



ACT
Government

Transport Canberra and
City Services

FREEDOM OF INFORMATION COVERSHEET

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI reference: TCCSFOI 2018-048

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Documents	Published
4. Additional information identified	No
5. Fees	n/a
6. Processing time (in working days)	31 days
7. Decision made by Ombudsman	n/a
8. Additional information identified by Ombudsman	n/a
9. Decision made by ACAT	n/a
10. Additional information identified by ACAT	n/a

From: [REDACTED]
Sent: Thursday, 28 June 2018 9:41 AM
To: TCCS_FreedomOfInformation
Subject: New Freedom of Information request - Cordon Counts 2017 and 2018

Dear TCCS Freedom of Information

In addition to my previous requests (to which you have responded - thank you!) can you provide me with the walking and cycling cordon count results for 2017 and 2018?

Regards
[REDACTED]

On Wed, 2018-06-27 at 01:16 +0000, TCCS_FreedomOfInformation wrote:

Thanks [REDACTED] glad we could help.

Nicole

From: [REDACTED]
Sent: Friday, 22 June 2018 9:21 AM
To: TCCS_FreedomOfInformation <TCCS.FOI@act.gov.au>
Subject: Re: Canberra Connect Reference - 180620 - 001424- Freedom of Information request - Arundell - Cordon Counts 2014-15 results & publication of 2012/13 [SEC=UNCLASSIFIED]

Thank you.

Please accept my apology for overlooking your previous response.

Regards
[REDACTED]

On Wed, 2018-06-20 at 05:43 +0000, TCCS_FreedomOfInformation wrote:

Dear [REDACTED]

I have been contacted by Access Canberra (180620-001424) in relation to your FOI request about Condon Counts for 2012, 2013, 2014 and 2015. I have undertaken a search of our records and located a response sent to you on 12 July 2017 by my colleague Dale (see email chain below). Dale's email included:

- decision letter (dated 10 July 2017),
- schedule; and
- documents (147 pages).

I have included these attachments again for your reference. Please let me know if you have any further enquiries relating to this matter.

Kind regards



ACT
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Transport Canberra and
City Services



Dear 

Freedom of information request: Reference - 18-048

I refer to your application made under the *Freedom of Information Act 2016* (the Act), received by Transport Canberra and City Services Directorate (TCCS) on 28 June 2018, in which you sought access to:

- the walking and cycling cordon count results for 2017 and 2018.

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the Act.

TCCS is required to provide a decision on your access application by 26 July 2018, however, I note you agreed to an extension until 13 August 2018.

Decision on access

Searches were completed for relevant documents and 20 documents (140 pages) were identified that fall within the scope of your request. The information includes the reports and summary data which provides the information that you are seeking. This minimises the size of the data report to you.

I have included at Attachment A to this decision the schedule of relevant documents. This provides a description of each document that falls within the scope of your request and the access decision for each of the documents.

Documents identified as relevant to your request contain information that I consider to be, on balance, contrary to the public interest to disclose under the test set out in section 17 of the Act.

I have decided to grant access, under section 50 of the Act, to copies of documents (Attachment B) with deletions applied to information that I consider would be contrary to the public interest to disclose.

Statement of Reasons

The information considered contrary to the public interest to disclose includes the names of third parties.

The material I have considered in the assessment of these documents includes:

- the FOI Act, in particular:
 - Schedule 2, Section 2.1 (b)(i) – the person making the request;
 - Schedule 2, Section 2.2 (a)(ii) – prejudice the protection of an individual's right to privacy or any other right under the *Human Rights Act 2004*;

- the *Information Privacy Act 2014*; and
- the content of the documents that fall within the scope your request.

Documents referenced as 11-20 contain personal information of third parties. Disclosure of personal information is governed by the 'use and disclosure' privacy principles. Part 3 of the *Information Privacy Act 2014* (TTP 6.1) states that an agency that holds personal information about an individual that has been collected for a particular purpose, must not disclose the information to a third party unless the individual has consented to the use or disclosure of the information. Schedule 1, Section 1.4 applies to these documents.

Charges

I have waived fees associated with your access application because the documents being released marginally exceeds the fee-free threshold.

Online publishing – disclosure log

Under section 28 of the Act, TCCS maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents released in response to your access application will be published in the TCCS disclosure log from 3 days after the date of this decision. Your personal contact details will not be published. You may view the TCCS' disclosure log at http://www.tccs.act.gov.au/about-us/freedom_of_information.

Ombudsman review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in TCCS' disclosure log, or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision you may write to the Ombudsman at:

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601
Via email: ombudsman@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) review

Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision.

Further information may be obtained from the ACAT at:

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
Canberra City ACT 2601
Telephone: (02) 6207 1740
www.acat.act.gov.au

If you have any queries concerning the directorate's processing of your request, or would like further information, please contact the directorate's FOI Coordinator on 6205 5408 or email tccs.foi@act.gov.au.

Yours sincerely



Cherie Hughes
Information Officer
Transport Canberra and City Services

10 August 2018



FREEDOM OF INFORMATION SCHEDULE

PLEASE BE AWARE THAT UNDER THE FREEDOM OF INFORMATION ACT 2016, SOME OF THE INFORMATION PROVIDED TO YOU WILL BE RELEASED TO THE PUBLIC THROUGH THE ACT GOVERNMENT'S OPEN ACCESS SCHEME. THE OPEN ACCESS RELEASE STATUS COLUMN OF THE TABLE BELOW INDICATES WHAT DOCUMENTS ARE INTENDED FOR RELEASE ONLINE THROUGH OPEN ACCESS.

PERSONAL INFORMATION OR BUSINESS AFFAIRS INFORMATION WILL NOT BE MADE AVAILABLE UNDER THIS POLICY. IF YOU THINK THE CONTENT OF YOUR REQUEST WOULD CONTAIN SUCH INFORMATION, PLEASE INFORM THE CONTACT OFFICER IMMEDIATELY.

INFORMATION ABOUT WHAT IS PUBLISHED ON OPEN ACCESS IS AVAILABLE ONLINE AT: [HTTP://WWW.TCCS.ACT.GOV.AU/ABOUT-US/FREEDOM_OF_INFORMATION](http://www.tccs.act.gov.au/about-us/freedom_of_information)

REFERENCE NO	WHAT ARE THE PARAMETERS OF THE REQUEST
TCCS FOI 18-048	WALKING AND CYCLING CORDON COUNTS FOR 2017 AND 2018

REF NO	PAGE NUMBER	DESCRIPTION	DATE	STATUS	REASON FOR NON-RELEASE OR DEFERRAL	OPEN ACCESS RELEASE STATUS
1	1-6	BELCONNEN CORDON COUNTS SPREADSHEET - AM	2017 & 2018	FULL ACCESS		FULL ACCESS
2	7-12	CIVIC CORDON COUNTS SPREADSHEET - AM	2017 & 2018	FULL ACCESS		FULL ACCESS
3	13-16	GUNGAHLIN CORDON COUNTS SPREADSHEET - AM	2017 & 2018	FULL ACCESS		FULL ACCESS
4	17-18	TUGGERANONG CORDON COUNTS SPREADSHEET - AM	2017 & 2018	FULL ACCESS		FULL ACCESS
5	19-22	WODEN CORDON COUNTS SPREADSHEET - AM	2017 & 2018	FULL ACCESS		FULL ACCESS
6	23-28	BELCONNEN CORDON COUNTS SPREADSHEET - PM	2017 & 2018	FULL ACCESS		FULL ACCESS

7	29-34	CIVIC CORDON COUNTS SPREADSHEET - PM	2017 & 2018	FULL ACCESS		FULL ACCESS
8	35-38	GUNGAHLIN CORDON COUNTS SPREADSHEET - PM	2017 & 2018	FULL ACCESS		FULL ACCESS
9	39-40	TUGGERANONG CORDON COUNTS SPREADSHEET - PM	2017 & 2018	FULL ACCESS		FULL ACCESS
10	41-44	WODEN CORDON COUNTS SPREADSHEET - PM	2017 & 2018	FULL ACCESS		FULL ACCESS
11	45-53	REPORT ON CORDON COUNT AND DATA COLLECTED - BELCONNEN	8 MARCH 2018	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014 SCHEDULE 2.2(A)(II)	PARTIAL ACCESS
12	54-66	REPORT ON CORDON COUNT AND DATA COLLECTED - CIVIC	6 MARCH 2018	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014 SCHEDULE 2.2(A)(II)	PARTIAL ACCESS
13	67-75	REPORT ON CORDON COUNT AND DATA COLLECTED - GUNGAHLIN	1 MARCH 2018	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014 SCHEDULE 2.2(A)(II)	PARTIAL ACCESS
14	76-83	REPORT ON CORDON COUNT AND DATA COLLECTED - TUGGERANONG	28 FEBRUARY 2018	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014 SCHEDULE 2.2(A)(II)	PARTIAL ACCESS
15	84-92	REPORT ON CORDON COUNT AND DATA COLLECTED - WODEN	7 MARCH 2018	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014 SCHEDULE 2.2(A)(II)	PARTIAL ACCESS
16	93-101	REPORT ON CORDON COUNT AND DATA COLLECTED - BELCONNEN	9 MARCH 2017	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014 SCHEDULE 2.2(A)(II)	PARTIAL ACCESS
17	102-114	REPORT ON CORDON COUNT AND DATA COLLECTED - CIVIC	7 MARCH 2017	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014 SCHEDULE 2.2(A)(II)	PARTIAL ACCESS
18	115-123	REPORT ON CORDON COUNT AND DATA COLLECTED - GUNGAHLIN	2 MARCH 2017	PARTIAL ACCESS	INFORMATION PRIVACY ACT 2014	PARTIAL ACCESS

19	124-131	REPORT ON CORDON COUNT AND DATA COLLECTED -- TUGGERANONG	1 MARCH 2017	PARTIAL ACCESS	SCHEDULE 2.2(A)(II) INFORMATION PRIVACY ACT 2014	PARTIAL ACCESS
20	132-140	REPORT ON CORDON COUNT AND DATA COLLECTED -- WODEN	8 MARCH 2017	PARTIAL ACCESS	SCHEDULE 2.2(A)(II) INFORMATION PRIVACY ACT 2014	PARTIAL ACCESS

2017-18
 Belconnen 2017 & 2018 Gordon Count - Count site numbers 7:00 to 10:00 AM
 And 2015 and 2016 data

Site	Direction	2017						2018						Difference		
		Cyclist			Pedestrian			Cyclist			Pedestrian			Total	Cyclist Male	Cyclist Female
		Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female			
B01	Inbound	5	3	2	32	17	15	0	0	0	26	16	10	n.a.	n.a.	n.a.
	Outbound	0	0	0	1	1	0	3	1	2	2	1	1	n.a.	n.a.	n.a.
	Both	5	3	2	33	18	15	3	1	2	28	17	11	60%	33%	100%
B02	Inbound	13	12	1	13	6	7	19	15	4	34	20	14	146%	125%	400%
	Outbound	1	1	0	1	1	0	3	2	1	9	5	4	300%	200%	n.a.
	Both	14	13	1	14	7	7	22	17	5	43	25	18	157%	131%	500%
B03	Inbound	65	45	20	252	111	141	86	67	19	236	111	125	132%	149%	95%
	Outbound	38	28	10	46	23	23	35	29	6	48	25	23	92%	104%	60%
	Both	103	73	30	298	134	164	121	96	25	284	136	148	117%	132%	83%
B04	Inbound	67	50	17	82	44	38	75	59	16	90	41	49	112%	118%	94%
	Outbound	13	11	2	88	38	50	28	26	2	72	30	42	215%	236%	100%
	Both	80	61	19	170	82	88	103	85	18	162	71	91	129%	139%	95%
B05	Inbound	4	3	1	9	2	7	3	2	1	12	8	4	75%	67%	100%
	Outbound	0	0	0	11	6	5	1	1	0	12	9	3	n.a.	n.a.	n.a.
	Both	4	3	1	20	8	12	4	3	1	24	17	7	100%	100%	100%
B06	Inbound	9	7	2	7	2	5	19	14	5	6	1	5	211%	200%	250%
	Outbound	2	2	0	1	1	0	4	4	0	2	0	2	200%	200%	n.a.
	Both	11	9	2	8	3	5	23	18	5	8	1	7	209%	200%	250%
B07	Inbound	43	30	13	30	16	14	53	37	16	45	26	19	123%	123%	123%
	Outbound	1	1	0	1	0	1	1	1	0	0	0	0	100%	100%	n.a.
	Both	44	31	13	31	16	15	54	38	16	45	26	19	123%	123%	123%
B08	Inbound	9	6	3	78	41	37	16	15	1	66	33	33	178%	250%	33%
	Outbound	9	2	7	8	3	5	3	3	0	7	4	3	33%	150%	n.a.
	Both	18	8	10	86	44	42	19	18	1	73	37	36	106%	225%	10%
B09	Inbound	18	14	4	256	93	163	25	16	9	52	25	27	139%	114%	225%
	Outbound	3	3	0	164	80	84	5	5	0	33	14	19	167%	167%	n.a.
	Both	21	17	4	420	173	247	30	21	9	85	39	46	143%	124%	225%
B10a	Inbound	13	13	0	6	4	2	9	7	2	11	5	6	69%	54%	n.a.
	Outbound	14	13	1	17	8	9	10	9	1	12	6	6	71%	69%	100%
	Both	27	26	1	23	12	11	19	16	3	23	11	12	70%	62%	300%

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B10b	Inbound	13	10	3	293	114	179	11	6	5	195	72	123	85%	60%	167%
	Outbound	5	4	1	131	68	63	2	2	0	104	56	48	40%	50%	0%
	Both	18	14	4	424	182	242	13	8	5	299	128	171	72%	57%	125%
B11	Inbound	0	0	0	1	0	1	4	2	2	9	6	3	n.a.	n.a.	n.a.
	Outbound	3	3	0	12	7	5	0	0	0	1	0	1	n.a.	n.a.	n.a.
	Both	3	3	0	13	7	6	4	2	2	10	6	4	133%	67%	n.a.
B12	Inbound	4	3	1	75	35	40	2	1	1	55	33	22	50%	33%	100%
	Outbound	1	1	0	12	7	5	1	1	0	15	8	7	100%	100%	n.a.
	Both	5	4	1	87	42	45	3	2	1	70	41	29	60%	50%	100%
B13	Inbound	13	12	1	56	35	21	15	11	4	66	41	25	115%	92%	400%
	Outbound	21	18	3	23	11	12	18	14	4	25	13	12	86%	78%	133%
	Both	34	30	4	79	46	33	33	25	8	91	54	37	97%	83%	200%
B14	Inbound	3	2	1	85	38	47	5	4	1	91	40	51	167%	200%	100%
	Outbound	1	1	0	15	7	8	5	5	0	8	7	1	500%	500%	n.a.
	Both	4	3	1	100	45	55	10	9	1	99	47	52	250%	300%	100%
B15	Inbound	2	2	0	159	91	68	4	3	1	26	14	12	200%	150%	n.a.
	Outbound	1	1	0	13	9	4	11	11	0	53	40	13	1100%	1100%	n.a.
	Both	3	3	0	172	100	72	15	14	1	79	54	25	500%	467%	n.a.
B16	Inbound	85	58	27	346	206	140	75	60	15	385	214	171	88%	103%	56%
	Outbound	0	0	0	41	18	23	35	29	6	42	19	23	n.a.	n.a.	n.a.
	Both	85	58	27	387	224	163	110	89	21	427	233	194	129%	153%	78%
B17	Inbound	12	10	2	202	129	73	9	7	2	180	119	61	75%	70%	100%
	Outbound	12	10	2	44	30	14	5	5	0	31	22	9	42%	50%	n.a.
	Both	24	20	4	246	159	87	14	12	2	211	141	70	58%	60%	50%
B18	Inbound	4	3	1	4	4	0	3	3	0	6	5	1	75%	100%	0%
	Outbound	1	1	0	3	3	0	0	0	0	4	2	2	n.a.	n.a.	n.a.
	Both	5	4	1	7	7	0	3	3	0	10	7	3	60%	75%	n.a.
B19	Inbound	4	3	1	19	10	9	3	2	1	18	10	8	75%	67%	100%
	Outbound	1	1	0	6	3	3	2	1	1	6	5	1	200%	100%	n.a.
	Both	5	4	1	25	13	12	5	3	2	24	15	9	100%	75%	200%
B20	Inbound	14	12	2	32	19	13	11	8	3	40	24	16	79%	67%	150%
	Outbound	0	0	0	5	4	1	1	1	0	4	3	1	n.a.	n.a.	n.a.
	Both	14	12	2	37	23	14	12	9	3	44	27	17	86%	75%	150%
B21	Inbound	7	4	3	51	25	26	5	3	2	38	17	21	71%	75%	67%
	Outbound	3	2	1	7	3	4	2	2	0	11	7	4	67%	100%	n.a.

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	Both	10	6	4	58	28	30	7	5	2	49	24	25	70%	83%	50%
B22	Inbound	12	9	3	20	15	5	13	13	0	31	19	12	108%	144%	0%
	Outbound	1	1	0	16	11	5	4	4	0	26	14	12	400%	400%	n.a.
B23	Both	13	10	3	36	26	10	17	17	0	57	33	24	131%	170%	0%
	Inbound	27	17	10	161	76	85	29	19	10	164	79	85	107%	112%	100%
	Outbound	4	4	0	13	5	8	3	2	1	26	13	13	75%	50%	n.a.
	Both	31	21	10	174	81	93	32	21	11	190	92	98	103%	100%	110%
All	Inbound	446	328	118	2269	1133	1136	419	314	105	1497	765	732	94%	96%	89%
	Outbound	135	108	27	679	347	332	147	129	18	511	284	227	109%	119%	67%
	Both	581	436	145	2948	1480	1468	566	443	123	2008	1049	959	97%	102%	85%

2017-18

Belconnen 2015 & 2016 Cordon Count – 7:00 to 10:00 AM

Site	Direction	% 2018/2017						2015						2016					
		Pedestrian			Cyclist			Cyclist			Pedestrian			Cyclist			Pedestrian		
		Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
B01	Inbound	81%	94%	67%	6	3	3	34	16	18	9	6	3	27	11	16	1	1	0
	Outbound	200%	100%	n.a.	1	1	0	3	3	0	1	1	0	3	0	3	1	1	0
	Both	85%	94%	73%	7	4	3	37	19	18	10	7	3	30	11	19	7	7	3
B02	Inbound	262%	333%	200%	18	14	4	24	11	13	20	18	2	20	12	8	2	2	0
	Outbound	900%	500%	n.a.	2	1	1	8	7	1	8	7	1	3	3	0	1	7	1
	Both	307%	357%	257%	20	15	5	32	18	14	28	25	3	23	15	8	2	2	0
B03	Inbound	94%	100%	89%	81	60	21	211	101	110	77	54	23	233	104	129	54	54	23
	Outbound	104%	109%	100%	20	17	3	73	28	45	40	31	9	62	38	24	31	31	9
	Both	95%	101%	90%	101	77	24	284	129	155	117	85	32	295	142	153	85	85	32
B04	Inbound	110%	93%	129%	98	71	27	131	51	80	109	82	27	102	52	50	82	82	27
	Outbound	82%	79%	84%	22	10	12	57	22	35	19	16	3	83	34	49	16	16	3
	Both	95%	87%	103%	120	81	39	188	73	115	128	98	30	185	86	99	98	98	30
B05	Inbound	133%	400%	57%	6	4	2	13	6	7	4	2	2	11	5	6	2	2	0
	Outbound	109%	150%	60%	2	2	0	6	2	4	1	1	0	8	3	5	1	1	0
	Both	120%	213%	58%	8	6	2	19	8	11	5	3	2	19	8	11	3	3	2
B06	Inbound	86%	50%	100%	24	20	4	15	6	9	17	14	3	14	8	6	14	14	3
	Outbound	200%	n.a.	n.a.	3	2	1	1	0	1	2	2	0	2	2	0	2	2	0
	Both	100%	33%	140%	27	22	5	16	6	10	19	16	3	16	10	6	16	16	3
B07	Inbound	150%	163%	136%	53	33	20	9	4	5	54	37	17	9	4	5	37	37	17
	Outbound	n.a.	n.a.	n.a.	1	1	0	1	1	0	3	3	0	0	0	0	3	3	0
	Both	145%	163%	127%	54	34	20	10	5	5	57	40	17	9	4	5	40	40	17
B08	Inbound	85%	80%	89%	7	7	0	95	56	39	18	11	7	84	48	36	11	11	7
	Outbound	88%	133%	60%	0	0	0	6	5	1	2	2	0	0	0	0	2	2	0
	Both	85%	84%	86%	7	7	0	101	61	40	20	13	7	84	48	36	7	7	0
B09	Inbound	20%	27%	17%	1	1	0	56	30	26	17	14	3	104	55	49	14	14	3
	Outbound	20%	18%	23%	0	0	0	23	9	14	9	7	2	17	9	8	7	7	2
	Both	20%	23%	19%	1	1	0	79	39	40	26	21	5	121	64	57	21	21	5
B10a	Inbound	183%	125%	300%	13	10	3	12	7	5	17	13	4	17	12	5	13	13	4
	Outbound	71%	75%	67%	6	4	2	15	9	6	13	8	5	17	11	6	8	8	5
	Both	100%	92%	109%	19	14	5	27	16	11	30	21	9	34	23	11	21	21	9

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LO	67%	63%	69%	B10b	9	7	2	273	121	152	5	2	2	3	260	117	143
	79%	82%	76%	Inbound	6	5	1	42	13	29	5	2	2	3	79	32	47
	71%	70%	71%	Outbound	15	12	3	315	134	181	10	4	4	6	339	149	190
	90%	n.a.	300%	Both	3	2	1	10	5	5	6	5	5	1	11	8	3
	8%	0%	20%	Inbound	0	0	0	0	0	0	3	3	3	0	2	2	0
	77%	86%	67%	Outbound	3	2	1	10	5	5	9	8	8	1	13	10	3
	73%	94%	55%	Both	5	3	2	74	40	34	1	1	1	0	76	44	32
	125%	114%	140%	Inbound	2	2	0	5	1	4	0	0	0	0	8	8	0
	80%	98%	64%	Outbound	7	5	2	79	41	38	1	1	1	0	84	52	32
	118%	117%	119%	Both	21	16	5	74	44	30	19	9	9	10	72	43	29
	109%	118%	100%	Inbound	16	11	5	7	2	5	15	13	13	2	12	6	6
	115%	117%	112%	Outbound	37	27	10	81	46	36	34	22	22	12	84	49	35
	107%	105%	109%	Both	3	3	0	81	43	38	4	4	4	0	101	47	54
	53%	100%	13%	Inbound	4	4	0	18	8	10	2	1	1	1	23	7	16
	99%	104%	95%	Outbound	7	7	0	99	51	48	6	5	5	1	124	54	70
	16%	15%	18%	Both	10	9	1	168	100	68	18	10	10	8	199	131	68
	408%	444%	325%	Inbound	2	2	0	12	5	7	17	15	15	2	105	68	37
	46%	54%	35%	Outbound	12	11	1	180	105	75	35	25	25	10	304	199	105
	111%	104%	122%	Both	81	66	15	406	227	179	80	58	58	22	357	201	156
	102%	106%	100%	Inbound	38	33	5	36	17	19	47	35	35	12	37	19	18
	110%	104%	119%	Outbound	119	99	20	442	244	198	127	93	93	34	394	220	174
	89%	92%	84%	Both	10	9	1	195	121	74	9	8	8	1	134	87	47
	70%	73%	64%	Inbound	11	10	1	26	15	11	10	8	8	2	27	20	7
	86%	89%	80%	Outbound	21	19	2	221	136	85	19	16	16	3	161	107	54
	150%	125%	n.a.	Both	2	1	1	2	2	0	8	7	7	1	2	2	0
	133%	67%	n.a.	Inbound	3	3	0	2	2	0	3	3	3	0	2	2	0
	143%	100%	n.a.	Outbound	5	4	1	4	4	0	11	10	10	1	4	4	0
	95%	100%	89%	Both	9	3	6	22	13	9	12	6	6	6	30	19	11
	100%	167%	33%	Inbound	0	0	0	4	4	0	5	5	5	0	2	2	0
	96%	115%	75%	Outbound	9	3	6	26	17	9	17	11	11	6	32	21	11
	125%	126%	123%	Both	14	9	5	40	24	16	11	11	11	0	44	25	19
	80%	75%	100%	Inbound	1	1	0	3	1	2	3	3	3	0	3	2	1
	119%	117%	121%	Outbound	15	10	5	43	25	18	14	14	14	0	47	27	20
	75%	68%	81%	Both	12	8	4	38	22	16	11	9	9	2	34	16	18
	157%	233%	100%	Inbound	0	0	0	12	6	6	1	0	0	1	12	4	8
				Outbound													

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84%	86%	83%	Both	12	8	4	50	28	22	12	9	3	46	20	26
155%	127%	240%	Inbound	4	3	1	27	17	10	1	1	0	12	8	4
163%	127%	240%	Outbound	1	1	0	10	8	2	2	2	0	11	9	2
158%	127%	240%	Both	5	4	1	37	25	12	3	3	0	23	17	6
102%	104%	100%	Inbound	36	25	11	180	90	90	29	27	2	171	90	81
200%	260%	163%	Outbound	2	1	1	20	12	8	4	3	1	23	13	10
109%	114%	105%	Both	38	26	12	200	102	98	33	30	3	194	103	91
66%	68%	64%	All Inbound	526	387	139	2190	1157	1033	556	409	147	2124	1149	975
75%	82%	68%	Outbound	143	111	32	390	180	210	215	171	44	541	294	247
68%	71%	65%	Both	669	498	171	2580	1337	1243	771	580	191	2665	1443	1222

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Civic 2017 & 2018 Cordon Count – Count site numbers 7:00 to 10:00 AM
And 2015 & 2016 data

Site	Direction	2017						2018						Difference %		
		Cyclist		Pedestrian		Total	Male	Female	Cyclist		Pedestrian		Total	Male	Female	
		Total	Female	Total	Male				Total	Male	Total	Male				Total
C01	Inbound	408	307	101	68	38	30	417	311	106	24	16	8	102%	101%	105%
	Outbound	70	51	19	9	5	4	70	49	21	10	6	4	100%	96%	111%
C02	Both	478	358	120	77	43	34	487	360	127	34	22	12	102%	101%	106%
	Inbound	3	2	5	0	0	0	3	3	0	0	0	0	100%	150%	n.a.
C03	Outbound	0	0	4	0	0	0	0	0	0	0	0	0	n.a.	n.a.	n.a.
	Both	3	2	9	0	0	0	3	3	0	0	0	0	100%	150%	n.a.
C04	Inbound	2	2	4	0	0	0	7	7	0	0	0	0	350%	350%	n.a.
	Outbound	0	0	4	0	0	0	0	0	0	0	0	0	n.a.	n.a.	n.a.
C05-06	Both	2	2	8	0	0	0	7	7	0	0	0	0	350%	350%	n.a.
	Inbound	9	9	0	3	2	1	18	15	3	1	0	1	200%	167%	n.a.
C07	Outbound	1	1	0	0	0	0	4	4	0	4	2	2	400%	400%	n.a.
	Both	10	10	0	3	2	1	22	19	3	5	2	3	220%	190%	n.a.
C08	Inbound	203	147	56	194	110	84	129	91	38	67	33	34	64%	62%	68%
	Outbound	35	23	12	34	16	18	9	7	2	5	5	0	26%	30%	17%
C09	Both	238	170	68	228	126	102	138	98	40	72	38	34	58%	58%	59%
	Inbound	76	51	25	85	45	40	85	55	30	92	52	40	112%	108%	120%
C10	Outbound	5	5	0	6	3	3	7	6	1	9	3	6	140%	120%	n.a.
	Both	81	56	25	91	48	43	92	61	31	101	55	46	114%	109%	124%
C11	Inbound	117	71	46	75	44	31	118	80	38	73	37	36	101%	113%	83%
	Outbound	11	7	4	8	3	5	8	7	1	6	3	3	73%	100%	25%
C09	Both	128	78	50	83	47	36	126	87	39	79	40	39	98%	112%	78%
	Inbound	51	29	22	159	73	86	22	13	9	33	15	18	43%	45%	41%
C10	Outbound	9	7	2	28	10	18	3	2	1	3	2	1	33%	29%	50%
	Both	60	36	24	187	83	104	25	15	10	36	17	19	42%	42%	42%
C11	Inbound	615	362	253	185	87	98	495	274	221	197	91	106	80%	76%	87%
	Outbound	53	36	17	26	10	16	44	28	16	21	8	13	83%	78%	94%
C11	Both	668	398	270	211	97	114	539	302	237	218	99	119	81%	76%	88%
	Inbound	644	391	253	602	302	300	840	518	322	395	181	214	130%	132%	127%
C11	Outbound	17	13	4	42	28	14	32	27	5	29	16	13	188%	208%	125%

