

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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INTERSECTION

MOVEMENT SUMMARY

Site: 2022 Med 19th AM Beach
St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	520	2.2	0.588	11.0	LOS B	11.3	80.3	0.79	0.69	30.6
Approach		520	2.2	0.588	11.0	LOS B	11.3	80.3	0.79	0.69	30.6
North: Beach St East											
8	T	773	0.9	0.867	21.8	LOS C	22.9	161.7	0.97	1.09	21.0
Approach		773	0.9	0.867	21.8	LOS C	22.9	161.7	0.97	1.09	21.0
All Vehicles		1293	1.4	0.867	17.4	LOS B	22.9	161.7	0.90	0.93	24.2

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
P1	Across S approach	303	19.4	LOS B	0.4	0.4	0.88	0.88
All Pedestrians		303	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2022 Med 19th PM Beach
St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	775	1.5	0.872	22.4	LOS C	23.3	165.4	0.97	1.11	21.8
Approach		775	1.5	0.872	22.4	LOS C	23.3	165.4	0.97	1.11	21.8
North: Beach St East											
8	T	545	2.0	0.616	11.2	LOS B	11.9	84.6	0.81	0.71	29.2
Approach		545	2.0	0.616	11.2	LOS B	11.9	84.6	0.81	0.71	29.2
All Vehicles		1320	1.7	0.872	17.8	LOS B	23.3	165.4	0.90	0.94	24.2

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
P1	Across S approach	196	19.4	LOS B	0.2	0.2	0.88	0.88
All Pedestrians		196	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2022 Med 19th AM Beach
St / Park Sq East

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	769	1.6	0.399	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	7	0.0	0.010	11.4	LOS B	0.0	0.3	0.51	0.71	45.7
Approach		777	1.6	0.399	0.1	LOS B	0.0	0.3	0.00	0.01	59.8
North: Park Sq											
7	L	13	0.0	0.034	15.0	LOS C	0.1	1.0	0.61	0.78	42.4
9	R	1	0.0	0.034	15.1	LOS C	0.1	1.0	0.61	0.87	42.4
Approach		14	0.0	0.034	15.0	LOS C	0.1	1.0	0.61	0.79	42.4
West: Beach St											
10	L	1	0.0	0.263	16.5	LOS C	6.4	45.5	0.89	0.12	44.5
11	T	554	2.4	0.291	8.4	LOS A	6.4	45.5	0.89	0.00	45.6
12	R	1	0.0	0.263	18.3	LOS C	6.4	45.5	0.89	1.10	43.4
Approach		556	2.4	0.291	8.4	LOS C	6.4	45.5	0.89	0.00	45.6
All Vehicles		1346	1.9	0.399	3.7	NA	6.4	45.5	0.38	0.01	52.8

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2022 Med 19th PM Beach
St / Park Sq East

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	568	1.6	0.295	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	13	0.0	0.026	14.5	LOS B	0.1	0.8	0.66	0.85	42.9
Approach		581	1.5	0.294	0.3	LOS B	0.1	0.8	0.01	0.02	59.5
North: Park Sq											
7	L	11	0.0	0.044	19.8	LOS C	0.2	1.2	0.76	0.92	38.8
9	R	1	0.0	0.044	19.9	LOS C	0.2	1.2	0.76	0.92	38.8
Approach		12	0.0	0.044	19.8	LOS C	0.2	1.2	0.76	0.92	38.8
West: Beach St											
10	L	1	0.0	0.351	14.6	LOS B	9.4	66.2	0.89	0.13	46.3
11	T	808	1.3	0.420	6.4	LOS A	9.4	66.2	0.89	0.00	46.3
12	R	1	0.0	0.351	16.4	LOS C	9.4	66.2	0.89	1.15	45.1
Approach		811	1.3	0.420	6.5	LOS C	9.4	66.2	0.89	0.00	46.3
All Vehicles		1403	1.4	0.420	4.0	NA	9.4	66.2	0.52	0.02	50.9

