

Traffix Group

Transport Engineering Assessment

Amendment C318yara
Cremorne Precinct

Prepared for
City of Yarra

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Executive Summary

Traffix Group has been engaged by the City of Yarra to undertake a transport engineering assessment of the proposed Amendment C318yara, which applies to the Cremorne Precinct. The amendment implements key transport, access, built form and parking recommendations associated with the Cremorne Urban Design Framework by introducing Design and Development Overlay controls, local planning policy updates and a new Parking Overlay for commercial areas within Cremorne.

Cremorne is an inner-urban employment precinct with strong public transport access, high walking potential and increasing development pressure, but it is also constrained by limited access to the surrounding arterial road network, the Yarra River, CityLink, railway infrastructure and is serviced by relatively narrow local streets. These constraints mean that future growth cannot be accommodated by increasing vehicle capacity alone. Instead, the precinct requires a movement strategy that prioritises walking, cycling and public transport, reduces reliance on private vehicle travel and manages the amount and location of car parking in new development.

The existing transport conditions confirm this need. Cremorne Street and Balmain Street perform as the primary north-south and east-west local access routes through the precinct, with Cremorne Street providing the key signalised connection to Swan Street and Balmain Street providing the main connection to Church Street. Traffic surveys indicate that vehicle movements are concentrated at these access points, while pedestrian volumes are already high, particularly at Cremorne Street and Swan Street. The Origin-Destination survey also indicates that Balmain Street carries a notable proportion of non-local through traffic, particularly westbound traffic entering from Church Street and continuing through the precinct.

The proposed Future Movement Framework within the Cremorne Urban Design Framework (UDF¹) seeks to respond to these issues by reprioritising streets to discourage through traffic, improve local access and provide safer and more attractive walking and cycling conditions.

Key changes to the traffic operations of Cremorne include the following:

- one-way traffic on Cremorne Street in the southbound direction between Stephenson Street and Balmain Street,
- one-way traffic on Balmain Street and Kelso Street in the eastbound direction between Cremorne Street and Stephenson Street,
- one-way traffic on Dunn Street under the rail underpass,
- separated bicycle facilities on Cremorne Street and Balmain Street,
- wider adoption of sharrow treatments on supporting local routes, and
- improved pedestrian and bicycle links to the Yarra Trail, Church Street, Swan Street and public transport nodes.

¹ I have been provided with a copy of the UDF as part of my review and assessment, which has been prepared by Council Officers after the Amendment was exhibited.

Overall, the proposed movement-network changes are considered acceptable from a transport engineering perspective. The changes are likely to redistribute some vehicle movements within the precinct, particularly from Balmain Street to Stephenson Street, Cremorne Street and other local routes. However, the proposed arrangements are expected to reduce the attractiveness of Cremorne as a through-traffic route and better align the local road network with Council's strategic transport hierarchy.

We recommend the following additional changes to be implemented into the UDF:

- The Punt Road bicycle route should be removed
- The bicycle / pedestrian connection for the precinct at the Punt Road / Yarra Trail interchange should be upgraded to better accommodate cyclist movements
- Balmain Street should have a separate bicycle lane (contra flow lane in the eastbound direction) to the east of the rail underpass
- Chestnut Street should be included as a bicycle route (sharrow treatment for southbound traffic) to compliment Green Street, which operates in a northbound direction
- Gwynne Road can be considered as a complimentary bicycle route for southbound traffic if Stephenson Street cannot be updated to provide a dedicated southbound bicycle lane

The policy context strongly supports this approach. State and local policy increasingly prioritise sustainable transport, reduced car dependence, higher-quality pedestrian environments, improved cycling infrastructure and development in locations with strong access to public transport. Cremorne is well placed to support this policy direction. It is close to Richmond Station, East Richmond Station, South Yarra Station, tram routes on Swan Street and Church Street, bus services on Punt Road, the Principal Public Transport Network and established walking and cycling catchments.

Clause 11.03-6L-01 includes objectives and strategies in relation to movement and access. These are generally supported and reflect the UDF. However, some updates are required to reflect the recommended Future Movement Framework plan, including:

- The three Precinct maps will need to be updated.
- The strategies relating to Movement and Access will need to be updated for consistency.

The proposed Design and Development Overlay requirements are generally supported. The access, laneway, pedestrian and bicycle design requirements appropriately seek to manage vehicle access, protect pedestrian amenity, minimise conflict points and ensure that new development contributes to a more walkable and cycle-friendly precinct. Vehicle access should continue to be directed to rights of way, laneways and side streets where practical, with careful consideration of designated pedestrian, public transport and bicycle priority routes.

The proposed Parking Overlay introduces maximum car parking rates for offices and retail uses. These rates have been updated from the exhibited Parking Overlay to reflect the changes introduced by VC277 to Clause 52.06-5.

Use	Measure	Category 1 (max rate)	Category 2 (max rate)	Category 3 (max rate)	Category 4 (max rate)
Office	To each 100 sq m of net floor area	1	1	0.9	0.45
Retail	To each 100 sq m of leasable floor area	1	1	1	1

The Overlay would apply maximum car parking rates to office and retail uses, for all car parking categories, compared to the current Planning Scheme rates, which have minimum rates for Category 1 and 2 areas. There is a portion of Cremorne in the south of the precinct that has sites in a Category 1 or 2.

The car parking rates in the proposed Parking Overlay are supported on the following grounds:

- Including maximum rates across the whole precinct for office and retail uses is aligned with the state and local policies for prioritising sustainable modes of transport over private vehicle travel.
- The inclusion of maximum car parking rates aligns with the objectives of the Cremorne UDF.
- The overall Cremorne area should be treated with a holistic approach to car parking control, given the constrained road network affects every property in the area.
- While walking distances vary, the entirety of Cremorne enjoys a high level of access to public transport.
- It is illogical to provide minimum and maximum rates at different parts of Cremorne, given these objectives work against one another in the Cremorne context.

It is of note that the proposed Overlay also states: *'For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.'*

Given that Column B rates are no longer the relevant measure, we recommend that this wording be modified to reflect the updated Clause 52.06-5:

For all other uses listed in Table 1 of Clause 52.06-5, the applicable Category rate of Clause 52.06-5 applies

We are satisfied that Amendment C318yara is consistent with the strategic transport direction for Cremorne and the wider City of Yarra. The amendment recognises that Cremorne's future growth must be supported by a shift away from private vehicle dependence and towards more efficient and more sustainable movement network.

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1. Introduction

Traffix Group has been engaged by the City of Yarra to undertake a transport engineering assessment of Amendment C318yara, affecting the suburb of Cremorne.

Cremorne is home to more than 2,000 residents, 700 businesses and accommodates more than 10,000 workers each day. It has experienced substantial change, and development pressure has increased in recent years in Cremorne due to its good access to the Melbourne CBD, proximity to public transport and other employment and activity centres. A high demand for office floor space in Cremorne and unprecedented investment is changing the scale of commercial development.

The Cremorne Urban Design Framework has been prepared to provide a strategic framework for Cremorne. It identifies improvements to streets, public spaces and transport connections and provides the strategic basis for advocacy work, capital works bids and underpins the strategic basis to apply new planning controls to guide better development outcomes in the precinct.

The amendment implements the recommendations of the Cremorne Urban Design Framework (Cremorne UDF) by:

- applying several Design and Development Overlays (DDO51, DDO52 and DDO53),
- applying the Schedule to 45.09 (Parking Overlay - PO3),
- updating local policy in the Municipal Planning Strategy at Clause 11.03-6L-01 (Cremorne Precinct) and Clause 15.01-2L-02 (Landmarks) and
- making other associated changes to the Yarra Planning Scheme.

This report assesses the transport implications of the amendment.

2. Background Studies

There have been several background studies that have previously been undertaken for the Cremorne Precinct, which cover the traffic matters associated with the area, the key documents previously prepared are as follows:

- Cremorne Streets and Movement Strategy (Martyn Group and Hansen Partnership, dated June, 2020)
- Cremorne Urban Design Framework – Transport Review (Stantec, dated August, 2023)
- Parking Controls Review – Cremorne Enterprise Precinct (Traffix Group, dated July, 2020)

All these documents are proposed to be added as background documents at Clause 72.08.

These are discussed in the context of the proposed Amendment below.

2.1. Cremorne Streets and Movement Strategy

The purpose of the Cremorne Streets and Movement Strategy (2020) was to assist Council in the effective planning for a major increase in trip demand associated with the increased development within Cremorne. This additional development results in increased movement on a local road network which is already operating at, or near, peak vehicle capacity.

This is summarised in the strategy as follows:

The purpose of the Cremorne Streets and Movement Strategy is to assist Council in the effective planning for a major increase in trip demand associated with land use change and intensification on a movement network which is already operating at, or near, peak vehicle capacity. The Strategy aims to identify and address a set of design measures that can be implemented at key hotspots on the network to meet a range of precinct objectives relating to liveability, sustainability and equity.

The main objectives set out in this policy are as follows:

- 3.2.1. *Provide a safe network for all users*
- 3.2.2. *Prioritise sustainable and space efficient transport - walking, cycling and public transport*
- 3.2.3. *Recognise the needs of the existing community and businesses*
- 3.2.4. *Improve access to public open space*
- 3.2.5. *Promote the most efficient management and use of car parking*

To achieve these objectives requires a review of road space allocation within Cremorne to prioritise access and safety for pedestrians, cyclists and public transport users.

Accordingly, the report provides a proposed network layout, which is shown at Figure 1.

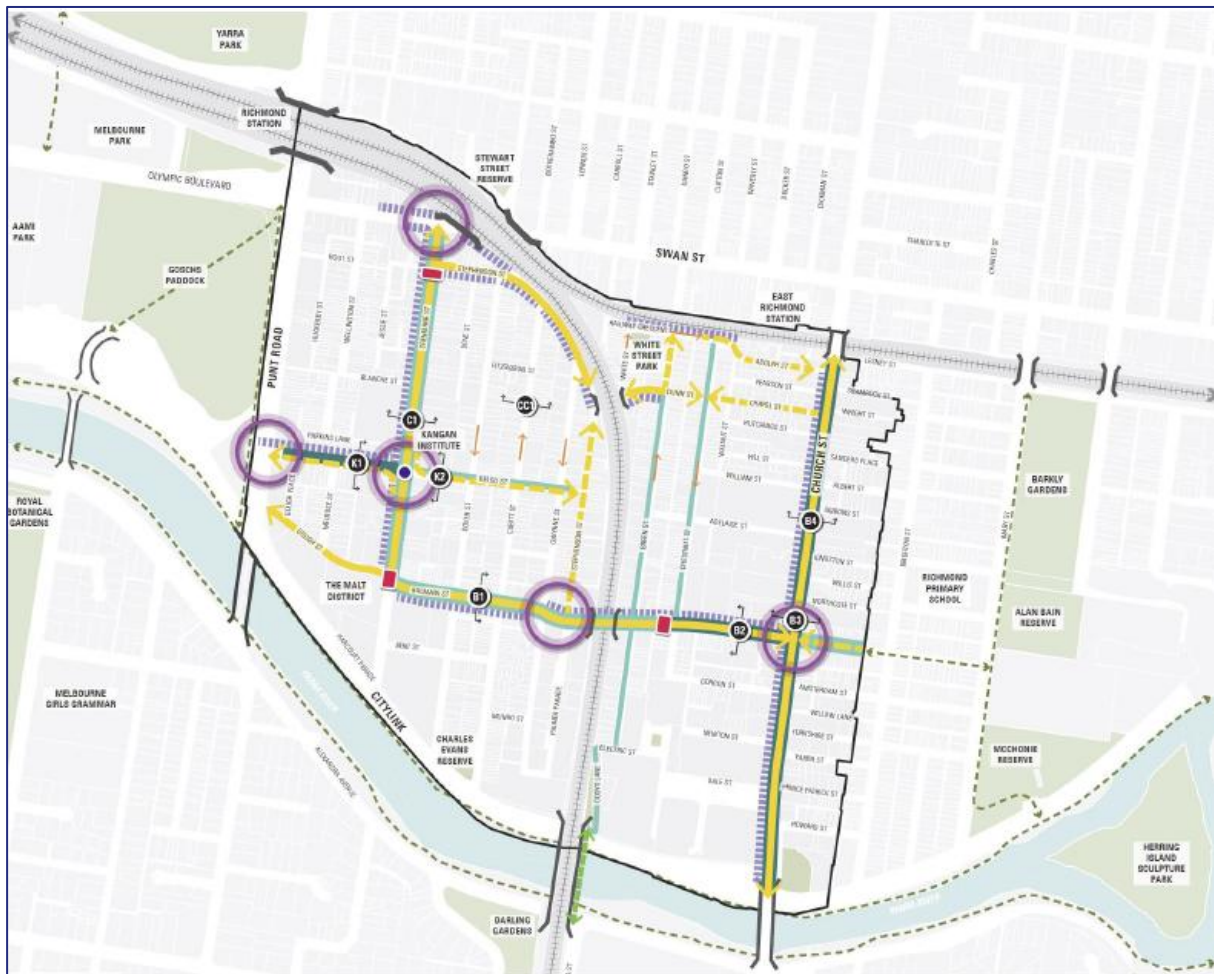


Figure 1: Proposed Network Layout - Option A (source: Cremorne Streets and Movement Strategy)

The key elements of this design are as follows:

- Cremorne Street to be made left turn only at Kelso Street in both directions, preventing through movements on Cremorne Street at this point.
- Kelso Street to be one-way westbound to the west of Cremorne Street and one-way eastbound to the east of Cremorne Street.
- The Kelso Street / Punt Road intersection to be signalised to allow for a pedestrian crossing and left out and right-out movements onto Punt Road.
- Cotter Street to be made one-way westbound at the Church Street intersection (i.e. in movements from Church Street to Cotter Street would be banned).

To support these changes, the report sets out 5 key intersections as follows:

- Cremorne Street / Swan Street
- Punt Road / Kelso Street
- Cremorne Street / Kelso Street
- Balmain Street / Stephenson Street

- Balmain Street / Church Street / Cotter Street

The report includes layouts of these intersections, as well as cross sections of the key roads within the precinct.

There is also an Option 2 layout which was considered, given that Option A relies on significant changes to Punt Road, which requires support from the Department of Transport and Planning (DTP).

This option considers Gough Street as the key western access point at Punt Road, which would be limited to left in / left out.

2.2. Cremorne Urban Design Framework – Transport Review

The Cremorne Urban Design Framework – Transport Review (2023) effectively built on the Cremorne Streets and Movement Strategy.

This report reviewed the traffic and transport aspects of the UDF (which was in draft state at this point in time) and provided a list of recommended changes for any final version of the UDF. This included several changes to the UDF document itself, and several short-term and long-term measures that could be implemented to assist with the objectives of the UDF.

The main approach includes three steps as follows:

- *Relocate and reduce traffic in key areas*
- *Reallocate road space to walking, cycling and urban realm*
- *Support the strategy by reducing vehicle speeds to deal with residual interactions*

Key strategies include staged streetscape upgrades, traffic calming, low-speed zones, hotspot treatments, and enhanced public transport access.

Recommendations focus on street cross-sections, hotspot adjustments, parking management, bicycle facilities, and community support for sustainable mobility. The key changes are partially summarised in the figure below.

Its key evolution was to recommend a series of one-way streets to manage traffic movements and maintaining Cremorne Streets connectivity at Kelso Street.

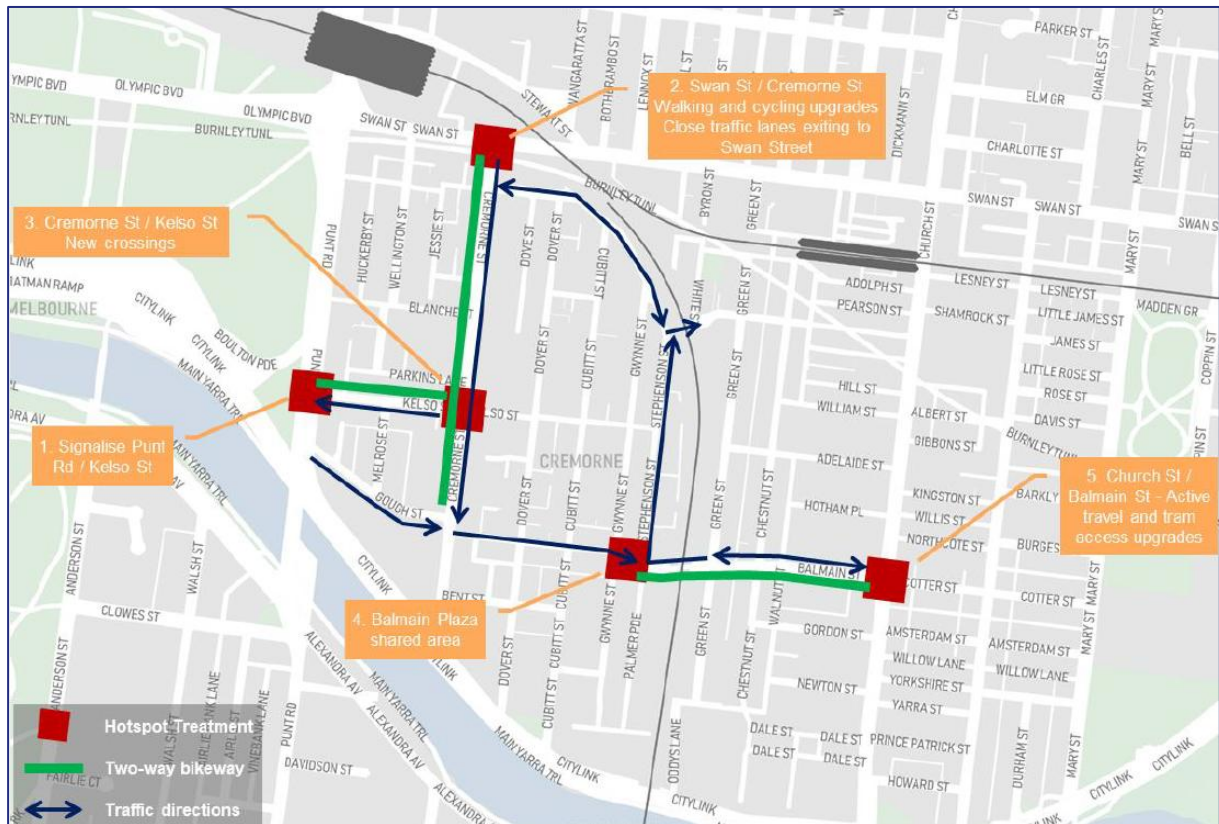


Figure 2: Long-term Bicycle Network, Street Direction and Hotspots (Figure 4.8 of the Transport Review)

2.3. Parking Controls Review

The 'Parking Controls Review – Cremorne Enterprise Precinct' (Traffix Group, dated July, 2020) reviewed the parking controls that should apply to the Cremorne Precinct, and to provide recommended car parking rates and supporting justification.

When deciding on appropriate car parking rates, consideration was given to the background reports prepared at the time, and the local and state policies related to traffic matters.

The report ultimately recommended the following car parking rates:

- *The Office car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m² NFA.*
- *The Retail car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m² LFA.*

All other uses are to remain at the current minimum requirements of Column B of Clause 52.06-5.

It is of note that this report was written prior to VC277, which was introduced in December, 2025. VC277 introduced updated car parking rates, which generally apply reduced rates based on access to public transport services and introduced maximum rates for Categories 3 and 4.

Because of VC277 and the progression of various planning strategies, the exhibited Parking Overlay recommended at the time has been updated in the proposed Amendment C318.

Section 6.3 of this report reviews the proposed Parking Overlay in detail.

3. Policy Context

3.1. Plan for Victoria

Plan for Victoria was released in March 2025. This document replaced Plan Melbourne and includes new directives in relation to transport and land use planning. The People's Panel vision for Victoria is the following:

By 2050, Victoria will be a vibrant, accessible and connected community, valued for its diverse cultures, sustainable environmental practices and respect for the First Peoples of Victoria.

Building a state that provides choices and opportunities for current and future generations of Victorians in quality housing, transport, employment, environment and connectivity will require input from the community, government, local businesses and industry alike.

We will create a society that caters to the unique needs of all Victorians, nurturing individual health through physical and cultural recreation.

The focus of transport planning is on sustainable modes – public transport, walking and cycling – not private car use.

The plan is structured around five key pillars as follows:

1. *Housing for all Victorians – delivering sufficient affordable homes for all Victorians*
2. *Accessible jobs and services – making sure you have good access to facilities and good jobs*
3. *Great places, suburbs and towns – creating thriving places that are attractive, safe and welcoming for everyone*
4. *Sustainable environments – preserving the natural values of Victoria and addressing climate change*
5. *Self-determination and caring for Country – underpinning and informing the other pillars*

The plan also outlines several actions, which will help deliver the goals of Plan for Victoria. The actions most relevant to this amendment from a transport perspective are reviewed in the table below.

Table 1: Review of Plan for Victoria

Action		Summary
2	<i>Implement new planning controls to streamline planning in activity centres</i>	Provide more employment and housing choice in in Activity Centres and locations with great access to public transport
5	<i>Match car and bike parking requirements and bike facilities with demand</i>	Reduce the number of car parks required for development in locations well-served by public transport, which will reduce cost of housing and traffic congestion Increase bicycle parking requirements to support sustainable transport choice
7	<i>Improve transport network planning policy</i>	Provide a clear network of high-capacity public transport routes
17	<i>Encourage walking and cycling</i>	Develop an active transport strategy to encourage and support more Victorians to walk, cycle and scoot more often. This can be achieved by providing commercial developments close to good public transport infrastructure.

The transport strategies set out in Plan for Victoria seek to create employment opportunities nearby to Activity Centres which are well connected via quality public transport and bicycle facilities to accord with the vision of Plan for Victoria.

3.2. Local Planning Policies and Strategy

Yarra City Council supports sustainable transport and design in new and existing developments through several policies and initiatives. These are summarised as follows.

Sustainable Transport Policies

Clause 18.01-3L of Yarra City Council Planning Scheme has created a Hierarchy of Transport Modes. The hierarchy is as follows:

More sustainable transport modes

- *Walking.*
- *Cycling.*
- *Public transport.*
- *Commercial vehicles serving businesses and institutions.*
- *Subscription based vehicles such as car shares.*
- *Private motor vehicles.*

Support development which reduces reliance on private cars.

Encourage lower amounts of car parking within developments.

Encourage increased infrastructure for active transport in developments (such as high levels of bicycle parking and end of trip facilities).

Support the upgrade and establishment of paths and waterway crossings along the Yarra River, Merri Creek and Darebin Creek and to neighbouring municipalities as identified in clause 02.04 (Strategic Framework Plan).

Car Parking Policies

Clause 18.02-4L-01 of Yarra City Council Planning Scheme has a strategy to promote sustainable transport modes by supporting a reduction in car spaces where:

- *There is appropriate public transport accessibility and the subject land is located within walking or cycling distance to shops, jobs and amenities.*
- *The use or development is unlikely to result in unreasonable impacts on existing on-street parking.*
- *Increased motor vehicle traffic from the development is likely to unreasonably impact on the amenity of nearby residents.*
- *The development uses the upper floors of existing commercial buildings in activity centres and employment areas more efficiently (where relevant).*
- *The development provides adequate bicycle parking.*
- *Support a reduction in the required number of car parking spaces where alternative modes of transport are available.*
- *Encourage a reduction in the required number of car parking spaces, where car share bays are provided to reduce reliance on privately owned vehicles.*
- *Provide efficient shared car parking in activity centres and employment areas.*
- *Encourage the provision of parking for ride-sharing vehicles, visitors, motorcycles and scooters in large developments.*
- *Encourage the provision of publicly accessible car share bays in major developments.*
- *Provide illumination of car parking to improve safety without compromising the amenity of adjoining residential development.*
- *Respond to car parking needs in precincts, through the preparation of structure plans and development plans.*
- *Maintain high levels of pedestrian safety and sight lines.*

City of Yarra's Transport Strategy 2022-2032

The City of Yarra's Transport Strategy is a 10-year multi-modal strategy that seeks to deliver an innovative, efficient, sustainable and accessible transport system for Yarra. It outlines Yarra City Council's policies, priority infrastructure outcomes and other supporting activities to meet the aspirations of our community as outlined in the Yarra 2036 Community Vision.

The key outcomes of this Strategy include 3 of relevance to this amendment.

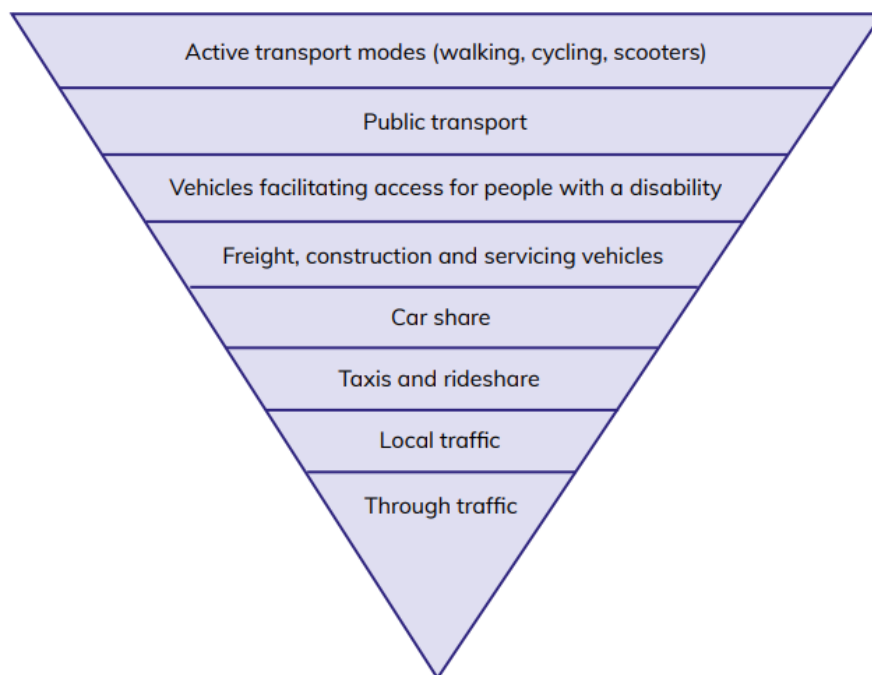
Outcomes

01. Increased use of space-efficient forms of transport in Yarra

04. Reduced car use for trips within, to, from or through Yarra

05. Increased use of environmentally sustainable forms of transport in response to the climate emergency

In defining the decision-making framework for the policies contained in the Strategy, Council has adopted the following hierarchy of modes:



The proposed Parking Overlay, by virtue of providing for a reduced amount of car parking, encourages travel via 'Active transport modes', which are at the top of the hierarchy.

Policy 6 of this document is also highly relevant:

P6. Manage car parking in a way that supports the use of active and public transport and the role of cars in an urban environment

- *Off-street parking in new developments should not encourage the construction or use of excess car parking, force people to pay for car parking that they may not want or need, or promote car ownership through a 'predict and provide' methodology.*
- *Car-free residential and office development should be complimented by on-street car parking restrictions.*

This proposed Amendment seeks to provide car parking for the commercial uses at a lower rate than the statutory requirements. It is in an area where public parking is already highly controlled, with limited long-term parking, and residential streets already protected with Permit Zone and short-term restrictions.

Cremorne represents an excellent opportunity to support Council's local policies supporting sustainable transport modes.

If staff car parking is provided (for any commercial business), it will likely be used by staff and primarily during the commuter peak hours. Single occupant private car trips are a significant factor in peak hour road congestion. Office is one land use that is particularly conducive to encourage mode shift to alternative transport modes as public transport is readily available during the commuter peak hours. This amendment therefore prioritises the most sustainable transport modes as defined by the City of Yarra by encouraging employees to use these modes for journey to work purposes.

4. Existing Conditions

4.1. Study Area

The study area (i.e. the area to which the amendment is proposed to apply) is the Cremorne Precinct.

This area incorporates the area of land bound by Punt Road on the west, Swan Street on the north, and the Yarra River on the south. On the east side, the boundary includes both sides of Church Street and the full extent of the Commercial 2 Zone – extending up to the residential properties along the west side of Brighton Street.

The overall study area is shown in Figure 3.

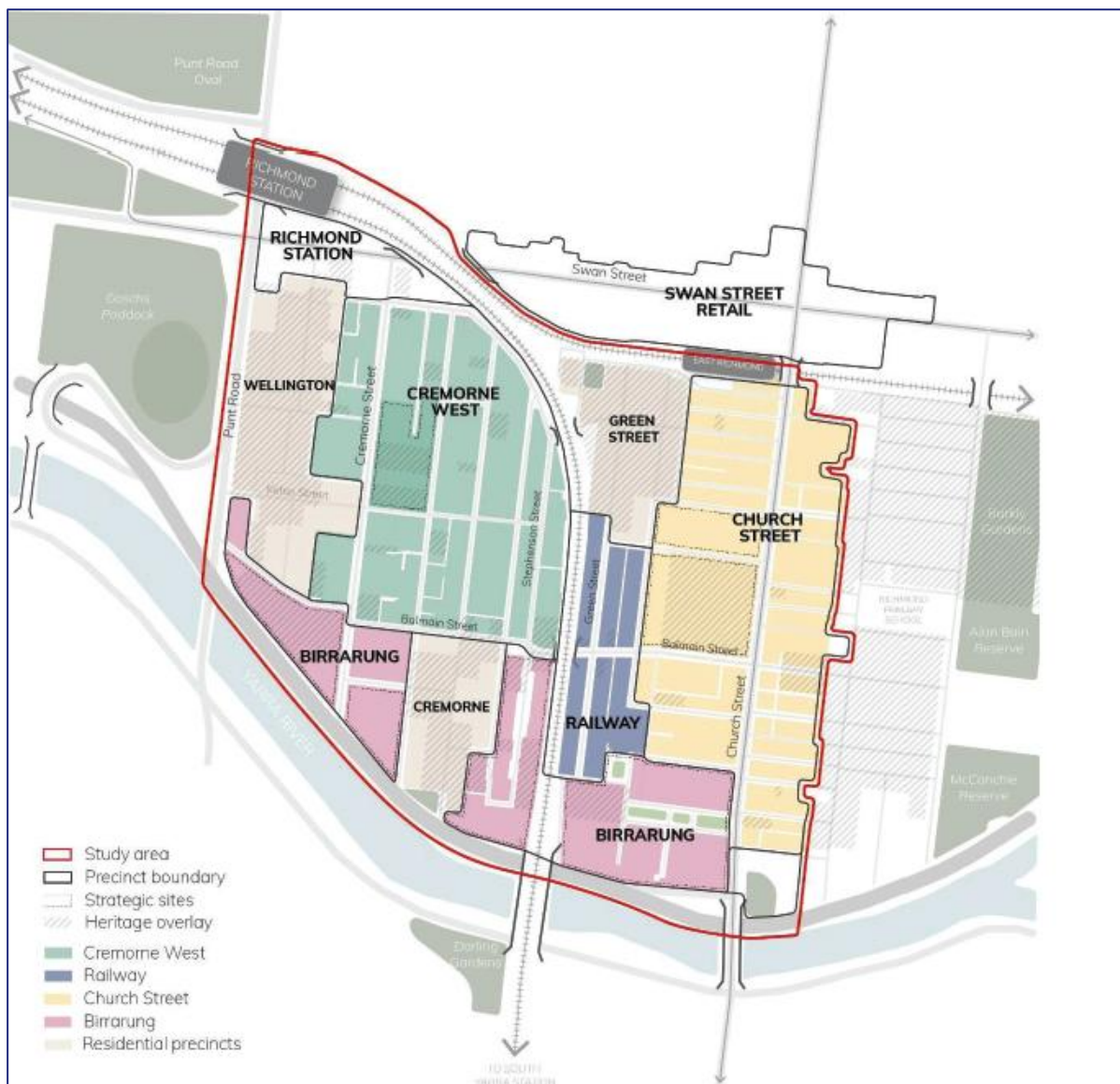


Figure 3: Amendment Area (Source: Explanatory Report)

The study area for Cremorne encompasses two distinct areas, the commercial area and the residential area. The commercial area is characterised by industrial heritage juxtaposed with more recent office development of 7-14 storeys dispersed throughout the precinct.

Cremorne also includes three pockets of residential zoned land, largely comprising heritage, low-rise terraced housing, as well as a small number of large mixed-use developments that border the southwest corner of the precinct. Development is largely replacement dwellings and residential extensions.

A locality map, land use zoning map, and car parking requirement map is provided at Figure 4, Figure 5 and Figure 6, respectively.

