

COMPLETE

Woollahra
Municipal
Council



New South Head Road – Cycleway Upgrade

Traffic and Parking Report

Complete Urban Pty Ltd
Suite 3/10 Regent Street
Chippendale NSW 2008

Version 1: 11th April 2019



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Revision Control

Version	Description	Date	Prepared
1	Traffic and Parking Report	17.04.19	N Parish

COMPLETE URBAN

SYDNEY

P: +61 2 9282 9900
F: +61 2 9282 9277

GOLD COAST

P: +61 7 5553 5555
F: +61 7 5580 8088

LONDON

P: +44 (0)207 430 6985
F: +44 (0)207 421 8199

www.completeurban.com.au
admin@completeurban.com.au

**ARCHITECTURE
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ENGINEERING
MANAGEMENT**

1 INTRODUCTION

COMPLETE Urban Pty. Ltd. (COMPLETE) has been commissioned by Woollahra Municipal Council to undertake a concept design documentation for the provision of cycle facilities along New South Head Road, Rose Bay from William Street to Kent Road.

As part of the works, additional investigations are being carried out along the Promenade section of New South Head Road from Cranbrook Lane to the access road to Rose Bay Wharf. The preparation of this traffic and parking report has been commissioned to fully document the impacts of the proposals along the Promenade.

2 PROJECT DESCRIPTION

2.1 LOCATION

The proposed works under consideration in this Traffic and Parking report are along the Rose Bay Promenade, being the section of New South Head Road between Cranbrook Lane and the Rose Bay Wharf access road, Rose Bay, refer to Figure 1 below.

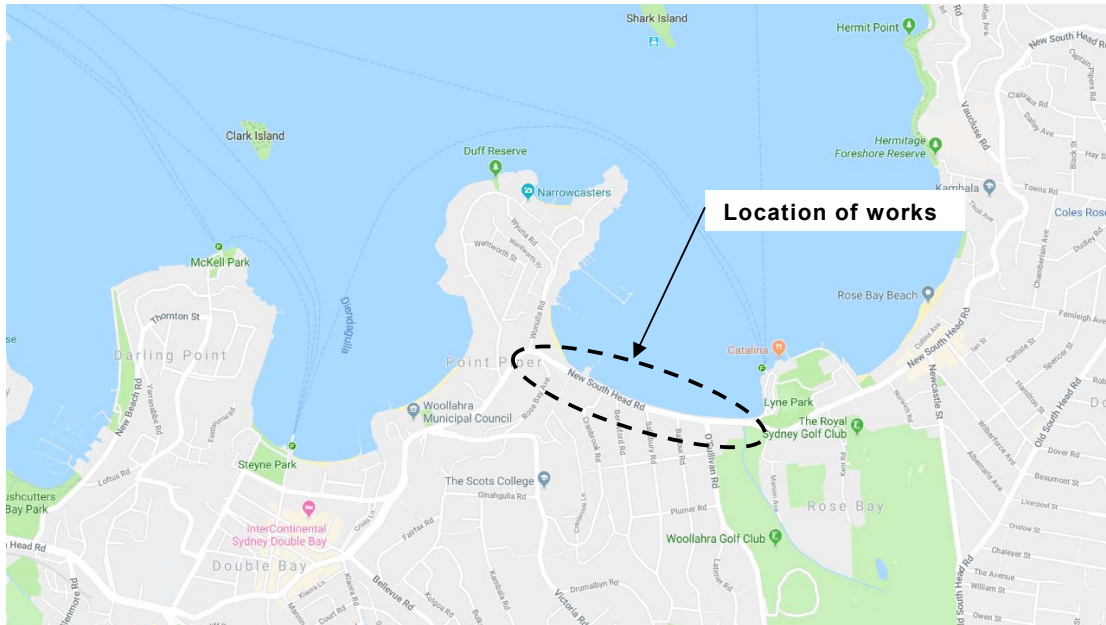


Figure 1 – Locality Plan

2.2 PROPOSED MEASURES

The proposed measures across the entire project involve the provision of cycle facilities along New South Head Road connecting Double Bay to Rose Bay. For the majority of the route, the proposals provide a shared path on the northern side of New South Head Road. However, along the Rose Bay Promenade, and for the subject of this report, the facility provides a 2.8m wide pedestrian path adjacent to the sea wall, a 0.4m wide planted separation strip, and a 2.0m bi-directional separated cycleway. Refer to Appendix A for the concept design plans.

A cross section of the proposed facility along the Promenade is shown in Figure 2 below.

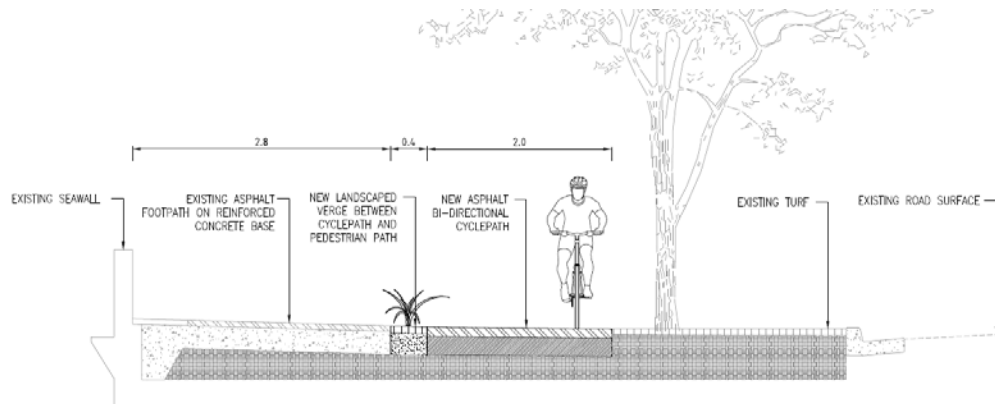


Figure 2 – Proposed Cross Section

3 COUNT DATA

3.1 COUNT DATA RESULTS

Cyclist and pedestrian counts were undertaken as follows:

- 7am – 7pm, Thursday 21 March 2019; and
- 7am – 7pm, Sunday 24 March 2019.

The timings were selected to provide a use profile for a ‘typical weekday’ and a ‘typical weekend day’, so the impacts of the proposed cycle facility can be assessed. The raw count data is included in Appendix B.

Counts were undertaken at the following locations:

- New South Head Road, adjacent to Regatta Rose Bay; and
- New South Head Road, west of O’Sullivan Road.

Pedestrian and cyclist volumes were collected as follows:

- Northern Footpath – to understand the current path usage;
- Southern Footpath – to understand the current path usage, including those cyclists that may use a new cycle facility if provided;
- New South Head Road – to determine the number of cyclists using the road carriageway that may use the cycle facility should it be provided.

	Northern Footpath				Southern Footpath				New South Head Road			
	Pedestrians		Cyclists		Pedestrians		Cyclists		Pedestrians		Cyclists	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
Thursday 21st March 2019												
New South Head Road, adjacent to Regatta Rose Bay												
A	432	410	8	8	118	153	7	8	3	8	13	4
B	75	81	0	1	13	39	1	3	0	1	0	1
C	64	55	1	1	11	19	0	1	0	3	1	0
New South Head Road, west of O’Sullivan Road												
A	403	371	12	14	196	220	12	3	4	4	15	1
B	88	77	0	5	31	24	2	2	1	2	2	0
C	63	57	3	2	36	39	1	0	0	0	6	0
Sunday 24th March 2019												
New South Head Road, adjacent to Regatta Rose Bay												
A	917	786	32	33	147	155	0	4	6	6	69	16
B	136	99	2	2	29	26	0	0	0	0	10	6
C	62	69	4	10	12	11	0	0	0	0	4	0

New South Head Road, west of O'Sullivan Road												
A	970	779	48	38	252	310	2	4	11	13	92	68
B	147	96	5	2	44	52	0	0	0	1	11	4
C	92	82	7	4	28	15	0	1	6	1	3	4

Note - A = 12 hour count period, 0700 – 1900

B = AM peak volume

C = PM peak volume

It is noted above that pedestrians indicated travelling on New South Head Road are those crossing the road in the vicinity of the count location.

3.2 COUNT DATA DISCUSSION

The summary of the count data findings is as follows:

- Typical weekday flows along New South Head Road is approximately 1,160 pedestrians and 50 cyclists;
- Typical weekend flows along New South Head Road is approximately 2,200 pedestrians and 200 cyclists;
- Weekend use sees an approximate 200% increase in pedestrian usage, and a 400% increase in cyclist use;
- During the week on the Promenade, 96% of users are pedestrians and 4% are cyclists;
- During the weekend on the Promenade, 91% of users are pedestrians and 9% are cyclists;
- If all cyclists currently either using the carriageway or southern footpath were assumed to use the Promenade cycleway when constructed, the numbers would amend and be 94% and 6%, and 87% and 13% for weekdays and weekends respectively, although this is considered worst case as some of the road traffic are likely to be 'training' cyclists who would unlikely use the separated cycleway. Thus, the numbers are likely to be somewhere in between those indicated as a reallocation to the separated cycleway for recreational cyclists is likely.

4 PEDESTRIAN AND CYCLIST GENERATION

4.1 PEDESTRIAN GENERATION

Aside from standard annual growth, the proposals are expected to have no impact on the pedestrian volumes on the Promenade, as those currently using the path will continue to do so once the cycleway was constructed.

4.2 CYCLIST GENERATION

Aside from standard annual growth, the proposals may result in an increase in the cyclist numbers using the Promenade.

Currently, average cyclist volumes on the Promenade are 21 during the week and 76 during the weekend.

Currently cyclist volumes on the southern New South Head Road footpath and in the carriageway itself are 32 during the week and 128 during the weekend.

Whilst not all cyclists would relocate to the proposed separated cycleway, it is considered that recreational cyclists will as they will also have improved links either side of the Promenade with the shared path proposed which would allow adult cyclists to cycle along the northern side of New South Head Road. This is also likely to result in 'new' cyclists using the route which would also increase path usage.

4.3 TRAFFIC GENERATION

Aside from standard annual growth, the proposals are expected to have no impact on the traffic volumes on New South Head Road.

5 TRAFFIC, PARKING AND PEDESTRIAN IMPACTS

5.1 TRAFFIC IMPACTS

It is considered that the proposals will have no impact on the traffic on New South Head Road as the proposals are located fully within the existing path and verge width.

5.2 PARKING IMPACTS

The proposals have minimal impact on parking along New South Head Road. Two (2) car parking spaces are proposed to be lost immediately west of Regatta Rose Bay, with the adjacent loading zone relocating to the inset parking bay at the expense of the two (2) 4P parking bays.

Throughout the remainder of the Promenade, the inset car parking bays are retained, although they are narrowed slightly to improve the separation between the proposed cycleway and the car parks. It is noted that the inset bays are currently very wide and that any narrowing results in car parks that meet the requirements of the Australian Standards.

5.3 PEDESTRIAN IMPACTS

The proposed separated cycleway will have a neutral impact on pedestrian using the Promenade.

Whilst the proposals reduce the current path width from 4m to 2.8m, the proposals also remove cyclists from the pedestrian path meaning that whilst the pedestrian path is narrower, the potential conflict between pedestrians and cyclists is reduced.

Pedestrians accessing car parks on the northern side of New South Head Road are required to cross the separated cycleway.

6 MITIGATION MEASURES

6.1 PEDESTRIAN CONFLICT MITIGATION MEASURES

The following mitigation measures are proposed as part of the works:

- To minimise the risk of pedestrians and cyclists using the incorrect paths and conflicting, a landscaped separation strip is proposed longitudinally along the Promenade to physically prevent movement between the paths;
- Longitudinal line marking and cycle symbols are proposed within the separated cycleway to make it clear that it is a cycle facility;
- Appropriate signage is proposed to confirm each path designation;
- The kerb within the inset car parking bays is proposed to be relocated away from the separated cycleway to increase the distance with the cyclists and parked cars, removing the risk of 'car dooring' of cyclists. The space also provides room for people to get into and out of their car without standing in the cycleway;
- SLOW markings are located in locations with longitudinal fall to reduce the speeds of cyclists.

