



Cockburn Central East Structure Plan Traffic Impact Assessment

Client // City of Cockburn
Office // WA
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Disclaimer

This report, prepared by GTA Consultants, is to undertake a Traffic Impact Assessment to support the preparation of the Cockburn Central East Structure Plan. The report and analysis on which its findings are based have been prepared as per the scope of works prepared by GTA Consultants and approved by the City of Cockburn, including any subsequent agreements.

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1. Introduction

GTA Consultants has been commissioned by the City of Cockburn (the City) to undertake a Traffic Impact Assessment (TIA) for a structure plan in accordance with the *Western Australian Planning Commission Structure Plan Framework (WAPC 2015)* and the *Transport Impact Assessment Guidelines (WAPC, August 2016)* to support the movement network plan for the Cockburn Central East Structure Plan (CCE SP).

The CCE SP study area is generally bound by Kwinana Freeway to the west, Armadale Road to the south, the Banjup residential development to the east and Cutler Street to the north. Two existing car parks and an open space area is also included in the study area west of the Kwinana Freeway.

Specifically, the City requires a local road layout within the study area to be investigated and resolved following the recent design progress of the North Lake Bridge and Armadale Road deviation project by Main Roads WA (MRWA). This project directly impacts the CCE SP study area and a TIA report is therefore required to support and inform the movement network redesign and the local road network layout within the SP.

1.1 Background

The CCE SP area is within the City's *Solomon Road Development Area Structure Plan* which was modified by Council in December 2007 (refer copy in Appendix A).

The need for a revised local structure plan is due to MRWA's recently finalised road design of the proposed North Lake Road Bridge and Armadale Road deviation project. The proposed deviation is illustrated in Figure 1.1.

Figure 1.1: Armadale Road Deviation (Main Roads WA)



MRWA's Armadale Road deviation involves depressing the existing road and placing it in a trench from the west of Solomon Road to the east of Verde Drive. Accordingly, access arrangements proposed by MRWA along the Armadale Road Deviation will be to convert the intersections of

Armadale Road/Solomon Road and Armadale Road/Tapper Road/Verde Drive to roundabouts with on and off ramps.

The CCE SP study area also includes three parcels of land to the west of Kwinana Freeway, being:

- North western commuter car park (186 bays)
- South western commuter car park (212 bays)
- Open space area of 4 ha. (approx.)

The western Cockburn Central Station commuter car parks, currently leased by the Public Transport Authority (PTA) will reach their end-of-lease in 2031. Consolidation of car parking to the east is desirable given the extensive strategic planning currently being undertaken in the area and the present opportunity to comprehensively look at transport and parking in and around the train station. The intent of the CCE SP project and the MRWA project is therefore to relocate these western car parks to the east side of the Kwinana Freeway and ensure the highest and best use for land within the Town Centre.

The PTA is currently working on a detailed Station Access Strategy (SAS) to determine suitable access to a consolidated car park to the east, amongst other improved modes of access such as bus, walk and cycle. The SAS acknowledges Cockburn Central as a secondary activity center within Perth (as identified by the WAPC) and that it is a Transit Oriented Development (TOD) node.

PTA has provided a parking technical note¹ to the City which analyses existing/future parking demand at Cockburn Central Station. The technical note identifies two car parking scenarios to the east of the station for the expected patronage demand levels in 2031; being 1600 bays and 2000 bays, with two concept plan layouts for each supply.

This CCE SP TIA considers the traffic generation of the potential 1600 or 2000 bay car park scenarios respectively as part of the analysis.

1.2 Report Purpose

This report presents the findings of a structure plan TIA as per WAPC guidelines to support the preparation of a revised CCE SP. The main focus of this report is to finalise the planning of the local road network within the *Solomon Road Development Area* with the MRWA's Armadale Road/North Lake Bridge Road Deviation.

This report considers the following:

- The existing transport context of the CCE SP;
- Potential site traffic generation of the City's proposed land use changes on the road network to provide guidance on:
 - The amount of traffic likely to be generated and the potential distribution of this to the external road network
 - Potential access arrangements and circulation
 - Potential future road reserve requirements
 - Potential traffic impacts and external road network capacity.
- The relocation of the PTA carpark sites from west to the east of the Kwinana Freeway.
- The analysis is cognisant that the City has no intention to modify the road network generally east of Solomon Road. This area is already created and developed and

¹ Cockburn Central Station – Technical Note for the Parking Demand and Access Assessment, Jacobs, 23 December 2016.

therefore the focus of this TIA will be the land between Solomon Road and the Kwinana Freeway.

- Car parking supply scenarios as recently analysed by PTA as part of the Cockburn Central Station SAS.

1.3 References and Consultation

In preparing this report, reference has been made to the following:

- The City Local Planning Scheme No. 3 (gazetted 20 December 2002 and updated on 26 August 2016), in addition to the City's draft road layout plans for the proposed SP
- the Western Australian Planning Commission (WAPC) *Liveable Neighbourhoods – Updated 02*, dated January 2009 (noting that the 2015 update is still in Draft for Consultation)
- WAPC *Transport Impact Assessment Guidelines*, dated August 2016
- 'Calleya' Lot 9004 Armadale Road, Banjup Local Structure Plan (LSP) Transport Impact Assessment (TIA) *Final Report*, prepared by Transcore in July 2012
- Banjup District Structure Plan (DSP) Transport Impact Assessment (TIA) *Final Report*, prepared by Transcore in October 2016
- Cockburn Central Station - Technical Note for the Parking Demand and Access Assessment, prepared by Jacobs in December 2016
- Main Road WA Cockburn Regional Analysis, prepared by Urbsol in March 2016
- *Department of Transport (DoT) Bike Maps*.

Most importantly, the City has provided GTA land use map illustrating the lots within the CCE SP area that are to be rezoned to 'mixed business' or 'light and service industry' or 'industrial'. This is shown in Figure 1.2. The assumptions provided and incorporated within this TIA report are:

- The blue shaded area to be rezoned to a 'mixed business zone' with no residential land use option.
- The 8.1ha parcel adjacent to the freeway is proposed to stay 'Parks and Recreation' however the road system surrounding this land needs to ensure this land can transition to 'mixed business' in the future. Therefore, in the TIA analysis, this site has been assumed as 'mixed business' with no residential, until the City is able to obtain further advice and involvement from WAPC and LandCorp to understand future desires.
- Assume the 6.1ha area of land will be for PTA car parking. This assumption is consistent with PTA's technical note provided to the City in December 2016.

Figure 1.2: City of Cockburn Anticipated Land Use Rezoning within CCE SP Area



The City has also provided GTA with three road network layouts to explore for this TIA. In doing so, the City recognises that a short-term land use option of 'light and service industrial' uses (like that provided for in Cockburn Commercial Park) far exceeds the road requirements resulting from the longer-term transition to predominantly residential development. This being agreed by GTA as a relevant assumption, the City instructed GTA to determine the impacts for the land uses in Figure 1.2 under three road network options.

- **Option 1:** Exploring the option of upgrading Cutler Road and providing a new connection between Cutler Road and Verde Drive so as to assist in breaking up the long narrow lots currently provided for, as compared to extending Prinsep Road.
- **Option 2:** Does not connect Prinsep Road to Verde Drive. This option is to explore the traffic impacts without a Prinsep Road extension, as there have been numerous complaints from the residences on Prinsep Road to the north regarding large vehicles along this road. As such, it may not be desirable to encourage further traffic along Prinsep Road of which would result from Options 1 and 3.
- **Option 3:** Opts for the current road reserve which extends existing Prinsep Road from the north west into the CCE SP area.

The above three options are explored in Chapter 3.

2. Existing Conditions

2.1 Structure Plan Area Use and Location

The SP area covers an approximate 118.1 ha, as shown in Figure 2.1. The area is located approximately 20km south of the Perth Central Business District. It is bounded by Armadale Road to the south, Kwinana Freeway and Prinsep Road to the west, generally Cutler Road alignment to the north and Dollier Street to the north east. It includes the following areas:

- Area currently covered by the City's current *Solomon Road Development Area Structure Plan*;
- Existing light and services industrial and mixed business uses within the study area that are not proposed to be rezoned;
- PTA commuter car parks;
- Vacant land to the north of the included to comprehensively look at drainage requirements for the Armadale Road deviation project and seeking to reduce impact on the town centre.

To the west and south-west, the site is adjacent Activity Centres and Core Areas of Cockburn Central North, Cockburn Central Town Centre, Cockburn Central West and Gateways Shopping City which are all established and include road infrastructure in place. To the east and north east of the site there is an interface with the Lot 9004 Armadale Road, Banjup LSP, which is partially developed.

Figure 2.1: Site Location



2.2 Existing Movement Networks

2.2.1 Vehicular Access

The CCE SP area has a strong frontage to existing higher order roads with access primarily gained to the south via Armadale Road and to the north via Jandakot Road/Berrigan Drive.

Armadale Road

Armadale Road runs east-west to the south of the CCE SP area and is classified as a Primary Distributor road according to the Main Roads WA Functional Road Hierarchy. It currently has a posted speed limit of 70 km/hr. It is carrying some 28,000vpd (200m west of Liddelow Road, June 2015 survey) with 10% heavy vehicles.

Currently, Armadale Road forms a single carriageway from around Ghostgum Avenue (1km east of site) with the exception of upgrades to dual carriageway for increased capacities at intersections between Ghostgum Avenue and the Kwinana Freeway. Armadale Road becomes Beelihar Drive west of the Kwinana Freeway.

Jandakot Road

Jandakot Road runs generally in an east-west direction, north of the CCE SP area and is classified a Regional Distributor according to the Main Roads WA Functional Road Hierarchy and a District Distributor (B) according to the City's road classification. It has a posted speed limit of 80km/hr. It is currently a single carriageway standard carrying around 11,000vpd (220m west of Skotsch Road) and around 14,000 vpd (500m east of Berrigan Drive), referencing 2015 traffic counts provided by the City. Jandakot Road forms a single lane 4-way roundabout with Berrigan Drive.

Berrigan Drive

Berrigan Drive to the north-west is a District Distributor (A) road according to the Main Roads WA Functional Road Hierarchy and the City's road classification with a posted speed limit of 70km/hr. It carried about 18,800vpd (250m west of Prinsep Road), referencing 2015 traffic provided by MRWA online traffic data.

Solomon Road

Solomon Road traverses the site area in a north-south direction with a posted speed limit of 60km/hr from Armadale Road to Dollier Street, and increases to 70km/hr towards Jandakot Road. It is a single carriageway standard and classified as an Access Road according to the Main Roads WA Functional Road Hierarchy, and a District Distributor (B) Road under the City's classification. It is carrying about 7,300vpd (70m north of Monash Gate) and 6,500vpd (580m south of Jandakot Road), referencing 2015 traffic counts provided by the City.

Prinsep Road

Prinsep Road runs north-south extending from the Berrigan Drive priority controlled T-intersection. It is classified as a Local Distributor according to Main Roads WA Functional Road Hierarchy and the City's classification. It has a posted speed limit of 60km/hr and of a single carriageway standard. As per 2015 traffic counts provided by the City, it carries out 2,300vpd (400m south of Berrigan Drive).

Tapper Road, Verde Drive, Cutler Road

Tapper Road connects to Armadale Road/Verde drive from the south to form a 4-way signalised intersection. It is classified as a Local Distributor according to Main Roads WA Functional Road Hierarchy and a District Distributor (B) according to the City's classification. It has a posted speed limit of 60km/hr and of a single carriageway standard.

Verde Drive (posted 50km/hr) and Cutler Road (posted 60km/hr west of Solomon Road and 50km/hr east of Solomon Road) are Access Roads of single carriageway standard. Verde Drive is an "other regional road" in the MRS and the intent is to keep this classification of the MRS road hierarchy. Cutler Road carried around 3,600vpd (160m east of Solomon Rd) and about 4,000vpd (60m west of Solomon Rd), referencing 2015 traffic counts provided by the City. All other internal roads within the SP area are classified as Access Roads providing access to the existing lots. This includes:

- Imlah Court and The Lakes Boulevard (northwest);
- Dollier Street, Biscayne Way, Abaya Street, and Chifley Brace (northeast); and
- Avior Avenue, Chullora Bend, and Monash Gate (centre).

2.2.2 Public Transport

Figure 2.2 presents an extract from the Transperth timetable information for the area surrounding the site. The site is located in close proximity to the Cockburn Central Station on the Mandurah rail line with existing Park 'n' Ride facilities located east and west of the Kwinana Freeway. The closest bus services to the site are the existing 518 and 527 running along Armadale Road to the south of CCE SP area.

Figure 2.2: Existing Public Transport Networks



The site benefits from direct access to bus services immediately adjacent to the southern boundary of the site on Armadale Road. Three bus stops are located along Armadale Road as follows:

- 70m east of Armadale Road/Freshwater Drive for eastbound trips, and about 400m from the centre of the SP area.
- 105m east of Armadale Road/Freshwater Drive for westbound trips, and about 400m from the centre of the LSP area.
- 125m west of Armadale Road/Tapper Road/Verde Drive for eastbound trips, and about 400m from the centre of the LSP area.

It is assumed the above bus stops will be retained with the deviation.

Considering the general 400m catchment for public transport, over half of the CCE SP area is located within this distance as shown in Figure 2.3. Future bus extensions should therefore consider servicing the northern areas of the CCE SP.

Figure 2.3: Existing Public Transport 400m Catchment



Future planned bus routes for the area are discussed in Section 4.7.2 – Proposed Bus Services.

2.2.3 Walking and Cycling

The Kwinana Freeway 'Principle Shared Path' (PSP) exists to the west of the site to the west of the freeway. A shared path also exists on the eastern side of the freeway, south of the train station - linking into the southern portion of the CCE SP area.

A network of segmented footpaths through the CCE SP area. These include a 2m (approx.) wide path along the southern boundary of Knock Place connecting to the Cockburn Station and the bicycle lockers just east of the freeway.

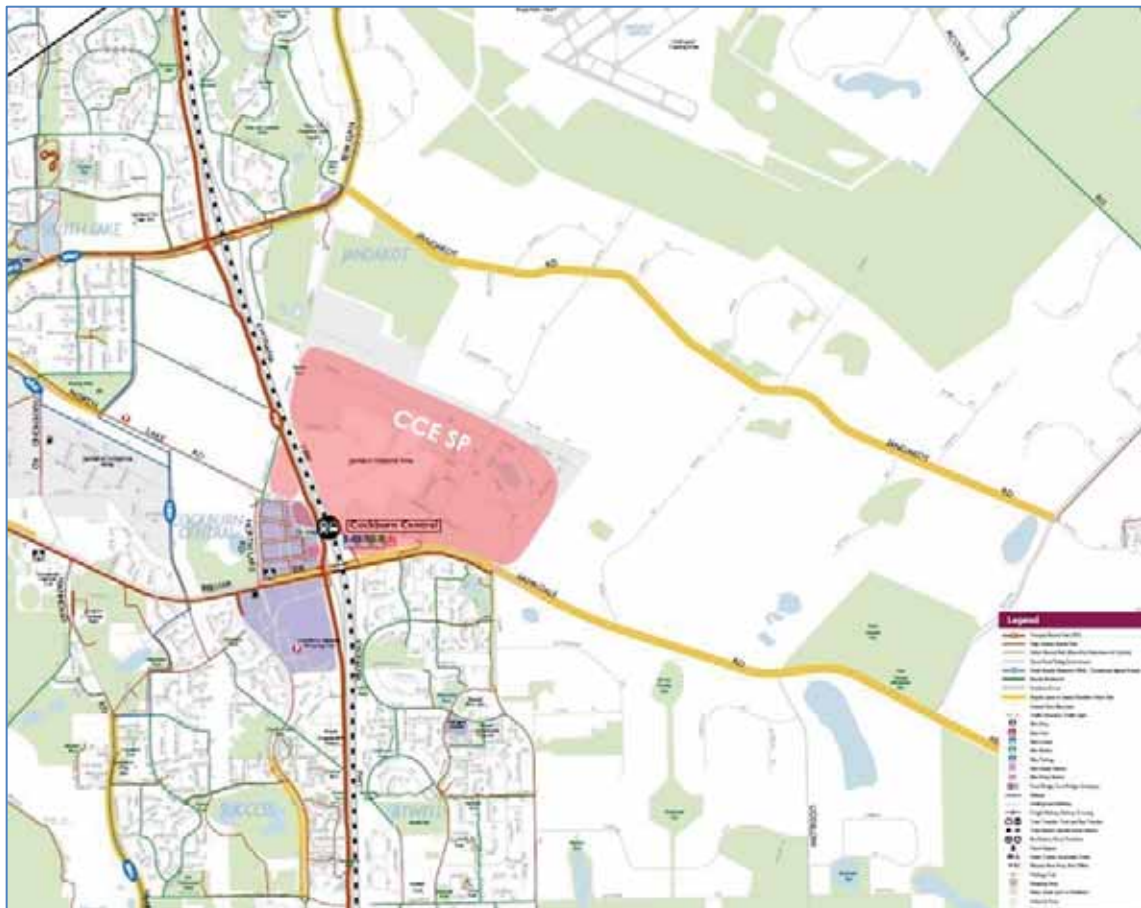
As part of the SP development, direct links to the Station and existing PSP should be provided from the SP area. Short sections of these links have already been constructed in the form of:

- Footpath on Solomon Road (west), from Armadale Road to Cutler Road
- Footpath on Cutler Road (south), from Biscayne Way to Solomon Road
- Footpaths on both sides of Verde Drive near the Armadale Road intersection.

Other formal walking and cycling provision, as identified in the below extract from DoT Bike Maps are as follows:

- 'High Quality Shared Path' and 'Bicycle Lanes or Sealed Shoulder Either Side' along Armadale Road on the southern frontage of the LSP
- 'Bicycle Lanes or Sealed Shoulder Either Side' on Jandakot Road
- 'Other Shared Path' located on the western reserve of Prinsep Road
- 'Good Road Riding Environment' along The Lakes Boulevard
- 'Principle shared Path' (PSP) along Kwinana Freeway on the western boundary of the site.

Figure 2.4: Existing Key Walk and Cycle Links



GTA Consultants is also assisting the City with their five (5) year Cycling and Walking Network Plan. The plan, currently in draft for further consultation with the City, also recommends a key Local Community Route connecting to the Cockburn Station from around the Calleya Residential Estate via:

- Armadale Road norther side – cycle only path and separated footpath from Ghostgum Avenue to the west; and

- Bicycle Boulevard connecting to the Cycle Parking cage at the station along the general alignment of Knock Place. This recommendation would need to tie in with MRWA's recent finalised design for the Armadale Road deviation project and the PTA's commuter car park layout of up to 2000 bays.

2.2.4 Existing PTA Commuter Car Park Areas

A number of existing Park and Ride facilities associated with the Cockburn Central Station are located in the CCE SP areas immediately surrounding the station to the east and west of the Kwinana Freeway.

As advised by the PTA, the two sites on the west are currently leased by PTA and the leases expire in 2031, while also one of the parking sites on the east is leased and due to expire in September 2017. The location and number of parking bays² that currently exist is shown in Figure 2.5. Currently, vehicle access to the car parks on the west can be gained via Fettle Lane and Points Way, while car parks on the east can be accessed via Knock Place.

Figure 2.5: Existing Location and Number of PTA Car Parks Associated with the Cockburn Central Station



² Information sourced from Cockburn Central Station - Technical Note for the Parking Demand and Access Assessment, Jacobs, 23 December 2016

3. Proposed Structure Plan Options

As noted in Section 1.3, the City has provided GTA a land use map illustrating the lots within the CCE SP area that are to be rezoned to 'mixed business' or 'light and service industry' or 'industrial' in the short-term. This is reproduced in Figure 3.1.

The key assumptions provided by the City and incorporated within this TIA assessment are:

1. The City advised that the road alignment for the area east of Solomon Road will not be modified as lots are already created and established in contrast to land between Solomon Road and Kwinana Freeway.
2. Also highlighted the 6.1 ha site area immediately east of Kwinana Freeway is the area designated for the transition of the PTA car parking sites.
3. A sensitivity test of traffic impacts for both 1600 bays and 2000 bays in the 6.1ha area have been allowed for in the analysis.
4. Access to/from MRWA's Armadale Road deviation project is not-negotiable as provided in the finalised detailed design.

Figure 3.1: City of Cockburn anticipated land use rezoning within CCE SP Area



3.1 Proposed Access Arrangements

The access arrangements to/from MRWA's final Armadale Road deviation project include:

1. Roundabout intersection at Armadale Road/Verde Drive/Tapper Road (grade-separated).
2. Left-in/Left-out (LILo) from existing Armadale Road north across the future mixed business zone and to the eastern commuter car park, south of Knock Place.
3. Roundabout intersection at Armadale Road/Armadale Road Deviation/Solomon Road (grade-separated).
4. LILo connecting Armadale Road Deviation to Verde Drive extension road reservation.
5. LILo connecting Armadale Road Deviation to the land parcel in the south reserved for commuter car park.
6. Underpass across the Armadale Road Deviation from the land parcel in the south reserved for commuter car park to the general direction of Prinsep Road to the north.

The access arrangements along Jandakot Road/Berrigan Drive on the north side of the SP include the existing priority controlled T-intersection of Jandakot Road/Berrigan Drive/Prinsep Road, in addition to the staggered priority controlled intersection of Jandakot Road/Solomon Road.

Existing road reserves under the Metropolitan Region Scheme (MRS) is highlighted in yellow in Figure 3.2 and it depicts portions of Verde Drive and Prinsep Road which are currently not constructed. The figure also highlights the need for modifications to the current alignment as identified within the MRS for the section of Verde Drive connecting to the Armadale Road Deviation.

Figure 3.2: Road Network for Investigation (Source: CCE SP request for quotation)



3.2 Proposed Road Layout Options and Land Uses

The SP area is approximately 118.1 ha and includes the existing following zones as outlined in Figure 3.2:

- Mixed Business = 45.3 ha
- Light and Service Industry = 38.2 ha
- Industry = 31.0 ha
- Commuter Car Park = 3.7 ha.

Figure 3.3: Proposed CCE SP



Information provided initially by the City in the project request for quotation, the TIA was required to explore short-term and long-term scenarios for the SP area to allow eventually for the transition of residential development over time as follows:

- **Short-Term Scenario:** will likely comprise mixed business and light and service industrial uses, like warehousing, transport and logistics.
- **Long-Term Scenario:** will likely include mixed development (commercial and residential) while phasing out industrial uses, and accordingly transitioning the area into a Regional Centre.

However, it was recognised through the project development that the long-term scenario is likely to have enough capacity to accommodate the road requirements defined by the short-term scenario and consequently facilitate the envisaged transition over time. In accordance, three (3) road layout options were provided by the City for assessment as discussed below.

Option 1

Entails upgrading Cutler Road and providing a new road connection between Cutler Road and Verde Drive to split up the long narrow lots currently provided (Figure 3.4).

Option 2

Responds to numerous complaints from the residences along Prinsep Road to the north. This option involves no upgrades to Cutler Road and no extensions to Prinsep Road to discourage the likelihood of more traffic passing through Prinsep Road as a result of its extension (Figure 3.5).

Figure 3.4: Road Layout Option 1 – Cutler Road Connection (Source: City of Cockburn)

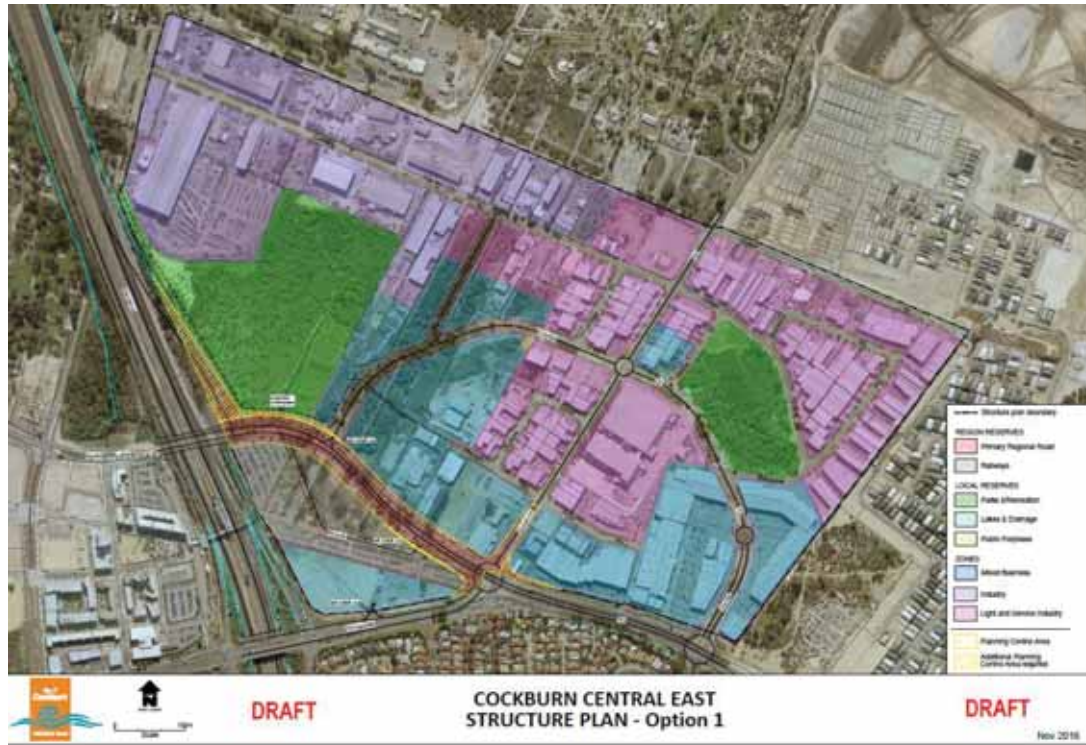
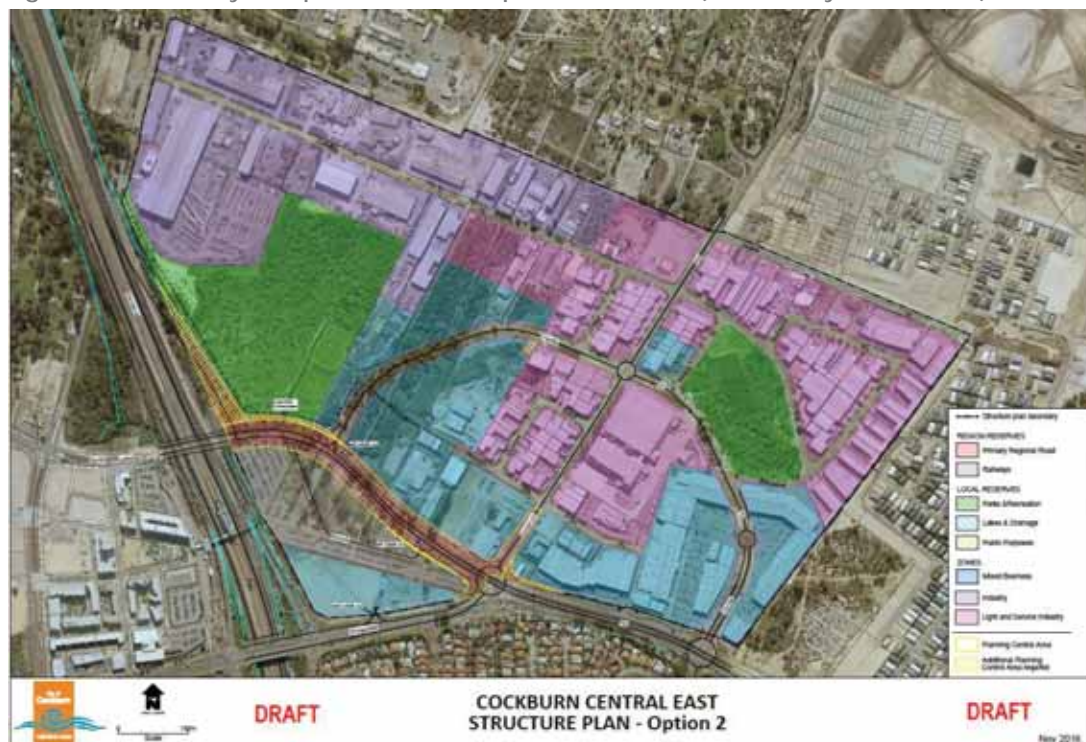


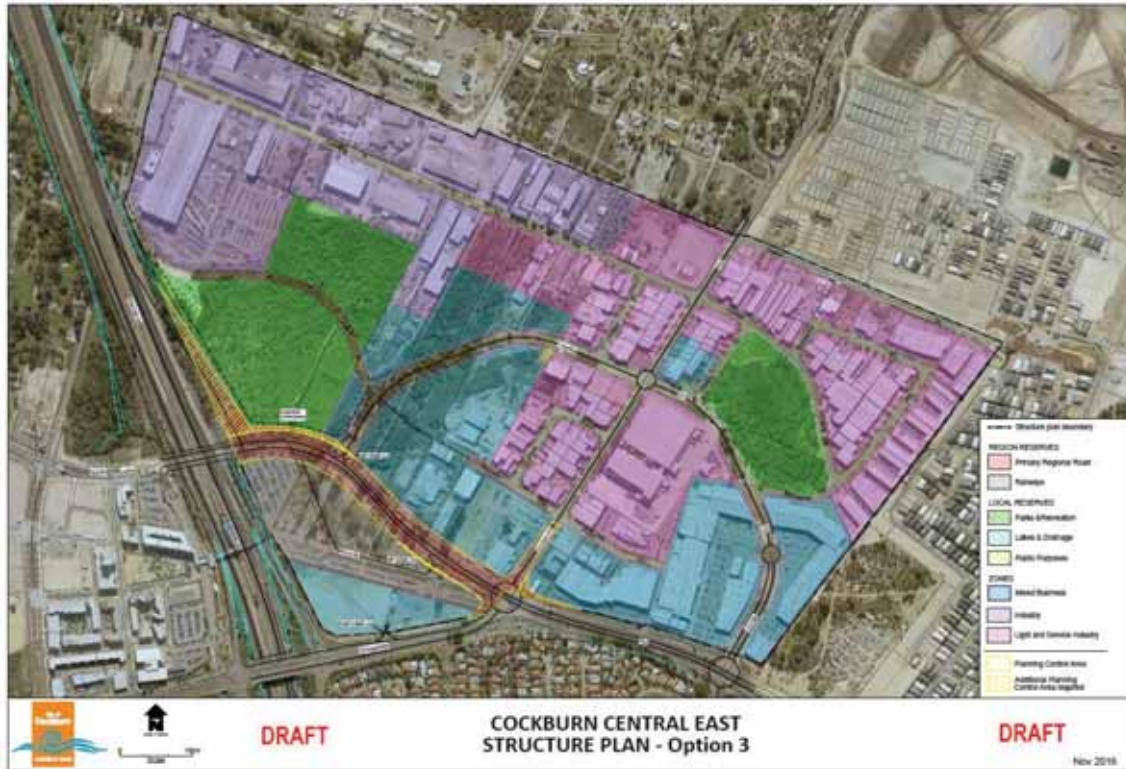
Figure 3.5: Road Layout Option 2 – No Prinsep Road Extension (Source: City of Cockburn)



Option 3

Is consistent with the existing road reserves under the MRS, and suggests extending Prinsep road to Verde Drive (Figure 3.6).

Figure 3.6: Road Layout Option 3 – MRS Prinsep Road Extension (Source: City of Cockburn)



The 8.1ha Parks and Recreation parcel (shown in green in the figures above immediately east of the freeway) has been considered in the TIA analysis as 'mixed business' in order for the road network adjacent to this land to be planned to accommodate mixed-business use requirements at some point.

These concept options, at a high-level, set out the potential land use distribution across the site including Mixed Business, Light and Service Industrial and Industrial within the CCE SP. It also illustrates the initial concept for the primary internal road network and proposed access points which will be explored further in the coming sections of the report.

4. Analysis of the Transport Network

4.1 Vehicle Trip Generation

The traffic generation and distribution estimates contained within the adopted Banjup District Structure Plan (DSP) and the Lot 9004 Armadale Road, Banjup Local Structure Plan (LSP) contains 2031 future traffic forecasts for the external road network, derived from the EMME modelling software package. On the basis that these figures are the latest approved traffic forecasts by the City and directly adjacent the SP area, GTA has referred to the studies to inform the 2031 anticipated flows on the external road network. GTA has then used conventional traffic generation and assignment methods using trip generation rates primarily from the WAPC's *Transport Assessment Guidelines for Developments* (WAPC Guidelines) to determine the traffic to be generation from the CCE SP area.

With respect to these trip generation rates, it is noted that the WAPC Guidelines provide peak hour trip generation rates but not daily trip generation rates. As such, to determine appropriate daily trip generation rates, reference has also been made to the following sources:

- The *NSW RTA Guide to Traffic Generating Developments*
- *Trip Generation 7th edition, 2003 - Institute of Transportation Engineers, Washington, USA.*
- GTA's internal Traffic Generation Database which is a comprehensive traffic and parking database collated over our 26 years of operations for developments around Australia.

With respect to the PTA car park usage and trip rate, and for the purpose of this assessment, it is assumed that the future consolidated car park east of the freeway will be fully utilised by the critical morning peak period by commuters and who will depart the car park in the evening peak, consistent with the PTA survey of existing Park and Ride behaviour at Cockburn Central Station. In view of that, the daily car park trip rate is assumed to be 2 trips per car bay.

The rates adopted for the proposed land uses within the development were also checked against the land use permissibility within the area specified in the City's '*Zoning Table*' of the *City's Local Planning Scheme (LPS) No. 3*. In the absence of more detailed uses for the lots within the CCE SP area in relation to the percentage of building footprint, and the purpose of this traffic assessment, building footprint/land area ratios have been measured within nearby established lots to compare to CCE. These areas include:

- Cockburn Commercial Park near Bibra Lake;
- Cockburn Central area near North Lake Road; and
- Established lots within the CCE SP.

As such, it has been assumed that Mixed Business and Light and Service Industry lots would occupy primarily about 45% of total land area, and 30% for Industrial lots. The predicted vehicle trips to be generated by the proposed CCE SP were determined based on the rates outlined in Table 4.1. A more detailed table is provided in Appendix C.

Table 4.1: Adopted Trip Generation Rates

Zone	Proposed Land Use	Guide	Daily Trip Generation Rate	Assumption
Mixed Business	Office	GTA Database Rate	11 trips / 100sq.m GFA	applying 50/50 percent split between Office/Warehouse
	Warehouse	ITE Rate	4 trips / 100sq.m GFA	
Light and Service Industrial	Light Industrial	ITE Rate	153 trips per hectare	applying 50/50 percent split between Light Industrial/Warehouse
	Warehouse	ITE Rate	4 trips / 100sq.m GFA	
Industrial	General Industrial	GTA Database Rate	4.5 trips / 100sq.m GFA	-
Commuter Car Park	Car Parking	-	2 trips / car bay	PTA advised that 1600 - 2000 consolidated car bays will be required on land east of the freeway

In view of the City not seeking to modify the lots or road alignment east of Solomon Road, trip generation estimates were applied only for the lots which will have a land use zone change, as indicated in Figure 4.1:

- **Zone 6:** which includes lots fronting Cutler Road to be rezoned to Light and Service Industrial in addition to lots between the Verde Drive extension and the proposed Armadale Road deviation. Also, the 8.1ha Parks and Recreation parcel which is considered in the analysis as mixed business;
- **Zone 7:** which includes land between the proposed Armadale Road Deviation and Armadale Road (zoned as Mixed Business); and
- **Zone 9:** which includes land allocated for the new PTA commuter car park to the east of the freeway. It is recognised that this precinct in the long term will transition to mixed business however the car parking and daily trip rates generated by the PTA car parking is expected to exceed the levels under a mixed business scenario and therefore numbers are built in for the long-term for this zone.

A summary of the trip generation calculations is provided in Table 4.2.

