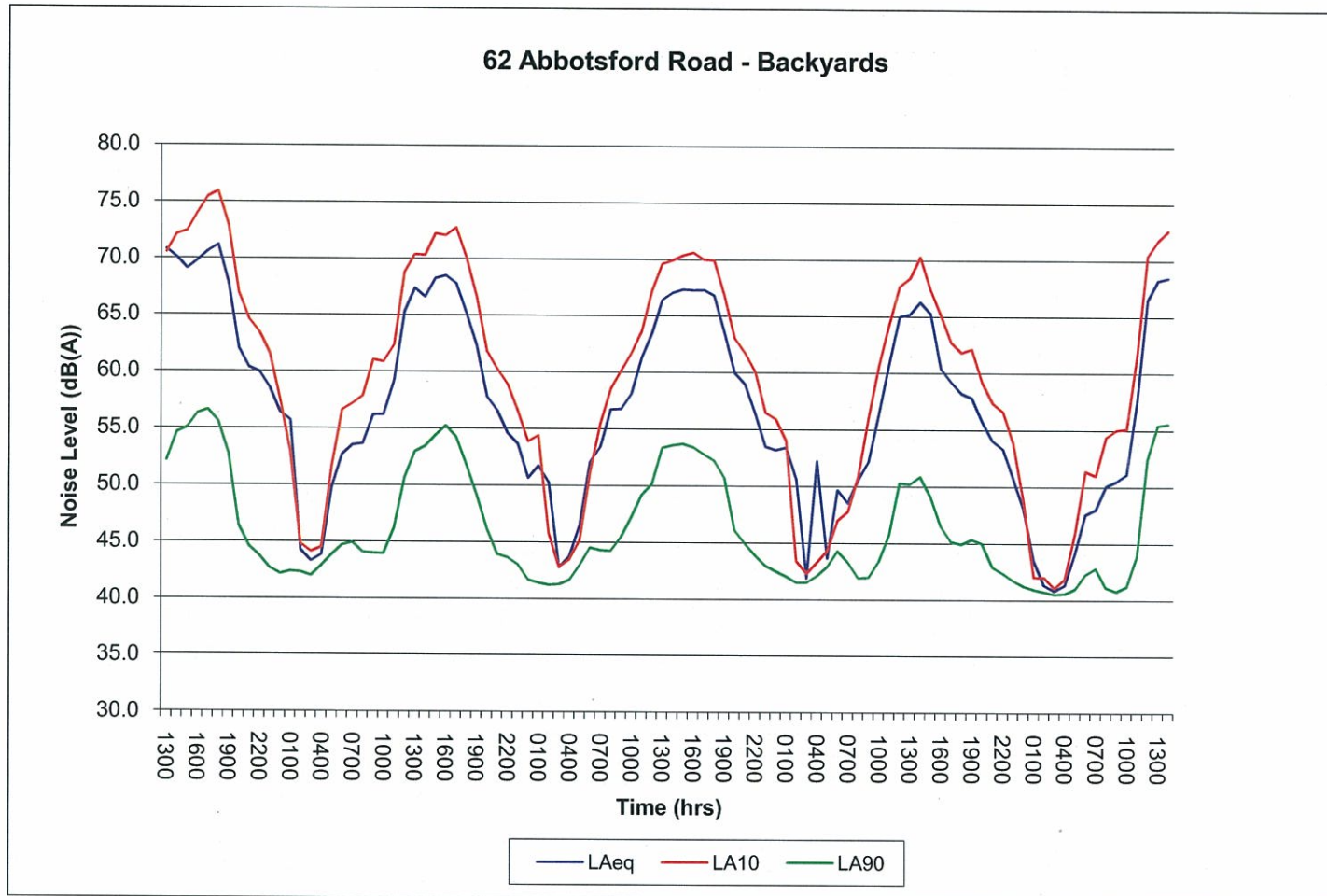


B2 Logger position 2: 62 Abbotsford Road – Backyards



DK1 Pty Ltd

**58-66 Abbotsford Road, Bowen
Hills**

Traffic Impact Assessment Report

220514-27

Issue 2 | May 2011

PLANS AND DOCUMENTS
referred to in the ULDA
APPROVAL dated 5 / 10 / 11

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This report takes into account the particular
instructions and requirements of our client.

It is not intended for and should not be relied
upon by any third party and no responsibility is
undertaken to any third party.

Job number 220514-27

ARUP

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Appendix A

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Swept Path Analysis

Appendix C

Intersection Traffic Counts - Abbotsford Road / Folkestone Street

1 Introduction

DK1 Pty Ltd commissioned Arup in January 2011 to examine the traffic implications of a proposed commercial development located at 58-66 Abbotsford Road, Bowen Hills. This report details the tasks and results associated with this assessment, which involved:

- a review of the access to the site;
- a review of internal car park layout and circulation;
- an assessment of internal servicing arrangements; and
- an assessment of the impact of the site on the surrounding road network.

This report outlines the results and findings of the above tasks, and associated recommendations.

1.1 Limits of Report

The above tasks have been carried out based on information supplied by other members of the project team, together with observations on site. These are detailed in this report.

While Arup has taken care in the preparation of this report, it neither accepts liability nor responsibility whatsoever in respect of:

- any use of this report by any third party; and
- any third party whose interests may be affected by any decision made regarding the contents of this report.

1.2 Safety in Design

Within the scope of our design activities, we have identified safety in design issues and potential hazards, whenever reasonably practicable within our field of expertise. Due to our limited and upfront role on this project, it is not considered reasonably practicable to identify all potential hazards which may occur throughout the life of a project, including during construction activities. For any ensuing design stages, it is strongly recommended our advice regarding safety in design be reviewed and revised as required, to reflect any changes to the current design.

2 Background Information

2.1 Site Location

The subject site is located at 58-66 Abbotsford Road, Bowen Hills (see **Figure 2.1** below). The site has one road frontage, Abbotsford Road to the east and is located adjacent to the intersection of Abbotsford Road and Folkestone Street. Bowen Hills train station is located directly to the south-west of the proposed development.

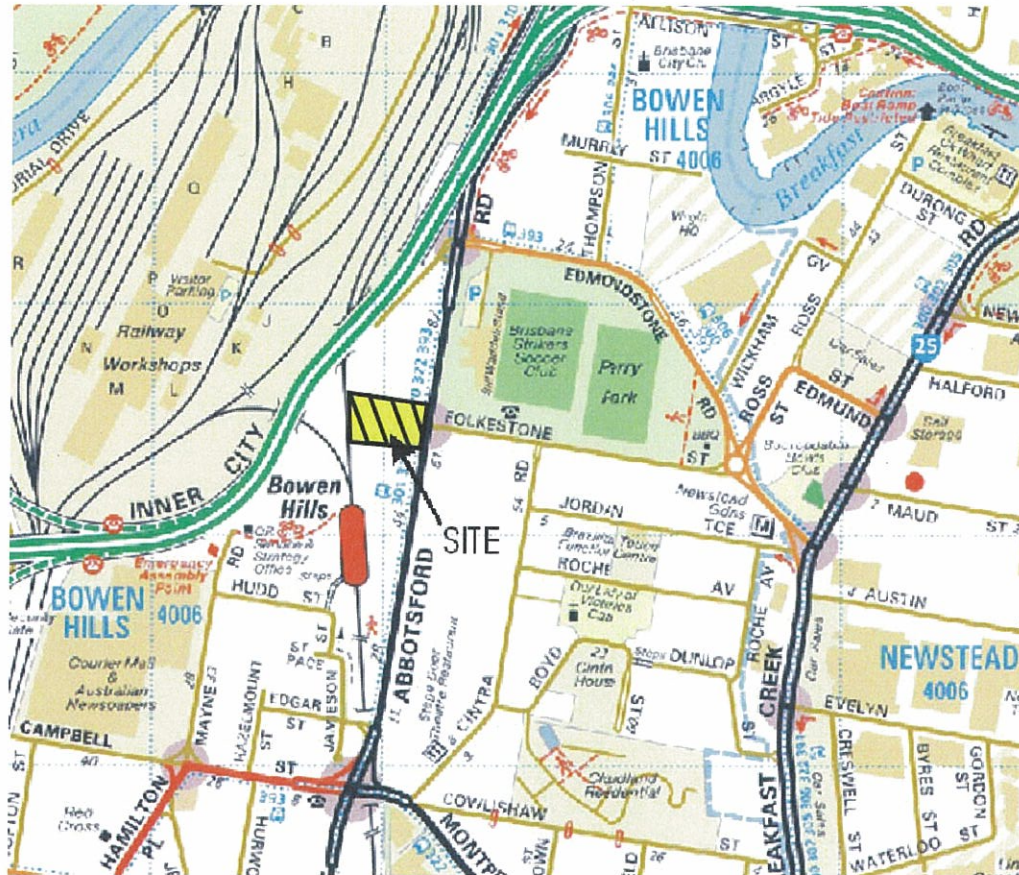


Figure 2.1: Site Location (Not to Scale)

2.2 Existing Development

The subject site is currently occupied by commercial and trade uses. The existing site is currently accessed via a mountable kerb for the full frontage of the site.

2.3 Local Road Network

Both Abbotsford Road and Folkestone Street are under the control of Brisbane City Council (BCC).

Abbotsford Road is a six lane, two-way arterial route in the vicinity of the site. Abbotsford Road provides a major vehicular connection between Fortitude Valley and Albion.

Folkestone Street is a two-way, two lane minor road in BCC's Road Hierarchy. Folkestone Street provides a connection between Abbotsford Road and Breakfast Creek Road.

On-street parking is not permitted on Abbotsford Road between 7am and 9am in the morning peak period and 4pm and 7pm in the evening peak period. Parking on-street is permitted at all other times.

3 Proposed Development

3.1 Description of Proposed Development

The development is proposed to consist of:

- 39,617² GFA commercial space;
- 126m² GFA shop/food;
- 196 car parking spaces; and
- Ground floor access and servicing provisions for 3 vans, 1 Small Rigid Vehicle (SRV) and 1 Refuse Collection Vehicle (RCV).

The proposed development is shown on the drawings prepared by Nettleton Tribe Architects as part of the development application. A copy of the proposed plans is included in **Appendix A**.

3.2 Provision of Parking Spaces

Typically when sites are located within the City Frame Area, on-site carparking numbers are not to exceed 1 car space per 200m² GFA. Based on a total of 39,743m² GFA this equates to a maximum on-site provision of 196 bays.

