



PO Box 215 Bondi NSW 2026 | ph: (02) 9332 2024 | fax: (02) 9332 2022 | mob: 0414 978 067 | email: o.s@tefconsult.com.au | www.tefconsult.com.au

BALMAIN LATM

FINAL DRAFT REPORT

March 2023

Prepared for

Inner West Council

Report Document Control

Project A Local Area Traffic Management Plan for Balmain

Date 6 March 2023

Author(s) O Sannikov, V Pantiukhin, M Thompson

Client Inner West Council

Job No. 20095

Keywords Traffic Engineering/Local Transport Planning/Traffic Calming

Disclaimer This report is believed to be true and correct at the time of writing. It is based on the information and data provided by the client and other relevant organisations during preparation. TEF Consulting does not accept any contractual, tortuous or other form of liability for any consequences arising from its use. People using the information in the report should apply and rely on their own skill and judgement to a particular issue they are considering.

Title	Date	Author/s	Re-viewer
Final Draft Report	6 March 2023	VP / MT / OS	OS

1	EXECUTIVE SUMMARY.....	1
2	INTRODUCTION	8
3	CONTEXT.....	10
4	STATE AND COUNCIL STRATEGIES AND PLANS	16
5	TRAFFIC AND TRANSPORT MOVEMENT AND CONTROL	24
6	ROAD CRASHES.....	32
7	IDENTIFIED COMMUNITY ISSUES.....	35
8	AUDITS OF EXISTING SITUATION	39
9	ISSUES AND RECOMMENDED ACTIONS.....	45



LIST OF FIGURES

FIGURE 2-1: BALMAIN STUDY AREA.....	8
FIGURE 3-2: LEICHHARDT LEP 2013	10
FIGURE 3-3: LAND USE ATTRACTORS OUTSIDE THE STUDY AREA.	11
FIGURE 3-4: LOCAL PRIMARY AND SECONDARY SCHOOL CATCHMENTS.	12
FIGURE 3-5: STATISTICAL AREAS WITHIN BALMAIN.....	13
FIGURE 3-6: WALKING CATCHMENTS TO BUS STOPS.....	15
FIGURE 4-7: RELATIONSHIP BETWEEN IMPACT SPEED AND PROBABILITY OF A FATALITY FOR DIFFERENT SCENARIOS.....	17
FIGURE 4-8: EASTERN CITY DISTRICT FUTURE HOUSING SUPPLY.	18
FIGURE 4-9: CURRENT TRANSPORT NETWORK.....	19
FIGURE 4-10: KEY PLANNING TRANSPORT PROJECTS.	20
FIGURE 4-11: PROPOSED BICYCLE NETWORK.	21
FIGURE 4-12: WESTCONNEX STAGE 3 (M4-M5 LINK) WORKS NEAR THE STUDY AREA.	22
FIGURE 4-13: DRAFT BICYCLE NETWORK (DRAFT IWCS 2021).	23
FIGURE 7-14: OVERALL RATING OF TRAFFIC PROBLEMS.....	35
FIGURE 7-15: DETAILED RATING – TOO MUCH TRAFFIC.....	36
FIGURE 7-16: DETAILED RATING – HEAVY VEHICLES USING LOCAL STREETS.	36
FIGURE 7-17: DETAILED RATING – RAT RUNNING ON LOCAL STREETS.....	36
FIGURE 7-18: DETAILED RATING – EXCEEDING SPEED LIMITS.....	37
FIGURE 7-19: DETAILED RATING – PARKED CARS BLOCKING DRIVEWAYS.....	37
FIGURE 7-20: DETAILED RATING – SIGHT OBSTRUCTIONS.	37
FIGURE 9-21: EVANS STREET / ROSEBERRY STREET INTERSECTION PROPOSAL.....	46
FIGURE 9-22: EVANS STREET / CARRINGTON STREET INTERSECTION PROPOSAL.....	48
FIGURE 9-23: EVANS STREET / HENRY STREET INTERSECTION PROPOSAL.....	49
FIGURE 9-24: EVANS STREET / GOODSIR STREET INTERSECTION PROPOSAL.....	50
FIGURE 9-25: EVANS STREET / HANOVER STREET / COLLINS STREET INTERSECTIONS PROPOSAL.	51
FIGURE 9-26: EVANS STREET / MANSFIELD STREET INTERSECTION PROPOSAL.....	53
FIGURE 9-27: EVANS STREET/ BRENT STREET INTERSECTION PROPOSAL.	54
FIGURE 9-28: CLARE LANE PROPOSAL.....	55
FIGURE 9-29: PROSPER LANE PROPOSAL.....	56
FIGURE 9-30: BEATTIE STREET BETWEEN ELLIOT STREET AND MULLENS STREET PROPOSAL.	57
FIGURE 9-31: MULLENS STREET / BEATTIE STREET INTERSECTION PROPOSAL.....	58
FIGURE 9-32: MULLENS STREET / ROSEBERRY STREET INTERSECTION PROPOSAL.....	59

FIGURE 9-33: MULLENS STREET BETWEEN GOODSIR STREET AND REYNOLDS STREET PROPOSAL.....	60
FIGURE 9-34: MULLENS STREET / MANSFIELD STREET INTERSECTION PROPOSAL.	61
FIGURE 9-35: MULLENS STREET BETWEEN ROBERT STREET AND PARSONS STREET PROPOSAL.....	63
FIGURE 9-36: EVANS STREET BETWEEN VICTORIA STREET AND BRENT STREET PROPOSAL.....	64
FIGURE 9-37: LLEWELLYN STREET PROPOSAL.	65
FIGURE 9-38: DARLING STREET BETWEEN WISBEACH STREET AND BEATTIE STREET PROPOSAL.	66
FIGURE 9-39: MANSFIELD STREET / CRESCENT STREET PROPOSAL.	67
FIGURE 9-40: DARLING STREET BETWEEN NORMAN STREET AND THORNTON STREET PROPOSAL.	68
FIGURE 9-41: DARLING STREET BETWEEN YOUNG STREET AND HAMPTON STREET PROPOSAL.	69
FIGURE 9-42: MULLENS STREET AT REYNOLDS STREET PROPOSAL.	70
FIGURE 9-43: PARSONS STREET EAST OF MOORE LANE PROPOSAL.	71
FIGURE 9-44: ELLEN STREET PROPOSAL.	73
FIGURE 9-45: DARLING STREET / WISE STREET / BEATTIE STREET PROPOSAL.	74
FIGURE 9-46: BEATTIE STREET BETWEEN EWELL STREET AND WISBEACH LANE PROPOSAL.....	75
FIGURE 9-47: ROBERT STREET / MULLENS STREET PROPOSAL.	76
FIGURE 9-48: MONTAGUE STREET / LLEWELLYN STREET PROPOSAL.	77
FIGURE 9-49: NELSON STREET EAST OF DARLING STREET PROPOSAL.	79
FIGURE 9-50: PROSPER LANE, EWELL STREET AND BRUCE STREET PROPOSAL.	81

LIST OF APPENDICES

A	Leichhardt PAMP 2014 Action Plan – status of planned works / 2021 PAMP Schedule of Works
B	Road User Movement Code Table.
C	Balmain Community Survey (February 2020).
D	Traffic counts
E	Summary of proposals

LIST OF MAPS

1	Road hierarchy
2	Traffic volumes and speeds
3	Speed limits
4	Traffic management devices
5	Bicycle routes
6	Bus routes
7	Crashes (last 5 years)
8	Community survey

1 EXECUTIVE SUMMARY

1.1 LAND USE AND POPULATION GROWTH

1.1.1 Land Use and Population Growth

- The study area consists of about 56 hectares of the previous Leichhardt Council area. Within this area, the area is principally zoned General Residential R1.
- Retailing is located principally in the B2 (local centre) zoning on Darling Street (north east and south west corners).
- Food retailing is located along Darling Street, with Nature Spot gourmet grocery store lying within the area boundary and IGA X-press Rozelle, Woolworths Rozelle Metro and QE Food Stores just outside of it.
- The area comprises a very modest amount of open space. Ann Cashman Reserve, Stimson Reserve and Goodsir Street Reserve are small local parks situated directly within the boundaries.
- The area is serviced by buses which run along its borders on Darling Street, Mulens Street, Robert Street and Victoria Road.
- Two public schools service the area, these being Rozelle Public School and Sydney Secondary College Balmain Campus. Both are situated outside the study area boundaries.

1.1.2 Mode of Travel to Work

- Census 2011 and 2016 data was reviewed for the study area.
- Of the 4,122 residents in the employable age groups in the area in 2016, 2,436 persons (60%) were in the labour force compared to 62% in 2011.
- In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 2% and public transport use – up by 3%, although travelling by car is still the leading mode to travel to work.
- Almost half of the study area is within walking distance of bus stops on Victoria Road. The improvements in public transport since 2011 as well as the growth in road congestion may account for this change in mode.

1.1.3 State and Council Strategies and Plans

- The Local Government Road Safety Management Guidance document by Ausroads dated January 2020 provides extensive notes in relation to road safety and speed guidance.
- The Safe System approach that underpins the NSW Government's Road Safety Approach called "Towards Zero". This is a holistic approach to the safety of the

road system and the interactions among roads and roadsides, travel speeds, vehicle and road users.

- The Greater Sydney Commission identified Transit Oriented Development (TOD) sites in the southern part of the Inner West Council Area, surrounding the railway stations at Sydenham, Marrickville and Dulwich Hill.
- The Our Inner West 2036 acknowledges that, compared to many parts of Sydney, Inner West is well serviced by public transport to get in and out of the area but getting around within the area is still not easy.
- The Draft Inner West Integrated Transport Strategy 2019 states its aim as providing move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport.
- Leichhardt LATM 2000 Vol.1 mentions Mullens Street and Montague Street to be reclassified as limited sub arterials for their functional classification.
- The 2016 Bike Plan prepared by GTA Consultants recommended the following one-way roads suitable for two-way bicycle flow: Ewell Street and Little Darling Street.
- Leichhardt Pedestrian Access Mobility Plan 2014 outlined a number of issues in the LGA and proposed a number of treatments, some in the study area. The majority of the treatments is related to bicycles interfering with pedestrians, especially along Victoria Road.
- WestConnex Stage 3 (M4-M5 Link) includes construction of a ventilation facility on Victoria Road, Iron Cove Link Surface works and a connection (tunnel end) to the future Western Harbour Tunnel and Beaches Link (WHTBL) near the study area. There are no significant permanent changes within the study area.
- Inner West Pedestrian Access and Mobility Plan 2021 intends to provide Council with a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity.
- Draft Inner West Cycling Strategy 2021 specifies local streets designated for Prioritised cycling access and main streets, such as Darling Street, designated for Place-based cycling access.

1.1.4 Traffic and Transport

- In terms of daily traffic volumes, the peak hour bi-directional volumes can be interpreted in most cases as 10% of the daily volume on the road. Where the volume exceeds 500 vehicles per hour the Guide states that residential amenity begins to decline noticeably.
- A review of the traffic volumes and speeds in Balmain reveals that in the study area there were 2 streets (Darling Street and Mullens Street) where the 85th percentile speed was 10% over the posted speed limit. Speeds on Beattie Street exceed the posted speed limit at one location, with up to 7.5% exceedance level.

- The cycling facilities in the study area for cyclists are predominantly Mixed Traffic facilities. It is noted that a majority of these routes do not provide the requisite cycling facility design, as such warning signs, directional signs and pavement markings.
- The locations of bus stop and bus routes passing through the study are illustrated in **Map 6**. Bus routes and bus stops are of relevance to the LATM study which deals with pedestrian movements, as the crossing of pedestrians to/from stops must be managed for safety in some locations.
- Bus routes and stops are relevant to the LATM in relation to the road width required for buses and impact on traffic management and traffic calming devices which can be used.

1.1.5 Road Crashes

- There were 67 recorded incidents over the latest 5-year period (January 2015 to December 2019).
- Of the 67 crashes in the study area, most were at intersections with 47 incidents (70.2%), with the remaining 20 crashes occurring mid-block (29.8%).
- Beattie Street / Mullens Street / Montague Street intersection – 5 crashes. Crash type RUM Code 30 (rear end collision) occurred 3 times at this intersection, with all three incidents involving vehicles. Crash type RUM Code 21 (Right through) and crash type RUM Code 10 (Cross traffic) were also noted at this intersection. The existing traffic management at this intersection is a small mountable roundabout, with limited deflection and other limitations potentially due to the space available.
- Mullen Street / Roseberry Street intersection – 3 crashes. Crash type RUM Code 19 (other accident) occurred twice at this intersection. This intersection is located within the High Pedestrian Activity Area (HPAA) and does not have any traffic management in place (with the exception of a pedestrian crossing at the northern part of the intersection). Crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.
- Mullens Street midblock crashes (between Roseberry Street and Reynolds Street) – 3 crashes. Crash type RUM Code 71 (left off carriageway into parked vehicle or object) occurred twice at this intersection. The reason for this pattern is due to cars constantly being parked on both sides of Mullens Street and limited road width to park on the street. Crash type RUM Code 20 (head on – not overtaking) occurred once at this intersection.
- Robert Street / Mullens Street intersection – 3 crashes. Crash type RUM Code 30 (rear end collision) occurred twice at this intersection. This pattern has occurred due to the existing traffic management. There are only Give Way controls at this intersection (with no roundabout or traffic signals). This might cause confusion for arriving vehicles and increases the probability of a rear end collision. Crash type RUM Code 21 (right through collision) occurred once at this intersection.

- Robert Street midblock crashes (between Crescent Street and Mullens Street – 2 crashes. Crash type RUM Code 31 (left rear collision) and crash type RUM Code 74 (out of control on carriageway collision) occurred once at this intersection.
- Darling Street / Montague Street intersection – 2 crashes. Crash type RUM Code 30 (rear end collision) and crash type RUM Code 2 (far side collision) occurred once at this intersection.
- Darling Street / Elliott Street intersection – 2 crashes. Crash type RUM Code 21 (right through collision) and crash type RUM Code 63 (vehicle door) occurred once at this intersection.
- Beattie Street / Darling Street / Wise Street intersection – 2 crashes. Crash type RUM Code 2 (far side collision) and crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.
- Reynolds Street / Evans Street intersection – 2 crashes. Crash type RUM Code 39 (other – same direction) and crash type RUM Code 71 (left-off carriageway into object or parked vehicle) occurred once at this intersection.

1.2 COMMUNITY INPUT

1.2.1 Community Survey

- In total 245 persons responded.
- It indicates that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week.
- Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstructions.
- Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit.
- Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

1.3 RECOMMENDATIONS

1.3.1 Evans Street / Roseberry Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, with the provision of statutory No Stopping zones.

1.3.2 Evans Street / Carrington Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.3 Evans Street / Henry Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed

that kerb extensions/garden beds be installed around the corners of the intersection with the provision of statutory No Stopping zones.

1.3.4 Evans Street / Goodsir Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.5 Evans Street / Hanover Street and Hanover Street / Collins Street intersections

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/ garden beds are installed around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones and one-way system (northbound and westbound) be introduced in Hanover Street north of Collins Street, including installation of a kerb extensions/garden bed within the existing No Stopping zone.

1.3.6 Evans Street / Mansfield Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones.

1.3.7 Evans Street / Brent Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.8 Clare Lane

Based on the safety assessment and community feedback, it is proposed that a Shared Zone be installed in Clare Lane.

1.3.9 Prosper Lane

Based on the intersection operation and safety assessment and community feedback, it is proposed that a Shared Zone be installed in Prosper Lane. Also, a “No Through Road” sign is to be installed at the northern end of the lane, facing north.

1.3.10 Beattie Street between Elliot Street and Mullens Street

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Beattie Street near No. 117.

1.3.11 Mullens Street / Beattie Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the western approach to the roundabout, with kerb extensions/garden beds on the western side. The existing speed cushion at this location is proposed to be removed.

1.3.12 Mullens Street / Roseberry Street intersection

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Mullens Street south of Roseberry Street.

1.3.13 Mullens Street between Goodsir Street and Reynolds Street

Based on the intersection operation and safety assessment and community feedback, it is proposed that raised thresholds be installed on both approaches to the street bend.



1.3.14 Mullens Street / Mansfield Street intersection

Based on the safety assessment and community feedback, it is proposed that the raised platform for the zebra crossing be widened to feature extended setbacks. It is also proposed to install larger R3-1 signs at the crossing and additional warning signs W6-2 on both approaches.

1.3.15 Mullens Street between Robert Street and Parsons Street

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed south of Parsons Street.

1.3.16 Evans Street between Victoria Street and Brent Street

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed near No. 132.

1.3.17 Llewellyn Street

Based on the safety assessment and community feedback, it is proposed that a mobility (accessible) space be installed in Llewellyn Street near "Doctors on Darling".

1.3.18 Darling Street between Wisbeach Street and Beattie Street

Based on the safety assessment and community feedback, it is proposed that all kerbside parking spaces be marked at this location.

1.3.19 Mansfield Street / Crescent Street intersection

Based on the intersection operation observations, safety assessment and community feedback, it is proposed that the existing painted traffic islands be repainted and complemented by rumble bars.

1.3.20 Darling Street between Norman Street and Thornton Street

Based on the safety assessment and community feedback, it is proposed that a raised threshold be installed at this location.

1.3.21 Darling Street between Young Street and Hampton Street

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed between Young and Hampton Streets.

1.3.22 Mullens Street at Reynolds Street

Based on the safety assessment and community and Council feedback, it is proposed that the existing raised pedestrian crossing be upgraded (to be made in concrete and level with the footpath to eliminate changes of gradients between pram ramps and threshold ramps).

1.3.23 Parsons Street east of Moore Lane

Based on the intersection operation and safety assessment and community feedback, it is proposed that a one lane slow point with a raised threshold be installed in Parsons Street just east of Moore Lane.

1.3.24 Ellen Street

Based on the safety assessment and Council feedback, it is proposed that a Shared Zone be installed in Ellen Street.

1.3.25 Darling Street / Wise Street / Beattie Street

Based on the intersection operation and safety assessment and community/Council feedback, it is proposed that a raised pedestrian crossing be installed on the eastern side of the roundabout (Beattie Street approach).

1.3.26 Beattie Street between Ewell Street and Wisbeach Lane

Based on the safety assessment and community/Council feedback, it is proposed that a concrete speed hump be installed instead of the existing rubber speed cushions.

1.3.27 Robert Street / Mullens Street intersection

Council's request: the potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service is to be investigated in consultation with Inner West Council and NSW Department of Planning and Environment as part of the Bays Station works for the Sydney Metro West.

1.3.28 Montague Street / Llewellyn Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.29 Nelson Street east of Darling Street

Council requested changes to signposting in order to assist patrons of the Hannaford Centre to access the Council facility.

1.3.30 Prosper Lane, Ewell Street and Bruce Street

In view of safe conditions for two-way bicycle travel (no angle car parking) and to optimise bicycle links it is proposed to install "Bicycles excepted" sign plates at the "One way" signs on these streets.

1.3.31 Estimated Cost of all proposals

It is estimated that the total cost of all proposals will be approximately \$943,000 with a 10 percent contingency this amount would be approximately \$1,037,500.

2 INTRODUCTION

The purpose of this project is to develop a Local Area Traffic Management (LATM) scheme for the Balmain area (Area L9). This area is bounded by Darling Street, Montague Street, Mullens Street, Robert Street and Victoria Road as shown in **Figure 2-1**.

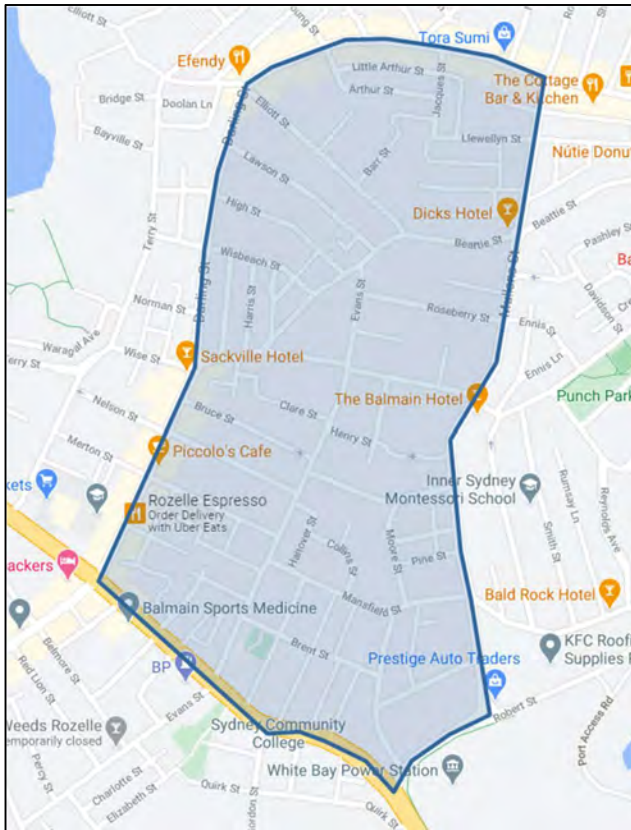


Figure 2-1: Balmain study area

The general objectives of this project as stated in the Brief are to:

- Investigate and review the performance of the existing Local Area Traffic Management (LATM) schemes and recommend proposed LATM works.
- Integration of traffic planning based on Local Area Traffic Management and parking management integration.
- To access vehicles' speed across the study area and propose additional control measures where applicable.
- Integration of traffic planning based on Local Area Traffic Management and parking management integration.
- To investigate traffic intrusion into the predominantly residential study area and propose solutions as required.
- To improve pedestrian and cyclist accessibility through the study area (taking into account measures proposed in the Inner West Council Bicycle Plan) and strategies for LATM management including price control techniques, quality control techniques and countermeasure techniques.

In developing recommendations for LATM Strategy, the Brief states that consideration must be given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds.
- Minimise traffic levels and intruding traffic in a local street.
- Minimise crash risk.

- *Improve local amenity by:*
 - *Reducing car use.*
 - *Increasing use of public transport.*
 - *Increasing walking and cycling.*
 - *Improving the streetscape.*

Balmain Wharf is about 800 metres to the east and Rozelle Bay Light Rail station is about 700 m to the south.

The area is serviced by buses which run along its borders on Darling Street, Mullens Street, Robert Street and Victoria Road.

Primary education is provided by Rozelle Public School (approximately 630 students), which is located to the south west of the study area. Sydney Secondary College Balmain Campus, located to the west of the study area, provides education to about 800 students of years 7 to 10.

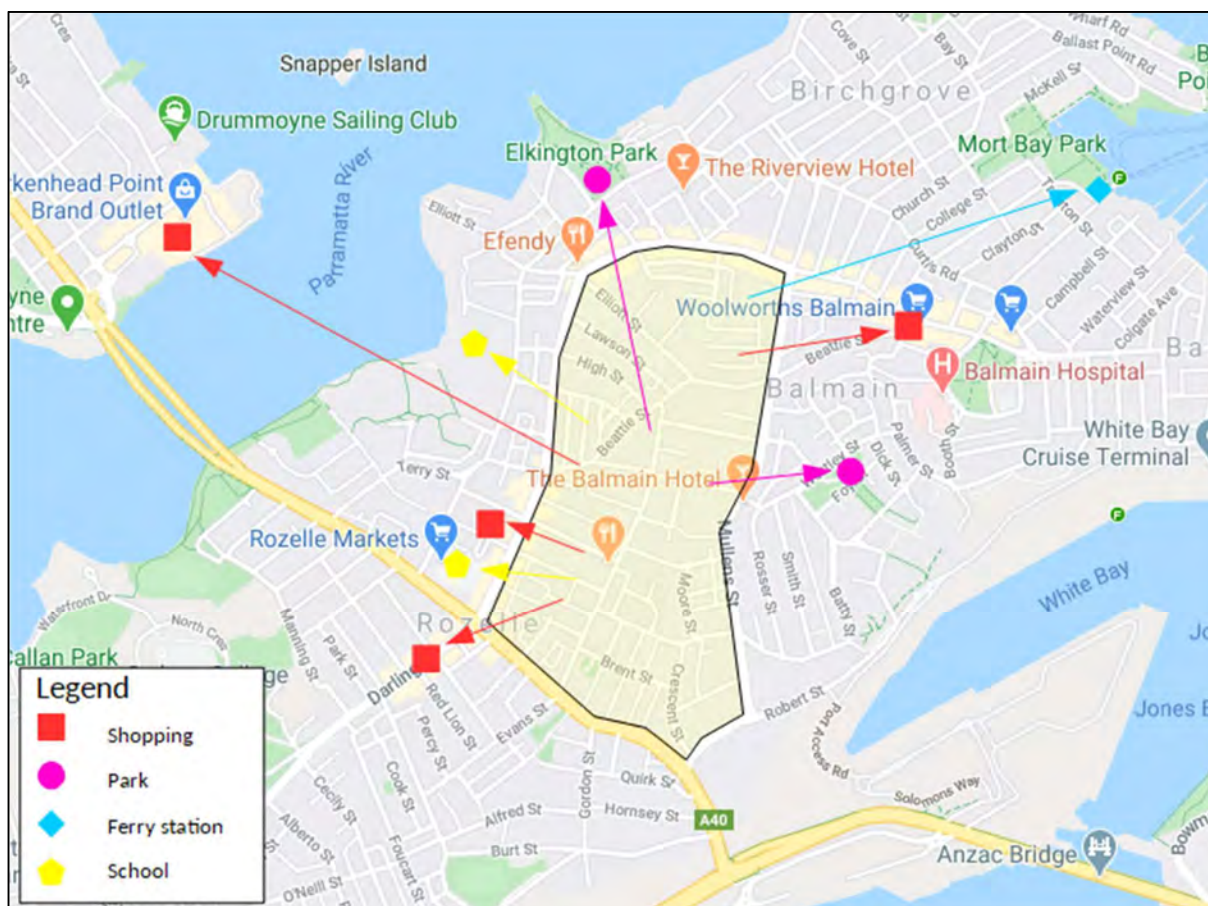


Figure 3-3: Land use attractors outside the study area.

3.1.3 Public school catchments

Two public schools service the area, these being Rozelle Public School and Sydney Secondary College Balmain Campus. The catchments of each are illustrated below in **Figure 2.3**. To attend these schools, children from the study area would have to cross Darling Street if they live within walking distance. Other children use school buses or get delivered by car.

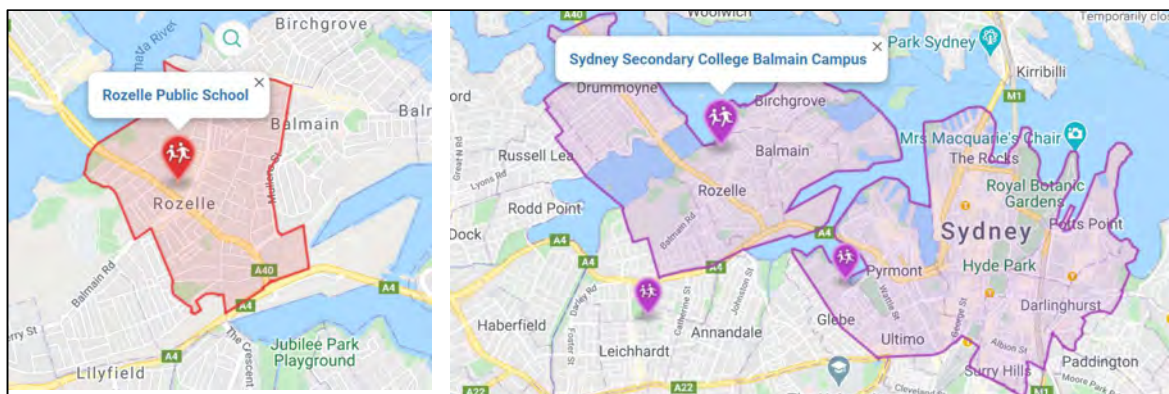


Figure 3-4: Local primary and secondary school catchments.

Source: Australian Public-School Website

3.2 LEICHHARDT DCP 2013

The **Leichhardt DCP 2013** states the Objectives within General Provisions are:

Council will, regardless of location, promote urban design that produces walkable, cycle-able neighbourhoods that will support a socially, environmentally and economically resilient community. Development is to make a positive contribution to implementing the following urban design objectives:

- O2 – Accessible: places and spaces can be accessed by the community via safe, convenient and efficient movement systems.
- O5 – Connected: places and spaces encourage people to interact with the physical environment and each other through a network of safe, convenient travel routes and alternatives which are accessible for all users. Places and spaces accommodate a variety of uses and activities which attract people and enhance social activity. (C1.0)

The **Leichhardt DCP 2013** Desired Future Character of the area includes:

- C1 – Preserve the established setback and street crossing patterns for each street. (C2.2.5.4 Iron Cove Distinctive Neighbourhood)
- C5 – Improve pedestrian and cycle accessibility, safety and facilities to take full advantage of low cost/public transport services in the area.
- C10 – Discourage additional vehicle access to sites from Darling Street and Victoria Road. (C2.2.5.5 Rozelle Commercial Distinctive Neighbourhood)
- C1 – Preserve and improve the pedestrian safety, amenity and focus of Darling Street and adjacent streets. (C2.2.5.5(a) Darling Street Sub Area)

3.3 MODE OF TRAVEL TO WORK OF RESIDENTS

Census 2011 and 2016 data were reviewed for the study area. **Figure 3-5** below outlines in yellow ten SA1 areas which cover the study area outlined in a black broken line.

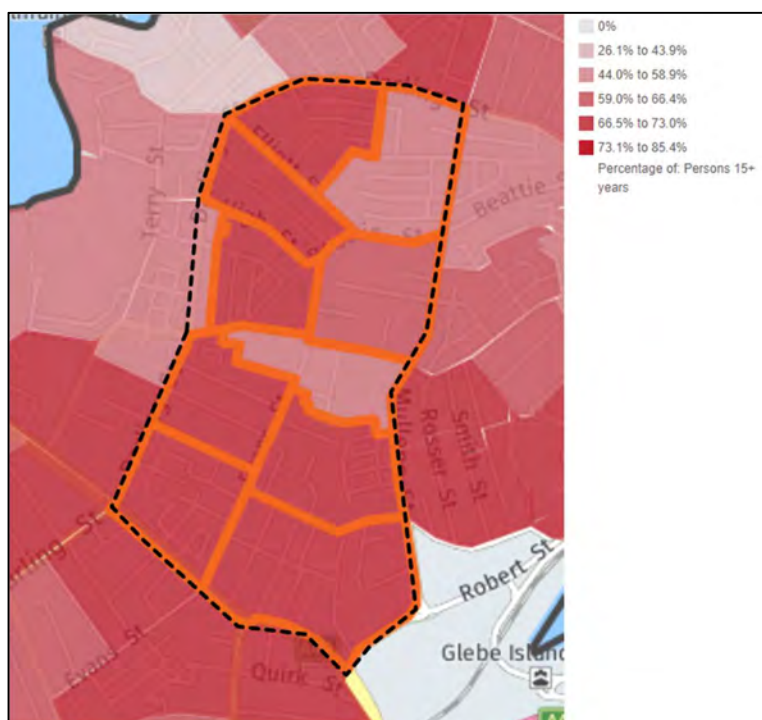


Figure 3-5: Statistical areas within Balmain.

Source: IWC Social Atlas

Of the 4,122 residents in the employable age groups in the area in 2016, 2,436 persons (60%) were in the labour force compared to 62% in 2011. In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 2% and public transport use – up by 3%, although travelling by car is still the leading mode to travel to work.

Table 2. 1: Workforce method of travel to work.

Main method of travel	2016 Labour force participation			2011 Labour force participation			% change
	Number	%	Total responses	Number	%	Total responses	2011 to 2016
Public transport	752	33%	2287	718	30%	2388	+3%
Car	880	38%	2287	966	40%	2388	-2%
Walk	167	7%	2287	188	8%	2388	-1%
Cycle	35	2%	2287	63	3%	2388	-1%
Worked at home	110	5%	2291	108	5%	2306	0%
Households without car	212	12%	1732	225	13%	1704	-1%

Source: 2016 ABS Census

Almost half of the study area is within walking distance of bus stops on Victoria Road. The improvements in public transport since 2011 as well as the growth in road congestion may account for this change in mode. **Figure 2.5** illustrates the catchments for the bus stops (400m). The rest of the area is serviced by bus routes that stop on Darling Street, Montague Street, Mullens Street and Roberts Street – with connections to the City and to the Inner West areas.

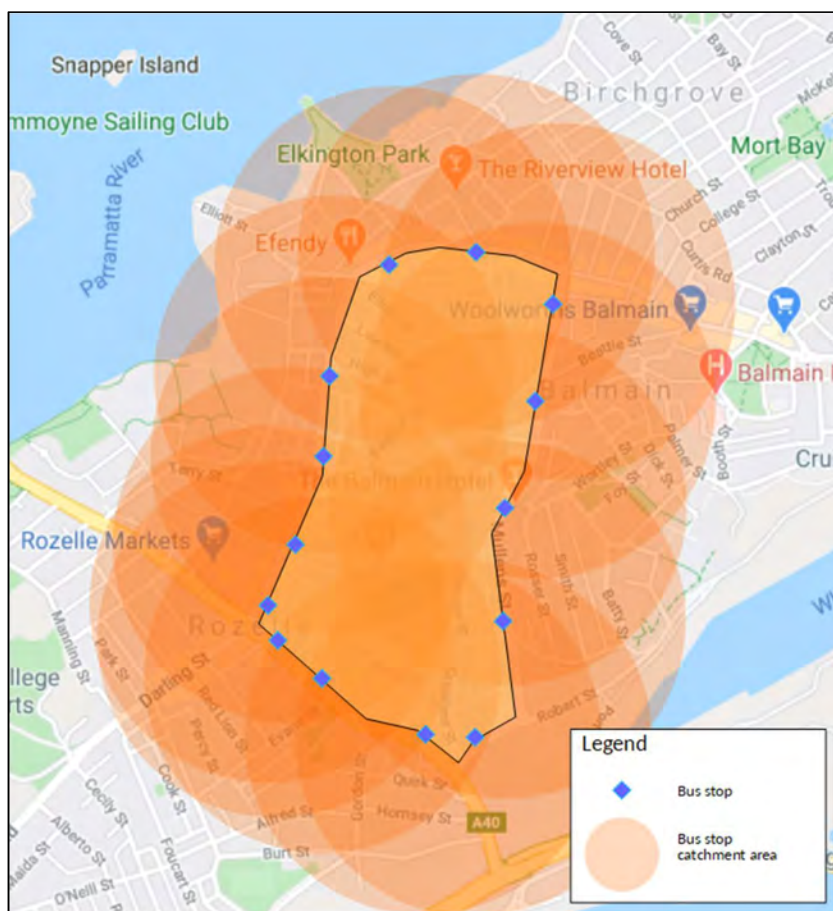


Figure 3-6: Walking catchments to bus stops.

4 STATE AND COUNCIL STRATEGIES AND PLANS

4.1 ROAD SAFETY SPEED RESEARCH

The *Local Government Road Safety Management Guidance* document by Austroads dated January 2020 notes the following in relation to road safety and speed guidance. Local Government roads tend to have vulnerable pedestrians and cyclists present, which may make these types of roads more difficult to manage because of the variability in road types and complex interactions between a wider range of users. This is the case in the study area, with three different local road types being present, these include local accessways and streets (such as Elliott Street and Nelson Street) and collector roads (such as parts of Evans Street and all of Robert Street, Montague Street, Mullens Street and Darling Street). As such this guide provides the relevant road safety approaches and practices that are most likely to be applicable in the local government context.

The Safe System approach that underpins the NSW Government's Road Safety Approach called "Towards Zero". This is a holistic approach to the safety of the road system and the interactions among roads and roadsides, travel speeds, vehicle and road users. The role of speed in this system based on the relationship between impact speed and the probability of a fatality for different scenarios demonstrates that at during a collision at 30 km/h involving a pedestrian or cyclist, there is a 10 per cent probability of a fatality (Wrangborg curbs developed in 2005, refer to

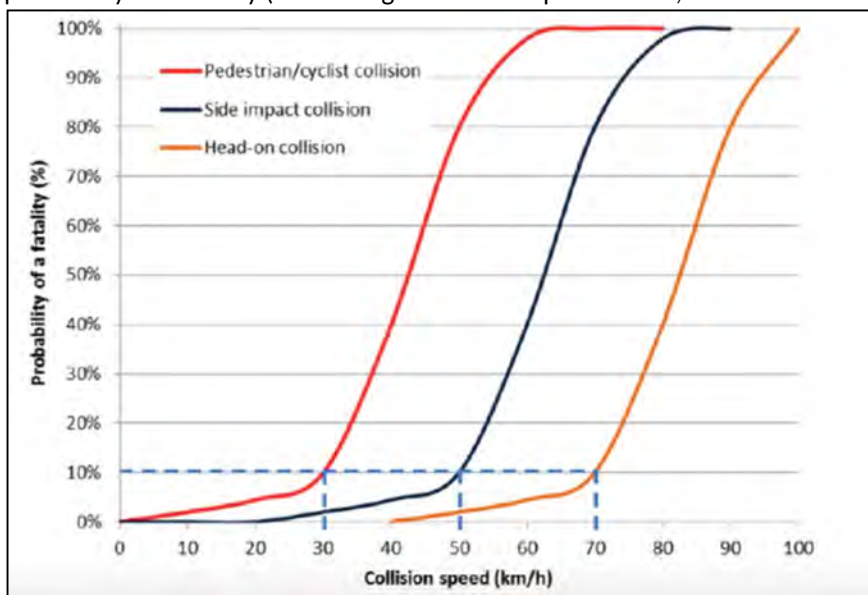


Figure 4-7 below. This leads to the safe impact speed for road sections used by cars and vulnerable road users, as would be the case for the local accessways and streets in the study area, would have a Target Safe System speed of 30km/h. This document also notes that there are the highest occurrences of under-reporting amongst the most vulnerable road users, including pedestrians and cyclists and therefore any crash data analysis may need to be supported by traffic engineering base principals when determining any implemented changes, not simply relying on crash data as a source alone.

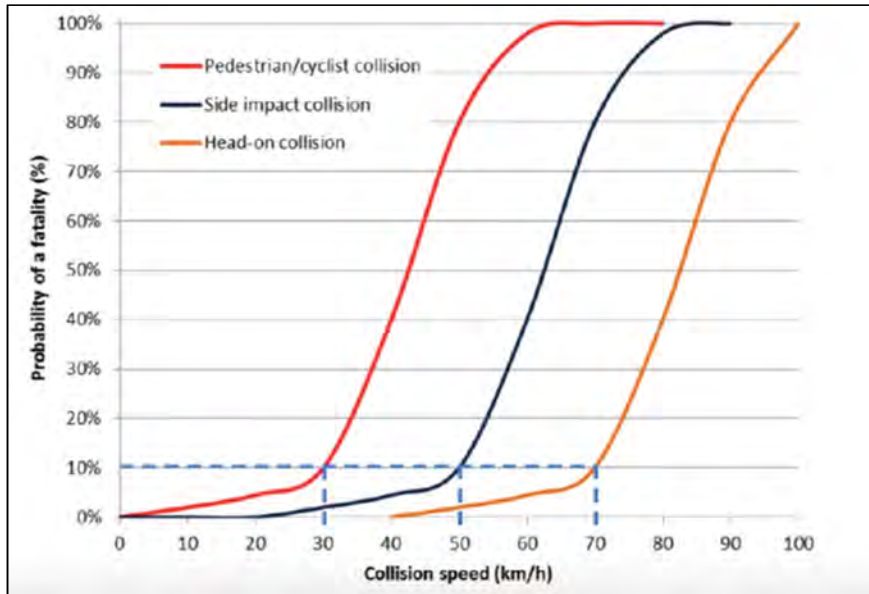


Figure 4-7: Relationship between impact speed and probability of a fatality for different scenarios.

Source: Austroads, January 2020

The Safe Systems approach as outlined in the above document is further considered in *Integrating Safe System with Movement and Place for Vulnerable Road Users*, Austroads, January 2020. Appendix B provides Safe System Aligned Measures for Pedestrians and Cyclists. Some of the key items that assist in implementing a 30km/h zone should include:

- Raised signalised intersections with 30km/h ramps (or lower) – which could be used for entry treatments to the study area
- Signalised intersections with 30km/h platforms (or lower) which could be used should any intersections be proposed to be signalised in the study area.
- 30km/h speed limits or lower, where in local streets, both speed and traffic volumes not only affect safety, but also the amenity of the street and surrounding areas, which would be effective based on feedback in the study area.
- Wombat crossings (30km/h or lower platforms) – which provides an example in Darling Street, Rozelle on the corner of Wisbeach Road, just outside the study area.
- Kerb blisters or road narrowing, where reducing the roadway width to be crossed by pedestrians reduces the time spent by the pedestrian exposed to crash risk, especially where traffic approaches in one direction only and the speed limit is 30km/h.

4.2 GREATER SYDNEY COMMISSION EASTERN DISTRICT PLAN 2018

The Greater Sydney Commission identified Transit Oriented Development (TOD) sites in the southern part of the Inner West Council Area, surrounding the railway stations at Sydenham, Marrickville and Dulwich Hill. In the study area, in line with the Leichhardt DCP, there is no proposed urban renewal or increased housing growth as illustrated in **Figure 4-8** overleaf.



Figure 4-8: Eastern City District future housing supply.

Source: Greater Sydney Commission

4.3 COUNCIL STRATEGIES

4.3.1 Our Inner West 2036

This is a community strategic plan for the inner West community endorsed in June 2018. Among the list of its key community challenges it acknowledges that, compared to many parts of Sydney, Inner West is well serviced by public transport to get in and out of the area but getting around within the area is still not easy: the routes that link neighbourhoods and destinations throughout Inner West are limited.

even though fewer people drive to work (38%) compared to Greater Sydney (56.6%), traffic congestion is an issue for people living and working adjacent to main roads such as Victoria Road.

4.3.2 Draft Inner West Integrated Transport Strategy 2019 ('Going Places Integrated Transport Strategy' and Technical Report May 2019)

This strategy states its aim as providing:

...move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport. It is integrated in that it considers land use and transport as an interconnected system that influences movement and behaviour.

In order to achieve that aim, it is proposed to support a shift from single vehicle travel to public transport and active transport such as pedestrians and cyclists; improve safety for all users, including working towards 40 km/h vehicle speeds throughout Inner West.



Figure 4-9: Current transport network.

Source: Going Places Integrated Transport Strategy

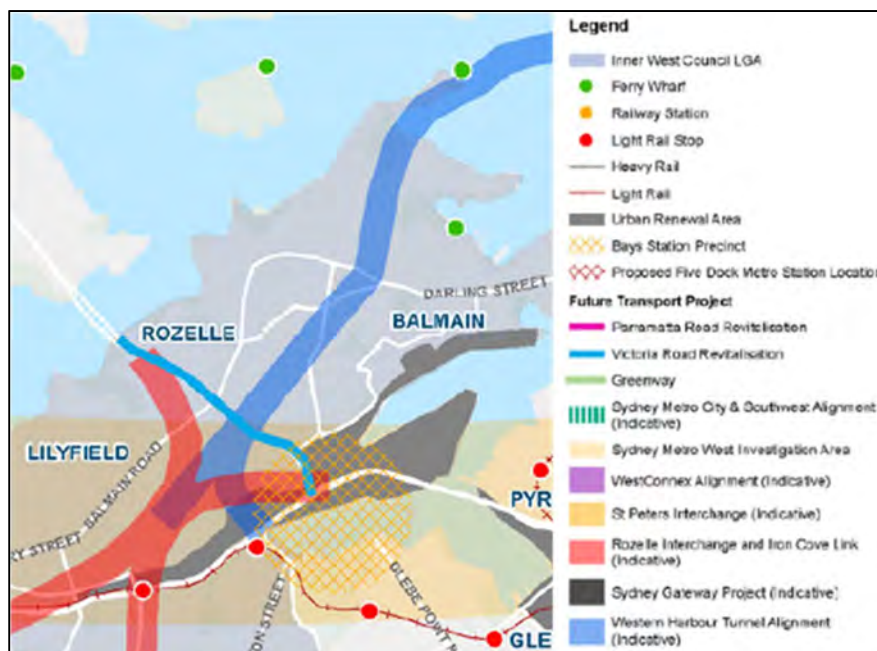


Figure 4-10: Key planning transport projects.

Source: Going Places Integrated Transport Strategy

4.3.3 Leichhardt Local Area Traffic Management Studies 2000

Leichhardt LATM 2000 Vol.1 mentions Mullens Street and Montague Street to be reclassified as limited sub arterials for their functional classification. This LATM Study, being 20 years old, has limited value in terms of analysis of traffic flows and safety issues. Many treatments, proposed by LATM 2000, have been implemented, notably kerb extensions at Darling Street/Elliott Street. A 40km/h speed limit is in place for the whole of the Balmain Peninsula where the study area is located. A midblock rubber speed hump between Evans Street and Mullens Street has been installed. A 3-tonne load limit has also been placed on Beattie Street for its whole length.

4.4 COUNCIL PLANS

4.4.1 Leichhardt Bike Plan 2016

The 2016 Bike Plan prepared by GTA Consultants recommended the following:

One-way roads suitable for two-way bicycle flow: Ewell Street and Little Darling Street.

Regional bike routes on:

- Iron Cove Bridge to Pyrmont via Victoria Road and Anzac Bridge (Section A: Victoria Road). Proposed improvement: Path condition on both sides need repair. All vehicle conflict points to have alternative pavement treatment/markings.

Local bike routes on:

- Glassop Street to Balmain East (Darling Street Wharf) via Elliott Street, Beattie Street and Darling Street.

Regional/local:

- Victoria Road alternative via Terry Street, Wellington Street, Nelson Street or Merton Street, Evans Street, Hanover Street, Mansfield Street, Crescent Street and Robert Street.

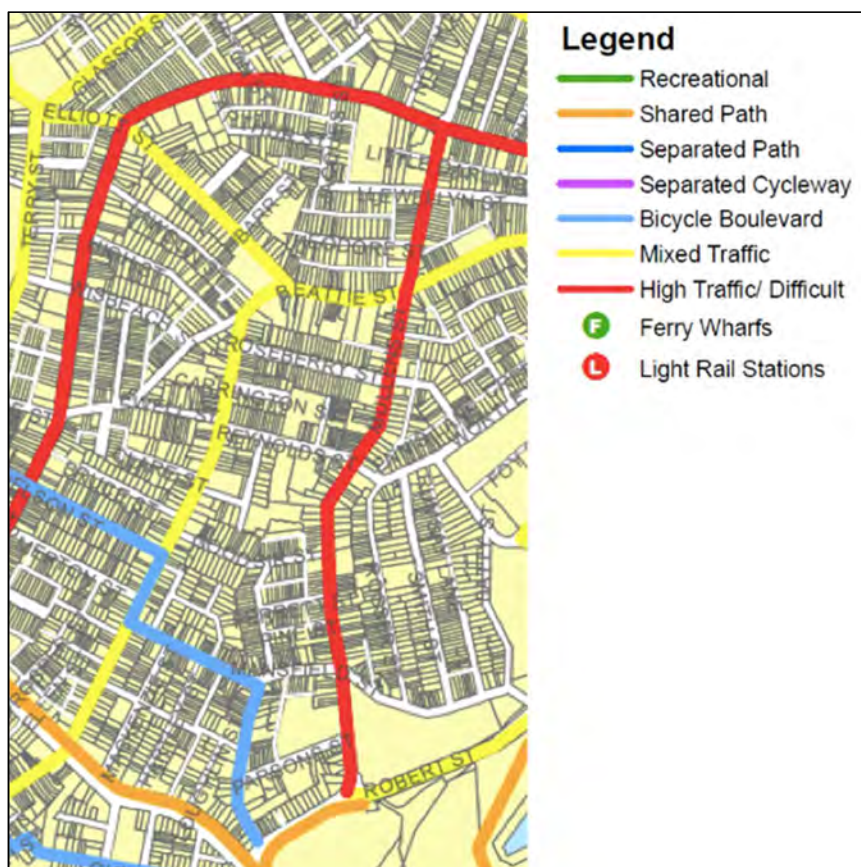


Figure 4-11: Proposed bicycle network.

Source: Leichhardt Bike Plan 2016 (GTA)

4.4.2 Leichhardt Pedestrian Access Mobility Plan 2014

The Pedestrian Access Mobility Plan (PAMP), adopted in 2004, was reviewed and updated in 2014 by Urban Arc to

“ensure that the planning, design and construction of all future pedestrian facilities link with existing facilities, are designed to incorporate planned future development sites and enhance the safety of existing pedestrian facilities.”

The 2014 PAMP update outlined a number of issues in the LGA and proposed a number of treatments, some in the study area. The summary of treatments can be found in **Appendix A** along with their current implementation status, based on the site inspection conducted by TEF Consulting. The majority of the treatments is related to bicycles interfering with pedestrians, especially along Victoria Road.

4.4.3 WestConnex Stage 3 (M4-M5 Link)

Near the study area, the M4-M5 link project includes construction of a ventilation facility on Victoria Road, Iron Cove Link Surface works and a connection (tunnel end) to the future Western Harbour Tunnel and Beaches Link (WHTBL). There are no significant permanent changes within the study area.

Of primary Council's concern related to the M4-M5 link is the potential future increase of traffic flows within Inner West LGA (including Rozelle) and that it does not provide the transport solutions that will best serve the movement of vehicles and people in Sydney's Inner West. There are also concerns

about this project focusing on road transport and not paying sufficient attention to public transportation.

