



**BICYCLE
NETWORK®**

SUPER TUESDAY COMMUTER BIKE COUNT

KATHERINE

2017



SUPER TUESDAY

Count Summary in Katherine



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 Katherine on the day of the count, with easterly winds reaching 46km/h, and a maximum temperature of 26 degrees at 9am.

By participating in the count, volunteer counters can choose a local community group to receive a donation of \$50. In Katherine a total of \$200 went back to the local community through donations to nominated groups.

COUNT SITES

p. 3

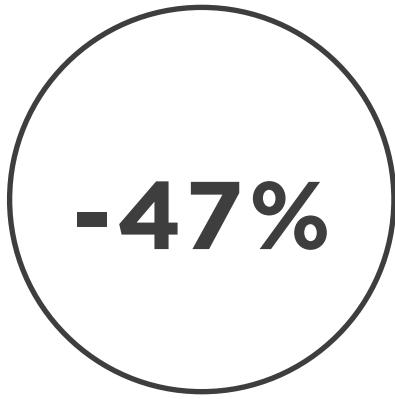
4 sites were surveyed in Katherine.

The major commuter corridor is Stuart Hwy (4 sites)

TRAFFIC FLOW

p. 4

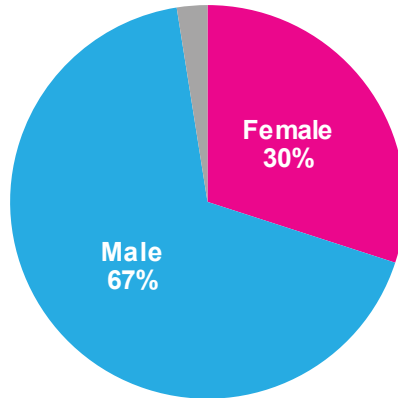
A total of 40 trips was counted at all selected intersections across the municipality during the two-hour survey.



GROWTH

p. 5

Overall, usage has decreased by 47% (40 trips) compared to the same 4 sites surveyed in 2016 (75 trips).

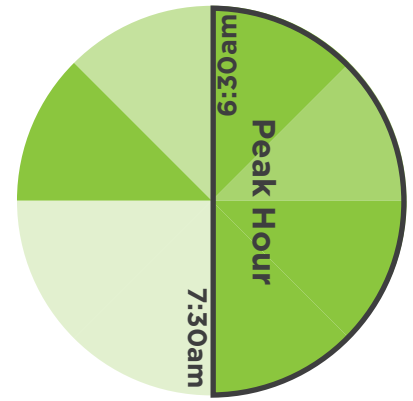


GENDER RATIO

p. 6

Female riders represented 30% of bicyclists across the municipality.

This is representative of 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 6:30-7:30am during the survey.

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

- 6:30-6:45am: 2 trips
- 6:45-7:00am: 2 trips
- 7:00-7:15am: 2 trips
- 7:15-7:30am: 2 trips
- 7:30-7:45am: 0 trips
- 7:45-8:00am: 0 trips
- 8:00-8:15am: 2 trips
- 8:15-8:30am: 1 trip

BUSIEST SITE

p. 9

The busiest site was at the intersection between the Riverside Trail and Stuart Hwy (Site 6567 - page 9) with an average of 8 trips per hour.