The applicant proposes a total of 196 bays (excluding bays used for servicing).

Consequently, the parking provision proposed on-site is in accordance with BCC's Transport, Access, Parking and Servicing (TAPS) Code.

3.3 Proposed Vehicular Access Arrangements

The existing site has a mountable kerb for the full frontage of the site providing access to the existing uses (refer **Figure 3.3a and 3.3b**). This arrangement requires vehicles to make a reverse movement manoeuvring to/from Abbotsford Road.



Figure 3.3a: Existing access arrangement (58 Abbotsford Road)



Figure 3.3b: Existing access arrangement (62-66 Abbotsford Road)

The applicant is proposing to rationalise the existing arrangements to provide one (1) consolidated access point. This access has been designed to accommodate left-in / left-out access/egress and through movement access from Folkestone Street. The right turn from Abbotsford Road into the access has not been allowed for.

The proposed crossover has been designed to accommodate two-way traffic flows and service vehicle movements. Swept path analysis included as **Appendix B** demonstrates the manoeuvring of the largest expected design vehicle.

A deceleration lane for vehicles entering the site has been provided to minimise the disruption to through traffic.

It should be noted that the proposed access arrangement has been designed to operate without modification to the existing phasing and timing of the Abbotsford Road / Folkestone Street intersection.

The proposed access arrangements have been developed so as to ensure that the proposed development does not compromise the function of Abbotsford Road, and has a minimal impact upon the surrounding road network.

3.4 Internal Parking and Circulation

The car parking spaces within the building have been arranged to allow for the efficient movement of vehicles, and the layout generally complies with the principles of BCC's TAPS Policy and Australian Standard AS2890.1.

It should be noted that all parking spaces are proposed to be dedicated and are expected to operate with a low turnover rate. This type of use equates to a Class 1 user in BCC's TAPS Planning Scheme Policy.

Therefore, the parking aisles have generally been designed to a minimum width of 6.2m to allow for two-way traffic movement. The standard parking bays are designed with a minimum standard parking bay width of 2.4m and length of 5.4m in accordance with BCC's TAPS Policy.

There are two locations (on level B1 and B2) with parking aisles that are designed to a minimum width of 5.5m. For these locations, the width of the parking bays has been increased to 2.6m in accordance with the requirements of TAPS.

All small car bays have been designed in accordance with BCC's TAPS Policy with a minimum width of 2.3m and 5.0m in length.

The blind aisles within the car park are currently designed with a 1m minimum extension beyond the last parking space. This is in accordance with the Australian Standard for Off-street car parking (AS2890.1).

The ramps providing access to the parking levels have been designed in accordance with BCC's TAPS Policy with a maximum grade of 1:6 with 1:12 grade transitions at the top and bottom of the ramp.

3.5 Disabled Parking Facilities

The on-site disabled parking bays are proposed to be 5.4m long and 3.2m wide, in accordance with BCC's TAPS policy. It is generally accepted that 2% of on-site parking be designated for occupants with disabilities. Given that 196 parking bays are proposed, this equates to a requirement of 4 disabled parking bays.

The layout provides a total of 4 disabled bays, which is considered adequate. Furthermore, this is compliant with the requirements in Part D3.5 of the Building Code of Australia (BCA), which is referenced by the Australian Standard for Off-street parking for people with disabilities (AS2890.6).

3.6 Servicing Facilities

Based upon Table 2 in BCC's TAPS Policy, the suggested service vehicle provisions for a business use of between 35,000 m² and 49,999 m² are as follows:

- 5 Van bays;
- 2 SRV bays;
- 2 MRV bays; and
- 1 LRV bay.

Given the office nature of the development, the anticipated servicing demands are relatively low, comprising predominantly of regular refuse collection, courier vans, and delivery vehicles.

In light of the site's location and the limited servicing requirements, we are of the opinion that the servicing requirements stipulated in Table 2 of BCC's TAPS Policy are excessive in this situation.

We suggest that a more appropriate level of service vehicle provision would be;

- 3 Van bays;
- 1 SRV bay; and
- 1 RCV bay.

Provision for all service vehicles is shown on the ground floor plan. There is a designated space provided for industrial bins and recycling bins positioned adjacent to the loading dock. Swept path analysis has been conducted for each service bay and is provided in **Appendix B**.

3.7 Bicycle End of Trip Provisions

End of trip facilities for cyclists will comply with BCC's TAPS Code which is as follows:

Employees of an office or shop have:

- 1 bicycle space per 500m² GFA = 80 bicycle spaces
- 1 locker per 2 bicycle parking spaces = 40 lockers
- 1 shower cubicle with ancillary change rooms per ten bicycle spaces, with provision for both females and males = 10 shower/change room

Customers of an office will be provided with 1 bicycle parking space per 750m². This equates to a customer provision of 53 bicycle spaces.

The end of trip facilities are to be located on the ground floor and they include:

- A bicycle enclosure housing 100 bicycle spaces has been provided on the ground floor to accommodate the 80 staff spaces and 20 of the visitor spaces. The balance of the visitor spaces will be made up on racks located outside of the lobby;
- 100 lockers, split 50 male and 50 female; and
- 10 shower/change rooms, split 5 male and 5 female.

Therefore, the proposed end of trip facilities for cyclists are provided in accordance with the requirements of Brisbane City Council's acceptable solutions.

4 Traffic Impact Assessment

4.1 Background Traffic Volumes

To facilitate the traffic impact assessment, classified intersection count data for Abbotsford Road / Folkestone Street signalised intersection was collected from Brisbane City Council.

Figures 4.1a and 4.1b show the background peak hour traffic volumes for AM and PM peak hours respectively. The provided traffic count data has also been included as Appendix C.

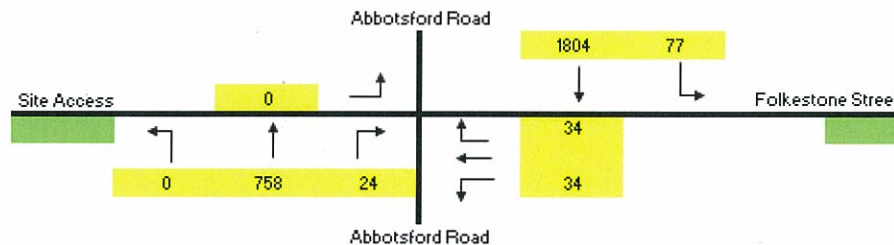


Figure 4.1a: Background Traffic Volumes (AM Peak)

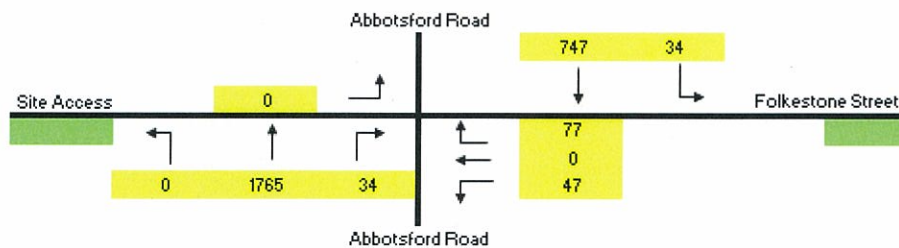


Figure 4.1b: Background Traffic Volumes (PM Peak)

4.2 Trip Generation

We believe that the vehicle trip generation for the proposed development will be a function of the on-site parking provisions rather than the floor area.

Therefore for the purpose of estimating the vehicle trip generation associated with the proposed development the Traffic Authority of NSW's *Land Use Traffic Generation Data Analysis 1 – Office Blocks* has been used. This document details the relationship between peak parking accumulation (PA) and peak vehicle trips (V) based on surveys of similar office developments:

Formula 4.2a:
$$PA = -22 + 1.48V$$

This formula can be rearranged to estimate the peak vehicle trips based on the on-site parking accumulation:

Formula 4.2b:
$$V = (PA + 22) / 1.48$$

Therefore based on Formula 4.1b and an on-site parking supply of 196 spaces, the peak period vehicle trip generation is estimated to be 148vph.

It is assumed that the inbound / outbound split will be 10% / 90% respectively for the evening peak period. The reverse will be true for the AM period with an inbound / outbound split of 90% / 10% respectively.

4.3 Trip Distribution

The assumed generation and distribution for the AM peak hour and PM peak hour (superimposed on the background traffic volumes) is depicted in **Figure 4.3a** and **Figure 4.3b** respectively. Note that the base case assessment omitted the volumes to/from the site (eg. Left turn from Abbotsford Road, through movement from Folkestone Street and the left turn out from the site). It should also be noted that the volumes shown for the adjacent intersections only show the traffic generated by the site, and do not include background traffic.

For the purposes of the intersection analysis, the year of opening has been used as the design year. With the opening of Airport Link in 2012, significant traffic volumes will be redirected away from Abbotsford Road and Sandgate Road. Consequently, the background traffic growth on Abbotsford Road is expected to be negative. Therefore the background traffic growth applied of 0% is expected to be a conservative worst case scenario.