Table 4.2: Trip Generation Summary

Zone	Class	Guide	Daily Trip Generation Rate	Daily Trips (vpd)	
Zone 6	Mixed Business	GTA Database Rate	11 trips / 100sq.m GFA	9,800	
		ITE Rate	4 trips / 100sq.m GFA		
	Light and Service Industrial	ITE Rate	153 trips per hectare		
		ITE Rate	4 trips / 100sq.m GFA		
Zone 7	Mixed Business	GTA Database Rate	11 trips / 100sq.m GFA	1,130	
		ITE Rate	4 trips / 100sq.m GFA		
Zone 9	Commuter Car Park (1600 bays – 2000 bays)	-	2 trips / car bay	3,200	4000
Total				14,130	14,930

Figure 4.1: Traffic Analysis Zones



4.2 Vehicle Trip Distribution and Assignment

The trips calculated in the Trip Generation exercise above were then distributed onto the network using the following method and assumptions:

- The assessment year that has been adopted for this analysis is 2031, with full development of the CCE SP area.
- The area was broken down into 9 internal zones. This zone structure divided the project area into traffic generating sub-areas divided by the main connector roads. The extent of the modelled network and the zoning system adopted are shown in Figure 4.2.
- The daily trip generation component was calculated for trips inbound and outbound for zones 6 and 7, given that these areas, unlike the rest of the project area, are to be rezoned/developed. Similarly, trip generation was calculated for trips inbound and outbound from Zone 9 for the consolidated PTA commuter car park.
- 2015 traffic counts sourced from the City and MRWA online traffic data at various locations within the project area were used as existing link demands for the rest of the zones.

Figure 4.2: Internal Zones



For external trips, the major attraction patterns surrounding the CCE SP site were analysed in accordance with various 2015 traffic counts sourced from the City and MRWA online traffic data. These are expected to be as follows (see Figure 4.3);

- **19% via East** – through Armadale Road and Jandakot Road
- **28% via North** – Kwinana Freeway and Solomon Road
- **12% via North West** – through the new Armadale Road Deviation
- **17% via West** – through Berrigan Dr, Armadale Road, and the new Armadale Road Deviation
- **24% via South** – through Kwinana Freeway, Freshwater Drive, Tapper Road.

Figure 4.3: External Distribution



The assumptions below underpin the assessment:

- Within the proposed CCE SP for each of the nine (9) internal zones travelling to another zone, it is assumed that only 5% internal trips would occur given that no residential or school uses are proposed within the site.
- No internal zone to commuter car park trips.
- For each internal zone, travelling to another zone (internal or external), it was assumed that the vehicle making the trip would follow the shortest path to get to their destination taking the local connector roads where possible.
- Future demand figures were sourced from the Banjup DSP TIA Report to determine growth percentages along adjacent major links as outlined in Table 4.3. This growth rates have been assumed for the SP area, being a 3% Average Annual Compound Growth Rate for the background traffic within the area.

Table 4.3: Traffic Growth Rate

Link	2031 Forecast	2015 Counts	Growth Rate (per annum)
Jandakot Rd	25,000	11,200	5%
Armadale Rd	50,000	40,773	1%
Solomon Rd	12,000	6,492	4%
Warton Rd	25,000	18,640	2%
Average			3%

4.3 Traffic Flows

The traffic generated within the study area was assigned onto the road network using the methods and assumptions noted previously in section 4.2. The trips for each zone were then added to the future traffic demands.

Traffic analysis undertaken indicates that the projected traffic volumes between the two parking scenarios (1600 bays vs 2000 bays) are comparable.

Similarly, traffic flows for road layout 'Option1 – Cutler Road connection' and 'Option 2 – No Prinsep Road extension' were similar except for a moderate volume increases along Cutler Road in the vicinity of the proposed new connection. This also resulted in less traffic in the southern section of Solomon Road in 'Option 1' as compared to 'Option 2' which involves no upgrades to Cutler Road and no extensions to Prinsep Road.

In both Options 1 and 2, Prinsep Road is predicted to carry about 3,600vpd in 2031.

In 'Option 3 - MRS Prinsep Road extension', Prinsep Road is predicted to carry increased daily trips to some 6,400vpd (almost double). This, due to the proposed extension of Prinsep Road connecting to Verde Drive. Conversely, the Prinsep Road extension reduces the daily traffic flows along the parallel Solomon Road (11,000vpd – 14,200vpd) due to portion of north/west trips now attracted to use Prinsep Road. 'Option 3' also resulted in:

- Verde Drive is predicted to carry approximately 18,000vpd, directly north of the Armadale Road/Verde Drive/Tapper Road intersection. This figure relates to the section of Verde Drive, east of Solomon Road and closer to the Armadale Road intersection.
- Cutler Road to the east of Solomon Road is predicted to carry approximately 5,800vpd – 6,500vpd in the proposed options.
- Armadale Road is predicted to carry approximately 60,000vpd east of the study area, and approximately 67,500vpd to the west.
- The projected traffic volumes on Jandakot Road is approximately 19,500vpd east of Solomon Road, and about 27,700vpd to the west.
- Dollier Street is projected to carry about 2600vpd which is in accordance with the traffic flows information provided in the Lot 9004 'Calleya' LSP TIA Report.

The resulting 2031 daily traffic flows for each of the proposed road layout options and parking scenarios are shown in Figure 4.4 to Figure 4.9.

As requested by the City, each road network option has been assessed under a 1600 and 2000 commuter car bay scenario east of the Kwinana Freeway.

Figure 4.4: 2031 Daily Traffic Flows - Road Layout Option '1' - 1600 Bays



Figure 4.5: 2031 Daily Traffic Flows - Road Layout Option '1' - 2000 Bays

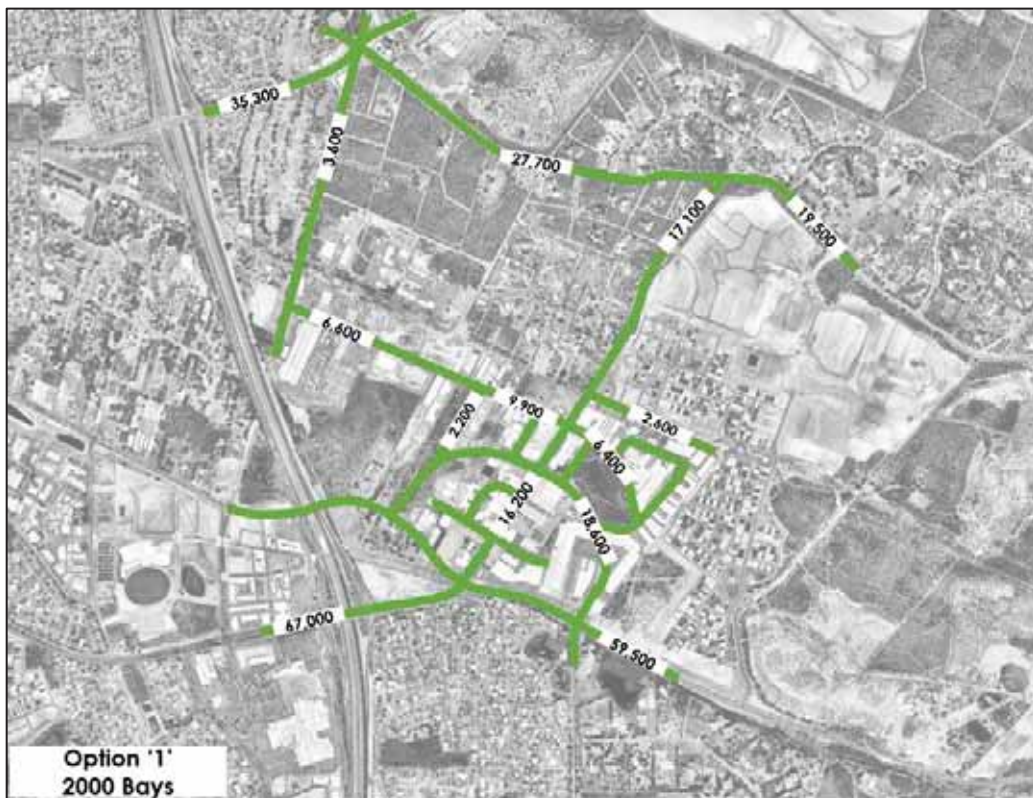


Figure 4.6: 2031 Daily Traffic Flows - Road Layout Option '2' – 1600 Bays

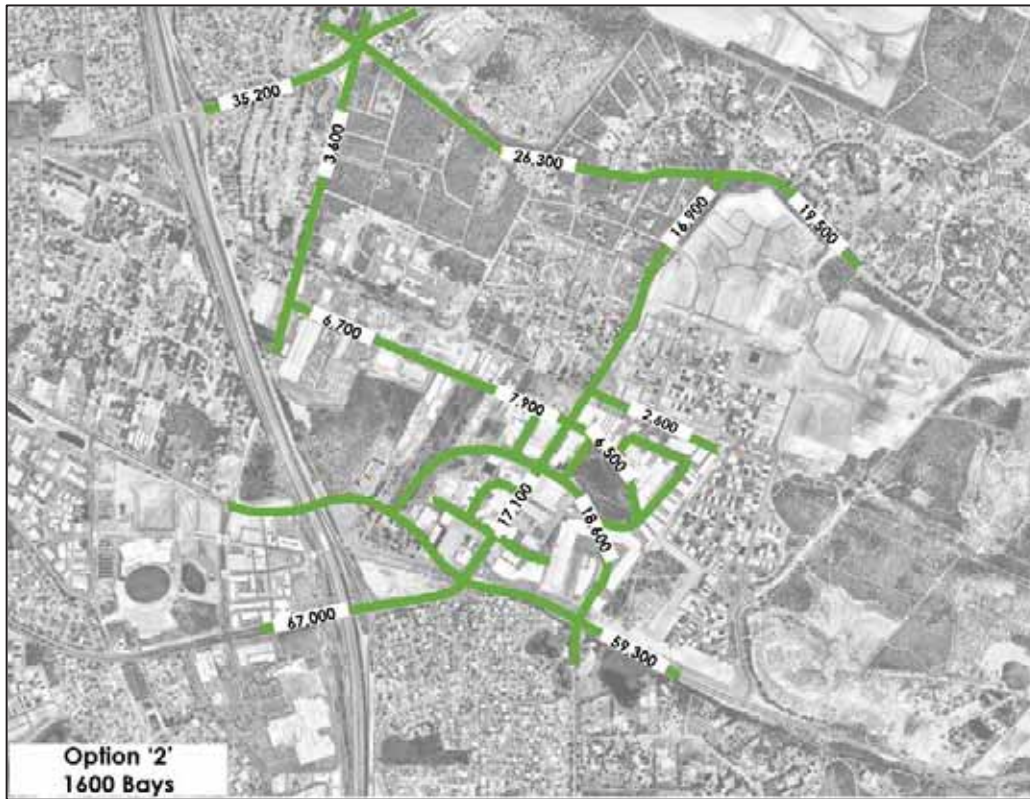


Figure 4.7: 2031 Daily Traffic Flows - Road Layout Option '2' – 2000 Bays

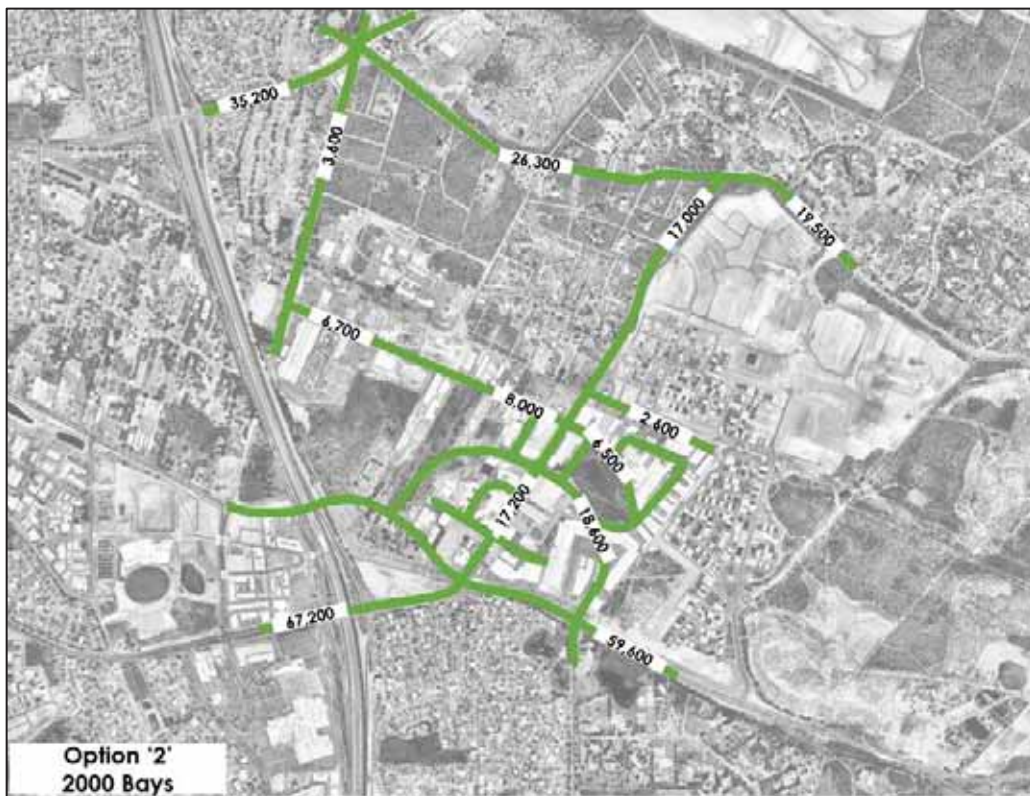


Figure 4.8: 2031 Daily Traffic Flows - Road Layout Option '3' - 1600 Bays

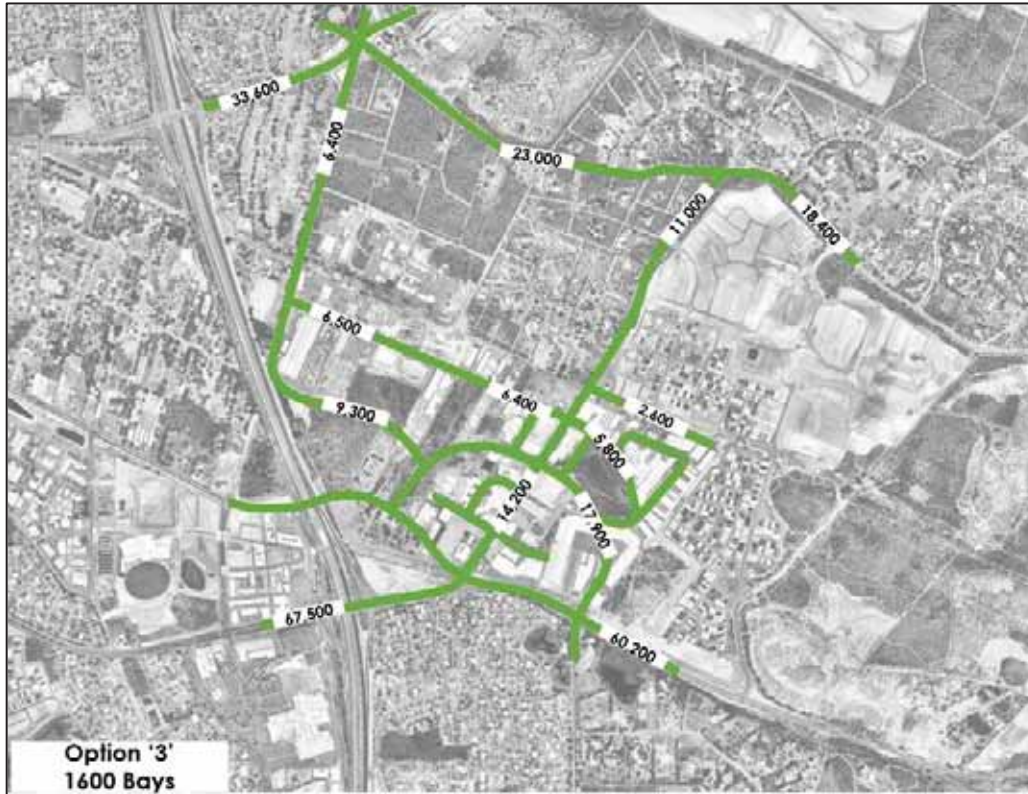
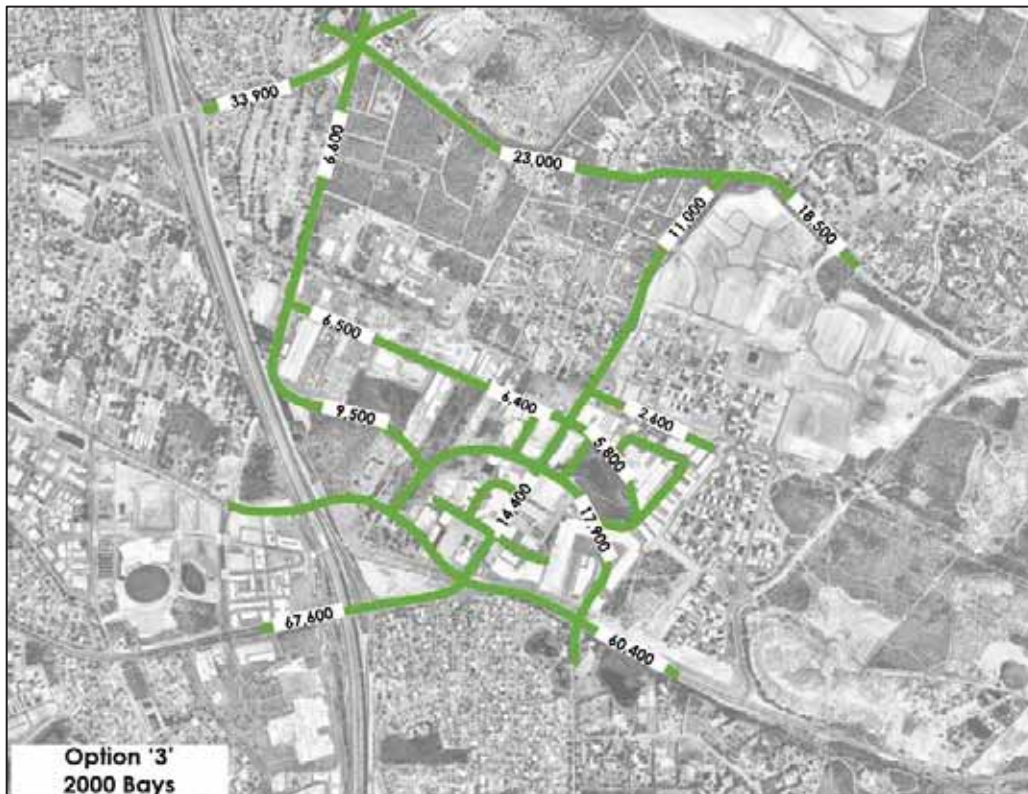


Figure 4.9: 2031 Daily Traffic Flows - Road Layout Option '3' - 2000 Bays



4.4 Proposed Internal Road Hierarchy

The CCE SP road hierarchy has been developed using the guidelines and indicative daily traffic volume limits set out in *Liveable Neighbourhoods*. A road hierarchy was developed for each of the three (3) road layout options, taking into consideration that the projected traffic volumes between the two commuter parking scenarios remained similar for each option.

Verde Drive Road is expected to carry up to 17,900vpd – 18,600vpd near the Armadale Road intersection approach and therefore is proposed as an Integrator A Road of dual carriageway standard, with two traffic lanes each way, on-street parking, bike lanes, a 6.0m wide median and a total reserve width of about 35.6m.

Similarly, Solomon Road is expected to carry up to 17,000vpd in 'Option 1' and 'Option 2' and would also be classified as Integrator A. In 'Option 3' however; daily traffic flows along Solomon Road would drop to (11,000vpd – 14,200vpd) due to the inclusion of the Prinsep Road extension, and therefore Solomon Road could be classified as an Integrator B with a total reserve width of 25.2m including one lane in each direction, on-street parking, bike lanes, and a 3.0m wide median.

Cutler Road is expected to carry up to 6,700vpd and therefore would be classified as a Neighbourhood Connector A. However, in 'Option 1' and 'Option 2', the section of Cutler Road immediately to the west of Solomon Road is expected to carry traffic volume of more than 7,000vpd and therefore is classified as an Integrator B road.

Prinsep Road would be classified as Neighbourhood Connector A road. Traffic analysis indicates that the extension of Prinsep Road in 'Option 3' is expected to carry more than 7,000vpd and therefore is anticipated to function as an Integrator B.

Dollier Street will carry approximately 2,600vpd, and would be classified as an Access Street B with a road reserve ranging between 16.5m – 18m depending on the width of verge and parking lane. All the remaining CCE SP internal roads can be classified as Access Street B and Access Street C roads.

It is noted that these road reserve widths proposed for each class of road are in line with the guidance set out in the current *Liveable Neighbourhoods*, however these widths are indicative and should be further investigated in consultation with the City during design stage. The proposed road hierarchy plans within CCE SP area for each option are illustrated in Figure 4.10 to Figure 4.12 below.

Figure 4.10: Road Hierarchy – Option '1 – Cutler Road Connection'

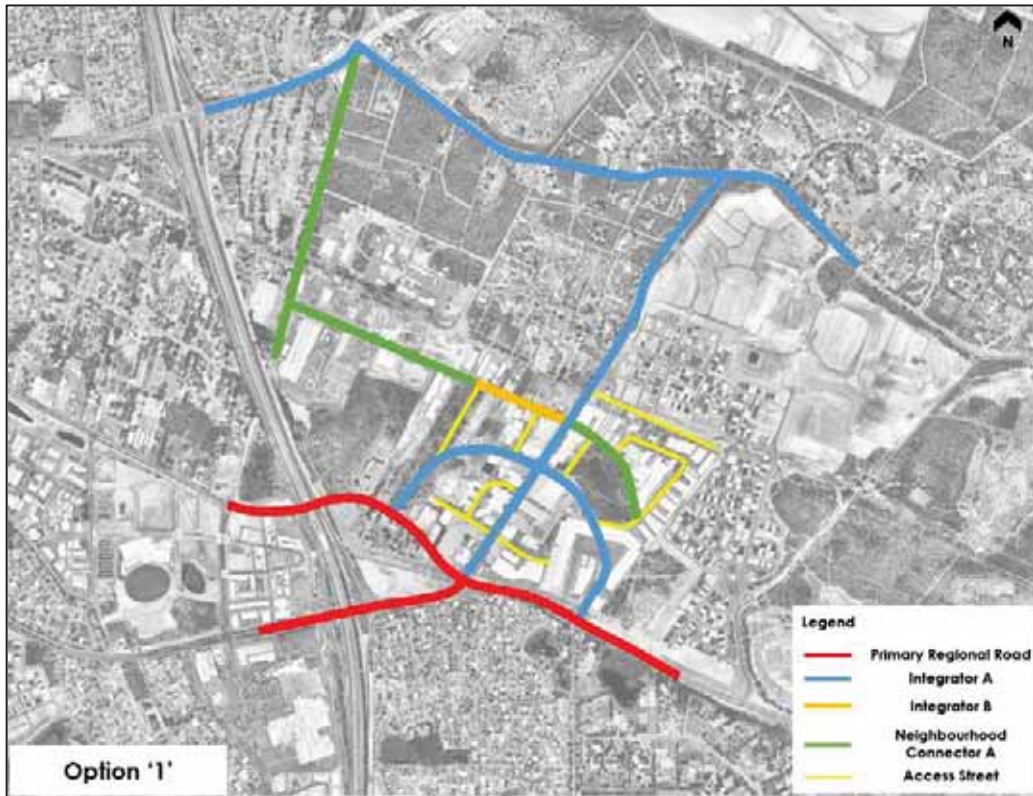


Figure 4.11: Road Hierarchy – Option '2 – No Prinsep Road extension'

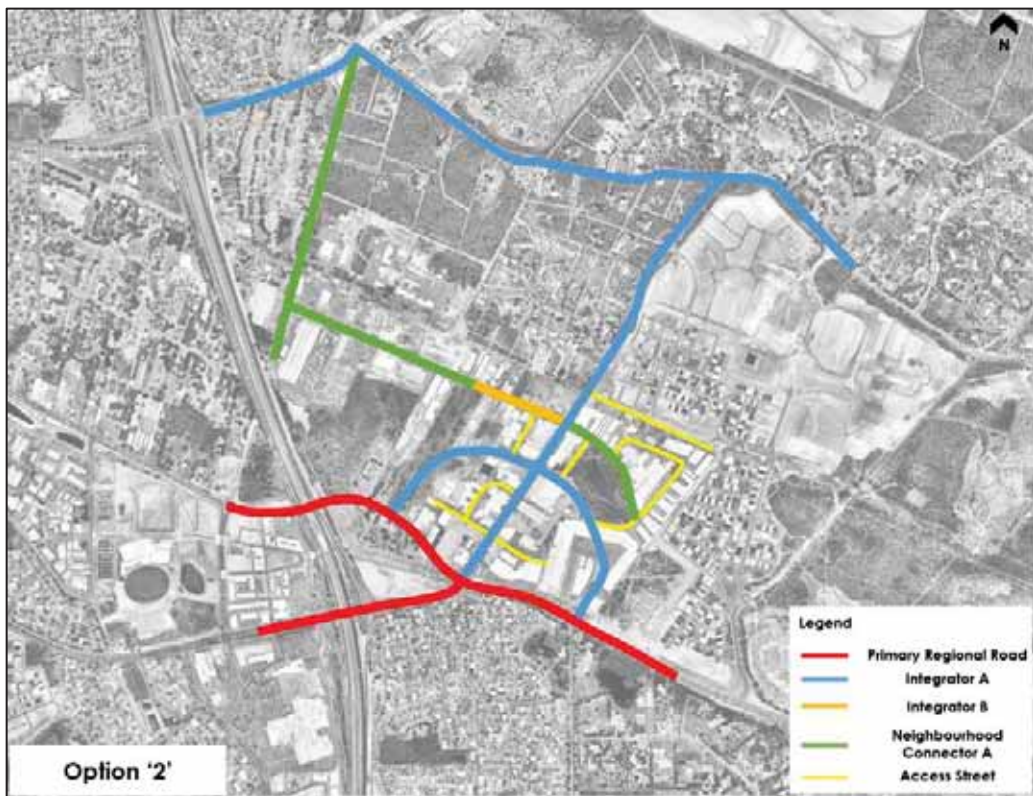
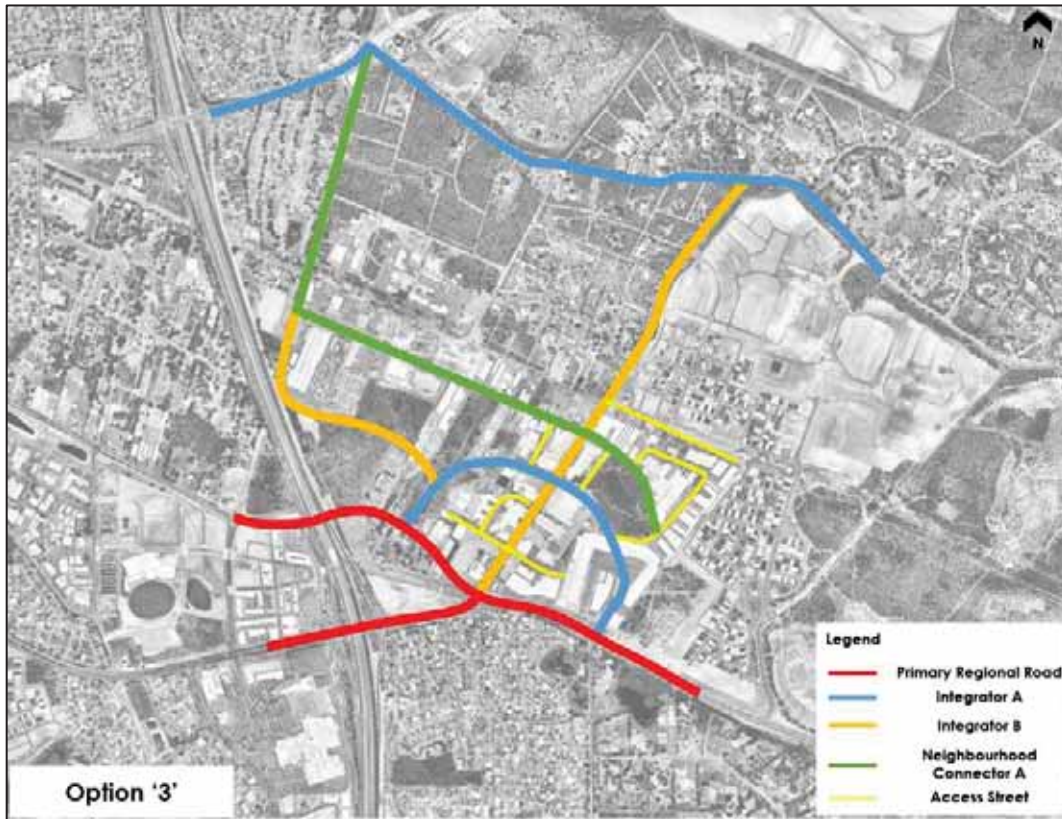


Figure 4.12: Road Hierarchy – Option '3 – MRS Prinsep Road connection'



A summary of how the Option 3 road hierarchy in 2031 compares to the existing road reserves is provided in the Section 4.5.

4.5 Summary of Road Network Findings

Road Name	Road Section	Current Road Reserve Width (m)	Existing Two Way Daily Volumes (VPD)	2031 Two Way Daily Volumes (VPD)			2031 Proposed Road Hierarchy			2031 Indicative Road Reserve Width (m)*			Comparison of road widths (Opt.3 2031 vs Existing)	Consistency with other relevant studies (2031)
				Opt. 1	Opt. 2	Opt. 3	Opt. 1	Opt. 2	Opt. 3	Opt. 1	Opt. 2	Opt. 3		
Solomon Rd	South of Cutler Rd	20.0	7,380	16,200	17,200	14,400	Integrator A	Integrator A	Integrator B	35.6	35.6	25.2	+5.2m	CCE TIA SP finding is consistent with the Banjup DSP TIA Report - Solomon Road will be an Integrator B.
	North of Cutler Rd	20.0	6,490	17,100	17,000	11,000	Integrator A	Integrator A	Integrator B	35.6	35.6	25.2	+5.2m	
Verde Dr	East of Solomon Rd	32.0	10,750	18,600	18,600	17,900	Integrator A	Integrator A	Integrator A	35.6	35.6	35.6	+3.6m	-
Cutler Rd	East of Solomon Rd	18.0 – 20.0	3,600	6,400	6,500	5,800	Neighbourhood Connector A	Neighbourhood Connector A	Neighbourhood Connector A	24.4	24.4	24.4	+4.4m	-
	West of Solomon Rd	20.0	3,900	6,700 – 9,800	6,700 – 8,000	6,400 – 6,500	Integrator B/ Neighbourhood Connector A	Integrator B/ Neighbourhood Connector A	Neighbourhood Connector A	25.2/ 24.4	25.2/ 24.4	24.4	+4.4m	-
Prinsep Rd	Constructed section of Prinsep Rd	20.0 – 25.0	2,200 – 3,700	3,600	3,600	6,600	Neighbourhood Connector A	Neighbourhood Connector A	Neighbourhood Connector A	24.4	24.4	24.4	No widening req. if 25m	-
	Prinsep Rd extension	20.0	-	-	-	9,500	-	-	Integrator B	-	-	25.2	+5.2m	-
Dollier St**	East of Solomon Rd	20.0	-	2,600	2,600	2,600	Access Street B	Access Street B	Access Street B	16.5- 18.0	16.5- 18.0	16.5- 18.0	No widening req.	CCE TIA SP finding is consistent with the Calleya LSP TIA Report - Dollier Street will be Access Street B.
Jandakot Rd	East of Solomon Rd	20.0	11,200 – 13,900	19,500 – 27,700	19,500 – 26,300	18,500 – 23,000	Integrator A	Integrator A	Integrator A	35.6	35.6	35.6	+15.6m	CCE TIA SP finding is consistent with the Banjup DSP TIA Report - Jandakot Road will be Integrator A.

* Indicative road reserve widths are in line with the guidance set out in Liveable Neighbourhoods, January 2009 publication (current, and as advised to be used by the WAPC). It is noted that these widths are indeed a guide and the final cross section design will be subject to further development with the City of Cockburn requirements and may be influenced by other factors. As an example, Solomon Road of current 20m road reserve width is carrying some 7,000vpd in 2015. Under LN guidelines, this demand typically suggest a NC-A with 24.4m road reserve width.

**2031 demands for Dollier St were sourced from the Calleya LSP TIA Report, and CCE traffic was added to it.

4.6 Intersection Types

Detailed intersection modelling has not been undertaken as part of this SP scope. Nonetheless, based on the projected daily traffic volumes and the resultant road hierarchy, roundabouts should be considered to facilitate local traffic movements at the intersections of the higher order roads, being:

- Solomon Road/Verde Drive;
- Solomon Road/Cutler Road;
- Verde Drive/Prinsep Road extension (Option 3); and
- Cutler Road/Prinsep Road intersection (Option 3).

Separate analysis of the intersections should be undertaken at subdivision stage to confirm the required intersection control.

Additionally, the adjacent Banjup DSP TIA report recommends the following intersection controls along Jandakot Road in 2031:

- Jandakot Road/Solomon road – roundabout;
- Jandakot Road/Berrigan Drive – signalise.

The remaining intersections throughout the SP area are proposed as priority controlled intersections. It is recommended that suitable treatments be considered to control speeds, thus creating a safer environment.

4.7 Future Public Transport

As noted, PTA is currently working in partnership with the City to develop a Station Access Strategy (SAS) for the Cockburn Central Station. The SAS which has been initiated as an outcome of the PTA's Station Access Improvement Program, is intended to cater for the forecast increase in patronage on the station by 2031 and also propose improvements to the station access by the different modes. To maximise the potential of Cockburn Central Station as a TOD node, it is desirable to have more trips accessing the station via public transport, walking, and also cycling.

4.7.1 Future PTA Commuter Car Park

The CCE SP and the MRWA's North Lake Road Bridge and Armadale Road deviation project has provided opportunity to review the commuter car parking demand and provision towards the east of the train station.

As part of the detailed SAS for Cockburn Station, the PTA's findings to date identifies two car parking scenarios to the east of the station in 2031; 1600 bays and 2000 bays. It is understood that 1020 parking bays could be accommodated on the PTA owned land, hence acquisitions to privately owned land would be required to meet the recommended scenarios and ensure the transition of the two car parks currently west of the freeway.

- LILO access via existing Armadale Road into the car park;
- LILO access via the Armadale Road deviation to the car park; and
- An underpass on the north west corner of car park connecting to the general direction of Prinsep Road.

Figure 4.13: Future Armadale Road Deviation Access Arrangement to PTA Car Park



This TIA considers the impact of the two car parking supply scenarios on the external road network and it indicates that the projected traffic volumes on the key road links are similar. It is recommended that local intersection modelling be undertaken to ensure the queues and delays are within acceptable limits to/from the carpark.

