TRAFFICWORKS™

Local Area Traffic Management Report

Newhaven - existing conditions report

Project Number 250530
Final Report 2/04/2026

Client Bass Coast Shire Council

Document control record

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Table of Contents

1 Introduction 1

1.1 Subject site 1

2 Transport infrastructure 2

2.1 Pedestrians and cyclists 2

2.2 Public transport 2

2.3 Movement and Place 3

3 Review of existing conditions 6

3.1 Crash history 6

3.2 Traffic volumes 6

3.3 Vehicle speeds 10

3.4 Car parking demand 15

3.5 Community concerns 17

4 Conclusion 21

Appendix 1 – Crash diagram

Appendix 2 – Austroads vehicle classification scheme

1 Introduction

Bass Coast Shire Council has engaged Trafficworks to prepare a Local Area Traffic Management (LATM) study in Newhaven. The study aims to achieve the following:

- reduce through-traffic
- improve the amenity and safety for local residential movements, particularly for pedestrians and cyclists
- provide a guide for future development and management of the residential precinct.

This report summarises site conditions, background information, traffic data, and resident correspondence relating to Newhaven.

Following this, community consultation will be undertaken to identify issues in Newhaven raised by the community.

1.1 Subject site

The study area covers the town settlement and includes the caravan park and properties to the south of Phillip Island Road but excludes Phillip Island Road. The study area is shown in Figure 1.

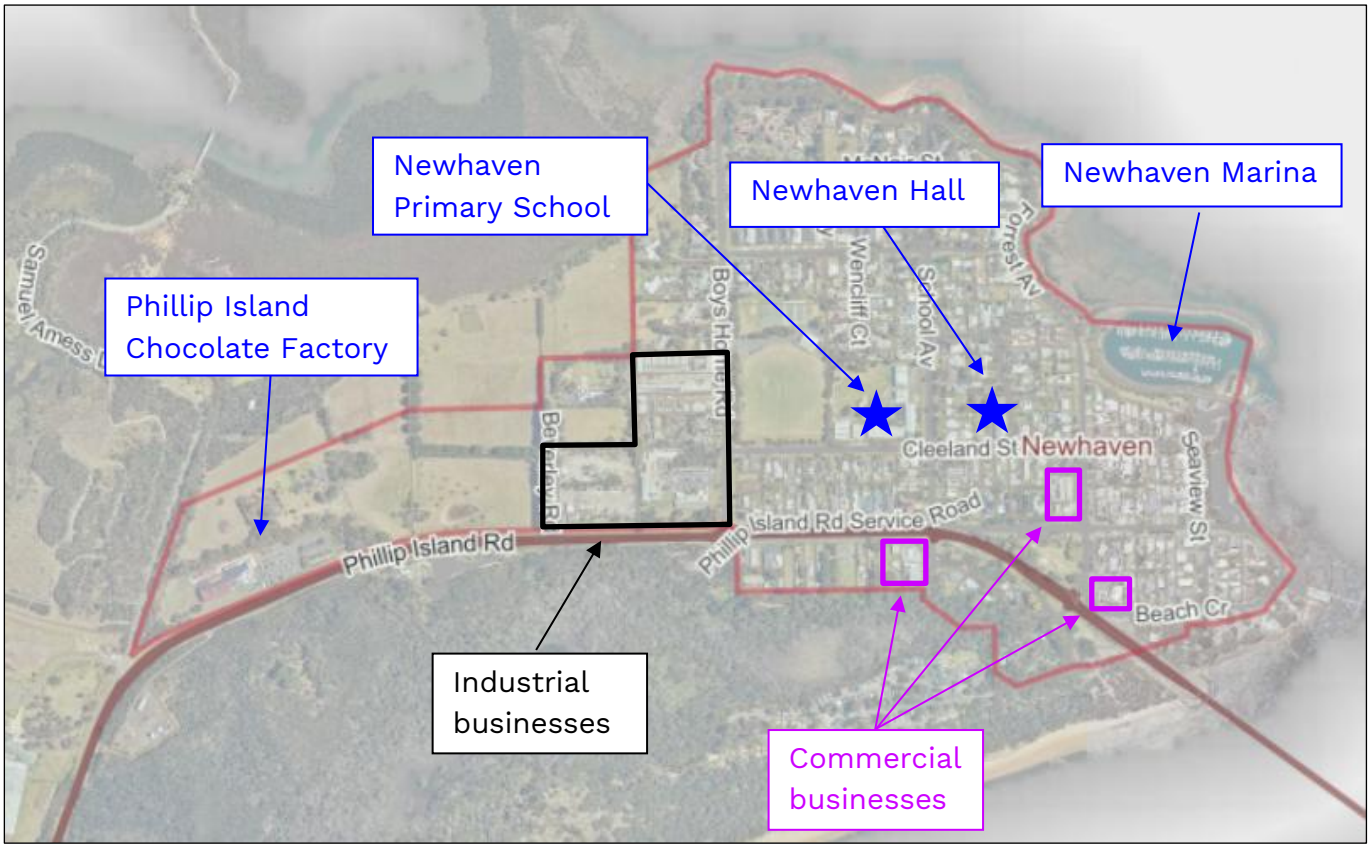


Figure 1: Study area extent

2 Transport infrastructure

2.1 Pedestrians and cyclists

There is a shared path extending along the south side of Phillip Island Road. Within the Newhaven residential area, most streets do not have footpaths.

2.2 Public transport

Table 1 describes the public transport that is available within the site's vicinity.

Table 1: Public transport in the study area

Public transport type	Bus route map
Bus: Cowes – Anderson – Wonthaggi	
Bus: Cowes and Inverloch – Melbourne via Dandenong and Koo Wee Rup	

2.3 Movement and Place

Bass Coast Shire Council has requested to Department of Transport and Planning (DTP) for the following changes to the Movement and Place classifications:

Table 2: Requested changes to Movement and Place classifications

Road	Existing classification	Proposed classification
Boys Home Road	Movement 5 General traffic 5	Movement 4 General traffic 4
Forrest Avenue	Movement 5 General traffic 5	Movement 4 General traffic 4
Phillip Island Road between Bergin Grove and Forrest Avenue	No cycling classification	Cycling 2
Phillip Island Road between Forrest Avenue to Woolamai beach Road	No cycling classification	Cycling 4

The current Movement and Place classifications are shown in the figures below.

