



# Cycling Cordon Count

## Civic and Acton

### 2011 Update



**2,762 bicycles counted in 1 ½ hours – one bicycle every 2 seconds.**

**PEDAL POWER ACT INC.**

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

## Summary

- In the 90 minutes between 7:30am and 9:00am on Tuesday, 1 March 2011, 2,177 bicycles were counted entering into the city from all directions.
- This represents a 64% increase in the numbers recorded entering the city area in the seven years since the first cordon count in March 2004, or an additional 850 bicycles.
- Compared to the previous year's count in 2010, the number of bicycles counted entering the city this year is only 3 more.
- The busiest cycle route into and out of the city remains Commonwealth Avenue, which in 2011 carried 606 bicycles (22% of all bicycles counted). This was followed by McCaughey Street in Turner with 292 bicycles (11%), Watson Street in Turner with 278 (10%) and the Western lakeside path to the north of the lake with 256 (9%).

## Introduction

Each year since 2004, the Pedal Power Advocacy team has conducted a cordon bicycle count with the assistance of volunteers. The cordon captures 31 potential entry points into Civic/Acton. The location of the 31 counting sites is indicated on the map at **Appendix 1**.

The count is 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 count takes place during the 90 minute period 7:30am to 9:00am, to seek to capture morning commuters.<sup>2</sup>

Bicycles are counted crossing the cordon both inward towards the city and outward away from the city in each 15 minute time slot over the 90 minute period at each site. The number of bicycles transiting *through* the cordon area (and therefore being counted twice) may fluctuate from year to year. Therefore, the 'inward' figures are a more reliable indicator of the underlying change between years.

In most years, the weather conditions were very similar on the count days: fine and mostly clear, with temperatures peaking in the high 20s or low 30s in the afternoon. The 2007 count was severely affected by heavy rain. Accordingly, the figures obtained in 2007 are not meaningful for comparative purposes and are not taken into account in this report.

In 2009, the weather was significantly colder, ranging from 6 to 12 degrees in the morning and reaching a maximum of only 16 degrees, with a high wind chill factor. Similarly in 2010, the temperatures ranged from 7 to 12 degrees in the morning and reached a maximum of 18 degrees, with moderate to high winds. This cold blustery weather is likely to have discouraged some people from cycling.

2011 proved to be a fine, mild day with temperatures in the low 20's, with the wind gradually increasing during the morning.

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<sup>1</sup> Previous cordon counts were conducted on Tuesday, 2 March 2004; Tuesday, 1 March 2005; Tuesday, 28 February 2006; Tuesday, 4 March 2008 and Tuesday, 17 March 2009. For full details of the organisation, assumptions and methodology behind the cordon count, contact Pedal Power to obtain the initial 2004 Report, which goes into much greater detail.

<sup>2</sup> In 2004, bicycles were counted in the two hours from 7:00am and 9:00am. As the number of bicycles counted during 7:00 and 7:30am was relatively small (12% of total), in future years bicycles have been counted in the 90 minutes between 7:30am to 9:00am.

### Findings – 2011 Cordon count

The data collected from the 2011 Cordon Count is set out in the spreadsheet at **Appendix 2**.

#### Inward and outward bicycle counts

A total of 2,762 bicycles were counted overall in 2011, including 2,177 bicycles travelling inward toward the city and 585 outward from the city.

**Chart 1** below shows the number of bicycles counted travelling inward and outward across the cordon in each of the years 2004 to 2011, excluding 2007.