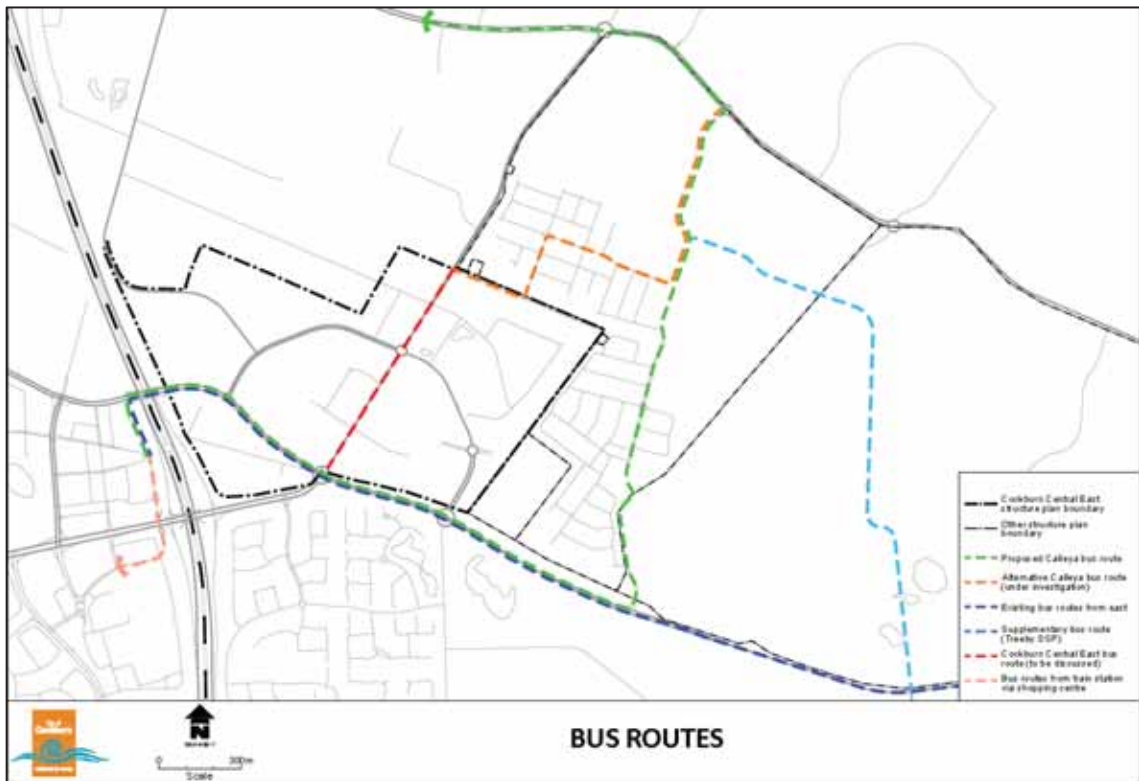
The PTA analysis also assumes that the Bus Interchange Facility will remain on the western side of Cockburn Central Station, which is valid when considering the space constraints limiting the number of car bay supply on the east side of the freeway, and the impact of the bus movements accessing the station.

4.7.2 Proposed Bus Services

The exact location and timing of any future bus services is not generally determined at the SP stage; however, the route can be determined from nearby known/approved routes. The adjacent Banjup DSP TIA Report indicates an intent to have a bus route running north-south through Lot 9004 'Calleya' LSP, which could be a new PTA (Transperth) bus route between Cockburn and Murdoch stations, or possibly an extension to the existing Route 515 which runs currently along Berrigan Drive north of the CCE SP area. Currently the proposed alignment runs from Armadale Road through to Jandakot Road as illustrated in green in Figure 4.14. However, it is understood this route is under review by the City of Cockburn and the PTA.

Figure 4.15 illustrates the alternative route of which demonstrates the potential for bus connections through the structure plan area via Solomon Road. This alignment has the advantage of linking residential and employment uses with the Cockburn train station.

Figure 4.14: CoC proposed Bus Routes – Draft and subject to further Stakeholder comment



(Source: City of Cockburn, March 2017)

Key bus route proposals from the above are:

- The new bus route through Calleya Estate is intended to route down Solomon Road and into the CCE SP area via the new Armadale Road upgrade.
- Buses from the east will run along the new Armadale Road upgrade and over the new bridge.
- Buses will not be accessing the eastern side of the station, rather the existing Busport.

Figure 4.15: Alternative Bus Route Option via Solomon Drive



(Source: Calleya Subdivision Report, Stocklands, copy provided by the City of Cockburn)

4.8 Proposed Pedestrian and Cyclist Facilities

Cycle and walking links from the SP to Cockburn Station and to the adjacent Activity Centres are key and should be designed in consultation with the City.

The Banjup DSP TIA Report proposes Shared Paths along Armadale Road, Jandakot road, and Solomon Road, which provide area wide linkages and networks for the active travel modes as opposed to motorised travel.

Further, GTA Consultants is assisting the City with their five (5) year Cycling and Walking Network Plan. The plan, currently in draft for further consultation with the City, also recommends a key Local Community Route connecting to the Cockburn Station from the Calleya Residential Estate via:

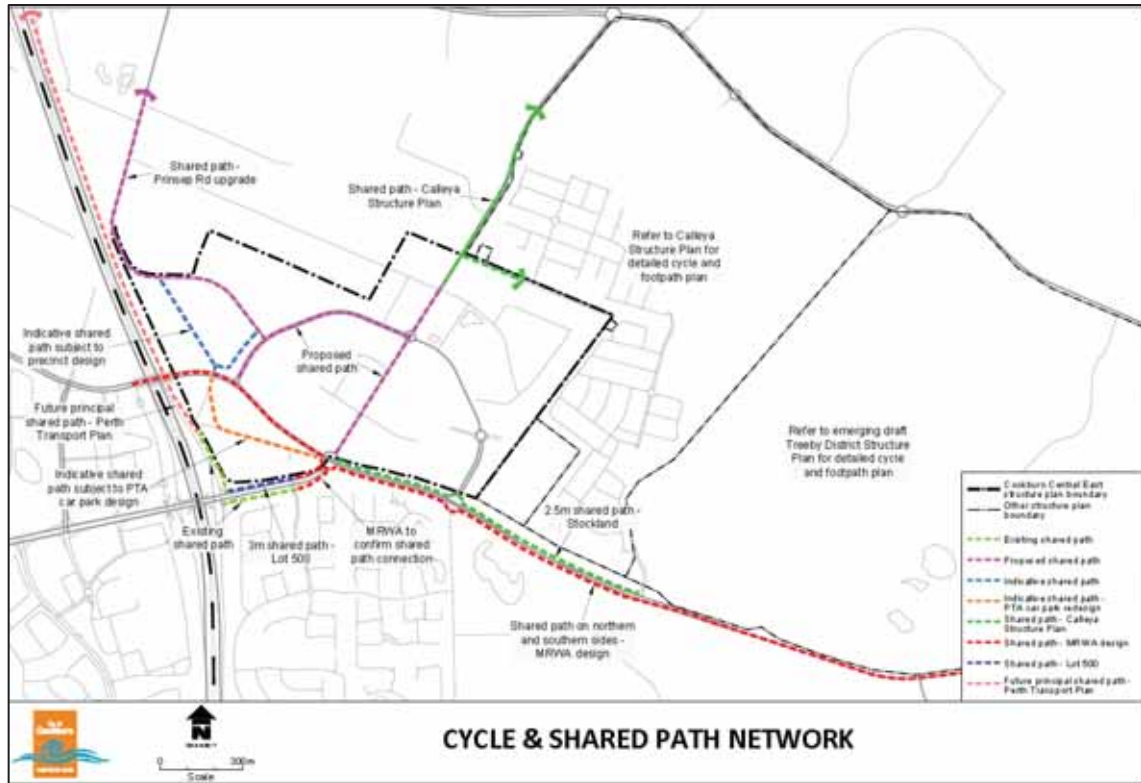
- Armadale Road norther side – cycle only path and separated footpath from Ghostgum Avenue to the west; and
- Bicycle Boulevard connecting to the Cycle Parking cage at the station along the general alignment of Knock Place. This recommendation would need to tie in with MRWA’s recent finalised design for the Armadale Road deviation project and the PTA’s commuter car park layout of up to 2000 bays.

The provision of walking and cycling infrastructure within the CCE SP area will contribute to completing these networks with improved amenities to be provided as per the requirements of *Liveable Neighbourhoods* for each given level of road hierarchy. As a minimum, these would therefore include:

- Shared paths on all Integrator and Neighbourhood Connector roads, with on-road cycle lanes also provided where relevant;

- Shared paths on one side and footpaths on the other side along Access Roads abutting the car park; and
- Pedestrian paths at least on one side of the road along all the other Access Roads.

Figure 4.16: CoC proposed Cycle and Shared Routes – Draft and subject to further Stakeholder comment



(Source: City of Cockburn, March 2017)

5. Conclusions

Based on the analysis and discussions presented within this report, the following conclusions are made:

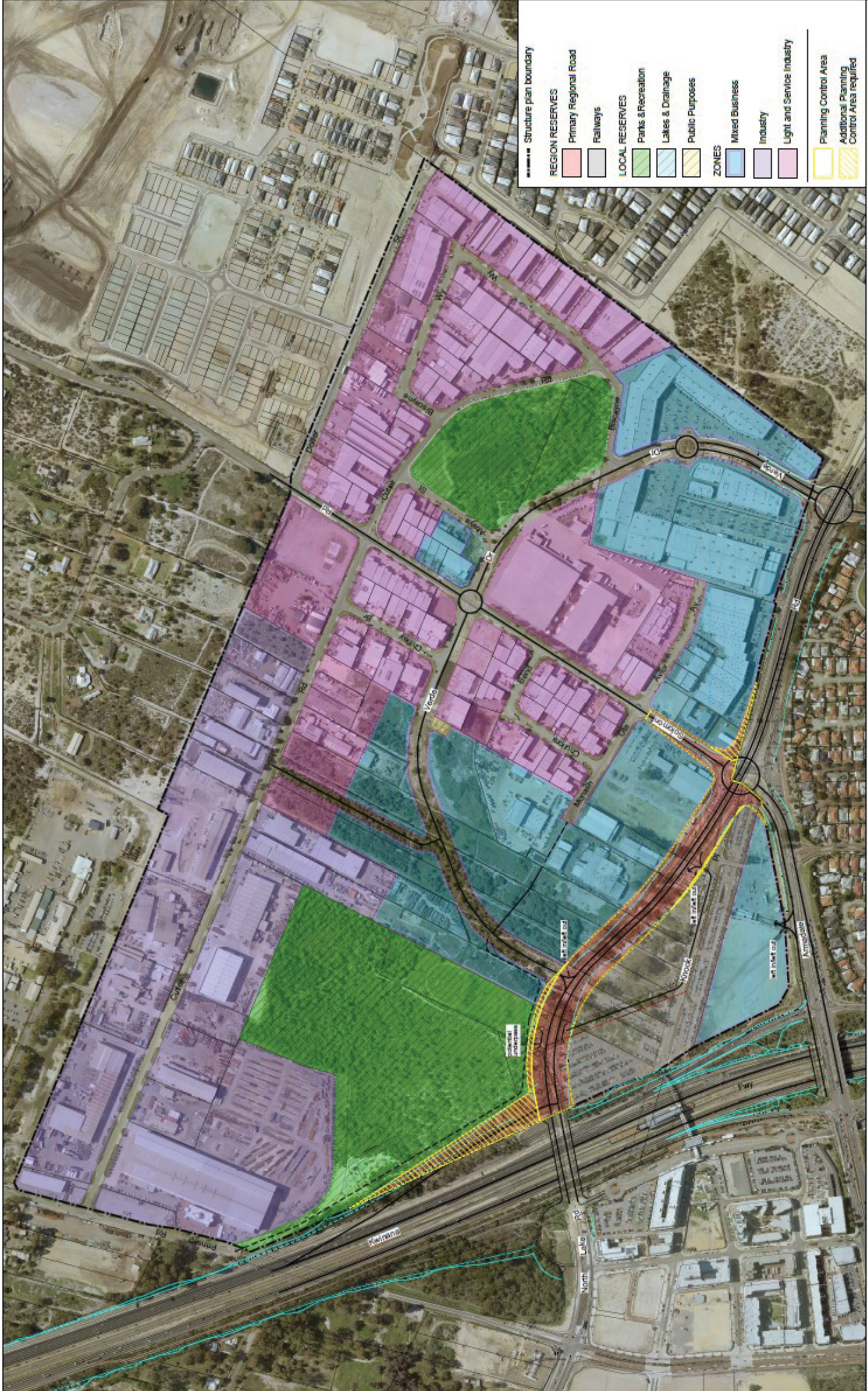
- i The need for a revised 'Solomon Road Development Area' local structure plan is due to the recently finalised road design of the North Lake Road Bridge and Armadale Road deviation project by Main Roads WA. This Cockburn Central East Structure Plan (CCE SP) TIA investigates local road network impacts and responds to the PTA's Station Access Strategy currently being developed for Cockburn Station.
- ii Cycle and walking links from the SP to Cockburn Station and to the adjacent Activity Centres are integral and should be designed in consultation with the City. The relevant Banjup District Structure Plan (DSP) report proposes Shared Paths along Armadale Road, Jandakot road, and Solomon Road, which provide area wide linkages and networks for the active travel modes as opposed to motorised travel. Further, GTA Consultants' five (5) year Cycling and Walking Network Plan, currently in draft for further consultation with the City, also recommends a key Local Community Route connecting to Cockburn Station from near the Calleya Residential Estate via:
 - o Armadale Road norther side – cycle only path and separated footpath from Ghostgum Avenue to the west; and
 - o Bicycle Boulevard connecting to the Cycle Parking cage at the station along the general alignment of Knock Place. This recommendation would need to tie in with MRWA's recent finalised design for the Armadale Road deviation project and the PTA's commuter car park layout, supplying up to 2000 bays.
- iii The Banjup DSP TIA Report indicates an intent to have a bus route running north-south through Lot 9004 'Calleya' LSP, which could be a new PTA (Transperth) bus route between Cockburn and Murdoch stations, or possibly an extension to the existing Route 515 which runs currently along Berrigan Drive north of the CCE SP area. This potential future bus route which meets Solomon Drive should be extended south to service the CCE SP area, especially the northern portions of the SP which are currently outside of the 400m catchment of bus stops on Armadale Road.
- iv Further to the access provisions determined by the Armadale Road deviation project and the PTA's commuter car park supply needs determined for Cockburn Station in 2031, this TIA explores three local road network layouts.
 - o Option 1: Explores the option of upgrading Cutler Road and providing a new connection between Cutler Road and Verde Drive so as to assist in breaking up the long narrow lots currently provided for, as compared to extending Prinsep Road.
 - o Option 2: Does not connect Prinsep Road to Verde Drive. This option is to explore the traffic impacts without a Prinsep Road extension, as there have been numerous complaints from the residences on Prinsep Road to the north regarding large vehicles along this road. As such, it may not be desirable to encourage further traffic along Prinsep Road of which would result from Options 1 and 3.
 - o Option 3: Opts for the current road reserve which extends existing Prinsep Road from the north west into the CCE SP area.

- v The resulting 2031 daily traffic flows for each of the proposed road layout options and parking scenarios are shown in Figure 4.4 to Figure 4.9. In summary:
- Verde Drive Road is expected to carry up to 18,600vpd and therefore is proposed as an Integrator A Road of dual carriageway standard.
 - Solomon Road is expected to carry up to 17,000vpd in 'Option 1' and 'Option 2' and would also be classified as Integrator A. In 'Option 3' however, due to the inclusion of the Prinsep Road extension, Solomon Road would be downgraded to an Integrator B with one lane in each direction.
 - Cutler Road is expected to carry up to 6,700vpd and therefore classified as a Neighbourhood Connector A. However, in 'Option 1' and 'Option 2', the section of Cutler Road immediately to the west of Solomon Road is expected to carry daily traffic volumes of more than 7,000vpd and operate as an Integrator B.
 - Prinsep Road would be classified as Neighbourhood Connector A. The extension of Prinsep Road in 'Option 3' is expected to carry more than 7,000vpd in 2031 and therefore is anticipated to function as an Integrator B.
 - Dollier Street and all other remaining CCE SP internal roads can be classified as Access Street roads, carrying less than 3,000vpd in 2031.
- vi Intersection modelling is beyond the scope of this study; however, all proposed access points are expected to function as priority controlled intersections with the exception of roundabouts to be modelled at:
- Solomon Road/Verde Drive;
 - Solomon Road/Cutler Road;
 - Verde Drive/Prinsep Road extension (Option 3); and
 - Cutler Road/Prinsep Road intersection (Option 3).
- Additionally, the adjacent Banjup DSP TIA report recommends the following intersection controls along Jandakot Road in 2031:
- Jandakot Road/Solomon road – roundabout; and
 - Jandakot Road/Berrigan Drive – signalise.
- vii This TIA considers the impact of the two commuter car parking supply scenarios (1600 bays and 2000 bays respectively) on the SP road network and it indicates that the projected traffic volumes under both scenario on the key road links are similar. It is recommended that local intersection modelling be undertaken to ensure the queues and delays are within acceptable limits to/from the carpark.
- viii The CCE SP Zones 6, 7 and 9 where land use changes are anticipated is expected to generate up to 14,930 vehicle trips on a daily basis.
- ix The road network within the SP has been determined on the basis of daily flows and in accordance with Liveable Neighbourhoods. A summary of the road network hierarchy findings is provided in Section 4.5.

Appendix A

Land Use and Road Network Options (3 options)

Solomon Road Development Area Plan (2007)



REGION RESERVES	
[Pink Box]	Primary Regional Road
[Grey Box]	Railways

LOCAL RESERVES	
[Green Box]	Parks & Recreation
[Light Blue Box]	Lakes & Drainage
[Yellow Box]	Public Purposes

ZONES	
[Light Blue Box]	Mixed Business
[Purple Box]	Industry
[Pink Box]	Light and Service Industry

[Yellow Box]	Planning Control Area
[Hatched Yellow Box]	Additional Planning Control Area required

COCKBURN CENTRAL EAST STRUCTURE PLAN - Option 1

DRAFT

DRAFT



Scale
0 150m





- Structure plan boundary
- REGION RESERVES**
 - Primary Regional Road
 - Railways
 - LOCAL RESERVES**
 - Parks & Recreation
 - Lakes & Drainage
 - Public Purposes
 - ZONES**
 - Mixed Business
 - Industry
 - Light and Service Industry
 - Planning Control Area
 - Additional Planning Control Area required

**COCKBURN CENTRAL EAST
STRUCTURE PLAN - Option 2**

DRAFT



DRAFT



- Structure plan boundary
- REGION RESERVES
 - Primary Regional Road
 - Railways
- LOCAL RESERVES
 - Parks & Recreation
 - Lakes & Drainage
 - Public Purposes
- ZONES
 - Mixed Business
 - Industry
 - Light and Service Industry
- Planning Control Area
- Additional Planning Control Area required

**COCKBURN CENTRAL EAST
STRUCTURE PLAN - Option 3**

DRAFT

DRAFT

City of Cockburn
157m
Scale

**CITY OF COCKBURN
STRUCTURE PLAN**
Modified

This Structure Plan was adopted by Council on 13/12/2007

Signed *[Signature]*
for **DIRECTOR OF PLANNING & DEVELOPMENT**

File No: 9329

This Structure Plan was endorsed by the Western Australian Planning Commission on 13/12/07 in accordance with C16.2.14.1(a) of TFS. Resolution of Council 13.12.07. Item 14.12.

DIRECTOR OF PLANNING & DEVELOPMENT



- 1 MIXED BUSINESS - PROJECT ONE**
ARMANDALE ROAD (SOLMON ROAD TO NORTH LAKE ROAD)
This project has been defined to provide a local access for the future development of the site. The project will be subject to a separate planning application. The project will be subject to a separate planning application. The project will be subject to a separate planning application.
- 2 MIXED BUSINESS - PROJECT TWO**
NORTH LAKE ROAD (NORTH LAKE ROAD TO ARMANDALE ROAD)
This project has been defined to provide a local access for the future development of the site. The project will be subject to a separate planning application. The project will be subject to a separate planning application. The project will be subject to a separate planning application.
- 3 MIXED BUSINESS - PROJECT THREE**
NORTH LAKE ROAD
This project has been defined to provide a local access for the future development of the site. The project will be subject to a separate planning application. The project will be subject to a separate planning application. The project will be subject to a separate planning application.

NOTES:
1. LANDS TO THE WEST OF THE DEVELOPMENT TO REMAIN IN THE SOLMON ROAD DEVELOPMENT ZONE SHALL COMPLY WITH THE DESIGN GUIDELINES SET OUT IN COUNCIL POLICY PAPER 3. ACCESS TO ARMANDALE ROAD AND NORTH LAKE ROAD SHALL BE PROVIDED WITH THE GOVERNOR'S ACCESS.

City of Cockburn

STRUCTURE PLAN
SOLOMON ROAD DEVELOPMENT AREA

Legend:

- Lakes & Drains
- Mixed Business
- Light and Service
- Industry
- Parks & Recreation
- Railways
- Public Purpose
- WC - Water Corporation
- Project Number
- Signalled Intersection or Roundabout
- Assessment in Green

150m
SCALE 1:5,000

North Arrow



Appendix B

Traffic Data

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1173 -- English (ENA)

Datasets:

Site: [Berrigan-03] Berrigan Dr - 200m south of Karel Avenue <70>
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 14:04 Friday, 1 August 2014 => 13:24 Tuesday, 12 August 2014
Zone:
File: Berrigan-03 0 2014-08-12 1325.EC0 (Plus)
Identifier: CW33VBQE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Friday, 1 August 2014 => 13:00 Tuesday, 12 August 2014
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 132137 / 133983 (98.62%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1173

Site: Berrigan-03.0.ONS
Description: Berrigan Dr - 200m south of Karel Avenue <70>
Filter time: 15:00 Friday, 1 August 2014 => 13:00 Tuesday, 12 August 2014
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	28.5	20.0	34.0	40.0	41.0	67.0	70.5	30.3	44.3
0100-0200	15.5	19.0	14.0	11.0	12.0	27.0	39.5	15.1	21.7
0200-0300	20.0	15.5	16.0	17.0	18.0	23.0	20.0	17.4	18.9
0300-0400	31.0	29.0	22.0	38.0	28.0	26.5	20.5	29.7	27.5
0400-0500	95.5	100.5	97.0	102.0	98.0	41.5	28.0	98.4	75.3
0500-0600	337.5	353.0	351.0	372.0	387.0	112.5	52.0	355.9	256.4
0600-0700	1094.5	1068.0	1101.0	1042.0	1140.0	210.5	100.5	1086.9	748.2
0700-0800	1465.0	1410.5	1414.0	1382.0	1531.0	287.5	187.0	1439.7	1002.5
0800-0900	1253.5	1241.0	1262.0	1271.0	1499.0	442.0	277.0	1288.7	950.8
0900-1000	791.5	769.5	803.0	865.0	931.0	623.5	455.0	817.3	716.2
1000-1100	677.5	664.0	703.0	731.0	741.0	760.0	601.5	694.0	689.2
1100-1200	662.0	723.5	734.0	801.0	808.0	829.5	702.5	730.6	743.5
1200-1300	705.5	725.5	702.0	790.0	818.0	836.0	709.5	738.9	751.2
1300-1400	725.5	744.0	662.0	742.0	866.0	766.0	643.5	744.2	728.4
1400-1500	989.0	970.0	968.0	1051.0	1345.0	673.5	663.0	1052.0	898.5
1500-1600	1243.0	1309.0	1312.0	1419.0	1433.5	678.5	640.5	1341.9	1093.7
1600-1700	1124.5	1197.0	1160.0	1132.0	1211.5	644.5	750.0	1165.9	995.5
1700-1800	1037.0	1141.0	1103.0	1126.0	1214.0	633.5	663.5	1124.6	951.5
1800-1900	588.5	649.0	621.0	805.0	812.5	484.0	390.5	696.7	602.4
1900-2000	260.0	309.0	326.0	355.0	348.5	269.0	231.5	315.3	291.6
2000-2100	187.5	216.0	238.0	255.0	279.5	192.0	190.0	234.7	218.8
2100-2200	134.0	147.0	181.0	206.0	184.0	163.0	111.5	167.1	156.3
2200-2300	80.5	97.0	106.0	114.0	147.0	132.5	70.0	110.3	107.0
2300-2400	54.5	61.0	75.0	61.0	87.5	113.5	38.0	68.7	71.3
Totals									
0700-1900	11262.5	11544.0	11444.0	12115.0	13210.5	7658.5	6683.5	11834.3	10123.2
0600-2200	12938.5	13284.0	13290.0	13973.0	15162.5	8493.0	7317.0	13638.3	11538.1
0600-0000	13073.5	13442.0	13471.0	14148.0	15397.0	8739.0	7425.0	13817.3	11716.4
0000-0000	13601.5	13979.0	14005.0	14728.0	15981.0	9036.5	7655.5	14364.2	12160.4
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	1465.0	1410.5	1414.0	1382.0	1531.0	829.5	702.5		
PM Peak	1500	1500	1500	1500	1500	1200	1600		
	1243.0	1309.0	1312.0	1419.0	1433.5	836.0	750.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1174

Site: Berrigan-03.0.ONS
Description: Berrigan Dr - 200m south of Karel Avenue <70>
Filter time: 15:00 Friday, 1 August 2014 => 13:00 Tuesday, 12 August 2014
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(N) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	8.0	5.0	9.0	19.0	16.0	22.0	26.5	10.0	15.2
0100-0200	6.0	7.0	8.0	3.0	6.0	11.5	11.0	6.1	8.0
0200-0300	10.5	7.0	6.0	5.0	6.0	8.0	7.0	7.4	7.5
0300-0400	15.0	17.0	13.0	20.0	16.0	13.0	9.5	16.1	14.4
0400-0500	62.0	66.0	62.0	63.0	61.0	18.5	18.5	63.1	46.9
0500-0600	215.0	225.0	225.0	245.0	255.0	52.5	24.5	229.3	159.9
0600-0700	734.0	751.0	730.0	724.0	721.0	120.5	58.5	735.0	500.3
0700-0800	1029.0	1050.0	1052.0	1060.0	994.0	181.0	120.0	1037.7	715.1
0800-0900	905.0	888.0	911.0	930.0	987.0	261.0	181.0	916.3	663.5
0900-1000	473.5	461.5	472.0	530.0	596.0	340.0	270.5	495.4	426.3
1000-1100	358.0	332.5	379.0	421.0	440.0	401.5	313.5	374.4	368.3
1100-1200	329.5	360.0	370.0	455.0	417.0	417.5	361.0	374.4	379.8
1200-1300	318.0	354.5	328.0	376.0	367.0	399.0	367.0	345.1	358.9
1300-1400	327.5	319.0	290.0	315.0	351.0	363.5	304.5	321.7	326.6
1400-1500	402.0	394.0	395.0	452.0	410.0	288.5	324.0	409.2	368.0
1500-1600	431.0	472.0	468.0	510.0	537.5	306.0	286.0	483.9	415.5
1600-1700	406.0	451.0	451.0	439.0	462.0	279.5	268.0	439.6	379.3
1700-1800	409.0	454.0	432.0	441.0	478.0	274.5	259.0	443.0	378.9
1800-1900	204.5	246.0	208.0	294.0	271.5	215.0	163.5	242.9	223.4
1900-2000	96.5	118.0	132.0	139.0	150.5	112.0	87.0	126.1	116.5
2000-2100	80.0	77.0	88.0	97.0	93.0	83.5	79.5	86.9	84.9
2100-2200	42.5	50.0	57.0	68.0	64.0	61.5	46.5	55.4	54.9
2200-2300	29.5	31.0	40.0	44.0	65.0	51.0	30.5	43.4	42.5
2300-2400	17.0	15.0	17.0	13.0	24.0	39.5	13.5	18.1	21.2
Totals									
0700-1900	5593.0	5782.5	5756.0	6223.0	6311.0	3727.0	3218.0	5883.5	5003.5
0600-2200	6546.0	6778.5	6763.0	7251.0	7339.5	4104.5	3489.5	6887.0	5760.1
0600-0000	6592.5	6824.5	6820.0	7308.0	7428.5	4195.0	3533.5	6948.5	5823.7
0000-0000	6909.0	7151.5	7143.0	7663.0	7788.5	4320.5	3630.5	7280.7	6075.5
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	1029.0	1050.0	1052.0	1060.0	994.0	417.5	361.0		
PM Peak	1500	1500	1500	1500	1500	1200	1200		
	431.0	472.0	468.0	510.0	537.5	399.0	367.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1175

Site: Berrigan-03.0.0NS
Description: Berrigan Dr - 200m south of Karel Avenue <70>
Filter time: 15:00 Friday, 1 August 2014 => 13:00 Tuesday, 12 August 2014
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(S) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	20.5	15.0	25.0	21.0	25.0	45.0	44.0	20.3	29.1
0100-0200	9.5	12.0	6.0	8.0	6.0	15.5	28.5	9.0	13.7
0200-0300	9.5	8.5	10.0	12.0	12.0	15.0	13.0	10.0	11.5
0300-0400	16.0	12.0	9.0	18.0	12.0	13.5	11.0	13.6	13.1
0400-0500	33.5	34.5	35.0	39.0	37.0	23.0	9.5	35.3	28.4
0500-0600	122.5	128.0	126.0	127.0	132.0	60.0	27.5	126.6	96.5
0600-0700	360.5	317.0	371.0	318.0	419.0	90.0	42.0	351.9	247.9
0700-0800	436.0	360.5	362.0	322.0	537.0	106.5	67.0	402.0	287.4
0800-0900	348.5	353.0	351.0	341.0	512.0	181.0	96.0	372.4	287.4
0900-1000	318.0	308.0	331.0	335.0	335.0	283.5	184.5	321.9	289.9
1000-1100	319.5	331.5	324.0	310.0	301.0	358.5	288.0	319.6	320.9
1100-1200	332.5	363.5	364.0	346.0	391.0	412.0	341.5	356.1	363.6
1200-1300	387.5	371.0	374.0	414.0	451.0	437.0	342.5	393.7	392.3
1300-1400	398.0	425.0	372.0	427.0	515.0	402.5	339.0	422.5	401.8
1400-1500	587.0	576.0	573.0	599.0	935.0	385.0	339.0	642.8	530.5
1500-1600	812.0	837.0	844.0	909.0	896.0	372.5	354.5	858.0	678.2
1600-1700	718.5	746.0	709.0	693.0	749.5	365.0	482.0	726.3	616.2
1700-1800	628.0	687.0	671.0	685.0	736.0	359.0	404.5	681.6	572.5
1800-1900	384.0	403.0	413.0	511.0	541.0	269.0	227.0	453.9	379.0
1900-2000	163.5	191.0	194.0	216.0	198.0	157.0	144.5	189.1	175.2
2000-2100	107.5	139.0	150.0	158.0	186.5	108.5	110.5	147.9	133.9
2100-2200	91.5	97.0	124.0	138.0	120.0	101.5	65.0	111.7	101.4
2200-2300	51.0	66.0	66.0	70.0	82.0	81.5	39.5	66.9	64.5
2300-2400	37.5	46.0	58.0	48.0	63.5	74.0	24.5	50.6	50.1
Totals									
0700-1900	5669.5	5761.5	5688.0	5892.0	6899.5	3931.5	3465.5	5950.8	5119.7
0600-2200	6392.5	6505.5	6527.0	6722.0	7823.0	4388.5	3827.5	6751.3	5778.0
0600-0000	6481.0	6617.5	6651.0	6840.0	7968.5	4544.0	3891.5	6868.8	5892.7
0000-0000	6692.5	6827.5	6862.0	7065.0	8192.5	4716.0	4025.0	7083.5	6084.8
AM Peak	0700	1100	0600	1100	0700	1100	1100		
	436.0	363.5	371.0	346.0	537.0	412.0	341.5		
PM Peak	1500	1500	1500	1500	1400	1200	1600		
	812.0	837.0	844.0	909.0	935.0	437.0	482.0		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1234 -- English (ENA)

Datasets:

Site: [Berrigan-07] Berrigan Dr - 40m west of Turnbury Park Drive (westbound) <70>
Direction: 4 - West bound, A trigger first. **Lane:** 2
Survey Duration: 14:17 Friday, 1 August 2014 => 13:39 Tuesday, 12 August 2014
Zone:
File: Berrigan-07 0 2014-08-12 1339.EC2 (Plus)
Identifier: FQ89MEQ9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Site: [Berrigan-07] Berrigan Dr - 100m west of Turnbury Park Drive (eastbound) <70>
Direction: 2 - East bound, A trigger first. **Lane:** 1
Survey Duration: 14:29 Friday, 1 August 2014 => 13:47 Tuesday, 12 August 2014
Zone:
File: Berrigan-07 0 2014-08-12 1347.EC1 (Plus)
Identifier: FQ885RHP MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Friday, 1 August 2014 => 13:00 Tuesday, 12 August 2014
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound), P = East
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 179023 / 180605 (99.12%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1234

Site: Berrigan-07.2.0W Berrigan-07.1.0E
Description: Multiple sites - See Header sheet for site descriptions.
Filter time: 15:00 Friday, 1 August 2014 => 13:00 Tuesday, 12 August 2014
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	36.5	25.5	64.0	40.0	67.0	116.0	127.5	42.1	71.1
0100-0200	25.0	23.5	27.0	30.0	26.0	66.0	95.5	25.7	45.7
0200-0300	20.0	17.0	16.0	22.0	22.0	52.5	47.5	19.1	30.4
0300-0400	35.0	36.5	35.0	38.0	43.0	38.0	37.5	37.0	37.3
0400-0500	100.0	99.0	106.0	100.0	87.0	43.5	39.5	98.7	77.9
0500-0600	461.5	480.0	486.0	498.0	475.0	146.0	58.5	477.4	341.0
0600-0700	1178.0	1226.0	1246.0	1175.0	1172.0	354.0	182.5	1200.1	861.3
0700-0800	1560.5	1665.0	1700.0	1563.0	1567.0	468.5	281.5	1611.6	1161.9
0800-0900	1471.5	1429.5	1442.0	1545.0	1583.0	719.5	417.0	1481.7	1149.5
0900-1000	1024.0	975.5	973.0	1051.0	1136.0	932.0	659.0	1022.7	940.1
1000-1100	829.5	837.5	919.0	904.0	1011.0	1053.5	869.0	881.1	910.3
1100-1200	900.5	922.5	903.0	1027.0	1028.0	1162.0	964.0	943.4	986.9
1200-1300	932.5	912.5	981.0	971.0	1043.0	1250.0	933.0	955.0	1004.6
1300-1400	954.0	952.0	882.0	967.0	1064.0	1008.5	920.0	962.2	963.0
1400-1500	1238.0	1265.0	1266.0	1291.0	1519.0	972.5	904.0	1302.8	1157.0
1500-1600	1668.5	1683.0	1743.0	1810.0	1821.5	994.5	872.0	1745.1	1449.9
1600-1700	1799.5	1806.0	1831.0	1954.0	1848.5	933.5	875.0	1841.0	1500.4
1700-1800	1632.5	1764.0	1761.0	1822.0	1683.5	1024.0	825.5	1711.3	1425.3
1800-1900	921.5	996.0	1065.0	1117.0	1152.0	742.5	585.5	1046.4	907.4
1900-2000	498.5	544.0	579.0	565.0	589.0	445.0	345.5	551.9	494.9
2000-2100	331.0	393.0	373.0	439.0	404.0	310.0	274.0	382.1	349.4
2100-2200	247.0	237.0	303.0	325.0	338.0	298.5	222.0	290.7	279.6
2200-2300	121.5	174.0	199.0	208.0	274.5	287.0	117.0	196.1	198.3
2300-2400	79.5	88.0	94.0	76.0	188.5	228.0	59.5	113.4	124.5
Totals									
0700-1900	14932.5	15208.5	15466.0	16022.0	16456.5	11261.0	9105.5	15504.4	13556.3
0600-2200	17187.0	17608.5	17967.0	18526.0	18959.5	12668.5	10129.5	17929.3	15541.5
0600-0000	17388.0	17870.5	18260.0	18810.0	19422.5	13183.5	10306.0	18238.9	15864.2
0000-0000	18066.0	18552.0	18994.0	19538.0	20142.5	13645.5	10712.0	18939.0	16467.5
AM Peak	0700	0700	0700	0700	0800	1100	1100		
	1560.5	1665.0	1700.0	1563.0	1583.0	1162.0	964.0		
PM Peak	1600	1600	1600	1600	1600	1200	1200		
	1799.5	1806.0	1831.0	1954.0	1848.5	1250.0	933.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1235