COUNT RESULTS

p. 8 - 12

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

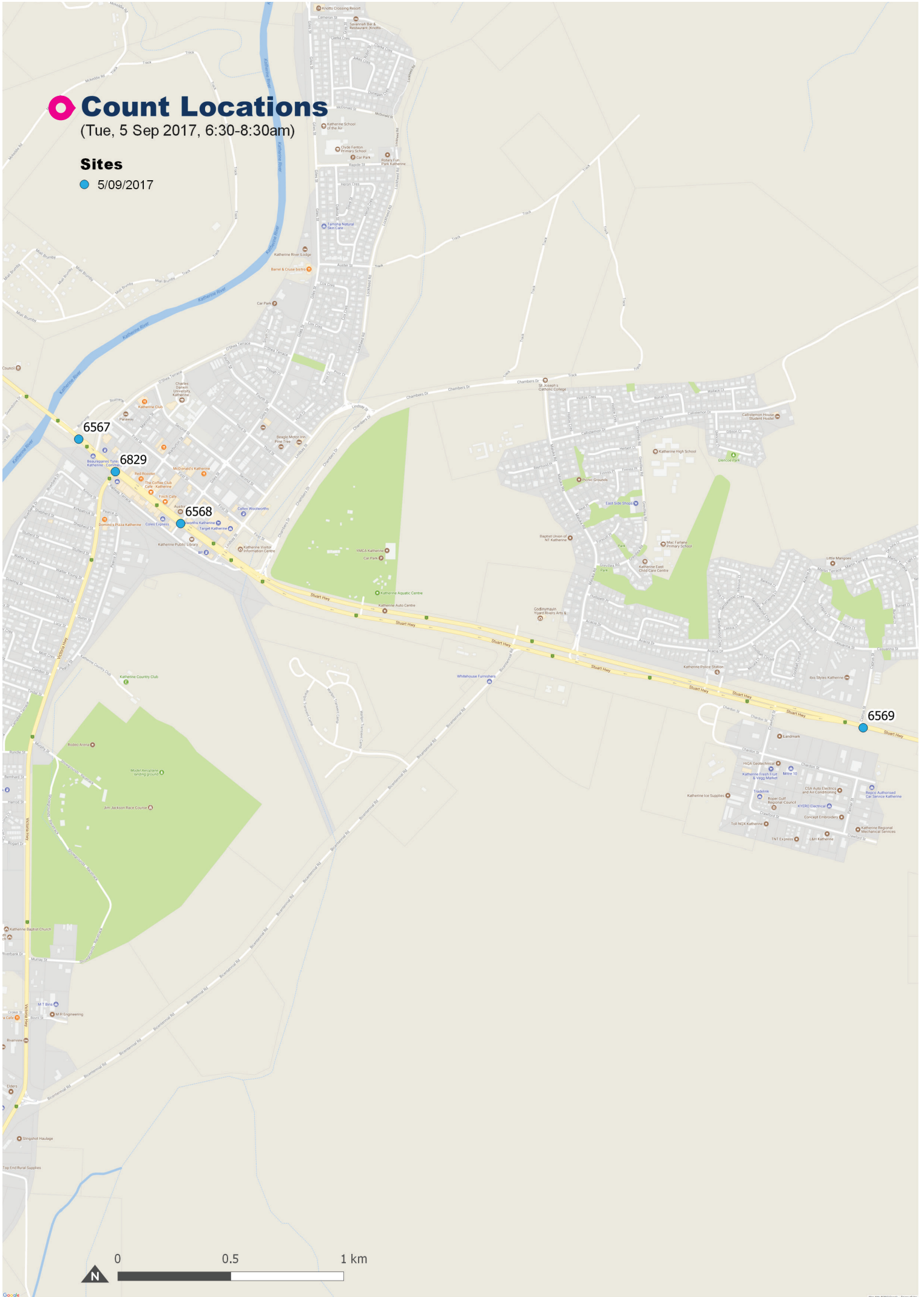
No changes from previous years.

