
SUBJECT: Counter data for Sydney Harbour Bridge cycleway 2002-10 (Draft)

AUTHOR: Chris Standen, Sustainable Transport, North Sydney Council

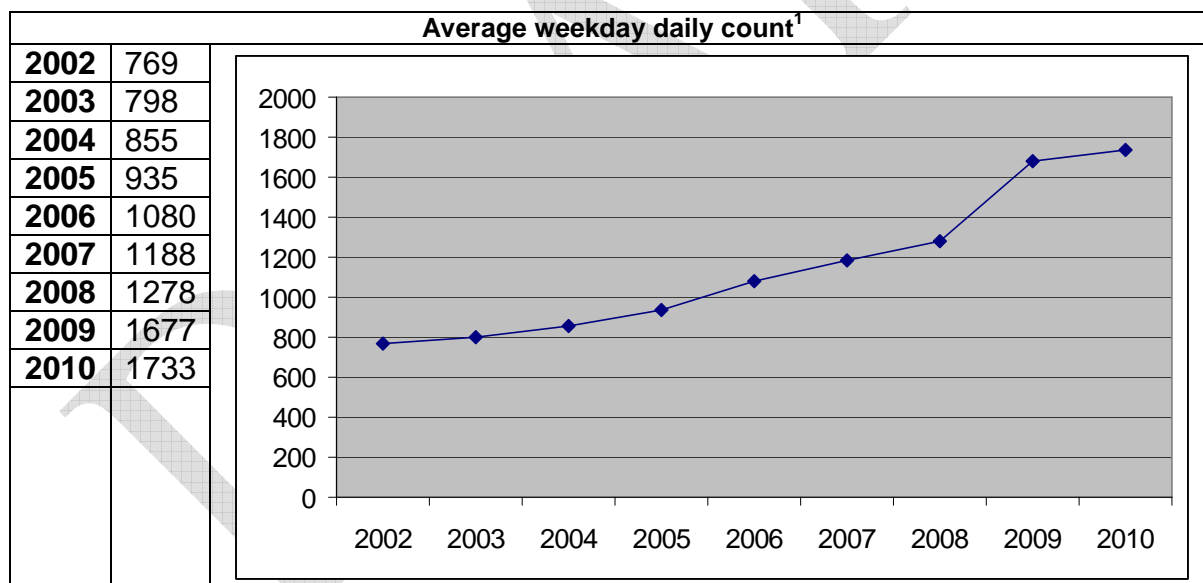
DETAIL

There is an electronic counter located at the southern end of the Harbour Bridge cycleway that detects bicycle movements in both directions. Like most traffic counters it is not 100% accurate (e.g. it may not pick up bicycles passing in opposite directions or overtaking at the sensor location). Between 7am and 9am on 13 October 2010 the electronic counter picked up 925 movements, while a manual count conducted by North Shore Bicycle Group picked up 1200 movements. If this manual count was accurate then this suggests that 30% could be added to the figures below. Whatever the error, it is likely to be consistent, allowing comparisons over time to be made with a good degree of confidence.

