LEES

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

ENGINEERING DEPARTMENT

PLANNING BRANCH

CITY CORDON PASSENGER COUNTS

A.M. PEAK - FEBRUARY & MARCH, 1972

P.M. PEAK - MARCH 1972

SHOWING EFFECT OF CHANGE OF HOURS OF STATE PUBLIC SERVICE AND ALSO INTRODUCTION OF LATE NIGHT SHOPPING.

JUNE 1972.

(DEPARTMENTAL)

Melbourne and Metropolitan Tramways Board

1st June, 19 72.

TO. FROM. PLANNING ENGINEER

DEPUTY CHAIRMAN

CITY CORDON COUNTS

A.M. PEAK TRAFFIC COUNTS - FEBRUARY & MARCH, 1972.

P.M. PEAK TRAFFIC COUNTS - MARCH 1972.

City (Central Business District) Cordon Counts were carried out during the last week in February 1972 and then again during the first week in March 1972 of a.m. peak inbound tram and bus passengers and later in March 1972 of p.m. peak outbound tram and bus passengers.

One reason for these particular counts was to determine the effect on tram and bus loading of the alteration in the starting and finishing times for the State Public Services.

Teams of up to 22 people were employed and they were drawn chiefly from the Engineering and Traffic Department Clerical Staffs - most of whom had already taken part in similar counts. All points were counted at least twice.

Conditions are considered to have been normal for week days and comparable with previous counts. A one day strike was held on Friday 24th March, and Good Friday was on 31st March, however it is considered that neither had an appreciable affect on the passenger counts.

COMMENTS.

1. The starting and finishing times for a large section of the State Public Service was made ½ hour earlier on and after Monday 28th February, 1972 - starting at 08.15 hours and finishing at 16.36 hours.

   It is believed that a number of retail organizations also changed the starting and finishing times of their employees at the same time in an attempt to find a satisfactory 5 day week roster.

2. The a.m. peak cordon counts indicated two significant changes between the February and March counts namely -

   (i) a 25% increase between 0745 and 0800 hours,

   (ii) a 14% decrease between 0845 and 0900 hours (refer fig.No.1).

   This was consistent with the results of particular routes (refer figs. No. 5-14 and table Nos. 1, 2 & 3).

3. The a.m. peak ¼ hour periods which were from 0815 to 0845 hours were not significantly different.

4. Late night shopping was also introduced between the p.m. peak cordon counts for November 1971 and March 1972. The significant changes between these two counts appear to be -

   (i) a 15% increase between 1600 and 1615 hours,

   (ii) a 16% increase between 1645 and 1700 hours,

(iii) a 17% decrease between 1730 and 1745 hours,

(iv) a 33% increase between 1800 and 1815 hours (refer fig. No.2).

This was consistent with the results for particular routes. (refer fig. Nos. 15-23 and table Nos. 1, 4 & 5).

The increase from 1600 to 1615 hours was not anticipated, but is consistant over most routes.

5. The p.m. peak ¼ hour periods which were from 1700 to 1730 hours were not significantly different.

6. Passengers per tram or bus are increased in the earlier part of the peak at the expense of the latter part. This is consistent with the earlier comments. (refer fig. Nos. 5-24 and table Nos. 7, 8, 9 & 10).

7. The a.m. peak cordon counts for tram passengers indicated a 5% decrease since October 1971 (refer table No.2). The better routes being -

Queens Bridge *	5-11% increase
Lygon Street	3-4% increase
Royal Parade	1% increase
East Brunswick, Blyth Street	No Change

The poorer routes being -

North Melbourne	17-21% decrease
Collins Street	10-13% decrease
Flemington Road	8-9% decrease
East Preston	5-7% decrease

8. The p.m. peak cordon counts for tram passengers indicated a 3% increase since November 1971 (refer table No.4). The better routes being -

Lygon Street	29-32% increase
Royal Parade	15-16% increase
St.Kilda Road ø	5% increase
Chapel Street	5% increase

The poorer routes being -

Queens Bridge *	12% decrease
East Brunswick	9% decrease
Riversdale Road	9% decrease
North Melbourne	4% decrease

* Tram loading across Queens Bridge appear to be inconsistent.

ø A count at Queens Way Junction indicated a 6-9% decrease.