Count Locations

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

Sites

● 5/09/2017

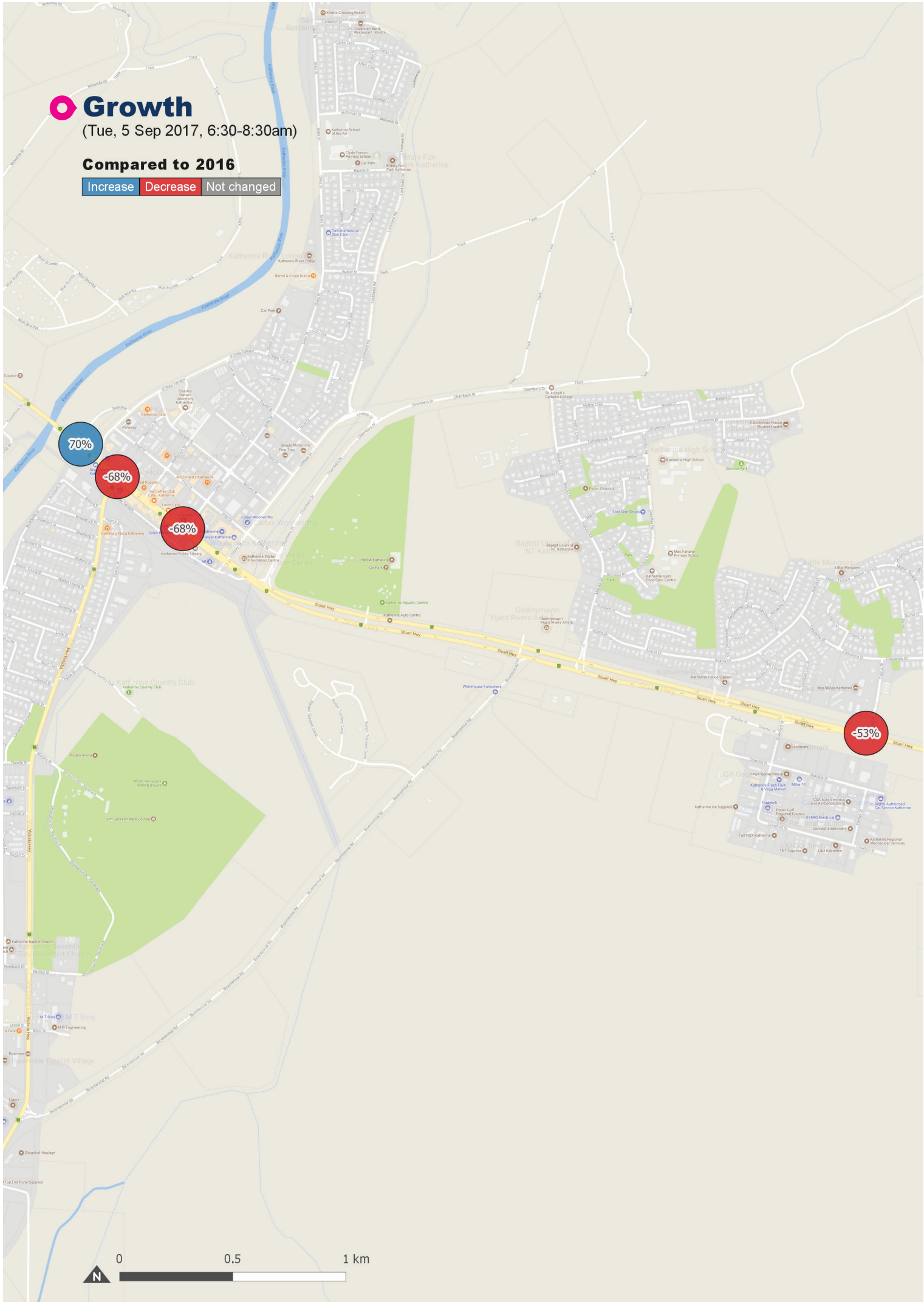


Growth

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

Compared to 2016

Increase Decrease Not changed

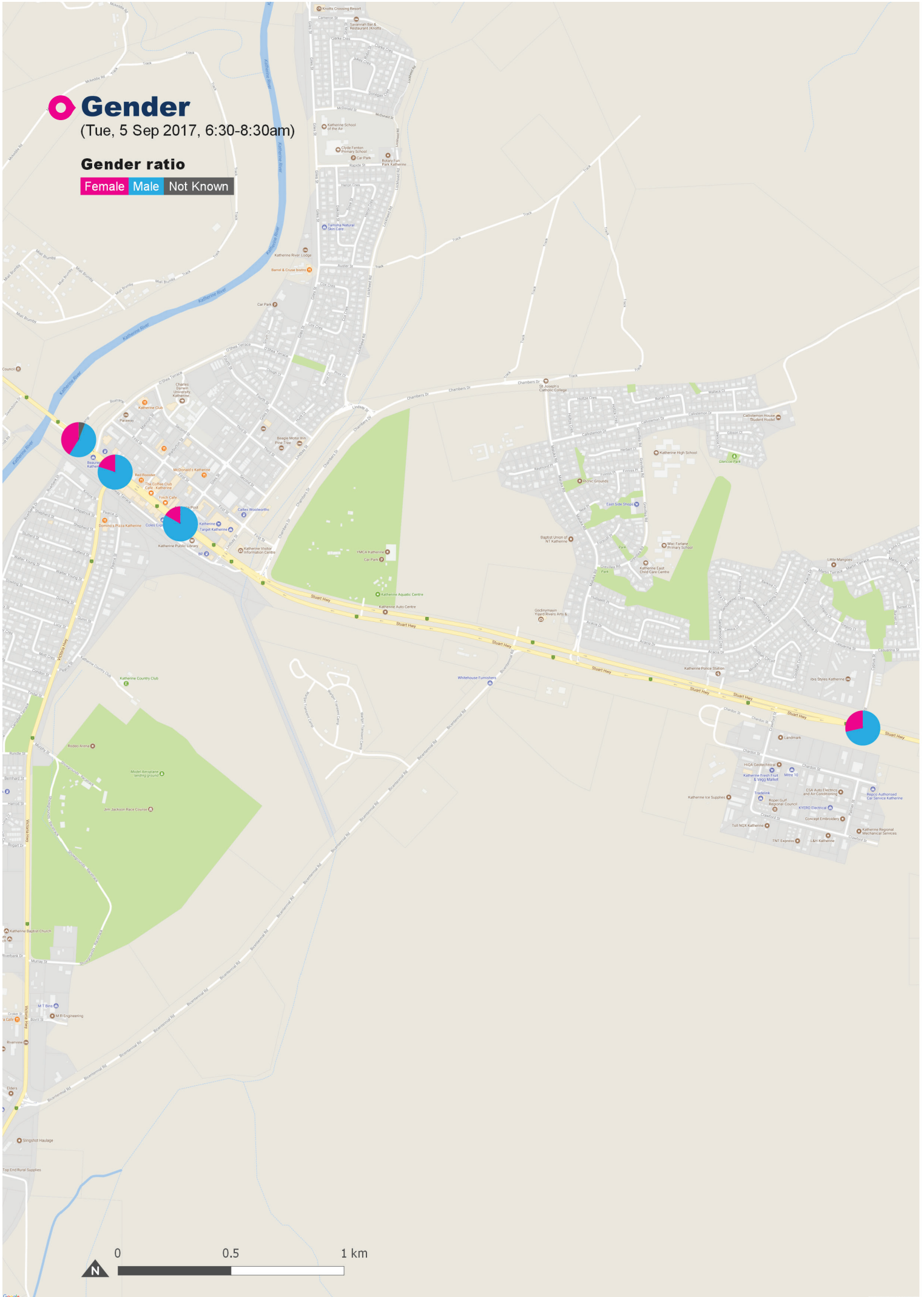


Gender

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

Gender ratio

Female Male Not Known