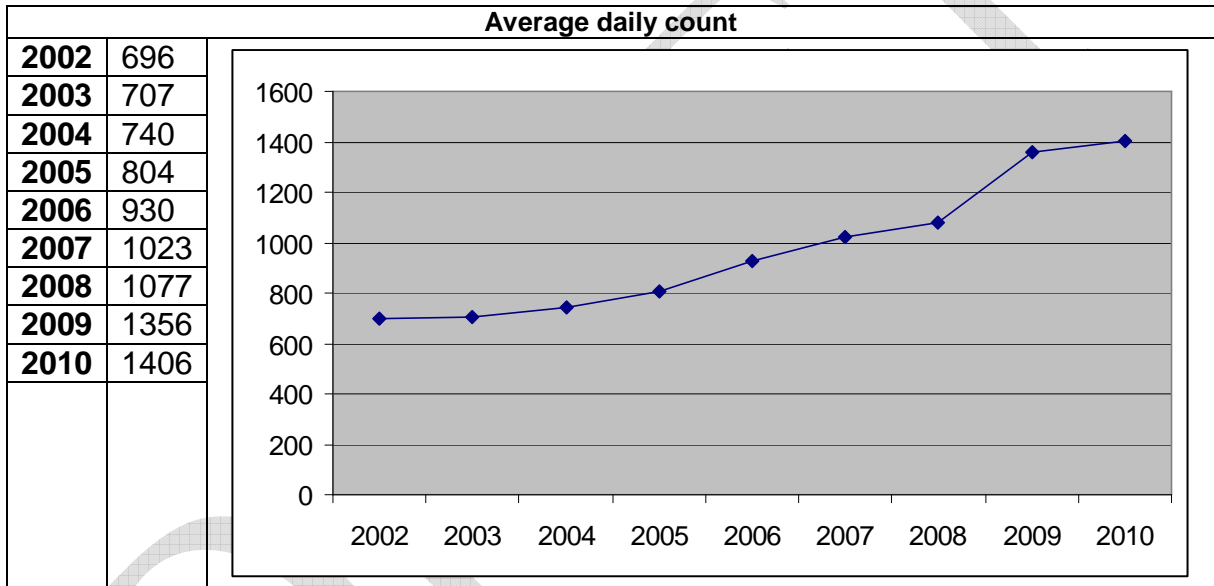
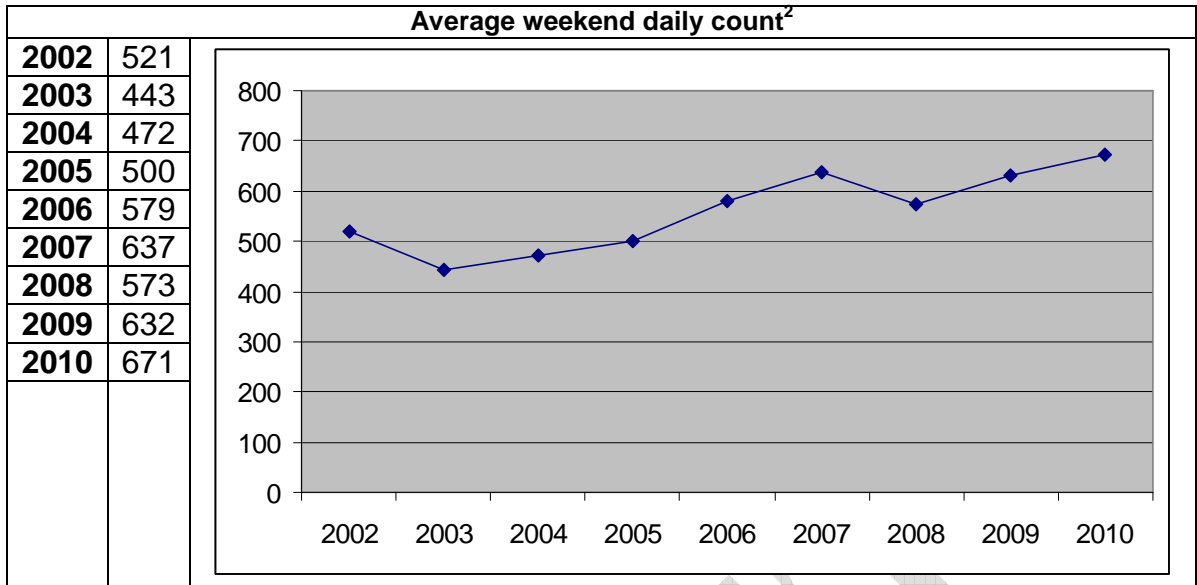
The following analysis is based on counter data received from the RTA in January 2011. The 2010 data covers January to November only.

Average and maximum daily traffic

From 2002 to 2009 there was an increase in average daily traffic of 95%. For weekday traffic the increase was 118%.

