



**BICYCLE
NETWORK®**

SUPER TUESDAY COMMUTER BIKE COUNT

ALICE SPRINGS

2017



SUPER TUESDAY

Count Summary in Alice Springs



COUNT IN 2017

p. 1

The Super Tuesday Commuter Bike Count was conducted on Tuesday 5th of September 2017 for two hours from 6:30am to 8:30am.

It was sunny in Alice Springs on the day of the count, with ESE winds reaching 20km/h, and a maximum temperature of 14.6 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$50. In Alice Springs a total of \$600 went back to the local community through donations to nominated groups.

COUNT SITES

p. 3

12 sites were surveyed in Alice Springs.

Major commuter corridors include:

- Telegraph Tce/Stuart Hwy (5 sites)
- Larapinta Dr (3 sites)

TRAFFIC FLOW

p. 4

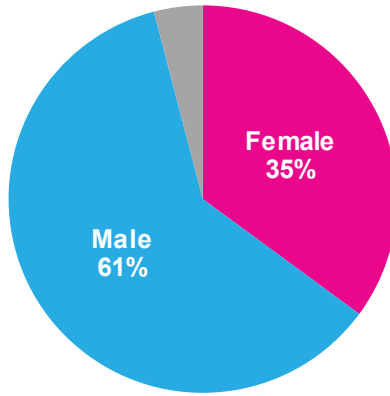
A total of 641 trips was counted at all selected intersections across the municipality during the two-hour survey.



GROWTH

p. 5

Overall, usage has increased by 0.5% (641 trips) compared to the same 12 sites surveyed in 2016 (638 trips).

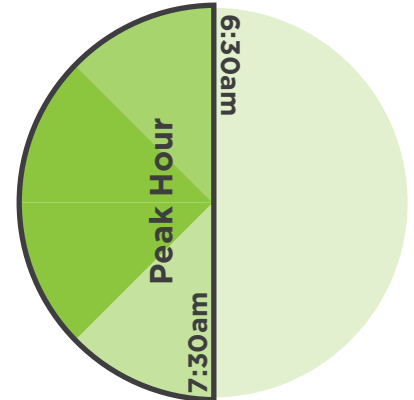


GENDER RATIO

p. 6

Female riders represented 35% of bicyclists across the municipality.

This is higher than the average female ridership across the broader Northern Territory (30%), and higher than the Australia-wide average of surveyed areas in 2017 (22%).



PEAK HOUR

p. 7

The busiest hour was between 7:30-8:30am during the survey.

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

- 6:30-6:45am: 4 trips
- 6:45-7:00am: 3 trips
- 7:00-7:15am: 3 trips
- 7:15-7:30am: 4 trips
- 7:30-7:45am: 6 trips
- 7:45-8:00am: 13 trips
- 8:00-8:15am: 13 trips
- 8:15-8:30am: 8 trips

BUSIEST SITE

p. 9

The busiest site was at the intersection between Undoolya Rd, Leichardt St, Wills Tce and the Todd River bicycle path (Site 5414 - page 9). This site had an average of 48 trips per hour.

COUNT RESULTS

p. 8 - 20

The summary data table and analysis on each site are included in this chapter.

Data table in Excel spreadsheet is supplied with this report.

Super Tuesday in 2017

THE COUNT

Super Tuesday Bike Count is the world's biggest and longest running visual bike count. It measures bicycle commuter flows in the morning peak from 7am to 9am (6:30-8:30am in the Northern Territory).

Across the Northern Territory and Queensland, 181 sites were surveyed across 8 councils. The number of cyclists were recorded at fifteen minute time intervals. Volunteer participants made a donation of \$50 to nominated community groups as part of the event. In the northern states, the total donation value neared \$10K.

Super Tuesday North 2017 was conducted on Tuesday 5 September 2017 between 7:00am and 9:00am (6:30am and 8:30am in the Northern Territory). The national results showed a 5% decrease when compared to the same locations in 2016.

WEATHER

2017 weather conditions were mostly mild across Queensland, with warm to moderate temperatures and light winds. Northern Territory experienced hotter temperatures and heavier morning winds on the morning of the count. Neither state experienced significant rainfall.

GENDER

A high proportion of female riders is a strong indication of the health of a city's cycling environment. The higher the proportion, the better the cycling infrastructure. In the top international cycling cities, women tend to comprise

around 50% of cycling numbers. The 2017 Super Tuesday Bike Count revealed an average of 22% female bike riders across Australia. This is a decrease of 1% when compared to the 2016 Super Tuesday count (23%).

PEAK HOUR

The peak hour across all sites was between 7:30am and 8:30am.

RESULTS BY STATES

Northern Territory

The overall number of cyclists in NT decreased by 2% when compared to the same sites as 2016. However, NT recorded the highest percentage of female riders across all states at 30%. This is a 2% decrease from the 2016 count, and 8% higher than the national average.

Queensland

In Queensland, the total number of cyclists decreased marginally by 2% when compared to the same sites counted in 2016. Female riders comprised 21% of the total proportion of riders counted across the state, just 1% short of the 2017 national average.

About Super Tuesday Count

About the count

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

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

This information is accurate, relevant, up-to-date and cumulative for those councils who participate in Super Tuesday for consecutive years. The data is a critical tool for councils and other agencies, responsible for providing bike riding facilities for their constituents.

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 few questions below:

- How many riders are there?
- Which routes are riders using?
- What is the year-to-year growth?
- How many women are riding?
- When is the busiest hour?

Methodology

The Super Tuesday volunteer counters collect data from intersections along popular commuter routes in the municipality and from subsidiary routes that are of a lower priority.

Bicycle Network coordinates the count at the count locations that are nominated by traffic engineers, transport planners, or infrastructure, sustainable transport or TravelSmart officers from the councils.

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

Following the completion of the visual count, counters send the count data to Bicycle Network by one or more of the following:

- Online: by entering the data directly via the web link
- Email: by sending completed electronic tally sheet attached
- Mail: by posting hard copy to the Bicycle Network office

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

Changes from previous count

No changes from previous years.

Count Locations

(Tue, 5 Sep 2017, 6:30-8:30am)

