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| **Metropolitan Tram Load Standards Survey Report** |
|  |
| **May 2017** |

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# Summary and Key Results

## Introduction

The Metropolitan Tram Load Standards Surveys (Tram Load Surveys) are conducted each year in May to measure passenger loads against agreed load standards of rolling stock.

The survey’s findings help pinpoint at which sections on each route and at which times loads exceed the desired standards to assist in planning for rolling stock and service changes. The main surveying is undertaken during the AM and PM peaks when the network is at its most crowded.

This report details the key findings from the May 2017 survey.

## Key Results

Table 1 Rolling hour average loads above desired standards recorded in May 2017 survey

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Rolling Hour Cordon Breaches May 2017** | | | | |
| **AM Hourly Breaches** | |  | **PM Hourly Breaches** | |
|  | |  |  | |
| ***Rolling Hour*** | ***No. of breaches*** |  | ***Rolling Hour*** | ***No. of breaches*** |
| 7:01-8:00 | 0 |  | 15:01-16:00 | 0 |
| 7:31-8:30 | 1 |  | 15:31-16:30 | 0 |
| 8:01-9:00 | 3 |  | 16:01-17:00 | 0 |
| 8:31-9:30 | 1 |  | 16:31-17:30 | 1 |
| 9:01-10:00 | 0 |  | 17:01-18:00 | 1 |
| **Total** | **5** |  | 17:31-18:30 | 0 |
|  |  |  | 18:01-19:00 | 1 |
|  |  |  | 19:01-19:30 | 0 |
|  |  |  | **Total** | **3** |

Key high level impacts on results for the May 2017 Tram Load Survey include:

* The ongoing cascade of new fleets of trams continues to increase the capacity provided on the Metropolitan Tram network.
* The reduction in PM breaches was mainly observed at the three cordons: Elgin St / Lygon St, Swanston St Federation Square and Wellington Pde / Jolimont Rd.

# Background and Definitions

## Background

Tram Load Surveys have been conducted since 2000 as part of the Franchise Agreement (the Agreement) between the metropolitan tram operator and the State Government.

When developing the survey, cordon locations in addition to locations previously recording rolling hour load breaches (breaches) or rolling hour average loads are considered. In addition, locations impacted by service changes either to the tram or train timetables may be included. External stakeholder feedback and consultation is also considered when developing the final stop list.

Survey results are useful to review and re-allocate tram rolling stock across the network. In addition, transport modellers frequently rely on data gathered on average or total passenger load counts for information about demand for tram services.

## Terminology

**AM Peak –**AM Peak Services are defined in the Agreement as services that are scheduled to arrive or depart from their Operational Performance Region (OPR) monitoring point between 7:31am and 9:30am. For the Tram Load Survey and within this document, the AM Peak period refers to services that arrive at a survey point travelling in the survey direction *between 7:01am and 10:00am*.

**CBD monitoring point** **–** Any point in the Central Business District (CBD), or any other point determined by Transport For Victoria (TFV), at which passenger counts are conducted in accordance with the Agreement, utilising CBD Maximum Capacities for each vehicle.

**Cordon–** Historical points designed to capture the expected maximum load of passengers entering the CBD.

**Corridor –** A group oftram routes at a location that have or will share/d substantial sections of track and are expected to be interchangeable to passengers. The loads and capacities of these corridors are aggregated for the calculation of rolling hour breach estimates.

**Counter** **Peak Direction –** The direction opposite to which most passengers are expected to travel. In the AM Peak this is services that are travelling away from the CBD and in the PM Peak this is services that are travelling towards the CBD.

**Load –** For a service, the number of passengers travelling on a tram at a given point in time.

**Location** – A generic term indicating a monitoring point, with CBD or Non CBD or Cordon as context requires.

**Maximum Capacity –** The desired maximum capacity of a tram in service. (See Appendix 4 for details of capacities for each tram class). The maximum capacity is often higher for trams operating in the CBD than for trams operating outside the CBD. This is also referred to as *desired standard* or *standard* in this report. This standard does not relate to a safety requirement but to the relative comfort level.

**Non-CBD monitoring point** **–** Any point that is not a CBD monitoring point at which passenger counts are conducted in accordance with the Agreement, utilising non-CBD Maximum Capacities for each vehicle.

**Peak** **–** Either or both the AM Peak and the PM Peak, as the context requires.

**Peak Direction –** The direction in which most passengers are expected to travel. In the AM Peak this is services that are travelling towards the CBD and in the PM Peak this is services that are travelling away from the CBD.

**PM Peak –** PM Peak Services are defined in the Agreement as services that are scheduled to arrive or depart from their OPR monitoring point between 3:31pm and 6:30pm. For the Tram Load Survey and within this document, the PM Peak period refers to services that depart from a survey point travelling in the survey direction *between 3:01pm and 7:00pm*.

**Rolling hour** – Each hour from 6:31am to 6:31pm, commencing on each half-hour during that period (e.g. 6:31am to 7:30am, 7:01am to 8:00am).

**Survey direction** **–** The direction of travel of services that are to be included in passenger counts conducted at CBD monitoring points or non-CBD monitoring points in accordance with the Agreement.

# Cordon Locations

There are fourteen cordon locations that represent entry or exit points for all routes through the CBD.

Twelve of these locations have been consistently surveyed since October 2011.

As of May 2016, two additional survey locations have been included as cordons for the measurement of passenger loads; these are *Collins Street West End (Southern Cross Station)* and *Docklands (Flinders Street West End*). These locations have been surveyed since 2014 and 2013 respectively and are included to capture the growing loads for services running between Docklands and the CBD. Notably, the decline in breaches observed since 2014 has been sustained and may reflect the ongoing success of the cascade program to increase the capacity provided on the Metropolitan Tram network.

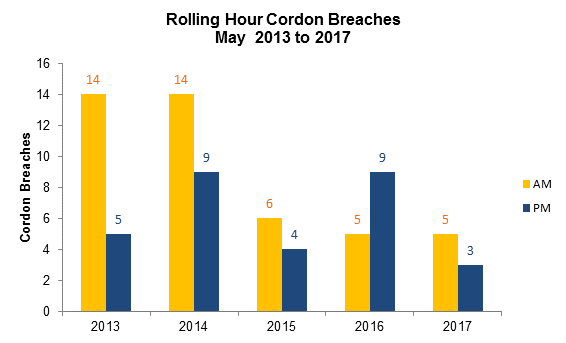


Figure 1 - Rolling Hour Cordon Breaches in May - AM Peak and PM Peak - From 2013 to 2017

## Rolling Hour Breaches – Cordon Locations

Only breaches that occur at cordons in the peak direction are included as cordon breaches, with the exception of the *Swanston St / Flinders St (Federation Square)* and *Collins St West End (Southern Cross Station)* cordons where cordon breaches are included in both directions. These locations have been included as it is recognised that trams travelling counter peak facilitate large commuter loads to the St Kilda Road and Docklands business districts.

### Key Results

In the May 2017 Tram Load Survey the number of breaches at cordons was unchanged on the prior year in the AM Peak and decreased to three beaches in the PM Peak period, being the lowest number of cordon breaches since 2013.

### AM Peak Rolling Hour Breaches

There was no change in rolling hour breaches for the AM Peak. The breaches reported here are highly aggregated and calculated as average total load per rolling hour over average capacity per rolling hour. The numbers in the table below may therefore understate the crowding discomfort experienced by tram passengers. Please refer to Appendix 7 for detailed results using this measure.

Table 2 - Rolling Hour Cordon Breaches in May by Location and Route or Corridor - AM Peak - From 2014 to 2017

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Rolling Hour Cordon Load Breaches - May - AM Peak** | | | | | | |
| **Cordon Location** | **Direction** | **Route/s** | **2014** | **2015** | **2016** | **2017** |
| Clarendon St (Crown Casino) | North | Route 112 (12)\* | - | - | - | - |
| Elgin St / Lygon St | South | Corridor - Routes 1 and 6^ | 4 | 3 | 2 | 2 |
| Errol St / Victoria St | South | Route 57 | - | - | - | - |
| Haymarket (Elizabeth St) | South | Route 59 | 2 | - | - | - |
| Peel St / Victoria St | South | Route 58^^ | 3 | - | - | - |
| St Vincent’s Plaza | West | Route 112 (12)\* | 2 | - | - | - |
| Swanston St / Flinders St (Federation Sq) | South | Corridor - Routes 3, 5, 6^, 16, 64, 67, and 72 | - | 2 | 1 | 1 |
| Wellington Pde / Jolimont Rd | West | Route 48 | 3 | - | 2 | 2 |
| Wellington Pde / Jolimont Rd | West | Route 75 | 1 | - | - | - |
| **Total** | | | **15** | **5** | **5** | **5** |
| ^From May 1, 2017 route 55 and 8 were discontinued. Route 58 was introduced covering the Domain to Toorak section of previous route 8 and the Domain to West Coburg of previous route 55. The northern section of route 8 is serviced by extending route 6 to terminate at Moreland Station. | | | | | | |
| \*From July 2015 route 112 was discontinued and routes 11 and 12 were introduced which have similar network coverage. | | | | | | |
|  |  |  |  |  |  |  |

### PM Peak Rolling Hour Breaches

Breaches in the PM Peak reduced in May 2017. In total, only two locations recorded cordon breaches in the PM Peak period: *Elgin St/Lygon St* with one breach and *Wellington Pde / Jolimont Rd* with two breaches.

Table 3 - Rolling Hour Cordon Breaches In May by Location and Route or Corridor - PM Peak - From 2014 to 2017

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Rolling Hour Cordon Load Breaches - May - PM Peak** | | | | | | |
| **Cordon Location** | **Direction** | **Route/s** | **2014** | **2015** | **2016** | **2017** |
| Collins St West End (Southern Cross Station) | East | Corridor - Routes 11, 48, and 112\* | 1 | - | - | - |
| Elgin St / Lygon St | North | Corridor - Routes 1 and 6^ | 3 | 1 | 3 | 1 |
| Swanston St / Flinders St (Federation Sq) | North | Corridor - Routes 3, 5, 6^, 16, 64, 67, and 72 | 2 | - | 2 | - |
| Swanston St / Flinders St (Federation Sq) | North | Route 1 | 1 | - | - | - |
| Wellington Pde / Jolimont Rd | East | Route 48 | 3 | 3 | 4 | 2 |
|  |  | **Total** | **10** | **4** | **9** | **3** |
| ^From May 1, 2017 route 55 and 8 were discontinued. Route 58 was introduced covering the Domain to Toorak section of previous route 8 and the Domain to West Coburg of previous route 55. The northern section of route 8 is serviced by extending route 6 to terminate at Moreland Station. | | | | | | |
| \*From July 2015 route 112 was discontinued and routes 11 and 12 were introduced which have similar network coverage. | | | | | | |

## Average Daily Observed Loads - Cordon Locations

The survey counts at cordon locations are used to provide an estimate of the number of people arriving in the CBD by tram in the AM Peak and the number of people departing the CBD by tram during the PM Peak.

### AM Peak Observed Loads

Consistent year on year growth in the AM Peak is observed at half of the 14 cordon stops: *Collins St West End (Southern Cross Station), Docklands (Flinders St West End), Docklands (LaTrobe St West End), Flinders St / Russell St, Haymarket (Elizabeth St), Queensbridge St (Casino East) and Wellington Pde / Jolimont Rd.*

Of the 14 stops surveyed, *Swanston St / Flinders St (Federation Square)* remained the most frequented cordon (16per cent of passenger arrivals into the CBD) with an average of 6,852 passengers passing between 7:01 and 10:00 AM. This represents an increase of 5 per cent on May 2016.

A large slice of passenger demand (11 per cent each of CDB arrivals) enters the CBD via stops at *Clarendon St (Crown Casino), Haymarket (Elizabeth St)* and *St Vincent’s Plaza*. The growth pattern associated with these stops is mixed: reducing slightly for *St Vincent’s Plaza and Clarendon St (Crown Casino*), but showingan increase at *Haymarket (Elizabeth St).*

The greatest percentage growth came from *Queensbridge St (Crown Casino*), which increased 28per cent (an additional 350 passengers to a total of 1,608). This follows solid growth (18per cent) at this location in 2016.

The growth observed at *Bourke St / Spring St and Peel St / Victoria St* last year was not sustained into 2017. A 13 per cent and 17 per cent respectively drop in arriving passengers placed these stops behind *St Vincent’s Plaza*, *Clarendon St (Crown Casino)*, and *Haymarket (Elizabeth St)*.

Table 4 - May Cordon Passenger Loads by Location with Growth Rate - AM Peak - From 2015 to 2017

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **AM Peak Direction (7:01-10:00) May Cordon Loads - 2015 to 2017** | | | | | | | |
| **Location** | **Routes** | **Direction** | **2015** | **2016** | **2017** | **% Change In Load From 2015 to 2016** | **% Change In Load From 2016 to 2017** |
| Bourke St / Spring St | 86, 96 | West | 4,001 | 5,053 | 4,395 | 26.3 | -13.0 |
| Clarendon St (Crown Casino) | 12\*, 96, 109 | North | 4,591 | 4,801 | 4,770 | 4.6 | -0.6 |
| Collins St West End (Southern Cross Station) | 11\*, 48 | East | 1,005 | 1,504 | 1,753 | 49.7 | 16.6 |
| Docklands (Flinders St West End) | 35, 70, 75 | East | 416 | 525 | 595 | 26.2 | 13.3 |
| Docklands (LaTrobe St West End) | 30, 35, 86 | East | 644 | 866 | 973 | 34.5 | 12.4 |
| Elgin St / Lygon St | 1, 6^ | South | 3,298 | 3,130 | 3,283 | -5.1 | 4.9 |
| Errol St / Victoria St | 57 | South | 1,102 | 1,087 | 1,297 | -1.4 | 19.3 |
| Flinders St / Russell St | 35, 70, 75 | West | 1,429 | 1,685 | 2,002 | 17.9 | 18.8 |
| Haymarket (Elizabeth St) | 19, 59 | South | 4,071 | 4,366 | 4,484 | 7.2 | 2.7 |
| Peel St / Victoria St | 58^ | South | 1,970 | 2,686 | 2,219 | 36.3 | -17.4 |
| Queensbridge St (Casino East) | 58^ | North | 1,064 | 1,258 | 1,608 | 18.2 | 27.8 |
| St Vincent’s Plaza | 11\*, 12\*, 24, 30, 109 | West | 4,645 | 4,911 | 4,764 | 5.7 | -3.0 |
| Swanston St / Flinders St (Federation Sq) | 1, 3, 5, 6^, 16, 64, 67, 72 | North | 6,715 | 6,525 | 6,852 | -2.8 | 5.0 |
| Wellington Pde / Jolimont Rd | 48, 75 | West | 2,459 | 2,801 | 3,018 | 13.9 | 7.7 |
| **Total** |  |  | 37,410 | 41,198 | 42,013 | 9.2 | 1.9 |
| ^From May 1, 2017 route 55 and 8 were discontinued. Route 58 was introduced covering the Domain to Toorak section of previous route 8 and the Domain to West Coburg of previous route 55. The northern section of route 8 is serviced by extending route 6 to terminate at Moreland Station. | | | | | | | |
| \*From July 2015 route 112 was discontinued and routes 11 and 12 were introduced which have similar network coverage. | | | | | | | |
| X = Not surveyed in this year | |  |  |  |  |  |  |

### PM Peak Observed Loads

Similar to the AM Peak, the PM Peak saw *Swanston St / Flinders St (Federation Square)* remain the busiest cordon location with an average of 9,238 passengers exiting the CBD between 15:01 and 19:00. Continuing and increasing demand for tram services is shown by a rise in observed loads of nearly 5per cent in the past twelve months. Second to Melbourne’s busiest tram stop are the four stops at *Bourke St / Spring St, Clarendon St (Crown Casino, Haymarket (Elizabeth St) and St Vincent’s Plaza*. These stops have a PM Peak load between 5,500 to 6,000 passengers.

