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Traffic Impact Assessment Report

16-21 Cusack Place, Yass

Proposed Residential Development

10/11/2021

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Document Control

Revision	Date	Reference	Approved By	
Draft	03/09/2021	21-0159	HM	-
Final	10/11/2021	21-0259	HM	-

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Executive Summary

Quantum Traffic have been engaged by Catalyze Property Consulting to undertake a Traffic Impact Assessment for the proposed residential development at 16-21 Cusack Place, Yass. This report summarises the various traffic engineering and transport planning assessments undertaken in relation to the proposed development.

The subject site is located approximately 2.5km southeast of Yass and comprises lot 1 of plan DP1007355 and lots 2-4 of plan DP1185025. The site has an area of approximately 43ha and is currently zoned as R5: Large Lot Residential. Under the existing conditions, vehicular access to the subject site is possible via one (1) 'farm gate' on Wee Jasper Road (approximately 85m from the south boundary of the site) and three (3) adjacent accesses at the head of the Cusack Place cul-de-sac.

The subject site is isolated from the existing active travel and public transport networks.

Wee Jasper Road was observed to carry in the order of 836 vehicles per day (including up to 81 vehicles per hour) on the average weekday. A significant speed differential was noted between northbound and southbound vehicles on Wee Jasper Road. This is due to a combination of northbound vehicles exceeding the new 80km/h speed limit and southbound vehicles accelerating after leaving the 50km/h speed limit located to the north of the subject site.

A review of the publicly available crash data identified a single reported crash in the vicinity of the subject site in the five (5) years to 31 December 2019. No particular road safety issues were identified, in the vicinity of the subject site, as a result of the historical crash data.

This analysis assumes that the proposed development comprises a total of 300 residential dwellings. On this basis, the proposed development is expected to generate in the order of 2,200 vehicle trips per day, including up to 234 vehicle trips per hour, on a typical weekday.

Vehicle access to the development is proposed at three (3) locations: via an extension of Cusack Place across the south boundary of the site, via a new intersection on Wee Jasper Road on the west boundary of the site and via a new connection to the Mary Reed Estate across the north boundary of the site. This arrangement will assist in the distribution of traffic demands associated with the proposed development and will provide a level of redundancy to the local road network.

The new intersection on Wee Jasper Road is recommended to be located either less than 15m north, or more than 210m north of the south boundary of the subject site. Outside of these locations there is insufficient sight distance available to support a new intersection.

The anticipated traffic volumes do not warrant the construction of dedicated turn lanes in either direction. On this basis, basic turn treatments (localised pavement widening) are recommended on Wee Jasper Road as part of the intersection construction works.

Table of Contents

1 Introduction 1

2 Existing Conditions 1

2.1 Subject Site 1
2.2 Active Travel Network 3
2.3 Public Transport Network 4
2.4 Road Network 6

3 Proposed Development 10

3.1 Traffic Demands 10
3.2 Site Access 13

4 Conclusions 19

Appendices

Appendix A: Existing Traffic Conditions

Figures

Figure 1: Locality Plan (source: NSW Legislation) 1
Figure 2: Aerial Image (source: Google Maps) 2
Figure 3: Existing Property Access via Wee Jasper Road 2
Figure 4: Existing Property Access via Cusack Place 3
Figure 5: Existing Active Travel Infrastructure (source: Google Maps) 4
Figure 6: Public Transport Network (source: Transborder Express) 5
Figure 7: Photographs of Cusack Place 6
Figure 8: Photographs of Gums Lane 7
Figure 9: Photographs of Wee Jasper Road 7
Figure 10: Observed Traffic Volume Profile – Wee Jasper Road – Average Weekday 8
Figure 11: Historical Crash Data (01/01/2015 to 31/12/2019) 9
Figure 12: Proposed Development – Traffic Concept Plan 10
Figure 13: Observed Traffic Generation Profile – Low-Density Residential 11
Figure 14: Workplace Distribution of Yass SA2 Residents who travel by Car 12
Figure 15: Impact of Crest on Sight Distance (view south) 14
Figure 16: Impact of Trees on Sight Distance (view north) 15
Figure 17: Wee Jasper Road Vehicle Access – Suitable Sight Distance for Intersection 16
Figure 18: Turn Lane Warrants – Future Intersection on Wee Jasper Road 17
Figure 19: Rural Basic Turn Treatments (source: AGTM06-20) 18

Tables

Table 1: Observed Traffic Conditions – Wee Jasper Road 8
Table 2: Traffic Generation Rates – Low-Density Residential 11
Table 3: Observed Directional Traffic Distribution – Low-Density Residential 12
Table 4: Adopted Spatial Traffic Distribution – Proposed Residential Development 13
Table 5: Estimated Traffic Demands – Proposed Residential Development 13

1 Introduction

Quantum Traffic have been engaged by Catalyze Property Consulting to undertake a Traffic Impact Assessment (TIA) in relation to a proposed residential development at 16-21 Cusack Place, Yass. This report summarises the various traffic engineering and transport planning assessments undertaken in relation to the proposed development.

2 Existing Conditions

2.1 Subject Site

The subject site is located approximately 2.5km southeast of Yass and comprises lot 1 of plan DP1007355 and lots 2-4 of plan DP1185025. The site has an area of approximately 43ha and is currently zoned as R5: Large Lot Residential, as shown at Figure 1 below. Land uses surrounding the site are predominantly residential, with R5: Large-Lot Residential to the south and east, R1: General Residential to the north and undeveloped farmland to the west.

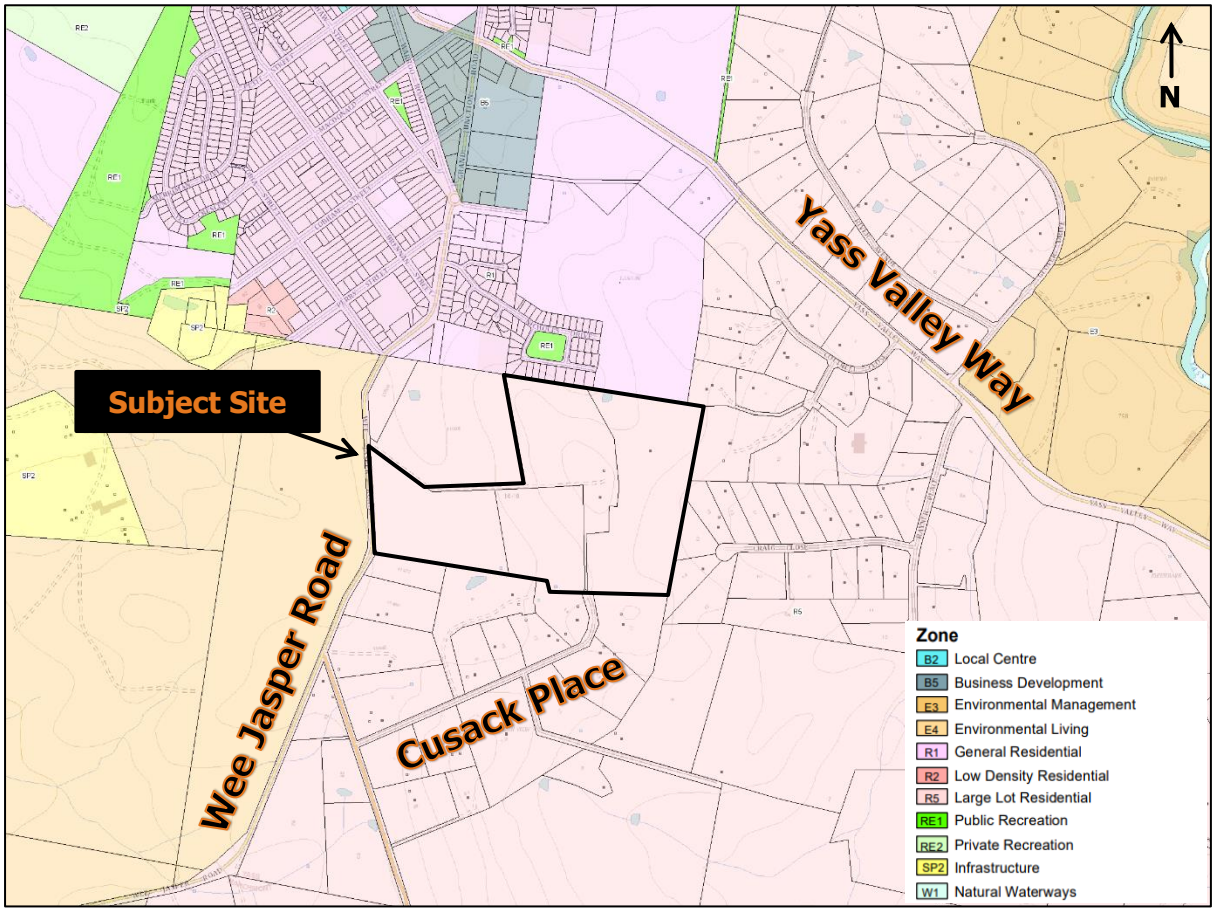


Figure 1: Locality Plan (source: NSW Legislation)

The bulk of the site currently comprises undeveloped farmland, with two (2) detached dwellings located in the eastern portion of the site. Figure 2 below presents an aerial photograph of the subject site.

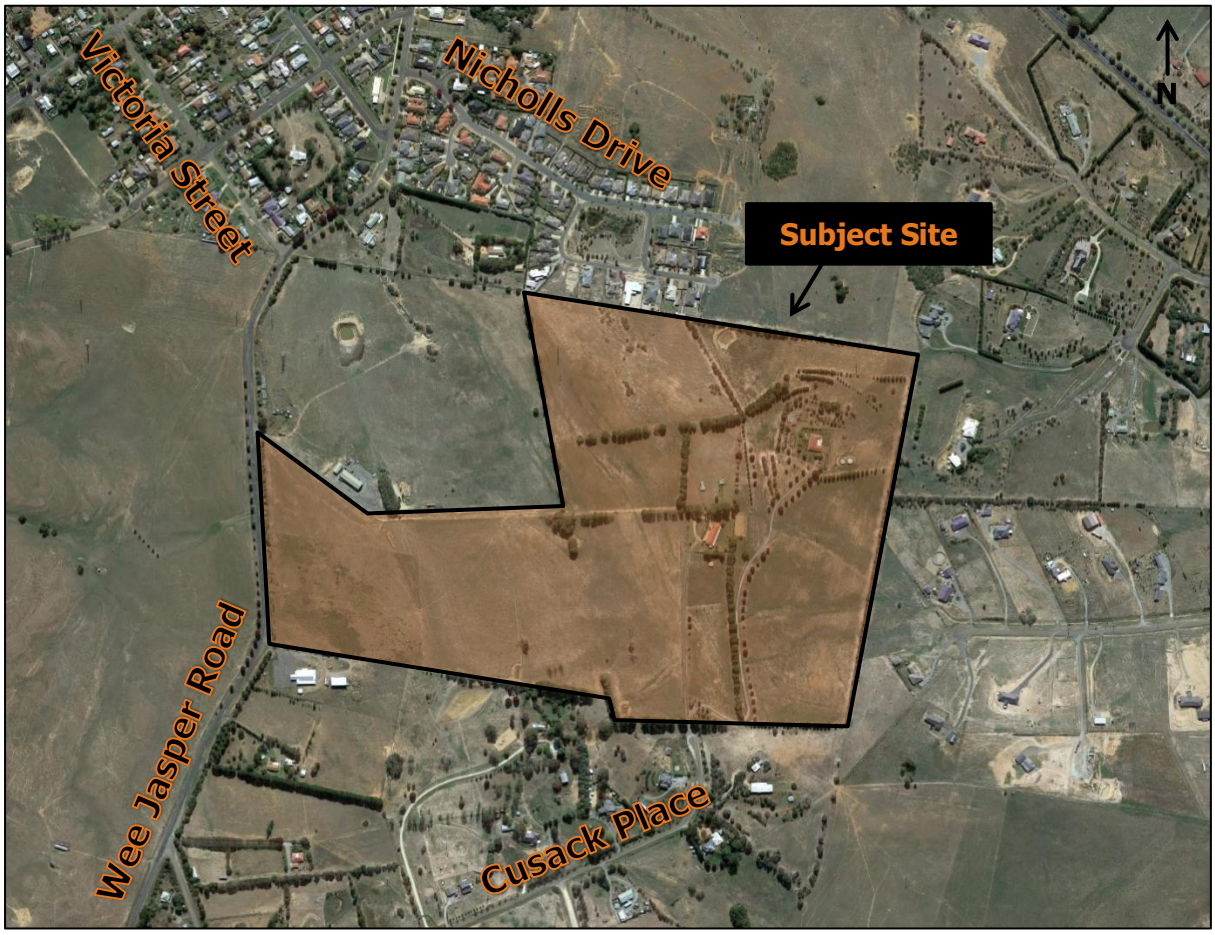


Figure 2: Aerial Image (source: Google Maps)

Under the existing conditions, vehicular access to the subject site is possible via one (1) 'farm gate' on Wee Jasper Road (approximately 85m from the south boundary of the site) and three (3) adjacent accesses at the head of the Cusack Place cul-de-sac, as shown, respectively, at Figure 3 and Figure 4 below.

