

Super Tuesday

Bicycle Commuter Survey



Greater Darwin Region

2012



BIKE FUTURES





The Annual Super Tuesday Bike Count

2012 is the third consecutive year of the annual Super Tuesday Bike Count in the northern regions of Australia. This year the Bicycle Network's Super Tuesday Bike Count took place in seven municipalities at over 200 sites across three states/territories, namely New South Wales, Northern Territory and Queensland.

Super Tuesday, which also takes place in southern Australia in March at over 1200 sites, is the country's biggest visual bike count.

The count is designed to measure bike commuter flows in the morning peak. Super Tuesday aims to establish a reliable annual benchmark for bicycle commuting to allow those providing for bike riding to base their judgments and decisions on accurate, relevant and up-to-date information. This year, the annual benchmark was conducted on Tuesday 4 September.

The weather on Super Tuesday 2012 was fine and warm for all areas providing ideal conditions for riding.

In Queensland, there was generally strong growth in rider numbers, particularly in Moreton Bay and Cairns. Some sites in these two municipalities recorded increases of 50% or more compared with September 2011.

In the Northern Territory there was some variation in the growth in rider numbers. In Darwin, the strongest growth recorded was over 100% compared to last year. Other sites in Darwin exhibited growth rates consistently above 20%.

In Alice Springs, rider numbers were generally consistent with 2011 or in some cases slightly down on last year.

In Coffs Harbour, the highest growth recorded was over 400% but numbers were generally slightly down compared with March 2011.

The need for local governments to maintain and develop investment in quality bicycle infrastructure remains paramount as more people adopt commuting by bike as a regular form of transport.

This investment needs to continue for the long-term sustainability of bike commuting and to ensure that local governments throughout the country reap the community health, transport and environmental benefits that it delivers.

Mike Williamson,

Bike Futures Manager



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1.0 Executive Summary

This report contains data collected between 6.30am - 8.30am on the morning of Tuesday 4 September 2012 at 58 sites in the Greater Darwin Region.

The 2012 Super Tuesday count was supported by the City of Darwin and the NT Department of Transport. For the purposes of the Super Tuesday count, the Greater Darwin Region includes count sites located in the local government areas of the City of Darwin, City of Palmerston and Litchfield Council.

This is the second annual Super Tuesday bike count in the Greater Darwin Region. In 2011 the count period was from 7.00-9.00 am (in line with Super Tuesday counts elsewhere in Australia). However, due to high temperatures experienced in September and the nature of working hours in Darwin the peak riding period is within the 6.30-8.30 am period. Following feedback from volunteer counters in 2011 regarding the count period, NT Department of Transport and the City of Darwin requested that the count be brought forward to capture the main travel peak. A consequence of changing the counting period from 7am – 9am to 6.30am – 8.30am is the data will not be directly comparable. However, for future counts, the new count time will provide improved information.

The weather was warm and sunny on Super Tuesday 2012.

The key findings from Super Tuesday 2012 include:

- Site 5483: Rapid Creek Path Bridge, Foreshore Path (east), Foreshore Path, was the busiest commuter route in the Greater Darwin region, with a total of 173 riders
- The Casaurina foreshore path is the busiest commuter route for riders
- McMinn St continues to be a popular route for riders travelling south into Darwin
- Riders at site 5478: Progress Dr (east), Dick Ward Dr, Progress Dr, have doubled since 2011. Numbers have doubled on both Dick Ward Dr and Progress Dr
- In Darwin, site 5483 Rapid Creek Path Bridge recorded the highest number of counters with 87 riders per hour
- Alice Springs recorded the highest number of riders at Stuart Highway/Stott Terrace with 64 riders per hour.

