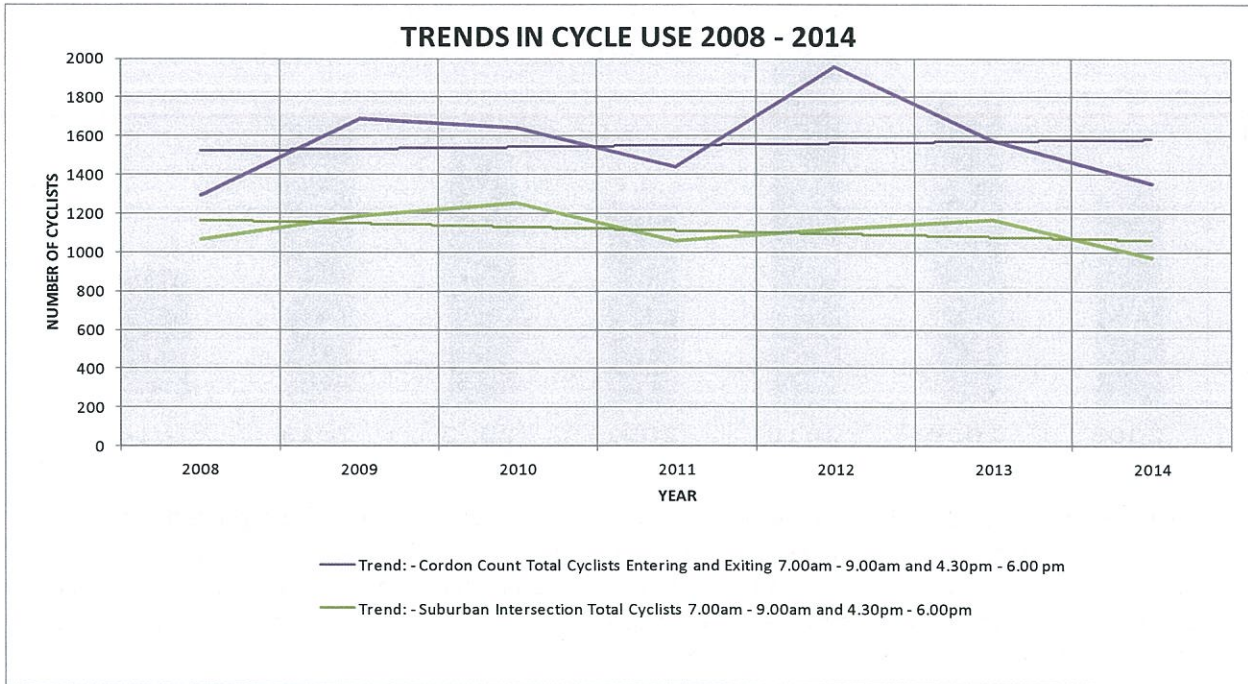


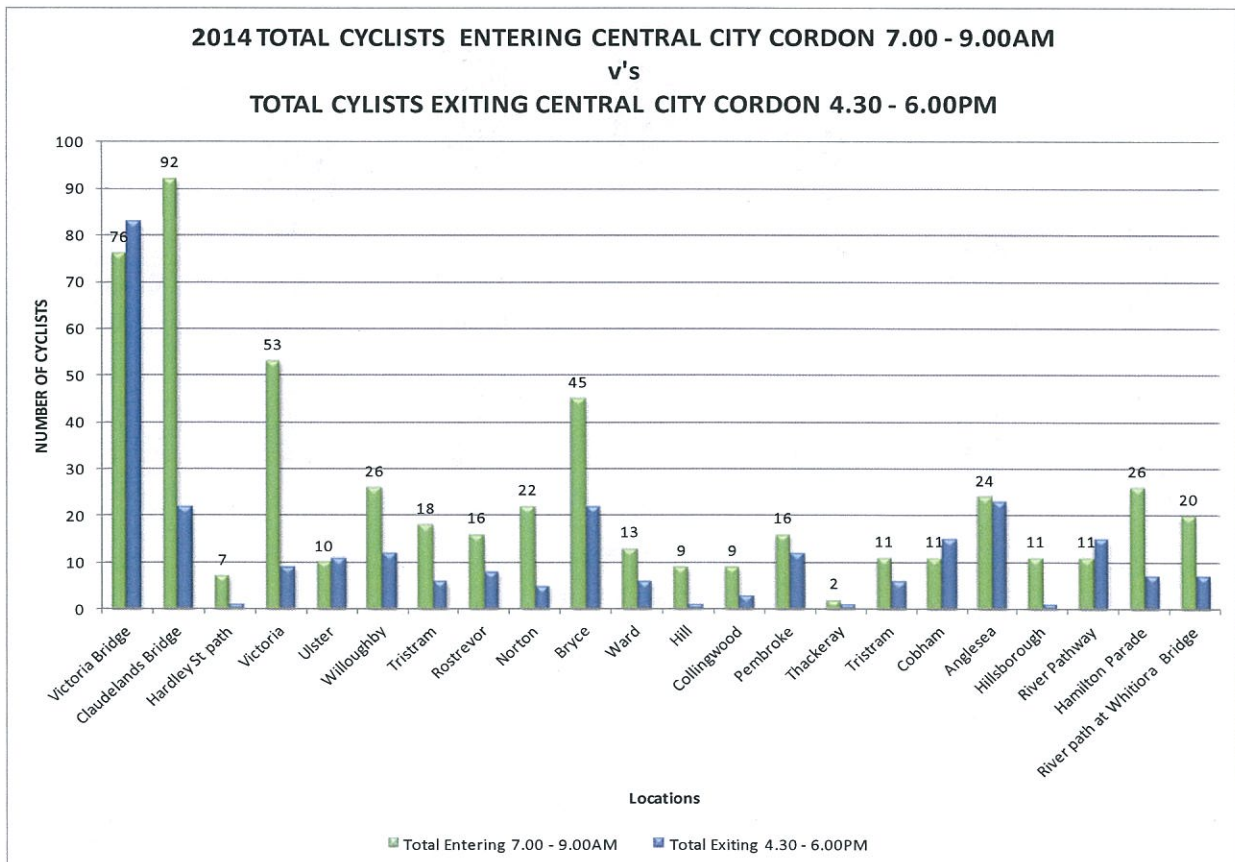
Cycle Count 2014

Manual count data

Between 2008 and 2014 we have seen a 4% increase in cycling numbers with the trend line still showing a slight increase within the CBD cordon but decreasing at Suburban intersections. The previous few year on year comparison figures are showing a large decline in cycling numbers.

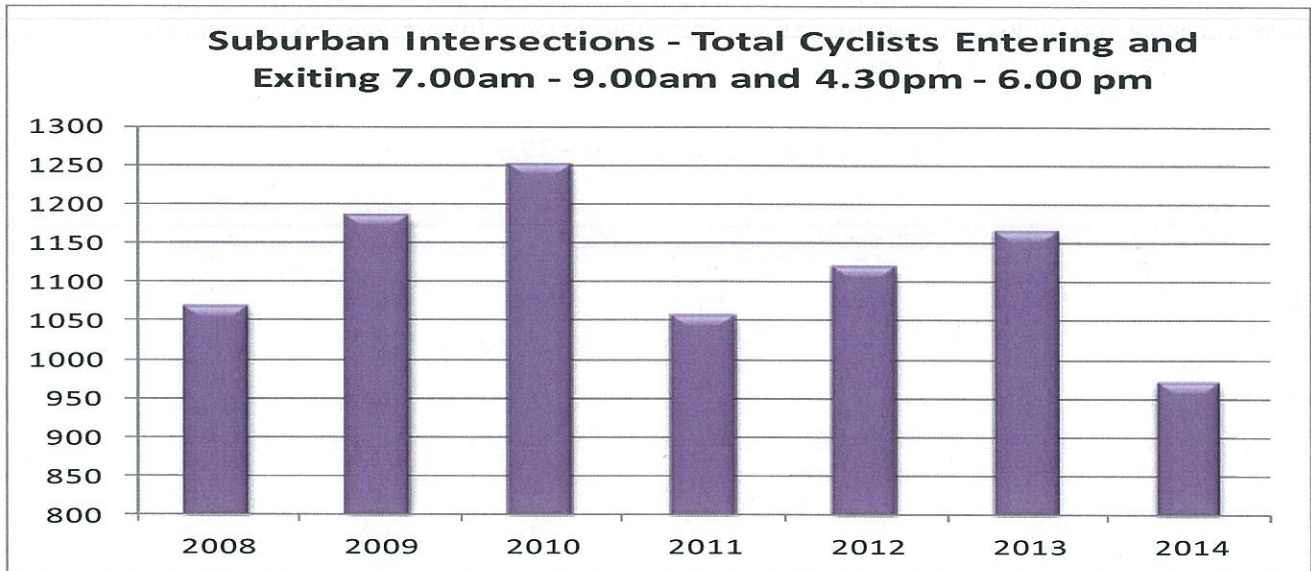


The key sites for cyclists travelling into or out of the city cordon include, Victoria and Claudelands Bridges and Victoria and Bryce Streets.

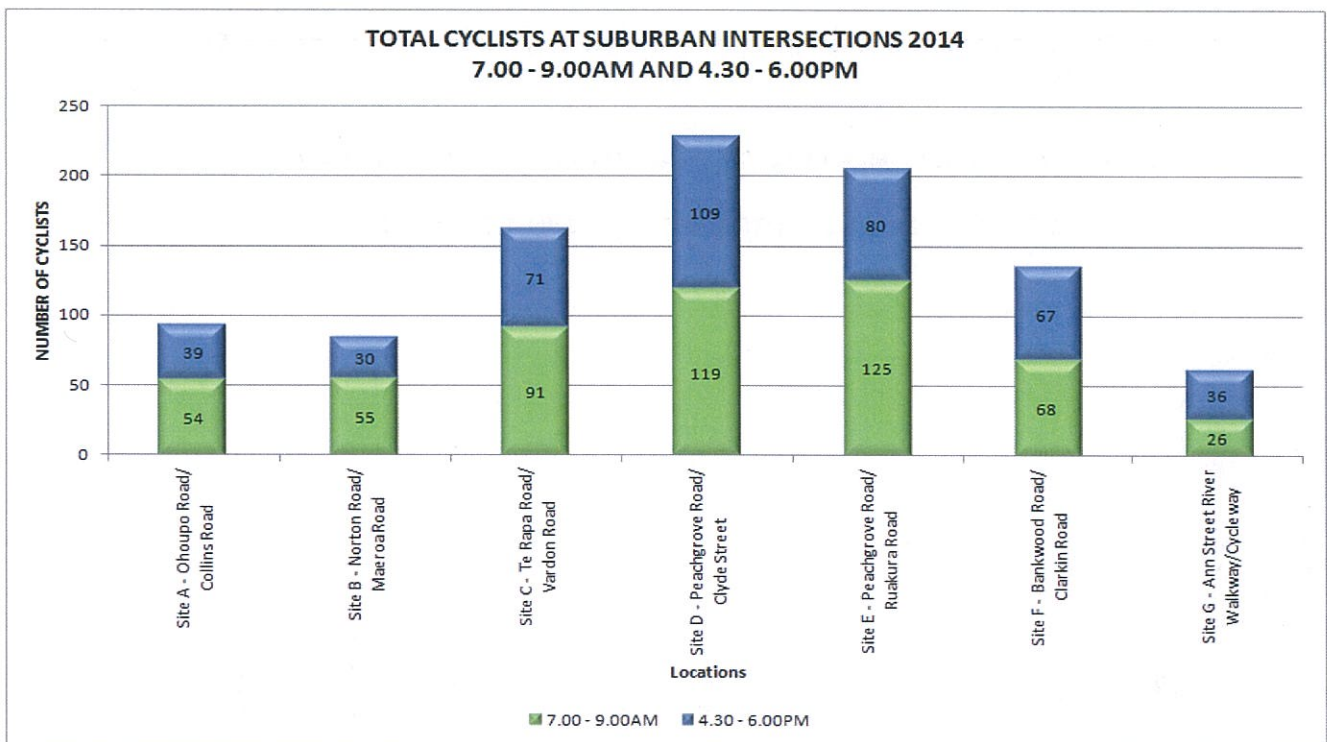


The closures on the river path are highly likely to have influenced the number of cyclists seen on Victoria Street and also account for the decrease in numbers witnessed at river path count sites.

The suburban sites have dipped to their lowest count levels since 2008.



The key suburban sites are centred on Peachgrove Road, this could be an indicator of more cyclists using the Ruakura and Clyde Street intersections to connect through from Wairere Drive. These are also the closest manual count sites to the university and this could be another factor in their popularity. Ann Street River path has seen a 41% decrease in numbers but this may be attributed to the closing of the river path further North and cyclists being directed onto Victoria Street not returning to the River path.



Programme Management Office

To: Steve Taylor

From: Alan Greensill

Subject: Annual Cycle Survey Count 2010

Date: 6 July 2010

File: 265/15

1. Executive Summary

The annual cycle cordon count this year was undertaken on Tuesday 23 February 2010 at 22 central city locations and 7 suburban intersections.

There are now 31 years of data relating to cycling trends in Hamilton.

In 2002 a citywide on-road usage survey of the entire city at 98 locations was undertaken.

The trend graphs for the survey period show that since 2002 there has been an increase in the suburban areas of approximately 75 cycles and a reduction of cyclists entering the central city cordon of approximately 75. When adjusted to account for WINTEC cyclists the central city number reduces to 45.

The total number of cyclists entering and exiting the central city was 1012 compared to 1095 in 2009. The result for the increased time period of 7:00am — 9:00am and 4:30pm — 6:00pm was 1645.

There is a decrease in the number of school cyclists in the central city in comparison with others. Since 2006 numbers have remained fairly constant. There is a reduction in school cyclists within the suburban intersections in 2010.

The percentage of cyclists without helmets in the central cordon showed a small decrease of less than 1%. Cyclists at suburban intersections without helmets increased in 2010 by 4% against 2009.

The number of cyclists on the footpath has reduced since 2009 possibly due to traffic improvements for cyclists. The number of school cyclists using the footpath remains similar. The total overall usage of the footpath is less than in the previous two years. The number of cyclists on the footpath overall has reduced for the previous two years in respect to both school and other.

Safety issues were identified at two suburban intersection points — Site 1: Bridge Street / Memorial Drive Intersection and Site F: Bankwood Road / Clarkin Road Intersection which may warrant further investigations.

2. Introduction

2.1. The annual cycle cordon count this year was undertaken on Tuesday 23 February 2010. Results of the collated counts and updated trend graphs follow.

- 2.2. The purpose of the count has been traditionally to establish cycle trends and current usage data for planning purposes.
- 2.3. There are currently 22 location points for the central city cordon and 7 count locations for the suburban intersection counts.
- 2.4. There are now 31 years of data for central city cyclists and 15 years data from the seven suburban intersections.

3. Background

- 3.1. The time of data collection was extended in 2008 from:
7:45am — 8:45am and 4:40pm — 5:15pm to
7:00am — 9:00am and 4:30pm — 6:00pm.
- 3.2. Changes over the time of the surveys relate to additional count points being added to obtain improved quality of the data. These additional count points are:
 - a) Central city cordon count points since 1980. At the commencement of the survey there were 20 count points. In 2000 Hamilton Parade Cycleway was added (current Site 21).
 - b) At the commencement of the survey in 1996 there were 6 suburban intersection points counted. A seventh location at Ann Street was added in 2005 (Site G)
- 3.3. The suburban counts provide a sample only of the entire city.
- 3.4. In 2002 a citywide on-road cycle usage survey of the entire city at 98 locations was completed (see Appendix 2). Location point included some of the current cordon count locations and additional suburban intersection counts.
- 3.5. The count points for this year are the same as those of the last two years.
- 3.6. The cordon survey count recorded the split between cyclists on the carriageway and the footpath at the cordon count points.
- 3.7. All counts recorded the split between school cyclists and other cyclists.
- 3.8. Counts recorded the split between those wearing cycle helmets and those not.
- 3.9. At the time of the count both WINTEC and the Waikato University were on a break. The affect of no student cyclists from these institutions has been addressed by taking into account the results of cycle rack counts at both locations. The findings from these counts are:
 - a) WINTEC information showed 30 cyclists entering and exiting the city.
 - b) Counts at Waikato University identified an increase of 249 cyclists to the 2009 counts — (42% increase in cycle usage). This increase would have raised the counts at Site D (Clyde/Galloway) and Site E (Te Aroha/Peachgrove) intersections.

4. Discussion

Trends and Comparisons

- 4.1. The trend graphs for the survey period show that since 2002 there has been an increase in the suburban areas of approximately 75 cycles and a reduction of cyclists entering the central city cordon of approximately 75. When adjusted to account for WINTEC cyclists the central city number reduces to 45.
- 4.2. In 2006 the city bus network added the city shuttle in April and the Orbiter in July. These services have continued to grow in patronage on an annual basis. Although some cyclists may have opted for public transport, particularly school cyclists, central city cyclists have increased.
- 4.3. The counts for 2010 were done prior to the preparations works for the Hamilton 400 V8 Supercars event, as in 2008 and previous years.
- 4.4. The 2009 counts took place during the Hamilton 400 V8 Supercars preparations.

- 4.5. The changes resulting from V8 preparations in 2009 are not believed to have affected the overall number of cyclists, but did result in changes to the trends of the cordon count points within the vicinity of the V8 circuit.
- 4.6. Three locations in 2009 are different to 2010 and previous years.
- a) Rostrevor Street — In 2009 a grandstand was erected within the road resulted in the road being closed at this count location. As such, there are no cyclists recorded in 2009 but 38 recorded in 2010.
 - b) Tristram Street — Crash barriers were erected between Mill Street and London Street in 2009. The count in 2010 without the crash barriers showed double the previous years cyclists.
 - c) Ward Street — The counts at this cordon count point are significantly lower for 2010 than in 2009. The expected reason is that in 2009 some cyclists detoured away from their traditional point of entry and exit in the CBD and travelled along Ward Street.

Areas of Greatest Usage

The results show that the top five entry/exit points of greatest usage are (in order of highest to lowest):

- **Central City Cordon**

1. Site 1 Victoria Bridge
2. Site 2 Claudelands Bridge
3. Site 16 Tristram Street
4. Site 18 Anglesea Street
5. Site 7 Tristram Street

- **Suburban Intersections**

1. Site D Clyde/Galloway
2. Site E Te Aroha/Peachgrove
3. Site F Bankwood/Clarkin
4. Site A Ohaupo/Collins
5. Site C Te Rapa/ Vardon

5. Data Evaluation

The evaluation of data for this survey for the time period 7:45am — 8:45am and 4:30pm — 5:30pm have been graphed below.

The summary data for the period 7:00am — 9:00am and 4:30pm — 6:00pm has been appended.

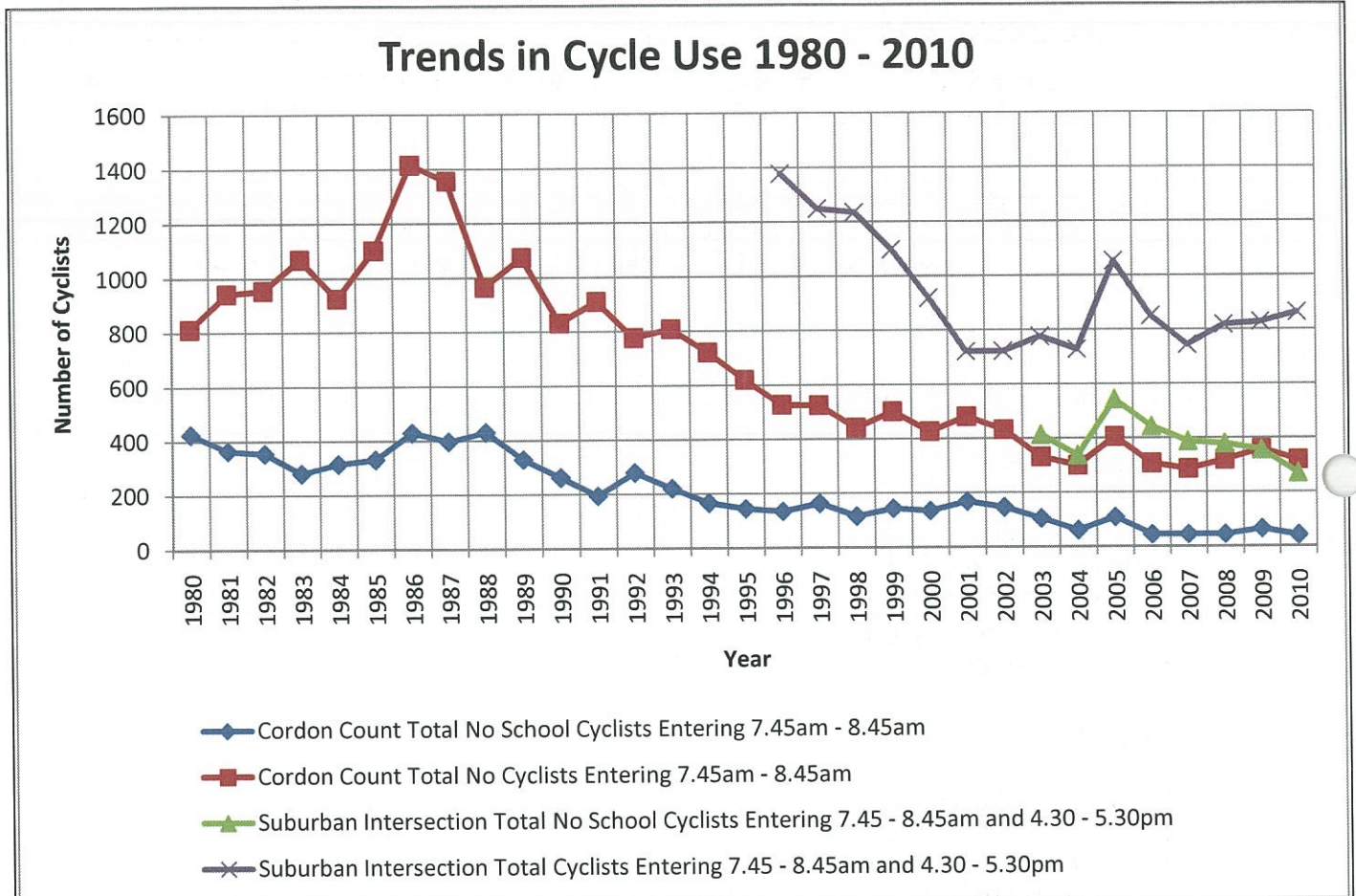


FIGURE 1

The graph for the central city count for 2010 is similar to 2010 for all cyclists and school cyclists. The urban cyclist graph shows an increase in the total number of cyclists however, the number of school cyclists is reducing overall.