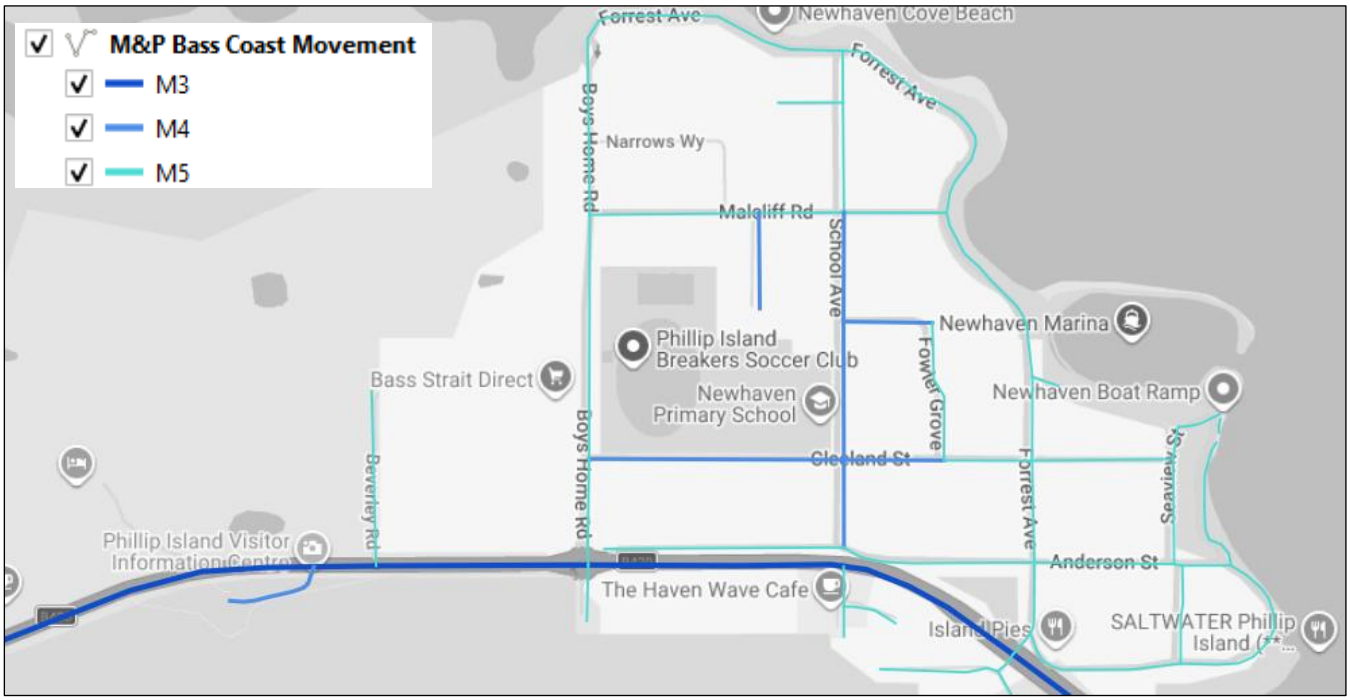


Figure 2: Movement classification

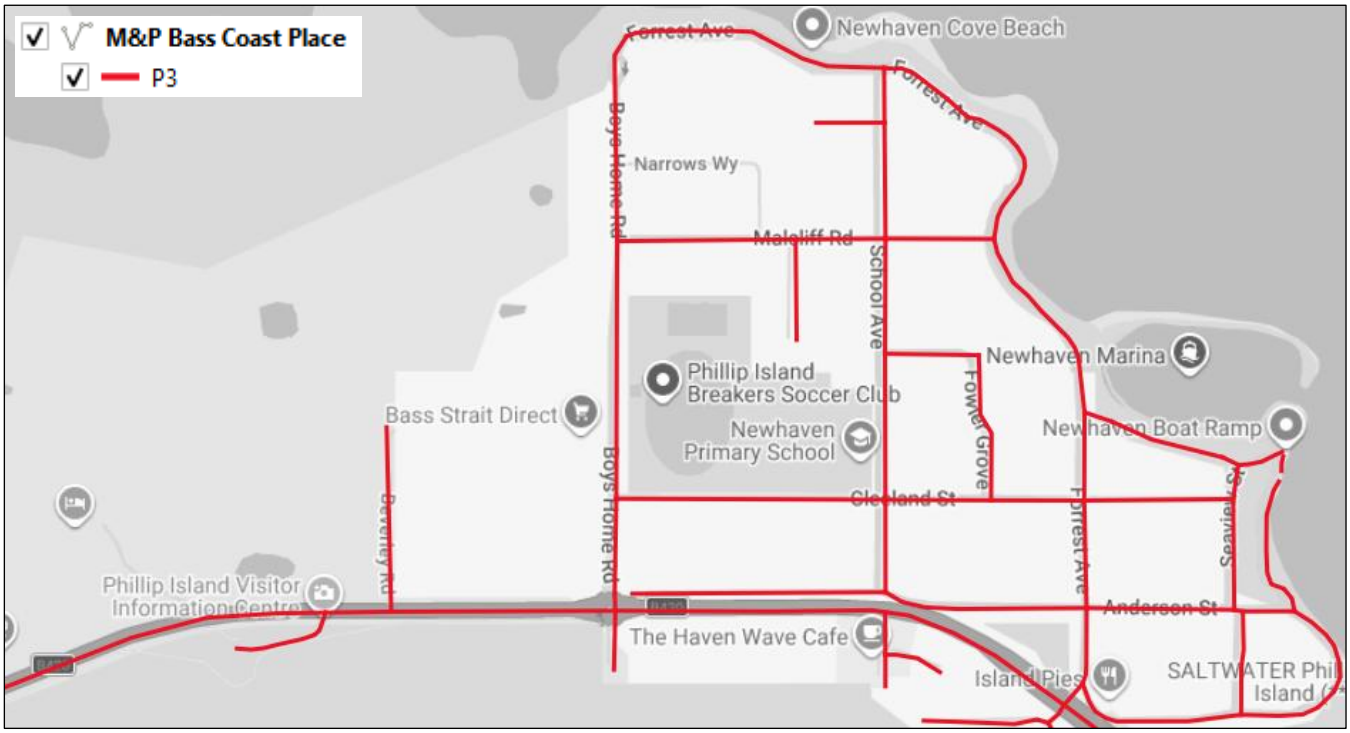


Figure 3: Place classification

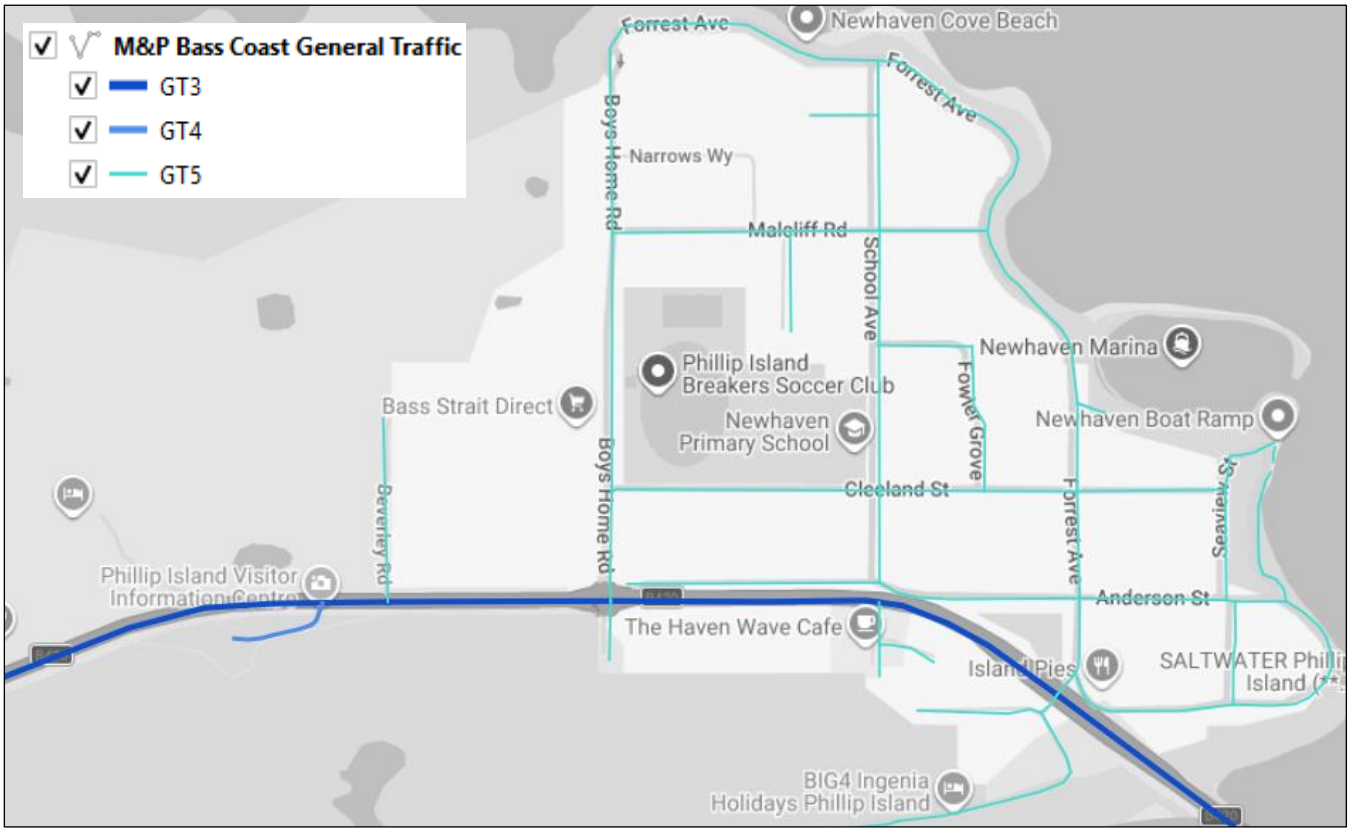


Figure 4: General traffic classification

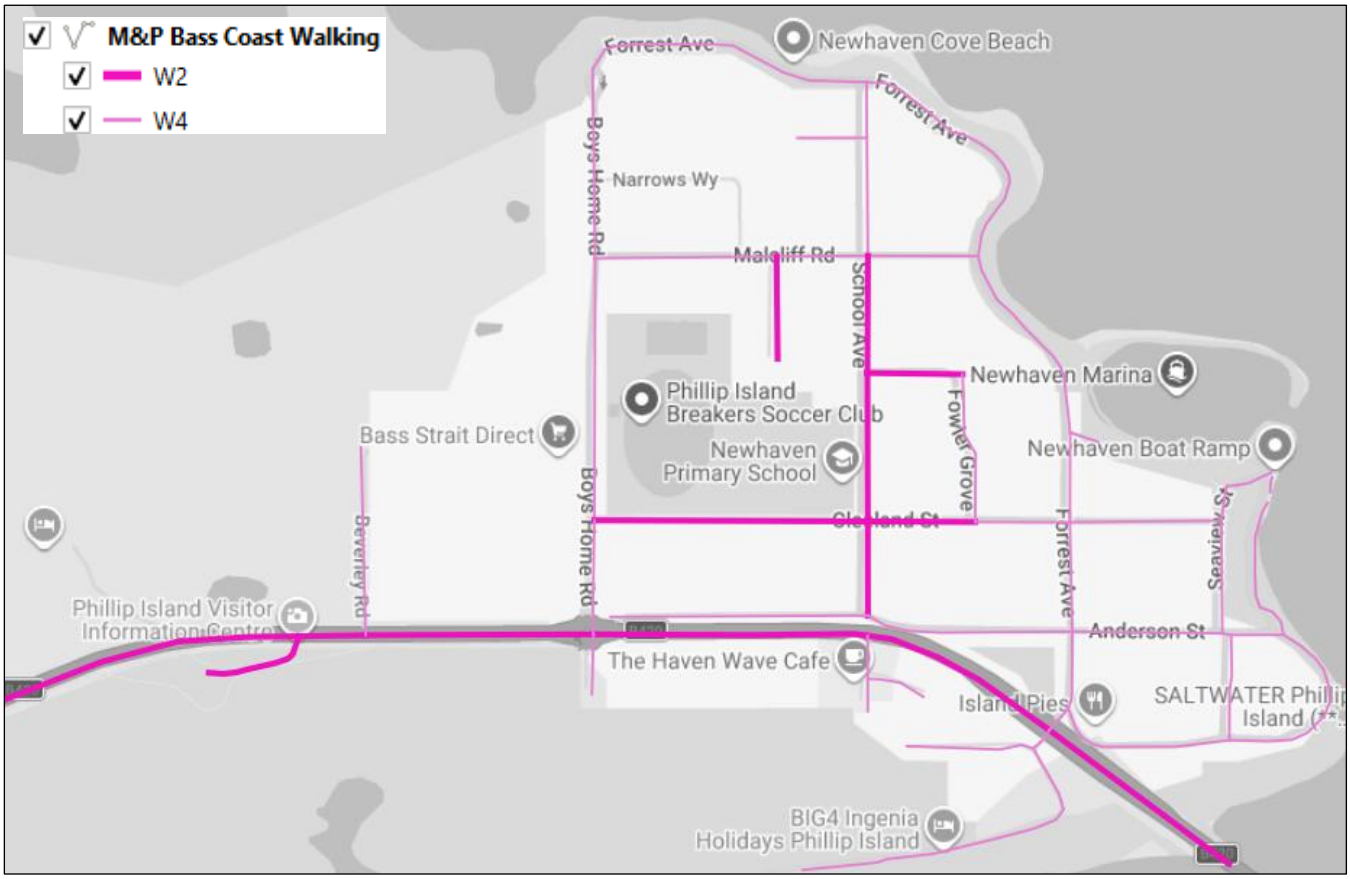


Figure 5: Walking classification

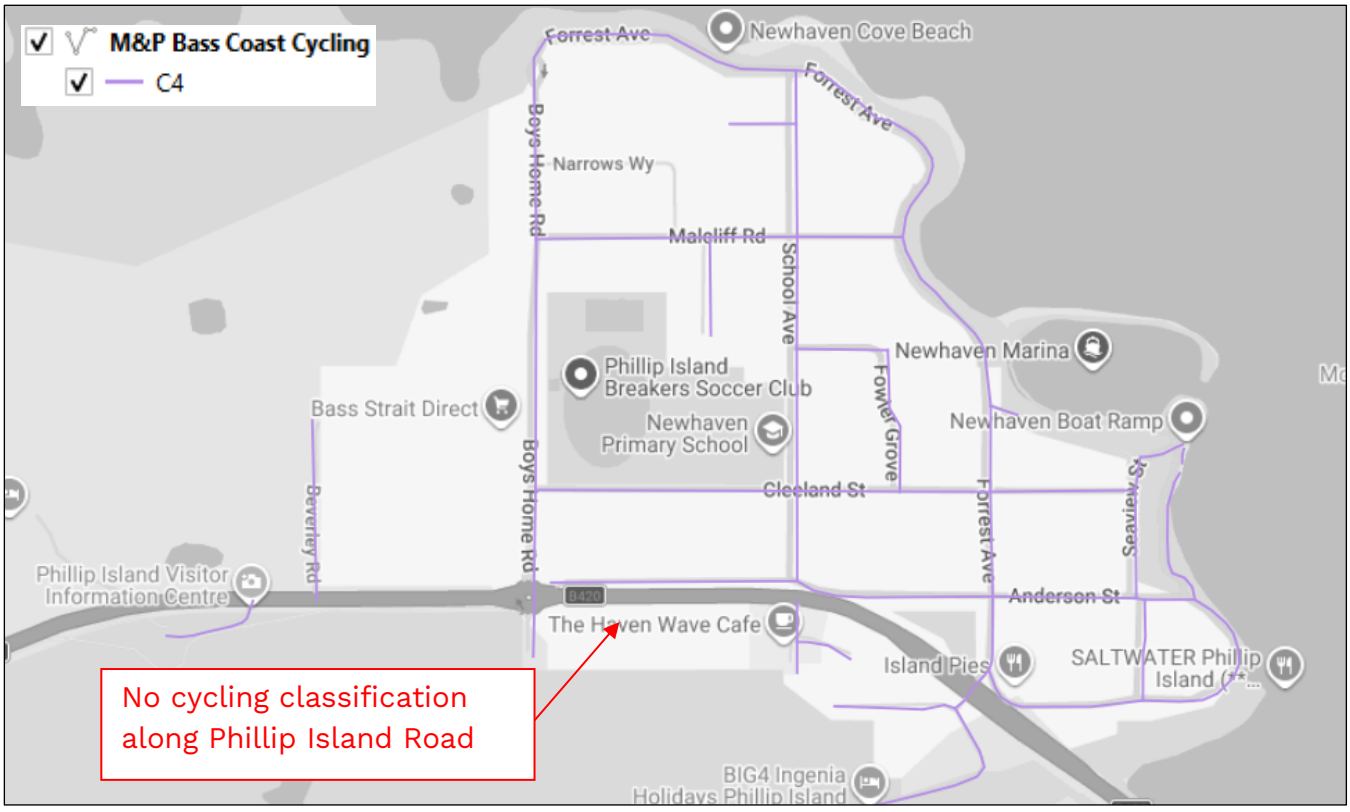


Figure 6: Cycling classification

3 Review of existing conditions

3.1 Crash history

The Department of Transport and Planning (DTP) data portal, which details all injury crashes on roads throughout Victoria, reports that 3 casualty crashes have occurred on the local roads within Newhaven in the last 10 years of data available, i.e. 1/07/2015 – 31/06/2025:

- One crash involving an animal at Forrest Avenue, resulting in 'other' injury
- 2 cross intersection crashes at the intersection Forrest Avenue and Cleeland Street, resulting in one serious and one other injury.

There have been 16 crashes on Phillip Island Road, an arterial road, in the past 10 years of available data.

It is noted that residents have reported crashes that have occurred in Newhaven that were not documented in the DTP data portal. The crashes may not have resulted in an injury.

For the crash diagram, refer to **Appendix 1 – Crash diagram**.

3.2 Traffic volumes

2025/26 traffic volume data

Automatic traffic counts were undertaken at 15 locations in Newhaven for 2 weeks between 26/12/2025 to 9/01/2026. The average daily traffic volumes and the proportion of vehicles longer than 5.5 m during the first and second week are shown in Figure 7 and Figure 8.

