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# **BALMAIN LATM**

# FINAL DRAFT REPORT

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Prepared for

**Inner West Council** 

## **Report Document Control**

Project A Local Area Traffic Management Plan for Balmain

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- 4 Traffic management devices
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- 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, Mullens 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 Austroads 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 85<sup>th</sup> 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 probably of a read 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 Llewelyn 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**.

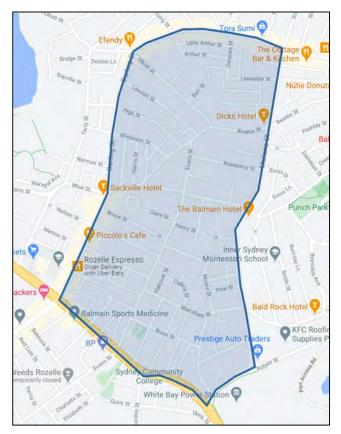


Figure 2-1: Balmain study area

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:
  - o Reducing car use.
  - o Increasing use of public transport.
  - o Increasing walking and cycling.
  - o Improving the streetscape.



# 3 CONTEXT

## 3.1 LAND USE AND POPULATION GROWTH

## 3.1.1 **Leichhardt LEP 2013**

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, as in **Figure 3-2** below. Retailing is located principally in the B2 (local centre) zoning on Darling Street (north east and south west corners).

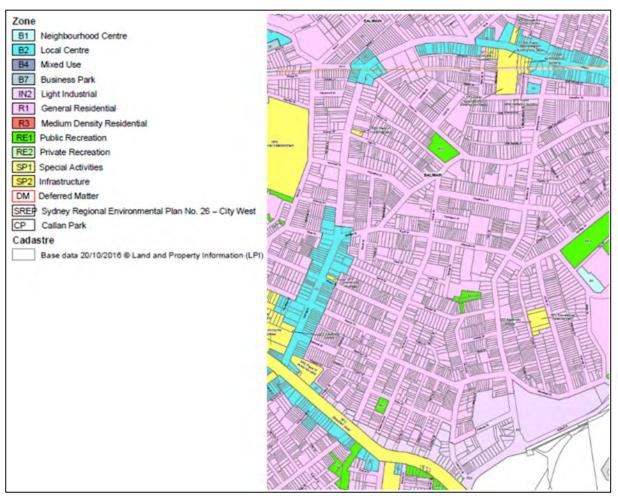


Figure 3-2: Leichhardt LEP 2013

Source: NSW Legislation

## 3.1.2 Surrounding land use attractors

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.

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.



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.



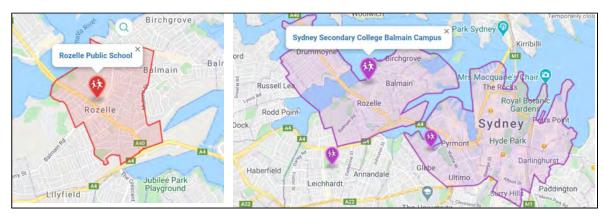


Figure 3-4: Local primary and secondary school catchments.

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.

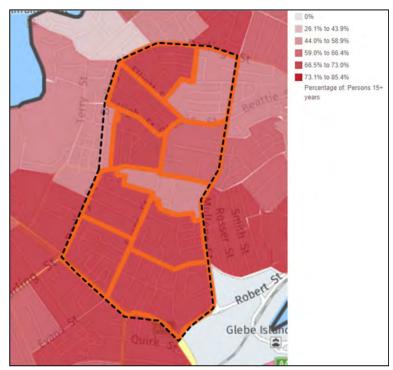


Figure 3-5: Statistical areas within Balmain.

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.

	2016 Labour force participation			Labou	% change		
Main method of travel	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.



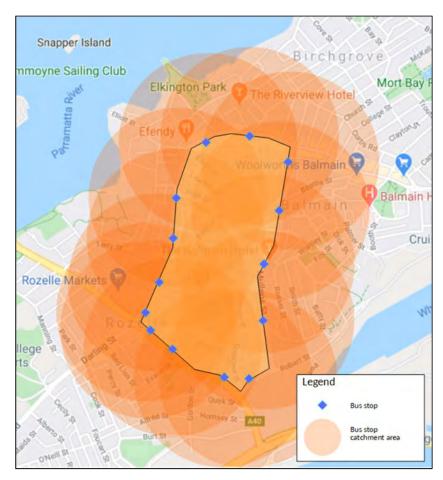


Figure 3-6: Walking catchments to bus stops.

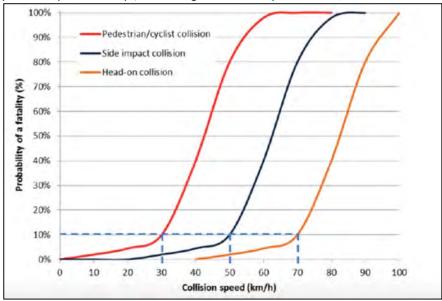


# 4 STATE AND COUNCIL STRATEGIES AND PLANS

#### 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 (Wramborg 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.



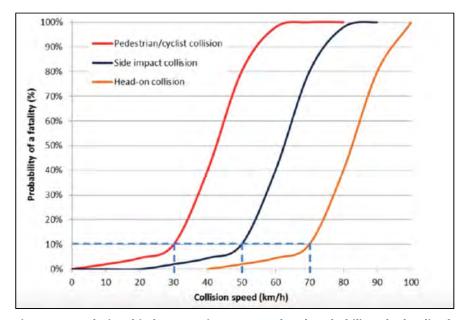


Figure 4-7: Relationship between impact speed and probability of a fatality for different scenarios.

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.



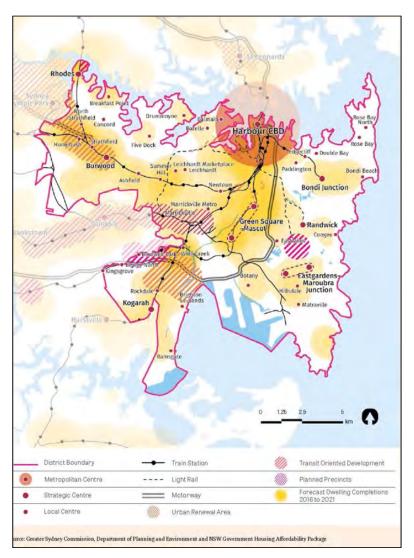


Figure 4-8: Eastern City District future housing supply.

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 landuse 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



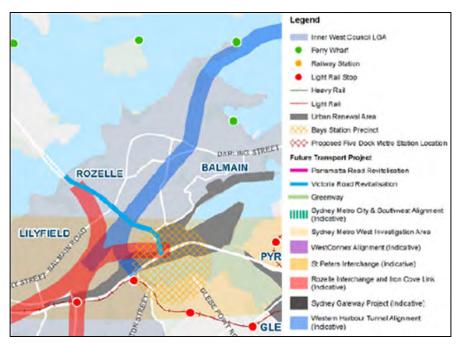


Figure 4-10: Key planning transport projects.

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/marking.

#### 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.



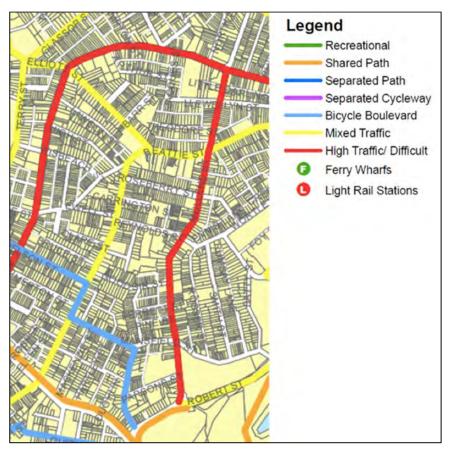


Figure 4-11: Proposed bicycle network.

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 transporta-

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.

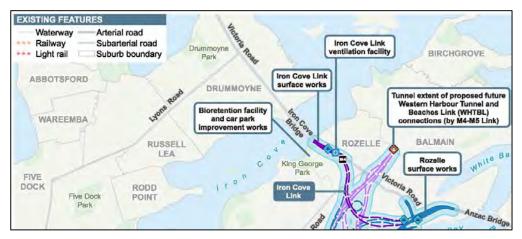


Figure 4-12: WestConnex Stage 3 (M4-M5 Link) works near the study area.

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.



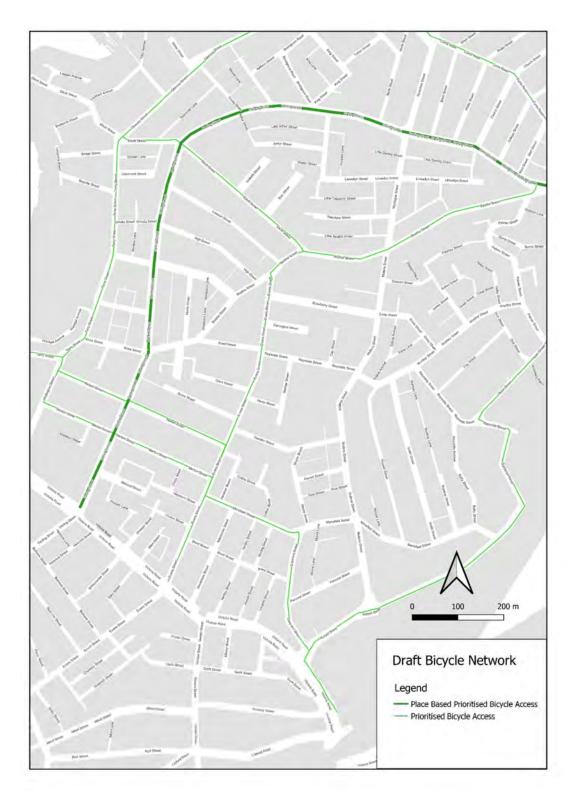


Figure 4-13: Draft Bicycle Network (draft IWCS 2021).



## 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:

: Predominantly carry through traffic from one region to anoth-

•	Arterial	er, 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) Residential area	No limit	20,000 vehicles per day max	5,000 vehicles per day max	2,000 vehicles per day max		
	Other area	No limit	20,000 vehicles per day max	10,000 vehi- cles 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  Medians  Min. carriageway width	4 or more Yes 13 m	2 or more As needed 7 m	2 or more No 7 m	1 or more No 4 m		
Traffic management	Parking Lane and separation lines Property access Control of turning vehicles Right turn bays Road closures LATM devices SATM devices	None Yes Minimised Median control Yes None	Prefer none Yes Minimised Maybe control Preferred None Yes	Yes Maybe Yes No No Possible Yes	Yes No Yes No No Yes Yes		
0 //		Grade separat- ed or signals	Signals or refuge	Marked cross- ing, children's crossing or refuge	Marked cross- ing, children's crossing or ref- uge		

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 class Road type		Maximum peak hour volume (veh/hr)	
Local	Access way	25	100	
	Street	40	200 environmental goals	
		40	300 maximum	
Collector	Street	50	300 environmental goals	
Collector	Jucci	30	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 die 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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:

- o 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 Wisbeach 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
- o 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)
- o Reynolds Street after intersection with Mullens Street

Raised zebra crossings are situated at the following locations:

- Darling Street (north of intersection with Nelson Street)
- o 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)
- o Darling Street (east of intersection with Kings Street)
- Darling Street (south of T-section with Jacques Street)
- o 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 classifica- tion	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)	Υ	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)	Z	40	43.3	43.4	Y
Brent Street	Balmain	MacKenzie St & Hartley St	09/12/20 - 15/12/20	Local	154 (EB) 356 (WB)	Υ	40	35.4	35.6	Υ
Darling Street	Balmain	Victoria Rd & Merton Street	09/12/20 - 15/12/20	Regional	6,744 (NB) 5,526 (SB)	Υ	40	34.8	35.7	Υ
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)	Υ	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	Υ
Evans Street	Balmain	Nelson St & Goodsir St	10/12/20 - 16/12/20	Collector	2,159 (NB) 2,386 (SB)	Υ	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)	Υ	40	38.2	37.0	Y



Road	Suburb	Location - between streets	Count date	Functional classifica- tion	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)	Υ	40	40.1	40.1	Υ
Montague Street	Balmain	Theodore St & Llewellyn St	10/12/20 - 16/12/20	Regional	4,658 (NB) 4,634 (SB)	Υ	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)	Υ	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)	Υ	40	37.8	41.3	Υ

## **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 in- volved	0	5	34	39	23	22	10	133
% of persons in- volved	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 Roberst 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 probably of a read 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.

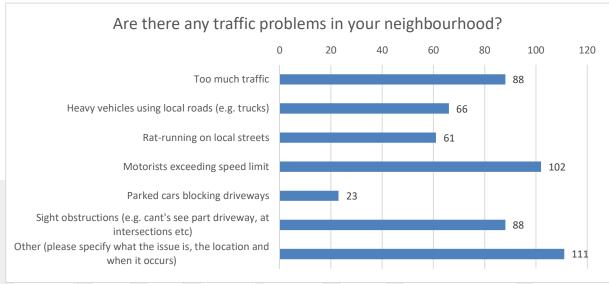


Figure 7-14: Overall rating of traffic problems.

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.

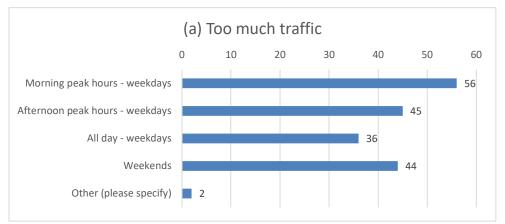


Figure 7-15: Detailed rating - Too much traffic.

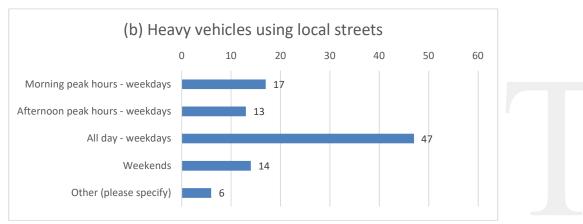


Figure 7-16: Detailed rating - Heavy vehicles using local streets.



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.

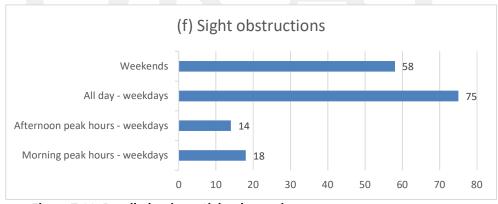


Figure 7-20: Detailed rating - Sight obstructions.

## 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	HEAVYVEHICLES	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
Mulllens 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</li>
- 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
  - o No crashes were reported for this intersection.
- Council's request
  - o 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**.

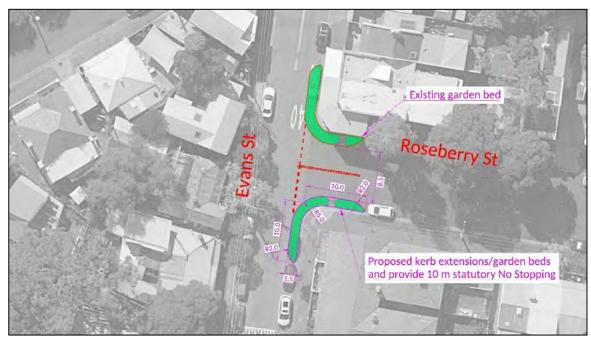


Figure 9-21: Evans Street / Roseberry Street intersection proposal.

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
  - o One crash was reported, RUM 39 "other same direction"
- Council's request
  - o 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.

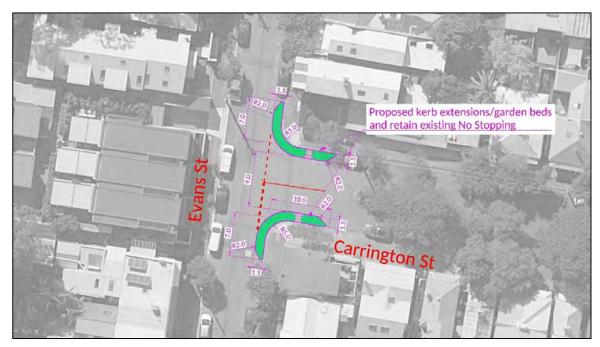


Figure 9-22: Evans Street / Carrington Street intersection proposal.

# 9.3.3 Evans Street / Henry 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
  - o No crashes were reported for this intersection.
- Council's request
  - o 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 9-23**.



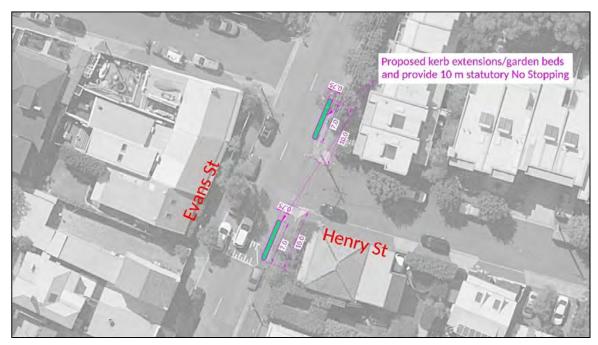


Figure 9-23: Evans Street / Henry Street intersection proposal.

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

- 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
  - o One crash was reported, RUM code 00 "pedestrian near side"
- Council's request
  - o 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

- 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.
  - o 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
  - o 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.

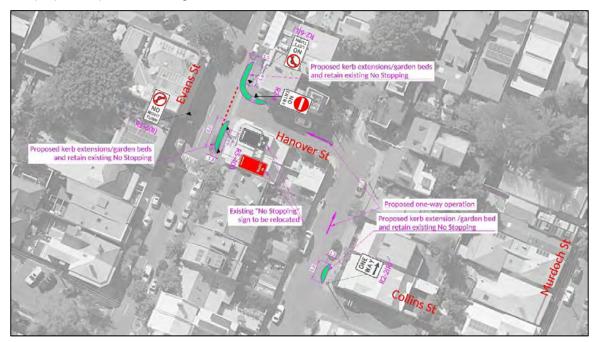


Figure 9-25: Evans Street / Hanover Street / Collins Street intersections proposal.

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
  - o No crashes were reported for this intersection.
- Council's request
  - o 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 ≥ 30
            AND
            (b) V ≥ 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.



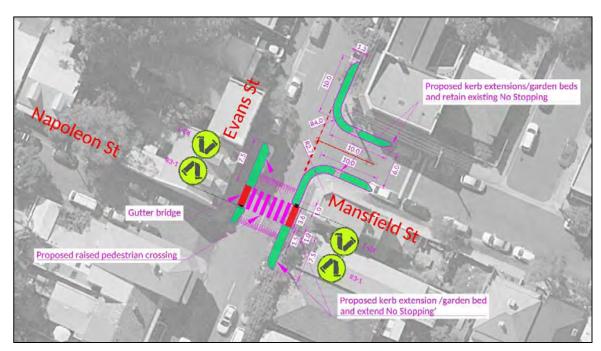


Figure 9-26: Evans Street / Mansfield Street intersection proposal.

### 9.3.7 Evans Street / Brent 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
  - o No crashes were reported for this intersection.
- Council's request
  - o 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 9-27**.

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.

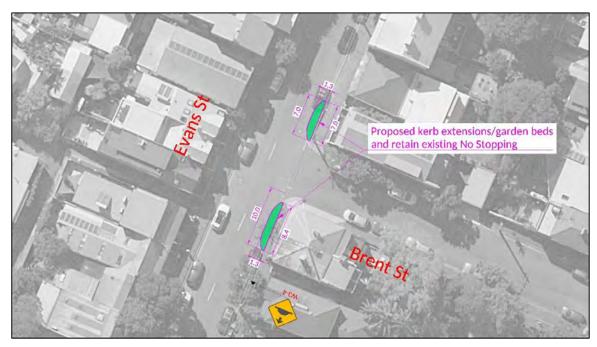


Figure 9-27: Evans Street/ Brent Street intersection proposal.

## 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
  - o One crash was reported, RUM 42 "leaving parking"
- Council's request
  - o 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**

- 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
  - o No crashes were reported for this location.
- Council's request
  - o 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

- 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 85<sup>th</sup> 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
  - o 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

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

- o Three crashes RUM 30 "rear end"
- o One crash RUM 10 "cross traffic"
- o 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 85<sup>th</sup> 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

- o Two crashes RUM 71 "left off carriageway into object/parked vehicle" near the bend.
- o One crash RUM 20 "head on (not overtaking)" near the bend.

# Council's request

o 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 85<sup>th</sup> 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
  - o 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
  - o One crash RUM 30 "rear end".
- Council's request
  - o 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
  - o 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

- 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

- Community consultation responses
  - The community responses indicated a need for an accessible parking space (for mobility impaired users) near "Doctors on Darling".
- Crash data
  - o 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 Llewelyn 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

- 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

- o No crashes were reported for this intersection.
- Council's request
  - o 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

- 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

o 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
  - o No crashes were reported for this intersection.
- Council's request
  - o 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
  - o One crash RUM 42 "leaving parking".
- Council's request
  - No specific reguests 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**.

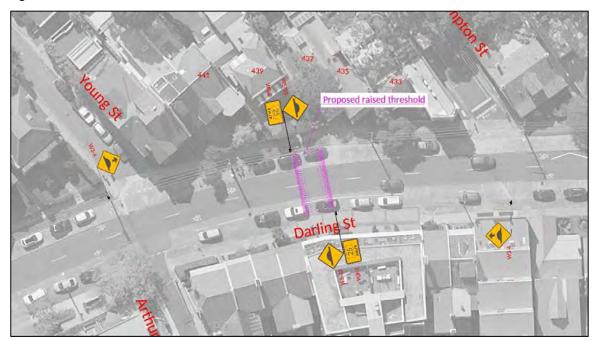


Figure 9-41: Darling Street between Young Street and Hampton Street proposal.

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
  - o One crash RUM 02 "far side" (collision with a pedestrian on the crossing).
- Council's request
  - o 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
  - o 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
  - o 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
  - o No crashes were reported for this location.
- Council's request
  - o 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**.



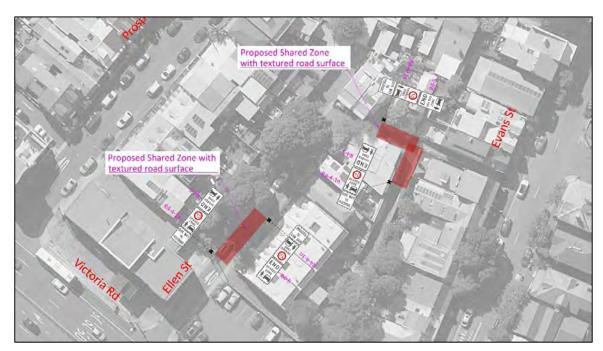


Figure 9-44: Ellen Street proposal.

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

- 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
  - o One crash RUM 02 "far side" (collision with a pedestrian, exact location not specified).
- Council's request
  - o 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**.

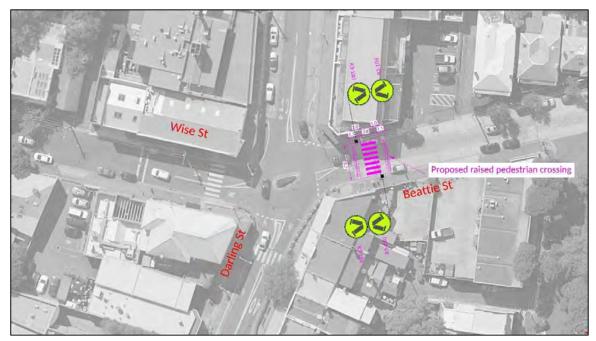


Figure 9-45: Darling Street / Wise Street / Beattie Street proposal.

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

- Community consultation responses
  - o 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**.

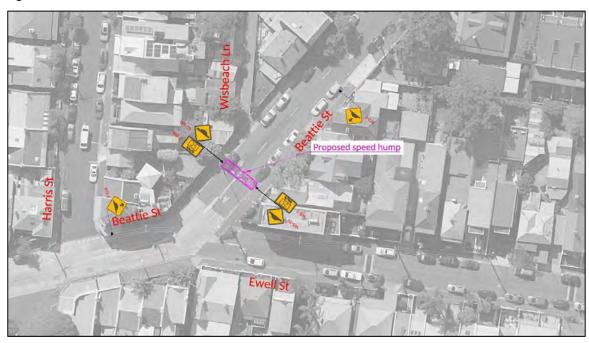


Figure 9-46: Beattie Street between Ewell Street and Wisbeach Lane proposal.

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

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

- o Two crashes RUM 30 "rear end".
- o 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
  - o 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

- Community consultation responses
  - o No community responses for this location.
- Crash data
  - o 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.



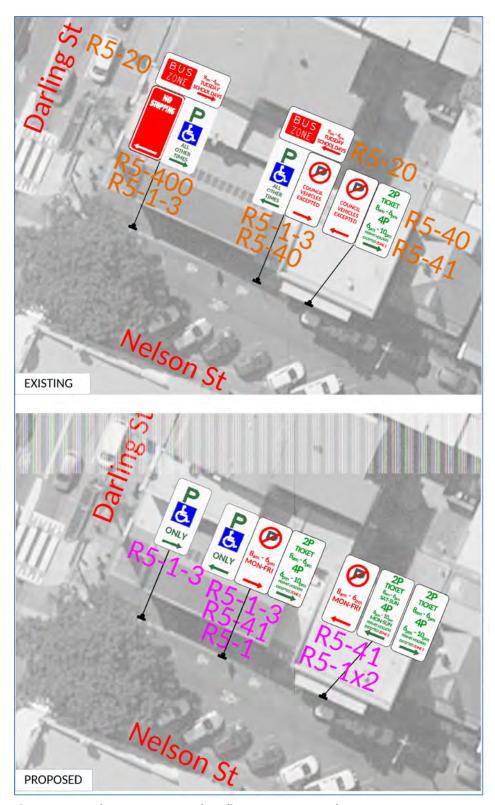


Figure 9-49: Nelson Street east of Darling Street proposal.

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
  - o 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.



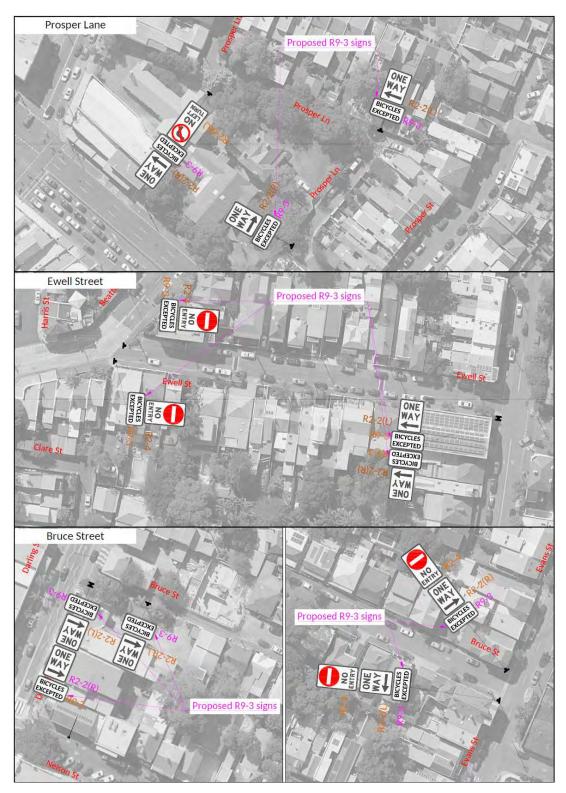


Figure 9-50: Prosper Lane, Ewell Street and Bruce Street proposal.

## 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	ТВС
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	Beattle St / Mullens St	Beattle 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
			Prosper St at		Give way signs and pavement marking required to enable cyclists to give way at each	signposting and linemarking Share the Path as per	20,000		
Rozelle	7	Victoria Rd	Manning Funerals	Conflict pedestrians and cyclists	intersection	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 Councis decision to provide facilities	at grade zebra crossing with blisters	\$ 25,000	High.	Yes
Rozelle	16	Merton St	Blister islands at	Approved location for blister islands	Concur with Councils decision to provide facilities	concur with Councils decision to provide facilities	funding allocated & project	High	Yes

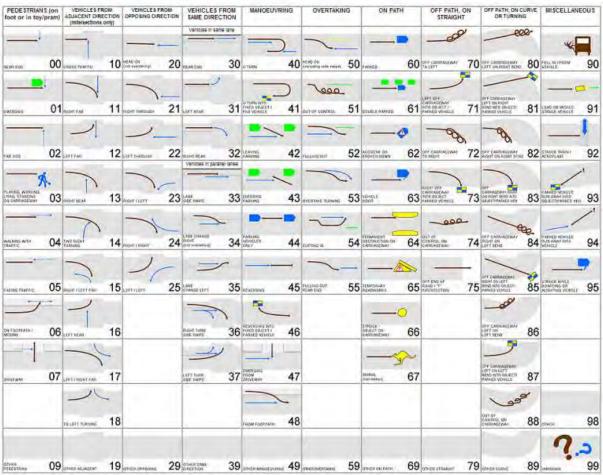


# 2021 PAMP RELEVANT WORKS PROGRAM WITHIN BALMAIN LATM STUDY AREA

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



Definitions and notes to support road crash data - Juris 2014

9



## Appendix C.

**Engagement Outcomes Report** 

# THE WEST



Engagement outcomes report Balmain LATM

# Contents

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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.

Are there any traffic problems in your neighbourhood?

0 20 40 60 80 100 120

Too much traffic

Heavy vehicles using local roads (e.g. trucks)

Rat-running on local streets

Motorists exceeding speed limit

Parked cars blocking driveways

Sight obstructions (e.g. cant's see part driveway, at intersections etc)

Other (please specify what the issue is, the location and when it occurs)

Figure 1.1. Overall Rating of Traffic, Cycling or Pedestrian

**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 1.2 Too Much Traffic



Figure 1.3 Heavy Vehicles



Figure 1.4 Rat Running



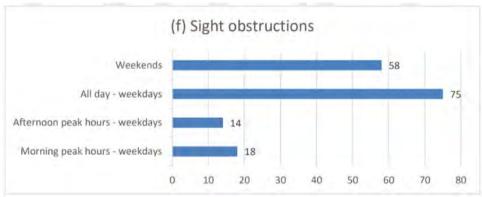
Figure 1.5 Exceeding Speed Limits



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

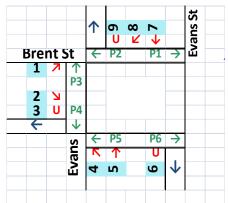
STREET NAME	TOO MUCH TRAFFIC	HEAVY VEHICLES	RAT RUNNING	EXCEEDING SPEED LIMITS	PARKED CARS BLOCKING DRIVEWAYS	SIGHT OBSTRUCTIONS
Beattie Street	13	9	12	15	0	6
Brent Street	7	5	8	6	2	8
Crescent Street	2	2	8	3	3	0
Darling Street	21	8	15	24	0	10
Victoria Road	16	4	6	6	0.	6
Elliott Street	0	2	0	3	1	3
Evans 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
Mulliens 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.

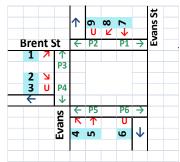
Traffic counts

# C02 Weekday, Evans Street and Brent Street



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																																														$\perp$
FROM	то		1				2				:	3			-	4				5			-	6				7			8	3			9	7		TOTAL	D1	P2	Р3	P4	P5	P6	P7	Ι.
FROIVI	10	LV	HV	Bus B	ic. I	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	Н۷	Bus	Bic.	LV	HV	Bus	Bic.	IOIAL	FI	FZ	F 3	F-4	F 3	70	٢,	ľ
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	0	0	0	0	0	0	0	0	0	0	0	
	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	0	0	0	0	0	0	0	0	0	0	0	
	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	0	0	0	0	0	0	0	0	0	0	0	
	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	0	0	0	19	2	0	0	0	0	0	0	
	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	0	0	0	28	0	0	0	0	0	0	0	
	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	0	0	0	39	0	1	0	1	1	0	0	Τ
	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	0	0	0	57	0	0	0	1	0	0	0	
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	0	0	0	69	0	2	0	4	2	0	0	
	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	0	0	0	83	2	0	2	0	0	1	0	
	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	0	0	0	81	2	0	4	0	0	2	0	
	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	0	0	0	117	0	3	1	2	0	4	0	
	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	0	0	0	117	0	0	0	2	0	1	0	
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	0	0	0	124	2	1	2	3	1	3	0	T
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	0	0	0	133	2	1	1	3	1	6	0	Ī
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	0	0	0	155	1	3	4	4	0	3	0	T
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	0	0	0	125	2	1	2	0	4	0	0	T
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	0	0	0	117	0	0	1	0	0	0	0	Ī
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	0	0	0	108	3	0	0	0	2	0	0	Ī
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	6:00	0	0			_	0	0	0	0	0	0	0	1	0	0	0	14	0	Bus 0	Bic.	0	0	Bus	0	1	0	0	0	2	0	Bus 0	0	0	0	0	0	19	2	0	0	0	0	0	0	+
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	6:30	7	1		_	_	0	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	0	86	2	1	0	1	1	0	0	+
	6:45	7	2				0	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	0	143	2	1	0	2	1	0	0	+
	7:00	13	2	0	_	2	0	0	0	0	0	0	0	3	1	0	0	105		0	5	0	0	0	0	40	2	0	2	7	0	0	0	1	0	0	0	193	0	3	0	6	3	0	0	+
	7:15	17	2			3	1	0	0	0	0	0	0	2	1	0	1	134		0	8	1	0	0	0	52	2	0	2	11	0	0	0	1	0	0	0	248	2	3	2		3	1	0	+
	7:30	18	1		_	6	1	0	1	0	0	0	0	4	1	0	2	163		0	9	1	0	0	0	57	2	0	1	13	0	0	0	1	0	0	0	290	4	2	6	5	2	3	0	+
	7:45	23	0			9	1	0	1	0	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	0	350	4	5	7	6	2	7	0	+
	8:00	22	1		`	10	2	0	1	0	0	0	0	7	0	0	2	220	5	0	9	1	0	0	0	96	1	0	1	17	0	0	0	0	0	0	0	398	4	3		4	0	8	0	+
	8:15	27	1			8	1	0	1	0	0	0	0	14	0	0	1	244	5	0	5	0	0	0	0	108	-	0	1	18	0	0	0	0	0	0	0	439	4	4	7	7	1	10	0	4
	8:30	24	1			6	1	0	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	0	491	4	5	4	10		14	0	4
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	9:15		2	_		-	0	0	0	0	0	0	0	10		0		295		0	3	0	0	0	0	167	2	0		16	1	0	0	0	0	0	0	530	5	5		7	5	9	0	4
8:30 -	9:30	20	3	0	0	8 f	0	0	0	0	0	0	0	13	1 0	0	0	277	1 8	0	3	0	0	0	0	154	r 1	0	0	17	1	0	0	0	0	0	0	505	6	4	7	4	6	3	0	п

# C02 Weekday, Evans Street and Brent Street



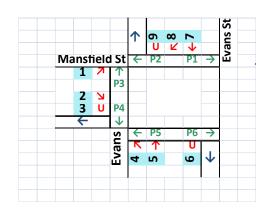
FROM		то			1				2			;	3			•	4				5			•	6			7	7				8				9		TOTA
FROIVI		10	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	Н۷	Bus	Bic.	LV	HV	Bus	Bic.	1017
14:00	-	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0	0	57
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	0	0	12:
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	0	0	12
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	0	0	13
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	0	0	11
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	0	0	11
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	0	0	9
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	0	0	12
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	0	0	11
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	0	0	10
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	0	0	1:
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	0	0	1:
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	0	0	12
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	0	0	1:
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	0	0	1:
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	0	0	1:
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	0	0	9.
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	0	0	7.
TC	DTAL		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	0	17:

P1	P2	Р3	P4	P5	Р6	P7	Р8
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		:	1				2				3				4				5				6				7			8	3			9	7		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.	IOIAL												
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	Р3	P4	P5	Р6	Р7	Р8
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

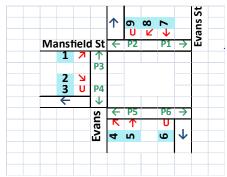


FROM	то			1				2					3				4				5				6				7				8				9		Ι.	OTAL	D1	D2	D2	D/	D.	. D	6 P	, T <sub>D</sub>
FROM	10	LV	HV	Bus	Bic	. L\	/   H	۱V	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic	. LV	HV	Bus	Bic.	LV	HV	Bu	s Bic	. LV	HV	Bu	s Bio	. '	OTAL	PI		"			)   P	٦	
6:15 ·	6:30	1	1	0	0	3		0	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	0		38	(	) (	0	0	0	0	0	0
6:30 ·	6:45	10	0	0	0	4		1	0	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	0		62		2 (	0	2	0	0	1	0
6:45 ·	7:00	7	0	0	0	8		0	0	1	0	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	0		74		1 :	1	0	2	0	0	0
7:00	7:15	7	1	0	0	6	-	0	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	0		85		1 (	)	2	0	1	0	0
7:15 ·	7:30	9	0	0	0	6	-	0	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	0		76		2 2	2	5	4	0	3	0
7:30 ·	7:45	21	1	0	0	10	) (	0	0	1	0	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	0		123		1 :	1	2	1	0	2	0
7:45 ·	8:00	12	1	0	0	10	) (	0	0	1	0	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	0		130	-	3 (	0	1	2	1	3	0
8:00	8:15	11	0	0	1	7		0	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	0		124	-	3 2	2 .	4	5	0	1	0
8:15 ·	8:30	15	0	0	0	15	5	1	0	1	0	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	0		145		2 (	3	3	3	0	3	0
8:30 ·	8:45	21	0	0	0	21	1 (	0	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	0		189	(	) :	1	2	2	0	5	0
8:45 ·	9:00	22	0	0	1	12	2 (	0	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	0		164		5 2	2	6	2	1	6	0
9:00	9:15	12	0	0	1	9		1	0	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	0		137		1 :	3	1	0	0	1	0
9:15 ·	9:30	9	0	0	0	11	1 (	0	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	0		114		1 :	1	1	1	0	3	0
9:30 ·	9:45	11	0	0	0	6	-	0	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	0		86	4	4 (	3	0	2	1	1	0
9:45 ·	10:00	19	0	0	0	5	-	0	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	0		96		2 (	0	3	3	1	4	0
10:00	10:15	12	0	0	1	3		1	0	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	0		91		2 2	2	1	1	0	1	0
10:15	10:30	10	0	0	0	8		0	1	0	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	0		112		3 2	2	1	1	0	3	0
TO	TAL	209	4	0	4	14	4 4	4	1	4	0	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	0		1846	33	23	34	29	5	37	7 0	1
Morni	ng peak			1				2					3				4				5				6				7				8				9		Ι.	OTAL	D.4	D.			Ι,	.   _	6 P	Π.
	COLUNITO			-	1	+	- 1 -				_		_	-	-	_	_	_		_	_	_	-	_		_		_	_		-		_		-	_	_	_	- 1	OTAL	P1	1 P2	1 P3	1 124	FIPS	אן כ	ם ו פ	/ I ŀ

Morning peak			L				2				3			-	+				5			•	D				/			•	В			,	,		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.	IOIAL												
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	0	259
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	0	297
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	0	358
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	0	414
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	0	453
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	0	522
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	0	588
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	0	622
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	0	635
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	0	604
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	0	501
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	0	433
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	0	387
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	0	385

P1	P2	Р3	P4	P5	Р6	P7	Р8
4	1	4	2	1	1	0	0
6	3	9	6	1	4	0	0
5	4	9	7	1	5	0	0
7	3	10	7	2	8	0	0
9	5	12	12	1	9	0	0
9	6	10	11	1	9	0	0
8	6	10	12	1	12	0	0
10	8	15	12	1	15	0	0
8	9	12	7	1	15	0	0
7	7	10	5	1	15	0	0
11	9	8	5	2	11	0	0
8	7	5	6	2	9	0	0
9	6	5	7	2	9	0	0
11	7	5	7	2	9	0	0

# C03 Weekday, Evans Street and Mansfield Street

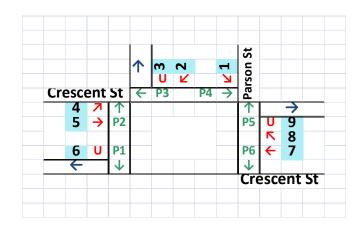


FROM	1	го			1				2				;	3		ļ.,		4				5	1			6					7				8				9	1	TOTAL		P1	P2	Р3	P4	P5	١
				HV	Bus	-	. LV	H\	V B	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bu	s Bic	. L\	/ H	_	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV		_	Bic.		1 L						l
14:00		4:15	10	1	0	0	7	1		0	0	0	0	0	0	2	0	0	0	26	1	0	0	0		)	0	0	19	1	0	0	7	0	0	0	0	0	0	0	75		1	1	2	0	1	l
14:15		4:30	10	0	0	0	9	0	١	0	0	1	0	0	0	7	0	0	0	31	1	1	0	0	C	)	0	0	25	2	0	0	5	0	0	0	0	0	0	0	92		5	1	0	0	0	1
14:30	- 14	1:45	11	0	0	0	11	0	-	0	1	0	0	0	0	2	0	0	0	41	1	0	0	0	C	0	0	0	28	0	0	1	3	0	0	0	0	0	0	0	99		0	2	2	0	1	ſ
14:45	- 15	5:00	9	0	0	0	7	0		0	0	0	0	0	0	2	0	0	0	52	0	0	1	0	C	0	0	0	35	0	0	0	10	0	0	1	0	0	0	0	117		0	2	1	5	1	ſ
15:00	- 15	5:15	25	0	0	0	13	0	1	0	0	0	0	0	0	8	0	0	0	64	1	0	1	0	C	)	0	0	34	1	0	0	9	0	0	0	0	0	0	0	156	lſ	0	2	2	2	8	ſ
15:15	- 15	5:30	12	0	0	0	10	0	1	0	1	0	0	0	0	8	0	0	0	76	1	0	0	0	C	)	0	0	34	0	0	1	5	0	0	0	0	0	0	0	148	lſ	1	8	3	2	1	ſ
15:30	- 15	5:45	17	0	0	0	13	2		0	0	0	0	0	0	7	0	0	0	57	4	0	0	0	C	)	0	0	31	2	0	1	4	0	0	0	0	0	0	0	138		1	3	2	1	0	ſ
15:45	- 16	5:00	10	1	0	1	12	0		0	0	0	0	0	0	7	0	0	0	43	1	0	0	0	C	)	0	0	31	0	0	4	11	0	0	0	0	0	0	0	121	1 [	0	2	1	0	0	ſ
16:00	- 16	5:15	12	0	0	0	15	0	1	0	0	0	0	0	0	2	0	0	0	40	0	0	0	0	C	)	0	0	32	0	0	0	10	0	0	0	0	0	0	0	111	lſ	1	1	2	2	0	ſ
16:15	- 16	5:30	14	0	0	0	20	0	1	0	1	0	0	0	0	5	0	0	0	63	0	0	1	0	C	)	0	0	29	0	0	2	7	0	0	0	0	0	0	0	142	1 [	1	1	1	0	2	ſ
16:30	- 16	5:45	7	0	0	0	11	. 0	1	0	2	0	0	0	0	8	0	0	0	44	0	0	1	0	C	)	0	0	42	0	0	2	5	0	0	0	0	0	0	0	122	1 [	0	1	1	1	1	ſ
16:45	- 17	7:00	12	0	0	0	19	0	1	0	1	0	0	0	0	12	1	0	0	45	0	0	1	0	C	)	0	0	50	0	0	0	7	0	0	0	0	0	0	0	148	ll	1	2	2	1	0	ſ
17:00	- 17	7:15	14	0	0	1	11	. 1		0	1	0	0	0	0	4	0	0	0	52	0	0	0	0	C	)	0	0	39	2	0	1	6	0	0	0	0	0	0	0	132	1 [	0	1	2	3	0	ſ
17:15	- 17	7:30	17	0	0	0	19	1		0	0	0	0	0	0	7	0	0	0	40	0	0	0	0	C	)	0	0	37	0	0	1	12	0	0	0	0	0	0	0	134	1 [	1	6	1	1	2	ſ
17:30	- 17	7:45	19	0	0	0	12	0	)	0	1	0	0	0	0	5	0	0	0	46	0	0	0	0	C	)	0	0	32	0	0	2	7	0	0	0	0	0	0	0	124	ll	0	0	2	0	1	ſ
17:45	- 18	3:00	9	0	0	0	14	0		0	0	0	0	0	0	5	0	0	0	48	0	0	0	0	C	)	0	0	39	0	0	2	4	0	0	0	0	0	0	0	121	1	2	1	5	6	2	r
18:00	- 18	3:15	12	0	0	0	14	0	1	0	0	0	0	0	0	3	0	0	0	36	0	0	1	0	C	)	0	0	40	0	0	0	8	0	0	0	1	0	0	0	115	l f	0	5	2	4	0	t
18:15	- 18	3:30	9	0	0	0	14	0	1	0	1	0	0	0	0	2	0	0	0	37	1	0	2	0	(	)	0	0	35	0	0	5	10	0	0	0	0	0	0	0	116	l f	1	1	5	3	1	r
18:30	- 18	3:45	10	0	0	0	16	0		0	0	0	0	0	0	2	0	0	0	24	0	0	1	0		)	0	0	36	2	0	1	5	0	0	0	0	0	0	0	97	ł F	0	0	1	2	0	t
18:45		9:00	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	łŀ	0	0	0	0	0	t
	TOTAL		220	_	0	2	217	7 5		0	8	1	0	0	0	94	1	0	0	804	10	1	6		_	)	0	_	577	8	0	17	120	0	0	1	1	0	0	0	3941	łŀ	15	63	71	62	26	ł
	I O I AL			-							Ŭ	_	•		Ū	, ,	-		Ū	00 .	10	_	Ū	ľ			•		3,,,	_		/	120	•		-	-	_	·	Ū	0711	J L	10	-00		<u> </u>		L
\A4or	noon no	sale			1				2					3				1				5				- 6					7				0				0			1 6						г
Aiter	noon pe	an			1									3				4				5				6					,				9				9		TOTAL	1 1	D4	DΩ	DO	D4	DE	1

					_												_						_														
Afternoon peak			1				2			:	3				4				5				6			7	'			8	3			5	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.	IOIAL												
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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	328

P1	P2	Р3	P4	P5	Р6	P7	Р8
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



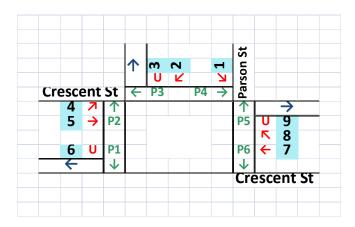
FROM	то			1				2					3				4					5				6					7				8					9		тота		D1	D2	Do	D4	DE		6 P7
FROIVI	10	LV	HV	Bus	Bic.	L\	/ H	<b>V</b> B	us E	Bic.	LV	HV	Bu	Bio	. L'	٧	ΗV	Bus	Bic.	LV	HV	Bu	s Bio	c. L	V F	-IV E	Bus	Bic.	LV	HV	Bus	Bic	. LV	H۱	/ Bu	ıs B	ic.	LV	HV	Bus	Bic.	IOIA	-	PI	PZ	PS	P4	10		,   "
6:00 -	6:15	1	0	0	0	0	0	(	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	) (	) (	0	0	0	3	0	0	0	2	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	3	0	0	0	0	0	0	0	) C	) (	0	0	0	10	0	0	0	2	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	(	)	1	0	0	2	0	0	3	3 0	) (	0	0	0	7	0	0	0	3	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	1	0	0	0	5	0	0	1	. 1	. (	0	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	1	0	0	0	5	0	0	3	3 0	) (	0	0	0	11	0	0	2	2	1	(	)	0	0	0	0	0	30		0	0	0	0	0	2	9 0
7:15 -	7:30	0	0	0	0	0	0	-	0	0	0	0	0	0	4	4	0	0	0	2	0	0	2	2 0	) (	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	2	0	0	0	7	0	0	3	3 C	) (	0	0	0	8	1	0	2	4	0	(	)	0	1	0	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	4	0	0	0	7	1	0	1		) (	0	0	0	12	0	0	3	7	1	(	)	0	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	2	0	0	0	3	0	0	4	l C	) (	0	0	0	14	2	0	1	4	0	(	)	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	7	0	0	0	6	0	0	3	3 0	) (	0	0	0	21	0	0	2	3	0	0	)	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	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	4	0	0	0	5	0	0	4	l C	) (	0	0	0	23	0	0	1	3	0	1		0	0	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	5	0	0	0	12	0	0	1		)	0	0	0	13	1	0	1	2	1	0	)	0	1	0	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	3	0	0	0	8	1	0	0	) (	) (	0	0	0	14	1	0	0	4	0	(	)	1	0	0	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	1	0	0	0	3	0	0	0	) (	) (	0	0	0	7	0	1	0	2	0	0	)	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	0
TO	TAL	42	0	0	0	43	3 2		0	0	1	0	0	0	4	7	1	0	0	76	2	0	20	6 1	L	0	0	0	196	7	1	24	51	3	1	L	1	2	0	0	0	527		4	0	13	13	2	5	0

AL	P1	P2	Р3	P4	P5	Р6	P7
	0	0	0	1	0	0	0
	0	0	1	0	1	0	0
	0	0	1	1	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	2	0
	1	0	0	1	1	1	0
	0	0	3	1	0	0	0
	3	0	1	2	0	0	0
	0	0	2	1	0	1	0
	0	0	3	1	0	1	0
	0	0	1	1	0	0	0
	0	0	1	1	0	0	0
	0	0	0	1	0	0	0
	0	0	0	2	0	0	0
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0
7	4	0	13	13	2	5	0

Morning peak		1	1				2				3				4				5				6				7				В			1	9		TOTAL
HOURLY COUNTS	LV	Н۷	Bus	Bic.	LV	HV	Bus	Bic.	IOIAL																												
6:00 - 7:00	6	0	0	0	6	1	0	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	0	86
6:15 - 7:15	6	0	0	0	9	2	0	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	0	107
6:30 - 7:30	5	0	0	0	7	1	0	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	0	117
6:45 - 7:45	7	0	0	0	8	1	0	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	0	132
7:00 - 8:00	10	0	0	0	9	1	0	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	0	138
7:15 - 8:15	14	0	0	0	11	0	0	0	1	0	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	0	149
7:30 - 8:30	20	0	0	0	14	0	0	0	1	0	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	0	171
7:45 - 8:45	20	0	0	0	14	0	0	0	1	0	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	0	189
8:00 - 9:00	15	0	0	0	17	0	0	0	1	0	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	0	192
8:15 - 9:15	12	0	0	0	15	0	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	0	194
8:30 - 9:30	13	0	0	0	17	0	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	0	192
8:45 - 9:45	12	0	0	0	17	0	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	0	159
9:00 - 10:00	11	0	0	0	11	0	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	0	111