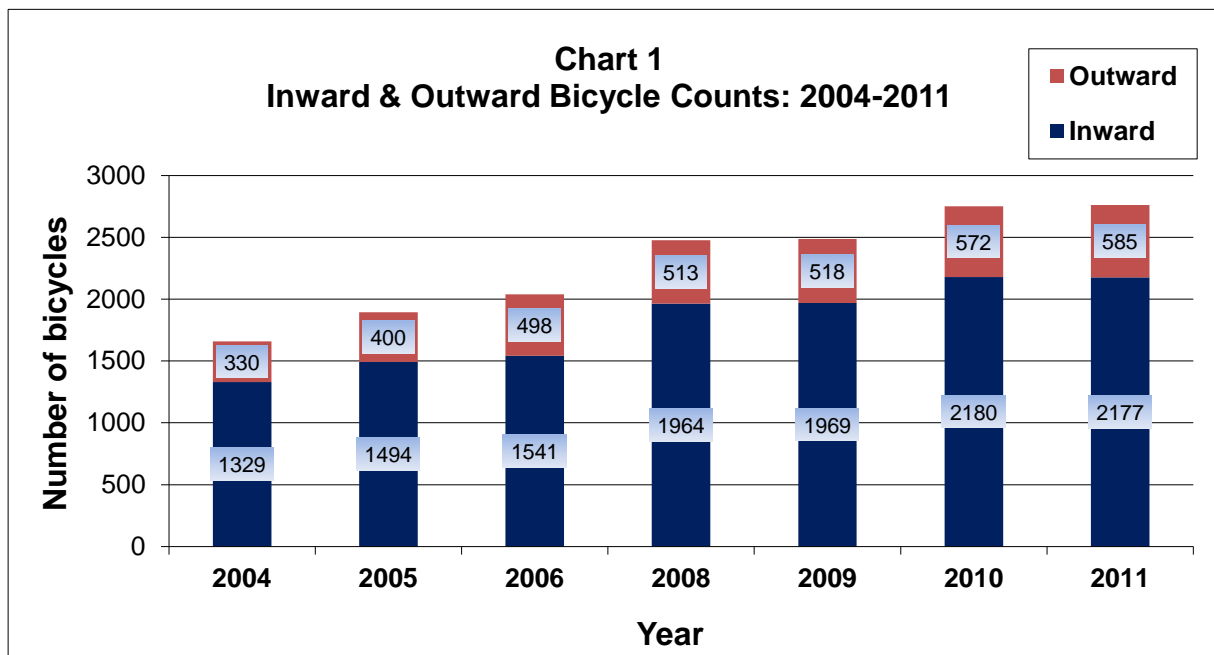
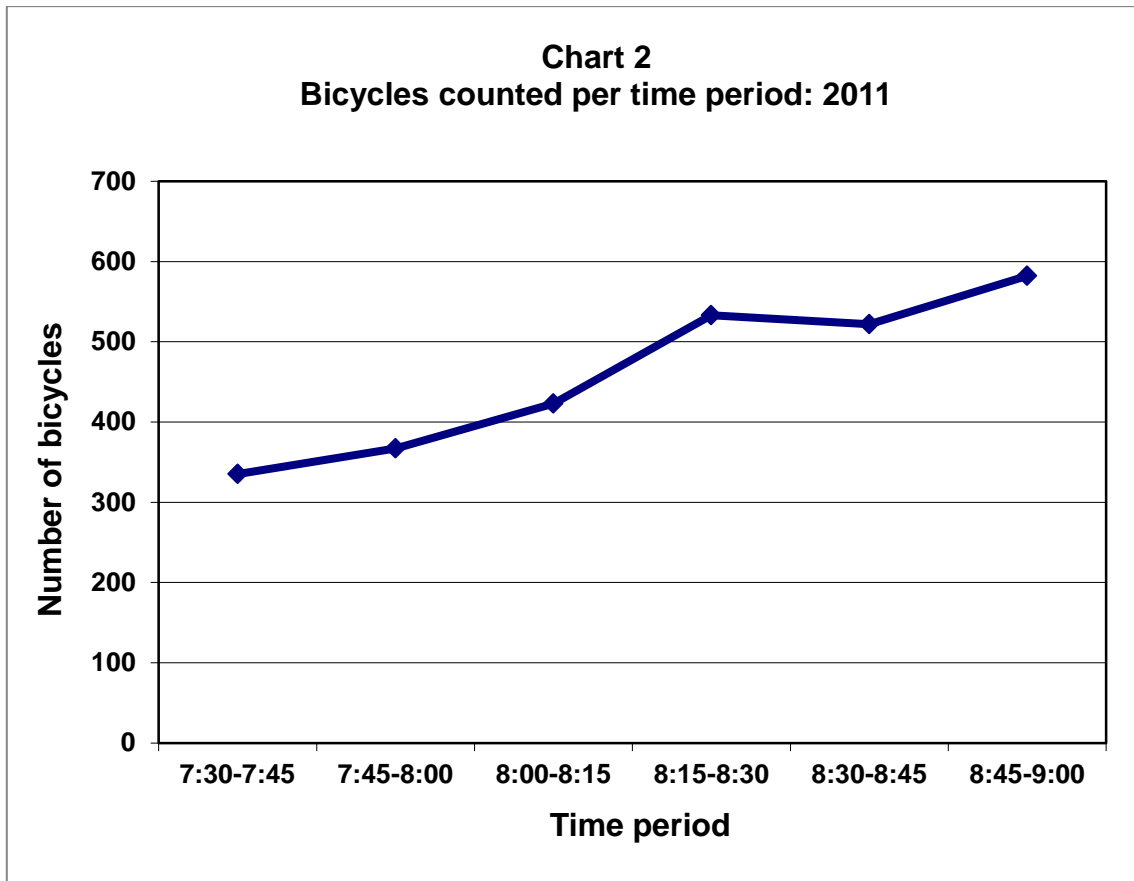


