



**BICYCLE  
NETWORK<sup>®</sup>**  
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# **SUPER TUESDAY TOP END BIKE COUNT**

Darwin

JULY/AUGUST 2023



**BICYCLE  
NETWORK<sup>®</sup>**

# **SUPER COUNTS**

# About the count

## Acknowledgement of Country

Bicycle Network recognises the counts were undertaken on the land of the Larrakia people and we pay our respects to Elders past, present and recognise their ongoing connection to the land on which we ride..

## About the Count

The Super Tuesday Top End Bike Count (Super Tuesday) collects reliable annual figures of bicycle commuters and their movements on roads and paths.

Since 2007, Bicycle Network has conducted bicycle counts at key intersections and corridors that were historically selected by local governments.

The Northern Territory Government has been involved in the count since 2011.

This information is accurate, relevant, up-to-date, and provides a longitudinal reflection of cycling activity and trends. The data is a critical tool for councils and other agencies responsible for providing bicycle riding facilities for their constituents.

## Gender Data Limitations

Counters make an observational assessment of rider gender in the few seconds that the rider passes by the site, based on how the rider presents (e.g. man, woman). In each case, counters may opt to select “not known/unsure” if they feel uncomfortable making a judgement or are unsure.

While this gender presentation methodology is not a perfect substitute for the self-identification of a rider’s

gender, it allows for a rapid assessment and a semi-quantitative approximation of the gender profile of riders travelling through the site.

Measuring gender is important in working toward Bicycle Network’s core value of inclusivity and advocating for better riding conditions for everyone. It allows councils to understand better the demographics of riders, and determine what infrastructure changes should be implemented to make riding accessible for all people.

## Aims and Purposes

Super Tuesday is designed to complement the surveys that individual councils and other agencies run on a regular or occasional basis.

The project aims to answer some critical questions:

- How many riders are there?
- Which routes are riders using?
- What is the year-on-year change?
- How many women and men are riding?
- When is the busiest hour?

## Historical Super Count Data

Super Count data has been collected for over a decade and has recently been made available online. To see longitudinal data (2010-2021) for both the Super Tuesday Commuter counts and the Super Sunday Recreational Counts, visit our Data Dashboard, which can be found at: [www.bicyclenetwork.com.au/data-dashboard](http://www.bicyclenetwork.com.au/data-dashboard).

## Methodology

The Super Tuesday counters collect data from intersections along popular commuter routes, as well as subsidiary routes with lower rider volumes.

Bicycle Network coordinates the count at locations nominated by traffic engineers, transport planners, and other transport officers from participating organisations.

The counts were conducted by volunteer counters who record all movements, the gender presentation of riders, and their observations, in fifteen minute time intervals on standardised count sheets.

Following the completion of the visual count, counters send their data to Bicycle Network using the following means:

- Online: by entering the data directly via the web link
- Email: by sending completed electronic tally sheet attached

The submitted data are validated, analysed and visualised by Bicycle Network, and subsequently compiled into reports for participating councils and other agencies.

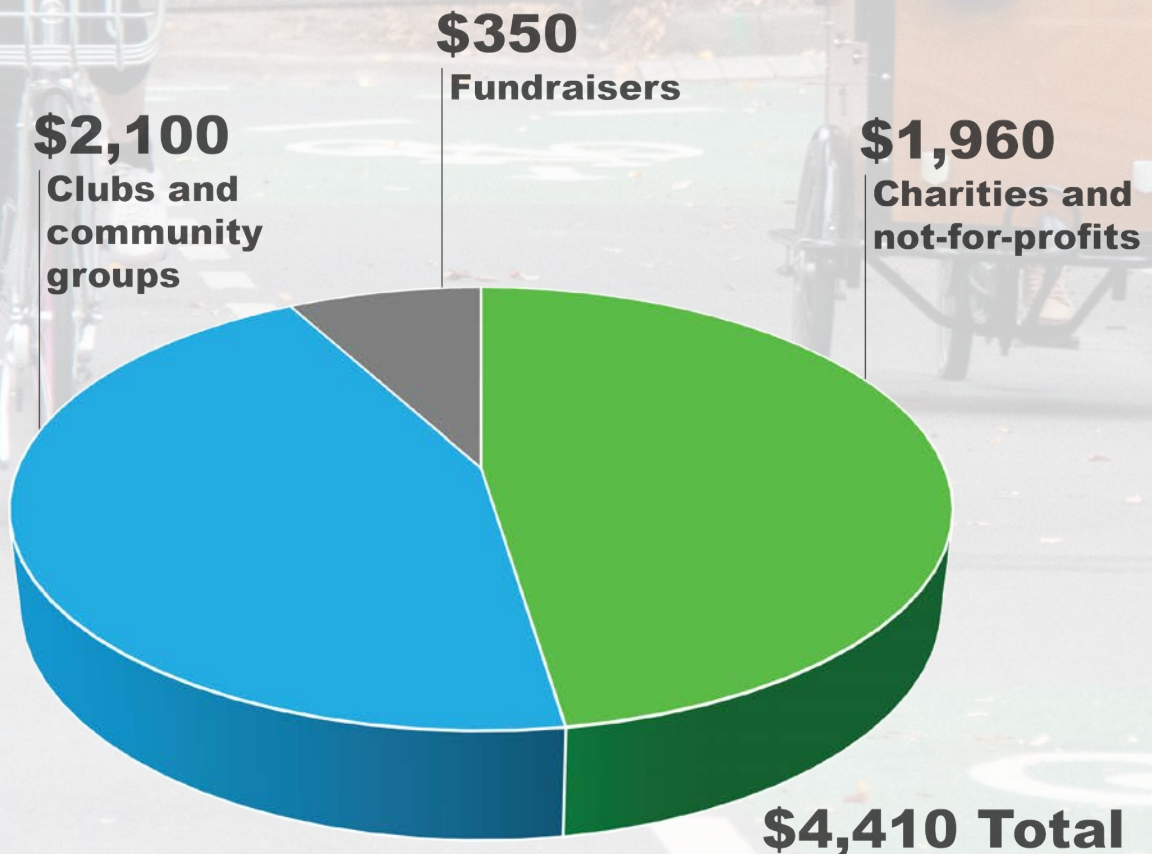


## Contributions

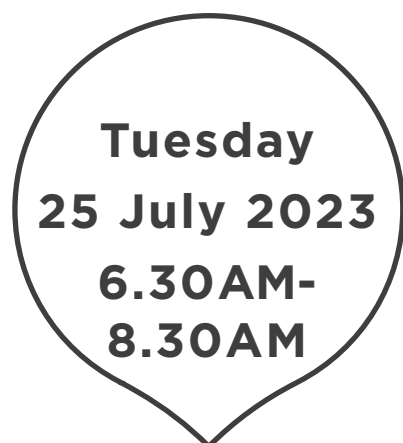
### National Contributions

The Super Tuesday Bike Count is powered by local volunteers, who collect data at council-nominated locations across Australia. In return, volunteers nominate a non-profit or charity to receive a donation of \$70, or place this contribution toward a Bicycle Network membership.

The 2023 Super Tuesday Top End count raised **\$4,410** in donations, strengthening local communities and building better active transport outcomes.



## Count Summary in Darwin



### COUNT IN 2023

The Super Tuesday Bike Count was conducted on Tuesday 25 July 2023 for two hours from 6:30am to 8:30am, and Tuesdays (and occasional other weekday) in the following weeks in August where sites were not able to be counted on the 25th of July.

Weather conditions for the count days can be found below, with temperatures and wind as of 9am, while rain is measured across the entire day.

Date	Rain mm	Temp °C	Wind km/hr
25/07	0	17.4	24 SE
1/08	0	24.9	11 SE
3/08	0	26	11 ESE
8/08	0	25	20 ESE
9/08	0	25.3	15 E
15/08	0	26.1	22 ENE

By participating in the count, volunteer counters can choose a local community group to receive a donation of at least \$70. In Darwin, a total of \$3360 went back to the local community through donations to nominated groups and charities.

### COUNT SITES

48 sites were surveyed in Darwin. Of these sites, 48 were surveyed in the previous Super Tuesday Top End count period, in 2021. A full overview of the location of sites can be found on page 2.

Counts in previous years included 4 cbd intersections located along Daly St (sites 5468, 5469 and 5470) and the Esplanade/Peel St (Site 5467). Permanent counters have been installed by undertaken by the City of Darwin.

### BUSIEST SITE

The busiest site was at the intersection of Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W] (Site 5483) with an average of 64.4 trips an hr.

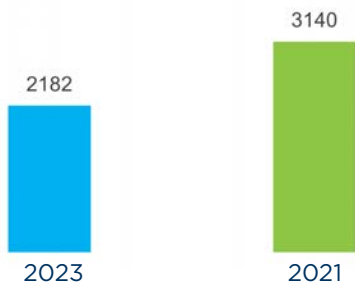
### TRAFFIC FLOW

A total of 2369 movements were counted at all selected intersections across the council area during the two-hour survey. Of these trips, 2182 were made by bike riders.

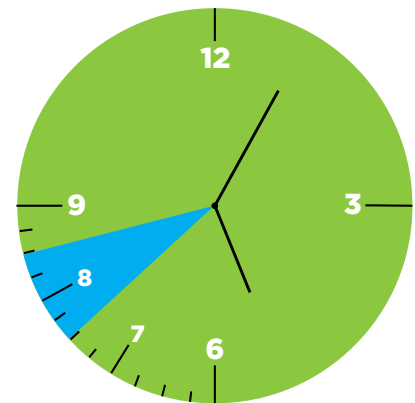
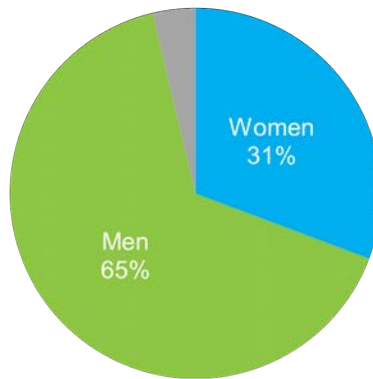
Site specific traffic flow can be found in the individual site reports below, while an overview of the directional flows of riders in the council area can be found in the flow diagram, included on page 6.

### MICRO MOBILITY

A total of 187 movements were made by micromobility riders across the municipality. This represented 8% of the total trips made in the municipality.



**-31%**



## CHANGE

Overall, ridership has decreased by -31% (2182 movements) compared to the same 48 sites surveyed in the last Super Tuesday survey in 2021 (3140 movements). New sites and micromobility trips were excluded from this comparison.

## COUNT RESULTS

The summary data table and analysis on each site are included from page 7 in this report.

*Data table in an Excel spreadsheet is supplied with this report.*

## GENDER RATIO

Using our observational survey method for gender (page iii), women were estimated to represent 31% of bike riders across the municipality.

This is compared with the estimated Australia-wide average ridership for women of surveyed areas in Super Tuesday South in March 2023 of 25%.

Women were estimated to represent 27% of micro-mobility riders across the municipality.

## PEAK HOUR

The busiest hour was between 7:30am-8:30am during the survey, as shown in blue in the diagram above.

The average volume in 15 minute time intervals is as follows.

- 6:30am-6:45am: 5 movements
- 6:45am-7:00am: 5 movements
- 7:00am-7:15am: 5 movements
- 7:15am-7:30am: 5 movements
- 7:30am-7:45am: 9 movements
- 7:45am-8:00am: 9 movements
- 8:00am-8:15am: 6 movements
- 8:15am-8:30am: 6 movements



# Super Tuesday Top End in 2023

## THE COUNT

Bicycle Network's Super Tuesday Bike Count is the world's biggest and longest running visual bike count, where volunteers measure bicycle commuter flows in the morning peak from 6:30am to 8:30am across the country. The count provides quantitative surveys with figures on the movements of bike users, helping organisations provide and improve infrastructure and facilities for people riding bikes.

This year, the Super Tuesday Top End Bike Count was conducted on Tuesday 25 July between 6:30am and 8:30am. Where necessary, a recount was conducted on subsequent Tuesdays in the next month.

In the 2023 count, 63 sites were surveyed across 3 council areas. Our counters recorded 2468 bicycle movements across the whole survey period.

## CHANGE

2023 results reveal a 29% decrease across the Top End when compared with the same 60 sites surveyed in the last Super Tuesday survey in 2021.

## GENDER ESTIMATE

The 2023 Super Tuesday Top End Bike Count estimated that women comprised approximately 29% of all bike riders counted, as determined by counter judgements on site. This is lower than the 2021 Super Tuesday Top End count (33%) but higher than the national average of 25%.

## PEAK HOUR

The peak riding hour across all sites was between 7:30am and 8:30am for all of Northern Territory, but varied between Top End communities. Peak hour in Katherine was 6:45 – 7:45 am, Palmerston was 7:15 – 8:15 am and 7:30 – 8:30 am in Darwin.

## MICROMOBILITY

For the first time, e-scooters and other forms of micromobility were included in the Super Tuesday Top End active transport surveys. A total of 226 micromobility riders were captured, the majority of which were in Darwin and Palmerston council areas.

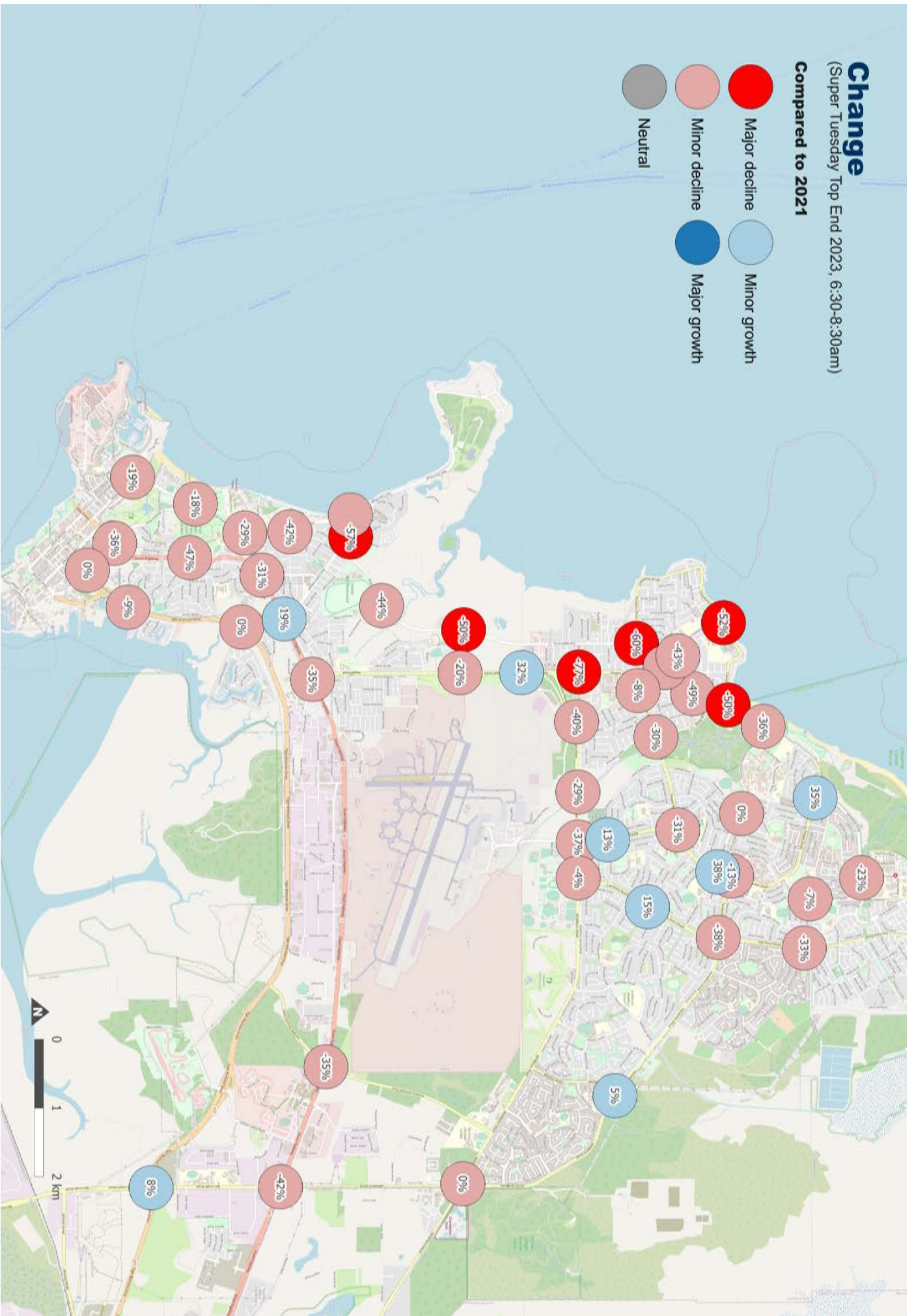
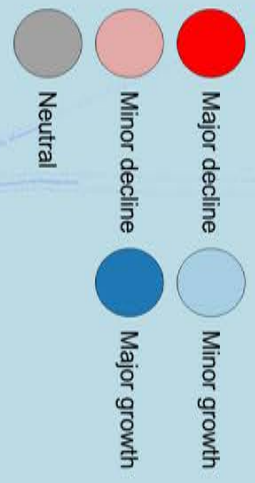
Two sites were recorded with a total of 24 e-scooters riders in the two hour survey period at Darwin. These sites were 5507 and 7351, located in the Darwin CBD, indicating perhaps the growing popularity of scooters for short trips.



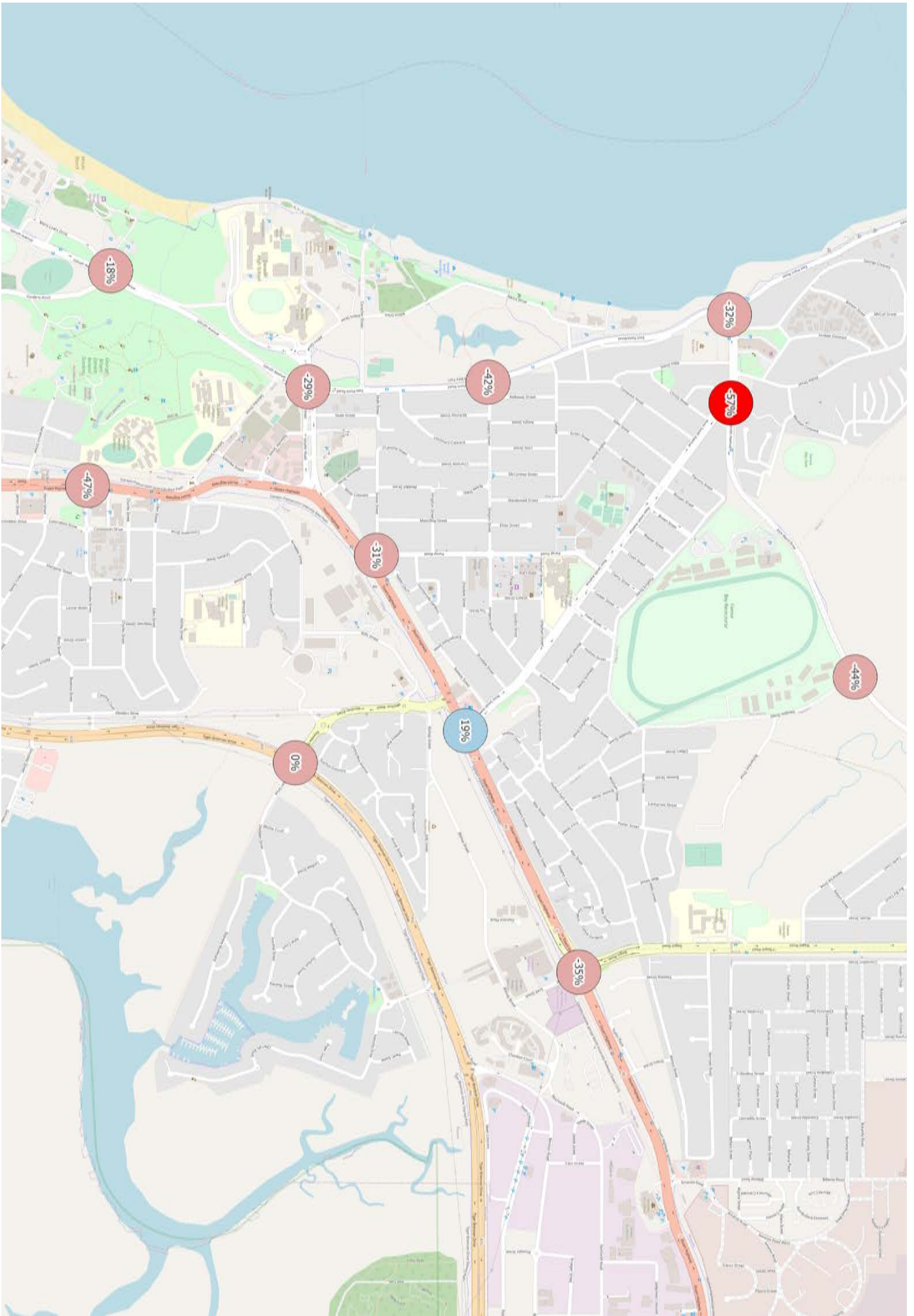


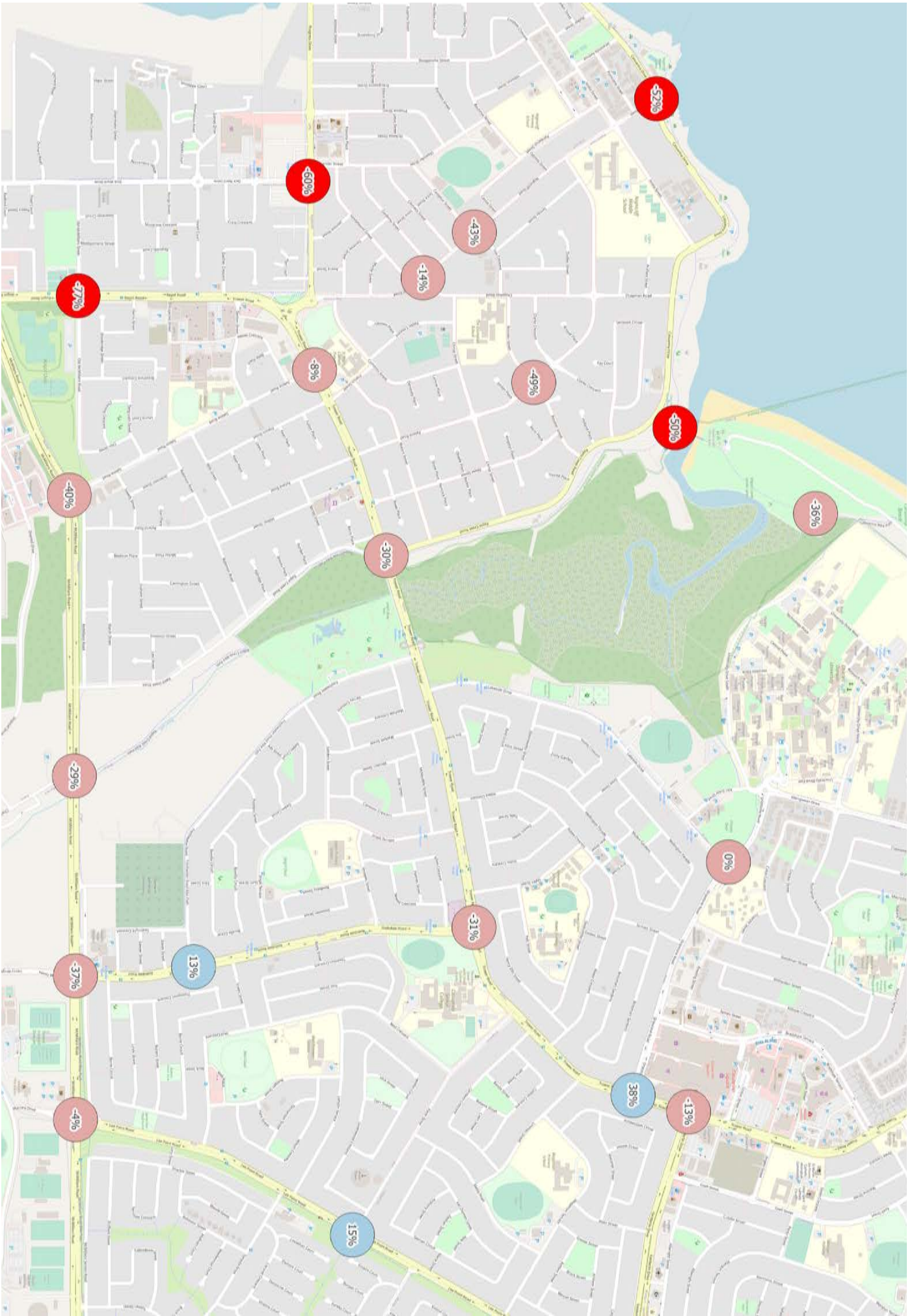
# Change

(Super Tuesday Top End 2023, 6:30-8:30am)  
Compared to 2021







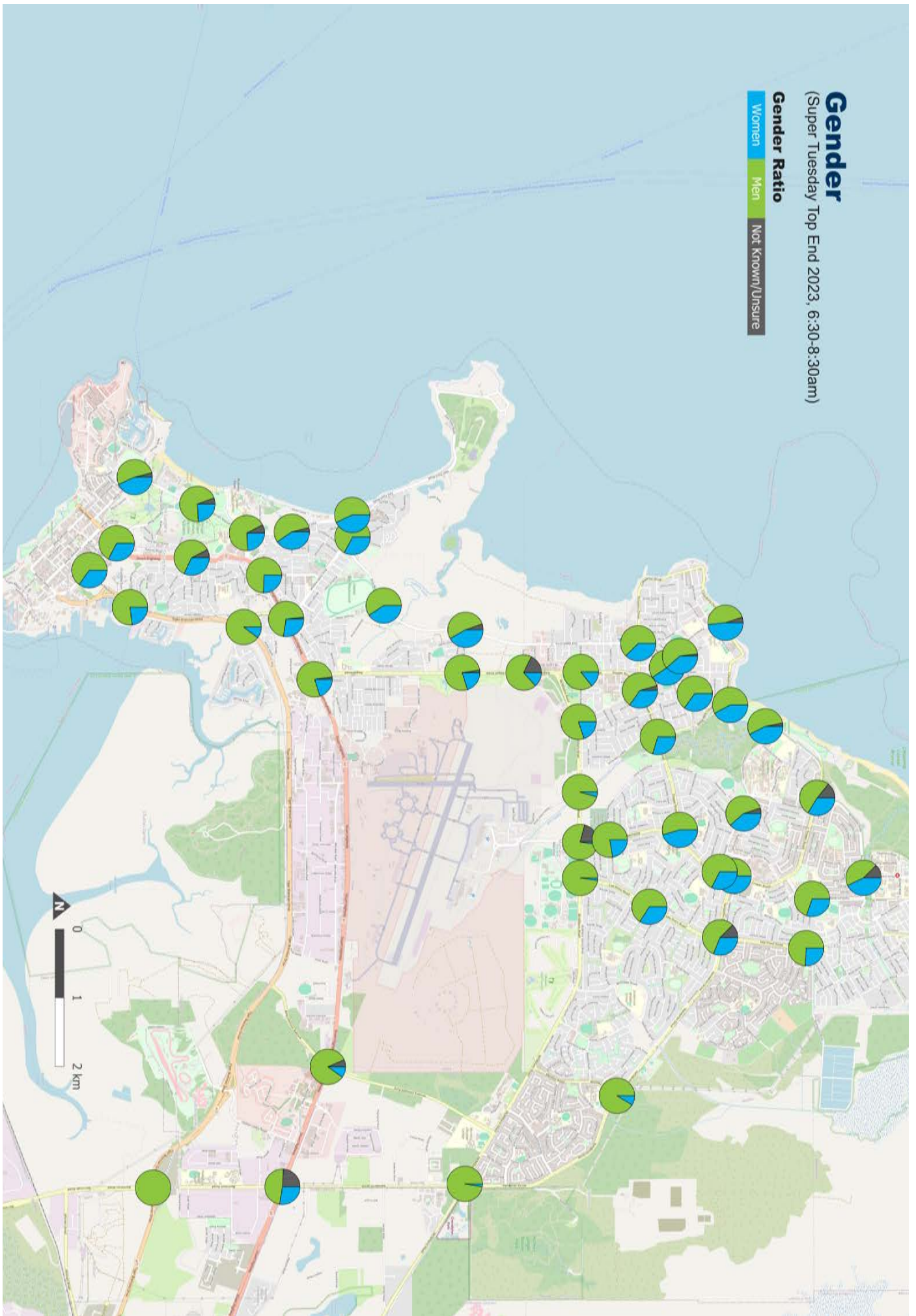




# Gender

(Super Tuesday Top End 2023, 6:30-8:30am)