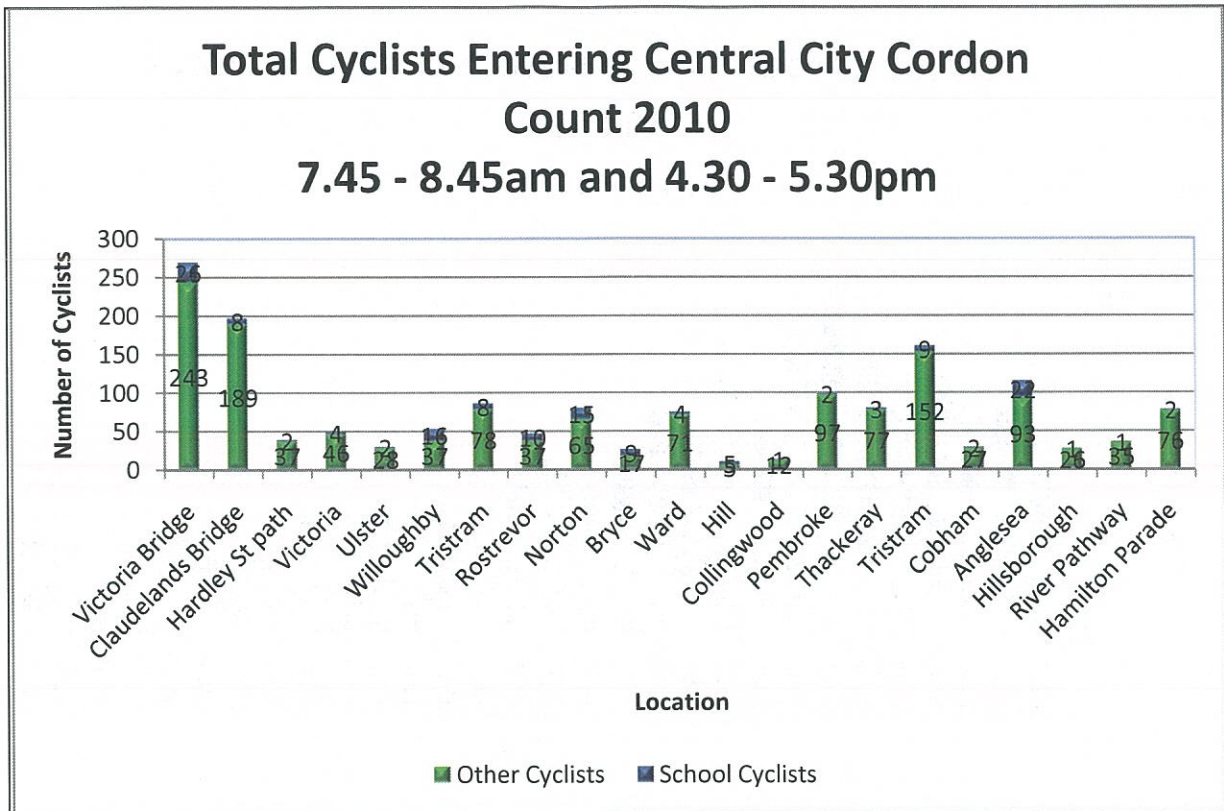


FIGURE 2

Victoria Bridge, Claudlands Bridge and Tristram Street are the main points of entry for cyclists into the central city.

The total number of cyclists entering and exiting the central city was 1012 compared to 1095 in 2009. Taking into account additional cyclists from WINTEC (approx 30) that were on holiday, the results are similar.

The results for the increased period of 7:00am — 9:00am and 4:30pm — 6:00pm for 2010 was 1645 total. A net difference of 631 cyclists from the original time period is shown or a 62% increase.

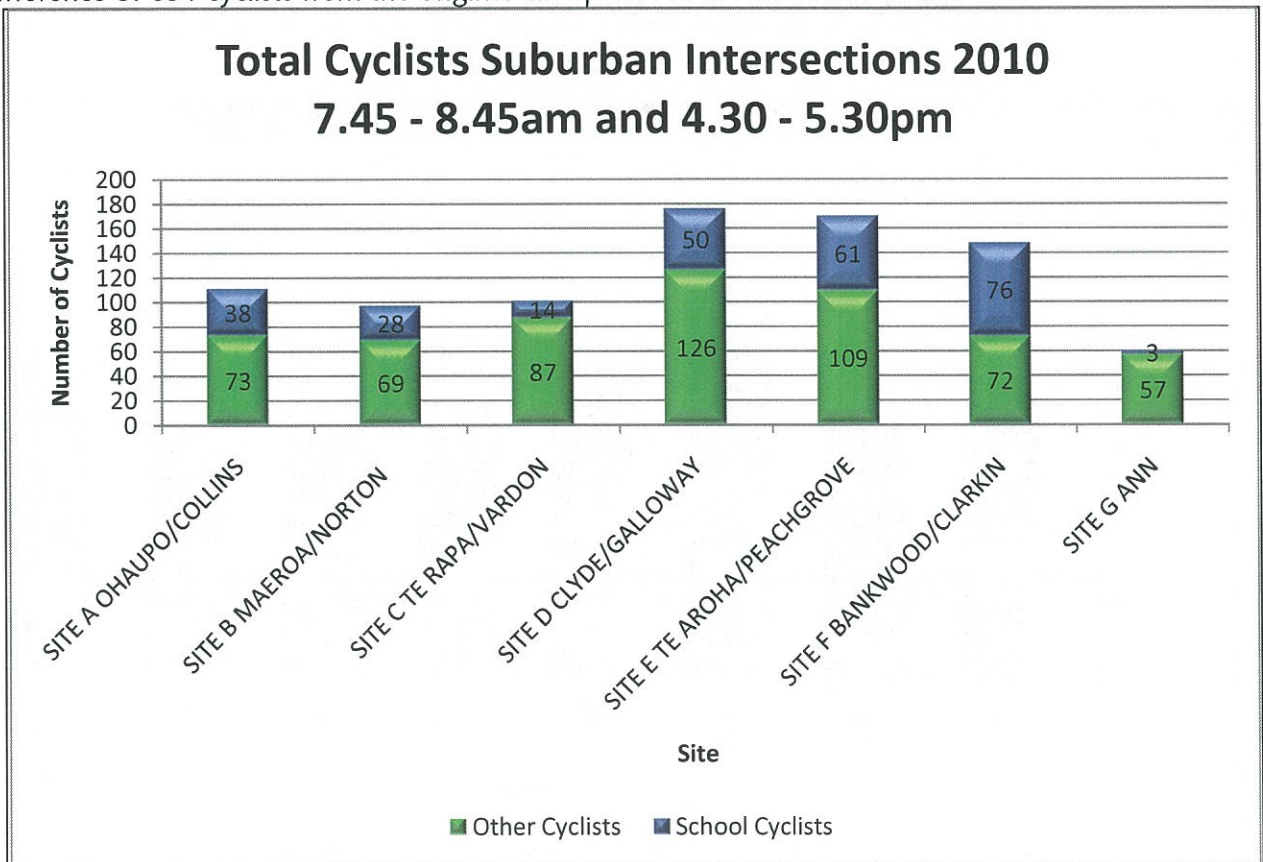


FIGURE 3

The intersections of Site F, E and D have the highest number of school and other cyclists.

Central Cordon Count School Cyclists v Other Cyclists 7.45 - 8.45am

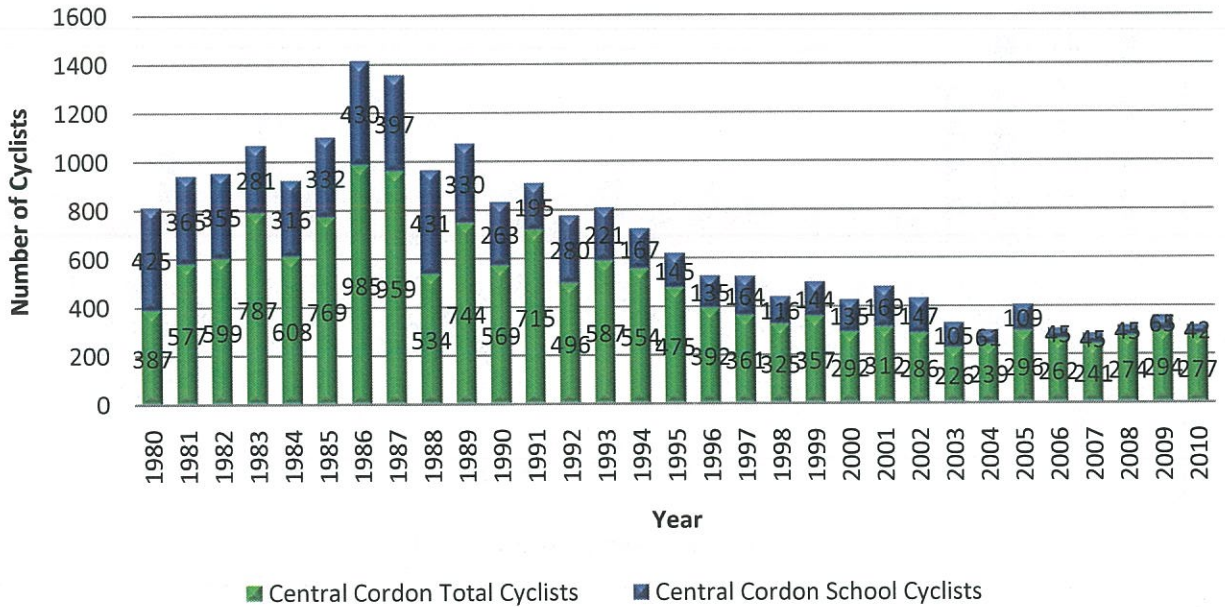


FIGURE 4
There is a decrease in the number of school cyclists in the central city in comparison with others. Since 2006 numbers have remained fairly constant.

Suburban Intersections School Cyclists v Other Cyclists 7.45 - 8.45am and 4.30 - 5.30pm

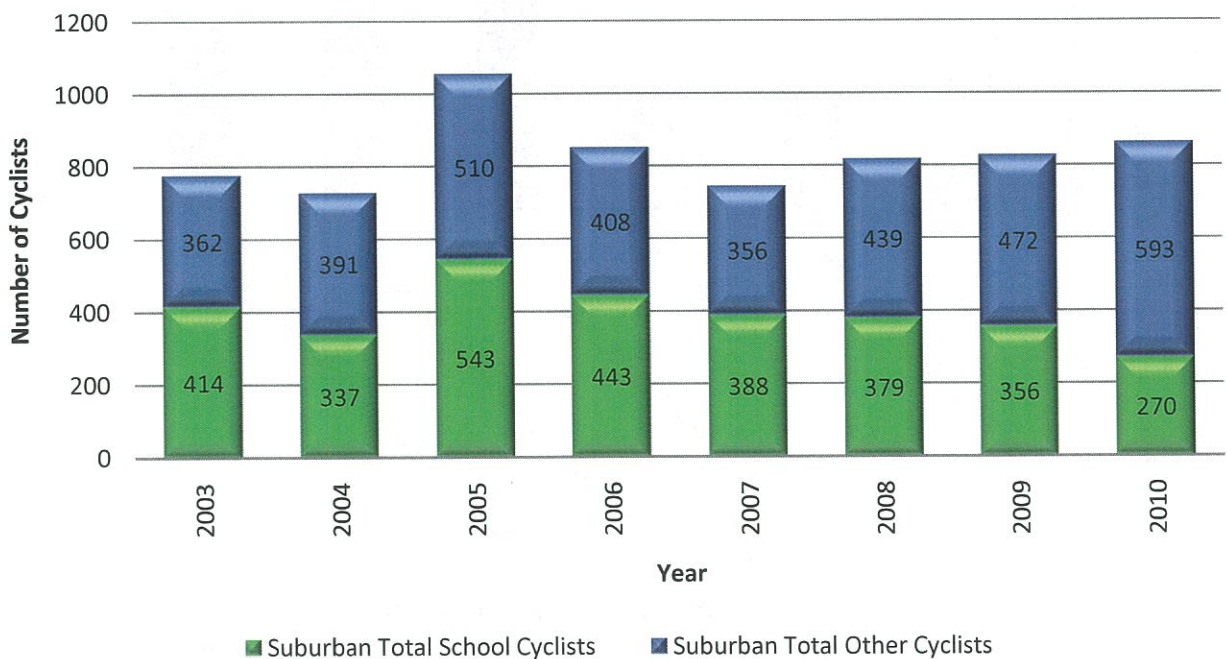


FIGURE 5
There is a reduction in school cyclists within the suburban intersections in 2010.

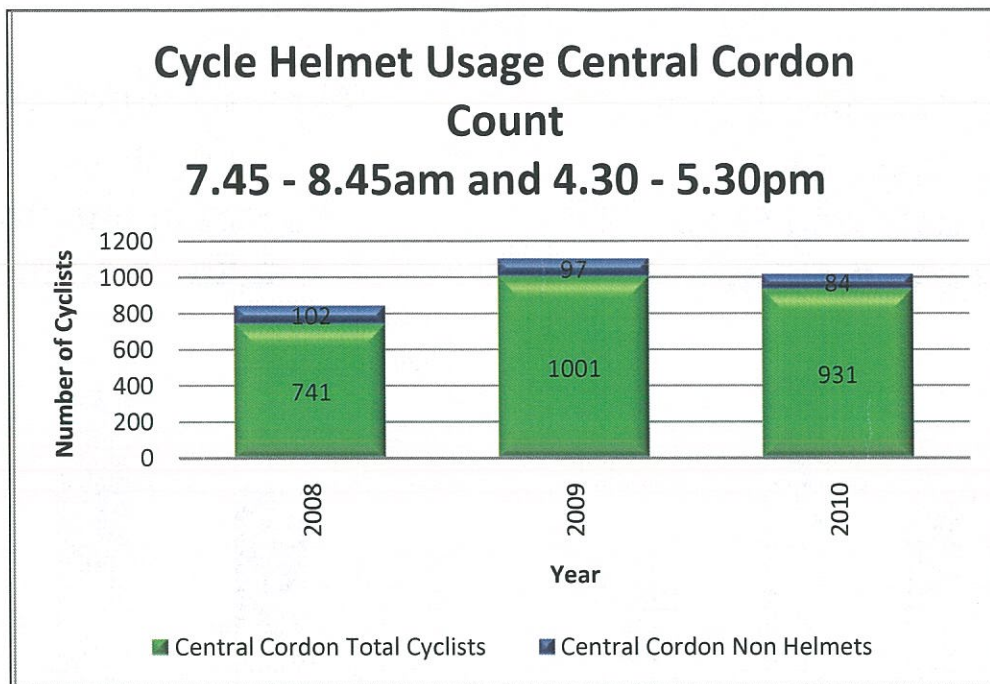


FIGURE 6

The percentage of cyclists without helmets in the central cordon showed a small decrease of less than 1 %. For the morning period that includes school cyclists the overall percentage of cyclists without helmets is 8% compared to 9% in 2009.

The results for the morning period from 7:00am — 9:00am are similar.

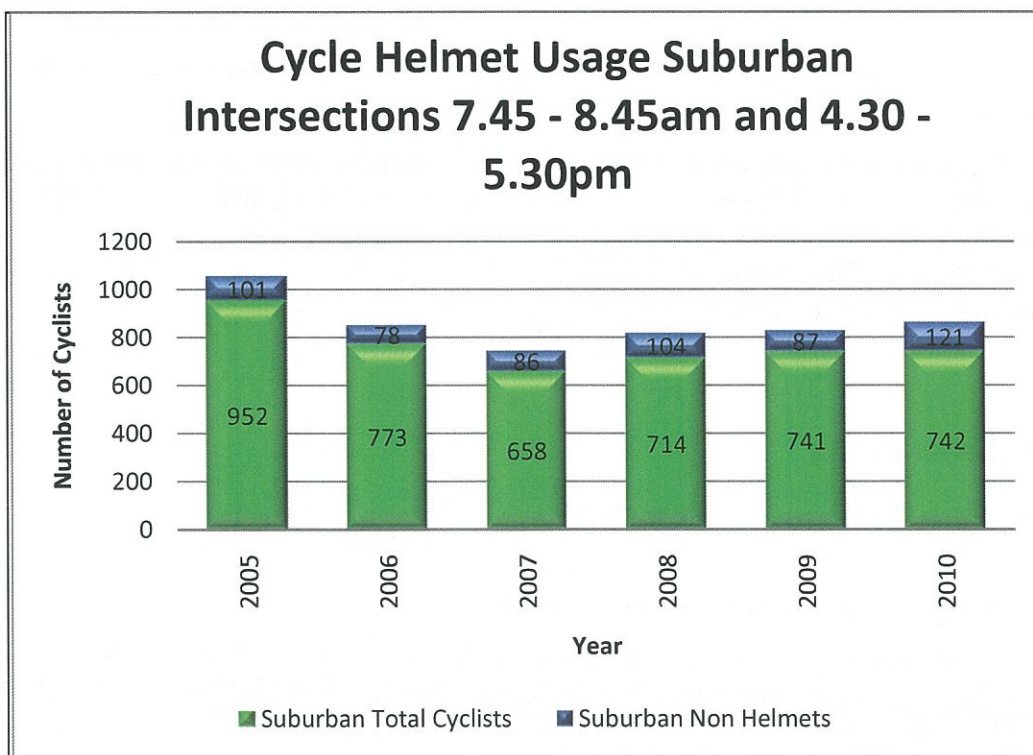


FIGURE 7

Cyclists at suburban intersections without helmets increased in 2010 by 4% against 2009.

For the morning period that includes school cyclists the overall percentage of cyclists without helmets is 14% compared to 11% in 2009. The results for the morning period from 7:00am — 9:00am are 13%.

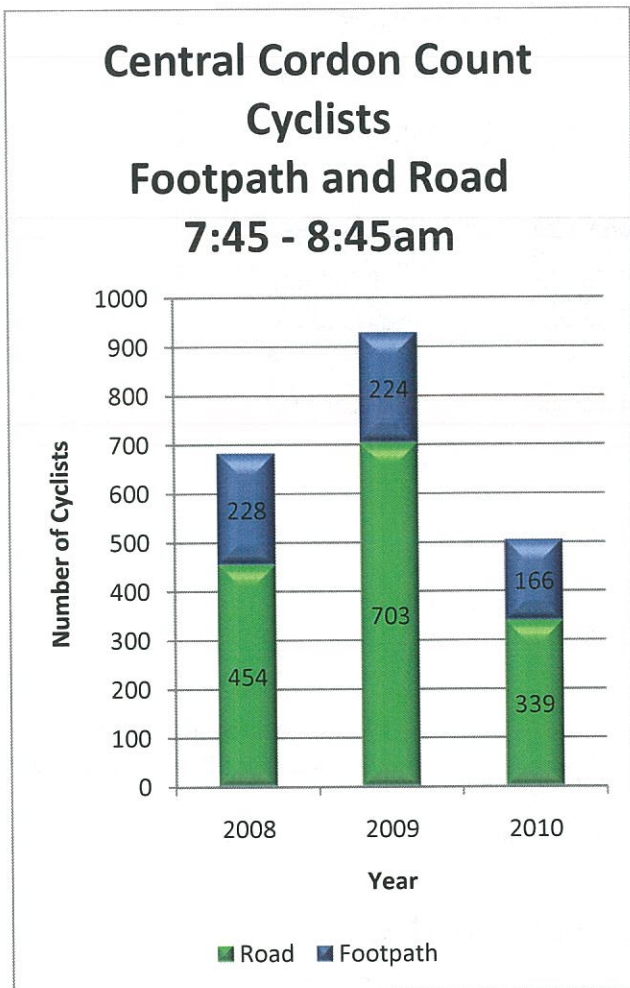


FIGURE 8
The number of cyclists on the footpath has reduced since 2009 possibly due to traffic improvements for cyclists. The number of school cyclists using the footpath remains similar. The total overall usage of the footpath is less than in the previous two years.

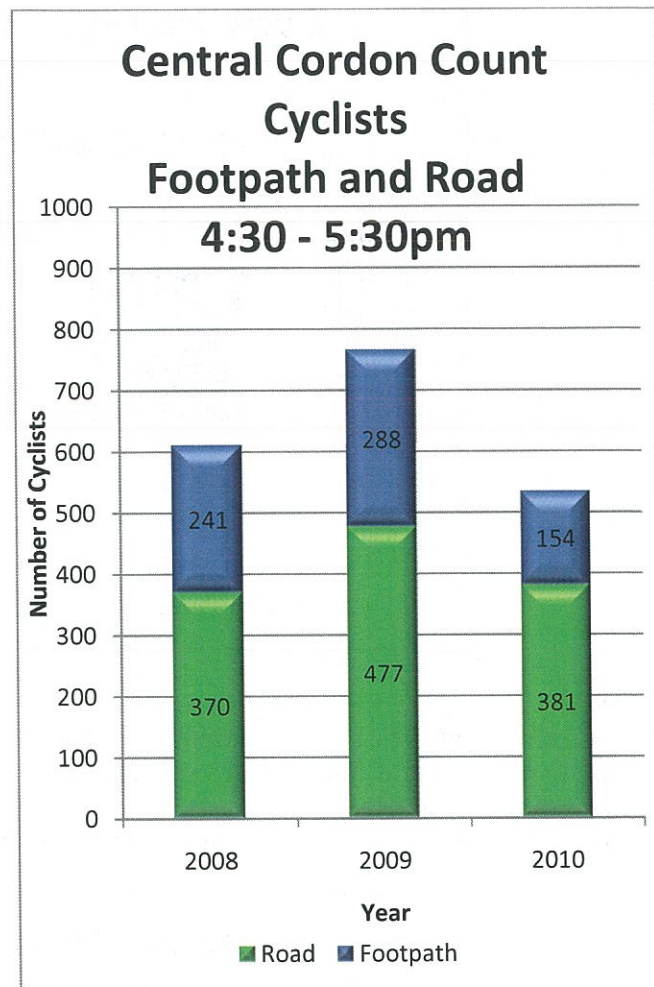


FIGURE 9
The number of cyclists on the footpath overall has reduced for the previous two years in respect to both school and other.

6. Safety Observations

6.1. Safety Issues Observed at Time of Count

6.2. Site 1: Bridge Street / Memorial Drive Intersection

An issue was observed at this location where cyclists travelling from the city past Memorial Drive were cut off by cars also travelling from the city and turning left into Memorial Drive. There were a number of near misses recorded.

6.3. Site F: Bankwood Road / Clarkin Road Intersection

The demand for turning from Clarkin Road to Bankwood Road, coupled with fast moving traffic created potential risk for anyone on these roads, particularly in busy times. A number of near misses were noted. Vehicle confusion and brief turning opportunities place cyclists and pedestrians particularly at risk.