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C12	Both	661	404	257	644	330	314	872	545	327	424	197	227	132%	135%	127%
	Inbound	9	5	4	181	68	113	4	2	2	154	62	92	44%	40%	50%
C13	Outbound	1	1	0	11	4	7	2	0	2	17	9	8	n.a.	n.a.	n.a.
	Both	10	6	4	192	72	120	6	2	4	171	71	100	60%	33%	100%
C14a	Inbound	233	137	96	1080	528	552	241	136	105	548	276	272	103%	99%	109%
	Outbound	20	11	9	90	52	38	14	10	4	93	59	34	70%	91%	44%
C14b	Both	253	148	105	1170	580	590	255	146	109	641	335	306	101%	99%	104%
	Inbound	20	10	10	256	124	132	31	19	12	114	57	57	155%	190%	120%
C15	Outbound	34	27	7	54	34	20	42	36	6	37	21	16	124%	133%	86%
	Both	54	37	17	310	158	152	73	55	18	151	78	73	135%	149%	106%
C16	Inbound	351	239	112	1156	624	532	329	232	98	669	346	323	94%	97%	87%
	Outbound	8	6	2	134	72	62	6	4	2	34	23	11	75%	67%	100%
C17	Both	359	245	114	1290	696	594	335	236	100	703	369	334	93%	96%	87%
	Inbound	119	82	37	1704	974	730	96	65	31	648	369	279	81%	79%	84%
C18	Outbound	22	17	5	372	240	132	21	17	4	135	84	51	95%	100%	80%
	Both	141	99	42	2076	1214	862	117	82	35	783	453	330	83%	83%	83%
C19	Inbound	94	63	31	1216	680	536	121	78	43	720	381	339	129%	124%	139%
	Outbound	53	40	13	564	332	232	43	38	5	236	134	102	81%	95%	38%
C20	Both	147	103	44	1780	1012	768	164	116	48	956	515	441	112%	113%	109%
	Inbound	58	35	23	489	230	259	67	44	23	473	238	235	116%	126%	100%
C21	Outbound	9	8	1	39	23	16	9	6	3	41	21	20	100%	75%	300%
	Both	67	43	24	528	253	275	76	50	26	514	259	255	113%	116%	108%
C22	Inbound	73	40	33	299	168	131	88	57	31	373	196	177	121%	143%	94%
	Outbound	11	8	3	25	14	11	14	9	5	21	12	9	127%	113%	167%
C23	Both	84	48	36	324	182	142	102	66	36	394	208	186	121%	138%	100%
	Inbound	29	10	19	121	66	55	25	14	11	119	58	61	86%	140%	58%
C24	Outbound	6	4	2	23	12	11	4	2	2	23	17	6	67%	50%	100%
	Both	35	14	21	144	78	66	29	16	13	142	75	67	83%	114%	62%
C25	Inbound	34	28	6	28	17	11	37	28	6	234	137	100	109%	111%	100%
	Outbound	10	9	1	64	38	26	6	4	2	57	29	30	60%	44%	200%
C26	Both	44	37	7	92	55	37	43	35	8	296	166	130	98%	95%	114%
	Inbound	75	55	20	190	114	76	70	45	25	179	107	72	93%	82%	125%
C27	Outbound	0	0	0	21	12	9	6	6	0	26	0	14	n.a.	n.a.	n.a.
	Both	75	55	20	211	126	85	76	51	25	205	107	98	101%	93%	125%
C28	Inbound	26	15	11	60	25	35	21	10	11	77	37	40	81%	67%	100%

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	Outbound	5	3	2	11	3	8	5	0	9	3	6	100%	167%	0%
	Both	31	18	13	71	28	43	26	11	86	40	46	84%	83%	85%
C23	Inbound	21	10	11	51	29	22	22	7	64	31	33	105%	150%	64%
	Outbound	1	1	0	12	5	7	4	1	9	5	4	400%	300%	n.a.
	Both	22	11	11	63	34	29	26	8	73	36	37	118%	164%	73%
C24	Inbound	7	5	2	78	42	36	9	5	62	34	28	129%	80%	250%
	Outbound	19	13	6	46	22	24	11	2	18	10	8	58%	69%	33%
	Both	26	18	8	124	64	60	20	7	80	44	36	77%	72%	88%
C25	Inbound	1	0	1	89	43	46	2	0	91	41	50	200%	n.a.	0%
	Outbound	3	3	0	190	84	106	10	2	262	121	141	333%	267%	n.a.
	Both	4	3	1	279	127	152	12	2	353	162	191	300%	333%	200%
C26	Inbound	35	19	16	232	118	114	50	14	290	153	137	143%	189%	88%
	Outbound	40	32	8	75	44	31	48	10	90	51	39	120%	119%	125%
	Both	75	51	24	307	162	145	98	24	380	204	176	131%	145%	100%
C27	Inbound	1	1	0	0	0	0	2	0	0	0	0	200%	200%	n.a.
	Outbound	0	0	0	0	0	0	2	0	0	0	0	n.a.	n.a.	n.a.
	Both	1	1	0	0	0	0	4	0	0	0	0	400%	400%	n.a.
C28	Inbound	10	8	2	18	6	12	18	6	9	5	4	180%	150%	300%
	Outbound	6	4	2	22	6	16	9	4	1	1	0	150%	125%	200%
	Both	16	12	4	40	12	28	27	10	10	6	4	169%	142%	250%
C29	Inbound	114	81	33	204	86	118	153	56	216	98	118	134%	120%	170%
	Outbound	185	153	32	121	48	73	157	30	171	81	90	85%	83%	94%
	Both	299	234	65	325	134	191	310	86	387	179	208	104%	96%	132%
C30	Inbound	113	88	25	119	54	65	140	30	108	54	54	124%	125%	120%
	Outbound	327	223	104	75	44	31	318	100	241	111	130	97%	98%	96%
	Both	440	311	129	194	98	96	458	130	349	165	184	104%	105%	101%
C31	Inbound	345	271	74	50	20	30	371	86	45	30	15	108%	105%	116%
	Outbound	170	145	25	31	16	15	253	69	33	19	14	149%	127%	276%
	Both	515	416	99	81	36	45	624	155	78	49	29	121%	113%	157%
All	Inbound	3896	2573	1331	8992	4717	4275	4031	1369	6075	3135	2943	103%	103%	103%
	Outbound	1131	851	288	2133	1180	953	1161	300	1641	856	775	103%	101%	104%
	Both	5027	3424	1619	11125	5897	5228	5192	1669	7721	3991	3730	103%	103%	103%

2017-18
 Civic 2015 and 2016 Cordon Count – 7:00 to 10:00 AM

	% 2018/2017			2015						2016					
	Total	Pedestrian		Total	Cyclist		Total	Pedestrian		Total	Cyclist		Total	Pedestrian	
		Male	Female		Male	Female		Male	Female		Male	Female		Male	Female
	35%	42%	27%	423	312	111	64	35	29	449	351	98	450	352	99
C01	111%	120%	100%	83	62	21	27	10	17	70	48	22	71	49	23
	44%	51%	35%	506	374	132	91	45	46	519	399	120	520	400	121
C02	n.a.	n.a.	n.a.	0	0	0	1	0	1	0	0	0	0	0	0
	n.a.	n.a.	n.a.	0	0	0	0	0	0	5	5	0	6	6	1
	n.a.	n.a.	n.a.	0	0	0	1	0	1	5	5	0	6	6	1
C03	n.a.	n.a.	n.a.	3	2	1	0	0	0	10	9	1	11	10	2
	n.a.	n.a.	n.a.	0	0	0	0	0	0	1	1	0	2	2	1
	n.a.	n.a.	n.a.	3	2	1	0	0	0	11	10	1	12	11	2
C04	33%	n.a.	100%	20	16	4	0	0	0	0	0	0	0	0	0
	n.a.	n.a.	n.a.	1	1	0	0	0	0	9	6	3	0	0	-6
	167%	100%	300%	21	17	4	4	0	0	9	6	3	0	0	-6
C05-C06	35%	30%	40%	195	142	53	97	53	44	204	143	61	205	144	62
	15%	31%	0%	21	17	4	0	0	0	33	28	5	34	29	6
	32%	30%	33%	216	159	57	97	53	44	237	171	66	238	172	67
C07	108%	116%	100%	95	59	36	100	59	41	82	60	22	83	61	23
	150%	100%	200%	10	6	4	7	3	4	7	2	5	8	3	6
	111%	115%	107%	105	65	40	107	62	45	89	62	27	90	63	28
	97%	84%	116%	142	97	45	81	53	28	120	76	44	121	77	45
C08	75%	100%	60%	9	7	2	5	5	0	6	3	3	7	4	4
	95%	85%	108%	151	104	47	86	58	28	126	79	47	127	80	48
C09	21%	21%	21%	27	15	12	22	13	9	27	20	7	28	21	8
	11%	20%	6%	7	2	5	6	5	1	3	2	1	0	-1	-2
	19%	20%	18%	34	17	17	28	18	10	30	22	8	31	23	9
C10	106%	105%	108%	597	348	249	208	105	103	561	324	237	562	325	238
	81%	80%	81%	55	40	15	17	10	7	52	32	20	53	33	21
	103%	102%	104%	652	388	264	225	115	110	613	356	257	614	357	258
C11	66%	60%	71%	660	417	243	212	104	108	651	420	231	652	421	232
	69%	57%	93%	14	10	4	23	12	11	38	18	20	39	19	21

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	82%	100%	75%	Outbound	6	4	2	10	4	6	1	0	1	1	2	1	2
	121%	143%	107%	Both	34	23	11	81	35	46	24	14	10	10	25	15	11
C23	125%	107%	150%	Inbound	18	8	10	52	23	29	26	13	13	13	27	14	14
	75%	100%	57%	Outbound	7	5	2	10	7	3	5	3	2	2	6	4	3
	116%	106%	128%	Both	25	13	12	62	30	32	31	16	15	15	32	17	16
C24	79%	81%	78%	Inbound	16	13	3	41	21	20	9	6	3	3	0	-3	-6
	39%	45%	33%	Outbound	14	10	4	15	8	7	3	3	0	0	4	4	1
	65%	69%	60%	Both	30	23	7	56	29	27	12	9	3	3	13	10	4
C25	102%	95%	109%	Inbound	5	3	2	115	47	68	2	2	0	0	3	3	1
	138%	144%	133%	Outbound	13	8	5	266	122	144	5	4	1	1	6	5	2
	127%	128%	126%	Both	18	11	7	381	169	212	7	6	1	1	8	7	2
C26	125%	130%	120%	Inbound	13	9	4	305	159	146	13	7	6	6	14	8	7
	120%	116%	126%	Outbound	24	21	3	100	47	53	17	11	6	6	18	12	7
	124%	126%	121%	Both	37	30	7	405	206	199	30	18	12	12	31	19	13
C27	n.a.	n.a.	n.a.	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	0
	n.a.	n.a.	n.a.	Outbound	0	0	0	2	2	0	1	1	0	0	2	2	1
	n.a.	n.a.	n.a.	Both	0	0	0	2	2	0	1	1	0	0	2	2	1
C28	50%	83%	33%	Inbound	12	10	2	12	5	7	15	12	3	3	16	13	4
	5%	17%	n.a.	Outbound	4	3	1	17	7	10	3	1	2	2	4	2	3
	25%	50%	14%	Both	16	13	3	29	12	17	18	13	5	5	19	14	6
C29	106%	114%	100%	Inbound	190	146	44	206	99	107	147	100	47	47	148	101	48
	141%	169%	123%	Outbound	214	184	30	125	60	65	217	171	46	46	218	172	47
	119%	134%	109%	Both	404	330	74	331	159	172	364	271	93	93	365	272	94
C30	91%	100%	83%	Inbound	144	105	39	128	64	64	139	101	38	38	140	102	39
	321%	252%	419%	Outbound	364	239	125	207	80	127	349	236	113	113	350	237	114
	180%	168%	192%	Both	508	344	164	335	144	191	488	337	151	151	489	338	152
C31	90%	150%	50%	Inbound	368	273	95	44	22	22	360	262	98	98	361	263	99
	106%	119%	93%	Outbound	226	155	71	46	17	29	195	134	61	61	196	135	62
	96%	136%	64%	Both	594	428	166	90	39	51	555	396	159	159	556	397	160
All	68%	66%	69%	Inbound	4151	2762	1389	5484	2917	2567	4046	2674	1372	1372	4047	2675	1373
	77%	73%	81%	Outbound	1261	912	349	1714	922	792	1174	825	349	349	1175	826	350
	69%	68%	71%	Both	5412	3674	1738	7198	3839	3359	5220	3499	1721	1721	5221	3500	1722

2017-2018

Gungahlin Cordon Counts 2017 and 2018 comparison AM data
And 2015 & 2016 data

Site Direction	Gungahlin 2017 & 2018 Cordon Count -- Count site numbers 7:00 to 10:00 AM												Total		
	2017						2018							Difference % 2018/2017	
	Cyclist		Pedestrian		Cyclist		Pedestrian		Cyclist		Pedestrian			Total	Female
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Female	
G01 Inbound	17	14	3	44	24	20	23	20	3	34	16	18	135%	100%	
G01 Outbound	5	4	1	6	4	2	3	3	0	12	8	4	60%	n.a.	
G01 Both	22	18	4	50	28	22	26	23	3	46	24	22	118%	75%	
G02 Inbound	2	0	2	9	5	4	3	3	0	8	3	5	150%	n.a.	
G02 Outbound	0	0	0	7	4	3	0	0	0	6	4	2	n.a.	n.a.	
G02 Both	2	0	2	16	9	7	3	3	0	14	7	7	150%	n.a.	
G03 Inbound	12	11	1	80	33	47	6	4	2	141	70	71	50%	200%	
G03 Outbound	0	0	0	19	8	11	2	1	1	24	9	15	n.a.	n.a.	
G03 Both	12	11	1	99	41	58	8	5	3	165	79	86	67%	300%	
G04 Inbound	1	1	0	30	15	15	0	0	0	19	10	9	n.a.	n.a.	
G04 Outbound	0	0	0	19	9	10	0	0	0	12	5	7	n.a.	n.a.	
G04 Both	1	1	0	49	24	25	0	0	0	31	15	16	n.a.	n.a.	
G05 Inbound	8	5	3	54	29	25	10	6	4	114	57	57	125%	133%	
G05 Outbound	2	0	2	7	4	3	3	2	1	29	15	14	150%	50%	
G05 Both	10	5	5	61	33	28	13	8	5	143	72	71	130%	100%	
G06 Inbound	3	3	0	25	8	17	0	0	0	8	3	5	n.a.	n.a.	
G06 Outbound	1	1	0	4	0	4	0	0	0	2	1	1	n.a.	n.a.	
G06 Both	4	4	0	29	8	21	0	0	0	10	4	6	n.a.	n.a.	
G07 Inbound	2	2	0	59	31	28	0	0	0	23	7	16	n.a.	n.a.	
G07 Outbound	1	1	0	8	2	6	0	0	0	5	0	5	n.a.	n.a.	
G07 Both	3	3	0	67	33	34	0	0	0	28	7	21	n.a.	n.a.	
G08 Inbound	6	5	1	51	25	26	8	7	1	5	4	1	133%	100%	
G08 Outbound	3	0	3	6	4	2	1	1	0	1	1	0	33%	n.a.	
G08 Both	9	5	4	57	29	28	9	8	1	6	5	1	100%	25%	
G09 Inbound	8	4	4	40	23	17	8	32	0	25	15	12	100%	n.a.	
G09 Outbound	4	3	1	10	6	4	6	34	1	6	32	3	150%	100%	
G09 Both	12	7	5	50	29	21	81	66	15	91	91	44	675%	300%	
G10 Inbound	51	34	17	48	28	20	7	5	2	16	7	9	14%	12%	

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G11	Outbound	33	23	10	28	10	18	5	5	0	5	15%	22%	n.a.	18%
	Both	84	57	27	76	38	38	12	10	2	21	14%	18%	7%	28%
G12	Inbound	10	7	3	26	17	9	0	0	0	53	n.a.	n.a.	n.a.	204%
	Outbound	5	4	1	31	18	13	3	3	0	26	60%	75%	n.a.	84%
G13	Both	15	11	4	57	35	22	3	3	0	79	20%	27%	n.a.	139%
	Inbound	27	21	6	50	28	22	34	24	10	31	126%	114%	167%	62%
G14	Outbound	16	15	1	40	21	19	19	16	3	21	119%	107%	300%	53%
	Both	43	36	7	90	49	41	53	40	13	52	123%	111%	186%	58%
G15	Inbound	6	6	0	12	6	6	12	10	2	12	200%	167%	n.a.	100%
	Outbound	3	1	2	7	6	1	4	4	0	1	133%	400%	n.a.	14%
G15	Both	9	7	2	19	12	7	16	14	2	13	178%	200%	100%	68%
	Inbound	18	11	7	17	7	10	21	19	2	21	117%	173%	29%	124%
G15	Outbound	12	11	1	4	3	1	2	2	0	6	17%	18%	0%	150%
	Both	30	22	8	21	10	11	23	21	2	27	77%	95%	25%	129%
All	Inbound	171	124	47	545	279	266	135	133	26	524	79%	107%	55%	96%
	Outbound	85	63	22	196	99	97	60	81	8	181	71%	129%	36%	92%
	Both	256	187	69	741	378	363	262	214	48	765	102%	114%	70%	103%

Not counted in 2017 (see report)
Included in G12

Site	Direction	Cyclist Total	Cyclist Male	Cyclist Female	Pedestrian Total	Pedestrian Male	Pedestrian Female
G01	Inbound	12	9	3	48	15	33
	Outbound	2	1	1	13	4	9
	Both	14	10	4	61	19	42
G02	Inbound	6	3	3	13	3	10
	Outbound	1	1	0	3	0	3
	Both	7	4	3	16	3	13
G03	Inbound	11	8	3	72	46	26
	Outbound	2	0	2	16	9	7
	Both	13	8	5	88	55	33
G04	Inbound	0	0	0	53	22	31
	Outbound	1	1	0	6	2	4
	Both	1	1	0	59	24	35
G05	Inbound	10	5	5	72	34	38
	Outbound	7	5	2	28	6	22
	Both	17	10	7	100	40	60
G06	Inbound	6	6	0	42	15	27
	Outbound	1	1	0	14	7	7
	Both	7	7	0	56	22	34
G07	Inbound	0	0	0	41	17	24
	Outbound	6	1	5	16	9	7
	Both	6	1	5	57	26	31
G08	Inbound	11	9	2	26	12	14
	Outbound	4	4	0	1	1	0
	Both	15	13	2	27	13	14
G09	Inbound	6	5	1	33	11	22
	Outbound	4	4	0	9	1	8
	Both	10	9	1	42	12	30
G10	Inbound	18	13	5	38	18	20

Site	Direction	2015						2016					
		Cyclist		Pedestrian		Total		Cyclist		Pedestrian		Total	
		Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
G01	Inbound	12	9	3	48	15	33	24	23	1	34	19	15
	Outbound	2	1	1	13	4	9	7	7	0	6	2	4
	Both	14	10	4	61	19	42	31	30	1	40	21	19
G02	Inbound	6	3	3	13	3	10	8	7	1	18	7	11
	Outbound	1	1	0	3	0	3	0	0	0	17	6	11
	Both	7	4	3	16	3	13	8	7	1	35	13	22
G03	Inbound	11	8	3	72	46	26	12	7	5	84	41	43
	Outbound	2	0	2	16	9	7	6	4	2	24	9	15
	Both	13	8	5	88	55	33	18	11	7	108	50	58
G04	Inbound	0	0	0	53	22	31	10	8	2	78	39	39
	Outbound	1	1	0	6	2	4	1	1	0	12	4	8
	Both	1	1	0	59	24	35	11	9	2	90	43	47
G05	Inbound	10	5	5	72	34	38	4	3	1	21	10	11
	Outbound	7	5	2	28	6	22	7	5	2	58	36	22
	Both	17	10	7	100	40	60	11	8	3	79	46	33
G06	Inbound	6	6	0	42	15	27	2	2	0	30	16	14
	Outbound	1	1	0	14	7	7	0	0	0	2	0	2
	Both	7	7	0	56	22	34	2	2	0	32	16	16
G07	Inbound	0	0	0	41	17	24	6	6	0	83	34	49
	Outbound	6	1	5	16	9	7	3	2	1	16	10	6
	Both	6	1	5	57	26	31	9	8	1	99	44	55
G08	Inbound	11	9	2	26	12	14	13	11	2	49	23	26
	Outbound	4	4	0	1	1	0	0	0	0	4	2	2
	Both	15	13	2	27	13	14	13	11	2	53	25	28
G09	Inbound	6	5	1	33	11	22	10	7	3	41	23	18
	Outbound	4	4	0	9	1	8	16	12	4	7	3	4
	Both	10	9	1	42	12	30	26	19	7	48	26	22
G10	Inbound	18	13	5	38	18	20	26	21	5	49	19	30

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Tuggeranong Gordon Counts 2017 and 2018 comparison AM data
And 2015 & 2016 data

Site Direction	Tuggeranong 2017 & 2018 Gordan Count - Count site numbers 7:00 to 10:00 AM												Difference % 2018/2017		
	2017						2018						2018		
	Cyclist		Pedestrian		Total		Cyclist		Pedestrian		Total		Cyclist		Total
	Male	Female	Male	Female	Total	Male	Female	Male	Female	Total	Male	Female	Male	Female	Total
T01 Inbound	7	0	3	2	63	48	15	26	12	14	900%	686%	n.a.	867%	
T01 Outbound	41	9	4	1	6	5	1	8	6	2	12%	12%	11%	200%	
T01 Both	57	9	7	3	69	53	16	34	18	16	121%	110%	178%	486%	
T02 Inbound	54	13	48	21	58	40	18	51	30	21	107%	98%	138%	106%	
T02 Outbound	18	4	52	24	27	27	0	49	15	34	150%	193%	n.a.	94%	
T02 Both	72	17	100	45	85	67	18	100	45	55	118%	122%	106%	100%	
T03 Inbound	32	5	80	39	45	36	9	108	46	62	141%	133%	180%	135%	
T03 Outbound	32	5	31	15	4	3	1	37	21	16	13%	11%	20%	119%	
T03 Both	64	10	111	54	49	39	10	145	67	78	77%	72%	100%	131%	
T04 Inbound	31	4	34	16	55	40	15	53	25	28	177%	148%	375%	156%	
T04 Outbound	59	10	68	37	51	40	11	35	18	17	86%	82%	110%	51%	
T04 Both	90	14	102	53	106	80	26	88	43	45	118%	105%	186%	86%	
T05 Inbound	2	0	3	3	2	2	0	0	0	0	100%	100%	n.a.	0%	
T05 Outbound	0	0	2	1	0	0	0	0	0	0	n.a.	n.a.	n.a.	0%	
T05 Both	2	0	5	4	2	2	0	0	0	0	100%	100%	n.a.	0%	
T06 Inbound	50	8	29	25	24	24	0	24	22	2	48%	57%	0%	83%	
T06 Outbound	7	1	4	2	10	9	1	5	3	2	143%	150%	100%	125%	
T06 Both	57	9	33	27	34	33	1	29	25	4	60%	69%	11%	88%	
T07 Inbound	17	6	26	18	14	11	3	24	17	7	82%	100%	50%	92%	
T07 Outbound	2	0	5	3	4	2	2	10	8	2	200%	100%	n.a.	200%	
T07 Both	19	6	31	21	18	13	5	34	25	9	95%	100%	83%	110%	
T08 Inbound	10	1	53	38	6	4	2	38	23	15	60%	44%	200%	72%	
T08 Outbound	3	1	4	1	0	0	0	1	1	0	n.a.	n.a.	n.a.	25%	
T08 Both	13	2	57	39	6	4	2	39	24	15	46%	36%	100%	68%	
All Inbound	203	37	276	162	267	205	62	324	175	149	132%	123%	168%	117%	
All Outbound	171	30	170	84	102	86	16	145	72	73	60%	61%	53%	85%	
All Both	374	67	446	246	369	291	78	469	247	222	99%	95%	116%	105%	

Tuggeranong Cordon Count -- 7:00 to 10:00 AM													
Site	Direction	2015						2016					
		Cyclist			Pedestrian			Cyclist			Pedestrian		
		Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
T01	Inbound	60	49	11	12	4	8	55	41	14	15	10	5
	Outbound	9	5	4	3	1	2	13	11	2	8	5	3
T02	Both	69	54	15	15	5	10	68	52	16	23	15	8
	Inbound	49	36	13	65	25	40	70	56	14	50	25	25
T03	Outbound	17	11	6	42	9	33	25	13	12	42	19	23
	Both	66	47	19	107	34	73	95	69	26	92	44	48
T04	Inbound	42	31	11	89	44	45	38	34	4	80	50	30
	Outbound	0	0	0	17	5	12	9	5	4	29	13	16
T05	Both	42	31	11	106	49	57	47	39	8	109	63	46
	Inbound	53	46	7	36	13	23	74	56	18	52	32	20
T06	Outbound	22	15	7	43	18	25	44	35	9	43	17	26
	Both	75	61	14	79	31	48	118	91	27	95	49	46
T07	Inbound	2	2	0	0	0	0	5	4	1	1	0	1
	Outbound	1	1	0	0	0	0	0	0	0	0	0	0
T08	Both	3	3	0	0	0	0	5	4	1	1	0	1
	Inbound	31	25	6	20	14	6	25	20	5	36	20	16
T09	Outbound	18	13	5	15	6	9	13	4	9	6	4	2
	Both	49	38	11	35	20	15	38	24	14	42	24	18
T10	Inbound	14	10	4	14	6	8	17	12	5	33	25	8
	Outbound	2	2	0	7	5	2	1	1	0	9	4	5
T11	Both	16	12	4	21	11	10	18	13	5	42	29	13
	Inbound	10	8	2	49	36	13	7	6	1	51	31	20
T12	Outbound	1	1	0	7	4	3	4	3	1	10	5	5
	Both	11	9	2	56	40	16	11	9	2	61	36	25
All	Inbound	261	207	54	285	142	143	291	229	62	318	193	125
	Outbound	70	48	22	134	48	86	109	72	37	147	67	80
Both		331	255	76	419	190	229	400	301	99	465	260	205

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Woden 2017 & 2018 Cordon Count – Count site numbers 7:00 to 10:00 AM

Site	Direction	2017						2018						Difference				
		Cyclist		Pedestrian		Total	Male	Female	Cyclist		Pedestrian		Total	Male	Female	Total	Male	Female
		Total	Female	Total	Male				Total	Male	Total	Male						
W01	Inbound	18	13	5	258	117	141	14	10	4	180	90	90	78%	77%	80%		
	Outbound	2	2	0	9	7	2	0	0	0	4	4	0	n.a.	n.a.	n.a.		
W02	Both	20	15	5	267	124	143	14	10	4	184	94	90	70%	67%	80%		
	Inbound	25	14	11	99	57	42	15	11	4	124	63	61	60%	79%	36%		
W02a	Outbound	5	3	2	12	8	4	5	4	1	7	6	1	100%	133%	50%		
	Both	30	17	13	111	65	46	20	15	5	131	69	62	67%	88%	38%		
		Not counted in 2017 (path closed)																
W03	Inbound	20	11	9	9	6	3	9	6	3	9	6	3	45%	55%	33%		
	Outbound	4	2	2	3	3	0	5	4	1	11	6	5	125%	200%	50%		
W04	Both	24	13	11	12	9	3	14	10	4	18	10	8	58%	77%	36%		
	Inbound	21	10	11	5	4	1	32	21	11	19	12	7	152%	210%	100%		
W05	Outbound	6	3	3	15	12	3	11	9	2	58	28	30	183%	300%	67%		
	Both	27	13	14	20	16	4	43	30	13	77	40	37	159%	231%	93%		
W06	Inbound	33	23	10	146	83	63	26	22	4	135	77	58	79%	96%	40%		
	Outbound	17	12	5	227	104	123	10	5	5	260	131	129	59%	42%	100%		
W07	Both	50	35	15	373	187	186	36	27	9	395	208	187	72%	77%	60%		
	Inbound	7	5	2	7	1	6	20	12	8	8	5	3	286%	240%	400%		
W08	Outbound	5	5	0	18	9	9	3	2	1	40	19	21	60%	40%	n.a.		
	Both	12	10	2	25	10	15	23	14	9	48	24	24	192%	140%	450%		
W09	Inbound	31	23	8	329	134	195	50	39	11	332	141	191	161%	170%	138%		
	Outbound	2	2	0	43	23	20	15	12	3	62	31	31	750%	600%	n.a.		
W10	Both	33	25	8	372	157	215	65	51	14	394	172	222	197%	204%	175%		
	Inbound	0	0	0	33	22	11	0	0	0	17	9	8	n.a.	n.a.	n.a.		
W10	Outbound	0	0	0	26	17	9	0	0	0	27	12	15	n.a.	n.a.	n.a.		
	Both	0	0	0	59	39	20	0	0	0	44	21	23	n.a.	n.a.	n.a.		
W10	Inbound	16	14	2	80	47	33	9	6	3	116	53	63	56%	43%	150%		
	Outbound	0	0	0	18	10	8	0	0	0	12	3	9	n.a.	n.a.	n.a.		
W10	Both	16	14	2	98	57	41	9	6	3	128	56	72	56%	43%	150%		
	Inbound	5	3	2	275	133	142	7	5	2	309	165	144	140%	167%	100%		

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	Outbound	2	1	32	16	16	15	2	1	1	34	21	13	100%	100%	100%
	Both	7	3	307	149	158	158	9	6	3	343	186	157	129%	150%	100%
W11	Inbound	6	1	67	36	31	31	3	3	0	87	51	36	50%	60%	n.a.
	Outbound	2	1	14	10	4	4	4	4	0	23	18	5	200%	400%	n.a.
	Both	8	2	81	46	35	35	7	7	0	110	69	41	88%	117%	n.a.
W12	Inbound	3	1	36	18	18	18	12	10	2	31	21	10	400%	500%	200%
	Outbound	3	0	13	9	4	4	3	3	0	13	12	1	100%	100%	n.a.
	Both	6	1	49	27	22	22	15	13	2	44	33	11	250%	260%	200%
W13	Inbound	1	1	46	22	24	24	4	1	3	58	29	29	400%	n.a.	300%
	Outbound	1	0	2	2	0	0	4	3	1	20	16	4	400%	300%	n.a.
	Both	2	1	48	24	24	24	8	4	4	78	45	33	400%	400%	400%
W14	Inbound	0	0	79	49	30	30	1	1	0	79	42	37	n.a.	n.a.	n.a.
	Outbound	0	0	15	7	8	8	0	0	0	20	13	7	n.a.	n.a.	n.a.
	Both	0	0	94	56	38	38	1	1	0	99	55	44	n.a.	n.a.	n.a.
W15	Inbound	4	2	162	73	89	89	5	4	1	82	33	49	125%	200%	50%
	Outbound	3	2	19	16	3	3	2	1	1	25	17	8	67%	50%	100%
	Both	7	3	181	89	92	92	7	5	2	107	50	57	100%	125%	67%
W16	Inbound	8	2	184	93	91	91	1	1	0	159	78	81	13%	17%	0%
	Outbound	0	0	27	19	8	8	0	0	0	23	9	14	n.a.	n.a.	n.a.
	Both	8	2	211	112	99	99	1	1	0	182	87	95	13%	17%	0%
W17	Inbound	2	2	63	28	35	35	2	1	1	72	30	42	100%	n.a.	50%
	Outbound	0	0	8	4	4	4	1	0	1	12	5	7	n.a.	n.a.	n.a.
	Both	2	2	71	32	39	39	3	1	2	84	35	49	150%	n.a.	100%
W18	Inbound	70	32	232	104	128	128	79	53	26	218	100	118	113%	139%	81%
	Outbound	2	0	12	6	6	6	2	2	0	25	11	14	100%	100%	n.a.
	Both	72	32	244	110	134	134	81	55	26	243	111	132	113%	138%	81%
W19	Inbound	3	1	34	15	19	19	11	9	2	84	43	41	367%	450%	200%
	Outbound	0	0	5	2	3	3	6	5	1	8	6	2	n.a.	n.a.	n.a.
	Both	3	1	39	17	22	22	17	14	3	92	49	43	567%	700%	300%
All	Inbound	273	171	2144	1042	1102	1102	300	215	85	2127	1050	1077	110%	126%	83%
	Outbound	54	39	518	284	234	234	73	55	18	694	371	323	135%	141%	120%
	Both	327	210	2662	1326	1336	1336	373	270	103	2821	1421	1400	114%	129%	88%

