

TDIR21/97 - RTI-1550 - Gold Coast Light Rail (GCLR)

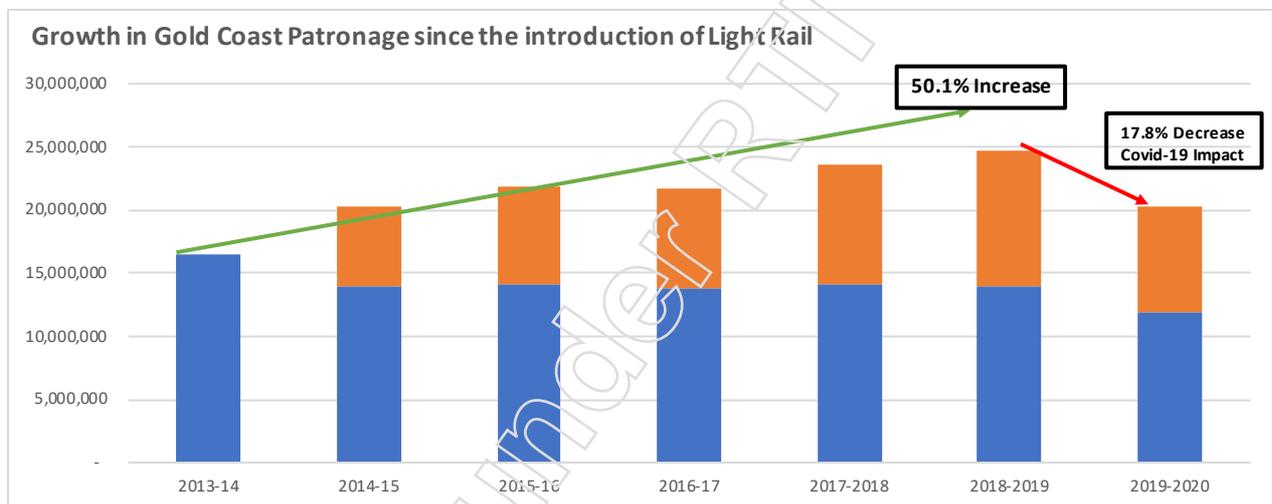
1. Gold Coast Light Rail (GCLR) annual passenger trips from 2014 to 2021, including the following:

- a) Total annual seat capacity of GCLR services
 - b) Total annual percentage of passengers V seat capacity on GCLR services
2. Total annual passenger trips for Gold Coast Surfside buses from 2014 to 2021.

Financial Year Results	2013-14	2014-15	2015-16	2016-17	2017-2018	2018-2019	2019-2020
GCLR Passenger Trips	Not Launched	6,277,774	7,676,392	7,975,234	9,486,853	10,743,025	8,464,439
GCLR Available Seats		6,826,070	7,180,160	7,180,160	7,416,949	7,621,120	7,621,120
PAX as % of seat capacity		92%	107%	111%	128%	141%	111%

Financial Year Results	2013-14	2014-15	2015-16	2016-17	2017-2018	2018-2019	2019-2020
GC Surfside Bus Trips	16,487,359	14,001,393	14,153,467	13,747,494	14,073,612	13,999,910	11,866,194
GCLR Tram Trips	-	6,277,774	7,676,392	7,975,234	9,486,853	10,743,025	8,464,439
TOTAL	16,487,359	20,279,167	21,829,859	21,722,728	23,560,465	24,742,935	20,330,633
Increase in trips		-	3,791,808	5,342,500	5,235,369	7,073,105	8,255,576
						50.1%	

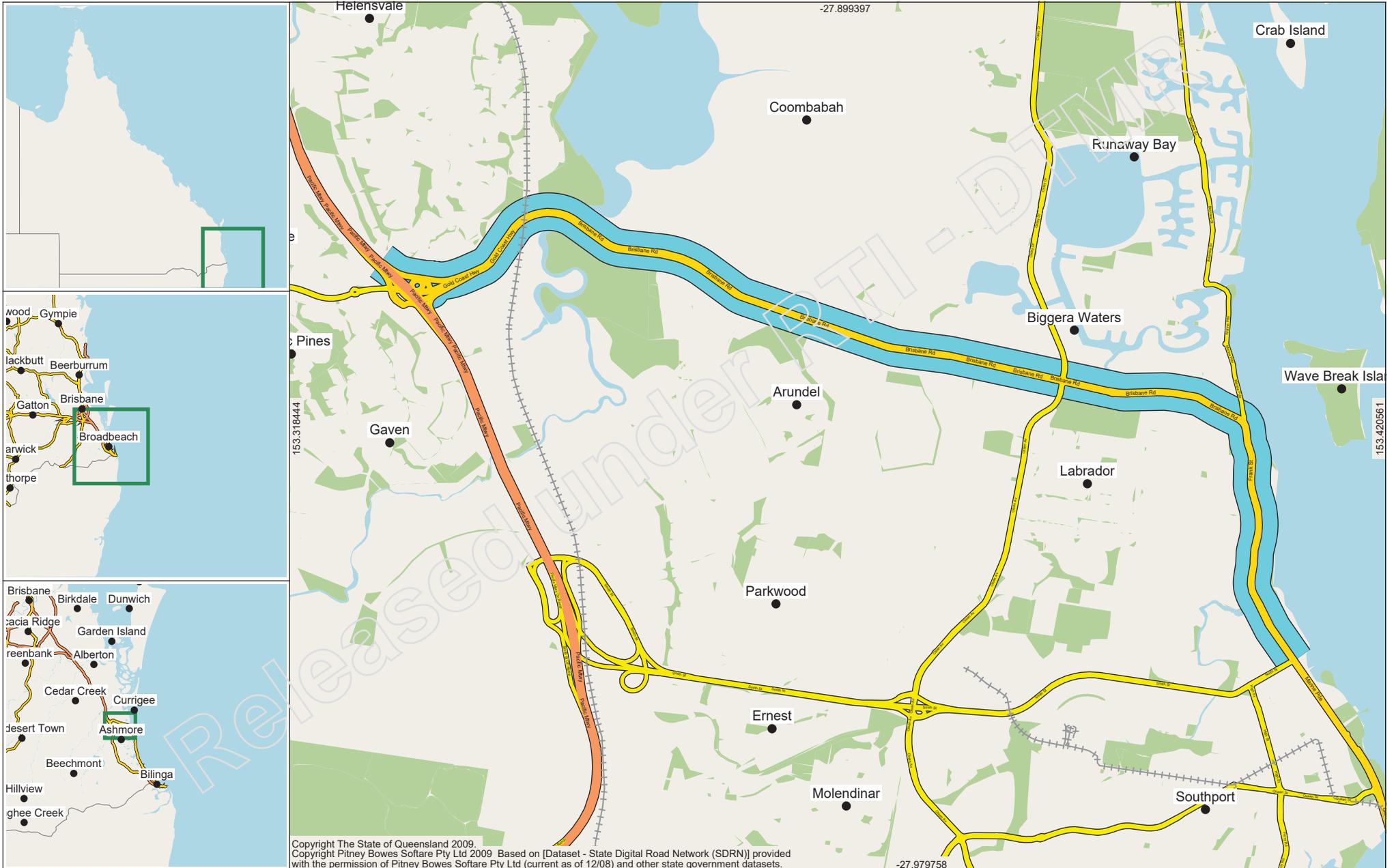
Decrease in trips - Covid-19 Impact	-	4,412,302	-17.8%
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Notes

Trip figures, all years, excludes 'free' ticketed events. Eg: Comm Games 2018, GC600, GC Marathon, Football Games, Concerts etc
 TransLink reports patronage trips by financial year and the numbers above are consistent with this reporting format
 COVID-19 has impacted trips since March 2020 and is represented as lower trip numbers in 2019/20
 Capacity values have been totalled and averaged by using a standard published timetable operating week, multiplied by 52 weeks
 2017/18 tram capacity is 169 days for the Stage 1 timetable capacity, plus adding 196 days of Stage 1&2 timetable capacity
 All totals and % of capacity are annual average totalled values, when operating the contracted published GCLR timetable

Traffic Analysis and Reporting System
AADT Segment Analysis Report (Complete)
Road Section 11A - GOLD COAST HIGHWAY (HELENSVALE - SOUTHPORT)
Traffic Year 2013



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Road Segments Summary - All Vehicles

Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch PI Int- SS 5185	20,817	26,629	47,446	30.69675	39.26712	69.96387	2013	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	14,160	17,888	32,048	15.19510	19.19561	34.39071	2013	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	12,927	16,501	29,428	8.30430	10.60024	18.90455	2013	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	12,159	13,488	25,647	11.31699	12.55396	23.87095	2013	5
						Totals			65.51314	81.61593	147.13007		

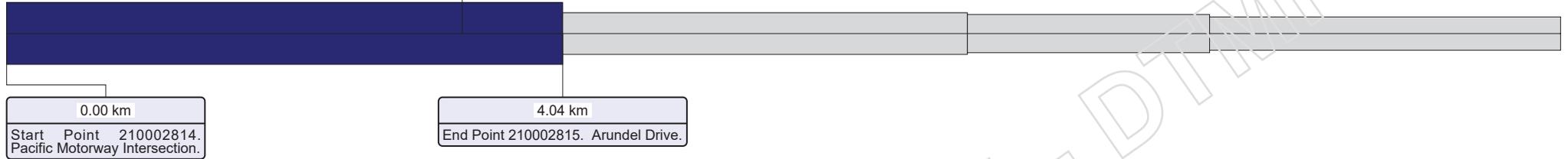
Road Segments Summary - Heavy Vehicles only
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Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
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						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
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410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	829	5.85%	1,438	8.04%	2,267	7.07%	0.88960	1.54312	2.43272	2013	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	444	3.43%	749	4.54%	1,193	4.05%	0.28523	0.48116	0.76638	2013	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	378	3.11%	648	4.80%	1,026	4.00%	0.35182	0.60313	0.95495	2013	5
						Totals						3.47017	5.63264	9.10281		

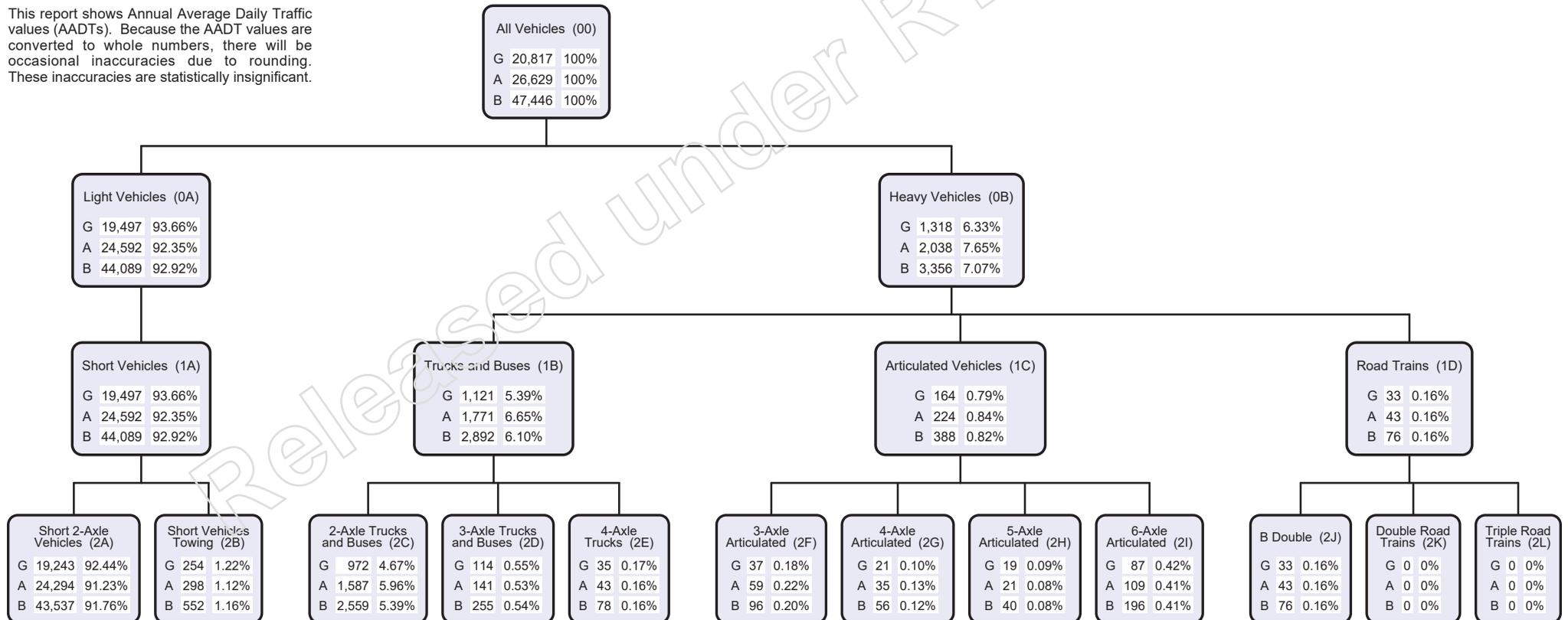
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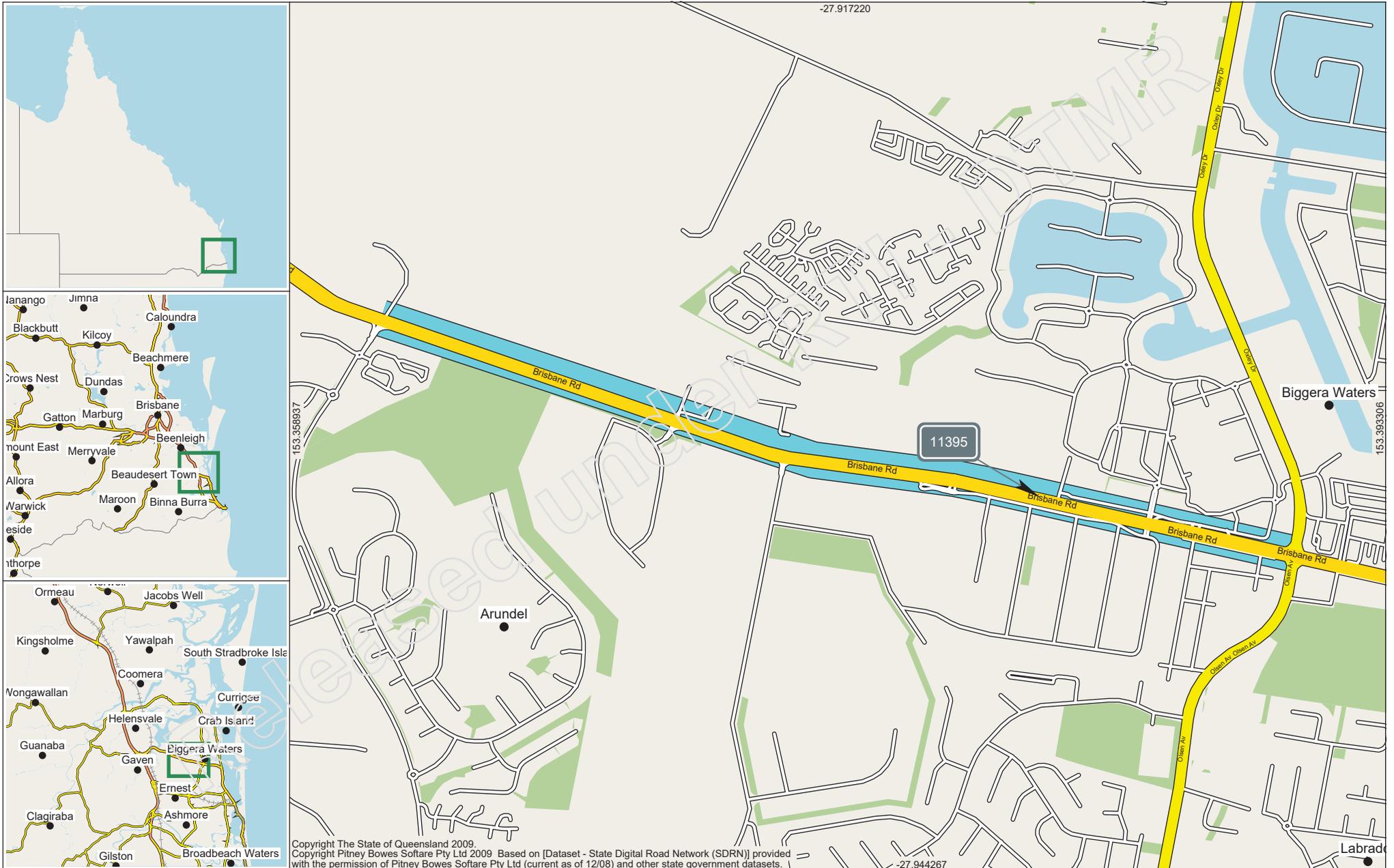
Site 10007. Point 210002813.
 Marble Arch Place Intersection.
 3.31 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.





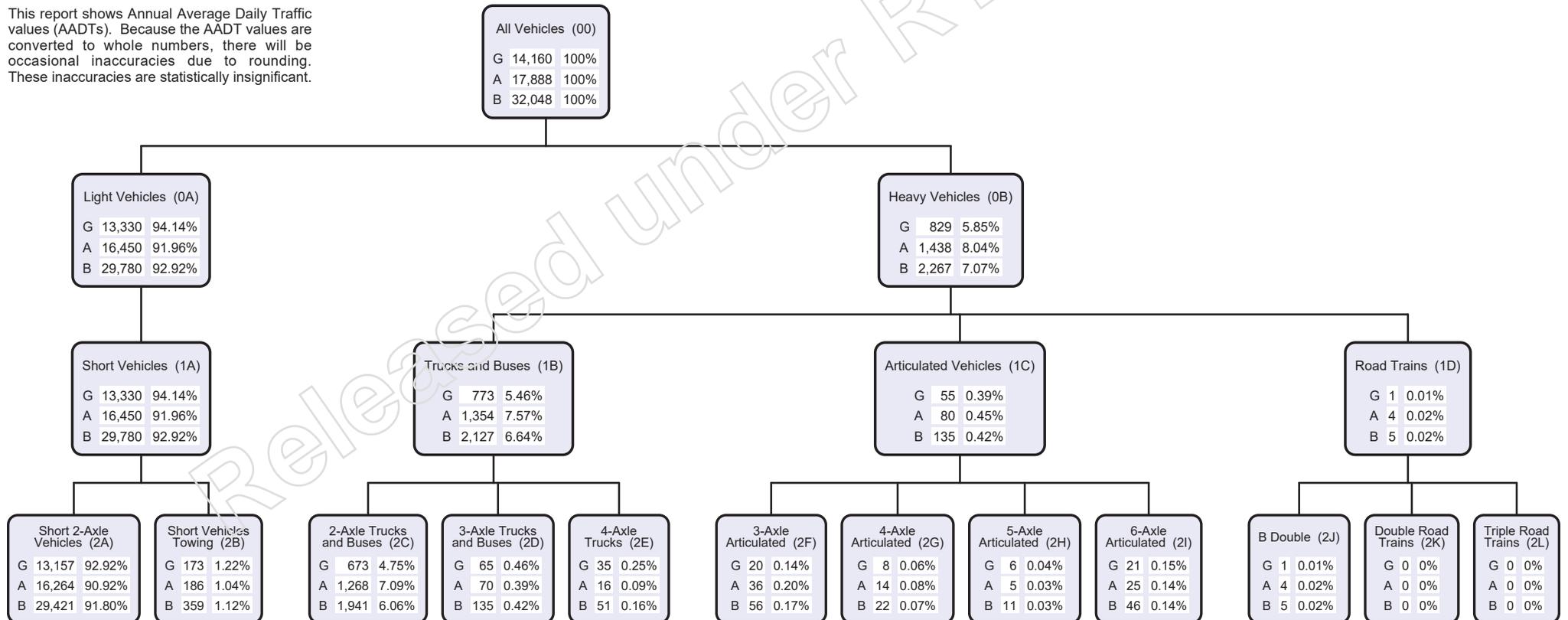
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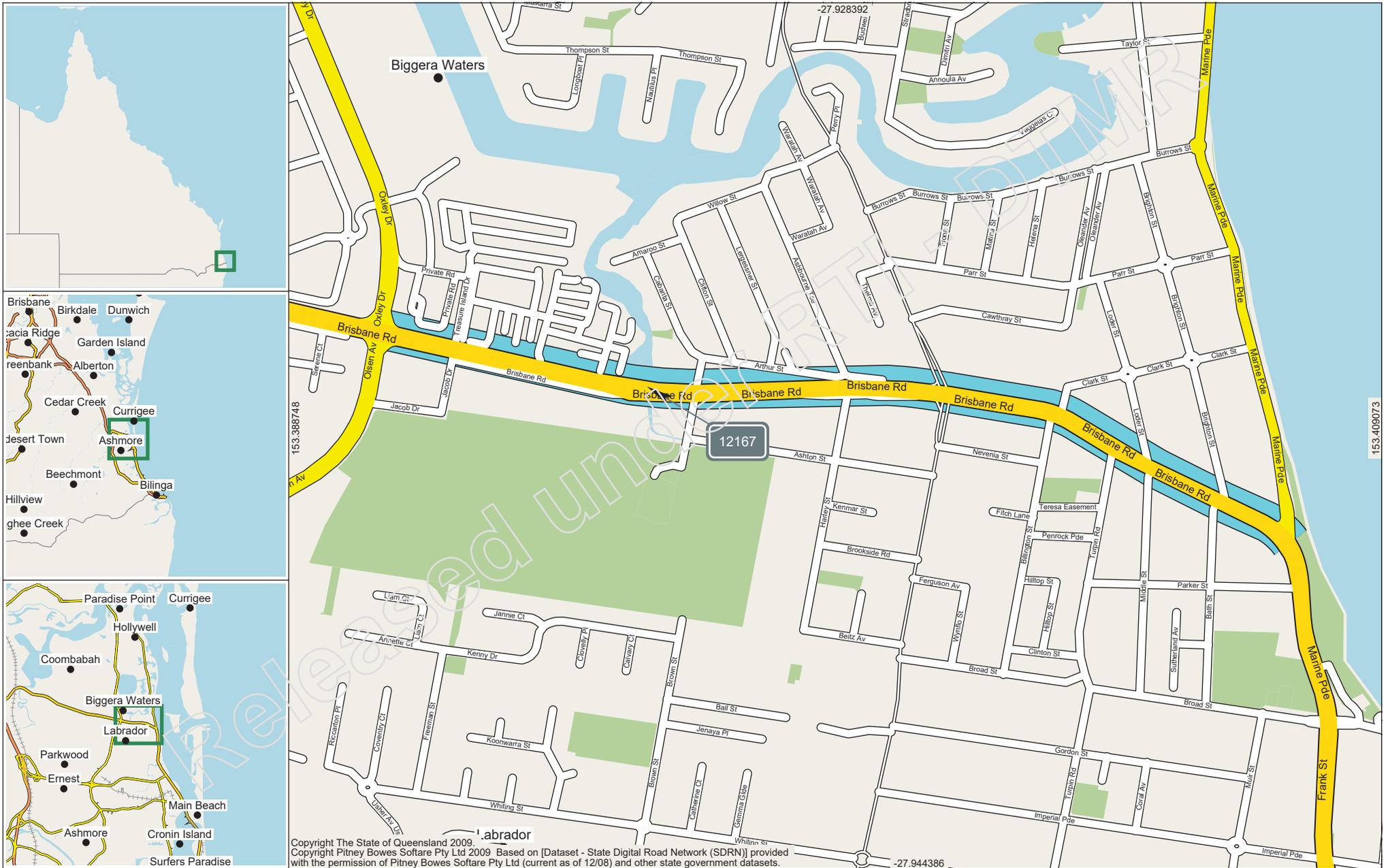
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 6.17 km

4.04 km
 Start Point 210002815. Arundel Drive.

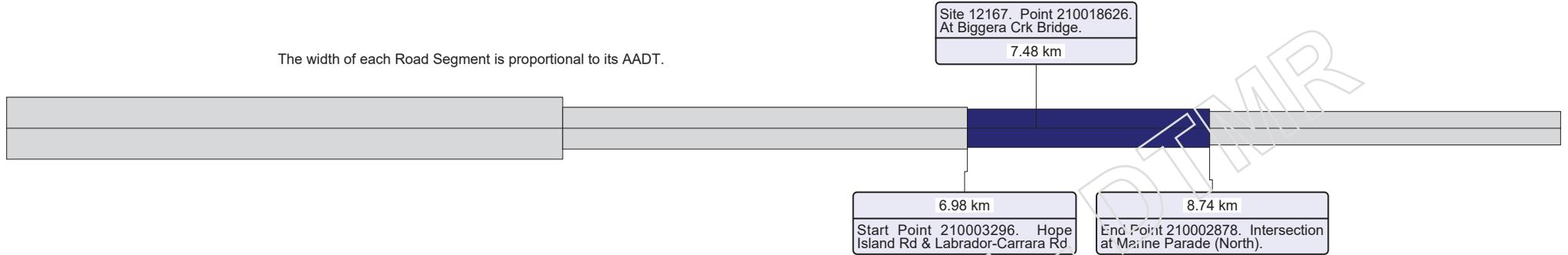
6.98 km
 End Point 210003296. Hope Island Rd & Labrador-Carrara Rd.

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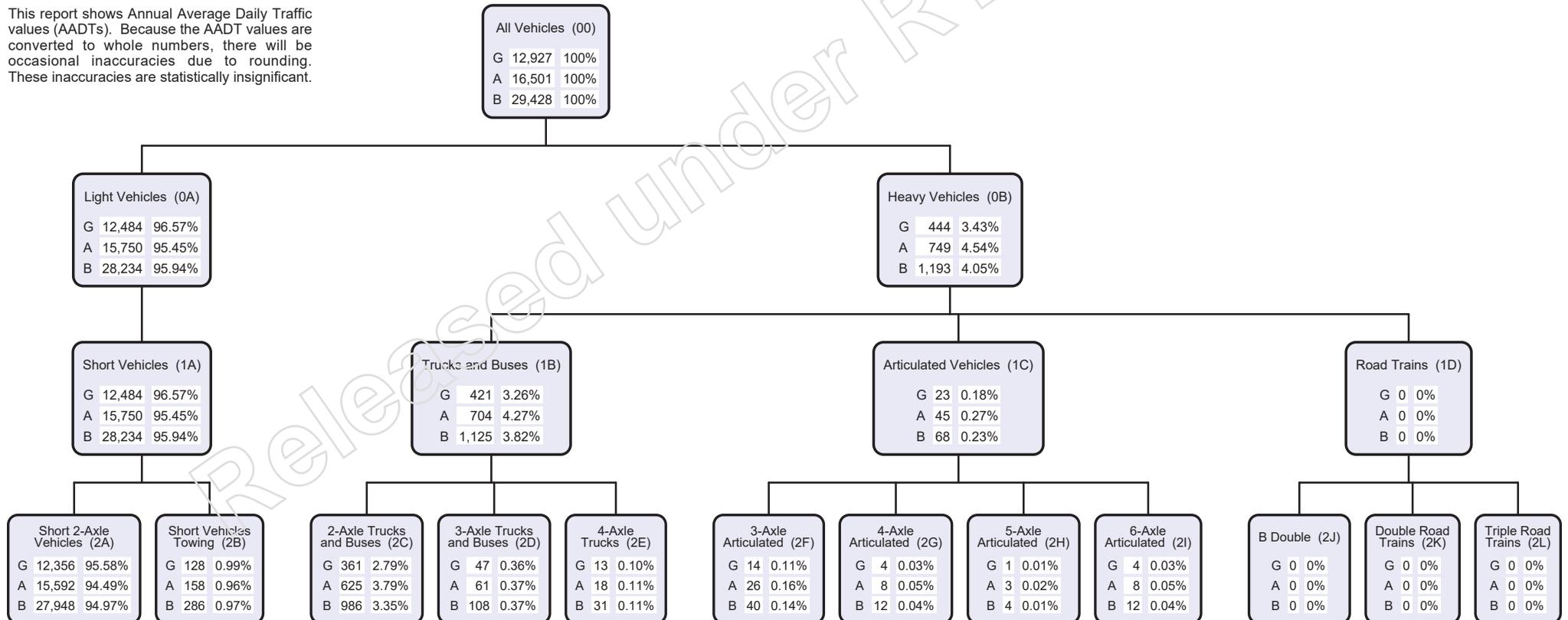


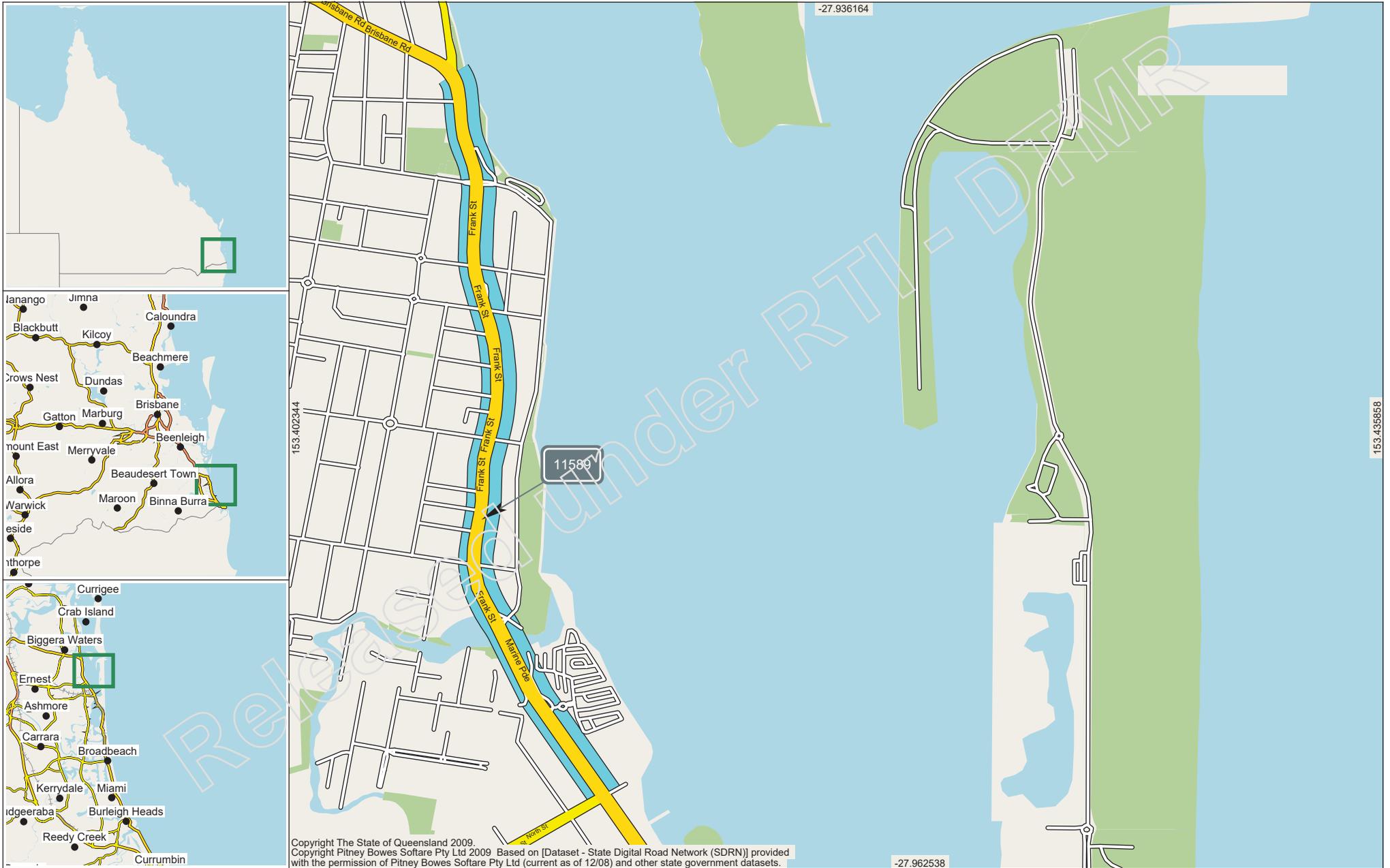


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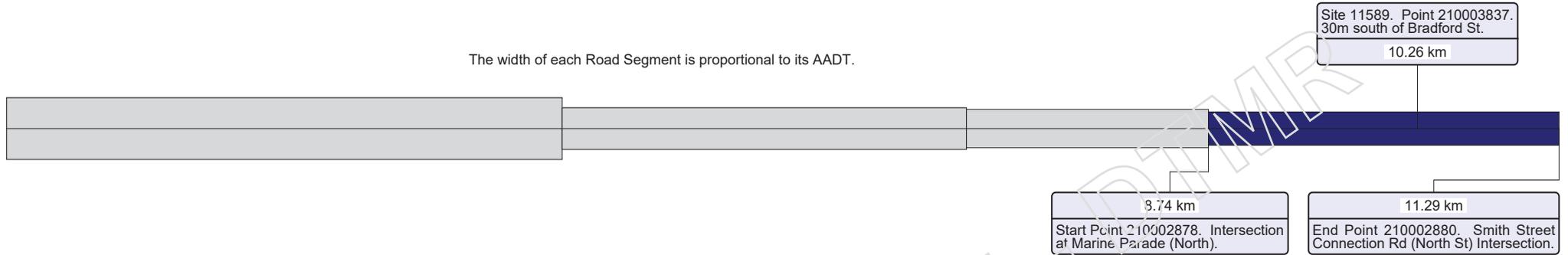