7. Conclusions

The annual cycle cordon count this year was undertaken on Tuesday 23 February 2010 over 22 locations in the central city and 7 suburban intersections. Data collection was extended in 2008 from 7:45am — 8:45am and 4:40pm — 5:15pm to 7:00am — 9:00am and 4:30pm — 6:00pm. There are now 31 years of data.

In 2002 a citywide on-road usage survey of the entire city at 98 locations was undertaken.

Trend graphs for the survey period show an increase in suburban areas of approximately 75 cycles since 2002. A decrease of approximately 75 cycles is shown in the central city; however this number reduces to 45 when adjusted to account for WINTEC students being on holiday.

Results show that the top five entry/exit points of greatest usage are (in order of highest to lowest):

- **Central City Cordon**

6. Site 1 Victoria Bridge
7. Site 2 Claudelands Bridge
8. Site 16 Tristram Street
9. Site 18 Anglesea Street
10. Site 7 Tristram Street

- **Suburban Intersections**

6. Site D Clyde/Galloway
7. Site E Te Aroha/Peachgrove
8. Site F Bankwood/Clarkin
9. Site A Ohaupo/Collins
10. Site C Te Rapa/ Vardon

The total number of cyclists entering and exiting the central city was 1012 compared to 1095 in 2009. Taking into account additional cyclists from WINTEC (approx 30) that were on holiday, the results are similar. The results for the increased period of 7:00am — 9:00am and 4:30pm — 6:00pm for 2010 was 1645 total. A net difference of 631 cyclists from the original time period is shown or a 62% increase.

There is a decrease in the number of school cyclists in the central city in comparison with others. Since 2006 numbers have remained fairly constant. There is a reduction in school cyclists within the suburban intersections in 2010.

The percentage of cyclists without helmets in the central cordon showed a small decrease of less than 1 %. Cyclists at suburban intersections without helmets increased in 2010 by 4% against 2009.

The number of cyclists on the footpath has reduced since 2009 possibly due to traffic improvements for cyclists. The number of school cyclists using the footpath remains similar. The total overall usage of the footpath is less than in the previous two years. The number of cyclists on the footpath overall has reduced for the previous two years in respect to both school and other.

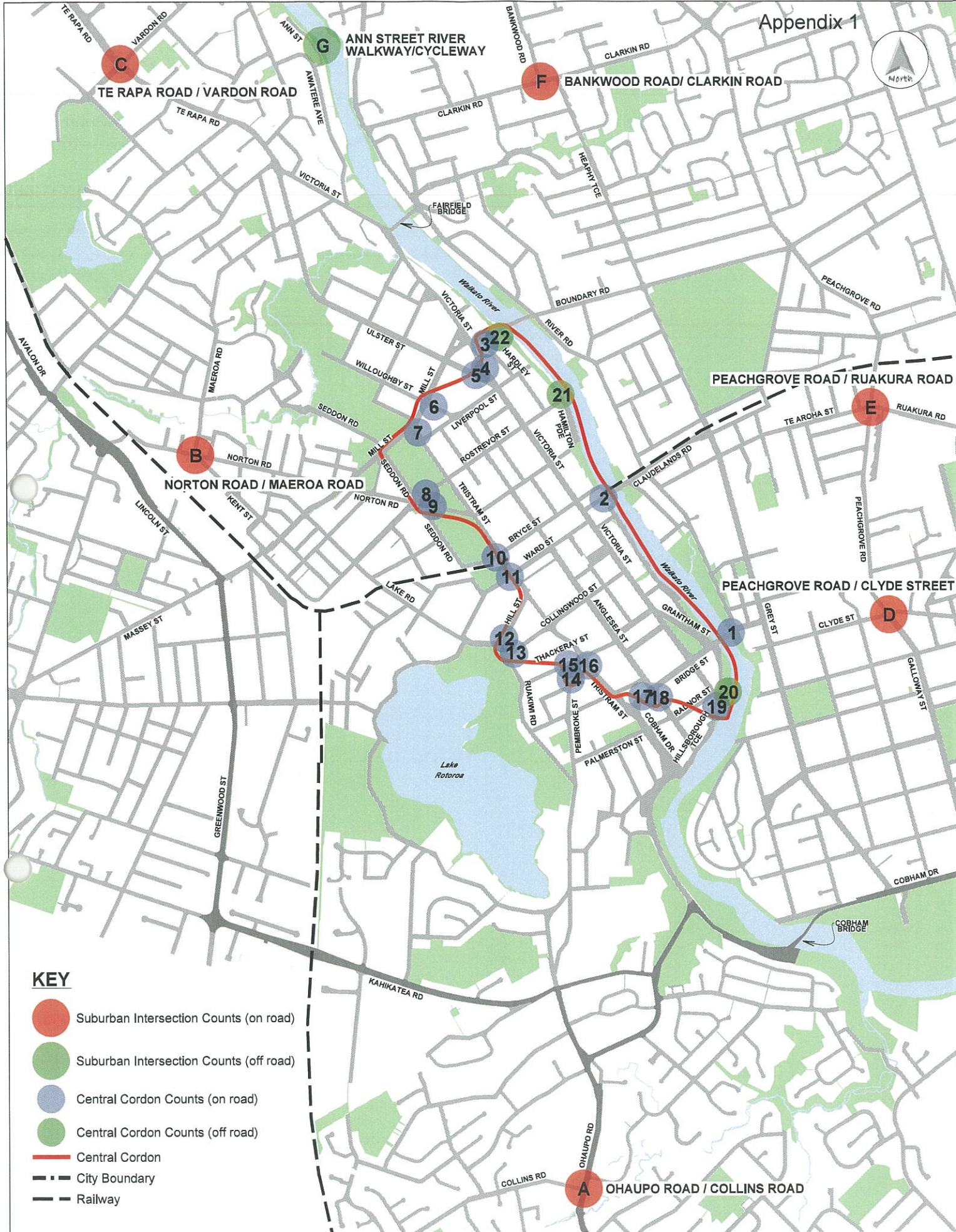
Safety issues were identified at two suburban intersection points — Site 1: Bridge Street / Memorial Drive Intersection and Site F: Bankwood Road / Clarkin Road Intersection which may warrant further investigations.

- Site 1: Bridge Street / Memorial Drive Intersection - An issue was observed at this location where cyclists travelling from the city past Memorial Drive were cut off by cars also travelling from the city and turning left into Memorial Drive. There were a number of near misses recorded.
- Site F: Bankwood Road / Clarkin Road Intersection - The demand for turning from Clarkin Road to Bankwood Road, coupled with fast moving traffic created potential risk for anyone on these roads, particularly in busy times. A number of near misses were noted. Vehicle confusion and brief turning opportunities place cyclists and pedestrians particularly at risk.

Alan Greensill
Engineer

Appendices

Appendix 1 Map of Count Locations
Appendix 2 Citywide On-Road Cycle Usage Survey 2002
Appendix 3 Summary of Data Breakdown



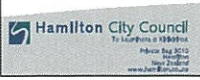
KEY

- Suburban Intersection Counts (on road)
- Suburban Intersection Counts (off road)
- Central Cordon Counts (on road)
- Central Cordon Counts (off road)
- Central Cordon
- City Boundary
- Railway

ANNUAL CYCLE COUNT 2010
COUNT LOCATIONS



SHADYRE BASE UPDATED OCTOBER 2008
This map is produced by the Project Services Business Unit.
Copyright © HAMILTON CITY COUNCIL.



DATA SUMMARY

- Cyclists without Helmets

| Percentage of cyclists in CBD Cordon without helmets | | | |
|--|-------------|-------------|-------------|
| | 2010 Survey | 2009 Survey | 2008 Survey |
| 7.45 — 8.45am | 8% | 9% | 12% |
| 7.00 — 9.00am | 14% | 9% | 13% |

| Percentage of cyclists in Suburban Areas without helmets | | | |
|--|-------------|-------------|-------------|
| | 2010 Survey | 2009 Survey | 2008 Survey |
| 7.45 — 8.45am | 14% | 11% | 14% |
| 7.00 — 9.00am | 13% | 11% | 15% |

- Cyclists observed to be cycling illegally on the footpath

| Percentage of school cyclists illegally on footpath in CBD | | | |
|--|-------------|-------------|-------------|
| | 2010 Survey | 2009 Survey | 2008 Survey |
| 7.45 — 8.45am | 43% | 24% | N/A |
| 7.00 — 9.00am | 42% | 26% | 56% |

| Percentage of other cyclists illegally on footpath in CBD | | | |
|---|-------------|-------------|-------------|
| | 2010 Survey | 2009 Survey | 2008 Survey |
| 7.45 — 8.45am | 15% | 19% | N/A |
| 7.00 — 9.00am | 17% | 17% | 19% |

- Cordon count

| Cyclists Entering the CBD between 7.45 & 8.45am | | | |
|---|-------------|-------------|-------------|
| | 2010 Survey | 2009 Survey | 2008 Survey |
| No. of school cyclists | 42 | 65 | 45 |
| No. of other cyclists | 277 | 294 | 274 |
| TOTAL | 319 | 359 | 319 |

| Cyclists Entering the CBD between 7.00 & 9.00am | | | |
|---|-------------|-------------|-------------|
| | 2010 Survey | 2009 Survey | 2008 Survey |
| No. of school cyclists | 55 | 84 | 54 |
| No. of other cyclists | 504 | 525 | 429 |
| TOTAL | 559 | 609 | 483 |

Design Services

To: Steve Taylor — Cycling and Walking Projects Engineer - Transportation Unit
Transport Services

From: Alan Greensill — Project Services

Date: 12 May 2009

Subject: ANNUAL CYCLE SURVEY COUNT — 2009 File: 265/15

INTRODUCTION

The annual cycle cordon count this year was undertaken on Tuesday 7 April 2009. Results of the collated counts and updated trend graph are attached. There are now 30 years of data for the central city cyclists and 14 years of data from the six suburban intersections between 7.45 - 8.45am and 4.30 - 5.30pm.

The survey time period for this year and the previous year are from 7.00 - 9.00am and 4:30 - 6:00pm. The results for this time period has been collated but the trends not graphed because of the short duration of data collection for the longer overall survey period being only two years.

The count points for this year, with the exception of an additional site at Hardley Street, are the same as those of the last three years.

The cordon survey count recorded the split between cyclists on the carriageway and the footpath at the cordon count points.

The suburban count points in 2008 did record the split between cyclists on the carriageway and the footpath. With the exception of the Maeroa Street/Norton road intersection count time period 7.00 to 9.00am, the 2009 suburban counts did not record the split between cyclists on the carriageway and the footpath.

DISCUSSION

The counts were done at a time when preparations for the Hamilton 400 V8 Supercars event, which took place between Friday 17 and Sunday 19 April. The preparation works for this event resulted in changes to the layout of roads within and adjacent to the race circuit. The changes aren't believed to alter the overall total number of cyclists but have resulted in changes to the previous trends of the cordon count points within the vicinity of the circuit. Three locations where the changes are of particular note are:

- a) Rostrevor Street:
There was a grandstand erected within the road which resulted in the road being closed at this count location. As such there are no cyclists recorded at this location.

b) Tristram Street:

Crash barriers were erected on both sides of the road resulting in a narrower carriageway which appeared less attractive to cyclist. The counts for Tristram Street are lower than previous years which are believed to be for the reason that there were more desirable alternative routes available to cyclists.

c) Ward Street:

The counts at this point have increased significantly from the previous year. The expected reason is some cyclists detoured away from their traditional point of entry and exit of the CBD to avoid preparations for the 400 V8 supercar event. As such it is assumed that these cyclists entered and exited via the Ward Street cordon count point.

The counts at Maeroa Road and Norton Road in the previous year also recorded cyclists from Kent Street entering and exiting Norton Road. Recent intersection realignment and the change in traffic flow from a two lane intersection to a no exit road with entry only from Norton Road has effectively made the Maeroa intersection a "T" intersection rather than a stage "T" with Kent Street. As such cyclists from Kent Street were not counted.

DATA EVALUATION

- **Cyclists without Helmets**

| Percentage of cyclists in CBD Cordon without helmets | | | |
|---|-------------|-------------|-------------|
| | 2009 Survey | 2008 Survey | 2007 Survey |
| 7.45 — 8.45am | 9% | 12% | 12% |
| 7.00 — 9.00am | 9% | 13% | N/A |

| Percentage of cyclists in Suburban Areas without helmets | | | |
|---|-------------|-------------|-------------|
| | 2009 Survey | 2008 Survey | 2007 Survey |
| 7.45 — 8.45am | 11% | 14% | 12% |
| 7.00 — 9.00am | 11% | 15% | N/A |

- **Cyclists observed to be cycling illegally on the footpath**

| Percentage of school cyclists illegally on footpath in CBD | | | |
|---|-------------|-------------|-------------|
| | 2009 Survey | 2008 Survey | 2007 Survey |
| 7.45 — 8.45am | 24% | N/A | N/A |
| 7.00 — 9.00am | 26% | 56% | N/A |

| Percentage of other cyclists illegally on footpath in CBD | | | |
|---|-------------|-------------|-------------|
| | 2009 Survey | 2008 Survey | 2007 Survey |
| 7.45 — 8.45am | 19% | N/A | N/A |
| 7.00 — 9.00am | 17% | 19% | N/A |

- In 2008 65% of school cyclists and 24% of other cyclists were observed cycling on the footpath in the suburban intersections survey. In 2009 the split was not done except during the 7.00 to 9.00 am period at Maeroa Road/ Norton Road Intersection, where the road carriageway layout has changed. The results show the number of cyclists on the footpath has increased as follows:
 - School cyclist numbers increased from 6 in 2008 to 50 in 2009
 - Other cyclist numbers increased from 13 in 2008 to 31 in 2009

- **Cordon count**

| Cyclists Entering the CBD between 7.45 & 8.45am | | | |
|---|-------------|-------------|-------------|
| | 2009 Survey | 2008 Survey | 2007 Survey |
| No. of school cyclists | 65 | 45 | 59 |
| No. of other cyclists | 294 | 274 | 227 |
| TOTAL | 359 | 319 | 286 |

| Cyclists Entering the CBD between 7.00 & 9.00am | | | |
|---|-------------|-------------|-------------|
| | 2009 Survey | 2008 Survey | 2007 Survey |
| No. of school cyclists | 84 | 54 | N/A |
| No. of other cyclists | 525 | 429 | N/A |
| TOTAL | 609 | 483 | N/A |

- 18% of the cyclists entering the CBD were school children (compared to 14% in 2008 and 21% in 2007). The 2009 percentage for the 7.00 to 9.00am period remained at 18%.

- **Suburban area**

- During the period 7.45 to 8.45am and 4.30 to 5.30pm 62% of the cyclists in suburban areas were school children (compared to 59% in 2008 and 63% in 2007). During the period 7.00 to 9.00am and 4.30 to 6.00pm 46% of the cyclists are school cyclists.

CONCLUSION

- School cyclist constituted only 18% of the total cyclist numbers counted entering the CBD and suburban intersections in the morning compared to 40% in 2008 and 47% in 2007.
- Results for 2009 show that as a percentage of total cycle numbers entering in the morning between 7.45 and 8.45am, school cyclists have increased to 42% in the CBD and suburban areas. Also, the number of adult cyclists in both CBD and Suburban areas has increased.
- Results also show that the total number of cyclists entering the CBD in the morning, picked up in the addition survey time of 7.00am to 9.00am, has shown a substantial increase in cyclists of 31% over the same time period last year.
- The new Hardley Street cordon count point captured the following additional cyclists entering and exiting the CBD:
 - Time period 7:45 - 8:45am and 4:00 - 5:30pm: There were 64 cyclists which represents 25% of the total additional cyclists increase this year.
 - Time period 7:00 - 9:00am and 4:00 - 6:00am: There were 99 cyclists which represents 25% of the total additional cyclists increase this year.
- The number of cyclists observed illegally cycling on footpaths entering and exiting the CBD has dropped considerably.
- Analysing the results has shown the most significant improvement in cyclist numbers was at these sites: Ward Street (representing 29% of the overall increase in cyclist numbers from 2008); Victoria Bridge (17%) and Collingwood Street (9%).
- The most significant decreases were at: Anglesea Street (showing a 6% reduction in the overall cyclist numbers and Victoria Street (also 6%).
- There has been an increase in cyclists at the Maeroa Road/ Norton Road Intersection, where the road carriageway layout has changed. There has been an increase to 230 this year from 48 in 2008 (for the whole survey period). In the 7.45 to 8.45am and 4.30 to 5.30pm time period 135 cyclists were observed this year, compared to the 41 in 2008 and 100 in 2007. Last year there were construction works at Norton Road, which would of deterred some cyclists but the improvements carried out in this area (underpasses and cycle lanes) will have encouraged cyclists to use this route.

ATTACHMENTS:

1. Annual cycle count — Count locations
2. Central city bicycle cordon count (7.45-8.45am, 4.30-5.15pm & 5.15-5.30pm)
3. Central city bicycle cordon count (7.00-9.00am, 4.30pm-6.00pm)
4. Suburban cycle count (7.45-8.45am, 4.30-5.30pm)
5. Suburban cycle count (7.00-9.00am, 4.30-6.00pm)
6. Central city bicycle cordon count footpath use
7. Suburban cycle count footpath use
8. Trends in cycle use
9. Site by site cycle volumes

Summary of Main Increases / Decreases between 2009 & 2008

| SITE LOCATION | Change in No. of Cyclists | % change at the same site | % of the overall change at all sites |
|-----------------|---------------------------|---------------------------|--------------------------------------|
| Ward Street | 74 | 370% | 29% |
| Victoria Bridge | 44 | 26% | 17% |
| Collingwood St | 22 | 440% | 9% |
| Anglesea Street | -15 | -18% | -6% |
| Victoria Street | -14 | -25% | -6% |

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : 7 APRIL 2009

| Map Reference No. | STREET | IN 7:45 - 8:45 am | | | OUT 7:45 - 8:45 am | | | IN 4:30 - 5:15 pm | | | OUT 4:30 - 5:15 pm | | | IN 5:15 - 5:30 pm | | | OUT 5:15 - 5:30 pm | | | NO HELMETS | SUM 2009 TOTALS | SUM 2008 TOTAL | Addition / Reduction in cyclist numbers | 2008 to 2009 % Variance | STREET | | | | | | |
|-------------------|------------------------------|-------------------|------------|-----------|--------------------|-----------|------------|-------------------|------------|----------|--------------------|-----------|------------|-------------------|------------|-----------|--------------------|----------|-----------|------------|-----------------|----------------|---|-------------------------|-----------|-------------|------------|------------|-------------------|--------------|------------------------------|
| | | S | O | N | S | O | N | S | O | N | S | O | N | S | O | N | S | O | N | | | | | | | | | | | | |
| | | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | | | | | | | | | | | | |
| 1 | Victoria Bridge | 0 | 48 | 3 | 48 | 34 | 32 | 15 | 66 | 0 | 22 | 4 | 22 | 0 | 49 | 6 | 49 | 0 | 10 | 0 | 10 | 0 | 18 | 3 | 18 | 31 | 213 | 169 | 44 | 17% | Victoria Bridge |
| 2 | Claudlands Bridge | 1 | 61 | 10 | 62 | 10 | 3 | 0 | 13 | 0 | 6 | 3 | 6 | 1 | 42 | 2 | 43 | 0 | 4 | 1 | 4 | 0 | 7 | 0 | 7 | 16 | 135 | 131 | 4 | 2% | Claudlands Bridge |
| 3 | Hardley St path | 0 | 3 | 0 | 3 | 3 | 1 | 0 | 4 | 0 | 7 | 0 | 7 | 2 | 37 | 4 | 39 | 0 | 3 | 1 | 3 | 1 | 7 | 2 | 8 | 7 | 64 | 0 | 64 | 25% | Hardley St path |
| 4 | Victoria | 0 | 14 | 2 | 14 | 0 | 8 | 4 | 8 | 0 | 4 | 1 | 4 | 0 | 14 | 0 | 14 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 7 | 43 | 57 | -14 | -6% | Victoria |
| 5 | Ulster | 3 | 20 | 3 | 23 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 11 | 0 | 11 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 42 | 33 | 9 | 4% | Ulster |
| 6 | Willoughby | 1 | 7 | 0 | 8 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 9 | 0 | 9 | 0 | 2 | 1 | 2 | 0 | 3 | 0 | 3 | 1 | 26 | 20 | 6 | 2% | Willoughby |
| 7 | Tristram | 0 | 6 | 0 | 6 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 19 | 19 | 2 | 1% | Tristram |
| 8 | Rostrevor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | N/A | N/A | N/A | Rostrevor |
| 9 | Norton | 2 | 17 | 3 | 19 | 0 | 6 | 0 | 6 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 9 | 1 | 9 | 0 | 2 | 0 | 2 | 4 | 41 | 31 | 10 | 4% | Norton |
| 10 | Bryce | 5 | 2 | 2 | 7 | 10 | 21 | 1 | 31 | 0 | 5 | 2 | 5 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 46 | 25 | 21 | 8% | Bryce |
| 11 | Ward | 31 | 18 | 0 | 49 | 10 | 18 | 1 | 28 | 0 | 5 | 2 | 5 | 0 | 10 | 0 | 10 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 94 | 20 | 74 | 29% | Ward |
| 12 | Hill | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 12 | 9 | 3 | 1% | Hill |
| 13 | Collingwood | 2 | 3 | 0 | 5 | 1 | 2 | 0 | 3 | 0 | 10 | 1 | 10 | 0 | 7 | 1 | 7 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 27 | 5 | 22 | 9% | Collingwood |
| 14 | Pembroke | 1 | 16 | 2 | 17 | 0 | 3 | 0 | 3 | 0 | 10 | 1 | 10 | 0 | 6 | 1 | 6 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 5 | 38 | 23 | 15 | 6% | Pembroke |
| 15 | Thackeray | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 3 | 1% | Thackeray |
| 16 | Tristram | 3 | 8 | 0 | 8 | 0 | 3 | 0 | 3 | 0 | 7 | 1 | 7 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 1 | 40 | 20 | 20 | 8% | Tristram |
| 17 | Cobham | 3 | 9 | 0 | 11 | 0 | 5 | 1 | 5 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 23 | 23 | 0 | 0% | Cobham |
| 18 | Anglesea | 13 | 9 | 1 | 22 | 0 | 14 | 0 | 14 | 0 | 8 | 1 | 8 | 0 | 19 | 0 | 19 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 67 | 82 | -15 | -6% | Anglesea |
| 19 | Hillsborough | 2 | 4 | 1 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 2 | 16 | 13 | 3 | 1% | Hillsborough |
| 20 | River Pathway | 1 | 3 | 1 | 4 | 1 | 2 | 1 | 3 | 0 | 3 | 0 | 3 | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 1 | 2 | 4 | 1 | 6 | 3 | 21 | 25 | -4 | -2% | River Pathway |
| 21 | Hamilton Parade | 0 | 19 | 0 | 19 | 0 | 2 | 0 | 2 | 0 | 6 | 0 | 6 | 0 | 13 | 0 | 13 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 13 | 0 | 56 | 61 | -5 | -2% | Hamilton Parade |
| 22 | River path at Whitora Bridge | 0 | 24 | 0 | 24 | 0 | 4 | 0 | 4 | 0 | 6 | 0 | 6 | 1 | 16 | 0 | 17 | 0 | 2 | 0 | 2 | 0 | 12 | 0 | 12 | 0 | 65 | 52 | 13 | 5% | River path at Whitora Bridge |
| | TOTAL | 65 | 294 | 28 | 359 | 74 | 130 | 25 | 204 | 0 | 110 | 17 | 110 | 6 | 276 | 15 | 282 | 1 | 51 | 6 | 49 | 4 | 87 | 6 | 91 | 1095 | 843 | 252 | see note 3 | TOTAL | |

