

D.W. LEES

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

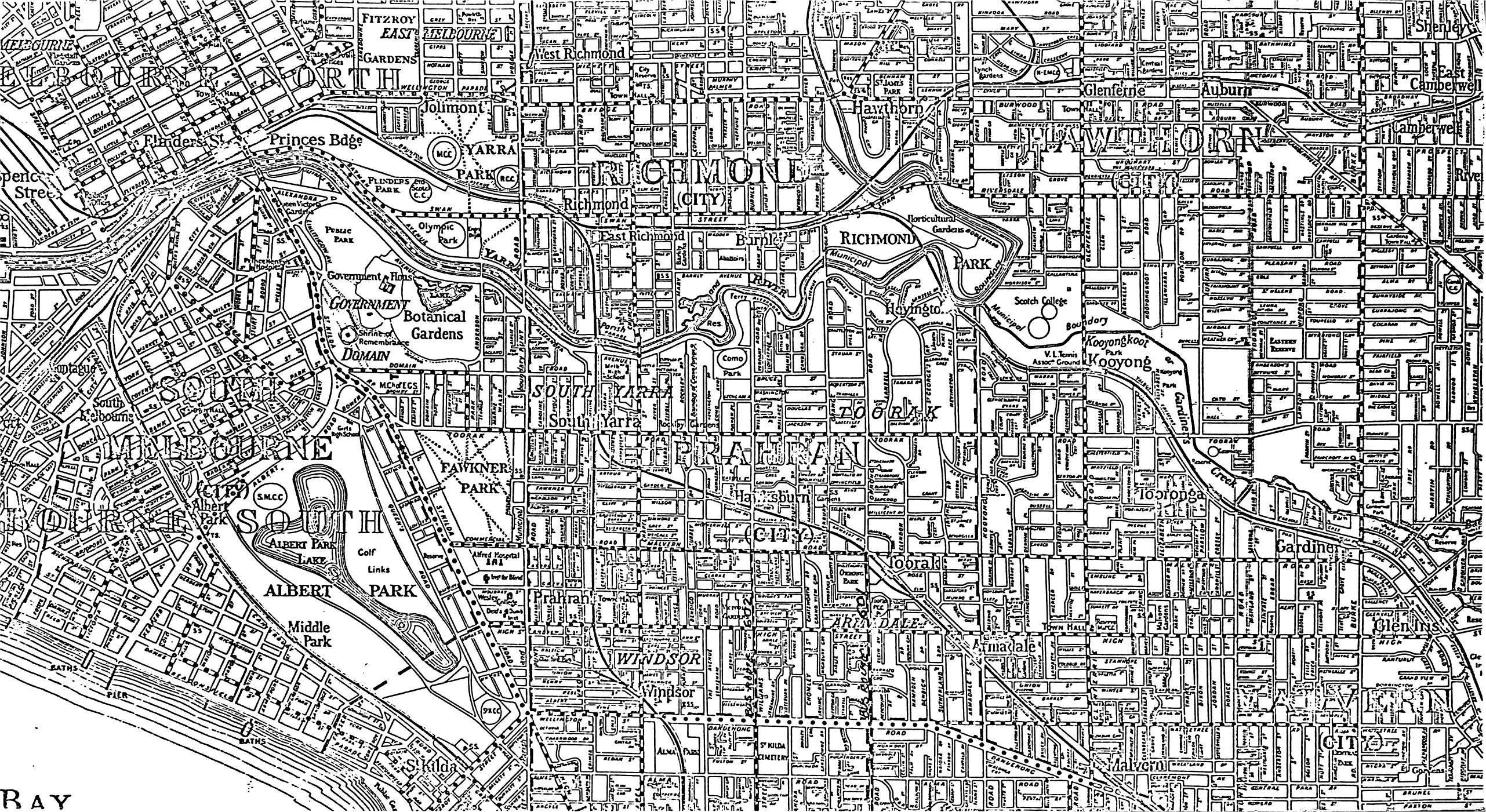
ENGINEERING DEPARTMENT

PLANNING BRANCH

ST. KILDA ROAD CORDON

A.M. PEAK INBOUND OCTOBER 1973

NOVEMBER 1973



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These cordon counts indicate that there has been a significant increase in both the inbound and outbound patronage since October 1972. The greatest increases were 22% for Fitzroy Street and 11% for High Street, Prahran; while inbound patronage across Princes Bridge increased by 5% and the outbound by 6%.

Results of the August 1973 survey along the Camberwell route between St.Kilda Road and Burke Road have been included as an Appendix. These indicate that the point of maximum loading is near Chapel Street and that the private buses pick-up and set down a substantial number of passengers along this tram route.