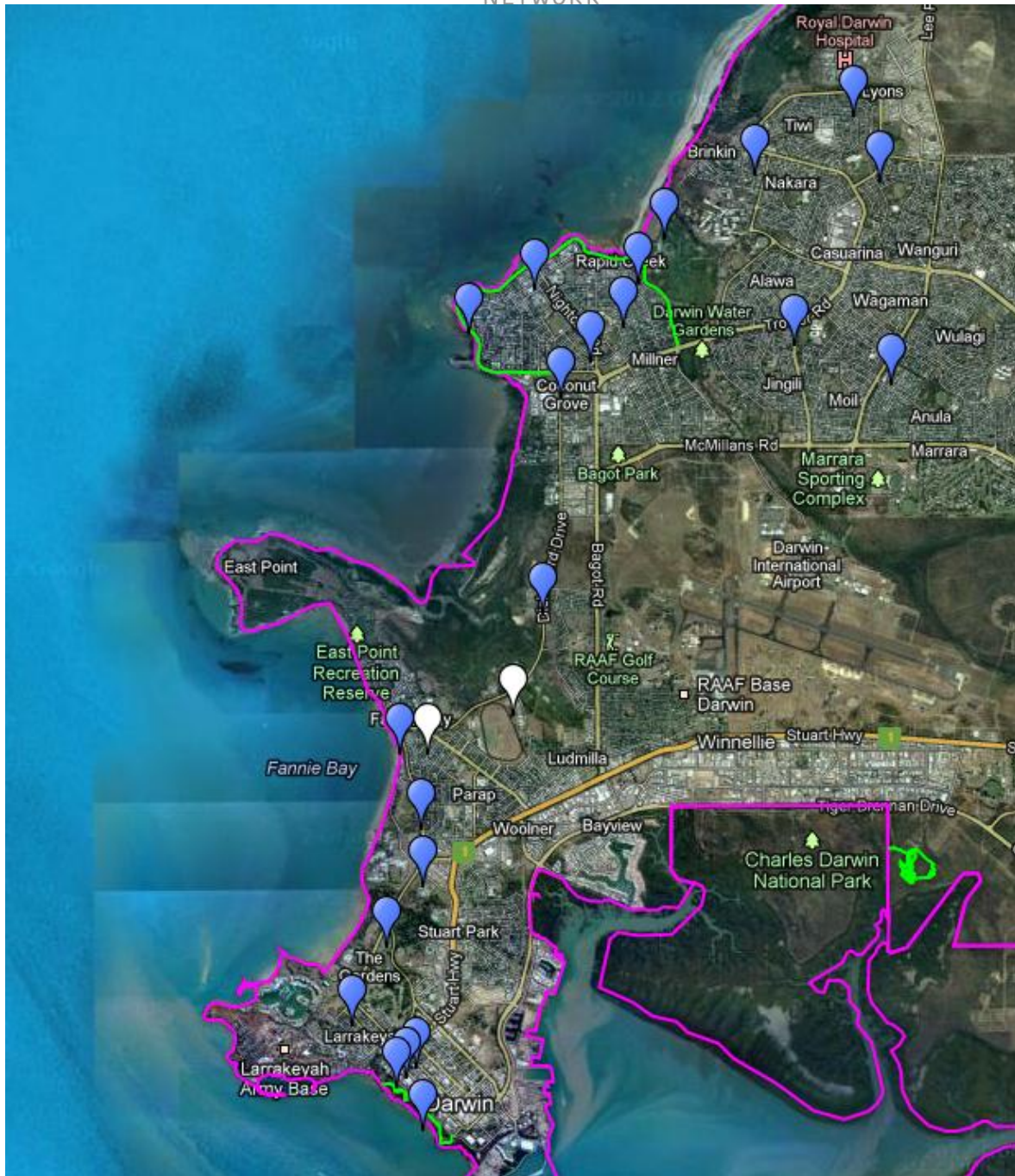


Figure 1 - Darwin Super Tuesday 2012 Count Sites

To view all Darwin 2012 count sites click on this link: [Darwin Super Tuesday Data](#)