Figure 3: Existing Property Access via Wee Jasper Road

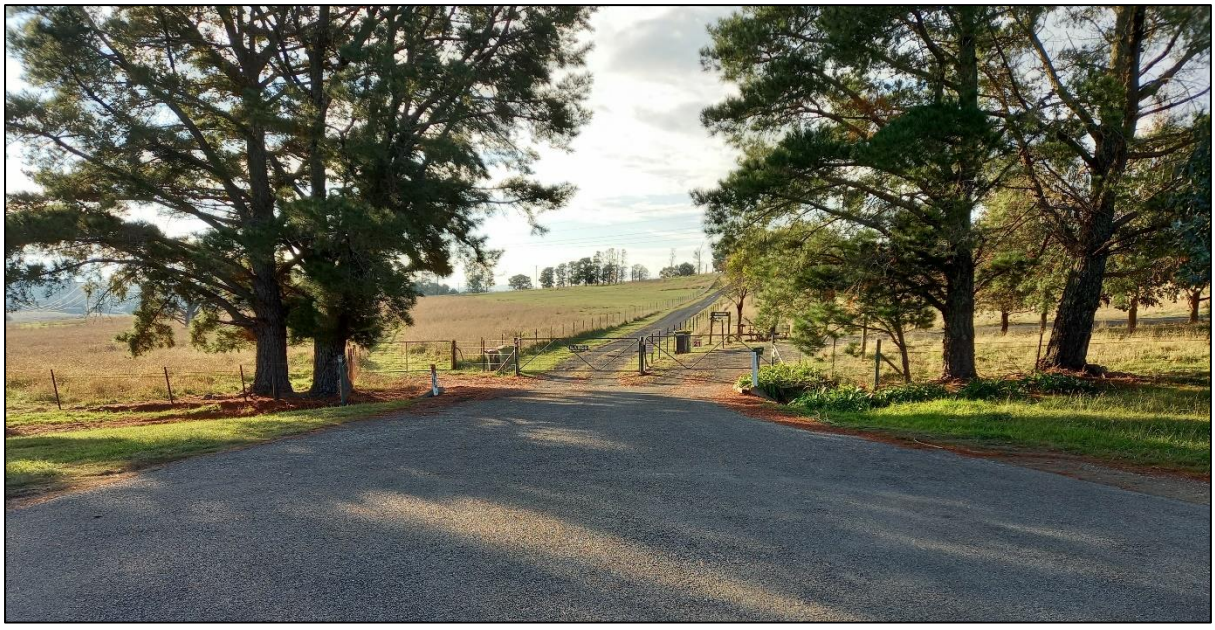


Figure 4: Existing Property Access via Cusack Place

2.2 Active Travel Network

There is no existing active travel infrastructure along the frontages of the subject site to Cusack Place or Wee Jasper Road. This is not uncommon for the surrounding area, with pedestrians and cyclists expected to share the roadway on many residential streets throughout Yass. While this may generally be appropriate for able-bodied adults, given the low vehicular traffic volumes, it presents a significant barrier to young, elderly and disabled members of the community.

The nearest formal active travel infrastructure, to the subject site, is the network of 1.8m wide footpaths along much of Nicholls Drive and the Mary Reed Estate to the north of the site. Also of note is the 2.0m wide concrete shared path, located on the west side of Grand Junction Road (the extension of Wee Jasper Road to the north), to the north of Nicholls Drive. This shared path provides a connection to the broader Yass active travel network.

Figure 5 below presents the existing active travel infrastructure in the vicinity of the subject site.

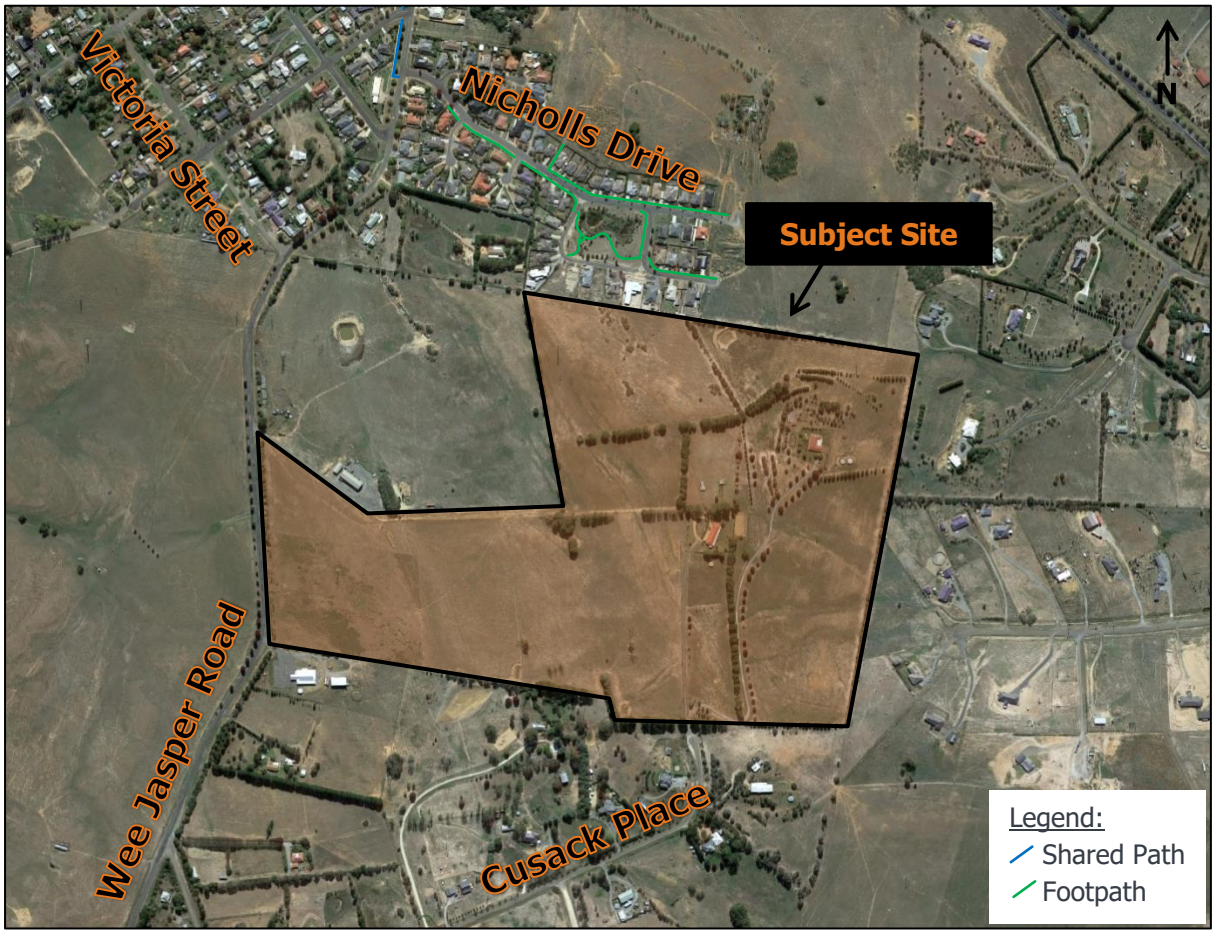


Figure 5: Existing Active Travel Infrastructure (source: Google Maps)

2.3 Public Transport Network

There are no public transport routes with stops located within close walking distance of the subject site. The following two (2) bus routes serve the 'Yass (Grand Junction Rd)' and 'Yass (MacDonald St) stops, labelled 'D' at Figure 6 below. These stops are located on Yass Valley Way, approximately 1.3km north of the subject site:

- Route 842, and
- Route 843.

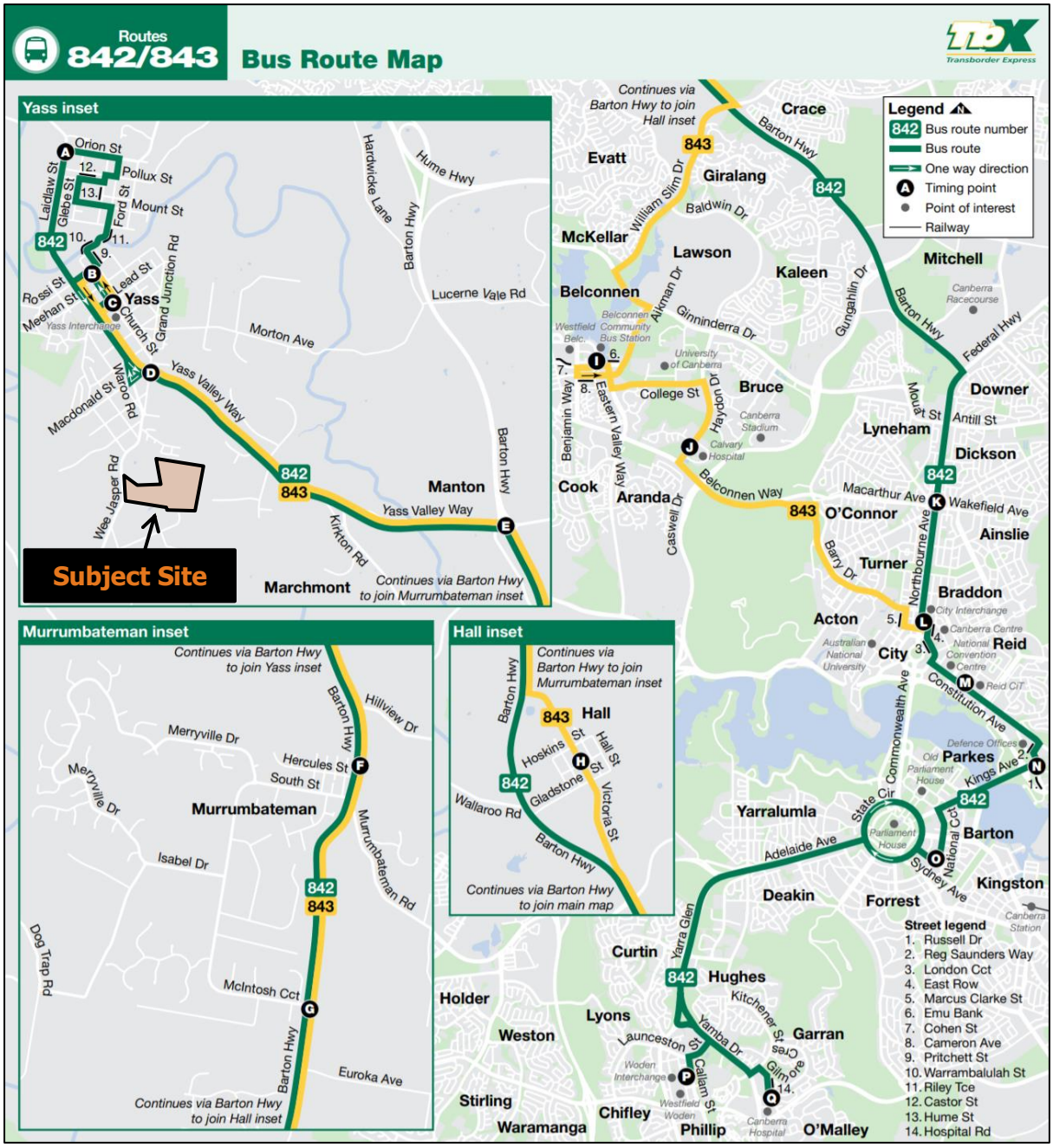


Figure 6: Public Transport Network (source: Transborder Express)

Route 842 services operate between Yass and Canberra Hospital via Murrumbateman, Canberra City (Civic), Reid, Russell, Barton and Woden. On a typical weekday, trips between Yass and Canberra Hospital are served by two (2) services during the morning peak and one service during the evening peak. Trips from Canberra Hospital to Yass, are served by three (3) services during the evening peak.