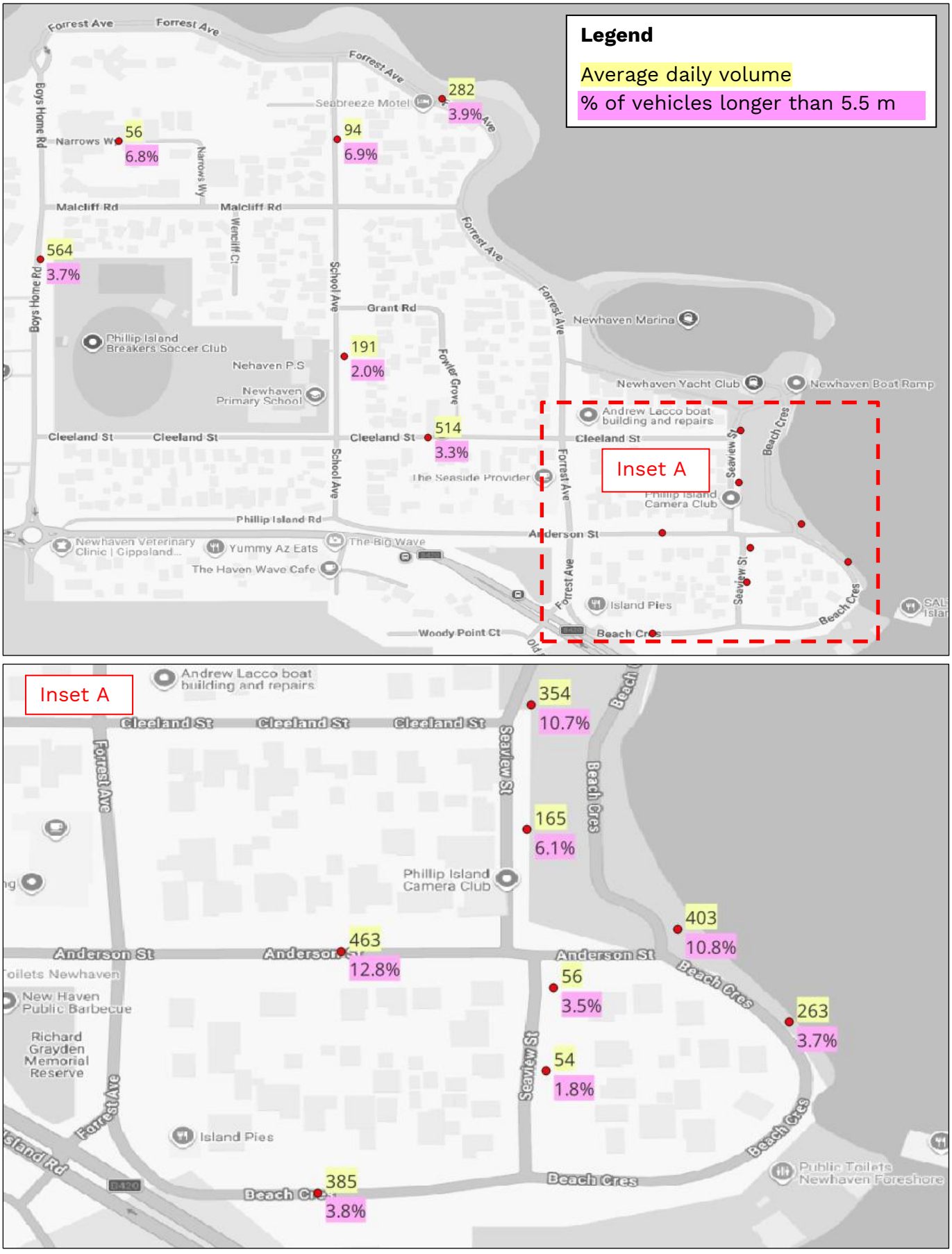


Figure 7: Traffic volume between 26/02/2025 to 1/01/2026

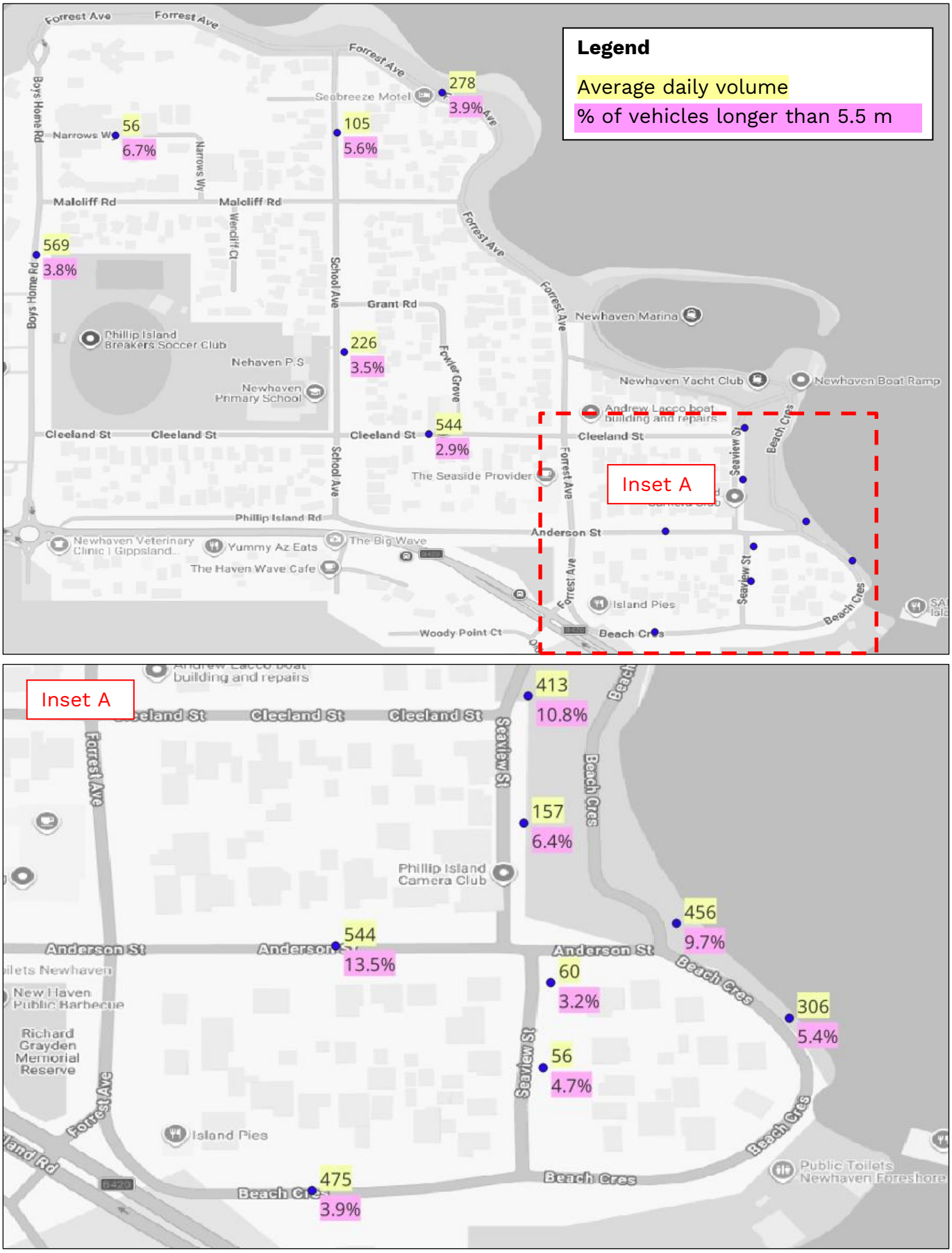


Figure 8: Traffic volume between 2/01/2026 to 8/01/2026

The 2025/26 surveys recorded approximately 500 vehicles per day on Boys Home Road, Cleeland Street, Anderson Street, and Beach Crescent.

Most vehicles driving in Newhaven are light vehicles (cars). Approximately 10 % of vehicles on Anderson Street near Seaview Street and Beach Crescent and Seaview Street near Cleeland Street were longer than 5.5 m. Upon a detailed review of the data, the vehicle classifications recorded were mostly classes 1 to 3. The class 2 and 3 vehicles are likely cars towing boats that are associated with the Newhaven Yacht club and boat ramp.

For details of each vehicle class, refer to **Appendix 2 – Austroads vehicle classification scheme**.

Historical traffic volume data

Traffic surveys have previously been undertaken in Newhaven. The average daily volume and the year the survey started are shown in Figure 9. Typically, the surveys were undertaken for 2 weeks.



Figure 9: Historical traffic volume data

When comparing the historical data to the 2025/26 data, the traffic volumes on Newhaven local roads have increased over the past 3 years but are still well within the typical range of traffic volume on local streets.

3.3 Vehicle speeds

2025/26 traffic speed data

The speed limits based on how the roads have been signed are shown in Figure 10. Note that there are speed limit signs on roads in Newhaven that face one direction and not the other.

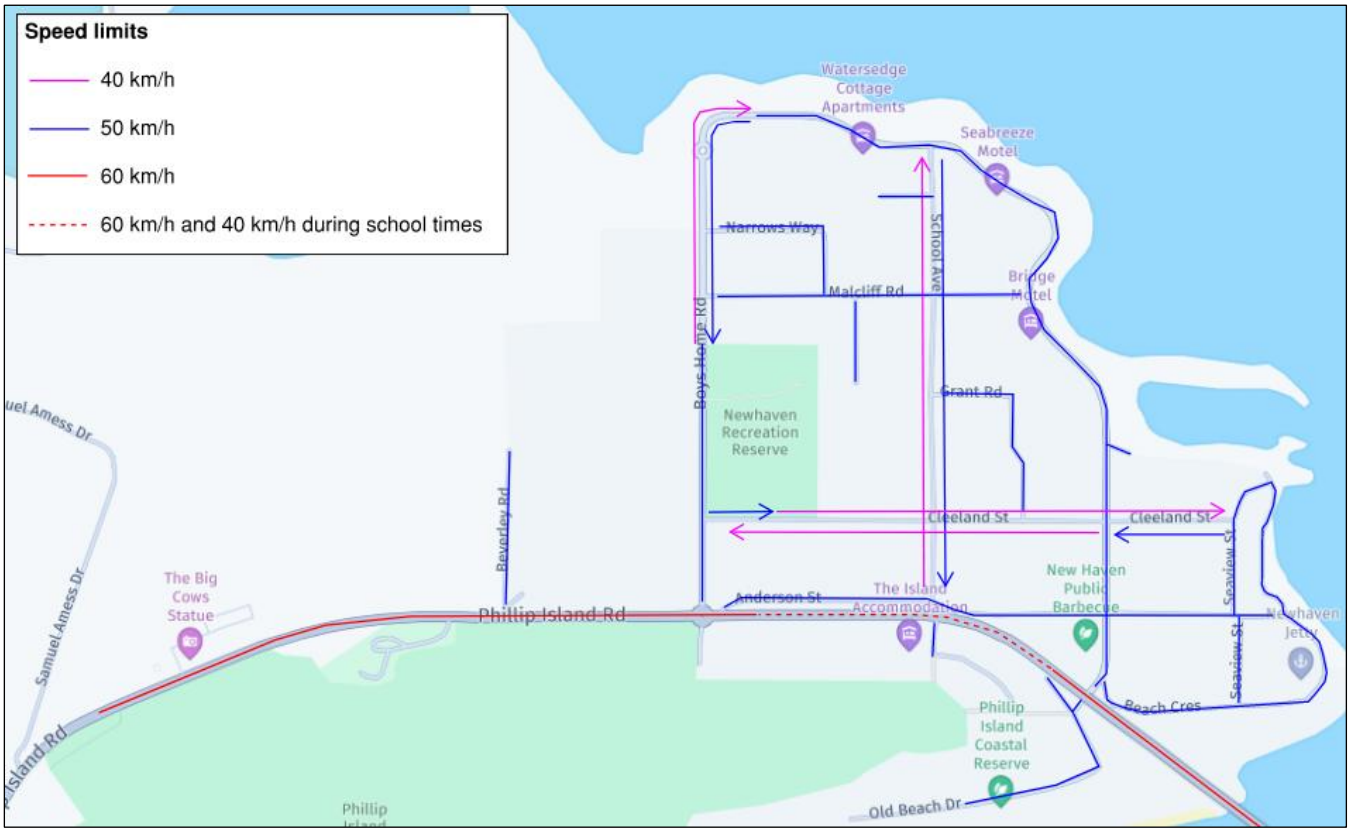


Figure 10: Newhaven speed limits

The automatic traffic counts also recorded vehicle speeds. The 85th percentile speed and proportion of vehicles exceeding the speed limit by at least 5 km/h is shown in Figure 11 and Figure 12.

It is noted that the Boys Home Road survey was undertaken in a 50 km/h speed zone and there is a 40 km/h speed zone immediately to the north.