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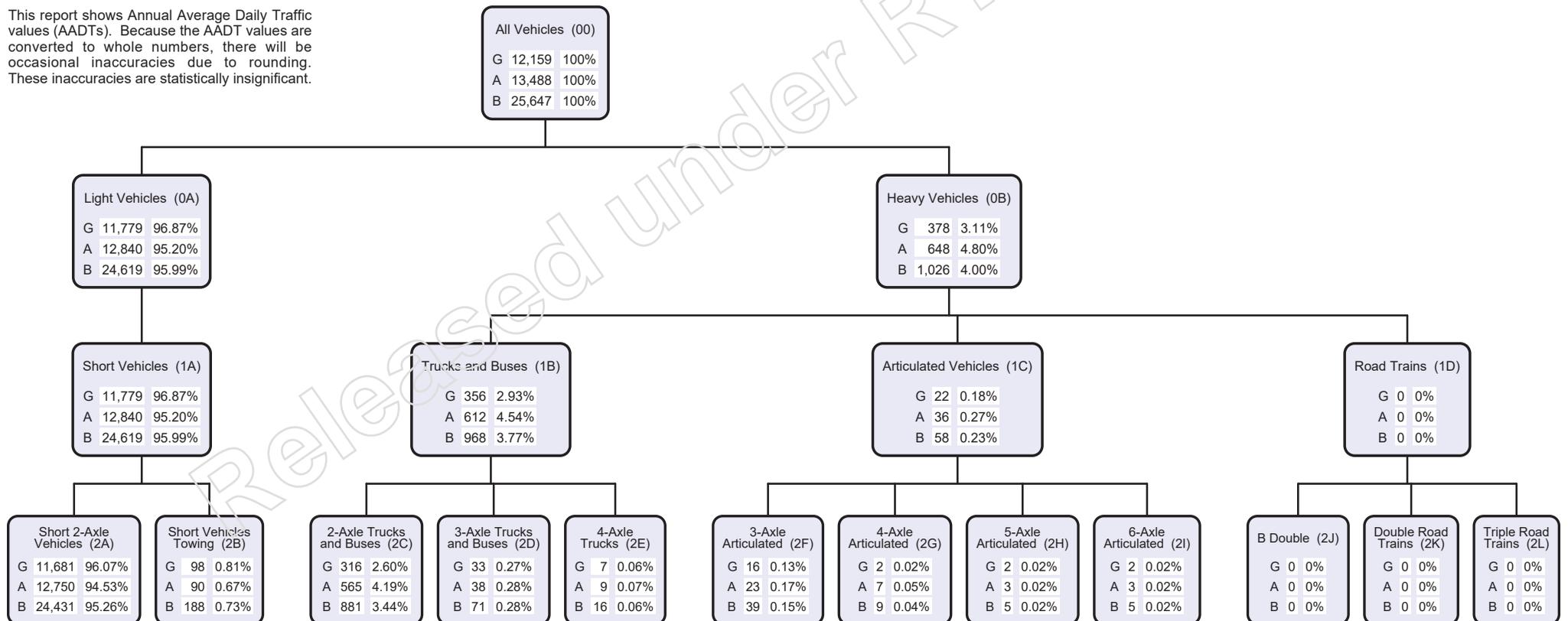




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AADT Segment Report

Provides AADT Segment details for a Road Section together with the traffic flow data collected at the related Site. Traffic data is reported by the start and end Through Distance of the AADT Segments on each section of road. The road segments are represented diagrammatically with AADT data including:

AADT by direction of traffic flow
 VKT Vehicle Kilometres Travelled
 %VC Percentage Vehicle Class as per the Austroads vehicle classification scheme

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segment

Is a subdivision of a Road Section. The boundaries of an AADT Segment are its Start Point and End Point (or Start and End Through Distance (TDist)) within the Road Section. These distances are measured in kilometres from the beginning of the Road Section in Gazettal Direction. AADT Segments are determined by the traffic volume, collected at a count Site, located within the limits of each AADT Segment.

Annual Segment Growth (when displayed)

A percentage that represents the increase or decrease in AADT for the AADT Segment, using an exponential fit, calculated over a 1, 5 or 10 year period.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Data Year

The most recent year the traffic data was collected for this AADT Segment.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

G Traffic flowing in Gazettal Direction
 A Traffic flowing against Gazettal Direction
 B The combined traffic flow in both Directions

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site TDist

The Through Distance in gazettal direction from the start of the Road Section at which the site is located.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Through Distance

The distance, in kilometres, from the beginning of the Road Section in Gazettal Direction.

Traffic Class

Is the 12 Austroads vehicle categories or classes into which vehicles are placed or binned. Traffic classes are formed in a hierarchical format.

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles.

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Vehicle Kilometres Travelled (VKT)

Daily VKT is a measure of the traffic demand. It is calculated by the length of an AADT Segment in kilometres multiplied by its AADT. The yearly VKT is the daily VKT multiplied by 365 days.

AADT Segment Summary - All Vehicles

The Total VKT can be used to gauge the demand on an entire Road Section.

AADT Segment Summary - Heavy Vehicles only

A blank field indicates that vehicle classification data was not collected for this AADT Segment.

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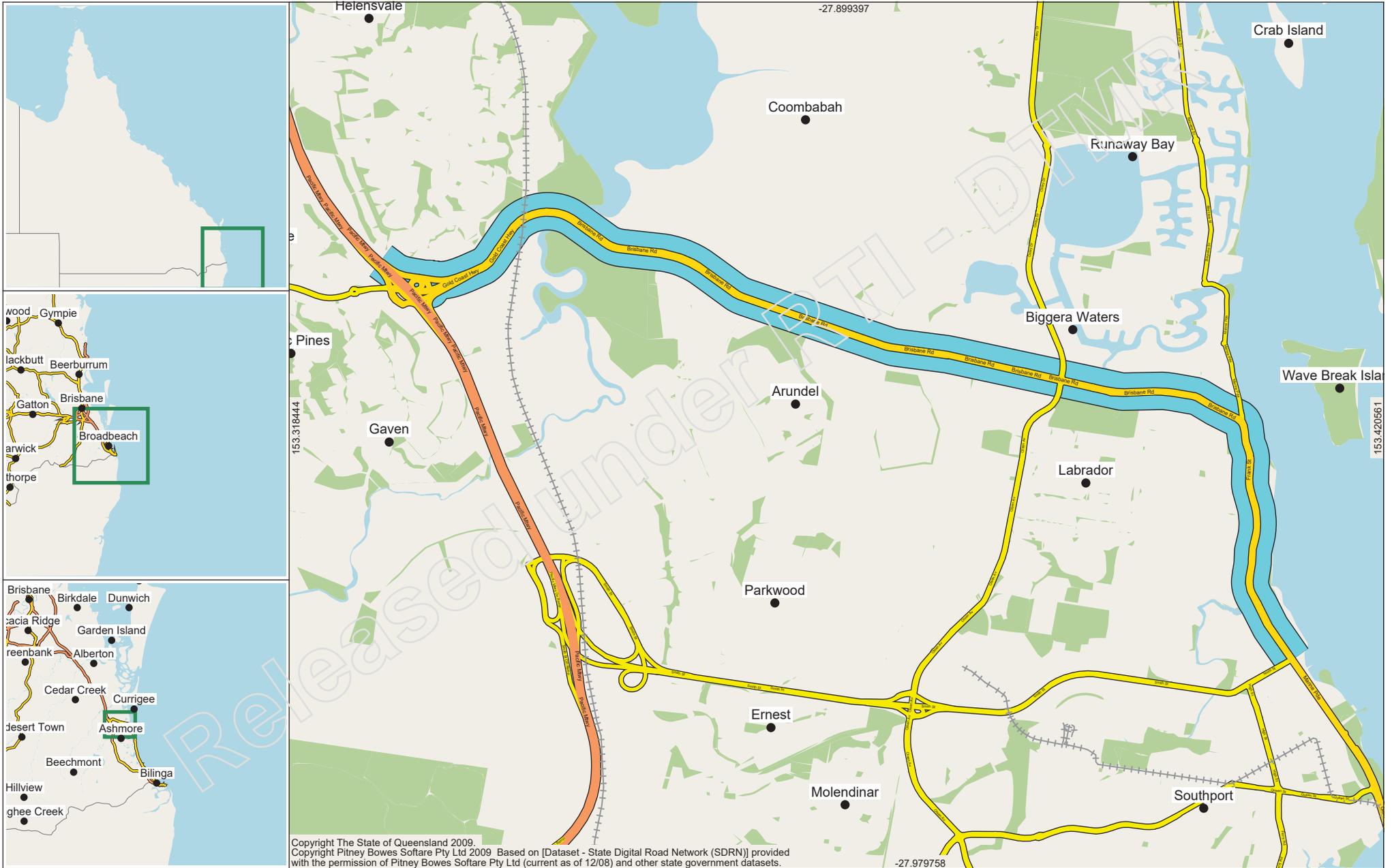
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410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch PI Int- SS 5185	20,318	26,494	46,812	29.96092	39.06805	69.02897	2014	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	14,252	18,323	32,575	15.29382	19.66241	34.95623	2014	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	13,354	16,843	30,197	8.57861	10.81994	19.39855	2014	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	11,677	13,565	25,242	10.86837	12.62562	23.49399	2014	5
Totals						64,70172	82,17603	146,87775					

Road Segments Summary - Heavy Vehicles only
 VKT totals are calculated only if traffic class data is available for all sites.

Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B		G	A	B		
						AADT	HV %	AADT	HV %	AADT	HV %					
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch PI Int- SS 5185	1,408	6.93%	1,275	4.81%	2,683	5.73%	2.07624	1.88011	3.95635	2014	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	832	5.84%	807	4.40%	1,639	5.03%	0.89282	0.86599	1.75881	2014	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	712	5.33%	749	4.45%	1,461	4.84%	0.45739	0.48116	0.93855	2014	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	493	4.22%	594	4.38%	1,087	4.31%	0.45886	0.55287	1.01173	2014	5
Totals						3,88530		3,78013		7,66543						

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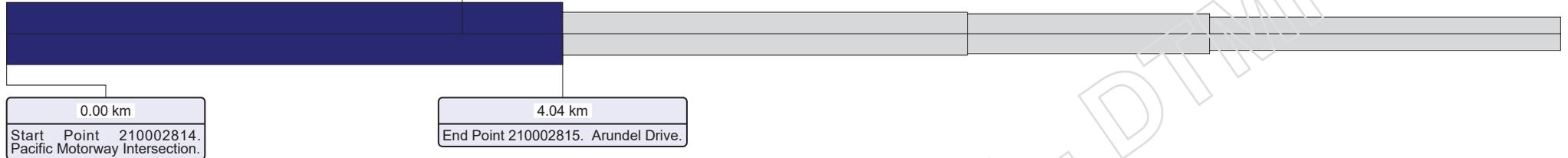


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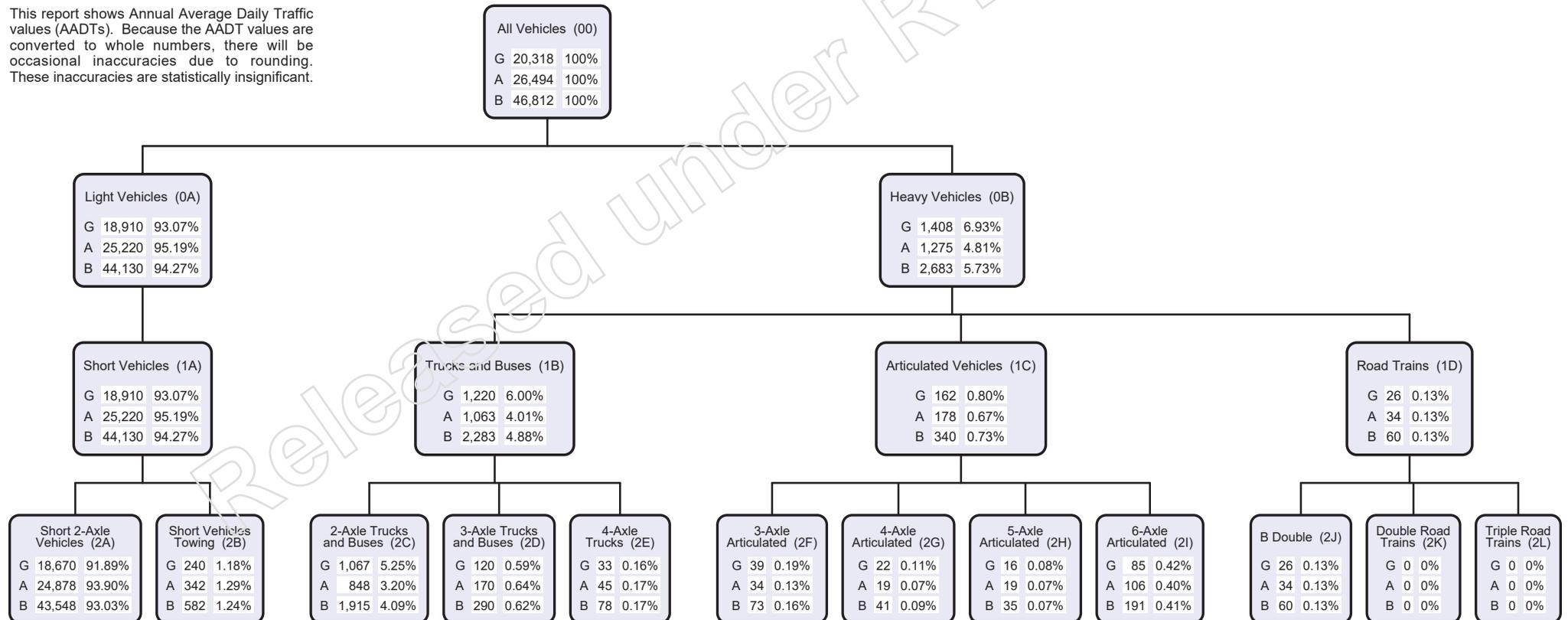
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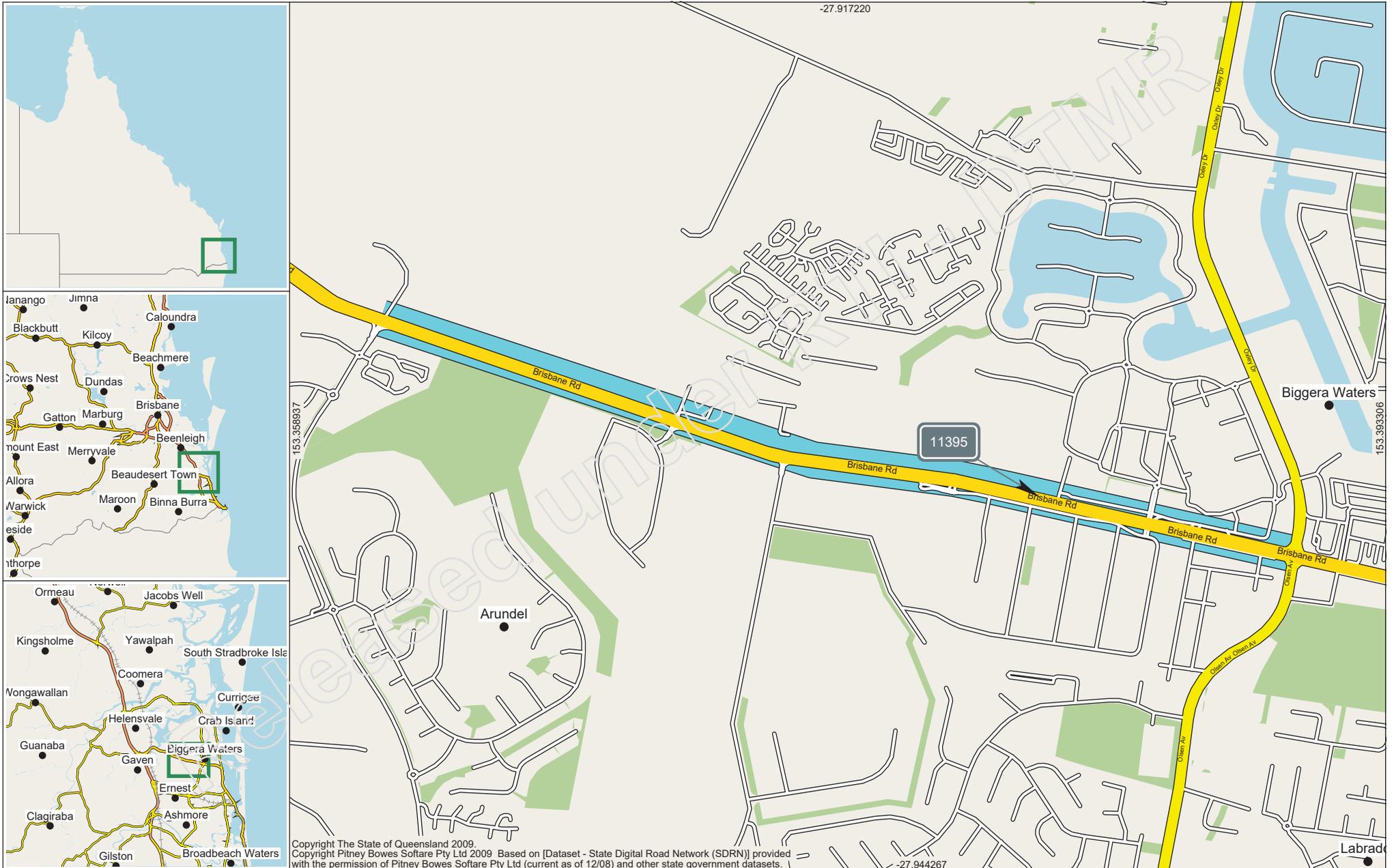
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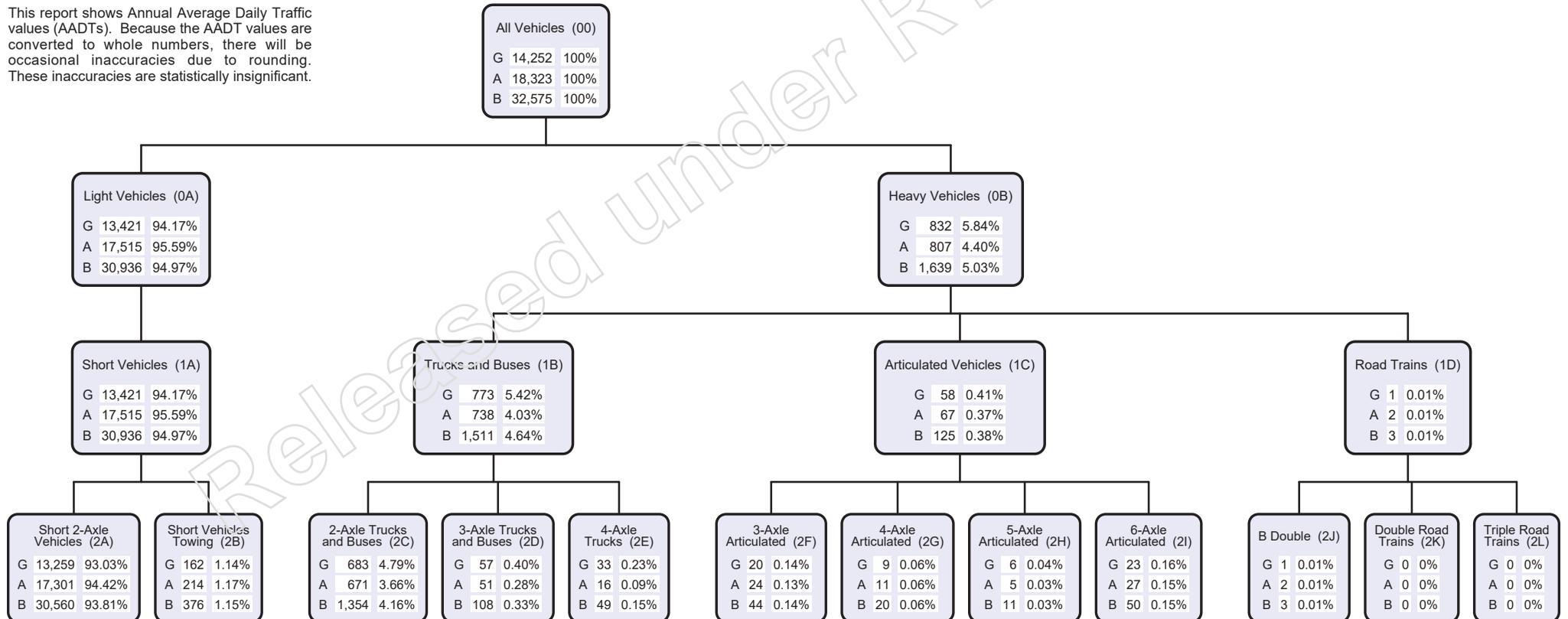
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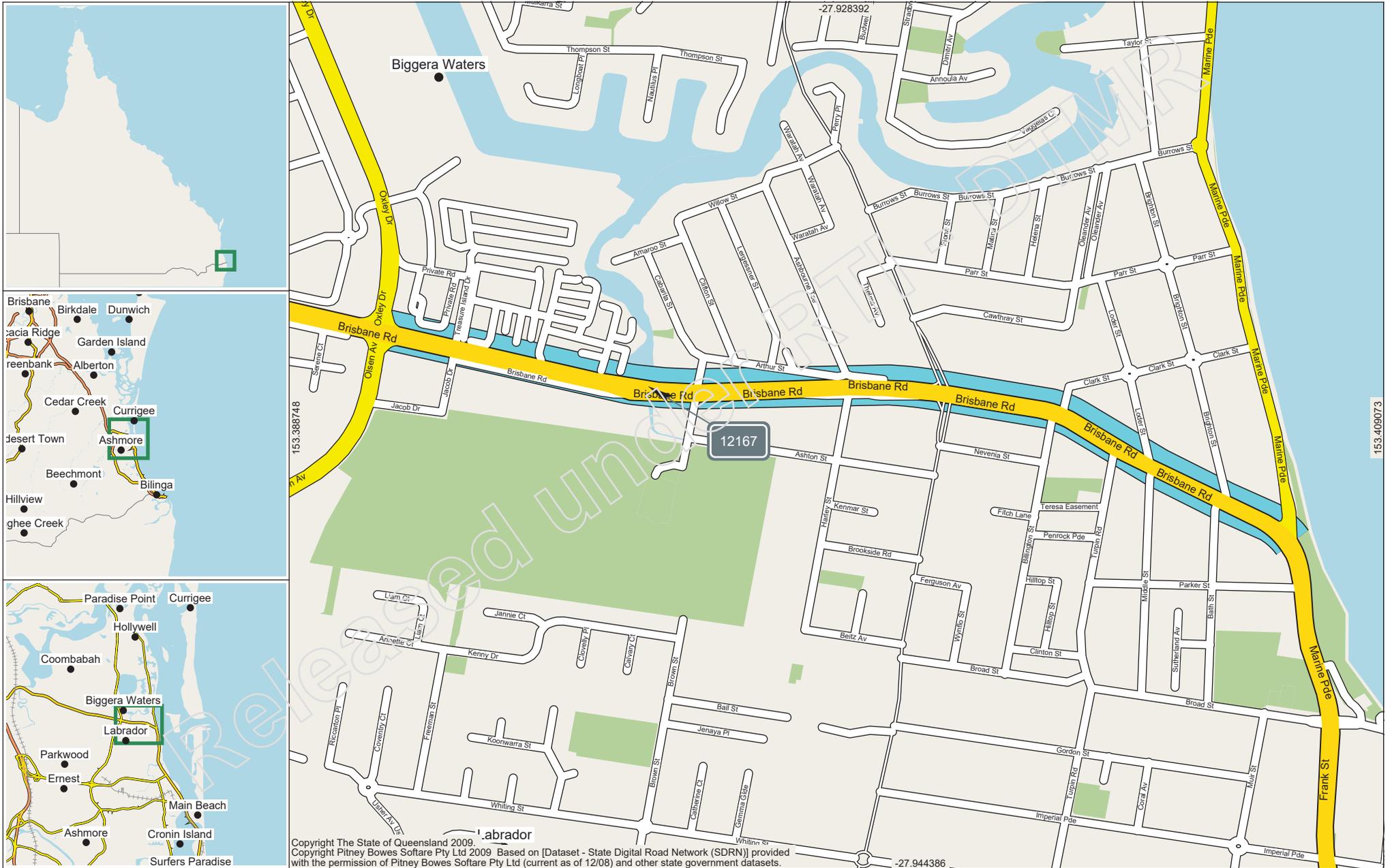
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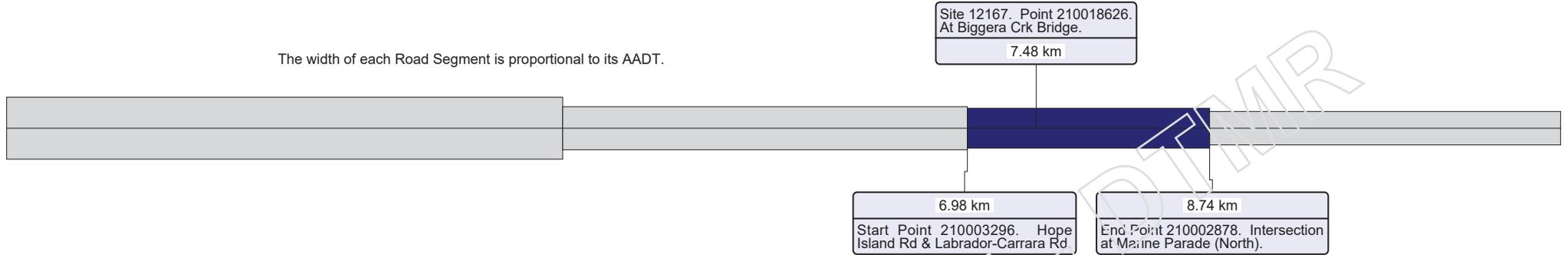
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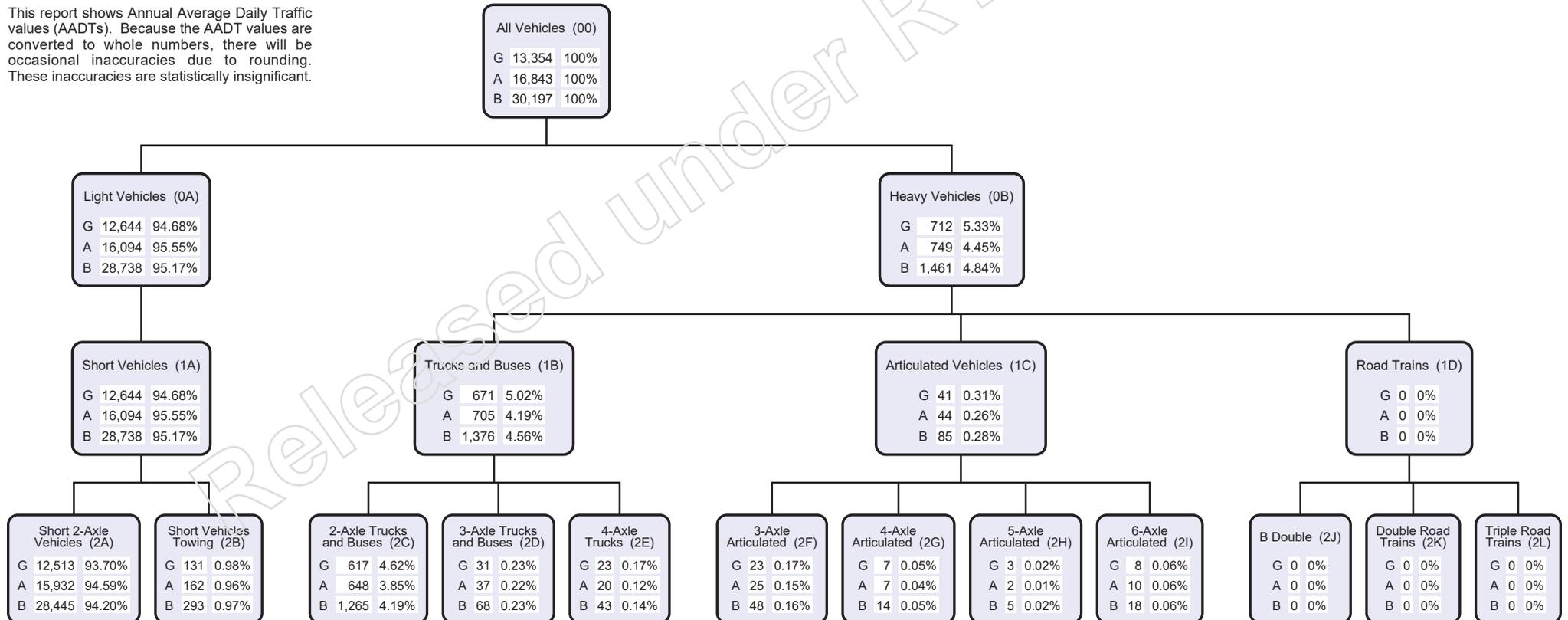