Site: Berrigan-07.2.0W Berrigan-07.1.0E
Description: Multiple sites - See Header sheet for site descriptions.
Filter time: 15:00 Friday, 1 August 2014 => 13:00 Tuesday, 12 August 2014
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	22.0	13.0	33.0	28.0	36.0	69.5	69.5	23.9	40.5
0100-0200	12.5	11.0	15.0	16.0	13.0	39.5	51.5	13.0	24.8
0200-0300	11.0	11.5	8.0	11.0	10.0	33.0	29.5	10.6	18.1
0300-0400	16.5	16.5	16.0	19.0	20.0	20.5	20.0	17.3	18.4
0400-0500	44.0	48.0	45.0	43.0	40.0	20.5	26.0	44.6	36.8
0500-0600	208.0	213.0	219.0	232.0	236.0	70.0	30.0	218.4	157.2
0600-0700	572.5	606.5	585.0	553.0	532.0	182.5	106.0	575.4	418.6
0700-0800	683.5	770.5	765.0	728.0	698.0	200.0	132.5	728.4	524.0
0800-0900	648.5	626.0	629.0	684.0	667.0	302.5	168.5	647.0	497.4
0900-1000	470.0	432.5	436.0	482.0	487.0	394.5	260.0	458.6	410.8
1000-1100	376.0	379.5	390.0	415.0	465.0	481.5	376.5	397.3	408.8
1100-1200	399.5	425.0	441.0	524.0	500.0	539.0	435.0	444.9	460.2
1200-1300	426.5	418.5	418.0	475.0	467.0	601.0	470.0	435.7	472.0
1300-1400	452.0	442.0	429.0	443.0	463.0	481.0	437.5	446.8	451.8
1400-1500	513.0	541.0	528.0	540.0	535.0	453.5	448.0	528.3	497.3
1500-1600	702.0	690.0	749.0	764.0	750.5	482.0	429.5	729.7	630.1
1600-1700	840.5	869.0	860.0	881.0	851.0	459.5	400.0	856.1	701.1
1700-1800	864.5	887.0	901.0	910.0	826.0	528.5	384.5	868.4	718.6
1800-1900	476.0	507.0	527.0	528.0	517.5	348.5	298.0	507.0	440.2
1900-2000	261.0	287.0	291.0	325.0	298.0	221.0	166.0	288.7	254.1
2000-2100	180.0	231.0	202.0	247.0	195.0	148.0	136.0	204.3	181.6
2100-2200	146.5	139.0	164.0	191.0	186.5	150.0	125.5	165.7	155.5
2200-2300	74.0	103.0	119.0	120.0	168.0	163.0	64.5	118.0	116.5
2300-2400	42.0	47.0	51.0	41.0	108.0	122.0	30.5	62.7	67.6
Totals									
0700-1900	6852.0	6988.0	7073.0	7374.0	7227.0	5271.5	4240.0	7048.3	6212.3
0600-2200	8012.0	8251.5	8315.0	8690.0	8438.5	5973.0	4773.5	8282.5	7222.2
0600-0000	8128.0	8401.5	8485.0	8851.0	8714.5	6258.0	4868.5	8463.2	7406.3
0000-0000	8442.0	8714.5	8821.0	9200.0	9069.5	6511.0	5095.0	8790.9	7702.0
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	683.5	770.5	765.0	728.0	698.0	539.0	435.0		
PM Peak	1700	1700	1700	1700	1600	1200	1200		
	864.5	887.0	901.0	910.0	851.0	601.0	470.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1236

Site: Berrigan-07.2.0W Berrigan-07.1.0E
Description: Multiple sites - See Header sheet for site descriptions.
Filter time: 15:00 Friday, 1 August 2014 => 13:00 Tuesday, 12 August 2014
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(10,160) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	14.5	12.5	31.0	12.0	31.0	46.5	58.0	18.3	30.6
0100-0200	12.5	12.5	12.0	14.0	13.0	26.5	44.0	12.7	20.9
0200-0300	9.0	5.5	8.0	11.0	12.0	19.5	18.0	8.6	12.3
0300-0400	18.5	20.0	19.0	19.0	23.0	17.5	17.5	19.7	18.9
0400-0500	56.0	51.0	61.0	57.0	47.0	23.0	13.5	54.1	41.1
0500-0600	253.5	267.0	267.0	266.0	239.0	76.0	28.5	259.0	183.8
0600-0700	605.5	619.5	661.0	622.0	640.0	171.5	76.5	624.7	442.6
0700-0800	877.0	894.5	935.0	835.0	869.0	268.5	149.0	883.1	637.9
0800-0900	823.0	803.5	813.0	861.0	916.0	417.0	248.5	834.7	652.2
0900-1000	554.0	543.0	537.0	569.0	649.0	537.5	399.0	564.1	529.3
1000-1100	453.5	458.0	529.0	489.0	546.0	572.0	492.5	483.9	501.5
1100-1200	501.0	497.5	462.0	503.0	528.0	623.0	529.0	498.6	526.7
1200-1300	506.0	494.0	563.0	496.0	576.0	649.0	463.0	519.3	532.6
1300-1400	502.0	510.0	453.0	524.0	601.0	527.5	482.5	515.3	511.2
1400-1500	725.0	724.0	738.0	751.0	984.0	519.0	456.0	774.5	659.7
1500-1600	966.5	993.0	994.0	1046.0	1071.0	512.5	442.5	1015.4	819.8
1600-1700	959.0	937.0	971.0	1073.0	997.5	474.0	475.0	984.9	799.3
1700-1800	768.0	877.0	860.0	912.0	857.5	495.5	441.0	842.9	706.6
1800-1900	445.5	489.0	538.0	589.0	634.5	394.0	287.5	539.4	467.2
1900-2000	237.5	257.0	288.0	240.0	291.0	224.0	179.5	263.1	240.8
2000-2100	151.0	162.0	171.0	192.0	209.0	162.0	138.0	177.9	167.7
2100-2200	100.5	98.0	139.0	134.0	151.5	148.5	96.5	125.0	124.1
2200-2300	47.5	71.0	80.0	88.0	106.5	124.0	52.5	78.1	81.8
2300-2400	37.5	41.0	43.0	35.0	80.5	106.0	29.0	50.7	56.8
Totals									
0700-1900	8080.5	8220.5	8393.0	8648.0	9229.5	5989.5	4865.5	8456.1	7344.0
0600-2200	9175.0	9357.0	9652.0	9836.0	10521.0	6695.5	5356.0	9646.8	8319.3
0600-0000	9260.0	9469.0	9775.0	9959.0	10708.0	6925.5	5437.5	9775.7	8457.9
0000-0000	9624.0	9837.5	10173.0	10338.0	11073.0	7134.5	5617.0	10148.1	8765.5
AM Peak	0700	0700	0700	0800	0800	1100	1100		
	877.0	894.5	935.0	861.0	916.0	623.0	529.0		
PM Peak	1500	1500	1500	1600	1500	1200	1300		
	966.5	993.0	994.0	1073.0	1071.0	649.0	482.5		

* - No data.



City of Cockburn Weekly Vehicle Counts (Virtual Week)

Datasets:

Site: [Cutler-01] Cutler Road - 160m east of Solomon Road (Jandakot) <50>
Attribute: [-32.120892 +115.869017]
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 14:25 Thursday, 18 June 2015 => 15:39 Friday, 26 June 2015,
Zone:
File: Cutler-01 0 2015-06-26 1539.EC0 (Plus)
Identifier: FQ869JJK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Thursday, 18 June 2015 => 15:00 Friday, 26 June 2015 (8)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound), P = East
Separation: GapX > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 25206 / 25735 (97.94%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-706

Site: Cutler-01.0.1EW
Description: Cutler Road - 160m east of Solomon Road (Jandakot) <50>
Filter time: 15:00 Thursday, 18 June 2015 => 15:00 Friday, 26 June 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	3.0	10.0	4.0	4.0	3.5	9.0	6.0	4.7	5.4
0100-0200	10.0	6.0	8.0	8.0	9.0	5.0	3.0	8.3	7.3
0200-0300	4.0	4.0	1.0	5.0	5.0	3.0	1.0	4.0	3.5
0300-0400	7.0	14.0	16.0	20.0	11.0	0.0	1.0	13.2	10.0
0400-0500	20.0	26.0	28.0	22.0	24.5	3.0	4.0	24.2	19.0
0500-0600	64.0	74.0	76.0	79.0	70.5	14.0	7.0	72.3	56.9
0600-0700	160.0	165.0	162.0	164.0	154.5	21.0	5.0	160.0	123.3
0700-0800	254.0	263.0	280.0	234.0	262.0	61.0	20.0	259.2	204.5
0800-0900	264.0	288.0	276.0	274.0	265.0	143.0	33.0	272.0	226.0
0900-1000	224.0	250.0	241.0	244.0	240.5	185.0	61.0	240.0	210.8
1000-1100	218.0	235.0	244.0	235.0	258.5	228.0	107.0	241.5	223.0
1100-1200	239.0	192.0	254.0	267.0	264.0	252.0	148.0	246.7	235.0
1200-1300	260.0	273.0	275.0	281.0	260.0	241.0	154.0	268.2	250.5
1300-1400	225.0	247.0	257.0	257.0	252.0	183.0	157.0	248.3	228.8
1400-1500	261.0	294.0	254.0	310.0	271.0	202.0	145.0	276.8	251.0
1500-1600	275.0	313.0	291.0	310.5	286.0	159.0	144.0	297.7	261.1
1600-1700	364.0	367.0	350.0	355.0	334.0	172.0	125.0	354.2	302.8
1700-1800	266.0	234.0	266.0	255.5	210.0	122.0	73.0	247.8	210.3
1800-1900	151.0	166.0	167.0	170.5	109.0	82.0	50.0	155.7	133.3
1900-2000	53.0	64.0	81.0	98.5	60.0	47.0	50.0	75.8	69.0
2000-2100	40.0	75.0	55.0	97.5	35.0	46.0	20.0	66.7	58.3
2100-2200	46.0	37.0	35.0	45.0	28.0	38.0	20.0	39.3	36.8
2200-2300	16.0	12.0	8.0	21.5	15.0	32.0	7.0	15.7	16.6
2300-2400	4.0	5.0	1.0	8.0	17.0	20.0	1.0	7.2	8.0
Totals									
0700-1900	3001.0	3122.0	3155.0	3193.5	3012.0	2030.0	1217.0	3108.0	2736.9
0600-2200	3300.0	3463.0	3488.0	3598.5	3289.5	2182.0	1312.0	3449.8	3024.1
0600-0000	3320.0	3480.0	3497.0	3628.0	3321.5	2234.0	1320.0	3472.7	3048.8
0000-0000	3428.0	3614.0	3630.0	3766.0	3445.0	2268.0	1342.0	3599.3	3150.8
AM Peak	0800	0800	0700	0800	0800	1100	1100		
	264.0	288.0	280.0	274.0	265.0	252.0	148.0		
PM Peak	1600	1600	1600	1600	1600	1200	1300		
	364.0	367.0	350.0	355.0	334.0	241.0	157.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-707

Site: Cutler-01.0.1EW
Description: Cutler Road - 160m east of Solomon Road (Jandakot) <50>
Filter time: 15:00 Thursday, 18 June 2015 => 15:00 Friday, 26 June 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	5.0	1.0	2.0	2.0	8.0	3.0	2.0	2.9
0100-0200	6.0	5.0	5.0	4.0	4.0	3.0	2.0	4.7	4.1
0200-0300	4.0	2.0	1.0	2.0	3.5	2.0	0.0	2.7	2.3
0300-0400	3.0	7.0	6.0	11.0	5.0	0.0	0.0	6.2	4.6
0400-0500	3.0	8.0	10.0	4.0	6.0	1.0	2.0	6.2	5.0
0500-0600	22.0	23.0	21.0	22.0	13.0	6.0	2.0	19.0	15.3
0600-0700	76.0	83.0	68.0	77.0	69.0	6.0	1.0	73.7	56.1
0700-0800	109.0	131.0	132.0	98.0	119.5	17.0	7.0	118.2	91.6
0800-0900	121.0	120.0	111.0	104.0	112.5	55.0	14.0	113.5	93.8
0900-1000	89.0	110.0	115.0	118.0	111.5	74.0	29.0	109.2	94.8
1000-1100	99.0	108.0	113.0	118.0	126.5	120.0	43.0	115.2	106.8
1100-1200	126.0	94.0	126.0	128.0	131.5	103.0	60.0	122.8	112.5
1200-1300	122.0	116.0	123.0	129.0	116.0	123.0	74.0	120.3	114.9
1300-1400	111.0	122.0	130.0	127.0	116.5	99.0	74.0	120.5	112.0
1400-1500	117.0	128.0	120.0	127.0	115.0	95.0	72.0	120.3	111.1
1500-1600	120.0	123.0	122.0	135.0	126.0	79.0	81.0	126.8	115.1
1600-1700	155.0	166.0	139.0	152.5	138.0	86.0	70.0	150.5	132.4
1700-1800	105.0	96.0	114.0	102.5	81.0	60.0	38.0	100.2	87.4
1800-1900	55.0	44.0	52.0	48.0	46.0	18.0	13.0	48.8	40.5
1900-2000	27.0	25.0	47.0	34.5	23.0	10.0	42.0	31.8	30.4
2000-2100	25.0	59.0	43.0	81.0	16.0	36.0	12.0	50.8	44.1
2100-2200	40.0	31.0	24.0	37.0	16.0	32.0	9.0	30.8	28.3
2200-2300	13.0	9.0	5.0	14.5	10.0	25.0	5.0	11.0	12.0
2300-2400	1.0	4.0	0.0	6.5	11.0	13.0	1.0	4.8	5.4
Totals									
0700-1900	1329.0	1358.0	1397.0	1387.0	1340.0	929.0	575.0	1366.3	1212.8
0600-2200	1497.0	1556.0	1579.0	1616.5	1464.0	1013.0	639.0	1553.5	1371.6
0600-0000	1511.0	1569.0	1584.0	1637.5	1485.0	1051.0	645.0	1569.3	1389.0
0000-0000	1549.0	1619.0	1628.0	1682.5	1518.5	1071.0	654.0	1610.0	1423.1
AM Peak	1100	0700	0700	1100	1100	1000	1100		
	126.0	131.0	132.0	128.0	131.5	120.0	60.0		
PM Peak	1600	1600	1600	1600	1600	1200	1500		
	155.0	166.0	139.0	152.5	138.0	123.0	81.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-708

Site: Cutler-01.0.1EW
Description: Cutler Road - 160m east of Solomon Road (Jandakot) <50>
Filter time: 15:00 Thursday, 18 June 2015 => 15:00 Friday, 26 June 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	3.0	5.0	3.0	2.0	1.5	1.0	3.0	2.7	2.5
0100-0200	4.0	1.0	3.0	4.0	5.0	2.0	1.0	3.7	3.1
0200-0300	0.0	2.0	0.0	3.0	1.5	1.0	1.0	1.3	1.3
0300-0400	4.0	7.0	10.0	9.0	6.0	0.0	1.0	7.0	5.4
0400-0500	17.0	18.0	18.0	18.0	18.5	2.0	2.0	18.0	14.0
0500-0600	42.0	51.0	55.0	57.0	57.5	8.0	5.0	53.3	41.6
0600-0700	84.0	82.0	94.0	87.0	85.5	15.0	4.0	86.3	67.1
0700-0800	145.0	132.0	148.0	136.0	142.5	44.0	13.0	141.0	112.9
0800-0900	143.0	168.0	165.0	170.0	152.5	88.0	19.0	158.5	132.3
0900-1000	135.0	140.0	126.0	126.0	129.0	111.0	32.0	130.8	116.0
1000-1100	119.0	127.0	131.0	117.0	132.0	108.0	64.0	126.3	116.3
1100-1200	113.0	98.0	128.0	139.0	132.5	149.0	88.0	123.8	122.5
1200-1300	138.0	157.0	152.0	152.0	144.0	118.0	80.0	147.8	135.6
1300-1400	114.0	125.0	127.0	130.0	135.5	84.0	83.0	127.8	116.8
1400-1500	144.0	166.0	134.0	183.0	156.0	107.0	73.0	156.5	139.9
1500-1600	155.0	190.0	169.0	175.5	160.0	80.0	63.0	170.8	146.0
1600-1700	209.0	201.0	211.0	202.5	196.0	86.0	55.0	203.7	170.4
1700-1800	161.0	138.0	152.0	153.0	129.0	62.0	35.0	147.7	122.9
1800-1900	96.0	122.0	115.0	122.5	63.0	64.0	37.0	106.8	92.8
1900-2000	26.0	39.0	34.0	64.0	37.0	37.0	8.0	44.0	38.6
2000-2100	15.0	16.0	12.0	16.5	19.0	10.0	8.0	15.8	14.1
2100-2200	6.0	6.0	11.0	8.0	12.0	6.0	11.0	8.5	8.5
2200-2300	3.0	3.0	3.0	7.0	5.0	7.0	2.0	4.7	4.6
2300-2400	3.0	1.0	1.0	1.5	6.0	7.0	0.0	2.3	2.6
Totals									
0700-1900	1672.0	1764.0	1758.0	1806.5	1672.0	1101.0	642.0	1741.7	1524.1
0600-2200	1803.0	1907.0	1909.0	1982.0	1825.5	1169.0	673.0	1896.3	1652.5
0600-0000	1809.0	1911.0	1913.0	1990.5	1836.5	1183.0	675.0	1903.3	1659.8
0000-0000	1879.0	1995.0	2002.0	2083.5	1926.5	1197.0	688.0	1989.3	1727.6
AM Peak	0700	0800	0800	0800	0800	1100	1100		
	145.0	168.0	165.0	170.0	152.5	149.0	88.0		
PM Peak	1600	1600	1600	1600	1600	1200	1300		
	209.0	201.0	211.0	202.5	196.0	118.0	83.0		

* - No data.



City of Cockburn Weekly Vehicle Counts (Virtual Week)

Datasets:

Site: [Cutler-02] Cutler Road - 60m west of Solomon Road (Jandakot) <50>
Attribute: [-32.120595 +115.868122]
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 14:17 Thursday, 18 June 2015 => 15:34 Friday, 26 June 2015,
Zone:
File: Cutler-02 0 2015-06-26 1535.EC0 (Plus)
Identifier: AV50WTN2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Thursday, 18 June 2015 => 15:00 Friday, 26 June 2015 (8)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound), P = East
Separation: GapX > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 26332 / 26875 (97.98%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-712

Site: Cutler-02.0.1EW

Description: **Cutler Road - 60m west of Solomon Road (Jandakot) <50>**Filter time: **15:00 Thursday, 18 June 2015 => 15:00 Friday, 26 June 2015**

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	2.0	7.0	3.0	3.0	6.0	10.0	8.0	4.5	5.6	
0100-0200	3.0	3.0	7.0	6.0	3.0	2.0	2.0	4.2	3.6	
0200-0300	3.0	2.0	1.0	3.0	4.0	3.0	1.0	2.8	2.6	
0300-0400	6.0	5.0	6.0	6.0	5.0	1.0	1.0	5.5	4.4	
0400-0500	9.0	20.0	14.0	13.0	8.5	4.0	1.0	12.2	9.8	
0500-0600	80.0	88.0	86.0	83.0	88.0	21.0	8.0	85.5	67.8	
0600-0700	334.0	359.0	392.0	390.0	373.0	36.0	5.0	370.2	282.8	
0700-0800	452.0	535.0	491.0	487.0	408.5	48.0	15.0	463.7	355.6	
0800-0900	351.0	344.0	316.0	335.0	320.5	114.0	27.0	331.2	266.0	
0900-1000	247.0	240.0	239.0	225.0	231.0	137.0	41.0	235.5	198.9	
1000-1100	196.0	216.0	235.0	230.0	250.5	108.0	75.0	229.7	195.1	
1100-1200	237.0	238.0	241.0	262.0	246.0	166.0	103.0	245.0	217.4	
1200-1300	251.0	299.0	285.0	292.0	299.0	176.0	129.0	287.5	253.8	
1300-1400	213.0	251.0	252.0	240.0	307.5	144.0	95.0	261.8	226.3	
1400-1500	251.0	244.0	260.0	274.0	271.0	142.0	88.0	261.8	225.1	
1500-1600	317.0	331.0	323.0	365.5	343.0	110.0	93.0	340.8	281.0	
1600-1700	358.0	362.0	379.0	339.0	302.0	112.0	79.0	346.5	283.8	
1700-1800	263.0	237.0	251.0	245.0	183.0	84.0	44.0	237.3	194.0	
1800-1900	111.0	118.0	129.0	126.0	91.0	44.0	35.0	116.8	97.5	
1900-2000	38.0	43.0	49.0	46.5	68.0	29.0	25.0	48.5	43.1	
2000-2100	30.0	37.0	23.0	40.0	25.0	31.0	12.0	32.5	29.8	
2100-2200	36.0	27.0	24.0	30.0	26.0	17.0	15.0	28.8	25.6	
2200-2300	26.0	11.0	5.0	17.0	12.0	23.0	7.0	14.7	14.8	
2300-2400	1.0	5.0	6.0	9.5	10.0	16.0	2.0	6.8	7.4	
Totals										
0700-1900	3247.0	3415.0	3401.0	3420.5	3253.0	1385.0	824.0	3357.7	2794.4	
0600-2200	3685.0	3881.0	3889.0	3927.0	3745.0	1498.0	881.0	3837.7	3175.6	
0600-0000	3712.0	3897.0	3900.0	3953.5	3767.0	1537.0	890.0	3859.2	3197.8	
0000-0000	3815.0	4022.0	4017.0	4067.5	3881.5	1578.0	911.0	3973.8	3291.5	
AM Peak	0700	0700	0700	0700	0700	1100	1100			
	452.0	535.0	491.0	487.0	408.5	166.0	103.0			
PM Peak	1600	1600	1600	1500	1500	1200	1200			
	358.0	362.0	379.0	365.5	343.0	176.0	129.0			

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-713

Site: Cutler-02.0.1EW
Description: Cutler Road - 60m west of Solomon Road (Jandakot) <50>
Filter time: 15:00 Thursday, 18 June 2015 => 15:00 Friday, 26 June 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	1.0	2.0	2.0	2.5	2.0	6.0	1.8	2.4
0100-0200	1.0	2.0	3.0	4.0	2.0	0.0	0.0	2.3	1.8
0200-0300	3.0	2.0	1.0	2.0	2.5	2.0	0.0	2.2	1.9
0300-0400	4.0	4.0	5.0	4.0	4.0	1.0	1.0	4.2	3.4
0400-0500	4.0	10.0	3.0	7.0	4.0	1.0	0.0	5.3	4.1
0500-0600	19.0	19.0	23.0	20.0	22.5	4.0	6.0	21.0	17.0
0600-0700	65.0	62.0	70.0	75.0	64.0	16.0	2.0	66.7	52.3
0700-0800	86.0	110.0	100.0	106.0	87.5	17.0	6.0	96.2	75.0
0800-0900	103.0	111.0	98.0	105.0	98.0	45.0	12.0	102.2	83.8
0900-1000	99.0	110.0	95.0	93.0	103.5	66.0	19.0	100.7	86.1
1000-1100	88.0	91.0	102.0	102.0	114.5	48.0	38.0	102.0	87.3
1100-1200	103.0	107.0	109.0	113.0	113.5	78.0	59.0	109.8	99.5
1200-1300	126.0	139.0	129.0	138.0	141.0	89.0	68.0	135.7	121.4
1300-1400	88.0	110.0	122.0	105.0	159.5	74.0	53.0	124.0	108.9
1400-1500	121.0	124.0	112.0	135.0	136.0	73.0	47.0	127.3	110.5
1500-1600	153.0	181.0	192.0	198.0	196.0	63.0	47.0	186.3	153.5
1600-1700	185.0	168.0	191.0	164.5	163.0	56.0	39.0	172.7	141.4
1700-1800	145.0	129.0	145.0	134.0	94.0	47.0	22.0	130.2	106.3
1800-1900	62.0	85.0	70.0	68.5	55.0	29.0	24.0	68.2	57.8
1900-2000	19.0	27.0	23.0	25.5	42.0	21.0	6.0	27.0	23.6
2000-2100	15.0	11.0	8.0	11.5	14.0	13.0	5.0	11.8	11.1
2100-2200	7.0	8.0	10.0	11.5	13.0	5.0	10.0	10.2	9.5
2200-2300	12.0	6.0	1.0	6.0	5.0	5.0	3.0	6.0	5.5
2300-2400	1.0	3.0	5.0	2.5	5.0	6.0	0.0	3.2	3.1
Totals									
0700-1900	1359.0	1465.0	1465.0	1462.0	1461.5	685.0	434.0	1455.2	1231.3
0600-2200	1465.0	1573.0	1576.0	1585.5	1594.5	740.0	457.0	1570.8	1327.8
0600-0000	1478.0	1582.0	1582.0	1594.0	1604.5	751.0	460.0	1580.0	1336.4
0000-0000	1510.0	1620.0	1619.0	1633.0	1642.0	761.0	473.0	1616.8	1366.9
AM Peak	1100	0800	1100	1100	1000	1100	1100		
	103.0	111.0	109.0	113.0	114.5	78.0	59.0		
PM Peak	1600	1500	1500	1500	1500	1200	1200		
	185.0	181.0	192.0	198.0	196.0	89.0	68.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-714

Site: Cutler-02.0.1EW

Description: Cutler Road - 60m west of Solomon Road (Jandakot) <50>

Filter time: 15:00 Thursday, 18 June 2015 => 15:00 Friday, 26 June 2015

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	6.0	1.0	1.0	3.5	8.0	2.0	2.7	3.3
0100-0200	2.0	1.0	4.0	2.0	1.0	2.0	2.0	1.8	1.9
0200-0300	0.0	0.0	0.0	1.0	1.5	1.0	1.0	0.7	0.8
0300-0400	2.0	1.0	1.0	2.0	1.0	0.0	0.0	1.3	1.0
0400-0500	5.0	10.0	11.0	6.0	4.5	3.0	1.0	6.8	5.6
0500-0600	61.0	69.0	63.0	63.0	65.5	17.0	2.0	64.5	50.8
0600-0700	269.0	297.0	322.0	315.0	309.0	20.0	3.0	303.5	230.5
0700-0800	366.0	425.0	391.0	381.0	321.0	31.0	9.0	367.5	280.6
0800-0900	248.0	233.0	218.0	230.0	222.5	69.0	15.0	229.0	182.3
0900-1000	148.0	130.0	144.0	132.0	127.5	71.0	22.0	134.8	112.8
1000-1100	108.0	125.0	133.0	128.0	136.0	60.0	37.0	127.7	107.9
1100-1200	134.0	131.0	132.0	149.0	132.5	88.0	44.0	135.2	117.9
1200-1300	125.0	160.0	156.0	154.0	158.0	87.0	61.0	151.8	132.4
1300-1400	125.0	141.0	130.0	135.0	148.0	70.0	42.0	137.8	117.4
1400-1500	130.0	120.0	148.0	139.0	135.0	69.0	41.0	134.5	114.6
1500-1600	164.0	150.0	131.0	167.5	147.0	47.0	46.0	154.5	127.5
1600-1700	173.0	194.0	188.0	174.5	139.0	56.0	40.0	173.8	142.4
1700-1800	118.0	108.0	106.0	111.0	89.0	37.0	22.0	107.2	87.8
1800-1900	49.0	33.0	59.0	57.5	36.0	15.0	11.0	48.7	39.8
1900-2000	19.0	16.0	26.0	21.0	26.0	8.0	19.0	21.5	19.5
2000-2100	15.0	26.0	15.0	28.5	11.0	18.0	7.0	20.7	18.6
2100-2200	29.0	19.0	14.0	18.5	13.0	12.0	5.0	18.7	16.1
2200-2300	14.0	5.0	4.0	11.0	7.0	18.0	4.0	8.7	9.3
2300-2400	0.0	2.0	1.0	7.0	5.0	10.0	2.0	3.7	4.3
Totals									
0700-1900	1888.0	1950.0	1936.0	1958.5	1791.5	700.0	390.0	1902.5	1563.1
0600-2200	2220.0	2308.0	2313.0	2341.5	2150.5	758.0	424.0	2266.8	1847.9
0600-0000	2234.0	2315.0	2318.0	2359.5	2162.5	786.0	430.0	2279.2	1861.4
0000-0000	2305.0	2402.0	2398.0	2434.5	2239.5	817.0	438.0	2357.0	1924.6
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	366.0	425.0	391.0	381.0	321.0	88.0	44.0		
PM Peak	1600	1600	1600	1600	1200	1200	1200		
	173.0	194.0	188.0	174.5	158.0	87.0	61.0		

* - No data.



City of Cockburn Weekly Vehicle Counts (Virtual Week)

Datasets:

Site: [Solomon-02] Solomon Road - 580m south of Jandakot Road (Jandakot) <70>
Attribute: [-32.116142 +115.871750]
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 10:22 Wednesday, 21 October 2015 => 12:23 Thursday, 29 October 2015,
Zone:
File: Solomon-02 0 2015-10-29 1224.EC0 (Plus)
Identifier: FS11491G MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015 (8.04167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North
Separation: GapX > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 46019 / 46356 (99.27%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1162

Site: Solomon-02.0.1NS
Description: Solomon Road - 580m south of Jandakot Road (Jandakot) <70>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	9.0	11.0	9.0	14.0	20.0	22.0	19.0	12.8	14.8
0100-0200	6.0	3.0	6.0	8.0	9.0	10.0	12.0	6.7	7.8
0200-0300	9.0	9.0	14.0	11.0	9.0	14.0	10.0	10.5	10.9
0300-0400	26.0	23.0	18.0	18.5	18.0	10.0	9.0	20.3	17.6
0400-0500	46.0	56.0	42.0	50.0	41.0	6.0	6.0	47.5	37.1
0500-0600	196.0	194.0	207.0	214.0	220.0	64.0	28.0	207.5	167.1
0600-0700	492.0	465.0	495.0	465.0	475.0	84.0	47.0	476.2	373.5
0700-0800	600.0	671.0	674.0	671.5	657.0	137.0	55.0	657.5	517.1
0800-0900	527.0	523.0	544.0	517.5	521.0	205.0	107.0	525.0	432.8
0900-1000	359.0	401.0	358.0	398.5	379.0	281.0	165.0	382.3	342.5
1000-1100	307.0	314.0	399.0	343.5	367.0	332.0	254.0	345.7	332.5
1100-1200	327.0	344.0	344.0	381.0	392.0	390.0	280.0	359.0	353.7
1200-1300	319.0	332.0	347.5	374.0	386.0	350.0	330.0	351.0	348.3
1300-1400	346.0	378.0	341.0	335.0	410.0	327.0	298.0	358.5	347.0
1400-1500	388.0	445.0	387.0	423.0	502.0	307.0	270.0	422.0	388.6
1500-1600	444.0	580.0	540.5	577.0	584.0	287.0	263.0	544.3	477.0
1600-1700	543.0	603.0	597.5	628.0	679.0	265.0	214.0	608.0	515.9
1700-1800	456.0	509.0	491.0	438.0	594.0	266.0	195.0	496.5	430.0
1800-1900	303.0	273.0	289.5	284.0	255.0	150.0	113.0	282.3	244.6
1900-2000	127.0	113.0	169.5	145.0	122.0	86.0	66.0	141.0	124.8
2000-2100	82.0	92.0	114.0	108.0	76.0	67.0	68.0	97.7	90.1
2100-2200	52.0	47.0	62.0	109.0	84.0	64.0	41.0	69.3	65.1
2200-2300	54.0	37.0	40.5	63.0	46.0	49.0	20.0	46.8	43.8
2300-2400	21.0	15.0	26.0	36.0	22.0	48.0	12.0	24.3	25.8
Totals									
0700-1900	4919.0	5373.0	5313.0	5371.0	5726.0	3297.0	2544.0	5332.2	4729.9
0600-2200	5672.0	6090.0	6153.5	6198.0	6483.0	3598.0	2766.0	6116.3	5383.4
0600-0000	5747.0	6142.0	6220.0	6297.0	6551.0	3695.0	2798.0	6187.5	5452.9
0000-0000	6039.0	6438.0	6516.0	6612.5	6868.0	3821.0	2882.0	6492.8	5708.2
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	600.0	671.0	674.0	671.5	657.0	390.0	280.0		
PM Peak	1600	1600	1600	1600	1600	1200	1200		
	543.0	603.0	597.5	628.0	679.0	350.0	330.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1163

Site: Solomon-02.0.1NS
Description: Solomon Road - 580m south of Jandakot Road (Jandakot) <70>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(N) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	4.0	5.0	5.0	9.0	10.0	11.0	8.0	7.0	7.6	
0100-0200	3.0	2.0	5.0	3.5	3.0	5.0	5.0	3.3	3.8	
0200-0300	2.0	4.0	7.0	4.0	4.0	4.0	6.0	4.2	4.4	
0300-0400	6.0	5.0	2.0	4.5	6.0	3.0	4.0	4.7	4.4	
0400-0500	22.0	31.0	24.0	26.5	20.0	3.0	2.0	25.0	19.4	
0500-0600	81.0	79.0	76.0	89.5	85.0	23.0	8.0	83.3	66.4	
0600-0700	251.0	214.0	253.0	233.5	232.0	41.0	24.0	236.2	185.3	
0700-0800	269.0	316.0	325.0	305.0	300.0	56.0	32.0	303.3	238.5	
0800-0900	276.0	265.0	289.0	277.0	289.0	102.0	49.0	278.8	228.0	
0900-1000	211.0	212.0	220.0	226.5	216.0	149.0	84.0	218.7	193.1	
1000-1100	153.0	152.0	201.0	177.5	184.0	177.0	121.0	174.2	167.9	
1100-1200	188.0	180.0	168.0	207.0	210.0	206.0	140.0	189.7	186.0	
1200-1300	167.0	164.0	191.5	184.0	214.0	188.0	161.0	185.3	182.6	
1300-1400	169.0	198.0	183.0	172.0	202.0	154.0	166.0	184.5	178.4	
1400-1500	214.0	241.0	205.0	226.0	253.0	146.0	131.0	224.0	202.6	
1500-1600	239.0	312.0	322.5	313.0	285.0	141.0	154.0	299.0	261.1	
1600-1700	286.0	277.0	308.0	313.0	280.0	139.0	99.0	295.3	251.3	
1700-1800	240.0	267.0	250.5	219.0	268.0	143.0	101.0	249.2	217.4	
1800-1900	158.0	174.0	151.5	174.0	140.0	75.0	55.0	158.2	134.9	
1900-2000	62.0	59.0	81.0	74.0	66.0	31.0	35.0	70.5	61.1	
2000-2100	53.0	56.0	67.0	66.0	39.0	37.0	33.0	58.0	52.3	
2100-2200	28.0	16.0	25.0	37.0	49.0	31.0	13.0	30.0	28.0	
2200-2300	15.0	20.0	14.0	12.0	24.0	31.0	13.0	16.5	17.9	
2300-2400	14.0	8.0	6.5	14.0	11.0	21.0	2.0	10.0	10.4	
Totals										
0700-1900	2570.0	2758.0	2815.0	2794.0	2841.0	1676.0	1293.0	2760.2	2441.8	
0600-2200	2964.0	3103.0	3241.0	3204.5	3227.0	1816.0	1398.0	3154.9	2768.4	
0600-0000	2993.0	3131.0	3261.5	3230.5	3262.0	1868.0	1413.0	3181.4	2796.6	
0000-0000	3111.0	3257.0	3380.5	3367.5	3390.0	1917.0	1446.0	3308.9	2902.5	
AM Peak	0800	0700	0700	0700	0700	1100	1100			
	276.0	316.0	325.0	305.0	300.0	206.0	140.0			
PM Peak	1600	1500	1500	1600	1500	1200	1300			
	286.0	312.0	322.5	313.0	285.0	188.0	166.0			

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1164

Site: Solomon-02.0.1NS
Description: Solomon Road - 580m south of Jandakot Road (Jandakot) <70>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(S) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	5.0	6.0	4.0	5.0	10.0	11.0	11.0	5.8	7.1
0100-0200	3.0	1.0	1.0	4.5	6.0	5.0	7.0	3.3	4.0
0200-0300	7.0	5.0	7.0	7.0	5.0	10.0	4.0	6.3	6.5
0300-0400	20.0	18.0	16.0	14.0	12.0	7.0	5.0	15.7	13.3
0400-0500	24.0	25.0	18.0	23.5	21.0	3.0	4.0	22.5	17.8
0500-0600	115.0	115.0	131.0	124.5	135.0	41.0	20.0	124.2	100.8
0600-0700	241.0	251.0	242.0	231.5	243.0	43.0	23.0	240.0	188.3
0700-0800	331.0	355.0	349.0	366.5	357.0	81.0	23.0	354.2	278.6
0800-0900	251.0	258.0	255.0	240.5	232.0	103.0	58.0	246.2	204.8
0900-1000	148.0	189.0	138.0	172.0	163.0	132.0	81.0	163.7	149.4
1000-1100	154.0	162.0	198.0	166.0	183.0	155.0	133.0	171.5	164.6
1100-1200	139.0	164.0	176.0	174.0	182.0	184.0	140.0	169.3	167.7
1200-1300	152.0	168.0	156.0	190.0	172.0	162.0	169.0	165.7	165.6
1300-1400	177.0	180.0	158.0	163.0	208.0	173.0	132.0	174.0	168.6
1400-1500	174.0	204.0	182.0	197.0	249.0	161.0	139.0	198.0	186.0
1500-1600	205.0	268.0	218.0	264.0	299.0	146.0	109.0	245.3	215.9
1600-1700	257.0	326.0	289.5	315.0	399.0	126.0	115.0	312.7	264.6
1700-1800	216.0	242.0	240.5	219.0	326.0	123.0	94.0	247.3	212.6
1800-1900	145.0	99.0	138.0	110.0	115.0	75.0	58.0	124.2	109.8
1900-2000	65.0	54.0	88.5	71.0	56.0	55.0	31.0	70.5	63.6
2000-2100	29.0	36.0	47.0	42.0	37.0	30.0	35.0	39.7	37.9
2100-2200	24.0	31.0	37.0	72.0	35.0	33.0	28.0	39.3	37.1
2200-2300	39.0	17.0	26.5	51.0	22.0	18.0	7.0	30.3	25.9
2300-2400	7.0	7.0	19.5	22.0	11.0	27.0	10.0	14.3	15.4
Totals									
0700-1900	2349.0	2615.0	2498.0	2577.0	2885.0	1621.0	1251.0	2572.0	2288.2
0600-2200	2708.0	2987.0	2912.5	2993.5	3256.0	1782.0	1368.0	2961.5	2615.0
0600-0000	2754.0	3011.0	2958.5	3066.5	3289.0	1827.0	1385.0	3006.1	2656.3
0000-0000	2928.0	3181.0	3135.5	3245.0	3478.0	1904.0	1436.0	3184.0	2805.7
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	331.0	355.0	349.0	366.5	357.0	184.0	140.0		
PM Peak	1600	1600	1600	1600	1600	1300	1200		
	257.0	326.0	289.5	315.0	399.0	173.0	169.0		

* - No data.