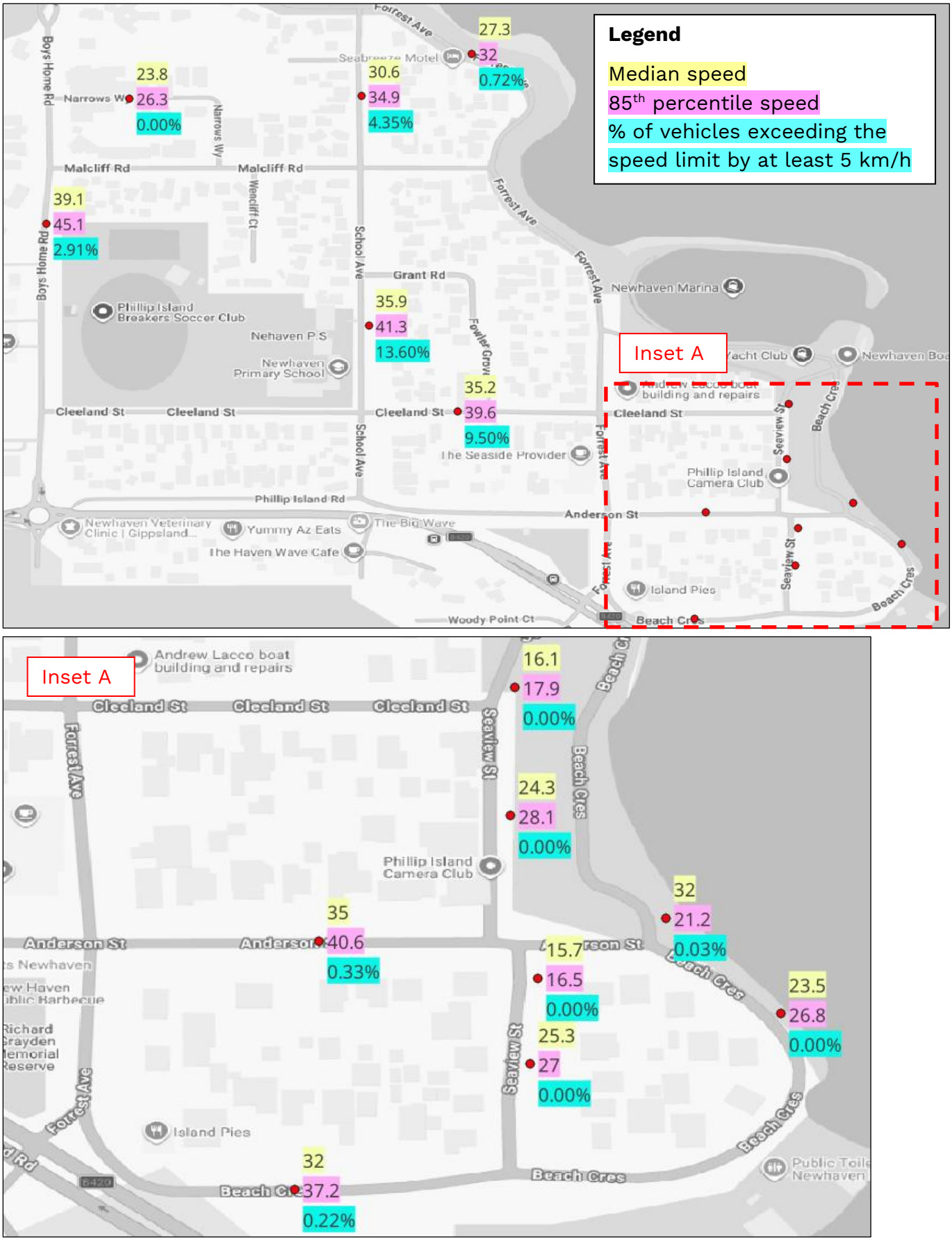


Figure 11: Vehicle speeds between 26/02/2025 to 1/01/2026

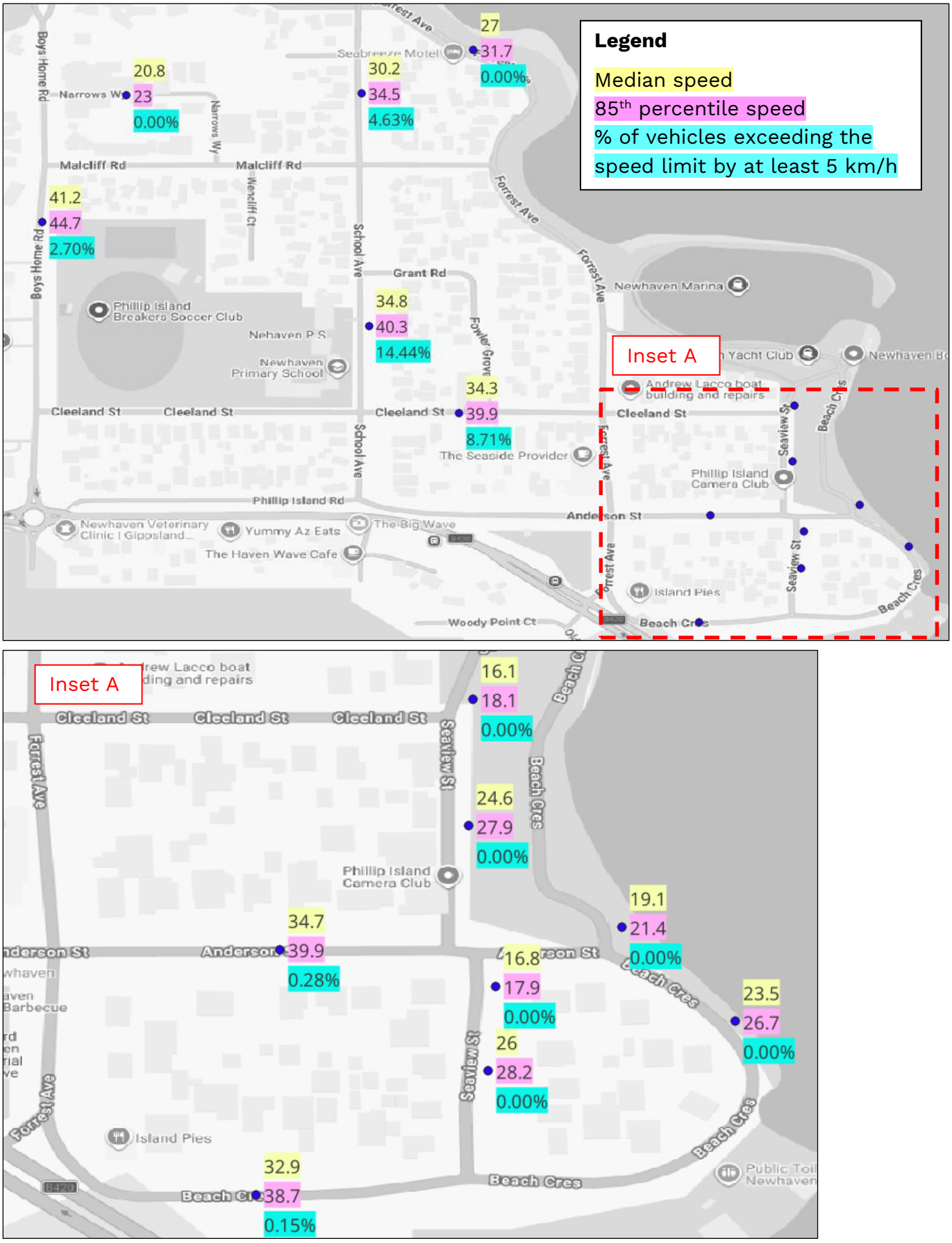


Figure 12: Vehicle speeds between 2/01/2026 to 8/01/2026

Most vehicles in Newhaven are obeying the speed limits. There were approximately 14 % on School Avenue near Newhaven Primary School and 9 % on Cleeland Street that exceeded the speed limit by at least 5 km/h. Upon a detailed review of the data at these two locations, vehicle speeds in both directions were similar and motorists are generally speeding during the day and reduce speed at night. Figure 13 and Figure 14 shows the vehicle speeds at each hour.

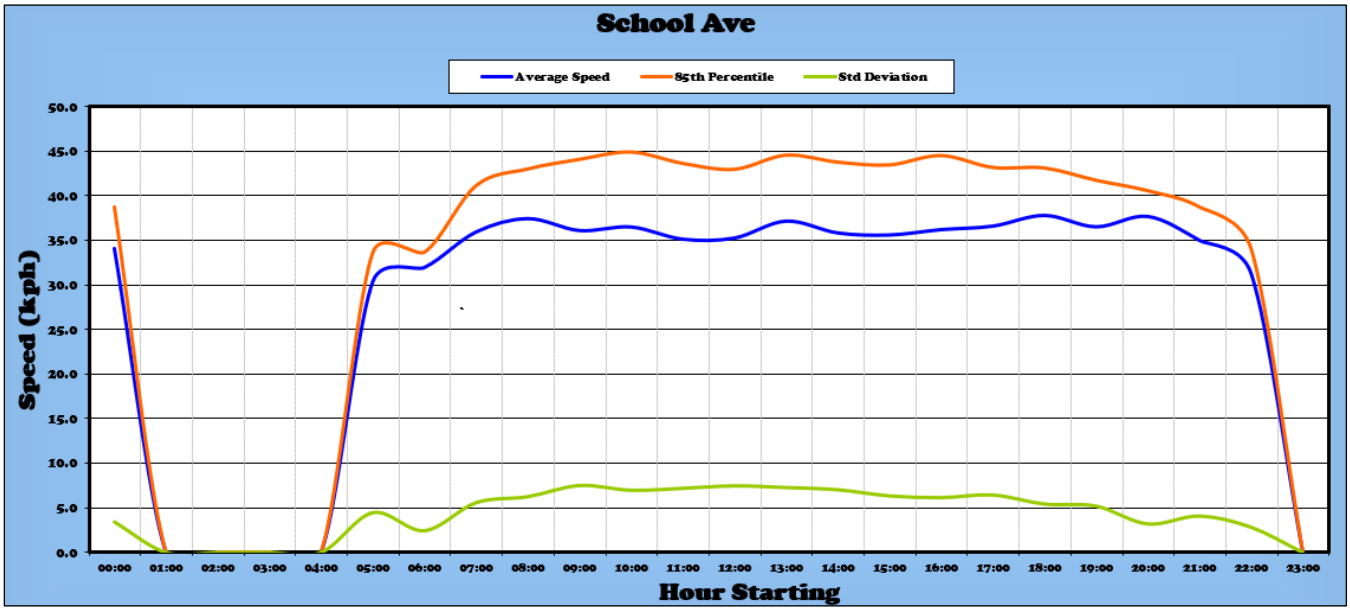


Figure 13: School Avenue, outside #23 (near Newhaven Primary School), vehicle speeds at each hour

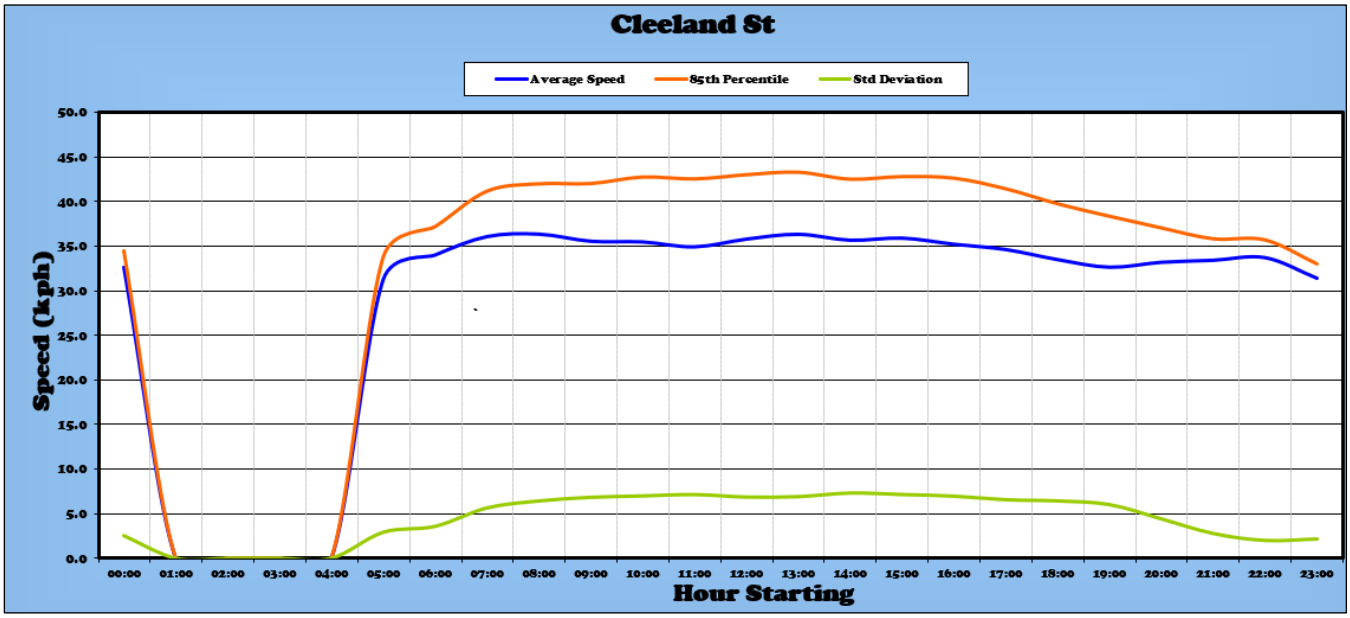


Figure 14: Cleeland Street, outside #24, vehicle speeds at each hour

Historical traffic speed data

The previous traffic surveys undertaken in Newhaven also recorded speed data. The median speeds from the previous surveys are shown in Figure 15.