* S = SCHOOL CYLIST
O = OTHER CYLIST
N = NO HELMETS

Notes:

- Site 3 in previous years, was Whitora Bridge River path has been renumbered as site 22. Site 3 is now Hardley St which is a new site that captures cyclists entering and exiting the city.
- Site 8, Rostrevor was blocked off to through traffic by a grand stand erected for the Hamilton 2009 V8 race spectator seating.
- The 2008 to 2009 % variance is the percentage of the overall total difference between 2008 to 2009.

| SUMMARY | |
|--|------------|
| Total AM percentage of School Cyclists of combined suburban and CBD Counts | 42% |
| Percentage of school cyclist entering CBD AM only | 18% |
| Total AM & PM % of cyclists without helmets of combined suburban and CBD Count | 10% |
| Percentage of cyclists without helmets CROSSING CBD AM and PM | 9% |
| TOTAL PERCENTAGE CYCLIST GROWTH FROM 2008 TO 2009 | 30% |

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : 7 APRIL 2009

| Map Reference Site No. | STREET | 7:00 - 9:00 am | | | 7:00 - 9:00 am | | | 7:00 - 9:00 am | | | 4:30 - 6:00 pm | | | 4:30 - 6:00 pm | | | NO HELMETS | SUM 2009 TOTALS | SUM 2008 TOTAL | Addition / Reduction in cyclist numbers | 2008 & 2009 % Variance | STREET | |
|------------------------|-------------------------------|----------------|------------|-----------|----------------|-----------|------------|----------------|------------|----------|----------------|-----------|------------|-----------------|----------------|---|------------|-----------------|----------------|---|------------------------|--------------|------------------------|
| | | IN | | | OUT | | | IN | | | OUT | | | SUM 2009 TOTALS | SUM 2008 TOTAL | Addition / Reduction in cyclist numbers | | | | | | | 2008 & 2009 % Variance |
| | | S | O | N | S | O | N | S | O | N | S | O | N | | | | | | | | | | |
| 1 | Victoria Bridge | 0 | 100 | 5 | 100 | 44 | 45 | 16 | 89 | 0 | 37 | 5 | 37 | 0 | 95 | 11 | 95 | 84 | 21% | Victoria Bridge | | | |
| 2 | Claudlands Bridge | 2 | 90 | 14 | 92 | 11 | 6 | 0 | 17 | 0 | 11 | 4 | 11 | 1 | 66 | 6 | 67 | -9 | -2% | Claudlands Bridge | | | |
| 3 | Hardley St path | 0 | 6 | 0 | 6 | 3 | 3 | 1 | 6 | 0 | 16 | 1 | 16 | 3 | 68 | 6 | 71 | 99 | 25% | Hardley St path | | | |
| 4 | Victoria | 0 | 15 | 2 | 15 | 0 | 14 | 4 | 14 | 0 | 6 | 1 | 6 | 1 | 17 | 2 | 18 | -31 | -8% | Victoria | | | |
| 5 | Ulster | 3 | 48 | 5 | 51 | 3 | 3 | 1 | 6 | 0 | 7 | 0 | 7 | 0 | 20 | 0 | 20 | 84 | 8% | Ulster | | | |
| 6 | Willoughby | 1 | 15 | 0 | 16 | 1 | 2 | 0 | 3 | 0 | 4 | 1 | 4 | 0 | 16 | 2 | 16 | 39 | 1% | Willoughby | | | |
| 7 | Tristram | 0 | 10 | 2 | 10 | 0 | 8 | 2 | 8 | 0 | 2 | 1 | 2 | 0 | 17 | 0 | 17 | 37 | -1% | Tristram | | | |
| 8 | Rostrevor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -34 | -9% | Rostrevor | | |
| 9 | Norton | 3 | 34 | 7 | 37 | 1 | 15 | 2 | 16 | 0 | 13 | 1 | 13 | 0 | 9 | 0 | 9 | 75 | 9% | Norton | | | |
| 10 | Bryce | 6 | 7 | 3 | 13 | 3 | 18 | 3 | 21 | 0 | 11 | 3 | 11 | 0 | 2 | 0 | 2 | 47 | -2% | Bryce | | | |
| 11 | Ward | 43 | 33 | 0 | 76 | 22 | 35 | 2 | 57 | 1 | 8 | 3 | 9 | 0 | 15 | 1 | 15 | 157 | 32% | Ward | | | |
| 12 | Hill | 1 | 6 | 0 | 7 | 0 | 8 | 0 | 8 | 0 | 5 | 2 | 5 | 0 | 9 | 1 | 9 | 29 | 4% | Hill | | | |
| 13 | Collingwood | 2 | 6 | 0 | 8 | 1 | 3 | 0 | 4 | 1 | 14 | 1 | 15 | 0 | 16 | 1 | 16 | 43 | 9% | Collingwood | | | |
| 14 | Pembroke | 1 | 25 | 3 | 26 | 0 | 5 | 0 | 5 | 0 | 12 | 2 | 12 | 0 | 12 | 2 | 12 | 55 | 4% | Pembroke | | | |
| 15 | Thackeray | 0 | 2 | 1 | 2 | 0 | 4 | 1 | 4 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 2 | 10 | 2% | Thackeray | | | |
| 16 | Tristram | 0 | 26 | 4 | 26 | 0 | 5 | 0 | 5 | 0 | 8 | 1 | 8 | 0 | 29 | 1 | 29 | 68 | 10% | Tristram | | | |
| 17 | Cobham | 3 | 13 | 0 | 16 | 0 | 11 | 1 | 11 | 0 | 8 | 0 | 8 | 0 | 6 | 0 | 6 | 41 | 0% | Cobham | | | |
| 18 | Anglesea | 15 | 12 | 1 | 27 | 0 | 41 | 1 | 41 | 0 | 14 | 2 | 14 | 0 | 36 | 1 | 36 | 118 | 0% | Anglesea | | | |
| 19 | Hillsborough | 2 | 8 | 1 | 10 | 1 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 13 | 1 | 13 | 27 | 1% | Hillsborough | | | |
| 20 | River Pathway | 2 | 9 | 2 | 11 | 1 | 5 | 1 | 6 | 0 | 5 | 0 | 5 | 3 | 7 | 1 | 10 | 32 | -4% | River Pathway | | | |
| 21 | Hamilton Parade | 0 | 29 | 0 | 29 | 0 | 3 | 1 | 3 | 0 | 13 | 0 | 13 | 0 | 33 | 0 | 33 | 78 | -2% | Hamilton Parade | | | |
| 22 | River path at Whitiora Bridge | 0 | 31 | 0 | 31 | 0 | 4 | 0 | 4 | 0 | 14 | 0 | 14 | 1 | 41 | 0 | 42 | 91 | 4% | River path at Whitiora Bridge | | | |
| | TOTAL | 84 | 525 | 50 | 609 | 91 | 239 | 37 | 330 | 2 | 212 | 28 | 214 | 9 | 529 | 37 | 538 | 1691 | 1291 | 400 | see note 3 | TOTAL | |

* S = SCHOOL CYCLIST
O = OTHER CYCLIST
N = NO HELMETS

Notes:

- 1 Site 3 in previous years, was Whitiora Bridge River path has been renumbered as site 22. Site 3 is now Hardley St which is a new site that captures cyclists entering and exiting the city.
- 2 Site 8, Rostrevor was blocked off to through traffic by a grand stand erected for the Hamilton 2009 V8 race spectator seating.
- 3 The "2008 to 2009 % variance" is the percentage of the overall total difference between 2008 to 2009

| SUMMARY | |
|--|------------|
| Total AM percentage of School Cyclists of combined suburban and CBD Counts | 19% |
| Percentage of school cyclist entering CBD AM only | 14% |
| Total AM & PM % of cyclists without helmets of combined suburban and CBD Count | 9% |
| Percentage of cyclists without helmets CROSSING CBD AM and PM | 9% |
| TOTAL PERCENTAGE CYCLIST GROWTH FROM 2008 TO 2009 | 31% |

SUBURB INTERSECTION COUNTS BETWEEN 7:45-8:45am & 4:30-5:30pm

(1) SITE A:

Survey Date : 7 APRIL 2009

OHAUPO/COLLINS

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|------------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Collins Road | 2 | 0 | 2 | 4 | 6 | 10 | 7 |
| Ohaupo Road from South | 16 | 6 | 22 | 4 | 3 | 7 | 4 |
| Ohaupo Road from North | 7 | 2 | 9 | 4 | 21 | 25 | 3 |
| | 25 | 8 | | 12 | 30 | | |

(2) SITE B:

MAEROA/NORTON

(Note: Kent not counted as not on surey sheet. Counted as "T" Intersection)

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|-----------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Norton (from railway) | 12 | 10 | 22 | 0 | 7 | 7 | 4 |
| Maeroa | 6 | 17 | 23 | 0 | 2 | 2 | 0 |
| Norton (City) | 55 | 13 | 68 | 0 | 13 | 13 | 8 |
| Kent | | | 0 | | | 0 | |
| | 73 | 40 | | 0 | 22 | | |

(3) SITE C:

TE RAPA/VARDON

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|-------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Te Rapa North | 1 | 15 | 16 | 1 | 13 | 14 | 5 |
| Vardon East | 8 | 3 | 11 | 0 | 7 | 7 | 0 |
| Te Rapa South | 3 | 6 | 9 | 0 | 33 | 33 | 6 |
| Garnett Avenue | 8 | 1 | 9 | 0 | 4 | 4 | 2 |
| | 20 | 25 | | 1 | 57 | | |

(4) SITE D:

CLYDE/GALLOWAY

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|-------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove Road | 3 | 8 | 11 | 2 | 11 | 13 | 1 |
| Clyde Street East | 14 | 22 | 36 | 2 | 20 | 22 | 6 |
| Galloway Street | 22 | 5 | 27 | 0 | 9 | 9 | 0 |
| Clyde Street West | 15 | 17 | 32 | 1 | 30 | 31 | 4 |
| | 54 | 52 | | 5 | 70 | | |

(5) SITE E:

TE AROHA/PEACHGROVE

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|--------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove (south) | 5 | 8 | 13 | 9 | 18 | 27 | 3 |
| Ruakura | 12 | 8 | 20 | 1 | 11 | 12 | 2 |
| Peachgrove (north) | 45 | 11 | 56 | 3 | 14 | 17 | 8 |
| Te Aroha | 10 | 7 | 17 | 3 | 10 | 13 | 4 |
| | 72 | 34 | | 16 | 53 | | |

(6) SITE E:

BANKWOOD/CLARKIN

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|-------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Clarkin (East) | 22 | 2 | 24 | 5 | 18 | 23 | 13 |
| Bankwood | 26 | 10 | 36 | 6 | 3 | 9 | 4 |
| Clarkin (West) | 15 | 2 | 17 | 3 | 10 | 13 | 3 |
| | 63 | 14 | | 14 | 31 | | |

(7) SITE G: ANN

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|-------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Ann (North) | 1 | 13 | 14 | 0 | 4 | 4 | 0 |
| Ann (South) | 0 | 2 | 2 | 0 | 17 | 17 | 0 |
| | 1 | 15 | | 0 | 21 | | |

| | | | | | | | |
|--------------|------------|------------|------------|-----------|------------|------------|-----------|
| TOTAL | 308 | 188 | 496 | 48 | 284 | 332 | 87 |
|--------------|------------|------------|------------|-----------|------------|------------|-----------|

School cyclists in suburbs in morning
Cyclists observed not wearing helmets in Suburbs
TOTAL CYCLISTS AM & PM

62%
11%
828

SUBURB INTERSECTION COUNTS BETWEEN 7:00-9:00am & 4:30-6:00pm

(1) SITE A:

Survey Date : 7 APRIL 2009

OHAUPO/COLLINS

| Approach (Leg) | AM 7:00-9:00 | | | PM 4:30-6:00 | | | no helmet |
|------------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Collins Road | 3 | 2 | 5 | 4 | 7 | 11 | 7 |
| Ohaupo Road from South | 22 | 22 | 44 | 4 | 4 | 8 | 4 |
| Ohaupo Road from North | 8 | 6 | 14 | 4 | 29 | 33 | 3 |

(2) SITE B:

MAEROA/NORTON

(Note: Kent not counted as not on surey sheet. Counted as "T" Intersection)

| Approach (Leg) | AM 7:00-9:00 | | | PM 4:30-6:00 | | | no helmet |
|-----------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Norton (from railway) | 17 | 16 | 33 | 1 | 9 | 10 | 9 |
| Maeroa | 13 | 46 | 59 | 0 | 4 | 4 | 2 |
| Norton (City) | 62 | 36 | 98 | 0 | 26 | 26 | 12 |
| Kent | | | 0 | | | 0 | |

(3) SITE C:

TE RAPA/VARDON

| Approach (Leg) | AM 7:00-9:00 | | | PM 4:30-6:00 | | | no helmet |
|-------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Te Rapa North | 5 | 32 | 37 | 1 | 14 | 15 | 10 |
| Vardon East | 8 | 10 | 18 | 0 | 10 | 10 | 2 |
| Te Rapa South | 4 | 19 | 23 | 0 | 39 | 39 | 6 |
| Garnett Avenue | 8 | 5 | 13 | 1 | 4 | 5 | 2 |

(4) SITE D:

CLYDE/GALLOWAY

| Approach (Leg) | AM 7:00-9:00 | | | PM 4:30-6:00 | | | no helmet |
|-------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove Road | 4 | 16 | 20 | 4 | 18 | 22 | 5 |
| Clyde Street East | 14 | 35 | 49 | 3 | 24 | 27 | 9 |
| Galloway Street | 23 | 8 | 31 | 0 | 12 | 12 | 1 |
| Clyde Street West | 17 | 33 | 50 | 1 | 42 | 43 | 10 |

(5) SITE E:

TE AROHA/PEACHGROVE

| Approach (Leg) | AM 7:00-9:00 | | | PM 4:30-6:00 | | | no helmet |
|--------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove (south) | 6 | 20 | 26 | 8 | 14 | 22 | 3 |
| Ruakura | 13 | 17 | 30 | 0 | 7 | 7 | 3 |
| Peachgrove (north) | 50 | 25 | 75 | 3 | 11 | 14 | 11 |
| Te Aroha | 10 | 12 | 22 | 3 | 7 | 10 | 2 |

(6) SITE F:

BANKWOOD/CLARKIN

| Approach (Leg) | AM 7:00-9:00 | | | PM 4:30-6:00 | | | no helmet |
|-------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Clarkin (East) | 27 | 7 | 34 | 8 | 21 | 29 | 16 |
| Bankwood | 30 | 23 | 53 | 8 | 4 | 12 | 7 |
| Clarkin (West) | 16 | 7 | 23 | 6 | 12 | 18 | 4 |

(7) SITE G: ANN

| Approach (Leg) | AM 7:00-9:00 | | | PM 4:30-6:00 | | | no helmet |
|-------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Ann (North) | 1 | 19 | 20 | 0 | 6 | 6 | 0 |
| Ann (South) | 0 | 2 | 2 | 0 | 22 | 22 | 0 |

| | | | | | | | |
|--------------|------------|------------|------------|-----------|------------|------------|------------|
| TOTAL | 361 | 418 | 779 | 59 | 346 | 405 | 128 |
|--------------|------------|------------|------------|-----------|------------|------------|------------|

school cyclists in suburbs in morning
cyclists observed not wearing helmets in Suburbs
TOTAL CYCLISTS AM & PM

46%
11%
1184

CENTRAL CITY BICYCLE CORDON COUNT FOOTPATH USE

Survey Date : 7 APRIL 2009

footpath cent

| Map Reference Site No. | STREET | Footpath | | | Road | | | Footpath | | | Road | | | % of Students on Footpath | % of Others on Footpath |
|------------------------|-------------------------------|----------------|-----|-------|----------------|-----|-------|----------------|-----|-------|----------------|-----|-------|---------------------------|-------------------------|
| | | 7:45 - 8:45 am | | | 7:45 - 8:45 am | | | 4:30 - 5:30 pm | | | 4:30 - 5:30 pm | | | | |
| | | S | O | TOTAL | S | O | TOTAL | S | O | TOTAL | S | O | TOTAL | | |
| 1 | Victoria Bridge | 2 | 0 | 2 | 7 | 80 | 87 | 0 | 12 | 12 | 0 | 86 | 86 | 22.22% | 7.78% |
| 2 | Claude lands Bridge | 9 | 15 | 24 | 3 | 42 | 45 | 0 | 1 | 1 | 1 | 53 | 54 | 69.23% | 14.41% |
| 3 | Hardley St path | 3 | 4 | 7 | 0 | 0 | 0 | 2 | 8 | 10 | 0 | 0 | 0 | 100.00% | 100.00% |
| 4 | Victoria | 0 | 7 | 7 | 0 | 22 | 22 | 0 | 6 | 6 | 1 | 17 | 18 | 0.00% | 25.00% |
| 5 | Ulster | 0 | 8 | 8 | 0 | 19 | 19 | 0 | 0 | 0 | 0 | 24 | 24 | N/A | 15.69% |
| 6 | Willoughby | 1 | 1 | 2 | 1 | 7 | 8 | 0 | 1 | 1 | 0 | 18 | 18 | 50.00% | 7.41% |
| 7 | Tristram | 0 | 2 | 2 | 0 | 10 | 10 | 0 | 1 | 1 | 0 | 15 | 15 | N/A | 10.71% |
| 8 | Rostrevor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N/A | N/A |
| 9 | Norton | 0 | 9 | 9 | 3 | 27 | 30 | 0 | 2 | 2 | 0 | 14 | 14 | 0.00% | 21.15% |
| 10 | Bryce | 2 | 2 | 4 | 4 | 9 | 13 | 0 | 1 | 1 | 0 | 8 | 8 | 33.33% | 15.00% |
| 11 | Ward | 0 | 0 | 0 | 49 | 50 | 99 | 0 | 4 | 4 | 0 | 19 | 19 | 0.00% | 5.48% |
| 12 | Hill | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 5 | 5 | 0 | 9 | 9 | N/A | 25.00% |
| 13 | Collingwood | 0 | 0 | 0 | 3 | 6 | 9 | 0 | 2 | 2 | 1 | 23 | 24 | 0.00% | 6.45% |
| 14 | Pembroke | 0 | 1 | 1 | 0 | 21 | 21 | 0 | 5 | 5 | 0 | 16 | 16 | N/A | 13.95% |
| 15 | Thackeray | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | N/A | 88.89% |
| 16 | Tristram | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 5 | 5 | 0 | 26 | 26 | N/A | 11.36% |
| 17 | Cobham | 0 | 14 | 14 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 12 | 12 | 0.00% | 53.85% |
| 18 | Anglesea | 5 | 5 | 10 | 8 | 19 | 27 | 0 | 4 | 4 | 0 | 39 | 39 | 38.46% | 13.43% |
| 19 | Hillsborough | 2 | 0 | 2 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 14 | 14 | 66.67% | 0.00% |
| 20 | River Pathway | 2 | 6 | 8 | 0 | 0 | 0 | 3 | 12 | 15 | 0 | 0 | 0 | 100.00% | 100.00% |
| 21 | Hamilton Parade | 0 | 21 | 21 | 0 | 0 | 0 | 0 | 37 | 37 | 0 | 0 | 0 | N/A | 100.00% |
| 22 | River path at Whitiora Bridge | 0 | 28 | 28 | 0 | 0 | 0 | 1 | 47 | 48 | 0 | 0 | 0 | 100.00% | 100.00% |
| | TOTAL | 26 | 128 | 154 | 82 | 335 | 417 | 6 | 156 | 162 | 3 | 394 | 397 | 41.42% | 35.03% |

Average footpath use excluding cycle paths

23.69%

18.64%

Yellow indicates cycle path

CENTRAL CITY BICYCLE CORDON COUNT FOOTPATH USE

Survey Date : 7 APRIL 2009
 footpath.cent

| Map Site No. Reference | STREET | Footpath 7:00 - 9:00 am | | | Road 7:00 - 9:00 am | | | Footpath 4:30 - 6:00 pm | | | Road 4:30 - 6:00 pm | | | % of Students on Footpath | % of Others on Footpath |
|------------------------|-------------------------------|-------------------------|-----|-------|---------------------|-----|-------|-------------------------|-----|-------|---------------------|-----|-------|---------------------------|-------------------------|
| | | S | O | TOTAL | S | O | TOTAL | S | O | TOTAL | S | O | TOTAL | | |
| 1 | Victoria Bridge | 6 | 0 | 6 | 38 | 145 | 183 | 0 | 22 | 22 | 0 | 110 | 110 | 13.64% | 9.89% |
| 2 | Claudlands Bridge | 9 | 24 | 33 | 3 | 72 | 75 | 0 | 17 | 17 | 1 | 60 | 61 | 69.23% | 23.70% |
| 3 | Hardley St path | 3 | 9 | 12 | 0 | 0 | 0 | 3 | 84 | 87 | 0 | 0 | 0 | 100.00% | 100.00% |
| 4 | Victoria | 0 | 7 | 7 | 0 | 20 | 20 | 0 | 6 | 6 | 1 | 17 | 18 | 0.00% | 26.00% |
| 5 | Ulster | 0 | 11 | 11 | 6 | 40 | 46 | 0 | 0 | 0 | 0 | 27 | 27 | 0.00% | 14.10% |
| 6 | Willoughby | 1 | 1 | 2 | 1 | 16 | 17 | 0 | 1 | 1 | 0 | 20 | 20 | 50.00% | 5.26% |
| 7 | Tristram | 0 | 7 | 7 | 0 | 11 | 11 | 0 | 2 | 2 | 0 | 17 | 17 | N/A | 24.32% |
| 8 | Rostrevor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N/A | N/A |
| 9 | Norton | 0 | 14 | 14 | 3 | 25 | 28 | 0 | 2 | 2 | 0 | 20 | 20 | 0.00% | 26.23% |
| 10 | Bryce | 2 | 4 | 6 | 7 | 21 | 28 | 0 | 1 | 1 | 0 | 12 | 12 | 22.22% | 13.16% |
| 11 | Ward | 5 | 0 | 5 | 60 | 68 | 128 | 1 | 4 | 5 | 0 | 16 | 16 | 9.09% | 4.55% |
| 12 | Hill | 1 | 1 | 2 | 0 | 14 | 14 | 0 | 5 | 5 | 0 | 9 | 9 | 100.00% | 20.69% |
| 13 | Collingwood | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 2 | 2 | 1 | 28 | 29 | 0.00% | 4.76% |
| 14 | Pembroke | 0 | 1 | 1 | 0 | 29 | 29 | 0 | 6 | 6 | 0 | 18 | 18 | N/A | 12.96% |
| 15 | Thackeray | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | N/A | 90.00% |
| 16 | Tristram | 0 | 7 | 7 | 0 | 24 | 24 | 0 | 8 | 8 | 0 | 29 | 29 | N/A | 22.06% |
| 17 | Cobham | 0 | 0 | 0 | 3 | 24 | 27 | 0 | 0 | 0 | 0 | 14 | 14 | 0.00% | 0.00% |
| 18 | Anglesea | 5 | 11 | 16 | 10 | 41 | 51 | 0 | 4 | 4 | 0 | 46 | 46 | 33.33% | 14.71% |
| 19 | Hillsborough | 2 | 0 | 2 | 1 | 9 | 10 | 0 | 0 | 0 | 0 | 15 | 15 | 66.67% | 0.00% |
| 20 | River Pathway | 3 | 14 | 17 | 0 | 0 | 0 | 3 | 12 | 15 | 0 | 15 | 15 | 100.00% | 63.41% |
| 21 | Hamilton Parade | 0 | 32 | 32 | 0 | 0 | 0 | 0 | 46 | 46 | 0 | 0 | 0 | N/A | 100.00% |
| 22 | River path at Whitiara Bridge | 0 | 38 | 38 | 0 | 0 | 0 | 1 | 55 | 56 | 0 | 0 | 0 | 100.00% | 100.00% |
| | TOTAL | 37 | 187 | 224 | 132 | 571 | 703 | 8 | 280 | 288 | 3 | 474 | 477 | 41.51% | 32.18% |