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2022 Med 19th AM Beach
St / Beacon Rd

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	24	4.3	0.323	0.3	LOS A	2.1	15.4	0.20	0.00	54.9
3	R	418	2.5	0.321	11.2	LOS B	2.1	15.4	0.20	0.67	49.7
Approach		442	2.6	0.321	10.6	LOS B	2.1	15.4	0.20	0.63	50.0
East: Beach St											
4	L	684	1.0	0.761	13.4	LOS B	17.0	119.9	0.26	0.63	34.9
6	R	71	1.4	0.758	6.2	LOS A	17.0	119.9	0.26	0.47	20.0
Approach		755	1.1	0.761	12.7	LOS B	17.0	119.9	0.26	0.62	33.1
North: Beacon Rd											
7	L	52	6.0	0.035	11.0	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	12	9.1	0.035	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		63	6.6	0.035	8.9	LOS B	0.0	0.0	0.00	0.60	43.3
All Vehicles		1260	1.9	0.761	11.8	NA	17.0	119.9	0.23	0.62	40.0

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2022 Med 19th PM Beach
St / Beacon Rd

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	21	0.0	0.513	0.8	LOS A	4.3	30.3	0.35	0.00	51.9
3	R	659	1.3	0.516	11.6	LOS B	4.3	30.3	0.35	0.67	49.0
Approach		680	1.2	0.516	11.2	LOS B	4.3	30.3	0.35	0.65	49.1
East: Beach St											
4	L	404	2.6	0.473	10.1	LOS B	3.0	21.7	0.22	0.62	38.9
6	R	28	0.0	0.474	3.5	LOS A	3.0	21.7	0.22	0.46	23.4
Approach		433	2.4	0.473	9.7	LOS B	3.0	21.7	0.22	0.61	37.7
North: Beacon Rd											
7	L	86	0.0	0.056	10.7	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	19	0.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		105	0.0	0.056	8.8	LOS B	0.0	0.0	0.00	0.60	43.3
All Vehicles		1218	1.5	0.516	10.5	NA	4.3	30.3	0.27	0.63	45.3

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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INTERSECTION

2022 High Scenario

MOVEMENT SUMMARY

Site: 2022 High 19th AM
Beach St / Bay St MANUAL
SIGNALS

New Site

Signals - Fixed Time Cycle Time = 119 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow	HV Deg. Satn		Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c			sec	veh			
East: Beach St											
5	T	577	1.0	1.000 ³	20.0	LOS C	16.9	119.6	1.00	0.89	36.4
6	R	1334	3.7	1.057	138.4	LOS F	68.7	492.1	1.00	1.32	12.6
Approach		1912	2.5	1.057	102.6	LOS F	68.7	492.1	1.00	1.19	15.7
North: Bay St											
7	L	473	16.3	0.332	19.1	LOS B	11.0	87.3	0.48	0.76	26.1
9	R	58	18.2	0.150	47.0	LOS D	3.8	30.9	0.83	0.74	14.6
Approach		531	16.5	0.332	22.1	LOS C	11.0	87.3	0.52	0.76	24.0
West: Beach St											
10	L	116	21.8	0.768	56.7	LOS E	7.9	65.5	0.87	0.88	19.5
11	T	568	0.7	0.545	40.2	LOS D	15.5	109.4	0.91	0.77	23.0
Approach		684	4.3	0.768	43.0	LOS D	15.5	109.4	0.90	0.79	22.4
All Vehicles		3126	5.3	1.057	75.9	LOS E	68.7	492.1	0.90	1.03	17.1

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS F. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
		ped/h	sec		Pedestrian	Distance		
					ped	m		per ped
P5	Across N approach	22	44.6	LOS E	0.1	0.1	0.87	0.87
P7	Across W approach	37	49.9	LOS E	0.1	0.1	0.92	0.92
All Pedestrians		59	47.9				0.90	0.90

