

Traffix Group

Traffic Engineering Assessment

Proposed Residential Subdivision

6230-6280 Great Ocean Road, Apollo Bay

Prepared for
Australian Tourism Investments No.5 Pty Ltd

January 2020

G27496R-01A

Document Control

Our Reference: G27496R-01AA

Issue No.	Type	Date	Prepared By	Approved By
A	Initial Issue	07/01/2020	D. Milder	H. Turnbull

COPYRIGHT: The ideas and material contained in this document are the property of Traffic Group (Traffic Group Pty Ltd – ABN 32 100 481 570). Use or copying of this document in whole or in part without the written permission of Traffic Group constitutes an infringement of copyright.

LIMITATION: This report has been prepared on behalf of and for the exclusive use of Traffic Group’s client and is subject to and issued in connection with the provisions of the agreement between Traffic Group and its client. Traffic Group accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report by any third party.

Table of Contents

- 1. Introduction..... 1**
- 2. Existing Conditions..... 1**
 - 2.1. *The Site*..... 1
 - 2.2. *Road Network* 4
 - 2.3. *Road Volumes*..... 4
 - 2.4. *Public Transport* 6
 - 2.5. *Crash Statistics*..... 7
- 3. Proposal..... 9**
- 4. Traffic Assessments 9**
 - 4.1. *Apollo Bay Settlement* 9
 - 4.2. *Traffic Generation*..... 9
 - 4.3. *Traffic Distribution*..... 10
 - 4.4. *SIDRA Analysis* 11
 - 4.5. *Traffic Impact* 11
 - 4.6. *Road Cross-Sections* 12
 - 4.7. *Access for Emergency and Service Vehicles* 12
- 5. Conclusions 14**

List of Appendices

- Appendix A Traffic Volume Data**
- Appendix B Proposed Development Plan**
- Appendix C SIDRA Results**

1. Introduction

Traffic Group has been engaged by Australian Tourism Investments No.5 Pty Ltd to undertake a traffic impact assessment and to prepare a report for the proposed residential development located at 6230-6280 Great Ocean Road in Apollo Bay.

This report provides a traffic engineering assessment of the proposal, with particular attention to traffic generation and impacts.

2. Existing Conditions

2.1. The Site

The subject site is located on the northwest side of Great Ocean Road north of the main township in Apollo Bay as shown in the locality plan at Figure 1 below.

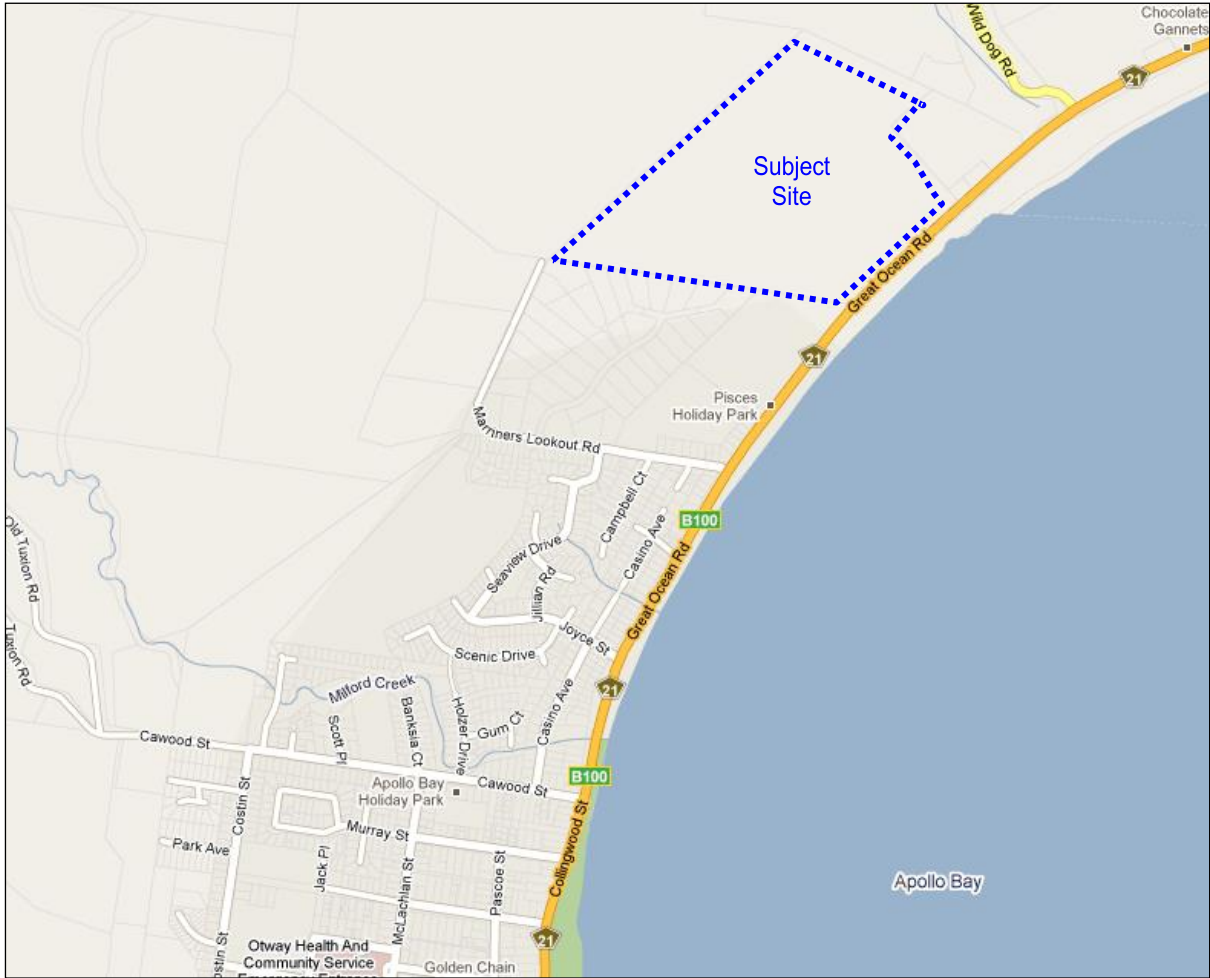


Figure 1: Locality Map

The subject site covers an area of approximately 41 hectares and has a frontage to Great Ocean Road. The site is currently occupied by a dwelling and associated outbuildings, with two access driveways to Great Ocean Road. An aerial view of the site and the existing access are shown in Figure 2 and Figure 3 respectively.



Figure 2: Aerial View

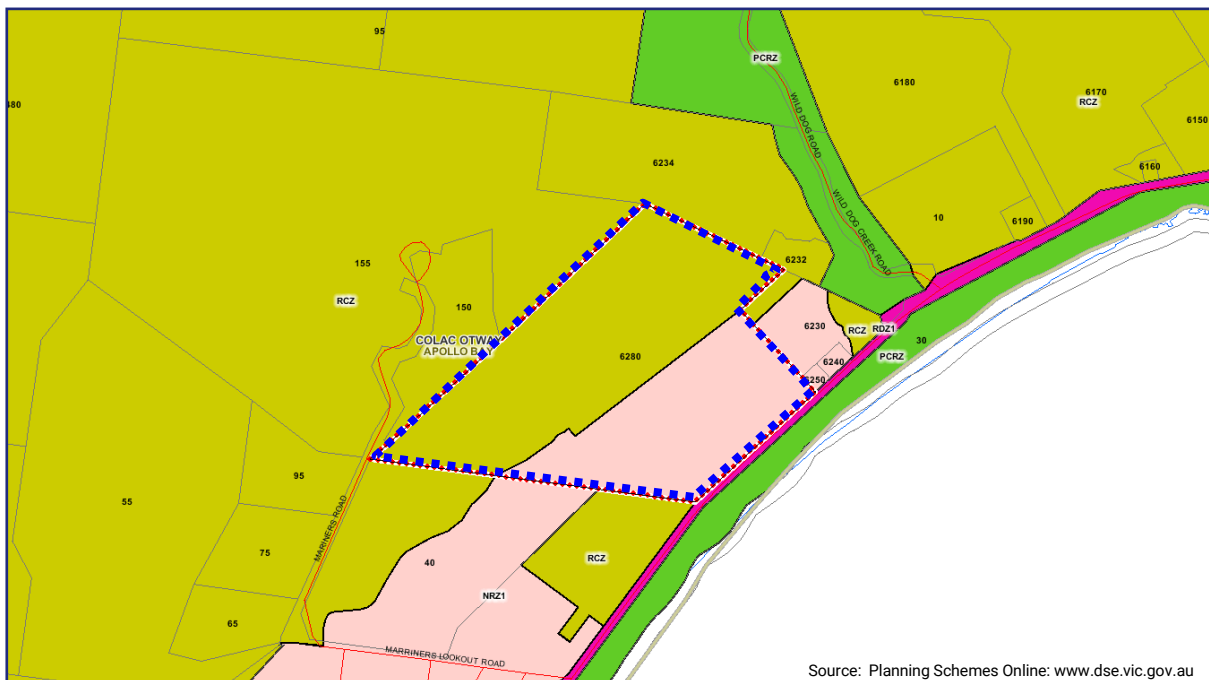


Figure 3: Subject Site (Existing Access) Viewed from Great Ocean Road

The subject site is located within two zones, a Neighbourhood Residential Zone – Schedule 1 (NRZ1) and a Rural Conservation Zone (RCZ) as shown in Figure 4 below. The site is also affected by the following overlays:

- Environmental Management Overlay – Schedule 1 (EMO1),
- Design and Development Overlay – Schedule 10 (DDO10)
- Development Plan Overlay – Schedule 5 (DPO5), and
- Significant Landscape Overlay – Schedules 3 and 5 (SLO3 and SLO5).

Surrounding uses to the north, north-east and west are predominantly rural. Pisces Holiday Park is located adjacent to the site to the south, and the main Apollo Bay Township is located further south. The foreshore is located opposite the site, southeast of Great Ocean Road.



Source: Planning Schemes Online: www.dse.vic.gov.au

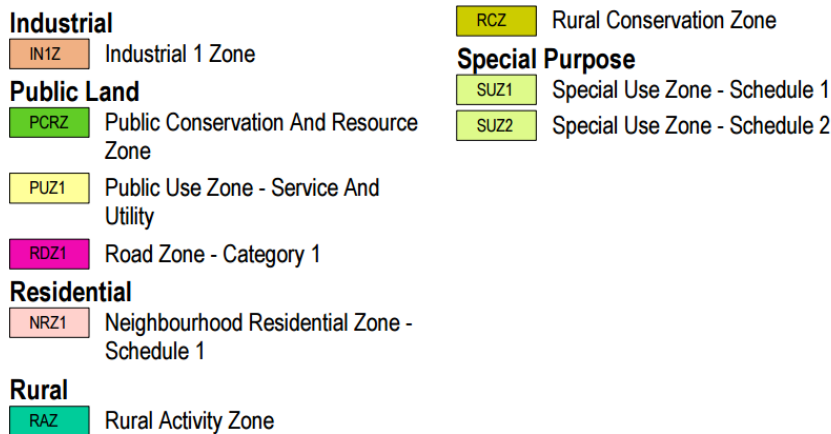


Figure 4: Land Use Zoning Map

2.2. Road Network

Great Ocean Road is an arterial road (Road Zone – Category 1) which follows the southern coast of Victoria west from Torquay.

In the vicinity of the subject site, Great Ocean Road is constructed with a 7.5 metre (approx.) carriageway within a 21.5 metre road reservation, and carries one through traffic lane in each direction.

The speed limit on Great Ocean Road past the site is 80km/h, and reduces to 60km/h to the southeast of the site, just north of the main entrance to the Pisces Holiday Park.

Figures 5 and 6 show Great Ocean Road in the vicinity of the site.



Figure 5: Great Ocean Road Looking Southwest Towards Apollo Bay from Existing Access



Figure 6: Great Ocean Road Looking Northeast Towards Apollo Bay from Existing Access

2.3. Road Volumes

Traffix Group undertook a seven-day tube count for the week of Thursday 12th April, 2018 to Wednesday 18th April, 2018 to collect traffic volume data on Great Ocean Road in the vicinity of the site.

These dates were chosen to enable the collection of holiday weekday, holiday weekend, and normal weekday volumes. This data (two-way volumes) is summarised in Table 1 below.

Table 1: Great Ocean Road Traffic Count Data (Two-Way) – 12-18 April, 2018

	Holiday Weekday		Holiday Weekend		Normal Weekday		
	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
AM Peak Vol	333 vph	303 vph	354 vph	383 vph	266 vph	277 vph	284 vph
AM Peak Hour	10-11am	10-11am	10-11am	11am-12pm	11am-12pm	11am-12pm	10-11am
PM Peak Vol	373 vph	391 vph	330 vph	384 vph	317 vph	313 vph	330 vph
PM Peak Hour	3-4pm	12-1pm	3-4pm	12-1pm	12-1pm	12-1pm	3-4pm
24 Hour Volume	3,538 vpd	3,871 vpd	3,200 vpd	3,200 vpd	2,911 vpd	3,027 vpd	3,255 vph

We note that Department of Transport open data portal does not identify any growth on the Great Ocean Road and accordingly, the above information is considered to be representative of current volumes.

A copy of the detailed traffic volume data is attached at Appendix A.

A turning movement count was commissioned in 2010 at the Princes Caravan Park to determine the directional splits for traffic entering and exiting a similar site. This information is presented at Figure 8 below.

The surveyed peak hour turning movements are shown in Figure 7 below.

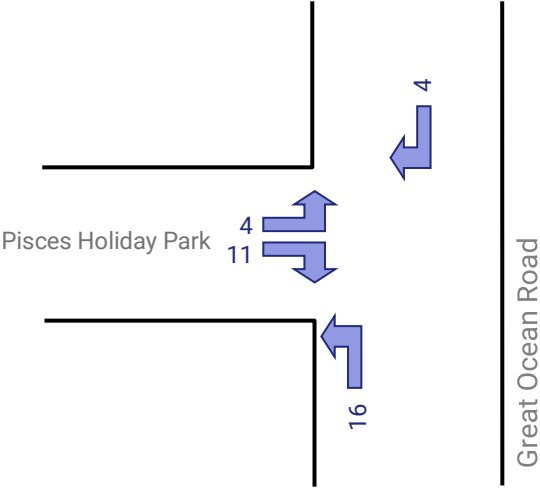


Figure 7: Peak Hour Turning Movements - Great Ocean Road/Pisces Holiday Park Intersection

2.4. Public Transport

Apollo Bay is connected via V/Line coach to Warrnambool and Geelong via the Great Ocean Road. The nearest bus stop is located within walking distance of the site, north of the Pisces Holiday Park entrance.

Figure 8 below shows the public transport network in the vicinity of the subject site.