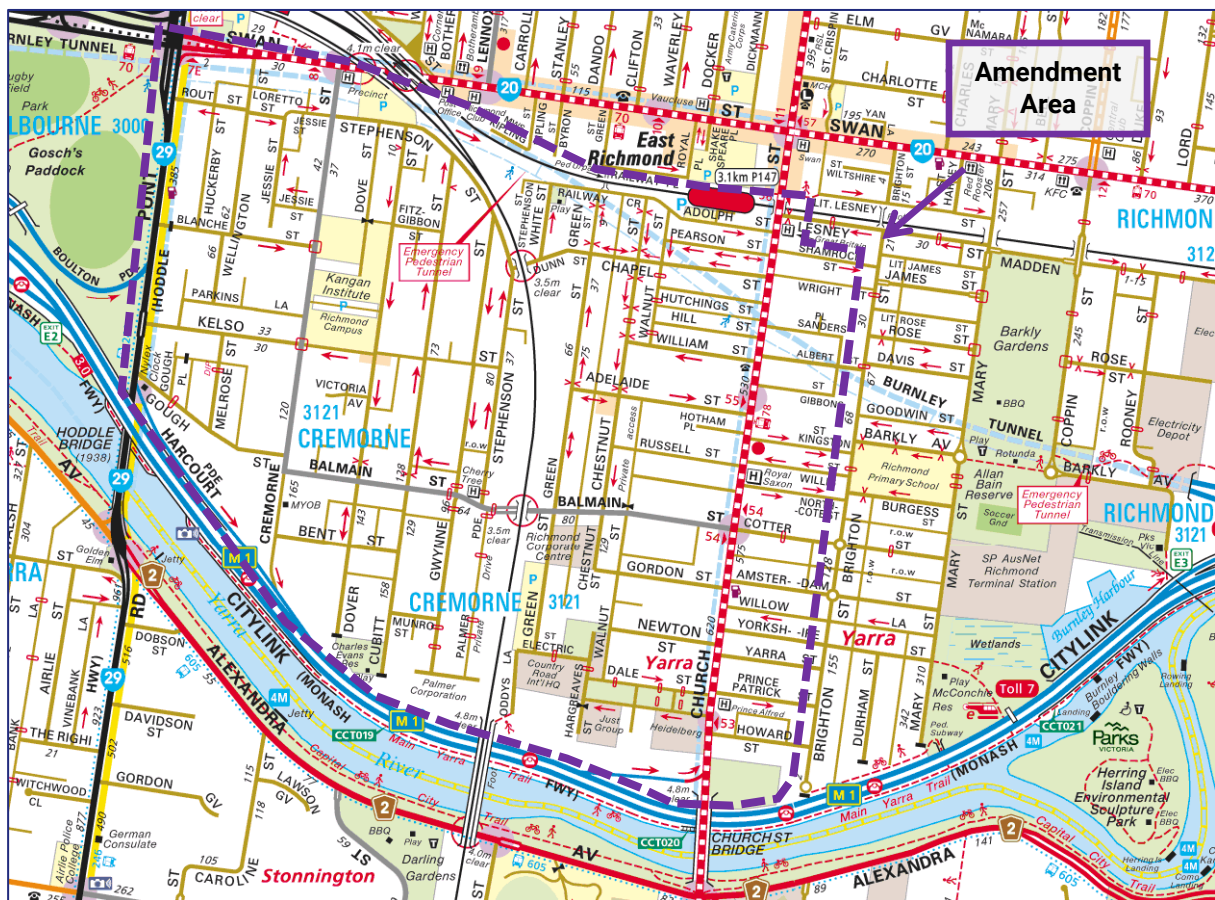


Figure 4: Locality Map (source: Melway Publishing)

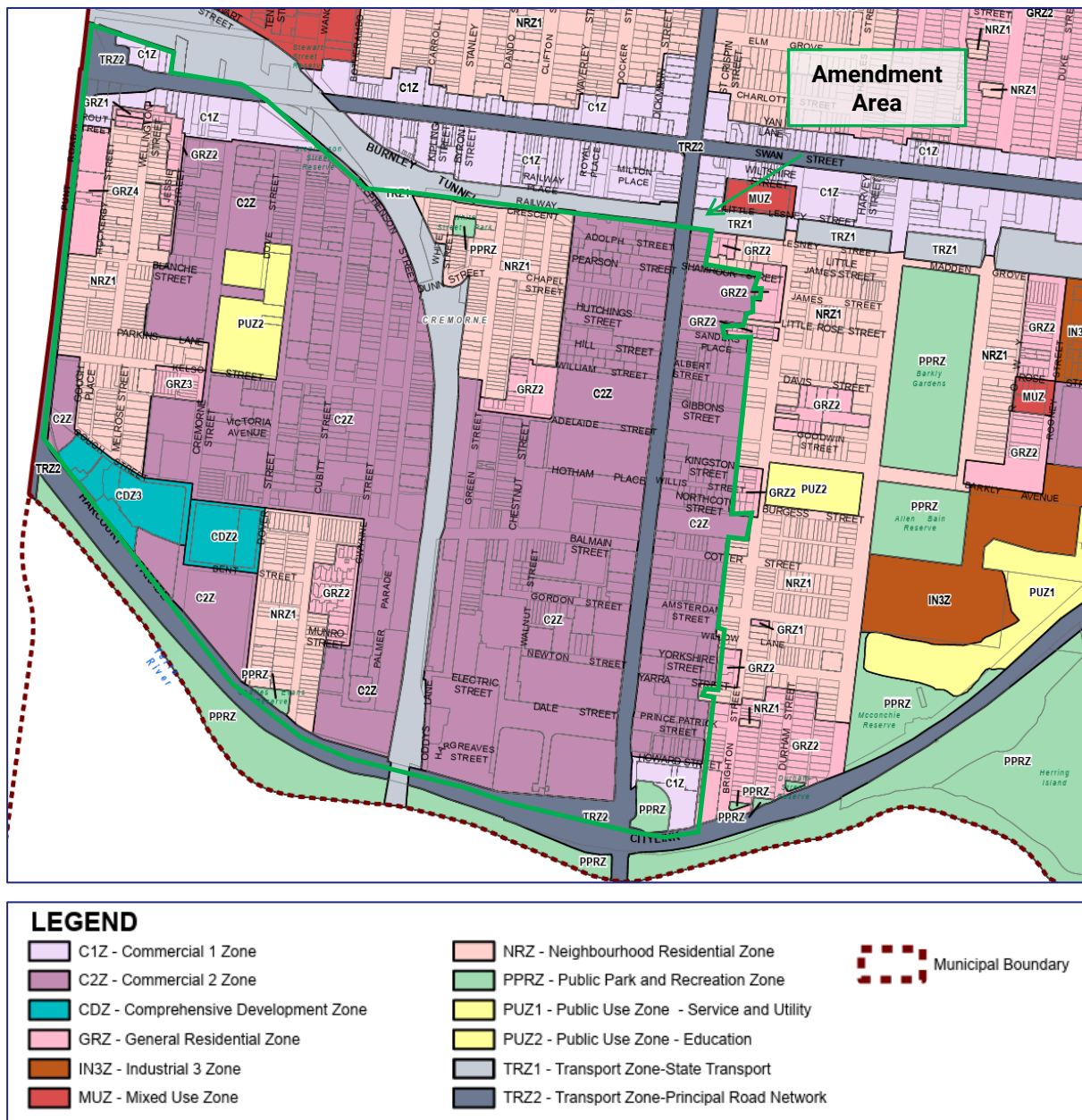


Figure 5: Land Use Zoning Map (source: Planning Schemes Online)

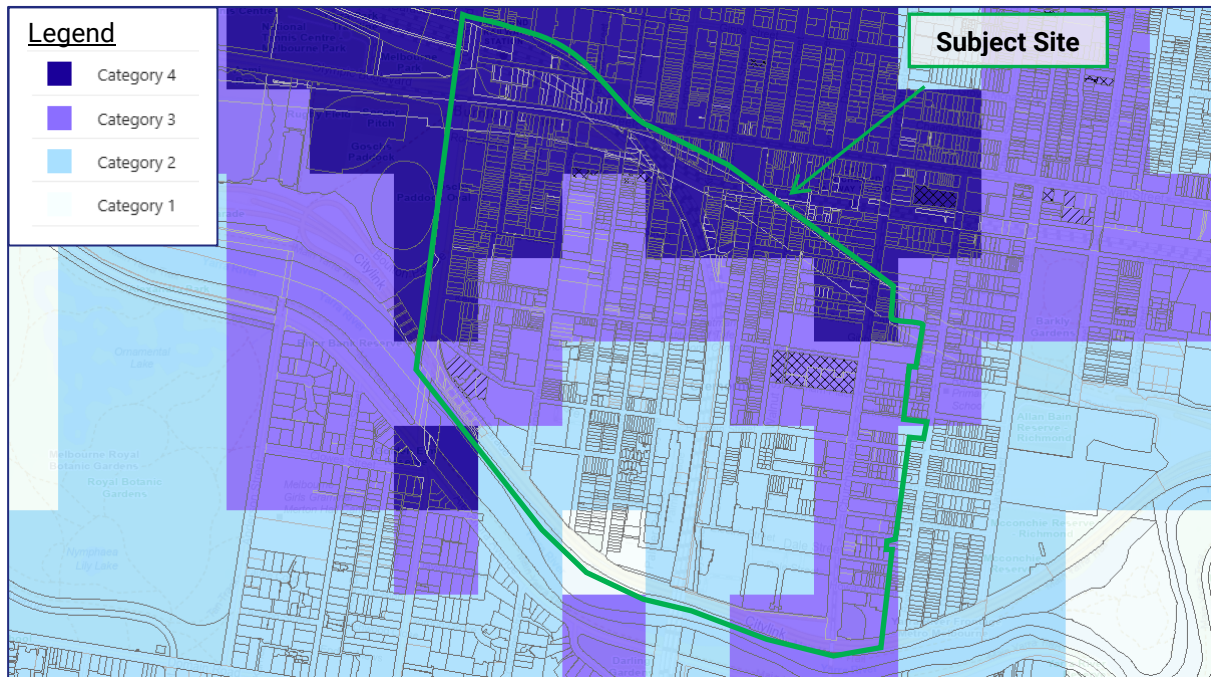


Figure 6: Car Parking Requirement Map (source: VicPlan)

4.2. Transport Network

4.2.1. Road Network

Cremorne is characterised by its unique and constrained road network. The suburb is effectively bound in each direction by Arterial Roads/Freeways:

- Swan Street to the north, although access to Swan Street is limited by the rail corridor.
- Church Street to the east (although part of the area included within the overlay is on the east side of Church Street).
- Citylink to the south.
- Punt Road to the west.

The internal road network is also divided east-west by the rail corridor, with two points of access across at Balmain Street and Dunn Street.

Furthermore, the Yarra River to the south (and Citylink) forms a barrier to local vehicle and pedestrian movement to the south, with the only two crossing points being at Punt Road and Church Street.

All these arterial roads are highly congested inner-city arterials. The table sets out the configurations and daily traffic volumes carried by these roads

Table 2: Arterial Road Traffic Volumes (Source: Department of Transport Open data)

Road Name	Configuration/Notes	Average Annual Daily Traffic Volume
Punt Road (between Citylink and Swan Street)	3 or 4 traffic lanes in each direction	55,000
Citylink (between Punt Road and Church Street)	Freeway link No access except for outbound on-ramp at Cremorne St and outbound off-ramp at Church Street	88,000
Swan Street (between Lennox Street and Punt Road)	4 lane arterial road Kerbside lanes typically used for on-street parking, outside of peak hour Clearways Centre lanes accommodate tram tracks	18,000
Church Street (between Citylink and Swan Street)	Effectively a 2-lane arterial road Kerbside lanes typically used for on-street parking (no Clearways) Bicycle lane Centre lanes accommodate tram tracks	12,000

Access to the arterial road network from Cremorne is also subject to physical constraints. These constraints are summarised at Figure 7 and discussed below.

- To the **north**, the only location where full access is provided is at Cremorne Street. Wellington Street offers a left-out only access. The Lilydale/Belgrave/Alamein/Glen Waverley rail line forms a barrier for other local roads connecting to Swan Street.
- To the **east**, Balmain Street is the only location where traffic signals are provided. While there are more local road connections to Church Street (in comparison to other directions), many of these are narrow laneways or one-way streets that have limited capacity to carry traffic.
- To the **south**, Citylink and the Yarra River block local movement. Cremorne Street provides a connection to the outbound direction of Citylink towards the Monash Freeway and south-eastern suburbs. Travelling inbound, drivers can arrive via Punt Road, then use Swan Street and Cremorne Street to enter the precinct.
- To the **west**, access to Punt Road is highly controlled and where provided, limited to left-in/left-out movements. Travelling to the north away from Cremorne using Punt Road is reliant on Cremorne Street and Swan Street. To arrive from the south along Punt Road relies on turning right into Swan Street and then right again into Cremorne Street or alternatively using Church Street.

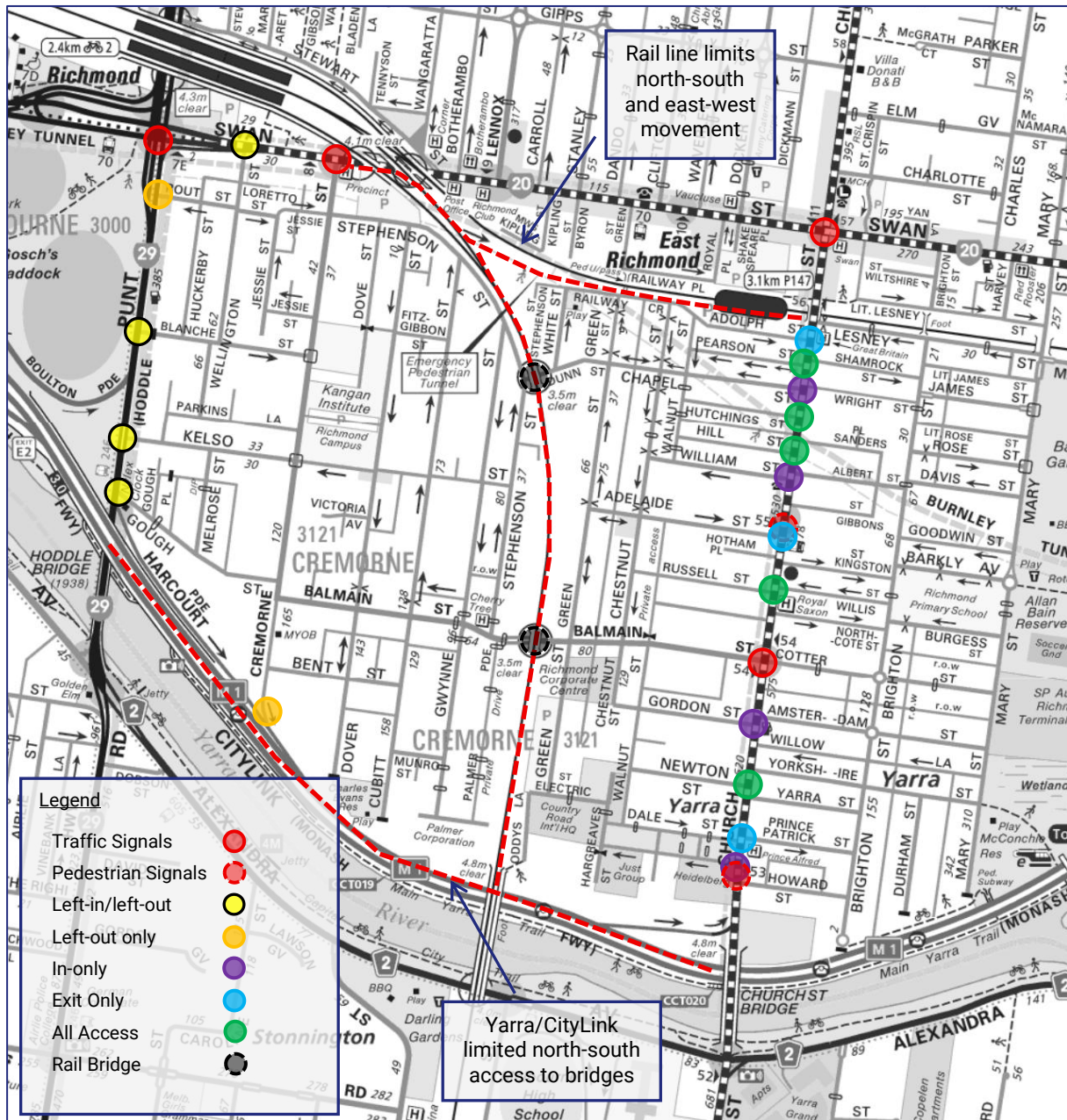


Figure 7: Traffic Management and Barriers to Vehicle Movement

Within the internal road network:

- The rail line limits east-west movements to two locations only, being Balmain Street and Dunn Street.
- The rail line also limits north-south movements to Cremorne primarily via Cremorne Street
- Cremorne Street is therefore a key street for movements to the north out of the precinct.

Given that Cremorne Street and Balmain Street are essentially the two primary roads providing east-west and north-south connections through the precinct, these are discussed in more detail below.

Cremorne Street is a higher order Council Road which is aligned in a north-south direction from Swan Street in the north to Citylink in the south. The road carriageway generally provides kerbside parking on both sides of the road, while also being wide enough to facilitate two-way traffic flow at the same time.

Line marking (bicycle symbols) signifies that Cremorne Street is a shared road with bicycles, although no formal bicycle lane is provided.

A signalised intersection is provided at the intersection with Swan Street which facilitates fully directional movement to/from Swan Street. At the intersection with Citylink, movement is restricted to left out from Cremorne Street.

Balmain Street is a higher order Council Road, which is orientated in an east-west direction from Church Street in the east to Cremorne Street in the west. To the east of the overhead railway bridge, the road is wide enough to accommodate parking on each side of the road and simultaneous two-way traffic flow. The road narrows to the west of the railway bridge and parking is restricted on the south side of the carriageway by 'No Stopping' restrictions, which allows for two-way traffic flow to be maintained.

Line marking (bicycle symbols) signifies that Balmain Street is a shared road with bicycles, with formal bicycle lanes only provided near Church Street.

A signalised intersection is provided at the intersection with Church Street which facilitates fully directional movement to/from Balmain Street.

Internally, the street network is defined by a dense network of local streets. These are:

- Generally narrow streets with limited road reserve widths.
- Many streets operate in a one-way direction.
- The road carriageways have generally been maximised, and on-street parking is provided wherever possible. Council over time has been introducing planter 'cut-outs' in the pavement to increase canopy tree planting.
- The walking environment in most of these streets is poor as a consequence of the narrow verges available.
- Many footpaths are obstructed by street infrastructure (power poles, etc.); a consequence of the narrow verges. As a result, the pedestrian amenity within many streets is low.

4.2.2. Cycling Routes and Infrastructure

The Principal Bicycle Network (PBN) is Victoria's strategic bicycle network. It is the overarching network of existing and proposed cycling routes that connect people to major destinations and guide government investment in cycling infrastructure.

Strategic Cycling Corridors (SCCs) are a subset of the Principal Bicycle Network. The Main Yarra Trail, Church Street and part of Swan Street are designated as Strategic Cycling Corridors. The Department of Transport Traffic Engineering Manual (Vol 3), Design Guidance for Strategically Important Cycling Corridors defines a Strategic Cycling Corridor as:

Strategically important cycling corridors are a subset of the Principal Bicycle Network (PBN) and are intended to provide:

- *a long-term vision for a network of safe, direct and high quality cycling corridors connecting activity centres, public transport hubs and other key locations*
- *a step-change in cycling facilities to encourage cycling of all ages and abilities – using a combination of high quality a) off-road paths, b) on-road separated bike lanes and c) traffic-calmed local streets*
- *a focused planning and investment effort along these key corridors.*

A map which details the current bicycle corridor designation within, and surrounding Cremorne are outlined at Figure 8.

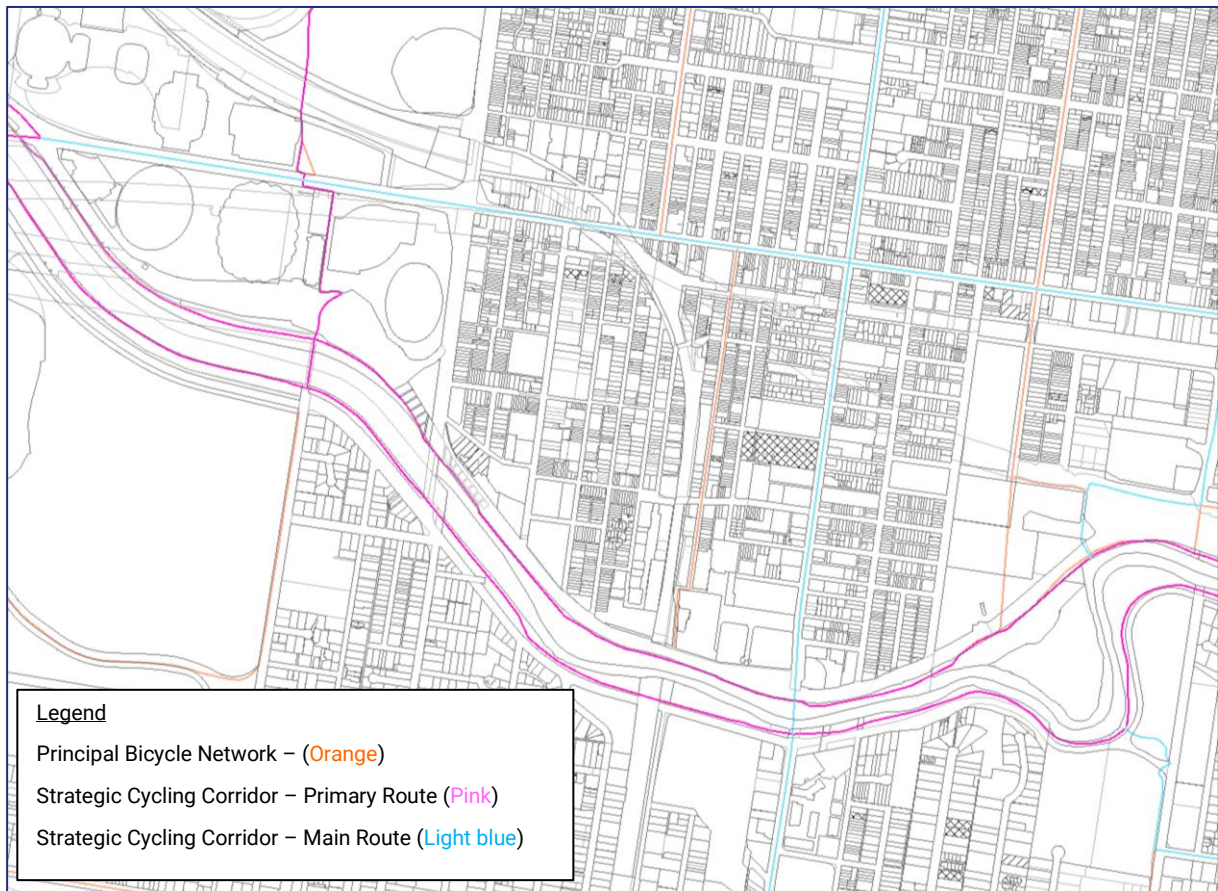


Figure 8: Designated Cycling Routes (Source: Vicplan)

The cycling network in the wider area is shown at Figure 9.

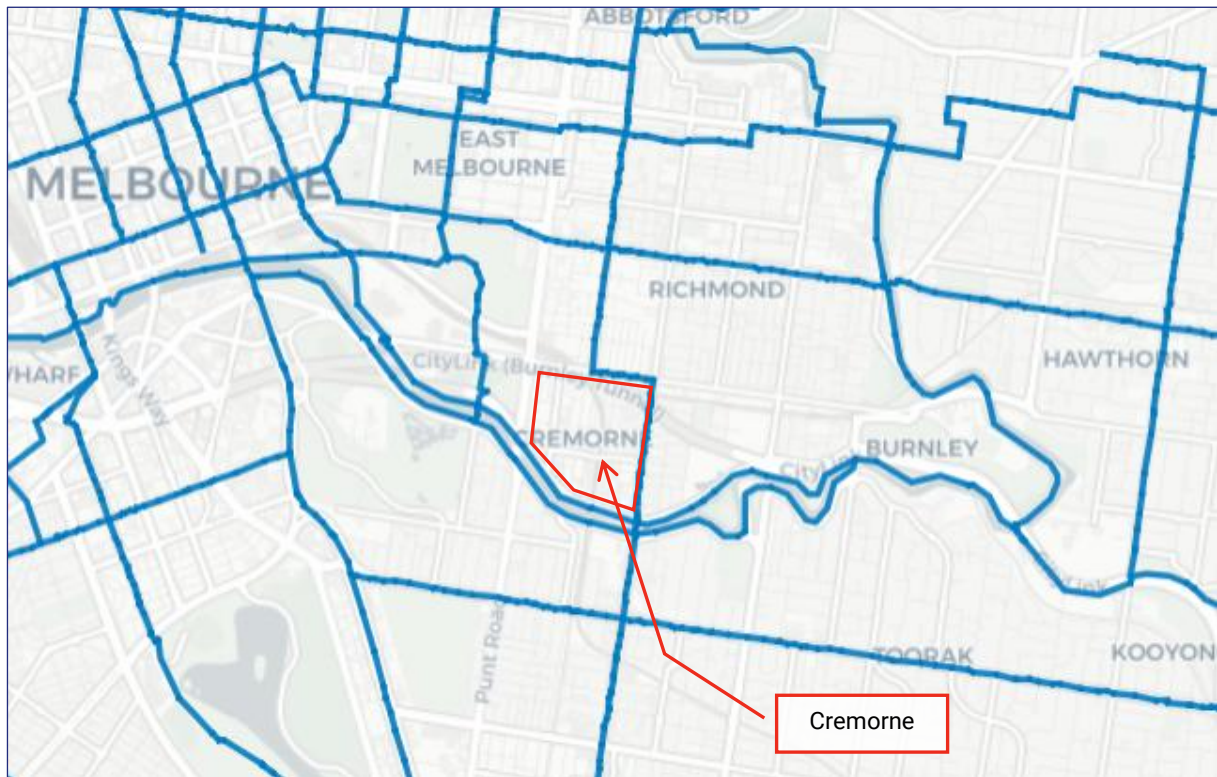


Figure 9: Existing and Proposed Strategic Cycling Corridors (Source: Department of Transport Open data)

It can be noted that within Cremorne, Oddys Lane and Green Street are designated as part of the Principal Bicycle Network and is intended to provide a connection between the Yarra Trail to the south and Swan Street to the north.

The Yarra Trail and Olympic Park Trail are designated as a SCC Primary Routes, while Swan Street and Church Street are designated as SCC Main Routes.

The map below shows the current state of cycle infrastructure around Cremorne.

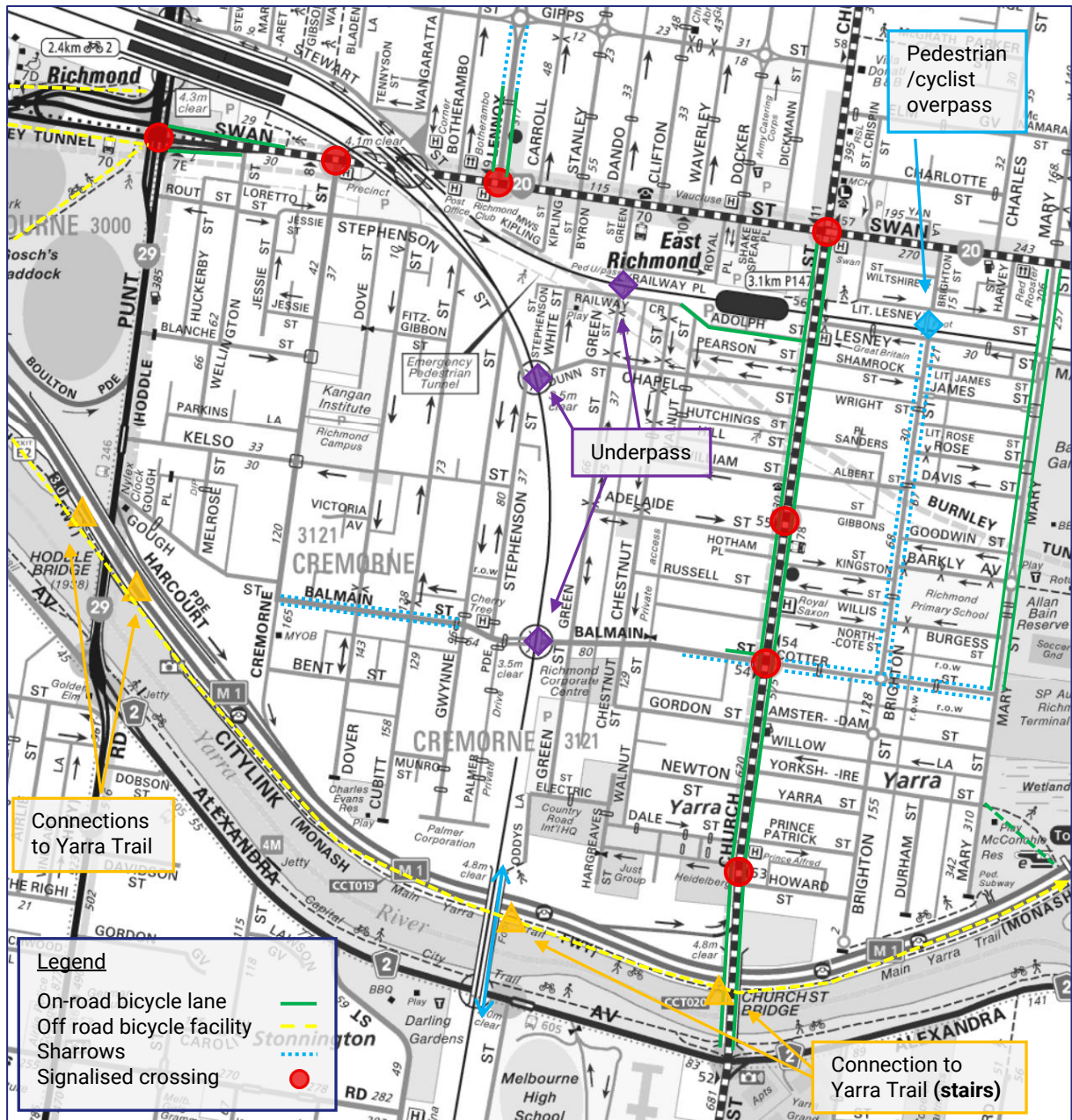


Figure 10: Key Cyclist Infrastructure

Key points to note are:

- Cyclist infrastructure is currently limited within Cremorne, with the only infrastructure being sharrows along sections of Balmain Street and Cotter Street, and a dedicated bicycle lane on Adolph Street. At all other locations, cyclists are required to share the road with other vehicles.
- There are bicycle lanes provided along both sides of Church Street, and a small portion of Swan Street near the Cremorne Street intersection.
- There are also on-road bicycle lanes along Mary Street (east of the Cremorne area).

- There is an off-road trail that runs along The Yarra Trail. However, access to the trail is poor:
 - At the south-west corner of Cremorne the link is of poor quality.
 - The rail bridge over the Yarra which connects to Oddys Lane provides a connection, but for cyclists this link has limited useability due to multiple sets of stairs and a narrow width.

Dedicated or separated bicycle facilities are critically important to not only improve cyclist safety, but they also have a significant impact on rider confidence and have a key role in encouraging more 'casual' cycling of riders of lower initial abilities to take up cycling in the first instance.

4.2.3. Pedestrian Network

Cremorne is a highly walkable area, with many everyday services, places of recreation and public transport facilities within easy walking distance. These opportunities will increase as Cremorne develops further.

Walkscore² is a measure of how accessible local amenities are by walking. Scores calculated by number and distances to these amenities, with amenities that are further than a 5-minute walk providing lower scores. Walkscore classifies locations according to the following scale:

90–100	Walker's Paradise Daily errands do not require a car
70–89	Very Walkable Most errands can be accomplished on foot
50–69	Somewhat Walkable Some errands can be accomplished on foot
25–49	Car-Dependent Most errands require a car
0–24	Car-Dependent Almost all errands require a car

The Walkscore for Cremorne as a whole suburb is 89, which is defined as 'very walkable'. This score increases to 95 ('walkers paradise') for areas close to Swan Street and Church Street. This is shown in Figure 11. This score is due to the density and diversity of everyday services along these roads.

It provides a comparable level of walkability to the Melbourne City and other inner area activity centres such as Swan Street, Church Street and Chapel Street.