Sites

- 26/09/2017
- 5/09/2017

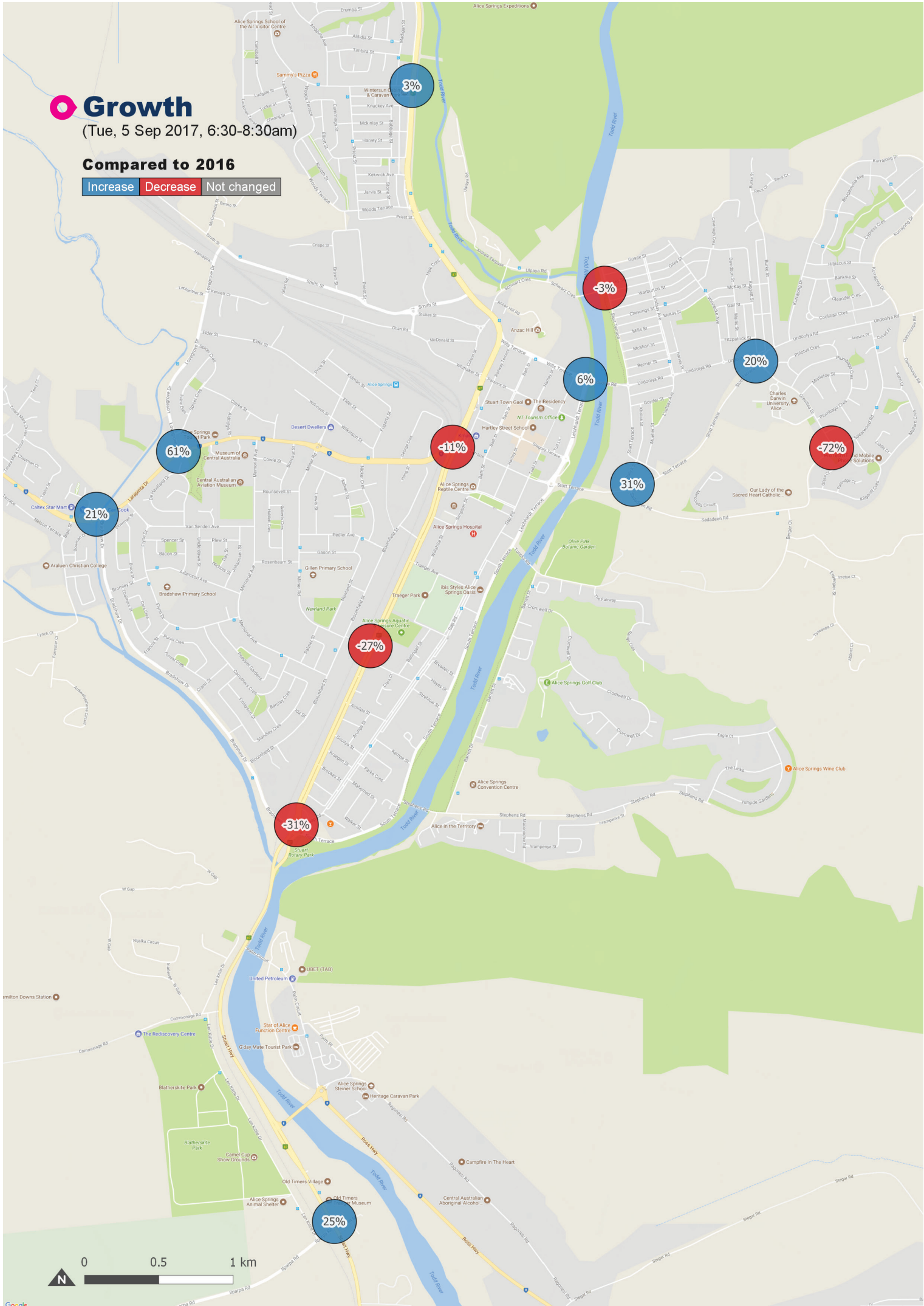


Growth

(Tue, 5 Sep 2017, 6:30-8:30am)

Compared to 2016

Increase Decrease Not changed

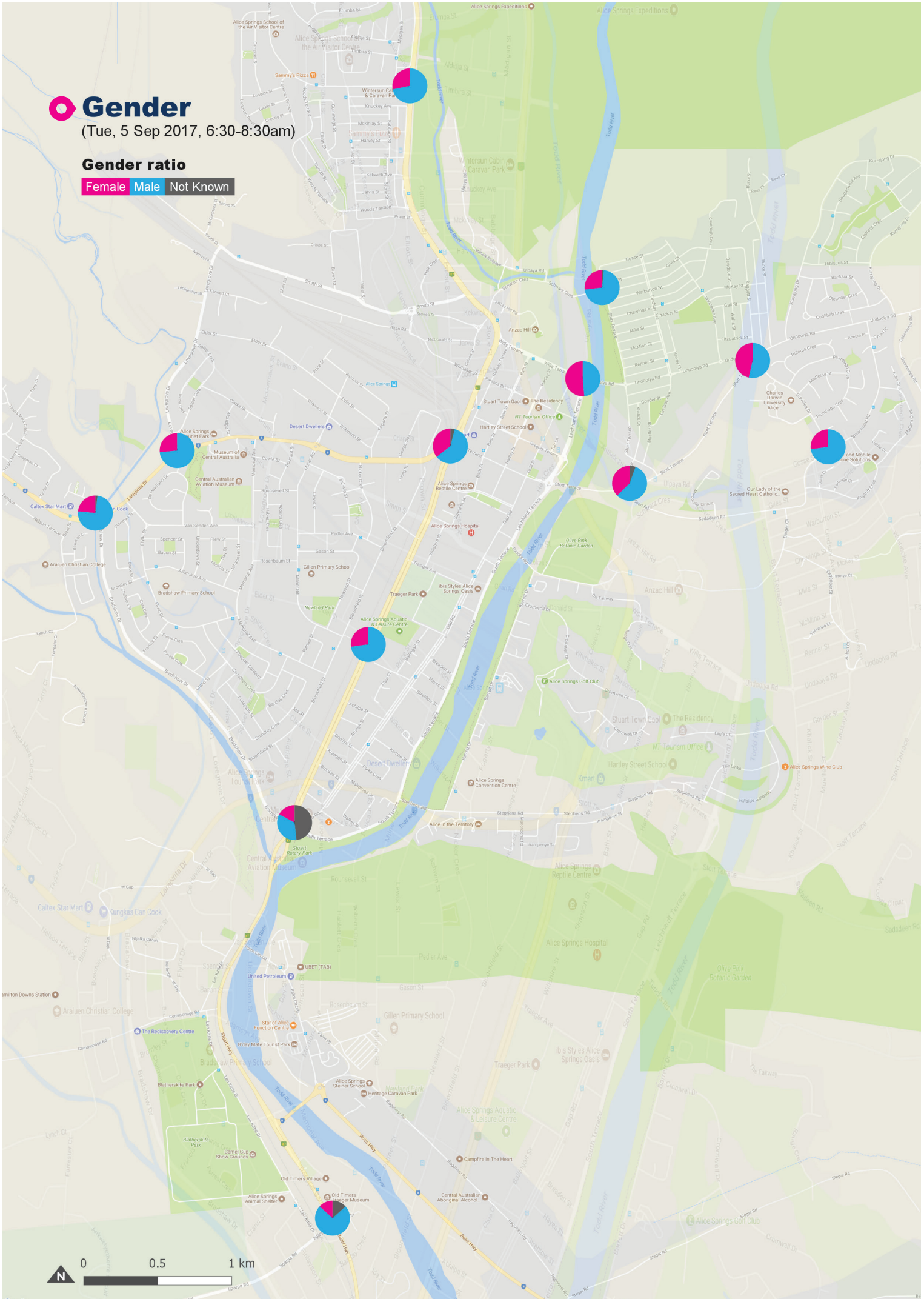


Gender

(Tue, 5 Sep 2017, 6:30-8:30am)

Gender ratio

Female Male Not Known

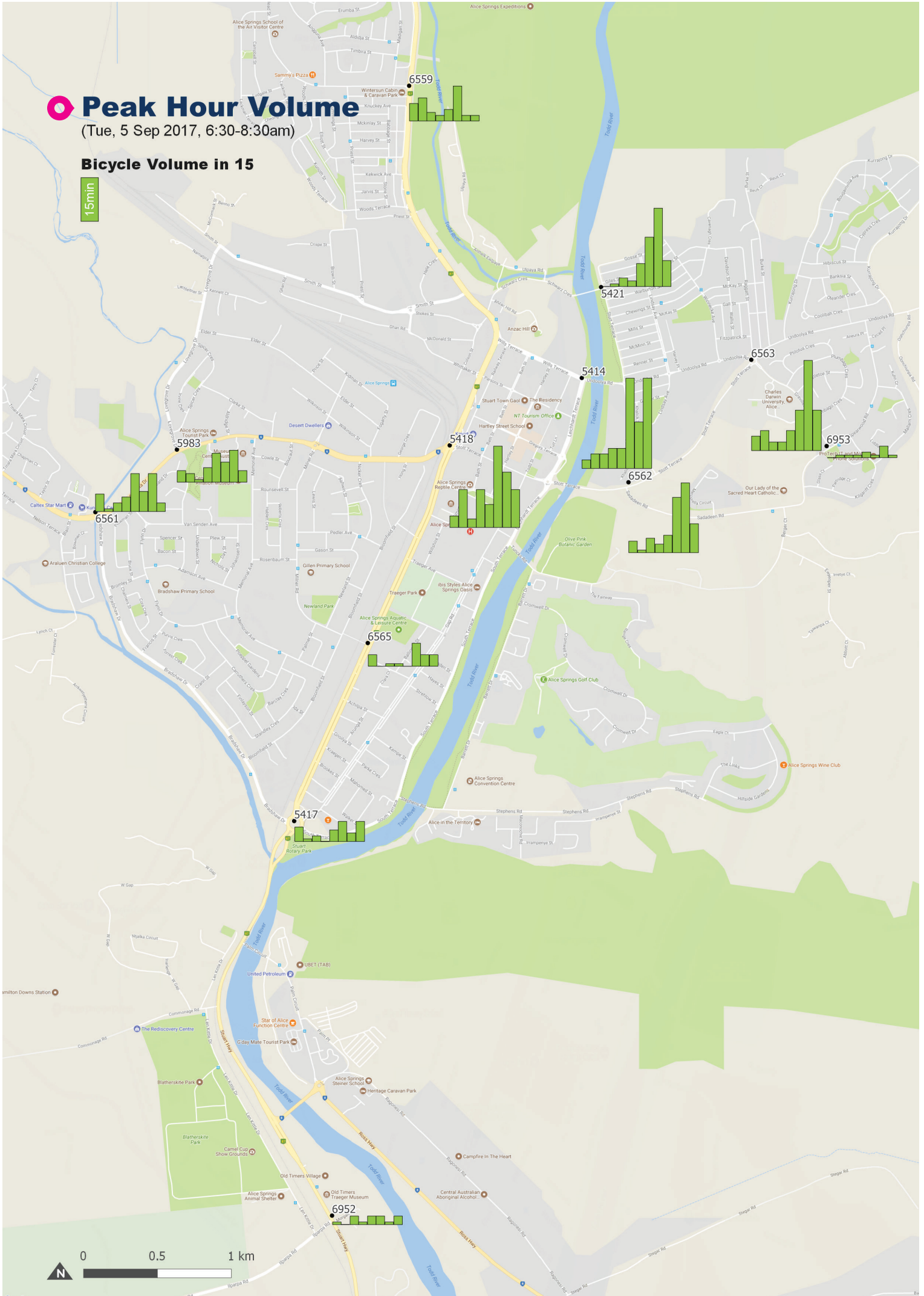


Peak Hour Volume

(Tue, 5 Sep 2017, 6:30-8:30am)