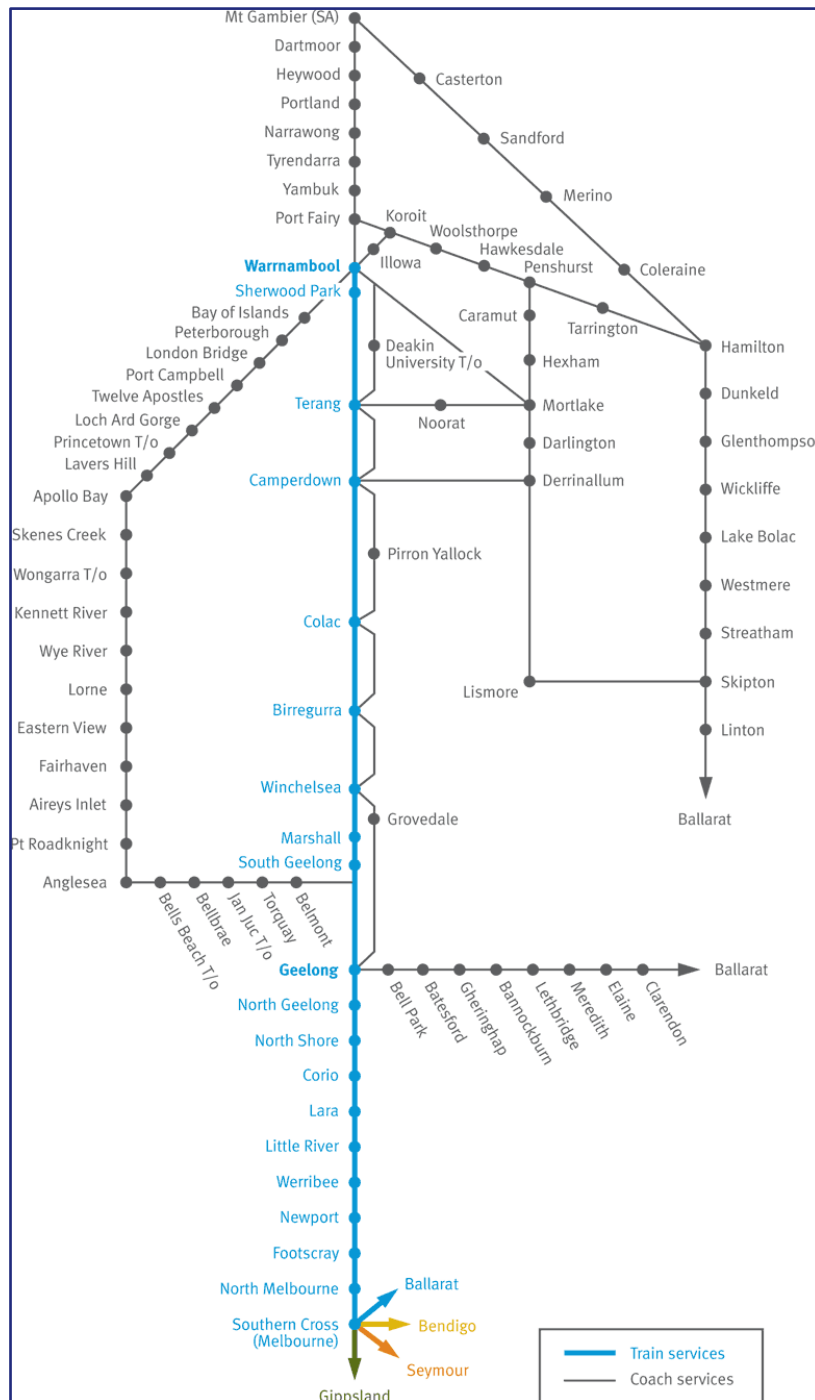


Figure 8: Public Transport Map

2.5. Crash Statistics

A review of the State Road Accident Records has been undertaken in the vicinity of the subject site, for the 5 years of available data from 1st January 2014 to 31st December 2018.

The area reviewed included Great Ocean Road between Wild Dog Creek Road and Marriners Lookout Road.

The review area included the Great Ocean Road/Wild Dog Creek Road and Great Ocean Road/Marriners Lookout Road intersections, as well as the Pisces Holiday Park access point.

A total of one (1) casualty crash was recorded during the 5-year period from 1st January 2014 to 31st December 2018. The crash information is summarised in Table 2 below.

Table 2: Crash History Data Summary⁽¹⁾

Location	Crash Type	Date	Time	Severity	Road
Great Ocean Road 33m Southwest of Wild Dog Road.	173 – Left Off Carriageway into Object/Parked Vehicle	Wednesday 05/08/2015	11:00pm	Other Injury	Dark, Wet, Raining

Note (1): Casualty crash data is contained in the VicRoads' Arcgis Internet Database and includes all reported casualty crashes (i.e. injury crashes), which are classified into Fatal Injury, Serious Injury and Other Injury (i.e. minor injury) crashes. Property damage only or non-injury crashes are not included in the database.

We note that this accident occurred some 330 metres north of the site boundary and does not suggest any safety issues at the site in the area generally.

3. Proposal

The proposal is to develop the site for the purposes of a residential subdivision comprising in the order of 144 dwellings.

Access to the site is proposed via a new road off Great Ocean Road. Connecting roads will also pass through the adjacent land to the south.

A copy of the indicative overall development concept plan prepared by Beveridge Williams (dated October, 2019) is attached at Appendix B.

4. Traffic Assessments

4.1. Apollo Bay Settlement

The 2011 ABS Census data for the Colac Otway Shire indicates that on the census day there were 7,856 occupied private dwellings within the Shire out of a total of 11,259 dwellings overall, which equates to 71% of dwellings within the Shire being occupied. This is considerably less than the Victorian average of approximately 90%.

Furthermore, this is the average across all townships within the Colac Otway Shire and includes settlements with a much higher proportion of permanent residents compared with Apollo Bay.

Notably, Clause 21.01-04 of the Colac Otway Planning Scheme sets out the settlement patterns within the Shire, and includes the following statement:

The Shire contains two major urban centres – Colac with a relatively stable population of around 12,000 and Apollo Bay whose permanent population of some 1,000 is completely overshadowed by its summer population of approximately 10,000. [Apollo Bay's] economy is primarily founded on tourism with some limited employment in fishing and boating activities.

Having regard to the above, it is likely that a considerable proportion of the dwellings constructed on the subject site will be unoccupied outside of tourist seasons, and that the traffic generation characteristics will be different from standard metropolitan residential subdivisions.

4.2. Traffic Generation

The subdivision comprises 144 lots which make use of the road network.

We note that Traffix Group has undertaken a number of traffic generation studies in regional areas throughout Victoria, including Torquay, and have found that a rate of 7 trips per dwelling to be typical in these areas. For the purposes of a conservative assessment we have adopted a rate of 8 trips per lot per day for this subdivision.

Having regard to the nature of Apollo Bay, it is likely that a portion of the dwellings will be utilised for holiday accommodation as opposed to a permanent residence. This is expected to comprise 50% of the lots. Surveys conducted by Traffix Group, as outlined in our previous report (Reference Number 12385R7148), indicate that the holiday traffic distribution is likely to be 16% in the Lorne direction and 84% towards Apollo Bay town centre. The remaining 50% is

anticipated to be permanent residents with an equal distribution in each direction along the Great Ocean Road. This results in an overall traffic distribution of 67% to the southwest and 33% to the northeast.

Significantly, the revised application which comprises 144 lots represents a reduction from the previous application considered at VCAT which had 158 lots.

Accordingly, there is a reduction in the number of traffic movements expected to be generated by the development and there will be no adverse traffic impacts to the road network when compared with the previous application.

4.3. Traffic Distribution

This assessment conservatively assumes that all traffic both Lorne bound and Apollo Bay bound will use the single main access off Great Ocean Road.

Table 3 below outlines the number of trips the development is expected to generate and the direction of travel.

Table 3: Traffic Distribution

Access Points	Lorne Bound	Apollo Bay Bound	Total Trips
Great Ocean Road	380	772	1,152

Figure 9 below indicates the estimated peak hour¹ turning movements to and from the proposed residential development for the surveyed time of 11:30am – 12:30pm, based on the surveyed distribution of 43% exiting and 57% entering.

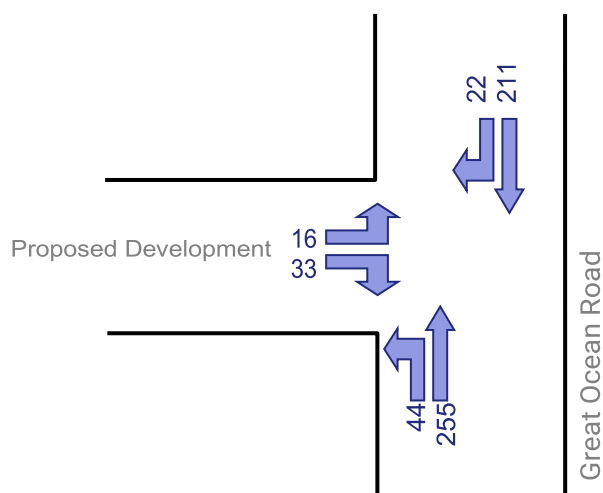


Figure 9: Estimated Peak Hour Turning Movements, 11:30am - 12:30pm Sunday

¹ The estimated figures assume that the peak site traffic generation period coincides with the peak Great Ocean Road traffic.

4.4. SIDRA Analysis

A SIDRA intersection analysis has been undertaken to determine the performance of the Great Ocean Road/Site Access Road intersection under post development conditions. A peak flow factor of 95% has been adopted.

A comparison of pre- and post-development intersection operation is presented Table 4.

Table 4: Degree of Saturation

Approach	Degree of Saturation Pre-Development	Degree of Saturation Post-Development
Great Ocean Road – Northeast Approach	0.116	0.142
Great Ocean Road – Southwest Approach	0.140	0.169
Site Access Road – Northwest Approach	N/A	0.088

The SIDRA analysis indicates that there will be negligible impact on the operation of Great Ocean Road as a result of the proposed development.

Significantly, Degrees of Saturation (DOS) less than 0.8 are considered to be good operating conditions for unsignalised intersections. As can be seen each DOS (being the highest DOS of any one approach at that intersection) is significantly lower than 0.8. Table 4 indicates there is ample capacity on each approach to easily accommodate traffic generated by the site.

Full outputs of the SIDRA analysis for existing and post development conditions are attached at Appendix C.

4.5. Traffic Impact

Based on the above assessments, we are satisfied that there will be no adverse impacts on Great Ocean Road as a result of the proposed development. Furthermore, the development can be adequately serviced by a single new access point from Great Ocean Road.

4.6. Road Cross-Sections

Colac Otway Shire Council has adopted the Infrastructure Design Manual (IDM), which provides dimensions for all road types depending on the expected level of use.

An 'Access Place' is defined in Clause 56.06-8 of the Planning Scheme as ... 'a minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority'. An Access Place has a target traffic volume up to 300 vehicles per day.

An 'Access Street' is defined in Clause 56.06-8 of the Planning Scheme as ... 'a street providing local residential access where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated'. An Access Street has a target traffic volume of 1,000 to 2,500 vehicles per day.

All of the proposed roads within the subdivision will be classified as either Access Places or Access Streets.

The IDM sets out that an Access Place be provided with a 6.0 metre wide carriageway which permits parking on one side of the road. A minimum verge width of 3.5 metres is required on each side which includes the provision of footpaths on both sides of the road.

The IDM sets out that an Access Street be provided with a 7.3 metre wide carriageway which permits parking on both sides of the road. A minimum verge width of 3.5 metres is required on each side which includes the provision of footpaths on both sides of the road.

4.7. Access for Emergency and Service Vehicles

We note that the internal road layout includes some dead-end streets.

Any such streets will need to accommodate Council's refuse vehicle and ensure that emergency and other service vehicles can also access the development.

Figure 10 below shows the CFA's minimum requirements for turning a truck around by undertaking a three-point turn within a 5.5 metre road carriageway, as set out in the CFA 'Requirements for Water Supplies and Access for Subdivisions in Residential 1 and 2 and Township Zones' document (dated 9th October, 2006).

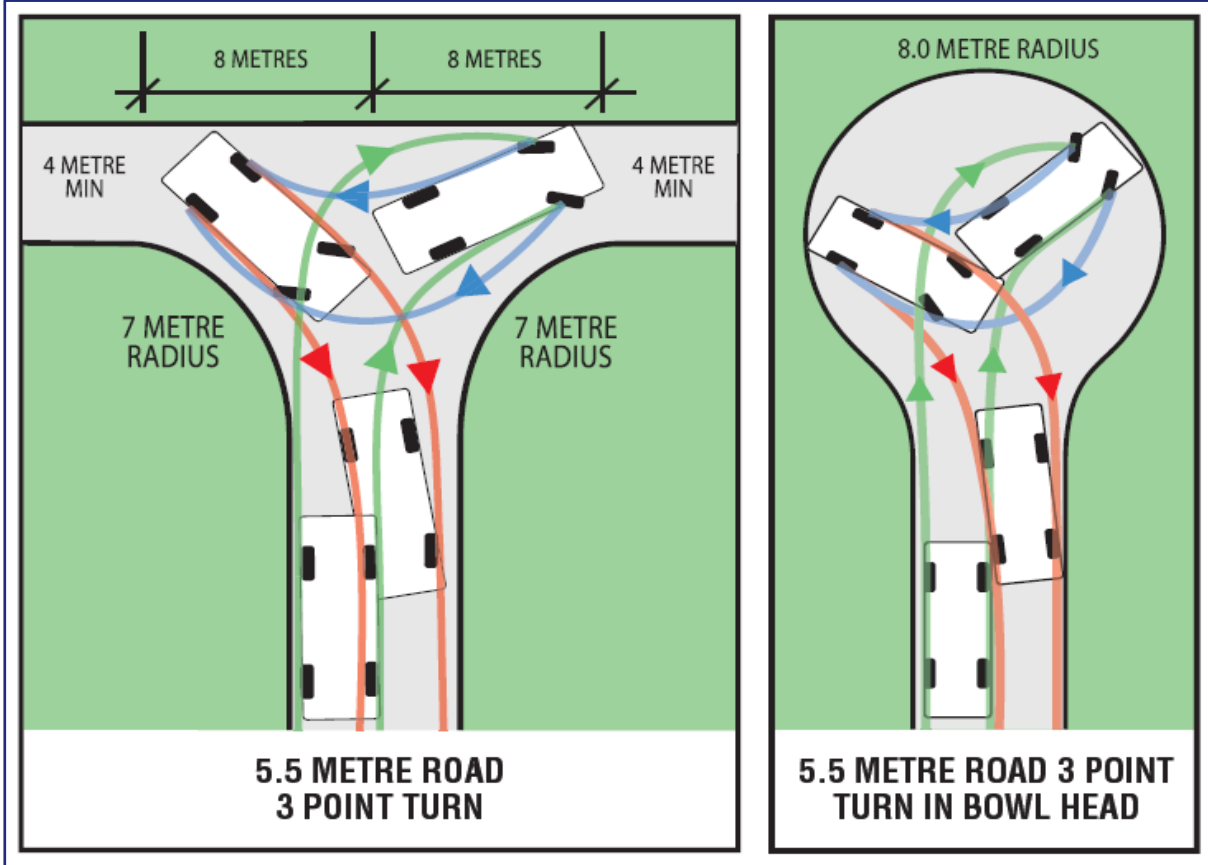


Figure 10: CFA Turning Requirements at Dead-Ends

5. Conclusions

Having inspected the subject site and surrounding area, collected traffic data and undertaken various traffic engineering assessments, we are of the opinion that:

- a) Apollo Bay has a very seasonal population due to its popularity as a tourist destination, and accordingly the traffic generation and distribution characteristics for the proposed development are likely to be different to a standard residential subdivision in a metropolitan area,
- b) the development of 144 dwellings may generate in the order of up to 1,152 vehicle trip-ends per day during the peak season and substantially less at other times,
- c) traffic impacts will be less for this development as the number of dwellings represents a reduction when compared with previous applications on this site,
- d) the development can be adequately serviced via a single new access intersection to Great Ocean Road,
- e) there will not be any adverse impacts on Great Ocean Road as a result of the proposed development,
- f) all roads within the proposed development should be designed in accordance with the Access Place and Access Street requirements set out in Council's IDM,
- g) no lots should take direct access to Great Ocean Road,
- h) any dead-end roads that are longer than 60 metres should be designed to accommodate the manoeuvring requirements of service and emergency vehicles as set out in the IDM,
- i) the recommendations in e) and g) above meet the CFA's requirements for access within subdivisions,
- j) as was the case for the previous applications on this site, Department of Transport is likely to require deceleration lanes into the development from Great Ocean Road and we recommend that they be provided in accordance with the Austroads Guidelines,
- k) subject to the above recommendations, there are no traffic engineering reasons why the development plan for 6280 Great Ocean Road, Apollo Bay should not be approved.