Route 843 services operate between Yass and Canberra City (Civic) via Murrumbateman, Hall and Belconnen. On a typical weekday, a single service operates in each direction, towards Canberra City in the morning and returning to Yass in the mid-afternoon.

2.4 Road Network

Cusack Place is a local road which extends approximately 900m from Gums Lane in the southwest to a cul-de-sac in the northeast. Along its length, Cusack Place comprises a sealed 6.0m wide carriageway, located centrally within an approximately 21m wide road reserve. The unmarked carriageway supports vehicular traffic in both directions. On-street parking, while not prohibited, is rare due to the availability of off-street parking on the large adjacent blocks. Cusack Place is subject to the rural default speed limit of 100km/h. No pedestrian facilities or street lighting are provided along the length of Cusack Place.

Figure 7 below, presents photographs of Cusack Place.

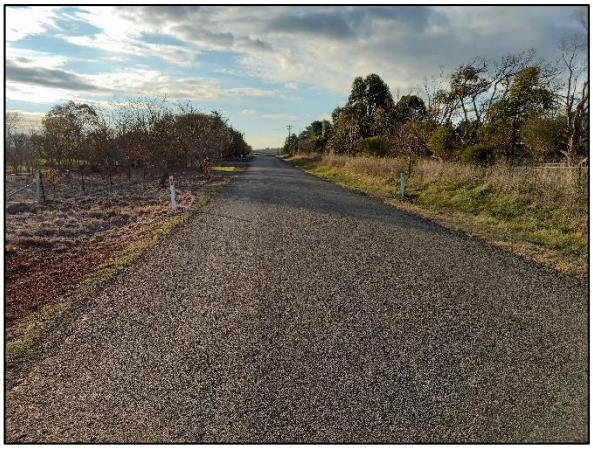
(a) View southwest *(a) View northeast*

Figure 7: Photographs of Cusack Place

Gums Lane is a local road which extends approximately 10.0km from Wee Jasper Road in the northwest to Longrail Gully Road in the southeast. For the first 1.2km from Wee Jasper Road, Gums Lane comprises a sealed 6.0m wide carriageway, located centrally within an approximately 21m wide road reserve. The remaining length of Gums Lane comprises an unsealed carriageway of approximately 5.5m width. Both the sealed and unsealed sections of Gums Lane support vehicular traffic in both directions. The carriageway is generally unmarked, with the exception of a double barrier centreline in the vicinity of Wee Jasper Road. On-street parking, while not prohibited, is rare due to the availability of off-street parking on the large adjacent blocks. Gums Lane is subject to a posted 80km/h speed limit. No pedestrian facilities or street lighting are provided along the length of Gums Lane.

Figure 8 below, presents photographs of Gums Lane, taken between Cusack Place and Wee Jasper Road.

(a) View southeast



(a) View northwest

Figure 8: Photographs of Gums Lane

Nicholls Drive is a local road which currently extends approximately 550m from Grand Junction Road in the west, to a temporary end in the east. Along its length, Nicholls Drive comprises a single carriageway of approximately 10.8m width, which supports a single kerbside parking lane and a single traffic lane in each direction. Nicholls Drive is subject to the urban default speed limit of 50km/h. Street lighting is provided along the length of Nicholls Drive. A pedestrian path is generally provided on one side of the roadway.

Wee Jasper Road is a classified regional road which extends from Green Street / Victoria Street, Yass in the northeast to Snowy Mountains Highway, Tumut in the southwest. In the vicinity of the subject site, Wee Jasper Road is aligned in a generally north-south alignment and forms a sealed, 7.0m wide carriageway, located centrally within an approximately 21m wide road reserve. The carriageway supports vehicular traffic in both directions, separated by a marked centreline. Edgelines are not provided in the vicinity of the subject site. On-street parking, while not prohibited, is rare due to the lack of property accesses and the availability of off-street parking on the large adjacent blocks. Adjacent to the subject site, Wee Jasper Road is subject to a posted 80km/h speed limit. This changes to a posted 50km/h speed limit approximately 200m south of Victoria Street. No pedestrian facilities or street lighting are provided along the length of Cusack Place, in the vicinity of the subject site.

Figure 9 below presents photographs of Wee Jasper Road taken between Gums Lane and Victoria Street.

(a) View north

(a) View south

Figure 9: Photographs of Wee Jasper Road

2.4.1 Existing Traffic Conditions

An automatic traffic count was undertaken on Wee Jasper Road adjacent to the subject site between Sunday, 13th June 2021 and Saturday, 19th June 2021. It is noted that no significant travel restrictions were in-place in the Yass area at the time of this data collection. Figure 10 and Table 1 below summarise the observed existing traffic conditions on the average weekday. Full details of the existing traffic conditions are provided at Appendix A.

Figure 10: Observed Traffic Volume Profile – Wee Jasper Road – Average Weekday

The observed traffic volumes on Wee Jasper Road on the average weekday are somewhat tidal, with northbound trips in the morning and northbound trips in the evening. This reflects a general pattern of rural residents travelling into Yass for the day.

Table 1: Observed Traffic Conditions – Wee Jasper Road

Direction	Traffic Volume	Heavy Vehicles	85th Percentile Speed
Typical Weekday			
Northbound	429 vehicles per day	5.0%	104.1km/h
Southbound	406 vehicles per day	7.2%	66.4km/h
Combined	**836 vehicles per day**	**6.0%**	**85.0km/h**
Typical Weekday Morning Peak Hour (8am-9am)			
Northbound	47 vehicles per hour	0.0%	110.0km/h
Southbound	18 vehicles per hour	15.8%	65.8km/h
Combined	**65 vehicles per hour**	**6.1%**	**87.9km/h**
Typical Weekday Evening Peak Hour (4pm-5pm)			
Northbound	40 vehicles per hour	5.0%	102.8km/h
Southbound	41 vehicles per hour	0.0%	66.2km/h
Combined	**81 vehicles per hour**	**3.7%**	**84.5km/h**

There is significant available capacity on Wee Jasper Road, with 836 vehicle trips on the average weekday, including up to 81 vehicle trips per hour. This reflects one (1) vehicle every 45s on average, during the peak hour.

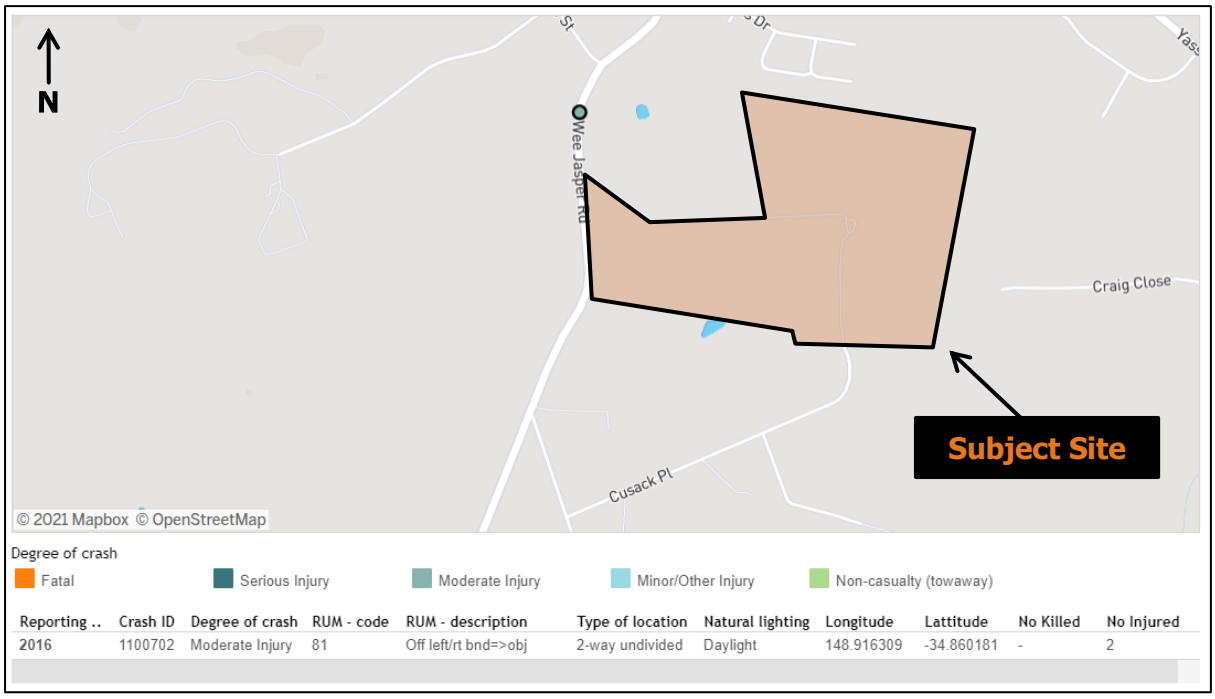
As expected, there is significant difference between the speed profiles of northbound and southbound vehicles. This is primarily due to the 50km/h speed zone located approximately 210m north of the data collection location. It is noted that approximately 83% of northbound vehicles were observed to exceed the new 80km/h posted speed limits in this section.

2.4.2 Crash History

Publicly available crash data has been sourced from Transport for New South Wales' Interactive Crash Statistics webpage. A single crash was reported in the vicinity of the subject site, during the five (5) years to the end of 2019.

This crash occurred in 2016 and involved an articulated truck travelling northbound on Wee Jasper Road, leaving the road, to the left, at the right-hand bend approximately 130m south of Victoria Street and colliding with a roadside object. The crash occurred in daylight conditions and resulted in moderate injuries. Neither speed nor fatigue were considered to be involved.

Figure 11 below presents the reported crashes in the vicinity of the subject site.



Reporting ..	Crash ID	Degree of crash	RUM - code	RUM - description	Type of location	Natural lighting	Longitude	Lattitude	No Killed	No Injured
2016	1100702	Moderate Injury	81	Off left/rt bnd=>obj	2-way undivided	Daylight	148.916309	-34.860181	-	2

Figure 11: Historical Crash Data (01/01/2015 to 31/12/2019)

3 Proposed Development

The proposal is to rezone (to R1: General Residential) and subdivide the subject site to accommodate a number of residential lots. At this stage, the yield and layout of the proposed development have not been confirmed, however, this analysis assumes an ultimate total of 300 dwellings across the subject site.

Figure 12 below presents the indicative traffic catchments and development yields across the subject site.

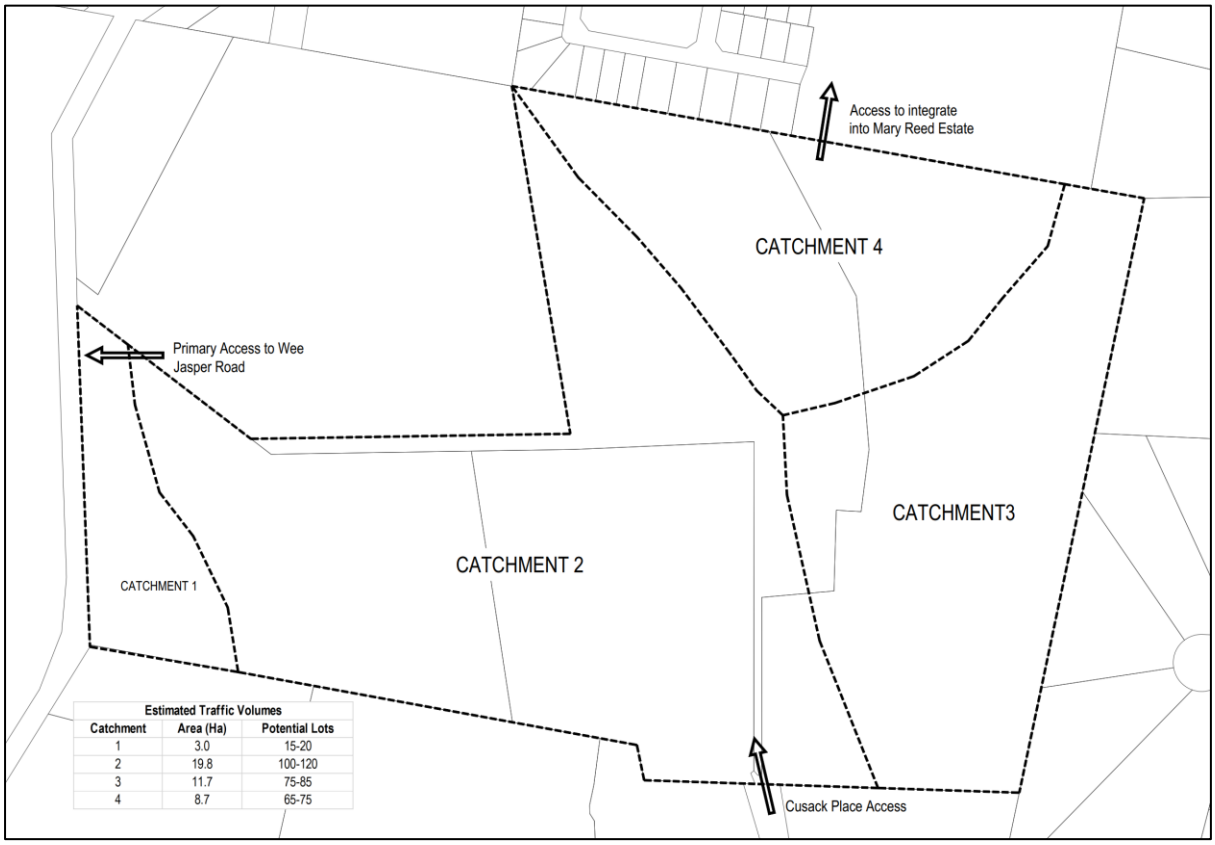


Figure 12: Proposed Development – Traffic Concept Plan

3.1 Traffic Demands

The following sections set out the key elements of the anticipated traffic demands associated with the proposed development.