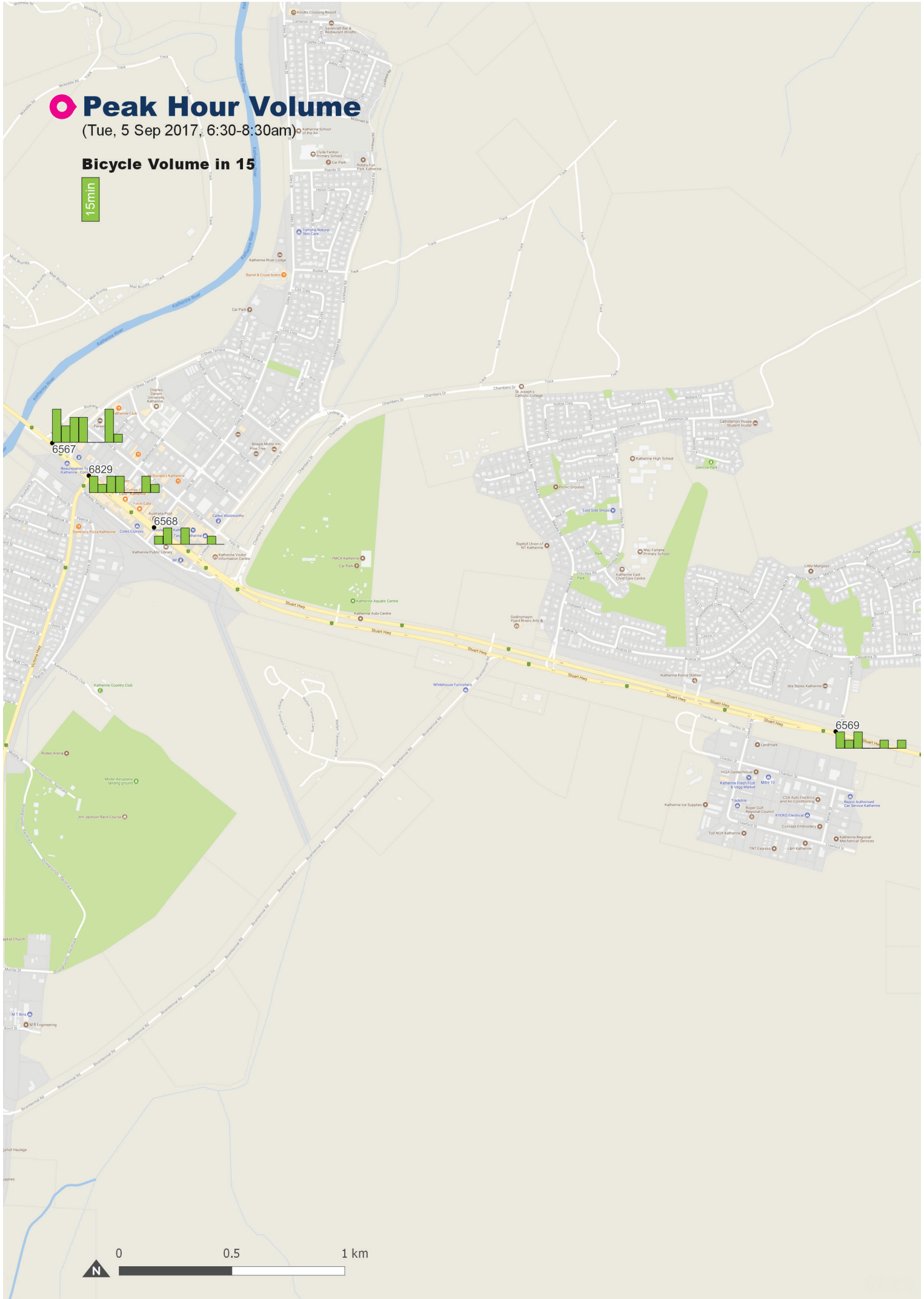


Peak Hour Volume

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

Bicycle Volume in 15

15min

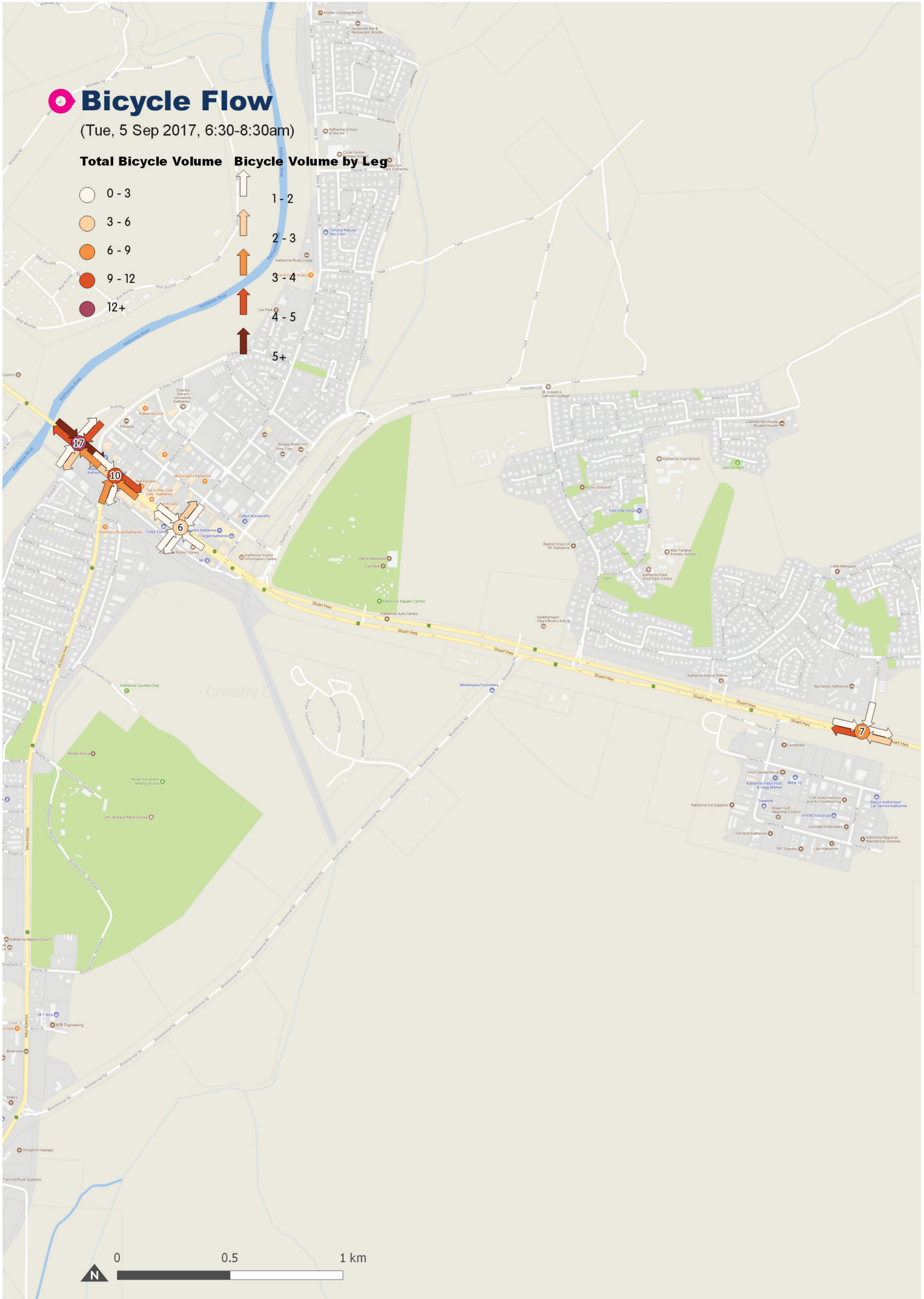


Bicycle Flow

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

Total Bicycle Volume

Bicycle Volume by Leg





Results

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
6567	Riverside Trail [NE], Stuart Hwy [SE], Riverside Trail [SW], Stuart Hwy [NW]	7	9	1	17	10	70%	4	2	3	3	0	0	4	1
6568	Giles St [NE], Katherine Tce [SE], Giles St [SW], Katherine Tce [NW]	1	5	0	6	19	-68%	1	2	0	2	0	0	1	0
6569	Cyprus St [N], Stuart Hwy/Footpath [E], Stuart Hwy/Footpath [W]	2	5	0	7	15	-53%	2	1	2	0	0	1	0	1
6829	Stuart Hwy [SE], Victoria Hwy [S], Stuart Hwy [NW]	2	8	0	10	31	-68%	2	1	2	2	0	0	2	1

