



# **Cycling Cordon Count**

## **Civic and Acton**

### **2004 to 2008**

*48% increase in cycling over four years*

**PEDAL POWER ACT INC.**

*'More Canberrans cycling, more often, for a better community'*

## Summary

This report presents the findings of annual cordon counts of cycling in Civic and Acton.

- In the 90 minutes between 7.30am and 9.00am on Tuesday 4 March 2008, 1,964 people were recorded cycling into Civic and Acton. That is one person every 2.75 seconds.
- **Between 2004 and 2008 the counts recorded a 48% increase in the number of people cycling into the Civic/Acton area**, equivalent to an increase of 635 people.
- The busiest route into the area is Commonwealth Avenue, which in 2008 carried almost 23% of all cycling movements. This is followed by McCaughey Street (13%) and Watson St, Turner (11%).
- The largest percentage increase between 2004 and 2008 took place on Northbourne Avenue, which recorded a 372% increase from 40 people cycling in 2004 to 189 in 2008. Commonwealth Avenue had a 61% increase in numbers. Both these increases probably reflect the installation of the Dickson-Woden cycle lanes early in the period.
- The increase in numbers probably reflects the increasing popularity of cycling across Australia and also initiatives of the ACT Government such as the Dickson-Woden and other cycle lanes, bike racks on buses, bike parking guidelines and other cycling capital works. Further initiatives such as directional signposting to give riders safety and security that they are on the right route, and filling in gaps in the cycle network (eg Cotter Road cycle lanes and Jerrabomberra Wetlands cycle path) are likely to lead to more increases in cycling.

## Introduction

Each year since 2004, Pedal Power ACT has conducted a cordon count. This is an exercise where an imaginary line is drawn around Canberra City and Acton, and at 30 entry points into the combined Canberra City/Acton area, all people cycling in and out of the area are recorded. The precise locations of the counting points are indicated on the map at Appendix 1.

The count is tightly organised and conducted in the same manner and as close as possible to the same day each year, to provide a reliable indicator of year-to-year changes<sup>1</sup>. The four counts were conducted between 7:30am and 9:00am on:

- Tuesday, 2 March 2004
- Tuesday, 1 March 2005
- Tuesday, 28 February 2006
- Tuesday, 4 March 2008

Weather conditions were very similar on the four days (fine and mostly clear, with temperatures peaking in the high 20s or low 30s in the afternoon). The 2007 count is not included because it was severely affected by heavy rain and therefore does not provide a meaningful comparison with other years.

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<sup>1</sup> For full details of organisation, assumptions and methodology, contact Pedal Power to obtain the initial 2004 Report, which goes into much greater detail.

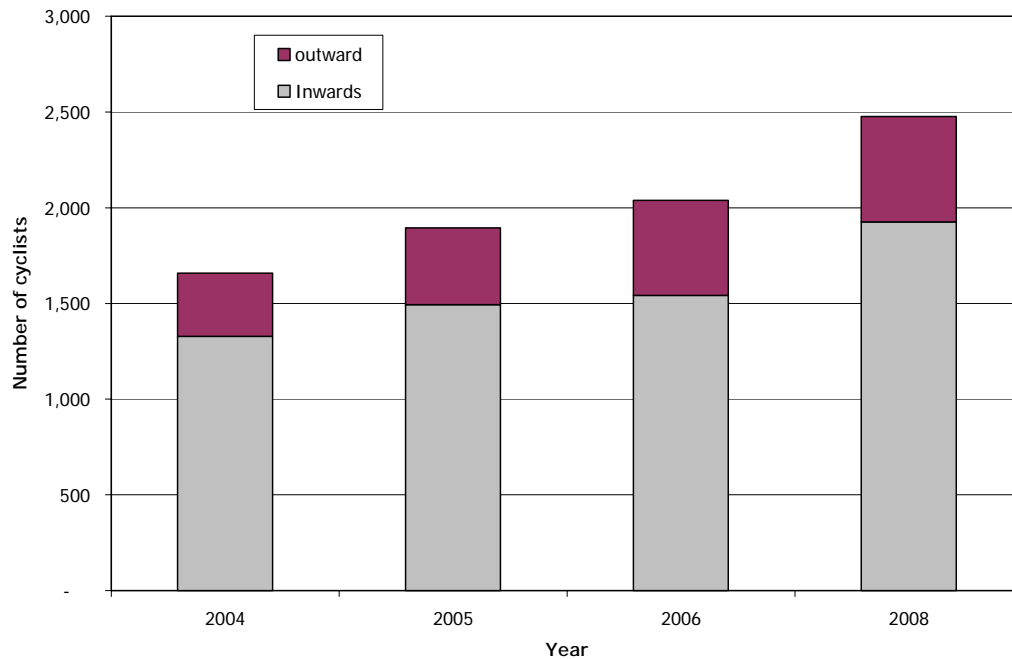
## Findings

Table 1 and Figure 1 below show the summary data over the 4-year period<sup>2</sup>.