Appendix A

Traffic Volume Data



Traffic Data Collection Services

Traffix Survey Pty Ltd
ABN 57 120 461 510

Address
Suite 8, 431 Burke Road
Glen Iris Victoria 3146

Contact
Telephone 03 9822 2888
Facsimile 03 9822 7444
survey@traffixgroup.com.au
www.traffixgroup.com.au

Great Ocean Road, Apollo Bay
Between
Wild Dog Road & Marriners Lookout Road

Prepared for
Traffix Group Pty Ltd

April 2018

Reference: 38971471

TRAFFIC COUNT SUMMARY



Great Ocean Road, Apollo Bay At: mid-block

Between Wild Dog Road & Marriners Lookout Road

CUSTOMER:	Traffix Group Pty Ltd	MAP REF:	C519 P1
TYPE COUNT:	7 days, Speed Vol Class	ACTUAL DURATION:	9 days
DATE START:	12/04/18	DATE FINISH:	18/04/18
TIME START:	0000	TIME FINISH:	2300
DIRECTION-1:	Eastbound	DIRECTION-2:	Westbound
COUNTER NO:		SPEED LIMIT:	60
CLASSES:	1 - 12	SPEEDS:	All

ALL VEHICLES	Eastbound	Westbound	COMBINED
24 Hour Week Day Average	1483	1837	3320
24 Hour 7 Day Average	1512	1774	3286
A.M. Peak Hour Volume	232	221	383
A.M. Peak Hour	1000-1059	1100-1159	1100-1159
P.M. Peak Hour Volume	255	257	391
P.M. Hour	1300-1359	1200-1259	1200-1259

COMMERCIAL VEHICLE	Eastbound	Westbound	COMBINED
Total Volume	603	1418	2021
%	5.7%	11.4%	8.8%

SPEEDS	Eastbound	Westbound	COMBINED
	% Vol.	% Vol.	% Vol.
>119km/h	0.0	0.0	0.0
>109km/h	0.0	0.0	0.0
>99km/h	0.1	0.1	0.1
>89km/h	0.4	0.8	0.6
>79km/h	3.9	6.7	5.4
>69km/h	38.7	37.5	38.0
>59km/h	83.9	80.7	82.2
>49km/h	96.7	95.7	96.1
>39km/h	98.7	98.6	98.6
>29km/h	99.5	99.7	99.6
>19km/h	99.9	100.0	99.9
85%ile	74.2	75.2	74.7
Mean	66.7	66.5	66.6

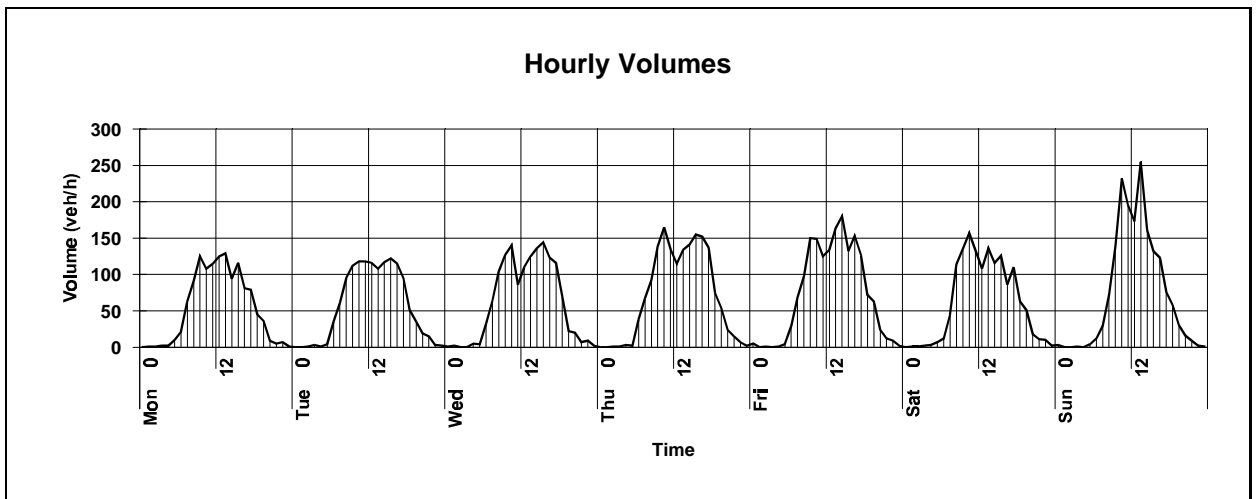
Notes

Traffix Survey Traffic Count Traffic Volume Analysis



Site No: 3897147
Site location: Great Ocean Road, Apollo Bay
Between : Wild Dog Road & Marriners Lookout Road
Direction : Eastbound
Time range: 0000 12/04/18 to 2300 18/04/18
Filters: Class: 1-12, Speeds: All

Date	16/04/18	17/04/18	18/04/18	12/04/18	13/04/18	14/04/18	15/04/18	AVERAGES	
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	WEEKDAY	ALL DAYS
Period									
0000-0059	0	0	1	0	5	0	3	1	1
0100-0159	1	0	2	0	0	1	0	1	1
0200-0259	1	1	0	1	1	1	0	1	1
0300-0359	2	3	0	1	0	2	1	1	1
0400-0459	2	1	5	3	1	3	0	2	2
0500-0559	10	4	4	2	4	7	4	5	5
0600-0659	21	35	33	38	29	12	12	31	26
0700-0759	63	61	64	67	69	45	29	65	57
0800-0859	91	95	104	92	98	114	72	96	95
0900-0959	125	112	127	139	150	135	139	131	132
1000-1059	108	118	140	165	149	157	232	136	153
1100-1159	115	118	86	135	125	133	195	116	130
1200-1259	125	116	110	115	134	108	173	120	126
1300-1359	129	108	125	134	164	136	255	132	150
1400-1459	94	117	136	141	180	116	161	134	135
1500-1559	116	122	144	155	132	126	132	134	132
1600-1659	81	115	123	152	153	86	123	125	119
1700-1759	79	95	116	137	126	110	76	111	106
1800-1859	45	51	69	75	72	63	58	62	62
1900-1959	36	35	22	54	63	51	30	42	42
2000-2059	9	19	20	24	24	18	16	19	19
2100-2159	5	15	7	15	12	11	9	11	11
2200-2259	7	3	9	7	9	10	2	7	7
2300-2359	1	2	2	2	2	2	1	2	2
TOTALS									
12Hr 7-19	1171	1228	1344	1507	1552	1329	1645	1360	1397
24Hr 0-24	1266	1346	1449	1654	1702	1447	1723	1483	1512
24/12 Fact	1.08	1.10	1.08	1.10	1.10	1.09	1.05	1.09	1.08
AM HR	0900-0959	1000-1059	1000-1059	1000-1059	0900-0959	1000-1059	1000-1059		
PEAK	125	118	140	165	150	157	232		
PM HR	1300-1359	1500-1559	1500-1559	1500-1559	1400-1459	1300-1359	1300-1359		
PEAK	129	122	144	155	180	136	255		



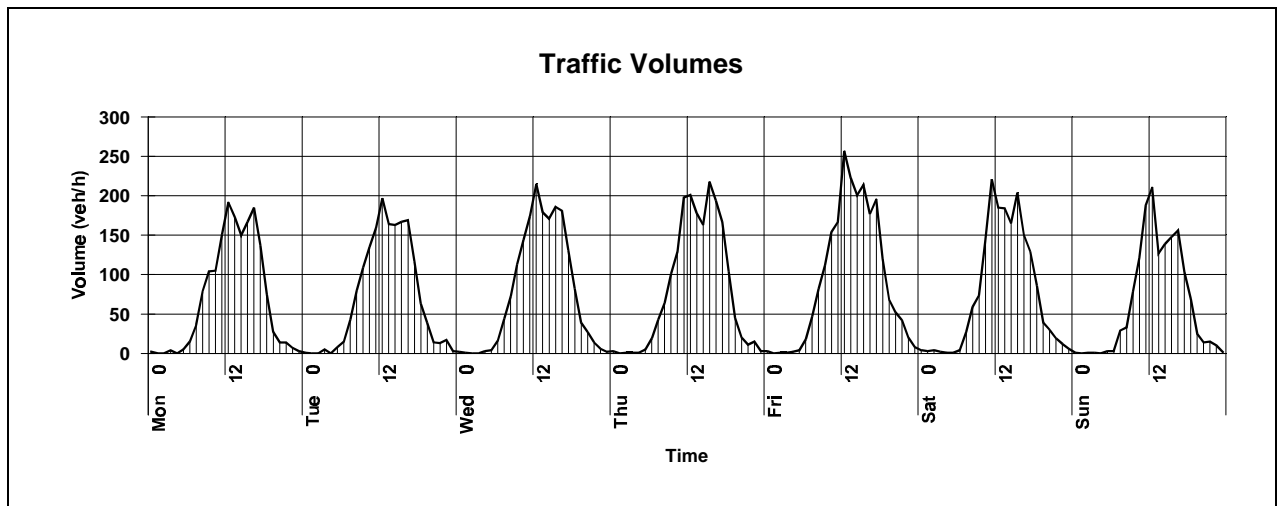
Traffix Survey Traffic Count

Traffic Volume Analysis



Site No: 3897147
Site location: Great Ocean Road, Apollo Bay
Between : Wild Dog Road & Marriners Lookout Road
Direction : Westbound
Time range: 0000 12/04/18 to 2300 18/04/18
Filters: Class: 1-12, Speeds: All

Date	16/04/18	17/04/18	18/04/18	12/04/18	13/04/18	14/04/18	15/04/18	AVERAGES	
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	WEEKDAY	ALL DAYS
Period									
0000-0059	2	1	2	3	3	4	1	2	2
0100-0159	0	0	1	0	0	3	0	0	1
0200-0259	0	0	0	1	1	4	1	0	1
0300-0359	4	5	0	1	1	2	1	2	2
0400-0459	0	0	3	1	2	1	0	1	1
0500-0559	5	8	4	5	4	1	3	5	4
0600-0659	15	15	16	19	18	4	3	17	13
0700-0759	36	43	44	43	47	27	29	43	38
0800-0859	79	80	72	64	82	59	33	75	67
0900-0959	104	109	113	101	112	74	78	108	99
1000-1059	105	135	144	129	154	144	121	133	133
1100-1159	151	159	174	198	167	221	188	170	180
1200-1259	192	197	215	201	257	185	211	212	208
1300-1359	173	164	179	178	223	184	127	183	175
1400-1459	150	163	171	163	201	165	139	170	165
1500-1559	167	167	186	218	214	204	148	190	186
1600-1659	185	169	181	194	177	150	156	181	173
1700-1759	137	117	131	167	196	129	103	150	140
1800-1859	75	63	82	104	120	86	69	89	86
1900-1959	27	39	39	45	68	39	25	44	40
2000-2059	14	14	27	20	52	30	14	25	24
2100-2159	14	13	14	11	42	19	15	19	18
2200-2259	7	17	6	15	20	12	10	13	12
2300-2359	3	3	2	3	8	6	2	4	4
TOTALS									
12Hr 7-19	1554	1566	1692	1760	1950	1628	1402	1704	1650
24Hr 0-24	1645	1681	1806	1884	2169	1753	1477	1837	1774
24/12 Fact	1.06	1.07	1.07	1.07	1.11	1.08	1.05	1.08	1.07
AM HR	1100-1159	1100-1159	1100-1159	1100-1159	1100-1159	1100-1159	1100-1159		
PEAK	151	159	174	198	167	221	188		
PM HR	1200-1259	1200-1259	1200-1259	1500-1559	1200-1259	1500-1559	1200-1259		
PEAK	192	197	215	218	257	204	211		

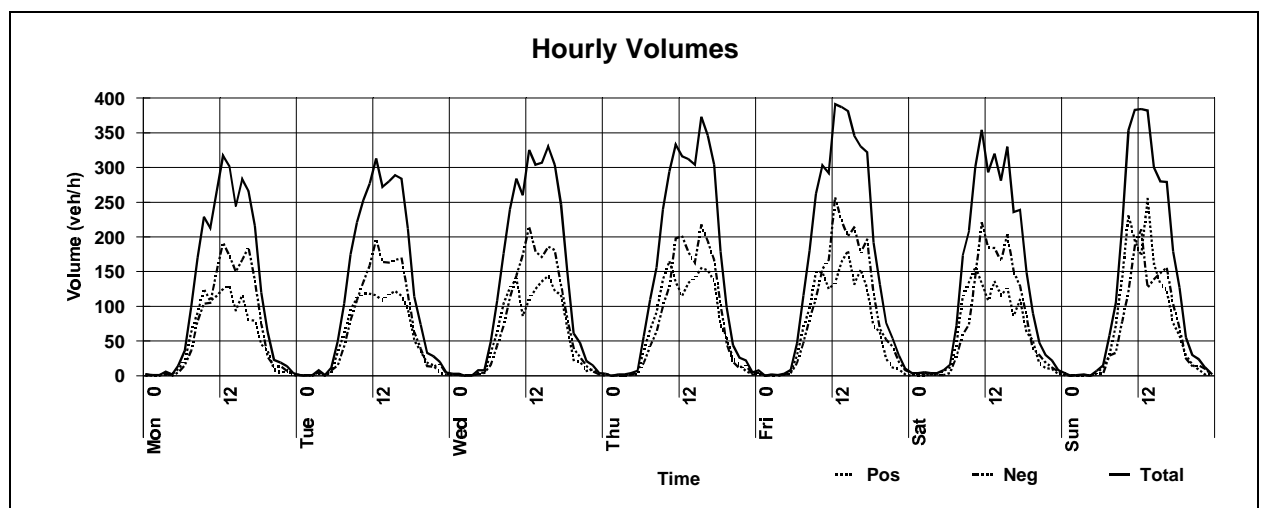


Traffix Survey Traffic Count Traffic Volume Analysis



Site No: 3897147
Site location: Great Ocean Road, Apollo Bay
Between : Wild Dog Road & Marriners Lookout Road
Direction : Eastbound & Westbound
Time range: 0000 12/04/18 to 2300 18/04/18
Filters: Class: 1-12, Speeds: All