Level of Service (Aver. Int. Delay): LOS E. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS E. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 High 19th PM
Beach St / Bay St MANUAL
SIGNALS

New Site

Signals - Fixed Time Cycle Time = 103 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	541	2.1	1.000 ³	21.5	LOS C	16.8	119.8	1.00	0.88	35.5
6	R	470	11.0	0.738	54.0	LOS D	13.4	102.5	1.00	0.88	24.3
Approach		1011	6.1	1.000	36.6	LOS D	16.8	119.8	1.00	0.88	29.2
North: Bay St											
7	L	902	2.6	0.651	24.9	LOS C	23.4	167.5	0.71	0.83	22.0
9	R	168	19.4	0.343	38.5	LOS D	8.3	68.1	0.82	0.79	16.9
Approach		1071	5.2	0.651	27.0	LOS C	23.4	167.5	0.73	0.82	21.0
West: Beach St											
10	L	121	20.0	0.640	39.8	LOS D	6.3	52.0	0.80	0.80	24.5
11	T	794	1.1	0.603	30.5	LOS C	17.8	125.4	0.89	0.77	26.8
Approach		915	3.6	0.640	31.7	LOS C	17.8	125.4	0.88	0.77	26.4
All Vehicles		2996	5.0	1.000	31.7	LOS C	23.4	167.5	0.87	0.83	26.3

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

³ x = 1.00 due to short lane. Refer to the Lane Summary report for information about excess flow and related conditions.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P5	Across N approach	57	34.3	LOS D	0.1	0.1	0.82	0.82
P7	Across W approach	95	39.3	LOS D	0.2	0.2	0.87	0.87
All Pedestrians		152	37.4				0.85	0.85

Level of Service (Aver. Int. Delay): LOS D. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 High 19th AM
Beach St / Waterfront PI /
Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	55	17.3	0.570	6.1	LOS A	6.6	47.2	0.37	0.42	46.0
6	R	768	1.0	0.568	10.4	LOS B	6.6	47.2	0.37	0.63	41.2
Approach		823	2.0	0.567	10.1	LOS B	6.6	47.2	0.37	0.61	41.6
North East: Princes St											
24	L	54	0.0	0.136	10.1	LOS B	1.0	7.0	0.65	0.72	46.7
25	T	15	0.0	0.135	13.3	LOS B	1.0	7.0	0.65	0.77	44.4
26	R	46	2.3	0.136	13.9	LOS B	1.0	7.0	0.65	0.79	42.9
Approach		115	0.9	0.136	12.0	LOS B	1.0	7.0	0.65	0.76	44.9
North West: Beach St											
27	L	33	3.2	0.429	1.9	LOS A	3.8	27.3	0.43	0.31	23.6
28	T	516	1.6	0.430	1.7	LOS A	3.8	27.3	0.43	0.28	23.6
29	R	7	14.3	0.433	7.1	LOS A	3.8	27.3	0.43	0.85	23.8
Approach		556	1.9	0.430	1.8	LOS A	3.8	27.3	0.43	0.29	23.6
West: Waterfront PI											
10	L	28	7.4	0.146	14.3	LOS B	1.0	8.8	0.77	0.82	29.3
11	T	46	36.4	0.146	12.9	LOS B	1.0	8.8	0.77	0.82	33.5
12	R	1	0.0	0.150	20.0	LOS C	1.0	8.8	0.77	0.88	30.1
Approach		76	25.0	0.146	13.5	LOS C	1.0	8.8	0.77	0.82	32.1
All Vehicles		1569	3.0	0.567	7.5	LOS A	6.6	47.2	0.43	0.52	34.5

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 High 19th PM
Beach St / Waterfront PI /
Princes St