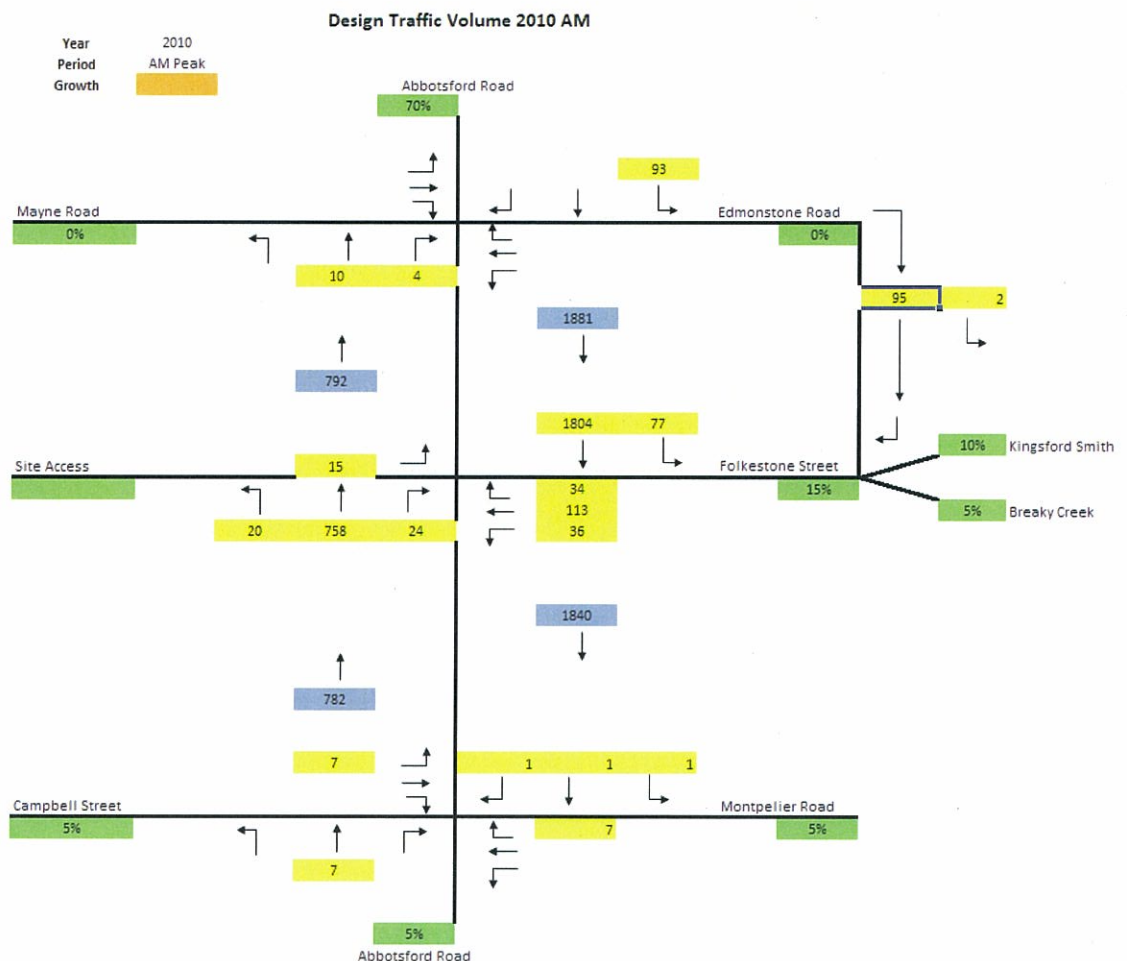


Figure 4.3a: Predicted Morning Peak Hour Trip Distribution

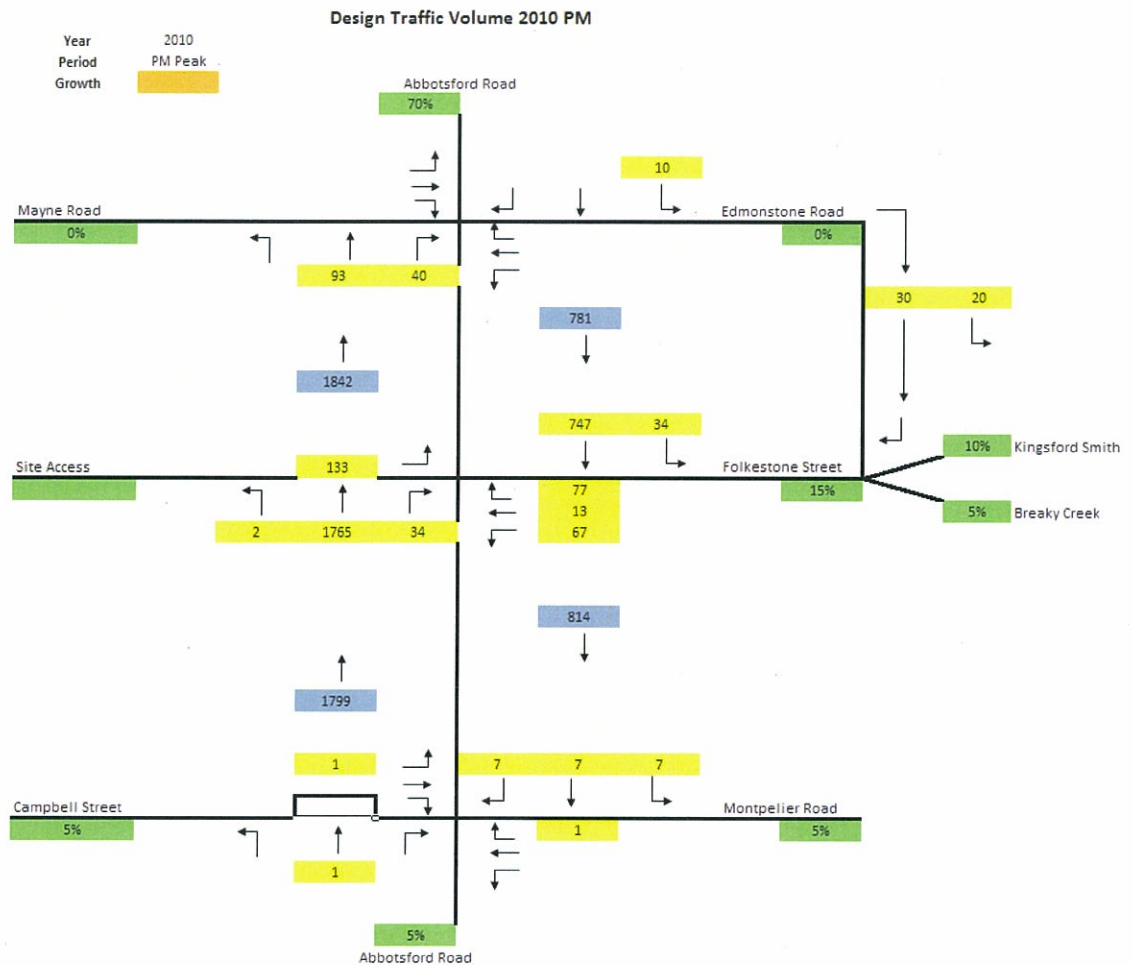


Figure 4.3b: Predicted Evening Peak Hour Trip Distribution

4.4 Intersection Analysis

Detailed analysis has been carried out for the Abbotsford Road / Folkestone Street intersection. This analysis has been completed using Sidra 5.0 and the results are detailed in the following section of the report.

The results of this analysis has been summarised in tabular form which makes reference to three intersection performance criteria. A description of each follows:

Degree of Saturation (%) – This is the ratio of demand flow to capacity.

Average Delay (sec) – The average delay per vehicle in seconds incurred by vehicles over the modelled time period.

95th %ile Queue – A queue length measured in metres for which only 5% of queues are equal to or greater than.

In assessing the results of the analysis the criteria for acceptable limits of operation for intersections, specified by the Department of Transport and Main Roads has been adopted for this assessment. For a signalised intersection the

acceptable limit of operation is reached when the degree of saturation (DOS) exceeds 90%.

The intersection geometry modelled for the with development scenario is depicted in **Figure 4.4**. This layout is consistent with the existing intersection geometry, with the addition of the unsignalised site access. It should be noted that the existing phasing arrangement and intersection cycle time for the Abbotsford Road / Folkestone Street intersection have been used in the following analysis.

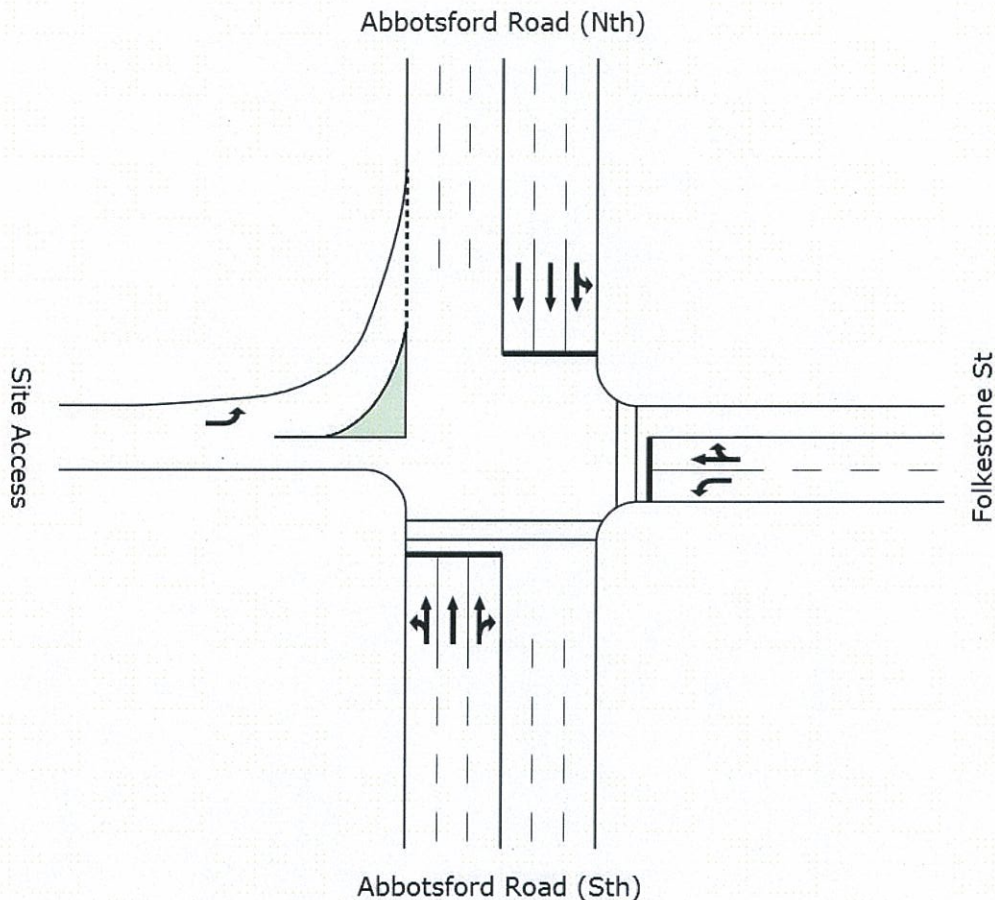


Figure 4.4: Intersection Geometry

The results of the Abbotsford Road / Folkestone Street intersection analysis for the AM peak and PM peak, without and with development scenarios, suggest that the intersection will operate well within the generally accepted limits of operation. **Tables 4.4a, 4.4b, 4.4c and 4.4d** summarise the operation of the Abbotsford Road / Folkestone Street intersection for both the with and without development scenarios in the Am and PM peak periods.