3.1.1 Traffic Generation

The traffic generation rates for the proposed development have been adopted based on empirical data collected on behalf of Transport for New South Wales (TfNSW), then Roads and Traffic Authority (RTA) and presented in *Trip Generation Surveys: Low Density Residential Dwellings*. These surveys were undertaken in April and May 2010 and involved data collection at a total of 11 low-density residential estates. Of those surveyed, the five (5) regional sites, located in Coffs Harbour, Lismore, Orange, Wagga Wagga and Wollongong, are considered to be most similar to the proposed development and hence only this regional subset has been considered in the selection of traffic generation rates associated with the proposed

development. Figure 13 below presents the observed traffic generation profile for the five (5) regional survey sites.

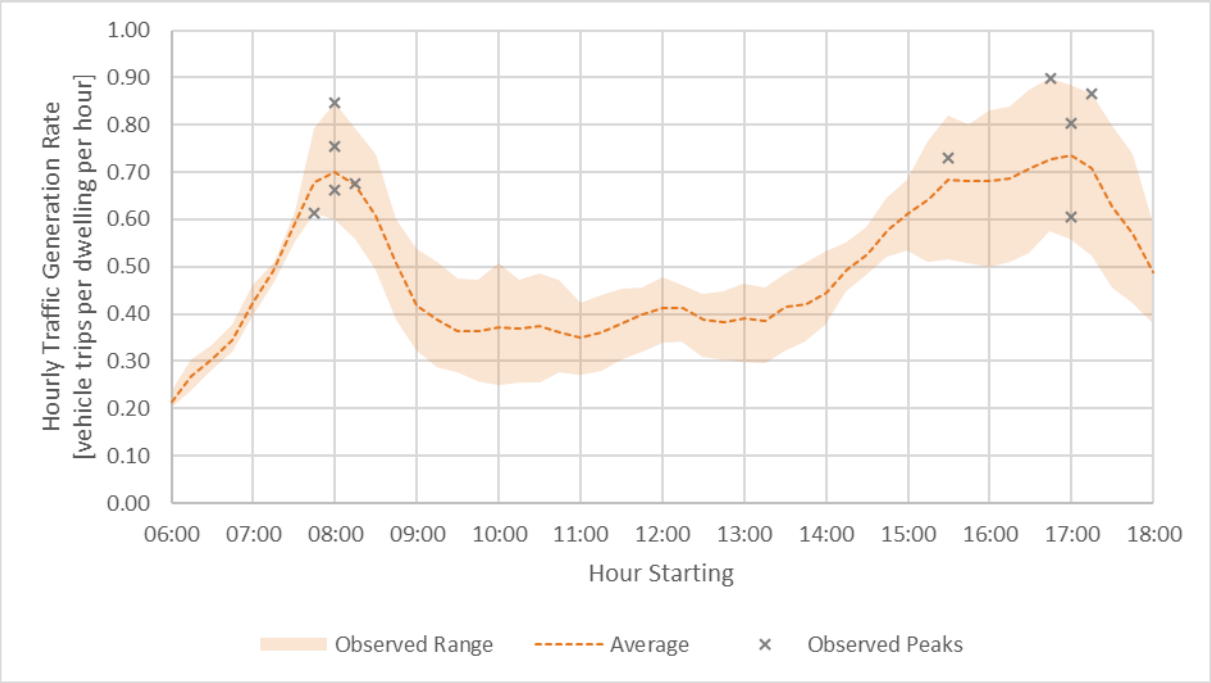


Figure 13: Observed Traffic Generation Profile – Low-Density Residential

The traffic generation rates associated with low density residential land use typically experience two (2) peaks on a typical weekday, the first at approximately 8am (i.e. residents leaving for work) and a second at approximately 5pm (i.e. residents arriving home from work).

Table 2 below presents the traffic generation rates adopted for the proposed low-density residential land use. It is noted that the adopted traffic generation rates conservatively reflect the average of the peak traffic generation rates from the five (5) regional sites, irrespective of the different times that these peaks occur.

Table 2: Traffic Generation Rates – Low-Density Residential

Time Period	Traffic Generation Rates
Daily	7.35 vehicle trips per dwelling per day
AM Peak Hour	0.71 vehicle trips per dwelling per hour
PM Peak Hour	0.78 vehicle trips per dwelling per hour

3.1.2 Traffic Distribution

The following sections summarise the directional and spatial traffic distributions adopted for the proposed low-density residential land use.

The directional traffic distribution adopted for the proposed development reflects a bulk of trips departing the site during the morning peak hour (i.e. residents leaving for work) and arriving at the site during the evening peak hour (i.e. residents arriving home from work). These directional distributions are quantified at Table 3 below.

Table 3: Observed Directional Traffic Distribution – Low-Density Residential

Time Period	Towards Site	Away from Site
Daily[1]	50%	50%
AM Peak Hour	26%	74%
PM Peak Hour	64%	36%

Note:

1 Daily directional distribution assumed to be equal (50% in and 50% out). This reflects no net gain (or loss) of vehicles.

The spatial distribution of trips made by residents has been adopted based on the distribution of workplaces for residents of the Yass (SA2) statistical area, who commute by the 'vehicle' mode. Figure 14 below presents this distribution.

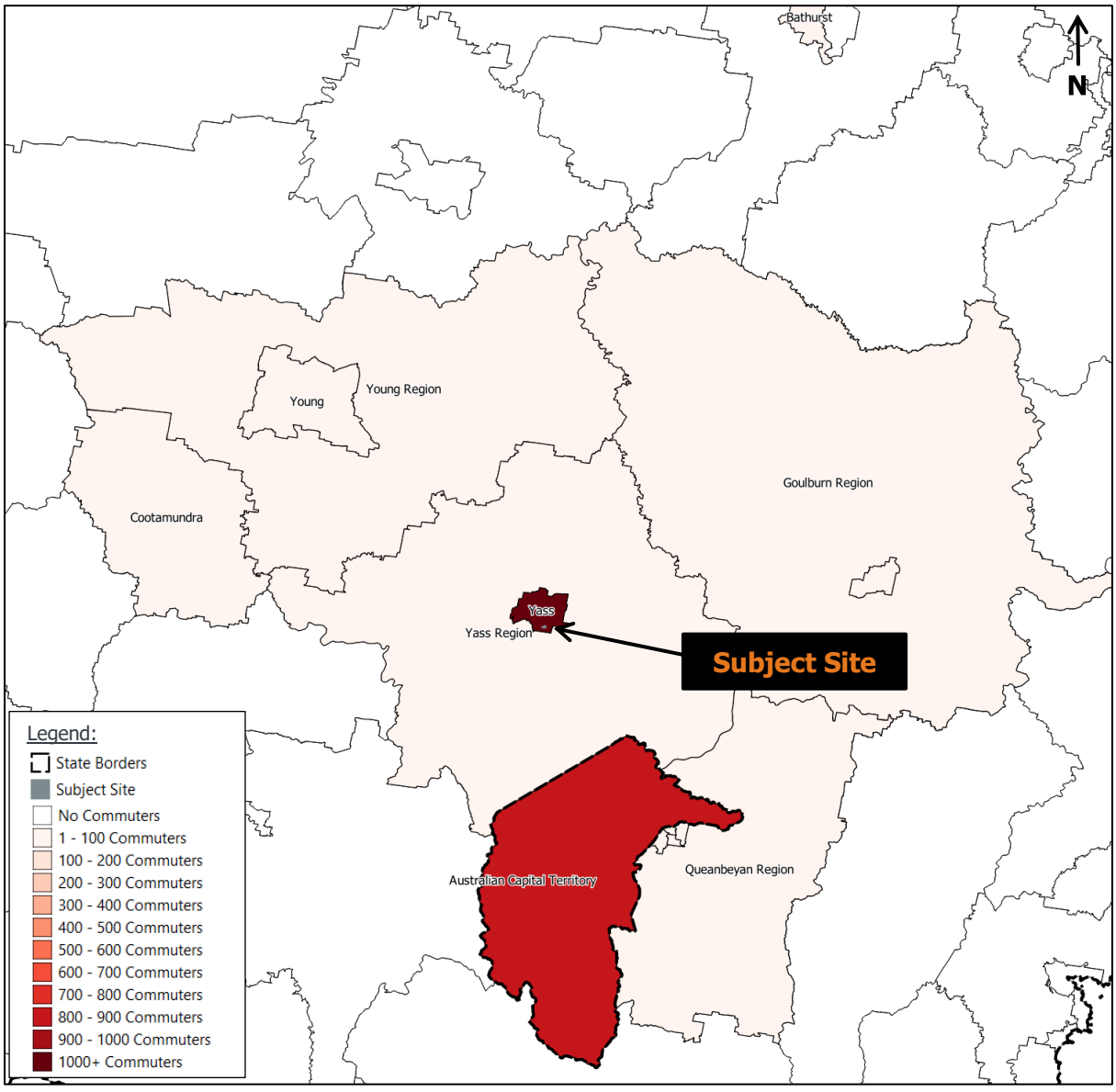


Figure 14: Workplace Distribution of Yass SA2 Residents who travel by Car

This distribution indicates that Yass residents primarily work locally (within Yass) or commute to the ACT, with a small number commuting to the surrounding regions.

Due to the connectivity offered by Yass Valley Way, the most convenient route between the subject site and the key workplaces is almost exclusively via Wee Jasper Road to the north of

the site. On this basis, the spatial distribution of vehicle trips associated with the proposed development is presented at Table 4 below.

Table 4: Adopted Spatial Traffic Distribution – Proposed Residential Development

Direction	Spatial Distribution
South (Gums Lane)	1%
North (Wee Jasper Road)	97%
Southwest (Wee Jasper Road)	2%

3.1.3 Summary

Table 5 below sets out the estimated traffic demands associated with the proposed development.

Table 5: Estimated Traffic Demands – Proposed Residential Development

Direction	Approaching Site	Departing Site
Daily		
South	11 vehicle trips per day	11 vehicle trips per day
North	1,069 vehicle trips per day	1,069 vehicle trips per day
Southwest	22 vehicle trips per day	22 vehicle trips per day
Total	**1,102 vehicle trips per day**	**1,102 vehicle trips per day**
Morning Peak Hour		
South	1 vehicle trip per hour	2 vehicle trips per hour
North	54 vehicle trips per hour	153 vehicle trips per hour
Southwest	1 vehicle trip per hour	3 vehicle trips per hour
Total	**55 vehicle trips per hour**	**158 vehicle trips per hour**
Evening Peak Hour		
South	1 vehicle trip per hour	1 vehicle trip per hour
North	145 vehicle trips per hour	82 vehicle trips per hour
Southwest	3 vehicle trips per hour	2 vehicle trips per hour
Total	**150 vehicle trips per hour**	**84 vehicle trips per hour**

3.2 Site Access

It is proposed to provide vehicular access to the site via Cusack Place, Mary Reed Estate and Wee Jasper Road. This will assist in distributing traffic demands and will provide a level of redundancy to the road network.