7 CONCLUSION

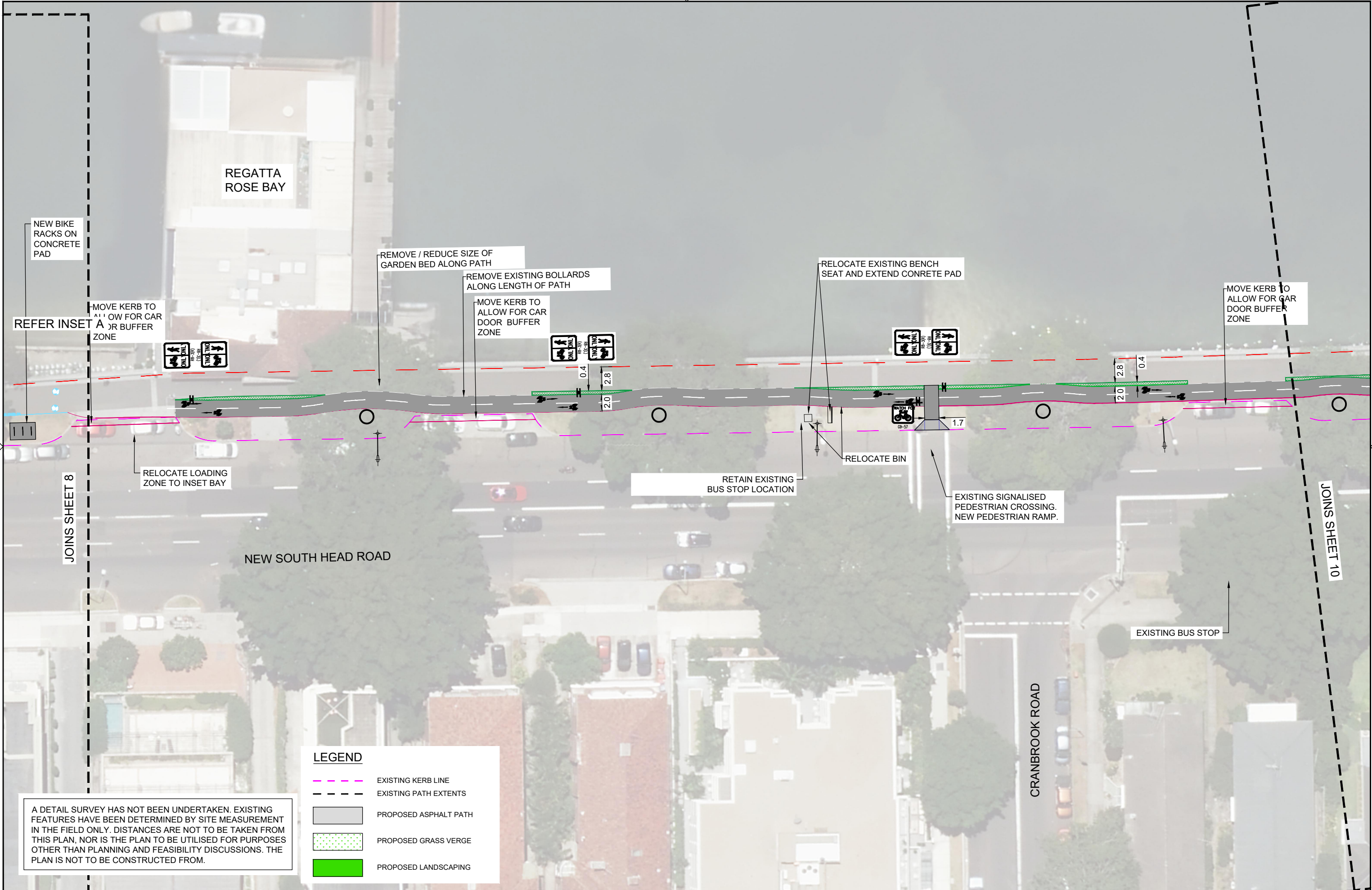
The Rose Bay Promenade is popular with both pedestrians and cyclists, with an increase in usage during the weekend when compared to weekday use. Whilst currently illegal to cycle on for all but those under 16 or those accompanying someone under 16, counts indicate a high volume of cyclist use, especially at weekends. Whilst the counts do not differentiate by age, observations indicate that adult cyclists do use the Promenade so providing a cycle facility is key to promoting cycling in the area.

Additionally, cycling within the New South Head Road traffic lanes is fraught with safety concerns, with high speeds and high volumes making it undesirable for all but the most competent cyclists. Crash history also indicates a number of cyclist incidents in the vicinity.

It is considered that the proposed separated cycleway along the Rose Bay Promenade will have little impact on the current traffic, parking and pedestrian usage. Traffic impacts are nil, and parking impacts are negligible. Pedestrians are more significantly affected with a narrower path, but with cyclists removed there is an argument that the pedestrian facility is now safer. Where potential conflicts between pedestrians and cyclists exist, a range of mitigation measures have been proposed to mitigate the risks to ensure safe operation.

Other potential impacts relating to trees, heritage etc. are being considered as part of separate reports by specialists in those fields.

APPENDIX A – CONCEPT DESIGN PLANS



LEGEND

- EXISTING KERB LINE
- - - EXISTING PATH EXTENTS
- PROPOSED ASPHALT PATH
- PROPOSED GRASS VERGE
- PROPOSED LANDSCAPING

A DETAIL SURVEY HAS NOT BEEN UNDERTAKEN. EXISTING FEATURES HAVE BEEN DETERMINED BY SITE MEASUREMENT IN THE FIELD ONLY. DISTANCES ARE NOT TO BE TAKEN FROM THIS PLAN, NOR IS THE PLAN TO BE UTILISED FOR PURPOSES OTHER THAN PLANNING AND FEASIBILITY DISCUSSIONS. THE PLAN IS NOT TO BE CONSTRUCTED FROM.

No	DATE	REVISION DETAILS	BY
A	05.06.18	ISSUED FOR COMMENT	NP
B	23.07.18	ISSUED FOR COMMENT	NP

SCALE BARS:

0 2 4 6 8 10m

SCALE 1:200
A1 UNREDUCED

CONSULTANT:

COMPLETE

10 Regent Street
Chippendale NSW 2008
p 02 9282 9900
f 02 9282 9277

ABN 64 100 037 812
www.completeurban.com.au

CLIENT:

WOOLLAHRA MUNICIPAL COUNCIL
536 New South Head Rd
Double Bay NSW 2028
PO Box 61 Double Bay NSW 1360
DX 3607 Double Bay
Ph: 02 9391 7000
Fax: 02 9391 7044
Email: records@woollahra.nsw.gov.au
Website: www.woollahra.nsw.gov.au

SCALES:	1:200 @ A1
DATUM:	-
GRID:	-
JOB REF:	01160
APPROVED:	

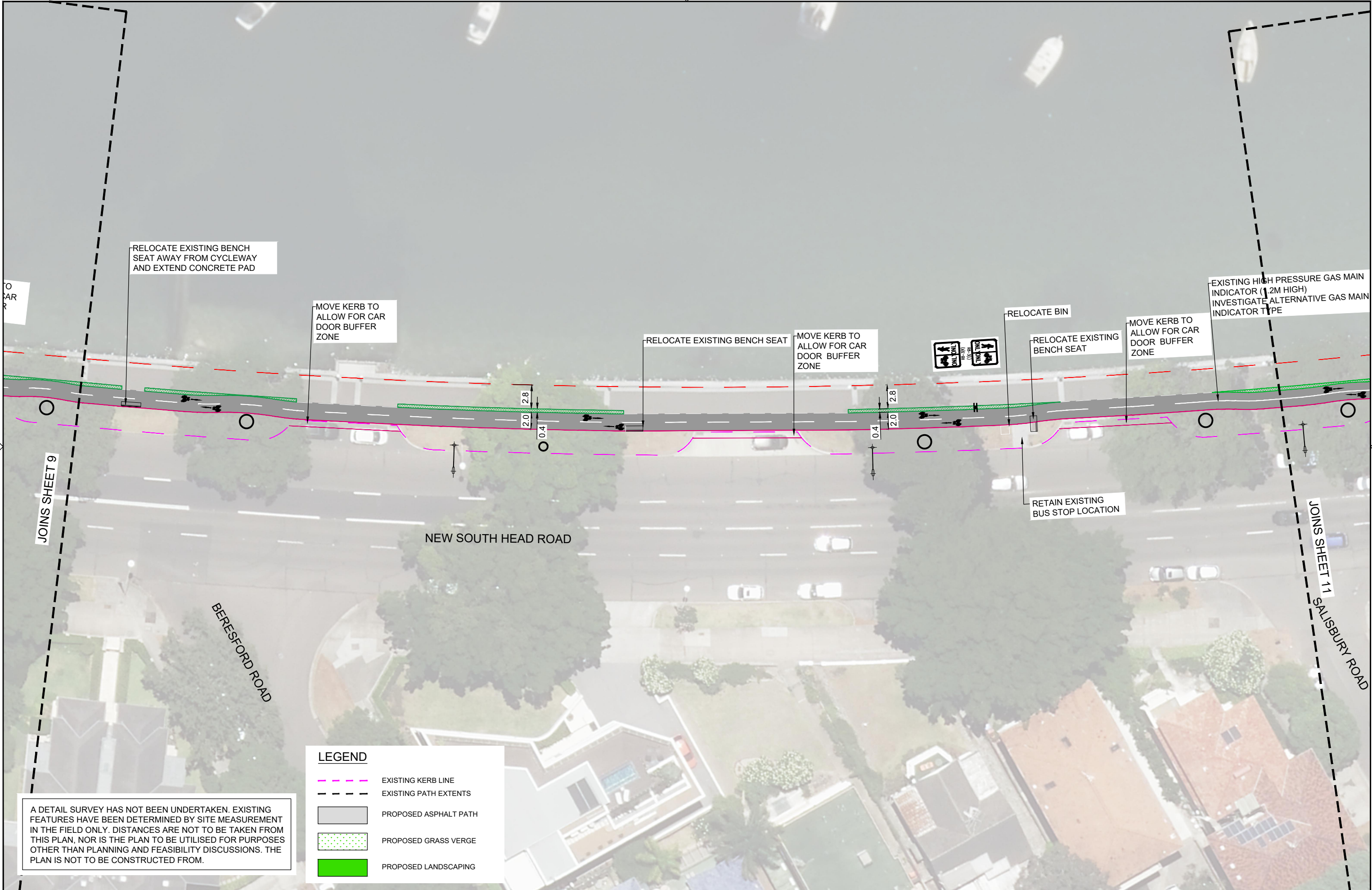
PROJECT:

NEW SOUTH HEAD ROAD
SHARED PATH CONCEPT DESIGN
DOUBLE BAY TO ROSE BAY

DRAWING

CONCEPT DESIGN PLAN - OPTION A

DRAWING No	01160 - 009	REVISION	B
SHEET	9 OF 17 SHEETS		A1
ISSUED FOR:	COMMENT		



RELOCATE EXISTING BENCH SEAT AWAY FROM CYCLEWAY AND EXTEND CONCRETE PAD

MOVE KERB TO ALLOW FOR CAR DOOR BUFFER ZONE

RELOCATE EXISTING BENCH SEAT

MOVE KERB TO ALLOW FOR CAR DOOR BUFFER ZONE

RELOCATE BIN

RELOCATE EXISTING BENCH SEAT

MOVE KERB TO ALLOW FOR CAR DOOR BUFFER ZONE

EXISTING HIGH PRESSURE GAS MAIN INDICATOR (1.2M HIGH) INVESTIGATE ALTERNATIVE GAS MAIN INDICATOR TYPE

RETAIN EXISTING BUS STOP LOCATION

JOINS SHEET 9

JOINS SHEET 11 SALISBURY ROAD

NEW SOUTH HEAD ROAD

BERESFORD ROAD

LEGEND

- EXISTING KERB LINE
- EXISTING PATH EXTENTS
- PROPOSED ASPHALT PATH
- PROPOSED GRASS VERGE
- PROPOSED LANDSCAPING

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SCALE BARS:

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SCALE 1200
A1 UNREDUCED

CONSULTANT:

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10 Regent Street
Chippendale NSW 2008
p 02 9282 9900
f 02 9282 9277

ABN 64 100 037 812
www.completeurban.com.au

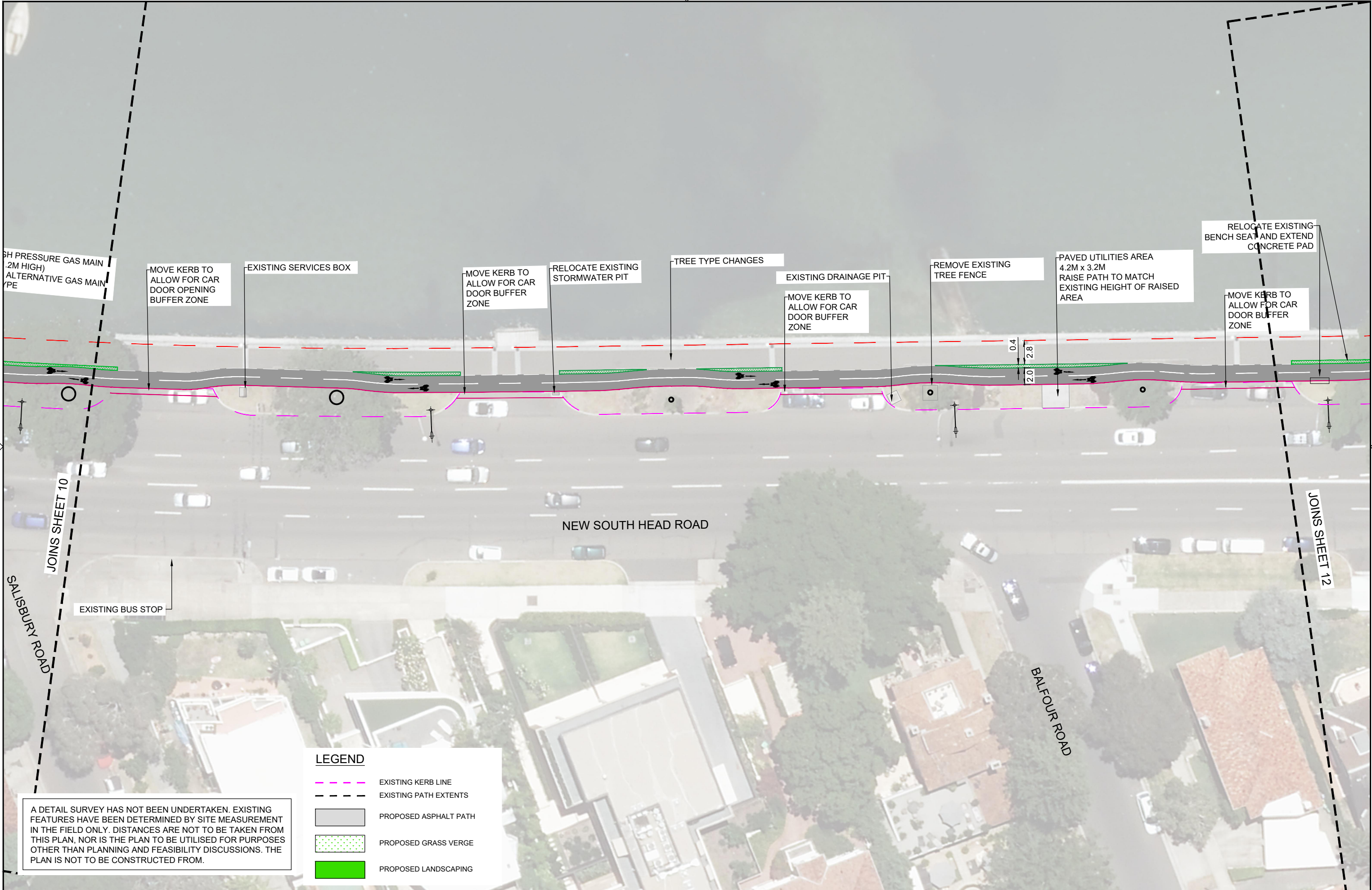
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WOOLLAHRA MUNICIPAL COUNCIL
536 New South Head Rd
Double Bay NSW 2028
PO Box 61 Double Bay NSW 1360
DX 3607 Double Bay
Ph: 02 9391 7000
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SCALES:	1:200 @ A1
DATUM:	-
GRID:	-
JOB REF:	01160
APPROVED:	

PROJECT:	NEW SOUTH HEAD ROAD SHARED PATH CONCEPT DESIGN DOUBLE BAY TO ROSE BAY
DRAWING	CONCEPT DESIGN PLAN - OPTION A

DRAWING No	01160 - 010	REVISION	B
SHEET 10 OF 17 SHEETS			A1
ISSUED FOR:	COMMENT		



LEGEND

- EXISTING KERB LINE
- - - EXISTING PATH EXTENTS
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- PROPOSED GRASS VERGE
- PROPOSED LANDSCAPING

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SCALE BARS:

0 2 4 6 8 10m

SCALE 1200
A1 UNREDUCED

CONSULTANT:

COMPLETE

10 Regent Street
Chippendale NSW 2008
p 02 9282 9900
f 02 9282 9277

ABN 64 100 037 812
www.completeurban.com.au

CLIENT:

WOOLLAHRA MUNICIPAL COUNCIL
536 New South Head Rd
Double Bay NSW 2028
PO Box 61 Double Bay NSW 1360
DX 3607 Double Bay
Ph: 02 9391 7000
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Email: records@woollahra.nsw.gov.au
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SCALES:	1:200 @ A1
DATUM:	-
GRID:	-
JOB REF:	01160
APPROVED:	

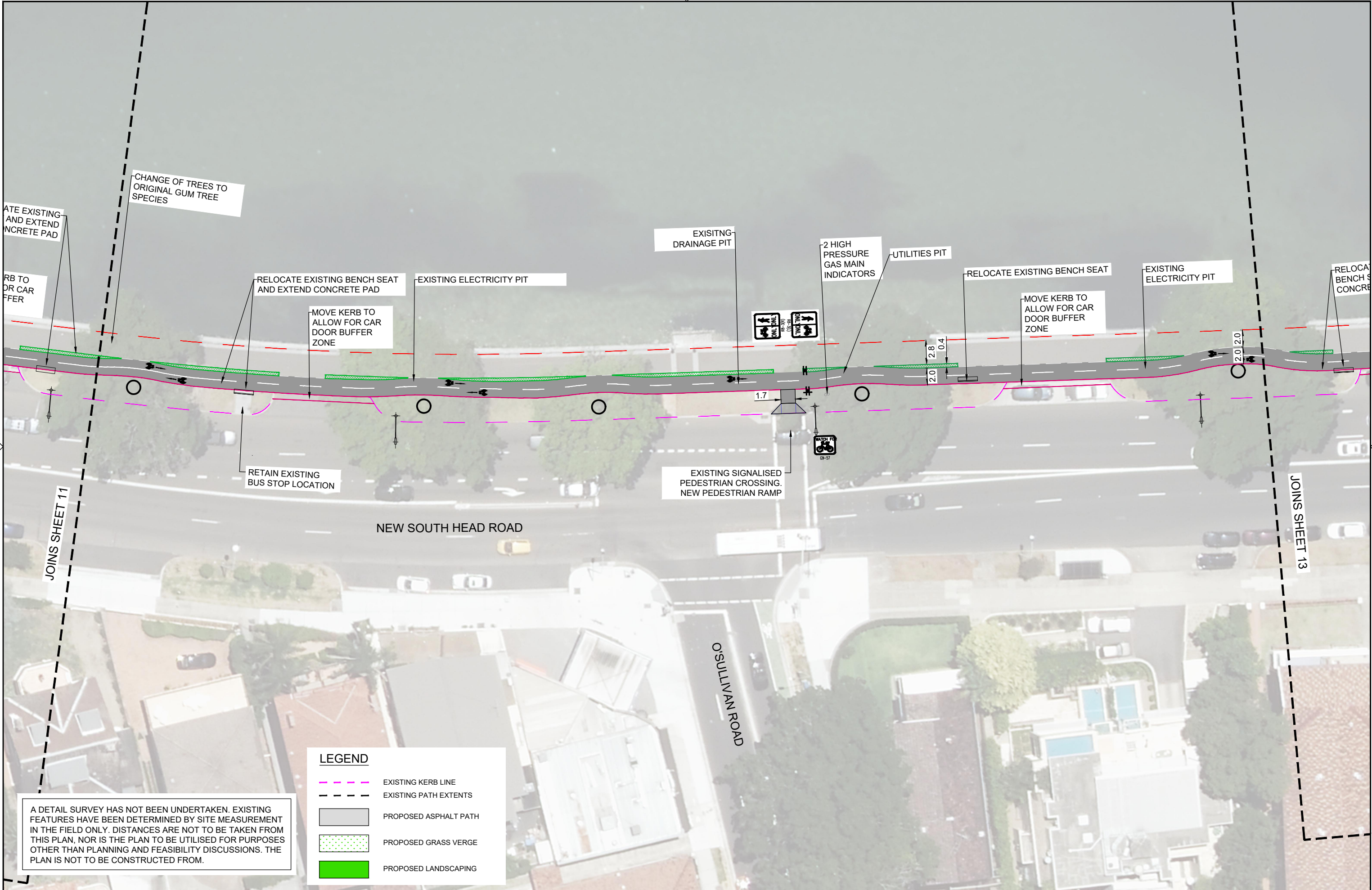
PROJECT:

NEW SOUTH HEAD ROAD
SHARED PATH CONCEPT DESIGN
DOUBLE BAY TO ROSE BAY

DRAWING

CONCEPT DESIGN PLAN - OPTION A

DRAWING No	01160 - 011	REVISION	B
SHEET 11 OF 17 SHEETS	A1		
ISSUED FOR:	COMMENT		



LEGEND

- EXISTING KERB LINE
- - - EXISTING PATH EXTENTS
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No	DATE	REVISION DETAILS	BY	SCALE BARS:	CONSULTANT:	CLIENT:	SCALES:	PROJECT:	DRAWING No	REVISION
A	05.06.18	ISSUED FOR COMMENT	NP		COMPLETE 10 Regent Street Chippendale NSW 2008 p 02 9282 9900 f 02 9282 9277 www.completeurban.com.au	 WOOLLAHRA MUNICIPAL COUNCIL 536 New South Head Rd Double Bay NSW 2028 PO Box 61 Double Bay NSW 1360 DX 3607 Double Bay Ph: 02 9391 7000 Fax: 02 9391 7044 Email: records@woollahra.nsw.gov.au Website: www.woollahra.nsw.gov.au	1:200 @ A1	NEW SOUTH HEAD ROAD SHARED PATH CONCEPT DESIGN DOUBLE BAY TO ROSE BAY	01160 - 012	B
B	23.07.18	ISSUED FOR COMMENT	NP							
									SHEET 12 OF 17 SHEETS	A1
								CONCEPT DESIGN PLAN - OPTION A	ISSUED FOR:	COMMENT