Woden 2015 Cordon Count -- 7:00 to 10:00 AM													
Site	Direction	2015						2016					
		Cyclist			Pedestrian			Cyclist			Pedestrian		
		Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
W01	Inbound	24	22	2	140	68	72	29	18	11	121	42	79
	Outbound	2	2	0	4	2	2	1	1	0	2	2	0
	Both	26	24	2	144	70	74	30	19	11	123	44	79
W02	Inbound	2	2	0	1	0	1	26	20	6	142	64	78
	Outbound	0	0	0	0	0	0	4	2	2	10	6	4
	Both	2	2	0	1	0	1	30	22	8	152	70	82
W02a	Inbound	Not counted in 2015 (path closed)											
	Outbound	Not counted in 2016 (path closed)											
W03	Inbound	20	10	10	21	9	12	37	25	12	15	5	10
	Outbound	4	2	2	6	1	5	59	51	8	15	13	2
	Both	24	12	12	27	10	17	96	76	20	30	18	12
W04	Inbound	23	15	8	4	3	1	15	8	7	2	1	1
	Outbound	8	5	3	8	4	4	14	11	3	7	2	5
	Both	31	20	11	12	7	5	29	19	10	9	3	6
W05	Inbound	49	35	14	80	48	32	34	25	9	103	50	53
	Outbound	17	8	9	163	83	80	27	15	12	190	84	106
	Both	66	43	23	243	131	112	61	40	21	293	134	159
W06	Inbound	15	11	4	3	1	2	10	9	1	3	2	1
	Outbound	4	3	1	4	4	0	0	0	0	17	14	3
	Both	19	14	5	7	5	2	10	9	1	20	16	4
W07	Inbound	29	20	9	323	137	186	21	16	5	279	105	174
	Outbound	5	3	2	183	91	92	4	4	0	81	51	30
	Both	34	23	11	506	228	278	25	20	5	360	156	204
W08	Inbound	0	0	0	105	80	25	1	0	1	34	27	7
	Outbound	1	0	1	129	96	33	0	0	0	36	22	14
	Both	1	0	1	234	176	58	1	0	1	70	49	21
W09	Inbound	20	11	9	92	54	38	13	7	6	56	33	23
	Outbound	4	3	1	18	8	10	2	2	0	22	7	15
	Both	24	14	10	110	62	48	15	9	6	78	40	38
W10	Inbound	8	6	2	203	95	108	5	5	0	230	115	115

% 2018/2017		
Total	Pedestrian Male	Pedestrian Female
70%	77%	64%
44%	57%	n.a.
69%	76%	63%
125%	111%	145%
58%	75%	25%
118%	106%	135%
n.a.	n.a.	n.a.
n.a.	n.a.	n.a.
n.a.	n.a.	n.a.
78%	67%	100%
367%	200%	n.a.
150%	111%	267%
380%	300%	700%
387%	233%	1000%
385%	250%	925%
92%	93%	92%
115%	126%	105%
106%	111%	101%
114%	500%	50%
222%	211%	233%
192%	240%	160%
101%	105%	98%
144%	135%	155%
106%	110%	103%
52%	41%	73%
104%	71%	167%
75%	54%	115%
145%	113%	191%
67%	30%	113%
131%	98%	176%
112%	124%	101%

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	106%	131%	81%	4	2	2	49	27	22	5	4	1	53	19	34
	112%	125%	99%	12	8	4	252	122	130	10	9	1	283	134	149
W11	130%	142%	116%	5	4	1	59	32	27	1	0	1	49	24	25
	164%	180%	125%	5	4	1	20	10	10	1	1	0	12	17	-5
	136%	150%	117%	10	8	2	79	42	37	2	1	1	61	41	20
W12	86%	117%	56%	5	4	1	43	24	19	6	6	0	29	18	11
	100%	133%	25%	4	4	0	39	16	23	7	7	0	22	12	10
	90%	122%	50%	9	8	1	82	40	42	13	13	0	51	30	21
W13	126%	132%	121%	1	1	0	42	20	22	2	2	0	30	14	16
	1000%	800%	n.a.	1	1	0	6	4	2	2	2	0	9	7	2
	163%	188%	138%	2	2	0	48	24	24	4	4	0	39	21	18
W14	100%	86%	123%	2	2	0	115	53	62	2	2	0	85	49	36
	133%	186%	88%	1	1	0	22	11	11	0	0	0	17	10	7
	105%	98%	116%	3	3	0	137	64	73	2	2	0	102	59	43
W15	51%	45%	55%	6	3	3	172	89	83	3	3	0	138	59	79
	132%	106%	267%	6	5	1	14	10	4	5	4	1	12	7	5
	59%	56%	62%	12	8	4	186	99	87	8	7	1	150	66	84
W16	86%	84%	89%	8	8	0	167	92	75	3	3	0	142	79	63
	85%	47%	175%	1	1	0	30	19	11	1	1	0	21	15	6
	86%	78%	96%	9	9	0	197	111	86	4	4	0	163	94	69
W17	114%	107%	120%	3	3	0	97	49	48	3	3	0	66	35	31
	150%	125%	175%	1	1	0	10	8	2	0	0	0	11	8	3
	118%	109%	126%	4	4	0	107	57	50	3	3	0	77	43	34
W18	94%	96%	92%	103	69	34	286	118	168	81	50	31	287	141	146
	208%	183%	233%	6	4	2	37	20	17	1	1	0	25	12	13
	100%	101%	99%	109	73	36	323	138	185	82	51	31	312	153	159
W19	247%	287%	216%	9	7	2	85	35	50	5	5	31	312	153	159
	160%	300%	67%	0	0	0	10	7	3	3	3	31	Not counted in 2016	Not counted in 2016	
	236%	288%	195%	9	7	2	95	42	53	3	3	3	Road closed	Road closed	
All sites	99%	101%	98%	332	233	99	2038	1007	1031	292	202	90	1811	863	948
	134%	131%	138%	74	49	25	752	421	331	133	106	27	562	308	254
	106%	107%	105%	406	282	124	2790	1428	1362	425	308	117	2373	1171	1202

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Belconnen 2017 & 2018 Cordon Count -- Count site numbers 4:00 to 7:00 PM
And 2015 and 2016 data

Site	Direction	2017						2018						Difference % 2018/2017				
		Cyclist		Pedestrian		Cyclist		Pedestrian		Cyclist		Pedestrian		Total	Male	Female	Total	
		Total	Female	Total	Female	Total	Female	Total	Female	Total	Male	Female	#DIV/0!					
B01	Inbound	5	0	6	6	0	1	1	2	1	1	0	2	1	1	20%	20%	33%
	Outbound	5	3	34	17	17	9	6	37	26	11	3	37	26	11	300%	300%	109%
	Both	10	3	40	23	17	10	7	39	27	12	3	39	27	12	100%	100%	98%
B02	Inbound	5	0	7	3	4	6	5	13	5	8	1	13	5	8	100%	n.a.	186%
	Outbound	8	2	10	4	6	13	11	30	13	17	2	30	13	17	183%	183%	300%
	Both	13	2	17	7	10	19	16	43	18	25	3	43	18	25	146%	146%	253%
B03	Inbound	38	11	120	53	67	29	23	113	53	60	6	113	53	60	76%	76%	94%
	Outbound	83	22	248	110	138	74	53	211	106	105	21	211	106	105	89%	87%	85%
	Both	121	33	368	163	205	103	76	324	159	165	27	324	159	165	86%	86%	88%
B04	Inbound	27	7	124	62	62	31	25	121	49	72	6	121	49	72	115%	125%	98%
	Outbound	74	20	178	91	87	75	60	163	73	90	15	163	73	90	101%	300%	92%
	Both	101	40	302	153	149	106	85	284	122	162	21	284	122	162	105%	213%	94%
B05	Inbound	0	0	11	8	3	1	1	11	6	5	0	11	6	5	n.a.	n.a.	100%
	Outbound	0	0	21	11	10	4	3	17	11	6	1	17	11	6	n.a.	n.a.	81%
	Both	0	0	32	19	13	5	4	28	17	11	1	28	17	11	n.a.	n.a.	88%
B06	Inbound	2	0	4	2	2	3	3	6	4	2	0	6	4	2	150%	150%	150%
	Outbound	10	1	4	4	0	18	12	4	2	2	6	4	2	2	180%	133%	100%
	Both	12	1	8	6	2	21	15	10	6	4	6	10	6	4	175%	136%	125%
B07	Inbound	4	0	8	6	2	7	7	7	2	5	0	7	2	5	175%	175%	88%
	Outbound	40	12	13	8	5	45	35	50	26	24	10	50	26	24	113%	125%	385%
	Both	44	12	21	14	7	52	42	57	28	29	10	57	28	29	118%	131%	271%
B08	Inbound	6	2	20	10	10	5	5	34	28	6	0	34	28	6	83%	125%	170%
	Outbound	13	4	73	44	29	17	13	81	49	32	4	81	49	32	131%	144%	111%
	Both	19	6	93	54	39	22	18	115	77	38	4	115	77	38	116%	138%	124%
B09	Inbound	8	6	204	94	110	7	6	46	22	24	1	46	22	24	88%	100%	56%
	Outbound	14	4	316	145	171	22	18	176	89	87	4	176	89	87	157%	180%	23%
	Both	22	10	520	239	281	29	24	222	111	111	5	222	111	111	132%	150%	56%
B10a	Inbound	16	3	15	10	5	10	9	24	11	13	1	24	11	13	63%	69%	43%
	Outbound	6	0	8	6	2	3	2	22	10	12	1	22	10	12	50%	33%	160%
	Both	22	3	23	16	7	13	11	46	21	25	2	46	21	25	59%	58%	200%

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B10b	Inbound	18	13	5	245	104	141	8	7	1	186	91	95	44%	54%	20%	76%
	Outbound	33	20	13	298	124	174	9	8	1	199	93	106	27%	40%	8%	67%
	Both	51	33	18	543	228	315	17	15	2	385	184	201	33%	45%	11%	71%
B11	Inbound	7	6	1	7	4	3	1	1	0	2	1	1	14%	17%	n.a.	29%
	Outbound	3	2	1	2	1	1	8	7	1	4	3	1	267%	350%	100%	200%
	Both	10	8	2	9	5	4	9	8	1	6	4	2	90%	100%	50%	67%
B12	Inbound	4	3	1	181	98	83	0	0	0	37	20	17	n.a.	n.a.	n.a.	20%
	Outbound	2	2	0	49	28	21	0	0	0	79	35	44	n.a.	n.a.	n.a.	161%
	Both	6	5	1	230	126	104	0	0	0	116	55	61	n.a.	n.a.	n.a.	50%
B13	Inbound	16	16	0	16	8	8	14	12	2	28	14	14	88%	75%	n.a.	175%
	Outbound	24	18	6	39	22	17	16	15	1	52	32	20	67%	83%	17%	133%
	Both	40	34	6	55	30	25	30	27	3	80	46	34	75%	79%	50%	145%
B14	Inbound	3	3	0	21	9	12	5	3	2	29	14	15	167%	100%	n.a.	138%
	Outbound	6	5	1	76	39	37	3	2	1	74	37	37	50%	40%	100%	97%
	Both	9	8	1	97	48	49	8	5	3	103	51	52	89%	63%	300%	106%
B15	Inbound	5	4	1	63	46	17	2	2	0	58	36	22	40%	50%	n.a.	92%
	Outbound	9	7	2	166	110	56	10	8	2	47	28	19	111%	114%	100%	28%
	Both	14	11	3	229	156	73	12	10	2	105	64	41	86%	91%	67%	46%
B16	Inbound	18	15	3	20	12	8	34	31	3	41	26	15	189%	207%	100%	205%
	Outbound	78	61	17	269	164	105	73	53	20	321	187	134	94%	87%	118%	119%
	Both	96	76	20	289	176	113	107	84	23	362	213	149	111%	111%	115%	125%
B17	Inbound	12	10	2	20	15	5	1	1	0	15	10	5	8%	10%	n.a.	75%
	Outbound	14	13	1	162	108	54	18	13	5	149	93	56	129%	100%	500%	92%
	Both	26	23	3	182	123	59	19	14	5	164	103	61	73%	61%	167%	90%
B18	Inbound	0	0	0	1	1	0	2	2	0	1	1	0	n.a.	n.a.	n.a.	100%
	Outbound	2	2	0	1	1	0	5	4	1	2	2	0	250%	200%	n.a.	200%
	Both	2	2	0	2	2	0	7	6	1	3	3	0	350%	300%	n.a.	150%
B19	Inbound	2	1	1	6	1	5	2	1	1	5	4	1	100%	100%	100%	83%
	Outbound	7	5	2	13	7	6	4	3	1	11	6	5	57%	60%	50%	85%
	Both	9	6	3	19	8	11	6	4	2	16	10	6	67%	67%	67%	84%
B20	Inbound	1	1	0	19	14	5	1	1	0	11	6	5	100%	100%	n.a.	58%
	Outbound	12	9	3	44	31	13	5	3	2	31	19	12	42%	33%	67%	70%
	Both	13	10	3	63	45	18	6	4	2	42	25	17	46%	40%	67%	67%
B21	Inbound	1	1	0	12	5	7	1	1	0	6	1	5	100%	100%	n.a.	50%
	Outbound	6	4	2	33	18	15	6	4	2	24	15	9	100%	100%	100%	73%

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B22	Both	7	5	2	45	23	22	7	5	2	30	16	14	100%	100%	100%	67%
	Inbound	5	5	0	4	3	1	6	5	1	23	16	7	120%	100%	n.a.	575%
	Outbound	14	11	3	25	18	7	13	13	0	28	19	9	93%	118%	0%	112%
	Both	19	16	3	29	21	8	19	18	1	51	35	16	100%	113%	33%	176%
B23	Inbound	9	7	2	49	25	24	5	4	1	44	25	19	56%	57%	50%	90%
	Outbound	32	22	10	142	77	65	16	12	4	160	73	87	50%	55%	40%	113%
	Both	41	29	12	191	102	89	21	16	5	204	98	106	51%	55%	42%	107%
All	Inbound	212	171	41	1183	599	584	182	156	26	863	446	417	86%	91%	63%	73%
	Outbound	495	332	163	2224	1188	1036	466	358	108	1972	1047	925	94%	108%	66%	89%
	Both	707	503	204	3407	1787	1620	648	514	134	2835	1493	1342	92%	102%	66%	83%

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Belconnen 2015 Cordon Count -- 4:00 to 7:00 PM

M7	Pedestrian		2015						2016					
	Male	Female	Site	Cyclist		Pedestrian		Total	Male	Female	Cyclist		Pedestrian	
				Total	Male	Female	Total				Male	Female	Total	Male
	17%	#DIV/0!	Inbound	0	0	9	4	5	0	0	6	1	5	
	153%	65%	Outbound	2	1	39	17	22	2	1	35	12	23	
	117%	71%	Both	2	1	48	21	27	3	2	41	13	28	
	167%	200%	Inbound	6	6	6	3	3	1	1	2	1	1	
	325%	283%	Outbound	16	14	25	15	10	5	5	15	9	6	
	257%	250%	Both	22	20	31	18	13	6	6	17	10	7	
	100%	90%	Inbound	30	23	128	57	71	12	10	45	25	20	
	96%	76%	Outbound	106	79	259	119	140	61	40	139	68	71	
	98%	80%	Both	136	102	387	176	211	73	50	184	93	91	
	79%	116%	Inbound	30	25	83	40	43	4	4	24	14	10	
	80%	103%	Outbound	82	67	135	59	76	54	42	36	25	11	
	80%	109%	Both	112	92	218	99	119	58	46	60	39	21	
	75%	167%	Inbound	0	0	8	5	3	0	0	6	5	1	
	100%	60%	Outbound	1	1	5	3	2	3	2	5	3	2	
	89%	85%	Both	1	1	13	8	5	3	2	11	8	3	
	200%	100%	Inbound	8	5	4	0	4	2	2	2	2	0	
	50%	n.a.	Outbound	19	14	4	1	3	14	11	7	3	4	
	100%	200%	Both	27	19	8	1	7	16	13	9	5	4	
	33%	250%	Inbound	7	7	1	1	0	3	2	2	2	0	
	325%	480%	Outbound	52	36	4	3	1	27	22	3	1	2	
	200%	414%	Both	59	43	5	4	1	30	24	5	3	2	
	280%	60%	Inbound	4	4	20	14	6	4	4	34	26	8	
	111%	110%	Outbound	15	8	68	35	33	16	13	64	33	31	
	143%	97%	Both	19	12	88	49	39	20	17	98	59	39	
	23%	22%	Inbound	0	0	33	17	16	12	7	5	15	6	
	61%	51%	Outbound	0	0	53	24	29	14	9	5	36	15	
	46%	40%	Both	0	0	86	41	45	26	16	72	51	21	
	110%	260%	Inbound	11	8	22	15	7	16	14	2	8	6	
	167%	600%	Outbound	11	8	9	8	1	8	8	0	11	3	
	131%	357%	Both	22	16	31	23	8	24	22	28	19	9	

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88%	67%	B10b	Inbound	2	2	0	113	44	69	4	4	0	143	62	81
75%	61%		Outbound	8	4	4	293	124	169	12	8	4	224	118	106
81%	64%		Both	10	6	4	406	168	238	16	12	4	367	180	187
25%	33%	B11	Inbound	2	2	0	1	1	0	3	3	0	2	2	0
300%	100%		Outbound	5	3	2	9	6	3	5	4	1	11	8	3
80%	50%		Both	7	5	2	10	7	3	8	7	1	13	10	3
20%	20%	B12	Inbound	0	0	0	16	6	10	0	0	0	9	4	5
125%	210%		Outbound	4	3	1	58	36	22	0	0	0	70	45	25
44%	59%		Both	4	3	1	74	42	32	0	0	0	79	49	30
175%	175%	B13	Inbound	8	5	3	19	12	7	8	7	1	19	13	6
145%	118%		Outbound	17	12	5	60	35	25	18	13	5	45	30	15
153%	136%		Both	25	17	8	79	47	32	26	20	6	64	43	21
156%	125%	B14	Outbound	2	2	0	21	8	13	1	1	0	13	5	8
95%	100%		Inbound	5	5	0	97	51	46	1	1	0	61	28	33
106%	106%		Both	7	7	0	118	59	59	2	2	0	74	33	41
78%	129%	B15	Inbound	2	2	0	50	35	15	4	4	0	23	13	10
25%	34%		Outbound	6	4	2	144	80	64	5	5	0	110	70	40
41%	56%		Both	8	6	2	194	115	79	9	9	0	133	83	50
217%	188%	B16	Inbound	30	27	3	22	14	8	25	18	7	17	8	9
114%	128%		Outbound	100	68	32	286	174	112	70	54	16	286	168	118
121%	132%		Both	130	95	35	308	188	120	95	72	23	303	176	127
67%	100%	B17	Inbound	9	7	2	20	14	6	4	3	1	17	12	5
86%	104%		Outbound	18	14	4	163	100	63	10	9	1	103	63	40
84%	103%		Both	27	21	6	183	114	69	14	12	2	120	75	45
100%	n.a.	B18	Inbound	2	2	0	1	1	0	0	0	0	3	1	2
200%	n.a.		Outbound	6	3	3	1	1	0	4	2	2	3	1	2
150%	n.a.		Both	8	5	3	2	2	0	4	2	2	6	2	4
400%	20%	B19	Inbound	3	2	1	6	3	3	0	0	0	5	4	1
86%	83%		Outbound	7	3	4	20	12	8	4	3	1	13	7	6
125%	55%		Both	10	5	5	26	15	11	4	3	1	18	11	7
43%	100%	B20	Inbound	1	1	0	16	10	6	1	1	0	6	6	0
61%	92%		Outbound	13	10	3	36	20	16	13	13	0	21	13	8
56%	94%		Both	14	11	3	52	30	22	14	14	0	27	19	8
20%	71%	B21	Inbound	5	4	1	13	7	6	1	1	0	8	5	3
83%	60%		Outbound	7	3	4	27	12	15	4	3	1	26	12	14

		2017-18													
70%	64%	12	7	5	40	19	21	5	4	1	34	17	17		
53%	70%	1	1	0	10	3	7	1	1	0	12	8	4		
106%	129%	4	3	1	22	16	6	2	2	0	11	9	2		
167%	200%	5	4	1	32	19	13	3	3	0	23	17	6		
100%	79%	7	4	3	71	38	33	4	4	0	21	14	7		
95%	134%	28	18	10	167	83	84	18	15	3	140	83	57		
96%	119%	35	22	13	238	121	117	22	19	3	161	97	64		
74%	71%	170	139	31	693	352	341	110	91	19	454	256	198		
88%	89%	532	381	151	1984	1034	950	371	286	85	1493	856	637		
84%	83%	702	520	182	2677	1386	1291	481	377	104	1947	1112	835		

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Civic 2017 & 2018 Cordon Count – Count site numbers 4:00 to 7:00 PM
And 2015 and 2016 data

Site	Direction	2017						2018						Difference % 2018/20			
		Cyclist		Pedestrian		Cyclist		Pedestrian		Cyclist		Pedestrian		Total	Male	Female	Total
		Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female				
C01	Inbound	79	65	14	16	12	4	64	50	14	14	10	4	81%	77%	100%	88%
	Outbound	350	273	77	41	24	17	368	274	94	24	16	8	105%	100%	122%	59%
C02	Both	429	338	91	57	36	21	432	324	108	38	26	12	101%	96%	119%	67%
	Inbound	0	0	0	0	0	0	1	1	0	0	0	0	n.a.	n.a.	n.a.	n.a.
C03	Outbound	3	3	0	0	0	0	2	2	0	0	0	0	67%	67%	n.a.	n.a.
	Both	3	3	0	0	0	0	3	3	0	0	0	0	100%	100%	n.a.	n.a.
C04	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	n.a.	n.a.	n.a.	n.a.
	Outbound	2	1	1	0	0	0	2	2	0	0	0	0	100%	200%	0%	0%
C05-06	Both	2	1	1	0	0	0	2	2	0	0	0	0	100%	200%	0%	0%
	Inbound	0	0	0	1	0	1	5	4	1	1	0	1	n.a.	n.a.	n.a.	100%
C07	Outbound	8	8	0	3	2	1	15	12	3	2	0	2	188%	150%	n.a.	67%
	Both	8	8	0	4	2	2	20	16	4	3	0	3	250%	200%	n.a.	75%
C08	Inbound	38	26	12	21	12	9	15	12	3	3	4	4	39%	46%	25%	38%
	Outbound	153	123	30	64	42	22	107	85	22	51	30	21	70%	69%	73%	80%
C09	Both	191	149	42	85	54	31	122	97	25	59	34	25	64%	65%	60%	69%
	Inbound	13	8	5	17	8	9	3	2	1	17	9	8	23%	25%	20%	100%
C10	Outbound	51	32	19	98	63	35	61	41	20	97	55	42	120%	128%	105%	99%
	Both	64	40	24	115	71	44	64	43	21	114	64	50	100%	108%	88%	99%
C11	Inbound	23	18	5	20	11	9	14	12	2	12	6	6	61%	67%	40%	60%
	Outbound	104	64	40	110	55	55	79	55	24	101	54	47	76%	86%	60%	92%
C09	Both	127	82	45	130	66	64	93	67	26	113	60	53	73%	82%	58%	87%
	Inbound	4	3	1	16	10	6	5	4	1	9	6	3	125%	133%	100%	56%
C10	Outbound	24	18	6	35	19	16	28	17	11	45	25	20	117%	117%	183%	129%
	Both	28	21	7	51	29	22	33	21	12	54	31	23	118%	100%	171%	106%
C11	Inbound	77	53	24	22	15	7	55	38	17	35	18	17	71%	72%	71%	159%
	Outbound	522	315	207	159	78	81	422	238	184	122	61	61	81%	76%	89%	77%
C11	Both	599	368	231	181	93	88	477	276	201	157	79	78	80%	75%	87%	87%
	Inbound	59	39	20	49	24	25	71	43	28	85	44	41	120%	110%	140%	173%
C11	Outbound	537	340	197	242	108	134	653	425	228	358	161	197	122%	125%	116%	148%
	Both	596	379	217	291	132	159	724	468	256	443	205	238	121%	123%	118%	152%

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C12	Inbound	0	0	3	2	0	2	20	9	11	n.a.	n.a.	222%
	Outbound	9	4	82	9	7	2	137	58	79	100%	175%	100%
	Both	9	4	85	11	7	4	157	67	90	122%	175%	108%
C13	Inbound	46	31	47	52	31	21	101	51	50	113%	100%	81%
	Outbound	230	126	208	342	243	99	419	192	227	149%	193%	100%
	Both	276	157	255	394	274	120	520	243	277	143%	175%	95%
C14a	Inbound	14	10	26	6	5	1	49	33	16	43%	50%	78%
	Outbound	307	227	89	291	211	80	312	173	139	95%	93%	180%
	Both	321	237	115	297	216	81	361	206	155	93%	91%	153%
C14b	Inbound	52	40	110	50	41	9	143	90	53	96%	103%	63%
	Outbound	34	21	172	39	22	17	208	106	102	115%	105%	59%
	Both	86	61	282	89	63	26	351	196	155	103%	103%	61%
C15	Inbound	47	32	164	41	26	15	352	209	143	87%	81%	83%
	Outbound	161	100	400	131	80	51	747	430	317	81%	80%	85%
	Both	208	132	564	172	106	66	1099	639	460	83%	80%	84%
C16	Inbound	43	31	153	63	45	18	354	205	149	147%	145%	90%
	Outbound	346	113	408	201	144	57	1015	549	466	58%	127%	108%
	Both	389	144	561	264	189	75	1369	754	615	68%	131%	102%
C17	Inbound	26	20	38	19	14	5	175	108	67	73%	70%	166%
	Outbound	50	30	240	68	36	32	436	223	213	136%	120%	90%
	Both	76	50	278	87	50	37	611	331	280	114%	100%	103%
C18	Inbound	9	8	43	34	33	1	110	60	50	378%	413%	116%
	Outbound	39	22	141	76	50	26	320	160	160	195%	227%	105%
	Both	48	30	184	110	83	27	430	220	210	229%	277%	108%
C19	Inbound	7	5	31	9	8	1	63	28	35	129%	160%	85%
	Outbound	45	26	68	43	27	16	176	86	90	96%	104%	105%
	Both	52	31	99	52	35	17	239	114	125	100%	113%	99%
C20	Inbound	8	8	48	15	13	2	137	82	55	188%	163%	94%
	Outbound	49	37	151	35	19	16	263	143	120	71%	51%	77%
	Both	57	45	200	50	32	18	400	225	175	88%	71%	82%
C21	Inbound	13	12	23	11	7	4	44	25	19	85%	58%	73%
	Outbound	62	41	77	68	38	30	158	96	62	110%	93%	95%
	Both	75	53	100	79	45	34	202	121	81	105%	85%	89%
C22	Inbound	4	3	6	7	4	3	25	14	11	175%	133%	208%
	Outbound	16	10	30	17	7	10	78	41	37	106%	70%	166%

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C23	Both	20	13	7	59	23	36	24	11	13	103	55	48	120%	85%	186%	175%
	Inbound	2	1	1	19	11	8	5	3	2	15	12	3	250%	300%	200%	79%
	Outbound	22	11	11	42	23	19	18	12	6	55	37	18	82%	109%	55%	131%
C24	Both	24	12	12	61	34	27	23	15	8	70	49	21	96%	125%	67%	115%
	Inbound	10	7	3	8	5	3	5	5	0	18	13	5	50%	71%	n.a.	225%
	Outbound	9	6	3	40	20	20	11	6	5	49	26	23	122%	100%	167%	123%
C25	Both	19	13	6	48	25	23	16	11	5	67	39	28	84%	85%	83%	140%
	Inbound	7	6	1	90	47	43	9	6	3	90	53	37	129%	100%	300%	100%
	Outbound	2	1	1	100	48	52	2	2	0	80	41	39	100%	200%	n.a.	80%
C26	Both	9	7	2	190	95	95	11	8	3	170	94	76	122%	114%	150%	89%
	Inbound	41	34	7	62	39	23	54	41	13	82	52	30	132%	121%	186%	132%
	Outbound	33	21	12	204	109	95	43	35	8	260	137	123	130%	167%	67%	127%
C27	Both	74	55	19	266	148	118	97	76	21	342	189	153	131%	138%	111%	129%
	Inbound	2	1	1	1	1	0	0	0	0	0	0	0	n.a.	n.a.	n.a.	n.a.
	Outbound	1	1	0	1	1	0	0	0	0	0	0	0	n.a.	n.a.	n.a.	n.a.
C28	Both	3	2	1	2	2	0	0	0	0	0	0	0	n.a.	n.a.	n.a.	n.a.
	Inbound	8	5	3	12	7	5	7	2	5	13	9	4	88%	40%	167%	108%
	Outbound	15	13	2	31	10	21	13	12	1	22	11	11	87%	92%	50%	71%
C29	Both	23	18	5	43	17	26	20	14	6	35	20	15	87%	78%	120%	81%
	Inbound	189	159	30	279	126	153	189	149	40	242	116	126	100%	94%	133%	87%
	Outbound	125	93	32	256	128	128	118	82	36	188	92	96	94%	88%	113%	73%
C30	Both	314	252	62	535	254	281	307	231	76	430	208	222	98%	92%	123%	80%
	Inbound	107	66	41	241	108	133	102	73	29	190	85	105	95%	111%	71%	79%
	Outbound	273	188	85	305	141	164	263	211	52	268	130	138	96%	112%	61%	88%
C31	Both	380	254	126	546	249	297	365	284	81	458	215	243	96%	112%	84%	84%
	Inbound	381	288	93	47	28	19	378	296	82	41	27	14	99%	103%	88%	87%
	Outbound	192	137	55	68	39	29	171	116	55	57	29	28	89%	85%	100%	84%
	Both	573	425	148	115	67	48	549	412	137	98	56	42	96%	97%	93%	85%
All	Inbound	1309	979	330	2662	1512	1150	1291	968	323	2445	1378	1067	99%	99%	98%	92%
	Outbound	3774	2405	1369	6213	3258	2955	3696	2511	1185	6048	3162	2886	98%	104%	87%	97%
	Both	5083	3384	1699	8875	4770	4105	4987	3479	1508	8493	4540	3953	98%	103%	89%	96%