Site 6567

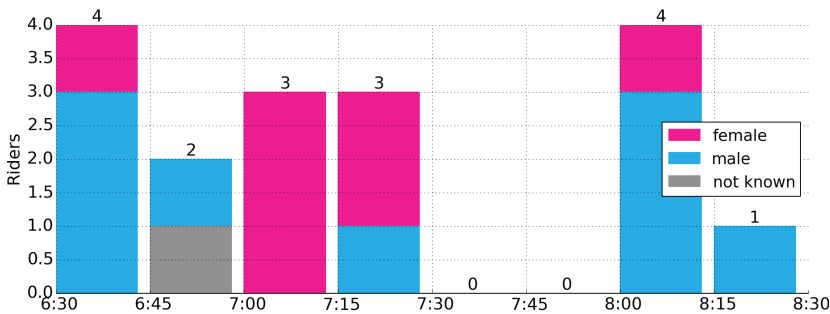
Riverside Trail [NE], Stuart Hwy [SE], Riverside Trail [SW], Stuart Hwy [NW]



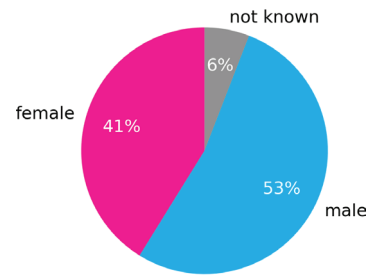
17 bicycle riders were recorded during the 2 hour survey. This is an increase of 70% compared to 10 in 2016 and a decrease of 0% compared to 17 in 2014. The peak period was 06:30-06:45 with 4 riders. Female riders comprised 41% of the total.

The majority of cyclists entered this intersection from the North-West via Stuart Hwy and exited to the South-East along Stuart Hwy. The proportion of female cyclists observed through this intersection is higher than the average for both the whole council and the state (30%). The volunteer commented that it was a nice day with walkers, dog walkers and bike riders all out and about

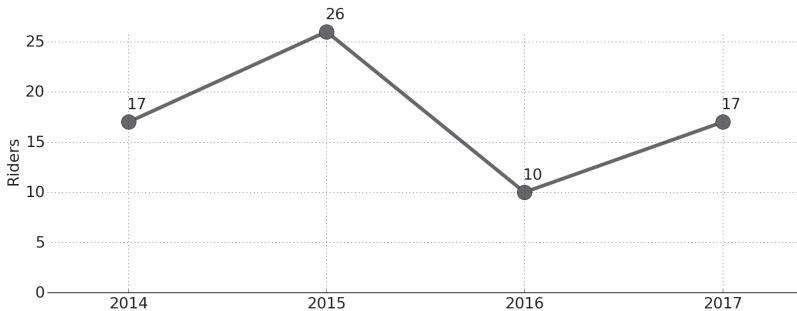
Traffic Volume by Time



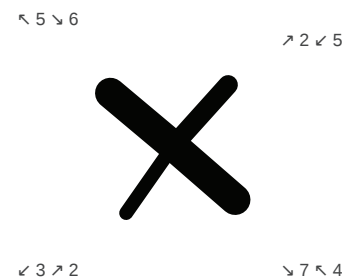
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Riverside Trail [NE]			2 Stuart Hwy [SE]			3 Riverside Trail [SW]			4 Stuart Hwy [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	2	1	0	0	3	0	1	0	0	0	0	7
Male	1	1	0	0	0	1	1	0	0	1	4	0	9
Not known	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	3	1	0	0	4	1	1	0	1	5	0	17

Site 6568

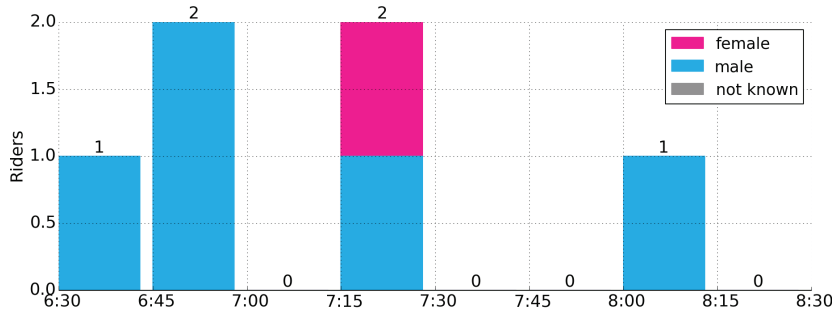
Giles St [NE], Katherine Tce [SE], Giles St [SW], Katherine Tce [NW]