Chart 1 indicates that the number of bicycles counted travelling into the city area did not increase from the previous year and was 3 less, with 2,180 in 2010 and 2177 counted in 2011, representing a marginal decrease.

Over the six years since the inception of the cordon count in 2004, the number of inward travelling bicycles counted increased by 851 from 1,329 in 2004 to 2,180 in 2010, representing a 64% increase. With the marginal difference in 2011 the inward travelling trips is steady with the increase remaining at 64% since counting started in 2004.

#### Bicycles counted per time period

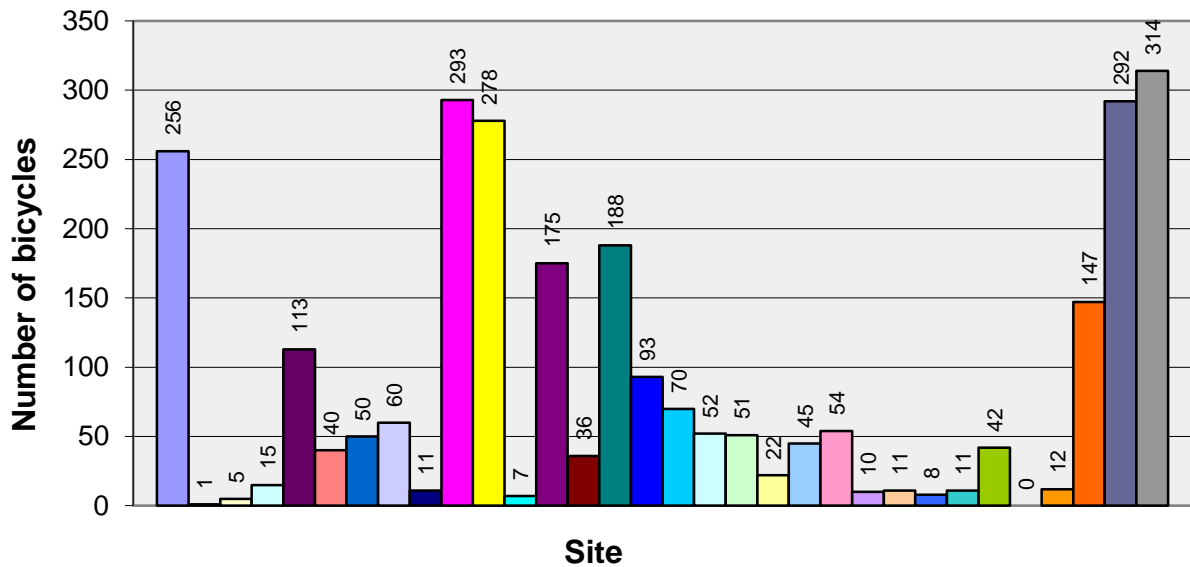
**Chart 2** below indicates that in 2011, consistent with trends found in previous years, bicycle numbers accelerate as time progresses with the busiest time slot being 8:45am to 9:00am.



**Bicycles counted per count site**

Chart 3 below shows the number of bicycles recorded in 2011 at each of the 31 count sites.