² <https://www.walkscore.com/AU-VIC/Melbourne/Cremorne>

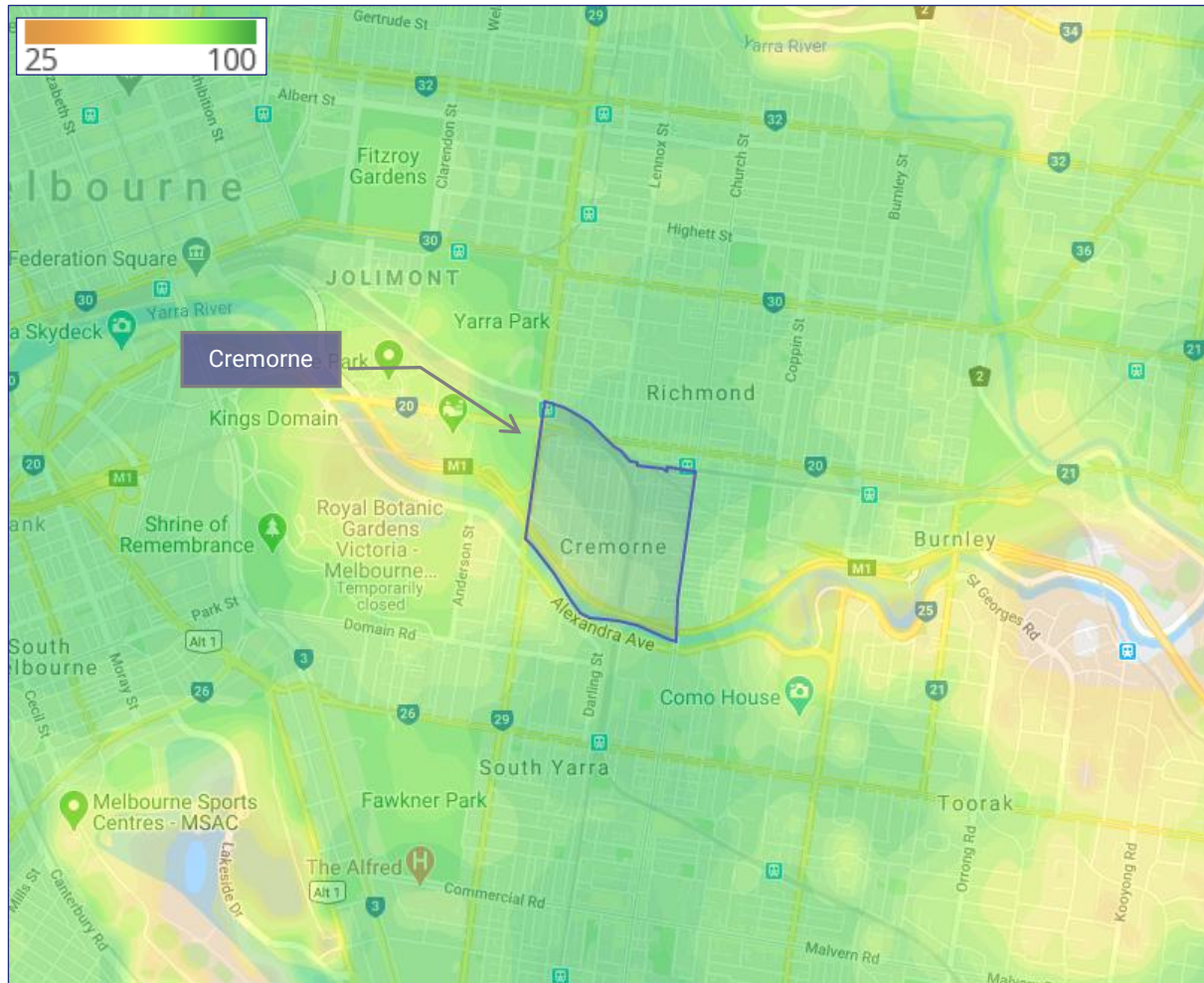


Figure 11: Walkscore Map (Source: <https://www.walkscore.com/AU-VIC/Melbourne/Cremorne>)

However, the Walkscore measure does not review the physical walking environment within Cremorne, i.e. the quality of pedestrian infrastructure and general pedestrian amenity. The pedestrian environment within Cremorne presents several challenges which are summarised below:

- Many of the road reserves are relatively narrow, and as such have narrow footpaths/verges that are not wide enough to allow pedestrians to pass one another.
- Variable quality of footpath links. Many footpaths of variable width and surface quality and are obstructed by roadside infrastructure.
- A lack of pedestrian amenity in some areas, including lack of street activation, lighting, landscaping, street furniture and general attractiveness. This is particularly the case within some commercial areas where a lack of street activation, numerous crossovers and obstructed footpaths generally lead to poor pedestrian amenity.

4.2.4. Existing Traffic Conditions

Traffix Group has undertaken AM and PM peak period traffic counts of key intersections in Cremorne on Wednesday 17th June 2026, between the hours of 7-9am and 4-6pm. These times cover the typical road network peak hours.

The surveys identified the following peak hours:

- AM peak – 8-9am
- PM peak – 5-6pm

A summary of the peak hour traffic counts for vehicles, cyclists and pedestrians is presented in Figure 12, Figure 13 and Figure 14, respectively.

A summary of these results is also provided at Table 3.

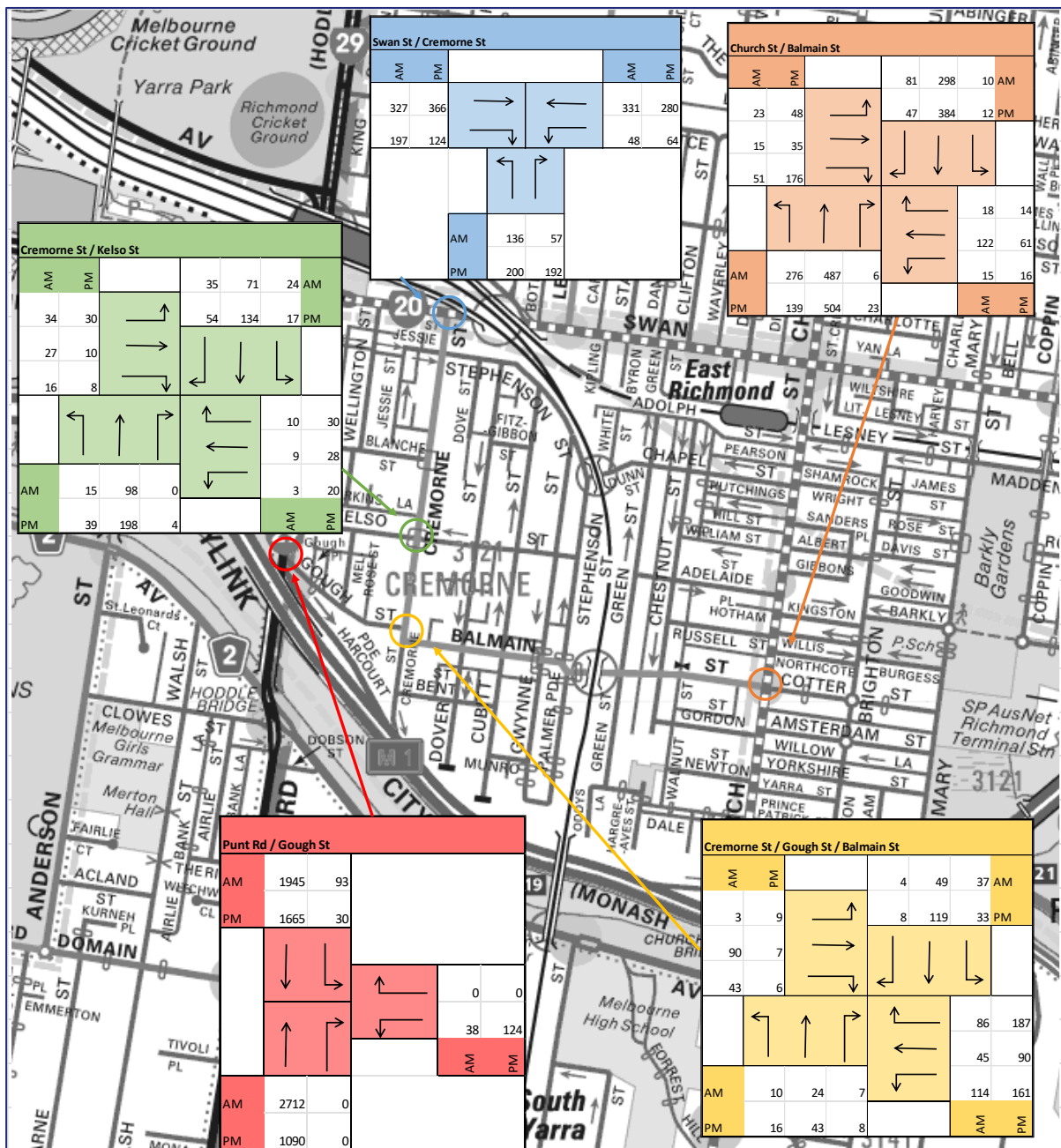


Figure 12: Existing Traffic Conditions

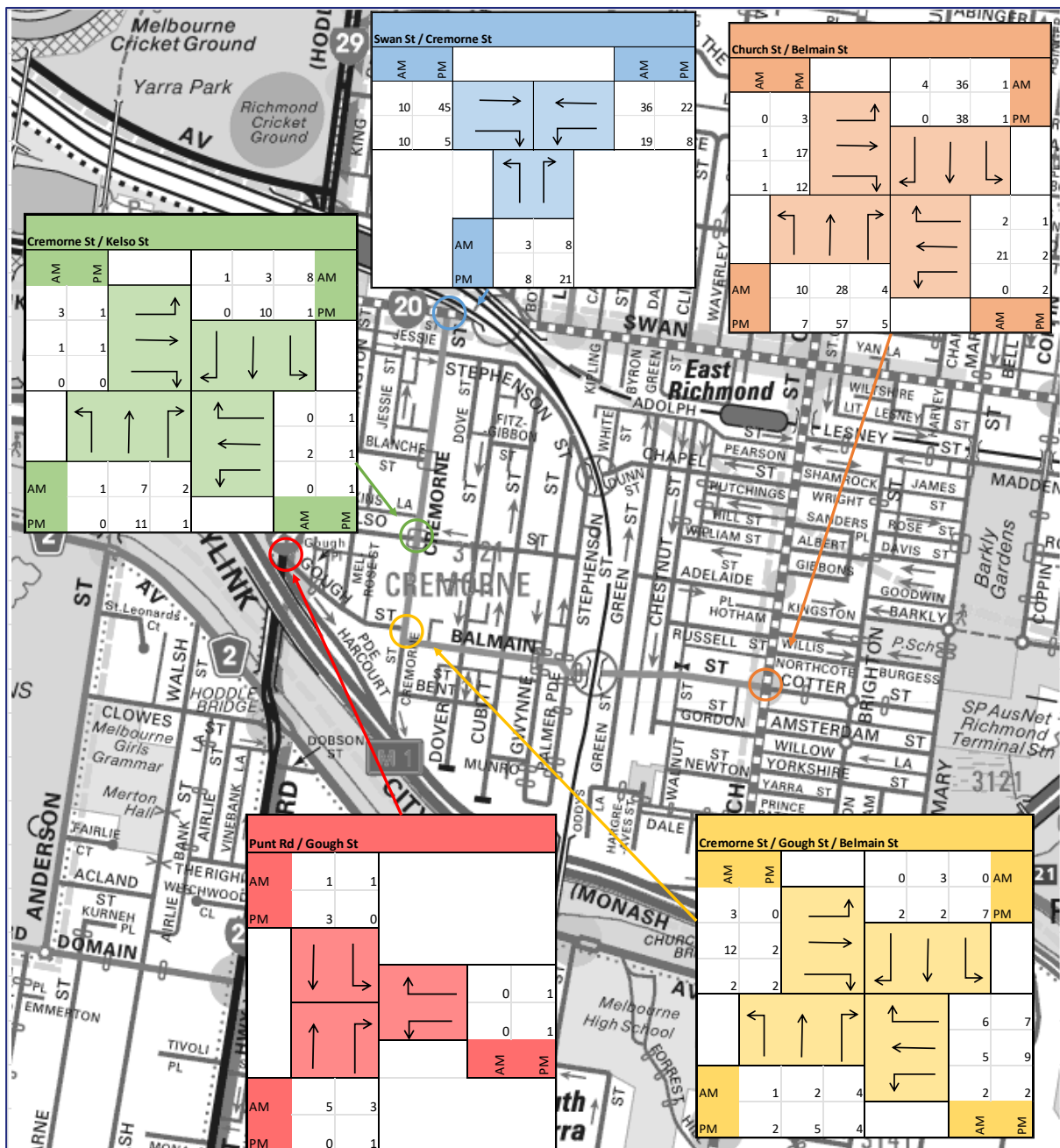


Figure 13: Existing Cyclist Volumes

Overall, cyclist volumes are relatively modest within Cremorne at the recorded locations. There are more cyclists riding around the edge of Cremorne on Church Street or Swan Street, rather than through Cremorne.

From our site observations, part of the reason for the lower internal volumes is that cyclists are diverted over multiple routes, i.e. cyclists are riding on whichever local street is direct for them, as there is limited dedicated infrastructure attracting them to specific routes.



Figure 14: Existing Pedestrian Volumes

The most important pedestrian route is Cremorne Street. There are significant pedestrian volumes travelling north-south along Cremorne Street and accessing Richmond Station or other public transport services. This volume of pedestrians is considerably higher than the number of vehicles on Cremorne Street at its northern end.

Table 3: Volume Comparison

Road	Two-way Traffic Volume					
	AM Peak			PM Peak		
	Traffic	Cyclists	Pedestrians	Traffic	Cyclists	Pedestrians
Cremorne St @ Swan St	438	40	1,773	580	42	3,459
Cremorne St @ Nth of Balmain St	203	14	297	399	23	307
Gough St @ Punt Rd	131	2	35	154	5	77
Balmain @ Church St	568	37	687	506	41	566
Kelso St @ west of Cremorne St	136	8	360	169	4	370
Kelso St @ east of Cremorne St	73	12		109	6	

The above results show the following:

- Pedestrian movements are the highest out of all transport modes at essentially all intersections surveyed.
- There were very high pedestrian volumes at the Cremorne Street / Swan Street intersection, with up to 3,459 pedestrian movements recorded in the PM peak hour (compared to 580 vehicle movements in this same period).
- Vehicle trips were primarily centred around the Cremorne Street / Swan Street intersection and Balmain Street / Church Street intersection, which is expected, given that these are the primary vehicle access points to Cremorne.
- Cyclist volumes at any one location are relatively modest compared to vehicles or pedestrians.
- The key cyclist locations are Cremorne Street and Balmain Street, with each carrying around 40 cyclists per hour.

4.2.5. Peak Hour Traffic Impacts

A detailed assessment of the Cremorne Street / Swan Street intersection under existing arrangements was undertaken by Stantec in the Cremorne Urban Design Framework – Modelling Summary Report (dated February, 2025). This was a supplementary report prepared to summarise the findings of the traffic modelling for the UDF.

This indicated that the intersection operates nearly at capacity under existing conditions, with a Level of Service (LoS) of E, which indicates ‘poor’ conditions. This is particularly the case with the movements out of Cremorne Street onto Swan Street.

Observations by our office during the peak hour periods also indicate that there is significant queuing on this southbound approach, which can extend back as much as 20 vehicles.

Accordingly, there is little to no additional spare capacity for vehicles exiting Cremorne at this intersection.

4.2.6. Daily Traffic Volumes

In addition to peak hour traffic counts, Traffix Group has also undertaken 7-day automatic tube counts for the period starting Tuesday 16th June, 2026 at the following locations:

- Cremorne Street, south of Swan Street
- Cremorne Street, north of Kelso Street
- Cremorne Street, north of Balmain Street
- Kelso Street, west of Cremorne Street
- Kelso Street, east of Cremorne Street
- Gough Street, west of Cremorne Street
- Balmain Street, east of Cremorne Street
- Balmain Street, at underpass
- Balmain Street, west of Church Street
- Stephenson Street, east of Cremorne Street
- Dunn Street, at underpass
- Adolph Street, west of Church Street
- Chapel Street, west of Church Street

These results are presented diagrammatically at Figure 15 and Figure 16, with detailed results provided at Appendix A.

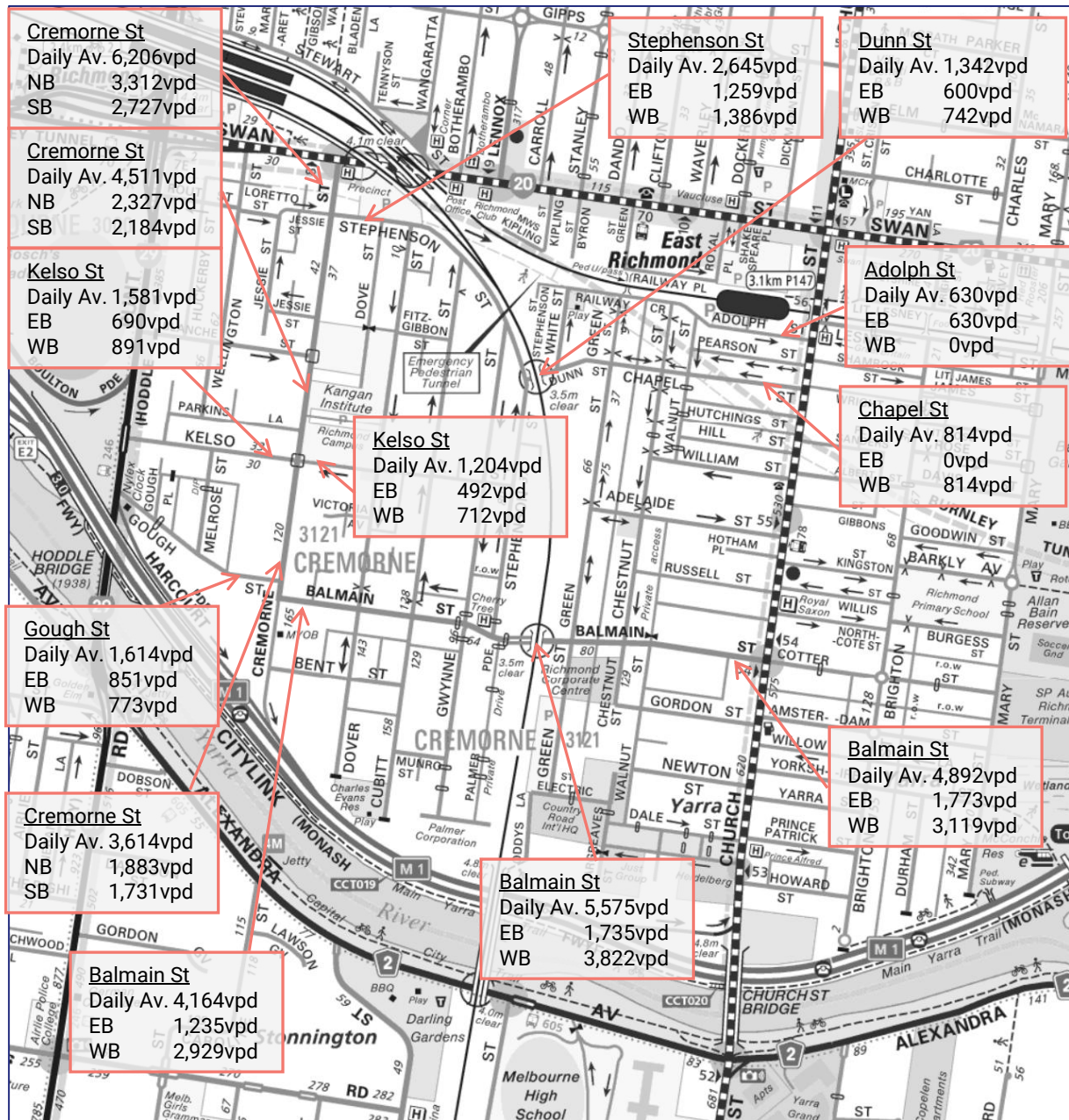


Figure 15: Daily Traffic Volumes

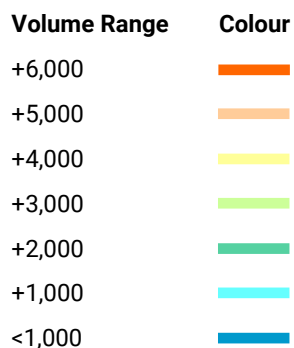
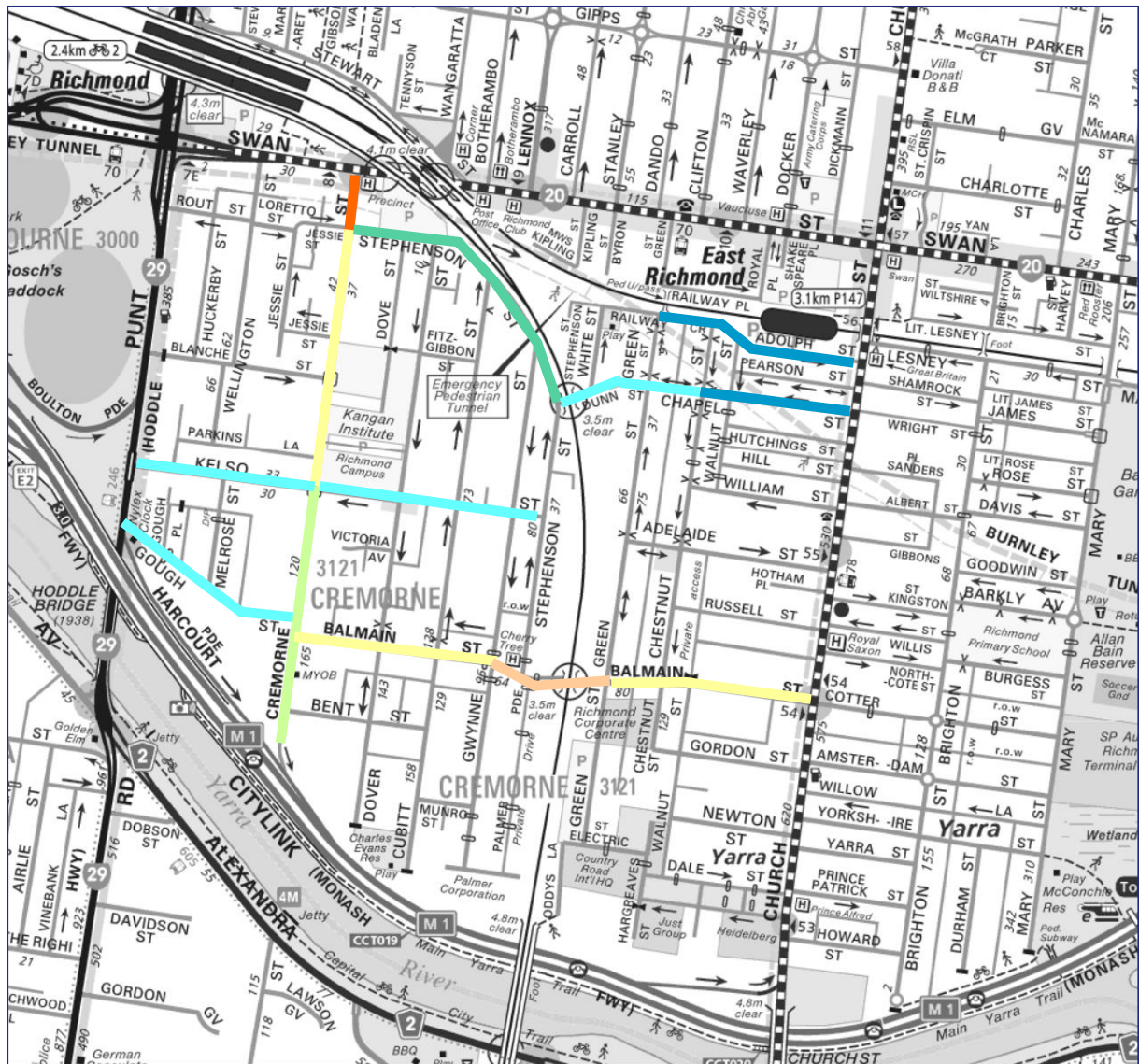


Figure 16: Daily Traffic Heat Map

The above results indicate the following:

- Traffic volumes are highest on Cremorne Street, directly south of Swan Street, with 6,206 daily trips. This is because Cremorne Street is the only way to access Cremorne from the north. These trips are generally evenly distributed, however there are slightly more northbound movements. Traffic then spreads throughout the Cremorne area from this location, including continuing along Cremorne Street, and dispersing along Stephenson Street and Kelso Street.
- The traffic volumes along Cremorne Street reduce as the road continues south, which indicates that most traffic utilising Cremorne Street do so to access the Cremorne area, rather than to access Citylink.
- Most traffic from Church Street utilises Balmain Street, with 4,892 daily trips to the direct west of Church Street. Traffic is heavily skewed to the westbound direction (i.e. into Cremorne). This indicates that there is a lot of traffic that enters the area via Balmain Street and travels through the precinct to Cremorne Street / Swan Street, Gough Street / Punt Road, and Cremorne Street / Citylink. This is discussed further below.
- There are low traffic volumes utilising the other roads connecting to Church Street, with both Adolph Street and Chapel Street carrying below 1,000 vehicle trips.
- Traffic volumes increase on Balmain Street at the underpass location, up to 5,575 daily trips (with a skew in the westbound direction). The Dunn Street underpass on the other hand has relatively lower traffic volumes (1,352 daily trips). This indicates that traffic primarily utilises the Balmain Street underpass to pass the train line.

4.2.7. Through Traffic Analysis

To get a better understanding of how traffic travels through the Cremorne area, Traffic Group commissioned Origin-Destination surveys between 7am-7pm on Wednesday 17th June, 2026. These surveys assessed the routes set out in the following diagram.

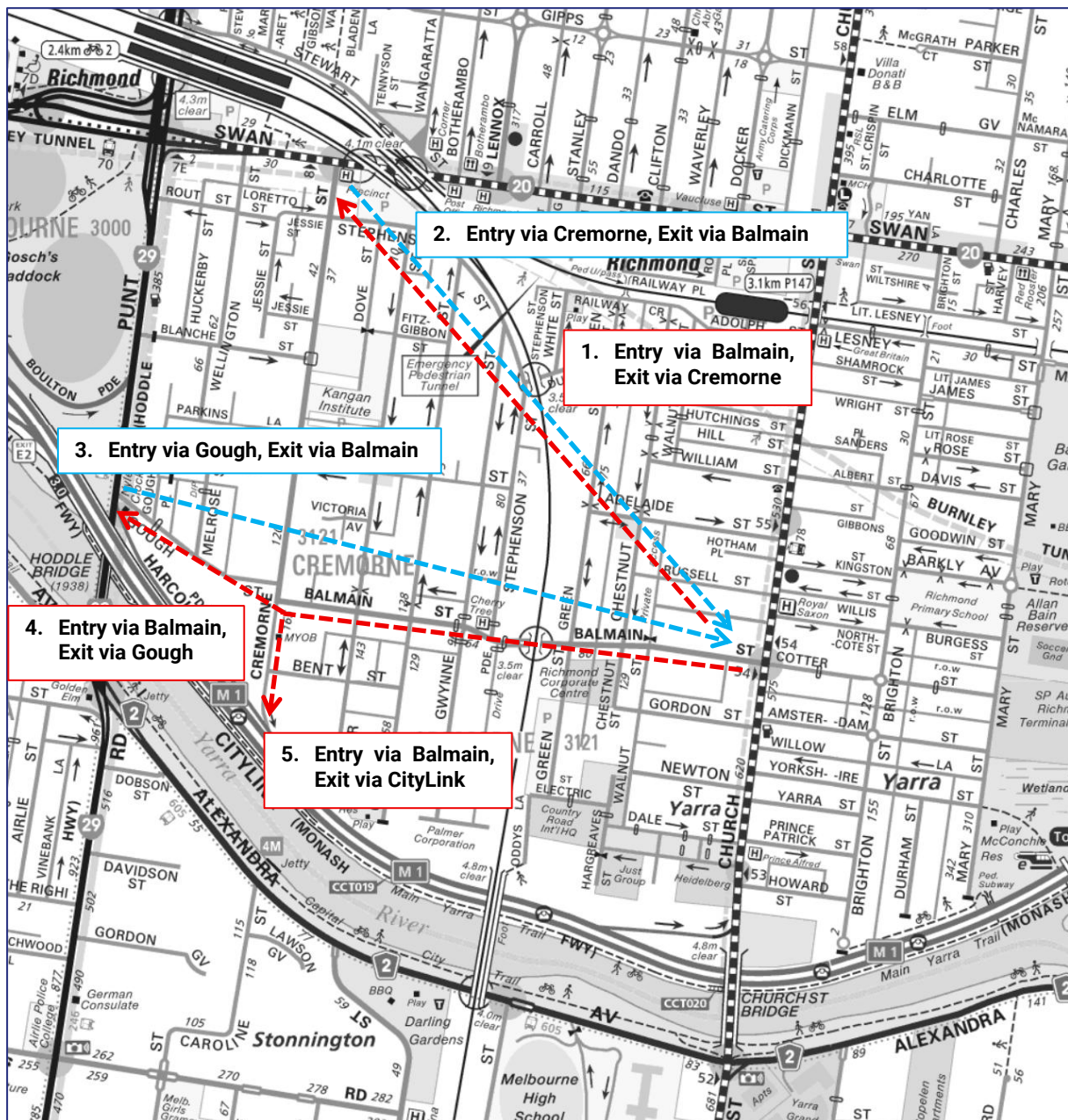


Figure 17: Origin-Destination Routes

While traffic travel through Cremorne may use other options to enter the precinct, these routes are the most direct routes for east-west trips, as indicated by the tube count results set out in Section 4.2.4. For the Cremorne Street to Balmain Street route (east or west),

traffic may be using Balmain Street/Cremorne Street the whole way, or may be using Stephenson Street/Gwynne Street for part of the trip.

The results of the survey are set out in the following table.

Table 4: Origin-Destination Survey Results

Origin	Destination	Volume (veh / %)		
		AM	PM	7am-7pm
Cremorne St @ Swan St	Balmain St @ Church St	16 6%	5 3%	146 6%
Gough St @ Punt Rd	Balmain St @ Church St	11 6%	2 3%	64 11%
Balmain St @ Church St	Cremorne St @ Swan St	30 6%	45 18%	377 15%
Balmain St @ Church St	Gough St @ Punt Rd	15 3%	31 13%	167 6%
Balmain St @ Church St	Cremorne St @ CityLink	55 11%	18 7%	283 10%
Balmain Total		100 21%	94 36%	827 31%

From the table above:

- Approximately 17% of the eastbound traffic arriving at Church Street via Balmain Street was a through trip. Most of this originated via Gough Street.
- Approximately 31% of the westbound traffic entering Cremorne from Balmain Street was a through trip. This traffic was split between Cremorne Street (15%), CityLink (10%) and Gough Street (6%).

The Origin-Destination survey indicates that Balmain Street carries a significant proportion of non-local traffic cutting through Cremorne without a local destination, with through traffic accounting for up to 31% of westbound traffic. Approximately half of this through traffic travels to Cremorne Street and Swan Street. There were periods during the day, around 3-4pm, when the proportion of through traffic exceeded 50%.

This supports the observed daily traffic volumes set out in Section 4.2.4, which indicated a reasonable skew in westbound traffic travelling along Balmain Street, compared to eastbound traffic.

4.3. Public Transport

Cremorne is well serviced by public transport services with train, tram and bus connections. Figure 18 illustrates the public transport network that services Cremorne and surrounding areas. The suburb is entirely within the Principal Public Transport Network map, as shown at Figure 19.

Table 5 provides a summary of the connections provided by each public transport service.

Most of the road-based public transport services are located along the arterial road network that bound the site.

The key public transport node is Richmond Station. This station services most rail lines from the south and eastern suburbs of Melbourne. It is also one stop out of the City Loop. Accordingly, it provides a high level of access to the metropolitan rail network.

The station is an approximate 15-minute walk to the southern part of Cremorne.

The southern parts of Cremorne are also within a walkable distance of South Yarra Station (<15 minutes).