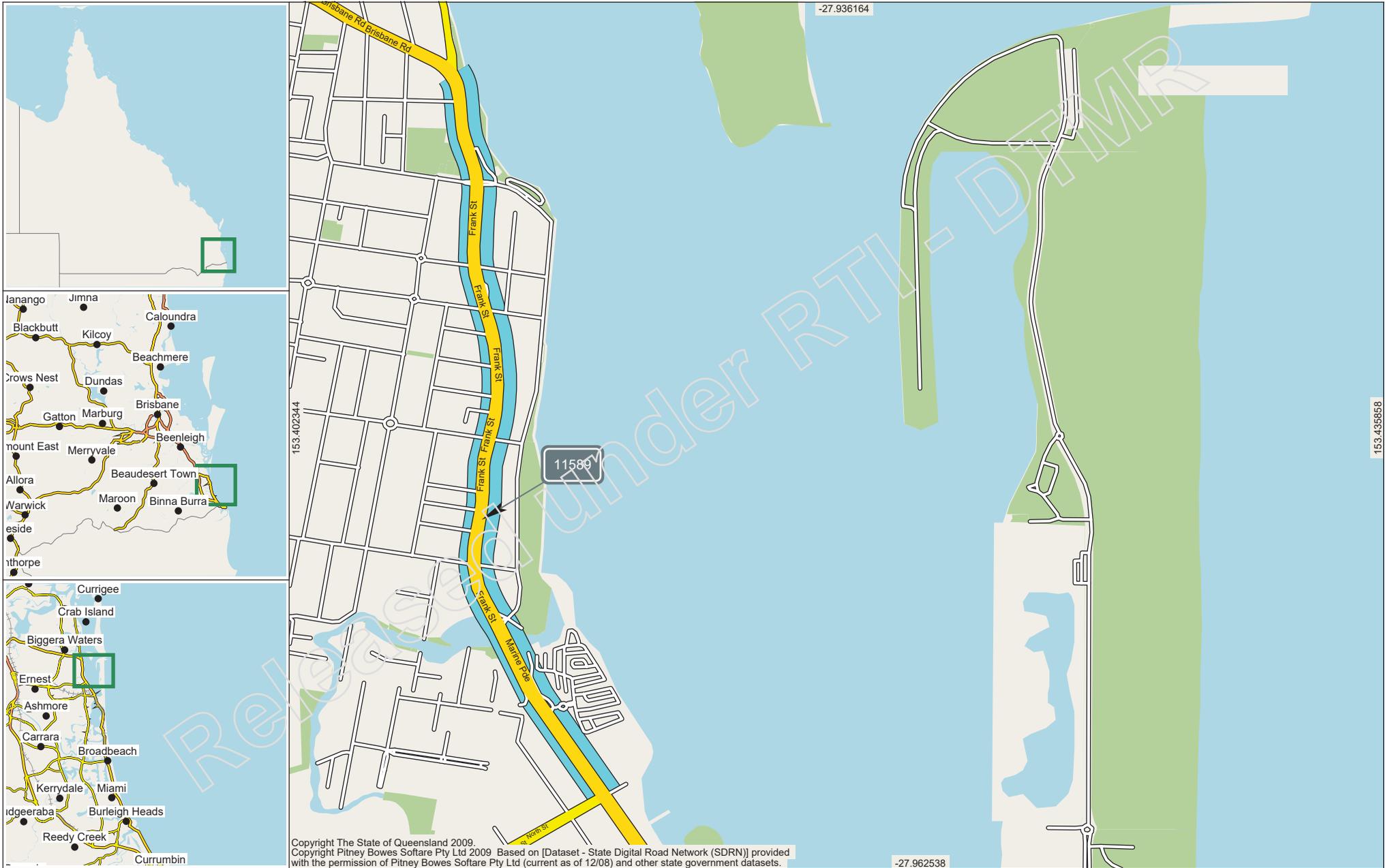


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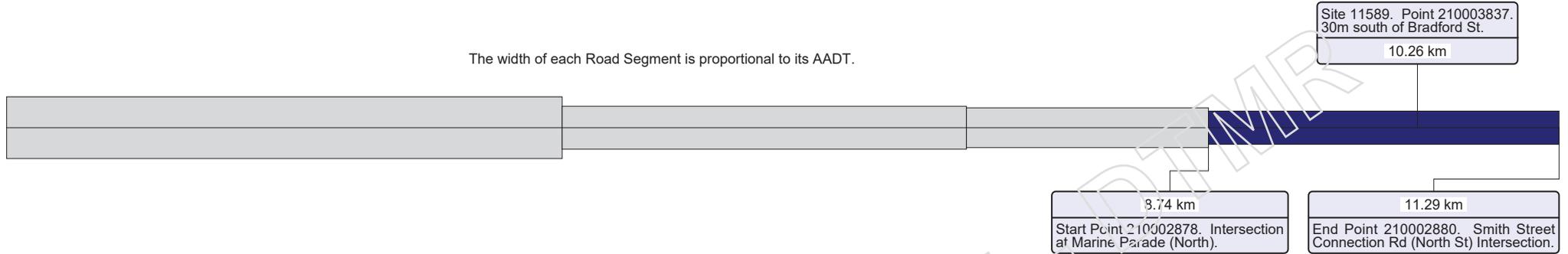
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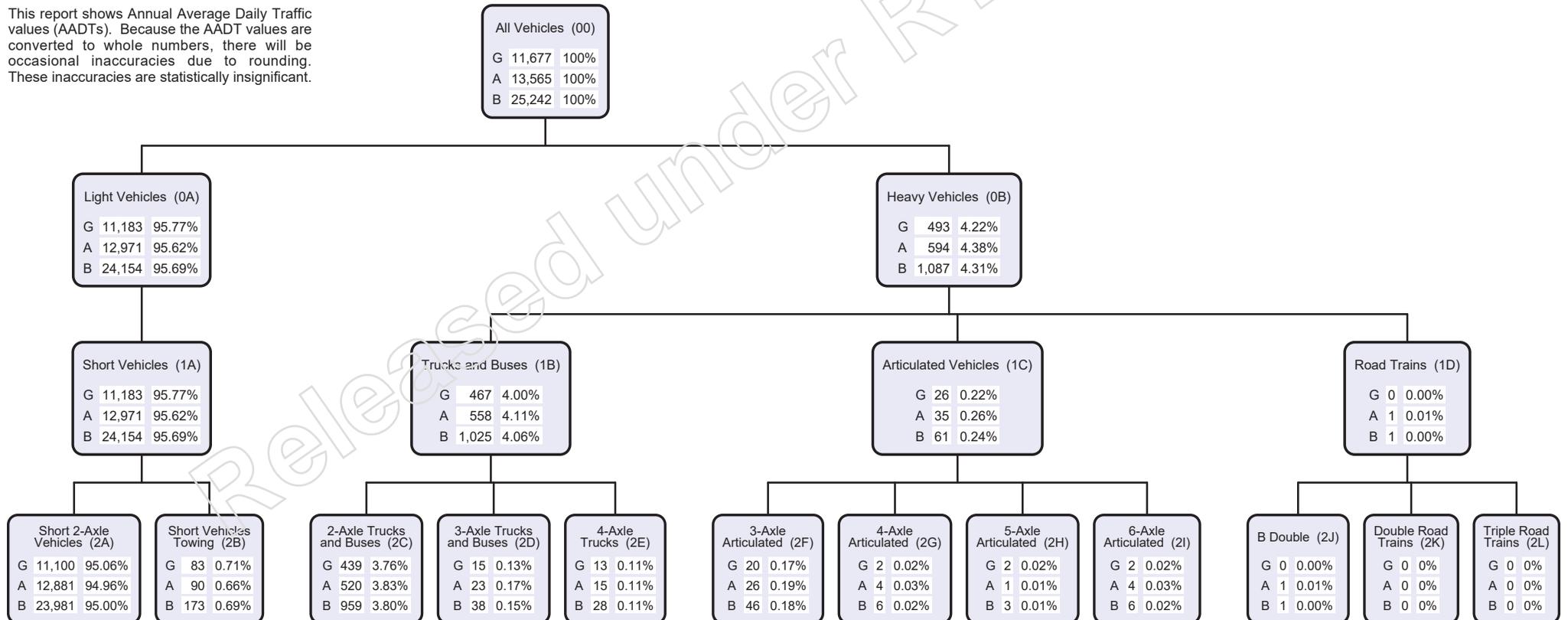


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Data Year

The most recent year the traffic data was collected for this AADT Segment.

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2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Vehicle Kilometres Travelled (VKT)

Daily VKT is a measure of the traffic demand. It is calculated by the length of an AADT Segment in kilometres multiplied by its AADT. The yearly VKT is the daily VKT multiplied by 365 days.

AADT Segment Summary - All Vehicles

The Total VKT can be used to gauge the demand on an entire Road Section.

AADT Segment Summary - Heavy Vehicles only

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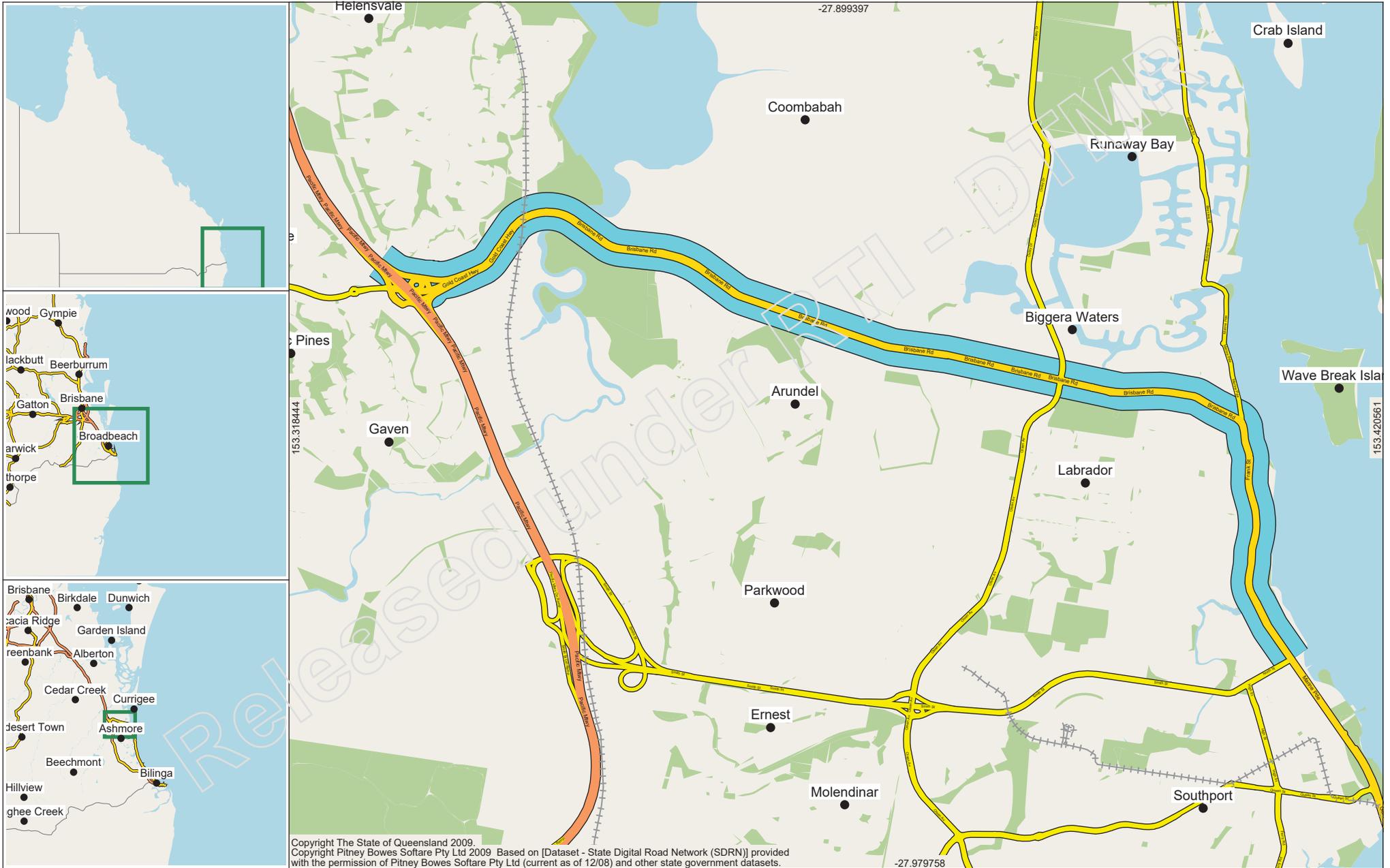
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410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch PI Int- SS 5185	20,774	26,857	47,631	30.63334	39.60333	70.23667	2015	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	14,787	18,238	33,025	15.86793	19.57120	35.43913	2015	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	13,439	16,238	29,677	8.63321	10.43129	19.06450	2015	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	12,445	14,957	27,402	11.58318	13.32123	25.50441	2015	5
						Totals			66.71767	83.52705	150.24472		

Road Segments Summary - Heavy Vehicles only
 VKT totals are calculated only if traffic class data is available for all sites.

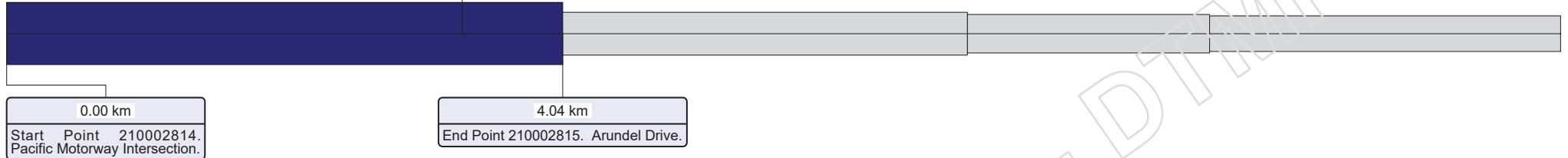
Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B		G	A	B		
						AADT	HV %	AADT	HV %	AADT	HV %					
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch PI Int- SS 5185	1,412	6.80%	1,624	6.05%	3,036	6.37%	2.08214	2.39475	4.47689	2015	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	933	6.65%	1,387	7.61%	2,370	7.18%	1.05486	1.48839	2.54325	2015	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	843	6.27%	1,256	7.73%	2,099	7.07%	0.54154	0.80685	1.34840	2015	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	563	4.52%	624	4.17%	1,187	4.33%	0.52401	0.58079	1.10480	2015	5
						Totals						4.20255	5.27078	9.47333		

Released under the Queensland Information Access Act 2009

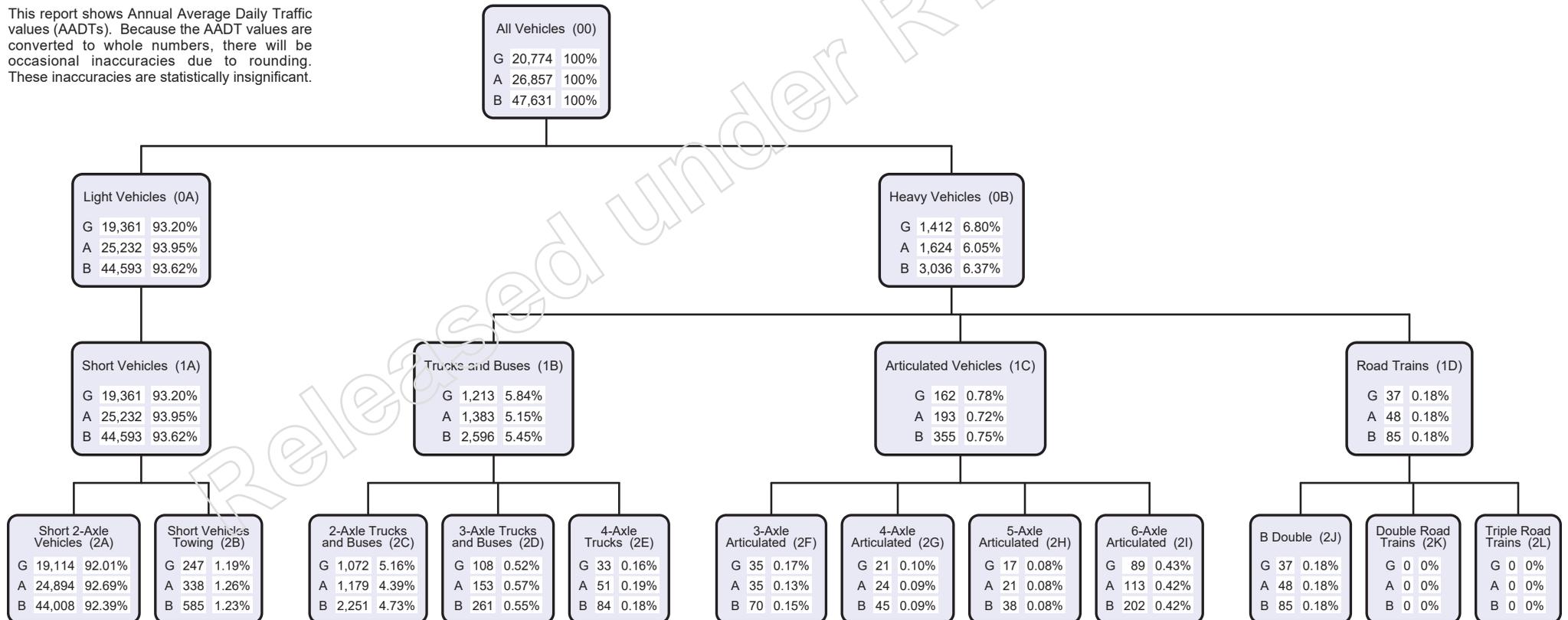


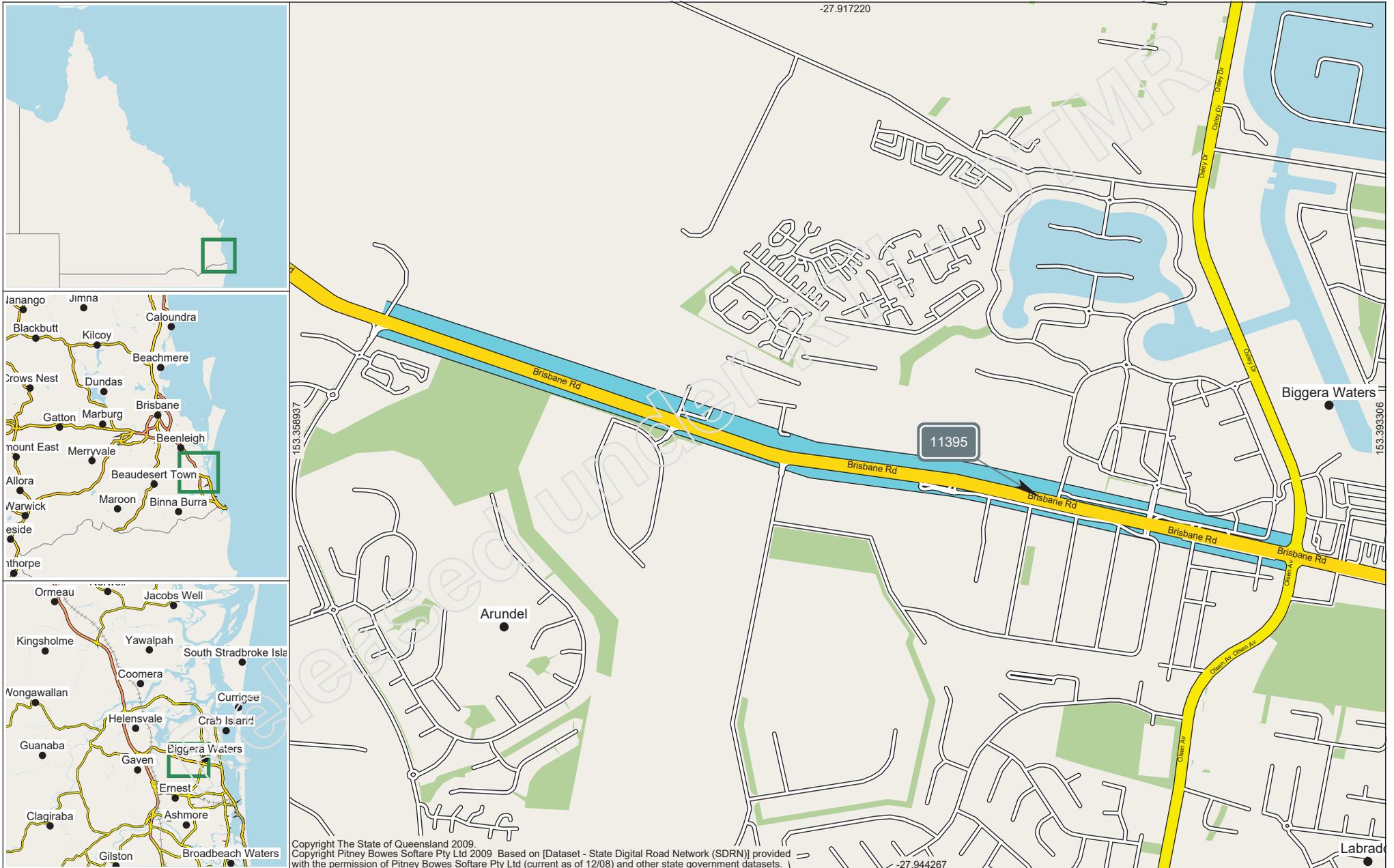
Site 10007. Point 210002813.
 Marble Arch Place Intersection.
 3.31 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.





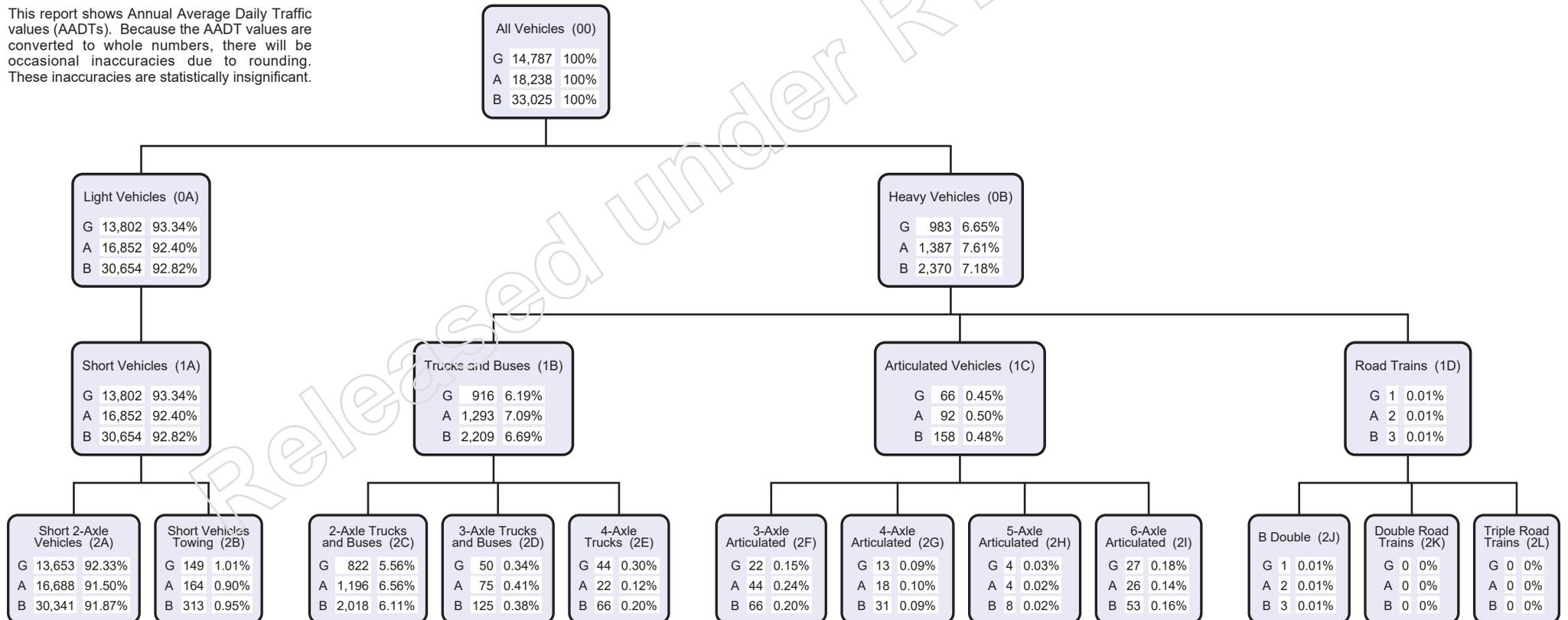
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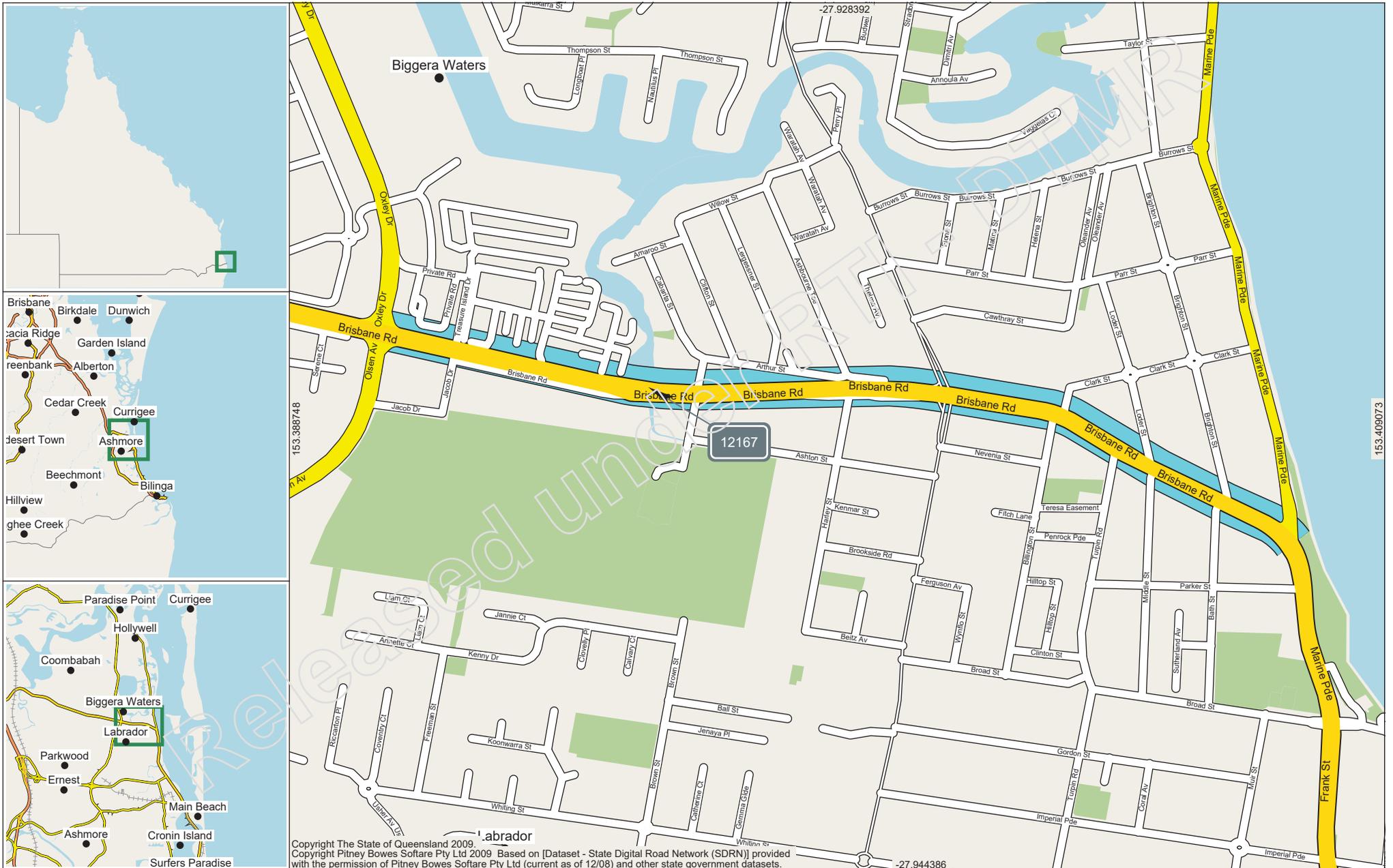
Site 11395. Point 210003694.
 Between Telford Pl & Ereton Dv.
 6.17 km

4.04 km
 Start Point 210002815. Arundel Drive.

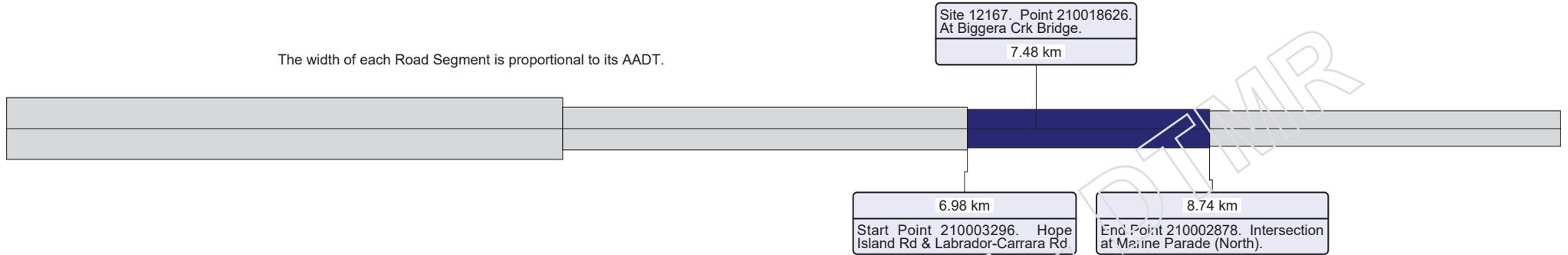
6.98 km
 End Point 210003296. Hope Island Rd & Labrador-Carrara Rd.

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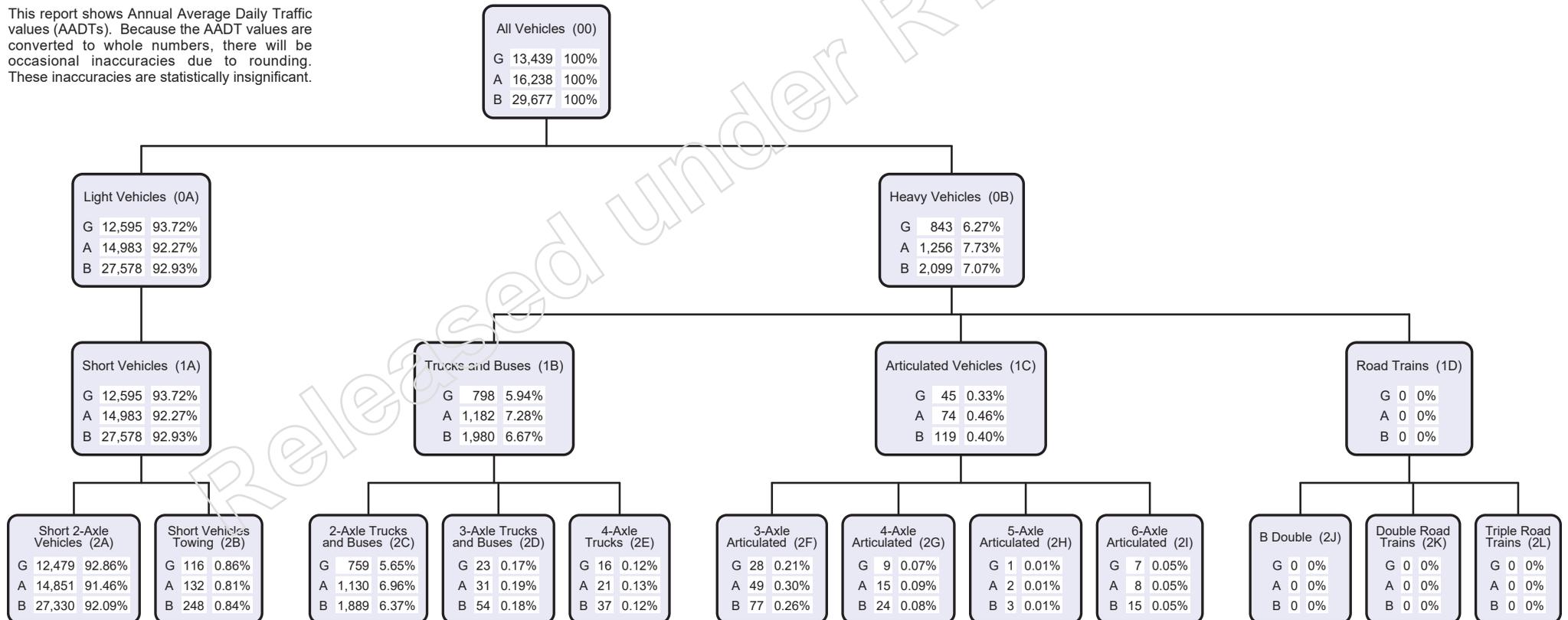


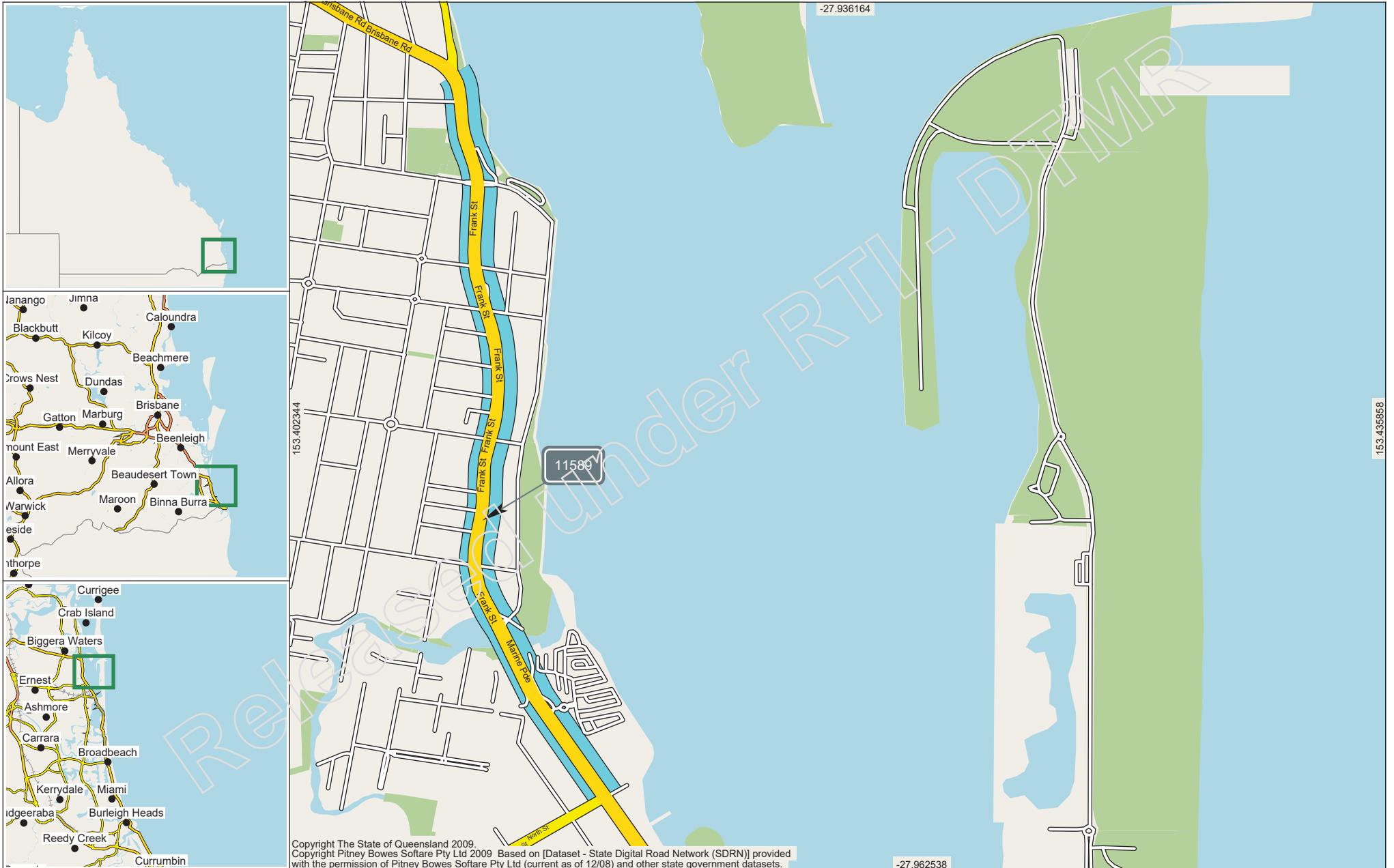


The width of each Road Segment is proportional to its AADT.