RELOCATE EXISTING
BENCH SEAT AND EXTEND
CONCRETE PAD

MOVE KERB TO
ALLOW FOR CAR
DOOR BUFFER
ZONE

EXISTING PATH TO BE USED
AS A SHARED PATH

TRIM TRAFFIC ISLAND
INSTALL WIDER RAMP

NEW SOUTH HEAD ROAD

ROYAL SYDNEY
GOLF CLUB

LEGEND

- EXISTING KERB LINE
- EXISTING PATH EXTENTS
- PROPOSED ASPHALT PATH
- PROPOSED GRASS VERGE
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536 New South Head Rd
Double Bay NSW 2028
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SCALES:	1:200 @ A1
DATUM:	-
GRID:	-
JOB REF:	01160
APPROVED:	

PROJECT:

NEW SOUTH HEAD ROAD
SHARED PATH CONCEPT DESIGN
DOUBLE BAY TO ROSE BAY

DRAWING

CONCEPT DESIGN PLAN - OPTION A

DRAWING No	01160 - 013	REVISION	B
SHEET 13 OF 17 SHEETS			A1
ISSUED FOR:	COMMENT		

APPENDIX B – TRAFFIC COUNTS

Client Complete Urban
Location 1. Rose Bay Promenade(between Regatta Rose Bay & Cranbrook Rd)
Date Thu, 21st March 2019
Survey Time 07:00-19:00 (12hrs)
Description Rose Bay Promenade Pedestrians & Cyclists Count



[15mins Interval]

Approach	Northern Side												Southern Side												Grand Total
	On Road						Off Road						On Road						Off Road						
	A			B			C			D			A			B			C			D			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total				
7:00 to 7:15	1	0	1	0	0	0	17	1	18	18	0	18	0	1	1	0	0	0	8	0	8	3	0	3	49
7:15 to 7:30	1	0	1	0	0	0	16	1	17	13	0	13	0	0	0	0	0	5	1	6	3	0	3	40	
7:30 to 7:45	0	0	0	0	0	0	26	1	27	18	0	18	0	1	1	0	0	0	8	1	9	2	0	2	57
7:45 to 8:00	0	0	0	0	0	0	29	0	29	21	0	21	0	0	0	0	0	0	3	1	4	5	1	6	60
8:00 to 8:15	0	0	0	0	0	0	10	0	10	20	0	20	0	0	0	0	0	23	1	24	3	0	3	57	
8:15 to 8:30	1	0	1	0	0	0	16	0	16	16	0	16	0	0	0	0	0	5	0	5	3	0	3	41	
8:30 to 8:45	0	0	0	0	0	0	7	0	7	5	0	5	0	0	0	0	0	2	1	3	2	1	3	18	
8:45 to 9:00	0	1	1	0	4	4	3	0	3	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	11
9:00 to 9:15	0	0	0	0	1	1	1	0	1	1	0	1	0	0	0	0	0	2	0	2	1	0	1	6	
9:15 to 9:30	0	0	0	1	0	1	5	0	5	7	0	7	0	0	0	0	0	1	0	1	1	0	1	15	
9:30 to 9:45	1	0	1	0	0	0	5	1	6	6	0	6	0	0	0	0	0	1	0	1	0	0	0	14	
9:45 to 10:00	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	1	0	1	8	
10:00 to 10:15	0	0	0	0	0	0	11	0	11	3	0	3	0	0	0	0	0	4	0	4	0	0	0	18	
10:15 to 10:30	0	0	0	0	0	0	7	0	7	8	0	8	0	0	0	0	0	3	0	3	0	0	0	18	
10:30 to 10:45	0	0	0	0	0	0	5	0	5	7	0	7	0	0	0	0	0	0	0	0	1	0	1	13	
10:45 to 11:00	0	0	0	0	0	0	8	0	8	6	0	6	0	0	0	0	0	1	0	1	1	0	1	16	
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11:15 to 11:30	0	0	0	0	0	0	5	0	5	4	0	4	0	0	0	0	0	1	0	1	0	0	0	10	
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12:45 to 13:00	1	0	1	0	0	0	6	0	6	6	0	6	0	0	0	0	0	4	0	4	4	0	4	21	
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13:30 to 13:45	0	0	0	0	0	0	14	0	14	9	0	9	0	0	0	0	0	0	0	0	2	0	2	25	
13:45 to 14:00	0	0	0	0	0	0	4	0	4	3	0	3	0	0	0	0	0	1	0	1	2	0	2	10	
14:00 to 14:15	0	0	0	0	0	0	8	0	8	4	0	4	0	0	0	0	0	3	0	3	2	0	2	17	
14:15 to 14:30	0	0	0	0	1	1	2	0	2	4	0	4	0	0	0	0	0	2	0	2	2	0	2	11	
14:30 to 14:45	0	0	0	0	0	0	4	0	4	6	0	6	0	0	0	0	0	1	0	1	2	0	2	13	
14:45 to 15:00	0	0	0	0	2	2	3	0	3	3	1	4	0	0	0	0	0	0	0	0	4	0	4	13	
15:00 to 15:15	0	0	0	0	0	0	4	0	4	6	1	7	0	0	0	0	0	4	0	4	3	0	3	18	
15:15 to 15:30	0	0	0	0	0	0	9	0	9	5	0	5	0	0	0	0	0	4	0	4	11	2	13	31	
15:30 to 15:45	0	0	0	0	0	0	6	0	6	10	0	10	0	0	0	0	0	8	0	8	12	0	12	36	
15:45 to 16:00	0	0	0	0	0	0	5	0	5	5	2	7	0	0	0	0	0	2	0	2	2	0	2	16	
16:00 to 16:15	0	0	0	0	0	0	3	1	4	8	0	8	0	0	0	0	0	0	0	0	2	0	2	14	
16:15 to 16:30	0	0	0	0	0	0	9	0	9	8	0	8	0	1	1	0	0	2	0	2	3	1	4	24	
16:30 to 16:45	0	0	0	0	0	0	6	0	6	9	0	9	0	0	0	0	0	3	0	3	6	0	6	24	
16:45 to 17:00	0	0	0	0	0	0	6	0	6	10	0	10	0	0	0	0	0	0	0	0	2	1	3	19	
17:00 to 17:15	0	0	0	0	0	0	11	0	11	12	1	13	0	0	0	0	0	7	0	7	3	0	3	34	
17:15 to 17:30	0	0	0	0	0	0	7	0	7	13	0	13	3	0	3	0	0	3	0	3	5	0	5	31	
17:30 to 17:45	0	0	0	0	0	0	16	1	17	22	1	23	0	0	0	0	0	7	0	7	2	0	2	49	
17:45 to 18:00	0	0	0	0	1	1	16	0	16	13	0	13	0	0	0	0	0	5	1	6	1	0	1	37	
18:00 to 18:15	0	0	0	0	0	0	16	0	16	16	0	16	0	0	0	0	0	4	0	4	3	0	3	39	
18:15 to 18:30	0	0	0	0	0	0	10	0	10	12	0	12	0	0	0	0	0	2	1	3	3	0	3	28	
18:30 to 18:45	0	0	0	0	0	0	17	1	18	18	0	18	0	0	0	0	0	4	0	4	2	0	2	42	
18:45 to 19:00	0	0	0	0	0	0	9	1	10	9	2	11	0	0	0	0	0	2	0	2	3	0	3	26	
12hrs Totals	5	1	6	3	13	16	410	8	418	432	8	440	3	3	6	0	0	0	153	7	160	118	6	124	1,170



[Hourly Summary]

Approach		Northern Side												Southern Side												Grand Total
		On Road						Off Road						On Road						Off Road						
		A			B			C			D			A			B			C			D			
		Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total				
7:00 to 8:00	2	0	2	0	0	0	88	3	91	70	0	70	0	2	2	0	0	0	24	3	27	13	1	14	206	
7:15 to 8:15	1	0	1	0	0	0	81	2	83	72	0	72	0	1	1	0	0	0	39	4	43	13	1	14	214	
7:30 to 8:30	1	0	1	0	0	0	81	1	82	75	0	75	0	1	1	0	0	0	39	3	42	13	1	14	215	
7:45 to 8:45	1	0	1	0	0	0	62	0	62	62	0	62	0	0	0	0	0	0	33	3	36	13	2	15	176	
8:00 to 9:00	1	1	2	0	4	4	36	0	36	43	0	43	0	0	0	0	0	0	30	2	32	9	1	10	127	
8:15 to 9:15	1	1	2	0	5	5	27	0	27	24	0	24	0	0	0	0	0	0	9	1	10	7	1	8	76	
8:30 to 9:30	0	1	1	1	5	6	16	0	16	15	0	15	0	0	0	0	0	0	5	1	6	5	1	6	50	
8:45 to 9:45	1	1	2	1	5	6	14	1	15	16	0	16	0	0	0	0	0	0	4	0	4	3	0	3	46	
9:00 to 10:00	1	0	1	1	1	2	11	1	12	20	0	20	0	0	0	0	0	0	5	0	5	3	0	3	43	
9:15 to 10:15	1	0	1	1	0	1	21	1	22	22	0	22	0	0	0	0	0	0	7	0	7	2	0	2	55	
9:30 to 10:30	1	0	1	0	0	0	23	1	24	23	0	23	0	0	0	0	0	0	9	0	9	1	0	8	58	
9:45 to 10:45	0	0	0	0	0	0	23	0	23	24	0	24	0	0	0	0	0	0	8	0	8	2	0	2	57	
10:00 to 11:00	0	0	0	0	0	0	31	0	31	24	0	24	0	0	0	0	0	0	8	0	8	2	0	2	65	
10:15 to 11:15	0	0	0	0	0	0	22	0	22	26	0	26	0	0	0	0	0	0	4	0	4	3	0	3	55	
10:30 to 11:30	0	0	0	0	0	0	20	0	20	22	0	22	0	0	0	0	0	0	2	0	2	3	0	3	47	
10:45 to 11:45	0	0	0	0	1	1	21	0	21	23	0	23	0	0	0	0	0	0	4	0	4	3	0	3	52	
11:00 to 12:00	0	0	0	1	3	4	18	0	18	20	0	20	0	0	0	0	0	0	6	0	6	3	0	3	51	
11:15 to 12:15	0	0	0	1	4	5	21	0	21	25	0	25	0	0	0	0	0	0	8	0	8	4	0	4	63	
11:30 to 12:30	0	0	0	2	4	6	23	0	23	28	0	28	0	0	0	0	0	0	7	0	7	4	0	4	68	
11:45 to 12:45	0	0	0	2	3	5	25	0	25	32	0	32	0	0	0	0	0	0	9	0	9	4	0	4	75	
12:00 to 13:00	1	0	1	1	1	2	26	0	26	35	0	35	0	0	0	0	0	0	10	0	10	7	0	7	81	
12:15 to 13:15	1	0	1	1	0	1	25	0	25	33	0	33	0	0	0	0	0	0	11	0	11	7	0	7	78	
12:30 to 13:30	1	0	1	0	0	0	29	0	29	33	0	33	0	0	0	0	0	0	14	0	14	9	0	9	86	
12:45 to 13:45	1	0	1	0	0	0	35	0	35	30	0	30	0	0	0	0	0	0	10	0	10	10	0	10	86	
13:00 to 14:00	0	0	0	0	0	0	33	0	33	27	0	27	0	0	0	0	0	0	7	0	7	8	0	8	75	
13:15 to 14:15	0	0	0	0	0	0	37	0	37	23	0	23	0	0	0	0	0	0	7	0	7	8	0	8	75	
13:30 to 14:30	0	0	0	0	1	1	28	0	28	20	0	20	0	0	0	0	0	0	6	0	6	8	0	8	63	
13:45 to 14:45	0	0	0	0	1	1	18	0	18	17	0	17	0	0	0	0	0	0	7	0	7	8	0	8	51	
14:00 to 15:00	0	0	0	0	3	3	17	0	17	17	1	18	0	0	0	0	0	0	6	0	6	10	0	10	54	
14:15 to 15:15	0	0	0	0	3	3	13	0	13	19	2	21	0	0	0	0	0	0	7	0	7	11	0	11	55	
14:30 to 15:30	0	0	0	0	2	2	20	0	20	20	2	22	0	0	0	0	0	0	9	0	9	20	2	22	75	
14:45 to 15:45	0	0	0	0	2	2	22	0	22	24	2	26	0	0	0	0	0	0	16	0	16	30	2	32	98	
15:00 to 16:00	0	0	0	0	0	0	24	0	24	26	3	29	0	0	0	0	0	0	18	0	18	28	2	30	101	
15:15 to 16:15	0	0	0	0	0	0	23	1	24	28	2	30	0	0	0	0	0	0	14	0	14	27	2	29	97	
15:30 to 16:30	0	0	0	0	0	0	23	1	24	31	2	33	0	1	1	0	0	0	12	0	12	19	1	20	90	
15:45 to 16:45	0	0	0	0	0	0	23	1	24	30	2	32	0	1	1	0	0	0	7	0	7	13	1	14	78	
16:00 to 17:00	0	0	0	0	0	0	24	1	25	35	0	35	0	1	1	0	0	0	5	0	5	13	2	15	81	
16:15 to 17:15	0	0	0	0	0	0	32	0	32	39	1	40	0	1	1	0	0	0	12	0	12	14	2	16	101	
16:30 to 17:30	0	0	0	0	0	0	30	0	30	44	1	45	3	0	3	0	0	0	13	0	13	16	1	17	108	
16:45 to 17:45	0	0	0	0	0	0	40	1	41	57	2	59	3	0	3	0	0	0	17	0	17	12	1	13	133	
17:00 to 18:00	0	0	0	0	1	1	50	1	51	60	2	62	3	0	3	0	0	0	22	1	23	11	0	11	151	
17:15 to 18:15	0	0	0	0	1	1	55	1	56	64	1	65	3	0	3	0	0	0	19	1	20	11	0	11	156	
17:30 to 18:30	0	0	0	0	1	1	58	1	59	63	1	64	0	0	0	0	0	0	18	2	20	9	0	9	153	
17:45 to 18:45	0	0	0	0	1	1	59	1	60	59	0	59	0	0	0	0	0	0	15	2	17	9	0	9	146	
18:00 to 19:00	0	0	0	0	0	0	52	2	54	55	2	57	0	0	0	0	0	0	12	1	13	11	0	11	135	
12hrs Totals		5	1	6	3	13	16	410	8	418	432	8	440	3	3	6	0	0	0	153	7	160	118	6	124	1,175