Council also has concerns about the full range of construction impacts – including, traffic, parking, noise and dust – around all Stage 3 construction sites. Construction works started in April 2020 and are planned to continue until 2024. The construction impacts may have an impact on the study area.



Figure 4-12: WestConnex Stage 3 (M4-M5 Link) works near the study area.

Source: <https://www.westconnex.com.au>

4.4.4 Inner West Pedestrian Access and Mobility Plan (PAMP) 2021

Bitzios Consulting was commissioned by Inner West Council to undertake and develop the Inner West PAMP to provide an updated and consolidated PAMP that covers the entire LGA. The PAMP intends to provide Council with a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity. The PAMP includes a detailed works program that identified issues associated with access, connectivity, crossing deficiency, infrastructure condition, missing footpath, narrow footpath, obstruction and safety issues.

A number of projects identified in the PAMP of relevance to the LATM are detailed in Appendix A. These projects relate to the installation of continuous footpath treatments and will require further assessment to determine whether they meet TfNSW requirements for such facilities.

4.4.5 Draft Inner West Cycling Strategy 2021

The draft Inner West Cycling Strategy (IWCS) was publicly exhibited in November 2022 with finalisation and adoption by Council anticipated in 2023. The draft Cycling Strategy outlines 6 priorities with actions to provide a safer cycling network and support more people cycling.

The draft Cycling Strategy applies the NSW Government's Movement and Place framework. Movement and Place is a cross-government framework for planning, designing and managing the street network to maximise benefits for the people and places they serve. The draft bike network map specifies local streets designated for Prioritised cycling access and main streets, such as Darling Street, designated for Place-based cycling access. The NSW Design and Roads and Streets Guide (last updated: 13 Jan 2023) and the Network Planning in Precincts Guide (last updated: 14 Jul 2022) aim to shift the emphasis in network planning from a hierarchy of roads towards a network that is place-based and prioritises walking, cycling, public transport use. This approach will form the basis of planning the Inner West bike network.

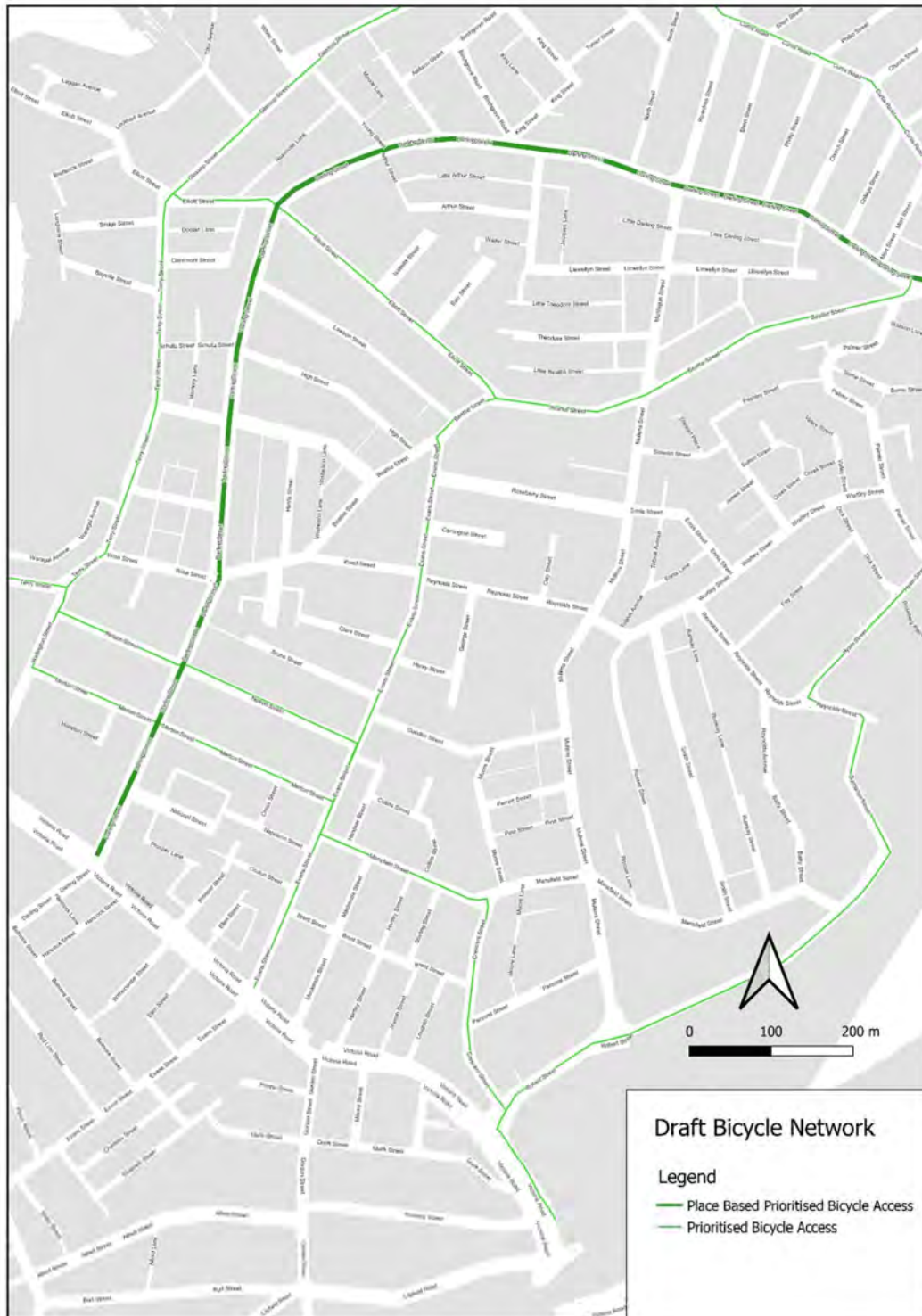


Figure 4-13: Draft Bicycle Network (draft IWCS 2021).

5 TRAFFIC AND TRANSPORT MOVEMENT AND CONTROL

5.1 ROAD HIERACHY, TRAFFIC VOLUMES AND SPEEDS

Two types of road classification are used in NSW. Each type of classification caters for a different purpose as discussed below.

5.1.1 Funding classification

This is an administrative classification based on funding where the State and Local Authority allocate responsibilities between them. Thus:

- State roads are fully funded by the NSW Government;
- Regional roads involve shared funding between the NSW Government and the Local Council; and
- Local roads are fully funded by Local Councils.

Around the study area, there is one State road which carries large volumes of traffic including heavy vehicles. The State road within the study area is:

- Victoria Road.

The Regional roads within the study area are:

- Darling Street, Robert Street, Mullens Street and Montague Street.

All other roads in the study area are local roads within the care and control of Inner West Council.

5.1.2 Functional classification

This classification includes Arterial, Sub-arterial, Collector and Local roads. Together the roads make up a road network. The functional road classification can be described as:

- | | |
|------------------------------------|--|
| • Arterial | : Predominantly carry through traffic from one region to another, forming principal avenues of communication for urban traffic movements. |
| • Sub-Arterial | : Connect the Arterial roads to areas of development and carries traffic directly from one part of a region to another. They may also relieve traffic on Arterial roads in some circumstances. |
| • Major Collector (or Distributor) | : Connect the Sub-Arterial roads to the Local Road system in developed areas. May also be commercial collectors which connect to a commercial centre such as East Gardens or Eastlakes |
| • Residential Collector | : sub-divisional roads within a particular developed area. These are used solely as local access roads |

Map 1 illustrates the functional road hierarchy in the study area based on RMS classification and traffic volumes as well as roads with 3 tonne load limits. The RMS (previously RTA) functional road classification parameters for the metropolitan area are in **Table 5-1**.

Table 5-1- Road classification parameters.

Factor	Measure of Effectiveness	Desirable Feature for Each Road Class			
		Arterial	Sub Arterial	Collector	Local
Vehicle speed	Operating speed	60-100 km/h	50-60 km/h	40-50 km/h	40 km/h or less
Traffic use	Daily volume (vehicles per day)	No limit	20,000 vehicles per day max	5,000 vehicles per day max	2,000 vehicles per day max
	Residential area				
	Other area	No limit	20,000 vehicles per day max	10,000 vehicles per day max	4,000 vehicles per day max
Intersection spacing	Cross street interference	Approx 1 km	Approx 0.5 km		
Road geometry	Number of travel lanes	4 or more	2 or more	2 or more	1 or more
	Medians	Yes	As needed	No	No
	Min. carriageway width	13 m	7 m	7 m	4 m
Traffic management	Parking	None	Prefer none	Yes	Yes
	Lane and separation lines	Yes	Yes	Maybe	No
	Property access	Minimised	Minimised	Yes	Yes
	Control of turning vehicles	Median control	Maybe control	No	No
	Right turn bays	Yes	Preferred	No	No
	Road closures	None	None	Possible	Yes
	LATM devices		Yes	Yes	Yes
	SATM devices				
Pedestrian crossings	Type of crossing	Grade separated or signals	Signals or refuge	Marked crossing, children's crossing or refuge	Marked crossing, children's crossing or refuge

Source: RMS

5.1.3 Environmental Capacity

The **RMS' (2002) Guide to Traffic Generating Developments** gives the guidance on the environmental capacity of residential streets (used for new residential subdivision design) as set out in **Table 4.2**. The Guide also states that speed is an important contributor to environmental capacity:

The Environmental Capacity of a street can be increased through a reduction in speed. For example, on an existing residential street where traffic volumes reach the Environmental Capacity maximum (and a proposed development could cope with the volume over the standard), traffic speed may be reduced by the introduction of traffic calming methods.....

In existing residential environments, 40km/h is an acceptable speed objective, usually achieved by LATM schemes e.g. adjusting existing roadways with retrofitted design items such as speed humps and slow points.

Table 5-2: Environmental capacity performance standards on residential streets.

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goals
			300 maximum
Collector	Street	50	300 environmental goals
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

In terms of daily traffic volumes, the peak hour bi-directional volumes can be interpreted in most cases as 10% of the daily volume on the road. Where the volume exceeds 500 vehicles per hour the Guide states that residential amenity begins to decline noticeably. These volumes will be applied to the Inner West roads and conclusions on performance based thereon.

5.1.4 Implications For The LATM

The main implication of a road hierarchy is that some Council roads have a higher traffic function than others, usually by virtue of:

- connectivity, particularly to the State and Regional road system;
- the traffic attracting/generating land uses such as shops, schools, industry;
- road design such as road width, sight distance, design speed;
- access control to the main road system such as signals.

From an environmental point of view, it is desirable to have traffic volume of less than 2,000 vehicles per day on residential streets and 3,000 vehicles per day on residential collectors. However, in existing residential areas, residential collectors usually carry higher traffic volumes due to their geometry and connectivity, therefore using the maximum (5,000 vehicles per day would be more realistic).

The Guidelines state that in order to achieve a better amenity and safety in residential areas, lowering of the speed limit can address the negative impacts of higher vehicle volumes. A residential speed limit of 40 km/h has already been established for most of the study area, excluding Darling Street. Thus, the undesirable impacts of higher volume levels on residential streets can be tempered to some degree by the existing 40 km/h speed limit. Where 85th percentile speeds are presently over 45 km/h in current 40 km/h zones, speed reduction treatments may need to be implemented to lower the speed within acceptable limits.

Traffic volume and speed counts for a number of streets were made available for this study (refer to **Map 2** for locations). **Table 5-3** illustrates the vehicles per day and the 85th percentile speeds for those streets that are included in the LATM study area.

In the absence of a formal local road hierarchy, the following volumes are applied:

- Sub-Arterials / Regional - are roads with 10 -20,000 vehicles per day,
- Major Collectors - are roads with 5-10,000 vehicles per day,
- Collector - are residential roads with 3-5,000 vehicles per day,

- Local - are residential roads with less than 3,000 vehicles per day.

These are applied in **Table 5-3** overleaf. Locations where volume clearly exceeds the guidelines are highlighted in the table.

A review of the overleaf reveals that in the study area there were 2 streets (Darling Street and Mullens Street) where the 85th percentile speed was 10% over the posted speed limit. Speeds on Beattie Street exceed the posted speed limit at one location, with up to 7.5% exceedance level. Current speed limits are shown on **Map 3**.

It is noted that there were 2 roads with traffic volume non-compliance. These roads are Beattie Street and Evans Street.

5.2 EXISTING TRAFFIC MANAGEMENT

Map 4 summarizes the traffic and parking management in Balmain.

5.2.1 Traffic signals

The following intersections are signalised:

Victoria Road / Darling Street

Darling Street / National Street

Darling Street / Montague Street

Robert Street / Victoria Road

Victoria Road / Gordon Street (Gordon Street is outside the L9 zone, but as part of the T-junction there are traffic signals on Victoria Road between MacKenzie Street and Hartley Street)

Victoria Road / Evans Street

There are no midblock traffic signals.

5.2.2 Traffic calming and road closures treatments

The following treatments are installed to manage the speed of traffic in the study area:

Roundabouts are at the intersections of:

- Beattie Street / Montague Street / Mullens Street
- Darling Street / Beattie Street / Wise Street (with refuge islands)

Speed humps, cushions and thresholds (rubber speed humps are marked as per Council's request) are located:

- At midblock locations:
 - Darling Street (between High Street and Lawson Street)
 - Evans Street (between Coulon Street and Napoleon Street)
 - Evans Street (between Merton Street and Nelson Street)
 - Evans Street (between Bruce Street and Henry Street)
 - Evans Street (between Clare Street and Reynolds Street)
 - Evans Street (between Carrington Street and Roseberry Street)
 - Reynolds Street
 - Mansfield Street (between Evans Street and Hanover Street)
 - Hartley Street 3 rubber speed humps
 - Mullens Street (between Beattie Street and Steward Street)



- Mullen Street (between Goodsir Street and Perret Street)
- Mullen Street (between Pine Street and Mansfield Street)
- Ewell Street – 2 rubber speed humps
- Beattie Street (between Ewell Street and Wisbech Lane) – rubber speed cushions
- Beattie Street (between Wisbech Lane and Wisbeach Street)
- Beattie Street (between Lawson Street and Elliott Street) – rubber speed hump
- Bruce Street (north of Darling Street)
- Nelson Street 2 speed humps
- Merton Street 2 speed humps
- National Street speed hump
- At intersections:
 - Merton Street / Darling Street
 - Darling Street / National Street
 - Darling Street / Nelson Street
 - Darling Street / Elliot Street
 - Darling Street / Wisbeach Street

Pedestrian refuge islands with kerb extensions are situated at the following locations:

- Elliott Street / Darling Street
- Evans Street/Beattie Street
- Montague Street north and south of Beattie Street
- At the roundabout Beattie Street/Montague Street/Mullens Street

Pedestrian refuge islands are situated at the following locations:

- Beattie Street / Elliott Street
- Beattie Street (between Ewell Street and Wisbeach Lane)
- Robert Street/Mullens Street
- Robert Street (on intersection with Victoria Road)
- Reynolds Street after intersection with Mullens Street

Raised zebra crossings are situated at the following locations:

- Darling Street (north of intersection with Nelson Street)
- Darling Street (south of roundabout with Wise Street / Beattie Street)
- Darling Street (north of intersection with Wisbeach Street)
- Darling Street (north of intersection with Elliot Street)
- Darling Street (east of intersection with Kings Street)
- Darling Street (south of T-section with Jacques Street)
- Mullens Street (between Roseberry Street and Reynolds Street)

Kerb extensions are situated at the following location:

- Darling street (south of intersection with Merton Street)
- Elliott Street / Darling Street

5.2.3 Bicycle facilities

The bicycle routes are indicated in **Map 5** as per the Inner West Cycling Route Map on the Inner West Council website. The cycling facilities in the study area for cyclists are predominantly Mixed Traffic facilities. It is noted that a majority of these routes do not provide the requisite cycling facility design, as such warning signs, directional signs and pavement markings. The Mixed Traffic routes are located on the following streets:

- Beattie Street
- Crescent Street
- Darling Street
- Elliott Street
- Evans Street
- Mansfield Street
- Mullens Street
- Nelson Street

There is also a shared path along the northern side of Victoria Road near the study area.

5.2.4 Parking facilities

A site inspection was carried out by TEF Consulting to determine car parking facilities in the study area aside from standard kerbside parking. It was observed that there is:

- A Council carpark on the corner Victoria Road and Ellen Street, operating between 8.00 am and 8.00 pm, free and limited 2 hours per day. Parking capacity is 20 car spaces.
- 45° parking opportunities on National Street which include 21 car parking spaces.
- 90° parking opportunities in a parking on Merton Street which include 24 car parking spaces.
- 45° parking opportunities are available on Merton Street and Nelson Street.

5.3 PUBLIC TRANSPORT

5.3.1 Buses

The locations of bus stops and bus routes passing through the study are illustrated in **Map 6**. Bus routes and bus stops are of relevance to the LATM study which deals with pedestrian movements, as the crossing of pedestrians to/from stops must be managed for safety in some locations.

Bus routes and stops are relevant to the LATM in relation to the road width required for buses and impact on traffic management and traffic calming devices which can be used.



Table 5-3: Traffic volumes and speeds in Balmain.

Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit in km/hr	85 %tile speed (NB/EB) in km/hr	85 %tile speed (SB/WB) in km/hr	Acceptable speed
Beattie Street	Balmain	Darling St & Wisbeach Ln	09/12/20 – 15/12/20	Collector	2,470 (EB) 1,636 (WB)	Y	40	39.7	40.0	Y
Beattie Street	Balmain	Elliot St & Montague St	09/12/20 – 15/12/20	Collector	3,200 (EB) 2,692 (WB)	N	40	43.3	43.4	Y
Brent Street	Balmain	MacKenzie St & Hartley St	09/12/20 – 15/12/20	Local	154 (EB) 356 (WB)	Y	40	35.4	35.6	Y
Darling Street	Balmain	Victoria Rd & Merton Street	09/12/20 – 15/12/20	Regional	6,744 (NB) 5,526 (SB)	Y	40	34.8	35.7	Y
Darling Street	Balmain	Beattie St & Wisbeach St	10/12/20 – 16/12/20	Regional	5,732 (NB) 5,272 (SB)	Y	40	46.0	44.8	N
Darling Street	Balmain	Young St & Hampton St	10/12/20 – 16/12/20	Regional	5,752 (EB) 5,515 (WB)	Y	40	45.4	45.1	N
Evans Street	Balmain	Victoria Rd & Brent St	10/12/20 – 16/12/20	Collector	2,163 (NB) 3,214 (SB)	N	40	36.1	35.4	Y
Evans Street	Balmain	Nelson St & Goodsir St	10/12/20 – 16/12/20	Collector	2,159 (NB) 2,386 (SB)	Y	40	38.1	39.6	Y
Evans Street	Balmain	Ewell St & Carrington St	10/12/20 – 16/12/20	Collector	1,434 (NB) 1,983 (SB)	Y	40	38.2	37.0	Y

Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit in km/hr	85 %tile speed (NB/EB) in km/hr	85 %tile speed (SB/WB) in km/hr	Acceptable speed
Mansfield Street	Balmain	Starling St & Crescent St	10/12/20 – 16/12/20	Local	651 (EB) 1,221 (WB)	Y	40	40.1	40.1	Y
Montague Street	Balmain	Theodore St & Llewellyn St	10/12/20 – 16/12/20	Regional	4,658 (NB) 4,634 (SB)	Y	40	41.3	41.1	Y
Mullens Street	Balmain	Parsons St & Mansfield St	10/12/20 – 16/12/20	Regional	7,408 (NB) 7,713 (SB)	Y	40	45.9	48.4	N
Mullens Street	Balmain	Goodsir St & Reynolds St	10/12/20 – 16/12/20	Regional	6,952 (NB) 7,433 (SB)	Y	40	37.8	41.3	Y

6 ROAD CRASHES

6.1 VEHICULAR, CYCLIST AND PEDESTRIAN CRASH PROFILE

Crashes for the latest 5-year period (January 2015 to December 2019) from the Transport for NSW crash data base have been examined. There were 67 recorded incidents over this period, the findings from this examination are:

- **Age and sex**
 - Age of people involved was not identified for a small proportion of crashes (7.5%). Where the ages of the people involved was known, the largest group was the 35-49 age group (29.3%) and the 20-34 age group (25.6%).
 - 62% of the total number of people involved in the accidents were males, 26% were females and 13% were unknown.
- **Breakdown by type and severity**
 - In total there were 108 vehicles (81.2%), 9 pedestrians (6.8%), 4 bicycles (3.0%) and 12 motorcycles/scooters (9.0%) involved across all accidents.
 - No fatal incidents were recorded, with 64 injuries (48.1%) and 69 (51.2%) non-casualties.
- **Time of crashes**
 - High prevalence of crashes during the working week with 48 incidents (71.6%)
 - 13 crashes occurred during the morning commuter peak (19.4%), with the morning peak period occurring between 6:00 a.m. and 9:00 a.m.
 - 14 crashes occurred during the afternoon commuter peak (20.9%), with the afternoon peak period occurring between 3:00 p.m. and 6:00 p.m.

Table 6-4: Crash age groups.

Age Group	0-9	10-19	20-34	35-49	50-59	60+	Unknown	Total
No of persons involved	0	5	34	39	23	22	10	133
% of persons involved	0.0%	3.8%	25.6%	29.3%	17.3%	16.5%	7.5%	100.0%

Types of crashes	Vehicles	Pedestrians	Bicycles	Motorcycles/ Scooters	Total
No of TUs involved	108	9	4	12	133
% of TUs	81.2%	6.8%	3.0%	9.0%	100.0%

Note: TU - traffic unit

6.2 LOCATION OF CRASHES

The documented locations of crashes from the Transport for NSW database are depicted in **Map 7**. Most crashes were on Victoria Road, which is a major arterial road:

- | | | |
|----------------------------------|---|--|
| Suburb and road hierarchy | - | Most crashes occurred on the State road (Victoria Road) (38.8%). The rest were on the Regional roads (Darling Street, Robert Street, Mullens Street and Montague Street) (49.3%) and on Council roads (11.9%). |
|----------------------------------|---|--|

6.3 CRASH TYPES

Of the 67 crashes in the study area, most were at intersections with 47 incidents (70.2%), with the remaining 20 crashes occurring mid-block (29.8%).

- | | | |
|-----------------------------|---|--|
| Intersection crashes | - | The majority were RUM Code 21 (right through collisions) which had 7 incidents |
| | - | RUM Code 30 (rear end collision) had 6 incidents |
| | - | RUM Code 0 (near side), RUM Code 2 (far side) and RUM Code 10 (cross traffic collision) had 4 incidents each |
| Midblock crashes | - | RUM Code 71 (left off - carriageway into object or parked vehicle) had 3 incidents. |

Crashes were prevalent at intersections, compared with mid-block locations. **Appendix B** can be used for reference of the definitions and notes on RUM codes.

6.4 CRASH ANALYSIS

The location and crash types were further analysed to determine if there were certain recurring patterns, and if so, what may be the cause of the particular issue.

While crash data is a good indicator of potential road safety incidents in particular areas, it is good to be aware from Definitions and notes to support road crash data, NSW Centre for Road Safety, September 2019 which states that under the Road Transport (General) Act 1999 and the Road Transport (Safety and Traffic Management) Act 1999 and the regulations made under those Acts, Rule 287 (3) of the Road Rules requires a crash to be reported to police when any person is killed or injured; when drivers involved in the crash do not exchange particulars; or when a vehicle involved in the crash is towed away. Therefore, all minor incidents that do not have an injury, where drivers exchange details, or a vehicle is not towed are not included in the statistics and therefore only a snapshot of the crashes in a particular area. Further to this, near misses are not included in the statistics and these can be considered as part of on-site observations and videos taken at each of the locations in this study.

There are three intersections with high crash occurrences and crash patterns that occurred on a State Road. The majority of the analysed crashes occurred at the intersection of Victoria Road and Darling Street. A smaller number of crashes also took place at the intersection of Victoria Road and Robert Street and the intersection of Victoria Road and Mackenzie Street. These intersections are a TfNSW (RMS) responsibility and therefore treatment of safety problems at these intersections is beyond the scope of this study.

The following is a breakdown of all observations on Regional and Council roads:

Beattie Street / Mullens Street / Montague Street intersection – 5 crashes

Crash type RUM Code 30 (rear end collision) occurred 3 times at this intersection, with all three incidents involving vehicles. Crash type RUM Code 21 (Right through) and crash type RUM Code 10 (Cross traffic) were also noted at this intersection. The existing traffic management at this intersection is a small mountable roundabout, with limited deflection and other limitations potentially due to the space available.

Mullen Street / Roseberry Street intersection – 3 crashes

Crash type RUM Code 19 (other accident) occurred twice at this intersection. This intersection is located within the High Pedestrian Activity Area (HPAA) and does not have any traffic management in place (with the exception of a pedestrian crossing at the northern part of the intersection). Crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.

Mullens Street midblock crashes (between Roseberry Street and Reynolds Street) – 3 crashes

Crash type RUM Code 71 (left off carriageway into parked vehicle or object) occurred twice at this intersection. The reason for this pattern is due to cars constantly being parked on both sides of Mullens Street and limited road width to park on the street. Crash type RUM Code 20 (head on – not overtaking) occurred once at this intersection.

Robert Street / Mullens Street intersection – 3 crashes

Crash type RUM Code 30 (rear end collision) occurred twice at this intersection. This pattern has occurred due to the existing traffic management. There are only Give Way controls at this intersection (with no roundabout or traffic signals). This might cause confusion for arriving vehicles and increases the probability of a rear end collision. Crash type RUM Code 21 (right through collision) occurred once at this intersection.

Robert Street midblock crashes (between Crescent Street and Mullens Street – 2 crashes

Crash type RUM Code 31 (left rear collision) and crash type RUM Code 74 (out of control on carriageway collision) occurred once at this intersection.

Darling Street / Montague Street intersection – 2 crashes

Crash type RUM Code 30 (rear end collision) and crash type RUM Code 2 (far side collision) occurred once at this intersection.

Darling Street / Elliott Street intersection – 2 crashes

Crash type RUM Code 21 (right through collision) and crash type RUM Code 63 (vehicle door) occurred once at this intersection.

Beattie Street / Darling Street / Wise Street intersection – 2 crashes

Crash type RUM Code 2 (far side collision) and crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.

Reynolds Street / Evans Street intersection – 2 crashes

Crash type RUM Code 39 (other – same direction) and crash type RUM Code 71 (left-off carriageway into object or parked vehicle) occurred once at this intersection.

The remaining few crashes in the area are single occurrences without any specific patterns.

7 IDENTIFIED COMMUNITY ISSUES

7.1 COMMUNITY SURVEY

A short questionnaire was put on Council's web page at the commencement of the project. In total 245 persons responded. The table below indicates a spread of responses from the study area.

Summary of neighbourhood traffic problems:

The table below indicates that the highest-rated problem in the area is motorists exceeding the speed limit.

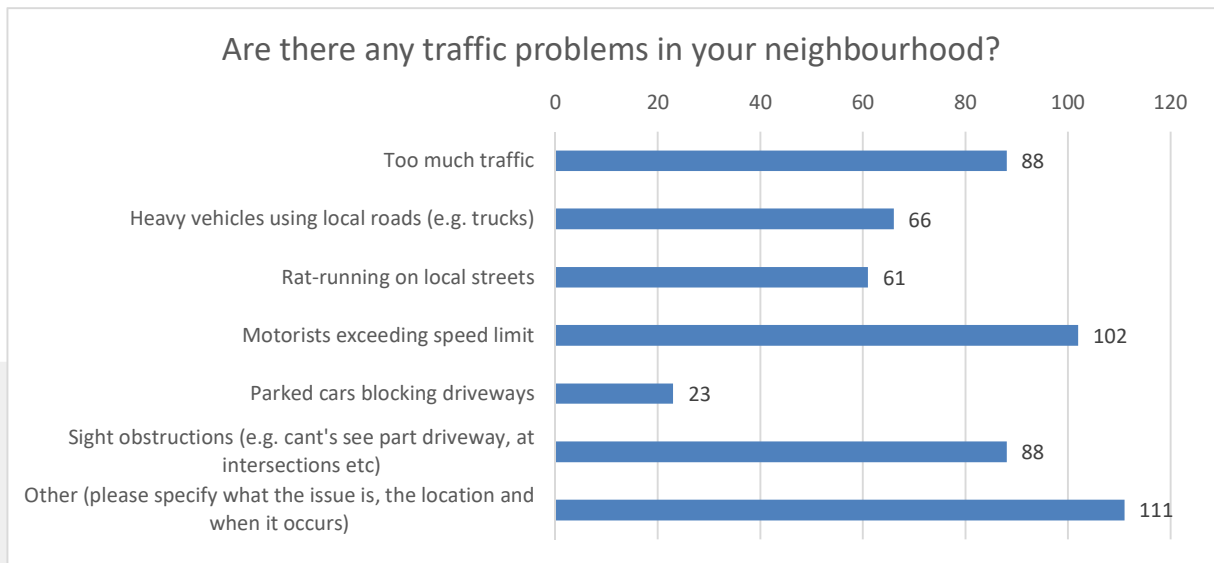


Figure 7-14: Overall rating of traffic problems.

The figures below indicate that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week. Heavy vehicles using local streets and rat running on local streets are rated more highly for the working week. Exceeding speed limits and parked cars blocking the driveways are rated higher on weekends than on weekdays.

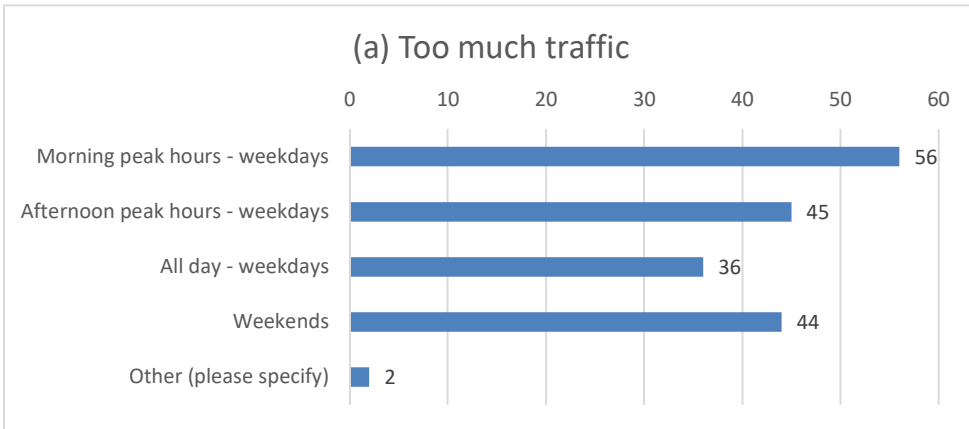


Figure 7-15: Detailed rating – Too much traffic.

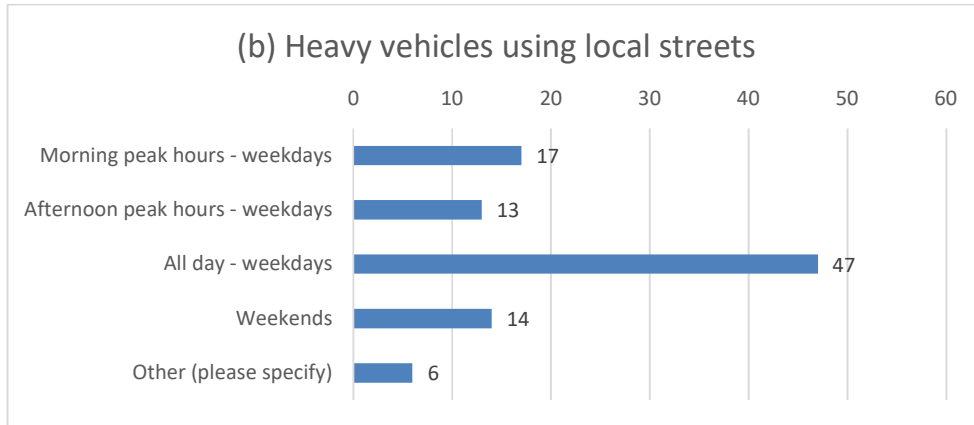


Figure 7-16: Detailed rating – Heavy vehicles using local streets.

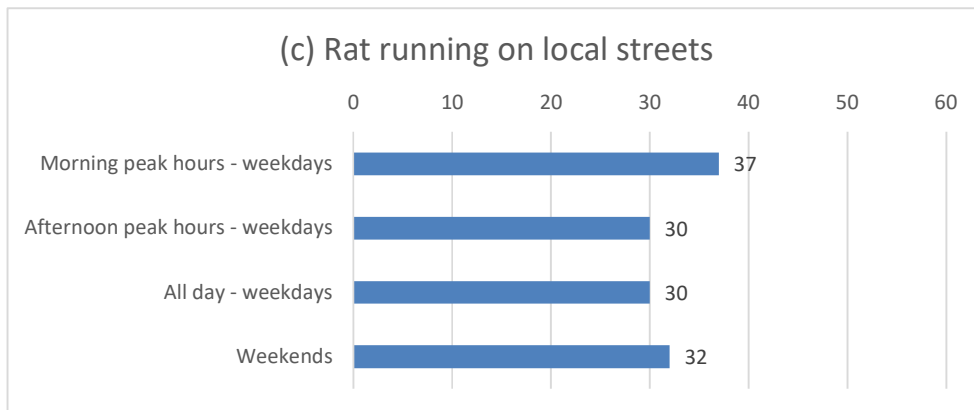


Figure 7-17: Detailed rating – Rat running on local streets.

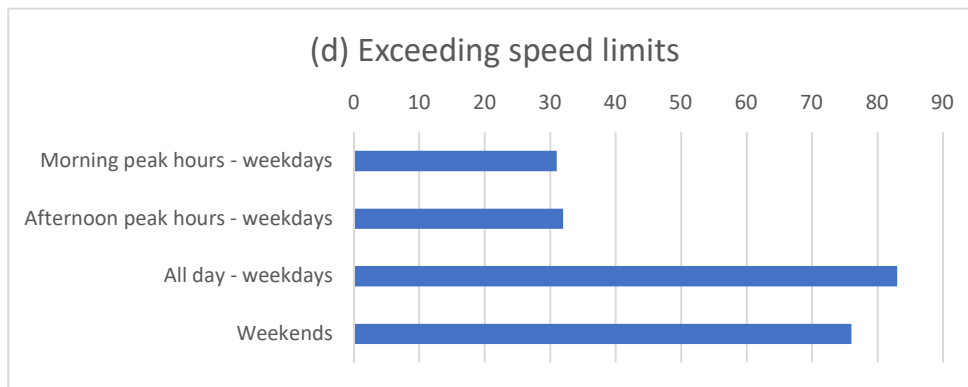


Figure 7-18: Detailed rating – Exceeding speed limits.

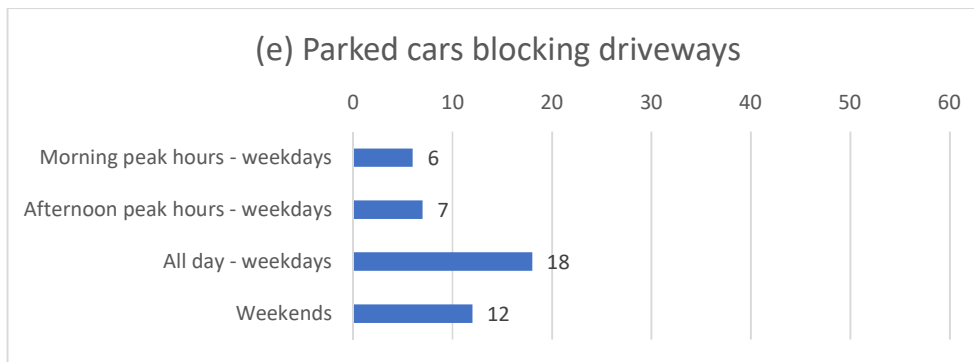


Figure 7-19: Detailed rating – Parked cars blocking driveways.

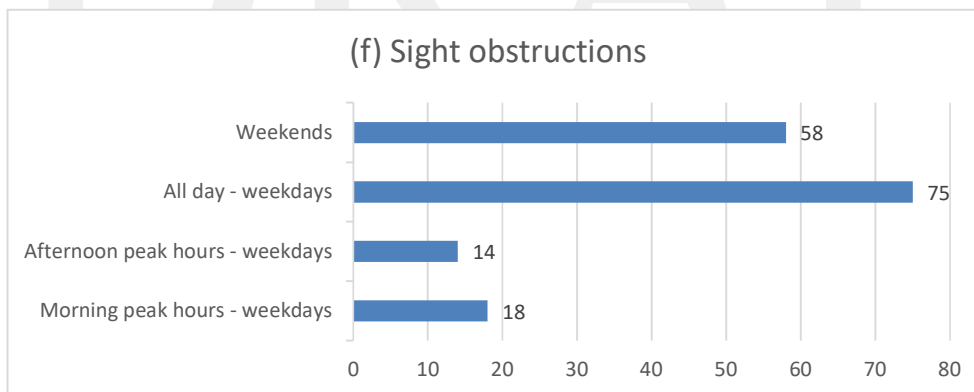


Figure 7-20: Detailed rating – Sight obstructions.

7.2 PROBLEMS IDENTIFIED IN SPECIFIC STREETS

An examination by problem by street is graphically illustrated in **Map 8**. The following table lists the issues and streets where these issues are most frequently mentioned. The highest level of concern is in:

Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction;

Darling street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit;

Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

Table 6. 1: Problems rated by street.

STREET NAME	TOO MUCH TRAFFIC	HEAVY VEHICLES	RAT RUNNING	EXCEEDING SPEED LIMITS	PARKED CARS BLOCKING DRIVEWAYS	SIGHT OBSTRUCTIONS
Beattie Street	13	9	12	15	0	6
Brent Street	7	5	8	6	2	8
Crescent Street	2	2	8	3	3	0
Darling Street	21	8	15	24	0	10
Victoria Road	16	4	6	6	0	6
Elliott Street	0	2	0	3	1	3
Evans Street	26	13	19	16	3	26
Hartley Street	2	2	2	3	1	4
Llewellyn Street	1	0	1	1	1	1
Mackenzie Street	0	2	1	0	2	3
Mansfield Street	11	5	14	21	0	20
Merton Street	1	0	3	0	0	1
Montague Street	3	3	2	3	1	5
Mullens Street	28	15	13	29	1	17
Parsons Street	2	5	0	4	0	2
Perrett Street	3	1	1	0	0	1
Reynolds Street	4	2	1	6	0	5
Roberts Street	6	2	1	4	0	0
Starling Street	3	0	1	1	0	3
Wisbeach Street	0	2	2	3	0	0

Council's report on community engagement outcomes can be found in **Appendix C**.

8 AUDITS OF EXISTING SITUATION

8.1 INTRODUCTION

There are 90 intersections in the study area. These are shown in **Table 8-5**. Each intersection has been prioritised based on information presented in **Section 6**. Each intersection in the study area was assessed at a high level based on the priority assessment, this is provided in **Table 8-5**.

The assessment criteria are broadly as follows:

- High – requires assessment based on issues raised by the community or identified in **Section 6**.
- Moderate – may require future assessment, however, not in the context of a Local Area Traffic Management Plan.
- Low – existing conditions at this intersection / location do not require any modifications as part of this LATM plan.
- Limited – intersection located on a State Road and therefore under control of Transport for NSW, therefore outside of the scope of this study, however, included in nearby intersections / locations for completeness.

Table 8-5: List of intersections in study area, existing treatment and priority for assessment.

Intersec- tion Num- ber	Street 1	Street 2	Street 3	Existing Treatment	Priority for As- sessment
1	Victoria Road	Darling Street		Traffic Signals	Limited
2	Darling Street	National Street		Traffic Signals	Low
3	Darling Street	Merton Street		Priority	Low
4	Darling Street	Nelson Street		One way entry to Nelson Street	Low
5	Darling Street	Bruce Street		One way entry to Bruce Street	Low
6	Darling Street	Beattie Street	Wise Street	Roundabout	High
7	Darling Street	Norman Street		Priority	Low
8	Darling Street	Wisbeach Street	Thornton	Stop Signs	Low
9	Darling Street	High Street	Schultz Street	Priority	Low
10	Darling Street	Lawson Street		One way from Lawson street	Low

Intersec- tion Num- ber	Street 1	Street 2	Street 3	Existing Treatment	Priority for As- sessment
11	Darling Street	Elliot Street		Give Way Sign east – Stop Sign west	Low
12	Darling Street	Arthur Street	Young Street	Priority	Low
13	Darling Street	Jacques Street		Priority	Low
14	Darling Street	Montague Street	Rowntree Street	Traffic Signals	Low
15	Montague Street	Little Darling Street		Priority	Low
16	Montague Street	Llewellyn Street		Priority	High
17	Montague Street	Theodore Street		Priority	Low
18	Montague Street	Little Beattie Street		Priority	Low
19	Montague Street	Beattie Street	Mullen Street	Roundabout	High
20	Mullens Street	Roseberry Street	Ennis Street	Priority	High
21	Mullens Street	Goodsir Street		Priority	High
22	Mullens Street	Reynolds Street		Priority	High
23	Mullens Street	Perrett Street		Priority	Low
24	Mullens Street	Pine Street		Priority	Low
25	Mullens Street	Mansfield Street		Stop Sign	High
26	Mullens Street	Parsons Street		Priority	High
27	Mullens Street	Robert Street		Priority	High
28	Robert Street	Crescent Street		Priority	Low
29	Robert Street	Victoria Road		Traffic Signals	Limited
30	Victoria Road	Loughlin Street		Priority	Limited

Intersec- tion Num- ber	Street 1	Street 2	Street 3	Existing Treatment	Priority for As- sessment
31	Victoria Road	Joseph Street		Priority	Limited
32	Victoria Road	Hartley Street		Priority	Limited
33	Victoria Road	MacKenzie Street		Priority	Limited
34	Victoria Road	Evans Street		Traffic Signals	Limited
35	Victoria Road	Ellen Street		Priority	Limited
36	Victoria Road	Prosper Street		Priority	Limited
37	Prosper Street	Prosper Lane		Priority	High
38	Evans Street	Brent Street		Priority	High
39	Evans Street	Coulon Street		Priority	Low
40	Evans Street	Napoleon Street		Priority	Low
41	Evans Street	Mansfield Street		Priority	High
42	Evans Street	Merton Street		Priority	Low
43	Evans Street	Hanover Street		Priority	High
44	Evans Street	Nelson Street		One way from Nel- son Street	Low
45	Evans Street	Goodsir Street		Priority	High
46	Evans Street	Bruce Street		One way from Bruce Street	Low
47	Evans Street	Henry Street		Priority	High
48	Evans Street	Clare Street		Priority	Low
49	Evans Street	Reynolds Street		Priority	Low
50	Evans Street	Ewell Street		One way entry to Ewell Street	Low
51	Evans Street	Carrington Street		Priority	High

Intersec- tion Num- ber	Street 1	Street 2	Street 3	Existing Treatment	Priority for As- sessment
52	Evans Street	Roseberry Street		Priority	High
53	Evans Street	Beattie Street		Priority	Low
54	Merton Street	Cross Street		Priority	Low
55	National Street	Prosper Line		Priority	Low
56	Merton Srteet	Prosper Line		One way entry to Merton Street	Low
57	Clare Lane	Slade Street		Priority	High
58	Beattie Street	Harris Street		Priority	Low
59	Beattie Street	Wisbeach Street		Priority	Low
60	Beattie Street	High Street		Priority	Low
61	Beattie Street	Lawson Street		One way entry to Lawson Street	Low
62	Beattie Street	Elliot Street		Priority	High
63	Harris Street	Wisbeach Street		Priority	Low
64	Elliot Street	Barr Street		Priority	Low
65	Elliot Street	Isabella Street		Priority	Low
66	Artur Street	Little Artur Street		Priority	Low
67	Artur Street	Jacques Street		Priority	Low
68	Little Artur Street	Jacques Street		Priority	Low
69	Montague Street	Little Darling Street		Priority	Low
70	Theodore Street	Little Montague Street		Priority	Low
71	Reynolds Street	Clay Street		Priority	Low

Intersec- tion Num- ber	Street 1	Street 2	Street 3	Existing Treatment	Priority for As- sessment
72	Reynolds Street	George Street		Priority	Low
73	George Street	Henry Street		Priority	Low
74	Goodsir Street	Moore Street		Priority	Low
75	Evans Street	Hanover Street		Priority	Low
76	Mansfield Street	Hanover Street		Priority	Low
77	Moore Street	Perret Stret		Priority	Low
78	Moore Street	Pine Street		Priority	Low
79	Moore Street	Mansfield Street		Priority	Low
80	Mansfield Street	Collins Street		Priority	Low
81	Mansfield Street	MacKenzie Street		Priority	Low
82	Mansfield Street	Hartley Street		Priority	Low
83	Mansfield Street	Starling Street		Priority	Low
84	Mansfield Street	Crescent Street		Priority	High
85	Brent Street	MacKenzie Street		Stop Signs	Low
86	Brent Street	Hartley Street		Priority	Low
87	Brent Street	Starling Street		Priority	Low
88	Brent Street	Joseph Street		Priority	Low
89	Brent Street	Loughilin Street		Priority	Low
90	Parsons Street	Crescent Street		Priority	Low

8.2 TRAFFIC MANAGEMENT DEVICES

The existing traffic management devices in the study area are generally of reasonable quality and condition. The location of these devices is provided in **Appendix A**.

It has been identified that there are currently 4 rubber speed cushions / humps located in the study area which may require replacement. These were identified in Working Paper 1 and are located at:

- Ewell Street – 2 rubber speed humps
- Beattie Street (between Ewell Street and Wisbech Lane) – rubber speed cushions
- Beattie Street (between Lawson Street and Elliott Street) – rubber speed hump.

9 ISSUES AND RECOMMENDED ACTIONS

9.1 INTRODUCTION

The Local Area Traffic Management should meet broadly with the management principles outlined in the Going Places: An Integrated Transport Strategy for Inner West (2019). The brief states that: “In developing recommendations for the LATM Strategy, consideration must be given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds;
- Minimise traffic levels and intruding traffic in a local street;
- Minimise crash risk;
- Improve local amenity by:
 - Reducing car use
 - Increasing use of public transport
 - Increasing walking and cycling
 - Improving the streetscape”

9.2 LATM AND ACTIVE TRANSPORT UPGRADE ACTIONS

A number of actions are required as part of this LATM assessment. Due to the extensive nature of these works, these are provided in detail in **Appendix A**. A summary of the actions is provided below based on each type of improvement.

9.2.1 Pedestrian facilities

Improving the existing pedestrian environment can be implemented through improvements outlined in **Section 10.3** mainly at intersections and narrow streets within the study area.

9.2.2 Bicycle facilities

The bicycle network in the study area should be designed to the following Bicycle Planning Principles for mixed traffic cycling facilities:

- Signage
- W6-7 & W8-23 on side roads approaching an intersection
- G8-14 every 150 metres
- Lane lines
- Solid edge lines to delineate traffic lane where width 12m+
- No edge lines where width <12m
- Centre line
- Logos
- PS-2 in Shared Lane before and after every intersection

9.3 LATM IMPROVEMENT RECOMMENDATIONS

The proposed recommendations for each intersection, section of road and residential area are provided below:

9.3.1 Evans Street / Roseberry Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, with the provision of statutory No Stopping zones. This proposal is presented in **Figure 9-21**.

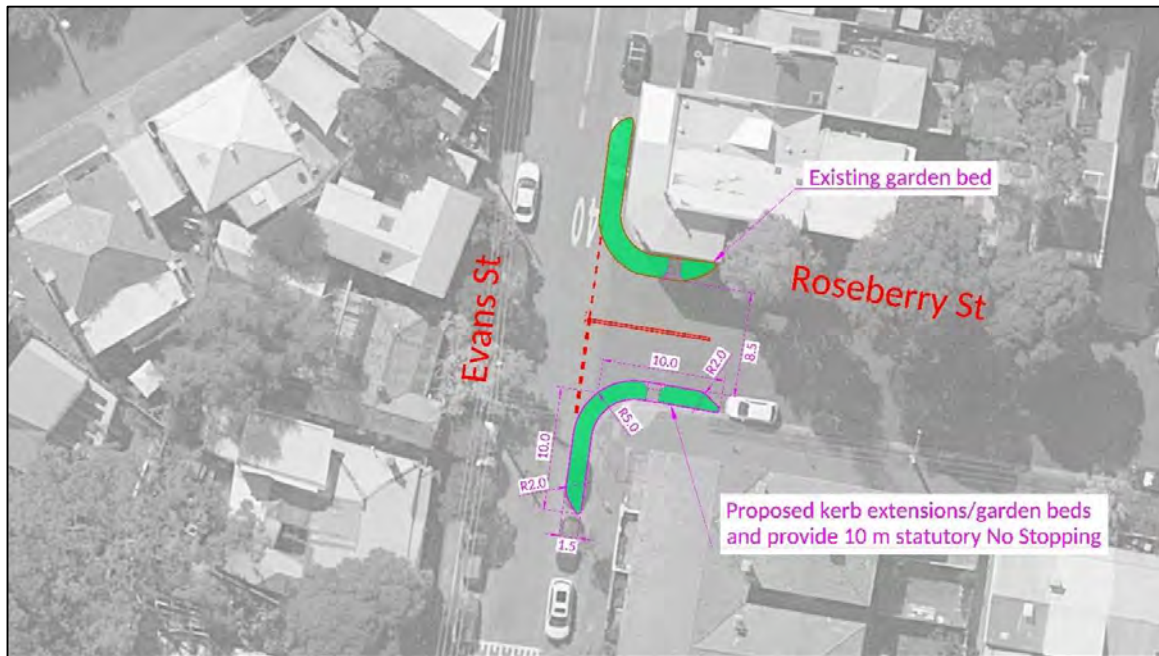


Figure 9-21: Evans Street / Roseberry Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through movements at the intersection.