P1	P2	Р3	P4	P5	Р6	P7	Р8
0	0	2	2	1	0	0	0
0	0	2	1	1	2	0	0
1	0	1	2	1	3	0	0
1	0	3	2	1	3	0	0
4	0	4	4	1	3	0	0
4	0	6	5	1	2	0	0
3	0	9	5	0	2	0	0
3	0	7	5	0	2	0	0
0	0	7	4	0	2	0	0
0	0	5	4	0	1	0	0
0	0	2	5	0	0	0	0
0	0	1	4	0	0	0	0
0	0	0	3	0	0	0	0

## C07 Weekday, Crescent Street and Parsons Street



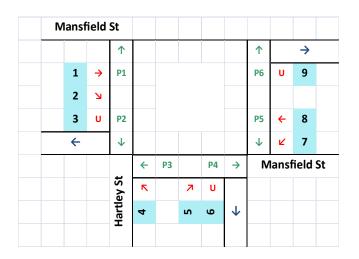
FROM		то			1				2			;	3				4				5			(	6				7				В			•	9		TOTAL
FROIVI		10	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	IOIA																				
14:45	-	15:00	1	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	15	0	0	0	2	0	0	0	1	0	0	0	27
15:00	-	15:15	3	0	0	0	2	0	0	0	0	0	0	0	4	0	0	1	9	0	0	0	0	0	0	0	24	0	0	0	3	0	1	0	0	0	0	0	47
15:15	-	15:30	2	0	0	0	5	0	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	0	46
15:30	-	15:45	7	0	0	1	6	0	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
15:45	-	16:00	2	0	0	0	1	0	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	0	49
16:00	-	16:15	4	0	0	0	1	0	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	0	41
16:15	-	16:30	4	0	0	0	4	0	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	0	46
16:30	-	16:45	2	0	0	0	3	0	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	0	35
16:45	-	17:00	3	0	0	0	1	0	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	0	51
17:00	-	17:15	2	0	0	0	2	0	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	0	39
17:15	-	17:30	2	0	0	0	3	0	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	0	44
17:30	-	17:45	3	0	0	0	8	0	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	0	39
17:45	-	18:00	2	0	0	0	2	0	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	0	34
18:00	-	18:15	2	0	0	0	1	0	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	0	41
18:15	-	18:30	4	0	0	0	2	0	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	0	38
18:30	-	18:45	1	0	0	0	3	0	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	0	40
18:45	-	19:00	1	0	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	0	27
TO	OTA	L	45	0	0	1	45	0	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

P1	P2	Р3	P4	P5	Р6	P7	Р8
0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0
0	0	1	1	1	1	0	0
0	0	1	1	0	0	0	0
0	0	0	0	0	1	0	0
2	0	0	1	0	0	0	0
1	0	1	0	0	0	0	0
2	0	3	2	0	0	0	0
0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0
0	0	2	0	0	0	0	0
0	0	3	0	0	0	0	0
2	0	2	1	1	3	0	0
0	0	4	0	0	0	0	0
0	0	2	1	0	0	0	0
0	0	3	0	0	0	0	0
0	0	0	0	0	0	0	0
8	0	25	7	2	5	0	0

Afternoon peak			1				2			,	3			•	4				5				6			7	7				8				9		TOTAL
HOURLY COUNTS	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	IOIAL																				
14:45 - 15:45	13	0	0	1	14	0	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
15:00 - 16:00	14	0	0	1	14	0	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	0	201
15:15 - 16:15	15	0	0	1	13	0	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	0	195
15:30 - 16:30	17	0	0	1	12	0	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	0	195
15:45 - 16:45	12	0	0	0	9	0	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	0	0	171
16:00 - 17:00	13	0	0	0	9	0	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	0	0	173
16:15 - 17:15	11	0	0	0	10	0	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	0	0	171
16:30 - 17:30	9	0	0	0	9	0	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	0	0	169
16:45 - 17:45	10	0	0	0	14	0	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	0	0	173
17:00 - 18:00	9	0	0	0	15	0	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	0	0	156
17:15 - 18:15	9	0	0	0	14	0	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	0	0	158
17:30 - 18:30	11	0	0	0	13	0	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	0	0	152
17:45 - 18:45	9	0	0	0	8	0	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	0	0	153
18:00 - 19:00	8	0	0	0	6	0	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	0	0	146

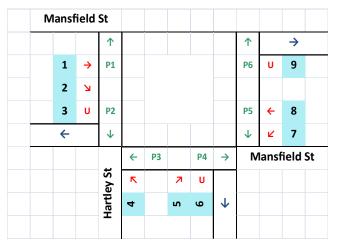
P1	P2	Р3	P4	P5	Р6	P7	Р8
1	0	3	2	1	1	0	0
1	0	3	2	1	2	0	0
2	0	2	3	1	2	0	0
3	0	2	2	0	1	0	0
5	0	4	3	0	1	0	0
5	0	4	3	0	0	0	0
3	0	6	2	0	0	0	0
2	0	7	2	0	0	0	0
0	0	7	0	0	0	0	0
2	0	9	1	1	3	0	0
2	0	11	1	1	3	0	0
2	0	11	2	1	3	0	0
2	0	11	2	1	3	0	0
0	0	9	1	0	0	0	0

## C14 Weekday Mansfield Street and Hartley Street



				:	L				2					3					4					5				6				7				8					9										_,		
FROM		то	LV	HV	Bus	Bic.	LV	НΝ	/ Bu	us E	Bic.	LV	H\	/ Bu	us E	Bic.	LV	HV	Bu	ıs B	ic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic	. LV	/   H	IV B	us	Bic.	LV	H	<b>V</b> Bu	ıs Bi	TOTAL	P	"1	P2	Р3	P	4	P5	P6	P7	P
8:30	-	8:45	29	0	0	0	0	0	(	)	0	1	0	C	)	0	4	0	0		0	2	0	0	0	0	0	0	0	1	0	0	0	22	2 (	0 (	0	0	0	0	0	) (	59		0	0	2	7	7	2	0	0	О
8:45	-	9:00	11	0	0	0	2	0	(	)	0	0	0	C	)	0	1	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	21	. (	0 (	0	0	0	0	0	) (	35	1   7:	1	1	4	1	1	0	0	0	О
9:00	-	9:15	20	1	0	1	0	0	(	)	0	0	0	C	)	0	0	0	0	)	0	0	0	0	0	0	0	0	0	0	0	0	0	20	) :	2 (	0	0	0	0	0	) (	44		2	0	0	3	3	0	0	0	C
9:15		9:30	10	0	0	0	0	0		)	0	0	0	C	)	0	1	0	0	)	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3 (	0 (	0	0	0	0	0	) (	24		0	0	0	С	0	0	0	0	О
9:30	-	9:45	7	0	0	0	0	0		)	0	0	0	C	)	0	2	0	0		0	1	0	0	0	0	0	0	0	0	0	0	0	16	6 (	0 (	0	0	0	0	0	) (	26	(	0	0	2	3	3	0	0	0	О
9:45		10:00	7	0	0	0	0	0		)	0	0	0	C	)	0	2	0	0		0	1	0	0	0	0	0	0	0	2	0	0	0	26	6	0 (	0	1	0	0	0	) (	39	(	0	0	1	1	1	0	0	0	0
10:00		10:15	13	1	0	0	0	0	(	)	0	0	0	C	)	0	3	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	11	L (	0 (	0	0	0	0	0	) (	31		0	2	1	С	0	0	0	0	О
10:15		10:30	11	0	0	0	0	0	(	)	0	0	0	C	)	0	1	0	0	)	0	0	0	0	0	0	0	0	0	2	0	0	0	14	ļ (	0 (	0	0	0	0	0	) (	28		0	0	0	1	1	0	0	0	0
10:30	_	10:45	3	_	_						_	^	0		`	0	0	_			$\circ$	$\sim$									_	_	_	_		^	$\circ$	_	_	_ ^						$\sim$	4		$\sim$	$\sim$	^		
			3	0	U	0	0	0	(	)	U	0	U	C	,	U	٥	U	U		0	0	0	0	0	0	0	0	0	0	0	U	0	0	,	U	U	0	0	U	0	) (	3		0	0	1	С	U	0	U	0	0
	OTAL		111		0	1	2	0	_	_	0	1	0	0	_	0	14	0	0	_	0	7	0	0	0	<b>0</b>	0	0	0	5	0	0	0	143		2	0	1	0	0	0				3		11			2		0	
					0	1	2	_	_	_	0	1	Ŭ	0	_	_	_	0	0	_	_	7	0			<b>0</b>	_	0	0		Ľ	0	ŭ	_		2	0	1		0		`					11						
					0 0	1	2	_	_	_	0	1	Ŭ	3	_	_	_	0	4	_	_	7	0			<b>0</b>	_	6	0		Ľ	7	ŭ	_		2 8	0	1		0		`	289		3	3		10	16	2	0	0	0
	OTAL	Deak		2	0 0 L Bus	1	2 LV	_	(	_	O O Bic.	1 LV	Ŭ	3	)	_	_	0 HV			0	7	0			0 0 LV	_	,	0 0 Bic.		0	7 Bus	0	_	3 :		0 0	1 Bic.	0		0	) (	289 TOTAL		3	3		10	16	2		0	0
Mor	OTAL	Deak	111	2	l	1		_	(	us E	0 0 Bic.	1	0	3	us E	0	14	0 0 HV		is B	0	7	0	0		0 0 LV 0	_	6	0 0 Bic.	5	0	7 Bus	0	143	3 :		0 0 sus 0	1	0	' H\	9	) (	289	. P	3	3		10 P	24	2	0	0	0
<b>Mor</b> HOUR	OTAL ning p LY CO	eak DUNTS	111 LV	2	l	1		_	2 / Bu	us E	0 0 Bic. 0	1	O	3 / Bu	us E	O Bic.	14 LV	0 0 0 0		is B	o ic.	7	0	0 Bus	O Bic.	0 0 LV 0	0 HV	6	0 0 Bic. 0	5	0 HV	7 Bus	0	143	3 :		0 0 8us 0 0	1 Bic.	0 LV	/ H\	9 V Bu	us Bi	289 TOTAL 162	. P	3	3 P2	Р3	10 P	16 P4	2 P5	0 P6	0 P7	P
Mor HOUR 8:30	ning p LY CO	peak DUNTS 9:30	111 LV 70	2	l	1	LV 2	_	2 / Bu	us E	0 0 Bic. 0 0	1 LV	O	3 / Bu	us E	0 Bic.	14 LV	0 0 0 0 0		is B	ic. 0	7	0	0 Bus	Bic.	0 0 LV 0 0	O HV	6	O   O   O	5 LV	HV 0	7 Bus 0 0 0	0	143	3 :		0   0   0   0   0	Bic.	0 LV	/ HN 0	9	us Bi	289 TOTAL 162 129	. P	3 <b>21</b>	3 P2	<b>P3</b>	10 P4 1: 7	16 11 7	<b>P5</b>	<b>P6</b> 0 0	<b>P7</b>	P
Mor HOUR 8:30 8:45 9:00	ning p LY CO	peak DUNTS 9:30 9:45	111 LV 70 48	2	l	1	LV 2 2	0 HN 0	2 / Bu	us E	Bic. 0	1 LV 1 0	0 HV 0	3 / Bu 0	us E	0 Bic. 0	14 LV 6 4	0 0 0 0 0		is B	ic. 0	7 LV 2 1	0 HV 0 0	Bus 0	0 Bic. 0		0 HV 0	6 Bus 0	O	5 LV 1 0	0 HV 0	7 Bus 0 0 0 0 0	0 Bic 0 0	143 . LV 76	3 2 7 H		0   Sus   0   0   0   0   0   0   0	Bic.	0 LV 0	/ HN 0	9	us Bi	289 TOTAL 162 129	P 3	3 P1 3 3	P2 1 1	<b>P3</b> 6 6	10 P4 1: 7	16 11 7	<b>P5</b> 2 0	<b>P6</b> 0 0	<b>P7</b> 0 0	P: 0
Mor HOUR 8:30 8:45	OTAL ning p LY CO	9:30 9:45	111 LV 70 48 44	2	l	1 Bic. 1	LV 2 2	0 HN 0	2 / Bu	us E	Bic. 0	1 LV 1 0	0 HV 0	3 / Bu 0	us E	0 Bic. 0 0	14 LV 6 4 5	0 0 0 0 0 0		is B	ic. 0	7 LV 2 1	0 HV 0 0	0 Bus 0 0	0 Bic. 0 0		0 HV 0 0	6 Bus 0	Bic. 0 0 0 0 0 0	1 0 2	0 HV 0	7 Bus 0 0 0 0 0 0 0	0 Bic 0 0	143 . LV . 76 . 70	3 2 4 F 5 F 5 F 6 F 6 F 6 F 6 F 6 F 6 F 6 F 6		0   Sus   0   0   0   0   0   0   0   0   0	Bic.	0 LV 0 0	/ HN 0 0 0	9 V Bu 0 0 0 0	as Bi	TOTAL 162 129 133 120	, P	3 P1 3 3 2	P2 1 1	<b>P3</b> 6 6 3	1: P. 1: 7 7 7 4	16 1 1 7 7 4 4	<b>P5</b> 2 0 0	0 P6 0 0	<b>P7</b> 0 0 0	P8 00 00 00 00 00 00 00 00 00 00 00 00 00

## C14 Weekday Mansfield Street and Hartley Street



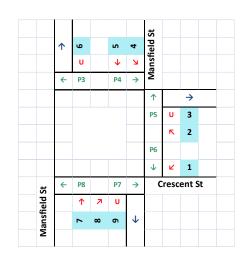
FROM		то		:	1				2			;	3			•	4			;	5			(	6				7				8			1	9		TOTA
I KOIVI		10	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	1017
15:15	-	15:30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	29	0	0	1	0	0	0	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	21	1	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	33	2	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	29	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	0	1	0	0	0	20	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	35	0	0	2	0	0	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	25	1	0	1	0	0	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	29	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	13	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	20	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	0	1	0	0	0	18	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	0	1	0	0	0	32	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	24	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	12	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	19	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	11	2	0	0	0	0	0	0	16
TO	OTA	AL.	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	0	0	0	843

P1	P2	Р3	P4	P5	Р6	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 neels			1				2				3				4				_				_				,				0			_	•			r
Afternoon peak			L								ა				+				<u> </u>				0				<u></u>				<u> </u>						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.														
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	Γ
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	Ī
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	Ī
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	ľ
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	ĺ
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	ĺ
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	ĺ
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	ĺ
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	ĺ
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	ı
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	Ì

P1	P2	Р3	P4	P5	Р6	P7	Р8
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



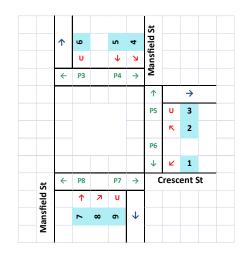
					1				2				3			-	4				5				6				7			- 8	8				9		
FROM		то	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	TOTAL																								
9:00	-	9:15	2	0	0	1	5	0	0	0	0	0	0	0	5	0	0	0	6	1	0	0	0	0	0	0	5	1	0	0	3	1	0	0	0	0	0	0	30
9:15	-	9:30	6	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	9	1	0	0	0	0	0	0	6	0	0	0	7	0	0	0	0	0	0	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
1	OTA	L	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	Р3	P4	P5	Р6	P7	Р8
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

Mor	ning	g peak			1				2	2			:	3				4				5				6				7				3				9		TOTAL
HOUR	LY C	COUNTS	LV	HV	Bus	Bic	. L	V	HV	Bus	Bic.	LV	HV	Bus	Bic.	IOIAL																								
9:00	-	10:00	27	0	0	1	1	9	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	9	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	1	9	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

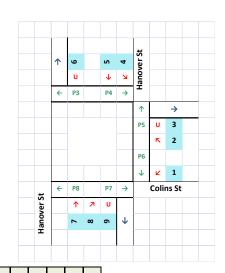
P1	P2	Р3	P4	P5	Р6	P7	P8
0	0	4	1	0	0	10	10
0	0	2	1	0	0	10	12
0	0	2	1	0	0	6	9

# C15 Weekday Crescent Street and Mansfield Street



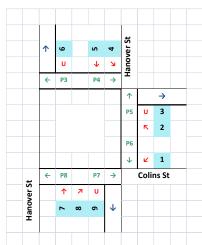
FROM TO			1			2			3	3			4				5			(	6			7	7				8				9	9		TOTAL	D	1	D2	Р3	3 P4	٦.	P5	Р6	P7	DO
FROM 10	L١	/ HV	Bus Bic	. LV	HV	Bus	Bic.	LV	HV	Bus	Bic. L	V F	-IV B	us B	Bic. I	LV	IV Bu	us Bio	. LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	/ Bu	ıs Bi	ic.	LV	HV	Bus	Bic.	IOIAL	P.	1	PZ	Po	)   '	* '	25	PO	Ρ/	РО
14:30 - 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	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	11	0	0	0	7	0	O	) (	0	0	0	0	0	55	0	)	0	2	0	)	0	0	1	2
15:00 - 15:15	10	0 0	0 0	5	0	0	0	0	0	0	0 .	4	0	0	0	23	0 (	) 2	0	0	0	0	14	1	0	0	4	0	0	) (	0	0	0	0	0	63	0	)	0	1	0	)	1	0	0	0
15:15 - 15:30	10	0 0	0 1	5	0	0	1	0	0	0	0	7	0	0	0	10	0 (	0	0	0	0	0	6	0	0	0	5	0	0	) (	0	0	0	0	0	45	0	)	0	0	1	- [	0	2	0	1
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	9	0	0	0	3	0	0	) (	0	0	0	0	0	48	0	)	0	1	0	)	0	0	0	0
15:45 - 16:00	9	0	0 0	3	0	0	0	0	0	0	0	7	0	0	0	9	1 (	) 1	0	0	0	0	7	0	0	0	5	0	0	) (	0	0	0	0	0	42	0	)	0	0	2	: [	0	0	0	0
16:00 - 16:15	14	4 0	0 0	9	0	0	1	0	0	0	0	3	0	0	0	12	0 (	0	0	0	0	0	9	0	0	0	3	0	0	) (	0	0	0	0	0	51	0	)	0	1	1		0	0	1	6
16:15 - 16:30	15	5 0	0 0	8	0	0	3	0	0	0	0	4	0	0	0	12	0 (	0	0	0	0	0	8	0	0	0	6	0	0	) (	0	0	0	0	0	56	0	)	0	0	0	)	1	0	1	0
16:30 - 16:45	12		0 2	6	0	0	1	0	0	0	0	0	0	0	0	9	0 (	) 1	0	0	0	0	11	0	0	0	1	0	0	) (	0	0	0	0	0	43	0	)	0	0	3	:	0	0	1	4
16:45 - 17:00	19		0 1	5	0	0	5	0	0	0	0	2	0	0	•	′	0 (	0	0	0	0	0	12	1	0	0	2	0	0	) (		0	0	0	0	56	0		0	2			0	0	0	2
17:00 - 17:15	13	3 0	0 2	6	0	0	0	0	0	0	0	3	0	0	0	12	1 (	0	0	0	0	0	7	0	0	0	2	0	0	) (	0	0	0	0	0	46			0	2	0	I	0	0	0	1
17:15 - 17:30	10	5 <b>1</b>	0 1	9	0	0	2	0	0	0	0	4	0	0	1	15	0 (	0	0	0	0	0	14	0	0	0	1	0	0	) (	0	0	0	0	0	64			0	3	1	ı	0	1	0	1
17:30 - 17:45	13	3 0	0 1	5	0	0	2	0	0	0	0	1	0	0	0	14	0 (	0	0	0	0	0	9	0	0	0	2	0	0	) (	0	0	0	0	0	47			0	0	0	)	2	0	0	4
17:45 - 18:00	15	5 0	0 0	2	0	0	5	0	0	0	0	3	0	0	0	3	0 (	0	0	0	0	0	7	0	0	2	0	0	0	) (	0	0	0	0	0	37	0		0	1	0	)	0	0	0	2
18:00 - 18:15	14	4 0	0 0	6	0	0	1	0	0	0	0	3	0	0	0	10	0 (	0	0	0	0	0	5	0	0	0	1	0	0	) (	0	0	0	0	0	40			0	2	1		1	0	0	2
18:15 - 18:30	10	5 <mark>0</mark>	0 1	6	0	0	1	0	0	0	0 .	4	0	0	0	5	0 (	0	0	0	0	0	13	0	0	1	2	0	0	)	1	0	0	0	0	50			0	0	0	)	0	0	0	0
18:30 - 18:45	2		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	0	0	0	4	0		0	0	1		0	0	0	0
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	0		0	0			0	0	0	0
																												_			A .															25
TOTAL	19	4 3	0 9	93	0	0	22	0	0	0	0 4	18	0	0	2 1	L77	2 (	4	0	0	0	0	143	2	0	3	44	0	0	,	1	0	0	0	0	954	0	)	0	15	11	1	5	3	4	25
	19	4 3	0 9	93			22	0			0 4	18	0	0	2 1	177	_	4	0	0	0	0	143	2	0	3	44	U	U	,	1	U			0	954	0	) [	0	15	11	1	5	3	4	25
Afternoon peak			1			2	22	0	3				4	0			5	4		_	6			7	0	3	44	0	8				9	9												
Afternoon peak HOURLY COUNTS	L\	/   HV	1	. LV	HV		Bic.	LV				.V   F	4			177   LV   H	5			(	6		143 LV	7	Bus	Bic.	LV	HV	8 / Bu				9			TOTAL		1			9 11 8 P4				4 P7	
Afternoon peak HOURLY COUNTS 14:30 - 15:30		/   HV	1		HV	2					Bic. L	.V   I	4 -IV B	sus B	Bic. I	LV	5	ıs Bio		(	6	Bic.		7	7			HV	8	ıs Bi	ic.		9	9		TOTAL 163	P	1			B P4	4 1				
Afternoon peak HOURLY COUNTS  14:30 - 15:30  14:45 - 15:45	L\	/ HV	1 Bus Bic	. LV	HV 0	2 Bus		LV	3 HV	Bus	Bic. L	.V H	4 -IV B	sus B	Bic. I	LV H	5 -IV Bu	us Bio	. LV	HV	6 Bus	Bic.	LV	7	Bus	Bic.	LV	HV	8 / Bu	us Bi	ic.	LV	HV	Bus	Bic.	TOTAL 163 211	<b>P</b> :	1	P2	P3	B P4	4 1	P5	P6		Р8
Afternoon peak HOURLY COUNTS 14:30 - 15:30 14:45 - 15:45 15:00 - 16:00	L\	/ HV 5 0 5 2	Bus Bic	LV 25	HV	2 Bus		LV 0	3 HV	Bus 0	Bic. L 0 1	.V   F	4	Bus B	Bic. I	LV   1	5 IV Bu	us Bio	LV 0	HV	Bus 0	Bic.	LV 31	7	Bus 0	Bic.	LV 16	HV 0	8 / Bu	as Bi	iic.	LV 0	HV 0	Bus 0	Bic.	TOTAL 163 211 198	P: 0	1	<b>P2</b>	<b>P3</b>	3 P4	4 1	<b>P5</b>	<b>P6</b>	<b>P7</b>	<b>P8</b>
Afternoon peak HOURLY COUNTS  14:30 - 15:30  14:45 - 15:45 15:00 - 16:00  15:15 - 16:15	L\ 20	W HV 5 0 5 2 9 2	1 Bus Bic 0 1 0 1	25 28	HV	Bus 0		LV 0	3 HV	Bus 0	Bic. L 0 1 0 1 0 2	.V H	4 -	Sus B	Bic. I	LV   H 48	5 IV Bu	us Bio	. LV 0	HV	Bus 0	Bic. 0	LV 31 40	7	Bus 0 0	Bic.	LV 16	HV 0	8 Bu 0	as Bi ) ( ) ( ) ( )	iic.	LV 0	HV 0	Bus 0	Bic.	TOTAL  163 211 198 186	<b>P</b> :	1	<b>P2</b> 0 0	<b>P3</b> 3	1 1	4 1	P5 1 1 1	<b>P6</b> 2 2	<b>P7</b> 1	<b>P8</b>
Afternoon peak HOURLY COUNTS  14:30 - 15:30  14:45 - 15:45  15:00 - 16:00  15:15 - 16:15  15:30 - 16:30	L\ 20 30	/ HV 5 0 5 2 9 2 3 2	1 Bus Bic 0 1 0 1 0 1	25 28 16	HV	2 Bus 0 0	Bic. 1 1	LV 0 0 0 0	3 HV	Bus 0 0	Bic. L 0 1 0 1 0 2 0 1	V H 12 /	4 -	Bus B 0 0	Bic.   0   4   1   1   4	LV   H 48   66   60	5 IV Bu	Bio 2 0 2 0 3 0 1	LV 0 0 0	HV 0 0 0	8us   0   0   0   0	Bic. 0 0 0 0 0 0	LV 31 40 36	7	Bus 0 0	Bic. 0 0 0	LV 16 19	HV 0 0 0 0	8 0 0 0 0 0 0 0	as Bi	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0	HV 0	Bus 0 0	Bic. 0 0 0	TOTAL 163 211 198 186 197	P: 0 0 0 0 0 0 0	1	<b>P2</b> 0 0 0	<b>P3</b> 3 4 2	1 1 3	4 1	P5 1 1 1 1 1 1	P6 2 2 2 2	<b>P7</b> 1	<b>P8</b>
Afternoon peak HOURLY COUNTS  14:30 - 15:30  14:45 - 15:45  15:00 - 16:00  15:15 - 16:15  15:30 - 16:30  15:45 - 16:45	20 30 39 43	W HV 6 0 0 2 2 2 3 2 2 3 2	Bus Bic 0 1 0 1 0 1 0 1	25 28 16 20	HV	2 Bus 0 0 0	Bic. 1 1 1 2	LV 0 0 0 0 0 0	3 HV	Bus 0 0 0	Bic. L 0 1 0 1 0 2 0 1 0 1	V H	4   1V   B   0   0   0   0   0   0   0   0   0	Bus B 0 0 0 0	Bic.   0   1   1   1   1   1   1   1   1   1	LV   H 48   66   60   49	5 HV Bu 0 (0 1 (0 1 (0	Bio 2 0 2 0 3 0 1 0 1	0 0 0	HV 0 0 0	Bus   0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 31 40 36 31	7	Bus 0 0 0 0 0 0	Bic. 0 0 0 0	LV 16 19 17 16	HV 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	as Bi	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0	HV 0	Bus 0 0 0	Bic. 0 0 0 0	TOTAL  163 211 198 186 197 192	P: 0 0 0 0 0 0 0	0 0	<b>P2</b> 0 0 0 0	P3 3 4 2	1 1 3 4	4 1	P5 1 1 1 1 0 0	P6 2 2 2 2 2 2	P7 1 1 0 1	<b>P8</b> 3 3 1 7
Afternoon peak HOURLY COUNTS  14:30 - 15:30  14:45 - 15:45  15:00 - 16:00  15:15 - 16:15  15:30 - 16:30  15:45 - 16:45  16:00 - 17:00	20 30 30 43 44	/ HV 6 0 6 2 9 2 3 2 3 2 0 0	Bus Bic 0 1 0 1 0 1 0 1 0 0 0	25 28 16 20 23	HV 0 0 0 0 0 0 0 0	2 Bus 0 0 0	Bic. 1 1 1 2 4	LV 0 0 0 0	3 HV 0 0 0	Bus 0 0 0 0 0 0 0 0	Bic. L 0 1 0 1 0 2 0 1 0 1 0 1	N H	4   1V   B   0   0   0   0   0   0   0   0   0	Bus B 0 0 0 0 0 0	Bic.   0   1   1   1   1   1   1   1   1   1	LV   H 48   666   60   49   51   42   642	5 NV Bu 0 (0 1 (0 1 (0	Bid (2) (2) (3) (3) (1) (1) (1) (2)	0 0 0 0	HV 0 0 0 0 0 0 0 0	6 Bus   0   0   0   0   0   0   0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 31 40 36 31 33	7 HV 1 1 1 0	Bus 0 0 0 0	Bic. 0 0 0 0 0	LV 16 19 17 16 17	HV 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	as Bi ) (() ) (() ) (() ) (()	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0	HV 0 0 0 0 0 0 0	Bus 0 0 0 0	Bic. 0 0 0 0 0 0 0 0	TOTAL  163 211 198 186 197 192 206	P: 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 0 0 0 0	<b>P2</b> 0 0 0 0 0	<b>P3</b> 3 4 2 2	1 1 3 4 3 6	4 1	P5 1 1 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P6 2 2 2 2 0	P7 1 1 0 1 2	P8 3 3 1 7 6
Afternoon peak HOURLY COUNTS  14:30 - 15:30 14:45 - 15:45 15:00 - 16:00 15:15 - 16:15 15:30 - 16:30 15:45 - 16:45 16:00 - 17:00 16:15 - 17:15	20 30 39 43 44 50	/ HV 6 0 6 2 9 2 3 2 3 2 0 0	Bus Bic 0 1 0 1 0 1 0 0 0 0 0 2	25 28 16 20 23 26	HV 0 0 0 0 0 0 0 0	2 Bus 0 0 0 0 0 0 0 0 0 0	Bic. 1 1 2 4 5	LV 0 0 0 0 0 0 0 0 0 0 0	3 HV 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0	Bic. L 0 1 0 2 0 1 0 1 0 1 0 1	V   1-  2	4 -IV B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8us B 0 0 0 0 0 0	Bic.   0	LV   H 48   666   600   49   51   42   642   642   642   642   642   642   642   643   644	5    V   Bu     0   (0     1   (0	Bid 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus   0   0   0   0   0   0   0   0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 31 40 36 31 33 35	7 HV 1 1 1 0	Bus 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0	LV 16 19 17 16 17 15	HV 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bi ) (() ) (() ) (() ) (()	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	HV 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0	TOTAL  163 211 198 186 197 192 206 201	P: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P2 0 0 0 0 0 0	3 4 2 2 2	1 1 3 4 3 6	4 1	P5 1 1 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P6 2 2 2 2 0 0	P7 1 1 0 1 2 3	P8 3 3 1 7 6 10
Afternoon peak HOURLY COUNTS  14:30 - 15:30 14:45 - 15:45 15:00 - 16:00 15:15 - 16:15 15:30 - 16:30 15:45 - 16:45 16:00 - 17:00 16:15 - 17:15 16:30 - 17:30	1 20 30 30 43 44 50 60	/ HV 5 0 6 2 9 2 3 2 0 0 0 0 9 0	Bus Bic 0 1 0 1 0 1 0 0 0 0 0 2 0 3	25 28 16 20 23 26 28	HV 0 0 0 0 0 0 0 0	2 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 1 1 2 4 5 10	LV 0 0 0 0 0	3 HV 0 0 0	Bus 0 0 0 0 0 0	Bic. L 0 1 0 2 0 1 0 1 0 1 0 1 0 1 0 1	N H 12 / 14 / 19 / 16 /	4   1V   B   0   0   0   0   0   0   0   0   0	8us B 0 0 0 0 0 0	Bic.   0   1   1   1   1   1   1   1   1   1	LV   H 48   66   60   49   51   42   42	5  N Be 0 (0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Bid 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus   0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 31 40 36 31 33 35 40	7 HV 1 1 1 0	Bus 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0	LV 16 19 17 16 17 15 12	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bi ) (() ) (() ) (() ) (()	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0	Bic. 0 0 0 0 0 0 0	TOTAL  163 211 198 186 197 192 206	P: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11 00 00 00 00 00 00 00 00 00 00 00 00 0	P2 0 0 0 0 0 0	P3 3 4 2 2 1 3	1 1 3 4 3 6 4		P5 1 1 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P6 2 2 2 2 0 0 0 0	P7 1 1 0 1 2 3 3	P8 3 3 1 7 6 10
Afternoon peak HOURLY COUNTS  14:30 - 15:30 14:45 - 15:45 15:00 - 16:00 15:15 - 16:15 15:30 - 16:30 15:45 - 16:45 16:00 - 17:00 16:15 - 17:15 16:30 - 17:30 16:45 - 17:45	1 \ 20 \ 30 \ 43 \ 45 \ 50 \ 60 \ 55	/ HV 6 0 6 2 9 2 3 2 3 2 0 0 0 0 9 0	Bus Bic 0 1 0 1 0 1 0 0 0 0 0 2 0 3 0 5	25 28 16 20 23 26 28 25	HV 0 0 0 0 0 0 0 0	2 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 1 1 2 4 5 10 9	LV 0 0 0 0 0 0	3 HV 0 0 0	Bus 0 0 0 0 0 0	Bic. L 0 11 0 2 0 11 0 11 0 11 0 11 0 11 0 11	N   1   2   4   4   4   4   4   4   4   4   4	4 -	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic.   0   1   1   1   1   1   1   1   1   1	LV   H 48   666   600   49   511   42   42   42   42   42	5  N Be 0 (0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Bio 2 0 2 0 3 0 1 0 1 0 2 0 1 0 1 0 1	0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus   0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 31 40 36 31 33 40 38	7 HV 1 1 1 0	Bus 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0	LV 16 19 17 16 17 15 12	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bis	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0	TOTAL  163 211 198 186 197 192 206 201 209 213	P: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11	P2 0 0 0 0 0 0 0 0 0 0	P3 3 4 2 2 1 3	1 1 3 4 3 6 4 3		P5	P6 2 2 2 2 0 0 0 0	P7  1 1 0 1 2 3 3 2	P8 3 3 1 7 6 10 12 7
Afternoon peak HOURLY COUNTS  14:30 - 15:30 14:45 - 15:45 15:00 - 16:00 15:15 - 16:15 15:30 - 16:30 15:45 - 16:45 16:00 - 17:00 16:15 - 17:15 16:30 - 17:30	1 20 30 35 43 44 50 60	/ HV 6 0 6 2 9 2 3 2 3 2 0 0 0 0 0 0 1 1	Bus Bic 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	25 28 16 20 23 26 28 25 26	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 1 1 2 4 5 10 9 8	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 HV 0 0 0	Bus 0 0 0 0 0 0 0	Bic. L 0 11 0 2 0 11 0 11 0 11 0 11 0 11 0 11	N H 12 1 14 20 1 19 1 16 1 14 2 9 9	4 - 1V B O O O O O O O O O O O O O O O O O O	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic.   0   1   1   1   1   1   1   1   1   1	LV   1-48   666   600   49   51   42   42   42   45   645	5 HV Bt 0 (0 1 (0 1 (0 1 (0 1 (0 1 (0 1 (0 1 (0	Bid   Bid	0 0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus   0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 31 40 36 31 33 35 40 38 44	7 HV 1 1 1 0	Bus 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0	LV 16 19 17 16 17 15 12	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bis	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DLV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0	TOTAL  163 211 198 186 197 192 206 201 209	P: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11 (1) (1) (1) (1) (1) (1) (1) (1) (1) (	P2 0 0 0 0 0 0 0	P3 3 4 2 2 1 3	1 1 3 4 3 6 4 3	4 I	P5	P6 2 2 2 2 0 0 0 0	P7  1 1 0 1 2 3 3 2 1	P8 3 3 1 7 6 10 12 7 8
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Afternoon peak HOURLY COUNTS  14:30 - 15:30 14:45 - 15:45 15:00 - 16:00 15:15 - 16:15 15:30 - 16:30 15:45 - 16:45 16:00 - 17:00 16:15 - 17:15 16:30 - 17:30 16:45 - 17:45 17:00 - 18:00 17:15 - 18:15	1 (20) (20) (30) (30) (43) (43) (43) (45) (50) (60) (60) (50) (50) (50) (50) (50) (50) (50) (5	/ HV 5 0 6 2 7 2 3 2 3 2 0 0 0 0 0 1 1 1 1 1 7 1 3 1	Bus Bio 1	25 28 16 20 23 26 28 25 26 25 26 25 22 22	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 1 2 4 5 10 9 8 8 9 9 10	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. L 0 1 0 2 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	V   1- 122   1- 144   1- 160   1- 160	4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	48	5  NV Bit State    11	Bio	0 0 0 0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus   0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV   31   40   36   31   33   35   40   38   44   42   37   35	77 HV 1 1 1 0 0 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 2 2 2	LV 16 19 17 16 17 15 12 11 6 7	HVV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bis	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	163 211 198 186 197 192 206 201 209 213 194 188	P: 00 00 00 00 00 00 00 00 00 00 00 00 00	11	P2 0 0 0 0 0 0 0 0 0 0	P3 3 4 2 2 1 3 4 7 6 6	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 I	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 2 2 2 3 3	P6 2 2 2 2 2 0 0 0 0 1 1 1 1 1 1 1	P7  1 1 0 1 2 3 3 2 1 0 0 0	P8 3 3 1 7 6 10 12 7 8 8 8 9

## C16 Weekday Hanover Street and Collins Street



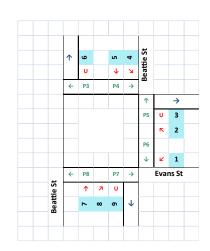
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Moi HOUI 6:00	ning peal	k   TS   00	LV   H	1 IV Bu	us Bic	:. L'	V HV	2 Bu: 0	Bio	. LV 0	H\ 0	3 Bus	Bic. 0	LV	HV 0	4 Bus	Bic.	LV 2	HV 0	Bus 0	Bic.	LV 0	6 HV	Bus I	Bic.	LV 0 1	HV 0	Bus 0	Bic.	LV 0	HV 0	8 Bu	S Bio	. L\ 0	/ F	9 IV Bu	us Bic	10 14		<b>P1</b>	<b>P2</b>	<b>P3</b>	<b>P4</b>	0 0	5 P	<b>P6 P</b>	<b>P7 F</b>	<b>98</b>
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## C16 Weekday Hanover Street and Collins Street



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14:30     -     15:30       14:45     -     15:45       15:00     -     16:00       15:15     -     16:15       15:30     -     16:30       15:45     -     16:45       16:00     -     17:00	1 3 3 4 4 4 2 1 1	0 C C C C C C C C C C C C C C C C C C C	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 2 1 1 1 2	0 0 0 0 0 0	0 1 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 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 2 0 1 0 3 0 4 0 6 0 7	0 1 1 1 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 0 0 0 0 0 2 2 2 2 2 2 1	5 3 5 4 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1 0 1 0 1 0 1 0 0 0 0 0 0 0	1 1 0 0 1 1 1 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 0 0 0 0 0	6 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		0 0 0 0 0 0	0 3 3 4 7 5 5 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	00 14 00 20 00 19 00 18 00 23 00 21 00 21 00 23 00 17 00 20	0 0 0 0 0 0		0 0 0 0 0 0 0	2 0 0 0 0 0 0 0	1 1 1 1 1 0 0	1 : 1 0 0 0 0 0 0 0 1 1 0 1 1 1 1 1 1 1	2 3 3 3 3 3 1 2 1 0 0 1 0 2 0 2	2 4 2 2 2 2 2 2 0 0
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14:30         -         15:30           14:45         -         15:45           15:00         -         16:00           15:15         -         16:15           15:30         -         16:30           15:45         -         16:45           16:00         -         17:00           16:15         -         17:15           16:30         -         17:30	1 3 3 4 4 2 1 1 1 1 2 3	0 C C C C C C C C C C C C C C C C C C C	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 2 1 1 2 1 1 2 1	0 0 0 0 0 0	0 1 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 0 0 0 0 0 0 0 0 0 0 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 2 0 1 0 3 0 4 0 6 0 7 0 6 0 7	0 1 1 1 0 0 0 0		0 0 0 0 0 0 0 0 2 2 2 2 2 1 1	5	1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 1 1 1 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	6 (0 3 (1 1 (0 0 (0 1 (0 1 (0 2 (0 2 (0		0 0 0 0 0 0 0 0 0	0 3 3 4 7 5 5 4 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 0 0 0	0 0 0 0 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 00 14 00 20 19 00 18 00 23 00 21 00 23 00 17 00 20 00 22 00 00 22	0 0 0 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 1 1	1 1 1 1 0 0 0 0	1 : 0 : 0 : 0 : 0 : 0 : 0 : 1 : 0 : 1 : 1	2 3 3 3 3 1 2 1 0 0 1 0 2 0 2 0 3 0 2	2 4 2 2 2 2 2 0 0 0
14:30 - 15:30 14:45 - 15:45 15:00 - 16:00 15:15 - 16:15 15:30 - 16:30 15:45 - 16:45 16:00 - 17:00 16:15 - 17:15 16:30 - 17:30 16:45 - 17:45	1 3 3 4 4 2 1 1 1 1 2 3 3 2	0 C C C C C C C C C C C C C C C C C C C	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 2 1 1 2 1 1 2 1 3	0 0 0 0 0 0 0	0 1 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	0 0 0 0 0 0 0 0 0 0 0 0 0 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 2 0 1 0 3 0 4 0 6 0 7 0 6 0 7	0 1 1 1 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 5 6 5 6 6 7 8 9	1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 1 1 1 1 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 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	6 (0 3 (1 1 (0 0 (0 1 (0 1 (0 2 (0 2 (0 1 (0)		0 0 0 0 0 0 0 0 0	0 3 3 4 7 5 5 4 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 0 0 0 0	0 0 0 0 0 0 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 0 20 19 0 18 0 23 0 21 0 21 0 23 0 21 0 23 0 21 0 23 0 21 0 23 0 25	0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 1 1 1	1 1 1 1 0 0 0 0 0	1 : 0 : 0 : 0 : 0 : 0 : 0 : 1 : 0 : 1 : 1	2 3 3 3 3 3 1 2 1 0 0 1 0 2 0 2 0 2 0 3 0 2	2 4 2 2 2 2 2 0 0 0 1 1 1
14:30 - 15:30 14:45 - 15:45 15:00 - 16:00 15:15 - 16:15 15:30 - 16:30 15:45 - 16:45 16:00 - 17:00 16:15 - 17:15 16:30 - 17:30 16:45 - 17:45 17:00 - 18:00	1 3 3 4 4 2 1 1 1 2 3 2 3 2 3	0 C C C C C C C C C C C C C C C C C C C	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 2 1 1 2 1 1 3 2 3	0 0 0 0 0 0 0 0	0 1 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	0 0 0 0 0 0 0 0 0 0 0 0 0 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 2 0 1 0 3 0 4 0 6 0 7 0 6 0 7 0 4 0 4	0 1 1 1 1 0 0 0 0 0		0 0 0 0 0 0 0 0 2 2 2 2 1 1 1 1 1	5 5 6 6 5 4 6 7 8 9 6 6	1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 1 1 1 1 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 0 0 0 0	0 0 0 0 0 0 0 0	6 (0 3 (0 1 (0 0 (0 1 (0 1 (0 2 (0 2 (0 1 (0 3 (0))))		0 0 0 0 0 0 0 0 0	0 3 3 4 7 5 5 4 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	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 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 0 14 0 19 19 19 19 19 19 19 19 19 19 19 19 19	0 0 0 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 1 1 1 1	1 1 1 1 0 0 0 0 0 2 2	1 : 0 : 0 : 0 : 0 : 0 : 0 : 1 : 0 : 1 : 1	2 3 3 3 3 3 1 2 1 0 0 1 0 2 0 2 0 2 0 3 0 2 0 1 0 1	2 4 2 2 2 2 2 0 0 0 1 1 1 1 2 2
14:30 - 15:30 14:45 - 15:45 15:00 - 16:00 15:15 - 16:15 15:30 - 16:30 15:45 - 16:45 16:00 - 17:00 16:15 - 17:15 16:30 - 17:30 16:45 - 17:45 17:00 - 18:00 17:15 - 18:15	1 3 3 4 4 2 1 1 1 1 2 3 2 3 2	0 C C C C C C C C C C C C C C C C C C C	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 2 1 1 2 1 1 3 2 3 3	0 0 0 0 0 0 0 0 0	0 1 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	0 0 0 0 0 0 0 0 0 0 0 0 0 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 2 0 1 0 3 0 4 0 6 0 7 0 6 0 7 0 4 0 4 0 4	0 1 1 1 1 0 0 0 0 0		0	5 5 3 5 4 5 6 5 4 6 7 8 9	1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 1 1 1 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 0 0 0 0 0 0	6 (0 3 (0 1 (0 0 (0 1 (0 2 (0 2 (0 3 (0 3 (0)		0 0 0 0 0 0 0 0 1 2 2 2	0 3 3 4 7 5 5 4 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 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 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 0 29 0 19 0 18 0 23 0 21 0 21 0 23 0 21 0 21 0 23 0 22 0 23 0 25 0 22	0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 1 1 1 1 0	1 1 1 1 1 0 0 0 0 0 0 2 2 2 3	1 : 1 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 :	2 3 3 3 3 3 3 3 1 2 1 0 0 1 0 2 0 2 0 3 0 2 0 2 0 1 0 1	2 4 2 2 2 2 2 0 0 0 1 1 1 1 2 2 1 2 1 1 1 1
14:30 - 15:30 14:45 - 15:45 15:00 - 16:00 15:15 - 16:15 15:30 - 16:30 15:45 - 16:45 16:00 - 17:00 16:15 - 17:15 16:30 - 17:30 16:45 - 17:45 17:45 17:00 - 18:00 17:15 - 18:15 17:30 - 18:30	1 3 4 4 2 1 1 1 2 3 2 3 2 2 3 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 1 1 2 1 1 1 2 1 1 3 2 3 3 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 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 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( (	0 1 0 2 0 1 0 3 0 4 0 6 0 7 0 6 0 7 0 4 0 4 0 4	0 1 1 1 1 0 0 0 0 0 0 0 0 0 0		0	5 5 3 3 5 4 5 6 6 7 8 8 9 6 6 5 5	1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 1 1 1 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 0 0 0 0 0 0 0	6 (0 3 (0 1 (0 0 (0 1 (0 1 (0 2 (0 2 (0 3 (0 3 (0 3 (0)		0 0 0 0 0 0 0 0 1 2 2 2 2	0 3 3 4 7 5 5 4 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 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 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 0 20 19 18 0 23 11 0 21 0 21 0 20 0 22 10 25 0 22 0 18	000000000000000000000000000000000000000		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 1 1 1 1 0 0 0 2 0 0 0 0	1 1 1 1 1 0 0 0 0 0 0 2 2 2 3 5	1 : 1 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 :	2 3 3 3 3 3 3 1 2 1 0 0 1 0 2 0 2 0 2 0 3 0 2 0 1 0 1 0 0 1	2 4 2 2 2 2 2 2 0 0 0 1 1 1 2 2 2 1 2 1 2 1

## C05 Weekday Evans Street and Beattie Street



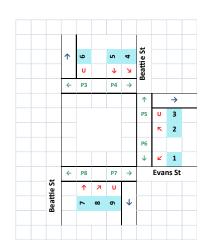
FROM		то			L			- 2	2			:	3				4				5			(	6			7	7				В			•	9		TOTAL
ROIVI		10	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	IOIA
6:00	-	6:15	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	1	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	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	0	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	0	0	0	0	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	0	0	0	0	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	0	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	0	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	0	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	0	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	0	0	0	0	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	0	0	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	0	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	0	0	0	0	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	0	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	0	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	0	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	0	0	0	0	9
	OTAI	L	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	0	0	0	1755

P1	P2	Р3	P4	P5	Р6	P7	Р8
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			1				2			;	3			4	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.	LV	HV	Bus	Bic.	IOIAL
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	Р3	P4	P5	Р6	P7	Р8
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	то			1				2			;	3			4	4				5			(	5			7	7				3			9	9		TOTA
ROIVI	10	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.	IOIA
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	0
TOT	AL	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	Р3	P4	P5	Р6	P7	Р8
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

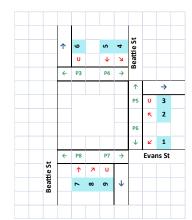
Afternoon peak		:	1				2				3				4				5				6			7	7			1	8				9		TOTAL
HOURLY COUNTS	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	IOIAL
15:00 - 16:00	9	0	0	0	66	0	0	3	0	0	0	0	86	1	0	0	111	1	0	0	0	0	0	0	107	1	0	1	62	0	0	0	0	0	0	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	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	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	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	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	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	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	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	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	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	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	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	0	299