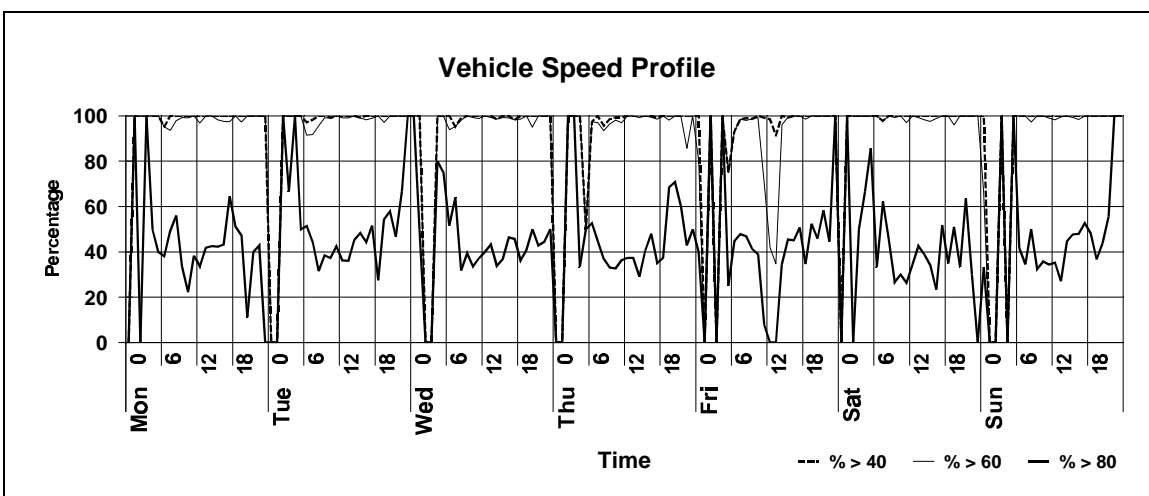
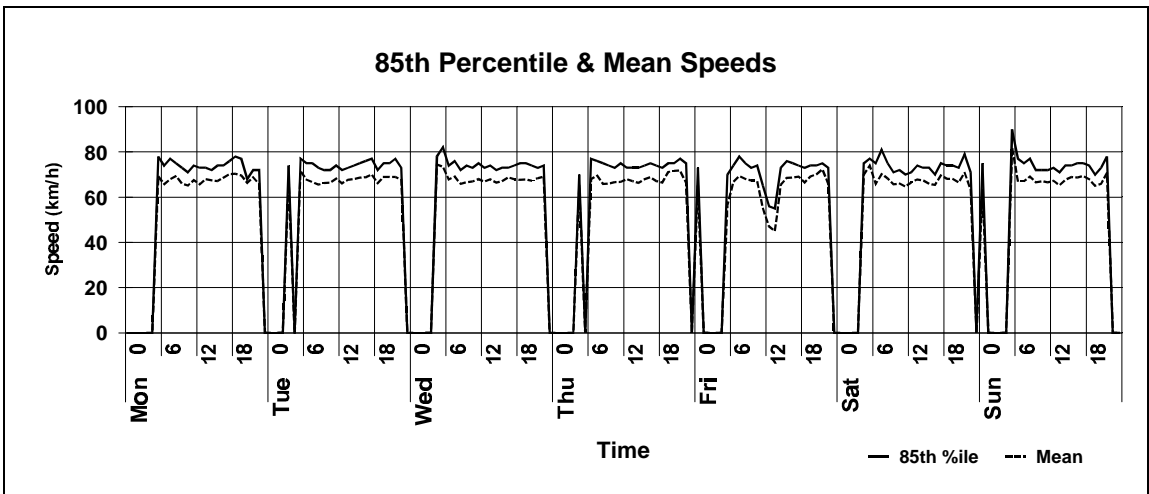
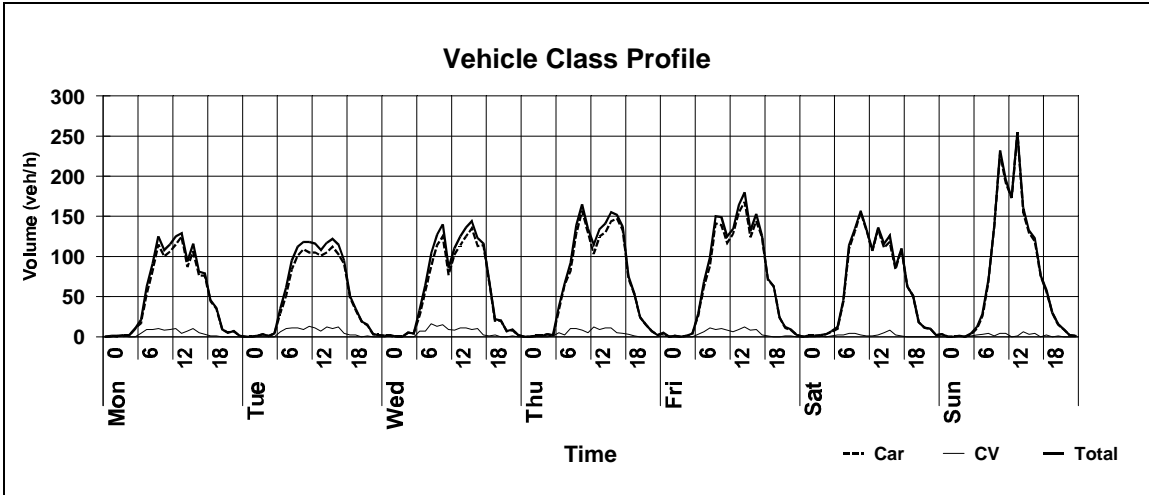
Date	16/04/18	17/04/18	18/04/18	12/04/18	13/04/18	14/04/18	15/04/18	AVERAGES	
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	WEEKDAY	ALL DAYS
Period									
0000-0059	2	1	3	3	8	4	4	3	4
0100-0159	1	0	3	0	0	4	0	1	1
0200-0259	1	1	0	2	2	5	1	1	2
0300-0359	6	8	0	2	1	4	2	3	3
0400-0459	2	1	8	4	3	4	0	4	3
0500-0559	15	12	8	7	8	8	7	10	9
0600-0659	36	50	49	57	47	16	15	48	39
0700-0759	99	104	108	110	116	72	58	107	95
0800-0859	170	175	176	156	180	173	105	171	162
0900-0959	229	221	240	240	262	209	217	238	231
1000-1059	213	253	284	294	303	301	353	269	286
1100-1159	266	277	260	333	292	354	383	286	309
1200-1259	317	313	325	316	391	293	384	332	334
1300-1359	302	272	304	312	387	320	382	315	326
1400-1459	244	280	307	304	381	281	300	303	300
1500-1559	283	289	330	373	346	330	280	324	319
1600-1659	266	284	304	346	330	236	279	306	292
1700-1759	216	212	247	304	322	239	179	260	246
1800-1859	120	114	151	179	192	149	127	151	147
1900-1959	63	74	61	99	131	90	55	86	82
2000-2059	23	33	47	44	76	48	30	45	43
2100-2159	19	28	21	26	54	30	24	30	29
2200-2259	14	20	15	22	29	22	12	20	19
2300-2359	4	5	4	5	10	8	3	6	6
TOTALS									
12Hr 7-19	2725	2794	3036	3267	3502	2957	3047	3065	3047
24Hr 0-24	2911	3027	3255	3538	3871	3200	3200	3320	3286
24/12 Fact	1.07	1.08	1.07	1.08	1.11	1.08	1.05	1.08	1.08
AM HR	1100-1159	1100-1159	1000-1059	1100-1159	1000-1059	1100-1159	1100-1159		
PEAK	266	277	284	333	303	354	383		
PM HR	1200-1259	1200-1259	1500-1559	1500-1559	1200-1259	1500-1559	1200-1259		
PEAK	317	313	330	373	391	330	384		



Traffix Survey Traffic Count
Traffic Volume and Speed Summary



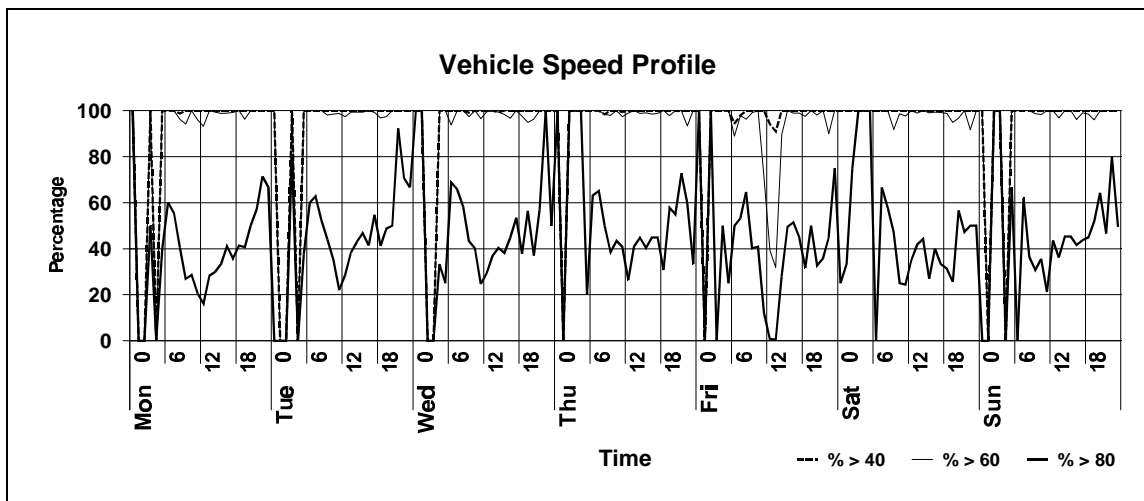
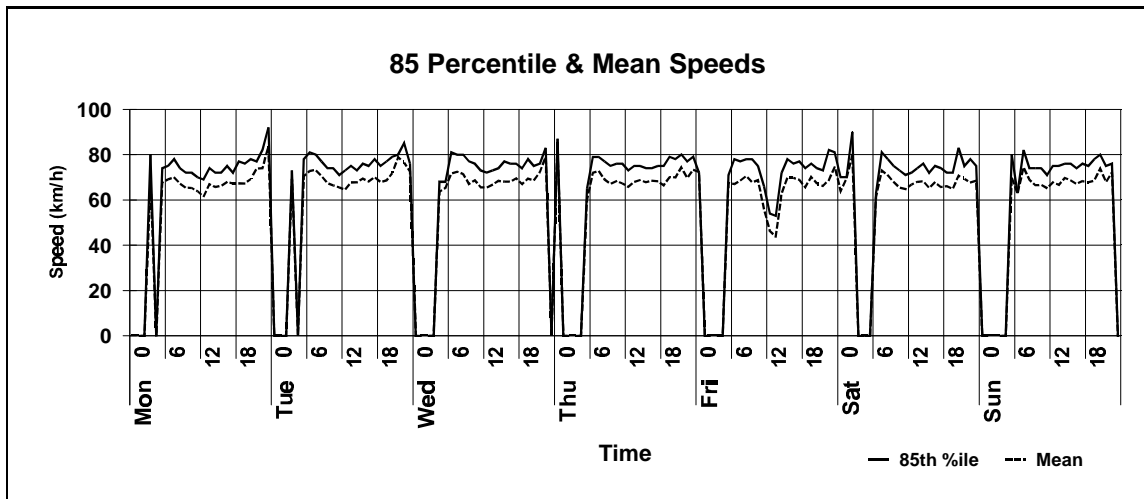
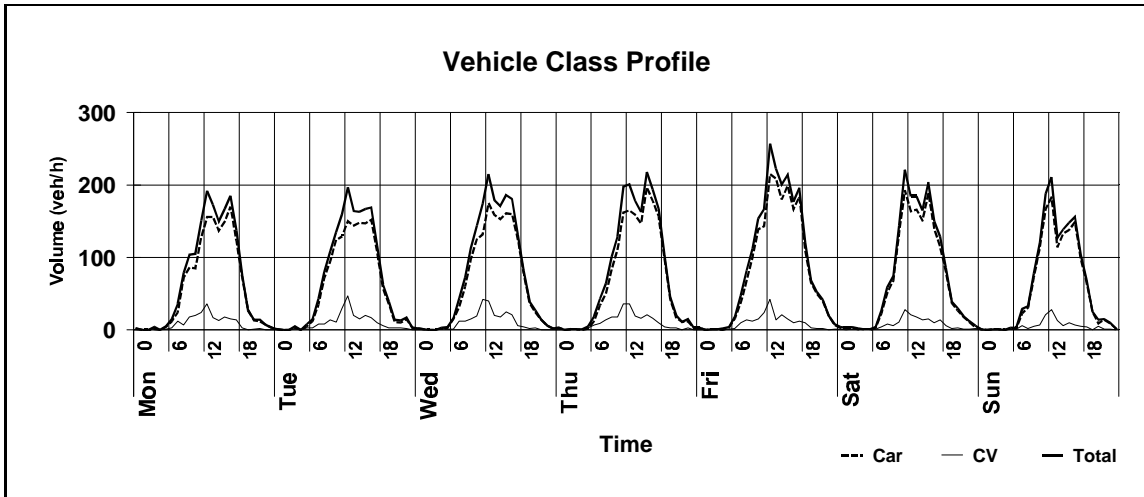
Site No: 3897147
Site location: Great Ocean Road, Apollo Bay
Between : Wild Dog Road & Marriners Lookout Road
Direction : Eastbound
Time range: 0000 12/04/18 to 2300 18/04/18
Filters: Class: 1-12, Speeds: All