Table 5 - May Cordon Passenger Loads by Location with Growth Rate - PM Peak - From 2015 to 2017

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **PM Peak Direction (15:01-19:00) May Cordon Loads - 2015 to 2017** | | | | | | | |
| **Location** | **Routes** | **Direction** | **2015** | **2016** | **2017** | **% Change In Load From 2015 to 2016** | **% Change In Load From 2016 to 2017** |
| Bourke St / Spring St | 86, 96 | East | 5,126 | 6,164 | 5,526 | 20.2 | -10.4 |
| Clarendon St (Crown Casino) | 12\*, 96, 109 | South | 5,806 | 5,989 | 6,017 | 3.2 | 0.5 |
| Collins St West End (Southern Cross Station) | 11\*, 48 | West | 1,379 | 1,676 | 2,102 | 21.5 | 25.4 |
| Docklands (Flinders St West End) | 35, 70, 75 | West | 1,135 | 1,306 | 1,261 | 15.1 | -3.4 |
| Docklands (LaTrobe St West End) | 30, 35, 86 | West | 1,195 | 1,382 | 1,378 | 15.6 | -0.3 |
| Elgin St / Lygon St | 1, 6^ | North | 3,222 | 3,808 | 3,645 | 18.2 | -4.3 |
| Errol St / Victoria St | 57 | North | 1,448 | 1,301 | 1,273 | -10.2 | -2.2 |
| Flinders St / Russell St | 35, 70, 75 | East | 2,506 | 2,930 | 2,967 | 16.9 | 1.3 |
| Haymarket (Elizabeth St) | 19, 59 | North | 4,992 | 5,531 | 5,502 | 10.8 | -0.5 |
| Peel St / Victoria St | 58^ | North | 2,045 | 2,104 | 2,383 | 2.9 | 13.2 |
| Queensbridge St (Casino East) | 58^ | South | 827 | 981 | 1,365 | 18.6 | 39.1 |
| St Vincent’s Plaza | 11\*, 12\*, 24, 30, 109 | East | 5,299 | 5,363 | 5,349 | 1.2 | -0.3 |
| Swanston St / Flinders St (Federation Sq) | 1, 3, 5, 6^, 16, 64, 67, 72 | South | 8,559 | 8,805 | 9,238 | 2.9 | 4.9 |
| Wellington Pde / Jolimont Rd | 48, 75 | East | 2,455 | 3,532 | 3,484 | 43.9 | -1.4 |
| **Total** |  |  | 45,994 | 50,872 | 51,490 | 10.6 | 1.2 |
| ^From May 1, 2017 route 55 and 8 were discontinued. Route 58 was introduced covering the Domain to Toorak section of previous route 8 and the Domain to West Coburg of previous route 55. The northern section of route 8 is serviced by extending route 6 to terminate at Moreland Station. | | | | | | | |
| \*From July 2015 route 112 was discontinued and routes 11 and 12 were introduced which have similar network coverage. | | | | | | | |
| X = Not surveyed in this year | |  |  |  |  |  |  |

Six of the 14 cordon stops show a consistent year on year growth: *Clarendon St (Crown Casino), Collins St West End (Southern Cross Station), Flinders St / Russell St, Peel St / Victoria St and Queensbridge St (Casino East)*. Of the remaining eight stops there was a decline in passenger loads in 2017 *(Bourke St / Spring St, Docklands (Flinders St West End), Docklands (LaTrobe St West End)*

*Elgin St / Lygon St, Haymarket (Elizabeth St), St Vincent’s Plaza, Wellington Pde / Jolimont Rd),* while one stop, *Errol St / Victoria appears* less frequented by commuters showing declines in 2016 and 2017.

# Non-cordon Locations

While the cordon locations are consistently recorded to provide a long term time series on load standard breaches and to analyse the impact of network changes, other, non-cordon locations are included after consultation with stakeholders from TFV (Network Planning) and Yarra Trams.

Selection of non-cordon locations may occur for several reasons: a need to understand tram load bottlenecks outside the CBD or to provide before and after analysis for planned network changes. Breaches and the total loads in these locations are reported below.

### AM Peak Rolling Hour Breaches

14 non-cordon locations were surveyed in the AM Peak during the May 2017 Tram Load Survey.

In May 2017, only one load standard breach was observed, which occurred at the *St Kilda Rd / Commercial Rd* stop during the AM Peak.

Table 6 - Rolling Hour Non-cordon Breaches in May by Location and Route or Corridor - AM Peak - From 2014 to 2017

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Rolling Hour Non-Cordon Load Breaches - May - AM Peak** | | | | | | |
| **Location** | **Direction** | **Route/s** | **2014** | **2015** | **2016** | **2017** |
| Dandenong Rd / Hornby St | West | Corridor - Routes 5 and 64 | 2 | 1 | 1 | - |
| Grantham St / Brunswick Rd | South | Route 55 | - | - | - | X |
| Southbank Blvd / Sturt St | South | Route 1 | X | X | 1 | X |
| St Kilda Rd / Commercial Rd | North | Corridor - Routes 3, 5, 16, 64, and 67 | 1 | 1 | 1 | 1 |
| St Kilda Rd / Commercial Rd | North | Route 72 | - | - | 1 | 1 |
| St Kilda Rd / High St | North | Corridor - Routes 3, 5, 16, 64, and 67 | 1 | 1 | 1 | - |
| X = Not surveyed in this year. | |  |  |  |  |  |

### 

### PM Peak Rolling Hour Breaches

There were no breaches in May 2017.

Table 7 - Rolling Hour Non-cordon Breaches In May by Location and Route or Corridor - PM Peak - From 2014 to 2017

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Rolling Hour Non-Cordon Load Breaches - May - PM Peak** | | | | | | |
| **Cordon Location** | **Direction** | **Route/s** | **2014** | **2015** | **2016** | **2017** |
| Dandenong Rd / Hornby St | East | Corridor - Routes 5 and 64 | 1 | - | - | - |
| Domain Interchange (St Kilda Rd) | North | Corridor - Routes 3, 5, 6, 16, 64, 67, and 72 | X | - | 1 | - |
| X = Not surveyed in this year. | |  |  |  |  |  |

## Average Daily Observed Loads – Non-cordon Locations

### AM Peak Observed Loads

Of the locations that were surveyed in both 2016 and 2017, the busiest stops were *St Kilda Rd / High St, Domain Interchange (St Kilda Rd) and St Kilda Rd / Commercial Rd*. In May 2017, *Domain Interchange* has exceeded *Swanston St / Flinders St (Federation Square)* as the location with the highest average load count surveyed ( 7,165).

Growth is strong in the St Kilda Rd corridor (over 10 per cent) in southern direction.

Table 8 - May Non-cordon Passenger Loads by Location with Growth Rate - AM Peak - From 2015 to 2017

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **AM Peak Direction (7:01-10:00) May Non-Cordon Loads - 2015 to 2017** | | | | | | | |
| **Location** | **Routes** | **Direction** | **2015** | **2016** | **2017** | **% Change In Load From 2015 to 2016** | **% Change In Load From 2016 to 2017** |
| Domain Interchange (St Kilda Rd) | 3, 5, 6^, 58\*^,16, 64, 67, 72 | North | 6,279 | 5,919 | 5,572 | -5.7 | -5.9 |
| Domain Interchange (St Kilda Rd) | 3, 5, 6^, 58\*^,16, 64, 67, 72 | South | 6,880 | 6,347 | 7,165 | -8 | 12.9 |
| Collins St West End (Southern Cross Station) | 11\*, 48 | West | X | X | 2,846 | na | na |
| Clarendon St (Crown Casino) | 12\*, 96, 109 | South | X | X | 4,076 | na | na |
| Dandenong Rd / Hornby St | 5, 64 | West | 1,695 | 1,758 | 1,905 | 3.7 | 8.4 |
| Lygon St / Brunswick Rd | 1, 8 | South | X | 2,285 | 2,422 | na | 6.0 |
| St Kilda Rd / Commercial Rd | 3, 5, 6^, 16, 64, 67, 72 | North | 5,361 | 5,845 | 6,549 | 9.0 | 12.0 |
| St Kilda Rd / Commercial Rd | 3, 5, 6^, 16, 64, 67, 72 | South |  |  | 2,475 | na | na |
| St Kilda Rd / High St | 3, 5, 6, 16, 64, 67 | North | 4,814 | 4,777 | 5,426 | -0.8 | 13.6 |
| St Kilda Rd / High St | 3, 5, 6, 16, 64, 67 | South |  |  | 1,295 | na | na |
| Park St / Toorak Rd | 58^ | South | X | X | 217 | na | na |
| Smith St / Johnston St | 86 | South | X | 2,220 | 2,256 | na | 1.6 |
| Abbotsford St Interchange | 57 | South | X | X | 923 | na | na |
| Flemington Rd / Abbotsford St | 58^, 59 | South | X | X | 4,803 | na | na |
| Bridge Rd / Yarra Blvd | 48, 75 | West | X | X | 2,008 | na | na |
| Clarendon St / Park St | 12 | North | X | X | 752 | na | na |
| Park St / Clarendon St | 1 | North | X | X | 772 | na | na |
| Sydney Rd / Brunswick Rd | 19 | South | X | X | 2,393 | na | na |
| ^From May 1, 2017 route 55 and 8 were discontinued. Route 58 was introduced covering the Domain to Toorak section of previous route 8 and the Domain to West Coburg of previous route 55. The northern section of route 8 is serviced by extending route 6 to terminate at Moreland Station. | | | | | | | |
| \*From July 2015, route 112 was discontinued and routes 11 and 12 were introduced which have similar network coverage. | | | | | | | |
| \*^ Route 58 was not counted in 2017 at Domain Interchange | | | |  |  |  |  |
| X = Not surveyed in this year | |  |  |  |  |  |  |

### PM Peak Observed Loads

14 non-cordon locations were surveyed in the PM Peak during the May 2017 Tram Load Survey.

Generally, where comparable data existed in 2016, growth was moderate at best. The most striking decrease in demand occurred at *Domain Interchange (St Kilda Rd)* (North Bound routes 3, 5, 6, 58, 16, 64, 67, 72) from strong growth of 24 per cent in 2016 back to 2015 levels by 2017.

**Table 9 - May Non-cordon Passenger Loads by Location with Growth Rate - PM Peak - From 2015 to 2017**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **PM Peak Direction (15:01-19:00) May Non-Cordon Loads - 2015 to 2017** | | | | | | | |
| **Location** | **Routes** | **Direction** | **2015** | **2016** | **2017** | **% Change In Load From 2015 to 2016** | **% Change In Load From 2016 to 2017** |
| Collins St West End (Southern Cross Station) | 11\*, 48 | East | 4,194 | 4,848 | 5,056 | 15.6 | 4.3 |
| Swanston St / Flinders St (Federation Sq) | 1, 3, 5, 6^, 16, 64, 67, 72 | North | 12,036 | 13,430 | 11,908 | 11.6 | -11.3 |
| Domain Interchange (St Kilda Rd) | 3, 5, 6^, 58\*^,16, 64, 67, 72 | North | 9,815 | 12,141 | 9,888 | 23.7 | -18.6 |
| Domain Interchange (St Kilda Rd) | 3, 5, 6^, 16, 64, 58\*^ 67, 72 | South | 7,958 | 7,699 | 7,286 | -3.3 | -5.4 |
| St Kilda Rd / Commercial Rd | 3, 5, 6^, 16, 64, 67, 72 | South | 6,275 | 7,137 | 7,054 | 13.7 | -1.2 |
| St Kilda Rd / Commercial Rd | 3, 5, 6^, 16, 64, 67, 72 | North | X | X | 5,553 | na | na |
| St Kilda Rd / High St | 3, 5, 6^, 16, 64, 67 | South | 5,353 | 5,569 | 6,216 | 4.0 | 11.6 |
| St Kilda Rd / High St | 3, 5, 6^, 16, 64, 67 | North | X | X | 3,100 | na | na |
| Dandenong Rd / Hornby St | 5, 64 | East | 1,815 | 1,856 | 1,919 | 2.3 | 3.4 |
| Lygon St / Brunswick Rd | 1, 8 | North | X | 2,492 | 2,378 | na | na |
| Abbotsford St Interchange | 57 | North | X | X | 966 | na | na |
| Bridge Rd / Yarra Blvd | 48, 75 | East | X | X | 2,245 | na | na |
| Clarendon St (Crown Casino) | 12\*, 96, 109 | North | X | X | 5,481 | na | na |
| Clarendon St / Park St | 12 | South | X | X | 799 | na | na |
| Dandenong Rd / Hornby St | 5, 64 | East | X | 1,865 | 1,919 | na | 2.9 |
| Flemington Rd / Abbotsford St | 58^, 59 | North | X | X | 5,056 | na | na |
| Lygon St / Brunswick Rd | 1, 6^ | North | X | 2,492 | 2,378 | na | -4.6 |
| Park St / Clarendon St | 12\* | South | X | X | 851 | na | na |
| Park St / Toorak Rd | 58\* | South | X | X | 765 | na | na |
| Queen Vic Market / Elizabeth St | 19, 57, 59 | North | X | X | 9,117 | na | na |
| Smith St / Johnston St | 86 | North | X | X | 2,184 | na | na |
| Sydney Rd / Brunswick Rd | 19 | North | X | X | 2,713 | na | na |
| ^From May 1, 2017 route 55 and 8 were discontinued. Route 58 was introduced covering the Domain to Toorak section of previous route 8 and the Domain to West Coburg of previous route 55. The northern section of route 8 is serviced by extending route 6 to terminate at Moreland Station. | | | | | | | |
| \*From July 2015 route, 112 was discontinued and routes 11 and 12 were introduced which have similar network coverage. | | | | | | | |
| \*^ Route 58 was not counted in 2017 at Domain Interchange | | | | | | | |
| X = Not surveyed in this year | | | | | | | |

## Data Collection and Analysis

Data was collected over weekdays between the 1st of May to the 26th of May 2017 on Tuesdays, Wednesdays and Thursdays, by independent surveyors from a contracted labour supply company.