Average footpath use excluding cycle paths 26.22% 17.36%

Yellow indicates cycle path

SUBURBAN CYCLE COUNT FOOTPATH USE 7:00-9:00am & 4:30-6:00pm

Survey Date : 7 APRIL 2009

| (1) SITE A: | footpath | | Carriageway | | % footpath | |
|----------------------------|----------|-------|-------------|-------|------------|---------|
| | School | Other | School | Other | school | adult |
| OHAUPO/COLLINS | | | | | | |
| 2008 am & pm | 60 | 16 | 8 | 62 | 88.24% | 20.51% |
| 2009 (Not Recorded) | | | | | N/A | N/A |
| (2) SITE B: | footpath | | Carriageway | | % footpath | |
| MAEROA/NORTON | School | Other | School | Other | school | adult |
| 2008 am & pm | 6 | 13 | 8 | 21 | 42.86% | 38.24% |
| 2009 am only | 55 | 31 | 37 | 48 | 59.78% | 39.24% |
| (3) SITE C: | footpath | | Carriageway | | % footpath | |
| TE RAPA/VARDON | School | Other | School | Other | school | adult |
| 2008 am & pm | 29 | 35 | 7 | 85 | 80.56% | 29.17% |
| 2009 (Not Recorded) | | | | | N/A | N/A |
| (4) SITE D: | footpath | | Carriageway | | % footpath | |
| CLYDE/GALLOWAY | School | Other | School | Other | school | adult |
| 2008 am & pm | 33 | 23 | 36 | 114 | 47.83% | 16.79% |
| 2009 (Not Recorded) | | | | | N/A | N/A |
| (5) SITE E: | footpath | | Carriageway | | % footpath | |
| TE AROHA/PEACHGROVE | School | Other | School | Other | school | adult |
| 2008 am & pm | 53 | 33 | 30 | 127 | 63.86% | 20.63% |
| 2009 (Not Recorded) | | | | | N/A | N/A |
| (6) SITE F: | footpath | | Carriageway | | % footpath | |
| BANKWOOD/CLARKIN | School | Other | School | Other | school | adult |
| 2008 am & pm | 68 | 21 | 37 | 77 | 64.76% | 21.43% |
| 2009 (Not Recorded) | | | | | N/A | N/A |
| (7) SITE G: | footpath | | Carriageway | | % footpath | |
| ANN | School | Other | School | Other | school | adult |
| 2008 am & pm | 2 | 39 | 0 | 0 | 100.00% | 100.00% |
| 2009 | 2 | 39 | 0 | 0 | 100.00% | 100.00% |

Average footpath use excluding Cycle paths:

| | | |
|----------------------------|---------------|---------------|
| 2008 All sites | 64.68% | 24.46% |
| 2008 Maeroa/Norton am & pm | 42.86% | 38.24% |
| 2009 Maeroa/Norton am only | 59.78% | 39.24% |

Yellow indicates Cycle Path

Design Services

To: Phillip King — Cycle Projects Engineer

From: Brenda Chuo — Design Services

Date: 28 March 2008

Subject: ANNUAL CYCLE SURVEY COUNT — 2008 File: 265/15

The annual cycle cordon count was undertaken on Wednesday 12 March 2008. Copies of the collated counts and updated trend graph are attached. We now have 28 years of data for the central city cyclists and 13 years of data from the six suburban intersections.

The count points of this year were all same as those of the last three years, but the surveyed period was extended to 7.00-9.00am and 4:30-6:00pm.

Only the cyclists observed between 7:45-8:45am and 4:40-5:15pm were used to identify trends against historic data.

The survey was also extended to record the split between cyclists on the carriageway and the footpath.

Conclusions are:

- Cyclists without Helmets
 - 12% of cyclists were observed to be not wearing helmets in the CBD cordon (compared to 12% in 2007 and 2006).
 - 14% of cyclists were observed to not be wearing helmets in the Suburban intersections (compared to 12% in 2007 and 9% in 2006).
 - 13% of cyclists overall were not wearing helmets (compared to 12% in 2007 and 11% in 2006).
- Cyclists on the footpath
 - 56% of school cyclists and 19% of other cyclists were observed to be cycling illegally on the footpath in the CBD cordon.

- 65% of school cyclists and 24% of other cyclists were observed to be cycling illegally on the footpath in the suburban intersections survey.
- Cordon count
 - 14% of the cyclists entering the CBD were school children (compared to 21% in 2007 and 15% in 2006).
 - Despite the decrease of school cyclists, the number of adult cyclists has increased to 274 (compare to 227 in 2007 and 262 in 2006).
 - Due to the increased of adult cyclists, the total number of cyclists entering the CBD in the morning has increased 11.6% this year (319 compare to 286 in 2007 and 307 in 2006).
- Suburban area
 - 59% of the cyclists in suburban areas were school children (compared to 63% in 2007 and 65% in 2006).
 - The count for Maeroa Road / Norton Road intersection was not representational because of temporary road closure on Norton Road. This count was substituted with the 2007 count to prevent skewing the overall trends seen.
 - After altering the Norton Road count, the number of suburban cyclists was 818, compared to 744 in 2007 and 851 in 2006.
- Overall
 - School cyclist constituted only 40% of the total cyclist numbers counted entering the CBD and suburban intersections in the morning compared to 47% in 2007 and 50% in 2006.
 - Results show that as a percentage of total cycle numbers, school cyclists continue to decline in both CBD and suburban areas.

Attachment:

1. Annual cycle count — Count locations
2. Central city bicycle cordon count (7.45-8.45am, 4.30-5.15pm & 5.15-5.30pm)
3. Central city bicycle cordon count (7.00-9.00am, 4.30pm-6.00pm)
4. Suburban cycle count (7.45-8.45am, 4.30-5.30pm)
5. Suburban cycle count (7.00-9.00am, 4.30-6.00pm)
6. Central city bicycle cordon count footpath use
7. Suburban cycle count footpath use
8. Trends in cycle use
9. Site by site cycle volumes

Brenda Chuo
 Engineer
URBAN DESIGN

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : 12 MAR 2008

| STREET | IN 7:45 - 8:45 am | | | OUT 7:45 - 8:45 am | | | IN 4:30 - 5:15 pm | | | OUT 4:30 - 5:15 pm | | | IN 5:15 - 5:30 pm | | | OUT 5:15 - 5:30 pm | | | NO HELMETS | SUM TOTAL | | | | | | |
|-------------------|-------------------|------------|-----------|--------------------|-----------|-----------|-------------------|------------|----------|--------------------|-----------|-----------|-------------------|------------|-----------|--------------------|----------|-----------|------------|-----------|----------|-----------|-----------|-----------|------------|------------|
| | S | O | N | S | O | N | S | O | N | S | O | N | S | O | N | S | O | N | | | | | | | | |
| | TOTAL | | | TOTAL | | | TOTAL | | | TOTAL | | | TOTAL | | | TOTAL | | | | | | | | | | |
| Victoria Bridge | 0 | 50 | 5 | 24 | 14 | 3 | 38 | 1 | 15 | 3 | 16 | 0 | 42 | 7 | 42 | 2 | 3 | 2 | 5 | 2 | 16 | 4 | 18 | 24 | 169 | |
| Claudlands Bridge | 1 | 52 | 2 | 15 | 6 | 4 | 21 | 1 | 13 | 5 | 14 | 0 | 22 | 2 | 22 | 0 | 3 | 0 | 3 | 0 | 18 | 2 | 18 | 15 | 131 | |
| Whitiora Bridge | 1 | 20 | 0 | 21 | 0 | 1 | 1 | 0 | 5 | 2 | 5 | 0 | 17 | 2 | 17 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 4 | 52 | |
| Victoria | 2 | 30 | 5 | 32 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 15 | 3 | 15 | 0 | 2 | 0 | 2 | 0 | 5 | 2 | 5 | 10 | 57 | |
| Ulster | 2 | 6 | 1 | 8 | 0 | 3 | 1 | 3 | 0 | 3 | 2 | 2 | 12 | 5 | 14 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 9 | 33 | |
| Willoughby | 0 | 9 | 3 | 9 | 0 | 0 | 0 | 0 | 5 | 2 | 5 | 0 | 3 | 1 | 3 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 20 | |
| Tristram | 1 | 7 | 2 | 8 | 0 | 1 | 1 | 0 | 2 | 1 | 2 | 0 | 8 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 19 | |
| Rostrevor | 0 | 6 | 1 | 6 | 0 | 4 | 1 | 4 | 0 | 5 | 2 | 5 | 0 | 6 | 1 | 6 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 5 | 23 |
| Norton | 1 | 12 | 3 | 13 | 0 | 2 | 0 | 2 | 1 | 5 | 2 | 6 | 1 | 3 | 1 | 4 | 0 | 3 | 1 | 3 | 0 | 3 | 0 | 3 | 7 | 31 |
| Bryce | 6 | 5 | 0 | 11 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 25 | |
| Ward | 0 | 6 | 1 | 6 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 20 |
| Hill | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 3 | 1 | 9 |
| Collingwood | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | |
| Pembroke | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 23 | |
| Thackeray | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Tristram | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 8 | 1 | 8 | 0 | 2 | 2 | 2 | 0 | 1 | 0 | 1 | 3 | 20 |
| Cobham | 3 | 4 | 0 | 7 | 0 | 4 | 0 | 4 | 1 | 5 | 0 | 6 | 1 | 4 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 23 |
| Anglesea | 25 | 11 | 0 | 36 | 6 | 17 | 0 | 23 | 1 | 6 | 1 | 7 | 2 | 7 | 2 | 9 | 0 | 4 | 1 | 4 | 0 | 3 | 0 | 3 | 4 | 82 |
| Hillsborough | 0 | 5 | 0 | 5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 2 | 2 | 13 |
| Pathway | 1 | 8 | 0 | 9 | 1 | 3 | 0 | 4 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 25 |
| Hamilton Parade | 2 | 26 | 0 | 28 | 0 | 2 | 0 | 2 | 0 | 5 | 1 | 5 | 0 | 16 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 10 | 3 | 61 |
| TOTAL | 45 | 274 | 23 | 319 | 48 | 70 | 9 | 118 | 5 | 90 | 22 | 95 | 7 | 189 | 29 | 196 | 4 | 26 | 7 | 30 | 4 | 81 | 12 | 85 | 102 | 843 |

* S = SCHOOL CYLIST
O = OTHER CYLIST
N = NO HELMETS

percentage cyclists without helmets CR
percentage school cyclist entering CBD in morning

12%
14%

percentage cyclists without helmets in total
TOTAL PERCENTAGE SCHOOL CYCLISTS COMBINED COUNTS

13%
40%

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : 12 MAR 2008

| STREET | 7:00 - 9:00 am | | | 7:00 - 9:00 am | | | 4:30 - 6:00 pm | | | 4:30 - 6:00 pm | | | IN | | | OUT | | | NO | | SUM | | |
|---------------------|----------------|------------|-----------|----------------|-----------|------------|----------------|------------|-----------|----------------|-----------|------------|-----------|------------|-----------|------------|----------|----------|----------|----------|----------|------------|-------------|
| | S | O | N | TOTAL | S | O | N | TOTAL | S | O | N | TOTAL | S | O | N | TOTAL | S | O | N | TOTAL | | HELMETS | TOTAL |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Victoria Bridge | 0 | 77 | 6 | 77 | 25 | 22 | 3 | 47 | 3 | 24 | 5 | 27 | 5 | 81 | 13 | 86 | | | | | | 27 | 237 |
| Claude lands Bridge | 1 | 81 | 6 | 82 | 15 | 14 | 6 | 29 | 1 | 21 | 5 | 22 | 0 | 63 | 6 | 63 | | | | | | 23 | 196 |
| Whitiora Bridge | 1 | 29 | 1 | 30 | 0 | 1 | 0 | 1 | 0 | 13 | 2 | 13 | 1 | 29 | 2 | 30 | | | | | | 5 | 74 |
| Victoria | 2 | 44 | 9 | 46 | 2 | 4 | 1 | 6 | 0 | 4 | 0 | 4 | 0 | 28 | 6 | 28 | | | | | | 16 | 84 |
| Ulster | 2 | 14 | 3 | 16 | 0 | 4 | 1 | 4 | 0 | 10 | 2 | 10 | 2 | 19 | 5 | 21 | | | | | | 11 | 51 |
| Willoughby | 0 | 12 | 4 | 12 | 0 | 4 | 0 | 4 | 1 | 13 | 5 | 14 | 0 | 7 | 2 | 7 | | | | | | 11 | 37 |
| Tristram | 1 | 19 | 8 | 20 | 0 | 4 | 0 | 4 | 0 | 5 | 1 | 5 | 0 | 12 | 4 | 12 | | | | | | 13 | 41 |
| Rostrevor | 0 | 9 | 0 | 9 | 0 | 8 | 3 | 8 | 0 | 8 | 2 | 8 | 0 | 9 | 2 | 9 | | | | | | 7 | 34 |
| Norton | 1 | 17 | 4 | 18 | 0 | 3 | 1 | 3 | 2 | 10 | 5 | 12 | 1 | 7 | 1 | 8 | | | | | | 11 | 41 |
| Bryce | 11 | 9 | 2 | 20 | 2 | 4 | 0 | 6 | 0 | 6 | 0 | 6 | 2 | 20 | 0 | 22 | | | | | | 2 | 54 |
| Ward | 0 | 6 | 1 | 6 | 0 | 7 | 0 | 7 | 0 | 3 | 0 | 3 | 0 | 12 | 1 | 12 | | | | | | 2 | 28 |
| Hill | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 4 | 1 | 4 | 1 | 3 | 1 | 4 | | | | | | 2 | 13 |
| Collingwood | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 3 | 1 | 4 | | | | | | 3 | 8 |
| Pembroke | 0 | 19 | 1 | 19 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 7 | 0 | 14 | 1 | 14 | | | | | | 2 | 41 |
| Thackeray | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | 0 | 3 |
| Tristram | 0 | 7 | 3 | 7 | 0 | 6 | 1 | 6 | 0 | 6 | 4 | 6 | 0 | 11 | 2 | 11 | | | | | | 10 | 30 |
| Cobham | 4 | 8 | 0 | 12 | 1 | 9 | 0 | 10 | 3 | 8 | 0 | 11 | 1 | 6 | 1 | 7 | | | | | | 1 | 40 |
| Anglesea | 27 | 15 | 0 | 42 | 13 | 32 | 4 | 45 | 2 | 14 | 2 | 16 | 5 | 11 | 2 | 16 | | | | | | 8 | 119 |
| Hillsborough | 0 | 10 | 0 | 10 | 0 | 3 | 0 | 3 | 0 | 5 | 2 | 5 | 0 | 7 | 7 | 7 | | | | | | 9 | 25 |
| Pathway | 2 | 12 | 0 | 14 | 2 | 6 | 0 | 8 | 0 | 10 | 0 | 10 | 2 | 14 | 0 | 16 | | | | | | 0 | 48 |
| Hamilton Parade | 2 | 36 | 0 | 38 | 0 | 2 | 0 | 2 | 0 | 16 | 1 | 16 | 0 | 31 | 2 | 31 | | | | | | 3 | 87 |
| TOTAL | 54 | 429 | 48 | 483 | 60 | 139 | 21 | 199 | 13 | 188 | 38 | 201 | 21 | 387 | 59 | 408 | 0 | 0 | 0 | 0 | 0 | 166 | 1291 |

* S = SCHOOL CYLIST
O = OTHER CYLIST
N = NO HELMETS

percentage cyclists without helmets CR 13%
percentage school cyclist entering CBD in morning 11%

percentage cyclists without helmets in total 13%
TOTAL PERCENTAGE SCHOOL CYCLISTS COMBINED COUNTS 31%

actual count

Date: 12 March 2008

SITE 1:

OHAUPO/COLLINS

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|------------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Collins Road | 6 | 2 | 8 | 4 | 5 | 9 | 2 |
| Ohaupo Road from South | 27 | 12 | 39 | 5 | 5 | 10 | 3 |
| Ohaupo Road from North | 10 | 6 | 16 | 7 | 14 | 21 | 10 |

SITE 2:

MAEROA/NORTON*

There were significant roadworks and the road was closed north of this intersection

| Approach (Leg) | AM | | | PM | | | no helmet |
|-----------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Norton (from railway) | 8 | 0 | 8 | 1 | 8 | 9 | 4 |
| Maeroa | 0 | 3 | 3 | 0 | 6 | 6 | 2 |
| Norton (City) | 4 | 1 | 5 | 0 | 6 | 6 | 3 |
| Kent | 1 | 0 | 1 | 0 | 3 | 3 | 2 |

SITE 3:

TE RAPA/VARDON

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Te Rapa North | 3 | 5 | 8 | 0 | 22 | 22 | 4 |
| Vardon East | 6 | 4 | 10 | 3 | 2 | 5 | 3 |
| Te Rapa South | 4 | 16 | 20 | 1 | 4 | 5 | 3 |
| Garnett Avenue | 11 | 1 | 12 | 1 | 5 | 6 | 1 |

SITE 4:

CLYDE/GALLOWAY

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove Road | 6 | 4 | 10 | 0 | 8 | 8 | 3 |
| Clyde Street East | 16 | 18 | 34 | 4 | 16 | 20 | 4 |
| Galloway Street | 18 | 8 | 26 | 2 | 5 | 7 | 5 |
| Clyde Street West | 12 | 11 | 23 | 3 | 17 | 20 | 6 |

SITE 5:

TE AROHA/PEACHGROVE

| Approach (Leg) | AM | | | PM | | | no helmet |
|--------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove (south) | 3 | 12 | 15 | 3 | 8 | 11 | 2 |
| Ruakura | 4 | 10 | 14 | 10 | 19 | 29 | 6 |
| Peachgrove (north) | 53 | 13 | 66 | 5 | 11 | 16 | 14 |
| Te Aroha | 3 | 16 | 19 | 0 | 8 | 8 | 1 |

SITE 6:

BANKWOOD/CLARKIN

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Clarkin (East) | 30 | 13 | 43 | 7 | 15 | 22 | 18 |
| Bankwood | 24 | 16 | 40 | 4 | 5 | 9 | 6 |
| Clarkin (West) | 20 | 4 | 24 | 9 | 8 | 17 | 3 |

SITE 7: ANN

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|------------|------------|------------|-----------|------------|------------|--------------|
| | School | Other | Total | school | Other | Total | |
| Ann (North) | 0 | 13 | 13 | 2 | 5 | 7 | 2 |
| Ann (South) | 0 | 2 | 2 | 1 | 22 | 23 | 2 |
| TOTAL | 269 | 190 | 459 | 72 | 227 | 299 | 109 |

school cyclists in suburbs in morning
cyclists observed not wearing helmets in Suburbs
TOTAL CYCLISTS

59%
14%
758

Date: 12 March 2008

SITE 1:
OHAUPO/COLLINS

| Approach (Leg) | AM 7:00-9:00 | | | PM 4:30-6:00 | | | no helmet |
|------------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Collins Road | 7 | 4 | 11 | 4 | 7 | 11 | 2 |
| Ohaupo Road from South | 31 | 23 | 54 | 6 | 8 | 14 | 4 |
| Ohaupo Road from North | 13 | 10 | 23 | 8 | 25 | 33 | 13 |

SITE 2:
MAEROA/NORTON* There were significant roadworks and the road was closed north of this intersection

| Approach (Leg) | AM | | | PM | | | no helmet |
|-----------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Norton (from railway) | 8 | 0 | 8 | 1 | 8 | 9 | 4 |
| Maeroa | 0 | 9 | 9 | 0 | 6 | 6 | 3 |
| Kent | 4 | 2 | 6 | 0 | 6 | 6 | 4 |
| Norton (City) | 1 | 0 | 1 | 0 | 3 | 3 | 2 |

SITE 3:
TE RAPA/VARDON

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Te Rapa North | 3 | 12 | 15 | 1 | 33 | 34 | 7 |
| Vardon East | 6 | 8 | 14 | 3 | 3 | 6 | 4 |
| Te Rapa South | 8 | 37 | 45 | 1 | 12 | 13 | 9 |
| Garnett Avenue | 12 | 8 | 20 | 2 | 7 | 9 | 2 |

SITE 4:
CLYDE/GALLOWAY

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove Road | 6 | 11 | 17 | 2 | 11 | 13 | 4 |
| Clyde Street East | 18 | 36 | 54 | 4 | 22 | 26 | 9 |
| Galloway Street | 19 | 8 | 27 | 3 | 7 | 10 | 5 |
| Clyde Street West | 14 | 17 | 31 | 3 | 25 | 28 | 10 |

SITE 5:
TE AROHA/PEACHGROVE

| Approach (Leg) | AM | | | PM | | | no helmet |
|--------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove (south) | 3 | 16 | 19 | 3 | 13 | 16 | 4 |
| Ruakura | 4 | 15 | 19 | 10 | 35 | 45 | 6 |
| Peachgrove (north) | 54 | 27 | 81 | 5 | 15 | 20 | 16 |
| Te Aroha | 4 | 26 | 30 | 5 | 8 | 13 | 7 |

SITE 6:
BANKWOOD/CLARKIN

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Clarkin (East) | 32 | 22 | 54 | 8 | 20 | 28 | 19 |
| Bankwood | 24 | 29 | 53 | 6 | 7 | 13 | 9 |
| Clarkin (West) | 22 | 11 | 33 | 11 | 11 | 22 | 7 |

SITE 7: ANN

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|------------|------------|------------|-----------|------------|------------|--------------|
| | School | Other | Total | school | Other | Total | |
| Ann (North) | 0 | 20 | 20 | 2 | 10 | 12 | 3 |
| Ann (South) | 0 | 3 | 3 | 1 | 30 | 31 | 3 |
| TOTAL | 293 | 354 | 647 | 89 | 332 | 421 | 156 |

school cyclists in suburbs in morning
cyclists observed not wearing helmets in Suburbs
TOTAL CYCLISTS

45%
15%
1068

altered results to reflect road closure

SITE 1:

Date: 12 March 2008

OHAUPO/COLLINS

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|------------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Collins Road | 6 | 2 | 8 | 4 | 5 | 9 | 2 |
| Ohaupo Road from South | 27 | 12 | 39 | 5 | 5 | 10 | 3 |
| Ohaupo Road from North | 10 | 6 | 16 | 7 | 14 | 21 | 10 |

SITE 2:

MAEROA/NORTON*

There were significant roadworks and the road was closed north of this intersection

| Approach (Leg) | AM | | | PM | | | no helmet |
|-----------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Norton (from railway) | 42 | 19 | 61 | 1 | 3 | 4 | 2 |
| Maeroa | 1 | 3 | 4 | 2 | 2 | 4 | 2 |
| Norton (City) | 3 | 5 | 8 | 3 | 17 | 20 | 2 |

* Because of the road closure north of Norton road, the 2007 count for this intersection has been substituted for this intersection so as not to skew the overall cycle use trend results.