Client Complete Urban
Location 2. Rose Bay Promenade(between Balfour Rd & O'Sullivan Rd)
Date Thu, 21st March 2019
Survey Time 07:00-19:00 (12hrs)
Description Rose Bay Promenade Pedestrians & Cyclists Count



Approach			Northern Side												Southern Side												Grand Total
			On Road						Off Road						On Road						Off Road						
			A			B			C			D			A			B			C			D			
			Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
7:00 to 7:15	0	0	0	2	0	2	14	2	16	17	2	19	0	0	0	0	0	0	8	0	8	2	0	2	47		
7:15 to 7:30	0	0	0	0	1	1	23	0	23	14	0	14	0	0	0	0	0	0	2	0	2	3	0	3	43		
7:30 to 7:45	0	0	0	0	0	0	29	3	32	17	0	17	0	0	0	0	0	0	5	2	7	10	0	10	66		
7:45 to 8:00	0	0	0	0	1	1	19	2	21	26	0	26	0	0	0	0	0	0	6	0	6	3	0	3	57		
8:00 to 8:15	0	0	0	0	0	0	18	0	18	25	0	25	0	0	0	0	1	1	3	0	3	10	1	11	58		
8:15 to 8:30	0	0	0	0	0	0	11	0	11	20	0	20	2	0	2	1	0	1	10	0	10	8	1	9	53		
8:30 to 8:45	0	0	0	0	0	0	6	0	6	10	0	10	0	0	0	0	0	0	0	0	0	2	0	2	18		
8:45 to 9:00	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	4		
9:00 to 9:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3		
9:15 to 9:30	0	0	0	0	0	0	4	0	4	5	0	5	0	0	0	0	1	1	3	0	3	1	1	2	15		
9:30 to 9:45	0	0	0	0	0	0	7	0	7	5	0	5	0	0	0	0	0	0	6	0	6	3	0	3	21		
9:45 to 10:00	0	0	0	0	0	0	2	0	2	5	0	5	0	0	0	0	0	0	3	0	3	0	0	0	10		
10:00 to 10:15	0	0	0	0	0	0	13	0	13	3	0	3	0	0	0	0	0	0	5	0	5	2	0	2	23		
10:15 to 10:30	0	0	0	0	0	0	10	0	10	7	0	7	0	0	0	0	0	0	1	0	1	0	0	0	18		
10:30 to 10:45	0	0	0	0	0	0	3	0	3	4	0	4	0	1	1	0	0	0	1	0	1	0	0	0	9		
10:45 to 11:00	0	0	0	0	0	0	5	0	5	4	0	4	0	0	0	0	0	0	0	0	0	3	0	3	12		
11:00 to 11:15	0	0	0	0	0	0	3	0	3	3	0	3	0	0	0	0	0	0	2	0	2	1	0	1	9		
11:15 to 11:30	0	0	0	0	0	0	2	0	2	5	0	5	0	0	0	0	0	0	1	0	1	2	1	3	11		
11:30 to 11:45	0	0	0	0	0	0	4	0	4	5	0	5	0	0	0	0	0	0	2	0	2	3	0	3	14		
11:45 to 12:00	0	0	0	0	0	0	2	0	2	4	0	4	0	0	0	0	0	0	4	0	4	2	3	5	15		
12:00 to 12:15	0	0	0	0	0	0	4	0	4	3	0	3	0	0	0	0	0	0	1	0	1	1	0	1	9		
12:15 to 12:30	0	0	0	1	0	1	5	0	5	7	0	7	0	0	0	0	0	0	6	0	6	3	0	3	22		
12:30 to 12:45	0	0	0	0	0	0	7	0	7	6	1	7	0	0	0	0	0	0	5	0	5	6	0	6	25		
12:45 to 13:00	0	0	0	0	0	0	3	0	3	2	0	2	0	0	0	0	0	0	6	0	6	4	0	4	15		
13:00 to 13:15	0	0	0	0	0	0	4	0	4	5	0	5	0	0	0	0	0	0	6	0	6	3	1	4	19		
13:15 to 13:30	0	0	0	0	0	0	5	0	5	7	0	7	0	0	0	0	0	0	5	0	5	8	0	8	25		
13:30 to 13:45	1	0	1	0	0	0	3	0	3	8	0	8	0	0	0	0	0	0	1	0	1	0	0	0	13		
13:45 to 14:00	0	0	0	0	0	0	5	0	5	4	0	4	0	0	0	0	0	0	7	0	7	3	0	3	19		
14:00 to 14:15	0	0	0	0	1	1	3	0	3	3	0	3	0	0	0	0	0	0	3	0	3	2	0	2	12		
14:15 to 14:30	0	0	0	0	0	0	12	1	13	4	0	4	0	0	0	0	0	0	2	0	2	3	0	3	22		
14:30 to 14:45	0	0	0	0	0	0	2	0	2	4	0	4	0	0	0	0	0	0	3	0	3	4	0	4	13		
14:45 to 15:00	0	0	0	0	0	0	3	0	3	6	0	6	0	0	0	0	0	0	3	0	3	4	0	4	16		
15:00 to 15:15	0	0	0	0	0	0	1	0	1	8	0	8	0	0	0	0	0	0	2	0	2	2	0	2	13		
15:15 to 15:30	0	0	0	0	0	0	5	0	5	3	1	4	0	0	0	0	0	0	12	0	12	2	0	2	23		
15:30 to 15:45	0	0	0	0	0	0	6	0	6	6	0	6	0	0	0	0	0	0	21	0	21	5	1	6	39		
15:45 to 16:00	0	0	0	0	0	0	5	1	6	4	1	5	0	0	0	0	0	0	4	0	4	2	0	2	17		
16:00 to 16:15	0	0	0	0	0	0	4	1	5	8	0	8	0	0	0	0	0	0	5	0	5	8	1	9	27		
16:15 to 16:30	0	0	0	0	0	0	5	0	5	12	0	12	0	0	0	0	0	0	0	0	0	3	1	4	21		
16:30 to 16:45	0	0	0	0	1	1	8	0	8	10	0	10	1	0	1	0	0	0	2	0	2	4	0	4	26		
16:45 to 17:00	0	0	0	0	0	1	1	8	0	8	8	0	8	0	0	0	0	0	2	0	2	1	0	1	20		
17:00 to 17:15	0	0	0	0	0	0	6	0	6	5	2	7	0	0	0	0	0	0	4	1	5	3	0	3	21		
17:15 to 17:30	0	0	0	0	1	1	9	0	9	13	1	14	0	0	0	0	0	0	8	0	8	11	0	11	43		
17:30 to 17:45	0	0	0	0	0	0	11	2	13	12	1	13	0	0	0	0	0	0	5	0	5	9	0	9	40		
17:45 to 18:00	0	0	0	0	1	1	12	0	12	12	0	12	0	0	0	0	0	0	5	0	5	12	0	12	42		
18:00 to 18:15	0	0	0	0	0	0	16	1	17	14	0	14	0	0	0	0	0	0	11	0	11	11	0	11	53		
18:15 to 18:30	0	0	0	0	3	3	14	0	14	14	1	15	0	0	0	0	0	0	12	0	12	6	0	6	50		
18:30 to 18:45	0	0	0	0	2	2	12	0	12	22	0	22	0	0	0	0	0	0	12	0	12	9	1	10	58		
18:45 to 19:00	0	0	0	0	1	1	15	1	16	13	2	15	0	0	0	0	0	0	4	0	4	10	0	10	46		
12hrs Totals	1	0	1	3	13	16	371	14	385	403	12	415	3	1	4	1	2	3	220	3	223	196	12	208	1,251		