2017-18
Civic 2015 Gordan Count – 4:00 to 7:00 PM

Site	Direction	2015				2016							
		Cyclist		Pedestrian		Cyclist		Pedestrian					
		Total	Female	Total	Female	Total	Female	Total	Female				
C01	Inbound	79	66	13	77	48	29	449	351	98	36	11	25
	Outbound	372	287	85	95	57	38	70	48	22	10	2	8
C02	Both	451	353	98	172	105	67	519	399	120	46	13	33
	Inbound	0	0	0	0	0	0	0	0	0	0	0	0
C03	Outbound	1	1	0	6	2	4	5	5	0	0	0	0
	Both	1	1	0	6	2	4	5	5	0	0	0	0
C04	Inbound	0	0	0	0	0	0	10	9	1	0	0	0
	Outbound	0	0	0	0	0	0	1	1	0	0	0	0
C05-C06	Both	0	0	0	0	0	0	11	10	1	0	0	0
	Inbound	3	3	0	3	3	0	0	0	0	0	0	0
C07	Outbound	22	19	3	2	2	0	9	6	3	1	1	0
	Both	25	22	3	5	5	0	9	6	3	1	1	0
C08	Inbound	17	13	4	11	6	5	204	143	61	125	56	69
	Outbound	139	97	42	69	38	31	33	28	5	19	12	7
C09	Both	156	110	46	80	44	36	237	171	66	144	68	76
	Inbound	14	9	5	15	9	6	82	60	22	89	53	36
C10	Outbound	55	35	20	96	62	34	7	2	5	13	4	9
	Both	69	44	25	111	71	40	89	62	27	102	57	45
C11	Inbound	17	13	4	14	7	7	120	76	44	87	38	49
	Outbound	83	53	30	119	67	52	6	3	3	6	3	3
C12	Both	100	66	34	133	74	59	126	79	47	93	41	52
	Inbound	15	11	4	13	8	5	27	20	7	29	19	10
C13	Outbound	35	20	15	40	26	14	3	2	1	8	4	4
	Both	50	31	19	53	34	19	30	22	8	37	23	14
C14	Inbound	62	47	15	34	11	23	561	324	237	148	80	68
	Outbound	505	297	208	178	99	79	52	32	20	16	6	10
C15	Both	567	344	223	212	110	102	613	356	257	164	86	78
	Inbound	7	6	1	8	7	1	651	420	231	319	165	154
C16	Outbound	13	10	3	12	4	8	38	18	20	21	11	10
	Both	20	16	4	20	11	9	689	438	251	340	176	164

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C12	Inbound	5	2	3	18	13	5	5	4	1	205	82	123
	Outbound	11	6	5	120	42	78	5	2	3	12	9	3
	Both	16	8	8	138	55	83	10	6	4	217	91	126
C13	Inbound	42	26	16	89	56	33	283	164	119	528	267	261
	Outbound	262	158	104	400	187	213	19	13	6	44	28	16
	Both	304	184	120	489	243	246	302	177	125	572	295	277
C14a	Inbound	10	6	4	69	42	27	21	12	9	136	74	62
	Outbound	289	221	68	231	140	91	36	27	9	36	22	14
	Both	299	227	72	300	182	118	57	39	18	172	96	76
C14b	Inbound	56	40	16	196	129	67	374	247	127	515	285	230
	Outbound	36	22	14	343	200	143	9	8	1	51	41	10
	Both	92	62	30	539	329	210	383	255	128	566	326	240
C15	Inbound	58	40	18	400	238	162	140	88	52	834	472	362
	Outbound	128	79	49	753	401	352	25	18	7	177	105	72
	Both	186	119	67	1153	639	514	165	106	59	1011	577	434
C16	Inbound	41	30	11	300	171	129	112	78	34	627	343	284
	Outbound	167	121	46	690	373	317	28	26	2	229	149	80
	Both	208	151	57	990	544	446	140	104	36	856	492	364
C17	Inbound	29	18	11	82	56	26	61	32	29	482	228	254
	Outbound	58	31	27	336	174	162	7	5	2	60	35	25
	Both	87	49	38	418	230	188	68	37	31	542	263	279
C18	Inbound	8	4	4	51	38	13	66	43	23	291	150	141
	Outbound	45	28	17	279	150	129	6	3	3	22	16	6
	Both	53	32	21	330	188	142	72	46	26	313	166	147
C19	Inbound	15	12	3	70	43	27	32	17	15	132	83	49
	Outbound	41	25	16	244	149	95	6	5	1	11	8	3
	Both	56	37	19	314	192	122	38	22	16	143	91	52
C20	Inbound	15	11	4	184	108	76	28	16	12	231	116	115
	Outbound	57	40	17	358	192	166	10	7	3	71	40	31
	Both	72	51	21	542	300	242	38	23	15	302	156	146
C21	Inbound	15	7	8	40	27	13	86	53	33	171	97	74
	Outbound	86	45	41	164	94	70	3	2	1	29	11	18
	Both	101	52	49	204	121	83	89	55	34	200	108	92
C22	Inbound	3	2	1	17	11	6	23	14	9	62	27	35
	Outbound	24	15	9	58	29	29	1	0	1	6	2	4

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Gungahlin Cordon Counts 2017 and 2018 comparison PM data
And 2015 data

Site	Direction	Gungahlin 2017 & 2018 Cordon Count - Count site numbers 4:00 to 7:00 PM												Difference % 2018/21			
		2017						2018						Cyclist		Total	
		Cyclist		Pedestrian		Total		Cyclist		Pedestrian		Total		Total	Male	Female	Total
G01	Inbound	1	1	0	6	2	4	18	16	2	7	7	0	1800%	1600%	n.a.	117%
	Outbound	6	5	1	12	8	4	19	18	1	25	22	3	317%	360%	100%	208%
	Both	7	6	1	18	10	8	37	34	3	32	29	3	529%	567%	300%	178%
G02	Inbound	0	0	0	8	4	4	3	3	0	5	1	4	n.a.	n.a.	n.a.	63%
	Outbound	0	0	0	7	2	5	2	2	0	12	10	2	n.a.	n.a.	n.a.	171%
	Both	0	0	0	15	6	9	5	5	0	17	11	6	n.a.	n.a.	n.a.	113%
G03	Inbound	4	1	3	27	11	16	4	4	0	70	41	29	100%	400%	0%	259%
	Outbound	6	5	1	52	23	29	10	8	2	130	66	64	167%	160%	200%	250%
	Both	10	6	4	79	34	45	14	12	2	200	107	93	140%	200%	50%	253%
G04	Inbound	0	0	0	16	10	6	0	5	0	18	7	11	n.a.	n.a.	n.a.	113%
	Outbound	2	1	1	29	18	11	5	5	0	28	15	13	250%	500%	0%	97%
	Both	2	1	1	45	28	17	10	10	0	46	22	24	500%	1000%	0%	102%
G05	Inbound	0	0	0	9	5	4	3	3	0	49	33	16	n.a.	n.a.	n.a.	544%
	Outbound	4	3	1	40	26	14	8	6	2	72	38	34	200%	200%	200%	180%
	Both	4	3	1	49	31	18	11	9	2	121	71	50	275%	300%	200%	247%
G06	Inbound	0	0	0	8	5	3	0	0	0	10	6	4	n.a.	n.a.	n.a.	125%
	Outbound	0	0	0	18	8	10	0	0	0	21	15	6	n.a.	n.a.	n.a.	117%
	Both	0	0	0	26	13	13	0	0	0	31	21	10	n.a.	n.a.	n.a.	119%
G07	Inbound	0	0	0	10	2	8	0	0	0	14	8	6	n.a.	n.a.	n.a.	140%
	Outbound	3	1	2	27	15	12	1	1	0	28	8	20	33%	100%	n.a.	104%
	Both	3	1	2	37	17	20	1	1	0	42	16	26	33%	100%	n.a.	114%
G08	Inbound	1	0	1	10	6	4	0	0	0	13	5	8	n.a.	n.a.	n.a.	130%
	Outbound	4	3	1	39	26	13	2	2	0	23	11	12	50%	67%	n.a.	59%
	Both	5	3	2	49	32	17	2	2	0	36	16	20	40%	67%	n.a.	73%
G09	Inbound	2	2	0	11	5	6	9	9	0	14	7	7	450%	450%	n.a.	127%
	Outbound	6	2	4	22	16	6	6	3	3	24	12	12	100%	150%	75%	109%
	Both	8	4	4	33	21	12	15	12	3	38	19	19	188%	300%	75%	115%
G10	Inbound	1	1	0	3	2	1	2	2	0	6	3	3	200%	200%	n.a.	200%

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G11	Outbound	5	4	1	3	3	0	9	7	2	5	4	1	180%	175%	200%	167%	
	Both	6	5	1	6	5	1	11	9	2	11	7	4	183%	180%	200%	183%	
G12	Inbound	0	0	0	12	6	6	0	0	0	9	4	5	n.a.	n.a.	n.a.	75%	
	Outbound	2	1	1	16	11	5	3	3	0	53	21	32	150%	300%	n.a.	331%	
G13	Both	2	1	1	28	17	11	3	3	0	62	25	37	150%	300%	n.a.	221%	
	Inbound	10	9	1	20	13	7	7	26	4	10	8	2	260%	244%	400%	50%	
G14	Outbound	9	8	1	17	11	6	33	28	5	18	11	7	367%	350%	500%	106%	
	Both	19	17	2	37	24	13	59	50	9	28	19	9	311%	294%	450%	76%	
G15	Inbound	1	1	0	2	2	0	5	5	0	3	2	1	500%	500%	n.a.	150%	
	Outbound	4	4	0	7	5	2	10	9	1	6	4	2	250%	225%	n.a.	86%	
G14	Both	5	5	0	9	7	2	15	14	1	9	6	3	300%	280%	n.a.	100%	
	Inbound	2	1	1	3	3	0	15	13	2	18	10	8	750%	1300%	200%	600%	
G15	Outbound	3	3	0	6	2	4	19	16	3	25	10	15	633%	533%	n.a.	417%	
	Both	5	4	1	9	5	4	34	29	5	43	20	23	680%	725%	500%	478%	
All	Inbound	22	16	6	145	76	69	86	83	8	258	150	108	391%	519%	133%	178%	
	Outbound	54	40	14	295	174	121	128	109	19	483	256	227	237%	273%	136%	164%	
	Both	76	56	20	440	250	190	219	192	27	741	406	335	288%	343%	135%	168%	
		Not counted in 2017 (see report)																

117	
Pedestrian	
Male	Female
350%	n.a.
275%	75%
290%	38%
25%	100%
500%	40%
183%	67%
373%	181%
287%	221%
315%	207%
70%	183%
83%	118%
79%	141%
660%	400%
146%	243%
229%	278%
120%	133%
188%	60%
162%	77%
400%	75%
53%	167%
94%	130%
83%	200%
42%	92%
50%	118%
140%	117%
75%	200%
90%	158%
150%	300%

Gungahlin 2015 & 2016 Cordon Count - Count site numbers 4:00 to

Site	Direction	2015						2016							
		Cyclist		Pedestrian		Total	Male	Female	Cyclist		Pedestrian		Total	Male	Female
		Total	Male	Female	Total				Male	Female	Total	Male			
G01	Inbound	4	2	30	18	12	0	0	0	10	6	4	10	6	4
	Outbound	14	10	39	18	21	3	3	3	13	5	8	13	5	8
	Both	18	12	69	36	33	6	3	3	23	11	12	23	11	12
G02	Inbound	2	0	4	2	2	1	0	1	5	3	2	5	3	2
	Outbound	0	0	15	7	8	1	1	0	13	8	5	13	8	5
	Both	2	0	19	9	10	2	1	1	18	11	7	18	11	7
G03	Inbound	1	1	33	11	22	7	7	0	56	36	20	56	36	20
	Outbound	3	2	66	37	29	8	6	2	60	39	21	60	39	21
	Both	4	3	99	48	51	15	13	2	116	75	41	116	75	41
G04	Inbound	0	0	10	2	8	0	0	0	44	16	28	44	16	28
	Outbound	5	4	27	11	16	3	2	1	70	43	27	70	43	27
	Both	5	4	37	13	24	3	2	1	114	59	55	114	59	55
G05	Inbound	1	1	40	17	23	4	3	1	21	10	11	21	10	11
	Outbound	12	6	84	34	50	7	5	2	58	36	22	58	36	22
	Both	13	7	124	51	73	11	8	3	79	46	33	79	46	33
G06	Inbound	1	1	14	8	6	0	0	0	7	5	2	7	5	2
	Outbound	0	0	37	17	20	0	0	0	19	8	11	19	8	11
	Both	1	1	51	25	26	0	0	0	26	13	13	26	13	13
G07	Inbound	7	3	23	19	4	2	2	0	26	12	14	26	12	14
	Outbound	9	1	33	13	20	4	4	0	56	30	26	56	30	26
	Both	16	4	56	32	24	6	6	0	82	42	40	82	42	40
G08	Inbound	1	1	2	0	2	0	0	0	12	7	5	12	7	5
	Outbound	8	6	19	12	7	9	9	0	23	13	10	23	13	10
	Both	9	7	21	12	9	9	9	0	35	20	15	35	20	15
G09	Inbound	2	2	13	7	6	1	1	0	7	2	5	7	2	5
	Outbound	6	6	28	12	16	2	1	1	27	14	13	27	14	13
	Both	8	8	41	19	22	3	2	1	34	16	18	34	16	18
G10	Inbound	15	11	29	11	18	15	9	6	19	11	8	19	11	8

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133%	n.a.	Outbound	13	7	6	52	22	30	10	8	2	18	10	8
140%	400%	Both	28	18	10	81	33	48	25	17	8	37	21	16
67%	83%	Inbound	0	0	0	2	1	1	0	0	0	23	8	15
191%	640%	Outbound	1	1	0	4	2	2	1	1	0	37	16	21
147%	336%	Both	1	1	0	6	3	3	1	1	0	60	24	36
62%	29%	Inbound	9	8	1	37	24	13	8	6	2	16	12	4
100%	117%	Outbound	10	10	0	36	24	12	14	12	2	27	20	7
79%	69%	Both	19	18	1	73	48	25	22	18	4	43	32	11
100%	n.a.	Inbound	0	0	0	10	6	4	4	3	1	10	7	3
80%	100%	Outbound	0	0	0	9	4	5	5	3	2	13	8	5
86%	150%	Both	0	0	0	19	10	9	9	6	3	23	15	8
333%	n.a.													
500%	375%													
400%	575%													
n.a.	n.a.													
n.a.	n.a.													
n.a.	n.a.													
197%	157%	All Inbound	33	26	7	196	95	101	42	31	11	256	135	121
147%	188%	Outbound	67	48	19	337	165	172	70	55	15	434	250	184
162%	176%	Both	100	74	26	533	260	273	112	86	26	690	385	305

No G14 in 2016 count (see report)

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Tuggeranong Cordon Counts 2017 and 2018 comparison PM data
And 2015 data

Site Direction	Tuggeranong 2017 & 2016 Gordon Count – Count site numbers 4:00 to 7:00 PM												Difference % 2018/2017					
	2017						2018											
	Cyclist		Pedestrian		Cyclist		Pedestrian		Cyclist		Pedestrian		Total	Male	Female	Total	Male	
T01	Inbound	50	42	8	16	7	9	14	13	1	5	2	3	28%	31%	13%	31%	29%
	Outbound	5	3	2	4	2	2	46	38	8	25	17	8	920%	1267%	400%	625%	850%
T02	Both	50	42	8	16	7	9	60	51	9	30	30	11	120%	121%	113%	188%	429%
	Inbound	30	27	3	29	15	14	35	32	3	23	15	8	117%	119%	100%	79%	100%
T03	Outbound	51	40	11	47	23	24	46	34	12	68	32	36	90%	85%	109%	145%	139%
	Both	80	69	11	45	22	23	81	66	15	91	91	44	101%	96%	136%	202%	414%
T04	Inbound	6	6	0	54	18	36	3	2	1	25	14	11	50%	33%	n.a.	46%	78%
	Outbound	20	18	2	60	31	29	37	31	6	62	29	33	185%	172%	300%	103%	94%
T05	Both	86	75	11	99	40	59	40	33	7	87	87	44	47%	44%	64%	88%	218%
	Inbound	31	27	4	34	16	18	28	22	6	47	17	30	90%	81%	150%	138%	106%
T06	Outbound	59	49	10	68	37	31	71	56	15	61	26	35	120%	114%	150%	90%	70%
	Both	117	102	15	133	56	77	99	78	21	108	108	65	85%	76%	140%	81%	193%
T07	Inbound	0	0	0	0	0	0	0	0	0	0	0	0	n.a.	n.a.	n.a.	n.a.	n.a.
	Outbound	3	3	0	1	0	1	0	0	0	0	0	0	n.a.	n.a.	n.a.	n.a.	n.a.
T08	Both	117	102	15	133	56	77	0	0	0	0	0	0	n.a.	n.a.	n.a.	n.a.	n.a.
	Inbound	19	15	4	11	5	6	13	9	4	10	5	5	68%	60%	100%	91%	100%
T09	Outbound	54	45	9	26	20	6	32	30	2	26	21	5	59%	67%	22%	100%	105%
	Both	136	117	19	144	61	83	45	39	6	36	36	10	33%	33%	32%	25%	59%
T10	Inbound	3	3	0	4	3	1	5	3	2	8	5	3	167%	100%	n.a.	200%	167%
	Outbound	11	8	3	24	12	12	9	6	3	19	12	7	82%	75%	100%	79%	100%
T11	Both	139	120	19	148	64	84	14	9	5	27	27	10	10%	8%	26%	18%	42%
	Inbound	0	0	0	11	5	6	0	0	0	1	1	0	n.a.	n.a.	n.a.	9%	20%
T12	Outbound	7	6	1	60	42	18	3	3	0	35	17	18	43%	50%	n.a.	58%	40%
	Both	139	120	19	159	69	90	3	3	0	36	36	18	2%	3%	n.a.	23%	52%
All	Inbound	139	120	19	159	69	90	98	81	17	119	59	60	71%	68%	89%	75%	86%
	Outbound	210	172	38	290	167	123	244	198	46	296	154	142	116%	115%	121%	102%	92%
Both	864	747	117	877	375	502	342	279	63	415	415	202	40%	37%	54%	47%	111%	

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Tuggeranong Cordon Count - 4:00 to 7:00 pm

Site Direction	2015						2016							
	Cyclist		Pedestrian		Total		Cyclist		Pedestrian		Total			
	Total	Female	Total	Female	Total	Female	Total	Female	Total	Male	Female	Total	Male	Female
T01	5	4	10	5	15	9	8	23	13	10	3	13	17	1
Inbound	55	47	102	10	112	12	48	60	12	22	34	44	5	3
Outbound	60	51	111	15	126	17	56	77	15	32	42	67	6	4
Both	27	23	50	4	54	20	22	42	26	27	53	29	10	17
T02	42	37	79	16	95	29	38	67	6	31	37	43	13	18
Inbound	69	60	129	36	165	55	60	115	8	58	66	74	23	35
Outbound	13	13	26	17	43	24	6	30	1	15	16	31	12	3
Both	46	34	80	39	119	31	34	65	5	39	44	53	31	8
T03	59	47	106	56	162	55	40	95	6	54	60	74	43	11
Inbound	20	18	38	7	45	10	20	30	2	10	12	22	6	4
Outbound	49	44	93	25	118	19	53	72	6	23	29	35	15	8
Both	69	62	131	32	163	29	73	102	8	33	41	54	21	12
T04	3	3	6	0	6	0	1	1	0	0	0	0	0	0
Inbound	10	9	19	0	19	0	0	0	0	0	0	0	0	0
Outbound	13	12	25	0	25	0	1	1	0	0	0	0	0	0
Both	3	3	6	2	8	4	11	11	6	4	10	14	3	1
T05	32	27	59	14	73	3	44	47	3	18	21	39	9	9
Inbound	35	30	65	16	81	7	55	62	6	22	28	40	12	10
Outbound	2	1	3	4	7	5	1	6	0	6	6	12	3	3
Both	12	7	19	7	26	15	14	29	3	21	24	33	14	7
T06	14	8	22	11	33	20	15	35	3	27	30	37	17	10
Inbound	5	5	10	2	12	6	1	7	0	6	6	12	3	3
Outbound	7	7	14	7	21	15	14	29	3	21	24	33	14	7
Both	12	12	24	8	32	20	15	35	3	27	30	37	17	10
T07	7	7	14	2	16	10	13	23	0	49	33	82	49	16
Inbound	12	12	24	29	41	16	14	30	0	55	36	91	55	19
Outbound	78	70	148	57	205	80	70	150	5	69	74	143	69	32
Both	253	212	465	138	603	119	244	363	34	186	210	396	117	69
All	331	282	613	195	808	199	314	513	39	255	154	409	154	101

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Site	Direction	2017												2018						Difference % 2018/20		
		Cyclist				Pedestrian				Cyclist				Pedestrian				Cyclist				
		Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total		
W01	Inbound	0	0	0	14	7	7	3	3	0	5	2	3	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	36%		
	Outbound	22	17	5	186	88	98	26	21	5	85	44	41	118%	124%	100%	100%	100%	100%	46%		
W02	Both	22	17	5	200	95	105	29	24	5	90	46	44	132%	141%	100%	100%	100%	100%	45%		
	Inbound	2	1	1	19	11	8	0	0	0	19	10	9	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	100%		
W02a	Outbound	13	9	4	92	32	60	12	10	2	90	43	47	92%	111%	50%	50%	50%	98%			
	Both	15	10	5	111	43	68	12	10	2	109	53	56	80%	100%	40%	40%	40%	98%			
W03	Inbound	Not counted in 2017 (path closed)																				
	Outbound	Not counted in 2017 (path closed)																				
W03	Both	Not counted in 2017 (path closed)																				
	Inbound	2	2	0	1	1	0	5	3	2	2	3	0	250%	150%	n.a.	n.a.	n.a.	n.a.	300%		
W04	Outbound	11	4	7	5	0	0	5	4	1	14	13	1	45%	100%	14%	14%	14%	280%			
	Both	13	6	7	6	0	0	10	7	3	17	13	4	77%	117%	43%	43%	43%	283%			
W05	Inbound	4	3	1	1	1	0	5	4	1	10	8	2	125%	133%	100%	100%	100%	1000%			
	Outbound	29	20	9	2	2	0	40	25	15	9	5	4	138%	125%	167%	167%	167%	450%			
W06	Both	33	23	10	3	3	0	45	29	16	19	13	6	136%	126%	160%	160%	160%	633%			
	Inbound	16	10	6	35	21	14	10	6	4	47	18	29	63%	60%	67%	67%	67%	134%			
W07	Outbound	16	10	6	81	42	39	14	8	6	78	48	30	88%	80%	100%	100%	100%	96%			
	Both	32	20	12	116	63	53	24	14	10	125	66	59	75%	70%	83%	83%	83%	108%			
W08	Inbound	5	4	1	3	2	1	4	4	0	5	5	0	80%	100%	n.a.	n.a.	n.a.	167%			
	Outbound	6	3	3	3	2	1	15	9	6	5	3	2	250%	300%	200%	200%	200%	167%			
W09	Both	11	7	4	6	4	2	19	13	6	10	8	2	173%	186%	150%	150%	150%	167%			
	Inbound	4	3	1	28	12	16	5	4	1	51	38	13	125%	133%	100%	100%	100%	182%			
W10	Outbound	27	23	4	5	5	0	47	34	13	287	129	158	174%	148%	325%	325%	325%	5740%			
	Both	31	26	5	33	17	16	52	38	14	338	167	171	168%	146%	280%	280%	280%	1024%			
W08	Inbound	0	0	0	17	11	6	0	0	0	17	9	8	n.a.	n.a.	n.a.	n.a.	n.a.	100%			
	Outbound	1	1	0	13	9	4	0	0	0	8	5	3	n.a.	n.a.	n.a.	n.a.	n.a.	52%			
W09	Both	1	1	0	30	20	10	0	0	0	25	14	11	n.a.	n.a.	n.a.	n.a.	n.a.	83%			
	Inbound	2	1	1	31	21	10	1	0	1	28	17	11	50%	n.a.	100%	100%	100%	90%			
W10	Outbound	19	11	8	108	53	55	6	6	0	107	52	55	32%	55%	n.a.	n.a.	n.a.	99%			
	Both	21	12	9	139	74	65	7	6	1	135	69	66	33%	50%	11%	11%	11%	97%			
W10	Inbound	8	6	2	54	28	26	8	6	2	77	34	43	100%	100%	100%	100%	100%	143%			

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Outbound	6	2	4	243	121	122	6	5	1	324	179	145	100%	250%	25%	133%
Both	14	8	6	297	149	148	14	11	3	401	213	188	100%	138%	50%	135%
Inbound	4	3	1	22	16	6	6	5	1	43	28	15	150%	167%	100%	196%
Outbound	4	3	1	80	48	32	2	1	1	60	31	29	50%	33%	100%	75%
Both	8	6	2	102	64	38	8	6	2	103	59	44	100%	100%	100%	101%
Inbound	3	2	1	20	12	8	8	7	1	19	13	6	267%	350%	100%	95%
Outbound	14	11	3	27	13	14	12	10	2	30	12	18	86%	91%	67%	111%
Both	17	13	4	47	25	22	20	17	3	49	25	24	118%	131%	75%	104%
Inbound	2	2	0	32	25	7	2	1	1	35	24	11	100%	50%	n.a.	109%
Outbound	1	1	0	26	13	13	3	3	0	50	31	19	300%	300%	n.a.	192%
Both	3	3	0	58	38	20	5	4	1	85	55	30	167%	133%	n.a.	147%
Inbound	1	0	1	22	16	6	0	0	0	21	13	8	n.a.	n.a.	n.a.	95%
Outbound	5	4	1	86	41	45	4	4	0	68	36	32	80%	100%	n.a.	79%
Both	6	4	2	108	57	51	4	4	0	89	49	40	67%	100%	n.a.	82%
Inbound	2	1	1	22	12	10	1	1	0	25	11	14	50%	100%	n.a.	114%
Outbound	4	1	3	105	39	66	3	3	0	62	17	45	75%	300%	n.a.	59%
Both	6	2	4	127	51	76	4	4	0	87	28	59	67%	200%	n.a.	69%
Inbound	0	0	0	23	13	10	0	0	0	26	21	5	n.a.	n.a.	n.a.	113%
Outbound	8	6	2	130	64	66	7	6	1	124	73	51	88%	100%	50%	95%
Both	8	6	2	153	77	76	7	6	1	150	94	56	88%	100%	50%	98%
Inbound	2	2	0	31	18	13	1	1	0	34	21	13	50%	50%	n.a.	110%
Outbound	2	1	1	89	49	40	2	2	0	82	42	40	100%	200%	n.a.	92%
Both	4	3	1	120	67	53	3	3	0	116	63	53	75%	100%	0%	97%
Inbound	6	5	1	34	23	11	8	7	1	31	17	14	133%	140%	100%	91%
Outbound	64	41	23	5	5	0	73	50	23	170	97	73	114%	122%	100%	3400%
Both	70	46	24	39	28	11	81	57	24	201	114	87	116%	124%	100%	515%
Inbound	1	1	0	4	2	2	2	1	1	12	4	8	200%	100%	n.a.	300%
Outbound	7	5	2	28	15	13	15	9	6	81	38	43	214%	180%	300%	289%
Both	8	6	2	32	17	15	17	10	7	93	42	51	213%	167%	350%	291%
Inbound	64	46	18	413	252	161	69	53	16	520	297	223	108%	115%	89%	126%
Outbound	259	173	86	1314	646	668	292	210	82	1740	901	839	113%	121%	95%	132%
Both	323	219	104	1727	898	829	361	263	98	2260	1198	1062	112%	120%	94%	131%

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Woden 2015 Cordon Count -- 4:00 to 7:00 PM													
Site	Direction	2015					2016						
		Cyclist		Pedestrian		Total	Cyclist		Pedestrian		Total		
		Total	Male	Female	Total		Male	Female	Total	Male		Female	
W01	Inbound	0	0	0	8	4	4	0	0	0	6	2	4
	Outbound	9	6	3	76	35	41	11	11	0	107	44	63
	Both	9	6	3	84	39	45	11	11	0	113	46	67
W02	Inbound	3	3	0	39	20	19	4	4	0	27	16	11
	Outbound	25	17	8	169	94	75	32	22	10	115	54	61
	Both	28	20	8	208	114	94	36	26	10	142	70	72
W02a	Inbound	Not counted in 2015 (path closed)											
	Outbound	Not counted in 2016 (path closed)											
W03	Both	8	6	2	2	2	0	1	1	0	3	2	1
	Inbound	11	5	6	3	3	0	6	6	0	11	7	4
	Outbound	19	11	8	5	5	0	7	7	0	14	9	5
W04	Both	1	1	0	3	1	2	2	1	1	0	0	0
	Inbound	46	34	12	4	2	2	29	24	5	2	0	2
	Outbound	47	35	12	7	3	4	31	25	6	2	0	2
W05	Both	28	25	3	20	15	5	18	14	4	10	5	5
	Inbound	25	20	5	61	37	24	23	16	7	55	26	29
	Outbound	53	45	8	81	52	29	41	30	11	65	31	34
W06	Both	2	1	1	1	1	0	12	8	4	3	2	1
	Inbound	12	11	1	0	0	0	4	4	0	2	1	1
	Outbound	14	12	2	1	1	0	16	12	4	5	3	2
W07	Both	2	2	0	18	12	6	3	3	0	29	15	14
	Inbound	18	13	5	254	95	159	18	14	4	228	82	146
	Outbound	20	15	5	272	107	165	21	17	4	257	97	160
W08	Both	1	1	0	87	57	30	0	0	0	11	5	6
	Inbound	0	0	0	46	32	14	0	0	0	8	5	3
	Outbound	1	1	0	133	89	44	0	0	0	19	10	9
W09	Both	0	0	0	13	8	5	1	1	0	28	12	16
	Inbound	21	15	6	85	54	31	33	23	10	69	37	32
	Outbound	21	15	6	98	62	36	34	24	10	97	49	48
W10	Both	6	6	0	100	48	52	6	5	1	64	29	35
	Inbound	6	6	0	6	48	52	6	5	1	64	29	35

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148%	119%	Outbound	24	18	6	414	220	194	9	6	3	214	118	96
143%	127%	Both	30	24	6	514	268	246	15	11	4	278	147	131
175%	250%	Inbound	8	5	3	27	14	13	9	7	2	23	13	10
65%	91%	Outbound	6	2	4	54	27	27	11	8	3	45	29	16
92%	116%	Both	14	7	7	81	41	40	20	15	5	68	42	26
108%	75%	Inbound	1	1	0	24	14	10	8	7	1	23	9	14
92%	129%	Outbound	11	7	4	37	23	14	7	7	0	17	9	8
100%	109%	Both	12	8	4	61	37	24	15	14	1	40	18	22
96%	157%	Inbound	3	3	0	20	9	11	7	7	0	21	14	7
238%	146%	Outbound	1	1	0	31	15	16	3	2	1	32	13	19
145%	150%	Both	4	4	0	51	24	27	10	9	1	53	27	26
81%	133%	Inbound	1	1	0	20	14	6	1	0	1	12	10	2
88%	71%	Outbound	2	2	0	137	71	66	2	2	0	94	41	53
86%	78%	Both	3	3	0	157	85	72	3	2	1	106	51	55
92%	140%	Inbound	1	1	0	59	33	26	2	2	0	38	21	17
44%	68%	Outbound	8	6	2	144	66	78	3	2	1	133	49	84
55%	78%	Both	9	7	2	203	99	104	5	4	1	171	70	101
162%	50%	Inbound	2	2	0	31	19	12	0	0	0	21	14	7
114%	77%	Outbound	7	6	1	154	80	74	8	7	1	96	54	42
122%	74%	Both	9	8	1	185	99	86	8	7	1	117	68	49
117%	100%	Inbound	0	0	0	34	21	13	0	0	0	27	17	10
86%	100%	Outbound	5	4	1	95	51	44	2	1	1	91	51	40
94%	100%	Both	5	4	1	129	72	57	2	1	1	118	68	50
74%	127%	Inbound	4	3	1	34	19	15	11	9	2	44	18	26
1940%	n.a.	Outbound	95	66	29	211	99	112	59	39	20	222	109	113
407%	791%	Both	99	69	30	245	118	127	70	48	22	266	127	139
200%	400%	Inbound	0	0	0	6	4	2	Not counted in 2016	Not counted in 2016	2	Not counted in 2016	Not counted in 2016	Not counted in 2016
253%	331%	Outbound	2	2	0	74	30	44	Road closed	Road closed	44	Road closed	Road closed	Road closed
247%	340%	Both	2	2	0	80	34	46	Road closed	Road closed	46	Road closed	Road closed	Road closed
118%	139%	Inbound	71	61	10	546	315	231	85	69	16	390	204	186
139%	126%	Outbound	328	235	93	2049	1034	1015	260	194	66	1541	729	812
133%	128%	Both	399	296	103	2595	1349	1246	345	263	82	1931	933	998



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Belconnen town centre and University of Canberra campus cordon count

on

Thursday 8 March 2018

undertaken by Pedal Power ACT for Roads ACT

Report on cordon count and data collected

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Cordon count managed, audited and report prepared by:

[Redacted signature block]

Report reviewed by:

[Redacted signature block]

1. Belconnen cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Belconnen town centre and the University of Canberra campus on Thursday 8 March 2018 during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites, resulting data and summarises the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count site (Appendix A).