Bicycle Volume in 15

15min



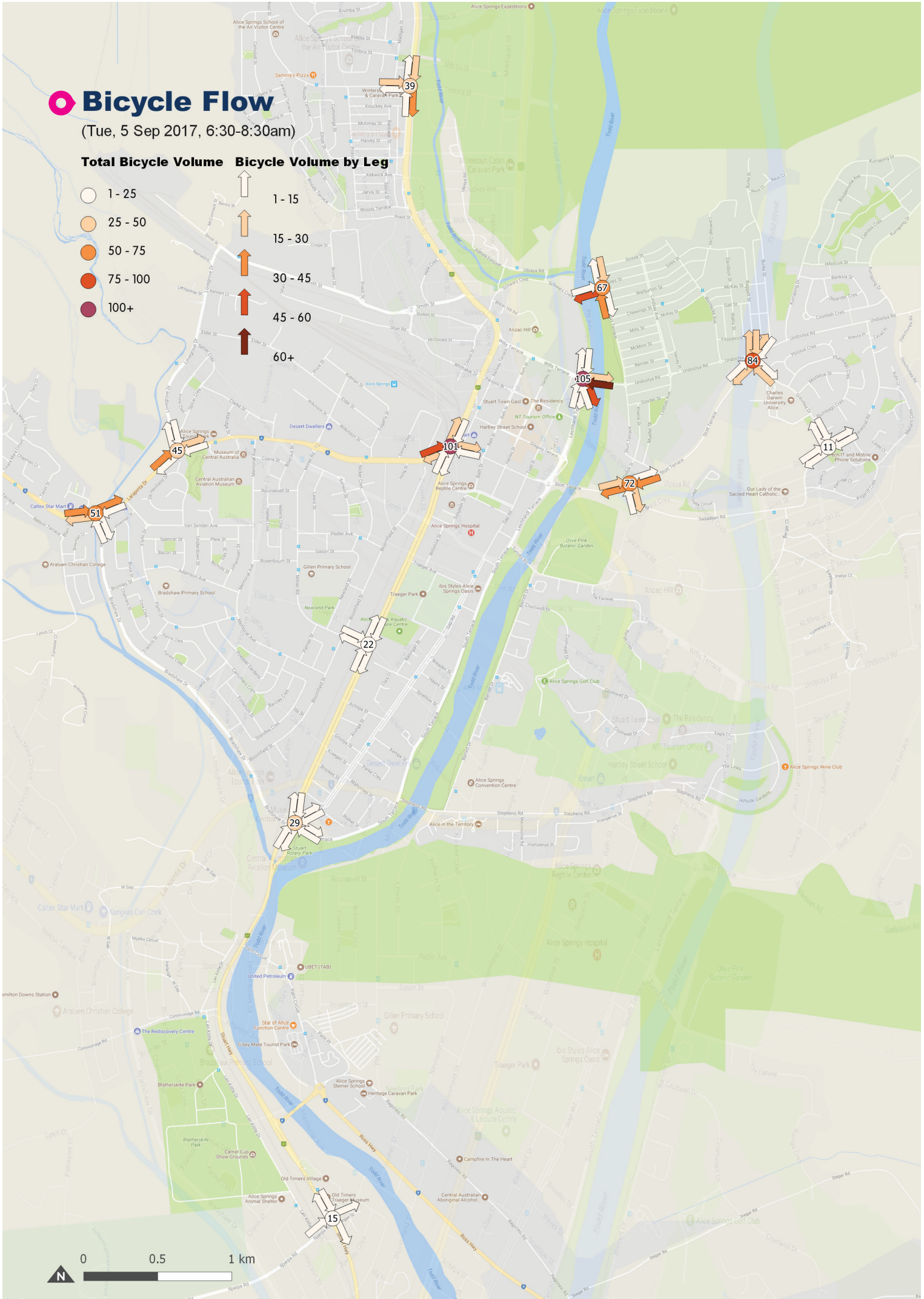
Bicycle Flow

(Tue, 5 Sep 2017, 6:30-8:30am)

Total Bicycle Volume **Bicycle Volume by Leg**

- 1 - 25
- 25 - 50
- 50 - 75
- 75 - 100
- 100+

- ↑ 1 - 15
- ↑ 15 - 30
- ↑ 30 - 45
- ↑ 45 - 60
- ↑ 60+



Site ID	Street names	Total Count						Volume in 15 Minute							
		Female	Male	Not Known	2017	2016	% Growth	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
5414	Cycle Path [N], Undoolya Rd [E], Cycle Path [S], Leichardt St [S], Wills Tce [W]	54	51	0	105	99	6%	3	5	5	7	7	31	16	31
5417	Stuart Hwy [N], Gap Rd [NE], South Tce [SE], Stuart Hwy [SW], Bradshaw Dr [NW]	5	10	14	29	42	-31%	5	1	2	0	4	7	3	7
5418	Stuart Hwy [NE], Stott Tce [E], Stuart Hwy [SW], Larapinta Dr [W]	36	61	4	101	114	-11%	4	13	3	13	8	28	19	13
5421	Sturt Tce [S], Schwarz Cres [W], Sturt Tce [N]	18	48	1	67	69	-3%	0	1	3	2	8	17	27	9
5983	Larapinta Dr [E], Larapinta Dr [SW], Lovegrove Dr [N]	12	33	0	45	28	61%	4	3	1	5	10	7	11	4
6559	Stuart Hwy [N], Stuart Hwy [S], Head St [W]	11	28	0	39	38	3%	6	8	3	2	4	12	2	2
6561	Larapinta Dr [E], Bradshaw Dr [SE], Larapinta Dr [W]	12	38	1	51	42	21%	6	1	3	5	13	7	13	3
6562	Stott Tce [E], Sadadeen Rd [S], Stott Tce [W]	27	41	4	72	55	31%	4	1	5	3	6	19	24	10
6563	Raggatt St [N], Undoolya Rd [NE], Grevillea Dr [SE], Stott Tce [SW], Undoolya Rd/Footpath [NW]	39	45	0	84	70	20%	5	7	3	3	7	14	31	14
6565	Stuart Hwy [NE], Stuart Hwy [SW], Milner Rd walkway [NW]	6	16	0	22	30	-27%	4	0	1	1	0	8	4	4
6952	Morgan Street [NE], south [SE], Illparpa Road [SW], north [NW]	2	11	2	15	12	25%	1	0	3	1	3	3	1	3
6953	north east [NE], south west [SW], Grevillea Dr [NW]	3	8	0	11	39	-72%	0	1	1	1	2	1	4	1

Site 5414

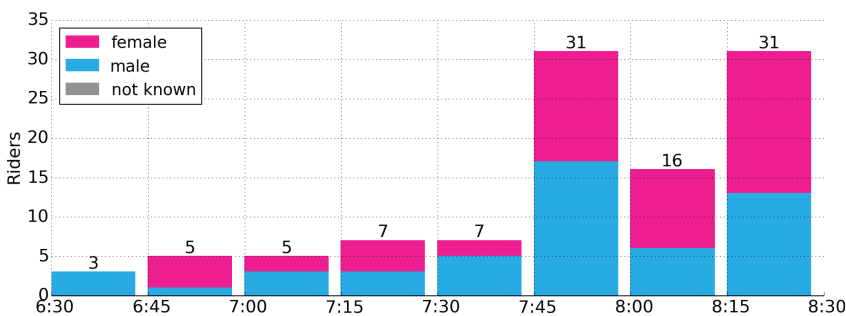
Cycle Path [N], Undoolya Rd [E], Cycle Path [S], Leichardt St [S], Wills Tce [W]



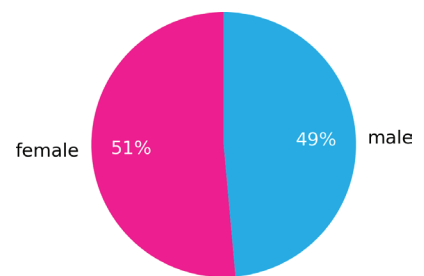
105 bicycle riders were recorded during the 2 hour survey. This is an increase of 6% compared to 99 in 2016 and an increase of 8% compared to 97 in 2011. The peak period was 07:45-08:00 with 31 riders. Female riders comprised 51% of the total.