The key points that need further consideration for this proposed recommendation are:

- An adjustment of the location of the existing accessible parking space in Roseberry Street may be required.

The estimated cost of this proposal is \$10,000.

9.3.2 Evans Street / Carrington Street Intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
 - One crash was reported, RUM 39 “other same direction”
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-22**.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through movements at the intersection.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$20,000.



Figure 9-23: Evans Street / Henry Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the intersection.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.4 Evans Street / Goodsir Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
 - One crash was reported, RUM code 00 “pedestrian near side”
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-24**.



Figure 9-24: Evans Street / Goodsir Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the intersection

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.5 Evans Street / Hanover Street and Hanover Street / Collins Street intersections

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
 - Concerns about Hanover Street used by rat-runners and the unsafe blind corner.
- Crash data
 - No crashes were reported for these intersections.

- Council's request
 - Council's Traffic Engineer recommended installing one-way operation in Hanover Street.

Based on the intersection operation and safety assessment and community feedback, it is proposed that

- Kerb extensions/ garden beds are installed around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones.
- One-way system (northbound and westbound) be introduced in Hanover Street north of Collins Street, including installation of a kerb extensions/garden bed within the existing No Stopping zone.

This proposal is presented in **Figure 9-25**.



Figure 9-25: Evans Street / Hanover Street / Collins Street intersections proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the Evans Street / Hanover Street intersection
- Improved safety in Hanover Street
- Reduced rat-running in Hanover Street

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$20,000.

9.3.6 Evans Street / Mansfield Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
 - Also, the responses suggested a need for a pedestrian crossing facility due to a high level of pedestrian movement, including school children, across Evans Street.
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-26**.

- According to AS1742.10-2009 Part 10 – *Pedestrian Control and Protection* as quoted in the *RMS Supplement to Manual of Uniform Traffic Control Devices (AS 1742) Version 2.1* the following requirements must be met:

ii)	Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians. If the crossing is used predominantly by school children, is not suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:- (a) $P \geq 30$ AND (b) $V \geq 200$ a pedestrian (Zebra) Crossing may be installed.
-----	---

- Traffic surveys carried out on Tuesday 08/12/2020 and Wednesday 09/12/2020 confirmed that the reduced warrant which supports the installation of a zebra crossing is met on Evans Street at this location.

The key points in support of this proposed recommendation are:

- Improved safety of pedestrians, including schoolchildren, on Evans Street with the zebra pedestrian crossing at the desire lines.
- Improved visibility and safety for both turning and through vehicles at the intersection

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$100,000.

9.3.7 Evans Street / Brent Street intersection

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

The key points in support of this proposed recommendation are:

- The key points that need further consideration for this proposed recommendation are:

- The estimated cost of this proposal is \$10,000.



Figure 9-27: Evans Street/ Brent Street intersection proposal.

9.3.8 Clare Lane

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about the narrow width of the lane near the westernmost bend, coupled with speeding vehicles and the resulting reduced pedestrian safety.
- Crash data
 - One crash was reported, RUM 42 “leaving parking”
- Council's request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a Shared Zone be installed in Clare Lane. This proposal is presented in **Figure 9-28**.



Figure 9-28: Clare Lane proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Clare Lane.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.9 Prosper Lane

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about rat running, vehicles travelling the wrong way in the one-way section of the lane, the narrow width of the lane and the resulting reduced pedestrian safety.
- Crash data
 - No crashes were reported for this location.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a Shared Zone be installed in Prosper Lane. Also, a “No Through Road” sign is to be installed at the northern end of the lane, facing north. This proposal is presented in **Figure 9-29**.



Figure 9-29: Prosper Lane proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Prosper Lane.
- Improved driver awareness and reduced illegal travel in one-way section of the lane.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$20,000.

9.3.10 Beattie Street between Elliot Street and Mullens Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.
- Crash data
 - No crashes were reported for this location.

- Council's request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Beattie Street near No. 117. This proposal is presented in **Figure 9-30**.



Figure 9-30: Beattie Street between Elliot Street and Mullens Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Beattie Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.11 Mullens Street / Beattie Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high number of near-misses at the roundabout
 - Requests for a pedestrian crossing facility in Beattie Street
- Crash data

- Three crashes RUM 30 “rear end”
- One crash RUM 10 “cross traffic”
- One crash RUM 21 “right through”
- Council’s request
 - Council requested to install a pedestrian crossing facility.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the western approach to the roundabout, with kerb extensions/garden beds on the western side. The existing speed cushion at this location is proposed to be removed. This proposal is presented in **Figure 9-31**.



Figure 9-31: Mullens Street / Beattie Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Beattie Street.
- Reduced speeds and improved driver awareness on the western approach to the roundabout.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.12 Mullens Street / Roseberry Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in the southern direction (on an approach to the street bend and a pedestrian crossing).
- Crash data
 - Two crashes RUM 71 “left off carriageway into object/parked vehicle” near the bend.
 - One crash RUM 20 “head on (not overtaking)” near the bend.
- Council’s request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Mullens Street south of Roseberry Street. This proposal is presented in **Figure 9-32**.



Figure 9-32: Mullens Street / Roseberry Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Mullens Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.13 Mullens Street between Goodsir Street and Reynolds Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in the southern direction (on an approach to the street bend and a pedestrian crossing).
- Crash data
 - One crashes RUM 81 “off carriageway left on the right bend into object/parked vehicle” at the bend.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that raised thresholds be installed on both approaches to the street bend. This proposal is presented in **Figure 9-33**.



Figure 9-33: Mullens Street between Goodsir Street and Reynolds Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Mullens Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.14 Mullens Street / Mansfield Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern about vehicles speeding, not slowing down and not giving way to pedestrians at the raised pedestrian crossing north of the intersection.
- Crash data
 - One crash RUM 30 “rear end”.
- Council’s request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that the raised platform for the zebra crossing be widened to feature extended setbacks. It is also proposed to install larger R3-1 signs at the crossing and additional warning signs W6-2 on both approaches. This proposal is presented in **Figure 9-34**.



Figure 9-34: Mullens Street / Mansfield Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety.
- Improved driver awareness.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.15 Mullens Street between Robert Street and Parsons Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern about speeding vehicles. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speeds well above the 40 km/h speed limit in both directions of travel.
- Crash data
 - One crash RUM 30 “rear end” on the northern approach to the intersection with Robert Street.
- Council’s request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed south of Parsons Street. This proposal is presented in **Figure 9-35**.

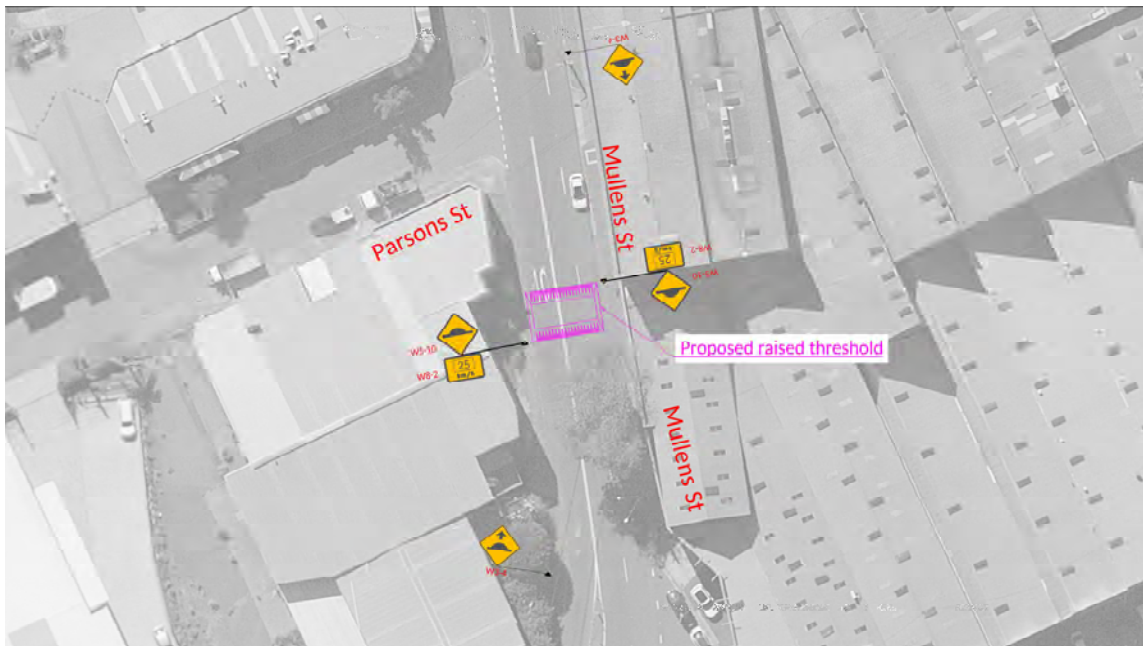


Figure 9-35: Mullens Street between Robert Street and Parsons Street proposal.

The key points in support of this proposed recommendation are:

- Improved vehicular safety in Mullens Street and the intersections with Parsons Street and Robert Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.16 Evans Street between Victoria Street and Brent Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concern about congestion at this location, coupled with short green times at the traffic signals for the Evans Street approach. Also complaints about speeding on the same approach. Although measured speeds did not exceed the speed limit, there were concerns about motorists speeding up to make it to the green light.
- Crash data
 - Three crashes RUM 30 “rear end” on the Evans Street approach to the Victoria Road intersection.
- Council's request

- Council requested that a speed hump be installed for this location.

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed near No. 132. This proposal is presented in **Figure 9-36**.



Figure 9-36: Evans Street between Victoria Street and Brent Street proposal.

The key points in support of this proposed recommendation are:

- Improved vehicular safety in Evans Street.
- Reduced speeds.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.17 Llewellyn Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a need for an accessible parking space (for mobility impaired users) near “Doctors on Darling”.
- Crash data
 - No crashes were reported for this intersection.

- Council's request
 - No specific requests from Council were received for this location, except suggestions for the design of the mobility space.

Based on the safety assessment and community feedback, it is proposed that a mobility (accessible) space be installed in Llewellyn Street near “Doctors on Darling”. This proposal is presented in **Figure 9-37**.



Figure 9-37: Llewellyn Street proposal.

The key points in support of this proposed recommendation are:

- Improved safety and convenience safety for people with mobility issues.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$2,000.

9.3.18 Darling Street between Wisbeach Street and Beattie Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about the reduced efficiency of the use of the kerb-side parking space due to a lack of space markings. This leads to poor kerb-side parking discipline and unsafe parking.
- Crash data

- No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that all kerbside parking spaces be marked at this location. This proposal is presented in **Figure 9-38**.



Figure 9-38: Darling Street between Wisbeach Street and Beattie Street proposal.

The key points in support of this proposed recommendation are:

- Improve parking efficiency and driver discipline
- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.19 Mansfield Street / Crescent Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about vehicles speeding and not keeping in their lanes, making it unsafe for all movements at the intersection. Chanellisation using

concrete islands or a roundabout was suggested by local residents, however this is not possible due to the limited space for heavy vehicle travel.

- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation observations, safety assessment and community feedback, it is proposed that the existing painted traffic islands be repainted and complemented by rumble bars. This proposal is presented in **Figure 9-39**.



Figure 9-39: Mansfield Street / Crescent Street proposal.

The key points in support of this proposed recommendation are:

- Improved driver discipline.
- Improved pedestrian and vehicular safety.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$2,000.

9.3.20 Darling Street between Norman Street and Thornton Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about speeding and unsafe driver behaviour in the area where high turnover street parking takes place. The concern about speeding was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a raised threshold be installed at this location. This proposal is presented in **Figure 9-40**.



Figure 9-40: Darling Street between Norman Street and Thornton Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.21 Darling Street between Young Street and Hampton Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about speeding and unsafe driver behaviour in the area where high turnover street parking takes place. The concern about speeding was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.
- Crash data
 - One crash RUM 42 “leaving parking”.
- Council’s request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed between Young and Hampton Streets. This proposal is presented in **Figure 9-41**.



Figure 9-41: Darling Street between Young Street and Hampton Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.22 Mullens Street at Reynolds Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about vehicles speeding despite the existing calming device.
- Crash data
 - One crash RUM 02 “far side” (collision with a pedestrian on the crossing).
- Council's request
 - Council recommended an upgrade for the existing crossing.

Based on the safety assessment and community and Council feedback, it is proposed that the existing raised pedestrian crossing be upgraded (to be made in concrete and level with the footpath to eliminate changes of gradients between pram ramps and threshold ramps). This proposal is presented in **Figure 9-42**.



Figure 9-42: Mullens Street at Reynolds Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety and comfort.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.23 Parsons Street east of Moore Lane

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about speeding, unsafe driver behaviour and the high volume of heavy vehicles using the western (residential) part of Parsons Street.
- Crash data
 - No crashes were reported for this location.
- Council's request
 - Council recommended a one lane slow point to be installed.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a one lane slow point with a raised threshold be installed in Parsons Street just east of Moore Lane. This proposal is presented in **Figure 9-43**.



Figure 9-43: Parsons Street east of Moore Lane proposal.

The key points in support of this proposed recommendation are:

- Reduced speeds.
- A deterrence for heavy vehicles attempting to use the western side of Parsons Street.
- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.24 Ellen Street

The issues identified for this location were based on the following:

- Community consultation responses
 - There were community responses specific to this location
 - Field observations noted that the street is very narrow with some parking in the western section of the loop and a narrow footpath on one side, whilst on the other side there are multiple pedestrian access points to properties and no footpath. The eastern part of the loop has access to multiple properties and no footpaths.
- Crash data
 - No crashes were reported for this location.
- Council's request
 - Council recommended the installation of a Shared Zone for this location.

Based on the safety assessment and Council feedback, it is proposed that a Shared Zone be installed in Ellen Street. This proposal is presented in **Figure 9-44**.

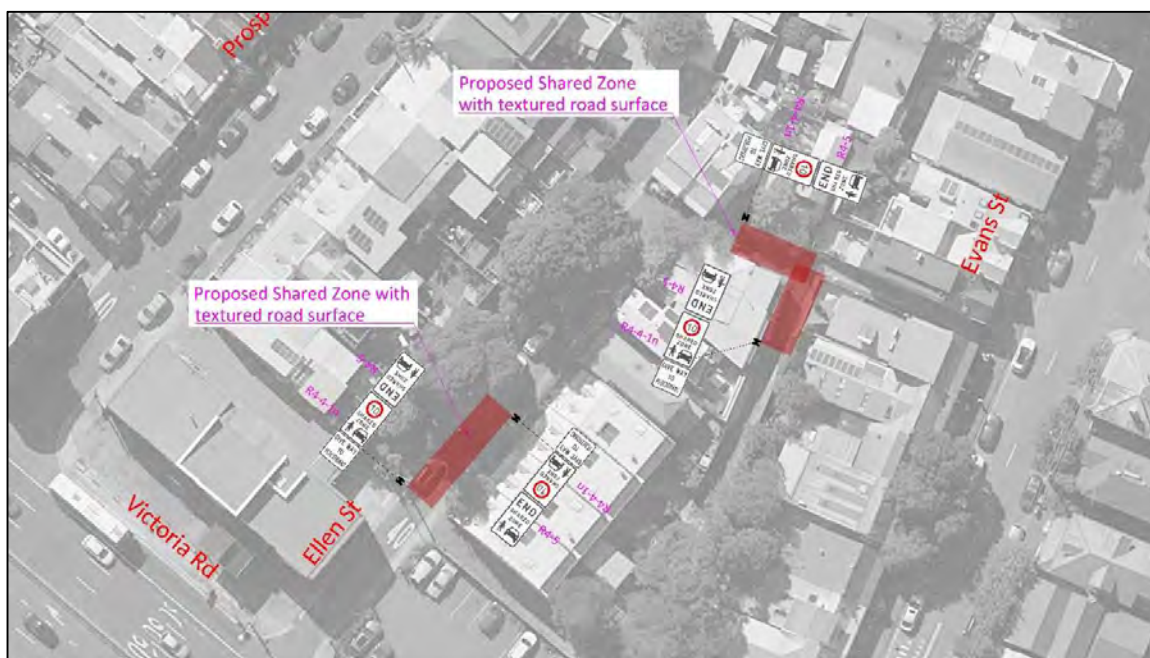


Figure 9-44: Ellen Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.25 Darling Street / Wise Street / Beattie Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated high demand for a marked pedestrian crossing on the eastern side of the roundabout. This was confirmed by the surveys of pedestrian and vehicular traffic.
- Crash data
 - One crash RUM 02 “far side” (collision with a pedestrian, exact location not specified).
- Council's request
 - Council recommended the installation of a raised pedestrian crossing.

Based on the intersection operation and safety assessment and community/Council feedback, it is proposed that a raised pedestrian crossing be installed on the eastern side of the roundabout (Beattie Street approach). This proposal is presented in **Figure 9-45**.



Figure 9-45: Darling Street / Wise Street / Beattie Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety.
- Reduced speeds on the roundabout approach.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.26 Beattie Street between Ewell Street and Wisbeach Lane

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about speeding in Beattie Street.
- Crash data
 - No crashes were reported for this location.
- Council's request

- Council requested to replace the existing rubber speed cushions with a full length concrete speed hump (both for efficiency and durability reasons).

Based on the safety assessment and community/Council feedback, it is proposed that a concrete speed hump be installed instead of the existing rubber speed cushions. This proposal is presented in **Figure 9-46**.

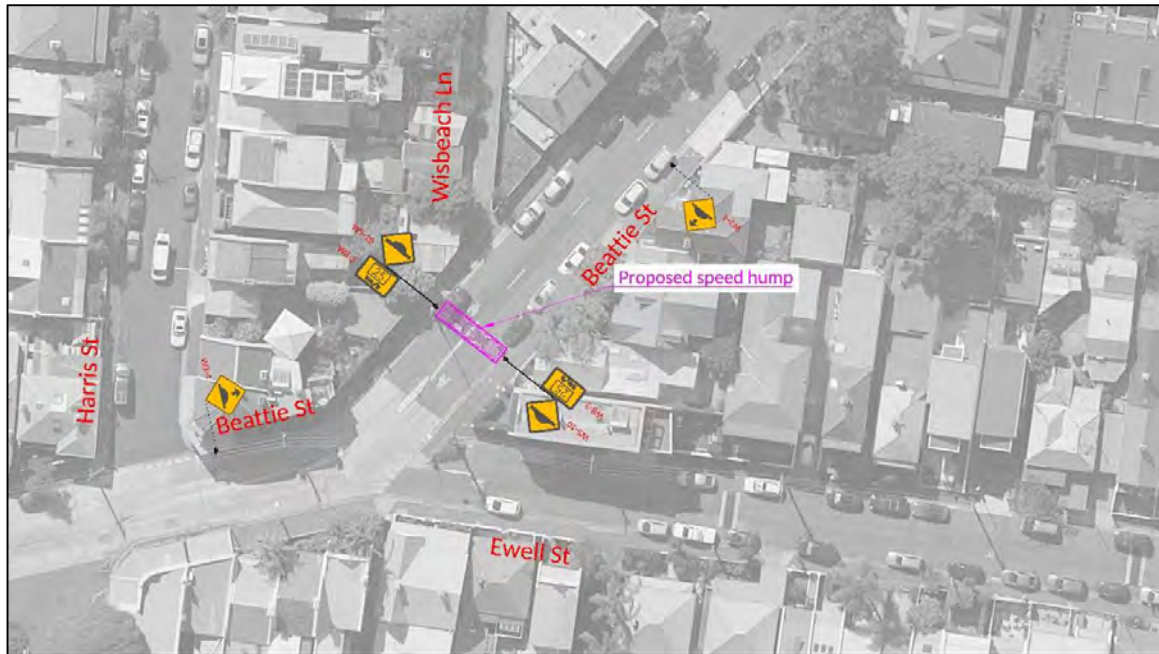


Figure 9-46: Beattie Street between Ewell Street and Wisbeach Lane proposal.

The key points in support of this proposed recommendation are:

- Improved efficiency of the calming device.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.27 Robert Street / Mullens Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated high levels of traffic. This is confirmed by observations and traffic counts.
- Crash data

- Two crashes RUM 30 “rear end”.
- One crash RUM 21 “right through”.
- Council's advice
 - The potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service is to be investigated in consultation with Inner West Council and NSW Department of Planning and Environment as part of the Bays Station works for the Sydney Metro West.

This proposal is presented in **Figure 9-47**.



Figure 9-47: Robert Street / Mullens Street proposal.

The key points that need further consideration for this proposed recommendation are:

- Improved intersection capacity.
- Improved pedestrian and vehicular safety.

Costs are not included in the current LATM scheme as this project will be carried out as part of Bays Station works.

9.3.28 Montague Street / Llewellyn Street intersection

The issues identified for this location were based on the following:

- Community consultation responses

- The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Montague Street. This behaviour results in visibility obstruction for drivers trying to make turns from Llewellyn Street.
- Crash data
 - No crashes were reported for this location.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-48**.



Figure 9-48: Montague Street / Llewellyn Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$15,000.

9.3.29 Nelson Street east of Darling Street

The issues identified for this location were based on the following:

- Community consultation responses
 - No community responses for this location.
- Crash data
 - No crashes were reported for this location.

- Council's request
 - Council requested changes to signposting in order to assist patrons of the Hannaford Centre to access the Council facility.

This proposal is presented in **Figure 9-49**.

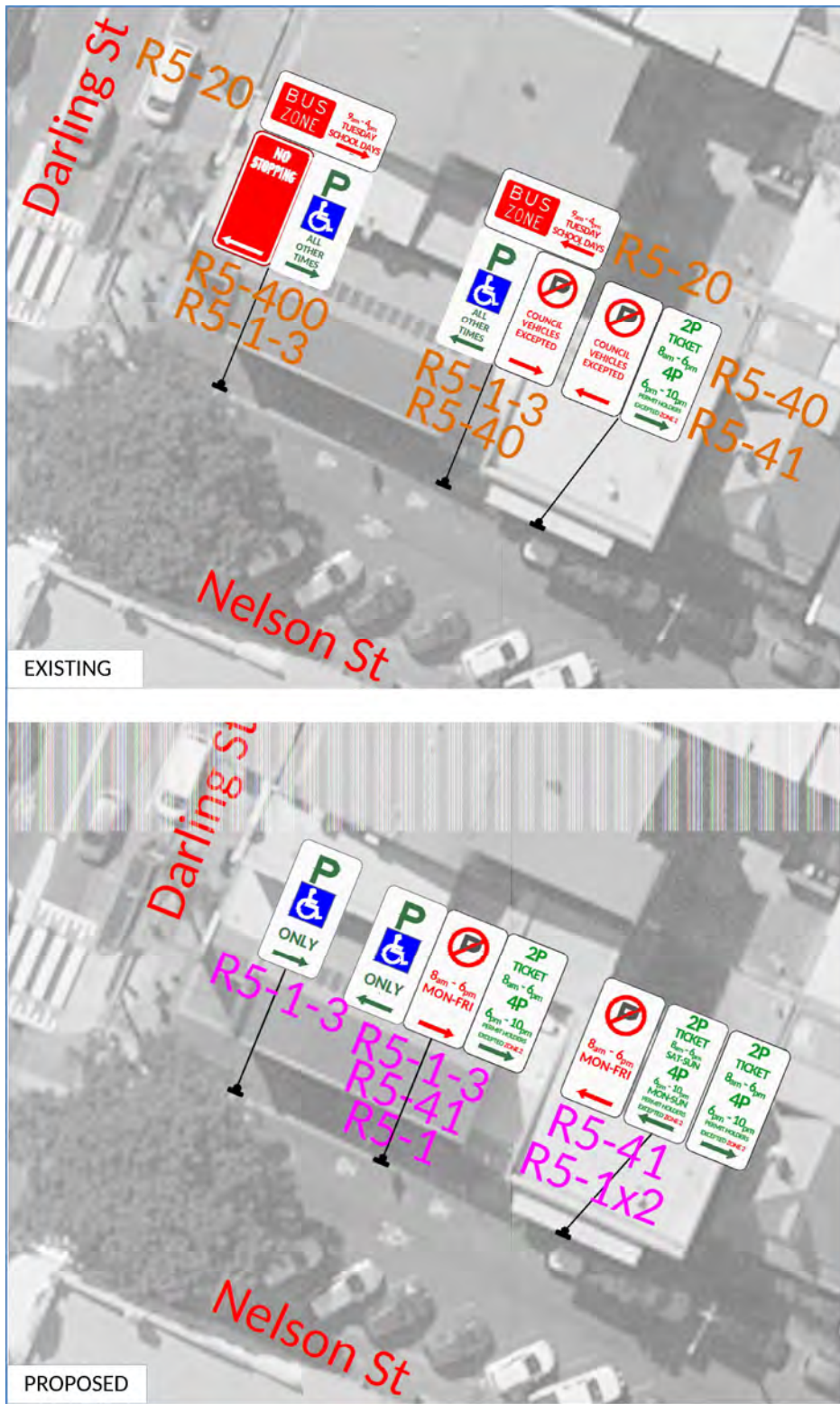


Figure 9-49: Nelson Street east of Darling Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular access to Council's facility.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$2,000.

9.3.30 Prosper Lane, Ewell Street and Bruce Street

- Council's request
 - Council recommended removing one way restrictions for bicycles on these streets.

In view of safe conditions for two-way bicycle travel (no angle car parking) and to optimise bicycle links it is proposed to install "Bicycles excepted" sign plates at the "One way" signs on these streets. This proposal is presented in **Figure 9-49**.

The key points in support of this proposed recommendation are:

- Improved bicycle connectivity.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$2,000.



Figure 9-50: Prosper Lane, Ewell Street and Bruce Street proposal.

9.4 SUMMARY OF PROPOSALS

Short term (0-5 years)			
Item No.	Description	Streets affected	Priority
1	Install kerb extensions/garden beds and provide 10 m statutory No Stopping at Evans Street and Roseberry Street T-intersection.	Evans Street / Roseberry Street	TBC
2	Install kerb extensions/garden beds and retain existing No Stopping at Evans Street and Carrington Street T-intersection.	Evans Street / Carrington Street	TBC
3	Install kerb extensions/garden beds and provide 10 m statutory No Stopping at Evans Street part of the Evans Street and Henry Street T-intersection.	Evans Street / Henry Street	TBC
4	Install kerb extensions/garden beds and retain existing No Stopping at Evans Street part of an Evans Street and Goodsir Street T-intersection.	Evans Street / Goodsir Street	TBC
5	Install kerb extensions/garden beds around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones. Introduce a one-way system (northbound and westbound) in Hanover Street north of Collins Street, including installation of a kerb extension/garden bed within the existing No Stopping zone.	Evans Street, Hanover Street, Collins Street	TBC
6	Install a raised pedestrian crossing on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones.	Evans Street / Mansfield Street	TBC
7	Install kerb extensions/garden beds and retain existing No Stopping at Evans Street part of an Evans Street and Brent Street T-intersection.	Evans Street / Brent Street	TBC
8	Implement a Shared Zone with the textured road surface at both entry points and road bend. Pavement text at both entry points.	Clare Lane	TBC
9	Implement a Shared Zone with the textured road surface and pavement text at both entry points.	Prosper Lane	TBC
10	Install a speed hump on Beattie Street between Elliot Street and Mullens Street.	Beattie Street	TBC
11	Remove existing speed cushions and install kerb extensions/garden beds and a raised pedestrian crossing on Beattie Street west of Beattie Street and Mullens Street intersection. Install kerb extensions/garden beds at the existing raised zebra crossing on Mullens Street south of the intersection.	Beattie Street / Mullens Street	TBC

Short term (0-5 years)			
Item No.	Description	Streets affected	Priority
12	Install a raised threshold on Mullens Street just south of Roseberry Street.	Mullens Street	TBC
13	Install two raised thresholds on Mullens Street between Goodsir Street and Reynolds Street.	Mullens Street	TBC
14	Install R3-1 (b) signs (Size 750x750) on Mullens Street before the Mullens Street and Mansfield Street intersection and widened existing raised pedestrian crossing.	Mullens Street, Mansfield Street	TBC
15	Install a raised threshold on Mullens Street just south of Parsons Street.	Mullens Street	TBC
16	Install a speed hump on Evans Street between Brent Street and Victoria Road.	Evans Street	TBC
17	Install a mobility parking space on Llewellyn Street just west of Montague Street, outside the Doctors on Darling clinic.	Llewellyn Street	TBC
18	Mark parking bays in a high parking turnover area between Wisbeach Street and Beattie Street to improve efficiency for people visiting local businesses and schoolchildren drop-off-pick-up.	Darling Street	TBC
19	Repaint traffic islands using rumble strips to help keep cars in traffic lanes at the intersection of Mansfield Street and Crescent Street.	Mansfield Street / Crescent Street	TBC
20	Install a raised threshold on Darling Street between Norman Street and Thornton Street.	Darling Street	TBC
21	Install a raised threshold on Darling Street between Young Street and Hampton Street.	Darling Street	TBC
22	Upgrade the existing pedestrian crossing in concrete at grade with a footpath on Mullens Street, immediately north of Reynolds Street.	Mullens Street, Reynolds Street	TBC
23	Install kerb extensions/garden beds and one lane slow point raised threshold east of Moore Lane.	Parsons Street, Moore Lane	TBC
24	Implement a Shared Zone with a textured road surface in Ellen Street.	Ellen Street	TBC
25	Install a raised pedestrian crossing on Beattie Street near the intersection of Beattie Street, Darling Street and Wise Street.	Beattie Street, Darling Street, Wise Street	TBC
26	Install a speed hump in Beattie Street between Ewell Street and Wisbeach Lane.	Beattie Street	TBC
27	Potential signalisation of the Robert Street / Mullens Street intersection as part of Metro West Bays Precinct works	Robert Street / Mullens Street	TBC
28	Install kerb extensions/garden beds and retain existing No Stopping on Montague Street at the intersection with Llewellyn Street.	Montague Street, Llewellyn Street	TBC
29	Changes to signposting (parking restrictions)	Nelson Street east of Darling Street	TBC
30	Install "Cyclists Excepted" signposting in one way street sections.	Prosper Lane, Ewell Street and Bruce Street	TBC

9.5 ESTIMATED COST OF ALL PROPOSALS

It is estimated that the total cost of all proposals will be approximately \$943,000, with a 10 percent contingency this amount would be approximately \$1,037,300.



Appendix A.

Leichhardt PAMP 2014 Action Plan

2021 PAMP Schedule of Works

LEICHHARDT PAMP 2014 ACTION PLAN



Suburb	REF	Location	Intersections or Exact Location	Problem or Issue	Recommendation	Exact Facility	Estimate	Priority	Implemented (Yes/No)
Balmain	88	Beattie St / Mullens St	Beattie St / Mullens St	Report attached as Appendix to this PAMP	Traffic signals recommended for this location	traffic signals	\$ 300,000	High	No
Rozelle	6	Victoria Rd	Darling St	Existing double bus shelters	Conflict cyclists and bus patrons limited pedestrian movements. Separate bus shelters to allow for better pedestrian flow.	Detailed assessment required	\$ 10,000	High	No
Rozelle	7	Victoria Rd	Prosper St at Manning Funerals	Conflict pedestrians and cyclists	Give way signs and pavement marking required to enable cyclists to give way at each intersection	signposting and linemarking Share the Path as per Appendix 5	\$ 600	High	No
Rozelle	9	Victoria Rd	Darling St	Speed problem down hill	Install raised speed cushions on the footpath	speed cushions	\$ 10,000	High	Yes
Rozelle	13	Darling St	Wise St	Pedestrian crossing approved at this location	Concur with Councils decision to provide facilities	at grade zebra crossing with blisters	\$ 25,000	High	Yes
Rozelle	16	Merton St	Blister islands at Evans St	Approved location for blister islands	Concur with Councils decision to provide facilities	concur with Councils decision to provide facilities	funding allocated & project completed	High	Yes



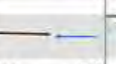


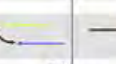


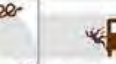

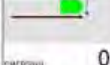


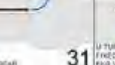
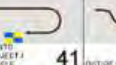
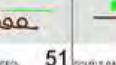


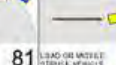



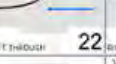

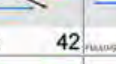


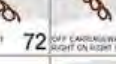
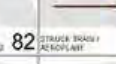


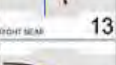
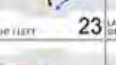
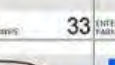
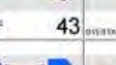

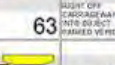
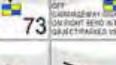




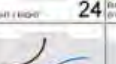
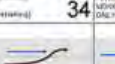
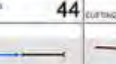









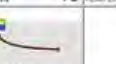
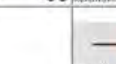
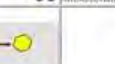
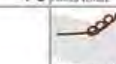








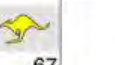






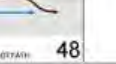




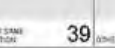
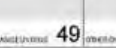

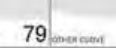








2021 PAMP RELEVANT WORKS PROGRAM WITHIN BALMAIN LATM STUDY AREA

Issue ID		Suburb	Category	Recommendation	Cost	Priority
SA212	Merton St east of Darling St	Rozelle	Safety issue	Install continuous raised footpath treatment	\$30k	HIGH
SA214	Nelson St east of Darling St	Rozelle	Safety issue	Install continuous raised footpath treatment	\$30k	HIGH
SA50	Jacques St at Darling St	Balmain	Safety issue	Install continuous raised footpath treatment	\$30k	HIGH

Appendix B.

5 Appendix B - Road user movement code table

PEDESTRIANS (on foot or in toy/pram)	VEHICLES FROM ADJACENT DIRECTION (intersections only)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
									
REAR END	CROSS TRAFFIC	HEAD ON (on highway)	REAR END	U TURN	HEAD ON (including side swipes)	PARKED	OFF CARRIAGEWAY TO LEFT	OFF CARRIAGEWAY LEFT OR RIGHT BEND	FELL IN/FROM VEHICLE
00	10	20	30	40	50	60	70	80	90
									
CROSSING	RIGHT TURN	RIGHT THROUGH	LEFT TURN	U TURN INTO FIXED OBJECT / INTO VEHICLE	OUT OF CONTROL	DOUBLE PARKED	LEFT OFF CARRIAGEWAY INTO OBJECT / PARKED VEHICLE	OFF CARRIAGEWAY LEFT BEND (including double parked vehicle)	LOAD OR UNLOAD (STUCK) VEHICLE
01	11	21	31	41	51	61	71	81	91
									
FACE SIDE	LEFT TURN	LEFT THROUGH	RIGHT TURN	LEAVING PARKING	PULLING OUT	ACCIDENT ON HIGHWAY BROW	OFF CARRIAGEWAY TO RIGHT	OFF CARRIAGEWAY RIGHT ON RIGHT BEND	STRUCK ROAD / AIRCRAFT
02	12	22	32	42	52	62	72	82	92
									
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY	RIGHT TURN	RIGHT LEFT	LANE CHANGE (on highway)	ENTERING PARKING	OVERSIDE TURNING	VEHICLE STOP	RIGHT OFF CARRIAGEWAY INTO OBJECT / PARKED VEHICLE	OFF CARRIAGEWAY LEFT ON RIGHT BEND INTO OBJECT / PARKED VEHICLE	STRUCK VEHICLE (OUR OWN OR OTHER STOPPED VEHICLE)
03	13	23	33	43	53	63	73	83	93
									
WALKING WITH TRAFFIC	TWO RIGHT TURNING	RIGHT / RIGHT	LANE CHANGE (on highway)	FAILING VEHICLE ONLY	CUTTING IN	PERMANENTLY OBSTRUCTED ON CARRIAGEWAY	OUT OF CONTROL ON CARRIAGEWAY	OFF CARRIAGEWAY RIGHT ON LEFT BEND	STRUCK VEHICLE (OUR OWN OR OTHER STOPPED VEHICLE)
04	14	24	34	44	54	64	74	84	94
									
FACING TRAFFIC	RIGHT LEFT TURN	LEFT LEFT	LANE CHANGE LEFT	REVERSING	PULLING OUT (REAR END)	TEMPORARY OBSTRUCTIONS	OFF END OF ROAD / "T" INTERSECTION	OFF CARRIAGEWAY RIGHT ON LEFT BEND INTO OBJECT / PARKED VEHICLE	STRUCK WHILE BOARDING OR ALIGHTING VEHICLE
05	15	25	35	45	55	65	75	85	95
									
ON FOOTPATH / MEDIAN	LEFT TURN		RIGHT TURN (SIDE SWIPE)	REVERTING INTO FIXED OBJECT / PARKED VEHICLE		STUCK / OBJECT ON CARRIAGEWAY		OFF CARRIAGEWAY LEFT ON LEFT BEND	
06	16		36	46		66		86	
									
OVERWAY	LEFT / RIGHT TURN		LEFT TURN (SIDE SWIPE)	ENTERING FROM OVERWAY		ANIMAL (on highway)		OFF CARRIAGEWAY LEFT ON LEFT BEND INTO OBJECT / PARKED VEHICLE	
07	17		37	47		67		87	
									
	TO LEFT TURNING			FROM FOOTPATH				OUT OF CONTROL ON CARRIAGEWAY	
	18			48				88	
									
OTHER PEDESTRIAN	OTHER ADJACENT	OTHER OPPOSITE	OTHER SAME DIRECTION	OTHER MANOEUVRING	OTHER OVERTAKING	OTHER ON PATH	OTHER STRAIGHT	OTHER CURVE	UNKNOWN
09	19	29	39	49	59	69	79	89	99

Definitions and notes to support road crash data – June 2014



Appendix C.

Engagement Outcomes Report

INNER WEST



Engagement outcomes report Balmain LATM

Contents

Summary.....	3
Background.....	3
Promotion.....	3
Engagement methods.....	4
Engagement outcomes.....	4

Summary

This Engagement Outcomes Report outlines the feedback received during the first stage of community engagement comprising the initial insights. Later stages of consultation will include feedback on draft options and public exhibition of the draft report.

Council undertook an initial survey through Council's Yoursay website in October/November 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 245 responses were received.

The main outcomes of the first stage of consultation are that residents were concerned with excessive speeding, followed by too much traffic and sight obstructions.

In regards to particular streets, Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction.

Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit whilst Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

Background

The Balmain LATM was initiated as part of Council's LATM Strategy Program. The study aims to;

- Reduce vehicle speeds
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk
- Improve local amenity by:
 - o Reducing car use
 - o Increasing use of public transport
 - o Increasing walking and cycling
 - o Improving the streetscape

Promotion

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses
- Council website
- email

Engagement methods

The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post.

Engagement outcomes

Council undertook an initial survey through Council's Yoursay website in October/November 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 245 responses were received.

The figure below indicates that the highest rated problem in the area is the high volume of traffic.

Figure 1.1. Overall Rating of Traffic, Cycling or Pedestrian



The figures below indicate that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week. Heavy vehicles using local streets and rat running on local streets are rated more highly for the

working week. Exceeding speed limits and parked cars blocking the driveways are rated higher on weekends than on weekdays.

Figure 1.2 Too Much Traffic



Figure 1.3 Heavy Vehicles

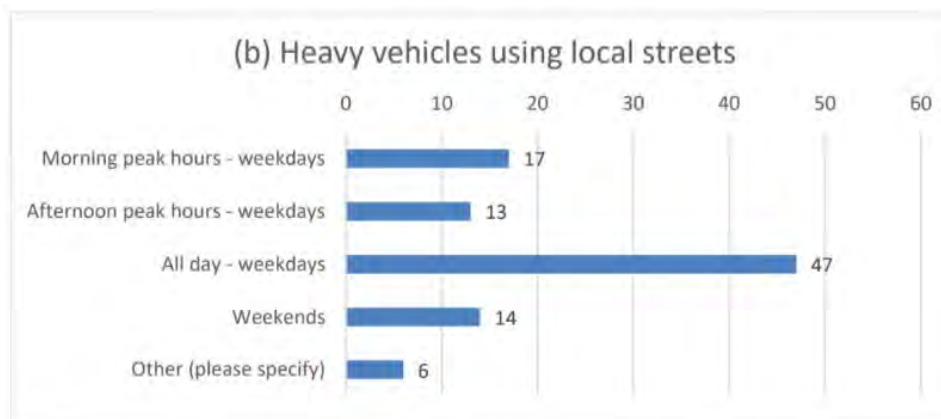


Figure 1.4 Rat Running



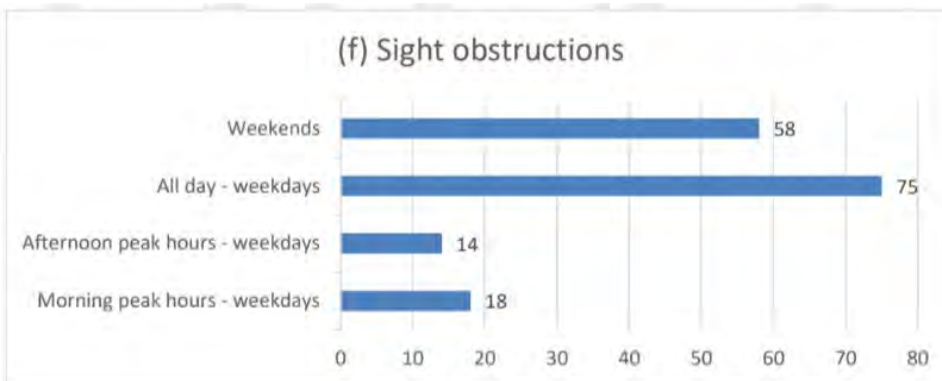
Figure 1.5 Exceeding Speed Limits



Figure 1.6 Parked Cars



Figure 1.7 Sight Obstructions



An examination by problem by street is illustrated in Figure 1.8. The table lists the issues and streets where these issues are most frequently mentioned.

Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction.

Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit whilst Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

Figure 1.8 Problems rated by street

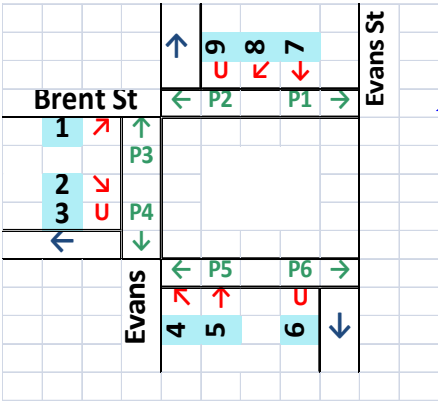
STREET NAME	TOO MUCH TRAFFIC	HEAVY VEHICLES	RAT RUNNING	EXCEEDING SPEED LIMITS	PARKED CARS BLOCKING DRIVEWAYS	SIGHT OBSTRUCTIONS
Beattie Street	13	9	12	15	0	6
Brent Street	7	5	8	6	2	8
Crescent Street	2	2	8	3	3	0
Darling Street	21	8	15	24	0	10
Victoria Road	16	4	6	6	0	6
Elliott Street	0	2	0	3	1	3
Evans Street	26	13	19	16	3	26
Hartley Street	2	2	2	3	1	4
Llewellyn Street	1	0	1	1	1	1
Mackenzie Street	0	2	1	0	2	3
Mansfield Street	11	5	14	21	0	20
Merton Street	1	0	3	0	0	1
Montague Street	3	3	2	3	1	5
Mullens Street	28	15	13	29	1	17
Parsons Street	2	5	0	4	0	2
Perrett Street	3	1	1	0	0	1
Reynolds Street	4	2	1	6	0	5
Roberts Street	6	2	1	4	0	0
Starling Street	3	0	1	1	0	3
Wisbeach Street	0	2	2	3	0	0



Appendix D.