3.2.1 Cusack Place

The existing (perpendicular) alignment of Cusack Place at the southern frontage of the subject site would be best utilised through the extension of Cusack Place across the boundary of the subject site and on into the proposed development.

3.2.2 Mary Reed Estate

Based on the indicative internal catchment areas presented at Figure 12 (page 10) and the estimated traffic demands presented at Table 5, it is expected that approximately 25% of vehicle trips to/from the north would utilise the Mary Reed Estate access. This represents in the order of 535 vehicle trips per day, including approximately 52 during the morning peak hour and approximately 57 during the evening peak hour. These traffic demands are considered to be well within the functional capacity of Nicholls Drive. While the additional trips

are likely to be noticeable, given the existing small catchment served by Nicholls Drive, they are not expected to unduly impact the amenity of adjacent residences.

3.2.3 Wee Jasper Road

The subject site has an approximately 320m long western frontage to Wee Jasper Road. Given this parallel arrangement between the site boundary and the roadway, the construction of an intersection on Wee Jasper Road is recommended to provide vehicular access to the subject site.

Intersection Sight Distances

A series of sight distance checks that have been undertaken, along the Wee Jasper Road frontage of the subject site, to identify locations with sufficient sight distance for a future intersection. These include:

- Approach Sight Distance (ASD) to ensure that drivers approaching the future intersection can see the linemarking at the intersection in time to decelerate comfortably,
- Safe Intersection Sight Distance (SISD) to ensure that drivers of vehicles waiting at and approaching the future intersection can see other vehicles approaching or waiting at the future intersection in time to avoid a collision, and
- Minimum Gap Sight Distance (MGSD) to ensure that drivers waiting at the intersection can observe appropriate gaps in the opposing traffic streams at the future intersection.

The sight distance checks found that two (2) elements of the road geometry would be critical in limiting sufficient sight distance to a future intersection located on the site frontage.

The first of these is a crest vertical curve located approximately 115m north of the south boundary of the site (just north of the existing 'farm gate' access).

This crest critically limits ASD for drivers travelling southbound. It was noted that beyond approximately 40m north of this crest (155m from the south boundary of the site), ASD is limited to less than the required 139m (90km/h design speed). As such, drivers of southbound vehicles would not have sufficient ASD to intersections located between 15m north of the south boundary of the site and the crest vertical curve (115m north of the south boundary of the site). Figure 15 below demonstrates this limitation on ASD.

Figure 15: Impact of Crest on Sight Distance (view south)

While the crest vertical curve also has a similar impact on ASD for drivers of northbound vehicles, a more critical limitation is caused by the horizontal curve and verge trees located adjacent to the south boundary of the subject site. It was noted that beyond approximately 5m south of the southern boundary of the site, SISD is limited to less than the required 214m (90km/h design speed). As such, drivers on northbound vehicles would not have sufficient SISD to intersections located between approximately 30m and 210m north of the south boundary of the site. Figure 16 below demonstrates this limitation on SISD.

Figure 16: Impact of Trees on Sight Distance (view north)

Outside of the locations identified above, less than 15m or more than 210m north of the south boundary of the site, sight distances were found to be suitable for a future intersection. These locations are identified in green at Figure 17 below.

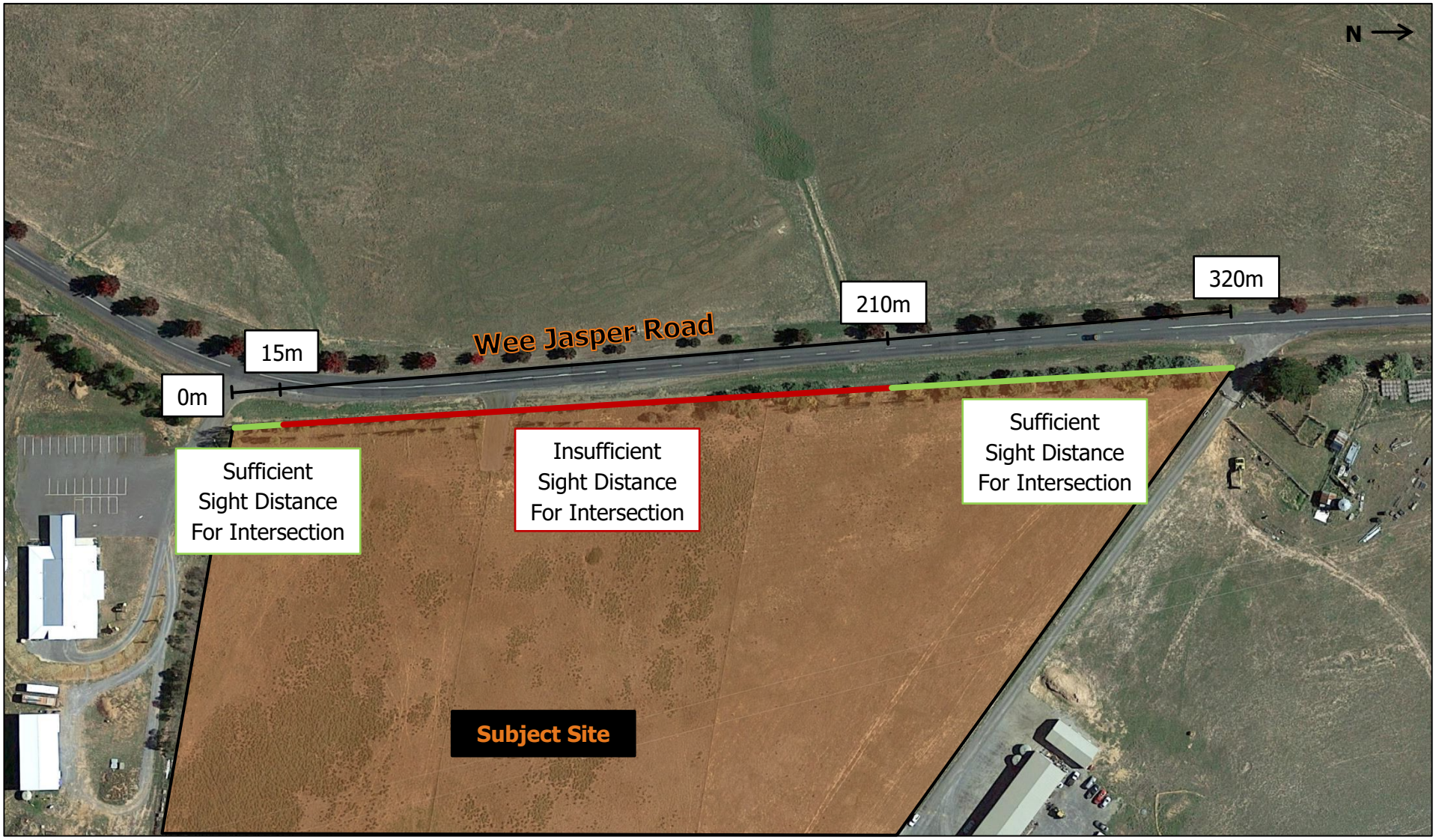


Figure 17: Wee Jasper Road Vehicle Access – Suitable Sight Distance for Intersection

Turn Lane Warrants

Section 3.3.6 of the *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* (AGTM06-20) sets out the warrants for auxiliary turn lanes at unsignalised intersections. Figure 18 below presents the turn lane warrant checks for the future intersection on Wee Jasper Road.

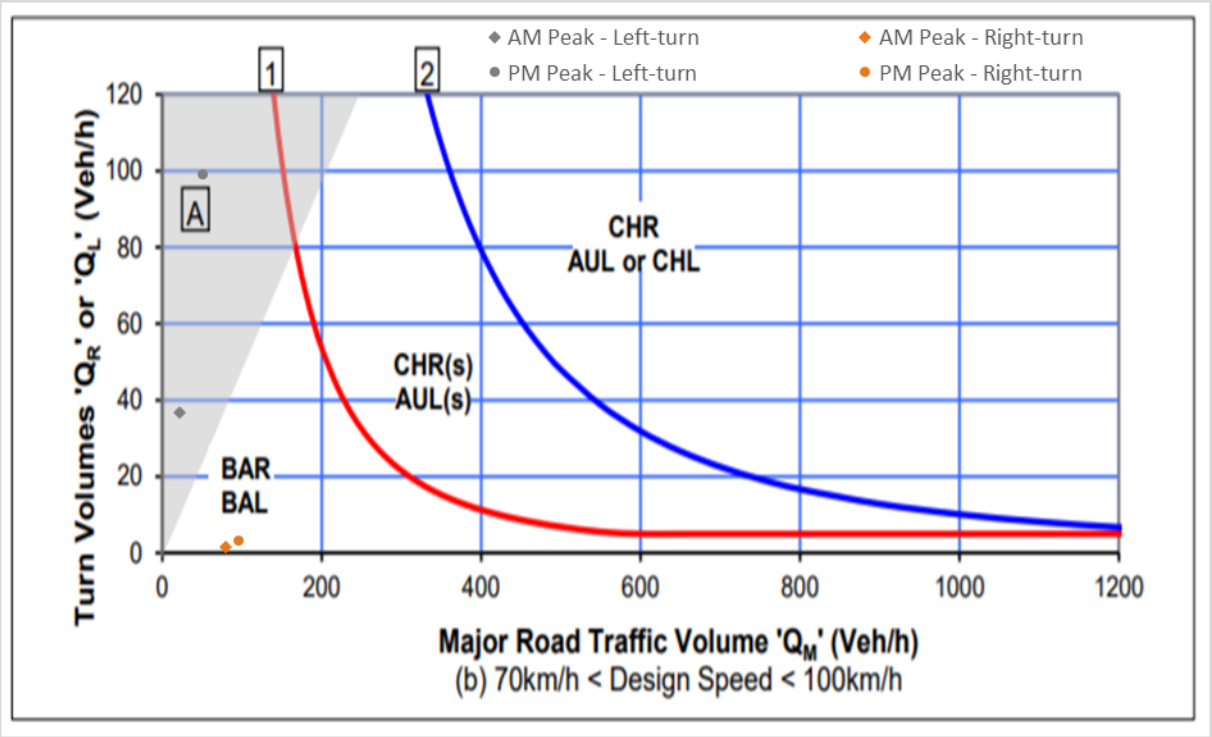
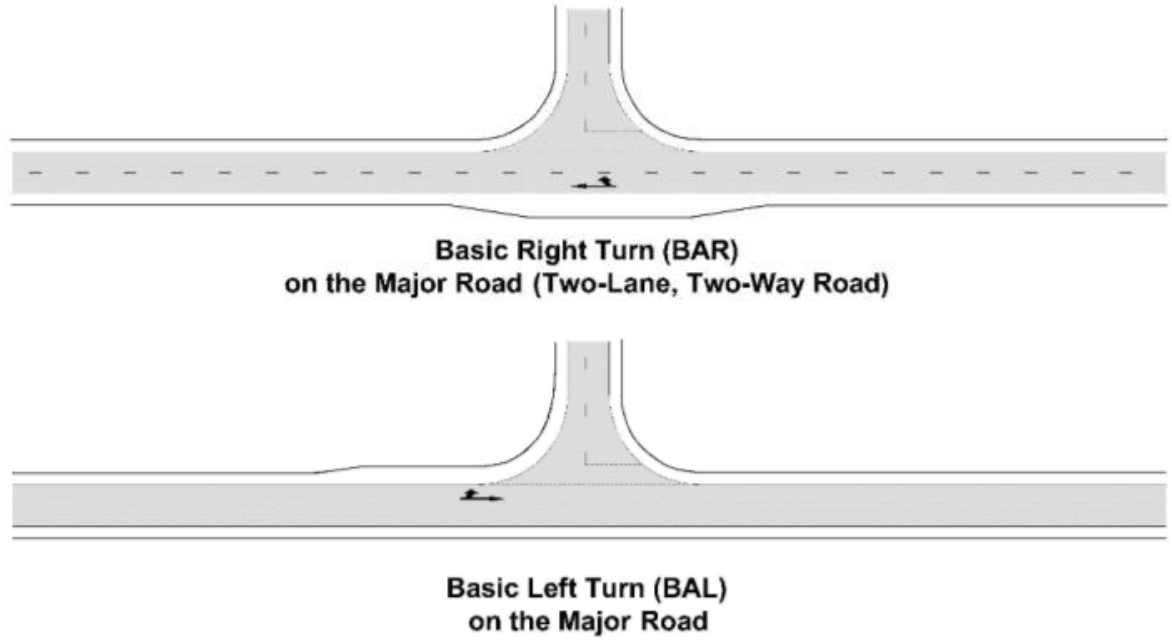


Figure 18: Turn Lane Warrants – Future Intersection on Wee Jasper Road

While the left-turn volumes are expected to exceed the southbound through traffic volumes in both peak hours (i.e. left-turn data points located within grey area 'A'), it is recommended to retain priority for the north and south approaches (both Wee Jasper Road). This is due to the straight alignment of Wee Jasper Road and the role that Wee Jasper Road plays in the broader road network.