The majority of cyclists entered this intersection across the Undoolya Rd Bridge and exited to the South along the Cycle Path. The proportion of female cyclists observed through this intersection is higher than the average for the whole council (35%) and the state (30%). The volunteer commented that it was a clear but cool morning with temperatures of 4-6 degrees.

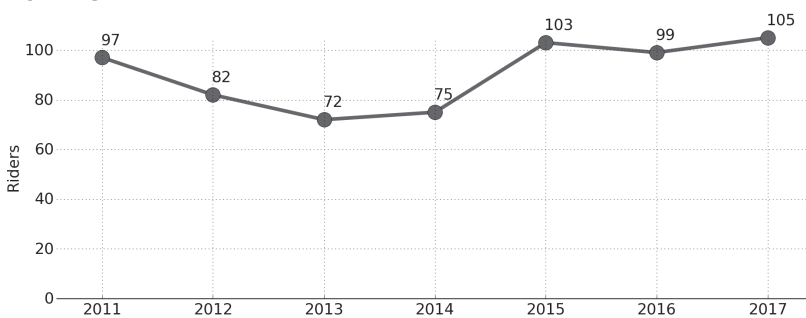
Traffic Volume by Time



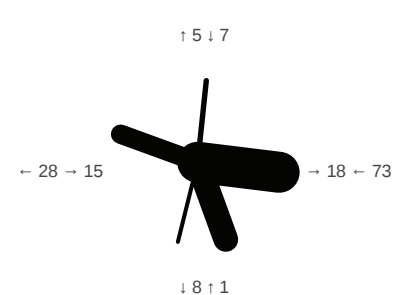
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Cycle Path [N]				2 Undoolya Rd [E]				3 Cycle Path [S]				4 Leichardt St [S]				5 Wills Tce [W]				Total
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	
Female	1	3	1	0	1	23	2	11	2	2	0	0	0	0	0	0	0	6	0	2	54
Male	0	2	0	0	0	17	2	17	2	3	0	0	0	1	0	0	0	5	1	1	51
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	5	1	0	1	40	4	28	4	5	0	0	0	1	0	0	0	11	1	3	105

Site 5417

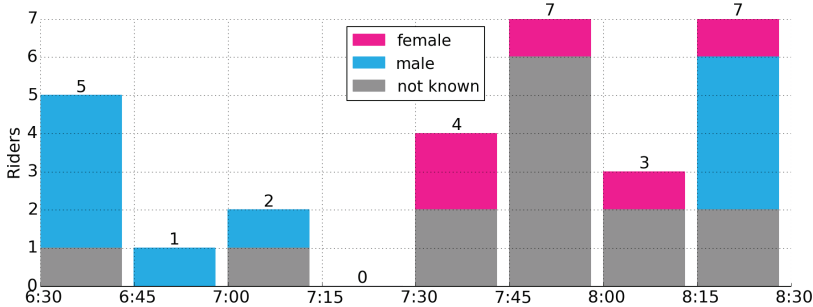
Stuart Hwy [N], Gap Rd [NE], South Tce [SE], Stuart Hwy [SW], Bradshaw Dr [NW]



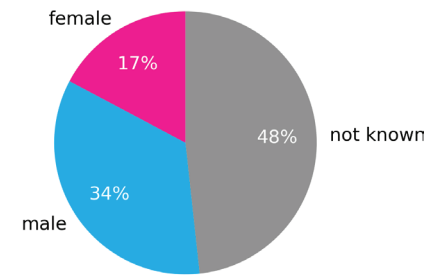
29 bicycle riders were recorded during the 2 hour survey. This is a decrease of 31% compared to 42 in 2016 and a decrease of 26% compared to 39 in 2011. The peak period was 07:45-08:00 with 7 riders. Female riders comprised 17% of the total.

The majority of cyclists entered this intersection from the North-West via Bradshaw Dr and exited to the South-West along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (35%) and the state (30%). No comments were left by the volunteer.

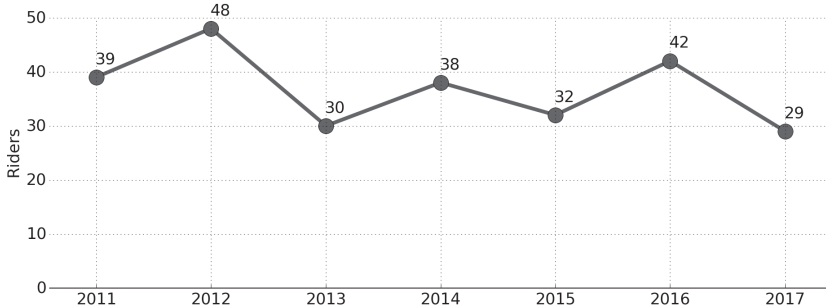
Traffic Volume by Time



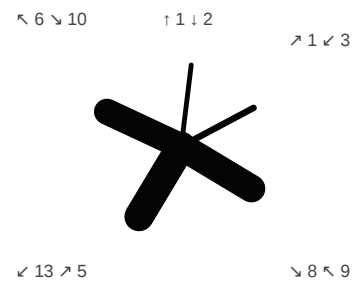
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [N]				2 Gap Rd [NE]				3 South Tce [SE]				4 Stuart Hwy [SW]				5 Bradshaw Dr [NW]				
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	Total
Female	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	2	0	5
Male	0	0	2	0	0	0	1	0	0	0	0	1	1	1	1	0	0	0	1	2	10
Not known	0	0	0	0	0	0	1	0	0	0	4	2	0	0	2	0	0	0	2	3	14
Total	0	0	2	0	0	0	2	1	0	0	4	5	1	1	3	0	0	0	5	5	29

Site 5418

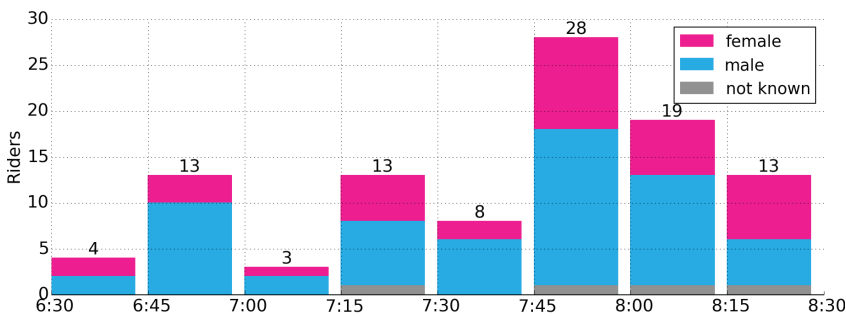
Stuart Hwy [NE], Stott Tce [E], Stuart Hwy [SW], Larapinta Dr [W]



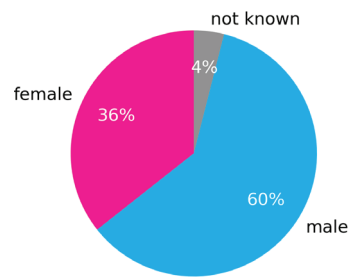
101 bicycle riders were recorded during the 2 hour survey. This is a decrease of 11% compared to 114 in 2016 and a decrease of 23% compared to 132 in 2011. The peak period was 07:45-08:00 with 28 riders. Female riders comprised 36% of the total.