Passenger counts were undertaken between 7.00 am and 10.00 am and between 3.00 pm and 7.00 pm at selected tram stops across the network, with all services under the Master Timetable surveyed. In addition, late pm counts (7:00 pm and 9:00 pm) were also recorded at the following 5 stops*, Bourke St / Spring St, Elgin St / Lygon St, Queen Victoria Market / Elizabeth St, Swanston St / Flinders St (Federation Sq) and St Vincent’s Plaza* in 2017.

In accordance with the Agreement each survey location was surveyed at least three times, on different weekdays, to form a Sampled Service Set.

At most locations passenger counts were conducted in the direction of heading into the city in the morning and heading out of the city in the evening. However, at specific locations where high bi-directional passenger loads are known to occur, surveying was conducted in both directions.

Between one and six surveyors counted loads at each tram stop, depending on the frequency and volume of services at the stop. If more than one surveyor was present, surveyors worked in pairs with one recording the information and the other conducting the passenger count.

The surveyors recorded the tram number, route number, arrival time and arrival or departure load. Arrival loads were recorded for morning shifts and departure loads for evening shifts, except at selected locations as specified by stakeholders, where exceptions to this rule applied. (See Appendix 2 for a list of survey locations)

On lightly loaded trams, each passenger was counted. On heavily loaded trams, the number of people standing and the empty seats were counted. The number of standing passengers was added to the known number of seats on the tram and the number of empty seats subtracted. Information on the seating capacity of each tram type is included in the table at Appendix 4.

Most routes passing through the CBD, and other routes that share substantial sections of track, have been combined into corridors. A list of the routes aggregated into corridors is at Appendix 3.

The average load for a route or corridor at each survey location was calculated by adding together the total number of passengers on each service surveyed in a rolling hour, and dividing that by the number of services in that rolling hour. The average passenger loads are then measured against desired load standards.

The average maximum capacity is calculated by totalling the individual maximum capacities of each service on each route and dividing that by the number of services for each rolling hour. Maximum capacity for each tram class is considered greater at CBD locations than at non-CBD locations (refer to Appendix 4).

## Limitations of manual counts for determining loads

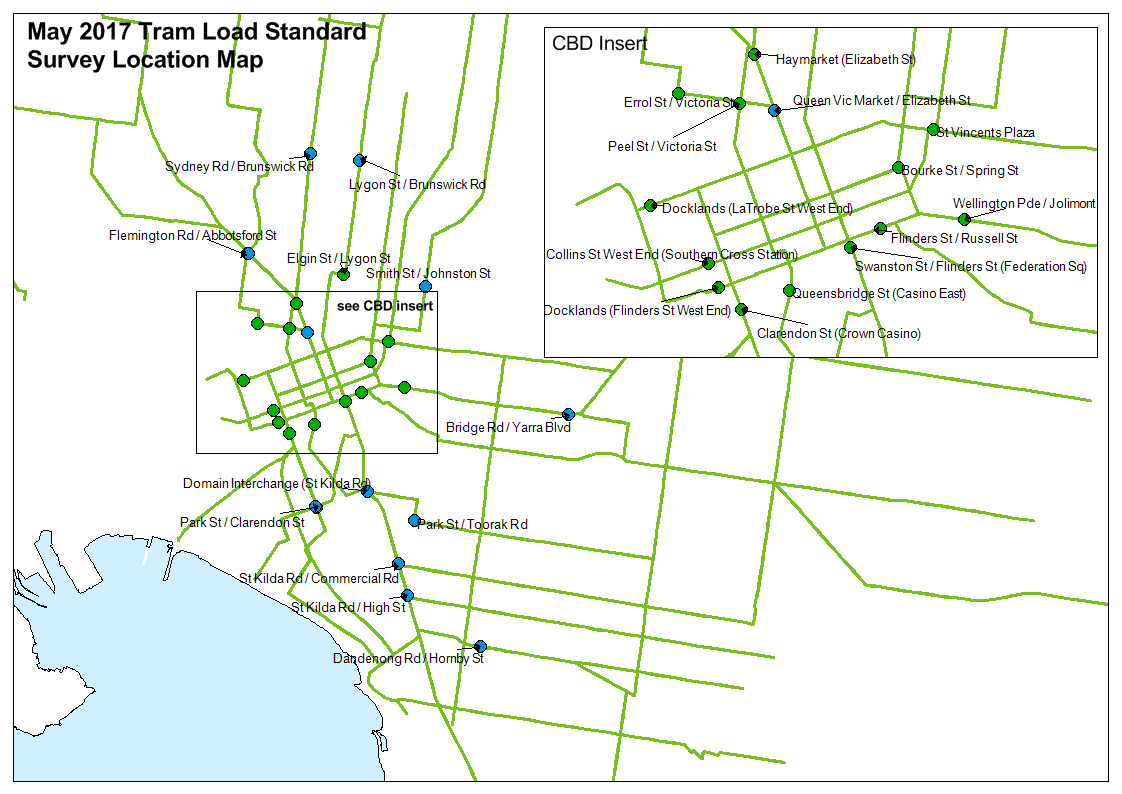
Loads for each vehicle (train or tram) are estimated by surveyors, and thus subjective. Factors such as glare, advertising signage, and variations of seating capacity within otherwise identical rolling stock create additional challenges to estimate occupancy accurately. Services impacted by disruptions can exhibit unusually high or low loads and these are therefore excluded from the results, and this limits the reliability of the estimated load based on the remaining data points.

The future of load standard reporting requires moving away from manual counts, and instead using technology. Vehicle loads can be inferred from analysis of myki transactions, or in some cases measured directly with automatic passenger counters. In addition to addressing the limitation of manual counts outlined above, technology based solutions have the advantage of providing information on loads all year round, on any given day, and at any location in the network. TFV have started development of automated load standard models for metropolitan train, tram and bus and will continue to invest in these technologies with a view to replacing manual counts by 2018.

# 

# Appendices

1. Map of Survey Locations

● Cordon Location  New Locations ● Non-Cordon Location

1. List of survey locations

List of Survey Locations

1. Locations where routes are combined into corridors for breach reporting

|  |  |  |
| --- | --- | --- |
| **Corridor Routes** | **Location** | **CBD** |
| All Routes - CBD Locations | Bourke St / Spring St | Yes |
| All Routes - CBD Locations | Clarendon St (Crown Casino) | Yes |
| All Routes - CBD Locations | Collins St West End (Southern Cross Station) | Yes |
| All Routes - CBD Locations | Docklands (Flinders St West End) | Yes |
| All Routes - CBD Locations | Docklands (LaTrobe St West End) | Yes |
| All Routes - CBD Locations | Domain Interchange (St Kilda Rd) | Yes |
| All Routes - CBD Locations | Flinders St / Russell St | Yes |
| All Routes - CBD Locations | Swanston St / Flinders St (Federation Sq) | Yes |
| Routes 1 and 6 | Elgin St / Lygon St | No |
| Routes 1 and 6 | Lygon St / Brunswick Rd | No |
| Routes 12 and 109 | St Vincent’s Plaza | No |
| Routes 12 and 109 | St Vincent’s Plaza | No |
| Routes 3, 5, 16, 64, 67 | St Kilda Rd / Commercial Rd | No |
| Routes 3, 5, 16, 64, 67 | St Kilda Rd / High St | No |
| Routes 3, 5, 6, 16, 64, 67, 72 | Domain Interchange (St Kilda Rd) | Yes |
| Routes 3, 5, 6, 16, 64, 67, 72 | Swanston St / Flinders St (Federation Sq) | Yes |
| Routes 48 and 75 | Wellington Pde / Jolimont Rd | No |
| Routes 5 and 64 | Dandenong Rd / Hornby St | No |

1. Maximum capacities by tram type

|  |  |  |  |
| --- | --- | --- | --- |
| **Tram type** | **Seating Capacity** | **Non-CBD maximum capacity** | **CBD maximum capacity** |
| A-Class | 42 | 55 | 65 |
| Z-Class | 42 | 60 | 70 |
| W-Class | 46 | 65 | 75 |
| B-Class | 52 | 110 | 120 |
| Three section C-Class Citadis | 40 | 100 | 110 |
| Three section D-Class Combino | 36 | 80 | 90 |
| Five section D-Class Combino | 58 | 120 | 130 |
| B-Class Modified (Apollo) | 40 | 110 | 120 |
| Five section C2-Class Citadis | 54 | 130 | 150 |
| E-Class | 64 | 180 | 180 |

1. Load Standards data by route and rolling hour (charts)
2. Load Standards data by route and rolling hour (tables)

Available on request or by accessing the Tram dashboard with Power BI. Please contact

Transport Demand Analysis and Economics

Transport Analysis and Assessment

Policy and Reform Division

Transport For Victoria

PO Box 2392

Melbourne, Victoria 3001

(03) 9651 9999

Appendix 7 Cordon Locations

Comparison of routes and locations/directions with rolling hour average loads above and within 10% desired standards, May 2016 and 2017

|  |  |
| --- | --- |
|  | Within 20% of Load Standard |
|  | Within 10% of Load Standard |
|  | Load Standard Breach |