SITE 3:

TE RAPA/VARDON

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Te Rapa North | 3 | 5 | 8 | 0 | 22 | 22 | 4 |
| Vardon East | 6 | 4 | 10 | 3 | 2 | 5 | 3 |
| Te Rapa South | 4 | 16 | 20 | 1 | 4 | 5 | 3 |
| Garnett Avenue | 11 | 1 | 12 | 1 | 5 | 6 | 1 |

SITE 4:

CLYDE/GALLOWAY

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove Road | 6 | 4 | 10 | 0 | 8 | 8 | 3 |
| Clyde Street East | 16 | 18 | 34 | 4 | 16 | 20 | 4 |
| Galloway Street | 18 | 8 | 26 | 2 | 5 | 7 | 5 |
| Clyde Street West | 12 | 11 | 23 | 3 | 17 | 20 | 6 |

SITE 5:

TE AROHA/PEACHGROVE

| Approach (Leg) | AM | | | PM | | | no helmet |
|--------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove (south) | 3 | 12 | 15 | 3 | 8 | 11 | 2 |
| Ruakura | 4 | 10 | 14 | 10 | 19 | 29 | 6 |
| Peachgrove (north) | 53 | 13 | 66 | 5 | 11 | 16 | 14 |
| Te Aroha | 3 | 16 | 19 | 0 | 8 | 8 | 1 |

SITE 6:

BANKWOOD/CLARKIN

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Clarkin (East) | 30 | 13 | 43 | 7 | 15 | 22 | 18 |
| Bankwood | 24 | 16 | 40 | 4 | 5 | 9 | 6 |
| Clarkin (West) | 20 | 4 | 24 | 9 | 8 | 17 | 3 |

SITE 7: ANN

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|------------|------------|------------|-----------|------------|------------|--------------|
| | School | Other | Total | school | Other | Total | |
| Ann (North) | 0 | 13 | 13 | 2 | 5 | 7 | 2 |
| Ann (South) | 0 | 2 | 2 | 1 | 22 | 23 | 2 |
| TOTAL | 302 | 213 | 515 | 77 | 226 | 303 | 104 |

school cyclists in suburbs in morning
cyclists observed not wearing helmets in Suburbs
TOTAL CYCLISTS

59%
13%
818

CENTRAL CITY BICYCLE CORDON COUNT FOOTPATH USE

Survey Date : 12 MAR 2008
 footpath cent

| STREET | Footpath | | | Road | | | Footpath | | | Road | | | %footpath | |
|-------------------|----------------|-----|-------|----------------|-----|-------|----------------|-----|-------|----------------|-----|-------|-----------|---------|
| | 7:00 - 9:00 am | | | 7:00 - 9:00 am | | | 4:30 - 6:00 pm | | | 4:30 - 6:00 pm | | | Students | adults |
| | S | O | TOTAL | S | O | TOTAL | S | O | TOTAL | S | O | TOTAL | | |
| Victoria Bridge | 1 | 10 | 11 | 24 | 89 | 113 | 2 | 15 | 17 | 6 | 90 | 96 | 9.09% | 12.25% |
| Claudlands Bridge | 2 | 29 | 31 | 14 | 66 | 80 | 1 | 21 | 22 | 0 | 63 | 63 | 17.65% | 27.93% |
| Whitiora Bridge | 1 | 30 | 31 | 0 | 0 | 0 | 1 | 42 | 43 | 0 | 0 | 0 | 100.00% | 100.00% |
| Victoria | 2 | 8 | 10 | 2 | 40 | 42 | 0 | 11 | 11 | 0 | 21 | 21 | 50.00% | 23.75% |
| Ulster | 0 | 1 | 1 | 2 | 17 | 19 | 2 | 10 | 12 | 0 | 19 | 19 | 50.00% | 23.40% |
| Willoughby | 0 | 4 | 4 | 0 | 12 | 12 | 1 | 11 | 12 | 0 | 9 | 9 | 100.00% | 41.67% |
| Tristram | 1 | 4 | 5 | 0 | 19 | 19 | 0 | 4 | 4 | 0 | 13 | 13 | 100.00% | 20.00% |
| Rostrevor | 0 | 7 | 7 | 0 | 10 | 10 | 0 | 7 | 7 | 0 | 10 | 10 | N/A | 41.18% |
| Norton | 0 | 2 | 2 | 1 | 18 | 19 | 0 | 4 | 4 | 3 | 13 | 16 | 0.00% | 16.22% |
| Bryce | 9 | 8 | 17 | 4 | 5 | 9 | 0 | 7 | 7 | 2 | 19 | 21 | 60.00% | 38.46% |
| Ward | 0 | 3 | 3 | 0 | 10 | 10 | 0 | 1 | 1 | 0 | 14 | 14 | N/A | 14.29% |
| Hill | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 2 | 3 | 0 | 5 | 5 | 100.00% | 16.67% |
| Collingwood | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 3 | 0 | 2 | 2 | 100.00% | 16.67% |
| Pembroke | 0 | 0 | 0 | 0 | 20 | 20 | 0 | 2 | 2 | 0 | 21 | 21 | N/A | 4.65% |
| Thackeray | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | N/A | 0.00% |
| Tristram | 0 | 2 | 2 | 0 | 11 | 11 | 0 | 7 | 7 | 0 | 10 | 10 | N/A | 30.00% |
| Cobham | 1 | 1 | 2 | 4 | 16 | 20 | 0 | 1 | 1 | 4 | 13 | 17 | 11.11% | 6.45% |
| Anglesea | 28 | 21 | 49 | 12 | 26 | 38 | 7 | 5 | 12 | 0 | 20 | 20 | 74.47% | 36.11% |
| Hillsborough | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 12 | 12 | N/A | 0.00% |
| Pathway | 4 | 18 | 22 | 0 | 0 | 0 | 2 | 24 | 26 | | | 0 | 100.00% | 100.00% |
| Hamilton Parade | 1 | 30 | 31 | 1 | 8 | 9 | 0 | 47 | 47 | 0 | 0 | 0 | 50.00% | 90.59% |
| TOTAL | 50 | 178 | 228 | 64 | 390 | 454 | 19 | 222 | 241 | 15 | 355 | 370 | 61.49% | 31.44% |

Average footpath use excluding cycle paths

56.03%

19.46%

Yellow indicates cycle path

SUBURBAN CYCLE COUNT FOOTPATH USE

12-Mar-08

| SITE 1: OHAUPO/COLLINS | footpath | | Carriageway | | % footpath | |
|--|----------|-------|-------------|-------|------------|---------|
| | School | Other | School | Other | school | adult |
| 2008 | 60 | 16 | 8 | 62 | 88.24% | 20.51% |
| SITE 2: MAEROA/NORTON | footpath | | Carriageway | | % footpath | |
| | School | Other | School | Other | school | adult |
| 2008 | 6 | 13 | 8 | 21 | 42.86% | 38.24% |
| SITE 3: TE RAPA/VARDON | footpath | | Carriageway | | % footpath | |
| | School | Other | School | Other | school | adult |
| 2008 | 29 | 35 | 7 | 85 | 80.56% | 29.17% |
| SITE 4: CLYDE/GALLOWAY | footpath | | Carriageway | | % footpath | |
| | School | Other | School | Other | school | adult |
| 2008 | 33 | 23 | 36 | 114 | 47.83% | 16.79% |
| SITE 5: TE AROHA/PEACHGROVE | footpath | | Carriageway | | % footpath | |
| | School | Other | School | Other | school | adult |
| 2008 | 53 | 33 | 30 | 127 | 63.86% | 20.63% |
| SITE 6: BANKWOOD/CLARKIN | footpath | | Carriageway | | % footpath | |
| | School | Other | School | Other | school | adult |
| 2008 | 68 | 21 | 37 | 77 | 64.76% | 21.43% |
| SITE 7: ANN | footpath | | Carriageway | | % footpath | |
| | School | Other | School | Other | school | adult |
| 2008 | 3 | 63 | 0 | 0 | 100.00% | 100.00% |

Average footpath use excluding Cycle paths

64.68% 24.46%

Yellow indicates Cycle Path

AM 7:45-8:45

SITE 1:

| OHAUPO/COLLINS | School | Other | Total |
|-----------------------|--------|-------|-------|
| 2003 | 35 | 17 | 52 |
| 2004 | 34 | 16 | 50 |
| 2005 | 70 | 24 | 94 |
| 2006 | 53 | 15 | 68 |
| 2007 | 38 | 21 | 59 |
| 2008 | 43 | 20 | 63 |

SITE 2:

| MAEROA/NORTON | School | Other | Total |
|----------------------|--------|-------|-------|
| 2003 | 79 | 22 | 101 |
| 2004 | 35 | 17 | 52 |
| 2005 | 91 | 30 | 121 |
| 2006 | 72 | 17 | 89 |
| 2007 | 46 | 27 | 73 |
| 2008 | 46 | 27 | 73 |

SITE 3:

| TE RAPA/VARDON | School | Other | Total |
|-----------------------|--------|-------|-------|
| 2003 | 20 | 23 | 43 |
| 2004 | 20 | 19 | 39 |
| 2005 | 16 | 17 | 33 |
| 2006 | 9 | 37 | 46 |
| 2007 | 20 | 24 | 44 |
| 2008 | 24 | 26 | 50 |

SITE 4:

| CLYDE/GALLOWAY | School | Other | Total |
|-----------------------|--------|-------|-------|
| 2003 | 41 | 52 | 93 |
| 2004 | 36 | 49 | 85 |
| 2005 | 56 | 45 | 101 |
| 2006 | 34 | 43 | 77 |
| 2007 | 55 | 42 | 97 |
| 2008 | 52 | 41 | 93 |

SITE 5:

| TE AROHA/PEACHGROVE | School | Other | Total |
|----------------------------|--------|-------|-------|
| 2003 | 63 | 59 | 122 |
| 2004 | 81 | 46 | 127 |
| 2005 | 80 | 80 | 160 |
| 2006 | 69 | 53 | 122 |
| 2007 | 67 | 29 | 96 |
| 2008 | 63 | 51 | 114 |

SITE 6:

| BANKWOOD/CLARKIN | School | Other | Total |
|-------------------------|--------|-------|-------|
| 2003 | 125 | 15 | 140 |
| 2004 | 81 | 18 | 99 |
| 2005 | 123 | 32 | 155 |
| 2006 | 123 | 14 | 137 |
| 2007 | 71 | 22 | 93 |
| 2008 | 74 | 33 | 107 |

SITE 7:

| ANN | School | Other | Total |
|------------|--------|-------|-------|
| 2005 | 8 | 7 | 15 |
| 2006 | 1 | 16 | 17 |
| 2007 | 0 | 11 | 11 |
| 2008 | 0 | 13 | 13 |

Design Services

To: Roger Ward — Transportation Unit Manager

From: Tracy Trigg — Design Services

Date: 2 April 2006

Subject: ANNUAL CYCLE SURVEY COUNT — 2007 File: 265/15

The annual cycle cordon count was undertaken on Wednesday 21 March 2007. Copies of the collated counts and updated trend graph are attached. We now have 27 years of data for the central city cyclists and 12 years of data from the six suburban intersections.

The count points of this year were all same as those of the last two years.

Conclusions are:

- Cyclists without Helmets
 - 12% of cyclists were observed to be not wearing helmets in the CBD cordon (compared to 12% in 2006 and 13% in 2005).
 - 12% of cyclists were observed to not be wearing helmets in the Suburban intersections (compared to 9% in 2006 and 2005).
 - 12% of cyclists overall were not wearing helmets (compared to 11% in 2006 and 2005).
- Cordon count
 - 21% of the cyclists entering the CBD were school children (compared to 15% in 2006 and 27% in 2005).
 - School cyclist constituted only 47% of the total cyclist numbers counted entering the CBD and suburban intersections in the morning compared to 50% in 2006 and 53% in 2005
 - There was a continued decrease in the total number of cyclists entering the CBD in the morning this year, which has reached the lowest record in past 27 years at 286.

- Suburban area

- The number of suburban cyclists was down to 744, compared to 851 in 2006 and 1102 in 2005,
-
- It appears that the encouraging cycle volumes recorded in 2005 were an anomaly. The long-term downward trend has repeated in 2007.

Attachment: Trends in cycle use

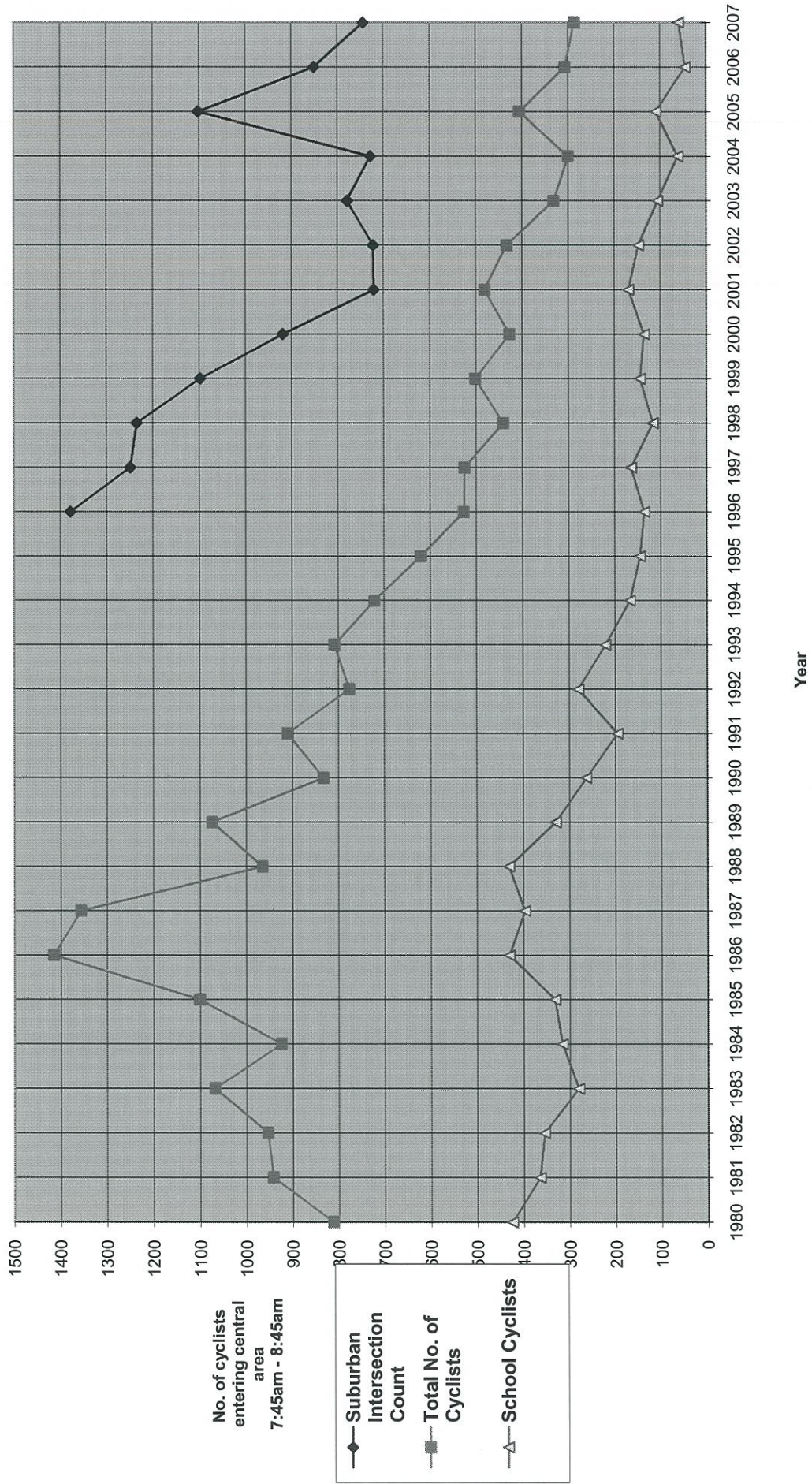
Tracy Trigg
Engineer
URBAN DESIGN

Trends in Cycle usage

No. of cyclists entering central area 7:45-8:45am
Cordon Count

| Year | Suburban intersection count | Total No. of cyclists | School Cyclists |
|------|-----------------------------------|-----------------------------|--------------------|
| 1980 | | 812 | 425 |
| 1981 | | 942 | 365 |
| 1982 | | 954 | 355 |
| 1983 | | 1068 | 281 |
| 1984 | | 924 | 316 |
| 1985 | | 1101 | 332 |
| 1986 | | 1415 | 430 |
| 1987 | | 1356 | 397 |
| 1988 | | 965 | 431 |
| 1989 | | 1074 | 330 |
| 1990 | | 832 | 263 |
| 1991 | | 910 | 195 |
| 1992 | | 776 | 280 |
| 1993 | | 808 | 221 |
| 1994 | | 721 | 167 |
| 1995 | | 620 | 145 |
| 1996 | 1378 | 527 | 135 |
| 1997 | 1249 | 525 | 164 |
| 1998 | 1235 | 441 | 116 |
| 1999 | 1098 | 501 | 144 |
| 2000 | 919 | 427 | 135 |
| 2001 | 721 | 481 | 169 |
| 2002 | 722 | 433 | 147 |
| 2003 | 779 | 331 | 105 |
| 2004 | 728 | 300 | 61 |
| 2005 | 1102 | 405 | 109 |
| 2006 | 851 | 307 | 45 |
| 2007 | 744 | 286 | 59 |

TRENDS IN CYCLE USE



SITE 1:

Date:

Mar-07

OHAUPO/COLLINS

only went to 5:15pm

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|------------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Collins Road | 5 | 2 | 7 | 7 | 0 | 7 | 4 |
| Ohaupo Road from South | 21 | 16 | 37 | 1 | 1 | 2 | 5 |
| Ohaupo Road from North | 12 | 3 | 15 | 10 | 11 | 21 | 7 |

SITE 2:

MAEROA/NORTON

only went to 5:15pm

| Approach (Leg) | AM | | | PM | | | no helmet |
|-----------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Norton (from railway) | 42 | 19 | 61 | 0 | 3 | 3 | 2 |
| Maeroa | 1 | 3 | 4 | 2 | 2 | 4 | 2 |
| Norton (City) | 3 | 5 | 8 | 3 | 17 | 20 | 2 |

SITE 3:

TE RAPA/VARDON

only went to 5:15pm

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Te Rapa North | 1 | 6 | 7 | 1 | 16 | 17 | 4 |
| Vardon East | 3 | 2 | 5 | 0 | 2 | 2 | 2 |
| Te Rapa South | 4 | 10 | 14 | 3 | 1 | 4 | 2 |
| Garnett Avenue | 12 | 6 | 18 | 3 | 2 | 5 | 7 |

SITE 4:

CLYDE/GALLOWAY

only went to 5:15pm

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove Road | 10 | 5 | 15 | 3 | 4 | 7 | 1 |
| Clyde Street East | 13 | 19 | 32 | 5 | 13 | 18 | 12 |
| Galloway Street | 11 | 12 | 23 | 1 | 4 | 5 | 4 |
| Clyde Street West | 21 | 6 | 27 | 4 | 15 | 19 | 6 |

SITE 5:

TE AROHA/PEACHGROVE

only went to 5:15pm

| Approach (Leg) | AM | | | PM | | | no helmet |
|--------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove (south) | 4 | 7 | 11 | 14 | 6 | 20 | 7 |
| Ruakura | 2 | 7 | 9 | 4 | 13 | 17 | 3 |
| Peachgrove (north) | 57 | 5 | 62 | 3 | 5 | 8 | 10 |
| Te Aroha | 4 | 10 | 14 | 3 | 7 | 10 | 2 |

SITE 6:

BANKWOOD/CLARKIN

went to 5:30pm

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Clarkin (East) | 20 | 7 | 27 | 6 | 10 | 16 | 0 |
| Bankwood | 30 | 13 | 43 | 9 | 5 | 14 | 0 |
| Clarkin (West) | 21 | 2 | 23 | 9 | 17 | 26 | 0 |

SITE 7: ANN

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|------------|------------|------------|-----------|------------|------------|--------------|
| | School | Other | Total | school | Other | Total | |
| Ann (North) | 0 | 10 | 10 | 0 | 8 | 8 | 2 |
| Ann (South) | 0 | 1 | 1 | 0 | 18 | 18 | 2 |
| TOTAL | 297 | 176 | 473 | 91 | 180 | 271 | 86 |

school cyclists in suburbs in morning
cyclists observed not wearing helmets in Suburbs
TOTAL CYCLISTS