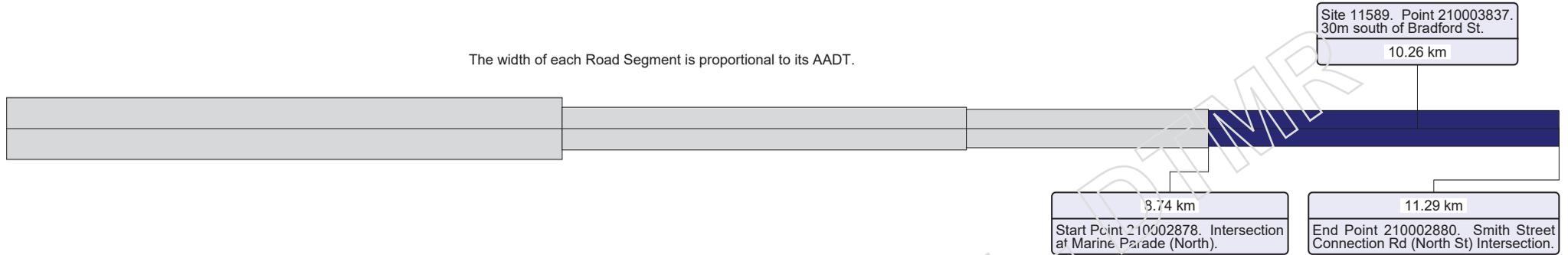
This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



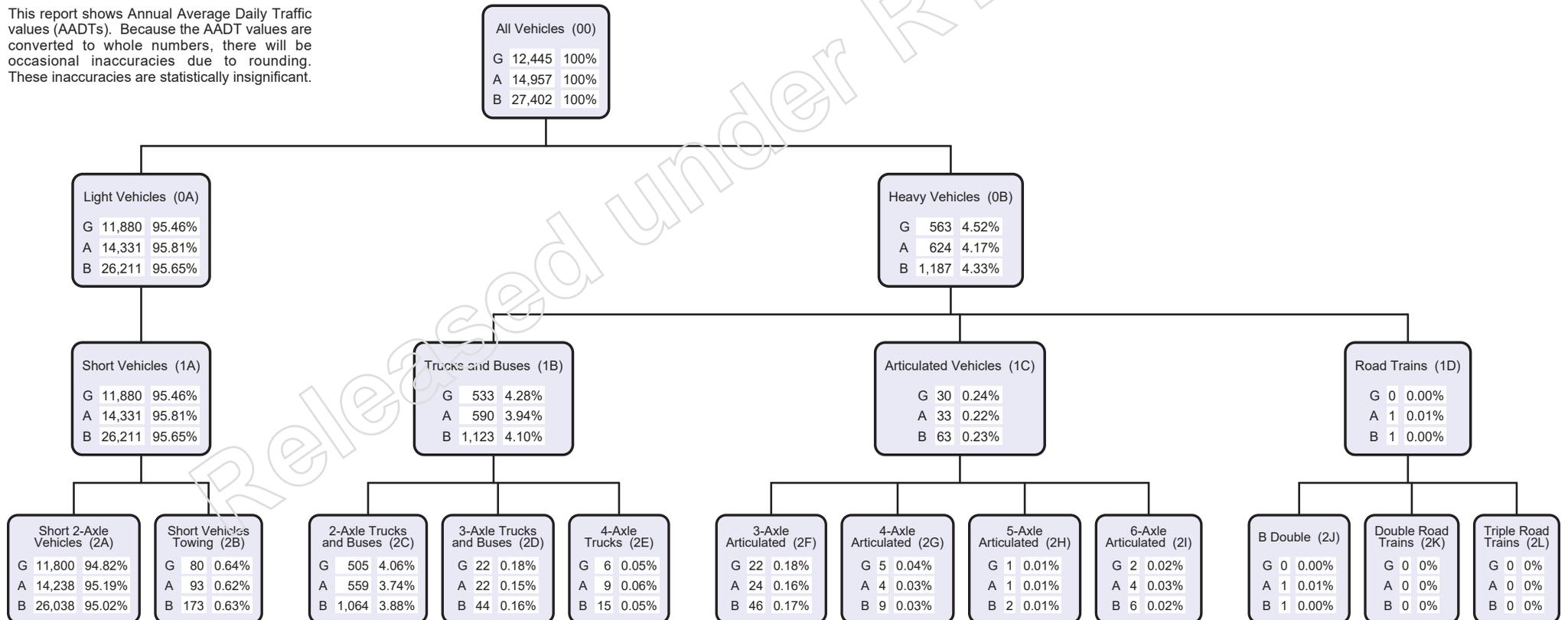


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The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Report

Provides AADT Segment details for a Road Section together with the traffic flow data collected at the related Site. Traffic data is reported by the start and end Through Distance of the AADT Segments on each section of road. The road segments are represented diagrammatically with AADT data including:

- AADT by direction of traffic flow
- VKT Vehicle Kilometres Travelled
- %VC Percentage Vehicle Class as per the Austroads vehicle classification scheme

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segment

Is a subdivision of a Road Section. The boundaries of an AADT Segment are its Start Point and End Point (or Start and End Through Distance (TDist)) within the Road Section. These distances are measured in kilometres from the beginning of the Road Section in Gazettal Direction. AADT Segments are determined by the traffic volume, collected at a count Site, located within the limits of each AADT Segment.

Annual Segment Growth (when displayed)

A percentage that represents the increase or decrease in AADT for the AADT Segment, using an exponential fit, calculated over a 1, 5 or 10 year period.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Data Year

The most recent year the traffic data was collected for this AADT Segment.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site TDist

The Through Distance in gazettal direction from the start of the Road Section at which the site is located.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Through Distance

The distance, in kilometres, from the beginning of the Road Section in Gazettal Direction.

Traffic Class

Is the 12 Austroads vehicle categories or classes into which vehicles are placed or binned. Traffic classes are formed in a hierarchical format.

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles.

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Vehicle Kilometres Travelled (VKT)

Daily VKT is a measure of the traffic demand. It is calculated by the length of an AADT Segment in kilometres multiplied by its AADT. The yearly VKT is the daily VKT multiplied by 365 days.

AADT Segment Summary - All Vehicles

The Total VKT can be used to gauge the demand on an entire Road Section.

AADT Segment Summary - Heavy Vehicles only

A blank field indicates that vehicle classification data was not collected for this AADT Segment.

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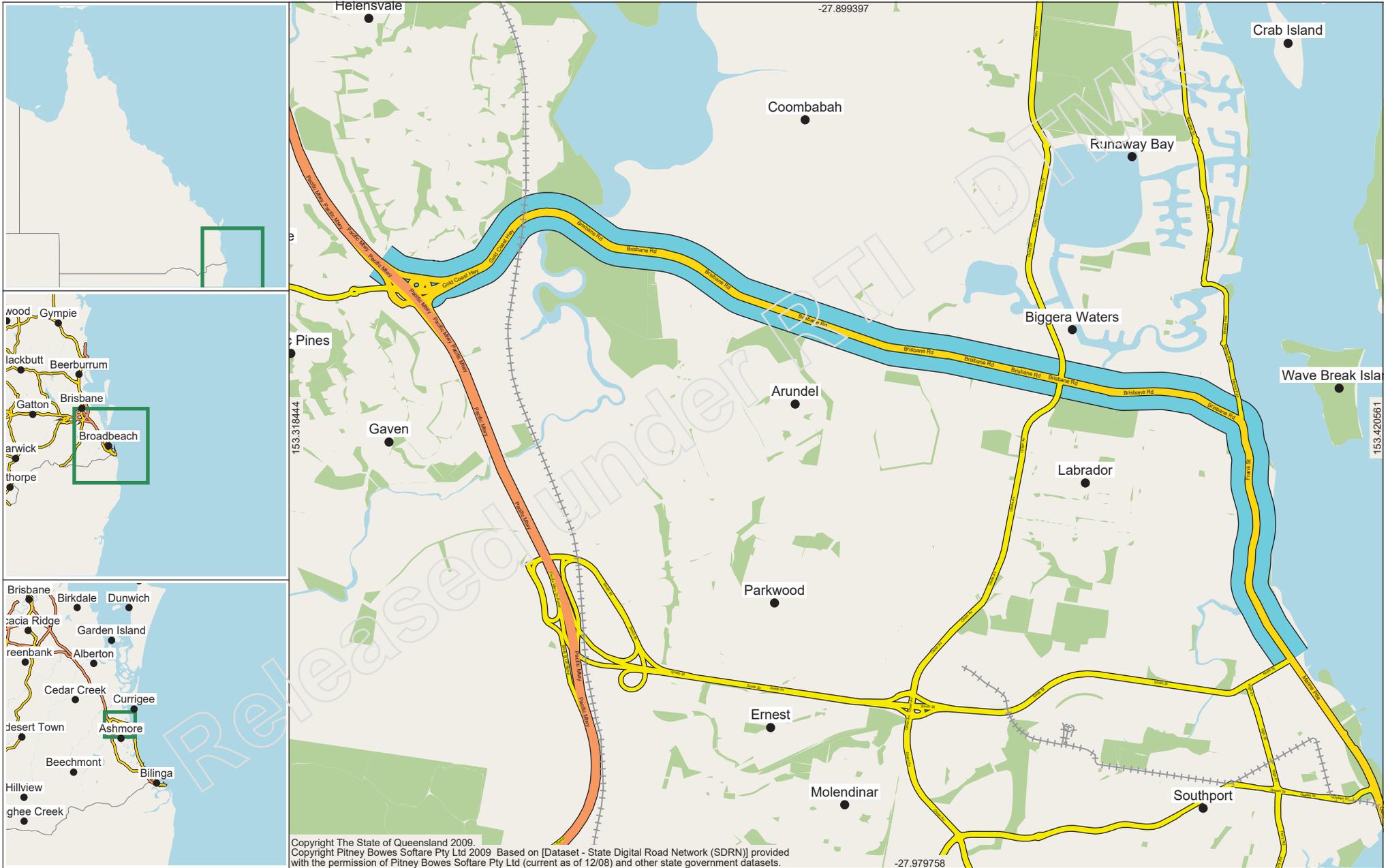
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Traffic Analysis and Reporting System
AADT Segment Analysis Report (Complete)
Road Section 11A - GOLD COAST HIGHWAY (HELENSVALE - SOUTHPORT)
Traffic Year 2016



Traffic Analysis and Reporting System
AADT Segment Analysis Report (Complete)
 Road Section 11A - GOLD COAST HIGHWAY (HELENSVALE - SOUTHPORT)
 Traffic Year 2016

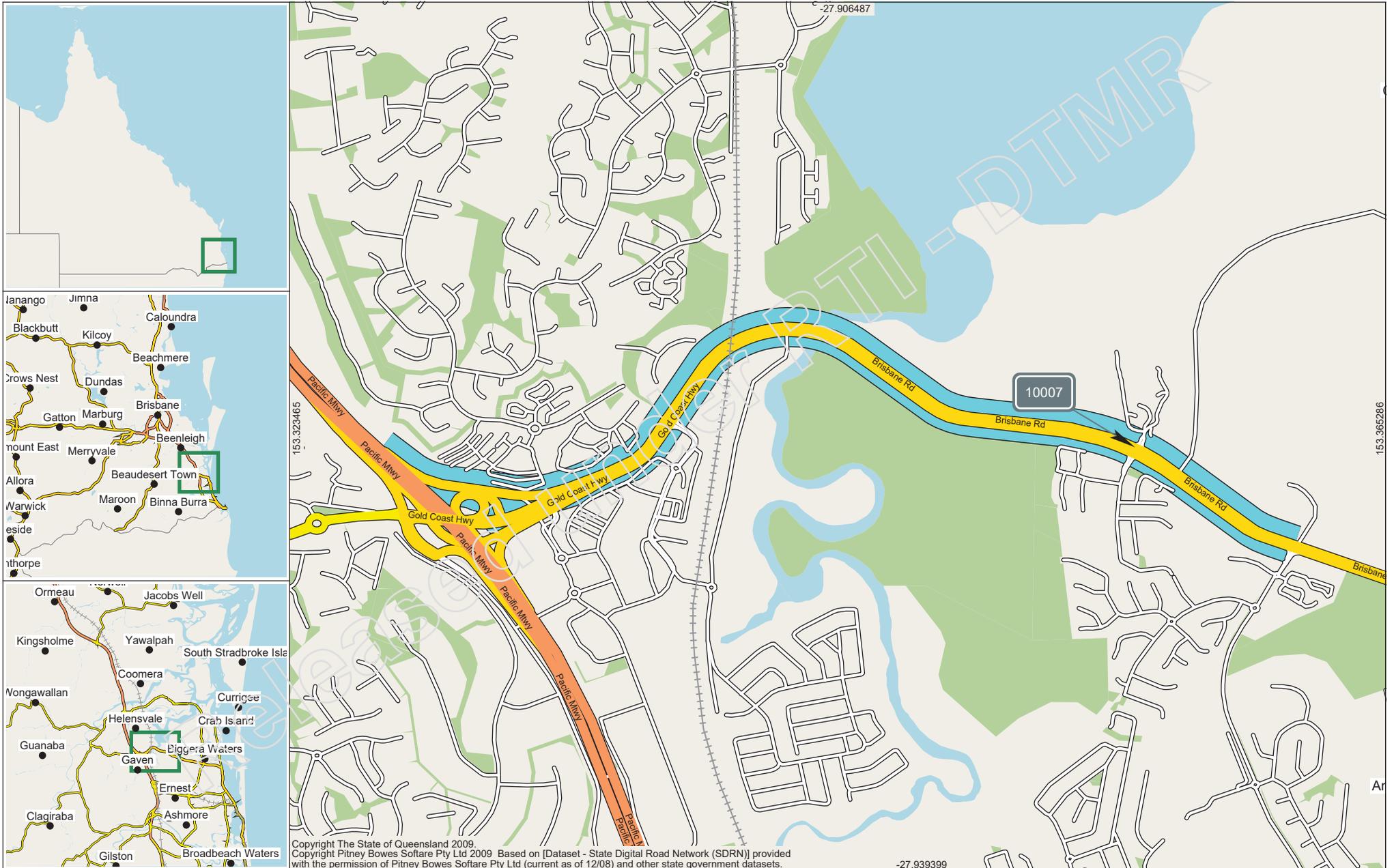
Road Segments Summary - All Vehicles

Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch PI Int- SS 5185	21,377	27,269	48,646	31.52252	40.21087	71.73339	2016	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	14,862	18,743	33,605	15.94841	20.11311	36.06153	2016	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	13,780	16,894	30,674	8.85227	10.85271	19.70498	2016	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	12,279	14,710	26,989	11.42868	13.69133	25.12001	2016	5
						Totals			67.75189	84.86302	152.61991		

Road Segments Summary - Heavy Vehicles only
 VKT totals are calculated only if traffic class data is available for all sites.

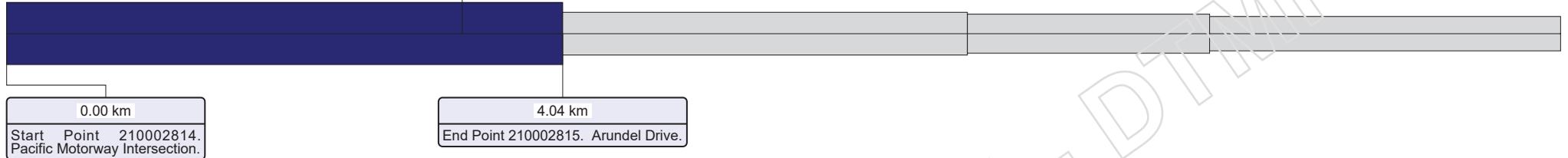
Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B		G	A	B		
						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch PI Int- SS 5185	1,523	7.12%	1,745	6.40%	3,268	6.72%	2.24582	2.57318	4.81899	2016	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	954	6.62%	1,262	6.73%	2,246	6.68%	1.05593	1.35425	2.41018	2016	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	716	5.20%	1,034	6.12%	1,750	5.71%	0.45996	0.66424	1.12420	2016	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	512	4.17%	646	4.39%	1,158	4.29%	0.47654	0.60126	1.07781	2016	5
						Totals						4.23825	5.19294	9.43118		

Released under RTI



Site 10007. Point 210002813.
 Marble Arch Place Intersection.
 3.31 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)	
G	21,377 100%
A	27,269 100%
B	48,646 100%

Light Vehicles (0A)	
G	19,855 92.88%
A	25,524 93.60%
B	45,379 93.28%

Heavy Vehicles (0B)	
G	1,523 7.12%
A	1,745 6.40%
B	3,268 6.72%

Short Vehicles (1A)	
G	19,855 92.88%
A	25,524 93.60%
B	45,379 93.28%

Trucks and Buses (1B)	
G	1,335 6.25%
A	1,489 5.46%
B	2,824 5.81%

Articulated Vehicles (1C)	
G	156 0.73%
A	204 0.75%
B	360 0.74%

Road Trains (1D)	
G	32 0.15%
A	52 0.19%
B	84 0.17%

Short 2-Axle Vehicles (2A)	
G	19,605 91.71%
A	25,183 92.35%
B	44,788 92.07%

Short Vehicles Towing (2B)	
G	250 1.17%
A	341 1.25%
B	591 1.21%

2-Axle Trucks and Buses (2C)	
G	1,146 5.36%
A	1,271 4.66%
B	2,417 4.97%

3-Axle Trucks and Buses (2D)	
G	148 0.69%
A	161 0.59%
B	309 0.64%

4-Axle Trucks (2E)	
G	41 0.19%
A	57 0.21%
B	98 0.20%

3-Axle Articulated (2F)	
G	38 0.18%
A	38 0.14%
B	76 0.16%

4-Axle Articulated (2G)	
G	26 0.12%
A	27 0.10%
B	53 0.11%

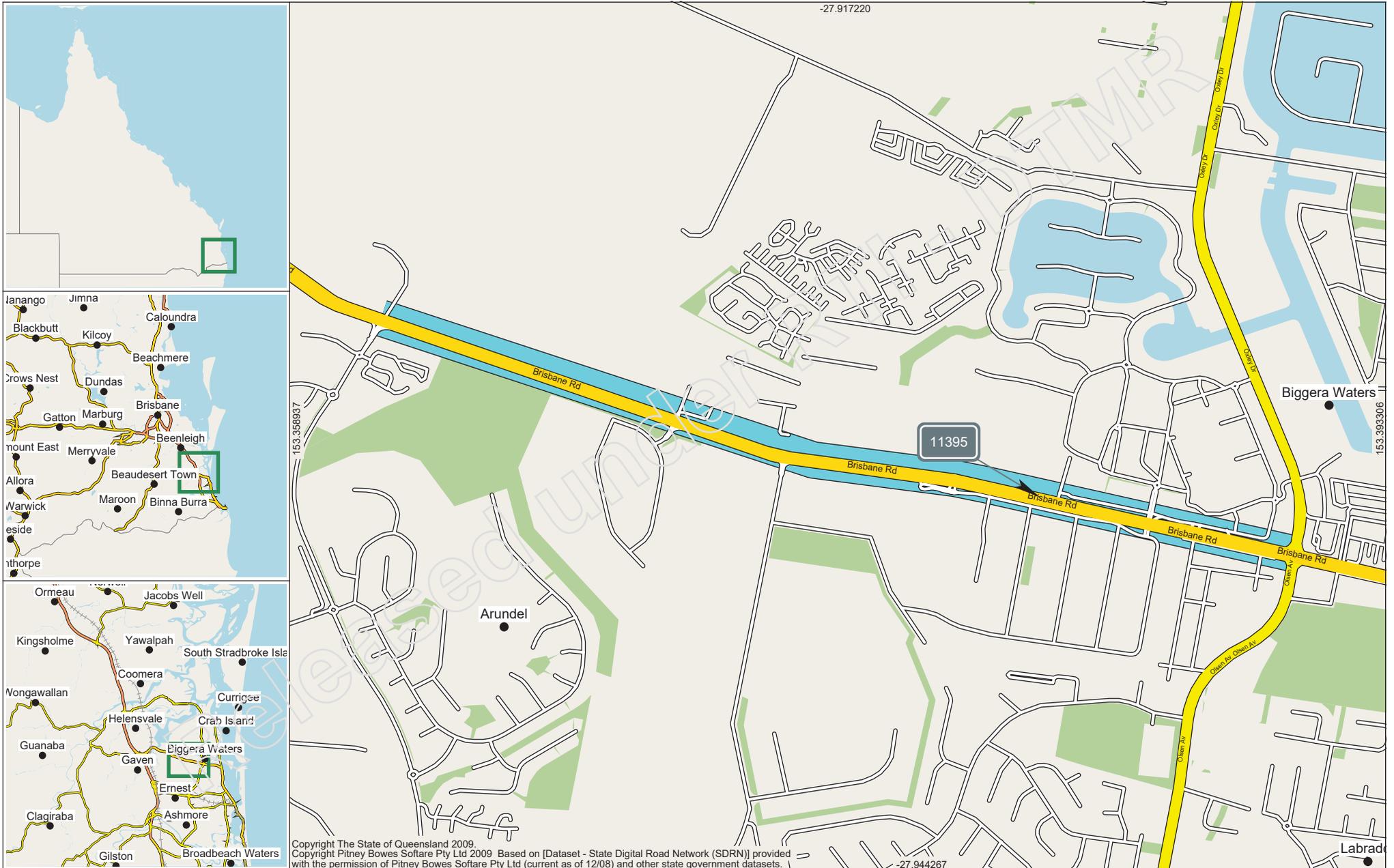
5-Axle Articulated (2H)	
G	15 0.07%
A	19 0.07%
B	34 0.07%

6-Axle Articulated (2I)	
G	77 0.36%
A	120 0.44%
B	197 0.40%

B Double (2J)	
G	32 0.15%
A	49 0.18%
B	81 0.17%

Double Road Trains (2K)	
G	0 0.00%
A	3 0.01%
B	3 0.01%

Triple Road Trains (2L)	
G	0 0%
A	0 0%
B	0 0%



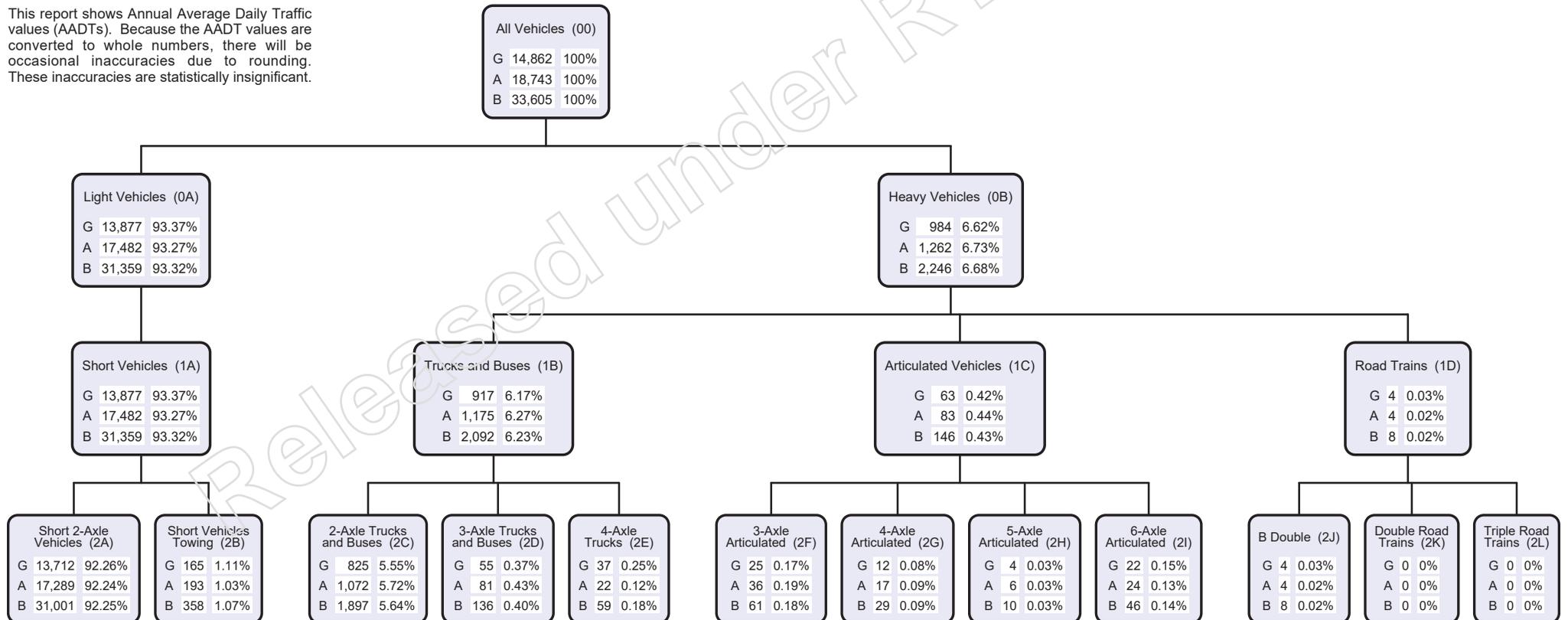
The width of each Road Segment is proportional to its AADT.

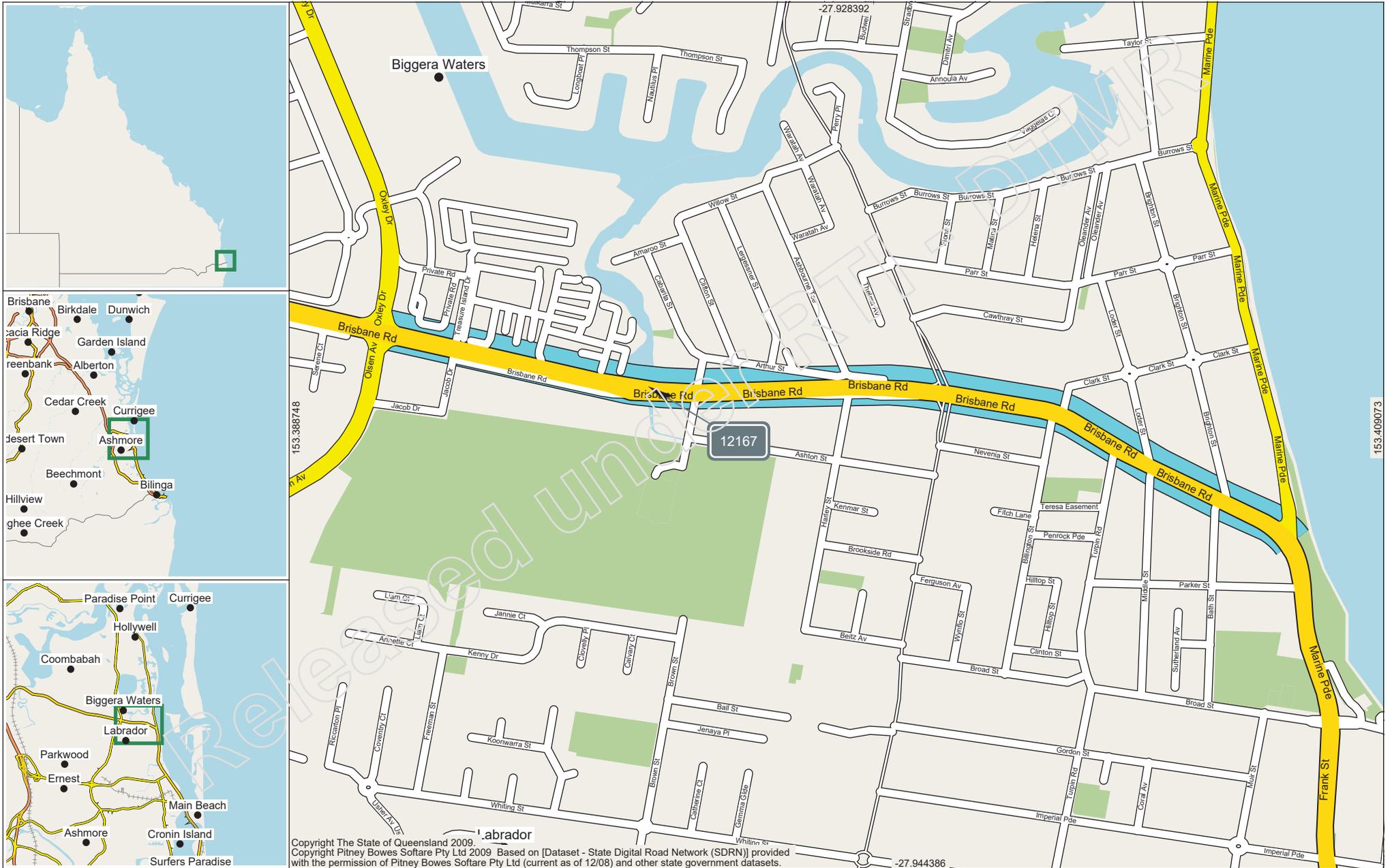
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4.04 km
 Start Point 210002815. Arundel Drive.