The data for each count site is reported in two spreadsheet files, one for the morning count and one for the afternoon count, with file name:

cordon-count-2018-AM-data-BELCONNEN-V1

cordon-count-2018-PM-data-BELCONNEN-V1

Each file contains the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2017 and 2018 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet). Together with the data for the same count periods for 2015 and 2016.

Data collectors recorded their data using the 'cordon count Canberra' App supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. This year the data for Site B1 – on Joynton Smith Drive and adjacent footpaths and the old bus way to the north of Emu Bank junction – did not arrive after transmission for the App or from the App manager after a request for it to be retrieved. Fortunately, the counter at that site had recorded the total numbers in each category separately and that data is reported. Otherwise no data collected on paper is reported. Appendix B outlines the counting procedure and Appendix C gives the 'rules' for counting people crossing the cordon.

The App when used on i-Phones, i-Pads and the like still records the time of the data entry as minus eleven hours from the local time. We have previously asked for that to be rectified so that we do not have to correct all the records collected on such devices.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Belconnen town centre and details of the cordon count sites.

There are twenty four cordon count sites designated B01 to B23 with the original B10 split into B10a some years ago and B10b as given in that Appendix.

All the count sites are the same sites as used in the 2017 and previous cordon counts.

We stationed people (data collectors) at each cordon count site and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions using the 'cordon count Canberra' App supplied by Roads ACT.

The definitions of a person walking and riding a bike are (the same as in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in trailers or on seats are counted as riding bikes.
- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams.

Appendix C contains the data collection 'rules' observed by the data collectors. They are the same as used in previous cordon counts.

5. Weather during the cordon count

The weather was fine on the day of the count.

- Temperature range: 9:00 am – 12.6°C to 3:00 pm 24.0°C (Canberra Airport)
- Precipitation (mm): none

6. Quality assurance

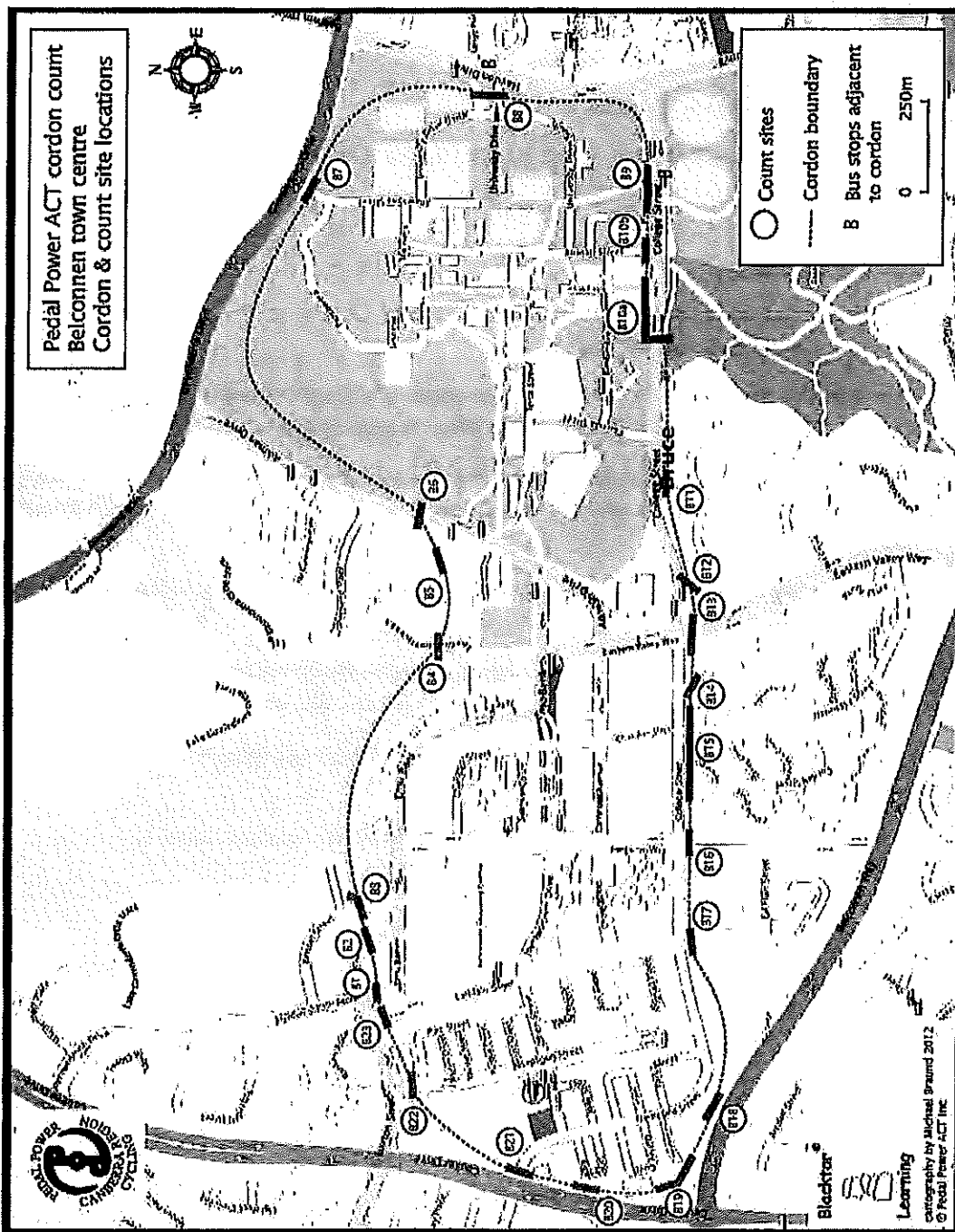
To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

- We checked that a person (the data collector) was in place at each cordon count site at the start of each session (an auditor visited each count site within the first fifteen minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count site and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count sites

The map below shows the cordon around the Belconnen town centre and the sites of the count sites. Descriptions of the sites are given below the map. The cordon count sites were the same as in 2017 (and previous years).

Pertinent features relating to count sites when the count was undertaken in 2018 are given below the site descriptions.



Count sites descriptions

Site B1 – On Joynton Smith Drive and adjacent footpaths and the old bus way to the north of Emu Bank junction (but not along Emu Bank)

Site B2 – On Luxton Street and adjacent footpaths to the north of Emu Bank junction (but not along Emu Bank)

Site B3 – On Belssel Street and adjacent footpaths to the north of Emu Bank junction (but not along Emu Bank)

Site B4 – On the community path around and to the east of Lake Ginninderra north of Lake Ginninderra College and opposite the exercise park

Site B5 – On the community path between the community path tunnel under Aikman Drive and John Knight Park – between Lake Ginninderra and Aikman Drive north of Lake Ginninderra College

Site B6 – On Aikman Drive and adjacent footpaths south of Townsend Place to the north of the community path underpass (to the north of Lake Ginninderra College)

Site B7 – On Allawoona Street (entrance to University of Canberra campus) and adjacent footpaths to the south of Ginninderra Drive junction (but not along Ginninderra Drive)

Site B8 – On University Drive (entrance to University of Canberra campus) and adjacent footpaths to the south of Haydon Drive junction and on the adjacent path from Haydon Drive to the adjacent car park (but not along Haydon Drive) – this site includes counting people entering and leaving buses at the bus stop to the north of the junction

Site B9 – On the path between College Street and Pinnaroo Street near the pedestrian traffic lights to the west of the Haydon Street junction and to the east of Radford College entrance (but not along College Street) – this site includes counting people entering and leaving buses at the bus stop to the east of the traffic lights

Site B10a – On College Street and adjacent footpaths at the western end of the Canberra university car park to the west of Coinda Street (entrance to University of Canberra campus) and across the verge into the university car park – includes people getting on and off buses at bus stops in that area and entering or leaving the university

Site B10b – On Coinda Street (entrance to University of Canberra campus) and adjacent paths and verges to the limits of sites B9 and B10a

Site B11 – On Whelan Street and adjacent footpaths to the south of the junction with College Street (but not along College Street)

Site B12 – On the path between College Street and Crisp Circuit to the east of the junction between College Street and Eastern Valley Way (but not along College Street) – this site includes counting people entering and leaving buses at the bus stop near where the community path joins College Street

Site B13 – On Eastern Valley Way (both carriageways) and adjacent footpaths to the south of the junction with College Street (but not along College Street)

Site B14 – On Hennessy Street and adjacent footpaths to the south of the junction with College Street (but not along College Street) and into and from the apartments to the west of Hennessy Street to the crest on College Street

Site B15 – On Condell Street and adjacent footpaths to the south of the junction with College Street (but not along College Street) and into and from the apartments to the east of Hennessy Street to the crest on College Street

Site B16 – On Benjamin Way (both carriageways) and adjacent footpaths to the south of the junction with College Street (but not along College Street)

Site B17 – On Lathlain Street (both carriageways) and adjacent footpaths to the south of the junction with College Street and the entrance to the adjacent car park (but not along College Street)

Site B18 – On the community path joining Belconnen Way (between Lathlain Street and Coulter Drive) and

Nettlefold Street (but not along Belconnen Way)

Site B19 – On the two community path joining Belconnen Way (near the junction with Coulter Drive) and Moubay Place (but not along Belconnen Way)

Site B20 – On the community path between Keene Place and Egan Court to the east of the underpass Coulter Drive (between Belconnen way and Lathlain Street)

Site B21 – On Nettlefold Street and adjacent footpaths to the east of the junction with Coulter Drive (but not along Coulter Drive)

Site B22 – On Josephson Street (both carriageways) and adjacent footpaths to the south of the junction with Luxton Street (but not along Luxton Street)

Site B23 – On Lathlain Street (both carriageways) and adjacent footpaths to the south of the junction with Luxton Street (but not along Luxton Street)

Pertinent features relating to count sites when the count was undertaken

This year:

- Site B06 on Aikman Drive may have been affected by the recently opened a new path on the east side of that road from Ginninderra Drive to the underpass just north of the Emu Bank intersection.

Appendix B – Data collection procedures

The 'instructions' give to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager
- Send an email to the Cordon Count Manager advising that you have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, re load the App and enter some trial data and send it and an email to the Cordon Count Manager

2. Have the data collections sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone fails).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count site in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count site.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count site details and counting instructions for your count site
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some sites

you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your site as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button – that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are give in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count site (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count sites make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children in bike trailers or in child seats are riding bikes for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skies, kick scooters or mobility scooters and children riding in prams.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count site before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count site to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that the someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.





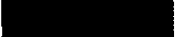

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Civic town centre and ANU campus cordon count
on
Tuesday 6 March 2018
undertaken by Pedal Power ACT for Roads ACT
Report on cordon count and data collected

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Cordon count managed, audited and report prepared by:



Report reviewed by:



1. Civic cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Civic town centre and ANU campus on Tuesday 6 March 2018 (the first Tuesday in March) during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites and resulting data and summarises the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count site (Appendix A).

The data is reported in two separate spreadsheet files, one for the morning count and one for the afternoon count, with file name:

cordon-count-2018-AM-data-CIVIC-V1

cordon-count-2018-PM-data-CIVIC-V1

Each file contain the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2017 and 2018 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet). Together with the data for the same count periods for 2015 and 2016.

Data collectors recorded their data using the 'cordon count Canberra' App supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. This year no data was collected on paper. Appendix B outlines the counting procedure and Appendix C gives the 'rules' for counting people crossing the cordon.

The morning count at Site C13 – Moore Street, Turner, immediately north of Barry Drive – was undertaken incorrectly and was repeated the following Tuesday.

The App when used on i-Phones, i-Pads and the like still records the time of the data entry as minus eleven hours from the local time. We have previously asked for that to be rectified so that we do not have to correct all the records collected on such devices.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Civic town centre and ANU campus and details of the cordon count sites.

There are thirty one cordon count sites designated C01 to C31 (including C05-06, C14a and C14b) as given in that Appendix. These are all the same sites as used in the 2017 and previous cordon counts.

We stationed people (data collectors) at each cordon count site and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions using the 'cordon count Canberra' App supplied by Roads ACT.

The definitions of a person walking and riding a bike are (the same as used in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not Civic cordon count 2018 report

motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in trailers or on seats are counted as riding bikes.

- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams.

Appendix C contains the data collection 'rules' observed by the data collectors. They are the same as used in previous cordon counts.

5. Weather during the cordon count

The weather was fine and overcast on the day of the count.

- Temperature range: 9:00 am – 15.1 °C to 3:00 pm – 18.9 °C (Canberra Airport)
- Precipitation (mm): none

6. Quality assurance

To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

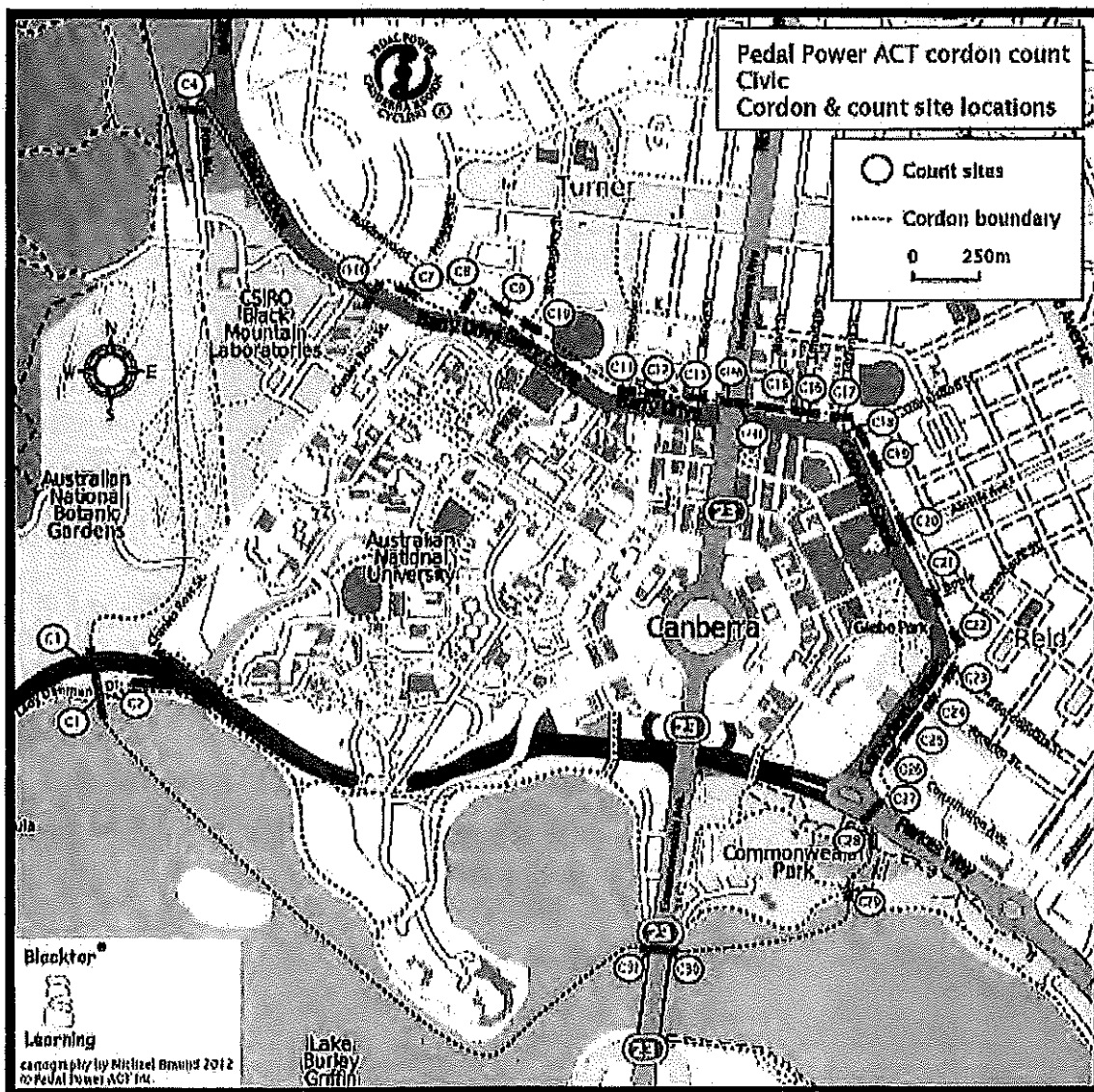
- We checked that a person (the data collector) was in place at each cordon count site at the start of each session (an auditor visited each count site within the first twenty five minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count site and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count sites

The map below shows the cordon around the Civic town centre and ANU campus and the sites of the count sites. Descriptions of the sites are given below the map.

The cordon count sites were the same as in 2016 (and previous years with one amalgamation of two sites (C05-06) and one split (C14a and C14b)).

Pertinent features relating to count sites when the count was undertaken in 2018 are given below the site descriptions.



Count sites descriptions

- **C01**
 Shared path: On north shore of Lake Burley Griffin, on west side of junction with shared path onto Clunnies Ross Street.
 This control includes:
 This path, east of the path junction
 This control does not include:
 Lady Denman Drive or Parkes Way

- **C02**
 Lady Denman Drive: On west side of junction with shared path onto Clunnies Ross Street.
 This control includes:
 Lady Denman Drive
 This control does not include:
 Any paths
 Parkes Way

- **C03**
 Parkes Way: On west side of bridge over Clunnies Ross Street.
 This control includes:
 Parkes Way
 This control does not include:
 Any paths
 Lady Denman Drive

- **C04**
 Frith Road, Acton: Immediately south of junction with Barry Drive
 This control includes:
 Firth Rd, south of the junction
 This control does not include:
 Barry Drive (including slip-lanes)
 The bridge underneath Barry Drive

- **C05-C06**
 Barry Drive, Acton/Turner: Immediately west of junction with Clunies Ross Street and east of the path that leads from Nicholson Crescent to Barry Drive
 This control includes:
 Barry Drive and path on northern side of Barry Drive
 This control does not include:
 The path on the south side of Barry Drive, on the corner with Clunies Ross Street
 The path from Froggat Street to Barry Drive opposite Clunies Ross Street

- **C07**
 Froggat Street, Turner: Between Barry Drive and Boldrewood Street.
 This control includes:
 Froggat Street, both on-road and footpaths
 The bush land and unofficial dirt paths immediately east of Froggat Street
 This control does not include:
 Barry Drive
 Boldrewood Street

- **C08**
 Boldrewood Street, Turner: Immediately north-west of junctions with Barry Drive and Hackett Gardens.
 This control includes:

Boldrewood Street, both on-road and footpaths

This control does not include:

Hackett Gardens
Barry Drive

- **C09**

Hackett Gardens, Turner: Immediately north of junction with Boldrewood Street and Barry Drive.

This control includes:

Hackett Gardens, both on-road and footpaths

This control does not include:

Boldrewood Street
Barry Drive

- **C10**

McCaughey Street, Turner: Immediately north of junction with Barry Drive.

This control includes:

McCaughey Street, both on-road and footpaths

The shared trunk path alongside McCaughey Street

The driveway and all informal dirt paths into the sports ground on the east (Civic) side of McCaughey Street

This control does not include:

The footpath from the western-side leading to the cul-de-sac near Hackett Gardens
Barry Drive

- **C11**

Watson Street, Turner: Between the junctions with Barry Drive and Mackay Lane.

This control includes:

Watson Street, both on-road and footpaths

The shared trunk path alongside Watson Street

The public space and dirt paths immediately on the west side of Watson Street, as far as the Sullivan's Creek floodway.

This control does not include:

Barry Drive
Mackay Lane
The separate footpath between Mackay Lane and Barry Drive approximately 75m east of Watson Street, opposite Marcus Clarke Street

- **C12**

Footpath between Mackay Lane and Barry Drive, Turner: Approximately 75 m east of Watson St, opposite Marcus Clarke Street.

This control includes:

That footpath only

This control does not include:

Barry Drive

- **C13**

Moore Street, Turner: Immediately north of Barry Drive.

This control includes

Moore St, both on-road and footpaths

This control does not include:

Barry Drive
The separate footpath between Mackay Lane and Barry Drive approximately 125 m west of Moore St, opposite Marcus Clarke Street

- **C14a**

Northbourne Avenue west carriageway, Turner/Braddon: Immediately north of Barry Drive/Cooyong Street

This control includes:

Northbourne Avenue west carriageway, both on-road and footpaths

Northborne Avenue median to centre

This control does not include:

Barry Drive/ Cooyong Street

- **C14b**

Northbourne Avenue east carriageway, Turner/Braddon: Immediately north of Barry Drive/Cooyong Street

This control includes:

Northbourne Avenue east carriageway and adjacent path, both on-road and footpaths

Northborne Avenue median to centre

This control does not include:

Barry Drive/ Cooyong Street

- **C15**

Mort Street, Braddon: Immediately north of Cooyong Street

This control includes:

Mort Street, both on-road and footpaths

This control does not include:

Cooyong Street

- **C16**

Lonsdale Street, Braddon: Immediately north of Cooyong Street

This control includes

Lonsdale Street, both on-road and footpaths

This control does not include:

Cooyong Street

- **C17**

Torrens Street, Braddon :Immediately north of Cooyong Street

This control includes:

Torrens Street, both on-road and footpaths

This control does not include:

Cooyong/Ballumbir Streets

People who travel from Torrens St directly into Donaldson St (or vice versa) even if they are momentarily inside the cordon area.

- **C18**

Donaldson Street, Braddon: Immediately east of Ballumbir Street

This control includes:

Donaldson Street, both on-road and footpaths

This control does not include:

Ballumbir/Cooyong Streets

People who travel from Torrens Street directly into Donaldson Street (or vice versa) even if they are momentarily inside the cordon area.

The footpath between Favier House and Allawah Flats, approximately 120 m south of Donaldson Street

- **C19**

Footpath between Favier House and Allawah Flats, approximately 120 m south of Donaldson Street, Braddon:

This control includes:

That footpath
This control does not include:
Ballumbir Street

- **C20**

Ainslie Avenue, Braddon/Reid: Immediately east of Ballumbir Street

This control includes:

Ainslie Avenue, both on-road and footpaths

This control does not include:

Ballumbir Street

- **C21**

Boolee Street, Reid: Immediately east of Ballumbir Street

This control includes:

Boolee Street, both on-road and footpaths

This control does not include:

Ballumbir Street

- **C22**

Coranderk Street (northern residential section), Reid: Immediately north-east of junction with Ballumbir Street (Note: Coranderk Street changes from an arterial road to a residential street at this point, with arterial traffic continuing north directly into Ballumbir Street)

This control includes:

Coranderk Street (northern residential section only), both on-road and footpaths

This control does not include:

Coranderk Street (southern arterial section) or Ballumbir Street

People who travel from Coranderk Street (northern residential section only) directly into Booroondara Street (or vice versa) even if they are momentarily inside the cordon area

- **C23**

Booroondara Street, Reid: Immediately east of Coranderk Street

This control includes:

Coranderk Street (northern residential section only), both on-road and footpaths

This control does not include:

Coranderk Street (southern arterial section)

People who travel from Coranderk Street (northern residential section only) directly into Booroondara Street (or vice versa) even if they are momentarily inside the cordon area

- **C24**

Amaroo Street, Reid: Immediately east of Coranderk Street

This control includes:

Amaroo Street, both on-road and footpaths

This control does not include:

Coranderk Street

- **C25**

Entire western boundary of Reid CIT College

This control includes:

All driveways, paths etc on western boundary of college

The overhead footbridge

This control does not include:

Amaroo Street or footpath along Amaroo Street

Constitution Avenue or footpath along Constitution Avenue

People who have clearly been travelling along Amaroo Street or Constitution Avenue, even if they cut the corner slightly across the college grounds.

- **C26**

Constitution Avenue, Reid : Immediately east of Coranderrk Street

This control includes:

Constitution Avenue, both on-road and footpaths

People who have clearly been travelling along Amaroo Street or Constitution Avenue, even if they cut the corner slightly across the college grounds.

This control does not include:

Coranderrk Street

- **C27**

Parkes Way: Immediately east of roundabout intersection with Coranderrk Street

This control includes:

Parkes Way, east of roundabout, including anyone riding on verges

This control does not include:

Parkes Way, west of roundabout, or Coranderrk Street

- **C28**

The community path to the north of Nerang Pool (in Commonwealth Park) and the adjacent park land between Nerang Pool and the Park boundary to Parkes Way

This control includes:

The path

The park land between Nerang Pool and the northern boundary of Commonwealth Park

This control does not include:

The verge of Parkes Way, or Parkes Way itself

The bridge on the south side of Nerang Pool, next to the lake shore

Any paths to the east or west of Nerang Pool

- **C29**

The bridge on Menzies Walk across the entrance to Nerang Pool (in Commonwealth Park) adjacent to Lake Burley Griffin

This control includes:

This bridge only

This control does not include:

The bridges on the north side of Nerang Pool

Any paths to the east or west of the bridge itself

- **C30**

Commonwealth Avenue Bridge over Lake Burley Griffin – eastern span only.

This control includes:

The shared path on the eastern (Central Basin) side of the bridge

The southbound (towards Parliament) carriageway of the road.

This control does not include:

Any person who does not actually cross the lake

The northbound (towards Civic) carriageway of the road

The shared path on the western (Western Basin) side of the bridge

- **C31**

Commonwealth Avenue Bridge over Lake Burley Griffin – western span only.

This control includes:

The shared path on the western (Western Basin) side of the bridge

The northbound (towards Civic) carriageway of the road.

This control does not include:

Any cyclist who does not actually cross the lake

The southbound (towards Parliament) carriageway of the road

The shared path on the eastern (Central Basin) side of the bridge

Pertinent features relating to count sites when the count was undertaken in 2018

This year:

- The median in Northbourne Avenue was fenced off for tram construction works each side of the Barry Drive and Cooyong Street intersection but the crossings of Northbourne Avenue at traffic lights at that intersection was not affected. It was fenced off last year.
- The data recorded for the morning count at Site C13 – Moore Street, Turner, immediately north of Barry Drive – was for the Tuesday 13 March.

Appendix B – Data collection procedures

The 'instructions' given to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager
- Send an email to the Cordon Count Manager advising that you have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, re load the App and enter some trial data and send it and an email to the Cordon Count Manager

2. Have the data collection sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone fails).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count site in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count site.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count site details and counting instructions for your count site
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some sites you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your site as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button – that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are given in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count site (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count sites make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children in bike trailers or in child seats are riding bikes for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skis, kick scooters or mobility scooters and children riding in prams.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count site before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count site to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.