**Gender Ratio**  
Women Men Not Known/Uncsure

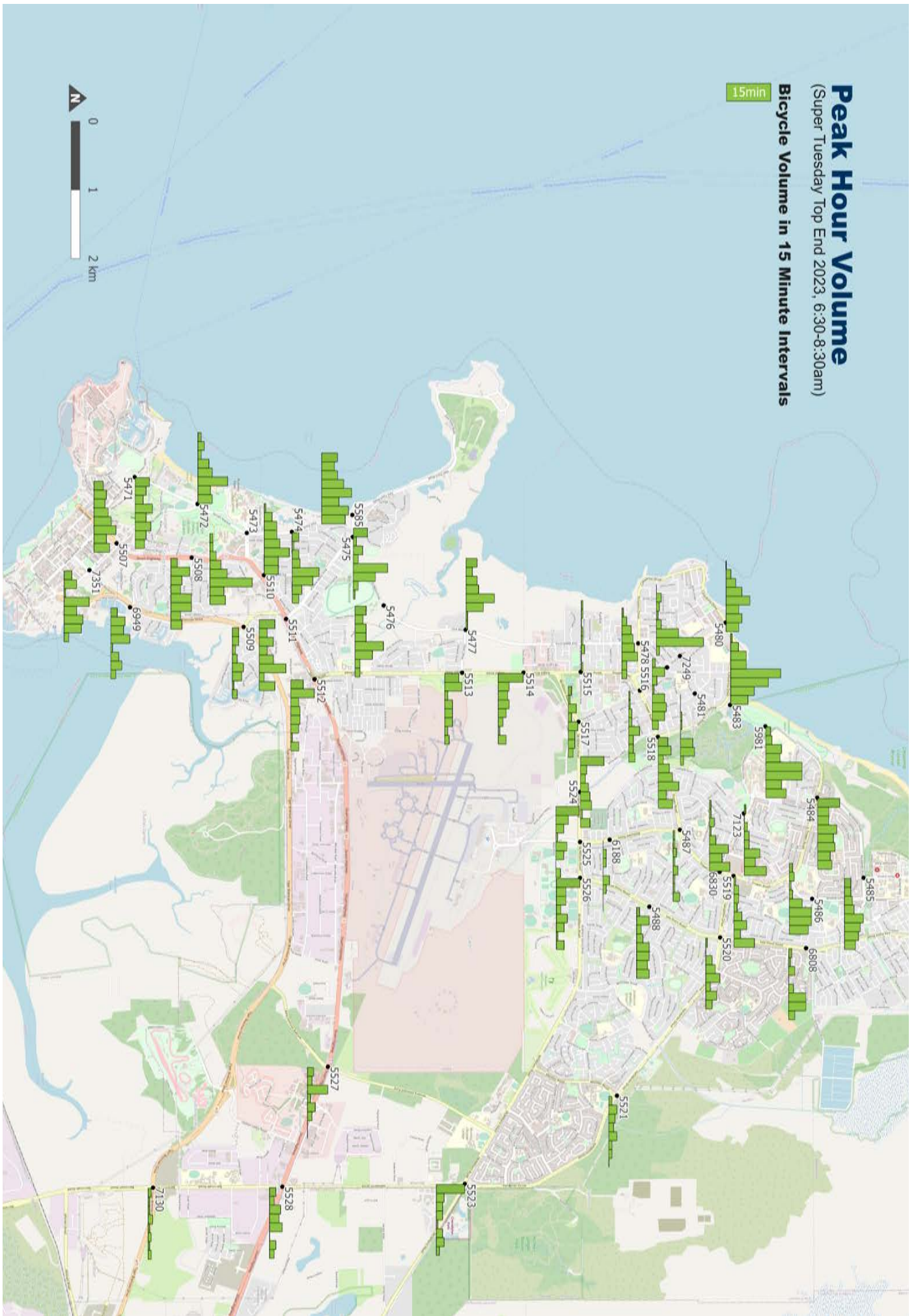


# Peak Hour Volume

(Super Tuesday Top End 2023, 6:30-8:30am)

15min

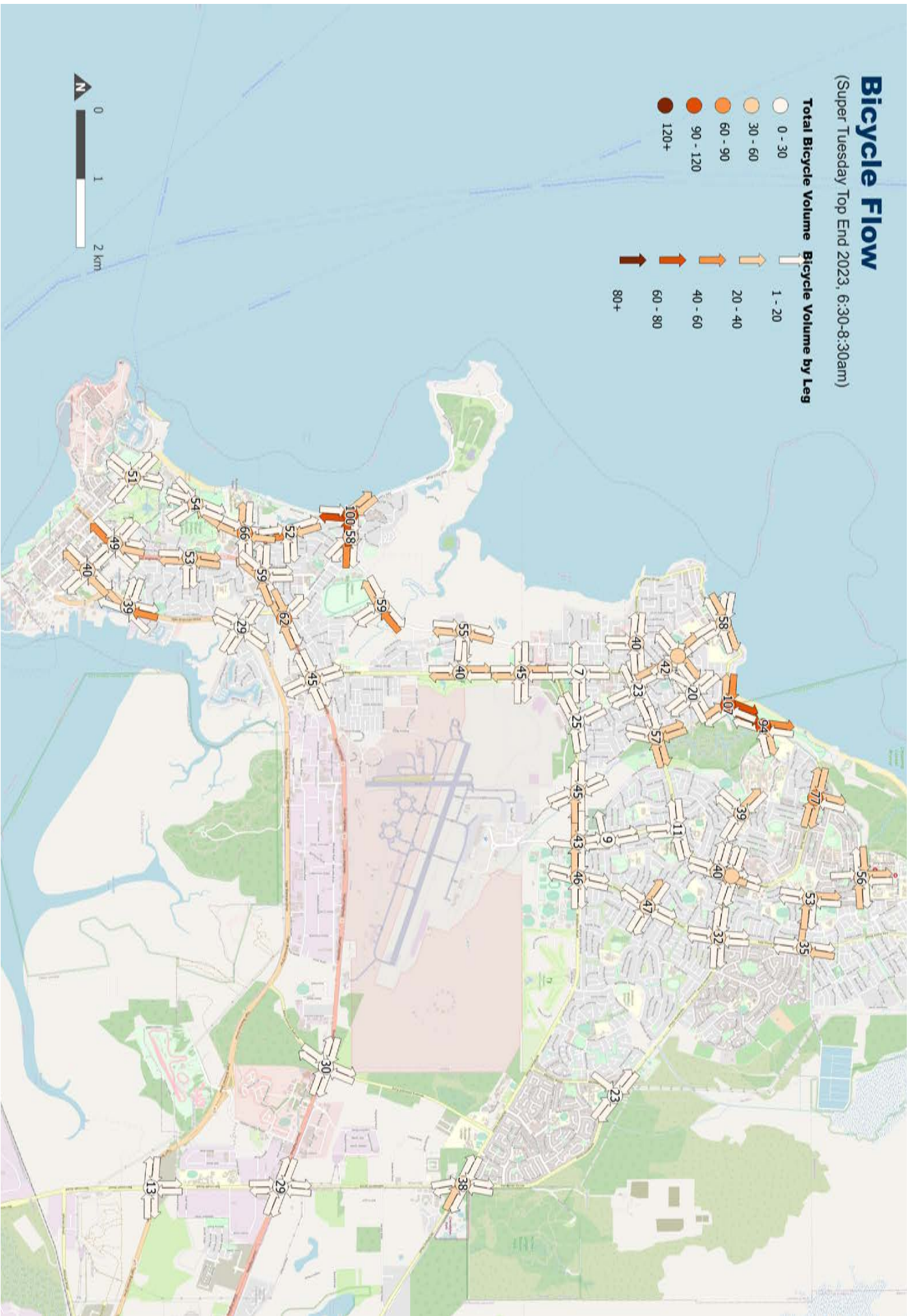
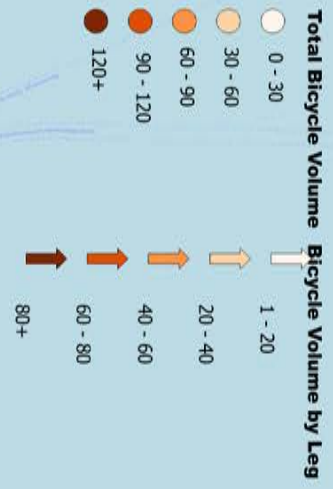
Bicycle Volume in 15 Minute Intervals



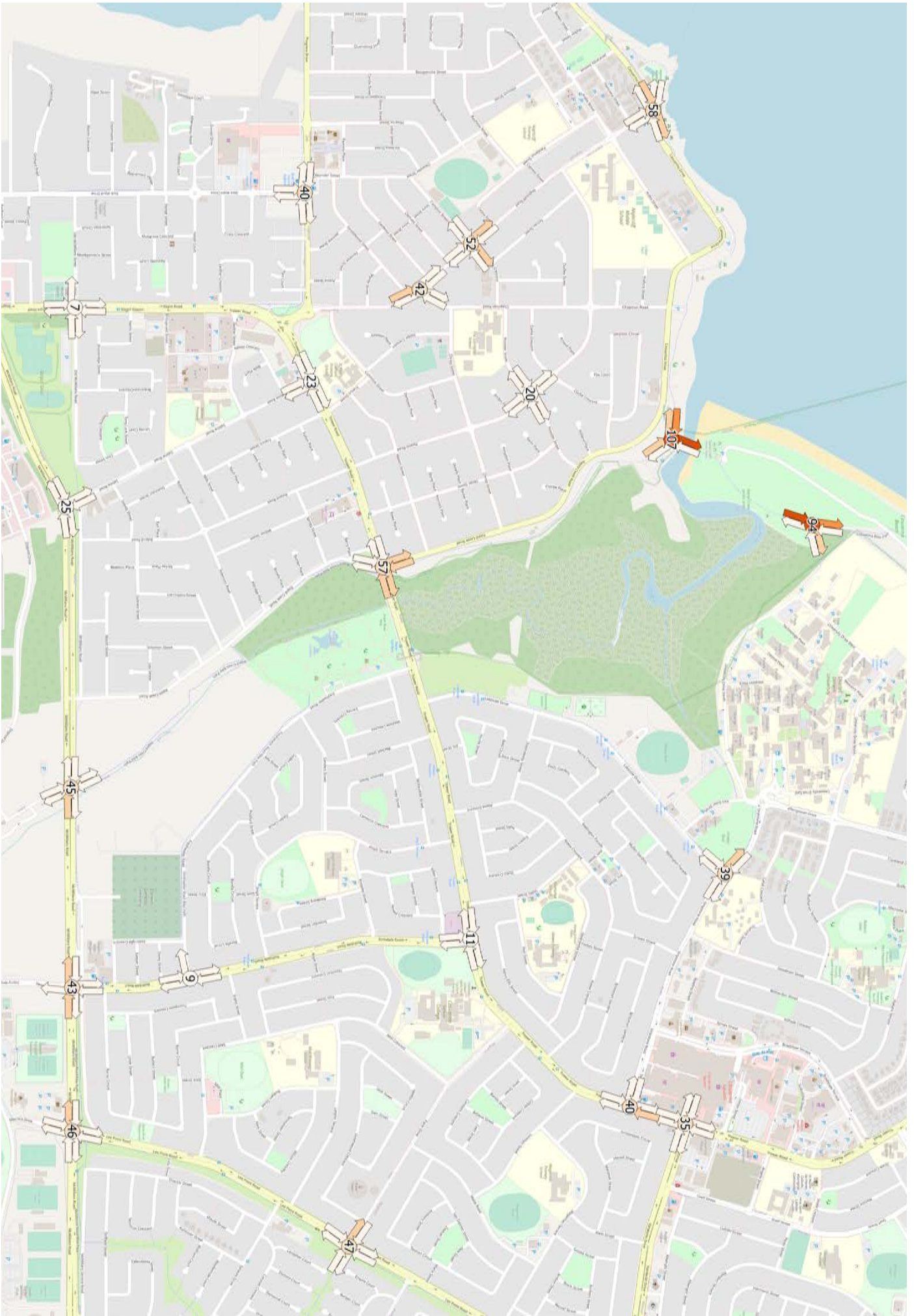


# Bicycle Flow

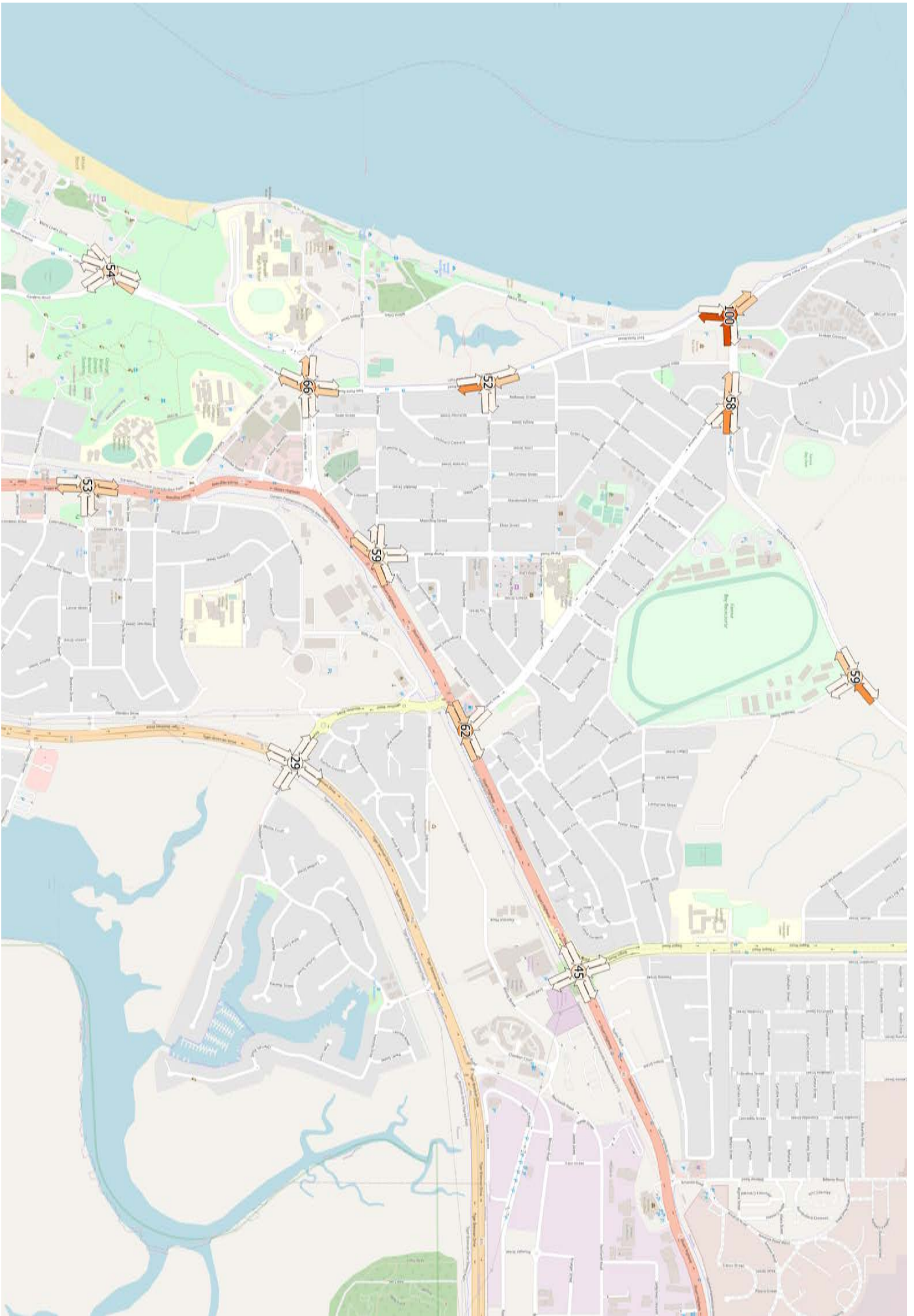
(Super Tuesday Top End 2023, 6:30-8:30am)











Site ID	Street names	Micromobility Riders			Bike Riders							Volume in 15 Minute Intervals								
		Women	Men	Not Known	Women	Men	Not Known	2023	2021	% Growth	2020	Count Date	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30
5471	Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]	1	10	0	22	27	2	51	63	-19%	47	25.07.2023	9	7	5	11	7	10	7	6
5472	Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]	3	3	0	13	38	3	54	66	-18%	56	25.07.2023	2	4	2	7	9	19	8	9
5473	East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]	5	1	0	16	45	5	66	93	-29%	106	01.08.2023	2	2	4	7	11	27	9	10
5474	Gregory St [E], East Point Rd [S], East Point Rd [N]	0	2	0	21	29	2	52	90	-42%	86	25.07.2023	4	1	4	5	17	13	6	4
5475	Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]	1	1	0	19	39	0	58	135	-57%	101	25.07.2023	9	2	6	3	22	14	3	1
5476	Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]	1	1	0	24	35	0	59	106	-44%	90	25.07.2023	7	5	7	7	18	11	3	3
5477	Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]	1	1	0	23	29	3	55	110	-50%	88	25.07.2023	7	4	7	8	18	11	1	1
5478	Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]	1	0	0	15	25	0	40	99	-60%	53	25.07.2023	1	3	6	7	8	10	3	3
5480	Casuarina Dr/Shared Path [E], Nightcliff Rd [SE], Casuarina Dr/Shared Path [SW], Foreshore Shared Path [W]	1	1	0	28	27	3	58	122	-52%	107	25.07.2023	0	3	6	10	15	8	10	8
5481	Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]	0	1	0	7	13	0	20	39	-49%	49	25.07.2023	0	0	1	1	0	8	9	2
5482	Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]	0	1	0	17	24	1	42	49	-14%	62	01.08.2023	2	8	3	1	8	9	8	4
5483	Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]	0	1	0	45	62	0	107	216	-50%	169	25.07.2023	1	5	10	10	32	24	15	11
5484	Rocklands Dr [N], Trower Rd [E], Trower Rd [W]	1	0	0	26	40	11	77	57	35%	70	25.07.2023	14	7	7	12	10	11	8	9
5485	Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]	0	1	0	24	25	7	56	73	-23%	80	25.07.2023	4	4	5	6	12	10	9	7
5486	Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]	1	2	0	16	37	0	53	57	-7%	41	25.07.2023	2	3	1	2	8	14	14	12
5487	Trower Rd [E], Rothdale Rd [S], Trower Rd [W]	0	3	0	5	6	0	11	16	-31%	28	25.07.2023	1	1	2	1	3	1	1	4
5488	Lee Point Rd [NE], Lee Point Rd [SE], Parer Dr [SW], Parer Dr [NW]	0	1	0	16	31	0	47	41	15%	55	25.07.2023	2	8	3	4	8	8	7	8



Site ID	Street names	Micromobility Riders			Bike Riders						Volume in 15 Minute Intervals									
		Women	Men	Not Known	Women	Men	Not Known	2023	2021	% Growth	2020	Count Date	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30
5507	Stuart Hwy path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]	9	15	0	16	33	0	49	76	-36%	89	25.07.2023	6	8	7	9	11	14	8	10
5508	Stuart Hwy/Bike Path [N], Westralia St [E], Stuart Hwy/Bike Path [S]	1	13	1	17	32	4	53	100	-47%	97	25.07.2023	4	12	7	6	13	13	6	7
5509	Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]	0	1	0	3	26	0	29	29	0%	30	25.07.2023	4	4	2	3	7	6	1	3
5510	Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]	0	7	0	15	44	0	59	85	-31%	96	25.07.2023	1	5	8	8	10	16	9	9
5511	Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]	1	5	0	17	44	1	62	52	19%	no data	09.08.2023	10	5	9	5	9	17	3	10
5512	Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]	0	6	0	9	35	1	45	69	-35%	96	25.07.2023	8	15	5	6	6	5	1	5
5513	Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]	0	2	0	8	31	1	40	50	-20%	57	01.08.2023	9	11	2	5	5	5	2	3
5514	Osgood Dr [E], Bagot Rd [S], Totem Rd [W], Bagot Rd [N]	2	3	0	6	31	8	45	34	32%	60	15.08.2023	16	7	6	7	5	3	1	5
5515	Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]	0	0	0	1	6	0	7	30	-77%	44	25.07.2023	1	1	0	1	1	2	0	1
5516	Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]	0	0	0	8	14	1	23	25	-8%	29	03.08.2023	1	1	2	2	7	3	3	4
5517	McMillans Rd [E], McMillans Rd [SW], Sabine Rd [NW]	0	2	0	5	20	0	25	42	-40%	54	03.08.2023	2	1	5	2	6	4	4	3
5518	Trower Rd [E], Rapid Creek Rd [S], Trower Rd [W], Rapid Creek Rd [N]	2	1	0	17	40	0	57	82	-30%	83	01.08.2023	6	8	3	7	9	13	5	9
5519	Trower Rd [N], Vanderlin Dr [E], Trower Rd [S], Casuarina Shops [W]	1	3	0	18	17	0	35	40	-13%	51	01.08.2023	1	3	3	2	5	8	4	13
5520	Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]	1	1	0	10	18	4	32	52	-38%	43	25.07.2023	1	0	4	6	9	3	7	4
5521	Vanderlin Dr/Bike Path [SE], Mueller Rd [SW], Vanderlin Dr/Bike Path [NW]	0	0	0	2	21	0	23	22	5%	46	01.08.2023	2	5	4	3	5	2	2	0
5523	Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]	1	4	0	1	37	0	38	38	0%	72	25.07.2023	18	5	4	4	1	4	5	2
5524	McMillans Rd [E], Charles Eaton Dr [SE], McMillans Rd [W], Rapid Crk Cyclepath [NW]	0	2	0	2	43	0	45	63	-29%	60	25.07.2023	15	4	3	5	6	7	1	6

Site ID	Street names	Micromobility Riders			Bike Riders							Volume in 15 Minute Intervals								
		Women	Men	Not Known	Women	Men	Not Known	2023	2021	% Growth	2020	Count Date	6:30-6:45	6:45-7:00	7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00	8:00-8:15	8:15-8:30
5525	Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]	0	1	0	1	33	9	43	68	-37%	65	25.07.2023	15	8	5	1	7	5	0	3
5526	Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]	1	1	0	1	45	0	46	48	-4%	52	25.07.2023	15	6	6	3	7	5	1	5
5527	Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]	0	0	0	3	25	2	30	46	-35%	57	15.08.2023	4	3	13	2	5	3	0	0
5528	Vanderlin Dr [N], Stuart Hwy [E], Berrimah Rd [S], Stuart Hwy [W]	0	4	2	8	14	7	29	50	-42%	37	08.08.2023	4	3	7	6	8	0	4	3
5585	Dick Ward Dr [E], East point Rd/Bike Path [S], East Point Rd/Bike Path [NW]	1	3	0	43	57	0	100	146	-32%	115	25.07.2023	10	8	10	14	19	11	17	15
5981	Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]	1	0	0	40	51	3	94	147	-36%	146	25.07.2023	3	4	10	9	23	23	10	13
6188	Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]	0	1	0	2	7	0	9	8	13%	18	08.08.2023	0	2	2	0	4	2	0	0
6808	Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]	0	1	0	9	26	0	35	52	-33%	64	01.08.2023	2	1	4	0	3	11	11	4
6830	Trower Rd [N], Trower Rd [S], Dripstone Rd [W]	1	1	1	13	27	0	40	29	38%	no data	01.08.2023	1	1	3	1	4	12	8	13
6949	Tiger Brennan Drive north bound [N], Frances Bay Drive north bound [NE], Frances Bay Drive south bound [S], Tiger Brennan Drive south bound [SW], Dinah Beach Rd [W]	2	7	1	9	30	0	39	43	-9%	46	25.07.2023	4	9	8	12	1	5	7	3
7123	Dripstone Rd [SE], Lakeside Dr [SW], Dripstone Rd [NW]	1	0	0	15	22	2	39	39	0%	38	25.07.2023	1	0	2	3	3	10	7	14
7130	Berrimah Rd [N], Tiger Brennan Dr [E], Berrimah Rd [S], Tiger Brennan Dr [W]	0	0	0	0	13	0	13	12	8%	5	01.08.2023	2	1	1	3	1	2	1	2
7249	Fox Cr [NE], Nightcliff Rd [SE], Camphor St [SW], Nightcliff Rd [NW]	1	2	0	20	31	1	52	91	-43%	84	25.07.2023	0	3	2	1	3	14	30	2
7351	Garramilla Blvd [NE], McMinn St [SE], Garramilla Blvd [SW], McMinn St [NW]	8	16	0	14	26	0	40	40	0%	39	25.07.2023	5	8	1	16	8	12	11	3

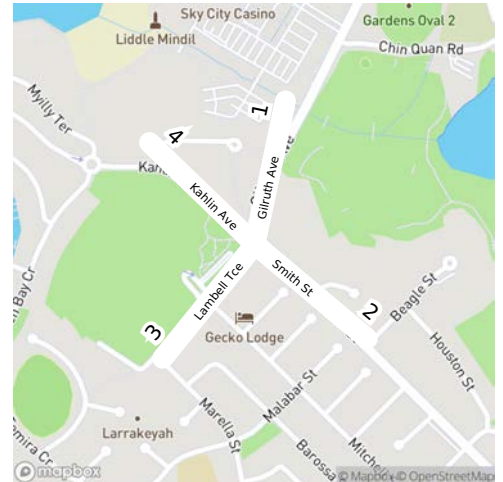


# Site 5471

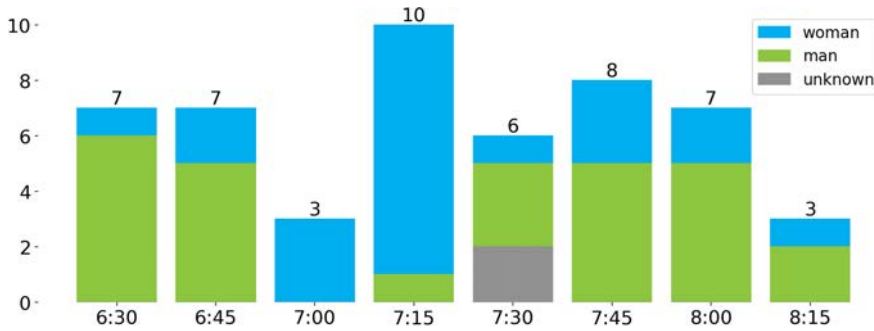
## Gilruth Ave [N], Smith St [SE], Lambell Tce [SW], Kahlin Ave [NW]

51 bicycle riders were recorded during the 2 hour survey. This is a decrease of 19% compared to 63 in 2021 and a decrease of 23% compared to 66 in 2011. The peak period was 7:15-7:30 with 10 riders. An estimated 43% of the bike riders were women.

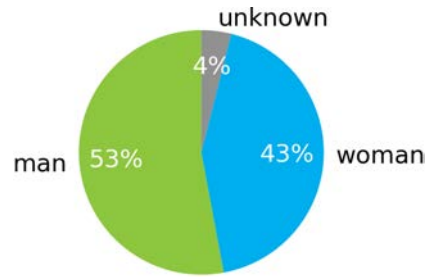
11 micro-mobility riders were recorded during the 2 hour survey. An estimated 9% of micro-mobility riders were women.



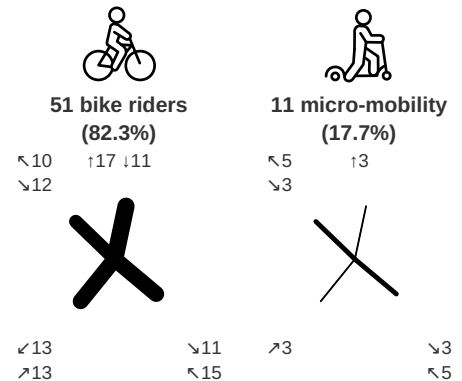
Bike rider traffic by time



Bike rider gender ratio



Trend



Raw Data

Enter	1 Gilruth Ave			2 Smith St			3 Lambell Tce			4 Kahlin Ave			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman	3	2	4	5	2	1	7	1	1	1	1	1	23
Man	1	5	4	3	9	2	2	2	4	2	6	3	37
Unknown	0	0	0	0	0	0	0	0	0	1	1	0	2
<b>Total</b>	<b>4</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>62</b>

## Site 5472

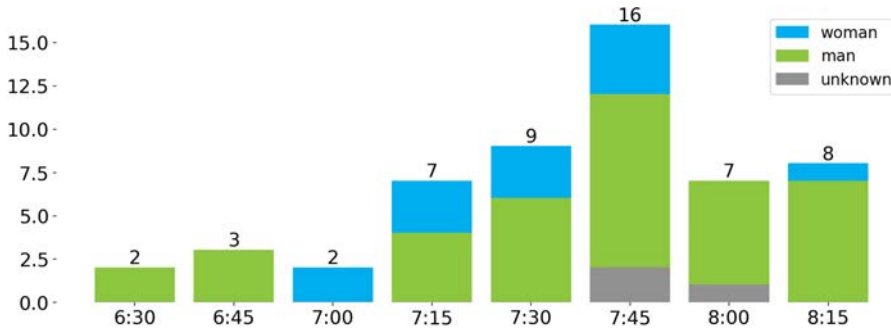
### Atkins Dr [N], Gilruth Ave [NE], Gardens Rd [SE], Gilruth Ave [S], Maria Liveris Dr [SW]

54 bicycle riders were recorded during the 2 hour survey. This is a decrease of 18% compared to 66 in 2021 and a decrease of 14% compared to 63 in 2011. The peak period was 7:45-8:00 with 16 riders. An estimated 24% of the bike riders were women.