| **Location** | **Route** | **Direction** | **Rolling Hour** | **Rolling Hour Average Load 2016** | **Average Maximum Capacity 2016** | **% Average Maximum Capacity 2016** |  | **Rolling Hour Average Load 2017** | **Average Maximum Capacity 2017** | **% Average Maximum Capacity 2017** |  | **2017 - Change in Rolling Hour Average Load** | **2017 -Change in Average Maximum Capacity** | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Bourke St / Spring St | 86, 96 | West Bound | 7:01-8:00 | 73.9 | 143.7 | 51.4 |  | 67.2 | 159.0 | 42.3 |  | -9 | 11 | |
| 7:31-8:30 | 108.4 | 146.5 | 74.0 |  | 91.5 | 155.2 | 58.9 |  | -16 | 6 | |
| 8:01-9:00 | 121.0 | 148.6 | 81.4 |  | 101.8 | 152.0 | 67.0 |  | -16 | 2 | |
| 8:31-9:30 | 99.7 | 147.7 | 67.5 |  | 88.4 | 149.6 | 59.1 |  | -11 | 1 | |
| 9:01-10:00 | 67.9 | 148.5 | 45.7 |  | 65.1 | 157.0 | 41.5 |  | -4 | 6 | |
|  |  |  | **Total Ave** | 94.2 | 147.0 | 64.0 |  | 82.8 | 154.6 | 53.7 |  | -11 | 5 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Bourke St / Spring St | 86, 96 | East Bound | 16:01-17:00 | 71.8 | 150.5 | 47.7 |  | 68.9 | 159.0 | 43.3 |  | -4 | 6 | |
| 16:31-17:30 | 86.9 | 148.4 | 58.6 |  | 80.2 | 157.8 | 50.8 |  | -8 | 6 | |
| 17:01-18:00 | 121.2 | 145.3 | 83.4 |  | 94.5 | 154.8 | 61.1 |  | -22 | 7 | |
| 17:31-18:30 | 123.5 | 145.0 | 85.2 |  | 95.4 | 156.2 | 61.1 |  | -23 | 8 | |
| 18:01-19:00 | 86.5 | 145.7 | 59.4 |  | 77.3 | 154.1 | 50.2 |  | -11 | 6 | |
|  |  |  | **Total Ave** | 98.0 | 147.0 | 66.8 |  | 83.3 | 156.4 | 53.3 |  | -13 | 6 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Clarendon St (Crown Casino) | 12 | North Bound | 7:01-8:00 | 31.7 | 65.0 | 48.8 |  | 41.2 | 65.0 | 63.4 |  | 30 | 0 | |
| 7:31-8:30 | 54.5 | 65.0 | 83.8 |  | 58.6 | 65.0 | 90.1 |  | 7 | 0 | |
| 8:01-9:00 | 59.3 | 65.0 | 91.2 |  | 62.8 | 65.0 | 96.6 |  | 6 | 0 | |
| 8:31-9:30 | 46.6 | 65.0 | 71.7 |  | 52.7 | 65.0 | 81.1 |  | 13 | 0 | |
| 9:01-10:00 | 32.6 | 65.0 | 50.2 |  | 37.6 | 65.0 | 57.9 |  | 15 | 0 | |
| Clarendon St (Crown Casino) | 96 | North Bound | 7:01-8:00 | 54.9 | 172.0 | 31.9 |  | 54.1 | 175.3 | 30.9 |  | -1 | 2 | |
| 7:31-8:30 | 87.4 | 175.8 | 49.7 |  | 91.0 | 173.5 | 52.5 |  | 4 | -1 | |
| 8:01-9:00 | 111.3 | 176.3 | 63.1 |  | 117.5 | 173.5 | 67.7 |  | 6 | -2 | |
| 8:31-9:30 | 96.1 | 173.0 | 55.5 |  | 94.7 | 174.0 | 54.4 |  | -1 | 1 | |
| 9:01-10:00 | 68.2 | 173.6 | 39.3 |  | 69.1 | 172.0 | 40.2 |  | 1 | -1 | |
| Clarendon St (Crown Casino) | 109 | North Bound | 7:01-8:00 | 55.9 | 110.0 | 50.8 |  | 57.2 | 107.5 | 53.2 |  | 2 | -2 | |
| 7:31-8:30 | 72.8 | 110.0 | 66.2 |  | 69.6 | 110.0 | 63.3 |  | -4 | 0 | |
| 8:01-9:00 | 73.5 | 110.0 | 66.8 |  | 73.7 | 110.0 | 67.0 |  | 0 | 0 | |
| 8:31-9:30 | 56.9 | 110.0 | 51.7 |  | 66.0 | 108.0 | 61.1 |  | 16 | -2 | |
| 9:01-10:00 | 36.3 | 110.0 | 33.0 |  | 40.5 | 108.0 | 37.5 |  | 12 | -2 | |
|  |  |  | **Total Ave** | 62.5 | 116.4 | 53.7 |  | 65.8 | 115.8 | 61.1 |  | 7 | 0 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Clarendon St (Crown Casino) | 12 | South Bound | 16:01-17:00 | 29.0 | 65.0 | 44.6 |  | 46.1 | 65.0 | 70.9 |  | 59 | 0 | |
| 16:31-17:30 | 43.1 | 65.0 | 66.3 |  | 49.7 | 65.0 | 76.4 |  | 15 | 0 | |
| 17:01-18:00 | 60.5 | 65.0 | 93.1 |  | 57.5 | 65.0 | 88.5 |  | -5 | 0 | |
| 17:31-18:30 | 55.7 | 65.0 | 85.7 |  | 60.0 | 65.2 | 92.1 |  | 8 | 0 | |
| 18:01-19:00 | 45.1 | 65.0 | 69.4 |  | 53.5 | 65.2 | 82.0 |  | 19 | 0 | |
| Clarendon St (Crown Casino) | 96 | South Bound | 16:01-17:00 | 81.2 | 176.1 | 46.1 |  | 67.0 | 172.2 | 38.9 |  | -17 | -2 | |
| 16:31-17:30 | 92.7 | 177.6 | 52.2 |  | 81.3 | 172.5 | 47.2 |  | -12 | -3 | |
| 17:01-18:00 | 98.8 | 175.9 | 56.2 |  | 104.2 | 171.9 | 60.6 |  | 5 | -2 | |
| 17:31-18:30 | 99.6 | 176.3 | 56.5 |  | 119.3 | 172.1 | 69.3 |  | 20 | -2 | |
| 18:01-19:00 | 100.1 | 176.0 | 56.9 |  | 107.5 | 178.8 | 60.2 |  | 7 | 2 | |
| Clarendon St (Crown Casino) | 109 | South Bound | 16:01-17:00 | 39.7 | 110.0 | 36.1 |  | 46.4 | 110.5 | 42.0 |  | 17 | 0 | |
| 16:31-17:30 | 45.4 | 108.4 | 41.9 |  | 46.8 | 110.0 | 42.5 |  | 3 | 1 | |
| 17:01-18:00 | 58.9 | 108.8 | 54.1 |  | 51.3 | 108.3 | 47.4 |  | -13 | 0 | |
| 17:31-18:30 | 58.3 | 110.4 | 52.8 |  | 62.1 | 106.7 | 58.3 |  | 7 | -3 | |
| 18:01-19:00 | 51.9 | 110.0 | 47.2 |  | 55.4 | 108.3 | 51.2 |  | 7 | -2 | |
|  |  |  | **Total Ave** | 64.0 | 117.0 | 54.7 |  | 67.2 | 115.8 | 61.8 |  | 8 | -1 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Collins St West End (Southern Cross Station) | 11, 48 | East Bound | 7:01-8:00 | 21.7 | 122.7 | 17.7 |  | 23.2 | 138.6 | 16.7 |  | 7 | 13 | |
| 7:31-8:30 | 32.3 | 122.7 | 26.3 |  | 40.3 | 135.7 | 29.7 |  | 25 | 11 | |
| 8:01-9:00 | 40.4 | 122.8 | 32.9 |  | 51.2 | 135.9 | 37.6 |  | 27 | 11 | |
| 8:31-9:30 | 33.6 | 121.0 | 27.8 |  | 41.4 | 133.8 | 31.0 |  | 23 | 11 | |
| 9:01-10:00 | 25.8 | 120.8 | 21.4 |  | 33.0 | 131.8 | 25.0 |  | 28 | 9 | |
|  |  |  | **Total Ave** | 30.8 | 122.0 | 25.2 |  | 37.8 | 135.1 | 28.0 |  | 22 | 11 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Collins St West End (Southern Cross Station) | 11, 48 | East Bound | 16:01-17:00 | 80.7 | 124.9 | 64.6 |  | 82.8 | 140.3 | 59.0 |  | 3 | 12 | |
| 16:31-17:30 | 95.1 | 129.9 | 73.2 |  | 101.6 | 143.2 | 70.9 |  | 7 | 10 | |
| 17:01-18:00 | 107.0 | 124.4 | 86.0 |  | 108.5 | 129.3 | 83.9 |  | 1 | 4 | |
| 17:31-18:30 | 95.7 | 115.4 | 82.9 |  | 81.9 | 122.1 | 67.1 |  | -14 | 6 | |
| 18:01-19:00 | 58.2 | 120.5 | 48.3 |  | 59.9 | 135.2 | 44.3 |  | 3 | 12 | |
|  |  |  | **Total Ave** | 87.4 | 123.0 | 71.1 |  | 86.9 | 134.0 | 65.0 |  | 0 | 9 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Collins St West End (Southern Cross Station) | 11, 48 | West Bound | 7:01-8:00 | 47.4 | 119.9 | 39.5 |  | 45.0 | 136.2 | 33.0 |  | -5 | 14 | |
| 7:31-8:30 | 62.6 | 123.3 | 50.8 |  | 62.0 | 130.2 | 47.6 |  | -1 | 6 | |
| 8:01-9:00 | 75.7 | 118.9 | 63.7 |  | 75.0 | 133.9 | 56.0 |  | -1 | 13 | |
| 8:31-9:30 | 79.0 | 118.7 | 66.6 |  | 67.5 | 132.7 | 50.9 |  | -15 | 12 | |
| 9:01-10:00 | 66.4 | 127.9 | 51.9 |  | 56.0 | 131.7 | 42.5 |  | -16 | 3 | |
|  |  |  | **Total Ave** | 66.2 | 121.7 | 54.4 |  | 61.1 | 132.9 | 46.0 |  | -7 | 9 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Collins St West End (Southern Cross Station) | 11, 48 | West Bound | 16:01-17:00 | 24.0 | 124.2 | 19.3 |  | 28.6 | 143.5 | 20.0 |  | 19 | 16 | |
| 16:31-17:30 | 26.2 | 125.9 | 20.8 |  | 29.0 | 135.0 | 21.5 |  | 11 | 7 | |
| 17:01-18:00 | 33.9 | 122.2 | 27.7 |  | 36.0 | 121.1 | 29.7 |  | 6 | -1 | |
| 17:31-18:30 | 34.2 | 117.0 | 29.2 |  | 41.1 | 130.4 | 31.5 |  | 20 | 11 | |
| 18:01-19:00 | 21.4 | 123.7 | 17.3 |  | 33.0 | 137.3 | 24.0 |  | 54 | 11 | |
|  |  |  | **Total Ave** | 27.9 | 122.6 | 22.8 |  | 33.5 | 133.5 | 25.3 |  | 22 | 9 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Docklands (Flinders St West End) | 35, 70, 75 | East Bound | 7:01-8:00 | 10.6 | 93.3 | 11.4 |  | 9.7 | 95.0 | 10.2 |  | -9 | 2 | |
| 7:31-8:30 | 15.9 | 92.5 | 17.2 |  | 19.4 | 91.7 | 21.1 |  | 22 | -1 | |
| 8:01-9:00 | 18.4 | 94.6 | 19.5 |  | 24.9 | 94.0 | 26.5 |  | 35 | -1 | |
| 8:31-9:30 | 14.4 | 95.6 | 15.1 |  | 22.8 | 95.0 | 24.0 |  | 58 | -1 | |
| 9:01-10:00 | 11.8 | 95.6 | 12.3 |  | 16.6 | 89.9 | 18.5 |  | 41 | -6 | |
|  |  |  | **Total Ave** | 14.2 | 94.3 | 15.1 |  | 18.7 | 93.1 | 20.1 |  | 30 | -1 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Docklands (Flinders St West End) | 35, 70, 75 | West Bound | 16:01-17:00 | 16.6 | 89.0 | 18.7 |  | 20.8 | 89.2 | 23.3 |  | 25 | 0 | |
| 16:31-17:30 | 20.3 | 88.9 | 22.8 |  | 21.6 | 85.4 | 25.2 |  | 6 | -4 | |
| 17:01-18:00 | 24.3 | 89.0 | 27.3 |  | 25.8 | 86.6 | 29.8 |  | 6 | -3 | |
| 17:31-18:30 | 24.0 | 91.1 | 26.3 |  | 24.9 | 89.9 | 27.7 |  | 4 | -1 | |
| 18:01-19:00 | 21.8 | 93.1 | 23.4 |  | 18.1 | 93.3 | 19.4 |  | -17 | 0 | |
|  |  |  | **Total Ave** | 21.4 | 90.2 | 23.7 |  | 22.2 | 88.9 | 25.1 |  | 5 | -1 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Docklands (LaTrobe St West End) | 30, 35, 86 | East Bound | 7:01-8:00 | 14.6 | 95.9 | 15.2 |  | 18.2 | 112.7 | 16.1 |  | 25 | 17 | |
| 7:31-8:30 | 23.0 | 96.4 | 23.9 |  | 29.5 | 109.0 | 27.0 |  | 28 | 13 | |
| 8:01-9:00 | 26.6 | 97.2 | 27.4 |  | 33.8 | 110.0 | 30.8 |  | 27 | 13 | |
| 8:31-9:30 | 21.6 | 98.7 | 21.9 |  | 24.5 | 106.5 | 23.0 |  | 13 | 8 | |
| 9:01-10:00 | 16.4 | 96.5 | 17.0 |  | 18.9 | 103.8 | 18.2 |  | 16 | 8 | |
|  |  |  | **Total Ave** | 20.4 | 97.0 | 21.0 |  | 25.0 | 108.4 | 23.0 |  | 22 | 12 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Docklands (LaTrobe St West End) | 30, 35, 86 | West Bound | 16:01-17:00 | 20.5 | 93.2 | 22.0 |  | 28.0 | 106.3 | 26.4 |  | 37 | 14 | |
| 16:31-17:30 | 19.2 | 95.0 | 20.2 |  | 27.6 | 108.2 | 25.5 |  | 44 | 14 | |
| 17:01-18:00 | 20.5 | 92.9 | 22.1 |  | 27.2 | 105.9 | 25.7 |  | 33 | 14 | |
| 17:31-18:30 | 20.9 | 96.1 | 21.7 |  | 27.0 | 112.5 | 24.0 |  | 29 | 17 | |
| 18:01-19:00 | 22.1 | 105.5 | 20.9 |  | 31.5 | 123.8 | 25.4 |  | 42 | 17 | |