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Gungahlin town centre cordon count
on
Thursday 1 March 2018
undertaken by Pedal Power ACT for Roads ACT
Report on cordon count and data collected

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Cordon count managed, audited and report prepared by:

Report reviewed by:

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1. Gungahlin cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Gungahlin town centre on Thursday 1 March 2018 during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites, resulting data and summarises the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count site (Appendix B).

The data is reported in two separate spreadsheet files, one for the morning count and one for the afternoon count, with file name:

cordon-count-2018-AM-data-GUNGAHLIN-V1

cordon-count-2018-PM-data-GUNGAHLIN-V1

Each file contains the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2017 and 2018 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet). Together with the data for the same count periods for 2015 and 2016.

Data collectors recorded their data using the 'cordon count Canberra' App supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. This year no data was collected on paper. Appendix B outlines the counting procedure and Appendix C gives the 'rules' for counting people crossing the cordon.

The App when used on i-Phones, i-Pads and the like still records the time of the data entry as minus eleven hours from the local time. We have previously asked for that to be rectified so that we do not have to correct all the records collected on such devices.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Gungahlin town centre and details of the cordon count sites.

There are fifteen cordon count sites designated G01 to G15 as given in that Appendix.

There were some changes to the count sites:

- Last year, site G14, on the eastern end of The Valley Avenue, between Kate Crace Street and Manning Clark Crescent, was added after that road extension was opened to traffic.
- This year, following the opening of a number of paths into the town centre from the western end of The Valley Avenue, site G12 was split into two count sites (G12 and G15) to adequately cover the new paths. Otherwise the sites are the same sites as used in the 2017 and previous cordon counts.

All the other count sites are the same sites as used in the 2017 and previous cordon counts.

We stationed people (data collectors) at each cordon count site and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions using the 'cordon count Canberra' App supplied by Roads ACT. Appendix B contains the data collection procedure followed.

The definitions of a person walking and riding a bike are (the same as in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in bike trailers or on seats are counted as riding bikes.
- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams.

Appendix C contains the data collection 'rules' observed by the data collectors. They are the same as used in previous cordon counts.

This year there was a new count site designated G14 at the intersection of The Valley Avenue and Kate Grace Street. It is described in Appendix C.

5. Weather during the cordon count

The weather was overcast with very light rain in the afternoon on the day of the count.

- Temperature range: 9:00 am 18.0 °C to 3:00 pm 25.9 °C (Canberra Airport)
- Precipitation (mm): none

6. Quality assurance

To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

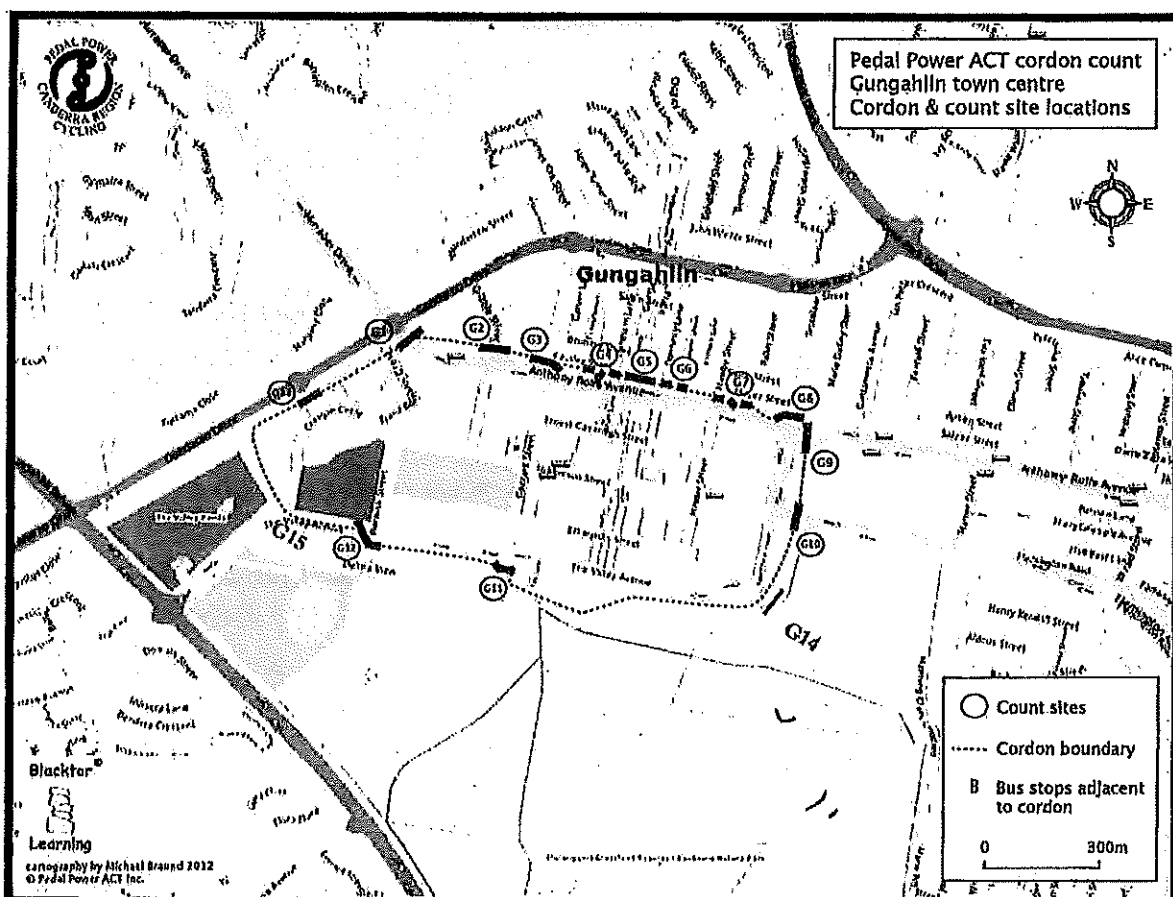
- We checked that a person (the data collector) was in place at each cordon count site at the start of each session (an auditor visited each count site within the first fifteen minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count site and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count sites

The map below shows the cordon around the Gungahlin town centre and the sites of the count sites. Descriptions of the sites are given below the map.

Except for the change to the site of G12 and the introduction of a new site G15 (no shown in the map) the cordon count sites were the same as in 2017 (and previous years). See below for detailed descriptions of sites G12 and G15.

Pertinent features relating to count sites when the count was undertaken in 2017 are given below the site descriptions.



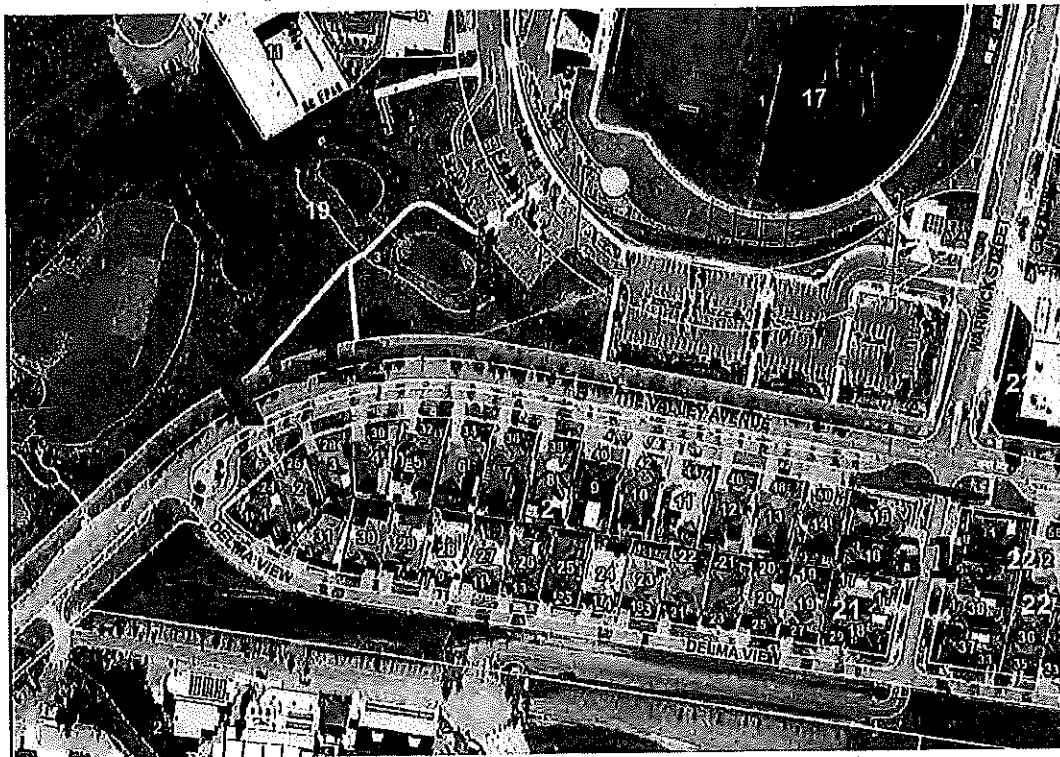
Count sites descriptions

- Site G1 – On Anthony Rolf Avenue and the adjacent footpaths to the south east of roundabout with Gundaroo Drive (not along Gundaroo Drive)
- Site G2 – on Gribble Street and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue)
- Site G3 – on Gozzard Street and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue) and on the Anthony Rolf Avenue service road to the east of Gozzard

Street

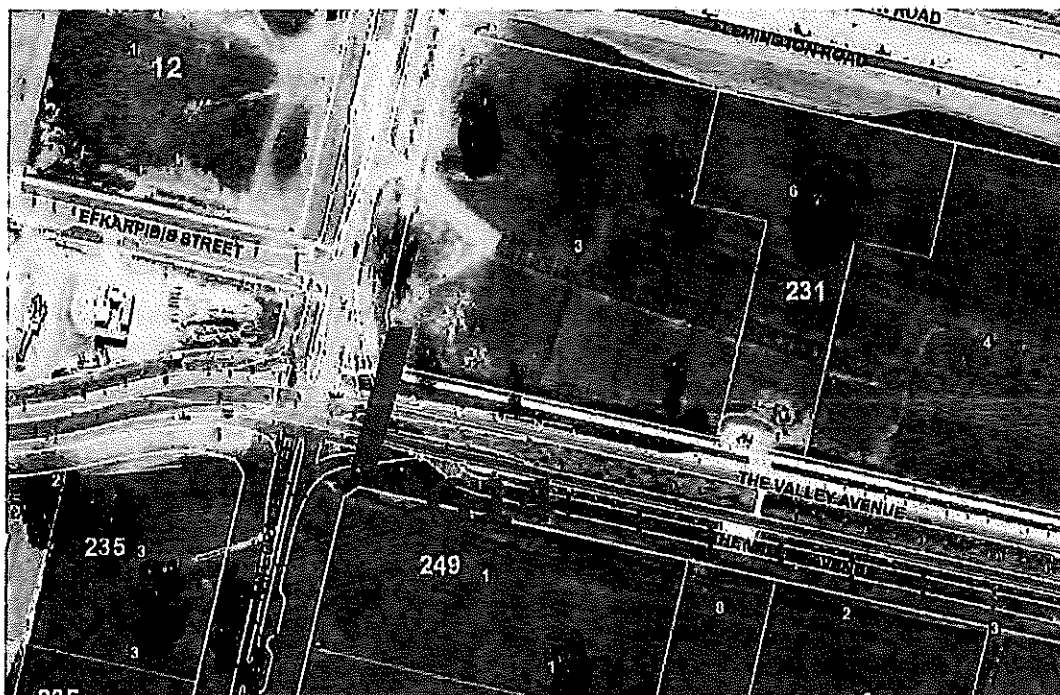
- **Site G4** – on Boreham Lane and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue) and on the Anthony Rolf Avenue service road to the west of Gozzard Street
- **Site G5** – on Gungahlin Place (both carriageways) and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue)
- **Site G6** – on Donnelly Lane and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue)
- **Site G7** – on Mawby Street and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue)
- **Site G8** – on Tesselaar Street (both carriageways) and the adjacent footpaths to the north of Anthony Rolf Avenue roundabout (not along Anthony Rolf Avenue)
- **Site G9** – On Anthony Rolf Avenue (both carriageways) and the adjacent footpaths to the east of roundabout with Tesselaar Street (not along Tesselaar Street)
- **Site G10** – On Flemington Road (both carriageways) and the adjacent footpaths to the east of roundabout with Tesselaar Street and Kate Grace Street (not along Tesselaar Street or Kate Grace Street)
- **Site G11** – on Gozzard Street and the adjacent footpaths to the south of The Valley Avenue (not along The Valley Avenue) and on the lane way leading to Fay lane
- **Site G12** – on The Valley Avenue and the adjacent footpaths to the west of Warrick Street junction (not along the adjacent service road)

This year, 2018, this site was moved further west to include the recently constructed paths for The Valley Avenue into the town centre as illustrated below. The new site G15 was included to cover Warwick street that was previously included in G12.



- **Site G13** – On Ginn Street and the adjacent footpaths to the south east of roundabout with Gundaroo Drive (not along Gundaroo Drive)
- **Site G14**

On The Valley Avenue and the adjacent footpaths to East of the junction with Kate Crace Street. A new section of The Valley Avenue was constructed between Kate Crace Street and Manning Clark Crescent before the cordon count in 2017 (See image below.) It was include in the 2017 and 2016 counts.



- **Site G15**

On Warwick street and the adjacent footpaths to the south of The Valley Avenue intersection west of Warrick Street junction (not along The Valley Avenue). See illustration in Site G12 above

This new site G15 was included to cover a section of the cordon that was previously included in G12.

Pertinent features relating to count sites when the count was undertaken

This year:

- Site G10 on Flemington Road was open to traffic to the east of Kate Crace Street but was closed to vehicular traffic to the west (town centre side). However, there was a path to the west into the town centre that was available to people walking and riding.
- There was construction work between Gungahlin Place and Donnelly Place and Donnelly Place was closed to vehicular traffic but not to people walking and riding.

Appendix B – Data collection procedures

The 'instructions' given to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager. You have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, reload the App and
- Send an email to the Cordon Count Manager advising that you enter some trial data and send it and an email to the Cordon Count Manager

2. Have the data collection sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone fails).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count site in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count site.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count site details and counting instructions for your count site
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some sites

you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your site as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button – that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are give in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count site (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count sites make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children on bikes in trailers or in child seats are riding bikes for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skies, kick scooters or mobility scooters and children riding in prams.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count site before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count site to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that the someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.



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Tuggeranong town centre cordon count
on
Wednesday 28 February 2018
undertaken by Pedal Power ACT for Roads ACT
Report on cordon count and data collected

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Appendix C – Counting rules.....7

Cordon count managed, audited and report prepared by:
Report reviewed by:

1. Tuggeranong cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Tuggeranong town centre on Wednesday 28 February 2018 during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites, and the site of the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count site (Appendix A).

The data for each count site is reported in two spreadsheet files, one for the morning count and one for the afternoon count, with file names:

cordon-count-2018-AM-data-TUGGERANONG-V1

cordon-count-2018-PM-data-TUGGERANONG-V1

Each file contains the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2017 and 2018 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet). Together with the data for the same count periods for 2015 and 2016.

Data collectors recorded their data using the 'cordon count Canberra' App supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. This year no data was collected on paper. Appendix B outlines the counting procedure and Appendix C gives the 'rules' for counting people crossing the cordon.

The App when used on i-Phones, i-Pads and the like still records the time of the data entry as minus eleven hours from the local time. We have previously asked for that to be rectified so that we do not have to correct all the records collected on such devices.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Tuggeranong town centre and details of the cordon count sites.

There are eight cordon count sites designated T1 to T8 as given in that Appendix. These are all the same sites as used in the 2017 and previous cordon counts.

We stationed people (data collectors) at each cordon count site and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions using the 'cordon count Canberra' App supplied by Roads ACT. Appendix B contains the data collection procedure followed.

The definitions of a person walking and riding a bike are (the same as in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not

motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in trailers or on seats are counted as riding bikes.

- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams. *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in bike trailers or on seats are counted as riding bikes.
- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams.

Appendix C contains the data collection 'rules' observed by the data collectors. They are the same as used in previous cordon counts.

5. Weather during the cordon count

The weather was fine and overcast on the day of the count.

- Temperature range: 9:00 am – 13.1 °C to 3:00 pm – 29.4°C (Canberra Airport)
- Precipitation (mm): none

6. Quality assurance

To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

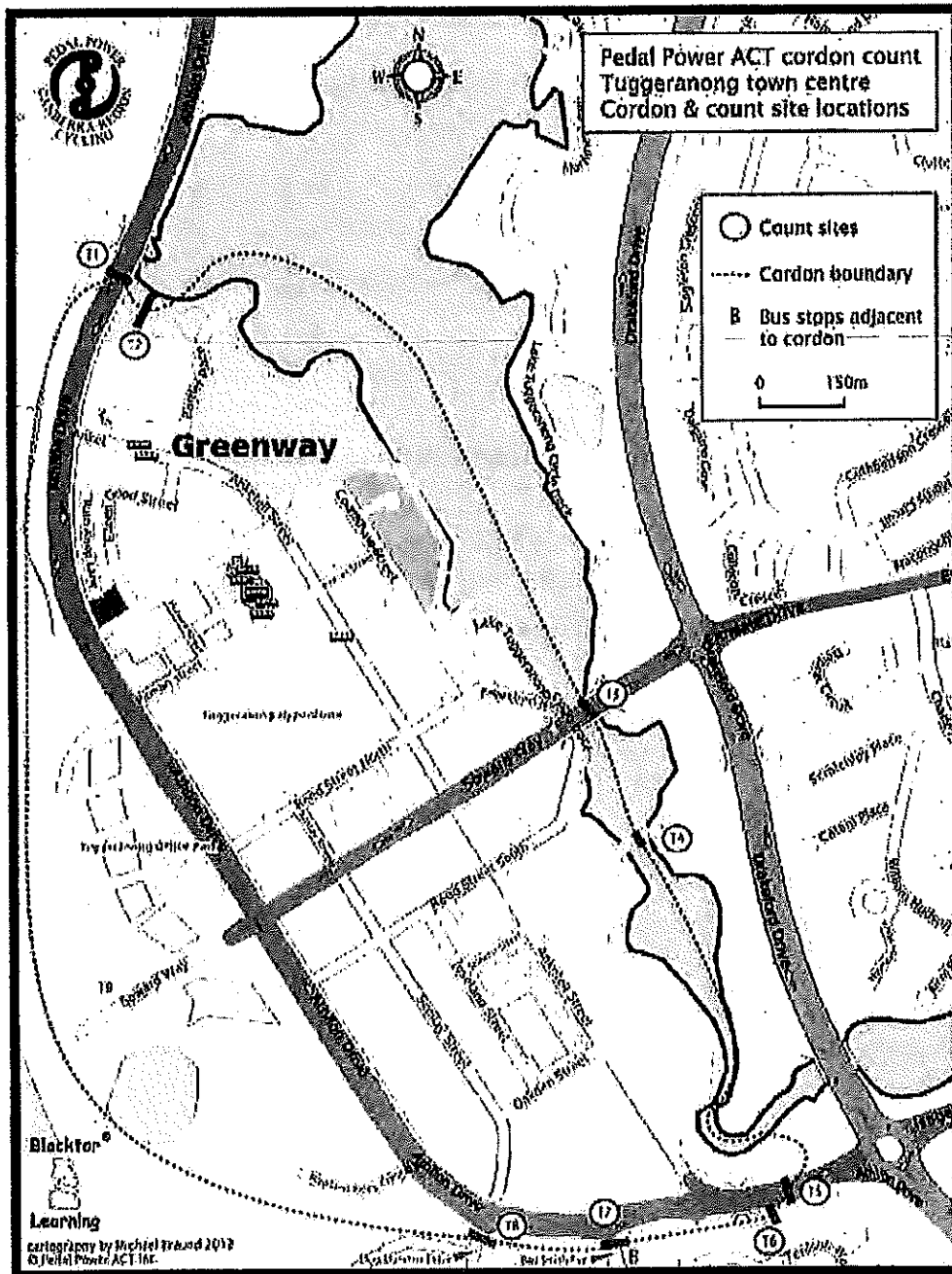
- We checked that a person (the data collector) was in place at each cordon count site at the start of each session (an auditor visited each count site within the first fifteen minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count site and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count sites

The map below shows the cordon around the Tuggeranong town centre and the sites of the count sites. Descriptions of the sites are given below the map.

The cordon count sites were the same as in 2017 (and previous years).

Pertinent features relating to count sites when the count was undertaken in 2018 are given below the site descriptions.



Count sites descriptions

- **Site T01** – On Athllon Drive and the adjacent footpaths (but not the adjacent community path – site T01) some 100 m south of Lake Tuggeranong spillway bridge (adjacent to site T02)
- **Site T02** – On the around Lake Tuggeranong community path near the Lake Tuggeranong spillway bridge
- **Site T03** – On Soward Way bridge over Lake Tuggeranong including the footpaths on the bridge
- **Site T04** – On the community path footbridge over Lake Tuggeranong to the south east of Soward Way
- **Site T05** – On Athllon Drive and the adjacent footpaths (but not the adjacent community path – site T06) between Drakeford Drive and Anketell Street (adjacent to site T06)
- **Site T06** – On the community path adjacent to Athllon Drive between Drakeford Drive and the Drakeford Drive under pass near Anketell Street (adjacent to site T05)
- **Site T07** – On Barr Smith Avenue and the adjacent footpaths between Helpmann Street and Athllon Drive (but not on or along Athllon Drive)
- **Site T08** – On Don Dunstan Drive and the adjacent footpaths between Pine Island Road and Athllon Drive (but not on or along Athllon Drive)

Pertinent features relating to count sites when the count was undertaken

None this year.

Appendix B – Data collection procedures

The 'instructions' give to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager
- Send an email to the Cordon Count Manager advising that you have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, re load the App and enter some trail data and sent it and an email to the Cordon Count Manager

2. Have the data collections sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone fails).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count site in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count site.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count site details and counting instructions for your count site
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some sites

you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your site as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button -- that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are give in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count site (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count sites make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children in trailers or in child seats are riding bikes for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skis, kick scooters or mobility scooters and children riding in prams.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count site before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count site to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that the someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.



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Woden town centre cordon count
on
Wednesday 7 March 2018
undertaken by Pedal Power ACT for Roads ACT
Report on cordon count and data collected

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Cordon count managed, audited and report prepared by: [Redacted]
Report reviewed by: [Redacted]

1. Woden cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Woden town centre on Wednesday 7 March 2018 during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites, resulting data and summarises the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count site (Appendix B).

The data for each count site is reported in two spreadsheet files, one for the morning count and one for the afternoon count, with file name:

cordon-count-2018-AM-data-WODEN-V1

cordon-count-2018-PM-data-WODEN-V1

Each file contains the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2017 and 2018 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet). Together with the data for the same count periods for 2015 and 2016.

Data collectors recorded their data using the 'cordon count Canberra' App supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. This year no data was collected on paper. Appendix B outlines the counting procedure and Appendix C gives the 'rules' for counting people crossing the cordon.

The App when used on i-Phones, i-Pads and the like still records the time of the data entry as minus eleven hours from the local time. We have previously asked for that to be rectified so that we do not have to correct all the records collected on such devices.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Woden town centre and details of the cordon count sites.

There are twenty cordon count sites designated W01 to W19 and W02a as given in that Appendix.

There were some changes to the count sites:

- This year data was collected at site W02a, on the pathway between Irving Street and the path along Melrose Drive near the Southern Cross Club Health Club, as that path was recently reopened after being closed for some previous years (due to construction in the area).

All the other count sites are the same sites as used in the 2017 and previous cordon counts.

We stationed people (data collectors) at each cordon count site and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions

using the 'cordon count Canberra' App supplied by Roads ACT.

The definitions of a person walking and riding a bike are (the same as in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in bike trailers or on seats are counted as riding bikes.
- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams.

Appendix D contains the data collection 'rules' observed by the data collectors. They are the same as used in previous cordon counts.

5. Weather during the cordon count

The weather was fine and overcast on the day of the count.

- Temperature range: 9:00 am – 14.7°C to 3:00 pm – 22.9°C (Canberra Airport)
- Precipitation (mm): none

6. Quality assurance

To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

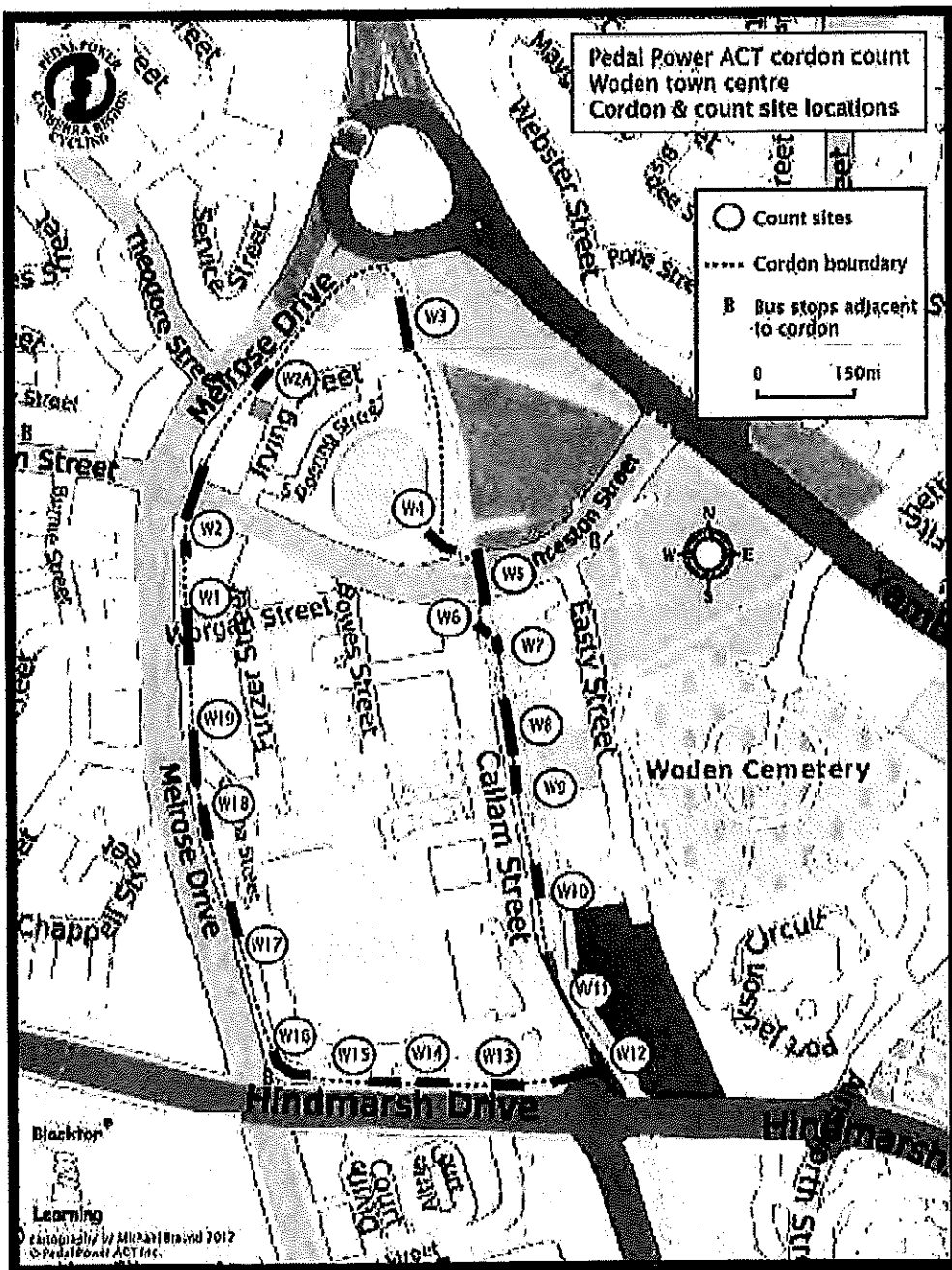
- We checked that a person (the data collector) was in place at each cordon count site at the start of each session (an auditor visited each count site within the first fifteen minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count site and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count sites

The map below shows the cordon around the Woden town centre and the sites of the count sites. Descriptions of the sites are given below the map.

The cordon count sites were the same as in 2017 (and previous years).

Pertinent features relating to count sites when the count was undertaken in 2018 are given below the site descriptions.



Count sites descriptions

Site W01 – On Worgan Street and adjacent footpaths to the east of Melrose Drive (but not along Melrose Drive) including the entrance to the Tradies hotel

Site W02 – On Launceston Street and adjacent footpaths to the east of Melrose Drive and on the entrance to the adjacent car park (but not along Melrose Drive)

Site W02a – On the pathway between Irving Street and the path along Melrose Drive near the Southern Cross Club Health Club

Site W03 – On the connecting path between Irving Street and the community path adjacent to and west of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Irving Street)

Site W04 – On the connecting community paths (two) between Launceston Street (to the north of the junction with Callam Street) and the adjacent car park and the community path adjacent to and west of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Launceston Street)

Site W05 – On Launceston Street and adjacent footpath to the east of the junction with Callam Street (on the bridge over Yarralumla Creek) to the east of Callam Street (but not along Callam Street or the community paths beside Yarralumla Creek)

Site W06 – On the connecting community path between Callam Street park (to the north of the community path bridge over Yarralumla Creek – site W7) and community path adjacent to and west of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Callam Street)

Site W07 – On the connecting path bridge over Yarralumla Creek between Callam Street park (to the north of the Callam Offices and south of site W6) and community path adjacent to and east of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Callam Street)

Site W08 – On the connecting bridge and footway (steps) between Callam Street park and the Callam Offices over Yarralumla Creek (but no along the park)

Site W09 – On the connecting path bridge over Yarralumla Creek between Callam Street park (to the south of the Callam Offices) and the community path adjacent to and east of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Callam Street park)

Site W10 – On Wilbow Street and adjacent footpaths to the east of Callam Street junction (but not along Callam Street)

Site W11 – On the community path bridge over Yarralumla Creek between Callam Street (between Wilbow Street and Hindmarsh Drive) and community path adjacent to and east of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Callam Street)

Site W12 – On Callam Street and adjacent footpaths to the north of Hindmarsh Drive junction (but not along Hindmarsh Drive)

Site W13 – On the community path between the buildings (between Callam Street and Ball Street) opposite Botany Street (but not along Hindmarsh Drive)

Site W14 – On the community path between the buildings (between Callam Street and Ball Street) some 70 m east of Ball Street (but not along Hindmarsh Drive)

Site W15 – On Ball Street and adjacent footpaths to the north of Callam Street junction (but not Callam Street)

Site W16 – On the community path to the north east of the junction of Hindmarsh Drive and Melrose Drive the car park to the north of Hindmarsh Drive and east of Melrose Drive (but not along Hindmarsh Drive or Melrose Drive)

Site W17 – On Brewer Street and adjacent footpaths to the east of Melrose Drive junction (but not along Melrose Drive)

Site W18 – On the community path where it emerges from the tunnel under Melrose Drive between Brewer Street and Corinna Street (but not along Melrose Drive)

Site W19 – On Corinna Street and adjacent footpaths to the east of Melrose Drive junction (but not along Melrose Drive)

Pertinent features relating to count sites when the count was undertaken

This year:

- Site W02a was counted as it was open after a few years of being closed.
- Site W01 counted people crossing through a hoarding fence across a vacant block to the north of Worgan Street – as in previous years when there was no hoarding fence and people crossing the vacant block were counted.