City of Cockburn Weekly Vehicle Counts (Virtual Week)

Datasets:

Site: [Solomon-01] Solomon Road - 70m north of Monash Gate (Jandakot) <60>
Attribute: [-32.124308 +115.865778]
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 10:57 Wednesday, 21 October 2015 => 12:59 Thursday, 29 October 2015,
Zone:
File: Solomon-01 0 2015-10-29 1300.EC0 (Plus)
Identifier: CW43KQKN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Wednesday, 21 October 2015 => 12:59 Thursday, 29 October 2015 (8.08289)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North
Separation: GapX > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 51614 / 51686 (99.86%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1168

Site: Solomon-01.0.1NS
Description: Solomon Road - 70m north of Monash Gate (Jandakot) <60>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:59 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	13.0	22.0	17.0	21.0	26.0	27.0	28.0	20.0	21.9
0100-0200	3.0	18.0	17.0	13.0	14.0	11.0	15.0	13.0	13.0
0200-0300	20.0	12.0	13.0	20.5	16.0	14.0	11.0	17.0	15.9
0300-0400	44.0	41.0	40.0	36.0	37.0	23.0	10.0	39.0	33.4
0400-0500	68.0	64.0	62.0	72.0	69.0	24.0	9.0	67.8	55.0
0500-0600	247.0	252.0	234.0	263.5	251.0	80.0	17.0	251.8	201.0
0600-0700	593.0	573.0	550.0	562.0	590.0	113.0	59.0	571.7	450.3
0700-0800	734.0	789.0	789.0	793.5	775.0	150.0	67.0	779.0	611.4
0800-0900	629.0	648.0	610.0	603.5	608.0	225.0	89.0	617.0	502.0
0900-1000	482.0	460.0	448.0	455.5	379.0	300.0	141.0	446.7	390.1
1000-1100	394.0	429.0	454.0	402.5	460.0	350.0	195.0	423.7	385.9
1100-1200	393.0	396.0	437.0	460.0	461.0	371.0	241.0	434.9	406.2
1200-1300	450.0	475.0	469.5	481.5	519.0	318.0	263.0	478.0	436.3
1300-1400	441.0	428.0	412.0	437.0	492.0	273.0	260.0	437.0	394.4
1400-1500	439.0	487.0	438.5	455.0	501.0	260.0	238.0	459.8	407.1
1500-1600	498.0	546.0	569.5	574.0	597.0	263.0	238.0	559.0	481.9
1600-1700	550.0	577.0	593.5	649.0	659.0	235.0	191.0	603.7	506.0
1700-1800	414.0	505.0	463.0	424.0	525.0	222.0	165.0	465.7	397.6
1800-1900	287.0	279.0	253.5	300.0	254.0	149.0	122.0	271.2	237.3
1900-2000	124.0	134.0	161.0	167.0	128.0	103.0	82.0	145.8	132.5
2000-2100	81.0	101.0	109.0	137.0	93.0	80.0	81.0	105.0	98.9
2100-2200	62.0	65.0	74.5	125.0	86.0	90.0	55.0	81.2	79.0
2200-2300	92.0	65.0	56.0	86.0	53.0	69.0	21.0	68.0	62.3
2300-2400	17.0	20.0	28.0	41.0	26.0	43.0	15.0	26.7	27.3
Totals									
0700-1900	5711.0	6019.0	5937.5	6035.5	6230.0	3116.0	2210.0	5975.5	5156.2
0600-2200	6571.0	6892.0	6832.0	7026.5	7127.0	3502.0	2487.0	6879.2	5916.8
0600-0000	6680.0	6977.0	6916.0	7153.5	7206.0	3614.0	2523.0	6973.9	6006.3
0000-0000	7075.0	7386.0	7299.0	7579.5	7619.0	3793.0	2613.0	7382.5	6346.4
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	734.0	789.0	789.0	793.5	775.0	371.0	241.0		
PM Peak	1600	1600	1600	1600	1600	1200	1200		
	550.0	577.0	593.5	649.0	659.0	318.0	263.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1169

Site: Solomon-01.0.1NS
Description: Solomon Road - 70m north of Monash Gate (Jandakot) <60>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:59 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(N) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	6.0	12.0	8.0	12.0	13.0	11.0	11.0	10.5	10.6
0100-0200	2.0	10.0	12.0	5.0	5.0	5.0	5.0	6.5	6.1
0200-0300	11.0	7.0	6.0	11.0	11.0	7.0	7.0	9.5	8.9
0300-0400	26.0	26.0	24.0	25.5	27.0	13.0	5.0	25.7	21.5
0400-0500	38.0	42.0	40.0	44.5	44.0	14.0	3.0	42.2	33.8
0500-0600	183.0	186.0	164.0	196.5	191.0	65.0	16.0	186.2	149.8
0600-0700	433.0	414.0	412.0	417.5	422.0	64.0	47.0	419.3	328.4
0700-0800	492.0	510.0	535.0	518.5	513.0	75.0	32.0	514.5	399.3
0800-0900	427.0	419.0	403.0	411.5	402.0	137.0	44.0	412.3	331.9
0900-1000	313.0	281.0	292.0	288.0	243.0	164.0	72.0	284.2	242.6
1000-1100	218.0	248.0	263.0	222.0	256.0	186.0	93.0	238.2	213.5
1100-1200	220.0	221.0	232.5	253.0	237.0	193.0	117.0	235.6	217.7
1200-1300	254.0	253.0	261.0	278.5	293.0	162.0	143.0	268.4	242.7
1300-1400	247.0	251.0	233.0	241.0	278.0	137.0	154.0	247.2	221.8
1400-1500	231.0	254.0	221.5	251.0	257.0	144.0	110.0	239.3	211.3
1500-1600	256.0	288.0	310.5	316.0	287.0	124.0	143.0	294.7	254.4
1600-1700	268.0	298.0	298.0	315.0	276.0	120.0	96.0	292.2	246.1
1700-1800	209.0	260.0	235.5	211.0	237.0	123.0	94.0	231.3	200.6
1800-1900	155.0	178.0	144.0	179.0	121.0	94.0	46.0	153.5	132.6
1900-2000	59.0	54.0	78.5	94.0	59.0	55.0	33.0	70.5	63.9
2000-2100	42.0	39.0	53.5	58.0	48.0	33.0	36.0	49.0	45.4
2100-2200	28.0	26.0	25.0	38.0	54.0	35.0	18.0	32.7	31.1
2200-2300	25.0	27.0	15.0	16.0	24.0	41.0	13.0	20.3	22.0
2300-2400	11.0	8.0	6.0	13.0	9.0	17.0	3.0	8.8	9.1
Totals									
0700-1900	3290.0	3461.0	3429.0	3484.5	3400.0	1659.0	1144.0	3411.3	2914.3
0600-2200	3852.0	3994.0	3998.0	4092.0	3983.0	1846.0	1278.0	3982.8	3383.1
0600-0000	3888.0	4029.0	4019.0	4121.0	4016.0	1904.0	1294.0	4012.0	3414.2
0000-0000	4154.0	4312.0	4273.0	4415.5	4307.0	2019.0	1341.0	4292.5	3644.8
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	492.0	510.0	535.0	518.5	513.0	193.0	117.0		
PM Peak	1600	1600	1500	1500	1200	1200	1300		
	268.0	298.0	310.5	316.0	293.0	162.0	154.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1170

Site: Solomon-01.0.1NS
Description: Solomon Road - 70m north of Monash Gate (Jandakot) <60>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:59 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(S) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	7.0	10.0	9.0	9.0	13.0	16.0	17.0	9.5	11.3
0100-0200	1.0	8.0	5.0	8.0	9.0	6.0	10.0	6.5	6.9
0200-0300	9.0	5.0	7.0	9.5	5.0	7.0	4.0	7.5	7.0
0300-0400	18.0	15.0	16.0	10.5	10.0	10.0	5.0	13.3	11.9
0400-0500	30.0	22.0	22.0	27.5	25.0	10.0	6.0	25.7	21.3
0500-0600	64.0	66.0	70.0	67.0	60.0	15.0	1.0	65.7	51.3
0600-0700	160.0	159.0	138.0	144.5	168.0	49.0	12.0	152.3	121.9
0700-0800	242.0	279.0	254.0	275.0	262.0	75.0	35.0	264.5	212.1
0800-0900	202.0	229.0	207.0	192.0	206.0	88.0	45.0	204.7	170.1
0900-1000	169.0	179.0	156.0	167.5	136.0	136.0	69.0	162.5	147.5
1000-1100	176.0	181.0	191.0	180.5	204.0	164.0	102.0	185.5	172.4
1100-1200	173.0	175.0	204.5	207.0	224.0	178.0	124.0	199.3	188.6
1200-1300	196.0	222.0	208.5	203.0	226.0	156.0	120.0	209.6	193.7
1300-1400	194.0	177.0	179.0	196.0	214.0	136.0	106.0	189.8	172.6
1400-1500	208.0	233.0	217.0	204.0	244.0	116.0	128.0	220.5	195.9
1500-1600	242.0	258.0	259.0	258.0	310.0	139.0	95.0	264.3	227.5
1600-1700	282.0	279.0	295.5	334.0	383.0	115.0	95.0	311.5	259.9
1700-1800	205.0	245.0	227.5	213.0	288.0	99.0	71.0	234.3	197.0
1800-1900	132.0	101.0	109.5	121.0	133.0	55.0	76.0	117.7	104.6
1900-2000	65.0	80.0	82.5	73.0	69.0	48.0	49.0	75.3	68.6
2000-2100	39.0	62.0	55.5	79.0	45.0	47.0	45.0	56.0	53.5
2100-2200	34.0	39.0	49.5	87.0	32.0	55.0	37.0	48.5	47.9
2200-2300	67.0	38.0	41.0	70.0	29.0	28.0	8.0	47.7	40.3
2300-2400	6.0	12.0	22.0	28.0	17.0	26.0	12.0	17.8	18.1
Totals									
0700-1900	2421.0	2558.0	2508.5	2551.0	2830.0	1457.0	1066.0	2564.2	2241.8
0600-2200	2719.0	2898.0	2834.0	2934.5	3144.0	1656.0	1209.0	2896.4	2533.7
0600-0000	2792.0	2948.0	2897.0	3032.5	3190.0	1710.0	1229.0	2961.9	2592.1
0000-0000	2921.0	3074.0	3026.0	3164.0	3312.0	1774.0	1272.0	3090.0	2701.6
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	242.0	279.0	254.0	275.0	262.0	178.0	124.0		
PM Peak	1600	1600	1600	1600	1600	1200	1400		
	282.0	279.0	295.5	334.0	383.0	156.0	128.0		

* - No data.



City of Cockburn Weekly Vehicle Counts (Virtual Week)

Datasets:

Site: [Jandakot-01] Jandakot Road - 500m east of Berrigan Drive (Jandakot) <80>
Attribute: [-32.109063 +115.862923]
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 10:16 Wednesday, 21 October 2015 => 12:16 Thursday, 29 October 2015,
Zone:
File: Jandakot-01 0 2015-10-29 1216.EC0 (Plus)
Identifier: AV68EQM3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015 (8.04167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound), P = East
Separation: GapX > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 102527 / 103515 (99.05%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1174

Site: Jandakot-01.0.1EW
Description: Jandakot Road - 500m east of Berrigan Drive (Jandakot) <80>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	41.0	29.0	26.0	37.0	45.0	76.0	115.0	35.8	50.8
0100-0200	16.0	22.0	16.0	26.5	18.0	52.0	72.0	20.8	31.1
0200-0300	21.0	25.0	32.0	25.0	24.0	32.0	49.0	25.3	29.1
0300-0400	39.0	31.0	39.0	37.0	36.0	33.0	47.0	36.5	37.4
0400-0500	88.0	107.0	85.0	91.5	105.0	37.0	28.0	94.7	79.1
0500-0600	420.0	414.0	422.0	422.0	413.0	149.0	60.0	418.8	340.3
0600-0700	1009.0	1042.0	1005.0	1029.5	962.0	272.0	164.0	1012.8	814.1
0700-0800	1280.0	1169.0	1167.0	1173.0	1228.0	368.0	216.0	1198.3	971.8
0800-0900	1111.0	1161.0	1111.0	1100.5	1123.0	570.0	375.0	1117.8	956.5
0900-1000	721.0	744.0	759.0	762.5	734.0	760.0	504.0	747.2	718.4
1000-1100	634.0	591.0	655.0	636.0	667.0	824.0	612.0	636.5	656.9
1100-1200	577.0	615.0	600.0	631.5	734.0	864.0	652.0	627.0	656.1
1200-1300	612.0	581.0	606.5	621.0	710.0	888.0	706.0	622.8	666.4
1300-1400	614.0	678.0	633.5	676.0	755.0	757.0	652.0	665.0	674.9
1400-1500	856.0	897.0	835.5	872.0	956.0	726.0	613.0	875.3	823.9
1500-1600	1149.0	1296.0	1202.0	1266.0	1263.0	711.0	571.0	1229.7	1082.5
1600-1700	1354.0	1328.0	1404.0	1417.0	1459.0	677.0	568.0	1394.3	1201.4
1700-1800	1183.0	1193.0	1185.5	1165.0	1243.0	683.0	508.0	1192.5	1043.3
1800-1900	730.0	720.0	773.5	762.0	735.0	523.0	421.0	749.0	679.8
1900-2000	398.0	418.0	485.0	460.0	408.0	386.0	296.0	442.3	417.0
2000-2100	243.0	293.0	326.5	310.0	272.0	233.0	224.0	295.2	278.5
2100-2200	219.0	236.0	251.5	321.0	260.0	253.0	220.0	256.5	251.5
2200-2300	145.0	137.0	169.0	194.0	216.0	255.0	121.0	171.7	175.8
2300-2400	59.0	67.0	92.0	100.0	157.0	162.0	52.0	94.5	97.6
Totals									
0700-1900	10821.0	10973.0	10932.5	11082.5	11607.0	8351.0	6398.0	11055.5	10131.6
0600-2200	12690.0	12962.0	13000.5	13203.0	13509.0	9495.0	7302.0	13062.3	11892.7
0600-0000	12894.0	13166.0	13261.5	13497.0	13882.0	9912.0	7475.0	13328.5	12166.1
0000-0000	13519.0	13794.0	13881.5	14136.0	14523.0	10291.0	7846.0	13960.5	12733.9
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	1280.0	1169.0	1167.0	1173.0	1228.0	864.0	652.0		
PM Peak	1600	1600	1600	1600	1600	1200	1200		
	1354.0	1328.0	1404.0	1417.0	1459.0	888.0	706.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1175

Site: Jandakot-01.0.1EW
Description: Jandakot Road - 500m east of Berrigan Drive (Jandakot) <80>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	25.0	19.0	16.0	21.5	28.0	57.0	73.0	21.8	32.6
0100-0200	9.0	18.0	6.0	17.5	10.0	34.0	42.0	13.0	19.3
0200-0300	11.0	11.0	16.0	16.5	11.0	19.0	29.0	13.7	16.3
0300-0400	15.0	13.0	19.0	15.5	15.0	23.0	28.0	15.5	18.0
0400-0500	24.0	19.0	16.0	20.0	26.0	15.0	15.0	20.8	19.4
0500-0600	99.0	93.0	95.0	100.5	101.0	40.0	23.0	98.2	81.5
0600-0700	239.0	247.0	240.0	251.5	227.0	101.0	47.0	242.7	200.5
0700-0800	297.0	259.0	243.0	267.0	286.0	127.0	89.0	269.8	229.4
0800-0900	311.0	337.0	290.0	295.5	325.0	188.0	140.0	309.0	272.8
0900-1000	247.0	279.0	246.0	284.0	258.0	298.0	176.0	266.3	259.0
1000-1100	312.0	289.0	283.0	270.5	295.0	331.0	271.0	286.7	290.3
1100-1200	253.0	284.0	294.5	277.5	340.0	416.0	299.0	288.7	304.0
1200-1300	322.0	292.0	295.5	322.0	355.0	472.0	346.0	313.7	337.5
1300-1400	356.0	354.0	332.5	341.0	433.0	392.0	351.0	358.2	361.5
1400-1500	507.0	509.0	490.0	497.0	553.0	366.0	352.0	507.7	470.5
1500-1600	699.0	773.0	699.5	733.0	782.0	397.0	306.0	731.0	636.1
1600-1700	864.0	870.0	919.5	896.0	972.0	372.0	308.0	906.8	765.1
1700-1800	759.0	783.0	761.5	769.0	817.0	380.0	270.0	775.2	662.6
1800-1900	453.0	421.0	453.0	459.0	416.0	253.0	233.0	442.5	392.6
1900-2000	236.0	249.0	286.5	272.0	219.0	216.0	179.0	258.2	243.0
2000-2100	143.0	189.0	205.0	207.0	155.0	143.0	125.0	184.0	171.5
2100-2200	155.0	160.0	189.5	242.0	181.0	170.0	152.0	186.2	179.9
2200-2300	103.0	88.0	121.5	146.0	142.0	163.0	76.0	120.3	120.1
2300-2400	39.0	45.0	70.5	66.0	110.0	108.0	37.0	66.8	68.3
Totals									
0700-1900	5380.0	5450.0	5308.0	5411.5	5832.0	3992.0	3141.0	5455.5	4981.4
0600-2200	6153.0	6295.0	6229.0	6384.0	6614.0	4622.0	3644.0	6326.5	5776.3
0600-0000	6295.0	6428.0	6421.0	6596.0	6866.0	4893.0	3757.0	6513.7	5964.6
0000-0000	6478.0	6601.0	6589.0	6787.5	7057.0	5081.0	3967.0	6696.7	6151.6
AM Peak	1000	0800	1100	0800	1100	1100	1100		
	312.0	337.0	294.5	295.5	340.0	416.0	299.0		
PM Peak	1600	1600	1600	1600	1600	1200	1400		
	864.0	870.0	919.5	896.0	972.0	472.0	352.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1176

Site: Jandakot-01.0.1EW
Description: Jandakot Road - 500m east of Berrigan Drive (Jandakot) <80>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	16.0	10.0	10.0	15.5	17.0	19.0	42.0	14.0	18.1
0100-0200	7.0	4.0	10.0	9.0	8.0	18.0	30.0	7.8	11.9
0200-0300	10.0	14.0	16.0	8.5	13.0	13.0	20.0	11.7	12.9
0300-0400	24.0	18.0	20.0	21.5	21.0	10.0	19.0	21.0	19.4
0400-0500	64.0	88.0	69.0	71.5	79.0	22.0	13.0	73.8	59.8
0500-0600	321.0	321.0	327.0	321.5	312.0	109.0	37.0	320.7	258.8
0600-0700	770.0	795.0	765.0	778.0	735.0	171.0	117.0	770.2	613.6
0700-0800	983.0	910.0	924.0	906.0	942.0	241.0	127.0	928.5	742.4
0800-0900	800.0	824.0	821.0	805.0	798.0	382.0	235.0	808.8	683.8
0900-1000	474.0	465.0	513.0	478.5	476.0	462.0	328.0	480.8	459.4
1000-1100	322.0	302.0	372.0	365.5	372.0	493.0	341.0	349.8	366.6
1100-1200	324.0	331.0	305.5	354.0	394.0	448.0	353.0	338.3	352.1
1200-1300	290.0	289.0	311.0	299.0	355.0	416.0	360.0	309.2	328.9
1300-1400	258.0	324.0	301.0	335.0	322.0	365.0	301.0	306.8	313.4
1400-1500	349.0	388.0	345.5	375.0	403.0	360.0	261.0	367.7	353.4
1500-1600	450.0	523.0	502.5	533.0	481.0	314.0	265.0	498.7	446.4
1600-1700	490.0	458.0	484.5	521.0	487.0	305.0	260.0	487.5	436.3
1700-1800	424.0	410.0	424.0	396.0	426.0	303.0	238.0	417.3	380.6
1800-1900	277.0	299.0	320.5	303.0	319.0	270.0	188.0	306.5	287.1
1900-2000	162.0	169.0	198.5	188.0	189.0	170.0	117.0	184.2	174.0
2000-2100	100.0	104.0	121.5	103.0	117.0	90.0	99.0	111.2	107.0
2100-2200	64.0	76.0	62.0	79.0	79.0	83.0	68.0	70.3	71.6
2200-2300	42.0	49.0	47.5	48.0	74.0	92.0	45.0	51.3	55.6
2300-2400	20.0	22.0	21.5	34.0	47.0	54.0	15.0	27.7	29.4
Totals									
0700-1900	5441.0	5523.0	5624.5	5671.0	5775.0	4359.0	3257.0	5600.0	5150.2
0600-2200	6537.0	6667.0	6771.5	6819.0	6895.0	4873.0	3658.0	6735.8	6116.5
0600-0000	6599.0	6738.0	6840.5	6901.0	7016.0	5019.0	3718.0	6814.8	6201.5
0000-0000	7041.0	7193.0	7292.5	7348.5	7466.0	5210.0	3879.0	7263.8	6582.2
AM Peak	0700	0700	0700	0700	0700	1000	1100		
	983.0	910.0	924.0	906.0	942.0	493.0	353.0		
PM Peak	1600	1500	1500	1500	1600	1200	1200		
	490.0	523.0	502.5	533.0	487.0	416.0	360.0		

* - No data.



City of Cockburn Weekly Vehicle Counts (Virtual Week)

Datasets:

Site: [Jandakot-02] Jandakot Road - 220m west of Scotch Road (Jandakot) <80>
Attribute: [-32.121170 +115.893317]
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 10:32 Wednesday, 21 October 2015 => 12:29 Thursday, 29 October 2015,
Zone:
File: Jandakot-02 0 2015-10-29 1229.EC0 (Plus)
Identifier: AS388DSD MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015 (8.04167)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound), P = East
Separation: GapX > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 83022 / 84437 (98.32%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1180

Site: Jandakot-02.0.1EW
Description: Jandakot Road - 220m west of Skotch Road (Jandakot) <80>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	30.0	25.0	20.0	31.0	30.0	89.0	107.0	27.8	45.4
0100-0200	12.0	18.0	17.0	22.0	17.0	46.0	61.0	18.0	26.9
0200-0300	19.0	23.0	30.0	23.5	28.0	37.0	50.0	24.5	29.3
0300-0400	35.0	38.0	37.0	33.5	35.0	30.0	37.0	35.3	34.9
0400-0500	67.0	86.0	62.0	74.0	74.0	32.0	30.0	72.8	62.4
0500-0600	379.0	396.0	403.0	408.0	386.0	162.0	75.0	396.7	327.1
0600-0700	883.0	958.0	929.0	923.5	860.0	230.0	147.0	912.8	731.8
0700-0800	1151.0	1141.0	1142.0	1136.5	1144.0	338.0	188.0	1141.8	922.1
0800-0900	893.0	948.0	949.0	911.5	880.0	478.0	336.0	915.5	788.4
0900-1000	494.0	524.0	539.0	511.0	512.0	589.0	424.0	515.2	513.0
1000-1100	465.0	416.0	486.0	440.5	470.0	642.0	502.0	453.0	482.8
1100-1200	401.0	429.0	439.0	434.5	521.0	683.0	536.0	442.6	479.7
1200-1300	427.0	406.0	427.0	422.0	509.0	706.0	565.0	436.3	486.1
1300-1400	418.0	461.0	463.5	512.0	528.0	576.0	530.0	474.3	494.0
1400-1500	643.0	690.0	640.5	682.0	710.0	575.0	523.0	667.7	638.0
1500-1600	932.0	1063.0	948.5	991.0	999.0	602.0	459.0	980.3	867.9
1600-1700	1085.0	1072.0	958.5	1089.0	1058.0	553.0	456.0	1036.8	903.8
1700-1800	1003.0	953.0	774.0	869.0	932.0	616.0	461.0	884.2	797.8
1800-1900	653.0	631.0	663.0	674.0	631.0	440.0	365.0	652.5	590.0
1900-2000	365.0	348.0	426.5	423.0	365.0	349.0	274.0	392.3	372.1
2000-2100	244.0	266.0	299.0	296.0	241.0	229.0	217.0	274.2	261.4
2100-2200	189.0	207.0	221.5	252.0	262.0	229.0	193.0	225.5	221.9
2200-2300	118.0	135.0	141.0	158.0	206.0	240.0	114.0	149.8	156.6
2300-2400	46.0	59.0	76.5	77.0	148.0	145.0	50.0	80.5	84.8
Totals									
0700-1900	8565.0	8734.0	8430.0	8673.0	8894.0	6798.0	5345.0	8600.2	7963.4
0600-2200	10246.0	10513.0	10306.0	10567.5	10622.0	7835.0	6176.0	10405.1	9550.5
0600-0000	10410.0	10707.0	10523.5	10802.5	10976.0	8220.0	6340.0	10635.4	9791.9
0000-0000	10952.0	11293.0	11092.5	11394.5	11546.0	8616.0	6700.0	11210.6	10317.8
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	1151.0	1141.0	1142.0	1136.5	1144.0	683.0	536.0		
PM Peak	1600	1600	1600	1600	1600	1200	1200		
	1085.0	1072.0	958.5	1089.0	1058.0	706.0	565.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1181

Site: Jandakot-02.0.1EW
Description: Jandakot Road - 220m west of Skotch Road (Jandakot) <80>
Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	20.0	15.0	12.0	20.5	20.0	65.0	69.0	18.0	30.3
0100-0200	7.0	15.0	10.0	15.0	8.0	29.0	35.0	11.7	16.8
0200-0300	6.0	10.0	15.0	13.5	12.0	21.0	29.0	11.7	15.0
0300-0400	6.0	9.0	10.0	8.5	11.0	17.0	23.0	8.8	11.6
0400-0500	10.0	9.0	7.0	13.0	8.0	15.0	15.0	10.0	11.3
0500-0600	52.0	57.0	47.0	58.0	51.0	32.0	24.0	53.8	47.4
0600-0700	155.0	162.0	177.0	174.5	145.0	72.0	39.0	164.7	137.4
0700-0800	223.0	196.0	211.0	210.0	237.0	102.0	81.0	214.5	183.8
0800-0900	230.0	267.0	252.0	257.0	249.0	146.0	111.0	252.0	221.1
0900-1000	169.0	186.0	194.0	189.0	167.0	224.0	144.0	182.3	182.8
1000-1100	222.0	196.0	193.0	183.5	199.0	243.0	215.0	196.2	204.4
1100-1200	204.0	207.0	223.0	198.0	245.0	346.0	238.0	214.0	231.3
1200-1300	236.0	215.0	226.0	221.0	280.0	392.0	281.0	234.0	259.6
1300-1400	256.0	257.0	257.5	274.0	325.0	313.0	309.0	271.2	281.1
1400-1500	398.0	417.0	386.0	413.0	449.0	290.0	301.0	408.2	380.0
1500-1600	602.0	675.0	591.0	616.0	634.0	334.0	264.0	618.2	538.4
1600-1700	737.0	748.0	663.5	736.0	707.0	316.0	246.0	709.2	602.1
1700-1800	681.0	673.0	521.5	579.0	617.0	367.0	251.0	598.8	526.4
1800-1900	437.0	427.0	419.0	444.0	378.0	216.0	206.0	420.7	368.3
1900-2000	229.0	212.0	253.5	253.0	207.0	184.0	161.0	234.7	219.1
2000-2100	151.0	179.0	202.0	203.0	136.0	134.0	127.0	178.8	166.8
2100-2200	141.0	136.0	165.0	181.0	191.0	159.0	130.0	163.2	158.5
2200-2300	80.0	90.0	100.0	112.0	130.0	155.0	74.0	102.0	105.1
2300-2400	34.0	44.0	56.0	52.0	104.0	93.0	33.0	57.7	59.0
Totals									
0700-1900	4395.0	4464.0	4137.5	4320.5	4487.0	3289.0	2647.0	4319.2	3979.2
0600-2200	5071.0	5153.0	4935.0	5132.0	5166.0	3838.0	3104.0	5060.5	4661.0
0600-0000	5185.0	5287.0	5091.0	5296.0	5400.0	4086.0	3211.0	5220.2	4825.1
0000-0000	5286.0	5402.0	5192.0	5424.5	5510.0	4265.0	3406.0	5334.2	4957.3
AM Peak	0800	0800	0800	0800	0800	1100	1100		
	230.0	267.0	252.0	257.0	249.0	346.0	238.0		
PM Peak	1600	1600	1600	1600	1600	1200	1300		
	737.0	748.0	663.5	736.0	707.0	392.0	309.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-1182

Site: Jandakot-02.0.1EW

Description: Jandakot Road - 220m west of Skotch Road (Jandakot) <80>

Filter time: 11:00 Wednesday, 21 October 2015 => 12:00 Thursday, 29 October 2015

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(10,160) GapX(>0) Span(0 - 100)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	10.0	10.0	8.0	10.5	10.0	24.0	38.0	9.8	15.1	
0100-0200	5.0	3.0	7.0	7.0	9.0	17.0	26.0	6.3	10.1	
0200-0300	13.0	13.0	15.0	10.0	16.0	16.0	21.0	12.8	14.3	
0300-0400	29.0	29.0	27.0	25.0	24.0	13.0	14.0	26.5	23.3	
0400-0500	57.0	77.0	55.0	61.0	66.0	17.0	15.0	62.8	51.1	
0500-0600	327.0	339.0	356.0	350.0	335.0	130.0	51.0	342.8	279.8	
0600-0700	728.0	796.0	752.0	749.0	715.0	158.0	108.0	748.2	594.4	
0700-0800	928.0	945.0	931.0	926.5	907.0	236.0	107.0	927.3	738.4	
0800-0900	663.0	681.0	697.0	654.5	631.0	332.0	225.0	663.5	567.3	
0900-1000	325.0	338.0	345.0	322.0	345.0	365.0	280.0	332.8	330.3	
1000-1100	243.0	220.0	293.0	257.0	271.0	399.0	287.0	256.8	278.4	
1100-1200	197.0	222.0	216.0	236.5	276.0	337.0	298.0	228.6	248.3	
1200-1300	191.0	191.0	201.0	201.0	229.0	314.0	284.0	202.3	226.5	
1300-1400	162.0	204.0	206.0	238.0	203.0	263.0	221.0	203.2	212.9	
1400-1500	245.0	273.0	254.5	269.0	261.0	285.0	222.0	259.5	258.0	
1500-1600	330.0	388.0	357.5	375.0	365.0	268.0	195.0	362.2	329.5	
1600-1700	348.0	324.0	295.0	353.0	351.0	237.0	210.0	327.7	301.6	
1700-1800	322.0	280.0	252.5	290.0	315.0	249.0	210.0	285.3	271.4	
1800-1900	216.0	204.0	244.0	230.0	253.0	224.0	159.0	231.8	221.8	
1900-2000	136.0	136.0	173.0	170.0	158.0	165.0	113.0	157.7	153.0	
2000-2100	93.0	87.0	97.0	93.0	105.0	95.0	90.0	95.3	94.6	
2100-2200	48.0	71.0	56.5	71.0	71.0	70.0	63.0	62.3	63.4	
2200-2300	38.0	45.0	41.0	46.0	76.0	85.0	40.0	47.8	51.5	
2300-2400	12.0	15.0	20.5	25.0	44.0	52.0	17.0	22.8	25.8	
Totals										
0700-1900	4170.0	4270.0	4292.5	4352.5	4407.0	3509.0	2698.0	4281.1	3984.2	
0600-2200	5175.0	5360.0	5371.0	5435.5	5456.0	3997.0	3072.0	5344.6	4889.6	
0600-0000	5225.0	5420.0	5432.5	5506.5	5576.0	4134.0	3129.0	5415.2	4966.8	
0000-0000	5666.0	5891.0	5900.5	5970.0	6036.0	4351.0	3294.0	5876.4	5360.5	
AM Peak	0700	0700	0700	0700	0700	1000	1100			
	928.0	945.0	931.0	926.5	907.0	399.0	298.0			
PM Peak	1600	1500	1500	1500	1500	1200	1200			
	348.0	388.0	357.5	375.0	365.0	314.0	284.0			

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-660 -- English (ENA)

Datasets:

Site: [Prinsep-01] Prinsep Road - 400m south of Berrigan Drive (#50) (Jandakot) <50>
Attribute: [-32.110302 +115.858798]
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 10:01 Monday, 17 October 2016 => 11:35 Tuesday, 25 October 2016,
Zone:
File: Prinsep-01 0 2016-10-25 1135.EC0 (Plus)
Identifier: AV68EQM3 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 10:02 Monday, 17 October 2016 => 11:00 Tuesday, 25 October 2016 (8.04028)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 15243 / 15530 (98.15%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-660