Traffic Survey Traffic Count
Traffic Volume and Speed Summary



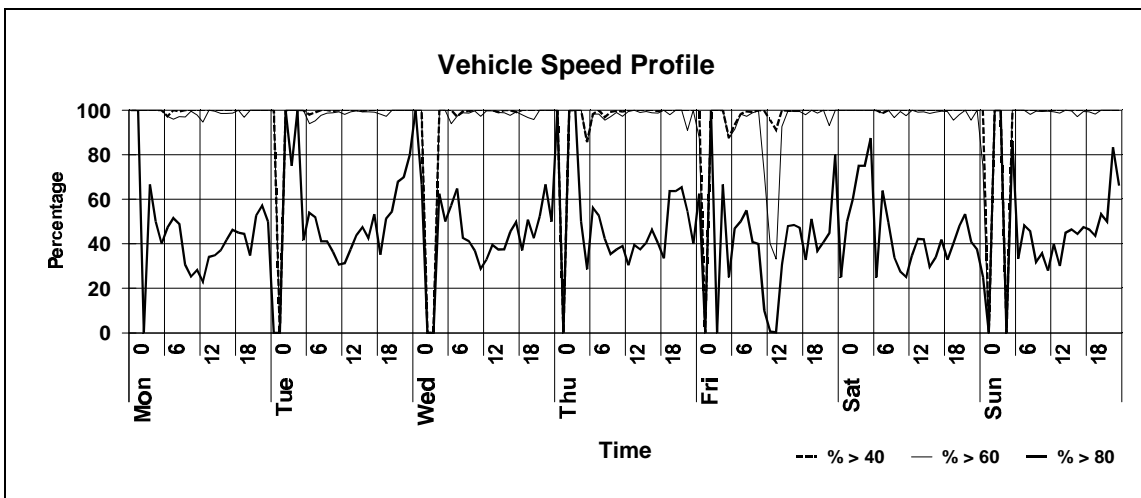
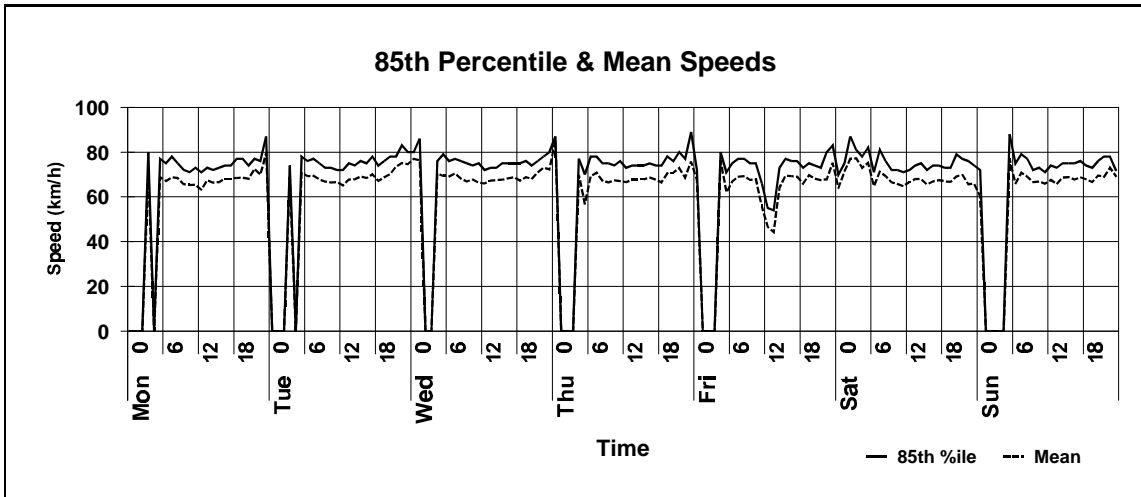
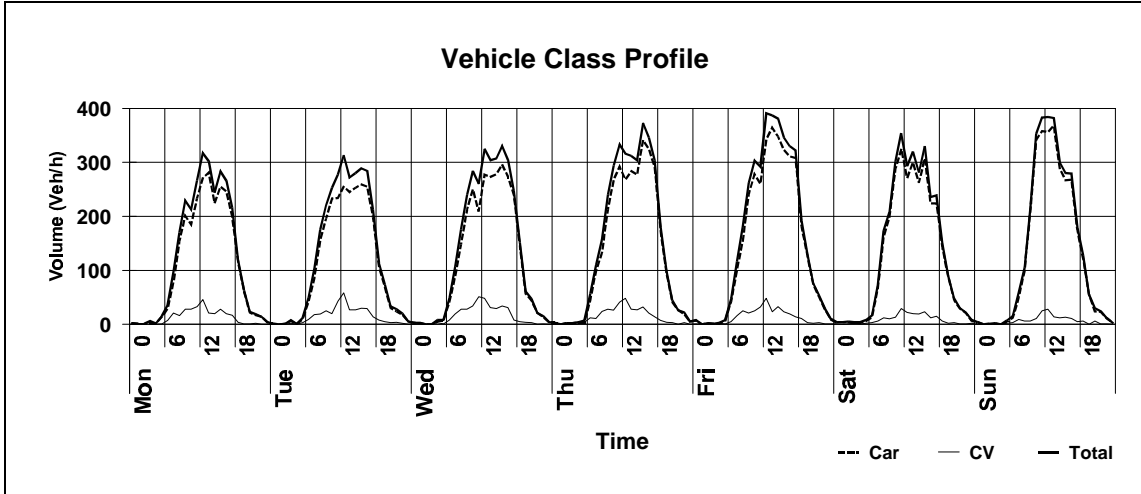
Site No: 3897147
Site location: Great Ocean Road, Apollo Bay
Between : Wild Dog Road & Marriners Lookout Road
Direction : Westbound
Time range: 0000 12/04/18 to 2300 18/04/18
Filters: Class: 1-12, Speeds: All



Traffix Survey Traffic Count Traffic Volume and Speed Summary



Site No: 3897147
Site location: Great Ocean Road, Apollo Bay
Between : Wild Dog Road & Marriners Lookout Road
Direction : Eastbound & Westbound
Time range: 0000 12/04/18 to 2300 18/04/18
Filters: Class: 1-12, Speeds: All



Traffix Survey Traffic Count Summarised Time Format



Site No: 3897147
Site location: Great Ocean Road, Apollo Bay
Between : Wild Dog Road & Marriners Lookout Road
Direction : Eastbound
Time range: 0000 12/04/18 to 2300 18/04/18
Filters: Class: 1-12, Speeds: All

Note: A -ve 85%ile indicates a sample size less than 50

Date	Day	Hr Start	Vol	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Mean Sp	85%ile
12/04/18	Thu	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
12/04/18	Thu	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
12/04/18	Thu	0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
12/04/18	Thu	0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
12/04/18	Thu	0400	3	2	1	0	0	0	0	0	0	0	0	0	0	0	65.3	-70.8
12/04/18	Thu	0500	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0
12/04/18	Thu	0600	38	31	2	3	1	0	0	0	0	1	0	0	0	0	68.0	-77.3
12/04/18	Thu	0700	67	62	3	2	0	0	0	0	0	0	0	0	0	0	69.6	77.0
12/04/18	Thu	0800	92	76	6	5	1	2	0	0	1	0	0	1	0	0	65.8	75.0
12/04/18	Thu	0900	139	121	8	5	1	1	0	0	1	1	1	0	0	0	66.1	74.6
12/04/18	Thu	1000	165	151	6	8	0	0	0	0	0	0	0	0	0	0	66.7	73.0
12/04/18	Thu	1100	135	125	5	3	2	0	0	0	0	0	0	0	0	0	66.8	75.2
12/04/18	Thu	1200	115	97	6	9	1	0	1	0	1	0	0	0	0	0	68.0	73.8
12/04/18	Thu	1300	134	120	5	7	1	0	0	0	1	0	0	0	0	0	67.1	73.2
12/04/18	Thu	1400	141	128	2	8	1	0	1	0	1	0	0	0	0	0	66.3	73.8
12/04/18	Thu	1500	155	141	3	8	1	0	2	0	0	0	0	0	0	0	68.0	74.6
12/04/18	Thu	1600	152	144	3	4	0	0	1	0	0	0	0	0	0	0	68.8	75.4
12/04/18	Thu	1700	137	127	6	3	1	0	0	0	0	0	0	0	0	0	67.1	74.1
12/04/18	Thu	1800	75	70	2	3	0	0	0	0	0	0	0	0	0	0	66.5	73.4
12/04/18	Thu	1900	54	53	0	1	0	0	0	0	0	0	0	0	0	0	71.1	75.9
12/04/18	Thu	2000	24	24	0	0	0	0	0	0	0	0	0	0	0	0	71.6	-75.7
12/04/18	Thu	2100	15	14	1	0	0	0	0	0	0	0	0	0	0	0	71.8	-77.9
12/04/18	Thu	2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	66.4	-75.8
12/04/18	Thu	2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
13/04/18	Fri	0000	5	4	0	0	0	0	0	1	0	0	0	0	0	0	64.8	-73.8
13/04/18	Fri	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
13/04/18	Fri	0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
13/04/18	Fri	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
13/04/18	Fri	0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
13/04/18	Fri	0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	56.5	-70.2
13/04/18	Fri	0600	29	25	1	2	0	1	0	0	0	0	0	0	0	0	66.8	-74.7
13/04/18	Fri	0700	69	61	2	6	0	0	0	0	0	0	0	0	0	0	69.3	78.2
13/04/18	Fri	0800	98	84	3	7	4	0	0	0	0	0	0	0	0	0	68.1	75.8
13/04/18	Fri	0900	150	133	8	7	2	0	0	0	0	0	0	0	0	0	67.4	73.9
13/04/18	Fri	1000	149	129	10	6	3	0	0	0	0	1	0	0	0	0	67.2	74.8
13/04/18	Fri	1100	125	106	11	5	3	0	0	0	0	0	0	0	0	0	54.8	65.6
13/04/18	Fri	1200	134	122	6	5	0	1	0	0	0	0	0	0	0	0	47.1	56.4
13/04/18	Fri	1300	164	149	6	6	2	0	0	0	1	0	0	0	0	0	45.0	55.1
13/04/18	Fri	1400	180	161	7	11	1	0	0	0	0	0	0	0	0	0	65.6	73.8
13/04/18	Fri	1500	132	119	5	7	1	0	0	0	0	0	0	0	0	0	68.6	76.1
13/04/18	Fri	1600	153	138	6	8	0	0	0	0	0	1	0	0	0	0	68.7	75.4
13/04/18	Fri	1700	126	119	5	2	0	0	0	0	0	0	0	0	0	0	69.1	74.7
13/04/18	Fri	1800	72	71	0	1	0	0	0	0	0	0	0	0	0	0	66.5	73.6
13/04/18	Fri	1900	63	58	5	0	0	0	0	0	0	0	0	0	0	0	69.2	74.3
13/04/18	Fri	2000	24	24	0	0	0	0	0	0	0	0	0	0	0	0	70.1	-74.4
13/04/18	Fri	2100	12	11	0	1	0	0	0	0	0	0	0	0	0	0	72.3	-75.4
13/04/18	Fri	2200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	65.9	-73.3
13/04/18	Fri	2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
14/04/18	Sat	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
14/04/18	Sat	0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
14/04/18	Sat	0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
14/04/18	Sat	0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0
14/04/18	Sat	0400	3	2	1	0	0	0	0	0	0	0	0	0	0	0	70.0	-75.6
14/04/18	Sat	0500	7	5	1	1	0	0	0	0	0	0	0	0	0	0	73.9	-77.8
14/04/18	Sat	0600	12	10	0	2	0	0	0	0	0	0	0	0	0	0	65.9	-75.2
14/04/18	Sat	0700	45	39	4	2	0	0	0	0	0	0	0	0	0	0	70.2	-81.1
14/04/18	Sat	0800	114	107	3	4	0	0	0	0	0	0	0	0	0	0	68.4	75.6
14/04/18	Sat	0900	135	118	13	4	0	0	0	0	0	0	0	0	0	0	65.7	71.5
14/04/18	Sat	1000	157	150	5	2	0	0	0	0	0	0	0	0	0	0	66.1	72.1
14/04/18	Sat	1100	133	127	5	1	0	0	0	0	0	0	0	0	0	0	64.7	70.7
14/04/18	Sat	1200	108	107	0	1	0	0	0	0	0	0	0	0	0	0	66.5	72.0
14/04/18	Sat	1300	136	131	3	1	0	0	1	0	0	0	0	0	0	0	67.9	74.2
14/04/18	Sat	1400	116	107	4	5	0	0	0	0	0	0	0	0	0	0	67.4	73.9
14/04/18	Sat	1500	126	116	2	8	0	0	0	0	0	0	0	0	0	0	66.0	73.3
14/04/18	Sat	1600	86	82	2	2	0	0	0	0	0	0	0	0	0	0	65.4	70.6
14/04/18	Sat	1700	110	107	2	1	0	0	0	0	0	0	0	0	0	0	69.7	75.7
14/04/18	Sat	1800	63	62	1	0	0	0	0	0	0	0	0	0	0	0	68.2	74.3
14/04/18	Sat	1900	51	51	0	0	0	0	0	0	0	0	0	0	0	0	68.1	74.3
14/04/18	Sat	2000	18	18	0	0	0	0	0	0	0	0	0	0	0	0	66.6	-73.3
14/04/18	Sat	2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	70.9	-79.5
14/04/18	Sat	2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	63.2	-71.0
14/04/18	Sat	2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
15/04/18	Sun	0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	63.3	-75.7
15/04/18	Sun	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
15/04/18	Sun	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
15/04/18	Sun	0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0
15/04/18	Sun	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
15/04/18	Sun	0500	4	3	0	1	0	0	0	0	0	0	0	0	0	0	82.0	-90.4
15/04/18	Sun	0600	12	10	0	1	0	0	0	1	0	0	0	0	0	0	66.8	-77.2