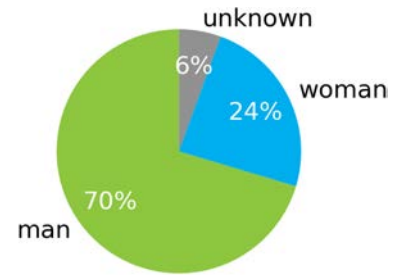
6 micro-mobility riders were recorded during the 2 hour survey. An estimated 50% of micro-mobility riders were women.



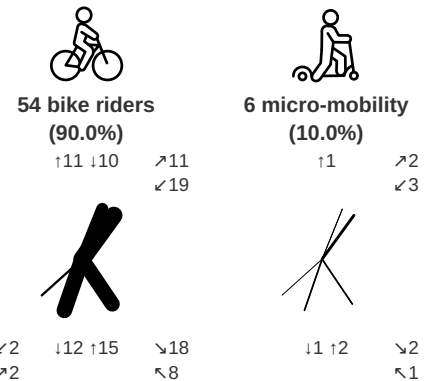
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Atkins Dr				2 Gilruth Ave				3 Gardens Rd				4 Gilruth Ave				5 Maria Liveris Dr				Total
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	4	1	2	3	4	Total
Woman			1		1			5					1				5			3	16
Man			9				11	1	1	1		4	2	1			5		4		41
Unknown							3														3
<b>Total</b>			<b>10</b>		<b>1</b>		<b>19</b>	<b>1</b>	<b>1</b>	<b>1</b>		<b>5</b>	<b>2</b>	<b>1</b>		<b>10</b>	<b>7</b>		<b>1</b>	<b>1</b>	<b>60</b>

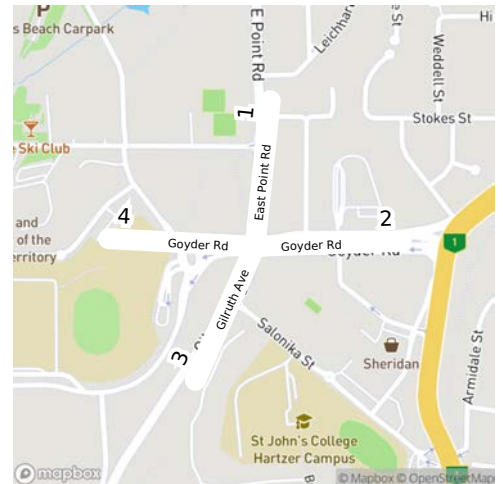


## Site 5473

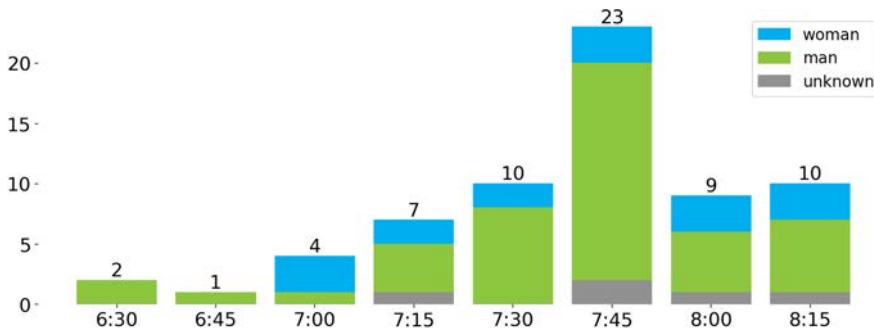
### East Point Rd [N], Goyder Rd [E], Gilruth Ave [SW], Goyder Rd [W]

66 bicycle riders were recorded during the 2 hour survey. This is a decrease of 29% compared to 93 in 2021 and a decrease of 18% compared to 80 in 2011. The peak period was 7:45-8:00 with 23 riders. An estimated 24% of the bike riders were women.

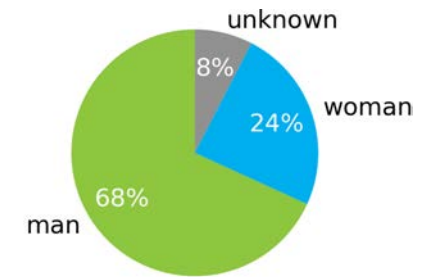
6 micro-mobility riders were recorded during the 2 hour survey. An estimated 83% of micro-mobility riders were women.



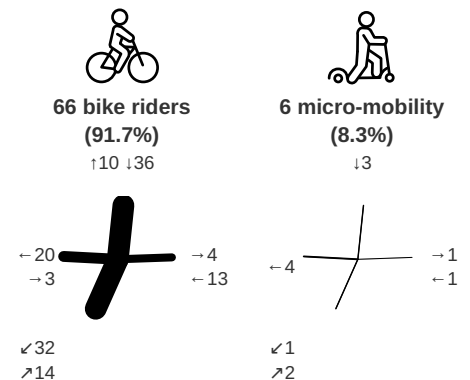
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

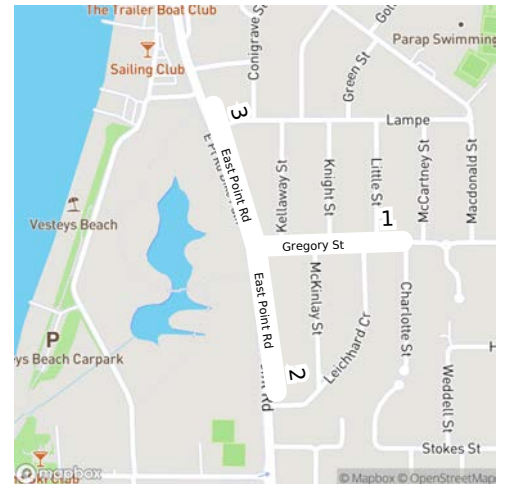
Enter	1 East Point Rd			2 Goyder Rd			3 Gilruth Ave			4 Goyder Rd			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman	2	7	2				2	2	5		1		21
Man		22	2	3		8	4	1	4	1		1	46
Unknown	1	2	1		1								5
<b>Total</b>	<b>3</b>	<b>31</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>72</b>

## Site 5474

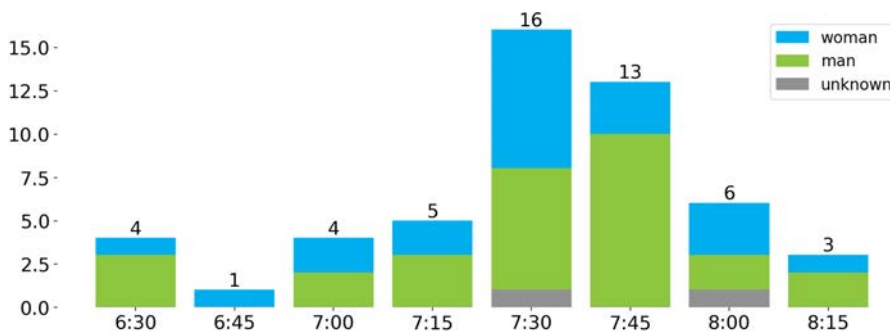
### Gregory St [E], East Point Rd [S], East Point Rd [N]

52 bicycle riders were recorded during the 2 hour survey. This is a decrease of 42% compared to 90 in 2021 and a decrease of 29% compared to 73 in 2011. The peak period was 7:30-7:45 with 16 riders. An estimated 40% of the bike riders were women.

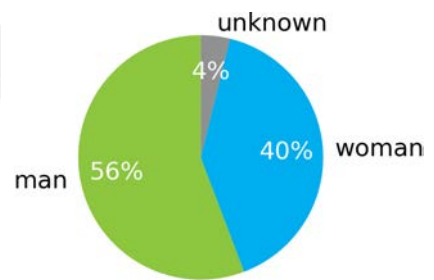
2 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



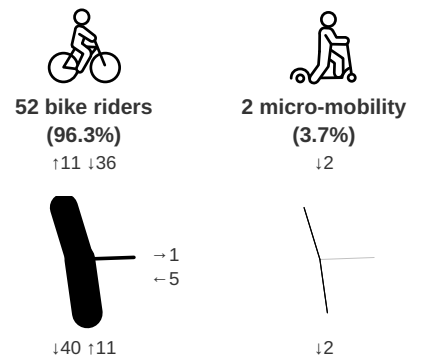
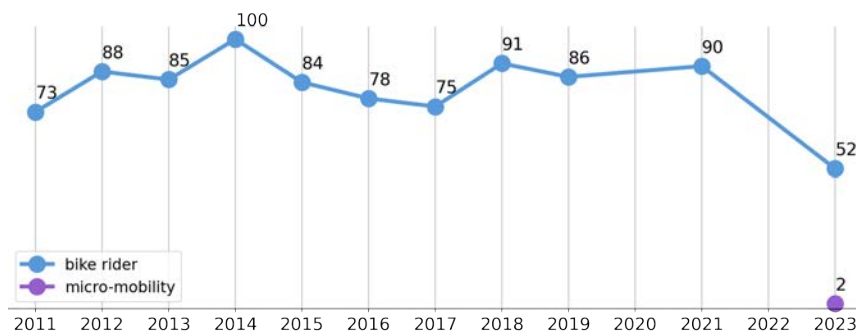
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Gregory St		2 East Point Rd		3 East Point Rd		Total
Exit	2	3	1	3	1	2	
Woman	3	1	1	7		9	21
Man	1			2		28	31
Unknown				1		1	2
<b>Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>10</b>		<b>38</b>	<b>54</b>



## Site 5475

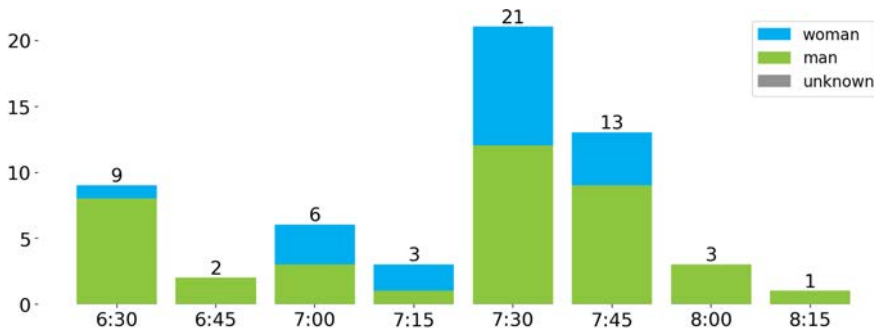
### Dick Ward Dr [E], Ross Smith Ave [SE], Ross Smith Ave [W]

58 bicycle riders were recorded during the 2 hour survey. This is a decrease of 57% compared to 135 in 2021 and a decrease of 24% compared to 76 in 2011. The peak period was 7:30-7:45 with 21 riders. An estimated 33% of the bike riders were women.

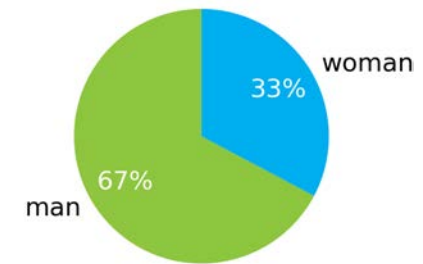
2 micro-mobility riders were recorded during the 2 hour survey. An estimated 50% of micro-mobility riders were women.



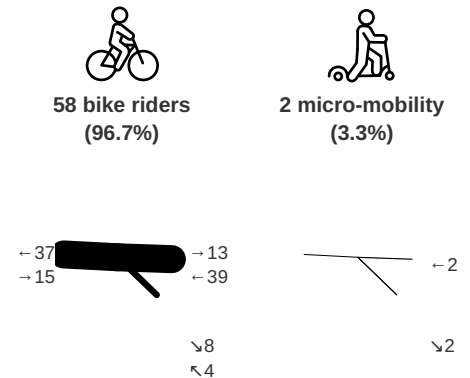
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

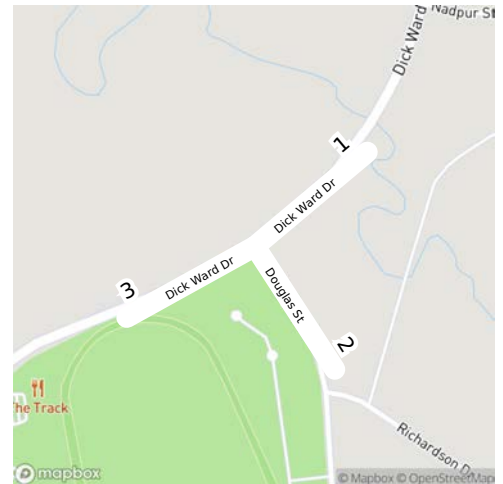
	Enter	1 Dick Ward Dr		2 Ross Smith Ave		3 Ross Smith Ave		Total
Exit		2	3	1	3	1	2	
Woman		3	8	1		6	2	20
Man		4	26		3	6	1	40
Unknown								
<b>Total</b>		<b>7</b>	<b>34</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>60</b>

## Site 5476

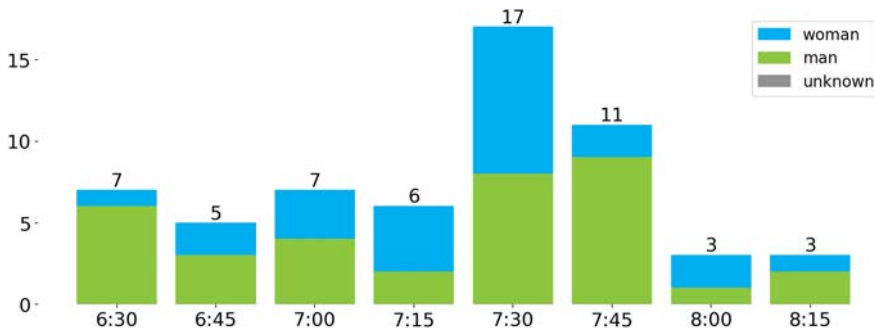
### Dick Ward Dr [NE], Douglas St [SE], Dick Ward Dr [SW]

59 bicycle riders were recorded during the 2 hour survey. This is a decrease of 44% compared to 106 in 2021 and a decrease of 29% compared to 83 in 2011. The peak period was 7:30-7:45 with 17 riders. An estimated 41% of the bike riders were women.

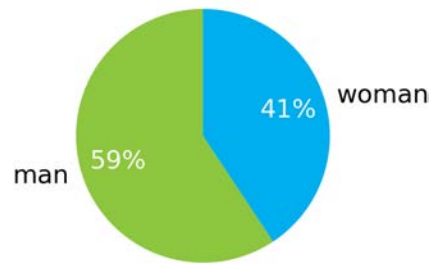
2 micro-mobility riders were recorded during the 2 hour survey. An estimated 50% of micro-mobility riders were women.



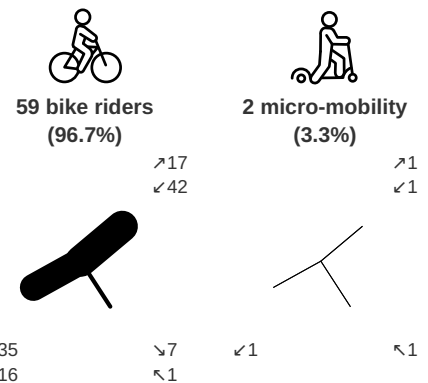
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Dick Ward Dr		2 Douglas St		3 Dick Ward Dr		Total
Exit	2	3	1	3	1	2	
Woman	2	12	1		10		25
Man	5	24	1		6		36
Unknown							
<b>Total</b>	<b>7</b>	<b>36</b>	<b>2</b>		<b>16</b>		<b>61</b>



## Site 5477

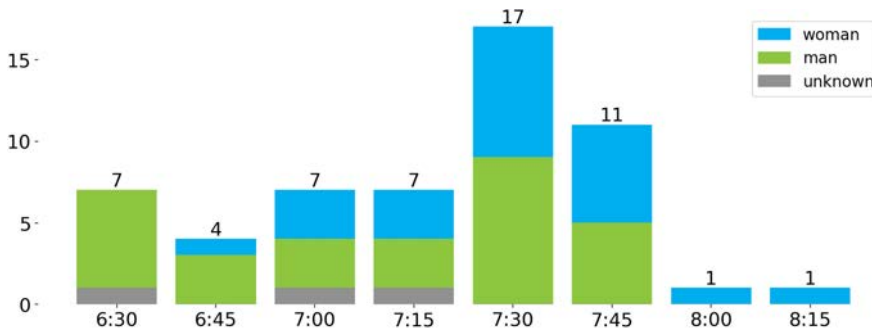
### Dick Ward Dr [N], Fitzer Dr [E], Dick Ward Dr [S]

55 bicycle riders were recorded during the 2 hour survey. This is a decrease of 50% compared to 110 in 2021 and a decrease of 46% compared to 101 in 2012. The peak period was 7:30-7:45 with 17 riders. An estimated 42% of the bike riders were women.

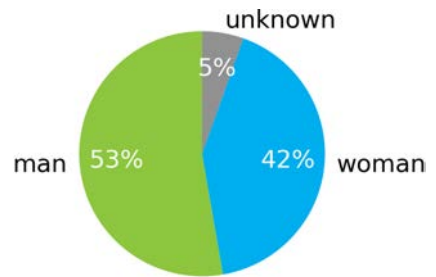
2 micro-mobility riders were recorded during the 2 hour survey. An estimated 50% of micro-mobility riders were women.



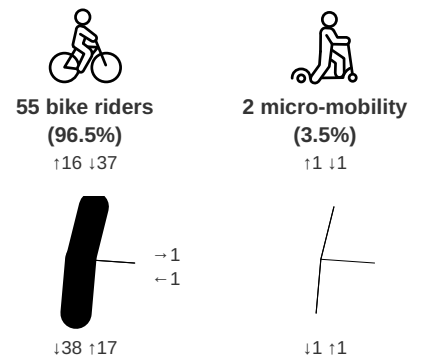
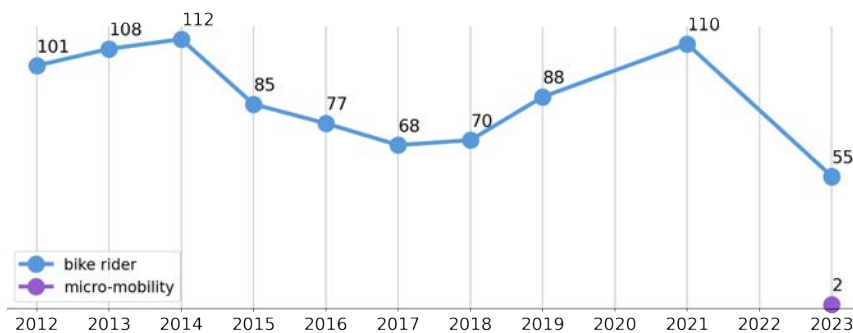
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

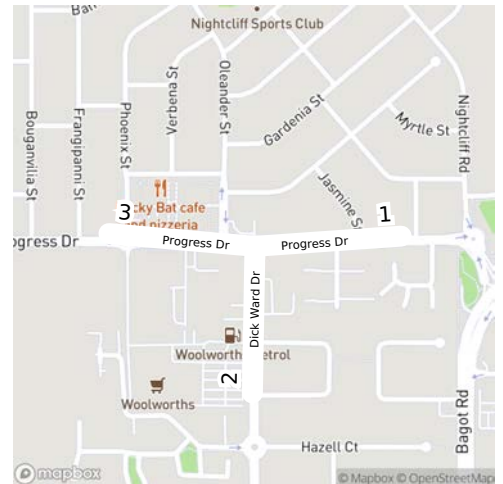
Enter	1 Dick Ward Dr		2 Fitzer Dr		3 Dick Ward Dr		Total
Exit	2	3	1	3	1	2	
Woman		14			10		24
Man		23		1	6		30
Unknown		1			1	1	3
<b>Total</b>		<b>38</b>		<b>1</b>	<b>17</b>	<b>1</b>	<b>57</b>

## Site 5478

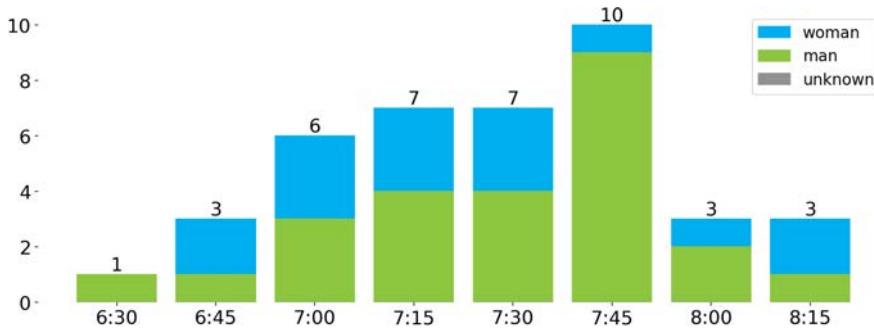
### Progress Dr [E], Dick Ward Dr [S], Progress Dr [W]

40 bicycle riders were recorded during the 2 hour survey. This is a decrease of 60% compared to 99 in 2021 and a decrease of 34% compared to 61 in 2011. The peak period was 7:45-8:00 with 10 riders. An estimated 38% of the bike riders were women.

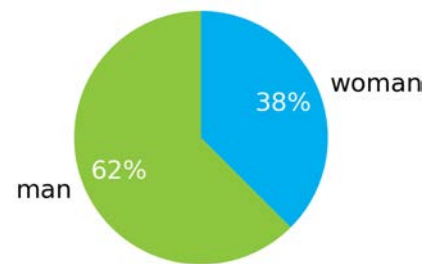
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 100% of micro-mobility riders were women.



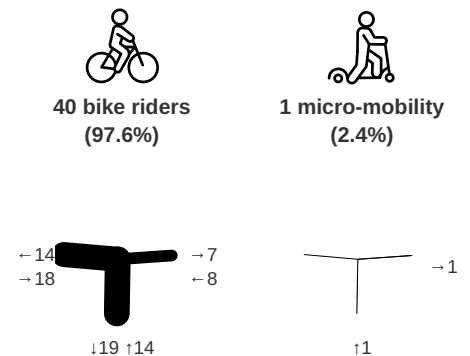
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Progress Dr		2 Dick Ward Dr		3 Progress Dr		Total
Exit	2	3	1	3	1	2	
Woman	2	3	2	2	1	6	16
Man	2	1	3	8	2	9	25
Unknown							
<b>Total</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>15</b>	<b>41</b>

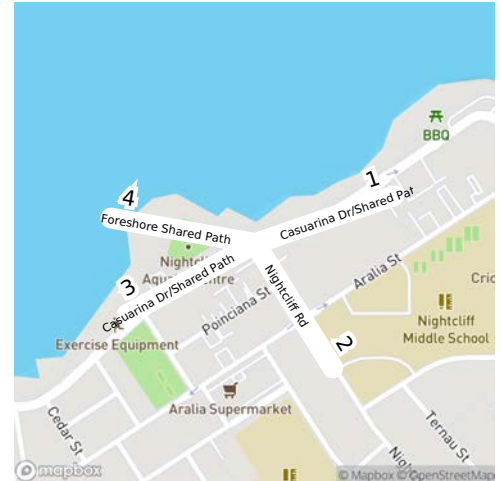


## Site 5480

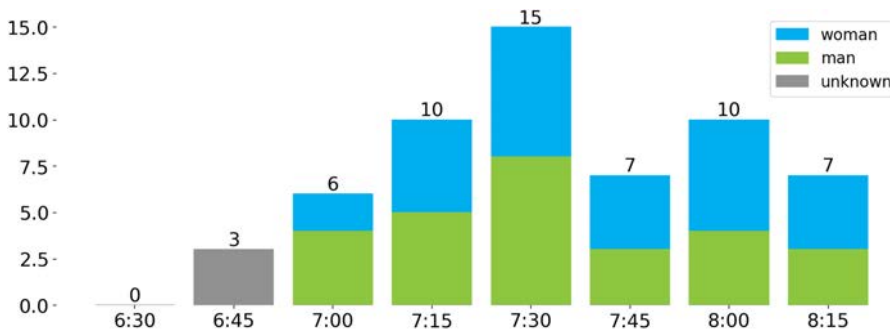
### Casuarina Dr/Shared Path [E], Nightcliff Rd [SE], Casuarina Dr/Shared Path [SW], Foreshore Shared Path [W]

58 bicycle riders were recorded during the 2 hour survey. This is a decrease of 52% compared to 122 in 2021 and a decrease of 34% compared to 88 in 2011. The peak period was 7:30-7:45 with 15 riders. An estimated 48% of the bike riders were women.

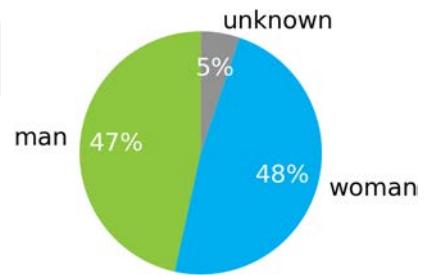
2 micro-mobility riders were recorded during the 2 hour survey. An estimated 50% of micro-mobility riders were women.



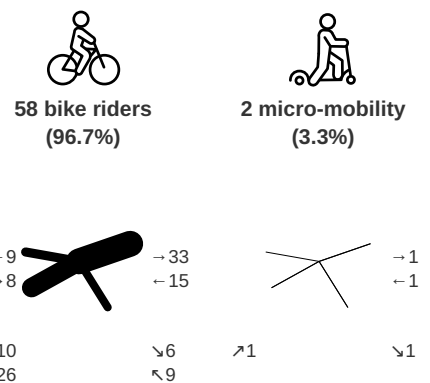
Bike rider traffic by time



Bike rider gender ratio



Trend



Raw Data

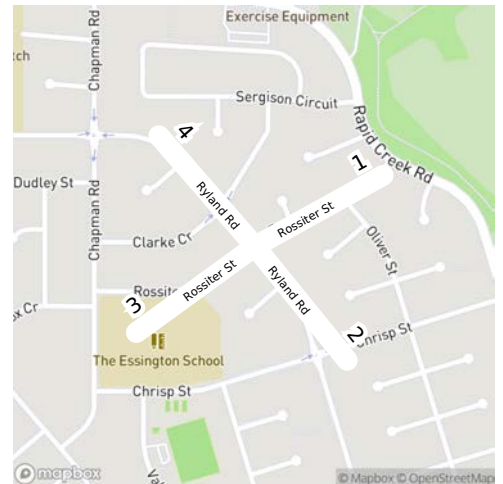
Enter	1 Casuarina Dr/Shared Path			2 Nightcliff Rd			3 Casuarina Dr/Shared Path			4 Foreshore Shared Path			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman	1	4	2	4	1	1	11	2		3			29
Man	1	3	5		1	1	10	2		4	1		28
Unknown					1		2						3
<b>Total</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>23</b>	<b>4</b>		<b>7</b>	<b>1</b>		<b>60</b>

# Site 5481

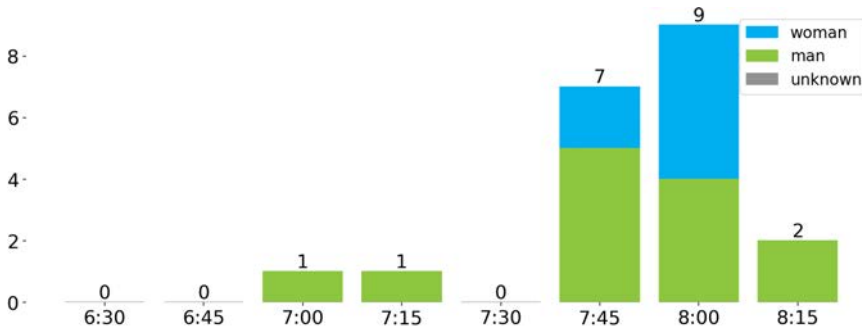
## Rossiter St [NE], Ryland Rd [SE], Rossiter St [SW], Ryland Rd [NW]

20 bicycle riders were recorded during the 2 hour survey. This is a decrease of 49% compared to 39 in 2021 and an increase of 11% compared to 18 in 2011. The peak period was 8:00-8:15 with 9 riders. An estimated 35% of the bike riders were women.