**Table 1: Inward and Outward Cycle Counts and Percentage Changes**

	YEAR				% INCREASE			
	2004	2005	2006	2008	2004-05	2005-06	2006-08	2004-08
<b>Inward</b>	1,329	1,494	1,541	1,964	12.4%	3.1%	27.4%	47.8%
<b>Outward</b>	330	400	498	513	21.2%	24.5%	3.0%	55.5%
<b>Total</b>	<b>1,659</b>	<b>1,894</b>	<b>2,039</b>	<b>2,477</b>	<b>14.2%</b>	<b>7.7%</b>	<b>21.5%</b>	<b>49.3%</b>
<b>Outward as % of Total</b>	19.9%	21.1%	24.4%	20.7%				

**Figure 1: Chart of Inward and Outward Cycle Counts**



<sup>2</sup> The two tables in this report are simplified compilations of more detailed data. Each count consisted of 372 individual sub-counts, with percentage changes calculated across several combinations of figures. For more detail contact Pedal Power.

Key points are:

- The cordon count is done on only one day each year. As such there is likely to be some 'random variability' in the counts. For this reason we focus on changes over the longer term rather than year on year.
- The total number of people cycling counted inward increased from 1,329 in 2004 to 1,964 in 2008 (a cyclist every 2.75 seconds), an increase of 48%. Because any increase in people cycling *through* the cordon area, and therefore being counted twice, inflates the percentage change figure, we conservatively use the inward figures only, to estimate the 'underlying' change in people cycling. **Therefore we consider that cycling into Canberra City/Acton has increased by 48% over the four year period.**
- The increase in numbers probably reflects the increasing popularity of cycling across Australia and also initiatives of the ACT Government such as the Dickson-Woden and other cycle lanes, bike racks on buses, bike parking guidelines and many other cycling capital works. Further initiatives such as directional signposting to give riders safety and security that they are on the right route and filling in gaps in the cycle network (eg Cotter Road cycle lanes and Jerrabomberra Wetlands cycle path) are likely to lead to more increases in cycling.
- The percentage of the total movements made up by outwards journeys has fluctuated between 20% and 24% over the years of the count.
- More new apartment buildings in central Canberra mean that more people are living in the city and inside the cordon boundary. In the future, this will make it harder to estimate the underlying changes in cycling numbers because outward journeys will not necessarily be due to people cycling through the area.

Table 2 below sets out details from each counting point ranked by frequency in 2008.

**Table 2: Frequency at individual locations and percentage change 2004-08**

Rank 2008	Location number and description	2004	2005	2006	2008		Change 2004-2008	
		Total	Total	Total	Total	% of Total	Total	%
1	30-31 Commonwealth Avenue Bridge	352	433	485	566	22.9%	+214	60.8%
2	10 McCaughey Street, Turner	243	284	287	315	12.7%	+72	29.6%
3	11 Watson Street, Turner	194	179	160	262	10.6%	+68	35.1%
4	1 Western Lakeside Shared Path	172	205	220	237	9.6%	+65	37.8%
5	14 Northbourne Avenue, Turner/Braddon	40	121	144	189	7.6%	+149	372.5%
6	13 Moore Street, Turner	132	96	87	126	5.1%	-6	-4.5%
7	29 C'wealth Park Shared Path (S Nerang Pool)	67	90	98	114	4.6%	+47	70.1%
8	16 Lonsdale Street, Braddon	37	40	61	69	2.8%	+32	86.5%
9	6 Nicholson Crescent, Turner	40	62	8	68	2.7%	+28	70.0%
10	8 Boldrewood Street, Turner	63	60	75	57	2.3%	-6	-9.5%
11	18 Donaldson Street, Braddon	41	27	59	56	2.3%	+15	36.6%
12	15 Mort Street, Braddon	44	51	56	55	2.2%	+11	25.0%
13	21 Boolee Street, Reid	22	31	31	54	2.2%	+32	145.5%
14	17 Torrens Street, Braddon	37	32	21	51	2.1%	+14	37.8%
15	7 Froggatt Street, Turner	34	52	71	47	1.9%	+13	38.2%
16	26 Constitution Avenue, Reid	17	15	30	39	1.6%	+22	129.4%
17	20 Ainslie Avenue, Braddon/Reid	13	29	30	38	1.5%	+25	192.3%
18	5 Barry Drive, Acton/Turner	12	7	14	30	1.2%	+18	150.0%
19	9 Hackett Gardens, Turner	13	17	9	19	0.8%	+6	46.2%
20	19 Footpath, Favier Hse/Allawah Flats, Braddon	8	2	8	16	0.6%	+8	100.0%
21	4 Frith Road, Acton	17	15	20	12	0.5%	-5	-29.4%
22	23 Booroodara Street, Reid	11	9	14	11	0.4%	+0	0.0%
23	22 Coranderrk Steet (North), Reid	10	8	15	11	0.4%	+1	10.0%
24	27 Parkes Way (East)	4	4	7	7	0.3%	+3	75.0%
25	25 Western boundary of Reid CIT	13	7	6	7	0.3%	-6	-46.2%
26	24 Amaroo Street, Reid	3	2	3	6	0.2%	+3	100.0%
27	12 Footpath opp. Marcus Clarke Street, Turner	4	2	3	5	0.2%	+1	25.0%
28	3 Parkes Way (West)	5	4	3	4	0.2%	-1	-20.0%
29	28 C'wealth Park Shared Path (N Nerang Pool)	6	8	11	3	0.1%	-3	-50.0%
30	2 Lady Denman Drive	5	2	3	3	0.1%	-2	-40.0%
<b>Grand totals</b>		<b>1,659</b>	<b>1,894</b>	<b>2,039</b>	<b>2,477</b>	<b>100%</b>	<b>+818</b>	<b>49.3%</b>