Table 4.4a –Base Case - AM Peak

<i>Approach</i>	<i>Direction</i>	<i>Movement</i>	<i>Degree of Saturation (%)</i>	<i>Average Delay (secs)</i>	<i>95th Percentile Queue (m)</i>
Abbotsford Road	NB	Left	NA	NA	NA
		Through	0.245	7s	60
		Right	0.245	18	31
Folkestone Street	WB	Left	0.110	53	19
		Through	NA	NA	NA
		Right	0.103	53	18
Abbotsford Road	SB	Left	0.465	16	120
		Through	0.464	8	121
Site Access	EB	Left	NA	NA	NA

Table 4.4b –With Development - AM Peak

<i>Approach</i>	<i>Direction</i>	<i>Movement</i>	<i>Degree of Saturation (%)</i>	<i>Average Delay (secs)</i>	<i>95th Percentile Queue (m)</i>
Abbotsford Road	NB	Left	0.249	15	61
		Through	0.250	7	61
		Right	0.251	18	32
Folkestone Street	WB	Left	0.110	53	19
		Through	0.430	47	69
		Right	0.429	56	69
Abbotsford Road	SB	Left	0.465	16	120
		Through	0.464	8	121
Site Access	EB	Left	0.018	9	2

Table 4.4c –Base Case - PM Peak

<i>Approach</i>	<i>Direction</i>	<i>Movement</i>	<i>Degree of Saturation (%)</i>	<i>Average Delay (secs)</i>	<i>95th Percentile Queue (m)</i>
Abbotsford Road	NB	Left	NA	NA	NA
		Through	0.459	8	119
		Right	0.458	16	109
Folkestone Street	WB	Left	0.143	53	25
		Through	NA	NA	NA
		Right	0.234	54	39
Abbotsford Road	SB	Left	0.193	14	47
		Through	0.193	6	47
Site Access	EB	Left	NA	NA	NA

Table 4.4d –With Development - PM Peak

<i>Approach</i>	<i>Direction</i>	<i>Movement</i>	<i>Degree of Saturation (%)</i>	<i>Average Delay (secs)</i>	<i>95th Percentile Queue (m)</i>
Abbotsford Road	NB	Left	0.465	16	119
		Through	0.460	8	119
		Right	0.458	16	109
Folkestone Street	WB	Left	0.204	54	34
		Through	0.272	46	45
		Right	0.272	54	45
Abbotsford Road	SB	Left	0.193	14	47
		Through	0.193	6	47
Site Access	EB	Left	0.297	12	24

The above results indicate that the development is expected to have a negligible impact on the Abbotsford Road / Folkestone Street intersection.

5 Conclusion

The proposed development has been designed to comply with the principles of BCC's TAPS Policy and Australian Standard AS2890.1. The existing site has a mountable kerb for the full frontage of the site providing access to the existing uses. The applicant is proposing to rationalise this arrangement to a single access point located adjacent to the existing signalised intersection. The proposed access is located on the northern property boundary and is expected to operate in co-ordination with the Abbotsford Road / Folkestone Street intersection.

Car parking is restricted to 196 spaces which will encourage commuters to use alternative modes of transport to travel to and from work. Furthermore, analysis of the surrounding intersections suggests that trips generated by the proposed development can be absorbed into the greater road network with negligible impact.

We therefore recommend it be approved from a traffic engineering standpoint.

Appendix A

Development Plans

CONTENTS

Latest issue date	D	
	M	
	Y	
DRAWING NAME	NUMBER	SCALE
DEVELOPMENT APPLICATION		
58-66 ABBOTSFORD RD, BOWEN HILLS		
Development Summary	DA-01	nts
Site Context	DA-02	nts
Site Views	DA-03	nts
Site Analysis	DA-04	nts
Precinct Plan	DA-05	nts
Design Concept	DA-06	nts
Perspective Views Sheet 1	DA-07	nts
Perspective Views Sheet 2	DA-08	nts
Perspective Views Sheet 3	DA-09	nts
Basement 2 Plan	DA-10	1:250
Basement 1 Plan	DA-11	1:250
Ground Floor Plan	DA-12	1:250
Mezzanine Parking Plan	DA-13	1:250
Level 1 Plan	DA-14	1:250
Level 2 Plan	DA-15	1:250
Level 3 Plan	DA-16	1:250
Level 4 Plan	DA-17	1:250
Level 5 Plan	DA-18	1:250
Level 6-9 Plan	DA-19	1:250
Level 10-11 Plan	DA-20	1:250
Level 12-14 Plan	DA-21	1:250
Level 15-16 Plan	DA-22	1:250
Level 17-19 Plan	DA-23	1:250
Level 20 Plan	DA-24	1:250
Plant Level Plan	DA-25	1:250
Roof Plan	DA-26	1:250
Building Elevations Sheet 1	DA-27	1:250
Building Elevations Sheet 2	DA-28	1:250
Building Sections AA,BB	DA-29	1:500
Podium Sections Sheet 1	DA-30	1:250
Podium Sections Sheet 2	DA-31	1:200
Perspective Views Sheet 4	DA-32	nts
Shadow Diagrams	DA-33	nts
GFA Calculation	DA-34	nts
NLA Calculation	DA-35	nts

DEVELOPMENT SUMMARY

SITE AREA	3,199sqm
PLOT RATIO	12.4
BUILDING HEIGHT	21 + ROOFED PLANT
BUILDING BULK ABOVE LEVEL 6	2354 sqm
PROPOSED USES	SHOP, FOOD PREMISES, INDOOR SPORT OFFICE
TOTAL GFA	39,743 sqm
TARGET NLA	35,463 sqm
CARPARKING	198 TOTAL (1:200) 115 REG. SPACES 33 TANDEMS 43 SMALL SPACES 4 DISABLED 3 VANS 1 RCV, 1 SRV
SERVICING	
BICYCLE PARKING	100 BIKE SPACES WITH ASSOCIATED LOCKERS/CHANGING/SHOWER FACILITIES

Client



Project

proposed mixed use development
58 - 66 ABBOTSFORD ROAD, BOWEN HILLS

DEVELOPMENT SUMMARY

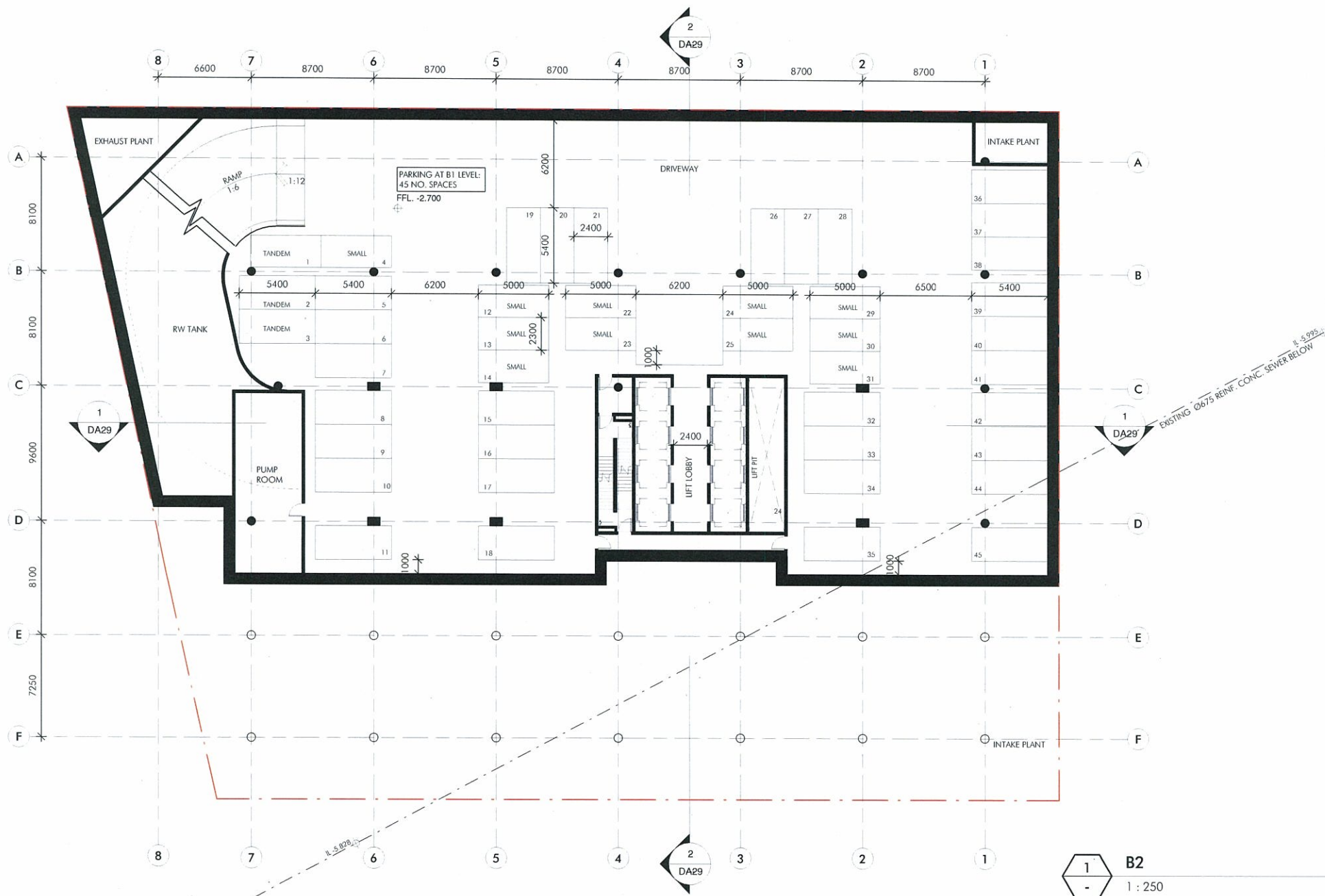
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Client



Project

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58 - 66 ABBOTSFORD ROAD, BOWEN HILLS