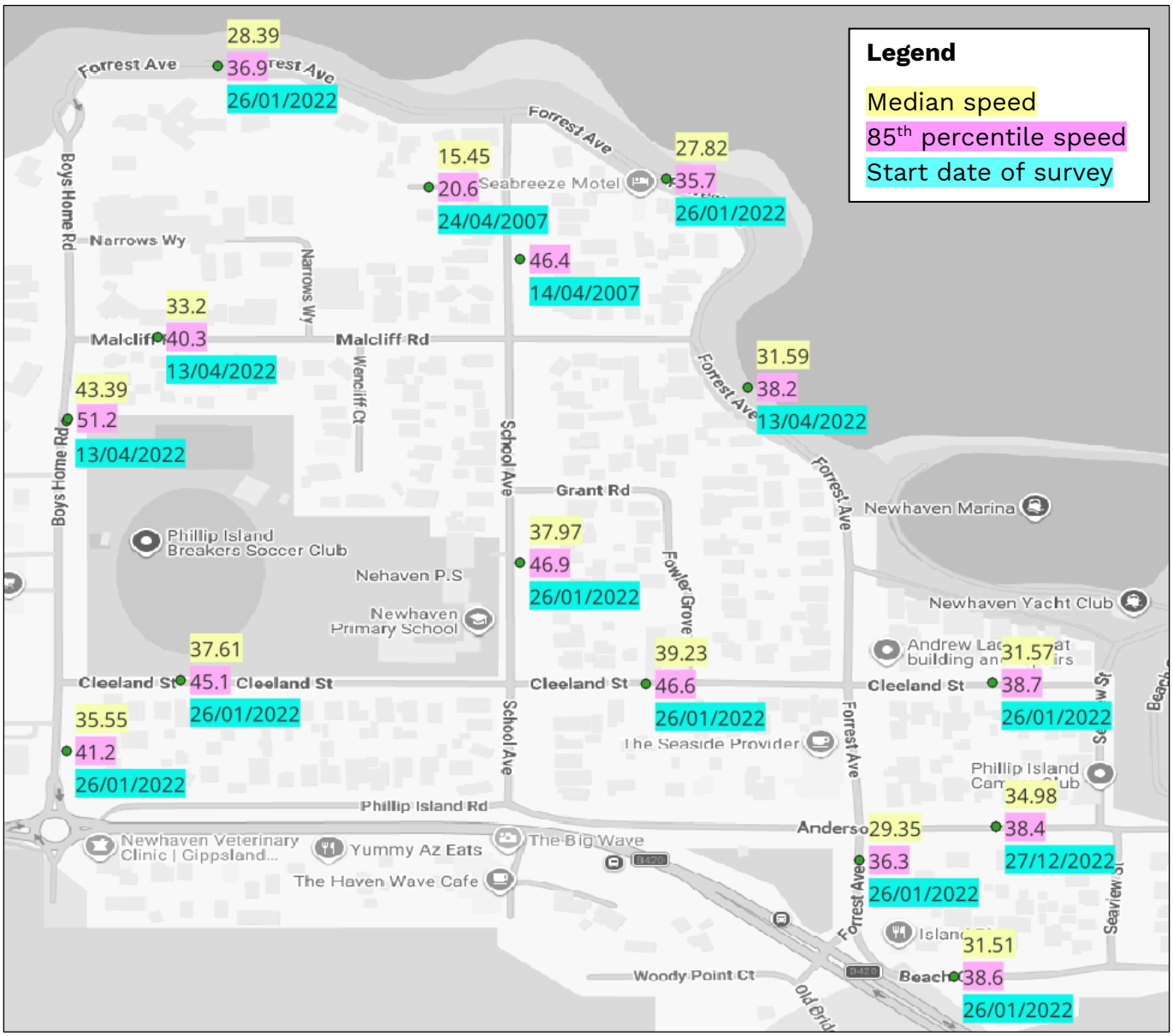


Figure 15: Historical median speed data

When comparing the historical speed data to the 2025/26 data, the vehicle speeds on most local roads in Newhaven have slightly decreased.

3.4 Car parking demand

No car parking surveys have been undertaken. Nearmap aerial imagery was reviewed from the following dates:

- Tuesday 25/02/2025
- Sunday 25/02/2024.

It is noted that it is not known what time of day the aerial images were taken on.

The following was observed:

Tuesday 25/02/2025 observations

- The industrial developments on the west side of Boys Home Road mostly contained their car parking demand on site. No vehicles were parked on the verges.



Figure 16: No vehicles were parked on the Boys Home Road verge on Tuesday 25/02/2025

— on-street car parking demand was relatively low, except for the angled car parks near the Forrest Avenue shops.



Figure 17: Minimal on-street car parking, except for near Forrest Avenue shops, on Tuesday 25/02/2025

Sunday 25/02/2024 observations

— all car and trailer parking spaces were occupied along Beach Crescent

— cars with boat trailers parked on both sides of Cleeland Street between Seaview Street and Forrest Avenue and Seaview Street between Cleeland Street and Anderson Street

— on-street car parking demand elsewhere was low.



Figure 18: High parking demand for cars with boat trailers, on Sunday 25/02/2024

3.5 Community concerns

Community correspondence request records from 2020 to 2026 relating to Newhaven transport infrastructure were reviewed. At a high-level, the general community request types are summarised in Table 3.

Table 3: General citizen request types relating to transport infrastructure

Request topic	No.	Summary of comments
Cyclists	1	— cyclists are riding on garden bed and are a danger to pedestrians
Footpath maintenance	10	— requests for general maintenance of footpaths — person has tripped on footpaths and injured themselves
Footpath safety	1	— cyclist crashed into an ebike on the Phillip Island shared path at a curve with poor sight lines
Footpaths - new	2	— requests for new footpaths
Parking	23	— parked vehicles (including buses and boats) restricting access to driveways — vehicles parked for long durations in front of residents' homes (including buses)

Request topic	No.	Summary of comments
		— vehicles (including buses) parked on nature strip / front garden and obstructs sight lines to oncoming traffic from driveways — car parking associated with businesses are not contained within the premises and overflow onto the streets. Many park on nature strips — cars without trailers park in the trailer parking near the boat ramp — request for additional accessible parking bay in front of medical centre — request to seal the Newhaven Reserve car park
Footpath amenity	7	— tables, chairs, and other furniture are blocking the Forrest Avenue footpath — location of a bike rack — more frequent mowing of Forrest Avenue nature strip — footpath is obstructed by items and goods for sale from a shop near Forrest Avenue and Anderson Street
Road safety	13	— unsafe driving being a danger to pedestrians — pedestrian and cars sharing the road is unsafe — a Bass Coast Shire car had a near miss with pedestrians — antisocial driving on Boys Home Road, Forrest Avenue — speeding on Forrest Avenue — unsafe at Cleeland Street and Forrest Avenue intersection — traffic congestion and safety issues with high volume of vehicles attempting to access Phillip Island Road — high traffic volume and speeds on roads are unsafe — motorists failing to give way at Forrest Avenue and Beach Crescent intersection
Road maintenance	20	— general road maintenance requests — person has slipped on muddy road — water pooling on road — private crossover has been damaged and requested that Council repair it
Signs - new	7	— requests for road signage
Signs maintenance	11	— trees obscuring signs — reporting damaged or knocked signs
Speed	4	— concerned about vehicle speed on Forrest Avenue, Anderson Street, or Newhaven in general
Trees growing into footpaths/road	20	— vegetation, foliage, fallen trees, branches, etc are encroaching or overhanging roads and pedestrian paths

In addition to general community enquires with Bass Coast Shire Council, the Newhaven Resident Group have provided letters raising concerns and requested that the speed limits on the roads be reduced to 20 km/h. The issues are summarised in Table 4.

Table 4: Newhaven Resident Group, summary of issues and requests

Issue raised	Requested improvements
Forrest Avenue and Boys Home Road There have been near misses and crashes on Forrest Avenue and Boys Home Road. Newhaven has many vulnerable road users, particularly pedestrians and cyclists.	Reduce the speed limits to 20 km/h.
Forrest Avenue Pedestrian conflict points along Forrest Avenue without crossing facilities at: — near Phillip Island Road. Pedestrians walk between the Island Pies store and Grayden Reserve — north of Anderson Street. People park on the east side and cross the road to access shops on the west side — between Cleeland Street and Boys Home Road. Narrow winding road with pedestrians, cyclists and vehicles. No line marking or footpaths.	Reduce the speed limits to 20 km/h.
Multiple roads There are no footpaths or sections without footpaths on the following roads with high pedestrian demand: — Anderson Street — Cleeland Street — School Avenue — Malcliff Road — Seaview Street — Beach Crescent — Fowler Grove — Wencliff Court — Grant Street — McNair Street.	Reduce the speed limit to 20 km/h.
Boys Home Road Motorists are speeding on the straight road length. There is a mix of industrial, recreational, and residential development. Crashes have occurred and animals have been hit. The northern	Reduce the speed limit to 20 km/h.

Issue raised	Requested improvements
intersection with Forrest Avenue is dangerous. No pedestrian crossings between the industrial and recreational facilities.	

4 Conclusion

Bass Coast Shire Council will be undertaking a LATM study in Newhaven.