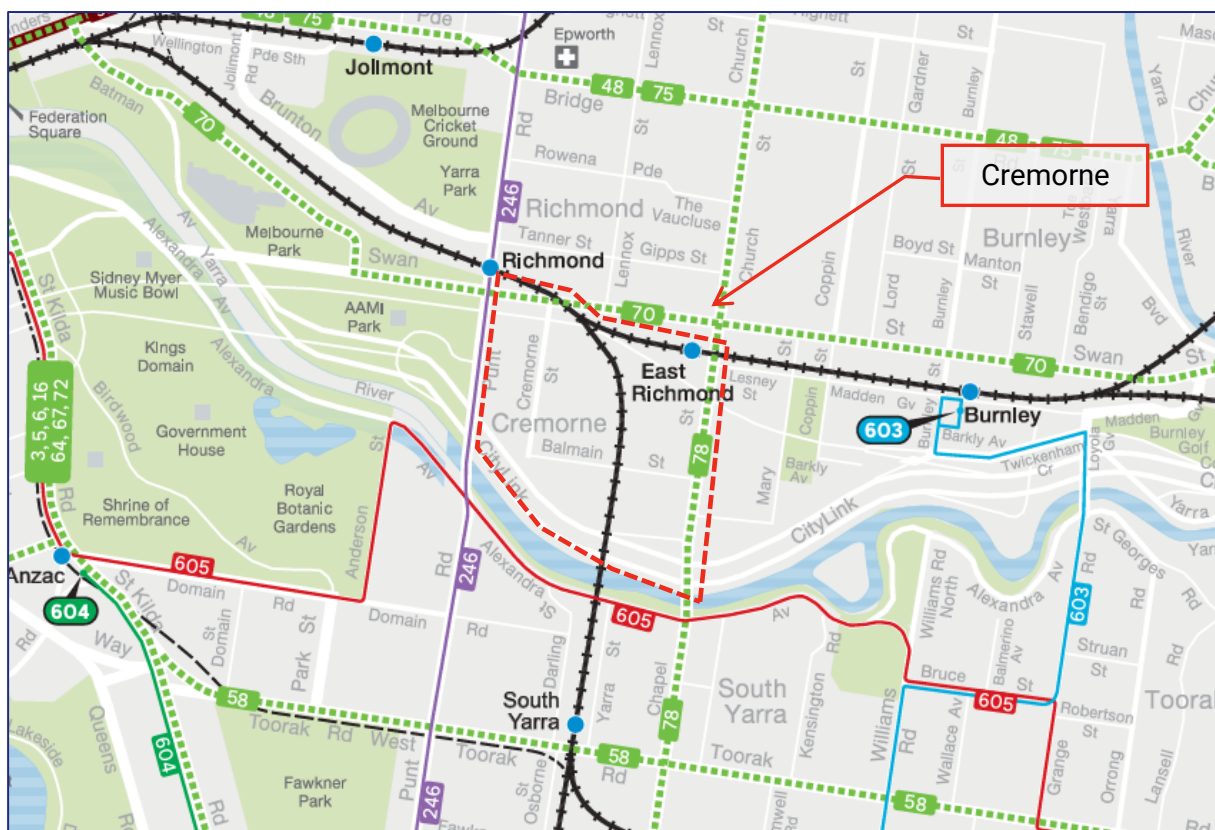


Figure 18: Public Transport Map of Cremorne and surrounds (Source: www.ptv.com.au)

Table 5: Summary of Public Transport Services

Service	Between	Via
East Richmond Station – north-east corner of Cremorne		
Alamein, Belgrave, Glen Waverley and Lilydale Lines	CBD and Alamein/ Belgrave/ Glen Waverley/ Lilydale	Burnley, Camberwell & Ringwood
Richmond Station – north-west periphery of Cremorne		
Frankston, Sandringham, Alamein, Belgrave, Glen Waverley and Lilydale Lines	CBD and all east/south-east train lines	All east/south east station
Church Street – eastern periphery of Cremorne		
Tram Route 78	North Richmond & Cremorne	South Yarra, Prahran & Windsor
Swan Street – northern periphery of Cremorne		
Tram Route 70	Wattle Park & Docklands	Surrey Hills, Richmond & CBD
Punt Road – western periphery of Cremorne		
Bus Route 246	Elsternwick & Clifton Hill	St Kilda
Alexandra Parade – 100m south of Cremorne		
Bus Route 605	Gardenvale & CBD	Elsternwick, Armadale, Toorak & South Yarra



4.3.1. Car Share Vehicles

There are currently five car share vehicles located within Cremorne, including 4 on Cremorne Street, and 1 on Church Street. There are also additional pods in the wider area, including along Swan Street.

Nearby workers can use these vehicles for business related trips. This allows workers to use the vehicle for business instead of their own vehicle, allowing them to use alternative transport modes to travel to and from work.

Car share vehicles provide an option for residents within the area to occasionally use a car, without the expense of owning and maintaining a vehicle themselves. This applies equally to residents without a car to those that own one car and may occasionally require access to a second.

4.3.2. Existing Travel Characteristics

The ABS 'journey to work' data for the 2016 Census has been reviewed to assess the existing mode of travel patterns of workers within Cremorne. While this data is limited to journey to work trips (i.e. it does not include all trips), it is useful due to its sample size and the critical nature of travel for work trips.

It is noted that there has been a more recent Census survey; however, the 2021 Census was affected by COVID-19 lockdown restrictions, resulting in travel patterns that are unlikely to be indicative of normal conditions.

Table 6 sets out the journey to work statistics based on place of residence (i.e. workers living within Cremorne) and employment (i.e. workers within Cremorne). Cremorne falls within the Richmond Statistical Area Level 2 (SA2) which is the smallest statistical area for this type of data. We are satisfied this analysis provides a good guide to the travel behaviour of workers in Cremorne, given the similarities between the two suburbs.

We have also compared staff 'journey to work' data for the following place of residence and place of work locations for comparative purposes:

- Cremorne Suburb,
- Yarra Local Government Area (LGA),
- Richmond, and
- Melbourne Metropolitan Statistical Area (MSA).

The data highlights that Cremorne residents and workers exhibit similar levels of sustainable transport use compared to the wider Yarra LGA, which is substantially higher than the metropolitan average.

The table also includes an analysis of the mode of travel by professionals and administrative/clerical workers only (i.e. office workers). These workers are more likely to use sustainable transport modes, particularly public transport, compared to other workers within Cremorne.

Table 6: Journey to Work Data: 2016 Census, ABS

% mode of travel for 'journey to work' trip	Work within the area (i.e. place of work)			Work within the area – Professionals and Administrative workers (i.e. place of work)	Live within the area (i.e. place of residence)		
	Richmond SA2	City of Yarra	Greater Melb.		Cremorne Suburb	City of Yarra	Greater Melb.
Car as driver	56%	55%	71%	52%	42%	38%	71%
Public Transport	28%	27%	18%	33%	32%	32%	18%
Walking	7%	7%	4%	7%	17%	14%	4%
Cycling	4%	5%	2%	4%	6%	10%	2%
Other (car passenger, motorcycle, etc.)	5%	6%	7%	4%	4%	6%	7%

Based on the above, the statistics indicate that approximately half of the trips to work within the area are undertaken by alternative modes of transport instead of driving via private vehicle.

For people living within the area, approximately 60% of commuter trips are undertaken by alternative modes of transport.

This is well above the rate across Greater Melbourne as a whole, where only 30% of trips are undertaken by alternative modes of transport.

It is of note that this data is approximately 10 years old at the point of writing this report, and that travel demands may have shifted further away from private vehicle travel to more sustainable modes within this time.

4.4. Existing Car Parking Conditions

Traffix Group previously undertook a detailed review of all on-street car parking within the Cremorne Precinct as a part of the 'Parking Controls Review – Cremorne Enterprise Precinct' (see Section 2.3). Although this review was undertaken in 2020, we consider that the on-street car parking conditions have not significantly changed from this time.

On-street car parking within Cremorne during weekday business hours is generally subject to short-term (1P and 2P), medium term (4P) or permit zone parking.

There is a very small section of unrestricted car parking located along Oddys Lane, however all other car parking within Cremorne is subject to some form of restriction during business hours. On weekdays, most restrictions start at 7 or 7:30am but terminate anywhere between 5pm-11pm. After business hours, some restrictions cease, and others change to Permit Zone restrictions.

There are fewer parking restrictions on the weekend.

Overall, Cremorne and the surrounding areas is largely subject to short-term parking and medium-term restrictions during business hours, with some residential areas protected with permit zone restrictions at all times (particularly in the southern and north-western corners).

The data collected at this time showed there is a high demand for on-street parking during business hours. During this time the short-term and medium-term car parking restrictions generally apply. Outside of these times, when car parking is either unrestricted, or subject to Permit Zone restrictions, car parking demand is generally lower. Car parking demand is generally lower during the weekend, and is mostly consistent throughout the day, with the exception being if there is a major event in the area.

It is clear that much of Cremorne is used for business related parking during business hours and parking for major events during the evenings and on weekends.

4.5. Summary of Existing Transport Conditions

Based on the above, Cremorne has several unique transport challenges and opportunities, namely:

- The road network within Cremorne is constrained in a number of ways:
 - Cremorne's connections to the arterial road network are limited in all directions, particularly to the north, west and south.
 - The arterial road network and its connections to Cremorne are congested during the commuter peak hours and there are very limited options to increase the traffic capacity of the arterial road network or its connections into Cremorne.
 - The rail lines through Cremorne form barriers to movement of all transport modes with only a limited number of crossing points.
 - It is served by a dense network of narrow roads. Many of these roads operate in a one-way direction. A significant number of the roads are akin to laneways with narrow cross sections and have limited traffic carrying capacity.
- Cremorne is subject to a significant proportion of through traffic movements and rat-running, particularly from west to east.
- Cremorne is highly accessible by public transport. This includes 'local' tram and bus services and city-wide services via the metropolitan rail network.
- There is high quality bicycle infrastructure in the area around Cremorne, however the connections to this infrastructure are not at the same high level.
- Cremorne is highly walkable from a geographic standpoint. However, the quality of the pedestrian infrastructure within the local road network is generally poor, with key issues being narrow footpaths/verges, variable surface quality, infrastructure obstructing footpaths and generally poor pedestrian amenity.
- On-street parking is highly controlled, with limited options for long-term (staff) parking using public parking resources. Demand for car parking within Cremorne is generally very high during business hours and lower during the evening and on weekends.

5. Review of Urban Design Framework

The draft Urban Design Framework (UDF) was initially prepared in October, 2022.

Following this, the Cremorne Revised Urban Design Framework was prepared for Community Consultation in September, 2023 and forms the basis of the current Planning Scheme amendment.

This document provides a long-term vision and planning framework to guide growth, development, public realm improvements, transport, sustainability, and built form outcomes within Cremorne, Melbourne's leading technology and innovation precinct.

From a transport perspective, the revised UDF supports improving access for sustainable forms of transport through the following objectives:

- *Creating a highly accessible and well connected movement network that prioritises sustainable and active transport and discourages through traffic.*
- *Delivering a safe and attractive local cycling and pedestrian network which connects strategic corridors, major trails and key destinations.*
- *Improving public transport services and access to public transport and to meet the needs of Cremorne's workers, residents and visitors.*
- *Reducing off-street car parking and increasing bike parking requirements to promote more sustainable modes of transport*

To assist with these objectives, a plan called the Future Movement Framework (Figure 17 of the revised UDF) sets out the key changes envisioned for the transport network. This is provided in the figure below.

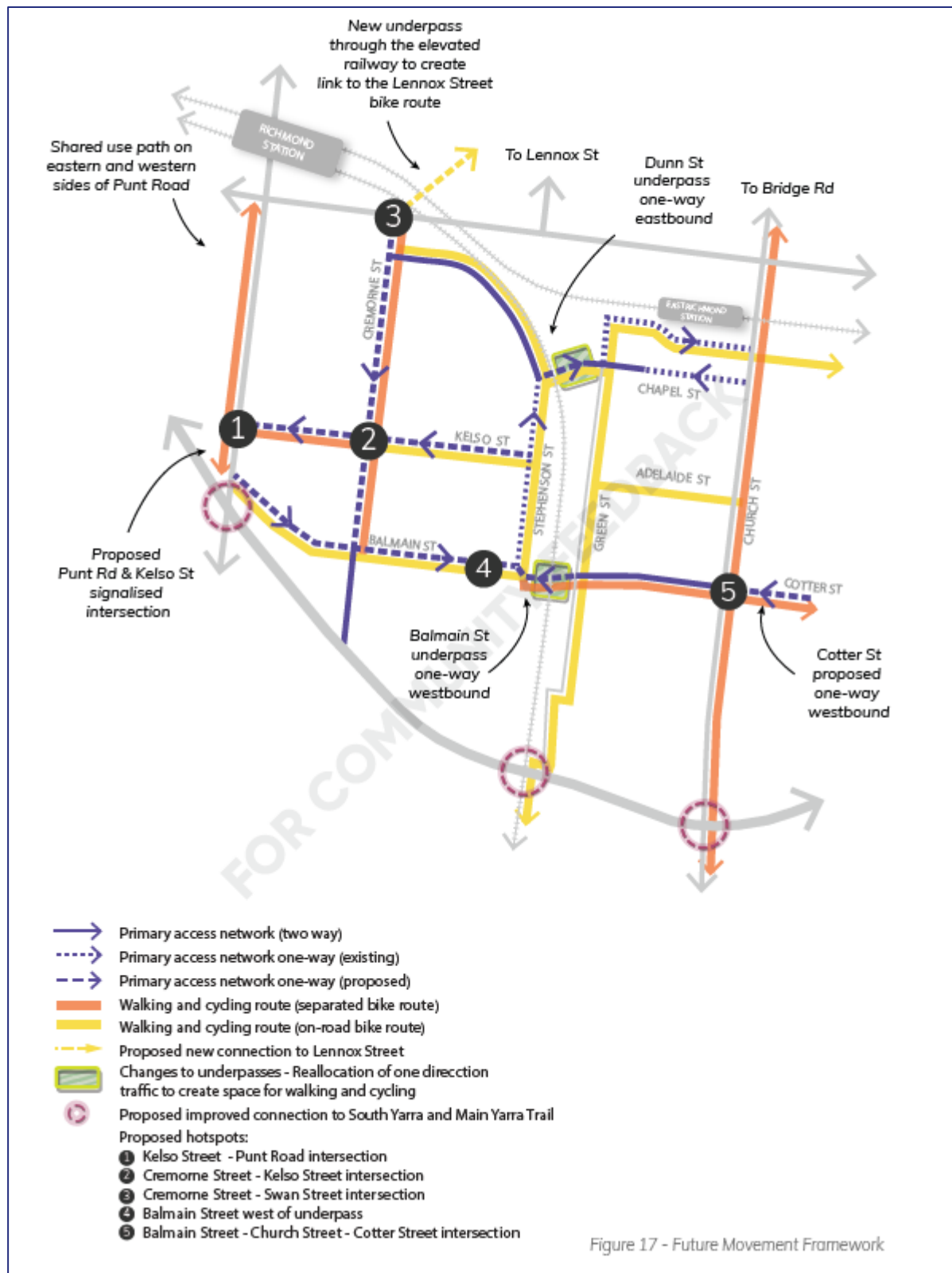


Figure 20: Future Movement Plan (Source: Revised UDF)

The changes that were proposed include:

- *A signalised intersection at Kelso Street and Punt Road to provide a safe crossing point for pedestrians and cyclists across Punt Road and provide the ability for vehicles to exit the precinct.*
- *Separated bikeways along Cremorne Street, Balmain Street and Kelso Street, which will be connected via low-traffic streets. These bikeways will connect to external arterial roads at Swan Street, Church Street, Punt Road and the wider bike network.*
- *Reallocating one direction of traffic in the Balmain Street and Dunn Street underpasses to create space for people walking and cycling.*
- *Changing sections of the following streets to one-way to create a loop in Cremorne:*
 - *Balmain Street – one way southbound (to Balmain Street)*
 - *Balmain Street – one way eastbound between Cremorne and Stephenson Streets*
 - *Balmain Street – one way westbound between Green and Stephenson Streets*
 - *Kelso Street – one way westbound*
 - *Gough Street – one way eastbound*
- *Enhancing Cremorne, Kelso, Balmain, Stephenson and Church Streets as pedestrian routes.*
- *Reallocating some on-street car parking in strategic locations to give priority to cycle routes, improve street amenity or provide local traffic access.*
- *Applying blanket 30kph speed limits on all streets to improve safety.*
- *Identifying pedestrian priority streets where pedestrians and bikes will share the road with low speed traffic.*
- *Improving pedestrian access to public transport including to the Church Street and Swan Street tram stops, Richmond, East Richmond, South Yarra Railway Stations and the 246 - bus route on Punt Road.*
- *Improving River crossings and access to the Yarra Trail.*

Since the Revised UDF was prepared, an updated Future Movement Framework plan has been prepared by Council Officers, which is presented in Figure 21. This plan has been provided to Traffix Group for our review and assessment. Our instructions are to consider this revised plan.

The main changes in this updated plan compared to that prepared in 2023 are:

- That signalised intersection of Kelso Street / Punt Road has been removed, with changes to the one-way restrictions on Kelso Street and Gough Street.
- Cremorne Street has been changed to allow two-way movement at the Swan Street intersection, rather than being for entry movements only.
- Retaining two-way operation of Cotter Street, east of Church Street.



Figure 21: Proposed Future Movement Framework (Source: Proposed future movement network provided to Traffic Group by Council)

We have provided a review of the key elements of the Future Movement Framework (shown in Figure 21) in Table 7, and provided our recommendations to be implemented into the UDF.

In reviewing the Future Movement Framework, one of the key considerations is the treatment of cyclists. In this, we have had regard to the City of Yarra Transport Strategy 2022-2032 and its guidance on cyclist facilities. The key extract from this criterion is provided at Figure 22.

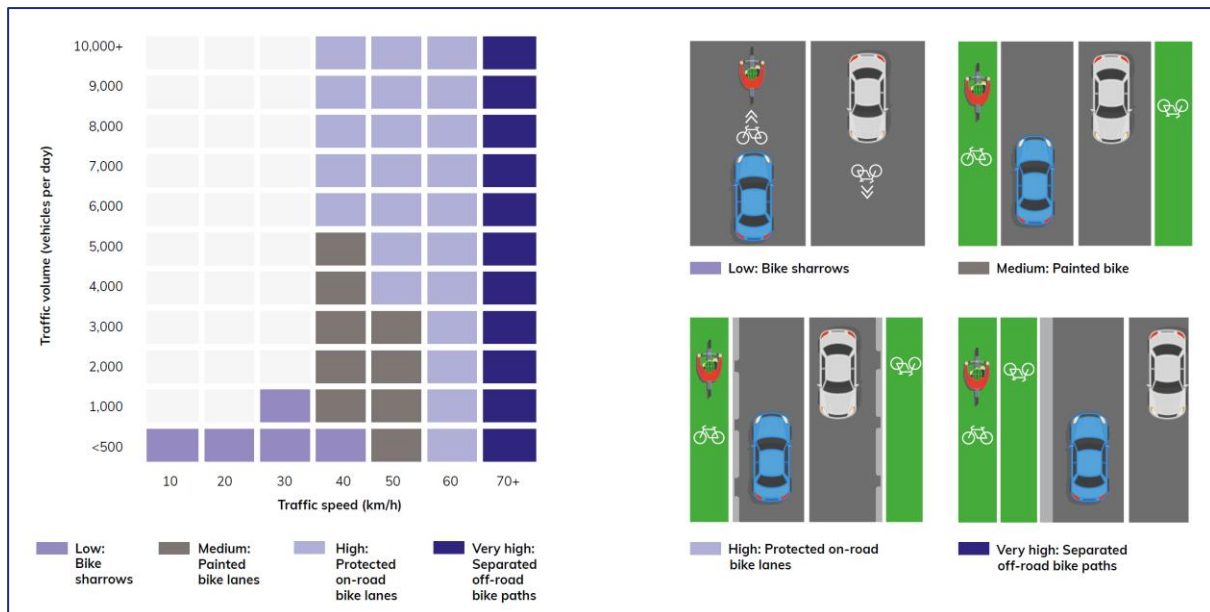
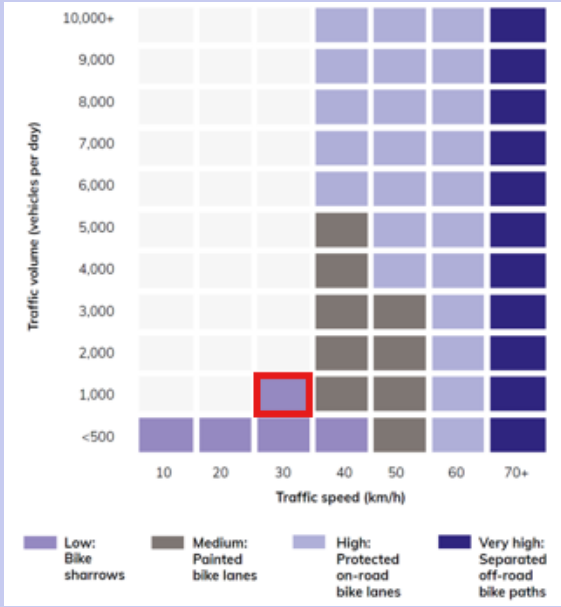


Figure 22: Cycling Assessment Guidelines (City of Yarra)

Table 7: Review of Future Movement Framework Elements

Project	Response
Shared Path on eastern and western sides of Punt Road	Punt Road is not on the PBN and does not connect to other cycle facilities further north or south along Punt Road. Alternative routes to connect Swan Street to the Yarra Trail already exist or in the case of Gough Street, are readily upgraded. Given the lack of wider connectivity, it is recommended that this project be removed from the UDF.
Access to the Main Yarra Trail at Punt Road	There are opportunities to access the trail either side of Punt Road. It is recommended that the connection on the eastern side be upgraded to enhance this connection. Currently, this connection is of poor quality. It is uninviting, poorly signed and does not present as an obvious connection. Upgrading this connection provides the connectivity to the Yarra Trail that is required, without the cost and impacts of signalling Kelso Street (a project removed from the UDF).
Kelso Street as a 'Primary Access Route' between Punt Road and Cremorne Street	This effectively retains the Status Quo in Kelso Street, as a two-way traffic street between Punt Road and Cremorne Street. Signalisation of its intersection with Punt Road is no longer part of the proposal. This is supported.
Gough Street on-road bicycle route	This is supported as it links up with Balmain Street to form a continuous east-west route and link to the Yarra Trail. Gough Street is 6.6-7.0m wide, provides parking on the south side. It accommodates 1,600 vehicle trips per day, of which approximately 10% is through traffic that will be removed with other network changes (i.e. taking the total to approximately 1,450 vehicle trips per day). This bicycle route should be provided with Sharrows, as per Figure 22 (and overleaf), instead of a dedicated facility (which would likely remove on-street parking). The 85th percentile speed of traffic in this street is already under 30km/h, however the action to introduce an area wide 30km/h speed limit would further support this treatment.

Project	Response
	 Low: Bike sharrows Medium: Painted bike lanes High: Protected on-road bike lanes Very high: Separated off-road bike paths
Cremorne Street on-road separated bicycle lane and one-way southbound arrangements	Strategically, Cremorne Street is the primary north-south access route through Cremorne and the only one that offers signalised access to Swan Street. A dedicated cycling facility here is strategically justified. The change to one-way operation frees up the road space for a painted/separated cycling facility. With the change to one-way southbound, the volume of traffic on Cremorne Street between Stephenson Street and Balmain Street will drop. Diverting all existing northbound traffic will reduce the volume from 4,500 to 2,200 vehicles per day (i.e. reduction of 2,300 trips). However, some westbound traffic currently travelling on Balmain Street will re-route to Stephenson Street/Cremorne Street. The net effect of the changes may only be slight overall daily traffic volume on Cremorne Street (but with all Cremorne Street traffic travelling southbound). Overall, the change in operation of Cremorne Street is considered acceptable.
Balmain Street & Kelso Street one-way, eastbound	Changing these two streets to one-way eastbound leaves Stephenson Street as the only route to travel westbound through Cremorne. This would likely eliminate it as a rat-run along Balmain Street accessing Gough Street and Citylink due to the circuitous alternative presented. This would move approximately 800 vehicles per day travelling westbound on Balmain Street (approximately 20% of westbound movements). The remaining 3,000 vehicles per day travelling westbound on Balmain Street (there is currently 3,800 vehicles per day travelling westbound under the rail bridge) would also reroute. However, we estimate that approximately 2,000 vehicles per day will reroute to Stephenson Street, around to Cremorne Street,

Project	Response
	and a portion will travel southbound on Cremorne Street. Some local origin traffic may just arrive from Swan Street and travel southbound on Cremorne Street. Both Balmain Street and Kelso Street are proposed as on-road bicycle routes. Removing on-street parking on Balmain Street provides the opportunity for a two-way, dedicated cycle facility with the 6.5m wide carriageway. It is recommended that Balmain Street be provided as a two-way bicycle route to link up Gough Street as an east-west route and Cremorne Street as the key north-south route. This would provide dedicated bicycle routes along both the key north-south and east-west roads within Cremorne. A potential future cross section discussed after this table.  Kelso Street is around 5m wide, which would allow an eastbound traffic lane/sharrow and contra-flow westbound bicycle lane if on-street parking was banned. The number of on-street car spaces here is not significant (8 car spaces in total), and we do not consider that the removal of these spaces would have any significant impact on car parking conditions in the area.

Project	Response
Stephenson Street, Between Balmain Street and Dunn Street. On-road bicycle route.	Stephenson Street currently operates one-way northbound, including for cyclists. It has a carriageway width of approximately 5.7m at the southern end and 7.0m at the northern end. The volume of traffic on this street would increase from an estimated 1,000-2,000 vehicles per day to 3,000-4,000 vehicles per day. Due to the limited road width, Stephenson Street should be provided with Sharrows and a 30km/h speed limit. If a contra-flow bicycle lane was required, this would mean removing on-street car parking. The alternative (and our recommendation) would be to include Gwynne Street as the southbound route, i.e. marked yellow on the Future Framework Plan and sharrows provided.
Stephenson Street, Between Dunn Street & Cremorne Street Two-way Traffic On-road bicycle route.	As per above, an extra 1,000-2,000 vehicles per day is likely to use Stephenson Street. This will increase the volume to between 3,600 and 4,600. Between Cubitt Street and Dunn Street, Stephenson Street narrows to approximately 5.5m wide for traffic between the rail line and on-street parking. As a result, a bicycle facility could only be provided with sharrows. In this context, dropping the speed limit down to 30km/h is an important action. However, the most recent traffic counts revealed traffic in all surveyed streets already travels less than 30km/h. As previously mentioned, Gwynne Street (and even Cubitt Street) could also be included as bicycle routes with Sharrow treatments to accommodate some of the bicycle volumes between these locations.
Green Street	The UDF proposes Green Street as an on-road bicycle route. Green Street is nominated as SCC in the Planning Scheme. However, it has several limitations: • Poor connectivity over the Yarra in the south due to stairs and narrow bridge. Improving this link is nominated as a project in the UDF. • An existing one-way, northbound section between Adelaide Street and Chapel Street. This is not shown on the UDF. Cyclists could not legally travel southbound in this section due to its one-way nature. Providing space for cyclists to ride both ways means removing on-street car parking along residential properties on one side of the road, or changing Green Street to be two-way again. As a result, it is recommended that Chestnut Street (which operates southbound) should be added to the UDF map (in yellow) as a southbound cycle route. This route would also be provided by Sharrows.
Adelaide Street	The development at 560 Church Street is currently delivering a two-way cycle facility along this route using sharrows and a contra-flow bicycle lane. This supports Adelaide Street as a designated bicycle route.

Project	Response
Balmain Street, Church Street to Green Street	The UDF calls for separated on-road bicycle lanes and two-way traffic. The current volume of 4,900 vehicles per day on Balmain Street will reduce due to limited eastbound traffic (there are presently 1,700 vehicles per day under the rail bridge, although some of these may arrive at Balmain Street via other routes, such as Chestnut Street) and less westbound traffic (at least 800 vehicles per day rat-running from Church Street). This may result in less than 3,000 vehicles per day on Balmain Street after these changes. Balmain is the logical strategic east-west bicycle route into and through Cremorne. The volume of traffic on Balmain Street means that dedicated bicycle facilities are warranted. These changes are supported. The potential cross section of Balmain Street is discussed after this table.
Dunn Street	This underpass currently accommodates 1,342 vehicles per day, 740 of which is travelling westbound, which will no longer be able to. The net volume of traffic is not expected to change significantly due to rerouting of traffic from Balmain Street.
Chapel Street/ Adolph Street	The UDF effectively proposes no operational changes to these streets. Both streets carry under 1,000 vehicles per day. There may be an increase in traffic on Adolph Street (primarily displaced eastbound traffic from Balmain Street), but the increase should be significantly less than the 1,700vpd displaced from Balmain Street as some of these trips will divert out of the area, or use Chestnut Street. Traffic volumes on Chapel Street may drop slightly (currently at 630 vehicles per day) as some of this traffic may be travelling west to Dunn Street, which will no longer be able to. The changes imposed on these streets by the modification of Dunn Street and Balmain Street is considered acceptable.
Church Street	Church Street is nominated as providing separated bicycle facilities. This is supported, noting that Church Street has on-road bicycle lanes currently.

5.1. Road Cross Sections

Based on the UDF and recommendations that we have set out in Table 7, the following provides indicative cross section of the key roads within Cremorne affected by the changes.

These road layouts are **indicative only**. They are subject to detailed design and consultation. The provided for illustrative purposes to show how each street may be reconfigured to achieve the objectives set for it in the UDF.

Kelso Street

The cross section of Kelso Street, east of Cremorne Street changes to one-way eastbound. This indicative option shows a contra-flow bicycle lane. However, there would be alternative route at Balmain Street for westbound cyclists and an alternative option to be to retain some on-street parking or widen the footpath instead.

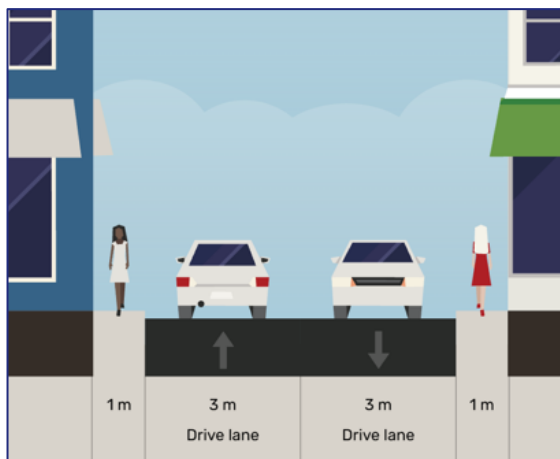


Figure 23: Kelso Street - east (existing)



Figure 24: Kelso Street - east (proposed)

Cremorne Street

The cross section of Cremorne Street, between Stephenson Street and Balmain Street, changes to one-way southbound. This indicative option shows a separated two-way bicycle lane and widens the footpaths on both sides of the road.



Figure 25: Cremorne Street (existing)

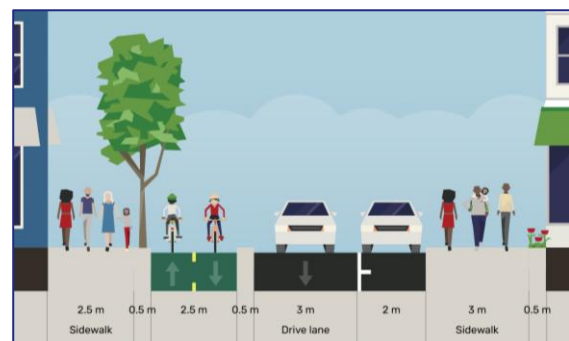


Figure 26: Cremorne Street (proposed)

Balmain Street – West of the Rail Line

The Transport Review of the UDF included an indicative cross section that did not provide dedicated space for westbound cyclists. This option below provides this while still increasing the available footpath width.

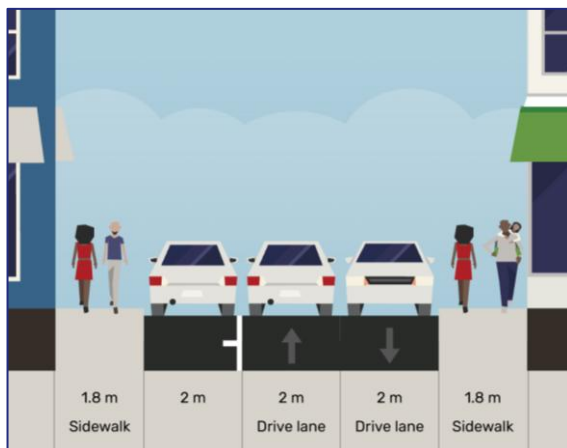


Figure 27: Balmain Street – West of Rail Line (existing)

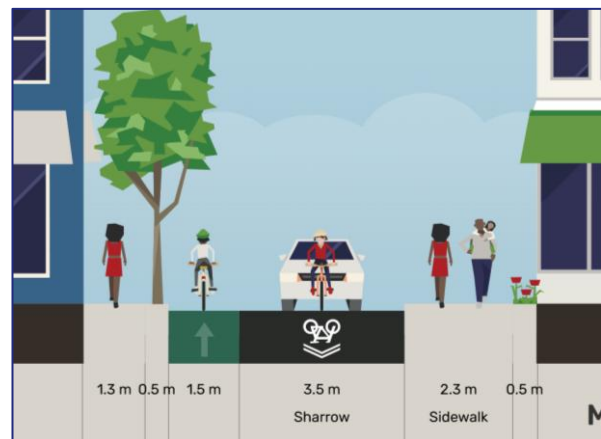


Figure 28: Balmain Street – West of Rail Line (proposed)

Balmain Street – East of the Rail Line

The Transport Review of the UDF included an indicative cross section with a two-way bicycle lane on the north side of the Balmain Street carriageway. There is also an alternative to this, where a bicycle lane is provided on each side of the road. Either of these options would be acceptable.