63%
12%
744

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : Wednesday 21 MAR 200

| STREET | IN 7:45 - 8:45 am | | | OUT 7:45 - 8:45 am | | | IN 4:30 - 5:15 pm | | | OUT 4:30 - 5:15 pm | | | IN 5:15 - 5:30 pm | | | OUT 5:15 - 5:30 pm | | | NO HELMETS | | SUM TOTAL | | | | | |
|-------------------|-------------------|------------|-----------|--------------------|-----------|-----------|-------------------|------------|-----------|--------------------|-----------|-----------|-------------------|------------|-----------|--------------------|----------|-----------|------------|-----------|-----------|-----------|----------|-----------|------------|------------|
| | S | O | N | S | O | N | S | O | N | S | O | N | S | O | N | S | O | N | S | O | | N | TOTAL | | | |
| | TOTAL | | | TOTAL | | | TOTAL | | | TOTAL | | | TOTAL | | | TOTAL | | | TOTAL | | | | | | | |
| Victoria Bridge | 2 | 46 | 5 | 32 | 13 | 1 | 46 | 2 | 9 | 1 | 11 | 0 | 40 | 6 | 46 | 0 | 3 | 1 | 4 | 0 | 21 | 4 | 25 | 18 | 180 | |
| Claudlands Bridge | 3 | 41 | 2 | 44 | 8 | 1 | 21 | 1 | 8 | 1 | 9 | 2 | 38 | 8 | 48 | 0 | 2 | 0 | 2 | 0 | 9 | 1 | 10 | 13 | 134 | |
| Whitiora Bridge | 0 | 19 | 0 | 19 | 0 | 1 | 1 | 0 | 7 | 2 | 7 | 0 | 15 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 46 | |
| Victoria | 4 | 13 | 1 | 17 | 3 | 0 | 3 | 1 | 2 | 2 | 3 | 2 | 13 | 3 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 41 | |
| Ulster | 7 | 6 | 6 | 13 | 1 | 3 | 4 | 1 | 4 | 2 | 5 | 0 | 9 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 35 | |
| Willoughby | 0 | 12 | 1 | 12 | 0 | 4 | 1 | 0 | 4 | 2 | 4 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 5 | 30 | |
| Tristram | 1 | 12 | 3 | 13 | 1 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 25 | |
| Rostrevor | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 2 | 0 | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 2 | 12 | |
| Norton | 8 | 18 | 1 | 26 | 1 | 10 | 11 | 0 | 2 | 0 | 2 | 1 | 10 | 3 | 14 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 5 | 55 | |
| Bryce | 0 | 2 | 0 | 2 | 0 | 6 | 2 | 1 | 7 | 2 | 8 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 5 | 23 | |
| Ward | 0 | 7 | 0 | 7 | 0 | 3 | 3 | 0 | 3 | 1 | 3 | 0 | 4 | 3 | 7 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 4 | 23 | |
| Hill | 1 | 3 | 1 | 4 | 0 | 1 | 2 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | |
| Collingwood | 0 | 5 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | |
| Pembroke | 0 | 4 | 0 | 4 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | |
| Thackeray | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 13 | |
| Tristram | 1 | 3 | 0 | 4 | 0 | 3 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | |
| Cobham | 1 | 6 | 0 | 7 | 0 | 1 | 1 | 0 | 4 | 1 | 4 | 1 | 6 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 23 | |
| Anglesea | 28 | 0 | 0 | 28 | 6 | 2 | 1 | 9 | 2 | 10 | 2 | 12 | 4 | 6 | 10 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 3 | 64 | |
| Hillsborough | 3 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | |
| Pathway | 0 | 3 | 1 | 3 | 0 | 1 | 1 | 0 | 3 | 1 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 6 | 1 | 7 | 3 | 19 | |
| Hamilton Parade | 0 | 20 | 1 | 20 | 0 | 2 | 2 | 2 | 3 | 2 | 5 | 4 | 13 | 2 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 46 | |
| TOTAL | 59 | 227 | 22 | 286 | 56 | 73 | 8 | 137 | 11 | 74 | 21 | 85 | 15 | 191 | 38 | 244 | 0 | 15 | 3 | 18 | 0 | 56 | 8 | 64 | 100 | 834 |

* S = SCHOOL CYLIST
O = OTHER CYLIST
N = NO HELMETS

percentage cyclists without helmets CR 12%
percentage school cyclist entering CBD in morning 21%

percentage cyclists without helmets in total 12%
TOTAL PERCENTAGE SCHOOL CYCLISTS COMBINED COUNTS 46%

Design Services

To: Roger Ward — Roads & Traffic Unit Manager

From: David Sun — Design Services

Date: 19 April 2006

Subject: ANNUAL CYCLE SURVEY COUNT — 2006 File: 265/15

The annual cycle cordon count was undertaken on Wednesday 15 March 2006. Copies of the collated counts and updated trend graph are attached. We now have 26 years of data for the central city cyclists and 11 years of data from the six suburban intersections.

The count points of this year were all same as those of last year.

Conclusions are:

- Cyclists without Helmets
 - 12% of cyclists were observed to be not wearing helmets in the CBD cordon (compared to 13% in 2005 and 10.1% in 2004).
 - 9% of cyclists were observed to not be wearing helmets in the Suburban intersections (compared to 9% in 2005 and 10.9% in 2004).
 - 11% of cyclists overall were not wearing helmets (compared to 11% in 2005 and 10.5% in 2004).
- Cordon count
 - 14.7% of the cyclists entering the CBD were school children (compared to 27% in 2005 and 25.5% in 2004).
 - There was a significant decrease in number of school cyclists entering the CBD in the morning this year, which has decreased 59% (45 compared to 109 in 2005), and decreased 26% compared to 61 in 2004. It also has reached the lowest record in past 26 years. It was only 10% of the peak count in 1988.
 - Compared with the large decrease of school cyclists, there was a relatively stable fluctuation in the number of other cyclists, which has decreased 11% (262 compared to 296 in 2005), but increased 9.6% compared to 239 in 2004.

- Due to the large decrease of school cyclists, the total number of cyclists entering the CBD in the morning has decreased 24% (307 compared to 405 in 2005), which has reached the second lowest record in 26 years data (the lowest record was 300 in 2004). It is now only 21.7% of the peak count in 1986.
- Suburban area
 - The upward trend in 2005 has reversed again this year.
 - The number of suburban cyclists was 851, which was a marked decrease (23%) compared to 1102 in 2005, but increased 16.9% compared to 728 in 2004, and little increase (5%) compared to the previous 5 years average of 808.
- Overall
 - School cyclists constitute 49% of the total cyclists numbers counted entering the CBD and suburban Intersections in the morning (Compared to 53% in 2005 and 33% in 2004).
 - It need be noticed that both school cyclists and other types of cyclists declined in both CBD and suburban area this year, which was completely different from the situation that school cyclists declined in certain areas but other cyclists increased in suburban areas in some past years.
 - It appears that the encouraging cycle volumes recorded in 2005 were an anomaly. The long-term downward trend has repeated in 2006.

Attachment: Trends in cycle use

David Sun

URBAN DESIGN

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : 15 MAR. 2006

| STREET | IN 7:45 - 8:45 am | | | OUT 7:45 - 8:45 am | | | IN 4:30 - 5:15 pm | | | OUT 4:30 - 5:15 pm | | | IN 5:15 - 5:30 pm | | | OUT 5:15 - 5:30 pm | | | NO HELMETS | SUM TOTAL | | | | |
|-------------------|-------------------|------------|-----------|--------------------|------------|-----------|-------------------|-----------|-----------|--------------------|-----------|-----------|-------------------|-----------|------------|--------------------|-----------|----------|------------|-----------|-----------|----------|-----------|------------|
| | S | O | N | S | O | N | S | O | N | S | O | N | S | O | N | S | O | N | | | | | | |
| | TOTAL | | | TOTAL | | | TOTAL | | | TOTAL | | | TOTAL | | | | | | | | | | | |
| Victoria Bridge | 0 | 67 | 4 | 56 | 17 | 9 | 73 | 4 | 19 | 5 | 23 | 4 | 43 | 6 | 47 | 1 | 7 | 2 | 8 | 1 | 10 | 1 | 11 | 229 |
| Claudlands Bridge | 0 | 43 | 4 | 17 | 8 | 3 | 25 | 0 | 8 | 5 | 8 | 2 | 29 | 4 | 31 | 0 | 5 | 1 | 5 | 0 | 15 | 4 | 15 | 127 |
| Whitiora Bridge | 2 | 26 | 1 | 28 | 1 | 7 | 8 | 0 | 1 | 1 | 1 | 0 | 10 | 2 | 10 | 0 | 3 | 0 | 3 | 0 | 9 | 1 | 9 | 59 |
| Victoria | 0 | 37 | 1 | 37 | 0 | 3 | 3 | 0 | 4 | 0 | 4 | 1 | 16 | 0 | 17 | 0 | 2 | 0 | 2 | 0 | 8 | 0 | 8 | 71 |
| Ulster | 8 | 7 | 1 | 15 | 0 | 6 | 6 | 0 | 4 | 0 | 4 | 1 | 7 | 0 | 8 | 0 | 2 | 1 | 2 | 0 | 7 | 0 | 7 | 42 |
| Willoughby | 0 | 9 | 3 | 9 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 9 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 22 |
| Tristram | 1 | 7 | 2 | 8 | 0 | 4 | 4 | 0 | 3 | 0 | 3 | 0 | 12 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 32 |
| Rostrevor | 2 | 2 | 1 | 4 | 2 | 3 | 5 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Norton | 2 | 3 | 1 | 5 | 0 | 2 | 2 | 0 | 6 | 5 | 6 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 17 |
| Bryce | 2 | 6 | 2 | 8 | 0 | 2 | 2 | 0 | 4 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| Ward | 0 | 7 | 0 | 7 | 0 | 3 | 3 | 0 | 5 | 0 | 5 | 1 | 4 | 2 | 5 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 25 |
| Hill | 6 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Collingwood | 4 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 |
| Pembroke | 0 | 18 | 0 | 18 | 0 | 2 | 2 | 1 | 4 | 0 | 5 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 35 |
| Thackeray | 0 | 5 | 0 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Tristram | 0 | 2 | 0 | 2 | 0 | 6 | 6 | 3 | 5 | 1 | 8 | 4 | 9 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 32 |
| Cobham | 4 | 0 | 0 | 4 | 32 | 3 | 35 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Anglesea | 10 | 9 | 1 | 19 | 10 | 1 | 11 | 0 | 3 | 0 | 3 | 0 | 13 | 1 | 13 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 49 |
| Hillsborough | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 13 |
| Pathway | 4 | 6 | 1 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| Hamilton Parade | 0 | 8 | 0 | 8 | 0 | 20 | 20 | 0 | 8 | 1 | 8 | 0 | 1 | 1 | 1 | 0 | 7 | 1 | 7 | 0 | 2 | 0 | 2 | 46 |
| TOTAL | 45 | 262 | 23 | 307 | 119 | 90 | 209 | 10 | 77 | 20 | 87 | 21 | 184 | 31 | 205 | 1 | 32 | 5 | 33 | 2 | 71 | 7 | 73 | 914 |

* S = SCHOOL CYLIST
O = OTHER CYLIST
N = NO HELMETS

percentage cyclists without helmets CR
percentage school cyclist entering CBD in morning

12%
15%

percentage cyclists without helmets in total
TOTAL PERCENTAGE SCHOOL CYCLISTS COMBINED COUNTS

11%
49%

Date: 15/03/06

SITE 1:

OHAUPO/COLLINS

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | | | no helmet |
|------------------------|--------------|-------|-------|--------------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Collins Road | 6 | 1 | 7 | 3 | 6 | 9 | 2 |
| Ohaupo Road from South | 42 | 9 | 51 | 2 | 4 | 6 | 6 |
| Ohaupo Road from North | 5 | 5 | 10 | 1 | 15 | 16 | 3 |

SITE 2:

MAEROA/NORTON

| Approach (Leg) | AM | | | PM | | | no helmet |
|-----------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Norton (from railway) | 59 | 11 | 70 | 1 | 2 | 3 | 7 |
| Maeroa | 6 | 3 | 9 | 4 | 2 | 6 | 2 |
| Norton (City) | 7 | 3 | 10 | 1 | 19 | 20 | 9 |

SITE 3:

TE RAPA/VARDON

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Te Rapa North | 1 | 5 | 6 | 0 | 27 | 27 | 6 |
| Vardon East | 2 | 7 | 9 | 4 | 4 | 8 | 3 |
| Te Rapa South | 0 | 14 | 14 | 0 | 4 | 4 | 2 |
| Garnett Avenue | 6 | 11 | 17 | 0 | 4 | 4 | 3 |

SITE 4:

CLYDE/GALLOWAY

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove Road | 5 | 9 | 14 | 4 | 9 | 13 | 3 |
| Clyde Street East | 10 | 13 | 23 | 4 | 11 | 15 | 3 |
| Galloway Street | 9 | 10 | 19 | 1 | 2 | 3 | 2 |
| Clyde Street West | 10 | 11 | 21 | 2 | 19 | 21 | 4 |

SITE 5:

TE AROHA/PEACHGROVE

| Approach (Leg) | AM | | | PM | | | no helmet |
|--------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Peachgrove (south) | 1 | 12 | 13 | 7 | 8 | 15 | 1 |
| Ruakura | 8 | 9 | 17 | 0 | 17 | 17 | 3 |
| Peachgrove (north) | 58 | 14 | 72 | 3 | 13 | 16 | 10 |
| Te Aroha | 2 | 18 | 20 | 1 | 6 | 7 | 2 |

SITE 6:

BANKWOOD/CLARKIN

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|--------|-------|-------|--------|-------|-------|--------------|
| | School | Other | Total | school | Other | Total | |
| Clarkin (East) | 51 | 4 | 55 | 17 | 14 | 31 | 2 |
| Bankwood | 41 | 7 | 48 | 18 | 5 | 23 | 1 |
| Clarkin (West) | 31 | 3 | 34 | 9 | 7 | 16 | 2 |

SITE 7: ANN

| Approach (Leg) | AM | | | PM | | | no helmet |
|-------------------|------------|------------|------------|-----------|------------|------------|--------------|
| | School | Other | Total | school | Other | Total | |
| Ann (North) | 1 | 13 | 14 | 0 | 4 | 4 | 0 |
| Ann (South) | 0 | 3 | 3 | 0 | 11 | 11 | 2 |
| TOTAL | 361 | 195 | 556 | 82 | 213 | 295 | 78 |

school cyclists in suburbs in morning
cyclists observed not wearing helmets in Suburbs
TOTAL CYCLISTS

65%
9%
851

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : .MARCH 2006

| IN 7.45 - 8.45 a.m. | | | | OUT 4.30 - 5.15 p.m. | OUT 5.15 - 5.30 p.m. |
|-------------------------------|---------------------------|--------------------------|--------------|-----------------------------------|-----------------------------------|
| STREET | SCHOOL CYCLIST | OTHER CYCLIST | TOTAL | TOTAL | TOTAL |
| Victoria Bridge | 0 | 67 | 67 | 47 | 11 |
| Claudlands Bridge | 0 | 43 | 43 | 31 | 15 |
| Whitiora Bridge | 2 | 26 | 28 | 10 | 9 |
| Victoria | 0 | 37 | 37 | 17 | 8 |
| Ulster | 8 | 7 | 15 | 8 | 7 |
| Willoughby | 0 | 9 | 9 | 9 | 1 |
| Tristram | 1 | 7 | 8 | 12 | 5 |
| Rostrevor | 2 | 2 | 4 | 2 | 0 |
| Norton | 2 | 3 | 5 | 3 | 0 |
| Bryce | 2 | 6 | 8 | 0 | 0 |
| Ward | 0 | 7 | 7 | 5 | 4 |
| Hill | 6 | 0 | 6 | 2 | 0 |
| Collingwood | 4 | 0 | 4 | 3 | 1 |
| Pembroke | 0 | 18 | 18 | 7 | 3 |
| Thackeray | 0 | 5 | 5 | 2 | 0 |
| Tristram | 0 | 2 | 2 | 13 | 3 |
| Cobham | 4 | 0 | 4 | 10 | 0 |
| Anglesea | 10 | 9 | 19 | 13 | 1 |
| Hillsborough | 0 | 0 | 0 | 10 | 3 |
| Pathway | 4 | 6 | 10 | 0 | 0 |
| Hamilton Parade | 0 | 8 | 8 | 1 | 2 |
| TOTAL | 45 | 262 | 307 | 205 | 73 |

Memo

To: Nick Evetts — Policy & Programming Engineer — Roads & Traffic Unit

From: Tracy Trigg — Design Services

Subject: ANNUAL CYCLE SURVEY COUNT - 2005

Date: 11 April 2005 File: 265/15

The annual cycle cordon count was undertaken on Tuesday 05 April 2005. Copies of the collated counts and updated trend graph are attached. We now have 25 years of data for the central city cyclists and ten years of data from the six suburban intersections.

This year we have added Ann St to our list of Suburban counts. The trend graph does not include the new counts on Ann Street.

Conclusions are:

- 13% of cyclists were observed to be not wearing helmets in the CBD cordon (compared to 10.1% in 2004)
- 9% of cyclists were observed to not be wearing helmets in the Suburban intersections (compared to 10.9% in 2004)
- 11% of cyclists overall were not wearing helmets (compared to 10.5% in 2004)
- 27% of the cyclists entering the CBD were school children (compared to 25.5% in 2004)
- School cyclists constitute over half of the total cyclists numbers counted entering the CBD and suburban Intersections in the morning. (Compared to 1/3 in 2004)
- There has been a marked increase (44%) in the number of suburban cyclists (1062 compared to the previous 4 year average of 735) and the number of cyclists entering the CBD (30%) at 392 compared to 300 last year.

I have attached an appendix of other interesting observations for your information

Tracy Trigg

ENGINEER — STREETS & TRAFFIC

Appendix

In previous years the volumes of school cyclist reported, are only those entering the CBD cordon in the morning.

This year I have chosen to also report the total number of Cyclists entering and exiting the CBD in the morning in an effort to more accurately reflect the percentage of school cyclists who are travelling out of the CBD in the morning and the routes they are travelling.

If we look at the out going traffic in the CBD cordon in the morning, 90% of the school cyclists appear to be travelling from the west to the east side of the river with 57 school cyclists on Victoria Street Bridge and 36 cyclists on Claudeland Bridge, this accounts for 85% the school cyclists entering the CBD.

An astute counter at Maeroa Norton noted that approximately a third of the cyclist who past through Norton road then turned up Kent St and that this may be functioning as a cycle route to either Frankton or a bypass to the CBD. This may also be related to the road works associated with the Mill Street Deviation.

Many Counters commented that cyclists were choosing to walk through intersections using pedestrian facilities rather than negotiate the intersections in the main traffic flow. This was noted at the following intersections:

Whitiora bridge (12 of 32 cyclists used footpath)

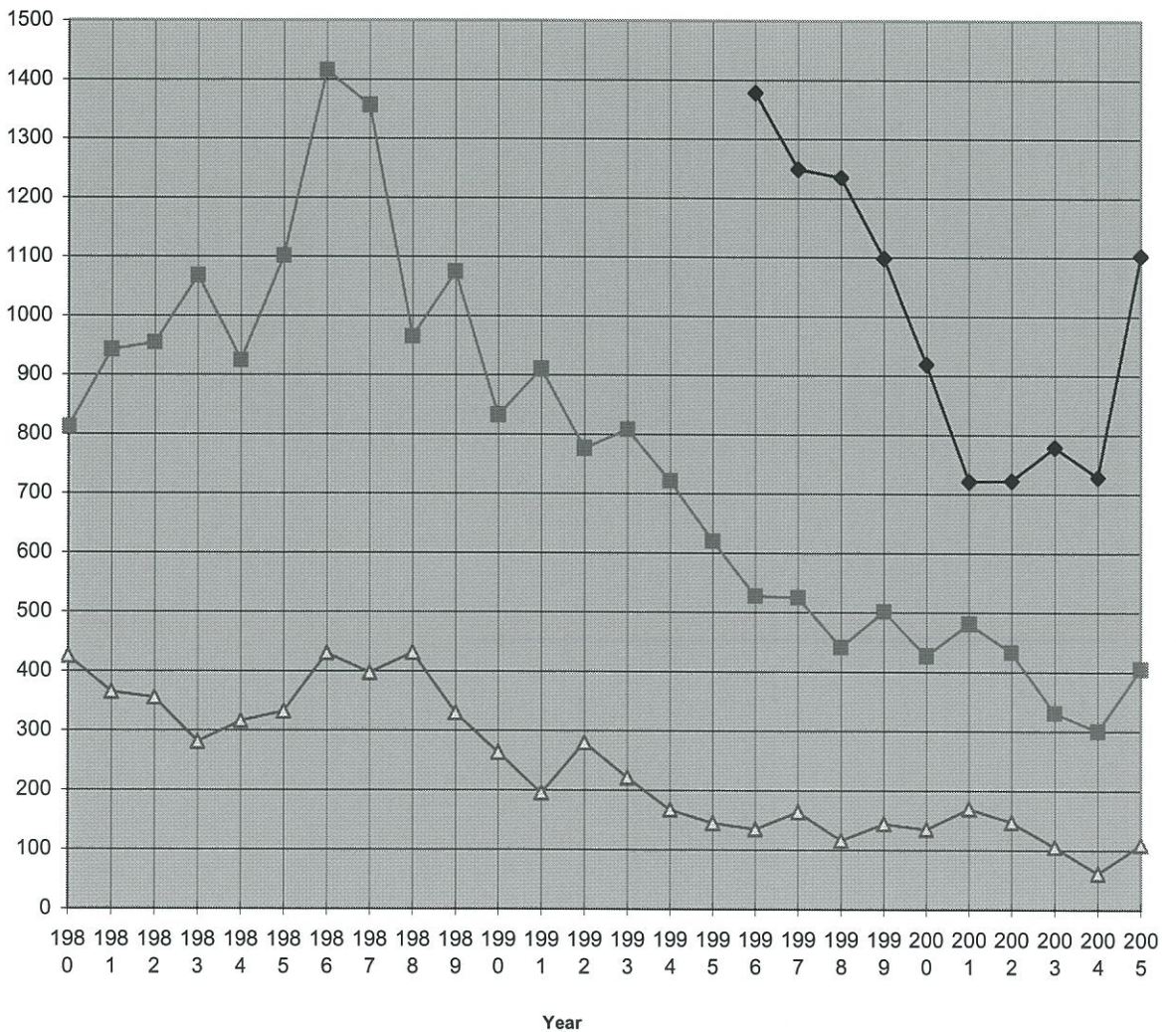
Anglesea/Cobham

Ohaupo /Collins Road

Victoria/Ulster

Perhaps we should be looking at treating Cyclists as pedestrian on busy school routes.