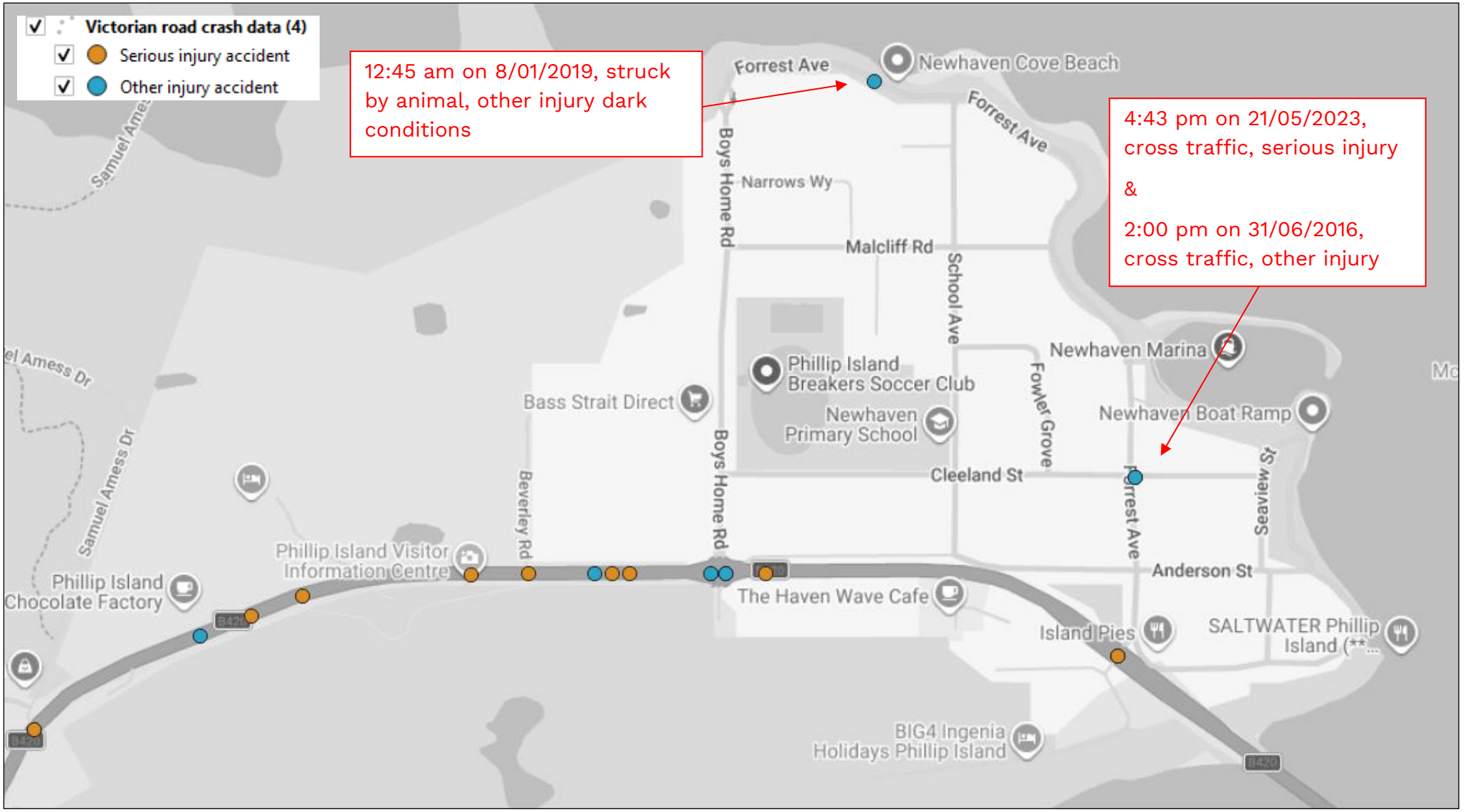
The existing conditions of Newhaven was investigated, and the key findings include the following:

- 3 crashes have occurred on the local streets within the Newhaven study area within the past 10 years of available data
- there were approximately 500 vehicles per day on Boys Home Road, Cleeland Street, Anderson Street, and Beach Crescent
- approximately 10 % of vehicles on Anderson Street near Seaview Street and Beach Crescent and Seaview Street near Cleeland Street are class 2 and 3 vehicles. These vehicles are likely cars with boat trailers associated with the Newhaven Yacht club and boat ramp
- approximately 14 % of motorists on School Avenue, near Newhaven Primary School, and 9 % on Cleeland Street, east of Newhaven Primary School, exceeded the speed limit by at least 5 km/h. Motorists are typically travelling faster during the day and slow at night
- when comparing historical traffic data to the recent traffic surveys undertaken in 2025/26, the data shows that:
    - traffic volumes have slightly increased in Newhaven but are still well within the typical range of traffic volume on local streets
    - vehicle speeds on most local roads in Newhaven have slightly decreased
- no car parking surveys have been undertaken. Review of 2 aerial satellite images in February shows that:
    - on a Tuesday, on-site car parking at the industrial developments on the west side of Boys Home Road has mostly contained their car parking demand
    - on a Sunday, the demand for car and trailer parking spaces exceeded the supply on Beach Crescent. Cars with boat trailers were parked on Cleeland Street between Seaview Street and Forrest Avenue
- the general community requests to Bass Coast Shire Council were primarily associated with the following:
    - footpath and road maintenance
    - parking
    - footpath amenity
    - road safety
    - requests for new road signs

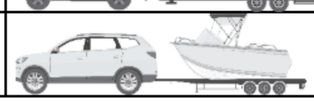
    - road sign maintenance
    - trees growing into footpaths and roads.
- the Newhaven Resident Group provided a letter that requests reducing the speed limit on most roads in Newhaven to 20 km/h. Issues raised in the letter include the following:
    - near misses and crashes on Forrest Avenue and Boys Home Road
    - pedestrians are crossing Forrest Avenue and lack a crossing facility
    - many roads do not have footpaths, resulting in pedestrians, cyclists, and vehicles sharing the road
    - motorists are speeding on Boys Home Road and pedestrians want to cross the road.

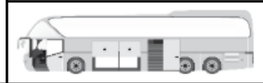
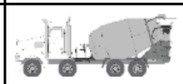
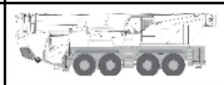
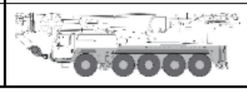
Following this investigation of the existing conditions, community consultation will be undertaken to provide the community an opportunity to raise issues in Newhaven which will inform future transport infrastructure projects.

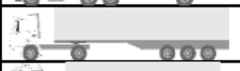
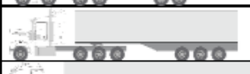
Appendix 1 – Crash diagram

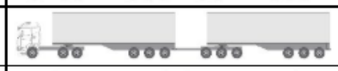
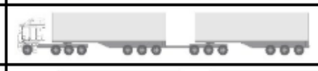

Victorian road crash data (4)
Serious injury accident
Other injury accident
12:45 am on 8/01/2019, struck by animal, other injury dark conditions
4:43 pm on 21/05/2023, cross traffic, serious injury
&
2:00 pm on 31/06/2016, cross traffic, other injury
Forrest Ave
Newhaven Cove Beach
Narrows Wy
Boys Home Rd
Malcliff Rd
School Ave
Fowler Grove
Newhaven Marina
Phillip Island Breakers Soccer Club
Bass Strait Direct
Newhaven Primary School
Newhaven Boat Ramp
Cleeland St
Seaview St
Beverley Rd
Samuel Amess Dr
Phillip Island Visitor Information Centre
Anderson St
Phillip Island Chocolate Factory
The Haven Wave Cafe
Island Pies
SALTWATER Phillip Island
BIG4 Ingenia Holidays Phillip Island
B420

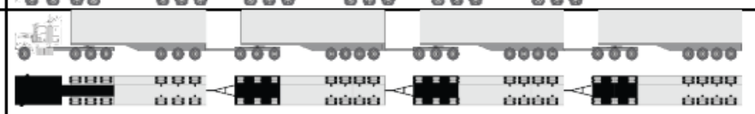
Appendix 2 – Austroads vehicle classification scheme

Level 1		Level 2		Level 3			Level 4			
Axle length (indicative)	Classification by vehicle length	Axles and axle groups		Vehicle type	Level 3 classification		Traveller type	Level 4 classification		
Type		Axle	Groups	Description	Class	Parameters	Description	Class	Characteristics	
		LIGHT VEHICLES								
Short Up to 5.5m	Class 1 (Short) length < 6m	2	1 or 2	Short Sedan, wagon, 4WD, utility, light van, bicycle, motorcycle, etc.	1	d1 ≤ 3.25 m Short and axles = 2	1994 Class 1	100	As per 1994 scheme except 3.25 m	
							Bicycle, e-Bike	101	Axles = 2, 0 m < d1 ≤ 1.18 m OR 0 m < d1 ≤ 2.1 m See Note #1	
							Powered motorcycles, tricycles, quadricycles	102	Axles = 2, 1.18 m < d1 ≤ 1.8 m	
							Sedan, wagon	103	Use non-axle technologies to distinguish between these Level 4 classes (e.g. ANPR, Video + AI, etc) If axle detection used, put counts in Class 100. See Note #2	
							SUV	104		
							4WD	105		
							Light Van	106		
		>2	3	Short – towing trailer, caravan, boat, etc.	2	Groups = 3, 2.1 m ≤ d1 ≤ 3.25 m d2 ≥ 2.1 m, and axles > 2	1994 Class 2	200	As per 1994 scheme except 3.25 m	
							Short + 1 axle trailer	201	Groups = 3, axles = 3	
							Short + 2 axle trailer	202	Groups = 3, axles = 4	
							Short + 3+ axle trailer	203	Groups = 3, axles = 5+	