**Chart 3  
Bicycles counted per site: 2011**

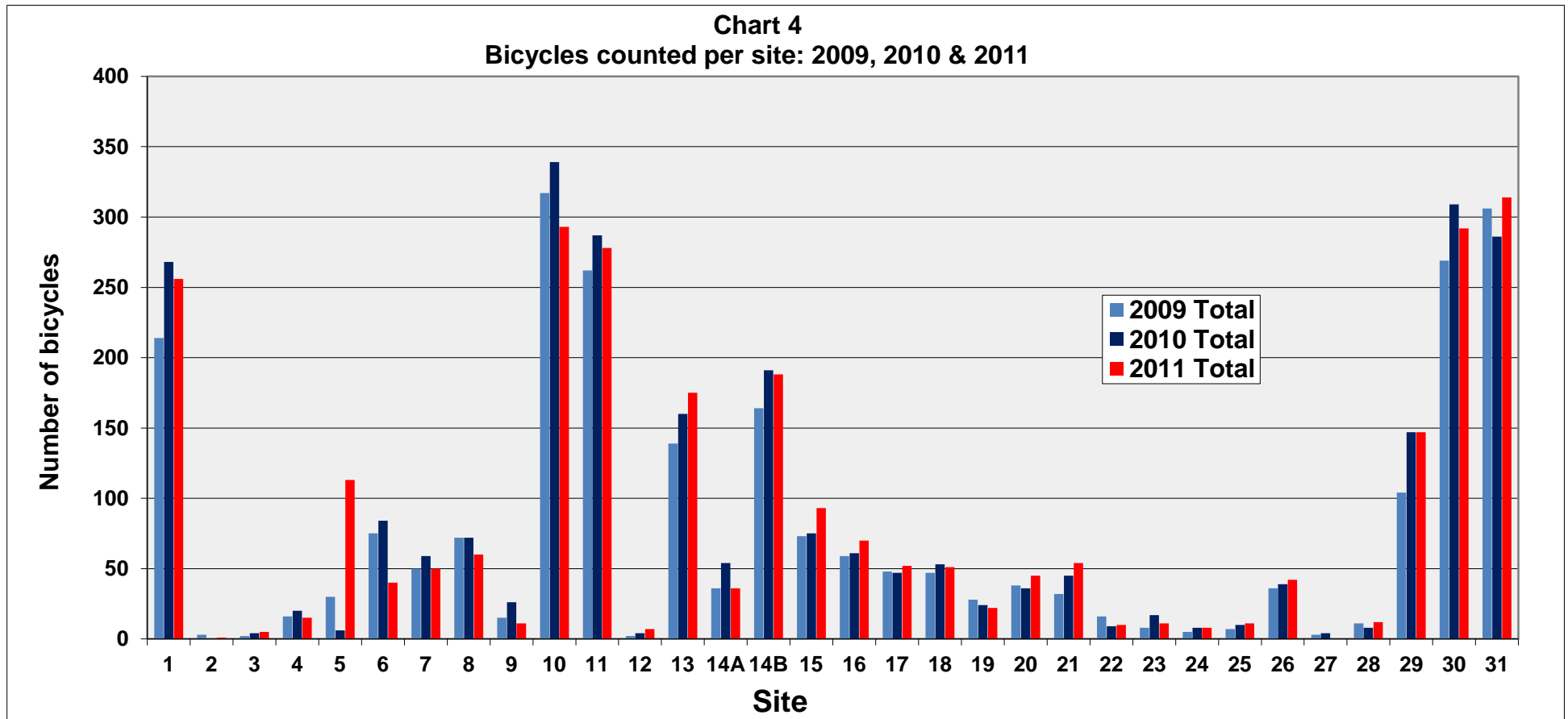


- 1 Western Lakeside Shared Path
- 2 Lady Denman Drive
- 3 Parkes Way (West)
- 4 Firth Road, Acton
- 5 Barry Drive, Acton/Turner
- 6 Nicholson Crescent, Turner
- 7 Froggatt Street, Turner
- 8 Boldrewood Street, Turner
- 9 Hackett Gardens, Turner
- 10 McCaughey Street, Turner
- 11 Watson Street, Turner
- 12 Footpath opp. Marcus Clarke Street, Turner
- 13 Moore Street, Turner
- 14A Northbourne Avenue (Northbound), Turner/Braddon
- 14B Northbourne Avenue (Southbound), Turner/Braddon
- 15 Mort Street, Braddon
- 16 Lonsdale Street, Braddon
- 17 Torrens Street, Braddon
- 18 Donaldson Street, Braddon
- 19 Footpath, Favier Hse/Allawah Flats, Braddon
- 20 Ainslie Avenue, Braddon/Reid
- 21 Boolee Street, Reid
- 22 Coranderrk Street (North), Reid
- 23 Booroondara Street, Reid
- 24 Amaroo Street, Reid
- 25 Western boundary of Reid CIT
- 26 Constitution Avenue, Reid
- 27 Parkes Way (East)
- 28 Commonwealth Park Shared Path (N Nerang Pool)
- 29 Commonwealth Park Shared Path (S Nerang Pool)
- 30 Commonwealth Avenue Bridge - Eastern span
- 31 Commonwealth Avenue Bridge - Western span