P1	P2	Р3	P4	P5	Р6	P7	Р8
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

				1					2				3				-	4				5			-	6				7				8			9	,			Т								
FROM	то	' ⊨	LV	HV	Bus	Bic.	LV	HV	Bu	ıs Bi	c. L	V	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	s Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	TOTAL	P	1 F	2	Р3	P4	P5	P6	P7	P8
6:00	- 6:15	5	0	0	0	0	2	0	0	) (	) (	)	0	0	0	2	0	0	1	3	0	0	0	0	0	0	0	7	0	0	1	1	0	0	0	0	0	0	0	17		) (	0	0	0	1	0	0	0
6:15	- 6:30	0	0	0	0	0	3	0	0	) (	) (	)	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	14		) (	0	0	0	0	0	0	0
6:30	- 6:45	5	0	0	0	0	3	0	0	) (	) (	)	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	12	0	0	0	2	0	0	1	0	0	0	0	26		) (	0	0	0	3	0	1	1
6:45	- 7:00		0	0	0	0	4	0	0	) (	0	)	0	0	0	7	0	0	0	8	0	0	1	0	0	0	0	9	1	0	0	2	1	0	0	0	0	0	0	33			0	0	0	0	0		0
7:00	- 7:15		0	0	0	0	6	0	0	) (	0	)	0	0	0	10	0	0	0	11	0	0	1	0	0	0	0	10	0	0	0	4	0	0	0	0	0	0	0	42			0	0	0	2	0		0
7:15	- 7:30			0	0	0	2	0			_		0	0	0	12	0	0	1	10	0	0	0	0	0	0	0	19	0	0		5	0	0	0	0	0	0	0	50				0	0	0	1		0
7:30	- 7:45			0	0	0	7	0		_	0	_	0	0	0	13	0	0	1	8	0	0	1	0	0	0	0	20	0	0		7	0	0	0	0	0	0	0	57	(			0	0	0	1		0
7:45	- 8:00			0	0	0	7	0	0	_	_		0	0	0	21	1	0	0	13	0	0	0	0	0	0	0	21	1	0	0	4	0	0	0	0	0	0	0	68	(			1	0	2	7		0
8:00	- 8:15			0	0	0	10	_	0	_	, ,		0	0	0	12	0	0	0	22	0	0	0	0	0	0	0	22	1	0		5	0	0	0	0	0	0	0	74				0	1	3	3		0
8:15	- 8:30			0	0	0	11		0	_	, ,		0	0	0	19	0	0	0	19	0	0	1	0	0	0	0	25	0	0	1	5	1	0	0	0	0	0	0	82	(			3	0	5	5		0
8:30 8:45	- 8:45			0	0	0	8	0	0		, ,		0	0	0	17	0	0	0	18	1	0	0	0	0	0	0	32	0	0	1	6	0	0	0	0	0	0	0	83 108			_	1	0	5	5	_	0
9:00	- 9:00			0	0	0	16 13		0	_	_	_	0	0	0	12 14	1	0	0	30 24	0	0	0	0	0	0	0	31 31	0	0		14	0	0	0	0	0	0	0	96			_	2	0	5	2		0
9:00	- 9:1:			0	0	0	19		0				0	0	0	22	0	0	0	29	1	0	2	0	0	0	0	36	0	0		11	0	0	0	0	0	0	0	121				0	0	3	5		0
9:30	- 9:45			0	0	0	17			_	_	_	0	0	0	24	0	0	0	38	1	0	0	0	0	0	0	43	1	0	0	31	0	0	0	0	0	0	0	155				0	0	5	12		1
9:45	- 10:0			0	0	0	15						0	0	0	28	0	0	0	29	0	0	4	0	0	0	0	54	1	0		42	0	0	0	0	0	0	0	173				1	1	4	1	0	1
10:00	- 10:1			0	0	0	27		_	_			0	0	0	33	0	0	0	23	1	0	0	0	0	0	0	46	0	0		34	0	0	0	0	0	0	0	165				0	0	4	8		0
10:15	- 10:3			0	0	0	20		0	_	) (	)	0	0	0	41	0	0	0	24	1	0	0	0	0	0	0	53	0	0	4	43	0	0	0	0	0	0	0	186				3	0	7	1		0
10:30	- 10:4	5	0	1	0	0	39		0	) (	) (	)	0	0	0	35	0	0	0	34	2	0	2	0	0	0	0	44	0	0	2	30	0	0	0	0	0	0	0	190			0	0	2	2	2	0	0
10:45	- 11:0	Ю	0	0	0	0	38		0	) (	_	_	0	0	0	35	1	0	1	24	0	0	1	0	0	0	0	45	0	0	5	32	0	0	0	0	0	0	0	182				0	5	10	5		0
11:00	- 11:1	.5	0	0	0	0	25	0	0	) (	) (	)	0	0	0	27	0	0	0	36	0	0	0	0	0	0	0	45	1	0	1	43	0	0	0	0	0	0	0	178		) (	0	2	1	5	2	2	0
11:15	- 11:3	Ю	0	0	0	0	22	2	0	) (	) (	)	0	0	0	23	0	0	0	15	0	0	1	0	0	0	0	57	0	0	0	42	0	0	1	0	0	0	0	163		) (	0	0	1	3	0	0	0
11:30	- 11:4	15	0	0	0	0	29	1	0	) (	) (	)	0	0	0	32	0	0	0	22	0	0	0	0	0	0	0	43	1	0	1	29	0	0	0	0	0	0	0	158		) (	0	0	0	5	2	0	0
	- 12:0	10	0	0	0	0	24	0	0	) 2	2 0	)	0	0	0	26	0	0	0	26	0	0	1	0	0	0	0	47	0	0	3	15	0	0	0	0	0	0	0	144				0	1	3	5	0	0
1	OTAL		0	1	0	0	367	8	0	2	2 0	)	0	0	0	469	3	0	4	477	7	0	15	0	0	0	0	754	7	0	25	421	3	0	2	0	0	0	0	2565		)	0	14	13	79	69	13	3
		_																																						1									_
	ning peak			1		D'			2	l D'			3		D*-	137		4	D'	137	107		D.			6	D'		107	•	. I pt			8	D*	137	9		D*	TOTAL	P	1 P	2	РЗ	P4	P5	Р6	P7	P8
	Y COUNT		LV		_	Bic.	LV			ıs Bi		_	HV				HV	Bus		LV		Bus	BIC.	LV		Bus		LV	HV	_	s Bic.	LV	HV			LV			Bic.		-	4	_	_	_	_	_	_	_
6:00	- 7:00 - 7:15			0	0	0	12 16		0				0	0	0	13 21	0	0	0	22 30	0	0	1	0	0	0	0	30	1	0	0	10	1	0	1	0	0	0	0	90 115				0	0	4 5	0		1
6:30	- 7:30			0	0	0	15	_	0	_			0	0	0	30	0	0	1	36	0	0	2	0	0	0	0	50	1	0		13	4	0	1	0	0	0	0	151				0	0	5	1	5	1
6:45	- 7:45			0	0	0	19		0		_		0	0	0	42	0	0	2	37	0	0	3	0	0	0	0	58	1	0		18	1	0	0	0	0	0	0	182	1 1		-	0	0	2	2	·	0
7:00	- 8:00			0	0	0	22			_		_	0	0	0	56	1	0	2	42	0	0	2	0	0	0	0	70	1	0		20	0	0	0	0	0	0	0	217				1	0	4	9		0
7:15	- 8:15			0	0	0	26		0				0	0	0	58	1	0	2	53	0	0	1	0	0	0	0	82	2	0		21	0	0	0	ō	0	0	0	249			0	1	1	5	12		0
7:30	- 8:30			0	0	0	35		_		) 0		0	0	0	65	1	0	1	62	0	0	2	0	0	0	0	88	2	0		21	1	0	0	0	0	0	0	281				4	1	10	16		0
7:45	- 8:45	5	0	0	0	0	36	1	0	) (	0	,	0	0	0	69	1	0	0	72	1	0	1	0	0	0	0	100	2	0	3	20	1	0	0	0	0	0	0	307			0	5	1	15	20	1	0
8:00	- 9:00	0	0	0	0	0	45	2	0	) (	0	)	0	0	0	60	1	0	0	89	1	0	1	0	0	0	0	110	1	0	5	30	2	0	0	0	0	0	0	347		) (	0	6	1	18	15	1	0
8:15	- 9:15	5	0	0	0	0	48	2	0	0	0	)	0	0	0	62	1	0	0	91	1	0	1	0	0	0	0	119	0	0	5	37	2	0	0	0	0	0	0	369			0	7	1	17	17	2	0
8:30	- 9:30		0	0	0	0	56		0	0	0	)	0	0	0	65	1	0	0	101	2	0	2	0	0	0	0	130	0	0	4	43	1	0	0	0	0	0	0	408			0	4	1	15	14	6	0
8:45	- 9:45			0	0	0	65				0		0	0	0	72	1	0	0	121	2	0	2	0	0	0	0	141	1	0	3	68	1	0	0	0	0	0	0	480				3	1	15	21	5	1
9:00	- 10:0	00	0	0	0	0	64	2	0	) (	0	)	0	0	0	88	0	0	0	120	2	0	6	0	0	0	0	164	2	0	1	96	0	0	0	0	0	0	0	545	(		0	2	2	14	20	5	2
9:15	- 10:1			0	0	0	78		0	) (	0	<u> </u>	0	0		107	0	0	0	119	3	0	6	0	0	0	0	179	2	0	1	118	0	0	0	0	0	0	0	614				1	1		23		2
9:30	- 10:3			0	0	0	79						0	0		126	0	0	0	114	3	0	4	0	0	0	0	196	2	0		150		0	0	0	0	0	0	679				4	1		22		2
9:45	- 10:4		_	1	0	0	101			_			0	0		137	0	0	0	110	4	0	6	0	0	0		197	1	0		149	0	0	0	0	0	0	0	714				4	3		12		1
10:00	- 11:0			1	0	0	124		0		0		0	0		144	1	0	1	105	4	0	3	0	0	0		188	0	0		139	0	0	0	0	0	0	0	723				3	7		16		0
10:15	- 11:1			_	0	0	122						0	0		138	1	0	1	118	3	0	3	0	0	0	0	187	1	0		148	_	0	0	0	0	0	0	736							10		0
10:30	- 11:3			1	0	0	124			_			0	0		120	1	0	1	109	2	0	4	0	0	0		191	1	0		147	0	0	1	0	0	0	0	713 681				2	9	20	9		0
10:45	- 11:4 - 12:0			0	0		114 100				2 0		0	0		117 108	1	0	1	97	0	0	2	0	0	0	0	190 192		0		146 129		0	1	0	0	0	0	643				2	7	23 16	9		0
11:00	- 12:0	N	0	U	0	U	100	3	0	) [2	2 0	<u>'</u>	0	U	0	100	0	U	0	99	0	0	2	U	0	U	0	172	2	0	5	129	U	0	1	0	U	U	U	043	ΙĽ	<u>,                                    </u>	0	2	3	10	У	2	U

#### C05 Weekend Evans Street and Beattie Street



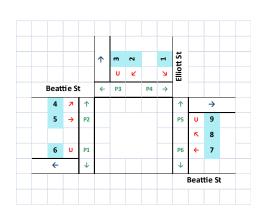
FROM		то			1			:	2			;	3			4	4				5			(	5			7	7			8	8				9		тот
KOIVI		10	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	101
L2:00	-	12:15	0	0	0	0	31	0	0	2	0	0	0	0	32	0	0	0	22	0	0	0	0	0	0	0	50	0	0	0	22	0	0	0	0	0	0	0	15
2:15	-	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	10
2:30	-	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	1
2:45	-	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	1
3:00	-	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	1
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	1
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	1
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	1
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	1
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	1
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	1
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	1
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	1
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	1
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	1
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	1
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	3
T	ATC	L	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	52

P1	P2	Р3	P4	P5	Р6	P7	Р8
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		1	L				2			;	3			-	4				5				6			7	7			8	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.	LV	HV	Bus	Bic.	IOIAL	П
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	ΙĪ
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	lΓ
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	0	635	ΙĪ
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	ΙĪ
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	ΙĪ
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	ΙĪ
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	Ιſ
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	lΓ
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	ΙĪ
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	ΙĪ
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	ΙĪ
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	ΙĪ
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	ΙĪ
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	ΙĪ

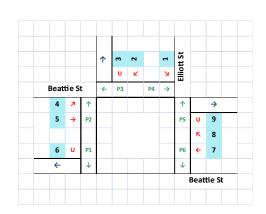
P1	P2	Р3	P4	P5	Р6	P7	Р8
0	0	2	1	22	12	4	0
0	0	4	0	24	13	4	0
0	0	4	2	17	11	0	0
0	0	3	2	17	11	0	0
0	0	3	2	13	9	0	0
0	0	1	2	9	9	0	0
0	0	1	0	10	9	0	0
0	0	0	0	7	11	0	0
0	0	2	0	14	12	0	0
0	0	3	2	12	9	0	0
0	0	4	2	10	7	0	3
0	0	4	2	13	3	0	3
0	0	2	2	8	1	0	3
0	0	1	0	7	0	0	3

## C06 Weekday Beattie Street and Elliott Street



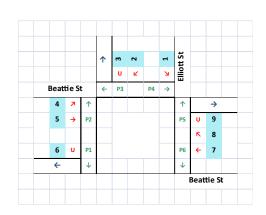
ROM		то		:	1				2					3			•	4				5			(	6				7			8	3				9		TOTAL	P1	l <sub>P2</sub>	2   [	P3 F	<b>ы</b>	D5	<sub>D6</sub>	P
CIVI			LV	HV	Bus	Bic	L۷	/ H	V	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	s Bic.	IOIAL	- 1	1	<u>.</u>	ı,	7		-	
<b>':00</b> -	7	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	0	0	0	0	0	0		0	0	0	0	0
:15 -	7	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	0	0	0	0	0	0	, (	0	0	0	0	0
:30 -	7	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	0	2	0	0	0	4	0	0	2	0	0	0	0	61	0	0	7 7	2	0	3	1	0
45 -	8	3:00	5	0	0	1	60	) :	1	0	4	0	0	0	0	43	0	0	3	6	0	0	0	0	0	0	0	8	0	0	0	9	1	0	1	0	0	0	0	142	0	0	) (	0	1	2	0	0
00 -	8	B:15	3	0	0	1	59	7 4	1	0	1	0	0	0	0	47	2	0	0	7	0	0	0	0	0	0	0	5	0	0	0	9	1	0	1	0	0	0	0	140	0	0	<i>,</i> (	3 .	4	3	0	0
.5 -	8	3:30	5	0	0	1	63	3 4	1	0	2	0	0	0	0	34	1	0	0	5	0	0	0	0	0	0	0	3	0	0	0	9	0	0	2	0	0	0	0	129	0	0	, (	3 .	4	0	0	0
0 -	8	8:45	9	0	0	0	66	5 (	)	0	4	0	0	0	0	74	1	0	0	6	0	0	0	0	0	0	0	4	0	0	0	9	1	0	2	0	0	0	0	176	0	0		3	1	0	0	C
5 -	9	9:00	9	0	0	0	49	) (	)	0	1	0	0	0	0	50	1	0	1	7	0	0	0	0	0	0	0	1	0	0	0	11	1	0	0	0	0	0	0	131	0	0	7	2	8	9	1	(
0 -		9:15	6	0	0	0	51		)	0	0	0	0	0	0	47	2	0	0	5	0	0	0	0	0	0	0	13	0	0	0	11	0	0	0	0	0	0	0	135	0	0		1	1	1	0	~
5 -	9	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	0	12	1	0	0	9	0	0	1	0	0	0	0	137	0	0	7 1	1	0	0	0	-
) -	9	9:45	8	0	0	0	52	2   (	3	0	1	0	0	0	0	34	0	0	0	8	0	0	0	0	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	119	0	0	7 7	2	1	0	0	~
5 -	10	0:00	4	0	0	0	17	7 (	)	0	0	0	0	0	0	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	0	0	(	0	0	0	0	0
TO	ΓAL		57	0	0	3	50	6 1	4	0	14	0	0	0	0	388	8	0	4	51	0	0	0	0	0	0	0	59	1	0	0	73	4	0	9	0	0	0	0	1191	0	0	1	17 2	20	18	2	(
1ornir	ig pe	ak			1				2					3				4				5			(	6				7			8	3				9		TOTAL	<b>D1</b>	D'	2 6	93 F	24	P5	P6	Р
URLY	COU	INTS	LV	HV	Bus	Bic	L۷	/ H	VE	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	L۷	HV	Bus	Bic.	LV	HV	Bus	s Bic.			Ľ	نا	Ŭ.	-			Ŀ
) -		3:00	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	0	0	, ;	2	1	5	1	~
5 -		8:15	10		0	2	14		5	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		343	0			_	5	8	1	•
) -		3:30	15		0	3	21:		0	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	0			_	9	8	1	_
5 -		B:45	22		0	3	24		7	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	_	587	0						0	~
0 -		9:00	26		0	2	23		3	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		576	0			11 1		12	1	~
5 -		9:15	29		0	1	22		_	0	7	0	0	0	0	205	5	0	1	23	0	0	0	0	0	0	_	21	0	0	0	40	2	0	4	0	0	0		571	0		_	9 1		10	1	
0 -		9:30	30		0	0	22:		_	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	_	579	0					10	_	C
5 -		9:45	29		0	0	21		_	0	3	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		522	0			6 1	_			_
00 -	10	0:00	24	0	0	0	17	9 4	4	0	2	0	0	0	0	122	3	0	0	18	0	0	0	0	0	0	0	36	<b>7</b> 1	0	0	22	0	0	1	0	0	0	0	412	0	0	, 2	4	2	1	0	0

## C06 Weekday Beattie Street and Elliott Street



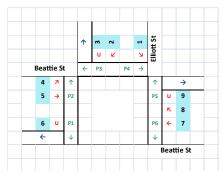
ROM	то		1				2	2				3			-	1			5	5			6				7				8				9		TOTAL	D4	D2	Р3	D4	DE	P6	Р
OIVI	10	LV	HV	Bus Bi	c. L	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV E	Bus Bi	c. L	/ H\	/ Bu	s Bic.	LV	HV	Bus	Bic.	IOIAL	1	12	PS	54	2	PO	
5:00	- 16:15	1	0	0 (	) !	55	0	0	2	0	0	0	0	37	1	0	2	4	0	0	0	1	0	0	0	6	0	0 (	) 5	0	0	0	0	0	0	0	114	0	2	2	2	3	0	(
:15	- 16:30	3	0	0 (	) !	51	1	0	1	0	0	0	0	41	0	0	0	3	0	0	0	0	0	0	0	9	0	0 (	) 7	0	0	0	0	0	0	0	116	2	0	2	2	2	3	(
30	- 16:45	6	0	0 2	2 (	61	0	0	0	0	0	0	0	53	1	0	1	4	0	0	0	0	0	0	0	15	0	0 (	) 5	0	0	1	0	0	0	0	149	0	0	3	0	4	1	(
45	- 17:00	4	0	0 :	L 4	48	0	0	0	0	0	0	0	63	0	0	0	7	0	0	0	0	0	0	0	10	0	0 (	) 6	0	0	1	0	0	0	0	140	3	0	2	1	1	1	(
00	- 17:15	5	0	0 (	) !	52	1	0	1	0	0	0	0	47	0	0	0	4	0	0	0	0	0	0	0	12	0	0 (	) 9	0	0	0	0	0	0	0	131	0	0	2	1	1	0	(
.5	- 17:30	1	0	0 :		54	0	0	0	0	0	0	0	41	0	0	0	8	0	0	0	0	0	0	0	6	0	0 (	) 5	0	0	0	0	0	0	0	116	1	0	0	0	6	3	(
0	- 17:45	4	0	0 :	L !	56	0	0	1	0	0	0	0	40	0	0	4	2	1	0	0	0	0	0	0	9	1	0 (	1:	1 0	0	0	0	0	0	0	130	0	2	0	6	2	6	~
5	- 18:00	4	0	0 :		52	2	0	2	0	0	0	0	50	1	0	1	2	0	0	0	0	0	0	0	8	0	0 (	) 9	0	0	0	0	0	0	0	132	0	0	1	0	5	2	•
00	- 18:15	5	0	0 (	) !	59	0	0	1	0	0	0	0	48	0	0	1	4	0	0	0	0	0	0	0	8	1	0 (	) 4	1	0	1	0	0	0	0	133	2	0	2	3	4	1	_
15	- 18:30	3	0	0 :	Ĺ	33	0	0	2	0	0	0	0	39	1	0	1	6	0	0	0	0	0	0	0	7	0	0 (	) 7	0	0	0	0	0	0	0	100	0	0	2	3	2	3	_
0	- 18:45	2	0	0 (	) (	68	0	0	1	0	0	0	0	27	1	0	1	4	0	0	0	0	0	0	0	10	0	0 (	) 4	0	0	0	0	0	0	0	118	0	2	0	2	3	1	
45	- 19:00	0	0	0 (	)	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0 (	) 1	. 0	0	0	0	0	0	0	9	0	0	0	0	0	0	Ī
TC	DTAL	38	0	0	7 5	94	4	0	11	0	0	0	0	488	5	0	11	48	1	0	0	2	0	0	0	100	2	0 (	) 7:	3 1	0	3	0	0	0	0	1388	8	6	16	20	33	21	9
																																						-						
terno	oon peak		1				2	2				3			-	1			5	5			6	1			7				8				9		TOTAL	D1	D2	Р3	DΛ	P5	D6	Τ,
DURL	Y COUNTS	LV	HV	Bus Bi	c. L	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV E	Bus Bi	c. L	/ H\	/ Bu	s Bic.	LV	HV	Bus	Bic.	IOIAL	1		13	-4	5	FU	ľ
00	- 17:00	14	0	0 :	3 2	215	1	0	3	0	0	0	0	194	2	0	3	18	0	0	0	1	0	0	0	40	0	0 (	) 2:	3 0	0	2	0	0	0	0	519	5	2	9	5	10	5	(
.5	- 17:15	18	0	0 3	3 2	12	2	0	2	0	0	0	0	204	1	0	1	18	0	0	0	0	0	0	0	46	0	0 (	2	7 0	0	2	0	0	0	0	536	5	0	9	4	8	5	
	- 17:30	16	0	0 4	1 2	215	1	0	1	0	0	0	0	204	1	0	1	23	0	0	0	0	0	0	0	43	0	0 (	) 2:	5 0	0	2	0	0	0	0	536	4	0	7	2	12	5	
30	- 17:45	14	0	0 3	3 2	210	1	0	2	0	0	0	0	191	0	0	4	21	1	0	0	0	0	0	0	37	1	0 (	3:	1 0	0	1	0	0	0	0	517	4	2	4	8	10	10	
:30 :45	- 18:00	14	0	0 ;	3 2	14	3	0	4	0	0	0	0	178	1	0	5	16	1	0	0	0	0	0	0	35	1	0 (	3	1 0	0	0	0	0	0	0	509	1	2	3	7	14	11	(
		14	0	0 ;	3 2	21	2	0	4	0	0	0	0	179	1	0	6	16	1	0	0	0	0	0	0	31	2	0 (	2	7 1	0	1	0	0	0	0	511	3	2	3	9	17	12	(
45 00	- 18:15			0 ;	3 2	200	2	0	6	0	0	0	0	177	2	0	7	14	1	0	0	0	0	0	0	32	2	0 (	3:	1 1	0	1	0	0	0	0	495	2	2	5	12	13	12	(
45 00 15		16	0	٠,																		_ ^		^	^	22	4	0	1 2	4 4		4	_	_		^	483	_						
45	- 18:15			0 2	2 2	12	2	0	6	0	0	0	0	164	3	0	4	16	0	0	0	0	0	0	0	33	1	0 [ (	24	+ [ 1	0	1	0	0	0	0	403	2	2	5	8	14	7	(

### C06 Weekday Beattie Street and Elliott Street



FROM TO			1					2				3					4				5					6				7				8				9			TOTAL	D1	Π,	22	2	DΛ	D5	D6	D7	Р8
FROIVI 10	LV	H	Bu	ıs Bi	ic.	LV	HV	Bus	s Bio	:. L'	V I	HV	Bus	Bic.	LV	H/	Bu	s Bio	c. L	.V	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	. LV	H	V Bu	ıs B	ic. L	.V	HV	Bus	Bic.	IOIAL		۱,	-	3	-4	FJ	го	[ /	10
17:00 - 17:15	0	0	C	) (	0	0	0	0	0	(	)	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		)	0	0	0	0	0	0	0	T'	0	0	0	0	0	0	0
17:15 - 17:30	0	0	C	) (	0	0	0	0	0	(	)	0	0	0	0	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
17:30 - 17:45	1	0	C	) (	0	24	0	0	0	(	)	0	0	0	8	0	0	0	- 3	3	0	0	0	0	0	0	0	2	0	0	0	0	0	) (	)	0	0	0	0	0	38	0	T	0	0	3	4	0	0	0
17:45 - 18:00	0	2	C	) (	0	41	0	0	0	(	)	0	0	0	24	0	0	0		4	0	0	0	0	0	0	0	7	1	0	0	0	0		)	0	0	0	0	0	79	1		1	0	2	2	0	0	0
18:00 - 18:15	9	1	C	) (	0	39	0	0	0	(	)	0	0	0	21	0	0	0	4	4	0	0	0	0	0	0	0	3	0	0	0	1	0	) (	)	0	0	0	0	0	78	4	T	1	3	3	2	0	0	0
18:15 - 18:30	3	0	C	) (	0	47	5	0	2	(	)	0	0	0	35	0	0	0	- 3	3	0	0	0	0	0	0	0	3	0	0	0	7	0	) (	)	2	0	0	0	0	107	0	T	0	3	1	2	0	0	0
TOTAL	13	3	0	) (	0 :	151	5	0	2		0	0	0	0	88	0	0	0	1	4	0	0	0	0	0	0	0	15	1	0	0	8	0		)	2	0	0	0	0	1493	5	T	2	6	9	10	0	0	0
Afternoon peak			1					2				3					4				5					6				7				8				9			TOTAL	D1	Π,	22	22	DΛ	D5	D6	D7	P8
HOURLY COUNTS	LV	H/	Bu	ıs Bi	ic.	LV	HV	Bus	s Bio	. L	V	HV	Bus	Bic.	LV	H/	Bu	s Bio	c. L	٧.	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	. LV	H	V Bu	ıs B	ic. L	.V	HV	Bus	Bic.	IOIAL		1	<b>'</b>	3	-	, ,	-0	''	10
17:00 - 18:00	1	2	0	) (	0	65	0	0	0	(	)	0	0	0	32	0	0	0	7	7	0	0	0	0	0	0	0	9	1	0	0	0	0	(	)	0	0	0	0	0	117	1	T	1	0	5	6	0	0	0

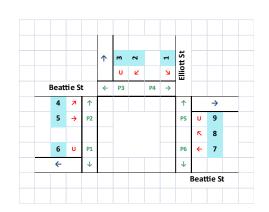
### C06 Weekend Beattie Street and Elliott Street



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FROM TO	Ŀ		1	l mi		2		In:	ļ.,,		3	1-:			4			5				6				<u>, , , , , , , , , , , , , , , , , , , </u>				8	l mi	4		9	l = t	TOTAL	P	1	P2	РЗ	P4	P5	Р6	P7	P8
(00 (45		V H		_	LV		Bus	Bic.		HV	_	Bic.	LV	HV	Bus		LV	HV	Bus			_	Bus E			-W B	_	ic. L	V H	V B	us Bio			Bus	Bic.		▎┝		_	_	_	_		_	•
6:00 - 6:15		0 0		0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0			0	0		0	0	_	0 2	2 0	) (	) 0	0		0	0	6				0	0	0	1	0	0
6:15 - 6:30		0 0		0	7	0	0	1	0	0	0	0	6	0	0	0	0	0	0		-		0			_		0 2			0 0	0	_	0	0	16	0			0	0	3	0	0	0
6:30 - 6:45		0 0		0	14	0	0	0	0	0	0	0	7	0	0	0	0	0	0		-		0		- 1	0		0 3			0 0	0		0	0	24	0			3	1	5	0	0	0
6:45 - 7:00		0 0		0	14	1	0	0	0	0	0	0	11	0	0	1	2	0			-				•	0		0 0				0		0	0	32	1			1	0	3	2	0	0
7:00 - 7:15		0 0		0	16	0	0	0	0	0	0	0	23	0	0	1	0	0	_	_	-		_		-	_		0 0				0	_	0	0	43	0			0	1	2	1	0	0
7:15 - 7:30		1 0		0	19	0	0	1	0	0	0	0	22	0	0	0	3	0			-		_			0		0 0	_		) 1	0		0	0	51	С			3	2	3	2	0	0
7:30 - 7:45		3 0		0	19	0	0	0	0	0	0	0	19	1	0	2	6	0	0		-		0		-	0		0 3				0	_	0	0	56	О			0	2	0	0	0	0
7:45 - 8:00		1 0		0	28	1	0	0	0	0	0	0	26	0	0	0	0	0			- 1		0			0		0 7	7 0		0 0	0		0	0	68	С			1	2	3	2	0	0
8:00 - 8:15		1 0		0	31	2	0	0	1	0	0	0	31	0	0	0	1	0	0		-		0			0		0 4			0 0	0	_	0	0	76	О			2	0	1	3	0	0
8:15 - 8:30		1 0		0	30	0	0	2	0	0	0	0	32	0	0	1	2	0	0	·	_		0	_	4	0		0 7	7 0		0 0	0	_	0	0	79	О			0	0	0	3	0	0
8:30 - 8:45		0 0		0	38	0	0	0	0	0	0	0	31	1	0	0	4	1			-	_	_	-		0		0 4			0 0	0		0	0	86	C			0	0	1	3	0	0
8:45 - 9:00		3 0	_	0	41	0	0	0	0	0	0	0	42	1	0	0	5	0			_		0	_	6	0		0 3			0 0	0		0	0	101	О			0	0	7	5	0	0
9:00 - 9:15		1 0		0	43	1	0	0	0	0	0	0	41	0	0	0	2	0	0	0	0	0	0	0	9	0	0 (	0 5	5 0	) (	0 0	0	0	0	0	102	0			1	3	5	4	0	0
9:15 - 9:30		3 0		0	52	1	0	0	1	0	0	0	49	2	0	0	5	0	0	0	0	0	0		10	1	_	0 2			2	0	_	0	0	128	1			2	2	1	5	0	0
9:30 - 9:45		3 0		0	53	1	0	0	0	0	0	0	54	0	0	0	7	0	0		•	0	0		•	0		0 1	_	) (	0 0	0		0	0	134	О			1	5	2	5	0	0
9:45 - 10:00		3 0		0	61	1	0	0	0	0	0	0	53	0	0	4	4	0	0	0	0	0	0	-		0		0 6		) (	0 0	0	_	0	0	141	0			1	4	1	5	0	0
10:00 - 10:15		5 0		0	66	0	0	1	0	0	0	0	42	1	0	0	8	0	0	0	1	0	0			0		0 1		) (	0 0	0	_	0	0	148	О			2	2	4	7	0	0
10:15 - 10:30		0 0		0	53	0	0	1	2	0	0		55	1	0	0	5	0	0	0	1	0	0			0	0 (	0 1	1 0	) (	0 0			0	0	158	0			6	3	4	5	0	0
10:30 - 10:45		3 0	0	0	73	0	0	1	0	0	0	0	67	2	0	2	6	0	0	0	0	0	0	0 :	10	0	0	1 7	7 0	) (	0 0	0	0	0	0	177	0	0	0	7	0	14	3	0	0
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	0 :	15	0	0 (	0 9	9 1	L (	1	0	0	0	0	161	0	0	1	4	1	7	9	0	0
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	0 :	14	0	0	1 6	6 0	) (	0 0	0	0	0	0	159	C	0	0	0	0	8	8	0	0
11:15 - 11:30	4	4 0	0	0	66	1	0	0	0	0	0	0	30	0	0	1	9	0	0	0	0	0	0	0 :	11	0	0 (	0 1:	2 0	) (	0 0	0	0	0	0	134	0	0	0	4	0	1	6	0	0
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	0 :	14	0	0 (	0 9	9 0	) (	0	0		0	0	140	0		0	0	4	3	2	0	0
11:45 - 12:00																							-																			11	3	0	0
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			14	0	0 (	0 7	7 0	) (	0 0	0	0	0	0	158	0	0	0	0	0	11	3	0	U
TOTAL		0 5 <b>0</b>		2 3	72 <b>1001</b>		0	3 <b>16</b>		0	0	<b>0</b>	54 <b>839</b>	9	0	1 15	5 <b>98</b>	0 1	_		-	0	0	0 :	14 1 <b>81</b>	0 1	_	0 7 2 13		) ( L (	0 0	0		0	0	158 2378	2				0 <b>32</b>		84	0	0
				_			-	_		<b>0</b>	_			9	0	1 15	_	1	_			_	0	0 :	_	0	_			L (				-											
TOTAL  Morning peak	5	5 0	1	3	1001	12	0	16	5	0	3	0	839	9	0		98	1 5	0	0	2	0 6	0	0 1 0 1	181	7	0 :	2 13	32 1	8	5	0	0	9	0	2378	2	2	6	38	32	89	84		0
Morning peak HOURLY COUNTS	5 L	5 0 V H	1	_	1001 LV	12	0	16		0	3		839 LV	9	0		_	1 5	0	0 Bic.	2 LV	0 6	0	0 1 0 1	_	7	0 :		32 1	L	5	0	0	0	0	2378 TOTAL	2	2	6	38	32	89 P5		0	
Morning peak HOURLY COUNTS 6:00 - 7:00	L	V HV	0 1 / Bus	3 Bic.	1001 LV 38	12	Bus 0	16 Bic.	LV 0	0	3 Bus	Bic.	839 LV 25	9	0	Bic.	98 LV 2	1 5	Bus E	Bic. I	2 LV 0	0 6 HV I	0 0 8us E	0 1 0 1 Bic. I	LV H	7 -IV B	Bus B	ic. L	32 1 V H	8 V B	us Bio	0 . LV	/ HV	9 Bus 0	0 Bic.	2378 TOTAL 78	P: 1	2 1	6 P2	38 P3	32 P4 1	P5	P6 3	<b>P7</b>	0 P8
Morning peak HOURLY COUNTS  6:00 - 7:00 6:15 - 7:15	L	V HN 0 0	0 1 / Bus 0	3 Bic. 0	LV 38 51	12	Bus 0	16 Bic.	5 LV 0 0	0 HV	0 3 Bus 0	0 8 Bic. 0	LV 25 47	9 HV	0	Bic.	98 LV 2 2 2	1 5 HV 0 0 0	Bus II	0 Bic. I	2 LV 1 0 0	6 HV II 0	0 0 8us E 0 0	0 1 0 1 Bic. I 0 0	LV H	7 -IV B	0 : Bus B 0 0	ic. LV	32 1 V H	8 V Bi	us Bic 0 0 0 0	0 :. LW 0 0	/ HV	9 Bus 0	0 Bic. 0	2378 TOTAL 78 115	P: 1 1 1	2	6 P2 0 1	38 P3	<b>P4</b> 1 2	<b>P5</b> 11 13	P6 3 3	<b>P7</b> 0 0	0 P8 0 0
Morning peak HOURLY COUNTS  6:00 - 7:00 6:15 - 7:15 6:30 - 7:30	L (	V HN 0 0 0 0 1 0	0 1 / Bus 0 0 0	3 Bic. 0 0	1001 LV 38 51 63	12	0 Bus 0 0	16 Bic. 1 1 1	5 LV 0 0	HV 0	3 Bus 0 0 0	0 Bic. 0 0 0	25 47 63	9 HV 0	0 8us 0 0	Bic. 1 2 2 2	98 LV 2 2 5	5 HV 0 0 0	0 Bus E 0 0 0 0 0	0   Bic.   I   0   0   0	2 LV 0 0 0	6 HV I 0 0	0	0 : 0 1 Bic. I 0 0 :	LV H	7	Bus B 0 (0	ic. L <sup>v</sup> 0 7 0 5	V H <sup>0</sup> 7 0 5 0 8 0	8 V B	0 5 us Bic 0 0 0 0 0 1	0 0 0 0	/ HV	9 Bus 0 0	0 Bic. 0 0 0	2378  TOTAL  78  115  150	P: 1 1 1 1 1	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 P2 0 1 1	P3 4 4 7	72 P4 1 2 4	P5 11 13 13	P6 3 3 5	<b>P7</b> 0 0 0	0 P8 0 0
Morning peak HOURLY COUNTS 6:00 - 7:00 6:15 - 7:15 6:30 - 7:30 6:45 - 7:45	L (	V HN 0 0 0 0 0 1 0 4 0	1   Bus   0   0   0   0   0	3 Bic. 0	1001 LV 38 51 63 68	12	Bus 0	16 Bic.	5 LV 0 0 0	HV 0	0 Bus 0 0 0	0 8 Bic. 0 0 0	LV '25 '47 '63 '75	9 HV 0 0	0 Bus	Bic.	98 LV 2 2 5 11 1	1 5 HV 0 0 0	0 Bus E 0 0 0 0 0 0 0	0 Bic. I 0 0 0 0 0 0	2 LV I	0 6 HV I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 8us E 0 0 0	0 : 0 1 Bic. I 0 0 :	LV   H 3 6 10 112 112 112 113	7 -IV B 0 0	Bus B 0 (0 0 (0	ic. L' 0 7 0 5 0 3	7 0 5 0 3 0	8 V B	us Bic 0 0 0 0	0 0 0 0	/ HV 0 0 0 0 0 0 0	9 Bus 0 0 0 0 0	0 Bic. 0 0 0 0	2378  TOTAL  78  115  150  182	P: 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 P2 O 1 1 1 1	P3 4 4 7 4	P4 1 2 4 5	P5 11 13 13 8	P6 3 3 5 5 5	P7 0 0 0 0 0 0 0	P8 0 0 0 0 0 0 0
Morning peak HOURLY COUNTS 6:00 - 7:00 6:15 - 7:15 6:30 - 7:30 6:45 - 7:45 7:00 - 8:00	L (	V HN 0 0 0 0 1 0 4 0 5 0	1	3 Bic. 0 0 0 0 0 0	1001 LV 38 51 63 68 82	2 HV 1 1 1 1	0 Bus 0 0 0 0	16 Bic. 1 1 1	5 LV 0 0 0 0	0 HV 0 0	3 Bus 0 0 0 0 0 0 0	0 Bic. 0 0 0 0 0 0 0	LV 25 47 63 75 90	9 HV 0 0	0 Bus 0 0 0	Bic. 1 2 2 4 4 3 3	98 LV 2 2 5 11 9	5 HV 0 0 0 0 0	0 Bus E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 Bic. I	2 LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 HV II O O O O O O O O O O O O O O O O O O	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 : 1	LV H 3 6 10 12 14	7 - N B O O O O O O O O O O O O O O O O O O	Bus B 0 (0 0 (0 0 (0	ic. L' 0 7 0 5 0 3 0 3	V H <sup>1</sup> 7 0 6 0 8 0 0 0	8 V B O (O)	0 5  us Bic 0 0 0 0 0 1 0 2 0 2	0 0 0 0 0	/ HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 Bus 0 0 0 0 0 0	0 Bic. 0 0 0 0 0 0	2378  TOTAL  78  115  150  182  218	1 1 1 1	2 1 1 1 1 1 1 0 0	6 P2 0 1 1 1 1 1 1	P3 4 4 7 4 4 4	7 P4 1 2 4 5 7	P5 11 13 13	P6 3 3 5	P7 0 0 0 0 0 0 0 0	P8 0 0 0 0 0 0 0 0 0
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Morning peak HOURLY COUNTS 6:00 - 7:00 6:15 - 7:15 6:30 - 7:30 6:45 - 7:45 7:00 - 8:00 7:15 - 8:15 7:30 - 8:30 7:45 - 8:45 8:00 - 9:00 8:15 - 9:15 8:30 - 9:30 8:45 - 9:45 9:00 - 10:00 9:15 - 10:15	5 L C C C C C C C C C C C C C C C C C C	55 0 0	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1001 LV 38 51 63 68 82 97 108 127 140 152 174 189 209 232 233	12 HV 1 1 1 1 1 1 3 3 3 2 1 1 2 3	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16   Bic.   1   1   1   1   1   1   2   2   2   2	5 LV 0 0 0 0 1 1 1 1 1 1 1 1 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Buss 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	839 LV 25 47 63 75 90 98 108 120 136 146 163 186 197 198 204	9 HV 0 0 0 1 1 1 1 2 2 4 3 2	0 0 8us 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 2 2 4 3 3 2 3 1 1 1 1 0 0 0 4 4 4 4 6 6	98 LV 2 2 5 11 9 10 9 7 7 12 13 16 16 18 24 24	5 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus F 0 0 0 0 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	6 HV   0   0   0   0   0   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	LV   H   3   6   6   10   12   14   16   16   16   17   17   17   17   17	7	Bus B (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	2 13 13 13 13 13 13 13 13 13 13 13 13 13	332 1 1 332 1 1 3 3 3 3 3 4 3 3 3 4 4 5 4 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6	8 8 8 8 8 8 8 8 8 8 8 8 8 9 9 9 9 9 9 9	Bic	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	/ HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0	2378  TOTAL  78 115 150 182 218 251 279 309 342 368 417 465 505 551	PP 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2	P2 0 1 1 1 1 0 0 0 3 3 3 3 0 0 0 1 1 1	P3 4 4 7 4 4 6 3 3 2 1 3 4 5 6 10	7 1 2 4 5 7 6 4 2 0 3 5 10 14 13 14	P5 11 13 13 8 8 7 4 5 9 13 14 15 9 8 11 23 29	P6 3 3 5 5 5 7 7 8 8 11 14 15 17 19 19 22 22 22	P7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TOTAL	55 LL (1) (1) (2) (3) (3) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4	55 0 W HN 00 0 0 11 0 0 12 0 0 13 0 0 14 0 0 16 0 0 17 0 0 18	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1001 LV 38 51 63 68 82 97 108 127 140 152 174 189 209 232 233 253	2 HV 1 1 1 1 1 1 3 3 3 2 1 1 2 2 3 4 3 2 1	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 Bic. 1 1 1 1 1 1 1 1 2 2 2 2 2 2 2 0 0 0 0 1 1 2 2 3	5 LV 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	839 LV 25 47 63 75 90 98 108 120 136 146 163 186 197 198 204 217	9 HV 0 0 0 1 1 1 1 2 2 4 3 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 2 2 4 3 3 2 3 1 1 1 1 0 0 0 4 4 4 4 6 6	98 LV 2 2 5 11 9 10 9 7 7 12 13 16 16 18 24 24 23	5 HV   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus   6   0   0   0   0   0   0   0   0   0	0   0   0   0   0   0   0   0   0   0	2	6 HV	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 : 1	181	7 NV B 0 0 0 0 0 0 0 1 1 1 1 1 0 0 0 0 0 0 0	Bus B (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	2 13 13 13 13 13 13 13 13 13 13 13 13 13	332 1 1 332 1 3 1 3 1 3 1 3 1 3 1 3 1 3	8 8 8 8 8 8 8 8 8 8 8 8 8 8 9 9 9 9 9 9	Solution	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	9 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2378  TOTAL  78  115  150  182  218  251  279  309  342  368  417  465  505  551  581  624	PP 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2	P2 0 1 1 1 1 0 0 0 3 3 3 3 0 0 0 1 1 2	P3 4 4 4 6 3 3 2 1 3 4 5 6 10 16	7 1 2 4 5 7 6 4 2 0 3 5 5 10 14 13 14 9	P5 11 13 13 8 8 7 4 4 5 9 13 14 15 9 8 11 23 29	P6 3 3 3 5 5 5 7 7 8 8 11 14 15 17 19 19 22 22 20	P7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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TOTAL  Morning peak HOURLY COUNTS 6:00 - 7:00 6:15 - 7:15 6:30 - 7:30 6:45 - 7:45 7:00 - 8:00 7:15 - 8:15 7:30 - 8:30 7:45 - 8:45 8:00 - 9:00 8:15 - 9:15 8:30 - 9:30 8:45 - 9:45 9:00 - 10:00 9:15 - 10:15 9:30 - 10:30 9:45 - 10:30 9:45 - 10:30 9:45 - 10:30	L ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( (	55 0 W HN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	3 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1001 LV 38 51 63 68 82 97 108 127 140 152 174 189 209 232 233 253 262 259	2 HV 1 1 1 1 1 1 3 3 3 2 1 1 2 2 3 4 3 2 1	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16	5 LV 0 0 0 0 1 1 1 1 1 1 1 1 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	839 LV 25 47 63 75 90 98 120 136 146 163 186 197 198 204 217 213 232	9 HV 0 0 1 1 1 1 2 2 4 3 2 3 2 4 4 3	0 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 2 2 4 4 3 2 2 3 1 1 1 1 0 0 0 4 4 4 4 4 6 6 3 3 3 3 3	98 LV 2 5 11 9 7 12 13 16 19 18 24 24 23 26 26 26	55 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 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	2   LV   0   0   0   0   0   0   0   0   0	6 6 HV 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 0 0 0 0 0 0 0 0 0 0 0	0 : 1	181   1   1   1   1   1   1   1   1   1	7	Bus B	2 13	332 1 332 1 333 1 33 0 33 0 30 0 4 0 4 0 6 0 6 0 7 0 7 0 8 0 9 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Simulation	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	9 Buss 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	2378  TOTAL  78  115  150  182  218  251  279  309  342  368  417  465  505  551  581  624  644  655	P	21	P2	98 4 4 7 4 4 6 3 3 2 1 3 4 5 6 10 16 19 17	7 1 2 4 5 7 6 4 2 0 3 5 10 14 13 14 9 6 4	P5 11 13 8 8 7 4 5 9 13 14 15 9 8 11 23 29 33	P6 3 3 5 5 7 8 11 14 15 17 19 22 22 20 24 25	P7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Morning peak HOURLY COUNTS 6:00 - 7:00 6:15 - 7:15 6:30 - 7:30 6:45 - 7:45 7:00 - 8:00 7:15 - 8:15 7:30 - 8:30 7:45 - 8:45 8:00 - 9:00 8:15 - 9:15 8:30 - 9:30 8:45 - 9:45 9:00 - 10:00 9:15 - 10:15 9:30 - 10:30 9:45 - 10:45 10:00 - 11:00 10:15 - 11:15	L ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( ( (	55 0 W HN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	3 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 38 51 63 68 82 127 140 152 174 189 209 232 233 262 259 272	2 HV 1 1 1 1 1 1 3 3 3 2 1 1 2 2 3 4 3 2 1	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16	5 LV 0 0 0 0 0 1 1 1 1 1 1 1 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	839 LV 25 47 63 75 90 98 108 120 136 146 163 186 197 198 204 217 213 232 207	9 HV 0 0 1 1 1 1 1 2 2 4 3 2 3 2 4 4 3 2 4	0 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 2 2 4 3 3 2 2 3 1 1 1 1 0 0 0 4 4 4 4 6 6 3 3 3 4 4 3 3	98 LV 2 5 111 9 10 9 12 13 16 19 18 24 24 23 26 26 30	5 HV   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	DLV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 6 HV 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 0 0 0 0 0 0 0 0 0 0 0	O : 1 O I O I O I O I O I O I O I O I O I O	181   1   1   1   1   1   1   1   1   1	7	0 ::  Bus Bus B 0 (0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 13	332 1 332 1 333 0 33 0 33 0 30	8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Simulation		0	9 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2378  TOTAL  78  115  150  182  218  251  279  309  342  368  417  465  505  581  624  644  645  631	P: 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2	P2 0 1 1 1 1 0 0 0 3 3 3 3 0 0 1 1 2 2 1 1 1	P3 4 4 4 7 4 4 6 3 3 2 1 3 4 5 6 10 16 19 17 15	7 6 4 2 0 3 5 10 14 13 14 9 6 4 1 1	P5 11 13 8 8 7 4 5 9 13 14 15 9 8 11 23 29 33 30	P6 3 3 5 5 7 8 11 14 15 17 19 22 22 20 24 25 26	P7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

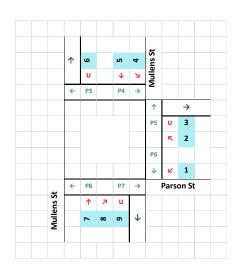
#### C06 Weekend Beattie Street and Elliott Street

16:00 16:15



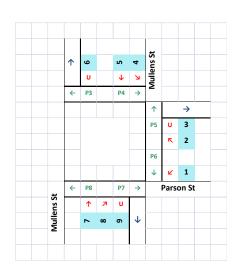
FROM	то		1			2			3	3			4			5				6			7			8	3			9	)	т/	OTAL	D1	D2	D2	P4	D5	Р6	P7
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12:00 -	12:15	5	0 0	0	67	0	0 1	1	0	0	0 4	6 0	0	0	6	0	0	0 1	0	0	0 1	1 0	0	1	5	0	0	0	0	0	0	0	144	1	3	0	3	8	10	0
12:15 -	12:30	3	0 0	0	69	0	0 1	0	0	0	0 5	55 1	0	0	4	0	0	1 1	0	0	0 1	9 0	0	2	10	0	0	0	0	0	0	0	166	0	0	1	1	7	4	0
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13:15 -	13:30	5	0 0	0	64	0	0 1	0	0	0	0 6	0 1	0	1	7	0	0	0 2	0	0	0	3 0	0	0	4	0	0	0	0	0	0		153	1	0	3	1	3	2	0
13:30 -	13:45	5	0 0	0	51	0	0 0	0	0	0	0 3	31 <mark>0</mark>	0	2	6	0	0	0 0	0	0	0 1	.3 0	0	0	6	0	0	0	0	0	0		114	0	0	0	2	3	4	0
13:45 -	14:00	1	0 0	0	66	0	0 2	0	0	0	0 3	34 0	0	0	8	1	0	0 1	0	0	0 1	.5 0	0	0	7	0	0	0	0	0	0		135	0	0	2	0	3	1	0
14:00 -	14:15	6	0 0	0	46	2	0 3	0	0	0		6 0	0	2	4	0	0	0 0	0	0	0 1	0 0	0	0	2	0	0	0	0	0	0		121	0	0	1	3	2	2	0
14:15 -	14:30	3	0 0	0	50	3	0 2	0	0	0	0 5	i0 1	0	3	4	0	0	0 0	0	0	0 1	.3 2	0	0	7	0	0	0	0	0	0		138	0	0	6	1	5	4	0
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14:45 -	15:00	2	0 0	0	56	0	0 2	0	0	0		52 0	0	1	7	0	0	0 0	0	0		.3 0	0	0	5	0	0	2	0	0	0		140	0	0	4	5	6	10	0
15:00 -	15:15	2	0 0	1	53	0	0 1	0	0	0		6 0	0	1	2	0	0	0 0	0	0	0 1	2 0	0	1	7	0	0	0	0	0	0		126	0	0	1	3	5	5	0
15:15 -	15:30	1	0 0	0	49	0	0 0	0	0	0		2 0	0	1	2	0	0	0 0	0	0	0	7 0	0	0	5	0	0	0	0	0	0	_	107	0	0	3	2	3	6	0
15:30 -	15:45	1	0 0	0	50	0	0 0	0	0	0	0 4	6 0	0	1	5	0	0	0 0	0	0	0	3 0	0	0	6	0	0	0	0	0	0		112	0	0	0	1	0	3	0
15:45 -	16:00	3	0 0	0	55	0	0 0	0	0	0		0 0	0	0	2	0	0	0 0	0	0	0 4	4 0	0	0	9	0	0	0	0	0	0		123	0	0	0	4	5	4	0
16:00 -	16:15	0	0 0	0	38	1	0 0	0	0	0	0 2	25 0	0	2	4	0	0	0 0	0	0		6 0	0	0	4	0	0	0	0	0	0		80	0	0	2	0	10	0	0
TOT	AL	56	0 0	1	985	7	0 14	1	0	0	0 7	66 4	0	18	82	1	0	1 6	0	0	0 1	55 3	0	5	104	0	0	2	0	0	0	0 5	5031	3	3	29	40	77	114	0
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			HV Bus	Bic.	LV		DUS DIC				-		Dus	DIC.		_	_		_		_	_					_							-						
12:00 -	13:00	19	0 0	0	282	0	0 3	1	0	0	0 2	02 1	0	3	20	0	0	1 3	0	0		8 0	0	3	29	0	0	0	٥	0	0		615	2	3	5	9		53	0
12:00 - 12:15 -	13:00 13:15	19 18		0	282 301		0 3 0 2	1	0	0	0 2 0 2	02 1	0	3	22	0		1 2	0	0	0 4	3 0	0	3	31	0	0	0	0	0	0	0	631	1	3	5	12	20	56	0
12:00 - 12:15 - 12:30 -	13:00 13:15 13:30	19 18 20	0 0 0 0 0 0	0 0	282 301 296		0 2 0 2	0		0 0 0	0 2 0 2 0 2	02 1 02 2 07 2	0	3	22 25	0 0 0	0	1 2 0 3	_	0	0 4	3 0			31 25	0 0		0	0		0	0 0	631 618	2	0	5 7	12 12	20 16	56 54	0
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## C08 Weekday Mullens Street and Parsons Street