Site: Prinsep-01.0.1NS
Description: Prinsep Road - 400m south of Berrigan Drive (#50) (Jandakot) <50>
Filter time: 10:02 Monday, 17 October 2016 => 11:00 Tuesday, 25 October 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	3.0	3.5	4.0	8.0	9.0	6.0	6.0	5.2	5.4	
0100-0200	3.0	6.5	6.0	1.0	4.0	2.0	5.0	4.5	4.3	
0200-0300	6.0	2.5	2.0	4.0	4.0	5.0	5.0	3.5	3.9	
0300-0400	5.0	4.0	1.0	9.0	5.0	1.0	1.0	4.7	3.8	
0400-0500	11.0	9.5	8.0	6.0	8.0	4.0	1.0	8.7	7.1	
0500-0600	30.0	46.0	38.0	40.0	32.0	20.0	5.0	38.7	32.1	
0600-0700	132.0	143.0	137.0	169.0	136.0	41.0	25.0	143.3	115.8	
0700-0800	196.0	219.5	220.0	216.0	172.0	27.0	57.0	207.2	165.9	
0800-0900	179.0	192.0	205.0	208.0	181.0	64.0	22.0	192.8	155.4	
0900-1000	144.0	154.5	138.0	152.0	156.0	67.0	39.0	149.8	125.6	
1000-1100	141.5	146.5	147.0	136.0	155.0	78.0	50.0	144.9	126.9	
1100-1200	164.5	126.0	128.0	168.0	153.0	82.0	56.0	150.7	130.3	
1200-1300	158.0	139.0	148.0	166.0	192.0	75.0	61.0	160.2	137.1	
1300-1400	137.0	151.0	166.0	124.0	173.0	53.0	76.0	148.0	127.1	
1400-1500	147.0	144.0	157.0	160.0	169.0	50.0	46.0	154.0	127.5	
1500-1600	204.0	231.0	212.0	251.0	206.0	58.0	57.0	218.0	177.9	
1600-1700	216.0	228.0	218.0	223.0	189.0	51.0	47.0	215.0	173.5	
1700-1800	149.5	163.0	126.0	152.0	148.0	51.0	56.0	148.0	124.4	
1800-1900	55.0	84.0	67.0	90.0	68.0	31.0	29.0	69.8	59.9	
1900-2000	34.5	46.0	38.0	31.0	27.0	25.0	16.0	35.2	31.5	
2000-2100	27.0	32.0	27.0	25.0	11.0	16.0	16.0	24.8	22.6	
2100-2200	14.0	15.0	11.0	14.0	22.0	13.0	13.0	15.0	14.5	
2200-2300	7.0	7.0	11.0	16.0	15.0	13.0	4.0	10.5	10.0	
2300-2400	5.0	6.0	10.0	8.0	7.0	14.0	3.0	6.8	7.3	
Totals										
0700-1900	1891.5	1978.5	1932.0	2046.0	1962.0	687.0	596.0	1958.4	1631.4	
0600-2200	2099.0	2214.5	2145.0	2285.0	2158.0	782.0	666.0	2176.7	1815.8	
0600-0000	2111.0	2227.5	2166.0	2309.0	2180.0	809.0	673.0	2194.0	1833.0	
0000-0000	2169.0	2299.5	2225.0	2377.0	2242.0	847.0	696.0	2259.2	1889.5	
AM Peak	0700	0700	0700	0700	0800	1100	0700			
	196.0	219.5	220.0	216.0	181.0	82.0	57.0			
PM Peak	1600	1500	1600	1500	1500	1200	1300			
	216.0	231.0	218.0	251.0	206.0	75.0	76.0			

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-661

Site: Prinsep-01.0.1NS

Description: Prinsep Road - 400m south of Berrigan Drive (#50) (Jandakot) <50>

Filter time: 10:02 Monday, 17 October 2016 => 11:00 Tuesday, 25 October 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(N) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	2.0	1.5	1.0	7.0	3.0	4.0	3.0	2.7	2.9	
0100-0200	2.0	3.5	2.0	0.0	2.0	1.0	3.0	2.2	2.1	
0200-0300	3.0	0.0	1.0	2.0	2.0	2.0	2.0	1.3	1.5	
0300-0400	0.0	3.5	0.0	5.0	2.0	1.0	1.0	2.3	2.0	
0400-0500	4.0	5.0	3.0	4.0	7.0	2.0	1.0	4.7	3.9	
0500-0600	7.0	17.0	16.0	9.0	9.0	4.0	1.0	12.5	10.0	
0600-0700	56.0	59.0	62.0	90.0	62.0	22.0	13.0	64.7	52.9	
0700-0800	121.0	151.0	145.0	136.0	102.0	15.0	45.0	134.3	108.3	
0800-0900	131.0	130.5	132.0	133.0	121.0	34.0	20.0	129.7	104.0	
0900-1000	81.0	83.0	80.0	87.0	93.0	46.0	26.0	84.5	72.4	
1000-1100	82.5	93.5	92.0	82.0	97.0	50.0	36.0	89.0	78.8	
1100-1200	106.0	81.0	86.0	113.0	96.0	61.0	42.0	98.0	86.4	
1200-1300	96.0	88.0	86.0	101.0	124.0	56.0	45.0	98.5	86.5	
1300-1400	84.0	80.0	101.0	74.0	108.0	40.0	53.0	88.5	78.0	
1400-1500	101.5	93.0	102.0	105.0	116.0	36.0	37.0	103.2	86.5	
1500-1600	160.5	176.0	169.0	203.0	167.0	38.0	40.0	172.7	139.3	
1600-1700	167.5	177.0	172.0	169.0	142.0	38.0	30.0	165.8	132.9	
1700-1800	116.5	113.0	97.0	121.0	103.0	32.0	37.0	111.2	92.0	
1800-1900	41.0	52.0	46.0	71.0	44.0	17.0	19.0	49.2	41.4	
1900-2000	18.5	27.0	24.0	17.0	17.0	14.0	10.0	20.3	18.3	
2000-2100	21.0	17.0	21.0	20.0	7.0	12.0	15.0	17.8	16.8	
2100-2200	11.0	10.0	7.0	8.0	16.0	9.0	5.0	10.5	9.6	
2200-2300	4.0	3.0	5.0	8.0	8.0	7.0	0.0	5.3	4.9	
2300-2400	3.0	3.0	5.0	7.0	4.0	11.0	2.0	4.2	4.8	
Totals										
0700-1900	1288.5	1318.0	1308.0	1395.0	1313.0	463.0	430.0	1324.5	1106.3	
0600-2200	1395.0	1431.0	1422.0	1530.0	1415.0	520.0	473.0	1437.8	1203.8	
0600-0000	1402.0	1437.0	1432.0	1545.0	1427.0	538.0	475.0	1447.3	1213.4	
0000-0000	1420.0	1467.5	1455.0	1572.0	1452.0	552.0	486.0	1473.0	1235.8	
AM Peak	0800	0700	0700	0700	0800	1100	0700			
	131.0	151.0	145.0	136.0	121.0	61.0	45.0			
PM Peak	1600	1600	1600	1500	1500	1200	1300			
	167.5	177.0	172.0	203.0	167.0	56.0	53.0			

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-662

Site: Prinsep-01.0.1NS
Description: Prinsep Road - 400m south of Berrigan Drive (#50) (Jandakot) <50>
Filter time: 10:02 Monday, 17 October 2016 => 11:00 Tuesday, 25 October 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(S) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	2.0	3.0	1.0	6.0	2.0	3.0	2.5	2.5
0100-0200	1.0	3.0	4.0	1.0	2.0	1.0	2.0	2.3	2.1
0200-0300	3.0	2.5	1.0	2.0	2.0	3.0	3.0	2.2	2.4
0300-0400	5.0	0.5	1.0	4.0	3.0	0.0	0.0	2.3	1.8
0400-0500	7.0	4.5	5.0	2.0	1.0	2.0	0.0	4.0	3.3
0500-0600	23.0	29.0	22.0	31.0	23.0	16.0	4.0	26.2	22.1
0600-0700	76.0	84.0	75.0	79.0	74.0	19.0	12.0	78.7	62.9
0700-0800	75.0	68.5	75.0	80.0	70.0	12.0	12.0	72.8	57.6
0800-0900	48.0	61.5	73.0	75.0	60.0	30.0	2.0	63.2	51.4
0900-1000	63.0	71.5	58.0	65.0	63.0	21.0	13.0	65.3	53.3
1000-1100	59.0	53.0	55.0	54.0	58.0	28.0	14.0	55.9	48.1
1100-1200	58.5	45.0	42.0	55.0	57.0	21.0	14.0	52.7	43.9
1200-1300	62.0	51.0	62.0	65.0	68.0	19.0	16.0	61.7	50.6
1300-1400	53.0	71.0	65.0	50.0	65.0	13.0	23.0	59.5	49.1
1400-1500	45.5	51.0	55.0	55.0	53.0	14.0	9.0	50.8	41.0
1500-1600	43.5	55.0	43.0	48.0	39.0	20.0	17.0	45.3	38.6
1600-1700	48.5	51.0	46.0	54.0	47.0	13.0	17.0	49.2	40.6
1700-1800	33.0	50.0	29.0	31.0	45.0	19.0	19.0	36.8	32.4
1800-1900	14.0	32.0	21.0	19.0	24.0	14.0	10.0	20.7	18.5
1900-2000	16.0	19.0	14.0	14.0	10.0	11.0	6.0	14.8	13.3
2000-2100	6.0	15.0	6.0	5.0	4.0	4.0	1.0	7.0	5.9
2100-2200	3.0	5.0	4.0	6.0	6.0	4.0	8.0	4.5	4.9
2200-2300	3.0	4.0	6.0	8.0	7.0	6.0	4.0	5.2	5.1
2300-2400	2.0	3.0	5.0	1.0	3.0	3.0	1.0	2.7	2.5
Totals									
0700-1900	603.0	660.5	624.0	651.0	649.0	224.0	166.0	633.9	525.1
0600-2200	704.0	783.5	723.0	755.0	743.0	262.0	193.0	738.9	612.0
0600-0000	709.0	790.5	734.0	764.0	753.0	271.0	198.0	746.7	619.6
0000-0000	749.0	832.0	770.0	805.0	790.0	295.0	210.0	786.2	653.7
AM Peak	0600	0600	0700	0700	0600	0800	1100		
	76.0	84.0	75.0	80.0	74.0	30.0	14.0		
PM Peak	1200	1300	1300	1200	1200	1500	1300		
	62.0	71.0	65.0	65.0	68.0	20.0	23.0		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-546 -- English (ENA)

Datasets:

Site: [Prinsep-02] Prinsep Road - 80m south of Imlah Court (Jandakot) <50>
Attribute: [-32.115947 +115.857058]
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 10:09 Monday, 17 October 2016 => 11:41 Tuesday, 25 October 2016,
Zone:
File: Prinsep-02 0 2016-10-25 1141.EC0 (Plus)
Identifier: FQ869JJK MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Monday, 17 October 2016 => 11:00 Tuesday, 25 October 2016 (8)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 24544 / 24933 (98.44%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-546

Site: Prinsep-02.0.1NS
Description: Prinsep Road - 80m south of Imlah Court (Jandakot) <50>
Filter time: 11:00 Monday, 17 October 2016 => 11:00 Tuesday, 25 October 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	5.0	5.0	1.0	8.0	5.0	5.0	7.0	4.8	5.1
0100-0200	2.0	5.0	5.0	4.0	5.0	2.0	5.0	4.3	4.1
0200-0300	7.0	3.5	3.0	5.0	7.0	8.0	1.0	4.8	4.8
0300-0400	8.0	6.0	3.0	10.0	7.0	1.0	1.0	6.7	5.3
0400-0500	12.0	9.0	11.0	6.0	12.0	6.0	3.0	9.8	8.5
0500-0600	79.0	86.5	73.0	104.0	78.0	33.0	7.0	84.5	68.4
0600-0700	303.0	314.0	338.0	294.0	324.0	45.0	25.0	314.5	244.6
0700-0800	429.0	443.0	425.0	449.0	381.0	56.0	31.0	428.3	332.1
0800-0900	308.0	309.5	300.0	333.0	287.0	104.0	43.0	307.8	249.3
0900-1000	210.0	180.5	193.0	190.0	186.0	96.0	60.0	190.0	162.0
1000-1100	192.0	194.5	164.0	196.0	200.0	134.0	86.0	190.2	170.1
1100-1200	186.5	170.0	172.0	202.0	246.0	133.0	97.0	193.8	174.1
1200-1300	222.0	209.0	197.0	233.0	261.0	128.0	96.0	224.0	196.0
1300-1400	203.5	209.0	220.0	186.0	282.0	83.0	85.0	217.3	184.0
1400-1500	230.5	194.0	222.0	241.0	292.0	77.0	65.0	235.0	194.0
1500-1600	345.5	362.0	359.0	377.0	457.0	87.0	95.0	374.3	303.5
1600-1700	423.5	399.0	437.0	465.0	402.0	81.0	75.0	425.0	338.3
1700-1800	245.5	320.0	250.0	279.0	280.0	70.0	70.0	270.0	220.0
1800-1900	79.5	160.0	91.0	152.0	94.0	42.0	44.0	109.3	92.8
1900-2000	43.0	48.0	39.0	46.0	44.0	23.0	32.0	43.8	39.8
2000-2100	29.5	32.0	29.0	37.0	24.0	35.0	18.0	30.2	29.3
2100-2200	18.5	17.0	15.0	19.0	31.0	23.0	10.0	19.8	19.0
2200-2300	11.5	7.0	11.0	16.0	22.0	16.0	8.0	13.2	12.9
2300-2400	7.5	7.0	12.0	11.0	13.0	18.0	6.0	9.7	10.3
Totals									
0700-1900	3075.5	3150.5	3030.0	3303.0	3368.0	1091.0	847.0	3165.2	2616.1
0600-2200	3469.5	3561.5	3451.0	3699.0	3791.0	1217.0	932.0	3573.5	2948.8
0600-0000	3488.5	3575.5	3474.0	3726.0	3826.0	1251.0	946.0	3596.3	2971.9
0000-0000	3601.5	3690.5	3570.0	3863.0	3940.0	1306.0	970.0	3711.3	3068.0
AM Peak	0700	0700	0700	0700	0700	1000	1100		
	429.0	443.0	425.0	449.0	381.0	134.0	97.0		
PM Peak	1600	1600	1600	1600	1500	1200	1200		
	423.5	399.0	437.0	465.0	457.0	128.0	96.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-547

Site: Prinsep-02.0.1NS
Description: Prinsep Road - 80m south of Imlah Court (Jandakot) <50>
Filter time: 11:00 Monday, 17 October 2016 => 11:00 Tuesday, 25 October 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(N) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	3.0	2.5	0.0	5.0	1.0	4.0	6.0	2.3	3.0
0100-0200	2.0	2.5	2.0	2.0	2.0	1.0	3.0	2.2	2.1
0200-0300	3.0	0.5	1.0	2.0	3.0	3.0	0.0	1.7	1.6
0300-0400	1.0	3.0	0.0	3.0	2.0	1.0	1.0	2.0	1.8
0400-0500	4.0	4.5	3.0	4.0	7.0	4.0	1.0	4.5	4.0
0500-0600	18.0	27.0	20.0	36.0	22.0	5.0	3.0	25.0	19.8
0600-0700	165.0	181.0	203.0	176.0	188.0	20.0	22.0	182.3	142.0
0700-0800	242.0	285.5	277.0	288.0	235.0	27.0	20.0	268.8	207.5
0800-0900	199.0	182.0	192.0	208.0	174.0	51.0	27.0	189.5	151.9
0900-1000	108.0	93.5	115.0	108.0	109.0	62.0	36.0	104.5	90.6
1000-1100	109.0	111.0	97.0	110.0	115.0	82.0	53.0	108.8	98.5
1100-1200	115.0	96.0	104.0	118.0	141.0	95.0	60.0	114.8	105.5
1200-1300	127.0	125.0	101.0	136.0	145.0	83.0	62.0	126.8	113.3
1300-1400	115.0	112.0	137.0	113.0	172.0	48.0	46.0	127.3	107.3
1400-1500	143.5	117.0	129.0	160.0	154.0	52.0	40.0	141.2	117.4
1500-1600	189.0	213.0	174.0	198.0	231.0	54.0	58.0	199.0	163.3
1600-1700	294.0	234.0	275.0	266.0	212.0	51.0	49.0	262.5	209.4
1700-1800	169.5	193.0	166.0	190.0	160.0	38.0	39.0	174.7	140.6
1800-1900	53.0	73.0	56.0	101.0	53.0	17.0	25.0	64.8	53.9
1900-2000	19.5	23.0	30.0	23.0	25.0	10.0	21.0	23.3	21.4
2000-2100	21.0	16.0	18.0	29.0	16.0	25.0	15.0	20.2	20.1
2100-2200	11.5	13.0	7.0	11.0	18.0	14.0	6.0	12.0	11.5
2200-2300	7.5	4.0	5.0	8.0	14.0	10.0	4.0	7.7	7.5
2300-2400	3.5	5.0	6.0	9.0	5.0	11.0	4.0	5.3	5.9
Totals									
0700-1900	1864.0	1835.0	1823.0	1996.0	1901.0	660.0	515.0	1882.8	1559.0
0600-2200	2081.0	2068.0	2081.0	2235.0	2148.0	729.0	579.0	2120.7	1754.0
0600-0000	2092.0	2077.0	2092.0	2252.0	2167.0	750.0	587.0	2133.7	1767.4
0000-0000	2123.0	2117.0	2118.0	2304.0	2204.0	768.0	601.0	2171.3	1799.6
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	242.0	285.5	277.0	288.0	235.0	95.0	60.0		
PM Peak	1600	1600	1600	1600	1500	1200	1200		
	294.0	234.0	275.0	266.0	231.0	83.0	62.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-548

Site: Prinsep-02.0.1NS
Description: Prinsep Road - 80m south of Imlah Court (Jandakot) <50>
Filter time: 11:00 Monday, 17 October 2016 => 11:00 Tuesday, 25 October 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(S) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	2.0	2.5	1.0	3.0	4.0	1.0	1.0	2.5	2.1
0100-0200	0.0	2.5	3.0	2.0	3.0	1.0	2.0	2.2	2.0
0200-0300	4.0	3.0	2.0	3.0	4.0	5.0	1.0	3.2	3.1
0300-0400	7.0	3.0	3.0	7.0	5.0	0.0	0.0	4.7	3.5
0400-0500	8.0	4.5	8.0	2.0	5.0	2.0	2.0	5.3	4.5
0500-0600	61.0	59.5	53.0	68.0	56.0	28.0	4.0	59.5	48.6
0600-0700	138.0	133.0	135.0	118.0	136.0	25.0	3.0	132.2	102.6
0700-0800	187.0	157.5	148.0	161.0	146.0	29.0	11.0	159.5	124.6
0800-0900	109.0	127.5	108.0	125.0	113.0	53.0	16.0	118.3	97.4
0900-1000	102.0	87.0	78.0	82.0	77.0	34.0	24.0	85.5	71.4
1000-1100	83.0	83.5	67.0	86.0	85.0	52.0	33.0	81.3	71.6
1100-1200	71.5	74.0	68.0	84.0	105.0	38.0	37.0	79.0	68.6
1200-1300	95.0	84.0	96.0	97.0	116.0	45.0	34.0	97.2	82.8
1300-1400	88.5	97.0	83.0	73.0	110.0	35.0	39.0	90.0	76.8
1400-1500	87.0	77.0	93.0	81.0	138.0	25.0	25.0	93.8	76.6
1500-1600	156.5	149.0	185.0	179.0	226.0	33.0	37.0	175.3	140.3
1600-1700	129.5	165.0	162.0	199.0	190.0	30.0	26.0	162.5	128.9
1700-1800	76.0	127.0	84.0	89.0	120.0	32.0	31.0	95.3	79.4
1800-1900	26.5	87.0	35.0	51.0	41.0	25.0	19.0	44.5	38.9
1900-2000	23.5	25.0	9.0	23.0	19.0	13.0	11.0	20.5	18.4
2000-2100	8.5	16.0	11.0	8.0	8.0	10.0	3.0	10.0	9.1
2100-2200	7.0	4.0	8.0	8.0	13.0	9.0	4.0	7.8	7.5
2200-2300	4.0	3.0	6.0	8.0	8.0	6.0	4.0	5.5	5.4
2300-2400	4.0	2.0	6.0	2.0	8.0	7.0	2.0	4.3	4.4
Totals									
0700-1900	1211.5	1315.5	1207.0	1307.0	1467.0	431.0	332.0	1282.3	1057.1
0600-2200	1388.5	1493.5	1370.0	1464.0	1643.0	488.0	353.0	1452.8	1194.8
0600-0000	1396.5	1498.5	1382.0	1474.0	1659.0	501.0	359.0	1462.7	1204.5
0000-0000	1478.5	1573.5	1452.0	1559.0	1736.0	538.0	369.0	1540.0	1268.4
AM Peak	0700	0700	0700	0700	0700	0800	1100		
	187.0	157.5	148.0	161.0	146.0	53.0	37.0		
PM Peak	1500	1600	1500	1600	1500	1200	1300		
	156.5	165.0	185.0	199.0	226.0	45.0	39.0		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-724 -- English (ENA)

Datasets:

Site: [Imlah-01] Imlah Court - 200m west of Prinsep Road (Jandakot) <50>
Attribute: [-32.114605 +115.855572]
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 9:53 Thursday, 20 October 2016 => 15:38 Wednesday, 2 November 2016,
Zone:
File: Imlah-01 0 2016-11-02 1538.EC0 (Plus)
Identifier: FR62BYDT MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 10:00 Thursday, 20 October 2016 => 15:00 Wednesday, 2 November 2016 (13.2083)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound), P = East, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 22981 / 23136 (99.33%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-724

Site: Imlah-01.0.1EW

Description: Imlah Court - 200m west of Prinsep Road (Jandakot) <50>

Filter time: 10:00 Thursday, 20 October 2016 => 15:00 Wednesday, 2 November 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1-12) Dir(EW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.5	1.5	1.5	2.0	2.5	2.0	3.0	1.8	2.0
0100-0200	0.0	1.0	2.5	1.0	1.5	0.0	1.5	1.2	1.1
0200-0300	1.5	2.0	2.0	1.0	1.5	1.5	1.5	1.7	1.6
0300-0400	2.0	2.0	3.5	3.0	1.5	0.5	0.5	2.3	1.8
0400-0500	7.0	6.0	6.0	3.0	6.0	3.0	2.0	5.9	4.8
0500-0600	52.0	55.0	57.0	66.0	53.0	15.5	4.5	55.6	41.5
0600-0700	211.0	197.0	196.5	182.0	199.0	23.0	19.0	198.8	144.1
0700-0800	322.5	312.0	326.0	331.0	287.0	31.0	12.5	314.0	224.1
0800-0900	220.0	195.0	226.0	199.0	181.0	51.5	16.5	204.8	152.2
0900-1000	108.5	91.0	93.5	99.0	93.5	47.5	28.0	96.9	78.7
1000-1100	87.0	93.0	92.5	97.0	92.5	59.0	40.0	92.4	80.1
1100-1200	91.5	94.5	91.5	93.5	119.0	59.0	54.5	98.0	86.2
1200-1300	124.0	99.5	133.5	120.5	126.5	65.5	57.5	120.8	103.9
1300-1400	116.5	99.0	97.0	110.5	158.0	47.0	49.0	116.2	96.7
1400-1500	124.5	126.5	141.0	144.5	180.5	51.0	42.0	143.4	115.7
1500-1600	219.0	193.0	256.0	227.0	289.0	42.5	41.0	234.7	175.3
1600-1700	240.0	270.5	292.0	295.0	263.5	52.5	35.5	270.0	200.5
1700-1800	150.0	156.0	141.0	164.5	159.0	35.0	31.5	155.6	117.9
1800-1900	41.5	65.5	51.0	72.5	45.0	29.5	23.5	55.6	46.6
1900-2000	26.0	22.0	29.0	27.5	24.5	12.0	17.0	25.4	22.1
2000-2100	15.5	17.0	21.0	19.0	14.0	11.5	7.0	16.9	14.5
2100-2200	12.0	12.0	10.0	11.5	11.5	11.0	4.0	11.6	10.3
2200-2300	5.5	4.5	10.0	4.0	8.5	4.5	5.0	6.1	5.7
2300-2400	0.5	2.5	2.0	4.0	3.5	7.5	1.5	2.6	3.2
Totals									
0700-1900	1845.0	1795.5	1941.0	1954.0	1994.5	571.0	431.5	1902.2	1478.0
0600-2200	2109.5	2043.5	2197.5	2194.0	2243.5	628.5	478.5	2154.9	1669.0
0600-0000	2115.5	2050.5	2209.5	2202.0	2255.5	640.5	485.0	2163.6	1677.8
0000-0000	2179.5	2118.0	2282.0	2278.0	2321.5	663.0	498.0	2232.0	1730.6
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	322.5	312.0	326.0	331.0	287.0	59.0	54.5		
PM Peak	1600	1600	1600	1600	1500	1200	1200		
	240.0	270.5	292.0	295.0	289.0	65.5	57.5		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-725

Site: Imlah-01.0.1EW
Description: Imlah Court - 200m west of Prinsep Road (Jandakot) <50>
Filter time: 10:00 Thursday, 20 October 2016 => 15:00 Wednesday, 2 November 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(E) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.5	1.0	0.5	1.0	1.5	1.0	1.5	0.9	1.0
0100-0200	0.0	0.0	1.5	1.0	1.0	0.0	1.0	0.7	0.6
0200-0300	1.0	2.0	0.5	0.0	1.5	1.5	0.5	1.1	1.1
0300-0400	2.0	1.5	2.0	3.0	1.5	0.0	0.0	1.9	1.3
0400-0500	5.0	5.0	5.0	3.0	5.0	1.0	2.0	4.8	3.8
0500-0600	43.0	46.5	47.0	55.0	42.0	14.5	3.0	45.8	34.4
0600-0700	155.0	146.5	144.0	138.0	142.0	17.0	15.0	145.9	105.9
0700-0800	228.0	200.0	197.0	208.0	180.5	17.5	6.0	202.1	143.5
0800-0900	125.0	107.0	122.5	112.0	109.5	30.5	11.0	115.6	86.4
0900-1000	61.0	49.5	47.5	47.0	47.0	22.5	15.5	50.8	41.0
1000-1100	44.5	43.5	49.0	49.0	46.5	28.5	23.0	46.5	40.6
1100-1200	42.5	50.5	49.0	45.0	53.0	27.5	28.0	48.0	42.2
1200-1300	65.0	47.0	60.0	60.5	62.5	26.5	29.0	59.0	50.1
1300-1400	61.0	56.5	53.5	59.5	73.5	27.0	30.5	60.8	51.6
1400-1500	50.0	48.0	56.0	66.0	86.0	21.5	24.0	61.2	50.2
1500-1600	79.0	68.5	106.0	83.0	138.5	20.5	21.0	93.8	71.3
1600-1700	68.0	86.5	104.0	125.0	125.5	22.0	15.5	101.6	76.1
1700-1800	51.0	57.0	49.0	62.0	77.5	21.0	16.0	60.4	47.5
1800-1900	16.5	27.5	24.0	30.5	24.0	21.5	13.0	24.6	22.3
1900-2000	14.5	8.0	15.0	17.5	15.5	8.5	7.5	14.0	12.2
2000-2100	7.0	8.5	10.0	6.0	3.0	4.5	4.5	6.6	5.9
2100-2200	4.5	5.5	4.0	4.5	6.5	3.5	1.5	5.1	4.3
2200-2300	2.5	3.0	5.0	2.0	2.0	2.5	1.5	2.7	2.5
2300-2400	0.5	2.0	2.0	2.0	2.5	4.5	1.0	1.8	2.1
Totals									
0700-1900	891.5	841.5	917.5	947.5	1024.0	286.5	232.5	924.3	722.9
0600-2200	1072.5	1010.0	1090.5	1113.5	1191.0	320.0	261.0	1095.8	851.2
0600-0000	1075.5	1015.0	1097.5	1117.5	1195.5	327.0	263.5	1100.3	855.7
0000-0000	1127.0	1071.0	1154.0	1180.5	1248.0	345.0	271.5	1155.4	897.9
AM Peak	0700	0700	0700	0700	0700	0800	1100		
	228.0	200.0	197.0	208.0	180.5	30.5	28.0		
PM Peak	1500	1600	1500	1600	1500	1300	1300		
	79.0	86.5	106.0	125.0	138.5	27.0	30.5		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-726

Site: Imlah-01.0.1EW
Description: Imlah Court - 200m west of Prinsep Road (Jandakot) <50>
Filter time: 10:00 Thursday, 20 October 2016 => 15:00 Wednesday, 2 November 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(W) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	0.5	1.0	1.0	1.0	1.0	1.5	0.9	1.0
0100-0200	0.0	1.0	1.0	0.0	0.5	0.0	0.5	0.6	0.5
0200-0300	0.5	0.0	1.5	1.0	0.0	0.0	1.0	0.6	0.5
0300-0400	0.0	0.5	1.5	0.0	0.0	0.5	0.5	0.4	0.5
0400-0500	2.0	1.0	1.0	0.0	1.0	2.0	0.0	1.1	1.1
0500-0600	9.0	8.5	10.0	11.0	11.0	1.0	1.5	9.8	7.2
0600-0700	56.0	50.5	52.5	44.0	57.0	6.0	4.0	52.9	38.2
0700-0800	94.5	112.0	129.0	123.0	106.5	13.5	6.5	111.9	80.5
0800-0900	95.0	88.0	103.5	87.0	71.5	21.0	5.5	89.2	65.8
0900-1000	47.5	41.5	46.0	52.0	46.5	25.0	12.5	46.1	37.7
1000-1100	42.5	49.5	43.5	48.0	46.0	30.5	17.0	45.9	39.6
1100-1200	49.0	44.0	42.5	48.5	66.0	31.5	26.5	50.0	44.0
1200-1300	59.0	52.5	73.5	60.0	64.0	39.0	28.5	61.8	53.8
1300-1400	55.5	42.5	43.5	51.0	84.5	20.0	18.5	55.4	45.1
1400-1500	74.5	78.5	85.0	78.5	94.5	29.5	18.0	82.2	65.5
1500-1600	140.0	124.5	150.0	144.0	150.5	22.0	20.0	140.9	104.0
1600-1700	172.0	184.0	188.0	170.0	138.0	30.5	20.0	168.4	124.4
1700-1800	99.0	99.0	92.0	102.5	81.5	14.0	15.5	95.1	70.4
1800-1900	25.0	38.0	27.0	42.0	21.0	8.0	10.5	31.0	24.3
1900-2000	11.5	14.0	14.0	10.0	9.0	3.5	9.5	11.4	9.9
2000-2100	8.5	8.5	11.0	13.0	11.0	7.0	2.5	10.3	8.6
2100-2200	7.5	6.5	6.0	7.0	5.0	7.5	2.5	6.4	6.0
2200-2300	3.0	1.5	5.0	2.0	6.5	2.0	3.5	3.4	3.2
2300-2400	0.0	0.5	0.0	2.0	1.0	3.0	0.5	0.8	1.1
Totals									
0700-1900	953.5	954.0	1023.5	1006.5	970.5	284.5	199.0	978.0	755.1
0600-2200	1037.0	1033.5	1107.0	1080.5	1052.5	308.5	217.5	1059.1	817.8
0600-0000	1040.0	1035.5	1112.0	1084.5	1060.0	313.5	221.5	1063.3	822.1
0000-0000	1052.5	1047.0	1128.0	1097.5	1073.5	318.0	226.5	1076.6	832.8
AM Peak	0800	0700	0700	0700	0700	1100	1100		
	95.0	112.0	129.0	123.0	106.5	31.5	26.5		
PM Peak	1600	1600	1600	1600	1500	1200	1200		
	172.0	184.0	188.0	170.0	150.5	39.0	28.5		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-552 -- English (ENA)

Datasets:

Site: [The Lakes-01] The Lakes Boulevard - 120m south of Berrigan Drive (Jandakot) <50>
Attribute: [-32.109868 +115.854412]
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 10:25 Monday, 17 October 2016 => 11:51 Tuesday, 25 October 2016,
Zone:
File: The Lakes-01 0 2016-10-25 1152.EC0 (Plus)
Identifier: A58125D2 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default axle (v4.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Monday, 17 October 2016 => 11:51 Tuesday, 25 October 2016 (8.03556)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 17794 / 17862 (99.62%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-552

Site: The Lakes-01.0.1NS
Description: The Lakes Boulevard - 120m south of Berrigan Drive (Jandakot) <50>
Filter time: 11:00 Monday, 17 October 2016 => 11:51 Tuesday, 25 October 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	3.0	2.0	1.0	9.0	7.0	12.0	10.0	4.0	5.8
0100-0200	1.0	2.0	3.0	3.0	2.0	2.0	4.0	2.2	2.4
0200-0300	2.0	3.5	1.0	3.0	5.0	2.0	3.0	3.0	2.9
0300-0400	6.0	4.0	5.0	9.0	3.0	1.0	3.0	5.2	4.4
0400-0500	7.0	11.0	9.0	9.0	8.0	8.0	8.0	9.2	8.9
0500-0600	61.0	57.0	61.0	71.0	61.0	20.0	8.0	61.3	49.5
0600-0700	226.0	219.0	236.0	211.0	219.0	33.0	28.0	221.7	173.9
0700-0800	317.0	340.0	308.0	342.0	325.0	52.0	27.0	328.7	256.4
0800-0900	232.0	228.5	206.0	209.0	194.0	75.0	37.0	216.3	176.3
0900-1000	133.0	109.5	111.0	128.0	104.0	81.0	55.0	115.8	103.9
1000-1100	111.0	116.0	80.0	116.0	111.0	98.0	67.0	108.3	101.9
1100-1200	113.0	104.5	122.0	116.0	143.0	99.0	87.0	116.6	111.3
1200-1300	137.0	119.0	117.0	137.0	155.0	101.0	89.0	133.7	124.0
1300-1400	119.0	134.0	112.0	130.0	193.0	58.0	88.0	134.5	119.1
1400-1500	162.5	148.0	149.0	174.0	213.0	66.0	62.0	168.2	142.1
1500-1600	242.5	260.0	252.0	251.0	359.0	78.0	70.0	267.8	219.4
1600-1700	279.5	307.0	306.0	334.0	285.0	67.0	65.0	298.5	240.4
1700-1800	190.5	236.0	192.0	215.0	208.0	73.0	63.0	205.3	171.0
1800-1900	70.5	126.0	91.0	105.0	83.0	63.0	62.0	91.0	83.9
1900-2000	42.5	37.0	39.0	45.0	47.0	43.0	43.0	42.2	42.4
2000-2100	25.0	32.0	31.0	35.0	26.0	27.0	16.0	29.0	27.1
2100-2200	23.5	19.0	25.0	25.0	29.0	18.0	14.0	24.2	22.1
2200-2300	9.0	7.0	17.0	14.0	17.0	19.0	11.0	12.2	12.9
2300-2400	6.5	7.0	2.0	9.0	15.0	19.0	4.0	7.7	8.6
Totals									
0700-1900	2107.5	2228.5	2046.0	2257.0	2373.0	911.0	772.0	2184.7	1849.6
0600-2200	2424.5	2535.5	2377.0	2573.0	2694.0	1032.0	873.0	2501.7	2115.1
0600-0000	2440.0	2549.5	2396.0	2596.0	2726.0	1070.0	888.0	2521.6	2136.6
0000-0000	2520.0	2629.0	2476.0	2700.0	2812.0	1115.0	924.0	2606.4	2210.3
AM Peak	0700	0700	0700	0700	0700	1100	1100		
	317.0	340.0	308.0	342.0	325.0	99.0	87.0		
PM Peak	1600	1600	1600	1600	1500	1200	1200		
	279.5	307.0	306.0	334.0	359.0	101.0	89.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-553

Site: The Lakes-01.0.1NS
Description: The Lakes Boulevard - 120m south of Berrigan Drive (Jandakot) <50>
Filter time: 11:00 Monday, 17 October 2016 => 11:51 Tuesday, 25 October 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(N) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	1.0	0.0	5.0	3.0	6.0	5.0	1.8	2.8
0100-0200	1.0	1.5	3.0	2.0	1.0	1.0	1.0	1.7	1.5
0200-0300	0.0	2.0	0.0	1.0	1.0	0.0	1.0	1.0	0.9
0300-0400	3.0	1.0	2.0	3.0	1.0	1.0	2.0	1.8	1.8
0400-0500	1.0	3.5	2.0	1.0	1.0	4.0	3.0	2.0	2.4
0500-0600	16.0	12.5	17.0	17.0	15.0	4.0	3.0	15.0	12.1
0600-0700	75.0	68.0	80.0	79.0	71.0	16.0	8.0	73.5	58.1
0700-0800	107.0	141.5	134.0	153.0	137.0	25.0	19.0	135.7	107.3
0800-0900	120.0	113.5	104.0	102.0	90.0	43.0	20.0	107.2	88.3
0900-1000	61.0	52.0	58.0	67.0	60.0	47.0	33.0	58.3	53.8
1000-1100	57.0	58.5	44.0	59.0	55.0	52.0	33.0	55.3	52.1
1100-1200	61.0	51.0	69.0	58.0	81.0	54.0	46.0	61.7	59.1
1200-1300	70.5	59.0	44.0	71.0	68.0	54.0	43.0	63.8	60.0
1300-1400	51.5	63.0	59.0	65.0	105.0	22.0	31.0	65.8	56.0
1400-1500	93.5	84.0	78.0	96.0	109.0	38.0	21.0	92.3	76.6
1500-1600	145.0	159.0	145.0	147.0	181.0	38.0	28.0	153.7	123.5
1600-1700	193.0	172.0	172.0	171.0	129.0	33.0	34.0	171.7	137.1
1700-1800	114.5	125.0	120.0	125.0	100.0	27.0	29.0	116.5	94.4
1800-1900	39.0	51.0	45.0	56.0	43.0	25.0	29.0	45.5	40.9
1900-2000	15.5	13.0	20.0	18.0	24.0	21.0	22.0	17.7	18.6
2000-2100	12.0	12.0	13.0	18.0	17.0	11.0	8.0	14.0	12.9
2100-2200	10.0	13.0	7.0	8.0	9.0	10.0	6.0	9.5	9.1
2200-2300	3.5	2.0	7.0	7.0	8.0	9.0	5.0	5.2	5.6
2300-2400	1.5	2.0	0.0	4.0	4.0	10.0	2.0	2.2	3.1
Totals									
0700-1900	1113.0	1129.5	1072.0	1170.0	1158.0	458.0	366.0	1127.5	949.0
0600-2200	1225.5	1235.5	1192.0	1293.0	1279.0	516.0	410.0	1242.2	1047.7
0600-0000	1230.5	1239.5	1199.0	1304.0	1291.0	535.0	417.0	1249.5	1056.5
0000-0000	1252.5	1261.0	1223.0	1333.0	1313.0	551.0	432.0	1272.9	1077.9
AM Peak	0800	0700	0700	0700	0700	1100	1100		
	120.0	141.5	134.0	153.0	137.0	54.0	46.0		
PM Peak	1600	1600	1600	1600	1500	1200	1200		
	193.0	172.0	172.0	171.0	181.0	54.0	43.0		

* - No data.