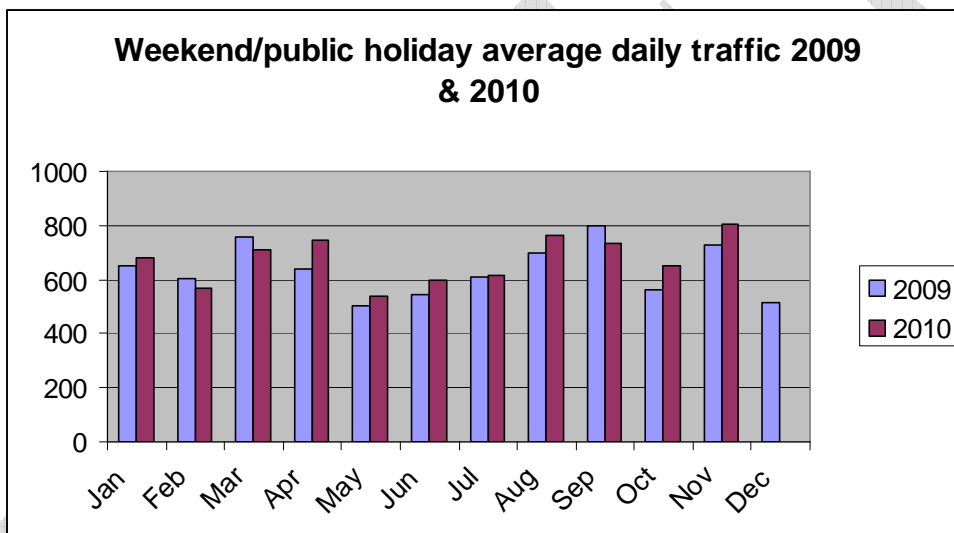
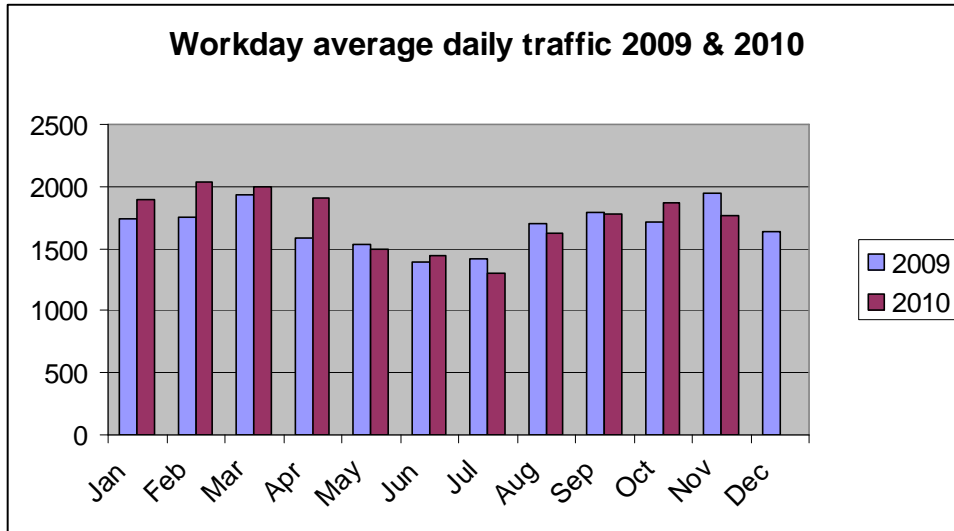


¹ 2009 and 2010 figures exclude public holidays.