As in recent years, the most popular cycle routes in and out of the city in 2011, carrying approximately 72% of all 2,762 bicycles counted, were:

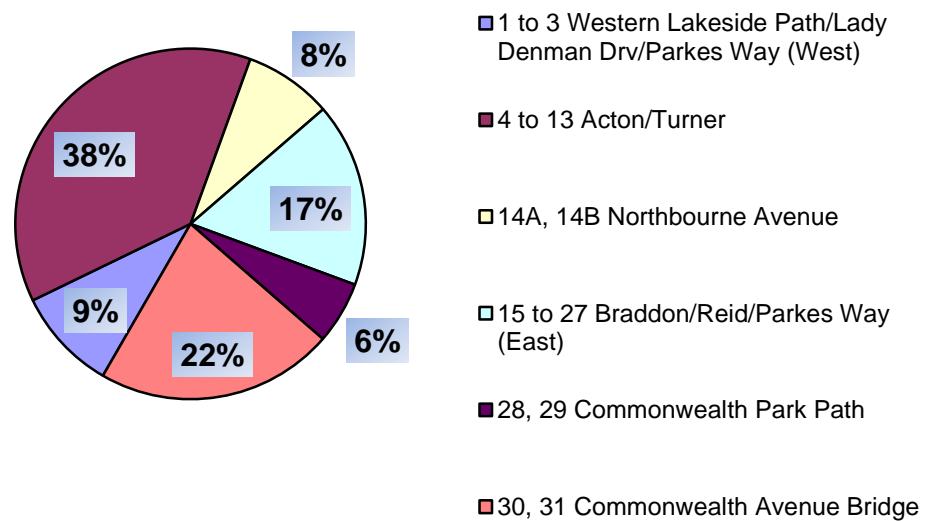
Site	All bicycles		Inward only	
	Count	%	Count	%
Commonwealth Avenue (sites 30 and 31):	606	21.9	337	15.5
McCaughey Street, Turner (site 10):	292	10.6	277	12.7
Watson Street, Turner (site 11):	278	10.1	268	12.3
Western lakeside cycle path (site 1):	256	9.3	207	9.5
Northbourne Avenue (sites 14A and 14B):	224	8.1	194	8.9
Moore Street, Turner (site 13):	175	6.3	167	7.7
Commonwealth Park path (sites 28 and 29):	<u>159</u>	<u>5.8</u>	<u>78</u>	<u>3.6</u>
<i>Subtotals:</i>	1990	72%	1590	70%

**Chart 4** below indicates that the distribution of bicycles across the cordon in 2011 remained largely the same as in 2010. However, there were increases in some locations and decreases in others. While not one of the higher use sites Barry Drive (site 5) shows a significant increase in people riding at this location.



As illustrated by **Chart 5** below, together, bicycles that crossed the cordon in locations in Acton/Turner to the north west of the city accounted for 38% of all bicycles counted in 2011. Travelling clockwise around the cordon, a further 8% of bicycles crossed the cordon on Northbourne Avenue, 17% crossed in Braddon/Reid to the north east of the city, 6% crossed on Commonwealth Park Path and 22% crossed on Commonwealth Avenue Bridge. The remaining 9% crossed the cordon on the Western lakeside path/Lady Denman Drive/Parkes Way (West) that mostly captures cycle traffic from southern Belconnen, North Woden and Weston Creek.