The traffic demands anticipated at the future intersection on Wee Jasper Road, warrant basic left-turn and right-turn lane treatments. These treatments broadly reflect the local widening of the pavement surface (i.e. no additional lanes) at the intersection, as presented at Figure 19 below.



Note: Diagram illustrates principles, not detailed design. Arrows indicate movements relevant to turn type; they do not represent actual pavement markings.

Source: Adapted from Queensland Department of Main Roads (2006).

Figure 19: Rural Basic Turn Treatments (source: AGTM06-20)

4 Conclusions

Quantum Traffic have undertaken a TIA for the proposed residential development at 16-21 Cusack Place, Yass. As part of these assessments, it has been concluded that:

a) The subject site is currently zoned as R5: Large-Lot Residential and predominantly comprises undeveloped farmland, with two (2) existing dwellings,

b) Vehicle access to the site is currently possible via three (3) vehicle accesses located at the head of the Cusack Place cul-de-sac and a single 'farm-gate' access located on Wee Jasper Road,

c) There is limited access to active travel infrastructure and the public transport network from the subject site,

d) Observations of the existing traffic conditions indicated that, on the average weekday:

   i. An average of 836 vehicles per day (including up to 81 vehicles per hour) travel past the subject site on Wee Jasper Road,

   ii. The bulk of light vehicles travel northbound in the morning and southbound in the evening, with the bulk of heavy vehicles travelling in the opposite direction, and

   iii. There is significant speed differential between northbound and southbound vehicles due to a combination of northbound vehicles exceeding the new 80km/h speed limit and southbound vehicles accelerating after leaving the 50km/h speed limit located to the north of the subject site.

e) A review of the publicly available crash data identified a single reported crash occurred in the vicinity of the subject site in the five (5) years to 31 December 2019. This crash is designated as a run-off-road crash involving an articulated truck on Wee Jasper Road,

f) For the purposes of this analysis, the proposed redevelopment is assumed to comprise 300 residential dwellings,

g) It is proposed to provide vehicle access to the development via three (3) locations as follows:

   i. An extension of Cusack Place across the southern boundary of the subject site,
   ii. A connection to the Mary Reed Estate across the northern boundary of the subject site, and
   iii. A vehicle access, comprising basic left-turn and right-turn treatments, on Wee Jasper Road (located less than 15m or greater than 210m north of the south boundary of the subject site).

On this basis, there are no traffic engineering reasons why the proposed development should not be approved, subject to appropriate conditions.

Appendix A:

Existing Traffic Conditions

CLASSIFICATION

TRANS TRAFFIC SURVEY
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Site Wee Jasper Rd

Direction Northbound

Day Sunday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	8	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	23	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	22	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	31	0	2	0	0	0	0	0	0	0	0	0	0
11:00 AM	39	0	4	0	0	0	0	0	0	0	0	0	0
12:00 PM	33	0	3	0	0	0	1	0	1	0	0	0	0
01:00 PM	41	0	0	0	0	0	1	0	0	0	0	0	0
02:00 PM	51	0	5	0	0	1	1	0	0	0	0	0	0
03:00 PM	37	0	0	0	0	0	1	0	0	0	0	0	0
04:00 PM	41	0	2	0	0	0	0	1	0	0	0	0	0
05:00 PM	36	0	1	0	0	0	0	1	0	0	0	0	0
06:00 PM	20	0	3	0	0	0	0	0	0	0	0	0	0
07:00 PM	11	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	7	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**418**	**0**	**20**	**0**	**0**	**1**	**4**	**2**	**1**	**0**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Wee Jasper Rd

Direction Northbound

Day Monday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	11	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	22	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	44	0	3	0	0	0	1	0	0	0	0	0	0
10:00 AM	30	0	1	0	0	0	0	0	0	1	0	0	0
11:00 AM	25	0	0	0	0	0	0	0	0	1	0	0	0
12:00 PM	24	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	24	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	40	0	0	0	0	0	1	0	0	0	0	0	0
03:00 PM	46	0	1	0	0	3	0	0	0	0	0	0	0
04:00 PM	40	0	1	0	0	3	0	0	0	0	0	0	0
05:00 PM	37	0	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	7	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**373**	**0**	**7**	**0**	**0**	**6**	**2**	**0**	**0**	**2**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Wee Jasper Rd

Direction Northbound

Day Tuesday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	8	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	23	0	0	0	0	0	1	0	0	0	0	0	0
07:00 AM	42	0	2	0	0	0	0	1	0	1	0	0	0
08:00 AM	46	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	41	0	0	0	0	0	0	0	0	1	0	0	0
10:00 AM	24	1	2	0	0	0	0	0	0	0	0	0	0
11:00 AM	27	0	0	0	0	1	2	0	0	2	0	0	0
12:00 PM	19	0	0	0	0	0	0	0	0	1	0	0	0
01:00 PM	24	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	47	2	1	0	0	0	1	0	0	1	0	0	0
03:00 PM	19	0	0	0	0	0	0	0	0	1	0	0	0
04:00 PM	33	1	1	1	0	0	0	0	0	0	0	0	0
05:00 PM	29	0	3	0	0	0	1	0	1	0	0	0	0
06:00 PM	22	0	1	0	0	0	0	0	0	0	0	0	0
07:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**414**	**4**	**10**	**1**	**0**	**1**	**5**	**1**	**1**	**7**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Wee Jasper Rd

Direction Northbound

Day Wednesday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	8	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	23	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	41	0	0	0	0	0	0	1	0	2	0	0	0
08:00 AM	65	1	1	0	0	0	0	0	0	1	0	0	0
09:00 AM	32	0	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	31	0	0	0	0	0	0	0	0	1	0	0	0
11:00 AM	15	0	1	0	0	0	0	0	2	1	0	0	0
12:00 PM	31	0	1	1	0	0	0	0	0	1	0	0	0
01:00 PM	31	0	0	0	0	0	0	1	1	1	0	0	0
02:00 PM	29	0	1	0	0	0	0	0	0	0	0	0	0
03:00 PM	29	0	1	0	0	0	1	0	0	0	0	0	0
04:00 PM	32	2	1	0	0	0	1	0	0	0	0	0	0
05:00 PM	25	0	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	10	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	5	0	1	0	0	0	0	0	0	0	0	0	0
08:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**413**	**3**	**9**	**1**	**0**	**0**	**2**	**2**	**3**	**7**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Wee Jasper Rd

Direction Northbound

Day Thursday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	13	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	24	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	44	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	48	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	34	0	1	0	0	0	0	0	0	1	0	0	0
10:00 AM	32	0	2	0	0	0	0	0	0	3	0	0	0
11:00 AM	19	1	0	0	0	0	1	0	0	3	0	0	0
12:00 PM	22	0	1	0	0	0	0	0	0	0	0	0	0
01:00 PM	19	0	0	0	0	0	0	0	0	1	0	0	0
02:00 PM	32	0	0	0	0	0	0	0	0	1	0	0	0
03:00 PM	28	0	1	0	0	0	1	0	0	0	0	0	0
04:00 PM	45	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	24	0	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	12	0	1	0	0	0	0	0	0	0	0	0	0
07:00 PM	7	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	8	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	7	0	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**421**	**1**	**9**	**0**	**0**	**0**	**2**	**0**	**0**	**10**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
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Site Wee Jasper Rd

Direction Northbound

Day Friday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	11	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	19	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	34	0	1	0	0	0	1	0	0	0	0	0	0
08:00 AM	51	0	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	23	0	1	0	0	0	1	0	0	0	0	0	0
10:00 AM	36	0	3	1	0	0	0	0	0	0	0	0	0
11:00 AM	39	0	1	0	0	0	0	0	0	1	0	0	0
12:00 PM	27	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	24	0	0	0	0	0	1	0	0	1	0	0	0
02:00 PM	30	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	25	0	1	0	0	0	1	0	0	0	0	0	0
04:00 PM	37	0	2	0	0	0	1	0	0	0	0	0	0
05:00 PM	26	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	15	0	0	0	0	0	1	0	0	0	0	0	0
07:00 PM	8	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**413**	**0**	**9**	**1**	**0**	**0**	**6**	**0**	**0**	**3**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site Wee Jasper Rd

Direction Northbound

Day Saturday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	13	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	28	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	34	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	33	0	1	0	0	0	1	0	0	0	0	0	0
11:00 AM	38	0	10	0	0	0	1	0	0	0	0	0	0
12:00 PM	34	0	2	0	0	0	0	0	0	0	0	0	0
01:00 PM	27	0	1	0	0	1	0	0	0	0	0	0	0
02:00 PM	27	0	1	0	0	0	0	0	0	0	0	0	0
03:00 PM	22	0	1	0	0	0	0	0	0	0	0	0	0
04:00 PM	34	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	27	0	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	13	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	12	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	9	0	1	0	0	0	0	0	0	0	0	0	0
09:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**370**	**0**	**19**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
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Site Wee Jasper Rd

Direction Southbound

Day Sunday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	10	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	24	1	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	35	2	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	28	0	0	0	0	0	0	0	1	0	0	0	0
12:00 PM	28	2	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	41	1	1	0	0	0	0	0	0	0	0	0	0
02:00 PM	44	3	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	35	2	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	39	0	3	0	0	0	1	0	2	0	0	0	0
05:00 PM	22	0	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	13	2	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	9	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	10	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**354**	**13**	**5**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
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Site Wee Jasper Rd

Direction Southbound

Day Monday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	3	1	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	8	0	2	0	0	0	0	0	0	0	0	0	0
09:00 AM	27	3	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	23	1	1	0	0	0	0	0	0	2	0	0	0
11:00 AM	20	1	0	0	0	0	0	0	0	2	0	0	0
12:00 PM	21	1	0	0	0	0	0	0	0	1	0	0	0
01:00 PM	24	1	1	0	0	0	0	0	0	2	0	0	0
02:00 PM	26	1	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	21	3	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	28	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	27	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	15	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	7	1	1	0	0	0	0	0	0	0	0	0	0
08:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**261**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
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Site Wee Jasper Rd

Direction Southbound

Day Tuesday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	13	0	1	0	0	0	0	0	1	0	0	0	0
07:00 AM	17	1	1	1	1	0	0	0	0	2	0	0	0
08:00 AM	13	0	1	0	0	0	0	0	0	0	0	0	0
09:00 AM	25	3	0	2	0	0	0	0	0	2	0	0	0
10:00 AM	23	1	1	0	1	0	0	0	0	2	0	0	0
11:00 AM	20	1	0	0	0	0	0	0	0	1	0	0	0
12:00 PM	20	2	0	0	0	0	0	0	0	2	0	0	0
01:00 PM	17	1	1	0	0	0	0	0	0	1	0	0	0
02:00 PM	26	0	0	0	0	0	0	0	0	1	0	0	0
03:00 PM	39	2	3	0	0	0	0	0	0	3	0	0	0
04:00 PM	41	0	0	0	1	0	0	0	0	0	0	0	0
05:00 PM	55	3	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	36	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	18	0	0	0	0	1	0	0	0	0	0	0	0
08:00 PM	7	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**377**	**16**	**9**	**3**	**3**	**1**	**0**	**0**	**1**	**14**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
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Site Wee Jasper Rd

Direction Southbound

Day Wednesday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	12	2	1	0	0	0	0	0	1	1	0	0	0
07:00 AM	12	2	1	1	1	0	0	0	0	1	0	0	0
08:00 AM	15	1	0	0	0	0	0	0	2	2	0	0	0
09:00 AM	19	3	2	1	0	0	0	0	0	1	0	0	0
10:00 AM	24	1	2	0	0	0	0	0	0	3	0	0	0
11:00 AM	25	1	0	0	0	0	0	0	0	2	0	0	0
12:00 PM	21	0	2	0	0	0	0	1	0	1	0	0	0
01:00 PM	26	2	1	0	1	0	0	0	0	2	0	0	0
02:00 PM	30	2	1	2	0	0	0	0	0	1	0	0	0
03:00 PM	37	0	3	0	0	0	0	0	0	1	0	0	0
04:00 PM	50	2	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	46	1	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	30	0	1	0	0	0	0	0	0	0	0	0	0
07:00 PM	10	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	10	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	0	1	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**371**	**18**	**15**	**4**	**3**	**0**	**0**	**1**	**3**	**15**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
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Site Wee Jasper Rd