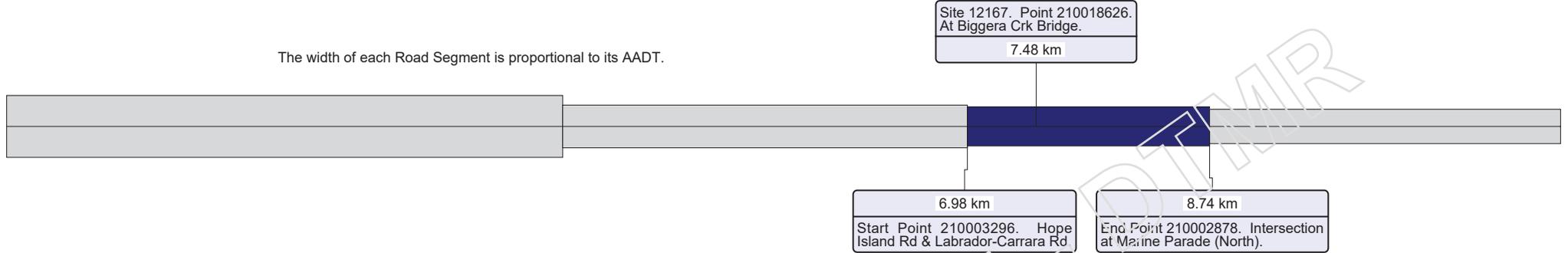
6.98 km
 End Point 210003296. Hope Island Rd & Labrador-Carrara Rd.

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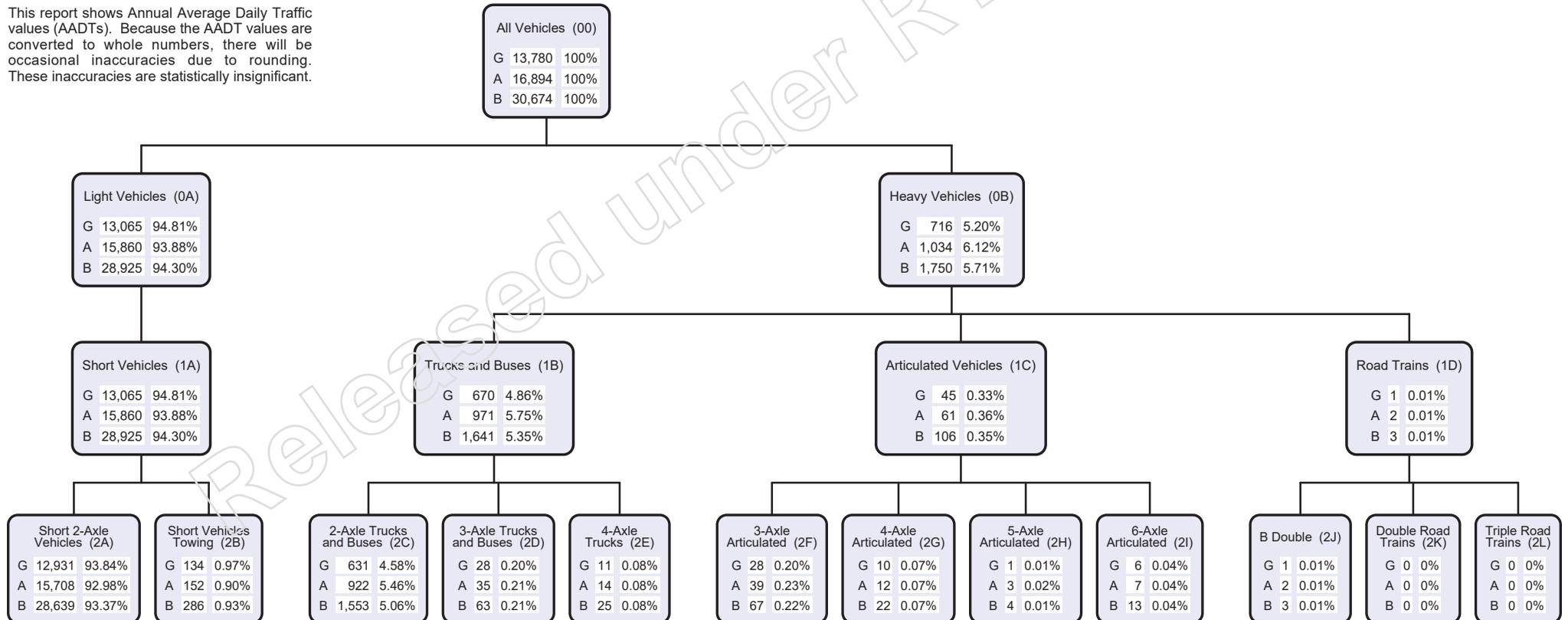


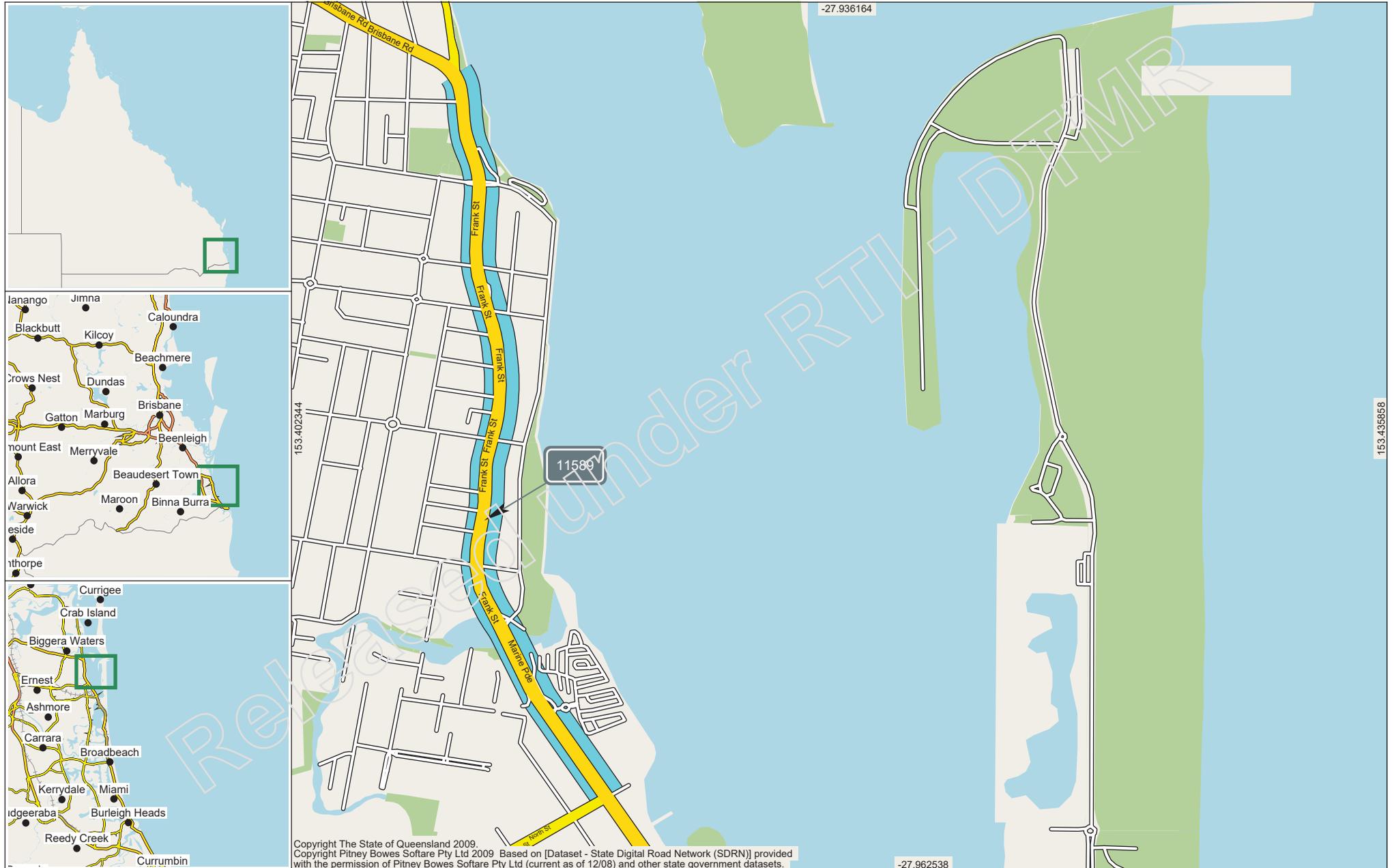


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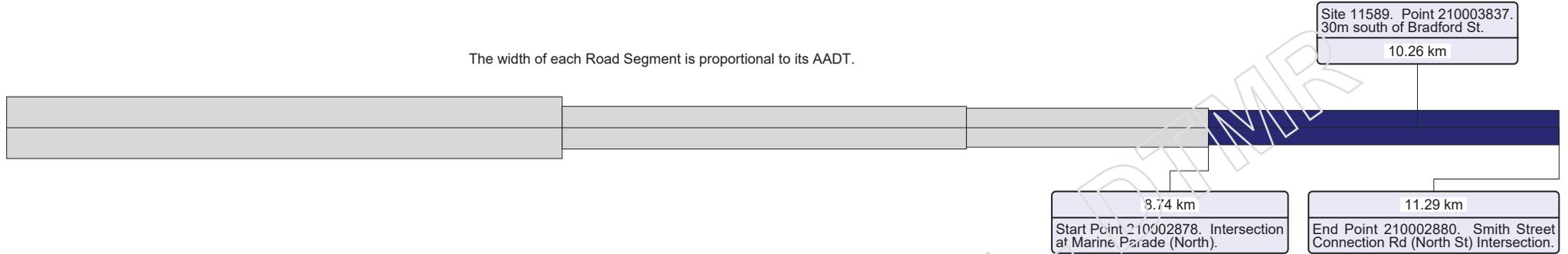


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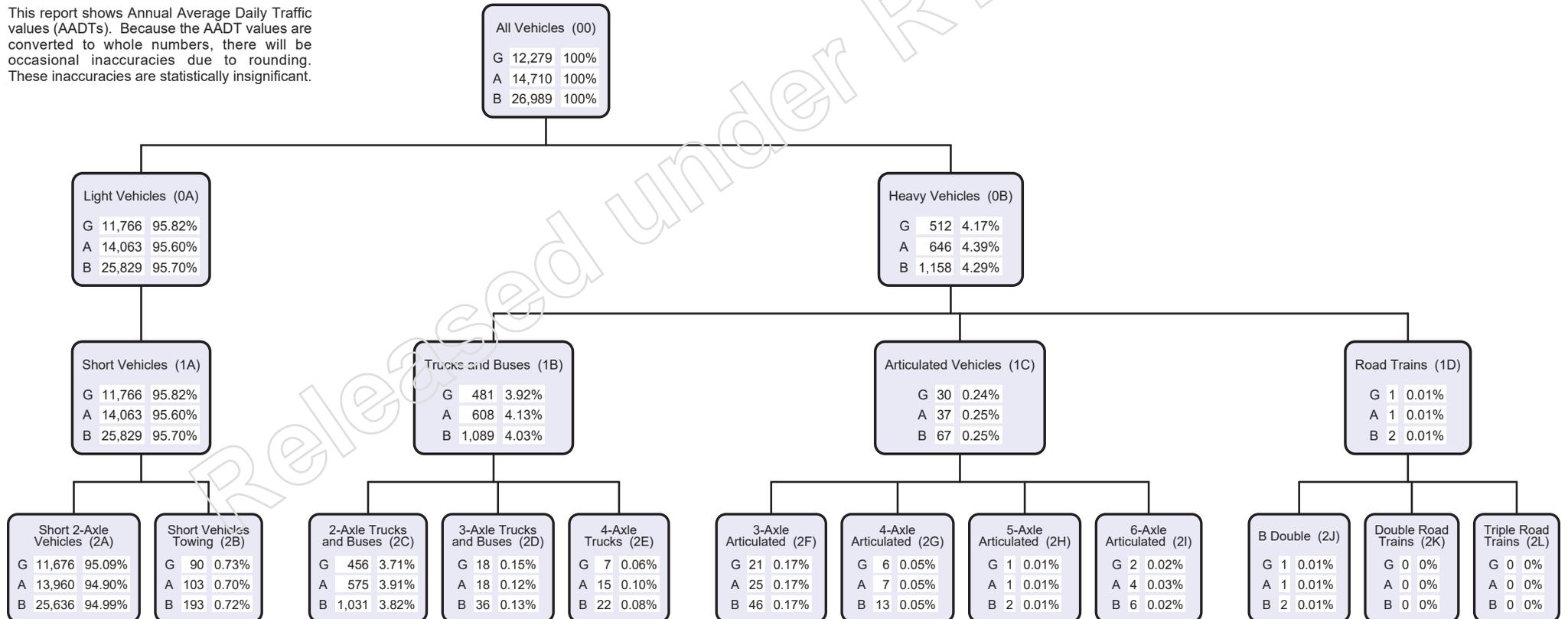




The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Report

Provides AADT Segment details for a Road Section together with the traffic flow data collected at the related Site. Traffic data is reported by the start and end Through Distance of the AADT Segments on each section of road. The road segments are represented diagrammatically with AADT data including:

AADT by direction of traffic flow
 VKT Vehicle Kilometres Travelled
 %VC Percentage Vehicle Class as per the Austroads vehicle classification scheme

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segment

Is a subdivision of a Road Section. The boundaries of an AADT Segment are its Start Point and End Point (or Start and End Through Distance (TDist)) within the Road Section. These distances are measured in kilometres from the beginning of the Road Section in Gazettal Direction. AADT Segments are determined by the traffic volume, collected at a count Site, located within the limits of each AADT Segment.

Annual Segment Growth (when displayed)

A percentage that represents the increase or decrease in AADT for the AADT Segment, using an exponential fit, calculated over a 1, 5 or 10 year period.

Area

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Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Data Year

The most recent year the traffic data was collected for this AADT Segment.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

G Traffic flowing in Gazettal Direction
 A Traffic flowing against Gazettal Direction
 B The combined traffic flow in both Directions

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site TDist

The Through Distance in gazettal direction from the start of the Road Section at which the site is located.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Through Distance

The distance, in kilometres, from the beginning of the Road Section in Gazettal Direction.

Traffic Class

Is the 12 Austroads vehicle categories or classes into which vehicles are placed or binned. Traffic classes are formed in a hierarchical format.

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles.

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Vehicle Kilometres Travelled (VKT)

Daily VKT is a measure of the traffic demand. It is calculated by the length of an AADT Segment in kilometres multiplied by its AADT. The yearly VKT is the daily VKT multiplied by 365 days.

AADT Segment Summary - All Vehicles

The Total VKT can be used to gauge the demand on an entire Road Section.

AADT Segment Summary - Heavy Vehicles only

A blank field indicates that vehicle classification data was not collected for this AADT Segment.

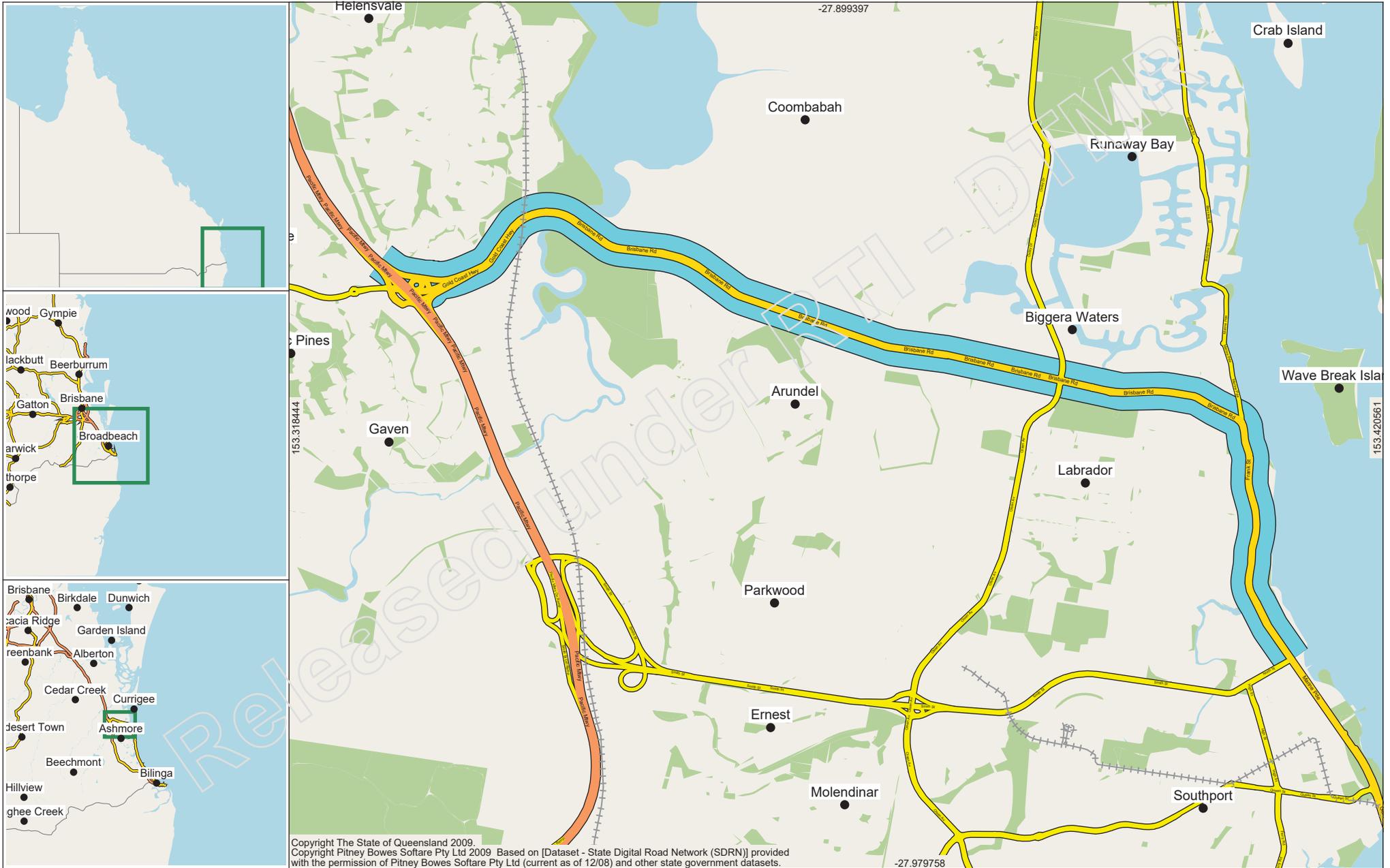
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Traffic Analysis and Reporting System
AADT Segment Analysis Report (Complete)
 Road Section 11A - GOLD COAST HIGHWAY (HELENSVALE - SOUTHPORT)
 Traffic Year 2017

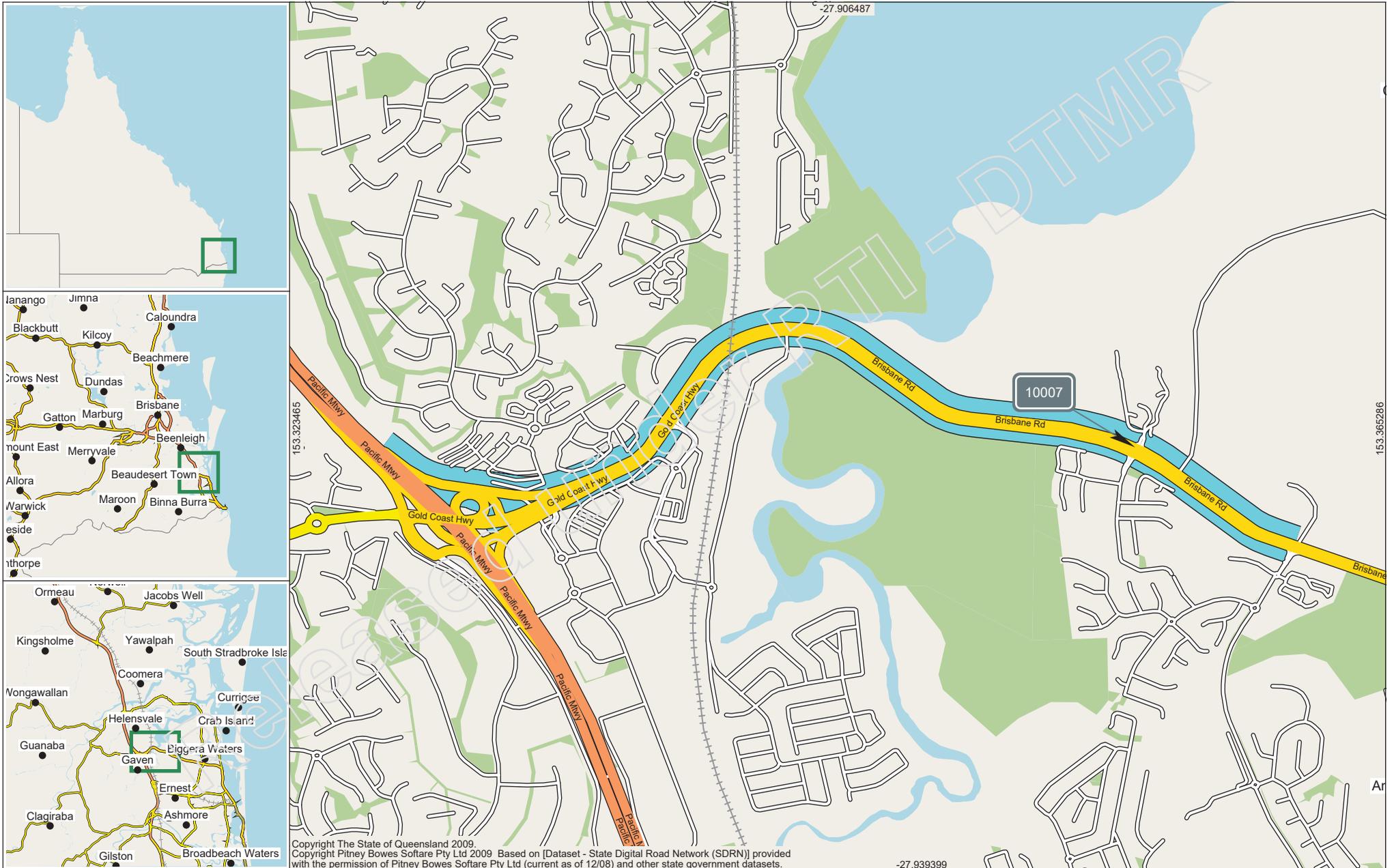
Road Segments Summary - All Vehicles

Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch Pl Int- SS 5185	21,861	27,273	49,134	32.23623	40.21677	72.45300	2017	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford Pl and Ereton Dr	15,119	18,631	33,750	16.22420	19.99293	36.21713	2017	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	13,826	16,600	30,426	8.88182	10.66394	19.54566	2017	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	11,622	14,102	25,724	10.81718	13.12544	23.94261	2017	5
Totals						68,154	83,993	152,158	68.15943	83.99397	152.15840		

Road Segments Summary - Heavy Vehicles only
 VKT totals are calculated only if traffic class data is available for all sites.

Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B		G	A	B		
						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch Pl Int- SS 5185	2,321	10.62%	2,045	7.50%	4,366	8.89%	3.42255	3.01556	6.43810	2017	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford Pl and Ereton Dr	980	6.48%	1,391	7.47%	2,371	7.03%	1.05164	1.49268	2.54432	2017	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	694	5.02%	1,029	6.20%	1,723	5.66%	0.44583	0.66103	1.10686	2017	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	348	2.99%	721	5.11%	1,069	4.16%	0.32390	0.67107	0.99497	2017	5
Totals						5,243		5,840		11,084		5.24391	5.84034	11.08425		

Released under

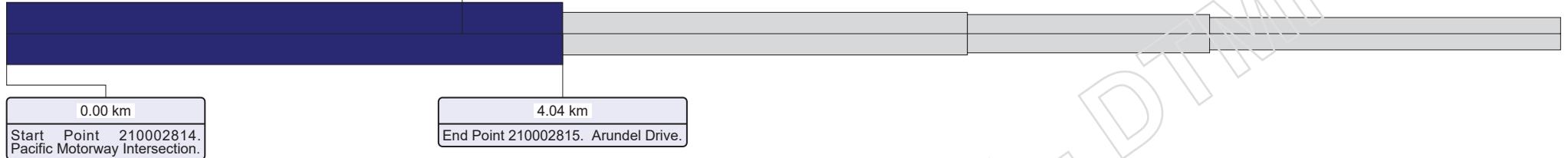


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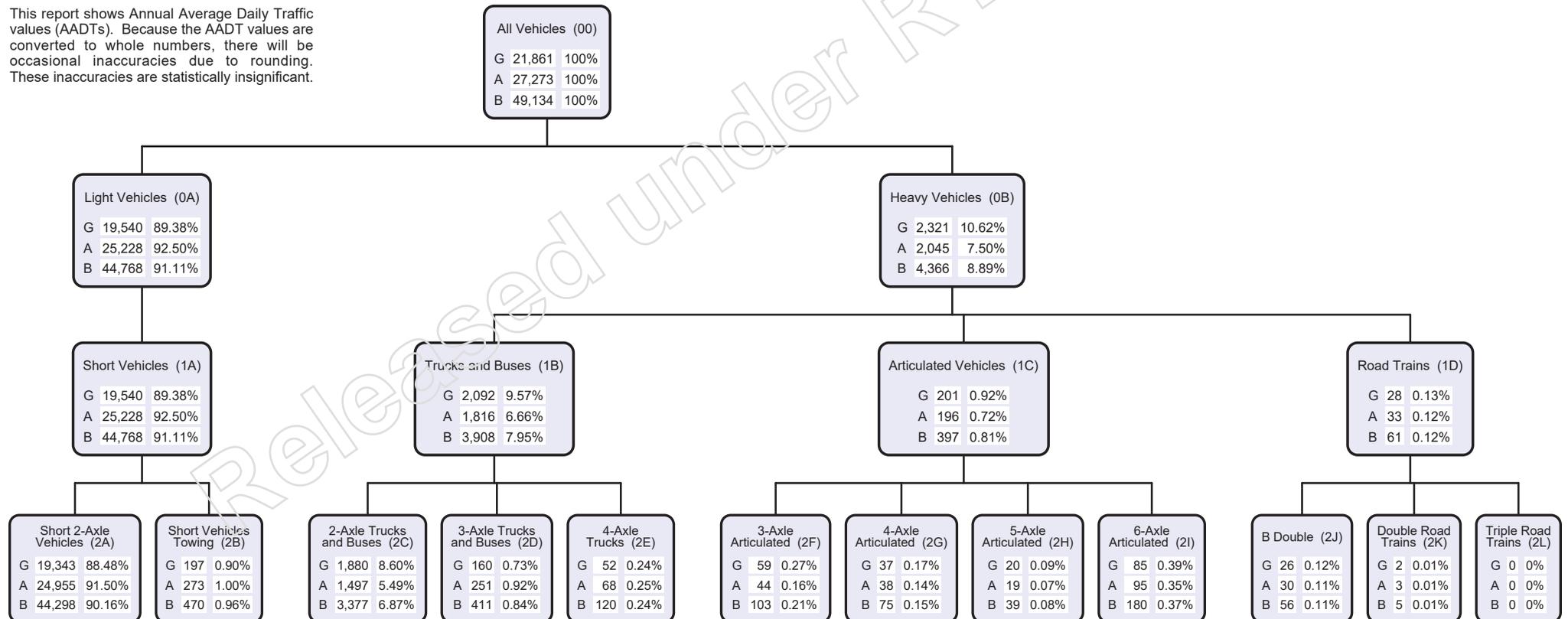
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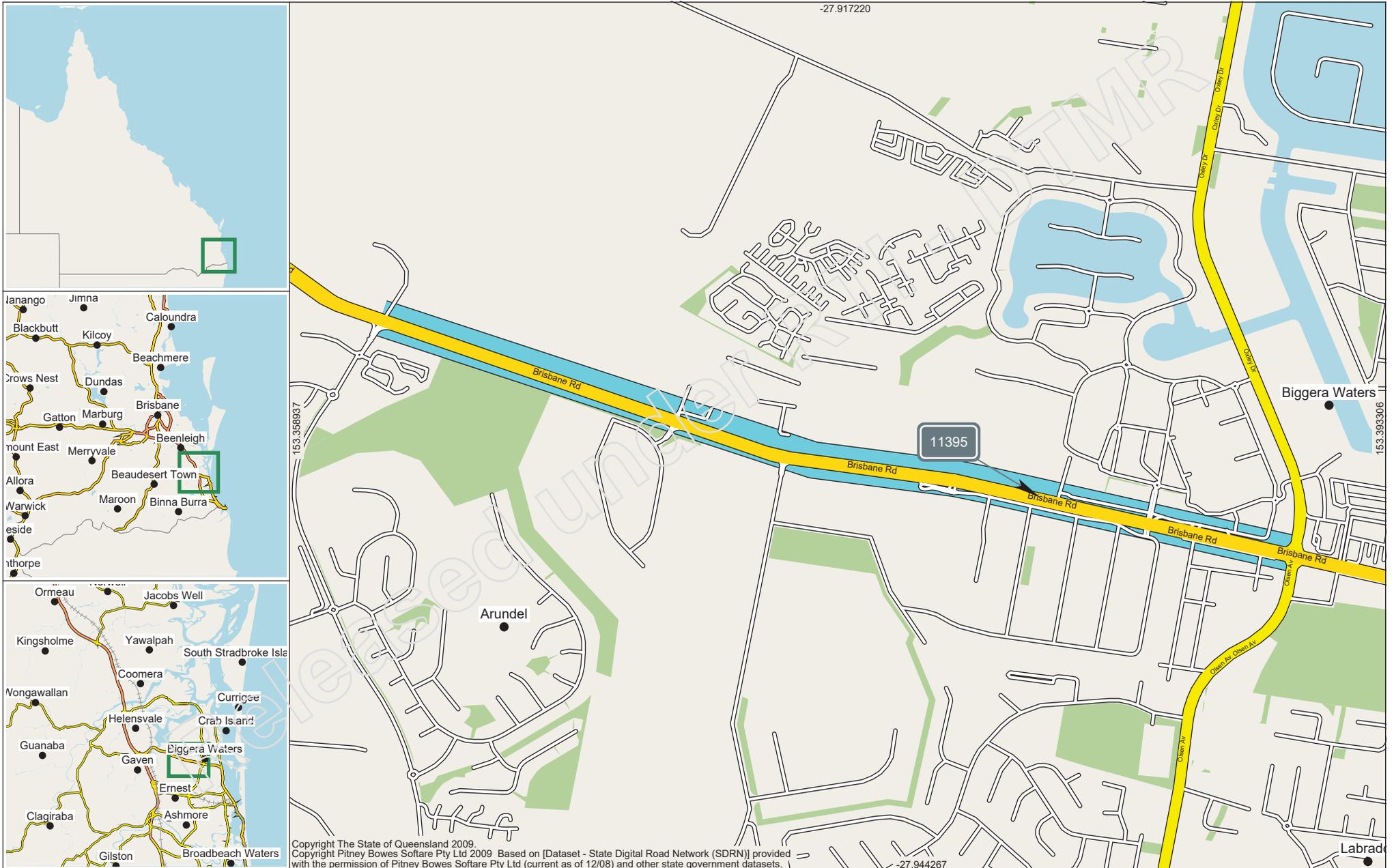
Site 10007. Point 210002813.
 Marble Arch Place Intersection.
 3.31 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.