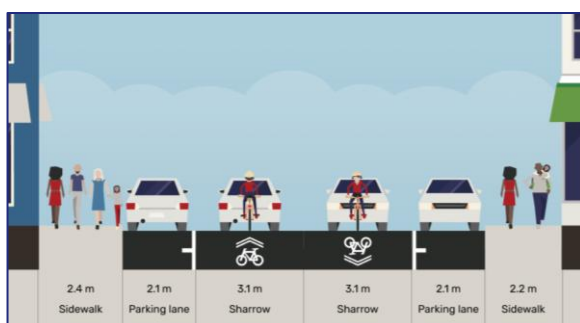


Figure 29: Balmain Street – East of Rail Line (existing)

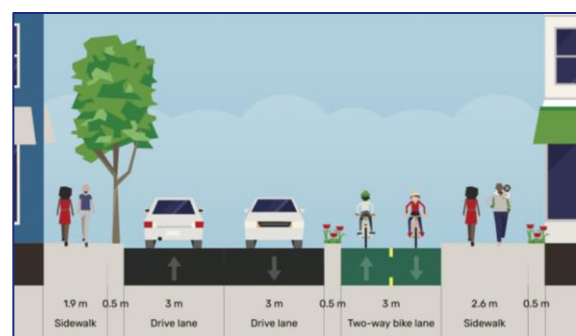


Figure 30: Balmain Street – East of Rail Line (proposed)

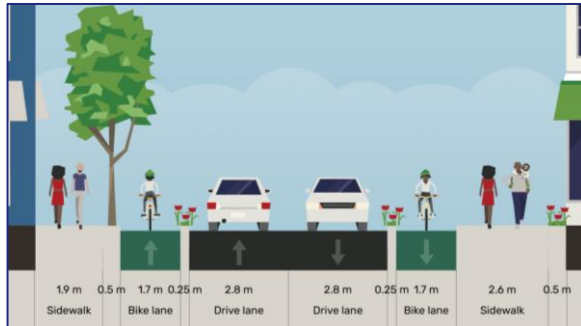


Figure 31: Balmain Street – East of Rail Line
(alternative proposed)

Church Street

The Transport Review of the UDF included rearranging the cross section to provide bicycle lanes on the outer side, and providing parking only on one side. The additional space will be given to the footpath and allow for greater separation of the bicycle lanes.



Figure 32: Church Street (existing)

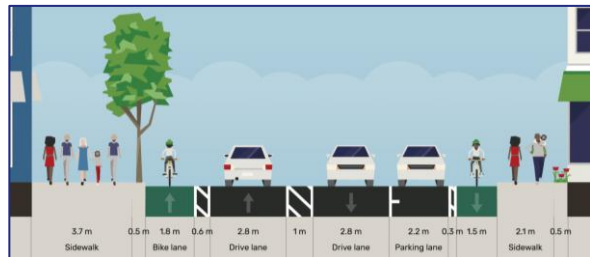


Figure 33: Church Street (proposed)

6. Review of Planning Scheme Changes

6.1. Clause 11.03-6L-01 (Cremorne Precinct)

Part of Amendment C318yara is the introduction of a new local Clause for the Cremorne Precinct under Clause 11.03-6L-01. The explanatory report describes it as:

“a place-based policy which supports Cremorne as a vibrant, diverse, accessible, and high amenity enterprise precinct and includes specific policy on land use, built form, access and movement, open space, and the public realm.”

The relevant objectives relating to traffic engineering matters are set out below.

Movement and access

Objectives

To create a highly accessible and well connected movement network which prioritises sustainable and active transport and discourages through traffic.

To provide a safe and attractive cycling and pedestrian network which connects strategic corridors, major trails, and key destinations, including public transport.

These objectives are appropriate. As discussed above, the future of access in Cremorne is pedestrian and cyclist based, with pedestrian improvements providing accessing the existing high quality public transport services available on the edges of Cremorne.

A response to the strategies outlined in this clause are discussed in Table 8.

Table 8: Review of Strategies relating to Transport Planning in proposed Clause 11.03-6L-01

Strategies	Response
<i>Promote Cremorne as a walkable precinct with reduced traffic speeds and traffic volumes, new footpaths and greening to provide safe pedestrian access to buildings and new pedestrian connections.</i>	Noted and agreed.
<i>Enhance pedestrian and cyclist connections:</i> <i>To Richmond Station with a new and upgraded pedestrian crossing, public spaces and bicycle facilities at Swan Street and Cremorne Street to promote accessibility to public transport and a new connection to Lennox Street and the northern suburbs.</i>	The UDF proposes upgrade works to the Swan Street / Cremorne Street intersection which will improve pedestrian and bicycle facilities at this location. Additionally, a dedicated bicycle route is proposed on Cremorne Street. We are satisfied that these improvements are appropriate and can be readily accommodated in the local road network. Providing bicycle facilitates along Swan Street to Richmond Station and Lennox Street is outside the scope of works for the Cremorne Precinct, however we

Strategies	Response
	consider that some pedestrian link to these other locations from Cremorne Street is logical. These works would need to be considered in consultation with DTP.
Along Cremorne Street linking Richmond Station to the Birrarung Precinct.	A bicycle route and improved pedestrian facilities are proposed along Cremorne Street and Gough Street under the UDF, which connects to the Yarra Trail (i.e. the Birrarung Precinct). This is the most direct north-south connection between Swan Street and the Yarra Trail that does not utilise the arterial road network. The connection to the Yarra Trail at the Punt Road interface is not particularly bicycle friendly, and we consider that this connection would need to be upgraded as part of any works to formalise this bicycle route.
On Kelso, Stephenson, Balmain and Cotter Streets to provide green connections to eastern and western Cremorne and open space.	This should be updated to remove Kelso Street from this list as it will no longer be a bicycle route.
Along Green Street, Oddys Lane and Chestnut Street to connect to the Yarra River (Birrarung) and South Yarra.	Green Street is designated as a bicycle route on the UDF, however this road is only one-way northbound at its northern end. We agree that Chestnut Street should also be included as a bicycle route serving the southbound traffic. The connection at the Yarra Trail at Oddys Lane is limited, due to the presence of a narrow road bridge, with stairs on each end. This connection would require significant works to allow for its use as a primary bicycle route.
Along Church Street connecting East Richmond Station, Swan Street and South Yarra.	Church Street is nominated as providing separated bicycle facilities. This is supported, noting that Church Street has on-road bicycle lanes currently.
Along Adolph, Chapel, Adelaide, Gordon, Albert, Amsterdam, Yorkshire and Howard Streets off Church Street to provide green connections to other parts of Cremorne.	The UDF nominates Adelaide Street and Adolph Street as the primary bicycle and pedestrian routes, and we agree that the designation of these two roads is appropriate. Gordon Street, Albert Street, Yorkshire Street and Howard Street are not nominated in the UDF.

Strategies	Response
To East Richmond Station including new public spaces and pedestrian priority zones and improvements to the underpass.	The upgrades to Green Street, Chestnut Street and Adolph Street will facilitate improved access to East Richmond Station for cyclists and pedestrians. We agree that improvements to the underpass should also be considered to improve cyclist access at this location.
Enhance access to the Main Yarra Trail and Yarra River (Birrarung) corridor at Oddys Lane, Church Street and Harcourt Parade.	To facilitate cyclist movements to the south in/out of the Cremorne Precinct, these additional connections would need to be improved. The Oddys Lane connection is the most challenging, as it currently has a narrow bridge with stairs on each side over Citylink. Nonetheless, these works should be considered as part of future upgrade works.
Support development which provides new ground level links through the sites and shared road reserves while allowing access for servicing.	We agree that consideration for pedestrian connections should be given for new developments the Cremorne Precinct.
Discourage new vehicle access points on pedestrian, public transport, and bicycle priority routes.	We agree that in instances where sites have multiple frontages, that access to roads not fronting designated bicycle and pedestrian routes should be considered in preference to those that do. Additionally, the number of access points to any bicycle route should also be minimised, as practical. This should be reflected in the DDO controls as well (see following Section).

Three Precinct maps were also included in this policy (being the Cremorne West Precinct, Railway Precinct and Church Street Precinct), which cover the whole Cremorne Precinct, and detail the transport network changes outlined in the UDF plan discussed in Section 5. **All three Precinct maps will need to be updated to align with the final Future Movement Framework plan at Figure 21.**

6.2. DDO Controls

Amendment C318yara also seeks to implement permanent provisions for the Design and Development Overlays (DDOs) for the Cremorne Precinct.

These will replace the interim DDOs currently in place.

The proposed DDO Controls at Clause 43.02 are:

- Schedule 51 (Cremorne West Precinct),
- Schedule 52 (Railway Precinct), and
- Schedule 53 (Church Street Precinct).

A review of the relevant traffic engineering matters in each Schedule is provided in the table below.

From a traffic perspective, the requirements are essentially the same for each of the different precincts, but with slightly different wording in places.

Table 9: Review of DDOs

Schedule 51 (Cremorne West Precinct)	Schedule 52 (Railway Precinct)	Schedule 53 (Cremorne East Precinct)	Response
2.13 Vehicle access and laneways requirements Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference).	2.11 Vehicle access and laneways requirements Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference).	2.12 Vehicle access and laneways requirements Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference).	This is generally appropriate, however, consideration should also be considered to avoiding designated bicycle routes and pedestrian routes (where possible). Suggested wording: <i>Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference), with designated bicycle routes and pedestrian routes avoided where possible.</i>
Where access is required from a street, right of way or laneway of 6 metres or less, include a setback at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1 metres (including the existing laneway). Between ground level and first floor, a headroom clearance of 4 metres minimum should be achieved.	Where access is required from a street, right of way or laneway of 6 metres or less, include a setback at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1 metres (including the existing laneway). Between ground level and first floor, a headroom clearance of 4 metres minimum should be achieved.	Where access is required from a street, right of way or laneway of 6 metres or less, include a setback at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1 metres (including the existing laneway). Between ground level and first floor, a headroom clearance of 4 metres minimum should be achieved.	This is appropriate, as it ensures that simultaneous two-way movement is possible within laneway, which will reduce any potential vehicle conflicts resulting from development.
Where a property extends the full length of the laneway or street, development should provide additional ground floor setbacks to increase the width of existing laneways and streets to a minimum of 6.1 metres for the whole frontage of the site to the laneway.	Where a property extends the full length of the laneway or street, development should provide additional ground floor setbacks to increase the width of existing laneways and streets to a minimum of 6.1 metres for the whole frontage of the site to the right of way/laneway.	Where a property extends the full length of the laneway or street, development should provide additional ground floor setbacks to increase the width of existing laneways and streets to a minimum of 6.1 metres for the whole frontage of the site to the laneway.	This is appropriate, as it ensures that simultaneous two-way movement is possible within laneway, which will reduce any potential vehicle conflicts resulting from development.

Schedule 51 (Cremorne West Precinct)	Schedule 52 (Railway Precinct)	Schedule 53 (Cremorne East Precinct)	Response
Car parking should be located within a basement or concealed from the public realm (in that order of preference).	Car parking should be located within a basement or concealed from the public realm (in that order of preference).	Car parking should be located within a basement or concealed from the public realm (in that order of preference).	This is not strictly a traffic engineering matter (generally more urban design), however there are no issues with preferring basement or concealed parking, where practically possible to provide.
Separate entries for car parking and loading bays is discouraged.	Separate entries for car parking and loading bays is discouraged.	Separate entries for car parking and loading bays is discouraged.	This would depend on the type of land use. If significant loading activities were required, then separated loading facilities may be required. In all other cases, shared access for loading and general vehicle access is appropriate. On this basis, the use of the word 'discouraged' is supported.
Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by: - Ensuring a high standard of pedestrian amenity. - Limiting potential conflict between vehicle movements and pedestrian activity. - Avoiding wide crossover points. - Ensuring adequate spacing between crossovers.	Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by: - Ensuring a high standard of pedestrian amenity. - Limiting potential conflict between vehicle movements and pedestrian activity. - Avoiding wide crossover points. Ensuring adequate spacing between crossovers.	Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to retain the continuity of the public realm by: - Ensuring a high standard of pedestrian amenity. - Limiting potential conflict between vehicle movements and pedestrian activity. - Avoiding wide crossover points. Ensuring adequate spacing between crossovers.	This is appropriate, and prioritises pedestrian movements, which is in line with Council's overall strategic objectives.

Schedule 51 (Cremorne West Precinct)	Schedule 52 (Railway Precinct)	Schedule 53 (Cremorne East Precinct)	Response
Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.	Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.	Development with redundant vehicle access points should reinstate the kerb, line-marked parking bays, and relocate any parking signs.	This requirement is reasonable.
At the intersection of laneways and footpaths, development (except for heritage buildings) should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.	At the intersection of laneways and footpaths, development (except for heritage buildings) should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.	At the intersection of laneways and footpaths, development (except for heritage buildings) should provide a minimum 1 x 1 metre splay to facilitate pedestrian sightlines.	This is a reasonable requirement to facilitate pedestrian sight lines around corners.
Properties on the inside corner of bends in laneways or at intersections between two right of ways or laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.	Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.	Properties on the inside corner of bends in laneways or at intersections between two right of ways or laneways should provide a minimum 3m x 3m splay to facilitate vehicle access.	The objective of the control is reasonable. However, a full 3m x 3m splay may not be required, depending on the geometry. The following replacement wording is suggested: <i>Properties on the inside corner of bends in laneways or at intersections between two right of ways or laneways must provide appropriate vehicle splays to facilitate vehicle access, the satisfaction of the Responsible Authority.</i>
2.14 Pedestrian and bicycle design requirements Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.	2.12 Pedestrian and bicycle design requirements Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.	2.12 Pedestrian and bicycle design requirements Development should ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address.	This requirement is reasonable.
Development should provide well-designed bicycle infrastructure and end-of-trip facilities.	Development should provide well-designed bicycle infrastructure and end-of-trip facilities.	Development should provide well-designed bicycle infrastructure and end-of-trip facilities.	This requirement is reasonable.
Visitor and staff bicycle parking should be located and designed to be secure and	Visitor and staff bicycle parking should be located and designed to be secure and	Visitor and staff bicycle parking should be located and designed to be secure and	This matter is already dealt with by Clause 52.34.

Schedule 51 (Cremorne West Precinct)	Schedule 52 (Railway Precinct)	Schedule 53 (Cremorne East Precinct)	Response
conveniently accessible from the street and associated uses.	conveniently accessible from the street and associated uses.	conveniently accessible from the street and associated uses.	Visitor spaces do not necessarily need to be in a secured facilitate, with open rails being appropriate for short-term visitor use, as per Clause 52.34. We recommend that this is deleted.
5.0 Application requirements The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority: • A Traffic Engineering Report prepared by a suitably qualified traffic engineer that: – Demonstrates how the development minimises impact on the level of service, safety and amenity of the arterial road network (including tram services). – Demonstrates how the development reduces car dependence and promotes sustainable transport modes. – Includes an assessment of the impacts of traffic and parking in the precinct including an assessment of the ongoing functionality of a laneway/s or right of way/s, where applicable.	5.0 Application requirements The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority: • A Traffic Engineering Report prepared by a suitably qualified traffic engineer that: – Demonstrates how the development minimises impact on the level of service, safety and amenity of the arterial road network (including tram services). – Demonstrates how the development reduces car dependence and promotes sustainable transport modes. – Includes an assessment of the impacts of traffic and parking in the precinct including an assessment of the ongoing functionality of a laneway, where applicable.	5.0 Application requirements The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and should accompany an application, as appropriate, to the satisfaction of the responsible authority: • A Traffic Engineering Report prepared by a suitably qualified traffic engineer that: – Demonstrates how the development minimises impact on the level of service, safety and amenity of the arterial road network (including tram services). – Demonstrates how the development reduces car dependence and promotes sustainable transport modes. – Includes an assessment of the impacts of traffic and parking in the precinct including an assessment of the ongoing functionality of a laneway or right of way, where applicable.	This requirement is appropriate, and it ensures that developments consider the impacts of any increase to vehicle traffic in the area. This also ensures that adequate consideration is given to pedestrian impacts and encourages prioritisation of alternative modes of transport to private vehicle travel.

6.3. Review of Parking Overlay

Amendment C318yara also seeks to implement a new Parking Overlay for the Cremorne Precinct under Schedule 3 to Clause 45.09 of the Planning Scheme.

The Schedules provides the following relevant information:

2.0 Permit requirement

A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 for any use specified in the Table to this schedule.

A permit is required to provide more than the maximum parking provision specified for a use in the Table to this schedule.

3.0 Number of car parking spaces required

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the Rate specified for the use by the Accompanying Measure.

Use	Measure	Category 1 (max rate)	Category 2 (max rate)	Category 3 (max rate)	Category 4 (max rate)
Office	To each 100 sq m of net floor area	1	1	0.9	0.45
Retail	To each 100 sq m of leasable floor area	1	1	1	1

For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.

4.0 Application requirements and decision guidelines for permit applications

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 4509 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- An empirical analysis which supports a variation in the maximum number of car parking spaces that should be provided.*
- The characteristics of the use in relation to the likely car parking demands generated.*
- Whether the proposal supports sustainable transport patterns that preference walking, cycling and public transport use.*
- The impact on the road network of providing car parking more than the maximum rate.*
- The impact on local amenity, including pedestrian amenity and quality of the public realm.*

- *Whether car parking and access are located and designed to minimise pedestrian disruption and maximise active frontages.*
- *Whether development contributes to sustainable transport infrastructure improvements in the area.*
- *The provision of alternative transport modes on the site, including but not limited to car share, safe and secure motorcycle and bicycle parking.*
- *The provision of end of trip facilities including, but not limited to showers, lockers, and/or other similar amenities.*

6.3.1. Review of Proposed Car Parking Rates

As previously discussed in Section 2.3, our office has previously completed the 'Parking Controls Review – Cremorne Enterprise Precinct' (Traffix Group, dated July, 2020). The findings of the report are summarised below.

The need for a review of the parking controls is borne out of a number of factors including:

- *That Cremorne is undergoing a rapid rate of development, land use change and intensification.*
- *Cremorne is attracting a significant number of trips from outside the Precinct.*
- *Cremorne has a constrained road network that experiences high levels of traffic congestion.*
- *Tensions between businesses, residents and visitors to the area.*

Cremorne has a number of unique transport challenges and opportunities, namely:

- *The road network within Cremorne is constrained in a number of ways:*
 - *Cremorne's connections to the arterial road network are limited in all directions, particularly to the north, west and south.*
 - *The arterial road network and its connections to Cremorne are congested during the commuter peak hours and there are very limited options to increase the traffic capacity of the arterial road network or its connections into Cremorne.*
 - *The rail lines through Cremorne form barriers to movement of all transport modes with only a limited number of crossing points.*
 - *It is served by a dense network of narrow roads. Many of these roads operate in a one-way direction. A significant number of the roads are akin to laneways with narrow cross sections and have limited traffic carrying capacity.*
- *Cremorne is highly accessible by public transport. This includes 'local' tram and bus services and city-wide services via the metropolitan rail network.*
- *There is high quality bicycle infrastructure in the area around Cremorne, however the connections to this infrastructure are not at the same high level.*
- *Cremorne is highly walkable from a geographic standpoint. However, the quality of the pedestrian infrastructure within the local road network is generally poor, with key*

issues being narrow footpaths/verges, variable surface quality, infrastructure obstructing footpaths and generally poor pedestrian amenity.

- *On-street parking is highly controlled, with limited options for long-term (staff) parking using public parking resources. Demand for car parking within Cremorne is generally very high during business hours and lower during the evening and on weekends.*

In the context of the above, the Parking Overlay recommended by this report is primarily designed to reduce the parking requirements of employment generating developments. This will assist the development of Cremorne by:

- *Encouraging sustainable transport modes.*
- *Reducing the traffic impacts of new office/commercial developments.*

Fundamentally, none of these existing conditions have materially changed since the writing of this report.

The report recommended the following car parking rates be adopted by a Parking Overlay:

- *The Office car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m² NFA.*
- *The Retail car parking rate is set at a **maximum** parking rate of 1.0 car spaces per 100m² LFA.*

All other uses are to remain at the current minimum requirements of Column B of Clause 52.06-5.

Office use is particularly conducive to reducing car-based trips in the area, given that these trips typically occur during the peak hour periods, and that providing office staff with a car space actively encourages them to drive to the area. In the case of Cremorne, the development of office space has been particularly significant and is a key land use in the area.

The other use considered is retail, again given that there is significant retail space within the Cremorne Precinct, particularly along Church Street.

Limiting the level of car parking for these key land uses is a key part addressing Cremorne's existing conditions and constraints and achieving policy objectives of increased sustainable transport use.

Policy Changes

There have been other policy changes since the recommendations set out in the report, including the adopting of the state-wide Plan for Victoria, in place of Plan Melbourne (see Section 3.1 for a detailed review of this policy).

The specific actions that relate to a reduction in car parking requirements are set out below:

- *5. Match car and bike parking requirements and bike facilities with demand*
- *17. Encourage walking and cycling*

Yarra City Council has adopted the City of Yarra's Transport Strategy 2022-2032 (see Section 3.2). This policy includes 3 objectives that support a reduction in the car parking requirements for developments:

01. Increased use of space-efficient forms of transport in Yarra

04. Reduced car use for trips within, to, from or through Yarra

05. Increased use of environmentally sustainable forms of transport in response to the climate emergency

The policy includes a hierarchy of transport modes, which includes active transport (walking, cycling, etc.) at the top, and private vehicle travel at the bottom.

Accordingly, based on both two new policies, there is further strategic support to reduce car travel, which can be assisted through the reduction of car parking provided in new development.

Amendment VC277

The Parking report was written at a time when different Planning Scheme rates applied, prior to VC277, which was introduced in December, 2025.

At this time, there were two car parking rates, being Column A and Column B rates, which applied minimum car parking rates, with a reduced rate being applied by Column B, which was to apply if the site was located within the Principal Public Transport Network area (PPTN). Cremorne was subject to Column B parking rates.

Since this time, updated car parking rates have been introduced. Under the new provisions:

- The minimum car parking rates of the old Column A and Category 1 rates are generally consistent.
- Category 2 minimum rates were generally much lower than Column A or B rates.
- The Category 3 applies minimum and maximum rates. In some cases, the minimum rate is zero.
- Category 4 applies maximum rates. Imposition of maximum rates with no minimums also implicitly allows zero car parking.

The table below compares the rates between the Planning Scheme and proposed Parking Overlay. We note that for 'retail', we have adopted the 'shop' rate, although 'retail' covers a broader range of land uses under Clause 73.04 including food and drink premises.

Table 10: Comparison of Planning Scheme and Parking Overlay Rates

Use/Category	Clause 52.06-5	Proposed Overlay (post exhibition)
Office		
Category 1	Min. 3.5 spaces per 100m ² NFA	Max. 1 space per 100m ² NFA
Category 2	Min. 0.45 spaces per 100m ² NFA	Max. 1 space per 100m ² NFA
Category 3	Min. 0 spaces per 100m ² NFA Max. 0.9 spaces per 100m ² NFA	Max. 0.9 spaces per 100m ² NFA
Category 4	Max. 0.45 spaces per 100m ² NFA	Max. 0.45 spaces per 100m ² NFA
Retail		
Category 1	Min. spaces 4 per 100m ² LFA	Max. 1 space per 100m ² LFA
Category 2	Min. 2 spaces per 100m ² LFA	Max. 1 space per 100m ² LFA
Category 3	Min. 0 spaces per 100m ² LFA Max. 2 spaces per 100m ² LFA	Max. 1 space per 100m ² LFA
Category 4	Max. 1 space per 100m ² LFA	Max. 1 space per 100m ² LFA

For office, it is now proposed that the Category 3 and 4 rates will be the same as Clause 52.06-5, with the main deviation from these rates being maximum rates for Category 1 and 2.

For the retail use, the Parking Overlay rates will be consistent with the Category 4 rates, half the Category 3 rate, while also applying maximum rates rather than minimum rates to Category 1 and 2.

Accordingly, the primary change will be a reduction in car parking for sites located in Category 1 and 2.

It is of note that the proposed Overlay also states, 'For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.' Given that Column B rates is an old measure, we would recommend that this wording be modified to stated something along the lines of:

For all other uses listed in Table 1 of Clause 52.06-5, the applicable Category rate of Clause 52.06-5 applies

Accordingly, this Parking Overlay will then only reduce rates for offices and retail premises, as originally intended and all other uses would be treated as per the new Clause 52.06-5.

The impacted areas are shown in Figure 34, noting that Clause 52.06-5 states that if a site is within two categories, that the higher category applies.

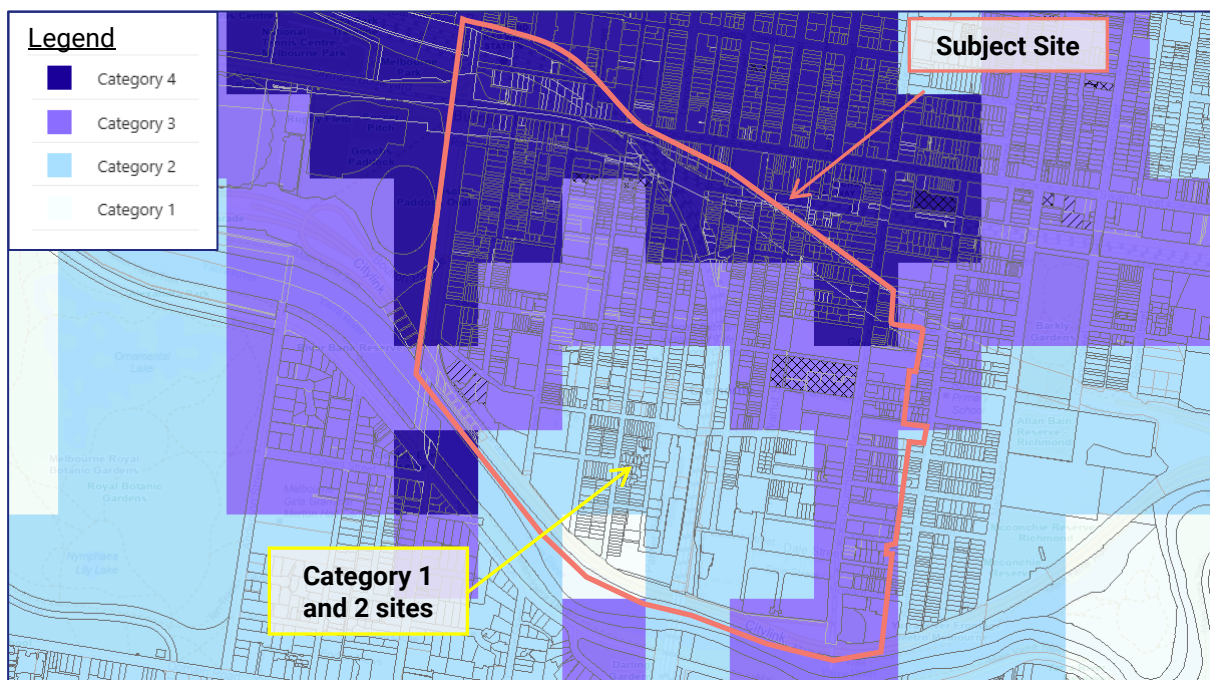


Figure 34: Car Parking Category of Area

As can be seen above, the relevant sites are all located on the southern part of the Precinct. This includes several properties that are residentially zoned, centred on Cubitt Street, to which the reduced rates of the Parking Overlay would not apply.

Cremorne as a whole suburb is well served by public transport, with multiple train, tram and bus services, including Richmond Station, which is a key interchange hub servicing the eastern and south-eastern suburbs. Even the southernmost point of the Cremorne precinct is within 1km of Richmond Station, which would take the average person under 15 minutes to walk. It is of note that the average commuter walk to a train station for commuters across Victoria is 721m, meaning that even at the furthest point, the additional distance is only minor (approximately 300m, or an additional 3 minutes above the median).

This is not considered an unreasonable walking distance to quality public transport, and would not be considered a transport disadvantage in any real sense. These southern properties also have access to South Yarra Station via the crossing at the end of Oddys Lane, which they can also walk to in approximately 15 minutes.

It is also important to note that the UDF proposes pedestrian and cyclist improvements to the internal road network within Cremorne, which would make accessing any site within this area easier, safer and more convenient.

Accordingly, the high level of service by public transport at all areas would not require different car parking rates to be applied at different locations in Cremorne.

The new Car Parking Categories are grid based. This grid nature is quite fine grained and penalises walking distance from public transport nodes after a relatively short distance.

For example, the Category 2 area (which only applies minimum rates) begins approximately 600m walking distance from Richmond Station, or approximately a 7-minute walk away from one of the key train interchanges in Melbourne. This same car parking category applies to approximately 50% of Melbourne including areas in outer suburbs, in Rosebud, Gisborne and Torquay (among other locations), which clearly have significantly lower access to transport than Cremorne. Accordingly, the application of the same rates to a well serviced inner-metropolitan area does require some nuanced judgment rather than rigid application.

Cremorne is also well connected to the surrounding bicycle network, including off-road trails that connect the CBD and wider area.

The existing travel patterns to the area set out in Section 4.3.2 show that a significant portion of trips are undertaken by sustainable modes of travel (i.e. trips other than private vehicle), with approximately half the trips to offices within the area being undertaken by alternative modes of transport. Well above the average across Greater Melbourne.

All the above shows that Cremorne is ideally placed to implement reduced car parking rates below the current Planning Scheme requirements.

Accordingly, we consider that the entire Cremorne Precinct is well served by public transport, and that different car parking rates are not warranted at different locations.

Cremorne is a unique precinct as discussed extensively above. The constrained road network affects every property in Cremorne. Any vehicles wishing to access the southern portion of Cremorne (where the Category 1 and 2 sites are located, and thus where higher car parking rates apply), that the trips would have to navigate through the whole Cremorne Road network to access the area. This increase in vehicle traffic within the Cremorne local roads is the opposite of what the UDF and local polices are aiming to achieve.

Accordingly, we consider that a wholistic approach to car parking provision within Cremorne should be adopted, and that maximum car parking rates across the whole precinct is a logical solution in this location.

Overall, we are satisfied that the update car parking rates proposed in the Parking Overlay are appropriate.

6.3.2. Review of Decision Guidelines to Exceed Maximum Car Parking Rates

The table below provides commentary to each of the Decision Guidelines set out in the proposed Parking Overlay.

Table 11: Review of Decision Guidelines to Exceed Maximum Car Parking Rates

Guideline	Response
<i>An empirical analysis which supports a variation in the maximum number of car parking spaces that should be provided.</i>	There may be instances where a specific business or land use requires a level of car parking that is higher than the recommended requirement of 1 space per 100m ² and the decision guidelines should be flexible enough to consider where a permit can be granted to exceed the maximum requirement.
<i>The characteristics of the use in relation to the likely car parking demands generated.</i>	By example, a particularly significant employer or 'anchor' business may require additional car parking for commercial reasons and the economic benefits of this proposal may outweigh the transport implications.
<i>Whether the proposal supports sustainable transport patterns that preference walking, cycling and public transport use.</i>	Providing car parking in excess of the maximum rate should not create an environment where the use of sustainable transport modes is significantly impacted.
<i>The impact on the road network of providing car parking more than the maximum rate.</i>	There may be instances where a new development is able to mitigate its transport impact on the road network or provide some wider transport network benefit. Another example might be a site located on the periphery of Cremorne and has better vehicular access to the external road network than a property that is 'internal' to Cremorne and allowing a modest increase in car parking over the maximum rate would not significantly impact on traffic condition in the area. Alternatively, a minor variation above the maximum rate may also be acceptable, particularly for small scale developments.
<i>The impact on local amenity, including pedestrian amenity and quality of the public realm.</i>	The provision of car parking in excess of the maximum parking rate may have a negative impact on the design of building. This might

Guideline	Response
Whether car parking and access are located and designed to minimise pedestrian disruption and maximise active frontages.	include how it presents to the public realm, or how the vehicle access impacts on pedestrian amenity or safety or other impacts.
Whether development contributes to sustainable transport infrastructure improvements in the area.	It is a widely understood and accepted principle that traffic impacts should be mitigated through associated traffic works. The classic example being an intersection upgrade being required to cater for increased turning movements as result of new development. This thinking also needs to be applied to sustainable transport infrastructure. There needs to be a recognition by developers and decision makers that the transport impacts of new developments could be offset by better sustainable transport infrastructure. In the case of Cremorne, this is particularly relevant where the expectation is that the transport needs of new development should be largely met by sustainable transport modes.
The provision of alternative transport modes on the site, including but not limited to car share, safe and secure motorcycle and bicycle parking.	Any application to exceed the maximum parking rates should still support sustainable transport modes by future employees, such as adequate bicycle parking, car share vehicles and other green travel initiatives.
The provision of end of trip facilities including, but not limited to showers, lockers, and/or other similar amenities.	It would not be acceptable to exceed the maximum parking rates but not encourage the use of sustainable transport modes.