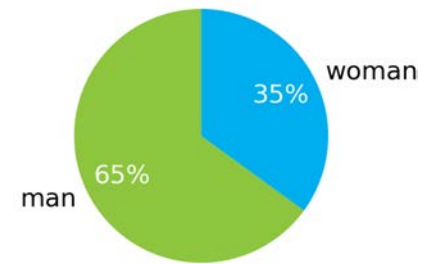
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



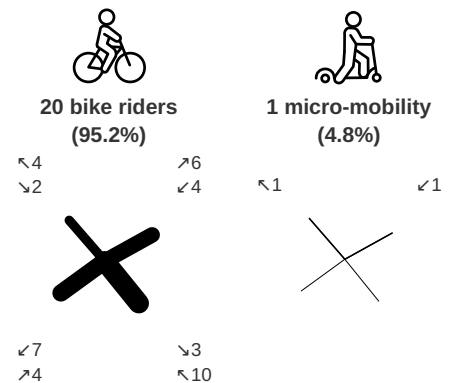
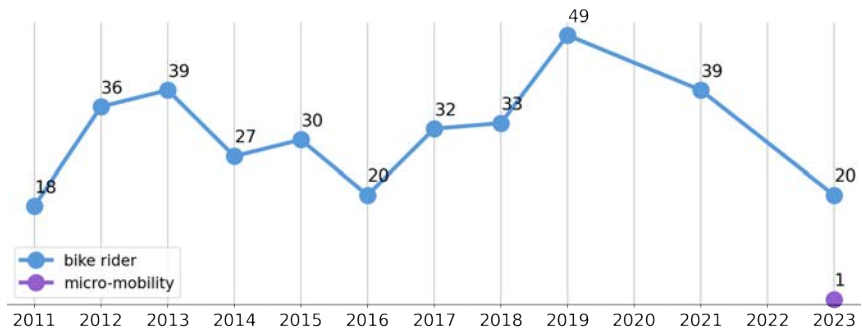
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

Enter	1 Rossiter St			2 Ryland Rd			3 Rossiter St			4 Ryland Rd			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman	1		1		4						1		7
Man	1		2	3	2	1	3		1			1	14
Unknown													
<b>Total</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>21</b>

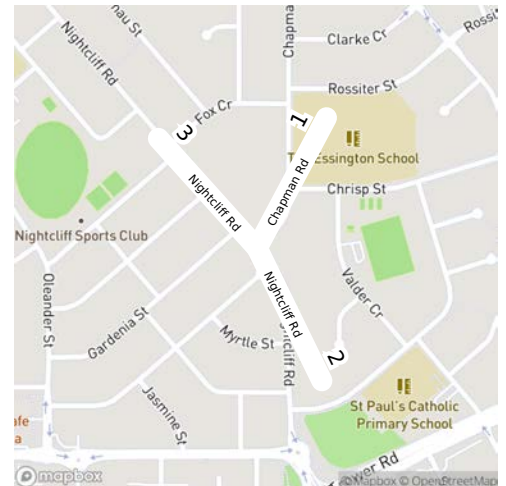


# Site 5482

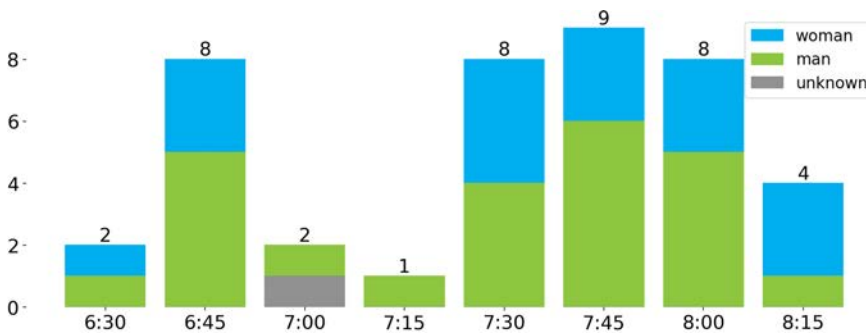
## Chapman Rd [NE], Nightcliff Rd [SE], Nightcliff Rd [NW]

42 bicycle riders were recorded during the 2 hour survey. This is a decrease of 14% compared to 49 in 2021 and a decrease of 16% compared to 50 in 2011. The peak period was 7:45-8:00 with 9 riders. An estimated 40% of the bike riders were women.

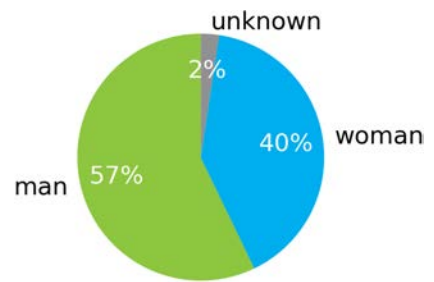
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



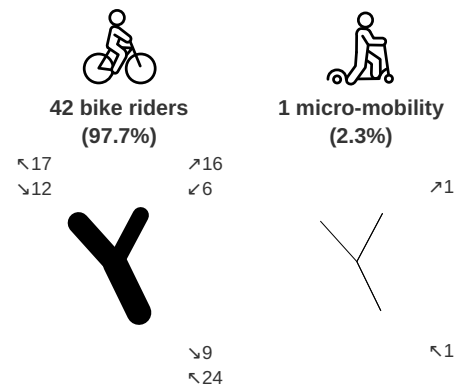
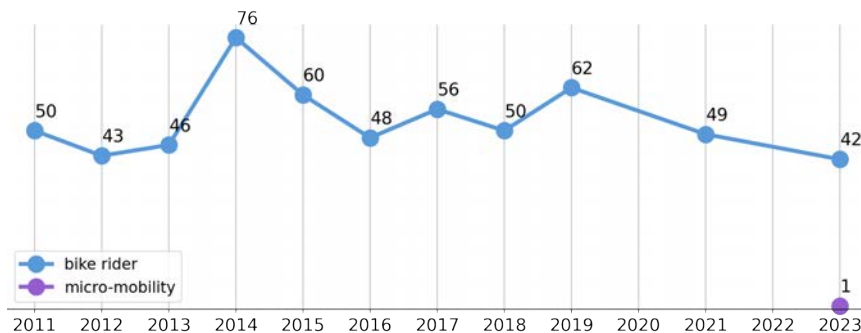
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

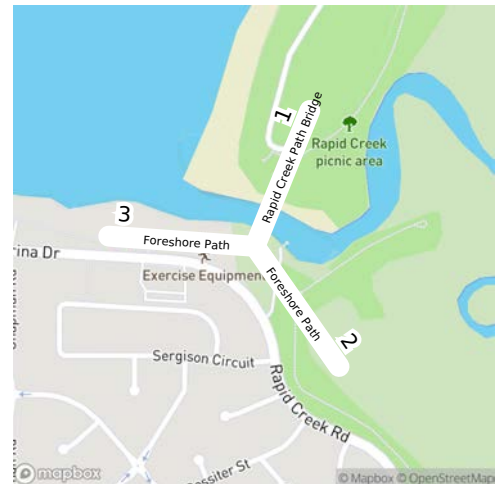
Enter	1 Chapman Rd		2 Nightcliff Rd		3 Nightcliff Rd		
Exit	2	3	1	3	1	2	Total
Woman	2		4	6	3	2	17
Man	2	2	6	9	3	3	25
Unknown					1		1
<b>Total</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>43</b>

## Site 5483

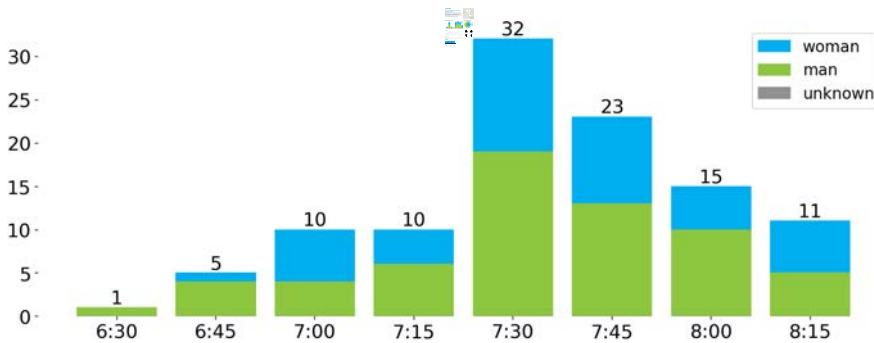
### Rapid Creek Path Bridge [N], Foreshore Path [SE], Foreshore Path [W]

107 bicycle riders were recorded during the 2 hour survey. This is a decrease of 50% compared to 216 in 2021 and a decrease of 42% compared to 186 in 2011. The peak period was 7:30-7:45 with 32 riders. An estimated 42% of the bike riders were women.

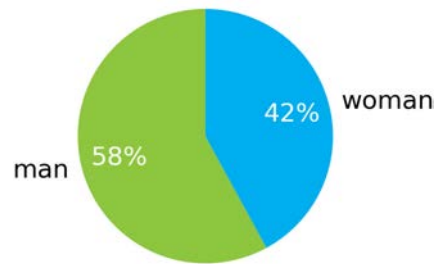
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



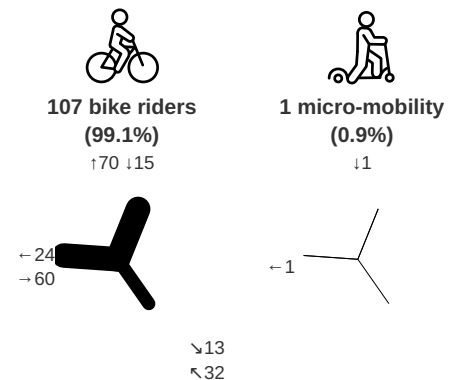
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

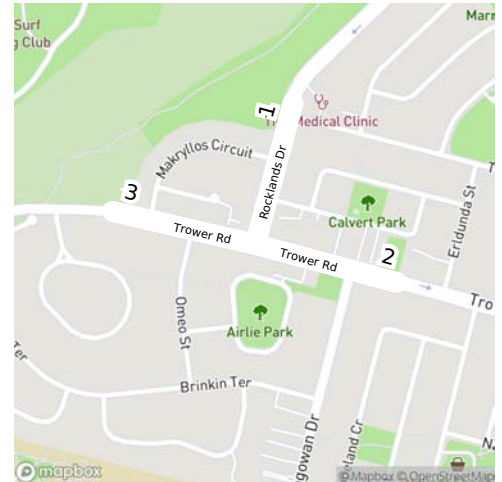
Enter	1 Rapid Creek Path Bridge		2 Foreshore Path		3 Foreshore Path		Total
Exit	2	3	1	3	1	2	
Woman	3	4	5	6	25	2	45
Man	4	5	11	10	29	4	63
Unknown							
<b>Total</b>	<b>7</b>	<b>9</b>	<b>16</b>	<b>16</b>	<b>54</b>	<b>6</b>	<b>108</b>

## Site 5484

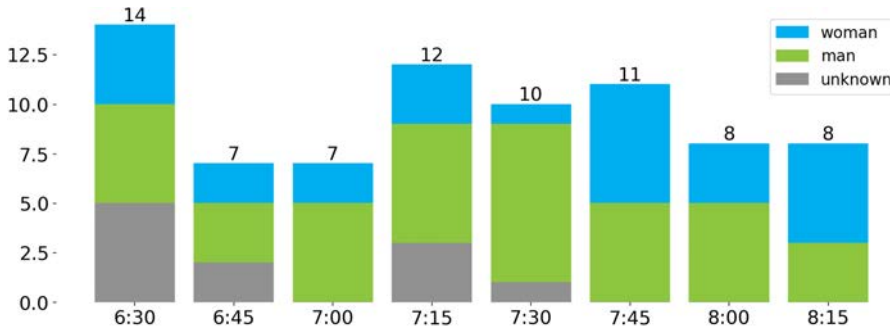
### Rocklands Dr [N], Trower Rd [E], Trower Rd [W]

77 bicycle riders were recorded during the 2 hour survey. This is an increase of 35% compared to 57 in 2021 and an increase of 64% compared to 47 in 2011. The peak period was 6:30-6:45 with 14 riders. An estimated 34% of the bike riders were women.

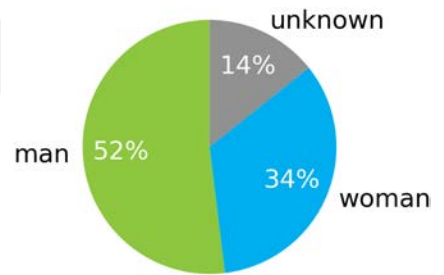
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 100% of micro-mobility riders were women.



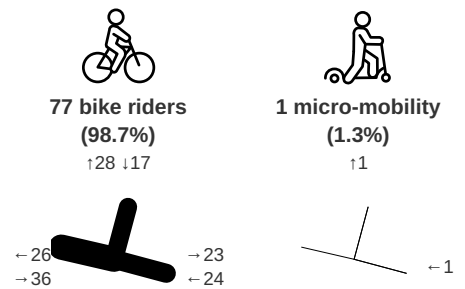
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Rocklands Dr		2 Trower Rd		3 Trower Rd		Total
Exit	2	3	1	3	1	2	
Woman	1	3	6	8	5	4	27
Man	4	4	3	7	10	12	40
Unknown	2	3		1	5		11
<b>Total</b>	<b>7</b>	<b>10</b>	<b>9</b>	<b>16</b>	<b>20</b>	<b>16</b>	<b>78</b>



# Site 5485

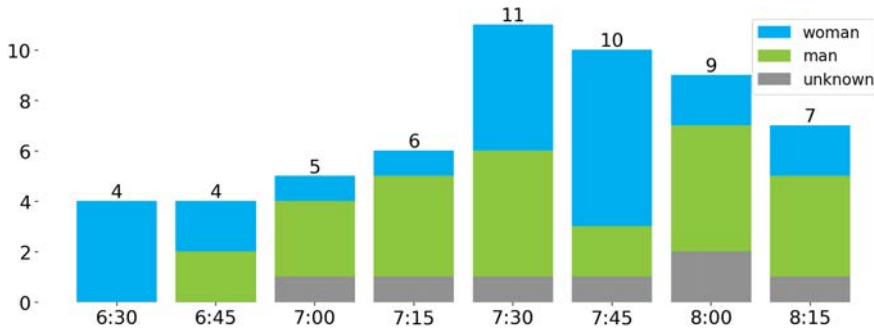
## Rocklands Dr [E], Roper St [S], Rocklands Dr [W], Florey Ave [N]

56 bicycle riders were recorded during the 2 hour survey. This is a decrease of 23% compared to 73 in 2021 and a decrease of 45% compared to 101 in 2011. The peak period was 7:30-7:45 with 11 riders. An estimated 43% of the bike riders were women.

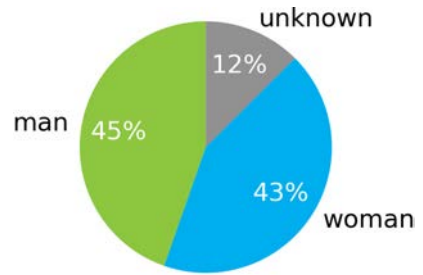
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



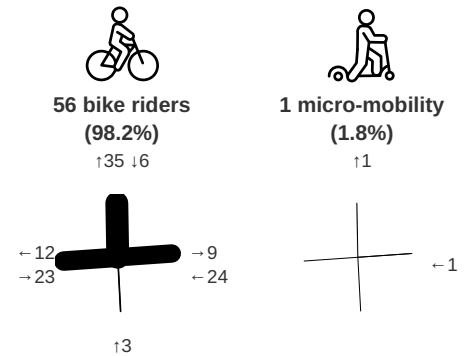
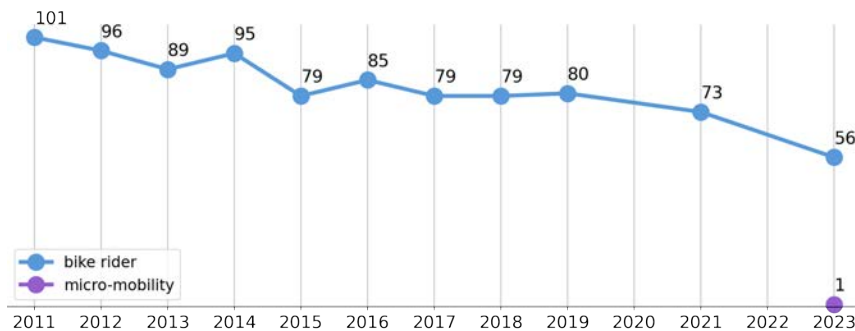
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

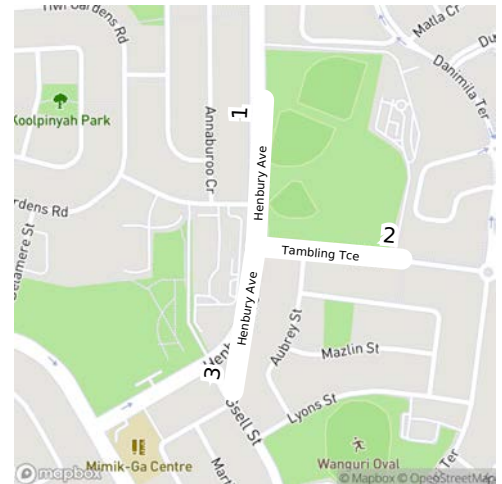
Enter	1 Rocklands Dr			2 Roper St			3 Rocklands Dr			4 Florey Ave			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman		3	7		1	2	2		7	2			24
Man		6	6				1		9	2		2	26
Unknown			3				2		2				7
<b>Total</b>		<b>9</b>	<b>16</b>		<b>1</b>	<b>2</b>	<b>5</b>		<b>18</b>	<b>4</b>		<b>2</b>	<b>57</b>

## Site 5486

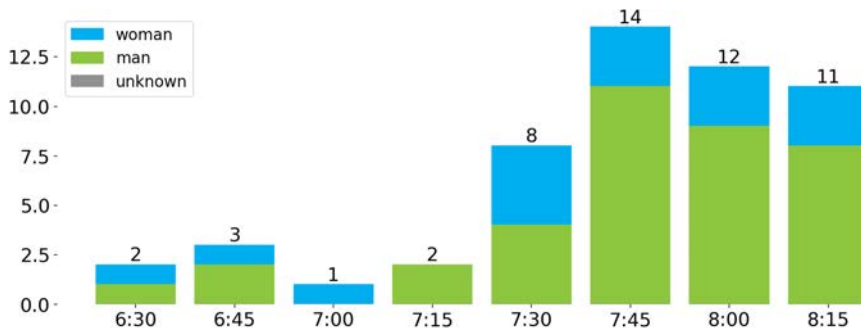
### Henbury Ave [N], Tambling Tce [E], Henbury Ave [S]

53 bicycle riders were recorded during the 2 hour survey. This is a decrease of 7% compared to 57 in 2021 and an increase of 39% compared to 38 in 2011. The peak period was 7:45-8:00 with 14 riders. An estimated 30% of the bike riders were women.

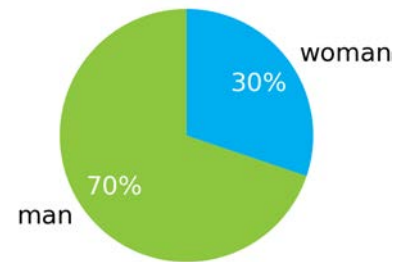
3 micro-mobility riders were recorded during the 2 hour survey. An estimated 33% of micro-mobility riders were women.



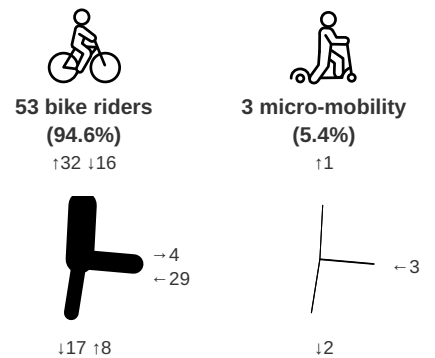
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

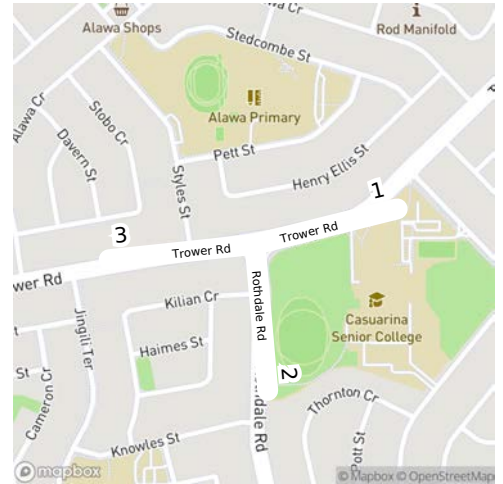
	Enter	1 Henbury Ave		2 Tambling Tce		3 Henbury Ave		Total
Exit		2	3	1	3	1	2	
Woman			5	7	3	2		17
Man		4	7	18	4	6		39
Unknown								
<b>Total</b>		<b>4</b>	<b>12</b>	<b>25</b>	<b>7</b>	<b>8</b>		<b>56</b>

# Site 5487

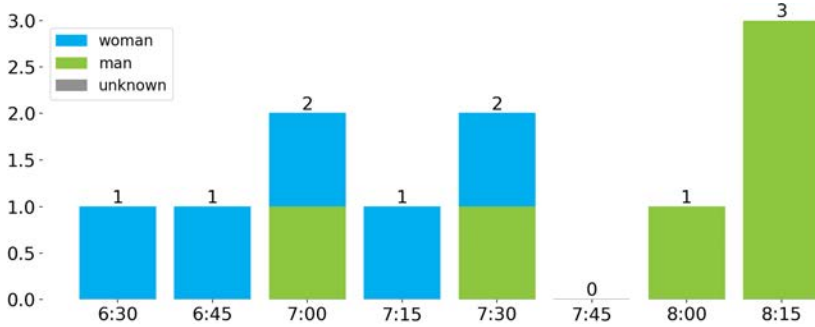
## Trower Rd [E], Rothdale Rd [S], Trower Rd [W]

**11 bicycle riders** were recorded during the 2 hour survey. This is a **decrease of 31%** compared to 16 in 2021 and a **decrease of 45%** compared to 20 in 2011. The **peak period was 8:15-8:30** with 3 riders. An estimated **45% of the bike riders were women**.

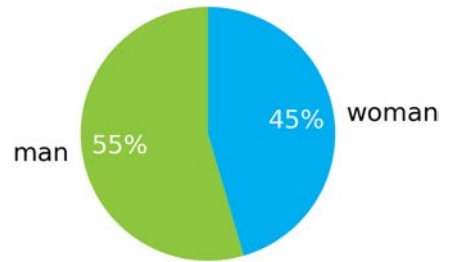
**3 micro-mobility riders** were recorded during the 2 hour survey. An estimated **0% of micro-mobility riders were women**.



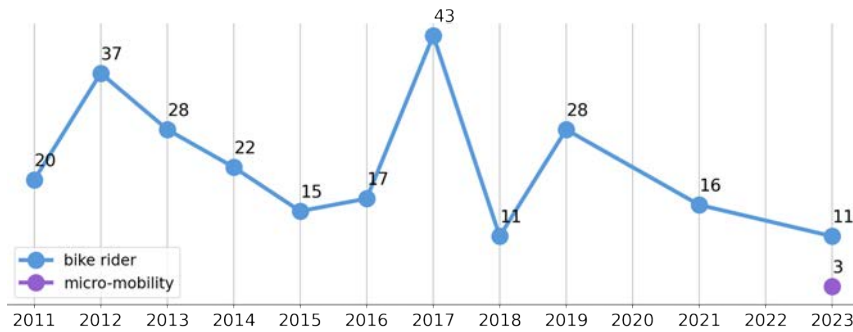
**Bike rider traffic by time**



**Bike rider gender ratio**



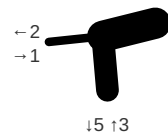
**Trend**



11 bike riders (78.6%)



3 micro-mobility (21.4%)



**Raw Data**

Enter	1 Trower Rd		2 Rothdale Rd		3 Trower Rd		Total
Exit	2	3	1	3	1	2	
Woman	3	1	1				5
Man	3	1	3		2		9
Unknown							
<b>Total</b>	<b>6</b>	<b>2</b>	<b>4</b>		<b>2</b>		<b>14</b>

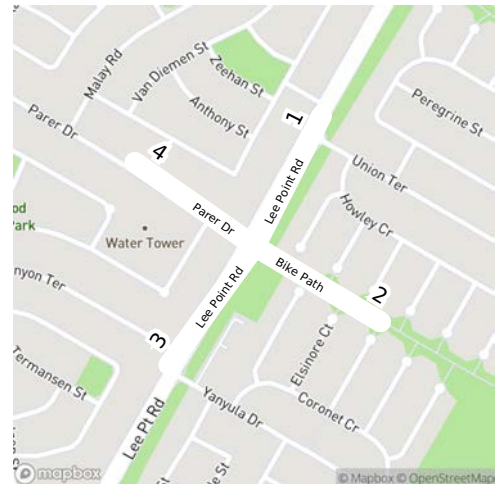


# Site 5488

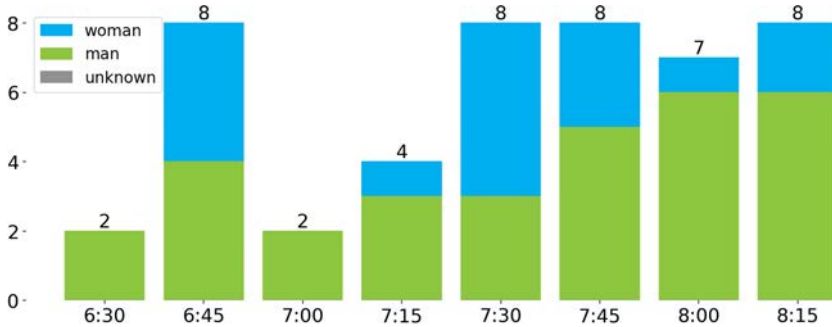
## Lee Point Rd [NE], Lee Point Rd [SE], Parer Dr [SW], Parer Dr [NW]

47 bicycle riders were recorded during the 2 hour survey. This is an increase of 15% compared to 41 in 2021 and a decrease of 25% compared to 63 in 2012. The peak period was 6:45-7:00 with 8 riders. An estimated 34% of the bike riders were women.

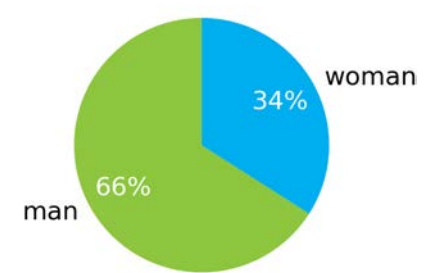
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



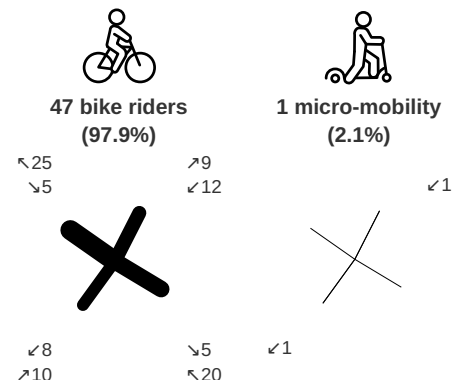
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

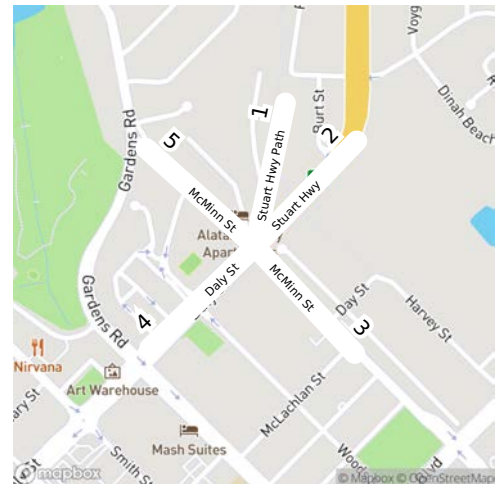
Enter	1 Lee Point Rd			2 Bike Path			3 Lee Point Rd			4 Parer Dr			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman			1	2		5	3		1		3	1	16
Man	1	5	6	2	3	8	2		4		1		32
Unknown													
<b>Total</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>48</b>	

## Site 5507

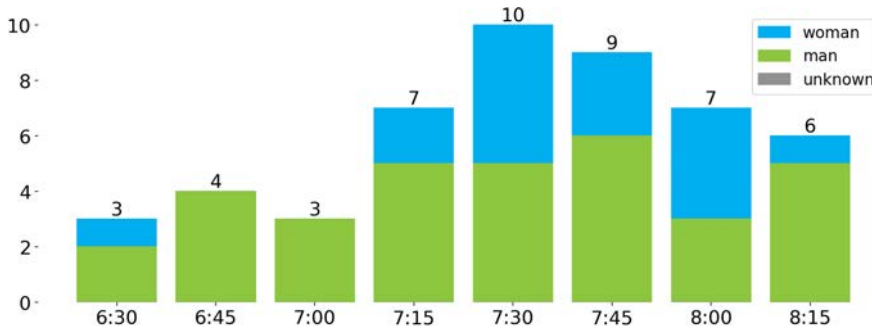
Stuart Hwy path [N], Stuart Hwy [NE], McMinn St [SE], Daly St [SW], McMinn St [NW]

49 bicycle riders were recorded during the 2 hour survey. This is a decrease of 36% compared to 76 in 2021 and a decrease of 55% compared to 109 in 2011. The peak period was 7:30-7:45 with 10 riders. An estimated 33% of the bike riders were women.

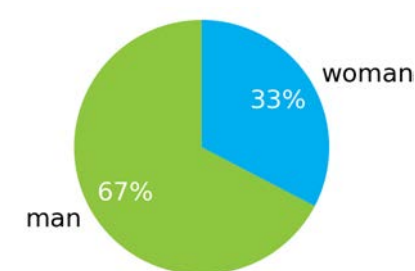
24 micro-mobility riders were recorded during the 2 hour survey. An estimated 38% of micro-mobility riders were women.