|  |  |  | **Total Ave** | 20.6 | 96.5 | 21.3 |  | 28.2 | 111.3 | 25.4 |  | 37 | 15 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Elgin St / Lygon St | 1,6\* | South Bound | 7:01-8:00 | 53.7 | 71.8 | 74.8 |  | 52.3 | 82.8 | 63.1 |  | -3 | 15 | |
| 7:31-8:30 | 79.7 | 81.9 | 97.3 |  | 83.4 | 84.2 | 99.0 |  | 5 | 3 | |
| 8:01-9:00 | 93.6 | 88.1 | 106.2 |  | 97.8 | 83.6 | 117.0 |  | 5 | -5 | |
| 8:31-9:30 | 87.8 | 76.7 | 114.5 |  | 86.4 | 83.8 | 103.1 |  | -2 | 9 | |
| 9:01-10:00 | 65.7 | 72.1 | 91.1 |  | 65.8 | 86.8 | 75.8 |  | 0 | 20 | |
|  |  |  | **Total Ave** | 76.1 | 78.1 | 97.4 |  | 77.1 | 84.2 | 91.6 |  | 1 | 8 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Elgin St / Lygon St | 1,6\* | North Bound | 16:01-17:00 | 54.7 | 80.7 | 67.8 |  | 51.5 | 86.3 | 59.6 |  | -6 | 7 | |
| 16:31-17:30 | 66.7 | 78.3 | 85.2 |  | 58.0 | 87.6 | 66.2 |  | -13 | 12 | |
| 17:01-18:00 | 89.5 | 81.4 | 110.0 |  | 67.0 | 85.7 | 78.2 |  | -25 | 5 | |
| 17:31-18:30 | 95.9 | 86.3 | 111.1 |  | 74.3 | 80.0 | 92.9 |  | -22 | -7 | |
| 18:01-19:00 | 87.6 | 83.6 | 104.8 |  | 83.0 | 82.0 | 101.1 |  | -5 | -2 | |
|  |  |  | **Total Ave** | 78.9 | 82.0 | 96.2 |  | 66.7 | 84.3 | 79.6 |  | -14 | 3 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Errol St / Victoria St | 57 | South Bound | 7:01-8:00 | 41.5 | 60.0 | 69.2 |  | 49.1 | 60.0 | 81.9 |  | 18 | 0 | |
| 7:31-8:30 | 57.2 | 60.0 | 95.3 |  | 57.8 | 60.0 | 96.4 |  | 1 | 0 | |
| 8:01-9:00 | 55.5 | 60.0 | 92.5 |  | 56.9 | 60.0 | 94.8 |  | 2 | 0 | |
| 8:31-9:30 | 46.6 | 60.0 | 77.7 |  | 52.9 | 60.0 | 88.1 |  | 13 | 0 | |
| 9:01-10:00 | 37.1 | 60.0 | 61.8 |  | 43.4 | 60.0 | 72.3 |  | 17 | 0 | |
|  |  |  | **Total Ave** | 47.6 | 60.0 | 79.3 |  | 52.0 | 60.0 | 86.7 |  | 10 | 0 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Errol St / Victoria St | 57 | North Bound | 16:01-17:00 | 36.6 | 60.0 | 61.0 |  | 35.7 | 60.0 | 59.5 |  | -2 | 0 | |
| 16:31-17:30 | 36.9 | 60.0 | 61.5 |  | 39.3 | 60.0 | 65.4 |  | 6 | 0 | |
| 17:01-18:00 | 42.0 | 60.0 | 70.0 |  | 41.3 | 60.0 | 68.8 |  | -2 | 0 | |
| 17:31-18:30 | 43.8 | 60.0 | 73.0 |  | 42.7 | 60.0 | 71.2 |  | -2 | 0 | |
| 18:01-19:00 | 42.5 | 60.0 | 70.8 |  | 49.8 | 60.0 | 83.0 |  | 17 | 0 | |
|  |  |  | **Total Ave** | 40.4 | 60.0 | 67.3 |  | 41.8 | 60.0 | 69.6 |  | 3 | 0 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Flinders St / Russell St | 35, 70, 75 | West Bound | 7:01-8:00 | 36.2 | 91.8 | 39.4 |  | 45.1 | 93.9 | 48.0 |  | 25 | 2 | |
| 7:31-8:30 | 51.5 | 94.6 | 54.4 |  | 63.2 | 92.5 | 68.4 |  | 23 | -2 | |
| 8:01-9:00 | 53.7 | 94.4 | 56.9 |  | 73.6 | 89.1 | 82.6 |  | 37 | -6 | |
| 8:31-9:30 | 48.3 | 96.0 | 50.3 |  | 63.0 | 93.3 | 67.5 |  | 30 | -3 | |
| 9:01-10:00 | 34.0 | 93.9 | 36.2 |  | 48.1 | 93.3 | 51.5 |  | 41 | -1 | |
|  |  |  | **Total Ave** | 44.8 | 94.1 | 47.6 |  | 58.6 | 92.4 | 63.6 |  | 31 | -2 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Flinders St / Russell St | 35, 70, 75 | East Bound | 16:01-17:00 | 39.7 | 89.7 | 44.3 |  | 43.1 | 89.2 | 48.3 |  | 8 | -1 | |
| 16:31-17:30 | 45.7 | 87.4 | 52.3 |  | 49.7 | 89.7 | 55.5 |  | 9 | 3 | |
| 17:01-18:00 | 57.4 | 87.2 | 65.8 |  | 59.0 | 89.9 | 65.6 |  | 3 | 3 | |
| 17:31-18:30 | 57.8 | 89.5 | 64.6 |  | 63.7 | 89.1 | 71.5 |  | 10 | 0 | |
| 18:01-19:00 | 48.4 | 91.9 | 52.7 |  | 60.1 | 86.4 | 69.6 |  | 24 | -6 | |
|  |  |  | **Total Ave** | 49.8 | 89.1 | 55.9 |  | 55.1 | 88.9 | 62.1 |  | 11 | 0 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Haymarket (Elizabeth St) | 19 | South Bound | 7:01-8:00 | 51.8 | 119.2 | 43.5 |  | 61.6 | 120.0 | 51.4 |  | 19 | 1 | |
| 7:31-8:30 | 67.3 | 118.3 | 56.9 |  | 72.5 | 118.9 | 61.0 |  | 8 | 0 | |
| 8:01-9:00 | 80.2 | 119.8 | 66.9 |  | 75.3 | 117.9 | 63.8 |  | -6 | -2 | |
| 8:31-9:30 | 76.2 | 121.2 | 62.9 |  | 71.8 | 118.1 | 60.8 |  | -6 | -3 | |
| 9:01-10:00 | 56.5 | 118.2 | 47.8 |  | 60.9 | 119.1 | 51.2 |  | 8 | 1 | |
| Haymarket (Elizabeth St) | 59 | South Bound | 7:01-8:00 | 65.7 | 110.0 | 59.7 |  | 77.3 | 107.1 | 72.2 |  | 18 | -3 | |
| 7:31-8:30 | 74.0 | 110.0 | 67.3 |  | 94.9 | 110.0 | 86.3 |  | 28 | 0 | |
| 8:01-9:00 | 78.9 | 110.0 | 71.7 |  | 96.0 | 110.0 | 87.2 |  | 22 | 0 | |
| 8:31-9:30 | 91.5 | 110.0 | 83.2 |  | 98.4 | 110.0 | 89.4 |  | 8 | 0 | |
| 9:01-10:00 | 92.5 | 110.0 | 84.1 |  | 91.0 | 106.3 | 85.6 |  | -2 | -3 | |
|  |  |  | **Total Ave** | 73.5 | 114.7 | 64.1 |  | 80.0 | 113.7 | 70.9 |  | 10 | -1 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Haymarket (Elizabeth St) | 19 | North Bound | 16:01-17:00 | 62.9 | 121.3 | 51.9 |  | 56.1 | 118.9 | 47.2 |  | -11 | -2 | |
| 16:31-17:30 | 75.3 | 118.8 | 63.4 |  | 67.9 | 118.5 | 57.3 |  | -10 | 0 | |
| 17:01-18:00 | 85.2 | 119.1 | 71.5 |  | 85.5 | 117.5 | 72.7 |  | 0 | -1 | |
| 17:31-18:30 | 81.4 | 119.4 | 68.2 |  | 81.1 | 118.1 | 68.7 |  | 0 | -1 | |
| 18:01-19:00 | 73.2 | 119.0 | 61.5 |  | 81.2 | 118.5 | 68.5 |  | 11 | 0 | |
| Haymarket (Elizabeth St) | 59 | North Bound | 16:01-17:00 | 64.1 | 110.0 | 58.3 |  | 72.3 | 110.0 | 65.7 |  | 13 | 0 | |
| 16:31-17:30 | 81.3 | 110.0 | 73.9 |  | 78.2 | 110.0 | 71.1 |  | -4 | 0 | |
| 17:01-18:00 | 91.4 | 110.0 | 83.1 |  | 86.9 | 110.0 | 79.0 |  | -5 | 0 | |
| 17:31-18:30 | 95.5 | 110.0 | 86.8 |  | 93.5 | 110.0 | 85.0 |  | -2 | 0 | |
| 18:01-19:00 | 98.6 | 110.0 | 89.6 |  | 102.1 | 110.0 | 92.8 |  | 4 | 0 | |
|  |  |  | **Total Ave** | 80.9 | 114.8 | 70.8 |  | 80.5 | 114.1 | 70.8 |  | 0 | -1 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Peel St / Victoria St | 58\* | South Bound | 7:01-8:00 | 65.5 | 100.0 | 65.5 |  | 61.6 | 85.7 | 71.9 |  | -6 | -14 | |
| 7:31-8:30 | 85.7 | 94.6 | 90.6 |  | 82.1 | 82.8 | 99.2 |  | -4 | -12 | |
| 8:01-9:00 | 92.5 | 95.4 | 97.0 |  | 83.0 | 84.9 | 97.7 |  | -10 | -11 | |
| 8:31-9:30 | 81.1 | 98.0 | 82.8 |  | 85.3 | 84.2 | 101.3 |  | 5 | -14 | |
| 9:01-10:00 | 69.0 | 104.6 | 66.0 |  | 76.7 | 85.6 | 89.6 |  | 11 | -18 | |
|  |  |  | **Total Ave** | 78.8 | 98.5 | 80.0 |  | 77.7 | 84.6 | 92.0 |  | -1 | -14 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Peel St / Victoria St | 58\* | North Bound | 16:01-17:00 | 49.3 | 108.2 | 45.6 |  | 59.7 | 88.1 | 67.7 |  | 21 | -19 | |
| 16:31-17:30 | 56.0 | 101.9 | 55.0 |  | 60.2 | 86.4 | 69.7 |  | 8 | -15 | |
| 17:01-18:00 | 61.5 | 104.9 | 58.6 |  | 71.0 | 88.0 | 80.7 |  | 15 | -16 | |
| 17:31-18:30 | 63.3 | 110.0 | 57.5 |  | 76.9 | 88.8 | 86.7 |  | 22 | -19 | |
| 18:01-19:00 | 58.0 | 108.2 | 53.6 |  | 72.2 | 83.5 | 86.5 |  | 25 | -23 | |
|  |  |  | **Total Ave** | 57.6 | 106.6 | 54.0 |  | 68.0 | 86.9 | 78.3 |  | 18 | -18 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Queensbridge St (Casino East) | 58\* | North Bound | 7:01-8:00 | 36.8 | 110.0 | 33.5 |  | 31.5 | 79.4 | 39.6 |  | -15 | -28 | |
| 7:31-8:30 | 65.2 | 101.7 | 64.1 |  | 64.6 | 86.3 | 74.9 |  | -1 | -15 | |
| 8:01-9:00 | 60.8 | 95.1 | 63.9 |  | 99.2 | 95.0 | 104.4 |  | 63 | 0 | |
| 8:31-9:30 | 37.2 | 94.8 | 39.2 |  | 86.4 | 86.5 | 99.9 |  | 132 | -9 | |
| 9:01-10:00 | 21.5 | 96.3 | 22.3 |  | 51.8 | 91.3 | 56.7 |  | 141 | -5 | |
|  |  |  | **Total Ave** | 44.3 | 99.6 | 44.5 |  | 66.7 | 87.7 | 75.1 |  | 64 | -12 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Queensbridge St (Casino East) | 58\* | South Bound | 16:01-17:00 | 17.2 | 102.4 | 16.8 |  | 37.8 | 94.6 | 40.0 |  | 120 | -8 | |
| 16:31-17:30 | 25.2 | 105.1 | 24.0 |  | 43.2 | 86.5 | 49.9 |  | 71 | -18 | |
| 17:01-18:00 | 34.8 | 110.0 | 31.6 |  | 57.4 | 88.9 | 64.5 |  | 65 | -19 | |
| 17:31-18:30 | 38.5 | 108.1 | 35.6 |  | 52.4 | 85.7 | 61.2 |  | 36 | -21 | |
| 18:01-19:00 | 37.3 | 107.2 | 34.8 |  | 38.8 | 86.1 | 45.1 |  | 4 | -20 | |
|  |  |  | **Total Ave** | 30.6 | 106.6 | 28.7 |  | 45.9 | 88.4 | 52.1 |  | 59 | -17 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Wellington Pde / Jolimont Rd | 48 | West Bound | 7:01-8:00 | 60.0 | 63.2 | 94.9 |  | 60.9 | 79.5 | 76.6 |  | 2 | 26 | |
| 7:31-8:30 | 76.2 | 65.8 | 115.8 |  | 79.4 | 71.9 | 110.5 |  | 4 | 9 | |
| 8:01-9:00 | 83.3 | 70.0 | 119.0 |  | 82.4 | 73.3 | 112.4 |  | -1 | 5 | |
| 8:31-9:30 | 69.5 | 70.0 | 99.3 |  | 74.9 | 85.0 | 88.1 |  | 8 | 21 | |
| 9:01-10:00 | 55.9 | 66.7 | 83.8 |  | 64.8 | 85.0 | 76.2 |  | 16 | 27 | |
| Wellington Pde / Jolimont Rd | 75 | West Bound | 7:01-8:00 | 57.8 | 101.3 | 57.1 |  | 65.7 | 106.9 | 61.4 |  | 14 | 6 | |
| 7:31-8:30 | 81.3 | 102.1 | 79.6 |  | 98.2 | 106.9 | 91.8 |  | 21 | 5 | |
| 8:01-9:00 | 88.1 | 107.5 | 82.0 |  | 116.2 | 106.6 | 109.0 |  | 32 | -1 | |
| 8:31-9:30 | 77.1 | 110.0 | 70.1 |  | 90.8 | 103.9 | 87.4 |  | 18 | -6 | |
| 9:01-10:00 | 56.3 | 110.0 | 51.2 |  | 66.4 | 106.6 | 62.3 |  | 18 | -3 | |
|  |  |  | **Total Ave** | 70.5 | 86.7 | 81.3 |  | 80.0 | 92.6 | 87.6 |  | 13 | 9 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Wellington Pde / Jolimont Rd | 48 | East Bound | 16:01-17:00 | 58.1 | 65.0 | 89.4 |  | 56.7 | 84.1 | 67.4 |  | -2 | 29 | |
| 16:31-17:30 | 69.8 | 66.3 | 105.3 |  | 68.6 | 67.5 | 101.6 |  | -2 | 2 | |
| 17:01-18:00 | 84.9 | 69.3 | 122.5 |  | 77.4 | 63.2 | 122.5 |  | -9 | -9 | |
| 17:31-18:30 | 78.4 | 67.1 | 116.8 |  | 72.0 | 76.7 | 93.8 |  | -8 | 14 | |
| 18:01-19:00 | 63.4 | 63.0 | 100.6 |  | 61.8 | 81.7 | 75.7 |  | -3 | 30 | |