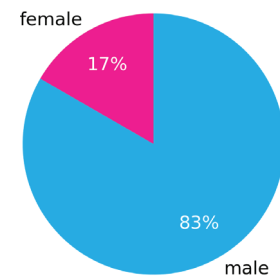
6 bicycle riders were recorded during the 2 hour survey. This is a decrease of 68% compared to 19 in 2016 and a decrease of 67% compared to 18 in 2014. The peak period was 06:45-07:00 with 2 riders. Female riders comprised 17% of the total.

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

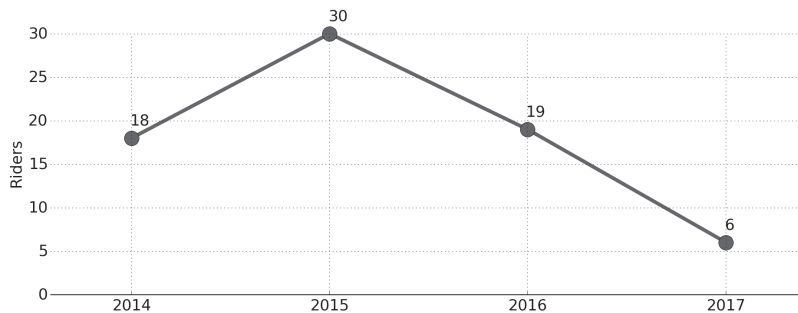
Traffic Volume by Time



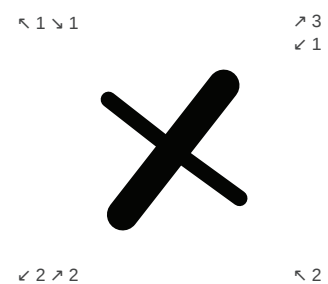
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Giles St [NE]			2 Katherine Tce [SE]			3 Giles St [SW]			4 Katherine Tce [NW]			Total
Exit	2	3	4	1	3	4	1	2	4	1	2	3	
Female	0	0	0	0	0	0	1	0	0	0	0	0	1
Male	0	1	0	1	0	1	1	0	0	0	0	1	5
Not known	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	2	0	0	0	0	1	6

Site 6569

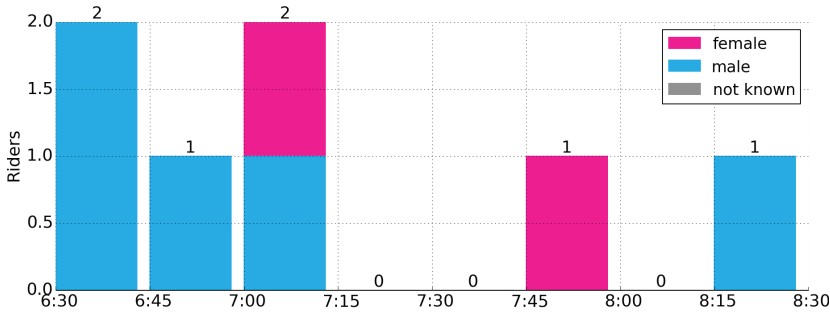
Cyprus St [N], Stuart Hwy/Footpath [E], Stuart Hwy/Footpath [W]



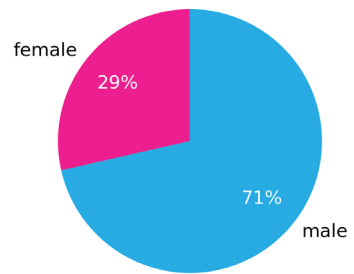
7 bicycle riders were recorded during the 2 hour survey. This is a decrease of 53% compared to 15 in 2016 and a decrease of 42% compared to 12 in 2014. The peak period was 06:30-06:45 with 2 riders. Female riders comprised 29% of the total.