15/04/18	Sun	0700	29	25	1	3	0	0	0	0	0	0	0	0	0	0	0	67.1	-75.7
15/04/18	Sun	0800	72	67	1	4	0	0	0	0	0	0	0	0	0	0	0	69.1	77.7
15/04/18	Sun	0900	139	132	6	1	0	0	0	0	0	0	0	0	0	0	0	66.6	72.5
15/04/18	Sun	1000	232	221	7	4	0	0	0	0	0	0	0	0	0	0	0	67.1	72.7
15/04/18	Sun	1100	195	184	7	4	0	0	0	0	0	0	0	0	0	0	0	66.5	72.2
15/04/18	Sun	1200	173	161	12	0	0	0	0	0	0	0	0	0	0	0	0	67.3	73.2
15/04/18	Sun	1300	255	249	5	1	0	0	0	0	0	0	0	0	0	0	0	65.3	72.0
15/04/18	Sun	1400	161	150	5	5	0	0	1	0	0	0	0	0	0	0	0	67.7	75.0
15/04/18	Sun	1500	132	125	4	3	0	0	0	0	0	0	0	0	0	0	0	68.9	74.7
15/04/18	Sun	1600	123	117	2	4	0	0	0	0	0	0	0	0	0	0	0	68.7	75.9
15/04/18	Sun	1700	76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	69.4	75.9
15/04/18	Sun	1800	58	56	0	2	0	0	0	0	0	0	0	0	0	0	0	67.9	74.5
15/04/18	Sun	1900	30	29	1	0	0	0	0	0	0	0	0	0	0	0	0	65.0	-70.8
15/04/18	Sun	2000	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	65.9	-73.6
15/04/18	Sun	2100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	70.7	-78.7
15/04/18	Sun	2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
15/04/18	Sun	2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
16/04/18	Mon	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
16/04/18	Mon	0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
16/04/18	Mon	0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0.0	0.0
16/04/18	Mon	0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
16/04/18	Mon	0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
16/04/18	Mon	0500	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	69.2	-78.5
16/04/18	Mon	0600	21	15	2	3	1	0	0	0	0	0	0	0	0	0	0	65.7	-74.3
16/04/18	Mon	0700	63	50	4	7	1	0	0	0	1	0	0	0	0	0	0	67.9	77.6
16/04/18	Mon	0800	91	77	5	6	1	0	1	0	0	0	1	0	0	0	0	69.4	75.8
16/04/18	Mon	0900	125	107	8	6	2	0	0	1	0	1	0	0	0	0	0	66.0	73.0
16/04/18	Mon	1000	108	95	5	7	0	0	1	0	0	0	0	0	0	0	0	65.2	71.4
16/04/18	Mon	1100	115	98	8	6	2	0	0	0	0	1	0	0	0	0	0	67.5	74.2
16/04/18	Mon	1200	125	113	2	10	0	0	0	0	0	0	0	0	0	0	0	65.7	73.6
16/04/18	Mon	1300	129	120	5	3	1	0	0	0	0	0	0	0	0	0	0	68.0	73.9
16/04/18	Mon	1400	94	84	3	6	0	0	0	1	0	0	0	0	0	0	0	67.5	73.0
16/04/18	Mon	1500	116	100	6	9	1	0	0	0	0	0	0	0	0	0	0	67.1	74.1
16/04/18	Mon	1600	81	75	1	4	1	0	0	0	0	0	0	0	0	0	0	68.6	74.6
16/04/18	Mon	1700	79	74	2	1	0	0	0	0	1	1	0	0	0	0	0	70.2	76.4
16/04/18	Mon	1800	45	44	0	1	0	0	0	0	0	0	0	0	0	0	0	70.4	-78.3
16/04/18	Mon	1900	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	69.6	-77.8
16/04/18	Mon	2000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	66.3	-68.8
16/04/18	Mon	2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	68.8	-72.5
16/04/18	Mon	2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	65.9	-72.8
16/04/18	Mon	2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
17/04/18	Tue	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
17/04/18	Tue	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
17/04/18	Tue	0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
17/04/18	Tue	0300	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	67.3	-74.6
17/04/18	Tue	0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
17/04/18	Tue	0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	71.5	-77.6
17/04/18	Tue	0600	35	27	2	2	3	1	0	0	0	0	0	0	0	0	0	67.7	-75.8
17/04/18	Tue	0700	61	46	5	6	1	0	0	0	1	2	0	0	0	0	0	66.7	75.8
17/04/18	Tue	0800	95	77	7	8	2	0	0	0	0	1	0	0	0	0	0	65.5	73.9
17/04/18	Tue	0900	112	93	8	8	2	0	0	0	1	0	0	0	0	0	0	66.2	72.8
17/04/18	Tue	1000	118	99	10	5	2	0	0	0	1	1	0	0	0	0	0	66.4	72.2
17/04/18	Tue	1100	118	100	5	10	3	0	0	0	0	0	0	0	0	0	0	68.2	74.7
17/04/18	Tue	1200	116	103	2	9	1	0	0	0	0	1	0	0	0	0	0	66.1	72.5
17/04/18	Tue	1300	108	94	7	4	2	0	0	0	0	1	0	0	0	0	0	67.7	73.8
17/04/18	Tue	1400	117	99	6	10	2	0	0	0	0	0	0	0	0	0	0	68.1	74.2
17/04/18	Tue	1500	122	109	3	7	3	0	0	0	0	0	0	0	0	0	0	68.6	75.4
17/04/18	Tue	1600	115	103	0	10	1	0	0	0	0	1	0	0	0	0	0	68.8	76.2
17/04/18	Tue	1700	95	88	3	4	0	0	0	0	0	0	0	0	0	0	0	70.1	78.0
17/04/18	Tue	1800	51	48	1	1	0	0	1	0	0	0	0	0	0	0	0	66.2	72.2
17/04/18	Tue	1900	35	33	0	2	0	0	0	0	0	0	0	0	0	0	0	69.0	-75.8
17/04/18	Tue	2000	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	68.9	-75.3
17/04/18	Tue	2100	15	13	1	1	0	0	0	0	0	0	0	0	0	0	0	68.9	-77.4
17/04/18	Tue	2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	67.7	-73.1
17/04/18	Tue	2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
18/04/18	Wed	0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
18/04/18	Wed	0100	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0.0	0.0
18/04/18	Wed	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
18/04/18	Wed	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
18/04/18	Wed	0400	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	74.4	-78.3
18/04/18	Wed	0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	73.5	-82.4
18/04/18	Wed	0600	33	24	2	2	3	0	0	0	0	2	0	0	0	0	0	67.9	-74.6
18/04/18	Wed	0700	64	55	2	6	1	0	0	0	0	0	0	0	0	0	0	69.1	76.5
18/04/18	Wed	0800	104	81	7	11	5	0	0	0	0	0	0	0	0	0	0	65.9	72.6
18/04/18	Wed	0900	127	107	7	7	3	0	0	0	1	1	1	0	0	0	0	66.7	74.6
18/04/18	Wed	1000	140	118	7	10	3	0	1	0	1	0	0	0	0	0	0	66.9	73.1
18/04/18	Wed	1100	86	69	8	6	2	0	0	1	0	0	0	0	0	0	0	68.0	75.6
18/04/18	Wed	1200	110	94	8	7	1	0	0	0	0	0	0	0	0	0	0	66.9	73.1
18/04/18	Wed	1300	125	109	5	6	0	0	2	0	0	2	0	1	0	0	0	67.9	74.8
18/04/18	Wed	1400	136	120	5	10	1	0	0	0	0	0	0	0	0	0	0	66.4	72.6
18/04/18	Wed	1500	144	131	4	7	0	1	0	0	0	1	0	0	0	0	0	67.1	73.5
18/04/18	Wed	1600	123	109	4	10	0	0	0	0	0	0	0	0	0	0	0	68.8	73.9
18/04/18	Wed	1700	116	111	3	2	0	0	0	0	0	0	0	0	0	0	0	68.0	74.7
18/04/18	Wed	1800	69	66	2	0	1	0	0	0	0	0	0	0	0	0	0	67.7	75.7
18/04/18	Wed	1900	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	67.9	-75.8
18/04/18	Wed	2000	20	19	1	0	0	0	0	0	0	0	0	0	0	0	0	67.3	-74.0
18/04/18	Wed	2100	7	7	0	0	0	0	0</										

Traffix Survey Traffic Count Summarised Time Format



Site No: 3897147

Site location: Great Ocean Road, Apollo Bay

Between : Wild Dog Road & Marriners Lookout Road

Direction : Westbound

Time range: 0000 12/04/18 to 2300 18/04/18

Note: A -ve 85%ile indicates a sample size less than 50

Filters: Class: 1-12, Speeds: All

Date	Day	Hr Start	Vol	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Mean Sp	85%ile
12/04/18	Thu	0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0.0	85.3	-87.8
12/04/18	Thu	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
12/04/18	Thu	0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
12/04/18	Thu	0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
12/04/18	Thu	0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
12/04/18	Thu	0500	5	2	0	3	0	0	0	0	0	0	0	0	0	0.0	60.0	-65.8
12/04/18	Thu	0600	19	11	1	7	0	0	0	0	0	0	0	0	0	0.0	71.9	-79.2
12/04/18	Thu	0700	43	32	2	5	1	0	1	0	2	0	0	0	0	0.0	72.8	-79.8
12/04/18	Thu	0800	64	49	1	8	1	0	2	1	0	1	1	0	0	0.0	69.0	77.7
12/04/18	Thu	0900	101	82	1	17	1	0	0	0	0	0	0	0	0	0.0	67.1	75.6
12/04/18	Thu	1000	129	108	3	16	1	0	1	0	0	0	0	0	0	0.0	68.3	76.8
12/04/18	Thu	1100	198	155	7	31	2	0	0	0	2	1	0	0	0	0.0	67.3	76.8
12/04/18	Thu	1200	201	156	9	29	1	0	4	2	0	0	0	0	0	0.0	65.7	73.5
12/04/18	Thu	1300	178	153	6	14	2	1	1	0	1	0	0	0	0	0.0	68.0	75.5
12/04/18	Thu	1400	163	142	5	15	0	1	0	0	0	0	0	0	0	0.0	68.7	75.8
12/04/18	Thu	1500	218	192	5	18	1	0	0	2	0	0	0	0	0	0.0	67.8	74.8
12/04/18	Thu	1600	194	174	4	14	1	0	1	0	0	0	0	0	0	0.0	68.5	74.9
12/04/18	Thu	1700	167	155	2	10	0	0	0	0	0	0	0	0	0	0.0	68.2	76.0
12/04/18	Thu	1800	104	100	0	4	0	0	0	0	0	0	0	0	0	0.0	66.4	75.3
12/04/18	Thu	1900	45	42	0	3	0	0	0	0	0	0	0	0	0	0.0	70.0	-79.3
12/04/18	Thu	2000	20	17	0	3	0	0	0	0	0	0	0	0	0	0.0	70.0	-78.0
12/04/18	Thu	2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0.0	74.4	-80.0
12/04/18	Thu	2200	15	12	0	1	0	0	2	0	0	0	0	0	0	0.0	69.7	-77.5
12/04/18	Thu	2300	3	2	1	0	0	0	0	0	0	0	0	0	0	0.0	73.3	-79.1
13/04/18	Fri	0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0.0	72.3	-72.6
13/04/18	Fri	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
13/04/18	Fri	0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
13/04/18	Fri	0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
13/04/18	Fri	0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
13/04/18	Fri	0500	4	3	0	1	0	0	0	0	0	0	0	0	0	0.0	67.5	-71.4
13/04/18	Fri	0600	18	15	1	2	0	0	0	0	0	0	0	0	0	0.0	67.0	-78.5
13/04/18	Fri	0700	47	35	2	7	2	1	0	0	0	0	0	0	0	0.0	68.5	-77.8
13/04/18	Fri	0800	82	67	1	12	1	0	0	0	1	0	0	0	0	0.0	70.5	78.3
13/04/18	Fri	0900	112	95	5	5	5	0	1	0	0	1	0	0	0	0.0	67.8	78.0
13/04/18	Fri	1000	154	126	13	12	2	0	0	1	0	0	0	0	0	0.0	68.7	76.0
13/04/18	Fri	1100	167	136	7	20	3	0	0	1	0	0	0	0	0	0.0	56.1	66.5
13/04/18	Fri	1200	257	210	5	40	1	0	0	0	1	0	0	0	0	0.0	46.3	54.9
13/04/18	Fri	1300	223	194	15	12	0	0	0	2	0	0	0	0	0	0.0	43.8	53.8
13/04/18	Fri	1400	201	174	6	16	4	0	1	0	0	0	0	0	0	0.0	62.8	72.7
13/04/18	Fri	1500	214	195	4	13	1	0	0	0	0	1	0	0	0	0.0	70.0	78.4
13/04/18	Fri	1600	177	165	2	8	1	0	0	1	0	0	0	0	0	0.0	69.7	76.7
13/04/18	Fri	1700	196	183	1	12	0	0	0	0	0	0	0	0	0	0.0	68.9	77.4
13/04/18	Fri	1800	120	105	5	8	2	0	0	0	0	0	0	0	0	0.0	65.6	74.0
13/04/18	Fri	1900	68	64	1	2	0	0	0	1	0	0	0	0	0	0.0	70.1	76.6
13/04/18	Fri	2000	52	46	4	2	0	0	0	0	0	0	0	0	0	0.0	67.2	74.4
13/04/18	Fri	2100	42	40	0	1	0	0	1	0	0	0	0	0	0	0.0	66.1	-73.7
13/04/18	Fri	2200	20	20	0	0	0	0	0	0	0	0	0	0	0	0.0	68.8	-82.0
13/04/18	Fri	2300	8	7	0	1	0	0	0	0	0	0	0	0	0	0.0	74.6	-81.8
14/04/18	Sat	0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0.0	64.0	-70.0
14/04/18	Sat	0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0.0	69.3	-70.8
14/04/18	Sat	0200	4	3	0	1	0	0	0	0	0	0	0	0	0	0.0	80.0	-90.0
14/04/18	Sat	0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
14/04/18	Sat	0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
14/04/18	Sat	0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
14/04/18	Sat	0600	4	3	0	1	0	0	0	0	0	0	0	0	0	0.0	61.5	-63.8
14/04/18	Sat	0700	27	23	0	4	0	0	0	0	0	0	0	0	0	0.0	72.9	-81.5
14/04/18	Sat	0800	59	49	2	6	0	0	1	1	0	0	0	0	0	0.0	70.9	78.0
14/04/18	Sat	0900	74	65	3	6	0	0	0	0	0	0	0	0	0	0.0	67.9	75.5
14/04/18	Sat	1000	144	129	4	9	0	0	1	1	0	0	0	0	0	0.0	65.4	73.1
14/04/18	Sat	1100	221	189	4	26	2	0	0	0	0	0	0	0	0	0.0	64.8	72.0
14/04/18	Sat	1200	185	161	3	15	4	0	0	2	0	0	0	0	0	0.0	66.8	72.4
14/04/18	Sat	1300	184	164	2	10	6	0	0	2	0	0	0	0	0	0.0	68.0	74.5
14/04/18	Sat	1400	165	149	2	11	3	0	0	0	0	0	0	0	0	0.0	68.3	76.1
14/04/18	Sat	1500	204	187	2	11	4	0	0	0	0	0	0	0	0	0.0	65.3	72.3
14/04/18	Sat	1600	150	139	1	6	3	0	0	1	0	0	0	0	0	0.0	67.8	75.1
14/04/18	Sat	1700	129	115	0	10	3	0	1	0	0	0	0	0	0	0.0	65.6	74.1
14/04/18	Sat	1800	86	79	1	3	3	0	0	0	0	0	0	0	0	0.0	66.1	72.0
14/04/18	Sat	1900	39	36	1	2	0	0	0	0	0	0	0	0	0	0.0	64.8	-72.2
14/04/18	Sat	2000	30	27	0	3	0	0	0	0	0	0	0	0	0	0.0	70.7	-83.0
14/04/18	Sat	2100	19	18	0	1	0	0	0	0	0	0	0	0	0	0.0	69.2	-75.2
14/04/18	Sat	2200	12	10	1	1	0	0	0	0	0	0	0	0	0	0.0	67.7	-78.4
14/04/18	Sat	2300	6	4	0	2	0	0	0	0	0	0	0	0	0	0.0	68.5	-75.8
15/04/18	Sun	0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
15/04/18	Sun	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
15/04/18	Sun	0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
15/04/18	Sun	0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
15/04/18	Sun	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
15/04/18	Sun	0500	3	2	0	1	0	0	0	0	0	0	0	0	0	0.0	70.0	-80.9
15/04/18	Sun	0600	3	2	0	1	0	0	0	0	0	0	0	0	0	0.0	62.7	-63.7