| Wellington Pde / Jolimont Rd | 75 | East Bound | 16:01-17:00 | 61.2 | 106.6 | 57.4 |  | 62.3 | 106.6 | 58.5 |  | 2 | 0 | |
| 16:31-17:30 | 80.7 | 106.3 | 75.9 |  | 72.1 | 110.0 | 65.5 |  | -11 | 3 | |
| 17:01-18:00 | 95.5 | 100.8 | 94.7 |  | 77.7 | 100.4 | 77.4 |  | -19 | 0 | |
| 17:31-18:30 | 89.2 | 102.8 | 86.8 |  | 91.1 | 99.5 | 91.6 |  | 2 | -3 | |
| 18:01-19:00 | 75.7 | 110.0 | 68.8 |  | 85.1 | 106.9 | 79.5 |  | 12 | -3 | |
|  |  |  | **Total Ave** | 75.7 | 85.7 | 88.3 |  | 72.5 | 89.7 | 83.4 |  | -4 | 6 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Swanston St / Flinders St (Federation Sq) | 3, 5, 16, 64, 67, 72 | South Bound | 7:01-8:00 | 52.4 | 75.7 | 69.2 |  | 64.4 | 88.5 | 72.8 |  | 23 | 17 | |
| 7:31-8:30 | 79.1 | 82.6 | 95.8 |  | 92.1 | 86.2 | 106.9 |  | 16 | 4 | |
| 8:01-9:00 | 94.1 | 85.5 | 110.1 |  | 97.1 | 85.0 | 114.3 |  | 3 | -1 | |
| 8:31-9:30 | 69.4 | 79.5 | 87.3 |  | 74.3 | 83.8 | 88.6 |  | 7 | 5 | |
| 9:01-10:00 | 40.8 | 75.9 | 53.8 |  | 46.1 | 87.0 | 53.0 |  | 13 | 15 | |
| Swanston St / Flinders St (Federation Sq) | 1 | South Bound | 7:01-8:00 | 48.8 | 86.7 | 56.3 |  | 44.8 | 93.8 | 47.7 |  | -8 | 8 | |
| 7:31-8:30 | 70.5 | 90.8 | 77.6 |  | 75.7 | 95.0 | 79.7 |  | 7 | 5 | |
| 8:01-9:00 | 76.4 | 96.1 | 79.5 |  | 83.1 | 95.0 | 87.5 |  | 9 | -1 | |
| 8:31-9:30 | 64.4 | 95.0 | 67.8 |  | 63.9 | 95.0 | 67.3 |  | -1 | 0 | |
| 9:01-10:00 | 43.6 | 81.8 | 53.3 |  | 47.8 | 96.2 | 49.7 |  | 10 | 18 | |
| Swanston St / Flinders St (Federation Sq) | 6\* | South Bound | 7:01-8:00 | 57.0 | 78.9 | 72.3 |  | 56.6 | 84.1 | 67.3 |  | -1 | 7 | |
| 7:31-8:30 | 78.4 | 78.8 | 99.6 |  | 94.3 | 82.1 | 114.9 |  | 20 | 4 | |
| 8:01-9:00 | 92.4 | 87.6 | 105.4 |  | 110.0 | 93.5 | 117.7 |  | 19 | 7 | |
| 8:31-9:30 | 69.0 | 88.1 | 78.3 |  | 83.3 | 92.0 | 90.6 |  | 21 | 4 | |
| 9:01-10:00 | 37.6 | 80.5 | 46.7 |  | 56.2 | 89.1 | 63.0 |  | 49 | 11 | |
|  |  |  | **Total Ave** | 64.9 | 84.2 | 77.1 |  | 72.7 | 89.8 | 81.4 |  | 13 | 7 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Swanston St / Flinders St (Federation Sq) | 3, 5, 16, 64, 67, 72 | South Bound | 16:01-17:00 | 41.0 | 79.6 | 51.5 |  | 43.8 | 85.9 | 51.0 |  | 7 | 8 | |
| 16:31-17:30 | 48.4 | 80.2 | 60.3 |  | 49.3 | 85.6 | 57.7 |  | 2 | 7 | |
| 17:01-18:00 | 55.8 | 83.3 | 67.0 |  | 61.6 | 84.9 | 72.6 |  | 10 | 2 | |
| 17:31-18:30 | 55.1 | 83.4 | 66.1 |  | 64.5 | 83.8 | 77.0 |  | 17 | 1 | |
| 18:01-19:00 | 47.9 | 80.3 | 59.7 |  | 55.2 | 85.8 | 64.3 |  | 15 | 7 | |
| Swanston St / Flinders St (Federation Sq) | 1 | South Bound | 16:01-17:00 | 38.3 | 96.2 | 39.8 |  | 44.4 | 98.3 | 45.2 |  | 16 | 2 | |
| 16:31-17:30 | 43.5 | 108.6 | 40.1 |  | 52.0 | 95.0 | 54.7 |  | 19 | -13 | |
| 17:01-18:00 | 57.7 | 96.1 | 60.0 |  | 63.0 | 101.3 | 62.3 |  | 9 | 5 | |
| 17:31-18:30 | 58.6 | 83.6 | 70.1 |  | 69.9 | 107.5 | 65.0 |  | 19 | 29 | |
| 18:01-19:00 | 51.1 | 87.9 | 58.1 |  | 57.9 | 99.4 | 58.2 |  | 13 | 13 | |
| Swanston St / Flinders St (Federation Sq) | 6\* | South Bound | 16:01-17:00 | 38.2 | 79.4 | 48.1 |  | 37.4 | 81.4 | 45.9 |  | -2 | 3 | |
| 16:31-17:30 | 44.4 | 77.4 | 57.3 |  | 46.2 | 89.5 | 51.6 |  | 4 | 16 | |
| 17:01-18:00 | 48.8 | 80.4 | 60.6 |  | 56.4 | 86.3 | 65.4 |  | 16 | 7 | |
| 17:31-18:30 | 48.3 | 80.0 | 60.4 |  | 53.2 | 81.2 | 65.5 |  | 10 | 1 | |
| 18:01-19:00 | 44.9 | 75.0 | 59.9 |  | 40.5 | 87.3 | 46.4 |  | -10 | 16 | |
|  |  |  | **Total Ave** | 48.1 | 84.8 | 57.3 |  | 53.0 | 90.2 | 58.8 |  | 10 | 7 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Swanston St / Flinders St (Federation Sq) | 3, 6\*, 16, 64, 67, 72 | North Bound | 7:01-8:00 | 27.8 | 82.3 | 33.8 |  | 32.9 | 86.7 | 38.0 |  | 18 | 5 | |
| 7:31-8:30 | 47.8 | 84.7 | 56.4 |  | 53.5 | 83.4 | 64.1 |  | 12 | -1 | |
| 8:01-9:00 | 59.7 | 78.6 | 76.0 |  | 64.4 | 84.9 | 75.9 |  | 8 | 8 | |
| 8:31-9:30 | 48.6 | 75.3 | 64.5 |  | 58.8 | 85.2 | 69.0 |  | 21 | 13 | |
| 9:01-10:00 | 36.9 | 78.0 | 47.3 |  | 46.6 | 87.1 | 53.5 |  | 26 | 12 | |
| Swanston St / Flinders St (Federation Sq) | 1 | North Bound | 7:01-8:00 | 43.9 | 97.4 | 45.1 |  | 37.1 | 92.2 | 40.2 |  | -15 | -5 | |
| 7:31-8:30 | 64.9 | 82.9 | 78.3 |  | 62.7 | 96.2 | 65.1 |  | -3 | 16 | |
| 8:01-9:00 | 57.9 | 81.4 | 71.1 |  | 79.2 | 101.0 | 78.5 |  | 37 | 24 | |
| 8:31-9:30 | 46.1 | 89.6 | 51.5 |  | 59.8 | 92.2 | 64.9 |  | 30 | 3 | |
| 9:01-10:00 | 32.8 | 94.0 | 34.9 |  | 35.8 | 88.4 | 40.5 |  | 9 | -6 | |
| Swanston St / Flinders St (Federation Sq) | 6\* | North Bound | 7:01-8:00 | 25.9 | 75.7 | 34.2 |  | 25.7 | 92.0 | 27.9 |  | -1 | 22 | |
| 7:31-8:30 | 52.6 | 82.2 | 64.0 |  | 54.1 | 88.5 | 61.1 |  | 3 | 8 | |
| 8:01-9:00 | 63.5 | 84.7 | 75.0 |  | 58.6 | 92.3 | 63.5 |  | -8 | 9 | |
| 8:31-9:30 | 48.2 | 80.0 | 60.3 |  | 53.3 | 82.4 | 64.7 |  | 10 | 3 | |
| 9:01-10:00 | 36.5 | 77.4 | 47.2 |  | 44.0 | 87.7 | 50.1 |  | 20 | 13 | |
|  |  |  | **Total Ave** | 46.2 | 82.9 | 56.0 |  | 51.1 | 89.3 | 57.1 |  | 11 | 8 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Swanston St / Flinders St (Federation Sq) | 3, 5, 16, 64, 67, 72 | North Bound | 16:01-17:00 | 62.7 | 80.0 | 78.4 |  | 59.5 | 84.6 | 70.3 |  | -5 | 6 | |
| 16:31-17:30 | 77.6 | 82.8 | 93.7 |  | 72.7 | 84.0 | 86.5 |  | -6 | 1 | |
| 17:01-18:00 | 91.7 | 82.1 | 111.7 |  | 84.1 | 85.2 | 98.7 |  | -8 | 4 | |
| 17:31-18:30 | 84.2 | 79.7 | 105.6 |  | 79.5 | 86.2 | 92.3 |  | -6 | 8 | |
| 18:01-19:00 | 65.6 | 80.4 | 81.6 |  | 63.2 | 87.6 | 72.2 |  | -4 | 9 | |
| Swanston St / Flinders St (Federation Sq) | 1 | North Bound | 16:01-17:00 | 63.9 | 88.8 | 72.0 |  | 57.3 | 102.6 | 55.8 |  | -10 | 16 | |
| 16:31-17:30 | 77.5 | 85.2 | 91.0 |  | 67.6 | 98.6 | 68.6 |  | -13 | 16 | |
| 17:01-18:00 | 93.5 | 98.9 | 94.5 |  | 80.9 | 101.6 | 79.7 |  | -13 | 3 | |
| 17:31-18:30 | 80.5 | 110.0 | 73.2 |  | 78.6 | 100.4 | 78.3 |  | -2 | -9 | |
| 18:01-19:00 | 49.1 | 92.0 | 53.4 |  | 55.5 | 101.3 | 54.9 |  | 13 | 10 | |
| Swanston St / Flinders St (Federation Sq) | 6\* | North Bound | 16:01-17:00 | 57.5 | 85.6 | 67.2 |  | 58.0 | 81.4 | 71.2 |  | 1 | -5 | |
| 16:31-17:30 | 83.0 | 83.3 | 99.6 |  | 73.0 | 86.6 | 84.4 |  | -12 | 4 | |
| 17:01-18:00 | 96.3 | 79.4 | 121.3 |  | 85.0 | 86.8 | 97.9 |  | -12 | 9 | |
| 17:31-18:30 | 80.1 | 79.3 | 100.9 |  | 80.7 | 82.4 | 98.0 |  | 1 | 4 | |
| 18:01-19:00 | 67.9 | 78.3 | 86.7 |  | 65.4 | 92.1 | 70.9 |  | -4 | 18 | |
|  |  |  | **Total Ave** | 75.4 | 85.7 | 88.7 |  | 70.7 | 90.8 | 78.6 |  | -5 | 6 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| St Vincent’s Plaza | 12, 109 | West Bound | 7:01-8:00 | 36.4 | 81.5 | 44.7 |  | 36.6 | 61.6 | 59.5 |  | 1 | -24 | |
| 7:31-8:30 | 54.3 | 76.4 | 71.1 |  | 58.5 | 55.0 | 106.4 |  | 8 | -28 | |
| 8:01-9:00 | 68.6 | 74.4 | 92.2 |  | 71.7 | 55.0 | 130.4 |  | 5 | -26 | |
| 8:31-9:30 | 59.5 | 76.6 | 77.7 |  | 58.0 | 55.0 | 105.5 |  | -3 | -28 | |
| 9:01-10:00 | 44.8 | 74.7 | 60.0 |  | 35.3 | 55.0 | 64.1 |  | -21 | -26 | |
| St Vincent’s Plaza | 11 | West Bound | 7:01-8:00 | 66.9 | 157.6 | 42.4 |  | 70.0 | 172.1 | 40.7 |  | 5 | 9 | |
| 7:31-8:30 | 97.0 | 157.5 | 61.6 |  | 91.0 | 173.0 | 52.6 |  | -6 | 10 | |
| 8:01-9:00 | 100.2 | 155.9 | 64.3 |  | 97.2 | 168.3 | 57.8 |  | -3 | 8 | |
| 8:31-9:30 | 89.5 | 152.9 | 58.5 |  | 83.9 | 166.9 | 50.3 |  | -6 | 9 | |
| 9:01-10:00 | 72.6 | 154.1 | 47.1 |  | 66.0 | 171.9 | 38.4 |  | -9 | 12 | |
| St Vincent’s Plaza | 30 | West Bound | 7:01-8:00 | 5.7 | 55.0 | 10.4 |  | 4.0 | 55.0 | 7.3 |  | -30 | 0 | |
| 7:31-8:30 | 10.6 | 55.0 | 19.3 |  | 3.3 | 55.0 | 6.1 |  | -69 | 0 | |
| 8:01-9:00 | 14.1 | 55.0 | 25.6 |  | 4.2 | 55.0 | 7.6 |  | -70 | 0 | |
| 8:31-9:30 | 11.8 | 55.0 | 21.5 |  | 6.0 | 55.0 | 10.9 |  | -49 | 0 | |
| 9:01-10:00 | 7.4 | 55.0 | 13.5 |  | 8.0 | 55.0 | 14.5 |  | 8 | 0 | |
|  |  |  | **Total Ave** | 49.3 | 95.8 | 47.3 |  | 46.3 | 93.9 | 50.1 |  | -16 | -2 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| St Vincent’s Plaza | 12, 109 | East Bound | 16:01-17:00 | 44.8 | 70.7 | 63.4 |  | 39.4 | 55.0 | 71.7 |  | -12 | -22 | |
| 16:31-17:30 | 53.8 | 73.4 | 73.3 |  | 46.4 | 55.0 | 84.4 |  | -14 | -25 | |
| 17:01-18:00 | 70.9 | 79.4 | 89.3 |  | 51.6 | 55.0 | 93.8 |  | -27 | -31 | |
| 17:31-18:30 | 61.3 | 77.9 | 78.7 |  | 42.9 | 55.0 | 78.0 |  | -30 | -29 | |
| 18:01-19:00 | 45.9 | 77.9 | 58.9 |  | 34.3 | 55.0 | 62.3 |  | -25 | -29 | |
| St Vincent’s Plaza | 11 | East Bound | 16:01-17:00 | 92.2 | 145.0 | 63.6 |  | 84.7 | 180.0 | 47.0 |  | -8 | 24 | |
| 16:31-17:30 | 95.4 | 160.6 | 59.4 |  | 80.8 | 176.5 | 45.8 |  | -15 | 10 | |
| 17:01-18:00 | 104.0 | 161.6 | 64.4 |  | 93.3 | 172.2 | 54.2 |  | -10 | 7 | |
| 17:31-18:30 | 108.1 | 146.8 | 73.6 |  | 123.5 | 171.8 | 71.9 |  | 14 | 17 | |
| 18:01-19:00 | 102.0 | 145.0 | 70.3 |  | 98.1 | 173.3 | 56.6 |  | -4 | 20 | |
|  |  |  | **Total Ave** | 77.8 | 113.8 | 69.5 |  | 69.5 | 114.9 | 66.6 |  | -13 | -6 | |
| \*From May 1, 2017 route 55 and 8 were discontinued. Route 58 was introduced covering the Domain to Toorak section of previous route 8 and the Domain to West Coburg of previous route 55. The northern section of route 8 is serviced by extending route 6 to terminate at Moreland Station. | | | | | | | | | | | | | |