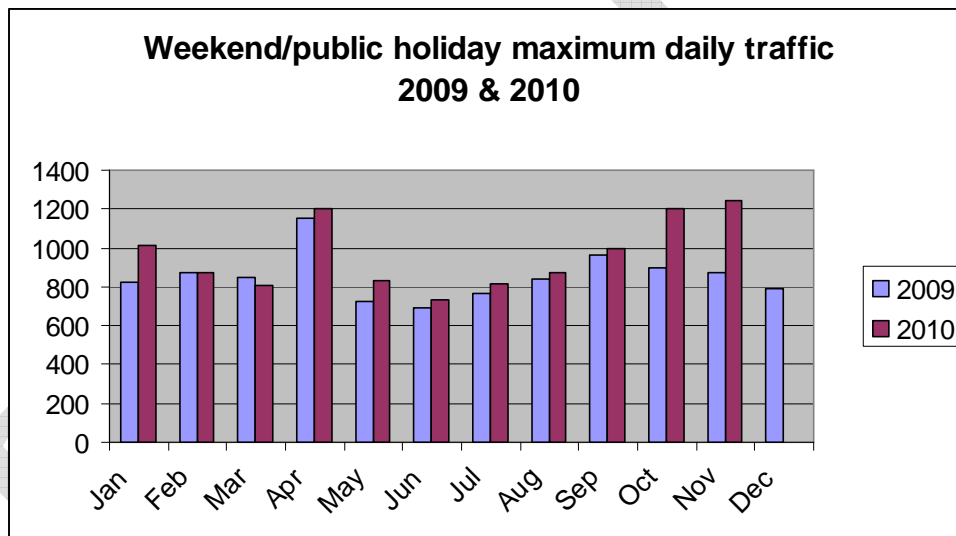
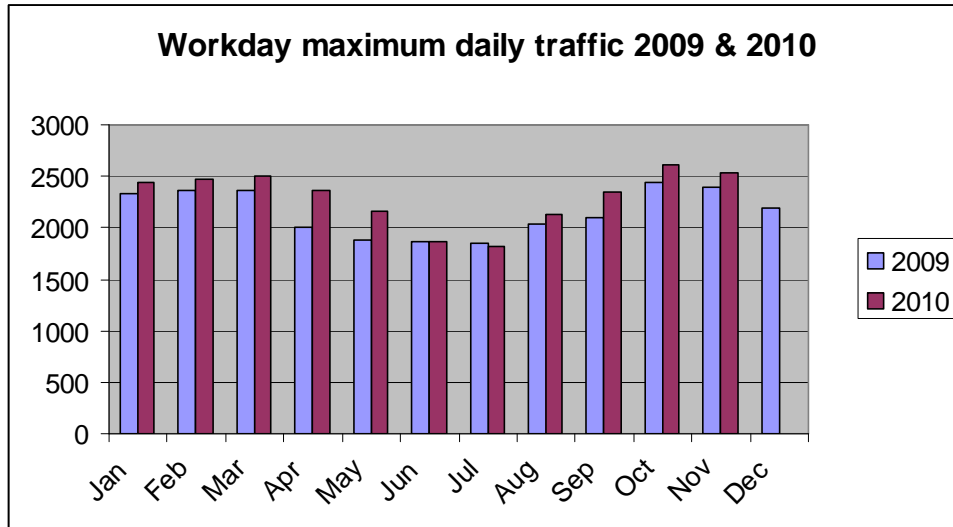
² 2009 and 2010 figures include public holidays.

As one would expect, traffic is lowest over winter. It also drops off during the December/January holiday season.