Traffix Survey Traffic Count Summarised Time Format

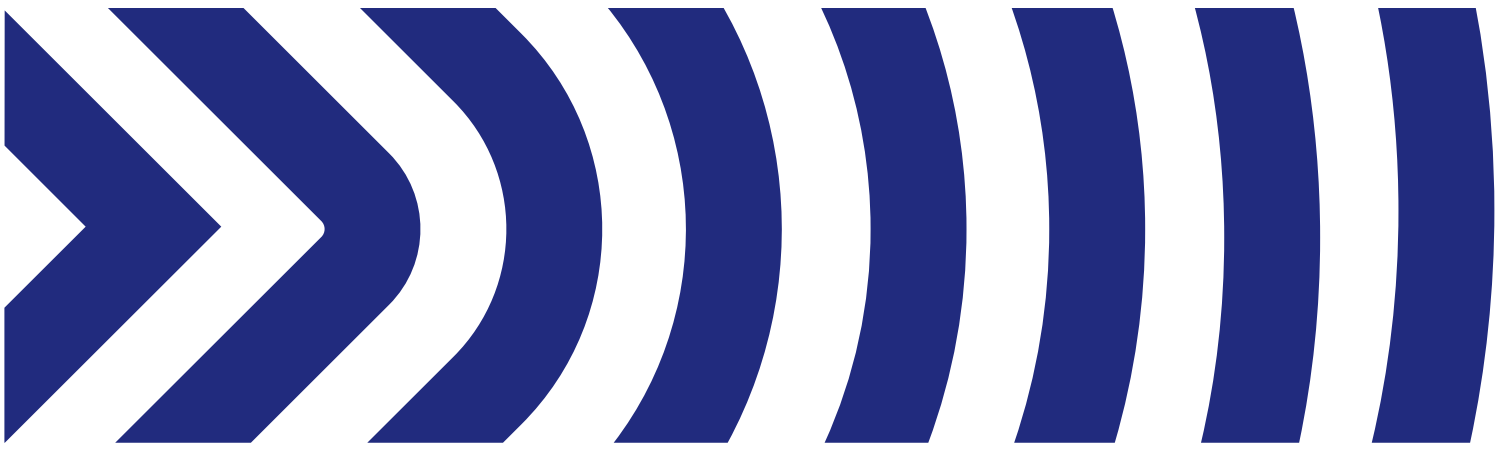


Site No: 3897147
Site location: Great Ocean Road, Apollo Bay
Between : Wild Dog Road & Marriners Lookout Road
Direction : Eastbound & Westbound
Time range: 0000 12/04/18 to 2300 18/04/18
Filters: Class: 1-12, Speeds: All

Note: A -ve 85%ile indicates a sample size less than 50

Date	Day	Hr Start	Vol	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Mean Sp	85%ile
Virtual	Mon	0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Mon	0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Mon	0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0	0.0
Virtual	Mon	0300	6	2	0	4	0	0	0	0	0	0	0	0	0	0	70.8	-80.5
Virtual	Mon	0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Mon	0500	15	14	0	1	0	0	0	0	0	0	0	0	0	0	68.7	-77.5
Virtual	Mon	0600	36	25	4	5	2	0	0	0	0	0	0	0	0	0	67.1	-75.7
Virtual	Mon	0700	99	72	6	17	1	0	1	0	1	0	1	0	0	0	68.7	78.0
Virtual	Mon	0800	170	147	7	12	1	0	2	0	0	0	1	0	0	0	68.4	75.2
Virtual	Mon	0900	229	190	11	21	3	0	1	1	1	1	0	0	0	0	65.7	72.7
Virtual	Mon	1000	213	177	8	22	3	0	2	1	0	0	0	0	0	0	65.2	71.9
Virtual	Mon	1100	266	216	17	25	4	0	2	1	0	1	0	0	0	0	65.4	73.0
Virtual	Mon	1200	317	263	8	34	4	2	2	4	0	0	0	0	0	0	63.2	71.2
Virtual	Mon	1300	302	270	11	18	1	0	1	1	0	0	0	0	0	0	67.4	74.0
Virtual	Mon	1400	244	215	9	17	0	0	2	1	0	0	0	0	0	0	66.4	72.9
Virtual	Mon	1500	283	243	12	20	2	0	2	1	1	2	0	0	0	0	66.6	73.6
Virtual	Mon	1600	266	240	6	18	1	0	1	0	0	0	0	0	0	0	68.1	74.8
Virtual	Mon	1700	216	192	7	13	1	0	1	0	1	1	0	0	0	0	68.3	74.8
Virtual	Mon	1800	120	114	2	3	0	0	0	1	0	0	0	0	0	0	68.4	77.6
Virtual	Mon	1900	63	62	0	1	0	0	0	0	0	0	0	0	0	0	68.6	77.5
Virtual	Mon	2000	23	22	0	1	0	0	0	0	0	0	0	0	0	0	68.1	-74.6
Virtual	Mon	2100	19	17	0	2	0	0	0	0	0	0	0	0	0	0	72.5	-77.7
Virtual	Mon	2200	14	12	2	0	0	0	0	0	0	0	0	0	0	0	69.9	-76.6
Virtual	Mon	2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	79.8	-87.8
Virtual	Tue	0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Tue	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Tue	0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Tue	0300	8	5	1	1	1	0	0	0	0	0	0	0	0	0	68.5	-74.4
Virtual	Tue	0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Tue	0500	12	9	0	1	2	0	0	0	0	0	0	0	0	0	70.8	-78.4
Virtual	Tue	0600	50	39	2	5	3	1	0	0	0	0	0	0	0	0	69.2	76.8
Virtual	Tue	0700	104	80	6	12	1	0	0	0	2	2	1	0	0	0	69.4	77.8
Virtual	Tue	0800	175	147	9	13	5	0	0	0	0	0	1	0	0	0	67.8	75.7
Virtual	Tue	0900	221	183	13	17	4	0	1	0	2	1	0	0	0	0	66.8	74.0
Virtual	Tue	1000	253	217	16	15	2	0	1	0	1	1	0	0	0	0	66.4	73.1
Virtual	Tue	1100	277	222	12	34	5	2	0	1	0	1	0	0	0	0	66.7	72.9
Virtual	Tue	1200	313	251	4	48	7	0	2	0	0	1	0	0	0	0	65.1	72.6
Virtual	Tue	1300	272	230	15	16	3	2	2	1	0	3	0	0	0	0	67.7	75.0
Virtual	Tue	1400	280	239	14	23	2	0	2	0	0	0	0	0	0	0	67.9	74.1
Virtual	Tue	1500	289	246	13	24	4	1	1	0	0	0	0	0	0	0	69.1	76.2
Virtual	Tue	1600	284	248	7	21	3	1	1	1	1	1	0	0	0	0	68.4	75.7
Virtual	Tue	1700	212	193	5	12	1	0	0	0	0	1	0	0	0	0	70.1	78.0
Virtual	Tue	1800	114	104	2	5	0	0	1	0	1	1	0	0	0	0	67.1	75.0
Virtual	Tue	1900	74	69	0	5	0	0	0	0	0	0	0	0	0	0	68.8	76.6
Virtual	Tue	2000	33	30	0	2	0	0	0	1	0	0	0	0	0	0	70.2	-78.1
Virtual	Tue	2100	28	23	1	4	0	0	0	0	0	0	0	0	0	0	73.5	-78.9
Virtual	Tue	2200	20	18	0	2	0	0	0	0	0	0	0	0	0	0	75.2	-83.0
Virtual	Tue	2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	74.6	-80.3
Virtual	Wed	0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	77.0	-80.5
Virtual	Wed	0100	3	2	0	0	0	0	0	0	0	1	0	0	0	0	76.3	-86.7
Virtual	Wed	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Wed	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Wed	0400	8	4	1	3	0	0	0	0	0	0	0	0	0	0	70.4	-76.6
Virtual	Wed	0500	8	7	0	1	0	0	0	0	0	0	0	0	0	0	69.4	-79.0
Virtual	Wed	0600	49	37	4	3	3	0	0	0	0	2	0	0	0	0	69.1	-76.9
Virtual	Wed	0700	108	87	2	13	3	0	1	0	0	1	1	0	0	0	70.4	77.6
Virtual	Wed	0800	176	140	8	18	8	0	0	0	2	0	0	0	0	0	68.2	76.3
Virtual	Wed	0900	240	201	11	16	6	1	0	0	1	3	1	0	0	0	66.9	75.1
Virtual	Wed	1000	284	234	16	24	6	0	2	1	1	0	0	0	0	0	67.8	74.1
Virtual	Wed	1100	260	190	19	42	6	0	0	2	1	0	0	0	0	0	66.4	75.1
Virtual	Wed	1200	325	263	14	37	7	0	0	3	1	0	0	0	0	0	66.0	72.7
Virtual	Wed	1300	304	264	9	21	1	0	5	0	0	3	0	1	0	0	67.2	73.9
Virtual	Wed	1400	307	269	9	26	2	1	0	0	0	0	0	0	0	0	67.5	73.9
Virtual	Wed	1500	330	289	7	27	0	2	0	3	0	2	0	0	0	0	67.6	75.2
Virtual	Wed	1600	304	258	15	28	2	0	0	1	0	0	0	0	0	0	68.3	75.2
Virtual	Wed	1700	247	232	7	6	1	0	1	0	0	0	0	0	0	0	68.8	75.6
Virtual	Wed	1800	151	142	4	2	1	0	0	2	0	0	0	0	0	0	67.3	75.4
Virtual	Wed	1900	61	57	0	3	0	0	0	0	0	1	0	0	0	0	68.8	77.0
Virtual	Wed	2000	47	42	2	2	0	0	0	1	0	0	0	0	0	0	68.0	-75.0
Virtual	Wed	2100	21	20	1	0	0	0	0	0	0	0	0	0	0	0	71.0	-76.7
Virtual	Wed	2200	15	14	0	1	0	0	0	0	0	0	0	0	0	0	73.1	-78.5
Virtual	Wed	2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	72.3	-80.8
Virtual	Thu	0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	85.3	-87.8
Virtual	Thu	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Thu	0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Thu	0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Thu	0400	4	2	1	1	0	0	0	0	0	0	0	0	0	0	69.8	-77.0
Virtual	Thu	0500	7	3	0	3	0	1	0	0	0	0	0	0	0	0	56.9	-70.6
Virtual	Thu	0600	57	42	3	10	1	0	0	0	0	1	0	0	0	0	69.3	78.4