The majority of cyclists entered this intersection from the East via Larapinta Dr and exited to the North along Stuart Hwy. The proportion of female cyclists observed through this intersection is higher than the average for the whole council (35%) and the state (30%). The volunteer commented that it was a cold and breezy morning with a high chill factor in this area.

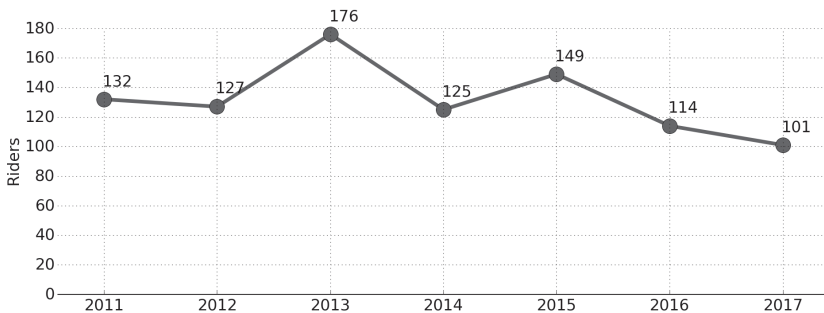
Traffic Volume by Time



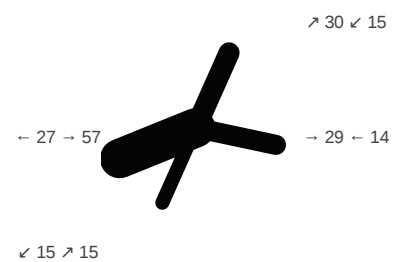
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [NE]			2 Stott Tce [E]			3 Stuart Hwy [SW]			4 Larapinta Dr [W]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	3	2	0	0	5	6	1	1	6	9	3	36
Male	0	0	9	0	0	9	4	2	0	13	17	7	61
Not known	0	0	1	0	0	0	1	0	0	0	0	2	4
Total	0	3	12	0	0	14	11	3	1	19	26	12	101

Site 5421

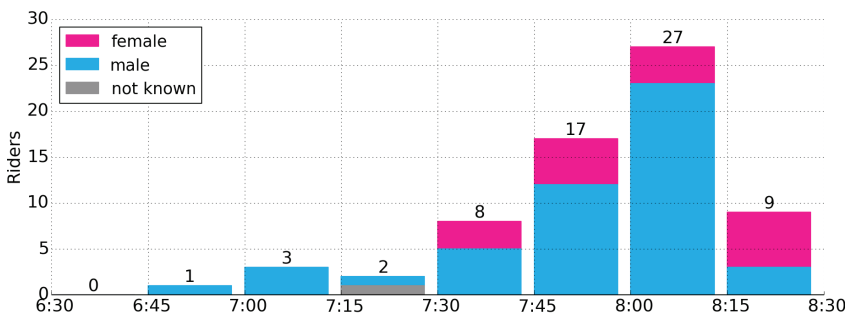
Sturt Tce [S], Schwarz Cres [W], Sturt Tce [N]



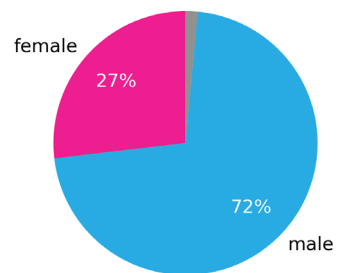
67 bicycle riders were recorded during the 2 hour survey. This is a decrease of 3% compared to 69 in 2016 and an increase of 10% compared to 61 in 2011. The peak period was 08:00-08:15 with 27 riders. Female riders comprised 27% of the total.

The majority of cyclists entered this intersection from the South via Sturt Tce and exited to the West along Schwarz Cr. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (35%) and the state (30%). The volunteer commented that the morning was cold and crisp but clear and dry, with a temperature of 3 degrees.

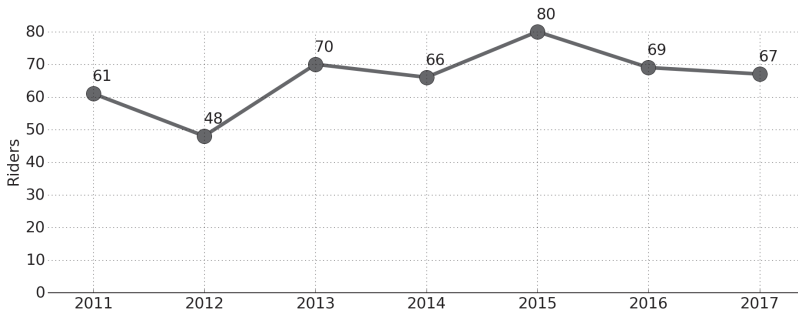
Traffic Volume by Time



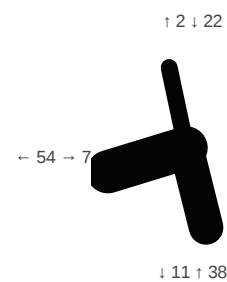
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Sturt Tce [S]		2 Schwarz Cres [W]		3 Sturt Tce [N]		Total
Exit	2	3	1	3	1	2	
Female	4	0	2	0	4	8	18
Male	33	1	4	1	1	8	48
Not known	0	0	0	0	0	1	1
Total	37	1	6	1	5	17	67

Site 5983

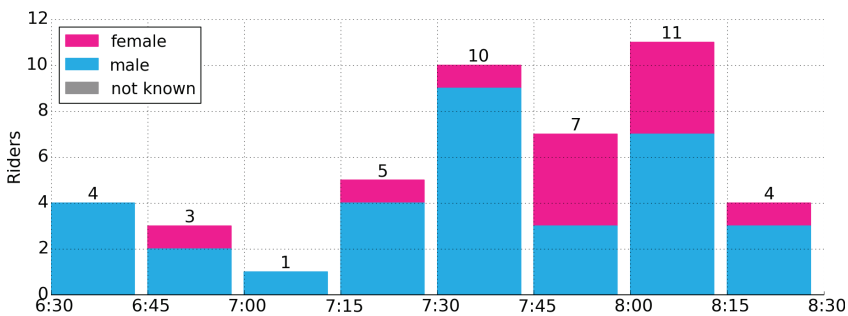
Larapinta Dr [E], Larapinta Dr [SW], Lovegrove Dr [N]



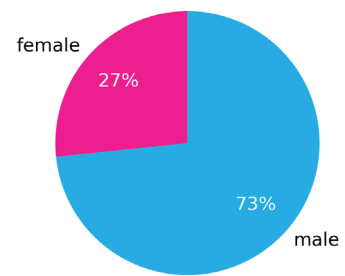
45 bicycle riders were recorded during the 2 hour survey. This is an increase of 61% compared to 28 in 2016 and a decrease of 47% compared to 85 in 2012. The peak period was 08:00-08:15 with 11 riders. Female riders comprised 27% of the total.

The majority of cyclists entered this intersection from the South-West via Larapinta Dr and exited to the East along Larapinta Dr. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (35%) and the state (30%). The volunteer commented that it was quite a cold morning, with the temperature at 6:30am being only 3.8 degrees.

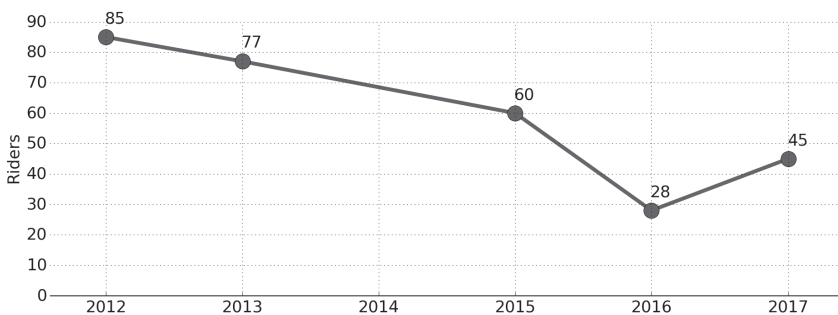
Traffic Volume by Time



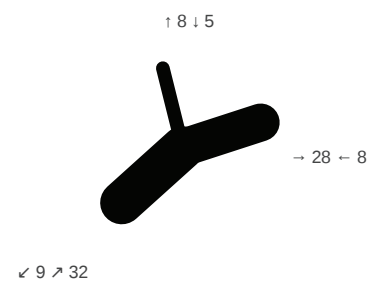
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Larapinta Dr [E]		2 Larapinta Dr [SW]		3 Lovegrove Dr [N]		
Exit	2	3	1	3	1	2	Total
Female	0	0	7	3	0	2	12
Male	5	3	20	2	1	2	33
Not known	0	0	0	0	0	0	0
Total	5	3	27	5	1	4	45