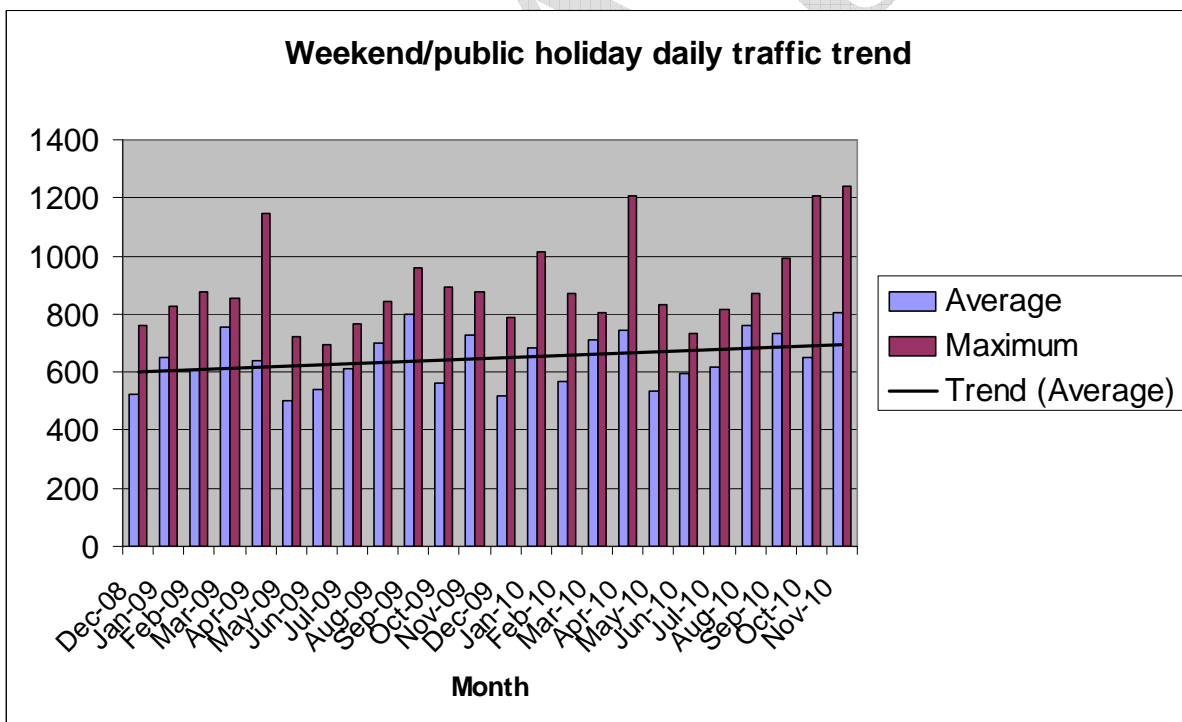
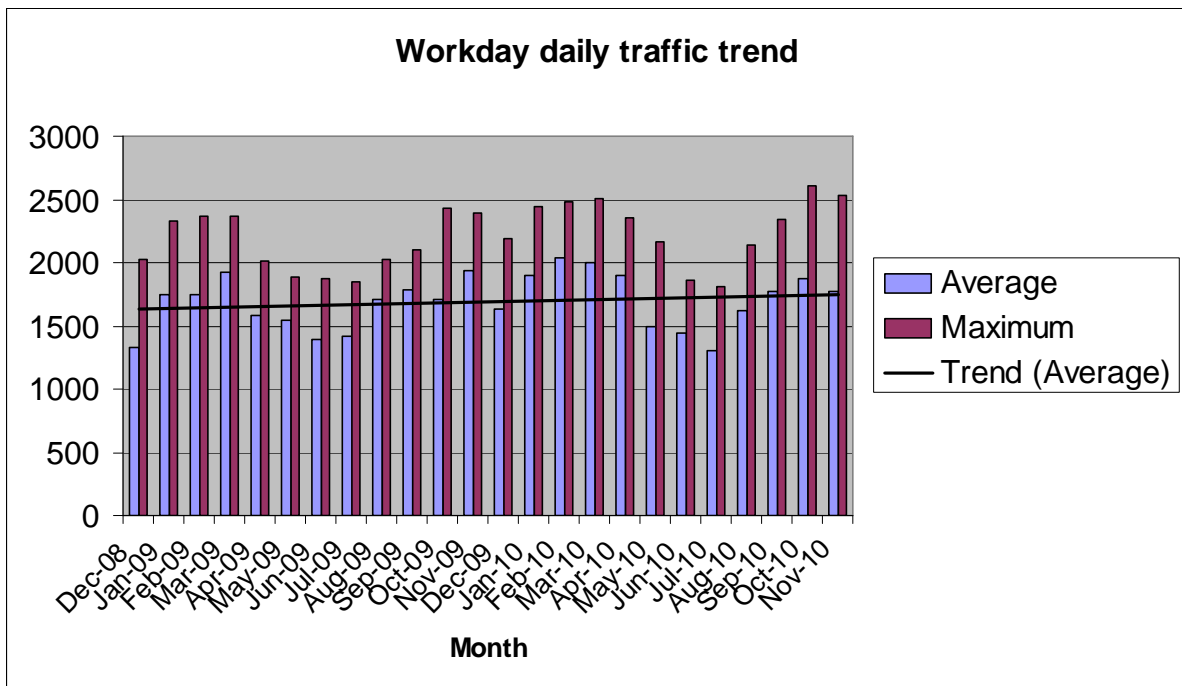


In 2009 the busiest workday was Ride to Work Day (14 October) with a count of 2436.

In 2010 the busiest workday was 26 October (2613). This was two weeks after Ride to Work Day (13 October), which had a count of 2425. (13 October started cloudy with the threat of rain.)



In 2010 the busiest day was 7 November with a count of 1241. This was a few weeks after the NSW Government Spring Cycle (17 October). (The Spring Cycle route uses traffic lane 8 instead of the cycleway.)



Peak hour traffic

The peak hour is taken to be the four consecutive 15 minute intervals with the highest traffic. On workdays the morning peak hour normally starts between 7:15 and 7:45. The afternoon peak hour generally has a lower count than the morning peak hour, suggesting that homeward journey times are more staggered.