New Site
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	160	13.8	0.518	6.4	LOS A	5.4	39.7	0.46	0.48	45.2
6	R	518	2.4	0.518	10.9	LOS B	5.4	39.7	0.46	0.69	41.5
Approach		678	5.1	0.518	9.9	LOS B	5.4	39.7	0.46	0.64	42.4
North East: Princes St											
24	L	75	2.8	0.258	12.9	LOS B	2.2	15.5	0.84	0.86	44.0
25	T	24	0.0	0.258	16.1	LOS B	2.2	15.5	0.84	0.88	42.1
26	R	63	1.7	0.258	16.7	LOS B	2.2	15.5	0.84	0.90	40.5
Approach		162	1.9	0.258	14.9	LOS B	2.2	15.5	0.84	0.88	42.3
North West: Beach St											
27	L	41	0.0	0.604	2.4	LOS A	6.7	47.3	0.60	0.38	23.3
28	T	683	1.2	0.602	2.3	LOS A	6.7	47.3	0.60	0.36	23.2
29	R	33	0.0	0.604	7.5	LOS A	6.7	47.3	0.60	0.80	23.7
Approach		757	1.1	0.602	2.5	LOS A	6.7	47.3	0.60	0.38	23.2
West: Waterfront PI											
10	L	54	2.0	0.221	11.1	LOS B	1.6	12.7	0.69	0.80	33.8
11	T	104	22.2	0.221	9.8	LOS A	1.6	12.7	0.69	0.75	37.2
12	R	1	100.0	0.211	19.4	LOS B	1.6	12.7	0.69	0.97	34.9
Approach		159	15.9	0.221	10.3	LOS B	1.6	12.7	0.69	0.76	36.2
All Vehicles		1756	4.1	0.602	7.2	LOS A	6.7	47.3	0.58	0.56	32.9

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout LOS Method: Same as Signalised Intersections.

Roundabout Capacity Model: SIDRA Standard.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 High 19th AM
Beach St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	535	2.2	0.605	11.1	LOS B	11.6	82.9	0.80	0.70	30.5
Approach		535	2.2	0.605	11.1	LOS B	11.6	82.9	0.80	0.70	30.5
North: Beach St East											
8	T	778	0.9	0.873	22.5	LOS C	23.4	165.4	0.97	1.11	20.6
Approach		778	0.9	0.873	22.5	LOS C	23.4	165.4	0.97	1.11	20.6
All Vehicles		1313	1.4	0.873	17.8	LOS B	23.4	165.4	0.90	0.94	23.9

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian	Distance m		per ped
P1	Across S approach	287	19.4	LOS B	0.4	0.4	0.88	0.88
All Pedestrians		287	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 High 19th PM
Beach St / Tram 109

New Site

Pedestrian Crossing (Signals) - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beach St West											
2	T	780	1.5	0.878	23.2	LOS C	23.9	169.1	0.97	1.13	21.4
Approach		780	1.5	0.878	23.2	LOS C	23.9	169.1	0.97	1.13	21.4
North: Beach St East											
8	T	576	2.0	0.650	11.5	LOS B	12.7	90.1	0.82	0.73	28.9
Approach		576	2.0	0.650	11.5	LOS B	12.7	90.1	0.82	0.73	28.9
All Vehicles		1356	1.7	0.878	18.2	LOS B	23.9	169.1	0.91	0.96	23.9

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on average delay for all vehicle movements.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue		Prop. Queued	Effective Stop Rate
					Pedestrian ped	Distance m		per ped
P1	Across S approach	185	19.4	LOS B	0.2	0.2	0.88	0.88
All Pedestrians		185	19.4				0.88	0.88

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM).

Level of Service (Worst Movement): LOS B. LOS Method for individual pedestrian movements: Delay (HCM).