Traffic counts

C02 Weekday, Evans Street and Brent Street



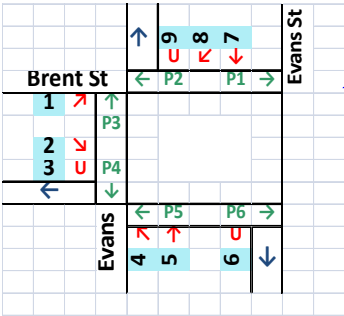
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
5:00	- 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:15	- 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:30	- 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
5:45	- 6:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	14	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	19			
6:00	- 6:15	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	16	1	0	1	0	0	0	0	6	0	0	0	1	0	0	0	0	28			
6:15	- 6:30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	0	1	0	0	0	0	9	0	0	1	3	0	0	0	0	39			
6:30	- 6:45	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	35	5	0	1	0	0	0	0	9	1	0	0	1	0	0	0	1	57			
6:45	- 7:00	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	39	1	0	2	0	0	0	0	16	1	0	1	2	0	0	0	0	69			
7:00	- 7:15	5	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1	45	1	0	4	1	0	0	0	18	0	0	0	5	0	0	0	0	83			
7:15	- 7:30	7	0	0	0	3	0	0	1	0	0	0	0	2	0	0	1	44	2	0	2	0	0	0	0	14	0	0	0	5	0	0	0	0	81			
7:30	- 7:45	5	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	74	1	0	2	0	0	0	0	23	2	0	1	3	0	0	0	0	117			
7:45	- 8:00	5	1	0	0	2	1	0	0	0	0	0	0	2	0	0	0	57	1	0	1	0	0	0	0	41	2	0	0	4	0	0	0	0	117			
8:00	- 8:15	10	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	69	1	0	0	0	0	0	0	30	1	0	0	6	0	0	0	0	124			
8:15	- 8:30	4	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	74	2	0	0	0	0	0	0	46	1	0	0	4	0	0	0	0	133			
8:30	- 8:45	9	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	88	0	0	1	0	0	0	0	46	0	0	0	5	0	0	0	0	155			
8:45	- 9:00	3	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	68	5	0	1	0	0	0	0	39	0	0	0	4	1	0	0	0	125			
9:00	- 9:15	4	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	65	2	0	1	0	0	0	0	36	1	0	0	3	0	0	0	0	117			
9:15	- 9:30	4	1	0	0	4	0	0	0	0	0	0	0	4	0	0	0	56	1	0	0	0	0	0	0	33	0	0	0	5	0	0	0	0	108			
TOTAL		69	6	0	0	21	2	0	1	0	0	0	0	32	1	0	2	759	26	0	18	1	0	0	0	367	9	0	3	53	1	0	0	1	0	1372		

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	1	1	0	0	0
0	0	0	1	0	0	0	0
0	2	0	4	2	0	0	0
2	0	2	0	0	1	0	0
2	0	4	0	0	2	0	0
0	3	1	2	0	4	0	0
0	0	0	2	0	1	0	0
2	1	2	3	1	3	0	0
2	1	1	3	1	6	0	0
1	3	4	4	0	3	0	0
2	1	2	0	4	0	0	0
0	0	1	0	0	0	0	0
3	0	0	0	2	0	0	0
16	12	17	20	11	20	0	0

Morning peak HOURLY COUNTS			1				2				3				4				5				6				7				8				9				TOTAL
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
5:00	-	6:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	14	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	19			
5:15	-	6:15	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	30	1	0	2	0	0	0	0	7	0	0	0	3	0	0	0	0	0	0	47		
5:30	-	6:30	7	1	0	0	1	0	0	0	0	0	0	2	0	0	0	45	4	0	3	0	0	0	0	16	0	0	1	6	0	0	0	0	0	0	86		
5:45	-	6:45	7	2	0	0	1	0	0	0	0	0	0	4	1	0	0	80	9	0	4	0	0	0	0	25	1	0	1	7	0	0	0	1	0	0	143		
6:00	-	7:00	13	2	0	0	2	0	0	0	0	0	0	3	1	0	0	105	10	0	5	0	0	0	0	40	2	0	2	7	0	0	0	1	0	0	193		
6:15	-	7:15	17	2	0	0	3	1	0	0	0	0	0	2	1	0	1	134	10	0	8	1	0	0	0	52	2	0	2	11	0	0	0	1	0	0	248		
6:30	-	7:30	18	1	0	0	6	1	0	1	0	0	0	4	1	0	2	163	9	0	9	1	0	0	0	57	2	0	1	13	0	0	0	1	0	0	290		
6:45	-	7:45	23	0	0	0	9	1	0	1	0	0	0	5	0	0	2	202	5	0	10	1	0	0	0	71	3	0	2	15	0	0	0	0	0	0	350		
7:00	-	8:00	22	1	0	0	10	2	0	1	0	0	0	7	0	0	2	220	5	0	9	1	0	0	0	96	4	0	1	17	0	0	0	0	0	0	398		
7:15	-	8:15	27	1	0	0	8	1	0	1	0	0	0	14	0	0	1	244	5	0	5	0	0	0	0	108	5	0	1	18	0	0	0	0	0	0	439		
7:30	-	8:30	24	1	0	0	6	1	0	0	0	0	0	13	0	0	0	274	5	0	3	0	0	0	0	140	6	0	1	17	0	0	0	0	0	0	491		
7:45	-	8:45	28	1	0	0	5	1	0	0	0	0	0	14	0	0	0	288	4	0	2	0	0	0	0	163	4	0	0	19	0	0	0	0	0	0	529		
8:00	-	9:00	26	1	0	0	4	0	0	0	0	0	0	14	0	0	0	299	8	0	2	0	0	0	0	161	2	0	0	19	1	0	0	0	0	0	537		
8:15	-	9:15	20	2	0	0	5	0	0	0	0	0	0	10	0	0	0	295	9	0	3	0	0	0	0	167	2	0	0	16	1	0	0	0	0	0	530		
8:30	-	9:30	20	3	0	0	8	0	0	0	0	0	0	13	0	0	0	277	8	0	3	0	0	0	0	154	1	0	0	17	1	0	0	0	0	0	505		

P1	P2	P3	P4	P5	P6	P7	P8
2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
2	1	0	1	1	0	0	0
2	1	0	2	1	0	0	0
0	3	0	6	3	0	0	0
2	3	2	6	3	1	0	0
4	2	6	5	2	3	0	0
4	5	7	6	2	7	0	0
4	3	7	4	0	8	0	0
4	4	7	7	1	10	0	0
4	5	4	10	2	14	0	0
5	5	7	12	2	13	0	0
7	6	9	10	6	12	0	0
5	5	8	7	5	9	0	0
6	4	7	4	6	3	0	0

C02 Weekday, Evans Street and Brent Street



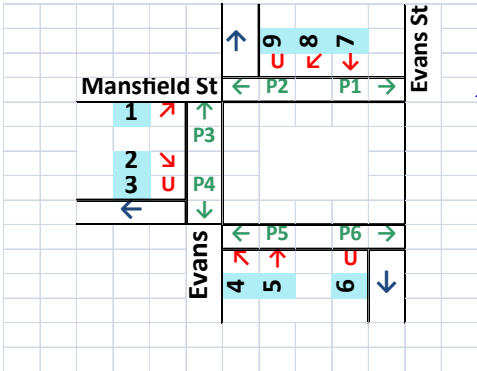
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00	- 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
14:15	- 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
14:30	- 14:45	5	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	32	1	0	0	0	0	0	0	10	0	0	1	4	0	0	0	0	0			
14:45	- 15:00	2	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	58	0	0	1	0	0	0	0	49	0	0	0	3	0	0	0	2	0			
15:00	- 15:15	6	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	77	1	0	1	0	0	0	0	32	1	0	0	1	0	0	0	0	0			
15:15	- 15:30	11	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	76	1	0	0	0	0	0	0	35	0	0	1	8	0	0	0	0	0			
15:30	- 15:45	6	0	0	0	4	0	0	1	0	0	0	0	2	0	0	0	64	4	0	0	0	0	0	0	28	2	0	0	5	0	0	0	0	0			
15:45	- 16:00	9	0	0	0	2	0	0	1	0	0	0	0	4	0	0	0	48	2	0	1	0	0	0	0	43	0	0	0	4	0	0	0	3	0			
16:00	- 16:15	7	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	48	0	0	0	0	0	0	0	33	0	0	0	3	0	0	0	1	0			
16:15	- 16:30	7	0	0	0	1	0	0	0	0	0	0	0	7	0	0	0	70	0	0	0	0	0	0	0	36	0	0	0	4	0	0	0	1	0			
16:30	- 16:45	4	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	46	0	0	1	0	0	0	0	46	0	0	3	7	0	0	0	1	0			
16:45	- 17:00	7	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	48	0	0	0	0	0	0	0	34	1	0	0	3	0	0	0	0	0			
17:00	- 17:15	10	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	55	0	0	0	0	0	0	0	44	2	0	1	1	0	0	0	2	0			
17:15	- 17:30	9	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	61	0	0	0	0	0	0	0	49	0	0	0	1	0	0	0	1	0			
17:30	- 17:45	13	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	64	0	0	0	0	0	0	0	37	0	0	2	1	0	0	3	0	0			
17:45	- 18:00	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	54	0	0	0	0	0	0	0	42	0	0	2	5	0	0	0	1	0			
18:00	- 18:15	14	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	46	0	0	1	0	0	0	0	42	0	0	0	8	0	0	0	0	0			
18:15	- 18:30	15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	42	1	0	1	1	0	0	0	47	0	0	4	3	0	0	0	0	0			
18:30	- 18:45	10	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	32	0	0	1	0	0	0	0	37	2	0	1	3	0	0	0	0	0			
18:45	- 19:00	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	34	0	0	1	0	0	0	0	31	0	0	0	4	0	0	0	0	0			
TOTAL		141	2	0	0	44	0	0	2	0	0	0	0	57	0	0	0	955	10	0	8	1	0	0	0	675	8	0	15	68	0	0	3	12	0	0		

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	3	2	4	2	0	0
2	4	0	3	2	3	0	0
0	0	1	0	5	2	0	0
0	0	1	1	0	2	0	0
1	0	6	1	1	0	0	0
3	1	5	2	0	1	0	0
1	0	1	1	0	1	0	0
0	0	1	1	1	2	0	0
1	0	1	1	0	0	0	0
1	1	0	1	0	3	0	0
1	0	1	1	2	3	0	0
0	0	2	0	1	0	0	0
2	1	0	1	6	0	0	0
2	2	3	4	3	1	0	0
0	1	0	2	3	1	0	0
0	0	7	1	5	1	0	0
0	1	0	1	0	1	0	0
0	1	1	3	3	0	0	0
14	13	33	26	36	23	0	0

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
14:00 - 15:00	7	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	90	1	0	1	0	0	0	0	59	0	0	1	7	0	0	0	2	0	0	0	179
14:15 - 15:15	13	0	0	0	9	0	0	0	0	0	0	0	11	0	0	0	167	2	0	2	0	0	0	0	91	1	0	1	8	0	0	0	2	0	0	0	307
14:30 - 15:30	24	1	0	0	11	0	0	0	0	0	0	0	13	0	0	0	243	3	0	2	0	0	0	0	126	1	0	2	16	0	0	0	2	0	0	0	444
14:45 - 15:45	25	1	0	0	13	0	0	1	0	0	0	0	13	0	0	0	275	6	0	2	0	0	0	0	144	3	0	1	17	0	0	0	2	0	0	0	503
15:00 - 16:00	32	1	0	0	11	0	0	2	0	0	0	0	14	0	0	0	265	8	0	2	0	0	0	0	138	3	0	1	18	0	0	0	3	0	0	0	498
15:15 - 16:15	33	1	0	0	11	0	0	2	0	0	0	0	11	0	0	0	236	7	0	1	0	0	0	0	139	2	0	1	20	0	0	0	4	0	0	0	468
15:30 - 16:30	29	0	0	0	10	0	0	2	0	0	0	0	16	0	0	0	230	6	0	1	0	0	0	0	140	2	0	0	16	0	0	0	5	0	0	0	457
15:45 - 16:45	27	0	0	0	7	0	0	1	0	0	0	0	18	0	0	0	212	2	0	2	0	0	0	0	158	0	0	3	18	0	0	0	6	0	0	0	454
16:00 - 17:00	25	0	0	0	7	0	0	0	0	0	0	0	20	0	0	0	212	0	0	1	0	0	0	0	149	1	0	3	17	0	0	0	3	0	0	0	438
16:15 - 17:15	28	0	0	0	5	0	0	0	0	0	0	0	20	0	0	0	219	0	0	1	0	0	0	0	160	3	0	4	15	0	0	0	4	0	0	0	459
16:30 - 17:30	30	0	0	0	6	0	0	0	0	0	0	0	16	0	0	0	210	0	0	1	0	0	0	0	173	3	0	4	12	0	0	0	4	0	0	0	459
16:45 - 17:45	39	1	0	0	7	0	0	0	0	0	0	0	15	0	0	0	228	0	0	0	0	0	0	0	164	3	0	3	6	0	0	3	3	0	0	0	472
17:00 - 18:00	36	1	0	0	9	0	0	0	0	0	0	0	12	0	0	0	234	0	0	0	0	0	0	0	172	2	0	5	8	0	0	3	4	0	0	0	486
17:15 - 18:15	40	1	0	0	13	0	0	0	0	0	0	0	10	0	0	0	225	0	0	1	0	0	0	0	170	0	0	4	15	0	0	3	2	0	0	0	484
17:30 - 18:30	46	1	0	0	11	0	0	0	0	0	0	0	9	0	0	0	206	1	0	2	1	0	0	0	168	0	0	8	17	0	0	3	1	0	0	0	474
17:45 - 18:45	43	0	0	0	12	0	0	0	0	0	0	0	9	0	0	0	174	1	0	3	1	0	0	0	168	2	0	7	19	0	0	0	1	0	0	0	440
18:00 - 19:00	41	0	0	0	11	0	0	0	0	0	0	0	6	0	0	0	154	1	0	4	1	0	0	0	157	2	0	5	18	0	0	0	0	0	0	0	400

P1	P2	P3	P4	P5	P6	P7	P8
2	5	3	5	6	5	0	0
2	5	4	5	11	7	0	0
2	5	5	6	11	9	0	0
3	4	8	5	8	7	0	0
4	1	13	4	6	5	0	0
5	1	13	5	1	4	0	0
5	1	13	5	2	4	0	0
5	1	8	5	1	4	0	0
3	1	3	4	1	6	0	0
3	1	3	4	3	8	0	0
3	1	4	3	3	6	0	0
4	2	3	3	9	6	0	0
5	3	6	6	12	4	0	0
4	4	5	7	13	2	0	0
4	4	10	8	17	3	0	0
2	4	10	8	11	4	0	0
0	3	8	7	11	3	0	0

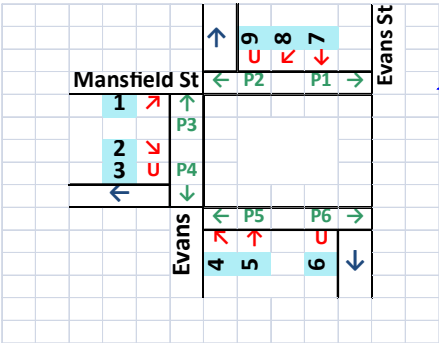
C03 Weekday, Evans Street and Mansfield Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
6:15	- 6:30	1	1	0	0	3	0	0	0	0	0	0	7	1	0	0	12	1	0	1	0	0	0	0	7	0	0	1	2	0	0	1	0	0	0	38	0	0	0	0	0	0	0	0	0	
6:30	- 6:45	10	0	0	0	4	1	0	0	0	0	0	5	0	0	1	28	2	0	1	0	0	0	0	6	1	0	0	3	0	0	0	0	0	0	62	2	0	2	0	0	1	0	0	0	
6:45	- 7:00	7	0	0	0	8	0	0	1	0	0	0	5	0	0	1	34	1	0	2	0	0	0	0	12	0	0	0	3	0	0	0	0	0	0	74	1	1	0	2	0	0	0	0	0	
7:00	- 7:15	7	1	0	0	6	0	0	0	0	0	0	5	0	0	1	40	1	0	4	0	0	0	0	16	0	0	0	4	0	0	0	0	0	0	85	1	0	2	0	1	0	0	0	0	
7:15	- 7:30	9	0	0	0	6	0	0	0	0	0	0	4	0	0	1	37	1	0	2	0	0	0	0	12	0	0	1	3	0	0	0	0	0	0	76	2	2	5	4	0	3	0	0	0	
7:30	- 7:45	21	1	0	0	10	0	0	1	0	0	0	7	0	0	1	53	0	0	2	0	0	0	0	23	1	0	1	2	0	0	0	0	0	0	123	1	1	2	1	0	2	0	0	0	
7:45	- 8:00	12	1	0	0	10	0	0	1	0	0	0	9	1	0	1	56	0	0	1	0	0	0	0	33	1	0	0	3	1	0	0	0	0	0	130	3	0	1	2	1	3	0	0	0	
8:00	- 8:15	11	0	0	1	7	0	0	0	0	0	0	3	0	0	0	65	1	0	0	0	0	0	0	28	0	0	0	8	0	0	0	0	0	0	124	3	2	4	5	0	1	0	0	0	
8:15	- 8:30	15	0	0	0	15	1	0	1	0	0	0	8	1	0	0	65	2	0	1	0	0	0	0	32	0	0	1	3	0	0	0	0	0	0	145	2	3	3	3	0	3	0	0	0	
8:30	- 8:45	21	0	0	0	21	0	0	0	0	0	0	9	0	0	0	81	0	0	1	0	0	0	0	47	0	0	3	6	0	0	0	0	0	0	189	0	1	2	2	0	5	0	0	0	
8:45	- 9:00	22	0	0	1	12	0	0	0	0	0	0	7	0	0	1	66	5	0	1	0	0	0	0	38	0	0	1	10	0	0	0	0	0	0	164	5	2	6	2	1	6	0	0	0	
9:00	- 9:15	12	0	0	1	9	1	0	0	0	0	0	10	0	0	0	63	2	0	1	0	0	0	0	28	0	0	0	7	1	0	0	2	0	0	137	1	3	1	0	0	1	0	0	0	
9:15	- 9:30	9	0	0	0	11	0	0	0	0	0	0	10	0	0	1	49	1	0	1	0	0	0	0	29	0	0	0	3	0	0	0	0	0	0	114	1	1	1	1	0	3	0	0	0	
9:30	- 9:45	11	0	0	0	6	0	0	0	0	0	0	4	0	0	0	40	0	0	0	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	86	4	3	0	2	1	1	0	0	0	
9:45	- 10:00	19	0	0	0	5	0	0	0	0	0	0	7	0	0	0	42	1	0	0	0	0	0	0	21	0	0	0	1	0	0	0	0	0	0	96	2	0	3	3	1	4	0	0	0	
10:00	- 10:15	12	0	0	1	3	1	0	0	0	0	0	5	0	0	0	37	1	0	4	0	0	0	0	21	1	0	1	4	0	0	0	0	0	0	91	2	2	1	1	0	1	0	0	0	
10:15	- 10:30	10	0	0	0	8	0	1	0	0	0	0	8	0	0	0	54	3	0	0	0	0	0	0	24	0	0	0	4	0	0	0	0	0	0	112	3	2	1	1	0	3	0	0	0	
TOTAL		209	4	0	4	144	4	1	4	0	0	0	113	3	0	8	822	22	0	22	0	0	0	0	401	5	0	9	66	2	0	1	2	0	0	1846	33	23	34	29	5	37	0	0	0	0

Morning peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
6:15 - 7:15	25	2	0	0	21	1	0	1	0	0	0	0	22	1	0	3	114	5	0	8	0	0	0	0	41	1	0	1	12	0	0	1	0	0	0	259	4	1	4	2	1	1	0	0	
6:30 - 7:30	33	1	0	0	24	1	0	1	0	0	0	0	19	0	0	4	139	5	0	9	0	0	0	0	46	1	0	1	13	0	0	0	0	0	0	297	6	3	9	6	1	4	0	0	
6:45 - 7:45	44	2	0	0	30	0	0	2	0	0	0	0	21	0	0	4	164	3	0	10	0	0	0	0	63	1	0	2	12	0	0	0	0	0	0	358	5	4	9	7	1	5	0	0	
7:00 - 8:00	49	3	0	0	32	0	0	2	0	0	0	0	25	1	0	4	186	2	0	9	0	0	0	0	84	2	0	2	12	1	0	0	0	0	0	414	7	3	10	7	2	8	0	0	
7:15 - 8:15	53	2	0	1	33	0	0	2	0	0	0	0	23	1	0	3	211	2	0	5	0	0	0	0	96	2	0	2	16	1	0	0	0	0	0	453	9	5	12	12	1	9	0	0	
7:30 - 8:30	59	2	0	1	42	1	0	3	0	0	0	0	27	2	0	2	239	3	0	4	0	0	0	0	116	2	0	2	16	1	0	0	0	0	0	522	9	6	10	11	1	9	0	0	
7:45 - 8:45	59	1	0	1	53	1	0	2	0	0	0	0	29	2	0	1	267	3	0	3	0	0	0	0	140	1	0	4	20	1	0	0	0	0	0	588	8	6	10	12	1	12	0	0	
8:00 - 9:00	69	0	0	2	55	1	0	1	0	0	0	0	27	1	0	1	277	8	0	3	0	0	0	0	145	0	0	5	27	0	0	0	0	0	0	622	10	8	15	12	1	15	0	0	
8:15 - 9:15	70	0	0	2	57	2	0	1	0	0	0	0	34	1	0	1	275	9	0	4	0	0	0	0	145	0	0	5	26	1	0	0	2	0	0	635	8	9	12	7	1	15	0	0	
8:30 - 9:30	64	0	0	2	53	1	0	0	0	0	0	0	36	0	0	2	259	8	0	4	0	0	0	0	142	0	0	4	26	1	0	0	2	0	0	604	7	7	10	5	1	15	0	0	
8:45 - 9:45	54	0	0	2	38	1	0	0	0	0	0	0	31	0	0	2	218	8	0	3	0	0	0	0	119	1	0	1	20	1	0	0	2	0	0	501	11	9	8	5	2	11	0	0	
9:00 - 10:00	51	0	0	1	31	1	0	0	0	0	0	0	31	0	0	1	194	4	0	2	0	0	0	0	102	1	0	0	11	1	0	0	2	0	0	433	8	7	5	6	2	9	0	0	
9:15 - 10:15	51	0	0	1	25	1	0	0	0	0	0	0	26	0	0	1	168	3	0	5	0	0	0	0	95	2	0	1	8	0	0	0	0	0	0	387	9	6	5	7	2	9	0	0	
9:30 - 10:30	52	0	0	1	22	1	1	0	0	0	0	0	24	0	0	0	173	5	0	4	0	0	0	0	90	2	0	1	9	0	0	0	0	0	0	385	11	7	5	7	2	9	0	0	

C03 Weekday, Evans Street and Mansfield Street



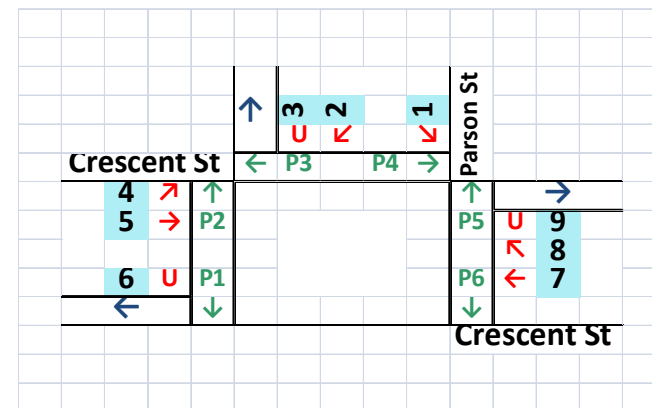
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00	- 14:15	10	1	0	0	7	1	0	0	0	0	0	2	0	0	0	26	1	0	0	0	0	0	0	19	1	0	0	7	0	0	0	0	0	75			
14:15	- 14:30	10	0	0	0	9	0	0	0	1	0	0	7	0	0	0	31	1	1	0	0	0	0	0	25	2	0	0	5	0	0	0	0	0	92			
14:30	- 14:45	11	0	0	0	11	0	0	1	0	0	0	2	0	0	0	41	1	0	0	0	0	0	0	28	0	0	1	3	0	0	0	0	0	99			
14:45	- 15:00	9	0	0	0	7	0	0	0	0	0	0	2	0	0	0	52	0	0	1	0	0	0	0	35	0	0	0	10	0	0	1	0	0	117			
15:00	- 15:15	25	0	0	0	13	0	0	0	0	0	0	8	0	0	0	64	1	0	1	0	0	0	0	34	1	0	0	9	0	0	0	0	0	156			
15:15	- 15:30	12	0	0	0	10	0	0	1	0	0	0	8	0	0	0	76	1	0	0	0	0	0	0	34	0	0	1	5	0	0	0	0	0	148			
15:30	- 15:45	17	0	0	0	13	2	0	0	0	0	0	7	0	0	0	57	4	0	0	0	0	0	0	31	2	0	1	4	0	0	0	0	0	138			
15:45	- 16:00	10	1	0	1	12	0	0	0	0	0	0	7	0	0	0	43	1	0	0	0	0	0	0	31	0	0	4	11	0	0	0	0	0	121			
16:00	- 16:15	12	0	0	0	15	0	0	0	0	0	0	2	0	0	0	40	0	0	0	0	0	0	0	32	0	0	0	10	0	0	0	0	0	111			
16:15	- 16:30	14	0	0	0	20	0	0	1	0	0	0	5	0	0	0	63	0	0	1	0	0	0	0	29	0	0	2	7	0	0	0	0	0	142			
16:30	- 16:45	7	0	0	0	11	0	0	2	0	0	0	8	0	0	0	44	0	0	1	0	0	0	0	42	0	0	2	5	0	0	0	0	0	122			
16:45	- 17:00	12	0	0	0	19	0	0	1	0	0	0	12	1	0	0	45	0	0	1	0	0	0	0	50	0	0	0	7	0	0	0	0	0	148			
17:00	- 17:15	14	0	0	1	11	1	0	1	0	0	0	4	0	0	0	52	0	0	0	0	0	0	0	39	2	0	1	6	0	0	0	0	0	132			
17:15	- 17:30	17	0	0	0	19	1	0	0	0	0	0	7	0	0	0	40	0	0	0	0	0	0	0	37	0	0	1	12	0	0	0	0	0	134			
17:30	- 17:45	19	0	0	0	12	0	0	1	0	0	0	5	0	0	0	46	0	0	0	0	0	0	0	32	0	0	2	7	0	0	0	0	0	124			
17:45	- 18:00	9	0	0	0	14	0	0	0	0	0	0	5	0	0	0	48	0	0	0	0	0	0	0	39	0	0	2	4	0	0	0	0	0	121			
18:00	- 18:15	12	0	0	0	14	0	0	0	0	0	0	3	0	0	0	36	0	0	1	0	0	0	0	40	0	0	0	8	0	0	0	1	0	115			
18:15	- 18:30	9	0	0	0	14	0	0	1	0	0	0	2	0	0	0	37	1	0	2	0	0	0	0	35	0	0	5	10	0	0	0	0	0	116			
18:30	- 18:45	10	0	0	0	16	0	0	0	0	0	0	2	0	0	0	24	0	0	1	0	0	0	0	36	2	0	1	5	0	0	0	0	0	97			
18:45	- 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL		220	2	0	2	217	5	0	8	1	0	0	94	1	0	0	804	10	1	6	0	0	0	0	577	8	0	17	120	0	0	1	1	0	0	3941		

P1	P2	P3	P4	P5	P6	P7	P8
1	1	2	0	1	0	0	0
5	1	0	0	0	1	0	0
0	2	2	0	1	4	0	0
0	2	1	5	1	5	0	0
0	2	2	2	8	0	0	0
1	8	3	2	1	0	0	0
1	3	2	1	0	0	0	0
0	2	1	0	0	1	0	0
1	1	2	2	0	0	0	0
1	1	1	0	2	2	0	0
0	1	1	1	1	2	0	0
1	2	2	1	0	3	0	0
0	1	2	3	0	0	0	0
1	6	1	1	2	3	0	0
0	0	2	0	1	5	0	0
2	1	5	6	2	2	0	0
0	5	2	4	0	1	0	0
1	1	5	3	1	2	0	0
0	0	1	2	0	4	0	0
0	0	0	0	0	0	0	0
15	63	71	62	26	72	0	0

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00 - 15:00	40	1	0	0	34	1	0	1	1	0	0	0	13	0	0	0	150	3	1	1	0	0	0	0	107	3	0	1	25	0	0	1	0	0	0	383	
14:15 - 15:15	55	0	0	0	40	0	0	1	1	0	0	0	19	0	0	0	188	3	1	2	0	0	0	0	122	3	0	1	27	0	0	1	0	0	0	464	
14:30 - 15:30	57	0	0	0	41	0	0	2	0	0	0	0	20	0	0	0	233	3	0	2	0	0	0	0	131	1	0	2	27	0	0	1	0	0	0	520	
14:45 - 15:45	63	0	0	0	43	2	0	1	0	0	0	0	25	0	0	0	249	6	0	2	0	0	0	0	134	3	0	2	28	0	0	1	0	0	0	559	
15:00 - 16:00	64	1	0	1	48	2	0	1	0	0	0	0	30	0	0	0	240	7	0	1	0	0	0	0	130	3	0	6	29	0	0	0	0	0	0	563	
15:15 - 16:15	51	1	0	1	50	2	0	1	0	0	0	0	24	0	0	0	216	6	0	0	0	0	0	0	128	2	0	6	30	0	0	0	0	0	0	518	
15:30 - 16:30	53	1	0	1	60	2	0	1	0	0	0	0	21	0	0	0	203	5	0	1	0	0	0	0	123	2	0	7	32	0	0	0	0	0	0	512	
15:45 - 16:45	43	1	0	1	58	0	0	3	0	0	0	0	22	0	0	0	190	1	0	2	0	0	0	0	134	0	0	8	33	0	0	0	0	0	0	496	
16:00 - 17:00	45	0	0	0	65	0	0	4	0	0	0	0	27	1	0	0	192	0	0	3	0	0	0	0	153	0	0	4	29	0	0	0	0	0	0	523	
16:15 - 17:15	47	0	0	1	61	1	0	5	0	0	0	0	29	1	0	0	204	0	0	3	0	0	0	0	160	2	0	5	25	0	0	0	0	0	0	544	
16:30 - 17:30	50	0	0	1	60	2	0	4	0	0	0	0	31	1	0	0	181	0	0	2	0	0	0	0	168	2	0	4	30	0	0	0	0	0	0	536	
16:45 - 17:45	62	0	0	1	61	2	0	3	0	0	0	0	28	1	0	0	183	0	0	1	0	0	0	0	158	2	0	4	32	0	0	0	0	0	0	538	
17:00 - 18:00	59	0	0	1	56	2	0	2	0	0	0	0	21	0	0	0	186	0	0	0	0	0	0	0	147	2	0	6	29	0	0	0	0	0	0	511	
17:15 - 18:15	57	0	0	0	59	1	0	1	0	0	0	0	20	0	0	0	170	0	0	1	0	0	0	0	148	0	0	5	31	0	0	0	1	0	0	494	
17:30 - 18:30	49	0	0	0	54	0	0	2	0	0	0	0	15	0	0	0	167	1	0	3	0	0	0	0	146	0	0	9	29	0	0	0	1	0	0	476	
17:45 - 18:45	40	0	0	0	58	0	0	1	0	0	0	0	12	0	0	0	145	1	0	4	0	0	0	0	150	2	0	8	27	0	0	0	1	0	0	449	
18:00 - 19:00	31	0	0	0	44	0	0	1	0	0	0	0	7	0	0	0	97	1	0	4	0	0	0	0	111	2	0	6	23	0	0	0	1	0	0	328	

P1	P2	P3	P4	P5	P6	P7	P8
6	6	5	5	3	10	0	0
5	7	5	7	10	10	0	0
1	14	8	9	11	9	0	0
2	15	8	10	10	5	0	0
2	15	8	5	9	1	0	0
3	14	8	5	1	1	0	0
3	7	6	3	2	3	0	0
2	5	5	3	3	5	0	0
3	5	6	4	3	7	0	0
2	5	6	5	3	7	0	0
2	10	6	6	3	8	0	0
2	9	7	5	3	11	0	0
3	8	10	10	5	10	0	0
3	12	10	11	5	11	0	0
3	7	14	13	4	10	0	0
3	7	13	15	3	9	0	0
1	6	8	9	1	7	0	0

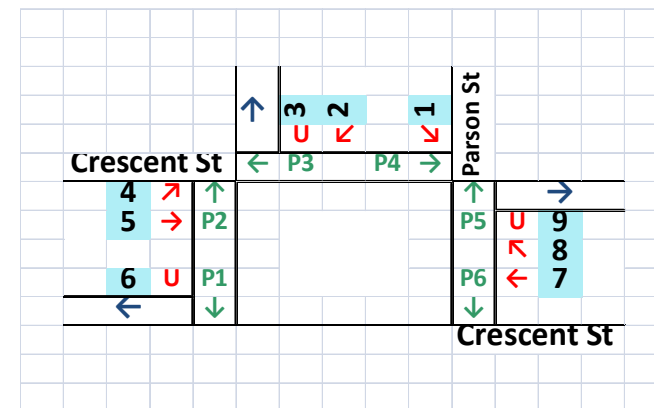
C07 Weekday, Crescent Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.												
6:00	- 6:15	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	9	0	0	0	1	0	0	0
6:15	- 6:30	1	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0	19	0	0	1	0	1	0	0
6:30	- 6:45	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	19	0	0	1	1	0	0	0	
6:45	- 7:00	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	5	0	0	1	1	0	0	13	1	0	8	4	0	0	0	0	0	0	39	0	0	0	0	0	0	0		
7:00	- 7:15	1	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	5	0	0	3	0	0	0	11	0	0	2	2	1	0	0	0	0	0	30	0	0	0	0	0	2	0		
7:15	- 7:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	2	0	0	0	16	1	0	0	4	0	0	0	0	0	0	29	1	0	0	1	1	1	0		
7:30	- 7:45	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	7	0	0	3	0	0	0	8	1	0	2	4	0	0	0	1	0	0	34	0	0	3	1	0	0	0		
7:45	- 8:00	6	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	7	1	0	1	0	0	0	12	0	0	3	7	1	0	0	0	0	45	3	0	1	2	0	0	0			
8:00	- 8:15	5	0	0	0	5	0	0	0	1	0	0	0	2	0	0	0	3	0	0	4	0	0	0	14	2	0	1	4	0	0	0	0	0	41	0	0	2	1	0	1	0			
8:15	- 8:30	6	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	6	0	0	3	0	0	0	21	0	0	2	3	0	0	0	0	0	51	0	0	3	1	0	1	0			
8:30	- 8:45	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	9	0	0	1	0	0	0	24	0	0	4	5	0	0	0	0	0	52	0	0	1	1	0	0	0			
8:45	- 9:00	1	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	5	0	0	4	0	0	0	23	0	0	1	3	0	1	0	0	0	48	0	0	1	1	0	0	0			
9:00	- 9:15	2	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	12	0	0	1	0	0	0	13	1	0	1	2	1	0	0	1	0	0	43	0	0	0	1	0	0	0		
9:15	- 9:30	7	0	0	0	5	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	0	0	14	1	0	0	4	0	0	1	0	0	49	0	0	0	2	0	0	0			
9:30	- 9:45	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	7	0	1	0	2	0	0	0	0	0	19	0	0	0	0	0	0	0			
9:45	- 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
TOTAL		42	0	0	0	43	2	0	0	1	0	0	0	47	1	0	0	76	2	0	26	1	0	0	196	7	1	24	51	3	1	1	2	0	0	527	4	0	13	13	2	5	0		

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL								
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
6:00	- 7:00	6	0	0	0	6	1	0	0	0	0	0	5	1	0	0	9	0	0	4	1	0	0	0	33	1	0	8	11	0	0	0	0	0	0	86										
6:15	- 7:15	6	0	0	0	9	2	0	0	0	0	0	5	1	0	0	12	0	0	7	1	0	0	0	41	1	0	10	11	1	0	0	0	0	0	107										
6:30	- 7:30	5	0	0	0	7	1	0	0	0	0	0	6	1	0	0	14	0	0	9	1	0	0	0	47	2	0	10	13	1	0	0	0	0	0	117										
6:45	- 7:45	7	0	0	0	8	1	0	0	0	0	0	8	0	0	0	19	0	0	9	1	0	0	0	48	3	0	12	14	1	0	0	1	0	0	132										
7:00	- 8:00	10	0	0	0	9	1	0	0	0	0	0	11	0	0	0	21	1	0	9	0	0	0	0	47	2	0	7	17	2	0	0	1	0	0	138										
7:15	- 8:15	14	0	0	0	11	0	0	0	1	0	0	12	0	0	0	19	1	0	10	0	0	0	0	50	4	0	6	19	1	0	0	1	0	0	149										
7:30	- 8:30	20	0	0	0	14	0	0	0	1	0	0	15	0	0	0	23	1	0	11	0	0	0	0	55	3	0	8	18	1	0	0	1	0	0	171										
7:45	- 8:45	20	0	0	0	14	0	0	0	1	0	0	16	0	0	0	25	1	0	9	0	0	0	0	71	2	0	10	19	1	0	0	0	0	0	189										
8:00	- 9:00	15	0	0	0	17	0	0	0	1	0	0	16	0	0	0	23	0	0	12	0	0	0	0	82	2	0	8	15	0	1	0	0	0	0	192										
8:15	- 9:15	12	0	0	0	15	0	0	0	0	0	0	20	0	0	0	32	0	0	9	0	0	0	0	81	1	0	8	13	1	1	0	1	0	0	194										
8:30	- 9:30	13	0	0	0	17	0	0	0	0	0	0	21	0	0	0	34	1	0	6	0	0	0	0	74	2	0	6	14	1	1	1	1	0	0	192										
8:45	- 9:45	12	0	0	0	17	0	0	0	0	0	0	19	0	0	0	28	1	0	5	0	0	0	0	57	2	1	2	11	1	1	1	1	0	0	159										
9:00	- 10:00	11	0	0	0	11	0	0	0	0	0	0	15	0	0	0	23	1	0	1	0	0	0	0	34	2	1	1	8	1	0	1	1	0	0	111										

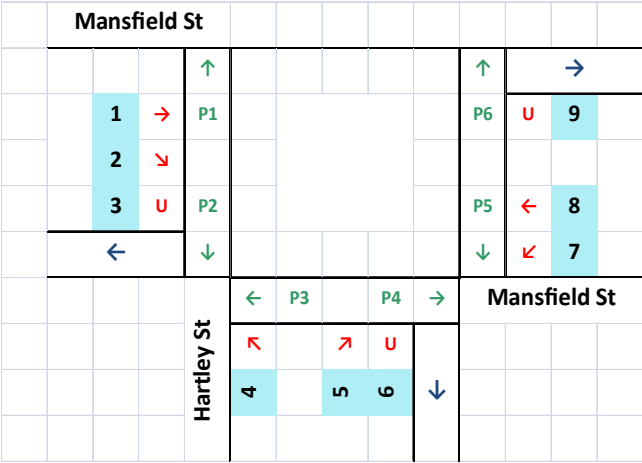
C07 Weekday, Crescent Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
14:45	- 15:00	1	0	0	0	1	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	15	0	0	0	2	0	0	0	1	0	0	0	27	0	0	0	0	0	0	0	0	
15:00	- 15:15	3	0	0	0	2	0	0	0	0	0	0	4	0	0	1	9	0	0	0	0	0	0	0	24	0	0	0	3	0	1	0	0	0	0	0	47	1	0	1	0	0	0	0	0	
15:15	- 15:30	2	0	0	0	5	0	0	0	0	0	0	6	0	0	0	10	0	0	0	0	0	0	0	16	0	0	2	5	0	0	0	0	0	0	46	0	0	1	1	1	1	0	0		
15:30	- 15:45	7	0	0	1	6	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	31	3	0	0	5	0	1	0	0	0	0	0	59	0	0	1	1	0	0	0	0	
15:45	- 16:00	2	0	0	0	1	0	0	0	0	0	0	6	0	0	0	10	0	0	0	1	0	0	0	21	0	0	1	5	2	0	0	0	0	0	49	0	0	0	0	0	1	0	0		
16:00	- 16:15	4	0	0	0	1	0	0	0	0	0	0	5	0	0	0	3	0	0	1	0	0	0	0	24	1	0	1	1	0	0	0	0	0	0	41	2	0	0	1	0	0	0	0		
16:15	- 16:30	4	0	0	0	4	0	0	0	0	0	0	2	0	0	0	7	0	0	0	1	0	0	0	22	0	0	4	2	0	0	0	0	0	0	46	1	0	1	0	0	0	0	0		
16:30	- 16:45	2	0	0	0	3	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	20	1	0	3	1	0	0	0	0	0	0	35	2	0	3	2	0	0	0	0		
16:45	- 17:00	3	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	33	1	0	5	2	0	1	0	0	0	0	51	0	0	0	0	0	0	0	0		
17:00	- 17:15	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	22	1	0	3	1	1	1	0	0	0	0	39	0	0	2	0	0	0	0	0		
17:15	- 17:30	2	0	0	0	3	0	0	0	0	0	0	3	0	0	0	2	0	0	1	0	0	0	0	28	0	0	3	2	0	0	0	0	0	0	44	0	0	2	0	0	0	0	0		
17:30	- 17:45	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	21	0	0	4	1	0	0	0	0	0	0	39	0	0	3	0	0	0	0	0		
17:45	- 18:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	19	0	0	2	2	0	0	0	0	0	0	34	2	0	2	1	1	3	0	0		
18:00	- 18:15	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	26	0	0	2	1	0	0	0	0	0	0	41	0	0	4	0	0	0	0	0		
18:15	- 18:30	4	0	0	0	2	0	0	0	0	0	0	3	0	0	0	2	0	0	1	0	0	0	0	20	0	0	2	4	0	0	0	0	0	0	38	0	0	2	1	0	0	0	0		
18:30	- 18:45	1	0	0	0	3	0	0	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	22	1	0	3	1	0	0	1	0	0	0	40	0	0	3	0	0	0	0	0		
18:45	- 19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	19	0	0	1	2	0	0	1	0	0	0	27	0	0	0	0	0	0	0	0		
TOTAL		45	0	0	1	45	0	0	0	0	0	0	43	0	0	2	82	0	0	4	4	0	0	0	383	8	0	36	40	3	4	2	1	0	0	0	1230	8	0	25	7	2	5	0	0	

Afternoon peak HOURLY COUNTS			1				2				3				4				5				6				7				8				9				TOTAL								
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
14:45	-	15:45	13	0	0	1	14	0	0	0	0	0	0	14	0	0	2	24	0	0	0	2	0	0	0	86	3	0	2	15	0	2	0	1	0	0	0	179	1	0	3	2	1	1	0	0	
15:00	-	16:00	14	0	0	1	14	0	0	0	0	0	0	16	0	0	2	32	0	0	0	2	0	0	0	92	3	0	3	18	2	2	0	0	0	0	201	1	0	3	2	1	2	0	0		
15:15	-	16:15	15	0	0	1	13	0	0	0	0	0	0	17	0	0	1	26	0	0	1	2	0	0	0	92	4	0	4	16	2	1	0	0	0	0	195	2	0	2	3	1	2	0	0		
15:30	-	16:30	17	0	0	1	12	0	0	0	0	0	0	13	0	0	1	23	0	0	1	3	0	0	0	98	4	0	6	13	2	1	0	0	0	0	195	3	0	2	2	0	1	0	0		
15:45	-	16:45	12	0	0	0	9	0	0	0	0	0	0	15	0	0	0	23	0	0	1	2	0	0	0	87	2	0	9	9	2	0	0	0	0	171	5	0	4	3	0	1	0	0			
16:00	-	17:00	13	0	0	0	9	0	0	0	0	0	0	11	0	0	0	16	0	0	1	1	0	0	0	99	3	0	13	6	0	1	0	0	0	173	5	0	4	3	0	0	0	0			
16:15	-	17:15	11	0	0	0	10	0	0	0	0	0	0	7	0	0	0	18	0	0	0	1	0	0	0	97	3	0	15	6	1	2	0	0	0	171	3	0	6	2	0	0	0	0			
16:30	-	17:30	9	0	0	0	9	0	0	0	0	0	0	8	0	0	0	13	0	0	1	0	0	0	0	103	3	0	14	6	1	2	0	0	0	169	2	0	7	2	0	0	0	0			
16:45	-	17:45	10	0	0	0	14	0	0	0	0	0	0	6	0	0	0	11	0	0	2	0	0	0	0	104	2	0	15	6	1	2	0	0	0	173	0	0	7	0	0	0	0	0			
17:00	-	18:00	9	0	0	0	15	0	0	0	0	0	0	4	0	0	0	15	0	0	2	0	0	0	0	90	1	0	12	6	1	1	0	0	0	156	2	0	9	1	1	3	0	0			
17:15	-	18:15	9	0	0	0	14	0	0	0	0	0	0	3	0	0	0	19	0	0	2	0	0	0	0	94	0	0	11	6	0	0	0	0	0	158	2	0	11	1	1	3	0	0			
17:30	-	18:30	11	0	0	0	13	0	0	0	0	0	0	3	0	0	0	19	0	0	2	0	0	0	0	86	0	0	10	8	0	0	0	0	0	152	2	0	11	2	1	3	0	0			
17:45	-	18:45	9	0	0	0	8	0	0	0	0	0	0	8	0	0	0	21	0	0	1	0	0	0	0	87	1	0	9	8	0	0	1	0	0	153	2	0	11	2	1	3	0	0			
18:00	-	19:00	8	0	0	0	6	0	0	0	0	0	0	8	0	0	0	17	0	0	1	0	0	0	0	87	1	0	8	8	0	0	2	0	0	146	0	0	9	1	0	0	0	0			

C14 Weekday Mansfield Street and Hartley Street



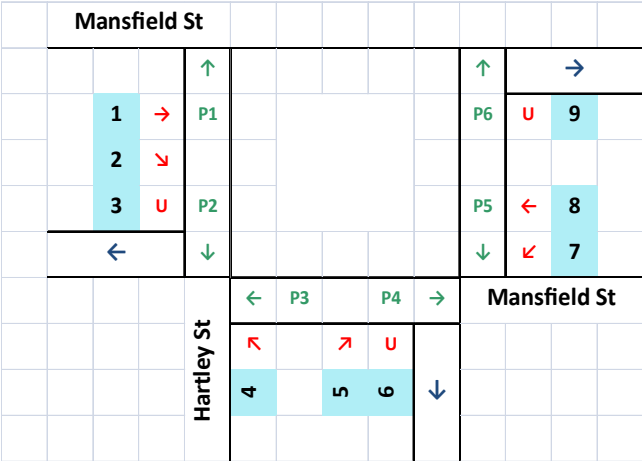
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
8:30	- 8:45	29	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	22	0	0	0	0	0	0	0	59
8:45	- 9:00	11	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	35	
9:00	- 9:15	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0	44	
9:15	- 9:30	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	24	
9:30	- 9:45	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	26	
9:45	- 10:00	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	0	26	0	0	1	0	0	0	0	39	
10:00	- 10:15	13	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	31	
10:15	- 10:30	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	14	0	0	0	0	0	0	0	28	
10:30	- 10:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
TOTAL		111	2	0	1	2	0	0	0	1	0	0	0	14	0	0	0	7	0	0	0	0	0	0	0	5	0	0	143	2	0	1	0	0	0	0	289	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	7	2	0	0	0
1	1	4	1	0	0	0	0
2	0	0	3	0	0	0	0
0	0	0	0	0	0	0	0
0	0	2	3	0	0	0	0
0	0	1	1	0	0	0	0
0	2	1	0	0	0	0	0
0	0	0	1	0	0	0	0
0	0	1	0	0	0	0	0
3	3	11	16	2	0	0	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
8:30 - 9:30		70	1	0	1	2	0	0	0	1	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	76	2	0	0	0	0	0	0	162
8:45 - 9:45		48	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	70	2	0	0	0	0	0	0	129
9:00 - 10:00		44	1	0	1	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	75	2	0	1	0	0	0	0	133
9:15 - 10:15		37	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	66	0	0	1	0	0	0	0	120
9:30 - 10:30		38	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	67	0	0	1	0	0	0	0	124
9:45 - 10:45		34	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	51	0	0	1	0	0	0	0	101

P1	P2	P3	P4	P5	P6	P7	P8
3	1	6	11	2	0	0	0
3	1	6	7	0	0	0	0
2	0	3	7	0	0	0	0
0	2	4	4	0	0	0	0
0	2	4	5	0	0	0	0
0	2	3	2	0	0	0	0

C14 Weekday Mansfield Street and Hartley Street



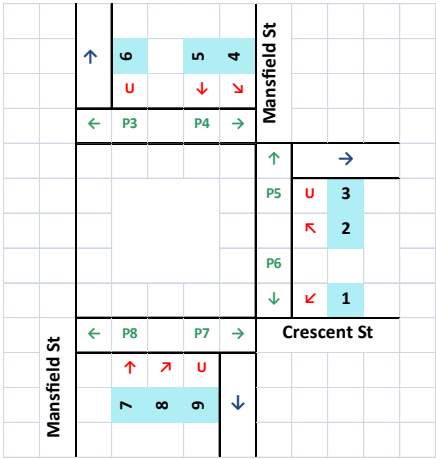
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
15:15	- 15:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37					
15:30	- 15:45	11	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38					
15:45	- 16:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40					
16:00	- 16:15	8	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40					
16:15	- 16:30	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	30					
16:30	- 16:45	11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	51					
16:45	- 17:00	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	38					
17:00	- 17:15	13	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	48					
17:15	- 17:30	13	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30					
17:30	- 17:45	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32					
17:45	- 18:00	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	28					
18:00	- 18:15	10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	44					
18:15	- 18:30	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36					
18:30	- 18:45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21					
18:45	- 19:00	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25					
19:00	- 19:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16					
TOTAL		133	2	0	1	3	0	0	0	4	0	0	0	15	0	0	0	9	1	0	0	0	0	0	0	5	0	0	0	370	7	0	4	0	843			

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	1	2	0	0
0	0	0	4	0	0	0	0
0	0	0	1	0	0	0	0
0	0	1	0	0	0	0	0
0	0	0	2	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0
1	0	0	0	0	0	0	0
0	0	1	2	0	0	0	0
0	0	0	1	0	2	0	0
0	0	3	1	0	0	0	0
0	0	0	0	0	0	0	0
0	1	1	1	0	0	0	0
0	0	0	2	0	0	0	0
1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	1	6	14	1	5	0	0

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
15:15 - 16:15	27	1	0	1	0	0	0	0	0	0	0	0	5	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	112	3	0	1	0	0	0	0	155
15:30 - 16:30	29	1	0	1	0	0	0	0	1	0	0	0	5	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	103	3	0	0	0	0	0	0	148
15:45 - 16:45	29	0	0	1	0	0	0	0	1	0	0	0	6	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	117	2	0	2	0	0	0	0	161
16:00 - 17:00	36	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	109	1	0	3	0	0	0	0	159
16:15 - 17:15	41	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	109	2	0	3	0	0	0	0	167
16:30 - 17:30	46	0	0	0	2	0	0	0	1	0	0	0	7	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	102	2	0	3	0	0	0	0	167
16:45 - 17:45	45	1	0	0	3	0	0	0	1	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	87	2	0	1	0	0	0	0	148
17:00 - 18:00	44	1	0	0	3	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	80	1	0	0	0	0	0	0	138
17:15 - 18:15	41	1	0	0	3	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	83	0	0	0	0	0	0	0	134
17:30 - 18:30	36	1	0	0	1	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	94	0	0	0	0	0	0	0	140
17:45 - 18:45	34	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	86	0	0	0	0	0	0	0	129
18:00 - 19:00	31	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	87	0	0	0	0	0	0	0	126
18:15 - 19:15	24	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	66	2	0	0	0	0	0	0	98

P1	P2	P3	P4	P5	P6	P7	P8
0	0	1	5	1	2	0	0
0	0	1	7	0	0	0	0
0	0	1	3	0	0	0	0
0	0	1	2	0	1	0	0
1	0	0	2	0	1	0	0
1	0	1	2	0	1	0	0
1	0	1	3	0	3	0	0
1	0	4	4	0	2	0	0
0	0	4	4	0	2	0	0
0	1	4	3	0	2	0	0
0	1	4	4	0	0	0	0
1	1	1	3	0	0	0	0
1	1	1	3	0	0	0	0

C15 Weekday Crescent Street and Mansfield Street



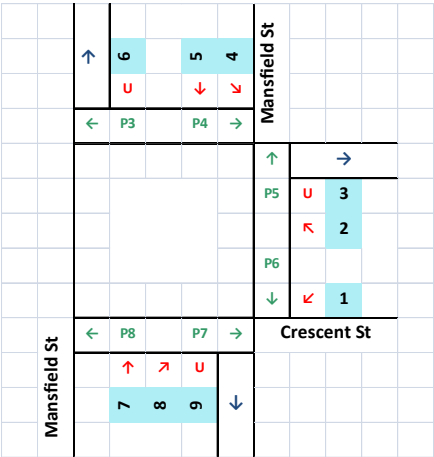
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
9:00	- 9:15	2	0	0	1	5	0	0	0	0	0	0	0	5	0	0	0	6	1	0	0	0	0	0	0	5	1	0	0	3	1	0	0	0	0	0	0	30
9:15	- 9:30	6	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	9	1	0	0	0	0	0	0	6	0	0	0	7	0	0	0	0	0	0	0	38
9:30	- 9:45	8	0	0	0	7	0	1	0	0	0	0	0	4	0	1	0	10	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	37
9:45	- 10:00	11	0	0	0	3	0	0	1	0	0	0	0	6	0	0	0	12	0	0	1	0	0	0	0	3	0	0	0	5	0	0	0	0	0	0	0	42
10:00	- 10:15	3	1	0	0	5	0	0	1	0	0	0	0	8	0	0	0	11	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	39
10:15	- 10:30	3	0	0	0	4	1	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	21
TOTAL		33	1	0	1	28	1	1	2	0	0	0	0	30	0	1	0	52	2	0	1	0	0	0	0	28	1	0	0	23	1	0	0	1	0	0	0	207

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	1	0	0	1	1
0	0	1	0	0	0	4	3
0	0	0	0	0	0	3	4
0	0	1	0	0	0	2	2
0	0	0	1	0	0	1	3
0	0	1	0	0	0	0	0
0	0	5	2	0	0	11	13

Morning peak HOURLY COUNTS	FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
9:00	- 10:00		27	0	0	1	19	0	1	1	0	0	0	0	20	0	1	0	37	2	0	1	0	0	0	0	18	1	0	0	17	1	0	0	0	0	0	0	147
9:15	- 10:15		28	1	0	0	19	0	1	2	0	0	0	0	23	0	1	0	42	1	0	1	0	0	0	0	19	0	0	0	18	0	0	0	0	0	0	0	156
9:30	- 10:30		25	1	0	0	19	1	1	2	0	0	0	0	20	0	1	0	37	0	0	1	0	0	0	0	17	0	0	0	13	0	0	0	1	0	0	0	139