Title
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Date
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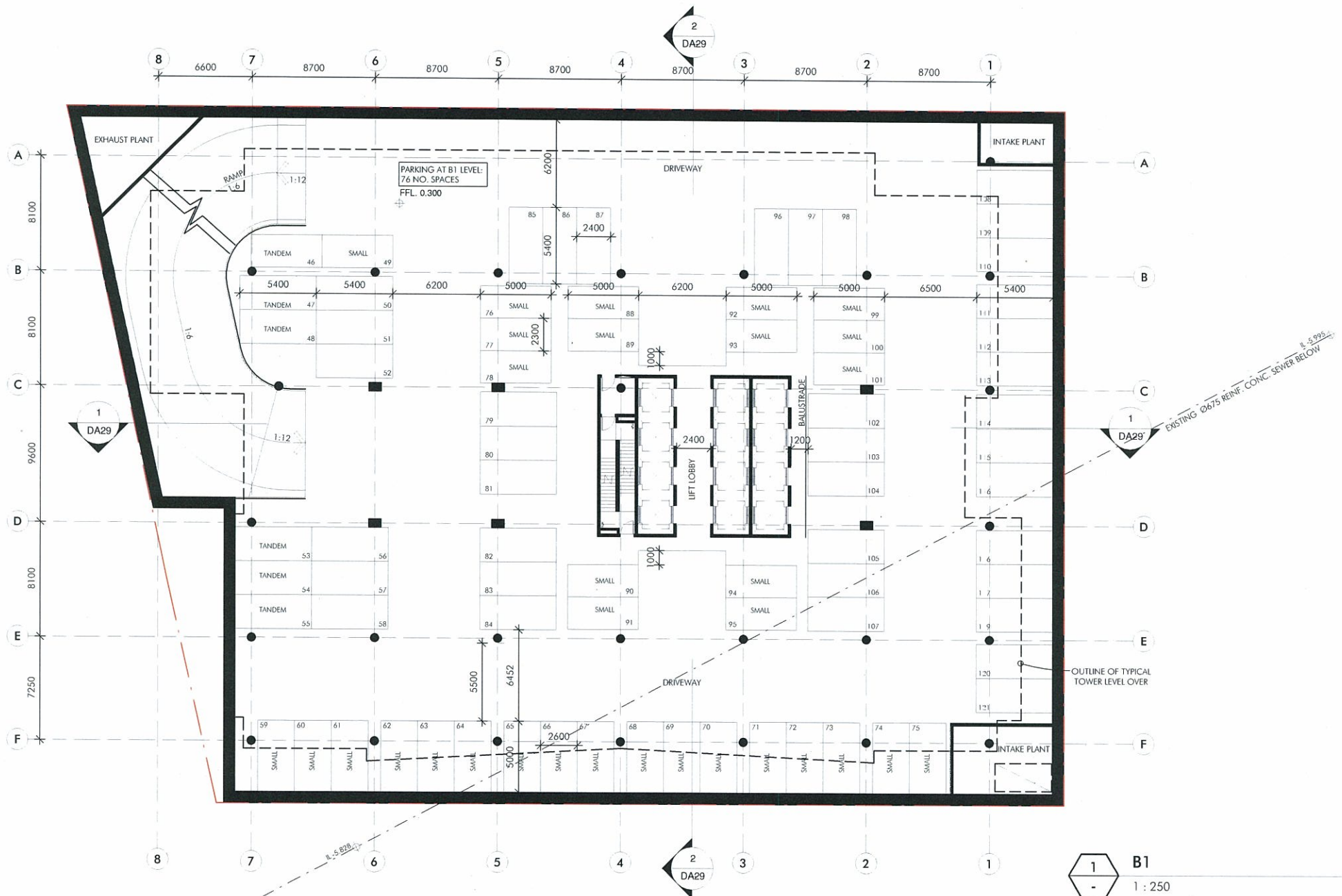
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58 - 66 ABBOTSFORD ROAD, BOWEN HILLS

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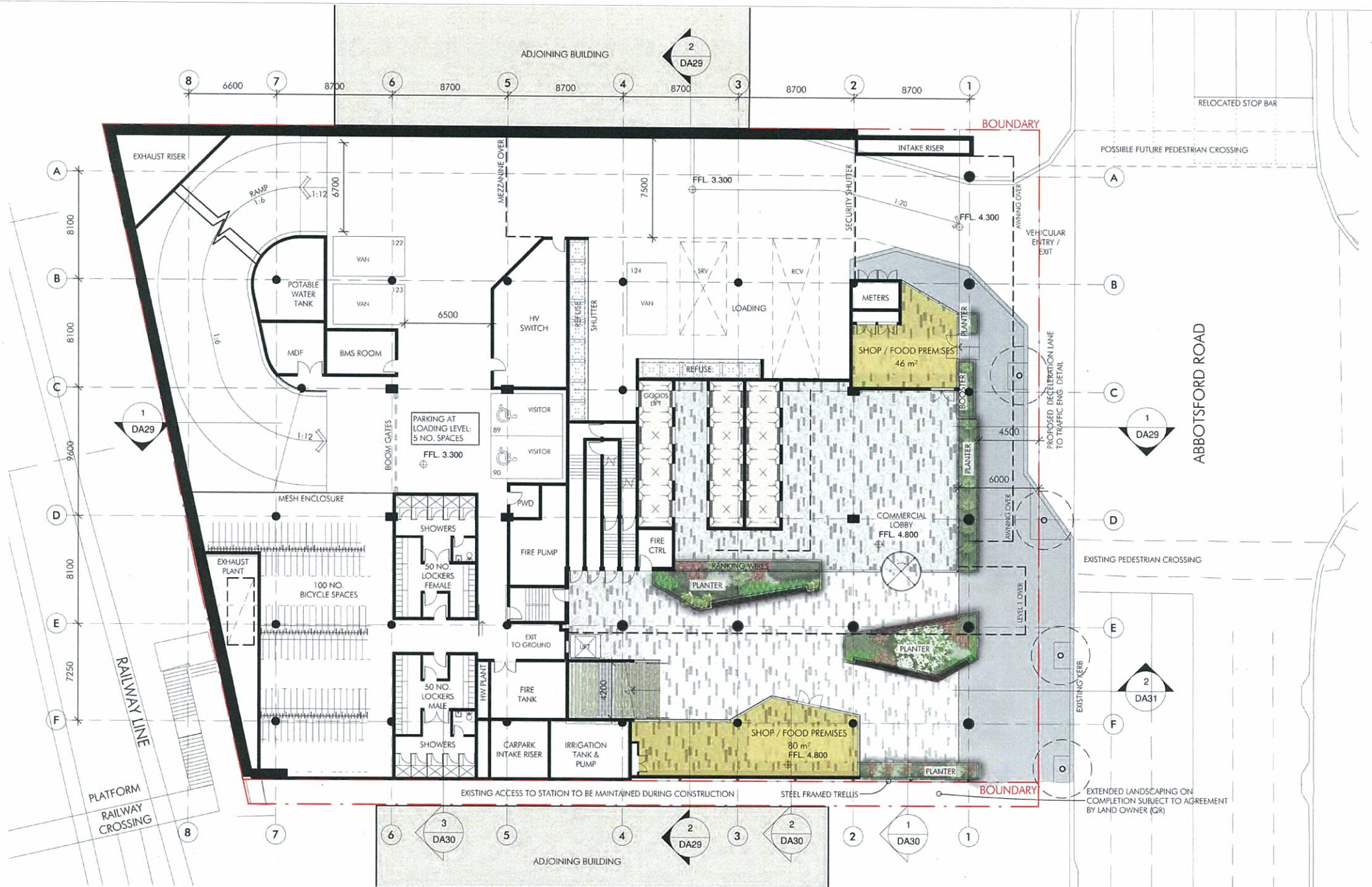
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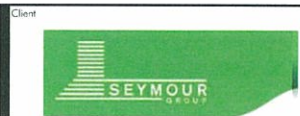
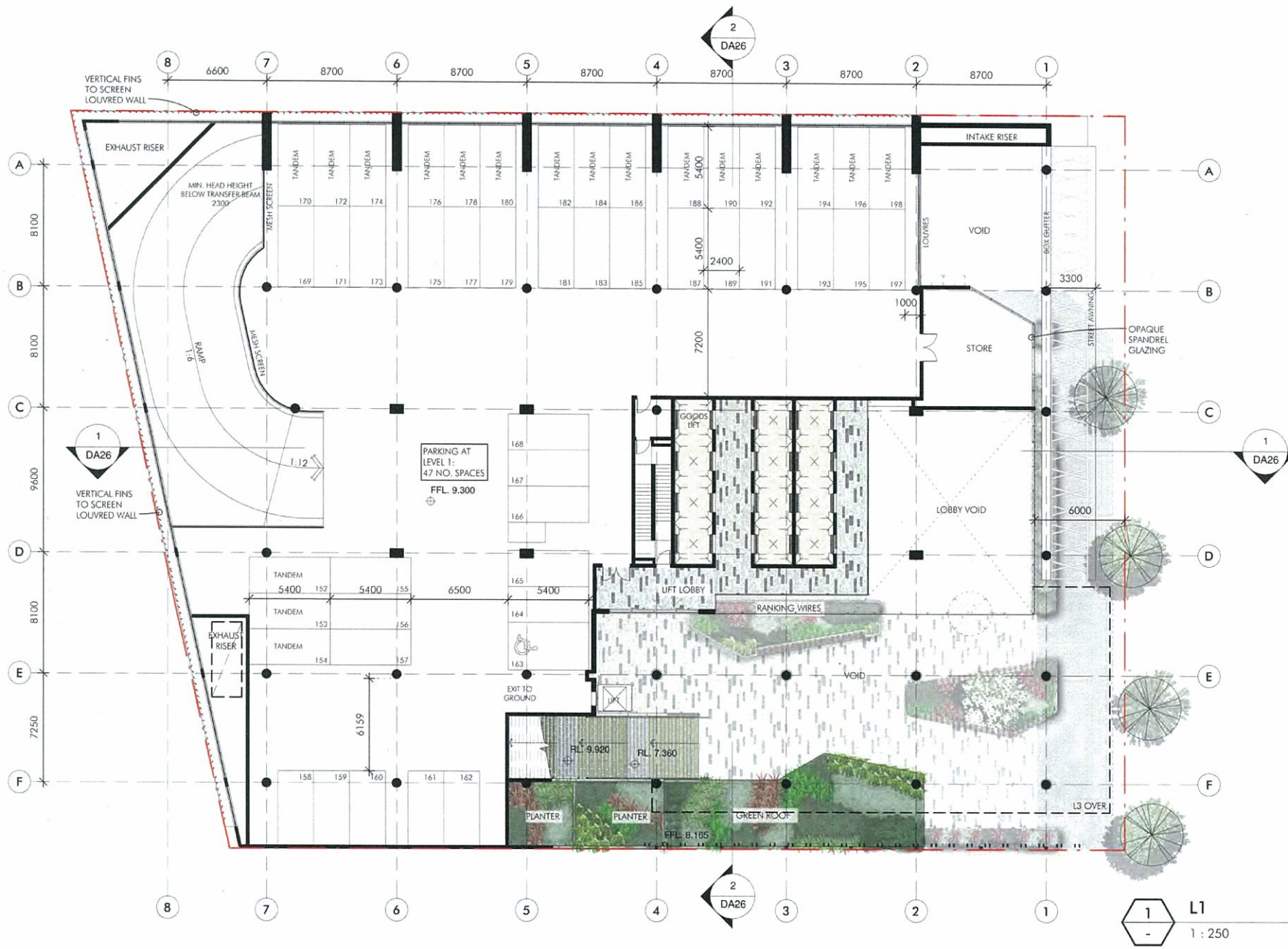
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GROUND FLOOR PLAN
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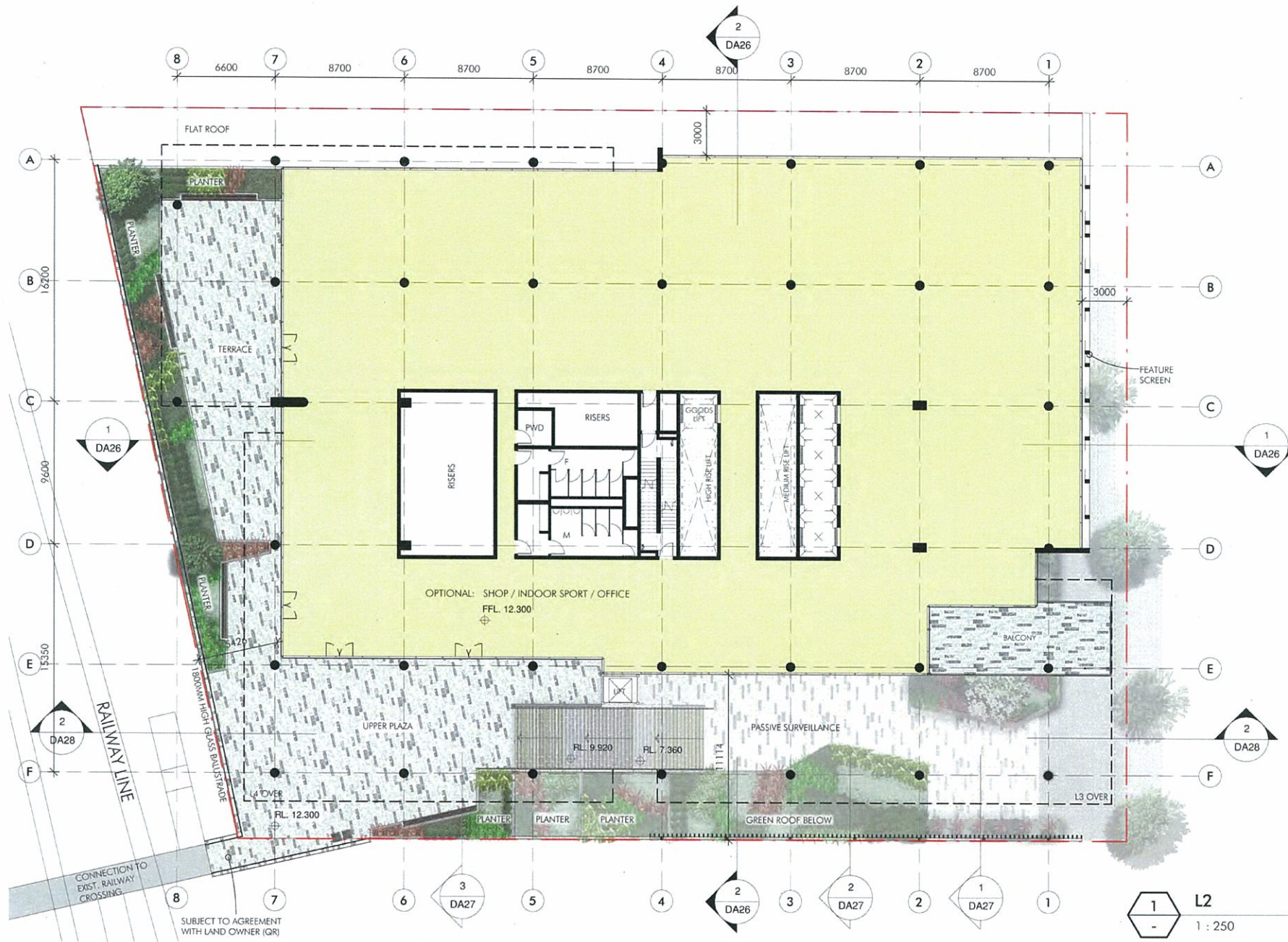
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58 - 66 ABBOTSFORD ROAD, BOWEN HILLS