Direction Southbound

Day Thursday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	6	1	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	21	0	1	1	0	0	0	0	0	2	0	0	0
08:00 AM	22	1	1	1	0	0	0	0	1	2	0	0	0
09:00 AM	22	0	0	1	0	0	0	0	0	2	0	0	0
10:00 AM	26	1	1	0	0	0	0	0	0	2	0	0	0
11:00 AM	15	2	1	0	0	0	0	0	0	4	0	0	0
12:00 PM	19	1	0	0	0	0	0	0	0	1	0	0	0
01:00 PM	20	3	2	0	0	0	0	0	0	3	0	0	0
02:00 PM	24	1	1	0	0	0	0	0	0	2	0	0	0
03:00 PM	45	3	3	0	0	0	0	0	0	1	0	0	0
04:00 PM	35	2	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	58	0	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	32	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	19	1	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	14	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**394**	**16**	**13**	**3**	**0**	**0**	**0**	**0**	**1**	**19**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
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Site Wee Jasper Rd

Direction Southbound

Day Friday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	9	0	2	0	0	0	1	0	0	0	0	0	0
07:00 AM	11	5	1	0	0	0	0	1	0	1	0	0	0
08:00 AM	16	1	0	0	0	0	0	0	0	2	0	0	0
09:00 AM	22	1	2	0	0	0	0	0	0	1	0	0	0
10:00 AM	22	1	2	0	0	0	0	0	0	1	0	0	0
11:00 AM	23	2	1	0	0	0	0	0	0	2	0	0	0
12:00 PM	26	2	0	0	0	0	0	0	0	1	0	0	0
01:00 PM	34	1	0	0	0	0	0	0	0	2	0	0	0
02:00 PM	21	2	0	0	0	0	0	0	0	1	0	0	0
03:00 PM	34	2	2	0	0	0	0	0	0	1	0	0	0
04:00 PM	42	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	43	1	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	35	1	1	0	0	0	0	0	0	0	0	0	0
07:00 PM	15	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	9	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	16	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	12	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	1	0	0	0	0	0	0	0	0	0	0	0
Summary	**394**	**20**	**11**	**0**	**0**	**0**	**1**	**1**	**0**	**12**	**0**	**0**	**0**

CLASSIFICATION

TRANS TRAFFIC SURVEY
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Site Wee Jasper Rd

Direction Southbound

Day Saturday

Back to Site Summary Page

Hour Start	Vehicles Classifications												
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	UC
	1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	5	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	7	1	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	13	1	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	17	0	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	33	2	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	31	2	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	40	3	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	28	5	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	47	1	2	0	0	0	0	0	0	0	0	0	0
03:00 PM	39	2	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	31	2	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	21	1	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	18	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	20	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	7	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0
Summary	**366**	**20**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SPEED

TRANS TRAFFIC SURVEY
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Site

Back to Site Summary Page

Direction Northbound

Day Sunday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	4	81.4	91.0	72	59.7	94.6	7.9
01:00	2	94.5	98.5	N/A	88.9	100.2	5.6
02:00	1	43.3	43.3	43	43.3	43.3	0.0
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	4	96.6	110.0	106	90.9	111.5	7.6
06:00	2	89.1	94.0	N/A	82.2	96.0	6.9
07:00	8	94.4	95.5	96	79.3	108.0	9.1
08:00	23	92.4	93.5	100	80.3	112.0	7.1
09:00	22	93.5	100.0	96	55.2	111.0	8.7
10:00	33	100.3	113.1	93	56.3	118.0	8.6
11:00	43	96.0	110.6	86	59.9	116.5	8.3
12:00	38	93.0	107.9	89	48.9	115.0	8.7
13:00	42	93.7	107.8	100	51.6	116.0	7.4
14:00	58	93.2	105.5	94	55.8	118.9	6.9
15:00	38	94.1	104.6	94	66.7	125.9	6.0
16:00	44	92.8	107.7	85	65.3	124.5	7.8
17:00	38	87.2	103.9	84	58.7	124.9	9.4
18:00	23	87.2	99.5	97	65.4	124.7	7.0
19:00	11	94.5	107.1	97	73.6	125.6	6.4
20:00	7	83.0	96.8	85	61.1	114.6	7.6
21:00	4	81.5	88.0	83	70.8	97.8	4.1
22:00	1	92.9	92.9	93	92.9	92.9	0.0
23:00	0	N/A	N/A	N/A	N/A	N/A	N/A
Summary	**446**	**89.3**	**98.6**	**89**	**43.3**	**125.9**	**6.7**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Northbound

Day Monday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	1	N/A	N/A	N/A	N/A	N/A	0.0
04:00	1	89.9	89.9	90	89.9	89.9	0.0
05:00	3	97.7	107.6	97	68.1	115.1	9.5
06:00	2	91.6	107.8	103	69.2	114.1	8.2
07:00	11	98.4	111.9	103	61.5	117.6	7.3
08:00	22	95.7	110.0	101	57.6	117.4	8.3
09:00	48	93.6	105.5	100	61.9	117.4	8.2
10:00	32	92.8	103.2	95	59.3	118.6	7.2
11:00	26	92.3	104.2	93	59.9	120.0	6.9
12:00	24	91.8	103.3	95	61.0	118.3	7.2
13:00	24	92.3	104.4	97	63.4	119.1	6.7
14:00	41	93.9	108.0	96	62.6	120.8	7.1
15:00	50	93.4	107.1	93	59.9	118.7	8.0
16:00	44	90.1	102.8	88	58.6	119.4	7.8
17:00	38	89.3	101.2	90	60.4	115.7	7.5
18:00	5	89.8	102.0	94	61.6	113.5	8.0
19:00	7	90.5	99.8	99	67.9	109.6	7.1
20:00	6	92.8	100.7	101	80.3	105.7	6.1
21:00	4	100.4	111.6	106	90.5	116.3	3.3
22:00	0	N/A	N/A	N/A	N/A	N/A	N/A
23:00	1	70.1	70.1	70	70.1	70.1	0.0
Summary	**390**	**91.9**	**102.7**	**95**	**57.6**	**120.8**	**6.2**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Northbound

Day Tuesday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	1	69.7	69.7	70	69.7	69.7	0.0
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	2	85.5	90.6	N/A	78.3	92.8	7.2
05:00	8	95.8	113.5	105	58.2	116.0	10.1
06:00	24	93.2	109.0	106	56.9	109.5	8.8
07:00	46	98.7	112.7	106	68.8	117.0	7.3
08:00	46	99.3	111.5	107	70.5	118.0	7.9
09:00	42	96.3	106.9	98	65.5	119.6	6.8
10:00	27	93.1	104.3	96	62.9	125.3	5.9
11:00	32	91.0	103.5	94	63.7	123.6	6.5
12:00	20	88.0	96.4	91	64.2	114.8	7.4
13:00	24	90.2	94.9	97	68.0	116.5	6.8
14:00	52	95.6	104.6	99	67.1	121.9	5.8
15:00	20	94.7	106.5	92	64.6	122.7	5.7
16:00	36	90.7	105.2	87	56.4	120.3	7.4
17:00	34	89.4	104.5	94	57.9	108.5	8.1
18:00	23	93.9	109.8	97	72.9	115.6	7.1
19:00	3	93.7	105.3	N/A	80.1	112.4	7.3
20:00	2	88.2	94.0	N/A	79.7	96.6	8.4
21:00	1	106.7	106.7	107	106.7	106.7	0.0
22:00	1	77.1	77.1	77	77.1	77.1	0.0
23:00	0	N/A	N/A	N/A	N/A	N/A	N/A
Summary	**444**	**91.5**	**101.3**	**95**	**56.4**	**125.3**	**6.2**

SPEED

TRANS TRAFFIC SURVEY
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Site

Back to Site Summary Page

Direction Northbound

Day Wednesday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	4	89.3	97.1	85	74.7	116.6	8.0
05:00	8	99.4	102.5	96	71.3	116.0	9.2
06:00	23	104.8	111.3	107	69.6	121.0	8.2
07:00	44	96.9	108.8	103	48.9	112.0	7.5
08:00	68	92.5	105.3	100	44.6	110.5	8.8
09:00	33	95.4	108.6	101	58.1	116.5	9.4
10:00	32	95.4	106.4	96	53.8	118.5	7.9
11:00	19	90.8	100.6	91	55.2	117.9	6.3
12:00	34	90.7	101.1	93	57.4	113.4	6.7
13:00	34	89.3	103.5	97	56.7	115.6	7.2
14:00	30	88.6	105.1	96	56.2	116.6	7.7
15:00	31	88.7	100.2	91	54.9	108.5	8.6
16:00	36	84.7	93.4	84	56.7	108.3	7.3
17:00	26	87.7	94.9	79	61.3	107.8	7.0
18:00	10	84.7	94.0	81	57.7	99.9	7.3
19:00	6	85.3	92.1	91	72.6	95.0	3.1
20:00	1	94.3	94.3	94	94.3	94.3	0.0
21:00	0	N/A	N/A	N/A	N/A	N/A	N/A
22:00	1	99.3	99.3	99	99.3	99.3	0.0
23:00	0	N/A	N/A	N/A	N/A	N/A	N/A
Summary	**440**	**92.1**	**101.0**	**93**	**44.6**	**121.0**	**6.7**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Northbound

Day Thursday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	1	101.4	101.4	101	101.4	101.4	0.0
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	1	94.8	94.8	95	94.8	94.8	0.0
05:00	13	96.7	108.0	94	68.5	112.5	9.1
06:00	24	95.6	105.8	104	74.2	110.5	7.7
07:00	45	99.0	112.0	102	62.4	115.5	6.9
08:00	48	95.5	111.9	103	54.6	121.5	8.5
09:00	36	92.3	101.7	105	64.5	115.5	9.1
10:00	37	93.7	100.4	102	65.0	115.3	7.3
11:00	24	93.6	106.6	100	60.3	123.2	6.4
12:00	23	91.9	106.1	102	54.9	122.1	7.2
13:00	20	94.4	108.6	96	60.3	124.2	6.7
14:00	33	94.3	108.8	89	60.6	124.0	6.8
15:00	30	92.9	106.7	93	55.2	122.5	7.7
16:00	46	90.1	102.8	90	54.0	124.5	8.7
17:00	25	86.2	100.5	94	55.4	121.2	8.8
18:00	13	85.9	100.9	104	59.2	114.7	7.8
19:00	7	87.6	100.5	109	51.7	116.6	8.1
20:00	8	84.9	106.0	108	49.7	122.0	10.6
21:00	8	81.8	113.0	106	55.7	126.0	6.3
22:00	0	N/A	N/A	N/A	N/A	N/A	N/A
23:00	1	70.1	70.1	70	70.1	70.1	0.0
Summary	**443**	**91.1**	**103.3**	**98**	**49.7**	**126.0**	**6.7**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Northbound

Day Friday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	11	98.7	106.5	93	74.3	116.0	9.8
06:00	19	94.7	105.0	96	76.0	115.5	8.3
07:00	36	99.0	114.0	101	66.0	126.0	7.7
08:00	52	95.4	111.5	96	60.8	119.5	8.2
09:00	25	90.3	104.8	96	59.5	118.1	7.7
10:00	40	88.9	101.6	88	55.6	115.1	7.6
11:00	41	93.7	106.0	88	60.4	115.5	8.2
12:00	27	96.5	109.8	94	67.4	123.0	7.6
13:00	26	95.5	110.9	96	68.6	120.0	6.2
14:00	30	97.1	113.6	100	66.4	120.5	8.1
15:00	27	97.2	114.8	98	64.9	121.0	10.0
16:00	40	94.9	109.9	93	67.4	124.5	7.8
17:00	26	93.9	105.0	94	67.0	125.1	6.1
18:00	16	94.6	103.5	95	56.6	123.7	9.6
19:00	8	95.3	101.3	97	67.3	114.4	10.1
20:00	3	104.0	108.4	N/A	97.3	110.0	5.5
21:00	2	112.6	115.2	N/A	108.9	116.3	3.7
22:00	3	94.2	106.7	N/A	81.4	116.0	7.7
23:00	0	N/A	N/A	N/A	N/A	N/A	N/A
Summary	**432**	**96.5**	**108.2**	**95**	**55.6**	**126.0**	**7.8**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Northbound