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MOVEMENT SUMMARY

Site: 2022 High 19th AM
Beach St / Park Sq East

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	775	1.6	0.401	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	7	0.0	0.010	11.5	LOS B	0.0	0.3	0.52	0.71	45.5
Approach		782	1.6	0.402	0.1	LOS B	0.0	0.3	0.00	0.01	59.8
North: Park Sq											
7	L	13	0.0	0.035	15.4	LOS C	0.1	1.0	0.62	0.79	42.1
9	R	1	0.0	0.035	15.4	LOS C	0.1	1.0	0.62	0.88	42.1
Approach		14	0.0	0.036	15.4	LOS C	0.1	1.0	0.62	0.80	42.1
West: Beach St											
10	L	1	0.0	0.263	16.8	LOS C	6.7	48.1	0.90	0.11	44.3
11	T	568	2.4	0.299	8.6	LOS A	6.7	48.1	0.90	0.00	45.3
12	R	1	0.0	0.263	18.6	LOS C	6.7	48.1	0.90	1.10	43.3
Approach		571	2.4	0.299	8.6	LOS C	6.7	48.1	0.90	0.00	45.3
All Vehicles		1366	1.9	0.402	3.8	NA	6.7	48.1	0.39	0.01	52.5

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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MOVEMENT SUMMARY

Site: 2022 High 19th PM
Beach St / Park Sq East

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Beach St											
5	T	599	1.6	0.310	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
6	R	13	0.0	0.026	14.5	LOS B	0.1	0.8	0.67	0.85	42.8
Approach		612	1.5	0.310	0.3	LOS B	0.1	0.8	0.01	0.02	59.5
North: Park Sq											
7	L	11	0.0	0.045	20.3	LOS C	0.2	1.2	0.77	0.92	38.4
9	R	1	0.0	0.046	20.4	LOS C	0.2	1.2	0.77	0.92	38.4
Approach		12	0.0	0.045	20.3	LOS C	0.2	1.2	0.77	0.92	38.4
West: Beach St											
10	L	1	0.0	0.526	15.2	LOS C	9.9	69.7	0.91	0.10	45.8
11	T	814	1.3	0.423	7.1	LOS A	9.9	69.7	0.91	0.00	46.0
12	R	1	0.0	0.526	17.0	LOS C	9.9	69.7	0.91	1.15	44.7
Approach		816	1.3	0.423	7.1	LOS C	9.9	69.7	0.91	0.00	46.0
All Vehicles		1439	1.4	0.423	4.3	NA	9.9	69.7	0.53	0.02	50.8

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 High 19th AM
Beach St / Beacon Rd

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV Deg. Satn %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	24	4.3	0.323	0.3	LOS A	2.2	15.5	0.21	0.00	54.9
3	R	420	2.5	0.323	11.2	LOS B	2.2	15.5	0.21	0.67	49.7
Approach		444	2.6	0.323	10.6	LOS B	2.2	15.5	0.21	0.63	50.0
East: Beach St											
4	L	702	1.0	0.780	14.1	LOS B	19.2	135.6	0.27	0.64	34.1
6	R	72	1.5	0.778	6.7	LOS A	19.2	135.6	0.27	0.47	19.3
Approach		774	1.1	0.780	13.4	LOS B	19.2	135.6	0.27	0.62	32.4
North: Beacon Rd											
7	L	53	6.0	0.036	11.0	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	12	9.1	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		64	6.6	0.036	9.0	LOS B	0.0	0.0	0.00	0.60	43.3
All Vehicles		1282	1.9	0.780	12.2	NA	19.2	135.6	0.23	0.63	39.4

LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

Approach LOS values are based on the worst delay for any vehicle movement.

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8000947, URS AUSTRALIA, FLOATING