NOVEMBER 1973

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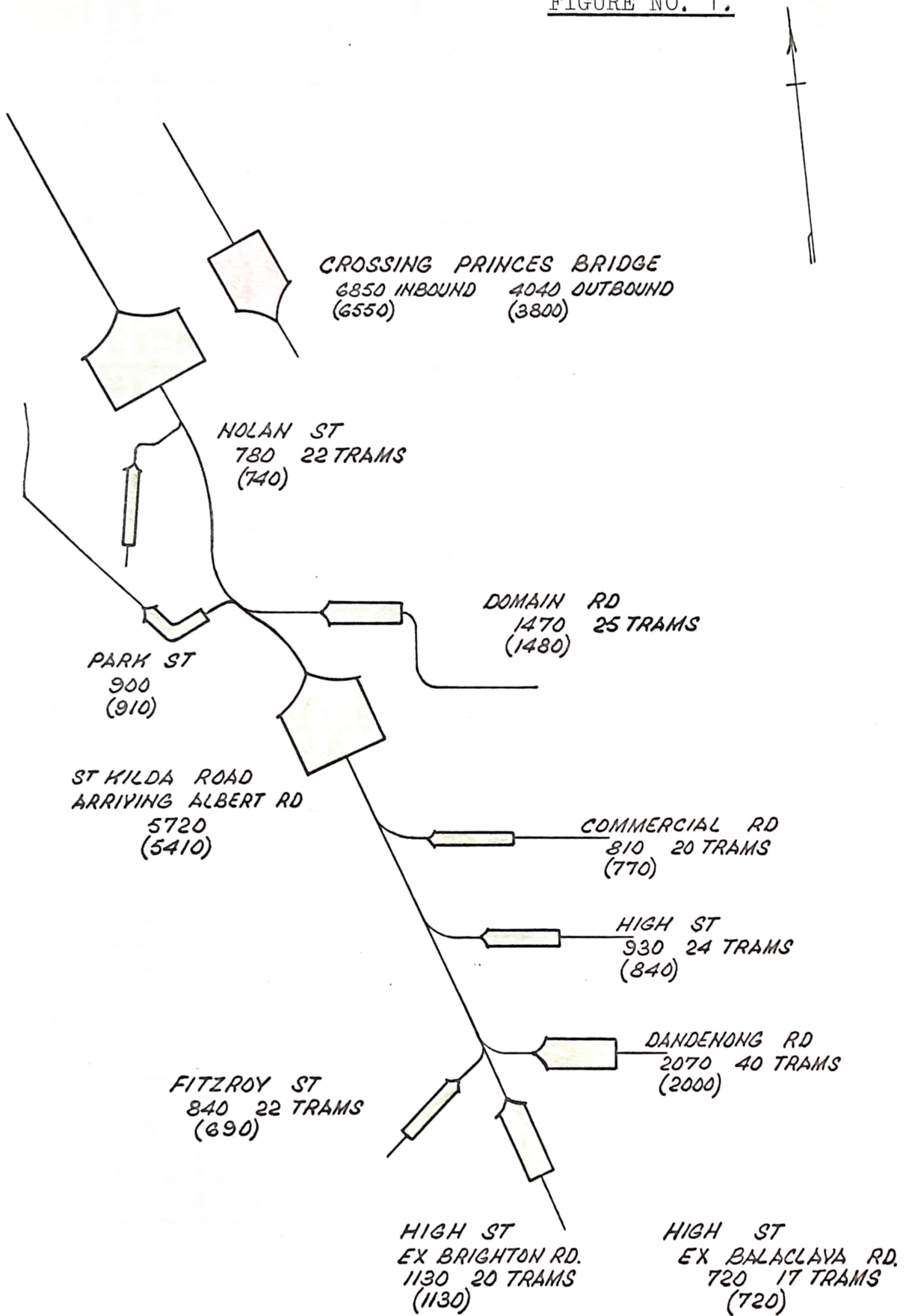
PLANNING BRANCH

ST.KILDA ROAD CORDON

A.M. PEAK INBOUND OCTOBER 1973

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 - (j) Graphs showing stop usage for a.m. peak Inbound Trams.
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Figures quote passengers crossing cordon points during a.m. peak from 7.30 a.m. - 9.30 a.m.

Figures for Oct. 1972 are shown in ().

ST. KILDA ROAD CORDON OCTOBER 1973
A.M. PEAK INBOUND TRAFFIC COUNTS

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

ST.KILDA ROAD CORDON - OCTOBER 1973

A.M. PEAK - INBOUND PASSENGER COUNTS

PERIOD 0730 - 0929 (2 HOURS)

Survey	St.Kilda Junction Ex Fitzroy Street	St.Kilda Junction Ex Brighton Road	St.Kilda Junction Ex Balaclava Road	St.Kilda Junction Ex Dandenong Road	St.Kilda Junction TOTALS	High St. Prahran Arr.Stop 24 (St. Kilda Road)	Commercial Rd. Arr. Stop 22 (St.Kilda Road)	St.Kilda Rd.Arr. Albert Road	Domain Rd. Arr. Stop 18 (St. Kilda Road)	Nolan St. Arr.Stop 12 (St. Kilda Road)	Park St. Dept. St.Kilda Road	Crossing Princes Bridge
Oct. 1971	870	1200	885	2325	5280	955	790	5710	1585	810	875	7090
Oct. 1972	690	1130	720	2000	4540	840	770	5410	1480	740	910	6550
Oct. 1973	840	1130	720	2070	4760	930	810	5720	1470	780	900	6850
Oct.1973 as % of Oct.1972	122%	100%	100%	104%	105%	111%	105%	106%	99%	105%	99%	105%