Appendix B – Data collection procedures

The 'instructions' give to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager
- Send an email to the Cordon Count Manager advising that you have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, re load the App and enter some trial data and sent it and an email to the Cordon Count Manager

2. Have the data collections sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone fails).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count site in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count site.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count site details and counting instructions for your count site
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some sites

you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your site as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button – that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are give in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count site (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count sites make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children in trailers or in child seats are riding bikes for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skis, kick scooters or mobility scooters and children riding in prams.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count site before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count site to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that the someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.



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**Belconnen town centre and University of Canberra campus
cordon count
on
Thursday 9 March 2017
undertaken by Pedal Power ACT for Roads ACT
Report on cordon count and data collected**

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1. Belconnen cordon count.....1
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Appendix C – Counting rules.....8

Cordon count managed, audited and report prepared by:

[Redacted signature]

Report reviewed by:

[Redacted signature]

1. Belconnen cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Belconnen town centre and the University of Canberra campus on Wednesday 7 March 2017 during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites, resulting data and summarises the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count location (Appendix A).

The data for each count site is reported in two spreadsheet files, one for the morning count and one for the afternoon count, with file names:

cordon-count-2017-AM-data-BELCONNEN-V1

cordon-count-2017-PM-data-BELCONNEN-V1

Each file contains the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2016 and 2017 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet).

Data collectors recorded their data using the 'cordon count App' supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. Appendix B outlines the counting procedure and Appendix C gives the 'rules' for counting people crossing the cordon.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Belconnen town centre and details of the cordon count locations.

There are twenty four cordon count locations designated B01 to B23 with B10 split into B10a and B10b as given in that appendix.

All the count sites are the same locations as used in the 2016 and previous cordon counts.

We stationed people (data collectors) at each cordon count location and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions using the 'cordon count App' supplied by Roads ACT.

The definitions of a person walking and riding a bike are (the same as in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in trailers or seats are not riding bikes.
- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams and trailers.

Appendix C contains the data collection 'rules' observed by the data collectors. They are the same as used in previous cordon counts.

5. Weather during the cordon count

The weather was fine on the day of the count.

- Temperature range: 9:00 am – 14.4°C to 3:00 pm 22.6°C
- Precipitation (mm): none

6. Quality assurance

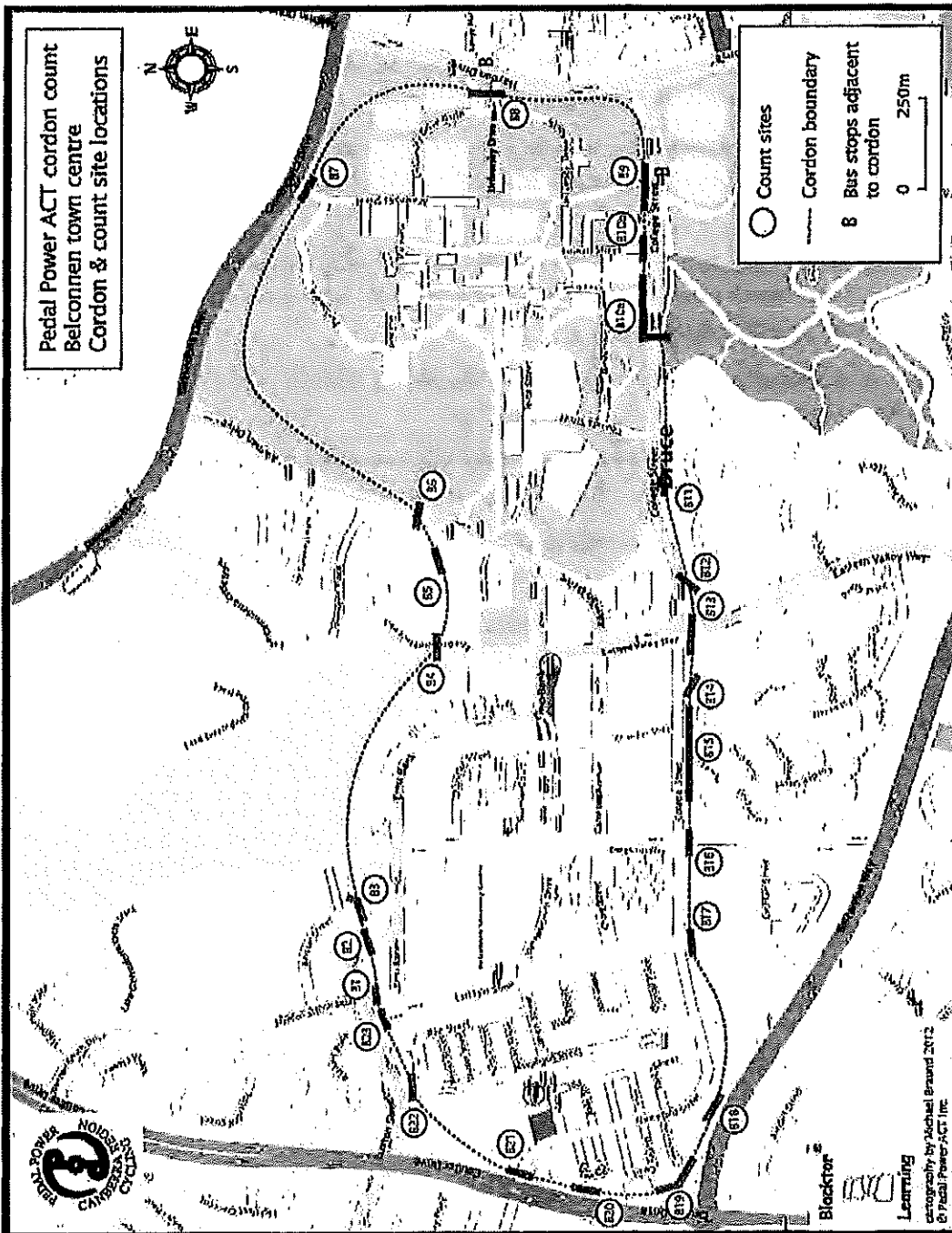
To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

- We checked that a person (the data collector) was in place at each cordon count location at the start of each session (an auditor visited each count location within the first fifteen minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count location and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count locations

The map below shows the cordon around the Belconnen town centre and the locations of the count locations. Descriptions of the locations are given below the map. The cordon count locations were the same as in 2016 (and previous years).

Pertinent features relating to count locations when the count was undertaken in 2017 are given below the site descriptions.



Count locations descriptions

Site B1 – On Joynton Smith Drive and adjacent footpaths and the old bus way to the north of Emu Bank junction (but not along Emu Bank)

Site B2 – On Luxton Street and adjacent footpaths to the north of Emu Bank junction (but not along Emu Bank)

Site B3 – On Beissel Street and adjacent footpaths to the north of Emu Bank junction (but not along Emu Bank)

Site B4 – On the community path around and to the east of Lake Ginninderra north of Lake Ginninderra College and opposite the exercise park

Site B5 – On the community path between the community path tunnel under Aikman Drive and John Knight Park – between Lake Ginninderra and Aikman Drive north of Lake Ginninderra College

Site B6 – On Aikman Drive and adjacent footpaths south of Townsend Place to the north of the community path underpass (to the north of Lake Ginninderra College)

Site B7 – On Allawoona Street (entrance to University of Canberra campus) and adjacent footpaths to the south of Ginninderra Drive junction (but not along Ginninderra Drive)

Site B8 – On University Drive (entrance to University of Canberra campus) and adjacent footpaths to the south of Haydon Drive junction and on the adjacent path from Haydon Drive to the adjacent car park (but not along Haydon Drive) – this site includes counting people entering and leaving buses at the bus stop to the north of the junction

Site B9 – On the path between College Street and Pinnaroo Street near the pedestrian traffic lights to the west of the Haydon Street junction and to the east of Radford College entrance (but not along College Street) – this site includes counting people entering and leaving buses at the bus stop to the east of the traffic lights

Site B10a – On College Street and adjacent footpaths at the western end of the Canberra university car park to the west of Coolinda Street (entrance to University of Canberra campus) and across the verge into the university car park – includes people getting on and off buses at bus stops in that area and entering or leaving the university

Site B10b – On Coolinda Street (entrance to University of Canberra campus) and adjacent paths and verges to the limits of sites B9 and B10a

Site B11 – On Whelan Street and adjacent footpaths to the south of the junction with College Street (but not along College Street)

Site B12 – On the path between College Street and Crisp Circuit to the east of the junction between College Street and Eastern Valley Way (but not along College Street) – this site includes counting people entering and leaving buses at the bus stop near where the community path joins College Street

Site B13 – On Eastern Valley Way (both carriageways) and adjacent footpaths to the south of the junction with College Street (but not along College Street)

Site B14 – On Hennessy Street and adjacent footpaths to the south of the junction with College Street (but not along College Street) and into and from the apartments to the west of Hennessy Street to the crest on College Street

Site B15 – On Condell Street and adjacent footpaths to the south of the junction with College Street (but not along College Street) and into and from the apartments to the east of Hennessy Street to the crest on College Street

Site B16 – On Benjamin Way (both carriageways) and adjacent footpaths to the south of the junction with College Street (but not along College Street)

Site B17 – On Lathlain Street (both carriageways) and adjacent footpaths to the south of the junction with College Street and the entrance to the adjacent car park (but not along College Street)

Site B18 – On the community path joining Belconnen Way (between Lathlain Street and Coulter Drive) and

Nettlefold Street (but not along Belconnen Way)

Site B19 – On the two community path joining Belconnen Way (near the junction with Coulter Drive) and Moubray Place (but not along Belconnen Way)

Site B20 – On the community path between Keene Place and Egan Court to the east of the underpass Coulter Drive (between Belconnen way and Lathlain Street)

Site B21 – On Nettlefold Street and adjacent footpaths to the east of the junction with Coulter Drive (but not along Coulter Drive)

Site B22 – On Josephson Street (both carriageways) and adjacent footpaths to the south of the junction with Luxton Street (but not along Luxton Street)

Site B23 – On Lathlain Street (both carriageways) and adjacent footpaths to the south of the junction with Luxton Street (but not along Luxton Street)

Pertinent features relating to count locations when the count was undertaken

Site B06 on Aikman Drive may have been affected by the closure of the bicycle lane on the eastern side (inbound direction) of Aikeman Drive.

Appendix B – Data collection procedures

The 'instructions' given to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager
- Send an email to the Cordon Count Manager advising that you have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, re load the App and enter some trial data and send it and an email to the Cordon Count Manager

2. Have the data collections sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone fails).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count location in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count location.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count location details and counting instructions for your count location
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some

locations you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your location as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button – that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are give in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count location (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count locations make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children in trailers or in child seats are not riding bikes and are pedestrians for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skies, kick scooters or mobility scooters and children riding in prams, child seats and trailers.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count location before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count location to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that the someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.



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Civic town centre and ANU campus cordon count
on
Tuesday 7 March 2017
undertaken by Pedal Power ACT for Roads ACT
Report on cordon count and data collected

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Cordon count managed, audited and report prepared by:
Report reviewed by:

1. Civic cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Civic town centre and ANU campus on Tuesday 7 March 2017 (the first Tuesday in March) during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites and resulting data and summarises the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count location (Appendix A).

The data is reported in two separate spreadsheet files, one for the morning count and one for the afternoon count, with file name:

cordon-count-2016-AM-data-CIVIC-V1

cordon-count-2016-PM-data-CIVIC-V1

Each file contains the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2016 and 2017 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet).

Data collectors recorded their data using the 'cordon count App' supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. Appendix B outlines the counting procedure and Appendix C gives the 'rules' for counting people crossing the cordon.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Civic town centre and ANU campus and details of the cordon count locations.

There are thirty one cordon count locations designated C01 to C31 (including C05-06, C14a and C14b) as given in that appendix. These are all the same locations as used in the 2016 and previous cordon counts.

We stationed people (data collectors) at each cordon count location and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions using the 'cordon count App' supplied by Roads ACT.

The definitions of a person walking and riding a bike are (the same as used in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in trailers or seats are not riding bikes.
- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams and trailers.

Appendix C contains the data collection 'rules' observed by the data collectors. They are the same as used in previous cordon counts.

5. Weather during the cordon count

The weather was fine and overcast on the day of the count.

- Temperature range: 9:00 am – 16.5 °C to 3:00 pm – 23.0 °C
- Precipitation (mm): none

6. Quality assurance

To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

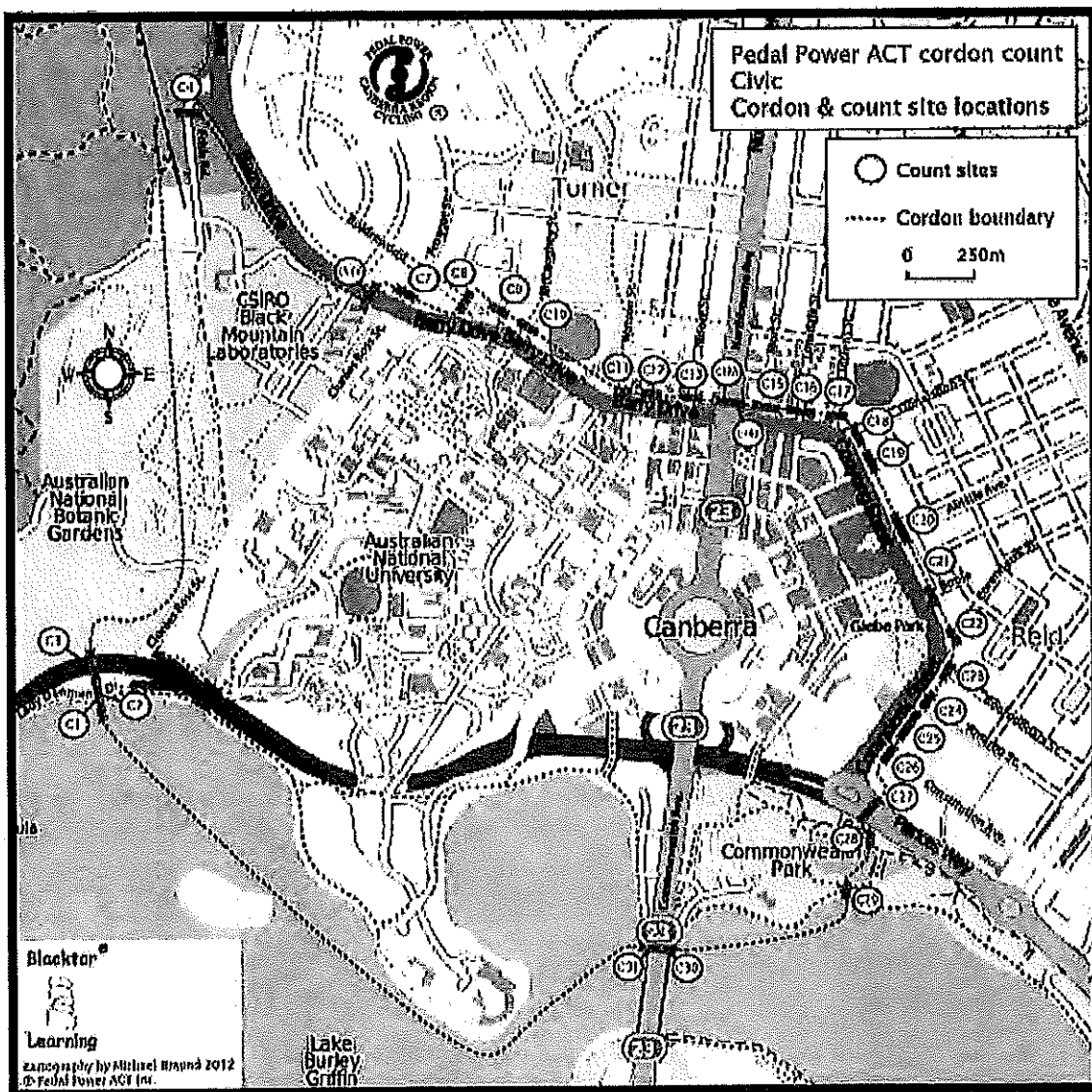
- We checked that a person (the data collector) was in place at each cordon count location at the start of each session (an auditor visited each count location within the first twenty five minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count location and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count locations

The map below shows the cordon around the Civic town centre and ANU campus and the locations of the count locations. Descriptions of the locations are given below the map.

The cordon count locations were the same as in 2016 (and previous years with one amalgamation of two sites (C05-06) and one split (C14a and C14b)).

Pertinent features relating to count locations when the count was undertaken in 2017 are given below the site descriptions.



Count locations descriptions

- **C01**
 Shared path: On north shore of Lake Burley Griffin, on west side of junction with shared path onto Clunnies Ross Street.
 This control includes:
 This path, east of the path junction
 This control does not include:
 Lady Denman Drive or Parkes Way

- **C02**
 Lady Denman Drive: On west side of junction with shared path onto Clunnies Ross Street.
 This control includes:
 Lady Denman Drive
 This control does not include:
 Any paths
 Parkes Way

- **C03**
 Parkes Way: On west side of bridge over Clunnies Ross Street.
 This control includes:
 Parkes Way
 This control does not include:
 Any paths
 Lady Denman Drive

- **C04**
 Frith Road, Acton: Immediately south of junction with Barry Drive
 This control includes:
 Firth Rd, south of the junction
 This control does not include:
 Barry Drive (including slip-lanes)
 The bridge underneath Barry Drive

- **C05-C06**
 Barry Drive, Acton/Turner: Immediately west of junction with Clunies Ross Street and east of the path that leads from Nicholson Crescent to Barry Drive
 This control includes:
 Barry Drive and path on northern side of Barry Drive
 This control does not include:
 The path on the south side of Barry Drive, on the corner with Clunies Ross Street
 The path from Froggat Street to Barry Drive opposite Clunies Ross Street

- **C07**
 Froggat Street, Turner: Between Barry Drive and Boldrewood Street.
 This control includes:
 Froggat Street, both on-road and footpaths
 The bush land and unofficial dirt paths immediately east of Froggat Street
 This control does not include:
 Barry Drive
 Boldrewood Street

- **C08**
 Boldrewood Street, Turner: Immediately north-west of junctions with Barry Drive and Hackett Gardens.
 This control includes:

Boldrewood Street, both on-road and footpaths

This control does not include:

Hackett Gardens

Barry Drive

- **C09**

Hackett Gardens, Turner: Immediately north of junction with Boldrewood Street and Barry Drive.

This control includes:

Hackett Gardens, both on-road and footpaths

This control does not include:

Boldrewood Street

Barry Drive

- **C10**

McCaughey Street, Turner: Immediately north of junction with Barry Drive.

This control includes:

McCaughey Street, both on-road and footpaths

The shared trunk path alongside McCaughey Street

The driveway and all informal dirt paths into the sports ground on the east (Civic) side of McCaughey Street

This control does not include:

The footpath from the western side leading to the cul-de-sac near Hackett Gardens

Barry Drive

- **C11**

Watson Street, Turner: Between the junctions with Barry Drive and Mackay Lane.

This control includes:

Watson Street, both on-road and footpaths

The shared trunk path alongside Watson Street

The public space and dirt paths immediately on the west side of Watson Street, as far as the Sullivan's Creek floodway.

This control does not include:

Barry Drive

Mackay Lane

The separate footpath between Mackay Lane and Barry Drive approximately 75m east of Watson Street, opposite Marcus Clarke Street

- **C12**

Footpath between Mackay Lane and Barry Drive, Turner: Approximately 75 m east of Watson St, opposite Marcus Clarke Street.

This control includes:

That footpath only

This control does not include:

Barry Drive

- **C13**

Moore Street, Turner: Immediately north of Barry Drive.

This control includes

Moore St, both on-road and footpaths

This control does not include:

Barry Drive

The separate footpath between Mackay Lane and Barry Drive approximately 125 m west of Moore St, opposite Marcus Clarke Street

- **C14a**

Northbourne Avenue west carriageway, Turner/Braddon: Immediately north of Barry Drive/Cooyong Street

This control includes:

Northbourne Avenue west carriageway, both on-road and footpaths

Northborne Avenue median to centre

This control does not include:

Barry Drive/ Cooyong Street

- **C14b**

Northbourne Avenue east carriageway, Turner/Braddon: Immediately north of Barry Drive/Cooyong Street

This control includes:

Northbourne Avenue east carriageway and adjacent path, both on-road and footpaths

Northborne Avenue median to centre

This control does not include:

Barry Drive/ Cooyong Street

- **C15**

Mort Street, Braddon: Immediately north of Cooyong Street

This control includes:

Mort Street, both on-road and footpaths

This control does not include:

Cooyong Street

- **C16**

Lonsdale Street, Braddon: Immediately north of Cooyong Street

This control includes

Lonsdale Street, both on-road and footpaths

This control does not include:

Cooyong Street

- **C17**

Torrens Street, Braddon :Immediately north of Cooyong Street

This control includes:

Torrens Street, both on-road and footpaths

This control does not include:

Cooyong/Ballumbir Streets

People who travel from Torrens St directly into Donaldson St (or vice versa) even if they are momentarily inside the cordon area.

- **C18**

Donaldson Street, Braddon: Immediately east of Ballumbir Street

This control includes:

Donaldson Street, both on-road and footpaths

This control does not include:

Ballumbir/Cooyong Streets

People who travel from Torrens Street directly into Donaldson Street (or vice versa) even if they are momentarily inside the cordon area.

The footpath between Favier House and Allawah Flats, approximately 120 m south of Donaldson Street

- **C19**

Footpath between Favier House and Allawah Flats, approximately 120 m south of Donaldson Street, Braddon:

This control includes:

That footpath
This control does not include:
Ballumbir Street

- C20

Ainslie Avenue, Braddon/Reid: Immediately east of Ballumbir Street
This control includes:
Ainslie Avenue, both on-road and footpaths
This control does not include:
Ballumbir Street

- C21

Boolee Street, Reid: Immediately east of Ballumbir Street
This control includes:
Boolee Street, both on-road and footpaths
This control does not include:
Ballumbir Street

- C22

Coranderrk Street (northern residential section), Reid: Immediately north-east of junction with Ballumbir Street (Note: Coranderrk Street changes from an arterial road to a residential street at this point, with arterial traffic continuing north directly into Ballumbir Street).
This control includes:
Coranderrk Street (northern residential section only), both on-road and footpaths
This control does not include:
Coranderrk Street (southern arterial section) or Ballumbir Street
People who travel from Coranderrk Street (northern residential section only) directly into Booroondara Street (or vice versa) even if they are momentarily inside the cordon area

- C23

Booroondara Street, Reid: Immediately east of Coranderrk Street
This control includes:
Coranderrk Street (northern residential section only), both on-road and footpaths
This control does not include:
Coranderrk Street (southern arterial section)
People who travel from Coranderrk Street (northern residential section only) directly into Booroondara Street (or vice versa) even if they are momentarily inside the cordon area

- C24

Amaroo Street, Reid: Immediately east of Coranderrk Street
This control includes:
Amaroo Street, both on-road and footpaths
This control does not include:
Coranderrk Street

- C25

Entire western boundary of Reid CIT College
This control includes:
All driveways, paths etc on western boundary of college
The overhead footbridge
This control does not include:
Amaroo Street or footpath along Amaroo Street
Constitution Avenue or footpath along Constitution Avenue
People who have clearly been travelling along Amaroo Street or Constitution Avenue, even if they cut the corner slightly across the college grounds.

- **C26**
 Constitution Avenue, Reid : Immediately east of Coranderrk Street
 This control includes:
 Constitution Avenue, both on-road and footpaths
 People who have clearly been travelling along Amaroo Street or Constitution Avenue, even if they cut the corner slightly across the college grounds.
 This control does not include:
 Coranderrk Street

- **C27**
 Parkes Way: Immediately east of roundabout intersection with Coranderrk Street
 This control includes:
 Parkes Way, east of roundabout, including anyone riding on verges
 This control does not include:
 Parkes Way, west of roundabout, or Coranderrk Street

- **C28**
 The community path to the north of Nerang Pool (in Commonwealth Park) and the adjacent park land between Nerang Pool and the Park boundary to Parkes Way
 This control includes:
 The path
 The park land between Nerang Pool and the northern boundary of Commonwealth Park
 This control does not include:
 The verge of Parkes Way, or Parkes Way itself
 The bridge on the south side of Nerang Pool, next to the lake shore
 Any paths to the east or west of Nerang Pool

- **C29**
 The bridge on Menzies Walk across the entrance to Nerang Pool (in Commonwealth Park) adjacent to Lake Burley Griffin
 This control includes:
 This bridge only
 This control does not include:
 The bridges on the north side of Nerang Pool
 Any paths to the east or west of the bridge itself

- **C30**
 Commonwealth Avenue Bridge over Lake Burley Griffin – eastern span only.
 This control includes:
 The shared path on the eastern (Central Basin) side of the bridge
 The southbound (towards Parliament) carriageway of the road.
 This control does not include:
 Any person who does not actually cross the lake
 The northbound (towards Civic) carriageway of the road
 The shared path on the western (Western Basin) side of the bridge

- **C31**
 Commonwealth Avenue Bridge over Lake Burley Griffin – western span only.
 This control includes:
 The shared path on the western (Western Basin) side of the bridge
 The northbound (towards Civic) carriageway of the road.
 This control does not include:
 Any cyclist who does not actually cross the lake
 The southbound (towards Parliament) carriageway of the road

The shared path on the eastern (Central Basin) side of the bridge

Pertinent features relating to count locations when the count was undertaken in 2017

Last year (2016) construction work was in progress on Constitution Avenue and could have affected the people using that road and the counts at site C26. This year (2017) there was no construction work on that road.

In Watson Street, Turner, the path to the west of that road from Barry Drive to about Gould Street was closed due to construction works on the day of the count. The road was not affected by that works. That closure did not appear to have affected people walking or riding along Watson Street.

The median in Northbourne Avenue was fenced off for tram construction works each side of the Barry Drive and Cooyong Street intersection but the crossings of Northbourne Avenue at traffic lights at that intersection was not affected.

Appendix B – Data collection procedures

The 'instructions' given to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager
- Send an email to the Cordon Count Manager advising that you have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, re load the App and enter some trial data and send it and an email to the Cordon Count Manager

2. Have the data collection sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone fails).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count location in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count location.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count location details and counting instructions for your count location
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some locations you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your location as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button – that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are give in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count location (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count locations make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children in trailers or in child seats are not riding bikes and are pedestrians for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skies, kick scooters or mobility scooters and children riding in prams, child seats and trailers.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count location before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count location to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that the someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.



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Gungahlin town centre cordon count
on
Thursday 2 March 2017
undertaken by Pedal Power ACT for Roads ACT
Report on cordon count and data collected

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<p><i>Cordon count managed, audited and report prepared by:</i></p> <div style="background-color: black; width: 100px; height: 20px; margin: 5px 0;"></div> <div style="background-color: black; width: 100px; height: 20px; margin: 5px 0;"></div>	<p><i>Report reviewed by:</i></p> <div style="background-color: black; width: 100px; height: 20px; margin: 5px 0;"></div> <div style="background-color: black; width: 150px; height: 20px; margin: 5px 0;"></div>
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1. Gungahlin cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Gungahlin town centre on Thursday 2 March 2017 during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites, resulting data and summarises the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count location (Appendix B).

The data is reported in two separate spreadsheet files, one for the morning count and one for the afternoon count, with file name:

cordon-count-2017-AM-data-GUNGAHLIN-V1

cordon-count-2017-PM-data-GUNGAHLIN-V1

Each file contains the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2016 and 2017 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet).

Data collectors recorded their data using the 'cordon count App' supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. Appendix C outlines the counting procedure and Appendix D gives the 'rules' for counting people crossing the cordon.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Gungahlin town centre and details of the cordon count locations.

There are fourteen cordon count locations designated G01 to G14 as given in that appendix. Except for G14, the locations are the same locations as used in the 2016 and previous cordon counts. G14 is on a recently opened section of The Valley Avenue between Kate Grace Street and Manning Clark Crescent.

We stationed people (data collectors) at each cordon count location and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions using the 'cordon count App' supplied by Roads ACT. Appendix B contains the data collection procedure followed.

The definitions of a person walking and riding a bike are (the same as in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in trailers or seats are not riding bikes.
- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams and trailers.

Appendix C contains the data collection 'rules' observed by the data collectors. They are the same as used in previous cordon counts.

This year there was a new count location designated G14 at the intersection of The Valley Avenue and Kate Grace Street. It is described in Appendix C.

5. Weather during the cordon count

The weather was overcast with very light rain in the afternoon on the day of the count.