MOVEMENT SUMMARY

Site: 2022 High 19th PM
Beach St / Beacon Rd

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Beacon Rd											
2	T	21	0.0	0.513	0.8	LOS A	4.3	30.6	0.35	0.00	51.8
3	R	663	1.3	0.519	11.6	LOS B	4.3	30.6	0.35	0.67	49.0
Approach		684	1.2	0.519	11.2	LOS B	4.3	30.6	0.35	0.65	49.1
East: Beach St											
4	L	407	2.6	0.476	10.1	LOS B	3.1	21.9	0.23	0.62	38.9
6	R	28	0.0	0.474	3.5	LOS A	3.1	21.9	0.23	0.47	23.4
Approach		436	2.4	0.477	9.7	LOS B	3.1	21.9	0.23	0.61	37.7
North: Beacon Rd											
7	L	86	0.0	0.056	10.7	LOS B	0.0	0.0	0.00	0.73	39.6
8	T	19	0.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		105	0.0	0.056	8.8	LOS B	0.0	0.0	0.00	0.60	43.3
All Vehicles		1225	1.5	0.519	10.5	NA	4.3	30.6	0.27	0.63	45.3

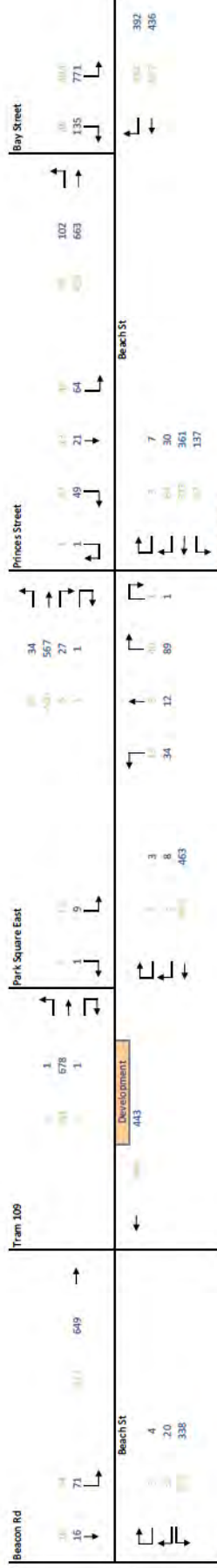
LOS (Aver. Int. Delay): NA. The average intersection delay is not a good LOS measure for two-way sign control due to zero delays associated with major road movements.

Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).

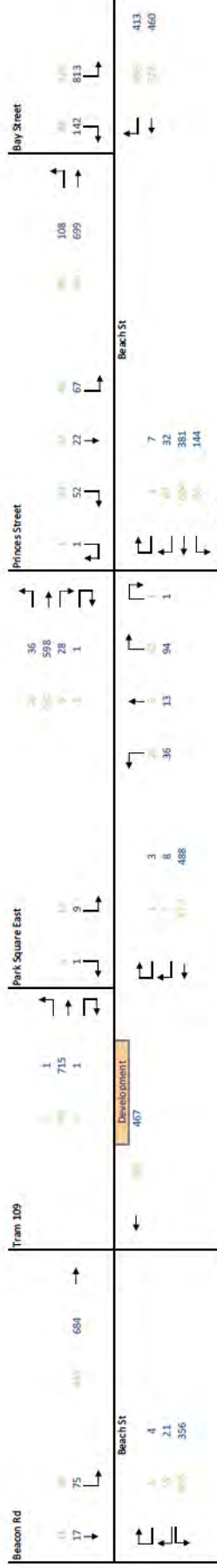
Approach LOS values are based on the worst delay for any vehicle movement.