Virtual	Thu	0700	110	94	5	7	1	0	1	0	2	0	0	0	0	70.8	78.1
Virtual	Thu	0800	156	125	7	13	2	2	2	1	1	1	1	1	0	67.1	75.7
Virtual	Thu	0900	240	203	9	22	2	1	0	0	1	1	1	0	0	66.5	75.1
Virtual	Thu	1000	294	259	9	24	1	0	1	0	0	0	0	0	0	67.4	74.5
Virtual	Thu	1100	333	280	12	34	4	0	0	0	2	1	0	0	0	67.1	76.1
Virtual	Thu	1200	316	253	15	38	2	0	5	2	1	0	0	0	0	66.6	73.6
Virtual	Thu	1300	312	273	11	21	3	1	1	0	2	0	0	0	0	67.6	74.4
Virtual	Thu	1400	304	270	7	23	1	1	1	0	1	0	0	0	0	67.6	74.5
Virtual	Thu	1500	373	333	8	26	2	0	2	2	0	0	0	0	0	67.8	74.7
Virtual	Thu	1600	346	318	7	18	1	0	2	0	0	0	0	0	0	68.6	75.0
Virtual	Thu	1700	304	282	8	13	1	0	0	0	0	0	0	0	0	67.7	74.9
Virtual	Thu	1800	179	170	2	7	0	0	0	0	0	0	0	0	0	66.5	74.0
Virtual	Thu	1900	99	95	0	4	0	0	0	0	0	0	0	0	0	70.6	78.2
Virtual	Thu	2000	44	41	0	3	0	0	0	0	0	0	0	0	0	70.8	-76.2
Virtual	Thu	2100	26	25	1	0	0	0	0	0	0	0	0	0	0	72.9	-80.1
Virtual	Thu	2200	22	19	0	1	0	0	2	0	0	0	0	0	0	68.6	-77.4
Virtual	Thu	2300	5	4	1	0	0	0	0	0	0	0	0	0	0	75.8	-89.8
Virtual	Fri	0000	8	7	0	0	0	0	0	1	0	0	0	0	0	67.6	-72.9
Virtual	Fri	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Fri	0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Fri	0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Fri	0400	3	1	0	2	0	0	0	0	0	0	0	0	0	76.3	-80.2
Virtual	Fri	0500	8	7	0	1	0	0	0	0	0	0	0	0	0	62.0	-71.4
Virtual	Fri	0600	47	40	2	4	0	1	0	0	0	0	0	0	0	66.9	-75.9
Virtual	Fri	0700	116	96	4	13	2	1	0	0	0	0	0	0	0	69.0	77.9
Virtual	Fri	0800	180	151	4	19	5	0	0	0	1	0	0	0	0	69.2	77.6
Virtual	Fri	0900	262	228	13	12	7	0	1	0	0	1	0	0	0	67.5	75.3
Virtual	Fri	1000	303	255	23	18	5	0	0	1	0	1	0	0	0	67.9	75.4
Virtual	Fri	1100	292	242	18	25	6	0	0	1	0	0	0	0	0	55.6	66.0
Virtual	Fri	1200	391	332	11	45	1	1	0	0	1	0	0	0	0	46.6	55.2
Virtual	Fri	1300	387	343	21	18	2	0	0	2	1	0	0	0	0	44.3	54.4
Virtual	Fri	1400	381	335	13	27	5	0	1	0	0	0	0	0	0	64.1	73.2
Virtual	Fri	1500	346	314	9	20	2	0	0	0	0	1	0	0	0	69.4	77.7
Virtual	Fri	1600	330	303	8	16	1	0	0	1	0	1	0	0	0	69.2	76.2
Virtual	Fri	1700	322	302	6	14	0	0	0	0	0	0	0	0	0	69.0	76.1
Virtual	Fri	1800	192	176	5	9	2	0	0	0	0	0	0	0	0	65.9	73.7
Virtual	Fri	1900	131	122	6	2	0	0	0	1	0	0	0	0	0	69.7	75.7
Virtual	Fri	2000	76	70	4	2	0	0	0	0	0	0	0	0	0	68.1	74.6
Virtual	Fri	2100	54	51	0	2	0	0	1	0	0	0	0	0	0	67.5	73.8
Virtual	Fri	2200	29	28	0	1	0	0	0	0	0	0	0	0	0	67.9	-80.7
Virtual	Fri	2300	10	9	0	1	0	0	0	0	0	0	0	0	0	75.2	-83.0
Virtual	Sat	0000	4	3	0	1	0	0	0	0	0	0	0	0	0	64.0	-70.0
Virtual	Sat	0100	4	4	0	0	0	0	0	0	0	0	0	0	0	71.3	-75.2
Virtual	Sat	0200	5	4	0	1	0	0	0	0	0	0	0	0	0	77.0	-87.0
Virtual	Sat	0300	4	2	0	2	0	0	0	0	0	0	0	0	0	77.3	-81.4
Virtual	Sat	0400	4	2	1	1	0	0	0	0	0	0	0	0	0	73.0	-78.4
Virtual	Sat	0500	8	5	1	2	0	0	0	0	0	0	0	0	0	75.1	-82.8
Virtual	Sat	0600	16	13	0	3	0	0	0	0	0	0	0	0	0	64.8	-71.8
Virtual	Sat	0700	72	62	4	6	0	0	0	0	0	0	0	0	0	71.2	81.3
Virtual	Sat	0800	173	156	5	10	0	0	1	1	0	0	0	0	0	69.2	76.8
Virtual	Sat	0900	209	183	16	10	0	0	0	0	0	0	0	0	0	66.5	72.9
Virtual	Sat	1000	301	279	9	11	0	0	1	1	0	0	0	0	0	65.8	72.2
Virtual	Sat	1100	354	316	9	27	2	0	0	0	0	0	0	0	0	64.8	71.4
Virtual	Sat	1200	293	268	3	16	4	0	0	2	0	0	0	0	0	66.7	72.3
Virtual	Sat	1300	320	295	5	11	6	0	1	2	0	0	0	0	0	67.9	74.3
Virtual	Sat	1400	281	256	6	16	3	0	0	0	0	0	0	0	0	67.9	75.1
Virtual	Sat	1500	330	303	4	19	4	0	0	0	0	0	0	0	0	65.5	72.8
Virtual	Sat	1600	236	221	3	8	3	0	0	1	0	0	0	0	0	66.9	74.4
Virtual	Sat	1700	239	222	2	11	3	0	1	0	0	0	0	0	0	67.5	74.5
Virtual	Sat	1800	149	141	2	3	3	0	0	0	0	0	0	0	0	67.0	73.4
Virtual	Sat	1900	90	87	1	2	0	0	0	0	0	0	0	0	0	66.7	73.8
Virtual	Sat	2000	48	45	0	3	0	0	0	0	0	0	0	0	0	69.1	-79.4
Virtual	Sat	2100	30	29	0	1	0	0	0	0	0	0	0	0	0	69.8	-77.5
Virtual	Sat	2200	22	20	1	1	0	0	0	0	0	0	0	0	0	65.6	-76.7
Virtual	Sat	2300	8	6	0	2	0	0	0	0	0	0	0	0	0	65.9	-74.2
Virtual	Sun	0000	4	4	0	0	0	0	0	0	0	0	0	0	0	60.3	-72.2
Virtual	Sun	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Sun	0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Sun	0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Sun	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Virtual	Sun	0500	7	5	0	2	0	0	0	0	0	0	0	0	0	76.9	-88.9
Virtual	Sun	0600	15	12	0	2	0	0	0	1	0	0	0	0	0	66.0	-75.3
Virtual	Sun	0700	58	47	2	8	1	0	0	0	0	0	0	0	0	70.8	79.4
Virtual	Sun	0800	105	98	1	5	1	0	0	0	0	0	0	0	0	69.0	77.1
Virtual	Sun	0900	217	203	8	4	1	0	0	0	0	1	0	0	0	66.6	72.9
Virtual	Sun	1000	353	334	8	11	0	0	0	0	0	0	0	0	0	66.9	73.1
Virtual	Sun	1100	383	345	13	23	2	0	0	0	0	0	0	0	0	65.9	71.9
Virtual	Sun	1200	384	338	18	23	0	0	2	3	0	0	0	0	0	67.5	74.4
Virtual	Sun	1300	382	360	8	10	1	0	2	1	0	0	0	0	0	65.7	73.3
Virtual	Sun	1400	300	280	8	11	0	0	1	0	0	0	0	0	0	68.6	75.6
Virtual	Sun	1500	280	258	9	11	0	0	1	1	0	0	0	0	0	68.8	75.5
Virtual	Sun	1600	279	261	7	11	0	0	0	0	0	0	0	0	0	67.8	75.3
Virtual	Sun	1700	179	173	1	5	0	0	0	0	0	0	0	0	0	68.7	76.4
Virtual	Sun	1800	127	118	3	6	0	0	0	0	0	0	0	0	0	67.8	74.7
Virtual	Sun	1900	55	54	1	0	0	0	0	0	0	0	0	0	0	66.6	73.8
Virtual	Sun	2000	30	23	1	6	0	0	0	0	0	0	0	0	0	69.6	-76.8
Virtual	Sun	2100	24	23	0	1	0	0	0	0	0	0	0	0	0	68.9	-78.2
Virtual	Sun	2200	12	11	0	1	0	0	0	0	0	0	0	0	0	73.0	-78.2
Virtual	Sun	2300	3	2	1	0	0	0	0	0	0	0	0	0	0	69.3	-72.2



Appendix B

Proposed Development Plan

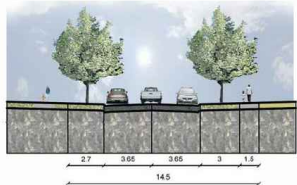
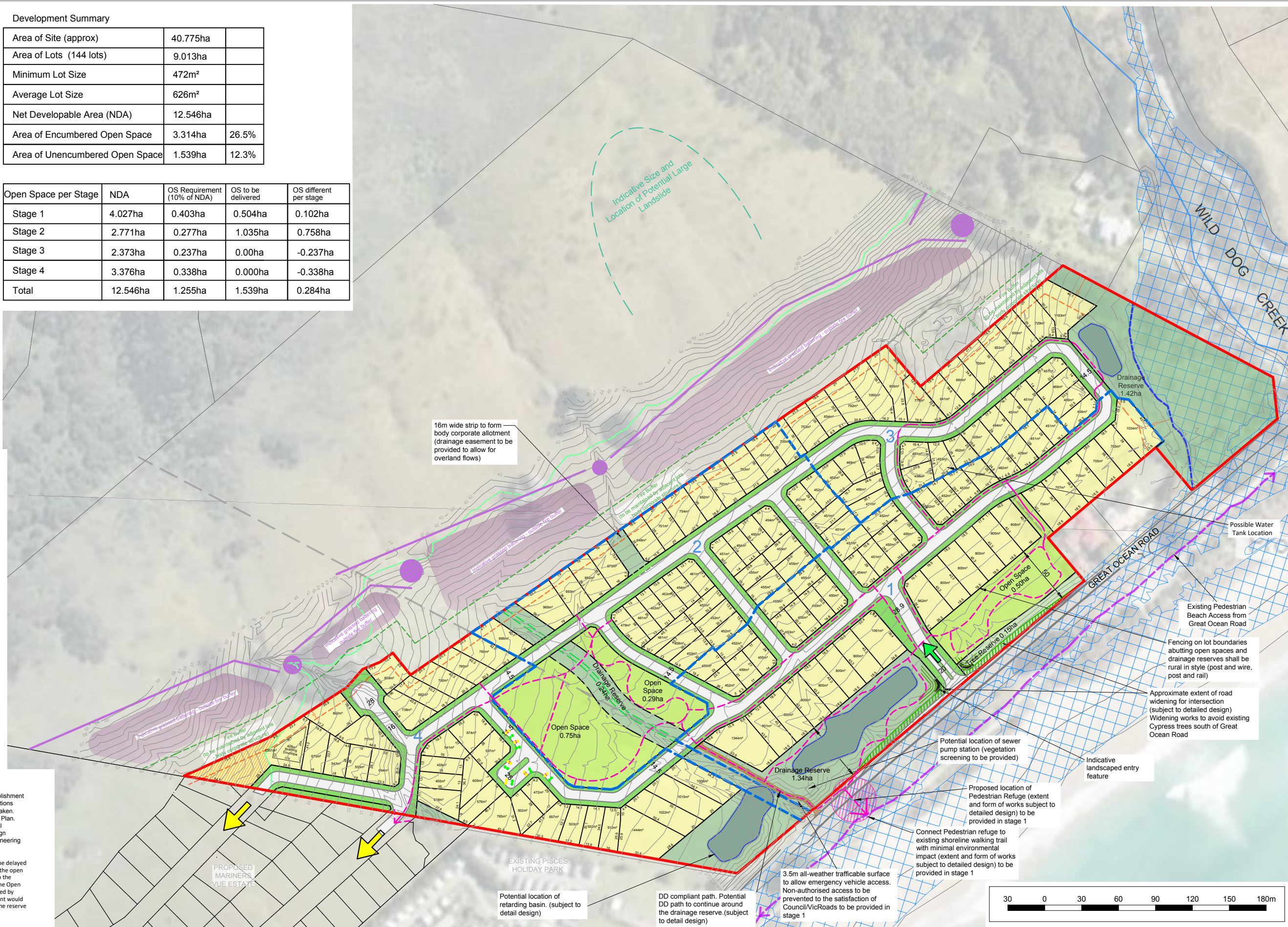
LEGEND

- Site boundary
- Internal title boundaries
- Existing contours (1m interval)
- 40m contour
- Neighbourhood residential zone boundary as provided by DELWP
- Existing shoreline walking trail
- Road reserve
- Main pedestrian circulation
- Drainage reserve
- Tree reserve/ Landscape buffer
- Open space reserve
- Lots
- Building exclusion zone (above 40m contour)
- Fire buffer (defendable space to forest)
- Fire buffer (defendable space to grassland)
- Road connections to adjacent land
- Proposed entrance point from Great Ocean Road
- Land subject to inundation (year 2100 1 in 100 ARI event)
- Indicative landslip protection measures
- Indicative landslip debris channel flow breakers

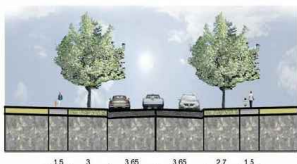
Development Summary

Area of Site (approx)	40.775ha	
Area of Lots (144 lots)	9.013ha	
Minimum Lot Size	472m ²	
Average Lot Size	626m ²	
Net Developable Area (NDA)	12.546ha	
Area of Encumbered Open Space	3.314ha	26.5%
Area of Unencumbered Open Space	1.539ha	12.3%

Open Space per Stage	NDA	OS Requirement (10% of NDA)	OS to be delivered	OS different per stage
Stage 1	4.027ha	0.403ha	0.504ha	0.102ha
Stage 2	2.771ha	0.277ha	1.035ha	0.758ha
Stage 3	2.373ha	0.237ha	0.00ha	-0.237ha
Stage 4	3.376ha	0.338ha	0.000ha	-0.338ha
Total	12.546ha	1.255ha	1.539ha	0.284ha



Typical Section - Local Access Street Adjacent to Open Space (NTS)



Typical Section - Local Access Street (NTS)

- Notes:**
- This plan is subject to council approval
 - All roads are 16m in width unless noted otherwise
 - Title boundaries are approximate only and subject to title re-establishment
 - All dimensions and areas are subject to survey and final computations
 - The majority of the Aboriginal Archaeology work has been undertaken. Additional work is required prior to finalising the Cultural Heritage Plan.
 - Access/egress to the site is subject to Council / Vicroads approval
 - Road pavement is indicative only and subject to engineering design
 - Drainage areas are approximate only and subject to detailed engineering design
 - Contour interval 1m
 - *To assuage Council's concerns that the remaining Open Space may be delayed by the long-term leasehold that exists on the land on which much of the open space is situated, the developer will provide a signed agreement with the Leaseholder of the land, allowing the developer to locate and build the Open Space and any required associated infrastructure, if and when required by Council (in this case, with Stage 2 of the development). The Agreement would also allow for the subdivision of the land and the transfer of title of the reserve to Council.*

Version	Date	Description	Drafted	Approved	Version	Date	Description	Drafted	Approved
32	22.11.18	Client Requested Amendments	LN	LN	27	26.02.18	Front row lots amended to suit fire requirements	LN	LN
33	13.02.19	Pedestrian Links Amended	LN	LN	28	27.02.18	Front Row Lots amended to suit Client Comments	LN	LN
34	15.08.19	Amended to Council comments	WB	WB	29	13.07.18	Design Amended Following VCAT Decision	LN	LN
35	20.08.19	Amended to Council and client comments	WB	WB	30	22.08.18	Client Requested Amendments	LN	LN
36	28.10.19	Amended open space table	WB	WB	31	17.11.18	Amendments in response to Council Comments	LN	LN

Date: 28.10.19
 Version No: 36
 Job No: 3313
 Scale (A1): 1:1500
 (A3): 1:3000



Appendix C

SIDRA Results

MOVEMENT SUMMARY

▽ Site: 1 [Existing Capacity of Great Ocean Road]

Existing Capacity of Great Ocean Road
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Great Ocean Road (NE)												
25	T1	222	3.0	0.116	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		222	3.0	0.116	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
SouthWest: Great Ocean Road (SW)												
31	T1	268	3.0	0.140	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		268	3.0	0.140	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
All Vehicles		491	3.0	0.140	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Great Ocean Road/Site Access Road Intersection]

Great Ocean Road/Site Access
 Peak Hour
 Site Category: (None)
 Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Great Ocean Road (NE)												
25	T1	222	3.0	0.142	0.3	LOS A	0.3	1.9	0.12	0.07	0.12	58.9
26	R2	26	1.0	0.142	7.1	LOS A	0.3	1.9	0.12	0.07	0.12	56.7
Approach		248	2.8	0.142	1.0	NA	0.3	1.9	0.12	0.07	0.12	58.7
NorthWest: Site Access Road												
27	L2	20	1.0	0.088	9.7	LOS A	0.3	2.2	0.47	0.93	0.47	50.5
29	R2	41	1.0	0.088	11.1	LOS B	0.3	2.2	0.47	0.93	0.47	50.0
Approach		61	1.0	0.088	10.6	LOS B	0.3	2.2	0.47	0.93	0.47	50.2
SouthWest: Great Ocean Road (SW)												
30	L2	54	1.0	0.169	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	57.4
31	T1	268	3.0	0.169	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
Approach		322	2.7	0.169	0.9	NA	0.0	0.0	0.00	0.10	0.00	58.8
All Vehicles		632	2.6	0.169	1.9	NA	0.3	2.2	0.09	0.17	0.09	57.8

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

Vehicle movement LOS values are based on average delay per movement.

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

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

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

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

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