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FROM TO	IV	HV Bu	e Ric	LV	HV	Rus	Ric	LV	HV	Bus	Ric	LV	HV	Bus	Ric	LV		Bus	Ric	LV	HV	Rue F	Bic.	LV	HV I	Bus Bio	. LV	HV	Rus	Ric	LV		Bus	Ric	TOTAL	P1	P2	Р3	P4	P5	Р6	P7 P
6:00 - 6:15	0	0 0		0	0	O	0	0	0	0	0	2	0	0	0	16	0	1	1	0		0		21	1	0 0	0	110	0	0	0	0	0	0	42	0	0	0	0	1	0	0 0
6:15 - 6:30	1	0 0	_	4	_	0	0	0	0	0	0		0	0	0	56	5	3	0			_		63	5	1 1	7	0	0	0	0	0		0	149	0	0	0	0	0	1	0 0
6:30 - 6:45	6	0 0	_	3	1	0	0	0	0	0	0	2	0	0	0	79	8	1	0			_		83	5	2 1	2	0	0	0	0	0	0	0	193	0	0	1	0	0	0	0 0
6:45 - 7:00	3	0 0		0	0	0	0	0	0	0	0	_	0	0	0	101	4	3	0	0				95	3	2 1	5	0	0	0	0	0	0	0	219	0	0	1	1	0	1	0 2
7:00 - 7:15	0	0 0		2	1	0	0	0	0	0	0	_	0	0	0	91	5	4	0			_		115	4	2 3		0	0	0	0	0	0	0	230	0	0	0	0	1	0	0 0
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		138	1	3 2	5	0	0	0	0	0	0	0	227	0	0	1	1	2	0	0 0
7:30 - 7:45	5	0 0		2	0	0	0	0	0	0	0	3	0	0	0	108	5	4	0	0		0		136	2	5 2	3	0	0	0	0	0	0	0	275	0	0	0	1	1	0	0 0
7:45 - 8:00	2	0 0	0	3	0	0	0	0	0	0	0		0	0	0	133	3	4	3	0		_		108	3	7 0	2	0	0	0	0	0	0	0	272	0	0	1	0	1	0	0 0
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	0	275	0	0	0	0	0	0	0 0
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	0	292	0	0	0	0	1	1	0 2
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	0	330	0	0	0	0	0	0	0 0
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	0	275	0	0	1	0	0	1	0 0
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	0	241	0	0	1	0	0	1	0 0
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	0	254	0	0	1	0	1	0	0 0
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	0	244	0	0	0	0	1	1	1 0
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 1	1683	57	53 22	53	0	0	0	0	0	0	0	3518	0	0	7	3	9	6	1 4
Morning peak		1			2	2			3	}			4				5				6				7				8				9		TOTAL	D1	P2	DЗ	P4	P5	Р6	P7 P
HOURLY COUNTS	LV	HV Bu	s Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus E	Bic.	LV	HV	Bus Bio	. LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	IOIAL	-	-	' '	-	'	1,0	[ /   [ '
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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	0	791	0	0	2	1	1	2	0 2
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	0	869	0	0	3	2	3	1	0 2
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			10	12 8	15	0	0	0	0	0	0	0	951	0	0	2	3	4	1	0 2
7:00 - 8:00	8	0 0	0	7	1	0	0	0	0	0	0		0	0	0	405	14	15	3	_	0	0			10	17 7	12		0	0	0	0	0	0	1004	0	0	2	2	5	0	0 0
7:15 - 8:15	11		0	8	0	0	0	0	0	0	0	13	0	0	0	417	12	17	4	0	0	0		521	8	19 8	11		0	0	0	0	0	0	1049	0	0	2	2	4	0	0 0
7:30 - 8:30	17		0	11	0	0	0	0	0	0	0		0	0	0	455	13	20	4	0	0	0		521		20 8	13		0	0	0	0	0	0	1114	0	0	1	1	3	1	0 2
	20	0 0	0	10	0	0	0	0	0	0	0		0	0	0	496	11	18	5	0	0	0			17	19 8	13	0	0	0	0	0	0	0	1169	0	0	1	0	2	1	0 2
7:45 - 8:45				40	0	1 1	0	0	0	0	0	18	0	0	0	453	11	19	2	0		_				17 9	14	0	0	0	0	0	0	0	1172	0	0	1	0	1	2	0 2
8:00 - 9:00	18			13		-				_																												_		_		
8:00 - 9:00 8:15 - 9:15	18 16	1 0	0	12	0	1	0	0	0	0			0	0	0	447	9	15	1							17 6				0	0	0	0	0	1138	0			0	1		0 2
8:00 - 9:00	18		0			1 1 2	0 0	0	0	0 0	0	19	0 0	0	0	447 440 380	9 9 12	15 11 11	2 2	0	0	0	0	525	20	17 6 17 6 19 4	16	0	_	0	0	0	0	0	1138 1100 1014	0	0		0 0	1 1 2		0 2 0 0

## C08 Weekday Mullens Street and Parsons Street



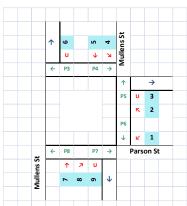
FROM	то			1				2			;	3			•	4			5	5			-	6			7				- 1	8			9	9		TOTAL
TROIVI		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	IOIAL												
16:00 -	16:15	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	29	0	0	1	0	0	0	0	27	1	0	0	0	0	0	0	0	0	0	0	61
16:15 -	16:30	2	0	0	0	5	0	0	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	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	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	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	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	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	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	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	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	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	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	0	0	0	77
TO	ΓAL	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	0	0	0	2648
																										-				-							-	
Afterna				4				2			_	)				4			_					,								0			_	3		

P1	P2	Р3	P4	P5	Р6	P7	Р8
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	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	1	0	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	L				2			;	3			•	4			5	,			,	6			7				8	3			,	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.	IOIAL												
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	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	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	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	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	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	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	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	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	0	0	786

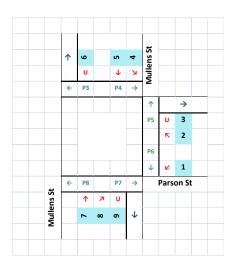
P1	P2	Р3	P4	P5	Р6	P7	Р8
0	0	0	1	0	4	0	0
0	0	0	1	2	6	0	0
0	0	0	1	2	7	0	0
0	0	0	2	3	9	0	0
0	0	0	1	3	9	0	2
0	0	0	1	1	8	0	2
0	0	1	1	1	10	0	3
0	0	1	0	0	9	0	3
0	0	1	0	0	8	0	2

### C08 Weekend Mullens Street and Parsons Street



FROM TO	го		1			2	2				3				4				5			(	5			7	7				8				9		TOTAL	P1	Р	2 0	93	P4	P5	Р6	P7	Р8
TROIVI TO		LV	V Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	H/	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	/ Bus	s Bic	. LV	H	V Bu	ıs Bio	. L\	V H	V Bu	ıs Bic	ioial		Ι.		3		13	10	.,	10
6:30 - 6:4		2 (	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	С		C	0		0		) (	0	0	0	0	1	0
6:45 - 7:0		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	C	0	C	0		0	C	) (	0	0	0	0	0	1
7:00 - 7:1		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	C	0	C	0		0	C	) (	0	0	3	0	0	0
7:15 - 7:3		2 (	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	С	0	C	0		0	C	) (	0	0	0	0	0	0
7:30 - 7:4		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	C	0	C	0		0		) (	0	0	0	0	0	0
7:45 - 8:0		1 (	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	С		C	0		0			0	0	0	0	2	0
8:00 - 8:1		4 (	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	C					0			0	0	1	0	0	0
8:15 - 8:3		4 (	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	C	0	С	0	C	0		0			1	0	0	0	0	0
8:30 - 8:4		2 (	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	С		C			0			0	0	0	0	0	3
8:45 - 9:0		1 (	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	С	0	C	0		0		) :	1	0	0	0	0	0
9:00 - 9:1		4 (	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	С					0			0	0	0	2	0	2
9:15 - 9:3		3 (	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	0	0	0		0		) (	0	0	1	0	0	3
9:30 - 9:4		6 (	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	C		(	0		0			0	2	0	1	0	0
9:45 - 10:			0	0	4	0	0	0	0	0	0	0	3	0	0	0	146	_	4	0	0	0	0	0	143	0	1	1	1	0		_	О		_	_		0			_	0	0	1	0	0
10:00 - 10:		<u> </u>	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		·	C					0			0	3	0	0	0	0
10:15 - 10:			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		0	0		0			3	1	1	1	1	0
10:30 - 10:		,	0	0	З	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	C		C	0		0			0	0	2	1	0	0
		4 (	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	С	0	C	0		0	C	) 2	2	1	0	0	0	0
11:00 - 11:		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	C	0	C	0		0		) (	0	2	0	0	0	0
		2 (	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	C	0	C	0		0		) (	0	0	2	0	1	0
11:30 - 11:		3 (	0	0	0	0	0	0	0	0	0	0	2	0	0	0	110		2	0	0	0	0	0	150	3	1	0	1	0	C	0	C	0	C	0		0	C	) :	1	0	0	0	0	0
	2:00	2 (	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	С	0	C	0	286	0	C	) (	0	1	0	0	1	0
TOTAL		50 (	0	0	37	1	4	0	0	0	0	0	56	0	0	0	2116	34	35	9	1	)	)	٥	2470	31	. 32	11	48	0	0	0	0	0	0	0	4935	0	0	) (	8	10	10	6	6	9
				·	,	-						-							- 00	7	1	U	U	0	24/0	01		_								_	4703									
Morning peal					0,	-														7	1	U	,	0	24/0	-											1 4703	, <u> </u>								
			1			2	2	l e'		;	3				4	l =:	L.,		5		1	(	_			7	7				8		L.		9		TOTAL	- <u> </u>	P	2 P	93	P4	P5	P6	P7	Р8
HOURLY COUN	VTS	LV	V Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HN		Bic.	LV	HV	Bus	Bic.	LV	HV	7 / Bu:		. LV	Н	V Bu		:. L\	V H	V Bu	ıs Bio	TOTAL	P1	P							
HOURLY COUN' 6:30 - 7:3	NTS :30	4 (	V Bus	Bic.		HV 0	Bus 0	0	0	HV 0	Bus 0	0	LV 4	HV 0	Bus 0	0	132		Bus 2	Bic.	0	HV 0	Bus 0	Bic.	LV 156	HV 7	1	3	7	H	V Bu	0	0	V H'	V Bu	0	TOTAL 327	<b>P1</b>	. P.	) (	0	0	3	0	1	1
HOURLY COUNT 6:30 - 7:3 6:45 - 7:4	:30 :45	4 (	N Bus	Bic. 0		HV 0 0	Bus 0 0	0	0	HV 0 0	Bus 0 0	0	LV 4	HV 0 0	Bus 0 0	0	132 182	H\\ 8	5	Bic. 2	0	HV 0 0	Bus 0 0	Bic. 0	LV 156 221	HV 7 8	1	3	7	H' 0	V Bu	0	0	V H	V Bu	0	TOTAL 327 441	P1 0 0	P. C.	) ( ) (	0	0	3	0	1	1
HOURLY COUNT 6:30 - 7:3 6:45 - 7:4 7:00 - 8:0	:30 :45 :00	4 ( 2 ( 3 (	W Bus 0 0 0 0 0 0	Bic. 0 0	LV 1 1 1 1	HV 0 0	0 0 0	0	0	HV 0 0 0	0 0 0	0 0	LV 4 4 9	0 0 0	0 0 0	0	132 182 213	8 7 4	5 Bus 2 2 2 2	Bic. 2 3 5	0	HV 0 0	0 0 0	Bic. 0 0	LV 156 221 271	HV 7	1 0	3 3	7 8 5	0	V Bu	0 0	0	V H <sup>1</sup> 0 0	V Bu	0 0	327 441 523	P1 0 0 0 0	P	0 (	0 0	0 0	3 3	0 0	1 0 2	1 1 0
HOURLY COUN  6:30 - 7:3  6:45 - 7:4  7:00 - 8:0  7:15 - 8:1	:45 :00	4 ( 2 ( 3 ( 7 (	N Bus 0 0 0 0 0 0 0 0	Bic.   0   0   0   0	LV 1 1 1 2	HV 0 0 0 0 0 0	0 0 0 0	0 0 0	0 0	HV 0 0 0	0 0 0 0	0 0 0	LV 4 4 9	HV 0 0 0 0 0 0	0 0 0 0	0 0 0	132 182 213 232	H\\ 8 7 4 5	Bus 2 2 2 2 3	Bic. 2 3 5 5	0 0	HV 0 0 0 0 0	0 0 0 0	Bic. 0 0 0	LV 156 221 271 318	HV 7 8 6 4	1 0 1 2	3 3 3 2	7 8 5 6	0	V BL	0 0 0	0	V H <sup>1</sup> 0 0	V BL	0 0 0	327 441 523 594	P1 0 0 0 0 0 0	P C	0 (	0 0 0 0	0 0 0 0	3 3 1	0 0 0	1 0 2 2	1 1 0
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6:30 - 7:3 6:45 - 7:4 7:00 - 8:0 7:30 - 8:3 7:45 - 8:4 8:00 - 9:0 8:15 - 9:1 8:30 - 9:0 9:15 - 10: 9:30 - 10: 9:45 - 10: 10:00 - 11: 10:015 - 11:	30 45 000 115 30 45 000 115 30 000 0015 000 0015 000 0015 100 000 0	4 ( ( 2 2 ( ) ( ) 3 3 ( ) ( ) 7 ( ) ( ) 7 ( ) ( ) 7 (	Bus	Bic.   0   0   0   0   0   0   0   0   0	LV 1 1 1 1 2 5 5 7 8 8 13 100 111 144 113 144 111 7 6 6	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 1 1 1 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 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	LV 4 4 9 8 9 10 5 4 5 7 10 17 17 17 15 16	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	132 182 213 225 254 263 337 410 477 521 557 569 545 540 522	HN 8 8 7 4 4 5 5 5 5 5 5 7 8 8 8 8 8 6 6 5 4 4 4	5 Buss 2 2 2 2 3 3 5 8 7 8 8 8 6 100 8 8 9 100 7 7 9 7	Bic. 2 3 5 5 3 2 0 0 0 1 1 3 3 3 4 4 3 1 1 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 1 1	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 156 221 271 318 336 346 359 392 427 551 601 664 640 647 623 606	HVV 7 7 8 8 6 4 4 5 5 6 6 5 5 4 4 3 3 2 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1 0 1 2 4 6 5 6 6 7 8 8 8 9 7 7 9	3 3 3 2 2 2 2 1 4 3 3 4 5 2 2 2 1 1 0 0 1 0 1 0 1 0 1 0 1 1 0 1 0	7 8 5 6 6 10 9 11 13 11 9 12 11 10 12 8 8		V BL  C C C C C C C C C C C C C C C C C C C			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	V BL  C C C C C C C C C C C C C C C C C C C		707AL 327 441 523 594 643 670 795 905 1066 1250 1324 1267 1270 1211 1175	P1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			00 00 00 00 11 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 2 2 5 6 4 5 4 3	3 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 3 3 3 3 3 4 4 4 4	0 0 0 0 0 0 0 0 2 2 3 4 2 3 3 2 2	1 0 2 2 2 2 0 0 0 0 0 0 1 1 1 1	1 1 0 0 0 3 3 5 8 5 5 5 3 0 0 0
HOURLY COUN 6:30 - 7:3 6:45 - 7:4 7:00 - 8:0 7:15 - 8:3 7:45 - 8:4 8:00 - 9:3 8:45 - 9:4 8:00 - 10: 9:30 - 10: 9:30 - 10: 9:45 - 10: 10:00 - 11: 10:15 - 11:	30	4 ( ( 2 2 ( ( 3 3 ) ( 3 4 ) (		Bic.   0   0   0   0   0   0   0   0   0	LV 1 1 1 2 5 5 7 8 8 13 10 11 14 13 14 11 7	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 1 1 1 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	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	LV 4 4 9 8 9 10 5 7 10 17 17 17 15	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	132 182 213 232 254 263 292 337 410 477 521 557 569 545 540	#NV 8 8 7 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	8 8 6 10 8 9 10 7 9 9	Bic. 2 3 5 5 5 3 2 0 0 1 1 3 3 4 4 3 1 1 0 0	0 0 0 0 0 0 0 0 0 0 0 1 1 1	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 156 221 271 318 336 346 359 392 427 551 601 664 640 647	77 8 6 4 5 5 4 5 6 6 5 4 3 2 5 6 6 6 6 6 6 6	1 0 1 2 4 4 6 6 5 6 6 6 7 7 8 8 8 9 9 7 9 9 9 9 9 8 8 8 8 8 8 8	3 3 3 2 2 2 2 1 4 3 4 5 2 2 2 1 1 0 1 1 0 1 1 1 1 1 1 1 1 1 1 1	7 8 8 5 6 6 6 100 9 111 111 9 112 111 110 112 8		Bit   Color   Color			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	V BL  CO  CO  CO  CO  CO  CO  CO  CO  CO  C		707AL 327 441 523 594 643 674 707 795 905 1066 11250 1324 1267 1270 1211 1175	P1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			00 00 00 00 11 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 2 2 5 6 4 5	3 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 3 3 3 3	0 0 0 0 0 0 0 0 2 2 3 4 2 3 3 2	1 0 2 2 2 2 2 0 0 0 0 0 0 1 1 1	1 1 0 0 0 3 3 5 8 5 5 3 0 0

#### C08 Weekend Mullens Street and Parsons Street



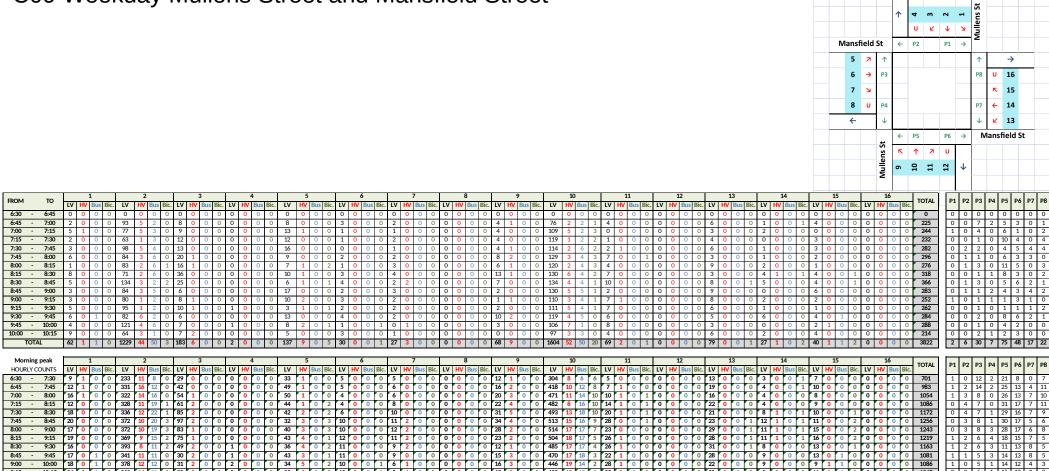
FDO) 4		то.			1				2			3	3			-	1			5				(	6			7				8	3			9	9		TOTAL
FROM		то	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	TOTAL												
12:00	-	12:15	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	120	1	3	1	0	0	0	0	150	3	1	0	3	0	0	0	0	0	0	0	293
12:15	-	12:30	2	0	0	0	2	1	0	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	0	337
12:30	-	12:45	8	1	0	0	3	0	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	0	311
12:45	-	13:00	1	0	0	0	3	0	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	0	299
13:00	-	13:15	6	0	0	0	4	0	1	0	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	0	289
13:15	-	13:30	3	0	0	0	5	0	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	0	301
13:30	-	13:45	2	0	0	0	1	0	1	0	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	0	292
13:45	-	14:00	0	0	0	0	2	0	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	0	289
14:00	-	14:15	0	0	0	0	6	0	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	0	310
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15:00	-	15:15	0	0	0	0	2	0	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	0	209
15:15	-	15:30	2	0	0	0	2	0	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	0	5	0	0	0	134	1	3	1	0	0	0	0	116	1	2	1	0	0	0	0	0	0	0	0	265
15:45	-	16:00	0	0	0	0	1	0	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	0	97
T	OTAI	L	35	1	0	0	39	1	2	0	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	Р3	P4	P5	P6	P7	P8
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0	0	0	0	1	0	0	3
0	0	1	1	0	0	4	0
0	0	0	0	1	0	0	0
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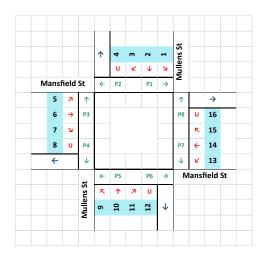
			_								_												,								_				_		
Afternoon peak			1				2				3				4			5					6			/					8				9		TOTAL
HOURLY COUNTS	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	101712												
12:00 - 13:00	15	1	0	0	12	1	0	0	0	0	0	0	18	0	0	0	538	3	8	1	1	0	0	0	615	9	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	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	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	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	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	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	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	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	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	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	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	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	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	Р3	P4	P5	Р6	P7	Р8
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0	0	1	0	1	1	1	0
0	0	1	0	2	0	0	0
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0	0	0	0	3	0	0	0
0	0	1	0	3	1	0	0
0	0	1	0	3	1	0	0
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#### C09 Weekday Mullens Street and Mansfield Street

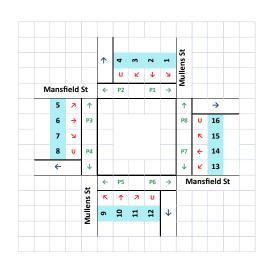


## C09 Weekday Mullens Street and Mansfield Street



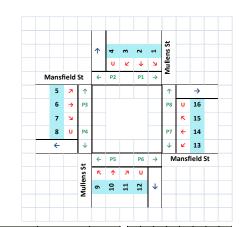
FROM	-	го		1			2				3				4				5			6	,			7				8				9			1	0			11			1:	2			13			14			15			1	5	Τ.,	OTAL	D4	D0	DO D	4 50		P7	D0
FROM			LV H	V Bus	Bic.	LV	HV	Bus Bi	c. L\	/ H\	/ Bu	s Bic	. LV	/ HV	/ Bu	s Bic	. LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic. I	.V H	V Bu	Bic.	. LV	HV	Bus	Bic.	LV	HV B	us Bio	. LV	HV	Bus	Bic. L'	V HV	/ Bus	Bic.	LV H	IV Bu	s Bic.	LV	HV Bu	us Bic.	. LV	HV	Bus Bi	c.	JIAL	PI	P2   F	P3   P	4 P5	Po	Ρ/	P8
15:30	- 15:	:45	0 (	0	0	7	1	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 (	0	0	14	1	0	0	1	0 (	0 0	0	0	0	0 1	. 0	0	0	2 (	0 0	0	0	0 (	0	0	0	0 0		29	1	0	0 0	0	0	0	0
15:45	- 16	5:00	8 (	0	0	118	0	4 1	. 8	1	0	0	0	0	0	0	8	0	0	0	2	1	0	1	0	1	0	0	1	0	0	0	3 (	0	0	99	2	4	0	4	0 (	0 0	0	0	0	0 4	1 0	0	0	1 (	0 0	0	1	0 (	0	0	0	0 0	5 2	272	2	0	3 1	1 0	1	2	1
16:00	- 16	5:15	1 (	0	0	96	3	4 1	13	3 0	0	0	1	0	0	0	9	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3 (	0	0	102	2 3	2	2	6	0 (	0 0	0	0	0	0 6	5 0	0	0	2 (	0 0	0	4	0 (	0	0	0	0 0		263	0	0	0 0	8 (	5	1	0
16:15	- 16	5:30	3 (	0	0	93	0	3 1	15	5 2	0	0	0	0	0	0	13	0	0	0	3	0	0	0	2	1	0	0	0	0	0	0	5 (	0	0	111	L 4	4	2	6	0 (	0 0	0	0	0	0 1	0 0	0	0	3 (	0 0	0	2	0 (	0	0	0	0 0	2 ا	283	0	1	1 1	4	2	1	2
16:30	- 16	5:45	4 (	0	0	96	1	2 1	14	1 0	0	0	0	0	0	0	6	1	0	0	1	0	0	0	3	0	0	0	0	0	0	0	3 (	0	0	132	2 1	3	2	5	0 (	0 0	0	0	0	0 4	1 0	0	0	3 (	0 0	0	5	0 (	0	0	0	0 0	) 2	287	0	0	0 1	. 7	4	1	0
16:45			2 (	0	0	112	1	4 1	12	2 1	0	0	0	0	0	0	5	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	5 (	0	0	105	0	3	2	4	0 (	0 0	0	0	0	0 4	1 0	0	0	6	1 0	0	2	0 (	0	0	0	0 0		274	2	2	1 (	7	1	0	0
17:00	- 17:	7:15	0 (	0	0	114	1	3 1	1:	1 0	0	0	0	0	0	0	4	0	0	0	8	1	0	0	2	0	0	0	0	0	0	0	6 1	. 0	0	141	L 0	5	0	5	0 (	0 0	0	0	0	0 2	2 0	0	0	1 (	0 0	0	4	0 (	0	0	0	0 0	) ?	310	0	0	1 3	3 8	2	0	2
17:15	- 17:	7:30	1 (	0	0	103	0	7 (	) 4	0	0	0	0	0	0	0	7	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	6 (	0	0	114	1 0	4	1	6	0 (	0 0	0	0	0	0 1	1 0	0	0	5 (	0 0	0	3	0 (	0	0	0	0 0		278	0	0	3 2	2 5	3	1	0
17:30			4 (	0	0	105	0	5 0	) 10	) 1	0	0	2	0	0	0	4	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	2 (	0	0	102	2 1	6	1	3	0 (	0 0	0	0	0	0 4	1 0	0	0	5 (	0 0	0	4	0 (	0	0	0	0 0	) 2	263	0	0	2 2	2 10	2	2	0
17:45	- 18	3:00	1 (	0	0	100	0	6 1	10	) 1	0	0	0	0	0	0	17	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	5 (	0	0	130	0	4	2	2	0 (	0 0	0	0	0	0 6	0	0	0	2 (	0 0	0	1	0 (	2	0	0	0 0	) 2	293	0	0	1 2	2 7	4	0	0
18:00			4 (	0	0	116	0	3 1	6	0	0	1	0	0	0	0	11	. 0	0	1	4	0	0	0	3	0	0	0	0	0	0	0	7 (	0	0	88	0	4	1	1	0 (	0 0	0	0	0	0 4	1 0	0	0	2 (	0 0	0	2	0 (	0	0	0	0 0	) 2	259	0	0	5 3	3 7	3	0	0
18:15	- 18	3:30	1 (	0	0	77	0	2 1	1	. 0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1 (	0	0	50	0	4	0	2	0 (	0 0	0	0	0	0 7	7 0	0	0	1 (	0 0	0	2	0 (	0	0	0	0 0	) 1	152	0	0	0 2	2 8	2	3	0
TC	TAL		29 (	0	0	1137	7	43 9	10	4 6	0	1	3	0	0	0	88	2	0	1	34	2	0	1	15	3	0	0	1	0	0	0 4	16 1	L 0	0	1189	8 12	43	13	45	0 (	0 0	0	0	0	0 6	3 0	0	0	33	1 0	0	30	0 0	2	0	0	0 0	) 2	2963	5	3 1	17 1	7 71	. 29	11	5
																																																																			_
Afterno	oon pea	ak		1			2				3				4				5			6	,			7				8				9			1	0			11			12	2			13			14			15			1	5	Tr	OTAL	P1	D2	D2 D	4 D5	. D4	. D7	DO
HOURL	COUN	NTS	LV H	V Bus	Bic.	LV	HV	Bus Bi	c. L\	/ H\	/ Bu	s Bic	. LV	/ HN	/ Bu	s Bic	. LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus E	Bic. I	.V H	V Bu	Bic.	. LV	HV	Bus	Bic.	LV	HV B	us Bio	. LV	HV	Bus	Bic. L'	V HV	/ Bus	Bic.	LV	IV Bu	s Bic.	LV	HV Bu	us Bic.	. LV	HV	Bus Bi	c.	JIAL	PI	PZ	PS	+   23	Po	Ρ/	Po
15:30	- 16	5:30	12 (	0	0	314	4	11 3	36	5 3	0	0	1	0	0	0	32	1	0	0	9	1	0	1	2	2	0	0	1	0	0	0 :	11 (	0	0	326	10	10	4	17	0 (	0 0	0	0	0	0 2	1 0	0	0	8 (	0 0	0	7	0 (	0 0	0	0	0 0	) [	847	3	1	4 2	2 12	. 8	4	3
15:45	- 16	5:45	16 (	0	0	403	4	13 4	50	3	0	0	1	0	0	0	36	2	0	0	10	1	0	1	5	2	0	0	1	0	0	0 :	14 (	0	0	444	10	13	6	21	0	0 0	0	0	0	0 2	4 0	0	0	9 (	0 0	0	12	0 (	0	0	0	0 0	) 1	105	2	1	4 3	3 19	12	. 5	3
16:00	- 17:	7:00	10 (	0	0	397	5	13 4	54	4 3	0	0	1	0	0	0	33	2	0	0	9	0	0	0	7	2	0	0	0	0	0	0 :	16 (	0	0	450	8 (	12	8	21	0	0 0	0	0	0	0 2	4 0	0	0	14	1 0	0	13	0 (	0 0	0	0	0 0	) 1	107	2	3	2 2	2 26	12	. 3	2
16:15	- 17:	7:15	9 (	0	0	415	3	12 4	52	2 3	0	0	0	0	0	0	28	1	0	0	13	1	0	0	9	2	0	0	0	0	0	0 :	19 1	0	0	489	5	15	6	20	0	0	0	0	0	0 2	0 0	0	0	13	1 0	0	13	0 (	0 0	0	0	0 0	) 1	1154	2	3	3 5	j 26	, 9	2	4
16:30	- 17:	7:30	7 (	0	0	425	3	16 3	4:	1 1	0	0	0	0	0	0	22	1	0	0	15	1	0	0	8	1	0	0	0	0	0	0 2	20 1	0	0	492	2 1	15	5	20	0	0	0	0	0	0 2	1 0	0	0	15	1 0	0	14	0 (	0 0	0	0	0 0	) 1	1149	2	2	5 6	27	10	2	2
16:45	- 17:	7:45	7 (	0	0	434	2	19 2	3	7 2	0	0	2	0	0	0	20	0	0	0	17	1	0	0	6	1	0	0	0	0	0	0 :	19 1	0	0	462	2 1	18	4	18	0 (	0 0	0	0	0	0 2	1 0	0	0	17	1 0	0	13	0 (	0	0	0	0 0	) 1	1125	2	2	7 7	/ 30	8	3	2
17:00	- 18	3:00	6 (	0	0	422	1	21 2	3.	5 2	0	0	2	0	0	0	32	0	0	0	18	1	0	0	5	0	0	0	0	0	0	0 :	19 1	0	0	487	1	19	4	16	0 (	0	0	0	0	0 2	3 0	0	0	13 (	0 0	0	12	0 (	2	0	0	0 0	) 1	1144	0	0	7 5	9 30	11	3	2
17:15	- 18	3:15	10 (	0	0	424	0	21 2	30	2	0	1	2	0	0	0	39	0	0	1	14	0	0	0	6	0	0	0	0	0	0	0 :	20 (	0	0	434	1	18	5	12	0 (	0	0	0	0	0 2	5 0	0	0	14 (	0 0	0	10	0 (	2	0	0	0 0	) 1	1093	0	0 :	11 9	29	12	3	0
17:30	- 18	3:30	10 (	0	0	398	0	16 3	2	7 2	0	1	2	0	0	0	34	0	0	1	10	0	0	0	5	0	0	0	0	0	0	0 :	15 (	0	0	370	1	18	4	8	0 (	0	0	0	0	0 2	1 0	0	0	10 (	0 0	0	9	0 (	2	0	0	0 0	5 5	967	0	0	8 9	32	11	5	0

#### C09 Weekend Mullens Street and Mansfield Street



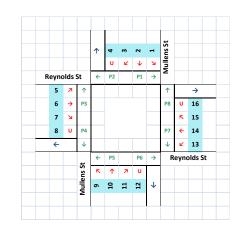
		1		2	3	4		5	6	7	8	9		10	11	12	13	3	14		15		16					
FROM	то	LV HV Bus	Bic. LV	HV Bus Bic.	LV HV Bus Bi	c. LV HV Bus	Bic. LV HV	Bus Bic. LV H	V Bus Bic. LV	HV Bus Bic. L	V HV Bus Bic.	LV HV Bus B	ic. LV	HV Bus Bic	. LV HV Bus Bio	. LV HV Bus Bi	c. LV HV	Bus Bic.	LV HV Bu	ıs Bic. LV	HV Bus E	Bic. LV H	W Bus Bic.	TOTAL	P1 P	2 P3 I	P4 P5 P	P6 P7 F
6:30 -	6:45	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 0 0	0 0	0 0 0	0 0 0 0	0 0 0 0	0 0	0 0	0 0 0	0 0	0 0	0 0	0 0 0	0				
6:45 -		0 1 0	0 18	0 1 0	0 1 0 0	0 0 0	0 0 0	0 0 2 0	0 0 2	0 0 0 0	0 0 0	2 0 0	0 30	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	58	0 1	1 0	0 1 :	1 1
	7:15	0 0 0	0 30	1 1 0	3 0 0 0	0 0 0	0 3 1	0 0 1 1	0 0 0	1 0 0 0	0 0 0	1 0 0	0 41	2 0 1	0 0 0 0	0 0 0 0	0 0	0 0	1 0 0	0 0	0 0	0 0	0 0 0	88	0 0	) 2	0 0 :	1 0
7:15 -		2 0 0	0 45	0 0 2	3 0 0 0	0 0 0	0 7 1	0 0 4 0	0 0 2	0 0 0 0	0 0 0	2 0 0	0 51	0 0 1	1 0 0 0	0 0 0 0	0 0	0 0	0 0 0	0 0	0 0	0 0	0 0 0	121	0 0	0	0 2 4	4 1
7:30 -		1 0 0	0 49	0 0 1	10 0 0 0	0 0 0	0 3 0	0 0 2 0	0 0 3	1 0 0 0	0 0 0	2 0 0	0 76	2 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	) 2		0 2
7:45 -		1 0 0	0 70	2 1 2	3 0 0 0	0 0 0	0 6 0	0 0 1 0	0 0 1	0 0 0 0	0 0 0	2 0 0	0 93	0 1 1	3 0 0 1	0 0 0 0	3 0	0 0	0 0 0	0 0	0 0	0 0	0 0 0	191	0 0			0 0
8:00 -		1 0 0	0 53	2 2 0	3 0 0 0	0 0 0	0 5 0	0 0 0 0	0 0 1	0 0 0 0	0 0 0	0 0 0	0 82	1 1 0	4 0 0 0	0 0 0 0	0 4 0	0 0	5 0 0	0 1	0 0	0 0	0 0 0	165	0 0	) 2	3 3	1 2
8:15 -		1 0 0	0 65	0 2 0	7 0 0 0	0 0 0	0 7 0	0 0 4 (	0 0 1	0 0 0 0	0 0 0	2 0 0	0 74	2 2 1	0 0 0 0	0 0 0 0	0 4 0	0 0	3 0 0	0 1	0 0	0 0	0 0 0	176	0 0	) 1	0 1	1 0
8:30 -		2 0 0	0 72	1 3 0	3 0 0 0	0 0 0	0 7 0	0 0 1 0	0 0 1	0 0 0 0	0 0 0	2 0 0	0 96	1 2 0	0 0 0 0	0 0 0 0	) 2 1	0 0	2 0 0	0 1	0 0	0 0	0 0 0	197			0 2 3	3 1
8:45 -		2 1 0	0 100	1 1 0	4 0 0 0	0 0 0	0 4 0	0 0 2 0	0 0 2	0 0 0 0	0 0 0	3 0 0	0 98	1 0 0	2 0 0 0	0 0 0 0	8 0	0 0	0 0 0	0 3	0 0	0 0	0 0 0	232	0 0	0 0	1 0 0	0 0
9:00 -		6 0 0	0 87	0 2 0	5 0 0 0	0 0 0	0 8 0	0 3 3 (	0 0 1	0 0 0 0	0 0 0	4 0 0	0 106	0 2 0	2 0 0 0	0 0 0 0	0 4 0	0 0	2 1 (	0 4	0 0	0 0	0 0 0	240	0 1	1 0	0 3	1 0
9:15 -		4 0 0	0 133	3 2 1	8 1 0 0	0 0 0	0 3 0	0 0 1 (	0 0 0	0 0 0 0	0 0 0	7 0 0	0 111	1 2 0	3 0 0 0	0 0 0 0	0 4 0	0 0	2 0 0	0 6	0 0	0 0	0 0 0	292	1 0	0 0	0 1 4	4 0
9:30 -		10 0 0	0 124	2 1 1	6 0 0 0	1 0 0	0 13 0	0 0 3 (	0 0 0	0 0 0 0	0 0 0	4 0 0	0 158	0 3 1	6 0 0 0	0 0 0 0	4 0	0 0	2 0 0	0 6	1 0	0 0	0 0 0	346	0 0	) 4	3 7	7 2
9:45 -		4 0 0	0 134	2 4 0	6 0 0 0	0 0 0	0 8 0	0 1 2 (	0 0 1	0 0 0 0	0 0 0	2 0 0	0 125	0 1 0	5 0 0 0	0 0 0 0	) 11 0	0 0	6 0 0	0 8	0 0	0 0	0 0 0	320	0 0	) 3	0 4 4	4 1
10:00 -		2 0 0	0 125	0 1 1	11 0 0 0	0 0 0	0 12 0	0 0 1 0	0 0 3	0 0 0 0	0 0 0	2 0 0	0 157	1 2 0	5 0 0 0	0 0 0	10 0	0 0	1 0 0	0 7	1 0	0 0	0 0 0	342	2 0		0 6 4	4 1
10:15 -		6 0 0	0 140	2 3 0	7 0 0 0	0 0 0	0 8 0	0 0 2 1	0 0 2	0 0 0 0	0 0 0	5 1 0	0 166	3 3 0	5 0 0 0	0 0 0 0	6 0	0 0	3 0 0	1 5	1 0	0 0	0 0 0	370	0 0		3 3 8	8 0
10:30 -		2 0 0	0 110	1 2 0	12 0 0 0	0 0 0	0 6 0	0 0 5 0	0 0 3	0 0 0 0	0 0 0	5 0 0	0 148	0 1 0	5 0 0 0	0 0 0 0	14 0	0 0	4 0 0	0 2	0 0	0 0	0 0 0	320	0 0	) 1	1 6 2	2 2
10:45 -		4 0 0	0 125	1 1 0	7 0 0 0	1 0 0	0 6 0	0 0 1 (	0 0 3	0 0 0 0	0 0 0	10 0 0	0 140	1 3 0	4 0 0 0	0 0 0 0	9 0	0 0	0 0 0	0 6	0 0	0 0	0 0 0	322	0 0	) 1	0 4 :	2 2
11:00 -		2 0 0	0 102	0 3 0	10 0 0 0	0 0 0	0 5 0	0 0 2 0	0 0 0	0 0 0 0	0 0 0	0 0 0	0 138	0 2 1	4 0 0 0	0 0 0 0	7 0	0 0	2 0 0	0 6	0 0	0 0	0 0 0	284	0 0	) 1	1 2 :	2 0
11:15 -		4 0 0	0 116	3 2 0	9 0 0 0	0 0 0	0 10 0	0 0 2 0	0 0 1	1 0 0 0	0 0 0	4 0 0	0 147	3 2 0	1 0 0 0	0 0 0 0	) 4 0	0 0	2 1 (	0 3	1 0	0 0	0 0 0	316	0 0	) 1	0 3 3	2 2
11:30 -		3 0 0	0 90	3 1 0	16 0 0 0	0 0 0	0 9 0	0 0 2 0	0 0 0	0 0 0 0	0 0 0	7 0 0	0 130	3 1 0	3 0 0 0	0 0 0 0	7 0	0 0	2 0 0	0 6	1 0	0 0	0 0 0	284	1 1	1 1	3 0 7	7 2
11:45 -		1 0 0	0 135	0 2 0	12 0 0 0	0 0 0	0 12 0	0 0 3 0	0 0 4	0 0 0 0	0 0 0	4 0 0	0 118	0 3 0	4 0 0 0	0 0 0 0	9 0	0 0	2 0 0	0 3	0 0	0 0	0 0 0	312	0 0	0		2 1
TOTA		58 2 0	0 1923		145 2 0 0	2 0 0	0 142 2	0 4 44 2	0 0 31	3 0 0 0	0 0 0	70 1 0	0 2285	21 31 7	57 0 0 1	0 0 0 0	110 1	0 0	41 2 (	1 68	5 0	0 0	0 0 0	5128			18 54 5	
		-	-										-					-	-							11		-     -
Morning	peak	1		2																								
HOURLY CO	OUNTS	TV LIN Due		2	3	4		5	6	7	8	9		10	11	12	13	3	14		15		16	TOTAL	D4 D	0 00	D4 D5 D	0/ 07 6
6:30 -	7:30	LV HV Bus	Bic. LV	HV Bus Bic.	3 LV HV Bus Bi	c. LV HV Bus	Bic. LV HV	5 Bus Bic. LV H	6 V Bus Bic. LV	7 HV Bus Bic. L	8 V HV Bus Bic.	9 LV HV Bus B	ic. LV	10 HV Bus Bic	. LV HV Bus Bio	. LV HV Bus Bi	13 c. LV HV	Bus Bic.	LV HV Bu	ıs Bic. LV	15 HV Bus E	Bic. LV H	16 IV Bus Bic.	TOTAL	P1 P	2 P3 I	P4 P5 P	P6 P7 I
6:45 -		2 1 0	Bic. LV 0 93	HV Bus Bic.	3 LV HV Bus Bi 6 1 0 0	4 c. LV HV Bus	Bic. LV HV	5 Bus Bic. LV H	6 V Bus Bic. LV	7   HV   Bus   Bic.   L	8 V HV Bus Bic.	9   LV   HV   Bus   B     5   0   0	ic. LV 0 122	10 HV Bus Bic 2 0 3	. LV HV Bus Bio	12 . LV HV Bus Bi	c. LV HV 0	Bus Bic.	14 LV HV Bu	Bic. LV	15 HV Bus E	Bic. LV H	16 IV Bus Bic. 0 0 0		P1 P	2 P3 I	P4 P5 P	P6 P7 F
7:00 -	7:45		Bic. LV 0 93 0 142	HV Bus Bic. 1 2 2 1 2 3	16 1 0 0	c. LV HV Bus	Bic. LV HV 0 10 2 0 13 2	5 Bus Bic. LV H 0 0 7 1 0 0 9 1	6	7   HV   Bus   Bic.   L   1   0   0   0   0   0   0   0   0   0	8 V HV Bus Bic. 0 0 0 0 0	9 LV HV Bus B 5 0 0 0		10 HV Bus Bic 2 0 3 4 0 3	11 . LV HV Bus Bic 1 0 0 0 0 1 0 0 0	12 . LV HV Bus Bi 0 0 0 0 0	c. LV HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bic. 0 0 0 0	14 LV HV Bu 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. LV	15 HV Bus E	Bic. LV H	16 IV Bus Bic. 0 0 0 0 0 0		P1 P	2 P3 I	P4 P5 P	P6 P7 I
	7:45 8:00		Bic. LV 0 93 0 142 0 194	HV Bus Bic. 1 2 2 1 2 3 3 2 5	LV HV Bus Bi 6 1 0 0 16 1 0 0	C. LV HV Bus 0 0 0 0 0 0 0 0	Bic. LV HV 0 10 2 0 13 2 0 19 2	Bus Bic. LV H 0 0 7 1 0 0 9 1 0 0 8 1	6	7	8 V HV Bus Bic. 0 0 0 0 0 0 0 0	5 0 0 0 7 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0		10 Bus Bic 2 0 3 4 0 3 4 1 3	11 . LV HV Bus Bic 1 0 0 0 1 1 0 0 0 1 4 0 0 1	12 . LV HV Bus Bi 0 0 0 0 0	c. LV HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bic. 0 0 0 0 0 0	14 LV HV Bu 1 0 0 3 0 0	IS Bic. LV 0 0 0 0 0 0 0 0 0	15 HV Bus E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. LV   H	16 IV Bus Bic. 0 0 0 0 0 0 0 0 0	267 419	P1 P	1 4	P4 P5 P	6 4 1
7:15 -	8:00	2 1 0 3 1 0	0 93 0 142	HV Bus Bic. 1 2 2 1 2 3 3 2 5 4 3 5	3   LV   HV   Bus   Bi   6   1   0   0   0   16   1   0   0   0   19   0   0   0   0   19   0   0   0   0   0   0   0   0   0	4	Bic. LV HV 0 10 2 0 13 2 0 19 2 0 21 1	5 Bic. LV H 0 0 7 1 0 0 9 1 0 0 8 1 0 0 7 0	6	7   HV   Bus   Bic.   L	8	9 LV HV Bus B 5 0 0 0 7 0 0 0 7 0 0 0 6 0 0	0 122 0 198	HV Bus Bic 2 0 3 4 0 3 4 1 3 3 2 2	11   Bus Bic   1   0   0   0   0   0   0   0   0   0	12 . LV HV Bus Bi 0 0 0 0 0 0 0 0 0 0 0 0 0	13 c. LV HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bic. 0 0 0 0 0 0 0 0	14 LV HV Bu 1 0 0 3 0 0 7 0 0	15 Bic. LV 0 0 0 0 0 0 0 0 0 0 1	15   HV   Bus   E   0   0   0   0   0   0   0   0   0	Bic. LV   H   0   0   0   0   0   0   0   0   0	0 0 0	267 419	0 1	1 4	1 5 0	6 4 :
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#### C09 Weekend Mullens Street and Mansfield Street



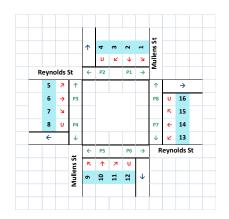
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12:15 12:30 12:45 13:00 13:15 13:30 13:45 14:00 14:15	- 13: - 13: - 13: - 13: - 14: - 14: - 14: - 15: - 15:	115 230 245 200 215 230 245 2500 215 2500 215 2500 215 2500 215 2500 2500	20 0 17 1 15 1 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	0 49 0 50 0 49	8 4 2 4 1 5 4 7 0 7 4 8 5 7 6 5 9 3	Bus B 8 8 8 8 8 8 6 6 7 7 7 9 8	ic. LV 1 49 0 45 0 42 0 39 0 42 0 44 0 42 0 38 0 38 0 35 0 31 0 27	HV 1 1 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1	Bus Bi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C. LV O O O O O O O O O O O O O O O O O O O	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	c. LV 37 33 28 35 38 43 39 31 26 27	HV   2   2   2   0   1   1   1   1   0   0   1   1   1	Bus Bic. 0 0 0 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0	EV   9   9   9   8   9   7   7   7   5   6   7   5   5   5   5   5   7   7   7   7	HV Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 2 2 2 2 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1	LV HV 6 0 6 0 9 0 5 1 12 1 10 1 12 1 12 0 6 0 8 0 7 0 12 0	9 Bus   0	Bic. LN 0	/ HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV 0 26 0 25 0 22 0 18 0 18 0 12 0 7 0 7 0 8 0 11 0 15 0 17	HV 2 1 0 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0 0 0 0 0		HV 6 6 6 6 7 4 7 6 7 9 7 6 6 7 6 7 6 7 6 7 6 7 6 7 6 7	Bic 8 2 9 4 4 10 4 9 2 8 2 7 0 8 0 7 2 8 2 7 3 7 2	11 11 13 12 9 8 9 10 10 8 9 10	HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 40 0 44 0 39 0 35 0 25 0 27 0 24 0 21 0 18 0 8	/ HV 0 0 0 0 5 0 6 0 7 0 1 0 1 0 1 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. L 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	N HV 8 1 1 1 3 1 1 4 0 1 4 0 1 1 1 1 1 1 1 1 1 1 1 1 1	Bus	Bic. L. C.	V HV 5 0 5 0 6 0 5 0 3 0 2 0 3 0 2 0 3 0 1 0 3 0	Bus   0	Bic. L' 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	V H 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1301 1251 1222 1204 1232 1196 1153 1113 996	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 1 0 1 0 2	4 4 4 2 0	7 1 7 1 7 1 3 1 5 1	10 19 12 15 11 13 18 11 18 14 18 13 19 11 14 8 16 4	2 2 6 6 5	6 8 8 6 5 3 1 0 1 1 1 3 3
12:15 12:30 12:45 13:00 13:15 13:30 13:45 14:00 14:15	- 13: - 13: - 13: - 14: - 14: - 14: - 15: - 15: - 15:	115 230 245 200 245 200 245 200 245 265 265 265 265 265 265 265 265 265 26	20 0 17 1 15 1 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0 45 0 50 0 45 0 45 0 45 0 46 0 40	8 4 2 4 1 5 4 7 0 7 4 8 5 7 6 5 9 3 9 2 3 2	Bus B 8 8 8 8 8 8 6 6 8 7 7 7 9 8 8 10 9	ic. LV 1 49 0 45 0 42 0 39 0 44 0 42 0 38 0 35 0 31 0 27	HV 1 1 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1	Bus Bi  0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	C. LV  O O  O O  O O  O O  O O  O O  O O	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0	c. LV 37 33 28 35 38 43 39 31 26 27 26 27	HV   2   2   2   0   1   1   1   1   1   1   1   1   1	Bus Bic. 0 0 0 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0	8 9 8 7 7 7 5 6 6 5 5 5 5 6 4	HV Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 2 2 2 2 0 0 0 0 0 0 0 1 1 1 1 1 1 1 0 0	LV HV 6 0 6 0 9 0 5 1 12 1 10 1 12 1 12 0 6 0 8 0 7 0 12 0 13 0	9 Bus   0   0   0   0   0   0   0   0   0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	/ HV   0   0   0   0   0   0   0   0   0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV 0 26 0 25 0 22 0 18 0 18 0 12 0 7 0 7 0 8 0 11 0 15 0 17 0 17	HV 2 1 1 0 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0 0 0 0 0		HV 8 6 6 6 4 7 4 6 6 7 9 11 9 6 6 4 7	Bic 8 2 9 4 4 10 4 9 2 8 2 7 0 8 0 7 2 8 2 7 3 7 2 7 2	11 11 13 12 9 8 9 10 10 8 9 10 10 10	HV   E   O   O   O   O   O   O   O   O   O	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 40 0 44 0 39 0 25 0 27 0 24 0 21 0 18 0 8 0 8 0 10	/ HV 0 0 0 1 0 0 5 0 0 6 0 0 1 0 0 1 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. L 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	N HV 8 1 1 3 1 1 4 0 1 4 0 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. L' 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 1 0 8 0 7 1 8 1 8 1 1 1 1 0 1	V HV 5 0 5 0 6 0 5 0 3 0 2 0 3 0 7 0 3 0 4 0	Bus   0	Bic. L' 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	V H 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1301 1251 1222 1204 1232 1196 1153 1113 996 1000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 1 0 1 0 2 0 1 0 1 0 1 0 0 0 0 0 0	4 4 4 2 0 1	7 1 7 1 7 1 3 1 5 1	100 19 112 15 111 13 118 11 118 14 118 13 119 11 114 8 116 4 117 3 115 9	2 2 6 6 5	6 8 8 6 5 3 1 0 1 1 3 3 2