P1	P2	P3	P4	P5	P6	P7	P8
0	0	4	1	0	0	10	10
0	0	2	1	0	0	10	12
0	0	2	1	0	0	6	9

C15 Weekday Crescent Street and Mansfield Street



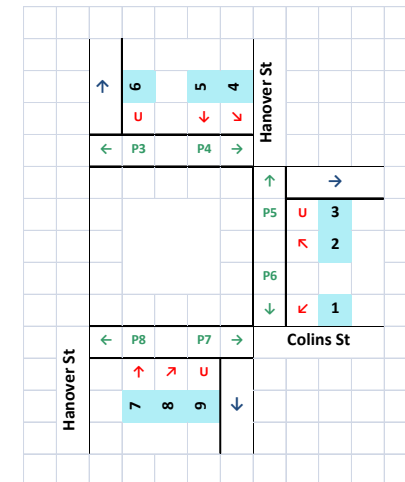
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:30	- 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
14:45	- 15:00	6	0	0	0	15	0	0	0	0	0	0	0	1	0	0	0	15	0	0	0	0	0	0	0	11	0	0	0	7	0	0	0	0	55			
15:00	- 15:15	10	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	23	0	0	2	0	0	0	0	14	1	0	0	4	0	0	0	0	63			
15:15	- 15:30	10	0	0	1	5	0	0	1	0	0	0	0	7	0	0	0	10	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	45			
15:30	- 15:45	10	2	0	0	3	0	0	0	0	0	0	0	2	0	0	1	18	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0	48			
15:45	- 16:00	9	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	9	1	0	1	0	0	0	0	7	0	0	0	5	0	0	0	0	42			
16:00	- 16:15	14	0	0	0	9	0	0	1	0	0	0	0	3	0	0	0	12	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0	51			
16:15	- 16:30	15	0	0	0	8	0	0	3	0	0	0	0	4	0	0	0	12	0	0	0	0	0	0	0	8	0	0	0	6	0	0	0	0	56			
16:30	- 16:45	12	0	0	2	6	0	0	1	0	0	0	0	0	0	0	0	9	0	0	1	0	0	0	0	11	0	0	0	1	0	0	0	0	43			
16:45	- 17:00	19	0	0	1	5	0	0	5	0	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	12	1	0	0	2	0	0	0	0	56			
17:00	- 17:15	13	0	0	2	6	0	0	0	0	0	0	0	3	0	0	0	12	1	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	46			
17:15	- 17:30	16	1	0	1	9	0	0	2	0	0	0	0	4	0	0	1	15	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	0	64			
17:30	- 17:45	13	0	0	1	5	0	0	2	0	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0	0	47			
17:45	- 18:00	15	0	0	0	2	0	0	5	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	7	0	0	2	0	0	0	0	0	37			
18:00	- 18:15	14	0	0	0	6	0	0	1	0	0	0	0	3	0	0	0	10	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	40			
18:15	- 18:30	16	0	0	1	6	0	0	1	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	13	0	0	1	2	0	0	1	0	50			
18:30	- 18:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4			
18:45	- 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
TOTAL		194	3	0	9	93	0	0	22	0	0	0	0	48	0	0	2	177	2	0	4	0	0	0	0	143	2	0	3	44	0	0	1	0	0	954		

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	2	0	0	0	1	2
0	0	1	0	1	0	0	0
0	0	0	1	0	2	0	1
0	0	1	0	0	0	0	0
0	0	0	2	0	0	0	0
0	0	1	1	0	0	1	6
0	0	0	0	1	0	1	0
0	0	0	3	0	0	1	4
0	0	2	0	0	0	0	2
0	0	2	0	0	0	0	1
0	0	3	1	0	1	0	1
0	0	0	0	2	0	0	4
0	0	1	0	0	0	0	2
0	0	2	1	1	0	0	2
0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0
0	0	0	1	0	0	0	0
0	0	15	11	5	3	4	25

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:30 - 15:30	26	0	0	1	25	0	0	1	0	0	0	0	12	0	0	0	48	0	0	2	0	0	0	0	31	1	0	0	16	0	0	0	0	0	163		
14:45 - 15:45	36	2	0	1	28	0	0	1	0	0	0	0	14	0	0	1	66	0	0	2	0	0	0	0	40	1	0	0	19	0	0	0	0	0	211		
15:00 - 16:00	39	2	0	1	16	0	0	1	0	0	0	0	20	0	0	1	60	1	0	3	0	0	0	0	36	1	0	0	17	0	0	0	0	0	198		
15:15 - 16:15	43	2	0	1	20	0	0	2	0	0	0	0	19	0	0	1	49	1	0	1	0	0	0	0	31	0	0	0	16	0	0	0	0	0	186		
15:30 - 16:30	48	2	0	0	23	0	0	4	0	0	0	0	16	0	0	1	51	1	0	1	0	0	0	0	33	0	0	0	17	0	0	0	0	0	197		
15:45 - 16:45	50	0	0	2	26	0	0	5	0	0	0	0	14	0	0	0	42	1	0	2	0	0	0	0	35	0	0	0	15	0	0	0	0	0	192		
16:00 - 17:00	60	0	0	3	28	0	0	10	0	0	0	0	9	0	0	0	42	0	0	1	0	0	0	0	40	1	0	0	12	0	0	0	0	0	206		
16:15 - 17:15	59	0	0	5	25	0	0	9	0	0	0	0	9	0	0	0	42	1	0	1	0	0	0	0	38	1	0	0	11	0	0	0	0	0	201		
16:30 - 17:30	60	1	0	6	26	0	0	8	0	0	0	0	9	0	0	1	45	1	0	1	0	0	0	0	44	1	0	0	6	0	0	0	0	0	209		
16:45 - 17:45	61	1	0	5	25	0	0	9	0	0	0	0	10	0	0	1	50	1	0	0	0	0	0	0	42	1	0	0	7	0	0	0	0	0	213		
17:00 - 18:00	57	1	0	4	22	0	0	9	0	0	0	0	11	0	0	1	44	1	0	0	0	0	0	0	37	0	0	2	5	0	0	0	0	0	194		
17:15 - 18:15	58	1	0	2	22	0	0	10	0	0	0	0	11	0	0	1	42	0	0	0	0	0	0	0	35	0	0	2	4	0	0	0	0	0	188		
17:30 - 18:30	58	0	0	2	19	0	0	9	0	0	0	0	11	0	0	0	32	0	0	0	0	0	0	0	34	0	0	3	5	0	0	1	0	0	174		
17:45 - 18:45	47	0	0	1	14	0	0	7	0	0	0	0	10	0	0	0	19	0	0	0	0	0	0	0	26	0	0	3	3	0	0	1	0	0	131		
18:00 - 19:00	32	0	0	1	12	0	0	2	0	0	0	0	7	0	0	0	16	0	0	0	0	0	0	0	19	0	0	1	3	0	0	1	0	0	94		

P1	P2	P3	P4	P5	P6	P7	P8
0	0	3	1	1	2	1	3
0	0	4	1	1	2	1	3
0	0	2	3	1	2	0	1
0	0	2	4	0	2	1	7
0	0	2	3	1	0	2	6
0	0	1	6	1	0	3	10
0	0	3	4	1	0	3	12
0	0	4	3	1	0	2	7
0	0	7	4	0	1	1	8
0	0	7	1	2	1	0	8
0	0	6	1	2	1	0	8
0	0	6	2	3	1	0	9
0	0	3	1	3	0	0	8
0	0	3	2	1	0	0	4
0	0	17	13	6	3	4	27

C16 Weekday Hanover Street and Collins Street



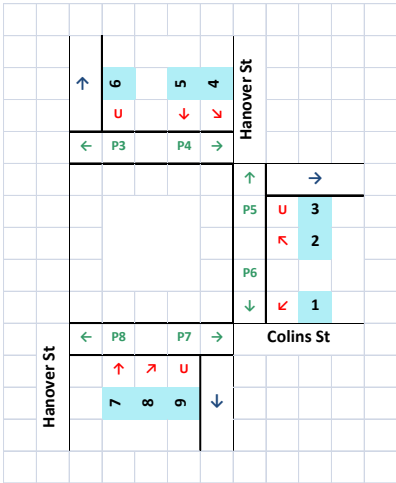
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:15	- 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6:30	- 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
6:45	- 7:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9					
7:00	- 7:15	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4					
7:15	- 7:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
7:30	- 7:45	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5					
7:45	- 8:00	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	8					
8:00	- 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2					
8:15	- 8:30	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	5	0	0	0	0	0	0	3	0	0	1	1	0	0	0	15					
8:30	- 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2						
8:45	- 9:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	6					
9:00	- 9:15	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	11					
9:15	- 9:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4					
9:30	- 9:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	5					
9:45	- 10:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6					
10:00	- 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
10:15	- 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
TOTAL		4	0	0	0	4	0	0	10	0	0	0	0	7	1	0	4	26	1	0	5	0	0	0	10	1	0	3	4	0	0	0	80					

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	2
0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0
0	0	1	0	0	0	0	1
0	0	1	2	0	0	1	2
0	0	0	0	1	0	0	1
0	0	0	0	2	0	0	0
0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1
0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	4	3	4	0	1	8

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 7:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10					
6:15	- 7:15	0	0	0	0	0	0	0	9	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	14					
6:30	- 7:30	0	0	0	0	0	0	0	9	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	15					
6:45	- 7:45	0	0	0	0	1	0	0	9	0	0	0	0	2	1	0	3	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	19					
7:00	- 8:00	1	0	0	0	1	0	0	2	0	0	0	0	3	1	0	5	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	18					
7:15	- 8:15	1	0	0	0	1	0	0	1	0	0	0	0	2	1	0	5	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	16					
7:30	- 8:30	2	0	0	0	2	0	0	1	0	0	0	0	2	1	0	2	10	1	0	1	0	0	0	6	0	0	1	1	0	0	0	30					
7:45	- 8:45	2	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	10	0	0	1	0	0	0	6	0	0	1	1	0	0	0	27					
8:00	- 9:00	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	4	7	0	0	2	0	0	0	5	1	0	1	1	0	0	0	25					
8:15	- 9:15	3	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4	11	0	0	3	0	0	0	5	1	0	2	1	0	0	0	34					
8:30	- 9:30	2	0	0	0	1	0	0	0	0	0	0	0	2	0	0	2	8	0	0	4	0	0	0	2	1	0	1	0	0	0	0	23					
8:45	- 9:45	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	2	8	0	0	4	0	0	0	2	1	0	2	1	0	0	0	26					
9:00	- 10:00	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	11	0	0	2	0	0	0	2	0	0	2	3	0	0	0	26					
9:15	- 10:15	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	7	0	0	1	0	0	0	1	0	0	1	3	0	0	0	16					
9:30	- 10:30	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	1	0	0	1	3	0	0	0	12					

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	3
0	0	0	0	1	0	0	3
0	0	0	0	1	0	0	2
0	0	0	1	1	0	0	2
0	0	1	1	1	0	0	1
0	0	2	3	0	0	1	3
0	0	2	3	1	0	1	4
0	0	2	2	3	0	1	4
0	0	1	2	3	0	1	3
0	0	1	0	3	0	0	2
0	0	2	0	2	0	0	1
0	0	2	0	0	0	0	1

C16 Weekday Hanover Street and Collins Street



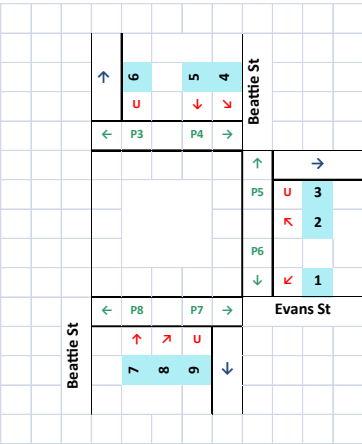
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00	- 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
14:15	- 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5				
14:30	- 14:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	5				
14:45	- 15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
15:00	- 15:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	7				
15:15	- 15:30	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
15:30	- 15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4				
15:45	- 16:00	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	8				
16:00	- 16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	5				
16:15	- 16:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
16:30	- 16:45	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6				
16:45	- 17:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
17:00	- 17:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8				
17:15	- 17:30	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6				
17:30	- 17:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5				
17:45	- 18:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	6				
18:00	- 18:15	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5				
18:15	- 18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
18:30	- 18:45	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6				
18:45	- 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
TOTAL		9	0	0	0	6	0	0	1	0	0	0	0	20	1	0	3	26	1	0	2	0	0	0	0	11	0	0	2	9	0	0	0	0	164			

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	0	2	1	2
0	0	0	0	0	0	2	0
0	0	0	1	0	1	0	0
0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0
0	0	0	0	1	0	1	0
0	0	1	0	0	0	0	0
0	0	0	0	0	0	1	0
0	0	0	1	0	0	0	1
0	0	0	2	0	0	0	0
0	0	0	0	0	0	0	1
0	0	0	1	0	0	0	0
0	0	2	2	0	0	1	0
0	0	0	1	0	0	2	0
0	0	0	0	0	0	0	0
0	0	5	8	3	3	9	6

Afternoon peak	1				2				3				4				5				6				7				8				9				TOTAL
HOURLY COUNTS	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00 - 15:00	1	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	14				
14:15 - 15:15	1	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	20				
14:30 - 15:30	3	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	19				
14:45 - 15:45	3	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	18				
15:00 - 16:00	4	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	23				
15:15 - 16:15	4	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	21				
15:30 - 16:30	2	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	21				
15:45 - 16:45	1	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	23				
16:00 - 17:00	1	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	17				
16:15 - 17:15	1	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	20				
16:30 - 17:30	2	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	22				
16:45 - 17:45	3	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	21				
17:00 - 18:00	2	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	25				
17:15 - 18:15	3	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	22				
17:30 - 18:30	2	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	18				
17:45 - 18:45	2	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	19				
18:00 - 19:00	2	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	13				

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	1	1	2	1	2
0	0	2	1	1	2	3	2
0	0	0	1	1	3	3	2
0	0	0	1	0	3	3	4
0	0	0	1	0	1	2	2
0	0	0	1	0	1	0	2
0	0	0	0	0	0	1	2
0	0	0	0	1	0	2	0
0	0	1	0	1	0	2	0
0	0	1	0	1	0	3	0
0	0	1	0	2	0	2	1
0	0	0	3	1	0	0	2
0	0	2	5	0	0	1	1

C05 Weekday Evans Street and Beattie Street



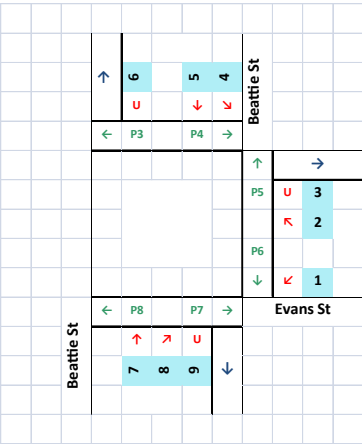
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 6:15	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	1	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	27				
6:15	- 6:30	4	0	0	0	6	0	0	1	0	0	0	0	3	0	0	1	9	0	0	0	0	0	0	0	13	1	0	1	7	0	0	0	46				
6:30	- 6:45	2	0	0	0	6	0	0	0	0	0	0	0	7	0	0	1	9	1	0	0	0	0	0	0	36	0	0	0	4	0	0	1	67				
6:45	- 7:00	1	0	0	0	5	0	0	8	0	0	0	0	8	0	0	0	16	0	0	0	0	0	0	0	33	1	0	0	5	0	0	2	79				
7:00	- 7:15	1	0	0	0	10	0	0	0	0	0	0	0	12	1	0	2	12	1	0	0	0	0	0	0	28	0	0	0	8	0	0	0	75				
7:15	- 7:30	2	0	0	0	11	0	0	1	0	0	0	0	14	1	0	2	18	0	0	0	0	0	0	0	32	4	0	1	3	0	0	0	89				
7:30	- 7:45	4	0	0	0	22	0	0	0	0	0	0	0	26	0	0	3	15	0	0	0	0	0	0	0	35	1	0	0	14	0	0	0	120				
7:45	- 8:00	7	0	0	0	18	1	0	2	0	0	0	0	26	0	0	1	26	0	0	0	0	0	0	0	48	2	0	2	9	0	0	0	142				
8:00	- 8:15	6	0	0	0	26	0	0	1	0	0	0	0	28	0	0	2	20	3	0	1	0	0	0	0	45	4	0	2	16	0	0	3	157				
8:15	- 8:30	7	1	0	0	24	1	0	3	0	0	0	0	36	0	0	2	16	1	0	0	0	0	0	0	54	4	0	0	28	1	0	0	178				
8:30	- 8:45	10	0	0	0	29	0	0	2	0	0	0	0	42	1	0	2	33	2	0	0	0	0	0	0	40	0	0	0	23	0	0	0	184				
8:45	- 9:00	6	0	0	0	27	0	0	1	0	0	0	0	33	1	0	1	27	0	0	0	0	0	0	0	39	0	0	1	28	1	0	1	166				
9:00	- 9:15	5	0	0	0	26	0	0	0	0	0	0	0	38	2	0	1	18	0	0	0	0	0	0	0	38	0	0	0	27	0	0	0	155				
9:15	- 9:30	10	0	0	0	20	0	0	1	0	0	0	0	22	0	0	1	25	0	0	0	0	0	0	0	51	0	0	1	12	0	0	0	143				
9:30	- 9:45	2	0	0	0	21	0	0	1	0	0	0	0	18	0	0	0	18	0	0	0	0	0	0	0	43	2	0	1	12	0	0	0	118				
9:45	- 10:00	1	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	9				
TOTAL		72	1	0	0	260	2	0	21	0	0	0	0	316	6	0	20	268	8	0	1	0	0	0	0	547	19	0	9	196	2	0	7	0	1755			

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	2	0	0
0	0	0	0	0	0	0	0
0	0	0	0	3	1	0	0
0	0	0	0	1	1	0	0
0	0	0	0	2	2	2	0
0	0	0	1	6	1	0	1
0	0	2	2	4	5	2	0
0	0	2	1	3	10	0	2
0	0	0	0	5	5	2	3
0	0	1	1	4	8	0	0
0	0	0	2	3	9	0	0
0	0	3	3	3	9	2	3
0	0	3	0	3	1	3	1
0	0	1	1	3	1	0	3
0	0	0	3	1	0	2	2
0	0	0	0	0	0	0	0
0	0	12	14	41	55	13	15

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 7:00	11	0	0	0	21	0	0	9	0	0	0	0	20	0	0	3	40	1	0	0	0	0	0	0	92	2	0	1	16	0	0	3	0	0	0	0	219
6:15	- 7:15	8	0	0	0	27	0	0	9	0	0	0	0	30	1	0	4	46	2	0	0	0	0	0	0	110	2	0	1	24	0	0	3	0	0	0	0	267
6:30	- 7:30	6	0	0	0	32	0	0	9	0	0	0	0	41	2	0	5	55	2	0	0	0	0	0	0	129	5	0	1	20	0	0	3	0	0	0	0	310
6:45	- 7:45	8	0	0	0	48	0	0	9	0	0	0	0	60	2	0	7	61	1	0	0	0	0	0	0	128	6	0	1	30	0	0	2	0	0	0	0	363
7:00	- 8:00	14	0	0	0	61	1	0	3	0	0	0	0	78	2	0	8	71	1	0	0	0	0	0	0	143	7	0	3	34	0	0	0	0	0	0	0	426
7:15	- 8:15	19	0	0	0	77	1	0	4	0	0	0	0	94	1	0	8	79	3	0	1	0	0	0	0	160	11	0	5	42	0	0	3	0	0	0	0	508
7:30	- 8:30	24	1	0	0	90	2	0	6	0	0	0	0	116	0	0	8	77	4	0	1	0	0	0	0	182	11	0	4	67	1	0	3	0	0	0	0	597
7:45	- 8:45	30	1	0	0	97	2	0	8	0	0	0	0	132	1	0	7	95	6	0	1	0	0	0	0	187	10	0	4	76	1	0	3	0	0	0	0	661
8:00	- 9:00	29	1	0	0	106	1	0	7	0	0	0	0	139	2	0	7	96	6	0	1	0	0	0	0	178	8	0	3	95	2	0	4	0	0	0	0	685
8:15	- 9:15	28	1	0	0	106	1	0	6	0	0	0	0	149	4	0	6	94	3	0	0	0	0	0	0	171	4	0	1	106	2	0	1	0	0	0	0	683
8:30	- 9:30	31	0	0	0	102	0	0	4	0	0	0	0	135	4	0	5	103	2	0	0	0	0	0	0	168	0	0	2	90	1	0	1	0	0	0	0	648
8:45	- 9:45	23	0	0	0	94	0	0	3	0	0	0	0	111	3	0	3	88	0	0	0	0	0	0	0	171	2	0	3	79	1	0	1	0	0	0	0	582
9:00	- 10:00	18	0	0	0	72	0	0	2	0	0	0	0	79	2	0	2	61	0	0	0	0	0	0	0	134	2	0	2	51	0	0	0	0	0	0	0	425

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	4	4	0	0
0	0	0	0	6	4	2	0
0	0	0	1	12	5	2	1
0	0	2	3	13	9	4	1
0	0	4	4	15	18	4	3
0	0	4	4	18	21	4	6
0	0	5	4	16	28	4	5
0	0	3	4	15	32	2	5
0	0	4	6	15	31	4	6
0	0	7	6	13	27	5	4
0	0	7	6	12	20	5	7
0	0	7	7	10	11	7	9
0	0	4	4	7	2	5	6

C05 Weekday Evans Street and Beattie Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
15:00	- 15:15	1	0	0	0	9	0	0	0	0	0	0	0	14	1	0	0	23	0	0	0	0	0	0	0	18	0	0	1	13	0	0	0	0	0	0	0	80
15:15	- 15:30	2	0	0	0	18	0	0	1	0	0	0	0	24	0	0	0	26	0	0	0	0	0	0	0	35	0	0	0	13	0	0	0	0	0	0	0	119
15:30	- 15:45	4	0	0	0	23	0	0	0	0	0	0	0	24	0	0	0	30	1	0	0	0	0	0	0	29	0	0	0	16	0	0	0	0	0	0	0	127
15:45	- 16:00	2	0	0	0	16	0	0	2	0	0	0	0	24	0	0	0	32	0	0	0	0	0	0	0	25	1	0	0	20	0	0	0	0	0	0	0	122
16:00	- 16:15	5	0	0	0	20	0	0	0	0	0	0	0	20	0	0	1	21	1	0	1	0	0	0	0	40	0	0	2	11	0	0	0	0	0	0	0	122
16:15	- 16:30	1	0	0	0	17	0	0	2	0	0	0	0	18	0	0	0	25	0	0	0	0	0	0	0	29	1	0	0	15	0	0	0	0	0	0	0	108
16:30	- 16:45	7	0	0	0	26	0	0	2	0	0	0	0	18	0	0	2	41	1	0	0	0	0	0	0	44	0	0	0	17	0	0	0	0	0	0	0	158
16:45	- 17:00	7	0	0	0	27	0	0	0	0	0	0	0	28	0	0	1	33	0	0	0	0	0	0	0	30	0	0	0	16	0	0	0	0	0	0	0	142
17:00	- 17:15	4	0	0	0	28	1	0	2	0	0	0	0	25	0	0	0	27	0	0	0	0	0	0	0	31	0	0	1	16	0	0	0	0	0	0	0	135
17:15	- 17:30	5	0	0	0	21	0	0	2	0	0	0	0	15	0	0	0	26	0	0	0	0	0	0	0	38	0	0	0	8	0	0	0	0	0	0	0	115
17:30	- 17:45	6	0	0	0	19	0	0	2	0	0	0	0	25	0	0	1	17	0	0	2	0	0	0	0	46	0	0	1	12	1	0	0	0	0	0	0	132
17:45	- 18:00	3	0	0	0	30	1	0	2	0	0	0	0	27	1	0	0	29	0	0	2	0	0	0	0	33	2	0	1	14	0	0	0	0	0	0	0	145
18:00	- 18:15	3	0	0	0	25	0	0	0	0	0	0	0	23	1	0	1	31	0	0	0	0	0	0	0	41	0	0	3	9	0	0	0	0	0	0	0	137
18:15	- 18:30	6	0	0	0	21	0	0	5	0	0	0	0	16	0	0	2	20	0	0	0	0	0	0	0	27	1	0	0	16	0	0	0	0	0	0	0	114
18:30	- 18:45	2	0	0	0	8	0	0	0	0	0	0	0	4	0	0	1	7	1	0	0	0	0	0	0	21	0	0	1	3	0	0	0	0	0	0	0	48
18:45	- 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL		58	0	0	0	308	2	0	20	0	0	0	0	305	3	0	9	388	4	0	5	0	0	0	0	487	5	0	10	199	1	0	0	0	0	0	0	1804

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	1	2	1	0	0
0	0	4	0	1	1	0	0
0	0	0	1	1	2	0	0
0	0	1	5	4	4	0	0
0	0	2	3	5	1	1	0
0	0	0	0	0	2	0	0
0	0	1	0	0	2	2	0
0	0	0	2	9	0	1	3
0	0	0	2	3	1	2	2
0	0	0	1	8	5	1	3
0	0	0	2	2	6	2	3
0	0	0	0	6	1	1	1
0	0	0	0	1	1	1	0
0	0	1	0	1	3	3	4
0	0	0	0	0	1	1	0
0	0	0	0	0	0	0	0
0	0	9	17	43	31	15	16

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
15:00 - 16:00	9	0	0	0	66	0	0	3	0	0	0	0	86	1	0	0	111	1	0	0	0	0	0	0	107	1	0	1	62	0	0	0	0	0	0	448	
15:15 - 16:15	13	0	0	0	77	0	0	3	0	0	0	0	92	0	0	1	109	2	0	1	0	0	0	0	129	1	0	2	60	0	0	0	0	0	0	490	
15:30 - 16:30	12	0	0	0	76	0	0	4	0	0	0	0	86	0	0	1	108	2	0	1	0	0	0	0	123	2	0	2	62	0	0	0	0	0	0	479	
15:45 - 16:45	15	0	0	0	79	0	0	6	0	0	0	0	80	0	0	3	119	2	0	1	0	0	0	0	138	2	0	2	63	0	0	0	0	0	0	510	
16:00 - 17:00	20	0	0	0	90	0	0	4	0	0	0	0	84	0	0	4	120	2	0	1	0	0	0	0	143	1	0	2	59	0	0	0	0	0	0	530	
16:15 - 17:15	19	0	0	0	98	1	0	6	0	0	0	0	89	0	0	3	126	1	0	0	0	0	0	0	134	1	0	1	64	0	0	0	0	0	0	543	
16:30 - 17:30	23	0	0	0	102	1	0	6	0	0	0	0	86	0	0	3	127	1	0	0	0	0	0	0	143	0	0	1	57	0	0	0	0	0	0	550	
16:45 - 17:45	22	0	0	0	95	1	0	6	0	0	0	0	93	0	0	2	103	0	0	2	0	0	0	0	145	0	0	2	52	1	0	0	0	0	0	524	
17:00 - 18:00	18	0	0	0	98	2	0	8	0	0	0	0	92	1	0	1	99	0	0	4	0	0	0	0	148	2	0	3	50	1	0	0	0	0	0	527	
17:15 - 18:15	17	0	0	0	95	1	0	6	0	0	0	0	90	2	0	2	103	0	0	4	0	0	0	0	158	2	0	5	43	1	0	0	0	0	0	529	
17:30 - 18:30	18	0	0	0	95	1	0	9	0	0	0	0	91	2	0	4	97	0	0	4	0	0	0	0	147	3	0	5	51	1	0	0	0	0	0	528	
17:45 - 18:45	14	0	0	0	84	1	0	7	0	0	0	0	70	2	0	4	87	1	0	2	0	0	0	0	122	3	0	5	42	0	0	0	0	0	0	444	
18:00 - 19:00	11	0	0	0	54	0	0	5	0	0	0	0	43	1	0	4	58	1	0	0	0	0	0	0	89	1	0	4	28	0	0	0	0	0	0	299	

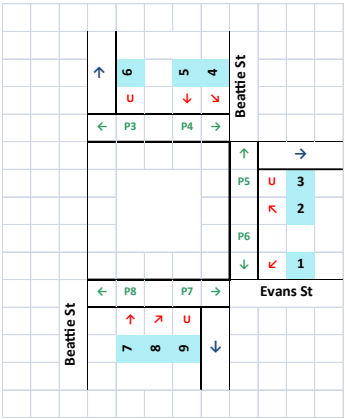
P1	P2	P3	P4	P5	P6	P7	P8
0	0	5	7	8	8	0	0
0	0	7	9	11	8	1	0
0	0	3	9	10	9	1	0
0	0	4	8	9	9	3	0
0	0	3	5	14	5	4	3
0	0	1	4	12	5	5	5
0	0	1	5	20	8	6	8
0	0	0	7	22	12	6	11
0	0	0	5	19	13	6	9
0	0	0	3	17	13	5	7
0	0	1	2	10	11	7	8
0	0	1	0	8	6	6	5
0	0	1	0	2	5	5	4

C05 Weekend Evans Street and Beattie Street

FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 6:15	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0	7	0	0	1	1	0	0	0	0	17				
6:15	- 6:30	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	14				
6:30	- 6:45	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	0	0	12	0	0	0	2	0	0	1	0	26				
6:45	- 7:00	0	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	8	0	0	1	0	0	0	9	1	0	0	2	1	0	0	0	33				
7:00	- 7:15	0	0	0	0	6	0	0	0	0	0	0	0	10	0	0	0	11	0	0	1	0	0	0	10	0	0	0	4	0	0	0	0	42				
7:15	- 7:30	0	0	0	0	2	0	0	0	0	0	0	0	12	0	0	1	10	0	0	0	0	0	0	19	0	0	1	5	0	0	0	0	50				
7:30	- 7:45	0	0	0	0	7	0	0	0	0	0	0	0	13	0	0	1	8	0	0	1	0	0	0	20	0	0	0	7	0	0	0	0	57				
7:45	- 8:00	0	0	0	0	7	0	0	0	0	0	0	0	21	1	0	0	13	0	0	0	0	0	0	21	1	0	0	4	0	0	0	0	68				
8:00	- 8:15	0	0	0	0	10	1	0	0	0	0	0	0	12	0	0	0	22	0	0	0	0	0	0	22	1	0	1	5	0	0	0	0	74				
8:15	- 8:30	0	0	0	0	11	0	0	0	0	0	0	0	19	0	0	0	19	0	0	1	0	0	0	25	0	0	1	5	1	0	0	0	82				
8:30	- 8:45	0	0	0	0	8	0	0	0	0	0	0	0	17	0	0	0	18	1	0	0	0	0	0	32	0	0	1	6	0	0	0	0	83				
8:45	- 9:00	0	0	0	0	16	1	0	0	0	0	0	0	12	1	0	0	30	0	0	0	0	0	0	31	0	0	2	14	1	0	0	0	108				
9:00	- 9:15	0	0	0	0	13	1	0	0	0	0	0	0	14	0	0	0	24	0	0	0	0	0	0	31	0	0	1	12	0	0	0	0	96				
9:15	- 9:30	0	0	0	0	19	1	0	0	0	0	0	0	22	0	0	0	29	1	0	2	0	0	0	36	0	0	0	11	0	0	0	0	121				
9:30	- 9:45	0	0	0	0	17	0	0	0	0	0	0	0	24	0	0	0	38	1	0	0	0	0	0	43	1	0	0	31	0	0	0	0	155				
9:45	- 10:00	0	0	0	0	15	0	0	0	0	0	0	0	28	0	0	0	29	0	0	4	0	0	0	54	1	0	0	42	0	0	0	0	173				
10:00	- 10:15	0	0	0	0	27	0	0	0	0	0	0	0	33	0	0	0	23	1	0	0	0	0	0	46	0	0	1	34	0	0	0	0	165				
10:15	- 10:30	0	0	0	0	20	0	0	0	0	0	0	0	41	0	0	0	24	1	0	0	0	0	0	53	0	0	4	43	0	0	0	0	186				
10:30	- 10:45	0	1	0	0	39	1	0	0	0	0	0	0	35	0	0	0	34	2	0	2	0	0	0	44	0	0	2	30	0	0	0	0	190				
10:45	- 11:00	0	0	0	0	38	0	0	0	0	0	0	0	35	1	0	1	24	0	0	1	0	0	0	45	0	0	5	32	0	0	0	0	182				
11:00	- 11:15	0	0	0	0	25	0	0	0	0	0	0	0	27	0	0	0	36	0	0	0	0	0	0	45	1	0	1	43	0	0	0	0	178				
11:15	- 11:30	0	0	0	0	22	2	0	0	0	0	0	0	23	0	0	0	15	0	0	1	0	0	0	57	0	0	0	42	0	0	1	0	163				
11:30	- 11:45	0	0	0	0	29	1	0	0	0	0	0	0	32	0	0	0	22	0	0	0	0	0	0	43	1	0	1	29	0	0	0	0	158				
11:45	- 12:00	0	0	0	0	24	0	0	2	0	0	0	0	26	0	0	0	26	0	0	1	0	0	0	47	0	0	3	15	0	0	0	0	144				
TOTAL		0	1	0	0	367	8	0	2	0	0	0	0	469	3	0	4	477	7	0	15	0	0	0	754	7	0	25	421	3	0	2	0	0	2565			

Morning peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00 - 7:00	0	0	0	0	12	0	0	0	0	0	0	0	13	0	0	1	22	0	0	1	0	0	0	30	1	0	1	7	1	0	1	0	0	90			
6:15 - 7:15	0	0	0	0	16	0	0	0	0	0	0	0	21	0	0	0	30	0	0	2	0	0	0	33	1	0	0	10	1	0	1	0	0	115			
6:30 - 7:30	0	0	0	0	15	0	0	0	0	0	0	0	30	0	0	1	36	0	0	2	0	0	0	50	1	0	1	13	1	0	1	0	0	151			
6:45 - 7:45	0	0	0	0	19	0	0	0	0	0	0	0	42	0	0	2	37	0	0	3	0	0	0	58	1	0	1	18	1	0	0	0	0	182			
7:00 - 8:00	0	0	0	0	22	0	0	0	0	0	0	0	56	1	0	2	42	0	0	2	0	0	0	70	1	0	1	20	0	0	0	0	0	217			
7:15 - 8:15	0	0	0	0	26	1	0	0	0	0	0	0	58	1	0	2	53	0	0	1	0	0	0	82	2	0	2	21	0	0	0	0	0	249			
7:30 - 8:30	0	0	0	0	35	1	0	0	0	0	0	0	65	1	0	1	62	0	0	2	0	0	0	88	2	0	2	21	1	0	0	0	0	281			
7:45 - 8:45	0	0	0	0	36	1	0	0	0	0	0	0	69	1	0	0	72	1	0	1	0	0	0	100	2	0	3	20	1	0	0	0	0	307			
8:00 - 9:00	0	0	0	0	45	2	0	0	0	0	0	0	60	1	0	0	89	1	0	1	0	0	0	110	1	0	5	30	2	0	0	0	0	347			
8:15 - 9:15	0	0	0	0	48	2	0	0	0	0	0	0	62	1	0	0	91	1	0	1	0	0	0	119	0	0	5	37	2	0	0	0	0	369			
8:30 - 9:30	0	0	0	0	56	3	0	0	0	0	0	0	65	1	0	0	101	2	0	2	0	0	0	130	0	0	4	43	1	0	0	0	0	408			
8:45 - 9:45	0	0	0	0	65	3	0	0	0	0	0	0	72	1	0	0	121	2	0	2	0	0	0	141	1	0	3	68	1	0	0	0	0	480			
9:00 - 10:00	0	0	0	0	64	2	0	0	0	0	0	0	88	0	0	0	120	2	0	6	0	0	0	164	2	0	1	96	0	0	0	0	0	545			
9:15 - 10:15	0	0	0	0	78	1	0	0	0	0	0	0	107	0	0	0	119	3	0	6	0	0	0	179	2	0	1	118	0	0	0	0	0	614			
9:30 - 10:30	0	0	0	0	79	0	0	0	0	0	0	0	126	0	0	0	114	3	0	4	0	0	0	196	2	0	5	150	0	0	0	0	0	679			
9:45 - 10:45	0	1	0	0	101	1	0	0	0	0	0	0	137	0	0	0	110	4	0	6	0	0	0	197	1	0	7	149	0	0	0	0	0	714			
10:00 - 11:00	0	1	0	0	124	1	0	0	0	0	0	0	144	1	0	1	105	4	0	3	0	0	0	188	0	0	12	139	0	0	0	0	0	723			
10:15 - 11:15	0	1	0	0	122	1	0	0	0	0	0	0	138	1	0	1	118	3	0	3	0	0	0	187	1	0	12	148	0	0	0	0	0	736			
10:30 - 11:30	0	1	0	0	124	3	0	0	0	0	0	0	120	1	0	1	109	2	0	4	0	0	0	191	1	0	8	147	0	0	1	0	0	713			
10:45 - 11:45	0	0	0	0	114	3	0	0	0	0	0	0	117	1	0	1	97	0	0	2	0	0	0	190	2	0	7	146	0	0	1	0	0	681			
11:00 - 12:00	0	0	0	0	100	3	0	2	0	0	0	0	108	0	0	0	99	0	0	2	0	0	0	192	2	0	5	129	0	0	1	0	0	643			

C05 Weekend Evans Street and Beattie Street



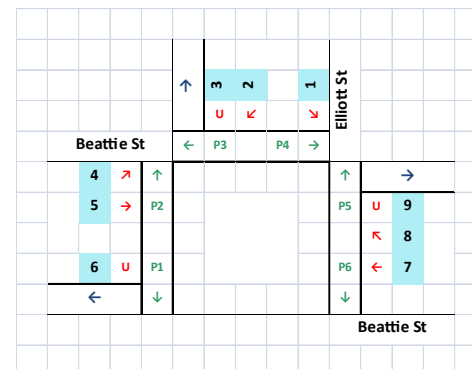
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
12:00	- 12:15	0	0	0	0	31	0	0	2	0	0	0	0	32	0	0	0	22	0	0	0	0	0	0	0	50	0	0	0	22	0	0	0	0	0	0	0	159
12:15	- 12:30	0	0	0	0	26	0	0	0	0	0	0	0	31	0	0	0	30	1	0	2	0	0	0	0	47	0	0	1	24	0	0	1	0	0	0	0	163
12:30	- 12:45	0	0	0	0	32	0	0	0	0	0	0	0	25	0	0	0	41	0	0	1	0	0	0	0	45	0	0	1	17	0	0	0	0	0	0	0	162
12:45	- 13:00	0	0	0	0	38	0	0	0	0	0	0	0	26	0	0	0	20	0	0	1	0	0	0	0	55	0	0	0	12	0	0	0	0	0	0	0	152
13:00	- 13:15	0	0	0	0	30	0	0	0	0	0	0	0	20	1	0	0	35	0	0	0	0	0	0	0	61	1	0	3	19	0	0	0	0	0	0	0	170
13:15	- 13:30	0	0	0	0	19	0	0	0	0	0	0	0	30	1	0	0	34	0	0	0	0	0	0	0	57	0	0	1	9	0	0	0	0	0	0	0	151
13:30	- 13:45	0	0	0	0	14	0	0	0	0	0	0	0	17	0	0	2	20	0	0	0	0	0	0	0	41	0	0	1	19	0	0	1	0	0	0	0	115
13:45	- 14:00	0	0	0	0	24	0	0	0	0	0	0	0	20	0	0	0	20	0	0	1	0	0	0	0	51	0	0	2	8	0	0	0	0	0	0	0	126
14:00	- 14:15	0	0	0	0	11	0	0	0	0	0	0	0	26	0	0	1	22	0	0	1	0	0	0	0	51	2	0	2	6	0	0	0	0	0	0	0	122
14:15	- 14:30	0	0	0	0	12	0	0	1	0	0	0	0	26	0	0	1	29	0	0	0	0	0	0	0	51	3	0	0	8	0	0	1	0	0	0	0	132
14:30	- 14:45	0	0	0	0	15	0	0	0	0	0	0	0	22	0	0	1	28	0	0	2	0	0	0	0	32	0	0	2	1	0	0	0	0	0	0	0	103
14:45	- 15:00	0	0	0	0	17	0	0	1	0	0	0	0	21	0	0	2	27	0	0	1	0	0	0	0	46	0	0	3	9	0	0	0	0	0	0	0	127
15:00	- 15:15	0	0	0	0	19	0	0	1	0	0	0	0	22	0	0	0	34	0	0	2	0	0	0	0	42	0	0	0	11	1	0	0	0	0	0	0	132
15:15	- 15:30	0	0	0	0	14	0	0	0	0	0	0	0	24	0	0	0	24	0	0	2	0	0	0	0	39	0	0	1	12	0	0	0	0	0	0	0	116
15:30	- 15:45	0	0	0	0	17	0	0	1	0	0	0	0	28	0	0	0	23	0	0	1	0	0	0	0	39	0	0	0	10	0	0	0	0	0	0	0	119
15:45	- 16:00	0	0	0	0	18	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	43	1	0	0	7	0	0	0	0	0	0	0	125
16:00	- 16:15	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	7	0	0	0	0	0	0	0	15	1	0	1	4	0	0	0	0	0	0	0	37
TOTAL		0	0	0	0	342	0	0	6	0	0	0	0	402	2	0	7	444	1	0	14	0	0	0	0	765	8	0	18	198	1	0	3	0	0	0	0	5241

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	1	5	3	0	0
0	0	0	0	10	4	4	0
0	0	2	0	3	2	0	0
0	0	0	0	4	3	0	0
0	0	2	0	7	4	0	0
0	0	0	2	3	2	0	0
0	0	1	0	3	2	0	0
0	0	0	0	0	1	0	0
0	0	0	0	3	4	0	0
0	0	0	0	4	2	0	0
0	0	0	0	0	4	0	0
0	0	2	0	7	2	0	0
0	0	1	2	1	1	0	0
0	0	1	0	2	0	0	3
0	0	0	0	3	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	0	0	0	0
0	0	9	5	57	34	4	3

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
12:00 - 13:00	0	0	0	0	127	0	0	2	0	0	0	0	114	0	0	0	113	1	0	4	0	0	0	0	197	0	0	2	75	0	0	1	0	0	0	0	636
12:15 - 13:15	0	0	0	0	126	0	0	0	0	0	0	0	102	1	0	0	126	1	0	4	0	0	0	0	208	1	0	5	72	0	0	1	0	0	0	0	647
12:30 - 13:30	0	0	0	0	119	0	0	0	0	0	0	0	101	2	0	0	130	0	0	2	0	0	0	0	218	1	0	5	57	0	0	0	0	0	0	635	
12:45 - 13:45	0	0	0	0	101	0	0	0	0	0	0	0	93	2	0	2	109	0	0	1	0	0	0	0	214	1	0	5	59	0	0	1	0	0	0	0	588
13:00 - 14:00	0	0	0	0	87	0	0	0	0	0	0	0	87	2	0	2	109	0	0	1	0	0	0	0	210	1	0	7	55	0	0	1	0	0	0	0	562
13:15 - 14:15	0	0	0	0	68	0	0	0	0	0	0	0	93	1	0	3	96	0	0	2	0	0	0	0	200	2	0	6	42	0	0	1	0	0	0	0	514
13:30 - 14:30	0	0	0	0	61	0	0	1	0	0	0	0	89	0	0	4	91	0	0	2	0	0	0	0	194	5	0	5	41	0	0	2	0	0	0	0	495
13:45 - 14:45	0	0	0	0	62	0	0	1	0	0	0	0	94	0	0	3	99	0	0	4	0	0	0	0	185	5	0	6	23	0	0	1	0	0	0	0	483
14:00 - 15:00	0	0	0	0	55	0	0	2	0	0	0	0	95	0	0	5	106	0	0	4	0	0	0	0	180	5	0	7	24	0	0	1	0	0	0	0	484
14:15 - 15:15	0	0	0	0	63	0	0	3	0	0	0	0	91	0	0	4	118	0	0	5	0	0	0	0	171	3	0	5	29	1	0	1	0	0	0	0	494
14:30 - 15:30	0	0	0	0	65	0	0	2	0	0	0	0	89	0	0	3	113	0	0	7	0	0	0	0	159	0	0	6	33	1	0	0	0	0	0	0	478
14:45 - 15:45	0	0	0	0	67	0	0	3	0	0	0	0	95	0	0	2	108	0	0	6	0	0	0	0	166	0	0	4	42	1	0	0	0	0	0	0	494
15:00 - 16:00	0	0	0	0	68	0	0	2	0	0	0	0	102	0	0	0	109	0	0	5	0	0	0	0	163	1	0	1	40	1	0	0	0	0	0	0	492
15:15 - 16:15	0	0	0	0	54	0	0	1	0	0	0	0	84	0	0	0	82	0	0	3	0	0	0	0	136	2	0	2	33	0	0	0	0	0	0	0	397

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	1	22	12	4	0
0	0	4	0	24	13	4	0
0	0	4	2	17	11	0	0
0	0	3	2	17	11	0	0
0	0	3	2	13	9	0	0
0	0	1	2	9	9	0	0
0	0	1	0	10	9	0	0
0	0	0	0	7	11	0	0
0	0	2	0	14	12	0	0
0	0	3	2	12	9	0	0
0	0	4	2	10	7	0	3
0	0	4	2	13	3	0	3
0	0	2	2	8	1	0	3
0	0	1	0	7	0	0	3

C06 Weekday Beattie Street and Elliott Street



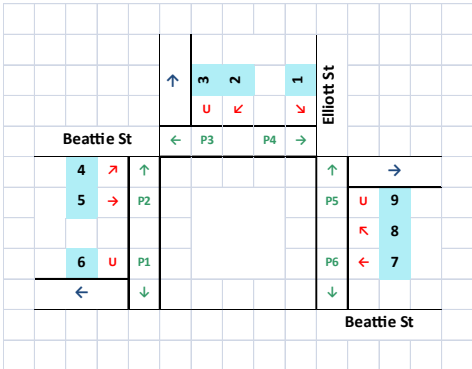
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
7:00	- 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:15	- 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7:30	- 7:45	2	0	0	0	30	1	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	2	0	0	0	4	0	0	2	0	0	61			
7:45	- 8:00	5	0	0	1	60	1	0	4	0	0	0	0	43	0	0	3	6	0	0	0	0	0	0	8	0	0	0	9	1	0	1	0	0	142			
8:00	- 8:15	3	0	0	1	59	4	0	1	0	0	0	0	47	2	0	0	7	0	0	0	0	0	0	5	0	0	0	9	1	0	1	0	0	140			
8:15	- 8:30	5	0	0	1	63	4	0	2	0	0	0	0	34	1	0	0	5	0	0	0	0	0	0	3	0	0	0	9	0	0	2	0	0	129			
8:30	- 8:45	9	0	0	0	66	0	0	4	0	0	0	0	74	1	0	0	6	0	0	0	0	0	0	4	0	0	0	9	1	0	2	0	0	176			
8:45	- 9:00	9	0	0	0	49	0	0	1	0	0	0	0	50	1	0	1	7	0	0	0	0	0	0	1	0	0	0	11	1	0	0	0	0	131			
9:00	- 9:15	6	0	0	0	51	0	0	0	0	0	0	0	47	2	0	0	5	0	0	0	0	0	0	13	0	0	0	11	0	0	0	0	0	135			
9:15	- 9:30	6	0	0	0	59	1	0	1	0	0	0	0	41	1	0	0	5	0	0	0	0	0	0	12	1	0	0	9	0	0	1	0	0	137			
9:30	- 9:45	8	0	0	0	52	3	0	1	0	0	0	0	34	0	0	0	8	0	0	0	0	0	0	11	0	0	0	2	0	0	0	0	0	119			
9:45	- 10:00	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21				
TOTAL		57	0	0	3	506	14	0	14	0	0	0	0	388	8	0	4	51	0	0	0	0	0	0	59	1	0	0	73	4	0	9	0	0	1191			

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	2	0	3	1	0	0
0	0	0	1	2	0	0	0
0	0	3	4	3	0	0	0
0	0	3	4	0	0	0	0
0	0	3	1	0	0	0	0
0	0	2	8	9	1	0	0
0	0	1	1	1	0	0	0
0	0	1	0	0	0	0	0
0	0	2	1	0	0	0	0
0	0	0	0	0	0	0	0
0	0	17	20	18	2	0	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
7:00	- 8:00	7	0	0	1	90	2	0	4	0	0	0	0	61	0	0	3	8	0	0	0	0	0	0	0	10	0	0	0	13	1	0	3	0	0	0	0	203
7:15	- 8:15	10	0	0	2	149	6	0	5	0	0	0	0	108	2	0	3	15	0	0	0	0	0	0	0	15	0	0	0	22	2	0	4	0	0	0	0	343
7:30	- 8:30	15	0	0	3	212	10	0	7	0	0	0	0	142	3	0	3	20	0	0	0	0	0	0	0	18	0	0	0	31	2	0	6	0	0	0	0	472
7:45	- 8:45	22	0	0	3	248	9	0	11	0	0	0	0	198	4	0	3	24	0	0	0	0	0	0	0	20	0	0	0	36	3	0	6	0	0	0	0	587
8:00	- 9:00	26	0	0	2	237	8	0	8	0	0	0	0	205	5	0	1	25	0	0	0	0	0	0	0	13	0	0	0	38	3	0	5	0	0	0	0	576
8:15	- 9:15	29	0	0	1	229	4	0	7	0	0	0	0	205	5	0	1	23	0	0	0	0	0	0	0	21	0	0	0	40	2	0	4	0	0	0	0	571
8:30	- 9:30	30	0	0	0	225	1	0	6	0	0	0	0	212	5	0	1	23	0	0	0	0	0	0	0	30	1	0	0	40	2	0	3	0	0	0	0	579
8:45	- 9:45	29	0	0	0	211	4	0	3	0	0	0	0	172	4	0	1	25	0	0	0	0	0	0	0	37	1	0	0	33	1	0	1	0	0	0	0	522
9:00	- 10:00	24	0	0	0	179	4	0	2	0	0	0	0	122	3	0	0	18	0	0	0	0	0	0	0	36	1	0	0	22	0	0	1	0	0	0	0	412