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-554

Site: The Lakes-01.0.1NS
Description: The Lakes Boulevard - 120m south of Berrigan Drive (Jandakot) <50>
Filter time: 11:00 Monday, 17 October 2016 => 11:51 Tuesday, 25 October 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(S) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	2.0	1.0	1.0	4.0	4.0	6.0	5.0	2.2	3.0
0100-0200	0.0	0.5	0.0	1.0	1.0	1.0	3.0	0.5	0.9
0200-0300	2.0	1.5	1.0	2.0	4.0	2.0	2.0	2.0	2.0
0300-0400	3.0	3.0	3.0	6.0	2.0	0.0	1.0	3.3	2.6
0400-0500	6.0	7.5	7.0	8.0	7.0	4.0	5.0	7.2	6.5
0500-0600	45.0	44.5	44.0	54.0	46.0	16.0	5.0	46.3	37.4
0600-0700	151.0	151.0	156.0	132.0	148.0	17.0	20.0	148.2	115.8
0700-0800	210.0	198.5	174.0	189.0	188.0	27.0	8.0	193.0	149.1
0800-0900	112.0	115.0	102.0	107.0	104.0	32.0	17.0	109.2	88.0
0900-1000	72.0	57.5	53.0	61.0	44.0	34.0	22.0	57.5	50.1
1000-1100	54.0	57.5	36.0	57.0	56.0	46.0	34.0	53.0	49.8
1100-1200	52.0	53.5	53.0	58.0	62.0	45.0	41.0	54.9	52.2
1200-1300	66.5	60.0	73.0	66.0	87.0	47.0	46.0	69.8	64.0
1300-1400	67.5	71.0	53.0	65.0	88.0	36.0	57.0	68.7	63.1
1400-1500	69.0	64.0	71.0	78.0	104.0	28.0	41.0	75.8	65.5
1500-1600	97.5	101.0	107.0	104.0	178.0	40.0	42.0	114.2	95.9
1600-1700	86.5	135.0	134.0	163.0	156.0	34.0	31.0	126.8	103.3
1700-1800	76.0	111.0	72.0	90.0	108.0	46.0	34.0	88.8	76.6
1800-1900	31.5	75.0	46.0	49.0	40.0	38.0	33.0	45.5	43.0
1900-2000	27.0	24.0	19.0	27.0	23.0	22.0	21.0	24.5	23.8
2000-2100	13.0	20.0	18.0	17.0	9.0	16.0	8.0	15.0	14.3
2100-2200	13.5	6.0	18.0	17.0	20.0	8.0	8.0	14.7	13.0
2200-2300	5.5	5.0	10.0	7.0	9.0	10.0	6.0	7.0	7.3
2300-2400	5.0	5.0	2.0	5.0	11.0	9.0	2.0	5.5	5.5
Totals									
0700-1900	994.5	1099.0	974.0	1087.0	1215.0	453.0	406.0	1057.2	900.6
0600-2200	1199.0	1300.0	1185.0	1280.0	1415.0	516.0	463.0	1259.5	1067.3
0600-0000	1209.5	1310.0	1197.0	1292.0	1435.0	535.0	471.0	1272.0	1080.1
0000-0000	1267.5	1368.0	1253.0	1367.0	1499.0	564.0	492.0	1333.5	1132.5
AM Peak	0700	0700	0700	0700	0700	1000	1100		
	210.0	198.5	174.0	189.0	188.0	46.0	41.0		
PM Peak	1500	1600	1600	1600	1500	1200	1300		
	97.5	135.0	134.0	163.0	178.0	47.0	57.0		

* - No data.

Monday, 14 November 2016

		Approach		detector(s)...																	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
20	21	22	23	24																	
01:00	Approach	1	26	28	38	7	3	62	30	12	12	20	32	20	20	21	16	13	24	15	15
43	21	8	13	8	507																
02:00	Approach	1	26	9	10	3	4	32	13	12	12	14	11	9	9	7	12	5	17	10	13
22	9	10	6	7	282																
03:00	Approach	1	26	14	12	14	1	27	12	6	6	12	27	6	6	7	9	4	13	13	5
18	8	5	11	6	268																
04:00	Approach	1	49	30	23	18	2	36	19	20	19	24	47	13	12	15	22	22	39	15	8
16	6	2	18	5	480																
05:00	Approach	1	134	37	40	25	2	72	80	40	41	48	64	17	17	22	49	55	79	35	15
22	28	6	60	23	1011																
06:00	Approach	1	364	121	112	57	20	326	400	120	135	152	193	83	85	44	231	284	236	73	64
91	115	30	191	87	3614																
07:00	Approach	1	390	293	240	54	21	478	644	220	242	309	402	125	126	81	323	466	476	153	158
135	173	43	119	130	5801																
08:00	Approach	1	315	474	373	82	34	560	813	202	252	250	610	221	227	138	423	616	446	200	230
139	171	48	111	160	7095																
09:00	Approach	1	386	471	369	83	41	805	919	212	251	232	590	266	275	105	559	664	390	242	262
208	219	85	239	144	8017																
10:00	Approach	1	449	486	401	87	61	732	648	171	203	250	641	238	247	150	485	443	413	181	164
210	193	59	298	148	7358																
11:00	Approach	1	515	482	439	68	55	753	551	191	212	253	596	283	294	172	499	377	392	194	166
189	188	50	298	187	7404																
12:00	Approach	1	523	509	512	95	81	763	597	146	180	213	671	326	339	209	441	397	351	193	170
263	198	57	335	165	7734																
13:00	Approach	1	497	541	507	84	68	676	565	135	151	203	697	298	313	212	362	314	335	203	187
251	192	66	328	164	7349																
14:00	Approach	1	543	604	525	77	60	391	431	134	153	126	725	457	516	52	11	122	438	198	208
71	125	134	297	191	6589																
15:00	Approach	1	476	578	454	90	71	517	596	185	218	181	772	368	425	23	142	273	472	217	275

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06:00 Approach	1	389	132	114	60	22	332	390	121	129	167	206	98	95	38	230	295	258	76	44	
100 97 30	212	87	3722																		
07:00 Approach	1	408	299	235	37	18	507	710	211	242	315	365	130	134	103	359	475	499	153	165	
147 183 50	97	147	5989																		
08:00 Approach	1	353	486	392	55	26	597	834	200	248	272	611	242	251	124	415	607	471	209	234	
161 199 56	113	170	7326																		
09:00 Approach	1	396	474	390	84	62	831	897	230	257	254	614	271	284	132	562	627	428	235	240	
228 224 95	216	141	8172																		
10:00 Approach	1	413	445	354	81	62	756	625	200	227	253	623	183	192	133	503	427	437	203	181	
201 192 59	293	152	7195																		
11:00 Approach	1	507	467	414	82	73	737	549	171	201	251	622	247	270	153	447	362	383	213	171	
221 186 56	360	174	7317																		
12:00 Approach	1	522	526	454	84	72	721	575	189	217	231	700	266	278	170	431	351	368	170	177	
228 238 79	337	177	7561																		
13:00 Approach	1	532	567	481	70	83	691	480	188	210	237	726	268	287	205	404	314	367	209	216	
221 192 65	315	150	7478																		
14:00 Approach	1	540	558	519	65	66	652	487	158	189	209	668	339	347	216	361	285	322	210	198	
251 200 83	308	141	7372																		
15:00 Approach	1	589	657	605	73	81	669	576	175	211	214	825	381	393	218	372	348	349	226	230	
237 228 78	262	191	8188																		
16:00 Approach	1	472	668	627	90	65	785	760	161	195	226	784	438	437	257	460	439	367	281	319	
272 260 93	299	170	8925																		
17:00 Approach	1	407	710	668	93	46	751	631	173	214	208	849	471	483	217	405	400	336	276	322	
274 276 79	271	174	8734																		
18:00 Approach	1	454	702	656	113	63	724	676	171	203	199	844	463	476	230	400	383	303	261	304	
281 303 97	243	166	8715																		
19:00 Approach	1	391	471	477	79	46	642	534	151	176	170	584	315	323	169	356	317	279	191	227	
257 210 61	239	142	6807																		
20:00 Approach	1	307	353	370	35	23	408	294	93	116	115	405	195	204	188	223	160	199	130	148	
179 139 27	164	88	4563																		
21:00 Approach	1	252	293	350	37	31	350	223	66	78	89	354	184	193	172	168	128	137	113	122	
159 103 23	120	80	3825																		
22:00 Approach	1	203	232	291	16	21	238	179	58	71	58	253	162	165	148	98	78	99	98	126	
128 103 32	77	76	3010																		
23:00 Approach	1	138	111	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	
BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD	BAD
																					249

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24:00 Approach 1 50 58 67 9 10 101 57 21 24 24 69 32 33 39 25 20 33 42 47
 71 46 9 30 14 931

Approach 1 AM peak 8259 07:55 - 08:55 PM peak 8954 15:10 - 16:10 Daily Total 120355

Wednesday, 16 November 2016

Approach 1 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19
 20 21 22 23 24

01:00 Approach 1 44 35 38 5 9 57 31 12 16 28 41 14 14 31 16 11 38 20 29
 38 22 3 20 13 585

02:00 Approach 1 20 19 18 2 4 27 12 8 11 11 20 10 10 13 6 5 15 11 10
 18 7 5 14 6 282

03:00 Approach 1 26 21 26 5 2 24 17 5 6 9 27 11 12 17 6 7 11 11 9
 16 14 2 13 10 307

04:00 Approach 1 46 22 20 17 2 40 22 17 17 21 40 11 11 9 28 22 37 19 7
 13 3 1 12 6 443

05:00 Approach 1 124 43 31 29 6 88 88 40 44 60 74 21 20 18 59 64 94 37 12
 28 25 8 67 30 1110

06:00 Approach 1 361 128 113 58 20 316 388 121 133 160 199 72 73 51 221 287 255 76 52
 83 102 32 181 84 3566

07:00 Approach 1 372 311 223 43 17 523 688 220 253 311 397 116 118 95 354 483 502 146 155
 155 176 57 91 137 5943

08:00 Approach 1 316 492 395 63 45 628 878 182 256 294 618 249 259 118 458 626 510 185 239
 164 193 64 100 161 7493

09:00 Approach 1 357 471 424 75 59 812 830 215 246 238 597 297 306 129 557 634 429 233 253
 213 185 62 258 140 8020

10:00 Approach 1 414 448 382 75 75 743 672 178 195 223 606 235 240 148 501 473 371 179 167
 205 194 55 322 162 7263

11:00 Approach 1 457 503 394 73 60 728 544 180 208 188 624 255 261 151 438 345 327 189 144
 225 217 69 270 153 7003

12:00 Approach 1 428 568 496 59 44 749 588 175 197 224 693 272 290 189 456 384 369 192 173
 244 198 65 260 175 7488

13:00 Approach 1 477 582 514 64 55 756 565 197 215 194 730 254 271 216 463 346 347 192 209
 217 240 64 263 133 7564

14:00 Approach 1 510 578 537 64 81 694 525 164 186 184 756 260 276 243 412 339 290 221 210

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05:00	Approach	1	141	38	36	21	9	83	75	32	37	47	63	25	24	16	51	53	79	33	20
26	26	6	74	23	1038																
06:00	Approach	1	361	125	103	63	22	381	407	132	163	160	201	68	67	49	264	310	276	75	55
103	108	33	186	95	3807																
07:00	Approach	1	384	282	232	37	16	512	689	227	255	298	362	124	127	95	340	456	455	171	164
165	209	74	100	134	5908																
08:00	Approach	1	332	491	388	75	33	669	903	232	282	283	631	243	254	110	476	641	492	205	244
193	209	90	114	171	7761																
09:00	Approach	1	407	459	377	87	47	842	932	211	252	256	594	266	280	113	596	668	427	225	245
215	228	81	267	130	8205																
10:00	Approach	1	463	446	381	94	71	776	658	186	220	254	617	241	248	147	498	470	396	193	188
226	198	71	337	139	7518																
11:00	Approach	1	451	341	313	55	41	744	605	141	187	244	719	261	285	127	464	398	370	125	164
206	125	57	236	164	6823																
12:00	Approach	1	546	520	475	102	74	729	543	161	195	221	668	272	286	216	444	337	364	188	175
215	188	71	355	165	7510																
13:00	Approach	1	545	584	521	73	64	779	587	191	222	283	778	227	241	226	463	359	415	210	219
238	245	96	341	161	8068																
14:00	Approach	1	601	604	531	79	68	690	548	180	223	231	785	247	269	229	391	314	365	196	214
223	238	95	313	176	7810																
15:00	Approach	1	590	679	612	80	69	691	622	179	215	224	850	342	363	247	401	353	362	215	261
227	252	102	277	185	8398																
16:00	Approach	1	506	710	591	76	75	816	678	197	223	227	892	351	369	229	504	423	376	261	302
261	258	86	332	180	8923																
17:00	Approach	1	455	744	686	96	52	812	720	173	196	188	940	462	479	187	459	433	321	264	318
275	260	102	288	189	9099																
18:00	Approach	1	395	693	641	119	70	891	747	215	248	190	860	484	500	192	510	436	309	273	327
316	314	121	361	150	9362																
19:00	Approach	1	432	640	534	78	58	833	552	142	173	157	753	345	355	207	501	361	270	197	229
289	219	50	356	128	7859																
20:00	Approach	1	346	474	484	59	42	663	389	105	137	138	560	287	300	217	398	235	230	146	164
224	170	36	260	104	6168																
21:00	Approach	1	310	432	496	39	37	454	285	111	130	114	517	246	276	209	223	152	202	118	162
195	153	42	132	123	5158																
22:00	Approach	1	292	317	377	21	24	298	211	87	104	71	365	199	208	174	109	79	122	142	187
175	131	48	88	71	3900																

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23:00 Approach 1 BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD
 BAD BAD BAD BAD 0
 24:00 Approach 1 BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD
 BAD BAD BAD BAD 0

Approach 1 AM peak 8284 07:45 - 08:45 PM peak 9373 17:10 - 18:10 Daily Total 126049

Friday, 18 November 2016

Approach 1 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19
 20 21 22 23 24

01:00 Approach 1 BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD
 BAD BAD BAD BAD 0
 02:00 Approach 1 BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD BAD
 BAD BAD BAD BAD 0
 03:00 Approach 1 36 22 22 7 3 28 19 7 9 12 27 8 8 18 11 12 15 21 13
 17 9 2 12 10 348
 04:00 Approach 1 46 27 16 18 4 33 22 18 20 18 45 11 11 10 15 16 33 17 6
 18 7 2 10 8 431
 05:00 Approach 1 112 30 33 20 9 77 92 37 39 56 49 17 17 20 52 60 91 40 13
 26 30 11 73 29 1033
 06:00 Approach 1 337 139 106 63 20 335 404 130 146 170 226 74 73 42 238 297 267 60 53
 86 104 39 204 78 3691
 07:00 Approach 1 394 301 247 59 22 492 661 218 245 275 393 148 151 102 334 452 458 148 156
 150 181 52 142 147 5928
 08:00 Approach 1 316 436 359 102 52 616 859 208 252 283 624 232 239 114 458 607 479 198 226
 156 187 61 201 166 7431
 09:00 Approach 1 408 494 420 93 54 860 859 206 254 228 638 300 310 133 605 654 392 183 223
 220 215 73 350 158 8330
 10:00 Approach 1 509 458 384 90 60 798 652 225 252 252 591 264 270 150 537 443 439 197 163
 214 201 64 359 156 7728
 11:00 Approach 1 497 528 502 77 62 814 675 183 211 258 692 281 291 199 522 454 419 199 178
 229 212 59 347 187 8076
 12:00 Approach 1 550 578 525 71 66 863 605 193 223 227 735 309 326 200 549 404 383 202 169
 243 194 65 324 198 8202
 13:00 Approach 1 556 617 569 84 74 805 672 196 226 240 813 335 355 190 479 385 378 228 230

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04:00	Approach	1	39	26	21	4	4	42	15	18	18	8	30	14	14	11	18	11	19	19	19
19	12	5	14	11	411																
05:00	Approach	1	59	36	34	6	3	48	33	23	23	30	41	16	16	20	33	22	48	23	16
18	11	6	36	17	618																
06:00	Approach	1	143	69	61	27	10	155	153	35	44	71	91	40	39	35	104	105	104	33	32
47	43	11	96	41	1589																
07:00	Approach	1	229	116	105	47	26	220	217	90	110	121	175	67	68	55	135	150	190	61	58
72	73	29	128	71	2613																
08:00	Approach	1	339	220	192	45	30	355	326	117	141	142	293	122	129	78	239	242	258	105	98
105	82	25	215	106	4004																
09:00	Approach	1	416	337	285	86	63	653	511	152	211	252	498	158	168	111	435	347	418	126	122
175	146	43	403	147	6263																
10:00	Approach	1	544	561	450	95	84	836	626	164	204	243	734	284	294	186	574	453	400	175	148
217	167	56	478	183	8156																
11:00	Approach	1	588	677	576	96	93	913	659	172	224	232	888	323	338	229	606	475	421	229	203
246	199	59	479	205	9130																
12:00	Approach	1	601	723	623	94	79	970	780	172	211	262	951	322	341	243	614	500	439	253	238
273	266	85	427	204	9671																
13:00	Approach	1	578	758	657	91	84	966	781	158	206	246	962	354	368	270	591	491	428	269	256
279	261	75	331	216	9676																
14:00	Approach	1	587	709	569	94	72	875	714	194	235	256	883	322	338	253	519	425	435	269	238
267	263	84	351	200	9152																
15:00	Approach	1	550	703	610	89	67	804	554	161	211	209	890	318	344	257	482	348	353	235	233
258	223	83	368	194	8544																
16:00	Approach	1	582	712	604	78	82	757	590	154	199	196	880	300	322	279	435	346	363	258	251
261	238	60	318	197	8462																
17:00	Approach	1	454	668	590	90	56	674	530	145	185	171	815	320	349	248	386	328	301	200	210
243	190	63	243	178	7637																
18:00	Approach	1	553	586	558	78	66	594	547	158	199	224	729	305	331	248	352	331	373	191	214
219	198	64	251	172	7541																
19:00	Approach	1	393	341	374	85	57	512	408	148	189	170	467	238	252	148	269	257	311	156	185
217	155	43	233	132	5740																
20:00	Approach	1	306	319	339	66	60	402	289	106	131	113	412	223	235	146	236	167	202	108	121
152	116	40	199	108	4596																
21:00	Approach	1	256	211	269	31	38	282	213	87	100	115	248	179	179	124	126	121	181	101	110
144	94	30	137	77	3453																

TCS 583 - Armadale Rd & Kwi nana Fwy - 14 - 20 November 2016 - Column_60.txt

22:00 Approach	1	263	212	237	48	47	280	190	56	77	90	277	156	163	112	130	103	147	101	134
153	86	22	107	73	3264															
23:00 Approach	1	200	182	205	37	48	262	219	84	100	87	224	173	174	81	94	89	151	123	146
148	120	32	99	66	3144															
24:00 Approach	1	174	141	151	24	28	196	156	70	83	73	163	118	119	65	78	67	125	74	94
104	85	36	83	46	2353															

Approach 1 AM peak 9690 10:55 - 11:55 PM peak 9676 12:00 - 13:00 Daily Total 118612

Sunday, 20 November 2016

Approach 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
20	21	22	23	24																
01:00 Approach	1	116	79	104	10	18	143	104	39	44	44	102	63	64	49	49	35	66	54	67
82	68	20	43	44	1507															
02:00 Approach	1	81	37	49	5	10	83	61	26	29	32	42	37	38	24	30	29	52	50	52
50	27	12	25	19	900															
03:00 Approach	1	54	29	37	2	3	60	33	14	14	22	29	21	22	19	15	12	22	23	45
40	26	10	20	9	581															
04:00 Approach	1	51	27	18	7	1	50	40	17	17	20	31	10	10	11	15	17	28	11	20
27	28	11	26	8	501															
05:00 Approach	1	65	25	20	5	2	50	35	13	13	22	29	12	12	12	27	21	29	21	23
25	15	6	15	9	506															
06:00 Approach	1	91	36	38	5	5	70	69	21	21	48	42	12	12	28	35	49	65	17	28
28	22	4	46	20	812															
07:00 Approach	1	151	59	64	23	8	108	92	42	45	72	85	36	35	34	69	57	110	47	30
38	31	8	54	34	1332															
08:00 Approach	1	194	131	141	28	27	156	144	62	77	96	171	89	88	66	100	102	163	54	61
55	41	10	121	52	2229															
09:00 Approach	1	261	205	166	42	30	288	279	117	144	144	258	123	118	83	194	201	242	107	85
98	75	30	153	86	3529															
10:00 Approach	1	389	305	305	68	40	474	443	119	169	184	416	189	198	125	326	321	337	148	121
135	105	38	279	143	5377															
11:00 Approach	1	436	425	385	104	78	758	526	152	208	230	591	224	232	174	468	364	420	208	190
241	164	35	413	189	7215															
12:00 Approach	1	479	589	495	125	95	940	652	172	222	237	775	357	375	178	616	436	417	220	228

Monday, 14 November 2016

Approach detector(s)...

Approach	1	2	3	4	5	6	7	8	9	10	11	13	
01:00 Approach	1	40	13	9	5	0	22	16	1	1	1	2	111
02:00 Approach	1	17	8	3	2	1	13	17	1	1	0	0	63
03:00 Approach	1	21	5	0	4	2	11	15	0	0	1	1	60
04:00 Approach	1	25	10	7	9	2	21	32	1	0	3	0	110
05:00 Approach	1	54	16	8	35	7	53	81	6	1	2	2	272
06:00 Approach	1	137	111	16	159	51	268	388	37	7	0	20	1195
07:00 Approach	1	253	249	72	475	145	490	649	56	30	16	36	2494
08:00 Approach	1	279	345	128	666	279	603	580	75	73	43	64	3165
09:00 Approach	1	306	329	199	547	297	491	589	110	79	49	104	3138
10:00 Approach	1	304	292	136	285	179	371	443	82	141	95	114	2504
11:00 Approach	1	312	299	145	261	171	336	392	88	156	132	135	2523
12:00 Approach	1	326	325	160	160	121	299	408	89	199	132	118	2429
13:00 Approach	1	318	350	170	165	114	280	319	77	206	137	135	2367
14:00 Approach	1	410	396	297	121	131	237	246	89	198	97	139	2490
15:00 Approach	1	429	442	431	176	180	247	229	116	241	84	111	2816
16:00 Approach	1	544	552	385	282	205	316	405	87	267	139	89	3427
17:00 Approach	1	619	661	446	186	199	299	359	62	290	165	70	3587
18:00 Approach	1	620	655	396	205	191	247	335	63	278	129	32	3331
19:00 Approach	1	508	393	265	152	136	233	299	35	135	40	31	2288
20:00 Approach	1	311	214	141	106	69	165	207	26	60	30	34	1406
21:00 Approach	1	246	177	127	63	43	123	155	13	34	20	14	1029
22:00 Approach	1	253	131	133	58	17	116	132	2	25	8	7	895
23:00 Approach	1	154	99	76	28	11	46	62	3	6	4	2	497
24:00 Approach	1	83	35	45	18	3	25	43	1	4	0	3	262

Approach 1 AM peak 3288 07:25 - 08:25 PM peak 3662 15:40 - 16:40 Daily Total 42459

Tuesday, 15 November 2016

Approach	1	2	3	4	5	6	7	8	9	10	11	13
Approach 1	1	2	3	4	5	6	7	8	9	10	11	13

TCS 960 - Armadale Rd_Verde Dr_Tapper Dr - 14 - 20 November 2016 - Column_60.txt

01:00	Approach	1	52	23	22	10	1	7	26	0	0	0	0	1	0	142
02:00	Approach	1	30	13	12	7	1	9	9	0	0	0	0	1	1	83
03:00	Approach	1	33	8	10	6	2	13	18	0	1	0	0	0	0	91
04:00	Approach	1	32	12	10	15	3	27	40	2	0	0	2	0	0	143
05:00	Approach	1	40	27	7	44	10	59	87	6	1	2	7	1	291	
06:00	Approach	1	132	98	21	151	55	289	417	33	9	1	28	6	1240	
07:00	Approach	1	247	252	61	492	162	508	658	53	42	19	38	12	2544	
08:00	Approach	1	292	373	133	670	290	592	590	114	77	47	56	42	3276	
09:00	Approach	1	295	322	181	553	305	491	581	111	109	71	122	45	3186	
10:00	Approach	1	286	272	117	293	210	361	423	97	144	99	122	85	2509	
11:00	Approach	1	293	329	145	186	129	329	421	86	180	118	131	79	2426	
12:00	Approach	1	301	313	179	170	120	294	389	98	205	126	130	83	2408	
13:00	Approach	1	347	365	193	158	123	243	356	77	176	137	144	89	2408	
14:00	Approach	1	352	357	175	152	118	249	326	74	191	103	136	107	2340	
15:00	Approach	1	399	467	245	176	116	267	343	77	211	133	114	110	2658	
16:00	Approach	1	541	522	375	288	211	314	392	71	250	129	98	146	3337	
17:00	Approach	1	593	654	408	187	171	268	357	68	284	156	72	207	3425	
18:00	Approach	1	672	619	402	184	175	264	357	49	278	150	64	170	3384	
19:00	Approach	1	461	365	273	151	128	271	313	48	137	58	43	59	2307	
20:00	Approach	1	335	230	138	81	74	154	184	34	75	41	34	41	1421	
21:00	Approach	1	292	188	104	59	46	117	152	16	48	18	20	16	1076	
22:00	Approach	1	261	152	85	58	19	100	97	6	25	7	10	17	837	
23:00	Approach	1	164	74	56	32	11	44	53	0	10	1	5	8	458	
24:00	Approach	1	94	34	31	14	9	25	34	2	0	4	1	2	250	

Approach 1 AM peak 3383 07:20 - 08:20 PM peak 3537 16:30 - 17:30 Daily Total 42240

Wednesday, 16 November 2016

Approach	1	1	2	3	4	5	6	7	8	9	10	11	13		
01:00	Approach	1	49	14	16	10	5	15	28	0	2	3	2	3	147
02:00	Approach	1	21	9	5	3	1	9	12	1	1	2	0	1	65
03:00	Approach	1	27	9	4	6	2	11	14	0	2	0	1	0	76
04:00	Approach	1	33	6	7	14	1	25	31	2	0	0	1	0	120
05:00	Approach	1	46	14	7	44	9	54	80	7	3	2	9	3	278
06:00	Approach	1	123	98	19	155	59	291	396	31	6	1	25	5	1209

TCS 960 - Armadale Rd_Verde Dr - 14 - 20 November 2016 - Column_60.txt

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Daily Total						
07:00 Approach	1	242	237	68	512	163	511	682	59	43	24	35	26	2602																								
08:00 Approach	1	260	379	138	671	283	607	622	95	73	34	67	41	3270																								
09:00 Approach	1	309	335	168	573	312	451	569	95	95	63	111	39	3120																								
10:00 Approach	1	270	294	137	308	168	340	449	90	153	105	106	56	2476																								
11:00 Approach	1	313	285	158	216	155	316	362	93	159	107	116	79	2359																								
12:00 Approach	1	299	308	167	228	153	330	396	94	175	128	144	102	2524																								
13:00 Approach	1	333	345	169	200	141	265	344	68	182	116	128	102	2393																								
14:00 Approach	1	353	340	178	170	151	267	325	80	199	123	137	106	2429																								
15:00 Approach	1	472	443	290	158	138	266	350	75	218	127	123	114	2774																								
16:00 Approach	1	544	545	353	345	207	320	370	65	283	149	116	185	3482																								
17:00 Approach	1	585	637	431	173	185	304	388	85	323	151	60	254	3576																								
18:00 Approach	1	549	670	410	189	194	308	381	51	316	152	23	193	3436																								
19:00 Approach	1	481	381	291	124	110	267	313	41	146	69	31	71	2325																								
20:00 Approach	1	323	232	149	94	71	178	206	27	72	30	37	32	1451																								
21:00 Approach	1	261	173	121	56	39	116	160	12	44	15	21	34	1052																								
22:00 Approach	1	254	139	94	59	26	84	120	4	19	12	12	20	843																								
23:00 Approach	1	156	104	75	23	18	44	74	2	7	4	2	6	515																								
24:00 Approach	1	72	36	24	15	5	30	27	2	7	2	3	6	229																								

Approach 1 AM peak 3351 07:15 - 08:15 PM peak 3615 15:15 - 16:15 Daily Total 42751

Thursday, 17 November 2016

	1	2	3	4	5	6	7	8	9	10	11	12	13	
Approach 1	1	2	3	4	5	6	7	8	9	10	11	13		
01:00 Approach	1	57	34	10	8	3	23	16	0	0	1	0	2	154
02:00 Approach	1	24	10	8	7	1	7	19	1	2	0	1	2	82
03:00 Approach	1	31	11	5	5	3	7	17	0	1	0	0	0	80
04:00 Approach	1	29	10	6	18	5	15	34	2	0	0	2	0	121
05:00 Approach	1	55	25	8	40	13	56	70	7	2	0	6	2	284
06:00 Approach	1	114	89	19	165	54	323	419	30	6	3	19	3	1244
07:00 Approach	1	271	241	73	480	163	492	630	58	33	20	35	23	2519
08:00 Approach	1	206	388	141	664	298	620	633	97	82	45	73	31	3278
09:00 Approach	1	287	307	160	567	293	486	590	106	81	55	122	42	3096
10:00 Approach	1	268	272	148	305	178	341	454	97	156	100	138	56	2513
11:00 Approach	1	327	315	150	187	119	328	419	84	154	120	130	95	2428
12:00 Approach	1	321	317	149	173	126	301	396	103	176	128	151	82	2423

TCS 960 - Armadale Rd_Verde Dr - 14 - 20 November 2016 - Column_60.txt

13:00 Approach	1	328	341	184	177	124	298	396	84	225	150	164	98	2569
14:00 Approach	1	388	348	185	143	137	285	334	78	220	125	114	98	2455
15:00 Approach	1	426	465	267	170	126	290	392	68	220	122	122	142	2810
16:00 Approach	1	533	543	341	299	238	326	394	81	277	146	91	150	3419
17:00 Approach	1	611	651	424	258	212	329	387	91	309	163	74	247	3756
18:00 Approach	1	585	670	434	213	198	349	379	71	305	150	67	174	3595
19:00 Approach	1	456	435	279	175	158	318	318	70	189	98	112	101	2709
20:00 Approach	1	366	279	177	106	91	226	254	56	134	77	68	77	1911
21:00 Approach	1	369	269	150	73	48	154	177	17	97	50	35	71	1510
22:00 Approach	1	364	242	151	44	23	91	131	4	37	16	8	17	1128
23:00 Approach	1	172	103	89	42	14	65	54	3	12	2	4	4	564
24:00 Approach	1	74	46	27	20	3	30	40	1	2	0	2	2	247

Approach 1 AM peak 3372 07:15 - 08:15 PM peak 3774 16:05 - 17:05 Daily Total 44895

Friday, 18 November 2016

Approach 1	1	2	3	4	5	6	7	8	9	10	11	13		
01:00 Approach	1	66	23	21	5	4	13	31	0	3	2	1	2	171
02:00 Approach	1	31	16	4	5	0	5	13	0	0	0	1	1	76
03:00 Approach	1	30	16	3	8	3	13	20	0	0	0	0	1	94
04:00 Approach	1	27	8	3	9	2	17	30	2	1	0	3	0	102
05:00 Approach	1	41	16	7	37	14	46	96	5	2	0	7	2	273
06:00 Approach	1	103	93	19	148	48	279	403	23	10	4	37	3	1170
07:00 Approach	1	242	239	69	452	143	482	618	62	42	30	49	23	2451
08:00 Approach	1	301	386	129	560	268	595	629	90	86	46	64	43	3197
09:00 Approach	1	295	332	181	523	258	482	565	93	98	59	113	37	3036
10:00 Approach	1	294	285	146	278	183	411	509	88	146	91	129	67	2627
11:00 Approach	1	354	324	142	210	159	393	507	84	198	151	141	77	2740
12:00 Approach	1	323	355	201	252	163	349	432	95	203	147	156	101	2777
13:00 Approach	1	408	420	273	180	130	337	441	86	219	116	148	107	2865
14:00 Approach	1	404	476	457	173	162	303	379	85	237	156	126	149	3107
15:00 Approach	1	536	546	496	227	170	330	402	66	282	138	101	126	3420
16:00 Approach	1	567	573	472	314	238	387	428	70	289	132	106	155	3731
17:00 Approach	1	612	647	497	237	218	322	370	58	334	119	48	212	3674
18:00 Approach	1	641	663	450	200	191	302	376	57	359	110	26	206	3581

TCS 960 - Armadale Rd_Verde Dr - 14 - 20 November 2016 - Column_60.txt

19:00 Approach	1	494	393	339	169	138	307	393	36	154	52	32	78	2585
20:00 Approach	1	374	231	157	139	90	231	300	23	71	29	16	36	1697
21:00 Approach	1	307	194	118	77	53	149	224	8	30	10	16	21	1207
22:00 Approach	1	325	194	135	61	45	137	165	5	20	2	6	9	1104
23:00 Approach	1	286	189	175	47	18	87	117	2	12	1	4	11	949
24:00 Approach	1	175	89	61	39	16	68	88	1	3	0	1	4	545

Approach 1 AM peak 3260 07:10 - 08:10 PM peak 3757 15:05 - 16:05 Daily Total 47179