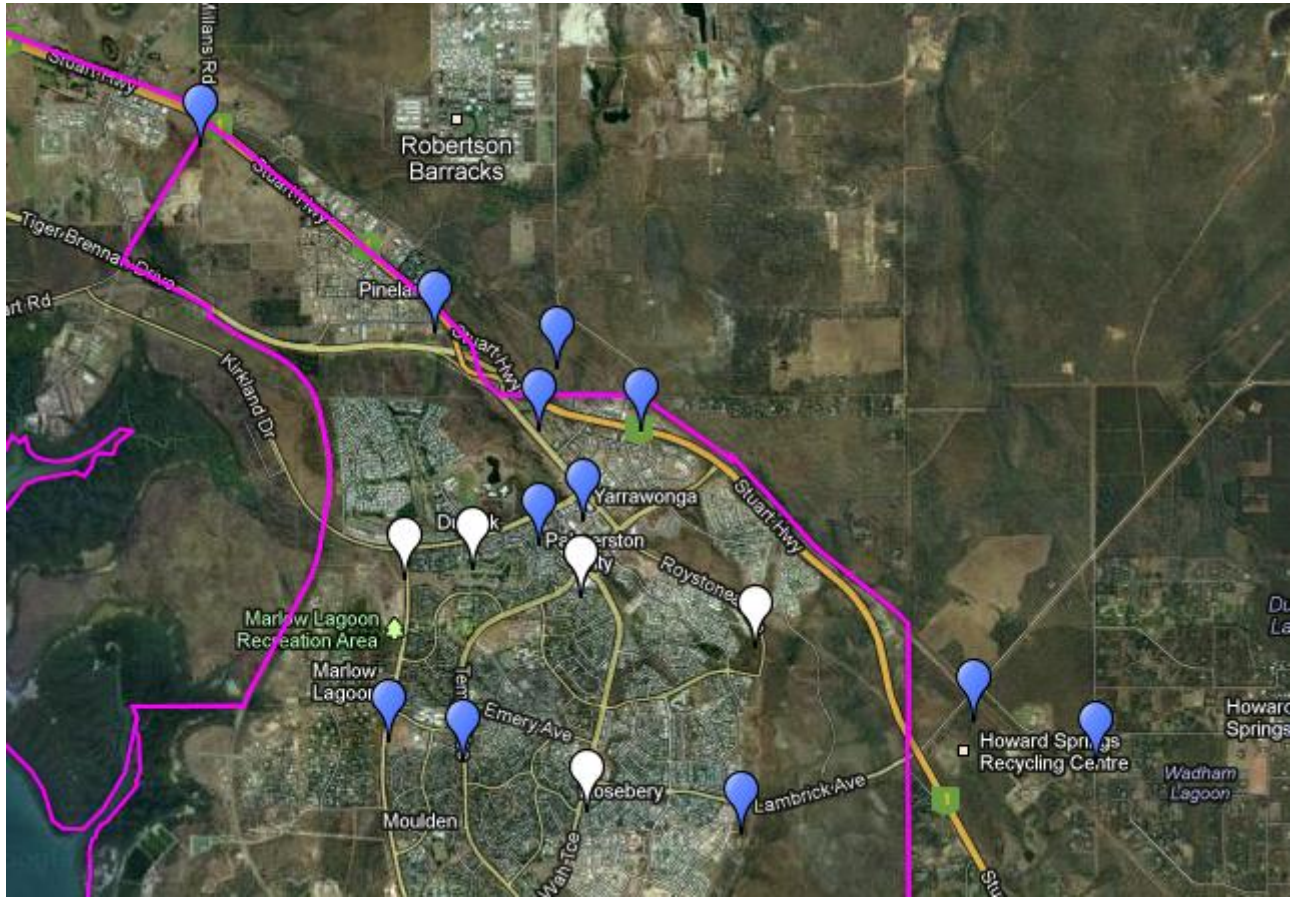


Figure 2 - Palmerston Super Tuesday 2012 Count Sites

To view all Palmerston 2012 count sites click on this link: [Palmerston Super Tuesday Data](#)