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	1	5	1	0	0
0	0	5	5	8	1	0	0
0	0	8	9	8	1	0	0
0	0	9	10	5	0	0	0
0	0	11	17	12	1	0	0
0	0	9	14	10	1	0	0
0	0	7	10	10	1	0	0
0	0	6	10	10	1	0	0
0	0	4	2	1	0	0	0

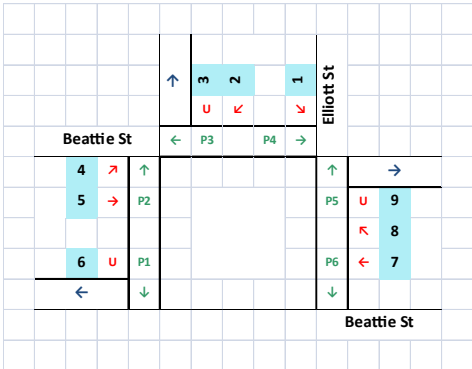
C06 Weekday Beattie Street and Elliott Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
16:00	- 16:15	1	0	0	0	55	0	0	2	0	0	0	0	37	1	0	2	4	0	0	0	1	0	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
16:00 - 17:00	14	0	0	3	215	1	0	3	0	0	0	0	194	2	0	3	18	0	0	0	1	0	0	0	40	0	0	0	23	0	0	2	0	0	0	0	519	5	2	9	5	10	5	0	0
16:15 - 17:15	18	0	0	3	212	2	0	2	0	0	0	0	204	1	0	1	18	0	0	0	0	0	0	0	46	0	0	0	27	0	0	2	0	0	0	0	536	5	0	9	4	8	5	0	0
16:30 - 17:30	16	0	0	4	215	1	0	1	0	0	0	0	204	1	0	1	23	0	0	0	0	0	0	0	43	0	0	0	25	0	0	2	0	0	0	0	536	4	0	7	2	12	5	0	0
16:45 - 17:45	14	0	0	3	210	1	0	2	0	0	0	0	191	0	0	4	21	1	0	0	0	0	0	0	37	1	0	0	31	0	0	1	0	0	0	0	517	4	2	4	8	10	10	0	0
17:00 - 18:00	14	0	0	3	214	3	0	4	0	0	0	0	178	1	0	5	16	1	0	0	0	0	0	0	35	1	0	0	34	0	0	0	0	0	0	0	509	1	2	3	7	14	11	0	0
17:15 - 18:15	14	0	0	3	221	2	0	4	0	0	0	0	179	1	0	6	16	1	0	0	0	0	0	0	31	2	0	0	29	1	0	1	0	0	0	0	511	3	2	3	9	17	12	0	0
17:30 - 18:30	16	0	0	3	200	2	0	6	0	0	0	0	177	2	0	7	14	1	0	0	0	0	0	0	32	2	0	0	31	1	0	1	0	0	0	0	495	2	2	5	12	13	12	0	0
17:45 - 18:45	14	0	0	2	212	2	0	6	0	0	0	0	164	3	0	4	16	0	0	0	0	0	0	0	33	1	0	0	24	1	0	1	0	0	0	0	483	2	2	5	8	14	7	0	0
18:00 - 19:00	10	0	0	1	165	0	0	4	0	0	0	0	116	2	0	3	14	0	0	0	1	0	0	0	25	1	0	0	16	1	0	1	0	0	0	0	360	2	2	4	8	9	5	0	0

C06 Weekday Beattie Street and Elliott Street



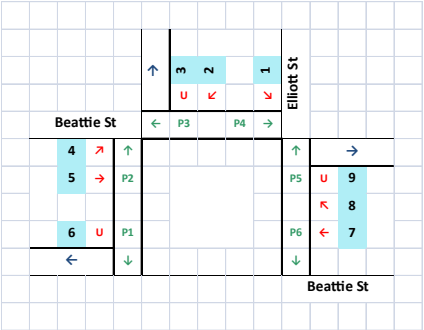
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
17:00	- 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:15	- 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
17:30	- 17:45	1	0	0	0	24	0	0	0	0	0	0	0	8	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	38			
17:45	- 18:00	0	2	0	0	41	0	0	0	0	0	0	0	24	0	0	0	4	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	79			
18:00	- 18:15	9	1	0	0	39	0	0	0	0	0	0	0	21	0	0	0	4	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	78			
18:15	- 18:30	3	0	0	0	47	5	0	2	0	0	0	0	35	0	0	0	3	0	0	0	0	0	0	3	0	0	0	7	0	0	2	0	0	107			
TOTAL		13	3	0	0	151	5	0	2	0	0	0	0	88	0	0	0	14	0	0	0	0	0	0	15	1	0	0	8	0	0	2	0	0	1493			

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	3	4	0	0	0
1	1	0	2	2	0	0	0
4	1	3	3	2	0	0	0
0	0	3	1	2	0	0	0
5	2	6	9	10	0	0	0

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
17:00 - 18:00	1	2	0	0	65	0	0	0	0	0	0	0	32	0	0	0	7	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	117				
17:15 - 18:15	10	3	0	0	104	0	0	0	0	0	0	0	53	0	0	0	11	0	0	0	0	0	0	0	12	1	0	0	1	0	0	0	195				
17:30 - 18:30	13	3	0	0	151	5	0	2	0	0	0	0	88	0	0	0	14	0	0	0	0	0	0	0	15	1	0	0	8	0	0	2	302				

P1	P2	P3	P4	P5	P6	P7	P8
1	1	0	5	6	0	0	0
5	2	3	8	8	0	0	0
5	2	6	9	10	0	0	0

C06 Weekend Beattie Street and Elliott Street

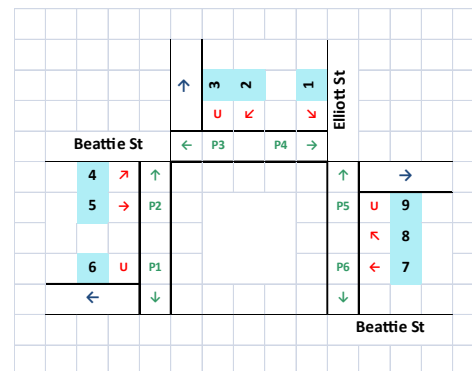


FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 6:15	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6				
6:15	- 6:30	0	0	0	0	7	0	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	16					
6:30	- 6:45	0	0	0	0	14	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	24					
6:45	- 7:00	0	0	0	0	14	1	0	0	0	0	0	0	11	0	0	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	32					
7:00	- 7:15	0	0	0	0	16	0	0	0	0	0	0	0	23	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	43					
7:15	- 7:30	1	0	0	0	19	0	0	1	0	0	0	0	22	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	51				
7:30	- 7:45	3	0	0	0	19	0	0	0	0	0	0	0	19	1	0	2	6	0	0	0	0	0	0	2	0	0	0	3	0	0	1	0	0	56			
7:45	- 8:00	1	0	0	0	28	1	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	0	0	68				
8:00	- 8:15	1	0	0	0	31	2	0	0	1	0	0	0	31	0	0	0	1	0	0	0	0	0	0	5	0	0	0	4	0	0	0	0	76				
8:15	- 8:30	1	0	0	0	30	0	0	2	0	0	0	0	32	0	0	1	2	0	0	0	0	0	0	4	0	0	0	7	0	0	0	0	79				
8:30	- 8:45	0	0	0	0	38	0	0	0	0	0	0	0	31	1	0	0	4	1	0	0	0	0	0	7	0	0	0	4	0	0	0	0	86				
8:45	- 9:00	3	0	0	0	41	0	0	0	0	0	0	0	42	1	0	0	5	0	0	0	0	0	0	6	0	0	0	3	0	0	0	0	101				
9:00	- 9:15	1	0	0	0	43	1	0	0	0	0	0	0	41	0	0	0	2	0	0	0	0	0	0	9	0	0	0	5	0	0	0	0	102				
9:15	- 9:30	3	0	0	0	52	1	0	0	1	0	0	0	49	2	0	0	5	0	0	0	0	0	0	10	1	0	0	2	0	0	2	0	128				
9:30	- 9:45	3	0	0	0	53	1	0	0	0	0	0	0	54	0	0	0	7	0	0	0	0	0	0	6	0	0	0	10	0	0	0	0	134				
9:45	- 10:00	3	0	0	0	61	1	0	0	0	0	0	0	53	0	0	4	4	0	0	0	0	0	0	9	0	0	0	6	0	0	0	0	141				
10:00	- 10:15	5	0	0	0	66	0	0	1	0	0	0	0	42	1	0	0	8	0	0	0	1	0	0	11	0	0	0	13	0	0	0	0	148				
10:15	- 10:30	10	0	0	0	53	0	0	1	2	0	0	0	55	1	0	0	5	0	0	0	1	0	0	19	0	0	0	11	0	0	0	0	158				
10:30	- 10:45	8	0	0	0	73	0	0	1	0	0	0	0	67	2	0	2	6	0	0	0	0	0	0	10	0	0	1	7	0	0	0	0	177				
10:45	- 11:00	3	0	0	0	70	0	0	5	0	0	0	0	49	0	0	1	7	0	0	0	0	0	0	15	0	0	0	9	1	0	1	0	161				
11:00	- 11:15	4	0	0	0	63	1	0	1	0	0	0	0	61	0	0	0	8	0	0	0	0	0	0	14	0	0	1	6	0	0	0	0	159				
11:15	- 11:30	4	0	0	0	66	1	0	0	0	0	0	0	30	0	0	1	9	0	0	0	0	0	0	11	0	0	0	12	0	0	0	0	134				
11:30	- 11:45	1	0	0	1	69	2	0	0	1	0	0	0	33	0	0	1	9	0	0	0	0	0	0	14	0	0	0	9	0	0	0	0	140				
11:45	- 12:00	0	0	0	2	72	0	0	3	0	0	0	0	54	0	0	1	5	0	0	0	0	0	0	14	0	0	0	7	0	0	0	0	158				
TOTAL		55	0	0	3	1001	12	0	16	5	0	0	0	839	9	0	15	98	1	0	0	2	0	0	0	181	1	0	2	132	1	0	5	0	0	2378		

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	1	0	0
0	0	0	0	3	0	0	0
0	0	3	1	5	0	0	0
1	0	1	0	3	2	0	0
0	1	0	1	2	1	0	0
0	0	3	2	3	2	0	0
0	0	2	0	0	0	0	0
0	0	1	2	3	2	0	0
0	0	2	0	1	3	0	0
0	0	0	0	3	0	0	0
0	0	0	0	1	3	0	0
0	3	0	0	7	5	0	0
0	0	1	3	5	4	0	0
1	0	2	2	1	5	0	0
0	0	1	5	2	5	0	0
0	0	1	4	1	5	0	0
0	0	2	2	4	7	0	0
0	1	6	3	4	5	0	0
0	0	7	0	14	3	0	0
0	1	4	1	7	9	0	0
0	0	0	0	8	8	0	0
0	0	4	0	1	6	0	0
0	0	0	4	3	2	0	0
0	0	0	0	11	3	0	0
2	6	38	32	89	84	0	0

Morning peak		1				2				3				4				5				6				7				8				9				TOTAL
HOURLY COUNTS		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 7:00	0	0	0	0	38	1	0	1	0	0	0	0	25	0	0	1	2	0	0	0	0	0	3	0	0	0	7	0	0	0	0	0	78				
6:15	- 7:15	0	0	0	0	51	1	0	1	0	0	0	0	47	0	0	2	2	0	0	0	0	6	0	0	0	5	0	0	0	0	0	115					
6:30	- 7:30	1	0	0	0	63	1	0	1	0	0	0	0	63	0	0	2	5	0	0	0	0	10	0	0	0	3	0	0	1	0	0	150					
6:45	- 7:45	4	0	0	0	68	1	0	1	0	0	0	0	75	1	0	4	11	0	0	0	0	12	0	0	0	3	0	0	2	0	0	182					
7:00	- 8:00	5	0	0	0	82	1	0	1	0	0	0	0	90	1	0	3	9	0	0	0	0	14	0	0	0	10	0	0	2	0	0	218					
7:15	- 8:15	6	0	0	0	97	3	0	1	1	0	0	0	98	1	0	2	10	0	0	0	0	16	0	0	0	14	0	0	2	0	0	251					
7:30	- 8:30	6	0	0	0	108	3	0	2	1	0	0	0	108	1	0	3	9	0	0	0	0	16	0	0	0	21	0	0	1	0	0	279					
7:45	- 8:45	3	0	0	0	127	3	0	2	1	0	0	0	120	1	0	1	7	1	0	0	0	21	0	0	0	22	0	0	0	0	0	309					
8:00	- 9:00	5	0	0	0	140	2	0	2	1	0	0	0	136	2	0	1	12	1	0	0	0	22	0	0	0	18	0	0	0	0	0	342					
8:15	- 9:15	5	0	0	0	152	1	0	2	0	0	0	0	146	2	0	1	13	1	0	0	0	26	0	0	0	19	0	0	0	0	0	368					
8:30	- 9:30	7	0	0	0	174	2	0	0	1	0	0	0	163	4	0	0	16	1	0	0	0	32	1	0	0	14	0	0	2	0	0	417					
8:45	- 9:45	10	0	0	0	189	3	0	0	1	0	0	0	186	3	0	0	19	0	0	0	0	31	1	0	0	20	0	0	2	0	0	465					
9:00	- 10:00	10	0	0	0	209	4	0	0	1	0	0	0	197	2	0	4	18	0	0	0	0	34	1	0	0	23	0	0	2	0	0	505					
9:15	- 10:15	14	0	0	0	232	3	0	1	1	0	0	0	198	3	0	4	24	0	0	0	1	36	1	0	0	31	0	0	2	0	0	551					
9:30	- 10:30	21	0	0	0	233	2	0	2	2	0	0	0	204	2	0	4	24	0	0	0	2	45	0	0	0	40	0	0	0	0	0	581					
9:45	- 10:45	26	0	0	0	253	1	0	3	2	0	0	0	217	4	0	6	23	0	0	0	2	49	0	0	1	37	0	0	0	0	0	624					
10:00	- 11:00	26	0	0	0	262	0	0	8	2	0	0	0	213	4	0	3	26	0	0	0	2	55	0	0	1	40	1	0	1	0	0	644					
10:15	- 11:15	25	0	0	0	259	1	0	8	2	0	0	0	232	3	0	3	26	0	0	0	1	58	0	0	2	33	1	0	1	0	0	655					
10:30	- 11:30	19	0	0	0	272	2	0	7	0	0	0	0	207	2	0	4	30	0	0	0	0	50	0	0	2	34	1	0	1	0	0	631					
10:45	- 11:45	12	0	0	1	268	4	0	6	1	0	0	0	173	0	0	3	33	0	0	0	0	54	0	0	1	36	1	0	1	0	0	594					
11:00	- 12:00	9	0	0	3	270	4	0	4	1	0	0	0	178	0	0	3	31	0	0	0	0	53	0	0	1	34	0	0	0	0	0	591					

C06 Weekend Beattie Street and Elliott Street



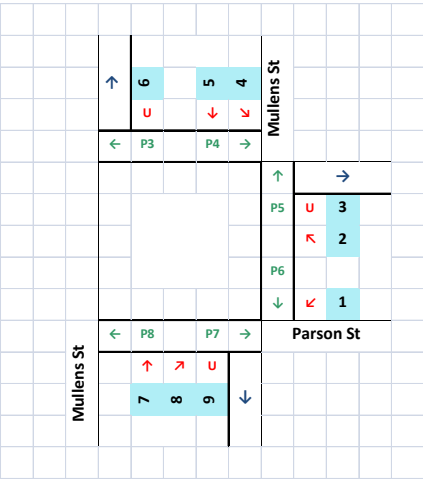
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
12:00	- 12:15	5	0	0	0	67	0	0	1	1	0	0	0	46	0	0	0	6	0	0	0	1	0	0	0	11	0	0	1	5	0	0	0	0	0	0	144	
12:15	- 12:30	3	0	0	0	69	0	0	1	0	0	0	0	55	1	0	0	4	0	0	1	1	0	0	0	19	0	0	2	10	0	0	0	0	0	0	166	
12:30	- 12:45	7	0	0	0	63	0	0	1	0	0	0	0	59	0	0	1	6	0	0	0	0	0	0	0	10	0	0	0	7	0	0	0	0	0	0	154	
12:45	- 13:00	4	0	0	0	83	0	0	0	0	0	0	0	42	0	0	2	4	0	0	0	1	0	0	0	8	0	0	0	7	0	0	0	0	0	0	151	
13:00	- 13:15	4	0	0	0	86	1	0	0	0	0	0	0	46	1	0	0	8	0	0	0	0	0	0	0	6	0	0	1	7	0	0	0	0	0	0	160	
13:15	- 13:30	5	0	0	0	64	0	0	1	0	0	0	0	60	1	0	1	7	0	0	0	2	0	0	0	8	0	0	0	4	0	0	0	0	0	0	153	
13:30	- 13:45	5	0	0	0	51	0	0	0	0	0	0	0	31	0	0	2	6	0	0	0	0	0	0	0	13	0	0	0	6	0	0	0	0	0	0	114	
13:45	- 14:00	1	0	0	0	66	0	0	2	0	0	0	0	34	0	0	0	8	1	0	0	1	0	0	0	15	0	0	0	7	0	0	0	0	0	0	135	
14:00	- 14:15	6	0	0	0	46	2	0	3	0	0	0	0	46	0	0	2	4	0	0	0	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	121	
14:15	- 14:30	3	0	0	0	50	3	0	2	0	0	0	0	50	1	0	3	4	0	0	0	0	0	0	0	13	2	0	0	7	0	0	0	0	0	0	138	
14:30	- 14:45	4	0	0	0	39	0	0	0	0	0	0	0	36	0	0	1	3	0	0	0	0	0	0	0	7	1	0	0	6	0	0	0	0	0	0	97	
14:45	- 15:00	2	0	0	0	56	0	0	2	0	0	0	0	52	0	0	1	7	0	0	0	0	0	0	0	13	0	0	0	5	0	0	2	0	0	0	140	
15:00	- 15:15	2	0	0	1	53	0	0	1	0	0	0	0	46	0	0	1	2	0	0	0	0	0	0	0	12	0	0	1	7	0	0	0	0	0	0	126	
15:15	- 15:30	1	0	0	0	49	0	0	0	0	0	0	0	42	0	0	1	2	0	0	0	0	0	0	0	7	0	0	0	5	0	0	0	0	0	0	107	
15:30	- 15:45	1	0	0	0	50	0	0	0	0	0	0	0	46	0	0	1	5	0	0	0	0	0	0	0	3	0	0	0	6	0	0	0	0	0	0	112	
15:45	- 16:00	3	0	0	0	55	0	0	0	0	0	0	0	50	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	9	0	0	0	0	0	0	123	
16:00	- 16:15	0	0	0	0	38	1	0	0	0	0	0	0	25	0	0	2	4	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	80	
TOTAL		56	0	0	1	985	7	0	14	1	0	0	0	766	4	0	18	82	1	0	1	6	0	0	0	165	3	0	5	104	0	0	2	0	0	0	0	5031

P1	P2	P3	P4	P5	P6	P7	P8
1	3	0	3	8	10	0	0
0	0	1	1	7	4	0	0
0	0	4	3	4	11	0	0
1	0	0	2	3	28	0	0
0	0	0	6	6	13	0	0
1	0	3	1	3	2	0	0
0	0	0	2	3	4	0	0
0	0	2	0	3	1	0	0
0	0	1	3	2	2	0	0
0	0	6	1	5	4	0	0
0	0	2	3	4	7	0	0
0	0	4	5	6	10	0	0
0	0	1	3	5	5	0	0
0	0	3	2	3	6	0	0
0	0	0	1	0	3	0	0
0	0	0	4	5	4	0	0
0	0	2	0	10	0	0	0
3	3	29	40	77	114	0	0

Afternoon peak		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
12:00 - 13:00		19	0	0	0	282	0	0	3	1	0	0	0	202	1	0	3	20	0	0	1	3	0	0	0	48	0	0	3	29	0	0	0	0	0	0	615	
12:15 - 13:15		18	0	0	0	301	1	0	2	0	0	0	0	202	2	0	3	22	0	0	1	2	0	0	0	43	0	0	3	31	0	0	0	0	0	0	631	
12:30 - 13:30		20	0	0	0	296	1	0	2	0	0	0	0	207	2	0	4	25	0	0	0	3	0	0	0	32	0	0	1	25	0	0	0	0	0	0	618	
12:45 - 13:45		18	0	0	0	284	1	0	1	0	0	0	0	179	2	0	5	25	0	0	0	3	0	0	0	35	0	0	1	24	0	0	0	0	0	0	578	
13:00 - 14:00		15	0	0	0	267	1	0	3	0	0	0	0	171	2	0	3	29	1	0	0	3	0	0	0	42	0	0	1	24	0	0	0	0	0	0	562	
13:15 - 14:15		17	0	0	0	227	2	0	6	0	0	0	0	171	1	0	5	25	1	0	0	3	0	0	0	46	0	0	0	19	0	0	0	0	0	0	523	
13:30 - 14:30		15	0	0	0	213	5	0	7	0	0	0	0	161	1	0	7	22	1	0	0	1	0	0	0	51	2	0	0	22	0	0	0	0	0	0	508	
13:45 - 14:45		14	0	0	0	201	5	0	7	0	0	0	0	166	1	0	6	19	1	0	0	1	0	0	0	45	3	0	0	22	0	0	0	0	0	0	491	
14:00 - 15:00		15	0	0	0	191	5	0	7	0	0	0	0	184	1	0	7	18	0	0	0	0	0	0	0	43	3	0	0	20	0	0	2	0	0	0	496	
14:15 - 15:15		11	0	0	1	198	3	0	5	0	0	0	0	184	1	0	6	16	0	0	0	0	0	0	0	45	3	0	1	25	0	0	2	0	0	0	501	
14:30 - 15:30		9	0	0	1	197	0	0	3	0	0	0	0	176	0	0	4	14	0	0	0	0	0	0	0	39	1	0	1	23	0	0	2	0	0	0	470	
14:45 - 15:45		6	0	0	1	208	0	0	3	0	0	0	0	186	0	0	4	16	0	0	0	0	0	0	0	35	0	0	1	23	0	0	2	0	0	0	485	
15:00 - 16:00		7	0	0	1	207	0	0	1	0	0	0	0	184	0	0	3	11	0	0	0	0	0	0	0	26	0	0	1	27	0	0	0	0	0	0	468	
15:15 - 16:15		5	0	0	0	192	1	0	0	0	0	0	0	163	0	0	4	13	0	0	0	0	0	0	0	20	0	0	0	24	0	0	0	0	0	0	422	

P1	P2	P3	P4	P5	P6	P7	P8
2	3	5	9	22	53	0	0
1	0	5	12	20	56	0	0
2	0	7	12	16	54	0	0
2	0	3	11	15	47	0	0
1	0	5	9	15	20	0	0
1	0	6	6	11	9	0	0
0	0	9	6	13	11	0	0
0	0	11	7	14	14	0	0
0	0	13	12	17	23	0	0
0	0	13	12	20	26	0	0
0	0	10	13	18	28	0	0
0	0	8	11	14	24	0	0
0	0	4	10	13	18	0	0
0	0	5	7	18	13	0	0

C08 Weekday Mullens Street and Parsons Street



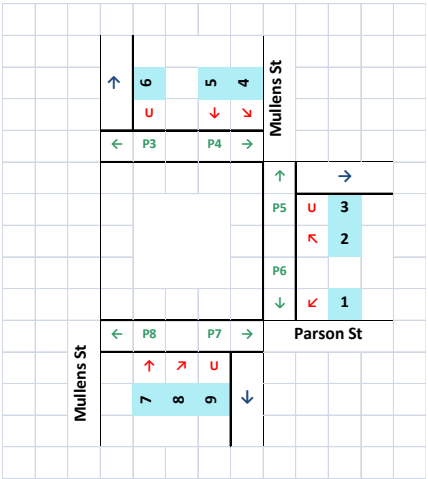
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 6:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	16	0	1	1	0	0	0	0	21	1	0	0	0	0	0	0	0	0	0	42	
6:15	- 6:30	1	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	56	5	3	0	0	0	0	0	63	5	1	1	7	0	0	0	0	0	0	149	
6:30	- 6:45	6	0	0	0	3	1	0	0	0	0	0	0	2	0	0	0	79	8	1	0	0	0	0	0	83	5	2	1	2	0	0	0	0	0	0	193	
6:45	- 7:00	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	101	4	3	0	0	0	0	0	95	3	2	1	5	0	0	0	0	0	0	219	
7:00	- 7:15	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	91	5	4	0	0	0	0	0	115	4	2	3	2	0	0	0	0	0	0	230	
7:15	- 7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	1	3	0	0	0	0	0	138	1	3	2	5	0	0	0	0	0	0	227	
7:30	- 7:45	5	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	108	5	4	0	0	0	0	0	136	2	5	2	3	0	0	0	0	0	0	275	
7:45	- 8:00	2	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	133	3	4	3	0	0	0	0	108	3	7	0	2	0	0	0	0	0	0	272	
8:00	- 8:15	3	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	103	3	6	1	0	0	0	0	139	2	4	4	1	0	0	0	0	0	0	275	
8:15	- 8:30	7	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	111	2	6	0	0	0	0	0	138	7	4	2	7	0	0	0	0	0	0	292	
8:30	- 8:45	8	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	149	3	2	1	0	0	0	0	147	5	4	2	3	0	0	0	0	0	0	330	
8:45	- 9:00	0	0	0	0	6	0	1	0	0	0	0	0	2	0	0	0	90	3	5	0	0	0	0	0	154	5	5	1	3	0	0	0	0	0	0	275	
9:00	- 9:15	1	1	0	0	2	0	0	0	0	0	0	0	5	0	0	0	97	1	2	0	0	0	0	0	118	5	4	1	4	0	0	0	0	0	0	241	
9:15	- 9:30	7	0	0	0	8	0	0	0	0	0	0	0	7	0	0	0	104	2	2	1	0	0	0	0	106	5	4	2	6	0	0	0	0	0	0	254	
9:30	- 9:45	5	0	0	0	2	0	1	0	0	0	0	0	3	0	0	0	89	6	2	1	0	0	0	0	122	4	6	0	3	0	0	0	0	0	0	244	
TOTAL		49	1	0	0	39	2	2	0	0	0	0	0	50	0	0	0	1400	51	48	8	0	0	0	0	1683	57	53	22	53	0	0	0	0	0	0	3518	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	1	0	0	0
0	0	0	0	0	1	0	0
0	0	1	0	0	0	0	0
0	0	1	1	0	1	0	2
0	0	0	0	1	0	0	0
0	0	1	1	2	0	0	0
0	0	0	1	1	0	0	0
0	0	1	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	1	1	0	2
0	0	0	0	0	0	0	0
0	0	1	0	0	1	0	0
0	0	1	0	0	1	0	0
0	0	1	0	1	0	0	0
0	0	0	0	1	1	1	0
0	0	7	3	9	6	1	4

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 7:00	10	0	0	0	7	1	0	0	0	0	0	0	9	0	0	0	252	17	8	1	0	0	0	0	262	14	5	3	14	0	0	0	0	0	0	603	
6:15	- 7:15	10	0	0	0	9	2	0	0	0	0	0	0	8	0	0	0	327	22	11	0	0	0	0	0	356	17	7	6	16	0	0	0	0	0	0	791	
6:30	- 7:30	10	0	0	0	5	2	0	0	0	0	0	0	5	0	0	0	344	18	11	0	0	0	0	0	431	13	9	7	14	0	0	0	0	0	0	869	
6:45	- 7:45	9	0	0	0	4	1	0	0	0	0	0	0	6	0	0	0	373	15	14	0	0	0	0	0	484	10	12	8	15	0	0	0	0	0	0	951	
7:00	- 8:00	8	0	0	0	7	1	0	0	0	0	0	0	8	0	0	0	405	14	15	3	0	0	0	0	497	10	17	7	12	0	0	0	0	0	0	1004	
7:15	- 8:15	11	0	0	0	8	0	0	0	0	0	0	0	13	0	0	0	417	12	17	4	0	0	0	0	521	8	19	8	11	0	0	0	0	0	0	1049	
7:30	- 8:30	17	0	0	0	11	0	0	0	0	0	0	0	18	0	0	0	455	13	20	4	0	0	0	0	521	14	20	8	13	0	0	0	0	0	0	1114	
7:45	- 8:45	20	0	0	0	10	0	0	0	0	0	0	0	20	0	0	0	496	11	18	5	0	0	0	0	532	17	19	8	13	0	0	0	0	0	0	1169	
8:00	- 9:00	18	0	0	0	13	0	1	0	0	0	0	0	18	0	0	0	453	11	19	2	0	0	0	0	578	19	17	9	14	0	0	0	0	0	0	1172	
8:15	- 9:15	16	1	0	0	12	0	1	0	0	0	0	0	17	0	0	0	447	9	15	1	0	0	0	0	557	22	17	6	17	0	0	0	0	0	0	1138	
8:30	- 9:30	16	1	0	0	17	0	1	0	0	0	0	0	19	0	0	0	440	9	11	2	0	0	0	0	525	20	17	6	16	0	0	0	0	0	0	1100	
8:45	- 9:45	13	1	0	0	18	0	2	0	0	0	0	0	17	0	0	0	380	12	11	2	0	0	0	0	500	19	19	4	16	0	0	0	0	0	0	1014	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	1	1	2	0	2
0	0	2	1	1	2	0	2
0	0	3	2	3	1	0	2
0	0	2	3	4	1	0	2
0	0	2	2	5	0	0	0
0	0	2	2	4	0	0	0
0	0	1	1	3	1	0	2
0	0	1	0	2	1	0	2
0	0	1	0	1	2	0	2
0	0	2	0	1	3	0	2
0	0	3	0	1	2	0	0
0	0	3	0	2	3	1	0

C08 Weekday Mullens Street and Parsons Street



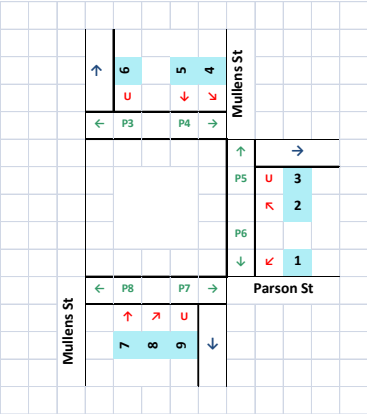
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
16:00	- 16:15	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	29	0	0	1	0	0	0	0	27	1	0	0	0	0	0	0	0	61			
16:15	- 16:30	2	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	117	3	4	1	1	0	0	0	104	2	3	1	4	0	0	0	0	251			
16:30	- 16:45	3	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	138	2	3	2	0	0	0	0	113	1	2	1	4	0	0	0	0	277			
16:45	- 17:00	3	0	0	0	6	0	1	0	0	0	0	0	3	0	0	0	98	0	3	2	0	0	0	0	108	2	4	1	4	0	0	0	0	235			
17:00	- 17:15	5	0	0	0	7	0	1	0	0	0	0	0	1	0	0	0	134	0	4	1	0	0	0	0	100	1	3	1	4	0	0	0	0	262			
17:15	- 17:30	1	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	123	0	4	1	0	0	0	0	115	0	7	0	2	0	0	0	0	259			
17:30	- 17:45	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	115	0	6	0	1	0	0	0	105	1	4	0	3	0	0	0	0	240			
17:45	- 18:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	148	0	4	2	0	0	0	0	110	1	7	1	2	0	0	0	0	277			
18:00	- 18:15	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	106	0	4	1	0	0	0	0	111	0	3	2	3	0	0	0	0	234			
18:15	- 18:30	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	81	0	5	0	0	0	0	0	125	2	3	1	4	0	0	0	0	232			
18:30	- 18:45	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	86	0	2	0	0	0	0	0	143	0	4	1	1	0	0	0	0	243			
18:45	- 19:00	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	34	0	1	0	0	0	0	0	37	0	2	1	0	0	0	0	0	77			
TOTAL		24	0	0	0	41	2	2	0	0	0	0	0	20	0	0	0	1209	5	40	11	2	0	0	0	1198	11	42	10	31	0	0	0	0	2648			

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0
0	0	0	1	0	3	0	0
0	0	0	0	2	2	0	0
0	0	0	0	0	1	0	0
0	0	0	1	1	3	0	0
0	0	0	0	0	3	0	2
0	0	0	0	0	0	1	0
0	0	1	0	0	3	0	1
0	0	0	0	0	2	0	0
0	0	0	0	0	2	0	1
0	0	1	2	3	21	0	4

Afternoon peak	1				2				3				4				5				6				7				8				9				TOTAL
HOURLY COUNTS	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
16:00 - 17:00	9	0	0	0	18	1	1	0	0	0	0	0	9	0	0	0	382	5	10	6	1	0	0	0	352	6	9	3	12	0	0	0	0	0	824		
16:15 - 17:15	13	0	0	0	25	0	2	0	0	0	0	0	9	0	0	0	487	5	14	6	1	0	0	0	425	6	12	4	16	0	0	0	0	0	1025		
16:30 - 17:30	12	0	0	0	24	1	2	0	0	0	0	0	6	0	0	0	493	2	14	6	0	0	0	0	436	4	16	3	14	0	0	0	0	0	1033		
16:45 - 17:45	9	0	0	0	20	1	2	0	0	0	0	0	7	0	0	0	470	0	17	4	1	0	0	0	428	4	18	2	13	0	0	0	0	0	996		
17:00 - 18:00	7	0	0	0	15	1	1	0	0	0	0	0	4	0	0	0	520	0	18	4	1	0	0	0	430	3	21	2	11	0	0	0	0	0	1038		
17:15 - 18:15	3	0	0	0	10	1	0	0	0	0	0	0	4	0	0	0	492	0	18	4	1	0	0	0	441	2	21	3	10	0	0	0	0	0	1010		
17:30 - 18:30	5	0	0	0	9	0	0	0	0	0	0	0	8	0	0	0	450	0	19	3	1	0	0	0	451	4	17	4	12	0	0	0	0	0	983		
17:45 - 18:45	9	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	421	0	15	3	0	0	0	0	489	3	17	5	10	0	0	0	0	0	986		
18:00 - 19:00	8	0	0	0	8	0	0	0	0	0	0	0	7	0	0	0	307	0	12	1	0	0	0	0	416	2	12	5	8	0	0	0	0	0	786		

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	1	0	4	0	0
0	0	0	1	2	6	0	0
0	0	0	1	2	7	0	0
0	0	0	2	3	9	0	0
0	0	0	1	3	9	0	2
0	0	0	1	1	8	0	2
0	0	1	1	1	10	0	3
0	0	1	0	0	9	0	3
0	0	1	0	0	8	0	2

C08 Weekend Mullens Street and Parsons Street

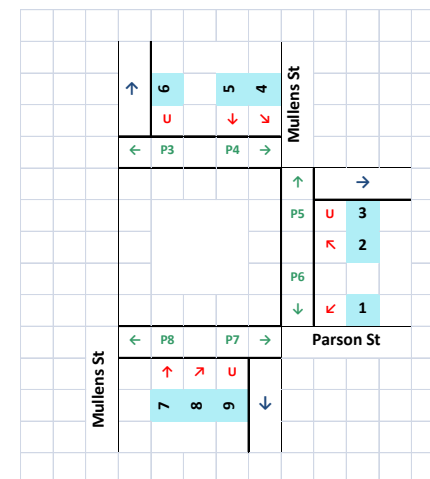


FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:30	- 6:45	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	16	2	0	0	0	0	0	0	11	1	1	0	0	0	0	0	35				
6:45	- 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	5	1	0	0	0	0	0	42	2	0	1	7	0	0	0	100				
7:00	- 7:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	33	1	1	0	0	0	0	0	43	3	0	1	0	0	0	0	84				
7:15	- 7:30	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41	0	0	2	0	0	0	0	60	1	0	1	0	0	0	0	108				
7:30	- 7:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	66	1	0	1	0	0	0	0	76	2	0	0	1	0	0	0	149				
7:45	- 8:00	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	73	2	1	2	0	0	0	0	92	0	1	1	4	0	0	0	182				
8:00	- 8:15	4	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	52	2	2	0	0	0	0	0	90	1	1	0	1	0	0	0	155				
8:15	- 8:30	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	63	0	2	0	0	0	0	0	78	2	2	1	0	0	0	0	157				
8:30	- 8:45	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	75	1	3	0	0	0	0	0	86	1	2	0	5	0	0	0	180				
8:45	- 9:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	102	2	0	0	0	0	0	0	105	1	0	0	3	0	0	0	215				
9:00	- 9:15	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	97	0	3	0	0	0	0	0	123	2	2	3	3	0	0	0	243				
9:15	- 9:30	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	136	4	2	1	0	0	0	0	113	1	2	0	2	0	0	0	267				
9:30	- 9:45	6	0	0	0	3	0	1	0	0	0	0	0	5	0	0	0	142	2	1	2	0	0	0	0	172	0	3	1	3	0	0	0	341				
9:45	- 10:00	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	146	2	4	0	0	0	0	0	143	0	1	1	1	1	0	0	305				
10:00	- 10:15	7	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	133	0	1	1	1	0	0	0	173	1	2	0	6	0	0	0	337				
10:15	- 10:30	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	148	2	3	0	0	0	0	0	176	4	3	0	1	0	0	0	341				
10:30	- 10:45	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	118	1	2	0	0	0	0	0	148	1	1	0	2	0	0	0	284				
10:45	- 11:00	4	0	0	0	1	1	0	0	0	0	0	0	3	0	0	0	141	1	1	0	0	0	0	0	150	0	3	0	3	0	0	0	308				
11:00	- 11:15	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	115	0	3	0	0	0	0	0	149	1	1	1	2	0	0	0	278				
11:15	- 11:30	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	128	3	1	0	0	0	0	0	159	4	3	0	1	0	0	0	305				
11:30	- 11:45	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	110	3	2	0	0	0	0	0	150	3	1	0	1	0	0	0	275				
11:45	- 12:00	2	0	0	0	1	0	3	0	0	0	0	0	3	0	0	0	139	0	2	0	0	0	0	0	131	0	3	0	2	0	0	0	286				
TOTAL		50	0	0	0	37	1	4	0	0	0	0	0	56	0	0	0	2116	34	35	9	1	0	0	0	2470	31	32	11	48	0	0	0	0	4935			

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	1
0	0	0	0	3	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	0
0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	2	0
0	0	0	0	1	0	0	3
0	0	0	2	0	1	0	0
0	0	0	0	0	1	0	0
0	0	0	3	0	0	0	0
0	0	3	1	1	1	1	0
0	0	0	0	2	1	0	0
0	0	2	1	0	0	0	0
0	0	0	2	0	0	0	0
0	0	0	0	2	0	1	0
0	0	1	0	0	0	0	0
0	0	0	1	0	0	1	0
0	0	8	10	10	6	6	9

Morning peak		1				2				3				4				5				6				7				8				9				TOTAL
HOURLY COUNTS		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:30	- 7:30	4	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	132	8	2	2	0	0	0	0	156	7	1	3	7	0	0	0	327				
6:45	- 7:45	2	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	182	7	2	3	0	0	0	0	221	8	0	3	8	0	0	0	441				
7:00	- 8:00	3	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0	213	4	2	5	0	0	0	0	271	6	1	3	5	0	0	0	523				
7:15	- 8:15	7	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	232	5	3	5	0	0	0	0	318	4	2	2	6	0	0	0	594				
7:30	- 8:30	9	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	254	5	5	3	0	0	0	0	336	5	4	2	6	0	0	0	643				
7:45	- 8:45	11	0	0	0	7	0	0	0	0	0	0	0	10	0	0	0	263	5	8	2	0	0	0	0	346	4	6	2	10	0	0	0	674				
8:00	- 9:00	11	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	292	5	7	0	0	0	0	0	359	5	5	1	9	0	0	0	707				
8:15	- 9:15	11	0	0	0	13	0	0	0	0	0	0	0	4	0	0	0	337	3	8	0	0	0	0	0	392	6	6	4	11	0	0	0	795				
8:30	- 9:30	10	0	0	0	10	0	0	0	0	0	0	0	5	0	0	0	410	7	8	1	0	0	0	0	427	5	6	3	13	0	0	0	905				
8:45	- 9:45	14	0	0	0	11	0	1	0	0	0	0	0	7	0	0	0	477	8	6	3	0	0	0	0	513	4	7	4	11	0	0	0	1066				
9:00	- 10:00	13	0	0	0	14	0	1	0	0	0	0	0	10	0	0	0	521	8	10	3	0	0	0	0	551	3	8	5	9	0	0	0	1156				
9:15	- 10:15	16	0	0	0	13	0	1	0	0	0	0	0	17	0	0	0	557	8	8	4	1	0	0	0	601	2	8	2	12	0	0	0	1250				
9:30	- 10:30	13	0	0	0	14	0	1	0	0	0	0	0	17	0	0	0	569	6	9	3	1	0	0	0	664	5	9	2	11	0	0	0	1324				
9:45	- 10:45	10	0	0	0	14	0	0	0	0	0	0	0	17	0	0	0	545	5	10	1	1	0	0	0	640	6	7	1	10	0	0	0	1267				
10:00	- 11:00	14	0	0	0	11	1	0	0	0	0	0	0	17	0	0	0	540	4	7	1	1	0	0	0	647	6	9	0	12	0	0	0	1270				
10:15	- 11:15	7	0	0	0	7	1	0	0	0	0	0	0	15	0	0	0	522	4	9	0	0	0	0	0	623	6	8	1	8	0	0	0	1211				
10:30	- 11:30	9	0	0	0	6	1	0	0	0	0	0	0	16	0	0	0	502	5	7	0	0	0	0	0	606	6	8	1	8	0	0	0	1175				
10:45	- 11:45	9	0	0	0	3	1	0	0	0	0	0	0	13	0	0	0	494	7	7	0	0	0	0	0	608	8	8	1	7	0	0	0	1166				
11:00	- 12:00	7	0	0	0	3	0	3	0	0	0	0	0	13	0	0	0	492	6	8	0	0	0	0	0	589	8	8	1	6	0	0	0	1144				

C08 Weekend Mullens Street and Parsons Street



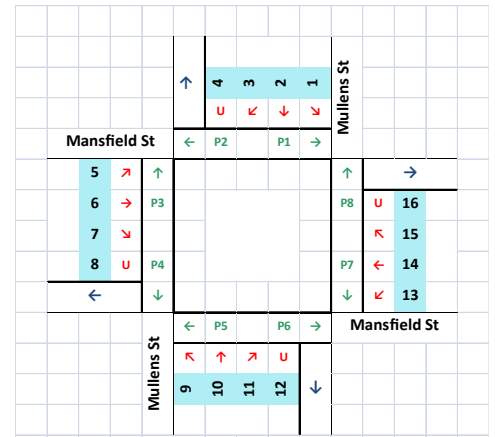
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
12:00	- 12:15	4	0	0	0	4	0	0	0	0	0	0	3	0	0	0	120	1	3	1	0	0	0	0	150	3	1	0	3	0	0	0	0	0	0	293		
12:15	- 12:30	2	0	0	0	2	1	0	0	0	0	0	5	0	0	0	142	2	1	0	1	0	0	0	178	1	1	0	0	1	0	0	0	0	0	337		
12:30	- 12:45	8	1	0	0	3	0	0	0	0	0	0	5	0	0	0	154	0	2	0	0	0	0	0	126	5	4	2	1	0	0	0	0	0	0	311		
12:45	- 13:00	1	0	0	0	3	0	0	0	0	0	0	5	0	0	0	122	0	2	0	0	0	0	0	161	0	2	1	2	0	0	0	0	0	0	299		
13:00	- 13:15	6	0	0	0	4	0	1	0	0	0	0	7	1	0	0	128	3	3	0	0	0	0	0	128	0	2	3	2	1	0	0	0	0	0	289		
13:15	- 13:30	3	0	0	0	5	0	0	0	0	0	0	4	0	0	0	144	1	1	0	1	0	0	0	134	2	2	0	4	0	0	0	0	0	0	301		
13:30	- 13:45	2	0	0	0	1	0	1	0	0	0	0	4	0	0	0	140	2	2	0	0	0	0	0	135	1	3	0	1	0	0	0	0	0	0	292		
13:45	- 14:00	0	0	0	0	2	0	0	0	0	0	0	5	0	0	0	135	3	2	0	1	0	0	0	139	1	1	0	0	0	0	0	0	0	0	289		
14:00	- 14:15	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	148	1	1	0	0	0	0	0	150	0	1	0	2	0	0	0	0	0	0	310		
14:15	- 14:30	3	0	0	0	1	0	0	0	0	0	0	2	0	0	0	110	2	3	0	0	0	0	0	128	3	3	0	2	0	0	1	0	0	0	258		
14:30	- 14:45	2	0	0	0	1	0	0	0	0	0	0	3	0	0	0	136	2	1	0	0	0	0	0	105	3	2	2	1	0	0	0	0	0	0	258		
14:45	- 15:00	2	0	0	0	1	0	0	0	0	0	0	5	0	0	0	111	0	2	0	0	0	0	0	119	3	2	0	2	0	0	0	0	0	0	247		
15:00	- 15:15	0	0	0	0	2	0	0	0	0	0	0	5	0	0	0	92	1	4	0	0	0	0	0	101	2	1	0	1	0	0	0	0	0	0	209		
15:15	- 15:30	2	0	0	0	2	0	0	0	0	0	0	2	0	0	0	111	1	1	0	0	0	0	0	125	1	3	1	1	0	0	0	1	0	0	0	251	
15:30	- 15:45	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	134	1	3	1	0	0	0	0	116	1	2	1	0	0	0	0	0	0	0	265		
15:45	- 16:00	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	40	1	0	0	0	0	0	0	48	1	1	0	0	0	0	0	0	0	0	97		
TOTAL		35	1	0	0	39	1	2	0	0	0	0	66	1	0	0	1967	21	31	2	3	0	0	0	2043	27	31	10	22	2	0	1	1	0	0	0	10107	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	1	0	0
0	0	0	0	0	0	0	1
0	0	0	0	1	0	0	3
0	0	1	1	0	0	4	0
0	0	0	0	1	0	0	0
0	0	0	0	0	1	1	0
0	0	1	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	1	0	0	0
0	0	1	0	0	1	0	0
0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	0
0	0	3	1	7	5	5	4

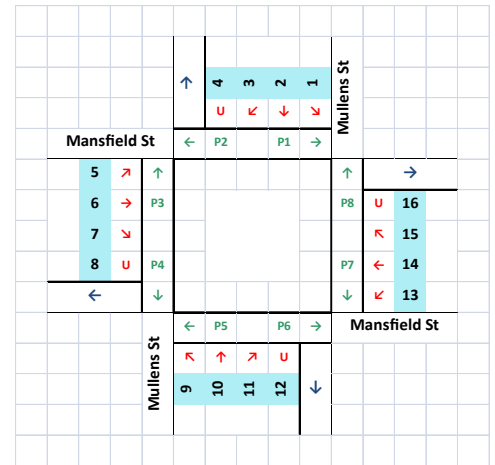
Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
12:00	- 13:00	15	1	0	0	12	1	0	0	0	0	0	18	0	0	0	538	3	8	1	1	0	0	0	615	9	8	3	6	1	0	0	0	0	0	0	1240	
12:15	- 13:15	17	1	0	0	12	1	1	0	0	0	0	22	1	0	0	546	5	8	0	1	0	0	0	593	6	9	6	5	2	0	0	0	0	0	0	1236	
12:30	- 13:30	18	1	0	0	15	0	1	0	0	0	0	21	1	0	0	548	4	8	0	1	0	0	0	549	7	10	6	9	1	0	0	0	0	0	0	1200	
12:45	- 13:45	12	0	0	0	13	0	2	0	0	0	0	20	1	0	0	534	6	8	0	1	0	0	0	558	3	9	4	9	1	0	0	0	0	0	0	1181	
13:00	- 14:00	11	0	0	0	12	0	2	0	0	0	0	20	1	0	0	547	9	8	0	2	0	0	0	536	4	8	3	7	1	0	0	0	0	0	0	1171	
13:15	- 14:15	5	0	0	0	14	0	1	0	0	0	0	14	0	0	0	567	7	6	0	2	0	0	0	558	4	7	0	7	0	0	0	0	0	0	0	1192	
13:30	- 14:30	5	0	0	0	10	0	1	0	0	0	0	12	0	0	0	533	8	8	0	1	0	0	0	552	5	8	0	5	0	0	1	0	0	0	0	1149	
13:45	- 14:45	5	0	0	0	10	0	0	0	0	0	0	11	0	0	0	529	8	7	0	1	0	0	0	522	7	7	2	5	0	0	1	0	0	0	0	1115	
14:00	- 15:00	7	0	0	0	9	0	0	0	0	0	0	11	0	0	0	505	5	7	0	0	0	0	0	502	9	8	2	7	0	0	1	0	0	0	0	1073	
14:15	- 15:15	7	0	0	0	5	0	0	0	0	0	0	15	0	0	0	449	5	10	0	0	0	0	0	453	11	8	2	6	0	0	1	0	0	0	0	972	
14:30	- 15:30	6	0	0	0	6	0	0	0	0	0	0	15	0	0	0	450	4	8	0	0	0	0	0	450	9	8	3	5	0	0	0	1	0	0	0	965	
14:45	- 15:45	4	0	0	0	6	0	0	0	0	0	0	17	0	0	0	448	3	10	1	0	0	0	0	461	7	8	2	4	0	0	0	1	0	0	0	972	
15:00	- 16:00	2	0	0	0	6	0	0	0	0	0	0	17	0	0	0	377	4	8	1	0	0	0	0	390	5	7	2	2	0	0	0	1	0	0	0	822	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	1	1	1	1	4	4
0	0	1	1	2	0	4	4
0	0	1	1	2	1	5	3
0	0	2	1	2	1	5	0
0	0	1	0	2	1	1	0
0	0	1	0	1	1	1	0
0	0	1	0	2	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	3	0	0	0
0	0	1	0	3	1	0	0
0	0	1	0	3	1	0	0
0	0	1	0	2	1	0	0
0	0	1	0	1	3	0	0