Appendix F SIDRA Traffic Volumes

2012 Traffic Survey - Total Vehicles



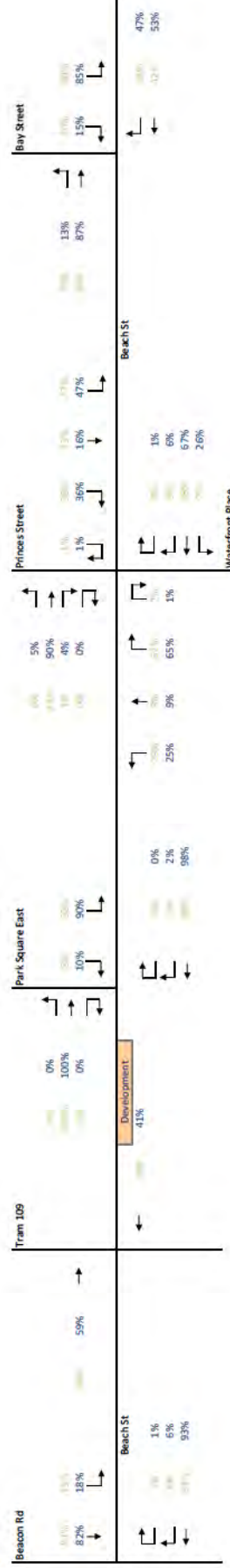
2017 Background Traffic - 1.05% Growth



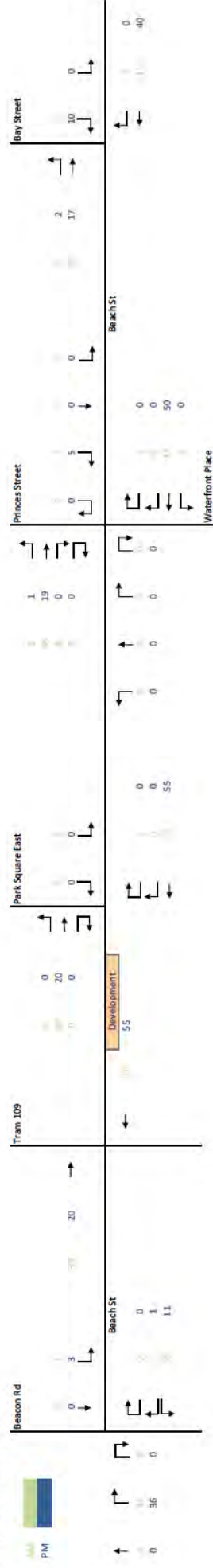
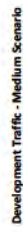
2022 Background Traffic - 1.05% Growth



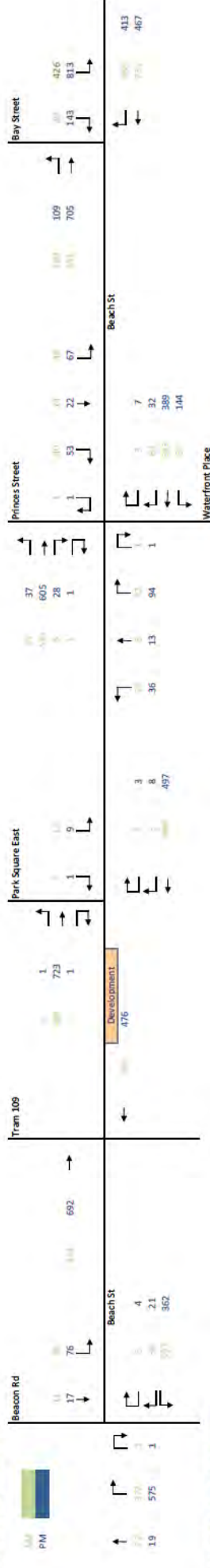
2012 Traffic Survey - Turning Proportions