9. The a.m. peak cordon counts for bus passengers indicated a 1% decrease since October 1971 (refer table No.3). The better routes being -

Doncaster	9-12% increase
West Heidelberg +	9-11% increase
Garden City	0-10% increase

The poorer routes being -

Footscray (Spencer St. buses)	8% decrease
" (Dudley St. buses)	11-12% decrease

10. The p.m. peak cordon count for bus passengers indicated a 5% decrease since November 1971 (refer table No.5). The better routes being -

Doncaster	0-2% increase
Footscray (Spencer St. buses)	3-5% decrease
" (Dudley St. buses)	2-3% decrease

The poor route being -

West Heidelberg +	6-8% decrease

+ West Heidelberg bus passengers showed an increase for the a.m. peak and a decrease for the p.m. peak. A count taken at Elgin Street intersection indicated 14-17% decrease since November 1971. (refer table No.6).

11. The day to day depot revenue figures - refer appendices (i) and (ii) - do not indicate any abnormal variations except for the Fridays. The increase on Fridays is considered to be due to late night shopping and had little or no affect on the a.m. counts.

12. A comparison with the weekly ticket sales (refer Appendix (iii)) - shows a good agreement with the November 1971 counts.

However, though the counts for the a.m. peak indicate a consistent drop on individual routes since October 1971, weekly ticket sales reveal no significant change.

As the a.m. peak ratios have been based on trams and buses arriving at their city termini between 0800 hours and 1000 hours this may be due to the increase in patronage of trams and buses arriving before 0800 hours.

The following tables, figures and appendices are included :-

Figure No. 1.	- Graph of a.m. peak inbound bus and tram passengers crossing city cordon February and March 1972.
Figure No. 2.	- Graph of p.m. peak outbound bus and tram passengers crossing city cordon November 1971 and March 1972.
Figure No. 3.	- Graph of a.m. peak inbound bus and tram passengers crossing city cordon October 1971, February and March 1972.
Figure No. 4.	- Graph of a.m. peak inbound and p.m. peak outbound bus passengers crossing city cordon.
Figure Nos. 5-12	- Graphs of a.m. peak inbound tram passengers crossing city cordon for particular tram routes.
Figure Nos. 13-14	- Graphs of a.m. peak inbound bus passengers crossing city cordon for particular bus routes.

Figure Nos. 15-21 - Graphs of p.m. peak outbound tram passengers crossing city cordon for particular tram routes.

Figure Nos. 22-23 - Graphs of p.m. peak outbound bus passengers crossing city cordon for particular bus routes.

Figure No.24. - Graphs of p.m. peak outbound tram passengers departing Johnston Street (East Preston route) and departing Queens Way Junction (St.Kilda Road routes).

Figure No.25 - Graphs for C.B.D. late night cordon counts - Thursday 27th and Friday 28th January, 1972.

Table No. 1. - % change (and change) between February and March 1972 for a.m. peak inbound passengers and between November 1971 and March 1972 for p.m. peak outbound passengers for a number of busier routes.

Table No. 2. - A.M. peak inbound tram passengers per hour for each cordon point together with comparable figures for October 1971.

Table No. 3. - A.M. peak inbound bus passengers per hour for each cordon point together with comparable figures for October 1971.

Table No. 4. - P.M. peak outbound tram passengers per hour for each cordon point together with comparable figures for November 1971.

Table No. 5. - P.M. peak outbound bus passengers per hour for each cordon point together with comparable figures for November 1971.

Table No. 6. - P.M. peak outbound bus and tram passengers per hour for selected points "beyond the city cordon" together with comparable figures for November 1971.

Table Nos. 7-10 - Average number of passengers per vehicle for each quarter hour for each cordon point.

Table No.11. - A.M. peak inbound tram passengers per quarter hour for each cordon point for February 1972.

Table No.12. - A.M. peak inbound tram passengers per quarter hour for each cordon point for March 1972.

Table No.13. - A.M. peak inbound bus passengers per quarter hour for each cordon point for both February and March 1972.

Table No.14. - P.M. peak oubound tram passengers per quarter hour for each cordon point for March 1972.

Table No.15. - P.M. peak outbound bus passengers per quarter hour for each cordon point and bus and tram passengers per quarter hour for selected points "beyond the city cordon" for March 1972.

Appendix (i) - Day to day depot revenue for days corresponding to the a.m. peak cordon count.

Appendix (ii) - Day to day depot revenue for days corresponding to the p.m. peak cordon count.

Appendix (iii) - Weekly ticket sales corresponding to cordon counts.