7. Conclusions

Having undertaken a detailed traffic engineering assessment of the Amendment C318 for the Cremorne Precinct, we are of the opinion that:

- a) Regarding the Future Movement Framework Plan contained in the UDF:
 - i) The change of Cremorne Street to one-way between Stephenson Street and Balmain Street addresses through traffic and allows a reprioritisation of road space to facilitate better footpaths on a key pedestrian route and dedicate cyclist facilities.
 - ii) Change of Balmain Street to one-way at the rail line (and complementary changes on other streets) will result in less through traffic within the precinct.
 - iii) Other aspects of the Framework are generally supported, however we would recommend some minor changes to the street management and layout as follows:
 - The Punt Road separated bicycle route should be removed.
 - The bicycle / pedestrian connection for the precinct at the Punt Road / Yarra Trail interchange (east side) should be upgraded to better accommodate cyclist movements.
 - Balmain Street between Cremorne Street to the rail underpass should provide a continuous, separated bicycle facility (orange line).
 - Chestnut Street should be included as a bicycle route (sharrow treatment for southbound traffic) to compliment Green Street, which operates in a northbound direction
 - Gwynne Road can be considered as a complimentary bicycle route for southbound traffic if Stephenson Street cannot be updated to provide a dedicated southbound bicycle lane
 - iv) A 30km/h speed limit should be adopted across the Cremorne Precinct to support cycling and walking outcomes, however it is noted that the traffic surveys found that the actual vehicle speed on all streets is less than 30km/h under existing conditions.
- b) Some updates to Clause 11.03-6L-01 are required to reflect the recommended Future Movement Framework plan in the UDF, including:
 - i) All three Precinct maps will need to be updated.
 - ii) The Strategies relating to Movement and Access will need to be updated for consistency (such as removing Kelso Street as a Green Street).
- c) The proposed DDO controls are generally appropriate from a traffic engineering perspective, however the following changes are recommended:
 - i) at 'Vehicle access and laneways requirements':

Replace 'Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference)' with:

Vehicle access should be achieved from a right of way, laneway or side street (in that order of preference), with designated bicycle routes and pedestrian routes avoided where possible.

Replace the requirement for 3m x 3m splays with the following:

Properties on the inside corner of bends in laneways or at intersections between two right of ways or laneways must provide appropriate vehicle splays to facilitate vehicle access, the satisfaction of the Responsible Authority.

- ii) at 'Pedestrian and bicycle design requirements', the following should be deleted:

Visitor and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses

This is already covered by Clause 52.34 and in the case of visitor bicycle parking the requirement for secure bicycle parking is more than Clause 52.34.

- d) The proposed Parking Overlay controls seek to implement maximum car parking rates across all car parking categories and we consider the proposed car parking rates to be appropriate given that:
 - i) Including maximum rates across the whole precinct for office and retail uses is aligned with the state and local policies for prioritising sustainable modes of transport over private vehicle travel.
 - ii) The inclusion of maximum car parking rates aligns with the objectives of the Cremorne UDF.
 - iii) The overall Cremorne area should be treated with a holistic approach to car parking control, given the constrained road network affects every property in the area.
 - iv) While walking distances vary, the entirety of Cremorne enjoys a high level of access to public transport.
 - v) It is illogical to provide minimum and maximum rates at different parts of Cremorne, given these objectives work against one another in the Cremorne context.
- e) The wording to the text following the car parking requirement table that states: '*For all other uses listed in Table 1 of Clause 52.06-5, the Rate in Column B of Table 1 in Clause 52.06-5 applies.*'

This should be changed to:

- i) *For all other uses listed in Table 1 of Clause 52.06-5, the applicable Category rate of Clause 52.06-5 applies*



Appendix A

Tube Count Results

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

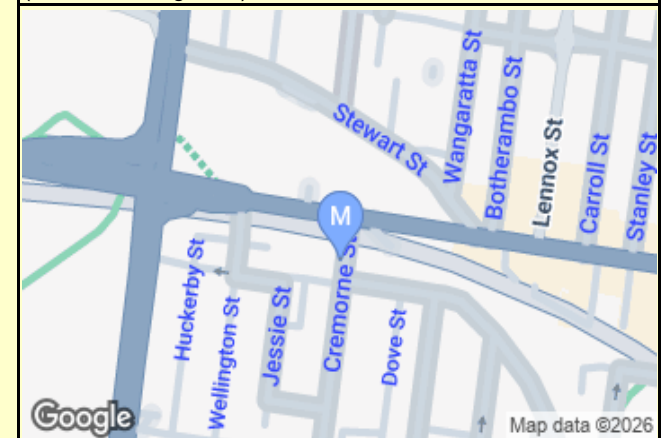
Street Name :	Cremorne St	Location :	Outside Property 6
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	FV3626N6	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27978	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 31.11 South Long 144° 59' 27.69 East	Direction of Travel		
			Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	6,206	3,312	2,894
		7 Day Average	5,730	3,003	2,727
Weekday	AM	09:00	467	193	274
Peak hour starts	PM	17:00	506	354	152
Speeds : (Km/Hr)		85th Percentile	31.1	28.9	33.3
		Average	24.7	23.1	26.4
Classification % :		Light Vehicles up to 5.5m	94.6%	94.6%	94.6%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -37.825307, 144.991024



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Northbound ▼

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	11:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	17:00	16:00	17:00	17:00	16:00	19:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	11	14	9	91	11	35	110	281	40	136	27	145	73
01:00	6	7	8	61	9	30	94	215	31	91	18	124	62
02:00	4	9	9	19	7	12	32	92	13	48	10	44	22
03:00	11	8	8	15	10	20	34	106	15	52	10	54	27
04:00	20	13	14	9	10	27	11	104	15	66	13	38	19
05:00	21	40	48	37	37	25	16	224	32	183	37	41	21
06:00	77	92	99	83	101	36	17	505	72	452	90	53	27
07:00	131	140	159	149	124	99	29	831	119	703	141	128	64
08:00	167	187	191	180	175	88	55	1043	149	900	180	143	72
09:00	186	220	189	194	175	134	85	1183	169	964	193	219	110
10:00	156	188	169	186	168	152	113	1132	162	867	173	265	133
11:00	177	202	195	219	211	161	136	1301	186	1004	201	297	149
12:00	174	179	237	226	229	170	181	1396	199	1045	209	351	176
13:00	182	183	208	189	232	143	129	1266	181	994	199	272	136
14:00	207	205	222	212	202	160	114	1322	189	1048	210	274	137
15:00	212	209	227	231	238	125	154	1396	199	1117	223	279	140
16:00	311	344	319	336	360	139	144	1953	279	1670	334	283	142
17:00	351	335	385	376	326	162	112	2047	292	1773	355	274	137
18:00	199	225	280	284	221	154	153	1516	217	1209	242	307	154
19:00	112	133	192	144	138	191	107	1017	145	719	144	298	149
20:00	71	77	107	107	113	85	57	617	88	475	95	142	71
21:00	51	71	86	69	91	71	52	491	70	368	74	123	62
22:00	40	69	173	46	85	151	20	584	83	413	83	171	86
23:00	23	20	126	51	75	130	12	437	62	295	59	142	71
Total	2900	3170	3660	3514	3348	2500	1967	21059	3008	16592	3318	4467	2234
% Heavy	6.00%	6.66%	5.66%	5.92%	5.94%	3.12%	2.44%	5.34%		6.02%		2.82%	

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Southbound ▼

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	15:00	N/A	12:00	N/A	12:00	N/A	12:00
00:00	7	10	6	95	12	26	71	227	32	130	26	97	49
01:00	6	5	6	54	7	17	62	157	22	78	16	79	40
02:00	3	4	10	14	10	16	19	76	11	41	8	35	18
03:00	7	6	6	10	2	17	15	63	9	31	6	32	16
04:00	23	18	24	26	21	64	13	189	27	112	22	77	39
05:00	80	113	104	107	105	29	13	551	79	509	102	42	21
06:00	138	173	171	175	183	69	19	928	133	840	168	88	44
07:00	153	177	175	158	156	106	37	962	137	819	164	143	72
08:00	280	274	244	295	265	94	60	1512	216	1358	272	154	77
09:00	267	294	288	301	224	130	86	1590	227	1374	275	216	108
10:00	159	209	216	229	192	159	139	1303	186	1005	201	298	149
11:00	162	192	185	189	229	168	191	1316	188	957	191	359	180
12:00	174	207	212	210	214	206	216	1439	206	1017	203	422	211
13:00	157	164	211	208	185	157	167	1249	178	925	185	324	162
14:00	136	140	199	160	157	130	184	1106	158	792	158	314	157
15:00	126	149	170	142	127	137	222	1073	153	714	143	359	180
16:00	126	128	162	144	131	132	168	991	142	691	138	300	150
17:00	119	163	189	158	135	147	97	1008	144	764	153	244	122
18:00	93	145	153	155	144	178	139	1007	144	690	138	317	159
19:00	66	78	131	96	104	133	86	694	99	475	95	219	110
20:00	43	58	69	82	79	54	60	445	64	331	66	114	57
21:00	29	47	58	74	60	58	32	358	51	268	54	90	45
22:00	24	57	179	53	49	152	21	535	76	362	72	173	87
23:00	7	10	132	52	48	137	13	399	57	249	50	150	75
Total	2385	2821	3300	3187	2839	2516	2130	19178	2740	14532	2906	4646	2323
% Heavy	6.16%	5.28%	5.67%	5.43%	6.45%	4.21%	4.55%	5.43%		5.77%		4.37%	

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	12:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	18	24	15	186	23	61	181	508	73	266	53	242	121
01:00	12	12	14	115	16	47	156	372	53	169	34	203	102
02:00	7	13	19	33	17	28	51	168	24	89	18	79	40
03:00	18	14	14	25	12	37	49	169	24	83	17	86	43
04:00	43	31	38	35	31	91	24	293	42	178	36	115	58
05:00	101	153	152	144	142	54	29	775	111	692	138	83	42
06:00	215	265	270	258	284	105	36	1433	205	1292	258	141	71
07:00	284	317	334	307	280	205	66	1793	256	1522	304	271	136
08:00	447	461	435	475	440	182	115	2555	365	2258	452	297	149
09:00	453	514	477	495	399	264	171	2773	396	2338	468	435	218
10:00	315	397	385	415	360	311	252	2435	348	1872	374	563	282
11:00	339	394	380	408	440	329	327	2617	374	1961	392	656	328
12:00	348	386	449	436	443	376	397	2835	405	2062	412	773	387
13:00	339	347	419	397	417	300	296	2515	359	1919	384	596	298
14:00	343	345	421	372	359	290	298	2428	347	1840	368	588	294
15:00	338	358	397	373	365	262	376	2469	353	1831	366	638	319
16:00	437	472	481	480	491	271	312	2944	421	2361	472	583	292
17:00	470	498	574	534	461	309	209	3055	436	2537	507	518	259
18:00	292	370	433	439	365	332	292	2523	360	1899	380	624	312
19:00	178	211	323	240	242	324	193	1711	244	1194	239	517	259
20:00	114	135	176	189	192	139	117	1062	152	806	161	256	128
21:00	80	118	144	143	151	129	84	849	121	636	127	213	107
22:00	64	126	352	99	134	303	41	1119	160	775	155	344	172
23:00	30	30	258	103	123	267	25	836	119	544	109	292	146
Total	5285	5991	6960	6701	6187	5016	4097	40237	5748	31124	6225	9113	4557
% Heavy	6.07%	6.01%	5.66%	5.69%	6.17%	3.67%	3.54%	5.39%		5.91%		3.61%	

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Stephenson St	Location :	East of Cremorne St
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	MD12RWSA	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27979	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
Lat	37° 49' 32.05 South	Both directions	Westbound	Eastbound
Long	144° 59' 29.30 East			
Traffic Volume : (Vehicles/Day)		Weekdays Average	2,645	1,386
		7 Day Average	2,341	1,159
Weekday	AM	09:00	240	108
Peak hour start	PM	17:00	207	152
Speeds : (Km/Hr)	85th Percentile		33.0	34.1
	Average		26.8	27.8
Classification % :	Light Vehicles up to 5.5m	90.9%	91.1%	90.8%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -37.825569, 144.991472



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Stephenson St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	08:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	14:00
00:00	1	3	5	13	6	8	25	61	9	28	6	33	17
01:00	2	4	6	11	4	9	21	57	8	27	5	30	15
02:00	2	2	2	7	4	6	9	32	5	17	3	15	8
03:00	6	4	4	2	4	9	12	41	6	20	4	21	11
04:00	5	2	6	4	6	13	4	40	6	23	5	17	9
05:00	14	14	15	10	20	4	5	82	12	73	15	9	5
06:00	33	26	33	31	29	10	7	169	24	152	30	17	9
07:00	58	56	79	56	47	26	8	330	47	296	59	34	17
08:00	89	103	124	119	83	25	10	553	79	518	104	35	18
09:00	68	136	116	128	93	37	21	599	86	541	108	58	29
10:00	65	92	95	92	73	35	24	476	68	417	83	59	30
11:00	55	85	96	111	102	41	43	533	76	449	90	84	42
12:00	79	110	107	117	103	48	55	619	88	516	103	103	52
13:00	61	100	88	99	73	44	44	509	73	421	84	88	44
14:00	70	93	89	79	68	47	60	506	72	399	80	107	54
15:00	81	80	111	95	76	41	67	551	79	443	89	108	54
16:00	108	126	153	127	101	35	45	695	99	615	123	80	40
17:00	139	140	176	159	145	56	27	842	120	759	152	83	42
18:00	72	91	150	97	67	54	53	584	83	477	95	107	54
19:00	25	41	98	50	41	56	25	336	48	255	51	81	41
20:00	23	26	34	33	41	21	7	185	26	157	31	28	14
21:00	18	21	25	24	31	23	10	152	22	119	24	33	17
22:00	17	20	63	14	28	57	2	201	29	142	28	59	30
23:00	7	7	27	14	17	42	2	116	17	72	14	44	22
Total	1098	1382	1702	1492	1262	747	586	8269	1181	6936	1387	1333	667
% Heavy	10.38%	10.27%	8.64%	8.91%	10.86%	4.95%	5.46%	8.97%		9.70%		5.18%	

TRANS TRAFFIC SURVEY

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Site Stephenson St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	08:00	08:00	11:00	11:00	N/A	09:00	N/A	08:00	N/A	11:00
PM Peak	13:00	13:00	18:00	12:00	12:00	18:00	15:00	N/A	12:00	N/A	12:00	N/A	12:00
00:00	4	2	2	10	4	3	12	37	5	22	4	15	8
01:00	0	3	3	10	5	5	12	38	5	21	4	17	9
02:00	2	1	4	4	5	6	0	22	3	16	3	6	3
03:00	4	1	3	2	2	10	2	24	3	12	2	12	6
04:00	12	8	14	18	13	31	5	101	14	65	13	36	18
05:00	33	45	49	34	44	10	7	222	32	205	41	17	9
06:00	66	98	80	91	95	33	5	468	67	430	86	38	19
07:00	80	83	87	74	90	44	15	473	68	414	83	59	30
08:00	131	121	111	153	142	51	23	732	105	658	132	74	37
09:00	116	150	137	148	108	63	39	761	109	659	132	102	51
10:00	78	118	125	101	94	62	72	650	93	516	103	134	67
11:00	63	90	113	122	125	75	106	694	99	513	103	181	91
12:00	59	92	110	106	130	62	122	681	97	497	99	184	92
13:00	69	94	83	100	64	58	105	573	82	410	82	163	82
14:00	40	60	105	75	54	51	121	506	72	334	67	172	86
15:00	43	54	68	58	43	31	143	440	63	266	53	174	87
16:00	35	47	78	64	43	50	30	347	50	267	53	80	40
17:00	35	58	71	62	50	65	18	359	51	276	55	83	42
18:00	32	48	120	48	42	73	21	384	55	290	58	94	47
19:00	15	22	71	29	31	59	18	245	35	168	34	77	39
20:00	9	12	25	18	30	21	6	121	17	94	19	27	14
21:00	12	13	14	21	11	13	9	93	13	71	14	22	11
22:00	6	7	24	6	12	24	2	81	12	55	11	26	13
23:00	1	2	19	9	8	20	2	61	9	39	8	22	11
Total	945	1229	1516	1363	1245	920	895	8113	1159	6298	1260	1815	908
% Heavy	11.01%	8.95%	11.08%	10.86%	10.20%	5.00%	5.14%	9.23%		10.43%		5.07%	

TRANS TRAFFIC SURVEY

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Site Stephenson St

Direction ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	12:00	18:00	12:00	12:00	18:00	15:00	N/A	12:00	N/A	17:00	N/A	12:00
00:00	5	5	7	23	10	11	37	98	14	50	10	48	24
01:00	2	7	9	21	9	14	33	95	14	48	10	47	24
02:00	4	3	6	11	9	12	9	54	8	33	7	21	11
03:00	10	5	7	4	6	19	14	65	9	32	6	33	17
04:00	17	10	20	22	19	44	9	141	20	88	18	53	27
05:00	47	59	64	44	64	14	12	304	43	278	56	26	13
06:00	99	124	113	122	124	43	12	637	91	582	116	55	28
07:00	138	139	166	130	137	70	23	803	115	710	142	93	47
08:00	220	224	235	272	225	76	33	1285	184	1176	235	109	55
09:00	184	286	253	276	201	100	60	1360	194	1200	240	160	80
10:00	143	210	220	193	167	97	96	1126	161	933	187	193	97
11:00	118	175	209	233	227	116	149	1227	175	962	192	265	133
12:00	138	202	217	223	233	110	177	1300	186	1013	203	287	144
13:00	130	194	171	199	137	102	149	1082	155	831	166	251	126
14:00	110	153	194	154	122	98	181	1012	145	733	147	279	140
15:00	124	134	179	153	119	72	210	991	142	709	142	282	141
16:00	143	173	231	191	144	85	75	1042	149	882	176	160	80
17:00	174	198	247	221	195	121	45	1201	172	1035	207	166	83
18:00	104	139	270	145	109	127	74	968	138	767	153	201	101
19:00	40	63	169	79	72	115	43	581	83	423	85	158	79
20:00	32	38	59	51	71	42	13	306	44	251	50	55	28
21:00	30	34	39	45	42	36	19	245	35	190	38	55	28
22:00	23	27	87	20	40	81	4	282	40	197	39	85	43
23:00	8	9	46	23	25	62	4	177	25	111	22	66	33
Total	2043	2611	3218	2855	2507	1667	1481	16382	2340	13234	2647	3148	1574
% Heavy	10.67%	9.65%	9.79%	9.84%	10.53%	4.98%	5.27%	9.10%		10.05%		5.11%	

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

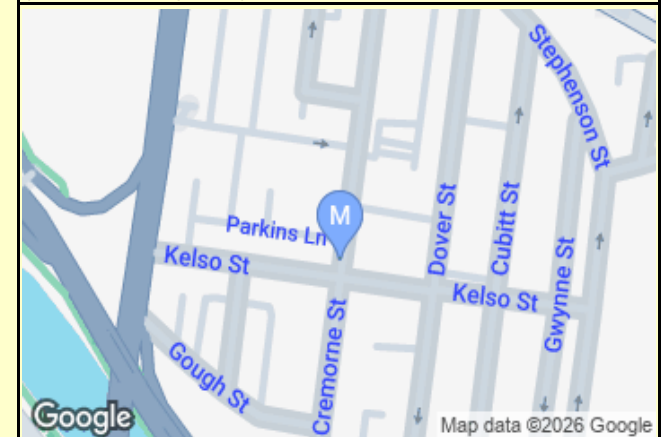
Street Name :	Cremorne St	Location :	Outside Property 92
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	MD00QXA4	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27980	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 40.98 South Long 144° 59' 26.03 East	Direction of Travel		
			Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	4,511	2,327	2,184
		7 Day Average	4,153	2,108	2,045
Weekday AM		09:00	346	180	166
Peak hour starts PM		17:00	443	251	192
Speeds : (Km/Hr)		85th Percentile	26.0	25.6	26.4
		Average	21.6	21.1	22.1
Classification % :		Light Vehicles up to 5.5m	96.6%	96.9%	96.2%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -37.828049, 144.990564



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction ▼

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	19:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	7	9	3	19	4	16	49	107	15	42	8	65	33
01:00	6	5	3	19	3	14	41	91	13	36	7	55	28
02:00	3	7	7	8	7	5	14	51	7	32	6	19	10
03:00	3	8	5	8	6	14	16	60	9	30	6	30	15
04:00	14	8	6	4	6	23	6	67	10	38	8	29	15
05:00	23	36	41	28	29	16	9	182	26	157	31	25	13
06:00	68	70	72	59	84	19	9	381	54	353	71	28	14
07:00	92	133	118	124	85	57	24	633	90	552	110	81	41
08:00	152	198	152	191	162	75	39	969	138	855	171	114	57
09:00	164	222	172	193	148	88	54	1041	149	899	180	142	71
10:00	88	150	105	141	137	101	81	803	115	621	124	182	91
11:00	117	143	136	179	170	120	100	965	138	745	149	220	110
12:00	120	131	158	157	170	131	181	1048	150	736	147	312	156
13:00	128	130	128	154	135	94	109	878	125	675	135	203	102
14:00	120	147	167	137	124	107	97	899	128	695	139	204	102
15:00	159	152	201	172	187	84	159	1114	159	871	174	243	122
16:00	191	219	208	208	212	93	83	1214	173	1038	208	176	88
17:00	252	249	274	281	200	128	64	1448	207	1256	251	192	96
18:00	133	176	233	192	142	159	86	1121	160	876	175	245	123
19:00	70	66	145	70	66	187	51	655	94	417	83	238	119
20:00	41	38	64	53	49	57	40	342	49	245	49	97	49
21:00	28	44	44	38	46	37	22	259	37	200	40	59	30
22:00	10	19	73	22	35	89	11	259	37	159	32	100	50
23:00	11	10	61	21	33	55	9	200	29	136	27	64	32
Total	2000	2370	2576	2478	2240	1769	1354	14787	2112	11664	2333	3123	1562
% Heavy	4.25%	3.71%	3.45%	3.27%	3.79%	1.13%	1.55%	3.17%		3.67%		1.31%	

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Southbound ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	22:00	17:00	12:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	3	9	4	33	12	20	33	114	16	61	12	53	27
01:00	7	2	4	17	4	7	25	66	9	34	7	32	16
02:00	2	4	3	10	4	8	11	42	6	23	5	19	10
03:00	4	3	4	4	4	7	16	42	6	19	4	23	12
04:00	7	5	5	3	6	26	7	59	8	26	5	33	17
05:00	25	37	39	37	35	13	5	191	27	173	35	18	9
06:00	59	75	58	71	71	34	13	381	54	334	67	47	24
07:00	77	106	106	86	79	66	17	537	77	454	91	83	42
08:00	170	187	141	178	153	41	24	894	128	829	166	65	33
09:00	142	196	161	186	144	63	35	927	132	829	166	98	49
10:00	85	150	133	168	123	95	67	821	117	659	132	162	81
11:00	110	147	121	153	149	113	93	886	127	680	136	206	103
12:00	143	159	143	171	160	158	149	1083	155	776	155	307	154
13:00	99	118	158	149	136	104	138	902	129	660	132	242	121
14:00	117	121	147	158	120	101	151	915	131	663	133	252	126
15:00	120	139	146	115	128	91	238	977	140	648	130	329	165
16:00	152	158	168	162	116	84	207	1047	150	756	151	291	146
17:00	208	205	217	195	134	90	85	1134	162	959	192	175	88
18:00	121	141	241	195	131	111	175	1115	159	829	166	286	143
19:00	75	79	144	89	73	95	65	620	89	460	92	160	80
20:00	44	45	52	62	48	34	48	333	48	251	50	82	41
21:00	27	26	50	56	44	55	17	275	39	203	41	72	36
22:00	13	57	272	44	32	253	16	687	98	418	84	269	135
23:00	9	7	93	48	38	108	8	311	44	195	39	116	58
Total	1819	2176	2610	2390	1944	1777	1643	14359	2051	10939	2188	3420	1710
% Heavy	4.29%	4.14%	4.29%	4.02%	4.06%	2.42%	2.68%	3.77%		4.16%		2.54%	

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	09:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	10	18	7	52	16	36	82	221	32	103	21	118	59
01:00	13	7	7	36	7	21	66	157	22	70	14	87	44
02:00	5	11	10	18	11	13	25	93	13	55	11	38	19
03:00	7	11	9	12	10	21	32	102	15	49	10	53	27
04:00	21	13	11	7	12	49	13	126	18	64	13	62	31
05:00	48	73	80	65	64	29	14	373	53	330	66	43	22
06:00	127	145	130	130	155	53	22	762	109	687	137	75	38
07:00	169	239	224	210	164	123	41	1170	167	1006	201	164	82
08:00	322	385	293	369	315	116	63	1863	266	1684	337	179	90
09:00	306	418	333	379	292	151	89	1968	281	1728	346	240	120
10:00	173	300	238	309	260	196	148	1624	232	1280	256	344	172
11:00	227	290	257	332	319	233	193	1851	264	1425	285	426	213
12:00	263	290	301	328	330	289	330	2131	304	1512	302	619	310
13:00	227	248	286	303	271	198	247	1780	254	1335	267	445	223
14:00	237	268	314	295	244	208	248	1814	259	1358	272	456	228
15:00	279	291	347	287	315	175	397	2091	299	1519	304	572	286
16:00	343	377	376	370	328	177	290	2261	323	1794	359	467	234
17:00	460	454	491	476	334	218	149	2582	369	2215	443	367	184
18:00	254	317	474	387	273	270	261	2236	319	1705	341	531	266
19:00	145	145	289	159	139	282	116	1275	182	877	175	398	199
20:00	85	83	116	115	97	91	88	675	96	496	99	179	90
21:00	55	70	94	94	90	92	39	534	76	403	81	131	66
22:00	23	76	345	66	67	342	27	946	135	577	115	369	185
23:00	20	17	154	69	71	163	17	511	73	331	66	180	90
Total	3819	4546	5186	4868	4184	3546	2997	29146	4164	22603	4521	6543	3272
% Heavy	4.27%	3.92%	3.88%	3.64%	3.92%	1.78%	2.17%	3.47%		3.91%		1.96%	

TRANS TRAFFIC SURVEY

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T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

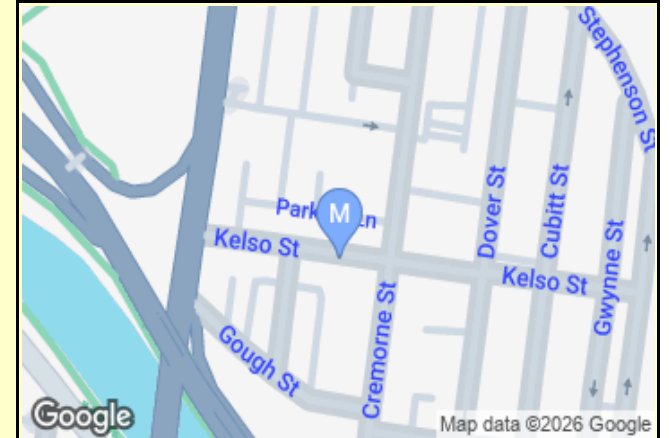
Street Name :	Kelso St	Location :	Outside Property 22-32
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	HR468C5W	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27981	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 41.46 South			
Long	144° 59' 23.87 East			
Traffic Volume : (Vehicles/Day)	Weekdays Average	1,581	891	690
	7 Day Average	1,411	803	608
Weekday	AM	08:00	155	63
Peak hour start	PM	17:00	161	118
Speeds : (Km/Hr)	85th Percentile	32.9	34.6	31.1
	Average	28.3	29.9	26.7
Classification % :	Light Vehicles up to 5.5m	91.5%	91.3%	91.5%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -37.828184, 144.989964



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Kelso St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	09:00	10:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	18:00
00:00	5	1	5	14	2	6	10	43	6	27	5	16	8
01:00	3	1	2	7	1	5	6	25	4	14	3	11	6
02:00	1	0	1	2	0	4	6	14	2	4	1	10	5
03:00	2	1	0	2	2	0	6	13	2	7	1	6	3
04:00	2	1	3	2	2	11	1	22	3	10	2	12	6
05:00	6	8	3	7	2	4	1	31	4	26	5	5	3
06:00	10	13	15	18	14	6	6	82	12	70	14	12	6
07:00	36	42	48	48	46	28	5	253	36	220	44	33	17
08:00	61	76	60	68	53	20	16	354	51	318	64	36	18
09:00	46	73	37	84	52	25	8	325	46	292	58	33	17
10:00	27	47	42	49	66	35	28	294	42	231	46	63	32
11:00	24	55	51	64	61	47	30	332	47	255	51	77	39
12:00	60	63	49	54	65	49	50	390	56	291	58	99	50
13:00	33	46	49	54	55	38	41	316	45	237	47	79	40
14:00	49	55	70	63	39	34	42	352	50	276	55	76	38
15:00	61	70	59	59	48	32	71	400	57	297	59	103	52
16:00	70	87	78	99	76	20	63	493	70	410	82	83	42
17:00	126	119	123	155	67	39	35	664	95	590	118	74	37
18:00	33	72	69	108	50	42	66	440	63	332	66	108	54
19:00	35	32	63	29	21	42	18	240	34	180	36	60	30
20:00	10	22	24	26	21	18	16	137	20	103	21	34	17
21:00	8	12	15	16	19	20	5	95	14	70	14	25	13
22:00	8	18	88	10	15	83	2	224	32	139	28	85	43
23:00	5	2	42	12	7	34	1	103	15	68	14	35	18
Total	721	916	996	1050	784	642	533	5642	806	4467	893	1175	588
% Heavy	10.96%	9.72%	7.73%	8.19%	10.59%	5.30%	7.69%	8.67%		9.27%		6.38%	

TRANS TRAFFIC SURVEY

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Site Kelso St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	12:00	18:00	12:00	12:00	17:00	12:00	N/A	12:00	N/A	12:00	N/A	12:00
00:00	3	1	1	5	2	5	4	21	3	12	2	9	5
01:00	3	1	1	9	2	4	12	32	5	16	3	16	8
02:00	1	2	3	3	3	2	6	20	3	12	2	8	4
03:00	2	1	1	4	2	3	7	20	3	10	2	10	5
04:00	3	1	0	1	2	6	1	14	2	7	1	7	4
05:00	5	9	8	10	9	7	5	53	8	41	8	12	6
06:00	22	39	27	30	26	10	5	159	23	144	29	15	8
07:00	56	48	45	58	44	13	11	275	39	251	50	24	12
08:00	90	112	79	104	77	21	5	488	70	462	92	26	13
09:00	69	117	74	80	60	16	17	433	62	400	80	33	17
10:00	28	51	36	42	33	22	17	229	33	190	38	39	20
11:00	23	52	47	51	41	25	32	271	39	214	43	57	29
12:00	40	52	51	57	46	31	50	327	47	246	49	81	41
13:00	30	42	34	41	36	22	33	238	34	183	37	55	28
14:00	28	32	41	39	32	26	31	229	33	172	34	57	29
15:00	29	30	38	37	42	20	47	243	35	176	35	67	34
16:00	34	36	38	38	42	21	26	235	34	188	38	47	24
17:00	41	48	50	47	31	35	14	266	38	217	43	49	25
18:00	28	36	70	35	25	32	25	251	36	194	39	57	29
19:00	15	15	40	23	24	34	7	158	23	117	23	41	21
20:00	16	13	16	17	11	14	12	99	14	73	15	26	13
21:00	14	12	15	9	21	22	8	101	14	71	14	30	15
22:00	4	5	24	5	3	21	4	66	9	41	8	25	13
23:00	2	2	12	12	10	11	4	53	8	38	8	15	8
Total	586	757	751	757	624	423	383	4281	612	3475	695	806	403
% Heavy	9.39%	9.91%	8.66%	9.51%	7.37%	4.26%	8.09%	8.46%		9.01%		6.08%	