Site 6559

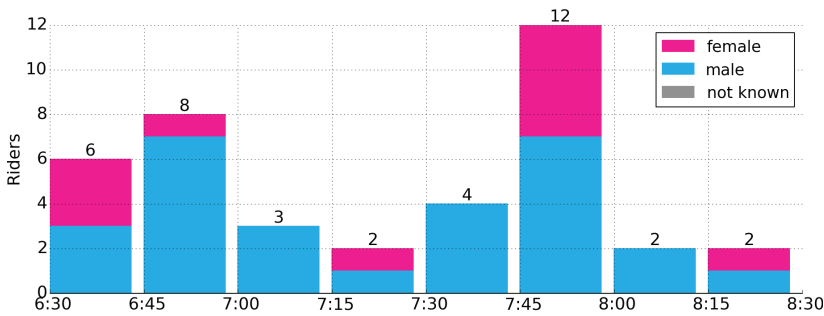
Stuart Hwy [N], Stuart Hwy [S], Head St [W]



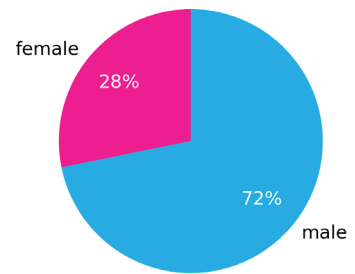
39 bicycle riders were recorded during the 2 hour survey. This is an increase of 3% compared to 38 in 2016 and an increase of 11% compared to 35 in 2014. The peak period was 07:45-08:00 with 12 riders. Female riders comprised 28% of the total.

The majority of cyclists entered this intersection from the North via Stuart Hwy and exited to the South along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (35%) and the state (30%). The volunteer commented that the temperature was around 4 degrees at 6:30am, warming to a fine sunny day at 9am.

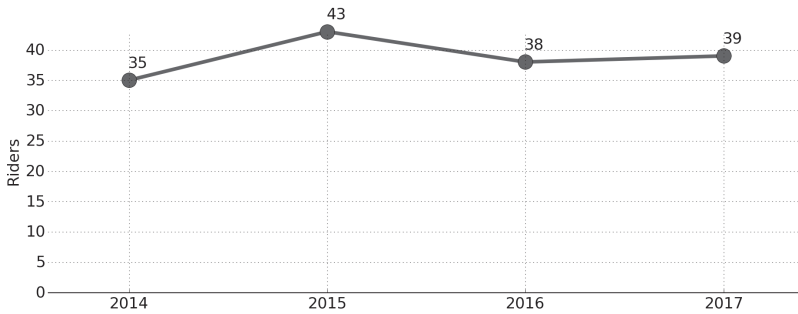
Traffic Volume by Time



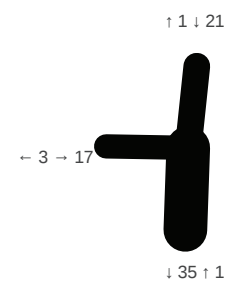
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [N]		2 Stuart Hwy [S]		3 Head St [W]		Total
Exit	2	3	1	3	1	2	
Female	5	1	0	0	0	5	11
Male	13	2	1	0	0	12	28
Not known	0	0	0	0	0	0	0
Total	18	3	1	0	0	17	39

Site 6561

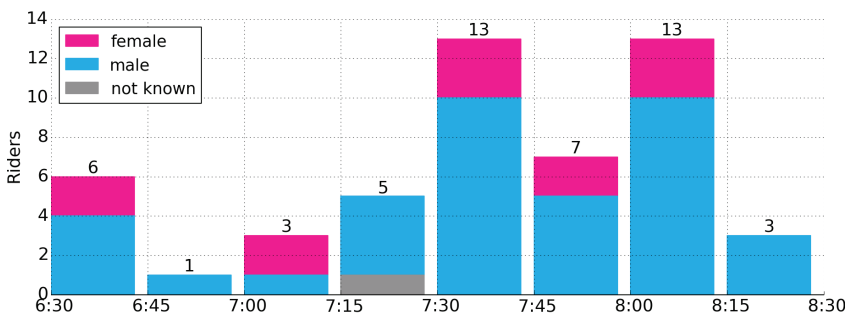
Larapinta Dr [E], Bradshaw Dr [SE], Larapinta Dr [W]



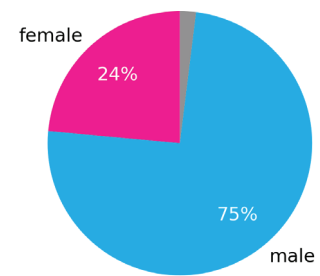
51 bicycle riders were recorded during the 2 hour survey. This is an increase of 21% compared to 42 in 2016 and an increase of 6% compared to 48 in 2014. The peak period was 07:30-07:45 with 13 riders. Female riders comprised 24% of the total.

The majority of cyclists entered this intersection from the East via Larapinta Dr and exited to the West along Larapinta Dr. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (35%) and the state (30%). No comments were left by the volunteer.

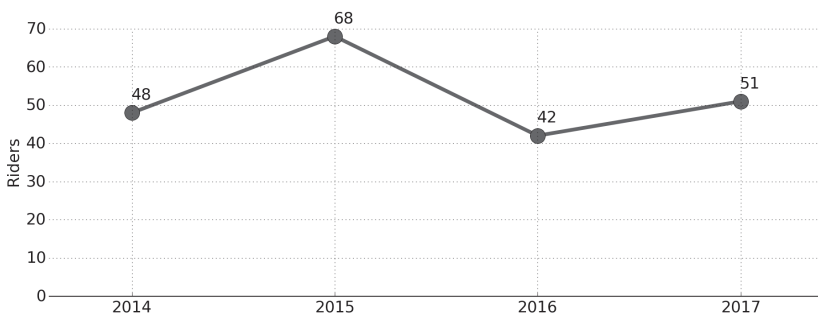
Traffic Volume by Time



Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Larapinta Dr [E]		2 Bradshaw Dr [SE]		3 Larapinta Dr [W]		
Exit	2	3	1	3	1	2	Total
Female	0	2	0	2	8	0	12
Male	0	7	3	5	21	2	38
Not known	0	0	0	0	0	1	1
Total	0	9	3	7	29	3	51

Site 6562

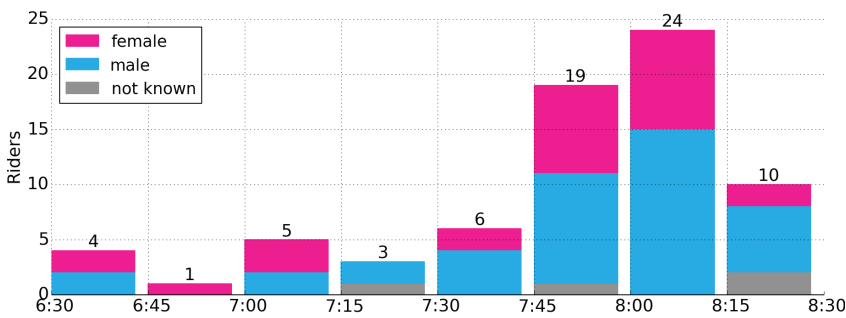
Stott Tce [E], Sadadeen Rd [S], Stott Tce [W]



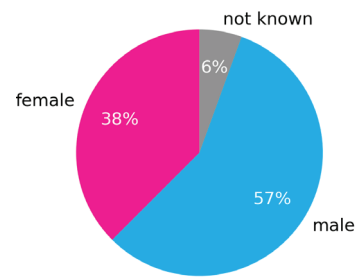
72 bicycle riders were recorded during the 2 hour survey. This is an increase of 31% compared to 55 in 2016 and an increase of 16% compared to 62 in 2014. The peak period was 08:00-08:15 with 24 riders. Female riders comprised 38% of the total.

The majority of cyclists entered this intersection from the East via Scott Tce and exited to the West along Scott Tce. The proportion of female cyclists observed through this intersection is higher than the average for the whole council (35%) and the state (30%). The volunteer commented that that of the schoolchildren riding, 15 of 16 were boys, and that the bridge design makes the area dangerous for riders.