Hourly Summary			Northern Side												Southern Side												Grand Total
			On Road						Off Road						On Road						Off Road						
			A			B			C			D			A			B			C			D			
			Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total				
7:00 to 8:00	0	0	0	2	2	4	85	7	92	74	2	76	0	0	0	0	0	0	21	2	23	18	0	18	213		
7:15 to 8:15	0	0	0	0	2	2	89	5	94	82	0	82	0	0	0	0	1	1	16	2	18	26	1	27	224		
7:30 to 8:30	0	0	0	0	1	1	77	5	82	88	0	88	2	0	2	1	1	2	24	2	26	31	2	33	234		
7:45 to 8:45	0	0	0	0	1	1	54	2	56	81	0	81	2	0	2	1	1	2	19	0	19	23	2	25	186		
8:00 to 9:00	0	0	0	0	0	0	37	0	37	56	0	56	2	0	2	1	1	2	14	0	14	20	2	22	133		
8:15 to 9:15	0	0	0	0	0	0	20	0	20	31	0	31	2	0	2	1	0	1	11	0	11	12	1	13	78		
8:30 to 9:30	0	0	0	0	0	0	13	0	13	16	0	16	0	0	0	0	1	1	4	0	4	5	1	6	40		
8:45 to 9:45	0	0	0	0	0	0	14	0	14	11	0	11	0	0	0	0	1	1	10	0	10	6	1	7	43		
9:00 to 10:00	0	0	0	0	0	0	14	0	14	15	0	15	0	0	0	0	1	1	12	0	12	6	1	7	49		
9:15 to 10:15	0	0	0	0	0	0	26	0	26	18	0	18	0	0	0	0	1	1	17	0	17	6	1	7	69		
9:30 to 10:30	0	0	0	0	0	0	32	0	32	20	0	20	0	0	0	0	0	0	15	0	15	5	0	5	72		
9:45 to 10:45	0	0	0	0	0	0	28	0	28	19	0	19	0	1	1	0	0	0	10	0	10	2	0	2	60		
10:00 to 11:00	0	0	0	0	0	0	31	0	31	18	0	18	0	1	1	0	0	0	7	0	7	5	0	5	62		
10:15 to 11:15	0	0	0	0	0	0	21	0	21	18	0	18	0	1	1	0	0	0	4	0	4	4	0	4	48		
10:30 to 11:30	0	0	0	0	0	0	13	0	13	16	0	16	0	1	1	0	0	0	4	0	4	6	1	7	41		
10:45 to 11:45	0	0	0	0	0	0	14	0	14	17	0	17	0	0	0	0	0	0	5	0	5	9	1	10	46		
11:00 to 12:00	0	0	0	0	0	0	11	0	11	17	0	17	0	0	0	0	0	0	9	0	9	8	4	12	49		
11:15 to 12:15	0	0	0	0	0	0	12	0	12	17	0	17	0	0	0	0	0	0	8	0	8	8	4	12	49		
11:30 to 12:30	0	0	0	1	0	1	15	0	15	19	0	19	0	0	0	0	0	0	13	0	13	9	3	12	60		
11:45 to 12:45	0	0	0	1	0	1	18	0	18	20	1	21	0	0	0	0	0	0	16	0	16	12	3	15	71		
12:00 to 13:00	0	0	0	1	0	1	19	0	19	18	1	19	0	0	0	0	0	0	18	0	18	14	0	14	71		
12:15 to 13:15	0	0	0	1	0	1	19	0	19	20	1	21	0	0	0	0	0	0	23	0	23	16	1	17	81		
12:30 to 13:30	0	0	0	0	0	0	19	0	19	20	1	21	0	0	0	0	0	0	22	0	22	21	1	22	84		
12:45 to 13:45	1	0	1	0	0	0	15	0	15	22	0	22	0	0	0	0	0	0	18	0	18	15	1	16	72		
13:00 to 14:00	1	0	1	0	0	0	17	0	17	24	0	24	0	0	0	0	0	0	19	0	19	14	1	15	76		
13:15 to 14:15	1	0	1	0	1	1	16	0	16	22	0	22	0	0	0	0	0	0	16	0	16	13	0	13	69		
13:30 to 14:30	1	0	1	0	1	1	23	1	24	19	0	19	0	0	0	0	0	0	13	0	13	8	0	8	66		
13:45 to 14:45	0	0	0	1	1	2	22	1	23	15	0	15	0	0	0	0	0	0	15	0	15	12	0	12	66		
14:00 to 15:00	0	0	0	1	1	2	20	1	21	17	0	17	0	0	0	0	0	0	11	0	11	13	0	13	63		
14:15 to 15:15	0	0	0	0	0	0	18	1	19	22	0	22	0	0	0	0	0	0	10	0	10	13	0	13	64		
14:30 to 15:30	0	0	0	0	0	0	11	0	11	21	1	22	0	0	0	0	0	0	20	0	20	12	0	12	65		
14:45 to 15:45	0	0	0	0	0	0	15	0	15	23	1	24	0	0	0	0	0	0	38	0	38	13	1	14	91		
15:00 to 16:00	0	0	0	0	0	0	17	1	18	21	2	23	0	0	0	0	0	0	39	0	39	11	1	12	92		
15:15 to 16:15	0	0	0	0	0	0	20	2	22	21	2	23	0	0	0	0	0	0	42	0	42	17	2	19	106		
15:30 to 16:30	0	0	0	0	0	0	20	2	22	30	1	31	0	0	0	0	0	0	30	0	30	18	3	21	104		
15:45 to 16:45	0	0	0	1	1	2	22	2	24	34	1	35	1	0	1	0	0	0	11	0	11	17	2	19	91		
16:00 to 17:00	0	0	0	2	2	4	25	1	26	38	0	38	1	0	1	0	0	0	9	0	9	16	2	18	94		
16:15 to 17:15	0	0	0	2	2	4	27	0	27	35	2	37	1	0	1	0	0	0	8	1	9	11	1	12	88		
16:30 to 17:30	0	0	0	3	3	6	31	0	31	36	3	39	1	0	1	0	0	0	16	1	17	19	0	19	110		
16:45 to 17:45	0	0	0	2	2	4	34	2	36	38	4	42	0	0	0	0	0	0	19	1	20	24	0	24	124		
17:00 to 18:00	0	0	0	2	2	4	38	2	40	42	4	46	0	0	0	0	0	0	22	1	23	35	0	35	146		
17:15 to 18:15	0	0	0	2	2	4	48	3	51	51	2	53	0	0	0	0	0	0	29	0	29	43	0	43	178		
17:30 to 18:30	0	0	0	4	4	8	53	3	56	52	2	54	0	0	0	0	0	0	33	0	33	38	0	38	185		
17:45 to 18:45	0	0	0	6	6	12	54	1	55	62	1	63	0	0	0	0	0	0	40	0	40	38	1	39	203		
18:00 to 19:00	0	0	0	6	6	12	57	2	59	63	3	66	0	0	0	0	0	0	39	0	39	36	1	37	207		
12hrs Totals	1	0	1	3	13	16	371	14	385	403	12	415	3	1	4	1	2	3	220	3	223	196	12	208	1,255		

Client Complete Urban
Location 1. Rose Bay Promenade(between Regatta Rose Bay & Cranbrook Rd)
Date Sun, 24th March 2019
Survey Time 07:00-19:00 (12hrs)
Description Rose Bay Promenade Pedestrians & Cyclists Count



[15mins Interval]

Approach	Northern Side												Southern Side												Grand Total
	On Road						Off Road						On Road						Off Road						
	A			B			C			D			A			B			C			D			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
7:00 to 7:15	0	0	0	0	3	3	5	0	5	8	1	9	0	1	1	0	0	0	0	0	0	1	0	1	19
7:15 to 7:30	0	0	0	0	3	3	17	0	17	14	0	14	0	2	2	0	0	0	1	1	2	2	0	2	40
7:30 to 7:45	0	0	0	0	13	13	18	0	18	22	1	23	1	2	3	0	0	0	3	0	3	2	0	2	62
7:45 to 8:00	0	0	0	0	6	6	15	2	17	18	0	18	0	2	2	0	1	1	1	0	1	10	0	10	55
8:00 to 8:15	0	0	0	0	5	5	13	0	13	29	2	31	0	0	0	0	1	1	2	0	2	3	0	3	55
8:15 to 8:30	0	0	0	0	5	5	13	0	13	22	0	22	3	0	3	3	0	3	3	0	3	2	0	2	51
8:30 to 8:45	0	0	0	0	1	1	26	0	26	24	1	25	1	0	1	0	0	0	7	0	7	5	0	5	65
8:45 to 9:00	0	0	0	0	1	1	18	0	18	37	0	37	1	3	4	0	0	0	1	1	2	6	0	6	68
9:00 to 9:15	0	0	0	0	0	0	18	0	18	25	0	25	0	0	0	0	0	0	6	0	6	4	0	4	53
9:15 to 9:30	0	0	0	0	1	1	25	1	26	29	2	31	0	2	2	0	0	0	11	0	11	10	0	10	81
9:30 to 9:45	0	0	0	0	2	2	29	0	29	31	0	31	0	1	1	0	0	0	3	0	3	5	0	5	71
9:45 to 10:00	0	0	0	0	5	5	24	0	24	44	0	44	0	2	2	0	0	0	3	0	3	9	0	9	87
10:00 to 10:15	0	0	0	0	2	2	21	1	22	32	0	32	0	1	1	0	0	0	9	0	9	5	0	5	71
10:15 to 10:30	0	0	0	0	0	0	19	0	19	40	0	40	0	0	0	0	1	1	5	0	5	7	0	7	72
10:30 to 10:45	0	0	0	0	3	3	20	1	21	24	2	26	0	0	0	0	0	0	2	0	2	2	0	2	54
10:45 to 11:00	0	0	0	0	4	4	32	0	32	33	0	33	0	0	0	0	0	0	5	0	5	6	0	6	80
11:00 to 11:15	0	0	0	0	0	0	28	0	28	34	1	35	0	0	0	0	0	0	1	0	1	4	0	4	68
11:15 to 11:30	0	0	0	0	0	0	17	0	17	24	0	24	0	0	0	0	1	1	6	0	6	3	0	3	51
11:30 to 11:45	0	0	0	0	1	1	25	1	26	23	0	23	0	0	0	0	0	0	6	0	6	1	0	1	57
11:45 to 12:00	0	0	0	0	0	0	28	0	28	29	0	29	0	0	0	0	0	0	3	0	3	2	0	2	62
12:00 to 12:15	0	0	0	0	0	0	11	0	11	21	2	23	0	0	0	1	0	1	2	0	2	1	0	1	38
12:15 to 12:30	0	0	0	0	1	1	14	0	14	9	1	10	0	0	0	0	0	0	7	0	7	7	0	7	39
12:30 to 12:45	0	0	0	0	2	2	14	0	14	11	0	11	0	0	0	0	0	0	1	0	1	2	0	2	30
12:45 to 13:00	0	0	0	0	0	0	16	2	18	15	0	15	0	0	0	0	0	0	3	0	3	1	0	1	37
13:00 to 13:15	0	0	0	0	0	0	7	0	7	22	0	22	0	0	0	0	0	0	2	0	2	2	0	2	33
13:15 to 13:30	0	0	0	0	0	0	8	0	8	16	0	16	0	0	0	0	0	0	1	0	1	1	0	1	26
13:30 to 13:45	0	0	0	0	1	1	4	0	4	17	1	18	0	0	0	0	0	0	1	0	1	0	0	0	24
13:45 to 14:00	0	0	0	0	0	0	7	2	9	13	0	13	0	0	0	1	0	1	2	1	3	0	0	0	26
14:00 to 14:15	0	0	0	0	0	0	12	0	12	14	2	16	0	0	0	1	0	1	3	0	3	1	0	1	33
14:15 to 14:30	0	0	0	0	0	0	11	0	11	21	1	22	0	0	0	0	0	0	1	0	1	0	0	0	34
14:30 to 14:45	0	0	0	0	0	0	19	1	20	10	1	11	0	0	0	0	0	0	2	0	2	1	0	1	34
14:45 to 15:00	0	0	0	0	0	0	22	2	24	11	0	11	0	0	0	0	0	0	4	0	4	3	0	3	42
15:00 to 15:15	0	0	0	0	0	0	25	2	27	11	1	12	0	0	0	0	0	0	2	0	2	1	0	1	42
15:15 to 15:30	0	0	0	0	0	0	14	0	14	12	0	12	0	0	0	0	0	0	2	0	2	2	0	2	30
15:30 to 15:45	0	0	0	0	1	1	16	0	16	22	1	23	0	0	0	0	0	0	5	0	5	1	0	1	46
15:45 to 16:00	0	0	0	0	0	0	19	0	19	18	6	24	0	0	0	0	0	0	2	0	2	3	0	3	48
16:00 to 16:15	0	0	0	0	1	1	6	0	6	9	0	9	0	0	0	0	0	0	3	0	3	2	0	2	21
16:15 to 16:30	0	0	0	0	2	2	25	0	25	13	0	13	0	0	0	0	0	0	5	0	5	4	0	4	49
16:30 to 16:45	0	0	0	0	2	2	21	7	28	13	0	13	0	0	0	0	0	0	2	0	2	2	0	2	47
16:45 to 17:00	0	0	0	0	0	0	12	0	12	16	0	16	0	0	0	0	0	0	4	0	4	4	0	4	36
17:00 to 17:15	0	0	0	0	0	0	11	3	14	20	4	24	0	0	0	0	0	0	0	0	0	2	0	2	40
17:15 to 17:30	0	0	0	0	0	0	15	0	15	19	0	19	0	0	0	0	0	0	3	0	3	2	0	2	39
17:30 to 17:45	0	0	0	0	0	0	24	1	25	17	0	17	0	0	0	0	0	0	3	1	4	4	0	4	50
17:45 to 18:00	0	0	0	0	0	0	21	1	22	14	1	15	0	0	0	0	0	0	4	0	4	0	0	0	41
18:00 to 18:15	0	0	0	0	0	0	13	3	16	1	1	2	0	0	0	0	0	0	6	0	6	3	0	3	27
18:15 to 18:30	0	0	0	0	0	0	2	2	4	3	0	3	0	0	0	0	0	0	2	0	2	5	0	5	14
18:30 to 18:45	0	0	0	0	0	0	3	1	4	3	0	3	0	0	0	0	0	0	3	0	3	3	0	3	13
18:45 to 19:00	0	0	0	0	0	0	3	0	3	4	0	4	0	0	0	0	0	0	2	0	2	1	0	1	10
12hrs Totals	0	0	0	0	65	65	786	33	819	917	32	949	6	16	22	6	4	10	155	4	159	147	0	147	2,171