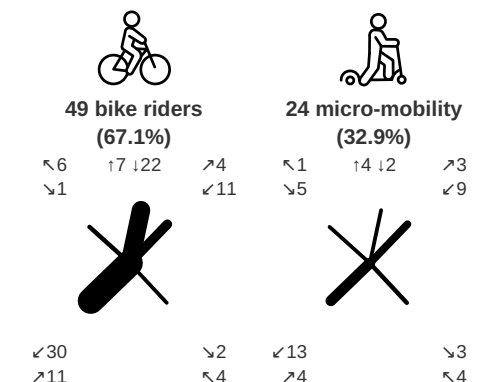
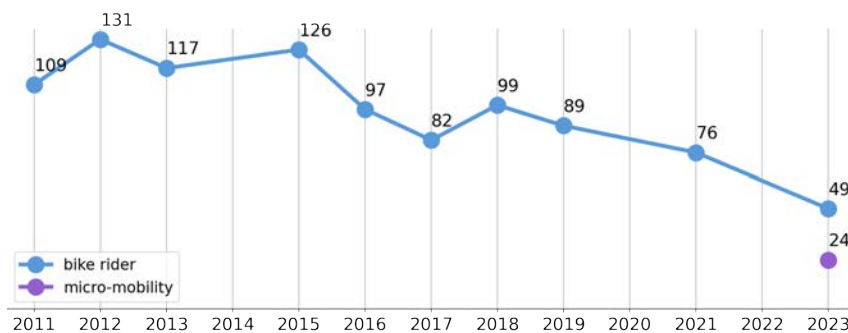
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

Enter	1 Stuart Hwy Path					2 Stuart Hwy				3 McMinn St				4 Daly St				5 McMinn St				Total
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	Total	
Woman			10		2		3		2	2			3		1		1		1		25	
Man			12	2		2	13		1		2	1	2	5		4			1	3	48	
Unknown																						
<b>Total</b>			<b>22</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>16</b>		<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>		<b>2</b>	<b>3</b>	<b>73</b>	

## Site 5508

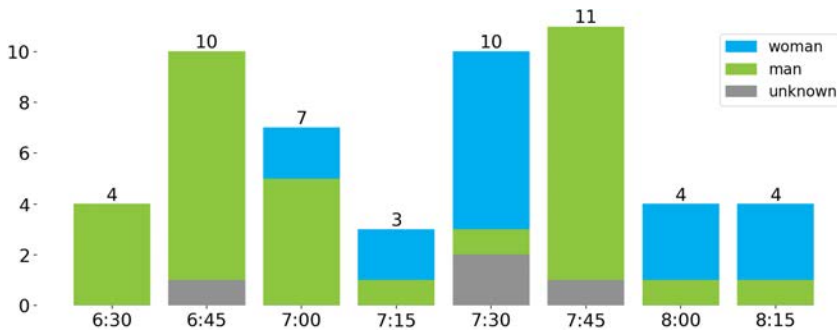
### Stuart Hwy/Bike Path [N], Westralia St [E], Stuart Hwy/Bike Path [S]

53 bicycle riders were recorded during the 2 hour survey. This is a decrease of 47% compared to 100 in 2021 and a decrease of 43% compared to 93 in 2012. The peak period was 7:45-8:00 with 11 riders. An estimated 32% of the bike riders were women.

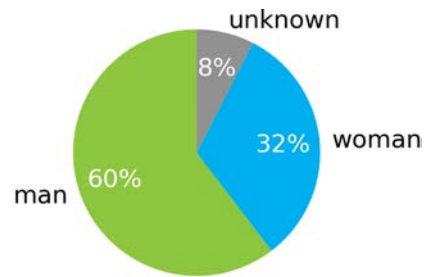
15 micro-mobility riders were recorded during the 2 hour survey. An estimated 7% of micro-mobility riders were women.



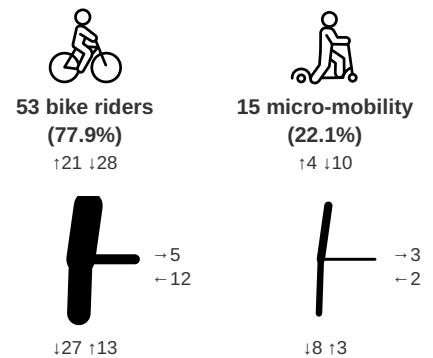
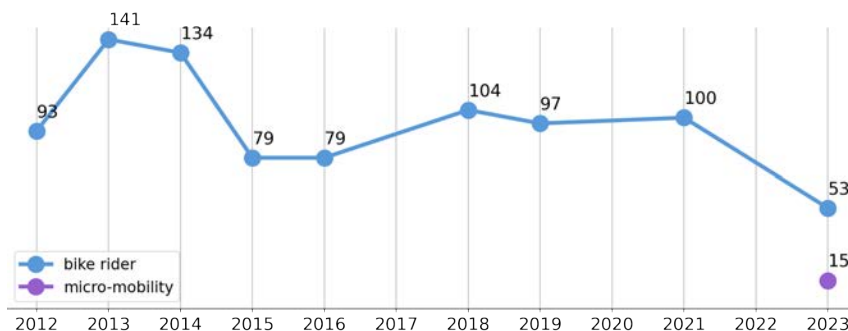
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Stuart Hwy/Bike Path		2 Westralia St		3 Stuart Hwy/Bike Path		Total
Exit	2	3	1	3	1	2	
Woman	2	5	4	2	4	1	18
Man	4	23	7	1	9	1	45
Unknown		4			1		5
<b>Total</b>	<b>6</b>	<b>32</b>	<b>11</b>	<b>3</b>	<b>14</b>	<b>2</b>	<b>68</b>

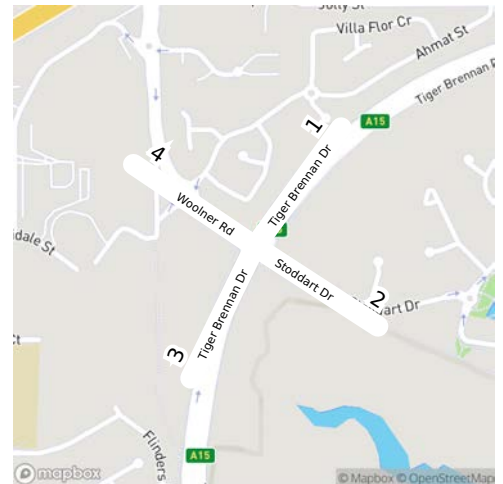


## Site 5509

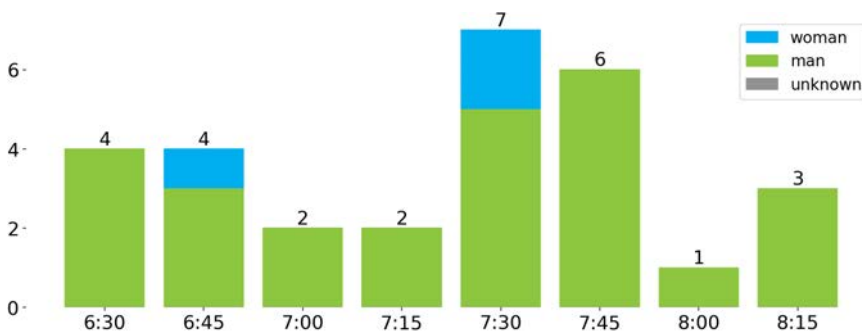
### Tiger Brennan Dr [NE], Stoddart Dr [SE], Tiger Brennan Dr [SW], Woolner Rd [NW]

29 bicycle riders were recorded during the 2 hour survey. This is a decrease of 0% compared to 29 in 2021 and an increase of 26% compared to 23 in 2011. The peak period was 7:30-7:45 with 7 riders. An estimated 10% of the bike riders were women.

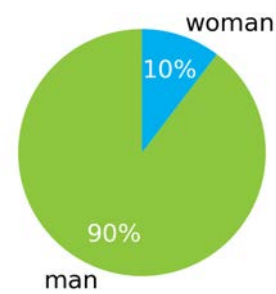
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



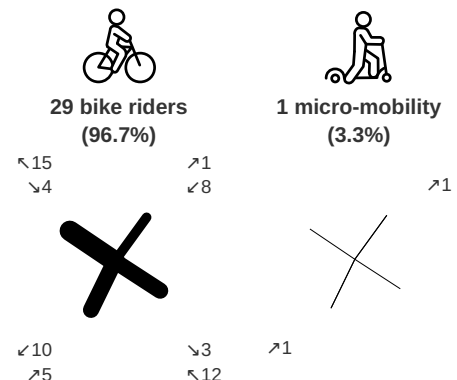
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

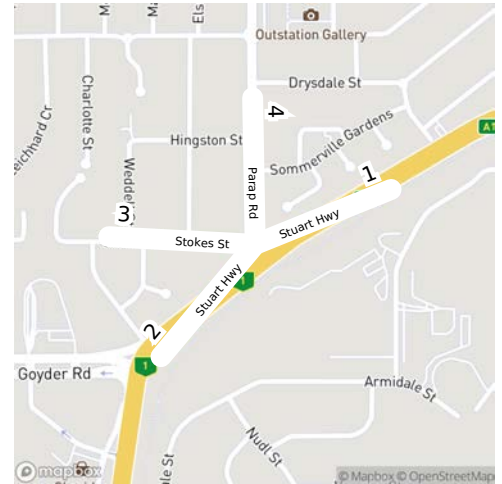
Enter	1 Tiger Brennan Dr			2 Stoddart Dr			3 Tiger Brennan Dr			4 Woolner Rd			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman			1			1			1				3
Man		6	1		1	10	2	2	1		1	3	27
Unknown													
Total		6	2		1	11	2	2	2		1	3	30

# Site 5510

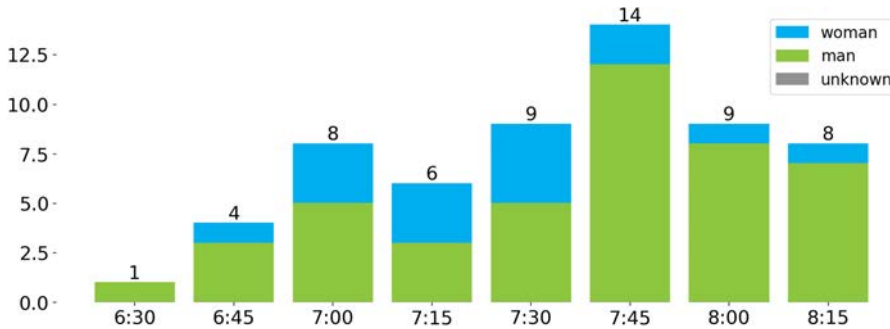
## Stuart Hwy [E], Stuart Hwy [SW], Stokes St [W], Parap Rd [N]

59 bicycle riders were recorded during the 2 hour survey. This is a decrease of 31% compared to 85 in 2021 and a decrease of 44% compared to 106 in 2011. The peak period was 7:45-8:00 with 14 riders. An estimated 25% of the bike riders were women.

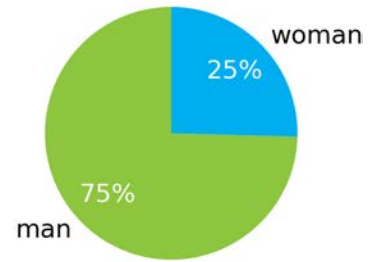
7 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



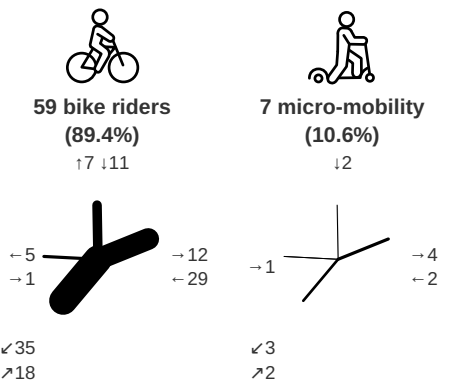
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

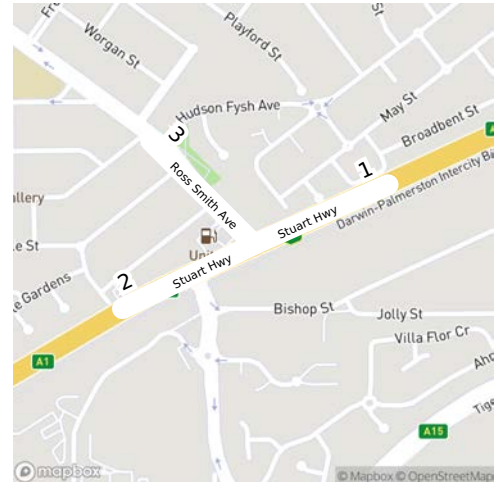
Enter	1 Stuart Hwy			2 Stuart Hwy			3 Stokes St		4 Parap Rd			Total	
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman	6			4		1				1	3		15
Man	22	3		8	1	6	1	1		2	6	1	51
Unknown													
<b>Total</b>	<b>28</b>	<b>3</b>		<b>12</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>1</b>		<b>3</b>	<b>9</b>	<b>1</b>	<b>66</b>

# Site 5511

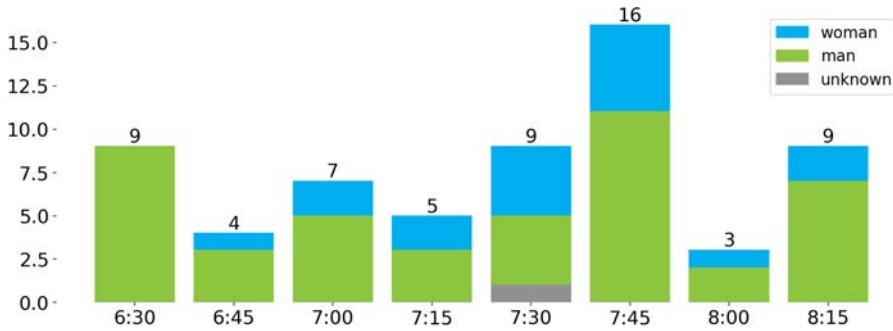
## Stuart Hwy [NE], Stuart Hwy [SW], Ross Smith Ave [NW]

62 bicycle riders were recorded during the 2 hour survey. This is an increase of 19% compared to 52 in 2021 and a decrease of 37% compared to 98 in 2011. The peak period was 7:45-8:00 with 16 riders. An estimated 27% of the bike riders were women.

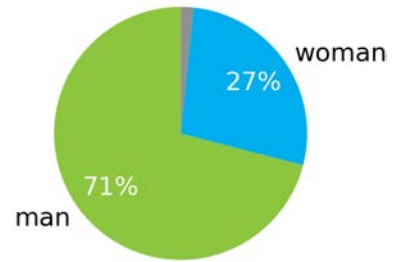
6 micro-mobility riders were recorded during the 2 hour survey. An estimated 17% of micro-mobility riders were women.



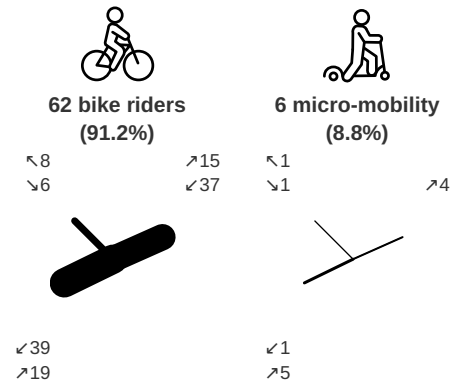
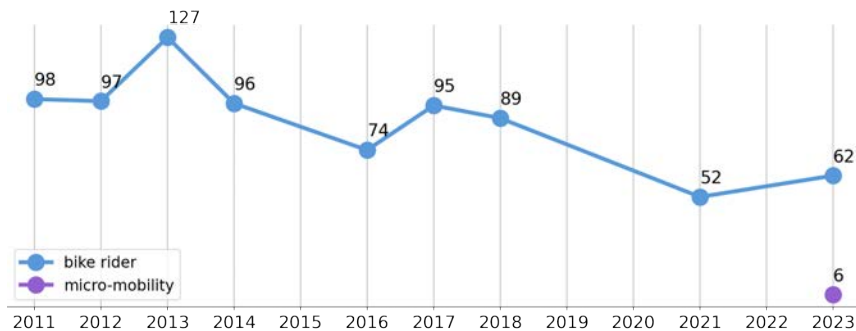
Bike rider traffic by time



Bike rider gender ratio



Trend



Raw Data

Enter	1 Stuart Hwy		2 Stuart Hwy		3 Ross Smith Ave		Total
Exit	2	3	1	3	1	2	
Woman	9	1	6	1		1	18
Man	23	3	13	4		6	49
Unknown	1						1
<b>Total</b>	<b>33</b>	<b>4</b>	<b>19</b>	<b>5</b>		<b>7</b>	<b>68</b>

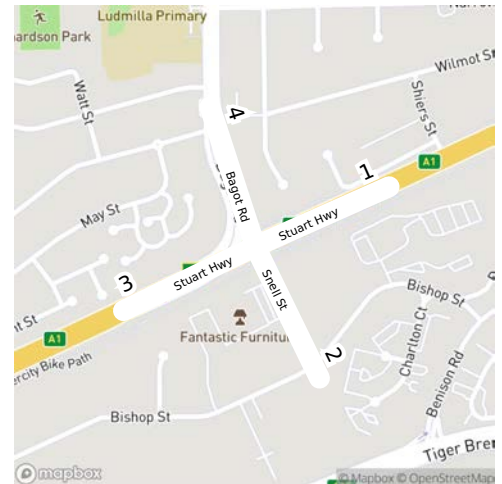


## Site 5512

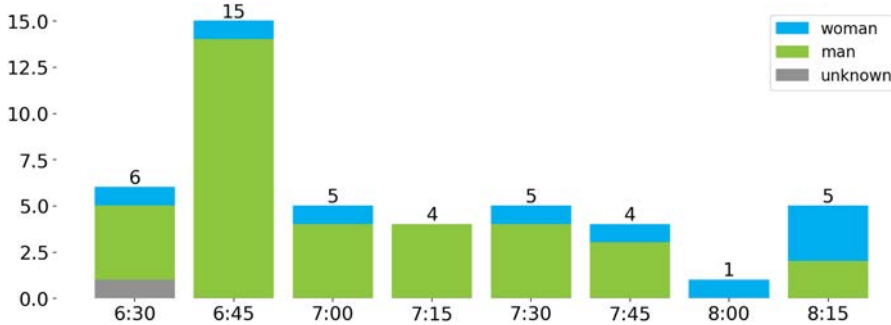
### Stuart Hwy [NE], Snell St [SE], Stuart Hwy [SW], Bagot Rd [N]

45 bicycle riders were recorded during the 2 hour survey. This is a decrease of 35% compared to 69 in 2021 and a decrease of 36% compared to 70 in 2011. The peak period was 6:45-7:00 with 15 riders. An estimated 20% of the bike riders were women.

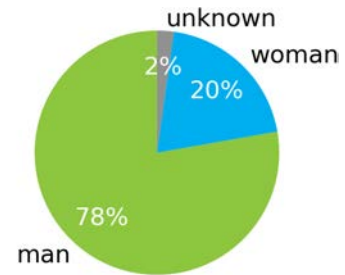
6 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



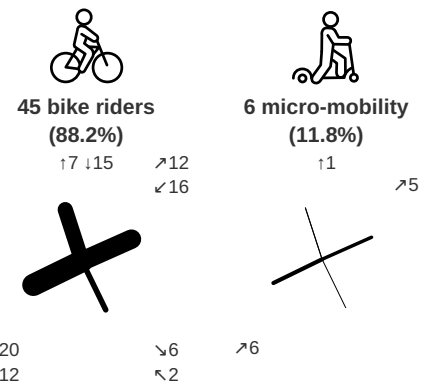
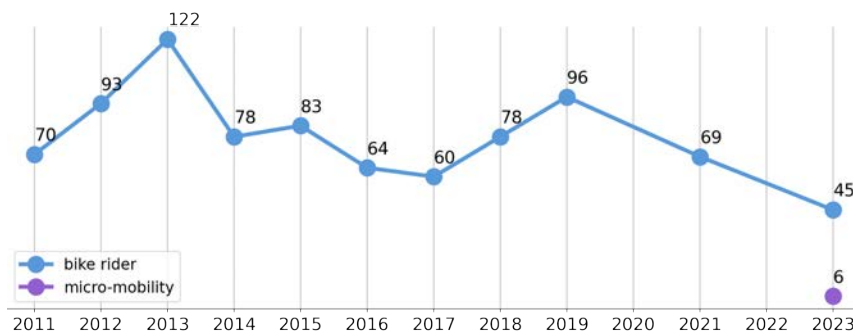
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

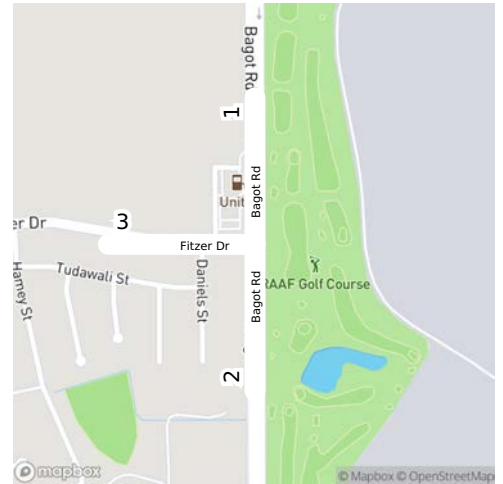
Enter	1 Stuart Hwy			2 Snell St			3 Stuart Hwy			4 Bagot Rd			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman	1	1		1					5			1	9
Man	3	9	2	1			10	1	1	4	1	9	41
Unknown							1						1
<b>Total</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>2</b>			<b>11</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>51</b>

# Site 5513

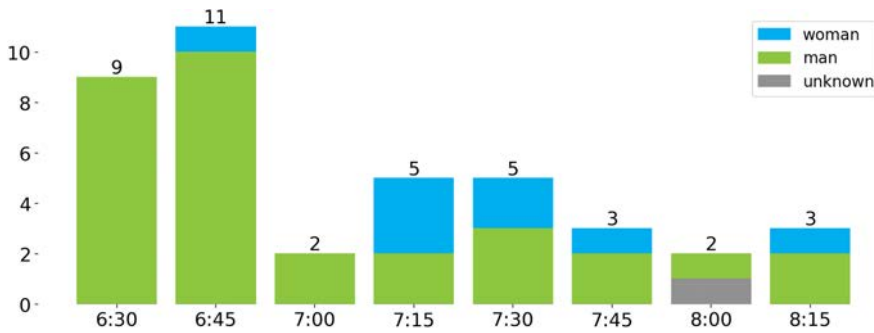
## Bagot Rd [N], Bagot Rd [S], Fitzer Dr [W]

40 bicycle riders were recorded during the 2 hour survey. This is a decrease of 20% compared to 50 in 2021 and a decrease of 35% compared to 62 in 2011. The peak period was 6:45-7:00 with 11 riders. An estimated 20% of the bike riders were women.

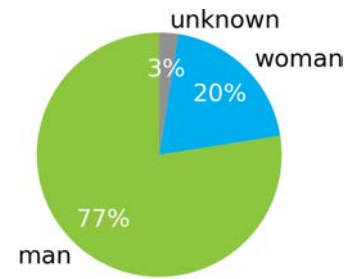
2 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



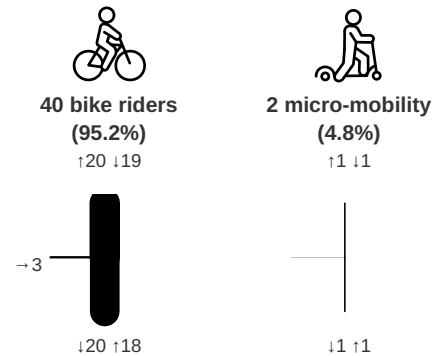
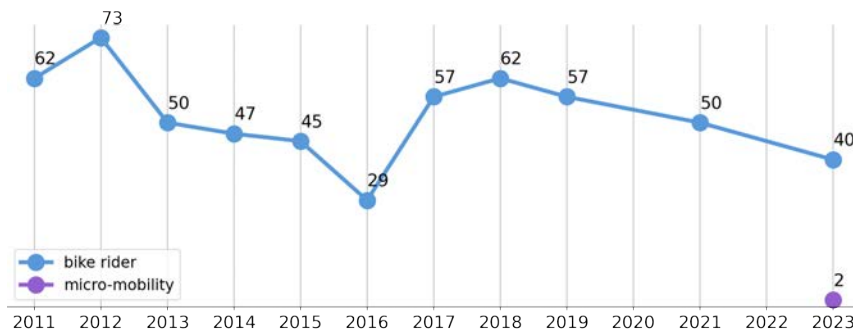
Bike rider traffic by time



Bike rider gender ratio



Trend



Raw Data

	Enter	1 Bagot Rd		2 Bagot Rd		3 Fitzer Dr		Total
Exit		2	3	1	3	1	2	
Woman		2		5		1		8
Man		17		14		1	1	33
Unknown		1						1
<b>Total</b>		<b>20</b>		<b>19</b>		<b>2</b>	<b>1</b>	<b>42</b>

## Site 5514

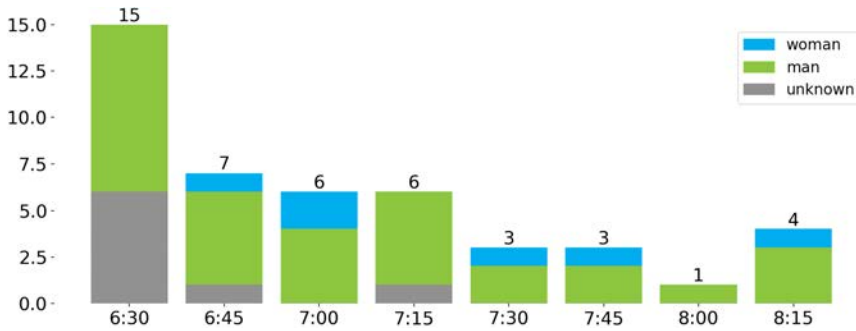
### Osgood Dr [E], Bagot Rd [S], Totem Rd [W], Bagot Rd [N]

45 bicycle riders were recorded during the 2 hour survey. This is an increase of 32% compared to 34 in 2021 and a decrease of 38% compared to 73 in 2011. The peak period was 6:30-6:45 with 15 riders. An estimated 13% of the bike riders were women.

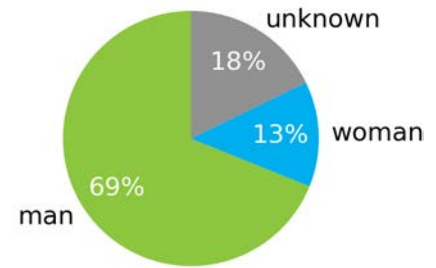
5 micro-mobility riders were recorded during the 2 hour survey. An estimated 40% of micro-mobility riders were women.



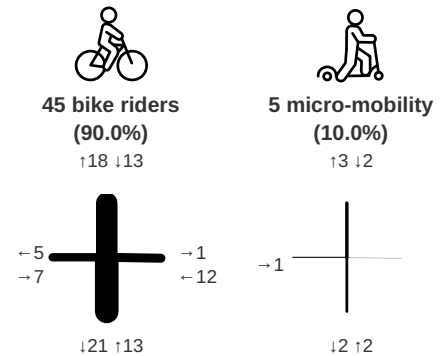
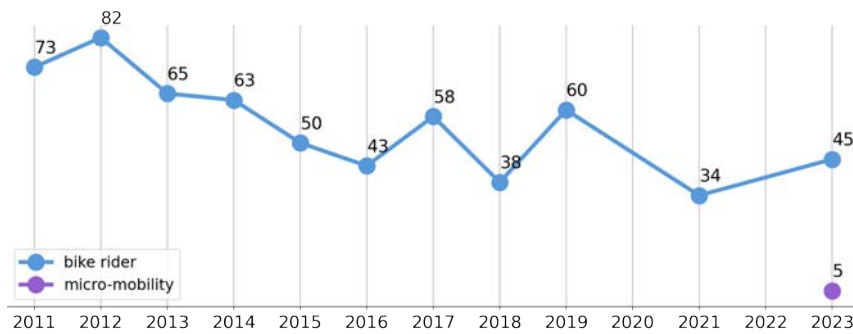
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Osgood Dr				2 Bagot Rd		3 Totem Rd		4 Bagot Rd			Total	
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman					1	2		2		1	2	1	8
Man	4					12		1	5	1	8	3	34
Unknown	8												8
<b>Total</b>	<b>12</b>				<b>1</b>	<b>14</b>		<b>1</b>	<b>7</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>50</b>



# Site 5515

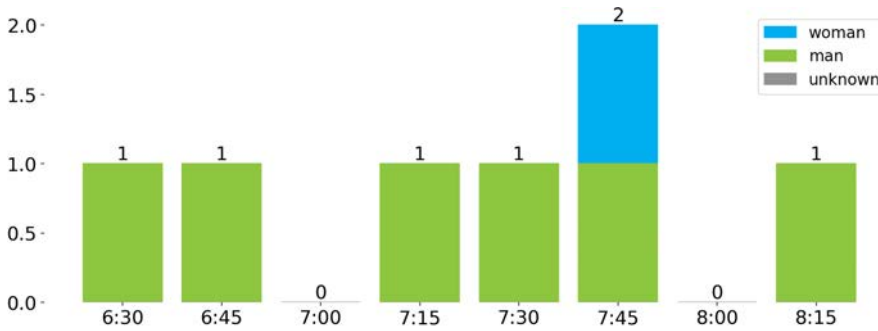
## Bagot Rd [N], Old McMillans Rd [E], Bagot Rd [S], Old McMillans Rd [W]

7 bicycle riders were recorded during the 2 hour survey. This is a decrease of 77% compared to 30 in 2021 and a decrease of 88% compared to 59 in 2011. The peak period was 7:45-8:00 with 2 riders. An estimated 14% of the bike riders were women.