Day Saturday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	1	108.5	108.5	108	108.5	108.5	0.0
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	6	95.0	105.5	92	65.7	112.0	7.9
06:00	4	91.3	102.1	92	61.1	116.2	6.7
07:00	13	96.1	106.7	106	64.7	120.2	7.3
08:00	28	99.1	112.0	103	61.7	121.5	8.9
09:00	34	101.0	116.4	97	63.4	123.0	8.8
10:00	35	92.3	109.5	95	46.3	112.5	11.0
11:00	49	90.6	108.4	99	38.3	116.0	5.7
12:00	36	98.6	118.0	92	55.5	127.5	8.9
13:00	29	92.5	104.6	86	62.8	116.5	9.0
14:00	28	88.3	96.5	94	54.8	107.0	9.1
15:00	23	93.3	107.1	90	54.2	117.0	7.9
16:00	35	95.1	109.2	93	59.6	119.5	8.3
17:00	28	90.0	101.6	98	65.8	110.0	10.0
18:00	13	92.2	103.5	90	74.8	110.5	8.5
19:00	12	98.8	111.3	99	75.8	117.5	6.4
20:00	10	92.7	104.3	102	79.5	114.0	6.9
21:00	5	95.5	107.1	92	86.0	113.4	5.9
22:00	2	103.6	114.2	N/A	88.5	118.7	7.6
23:00	1	104.4	104.4	104	104.4	104.4	0.0
Summary	**392**	**95.9**	**107.5**	**96**	**38.3**	**127.5**	**7.2**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Southbound

Day Sunday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	1	27.0	27.0	27	27.0	27.0	0.0
01:00	2	55.4	59.4	N/A	49.8	61.0	5.6
02:00	1	66.2	66.2	66	66.2	66.2	0.0
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	2	64.7	65.7	N/A	63.3	66.1	1.4
05:00	2	60.9	62.6	N/A	58.4	63.3	2.4
06:00	1	66.9	66.9	67	66.9	66.9	0.0
07:00	4	60.0	66.4	64	46.8	73.5	7.1
08:00	10	59.6	65.4	62	46.7	72.7	5.9
09:00	25	58.7	64.2	57	46.6	78.4	6.3
10:00	37	61.4	66.9	63	48.4	81.0	6.6
11:00	29	62.1	66.9	65	47.7	75.7	5.6
12:00	30	61.4	66.6	65	45.4	82.7	6.0
13:00	43	60.6	66.3	63	45.3	84.8	6.4
14:00	47	61.5	68.0	61	46.2	80.3	6.3
15:00	37	62.5	69.2	59	48.2	82.2	6.4
16:00	45	61.9	69.6	62	45.5	83.9	7.9
17:00	23	61.3	66.8	66	40.1	81.5	8.0
18:00	15	62.0	66.9	65	44.6	83.6	8.0
19:00	9	60.6	68.2	59	49.7	81.0	7.6
20:00	10	63.6	67.7	60	59.1	72.7	3.3
21:00	1	69.7	69.7	70	69.7	69.7	0.0
22:00	1	64.1	64.1	64	64.1	64.1	0.0
23:00	1	63.2	63.2	63	63.2	63.2	0.0
Summary	**376**	**60.7**	**64.5**	**61**	**27.0**	**84.8**	**4.4**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Southbound

Day Monday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	1	65.0	65.0	65	65.0	65.0	0.0
06:00	3	59.7	67.3	62	44.8	78.9	7.5
07:00	4	59.5	66.5	62	44.6	77.7	7.0
08:00	10	59.6	65.8	61	43.7	76.8	6.8
09:00	30	59.4	66.3	61	42.5	76.7	7.2
10:00	27	58.6	66.3	60	41.3	77.9	6.6
11:00	23	59.3	66.6	60	42.0	77.2	6.2
12:00	23	59.7	66.6	61	41.3	74.9	6.9
13:00	28	59.5	65.8	59	38.1	78.3	7.2
14:00	27	60.3	65.8	60	42.2	80.5	6.5
15:00	24	60.6	67.3	61	45.0	77.9	6.4
16:00	29	58.9	66.2	59	39.2	76.9	7.0
17:00	27	58.7	65.1	59	35.9	77.7	6.8
18:00	15	60.1	65.7	62	41.0	79.2	6.9
19:00	9	59.5	65.4	62	47.6	77.6	6.2
20:00	4	60.5	65.6	63	53.2	71.4	4.3
21:00	1	63.0	63.0	63	63.0	63.0	0.0
22:00	1	63.9	63.9	64	63.9	63.9	0.0
23:00	1	61.9	61.9	62	61.9	61.9	0.0
Summary	**287**	**60.4**	**65.6**	**61**	**35.9**	**80.5**	**5.2**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Southbound

Day Tuesday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	4	59.9	69.4	59	43.8	79.0	8.8
06:00	15	58.0	68.8	65	40.0	77.6	9.1
07:00	23	57.8	66.1	64	42.8	72.9	7.7
08:00	14	58.1	63.6	60	44.8	74.5	6.2
09:00	32	58.2	65.0	58	43.9	74.5	6.3
10:00	28	58.6	65.8	53	45.6	76.6	6.9
11:00	22	59.6	65.7	55	47.4	75.8	6.3
12:00	24	59.6	66.9	60	39.4	74.5	7.8
13:00	20	59.8	67.0	63	34.4	79.2	8.6
14:00	27	61.0	67.1	62	43.2	82.4	6.6
15:00	47	61.2	68.2	60	48.2	78.9	6.4
16:00	42	60.3	68.0	59	38.7	77.3	7.5
17:00	59	60.5	67.9	60	33.5	80.5	7.9
18:00	36	61.8	68.3	65	40.4	83.3	7.9
19:00	19	58.7	65.6	65	49.3	76.2	5.3
20:00	7	58.3	64.0	64	56.7	66.5	3.4
21:00	2	61.2	64.2	N/A	57.0	65.5	4.3
22:00	2	63.3	69.5	N/A	54.5	72.1	8.8
23:00	1	57.2	57.2	57	57.2	57.2	0.0
Summary	**424**	**59.6**	**66.2**	**60**	**33.5**	**83.3**	**6.6**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Southbound

Day Wednesday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	1	55.4	55.4	55	55.4	55.4	0.0
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	17	58.5	65.2	62	43.4	78.4	7.5
07:00	18	58.6	64.8	58	44.3	77.9	6.3
08:00	20	60.0	66.2	56	42.4	82.3	7.0
09:00	26	60.1	67.3	62	41.2	78.3	7.8
10:00	30	57.5	67.3	63	31.8	79.0	7.0
11:00	28	57.5	67.6	59	32.8	82.8	6.8
12:00	25	59.1	66.0	61	42.8	77.1	6.7
13:00	32	58.2	63.9	58	38.3	81.0	6.8
14:00	36	58.0	62.8	57	39.3	78.7	6.4
15:00	41	59.8	66.4	61	41.8	75.2	6.3
16:00	53	58.8	66.0	59	40.8	77.0	6.7
17:00	47	57.9	62.4	60	41.7	74.1	5.7
18:00	31	57.1	59.5	58	42.1	76.9	6.9
19:00	10	56.3	59.6	54	44.8	76.3	7.5
20:00	10	58.4	61.1	56	53.5	66.0	3.2
21:00	1	59.3	59.3	59	59.3	59.3	0.0
22:00	3	63.5	65.2	68	60.6	65.5	2.1
23:00	1	67.7	67.7	68	67.7	67.7	0.0
Summary	**430**	**59.0**	**63.9**	**60**	**31.8**	**82.8**	**5.3**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Southbound

Day Thursday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	4	63.7	69.8	61	52.9	77.3	5.5
06:00	8	62.5	69.8	61	47.1	82.3	6.9
07:00	25	60.5	67.2	63	42.5	78.2	7.1
08:00	28	59.8	67.2	64	44.2	72.9	7.3
09:00	25	60.7	67.2	63	48.1	78.3	6.7
10:00	30	60.3	66.8	66	48.4	79.2	5.9
11:00	22	59.7	67.0	68	41.6	73.3	6.4
12:00	21	59.2	66.9	60	37.4	71.4	7.3
13:00	28	59.1	65.7	56	39.1	76.9	7.0
14:00	28	59.4	65.0	60	41.4	79.4	6.6
15:00	52	58.8	65.8	62	41.3	77.4	6.9
16:00	38	57.2	65.4	61	32.8	79.0	8.4
17:00	59	56.5	65.9	58	26.2	78.7	7.7
18:00	32	58.6	67.9	59	34.4	79.2	7.4
19:00	20	59.9	65.6	60	46.0	80.9	7.2
20:00	14	62.9	66.1	60	55.2	75.7	5.0
21:00	3	66.5	73.0	78	58.8	77.8	6.7
22:00	6	65.3	71.9	78	58.0	76.9	6.8
23:00	3	62.4	67.5	62	42.8	77.6	5.5
Summary	**446**	**60.7**	**67.5**	**63**	**26.2**	**82.3**	**6.7**

SPEED

TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Site

Back to Site Summary Page

Direction Southbound

Day Friday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	0	N/A	N/A	N/A	N/A	N/A	N/A
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	2	71.5	77.1	N/A	63.4	79.5	8.0
06:00	12	59.8	65.3	61	48.7	77.4	6.5
07:00	19	61.2	67.7	62	48.7	81.8	6.7
08:00	19	60.3	66.1	63	43.3	77.5	6.9
09:00	26	58.6	65.6	61	36.8	75.5	7.8
10:00	26	58.2	65.3	57	39.2	76.8	6.7
11:00	28	60.3	66.0	60	46.3	77.0	5.3
12:00	29	60.9	66.7	64	45.6	76.6	5.9
13:00	37	60.8	66.5	61	40.7	76.2	6.5
14:00	24	62.8	68.3	62	44.8	81.5	6.6
15:00	39	62.5	69.0	62	48.5	80.2	6.2
16:00	42	59.5	65.2	58	44.5	74.3	5.6
17:00	44	59.7	64.4	60	42.3	77.7	5.8
18:00	37	63.0	67.2	66	47.2	77.3	5.4
19:00	15	62.9	70.6	71	50.2	77.0	4.8
20:00	9	62.1	71.2	70	47.3	77.3	5.8
21:00	16	65.0	72.6	67	50.0	78.7	6.7
22:00	12	63.3	72.0	67	48.3	76.9	8.9
23:00	3	60.5	68.0	63	39.1	77.4	8.7
Summary	**439**	**61.7**	**68.2**	**63**	**36.8**	**81.8**	**6.6**

SPEED

TRANS TRAFFIC SURVEY
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Site

Back to Site Summary Page

Direction Southbound

Day Saturday

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Avgerage Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	3	62.7	65.9	N/A	57.7	66.8	3.8
01:00	0	N/A	N/A	N/A	N/A	N/A	N/A
02:00	0	N/A	N/A	N/A	N/A	N/A	N/A
03:00	0	N/A	N/A	N/A	N/A	N/A	N/A
04:00	0	N/A	N/A	N/A	N/A	N/A	N/A
05:00	0	N/A	N/A	N/A	N/A	N/A	N/A
06:00	5	61.6	66.6	68	50.1	73.6	5.6
07:00	8	63.1	67.5	69	50.9	74.7	5.1
08:00	14	61.8	65.7	64	55.0	72.3	3.8
09:00	18	61.4	66.8	62	48.9	82.2	5.6
10:00	35	60.7	67.7	61	39.5	84.7	7.3
11:00	34	61.1	68.3	63	38.8	86.4	7.6
12:00	43	61.9	68.6	64	44.6	86.4	7.1
13:00	33	60.3	65.3	60	45.8	76.6	5.4
14:00	50	60.0	65.8	62	44.0	77.1	6.2
15:00	41	61.0	67.5	67	46.4	77.2	6.6
16:00	34	62.4	67.7	66	51.3	76.8	5.7
17:00	22	62.7	68.8	59	52.9	78.0	6.3
18:00	18	61.6	69.1	58	45.5	82.0	8.0
19:00	20	59.8	64.1	60	45.0	75.5	5.5
20:00	7	61.5	62.9	58	57.3	66.1	2.1
21:00	2	64.7	66.0	N/A	62.8	66.6	1.9
22:00	2	57.9	60.1	N/A	54.7	61.1	3.2
23:00	2	63.1	63.4	63	62.8	63.5	0.3
Summary	**391**	**61.5**	**66.2**	**63**	**38.8**	**86.4**	**5.1**