[Hourly Summary]

Approach	Northern Side												Southern Side												Grand Total
	On Road						Off Road						On Road						Off Road						
	A			B			C			D			A			B			C			D			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total				
7:00 to 8:00	0	0	0	0	25	25	55	2	57	62	2	64	1	7	8	0	1	1	5	1	6	15	0	15	176
7:15 to 8:15	0	0	0	0	27	27	63	2	65	83	3	86	1	6	7	0	2	2	7	1	8	17	0	17	212
7:30 to 8:30	0	0	0	0	29	29	59	2	61	91	3	94	4	4	8	3	2	5	9	0	9	17	0	17	223
7:45 to 8:45	0	0	0	0	17	17	67	2	69	93	3	96	4	2	6	3	2	5	13	0	13	20	0	20	226
8:00 to 9:00	0	0	0	0	12	12	70	0	70	112	3	115	5	3	8	3	1	4	13	1	14	16	0	16	239
8:15 to 9:15	0	0	0	0	7	7	75	0	75	108	1	109	5	3	8	3	0	3	17	1	18	17	0	17	237
8:30 to 9:30	0	0	0	0	3	3	87	1	88	115	3	118	2	5	7	0	0	0	25	1	26	25	0	25	267
8:45 to 9:45	0	0	0	0	4	4	90	1	91	122	2	124	1	6	7	0	0	0	21	1	22	25	0	25	273
9:00 to 10:00	0	0	0	0	8	8	96	1	97	129	2	131	0	5	5	0	0	0	23	0	23	28	0	28	292
9:15 to 10:15	0	0	0	0	10	10	99	2	101	136	2	138	0	6	6	0	0	0	26	0	26	29	0	29	310
9:30 to 10:30	0	0	0	0	9	9	93	1	94	147	0	147	0	4	4	0	1	1	20	0	20	26	0	26	301
9:45 to 10:45	0	0	0	0	10	10	84	2	86	140	2	142	0	3	3	0	1	1	19	0	19	23	0	23	284
10:00 to 11:00	0	0	0	0	9	9	92	2	94	129	2	131	0	1	1	0	1	1	21	0	21	20	0	20	277
10:15 to 11:15	0	0	0	0	7	7	99	1	100	131	3	134	0	0	0	0	1	1	13	0	13	19	0	19	274
10:30 to 11:30	0	0	0	0	7	7	97	1	98	115	3	118	0	0	0	0	1	1	14	0	14	15	0	15	253
10:45 to 11:45	0	0	0	0	5	5	102	1	103	114	1	115	0	0	0	0	1	1	18	0	18	14	0	14	256
11:00 to 12:00	0	0	0	0	1	1	98	1	99	110	1	111	0	0	0	0	1	1	16	0	16	10	0	10	238
11:15 to 12:15	0	0	0	0	1	1	81	1	82	97	2	99	0	0	0	1	1	2	17	0	17	7	0	7	208
11:30 to 12:30	0	0	0	0	2	2	78	1	79	82	3	85	0	0	0	1	0	1	18	0	18	11	0	11	196
11:45 to 12:45	0	0	0	0	3	3	67	0	67	70	3	73	0	0	0	1	0	1	13	0	13	12	0	12	169
12:00 to 13:00	0	0	0	0	3	3	55	2	57	56	3	59	0	0	0	1	0	1	13	0	13	11	0	11	144
12:15 to 13:15	0	0	0	0	3	3	51	2	53	57	1	58	0	0	0	0	0	0	13	0	13	12	0	12	139
12:30 to 13:30	0	0	0	0	2	2	45	2	47	64	0	64	0	0	0	0	0	0	7	0	7	6	0	6	126
12:45 to 13:45	0	0	0	0	1	1	35	2	37	70	1	71	0	0	0	0	0	0	7	0	7	4	0	4	120
13:00 to 14:00	0	0	0	0	1	1	26	2	28	68	1	69	0	0	0	1	0	1	6	1	7	3	0	3	109
13:15 to 14:15	0	0	0	0	1	1	31	2	33	60	3	63	0	0	0	2	0	2	7	1	8	2	0	2	109
13:30 to 14:30	0	0	0	0	1	1	34	2	36	65	4	69	0	0	0	2	0	2	7	1	8	1	0	1	117
13:45 to 14:45	0	0	0	0	0	0	49	3	52	58	4	62	0	0	0	2	0	2	8	1	9	2	0	2	127
14:00 to 15:00	0	0	0	0	0	0	64	3	67	56	4	60	0	0	0	1	0	1	10	0	10	5	0	5	143
14:15 to 15:15	0	0	0	0	0	0	77	5	82	53	3	56	0	0	0	0	0	0	9	0	9	5	0	5	152
14:30 to 15:30	0	0	0	0	0	0	80	5	85	44	2	46	0	0	0	0	0	0	10	0	10	7	0	7	148
14:45 to 15:45	0	0	0	0	1	1	77	4	81	56	2	58	0	0	0	0	0	0	13	0	13	7	0	7	160
15:00 to 16:00	0	0	0	0	1	1	74	2	76	63	8	71	0	0	0	0	0	0	11	0	11	7	0	7	166
15:15 to 16:15	0	0	0	0	2	2	55	0	55	61	7	68	0	0	0	0	0	0	12	0	12	8	0	8	145
15:30 to 16:30	0	0	0	0	4	4	66	0	66	62	7	69	0	0	0	0	0	0	15	0	15	10	0	10	164
15:45 to 16:45	0	0	0	0	5	5	71	7	78	53	6	59	0	0	0	0	0	0	12	0	12	11	0	11	165
16:00 to 17:00	0	0	0	0	5	5	64	7	71	51	0	51	0	0	0	0	0	0	14	0	14	12	0	12	153
16:15 to 17:15	0	0	0	0	4	4	69	10	79	62	4	66	0	0	0	0	0	0	11	0	11	12	0	12	172
16:30 to 17:30	0	0	0	0	2	2	59	10	69	68	4	72	0	0	0	0	0	0	9	0	9	10	0	10	162
16:45 to 17:45	0	0	0	0	0	0	62	4	66	72	4	76	0	0	0	0	0	0	10	1	11	12	0	12	165
17:00 to 18:00	0	0	0	0	0	0	71	5	76	70	5	75	0	0	0	0	0	0	10	1	11	8	0	8	170
17:15 to 18:15	0	0	0	0	0	0	73	5	78	51	2	53	0	0	0	0	0	0	16	1	17	9	0	9	157
17:30 to 18:30	0	0	0	0	0	0	60	7	67	35	2	37	0	0	0	0	0	0	15	1	16	12	0	12	132
17:45 to 18:45	0	0	0	0	0	0	39	7	46	21	2	23	0	0	0	0	0	0	15	0	15	11	0	11	95
18:00 to 19:00	0	0	0	0	0	0	21	6	27	11	1	12	0	0	0	0	0	0	13	0	13	12	0	12	64
12hrs Totals	0	0	0	0	65	65	786	33	819	917	32	949	6	16	22	6	4	10	155	4	159	147	0	147	2,177

Client Complete Urban
Location 2. Rose Bay Promenade(between Balfour Rd & O'Sullivan Rd)
Date Sun, 24th March 2019
Survey Time 07:00-19:00 (12hrs)
Description Rose Bay Promenade Pedestrians & Cyclists Count



[15mins interval]