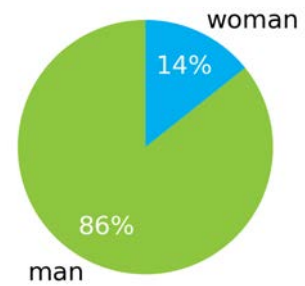
0 micro-mobility riders were recorded during the 2 hour survey.



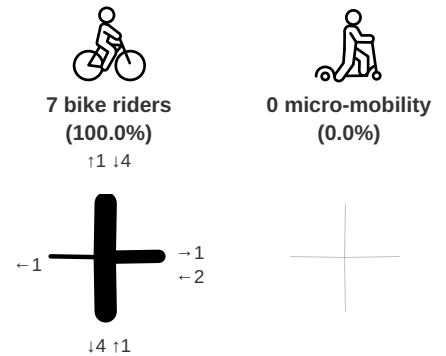
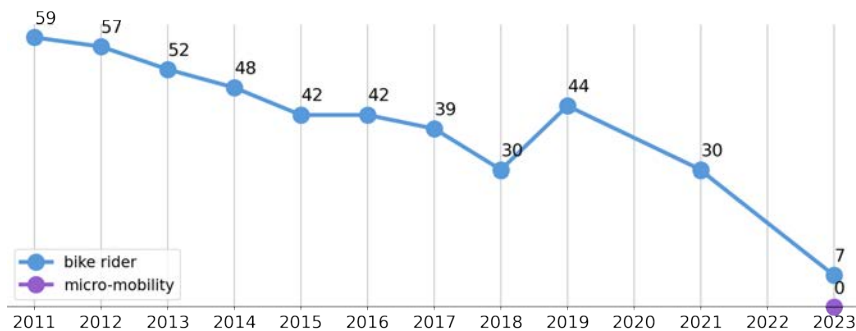
Bike rider traffic by time



Bike rider gender ratio



Trend



Raw Data

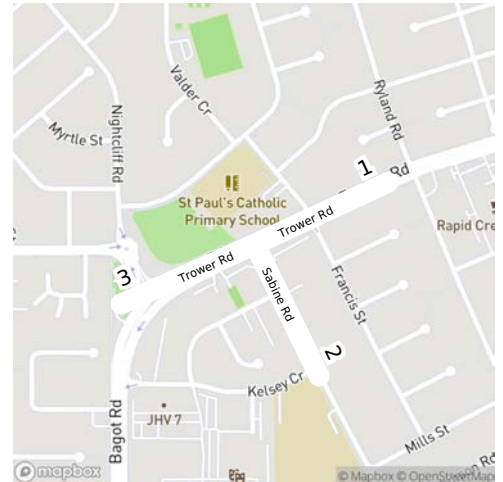
	Enter	1 Bagot Rd		2 Old McMillans Rd			3 Bagot Rd		4 Old McMillans Rd			Total	
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman	1												1
Man		3			1	1	1						6
Unknown													
<b>Total</b>	<b>1</b>	<b>3</b>			<b>1</b>	<b>1</b>	<b>1</b>						<b>7</b>

# Site 5516

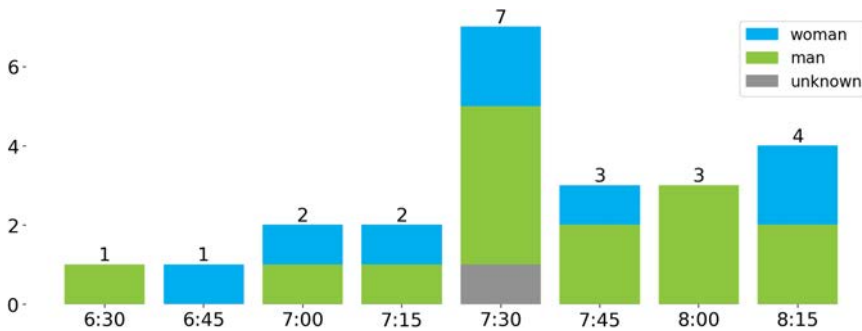
## Trower Rd [NE], Sabine Rd [SE], Trower Rd [SW]

23 bicycle riders were recorded during the 2 hour survey. This is a decrease of 8% compared to 25 in 2021 and a decrease of 53% compared to 49 in 2011. The peak period was 7:30-7:45 with 7 riders. An estimated 35% of the bike riders were women.

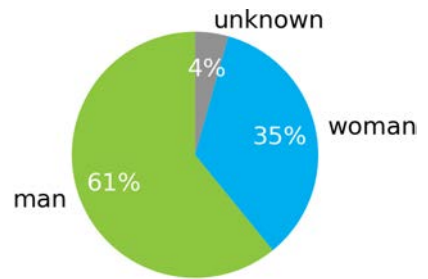
0 micro-mobility riders were recorded during the 2 hour survey.



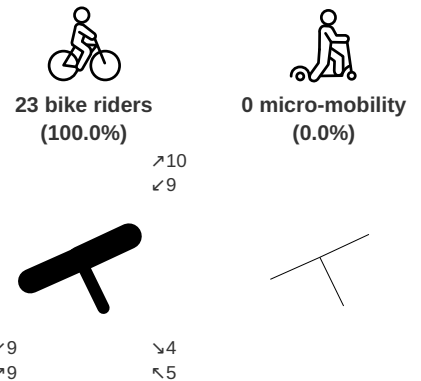
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

Enter	1 Trower Rd		2 Sabine Rd		3 Trower Rd		Total
Exit	2	3	1	3	1	2	
Woman	1	2	2	3	3	2	8
Man	1	5	1	2	3	2	14
Unknown					1		1
<b>Total</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>23</b>

## Site 5517

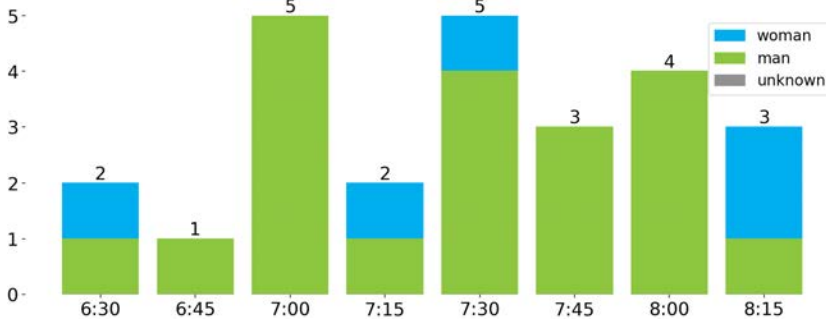
### McMillans Rd [E], McMillans Rd [SW], Sabine Rd [NW]

25 bicycle riders were recorded during the 2 hour survey. This is a decrease of 40% compared to 42 in 2021 and a decrease of 50% compared to 50 in 2011. The peak period was 7:00-7:15 with 5 riders. An estimated 20% of the bike riders were women.

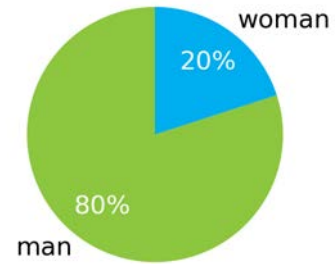
2 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



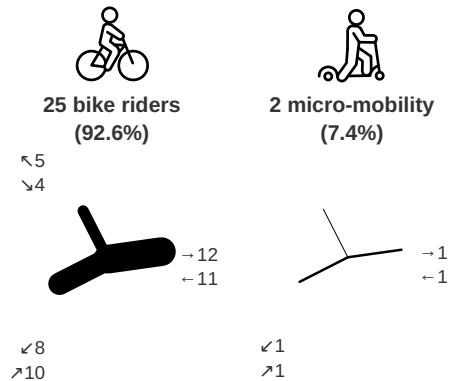
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 McMillans Rd		2 McMillans Rd		3 Sabine Rd		Total
Exit	2	3	1	3	1	2	
Woman	1		4				5
Man	7	4	6	1	3	1	22
Unknown							
<b>Total</b>	<b>8</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>27</b>

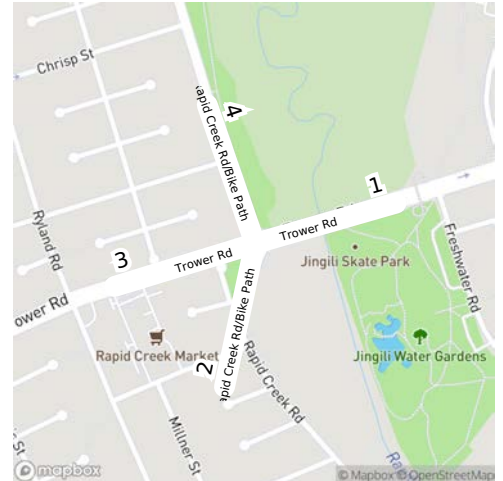


# Site 5518

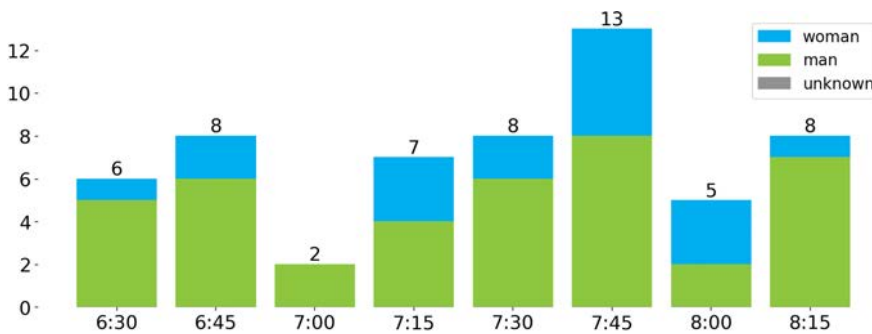
## Trower Rd [E], Rapid Creek Rd [S], Trower Rd [W], Rapid Creek Rd [N]

57 bicycle riders were recorded during the 2 hour survey. This is a decrease of 30% compared to 82 in 2021 and a decrease of 34% compared to 87 in 2011. The peak period was 7:45-8:00 with 13 riders. An estimated 30% of the bike riders were women.

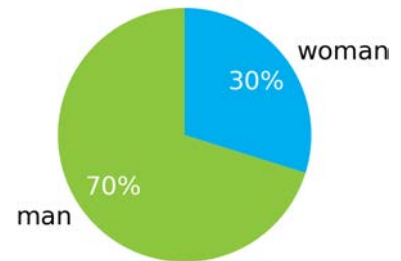
3 micro-mobility riders were recorded during the 2 hour survey. An estimated 67% of micro-mobility riders were women.



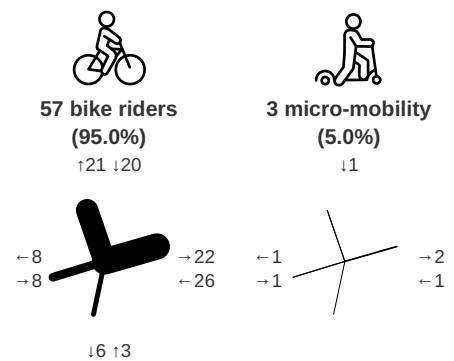
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

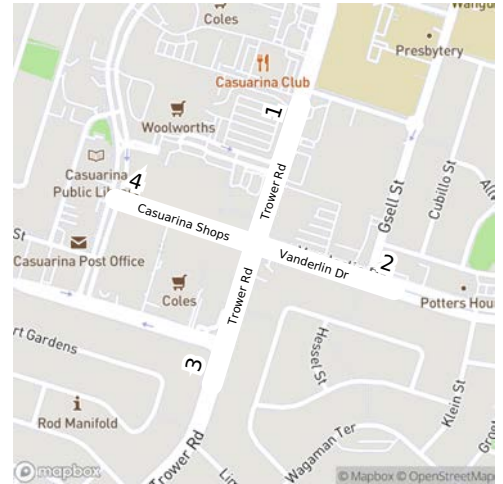
Enter	1 Trower Rd			2 Rapid Creek Rd/Bike Path			3 Trower Rd			4 Rapid Creek Rd/Bike Path			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman		2	9		1	3				2	1	1	19
Man		6	10	1		1	6			12	5		41
Unknown													
<b>Total</b>		<b>8</b>	<b>19</b>	<b>1</b>		<b>2</b>	<b>9</b>			<b>14</b>	<b>6</b>	<b>1</b>	<b>60</b>

# Site 5519

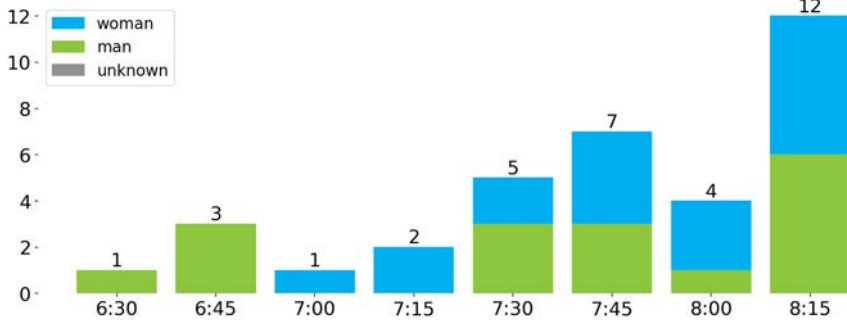
## Trower Rd [N], Vanderlin Dr [E], Trower Rd [S], Casuarina Shops [W]

35 bicycle riders were recorded during the 2 hour survey. This is a decrease of 12% compared to 40 in 2021 and a decrease of 27% compared to 48 in 2011. The peak period was 8:15-8:30 with 12 riders. An estimated 51% of the bike riders were women.

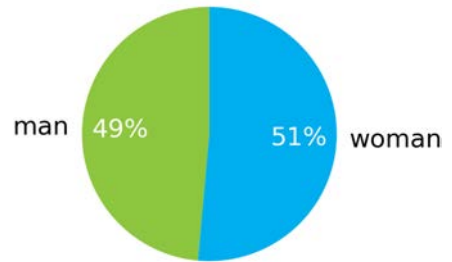
4 micro-mobility riders were recorded during the 2 hour survey. An estimated 25% of micro-mobility riders were women.



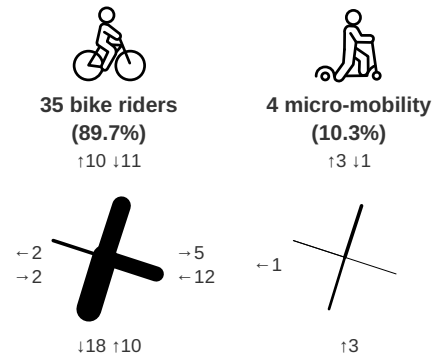
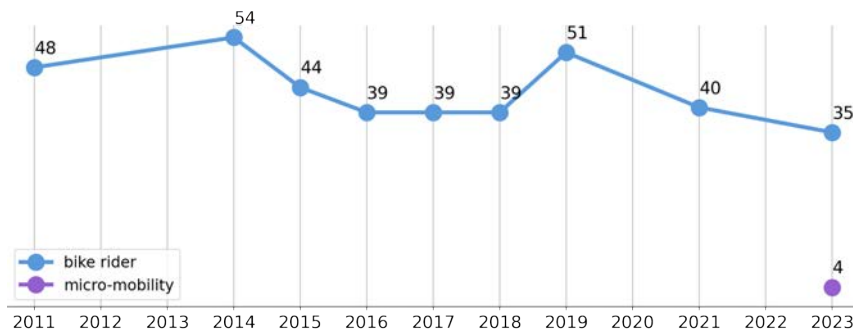
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

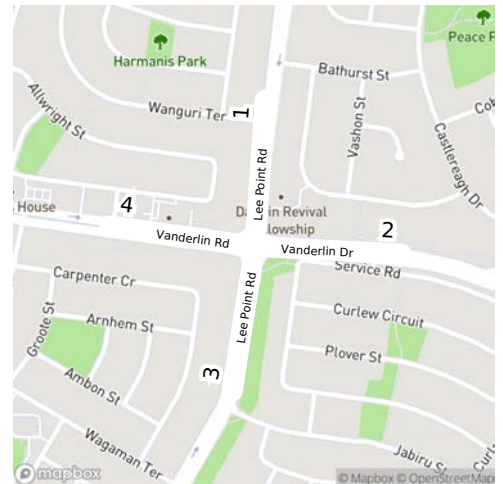
Enter	1 Trower Rd			2 Vanderlin Dr			3 Trower Rd			4 Casuarina Shops			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman		4		4	2		3	4	1			1	19
Man		6	2	2	4		4	1				1	20
Unknown													
<b>Total</b>		<b>10</b>	<b>2</b>	<b>6</b>	<b>6</b>		<b>7</b>	<b>5</b>	<b>1</b>			<b>2</b>	<b>39</b>

## Site 5520

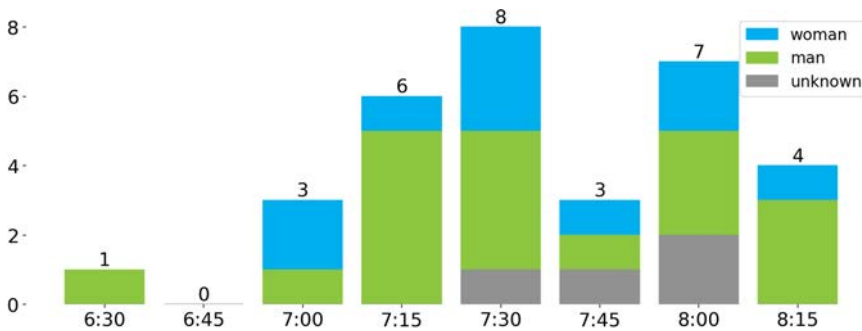
### Lee Point Rd [N], Vanderlin Dr [E], Lee Point Rd [S], Vanderlin Rd [W]

**32 bicycle riders** were recorded during the 2 hour survey. This is a **decrease of 38%** compared to 52 in 2021 and a **decrease of 61%** compared to 83 in 2011. The **peak period was 7:30-7:45** with 8 riders. An estimated **31% of the bike riders were women**.

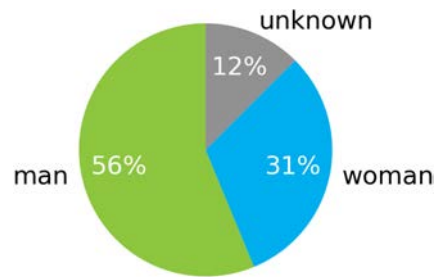
**2 micro-mobility riders** were recorded during the 2 hour survey. An estimated **50% of micro-mobility riders were women**.



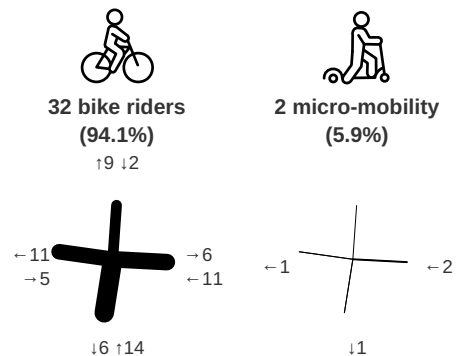
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Lee Point Rd			2 Vanderlin Dr			3 Lee Point Rd			4 Vanderlin Rd			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman						3	5		3				11
Man		1		1	4	2	1	4	1	1	2	2	19
Unknown			1	1		2							4
<b>Total</b>		<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>34</b>

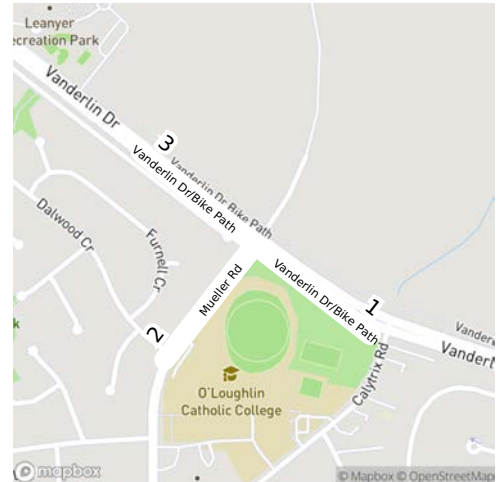


# Site 5521

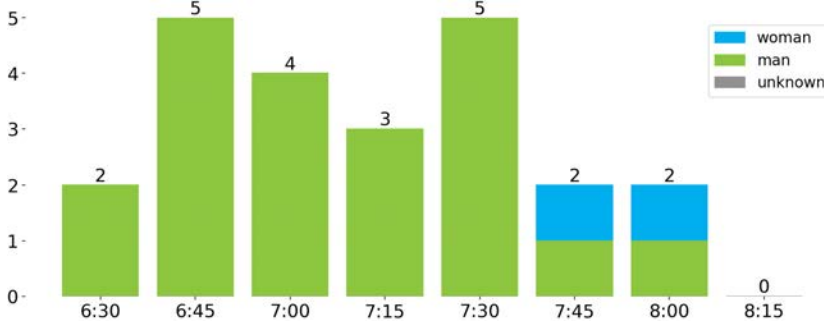
## Vanderlin Dr/Bike Path [SE], Mueller Rd [SW], Vanderlin Dr/Bike Path [NW]

23 bicycle riders were recorded during the 2 hour survey. This is an increase of 5% compared to 22 in 2021 and a decrease of 8% compared to 25 in 2011. The peak period was 6:45-7:00 with 5 riders. An estimated 9% of the bike riders were women.

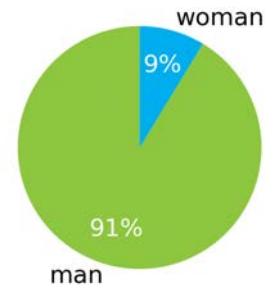
0 micro-mobility riders were recorded during the 2 hour survey.



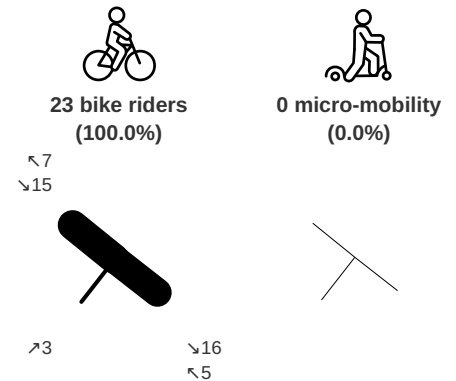
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

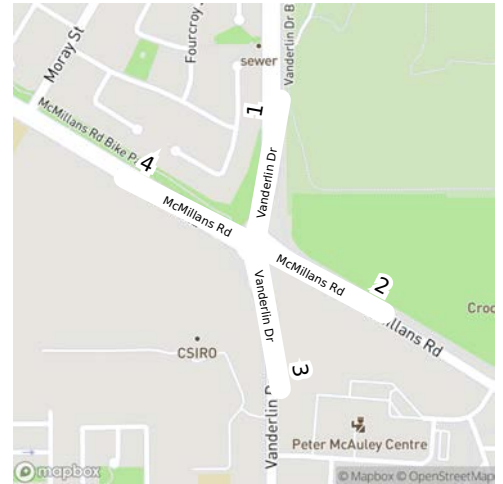
Enter	1 Vanderlin Dr/Bike Path		2 Mueller Rd		3 Vanderlin Dr/Bike Path		Total
Exit	2	3	1	3	1	2	
Woman		1			1		2
Man		4	1	2	14		21
Unknown							
<b>Total</b>		<b>5</b>	<b>1</b>	<b>2</b>	<b>15</b>		<b>23</b>

## Site 5523

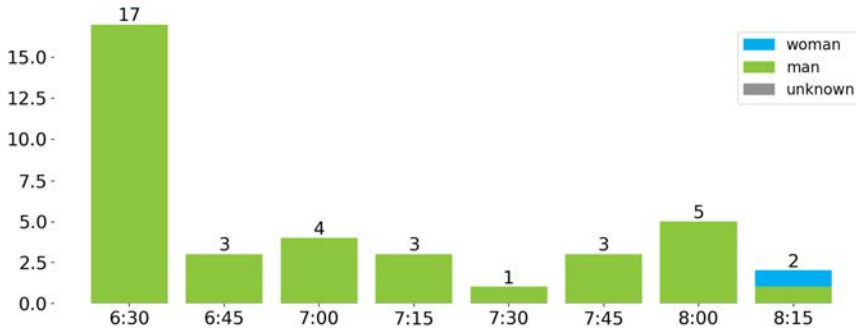
### Vanderlin Dr [N], McMillans Rd [SE], Vanderlin Dr [S], McMillans Rd [NW]

**38 bicycle riders** were recorded during the 2 hour survey. This is a **decrease of 0%** compared to 38 in 2021 and a **decrease of 10%** compared to 42 in 2011. The **peak period was 6:30-6:45** with 17 riders. An estimated **3% of the bike riders were women**.

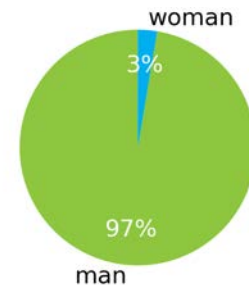
**5 micro-mobility riders** were recorded during the 2 hour survey. An estimated **20% of micro-mobility riders were women**.



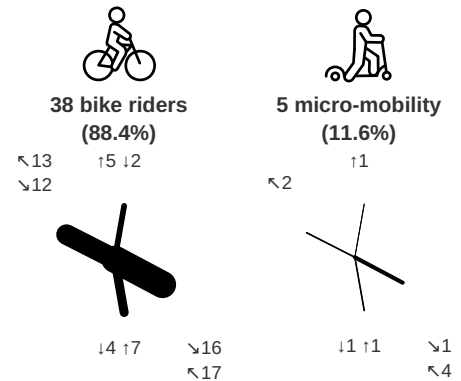
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Vanderlin Dr			2 McMillans Rd			3 Vanderlin Dr			4 McMillans Rd			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman						1			1				2
Man	2			6	5	9		3	4			12	41
Unknown													
<b>Total</b>	<b>2</b>			<b>6</b>	<b>5</b>	<b>10</b>		<b>3</b>	<b>5</b>			<b>12</b>	<b>43</b>

## Site 5524

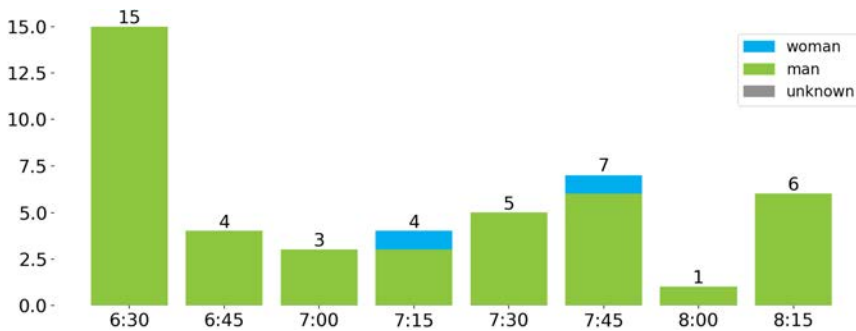
### McMillans Rd [E], Charles Eaton Dr [SE], McMillans Rd [W], Rapid Crk Cyclepath [NW]

45 bicycle riders were recorded during the 2 hour survey. This is a decrease of 29% compared to 63 in 2021 and a decrease of 26% compared to 61 in 2011. The peak period was 6:30-6:45 with 15 riders. An estimated 4% of the bike riders were women.