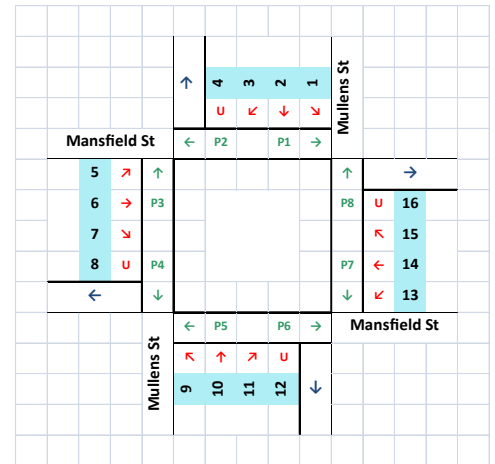
C09 Weekday Mullens Street and Mansfield Street

[illegible][illegible]

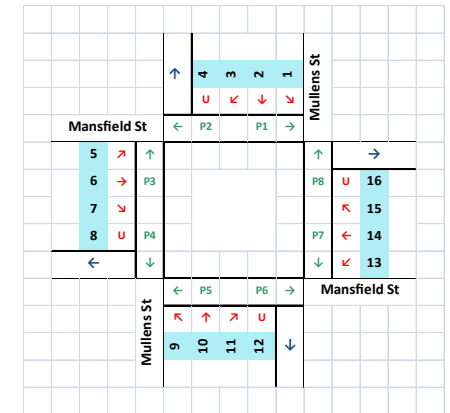
C09 Weekday Mullens Street and Mansfield Street

[illegible]

C09 Weekend Mullens Street and Mansfield Street

[illegible]

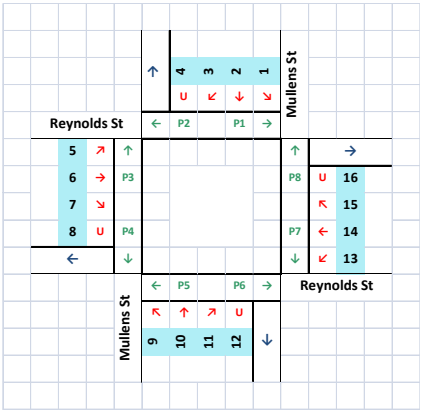
C09 Weekend Mullens Street and Mansfield Street



FROM	TO	1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic																													
12:00 - 12:15	8	0	0	0	104	1	3	1	10	0	0	0	0	0	10	0	0	3	0	0	2	0	0	0	0	7	1	0	0	142	3	1	0	4	0	0	0	0	5	0	0	0	1	0	0	5	0	0	0	0	311	0	2	0	1	2	6	1	2															
12:15 - 12:30	7	0	0	0	126	1	1	0	13	1	0	0	0	0	13	0	0	3	0	0	0	0	0	0	0	10	1	0	0	164	2	1	0	1	0	0	0	0	11	0	0	2	1	0	3	0	0	0	0	361	0	0	1	2	5	4	1	2																
12:30 - 12:45	4	0	0	0	141	1	2	0	12	0	0	0	0	0	6	2	0	0	1	0	0	2	4	0	0	0	5	0	0	0	120	3	4	2	3	0	0	0	0	9	0	0	3	0	0	0	0	0	0	327	0	0	3	1	1	6	1	3																
12:45 - 13:00	1	0	0	0	112	0	2	0	14	0	0	0	0	0	8	0	0	2	0	0	0	0	0	0	0	4	0	0	0	148	0	2	0	3	0	0	0	0	15	0	0	2	2	0	0	4	0	0	0	0	317	0	0	1	0	2	3	0	2															
13:00 - 13:15	5	1	0	0	119	2	3	0	6	0	0	0	0	0	6	0	0	1	3	0	2	0	0	0	0	6	0	0	0	113	1	2	2	4	0	0	0	0	9	0	0	6	0	0	5	0	0	0	0	296	0	0	4	0	4	2	0	2																
13:15 - 13:30	5	0	0	0	130	1	1	0	10	0	0	0	0	0	8	0	0	2	0	0	3	0	0	0	0	7	0	0	0	124	2	2	0	3	0	0	0	0	6	0	0	3	0	0	4	0	0	0	0	311	0	0	0	0	4	2	2	2																
13:30 - 13:45	3	0	0	0	130	2	2	0	9	0	0	0	0	0	13	0	0	2	0	0	0	0	0	0	0	1	1	0	0	118	1	3	0	2	0	0	0	0	5	0	0	3	0	0	2	0	0	0	0	298	0	0	1	0	1	8	4	0																
13:45 - 14:00	4	0	0	0	115	2	2	0	13	0	0	0	0	0	11	1	0	1	0	0	7	0	0	0	0	4	0	0	0	127	0	1	0	0	0	0	0	0	5	0	0	2	1	0	2	0	0	0	0	299	0	0	2	4	2	6	0	0																
14:00 - 14:15	4	0	0	0	135	2	1	0	10	0	0	0	0	0	11	0	0	2	0	0	0	0	0	0	0	0	0	0	0	138	0	1	0	3	0	0	0	0	11	0	0	2	0	0	4	0	0	0	0	324	0	0	2	2	4	1	1	0																
14:15 - 14:30	2	0	0	0	104	2	3	0	12	0	0	0	0	0	4	0	0	2	0	0	5	0	0	0	0	2	0	0	0	124	3	3	0	4	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	275	0	0	0	0	5	0	1	0																
14:30 - 14:45	3	0	0	0	121	1	1	0	7	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	100	3	2	3	0	0	0	0	0	2	0	0	3	0	0	1	0	0	0	0	255	0	0	0	1	3	1	0	0																
14:45 - 15:00	4	0	0	0	106	0	2	0	9	0	0	0	0	0	6	0	0	2	0	0	1	0	0	0	0	5	0	0	0	112	3	2	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0	259	0	0	0	0	4	2	4	1																
15:00 - 15:15	1	0	0	0	78	0	3	0	7	1	0	0	0	0	6	0	0	1	0	0	2	0	0	0	0	3	0	0	0	93	2	1	0	1	0	0	0	0	1	0	0	3	0	0	4	0	0	0	0	207	0	0	0	0	4	5	0	1	0															
15:15 - 15:30	0	0	0	0	114	1	2	0	8	0	0	0	0	0	9	1	0	0	2	0	0	4	0	0	0	0	6	0	0	0	114	1	2	1	5	0	0	0	0	3	0	0	3	0	0	3	0	0	0	0	279	0	0	1	0	3	6	0	2															
15:30 - 15:45	0	0	0	0	125	1	3	0	3	0	0	0	0	0	6	0	0	0	0	0	5	0	0	0	0	3	0	0	0	108	0	2	1	4	0	0	0	0	4	0	0	4	0	0	3	0	0	0	0	272	0	0	1	2	4	2	0	0																
15:45 - 16:00	3	0	0	0	76	1	1	0	6	0	0	0	0	0	7	0	0	0	1	0	0	2	2	0	0	0	5	0	0	0	113	1	2	0	0	0	0	0	0	6	0	0	3	0	0	4	0	0	0	0	231	0	0	0	0	6	2	3	0															
TOTAL	54	1	0	0	1836	18	32	1	149	2	0	0	0	0	129	4	0	1	27	0	0	3	37	1	0	0	0	69	3	0	1	1958	25	31	8	40	0	0	0	0	97	0	0	0	42	2	0	1	50	0	0	0	0	10062	4	8	37	37	118	105	36	50												

Afternoon peak		1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
HOURLY COUNTS	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic																										
12:00 - 13:00	20	0	0	0	483	3	8	1	49	1	0	0	0	0	37	2	0	0	9	0	2	6	0	0	0	0	26	2	0	0	574	8	8	2	11	0	0	0	0	40	0	0	0	8	1	0	15	0	0	0	0	0	0	0	1316	0	3	4	0	10	19	3	6											
12:15 - 13:15	17	1	0	0	498	4	8	1	45	1	0	0	0	0	33	2	0	1	9	0	2	6	0	0	0	0	25	1	0	0	545	6	9	4	11	0	0	0	0	44	0	0	0	13	1	0	15	0	0	0	0	0	0	1301	0	1	8	3	12	15	2	8												
12:30 - 13:30	15	1	0	0	502	4	8	0	42	0	0	0	0	0	28	2	0	1	8	0	2	9	0	0	0	0	22	0	0	0	505	6	10	4	13	0	0	0	0	39	0	0	0	14	0	0	16	0	0	0	0	0	0	1251	0	1	7	1	11	13	3	8												
12:45 - 13:45	14	1	0	0	491	5	8	0	39	0	0	0	0	0	35	0	0	1	9	0	0	5	1	0	0	0	0	18	1	0	0	503	4	9	2	12	0	0	0	0	35	0	0	14	0	0	15	0	0	0	0	0	0	1222	0	2	4	1	18	11	2	6												
13:00 - 14:00	17	1	0	0	494	7	8	0	38	0	0	0	0	0	38	1	0	1	8	0	0	12	1	0	0	0	0	18	1	0	1	482	4	8	2	9	0	0	0	0	25	0	0	14	1	0	13	0	0	0	0	0	0	1204	0	1	6	5	18	14	2	5												
13:15 - 14:15	16	0	0	0	510	7	6	0	42	0	0	0	0	0	43	1	0	7	0	0	10	1	0	0	0	0	12	1	0	1	507	3	7	0	8	0	0	0	0	27	0	0	10	1	0	12	0	0	0	0	0	0	1232	0	1	4	7	18	13	3	3													
13:30 - 14:30	13	0	0	0	484	8	8	0	44	0	0	0	0	0	39	1	0	7	0	0	12	1	0	0	0	0	7	1	0	1	507	4	8	0	9	0	0	0	0	24	0	0	9	1	0	8	0	0	0	0	0	0	1196	0	1	4	7	19	11	2	1													
13:45 - 14:45	13	0	0	0	475	7	7	0	42	0	0	0	0	0	31	1	0	5	0	0	12	0	0	0	0	0	7	0	0	1	489	6	7	2	10	0	0	0	0	21	0	0	9	1	0	7	0	0	0	0	0	0	1153	0	0	4	7	14	8	2	0													
14:00 - 15:00	13	0	0	0	466	5	7	0	38	0	0	0	0	0	26	0	0	6	0	0	1	6	0	0	0	0	8	0	0	0	474	9	8	2	10	0	0	0	0	18	0	0	7	0	0	1	8	0	0	0	0	0	1113	0	0	2	3	16	4	6	1													
14:15 - 15:15	10	0	0	0	409	3	9	0	35	1	0	0	0	0	21	0	0	5	0	0	1	8	0	0	0	0	11	0	0	0	429	11	8	2	8	0	0	0	0	8	0	0	8	0	0	1	8	0	0	0	0	0	996	0	0	0	5	17	3	6	1													
14:30 - 15:30	8	0	0	0	419	2	8	0	31	1	0	0	0	0	26	1	0	5	0	0	1	7	0	0	0	0	15	0	0	0	419	9	7	3	9	0	0	0	0	8	0	0	9	0	0	1	11	0	0	0	0	0	0	1000	0	0	1	5	15	9	5	3												
14:45 - 15:45	5	0	0	0	423	2	10	0	27	1	0	0	0	0	27	1	0	5	0	0	1	12	0	0	0	0	17	0	0	0	427	6	7	2	10	0	0	0	0	10	0	0	10	0	0	1	13	0	0	0	0	0	0	1017	0																			

C10 Weekday Mullens Street and Reynolds Street

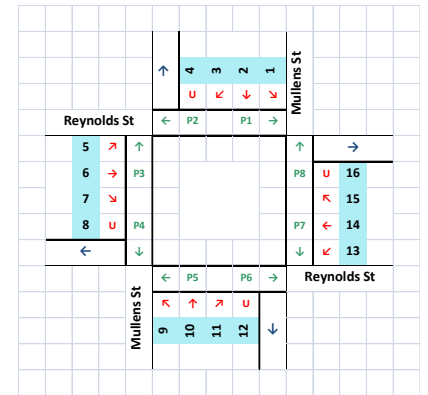


FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 - 6:45	0	1	0	0	79	5	2	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 - 7:00	5	0	0	0	81	4	2	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 - 7:15	2	0	0	0	83	4	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 - 7:30	4	0	0	0	55	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 - 7:45	1	1	0	0	96	5	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 - 8:00	3	0	0	0	72	2	7	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 - 8:15	1	0	0	0	84	2	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 - 8:30	2	0	0	0	89	2	8	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 - 8:45	4	0	0	0	117	4	3	3	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 - 9:00	3	0	0	0	90	2	3	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 - 9:15	4	0	0	0	82	2	4	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 - 9:30	3	0	0	0	71	1	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 - 9:45	3	0	0	0	89	5	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	35	2	0	0	1088	38	49	6	123	3	0	1	0	0	0	0	0	227	1	0	1	152	0	0	2	41

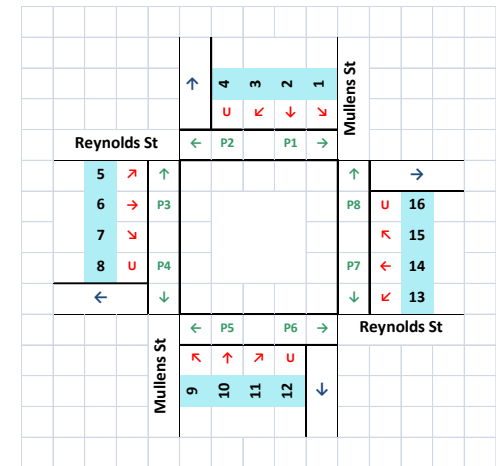
FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:00 - 6:15	5	1	0	0	160	9	4	1	10	2	0	1	0	0	0	0	0	6	0	0	0	18	0	0	1	4
6:15 - 6:30	7	1	0	0	243	13	8	1	14	3	0	1	0	0	0	0	0	20	0	0	0	30	0	0	1	10
6:30 - 6:45	11	1	0	0	298	13	12	1	21	3	0	1	0	0	0	0	0	40	0	0	0	40	0	0	1	13
6:45 - 7:00	12	1	0	0	315	13	14	0	18	2	0	1	0	0	0	0	0	59	0	0	0	42	0	0	1	13
7:00 - 8:00	10	1	0	0	306	11	19	0	31	1	0	0	0	0	0	0	0	69	0	0	0	44	0	0	1	13
7:15 - 8:15	9	1	0	0	307	9	20	0	41	0	0	0	0	0	0	0	0	75	0	0	0	45	0	0	1	8
7:30 - 8:30	7	1	0	0	341	11	24	0	47	0	0	0	0	0	0	0	0	90	0	0	0	54	0	0	1	8
7:45 - 8:45	10	0	0	0	362	10	23	3	61	0	0	0	0	0	0	0	0	116	0	0	1	65	0	0	1	14
8:00 - 9:00	10	0	0	0	380	10	19	3	56	0	0	0	0	0	0	0	0	120	0	0	1	64	0	0	1	18
8:15 - 9:15	13	0	0	0	378	10	18	3	53	0	0	0	0	0	0	0	0	112	0	0	1	61	0	0	2	22
8:30 - 9:30	14	0	0	0	360	9	12	4	48	0	0	0	0	0	0	0	0	87	0	0	0	50	0	0	2	20
8:45 - 9:45	13	0	0	0	332	10	10	2	37	0	0	0	0	0	0	0	0	52	1	0	0	39	0	0	1	12

FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:00 - 7:00	5	1	0	0	160	9	4	1	10	2	0	1	0	0	0	0	0	6	0	0	0	18	0	0	1	4
6:15 - 7:15	7	1	0	0	243	13	8	1	14	3	0	1	0	0	0	0	0	20	0	0	0	30	0	0	1	10
6:30 - 7:30	11	1	0	0	298	13	12	1	21	3	0	1	0	0	0	0	0	40	0	0	0	40	0	0	1	13
6:45 - 7:45	12	1	0	0	315	13	14	0	18	2	0	1	0	0	0	0	0	59	0	0	0	42	0	0	1	13
7:00 - 8:00	10	1	0	0	306	11	19	0	31	1	0	0	0	0	0	0	0	69	0	0	0	44	0	0	1	13
7:15 - 8:15	9	1	0	0	307	9	20	0	41	0	0	0	0	0	0	0	0	75	0	0	0	45	0	0	1	8
7:30 - 8:30	7	1	0	0	341	11	24	0	47	0	0	0	0	0	0	0	0	90	0	0	0	54	0	0	1	8
7:45 - 8:45	10	0	0	0	362	10	23	3	61	0	0	0	0	0	0	0	0	116	0	0	1	65	0	0	1	14
8:00 - 9:00	10	0	0	0	380	10	19	3	56	0	0	0	0	0	0	0	0	120	0	0	1	64	0	0	1	18
8:15 - 9:15	13	0	0	0	378	10	18	3	53	0	0	0	0	0	0	0	0	112	0	0	1	61	0	0	2	22
8:30 - 9:30	14	0	0	0	360	9	12	4	48	0	0	0	0	0	0	0	0	87	0	0	0	50	0	0	2	20
8:45 - 9:45	13	0	0	0	332	10	10	2	37	0	0	0	0	0	0	0	0	52	1	0	0	39	0	0	1	12

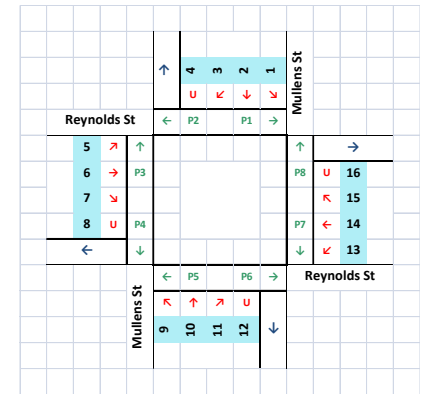
C10 Weekday Mullens Street and Reynolds Street

[illegible]

C10 Weekend Mullens Street and Reynolds Street

[illegible]

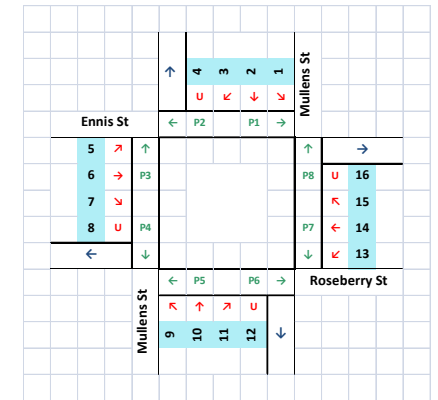
C10 Weekend Mullens Street and Reynolds Street



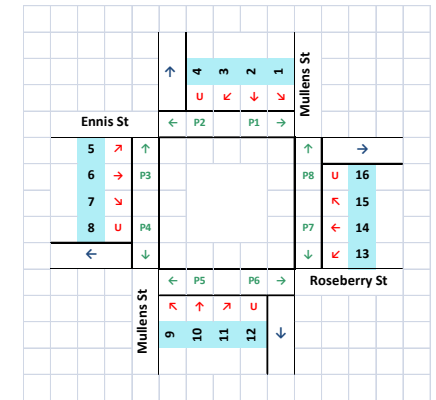
FROM		TO		1			2			3			4			5			6			7			8			9			10			11			12			13			14			15			16			TOTAL								
				LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
12:00 - 12:15		5	0	0	1	110	0	3	0	9	0	0	0	0	17	0	0	12	0	0	5	0	0	6	0	0	131	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	307	0	2	5	0	17	7	3	6					
12:15 - 12:30		3	0	0	0	114	2	2	0	13	0	0	0	0	18	0	0	10	0	0	7	0	0	7	0	0	152	4	1	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	338	0	0	3	1	3	5	1	5					
12:30 - 12:45		10	0	0	0	133	1	2	0	12	0	0	0	0	12	1	0	0	7	0	0	3	0	1	0	0	118	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	324	1	5	13	0	9	5	7	3						
12:45 - 13:00		5	0	0	0	110	0	2	0	16	0	0	0	0	14	0	0	10	0	0	8	0	0	0	0	0	137	0	2	0	1	0	0	0	0	3	0	0	1	3	0	0	0	0	0	0	315	0	4	4	1	6	5	0	4					
13:00 - 13:15		6	0	0	0	110	2	2	0	16	0	0	0	0	23	1	0	12	0	0	3	0	0	0	0	0	99	1	2	0	0	0	0	0	0	6	0	0	0	0	2	0	0	0	0	295	2	4	9	3	12	4	3	6						
13:15 - 13:30		6	0	0	0	114	1	3	0	12	0	0	0	0	18	0	0	5	0	0	4	0	0	0	0	9	0	117	2	3	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	301	2	4	9	6	24	8	10	1					
13:30 - 13:45		5	0	0	0	125	3	1	0	15	0	0	0	0	15	0	0	9	0	0	3	0	0	0	0	5	0	119	1	2	0	0	0	0	0	4	4	0	0	1	0	0	0	0	0	309	1	4	14	7	8	11	1	1						
13:45 - 14:00		8	0	0	0	117	2	3	0	9	0	0	1	0	13	0	0	14	0	0	6	0	0	0	0	10	0	113	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	300	0	10	8	17	7	7	3	0							
14:00 - 14:15		6	0	0	0	109	2	1	0	25	0	0	1	0	18	0	0	6	0	0	3	0	0	3	0	0	124	0	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	305	0	4	4	3	8	3	6	4							
14:15 - 14:30		8	0	0	0	103	2	2	0	14	0	0	1	0	22	1	0	4	0	0	2	0	0	0	0	7	0	110	2	3	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	289	1	7	3	4	14	13	5	0						
14:30 - 14:45		5	0	0	0	93	2	3	0	12	0	0	1	0	9	0	0	8	0	0	2	0	0	0	0	4	0	97	3	2	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	245	1	5	1	2	9	3	10	2						
TOTAL		67	0	0	1	1238	17	24	0	153	0	0	4	0	179	3	0	1	97	0	0	46	0	0	2	0	1317	18	22	4	9	0	0	0	0	45	0	0	1	6	0	2	1	0	0	0	8294	8	49	70	44	117	71	49	32					

Afternoon peak HOURLY COUNTS		1			2			3			4			5			6			7			8			9			10			11			12			13			14			15			16			TOTAL									
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.														
12:00 - 13:00		23	0	0	1	467	3	9	0	50	0	0	0	61	1	0	0	39	0	0	23	0	0	1	0	0	538	9	8	2	4	0	0	0	16	0	0	1	4	0	0	0	0	0	0	1284	1	11	22	2	35	22	11	18					
12:15 - 13:15		24	0	0	0	467	5	8	0	57	0	0	0	67	2	0	1	39	0	0	21	0	0	1	0	0	506	7	9	2	4	0	0	0	18	0	0	1	4	0	0	2	0	0	0	0	1272	3	13	26	5	30	19	11	18				
12:30 - 13:30		27	0	0	0	467	4	9	0	56	0	0	0	67	2	0	1	34	0	0	18	0	0	1	0	0	471	5	9	0	2	6	0	0	0	18	0	0	1	4	0	0	2	1	0	0	0	1235	5	17	32	10	51	22	20	14			
12:45 - 13:45		22	0	0	0	459	6	8	0	59	0	0	0	70	1	0	1	36	0	0	18	0	0	0	0	26	0	472	4	9	0	4	0	0	0	16	0	0	1	5	0	0	2	1	0	0	0	0	1220	5	16	33	17	50	28	14	12		
13:00 - 14:00		25	0	0	0	466	8	9	0	52	0	0	1	69	1	0	1	40	0	0	16	0	0	0	0	33	0	1	448	4	8	0	3	0	0	0	15	0	0	0	2	0	0	2	1	0	0	0	0	1205	5	22	40	33	51	30	17	8	
13:15 - 14:15		25	0	0	0	465	8	9	0	61	0	0	2	64	0	0	0	34	0	0	16	0	0	0	0	27	0	1	473	3	7	0	3	0	0	0	0	15	0	0	0	2	0	0	0	1	0	0	0	0	1215	3	22	35	33	47	29	20	6
13:30 - 14:30		27	0	0	0	454	9	7	0	63	0	0	3	68	1	0	0	33	0	0	14	0	0	0	0	25	0	1	466	3	8	0	1	0	0	0	0	19	0	0	1	0	0	0	0	0	0	1203	2	25	29	31	37	34	15	5			
13:45 - 14:45		27	0	0	0	422	8	9	0	60	0	0	4	62	1	0	0	32	0	0	13	0	0	0	0	24	0	1	444	5	7	2	2	0	0	0	0	16	0	0	0	0	0	0	0	0	0	1139	2	26	16	26	38	26	24	6			

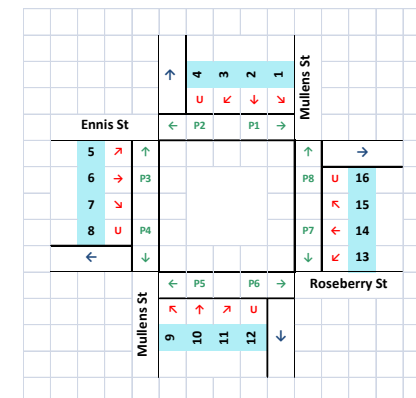
C11 Weekday Mullens Street and Roseberry Street

[illegible]

C11 Weekday Mullens Street and Roseberry Street

[illegible]

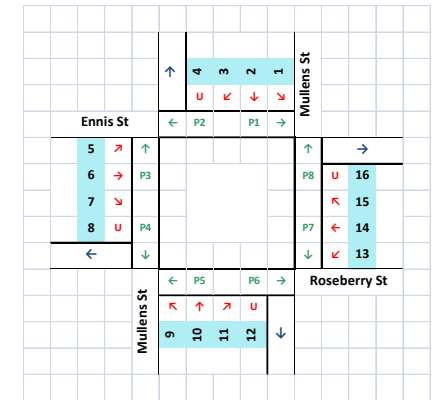
C11 Weekend Mullens Street and Roseberry Street



FROM	TO	1			2			3			4			5			6			7			8			9			10			11			12			13			14			15			16			TOTAL	P1	P2	P3	P4	P5	P6	P7	P8						
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.																			
7:00	- 7:15	0	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	1	0	0	0	1	0						
7:15	- 7:30	0	0	0	0	42	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	0	0	1	2	0	0	1	0						
7:30	- 7:45	0	0	0	0	51	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	0	0	2	5	0	1	5	0					
7:45	- 8:00	1	0	0	0	66	2	1	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	86	0	1	2	0	0	0	0	0	0	1	1	0	0	1	0	0	2	0	0	0	0	0	170	1	0	3	1	0	0	0	2				
8:00	- 8:15	0	0	0	0	63	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	77	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	0	1	3	6	0	1	2	2				
8:15	- 8:30	0	0	0	0	63	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	69	1	2	1	0	0	0	0	1	0	0	0	2	0	2	0	0	3	0	0	0	0	0	152	2	0	2	0	1	0	6	2		
8:30	- 8:45	0	0	0	0	75	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	95	1	2	1	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	185	0	0	0	3	1	1	1	2				
8:45	- 9:00	1	0	0	0	100	1	0	0	1	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	83	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205	0	0	2	4	0	1	0	1				
9:00	- 9:15	0	0	0	0	97	0	3	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	106	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	0	1	1	6	0	3	1	6				
9:15	- 9:30	2	0	0	0	112	2	1	2	0	2	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	98	1	1	0	2	0	0	0	0	0	0	2	0	0	0	1	0	0	3	0	0	0	0	0	234	0	3	9	2	0	0	5	2	
9:30	- 9:45	5	0	0	0	117	1	1	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	145	1	3	1	2	0	0	0	0	0	0	2	0	0	7	0	0	4	0	0	0	0	0	303	0	2	5	6	0	2	0	3		
9:45	- 10:00	0	0	0	0	132	2	4	0	2	0	0	0	0	1	0	0	0	3	0	0	4	0	0	0	0	0	5	0	0	118	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	276	0	0	13	12	0	0	1	0		
10:00	- 10:15	2	0	0	0	116	0	1	1	1	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	5	0	0	128	1	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	265	0	0	3	2	0	1	2	3			
10:15	- 10:30	6	0	0	0	117	3	0	9	0	0	0	0	3	0	0	1	1	0	0	2	0	0	0	0	0	5	0	0	170	4	3	0	1	0	0	0	0	2	0	0	2	0	0	2	0	0	3	0	0	0	0	334	0	0	1	4	0	0	2	2			
10:30	- 10:45	4	0	0	0	100	3	2	0	6	0	0	0	0	2	0	0	3	0	0	1	0	0	0	0	0	4	0	0	128	0	1	0	1	0	0	0	0	3	0	0	2	0	0	5	0	0	0	0	0	0	265	0	0	6	2	0	0	4	4				
10:45	- 11:00	0	0	0	0	120	0	1	0	3	0	0	0	0	2	0	0	3	0	0	1	0	0	0	0	0	6	0	0	133	0	3	0	5	0	0	0	0	0	3	0	0	1	0	0	0	2	0	0	0	0	0	283	0	0	8	4	2	1	2	3			
11:00	- 11:15	0	0	0	0	99	0	3	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	8	0	0	129	1	2	1	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	253	0	0	8	7	0	0	8	3			
11:15	- 11:30	1	0	0	0	114	3	1	0	6	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	7	0	0	141	5	2	0	1	0	0	0	0	0	0	0	0	4	0	0	2	0	0	0	0	0	291	0	0	0	3	0	0	5	0				
11:30	- 11:45	3	0	0	0	86	2	2	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	115	2	1	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	224	0	0	0	5	0	0	7	5				
11:45	- 12:00	2	0	0	0	119	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	124	0	3	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	276	2	0	7	7	0	0	3	7				
TOTAL		27	0	0	0	1799	22	32	6	45	0	0	1	2	0	0	25	0	0	0	20	0	0	2	21	0	0	0	0	80	1	0	1	2077	26	31	10	23	0	0	1	0	0	32	2	0	0	29	0	0	38	0	0	0	0	4353	5	7	75	80	4	11	56	47

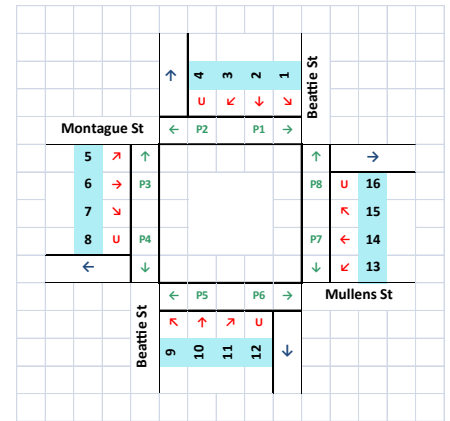
Morning peak HOURLY COUNTS		1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		TOTAL	P1	P2	P3	P4	P5	P6	P7	P8											
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										LV	HV	Bus	Bic.							
7:00 - 8:00	1	0	0	0	169	3	1	3	1	0	0	0	2	0	0	0	0	0	0	218	4	1	3	2	0	0	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	429	1	0	7	8	0	1	7	4			
7:15 - 8:15	1	0	0	0	222	3	3	3	2	0	0	1	2	0	0	0	3	0	0	281	5	2	4	3	0	0	0	0	3	1	0	0	1	0	0	0	3	0	0	0	0	0	0	552	1	1	9	14	0	2	8	4	
7:30 - 8:30	1	0	0	0	243	5	3	3	0	0	0	1	2	0	0	0	1	0	0	303	6	4	4	3	0	0	0	1	0	0	0	3	0	0	0	5	0	0	0	0	0	0	0	610	3	1	10	12	1	2	13	6	
7:45 - 8:45	1	0	0	0	267	4	8	2	0	0	0	1	0	0	0	1	0	0	327	5	6	5	3	0	0	0	1	0	0	4	1	0	0	4	0	0	5	0	0	0	0	0	0	0	661	3	1	8	10	2	2	9	8
8:00 - 9:00	1	0	0	0	301	3	7	0	3	0	0	1	0	0	0	3	0	0	324	6	6	4	4	0	0	0	1	0	0	5	1	0	0	3	0	0	7	0	0	0	0	0	0	0	696	2	1	7	13	2	3	9	7
8:15 - 9:15	1	0	0	0	335	3	8	0	4	0	0	0	0	0	0	3	0	0	353	4	7	4	5	0	0	0	1	0	0	6	1	0	0	5	0	0	9	0	0	0	0	0	0	0	766	2	1	5	13	2	5	8	11
8:30 - 9:30	3	0	0	0	384	5	8	1	5	0	0	0	0	0	0	5	0	0	382	4	6	3	7	0	0	0	0	0	6	1	0	0	4	0	0	9	0	0	0	0	0	0	0	0	848	0	4	12	15	1	5	7	11
8:45 - 9:45	8	0	0	0	426	4	6	2	8	0	0	0	0	0	0	6	0	0	432	4	7	3	7	0	0	0	0	0	7	1	0	0	10	0	0	13	0	0	0	0	0	0	0	0	966	0	6	17	18	0	6	6	12
9:00 - 10:00	7	0	0	0	458	5	10	2	9	0	0	0	0	0	0	5	0	0	467	3	7	2	6	0	0	0	0	0	7	0	0	0	10	0	0	11	0	0	0	0	0	0	0	0	1037	0	6	28	26	0	5	7	11
9:15 - 10:15	9	0	0	0	477	5	8	3	8	0	0	0	0	0	0	7	0	0	489	3	7	1	4	0	0	0	0	0	8	0	0	0	8	0	0	10	0	0	0	0	0	0	0	0	1078	0	5	30	22	0	3	8	8
9:30 - 10:30	13	0	0	0	482	6	9	2	15	0	0	0	0	0	8	0	0	6	561	6	9	1	3	0	0	0	0	0	8	0	0	0	9	0	0	10	0	0	0	0	0	0	0	0	1178	0	2	22	24	0	3	5	8
9:45 - 10:45	12	0	0	0	465	8	10	1	18	0	0	0	0	0	9	0	0	9	544	5	7	0	2	0	0	0	0	9	0	0	0	4	0	0	11	0	0	0	0	0	0	0	0	1140	0	0	23	20	0	1	9	9	
10:00 - 11:00	12	0	0	0	453	6	7	1	19	0	0	0	0	0	10	0	0	9	559	5	9	0	7	0	0	0	0	10	0	0	0	5	0	0	11	0	0	0	0	0	0	0	0	1147	0	0	28	12	2	2	10	12	
10:15 - 11:15	10	0	0	0	436	6	9	0	20	0	0	0	0	0	8	0	0	8	560	5	9	1	7	0	0	0	0	12	0	0	0	5	0	0	11	0	0	0	0	0	0	0	0	1135	0	0	23	17	2	1	16	12	
10:30 - 11:30	5	0	0	0	433	6	7	0	17	0	0	0	0	0	7	0	0	9	531	6	8	1	7	0	0	0	0	10	0	0	0	7	0	0	10	0	0	0	0	0	0	0	0	1092	0	0	22	16	2	1	19	10	
10:45 - 11:45	4	0	0	0	419	5	7	0	12	0	0	0	0	0	5	0	0	8	518	8	1	7	0	0	0	0	0	7	0	0	0	7	0	0	7	0	0	0	0	0	0	0	1051	0	0	16	19	2	1	22	11		
11:00 - 12:00	6	0	0	0	418	5	7	0	13	0	0	0	0	0	4	0	0	5	509	8	8	1	4	0	0	0	0	6	0	0	0	10	0	0	5	0	0	0	0	0	0	0	0	1044	2	0	15	21	0	0	23	15	

C11 Weekend Mullens Street and Roseberry Street



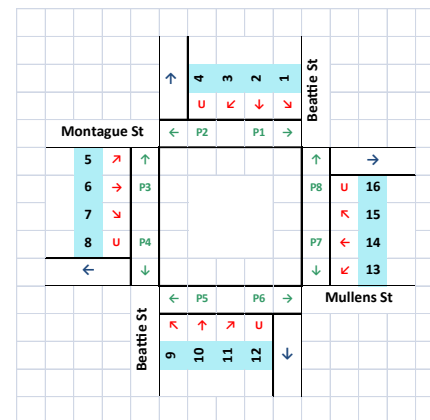
FROM	TO	1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
12:00	- 12:15	2	0	0	0	115	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

C12 Weekday Beatie Street and Montague Street

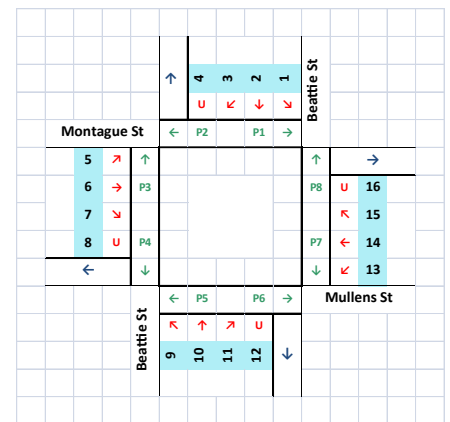
[illegible]

Morning peak		1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		TOTAL	P1	P2	P3	P4	P5	P6	P7	P8															
		LV	Bus	Bic.	LV	Bus	Bic.	LV	Bus	Bic.	LV	Bus	Bic.	LV	Bus	Bic.	LV	Bus	Bic.	LV	Bus	Bic.	LV	Bus	Bic.	LV	Bus	Bic.	LV	Bus	Bic.	LV	Bus										Bic.														
7:00 - 8:00	85	3	0	1	57	0	0	1	2	0	0	1	0	0	0	5	0	0	168	4	13	5	19	0	0	0	1	0	0	27	5	0	0	65	0	0	3	46	0	0	1	1	0	0	21	1	0	0	101	2	9	0	70	4	0	3	721
7:15 - 8:15	124	3	0	1	86	0	0	3	6	0	0	1	0	0	7	7	0	0	239	5	17	6	33	0	0	1	0	0	46	6	0	0	86	2	0	3	65	1	0	2	1	0	0	29	2	0	0	152	3	17	1	90	4	0	0	1042	
7:30 - 8:30	152	5	0	1	106	1	0	3	7	0	0	1	0	0	9	0	0	0	271	7	20	6	48	0	0	1	0	0	52	7	0	0	115	3	0	5	67	1	0	2	0	0	0	31	2	0	0	175	5	22	1	98	4	0	0	1249	
7:45 - 8:45	153	6	0	1	134	1	0	3	11	0	0	0	0	0	10	0	0	0	273	8	15	6	60	1	0	0	1	0	0	62	5	0	0	109	3	0	8	99	2	0	2	0	0	0	35	3	0	0	188	6	21	2	109	4	0	0	1341
8:00 - 9:00	152	6	0	0	133	1	0	2	17	0	0	0	0	0	15	1	0	0	268	9	16	3	67	2	0	0	0	0	67	3	0	0	109	3	0	7	92	2	0	1	0	0	0	38	2	0	0	221	8	20	3	105	3	0	0	1376	
8:15 - 9:15	147	6	0	0	131	2	0	0	15	0	0	0	0	0	14	1	0	0	275	13	17	2	70	2	0	0	0	0	65	2	0	0	110	1	0	7	95	1	0	1	0	0	0	37	1	0	0	227	7	16	2	110	4	0	0	1380	
8:30 - 9:30	138	5	0	0	135	1	0	0	18	0	0	0	0	0	14	1	0	0	273	13	18	2	57	2	0	0	0	0	73	2	0	0	102	0	0	7	94	0	0	0	0	0	0	43	1	0	0	237	7	12	2	113	4	0	1	1375	
8:45 - 9:45	138	4	0	0	107	1	0	0	13	0	0	0	0	0	9	1	0	0	274	15	19	1	45	1	0	0	1	0	58	3	0	0	108	0	0	4	95	2	0	0	0	0	0	43	0	0	0	230	9	10	2	96	2	0	1	1291	
9:00 - 10:00	134	2	0	0	107	1	0	1	11	1	0	1	0	0	5	0	0	0	269	18	15	1	43	0	0	0	1	0	47	3	0	0	107	0	0	4	92	2	0	0	0	0	0	44	2	0	0	220	8	12	1	108	1	0	1	1263	
9:15 - 10:15	121	2	0	0	97	0	0	1	11	1	0	1	0	0	6	0	0	0	243	15	13	1	34	1	0	0	0	1	0	43	3	0	0	101	1	0	5	81	2	0	0	0	0	0	47	2	0	0	201	10	9	2	105	1	0	1	1163

C12 Weekday Beatie Street and Montague Street

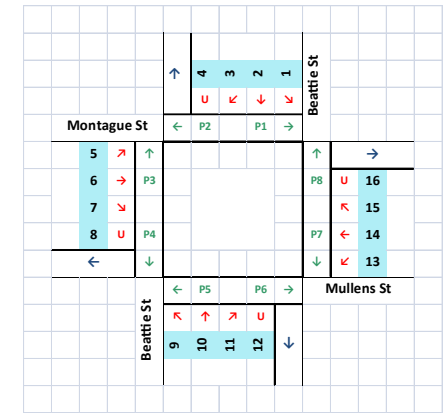
[illegible]

C12 Weekend Beatie Street and Montague Street



FROM	TO	1			2			3			4			5			6			7			8			9			10			11			12			13			14			15			16			TOTAL	
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.						
6:00	- 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:15	- 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30	- 6:45	13	2	0	0	4	0	0	0	0	0	0	0	0	0	0	16	1	1	0	1	0	0	0	0	0	0	3	0	0	0	10	2	0	0	0	2	0	0	0	14	0	0	0	13	1	0	0	0	0	0
6:45	- 7:00	13	1	0	0	7	0	0	0	0	0	0	0	0	0	0	26	0	0	1	1	0	0	0	0	0	0	3	0	0	0	7	0	0	0	6	0	0	15	0	0	0	27	2	0	0	0	0	0		
7:00	- 7:15	13	1	0	0	10	0	0	0	1	0	0	0	0	0	0	24	1	0	1	6	0	0	0	0	0	0	1	0	0	0	11	0	0	6	0	0	0	10	0	2	0	13	0	0	0	0	0	0		
7:15	- 7:30	14	0	0	0	13	0	0	0	3	0	0	0	0	0	0	31	0	0	0	6	0	0	0	0	0	0	0	0	0	0	16	0	1	4	0	0	0	23	0	0	0	0	0	0	0	0	0	0		
7:30	- 7:45	23	0	0	0	13	0	0	0	0	0	0	0	2	0	0	43	2	0	0	5	0	0	0	0	0	4	0	0	14	14	0	0	3	0	0	0	5	0	0	2	15	1	0	0	23	0	0	0		
7:45	- 8:00	25	0	0	0	21	0	0	0	0	0	0	0	2	0	0	54	0	1	1	3	0	0	0	0	0	4	1	0	22	0	0	7	0	0	0	5	1	0	36	0	1	0	32	2	0	2	0	0	0	
8:00	- 8:15	27	1	0	0	19	0	0	0	0	0	0	0	1	0	0	46	2	1	0	7	0	0	0	0	0	10	1	0	16	16	1	0	9	0	0	1	0	6	0	40	1	2	0	12	0	0	0			
8:15	- 8:30	26	0	0	1	16	0	0	1	3	0	0	0	0	0	0	41	1	2	0	6	0	0	0	0	0	6	0	0	1	24	0	0	5	0	0	0	0	0	36	0	1	0	22	0	0	0	0	0	0	
8:30	- 8:45	26	0	0	0	22	1	0	1	3	0	0	0	0	0	0	60	1	2	0	11	0	0	0	0	0	12	0	0	0	20	0	0	10	0	0	1	0	0	45	1	3	0	27	0	0	0	0	0	0	
8:45	- 9:00	30	0	0	0	27	0	0	0	0	0	0	1	0	0	0	45	1	1	0	7																														

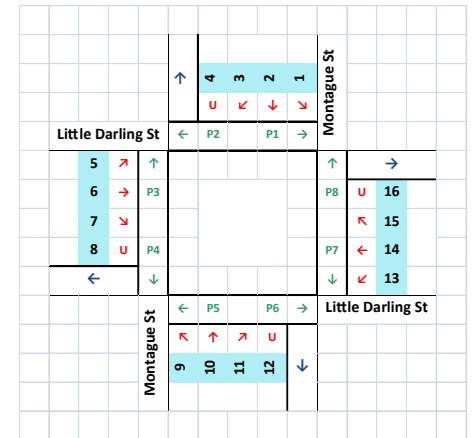
C12 Weekend Beatie Street and Montague Street



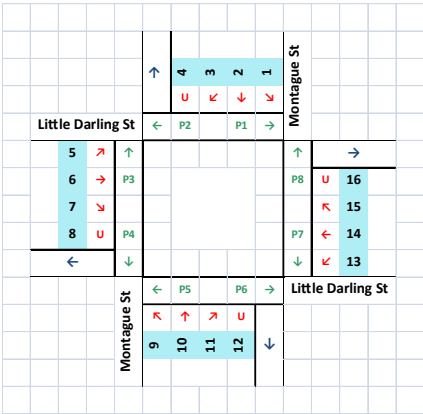
FROM	TO	1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.																													
12:00 - 12:15	47	1	0	0	22	0	0	0	6	0	0	0	0	0	0	5	0	0	0	84	2	2	0	17	0	0	0	1	0	0	20	0	0	32	0	0	15	0	0	0	0	0	14	0	0	63	0	3	0	38	0	0	0	0	0	372	3	1	0	0	0	2	0	0										
12:15 - 12:30	36	1	0	0	28	1	0	1	7	0	0	0	0	0	0	6	0	0	0	102	3	0	0	19	0	0	0	0	0	0	28	0	0	34	0	0	1	30	0	2	0	0	0	11	0	0	78	1	2	0	29	1	0	0	1	0	0	422	2	4	0	0	2	11	0	0								
12:30 - 12:45	35	1	0	0	27	0	0	0	9	0	0	0	0	0	0	4	0	0	0	73	1	4	0	16	0	0	0	0	0	0	21	0	0	25	0	0	25	0	0	0	0	0	18	0	0	79	1	2	0	41	0	0	2	0	0	384	1	0	0	0	11	1	0	0										
12:45 - 13:00	53	0	0	0	19	0	0	0	4	0	0	0	0	0	0	3	0	0	0	71	0	2	0	17	0	0	0	0	0	0	30	0	0	44	1	0	20	0	0	0	2	0	0	13	0	0	75	0	2	0	44	0	0	1	0	0	401	1	5	0	0	9	7	0	0									
13:00 - 13:15	20	0	0	0	34	2	0	0	11	0	0	0	0	0	0	2	0	0	0	71	1	3	0	9	0	0	0	0	0	0	27	0	0	35	0	0	21	0	0	1	0	0	62	2	1	0	24	0	0	1	0	0	344	0	1	0	0	1	3	3	0													
13:15 - 13:30	45	1	0	0	40	0	0	0	4	1	0	0	0	0	0	5	0	0	0	60	0	1	0	11	0	0	0	0	0	0	20	0	0	36	0	0	16	1	0	2	0	0	14	0	0	70	1	3	0	28	0	0	1	0	0	360	0	1	0	0	17	3	0	0										
13:30 - 13:45	39	0	0	0	20	0	0	0	4	0	0	0	0	0	0	1	0	0	0	70	1	3	0	10	0	0	0	0	0	0	17	0	0	31	0	0	13	0	0	0	0	0	11	1	0	93	1	1	0	33	0	0	2	0	0	351	6	3	0	0	6	4	0	0										
13:45 - 14:00	29	0	0	0	23	0	0	0	3	0	0	0	0	0	0	6	0	0	0	77	0	1	0	6	0	0	0	0	0	0	24	0	0	34	0	0	21	0	0	0	1	0	0	12	1	0	76	2	3	0	32	0	0	2	0	0	353	2	0	0	0	10	7	0	0									
14:00 - 14:15	31	0	0	0	31	0	0	0	4	0	0	0	0	0	0	6	0	0	0	66	0	1	0	13	0	0	0	0	0	0	15	0	0	22	1	0	2	24	1	0	1	1	0	8	0	0	61	2	1	0	42	0	0	0	0	0	329	1	2	0	0	8	15	0	0									
14:15 - 14:30	39	1	0	0	32	0	0	0	8	0	0	0	0	0	0	2	0	0	0	62	0	3	0	9	0	0	0	0	0	0	11	1	0	28	1	0	2	25	1	0	0	0	0	11	0	0	60	2	1	0	31	0	0	0	0	0	330	1	2	0	0	1	5	0	0									
14:30 - 14:45	38	0	0	0	34	0	0	2	0	0	0	0	0	0	0	1	0	0	0	55	2	2	0	7	0	0	0	0	0	0	13	0	0	22	0	0	14	1	0	0	0	0	6	0	0	59	0	3	0	39	2	0	1	0	0	301	0	2	0	0	7	1	0	0										
14:45 - 15:00	37	1	0	0	26	0	0	1	1	0	0	0	0	0	0	3	0	0	0	55	2	2	0	13	0	0	1	0	0	0	18	1	0	20	0	0	25	0	0	1	0	0	14	0	0	55	0	2	0	31	0	0	2	0	0	311	0	1	0	0	6	18	0	0										
15:00 - 15:15	38	0	0	0	33	0	0	4	0	0	0	0	0	0	0	5	0	0	0	48	2	2	0	9	0	0	0	0	0	0	19	0	0	27	0	0	16	0	0	0	0	0	10	0	0	59	0	3	0	15	0	0	1	0	0	291	5	1	0	0	4	8	0	0										
15:15 - 15:30	39	0	0	0	23	0	0	1	0	0	0	1	0	0	1	0	0	0	61	0	2	0	16	0	0	0	0	0	0	0	20	0	0	26	0	0	18	0	0	0	0	0	9	0	0	62	1	2	0	26	1	0	2	0	0	311	1	6	0	0	13	3	0	0										
15:30 - 15:45	27	0	0	0	49	1	0	0	8	0	0	0	0	0	0	1	0	0	0	48	0	2	0	13	0	0	0	0	0	0	14	0	0	22	0	0	19	0	0	0	0	0	11	0	0	75	1	0	0	42	0	0	3	0	0	341	1	0	0	0	8	1	1	0										
15:45 - 16:00	46	0	0	0	34	0	0	10	1	0	0	0	0	0	0	1	0	0	0	66	2	2	0	10	0	0	1	0	0	0	21	0	0	27	0	0	8	0	0	0	0	0	10	0	0	56	1	0	0	24	0	0	1	0	0	321	1	1	0	0	2	2	0	0										
16:00 - 16:15	38	0	0	0	27	0	0	1	0	0	0	0	0	0	0	1	0	0	0	48	0	4	0	9	0	0	0	0	0	0	18	0	0	21	1	0	22	0	0	0	0	0	13	0	0	71	1	1	0	31	0	0	0	0	0	307	0	0	0	0	3	2	0	0										
16:15 - 16:30	11	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	5	0	0	0	0	0	3	0	0	17	0	0	11	0	0	0	0	0	89	0	0	0	0	1	0	0	0											
TOTAL	648	6	0	0	508	4	0	2	88	2	0	0	2	0	0	53	0	0	0	1141	16	36	0	205	0	0	3	0	0	0	341	2	0	491	4	0	5	337	4	0	3	8	0	0	205	2	0	1171	16	30	0	561	4	0	1	19	0	0	13046	25	30	0	0	109	93	4	0							