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

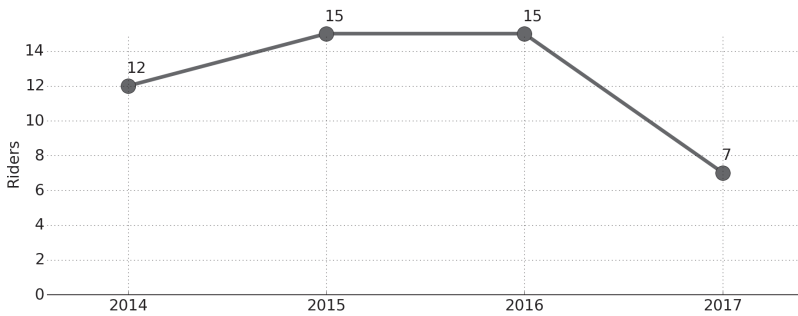
Traffic Volume by Time



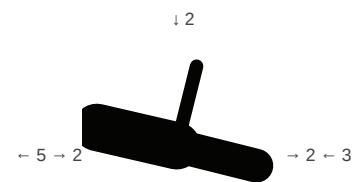
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Cyprus St [N]		2 Stuart Hwy/Footpath [E]		3 Stuart Hwy/Footpath [W]		
Exit	2	3	1	3	1	2	Total
Female	0	1	0	1	0	0	2
Male	0	1	0	2	0	2	5
Not known	0	0	0	0	0	0	0
Total	0	2	0	3	0	2	7

Site 6829

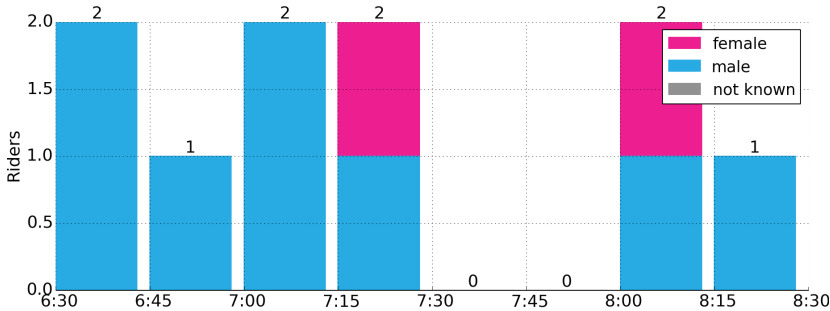
Stuart Hwy [SE], Victoria Hwy [S], Stuart Hwy [NW]



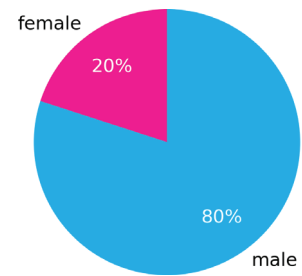
10 bicycle riders were recorded during the 2 hour survey. This is a decrease of 68% compared to 31 in 2016 and a decrease of 47% compared to 19 in 2015. The peak period was 06:30-06:45 with 2 riders. Female riders comprised 20% of the total.

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

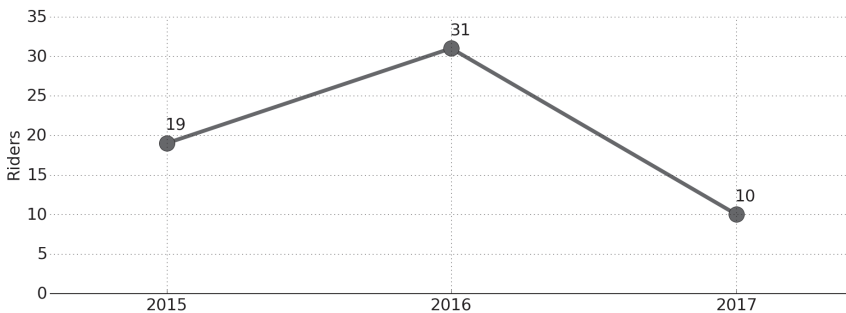
Traffic Volume by Time



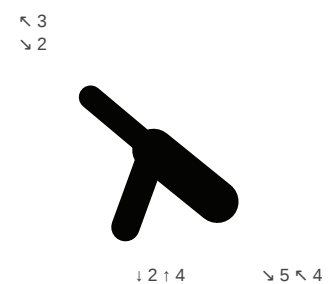
Gender Ratio



Cycling Trend



Traffic Flow



Raw Data

Enter	1 Stuart Hwy [SE]		2 Victoria Hwy [S]		3 Stuart Hwy [NW]		
Exit	2	3	1	3	1	2	Total
Female	0	0	1	0	1	0	2
Male	2	2	2	1	1	0	8
Not known	0	0	0	0	0	0	0
Total	2	2	3	1	2	0	10



**BICYCLE
NETWORK®**

235 Crown Street
Darlinghurst NSW 2010

Level 4,
246 Bourke Street
Melbourne VIC 3000

210 Collins Street
Hobart TAS 7000

Suite 5,
18-20 Cavenagh Street
Darwin 0800

Freecall: 1800 639 634
bicyclenetwork.com.au