**Chart 5**  
**Distribution of Bicycle Movements**  
**by Site Location**



## Changes in cycling traffic

**Table 1** below shows the changes in cycling traffic over time.

**Table 1: Frequency at individual sites and percentage change 2004-10**

Site No.	Site location	2004 Total	2005 Total	2006 Total	2008 Total	2009 Total	2010 Total	2011 Total	2011 % of Total	Change 2004-2011 Total	%
30, 31	Commonwealth Avenue Bridge	352	433	485	566	575	595	606	21.9%	254	72.2%
10	Mccaughey Street, Turner	243	284	287	315	317	339	292	10.6%	49	20.2%
11	Watson Street, Turner	194	179	160	262	262	287	278	10.1%	84	43.3%
1	Western Lakeside Shared Path	172	205	220	237	214	268	256	9.3%	84	48.8%
14A, 14B	Northbourne Avenue	40	121	144	189	200	245	224	8.1%	184	460.0%
13	Moore Street, Turner	132	96	87	126	139	160	175	6.3%	43	32.6%
28, 29	Commonwealth Park Shared Path	73	98	109	117	115	155	159	5.8%	86	117.8%
6	Nicholson Crescent, Turner	40	62	8	68	75	84	40	1.4%	0	0.0%
15	Mort Street, Braddon	44	51	56	55	73	75	93	3.4%	49	111.4%
8	Boldrewood Street, Turner	63	60	75	57	72	72	60	2.2%	-3	-4.8%
16	Lonsdale Street, Braddon	37	40	61	69	59	61	70	2.5%	33	89.2%
7	Froggatt Street, Turner	34	52	71	47	50	59	50	1.8%	16	47.1%
18	Donaldson Street, Braddon	41	27	59	56	47	53	51	1.8%	10	24.4%
17	Torrens Street, Braddon	37	32	21	51	48	47	52	1.9%	15	40.5%
21	Boolee Street, Reid	22	31	31	54	32	45	54	2.0%	32	145.5%
26	Constitution Avenue, Reid	17	15	30	39	36	39	42	1.5%	25	147.1%
20	Ainslie Avenue, Braddon/Reid	13	29	30	38	38	36	45	1.6%	32	246.2%
9	Hackett Gardens, Turner	13	17	9	19	15	26	11	0.4%	-2	-15.4%
19	Footpath, Favier Hse/Allawah Flats, Braddon	8	2	8	16	28	24	22	0.8%	14	175.0%
4	Firth Road, Acton	17	15	20	12	16	20	15	0.5%	-2	-11.8%
23	Booroondara Street, Reid	11	9	14	11	8	17	11	0.4%	0	0.0%
25	Western boundary of Reid CIT	13	7	6	7	7	10	11	0.4%	-2	-15.4%
22	Coranderrk Street (North), Reid	10	8	15	11	16	9	10	0.4%	0	0.0%
24	Amaroo Street, Reid	3	2	3	6	5	8	8	0.3%	5	166.7%
5	Barry Drive, Acton/Turner	12	7	14	30	30	6	113	4.1%	101	841.7%
3	Parkes Way (West)	5	4	3	4	2	4	5	0.2%	0	0.0%
12	Footpath opp. Marcus Clarke Street, Turner	4	2	3	5	2	4	7	0.3%	3	75.0%
27	Parkes Way (East)	4	4	7	7	3	4	0	0.0%	-4	-100.0%
2	Lady Denman Drive	5	2	3	3	3	0	1	0.0%	-4	-80.0%
	<b>Total:</b>	1659	1894	2039	2477	2487	2752	2761	100%	1102	66.4%

There were increases and decreases across the various sites in 2011 with an overall increase of only ten extra bicycles being counted.

The busiest route remains Commonwealth Avenue, which in 2011 carried approximately 22% of all cycling traffic. This is followed by McCaughey Street (11%) and Watson Street (10%) in Turner and the Western lakeside path (9%).

**Counter at Moore Street**



**Appendix 1: Map showing Cordon and Count Locations**

**Note:** Locations indicated by numbers are indicative only. Actual counting locations are exactly on the cordon boundary marked as a solid line.