TRANS TRAFFIC SURVEY

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Site Kelso St

Direction ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	8	2	6	19	4	11	14	64	9	39	8	25	13
01:00	6	2	3	16	3	9	18	57	8	30	6	27	14
02:00	2	2	4	5	3	6	12	34	5	16	3	18	9
03:00	4	2	1	6	4	3	13	33	5	17	3	16	8
04:00	5	2	3	3	4	17	2	36	5	17	3	19	10
05:00	11	17	11	17	11	11	6	84	12	67	13	17	9
06:00	32	52	42	48	40	16	11	241	34	214	43	27	14
07:00	92	90	93	106	90	41	16	528	75	471	94	57	29
08:00	151	188	139	172	130	41	21	842	120	780	156	62	31
09:00	115	190	111	164	112	41	25	758	108	692	138	66	33
10:00	55	98	78	91	99	57	45	523	75	421	84	102	51
11:00	47	107	98	115	102	72	62	603	86	469	94	134	67
12:00	100	115	100	111	111	80	100	717	102	537	107	180	90
13:00	63	88	83	95	91	60	74	554	79	420	84	134	67
14:00	77	87	111	102	71	60	73	581	83	448	90	133	67
15:00	90	100	97	96	90	52	118	643	92	473	95	170	85
16:00	104	123	116	137	118	41	89	728	104	598	120	130	65
17:00	167	167	173	202	98	74	49	930	133	807	161	123	62
18:00	61	108	139	143	75	74	91	691	99	526	105	165	83
19:00	50	47	103	52	45	76	25	398	57	297	59	101	51
20:00	26	35	40	43	32	32	28	236	34	176	35	60	30
21:00	22	24	30	25	40	42	13	196	28	141	28	55	28
22:00	12	23	112	15	18	104	6	290	41	180	36	110	55
23:00	7	4	54	24	17	45	5	156	22	106	21	50	25
Total	1307	1673	1747	1807	1408	1065	916	9923	1418	7942	1588	1981	991
% Heavy	10.25%	9.80%	8.13%	8.74%	9.16%	4.88%	7.86%	8.58%		9.15%		6.26%	

TRANS TRAFFIC SURVEY

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T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

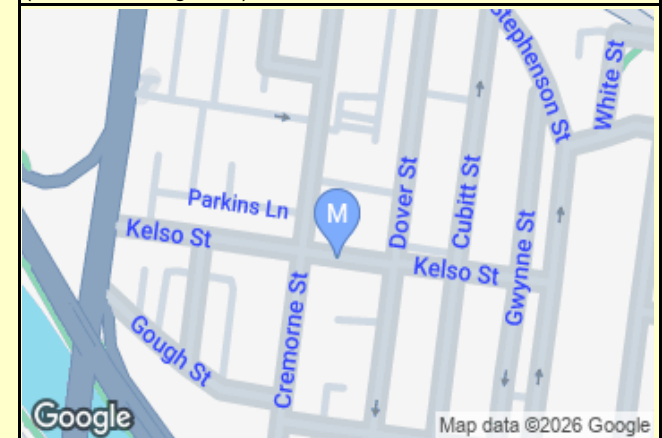
Street Name :	Kelso St	Location :	East of Cremorne St
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	HR468C5W	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27982	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 41.82 South			
Long	144° 59' 27.64 East			
Traffic Volume : (Vehicles/Day)		Weekdays Average	1,204	712
		7 Day Average	1,038	492
Weekday	AM	09:00	106	47
Peak hour start	PM	17:00	119	59
Speeds : (Km/Hr)		85th Percentile	30.1	29.7
		Average	25.7	30.5
Classification % :		Light Vehicles up to 5.5m	25.3	26.2
			91.1%	91.2%
				90.7%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -37.828282, 144.991011



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Kelso St

Direction Westbound ▼

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	10:00	11:00	11:00	11:00	11:00	11:00	N/A	11:00	N/A	11:00	N/A	11:00
PM Peak	17:00	17:00	14:00	17:00	16:00	12:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	2	1	2	5	2	1	0	13	2	12	2	1	1
01:00	0	0	1	1	2	0	3	7	1	4	1	3	2
02:00	1	1	2	0	0	1	0	5	1	4	1	1	1
03:00	1	1	1	0	1	1	3	8	1	4	1	4	2
04:00	4	2	2	3	5	1	2	19	3	16	3	3	2
05:00	6	8	9	7	7	3	1	41	6	37	7	4	2
06:00	5	18	12	7	21	4	4	71	10	63	13	8	4
07:00	16	23	24	24	27	19	10	143	20	114	23	29	15
08:00	33	47	22	35	45	26	11	219	31	182	36	37	19
09:00	43	41	41	56	54	27	15	277	40	235	47	42	21
10:00	33	61	39	48	53	37	28	299	43	234	47	65	33
11:00	38	46	52	63	61	47	35	342	49	260	52	82	41
12:00	53	59	51	59	75	46	45	388	55	297	59	91	46
13:00	37	53	39	52	41	32	30	284	41	222	44	62	31
14:00	44	51	80	49	50	38	27	339	48	274	55	65	33
15:00	59	71	69	56	56	37	54	402	57	311	62	91	46
16:00	80	84	65	64	90	19	32	434	62	383	77	51	26
17:00	108	99	80	109	61	19	18	494	71	457	91	37	19
18:00	37	48	38	52	26	12	29	242	35	201	40	41	21
19:00	16	22	19	15	9	11	6	98	14	81	16	17	9
20:00	6	16	22	16	16	3	11	90	13	76	15	14	7
21:00	1	6	6	8	5	6	1	33	5	26	5	7	4
22:00	4	7	35	1	7	27	2	83	12	54	11	29	15
23:00	4	0	8	0	6	9	0	27	4	18	4	9	5
Total	631	765	719	730	720	426	367	4358	623	3565	713	793	397
% Heavy	9.83%	11.37%	9.32%	10.41%	9.58%	1.64%	3.54%	8.74%		10.13%		2.52%	

TRANS TRAFFIC SURVEY

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Site Kelso St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	08:00	09:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	12:00	12:00	18:00	12:00	13:00	12:00	15:00	N/A	12:00	N/A	12:00	N/A	12:00
00:00	0	1	2	1	0	3	1	8	1	4	1	4	2
01:00	0	0	0	1	2	2	1	6	1	3	1	3	2
02:00	2	1	1	1	1	4	0	10	1	6	1	4	2
03:00	2	2	1	2	1	2	2	12	2	8	2	4	2
04:00	0	0	1	1	0	1	1	4	1	2	0	2	1
05:00	8	12	8	9	7	3	1	48	7	44	9	4	2
06:00	22	31	23	25	24	8	3	136	19	125	25	11	6
07:00	37	27	34	30	26	9	5	168	24	154	31	14	7
08:00	47	58	54	61	50	8	4	282	40	270	54	12	6
09:00	52	66	66	64	47	17	13	325	46	295	59	30	15
10:00	30	45	43	45	39	16	12	230	33	202	40	28	14
11:00	26	45	36	39	47	17	19	229	33	193	39	36	18
12:00	36	46	46	47	32	22	37	266	38	207	41	59	30
13:00	29	40	34	42	34	9	19	207	30	179	36	28	14
14:00	23	29	32	36	23	12	21	176	25	143	29	33	17
15:00	19	19	24	18	20	14	39	153	22	100	20	53	27
16:00	20	17	29	16	17	11	8	118	17	99	20	19	10
17:00	18	27	36	31	23	15	7	157	22	135	27	22	11
18:00	11	11	53	16	11	16	4	122	17	102	20	20	10
19:00	9	16	46	10	15	22	5	123	18	96	19	27	14
20:00	11	10	9	12	10	8	7	67	10	52	10	15	8
21:00	1	4	5	8	7	6	2	33	5	25	5	8	4
22:00	2	4	5	4	5	8	2	30	4	20	4	10	5
23:00	1	0	0	3	2	4	1	11	2	6	1	5	3
Total	406	511	588	522	443	237	214	2921	417	2470	494	451	226
% Heavy	11.58%	13.70%	8.33%	7.28%	7.90%	6.33%	7.01%	9.21%		9.68%		6.65%	

TRANS TRAFFIC SURVEY

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Site Kelso St

Direction ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	09:00	09:00	09:00	11:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	12:00	12:00	15:00	N/A	12:00	N/A	17:00	N/A	12:00
00:00	2	2	4	6	2	4	1	21	3	16	3	5	3
01:00	0	0	1	2	4	2	4	13	2	7	1	6	3
02:00	3	2	3	1	1	5	0	15	2	10	2	5	3
03:00	3	3	2	2	2	3	5	20	3	12	2	8	4
04:00	4	2	3	4	5	2	3	23	3	18	4	5	3
05:00	14	20	17	16	14	6	2	89	13	81	16	8	4
06:00	27	49	35	32	45	12	7	207	30	188	38	19	10
07:00	53	50	58	54	53	28	15	311	44	268	54	43	22
08:00	80	105	76	96	95	34	15	501	72	452	90	49	25
09:00	95	107	107	120	101	44	28	602	86	530	106	72	36
10:00	63	106	82	93	92	53	40	529	76	436	87	93	47
11:00	64	91	88	102	108	64	54	571	82	453	91	118	59
12:00	89	105	97	106	107	68	82	654	93	504	101	150	75
13:00	66	93	73	94	75	41	49	491	70	401	80	90	45
14:00	67	80	112	85	73	50	48	515	74	417	83	98	49
15:00	78	90	93	74	76	51	93	555	79	411	82	144	72
16:00	100	101	94	80	107	30	40	552	79	482	96	70	35
17:00	126	126	116	140	84	34	25	651	93	592	118	59	30
18:00	48	59	91	68	37	28	33	364	52	303	61	61	31
19:00	25	38	65	25	24	33	11	221	32	177	35	44	22
20:00	17	26	31	28	26	11	18	157	22	128	26	29	15
21:00	2	10	11	16	12	12	3	66	9	51	10	15	8
22:00	6	11	40	5	12	35	4	113	16	74	15	39	20
23:00	5	0	8	3	8	13	1	38	5	24	5	14	7
Total	1037	1276	1307	1252	1163	663	581	7279	1040	6035	1207	1244	622
% Heavy	10.51%	12.30%	8.88%	9.11%	8.94%	3.32%	4.82%	8.93%		9.94%		4.02%	

TRANS TRAFFIC SURVEY

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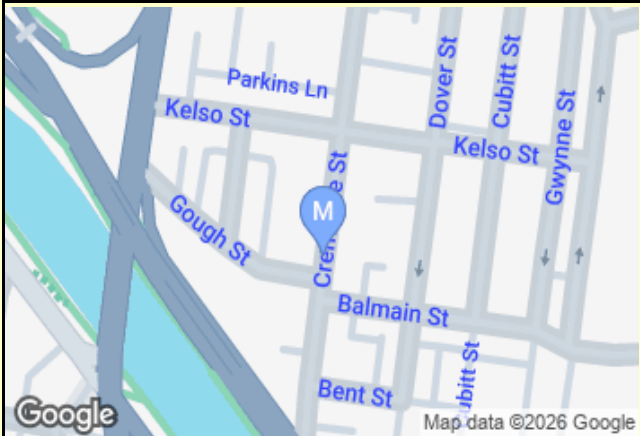
AUTOMATIC COUNT SUMMARY

Street Name :	Cremorne St	Location :	Outside Property 132
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	HR132YZW	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27983	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Lat 37° 49' 45.58 South	Direction of Travel		
			Both directions	Northbound	Southbound
		Long 144° 59' 25.26 East			
Traffic Volume : (Vehicles/Day)		Weekdays Average	3,614	1,883	1,731
		7 Day Average	3,330	1,700	1,630
Weekday	AM	09:00	275	146	129
Peak hour starts	PM	17:00	379	219	160
Speeds : (Km/Hr)		85th Percentile	36.1	33.9	38.4
		Average	29.9	28.1	31.7
Classification % :		Light Vehicles up to 5.5m	95.4%	95.7%	95.1%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -37.829328, 144.990351



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction Northbound ▼

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	08:00	09:00	09:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	19:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	7	4	4	10	1	14	47	87	12	26	5	61	31
01:00	4	6	2	11	2	14	33	72	10	25	5	47	24
02:00	5	5	4	7	5	6	13	45	6	26	5	19	10
03:00	4	4	5	8	4	14	10	49	7	25	5	24	12
04:00	8	4	5	5	2	17	5	46	7	24	5	22	11
05:00	19	44	35	27	23	12	5	165	24	148	30	17	9
06:00	72	71	68	55	74	22	5	367	52	340	68	27	14
07:00	86	111	102	108	71	45	17	540	77	478	96	62	31
08:00	136	176	112	155	142	52	32	805	115	721	144	84	42
09:00	152	164	138	162	112	66	41	835	119	728	146	107	54
10:00	63	108	79	111	131	78	59	629	90	492	98	137	69
11:00	94	112	82	129	123	82	67	689	98	540	108	149	75
12:00	101	83	111	105	118	102	132	752	107	518	104	234	117
13:00	90	89	85	129	110	70	79	652	93	503	101	149	75
14:00	101	120	120	116	81	72	91	701	100	538	108	163	82
15:00	127	110	155	130	140	65	141	868	124	662	132	206	103
16:00	152	180	181	160	176	75	69	993	142	849	170	144	72
17:00	209	225	242	256	165	110	58	1265	181	1097	219	168	84
18:00	99	150	192	166	115	140	82	944	135	722	144	222	111
19:00	50	56	131	53	56	174	51	571	82	346	69	225	113
20:00	29	30	49	43	38	49	24	262	37	189	38	73	37
21:00	32	37	36	30	35	24	17	211	30	170	34	41	21
22:00	13	17	75	21	32	68	10	236	34	158	32	78	39
23:00	10	10	52	18	24	54	8	176	25	114	23	62	31
Total	1663	1916	2065	2015	1780	1425	1096	11960	1709	9439	1888	2521	1261
% Heavy	5.17%	4.85%	4.12%	5.61%	5.00%	1.96%	1.92%	4.31%		4.94%		1.94%	

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction ▼

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	09:00	08:00	08:00	11:00	11:00	N/A	09:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	22:00	17:00	12:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	3	2	1	21	10	15	27	79	11	37	7	42	21
01:00	4	1	3	11	3	5	27	54	8	22	4	32	16
02:00	2	3	3	9	3	4	10	34	5	20	4	14	7
03:00	3	2	4	4	3	8	11	35	5	16	3	19	10
04:00	6	2	3	4	7	10	7	39	6	22	4	17	9
05:00	18	24	32	26	31	11	5	147	21	131	26	16	8
06:00	49	51	49	52	58	30	8	297	42	259	52	38	19
07:00	56	81	73	68	60	48	15	401	57	338	68	63	32
08:00	131	157	89	146	133	39	16	711	102	656	131	55	28
09:00	123	147	134	128	111	45	34	722	103	643	129	79	40
10:00	66	124	100	130	93	80	44	637	91	513	103	124	62
11:00	87	113	86	111	98	89	78	662	95	495	99	167	84
12:00	115	102	103	138	138	137	103	836	119	596	119	240	120
13:00	71	103	103	120	103	91	112	703	100	500	100	203	102
14:00	99	109	128	123	107	91	131	788	113	566	113	222	111
15:00	107	122	137	91	132	78	197	864	123	589	118	275	138
16:00	135	147	130	110	117	76	184	899	128	639	128	260	130
17:00	167	196	164	160	122	72	70	951	136	809	162	142	71
18:00	98	114	184	137	107	80	157	877	125	640	128	237	119
19:00	55	65	91	74	61	56	54	456	65	346	69	110	55
20:00	30	35	43	47	32	18	35	240	34	187	37	53	27
21:00	19	21	45	43	33	39	13	213	30	161	32	52	26
22:00	14	46	246	34	22	192	17	571	82	362	72	209	105
23:00	4	5	62	42	35	89	7	244	35	148	30	96	48
Total	1462	1772	2013	1829	1619	1403	1362	11460	1637	8695	1739	2765	1383
% Heavy	6.16%	5.36%	4.92%	5.63%	5.13%	3.71%	3.45%	4.97%		5.41%		3.58%	

TRANS TRAFFIC SURVEY

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Site Cremorne St

Direction ▼

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	09:00	08:00	09:00	08:00	08:00	11:00	11:00	N/A	09:00	N/A	09:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	22:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	10	6	5	31	11	29	74	166	24	63	13	103	52
01:00	8	7	5	22	5	19	60	126	18	47	9	79	40
02:00	7	8	7	16	8	10	23	79	11	46	9	33	17
03:00	7	6	9	12	7	22	21	84	12	41	8	43	22
04:00	14	6	8	9	9	27	12	85	12	46	9	39	20
05:00	37	68	67	53	54	23	10	312	45	279	56	33	17
06:00	121	122	117	107	132	52	13	664	95	599	120	65	33
07:00	142	192	175	176	131	93	32	941	134	816	163	125	63
08:00	267	333	201	301	275	91	48	1516	217	1377	275	139	70
09:00	275	311	272	290	223	111	75	1557	222	1371	274	186	93
10:00	129	232	179	241	224	158	103	1266	181	1005	201	261	131
11:00	181	225	168	240	221	171	145	1351	193	1035	207	316	158
12:00	216	185	214	243	256	239	235	1588	227	1114	223	474	237
13:00	161	192	188	249	213	161	191	1355	194	1003	201	352	176
14:00	200	229	248	239	188	163	222	1489	213	1104	221	385	193
15:00	234	232	292	221	272	143	338	1732	247	1251	250	481	241
16:00	287	327	311	270	293	151	253	1892	270	1488	298	404	202
17:00	376	421	406	416	287	182	128	2216	317	1906	381	310	155
18:00	197	264	376	303	222	220	239	1821	260	1362	272	459	230
19:00	105	121	222	127	117	230	105	1027	147	692	138	335	168
20:00	59	65	92	90	70	67	59	502	72	376	75	126	63
21:00	51	58	81	73	68	63	30	424	61	331	66	93	47
22:00	27	63	321	55	54	260	27	807	115	520	104	287	144
23:00	14	15	114	60	59	143	15	420	60	262	52	158	79
Total	3125	3688	4078	3844	3399	2828	2458	23420	3346	18134	3627	5286	2643
% Heavy	5.63%	5.10%	4.51%	5.62%	5.06%	2.83%	2.77%	4.63%		5.16%		2.80%	

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

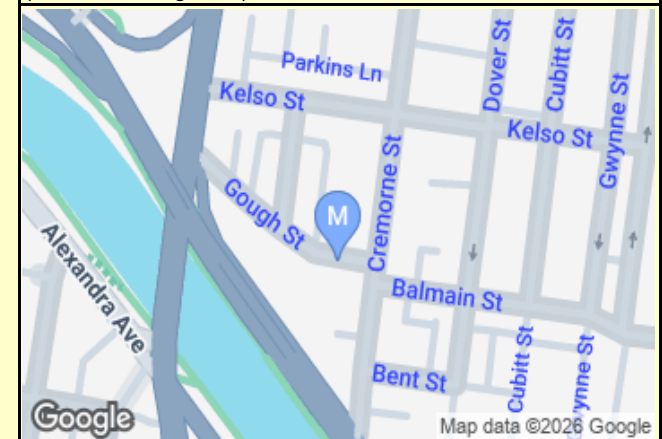
Street Name :	Gough St	Location :	Outside Property 34
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	K365MK64	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27984	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information Lat 37° 49' 46.24 South Long 144° 59' 23.60 East			Direction of Travel		
			Both directions	Westbound	Eastbound
Traffic Volume : (Vehicles/Day)		Weekdays Average	1,614	773	841
		7 Day Average	1,416	685	731
Weekday	AM	08:00	217	65	152
Peak hour start	PM	17:00	160	132	28
Speeds : (Km/Hr)		85th Percentile	29.6	28.8	30.4
		Average	25.2	24.5	25.8
Classification % :		Light Vehicles up to 5.5m	96.1%	95.8%	96.6%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -37.829511, 144.989890



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Gough St

Direction

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	12:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	3	1	0	2	3	1	2	12	2	9	2	3	2
01:00	1	1	2	4	1	3	5	17	2	9	2	8	4
02:00	0	2	0	0	0	0	2	4	1	2	0	2	1
03:00	1	0	0	0	1	5	4	11	2	2	0	9	5
04:00	3	1	3	1	2	8	2	20	3	10	2	10	5
05:00	6	10	18	10	13	3	3	63	9	57	11	6	3
06:00	7	19	25	26	28	18	3	126	18	105	21	21	11
07:00	41	39	31	49	33	12	7	212	30	193	39	19	10
08:00	68	60	60	88	53	22	9	360	51	329	66	31	16
09:00	28	70	55	44	43	22	16	278	40	240	48	38	19
10:00	24	44	36	40	33	19	23	219	31	177	35	42	21
11:00	20	37	41	28	44	39	31	240	34	170	34	70	35
12:00	33	53	35	59	43	50	48	321	46	223	45	98	49
13:00	23	45	33	52	43	33	33	262	37	196	39	66	33
14:00	23	40	37	40	38	41	56	275	39	178	36	97	49
15:00	43	75	65	43	54	36	59	375	54	280	56	95	48
16:00	90	78	85	84	58	22	36	453	65	395	79	58	29
17:00	134	162	116	176	74	30	22	714	102	662	132	52	26
18:00	45	61	87	80	51	35	29	388	55	324	65	64	32
19:00	22	31	38	15	21	24	19	170	24	127	25	43	22
20:00	10	10	14	11	10	20	3	78	11	55	11	23	12
21:00	13	16	13	11	10	11	1	75	11	63	13	12	6
22:00	10	8	29	5	7	19	4	82	12	59	12	23	12
23:00	5	2	4	3	5	11	2	32	5	19	4	13	7
Total	653	865	827	871	668	484	419	4787	684	3884	777	903	452
% Heavy	5.51%	4.74%	4.72%	4.02%	5.39%	2.69%	1.91%	4.35%		4.81%		2.33%	

TRANS TRAFFIC SURVEY

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Site Gough St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	10:00	N/A	08:00	N/A	08:00	N/A	10:00
PM Peak	13:00	12:00	19:00	14:00	12:00	15:00	15:00	N/A	12:00	N/A	12:00	N/A	15:00
00:00	3	2	1	6	3	6	9	30	4	15	3	15	8
01:00	2	3	1	3	4	3	8	24	3	13	3	11	6
02:00	1	2	2	3	1	3	5	17	2	9	2	8	4
03:00	2	1	0	1	2	6	3	15	2	6	1	9	5
04:00	3	4	3	4	5	5	6	30	4	19	4	11	6
05:00	15	27	29	25	23	10	4	133	19	119	24	14	7
06:00	33	49	54	34	41	13	4	228	33	211	42	17	9
07:00	80	75	64	87	70	22	11	409	58	376	75	33	17
08:00	157	172	138	164	128	25	15	799	114	759	152	40	20
09:00	102	123	88	138	102	22	12	587	84	553	111	34	17
10:00	31	54	62	67	54	33	23	324	46	268	54	56	28
11:00	38	60	51	62	52	30	23	316	45	263	53	53	27
12:00	37	60	41	41	51	30	59	319	46	230	46	89	45
13:00	41	40	40	42	43	30	43	279	40	206	41	73	37
14:00	36	45	48	43	33	27	57	289	41	205	41	84	42
15:00	37	36	44	33	34	38	64	286	41	184	37	102	51
16:00	28	24	27	35	24	21	29	188	27	138	28	50	25
17:00	33	29	23	34	23	28	22	192	27	142	28	50	25
18:00	34	35	35	24	19	30	20	197	28	147	29	50	25
19:00	22	16	51	23	20	19	13	164	23	132	26	32	16
20:00	14	17	21	14	16	15	7	104	15	82	16	22	11
21:00	9	18	14	12	8	9	3	73	10	61	12	12	6
22:00	3	11	14	8	16	20	10	82	12	52	10	30	15
23:00	5	4	13	5	8	14	6	55	8	35	7	20	10
Total	766	907	864	908	780	459	456	5140	734	4225	845	915	458
% Heavy	4.70%	3.20%	3.82%	4.85%	3.59%	1.31%	1.32%	3.54%		4.02%		1.31%	

TRANS TRAFFIC SURVEY

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Site Gough St

Direction ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	12:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	6	3	1	8	6	7	11	42	6	24	5	18	9
01:00	3	4	3	7	5	6	13	41	6	22	4	19	10
02:00	1	4	2	3	1	3	7	21	3	11	2	10	5
03:00	3	1	0	1	3	11	7	26	4	8	2	18	9
04:00	6	5	6	5	7	13	8	50	7	29	6	21	11
05:00	21	37	47	35	36	13	7	196	28	176	35	20	10
06:00	40	68	79	60	69	31	7	354	51	316	63	38	19
07:00	121	114	95	136	103	34	18	621	89	569	114	52	26
08:00	225	232	198	252	181	47	24	1159	166	1088	218	71	36
09:00	130	193	143	182	145	44	28	865	124	793	159	72	36
10:00	55	98	98	107	87	52	46	543	78	445	89	98	49
11:00	58	97	92	90	96	69	54	556	79	433	87	123	62
12:00	70	113	76	100	94	80	107	640	91	453	91	187	94
13:00	64	85	73	94	86	63	76	541	77	402	80	139	70
14:00	59	85	85	83	71	68	113	564	81	383	77	181	91
15:00	80	111	109	76	88	74	123	661	94	464	93	197	99
16:00	118	102	112	119	82	43	65	641	92	533	107	108	54
17:00	167	191	139	210	97	58	44	906	129	804	161	102	51
18:00	79	96	122	104	70	65	49	585	84	471	94	114	57
19:00	44	47	89	38	41	43	32	334	48	259	52	75	38
20:00	24	27	35	25	26	35	10	182	26	137	27	45	23
21:00	22	34	27	23	18	20	4	148	21	124	25	24	12
22:00	13	19	43	13	23	39	14	164	23	111	22	53	27
23:00	10	6	17	8	13	25	8	87	12	54	11	33	17
Total	1419	1772	1691	1779	1448	943	875	9927	1418	8109	1622	1818	909
% Heavy	5.07%	3.95%	4.26%	4.44%	4.42%	2.01%	1.60%	3.93%		4.40%		1.82%	

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AUTOMATIC COUNT SUMMARY

Street Name :	Balmain St	Location :	Outside Property 33
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	MD00QXA4	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27985	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 47.12 South			
Long	144° 59' 27.52 East			
Traffic Volume : (Vehicles/Day)		Weekdays Average	4,164	2,929
		7 Day Average	3,650	1,068
Weekday	AM	08:00	429	246
Peak hour start	PM	17:00	473	416
Speeds : (Km/Hr)		85th Percentile	35.6	37.0
		Average	29.9	31.3
Classification % :	Light Vehicles up to 5.5m	93.4%	93.2%	93.7%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -37.829755, 144.990978



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

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Site Balmain St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	19:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	6	3	4	12	7	12	53	97	14	32	6	65	33
01:00	5	4	2	10	2	15	50	88	13	23	5	65	33
02:00	6	6	1	7	5	7	16	48	7	25	5	23	12
03:00	2	3	3	7	4	10	13	42	6	19	4	23	12
04:00	7	6	7	4	5	20	5	54	8	29	6	25	13
05:00	20	29	30	37	19	6	4	145	21	135	27	10	5
06:00	70	84	76	67	82	22	10	411	59	379	76	32	16
07:00	126	170	161	173	124	48	14	816	117	754	151	62	31
08:00	229	271	248	277	202	66	27	1320	189	1227	245	93	47
09:00	162	229	198	201	165	89	39	1083	155	955	191	128	64
10:00	107	143	112	157	152	98	75	844	121	671	134	173	87
11:00	105	127	137	143	159	152	113	936	134	671	134	265	133
12:00	133	167	152	183	153	156	175	1119	160	788	158	331	166
13:00	133	146	156	189	180	112	128	1044	149	804	161	240	120
14:00	142	199	195	172	184	134	128	1154	165	892	178	262	131
15:00	219	254	287	202	275	101	189	1527	218	1237	247	290	145
16:00	308	382	334	283	285	116	124	1832	262	1592	318	240	120
17:00	423	465	440	459	291	139	107	2324	332	2078	416	246	123
18:00	164	213	312	240	180	166	112	1387	198	1109	222	278	139
19:00	73	85	165	89	77	208	43	740	106	489	98	251	126
20:00	39	47	65	47	47	62	24	331	47	245	49	86	43
21:00	33	39	42	44	53	39	24	274	39	211	42	63	32
22:00	22	20	114	26	35	107	10	334	48	217	43	117	59
23:00	8	7	37	19	23	56	10	160	23	94	19	66	33
Total	2542	3099	3278	3048	2709	1941	1493	18110	2587	14676	2935	3434	1717
% Heavy	7.08%	7.55%	7.23%	7.25%	8.01%	3.86%	3.75%	6.74%		7.42%		3.81%	

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	12:00	16:00	18:00	13:00	12:00	12:00	15:00	N/A	12:00	N/A	12:00	N/A	15:00
00:00	0	2	0	9	6	4	10	31	4	17	3	14	7
01:00	3	2	2	5	3	4	14	33	5	15	3	18	9
02:00	2	4	0	7	1	3	3	20	3	14	3	6	3
03:00	0	2	0	2	2	2	6	14	2	6	1	8	4
04:00	2	4	4	5	6	8	6	35	5	21	4	14	7
05:00	19	24	26	28	22	8	3	130	19	119	24	11	6
06:00	56	51	69	54	54	10	4	298	43	284	57	14	7
07:00	83	94	96	102	88	19	14	496	71	463	93	33	17
08:00	202	203	138	198	173	44	22	980	140	914	183	66	33
09:00	134	162	116	142	126	35	25	740	106	680	136	60	30
10:00	65	98	93	111	89	57	35	548	78	456	91	92	46
11:00	62	85	73	95	68	56	51	490	70	383	77	107	54
12:00	86	73	73	93	87	60	56	528	75	412	82	116	58
13:00	48	74	68	94	57	54	60	455	65	341	68	114	57
14:00	54	58	74	73	66	49	63	437	62	325	65	112	56
15:00	60	64	83	52	68	52	73	452	65	327	65	125	63
16:00	58	77	59	61	56	40	51	402	57	311	62	91	46
17:00	68	60	51	56	53	37	37	362	52	288	58	74	37
18:00	53	54	84	66	53	31	35	376	54	310	62	66	33
19:00	32	33	56	51	48	32	15	267	38	220	44	47	24
20:00	19	24	26	22	20	13	8	132	19	111	22	21	11
21:00	10	5	19	23	17	11	9	94	13	74	15	20	10
22:00	10	10	35	11	11	36	7	120	17	77	15	43	22
23:00	4	3	11	5	10	24	5	62	9	33	7	29	15
Total	1130	1266	1256	1365	1184	689	612	7502	1072	6201	1240	1301	651
% Heavy	6.46%	7.11%	6.05%	7.69%	6.84%	3.63%	3.43%	6.28%		6.85%		3.54%	

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Both directions ▼

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	19:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	6	5	4	21	13	16	63	128	18	49	10	79	40
01:00	8	6	4	15	5	19	64	121	17	38	8	83	42
02:00	8	10	1	14	6	10	19	68	10	39	8	29	15
03:00	2	5	3	9	6	12	19	56	8	25	5	31	16
04:00	9	10	11	9	11	28	11	89	13	50	10	39	20
05:00	39	53	56	65	41	14	7	275	39	254	51	21	11
06:00	126	135	145	121	136	32	14	709	101	663	133	46	23
07:00	209	264	257	275	212	67	28	1312	187	1217	243	95	48
08:00	431	474	386	475	375	110	49	2300	329	2141	428	159	80
09:00	296	391	314	343	291	124	64	1823	260	1635	327	188	94
10:00	172	241	205	268	241	155	110	1392	199	1127	225	265	133
11:00	167	212	210	238	227	208	164	1426	204	1054	211	372	186
12:00	219	240	225	276	240	216	231	1647	235	1200	240	447	224
13:00	181	220	224	283	237	166	188	1499	214	1145	229	354	177
14:00	196	257	269	245	250	183	191	1591	227	1217	243	374	187
15:00	279	318	370	254	343	153	262	1979	283	1564	313	415	208
16:00	366	459	393	344	341	156	175	2234	319	1903	381	331	166
17:00	491	525	491	515	344	176	144	2686	384	2366	473	320	160
18:00	217	267	396	306	233	197	147	1763	252	1419	284	344	172
19:00	105	118	221	140	125	240	58	1007	144	709	142	298	149
20:00	58	71	91	69	67	75	32	463	66	356	71	107	54
21:00	43	44	61	67	70	50	33	368	53	285	57	83	42
22:00	32	30	149	37	46	143	17	454	65	294	59	160	80
23:00	12	10	48	24	33	80	15	222	32	127	25	95	48
Total	3672	4365	4534	4413	3893	2630	2105	25612	3659	20877	4175	4735	2368
% Heavy	6.89%	7.42%	6.90%	7.39%	7.65%	3.80%	3.66%	6.60%		7.25%		3.74%	