## C10 Weekday Mullens Street and Reynolds Street



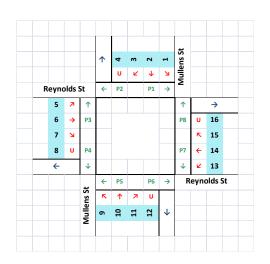
FROM	TO					2			3				4			5			6	•			7			8				9			10			11			12	2		1	13			14			15			16									
		LV H	V Bus	Bic.	LV	HV Bu	s Bic.	LV	HV E	Bus B	ic. L	V H	V Bu	s Bic.	LV	HV	Bus Bi	ic. LV	HV	Bus E	Bic. L	V H	/ Bus	Bic.	LV	HV E	Bus Bi	c. L\	/ HV	Bus	Bic.	LV I	IV Bu	ıs Bic.	LV	HV	Bus Bi	c. LV	HV	Bus B	ic. LV	/ HV	Bus	Bic. L	V HV	Bus	Bic. I	LV H	/ Bus	Bic.	LV	<b>-IV</b> Bu	s Bic.	TOTAL	P1	P2	P3 F	4 P5	P6	5 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 0	0	0	0	0	0 0	) 0	0	0	0	0	0 0	0	0	0	0 (	0	0	0	0 0	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	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 6	0	0	0 :	2 0	0	0	0	0	0 0	) 3	0	0	0	78	5 3	1	5	0	0 (	0 (	0	0	0 2	1	0	0	0 0	0	0	0 0	0	0	0	0 0	0	202	0	1	1 (	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	6	0	0 (	0 12	0	0	1 :	2 1	0	0	0	0	0 0	) 3	0	0	0	75	2 3	1	0	0	0 (	0 (	0	0	0 1	0	0	0	0 0	0	0	1 0	0	0	0	0 0	0	205	0	0	1 (	0 0	0	4	1
7:00 -	7:15	2 0	0	0	83	4 4	0	4	1	0	0 (	0 0	0	0	14	0	0 (	0 12	0	0	0 (	5 2	0	0	0	0	0 0	) 7	0	0	0	106	3 2	3	0	0	0 (	0	0	0	0 4	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	257	0	0	3 (	0 0	0	1	0
7:15 -	7:30	4 0	0	0	55	0 4	0	7	0	0	0 (	0 0	0	0	20	0	0 (	0 10	0	0	0 :	3 0	0	0	0	0	0 (	8 (	0	0	0	104	1 4	2	0	0	0 (	0	0	0	0 1	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	223	0	2	2	0 0	0	1	7
7:30 -	7:45	1 1	0	0	96	5 4	0	4	0	0	0 (	0 0	0	0	19	0	0 (	0 8	0	0	0 :	2 0	0	0	0	0	0 (	8 (	0	0	0	101	3 5	3	0	0	0 (	0	0	0	0 2	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	262	0	1	6	0 0	0	3	2
7:45 -	8:00	3 0	0	0	72	2 7	0	16	0	0	0 (	0 0	0	0	16	0	0 (	0 14	0	0	1 :	2 0	0	0	0	0	0 (	) 6	0	0	0	120	5 3	4	1	0	0 (	0	0	0	0 1	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	273	0	0	4 :	3 2	0	9	4
8:00 -	8:15	1 0	0	0	84	2 5	0	14	0	0	0 (	0 0	0	0	20	0	0 (	0 13	0	0	0 :	1 0	0	0	0	0	0 (	) 4	0	0	0	110	2 3	0	2	0	0 (	0	0	0	0 4	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	265	0	1	3 (	0	0	9	7
8:15 -	8:30	2 0	0	0	89	2 8	0	13	0	0	0 (	0 0	0	0	35	0	0 :	1 19	0	0	0 :	3 0	0	0	0	0	0 (	) 5	0	0	0	95	5 5	2	1	0	0 (	0	0	0	0 9	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	294	0	0	0	1 0	0	10	6
8:30 -	8:45	4 0	0	0	117	4 3	3	18	0	0	0 (	0 0	0	0	45	0	0 (	0 19	0	0	0 8	3 0	0	0	0	0	0 0	1:	1 0	0	0	109	4 2	1	1	0	0 (	0	0	0	0 5	0	0	0	1 0	0	0	0 0	0	0	0	0 0	0	355	0	0	2	0 0	0	4	4
8:45 -	9:00	3 0	0	0	90	2 3	0	11	0	0	0 (	0 0	0	0	20	0	0 (	0 13	0	0	0 (	5 1	0	0	0	0	0 0	) 9	0	0	0	113	5 5	2	0	0	0 (	0	0	0	0 9	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	292	0	0	2	0 0	0	6	1
9:00 -	9:15	4 0	0	0	82	2 4	0	11	0	0	0 (	0 0	0	0	12	0	0 (	0 10	0	0	0 !	5 0	0	0	0	0	0 (	12	2 0	0	0	118	4 5	0	2	0	0 (	0	0	0	0 3	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	274	0	0	1 (	0	0	0	2
9:15 -	9:30	3 0	0	0	71	1 2	1	8	0	0	0 (	0 0	0	0	10	0	0 (	0 8	0	0	0 :	1 0	0	0	0	0	0 (	) 4	0	0	1	88	4 3	1	0	0	0 (	0	0	0	0 2	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	208	1	3	2 :	2 0	0	0	2
9:30 -	9:45	3 0	0	0	89	5 1	1	7	0	0	0 (	0 0	0	0	10	1	0 (	0 8	0	0	0 (	0	0	0	0	0	0 (	) 5	1	0	0	127	5 5	0	1	0	0 (	0	0	0	0 5	0	0	0	0 0	0	0	1 0	0	0	0	0 0	0	275	0	0	2	1 0	0	2	5
TOTAL		35 2	2 0	0	1088	<b>38</b> 49	6	123	3	0	1 (	0 0	0	0	227	1	0 :	1 153	0	0	2 4	1 4	0	0	0	0	0 (	85	5 1	0	1 1	1344	18 48	B 20	13	0	0 (	0	0	0	0 48	1	0	0	1 0	0	0	2 0	0	0	0	0 0	0	3385	1	8	29	7 2	0	49	41
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Morning p	eak		1			2			3				4			5			6	,			7			8				9			10			11			12	2		1	13			14			15			16		TOTAL	D4	P2	P3 F	4 P5		5 P7	
HOURLY COL	UNTS	LV H	V Bus	Bic.	LV	HV Bu	s Bic.	LV	HV E	Bus B	ic. L	.V H	V Bu	s Bic.	LV	HV	Bus Bi	ic. LV	HV	Bus E	Bic. L	V H	Bus	Bic.	LV	HV E	Bus Bi	c. L\	/ HV	Bus	Bic.	LV	IV Bu	ıs Bic.	LV	HV	Bus Bi	c. LV	HV	Bus B	ic. LV	/ HV	Bus	Bic. L	.V HV	Bus	Bic.	LV H	/ Bus	Bic.	LV	<b>Ⅳ</b> Bu	s Bic.	IOIAL	PI	PZ	Po	4   25	PO	, ,	Ро
6:00 -	7:00	5 1	0	0	160	9 4	1	10	2	0	1 (	0 0	0	0	6	0	0 (	0 18	0	0	1 4	1 1	0	0	0	0	0 0	) 6	0	0	0	153	7 6	2	5	0	0 (	0	0	0	0 3	1	0	0	0 0	0	0	1 0	0	0	0	0 0	0	407	0	1	2	0 0	0	4	1
6:15 -	7:15	7 1	0	0	243	13 8	1	14	3	0	1 (	0 0	0	0	20	0	0 (	0 30	0	0	1 1	0 3	0	0	0	0	0 (	1:	3 0	0	0	259	10 8	5	5	0	0 (	0	0	0	0 7	1	0	0	0 0	0	0	1 0	0	0	0	0 0	0	664	0	1	5	0 0	0	5	1
6:30 -	7:30	11 1	0	0	298	13 12	1	21	3	0	1 (	0 0	0	0	40	0	0 (	0 40	0	0	1 1	3 3	0	0	0	0	0 0	2:	1 0	0	0	363	11 12	2 7	5	0	0 (	0	0	0	0 8	1	0	0	0 0	0	0	1 0	0	0	0	0 0	0	887	0	3	7	0 0	0	6	8
6:45 -	7:45	12 1	0	0	315	13 14	0	18	2	0	1 (	0 0	0	0	59	0	0 (	0 42	0	0	1 1	3	0	0	0	0	0 (	) 20	5 0	0	0	386	9 14	4 9	0	0	0 (	0	0	0	0 8	0	0	0	0 0	0	0	1 0	0	0	0	0 0	0	947	0	3	12	0 0	0		
7:00 -	8:00	10 1	0	0	306	11 19	0	31	1	0	0 (	0 0	0	0	69	0	0 (	0 44	0	0	1 1	3 2	0	0	0	0	0 (	29	9 0	0	0	431	12 14	4 12	1	0	0 (	0	0	0	0 8	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	1015	0	3	15	3 2			13
7:15 -	8:15	9 1	0	0	307	9 20	0	41	0	0	0 (	0 0	0	0	75	0	0 (	0 45	0	0	1 8	3 0	0	0	0	0	0 0	20	5 0	0	0	435	11 15	5 9	3	0	0 (	0	0	0	0 8	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	1023	0	4	15	3 2	0	22	20
7:30 -	8:30	7 1	0	0	341	11 24	0	47	0	0	0 (	0 0	0	0	90	0	0 :	1 54	0	0	1 8	3 0	0	0	0	0	0 (	) 2:	3 0	0	0	426	15 16	6 9	4	0	0 (	0	0	0	0 16	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	1094	0	2	13	1 2	0	31	. 19
7:45 -	8:45	10 0	0	0	362	10 23	3	61	0	0	0 (	0 0	0	0	116	0	0 :	1 65	0	0	1 1	4 0	0	0	0	0	0 (	20	5 0	0	0	434	16 13	3 7	5	0	0 (	0	0	0	0 19	0	0	0	1 0	0	0	0 0	0	0	0	0 0	0	1187	0	1	9 .	1 2	0	32	21
8:00 -	9:00	10 0	0	0	380	10 19	3	56	0	0	0 (	0 0	0	0	120	0	0 :	1 64	0	0	0 1	8 1	0	0	0	0	0 (	29	9 0	0	0	427	16 15	5 5	4	0	0 (	0	0	0	0 27	0	0	0	1 0	0	0	0 0	0	0	0	0 0	0	1206	0	1	7	1 0	0	29	18
8:15 -	9:15	13 0	0	0	378	10 18	3	53	0	0	0 (	0 0	0	0	112	0	0 :	1 61	0	0	0 2	2 1	0	0	0	0	0 (	3	7 0	0	0	435	18 17	7 5	4	0	0 (	0	0	0	0 26	0	0	0	1 0	0	0	0 0	0	0	0	0 0	0	1215	0	0	5	1 0	0	20	13
	0.00	14 0	0	0	360	9 12	4	48	0	0	0 (	0 0	0	0	87	0	0 (	0 50	0	0	0 2	0 1	0	0	0	0	0 (	30	5 0	0	1	428	17 15	5 4	3	0	0 (	0	0	0	0 19	0	0	0	1 0	0	0	0 0	0	0	0	0 0	0	1129	1	3	7	2 0	0	10	9
8:30 -	9:30																																																												

# C10 Weekday Mullens Street and Reynolds Street



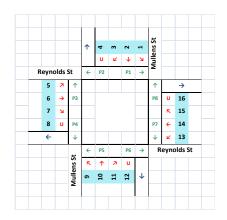
ROM	то		1		2		3			4		5			6			7			8		9	)		10		1	1		12		13			14		- :	15		16		TOTAL	D1	1 02	D2	D4 D5	D6	D7
KOIVI	10	LV H	Bus E	ic. LV H	V Bus Bi	. LV I	HV Bus	Bic. L	V HV	Bus F	Bic. LV	/ HV	Bus Bio	. LV	HV	us Bic	LV	<b>W</b> Bus	Bic.	LV	V Bus	Bic. L\	/ HV	Bus Bi	c. LV H	V Bus	Bic. L	V HV	Bus Bio	LV H	V Bus	Bic. LV	HV B	us Bic.	LV	V Bus	Bic. L	V HV	Bus Bi	ic. LV	HV Bu	us Bic.	IOIAL	115	1 52		-4 -3	FO	۲,
6:30 -	16:45	6 0	0	71	. 2 1	7	0 0	0	0 0	0	0 9	0	0 0	6	0	0 0	3	0	0	0 (	0	0 3	3 0	0 0	94 (	2	0 (	0	0 0	0 (	0	0 3	0 (	0 0	0 (	0	0 (	0	0 (	0 0	0 (	0 0	208	0	) 2	2	2 0	0	2
6:45 -	17:00	5 0	0	88 0	0 1	20	0 0	1	0 0	0	0 26	0	0 0	7	0	0 0	13	0 0	0	0 (	0	0 9	0	0 0	82 (	3	2 :	1 0	0 0	0 (	0	0 0	0 (	0 0	0 (	0	0 :	1 0	0 (	0 0	0 (	0 0	259	0	0	4	1 0	0	11
7:00 -		5 0	0	110	. 3 1	11	0 0	0	0 0	0	0 27	0	0 0	14	0	0 0	4	0 0	0	0 (	0	0 9	0	0 0	126	5	0 3	3 0	0 0	0 (	0	0 4	0 (	0 0	0 (	0	0 :	1 0	0 (	0 0	0 (	0 0	324	0	0	0	0 0	0	6
7:15 -	17:30	10 0	0	102	5 0	11	0 0	0	0 0	0	0 9	0	0 0	11	0	0 0	4	0 0	0	0 (	0	0 5	0	0 0	108	1 4	1 (	0	0 0	0 (	0	0 3	0 (	0 0	1 (	0	0 :	1 0	0 (	0 0	0 (	0 0	276	0	2	0	0 0	1	9
7:30 -	17:45	4 0	0	88 :	4 0	9	0 0	0	0 0	0	0 12	2 0	0 0	6	0	0 0	1	0 0	0	0 (	0	0 5	0	0 1	L 98 (	5	1 (	0	0 0	0 0	0	0 1	0 (	0 0	0 (	0	0 (	0	0 (	0 0	0 (	0 0	237	0	0	1	2 0	0	17
7:45 -	18:00	4 0	0	96 (	5 1	7	0 0	0	0 0	0	0 14	0	0 0	5	0	0 0	3	0	0	0 (	0	0 1	. 0	0 0	116	5	0 (	0	0 0	0 (	0	0 2	0 (	0 0	0 (	0	0 (	0	0 (	0 0	0 (	0 0	259	0	0	3	4 0	0	6
3:00 -	18:15	4 0	0	93 (	5 1	10	0 0	0	0 0	0	0 12	2 0	0 0	8	0	0 0	2	0	0	0 (	0	0 5	0	0 0	88 (	3	0 :	1 0	0 0	0 (	0	0 0	0 (	0 1	0 (	0	0 (	0	0 (	0 0	0 (	0 0	233	0	0	11	1 0	0	13
:15 -	18:30	4 0	0	118	3 1	14	0 0	0	0 0	0	0 7	0	0 0	7	0	0 0	1	0	0	0 (	0	0 5	0	0 0	79	5	0 0	0	0 0	0 0	0	0 4	0 (	0 0	1 (	0	0 (	0	0 (	0	0 (	0 0	251	0	0	4	2 0	0	14
:30 -	18:45	4 0	0	90 (	2 1	5	0 0	0	0 0	0	0 6	0	0 0	7	0	0 0	0	0	0	0 (	0	0 9	0	0 0	67	1 1	1 :	1 0	0 0	0 0	0	0 1	0 (	0 0	1 (	0	0 (	0	0 (	0	0 (	0 0	197	0	1	2	0 0		9
3:45 -	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 0	0 0	0 0	0 0	0	0 0	0 (	0 0	0 (	0	0 (	0	0 (	0 0	0 (	0 0	0	0	0	0		0	
TOTA	AL	46 0	0	856	29 7	94	0 0	1	0 0	0	0 12	2 0	0 0	71	0	0 0	31	0	0	0 (	0	0 5:	1 0	0 1	858	2 33	5 6	5 0	0 0	0 0	0	0 18	0 (	0 1	3 (	0	0 3	3 0	0 (	0 0	0 0	0 0	2244	0	5	27	12 0	1	87
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			1		2	I	3			4		5	1		6			7			8			· · · ·		10		1	1		12		13			14			15		16		TOTAL	P1	1 P2	Р3	P4 P5	P6	P7
OURLY C	COUNTS	LV H	1 Bus E	ic. LV H	2 V Bus Bio	. LV I	3 HV Bus	Bic. L	V HV	Bus B	Bic. LV	5 HV	Bus Bio	. LV	6 HV E	us Bic	LV	7 V Bus	Bic.	LV H	8 V Bus	Bic. LV	/ HV	Bus Bio	c. LV H	10 V Bus	Bic. L	V HV	Bus Bio	. LV H	12 V Bus	Bic. LV	HV B	us Bic.	LV H	14 V Bus	Bic. L	V HV	Bus Bi	ic. LV	HV Bu			P1	1 P2	P3	P4 P5		
OURLY 0		LV H	Bus E	ic. LV H	V Bus Bio	LV   1	3 HV Bus 0 0	Bic. I	.V HV	Bus E	Bic. LV	5 / HV	Bus Bio	. LV	HV E	Bus Bic	LV   1 24	7 V Bus 0 0	Bic.	LV H	8 V Bus	Bic. LV	/ HV 6 0	Bus Bio	c. LV H	10 IV Bus 1 14	Bic. L	1 V HV 1 0	Bus Bic	LV H	V Bus 0	8ic. LV 0 10	HV B	us Bic.	LV H	V Bus	Bic. L	V HV	Bus Bi	ic. LV	HV Bu		TOTAL 1067	P1	1 P2	P3 6	<b>P4 P5</b>	1	28
5:45 -	17:30 17:45	LV H' 26 0 24 0	1   Bus   E   0   0	ic. LV H	2 V Bus Bio 10 3 12 2	49 51	3 HV Bus 0 0 0 0	Bic. I	.V HV 0 0 0 0	Bus E 0 0	Bic. LV 0 71 0 74	5 / HV L 0	Bus Bio 0 0 0 0	. LV 38 38	6 HV E 0 0	Bus Bic 0 0 0 0	24 22 2	7 Bus 0 0 0	Bic. 0	LV H 0 (	8 Bus 0 0	Bic. L\ 0 20 0 28	/ HV 6 0 8 0	Bus Bio	c. LV H	10 IV Bus 1 14 1 17	Bic. L'	1 V HV 1 0 1 0	Bus Bio 0 0 0 0	0 C	12 V Bus 0 0 0	Bic. LV 0 10 0 8	13 HV B 0 (	us Bic. 0 0 0 0	LV H	14 	Bic. L	V HV 3 0 3 0	Bus Bi 0 (	ic. LV 0 0	16 HV Bu 0 0			0 0	1 P2 0 4 0 2	6 5	P4 P5 3 0 3 0	1	28 43
6:30 - 5:45 - 7:00 -	17:30 17:45 18:00	LV H <sup>o</sup> 26 0 0 24 0 23 0	1 Bus E 0 0 0 0	ic. LV H	2 V Bus Bio 10 3 12 2 17 2	49 51 38	3 HV Bus 0 0 0 0 0 0	Bic. I	V HV 0 0 0 0 0 0 0 0	Bus E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. LV 0 71 0 74 0 62	/ HV L 0 L 0	Bus Bic 0 0 0 0 0 0 0	38 38 36	6 HV E	Bus Bic 0 0 0 0 0 0 0	LV   1   24   22   12   12	7   Bus   0   0   0   0   0   0   0   0   0	0 0 0	LV H 0 ( 0 ( 0 (	8	Bic. LV 0 20 0 20 0 20	V HV 6 0 8 0	Bus Bio 0 0 0 0 1 0 1	c. LV H	10 Bus 1 14 1 17 1 19	Bic. L'	1 V HV 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0	0 C	12 V Bus 0 0 0 0 0	Bic. LV 0 10 0 8 0 10	13 HV B 0 ( 0 ( 0 (	us Bic. 0 0 0 0 0 0	LV H	14   Bus   0   0   0   0   0   0	Bic. L 0 3 0 3 0 3	V HV 3 0 3 0 2 0	Bus Bi 0 ( 0 ( 0 (	ic. LV 0 0 0 0 0 0	16 HV Bu 0 0 0 0		1067 1096 1096	0 0 0	1 P2 0 4 0 2	6 5 4	P4 P5 3 0 3 0 6 0	1	28 43
6:30 - 6:45 - 7:00 -	17:30 17:45 18:00 18:15	26 0 24 0 23 0 22 0	1   Bus   E   0   0   0   0   0   0	ic. LV H	2 V Bus Bio 10 3 3 12 2 4 17 2 1 19 2	51 38 37	3 HV Bus 0 0 0 0 0 0 0 0	Bic. I	V HV 0 0 0 0 0 0	9 Bus E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. LV 0 71 0 74 0 62 0 47	/ HV 1 0 1 0 2 0	Bus Bic 0 0 0 0 0 0 0 0	38 38 38 36 30	6 HV E	Bus Bic 0 0 0 0 0 0 0 0 0	LV   1	7	Bic. 0 0 0 0 0	LV H 0 (0 0 (0 0 (0	8 V Bus 0 0 0 0 0 0 0 0 0 0 0	Bic. LV 0 28 0 28 0 20 0 10	V HV 6 0 8 0 0 0	Bus Bid 0 0 0 1 0 1 0 1	c. LV H	10 Bus 1 14 1 17 1 19 1 17	Bic. L' 3 4 4 4 2 3	1 V HV 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 V Bus 0 0 0 0 0	Bic. LV 0 10 0 8 0 10 0 6	HV B 0 ( 0 ( 0 (	us Bic. 0 0 0 0 0 0 0 1	LV H	14   Bus   0   0   0   0   0   0   0   0   0	Bic. L' 0 3 0 3 0 2	V HV 3 0 3 0 2 0 1 0	Bus Bi 0 ( 0 ( 0 ( 0 (	ic. LV 0 0 0 0 0 0 0 0 0 0	16 HV Bu 0 0 0 0 0 0			0 0 0	1 P2 0 4 0 2 0 2 0 2	6 5 4 15	3 0 3 0 6 0 7 0	1 1 1	28 43 38 45
OURLY C :30 - :45 - :00 - :15 -	17:30 17:45 18:00 18:15 18:30	LV H' 26 0 24 0 23 0 22 0 16 0	1	ic. LV H  0 371 2  0 388 2  0 396 3  0 379 2  0 395 4	2 Bus Bio 3 12 2 2 17 2 2 19 17 2 2 17 3	51 7 38 7 40 7	3 HV Bus 0 0 0 0 0 0 0 0 0 0	Bic. I	V HV 0 0 0 0 0 0 0 0 0 0	9 Bus E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. LV 0 71 0 74 0 62 0 47 0 45	5 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bic 0 0 0 0 0 0 0 0 0 0	38 38 36 30 26	6 HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24 22 12 10 7	7 IV Bus 0 0 0 0 0 0 0 0 0 0 0 0	6 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 0 0 0 0 0 0 0 0 0 0	8 V Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. LV 0 20 0 20 0 20 0 10 0 10	W HV 6 0 8 0 0 0 6 0	Bus Bid 0 0 0 1 0 1 0 1 0 1 0 1	c. LV H 0 410 1 1 448 1 1 440 1 1 381 (	10   Bus   1   14   17   1   19   17   17   0   18	Bic. L' 3 4 4 4 2 3 2 1	1 V HV 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 V Bus 0 0 0 0 0 0 0	Bic. LV 0 10 0 8 0 10 0 6 0 7	13 HV B 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 (	us Bic. 0 0 0 0 0 0 0 1 0 1	LV H	14 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. L' 0 3 0 3 0 3 0 3	V HV 3 0 3 0 2 0 1 0	Bus Bi 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 (	ic. LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 HV Bu 0 0 0 0 0 0 0 0 0 0 0 0		1067 1096 1096 1005 980	0 0 0 0	1 P2 0 4 0 2 0 2 0 2 0 2	6 5 4 15	P4 P5 3 0 3 0 6 0 7 0 9 0	1 1 1 1 0	28 43 38 45
HOURLY C	17:30 17:45 18:00 18:15	26 0 24 0 23 0 22 0	1	ic. LV H	2 Bus Bio 3 12 2 2 1 17 2 1 17 3 1 17 4 17 4 17 4 17 4 17 4 17 4	38 37 40 36 736	3 HV Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. I 1 1 0 0	UV HV 0 0 0 0 0 0 0 0 0 0	Bus E 0 0 0 0 0 0 0 0	Bic. LV 0 71 0 72 0 62 0 47 0 45	5 / HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0	38 38 36 30 26 27	6 HV E	Bus Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	24 22 12 10 7 6	7   Bus   0   0   0   0   0   0   0   0   0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 V Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. LV 0 20 0 20 0 20 0 10 0 10 0 20	W HV 6 0 8 0 0 0 6 0 6 0	Bus Bid 0 0 0 1 0 1 0 1 0 1 0 1 0 0	c. LV H 0 410 1 1 414 1 1 448 1 1 410 1 1 381 (0 350 1	N Bus 1 14 1 17 1 19 1 17 0 18 1 14	Bic. L' 3 4 4 2 2 3 1 1	1 V HV 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bic 0 0 0 0 0 0 0 0 0 0 0 0	. LV H	12 V Bus 0 0 0 0 0 0 0 0 0	Bic. LV 0 10 0 8 0 10 0 6 0 7 0 7	HV B 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 (	us Bic. 0 0 0 0 0 0 0 1 0 1	LV   H   1   1   1   1   1   1   1   1   1	14 N Bus 0 0 0 0 0 0 0 0 0 0 0 0	Bic. L  0 3  0 3  0 2  0 3  0 4	V HV 3 0 3 0 2 0 1 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	ic. LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 HV Bu 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		1067 1096 1096	0 0 0 0	P2  1 P2  1 4  1 2  1 2  1 2  1 0 1  1 1	6 5 4 15	3 0 3 0 6 0 7 0	1 1 1 1 0 0	28 43

## C10 Weekend Mullens Street and Reynolds Street



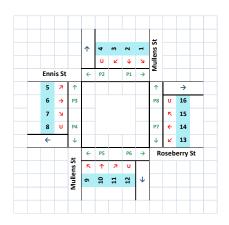
ROM TO		1		2		3		4			5			6			7			8			9			10			11			12			13	3		1	14			15			16	,	TO	OTAL	D1	1 P2	D2	D/	P5	Р6
KOM 10	LV H	V Bus Bic	. LV F	V Bus Bic.	LV HV	Bus Bi	c. LV	HV E	Bus Bio	c. LV	HV Bu:	s Bic.	LV H	<b>V</b> Bus	Bic. I	.V H	Bus	Bic. L	LV H\	Bus	Bic.	V HV	Bus	Bic.	LV	<b>W</b> Bus	Bic.	LV	HV B	us Bic	. LV	HV E	Bus Bio	c. LV	HV	Bus Bio	c. LV	/ HV	Bus	Bic.	LV	HV Bu	us Bic.	. LV	HV	Bus Bio	ic.	OIAL	P	1   P2	1 13	P4	РЭ	РО
7:00 - 7:15	2 0	0 0	18	2 0 0	3 0	0 0	0 0	0	0 0	3	0 0	0	2 0	0	0	1 0	0	0	0 0	0	0	0 0	0	0 ;	38	2 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	73	0	0	4	0	3	0
7:15 - 7:30	1 0	0 0	42	0 2	5 0	0 0	0 0	0	0 0	4	0 0	0	5 0	0	0	2 0	0	0	0 0	0	0	2 0	0	0 4	48	0 0	1	0	0 (	0 0	0	0	0 0	1	0	0 0	) 1	0	0	0	0	0 (	0	0	0	0 0	0 :	114	0	0	1	3	3	3
7:30 - 7:45	1 0	0 0	51	1 0 1	4 0	0 (	0 0	0	0 0	3	0 0	0	6 0	0	1	2 0	0	0	0 0	0	0	0 0	0	0 :	74	2 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	147	0	0	3	1	1	3
7:45 - 8:00	0 0	0 0	67	2 1 2	3 0	0 (	0 0	0	0 0	10	0 0	0	5 0	0	0	3 0	0	0	0 0	0	0	1 0	0	0 8	87	0 1	2	0	0 (	0 0	0	0	0 0	0	0	0 0	) 1	0	0	1	1	0 (	0 0	0	0	0 0	0 :	187	0	) 1	4	2	4	4
8:00 - 8:15	1 0	0 0	56	1 2 0	3 1	0 0	0 0	0	0 0	8	0 0	0	7 0	0	2	2 0	0	0	0 0	0	0	1 1	0	0	77	2 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 0	0 :	167	1	L O	2	6	2	3
8:15 - 8:30	3 0	0 0	66	2 0	6 0	0 0	0 0	0	0 0	13	0 0	0	6 0	0	0	4 0	0	0	0 0	0	0	1 0	0	0	74	1 2	1	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 :	180	2	2 3	2	4	5	7
8:30 - 8:45	3 0	0 0	72	2 3 0	3 0	0 0	0 0	0	0 0	13	0 0	0	9 0	0	0	4 0	0	0	0 0	0	0	3 0	0	1 8	89	1 2	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	206	0	0	2	5	6	5
3:45 - 9:00	5 C	0 0	95	1 0 0	9 0	0 0	0 0	0	0 0	16	1 0	0	8 0	0	0	4 0	0	0	0 0	0	0	3 0	0	1 8	89	1 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 2	234	0	0	1	2	3	3
9:00 - 9:15	4 0	0 0	91	3 0	8 0	0 0	0 0	0	0 0	13	0 0	0	2 1	0	0	5 0	0	0	0 0	0	0	3 0	0	1 1	106	0 2	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	242	0	) 1	1	3	6	9
9:15 - 9:30	4 0	0 0	109	3 2 1	6 0	0 (	0	0	0 0	18	0 0	0	9 0	0	0	3 0	0	0	0 0	0	0	6 0	0	0 1	102	1 1	0	0	0 (	0 0	0	0	0 0	5	0	0 0	0	0	0	0	0	0 (	0	0	0	0 0	0 2	270	0	0	3	0	6	0
:30 - 9:45	8 0	0 0	125	2 1 1	7 0	0 0	0	0	0 0	14	0 0	0	15 0	0	0	1 0	0	0	0 0	0	0	6 0	0	0 1	144	1 3	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 3	331	0	0	4	6	10	6
:45 - 10:00	7 0	0 0	132	1 4 0	10 1	0 0	) 1	0	0 0	21	0 0	0	13 0	0	0	1 0	0	0	0 0	0	0	4 0	0	0 1	118	0 1	0	0	0 (	0 0	0	0	0 0	1	0	0 0	0	0	0	0	0	0 (	0	0	0	0 0		315	0	) 1	6	3		8
:00 - 10:15	8 0	0 0	114	1 1	15 0	0 0	0 0	0	0 0	28	0 0	0	12 1	0	0	1 0	0	0	0 0	0	0	5 0	0	0 1	126	1 2	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		318	0	0	2	5	1	6
:15 - 10:30	4 0	0 0	120	2 3 0	15 0	0 1	1 0	0	0 0	19	0 0	0	8 0	0	0	4 1	0	0	0 0	0	0	7 0	0	0 1	170	3 3	0	1	0 (	0 0	0	0	0 0	7	0	0 0	0	0	0	0	0	0 (	0	0	0	0 0		368	1	1	0	2	5	5
:30 - 10:45	11 0	0 0	102	1 2 0	17 0	0 0	0 0	0	0 0	18	0 0	0	7 0	0	0	6 1	0	0	0 0	0	0	7 0	0	0 1	130	0 1	0	1	0 (	0 0	0	0	0 0	4	0	0 0	) 1	0	0	0	0	0 (	0	0	0	0 0		309	0	) 2	5	1	4	- 6
0:45 - 11:00	6 0	0 0	128	1 0	15 0	0 0	0	0	0 0	17	1 0	0	10 0	0	0	2 0	0	0	0 0	0	0	6 0	0	0 1	144	0 3	0	0	0 (	0	0	0	0 0	3	0	0 0	) 1	0	0	0	0	0 (	0	0	0	0 0		337	0	0	0	1	2	12
1:00 - 11:15	4 0	0 0	95	3 0	16 0	0 0	) 0	0	0 0	14	0 0	0	9 0	0	0	4 0	0	0	0 0	0	0	5 1	0		122	0 2	0	0	0 (	0 0	0	0	0 0	3	0	0 0	) 0	0	0	0	0	0 (	) 0	0	0	0 0		278	0	) 1	8	6	13	7
1:15 - 11:30	4 0	0 0	107	2 1 0	8 1	0 0	) 0	0	0 0	14	0 0	0	5 0	0	0	1 1	0	0	0 0	0	0	5 1	0	0 1	144	3 2	0	0	0 (	0 0	0	0	0 0	10	0	0 0	) 0	0	0	0	0	0 0	) ()	0	0	0 0		309	1	1 1	5	3	14	8
1:30 - 11:45	5 0	0 0	96	2 2 0	12 0	0 0	0 0	0	0 0	13	0 0	0	8 0	0	0	0 0	0	0	0 0	0	0	7 0	0	0 1	128	3 1	0	0	0 (	0 0	0	0	0 0	3	0	0 0	1 1	0	0	0	0	0 0	) 0	0	0	0 0		281	1	0 0	0	4	11	7
1:45 - 12:00	9 0	0 0	117	1 0	12 0	0 0	0 0	-	0 0	22	0 0	0	6 0	0	0	5 0	0	0	0 0	0	0	6 0	0		114	0 2	ŭ	0	0 (	2 0	0	0	0 0	4	0	0 0	1 0	0	0	0	1	0 0	0	0	0	0 0		300		0 0				4
	7 0	0 0	1803 2	1 0	12 0	0 (	, 0	U	0 0		0 0			0	0	5 0	0	0	0 0	0	U	U	U			0 3	U	٠	0	0	0	0	0 0		0	0 0	, 0	0	0	4	1	0 (	0	0	0	0 0		4966						
																						70 2	0	2 2	124																												120	TOO
TOTAL	90 0	0 0	1003 2	2 32 8	177 3	0 1	1 1	0	0 0	281	2 0	0	152 2	U	3 :	55 3	U	0	0 0	0	0	78 3	0	3 2	124	21 31	5	3	0 (	U	U	U	0 0	33	U	0 0	) 5	0	U	1	-	•	-		-	-			5	5 11	. 00			
	90 0	1	1003 2	2   32   8	177 3	3	1 1	10	0 0	281	2   0	0 :	152 2	6	3 :	00   3	7	0	0   0	0	0	78 3	0	3 2:	124 2	21   31	5	3	11	0 0	1	12	0   0	33	13	0   0	)   3	0	14	1		15			16				5	)   11	1			
Morning peak		1	1003 Z	2   32   8 2	177 3	3 / Rue Ri	ic IV	4	0 0	281	5 HV Ru	0 :	152 2	6 // Rue	Bic I	ν I μ	7   Rue	0 Ric I	0   0	8 / Rue	O :	78 3	9 Rue I	3 2:	1124 2	10 Rue	5 Bic	3	11 HV R	us Ric	IV	12	Bue Rie	5 IV	13	Bue Rie	) 3	1	14 Rue	Ric	IV	15 HV R	ıs Ric	IV	16	Rue Ri		OTAL	5 P1		P3		P5	P6
Morning peak	LV	1	. LV H	2   32   8   2   V   Bus   Bic.	LV HV	3 Bus Bi	ic. LV	4 HV E	Bus Bio	c. LV	5 HV Bu	s Bic.	LV H	6 V Bus	Bic. I	LV H	7 Bus	Bic. L	LV H	8 / Bus	Bic. I	78 3 V HV	9 Bus I	3 2: Bic. I	LV   F	10 Bus	Bic.	LV LV	11 HV B	us Bic	. LV	12 HV E	Bus Bio	c. LV	13	Bus Bio	c. LV	1 HV	14 Bus	Bic.	LV	15 HV B	us Bic.	. LV	HV	Bus Bi	ic. TO	OTAL	P1	1 P2	Р3	P4		
Morning peak HOURLY COUNTS 100 - 8:00	LV H	1	LV H	2   32   8   2	LV HV 15 0	3 Bus Bi	ic. LV	4 HV E	Bus Bio	c. LV 20	5 HV Bu: 0 0	s Bic.	LV H	6 V Bus	Bic. I	LV HN 8 0	7 Bus	Bic. L	0 0 LV HN	8 / Bus	Bic. I	78 3 V HV 3 0	9 Bus I	Bic. I	LV   H	10 Bus 4 1	Bic.	LV 0	11 HV B	us Bic	LV	12 HV E	Bus Bio	c. LV	13 HV	Bus Bio	c. LV	1 HV 0	14 Bus 0	Bic.	LV 1	15 HV B	us Bic.	. LV	HV E	Bus Bio	ic.	TOTAL 521	P1	1 P2	P3	<b>P4</b>	11	10
Morning peak OURLY COUNTS 00 - 8:00 15 - 8:15	LV	1	178 216	2	177 3 LV HV 15 0 15 1	3 / Bus Bi	ic. LV	4 HV E	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	c. LV	5 HV Bu: 0 0 0 0	s Bic.	LV H 18 0 23 0	6 V Bus	Bic. I	LV HN 8 0 9 0	7 Bus 0 0	Bic. L	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 / Bus 0 0	Bic. I	78 3 V HV 3 0 4 1	9 Bus 0	Bic. I	LV   1247   286   312	10 N Bus 4 1 4 2	Bic. 3	LV 0	11 HV B	us Bic	0 0 0	12 HV E	Bus Bio 0 0 0 0 0 0	LV 4	13 HV	Bus Bio 0 0 0 0 0 0 0	c. LV	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14 Bus 0 0	Bic.	LV 1	15 HV B	us Bic.	. LV 0	HV E	Bus Bi	ic. 0 5	521 615	P1	1 P2	Р3	<b>P4</b>	11	10
Morning peak HOURLY COUNTS 100 - 8:00 115 - 8:15 130 - 8:30	LV H	1	LV H	2	LV HV 15 0 15 1 16 1	3 Bus Bi	ic. LV	4 HV E	0 0  Bus Bio 0 0 0 0 0 0	c. LV 20	5 HV Bus 0 0 0 0 0 0 0 0	s Bic.	LV H	6 V Bus	Bic. I	LV HN 8 0 9 0 11 0	7 Bus 0 0 0	Bic. L	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 Bus 0 0 0	Bic. I	78 3 V HV 3 0 4 1 3 1	9 Bus I 0 0	Bic. I 0 2 0 2 0 3	LV   F 247   286   312	10 IV Bus 4 1 4 2 5 4	Bic. 3 3 3	3 LV 0 0	11 HV B	us Bic 0 0 0 0	0 0 0	12 HV E	Bus Bio 0 0 0 0	LV 4 4 4	13 HV 0	Bus Bio 0 0 0 0	c. LV	1 HV 0 0 0 0	14 Bus 0 0 0	Bic. 1 1 1 1 1	LV 1 1 1 1 1 1	15 HV Br	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ŭ	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	ic. 0 5	521 615 681	P1	1 P2	P3	<b>P4</b>	11 10 12	10 13 17
Morning peak OURLY COUNTS 00 - 8:00 15 - 8:15 30 - 8:30 45 - 8:45	LV H 4 0 3 0 5 0 7 0	1   Bus   Bic   O   O   O   O   O   O   O   O   O	178 1240 240 261	4 5 3 5 8 2	16 1 15 1	3 Bus Bi O C O C O C O C O C O C O C O C O C O	0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 25 34 44	5 HV But 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S Bic. 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0	6 V Bus	Bic. I	LV HN 8 0 9 0 111 0 13 0 14 0 0	7 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0	8 / Bus / 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	78 3 V HV 3 0 4 1 3 1 6 1	9 Bus I 0 0 0	Bic. I 0 2 0 2 0 3 1 3	LV   F 247   286   312   327	10 Bus 4 1 4 2 5 4 6 5 6	3	0	11 HV B	us Bic 0 0 0 0 0 0	0 0 0	12 HV E	Bus Bid 0 0 0 0 0 0	c. LV 4 4 4	13 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	c. LV	1 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	LV 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15 HV Bi 0 0 0 0	Bic. 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0	ic. TO	521 615 681 740	P1	1 P2	12 10 11 10	P4 6 12 13 17	11 10 12 17	10 13 17
Morning peak HOURLY COUNTS 500 - 8:00 115 - 8:15 130 - 8:30 145 - 8:45 100 - 9:00	LV H 4 0 3 0 5 0 7 0	1   Bus   Bic   O   O   O   O   O   O   O   O   O	178 216 240 261 289	4 5 3 5 8 2	177 3 LV HV 15 0 15 1 16 1 15 1 21 1	3 / Bus Bi 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	0 0	0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0	20 25 34 44	5 HV Bus 0 0 0 0 0 0 0 0 1 0 1 0 0	S Bic. 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0	6 V Bus	Bic. I	LV HN 8 0 9 0 11 0 13 0 14 0	7 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0 0 0 0	8 / Bus / 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	3 1 6 1 8 1	9 Bus 1 0 0 0	Bic. I 0 2 0 2 0 3 1 3	LV   F 247   286   312	10 Bus 4 1 4 2 5 4 6 5 6 6 7 7	3	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11 HV B	us Bic 0 0 0 0 0 0 0 0 0	0 0 0 0	12 HV E	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	E. LV 4 4 4 4 4 4	13 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0 0 0 0 0 0 0 0	c. LW	0 / HV 0 0 0	14 Bus 0 0 0	·	LV 1 1 1 1 0 0 0 0	15 HV Bi 0 (0 0 (0 0 (0	us Bic. 0 0 0 0 0 0 0 0 0 0	0 0	HV E 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. TO	521 615 681 740 787	P1	1 P2	12 10 11 10	P4 6 12 13 17 17	11 10 12 17 16	10 13 17 19 18
Morning peak HOURLY COUNTS 7:00 - 8:00 7:15 - 8:15 7:30 - 8:30 7:45 - 8:45 8:00 - 9:00 8:15 - 9:15	LV H 4 0 3 0 5 0 7 0 12 0 15 0	1   Bus   Bic   O   O   O   O   O   O   O   O   O	178 216 240 261 289 324	4 5 3 5 8 2	16 1 15 1	3 / Bus Bi / O (0) / O	0 0	0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0	20 / 25 / 34 / 44 / 50 / 55 /	5 HV Bus 0 0 0 0 0 0 1 0 1 0	S Bic. 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0	6 V Bus	Bic. I	8 0 9 0 11 0 13 0 14 0	7 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 0 0 0 0 0	8 / Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	3 1 6 1 8 1 10 0	9 Bus I 0 0 0	Bic. I 0 2 0 2 0 3 1 3	LV   F 247   286   312   327	10 Bus 4 1 4 2 5 4 6 6 3 7 7 3 6 6	3 3 1	0 0 0	11 HV B 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (	US Bic 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	12 HV 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 4 4 4 4 5 5	13 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0 0 0 0 0 0 0 0	c. LV	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14 Bus 0 0 0 0	·	LV 1 1 1 1 1 0 0 0 0 0	15 HV Bi 0 (0 0 (0 0 (0	us Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TC ic. TC 0 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 615 681 740 787 862	P1	1 P2	P3 12 10 11 10 7 6	P4 6 12 13 17 17	11 10 12 17 16	10 13 17 19 18
Morning peak HOURLY COUNTS 700 - 8:00 7:15 - 8:15 7:30 - 8:30 7:45 - 8:45 8:00 - 9:00 8:30 - 9:30	LV H <sup>0</sup> 4 0 3 0 5 0 7 0 12 0 15 0 16 0	1   Bus   Bic   O   O   O   O   O   O   O   O   O	178 216 240 261 289 324 367	4 5 3 5 8 2	16 1 15 1	3  / Bus Bi / O (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	0 0	0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 25 34 44	5 HV Bus 0 0 0 0 0 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0	S Bic. 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0	6 V Bus	Bic. I	LV HN 8 0 9 0 11 0 13 0 14 0 17 0	7 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 0 0 0	8 / Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	3 1 6 1 8 1	9 Bus 0 0 0 0 0	Bic. I 0 2 0 2 0 3 1 3	LV   F 247   286   312   327	10 Bus 4 1 4 2 5 4 6 5 6 3 7 3 6 6 7 7	3 3 1	0	11 HV B 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (	us Bic 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	12 HV F	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 4 4 4 4 5 9 9 10 10 10 10 10 10 10 10 10 10 10 10 10	13 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0	c. LV 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 / HV 0 0 0 0 0	14 Bus 0 0 0 0 0	·		15 HV Bt 0 (0 0 (0 0 (0 0 (0	us Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TC. TC. 0 50 60 60 60 70 70 70 80 80 90 90 90 90 90 90 90 90 90 90 90 90 90	521 615 681 740 787 862 952	P1	1 P2	P3 12 10 11 10 7 6	P4 6 12 13 17 17	11 10 12 17 16	10 13 17
Morning peak HOURLY COUNTS 7:00 - 8:00 7:15 - 8:15 7:30 - 8:30 7:45 - 8:45 8:00 - 9:00 8:15 - 9:15 8:30 - 9:30 8:45 - 9:45	LV H 4 0 3 0 5 0 7 0 12 0 15 0 16 0 21 0	1   Bus   Bic   O   O   O   O   O   O   O   O   O	216 240 261 289 324 367 420	4 5 3 5 8 2 4 7 0 3 8 0 5 8 1 5 6 2	16 1 15 1 21 1 26 0 26 0 30 0	3  / Bus Bi / O (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0	20 25 34 44 50 55 60 61 61	5	S Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 30 0 25 1 28 1 34 1	6 V Bus	Bic. I	LV HN 8 0 9 0 11 0 13 0 14 0 15 0 15 0 15 0 15 0 15 0 15 0 15	7 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 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 1 6 1 8 1 10 0 15 0	0	Bic. I 0 2 2 0 3 1 3 2 3 3 3 2 4	LV F 247 286 312 327 329 358 386 441	10 Bus 4 1 4 2 5 4 4 6 5 6 3 7 3 6 3 7	3 3 1 1 0	0 0 0 0 0	11 HV Br 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0	us Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	12 HV F 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8us Bio 0 0 0 0 0 0 0 0 0 0 0 0	4 4 4 4 5 9	13 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bie 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0	14 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0 0	0 (	0 0	0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TC ic. 0 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	521 615 681 740 787 862 952 1077	P1	1 P2	12 10 11 10 7 6 7	P4 6 12 13 17 17 14 10 11	11 10 12 17 16	10 13 17 19 18
Morning peak HOURLY COUNTS 7:00 - 8:00 7:15 - 8:15 7:30 - 8:30 7:45 - 8:45 8:00 - 9:00 8:15 - 9:15 8:30 - 9:30 8:45 - 9:45 7:00 - 10:00	LV H 4 0 3 0 5 0 7 0 12 0 15 0 16 0 21 0	1   Size   Size	216 240 261 289 324 367 420 457	4 5 3 5 8 2 4 7 0 3 8 0 5 8 1 5 6 2	16 1 15 1	3  / Bus Bi / O (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	0 0	0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 25 34 44 50 55 60 61 66 66	5	s Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0 30 0 25 1 28 1 34 1	6 V Bus	Bic. I 1 3 3 2 2 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV HN 8 0 9 0 111 0 133 0 144 0 157 0 166 0 153 0 0 160 0 0 166 0 157 0 166 0 157 0 167 0	0 0 0	0 0 0 0 0	0 0 0 0 0 0 0 0 0 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 1 6 1 8 1 10 0 15 0 18 0	0 0	Bic. I 0 2 0 3 1 3 2 3 3 3 3 3 4 4	LV F 247 286 312 327 329 358 386 441 470	10 Bus 4 1 4 2 5 4 6 6 5 6 3 7 3 6 3 7 7 7 7 7 7 7 7 7 7 7 7 7 7	3 3 1 1 0 1	0 0 0 0 0 0 0 0 0	11 HV Bi O (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	us Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	12 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8us Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C. LV 4 4 4 4 4 5 9 10 11 11	13 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C. LV	0	14 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 0 0	0 (	us Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TC T	521 615 681 740 787 862 952 1077 1158	P1 0 1 3 3 2 0 0 0	1 P2 1 1 1 3 4 3 4 3 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 10 11 10 7 6 7 9	P4 6 12 13 17 17 14 10 11 12	11 10 12 17 16 20 21 25 35	10 13 17 19 18 24 17 18 23
Morning peak HOURLY COUNTS 7:00 - 8:00 7:15 - 8:15 7:30 - 8:30 7:45 - 8:45 8:30 - 9:00 8:15 - 9:15 8:30 - 9:30 8:45 - 9:45 9:00 - 10:00 9:15 - 10:15	LV H 4 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1   Bus   Bic   O   O   O   O   O   O   O   O   O	1178   178	4 5 3 5 8 2 4 7 0 3 8 0 5 8 1 5 6 2	16 1 15 1 21 1 26 0 26 0 30 0	3 3 Bus Bi 0	0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0	20 25 34 44 50 55 60 61 61 66 81	5 HV Bur 0 0 0 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0	s Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 30 0 25 1 28 1 34 1	6 V Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. I 1 3 3 3 2 2 2 1 0 1 0 1 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0	N HN 8 0 9 0 0 111 0 0 114 0 117 0 116 0 0 113 0 0 110 0 0 0 110 0 0 0 110 0 0 0 110 0 0 0 110 0 0 0 110 0 0 0 110 0 0 0 0 110 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7   Bus   0   0   0   0   0   0   0   0   0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 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 1 6 1 8 1 10 0 15 0 18 0 19 0 21 0	0 0	Bic. I 0 2 0 3 1 3 2 3 3 3 3 3 4 4 0 4	LV   1-247   286   312   327   329   358   386   441   470   490	10   10   10   10   10   10   10   10	3 3 1 1 0 1	0 0 0 0 0	11 HV B O ( ( O ( ( O ( ( ( ( ( ( ( ( ( ( ( (	us Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 HV   0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C. LV 4 4 4 4 5 9 10 11 10	13 HV 0 0 0 0 0 0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0	14 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0 0	0 (	0 0	0 0 0 0 0 0	HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0	TC T	521 615 681 740 787 862 952 1077 1158	P1 0 1 3 3 2 0 0 0	1 P2	12 10 11 10 7 6 7 9 14 15	P4 6 12 13 17 17 14 10 11 12	11 10 12 17 16 20 21 25 35 30	10 13 17 19 18
Morning peak HOURLY COUNTS 1:00 - 8:00 1:15 - 8:15 1:30 - 8:35 1:45 - 9:00 1:15 - 9:15 1:30 - 9:00 1:45 - 9:45 1:00 - 10:00 1:15 - 10:15 1:30 - 10:30	1	1   Size   Size	1V   178   216   220   261   324   3367   420   457   480   491   491   491   491   471	4 5 3 5 8 2 4 7 0 3 8 0 5 8 1 5 6 2	16 1 15 1 21 1 26 0 26 0 30 0	3 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 0 0	20 25 34 44 50 55 60 61 66 66	5 HV Burd 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0	s Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0 30 0 25 1 28 1 34 1	6 V Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 3 3 2 2 0 0 0 0 0 0 0	N HN 8 0 9 0 0 111 0 0 117 0 116 0 0 110 0 0 6 0 0 7 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 0 0 0 0 0 0 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 1 6 1 8 1 10 0 15 0 18 0	0 0	Bic. I 0 2 0 3 1 3 2 3 3 3 3 3 2 4 1 4 0 4 0 5	LV   1-247   286   312   327   329   358   386   441   470   490   558	10   N   Buss   N   Buss   N   Buss   N   Buss   N   N   Buss   N   N   N   N   N   N   N   N   N	3 3 1 1 0 1	0 0 0 0 0 0 0 0 0	11 HV B 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0	us Bicc 0	0 0 0 0 0	12 HV   0 0   0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 4 4 4 4 5 9 10 11 10 12	13 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bie 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0	14 Bus 0 0 0 0 0 0 0	0 0 0	0 0 0	0 (	0 0	0 0 0 0 0 0	HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TC ic. Tc	521 615 681 740 787 862 952 1077 1158 1234 1332	P1 0 1 3 3 2 0 0 0	1 P2 1 1 1 3 4 3 4 3 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P3 12 10 11 10 7 6 7 9 14 15 12	P4 6 12 13 17 17 14 10 11 12 14 16	11 10 12 17 16 20 21 25 35	10 13 17 19 18 24 17 18 23
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Morning peak HOURLY COUNTS 7:00 - 8:00 7:15 - 8:15 7:20 - 8:30 7:45 - 8:45 8:30 - 9:00 8:35 - 9:45 8:30 - 9:00 8:45 - 9:45 8:30 - 9:30 8:45 - 9:45 8:30 - 9:30 8:45 - 9:45 8:30 - 9:30 8:45 - 9:45 8:30 - 9:30 8:45 - 9:45 8:30 - 10:30 8:45 - 10:45 8:30 - 10:30 8:45 - 10:45 8:30 - 10:30 8:45 - 10:45 8:45 -	LV H 4 0 3 0 5 0 7 0 12 0 15 0 16 0 21 0 23 0 27 0 30 0 29 0	1   Sus   Bic   Sic   Si	1V   1-178   216   240   240   261   289   324   367   420   457   480   468   464	4 5 3 5 8 2 4 7 0 3 8 0 5 8 1 5 6 2 6 10 2 6 8 3 6 9 2 4 10 1 3 7 1	16 1 15 1 21 1 26 0 26 0 30 0 31 1 38 1 47 1 57 1	3  / Bus Bi / O C	0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 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 0 0 0 0 0 0 0 0 0 0	50   10   10   10   10   10   10   10	5 HV Bus 0 0 0 0 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 1 1 0	S Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0 30 0 25 1 34 1 39 1 49 1 48 1 40 1 37 1	6 V Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	7 1 12 2 13 2	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 1 6 1 8 1 10 0 15 0 18 0 19 0 21 0 22 0 23 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic.	LV   1-247   2286   312   327   329   358   386   441   470   490   558   544   570	10   10   10   10   10   10   10   10	3 3 1 1 0 1 1 1 1 0 0	0 0 0 0 0 0 1 2 3	11 HV B 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (	Bic   O   O   O   O   O   O   O   O   O	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 HV E	8us Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C. LV 4 4 4 4 5 9 10 11 10 12 14 16	13 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bids Bid O O O O O O O O O O O O O O O O O O O	0 0	0	14 Bus 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 (	0 0		HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bin 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TC.  0	521 615 681 740 787 862 952 1077 1158 1234 1332 1310	P1 0 1 3 3 3 2 0 0 0 1 1 1 1	1 P2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P3 12 10 11 10 7 6 7 9 14 15 12 13 7	P4 6 12 13 17 17 14 10 11 12 14 16 11 9	11 10 12 17 16 20 21 25 35 30 29 23 12	10 13 17 19 18 24 17 18 23 20 25 25 29
Morning peak HOURLY COUNTS 100 - 8:00 1 - 8:15 130 - 8:30 145 - 8:45 100 - 9:00 115 - 9:15 130 - 9:30 145 - 9:45 130 - 10:00 115 - 10:15 10:15 10:15 10:15 10:15 10:15 10:15 10:15 10:15 10:15 10:15 10:15 10:15 10:15	LV H 4 0 3 0 5 0 7 0 12 0 15 0 21 0 21 0 22 0 27 0 30 0 29 0 25 0	1	1V 178 216 240 240 241 241 242 241 242 242 242 242 242 242	4 5 3 5 8 2 4 7 0 3 8 0 5 8 1 5 6 2 6 10 2 6 8 3 6 9 2 4 10 1 3 7 1	16 1 15 1 21 1 26 0 26 0 30 0	3  / Bus Bi / O (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 0 0 1 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 0	20 25 34 44 50 55 60 61 61 66 81 82 82 68	5 HV Bus 0 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0	s Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0 30 0 25 1 28 1 34 1 49 1 48 1 40 1 37 1 34 0	6 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 :	7 1 12 2 13 2 16 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 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 1 6 1 8 1 10 0 15 0 18 0 19 0 21 0 22 0 23 0 25 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. I 0 2 0 3 1 3 2 3 3 3 3 3 2 4 1 4 0 4 0 5 0 5 0 5	LV   1-247   2286   312   327   329   358   386   441   470   490   558   544   570   566   566   566	10   10   10   10   10   10   10   10	3 3 1 1 0 1 1 1 1 0 0 0 0	0 0 0 0 0 0 0 1 2 3 3	11 HV B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bicolo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 HV 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8us Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	13 HV 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bids Bid O O O O O O O O O O O O O O O O O O O	0 0	0	Bus	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 (	0 0		HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bin 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TC ic. 0	521 615 681 740 787 862 952 1077 1158 1234 1332 1310 1332 1292	P11 0 0 1 1 3 3 3 3 3 3 3 3 2 2 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1	11 P2	P3 12 10 11 10 7 6 7 9 14 15 12 13 7 13	P4 6 12 13 17 17 14 10 11 12 14 16 11 9 10	11 10 12 17 16 20 21 25 35 30 29 23 12 24	10 13 17 19 18 24 17 18 23 20 25 25 29
Morning peak HOURLY COUNTS 7:00 - 8:00 7:15 - 8:15 7:20 - 8:35 7:45 - 8:45 8:00 - 9:00 8:15 - 9:15 8:30 - 9:30 8:45 - 9:45 9:00 - 10:30 9:15 - 10:30 9:45 - 10:45 0:00 - 11:10 0:015 - 11:15	LV H 4 0 3 0 5 0 15 0 15 0 15 0 21 0 23 0 27 0 27 0 27 0 27 0 27 0 27 0 27 0 27	1   Bus   Bic   O   O   O   O   O   O   O   O   O	1V   178   216   240   261   289   324   367   420   457   480   491   468   4445   432	4 5 3 5 8 2 4 7 0 3 8 0 5 8 1 5 6 2 6 10 2 6 8 3 6 9 2 4 10 1 3 7 1	16 1 15 1 21 1 26 0 26 0 30 0 31 1 38 1 47 1 57 1	3 3 5 6 7 8 8 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 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 0 0 0 0 0 0 0 0 0 0	50   10   10   10   10   10   10   10	5 HV Bus 0 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 1 0 1	s Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0 30 0 25 1 34 1 39 1 49 1 48 1 37 1 37 1 34 0 31 0 0 31 0 0	6 Business   0   0   0   0   0   0   0   0   0	0 :	7 1 12 2 13 2	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 1 6 1 8 1 10 0 15 0 18 0 19 0 21 0 22 0 23 0 25 0 25 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. I 0 2 0 3 1 3 2 3 3 3 3 3 2 4 1 4 0 4 0 5 0 5 0 5	LV   1-247   2286   312   327   329   358   386   441   470   490   558   544   570	10 Bus 4 1 4 2 5 4 6 6 6 3 7 7 3 6 9 4 7 4 9 3 9 3 8	3 3 1 1 0 1 1 1 1 0 0 0 0	0 0 0 0 0 0 1 2 3	11 11 00 00 00 00 00 00 00 00 00 00 00 0	Bickus Bi	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 HV 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Saus   Bissaus   Bissaus	55 LV 4 4 4 4 4 4 4 4 5 5 9 100 111 110 112 114 116 117 120 117 117 117 117 117 117 117 117 117 11	133 HV   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0	Bus	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 (	0 0		HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bin 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TC ic.  O 50  O 60  O 70  O 10  O 10	521 615 681 740 787 862 952 1077 1158 1234 1332 1310 1332 1292	P11 0 0 1 1 3 3 3 3 3 3 3 3 2 2 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1	1 P2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P3 12 10 11 10 7 6 7 9 14 15 12 13 7 13 18	P4 6 12 13 17 17 14 10 11 12 14 16 11 9 10	11 10 12 17 16 20 21 25 35 30 29 23 12 24	10 13 17 19 18 24 17 18 23 20 25 25 29
Morning peak HOURLY COUNTS 7,700 - 8:00 7,715 - 8:15 7,300 - 8:30 7,45 - 8:45 8:00 - 9:00 8:15 - 9:15 8:30 - 9:30 8:45 - 9:45 8:45 - 9:45 8:45 - 9:45 9:40 - 10:00 9:15 - 10:15 9:30 - 11:00 0:15 - 11:05	LV H 4 0 3 0 5 0 7 0 12 0 15 0 21 0 21 0 22 0 27 0 30 0 29 0 25 0	1   Size   Bic   Size	1V 178 216 240 240 241 241 242 241 242 242 242 242 242 242	4 5 3 5 8 2 4 7 0 3 8 0 5 8 1 5 6 2 6 10 2 6 8 3 6 9 2 4 10 1 3 7 1	16 1 15 1 21 1 26 0 26 0 30 0 31 1 38 1 47 1 57 1	3 3 7/ Bus Bis Control	0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 0 0 1 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 0 0 0 0 0 0 0 0 0 0 0	20 25 34 44 50 55 60 61 61 66 81 82 82 68	5 HV Bus 0 0 0 0 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 1 0 1	s Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 18 0 23 0 24 0 27 0 30 0 25 1 28 1 34 1 49 1 48 1 40 1 37 1 34 0	6 Bus 0 O O O O O O O O O O O O O O O O O O	0 :	7 1 12 2 13 2 16 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 1 6 1 8 1 10 0 15 0 18 0 19 0 21 0 22 0 23 0 25 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. I 0 2 0 3 1 3 2 3 3 3 3 3 2 4 1 4 0 4 0 5 0 5 0 5	LV   1-247   2286   312   327   329   358   386   441   470   490   558   544   570   566   566   566	10 10 10 10 10 10 10 10 10 10	3 3 1 1 0 1 1 1 1 0 0 0 0	0 0 0 0 0 0 0 1 2 3 3	11 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bickus Bi	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	122 HV   10	Bus Bie	1	1:3 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S   S   S   S   S   S   S   S   S   S	0 0	0	Bus   O   O   O   O   O   O   O   O   O	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 (	0 0		HV E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bin 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TGC	521 615 681 740 787 862 952 1077 1158 1234 1332 1310 1332 1292	P11 0 0 1 1 3 3 3 3 3 3 3 3 2 2 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1	11 P2	P3 12 10 11 10 7 6 7 9 14 15 12 13 7 13	P4 6 12 13 17 17 14 10 11 12 14 16 11 9 10	11 10 12 17 16 20 21 25 35 30 29 23 12 24	10 13 17 19 18 24 17 18 23 20 25 25 29