Title
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Date
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LEVEL 1 PLAN
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Title
Scale
Date
Number

LEVEL 2 PLAN
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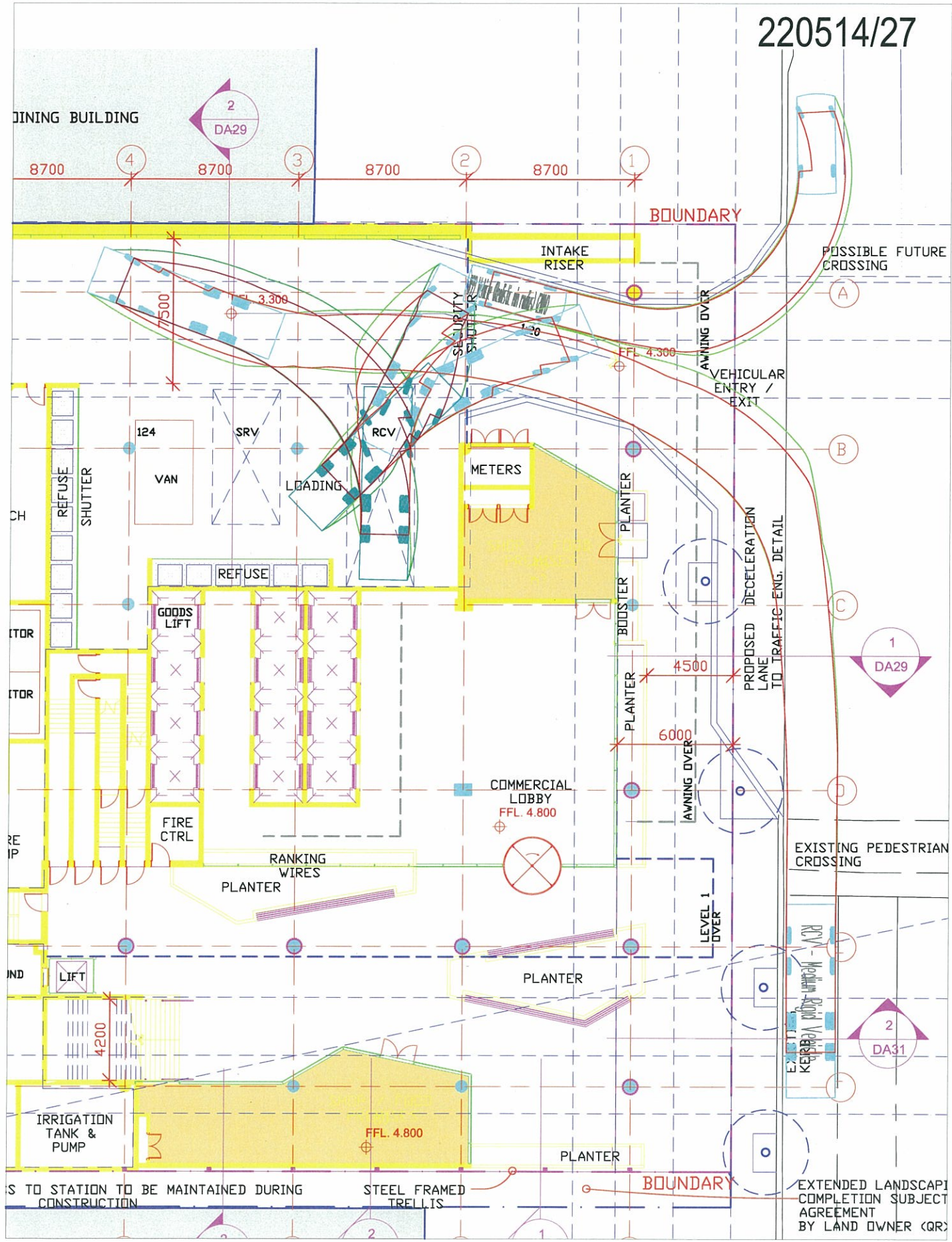
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Appendix B