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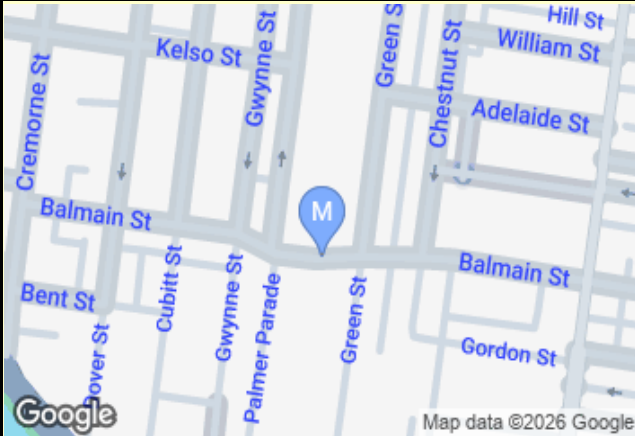
AUTOMATIC COUNT SUMMARY

Street Name :	Balmain St	Location :	Between Palmer Parade and Green St
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	A10GYM6Q	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27986	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 48.68 South			
Long	144° 59' 38.01 East			
Traffic Volume : (Vehicles/Day)		Weekdays Average	5,575	3,822
		7 Day Average	4,863	1,753
Weekday	AM	08:00	654	495
Peak hour start	PM	17:00	587	159
Speeds : (Km/Hr)		85th Percentile	28.8	26.9
		Average	23.6	30.7
Classification % :	Light Vehicles up to 5.5m	95.7%	95.6%	25.6

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -37.830190, 144.993891



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
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TRANS TRAFFIC SURVEY

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Site Balmain St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	15:00	19:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	8	5	9	14	10	15	63	124	18	46	9	78	39
01:00	6	10	2	14	2	20	55	109	16	34	7	75	38
02:00	7	5	2	8	7	9	19	57	8	29	6	28	14
03:00	7	4	3	9	4	11	17	55	8	27	5	28	14
04:00	12	8	8	6	6	20	4	64	9	40	8	24	12
05:00	44	49	63	62	46	6	5	275	39	264	53	11	6
06:00	109	148	138	122	117	29	13	676	97	634	127	42	21
07:00	247	314	295	282	241	63	21	1463	209	1379	276	84	42
08:00	502	516	512	525	427	98	42	2622	375	2482	496	140	70
09:00	325	400	350	356	267	117	60	1875	268	1698	340	177	89
10:00	147	180	165	231	199	156	98	1176	168	922	184	254	127
11:00	129	204	190	221	208	173	169	1294	185	952	190	342	171
12:00	177	215	216	245	213	176	246	1488	213	1066	213	422	211
13:00	157	206	187	216	215	157	167	1305	186	981	196	324	162
14:00	165	208	225	200	220	156	159	1333	190	1018	204	315	158
15:00	225	273	276	219	289	149	215	1646	235	1282	256	364	182
16:00	290	381	329	301	264	139	111	1815	259	1565	313	250	125
17:00	395	444	468	423	285	169	124	2308	330	2015	403	293	147
18:00	171	219	376	267	197	228	114	1572	225	1230	246	342	171
19:00	88	100	186	99	98	253	55	879	126	571	114	308	154
20:00	52	53	79	67	61	72	31	415	59	312	62	103	52
21:00	31	49	49	56	61	51	29	326	47	246	49	80	40
22:00	24	30	90	33	57	102	11	347	50	234	47	113	57
23:00	8	12	42	23	29	60	12	186	27	114	23	72	36
Total	3326	4033	4260	3999	3523	2429	1840	23410	3344	19141	3828	4269	2135
% Heavy	5.08%	4.74%	4.39%	4.53%	5.19%	2.51%	2.77%	4.37%		4.76%		2.62%	

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Site Balmain St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	12:00	15:00	N/A	17:00	N/A	17:00	N/A	15:00
00:00	4	3	2	16	8	9	14	56	8	33	7	23	12
01:00	3	6	1	9	6	8	15	48	7	25	5	23	12
02:00	2	4	1	12	4	6	5	34	5	23	5	11	6
03:00	2	0	0	6	2	3	9	22	3	10	2	12	6
04:00	4	5	6	11	7	9	4	46	7	33	7	13	7
05:00	25	22	26	23	24	11	4	135	19	120	24	15	8
06:00	45	51	65	59	49	16	8	293	42	269	54	24	12
07:00	79	83	84	78	74	29	17	444	63	398	80	46	23
08:00	151	185	137	174	152	61	37	897	128	799	160	98	49
09:00	132	131	124	129	126	66	49	757	108	642	128	115	58
10:00	94	119	111	126	111	80	49	690	99	561	112	129	65
11:00	72	100	96	131	117	96	81	693	99	516	103	177	89
12:00	105	131	128	140	142	88	66	800	114	646	129	154	77
13:00	86	112	117	130	108	79	81	713	102	553	111	160	80
14:00	94	121	113	128	122	75	77	730	104	578	116	152	76
15:00	110	120	128	119	124	70	99	770	110	601	120	169	85
16:00	134	162	154	168	151	59	83	911	130	769	154	142	71
17:00	201	205	208	178	129	46	47	1014	145	921	184	93	47
18:00	93	102	115	126	79	41	70	626	89	515	103	111	56
19:00	46	48	81	76	62	48	25	386	55	313	63	73	37
20:00	28	38	39	43	29	23	16	216	31	177	35	39	20
21:00	14	11	22	33	29	21	13	143	20	109	22	34	17
22:00	11	16	79	17	18	81	10	232	33	141	28	91	46
23:00	6	4	13	12	15	33	9	92	13	50	10	42	21
Total	1541	1779	1850	1944	1688	1058	888	10748	1535	8802	1760	1946	973
% Heavy	5.45%	3.43%	4.70%	4.94%	4.62%	1.70%	2.03%	4.11%		4.61%		1.85%	

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Site Balmain St

Direction Both directions ▼

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	19:00	15:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	12	8	11	30	18	24	77	180	26	79	16	101	51
01:00	9	16	3	23	8	28	70	157	22	59	12	98	49
02:00	9	9	3	20	11	15	24	91	13	52	10	39	20
03:00	9	4	3	15	6	14	26	77	11	37	7	40	20
04:00	16	13	14	17	13	29	8	110	16	73	15	37	19
05:00	69	71	89	85	70	17	9	410	59	384	77	26	13
06:00	154	199	203	181	166	45	21	969	138	903	181	66	33
07:00	326	397	379	360	315	92	38	1907	272	1777	355	130	65
08:00	653	701	649	699	579	159	79	3519	503	3281	656	238	119
09:00	457	531	474	485	393	183	109	2632	376	2340	468	292	146
10:00	241	299	276	357	310	236	147	1866	267	1483	297	383	192
11:00	201	304	286	352	325	269	250	1987	284	1468	294	519	260
12:00	282	346	344	385	355	264	312	2288	327	1712	342	576	288
13:00	243	318	304	346	323	236	248	2018	288	1534	307	484	242
14:00	259	329	338	328	342	231	236	2063	295	1596	319	467	234
15:00	335	393	404	338	413	219	314	2416	345	1883	377	533	267
16:00	424	543	483	469	415	198	194	2726	389	2334	467	392	196
17:00	596	649	676	601	414	215	171	3322	475	2936	587	386	193
18:00	264	321	491	393	276	269	184	2198	314	1745	349	453	227
19:00	134	148	267	175	160	301	80	1265	181	884	177	381	191
20:00	80	91	118	110	90	95	47	631	90	489	98	142	71
21:00	45	60	71	89	90	72	42	469	67	355	71	114	57
22:00	35	46	169	50	75	183	21	579	83	375	75	204	102
23:00	14	16	55	35	44	93	21	278	40	164	33	114	57
Total	4867	5812	6110	5943	5211	3487	2728	34158	4880	27943	5589	6215	3108
% Heavy	5.20%	4.34%	4.48%	4.66%	5.01%	2.27%	2.53%	4.29%		4.71%		2.38%	

TRANS TRAFFIC SURVEY

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T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

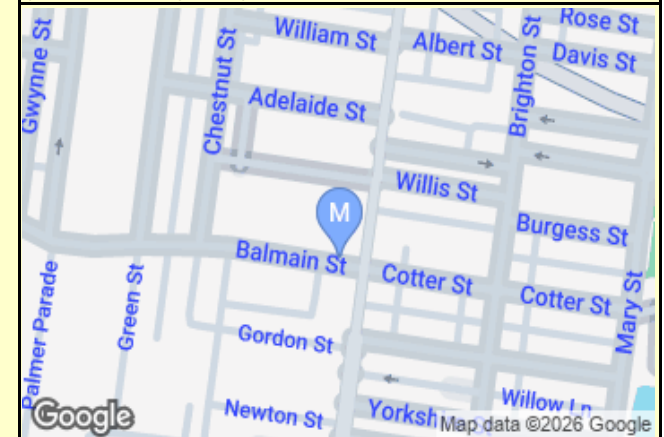
Street Name :	Balmain St	Location :	West of Church St
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	HR176KQD	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27987	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 49.12 South			
Long	144° 59' 48.38 East			
Traffic Volume : (Vehicles/Day)		Weekdays Average	4,892	3,119
		7 Day Average	4,273	1,773
Weekday	AM	08:00	539	442
Peak hour start	PM	17:00	416	97
Speeds : (Km/Hr)		85th Percentile	25.3	25.8
		Average	21.2	24.9
Classification % :	Light Vehicles up to 5.5m	96.5%	96.8%	20.5

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -37.830311, 144.996773



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	12:00	18:00	12:00	12:00	19:00	15:00	N/A	12:00	N/A	17:00	N/A	12:00
00:00	7	7	8	13	8	14	57	114	16	43	9	71	36
01:00	4	8	1	14	1	17	46	91	13	28	6	63	32
02:00	8	4	3	10	8	6	20	59	8	33	7	26	13
03:00	5	4	2	9	4	11	17	52	7	24	5	28	14
04:00	18	12	16	17	18	21	5	107	15	81	16	26	13
05:00	55	62	79	67	61	7	3	334	48	324	65	10	5
06:00	133	188	165	159	149	30	12	836	119	794	159	42	21
07:00	275	323	284	276	261	66	22	1507	215	1419	284	88	44
08:00	451	465	468	441	384	98	57	2364	338	2209	442	155	78
09:00	346	370	334	358	262	113	70	1853	265	1670	334	183	92
10:00	131	166	180	215	201	153	86	1132	162	893	179	239	120
11:00	138	184	180	193	187	148	161	1191	170	882	176	309	155
12:00	142	201	182	196	212	151	195	1279	183	933	187	346	173
13:00	135	170	149	183	172	133	149	1091	156	809	162	282	141
14:00	136	159	174	116	173	128	148	1034	148	758	152	276	138
15:00	147	175	179	155	187	133	198	1174	168	843	169	331	166
16:00	150	197	198	158	172	120	90	1085	155	875	175	210	105
17:00	179	181	242	195	173	161	95	1226	175	970	194	256	128
18:00	110	146	263	188	138	209	85	1139	163	845	169	294	147
19:00	68	75	143	67	69	217	49	688	98	422	84	266	133
20:00	40	47	59	64	41	64	32	347	50	251	50	96	48
21:00	28	40	40	48	49	51	27	283	40	205	41	78	39
22:00	23	28	77	35	51	88	14	316	45	214	43	102	51
23:00	6	10	40	26	35	55	13	185	26	117	23	68	34
Total	2735	3222	3466	3203	3016	2194	1651	19487	2784	15642	3128	3845	1923
% Heavy	3.44%	4.16%	3.17%	3.25%	4.08%	1.69%	1.51%	3.22%		3.61%		1.61%	

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	11:00	10:00	09:00	11:00	11:00	N/A	10:00	N/A	10:00	N/A	11:00
PM Peak	17:00	16:00	17:00	16:00	17:00	13:00	16:00	N/A	16:00	N/A	16:00	N/A	15:00
00:00	5	3	3	11	3	5	8	38	5	25	5	13	7
01:00	5	3	2	7	4	3	12	36	5	21	4	15	8
02:00	2	3	0	3	3	4	3	18	3	11	2	7	4
03:00	2	0	1	6	0	0	5	14	2	9	2	5	3
04:00	3	4	3	7	3	4	3	27	4	20	4	7	4
05:00	18	8	13	14	14	7	4	78	11	67	13	11	6
06:00	42	44	47	44	25	12	3	217	31	202	40	15	8
07:00	79	87	81	61	77	25	5	415	59	385	77	30	15
08:00	97	105	88	88	108	47	27	560	80	486	97	74	37
09:00	87	80	89	111	110	75	31	583	83	477	95	106	53
10:00	77	99	101	136	97	82	54	646	92	510	102	136	68
11:00	59	97	104	114	92	87	72	625	89	466	93	159	80
12:00	102	122	110	113	131	72	55	705	101	578	116	127	64
13:00	85	107	95	106	102	75	57	627	90	495	99	132	66
14:00	94	114	124	111	131	58	73	705	101	574	115	131	66
15:00	139	154	172	175	187	70	82	979	140	827	165	152	76
16:00	227	258	242	273	185	49	92	1326	189	1185	237	141	71
17:00	265	247	255	146	194	48	38	1193	170	1107	221	86	43
18:00	142	148	170	157	116	40	69	842	120	733	147	109	55
19:00	46	52	64	86	64	41	29	382	55	312	62	70	35
20:00	29	31	32	32	31	16	11	182	26	155	31	27	14
21:00	16	6	22	19	23	15	9	110	16	86	17	24	12
22:00	11	11	70	14	10	67	8	191	27	116	23	75	38
23:00	5	5	10	12	12	32	4	80	11	44	9	36	18
Total	1637	1788	1898	1846	1722	934	754	10579	1511	8891	1778	1688	844
% Heavy	3.79%	3.91%	4.69%	5.09%	4.47%	1.82%	1.33%	3.96%		4.41%		1.60%	

TRANS TRAFFIC SURVEY

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Site Balmain St

Direction Both directions ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	16:00	17:00	16:00	15:00	19:00	15:00	N/A	16:00	N/A	17:00	N/A	15:00
00:00	12	10	11	24	11	19	65	152	22	68	14	84	42
01:00	9	11	3	21	5	20	58	127	18	49	10	78	39
02:00	10	7	3	13	11	10	23	77	11	44	9	33	17
03:00	7	4	3	15	4	11	22	66	9	33	7	33	17
04:00	21	16	19	24	21	25	8	134	19	101	20	33	17
05:00	73	70	92	81	75	14	7	412	59	391	78	21	11
06:00	175	232	212	203	174	42	15	1053	150	996	199	57	29
07:00	354	410	365	337	338	91	27	1922	275	1804	361	118	59
08:00	548	570	556	529	492	145	84	2924	418	2695	539	229	115
09:00	433	450	423	469	372	188	101	2436	348	2147	429	289	145
10:00	208	265	281	351	298	235	140	1778	254	1403	281	375	188
11:00	197	281	284	307	279	235	233	1816	259	1348	270	468	234
12:00	244	323	292	309	343	223	250	1984	283	1511	302	473	237
13:00	220	277	244	289	274	208	206	1718	245	1304	261	414	207
14:00	230	273	298	227	304	186	221	1739	248	1332	266	407	204
15:00	286	329	351	330	374	203	280	2153	308	1670	334	483	242
16:00	377	455	440	431	357	169	182	2411	344	2060	412	351	176
17:00	444	428	497	341	367	209	133	2419	346	2077	415	342	171
18:00	252	294	433	345	254	249	154	1981	283	1578	316	403	202
19:00	114	127	207	153	133	258	78	1070	153	734	147	336	168
20:00	69	78	91	96	72	80	43	529	76	406	81	123	62
21:00	44	46	62	67	72	66	36	393	56	291	58	102	51
22:00	34	39	147	49	61	155	22	507	72	330	66	177	89
23:00	11	15	50	38	47	87	17	265	38	161	32	104	52
Total	4372	5010	5364	5049	4738	3128	2405	30066	4295	24533	4907	5533	2767
% Heavy	3.57%	4.07%	3.71%	3.92%	4.22%	1.73%	1.46%	3.48%		3.90%		1.61%	

TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

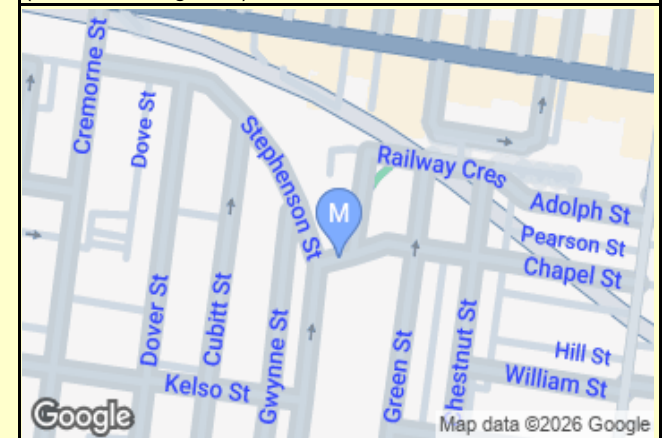
Street Name :	Dunn St	Location :	Between Stephenson St and White St
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	CX445CNJ	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27988	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
Lat	37° 49' 38.02 South	Both directions	Westbound	Eastbound
Long	144° 59' 38.42 East			
Traffic Volume : (Vehicles/Day)		Weekdays Average	1,342	742
		7 Day Average	1,144	600
Weekday	AM	08:00	169	122
Peak hour start	PM	17:00	144	47
Speeds : (Km/Hr)		85th Percentile	28.8	31.2
		Average	24.6	26.4
Classification % :	Light Vehicles up to 5.5m	94.0%	94.1%	21.8

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -37.827227, 144.994005



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Dunn St

Direction

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Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	18:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	0	1	0	5	2	5	14	27	4	8	2	19	10
01:00	1	0	1	5	1	1	16	25	4	8	2	17	9
02:00	0	1	0	0	1	1	9	12	2	2	0	10	5
03:00	0	0	2	1	2	2	9	16	2	5	1	11	6
04:00	1	1	1	0	1	2	3	9	1	4	1	5	3
05:00	8	10	7	11	11	4	0	51	7	47	9	4	2
06:00	19	20	23	35	14	5	1	117	17	111	22	6	3
07:00	53	72	57	66	54	8	5	315	45	302	60	13	7
08:00	114	132	142	132	90	16	7	633	90	610	122	23	12
09:00	77	105	101	91	74	23	16	487	70	448	90	39	20
10:00	21	49	43	41	43	36	19	252	36	197	39	55	28
11:00	35	48	42	58	52	22	34	291	42	235	47	56	28
12:00	25	50	52	55	45	29	42	298	43	227	45	71	36
13:00	26	40	48	42	26	21	25	228	33	182	36	46	23
14:00	26	40	46	27	29	23	31	222	32	168	34	54	27
15:00	26	34	41	39	29	21	30	220	31	169	34	51	26
16:00	41	56	59	43	46	17	11	273	39	245	49	28	14
17:00	49	58	94	72	57	38	8	376	54	330	66	46	23
18:00	15	38	71	48	34	41	12	259	37	206	41	53	27
19:00	5	12	24	6	11	22	6	86	12	58	12	28	14
20:00	7	8	10	13	12	9	2	61	9	50	10	11	6
21:00	5	8	8	7	12	5	5	50	7	40	8	10	5
22:00	4	3	14	3	9	26	2	61	9	33	7	28	14
23:00	2	3	7	6	11	21	2	52	7	29	6	23	12
Total	560	789	893	806	666	398	309	4421	632	3714	743	707	354
% Heavy	4.46%	6.59%	6.38%	4.96%	8.11%	7.04%	1.94%	5.93%		6.14%		4.81%	

TRANS TRAFFIC SURVEY

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Site Dunn St

Direction

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	09:00	08:00	08:00	11:00	11:00	N/A	11:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	16:00	19:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	1	2	1	4	5	2	7	22	3	13	3	9	5
01:00	0	0	0	2	0	7	10	19	3	2	0	17	9
02:00	2	1	1	0	2	3	1	10	1	6	1	4	2
03:00	1	0	3	1	1	1	4	11	2	6	1	5	3
04:00	2	1	4	4	1	2	2	16	2	12	2	4	2
05:00	10	15	11	11	10	1	1	59	8	57	11	2	1
06:00	18	18	16	18	26	16	3	115	16	96	19	19	10
07:00	14	25	22	24	15	7	3	110	16	100	20	10	5
08:00	47	45	33	64	43	19	5	256	37	232	46	24	12
09:00	27	31	49	46	37	14	15	219	31	190	38	29	15
10:00	27	39	42	49	27	26	8	218	31	184	37	34	17
11:00	20	42	43	60	42	28	24	259	37	207	41	52	26
12:00	29	48	59	58	35	20	37	286	41	229	46	57	29
13:00	30	37	40	29	34	26	29	225	32	170	34	55	28
14:00	22	39	41	33	41	21	30	227	32	176	35	51	26
15:00	33	38	40	34	46	16	37	244	35	191	38	53	27
16:00	56	66	38	51	50	24	21	306	44	261	52	45	23
17:00	64	79	112	88	46	21	9	419	60	389	78	30	15
18:00	33	27	72	36	30	30	15	243	35	198	40	45	23
19:00	14	17	28	18	16	31	9	133	19	93	19	40	20
20:00	12	9	10	15	14	12	2	74	11	60	12	14	7
21:00	8	10	12	15	12	8	5	70	10	57	11	13	7
22:00	5	4	21	9	16	13	2	70	10	55	11	15	8
23:00	1	2	6	5	10	11	1	36	5	24	5	12	6
Total	476	595	704	674	559	359	280	3647	521	3008	602	639	320
% Heavy	5.04%	6.05%	7.67%	7.27%	5.90%	4.18%	6.79%	6.31%		6.52%		5.32%	

TRANS TRAFFIC SURVEY

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Site Dunn St

Direction Both directions ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	18:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	1	3	1	9	7	7	21	49	7	21	4	28	14
01:00	1	0	1	7	1	8	26	44	6	10	2	34	17
02:00	2	2	1	0	3	4	10	22	3	8	2	14	7
03:00	1	0	5	2	3	3	13	27	4	11	2	16	8
04:00	3	2	5	4	2	4	5	25	4	16	3	9	5
05:00	18	25	18	22	21	5	1	110	16	104	21	6	3
06:00	37	38	39	53	40	21	4	232	33	207	41	25	13
07:00	67	97	79	90	69	15	8	425	61	402	80	23	12
08:00	161	177	175	196	133	35	12	889	127	842	168	47	24
09:00	104	136	150	137	111	37	31	706	101	638	128	68	34
10:00	48	88	85	90	70	62	27	470	67	381	76	89	45
11:00	55	90	85	118	94	50	58	550	79	442	88	108	54
12:00	54	98	111	113	80	49	79	584	83	456	91	128	64
13:00	56	77	88	71	60	47	54	453	65	352	70	101	51
14:00	48	79	87	60	70	44	61	449	64	344	69	105	53
15:00	59	72	81	73	75	37	67	464	66	360	72	104	52
16:00	97	122	97	94	96	41	32	579	83	506	101	73	37
17:00	113	137	206	160	103	59	17	795	114	719	144	76	38
18:00	48	65	143	84	64	71	27	502	72	404	81	98	49
19:00	19	29	52	24	27	53	15	219	31	151	30	68	34
20:00	19	17	20	28	26	21	4	135	19	110	22	25	13
21:00	13	18	20	22	24	13	10	120	17	97	19	23	12
22:00	9	7	35	12	25	39	4	131	19	88	18	43	22
23:00	3	5	13	11	21	32	3	88	13	53	11	35	18
Total	1036	1384	1597	1480	1225	757	589	8068	1153	6722	1344	1346	673
% Heavy	4.73%	6.36%	6.95%	6.01%	7.10%	5.68%	4.24%	6.10%		6.31%		5.05%	

TRANS TRAFFIC SURVEY

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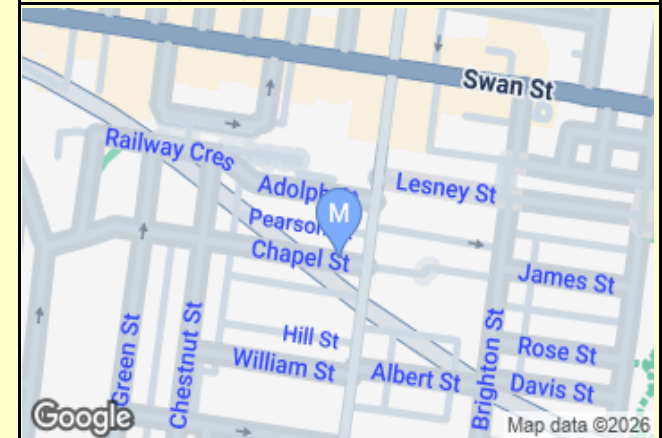
AUTOMATIC COUNT SUMMARY

Street Name :	Chapel St	Location :	West of Church St
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	GX19PS7R	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27989	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
Lat	37° 49' 38.58 South	Both directions	Westbound	Eastbound
Long	144° 59' 50.15 East			
Traffic Volume : (Vehicles/Day)		Weekdays Average	814	814
		7 Day Average	720	0
Weekday	AM	08:00	169	0
Peak hour start	PM	17:00	59	0
Speeds : (Km/Hr)		85th Percentile	26.6	N/A
		Average	22.2	N/A
Classification % :	Light Vehicles up to 5.5m	97.1%	97.1%	N/A

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -37.827383, 144.997263



[Speed Data](#) [Speed Graph](#) [Speed Bin](#)
[Volume Data](#) [Volume Graph](#) [Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Chapel St

Direction Westbound ▼

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	10:00
PM Peak	17:00	12:00	17:00	17:00	17:00	17:00	12:00	N/A	17:00	N/A	17:00	N/A	12:00
00:00	2	1	1	5	0	11	22	42	6	9	2	33	17
01:00	1	2	1	4	2	2	17	29	4	10	2	19	10
02:00	0	2	0	0	0	1	12	15	2	2	0	13	7
03:00	0	0	1	2	1	9	9	22	3	4	1	18	9
04:00	1	2	2	2	1	6	2	16	2	8	2	8	4
05:00	10	21	12	11	12	6	0	72	10	66	13	6	3
06:00	22	35	23	37	30	6	2	155	22	147	29	8	4
07:00	65	84	69	80	58	12	5	373	53	356	71	17	9
08:00	170	184	181	178	130	22	11	876	125	843	169	33	17
09:00	93	102	103	108	70	35	25	536	77	476	95	60	30
10:00	36	51	45	50	39	43	27	291	42	221	44	70	35
11:00	34	36	35	42	39	29	38	253	36	186	37	67	34
12:00	40	50	55	40	57	36	66	344	49	242	48	102	51
13:00	26	39	42	41	30	35	30	243	35	178	36	65	33
14:00	22	34	37	28	32	35	29	217	31	153	31	64	32
15:00	20	42	41	39	35	29	37	243	35	177	35	66	33
16:00	40	50	53	49	43	34	29	298	43	235	47	63	32
17:00	41	48	81	64	59	48	18	359	51	293	59	66	33
18:00	16	32	68	46	31	43	11	247	35	193	39	54	27
19:00	14	18	28	14	19	35	14	142	20	93	19	49	25
20:00	7	10	13	11	14	11	8	74	11	55	11	19	10
21:00	8	12	13	7	13	8	8	69	10	53	11	16	8
22:00	6	4	10	3	9	26	6	64	9	32	6	32	16
23:00	4	2	10	8	10	28	2	64	9	34	7	30	15
Total	678	861	924	869	734	550	428	5044	721	4066	813	978	489
% Heavy	3.24%	3.60%	2.49%	3.34%	3.41%	1.45%	2.57%	2.95%		3.20%		1.94%	

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

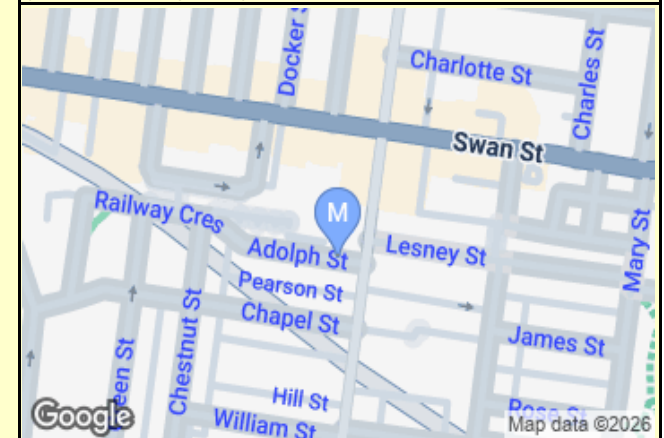
Street Name :	Adolph St	Location :	West of Church St
Suburb :	Cremorne	Start Date :	00:00 Tue 16/June/2026
Machine ID:	CX86SFE2	Finish Date :	00:00 Tue 23/June/2026
Site ID:	27990	Speed Zone :	40 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information		Direction of Travel		
		Both directions	Westbound	Eastbound
Lat	37° 49' 36.56 South			
Long	144° 59' 50.56 East			
Traffic Volume : (Vehicles/Day)		Weekdays Average	630	0
		7 Day Average	561	0
Weekday	AM	08:00	36	0
Peak hour start	PM	17:00	96	0
Speeds : (Km/Hr)		85th Percentile	34.2	N/A
		Average	28.7	N/A
Classification % :	Light Vehicles up to 5.5m	86.4%	N/A	86.4%

Location

GPS Information [Load Google Map \(internet required\)](#)

(Latitude, Longitude) -37.826822, 144.997378



[Speed Data](#)

[Speed Graph](#)

[Speed Bin](#)

[Volume Data](#)

[Volume Graph](#)

[Classification](#)



QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

TRANS TRAFFIC SURVEY

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Site Adolph St

Direction

[Back to Site Summary Page](#)

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
Date	22/06/2026	16/06/2026	17/06/2026	18/06/2026	19/06/2026	20/06/2026	21/06/2026	Total	Average	Total	Average	Total	Average
AM Peak	08:00	09:00	11:00	11:00	08:00	11:00	10:00	N/A	09:00	N/A	08:00	N/A	11:00
PM Peak	17:00	17:00	17:00	17:00	17:00	13:00	16:00	N/A	17:00	N/A	17:00	N/A	16:00
00:00	3	2	1	3	2	7	12	30	4	11	2	19	10
01:00	1	1	1	1	2	9	11	26	4	6	1	20	10
02:00	4	1	1	4	0	4	14	28	4	10	2	18	9
03:00	1	1	2	1	0	5	5	15	2	5	1	10	5
04:00	2	0	3	3	1	4	5	18	3	9	2	9	5
05:00	2	4	5	2	2	3	1	19	3	15	3	4	2
06:00	13	19	16	18	18	7	4	95	14	84	17	11	6
07:00	21	27	18	30	23	15	4	138	20	119	24	19	10
08:00	35	28	33	38	44	24	10	212	30	178	36	34	17
09:00	26	45	30	38	36	29	17	221	32	175	35	46	23
10:00	25	33	28	35	31	29	20	201	29	152	30	49	25
11:00	23	29	37	39	40	38	17	223	32	168	34	55	28
12:00	43	40	46	42	47	21	29	268	38	218	44	50	25
13:00	23	40	36	30	34	30	28	221	32	163	33	58	29
14:00	47	57	48	52	48	29	23	304	43	252	50	52	26
15:00	37	46	56	58	68	18	25	308	44	265	53	43	22
16:00	64	77	52	70	66	22	45	396	57	329	66	67	34
17:00	88	84	121	116	69	21	13	512	73	478	96	34	17
18:00	29	44	60	37	37	22	25	254	36	207	41	47	24
19:00	18	20	20	17	21	28	17	141	20	96	19	45	23
20:00	10	14	11	10	12	16	7	80	11	57	11	23	12
21:00	11	7	12	9	12	9	7	67	10	51	10	16	8
22:00	4	6	31	9	16	23	3	92	13	66	13	26	13
23:00	2	0	14	10	9	16	1	52	7	35	7	17	9
Total	532	625	682	672	638	429	343	3921	560	3149	630	772	386
% Heavy	14.47%	14.56%	15.25%	14.58%	13.48%	10.02%	8.75%	13.49%		14.48%		9.46%	