Approach	Northern Side												Southern Side												Grand Total	
	On Road						Off Road						On Road						Off Road							
	A			B			C			D			A			B			C			D				
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total					
7:00 to 7:15	0	0	0	0	11	11	11	0	11	5	0	5	0	1	1	0	0	0	0	1	1	2	0	2	31	
7:15 to 7:30	0	0	0	0	9	9	13	0	13	11	0	11	0	4	4	0	0	0	7	0	7	2	0	2	46	
7:30 to 7:45	0	0	0	0	18	18	12	0	12	19	0	19	2	3	5	0	0	0	4	0	4	4	0	4	62	
7:45 to 8:00	0	0	0	0	8	8	21	2	23	28	2	30	0	0	0	0	0	0	5	0	5	7	0	7	73	
8:00 to 8:15	0	0	0	1	4	5	15	0	15	29	0	29	0	4	4	0	0	0	4	0	4	4	0	4	61	
8:15 to 8:30	0	0	0	0	2	2	24	0	24	24	0	24	0	5	5	0	0	0	5	0	5	8	0	8	68	
8:30 to 8:45	0	0	0	0	1	1	17	0	17	31	0	31	0	9	9	0	0	0	6	0	6	2	0	2	66	
8:45 to 9:00	0	0	0	0	0	0	36	0	36	26	0	26	0	10	10	0	0	0	8	0	8	4	0	4	84	
9:00 to 9:15	0	0	0	0	2	2	12	0	12	36	0	36	0	0	0	0	0	0	19	0	19	3	0	3	72	
9:15 to 9:30	0	0	0	0	2	2	33	2	35	31	3	34	1	1	2	0	0	0	11	0	11	11	0	11	95	
9:30 to 9:45	0	0	0	0	2	2	29	0	29	31	1	32	0	3	3	0	0	0	7	0	7	13	0	13	86	
9:45 to 10:00	0	0	0	0	5	5	22	0	22	49	1	50	0	0	0	0	0	0	15	0	15	17	0	17	109	
10:00 to 10:15	1	0	1	0	2	2	26	0	26	12	0	12	0	1	1	1	0	1	6	0	6	10	0	10	59	
10:15 to 10:30	0	0	0	0	0	0	16	1	17	39	1	40	0	0	0	0	0	0	2	0	2	9	0	9	68	
10:30 to 10:45	0	0	0	0	3	3	29	2	31	18	4	22	0	0	0	0	0	0	3	0	3	7	0	7	66	
10:45 to 11:00	0	0	0	0	5	5	16	0	16	34	0	34	0	1	1	0	0	0	8	0	8	8	0	8	72	
11:00 to 11:15	2	0	2	2	2	4	28	2	30	26	5	31	0	1	1	0	0	0	10	0	10	11	0	11	89	
11:15 to 11:30	0	0	0	0	0	0	27	3	30	16	0	16	0	0	0	0	0	0	10	0	10	3	0	3	59	
11:30 to 11:45	0	0	0	0	1	1	24	1	25	26	0	26	0	1	1	0	0	0	7	0	7	13	0	13	73	
11:45 to 12:00	0	0	0	0	0	0	12	0	12	21	0	21	0	2	2	0	0	0	9	1	10	6	0	6	51	
12:00 to 12:15	0	0	0	0	0	0	17	1	18	32	4	36	0	0	0	0	0	0	18	0	18	5	0	5	77	
12:15 to 12:30	0	0	0	0	0	0	17	0	17	27	2	29	0	1	1	0	0	0	9	0	9	6	0	6	62	
12:30 to 12:45	0	0	0	0	0	0	15	0	15	17	1	18	0	0	0	0	0	0	5	0	5	8	0	8	46	
12:45 to 13:00	0	0	0	0	0	0	4	2	6	21	1	22	0	0	0	0	0	0	8	0	8	4	0	4	40	
13:00 to 13:15	0	0	0	0	0	0	12	0	12	20	0	20	0	0	0	0	0	0	7	0	7	4	0	4	43	
13:15 to 13:30	0	0	0	0	0	0	7	0	7	20	0	20	0	0	0	0	0	0	7	0	7	4	0	4	38	
13:30 to 13:45	0	0	0	0	1	1	10	0	10	21	0	21	0	5	5	0	0	0	2	0	2	4	1	5	44	
13:45 to 14:00	0	0	0	0	0	0	12	2	14	11	0	11	0	1	1	0	0	0	7	0	7	1	0	1	34	
14:00 to 14:15	2	0	2	0	3	3	17	1	18	19	3	22	0	1	1	0	0	0	10	0	10	3	0	3	59	
14:15 to 14:30	0	0	0	0	1	1	10	0	10	20	1	21	0	2	2	0	0	0	5	0	5	1	0	1	40	
14:30 to 14:45	0	0	0	0	0	0	9	1	10	21	1	22	0	1	1	0	0	0	8	0	8	4	0	4	45	
14:45 to 15:00	0	0	0	0	0	0	17	1	18	12	2	14	0	2	2	0	0	0	6	0	6	0	0	0	40	
15:00 to 15:15	0	0	0	0	2	2	23	0	23	10	0	10	0	1	1	0	0	0	5	0	5	2	0	2	43	
15:15 to 15:30	0	0	0	0	0	0	9	0	9	15	0	15	0	0	0	0	0	0	10	0	10	7	0	7	41	
15:30 to 15:45	0	0	0	0	1	1	6	0	6	16	0	16	0	0	0	0	0	0	8	1	9	4	0	4	36	
15:45 to 16:00	0	0	0	0	2	2	6	0	6	10	6	16	0	0	0	0	0	0	5	0	5	1	0	1	30	
16:00 to 16:15	2	0	2	0	1	1	11	0	11	9	0	9	0	0	0	0	0	0	4	0	4	3	0	3	30	
16:15 to 16:30	0	0	0	0	0	0	18	0	18	18	1	19	0	1	1	0	0	0	1	0	1	2	0	2	41	
16:30 to 16:45	0	0	0	0	0	0	10	7	17	15	2	17	0	1	1	0	0	0	7	0	7	2	0	2	44	
16:45 to 17:00	0	0	0	0	0	0	20	0	20	23	0	23	0	1	1	0	0	0	3	0	3	0	0	0	47	
17:00 to 17:15	0	0	0	0	3	3	21	3	24	29	4	33	0	1	1	0	0	0	7	0	7	5	0	5	73	
17:15 to 17:30	0	0	0	0	0	0	19	0	19	25	0	25	0	0	0	0	0	0	1	0	1	5	0	5	50	
17:30 to 17:45	1	0	1	2	0	2	32	0	32	21	0	21	0	1	1	0	0	0	5	1	6	8	0	8	71	
17:45 to 18:00	0	0	0	4	0	4	10	1	11	17	3	20	0	2	2	0	0	0	2	0	2	10	0	10	49	
18:00 to 18:15	2	0	2	0	0	0	9	3	12	1	0	1	0	1	1	0	0	0	4	0	4	8	1	9	29	
18:15 to 18:30	0	0	0	0	0	0	6	2	8	3	0	3	0	0	0	0	1	0	1	4	0	4	4	0	4	20
18:30 to 18:45	0	0	0	0	0	0	6	1	7	3	0	3	0	0	0	0	0	0	4	0	4	3	0	3	17	
18:45 to 19:00	0	0	0	0	0	0	1	0	3	2	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	8
12hrs Totals	10	0	10	9	92	101	779	38	817	970	48	1,018	3	68	71	2	0	2	310	4	314	252	2	254	2,587	

[Hourly Summary]

Approach	Northern Side												Southern Side												Grand Total
	On Road						Off Road						On Road						Off Road						
	A			B			C			D			A			B			C			D			
	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	Peds	Cyclists	Total	
7:00 to 8:00	0	0	0	0	46	46	57	2	59	63	2	65	2	8	10	0	0	0	16	1	17	15	0	15	212
7:15 to 8:15	0	0	0	1	39	40	61	2	63	87	2	89	2	11	13	0	0	0	20	0	20	17	0	17	242
7:30 to 8:30	0	0	0	1	32	33	72	2	74	100	2	102	2	12	14	0	0	0	18	0	18	23	0	23	264
7:45 to 8:45	0	0	0	1	15	16	77	2	79	112	2	114	0	18	18	0	0	0	20	0	20	21	0	21	268
8:00 to 9:00	0	0	0	1	7	8	92	0	92	110	0	110	0	28	28	0	0	0	23	0	23	18	0	18	279
8:15 to 9:15	0	0	0	0	5	5	89	0	89	117	0	117	0	24	24	0	0	0	38	0	38	17	0	17	290
8:30 to 9:30	0	0	0	0	5	5	98	2	100	124	3	127	1	20	21	0	0	0	44	0	44	20	0	20	317
8:45 to 9:45	0	0	0	0	6	6	110	2	112	124	4	128	1	14	15	0	0	0	45	0	45	31	0	31	337
9:00 to 10:00	0	0	0	0	11	11	96	2	98	147	5	152	1	4	5	0	0	0	52	0	52	44	0	44	362
9:15 to 10:15	1	0	1	0	11	11	110	2	112	123	5	128	1	5	6	1	0	1	39	0	39	51	0	51	349
9:30 to 10:30	1	0	1	0	9	9	93	1	94	131	3	134	0	4	4	1	0	1	30	0	30	49	0	49	322
9:45 to 10:45	1	0	1	0	10	10	93	3	96	118	6	124	0	1	1	1	0	1	26	0	26	43	0	43	302
10:00 to 11:00	1	0	1	0	10	10	87	3	90	103	5	108	0	2	2	1	0	1	19	0	19	34	0	34	265
10:15 to 11:15	2	0	2	2	10	12	89	5	94	117	10	127	0	2	2	0	0	0	23	0	23	35	0	35	295
10:30 to 11:30	2	0	2	2	10	12	100	7	107	94	9	103	0	2	2	0	0	0	31	0	31	29	0	29	286
10:45 to 11:45	2	0	2	2	8	10	95	6	101	102	5	107	0	3	3	0	0	0	35	0	35	35	0	35	293
11:00 to 12:00	2	0	2	2	3	5	91	6	97	89	5	94	0	4	4	0	0	0	36	1	37	33	0	33	272
11:15 to 12:15	0	0	0	0	1	1	80	5	85	95	4	99	0	3	3	0	0	0	44	1	45	27	0	27	260
11:30 to 12:30	0	0	0	0	1	1	70	2	72	106	6	112	0	4	4	0	0	0	43	1	44	30	0	30	263
11:45 to 12:45	0	0	0	0	0	0	61	1	62	97	7	104	0	3	3	0	0	0	41	1	42	25	0	25	236
12:00 to 13:00	0	0	0	0	0	0	53	3	56	97	8	105	0	1	1	0	0	0	40	0	40	23	0	23	225
12:15 to 13:15	0	0	0	0	0	0	48	2	50	85	4	89	0	1	1	0	0	0	29	0	29	22	0	22	191
12:30 to 13:30	0	0	0	0	0	0	38	2	40	78	2	80	0	0	0	0	0	0	27	0	27	20	0	20	167
12:45 to 13:45	0	0	0	0	1	1	33	2	35	82	1	83	0	5	5	0	0	0	24	0	24	16	1	17	165
13:00 to 14:00	0	0	0	0	1	1	41	2	43	72	0	72	0	6	6	0	0	0	23	0	23	13	1	14	159
13:15 to 14:15	2	0	2	0	4	4	46	3	49	71	3	74	0	7	7	0	0	0	26	0	26	12	1	13	175
13:30 to 14:30	2	0	2	0	5	5	49	3	52	71	4	75	0	9	9	0	0	0	24	0	24	9	1	10	177
13:45 to 14:45	2	0	2	0	4	4	48	4	52	71	5	76	0	5	5	0	0	0	30	0	30	9	0	9	178
14:00 to 15:00	2	0	2	0	4	4	53	3	56	72	7	79	0	6	6	0	0	0	29	0	29	8	0	8	184
14:15 to 15:15	0	0	0	0	3	3	59	2	61	63	4	67	0	6	6	0	0	0	24	0	24	7	0	7	168
14:30 to 15:30	0	0	0	0	2	2	58	2	60	58	3	61	0	4	4	0	0	0	29	0	29	13	0	13	169
14:45 to 15:45	0	0	0	0	3	3	55	1	56	53	2	55	0	3	3	0	0	0	29	1	30	13	0	13	160
15:00 to 16:00	0	0	0	0	5	5	44	0	44	51	6	57	0	1	1	0	0	0	28	1	29	14	0	14	150
15:15 to 16:15	2	0	2	0	4	4	32	0	32	50	6	56	0	0	0	0	0	0	27	1	28	15	0	15	137
15:30 to 16:30	2	0	2	0	4	4	41	0	41	53	7	60	0	1	1	0	0	0	18	1	19	10	0	10	137
15:45 to 16:45	2	0	2	0	3	3	45	7	52	52	9	61	0	2	2	0	0	0	17	0	17	8	0	8	145
16:00 to 17:00	2	0	2	0	1	1	59	7	66	65	3	68	0	3	3	0	0	0	15	0	15	7	0	7	162
16:15 to 17:15	0	0	0	0	3	3	69	10	79	85	7	92	0	4	4	0	0	0	18	0	18	9	0	9	205
16:30 to 17:30	0	0	0	0	3	3	70	10	80	92	6	98	0	3	3	0	0	0	18	0	18	12	0	12	214
16:45 to 17:45	1	0	1	2	3	5	92	3	95	98	4	102	0	3	3	0	0	0	16	1	17	18	0	18	241
17:00 to 18:00	1	0	1	6	3	9	82	4	86	92	7	99	0	4	4	0	0	0	15	1	16	28	0	28	243
17:15 to 18:15	3	0	3	6	0	6	70	4	74	64	3	67	0	4	4	0	0	0	12	1	13	31	1	32	199
17:30 to 18:30	3	0	3	6	0	6	57	6	63	42	3	45	0	4	4	1	0	1	15	1	16	30	1	31	169
17:45 to 18:45	2	0	2	4	0	4	31	7	38	24	3	27	0	3	3	1	0	1	14	0	14	25	1	26	115
18:00 to 19:00	2	0	2	0	1	1	24	6	30	9	0	9	0	1	1	1	0	1	14	0	14	15	1	16	74
12hrs Totals	10	0	10	9	92	101	779	38	817	970	48	1,018	3	68	71	2	0	2	310	4	314	252	2	254	2,584