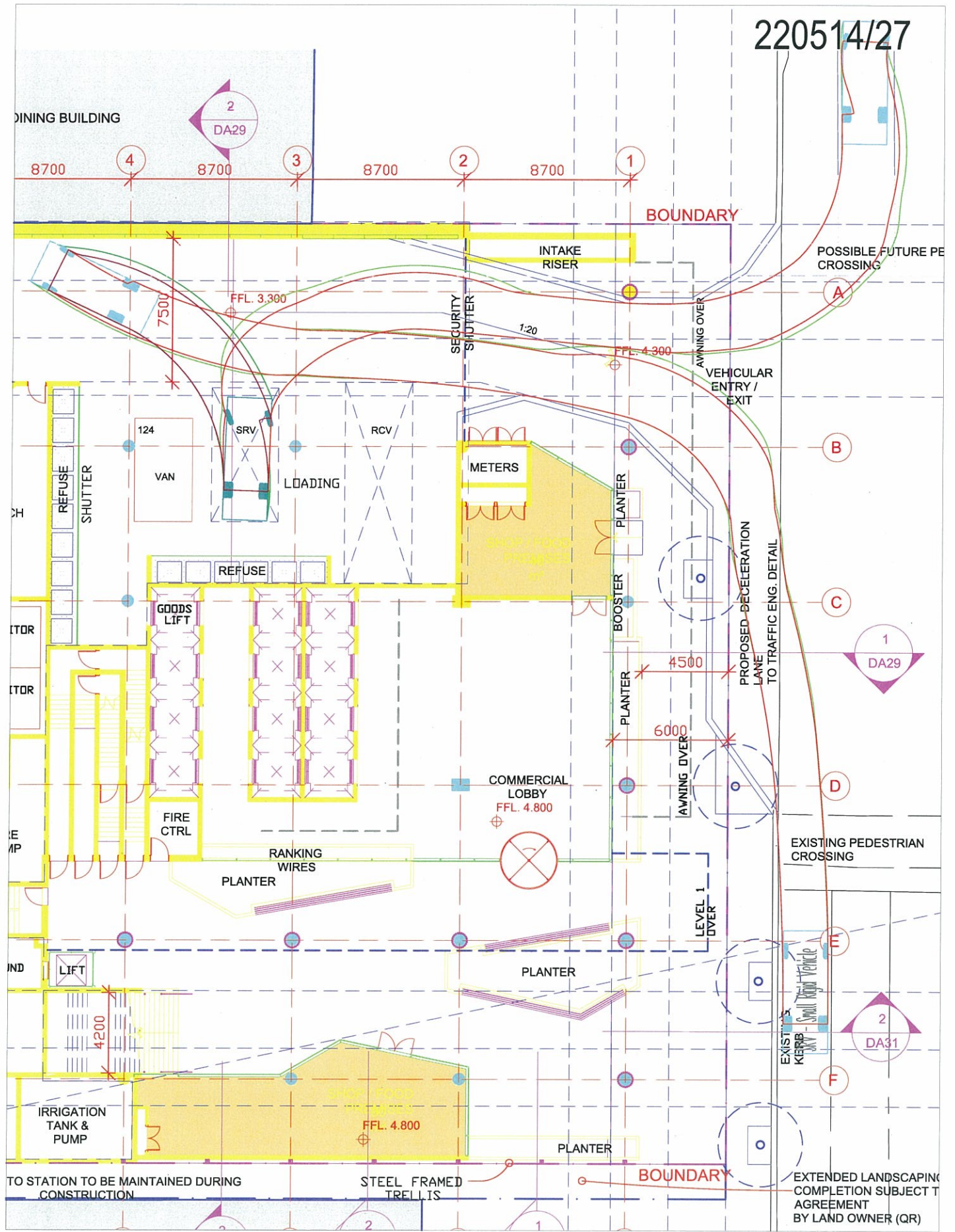
Swept Path Analysis

220514/27



EXTENDED LANDSCAPE COMPLETION SUBJECT AGREEMENT BY LAND OWNER (QR)

220514/27



Appendix C

Intersection Traffic Counts - Abbotsford Road / Folkestone Street

Actual 15 Minute Traffic Volume

Site no. 0600801 - I/B L.Lane Abbotsford at Folkestone

Actual 15 Minute Volumes in one week of November 2010

Time Period	Sun Nov14	Mon Nov15	Tue Nov16	Wed Nov17	Thu Nov18	Fri Nov19	Sat Nov20	Average WeekDay
6:30 -> 6:45	1	38	30	28	25	31	3	30
6:45 -> 7:00	4	68	54	58	57	34	5	54
7:00 -> 7:15	1	48	64	56	66	52	4	57
7:15 -> 7:30	2	62	67	58	66	77	2	66
7:30 -> 7:45	6	60	59	69	62	68	5	63
7:45 -> 8:00	10	62	66	60	85	72	3	69
8:00 -> 8:15	3	79	77	56	74	77	5	72
8:15 -> 8:30	4	81	75	81	77	63	5	75
8:30 -> 8:45	9	70	68	83	63	55	5	67
8:45 -> 9:00	8	55	67	69	75	39	7	61
9:00 -> 9:15	8	13	50	54	38	12	4	33
9:15 -> 9:30	10	10	16	25	19	7	6	15
9:30 -> 9:45	13	6	8	12	20	13	7	11
9:45 -> 10:00	12	3	7	11	28	8	7	11
10:00 -> 10:15	7	5	6	9	15	6	1	8
10:15 -> 10:30	5	9	10	4	12	3	6	7
10:30 -> 10:45	6	6	14	5	12	8	6	9
10:45 -> 11:00	2	6	6	5	8	7	15	6
11:00 -> 11:15	6	9	4	10	9	4	9	7
11:15 -> 11:30	3	3	5	7	5	12	8	6
11:30 -> 11:45	5	3	5	4	5	9	21	5
11:45 -> 12:00	6	8	9	9	6	9	17	8
12:00 -> 12:15	5	5	7	2	5	6	22	5
12:15 -> 12:30	3	10	2	4	10	12	12	7
12:30 -> 12:45	9	5	10	6	4	4	11	5
12:45 -> 13:00	9	1	4	2	11	10	16	5
13:00 -> 13:15	2	2	10	6	7	7	19	6
13:15 -> 13:30	2	4	4	4	4	6	10	4
13:30 -> 13:45	7	4	5	10	9	5	14	6
13:45 -> 14:00	7	4	9	18	9	7	14	9
14:00 -> 14:15	4	6	9	14	6	5	4	8
14:15 -> 14:30	10	3	1	7	12	7	15	6
14:30 -> 14:45	5	7	8	16	10	7	17	9
14:45 -> 15:00	5	6	6	13	8	12	11	9
15:00 -> 15:15	6	5	13	13	8	14	11	10
15:15 -> 15:30	4	7	6	23	10	9	13	11
15:30 -> 15:45	3	7	8	16	14	19	13	12
15:45 -> 16:00	5	7	4	12	10	22	13	11
16:00 -> 16:15	2	10	12	33	34	29	11	23
16:15 -> 16:30	8	10	29	30	27	34	10	26
16:30 -> 16:45	3	21	28	28	29	32	9	27
16:45 -> 17:00	7	20	21	33	35	27	18	27
17:00 -> 17:15	7	13	29	18	26	27	9	22
17:15 -> 17:30	11	6	13	25	29	32	19	21
17:30 -> 17:45	4	12	24	34	9	25	7	20
17:45 -> 18:00	4	25	20	23	21	21	10	22
18:00 -> 18:15	4	14	24	32	31	36	11	27
18:15 -> 18:30	2	8	23	21	31	32	4	23
Daily Totals:	269	926	1096	1216	1236	1113	474	

Note: Volumes are in number of vehicles.

Actual 15 Minute Traffic Volume

Site no. 0600802 - I/B C.Lane Abbotsford at Folkestone

Actual 15 Minute Volumes in one week of November 2010

Time Period	Sun Nov14	Mon Nov15	Tue Nov16	Wed Nov17	Thu Nov18	Fri Nov19	Sat Nov20	Average WeekDay
6:30 -> 6:45	22	133	143	159	134	129	52	139
6:45 -> 7:00	25	168	161	179	166	177	52	170
7:00 -> 7:15	15	190	189	174	183	183	52	183
7:15 -> 7:30	17	210	199	220	209	214	57	210
7:30 -> 7:45	43	203	206	209	203	182	57	200
7:45 -> 8:00	51	196	212	176	209	212	92	201
8:00 -> 8:15	48	207	188	157	192	205	90	189
8:15 -> 8:30	39	195	226	187	215	193	91	203
8:30 -> 8:45	59	190	184	197	197	194	87	192
8:45 -> 9:00	59	213	193	196	182	162	101	189
9:00 -> 9:15	55	163	179	184	144	161	106	166
9:15 -> 9:30	62	136	105	166	129	143	107	135
9:30 -> 9:45	89	126	134	121	139	135	94	131
9:45 -> 10:00	74	115	129	103	103	134	115	116
10:00 -> 10:15	72	103	118	92	97	127	95	107
10:15 -> 10:30	63	113	113	114	113	114	105	113
10:30 -> 10:45	70	100	111	108	107	114	117	108
10:45 -> 11:00	72	95	130	119	126	124	96	118
11:00 -> 11:15	73	95	119	113	114	121	102	112
11:15 -> 11:30	60	94	112	100	130	116	92	110
11:30 -> 11:45	97	105	109	115	101	113	102	108
11:45 -> 12:00	93	115	133	115	120	142	83	125
12:00 -> 12:15	97	85	104	130	109	117	86	109
12:15 -> 12:30	77	93	97	110	107	128	97	107
12:30 -> 12:45	81	95	116	100	110	99	84	104
12:45 -> 13:00	63	86	99	103	104	105	111	99
13:00 -> 13:15	76	81	101	101	105	117	82	101
13:15 -> 13:30	76	88	93	81	106	115	99	96
13:30 -> 13:45	74	87	96	102	102	110	105	99
13:45 -> 14:00	72	111	110	103	165	141	108	126
14:00 -> 14:15	62	110	105	90	175	107	85	117
14:15 -> 14:30	66	99	95	93	152	114	90	110
14:30 -> 14:45	69	104	105	96	176	123	87	120
14:45 -> 15:00	64	82	108	93	148	106	108	107
15:00 -> 15:15	61	112	102	96	135	113	75	111
15:15 -> 15:30	55	101	125	97	151	102	96	115
15:30 -> 15:45	73	103	98	79	106	118	88	100
15:45 -> 16:00	64	99	83	95	104	98	82	95
16:00 -> 16:15	55	84	90	96	128	94	63	98
16:15 -> 16:30	65	87	83	99	109	99	79	95
16:30 -> 16:45	66	91	83	109	106	113	65	100
16:45 -> 17:00	62	84	81	74	99	77	78	83
17:00 -> 17:15	59	94	92	61	107	104	75	91
17:15 -> 17:30	57	81	74	86	93	90	80	84
17:30 -> 17:45	58	100	97	89	95	101	77	96
17:45 -> 18:00	60	75	85	88	89	86	78	84
18:00 -> 18:15	51	82	84	77	90	92	83	85
18:15 -> 18:30	61	69	70	71	72	91	82	74
Daily Totals:	2982	5648	5869	5723	6356	6155	4188	

Note: Volumes are in number of vehicles.