Afternoon peak	HOURLY COUNTS	1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.																													
12:00 - 13:00	171	3	0	0	96	1	0	1	26	0	0	0	0	0	0	18	0	0	0	330	6	9	0	69	0	0	1	0	0	99	0	0	135	1	0	2	2	2	0	56	0	0	295	2	9	0	152	1	1	3	0	0	1579	7	10	0	0	22	21	0	0													
12:15 - 13:15	144	2	0	0	108	3	0	1	31	0	0	0	0	0	0	15	0	0	0	317	5	8	0	61	0	0	0	0	0	106	0	0	138	1	0	1	90	0	0	2	3	0	59	0	0	294	4	7	0	138	1	0	1	4	0	0	1551	4	10	0	0	23	22	3	0									
12:30 - 13:30	153	2	0	0	120	2	0	0	28	1	0	0	0	0	0	14	0	0	0	275	2	10	0	53	0	0	0	0	0	98	0	0	140	1	0	0	82	1	0	0	62	0	0	286	4	8	0	137	0	0	1	4	0	0	1489	2	7	0	0	38	14	3	0											
12:45 - 13:45	157	1	0	0	113	2	0	0	23	1	0	0	0	0	0	11	0	0	0	272	2	9	0	47	0	0	0	0	0	94	0	0	146	1	0	0	70	1	0	0	5	0	0	55	1	0	300	4	7	0	129	0	0	1	4	0	0	1456	7	10	0	0	33	17	3	0								
13:00 - 14:00	133	1	0	0	117	2	0	0	22	1	0	0	0	0	0	14	0	0	0	278	2	8	0	36	0	0	0	0	0	88	0	0	136	0	0	0	71	1	0	0	4	0	0	54	2	0	301	6	8	0	117	0	0	6	0	0	1408	8	5	0	0	34	17	3	0									
13:15 - 14:15	144	1	0	0	114	0	0	15	1	0	0	0	0	0	0	14	0	0	0	273	1	6	0	40	0	0	0	0	0	76	0	0	123	1	0	2	74	2	0	1	4	0	0	45	2	0	300	6	8	0	135	0	0	5	0	0	1393	9	6	0	0	41	29	0	0									
13:30 - 14:30	138	1	0	0	106	0	0	19	0	0	0	0	0	0	0	11	0	0	0	275	1	8	0	38	0	0	0	0	0	67	1	0	115	2	0	4	83	2	0	1	2	0	42	2	0	290	7	6	0	138	0	0	4	0	0	1363	10	7	0	0	25	31	0	0										
13:45 - 14:45	137	1	0	0	120	0	0	17	0	0	0	0	0	0	0	11	0	0	0	260	2	7	0	35	0	0	0	0	0	63	1	0	106	2	0	4	84	3	0	1	2	0	37	1	0	256	6	8	0	144	2	0																						

C13 Weekday Montague Street and Little Darling Street

[illegible]

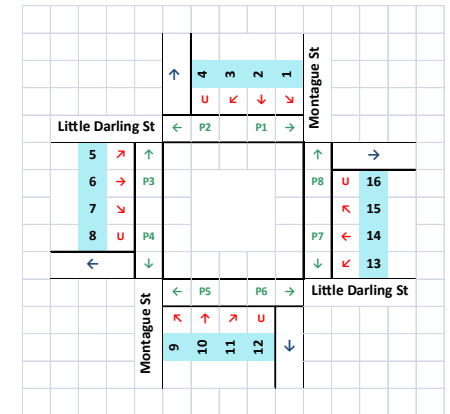
C13 Weekday Montague Street and Little Darling Street



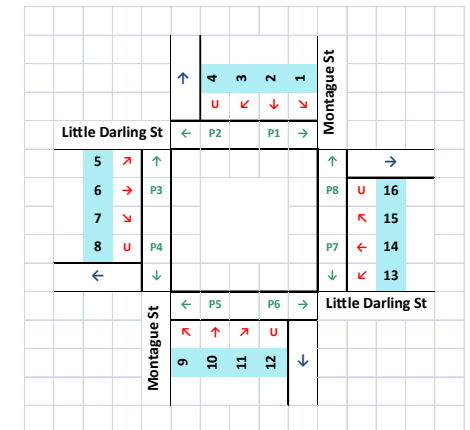
FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
14:15 - 14:30	4	1	0	0	71	2	2	0	1	0	0	0	0	0	0	0	0	153	2	0	3	4	4	5	2	1
14:30 - 14:45	6	1	0	0	67	0	5	1	3	0	0	0	0	0	0	0	0	170	3	0	6	3	3	3	3	2
14:45 - 15:00	6	0	0	0	67	1	2	0	1	0	0	0	0	0	0	0	0	172	0	1	4	3	2	9	9	8
15:00 - 15:15	5	0	0	0	73	1	3	0	1	0	0	0	0	0	0	0	0	198	2	0	5	4	1	4	4	2
15:15 - 15:30	8	0	0	0	66	0	2	0	3	0	0	0	0	0	0	0	0	177	0	0	3	3	2	1	1	8
15:30 - 15:45	11	0	0	0	68	0	5	0	2	0	0	0	1	0	0	0	0	198	1	0	4	1	5	1	2	8
15:45 - 16:00	13	0	0	0	71	0	3	0	3	0	0	0	0	0	0	0	0	175	2	0	1	2	4	1	9	2
16:00 - 16:15	4	0	0	0	72	0	2	0	5	0	0	0	0	0	0	0	0	165	1	0	8	2	7	0	7	3
16:15 - 16:30	4	0	0	0	77	0	2	0	7	0	0	0	0	0	0	0	0	158	3	0	7	5	5	6	3	6
16:30 - 16:45	9	0	0	0	79	0	3	2	2	0	0	0	0	0	0	0	0	185	3	0	7	3	1	3	3	5
16:45 - 17:00	6	0	0	0	84	1	3	0	1	0	0	0	0	0	0	0	0	181	4	0	6	3	6	4	2	3
17:00 - 17:15	9	0	0	0	78	0	3	0	1	0	0	0	0	0	0	0	0	190	2	0	4	4	4	3	2	5
17:15 - 17:30	13	0	0	0	68	1	6	0	5	0	0	0	0	0	0	0	0	177	3	1	3	4	3	6	1	4
17:30 - 17:45	4	0	0	0	37	0	3	2	0	0	0	0	0	0	0	0	0	93	0	0	6	4	3	5	1	2
17:45 - 18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	0	0	0	1	3	6	1	0
TOTAL	102	2	0	0	984	5	44	3	35	0	0	0	1	0	0	0	0	4450	26	2	67	46	53	57	50	59

Afternoon peak	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
HOURLY COUNTS	16	2	0	0	211	3	9	1	5	0	0	0	0	0	0	0	0	506	5	1	13	10	9	17	14	11
14:00 - 15:00	21	2	0	0	278	4	12	1	6	0	0	0	0	0	0	0	0	693	7	1	18	14	10	21	18	13
14:30 - 15:30	25	1	0	0	273	2	12	1	8	0	0	0	0	0	0	0	0	717	5	1	18	13	8	17	17	20
14:45 - 15:45	30	0	0	0	274	2	12	0	7	0	0	0	1	0	0	0	0	745	3	1	16	11	10	15	16	26
15:00 - 16:00	37	0	0	0	278	1	13	0	9	0	0	0	1	0	0	0	0	748	5	0	13	10	12	7	16	20
15:15 - 16:15	36	0	0	0	277	0	12	0	13	0	0	0	1	0	0	0	0	715	4	0	16	8	18	3	19	21
15:30 - 16:30	32	0	0	0	288	0	12	0	17	0	0	0	1	0	0	0	0	696	7	0	20	10	21	8	21	19
15:45 - 16:45	30	0	0	0	299	0	10	2	17	0	0	0	0	0	0	0	0	683	9	0	23	12	17	10	22	16
16:00 - 17:00	23	0	0	0	312	1	10	2	15	0	0	0	0	0	0	0	0	689	11	0	28	13	19	13	15	17
16:15 - 17:15	28	0	0	0	318	1	11	2	11	0	0	0	0	0	0	0	0	714	12	0	24	15	16	16	10	19
16:30 - 17:30	37	0	0	0	309	2	15	2	9	0	0	0	0	0	0	0	0	733	12	1	20	14	14	16	8	17
16:45 - 17:45	32	0	0	0	267	2	15	2	7	0	0	0	0	0	0	0	0	641	9	1	19	15	16	18	6	14
17:00 - 18:00	28	0	0	0	183	1	12	2	6	0	0	0	0	0	0	0	0	542	5	1	13	13	13	20	5	11

C13 Weekend Montague Street and Little Darling Street

[illegible]

C13 Weekend Montague Street and Little Darling Street



FROM	TO	1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL
		LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic																					
12:00 - 12:15	13	0	0	0	74	0	3	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	12	0	0	0	0	0	209	0	0	13	2	6	0	0										
12:15 - 12:30	10	0	0	0	91	0	2	0	4	0	0	0	4	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	240	0	0	5	1	11	1	0										
12:30 - 12:45	11	0	0	0	89	0	2	0	5	1	0	0	0	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	197	0	0	2	0	2	4	5								
12:45 - 13:00	8	0	0	0	90	0	2	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	201	0	1	2	8	2	2	0								
13:00 - 13:15	7	0	0	0	86	2	1	1	5	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	190	0	0	11	5	3	1	0								
13:15 - 13:30	6	0	0	0	72	2	3	0	4	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	169	0	1	4	2	2	2	0										
13:30 - 13:45	11	0	0	0	95	0	1	0	4	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	198	0	0	8	3	4	2	0										
13:45 - 14:00	8	0	0	0	86	1	3	0	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6	0	0	0	0	0	0	0	0	198	0	0	5	0	2	0	0									
14:00 - 14:15	6	0	0	0	70	2	1	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	167	3	1	6	1	8	3	0										
14:15 - 14:30	5	0	0	0	73	2	1	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	158	1	0	7	2	1	0	0										
14:30 - 14:45	2	0	0	0	66	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	140	1	1	1	4	1	1	0										
14:45 - 15:00	2	0	0	0	70	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	154	0	0	3	0	0	2	0											
15:00 - 15:15	4	0	0	0	68	0	3	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	150	0	0	0	5	2	9	0											
15:15 - 15:30	4	0	0	0	72	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	166	0	1	5	1	8	4	0										
15:30 - 15:45	11	0	0	0	85	1	3	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	0	171	1	1	3	0	0	4	0											
15:45 - 16:00	7	0	0	0	67	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	155	3	2	8	2	1	7	0											
16:00 - 16:15	8	0	0	0	82	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	157	0	1	2	2	6	2	0											
16:15 - 16:30	9	0	0	0	69	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	131	0	0	4	3	1	0	0										
TOTAL	132	0	0	0	1405	13	37	1	61	2	0	0	4	0	0	0	28	2	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	93	0	0	0	0	0	0	0	0	6444	9	9	94	38	63	41	5	0								

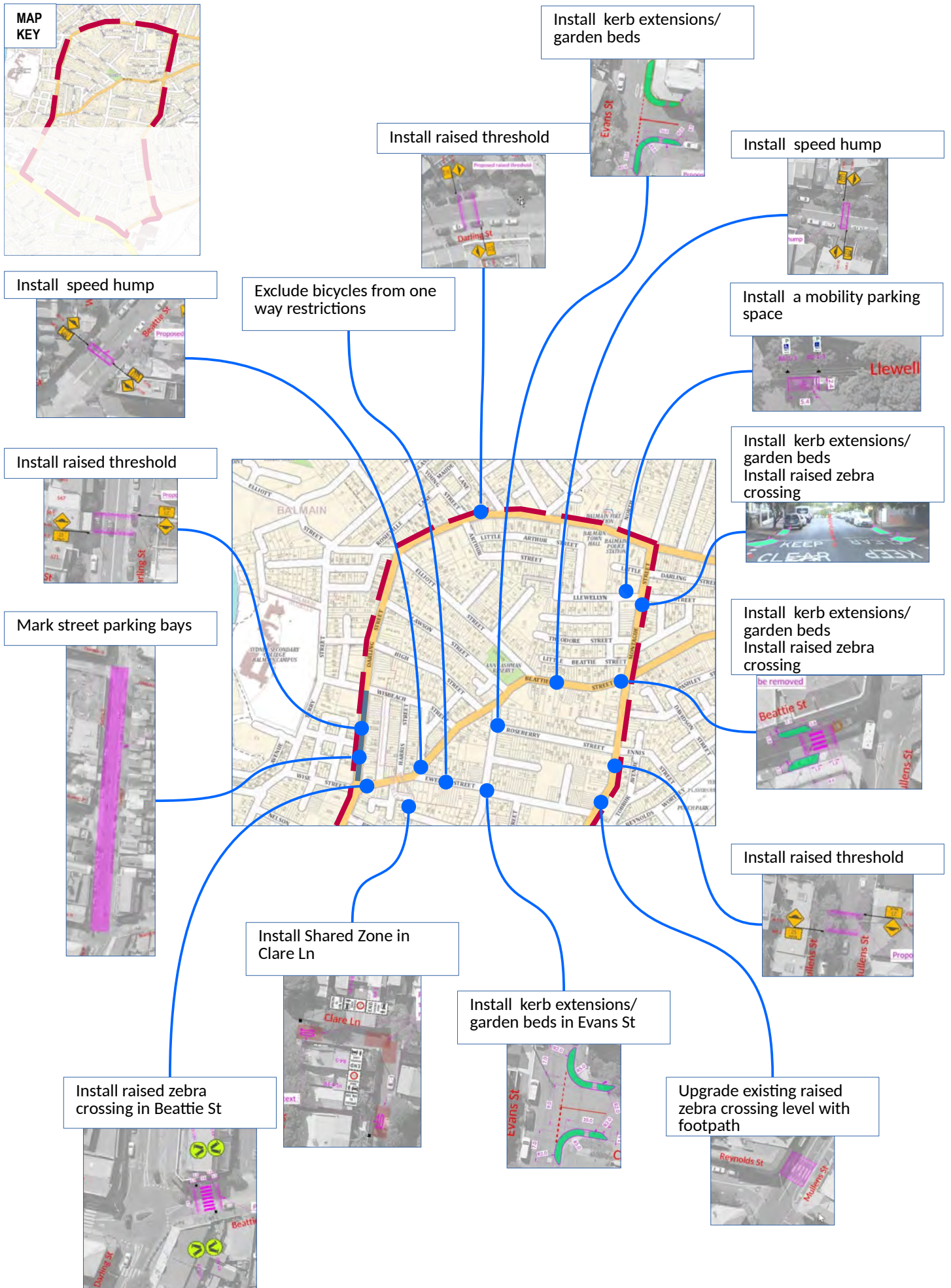
Afternoon peak		1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.																									
HOURLY COUNTS		42	0	0	0	344	0	9	0	15	1	0	0	344	0	1	0	0	12	2	0	0	3	0	0	2	0	0	0	0	0	4	0	0	354	4	8	1	6	0	0	0	10	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	847	0	1	22	11	17	13	5	0				
12:15 - 13:15		36	0	0	0	356	2	7	1	19	1	0	0	1	0	0	0	13	1	0	0	3	0	0	3	0	0	0	0	0	4	0	0	289	6	9	1	6	0	0	0	0	6	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	828	0	1	20	14	18	8	5	0				
12:30 - 13:30		32	0	0	0	337	4	8	1	19	1	0	0	2	0	0	0	12	0	0	1	0	0	3	0	0	3	0	0	0	5	0	0	322	4	10	2	5	0	0	0	0	8	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	757	0	2	19	15	9	9	5	0					
12:45 - 13:45		32	0	0	0	343	4	7	1	18	1	0	0	2	0	0	0	8	0	0	1	0	0	3	0	0	3	0	0	0	5	0	0	285	4	8	1	6	0	0	0	0	6	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	758	0	2	25	18	11	7	0	0					
13:00 - 14:00		32	0	0	0	339	5	8	1	16	1	0	0	2	0	0	0	7	0	0	4	0	0	3	0	0	0	0	0	3	0	0	288	4	8	1	6	0	0	0	0	5	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	755	0	1	28	10	11	5	0	0						
13:15 - 14:15		31	0	0	0	323	5	8	0	14	1	0	0	1	0	0	8	0	0	4	0	0	1	0	0	0	0	0	3	0	0	289	1	8	1	8	0	0	0	0	5	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	732	3	2	23	6	16	7	0	0							
13:30 - 14:30		30	0	0	0	324	5	6	0	14	1	0	0	0	0	0	7	0	0	4	0	0	2	0	0	0	0	0	2	0	0	283	1	8	0	7	0	0	0	0	4	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	721	4	1	26	6	15	5	0	0							
13:45 - 14:45		21	0	0	0	295	5	8	0	13	0	0	0	0	0	0	7	0	0	3	0	0	1	0	0	0	0	0	3	0	0	267	2	7	1	4	0	0	0	0	6	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	663	5	2	19	7	12	4	0	0							
14:00 - 15:00		15	0	0	0	279	5	7	0	13	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	5	0	0	248	4	8	1	4	0	0	0	0	6	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	619	5	2	17	7	10	6	0	0							
14:15 - 15:15		13	0	0	0	277	3	9	0	12	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	7	0	0	238	6	7	1	1	0	0	0	0	5	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	602	2	1	16	8	11	3	0	0							
14:30 - 15:30		12	0	0	0	276	2	10	0	13	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	8	0	0	245	6	8	1	2	0	0	0	0	5	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	610	1	2	14	7	18	7	0	0							
14:45 - 15:45		21	0	0	0	295	3	10	0	12	0	0	0	1	0	0	3	0	0	0	0	0	0	1	0	0	0	0	9	0	0	248	4	8	1	2	0	0	1	0	4	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	641	1	2	16	3	17	10	0	0									
15:00 - 16:00		26	0	0	0	292	3	9	0	13	0	0	1	1	0	0	3	0	0	0	0	0	1	0	0	0	0	9	1	0	248	3	8	1	3	0	0	1	0	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	642	4	4	21	5	18	15	0	0									
15:15 - 16:15		30	0	0	0	306	3	7	0	14	0	0	1	1	0	0	1	0	0	0	0	0	3	0	0	0	0	6	1	0	240	1	10	1	3	0	0	1	0	0	5	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	649	4	5	18	5	15	17	0	0							
15:30 - 16:30		35	0	0	0	303	2	8	0	10	0	0	1	0	0	2	0	0	0	0	0	0	2	0	0	0	0	4	1	0	213	2	9	1	2	0	0	1	0	0	4	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	614	4	4	17	7	8	13	0	0							



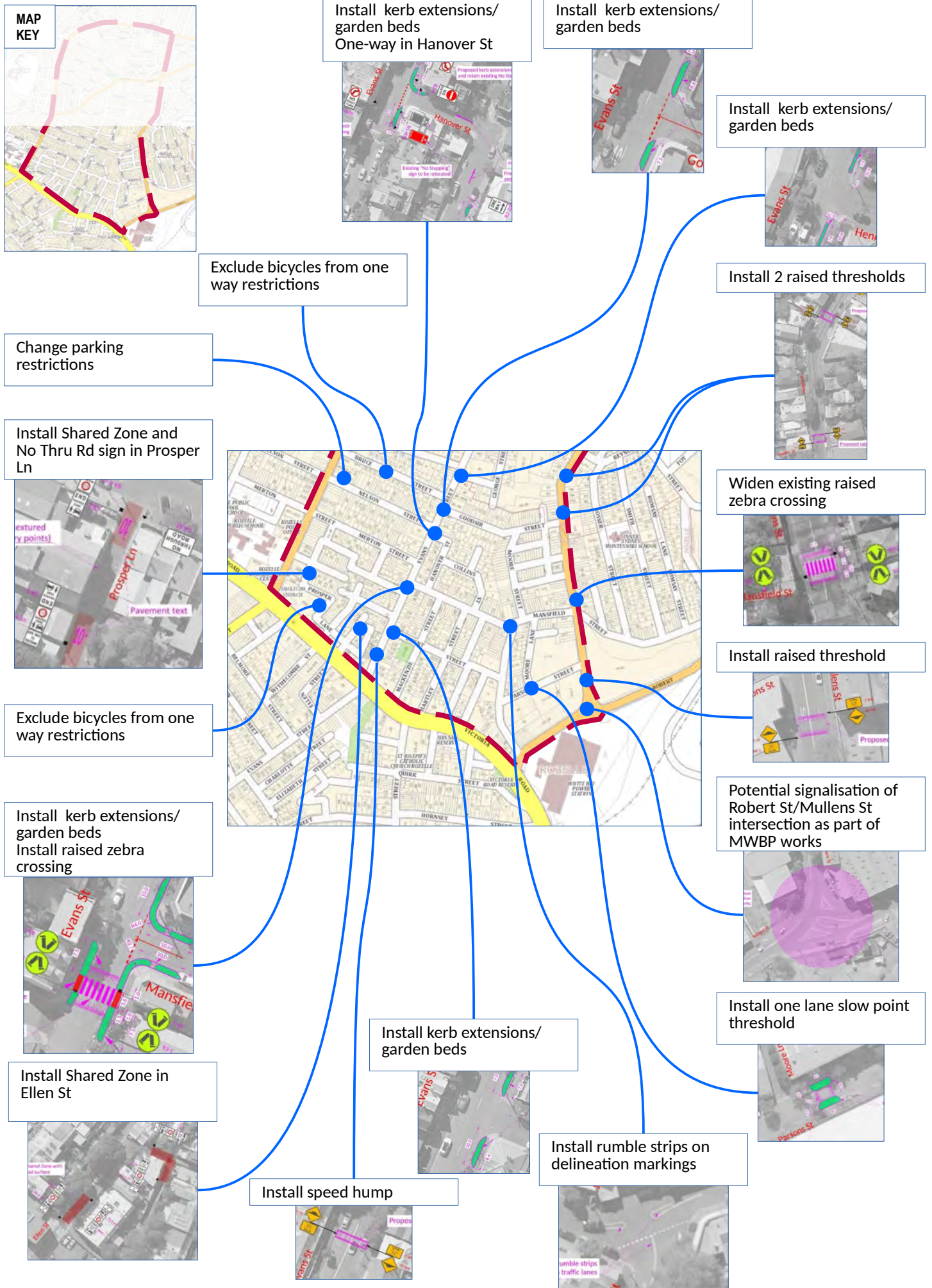
Appendix E.

Summary of recommendations.

Appendix E. Summary of final recommendations for Balmain (northern zone)

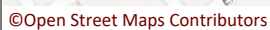


Appendix E. Summary of final recommendations for Balmain (southern zone)





Maps



LEGEND:

 Study area boundary

Functional classification

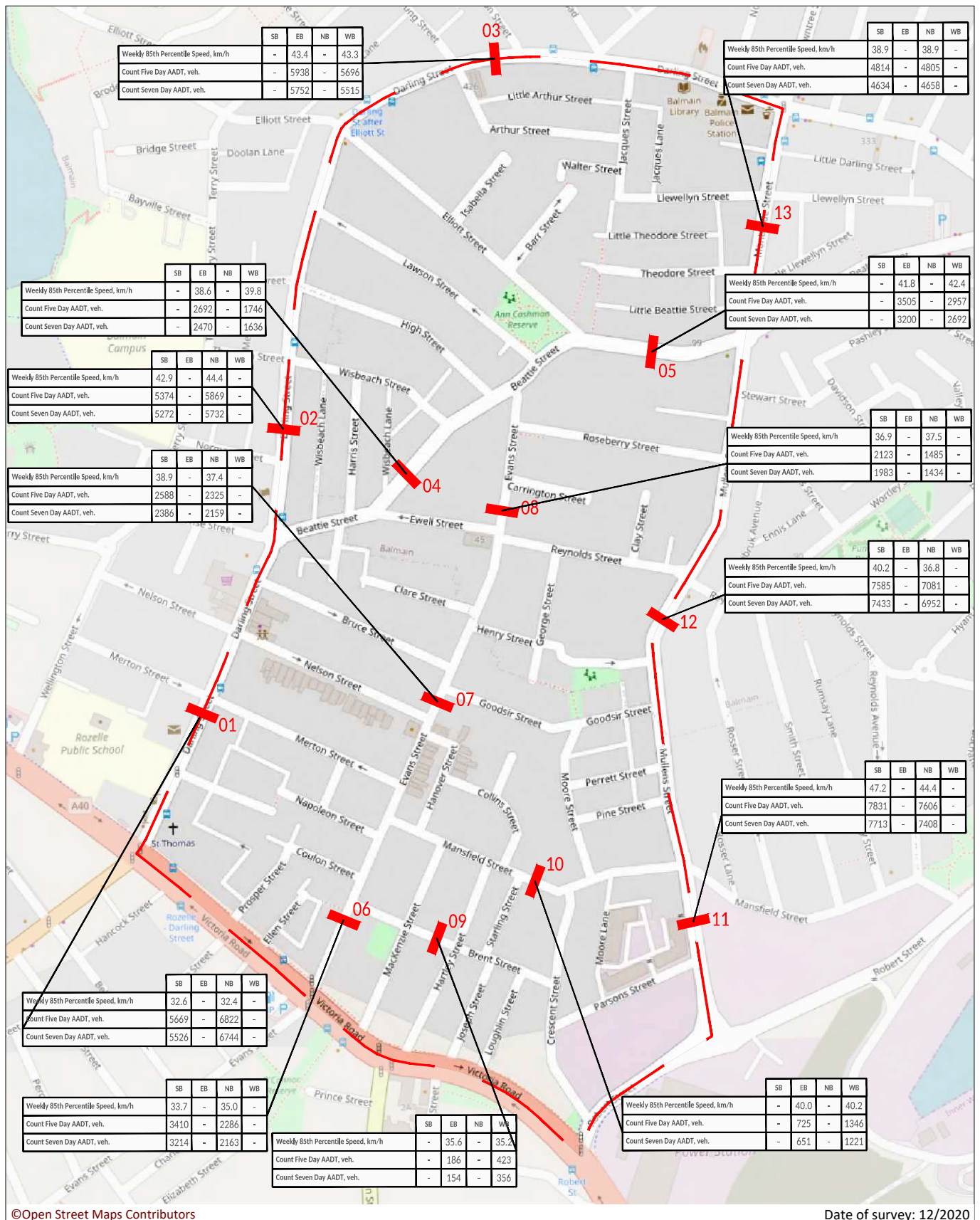
Arterial road

Collector roads

Local road

3t limit

5t limit



©Open Street Maps Contributors

Date of survey: 12/2020

LEGEND

01 - tube ID

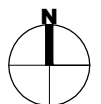
AADT - Annual average daily traffic

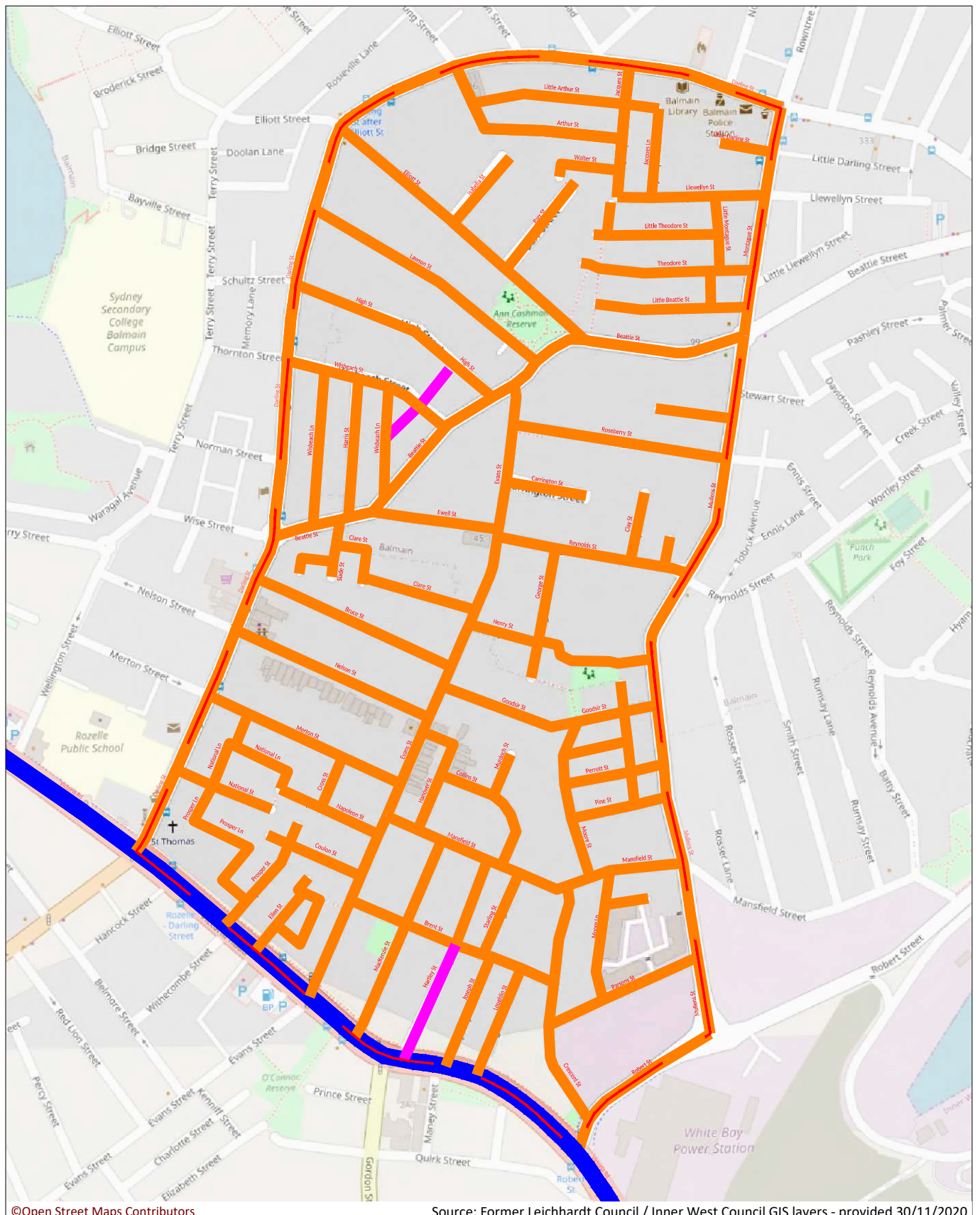
SB - South-bound

EB - East-bound

NB - North-bound

WB - West-bound





©Open Street Maps Contributors

Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

LEGEND

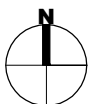
- Study area boundary

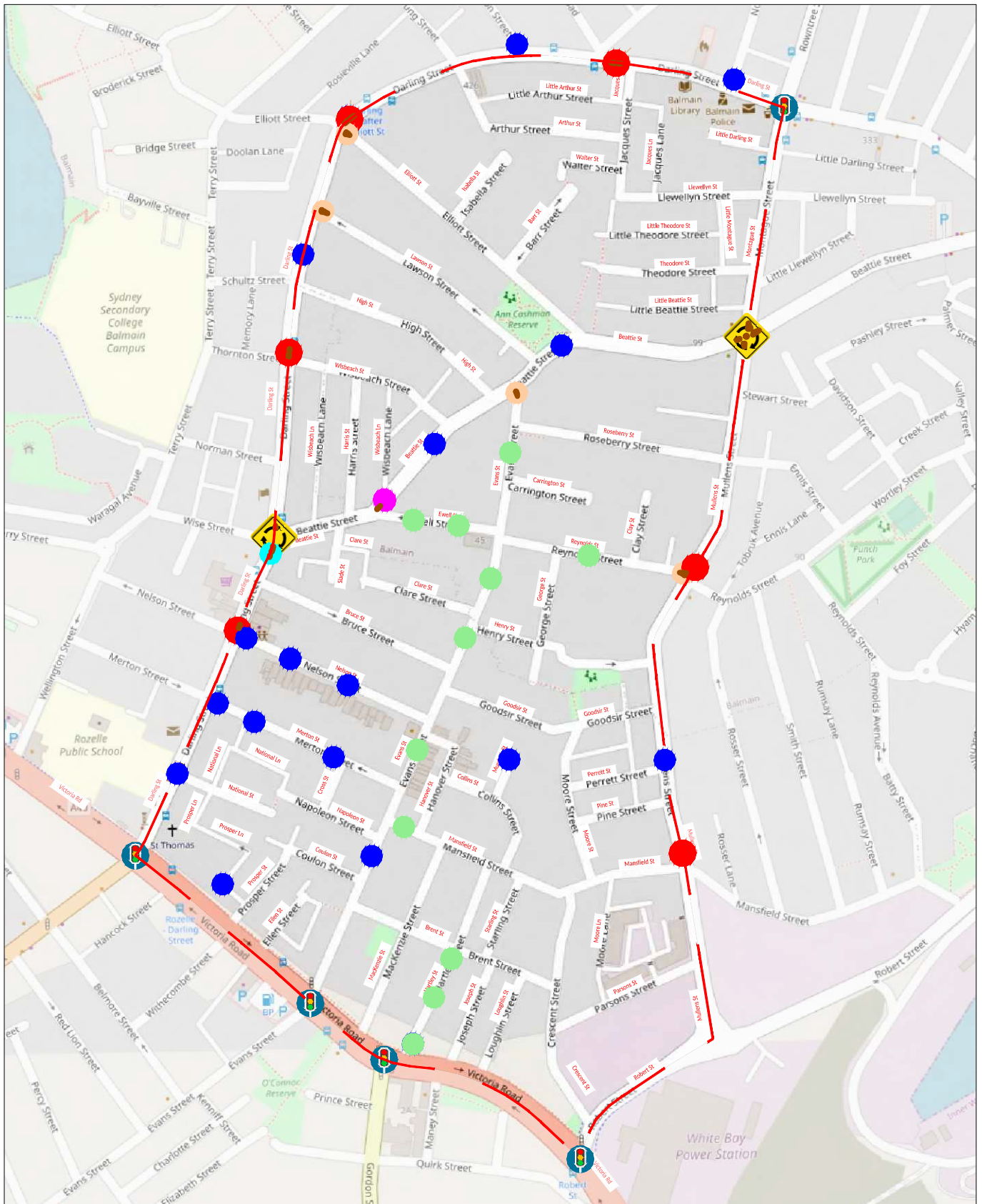
Speed limits

- 10 km/h

- 40 km/h

- 60 km/h





©Open Street Maps Contributors

Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

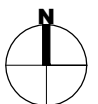
LEGEND:

--- Study area boundary

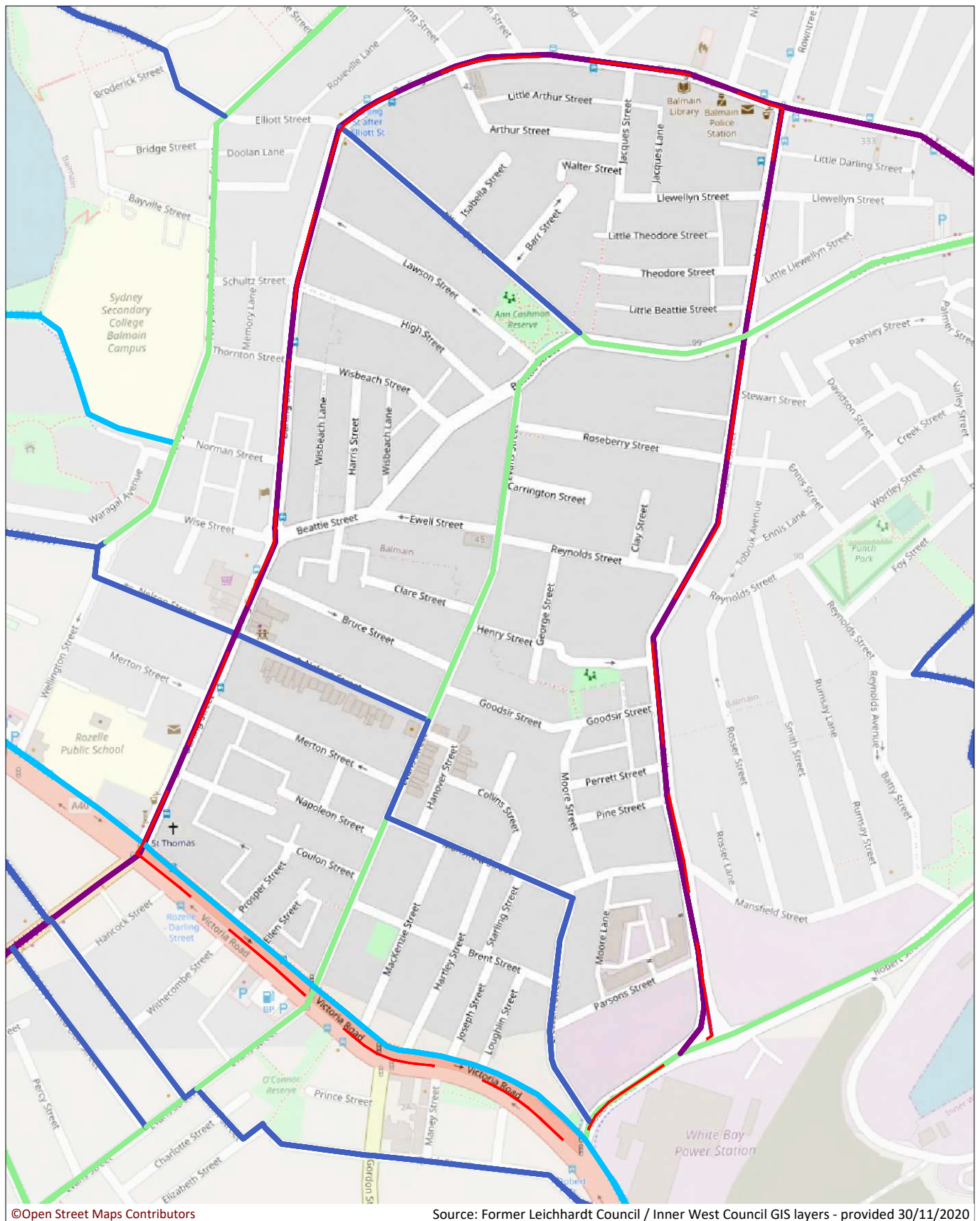
Traffic control device:

- - Pedestrian crossing
- - Pedestrian refuge
- - Speed hump
- - Threshold
- - Raised zebra crossing
- - Speed cushion
- ◆ - Roundabout

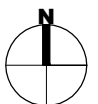
Map 4

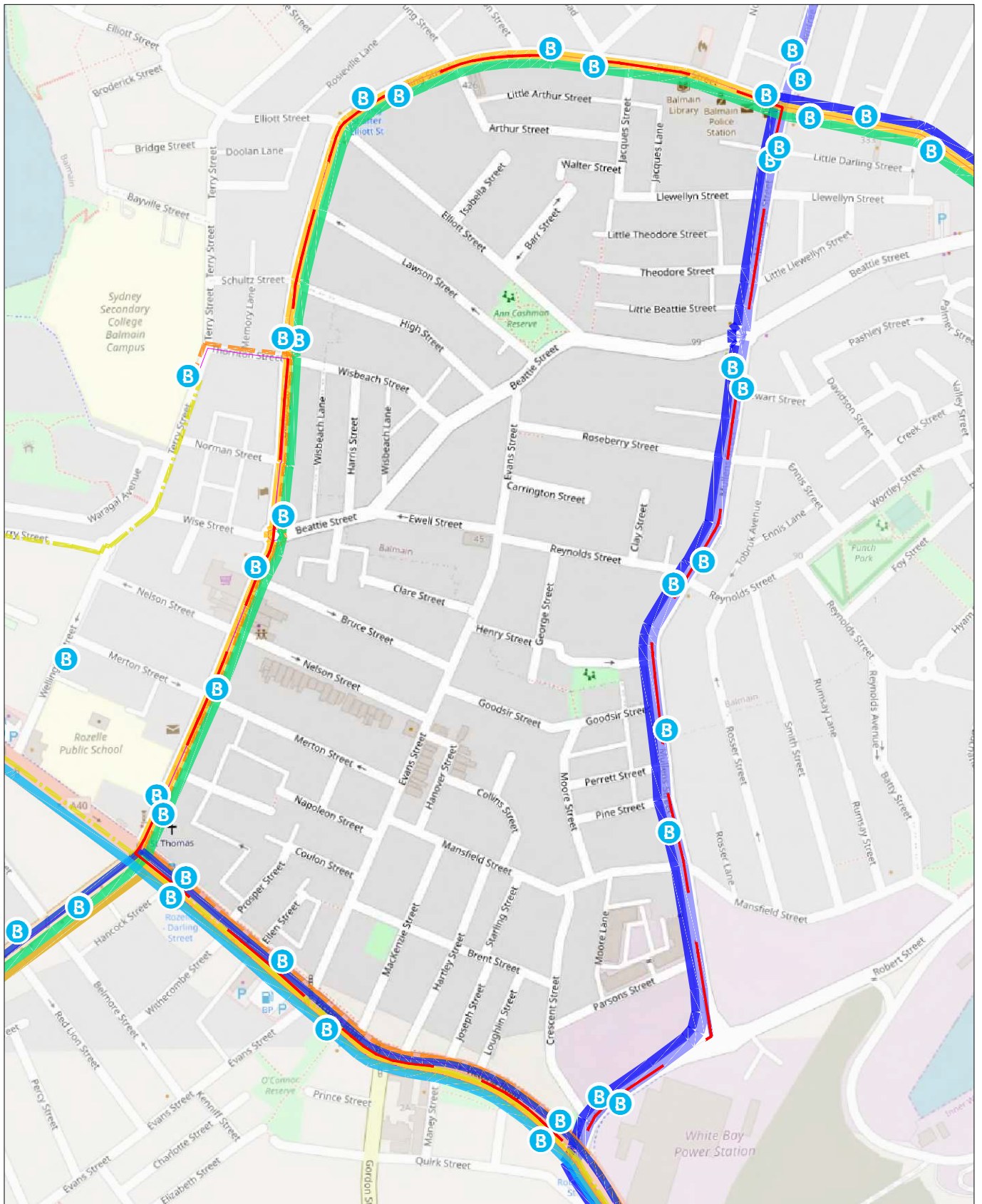


Existing traffic management



- Study area boundary**
- Bicycle routes**
- - Heavy traffic
 - - Heavy traffic/cycle path on road
 - - Light traffic
 - - Mixed traffic
 - - Off road/shared path





©Open Street Maps Contributors

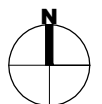
©Transport for NSW

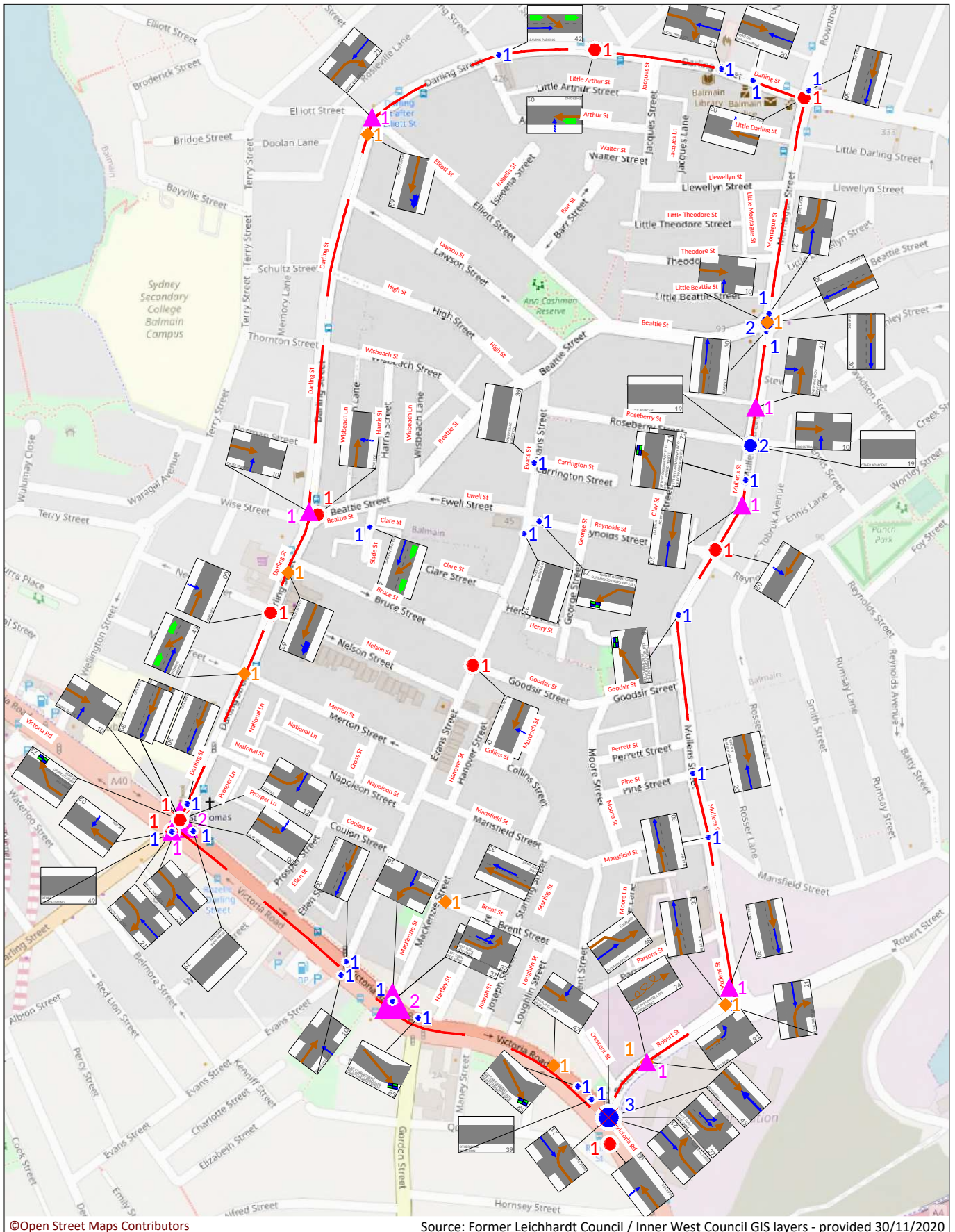
LEGEND

- Study area boundary

Speed limits

- 433
- 440
- 441
- 442
- 445
- 502, 504, x04, 508
- 651S, 652S
- 653S





©Open Street Maps Contributors

Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

Legend:

- Study area boundary

Crash types:

- Vehicles




- Pedestrian





- Motorcycle

- Bicycle

Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

■ - Study area boundary

-  - Motorists exceeding speed limit
-  - Parked cars blocking
-  - Sight obstructions

-  - 1 - 25
 - 25 - 50
 - 50 - 75
 - >75