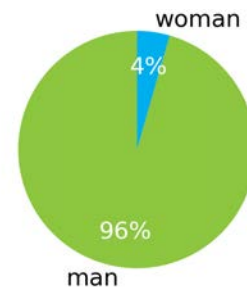
2 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



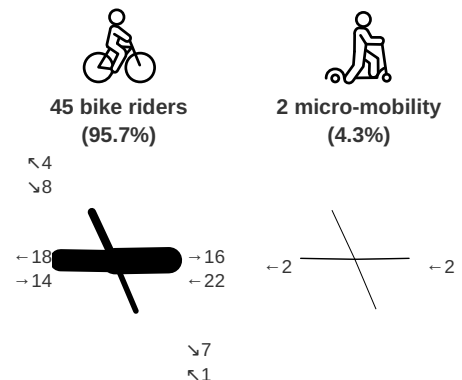
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 McMillans Rd			2 Charles Eaton Dr			3 McMillans Rd			4 Rapid Crk Cyclepath			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman		2											2
Man	1	18	3	1			11	2	1	4	4		45
Unknown													
<b>Total</b>	<b>1</b>	<b>20</b>	<b>3</b>	<b>1</b>			<b>11</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>4</b>		<b>47</b>

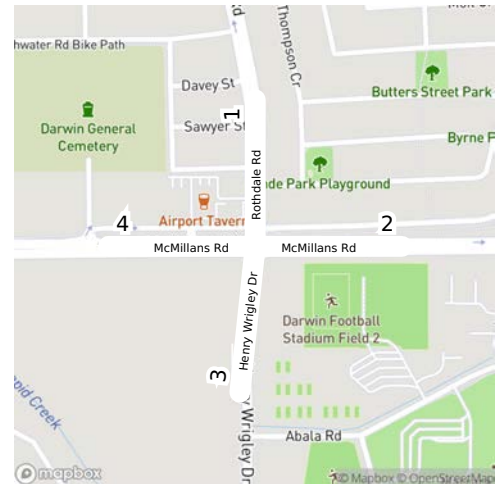


## Site 5525

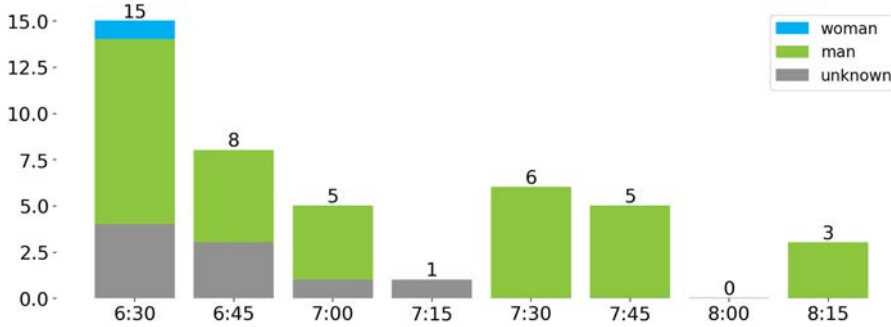
### Rothdale Rd [N], McMillans Rd [E], Henry Wrigley Dr [S], McMillans Rd [W]

43 bicycle riders were recorded during the 2 hour survey. This is a decrease of 37% compared to 68 in 2021 and a decrease of 10% compared to 48 in 2011. The peak period was 6:30-6:45 with 15 riders. An estimated 2% of the bike riders were women.

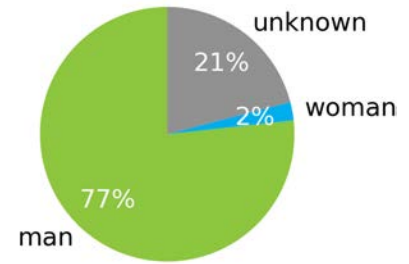
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



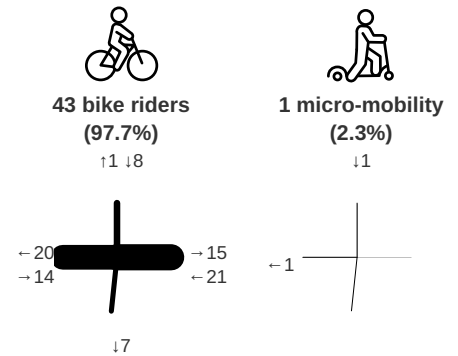
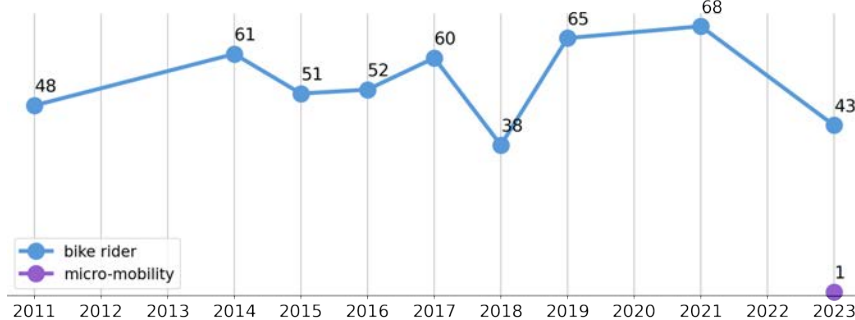
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

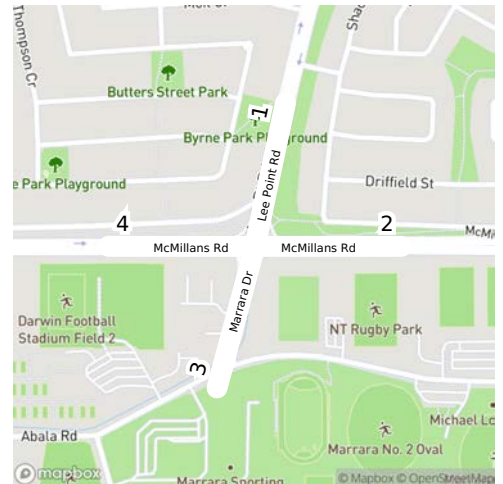
Enter	1 Rothdale Rd			2 McMillans Rd			3 Henry Wrigley Dr			4 McMillans Rd			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman					1								1
Man	1	5	1		1	17					9		34
Unknown	1		1			2				1	4		9
<b>Total</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>44</b>

## Site 5526

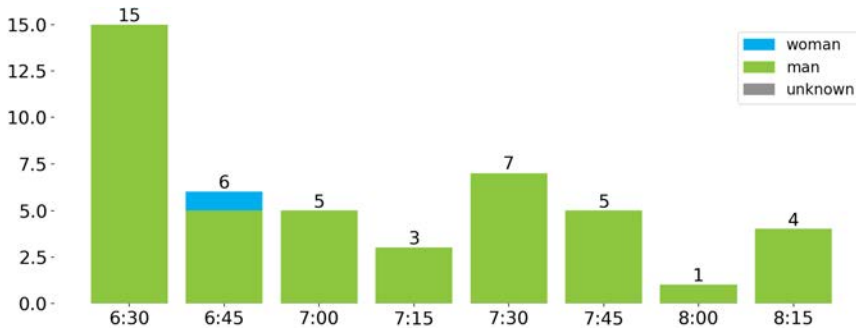
### Lee Point Rd [N], McMillans Rd [E], Marrara Dr [S], McMillans Rd [W]

46 bicycle riders were recorded during the 2 hour survey. This is a decrease of 4% compared to 48 in 2021 and an increase of 5% compared to 44 in 2011. The peak period was 6:30-6:45 with 15 riders. An estimated 2% of the bike riders were women.

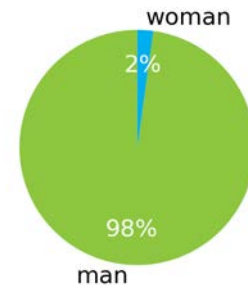
2 micro-mobility riders were recorded during the 2 hour survey. An estimated 50% of micro-mobility riders were women.



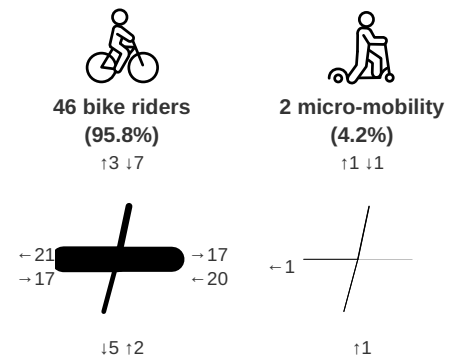
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

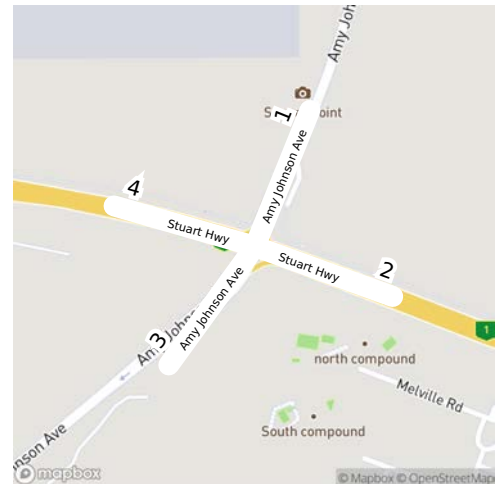
Enter	1 Lee Point Rd			2 McMillans Rd			3 Marrara Dr			4 McMillans Rd			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman							1				1		2
Man	1	3	4	1	1	18	1	1		1	14	1	46
Unknown													
<b>Total</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>48</b>

## Site 5527

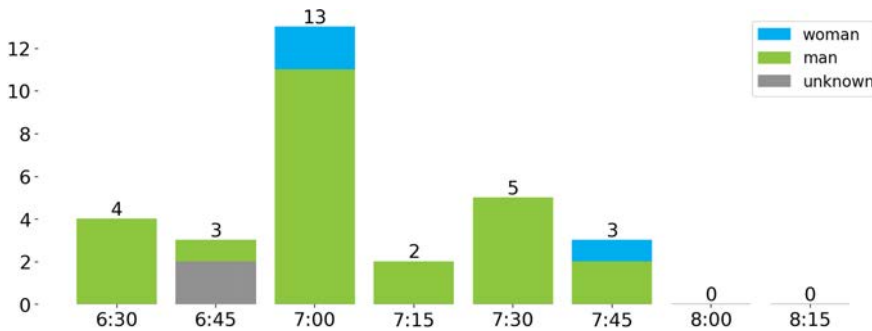
### Amy Johnson Ave [N], Stuart Hwy [E], Amy Johnson Ave [SW], Stuart Hwy [W]

30 bicycle riders were recorded during the 2 hour survey. This is a decrease of 35% compared to 46 in 2021 and a decrease of 54% compared to 65 in 2012. The peak period was 7:00-7:15 with 13 riders. An estimated 10% of the bike riders were women.

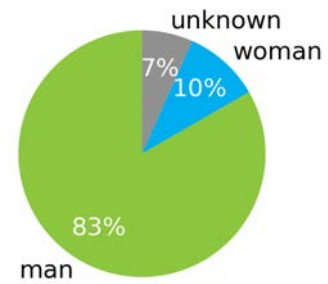
0 micro-mobility riders were recorded during the 2 hour survey.



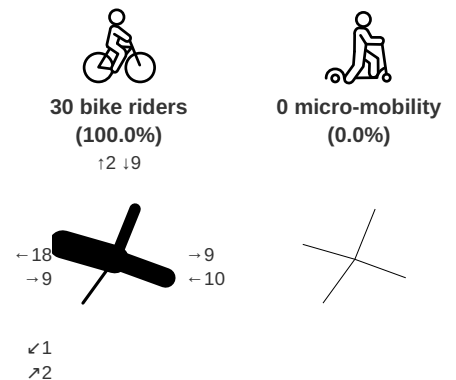
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

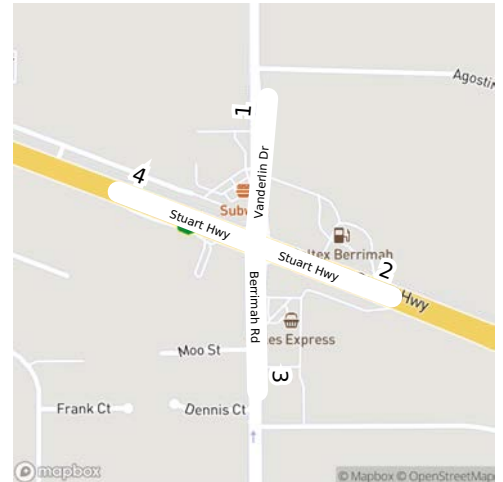
Enter	1 Amy Johnson Ave			2 Stuart Hwy			3 Amy Johnson Ave			4 Stuart Hwy			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman			1			2							3
Man	1		7	1	1	4			2	1		8	25
Unknown						2							2
<b>Total</b>	<b>1</b>		<b>8</b>	<b>1</b>	<b>1</b>	<b>8</b>			<b>2</b>	<b>1</b>		<b>8</b>	<b>30</b>

# Site 5528

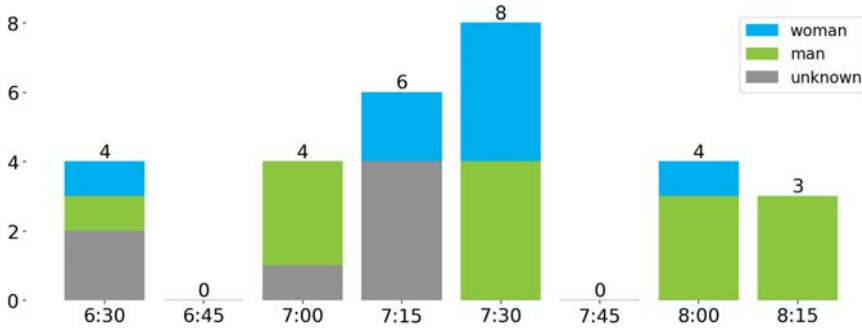
## Vanderlin Dr [N], Stuart Hwy [E], Berrimah Rd [S], Stuart Hwy [W]

29 bicycle riders were recorded during the 2 hour survey. This is a decrease of 42% compared to 50 in 2021 and a decrease of 51% compared to 59 in 2012. The peak period was 7:30-7:45 with 8 riders. An estimated 28% of the bike riders were women.

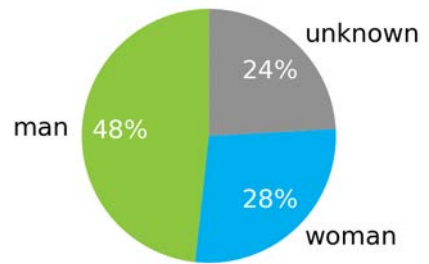
6 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



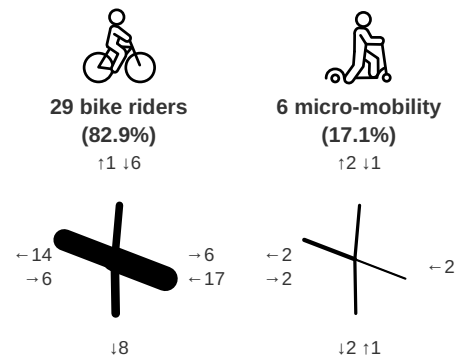
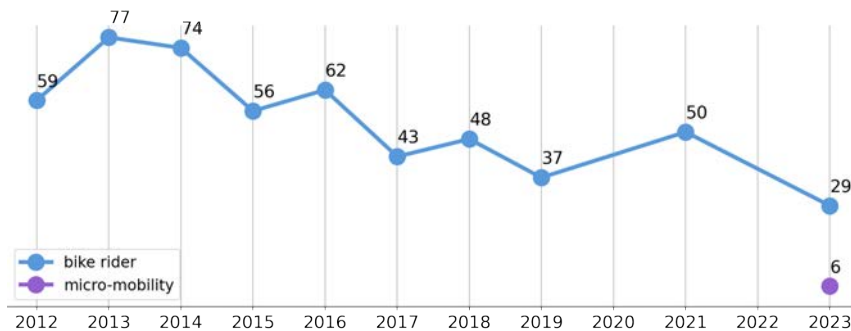
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

Enter	1 Vanderlin Dr			2 Stuart Hwy			3 Berrimah Rd			4 Stuart Hwy			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman				1	2	2					3		8
Man	1	4	1		1	5			1	1	2	2	18
Unknown		1		1		7							9
<b>Total</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>14</b>			<b>1</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>35</b>

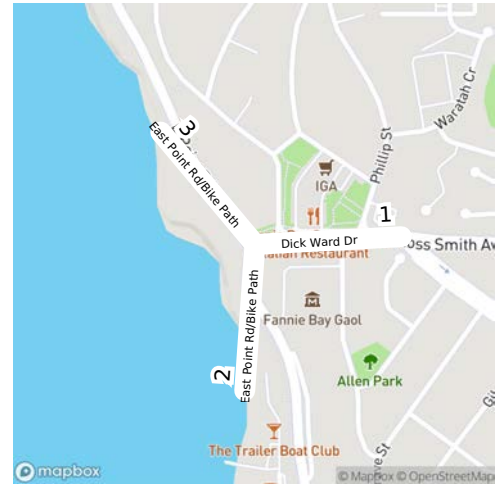


## Site 5585

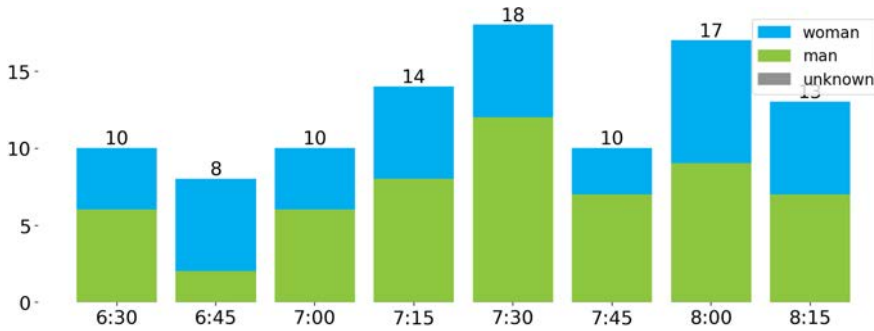
### Dick Ward Dr [E], East point Rd/Bike Path [S], East Point Rd/Bike Path [NW]

100 bicycle riders were recorded during the 2 hour survey. This is a decrease of 32% compared to 146 in 2021 and an increase of 3% compared to 97 in 2012. The peak period was 7:30-7:45 with 18 riders. An estimated 43% of the bike riders were women.

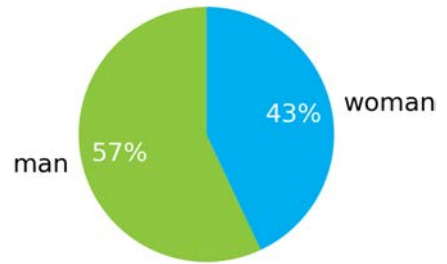
4 micro-mobility riders were recorded during the 2 hour survey. An estimated 25% of micro-mobility riders were women.



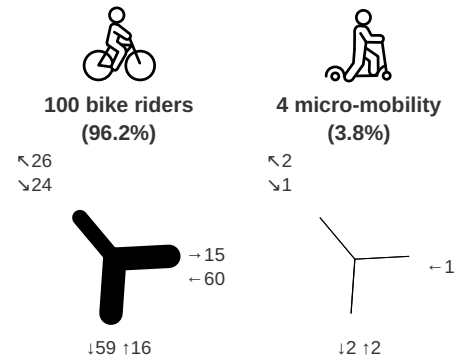
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

	Enter	1 Dick Ward Dr		2 East Point Rd/Bike Path		3 East Point Rd/Bike Path		Total
Exit	2	3	1	3	1	2		
Woman	16	9	3	6	3	7	44	
Man	30	6	2	7	7	8	60	
Unknown								
<b>Total</b>	<b>46</b>	<b>15</b>	<b>5</b>	<b>13</b>	<b>10</b>	<b>15</b>	<b>104</b>	

## Site 5981

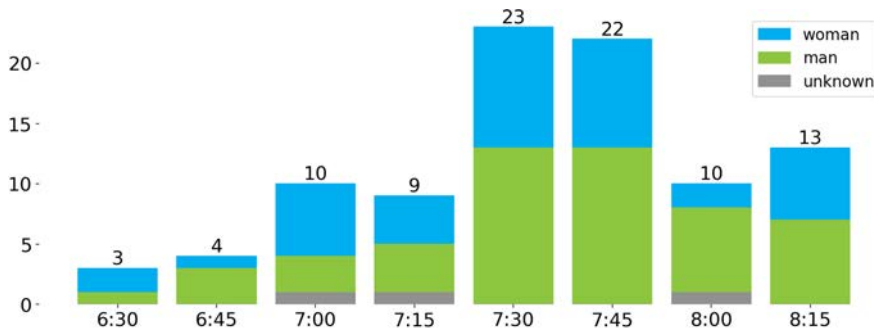
### Casuarina Foreshore Path [N], Casuarina Foreshore Path [E], Casuarina Foreshore Path [S]

94 bicycle riders were recorded during the 2 hour survey. This is a decrease of 36% compared to 147 in 2021 and a decrease of 29% compared to 133 in 2012. The peak period was 7:30-7:45 with 23 riders. An estimated 43% of the bike riders were women.

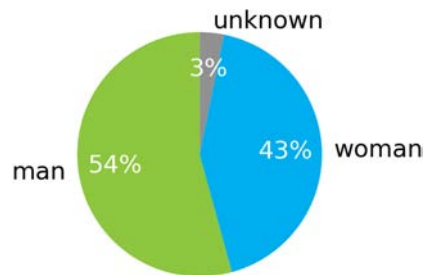
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 100% of micro-mobility riders were women.



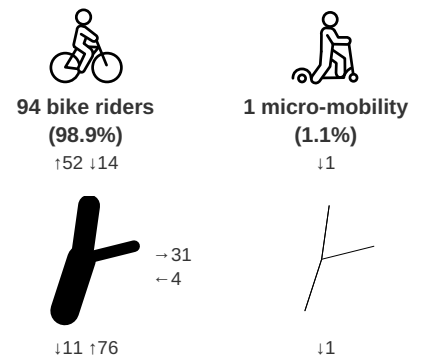
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

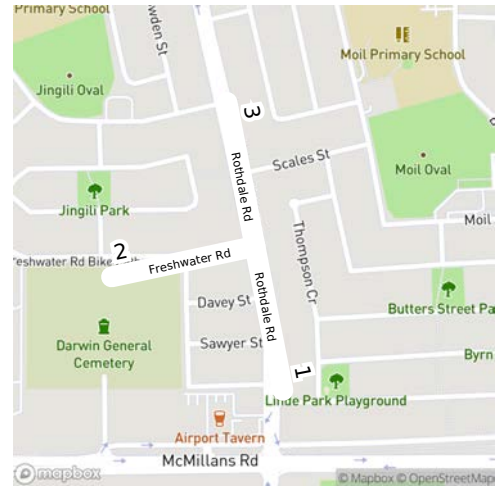
Enter	1 Casuarina Foreshore Path		2 Casuarina Foreshore Path		3 Casuarina Foreshore Path		Total
Exit	2	3	1	3	1	2	
Woman		5		1	22	13	41
Man	2	6	2		27	14	51
Unknown	2		1				3
<b>Total</b>	<b>4</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>49</b>	<b>27</b>	<b>95</b>

# Site 6188

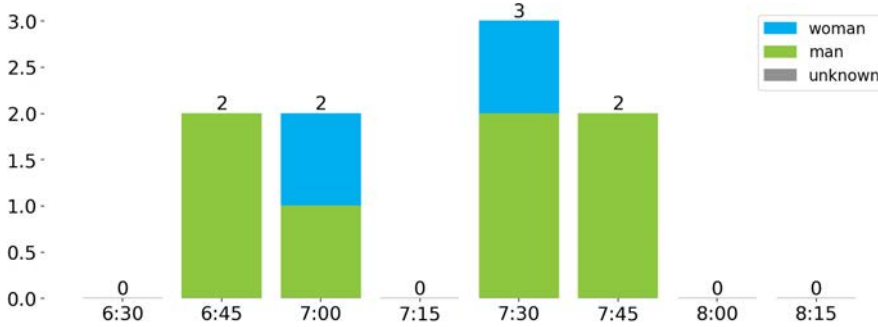
## Rothdale Rd [S], Freshwater Rd [W], Rothdale Rd [N]

9 bicycle riders were recorded during the 2 hour survey. This is an increase of 12% compared to 8 in 2021 and a decrease of 55% compared to 20 in 2013. The peak period was 7:30-7:45 with 3 riders. An estimated 22% of the bike riders were women.

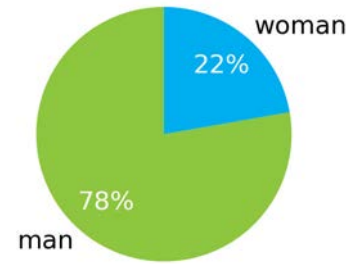
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



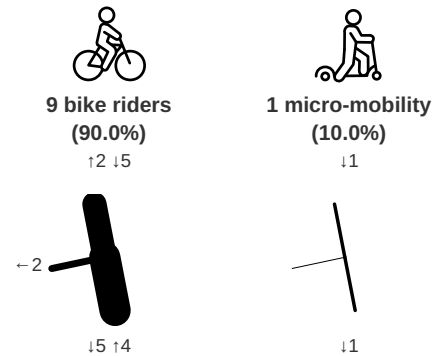
Bike rider traffic by time



Bike rider gender ratio



Trend



Raw Data

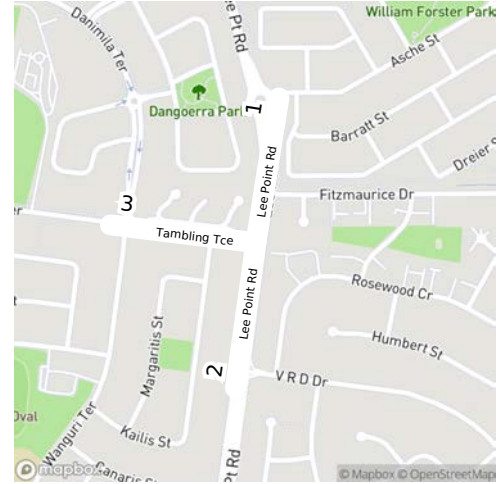
	Enter	1 Rothdale Rd		2 Freshwater Rd		3 Rothdale Rd		Total
Exit		2	3	1	3	1	2	
Woman		1				1		2
Man		1	2			5		8
Unknown								
<b>Total</b>		<b>2</b>	<b>2</b>			<b>6</b>		<b>10</b>

# Site 6808

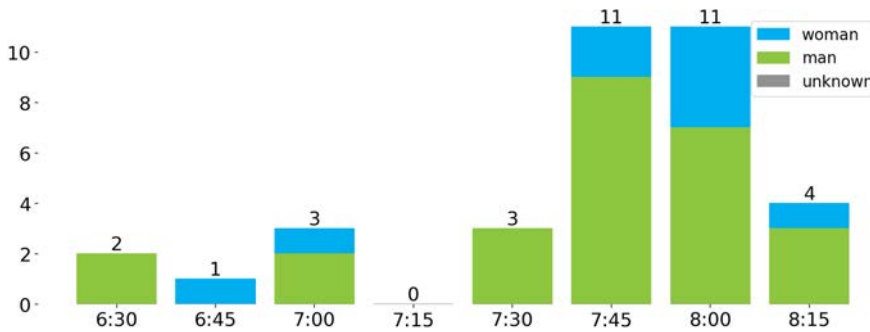
## Lee Point Rd [N], Lee Point Rd [S], Tambling Tce [W]

35 bicycle riders were recorded during the 2 hour survey. This is a decrease of 33% compared to 52 in 2021 and a decrease of 36% compared to 55 in 2015. The peak period was 7:45-8:00 with 11 riders. An estimated 26% of the bike riders were women.

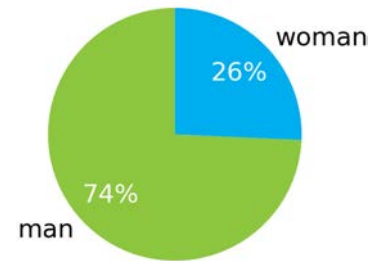
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 0% of micro-mobility riders were women.



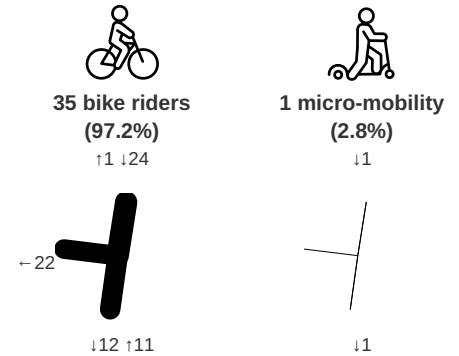
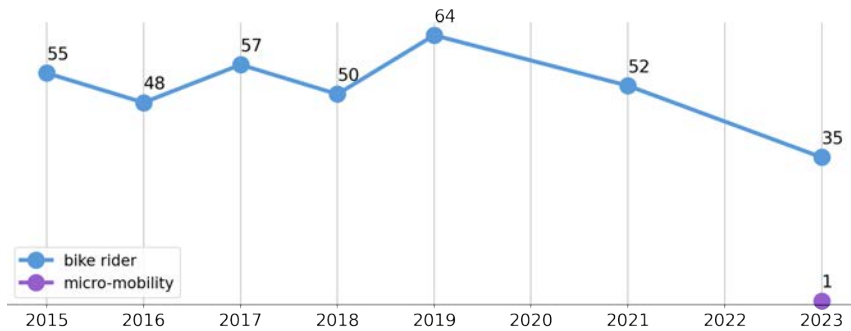
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

Enter	1 Lee Point Rd	2 Lee Point Rd	3 Tambling Tce	Exit	2	3	1	3	1	2	Total
Woman	2	3	1	3							9
Man	11	9		7							27
Unknown											
<b>Total</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>10</b>							<b>36</b>

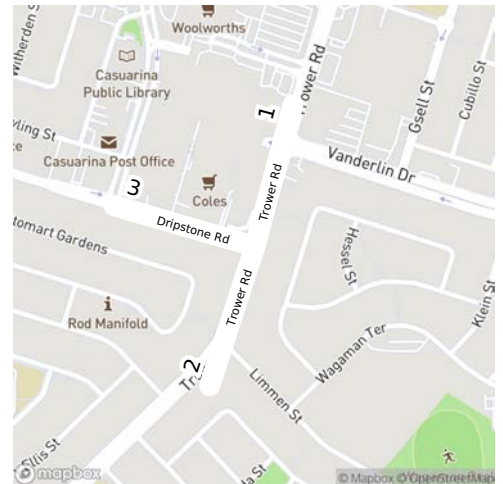


## Site 6830

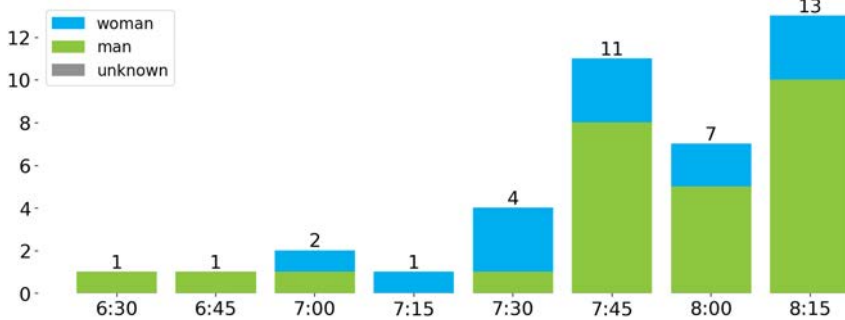
### Trower Rd [N], Trower Rd [S], Dripstone Rd [W]

40 bicycle riders were recorded during the 2 hour survey. This is an increase of 38% compared to 29 in 2021 and an increase of 5% compared to 38 in 2015. The peak period was 8:15-8:30 with 13 riders. An estimated 32% of the bike riders were women.