## C10 Weekend Mullens Street and Reynolds Street



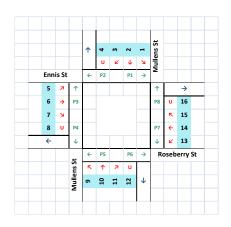
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FROM	то	LV	HV	Bus Bio	. LV	HV	Bus Bi	c. LV	HV	Bus	Bic.	LV	HV E	Bus Bi	ic. L'	V H	/ Bus	Bic.	LV	HV	Bus B	ic. L\	/ HV	Bus	Bic.	LV	HV B	us Bi	. LV	HV	Bus E	Bic.	LV	IV Bu	s Bic.	LV	HV E	us Bio	c. LV	HV	Bus	Bic. L	V H	V Bus	Bic.	LV	HV Bu	ıs Bic.	LV	HV E	Bus Bi	c. LV	HV	Bus Bio	TOTA	AL	P1 F	P2 P3	3 P4	P5	P6 P	7 P8
12:00 -	12:15	5	0	0 1	110	0	3 0	9	0	0	0	0	0	0 (	) 1	7 0	0	0	12	0	0	0 5	0	0	0	0	0	0 0	6	0	0	0 :	131	3 1	0	0	0	0 0	0	0	0	0 4	4 0	0	0	0	0 (	0	0	0	0 0	0	0	0 0	307	7	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	0	0 (	) 1	8 0	0	0	10	0	0	0 7	0	0	0	0	0	0 0	7	0	0	0 :	152	4 1	0	1	0	0 0	0	0	0	0 :	3 0	0	0	1	0 (	0	0	0	0 0	0	0	0 0	338	3	0	0 3	1	3	5	. 5
12:30 -	12:45	10	0	0 0	133	1	2 0	12	0	0	0	0	0	0 (	) 1:	2 1	0	0	7	0	0	0 3	0	0	1	0	0	0 0	8	0	0	0 :	118	2 4	2	2	0	0 0	0	0	0	0 (	6 0	0	0	0	0 (	0 0	0	0	0 0	0	0	0 0	324	4	1	5 13	3 0	9	5	/ 3
12:45 -	13:00	) 5	0	0 0	110	0	2 0	16	0	0	0	0	0	0 (	) 1	4 0	0	0	10	0	0	0 8	0	0	0	0	0	0 0	3	0	0	0 :	137	0 2	0	1	0	0 0	0	0	0	0 :	3 0	0	1	3	0 (	0	0	0	0 0	0	0	0 0	315		0 .	4 1	1	6	5 (	) 4
13:00 -	13:15	6	0	0 0	110	2	2 0	16	0	0	0	0	0	0 (	) 2	3 1	0	1	12	0	0	0 3	0	0	0	0	0	0 0	9	0	0	0	99	1 2	0	0	0	0 0	0	0	0	0 (	6 0	0	0	0	0 (	2	0	0	0 0	0	0	0 0	295	5	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	0	0 (	) 1	8 0	0	0	5	0	0	0 4	0	0	0	0	0	0 0	9	0	0	0 :	117	2 2	0	3	0	0 0	0	0	0	0 ;	3 0	0	0	1	0 (	0	1	0	0 0	0	0	0 0	301	1	2 .	4 9	6	24	8 1	J 1
13:30 -	13:45	5	0	0 0	125	3	1 0	15	0	0	0	0	0	0 (	) 1	5 0	0	0	9	0	0	0 3	0	0	0	0	0	0 0	5	0	0	0 :	119	1 3	0	0	0	0 0	0	0	0	0 4	4 0	0	0	1	0 (	0	0	0	0 0	0	0	0 0	309	9	1 .	4 14	1 7	8	11 :	1
13:45 -	14:00	8 (	0	0 0	117	2	3 0	9	0	0	0	1	0	0 (	) 1	3 0	0	0	14	0	0	0 6	0	0	0	0	0	0 0	10	0	0	1 :	113	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	300	0	0 1	0 8	17	7	7 :	3 0
14:00 -	14:15	6	0	0 0	109	2	1 0	25	0	0	0	1	0	0 (	) 1	8 0	0	0	6	0	0	0 3	0	0	0	0	0	0 0	3	0	0	0 :	124	0 1	0	0	0	0 0	0	0	0	0 (	6 0	0	0	0	0 (	0 0	0	0	0 0	0	0	0 0	305	5	0 .	4 4	3	8	3 (	5 4
14:15 -	14:30	8 (	0	0 0	103	2	2 0	14	0	0	0	1	0	0 (	) 2	2 1	0	0	4	0	0	0 2	0	0	0	0	0	0 0	7	0	0	0 :	110	2 3	0	1	0	0 0	0	0	0	0	7 0	0	0	0	0 (	0 0	0	0	0 0	0	0	0 0	289	9	1	7 3	4	14	13 !	5 0
14:30 -	14:45	5	0	0 0	93	2	3 0	12	0	0	0	1	0	0 (	) 9	0	0	0	8	0	0	0 2	0	0	0	0	0	0 0	4	0	0	0	97	3 2	2	1	0	0 0	0	0	0	0	1 0	0	0	0	0 0	0	0	0	0 0	0	0	0 0	245	5	1 :	5 1	2	9	3 1	J 2
TOT	AL	67	0	0 1	1238	17	24 0	153	0	0	0	4	0	0 (	17	79 3	0	1	97	0	0	0 46	0	0	1	0	0	0 0	71	0	0	1 1	317	18 22	4	9	0	0 0	0	0	0	0 4	15 0	0	1	6	0 (	2	1	0	0 0	0	0	0 0	829	4	8 4	19 70	44	117	71 4	9 32
Afternoo						-				2			_		_		-					-		,			0		_					10			- 11		-	4	2			10			14			45		_	- 1			<b>—</b> 1						_
			LINA	D I Dia	. 11/	118/	D Di	- 11/	110/	J D	Dia.	137	4	na n	- 13	V   18	J I D	In:	137	10/	D D	. 13	/ I I N /	/	Dia.	137	0 10/ D	ln:	. 11/	110/	D l r	ni.	137	N/ D	- Di-	137	10/ 0	Int	. 11/	LINA	Z Duali	oia I	V/   I B	/ I D	In:	137	14 IN/ D	n Die	137	10/10	ol pt	- 11	LINA	D Die	TOTA	AL	P1 F	2 P3	P4	P5	P6 P	7 P8
HOURLY C	13:00		ΠV	DUS DIG	. LV	ΠV	DUS DI	LV EQ	ΠV	bus	DIC.	LV	nv E	ous bi	C. L	v m	bus	DIC.	LV	ΠV	bus E	C. LV	IIV.	bus	DIC.	LV	nv 6	us Di	LV	ΠV	DUS E	oic.	LV	1V BU	S DIC.	LV	- V	us bit	. LV	ΠV	bus	OIC. L	v m	v bus	DIC.	LV	O O	IS DIC.	LV	nv E	ous bi	c. LV	пv	Bus Bio	400	_		4 00		05	00 4	1 10
12:00 -			U	0 1	467	3	9 0	50	U	0	0	0	0	0 (	, 6	1 1	0	0	39	0	0	0 2	0	0	1	0	0	0 (	24	U	0	0 :	538	9 8	2	4	0	0 0	0	0	0	0 1	0 0	0	1	4	0 (	0	0	0	0 0	0	U	0 0	128			1 22		35	22 1	1 18
12:15 -	13:15		0	0 0	467	5	8 0	5/	0	0	0	0	0	0 (	) 6	/ 2	0	1	39	0	0	0 2:	0	0	1	0	0	0 0	2/	0	0	0 :	506	/ 9	2	4	0	0 0	0	0	0	0 1	8 0	0	1	4	0 (	) 2	0	0	0 0	0	0	0 0	127		3 1	3 26		30		1 18
12:30 -	13:30		0	0 0	467	4	9 0	56	0	0	0	0	0	0 (	) 6	/ 2	0	1	34	0	0	0 18	0	0	1	0	0	0 0	29	0	0	0 4	4/1	5 10	2	٥	0	0 0	0	0	0	0 1	8 0	0	1	4	0 (	) 2	1	0	0 0	0	0	0 0	123		5 1	/ 32		51		0 14
12:45 -	13:45		0	0 0	459	6	8 0	59	0	0	0	0	0	0 (	) 7	0 1	0	1	36	0	0	0 18	0	0	0	0	0	0 0	26	0	0	0 4	472	4 9	0	4	0	0 0	0	0	0	0 1	6 0	0	1	5	0 (	) 2	1	0	0 0	0	0	0 0	122			16 33			28 1	4 12
13:00 -	14:00		0	0 0	466	8	9 0	52	0	0	U	1	0	0 (	) 6	9 1	0	1	40	U	0	0 16	0	0	U	0	0	U C	33	0	0	1 4	148	4 8	0	3	0	0 0	0	0	U	0 1	5 0	0	0	2	0 0	) 2	1	0	0 0	0	0	0 0	120			22 40			30 1	/ 8
13:15 -			0	0 0	465	8	8 0	61	0	0	U	2	0	0 (	) 6	4 0	0	0	34	U	0	0 16	0	0	Ü	0	0	U C	27	0	0	1 4	1/3	3 7	0	3	U	0 0	0	0	U	0 1	5 0	0	0	2	0 (	) 0	1	0	0 0	0	0	0 0	121			22 35			29 2	0 6
13:30 -	14:30		0	0 0	454	9	7 0	63	0	0	0	3	0	0 (	) 6	8 1	0	0	33	0	0	0 14	0	0	0	0	0	0 0	25	0	0	1 4	166	3 8	0	1	0	0 0	0	0	0	0 1	9 0	0	0	1	0 (	0	0	0	0 0	0	0	0 0	120			25 29		37	34 1	5 ز
13:45 -	14:45	27	0	0 0	422	8	9 0	F 60	0	0	0	4	0	0 (	) [6	2   1	0	0	32	0	0	0 13	3 [ 0	0	0	0	0	0	24	0	0	1 4	144	5 7	2	2	0	o ro	10	0	0	0 1	6 0	0	0	0	0 0	0 0	0	0	0 0	0	0	0 0	113	9	2 2	26 16	26	38	26 2	4 6

## C11 Weekday Mullens Street and Roseberry Street



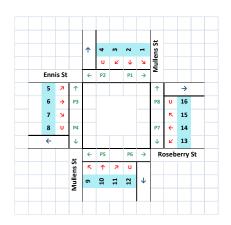
ОМ	то		1			2			3			4	4			5			6				7			8				9			10			1	l1			12			13			1	L4			15			16		TOTAL	р	1 P2	D2	P4	P5	P6	D-
OIVI	10	LV	HV Bu	s Bic.	LV	HV E	Bus Bio	. LV	HV	Bus Bi	ic. LV	HV	Bus E	Bic. L	.V HV	Bus	Bic.	LV	HV E	us Bi	ic. LV	V H	/ Bus	Bic.	LV	HV	Bus B	ic. L	/ H\	Bus	Bic.	LV	HV	Bus E	Bic. L\	HV	Bus	Bic. L	LV H	<b>Ⅳ</b> Bu	s Bic.	LV	HV	Bus Bi	ic. LV	/ HV	Bus	Bic. L\	V HV	<b>V</b> Bus	Bic. L	V H	V Bus	Bic.	IOIAL		1   P2		P4	РЭ	РО	Ρ,
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00 -	7:15	3	0 0	0	80	5	4 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 4	0	0	0	100	4	2	2 1	0	0	0	0 (	0 0	0	1	0	0 0	0 0	0	0	0 4	1 0	0	0 (	0 0	0	0	213	(	0 0	5	1	0	0	3
15 -	7:30	2	0 0	0	62	1	4 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 9	0	0	0	102	2	4	2 5	0	0	0	0 (	0 0	0	0	0	0 0	0 0	0	0	0 5	5 0	0	0 (	0 0	0	0	200		0 0	5	0	1	1	1
ю -	7:45	1	0 0	0	81	4	4 0	1	0	0 (	0 0	0	0	0 (	0 0	0	0	3	0	0 (	0 0	0	0	0	0	0	0	0 3	0	0	0	110	3	6	2 3	0	0	0	0 (	0 0	0	0	0	0 0	0 1	0	0	0 2	2 0	0	0	0 0	0	0	224		0 0	2	1	0	1	1
5 -	8:00	1	0 0	0	78	3	5 0	2	0	0 (	0 0	0	0	0	3 0	0	0	0	0	0 (	0 0	0	0	0	0	0	0	0 5	0	0	0	126	3	4	5 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	238	(	0 0	7	2	0	0	F
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TOTA	L peak		1	0 0	4 1133	0 41 2	0 0 49 2	0 34	3 HV	0 ( 0 ( Bus Bi	0 0 0 1	0 0	0 0 4 Bus E	0 1 0 1	0 0 L5 0	0 0 5	0 0	0 20	0 0 6	0 (0 0 (0	ic. LV	) 0 ) 0	0 7 / Bus	0 0	0 0	0 0 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 8	0 4 1	0 0 9	0 1 Bic.	2 1461 LV	0 56 10	0 48	0 0 22 36	0 2 1 HV	0 0 11 Bus	0 1 Bic. L	0 ( 0 (	0 0 0 0 12	0 0 s Bic.	0 17	0 0	0 C	0 0 0 29	0 0 0	0 0 8	0 0 2 29	0 0 9 1	0 0 15	0 0 2 0 Bic. L	0 0 0 0	0 0 0 16 V Bus	0 0	7 3120 TOTAL			47	31	2		
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## C11 Weekday Mullens Street and Roseberry Street



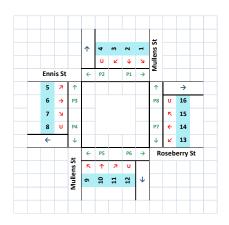
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## C11 Weekend Mullens Street and Roseberry Street



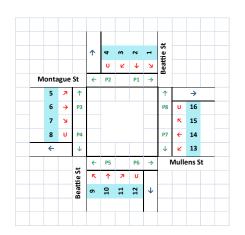
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Mornin HOURLY 7:00 - 7:15 - 7:30 - 7:45 - 8:00 - 8:15 - 8:30 -	8:00 8:15 8:30 8:45 9:00 9:15	LV 1 1 1 1 1 1 1 1 1 1 1 1 3 3	_	0 0 0 0 0 0	169 222 243 267 301 335 384	3 4 3 3 5	Bus Bio 1 3 3 3 3 5 3 8 2 7 0 8 0 8 1		0 0 0 0 0 0	3 Bus 0 0 0 0	Bic. L 0 : 1 : 1 : 1 : 0 ( 0 ( 0 (	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4   V   Bus   O   O   O   O   O   O   O   O   O	0	25 LV 3 3 1 1 1 3 3 5	5 HV 0 0 0 0	Bus E 0 0 0 0 0 0 0 0 0	0 : Bic. I	20 LV F	6 HV E 0 0 0	0   Bus   E   O   O   O   O   O   O   O   O   O	0 2 0 1 0 2 0 2	2 (	7 NV B	us Bi	) (	0 0	8 V Bu 0	Bic   0   0   0   0   0   0   0   0   0	6 9 10 14	0 0 0	0	1 2 Sic. 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0	LV 218 281 303 327 324 353 382	10 HV 4 5 6 5 6 4 4	31 : Bus B 1 2 4 6 6 7 6	Bic. I	LV H	11   N   BL   O   O   O   O   O   O   O   O   O	Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	12 HV 0 0 0 0 0	0 Bus E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 !	5 1	13 N Bu 1 0 1 0 1 0 1 0 1 0 1 0	0 0 0 0 0 0 0	1 1 3 4 3 5 4	14 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4 0 3 0 5 0 5	8 0 V HN 1 0 3 0 5 0 7 0 7 0 9 0	15 V Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bi 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 (	8ic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 429 552 610 661 696 766 848	P : : : : : : : : : : : : : : : : : : :	P1 1 1 3 3 2 2 0 0	P2 P 0 3 1 9 1 1 1 8 1 3 1 5 4 1	3 P4 7 8 9 14 0 12 0 12 13 15 13 2 15	P5 0 0 1 2 2 2 1	P6 1 2 2 2 3 5	P
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Mornin HOURLY 7:00 - 7:15 - 7:30 - 7:45 - 8:00 - 8:15 - 8:30 - 8:45 - 9:00 -	8:00 8:15 8:30 8:45 9:00 9:15 9:30 9:45 10:00	LV 1 1 1 1 1 1 1 1 3 8 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	169 222 243 267 301 335 384 426	3 4 3 3 5	Bus Bin 1 3 3 3 5 3 8 2 7 0 8 0 8 1 1 6 2 10 2 2		0 0 0 0 0 0 0 0	3 Bus 0 0 0 0 0 0	Bic. L  0 : 1 : 1 : 1 : 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 0 0 0	4   N   Bus   O   O   O   O   O   O   O   O   O	0	25 LV 3 1 1 3 3 5 6	5 HV 0 0 0 0 0	0   Bus   E   O   O   O   O   O   O   O   O   O	0 : Bic. I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 LV F 2 2 2 1 1 1 1 1 3	6 HV E 0 0 0 0	0   0   0   0   0   0   0   0   0   0	0 2 0 1 0 2 0 2	2 ( 1 ( 2 ( 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7   1V   B   0   0   0   0   0   0   0   0   0	D (0) (0) (0) (0) (0) (0) (0) (0) (0) (0)	) (		8 V Bu 0	Bic   O   O   O   O   O   O   O   O   O	6 9 10 14 14 10	0 0 0 0 1 1	0	1 2 Sic. 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0	2077 218 281 303 327 324 353 382 432 467	10 HV 4 5 6 5 6 4 4 4	31 : Bus B 1 2 4 6 6 7 6 7 7	Bic. I	LV H	11   11   11   11   11   11   11   11	Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	12 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0   Bus   E   O   O   O   O   O   O   O   O   O	0 !	5 1	13   N   Bu   1   0   0   1   0   0   0   0   0   0	0 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	29 LV 1 1 3 4 3 5 4 10	14 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4 0 3 0 5 0 5	8 0 V HN 1 0 3 0 5 0 7 0 9 0 3 0 1 0	15 V Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic.   0   0   0   0   0   0   0   0   0	0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	8ic. 0 0 0 0 0 0 0	429 552 610 661 696 766 848 966 1037	P : : : : : : : : : : : : : : : : : : :	P1 1 1 3 3 2 2 0 0 0	P2 P 0 3 1 9 1 1 1 8 1 3 1 5 4 1	3 P4 7 8 9 14 0 12 8 10 7 13 5 13 2 15 7 18	P5 0 0 1 2 2 2 2 1 1 0	P6 1 2 2 2 3 5	P
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## C11 Weekend Mullens Street and Roseberry Street



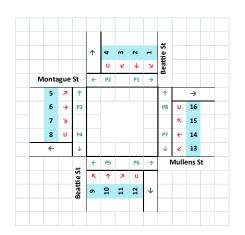
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TOTA Afternoor OURLY C :00 - :15 - :30 - :45 - :00 - :15 - :30 - :45 - :30 -	peak OUNTS 13:00 13:15 13:30 13:45 14:00 14:15 14:30 14:45	LV 5 7 7 12 13 11 10 6	0	us Bic. 0	456	0 15 2 HV 3 3 2 4 5 7 8 8	1 0 26 2 Bus Bic 9 1 7 1 8 1 8 0 8 0 6 1 6 1 5 1	3 37 11 11 12 12 10 11 10 11 11	3 HV E 0 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 2 1 1 1 2 2 1 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 8us 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 15 LV 4 5 6 5 5 5 4	5 HV 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 11 5 2 2 3 1 3 4 4	6 HV 0 0 0 0 0	0 0 0 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 9 3 3 3 2 1 2	0 0 1 0 0 0 0 0 0	Bus 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 8 8 8 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0		0 1 0 0 0 0 0 1 1 1	0 0 0 0 0 0 0 0 0 0	1	464	10 22 HV 9 6 4 3 3 3 3 5	1 27 8 8 7 8 8 7 8	0 7 7 2 2 2 3 1 1 1 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 28 10 5 7 8 7 9	11 HV B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	us Bi 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	0	V HN 1 0 1 0 0 0 0 0 1 0 1 0 1 0 1 0 0 0	12 V Bu 0 0 0 0 0 0 0 0 0 0		0 19 19 19 19 19 19 19 19 19 19 19 19 19	0 0 0 0 0 0 0	0 0 13 13 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	2 36 LV 16 13 8 6 4 6 12 11	14 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	C. LV 2 62 4 0 8 0 10 0 10 0 8 0 6 0 6	0 5 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 15 Bus 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0	16 HV B 0 0 0 0 0 0	0 0 0 0 0 0 0 0	1 c. 1	7759  TOTAL  1157 1011 974 951 931 1055 1042 990		P1 1 1 2 1 2 3 2 2	P2 0 0 0 0 1 2		25	0 0 0 0	P6 4 1 1 1 3 2 5 5	P7 6 9 10 16 17 18 18	7
TOTA  Afternoor  HOURLY CO  2:00 -  2:15 -  2:30 -  2:45 -  3:00 -  3:15 -  3:30 -	peak OUNTS 13:00 13:15 13:30 13:45 14:00 14:15 14:30 14:45	LV 5 7 7 12 13 11 10 6 4	0	us Bic. 0	456	0 15 2 HV 3 3 3 2 4 5 7 8 8 8	1 0 26 2 Bus Bic 9 1 7 1 8 1 8 0 8 0 6 1 6 1 5 1	3 37 11 11 12 12 10 11 10 11 11 12 11 11 12	3 HV E 0 0 0 0 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 2 1 1 1 2 2 1 1 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 8us 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 15 LV 4 5 6 5 5 5 4 5	5 HV 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 111 LV 5 2 2 3 1 3 4 4 5 5 3	6 HV 0 0 0 0 0 0	0 0 0 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 9 3 3 3 3 2 1 2 1 2	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 8 8 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0		0 1 0 0 0 0 1 1 1	0 0 0 0 0 0 0 0 0 0	1 0 0	464	10 22 HV 9 6 4 3 3 3 3 3 5 8 8 10	1 27 8 8 7 8 8 8	0 7 7 2 2 2 2 3 1 1 1 0 2 2 2 4 4 7	2 28 LV 10 5 7 8 7 9 9 6 6 7 7	11 HV B 0 0 0 0 0 0 0 0	Bi (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	00 00 00 00 00 00 00 00 00 00 00 00 00	V H 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	12 V Bu 0 0 0 0 0 0 0 0 0 0 0 0 0		0 19 19 7 7 7 4 4 4 1 4 1 3	0 0 0 0 0 0 0 0	0 0 13 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	2 36 LV 16 13 8 6 4 6 12 11	0 0 14 HV 0 0 0 0 0 0	0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	2 25 2 25 2 6 2 4 0 8 0 10 0 8 0 6 0 6 0 7	0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 15 Bus 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	16 HV E 0 0 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 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7759  TOTAL  1157 1011 974 951 931 1055 1042		P1 1 1 2 1 2 3 2 2	P2 0 0 0 0 1 2 2 2	20 15 18	25 18 18	0 0 0 0 0 0	P6 4 1 1 1 3 2 5 5 5 3	<b>P7</b>	

## C12 Weekday Beatie Street and Montague Street



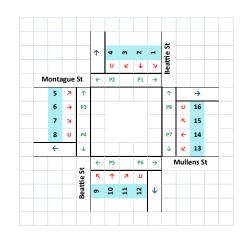
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Morning p HOURLY CO :00 - :15 -	eak UNTS 8:00 8:15	LV H\ 85 3 124 3	1	1 314 Sic. LV 1 57 1 86 1 106 1 134	2 HV 0 0 1	0 4  Bus Bio 0 1 0 3 0 3 0 3	2 LV 2 6 7 11	HV 0 0 0 0 0 0 0 0	3 Bus 0 0 0 0 0	0 Bic. 0 0 0 0 0	LV 1 1 1 1 0	HV 0 0 0 0 0	0 Bus 0 0 0	Bic. 0 0 0 0	LV 5 7 9 10	5 HV 0 0 0 0 0 0	Bus I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 2	LV HV 168 4 239 5 271 7 273 8	6 Bus 13 17 20 15	Bic. 5 6 6	LV 19 33 48 60	7 HV E 0 0 0 0 1 1	0 Bus B 0 0 0	0	V H 1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1	8 HV Bu 0 (0 0 (0	us Bi	156 c. LV 27 46 52 62	HV 5 6 7 5	0 Bus 0 0 0 0 0 0	0 2 Bic.   0 0 0 1 0 1 0 1 0 1	LV H 65 0 86 2 115 3	0 10 / Bus 0 0 0 0 0 0	Bic. 3 3 5 8	LV 46 65 87	11 HV 0 1 1 2	0 Bus E 0 0 0 0 0 0 0	3   Bic.   I   2   2   2   2	1 ( H	12 IV Bu	us Bi 0 (0 0 (0 0 (0 0 (0	ic. LV	7 HV 1 1 1 2 5 3	13 V Bus 0 0	8 Bic. 0 0 0 0 0	LV 101 152 175 188	14 HV 2 3 5 6	42 3 Bus Bi 9 (17 22 22 21 21	ic. LV 0 70 1 98 2 10	V HV 0 4 0 4 8 4	0 Bus 0 0 0 0 0 0	1   Bic.   L   0   0   0   0   0	1 0 0 0 0 0 0 0 0 0 0 0	0	0	TOTAI 721 1042	L !			<b>P3</b>	P4 I 0 0 0 1	P5 F	7 10	<b>7</b>
Morning p HOURLY CO 1:00 - 1:15 - 1:30 - 1:45 -	eak UNTS 8:00 8:15 8:30	LV H/N 85 3 124 3 152 5	1	1 314 bic. LV 1 57 1 86 1 106 1 134 0 133	2 HV 0 0 1 1 1	0 4  Bus Bio 0 1 0 3 0 3 0 3 0 2	2 6 7 11 17	HV 0 0 0 0 0 0 0 0	3 Bus 0 0 0 0 0 0 0	0 Bic. 0 0 0 0 0 0	LV 1 1 0 0	0 HV 0 0 0	0 Bus 0 0 0	Bic. 0 0 0 0 0 0	LV 5 7 9 10 15	5 HV 0 0 0 0 0 0 0 1	0 Bus I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 2	157 33 LV HV 168 4 239 5 271 7 273 8 268 9	6 Bus 13 17 20 15 16	Bic. 5 6 6 6 3	LV 19 33 48 60 67	7 HV E 0 0 0 1	0 Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	V H 1 (0 1 (0 1 (0)	8   N   Bu   O   O   O   O   O   O   O   O   O	us Bi	156 c. LV 27 46 0 52 0 62	HV 5 6 7 5 3	8us 0 0 0 0 0 0 0 0 0	0 2 Bic.   0 0 0 1 0 1 0 1 0 1	LV H 65 0 86 2 115 3 109 3	10 / Bus 0 0 0 0 0 0 0 0	Bic. 3 3 5 8 7	LV 46 65 87 99	11 HV 0 1 1 2 2 2 2 2	0   Bus   E   0   0   0   0   0   0   0   0	2   Bic.   I   2   2   2   1	1 ( H	12 12 0 (0) 0 (0) 0 (0)	0 C	(c. L\) (c. L\) (c. L\) (c. 29) (c. 30) (c. 30	3 5 / HN 1 1 9 2 1 2 5 3 8 2	13 V Bus 0 0 0 0 0 0 0	8 Bic. 0 0 0 0 0 0 0 0	LV 101 152 175 188 221	14 HV 2 3 5 6 8	42	ic. LV 0 70 1 90 2 10 3 10	V HV 0 4 0 4 8 4 09 4	15 Bus 0 0 0 0 0 0 0 0 0	Bic. I	LV H 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	721 1042 1249	L !			<b>P3</b>	P4 I 0 0 0 1	P5 F 5 8 1 12 1	7 10	<b>7</b>
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## C12 Weekday Beatie Street and Montague Street



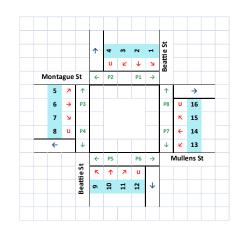
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5 - 16:30	22 1	0 1	17 0	0 0	2 0	0 (	0 0	0 0	0	3 (	) 0	0 3	32 1	3 :	. 5	0 0	0	0 0	0 (	14	0 0	0 23	3 0 0	0	9 1	0 0	0 0	0	) 2	0 0	0 4	1 1	2 1	14	0 0	0	1 0	0 0	19	<del>)</del> 7	1 2	2 1	1 (	0 3	т
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5 - 17:00	27 0	0 0	29 0	0 0	2 0	0 (	0 0	0 0	0	3 (	) 0	0 5	59 0	1 3	11	0 0	0	0 0	0 (	13	0 0	0 23	3 0 0	0	21 0	0 0	1 0	0	21	0 0	0 6	5 1	3 0	28	1 0	1	0 0	0 0	31:	13	3 3	3 1	1 ′	2 5	
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5 - 17:30	40 0	0 0	31 0	0 0	2 0	0 (	0 0	0 0	0	5 (	) 0	0 6	64 0	3 :	. 7	0 0	0	0 0	0 (	10	0 0	0 27	7 0 0	0	22 0	0 0	0 0	0	11	0 0	0 8	31 0	5 0	20	0 0	0	0 0	0 0	32	29	4 2	2 0	1 '	4 1	т
0 - 17:45	23 0	0 3	23 0	0 0	4 0	0 (	0	0 0	0	2 (	0	0 5	53 0	6 :	12	0 0	0	1 0	0 (	15	0 0	0 20	6 0 0	1	19 0	0 0	1 0	0	9	1 0	0 6	4 0	5 0	18	0 0	0	2 0	0 (	289	39	4 8	3 1	0 5	8 5	T
5 - 18:00	38 0	0 1	34 0	0 1	2 0	0 (	0 0	0 0	0	1 (	) 0	0 6	61 0	4 (	11	0 0	0	0 0	0 (	21	0 0	0 22	2 1 (	1	24 1	0 0	1 0	0	7	0 0	0 6	3 0	5 0	31	0 0	0	0 0	0 0	330	30	9 (	0	0 '	1 9	T
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5 - 19:00	16 0	0 1	11 0	0 0	1 0	0 (	3	0 0	0	2 (	) 0	0 2	25 0	2 (	5	0 0	0	0 0	0 (	) 5	0 0	0 10	6 0 0	0	12 0	0 0	1 0	0	7	0 0	0 3	35 0	3 0	17	0 0	0	0 0	0 (	162	52	1 (	0	0 /	5 2	Ť
TOTAL	335 2	0 10	283 1	0 2	35 0	0 (	) 4	0 0	0	34 (	0	1 5	79 2	38 9	103	0 0	2	1 0	0 (	169	1 0	2 26	7 2 (	4 :	205 2	0 0	6 0	0	109	3 0	0 6	92 5	40 4	262	2 0	1	5 0	0 (	322	22	50 2	9 3	6 6	3 44	4
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	LV HV	Bus Bic	. LV HV	2 Bus Bic.	LV H	3 / Bus Bi	ic. LV	HV Bu	s Bic.	LV H	V Bus	Bic. I	V HV	Bus Bi	. LV	HV Bus	Bic.	LV HV	Bus Bi	c. LV	HV Bus	Bic. L\	V HV Bu	s Bic.	LV   HV				IC. LV	HV Bus	BIC. L	.v i Hv							ic.						
JRLY COUNTS	LV HV	Bus Bic	LV HV	Bus Bic.	LV HV	Bus Bi	ic. LV	HV Bu	Bic.	LV H	V Bus	Bic. I	LV HV	Bus Bi	29	HV Bus	Bic.	LV HV	Bus Bi	c. LV	HV Bus	Bic. L\	7 0 0	Bic.	55 1	0 0	1 0	0	33	0 0	0 1	73 2	8 2	61	2 0	1	2 0	0 (	ic. 86:	3	5 7	7 2	4 1	1 12	7
URLY COUNTS 0 - 17:00	LV HV 88 2	Bus Bic 0 2 0 2	81 1	Bus Bic. 0 0 0 0	LV HV 9 0	3   Bus   Bi   O   O   O	ic. LV	0 0 0 0	Bic.	LV H.	W Bus	Bic. I	LV HV .60 1	Bus Bi 7 5	29 41	0 0 0 0	Bic. 0	0 0 0 0	Bus Bi	c. LV 48 72	HV Bus 0 0 0 0	Bic. L\ 0 77 0 10	7 0 0 1 1 0	0 1	55 1 71 1	0 0 0 0	1 0	0	0 33	0 0 0 0	0 1 0 2	73 2 49 3	8 2 12 3	61	2 0 2 0	1	2 0	0 0	86: 0 122	53	5 7	7 2	4 1	11 12	2
URLY COUNTS 0 - 17:00 5 - 17:15	88 2 136 2	Bus Bic 0 2 0 2 0 1	81 1 111 1 125 1	Bus Bic.  0 0 0 0 0 0	LV HV 9 0 15 0	3 Bus Bi 0 0 0	ic. LV	HV Bu 0 0 0 0 0 0	0 0	LV H	) 0 ) 0	Bic. I	LV HV 60 1 30 2	Bus Bi 7 5 13 5	29 41 43	0 0 0 0 0 0 0 0	Bic. 0 0	UV HV 0 0 0 0	0 (0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	c. LV 48 72 68	HV Bus 0 0 0 0 0 0	Bic. L\ 0 77 0 10 0 10	7 0 0 01 1 0	9 Bic. 0 1 1 1	55 1 71 1 84 0	0 0 0 0 0 0	1 0 2 0	0 0	0 33 0 42 0 51	0 0 0 0 0 0	0 1 0 2 0 2	73 2 49 3 89 2	8 2 12 3 15 2	61 86	2 0 2 0 2 0	1 1 1	2 0 3 0 2 0	0 ( 0 (			5 7 18 1	7 2 0 2 0 1	4 1 4 1 4 2	11 12 19 16 23 14	2
. 17.00	88 2 136 2	Bus Bic 0 2 0 2 0 1 0 3	81 1 111 1 125 1 113 0	Bus Bic. 0 0 0 0 0 0 0 0	LV HV 9 0 15 0 15 0	3 Bus Bi O (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	ic. LV 0 0 0 0 0 0 0 0	HV Bu 0 0 0 0 0 0 0 0	15 Bic. 0 0 0 0	LV H 12 ( 16 ( 18 ( 14 ( 0	Bus   0   0   0   0   0   0   0   0   0	Bic. 1 0 1 0 2 0 2 0 2	LV HV 60 1 30 2 62 1	Bus Bi 7 5 13 5 13 5 16 5	29 41 43 42	HV Bus 0 0 0 0 0 0 0 0	0 0 0 0 0	UV HV 0 0 0 0 0 0 1 0	0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	c. LV 48 72 68 62	HV Bus 0 0 0 0 0 0 0 0 0 0	Bic. LN 0 77 0 10 0 10 0 10	7 0 0 01 1 0 05 1 0	9 Bic. 0 1 1 1 2	55 1 71 1 84 0 78 0	0 0 0 0 0 0 0 0	1 0 2 0 2 0 3 0	0 0 0	0 33 0 42 0 51 0 50 50	0 0 0 0 0 0 1 0	0 1 0 2 0 2 0 2	73 2 49 3 89 2 86 2	8 2 12 3 15 2 17 1	61 86 92 91	2 0 2 0 2 0 1 0	1 1 1	2 0 3 0 2 0 3 0	0 (0 0 (0 0 (0	9 86: 0 122 0 135 0 129	356	5 7 18 1 21 1 24 1			11 12 19 16 23 14 22 15	3
URLY COUNTS 0 - 17:00 5 - 17:15 0 - 17:30 5 - 17:45	88 2 136 2 154 1 138 0	Bus Bic 0 2 0 2 0 1 0 3 0 4	81 1 111 1 125 1 113 0 118 0	Bus Bic. 0 0 0 0 0 0 0 0 0 0	LV HV 9 0 15 0 15 0 14 0 14 0	3 Bus Bi O ( ) O (	ic. LV 0 0 0 0 0 0 0 0 0 0 0 0	HV Bu 0 0 0 0 0 0 0 0 0 0 0 0	15 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV   H   12   (1   16   (1   14   (1   12   (1   14   (1   12   (1   14   (1	N Bus 0 0 0 0 0 0 0 0 0 0	Bic. I 0 1 0 2 0 2 0 2 0 2	LV HV .60 1 .30 2 .62 1 .46 1 .48 1	Bus Bi 7 5 13 5 13 5 16 5 19 7	29 41 43 42 42 42	HV Bus 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UV HV 0 0 0 0 0 0 0 0 1 0 1 0 1 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0	c. LV	HV Bus 0 0 0 0 0 0 0 0 0 0 0 0	Bic. LX 0 77 0 10 0 10 0 10 0 99	7 0 0 1 1 1 0 15 1 0 10 1 0	0 1 1 2 3	55 1 71 1 84 0 78 0 81 1	0 0 0 0 0 0 0 0 0 0	1 0 2 0 2 0 3 0 3 0	0 0 0 0	0 33 0 42 0 51 0 50 0 36	0 0 0 0 0 0 1 0 1 0	0 11 0 22 0 23 0 23 0 23	73 2 49 3 89 2 86 2 84 1	8 2 12 3 15 2 17 1 19 1	61 86 92 91 94	2 0 2 0 2 0 1 0 0 0	1 1 1 1 1	2 0 3 0 2 0 3 0 3 0	0 (0 0 (0 0 (0	135	356		6 2	2 2		5
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URLY COUNTS 0 - 17:00 5 - 17:15 0 - 17:30 5 - 17:45 0 - 18:00 5 - 18:15	88 2 136 2 154 1 138 0	Bus Bic 0 2 0 2 0 1 0 3 0 4 0 5	81 1 111 1 125 1 113 0 118 0 118 0	Bus Bic. 0 0 0 0 0 0 0 0 0 1 0 2	LV HV 9 0 15 0 15 0 14 0 14 0 9 0 15 0	3 Bus Bi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6c. LV  0 0  0 0  0 0  0 0  0 0  0 0  0 0	HV BL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV   12 (16 (18 (12 (19 (19 (19 (19 (19 (19 (19 (19 (19 (19	W Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 1 0 1 0 2 0 2 0 2 0 2 0 2 0 2 0 2	LV HV .60 1 .30 2 .62 1 .46 1 .48 1 .34 0 .10 0	Bus Bi 7 5 13 5 16 5 19 2 16 3	29 41 43 42 42 43 44	HV Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 1	UV HV 0 0 0 0 0 0 1 0 1 0 1 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	C. LV  48  72  68  62  70  70  59  59	HV Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	Bic. LV 0 77 0 10 0 10 0 10 0 99 1 10 2 99	7 0 0 0 11 1 0 0 15 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 0	0 1 1 2 3 3 3 3 3	55 1 71 1 84 0 78 0 81 1 84 1 78 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 2 0 2 0 3 0 3 0 2 0 3 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 33 0 42 0 51 0 50 0 36 0 43 0 40 0 40	0 0 0 0 0 0 1 0 1 0 1 0 2 0	0 1 0 2 0 2 0 2 0 2 0 2 0 2	73 2 49 3 89 2 86 2 84 1 69 0	8 2 12 3 15 2 17 1 19 1 20 0	61 86 92 91 94 93	2 0 2 0 2 0 1 0 0 0 0 0	1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 3 0 2 0 3 0 3 0 2 0 2 0	0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	135 129 130	356 292 309	24 1	6 2 3 1 4 1	2 2 1 2 2 2 1 2	22 15 21 19 20 19 24 20	5 9
URLY COUNTS 10 - 17:00 15 - 17:15 10 - 17:30 15 - 17:45 10 - 18:00 15 - 18:15	88 2 136 2 154 1 138 0	Bus Bic 0 2 0 2 0 1 0 3 0 4 0 5 0 5	81 1 111 1 125 1 113 0 118 0 118 0 112 0	Bus Bic.  0 0  0 0  0 0  0 1  0 2  0 2	LV HV 9 0 15 0 15 0 14 0 14 0 9 0 15 0	3 Bus Bi O (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	(c. LV (c) 0 (d) 0	HV BL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV   12 (1	N   Bus   O   O   O   O   O   O   O   O   O	Bic. I 0 1 0 2 0 2 0 2 0 2 0 2 0 2 1 2	LV HV .60 1 .30 2 .62 1 .46 1 .48 1 .34 0 .10 0 .07 0	Bus Bi 7 5 13 5 13 5 16 5 19 2 16 3 18 2	29 41 43 42 42 43 44 44 38	HV Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 1 1 2	LV HV 0 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	6. LV 48 72 68 68 70 70 70 70 759 759 767	HV Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0	Bic. LV 0 77 0 10 0 10 0 10 0 10 0 10 2 99 2 97	7 0 0 0 1 1 1 0 1 1 1 0 1 1 1 1 0 1	0 1 1 2 3 3 3 3 2 2	55 1 71 1 84 0 78 0 81 1 84 1 78 1 81 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 2 0 2 0 3 0 3 0 2 0 3 0 2 0	0 0 0 0 0	0 33 0 42 0 51 0 50 0 36 0 43 0 40 0 40 0 40	0 0 0 0 0 0 1 0 1 0 1 0 0 2 0 2 0 0	0 1 0 2 0 2 0 2 0 2 0 2 0 2	73 2 49 3 89 2 86 2 84 1 69 0 56 0	8 2 12 3 15 2 17 1 19 1 20 0 18 0	61 86 92 91 94 93 104 121	2 0 2 0 2 0 1 0 0 0 0 0	1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 3 0 2 0 3 0 3 0 2 0 2 0 2 0	0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	135 129 130 130	356 292 309 246	24 1 30 1 22 1	6 2 3 1 4 1 5 1	2 2 1 2 2 2 1 2	22 15 21 19 20 19	9