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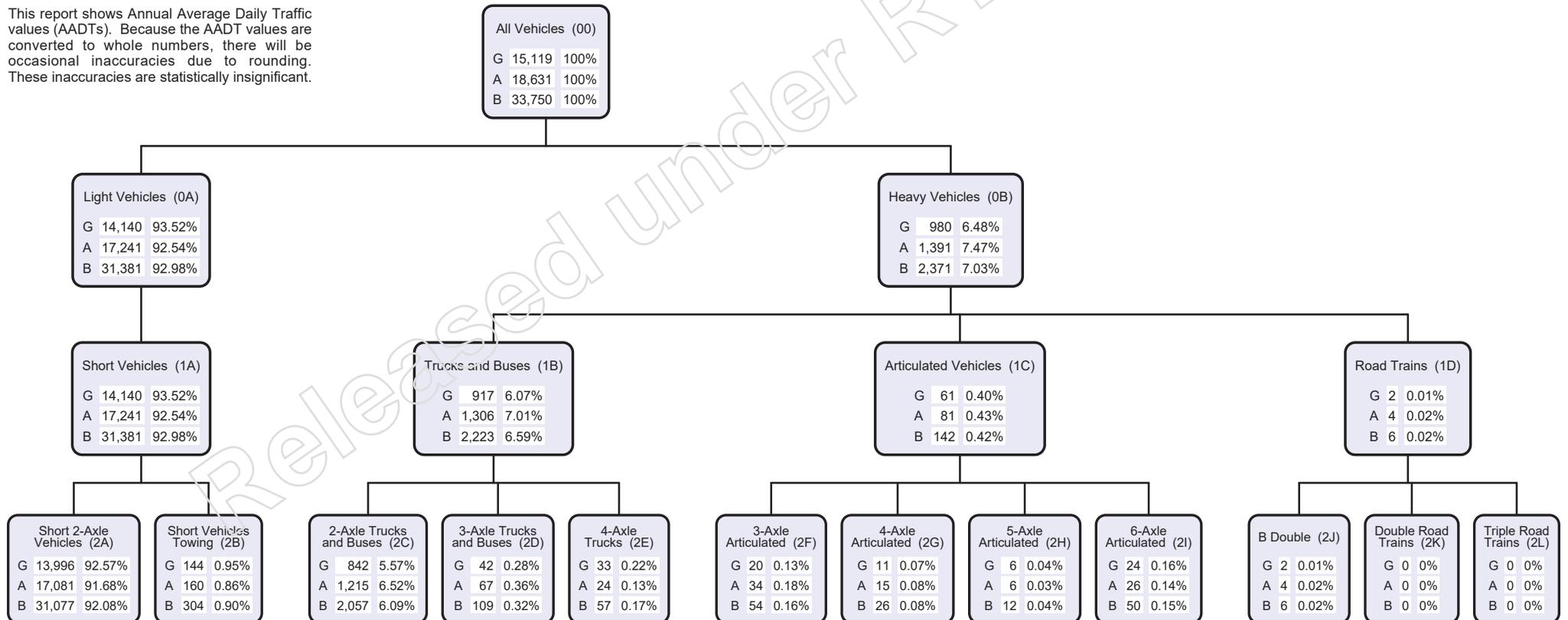
The width of each Road Segment is proportional to its AADT.

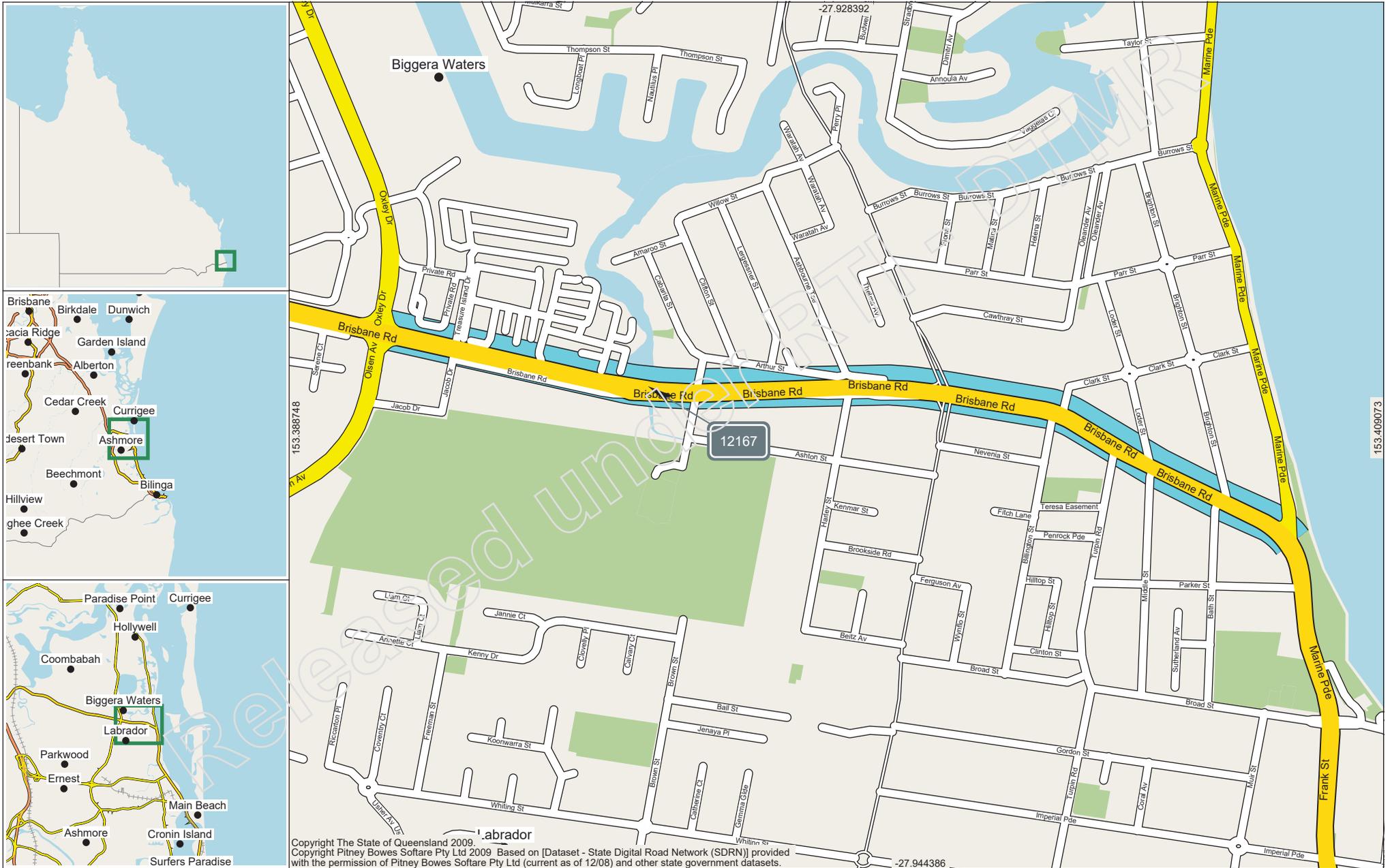
Site 11395. Point 210003694.
 Between Telford Pl & Ereton Dv.
 6.17 km

4.04 km
 Start Point 210002815. Arundel Drive.

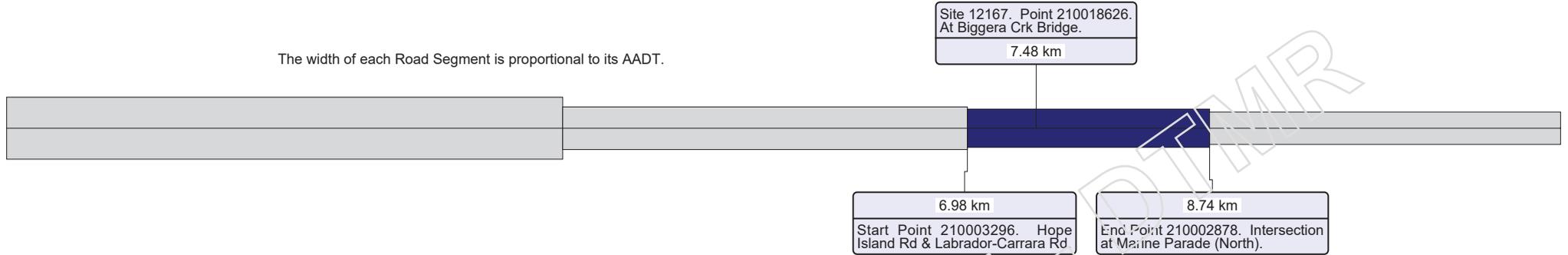
6.98 km
 End Point 210003296. Hope Island Rd & Labrador-Carrara Rd.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

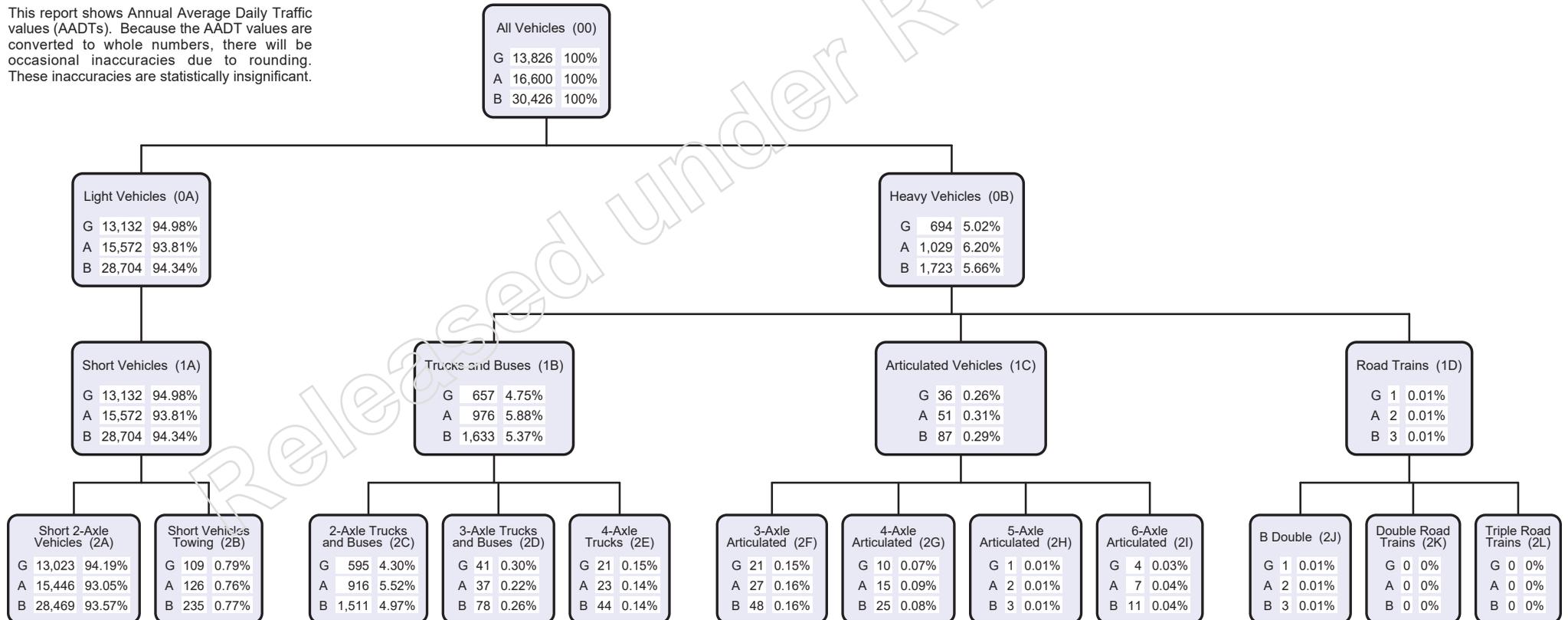


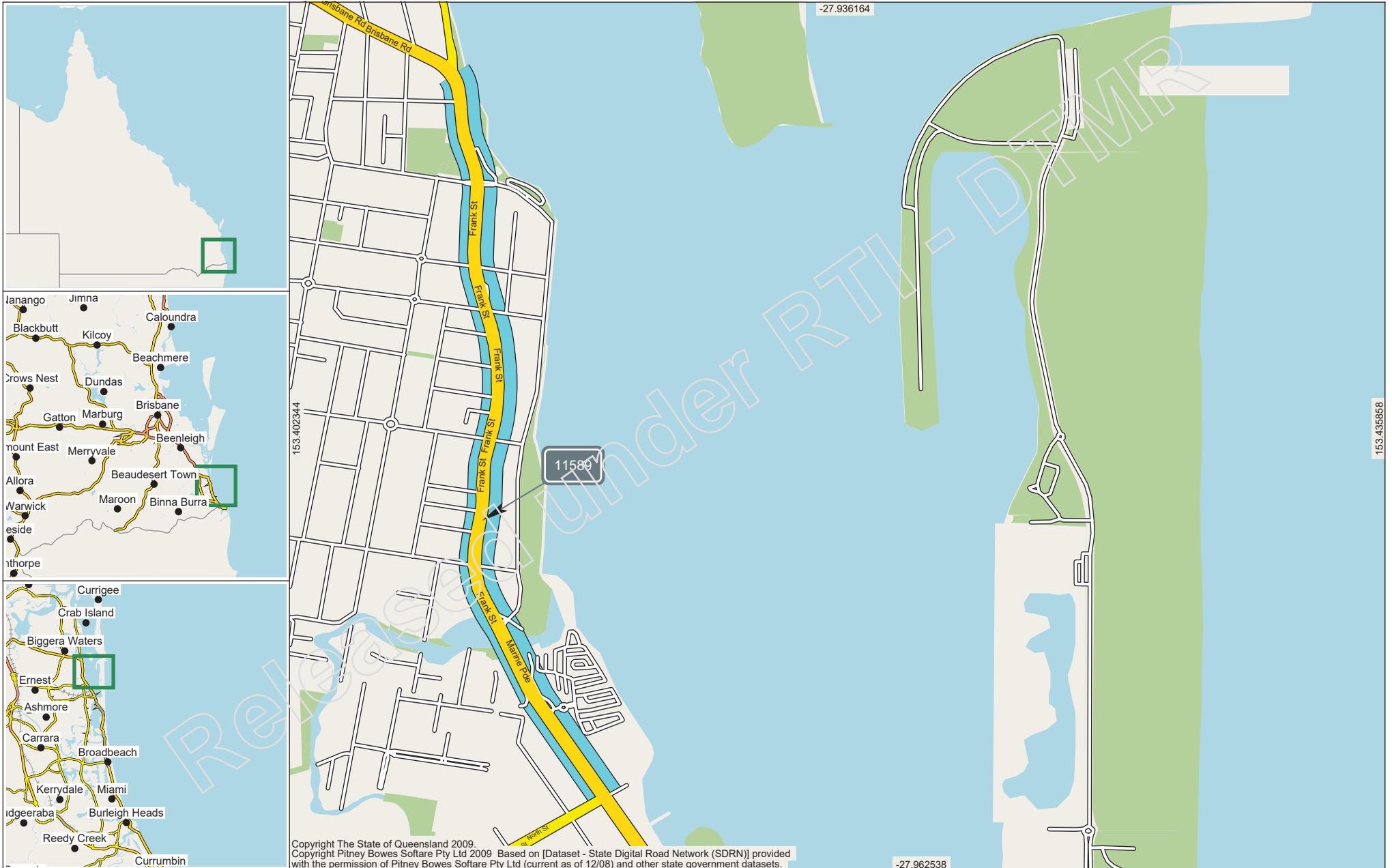


The width of each Road Segment is proportional to its AADT.



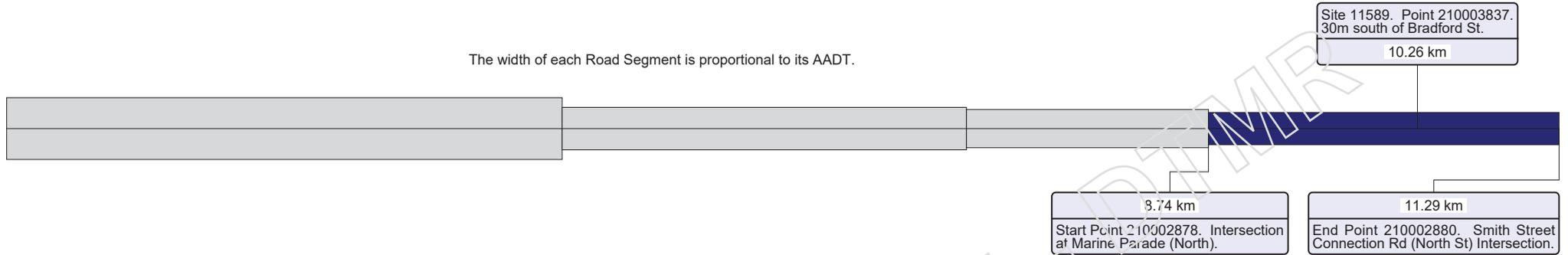
This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



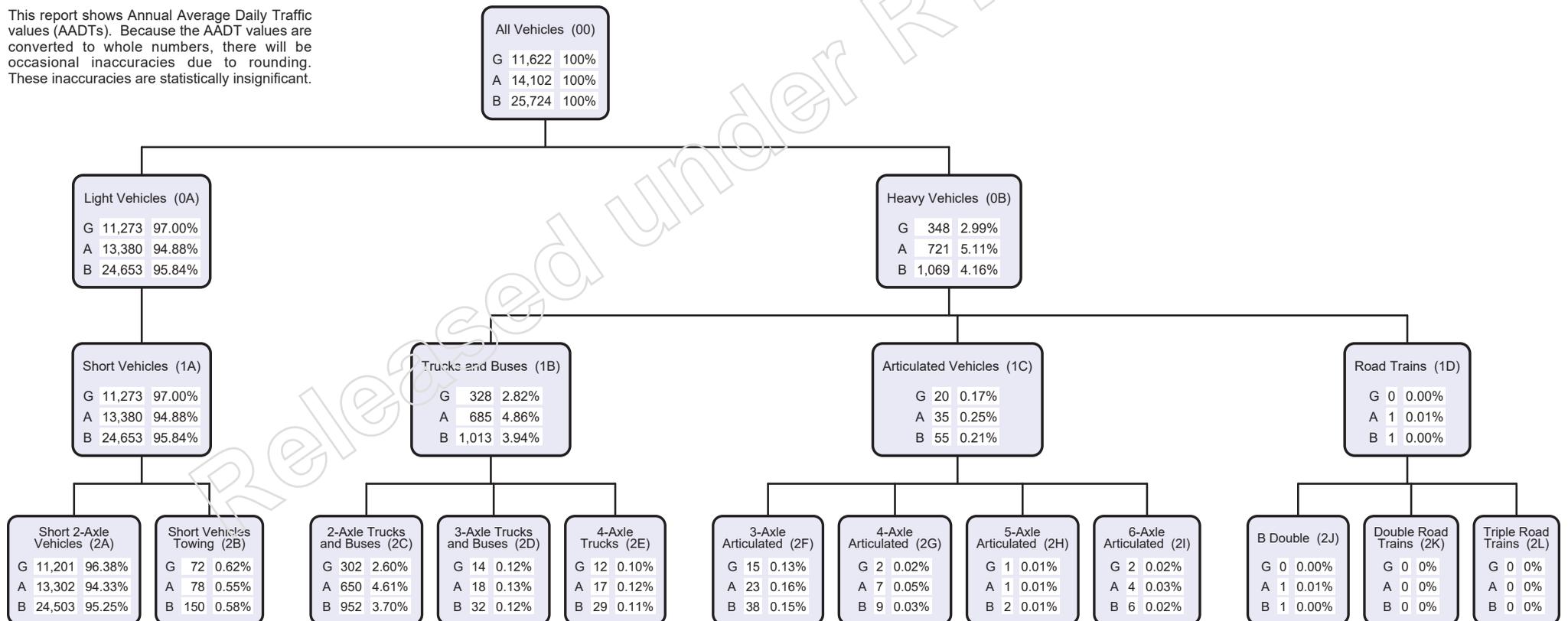


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The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Report

Provides AADT Segment details for a Road Section together with the traffic flow data collected at the related Site. Traffic data is reported by the start and end Through Distance of the AADT Segments on each section of road. The road segments are represented diagrammatically with AADT data including:

- AADT by direction of traffic flow
- VKT Vehicle Kilometres Travelled
- %VC Percentage Vehicle Class as per the Austroads vehicle classification scheme

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segment

Is a subdivision of a Road Section. The boundaries of an AADT Segment are its Start Point and End Point (or Start and End Through Distance (TDist)) within the Road Section. These distances are measured in kilometres from the beginning of the Road Section in Gazettal Direction. AADT Segments are determined by the traffic volume, collected at a count Site, located within the limits of each AADT Segment.

Annual Segment Growth (when displayed)

A percentage that represents the increase or decrease in AADT for the AADT Segment, using an exponential fit, calculated over a 1, 5 or 10 year period.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Data Year

The most recent year the traffic data was collected for this AADT Segment.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site TDist

The Through Distance in gazettal direction from the start of the Road Section at which the site is located.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Through Distance

The distance, in kilometres, from the beginning of the Road Section in Gazettal Direction.

Traffic Class

Is the 12 Austroads vehicle categories or classes into which vehicles are placed or binned. Traffic classes are formed in a hierarchical format.

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A
 1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D
 1B = 2C + 2D + 2E
 1C = 2F + 2G + 2H + 2I
 1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles.

2-Bin

0A Light vehicles
 0B Heavy vehicles

4-Bin

1A Short vehicles
 1B Truck or bus
 1C Articulated vehicles
 1D Road train

12-Bin

2A Short 2 axle vehicles
 2B Short vehicles towing
 2C 2 axle truck or bus
 2D 3 axle truck or bus
 2E 4 axle truck
 2F 3 axle articulated vehicle
 2G 4 axle articulated vehicle
 2H 5 axle articulated vehicle
 2I 6 axle articulated vehicle
 2J B double
 2K Double road train
 2L Triple road train

Vehicle Kilometres Travelled (VKT)

Daily VKT is a measure of the traffic demand. It is calculated by the length of an AADT Segment in kilometres multiplied by its AADT. The yearly VKT is the daily VKT multiplied by 365 days.

AADT Segment Summary - All Vehicles

The Total VKT can be used to gauge the demand on an entire Road Section.

AADT Segment Summary - Heavy Vehicles only

A blank field indicates that vehicle classification data was not collected for this AADT Segment.

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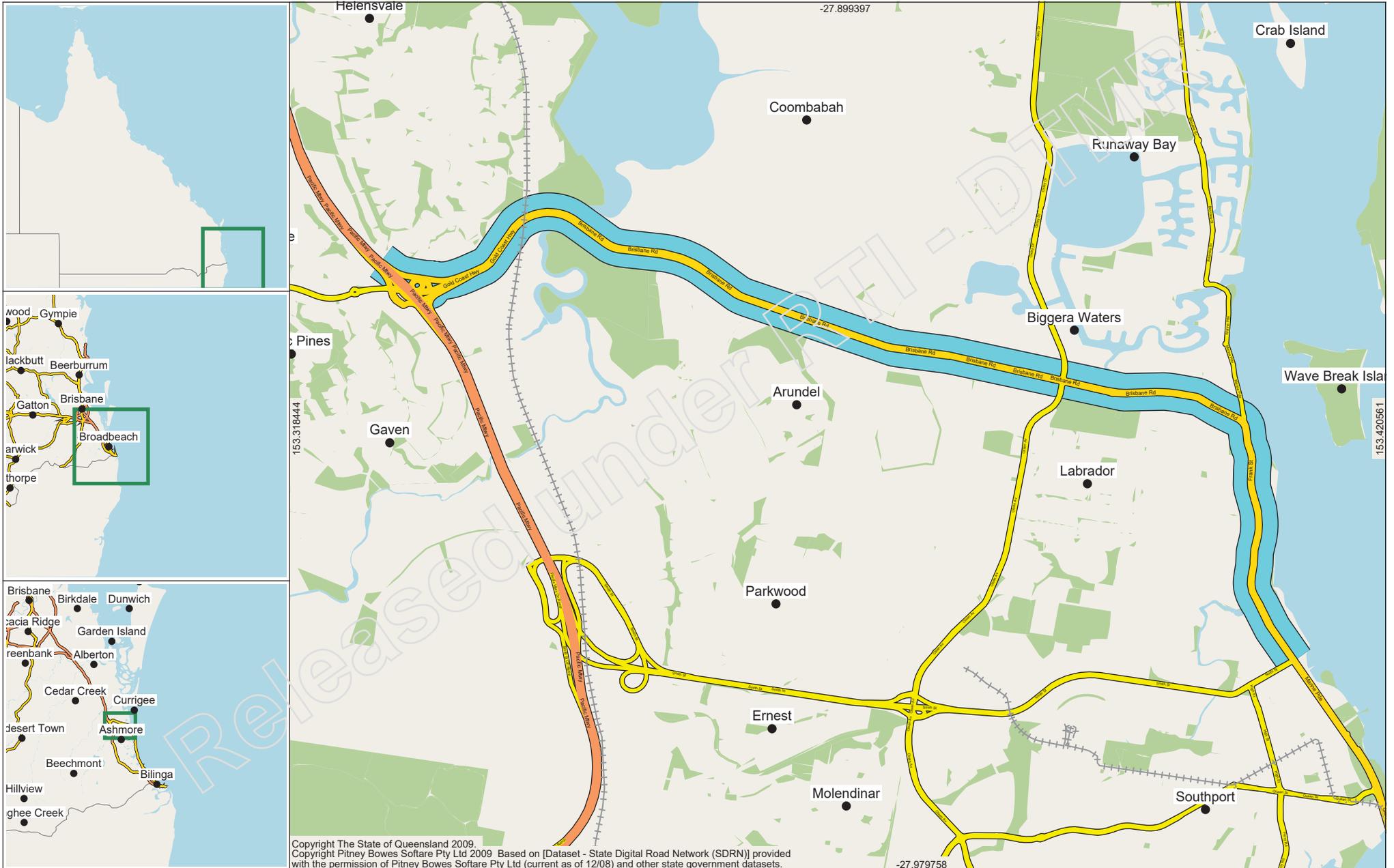
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Traffic Analysis and Reporting System
AADT Segment Analysis Report (Complete)
Road Section 11A - GOLD COAST HIGHWAY (HELENSVALE - SOUTHPORT)
Traffic Year 2018



Traffic Analysis and Reporting System
AADT Segment Analysis Report (Complete)
 Road Section 11A - GOLD COAST HIGHWAY (HELENSVALE - SOUTHPORT)
 Traffic Year 2018

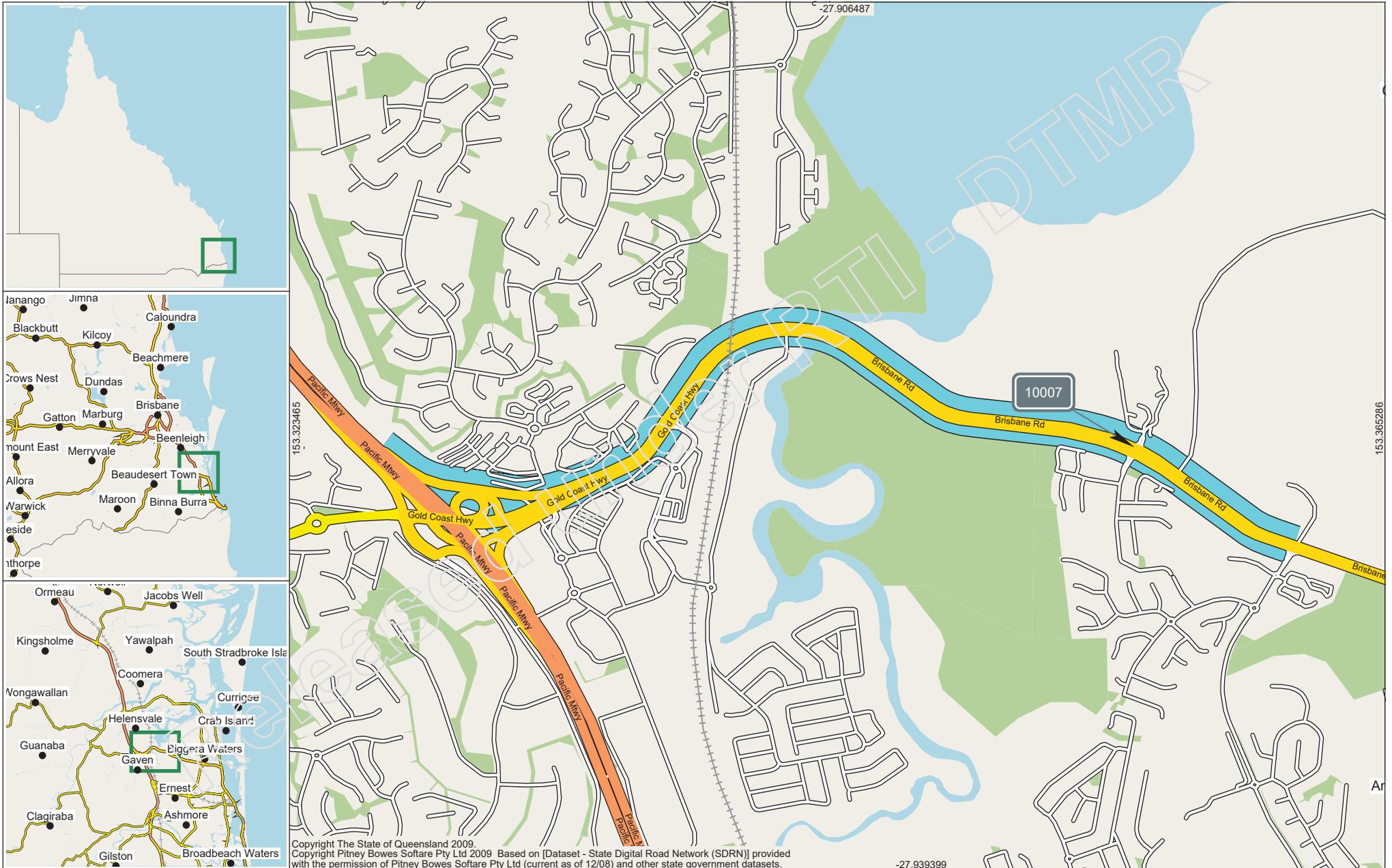
Road Segments Summary - All Vehicles

Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch PI Int- SS 5185	22,251	27,430	49,681	32.81132	40.44828	73.25960	2018	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	14,663	17,845	32,508	15.73487	19.14947	34.88433	2018	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	13,678	16,172	29,850	8.78675	10.38899	19.17564	2018	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	12,091	14,019	26,110	11.25370	13.04818	24.30188	2018	5
Totals						68,58664	83,03482	151,62146					

Road Segments Summary - Heavy Vehicles only
 VKT totals are calculated only if traffic class data is available for all sites.