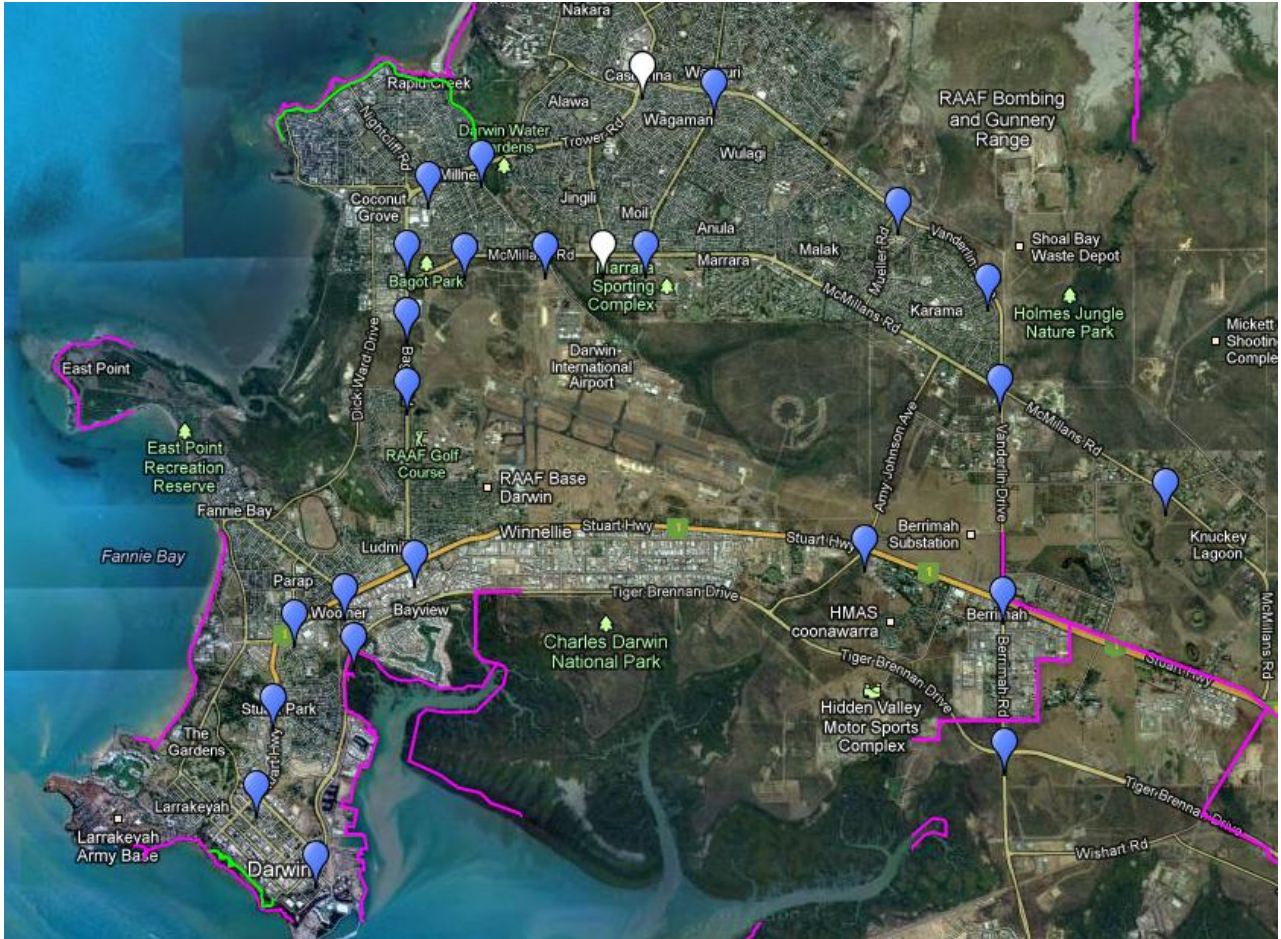


Figure 3 - Department of Transport Super Tuesday 2012 sites

To view all Department of Transport 2012 count sites click on this link: [Department of Transport Super Tuesday Data](#)



2.0 How to Use This Report

The Super Tuesday 2012 report for the Greater Darwin Region is in two parts that span two mediums, electronic and hard copy / pdf.

This document (the pdf / hard copy)

- Identifies key commuter routes;
- Identifies regional bicycle commuting routes and gateways across the Greater Darwin region;
- Provides a commentary on changes and trends.

The electronic data includes

- The location of the count sites;
- The total number of riders passing through each site;
- The movement of riders through each site or intersection counted.

Bike Futures recommends readers view the document pdf and the electronic data components of the report at the same time.

2.1 The PDF / Hard Copy Document

The portion of the Greater Darwin Region Super Tuesday 2012 report that is presented in document form can be viewed in hard copy or as a pdf onscreen.

This document is best read onscreen as a pdf, because it contains links to the electronic data that makes up the remainder of this report. If you are viewing this document onscreen, you can click on these links to go directly to the relevant electronic data.

(If the hyperlinks do not work when you click the mouse pointer on them, try pressing the CTRL key and then clicking the mouse button.)

Readers who are unable to read this document onscreen may still access the electronic data through the links that are given in the text by typing the link into the address box at the top of their internet browser window. (See the List of Links to Electronic Data at the end of this document.)