**Notes:**

1. This table measures both inward and outward journeys.
2. McCaughey Street and Watson Street both have 'main route' shared paths and most of the cycling traffic is on these paths rather than on the streets.
3. Three routes have had significant events take place during the study period that might be expected to affect the data. These are:
  - a. Northbourne Avenue was fitted with on-road cycle lanes in August 2004.
  - b. Lonsdale Street was extended (by construction of Genge Street) in mid-2005, thereby providing a direct route into the heart of Civic East.
  - c. Nicholson Crescent was severely (though temporarily) disrupted by stormwater works during the 2006 count. Most people cycling towards Nicholson Crescent were observed detouring via Froggatt Street.

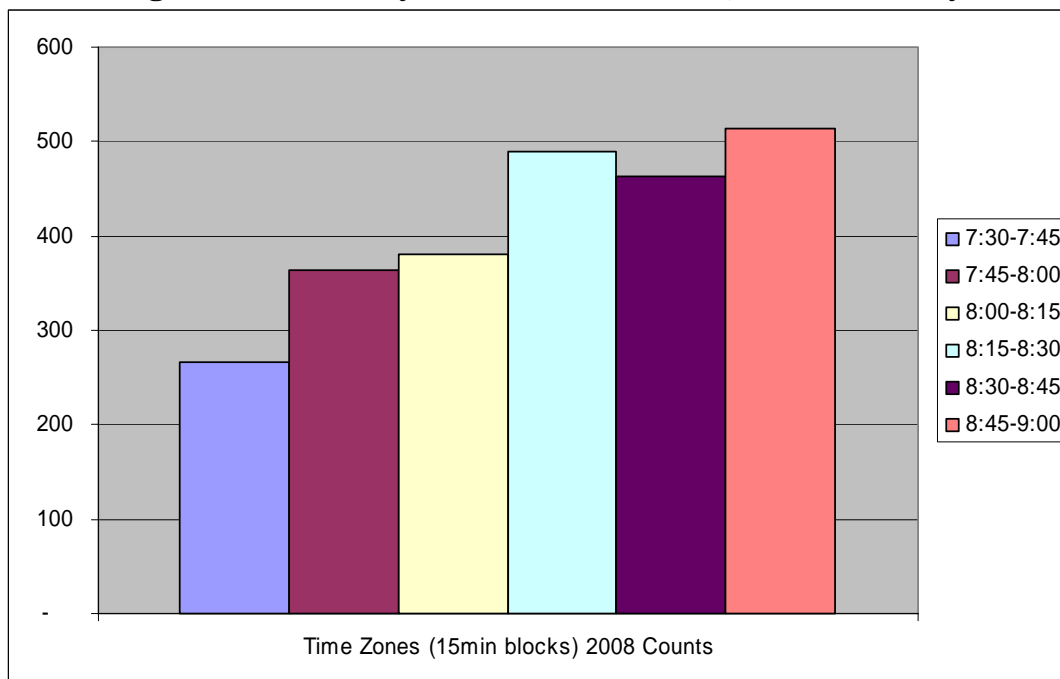
**Key points are:**

- The 10 most popular of the 30 routes carried more than 80% of all cycling traffic.
- The busiest route is Commonwealth Avenue, which in 2008 carried almost 23% of all movements. This is followed by McCaughey Street (13%) and Watson Street, Turner (11%).
- The largest percentage increase between 2004 and 2008 took place on Northbourne Avenue, which recorded a 372% increase from 40 people cycling in 2004 to 189 in 2008.

Commonwealth Ave had a 61% increase in numbers. Both these increases probably reflect the installation of the Dickson-Woden cycle lanes early in the period.

- Between 2006 and 2008, Moore Street, Turner and Watson Street, Turner experienced relatively large increases in numbers. This may be due to the new developments on the Civic side of the ANU and in western Civic.
- Consistent with other years, in 2008 there was an increase in cycling numbers across most sites.
- The period between 8.15am and 9.00am is when most movements were recorded. See Figure 2.

**Figure 2: Counts by 15 minute time zone; 2008 data only**



**Figure 3: The counters collating numbers after the count.**



**Figures 4 and 5: Counters at Commonwealth Av Bridge (sites 30 and 31).**



## Appendix A: Map showing Cordon and Count Locations

**Note:** Locations indicated by numbers are indicative only. Actual counting locations may vary slightly from those shown.