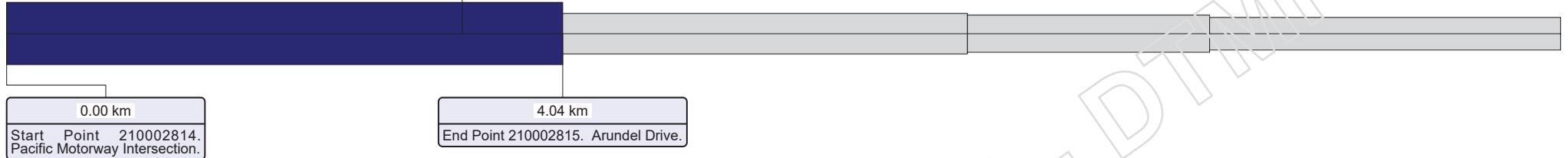
Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B		G	A	B		
						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch PI Int- SS 5185	1,511	6.79%	2,675	9.75%	4,186	8.43%	2.22812	3.94455	6.17268	2018	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford PI and Ereton Dr	1,212	8.27%	1,306	7.32%	2,518	7.75%	1.30060	1.40147	2.70207	2018	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	514	3.76%	798	4.93%	1,312	4.40%	0.33019	0.51264	0.84283	2018	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	532	4.40%	844	6.02%	1,376	5.27%	0.49516	0.78555	1.28071	2018	5
Totals						4.35407	6.64421	10.99828								

Released under



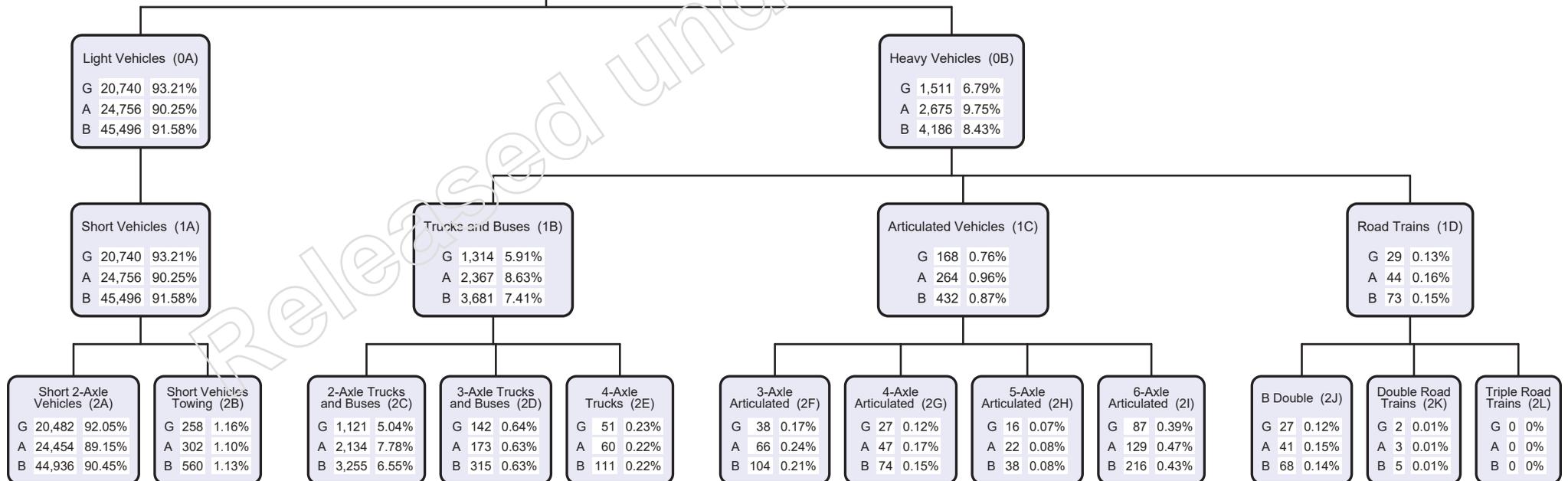
Site 10007. Point 210002813.
 Marble Arch Place Intersection.
 3.31 km

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)	
G	22,251 100%
A	27,430 100%
B	49,681 100%



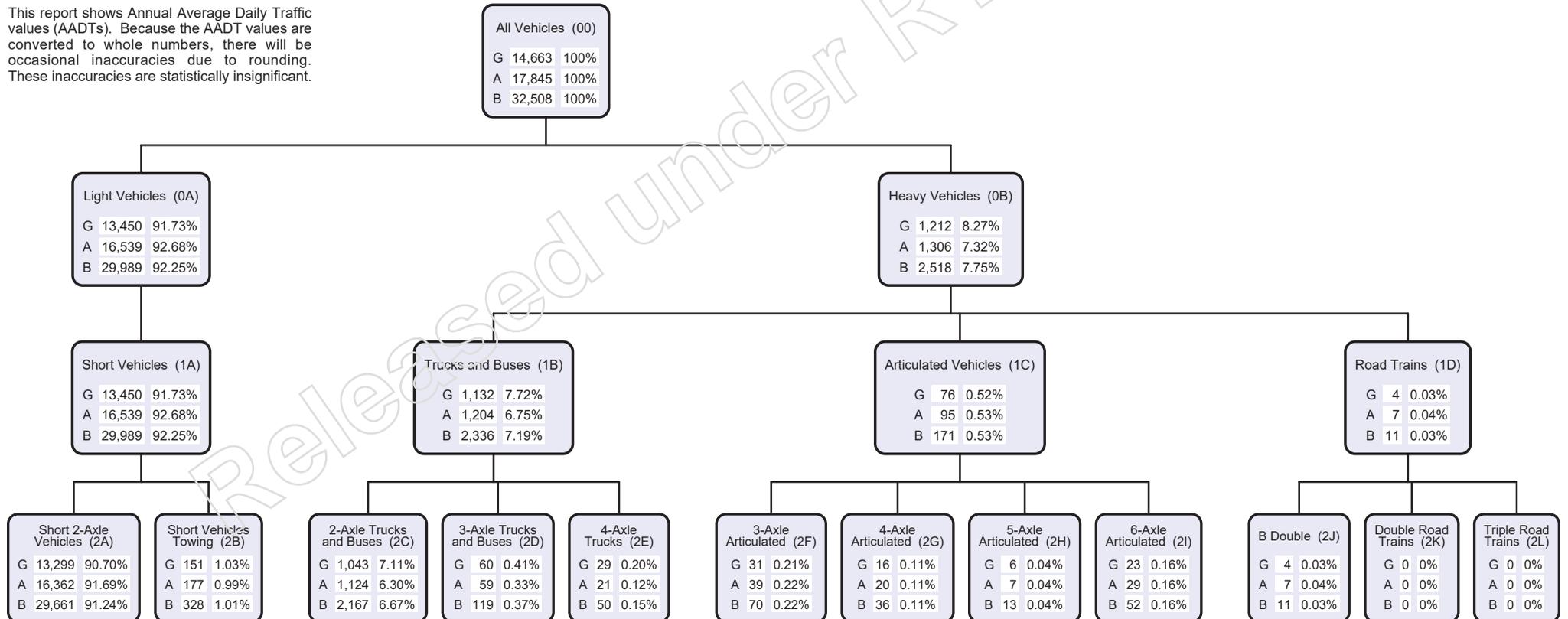
The width of each Road Segment is proportional to its AADT.

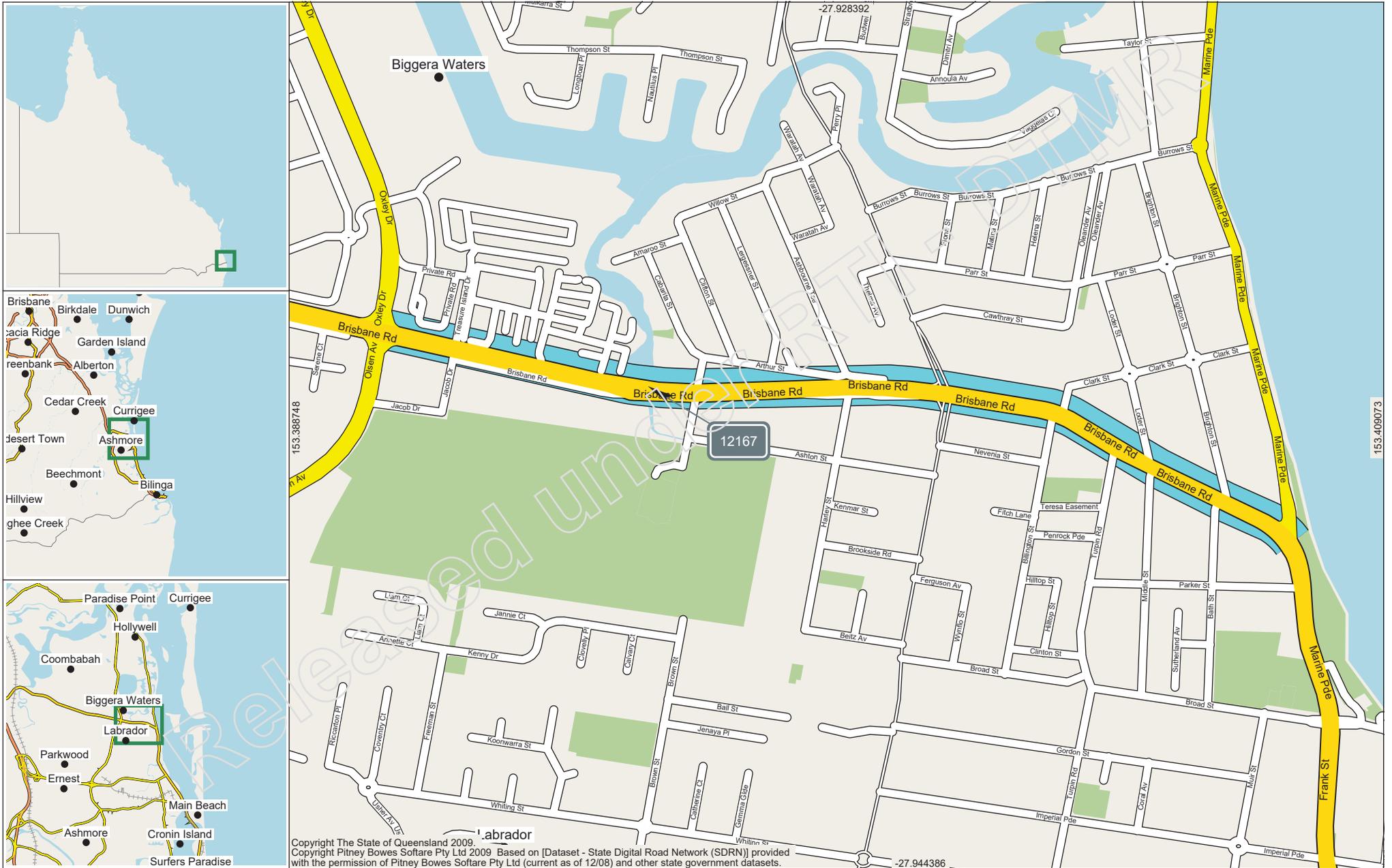
Site 11395. Point 210003694.
 Between Telford Pl & Ereton Dv.
 6.17 km

4.04 km
 Start Point 210002815. Arundel Drive.

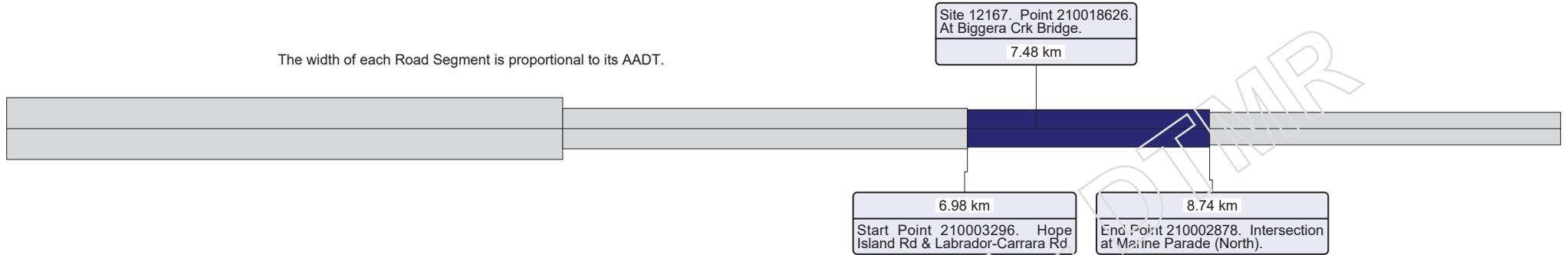
6.98 km
 End Point 210003296. Hope Island Rd & Labrador-Carrara Rd.

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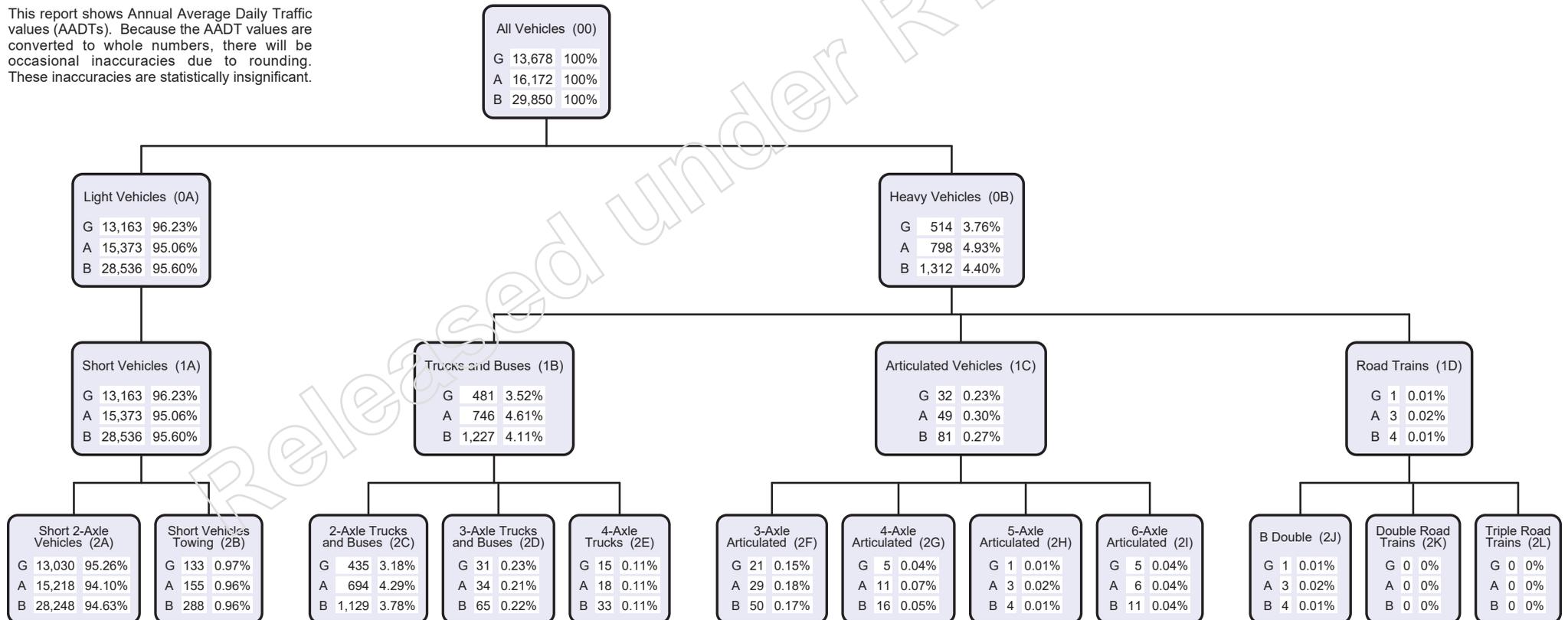


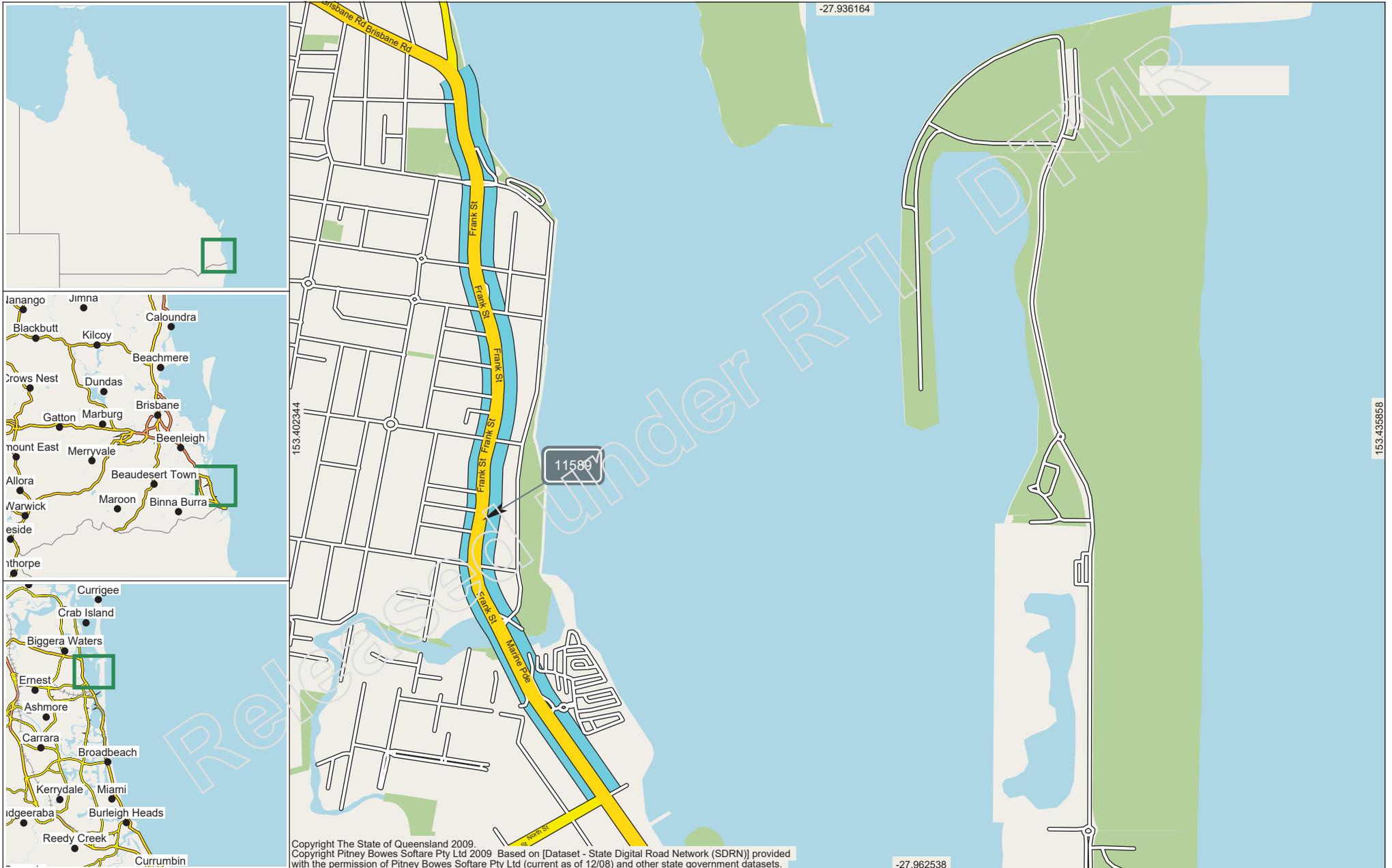


The width of each Road Segment is proportional to its AADT.

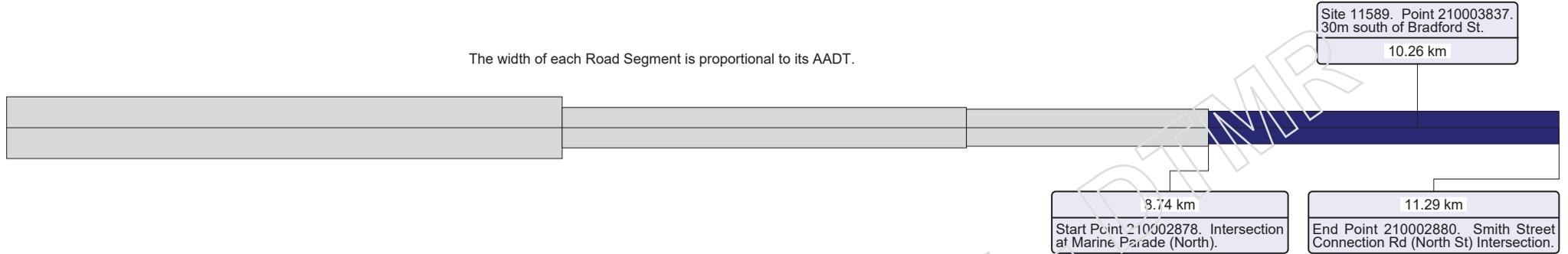


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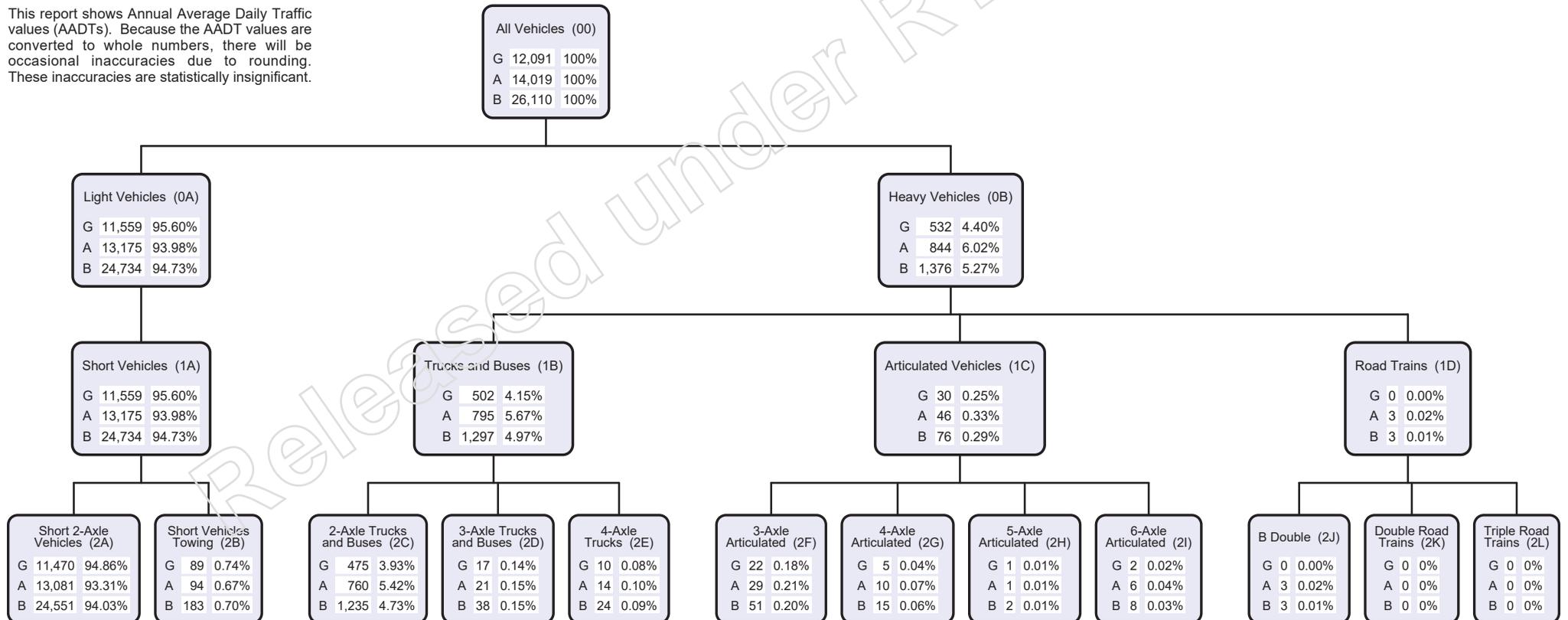




The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Report

Provides AADT Segment details for a Road Section together with the traffic flow data collected at the related Site. Traffic data is reported by the start and end Through Distance of the AADT Segments on each section of road. The road segments are represented diagrammatically with AADT data including:

AADT by direction of traffic flow
 VKT Vehicle Kilometres Travelled
 %VC Percentage Vehicle Class as per the Austroads vehicle classification scheme

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segment

Is a subdivision of a Road Section. The boundaries of an AADT Segment are its Start Point and End Point (or Start and End Through Distance (TDist)) within the Road Section. These distances are measured in kilometres from the beginning of the Road Section in Gazettal Direction. AADT Segments are determined by the traffic volume, collected at a count Site, located within the limits of each AADT Segment.

Annual Segment Growth (when displayed)

A percentage that represents the increase or decrease in AADT for the AADT Segment, using an exponential fit, calculated over a 1, 5 or 10 year period.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
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Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Data Year

The most recent year the traffic data was collected for this AADT Segment.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

G Traffic flowing in Gazettal Direction
 A Traffic flowing against Gazettal Direction
 B The combined traffic flow in both Directions

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site TDist

The Through Distance in gazettal direction from the start of the Road Section at which the site is located.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Through Distance

The distance, in kilometres, from the beginning of the Road Section in Gazettal Direction.

Traffic Class

Is the 12 Austroads vehicle categories or classes into which vehicles are placed or binned. Traffic classes are formed in a hierarchical format.

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles.

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Vehicle Kilometres Travelled (VKT)

Daily VKT is a measure of the traffic demand. It is calculated by the length of an AADT Segment in kilometres multiplied by its AADT. The yearly VKT is the daily VKT multiplied by 365 days.

AADT Segment Summary - All Vehicles

The Total VKT can be used to gauge the demand on an entire Road Section.

AADT Segment Summary - Heavy Vehicles only

A blank field indicates that vehicle classification data was not collected for this AADT Segment.

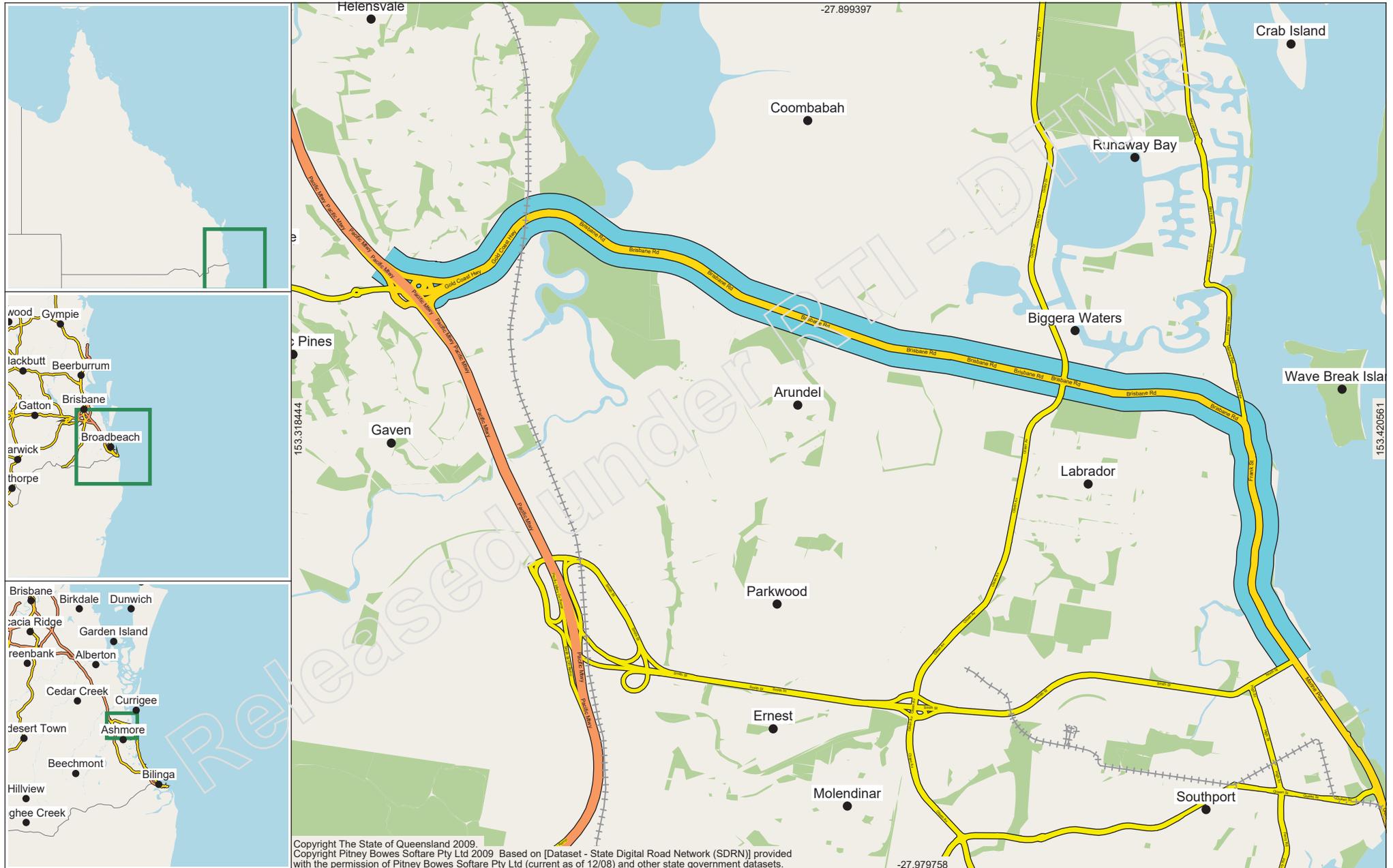
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Traffic Analysis and Reporting System
AADT Segment Analysis Report (Complete)
 Road Section 11A - GOLD COAST HIGHWAY (HELENSVALE - SOUTHPORT)
 Traffic Year 2019

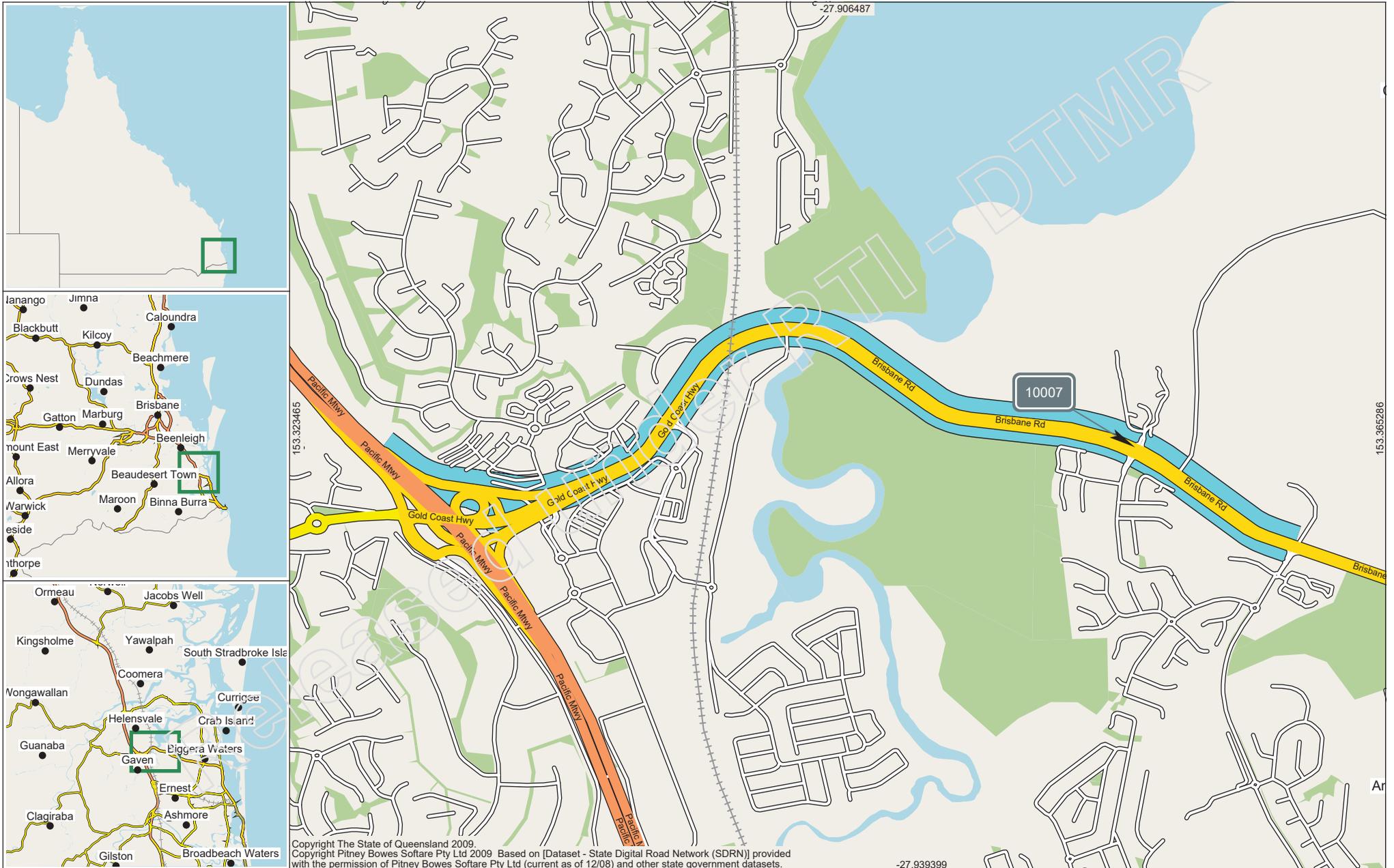
Road Segments Summary - All Vehicles

Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch Pl Int- SS 5185	22,646	27,652	50,298	33.39379	40.77564	74.16943	2019	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford Pl and Ereton Dr	15,295	18,332	33,627	16.41306	19.67207	36.08513	2019	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	14,277	16,484	30,761	9.17154	10.58332	19.76087	2019	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	11,869	14,074	25,943	11.04707	13.09936	24.14645	2019	5
Totals									70.02547	84.13641	154.16188		

Road Segments Summary - Heavy Vehicles only
 VKT totals are calculated only if traffic class data is available for all sites.