Level 1		Level 2		Level 3			Level 4			
Axle length (indicative) Type	Classification by vehicle length	Axles and axle groups Axle	Groups	Vehicle type Description	Level 3 classification Class	Parameters	Traveller type Description	Level 4 classification Class	Characteristics	
HEAVY VEHICLES										
Medium 5.5 m to 14.5 m	Class 2 (Medium) 6m ≤ length < 13m	2	2	Two axle rigid truck or bus	3	d1 > 3.25 m and axles = 2	1994 Class 3	300	As per 1994 scheme except 3.25 m	
							2 axle rigid truck	301	Use non-axle technologies to distinguish between these Level 4 classes (e.g. ANPR, Video + AI, etc) If axle detection used, put counts in Class 300. See Note #2	
							2 axle rigid bus	302		
		3	2	Three axle rigid truck or bus	4	Axles = 3 and groups = 2	1994 Class 4	400	As per 1994 scheme	
							3 axle rigid truck	401	Use non-axle technologies to distinguish between these Level 4 classes (e.g. ANPR, Video + AI, etc) If axle detection used, put counts in Class 400. See Note #2	
							3 axle rigid bus	402		
		> 3	2	More than 3 axle rigid truck, bus or crane	5	Axles > 3 and groups = 2	1994 Class 5	500	As per 1994 scheme	
							Short 4 axle, 2 group rigid truck	501	Axles = 4, groups = 2, 2.85 m < g1 ≤ 3.35 m	
							Medium 4 axle, 2 group rigid truck (inc 4 axle concrete truck)	502	Axles 2-2, 3.35 m < g1 ≤ 3.85 m	
							Long 4 axle, 2 group rigid truck or 4 axle, 2 group rigid bus	503	Axles = 4, groups = 2, 3.85 m < g1	
							5 axle concrete truck	504	Axles = 5, groups = 2 Use non-axle technology to extract from 505. See Note #2	
							≥5 axle, 2 group rigid truck	505	Axles > 4, groups = 2	
							4 axle crane	506	Axles 2-2 g1 ≤ 2.85 m	
							5 axle crane	507	Axles 1-4	

Level 1		Level 2		Level 3			Level 4			
Axle length (indicative) Type	Classification by vehicle length	Axles and axle groups		Vehicle type	Level 3 classification		Traveller type	Level 4 classification		
		Axle	Groups	Description	Class	Parameters	Description	Class	Characteristics	
Long 11.5 m to 19.0 m	Class 3 (Long) 13m ≤ length < 21m	3	3	Three axle articulated or rigid vehicle and trailer	6	d1 > 3.25 m, axles = 3 and groups = 3	1994 Class 6	600	As per 1994 scheme	
							2 axle rigid truck + 1 axle pig	601	Axles 1-1-1 d1 ≤ 4.0 m, d2 < 7.0 m	
							3 axle semi	602	Axles 1-1-1 7.0 m ≤ d2	
							3 axle articulated bus	603	Axles 1-1-1 4.0 m < d1, d2 < 7.0 m	
		4	> 2	Four axle articulated or rigid vehicle and trailer	7	g2 ≤ 2.1 m, 2.1 m ≤ g1 ≤ 3.25 m, axles = 4 and groups > 2	1994 Class 7	700	As per 1994 scheme	
							2 axle rigid truck + 2 axle pig or 4 axle semi, single drive	701	Axles 1-1-2	
							3 axle rigid truck + 1 axle pig	702	Axles 1-2-1	
							2 axle rigid truck + 2 axle trailer	703	Axles 1-1-1-1	
							4 axle semi, single drive	704	Axles 2-1-1	
		5	>2	Five axle articulated or rigid vehicle and trailer	8	g1 > 3.25 m, Axles = 5 and groups > 2	1994 Class 8	800	As per 1994 scheme	
							3 axle rigid truck + 2 axle pig	801	Axles 1-2-2	
							5 axle rigid truck and trailer	802	Axles 1-2-1-1	
							5-axle semi, single drive	803	Axles 1-1-3	
							5 axle semi, tandem drive	804	Axles 1-2-2	
		6 >6	>2 3	Six axle (or more) articulated or rigid vehicle and trailer	9	Axle = 6 and groups > 2 or axles > 6 and groups = 3 Axles in a group up to 2.5m apart. See Note #3	1994 Class 9	900	As per 1994 scheme except 2.5m grouping	
							6 axle semi, tandem drive	901	Axles 1-2-3 Use non-axle technology to distinguish between 901 and 902. See Note #2	
							3 axle rigid truck + 3 axle pig	902		
							3 axle rigid truck + 3 axle dog	903	Axles 1-2-1-2	
							4 axle rigid truck + 2 axle pig	904	Axles 2-2-2	
							7 axle semi, tri drive	905	Axles 1-3-3	
							7 axle semi, tandem drive	906	Axles 1-2-4	
							4 axle rigid truck + 3 axle pig	907	Axles 2-2-3	
							4 axle rigid truck + 4 axle pig	908	Axles 2-2-4	
							8 axle semi, tri-drive	909	Axles 1-3-4	
							Twin steer 7 axle semi	910	Axles 2-2-3	

Level 1		Level 2		Level 3			Level 4			
Axle length (indicative) Type	Classification by vehicle length	Axles and axle groups Axle	Groups	Vehicle type Description	Level 3 classification Class	Parameters	Traveller type Description	Level 4 classification Class	Characteristics	
Medium combination 17.5 m to 36.5 m	Class 4 (combination) length ≥ 21m	> 6	4	B' Double or heavy truck trailer	10	Groups = 4 and axles > 6 Axles in a group up to 2.5m apart. See Note #3	1994 Class 10	1000	As per 1994 scheme except 2.5m grouping	
							4 axle rigid truck + 3-axle dog	1001	Axles 2-2-1-2	
							3 axle rigid truck + 4 axle dog	1002	Axles 1-2-2-2 (and not Class 1003)	
							6x4 low loader	1003	Axles 1-2-2-2 g2 ≥ 7 m & g3 < 4 m	
							3 axle rigid truck + quin dog	1004	Axles 1-2-2-3	
							4 axle rigid truck + 4 axle dog	1005	Axles 2-2-2-2	
							3 axle truck Tri-tandem B-double	1006	Axles 1-2-3-2	
							4 axle rigid truck and 5 axle dog trailer	1007	Axles 2-2-2-3	
							3 axle truck Tri-tri B-double	1008	Axles 1-2-3-3	
							4 axle truck Tri-tri B-double	1009	Axles 2-2-3-3	
							3 axle truck Quad-tri B-double	1010	Axles 1-2-4-3	
							3 axle truck Quad-quad B-double	1011	Axles 1-2-4-4	
							4 axle truck Twin steer quad-quad B-double	1012	Axles 2-2-4-4	
		> 6	5 or 6	Double road train or heavy truck and trailers	11	Groups = 5 or 6 and axles > 6 Axles in a group up to 2.5m apart. See Note #3	1994 Class 11	1100	As per 1994 scheme except 2.5m grouping	
							3 axle truck A-double tandem dolly	1101	Axles 1-2-3-2-3	
							3 axle truck A-double tri-axle dolly	1102	Axles 1-2-3-3-3	
							3-axle truck Pocket road train	1103	Axles 1-2-2-2-2	
							3 axle truck A-double tri-axle groups	1104	Axles 1-3-3-3-3	
							4 axle truck A-double tri-axle groups	1105	Axles 2-2-3-3-3	
							3 axle truck AB-triple	1106	Axles 1-2-3-3-3-3	
							3 axle truck B-triple	1107	Axles 1-2-3-2-2	
							4 axle truck AB-triple	1108	Axles 2-2-3-3-3-3	
							8x6 AB-triple	1109	Axles 1-3-3-3-3-3	
							6x4 AB-triple tandem dolly	1110	Axles 1-2-3-2-3-3	

Level 1		Level 2		Level 3			Level 4			
Axle length (indicative)	Classification by vehicle length	Axles and axle groups		Vehicle type	Level 3 classification		Traveller type	Level 4 classification		
Type		Axle	Groups	Description	Class	Parameters	Description	Class	Characteristics	
Long combination over 33 m		> 6	> 6	Triple road train or heavy truck and three trailers	12	Groups > 6 and axles > 6 Axles in a group up to 2.5m apart. See Note #3	1994 Class 12	1200	As per 1994 scheme except 2.5m grouping	
							8x6 super quad road train	1201	Axles 1-3-3-3-3-3-3-3	
							8x6 AAB-quad road train	1202	Axles 1-3-3-3-3-3-3	
							6x4 triple road train tandem dollies	1203	Axles 1-2-3-2-3-2-3	
							8x6 triple road train tri-axle dollies	1204	Axles 1-2-3-3-3-3-3	
							8x6 triple road train tri-axle dollies	1205	Axles 1-3-3-3-3-3-3	
							6x4 AAB-quad road train	1206	Axles 1-2-3-3-3-3-3-3	
							10x6 quad-axle triple road train	1207	Axles 2-3-4-3-4-3-4	
							10x6 AAB-tri road train	1208	Axles 2-3-3-3-3-3-3-3	
							8x4 triple road train	1209	Axles 2-2-3-3-3-3-3	
							8x6 quad-axle super quad road train	1210	Axles 1-3-3-3-4-3-4-3-4	
Unmatched	N/A	Any	Any	Vehicles which do not fit into any of the above	19	Vehicles which do not fit into any of the above	Unmatched	1900	Data for each object in "Per Object" data	
Non-road Travellers	N/A	NON-ROAD TRAVELLERS								
		N/A	N/A	Not covered by Austroads 1994	20	N/A	Non-road travellers	2000	Used where insufficient measurements for classification.	
							Pedestrians	2001	Length=0.3-1.1 m, Width=0.3-0.6 m, Height=0.7-2.0 m, 85% Speed = 1-10 km/h OR Video + AI	
							Skater, skateboard, segway	2002	Length=0.3-1.1 m, Width=0.3-0.6 m, Height=0.7-2.0 m, 85% Speed > 10 km/h OR Video + AI	
							Scooters, e-Scooters	2003	Length=0.7-1.25 m, Width=0.3-0.6 m, Height=0.7-2.0 m, 85% Speed = 1-25 km/h OR Video + AI	
							Mobility scooters, wheelchairs	2004	Length=1.1-1.8 m, Width=0.5-1.0 m, Height=1.0-1.8 m 85% Speed = 1-16 km/h OR Video + AI	
							Animals (horses, dogs, etc)	2005	Length=0.2-0.7 m, Width=0.1-0.6 m, Height=0.3-1.0 m OR Video + AI	