## APPENDIX 2 Pedal Power Cordon Count 1 March 2011

Site No.	Site location	7:30-7:45			7:45-8:00			8:00-8:15			8:15-8:30			8:30-8:45			8:45-9:00			TOTAL IN	TOTAL OUT	SITE TOTAL
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL			
1	Western Lakeside Shared Path	25	9	34	18	9	27	44	13	57	50	5	55	36	6	42	34	7	41	207	49	256
2	Lady Denman Drive	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3	Parkes Way (West)	1	0	1	0	0	0	1	0	1	0	0	0	3	0	3	0	0	0	5	0	5
4	Firth Road, Acton	0	0	0	1	0	1	3	0	3	2	0	2	3	0	3	6	0	6	15	0	15
5	Barry Drive, Acton/Turner	11	2	13	20	2	22	15	0	15	12	6	18	14	6	20	15	10	25	87	26	113
6	Nicholson Crescent, Turner	6	0	6	5	0	5	3	1	4	6	0	6	8	0	8	11	0	11	39	1	40
7	Froggatt Street, Turner	3	1	4	7	1	8	2	1	3	6	0	6	11	0	11	18	0	18	47	3	50
8	Boldrewood Street, Turner	3	2	5	3	1	4	6	1	7	10	1	11	14	1	15	18	0	18	54	6	60
9	Hackett Gardens, Turner	0	0	0	1	1	2	1	0	1	1	2	3	1	0	1	4	0	4	8	3	11
10	McCaughey Street, Turner	11	2	13	25	1	26	31	3	34	45	7	52	64	1	65	101	2	103	277	16	293
11	Watson Street, Turner	27	2	29	30	0	30	49	1	50	42	2	44	48	5	53	72	0	72	268	10	278
12	Footpath opp. Marcus Clarke Street, Turner	0	0	0	0	0	0	1	1	2	1	0	1	0	2	2	1	1	2	3	4	7
13	Moore Street, Turner	17	0	17	20	3	23	19	0	19	36	2	38	37	1	38	38	2	40	167	8	175
14A	Northbourne Avenue (Northbound), Turner/Braddon	2	5	7	1	4	5	2	8	10	1	3	4	1	3	4	2	4	6	9	27	36
14B	Northbourne Avenue (Southbound), Turner/Braddon	17	1	18	38	0	38	26	1	27	34	1	35	30	0	30	40	0	40	185	3	188

Site No.	Site location	7:30-7:45			7:45-8:00			8:00-8:15			8:15-8:30			8:30-8:45			8:45-9:00			TOTAL IN	TOTAL OUT	SITE TOTAL
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL			
15	Mort Street, Braddon	10	2	12	11	2	13	11	1	12	13	2	15	15	4	19	22	0	22	82	11	93
16	Lonsdale Street, Braddon	4	10	14	7	5	12	10	2	12	4	2	6	7	1	8	17	1	18	49	21	70
17	Torrens Street, Braddon	3	0	3	7	1	8	5	1	6	8	0	8	10	1	11	15	1	16	48	4	52
18	Donaldson Street, Braddon	8	1	9	6	0	6	6	0	6	8	0	8	5	2	7	15	0	15	48	3	51
19	Footpath, Favier Hse/Allawah Flats, Braddon	0	1	1	4	0	4	3	1	4	7	0	7	3	0	3	2	1	3	19	3	22
20	Ainslie Avenue, Braddon/Reid	9	3	12	3	0	3	1	1	2	8	1	9	13	1	14	5	0	5	39	6	45
21	Boolee Street, Reid	5	1	6	2	0	2	5	1	6	10	2	12	15	0	15	12	1	13	49	5	54
22	Coranderrk Street (North), Reid	0	0	0	3	0	3	1	0	1	2	0	2	2	0	2	2	0	2	10	0	10
23	Boorondara Street, Reid	0	1	1	1	0	1	2	0	2	2	0	2	5	0	5	0	0	0	10	1	11
24	Amaroo Street, Reid	0	1	1	0	0	0	0	1	1	2	1	3	2	0	2	1	0	1	5	3	8
25	Western boundary of Reid CIT	0	2	2	2	1	3	1	1	2	0	1	1	0	2	2	0	1	1	3	8	11
26	Constitution Avenue, Reid	2	2	4	3	3	6	4	1	5	10	3	13	3	4	7	6	1	7	28	14	42
27	Parkes Way (East)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	Commonwealth Park Shared Path (N Nerang Pool)	3	0	3	2	1	3	1	0	1	2	2	4	0	0	0	1	0	1	9	3	12
29	Commonwealth Park Shared Path (S Nerang Pool)	9	23	32	9	8	17	5	15	20	23	11	34	9	18	27	14	3	17	69	78	147
30	Commonwealth Avenue Bridge - Eastern span	21	24	45	14	33	47	18	27	45	23	44	67	20	33	53	15	20	35	111	181	292
31	Commonwealth Avenue Bridge - Western span	31	11	42	34	14	48	47	18	65	45	22	67	38	14	52	31	9	40	226	88	314
	TOTAL	229	106	335	277	90	367	323	100	423	413	120	533	417	105	522	518	64	582	2177	585	2762