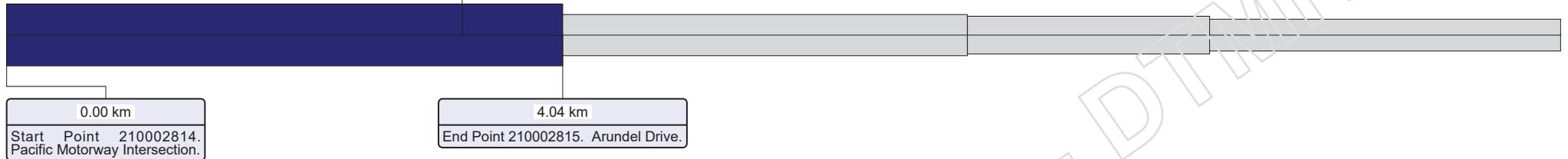
Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B		G	A	B		
						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
410	0.000 km	4.040 km	10007	3.310 km	300m west of Marble Arch Pl Int- SS 5185	2,293	10.13%	2,442	8.83%	4,735	9.41%	3.38126	3.60097	6.98223	2019	2
410	4.040 km	6.980 km	11395	6.170 km	Between Telford Pl and Ereton Dr	1,154	7.54%	1,307	7.13%	2,461	7.32%	1.23836	1.40254	2.64090	2019	3
410	6.980 km	8.740 km	12167	7.480 km	Biggera Creek Bridge	895	6.27%	1,154	7.00%	2,049	6.66%	0.57495	0.74133	1.31628	2019	4
410	8.740 km	11.290 km	11589	10.260 km	30m south of Bradford St	535	4.51%	758	5.39%	1,293	4.98%	0.49795	0.70551	1.20346	2019	5
Totals												5.69251	6.45035	12.14287		

Released under RTI



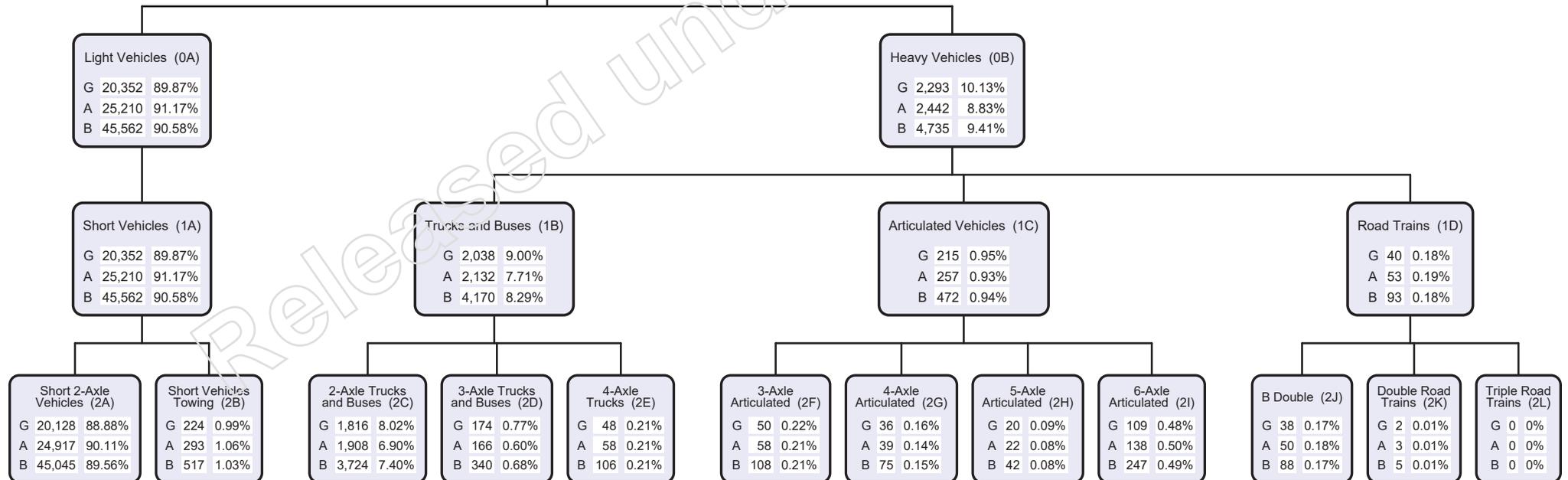
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 3.31 km

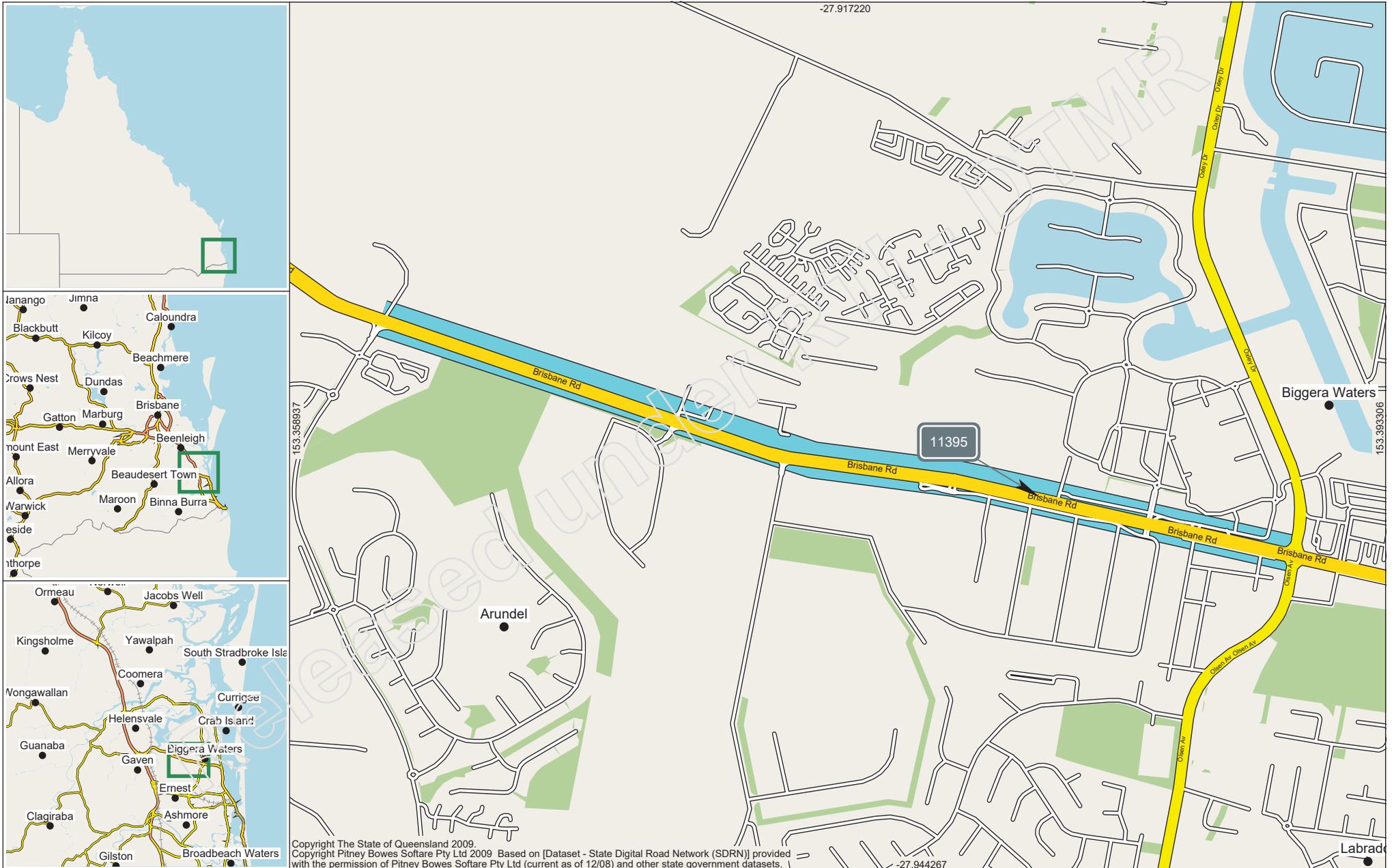
The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)
 G 22,646 100%
 A 27,652 100%
 B 50,298 100%





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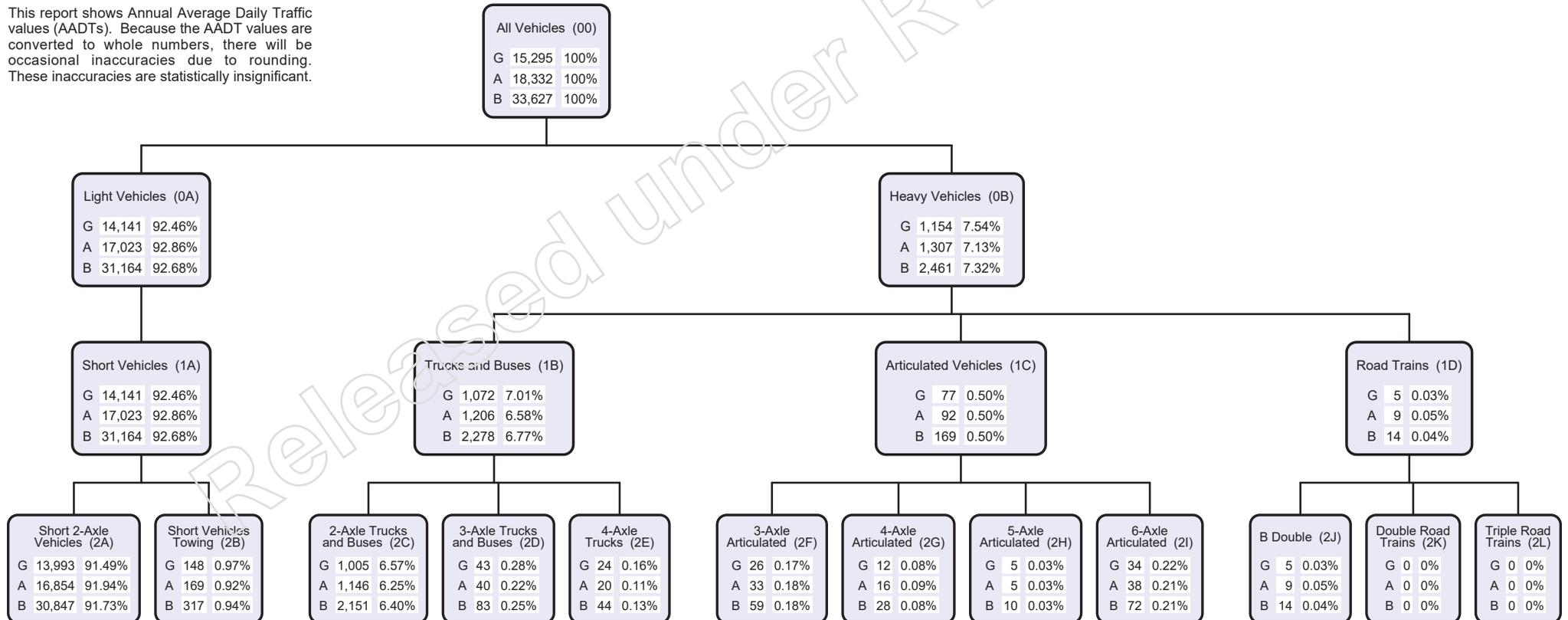
The width of each Road Segment is proportional to its AADT.

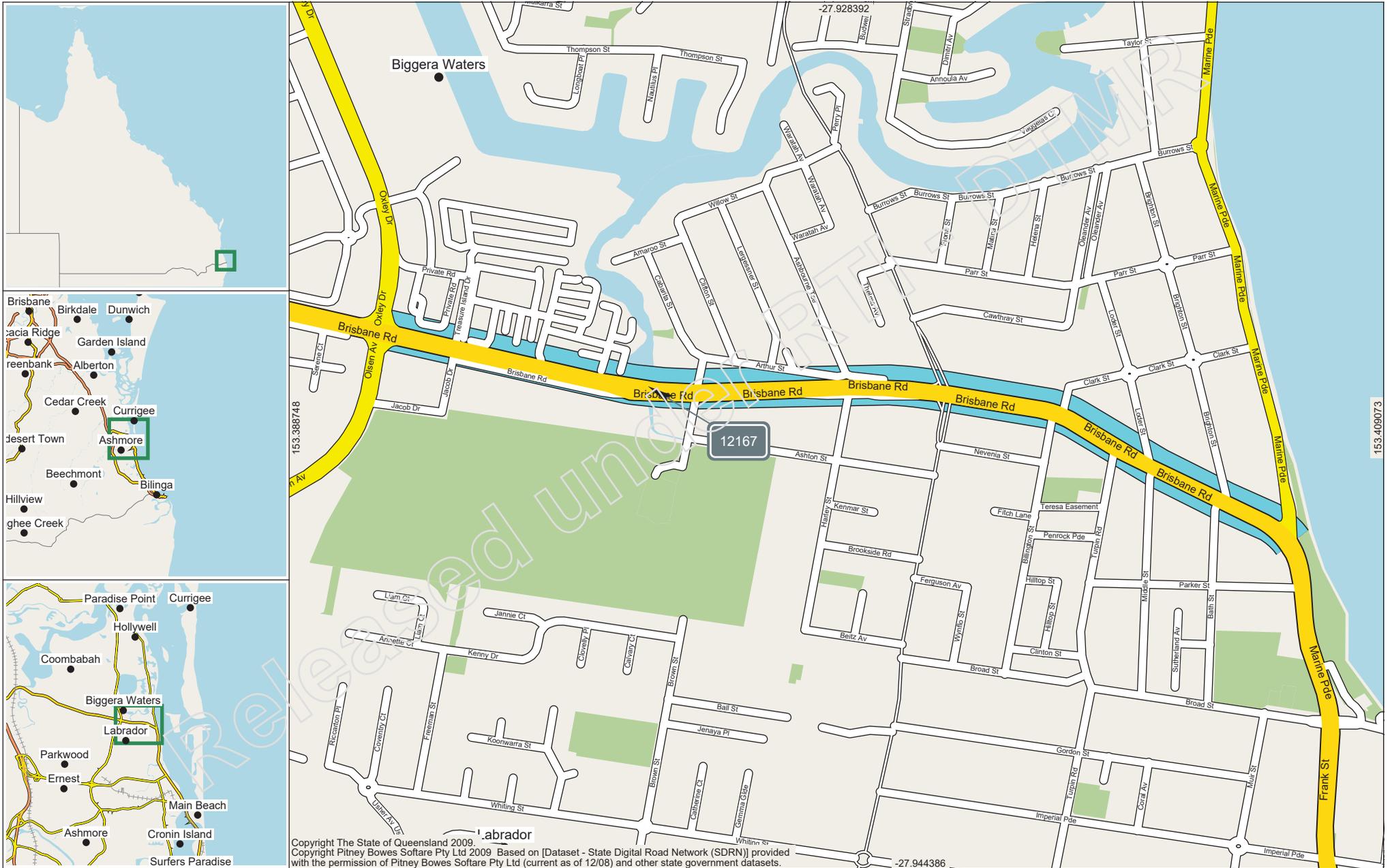
Site 11395. Point 210003694.
 Between Telford Pl & Ereton Dv.
 6.17 km

4.04 km
 Start Point 210002815. Arundel Drive.

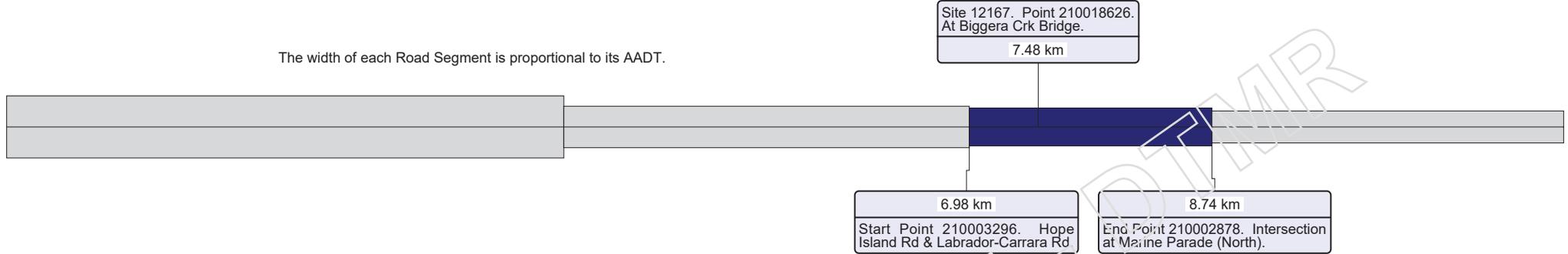
6.98 km
 End Point 210003296. Hope Island Rd & Labrador-Carrara Rd.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

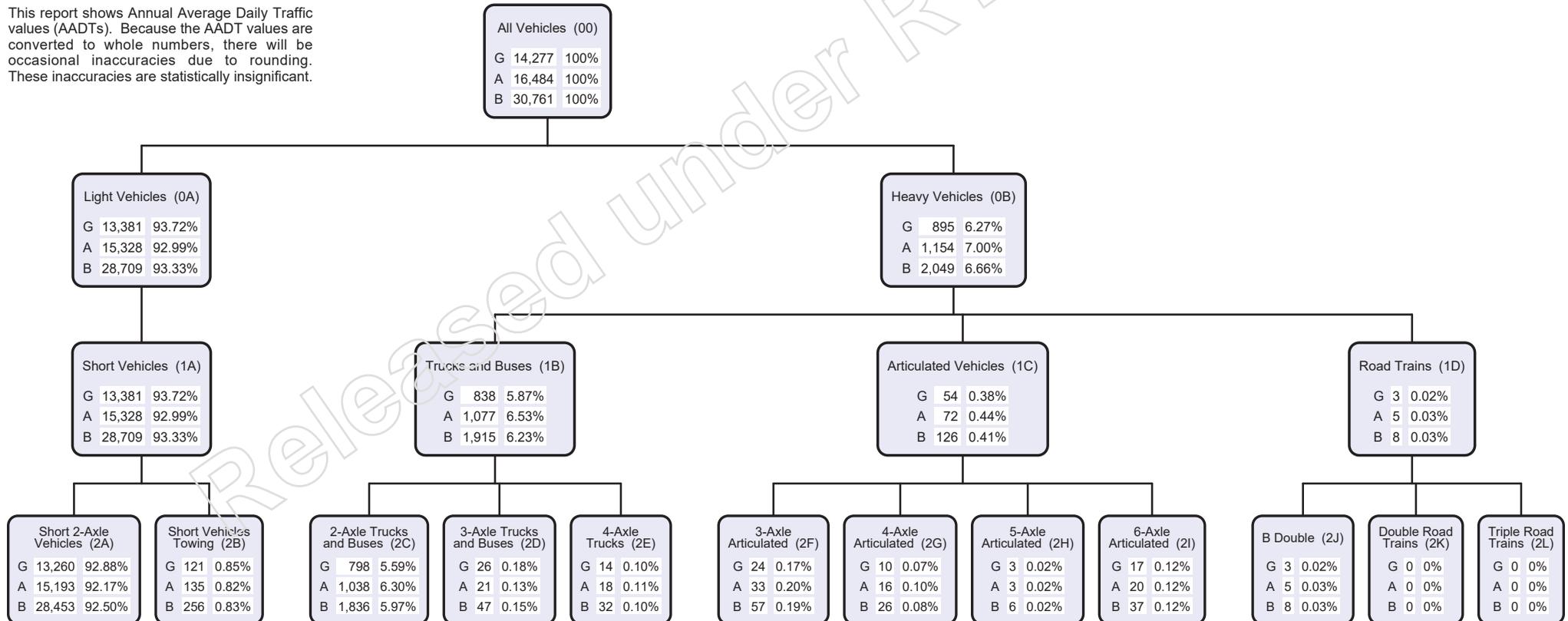


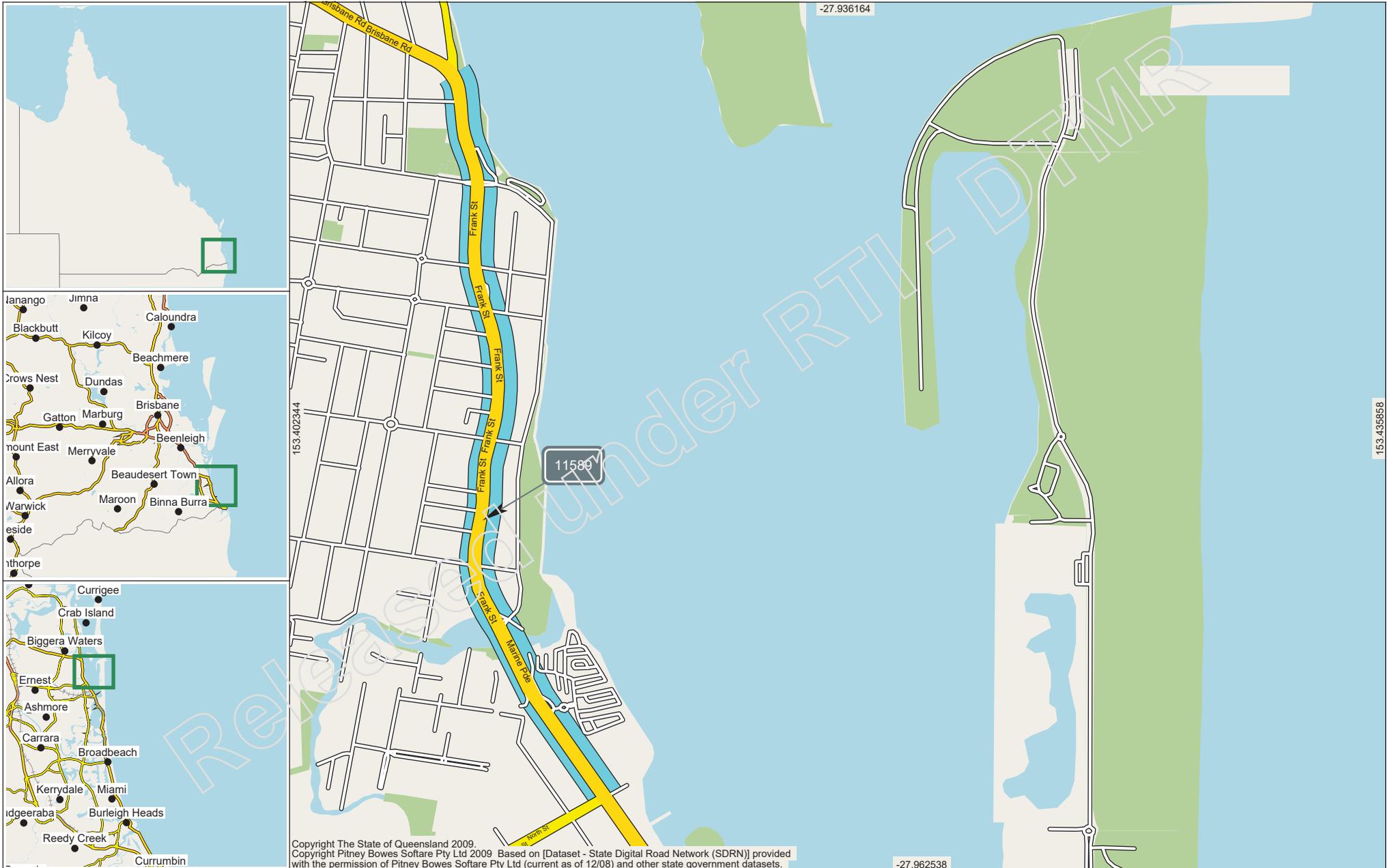


The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

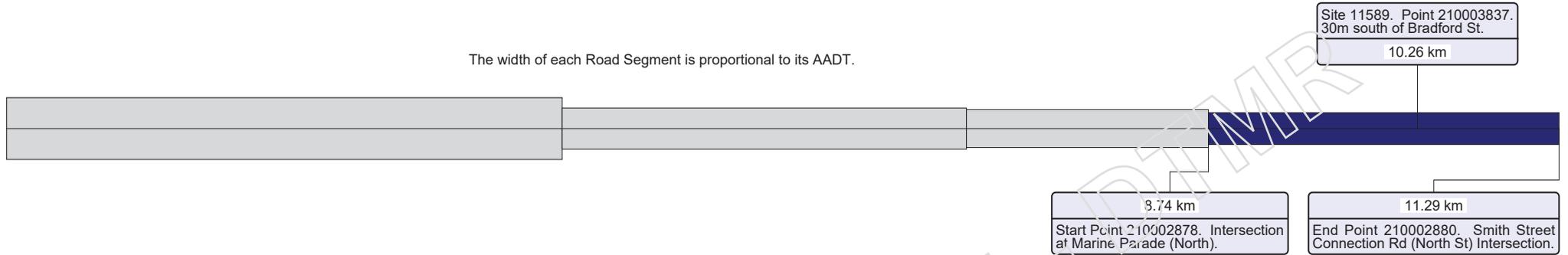




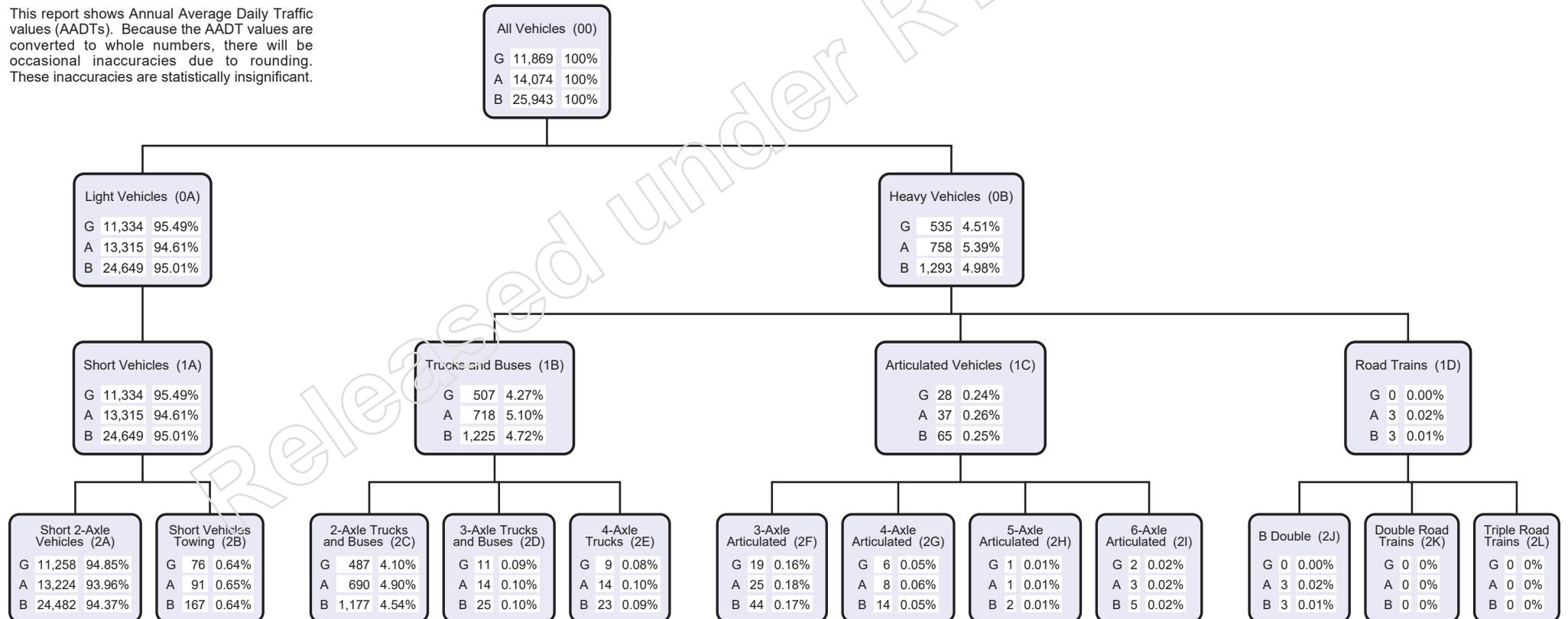
Copyright The State of Queensland 2009.
Copyright Pitney Bowes Software Pty Ltd 2009. Based on [Dataset - State Digital Road Network (SDRN)] provided with the permission of Pitney Bowes Software Pty Ltd (current as of 12/08) and other state government datasets.

-27.962538

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.



AADT Segment Report

Provides AADT Segment details for a Road Section together with the traffic flow data collected at the related Site. Traffic data is reported by the start and end Through Distance of the AADT Segments on each section of road. The road segments are represented diagrammatically with AADT data including:

- AADT by direction of traffic flow
- VKT Vehicle Kilometres Travelled
- %VC Percentage Vehicle Class as per the Austroads vehicle classification scheme

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segment

Is a subdivision of a Road Section. The boundaries of an AADT Segment are its Start Point and End Point (or Start and End Through Distance (TDist)) within the Road Section. These distances are measured in kilometres from the beginning of the Road Section in Gazettal Direction. AADT Segments are determined by the traffic volume, collected at a count Site, located within the limits of each AADT Segment.

Annual Segment Growth (when displayed)

A percentage that represents the increase or decrease in AADT for the AADT Segment, using an exponential fit, calculated over a 1, 5 or 10 year period.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Data Year

The most recent year the traffic data was collected for this AADT Segment.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site TDist

The Through Distance in gazettal direction from the start of the Road Section at which the site is located.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Through Distance

The distance, in kilometres, from the beginning of the Road Section in Gazettal Direction.

Traffic Class

Is the 12 Austroads vehicle categories or classes into which vehicles are placed or binned. Traffic classes are formed in a hierarchical format.

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles.

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Vehicle Kilometres Travelled (VKT)

Daily VKT is a measure of the traffic demand. It is calculated by the length of an AADT Segment in kilometres multiplied by its AADT. The yearly VKT is the daily VKT multiplied by 365 days.

AADT Segment Summary - All Vehicles

The Total VKT can be used to gauge the demand on an entire Road Section.

AADT Segment Summary - Heavy Vehicles only

A blank field indicates that vehicle classification data was not collected for this AADT Segment.

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The department regularly receives requests from external groups to provide traffic volume data for the purpose of undertaking traffic or noise modelling.

An extensive audit was undertaken on behalf of the City of Gold Coast Council and the Department of Transport and Main Roads to investigate the accuracy of vehicle volume data derived from vehicle loop detectors at signalised intersections and reported through the STREAMS ITS platform.

The audit identified that there is a significant degree of inaccuracy and poor reliability with the data, with a large range of error between the vehicle volumes reported from the loop detectors and actual vehicle volumes collected on-site. Analysis of the data showed no consistent 'correction factor' that could be used due to the sporadic large errors in the collected data.

The Department of Transport and Main Roads has consequently decided that, due to the need for extensive validation of the data in order to provide any reasonable certainty regarding accuracy and reliability, that we shall no longer distribute vehicle loop detector data extracted from the STREAMS system.

For the purposes of traffic and noise analysis or modelling, it is recommended that a traffic survey group be engaged to collect accurate data.

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