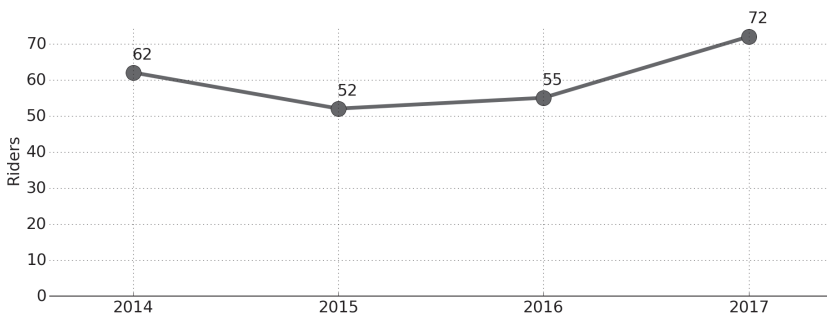
Traffic Volume by Time



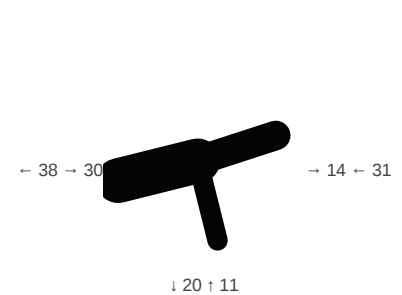
Gender Ratio



Cycling Trend



Traffic Flow

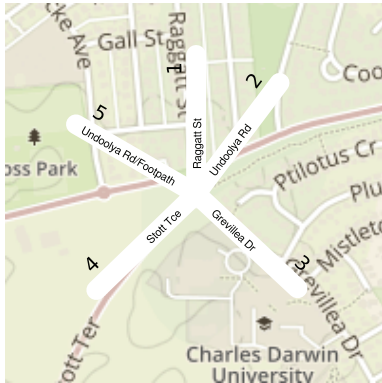


Raw Data

Enter	1 Stott Tce [E]		2 Sadadeen Rd [S]		3 Stott Tce [W]		Total
Exit	2	3	1	3	1	2	
Female	2	14	0	4	4	3	27
Male	1	12	1	6	7	14	41
Not known	0	2	0	0	2	0	4
Total	3	28	1	10	13	17	72

Site 6563

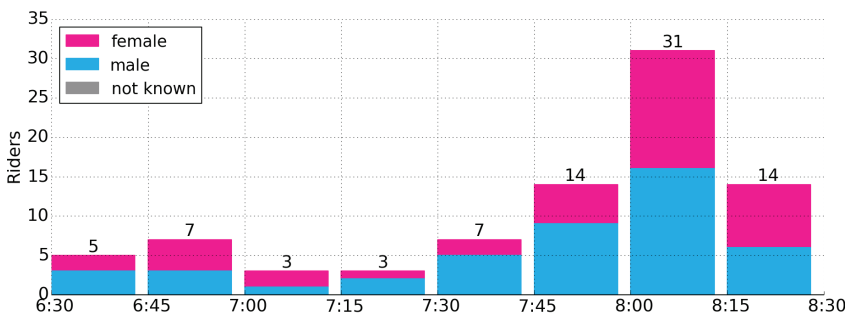
Raggatt St [N], Undoolya Rd [NE], Grevillea Dr [SE], Stott Tce [SW], Undoolya Rd/Footpath [NW]



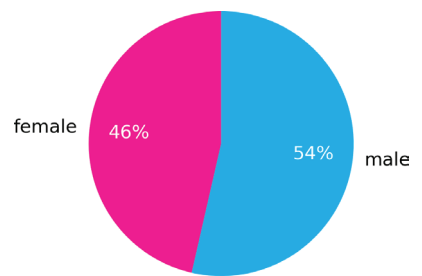
84 bicycle riders were recorded during the 2 hour survey. This is an increase of 20% compared to 70 in 2016 and an increase of 20% compared to 70 in 2014. The peak period was 08:00-08:15 with 31 riders. Female riders comprised 46% of the total.

The Raggatt St leg leading to the site from the north was the most commonly utilised leg riders both leaving and arriving at the site. The proportion of female cyclists observed through this intersection is higher than the average for the whole council (35%) and the state (30%). No comments were left by the volunteer.

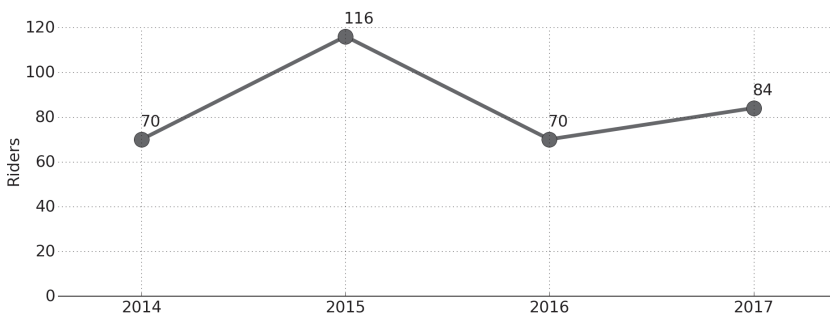
Traffic Volume by Time



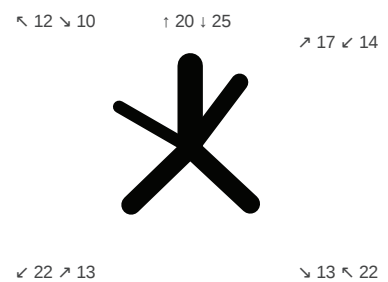
Gender Ratio



Cycling Trend



Traffic Flow

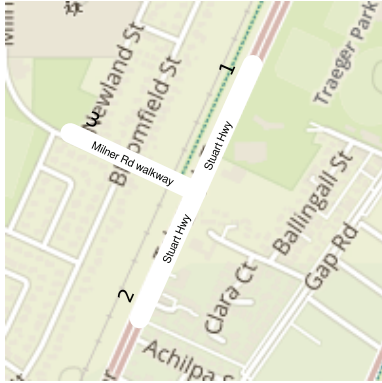


Raw Data

Enter	1 Raggatt St [N]				2 Undoolya Rd [NE]				3 Grevillea Dr [SE]				4 Stott Tce [SW]				5 Undoolya Rd/Footpath [NW]				Total
Exit	2	3	4	5	1	3	4	5	1	2	4	5	1	2	3	5	1	2	3	4	Total
Female	3	4	3	2	3	0	3	1	6	0	3	3	1	0	2	0	2	2	0	1	39
Male	4	0	7	2	1	4	1	1	2	5	3	0	2	3	2	3	3	0	1	1	45
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	4	10	4	4	4	4	2	8	5	6	3	3	3	4	3	5	2	1	2	84

Site 6565

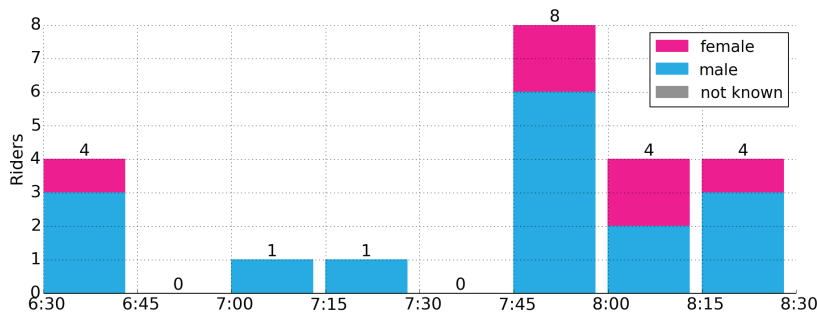
Stuart Hwy [NE], Stuart Hwy [SW], Milner Rd walkway [NW]



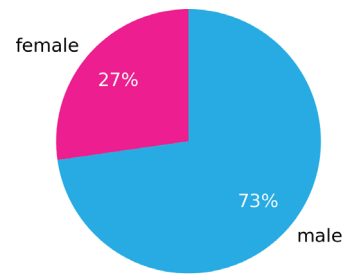
22 bicycle riders were recorded during the 2 hour survey. This is a decrease of 27% compared to 30 in 2016 and a decrease of 33% compared to 33 in 2014. The peak period was 07:45-08:00 with 8 riders. Female riders comprised 27% of the total.