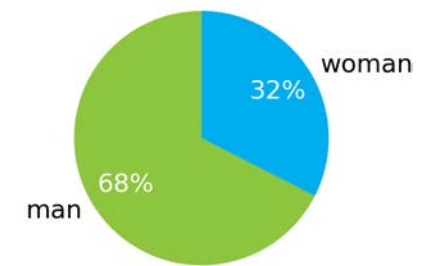
3 micro-mobility riders were recorded during the 2 hour survey. An estimated 33% of micro-mobility riders were women.



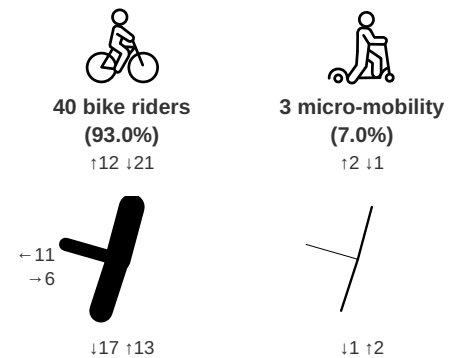
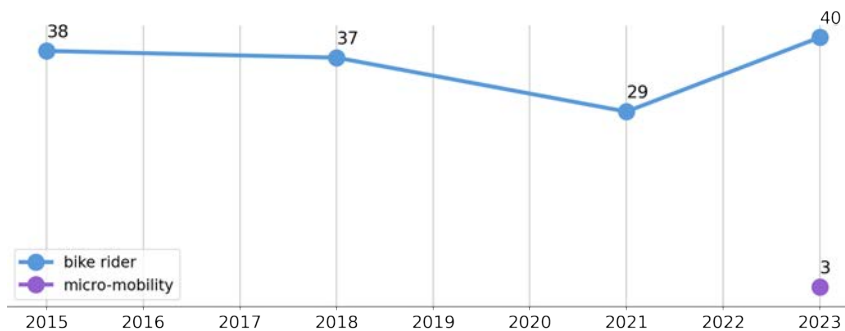
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Trower Rd		2 Trower Rd		3 Dripstone Rd		Total
Exit	2	3	1	3	1	2	
Woman	3	3	5		2	1	14
Man	11	4	6	4	1	2	28
Unknown	1						1
<b>Total</b>	<b>15</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>43</b>

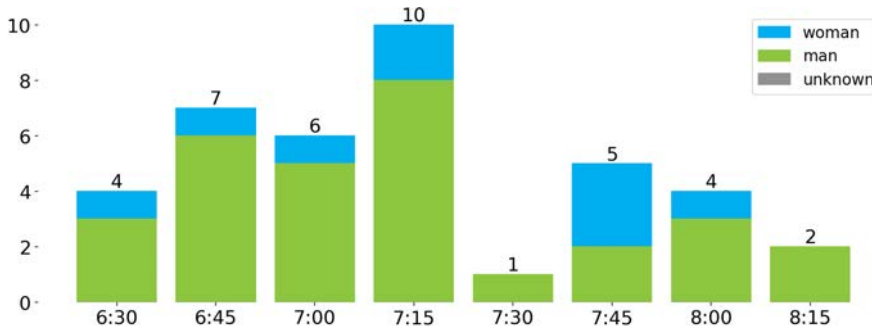
## Site 6949

**Tiger Brennan Drive north bound [N],  
Frances Bay Drive north bound [NE],  
Frances Bay Drive south bound [S], Tiger  
Brennan Drive south bound [SW], Dinah  
Beach Rd [W]**

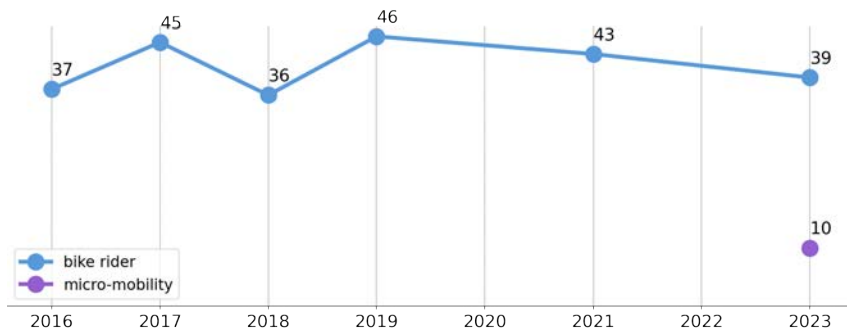
**39 bicycle riders** were recorded during the 2 hour survey. This is a **decrease of 9%** compared to 43 in 2021 and an **increase of 5%** compared to 37 in 2016. The **peak period was 7:15-7:30** with 10 riders. An estimated **23% of the bike riders were women**.

**10 micro-mobility riders** were recorded during the 2 hour survey. An estimated **20% of micro-mobility riders were women**.

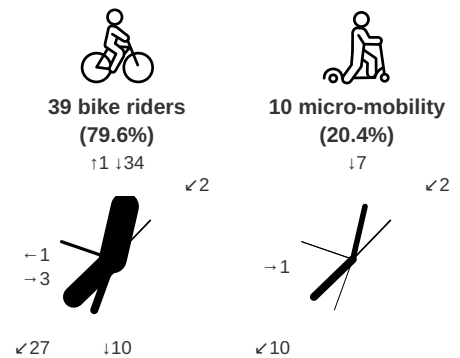
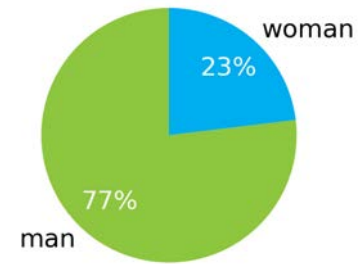
### Bike rider traffic by time



### Trend



### Bike rider gender ratio



### Raw Data

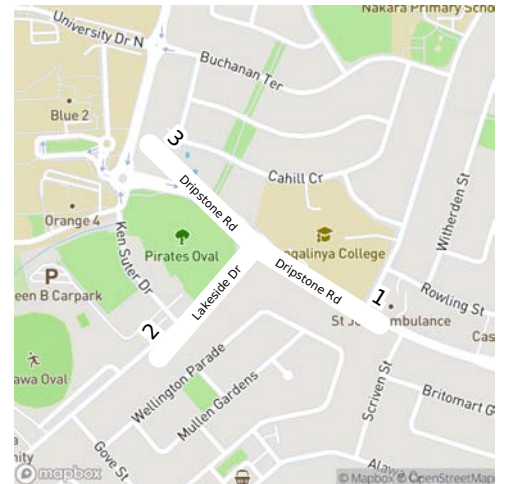
Enter	1 Tiger Brennan Drive				2 Frances Bay Drive				3 Frances Bay Drive				4 Tiger Brennan Drive				5 Dinah Beach Rd				Total	
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	4	5	1	2	3	4	Total
Woman		2	7				1	1														11
Man		8	23				2											1			3	37
Unknown			1																			1
<b>Total</b>		<b>10</b>	<b>31</b>				<b>3</b>	<b>1</b>										<b>1</b>			<b>3</b>	<b>49</b>

# Site 7123

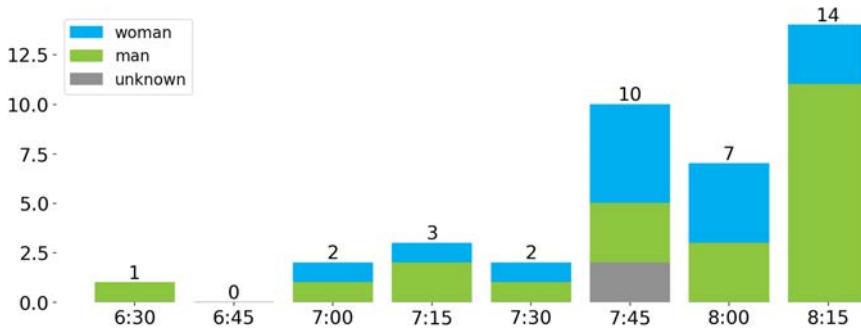
## Dripstone Rd [SE], Lakeside Dr [SW], Dripstone Rd [NW]

39 bicycle riders were recorded during the 2 hour survey. This is a decrease of 0% compared to 39 in 2021 and a decrease of 22% compared to 50 in 2016. The peak period was 8:15-8:30 with 14 riders. An estimated 38% of the bike riders were women.

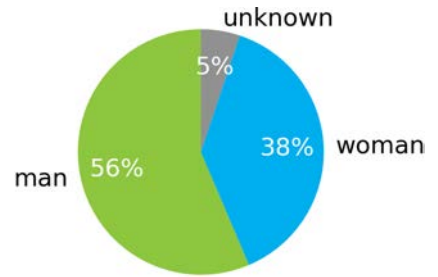
1 micro-mobility riders were recorded during the 2 hour survey. An estimated 100% of micro-mobility riders were women.



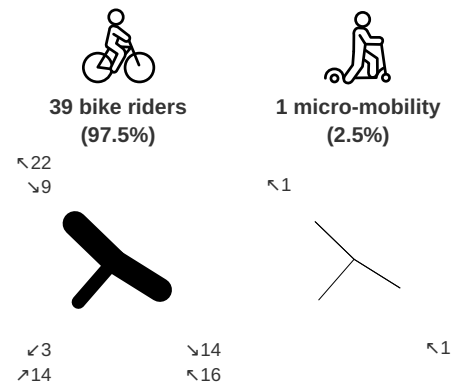
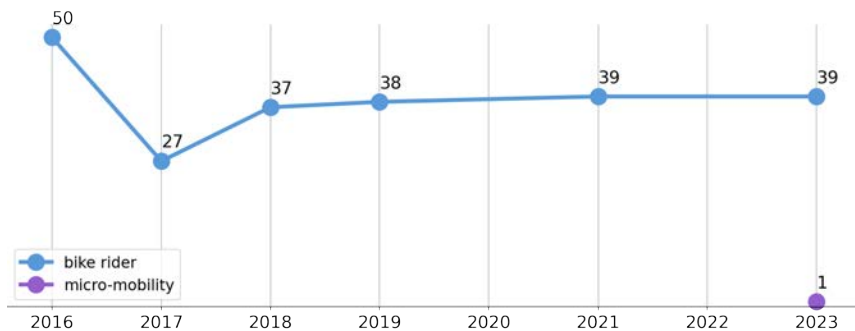
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

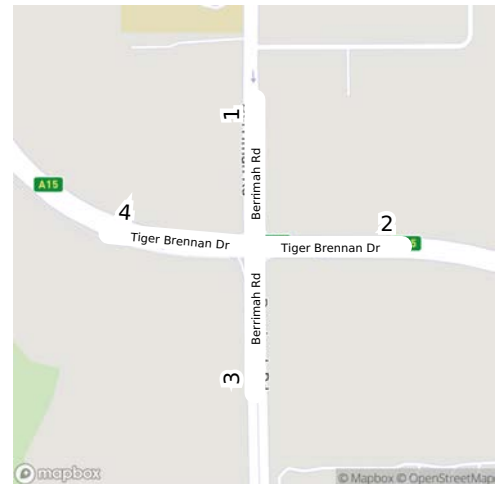
	Enter	1 Dripstone Rd		2 Lakeside Dr		3 Dripstone Rd		Total
Exit		2	3	1	3	1	2	
Woman			5	3	4	4		16
Man		2	9	2	4	4	1	22
Unknown			1	1				2
<b>Total</b>		<b>2</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>40</b>

## Site 7130

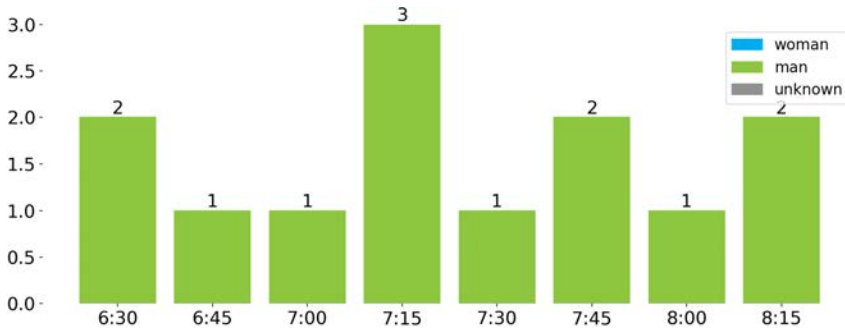
### Berrimah Rd [N], Tiger Brennan Dr [E], Berrimah Rd [S], Tiger Brennan Dr [W]

13 bicycle riders were recorded during the 2 hour survey. This is an increase of 8% compared to 12 in 2021 and an increase of 160% compared to 5 in 2017. The peak period was 7:15-7:30 with 3 riders. An estimated 0% of the bike riders were women.

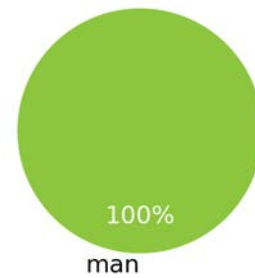
0 micro-mobility riders were recorded during the 2 hour survey.



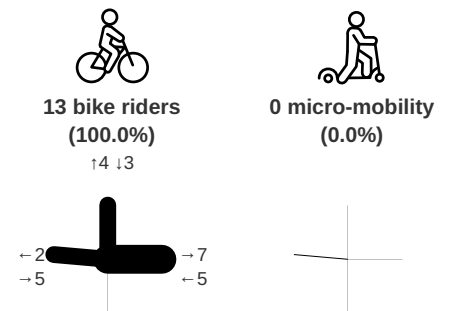
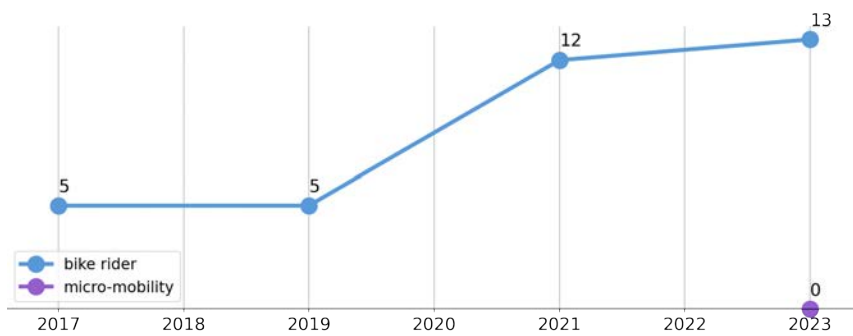
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

Enter	1 Berrimah Rd			2 Tiger Brennan Dr			3 Berrimah Rd			4 Tiger Brennan Dr			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Woman													
Man	3			3		2				1	4		13
Unknown													
<b>Total</b>	<b>3</b>			<b>3</b>		<b>2</b>				<b>1</b>	<b>4</b>		<b>13</b>



## Site 7249

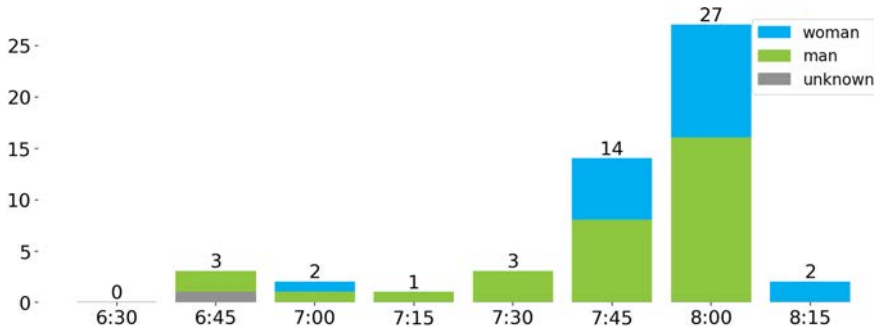
### Fox Cr [NE], Nightcliff Rd [SE], Camphor St [SW], Nightcliff Rd [NW]

52 bicycle riders were recorded during the 2 hour survey. This is a decrease of 43% compared to 91 in 2021 and a decrease of 12% compared to 59 in 2018. The peak period was 8:00-8:15 with 27 riders. An estimated 38% of the bike riders were women.

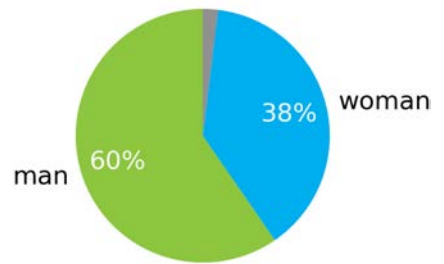
3 micro-mobility riders were recorded during the 2 hour survey. An estimated 33% of micro-mobility riders were women.



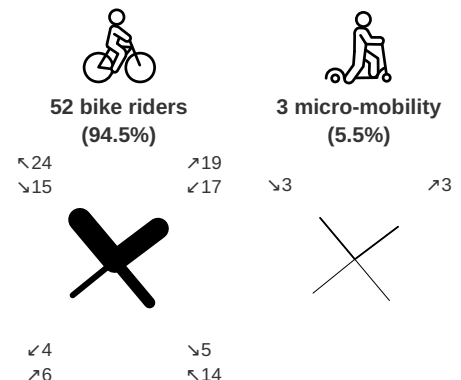
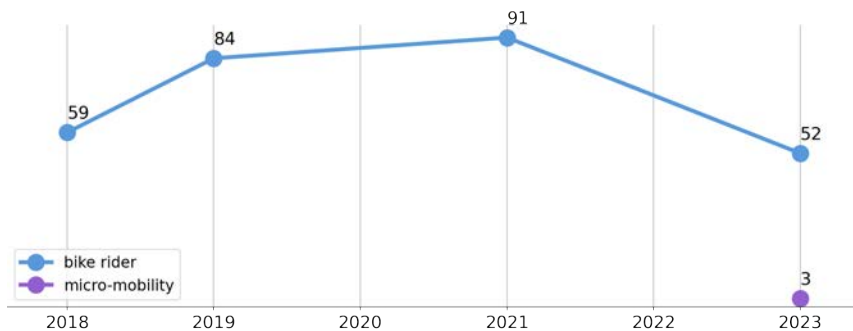
#### Bike rider traffic by time



#### Bike rider gender ratio



#### Trend



#### Raw Data

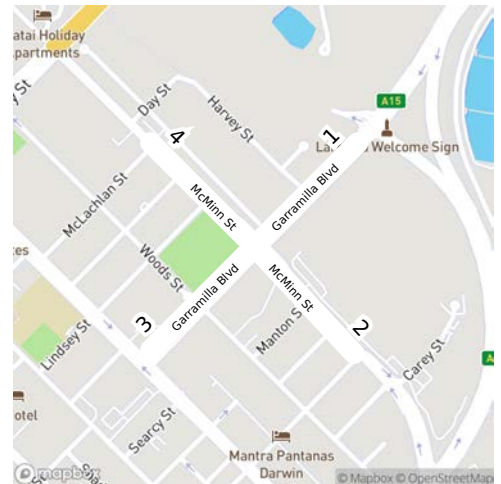
Enter	1 Fox Cr			2 Nightcliff Rd			3 Camphor St			4 Nightcliff Rd			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman			6		3		1			9	2		21
Man		3	7	4	7		3	1	1	5	2		33
Unknown		1											1
<b>Total</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>4</b>	<b>55</b>			

# Site 7351

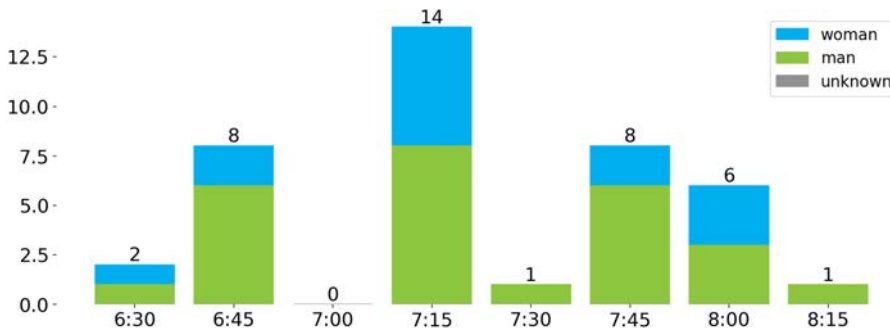
## Garramilla Blvd [NE], McMinn St [SE], Garramilla Blvd [SW], McMinn St [NW]

40 bicycle riders were recorded during the 2 hour survey. This is a decrease of 0% compared to 40 in 2021 and an increase of 3% compared to 39 in 2019. The peak period was 7:15-7:30 with 14 riders. An estimated 35% of the bike riders were women.

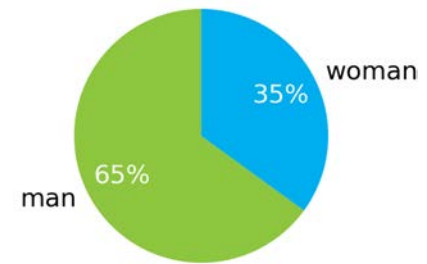
24 micro-mobility riders were recorded during the 2 hour survey. An estimated 33% of micro-mobility riders were women.



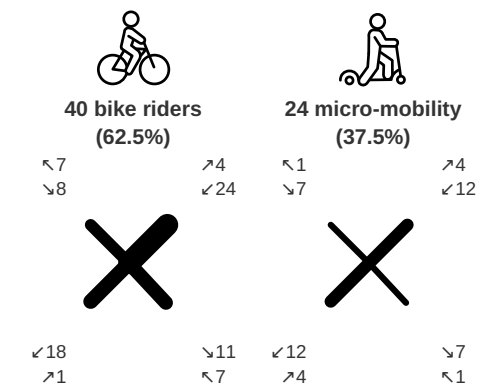
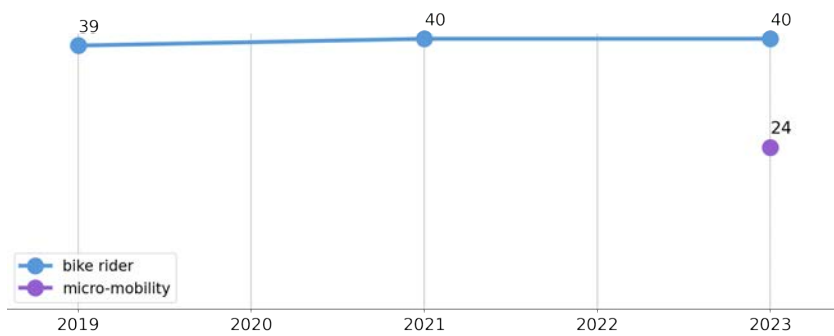
### Bike rider traffic by time



### Bike rider gender ratio



### Trend



### Raw Data

Enter	1 Garramilla Blvd			2 McMinn St			3 Garramilla Blvd			4 McMinn St			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Woman	1	8	2			4		1		2	4	3	22
Man	6	19		2		2	4				6	3	42
Unknown													
<b>Total</b>	<b>7</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>3</b>	<b>64</b>



# BICYCLE NETWORK®

With nearly 50,000 members, Bicycle Network is the largest member-based bike riding organisation in Australia. At Bicycle Network, we campaign for better conditions, infrastructure and policies that make it easier and more accessible for people of all ages and abilities to ride a bike. We work closely with all levels of government to improve conditions for all people who ride.

Did you know that at Bicycle network we also do:

## RIDE2SCHOOL

Our Ride2School team work collaboratively with schools, students and councils to help young people overcome the barriers preventing them from riding to school and getting active. Schools engaged in the year-long program report an active travel rate of 45 per cent, nearly double the national average. Other Ride2School initiatives include:

**MIND.BODY.PEDAL** - a one-day program aimed at empowering and inspiring secondary school aged females. It is designed to address the unique barriers holding teenage females back from being physically active.

**ACTIVE PATHS** - is a collaborative way-finding initiative, designed to make the journey to and from school as safe, fun and easy as possible!

Find out more by visiting [ride2school.com.au](http://ride2school.com.au) or contacting [ride2school@bicyclenetwork.com.au](mailto:ride2school@bicyclenetwork.com.au).

## ADVOCACY AND CAMPAIGNS

We work with government, stakeholders, and the community to improve the bike riding environment across Australia. We provide expert advice on transport planning, and campaign for policies that support people riding bikes.

If you want our help on a bike riding issue or active transport plan in your LGA, reach out to our Public Affairs team at [campaigns@bicyclenetwork.com.au](mailto:campaigns@bicyclenetwork.com.au)

**GET IN TOUCH** - If your council would like to explore opportunities to collaborate with Bicycle Network or our members in the future, please get in touch with via [bikefutures@bicyclenetwork.com.au](mailto:bikefutures@bicyclenetwork.com.au)

## BIKE PARKING

Bicycle Network are the bike parking experts - we design, quote, construct and install a wide range of bike parking and end-of-trip facilities for Council's and private developments.

For more information, visit [bicyclenetwork.com.au/bike-parking-experts](http://bicyclenetwork.com.au/bike-parking-experts) or email [parking@bicyclenetwork.com.au](mailto:parking@bicyclenetwork.com.au) (1300 727 563)

## PARKITEER - BIKE CAGES

We manage a network of 130 secure bike parking cages at public transport hubs across Melbourne and regional Victoria on behalf of the Department of Transport.

Learn more at [parkiteer.com.au](http://parkiteer.com.au) or by contacting [parkiteer@bicyclenetwork.com.au](mailto:parkiteer@bicyclenetwork.com.au)

## RIDES AND EVENTS

We run some of Australia's biggest bike rides, including The Great Vic Bike Ride (3,000+ riders), Around the Bay (10,000+ riders), the Great Outback Escape (NT), the iconic Peaks Challenge Falls Creek (VIC) and many more. We also coordinate regular social bike rides to help encourage riding and discuss the concerns of the riding public.

To organise events and social rides in you LGA, visit [bicyclenetwork.com.au/rides-and-events](http://bicyclenetwork.com.au/rides-and-events)

## CORPORATE MEMBERSHIPS

Sign up as a corporate member and your employees will be able to take advantage of our exclusive corporate membership offer. In addition to helping us improve bike riding conditions across Australia, our members are covered every time they ride with our bike riding insurance. Plus, they'll get access to a range of services and discount offers.

Contact us at [membership@bicyclenetwork.com.au](mailto:membership@bicyclenetwork.com.au)





# BICYCLE NETWORK<sup>®</sup>

Still *Super* keen on more transport data? Bicycle Network offers the following survey methods to compliment Super Counts.

## Custom Counts

Our **custom counts** are a fully customised manual active collection method for bicycle, pedestrian and intersection surveys. They can be tailored to gather robust demographic data across any required frequency or duration.

## Artificial Intelligence Road Surveys (AIRS)

AIRS is an artificial intelligence-based survey service which autonomously detects and classifies road users and how they interact with road environments using cameras, sensors and smart software.



CYC

**Newly added!**

**Conflict Analysis  
and Queue Waiting  
Time Analysis**

For more information, visit:  
[www.bicyclenetwork.com.au/automated-surveys](http://www.bicyclenetwork.com.au/automated-surveys)

### 1. Road user counts

We can count all road users entering a camera's field of view and break this data down by time increment and user type.

### 2. User path tracing

We can track the paths of movement made by users ('path tracing'), which offers insights into traffic flow and directionality.

### 3. Speed analysis

We can measure user speeds, which is useful for congestion detection and shared path safety measures.



## What data can AIRS provide?

Once the AI-technology has identified and classified all users in the field of vision of the sensor or camera, Bicycle Network's analysts can provide reports on three key areas

## Contact Us

Reach out to us to discuss how these surveys can collect the data for your specific needs. Contact us to set up a free trial using our camera/sensor technology.

[bikefutures@bicyclenetwork.com.au](mailto:bikefutures@bicyclenetwork.com.au)