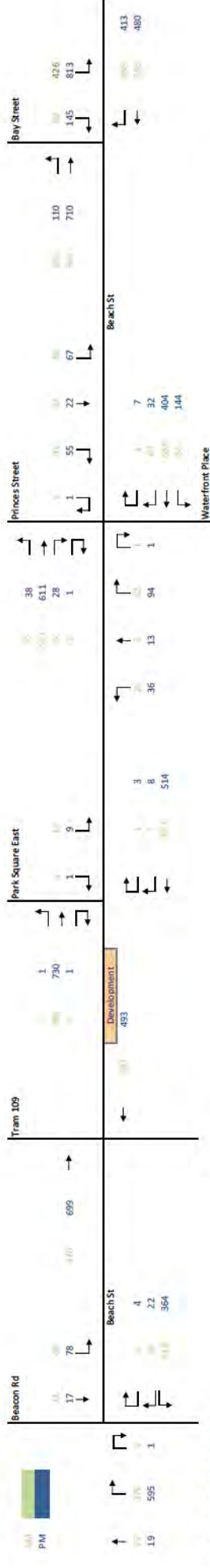
3 pM



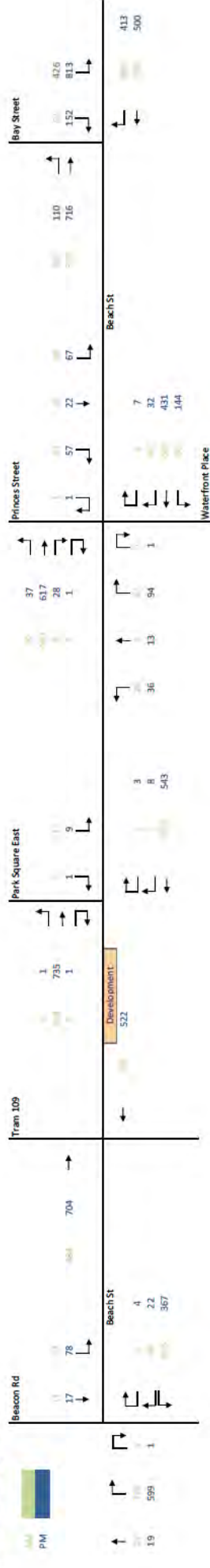
2017 Total Traffic - Low Scenario



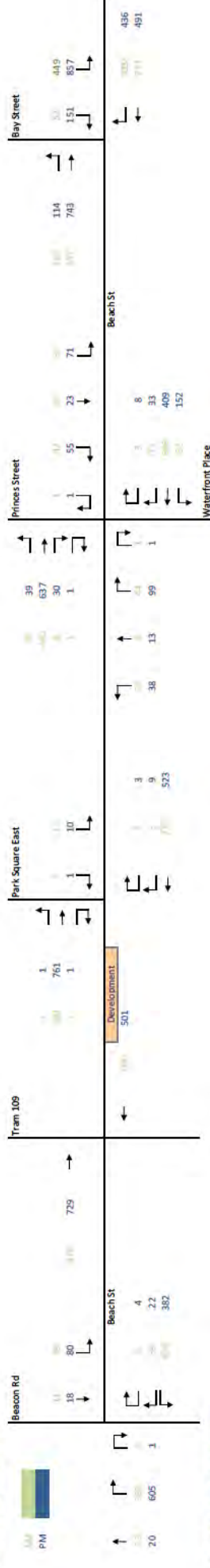
2017 Total Traffic - Medium Scenario



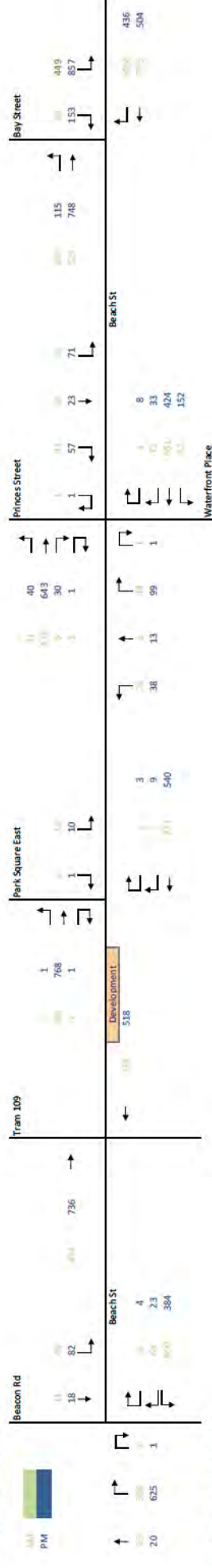
2017 Total Traffic - High Scenario



2022 Total Traffic - Low Scenario



2022 Total Traffic - Medium Scenario



2022 Total Traffic - High Scenario