The majority of cyclists entered this intersection from the North-West via Milner Rd Walkway and exited to the North-East along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (35%) and the state (30%). The volunteer commented that it was a clear morning, with cool temperatures around 15 degrees.

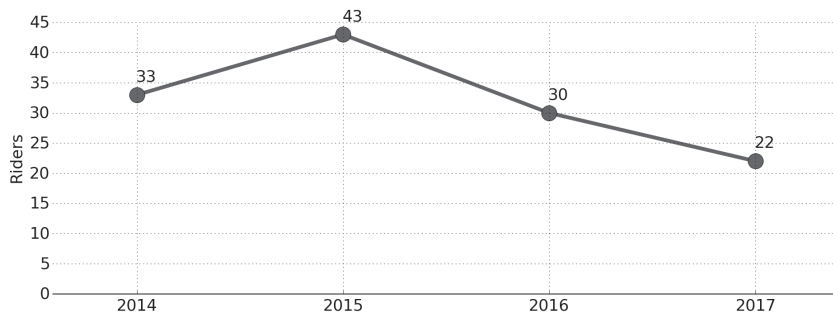
Traffic Volume by Time



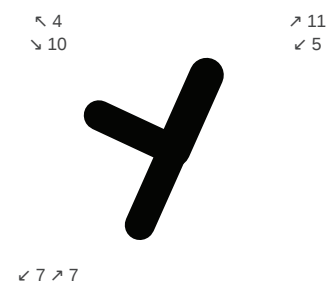
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [NE]		2 Stuart Hwy [SW]		3 Milner Rd walkway [NW]		Total
Exit	2	3	1	3	1	2	
Female	0	1	2	1	1	1	6
Male	3	1	3	1	5	3	16
Not known	0	0	0	0	0	0	0
Total	3	2	5	2	6	4	22

Site 6952

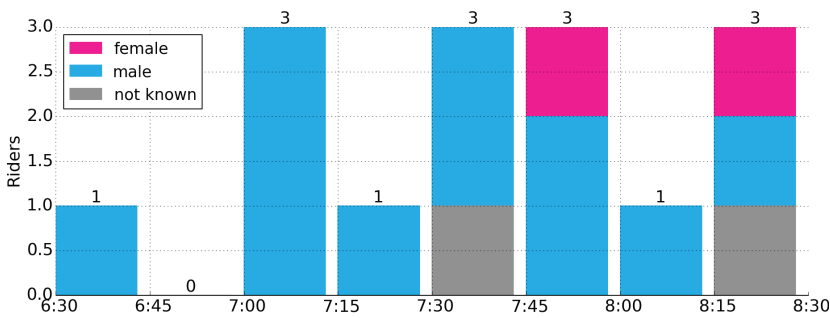
Morgan Street [NE], south [SE], Illparpa Road [SW], north [NW]



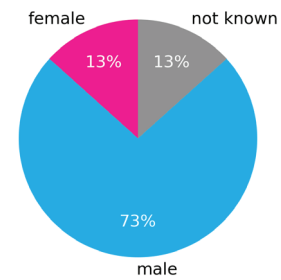
15 bicycle riders were recorded during the 2 hour survey. This is an increase of 25% compared to 12 in 2016. The peak period was 07:00-07:15 with 3 riders. Female riders comprised 13% of the total.

The majority of cyclists entered this intersection from the North via Stuart Hwy and exited to the South along Stuart Hwy. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (35%) and the state (30%). The volunteer commented that they noticed several cars driving at 6:30am carrying bikes.

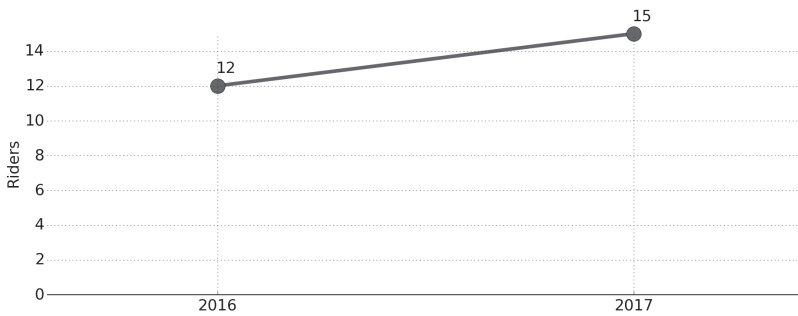
Traffic Volume by Time



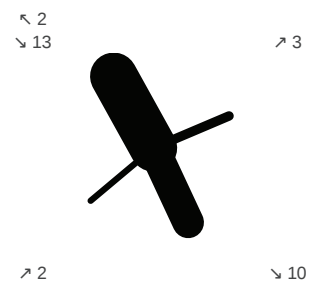
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Morgan Street [NE]			2 Stuart Highway [SE]			3 Illparpa Road [SW]			4 Stuart Highway [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	Total
Female	0	0	0	0	0	0	0	0	1	1	0	0	2
Male	0	0	0	0	0	0	0	0	1	2	8	0	11
Not known	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	2	3	10	0	15

Site 6953

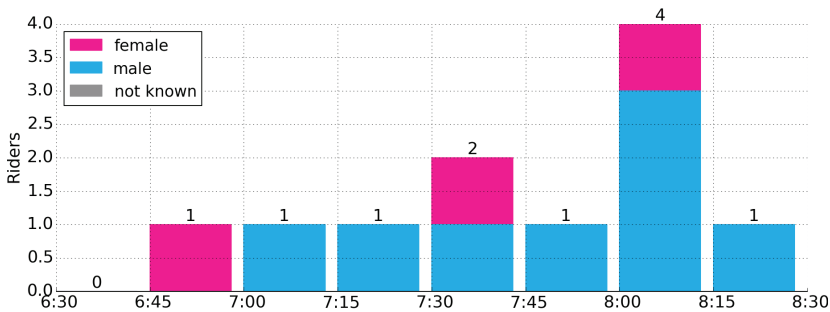
north east [NE], south west [SW], Grevillea Dr [NW]



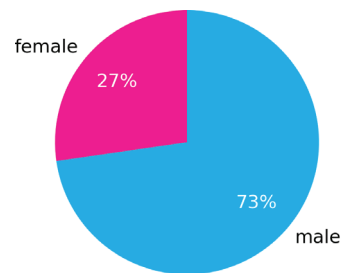
11 bicycle riders were recorded during the 2 hour survey. This is a decrease of 72% compared to 39 in 2016. The peak period was 08:00-08:15 with 4 riders. Female riders comprised 27% of the total.

The majority of cyclists entered this intersection from the North via Grevillea Dr and exited to the South-West along Spearwood Rd. The proportion of female cyclists observed through this intersection is lower than the average for the whole council (35%) and the state (30%). The volunteer commented that it was very quiet, and that some schools were already on holidays.

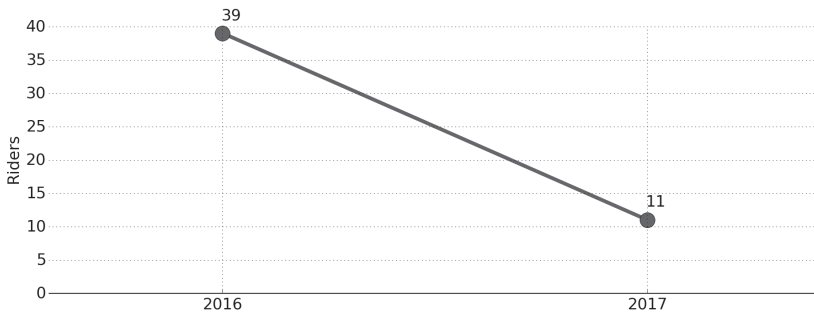
Traffic Volume by Time



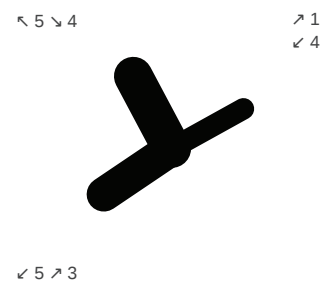
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Spearwood Road [NE]		2 Spearwood Road [SW]		3 Grevillea Dr [NW]		Total
Exit	2	3	1	3	1	2	
Female	1	1	0	0	1	0	3
Male	1	1	0	3	0	3	8
Not known	0	0	0	0	0	0	0
Total	2	2	0	3	1	3	11



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