### C12 Weekend Beatie Street and Montague Street



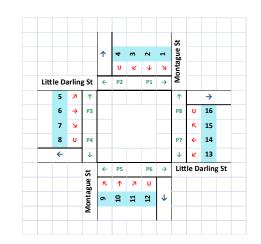
FROM -						2			3		4			5			6			7			8			9		10			11			12			13																	
6:00 -	TO	LV	HV Bus	Bic.	LV I HV	Bus B	Bic. L	V HV	Bus Bi	c. LV	HV	Bus Bi	ic. LV	HV	Bus Bio	. LV	HV	Bus Bi	c. LV	HVB	us Bic.	LV	HV Bu:	Bic.	LV HV	Bus Bi	c. LV	HV Bu	s Bic.	LVIH	V Bus	Bic.	LV H	/ Bus	Bic. L	V HV	Bus	Bic.	LV H	V Bus	Bic. L	LV   HV	/ Bus I	Bic. LV	HV	Bus Bi	ic. TO	OTAL	P1	P2	P3 P	4 P5	P6 I	P7 P8
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6:45 -		13	1 0	0	7 0	0	0 0		0 (	) 0	0	0 0	0 0	0	0 0	26	1	0 1	1	0	0 0	0	0 0	0	3 0	0 0	7 10	0 0	0	7 1	0	0	0 0	0	0 .	4 0	0		15 (	) 0	0 .	27 2	0	0 0	0	0 0		117	1	2	0 0	2 0		0 0
7:00 -		13	1 0	0	10 0	0	0 1	, 0	0 (	) 0	0	0 0	0 0	0	0 0	24	1	0 1	- 1	0	0 0	0	0 0	0	1 0	0 0	) 11	0 0	0	6 0	0	0	0 0	0	0 1	4 0	0	_	10 (	) 2	0 2	13 0	0	0 0	0	0 0		107	2	4	0 0			0 0
7:15 -		14	0 0	_	13 0	0	0 3	. 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	) 16	0 0	- 1	4 0	0		0 0	0	0 .	7 0	0			2	-	23 0	0	0 0	10	,		131		1		-	-	0 0
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8:00 -		27	1 0	0	19 0	0	0 0	, 0	0 (	0	0	0 0	0 1	0	0 0	46	2	1 1	- /	0	0 0	0	0 0	0	10 1	0 0	) 16	1 0	0	9 0	0	0	1 0	0	0 0	0 0	0		40 1		0 :	12 0	0	0 0	0	0 (			0	_	0 0	_		0 0
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8:30 -		26	0 0	0	22 1	0	1 3	3 0	0 (	) 0	0	0 (	0 2	0	0 0	60	-	2 0	) 11	0	0 0	0	0 0	0	12 0	0 0	20	0 0	_	10 0	0	0	1 0	0	0	1 1	0		45 1	. 3	0 2	27 0	0	0 0	0			250	2		0 0			0 0
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9:45 -			0 0	0	26 0	0	0 5	0	0 (	0	0	0 (	0 5	0	0 0	65	0	1 0	16	0	0 0	0	0 0	0	20 0	0 0	24	1 0	0	25 0	0	0	0 0	0	0 1	18 0	0		80 2	2 4	0 3	38 0	0	0 0	0	0 (		361	0	0	0 0	0 0		0 0
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11:00 -	11:15	38	0 0	0 .	41 0	0	0 1	2 0	0 (	1	0	0 (	0 3	0	0 0	73	0	2 0	12	0	0 0	0	0 0	0	15 0	0 0	28	0 0	0	25 1	. 0	0	1 0	0	0 1	15 0	0	0 4	49 (	3	0 3	38 0	0	0 1	0	0 (		358	3	9	0 0	5 0	2	0 0
11:15 -	11:30	42	0 0	0	14 0	0	0 5	1	0 (	0	0	0 (	0 5	1	0 0	78	4	2 0	16	0	0 0	0	0 0	0	20 2	0 0	26	4 0	0	27 0	0	0	1 0	0	0 1	10 0	0	0	81 1	1	0 2	22 0	0	0 0	0	0 (	0 :	363	0	1	0 0	7	8	0 0
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Morning			1			2			3		4			5			6			7			8			9		10			11			12			13			14			15		16	6	т	OTAL	P1	P2	P3 P	4 P5	P6 I	P7 P8
HOURLY C	COUNTS	LV	1 HV Bus	Bic.	LV HV	2 Bus B	Bic. LV	V HV	Bus Bi	ic. LV	4 HV	Bus Bi	ic. LV	5   HV	Bus Bio	. LV	6 HV	Bus Bio	c. LV	7 HV B	us Bic.	LV	8 HV Bus	Bic.	LV HV	9 Bus Bi	c. LV		s Bic.	LV	11 V Bus	Bic.	LV H	12 / Bus	Bic. L	V HV	13 / Bus I	Bic.	LV H	14 V Bus	Bic. I	LV   HV	15   Bus   I	Bic. LV	10   HV	6 Bus Bi	Bic.	TOTAL	P1	P2	P3 P	94 P5	P6 I	P7 P8
HOURLY 0	7:00	LV 26	1 HV Bus 3 0	Bic.	LV HV	Bus B	Bic. LV	V HV	Bus Bi	c. LV	4 HV 0	Bus Bi	ic. LV	5 HV I	Bus Bio	. LV	6 HV	Bus Bio	c. LV	7 HV B	us Bic.	LV 0	8 HV Bus	Bic.	LV HV	Bus Bi	c. LV	HV Bu	s Bic.	LV H	11 V Bus	Bic.	LV H	12 / Bus	Bic. L	V HV	13 / Bus I	Bic. I	LV H	V Bus			15 Bus I	Bic. LV	HV	Bus Bi	O :	200	P1 2	<b>P2</b>	P3 P	P4 P5		<b>P7 P8</b>
6:00 - 6:15 -	7:00 7:15	26 39	3 0	Bic.	LV HV 11 0 21 0	2 Bus B	Bic. LV 0 0	V HV	Bus Bi	c. LV	4 HV 0 0	Bus Bi	ic. LV 0 0 0 3	5 HV I	Bus Bio 0 0 0 0 0	42 66	6 HV 1 2	Bus Bio 1 1 1 1 2	c. LV 2 2 8	7 HV B	us Bic. 0 0 0 0	LV 0	8 HV Bus 0 0 0 0	8 Bic. 0	LV HV 6 0 7 0	9 Bus Bi		HV Bu	s Bic.	LV H	11 Bus	0	LV H	12 / Bus 0 0	Bic. L	V HV 8 0 12 0	13 / Bus I	0	LV H 29 (	14 V Bus 0 0 0 2		LV HV	15 Bus I 0 0	3ic. LV 0 0	HV	Bus Bi	0 :	200	P1 2 4	<b>P2</b> 3 7	P3 P-0 0 0 0 0 0	P4 P5	1	
6:00 - 6:15 - 6:30 -	7:00 7:15 7:30	26 39	3 0		LV HV 11 0 21 0 34 0	2 Bus B 0 0 0 0	Bic. LV 0 0 0 1	W HV 0 0 1 0 1 0	Bus Bi 0 (0 0 (0	c. LV 0 0 0 0 0 0	4 HV 0 0 0 0	Bus Bi 0 (0 0 (0	ic. LV 0 0 0 3 0 3	5 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bic 0 0 0 0 0 0	42	6 HV 1 2 2 2	Bus Bio 1 1 1 1 2 1 2 1 2	c. LV 2 8 2 14	7 HV B 0 0	us Bic. 0 0 0 0 0 0	0	8 HV Bus 0 0 0 0 0 0	8 Bic. 0 0 0 0	LV HV 6 0 7 0 7 0	Bus Bi  0 0  0 0  0 0	) 17 ) 28	HV Bu	$\bot$	LV H	11 V Bus	0	0 0	12 Bus 0 0 0	Bic. L 0 1 0 1	V HV	Bus I	0	LV H	14   Bus   0   0   2   0   2		LV HV	Bus I	Bic. LV 0 0 0 0 0 0	0 0	Bus Bi	0 : 0 : 0 :	200 307 438	2 4 4	3 7 8	P3 P4 0 0 0 0 0 0	P4 P5 0 0 0 2 0 2	1 1	0 0
6:00 - 6:15 - 6:30 - 6:45 -	7:00 7:15 7:30 7:45	26 39 53 63	3 0 4 0 4 0	0		2 Bus B 0 0 0 0	Bic. LV 0 0 0 0 1 0 4 0 4	0 0	Bus Bi 0 (0 0 (0 0 (0	6c. LV 0 0 0 0 0 0	4 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0	5 HV I	Bus Bio 0 0 0 0 0 0 0 0	42 66	1 2 2	Bus Bid 1 1 1 2 1 2 0 2	c. LV 2 8 8 2 14 2 18	7 HV B 0 0 0 0 0	us Bic. 0 0 0 0 0 0 0 0	0	8 HV Bu: 0 0 0 0 0 0	Bic. 0 0 0 0 0	LV HV 6 0 7 0 7 0 8 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17 28 44	HV Bu	1	LV H 9 1 15 1	W Bus 0 0 0 0	0 0	0 0	12 / Bus 0 0 0	Bic. L 0 1 0 1 0 1	V HV 8 0 12 0 19 0	Bus I	0	LV H 29 (	14   Bus   0   0   2   0   2   1   2	0 4	LV HV	Bus I	Bic. LV 0 0 0 0 0 0 0 0	0 0 0	Bus Bi 0 0 0 0 0 0	0 : 0 : 0 :	200 307 438 520	2 4 4	P2 3 7 8 11	P3 P4 0 0 0 0 0 0 0 0	P5 0 0 0 0 2 0 2 0 3	1 1 1 1	0 0
6:00 - 6:15 - 6:30 - 6:45 - 7:00 -	7:00 7:15 7:30 7:45 8:00	26 39 53 63 75	3 0 4 0 4 0 2 0	0	34 0	2 Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 4	0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0	ic. LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (	0 0 0 3 0 3	5 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0	42 66 97 124	1 2 2 3	Bus Bio 1 1 1 1 2 1 2 2 0 2 1 1 1	c. LV 2 8 2 14 2 18 1 20	7 HV B 0 0 0 0 0 0	us Bic. 0 0 0 0 0 0 0 0 0 0 0 0	0 0	8 HV Bus 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV HV 6 0 7 0 7 0 8 0 9 1		17 28 44 48	HV Bu 0 0 0 0 0 0 0 0 0 0	1	LV H 9 1 15 1 19 1	V Bus 0 0 0 0 0	0 0 0	0 0 0 0 0 0	12 / Bus / 0 / 0 / 0 / 0 / 0 / 0	0 1	8 0 12 0 19 0 22 0	Bus I	0 :	LV H 29 ( 39 ( 52 (	14   Bus   0   0   2   0   2   1   2   1   3	0 2 0 5	LV HV	Bus I		0 0 0 0	Bus Bi 0 0 0 0 0 0	0 : 0 : 0 : 0 :	200 307 438 520 622	2 4 4	3 7 8	P3 P4 0 0 0 0 0 0 0 0 0 0	P5 0 0 0 2 0 2 0 3 0 7	1 1 1	0 0 0 0 0 0
6:00 - 6:15 - 6:30 - 6:45 - 7:00 -	7:00 7:15 7:30 7:45 8:00 8:15	26 39 53 63 75	3 0 4 0 4 0 2 0	0	34 0	2 Bus B	0 0 0 1 0 4	0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0	c. LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (	0 0 0 3 0 3 0 5	5   HV   I   0   0   0   0   0   0   0   0   0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0	42 66 97 124	1 2 2 3	Bus Bid 1 1 1 1 2 1 2 2 1 1 2 1 2 1 1 2 1 1 2 1 1 2 1 1 2 1	c. LV 2 2 8 2 14 2 18 2 20 21 21	7 HV B 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	8 HV Bus 0 0 0 0 0 0 0 0 0 0 0 0	, i	LV HW 6 0 7 0 7 0 8 0 9 1 18 2	0 0	17 28 44 48	HV Bu 0 0 0 0 0 0 0 0 0 0	1 1 1	UV H 9 1 15 1 19 1 20 1	V Bus 0 0 0 0 0	0 0 0	0 0 0 0 0 0	12 / Bus / 0 / 0 / 0 / 0 / 0 / 0 / 0	0 1	8 0 12 0 19 0 22 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 :	LV H 29 (0 39 (0 52 (0	14   N   Bus   O   O   O   C   C   C   C   C   C   C	0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2	LV HV 40 3 53 3 76 3 86 2	Bus I	0 0	0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0)	0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 :	200 307 438 520 622 719	2 4 4	3 7 8 11	P3 P4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P5 0 0 0 2 0 2 0 3 0 7 0 7	1 1 1	0 0 0 0 0 0
6:00 - 6:15 - 6:30 - 6:45 - 7:00 - 7:15 - 7:30 -	7:00 7:15 7:30 7:45 8:00 8:15	26 39 53 63 75 89	3 0 4 0 4 0 2 0 1 0 1 0	0	34 0	2 Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 4	0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	C. LV O O O O O O O O O O O O O O O O O O O	4 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (	0 0 0 3 0 3 0 5	5   HV   0   0   0   0   0   0   0   0   0	Bus Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	42 66 97 124 152 174 184	1 2 2 3 3 4 5	Bus Bid 1 1 1 1 2 1 1 2 1 1 2 1 1 4 1 1		7 HV B 0 0 0 0 0 0 0 0 0 0	us Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	8 HV Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	, i	LV HV 6 0 7 0 7 0 8 0 9 1 18 2 24 2	0 0	17 28 44 48 63 63 68	HV Bu 0 0 0 0 0 0 0 0 0 0	1 1 1 1 0	LV H 9 1 15 1 19 1 20 1 20 0 23 0 24 0	V Bus 0 0 0 0 0	0 0 0	0 0 0 0 0 0	12   Bus   0   0   0   0   0   0   0   0   0	0 1	8 0 12 0 19 0 22 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 : 0 : 2 : 2 : 2 : 1 :	LV H 29 (0 39 (0 52 (0 63 (1 84 (1 114 (2)	14   V   Bus   O   O   O   C   C   C   C   C   C   C	0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2	LV HV 40 3 53 3 76 3 86 2 91 2	Bus I	0 0	0 0 0 0	Bus Bi  0 (  0 (  0 (  0 (  0 (  0 (  0 (  0	0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 :	200 307 438 520 622 719 794	2 4 4 4 4 2 3	3 7 8 11 11 10	P3 P4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P5 0 0 0 2 0 2 0 3 0 7 0 7 0 17	1 1 1 1 0 2	0 0 0 0 0 0 0 0 1 0 1 0 2 0
HOURLY C 6:00 - 6:15 - 6:30 - 6:45 - 7:00 - 7:15 - 7:30 - 7:45 -	7:00 7:15 7:30 7:45 8:00 8:15 8:30	26 39 53 63 75 89 101	3 0 4 0 4 0 2 0 1 0 1 0 1 0	0 0 0 0 1	34 0 43 0 57 0 66 0 69 0 78 1	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 4	0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	C. LV O O O O O O O O O O O O O O O O O O O	4 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 (	0 0 0 3 0 3 0 5 0 7	5 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	42 66 97 124 152 174 184 201	1 2 2 3 3 4 5 4	Bus Bid 1 1 1 2 1 2 1 1 2 1 1 2 1 1 4 1 1 6 1 1	21 21 27	7 HV B 0 0 0 0 0 0 0 0 0 0 0 0 0	us Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	8 HV Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	LV HV 6 0 7 0 7 0 8 0 9 1 18 2 24 2 32 2	0 0 0 0 0 0 0 1	17 28 44 63 63 68 1 76 82	HV Bu 0 0 0 0 0 0 0 0 0 0	1 1 1 1 0	15 1 15 1 19 1 20 0 23 0 24 0 31 0	V Bus 0 0 0 0 0	0 0 0	0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 2 0 2 0 2 0 2 0 2	N HV 8 0 12 0 19 0 22 0 21 1 23 1 28 1 24 2	Bus   0   0   0   0   0   0   0   0   0	0 : 0 : 2 : 2 : 2 : 1 :	LV H 29 ( 39 ( 52 ( 63 ( 84 ( 114 (	14   Bus   O   O   C   C   C   C   C   C   C   C	0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2	LV HV 40 3 53 3 76 3 86 2 91 2	Bus I	0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 : 0 :	200 307 438 520 622 719 794 879	2 4 4 4 2 3	3 7 8 11 11 10 15 22	P3 P4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 2 0 2 0 3 0 7 0 7	1 1 1 1 0 2	0 0 0 0 0 0 0 0 1 0 1 0
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## C12 Weekend Beatie Street and Montague Street



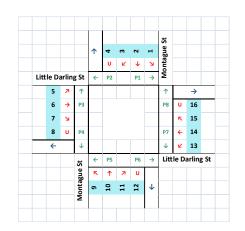
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14:45 -		5:00	37	1 (	0	26	0 0	1	1	0	0	0	0	0	0	0	3	0	0	0	55	2	2	0	13	0	0	0	1	0	0	0	18	1	0	0 :	20	0 (	0	25	0	0	0	1	0	0	0	14	0	0	0	55	0	2	0 3	31 (	) (	0	2	0	0	0	3	11	0	1	0	0	6	18	ВС	0	1
15:00 -		5:15	38	0 (	0	33	0 0	0	4	0	0	0	0	0	0	0	5	0	0	0	48	2	2	0	9	0	0	0	0	0	0	0	19	0	0	0 :	27 (	0	0	16	0	0	0	0	0	0	0	10	0	0	0	59	0	3	0 1	15 (	) (	0	1	0	0	0		91	5	1	0	) C				, 0	1
15:15 -	1	5:30	39	0 (	0	23	0 0	0	1	0	0	0	1	0	0	0	1	0	0	0	61	0	2	0	16	0	0	0	0	0	0	0	20	0	0	0 :	26	0 (	0	18	0	0	0	0	0	0	0	9	0	0	0	62	1	2	0 2	26	1 (	0	2	0	0	0	3	11	1	6	0	0	13	3 3	3 (	0	1
15:30 -	1	5:45	27	0 (	0	49	1 0	0	8	0	0	0	1	0	0	0	5	0	0	0	48	0	2	0	13	0	0	0	0	0	0	0	14	0	0	0 :	22	0 (	0	19	0	0	0	0	0	0	0	11	0	0	0	75	1	0	0 4	12 (	) (	0	3	0	0	0	3	41	1	0	0	0	8	1	1	٠ 0	1
15:45 -	1	6:00	46	0 (	0	34	0 0	0	10	1	0	0	0	0	0	0	1	0	0	0	66	2	2	0	10	0	0	0	1	0	0	0	21	0	0	0 :	27	) (	0	8	0	0	0	0	0	0	0	10	0	0	0	56	1	0	0 2	24 (	) (	0	1	0	0	0	3:	21	1	1	0	0	2	2	2 (	0 0	1
16:00 -	1	6:15	38	0 (	0	27	0 C	0	1	0	0	0	0	0	0	0	1	0	0	0	48	0	4	0	9	0	0	0	0	0	0	0	18	0	0	0 :	21	1 (	0	22	0	0	0	0	0	0	0	13	0	0	0	71	1	1	0 3	31 (	) (	0	0	0	0	0	3	07	0	0	0	) C	3	2	2 (	0 0	1
16:15 -	1	6:30	11	0 (	0	6	0 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	0	5	0	0	0	5 (	) (	0	5	0	0	0	0	0	0	0	3	0	0	0	17	0	0	0 1	11 (	) (	0	0	0	0	0	8	39	0	0	0	0	1	. 0	) (	0 0	1
TO'	TAL		648	6 (	0	508	4 0	2	88	2	0	0	2	0	0	0	53	0	0	0	1141	16	36	0	205	0	0	0	3	0	0	0	341	2	0	0 4	91	4 (	5	337	4	0	3	8	0	0	0 2	205	2	0	0 1	171	16	30	0 5	61	4 (	1	19	0	0	0	13	046	25	30	0	0	10	9 93	3 4	4 0	1
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Afterno				1			2				3			4				5				6				7				8	1			9				10			1	11			12	!			13	3			14				15				16		TO	TAL	D1	l p	P	3 D.	4 P5	5 D	۸ b	7 P8	4
HOURLY	COL	INTS	LV	HV B	IS Bic.	LV	HV Bu	Bic.	. LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus E	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	М	Bus	Bic.	LV	HV	Bus B	Bic.	LV	IV B	ıs Bio	. LV	HV	Bus	Bic.	LV	HV E	Bus	Bic.	LV	HV	Bus E	Bic.	LV	HV	Bus	Bic. L	V	V Bu	ıs Bio	. LV	HV	Bus	Bic.		IAL			Ι.,	٠, ١	7	′′′	١.	1.0	1
12:00 -		3:00		3 (	0	96	1 0	1	26	0	0	0	0	0	0	0	18	0	0	0	330	6	8	0	69	0	0	0	1	0	0	0	99	0	0	0 1	.35	1 (	1	90	0	0	2	2	0	0	0	56	0	0	0	295	2	9	0 1	52	1 (	1	3	0	0	0		579	7	10	0	0	22	2 21	1 (	0	1
12:15 -				2 (	0	108	3 0	1	31	0	0	0	0	0	0	0	15	0	0	0	317	5	9	0	61	0	0	0	0	0	0	0	106	0	0	0 1	.38	1 (	1	96	0	0	2	3	0	0	0	59	0	0	0	294	4	7	0 1	38	1 (	1	4	0	0	0		551	4	10	0	) C	23	3 22	2 3	0 ز	1
12:30 -			153	2 (	0	120	2 0	0	28	1	0	0	0	0	0	0	14	0	0	0	275	2	10	0	53	0	0	0	0	0	0	0	98	0	0	0 1	.40	1 (	0	82	1	0	0	5	0	0	0	62	0	0	0	286	4	8	0 1	37 (	) (	1	4	0	0	0		189	2	7	0	0	38	3 14	4 3	; 0	1
12:45 -			157	1 (	0	113	2 0	0	23	1	0	0	0	0	0	0	11	0	0	0	272	2	9	0	47	0	0	0	0	0	0	0	94	0	0	0 1	.46	1 (	0	70	1	0	0	5	0	0	0	55	1	0	0	300	4	7	0 1	29 (	) נ	1	4	0	0	0		156	7	10	0	0	33	3 17	7 3	, 0	1
13:00 -		4:00	133	1 (	0	117	2 0	0	22	1	0	0	0	0	0	0	14	0	0	0	278	2	8	0	36	0	0	0	0	0	0	0	88	0	0	0 1	.36	0 (	0	71	1	0	0	4	0	0	0	54	2	0	0	301	6	8	0 1	17 (	) (	0	6	0	0	0		108	8	5	0	0	34	1 17	7 3	, 0	]
13:15 -			144	1 (	0	114	0 0	0	15	1	0	0	0	0	0	0	14	0	0	0	273	1	6	0	40	0	0	0	0	0	0	0	76	0	0	0 1	.23	1 (	2	74	2	0	1	4	0	0	0	45	2	0	0	300	6	8	0 1	35 (	) (	0	5	0	0	0		393	9	6	0	0	41	1 29	9 (	0	1
13:30 -			138	1 (	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	0	0	67	1	0	0 1	.15	2 (	4	83	2	0	1	2	0	0	0	42	2	0	0	290	7	6	0 1	38 (	,	0	4	0	0	0		363	10	7	0	0	25	5 31	1 (	0	]
13:45 -		4:45	137	1 (	0	120	0 0	0	17	0	0	0	0	0	0	0	11	0	0	0	260	2	7	0	35	0	0	0	0	0	0	0	63	1	0	0 1	.06	2 (	4	84	3	0	1	2	0	0	0	37	1	0	0	256	6	8	0 1	44	2 (	0	3	0	0	0		313	4	6	0	0	26	5 28	ВС	, 0	]
14:00 -			145	2 (	0	123	0 0	1	15	0	0	0	0	0	0	0	8	0	0	-	238	4	8	0	42	0	0	0	1	0	0	0	57	2	0	0	92	2 (	4	88	3	0	1	2	0	0	0	39	0	0	0	235	4	7	0 1	43	2 (	0	3	0	0	0		271	2	7	0	0	22	2 39	9 (	, 0	_]
14:15 -		5:15	152	2 (	0	125	0 0	1	15	0	0	0	0	0	0	0	11	0	0		220	6	9	0	38	0	0	0	1	0	0	0	61	2	0	0	97	1 (	2	80	2	0	0	1	0	0	0	41	0	0	0	233	2	9	0 1	16	2 (	0	4	0	0	0		233	6		0	0	18	32		, 0	
14:30 -			152	1 (	0	116	0 0	1	8	0	0	0	1	0	0	0	10	0	0		219	6	8	0	45	0	0	0	1	0	0	0	70	1	0	0	95	0 (	0	73	1	0	0	1	0	0	0	39	0	0		235	1	10	0 1	11	3 (	0	6	0	0	0		214	6	10	0	0			0 0	, 0	╛
14:45 -			141	1 (	0	131	1 0	1	14	0	0	0	2	0	0	0	14	0	0		212	4	8	0	51	0	0	0	1	0	0		71	1	0	0		0 (	0	78	0	0	0	1	0	0	_	44	0	0		251	2	7	0 1	14	1 (	0	8	0	0	0		254	7	8	0	0				. 0	╝
15:00 -			150	0 (	0	139	1 0	0	23	1	0	0	2	0	0	0	12	0	0		223	4	8	0	48	0	0	0	1	0	0	-	74	0	0		.02	0 (	,	61		0	0	0	0	0	_	40	0	0		252	3	5	0 1	07	1 (	0	7	0	0	0		264	8	8	0	0	_			. 0	
15:15 -			150	0 (		133	1 0	0	20	1	0	0	2	0	0	0	8	0	0		223	2	10	0	48	0	0	0	1	0	0	0	73	0	0	0	96	1 (	0	67	0	0	0	0	0	0	0	43	0	0		264	4	3	0 1	23	1 (	0	6	0	0	0		280			0	0	26		3 1	. 0	╛
15:30 -	1	6:30	759	6 (	0	618	5 0	2	107	3	0	0	3	0	0	0	60	0	0	0	1303	18	44	0	237	0	0	0	4	0	0	0	394	2	0	0 5	61	5 (	5	386	4	0	3	8	0	0	0 2	239	2	0	0 1	.373	19	31	0 6	58	4 (	1	23	0	0	0	68	387	27	3:	0	0	12	2 %	B 5	, 0	]
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## C13 Weekday Montague Street and Little Darling Street



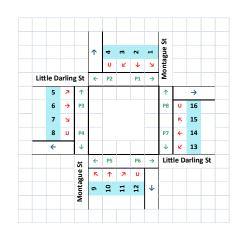
FROM	то		1			2			3			4				5			6			7			8				9			10			11			12			13			14	4		1	15			16		TOTAL		4 P	2 P3	D/	DE D	6 P
FROM	10	LV	HV	Bus Bio	. LV	HV	Bus Bio	. LV	HV B	us Bic	. LV	HV	Bus Bi	Bic. L	V HV	/ Bus	Bic.	LV	V Bus	Bic.	LV	-IV Bu	s Bic.	LV	HV	Bus B	ic. L\	/ HV	Bus B	ic. L	.V H	V Bus	Bic.	LV H	V Bus	Bic.	LV	<b>W</b> Bus	Bic.	LV	HV B	us Bic	. LV	HV	Bus B	ic. L\	/ HV	Bus	Bic. L	LV	V Bus I	Bic.	IOIAL	P	1 12	2   13	P4	P5 P	'O P
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	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	2	0	0 0	16	2	2 0	0	0	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	26 2	2	0	0 (	0	0	0 (	0 0	0	1	0 (	0 0	0	0	0	0 3	0	0	0 (	0 (	0	0	56	0	0	1	1	0 1	1 3
6:30	6:45	1	0	0 0	45	4	2 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	0	0	0 3	37 2	1	1	0 (	0	0	0 (	0 0	0	0	0 (	0 0	0	0	0	0 3	0	0	0 (	0 0	0	0	98	0	0 0	2	0	0 6	6 1
6:45	7:00	3	1	0 0	48	3	2 0	4	0	0 0	0	0	0 (	0 2	2 0	0	0	0 (	0	0	0	0 0	0	0	0	0	0 1	0	0	0 5	54 2	3	2	0 (	0	0	0 (	0 0	0	0	0 (	0 0	0	0	0	0 7	0	0	0 (	0 0	0	0	132	0	0 0	2	1	1 1	1 1
7:00	7:15	5	0	0 0	56	2	3 0	2	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 6	54 1	. 1	1	2 (	0	0	0 (	0 0	0	2	1 (	0 0	0	0	0	0 4	0	0	0 (	0 0	0	0	145	0	0	3	3	2 4	4 0
7:15			0	0 0	40	1	4 0	2	1	0 0	0	0	0 (	0 (	0	0	0	0 (	0	0	1	0 0	0	0	0	0	0 1	0	0	0 6	57 1	. 5	0	0 (	0	0	0 (	0 0	0	2	0 (	0 0	0	0	0	0 5	0	0	0 (	0 0	0	0	137	0	7	6	7	2 2	2 5
7:30	7:45	4	0	0 0	51	5	4 0	3	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 7	75 3	5	2	0 (	0	0	0 (	0 0	0	1	1 (	0 0	0	0	0	0 6	0	0	0 (	0 0	0	0	161	0	0	1	4	3 3	3 0
7:45	8:00	7	0	0 0	40	1	4 0	2	0	0 0	0	0	0 (	0 :	1 0	0	0	0 (	0	0	1	0 0	0	0	0	0	0 0	0	0	0 6	55 2	5	4	0 (	0	0	0 (	0 0	0	0	0 (	0 0	0	0	0	0 5	0	0	0 (	0 0	0	0	137	0	0	2	3	1 5	5 3
8:00			0	0 0	54	1	7 0	1	0	0 0	0	0	0 (	0 4	1 0	0	0	0 (	0	0	1	0 0	0	0	0	0	0 2	0	0	0 8	32 2	4	1	1 (	0	0	0 (	0 0	0	1	0 (	0 0	0	0	0	0 3	0	0	0 (	0 0	0	0	171	0	) 4	3	2	1 1	1 5
8:15	0.00		1	0 0	41	3	7 0	2	0	0 0	0	0	0 (	0 4	1 0	0	0	0 (	0	0	0	0 0	0	0	0	0	0 1	0	0	0 7	76 4	3	1	0 (	0	0	0 (	0 0	0	1	0 (	0 0	1	0	0	0 4	0	0	0 (	0 0	0	0	153	1	1 1	5	3	4 7	7 3
8:30			0	0 0	73	3	2 0	3	0	0 0	0	0	0 (	0 2	2 0	0	0	1 (	0	0	0	0 0	0	0	0	0	0 3	0	0	0 6	56 5	3	1	1 (	0	0	0 (	0 0	0	2	0 (	0 0	1	0	0	1 4	0	0	0 (	0 0	0		178	4	4 5	4	7		5 3
8:45			0	0 0	78	1	6 0	2	0	0 0	0	0	0 (	0 4	1 0	0	0	2 (	0	0	0	0 0	0	0	0	0	0 1	0	0	0 8	36 2	6	0	2 1	0	0	0 (	0 0	0	2	1 (	0 0	2	0	0	0 2	1	0	0	0 0	0		203	0	) 2	1	3		2 1
9:00	9:15	3	0	0 0	65	0	4 0	4	0	0 0	0	0	0 (	0 2	2 0	0	0	0 (	0	0	1	0 0	0	0	0	0	0 5	0	0	0 8	38 4	4	0	4 2	2 0	0	1 (	0 0	0	4	0 (	0 0	0	0	0	0 10	0	0	0 (	0 0	0	0	201	2	2 1	2	3	5 4	4 3
9:15			0	0 0	53	2	2 0	3	1	0 0	0	0	0 (	0 (	0	0	0	1 (	0	0	0	0 0	0	0	0	0	0 2	0	0	0 5	57 2	5	1	1 (	0	0	0 (	0 0	0	5	2 (	0 0	0	0	0	0 6	0	0	0 (	0 0	0	0	153	2	2 3	3	4	8 3	3 2
9:30	,,,,		0	0 0	56	7	1 1	2	0	0 0	0	0	0 (	0 :	1 0	0	0	0 (	0	0	0	0 0	0	0	0	0	0 2	2	0	0 7	70 6	3	0	0 1	0	0	1 (	0 0	0	4	0 (	0 0	1	0	0	0 8	0	0	0	0 0	0	0	175	0	2	2	5	7 2	2 1
9:45			1	0 0	56	2	5 0	2	0	0 0	0	0	0 (	0 5	5 0	0	0	0 (	0	0	1	0 0	0	0	0	0	0 3	0	0	0 7	72 5	2	0	1 (	0	0	0 (	0 0	0	1	1 (	0 0	0	0	0	0 6	0	0	0	0 0	0	0	175	0		5	_		2 3
10:00	10:15	2	0	0 0	16	0	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 1	15 1	1	0	1 (	0	0	0 (	0 0	0	0	0	0 0	0	0	0	0 3	1	0	0 (	0 0	0	0	42	0	0	0			3 2
TC	TAL		3	0 0	788	37	56 1	. 32	3	0 0	1	0	0 (	0 2	6 0	0	0	4 (	0	0	6	0 0	0	0	0	0	0 2	2 2	0	0 10	000 4	4 53	14	13 4	1 0	0	2 (	0 0	0	26	6 (	0 0	5	0	0	1 79	2	0	0 (	0 0	0	0	2317	9	9 26	42	52	46 5	1 3
	TAL		3	0 0	788	37	56 1	. 32	3	0 0	1	0	0 (	0 2	6 0	0	0	4 (	0	0	6	0 0	0	0	0	0	0 2	2 2	0	0 10	000 4	4 53	14	13 4	1 0	0	2 (	0 0	0	26	6 (	0 0	5	0	0	1 79	2	0	0 (	0 0	0	0	2317	9	9 26	42	52	46 5	1 3
Morni	TAL	87	1	0 0	788	2	56 1	32	3	0 0	1	4	0 (	0 2	6 0	5	0	4 (	6	0	6	0 0	0	0	0 8	0	0 2	2 2	9	0 10	000 4	4 53 10	14	13 4	11	0	2 (	12	0	26	13	0 0	5	14	0	1 79	2	15	0 (	0 0	16			9					
Morni	TAL ng peak	87	1	0 0 Bus Bio	788	2 HV	56 1 Bus Bio	32 c. LV	3 HV B	0 0 us Bic	1 LV	4 HV	0 ( Bus Bi	0 2 Bic. L	6 0 V HV	5 / Bus	O Bic.	4 (	6 N Bus	O Bic.	6 LV I	0 0 7 -IV Bu	o s Bic.	0 LV	8 HV	0 Bus B	ic. L	2 2 / HV	9 Bus B	0 10 ic. L	000 4	10 V Bus	14 Bic.	13 4	11 IV Bus	O Bic.	2 (	0 0 12 V Bus	O Bic.	26 LV F	13 HV B	0 0 us Bic	5 LV	14	0 4 Bus B	ic. L\	2 2 / HV	0 15 Bus	O (	O C	16 V Bus I		2317 TOTAL	9 P:		2 P3			6 P
Morni HOURLY	ng peak COUNTS	87 LV 6	1	0 0 Bus Bio 0 0	788	2 HV 9	56 1 Bus Bio 6 0	. 32 c. LV	3 HV B	us Bic	. LV 1	4 HV 0	Bus Bi	0 2 Bic. L'	6 0 V HV 3 0	5 / Bus	Bic.	4 ( LV H	6 IV Bus	Bic.	LV H	7 - V Bu 0 0	s Bic.	LV 0	8 HV I	Bus B	ic. LV	2 2 / HV	9 Bus B	ic. L	.V H	10 Bus 6	14 Bic.	13 4 LV H	11   V   Bus	Bic.	2 ( LV H	12 IV Bus 0 0	Bic.	26 LV F	13 HV Bi	us Bic	5 :. LV 0	14 HV 0	0 4 Bus B	ic. L\ 0 13	9 2 7 HV 8 0	15 Bus 0	0 ( Bic. L	0 C	16 V Bus I			P: 0					
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Morni HOURLY 6:00 6:15 6:30 6:45 7:00 7:15	TAL ng peak COUNTS 7:00 7:15 7:30 7:45 8:00	LV 6 11 16 19 23 25	1 HV 1 1 1 1 1 0 0 0	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	788 LV 109 165 189 195 187 185	2 HV 9 11 10 11 9	Bus Bio 6 0 9 0 11 0 13 0 15 0 19 0	32 LV 4 6 8 11 19 9 8	3   HV   B   0   1   1   1   1   1   1   1   1   1	US Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 HV 0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0	0 2 Sic. L'0 3 0 3 0 3 0 1 0 1 5 0 1	V HV 3 0 3 0 3 0 1 0 5 0	5 / Bus 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0	LV H 0 (0 0 (0 0 (0 0 (0	6   N   Bus   O   O   O   O   O   O   O   O   O	Bic. 0 0 0 0 0 0 0 0	6 LV F	7 HV Bu 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 Bic. 0 0 0 0 0 0 0 0 0	0 LV 0 0 0 0	8 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	0 22 iic. LV 0 1 0 1 0 2 0 3 0 2 0 4	/ HW 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 Bus B 0 0 0 0	ic. L 0 1: 0 1: 0 2: 0 2: 0 2: 0 2: 0 2:	22 660 771 789 8	10 Bus 6 7 7 10 14 16 19	Bic. 3 4 4 5 7 7	LV H 0 (0 2 (0 2 (0 2 (0 1 (0)))	11   N   Bus   O   O   O   O   O   O   O   O   O	0 Bic. 0 0 0 0	LV H 0 (0 0 (0 0 (0 0 (0	12 N Buss 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 Bic. 0 0 0 0 0 0 0 0 0	26 LV F 1 3 4 5 5 4	13 HV Bi 0 (0 1 (0 1 (2 2 (0 1 (1	us Bic 0 0 0 0 0 0 0 0 0 0	5 LV 0 0 0 0	14   O   O   O   O   O   O   O   O   O	0 Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 79 iic. L\ 0 13 0 17 0 19 0 22 0 20 0 19	2 / HV 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15 Bus 0 0 0 0 0 0 0 0 0 0	Bic. L 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 (	0 C	0 0	Bic. 0 0 0	TOTAL  286  431  512  575  580  606	P 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P2 P	5 8 13 12 12 1 12	P4 2 5 11 15 17 16	P5 P  1 8 3 1 5 1 8 1 7 1	P: B 5 5 2 5 3 7 0 6 4 8 1 1 1 1 1 1
Morni HOURLY 6:00 6:15 6:30 6:45 7:00 7:15 7:30	TAL ng peak COUNTS 7:00 7:15 7:30 7:45 8:00 8:15	LV 6 11 16 19 23 25 22	1 HV 1 1 1 1 0 0 0 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	788 LV 109 165 189 195 187 185 186	2 HV 9 11 10 11 9 8	Bus Bid 6 0 9 0 11 0 13 0 15 0 19 0 22 0	32 LV 4 6 8 111 9 8 8 8	3 HV B 0 0 1 1 1 1 1 1 1 0 0 1 1 1 1 1 1 1 1	us Bic 0 0 0 0 0 0 0 0 0 0 0 0	0 0	4 HV 0 0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 (0 (	0 2 Sic. L'0 3 0 3 0 2 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	6 0 V HV 3 0 3 0 3 0 1 0 1 0 5 0	5 Bus 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0	LV H 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0	6   N   Buss   O   O   O   O   O   O   O   O   O	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6   LV   1   0   1   2   2   3   3   2	7 HV Bu 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S Bic. 0 0 0 0 0 0 0 0 0 0 0	0 LV 0 0 0 0	8 HV I 0 0 0 0	Bus B 0 (0 0 (0 0 (0 0 (0	0 22 0 10 0 1 0 2 0 3 0 2 0 4 0 4	/ HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 Bus B 0 0 0 0 0 0	ic. L 0 1: 0 18 0 22 0 26 0 27 0 28 0 29	.V H 17 6 81 7 22 6 60 7 71 7 89 8 98 1	10 Bus 6 7 10 14 16 19 11 17	Bic. 3 4 5 7 7 8	LV H 0 (0 2 (0 2 (0 2 (0 1 (0 1 (0 1 (0 1 (0 1 (0 1 (0 1 (0 1	11   N   Buss   O   O   O   O   O   O   O   O   O	0 Bic. 0 0 0 0	LV H 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0	12 N Buss 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26 LV H 1 3 4 5 5 4 3	13 HV Bi 0 (1 1 (2 2 (2 1 (1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0	14	0   4   Bus B   0	ic. L\ 0 13 0 17 0 19 0 22 0 20 0 19 0 18	2 / HV 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 15 8us 0 0 0 0 0	0 ( Bic. L O ( O ( O ( O ( O ( O ( O ( O ( O ( O	0 C C C C C C C C C C C C C C C C C C C	0 0 0	Bic. 0 0 0 0 0 0 0 0	TOTAL  286  431  512  575  580  606  622	P: 00 00 00 00 00 00 00 11	P2 P	5 8 13 12 12 1 12 1 12	P4 2 5 11 15 17 16 12	P5 P  1 8 3 1 5 1 8 1 8 1 7 1 9 1	P. B 52 55.3 77.0 66.4 8.1 13.6 1
Morni HOURLY 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45	ral peak COUNTS 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45	LV 6 11 16 19 23 25 22 25	1 HV 1 1 1 1 1 0 0 0 1 1 1 1	8us Bids 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	788 LV 109 165 189 195 187 185 186 208	2 HV 9 11 10 11 9 8	Bus Bin 6 0 9 0 11 0 13 0 15 0 19 0 22 0 0 0	32 LV 4 6 8 11 19 9 8 8 8 8	3 HV B 0 0 1 1 1 1 1 1 0 0 0 0 0	Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 HV 0 0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	0 2 Sic. L' 0 3 0 3 0 3 0 1 0 5 0 5 0 1 1 0 1 1 1 1 1 1 1 1 1 1	6 0 W HW 3 0 3 0 3 0 2 0 1 0 5 0 7 0	5 / Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	6 NV Buss 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 1 2 2 3 3 2 2	7 HV Bu 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	8 HV I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0	0 22 iic. LN 0 1 0 2 0 3 0 2 0 4 0 4 0 6	/ HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 Bus B 0 0 0 0 0 0	ic. L 0 1: 0 1: 0 2: 0 2: 0 2: 0 2: 0 2: 0 2: 0 2: 0 2	N H 17 6 81 7 22 6 60 7 71 7 89 8 98 1 89 1	10 Bus 6 7 10 14 16 19 1 17 3 15	Bic. 3 4 4 5 7 7 8 8 7	LV H 0 (C 2 (C 2 (C 1 (C 1 (C 1 (C 1 (C 1 (C 1	11   N   Buss   N   O   O   O   O   O   O   O   O   O	0 Bic. 0 0 0 0 0	LV H 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0	12   N   Buss   O   O   O   O   O   O   O   O   O	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26 LV 1 3 4 5 5 4 3 4	13 HV Br 0 (1 1 (2 2 (2 1 (1 1 (0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 1 2	14   N   O   O   O   O   O   O   O   O   O	0   4   Bus B   0   0   0   0   0   0   0   0   0	ic. L\ 0 13 0 17 0 19 0 22 0 20 0 18 1 16	2	0 15 0 0 0 0 0 0	0 ( Bic. L 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0 ( 0	0 C C C C C C C C C C C C C C C C C C C	0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL  286 431 512 575 580 606 622 639	P 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P2 P	5 8 13 12 12 1 12	P4 2 5 11 15 17 16 12	P5 P  1 8 3 1 5 1 8 1 8 1 7 1 9 1	P6 P1
Morni HOURLY 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 8:00	TAL  ng peak COUNTS  7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00	87 6 11 16 19 23 25 22 25 22	1 HV 1 1 1 1 1 0 0 0 1 1 1 1 1 1	Bus Bids Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	788 LV 109 165 189 195 187 185 186 208 246	2 HV 9 11 10 11 9 8 10 8	Bus Bio 6 0 0 11 0 13 0 15 0 19 0 0 22 0 0 0 22 0 0	32 LV 4 6 8 111 9 8 8 8 8 8 8	3 HV B 0 0 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0	Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	4 HV 0 0 0 0 0 0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	0 2 3 0 3 0 3 0 3 0 5 0 5 0 5 0 0 1 0 1 0 1 0 1	6 0 V HV 3 0 3 0 3 0 1 0 5 0 9 0 1 0 4 0	5	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	6   N   Buss   N   D   O   O   O   O   O   O   O   O   O	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 1 2 2 3 3 2 2	7 HV Bu 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	8 HV I O O O O O O O O O O O O O O O O O O	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 22  iic. LV 0 1 0 2 0 3 0 3 0 4 0 4 0 6 0 7	2 2 2	9 Bus B 0 0 0 0 0 0 0	ic. L 0 1: 0 1: 0 2: 0 2: 0 2: 0 2: 0 2: 0 2: 0 3:	N H 17 6 81 7 22 6 60 7 71 7 89 8 1 189 110 11	10 Bus 6 7 7 10 14 16 19 1 17 3 15 3 16	Bic. 3 4 4 5 7 7 8 8 7 3	13 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11   N   Buss   N   O   O   O   O   O   O   O   O   O	0 Bic. 0 0 0 0 0	LV H 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0	12   12   1V   Buss   0   0   0   0   0   0   0   0   0	0 Bic. 0 0 0 0 0	26 LV 1 3 4 5 5 5 4 3 4 6	13 HV Bi 0 (0 1 (0 2 (0 2 (0 1 (0 1 (0 1 (0 1 (0)	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 1 2	14	0   4   Bus   B   0   0   0   0   0   0   0   0   0	1 79  ic. LV 0 13 0 17 0 19 0 22 0 20 0 18 1 16 1 13	7 HV 3 0 7 0 9 0 2 0 0 0 9 0 8 0 8 1	0 15	Bic. L 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 286 431 512 575 580 606 622 639 705	P: 00 00 00 00 00 00 00 11	P2 P	5 8 13 12 12 1 12 1 12 1 14 2 13	P4 2 5 11 15 17 16 12 15 15	P5 P  1 8 3 1 5 1 8 1 8 1 7 1 9 1	P6 P1 B 5 2 5 3 7 0 6 4 8 1 13 6 11 8 14 5 12
Morni HOURLY 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 8:00 8:15	TAL  ng peak COUNTS  7:00  7:15  7:30  7:45  8:00  8:15  8:30  9:00  9:15	87 6 11 16 19 23 25 22 25 22 25	1 HV 1 1 1 1 1 0 0 0 1 1 1 1 1 1	8us Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	109 165 189 195 187 185 186 208 246 257	2 HV 9 11 10 11 9 8 10 8 8	Bus Bio 6 0 0 11 0 13 0 15 0 19 0 22 0 0 22 0 19 0 0	32 LV 4 6 8 11 9 8 8 8 8 11 11	3   HV   B   0   0   1   1   1   1   1   0   0   0	Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	4 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	0 2 3 0 3 0 3 0 3 0 5 0 5 0 9 1 0 1 0 1 1 0 1 1	6 0 V HV 3 0 3 0 3 0 1 0 5 0 7 0 1 0 4 0 2 0	5	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 (0 H O (0	6   0   0   0   0   0   0   0   0   0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6   O   O   O   O   O   O   O   O   O	7	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	8 HV I O O O O O O O O O O O O O O O O O O	Bus B 0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	0 22 0 10 0 1 0 2 0 3 0 2 0 4 0 6 0 7 0 10	/ HW 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 Bus B 0 0 0 0 0 0 0 0 0 0	ic. L 0 1: 0 1: 0 2: 0 2: 0 2: 0 2: 0 2: 0 2: 0 3: 0 3: 0 3:	22 6 60 7 71 7 89 8 98 1 10 1 16 1	10 Bus 6 6 7 10 14 16 19 11 17 15 15 16 16 16	Bic. 3 4 4 5 7 7 8 7 3 2	13	11   N   Bus   N   D   O   O   O   O   O   O   O   O   O	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 (U H O (O (	12   12   13   14   15   15   15   15   15   15   15	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26 LV H 1 3 4 5 5 4 3 4 6 9	13 HV Bi 0 (0 1 (0 2 (0 2 (0 1 (0 1 (0 1 (0 1 (0)	Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 1 2 4	14 / HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	1 79  ic. LV 0 13 0 17 0 19 0 22 0 20 0 19 1 16 1 16 1 13 1 20	7 HV 3 0 7 0 9 0 9 0 9 0 9 0 9 0 8 0 8 0 1	0   15   15   0   0   0   0   0   0   0   0   0	Bic. L 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0	0 C C C C C C C C C C C C C C C C C C C		Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL  286  431  512  575  580  606  622  639  705  735	P: 00 00 00 00 00 00 00 11	P2 P	5 8 13 12 12 1 12 1 12 1 12	P4 2 5 11 15 17 16 12 15 15	P5 P  1 8 3 1 5 1 8 1 7 1 9 1 15 1 19 1	P6 P1  B 5  2 5  3 7  0 6  4 8  1 13  6 11  8 14  5 12  8 10
Morni HOURLY 6:00 6:15 6:30 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30	TAL  ng peak COUNTS 7:00 7:15 7:30 7:45 8:00 8:15 8:30 9:00 9:15 9:30	LV 6 11 16 19 23 25 22 25 22 25 22 24	1 HV 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8us Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	788  LV 109 165 189 195 187 185 186 208 246 257 269	2 HV 9 11 10 11 9 8 10 8 8 7	Bus Bid 6 0 9 0 11 0 13 0 15 0 19 0 22 0 22 0 19 0 14 0 0	32 LV 4 6 8 11 9 8 8 8 8 11 12 12	3   HV   B   O   O   O   O   O   O   O   O   O	Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0 HV 0 0 0 0 0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	0 2 3 0 3 0 3 0 3 0 5 0 1 0 1 0 1 0 8	V HV 3 0 3 0 3 0 1 0 5 0 7 0 1 0 4 0 2 0 3 0	5 / Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 Bic. 0 0 0 0 0 0 0	LV H 0 0 0 0 0 0 0 0 1 0 3 0 4 0	6   N   Bus   N	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6   LV   1   2   2   3   3   2   2   1   1   1   1	7	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	8 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 22 0 10 0 1 0 2 0 3 0 2 0 4 0 4 0 6 0 7 0 10 0 11	/ HW 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. L 0 1: 0 1: 0 2: 0 2: 0 2: 0 2: 0 2: 0 2: 0 3: 0 3: 0 3:	N H 17 6 81 7 22 6 60 7 71 7 89 8 1 189 110 11	4 53 10 V Bus 6 6 7 7 10 14 16 19 1 17 3 15 3 16 5 16 3 18	Bic. 3 4 4 5 7 7 8 8 7 3 2 2 2	13	11   NV   Bus   NV   Bus   NV   Bus   NV   Bus   NV   Bus   NV   Bus   NV   NV   NV   NV   NV   NV   NV   N	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 1 (0 1 (0	12   12   13   14   15   15   15   15   15   15   15	8 Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	26   LV   F   1   3   4   5   5   4   3   4   6   9   13	13 HV Bi 0 (1 1 (2 2 (2 1 (0 1 (0 1 (0 1 (0 1 (0 1 (0 1 (0 1 (0	US Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 1 2 4 4 4	14 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 79 iic. L\ 0 13 0 17 0 19 0 22 0 20 0 19 1 10 1 10 1 10 1 10 1 10 1 10 1 1	2 2 3 4 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	0   15   0   0   0   0   0   0   0   0   0	Bic. L 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0	0 C C C C C C C C C C C C C C C C C C C		Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	286 431 512 575 580 606 622 639 705 735	P: 00 00 00 00 00 00 00 11	P2 P	5 8 13 12 12 1 12 1 12 1 14 2 13	P4 2 5 11 15 17 16 12 15 15 16 17	P5 P  1 8 3 1 5 1 8 1 7 1 9 1 15 1 19 1 23 1	P: B 5 5 2 5 5 3 7 7 0 6 6 4 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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Morni HOURLY 6:00 6:15 6:30 6:45	TAL  ng peak COUNTS 7:00 7:15 7:30 7:45 8:00 8:15 8:30 9:00 9:15 9:30	LV 6 11 16 19 23 25 22 25 22 25 22 24 24 26	1 HV 1 1 1 1 0 0 0 1 1 1 1 0 0 0 0 0 0 0 0	8us Bid 0		2 HV 9 11 10 11 9 8 10 8 8 7 6 10 11	Bus Bid 6 0 9 0 11 0 13 0 15 0 0 19 0 0 22 0 0 19 0 14 0 13 11 12 11	E. LV 4 6 8 8 11 9 8 8 8 8 8 11 11 12	3	US Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	4 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bi 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (	0 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	6 0 W HV 3 0 3 0 3 0 1 0 5 0 9 0 1 0 4 0 2 0 3 0 7 0 3 0	5 / Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV H 0 0 0 0 0 0 0 0 1 0 3 0 4 0 3 1	6   N   Buss   O   O   O   O   O   O   O   O   O	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6   LV     0   1   2   2   3   3   2   2   1   1   1   1   2	7 HV Bu 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	8 HV 1 0 0 0 0 0 0 0 0 0 0	Bus B 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	0 22	_	9 Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. L 0 1: 0 2: 0 2: 0 2: 0 2: 0 2: 0 2: 0 3: 0 3: 0 3:	22 660 771 77 889 88 98 110 11:16 11:997 11:	10 Bus 6 7 7 10 14 16 19 1 17 3 15 3 16 5 16 3 18 4 18 7 14	Bic. 3 4 4 5 7 7 8 7 2 2 1	LV H 0 (2 (2 (2 (2 (4 11 (4 11 (4 11 (11 (11 (11 (11 (11 (	11   V   Buss   O   O   O   O   O   O   O   O   O	0 Bic. 0 0 0 0 0 0 0 0 0 0	2 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 1 (0 1	12   N   Buss   N   Bu	0 0	26   LV   F   1   3   4   5   5   4   3   4   6   9   13   15   14	13 HV Bi 0 (1) 1 (2) 2 (2) 1 (3) 1 (4) 1 (4) 3 (4) 3 (4) 3 (4)	US Bic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 1 1 2 4 4 4 3 3 1	14	4 Bus B O O O O O O O O O O O O O O O O O O	1 79  iic. L\ 0 13  0 17  0 19  0 22  0 20  0 18  1 16  1 13  1 20  0 26  0 30	7 HV 3 0 7 0 9 0 9 0 9 0 9 0 9 0 9 0 9 0 9	0   15   15   16   16   16   16   16   16	0 (0 0 (0 0 (0 0 (0	0 0 0 0 0 0 0 0		Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	286 431 512 575 580 606 622 639 705 735	P: 00 00 00 00 00 00 00 00 00 00 00 00 00	1 P2 0 0 0 0 7 0 7 0 7 0 11 1 5 5 10 5 12 7 9 8 11	2 P3 5 8 13 12 12 12 11 11 11 14 2 13 12 1 10	P4  2 5 11 15 17 16 12 15 15 16 17 15	P5 P  1 8 3 1 5 1 8 1 7 1 9 1 15 1 19 1 23 1 27 1	P: B 5 5 2 5 5 3 7 7 0 6 6 4 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