A second advantage of reading this document electronically is that the quality of the images will be better. Much of the content of this report is represented in highly detailed tables and digital maps, so Bike Futures advises readers who cannot view this document on a computer screen to ensure their hard copy has a high standard of colour image reproduction.



2.2 Viewing the Electronic Data

The second part of this report is the Super Tuesday count data, which has been collected, processed and interpreted in electronic form, using Google Earth.

Viewing the data on Google Earth makes this data far more accessible. Readers can see the site locations, and analyse the data on rider numbers and their movements.

Google Earth allows users to zoom in and out of a map location. Users can also choose to view the count sites on two-dimensional outline maps, three-dimensional topographic maps or as a satellite image.

The flow maps, another feature of Google Earth, show the flow or density of bike commuters.

The Super Tuesday team makes every effort to ensure the full accuracy of the collection and entry of the Super Tuesday data. However, we also retain all of our Super Tuesday data collection records, either electronically or in hard copy form, to verify our figures if necessary.



3.0 Commentary

3.1 City of Darwin Rider Numbers

The total numbers of riders and the movement of riders at each of the sites in Greater Darwin can be viewed via the links below each table, which will provide an electronic and interactive version of the table shown in figure 4.

Council	Legs	Location ... sort columns by clicking on the column headings	Map ref	See map	am tot
Darwin	3	Rapid Creek Path Bridge, Foreshore Path (east), Foreshore Path (west)	17 A5	5483	173
Darwin	3	Casuarina Foreshore Path (north), Casuarina Foreshore Path (east) Casuarina Foreshore Path (south)	Map 17 B3	5981	133
Darwin	3	Progress Drv (east), Dick Ward Drv, Progress Drv (west)	16 H10	5478	126
Darwin	4	Daly St (north), Smith St (east), Daly St (south), Smith St (west)	35 K9	5469	124
Darwin	4	East Point Rd, Goyder Rd (east), Gilruth Ave, Goyder Rd (west)	26 A16	5473	109
Darwin	4	Daly St (north), Cavenagh St, Daly St (south), Gardens Rd	36 A8	5470	109
Darwin	3	Dick Ward Drv (north), Fitzer Drv, Dick Ward Drv (south)	26 G4	5477	101
Darwin	3	Ross Smith Ave, East Point Rd (south), East Point Rd (north)		5585	97
Darwin	4	Rocklands Drv (east), Roper St, Rocklands Drv (west), Florey Ave	8 A13	5485	96
Darwin	3	Gregory St, East Point Rd (south), East Point Rd (north)	26 A13	5474	88
Darwin	3	Casuarina Drv (east), Nightcliff Rd, Casuarina Drv (west)	16 F5	5480	86
Darwin	4	Daly St (north), Mitchell St (east), Daly St (south), Mitchell St (west)	35 K9	5468	76
Darwin	5	Atkins Drv (north), Gilruth Ave (north), Gardens Rd, Gilruth Ave (south), Atkins Drv (south)	35 K2	5472	72
Darwin	4	Lee Point Rd, bike path, Lee Point Rd and Parer Dr - count on and off road as one and the same	18 B9	5488	63
Darwin	4	Gilruth Ave, Smith St, Lambell Tce, Kahliln Ave	35 H6	5471	56
Darwin	3	Henbury Ave (north), Tambling Tce, Henbury Ave (south)	8 B16	5486	47
Darwin	3	Rocklands Drv, Trower Rd (east), Trower Rd (west)	7 F16	5484	45
Darwin	3	Chapman Rd, Nightcliff Rd (south), Nightcliff Rd (north)	16 J8	5482	43
Darwin	3	Trower Rd (east), Rothdale Rd, Trower Rd	17 H8	5487	37
Darwin	4	Rossiter St (east), Ryland Rd (south), Rossiter St, Ryland Rd	16 K7	5481	36
Darwin	3	Peel St, Esplanade (east),	36 A11	5467	26
Darwin	4	Aralia St (east), Banksia St (south), Aralia St (west), Banksia St (north)	16 C7	5479	4
Darwin	3	Dick Ward Drv (north), Douglas St, Dick Ward Drv (south)	26 E8	5476	-
Darwin	3	Dick Ward Drv, Ross Smith Ave (south), Ross Smith Ave (east)	26 A10	5475	-