Appendix 8 Non-Cordon Locations

Comparison of routes and locations/directions with rolling hour average loads above and within 10% desired standards, May 2016 and 2017

| **Location** | **Route** | **Direction** | **Rolling Hour** | **Rolling Hour Average Load 2016** | **Average Maximum Capacity 2016** | % Average Maximum Capacity 2016 |  | **Rolling Hour Average Load 2017** | **Average Maximum Capacity 2017** | **% Average Maximum Capacity 2017** |  | **2017 - % Change in Rolling Hour Average Load** | **2017 - % Change in Average Maximum Capacity** | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Collins St West End (Southern Cross Station) | 11, 48 | West Bound | 7:01-8:00 | 47.4 | 119.9 | 39.5 |  | 45.0 | 136.2 | 33.0 |  | -5.1 | 13.6 | |
| 7:31-8:30 | 62.6 | 123.3 | 50.8 |  | 62.0 | 130.2 | 47.6 |  | -1.0 | 5.6 | |
| 8:01-9:00 | 75.7 | 118.9 | 63.7 |  | 75.0 | 133.9 | 56.0 |  | -0.9 | 12.6 | |
| 8:31-9:30 | 79.0 | 118.7 | 66.6 |  | 67.5 | 132.7 | 50.9 |  | -14.6 | 11.8 | |
| 9:01-10:00 | 66.4 | 127.9 | 51.9 |  | 56.0 | 131.7 | 42.5 |  | -15.6 | 2.9 | |
|  |  |  | **Total Ave** | 66.2 | 121.7 | 54.4 |  | 61.1 | 132.9 | 46.0 |  | -7.7 | 9.2 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Collins St West End (Southern Cross Station) | 11, 48 | East Bound | 16:01-17:00 | 80.7 | 124.9 | 64.6 |  | 82.8 | 140.3 | 59.0 |  | 2.5 | 12.4 | |
| 16:31-17:30 | 95.1 | 129.9 | 73.2 |  | 101.6 | 143.2 | 70.9 |  | 6.8 | 10.3 | |
| 17:01-18:00 | 107.0 | 124.4 | 86.0 |  | 108.5 | 129.3 | 83.9 |  | 1.4 | 4.0 | |
| 17:31-18:30 | 95.7 | 115.4 | 82.9 |  | 81.9 | 122.1 | 67.1 |  | -14.4 | 5.8 | |
| 18:01-19:00 | 58.2 | 120.5 | 48.3 |  | 59.9 | 135.2 | 44.3 |  | 2.9 | 12.2 | |
|  |  |  | **Total Ave** | 87.4 | 123.0 | 71.1 |  | 86.9 | 134.0 | 64.8 |  | -0.5 | 9.0 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Domain Interchange (St Kilda Rd) | 3, 5, 6\*, 16, 64, 67, 72 | North Bound | 7:01-8:00 | 29.9 | 85.4 | 35.0 |  | 29.0 | 86.4 | 33.5 |  | -3.2 | 1.1 | |
| 7:31-8:30 | 46.8 | 85.7 | 54.6 |  | 50.3 | 82.7 | 60.8 |  | 7.5 | -3.5 | |
| 8:01-9:00 | 51.2 | 81.3 | 63.0 |  | 52.8 | 86.0 | 61.3 |  | 3.0 | 5.8 | |
| 8:31-9:30 | 39.6 | 79.4 | 49.9 |  | 41.5 | 81.6 | 50.8 |  | 4.7 | 2.8 | |
| 9:01-10:00 | 30.0 | 83.3 | 36.0 |  | 32.4 | 84.6 | 38.3 |  | 7.9 | 1.5 | |
| Domain Interchange (St Kilda Rd) | 6\* | North Bound | 7:01-8:00 | 29.5 | 90.9 | 32.5 |  | na | na | na |  | na | na | |
| 7:31-8:30 | 43.4 | 87.9 | 49.4 |  | na | na | na |  | na | na | |
| 8:01-9:00 | 41.2 | 83.8 | 49.2 |  | na | na | na |  | na | na | |
| 8:31-9:30 | 33.8 | 83.0 | 40.7 |  | na | na | na |  | na | na | |
| 9:01-10:00 | 23.5 | 88.8 | 26.5 |  | na | na | na |  | na | na | |
|  |  |  | **Total Ave** | 36.9 | 85.0 | 43.4 |  |  |  |  |  |  |  | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Domain Interchange (St Kilda Rd) | 3, 5, 6\*, 16, 64, 67, 72 | North Bound | 16:01-17:00 | 52.0 | 80.1 | 64.9 |  | 53.2 | 88.0 | 60.5 |  | 2.4 | 9.9 | |
| 16:31-17:30 | 69.6 | 82.1 | 84.8 |  | 69.7 | 89.3 | 78.0 |  | 0.2 | 8.8 | |
| 17:01-18:00 | 82.0 | 81.9 | 100.1 |  | 79.6 | 83.2 | 95.7 |  | -2.9 | 1.6 | |
| 17:31-18:30 | 70.9 | 80.2 | 88.4 |  | 69.9 | 80.7 | 86.6 |  | -1.4 | 0.6 | |
| 18:01-19:00 | 53.8 | 80.0 | 67.3 |  | 50.9 | 88.9 | 57.3 |  | -5.3 | 11.1 | |
| Domain Interchange (St Kilda Rd) | 58\* | North Bound | 16:01-17:00 | 34.0 | 82.8 | 41.1 |  | 33.0 | 108.9 | 30.3 |  | -2.9 | 31.5 | |
| 16:31-17:30 | 50.9 | 88.3 | 57.6 |  | 42.2 | 97.8 | 43.2 |  | -17.0 | 10.7 | |
| 17:01-18:00 | 70.2 | 85.8 | 81.8 |  | 68.5 | 85.0 | 80.6 |  | -2.4 | -0.9 | |
| 17:31-18:30 | 58.9 | 79.4 | 74.2 |  | 61.3 | 92.2 | 66.5 |  | 4.1 | 16.1 | |
| 18:01-19:00 | 39.1 | 74.7 | 52.3 |  | 43.3 | 96.7 | 44.7 |  | 10.6 | 29.4 | |
|  |  |  | **Total Ave** | 58.1 | 81.5 | 71.3 |  | 57.2 | 91.1 | 64.3 |  | -1.5 | 11.9 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Domain Interchange (St Kilda Rd) | 3, 5, 6\*, 16, 64, 67, 72 | South Bound | 7:01-8:00 | 42.7 | 75.3 | 56.7 |  | 42.0 | 82.7 | 50.8 |  | -1.7 | 9.8 | |
| 7:31-8:30 | 70.3 | 79.8 | 88.1 |  | 66.8 | 84.5 | 79.1 |  | -4.9 | 5.8 | |
| 8:01-9:00 | 85.9 | 86.0 | 99.9 |  | 82.4 | 85.5 | 96.4 |  | -4.0 | -0.5 | |
| 8:31-9:30 | 68.0 | 82.3 | 82.6 |  | 66.1 | 83.9 | 78.8 |  | -2.8 | 1.9 | |
| 9:01-10:00 | 39.7 | 77.7 | 51.1 |  | 44.7 | 86.3 | 51.8 |  | 12.6 | 11.1 | |
| Domain Interchange (St Kilda Rd) | 58\* | South Bound | 7:01-8:00 | 24.8 | 81.3 | 30.5 |  | 31.1 | 83.6 | 37.2 |  | 25.4 | 2.9 | |
| 7:31-8:30 | 47.2 | 81.8 | 57.7 |  | 60.4 | 92.5 | 65.3 |  | 27.9 | 13.1 | |
| 8:01-9:00 | 55.3 | 91.3 | 60.6 |  | 72.5 | 101.7 | 71.3 |  | 31.1 | 11.4 | |
| 8:31-9:30 | 45.1 | 88.1 | 51.2 |  | 48.5 | 84.0 | 57.7 |  | 7.5 | -4.7 | |
| 9:01-10:00 | 30.6 | 83.1 | 36.8 |  | 43.4 | 87.0 | 49.9 |  | 41.8 | 4.7 | |
|  |  |  | **Total Ave** | 50.9 | 82.7 | 61.5 |  | 55.8 | 87.2 | 63.8 |  | 13.3 | 5.5 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Domain Interchange (St Kilda Rd) | 3, 5, 6\*, 16, 64, 67, 72 | South Bound | 16:01-17:00 | 41.1 | 81.0 | 50.7 |  | 38.9 | 79.7 | 48.8 |  | -5.4 | -1.6 | |
| 16:31-17:30 | 46.3 | 79.1 | 58.5 |  | 44.0 | 80.5 | 54.7 |  | -4.9 | 1.7 | |
| 17:01-18:00 | 52.1 | 81.3 | 64.1 |  | 52.9 | 85.5 | 61.9 |  | 1.6 | 5.2 | |
| 17:31-18:30 | 53.3 | 82.0 | 65.0 |  | 50.6 | 81.1 | 62.3 |  | -5.1 | -1.1 | |
| 18:01-19:00 | 46.4 | 80.7 | 57.5 |  | 44.6 | 84.3 | 52.9 |  | -3.9 | 4.5 | |
|  | 58\* | South Bound | 16:01-17:00 | 39.7 | 89.2 | 44.5 |  | 31.1 | 83.6 | 37.2 |  | -21.7 | -6.2 | |
| 16:31-17:30 | 38.6 | 77.3 | 49.9 |  | 60.4 | 92.5 | 65.3 |  | 56.4 | 19.7 | |
| 17:01-18:00 | 44.6 | 78.8 | 56.6 |  | 72.5 | 101.7 | 71.3 |  | 62.6 | 29.0 | |
| 17:31-18:30 | 49.7 | 77.5 | 64.1 |  | 48.5 | 84.0 | 57.7 |  | -2.4 | 8.4 | |
| 18:01-19:00 | 42.7 | 79.3 | 53.8 |  | 43.4 | 87.0 | 49.9 |  | 1.6 | 9.7 | |
|  |  |  | **Total Ave** | 45.5 | 80.6 | 56.5 |  | 48.7 | 86.0 | 56.2 |  | 7.9 | 6.9 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Dandenong Rd / Hornby St | 5, 64 | West Bound | 7:01-8:00 | 46.2 | 78.1 | 59.2 |  | 49.6 | 80.5 | 61.7 |  | 7.4 | 3.1 | |
| 7:31-8:30 | 72.3 | 73.9 | 97.8 |  | 70.4 | 78.6 | 89.5 |  | -2.6 | 6.4 | |
| 8:01-9:00 | 74.2 | 61.3 | 121.0 |  | 73.9 | 84.8 | 87.1 |  | -0.4 | 38.4 | |
| 8:31-9:30 | 46.9 | 69.7 | 67.3 |  | 59.3 | 89.4 | 66.3 |  | 26.4 | 28.3 | |
| 9:01-10:00 | 28.9 | 83.8 | 34.5 |  | 42.3 | 84.4 | 50.2 |  | 46.5 | 0.7 | |
|  |  |  | **Total Ave** | 53.7 | 73.4 | 73.2 |  | 59.1 | 83.5 | 71.0 |  | 15.5 | 15.4 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Dandenong Rd / Hornby St | 5, 64 | East Bound | 16:01-17:00 | 47.7 | 65.7 | 72.6 |  | 48.2 | 84.0 | 57.4 |  | 1.0 | 27.9 | |
| 16:31-17:30 | 48.4 | 66.8 | 72.5 |  | 52.5 | 86.9 | 60.5 |  | 8.5 | 30.1 | |
| 17:01-18:00 | 55.6 | 66.6 | 83.5 |  | 54.8 | 86.7 | 63.2 |  | -1.4 | 30.2 | |
| 17:31-18:30 | 58.7 | 72.0 | 81.5 |  | 58.5 | 83.1 | 70.5 |  | -0.3 | 15.4 | |
| 18:01-19:00 | 48.3 | 73.1 | 66.1 |  | 54.4 | 80.7 | 67.5 |  | 12.7 | 10.4 | |
|  |  |  | **Total Ave** | 51.7 | 68.9 | 75.0 |  | 53.7 | 84.3 | 63.8 |  | 4.1 | 22.8 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Lygon St / Brunswick Rd | 1, 6\* | South Bound | 7:01-8:00 | 41.6 | 72.1 | 57.6 |  | 44.7 | 81.3 | 55.0 |  | 7.6 | 12.8 | |
| 7:31-8:30 | 64.6 | 84.7 | 76.2 |  | 68.8 | 85.4 | 80.5 |  | 6.5 | 0.9 | |
| 8:01-9:00 | 73.9 | 86.3 | 85.6 |  | 79.9 | 87.9 | 90.9 |  | 8.2 | 1.8 | |
| 8:31-9:30 | 56.9 | 74.0 | 76.9 |  | 66.4 | 85.4 | 77.8 |  | 16.7 | 15.3 | |
| 9:01-10:00 | 36.2 | 67.9 | 53.3 |  | 50.5 | 88.9 | 56.8 |  | 39.6 | 31.0 | |
|  |  |  | **Total Ave** | 54.6 | 77.0 | 69.9 |  | 62.1 | 85.8 | 72.2 |  | 15.7 | 12.4 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Lygon St / Brunswick Rd | 1, 6\* | North Bound | 16:01-17:00 | 32.7 | 79.8 | 41.0 |  | 31.5 | 86.1 | 36.6 |  | -3.7 | 8.0 | |
| 16:31-17:30 | 42.1 | 76.0 | 55.4 |  | 40.2 | 86.1 | 46.6 |  | -4.5 | 13.4 | |
| 17:01-18:00 | 53.2 | 79.8 | 66.7 |  | 46.7 | 87.1 | 53.6 |  | -12.3 | 9.2 | |
| 17:31-18:30 | 59.1 | 83.8 | 70.5 |  | 50.4 | 82.1 | 61.4 |  | -14.6 | -2.0 | |
| 18:01-19:00 | 56.6 | 79.3 | 71.4 |  | 54.7 | 79.3 | 69.0 |  | -3.4 | -0.1 | |
|  |  |  | **Total Ave** | 48.7 | 79.7 | 61.0 |  | 44.7 | 84.1 | 53.4 |  | -8.3 | 5.6 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Abbotsford St Interchange | 57 | South Bound | 7:01-8:00 |  |  |  |  | 34.7 | 60.0 | 57.9 |  | na | na | |
| 7:31-8:30 |  |  |  |  | 43.5 | 60.0 | 72.5 |  | na | na | |
| 8:01-9:00 |  |  |  |  | 44.0 | 60.0 | 73.3 |  | na | na | |
| 8:31-9:30 |  |  |  |  | 36.7 | 60.0 | 61.1 |  | na | na | |
| 9:01-10:00 |  |  |  |  | 30.3 | 60.0 | 50.5 |  | na | na | |
| Abbotsford St Interchange | 57 | North Bound | 16:01-17:00 |  |  |  |  | 30.7 | 60.0 | 51.2 |  | na | na | |
| 16:31-17:30 |  |  |  |  | 34.9 | 60.0 | 58.2 |  | na | na | |
| 17:01-18:00 |  |  |  |  | 33.3 | 60.0 | 55.5 |  | na | na | |
| 17:31-18:30 |  |  |  |  | 28.0 | 60.0 | 46.6 |  | na | na | |