- Temperature range (Canberra airport): 9:00 am 21.6 °C to 3:00 pm 21.2 °C
- Precipitation: Morning – dry

Afternoon – light shower between 4 to 5 pm, a few drops from 5 to 6 pm and then fine

6. Quality assurance

To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

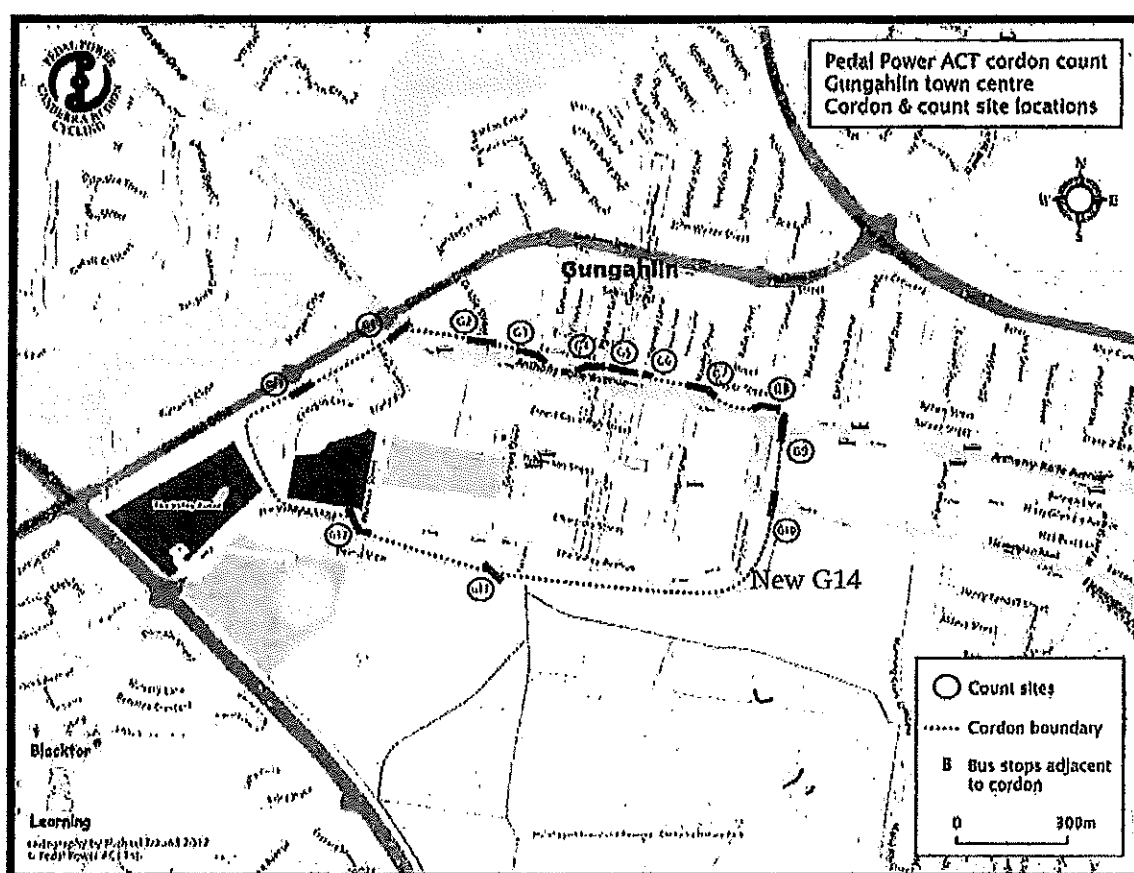
- We checked that a person (the data collector) was in place at each cordon count location at the start of each session (an auditor visited each count location within the first fifteen minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count location and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count locations

The map below shows the cordon around the Gungahlin town centre and the locations of the count locations. Descriptions of the locations are given below the map.

Except for the new count location designated G14, the cordon count locations were the same as in 2016 (and previous years).

Pertinent features relating to count locations when the count was undertaken in 2016 are given below the site descriptions.



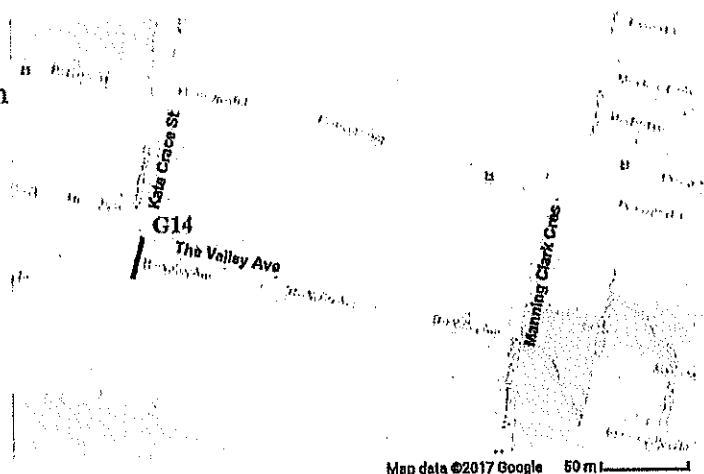
Count locations descriptions

- Site G1 – On Anthony Rolf Avenue and the adjacent footpaths to the south east of roundabout with Gundaroo Drive (not along Gundaroo Drive)
- Site G2 – on Gribble Street and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue)
- Site G3 – on Gozzard Street and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue) and on the Anthony Rolf Avenue service road to the east of Gozzard Street

- **Site G4** – on Boreham Lane and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue) and on the Anthony Rolf Avenue service road to the west of Gozzard Street
- **Site G5** – on Gungahlin Place (both carriageways) and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue)
- **Site G6** – on Donnelly Lane and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue)
- **Site G7** – on Mawby Street and the adjacent footpaths to the north of Anthony Rolf Avenue (not along Anthony Rolf Avenue)
- **Site G8** – on Tesselaar Street (both carriageways) and the adjacent footpaths to the north of Anthony Rolf Avenue roundabout (not along Anthony Rolf Avenue)
- **Site G9** – On Anthony Rolf Avenue (both carriageways) and the adjacent footpaths to the east of roundabout with Tesselaar Street (not along Tesselaar Street)
- **Site G10** – On Flemington Road (both carriageways) and the adjacent footpaths to the east of roundabout with Tesselaar Street and Kate Grace Street (not along Tesselaar Street or Kate Grace Street)
- **Site G11** – on Gozzard Street and the adjacent footpaths to the south of The Valley Avenue (not along The Valley Avenue) and on the lane way leading to Fay lane
- **Site G12** – on The Valley Avenue and the adjacent footpaths to the west of Warrick Street junction (not along Warrick Street)
- **Site G13** – On Ginn Street and the adjacent footpaths to the south east of roundabout with Gundaroo Drive (not along Gundaroo Drive)
- **Site G14**

– On The Valley Avenue and the adjacent footpaths to East of the junction with Kate Grace Street.

A new section of The Valley Avenue has been constructed since the last cordon count in 2016 between Kate Grace Street and Manning Clark Crescent. See image below.



Pertinent features relating to count locations when the count was undertaken

None

Appendix B – Data collection procedures

The 'instructions' given to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager who have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, re load the App and
- Send an email to the Cordon Count Manager advising that you enter some trial data and send it and an email to the Cordon Count Manager

2. Have the data collection sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone fails).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count location in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count location.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count location details and counting instructions for your count location
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some

locations you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your location as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button -- that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are give in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count location (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count locations make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children in trailers or in child seats are not riding bikes and are pedestrians for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skies, kick scooters or mobility scooters and children riding in prams, child seats and trailers.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count location before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count location to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that the someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.



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Tuggeranong town centre cordon count
on
Wednesday 1 March 2017
undertaken by Pedal Power ACT for Roads ACT
Report on cordon count and data collected

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<p><i>Cordon count managed, audited and report prepared by:</i></p> <div style="text-align: center; margin-top: 10px;"> </div>	<p><i>Report reviewed by:</i></p> <div style="text-align: center; margin-top: 10px;"> </div>
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1. Tuggeranong cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Tuggeranong town centre on Wednesday 1 March 2017 during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites, and the location of the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count location (Appendix A).

The data for each count site is reported in two spreadsheet files, one for the morning count and one for the afternoon count, with file name:

cordon-count-2017-AM-data-TUGGERANONG-V1

cordon-count-2017-PM-data-TUGGERANONG-V1

Each file contains the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2016 and 2017 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet).

Data collectors recorded their data using the 'cordon count App' supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. Appendix B outlines the counting procedure and Appendix C gives the 'rules' for counting people crossing the cordon.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Tuggeranong town centre and details of the cordon count locations.

There are eight cordon count locations designated T1 to T8 as given in that Appendix. These are all the same locations as used in the 2016 and previous cordon counts.

We stationed people (data collectors) at each cordon count location and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions using the 'cordon count App' supplied by Roads ACT. Appendix B contains the data collection procedure followed.

The definitions of a person walking and riding a bike are (the same as in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple on a tandem are two people. Children in trailers or seats are not riding bikes.
- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams and trailers.

Appendix C contains the data collection 'rules' observed by the data collectors. They are the same as used in

previous cordon counts.

5. Weather during the cordon count

The weather was fine and overcast on the day of the count.

- Temperature range: 9:00 am – 19 °C to 3:00 pm – 28°C
- Precipitation: none

6. Quality assurance

To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

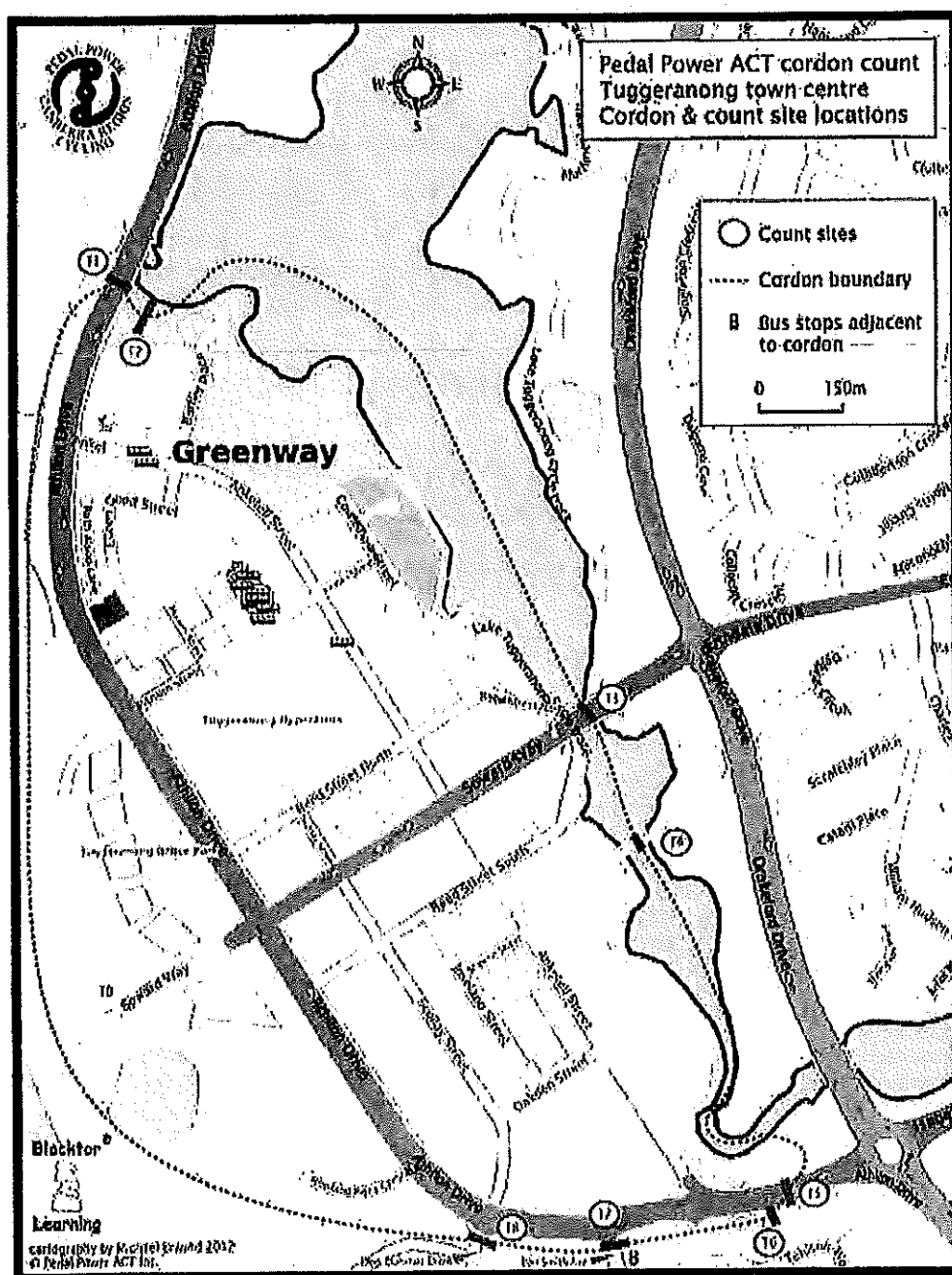
- We checked that a person (the data collector) was in place at each cordon count location at the start of each session (an auditor visited each count location within the first fifteen minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count location and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count locations

The map below shows the cordon around the Tuggeranong town centre and the locations of the count locations. Descriptions of the locations are given below the map.

The cordon count locations were the same as in 2016 (and previous years).

Pertinent features relating to count locations when the count was undertaken in 2016 are given below the site descriptions.



Count locations descriptions

- **Site T01** – On Athllon Drive and the adjacent footpaths (but not the adjacent community path – site T01) some 100 m south of Lake Tuggeranong spillway bridge (adjacent to site T02)
- **Site T02** – On the around Lake Tuggeranong community path near the Lake Tuggeranong spillway bridge
- **Site T03** – On Soward Way bridge over Lake Tuggeranong including the footpaths on the bridge
- **Site T04** – On the community path footbridge over Lake Tuggeranong to the south east of Soward Way
- **Site T05** – On Athllon Drive and the adjacent footpaths (but not the adjacent community path – site T06) between Drakeford Drive and Anketell Street (adjacent to site T06)
- **Site T06** – On the community path adjacent to Athllon Drive between Drakeford Drive and the Drakeford Drive under pass near Anketell Street (adjacent to site T05)
- **Site T07** – On Barr Smith Avenue and the adjacent footpaths between Helpmann Street and Athllon Drive (but not on or along Athllon Drive)
- **Site T08** – On Don Dunstan Drive and the adjacent footpaths between Pine Island Road and Athllon Drive (but not on or along Athllon Drive)

Pertinent features relating to count locations when the count was undertaken

At Site T05 'On Athllon Drive and the adjacent footpaths (but not the adjacent community path) between Drakeford Drive and Anketell Street' the verges were closed when the count was undertaken so people could not use the informal paths adjacent to the carriageway and, if wishing to use that corridor, had to walk or ride on the carriageway.

Appendix B – Data collection procedures

The 'instructions' given to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager
- Send an email to the Cordon Count Manager advising that you have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, re load the App and enter some trial data and send it and an email to the Cordon Count Manager

2. Have the data collections sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone fails).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count location in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count location.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count location details and counting instructions for your count location
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some

locations you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your location as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button – that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are give in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count location (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count locations make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children in trailers or in child seats are not riding bikes and are pedestrians for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skdes, kick scooters or mobility scooters and children riding in prams, child seats and trailers.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count location before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count location to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that the someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.



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Woden town centre cordon count
on
Wednesday 8 March 2017
undertaken by Pedal Power ACT for Roads ACT
Report on cordon count and data collected

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<i>Cordon count managed, audited and report prepared by:</i> <div style="background-color: black; width: 100px; height: 20px; margin-top: 5px;"></div>	<i>Report reviewed by:</i> <div style="background-color: black; width: 100px; height: 20px; margin-top: 5px;"></div>
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1. Woden cordon count

Pedal Power ACT undertook a cordon count of all people walking and riding bikes into and out of the Woden town centre on Wednesday 8 March 2017 during two counting sessions – from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm.

This report outlines the cordon count details and procedure, gives the location of the count sites, resulting data and summarises the data collected.

2. Cordon count data

The cordon count data gives the time people (separated between male and female) walked or rode bikes in each direction (into the town centre or out of the town centre) across the cordon at each cordon count location (Appendix B).

The data for each count site is reported in two spreadsheet files, one for the morning count and one for the afternoon count, with file name:

cordon-count-2017-AM-data-WODEN-V1

cordon-count-2017-PM-data-WODEN-V1

Each file contains the raw data collected at each site (with each site on a separate sheet) and a comparison of the 2016 and 2017 data for each class of person – cyclist or pedestrian; walking or cycling; male or female; and inbound or outbound – at each count site (in a separate sheet).

Data collectors recorded their data using the 'cordon count App' supplied by Roads ACT or if for some reason the App could not be used (eg, their phone stopped working) then the data was collected on prepared data collection sheets and subsequently entered into the data sets. Appendix B outlines the counting procedure and Appendix C gives the 'rules' for counting people crossing the cordon.

4. Cordon count procedures

Appendix A contains a map of the cordon around the Woden town centre and details of the cordon count locations.

There are twenty cordon count locations designated W01 to W19 and W02a as given in that appendix.

This year data was not collected at:

- Site W02a (on the pathway between Irving Street and the path along Melrose Drive near the Southern Cross Club Health Club) as that path was closed (due to construction in the area) as it was last year (2016). It may be reopened once construction is completed.

All the other count sites are the same locations as used in the 2016 and previous cordon counts.

We stationed people (data collectors) at each cordon count location and they counted the people walking and riding bikes (separately) into and out of the town centre (across the cordon line) during the counting sessions using the 'cordon count App' supplied by Roads ACT.

The definitions of a person walking and riding a bike are (the same as in previous years):

- *People riding bikes* are those on pedal bicycles, recumbents, trikes, power-assisted bicycles (not motorbikes), or on link-bikes (tag-alongs), or on pavement tricycles, or walking their bikes. A couple

on a tandem are two people. Children in trailers or seats are not riding bikes.

- *People walking* are those walking, on roller skates, kick scooters or mobility scooters and children riding in prams and trailers.

Appendix D contains the data collection 'rules' observed by the data collectors. They are the same as used in previous cordon counts.

5. Weather during the cordon count

The weather was fine on the day of the count.

- Temperature range: 9:00 am – 15.0°C to 3:00 pm – 19.7°C
- Precipitation (mm): none

6. Quality assurance

To ensure that we were collecting and recording the correct data and that we had entered that data correctly into the database, we undertook the following checks:

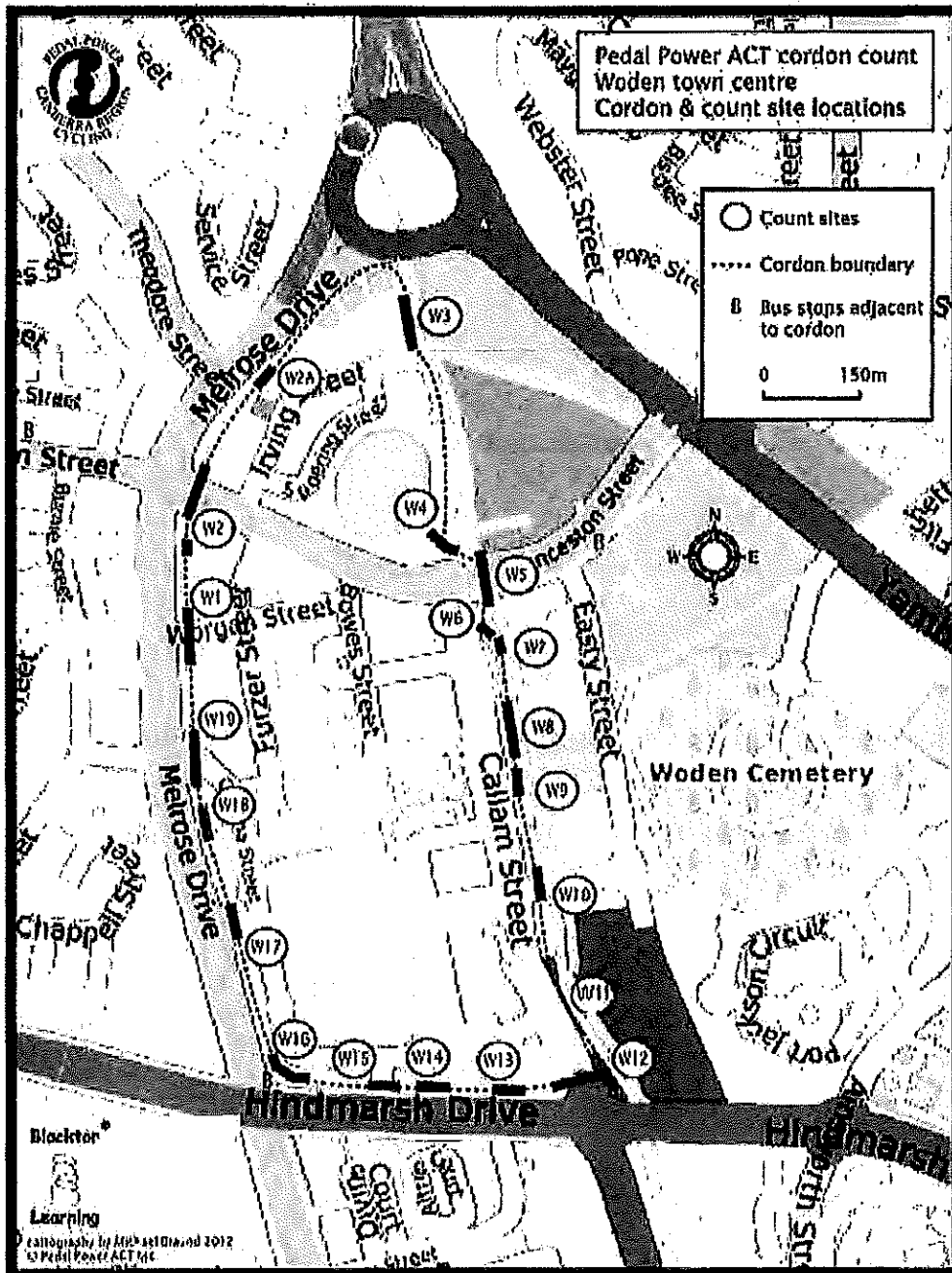
- We checked that a person (the data collector) was in place at each cordon count location at the start of each session (an auditor visited each count location within the first fifteen minutes of each session).
- When visiting a data collector, the auditor checked that they were counting and recording the data correctly – the correct count location and the correct definition of inbound and outbound and of people walking and riding bikes.
- The auditors visited the data collectors again during each counting session to ensure they were still in place and counting.
- The data transmitted by the App was checked and any data outside of the designated counting time was removed (typically such data, when it occurred, was a test data entry).
- Each paper data collection sheet used (when the App failed) was completed and signed (as a true record) by the data collector.
- A person, who was not involved in the data entry, independently checked the data from the paper data collection sheet records entered into the database.

Appendix A – Cordon count locations

The map below shows the cordon around the Woden town centre and the locations of the count locations. Descriptions of the locations are given below the map.

The cordon count locations were the same as in 2016 (and previous years).

Pertinent features relating to count locations when the count was undertaken in 2017 are given below the site descriptions.



Count locations descriptions

Site W01 – On Worgan Street and adjacent footpaths to the east of Melrose Drive (but not along Melrose Drive) including the entrance to the Tradies hotel

Site W02 – On Launceston Street and adjacent footpaths to the east of Melrose Drive and on the entrance to the adjacent car park (but not along Melrose Drive)

Site W02a – On the pathway between Irving Street and the path along Melrose Drive near the Southern Cross Club Health Club

Site W03 – On the connecting path between Irving Street and the community path adjacent to and west of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Irving Street)

Site W04 – On the connecting community paths (two) between Launceston Street (to the north of the junction with Callam Street) and the adjacent car park and the community path adjacent to and west of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Launceston Street)

Site W05 – On Launceston Street and adjacent footpath to the east of the junction with Callam Street (on the bridge over Yarralumla Creek) to the east of Callam Street (but not along Callam Street or the community paths beside Yarralumla Creek)

Site W06 – On the connecting community path between Callam Street park (to the north of the community path bridge over Yarralumla Creek – site W7) and community path adjacent to and west of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Callam Street)

Site W07 – On the connecting path bridge over Yarralumla Creek between Callam Street park (to the north of the Callam Offices and south of site W6) and community path adjacent to and east of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Callam Street)

Site W08 – On the connecting bridge and footway (steps) between Callam Street park and the Callam Offices over Yarralumla Creek (but no along the park)

Site W09 – On the connecting path bridge over Yarralumla Creek between Callam Street park (to the south of the Callam Offices) and the community path adjacent to and east of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Callam Street park)

Site W10 – On Wilbow Street and adjacent footpaths to the east of Callam Street junction (but not along Callam Street)

Site W11 – On the community path bridge over Yarralumla Creek between Callam Street (between Wilbow Street and Hindmarsh Drive) and community path adjacent to and east of Yarralumla Creek (but not along the community path adjacent to and west of Yarralumla Creek or along Callam Street)

Site W12 – On Callam Street and adjacent footpaths to the north of Hindmarsh Drive junction (but not along Hindmarsh Drive)

Site W13 – On the community path between the buildings (between Callam Street and Ball Street) opposite Botany Street (but not along Hindmarsh Drive)

Site W14 – On the community path between the buildings (between Callam Street and Ball Street) some 70 m east of Ball Street (but not along Hindmarsh Drive)

Site W15 – On Ball Street and adjacent footpaths to the north of Callam Street junction (but not Callam Street)

Site W16 – On the community path to the north east of the junction of Hindmarsh Drive and Melrose Drive the car park to the north of Hindmarsh Drive and east of Melrose Drive (but not along Hindmarsh Drive or Melrose Drive)

Site W17 – On Brewer Street and adjacent footpaths to the east of Melrose Drive junction (but not along Melrose Drive)

Site W18 – On the community path where it emerges from the tunnel under Melrose Drive between Brewer Street and Corinna Street (but not along Melrose Drive)

Site W19 – On Corinna Street and adjacent footpaths to the east of Melrose Drive junction (but not along Melrose Drive)

Pertinent features relating to count locations when the count was undertaken

There were no counts undertaken at:

- Site W02a as the path at that location was closed due to construction – and it appears may never be reopened.
- Site W03 contains the path across the creek into the 'pitch and put golf range' that is now closed so there were no people making that crossing.
- Site W19 (on Corinna Street and adjacent footpaths to the east of Melrose Drive junction but not along Melrose Drive) was fenced off last year (2016) due to construction and people could not cross the cordon there an no count was taken at that location. However this year (2017), the site was open and data was counted there.

Appendix B – Data collection procedures

The 'instructions' given to the cordon count data collectors is summarised in this appendix.

Data collection procedures

1. Set up the data collection App

Download the Roads ACT 'cordon count App' to use for recording the count data on your smart phone or tablet.

Test that the App is working on your device:

- Enter some trial data in the App and 'send data' – your data will be delivered to the Cordon Count Manager
- Send an email to the Cordon Count Manager advising that you have sent some trial data
- The Cordon Count Manager will confirm that the data was or was not received
- If the data was not received, re load the App and enter some trial data and send it and an email to the Cordon Count Manager

2. Have the data collections sheets available

Print out some paper data collection sheet for use if necessary to record the data if the App can not be used (eg, if your phone falls).

3. Read and understand the counting rules

The counting rules (Appendix D) are to be followed when counting people walking and riding

4. Go to allocated counting site

Arrive at your allocated count location in time to start the count at the scheduled start time.

Locate yourself safely so that you can clearly see everyone who crosses your count location.

Make yourself comfortable – you will be there for three hours.

Take with you:

- Your smart phone or tablet with the Roads ACT Cordon Count App loaded and working
- Two paper data collection sheet (printed out) – for use if the App or your smart phone or tablet does not work
- Pens or pencils for recording your counts on paper (when required)
- A clipboard or something similar to hold the paper data collection sheets when recording your counts
- Count location details and counting instructions for your count location
- A watch or other time piece – for use if your smart phone or tablet does not work
- A chair if you want to sit on it during the count – you can stand or sit on the ground and at some

locations you can sit in your car

- Water and snacks (if desired)
- A hat and sun screen if it's a sunny day, warm clothes if it is likely to be cold and/or wet weather gear if rain is likely.

5. Undertake the cordon count

Count all the pedestrians and cyclists crossing the cordon at your location as per the counting rules (Appendix D) and record the data on the App or on the paper data collection sheets.

6. At the end of each counting session

Submit your data via the App 'Send Data' button – that sends the data via email to designated people for future use (please do not send data during the count session as that generates multiple files for your count data).

Complete and sign any paper data collection sheets used and deliver the sheets to the supervisor.

Appendix C – Counting rules

The 'rules' used by the cordon count counters when collecting data on people walking and riding bikes across the cordon are give in this appendix.

Counting rules

1. Count people walking and riding bikes across the cordon count location (as given to each counter) – count there and nowhere else, regardless of if you think people have or have not been counted elsewhere. (The count locations make a complete cordon.)
2. People riding bikes (cyclists) are those on pedal bicycles, recumbents, trikes, electric assist bicycles (not motorbikes), or link bikes (tag-alongs), or on tricycles, or walking their bikes. A couple on a tandem are two people riding bikes. Children in trailers or in child seats are not riding bikes and are pedestrians for count purposes.
3. People walking (pedestrians) are those walking (not pushing a bike), jogging or running, or on roller skates, skies, kick scooters or mobility scooters and children riding in prams, child seats and trailers.
4. Males and females are designated by your best estimate (it is likely any errors will cancel out).
5. Start on time at exactly 7:00 am or 4:00 pm as appropriate.
6. Finish on time at exactly 10:00 am or 7:00 pm as appropriate.
7. Do not count people in sight who cross the count location before the start time or after finish time.
8. Do not count yourself or anyone else associated with the count (ie, the supervisor and quality assurance checkers).
9. Look out for well intentioned, but misinformed, people who think they are helping by repeatedly crossing the cordon count location to inflate the count. If you see one, only count them once and advise the supervisor.
10. Do not advertise that you are counting people walking and riding (but do explain what you are doing if asked).
11. We are only counting people who enter or leave the cordon area via public roads, paths and spaces, not via residential or business premises – people who emerge from private property are NOT counted. There is one exception to this rule – when you know for certain that the someone has approached along 'your' road or path, and only cut the corner via private property just before reaching your control. For this reason, the cordon counting point on each road or path is some distance away from the intersections with the roads that form the cordon boundary.
12. We are not trying to count as many people as possible – we are trying to count as accurately as possible.