TRENDS IN CYCLE USE - CENTRAL AREA



CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : 05/04/2005

| IN 7.45 - 8.45 a.m. | | | | OUT 4.30 - 5.15 p.m. |
|-------------------------------|---------------------------|--------------------------|--------------|--------------------------------|
| STREET | SCHOOL CYCLIST | OTHER CYCLIST | TOTAL | TOTAL |
| Victoria Bridge | 1 | 41 | 42 | 30 |
| Claudlands Bridge | 4 | 68 | 72 | 33 |
| Whitiora Bridge | 4 | 30 | 34 | 26 |
| Victoria | 2 | 35 | 37 | 19 |
| Ulster | 7 | 10 | 17 | 13 |
| Willoughby | 0 | 11 | 11 | 8 |
| Tristram | 0 | 13 | 13 | 14 |
| Rostrevor | 1 | 4 | 5 | 4 |
| Norton | 13 | 12 | 25 | 11 |
| Bryce | 8 | 7 | 15 | 5 |
| Ward | 5 | 6 | 11 | 12 |
| Hill | 5 | 1 | 6 | 4 |
| Collingwood | 1 | 7 | 8 | 7 |
| Pembroke | 2 | 14 | 16 | 3 |
| Thackeray | 0 | 3 | 3 | 2 |
| Tristram | 1 | 3 | 4 | 6 |
| Cobham | 4 | 5 | 9 | 8 |
| Anglesea | 43 | 9 | 52 | 14 |
| Hillsborough | 2 | 1 | 3 | 2 |
| Pathway | 2 | 1 | 3 | 2 |
| Hamilton Parade | 4 | 15 | 19 | 15 |
| TOTAL | 109 | 296 | 405 | 238 |

CYCLE SURVEY RESULTS SUBURB COUNT

SITE 1: OHAUPO/COLLINS

Date 05/04/05

| Approach (Leg) | AM 7:45-8:45 | | | PM 4:30-5:30 | |
|------------------------|--------------|-------|-------|--------------|-------|
| | School | Other | Total | Other | Total |
| Collins Road | 7 | 4 | 11 | 2 | 12 |
| Ohaupo Road from South | 55 | 17 | 72 | 3 | 18 |
| Ohaupo Road from North | 8 | 3 | 11 | 18 | 30 |

SITE 2: MAEROA/NORTON

| Approach (Leg) | AM | | | PM | |
|-----------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Norton (from railway) | 87 | 16 | 103 | 13 | 15 |
| Maeroa | 1 | 7 | 8 | 3 | 3 |
| Norton (City) | 3 | 7 | 10 | 49* | 51* |

SITE 3: TE RAPA/VARDON

| Approach (Leg) | AM | | | PM | |
|----------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Te Rapa North | 3 | 2 | 5 | 31 | 31 |
| Vardon East | 4 | 2 | 6 | 6 | 6 |
| Te Rapa South | 2 | 9 | 11 | 12 | 12 |
| Garnett Avenue | 7 | 4 | 11 | 6 | 8 |

SITE 4: CLYDE/GALLOWAY

| Approach (Leg) | AM | | | PM | |
|-------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Peachgrove Road | 5 | 10 | 15 | 10 | 21 |
| Clyde Street East | 12 | 13 | 25 | 20 | 29 |
| Galloway Street | 16 | 7 | 23 | 7 | 9 |
| Clyde Street West | 23 | 15 | 38 | 38 | 39 |

SITE 5: TE AROHA/PEACHGROVE

| Approach (Leg) | AM | | | PM | |
|----------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Peachgrove | 10 | 15 | 25 | 13 | 21 |
| Ruakura | 4 | 13 | 17 | 27 | 27 |
| Peachgrove | 61 | 29 | 90 | 10 | 14 |
| Te Aroha | 5 | 23 | 28 | 13 | 14 |

SITE 6: BANKWOOD/CLARKIN

| Approach (Leg) | AM | | | PM | |
|----------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Clarkin (East) | 57 | 12 | 69 | 13 | 18 |
| Bankwood | 40 | 14 | 54 | 1 | 6 |
| Clarkin (West) | 26 | 6 | 32 | 7 | 14 |

SITE 7: ANN

| Approach (Leg) | AM | | | PM | |
|----------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Ann (North) | 8 | 6 | 14 | 6 | 6 |
| Ann (South) | 0 | 1 | 1 | 16 | 19 |
| | | | TOTAL | TOTAL | |
| | | | 679 | 423 | |

* included 29 recreational cyclists travelling in an organised group

Memo

To: Nick Evetts - Policy & Programming Engineer - Roads & Traffic Unit

From: Sean McDonald - Design Services

Subject: ANNUAL CYCLE COUNTS — 2004

Date: 1st April 2004 File: 265/15

The annual cycle cordon count was undertaken in March 2004. Copies of the counts and the updated trend graph are attached. We now have 24 years of data for central city cyclists and 9 years of count data from the six suburban intersections.

Conclusions are:

- 10.1% of cyclists were observed to not be wearing helmets at the CBD cordon (compared to 14.4% in 2003).
- 10.9% of cyclists were observed to not be wearing helmets at the suburban intersections (compared to 7.6% in 2002).
- There was no significant change in the overall number of cyclists not wearing helmets, 10.5% in 2004 compared to 10.6% in 2003.
- There was a decrease in the percentage of school cyclists (25.5% in 2004 compared to 31.7% in 2003) entering the center city.
- School cyclists constitute about 1/3 of the overall number of cyclists.
- The upward trend in suburban cycling in 2003 has reversed in 2004.
- At Clyde/Galloway, Te Aroha/Peachgrove, Te Rapa/Vardon and Ohaupo/Collins intersections there is a small upward trend in cyclist numbers from 2003.
- At the Maeroa/Norton intersection the numbers of school cyclist the using the Norton(from railway) leg have dropped to 0 (compared to 71 in 2003), while the number of school cyclists using the Maeroa leg have increased to 32 (compared to 2 in 2003).
- At the Bankwod/Clarkin intersection school cyclists have decreased by about 1/3 on 2003 numbers.
- There was a decrease in the overall number of cyclists (300 in 2004 compared to 331 in 2003) entering the CBD.
- The number of cyclists entering the CBD is now only around 20% of the 1986 count.

- While there has been a steady downward trend in cycling numbers over the last 18 years, it can be seen that the number of cyclists entering the CBD is declining, while figures show cycling is declining in suburban areas, this is because school cyclist are declining in certain areas, but the other types of cyclist are actually on the increase in suburban areas
- It is also interesting to see school cyclists are still decreasing as in past years.

Sean McDonald

Design Officer - Streets & Traffic

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : .MARCH 2004

| IN 7.45 - 8.45 a.m. | | | | OUT 4.30 - 5.15 p.m. | OUT 5.15 - 5.30 p.m. |
|-------------------------------|---------------------------|--------------------------|--------------|-----------------------------------|-----------------------------------|
| STREET | SCHOOL CYCLIST | OTHER CYCLIST | TOTAL | TOTAL | TOTAL |
| Victoria Bridge | 2 | 46 | 48 | 31 | 7 |
| Claudlands Bridge | 3 | 48 | 51 | 51 | 18 |
| Whitiora Bridge | 0 | 30 | 30 | 25 | 9 |
| Victoria | 1 | 6 | 7 | 10 | 7 |
| Ulster | 0 | 8 | 8 | 3 | 2 |
| Willoughby | 0 | 5 | 5 | 6 | 4 |
| Tristram | 0 | 9 | 9 | 15 | 2 |
| Rostrevor | 0 | 4 | 4 | 3 | 3 |
| Norton | 17 | 15 | 32 | 8 | 4 |
| Bryce | 3 | 6 | 9 | 5 | 2 |
| Ward | 1 | 12 | 13 | 9 | 3 |
| Hill | 2 | 1 | 3 | 5 | 1 |
| Collingwood | 1 | 4 | 5 | 3 | 1 |
| Pembroke | 0 | 14 | 14 | 16 | 0 |
| Thackeray | 0 | 1 | 1 | 0 | 2 |
| Tristram | 0 | 7 | 7 | 14 | 3 |
| Cobham | 8 | 9 | 17 | 14 | 5 |
| Anglesea | 23 | 9 | 32 | 2 | 1 |
| Tisdall | 0 | 1 | 1 | 2 | 0 |
| Grantham | ONE WAY | ONE WAY | 0 | 0 | 0 |
| Hamilton Parade Cycleway | 0 | 4 | 0 | 6 | 1 |
| TOTAL | 61 | 239 | 300 | 228 | 75 |

CYCLE SURVEY RESULTS SUBURB COUNT

SITE 1: OHAUPO/COLLINS

Date MARCH 2004

| Approach (Leg) | AM | | | PM | |
|------------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Collins Road | 3 | 2 | 5 | 5 | 11 |
| Ohaupo Road from South | 31 | 12 | 43 | 4 | 4 |
| Ohaupo Road from North | 0 | 2 | 2 | 16 | 23 |

SITE 2: MAEROA/NORTON

| Approach (Leg) | AM | | | PM | |
|-----------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Norton (from railway) | 0 | 3 | 3 | 19 | 24 |
| Maeroa | 32 | 1 | 33 | 6 | 6 |
| Norton (City) | 3 | 13 | 16 | 1 | 2 |

SITE 3: TE RAPA/VARDON

| Approach (Leg) | AM | | | PM | |
|----------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Te Rapa North | 10 | 12 | 22 | 2 | 3 |
| Vardon East | 2 | 0 | 2 | 9 | 10 |
| Te Rapa South | 5 | 5 | 10 | 12 | 12 |
| Garnett Avenue | 3 | 2 | 5 | 5 | 6 |

SITE 4: CLYDE/GALLOWAY

| Approach (Leg) | AM | | | PM | |
|-------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Peachgrove Road | 3 | 11 | 14 | 12 | 15 |
| Clyde Street East | 8 | 20 | 28 | 34 | 36 |
| Galloway Street | 17 | 6 | 23 | 8 | 8 |
| Clyde Street West | 8 | 12 | 20 | 17 | 17 |

SITE 5: TE AROHA/PEACHGROVE

| Approach (Leg) | AM | | | PM | |
|------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Peachgrove South | 5 | 9 | 14 | 12 | 13 |
| Ruakura | 4 | 1 | 5 | 20 | 20 |
| Peachgrove North | 65 | 25 | 90 | 13 | 14 |
| Te Aroha | 7 | 11 | 18 | 10 | 12 |

SITE 6: BANKWOOD/CLARKIN

| Approach (Leg) | AM | | | PM | |
|----------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Clarkin (East) | 37 | 6 | 43 | 7 | 9 |
| Bankwood | 26 | 11 | 37 | 10 | 21 |
| Clarkin (West) | 18 | 1 | 19 | 4 | 10 |
| | TOTAL | | | TOTAL | 276 |
| | 452 | | | | |

Memo



Hamilton City Council

Te kaunihera o Kirikiriroa

To: Nick Evetts - Policy & Programming Engineer - Roads & Traffic Unit

From: Kylie Hook - Design Services

Subject: ANNUAL CYCLE COUNTS - 2003

Date: 4TH July 2003

File: 265/15

The annual cycle cordon count was undertaken in March 2003. Copies of the counts and the updated trend graph are attached. We now have 23 years of data for central city cyclists and 8 years of count data from the six suburban intersections.

Conclusions are:

- 14.4% of cyclists were observed to not be wearing helmets at the CBD cordon (compared to 8.3% in 2002).
- 7.6% of cyclists were observed to not be wearing helmets at the suburban intersections (compared to 6.1% in 2002).
- Over 10.6% of cyclists were observed to not be wearing helmets in 2003, which in comparison has increased from 7.2% in 2002.
- There was a slight decrease in the percentage of school cyclists (31.7%) compared to 2002 (34.0%).
- School cyclists constitute about 1/3 of the overall number of cyclists.
- An upward trend has started in suburban cycling.
- At Clyde/Galloway and Te Aroha/Peachgrove intersections the downward trend in cyclist numbers in 2002 has reversed, reaching 1999 figures.
- Increased cyclist numbers were found at Te Aroha/Peachgrove intersection.
- Cyclist numbers at Clyde/Galloway intersection have doubled on Peachgrove road and Clyde street east routes.
- There was a decrease in the overall number of cyclists (331) compared to 2002 (433) entering the CBD.
- The number of cyclists entering the CBD is now only around 30% of the 1986 count.
- While there has been a steady downward trend in cycling numbers over the last 17 years, it can be seen that the number of cyclists entering the CBD is declining, while more are cycling in suburban areas.

- It is also interesting to see school cyclists are still decreasing as in past years.

Kylie Hook

Engineering Assistant - Streets & Traffic

Copy to: Roger Boulter - Roads & Traffic Unit

Ref: P:S&T:23-5 Annual counts JC

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : .MARCH 2003

| IN 7.45 - 8.45 a.m. | | | | OUT 4.30 - 5.15 p.m. | OUT 5.15 - 5.30 p.m. |
|--------------------------------|---------------------------|--------------------------|--------------|-------------------------------------|-------------------------------------|
| STREET | SCHOOL CYCLIST | OTHER CYCLIST | TOTAL | TOTAL | TOTAL |
| Victoria Bridge | 2 | 58 | 60 | 36 | 16 |
| Claudlands Bridge | 6 | 40 | 46 | 31 | 6 |
| Whitiora Bridge | 1 | 25 | 26 | 33 | 7 |
| Victoria | 6 | 18 | 24 | 27 | 7 |
| Ulster | 4 | 7 | 11 | 4 | 2 |
| Willoughby | 0 | 6 | 6 | 8 | 2 |
| Tristram | 0 | 7 | 7 | 7 | 2 |
| Rostrevor | 0 | 8 | 8 | 4 | 4 |
| Norton | 18 | 9 | 27 | 7 | 2 |
| Bryce | 8 | 6 | 14 | 2 | 1 |
| Ward | 3 | 0 | 3 | 11 | 7 |
| Hill | 2 | 2 | 4 | 3 | 2 |
| Collingwood | 0 | 1 | 1 | 1 | 0 |
| Pembroke | 2 | 10 | 12 | 5 | 1 |
| Thackeray | 0 | 2 | 2 | 0 | 0 |
| Tristram | 0 | 5 | 5 | 3 | 0 |
| Cobham | 5 | 1 | 6 | 4 | 1 |
| Anglesea | 40 | 10 | 50 | 14 | 8 |
| Tisdall | 2 | 1 | 3 | 4 | 0 |
| Grantham | ONE WAY | ONE WAY | 0 | 4 | 3 |
| Hamilton Parade Cycleway | 6 | 10 | 16 | 6 | 2 |
| TOTAL | 105 | 226 | 331 | 214 | 73 |

CYCLE SURVEY RESULTS SUBURB COUNT

SITE 1: OHAUPO/COLLINS

Date MARCH 2003

| Approach (Leg) | AM | | | PM | |
|------------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Collins Road | 2 | 1 | 3 | 0 | 1 |
| Ohaupo Road from South | 30 | 13 | 43 | 4 | 10 |
| Ohaupo Road from North | 3 | 3 | 6 | 15 | 18 |

SITE 2: MAEROA/NORTON

| Approach (Leg) | AM | | | PM | |
|-----------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Norton (from railway) | 71 | 11 | 82 | 6 | 6 |
| Maeroa | 2 | 7 | 9 | 3 | 3 |
| Norton (City) | 6 | 4 | 10 | 21 | 23 |

SITE 3: TE RAPA/VARDON

| Approach (Leg) | AM | | | PM | |
|----------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Te Rapa North | 3 | 8 | 11 | 11 | 16 |
| Vardon East | 6 | 1 | 7 | 2 | 2 |
| Te Rapa South | 8 | 12 | 20 | 5 | 5 |
| Garnett Avenue | 3 | 2 | 5 | 4 | 6 |

SITE 4: CLYDE/GALLOWAY

| Approach (Leg) | AM | | | PM | |
|-------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Peachgrove Road | 6 | 20 | 26 | 3 | 5 |
| Clyde Street East | 14 | 17 | 31 | 18 | 23 |
| Galloway Street | 14 | 5 | 19 | 2 | 2 |
| Clyde Street West | 7 | 10 | 17 | 18 | 20 |

SITE 5: TE AROHA/PEACHGROVE

| Approach (Leg) | AM | | | PM | |
|------------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Peachgrove South | 53 | 20 | 73 | 9 | 11 |
| Ruakura | 1 | 5 | 6 | 18 | 18 |
| Peachgrove North | 5 | 11 | 16 | 5 | 10 |
| Te Aroha | 4 | 23 | 27 | 7 | 8 |

SITE 6: BANKWOOD/CLARKIN

| Approach (Leg) | AM | | | PM | |
|----------------|--------|-------|-------|-------|-------|
| | School | Other | Total | Other | Total |
| Clarkin (East) | 63 | 4 | 67 | 12 | 21 |
| Bankwood | 26 | 10 | 36 | 3 | 10 |
| Clarkin (West) | 36 | 1 | 37 | 5 | 7 |
| | | | TOTAL | TOTAL | |
| | | | 554 | 225 | |

Memo

To: Nick Evetts - Policy & Programming Engineer - Roads & Traffic Unit

From: Darren Bourne - Design Services

Subject: ANNUAL CYCLE COUNTS - 2002

Date: 23 May 2002

File: 265/15

The annual cycle cordon count was undertaken in March 2002. Copies of the counts and the updated trend graph are attached. We now have 22 years of data for central city cyclists and 7 years of count data from the six suburban intersections.

Conclusions are:

- 8.3% of cyclists were observed to not be wearing helmets at the CBD cordon (compared to 8.6% in 2001).
- 6.1% of cyclists were observed to not be wearing helmets at the suburban intersections (compared to 5.7% in 2001).
- Over, 7.2% of cyclists were observed to not be wearing helmets in 2002, which is the same as 2001.
- The number of cyclists observed not wearing helmets appears to be decreasing slowly with time.
- There was a slight decrease in the percentage of school cyclists (34.0%) compared to 2001 (35.1%).
- School cyclists constitute about 1/3 of the overall number of cyclists.
- There was a decrease in the overall number of cyclists (432) compared to 2001 (481) entering the CBD.
- The strong downward trend of the previous 3 years has been broken in suburban cycling.
- There is a downward trend in cyclist numbers at both the Clyde/Galloway and Te Aroha/Peachgrove intersections, sites where cycle lanes and advanced stop lines were installed over the period 1999-2000.
- Road works for the CBD University cycleway construction may have contributed to the decrease in cyclist numbers at the Clyde/Galloway intersection.
- It will not be evident until next year's count whether the newly marked cycle lanes have had an impact on cyclist numbers.

- The number of cyclists entering the CBD is now only around 30% of the 1986 count.
- While there has been a steady downward trend in overall cycling numbers, over the last 16 years it can be seen that the number of cyclists entering the CBD is beginning to flatten out.
- It is also interesting to see that the suburban intersection count has not decreased as in past years.

Darren Bourne

Design Officer - Streets & Traffic

Copy to: Roger Boulter - Roads & Traffic Unit

Ref: P:S&T:23-5 Annual counts JC

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date :

| IN 7.45 - 8.45 a.m. | | | | OUT 4.30 - 5.15 p.m. | OUT 4.30 - 5.15 p.m. |
|-------------------------------|-------------------|------------------|------------|----------------------------|----------------------------|
| STREET | SCHOOL CYCLIST | OTHER CYCLIST | TOTAL | TOTAL | TOTAL |
| Victoria Bridge | 10 | 58 | 68 | 53 | 23 |
| Claudlands Bridge | 0 | 42 | 42 | 37 | 15 |
| Whitiora Bridge | 47 | 2 | 49 | 33 | 10 |
| Victoria | 4 | 33 | 37 | 18 | 6 |
| Ulster | 9 | 17 | 26 | 15 | 4 |
| Willoughby | 6 | 12 | 18 | 9 | 2 |
| Tristram | 3 | 16 | 19 | 13 | 8 |
| Rostrevor | 0 | 11 | 11 | 5 | 1 |
| Norton | 30 | 19 | 49 | 19 | 3 |
| Bryce | 15 | 9 | 24 | 4 | 1 |
| Ward | 2 | 39 | 41 | 6 | 6 |
| Hill | 1 | 3 | 4 | 4 | 0 |
| Collingwood | 0 | 7 | 7 | 1 | 0 |
| Pembroke | 2 | 18 | 20 | 6 | 2 |
| Thackeray | 0 | 0 | 0 | 0 | 0 |
| Tristram | 1 | 8 | 9 | 3 | 5 |
| Cobham | 3 | 13 | 6 | 2 | 3 |
| Anglesea | 35 | 11 | 46 | 13 | 4 |
| Tisdall | 1 | 2 | 3 | 4 | 0 |
| Grantham | ONE WAY | ONE WAY | | 0 | 1 |
| Hamilton Parade * Cycleway | 0 | 2 | 2 | 2 | 0 |
| TOTAL | 169 | 312 | 481 | 247 | 94 |

* New site introduced March 2000

CENTRAL CITY BICYCLE CORDON COUNT

Survey Date : .MARCH 2002

| IN | | | | OUT | |
|-----------------------------|-------------------|------------------|------------|-------------------|-------------------|
| 7:45 - 8:45 am | | | | 4:30 - 5:15 pm | 5:15 - 5:30 pm |
| STREET | SCHOOL CYCLIST | OTHER CYCLIST | TOTAL | TOTAL | TOTAL |
| Victoria Bridge | 0 | 54 | 54 | 36 | 20 |
| Claudlands Bridge | 3 | 43 | 46 | 26 | 10 |
| Whitiora Bridge | 3 | 32 | 35 | 30 | 7 |
| Victoria | 19 | 13 | 32 | 14 | 3 |
| Ulster | 3 | 11 | 14 | 15 | 6 |
| Willoughby | 6 | 14 | 20 | 14 | 2 |
| Tristram | 2 | 6 | 8 | 14 | 2 |
| Rostrevor | 0 | 8 | 8 | 3 | 2 |
| Norton | 27 | 16 | 43 | 7 | 5 |
| Bryce | 11 | 21 | 32 | 16 | 19 |
| Ward | 3 | 16 | 19 | 10 | 1 |
| Hill | 4 | 1 | 5 | 4 | 2 |
| Collingwood | 1 | 5 | 6 | 1 | 3 |
| Pembroke | 2 | 18 | 20 | 3 | 3 |
| Thackeray | 0 | 0 | 0 | 0 | 0 |
| Tristram | 0 | 5 | 5 | 9 | 3 |
| Cobham | 14 | 3 | 17 | 4 | 1 |
| Anglesea | 46 | 12 | 58 | 7 | 3 |
| Tisdall | 2 | 4 | 6 | 1 | 0 |
| Grantham | ONE WAY | ONE WAY | | 2 | 0 |
| Hamilton Parade cycleway | 1 | 3 | 4 | 1 | 0 |
| TOTAL | 147 | 285 | 432 | 217 | 92 |