# C13 Weekday Montague Street and Little Darling Street



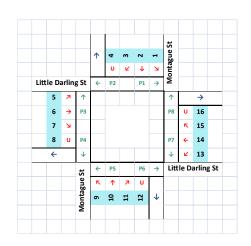
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FROM		то	LV	HV B	us Bio	: LV	ΤΗ	Z / I Bu	s Bic	. LV	/ I HV	/ I Bus	Bic.	LV	HV	Bus	Bic.	. LV	/ HV	Bus	Bic.	LV	HV	Bus B	ic. I	V I H	/ Bu	s Bio	:. LV	/   H\	Bu	s Bic.	LV	HV	Bus F	Bic.	LV I	HV B	ıs Bi	c. LV	/ I HV	Bus	Bic.	LV	HV	Bus	Bic. L	VH	V Bu	s Bic.	LV	HV	Bus B	ic. L'	V I H	/ Bu	Bic.	LV	HV	Bus B	Bic.	TOTAL		P1	P2 I	93 F	4 P	5 P	6 P	P8
14:00	-	14:15	0	0 (	0 0	6	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	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	11		0	0	0 (	) (	) (	) (	0
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		14:45		1 (	0 0	67	0	5	1	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1 0	0	0	0	0	0	0	1	0	0	0	64	2	1 1	. 0	0	0	0	0	0	0	0	5 (	0	0	1	0	0	0 8	3 0	0	0	0	0	0	0	170	1 1	3	0	6 :	3 3	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	1	0	0	0	0	0	0	0	3 0	0	0	0	0	0	0	1	0	0	0	73	3	2 0	4	0	0	0	0	0	0	0 :	2 (	0	0	0	0	0	0 6	5 0	0	0	0	0	0	0	172	1 -	0	1	4 :	3 2	2 9	9	8
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17:00	-	17:15	9	0 (	0 0	78	0	3	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	2	0	0	0	76	0	1 1	. 0	0	0	0	0	0	0	0 :	3 (	0	0	0	0	0	0 1	1 0	0	0	0	0	0	0	190		2	0	4	4 4	4 3	3 2	5
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Aftern	oon	peak		1				2				3				4				5			6				7				8			9	,			10				11			12	2			13			14				15			16	,		TOTAL	T	D1	D2 I	22 6	94 P	5 D	4 D	7 P8
HOURL	Y CO	UNTS	LV	HV B	us Bio	. LV	H\	Bu	IS Bic	. LV	/ HV	Bus	Bic.	LV	HV	Bus	Bic.	. LV	/ HV	Bus	Bic.	LV	HV	Bus B	ic. I	.V H	/ Bu	s Bio	. LV	/ HV	Bu	s Bic.	LV	HV	Bus	Bic.	LV	HV B	us Bio	c. L\	/ HV	Bus	Bic.	LV	HV	Bus	Bic. L	.V H	V Bu	s Bic.	LV	HV	Bus B	ic. L'	V H	/ Bus	Bic.	LV	HV	Bus B	Bic.	IOIAL		-1	-2	3 1	4   -	3   [	0 5	FO
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## C13 Weekend Montague Street and Little Darling Street



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Morning			1		2	2			3			4	ı			5			6				7			8		Ĺ		9			10			11				12				13			14	4			15			16		_ т	TOTAL	 ] [	P1	P2	P3 F	94 P	P5 P	6 P	7 P8
Morning HOURLY	COUNTS	LV HV	1 Bus E	Bic. L'	2 V   HV	Bus B	sic. LV	/ HV	3 Bus	Bic.	LV	4 HV	Bus	Bic.	LV	5 HV Bu	us Bio	c. LV	6	Bus B	ic. LV	HV	Bus	Bic.	LV	8 HV B	sus Bi	c. LV	/ HV	9 Bus E	Bic.	LV	10 IV Bu	s Bic.	LV		Bus B	ic. L\	V H	12 IV Bu	Bus Bi	ic. LV	/ H\	13 / Bus	Bic.	LV	1 <sup>4</sup>	4 Bus I	Bic. I	V H	15 V Bus	s Bic.	LV	16 HV B	us Bio	ic.			P1	P2	P3 F	P4 P	P5 P	P6 P7	
Morning HOURLY (	7:30	LV HV	Bus E	Bic. L'	2 V HV 5 4	Bus B	6ic. LV	/ HV	3 Bus	Bic.	LV 0	HV 0	Bus 0	Bic.	LV 4	5 HV Bu	us Bio	c. LV	6 HV	Bus B	ic. LV	HV	Bus 0	Bic.	LV 0	8 HV B	Bus Bi	c. L\	/ HV	Bus E	0	80	10 IV Bu	Bic.	LV 0		Bus B	ic. L\ 0 2	V H	12 IV Bu	Bus Bio	ic. LV	/ H\	13 / Bus	Bic.	LV	HV 0	Bus I	Bic. <b>L</b>	LV H	15 V Bus	s Bic.	LV 0	16 HV B	Bus Bio	ic.	150		<b>P1</b>	P2 1	P3 F	<b>P4 P</b>	P5 P	<b>P6</b> P2	0
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Morning HOURLY (6:30 - 6:45 - 7:00 -	7:30 7:45 8:00	4 0	1 Bus E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4	5 4	Bus B 2 2 2 3	6ic. LV 0 1 0 2 0 4	/ HV 0 0	3 Bus 0 0	Bic. 0 0	UV 0 0 0	4 HV 0 0 0 0	Bus 0 0	Bic. 0 0	LV 4 4 3	5 HV Bu 0 0 0 0	us Bio 0 0 0 0	c. LV 0 0 0 0	6 HV 0 0 0	Bus B 0 0 0 0	ic. LW 0 1 0 2 0 2	0 0 0	Bus 0 0 0	Bic. 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 HV B 0	8us Bio 0 0 0 0	c. L\ ) 1 ) 1	/ HV 0 0 0 0	Bus E 0 0 0 0 0	0 1 0 1	80 128 152	10 IV Bu 1 0 3 0 3 1	8 Bic. 1 1	0	HV 0	Bus B 0 0	0 2 0 2 0 2	V H'2 0	12 IV Bu	Bus Bio 0 0 0 0 0 0 0	ic. LV	/ HN	13 / Bus 0 0	Bic. 0 0	LV 0 0	14 HV 0 0	Bus I 0 0 0	Bic. I	LV H 4 ( 8 (	15 V Bus 0 0 0 0	8 Bic. 0 0	LV 0 0	16 HV B 0 0		0 0 0	150 235 282		P1 2 2 4	P2 1 1	P3 F 6 7 6	5 1 9 2 7 3	P P 1 0 2 0 3 1	0 2	0
Morning HOURLY (6:30 - 6:45 - 7:00 - 7:15 -	7:30 7:45 8:00 8:15	4 0 6 0	1 Bus E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4	5 4 0 5 8 5	Bus B 2 1 2 1 3 1	0 1 0 2 0 4 0 5	/ HV 0 0 0	3 Bus 0 0 0 0 0	Bic. 0 0 0	LV 0 0 0	4 HV 0 0 0 0 0 0 0 0	Bus 0 0 0	Bic. 0 0 0	LV 4 4 3 2	5 HV Bu 0 0 0 0 0 0	us Bio 0 0 0 0 0 0	c. LV 0 0 0 0 0 0	6 HV 0 0 0 0 0	Bus B 0 0 0 0 0 0	ic. LV 0 1 0 2 0 2 0 1	0 0 0 0	Bus 0 0 0 0 0 0	Bic. 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 HV B 0 0	Bus Bio 0 0 0 0 0 0 0 0 0	c. L\ ) 1 ) 1 ) 2	/ HV 0 0 0 0 1	Bus E 0 0 0 0 0 0 0 0	0 1 0 1 0 1	80 128 152 174	10 1	8 Bic. 1 1 0	0	HV 0 0 0 0 0	Bus B 0 0 0 0	0 2 0 2 0 2 0 2	V H <sup>2</sup> 2 0 2 0 2 0 0 0 0	12 IV Bi 0 (0 0 (0 0 (0	Bus Bio 0 0 0 0 0 0 0 0 0	ic. LV	/ H\ 0 0 0	13  Bus  0  0  0  0	Bic. 0 0 0 0	LV 0 0 0 0 0 0	14 HV 0 0 0 0 0 0	Bus   0	Bic. L 0 0 1 0 1	LV H 4 (0 8 (0 15 (0	15 V Bus 0 0 0 0 0 0	8 Bic. 0 0 0	LV 0 0 0 0 0	16 HV B 0 0 0	0 0	0 0 0 0	150 235 282 348		P1 2 2 4 6	1 1 1	P3 F 6 7 6 8	5 1 9 2 7 3 9 2	P5 P 1 (2 (3 1 1 2 (4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 2	0 0
Morning HOURLY (6:30 - 6:45 - 7:00 - 7:15 - 7:30 -	7:30 7:45 8:00 8:15 8:30	4 0 6 0 11 0 18 0 22 0	1	0 4 0 7 0 7	5 4 0 5 8 5 07 5	Bus B 2 (2 (3 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4	6ic. LV 0 1 0 2 0 4 0 5 0 8	/ HV 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 0	Bic. 0 0 0 0	LV 0 0 0	HV 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0	Bic. 0 0 0 0	LV 4 4 3 2 2 2	5 HV Bu 0 0 0 0 0 0 0	us Bid 0 0 0 0 0 0 0 0 0	c. LV 0 0 0 0 0 0 0 0 1	6 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0	ic. LV 0 1 0 2 0 2 0 1 0 1	HV 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 HV B 0 0 0	Bus Bio 0 0 0 0 0 0 0 0	c. LV	/ HV 0 0 0 1 1 2	Bus E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 1 0 1 0 1	80 128 152 174 188	10 1 0 1 0 3 0 3 1 4 2 5 4	5 Bic. 1 1 0 1	0	HV 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0	0 2 0 2 0 2 0 2 0 0	V H <sup>2</sup> 2 0 2 0 2 0 0 0 0 0	12 1V Bu 0 (0 0 (0 0 (0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV	/ H\ 0 0 0 0	13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0	LV 0 0 0 0 0 1	14 HV 0 0 0 0 0	Bus   0	Bic. L 0 0 1 0 1 0 1	LV H 4 (0 8 (0 15 (0 18 (0 20 (0	15 V Bus 0 0 0 0 0 0 0 0	s Bic. 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 HV B 0 0 0 0	0 0	0 0 0 0	150 235 282 348 405		2 2 4	1 1 1	P3 F 6 7 6 8 7 1	P4 P 5 1 7 3 7 3 9 2 19 4	P P P P P P P P P P P P P P P P P P P	0 2	0 0 0
Morning HOURLY (6:30 - 6:45 - 7:00 - 7:15 - 7:30 - 7:45 -	7:30 7:45 8:00 8:15 8:30 8:45	4 0 6 0 11 0 18 0 22 0 30 0	1	0 4 0 7 0 7 0 10 0 12	5 4 0 5 8 5 07 5 25 5 13 5	Bus B 2 ( 2 ( 3 ( 5 ( 7 ( 6 ( 7 ( 6 ( 6 ( 7 ( 6 ( 6 ( 6 ( 7 ( 6 ( 6 ( 6 ( 6 ( 6 ( 6 ( 6 ( 6 ( 6 ( 6	0 1 0 2 0 4 0 5 0 8	0 0 0	3 Bus 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0	4 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0	Bic. 0 0 0 0	LV 4 4 3 2 2 2 3	5 HV BU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	us Bio 0 0 0 0 0 0 0 0 0 0	c. LV 0 0 0 0 0 0 0 0 1 0 0 1	6 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 1 0 1 0 1 0 1 0 1 0 1	ic. LV 0 1 0 2 0 2 0 1 0 1 0 1 0 1	0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 HV B 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C. L\\ 0 1 1 0 2 0 3 0 4	/ HV 0 0 0 1 1 2 2	0	0 1 0 1 0 1 0 1 0 2	80 128 152 174 188 209	10 IV Bu 1 0 3 0 3 1 4 2 5 4 5 6	5 Bic. 1 1 0 1 3	0	HV   0   0   0   0   0   0   0   0	Bus B 0 (	0 2 0 2 0 0 0 0 0 0 0 0	V H <sup>2</sup> 2 0 2 0 2 0 0 0 0 0 0 0	12 10 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV 0 0 1 0 1 0 1 0 3 0 4	/ HN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13   Bus   0   0   0   0   0   0   0   0   0	Bic. 0 0 0 0 0 0 0	LV 0 0 0 0 0 1 1 1	HV 0 0 0 0 0 0 0 0 0 0	Bus   0	Bic. I 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	LV H 4 (0 8 (0 15 (0 18 (0 20 (0 17 (0	15 V Bus 0 0 0 0 0 0 0 0 0 0 0	S Bic. 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 HV B 0 0 0 0 0 0	0 0 0 0	0 0 0 0 0	150 235 282 348 405 459		2 2 4	1 1 1	P3 F 6 7 6 8 7 1 7 1	P4 P 5 11 9 2 7 3 9 2 19 4 18 4	Pos P 1 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2 (2	0 2	0 0 0 0
Morning HOURLY (6:30 - 6:45 - 7:00 - 7:15 - 7:30 - 7:45 - 8:00 -	7:30 7:45 8:00 8:15 8:30	4 0 6 0 11 0 18 0 22 0	1	0 4 0 7 0 7 0 10	5 4 0 5 8 5 07 5 25 5 13 5	Bus B 2 2 2 3 3 3 5 7 7 7 7 7	0 1 0 2 0 4 0 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3   Bus   0   0   0   0   0   0   0   0   0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0	4 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0	LV 4 4 3 2 2 2 3 3 3	5 HV BU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C. LV O 0 O 0 O 0 O 1 O 2 O 2	6 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV 0 1 0 2 0 2 0 1 0 1 0 1 0 1	0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 HV B 0 0 0 0 0	Bus Bi 0 0 0 0 0 0 0 0 0 0 0 0	c. L\( ) 1 1 1 2 2 3 3 4 4 4 5 5	/ HV 0 0 0 1 1 2 2 2 2	0	0 1 0 1 0 1 0 1 0 2	80 128 152 174 188	10 1 0 3 0 3 1 4 2 5 4 5 6	8 Bic. 1 1 0 1 3 3 3 3 3	0 0 0 1 5	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 0 2 0 2 0 0 0 0 0 0	,	12   V   Bu   O   (0 	Bus Bid 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV	/ HN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13 O O O O O O O O O O O O O O O O O O O	Bic. 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 1 1 1 1	14 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus   0	Bic. I	LV H 4 (0 8 (0 15 (0 18 (0 17 (0 12 (0	15 V Bus 0 0 0 0 0 0 0 0 0 0 0	s Bic. 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0	16 HV B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	150 235 282 348 405		2 2 4	1 1 1 2 1	P3 F 6 7 7 6 8 7 1 7 1 8 2	5 1 9 2 7 3 9 2 19 4 18 4	1 0 2 0 3 1 2 6 4 6 4 8	0 2 0 2 1 0 6 0 6 3	0 0 0 0
Morning HOURLY (6:30 - 6:45 - 7:00 - 7:15 - 7:45 - 8:00 - 8:15 -	7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15	4 0 6 0 11 0 18 0 22 0 30 0	1	0 4 0 7 0 7 0 10 0 12	5 4 0 5 8 5 07 5 25 5 13 5	Bus B 2 1 2 1 3 1 3 1 5 7 7 8	0 1 0 2 0 4 0 5 0 8	0 0 0 0 0 0	3 Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0	LV 4 4 3 2 2 3 3 3 4	5 HV Bu 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	us Bid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	c. LV 0 0 0 0 0 0 0 0 1 0 0 1 0 2 0 2 0 3	6 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV 0 1 0 2 0 2 0 1 0 1 0 1 0 1 0 1 0 1	0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 HV B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C. L\\ 1 1 2 3 3 4 4 5 7	/ HV 0 0 0 1 1 2 2 2 2 1 1	0	0 1 0 1 0 1 0 1 0 1 0 2	80 128 152 174 188 209	10 1 0 1 0 3 0 3 1 4 2 5 4 5 6 6 6 7	S Bic. 1 1 0 1 3 3 3 3 3 3 3	0 0 0 1 5	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0	•	0	12 1V Bu 0 (0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV 0 0 1 0 1 0 1 0 3 0 4 0 4 0 6	/ HN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 1 1 1 1 1 1	14 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus   0	Bic. L 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	15 (0 15 (0 17 (0 12 (0 18 (0	15 V Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S Bic. 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 HV B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	150 235 282 348 405 459 496 551		2 2 4 6 4 5	1 1 1 2 1		5 1 9 2 7 3 9 2 19 4	1 0 2 0 3 1 2 6 4 6 4 8	0 2 0 2 1 0 6 0 6 3 8 4	0 0 0 0
Morning HOURLY (6:30 - 6:45 - 7:00 - 7:15 - 7:30 - 7:45 - 8:15 - 8:30 -	7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 9:30	4 0 6 0 11 0 18 0 22 0 30 0 37 0 39 0 44 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 4 0 7 0 7 0 10 0 12 0 14 0 18 0 18	5 4 0 5 8 5 07 5 25 5 13 5 58 4 85 2 32 3	Bus B 2 2 1 3 3 1 5 7 7 7 8 8	0 1 0 2 0 4 0 5 0 8 0 12 1 10 1 14	0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 4 4 3 2 2 2 3 3 4 5 5	5 HV BU 0	Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	c. LV 0 0 0 0 0 0 0 0 1 0 0 1 0 2 0 2 0 3 0 2	6 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV 0 1 0 2 0 2 0 1 0 1 0 1 0 1 0 1 0 1 0 2 0 2	0 0 0 0 0 0 0	Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 HV B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	c. L\ 1 1 2 2 3 3 4 4 6 5 7 7 8	/ HV 0 0 0 1 1 2 2 2 1 1 0	0 0 0	0 1 0 1 0 1 0 1 0 2 0 2 0 2	80 128 152 174 188 209 217 237 265	10 11 0 3 0 3 1 4 2 5 4 5 6 6 6 6 7 5 6	5 Bic. 1 1 0 1 3 3 3 3 3 1 1	0 0 0 1 5 5	HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus B 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0 0	12 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0 0 (0	Bus Bio 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ic. LV 0 0 1 0 1 0 1 0 3 0 4 0 4 0 6 0 8	/ HN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13	Bic. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 1 1 1 1 1 1 1 1	14 HV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Bus   0	0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	15 (0 18 (0 20 (0 18 (0 18 (0 18 (0	15 V Bus 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	S Bic. 0 0 0 0 0 0 0 0 0 0 0	LV 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16 HV B 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	150 235 282 348 405 459 496 551 645		2 2 4 6 4 5	1 1 1 2 1		5 1 9 2 7 3 9 2 19 4 18 4	1 0 2 0 3 1 2 6 4 6 4 8	0 2 0 2 1 0 6 0 6 3 8 4	0 0 0 0
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## C13 Weekend Montague Street and Little Darling Street



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fternoo	on peak	LV	1 IV Bus	0 3		3 37 1  2  V Bus Bic 0 9 0 2 7 1		3 HV B	us Bic. 0 0 0 0	LV 1 1	4 HV 0 0 0	Bus Bi	ic. L'	5 V HV 2 2 3	Bus E	3ic. L	V HV 3 0 3 0	Bus E		7 HV B	0 0 0 0 0 0 0	c. LV	8 HV 0	0 ( Bus B 0 ( 0 (	c. LV 4	0	8us Bic. 0 0 0 0	LV	10 HV Bu 4 8 6 9	s Bic.	LV 6 6	11 HV Bu 0 0 0 0	Bic.	LV I	12 HV Bu 0 0	0		13 HV BL 0 0	us Bic	. LV	14 HV E	8us Bio 0 0 0 0	c. LV	HV 0	5 Bus B 0 (		/ HV	Bus B	Bic.		P:		P3 22	P4 11	P5 F	P6
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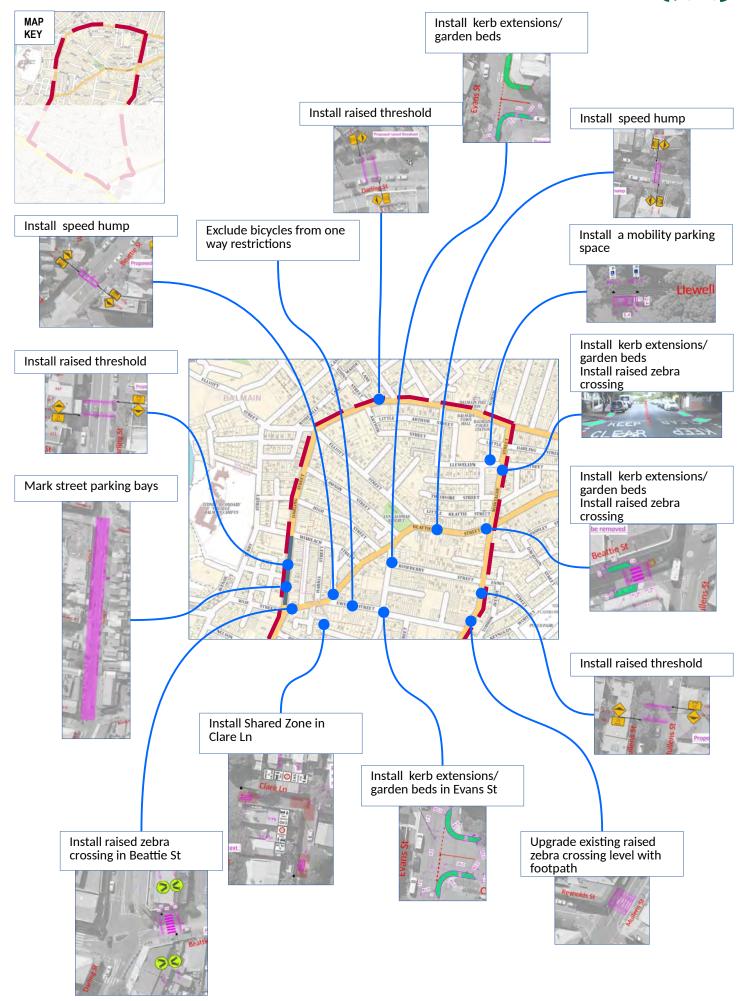


#### Appendix E.

Summary of recommendations.

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



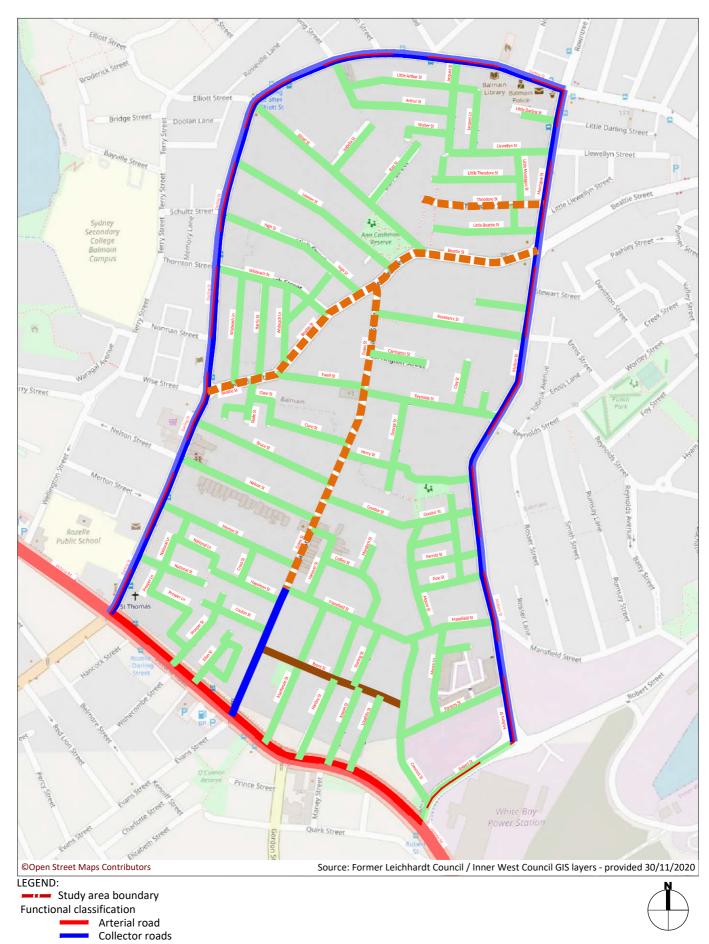


#### Appendix E. Summary of final recommendations for Balmain (southern zone) Install kerb extensions/ Install kerb extensions/ garden beds garden beds KEY One-way in Hanover St Install kerb extensions/ garden beds Exclude bicycles from one Install 2 raised thresholds way restrictions Change parking restrictions Install Shared Zone and No Thru Rd sign in Prosper Widen existing raised zebra crossing Install raised threshold Exclude bicycles from one way restrictions Potential signalisation of Robert St/Mullens St Install kerb extensions/ intersection as part of garden beds MWBP works Install raised zebra crossing Install one lane slow point threshold Install kerb extensions/ garden beds Install Shared Zone in Ellen St Install rumble strips on delineation markings Install speed hump



Maps

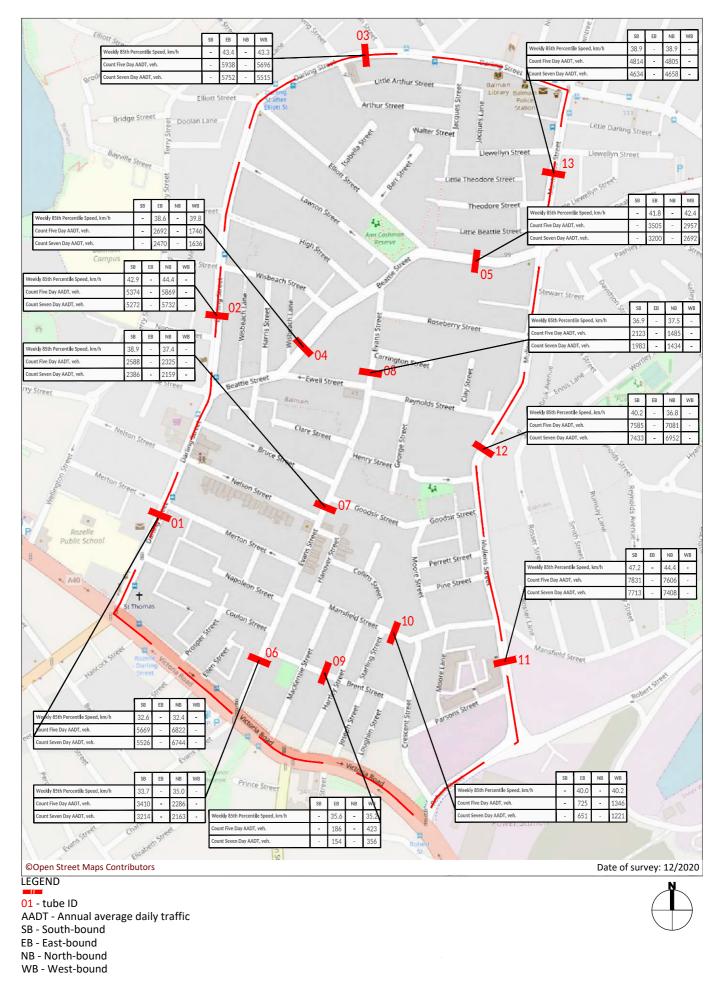




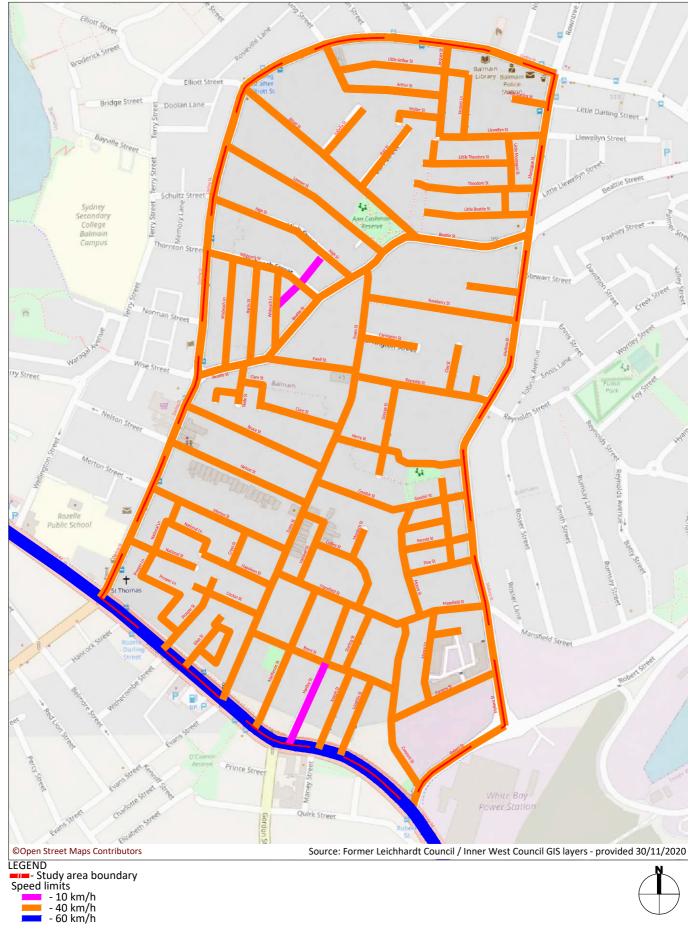
Map 1 Functional classification

Local road 3t limit 5t limit





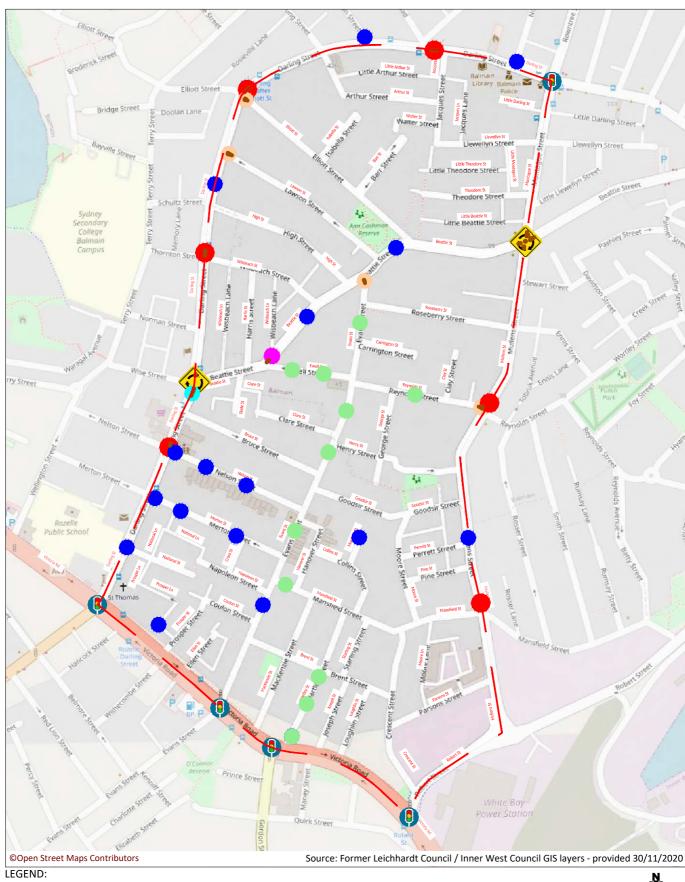






Map 3 **Speed limits** 





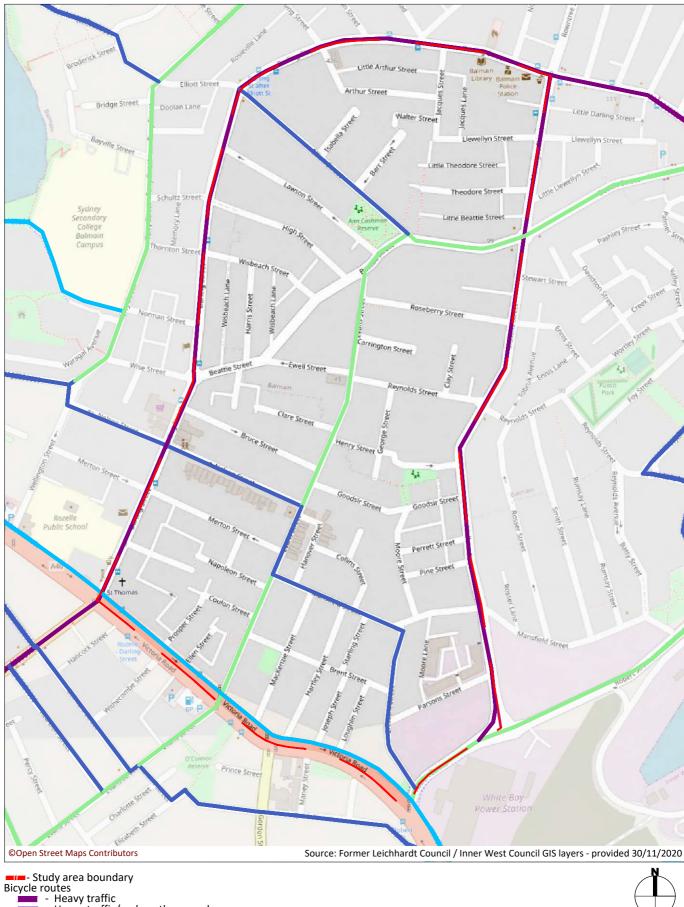
Study area boundary

Traffic control device:

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



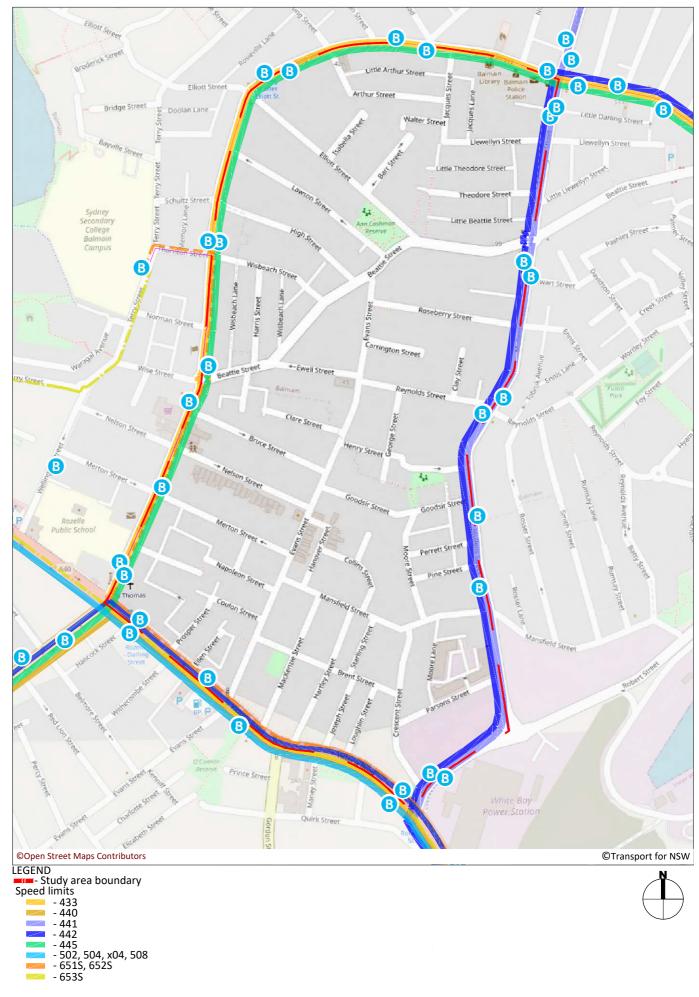




Heavy traffic/cycle path on road Light traffic Mixed traffic Off road/shared path

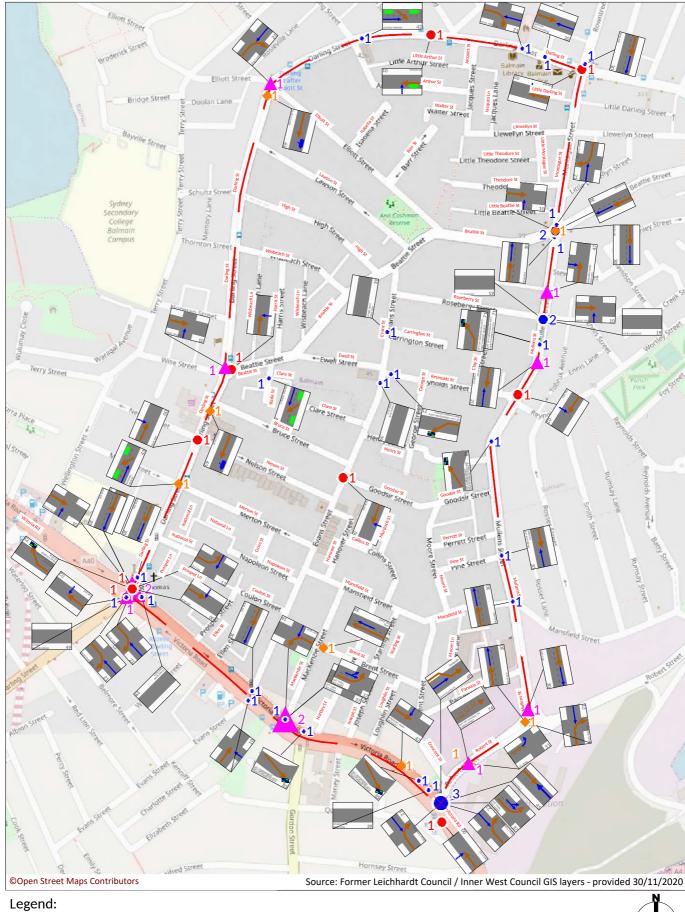






Map 6





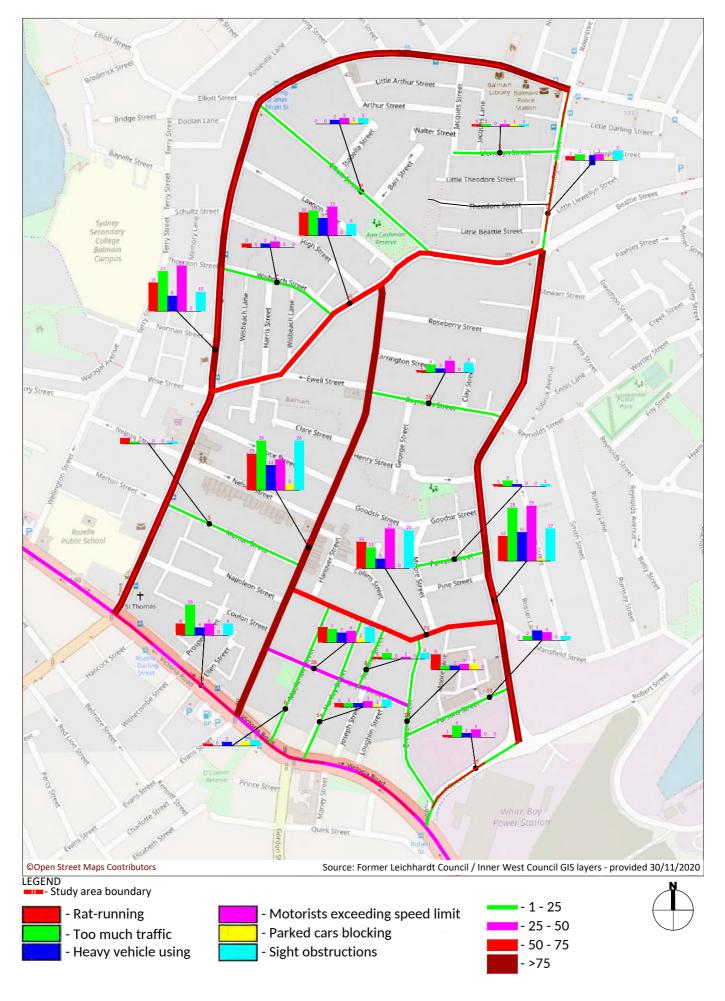
---- - Study area boundary Crash types:

- Vehicles



Map 7 Crashes





Map 8 Community survey