| 18:01-19:00 |  |  |  |  | 29.8 | 60.0 | 49.7 |  | na | na | |
|  |  |  | **Total Ave** |  |  |  |  |  |  |  |  |  |  | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| St Kilda Rd / Commercial Rd | 3, 5, 16, 64, 67 | North Bound | 7:01-8:00 | 42.0 | 76.1 | 55.2 |  | 54.0 | 76.5 | 70.5 |  | 28.5 | 0.6 | |
| 7:31-8:30 | 64.9 | 72.2 | 89.9 |  | 75.1 | 74.0 | 101.5 |  | 15.7 | 2.5 | |
| 8:01-9:00 | 69.3 | 66.1 | 104.8 |  | 84.1 | 77.5 | 108.5 |  | 21.3 | 17.2 | |
| 8:31-9:30 | 55.7 | 66.4 | 83.9 |  | 69.1 | 80.7 | 85.6 |  | 24.0 | 21.5 | |
| 9:01-10:00 | 40.6 | 70.5 | 57.6 |  | 49.1 | 78.8 | 62.3 |  | 20.9 | 11.8 | |
| St Kilda Rd / Commercial Rd | 72 | North Bound | 7:01-8:00 | 42.4 | 68.8 | 61.6 |  | 46.8 | 67.1 | 69.7 |  | 10.3 | -2.5 | |
| 7:31-8:30 | 60.1 | 70.0 | 85.9 |  | 65.3 | 66.3 | 98.5 |  | 8.7 | -5.3 | |
| 8:01-9:00 | 74.9 | 66.2 | 113.1 |  | 69.2 | 68.0 | 101.8 |  | -7.6 | 2.7 | |
| 8:31-9:30 | 56.1 | 62.9 | 89.2 |  | 49.0 | 65.3 | 75.0 |  | -12.7 | 3.9 | |
| 9:01-10:00 | 31.9 | 64.3 | 49.6 |  | 35.1 | 65.0 | 53.9 |  | 9.9 | 1.1 | |
|  |  |  | **Total Ave** | 53.3 | 69.2 | 77.0 |  | 59.7 | 71.9 | 82.7 |  | 11.9 | 5.3 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| St Kilda Rd / Commercial Rd | 3, 5, 16, 64, 67 | South Bound | 16:01-17:00 | 44.8 | 68.4 | 65.5 |  | 41.5 | 78.9 | 52.7 |  | -7.3 | 15.3 | |
| 16:31-17:30 | 55.7 | 68.2 | 81.7 |  | 46.5 | 78.6 | 59.1 |  | -16.6 | 15.2 | |
| 17:01-18:00 | 61.4 | 70.8 | 86.7 |  | 58.6 | 75.9 | 77.1 |  | -4.6 | 7.3 | |
| 17:31-18:30 | 57.4 | 72.9 | 78.7 |  | 61.1 | 71.8 | 85.1 |  | 6.5 | -1.5 | |
| 18:01-19:00 | 50.5 | 71.3 | 70.8 |  | 54.3 | 76.3 | 71.1 |  | 7.5 | 7.1 | |
| St Kilda Rd / Commercial Rd | 6\* | South Bound | 16:01-17:00 | 41.6 | 70.6 | 58.9 |  | 30.4 | 76.1 | 39.9 |  | -26.9 | 7.8 | |
| 16:31-17:30 | 45.7 | 70.0 | 65.3 |  | 38.0 | 72.9 | 52.1 |  | -16.8 | 4.2 | |
| 17:01-18:00 | 53.6 | 66.7 | 80.4 |  | 53.4 | 81.3 | 65.7 |  | -0.3 | 21.9 | |
| 17:31-18:30 | 51.9 | 69.1 | 75.1 |  | 49.6 | 73.8 | 67.1 |  | -4.5 | 6.9 | |
| 18:01-19:00 | 50.3 | 68.2 | 73.8 |  | 34.3 | 76.7 | 44.7 |  | -31.8 | 12.4 | |
| St Kilda Rd / Commercial Rd | 72 | South Bound | 16:01-17:00 | 46.6 | 69.3 | 67.2 |  | 39.8 | 64.2 | 62.0 |  | -14.5 | -7.3 | |
| 16:31-17:30 | 53.6 | 71.8 | 74.7 |  | 44.4 | 62.1 | 71.5 |  | -17.1 | -13.5 | |
| 17:01-18:00 | 60.2 | 74.7 | 80.6 |  | 53.8 | 65.6 | 82.0 |  | -10.7 | -12.2 | |
| 17:31-18:30 | 56.3 | 71.3 | 79.0 |  | 53.9 | 63.2 | 85.3 |  | -4.3 | -11.4 | |
| 18:01-19:00 | 47.0 | 72.0 | 65.3 |  | 50.0 | 65.3 | 76.5 |  | 6.4 | -9.3 | |
|  |  |  | **Total Ave** | 51.8 | 70.3 | 73.7 |  | 47.3 | 72.2 | 66.2 |  | -9.0 | 2.8 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| St Kilda Rd / High St | 3, 5, 6\*, 16, 64, 67 | North Bound | 7:01-8:00 | 40.0 | 77.8 | 51.4 |  | 45.4 | 75.3 | 60.4 |  | 13.6 | -3.3 | |
| 7:31-8:30 | 63.5 | 72.1 | 88.1 |  | 66.9 | 71.9 | 93.0 |  | 5.4 | -0.3 | |
| 8:01-9:00 | 65.2 | 64.5 | 101.1 |  | 75.7 | 77.6 | 97.6 |  | 16.2 | 20.3 | |
| 8:31-9:30 | 51.3 | 66.4 | 77.3 |  | 61.0 | 81.7 | 74.7 |  | 19.0 | 23.1 | |
| 9:01-10:00 | 34.5 | 72.9 | 47.3 |  | 41.2 | 77.3 | 53.3 |  | 19.3 | 6.0 | |
|  |  |  | **Total Ave** | 50.9 | 70.7 | 72.0 |  | 58.1 | 76.8 | 75.8 |  | 14.7 | 9.2 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| St Kilda Rd / High St | 3, 5, 6\*, 16, 64, 67 | South Bound | 16:01-17:00 | 39.5 | 68.5 | 57.7 |  | 44.6 | 76.6 | 58.3 |  | 13.0 | 11.9 | |
|  |  |  | 16:31-17:30 | 51.4 | 68.6 | 74.9 |  | 50.0 | 77.4 | 64.7 |  | -2.7 | 12.8 | |
|  |  |  | 17:01-18:00 | 59.8 | 70.0 | 85.4 |  | 60.0 | 77.4 | 77.4 |  | 0.3 | 10.6 | |
|  |  |  | 17:31-18:30 | 53.7 | 73.3 | 73.3 |  | 61.6 | 72.3 | 85.2 |  | 14.7 | -1.3 | |
|  |  |  | 18:01-19:00 | 46.1 | 72.2 | 63.9 |  | 53.6 | 76.0 | 70.5 |  | 16.2 | 5.3 | |
|  |  |  | **Total Ave** | 50.1 | 70.5 | 71.1 |  | 54.0 | 76.0 | 71.2 |  | 8.3 | 7.9 | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| St Kilda Rd / High St | 3, 5, 6\*, 16, 64, 67 | South Bound | 7:01-8:00 | na | na | na |  | 10.0 | 80.0 | 12.6 |  | na | na | |
| 7:31-8:30 | na | na | na |  | 14.8 | 83.5 | 17.8 |  | na | na | |
| 8:01-9:00 | na | na | na |  | 20.3 | 75.2 | 27.0 |  | na | na | |
| 8:31-9:30 | na | na | na |  | 16.8 | 74.5 | 22.6 |  | na | na | |
| 9:01-10:00 | na | na | na |  | 13.0 | 77.9 | 16.7 |  | na | na | |
|  |  |  | Total Ave | na | na | na |  | 15.0 | 78.2 | 19.3 |  | na | na | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| St Kilda Rd / High St | 3, 5, 6\*, 16, 64, 67 | North Bound | 16:01-17:00 | na | na | na |  | 22.5 | 77.2 | 29.1 |  | na | na | |
| 16:31-17:30 | na | na | na |  | 31.1 | 73.8 | 42.1 |  | na | na | |
| 17:01-18:00 | na | na | na |  | 33.1 | 76.6 | 43.2 |  | na | na | |
| 17:31-18:30 | na | na | na |  | 27.4 | 78.2 | 35.1 |  | na | na | |
| 18:01-19:00 | na | na | na |  | 25.0 | 78.3 | 31.9 |  | na | na | |
|  |  |  | **Total Ave** |  |  |  |  | 27.8 | 76.8 | 36.3 |  |  |  | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Bridge Rd / Yarra Blvd | 11, 48 | West Bound | 7:01-8:00 | na | na | na |  | 42.0 | 89.2 | 47.1 |  | na | na | |
| 7:31-8:30 | na | na | na |  | 58.7 | 87.5 | 67.1 |  | na | na | |
| 8:01-9:00 | na | na | na |  | 65.2 | 87.5 | 74.5 |  | na | na | |
| 8:31-9:30 | na | na | na |  | 53.2 | 93.0 | 57.2 |  | na | na | |
| 9:01-10:00 | na | na | na |  | 39.9 | 96.0 | 41.5 |  | na | na | |
|  |  |  | **Total Ave** |  |  |  |  | 51.8 | 90.6 | 57.5 |  |  |  | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Bridge Rd / Yarra Blvd | 72 | East Bound | 16:01-17:00 | na | na | na |  | 40.2 | 89.5 | 44.9 |  | na | na | |
| 16:31-17:30 | na | na | na |  | 47.9 | 90.9 | 52.7 |  | na | na | |
| 17:01-18:00 | na | na | na |  | 51.2 | 87.4 | 58.6 |  | na | na | |
| 17:31-18:30 | na | na | na |  | 49.8 | 81.1 | 61.4 |  | na | na | |
| 18:01-19:00 | na | na | na |  | 42.5 | 87.8 | 48.4 |  | na | na | |
|  |  |  |  |  |  |  |  | 46.3 | 87.3 | 53.2 |  |  |  | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Park St / Toorak Rd | 58\* | North Bound | 7:01-8:00 | na | na | na |  | 16.5 | 89.5 | 18.4 |  | na | na | |
|  |  |  | 7:31-8:30 | na | na | na |  | 24.1 | 86.1 | 28.0 |  | na | na | |
|  |  |  | 8:01-9:00 | na | na | na |  | 20.2 | 86.4 | 23.3 |  | na | na | |
|  |  |  | 8:31-9:30 | na | na | na |  | 14.2 | 88.0 | 16.1 |  | na | na | |
|  |  |  | 9:01-10:00 | na | na | na |  | 12.6 | 86.1 | 14.6 |  | na | na | |
|  |  |  | **Total Ave** |  |  |  |  | 17.5 | 87.2 | 20.1 |  |  |  | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Park St / Toorak Rd | 58\* | South Bound | 16:01-17:00 | na | na | na |  | 18.2 | 86.7 | 21.0 |  | na | na | |
|  |  |  | 16:31-17:30 | na | na | na |  | 19.1 | 87.4 | 21.9 |  | na | na | |
|  |  |  | 17:01-18:00 | na | na | na |  | 21.8 | 88.7 | 24.6 |  | na | na | |
|  |  |  | 17:31-18:30 | na | na | na |  | 22.7 | 86.2 | 26.3 |  | na | na | |
|  |  |  | 18:01-19:00 | na | na | na |  | 23.1 | 87.4 | 26.5 |  | na | na | |
|  |  |  | **Total Ave** | na | na | na |  | 21.0 | 87.3 | 24.1 |  |  |  | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Park St / Toorak Rd | 58\* | South Bound | 7:01-8:00 | 66.7 | 110.0 | 60.6 |  | 75.3 | 147.9 | 50.9 |  | 12.9 | 34.5 | |
|  |  |  | 7:31-8:30 | 88.3 | 110.0 | 80.3 |  | 97.1 | 129.3 | 75.1 |  | 9.9 | 17.6 | |
|  |  |  | 8:01-9:00 | 95.9 | 110.0 | 87.2 |  | 91.8 | 126.5 | 72.6 |  | -4.3 | 15.0 | |
|  |  |  | 8:31-9:30 | 89.0 | 110.0 | 80.9 |  | 73.6 | 134.1 | 54.9 |  | -17.3 | 21.9 | |
|  |  |  | 9:01-10:00 | 70.8 | 110.0 | 64.4 |  | 65.7 | 130.0 | 50.5 |  | -7.2 | 18.2 | |
|  |  |  | **Total Ave** | 82.1 | 110.0 | 74.6 |  | 80.7 | 133.6 | 60.8 |  | -1.2 | 21.4 | |
|  |  |  | **PM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Smith St / Johnston St | 86 | South Bound | 16:01-17:00 | na | na | na |  | 65.1 | 128.3 | 50.7 |  | na | na | |
|  |  |  | 16:31-17:30 | na | na | na |  | 70.1 | 128.8 | 54.4 |  | na | na | |
|  |  |  | 17:01-18:00 | na | na | na |  | 80.7 | 132.4 | 61.0 |  | na | na | |
|  |  |  | 17:31-18:30 | na | na | na |  | 72.7 | 131.5 | 55.3 |  | na | na | |
|  |  |  | 18:01-19:00 | na | na | na |  | 65.6 | 136.6 | 48.0 |  | na | na | |
|  |  |  | **AM Peak** |  |  |  |  |  |  |  |  |  |  | |
| Park St / Toorak Rd | 58\* | South Bound | 7:01-8:00 | na | na | na |  | 75.3 | 147.9 | 50.9 |  | na | na | |
|  |  |  | 7:31-8:30 | na | na | na |  | 97.1 | 129.3 | 75.1 |  | na | na | |
|  |  |  | 8:01-9:00 | na | na | na |  | 91.8 | 126.5 | 72.6 |  | na | na | |
|  |  |  | 8:31-9:30 | na | na | na |  | 73.6 | 134.1 | 54.9 |  | na | na | |
|  |  |  | 9:01-10:00 | na | na | na |  | 65.7 | 130.0 | 50.5 |  | na | na | |
| \*From May 1, 2017 route 55 and 8 were discontinued. Route 58 was introduced covering the Domain to Toorak section of previous route 8 and the Domain to West Coburg of previous route 55. The northern section of route 8 is serviced by extending route 6 to terminate at Moreland Station. | | | | | | | | | | | | | |