Actual 15 Minute Traffic Volume

Site no. 0600803 - I/B R.Lane Abbotsford at Folkestone

Actual 15 Minute Volumes in one week of November 2010

Time Period	Sun Nov14	Mon Nov15	Tue Nov16	Wed Nov17	Thu Nov18	Fri Nov19	Sat Nov20	Average WeekDay
6:30 -> 6:45	24	133	148	139	140	114	45	134
6:45 -> 7:00	20	166	169	162	175	142	34	162
7:00 -> 7:15	25	174	175	176	186	181	48	178
7:15 -> 7:30	21	176	203	213	182	194	41	193
7:30 -> 7:45	36	199	200	214	199	207	49	203
7:45 -> 8:00	28	212	223	157	222	217	61	206
8:00 -> 8:15	41	189	214	158	204	205	75	194
8:15 -> 8:30	40	199	215	198	216	206	64	206
8:30 -> 8:45	52	208	195	196	188	186	78	194
8:45 -> 9:00	68	225	196	191	200	148	98	192
9:00 -> 9:15	68	158	182	180	145	144	93	161
9:15 -> 9:30	55	108	141	151	121	141	91	132
9:30 -> 9:45	64	115	119	118	127	126	94	121
9:45 -> 10:00	66	99	114	107	100	119	84	107
10:00 -> 10:15	69	92	100	99	101	99	95	98
10:15 -> 10:30	59	101	119	129	119	101	70	113
10:30 -> 10:45	65	97	116	101	114	108	97	107
10:45 -> 11:00	57	96	111	114	108	105	101	106
11:00 -> 11:15	63	113	98	107	112	96	87	105
11:15 -> 11:30	72	86	108	93	104	107	75	99
11:30 -> 11:45	62	116	98	110	106	114	91	108
11:45 -> 12:00	76	120	103	117	106	131	89	115
12:00 -> 12:15	91	96	89	96	106	98	75	97
12:15 -> 12:30	69	89	80	105	107	107	82	97
12:30 -> 12:45	70	115	94	89	104	103	79	101
12:45 -> 13:00	59	99	98	123	88	102	89	102
13:00 -> 13:15	68	86	89	94	105	106	79	96
13:15 -> 13:30	62	97	91	106	112	96	92	100
13:30 -> 13:45	66	81	108	102	106	103	99	100
13:45 -> 14:00	68	109	102	107	179	120	83	123
14:00 -> 14:15	63	98	101	93	176	105	81	114
14:15 -> 14:30	75	75	103	80	166	97	83	104
14:30 -> 14:45	66	89	91	89	181	121	91	114
14:45 -> 15:00	58	87	106	81	156	97	76	105
15:00 -> 15:15	44	99	103	100	134	118	61	110
15:15 -> 15:30	56	97	96	85	114	113	78	101
15:30 -> 15:45	52	86	82	74	91	94	60	85
15:45 -> 16:00	73	68	79	75	91	79	67	78
16:00 -> 16:15	60	83	75	85	142	107	75	98
16:15 -> 16:30	48	77	75	76	86	91	75	81
16:30 -> 16:45	55	73	93	96	102	99	58	92
16:45 -> 17:00	62	74	74	82	75	81	80	77
17:00 -> 17:15	51	89	85	58	88	100	62	84
17:15 -> 17:30	51	73	68	64	74	88	71	73
17:30 -> 17:45	52	87	84	84	86	107	58	89
17:45 -> 18:00	47	71	64	73	73	73	89	70
18:00 -> 18:15	42	69	70	79	87	98	84	80
18:15 -> 18:30	51	67	76	61	68	92	83	72
Daily Totals:	2690	5416	5623	5487	6172	5786	3670	

Note: Volumes are in number of vehicles.

Actual 15 Minute Traffic Volume

Site no. 0600804 - O/B L.Lane Abbotsford at Folkestone

Actual 15 Minute Volumes in one week of November 2010

Time Period	Sun Nov14	Mon Nov15	Tue Nov16	Wed Nov17	Thu Nov18	Fri Nov19	Sat Nov20	Average WeekDay
6:30 -> 6:45	0	8	11	11	9	8	7	9
6:45 -> 7:00	1	6	8	13	6	16	6	9
7:00 -> 7:15	1	14	13	11	13	15	1	13
7:15 -> 7:30	1	7	13	12	12	15	2	11
7:30 -> 7:45	1	20	9	11	16	17	4	14
7:45 -> 8:00	1	6	8	13	13	15	3	11
8:00 -> 8:15	1	7	14	21	14	12	3	13
8:15 -> 8:30	5	14	9	14	15	14	1	13
8:30 -> 8:45	3	21	8	7	17	18	4	14
8:45 -> 9:00	7	14	12	10	13	6	1	11
9:00 -> 9:15	3	4	21	15	11	8	1	11
9:15 -> 9:30	1	3	13	18	13	7	3	10
9:30 -> 9:45	4	16	8	11	5	6	2	9
9:45 -> 10:00	6	6	12	8	7	5	0	7
10:00 -> 10:15	3	12	11	16	6	1	3	9
10:15 -> 10:30	6	4	6	13	9	1	2	6
10:30 -> 10:45	3	10	10	9	12	2	1	8
10:45 -> 11:00	4	10	17	6	10	3	2	9
11:00 -> 11:15	7	9	5	8	7	4	1	6
11:15 -> 11:30	6	12	11	9	10	7	4	9
11:30 -> 11:45	3	4	4	4	10	3	6	5
11:45 -> 12:00	12	3	6	10	6	1	2	5
12:00 -> 12:15	6	9	10	12	10	4	2	9
12:15 -> 12:30	9	8	10	14	4	4	3	8
12:30 -> 12:45	6	12	5	13	8	5	2	8
12:45 -> 13:00	6	13	14	8	11	5	0	10
13:00 -> 13:15	3	6	9	12	6	1	1	6
13:15 -> 13:30	5	6	9	12	8	2	0	7
13:30 -> 13:45	9	9	9	12	6	13	0	9
13:45 -> 14:00	8	7	13	7	10	12	1	9
14:00 -> 14:15	7	10	7	2	8	9	1	7
14:15 -> 14:30	6	12	7	0	7	11	1	7
14:30 -> 14:45	9	11	9	4	6	8	3	7
14:45 -> 15:00	3	7	15	3	9	12	0	9
15:00 -> 15:15	3	9	18	11	21	15	0	14
15:15 -> 15:30	8	9	13	18	15	21	0	15
15:30 -> 15:45	5	10	2	12	8	16	0	9
15:45 -> 16:00	11	7	7	13	8	23	0	11
16:00 -> 16:15	5	11	16	23	19	15	0	16
16:15 -> 16:30	4	5	22	13	33	15	0	17
16:30 -> 16:45	7	11	22	24	25	16	0	19
16:45 -> 17:00	4	9	24	15	27	13	0	17
17:00 -> 17:15	7	26	23	16	34	31	1	26
17:15 -> 17:30	4	22	28	22	44	17	0	26
17:30 -> 17:45	6	15	18	19	28	11	3	18
17:45 -> 18:00	5	15	16	16	19	13	4	15
18:00 -> 18:15	6	15	9	7	14	12	9	11
18:15 -> 18:30	4	14	10	12	17	7	8	12
Daily Totals:	235	498	574	570	639	495	98	

Note: Volumes are in number of vehicles.

Actual 15 Minute Traffic Volume

Site no. 0600805 - O/B C.Lane Folkestone at Abbotsford

Actual 15 Minute Volumes in one week of November 2010

Time Period	Sun Nov14	Mon Nov15	Tue Nov16	Wed Nov17	Thu Nov18	Fri Nov19	Sat Nov20	Average WeekDay
6:30 -> 6:45	17	76	44	68	63	65	26	63
6:45 -> 7:00	16	67	57	58	62	71	20	63
7:00 -> 7:15	18	68	76	71	78	83	25	75
7:15 -> 7:30	26	82	93	75	82	105	33	87
7:30 -> 7:45	20	98	95	105	104	91	44	98
7:45 -> 8:00	17	86	108	114	100	100	40	101
8:00 -> 8:15	28	110	111	102	104	130	47	111
8:15 -> 8:30	28	104	87	110	90	122	50	102
8:30 -> 8:45	33	90	106	125	95	109	62	105
8:45 -> 9:00	37	90	120	116	123	107	64	111
9:00 -> 9:15	42	87	93	105	105	122	59	102
9:15 -> 9:30	55	112	87	87	85	88	75	91
9:30 -> 9:45	49	123	108	112	107	100	84	110
9:45 -> 10:00	53	86	90	111	107	120	73	102
10:00 -> 10:15	66	105	100	101	108	121	79	107
10:15 -> 10:30	54	96	95	93	121	114	95	103
10:30 -> 10:45	56	88	125	101	106	119	77	107
10:45 -> 11:00	61	103	116	97	112	117	106	109
11:00 -> 11:15	85	107	88	99	111	155	123	112
11:15 -> 11:30	77	97	97	95	112	177	89	115
11:30 -> 11:45	86	110	106	122	99	123	99	112
11:45 -> 12:00	81	116	113	115	110	140	101	118
12:00 -> 12:15	84	84	98	118	124	147	118	114
12:15 -> 12:30	68	146	115	99	117	139	77	123
12:30 -> 12:45	84	98	104	126	125	133	103	117
12:45 -> 13:00	80	103	120	114	137	105	102	115
13:00 -> 13:15	72	94	123	117	115	126	95	115
13:15 -> 13:30	71	106	124	106	109	122	104	113
13:30 -> 13:45	89	110	113	115	124	138	88	120
13:45 -> 14:00	69	116	121	123	136	127	89	124
14:00 -> 14:15	76	121	124	146	139	156	105	137
14:15 -> 14:30	71	116	140	121	132	157	90	133
14:30 -> 14:45	87	151	142	177	177	164	124	162
14:45 -> 15:00	69	139	170	147	166	165	73	157
15:00 -> 15:15	68	155	153	147	158	159	110	154
15:15 -> 15:30	79	169	186	179	211	182	89	185
15:30 -> 15:45	91	171	197	202	218	166	80	190
15:45 -> 16:00	64	181	169	189	209	168	66	183
16:00 -> 16:15	84	216	204	226	230	214	92	218
16:15 -> 16:30	75	208	217	203	208	202	87	207
16:30 -> 16:45	66	249	235	243	248	220	80	239
16:45 -> 17:00	91	237	230	231	230	228	76	231
17:00 -> 17:15	75	278	268	170	283	242	74	248
17:15 -> 17:30	62	254	247	237	182	196	75	223
17:30 -> 17:45	69	215	231	222	205	184	62	211
17:45 -> 18:00	65	195	197	216	207	172	71	197
18:00 -> 18:15	69	191	199	171	209	148	68	183
18:15 -> 18:30	52	145	148	149	183	140	54	153
Daily Totals:	2935	6349	6490	6476	6766	6779	3723	

Note: Volumes are in number of vehicles.