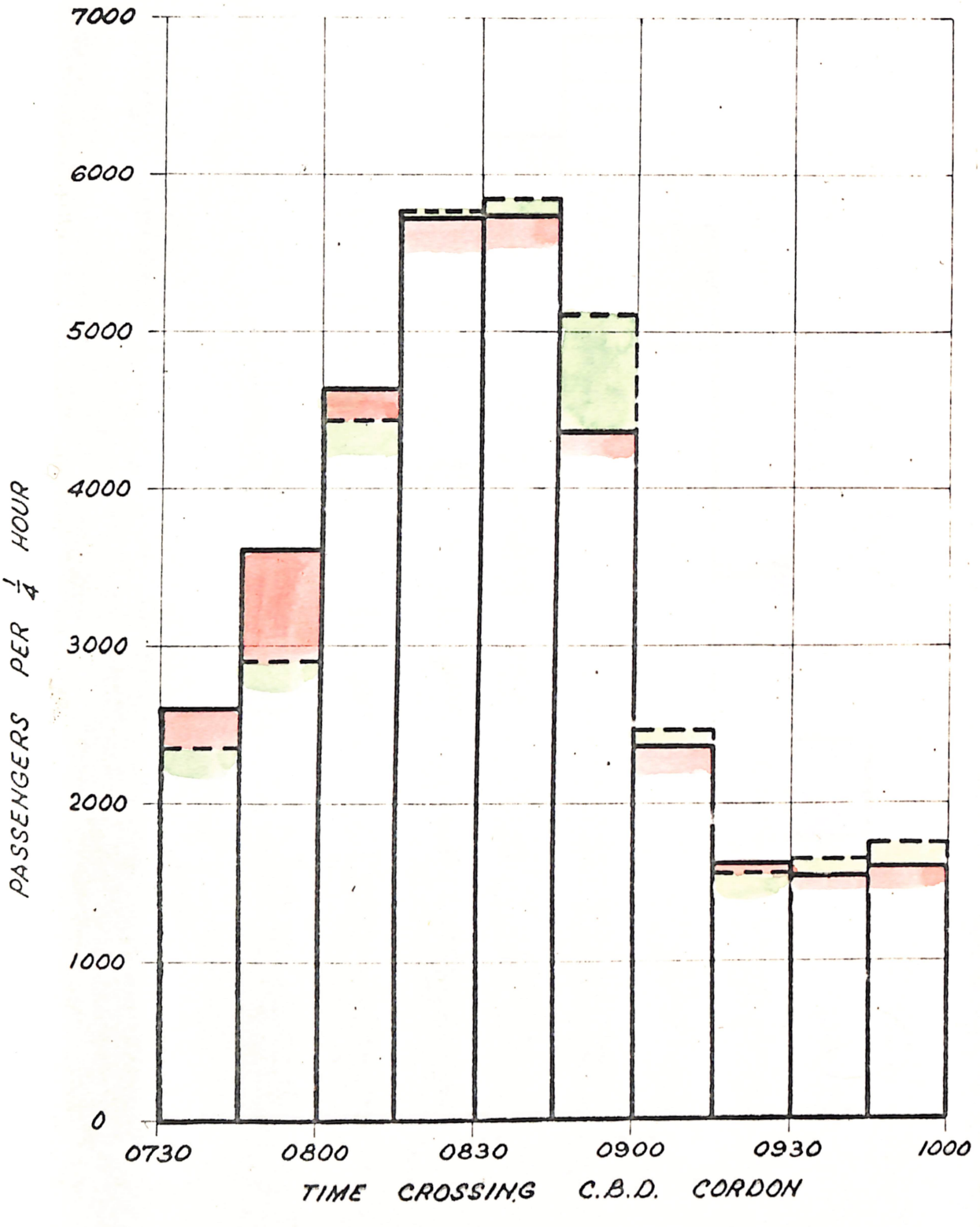
D W Lees

PLANNING ENGINEER.

FIGURE NO. 1.

A.M. PEAK INBOUND BUS & TRAM PASSENGERS CROSSING CITY CORDON FEBRUARY & MARCH 1972

BEFORE & AFTER ALTERATION OF STARTING TIME FOR STATE PUBLIC SERVICES.



FEB. 1972	TRAM	29,700	MARCH 1972	TRAM	29,800
	BUS	4,200		BUS	4,100
	TOTAL	33,900		TOTAL	33,900