Saturday, 19 November 2016

Approach 1	1	2	3	4	5	6	7	8	9	10	11	13		
01:00 Approach	1	112	63	40	14	11	29	55	2	2	2	2	334	
02:00 Approach	1	66	34	15	10	7	22	38	1	0	0	2	195	
03:00 Approach	1	48	19	9	10	3	17	28	1	0	0	0	136	
04:00 Approach	1	39	20	7	7	2	13	23	1	2	0	2	116	
05:00 Approach	1	43	21	6	21	6	32	44	1	0	1	2	177	
06:00 Approach	1	75	45	11	51	23	120	141	8	8	1	11	495	
07:00 Approach	1	140	97	28	69	45	171	227	27	9	2	18	841	
08:00 Approach	1	201	170	52	139	104	225	306	56	48	22	33	27	1383
09:00 Approach	1	246	211	87	244	182	363	439	87	106	50	102	33	2150
10:00 Approach	1	322	312	164	255	221	440	485	102	175	101	137	70	2784
11:00 Approach	1	403	383	247	287	229	419	470	123	248	171	173	127	3280
12:00 Approach	1	483	440	269	277	234	456	494	123	282	185	178	129	3550
13:00 Approach	1	487	491	248	290	264	427	465	121	303	193	160	124	3573
14:00 Approach	1	479	419	231	198	229	401	464	121	275	177	158	141	3293
15:00 Approach	1	465	410	195	167	194	370	368	106	282	162	155	169	3043
16:00 Approach	1	519	445	207	185	179	285	340	80	272	159	122	138	2931
17:00 Approach	1	470	386	225	152	151	299	358	74	230	122	97	131	2695
18:00 Approach	1	511	376	247	173	131	309	433	42	169	81	25	74	2571
19:00 Approach	1	371	256	181	156	114	273	338	23	80	27	17	36	1872
20:00 Approach	1	323	210	152	108	59	213	223	12	25	4	10	12	1351
21:00 Approach	1	244	159	86	70	45	133	188	5	9	6	6	14	965
22:00 Approach	1	293	162	90	63	28	128	168	0	6	3	3	6	950
23:00 Approach	1	277	170	111	62	32	112	149	2	4	3	6	5	933
24:00 Approach	1	187	113	63	48	13	93	108	1	2	1	1	1	631

Approach	1 AM peak	3550 11:00 - 12:00	PM peak	3573 12:00 - 13:00	Daily Total	40249								
Sunday, 20 November 2016														
Approach	1	1	2	3	4	5	6	7	8	9	10	11	13	
01:00 Approach	1	124	66	42	30	14	59	56	1	1	0	1	0	394
02:00 Approach	1	76	50	21	20	12	34	48	0	1	1	1	0	264
03:00 Approach	1	50	33	16	11	5	20	25	1	0	0	0	1	162
04:00 Approach	1	34	17	9	12	1	8	29	1	1	0	0	1	113
05:00 Approach	1	36	24	3	22	9	17	30	0	1	0	2	0	144
06:00 Approach	1	53	27	10	37	16	45	71	2	0	1	4	0	266
07:00 Approach	1	91	52	13	34	29	78	112	10	3	1	2	4	429
08:00 Approach	1	130	82	47	78	64	96	152	19	28	9	10	14	729
09:00 Approach	1	202	110	78	114	100	189	282	37	54	27	21	30	1244
10:00 Approach	1	250	190	117	187	178	285	365	60	95	40	33	42	1842
11:00 Approach	1	317	271	141	223	212	415	456	122	163	87	108	68	2583
12:00 Approach	1	389	355	229	266	272	431	468	153	260	166	182	113	3284
13:00 Approach	1	462	408	197	241	275	382	448	119	309	209	152	141	3343
14:00 Approach	1	449	400	199	218	230	389	420	134	256	180	161	136	3172
15:00 Approach	1	438	370	169	190	231	333	398	108	288	197	147	138	3007
16:00 Approach	1	429	375	199	185	212	336	381	96	230	154	129	131	2857
17:00 Approach	1	429	337	209	143	163	296	353	58	221	137	81	125	2552
18:00 Approach	1	432	335	158	115	125	269	339	37	152	60	41	67	2130
19:00 Approach	1	302	187	122	108	65	184	244	13	60	22	17	28	1352
20:00 Approach	1	260	131	96	71	58	146	178	11	24	6	6	14	1001
21:00 Approach	1	261	125	101	59	30	104	141	4	15	6	11	7	864
22:00 Approach	1	216	108	69	45	24	83	113	3	12	2	5	2	682
23:00 Approach	1	141	78	61	24	15	53	71	2	1	2	1	1	450
24:00 Approach	1	88	50	20	10	6	32	42	0	4	0	2	0	254
Approach	1 AM peak	3284	11:00 - 12:00	PM peak	3343	12:00 - 13:00	Daily Total	33118						

Monday, 14 November 2016

Approach	1	2	3	4	5	6	7	8		
01:00 Approach	1	47	5	34	4	1	2	5	0	98
02:00 Approach	1	21	2	27	5	0	1	3	0	59
03:00 Approach	1	23	3	21	4	1	0	1	1	54
04:00 Approach	1	34	1	43	11	0	1	1	1	92
05:00 Approach	1	68	3	117	24	1	5	1	3	222
06:00 Approach	1	217	42	516	196	11	16	9	5	1012
07:00 Approach	1	415	150	768	428	19	47	26	13	1866
08:00 Approach	1	514	264	736	558	24	55	49	27	2227
09:00 Approach	1	527	264	662	495	22	75	41	28	2114
10:00 Approach	1	494	200	627	292	25	35	42	23	1738
11:00 Approach	1	526	203	559	262	20	53	49	24	1696
12:00 Approach	1	546	233	519	292	20	34	40	22	1706
13:00 Approach	1	550	246	458	223	19	38	27	27	1588
14:00 Approach	1	620	322	435	227	16	38	64	22	1744
15:00 Approach	1	677	382	436	253	20	42	51	32	1893
16:00 Approach	1	822	514	547	306	15	52	47	22	2325
17:00 Approach	1	1035	586	509	257	20	38	55	24	2524
18:00 Approach	1	969	569	470	232	11	45	57	28	2381
19:00 Approach	1	657	319	401	178	13	42	78	22	1710
20:00 Approach	1	422	146	283	103	13	51	49	9	1076
21:00 Approach	1	332	99	237	66	6	21	34	9	804
22:00 Approach	1	292	106	207	53	12	14	28	7	719
23:00 Approach	1	201	48	93	25	3	7	22	4	403
24:00 Approach	1	101	17	64	15	1	3	4	1	206

Approach 1 AM peak 2270 07:20 - 08:20 PM peak 2529 15:55 - 16:55 Daily Total 30257

Tuesday, 15 November 2016

Approach 1	1	2	3	4	5	6	7	8
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TCS 1134 - Armadale Rd & Ghostgum Av - 14 - 20 November 2016 - Column_60.txt

01:00	Approach	1	68	4	24	11	4	1	2	1	115
02:00	Approach	1	37	2	13	4	1	1	6	0	64
03:00	Approach	1	35	5	29	6	2	0	3	4	84
04:00	Approach	1	39	4	58	13	1	1	1	2	119
05:00	Approach	1	57	13	128	32	0	5	2	1	238
06:00	Approach	1	210	35	533	219	11	16	7	8	1039
07:00	Approach	1	418	143	808	438	22	43	38	15	1925
08:00	Approach	1	544	269	684	578	27	61	35	23	2221
09:00	Approach	1	521	271	667	485	24	72	40	36	2116
10:00	Approach	1	487	201	581	303	20	49	51	23	1715
11:00	Approach	1	525	213	543	294	15	46	39	16	1691
12:00	Approach	1	498	191	526	263	17	42	44	22	1603
13:00	Approach	1	595	268	445	241	22	43	46	25	1685
14:00	Approach	1	599	240	454	219	22	28	38	17	1617
15:00	Approach	1	693	343	479	241	14	59	31	28	1888
16:00	Approach	1	838	436	529	295	16	40	62	28	2244
17:00	Approach	1	954	604	486	263	21	55	54	24	2461
18:00	Approach	1	973	532	518	212	10	43	75	16	2379
19:00	Approach	1	616	286	419	219	15	48	65	16	1684
20:00	Approach	1	452	160	256	124	9	32	59	17	1109
21:00	Approach	1	370	108	250	71	7	23	44	8	881
22:00	Approach	1	329	96	174	46	8	9	30	2	694
23:00	Approach	1	196	40	90	13	3	5	20	8	375
24:00	Approach	1	117	13	50	15	2	5	8	1	211
Approach 1 AM peak			2248	07:15 - 08:15	PM peak	2520	16:30 - 17:30	Daily Total	30158		

Wednesday, 16 November 2016

Approach	1	1	2	3	4	5	6	7	8		
01:00	Approach	1	63	5	37	5	1	4	1	2	118
02:00	Approach	1	26	2	17	2	2	3	4	1	57
03:00	Approach	1	35	1	19	5	1	1	1	1	64
04:00	Approach	1	35	3	52	10	0	0	0	1	101
05:00	Approach	1	61	5	134	28	0	7	1	1	237
06:00	Approach	1	209	36	508	225	8	19	9	4	1018

TCS 1134 - Armadale Rd & Ghostgum Av - 14 - 20 November 2016 - Column_60.txt

13:00	Approach	1	562	236	511	254	26	54	62	23	1728
14:00	Approach	1	579	268	464	238	15	40	42	21	1667
15:00	Approach	1	682	382	518	276	15	58	41	31	2003
16:00	Approach	1	852	487	592	282	22	40	47	22	2344
17:00	Approach	1	966	610	575	299	23	44	48	29	2594
18:00	Approach	1	972	595	588	268	16	35	62	29	2565
19:00	Approach	1	690	347	501	221	7	54	67	12	1899
20:00	Approach	1	541	183	383	164	6	41	48	11	1377
21:00	Approach	1	541	167	273	100	6	24	46	4	1161
22:00	Approach	1	469	139	181	56	7	14	45	4	915
23:00	Approach	1	202	62	105	24	0	6	27	1	427
24:00	Approach	1	105	15	67	12	1	3	8	2	213

Approach 1 AM peak 2388 07:05 - 08:05 PM peak 2660 16:45 - 17:45 Daily Total 31972

Friday, 18 November 2016

Approach	1	1	2	3	4	5	6	7	8		
01:00	Approach	1	78	9	43	4	1	1	6	1	143
02:00	Approach	1	44	3	13	5	1	0	1	0	67
03:00	Approach	1	40	6	26	6	0	1	2	1	82
04:00	Approach	1	35	2	41	10	0	0	0	1	89
05:00	Approach	1	56	7	115	28	0	10	1	0	217
06:00	Approach	1	188	32	534	206	5	15	5	8	993
07:00	Approach	1	417	132	756	430	26	46	27	16	1850
08:00	Approach	1	542	309	736	557	26	56	37	25	2288
09:00	Approach	1	503	264	704	464	18	70	45	25	2093
10:00	Approach	1	523	179	675	341	19	37	40	28	1842
11:00	Approach	1	574	219	664	319	22	46	31	15	1890
12:00	Approach	1	554	253	592	313	22	49	41	28	1852
13:00	Approach	1	646	317	571	283	27	43	44	17	1948
14:00	Approach	1	679	402	564	242	10	37	52	27	2013
15:00	Approach	1	740	515	545	308	18	62	43	35	2266
16:00	Approach	1	862	516	607	333	14	46	58	28	2464
17:00	Approach	1	943	651	604	265	28	59	50	26	2626
18:00	Approach	1	1005	583	574	265	18	42	76	29	2592

TCS 1134 - Armadale Rd & Ghostgum Av - 14 - 20 November 2016 - Column_60.txt

19:00 Approach	1	670	323	506	251	20	71	68	19	1928
20:00 Approach	1	470	182	388	180	17	51	66	18	1372
21:00 Approach	1	408	106	305	108	9	18	49	7	1010
22:00 Approach	1	428	106	245	76	6	24	43	11	939
23:00 Approach	1	356	116	167	47	3	22	33	3	747
24:00 Approach	1	207	61	116	34	7	14	13	6	458
Approach 1 AM peak		2348	07:10 - 08:10	PM peak	2690	16:35 - 17:35	Daily Total	33769		
Saturday, 19 November 2016										
Approach 1	1	2	3	4	5	6	7	8		
01:00 Approach	1	156	23	75	21	6	2	11	3	297
02:00 Approach	1	90	10	43	12	0	9	7	2	173
03:00 Approach	1	61	9	37	9	0	1	2	1	120
04:00 Approach	1	45	12	35	1	2	2	5	2	104
05:00 Approach	1	56	8	64	12	0	2	2	2	146
06:00 Approach	1	118	14	219	59	3	6	7	3	429
07:00 Approach	1	225	38	310	121	6	12	7	3	722
08:00 Approach	1	320	114	379	208	7	34	22	14	1098
09:00 Approach	1	405	155	597	309	14	47	34	14	1575
10:00 Approach	1	487	219	693	357	16	56	49	19	1896
11:00 Approach	1	660	306	695	339	18	59	57	21	2155
12:00 Approach	1	703	341	708	381	34	65	65	29	2326
13:00 Approach	1	727	399	694	346	31	65	95	33	2390
14:00 Approach	1	746	307	660	334	26	53	89	30	2245
15:00 Approach	1	697	353	583	288	14	57	77	22	2091
16:00 Approach	1	743	354	504	233	27	45	71	25	2002
17:00 Approach	1	705	316	516	223	16	67	64	25	1932
18:00 Approach	1	666	316	497	271	20	75	61	19	1925
19:00 Approach	1	533	189	482	192	18	42	65	18	1539
20:00 Approach	1	432	118	351	118	8	34	49	12	1122
21:00 Approach	1	346	90	240	90	12	29	26	9	842
22:00 Approach	1	374	85	251	69	5	19	29	6	838
23:00 Approach	1	379	88	205	59	7	32	14	9	793
24:00 Approach	1	247	49	165	52	5	14	19	4	555

Approach 1 AM peak 2326 11:00 - 12:00 PM peak 2415 12:10 - 13:10 Daily Total 29315

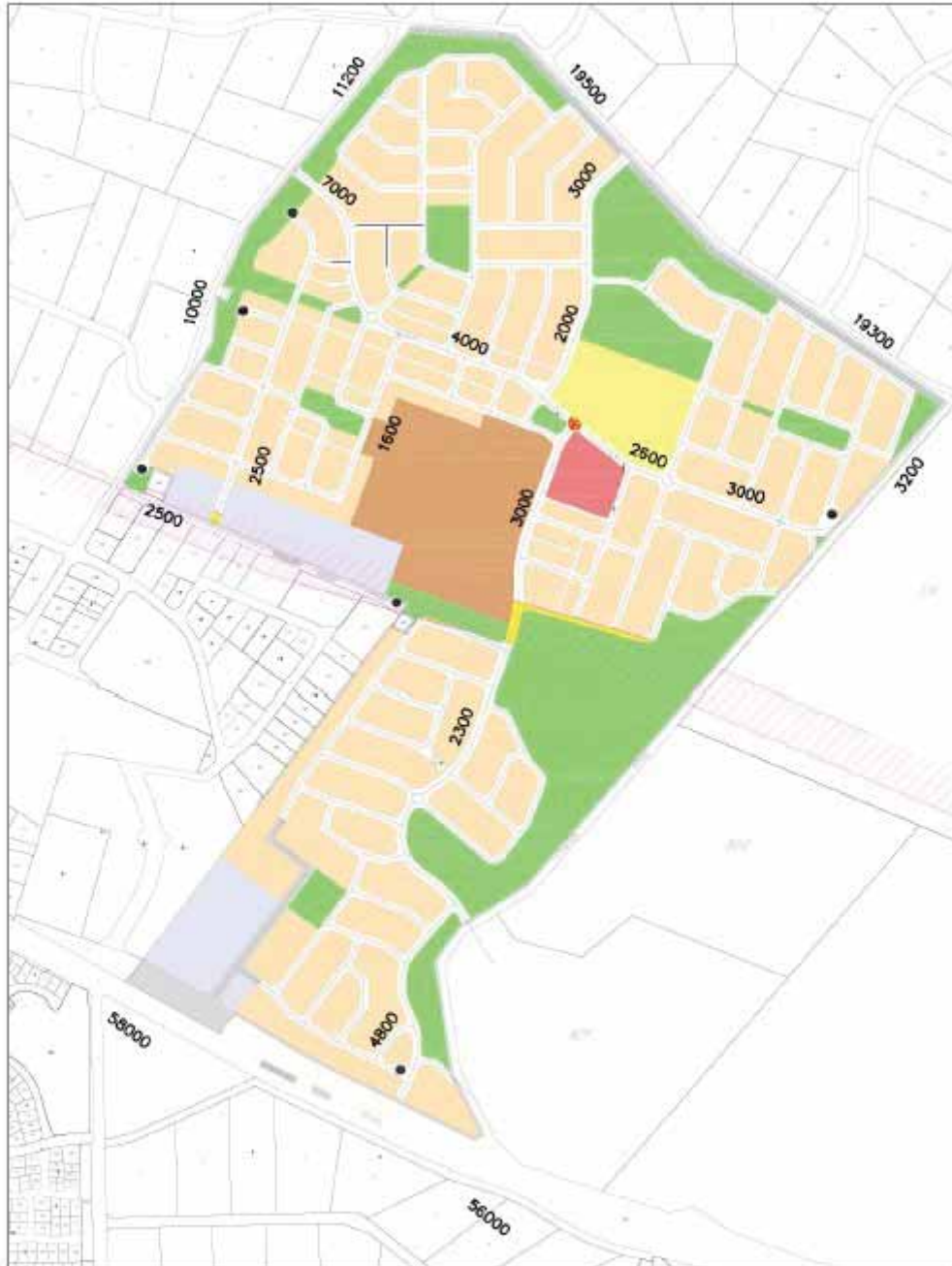
Sunday, 20 November 2016

	1	2	3	4	5	6	7	8
Approach 1	162	31	83	28	3	9	13	1
01:00 Approach	106	24	68	14	1	6	8	1
02:00 Approach	75	10	41	7	0	1	4	2
03:00 Approach	42	4	29	9	1	3	5	1
04:00 Approach	60	6	45	3	0	2	2	0
05:00 Approach	77	10	96	22	3	3	6	4
06:00 Approach	139	22	153	46	2	8	6	2
07:00 Approach	204	44	212	63	5	12	4	6
08:00 Approach	302	68	371	159	1	33	16	11
09:00 Approach	412	131	503	239	21	51	32	15
10:00 Approach	490	201	658	333	17	56	45	14
11:00 Approach	614	246	716	371	23	68	75	25
12:00 Approach	749	314	644	329	14	50	83	19
13:00 Approach	684	305	647	310	21	57	87	27
14:00 Approach	664	293	544	297	27	65	68	26
15:00 Approach	660	314	572	263	29	53	60	30
16:00 Approach	636	269	498	221	22	60	75	26
17:00 Approach	595	274	432	205	18	89	61	27
18:00 Approach	385	134	339	127	15	40	55	13
19:00 Approach	339	67	249	91	9	34	42	9
20:00 Approach	321	75	195	69	1	16	26	11
21:00 Approach	263	59	150	47	4	22	27	8
22:00 Approach	189	36	103	36	8	5	10	1
23:00 Approach	112	22	67	11	2	2	9	1
24:00 Approach								

Approach 1 AM peak 2138 11:00 - 12:00 PM peak 2203 12:05 - 13:05 Daily Total 24045



Figure 13: Projected Daily Traffic Volumes (Main Roads WA proposed access arrangements along Armadale Road)



BANJUP STRUCTURE PLAN
TRAFFIC VOLUME(vpd)

t12.006.sk03



Figure 4. Daily Traffic Volumes for the LSP Area

Appendix C

Traffic Analysis Outputs

TRAFFIC GENERATION RATES (DAILY RATES)

Zones	Land Use Subclasses	GTA Database Rate	ITE Rate	RTA Rate	WAPC Rate	GTA Recommendations for City's endorsement
Light and Service Industry	Light Industrial		153 trips per hectare			Within this category, we suggest applying 50/50 percent split between Light Industrial/Warehouse. We also suggest using (153 trips per hectare) for Light Industrial and (4 trips per 100m2 GFA) for Warehouse.
	Warehouse	16.1 trips / 100m2 NFA	3 trips per employee	4 trips / 100m2 GFA		
	Transport Depot					
	Health Studio	20 trips / 100m2 NFA				
	Showrooms		60 trips per 100 m2 GFA			
Industrial	General Industrial	4.5 trips per 100m2 NFA		1 trip per 100 m2 GFA (PM HOUR)		Assuming GFA = 30% of land area. We also suggest using around 4.5 trips per 100m2 NFA
	Car Wash	182 trips per ha land area				
	Refuse Transfer Station	79.6 trips per wash bay				
	Factory	162 trips		5 trips per 100m2 GFA		
	General Heavy Industrial		0.82 trips per employee			
Mixed Business	Office	11 trips per 100m2 NFA			2 trips per 100 m2 GFA (PM HOUR)	Assuming GFA = 45% of land area. Within this category, we suggest applying 50/50 percent split between Office/Warehouse. We suggest using (11 trips per 100m2 NFA) for Office and (4 trips per 100m2) for Warehouse.
	Commercial		11.9 trips per 100m2 NFA	10 trips per 100m2 NFA		
	Car Sales	13 trips per 100m2 site area (Retail)	13.73 trips per 100m2 GFA			
	Car tyre retail outlets			10 per 100m2 land area		
	Trade Supplies	33 trips per 100 m2 GFA				
	Motor Repairs	13 trips per 100m2 floor area	32.1 trips per 100 m2 GFA			
	Restaurant	96.8 trips per 100 m2 GFA		5 trips per 100m2 GFA		
	Health Studio	20 trips / 100m2 NFA				
	Warehouse	16.1 trips / 100m2 NFA		4 trips / 100m2 GFA		

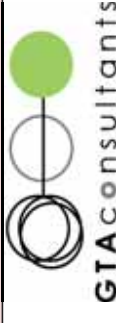
Vehicle trip generation rates are based on the following recognised land use traffic generation databases:

- GTA Internal Traffic Generation Database which is a comprehensive traffic and parking database collated over 26 years of operations for developments around Australia.
- Trip Generation 7th edition, 2003 - Institute of Transportation Engineers, Washington, USA
- WAPC Guidelines
- Roads and Traffic Authority (RTA) Transport Assessment Guidelines.

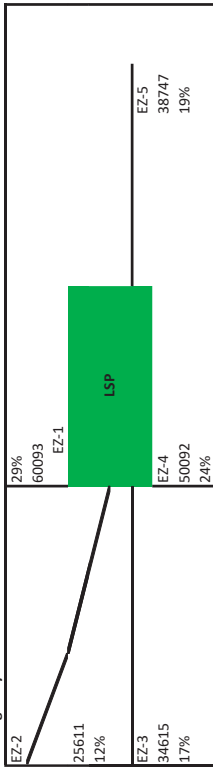
GFA Assumptions:

- GFA for Mixed Business uses will be estimated as having **45%** of the total land area of each provided lot area.
- GFA for Light and Service Industry uses will be estimated as having **45%** of the total land area of each provided lot area.
- GFA for industrial uses will be estimated as having **30%** of the total land area of each provided lot area.
- NFA is the total floor area excluding the exterior building walls. Assumed to be equal to GFA

For the ease of assessment, the above mentioned trip rates will cover all mentioned LU subclasses stated within the CoC TPs 3 as per the table below:



Existing Daily Distribution as Assumed



Link	AWT	Percentage %	Location
Jandakot Rd	11210	5%	East
Armadaile Rd (East)	27537	13%	East
Armadaile Rd (West)	34615	17%	West
Kwinana Freeway (North)	60093	29%	North
Kwinana Freeway (South)	50092	24%	South
N Lake Rd (North West)	25611	12%	North West
TOTAL	209158	100%	

Footprint/Area Comparisons

Link	Building Footprint (SQM)	Total Area (SQM)	Percentage %
L Ind (1)	2594	5378	48%
L Ind (2)	4971	8817	56%
MB (1)	19828	37365	53%
MB (2)	13369	24696	54%
MB (3)	18601	32667	57%
Ind (1)	3268	12448	26%
Ind (2)	9653	33836	29%

Footprint/Area as Assumed

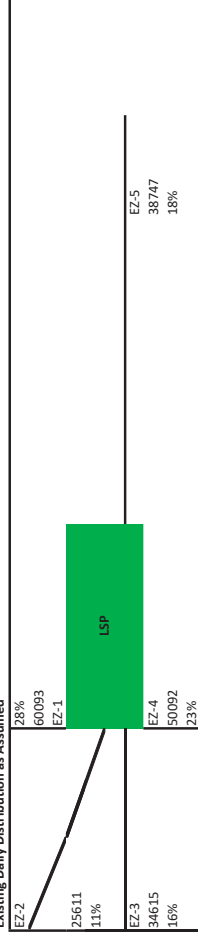
Land Use	Footprint
Mixed Business	45%
Light Industrial	45%
Industrial	30%



Assessment Zones - Trip Generation

Transport Zone	LU	Area (m2)	Area (ha)	Assumed Floorspace %	Floorspace (SQM)	Floors	Total GFA	Trip Rate	Daily Trips	OUT	IN
Zone 6	Mixed Business (270,700sqm)/ L&S Industry (54,300sqm)	325,000	32.5	45%	146250.0	1	146250	For MB: 50/50 split between Office and Warehouse, Office 11 trips/100m2 NFA, Warehouse 4 trips/100m2 GFA ... For L&S Industry, 50/50 split between LI and Warehouse, LI 153 trips per Warehouse 4 trips/100m2 GFA	9812	4906	4906
Zone 7	Mixed Business	33,500	3.4	45%	15075.0	1	15075	50/50 split between Office and Warehouse, Office 11 trips/100m2 NFA, Warehouse 4 trips/100m2 GFA	1131	565	565
Zone 9	Car Park	36,534	3.7	-	-	-	-	Option: 1 - 1600 Total Car Bays, 2 trips / Car Bay	3200	1600	1600
Total		395,034	39.5		161325.0		161325.0		14142		

Existing Daily Distribution as Assumed



Link	AWT	Percentage %*	External Zones	Location
Jandakot Rd	11210	5%	EZ-5	East
Armadale Rd (East)	27537	12%	EZ-5	East
Armadale Rd (West)	34615	16%	EZ-3	West
Kwinana Freeway (North)	60093	28%	EZ-1	North
Kwinana Freeway (South)	50092	23%	EZ-4	South
N Lake Rd (North West)	25611	11%	EZ-2	North West
TOTAL	209158	100%		

* Assume 5% reduction for Internal Trips

Growth Rate as Assumed

Link	2081 Forecast AWT*	2015 AWT**	Growth Rate %
Jandakot Rd	25,000	11,200	5%
Armadale Rd	50,000	40,773	1%
Solomon Rd	12,000	6,492	4%
Warton Rd	25,000	18,640	2%
Average			3%

* Data sourced from Banjup District Structure Plan Banjup DSP - TIA Report - Transcore - Oct 2016*

** Modelling has been undertaken to reflect the proposed Armadale Road deviation and the resulting new access arrangements proposed along Armadale Road in the long term

** 2015 Data sourced from traffic counts provided by CoC and Main Roads WA online traffic map

Assessment Zones - Trip Generation

Transport Zones	Transport Zones									Total		
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9 (Car Park)			
Zone 1	0	0	0	0	0	70	0	0	0	0	0	236
Zone 2	0	0	0	0	0	0	6	0	0	0	0	6
Zone 3	0	0	0	0	0	60	0	0	0	0	0	66
Zone 4	0	0	0	0	0	17	0	0	0	0	0	23
Zone 5	0	0	0	0	0	0	6	0	0	0	0	6
Zone 6	49	0	49	49	49	0	25	0	1360	552	763	4881
Zone 7	6	6	6	6	6	0	0	0	157	64	88	565
Zone 8	0	0	0	0	0	126	0	0	0	0	0	126
Zone 9 (Car Park)	0	80	0	0	0	0	0	0	444	180	249	1600
EZ-1	0	0	0	0	0	1360	0	0	444	0	367	1961
EZ-2	0	0	0	0	0	552	64	0	180	0	0	795
EZ-3	0	0	0	0	0	763	88	0	249	0	0	1100
EZ-4	0	0	0	0	0	1126	130	0	367	0	0	1623
EZ-5	0	0	0	0	0	860	99	0	280	0	0	1239
Total	55	86	55	55	55	4934	565	25	1961	1100	1623	1239

Values highlighted in red represent zones with zero internal trips in between

Regional Trips

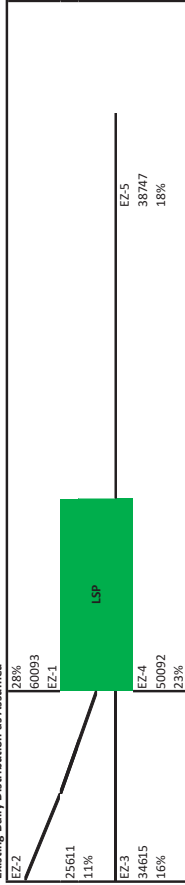
Mixed Business	121815	-
L&S Industry	24435	2.4435



Assessment Zones - Trip Generation

Transport Zone	LU	Area (m2)	Area (ha)	Assumed Floorspace %	Floorspace (SQM)	Floors	Total GFA	Trip Rate	Daily Trips	OUT	IN
Zone 6	Mixed Business (270,700sqm)/ L&S Industry (54,300sqm)	325,000	32.5	45%	146250.0	1	146250	For MB: 50/50 split between Office and Warehouse, Office 11 trips/100m2 NFA, Warehouse 4 trips/100m2 GFA ... For L&S Industry: 50/50 split between LI and Warehouse, LI 153 trips per Warehouse 4 trips/100m2 GFA	9812	4906	4906
Zone 7	Mixed Business	33,500	3.4	45%	15075.0	1	15075	50/50 split between Office and Warehouse, Office 11 trips/100m2 NFA, Warehouse 4 trips/100m2 GFA	1111	565	565
Zone 9	Car Park	36,534	3.7	-	-	-	-	Option : 2 - 2000 Total Car Bays, 2 trips / Car Bay	4000	2000	2000
Total			#REF!	39.5	161325.0		161325.0		14942		

Existing Daily Distribution as Assumed



Link	AWT	Percentage %*	External Zones	Location
Jandakot Rd	11210	5%	EZ-5	East
Armadale Rd (East)	27537	12%	EZ-5	East
Armadale Rd (West)	34615	16%	EZ-3	West
Kwinana Freeway (North)	60093	28%	EZ-1	North
Kwinana Freeway (South)	50092	23%	EZ-4	South
Ni Lake Rd (North West)	25611	11%	EZ-2	North West
TOTAL	209158	95%		

* Assume 5% reduction for Internal Trips

Growth Rate as Assumed

Link	2031 Forecast AWT**	2015 AWT**	Growth Rate %
Jandakot Rd	25,000	11,200	5%
Armadale Rd	50,000	40,773	1%
Solomon Rd	12,000	6,492	4%
Warnton Rd	25,000	18,640	2%
Average			3%

* Data sourced from 'Banjup District Structure Plan Banjup DSP - TIA Report - Transcore - Oct 2016'
 ** Modelling has been undertaken to reflect the proposed Armadale Road deviation and the resulting new access arrangements proposed along Armadale Road in the long term
 ** 2015 Data sourced from traffic counts provided by CoC and Main Roads WA online traffic map

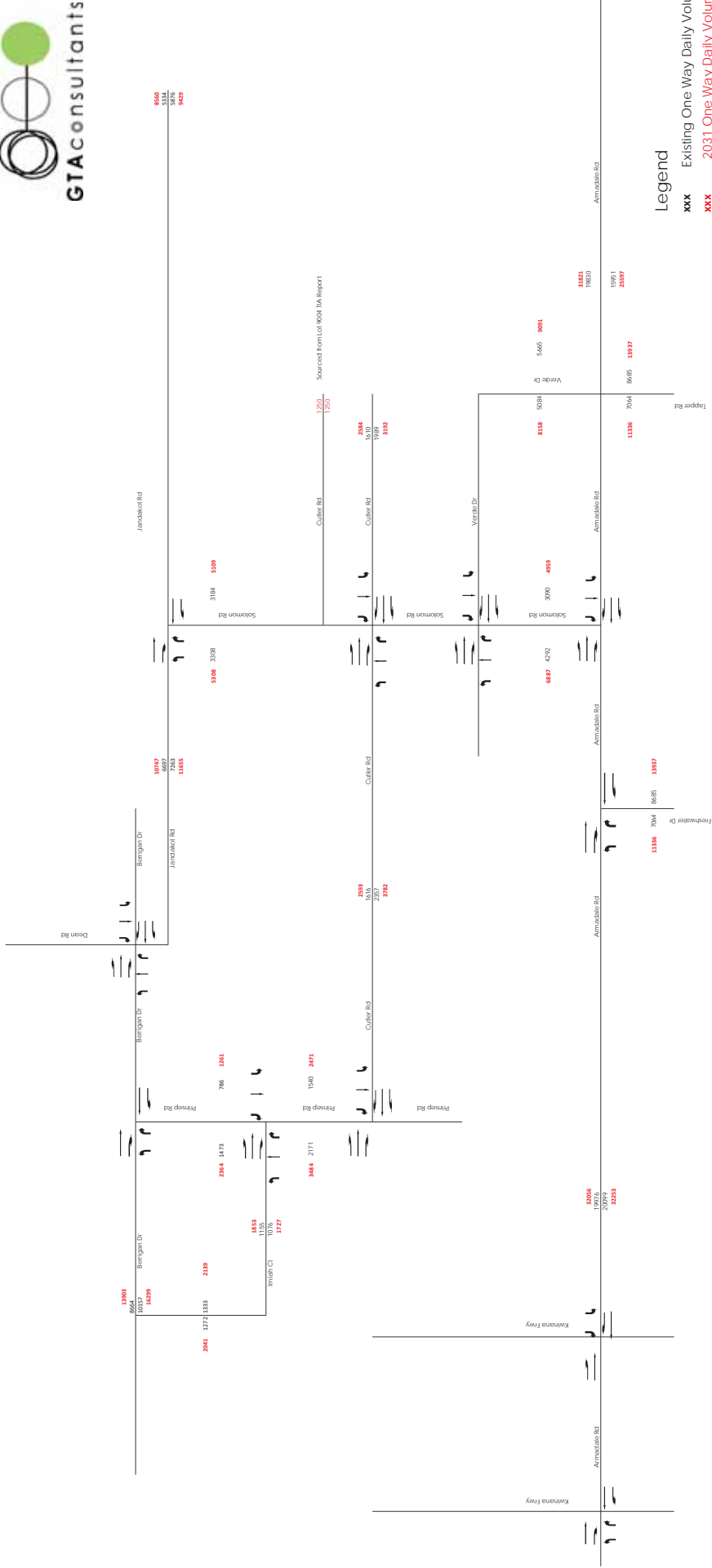
Assessment Zones - Trip Generation

Zone	Transport Zones									Total		
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9 (Car Park)			
Zone 1	0	0	0	0	0	70	6	0	0	0	0	276
Zone 2	0	0	0	0	0	0	0	0	200	0	0	6
Zone 3	0	0	0	0	0	60	6	0	0	0	0	66
Zone 4	0	0	0	0	0	17	0	0	0	0	0	23
Zone 5	0	0	0	0	0	0	0	0	0	0	0	6
Zone 6	49	0	49	49	49	0	25	0	1360	552	763	4881
Zone 7	6	6	6	6	6	0	0	0	157	64	88	99
Zone 8	0	0	0	0	0	126	0	0	0	0	0	126
Zone 9 (Car Park)	0	100	0	0	0	0	0	0	555	225	311	2000
EZ-1	0	0	0	0	0	1360	0	0	555	0	459	351
EZ-2	0	0	0	0	0	552	0	0	225	0	0	2072
EZ-3	0	0	0	0	0	64	0	0	225	0	0	840
EZ-4	0	0	0	0	0	763	0	0	311	0	0	1162
EZ-5	0	0	0	0	0	1126	0	0	459	0	0	1715
Total	55	106	55	55	55	4934	565	25	2100	840	1162	1309

Regional Trips



Mixed Business	121815	-
L&S Industry	24435	2.4435



Legend

- xxx Existing One Way Daily Volumes (VPD)
- xxx 2031 One Way Daily Volumes (VPD)

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