Figure 4 - Count Sites in Darwin, 4 September 2012

Click this link to see figure 4 in full: [Darwin Super Tuesday Data](#)



more people cycling more often

Count sites in NT, 4-9-2012

Council	Legs	Location ... sort columns by clicking on the column headings	Map ref	See map	am tot	p
Palmerston	2	Cycle overpass (north) and cycle overpass	42 E13	5505	100	-
Palmerston	3	McMillans Rd, Stuart Hwy (east), Stuart Hwy (west)	41 A3	5500	70	-
Palmerston	3	Roystonea Ave (south), University Ave (west), Roystonea Ave (north)	52 E1	5501	59	-
Palmerston	3	Temple Tce (north), Temple Tce (south), Tilston Ave	52 A10	5494	35	-
Palmerston	3	University Ave (east), Chung Wah Tce, University Ave (west)	52 C2	5491	29	-
Palmerston	3	Thorngate rd extension (north), Darwin Cycleway (east), Darwin Cyclway west	Map 42 D12	5985	26	-
Palmerston	4	Temple Tce, Chung Wah Tce (south), Temple Tce, Chung Wah Tce (north)	54 C1	5497	26	-
Palmerston	4	Stow Rd (north), Whitewood Rd (east), Stow Rd (south), Whitewood Rd (west)	61 G13	5499	23	-
Palmerston	4	Tulagi Rd (north), Yarrowonga-Howard Springs Path (east), Tulagi Rd (south), Yarrowonga-Howard Springs Path (west)	42 G14	5498	22	-
Palmerston	4	Howard Springs Rd (north), Whitewood Rd, Howard Springs Rd (south), Yarrowonga-Howard Springs Path	61 E13	5502	16	-
Palmerston	3	Elrundie Ave (north), Tilston Ave, Elrundie Ave (south)	51 H9	5493	15	-
Palmerston	4	Roystonea Ave (north), Lambrick Ave (east), Lambrick Ave (west)	Map 61 A15	5982	7	-
Palmerston	3	Path (adjacent to caravan park entrance), Stuart Hwy (east), Stuart Hwy (west)	41 J9	5503	0	-
Palmerston	4	University Ave (east), Dwyer Circuit, University Ave (west), Woodlake Boulevard	52 A3	5490	-	-
Palmerston	4	University Ave, Elrundie Ave, Wishart Rd, Hedley Place	51 H3	5489	-	-
Palmerston	4	Temple Tce (north), Chung Wah Tce (east), Temple Tce (south), Chung Wah Tce (east)	52 E4	5492	-	-
Palmerston	3	Invenway Circuit, Roystonea Ave (south), Roystonea Ave (north)	61 A11	5496	-	-
Palmerston	4	Howard Springs Rd, Stuart Hwy (south), Lambrick Ave, Stuart Hwy (north)	61 D14	5504	-	-
Palmerston	3	Chung Wah Tce (north), Lambrick Ave, Chung Wah Tce (south)	52 E12	5495	-	-

Figure 5 - Count Sites in Palmerston, 4 September 2012

Click this link to see figure 5 in full: [Palmerston Super Tuesday Data](#)



Count sites in NT, 4-9-2012

Council Dept L and P	Legs	Location ... sort columns by clicking on the column headings	Map ref	See map	am tot	pr
Dept L and P	5	Stuart Hwy path, Stuart Hwy, McMinn St (SE), Daly St and McMinn St (NW) - count on and off road as one and the same	36 B7	5507	131	-
Dept L and P	4	Parap Rd, Stuart Hwy (east), Stuart Hwy (west), Stokes St	26 C15	5510	108	-
Dept L and P	3	Stuart Hwy (east), Stuart Hwy (west), Ross Smith Ave - Count on and off road as one	26 F14	5511	97	-
Dept L and P	4	Stuart Hwy (east), Snell St, Stuart Hwy (west), Bagot Rd	26 J12	5512	93	-
Dept L and P	3	Stuart Hwy (north), Westralia St, Stuart Hwy (south)	36 B3	5508	93	-
Dept L and P	4	Trower Rd (east), Rapid Creek Rd (south), Trower Rd (west), Rapid Creek Rd (north)	17 C9	5518	88	-
Dept L and P	4	Bagot Rd (north), Osgood Dr, Bagot Rd (south), Totem Rd	16 J16	5514	82	-
Dept L and P	4	Lee Point Rd, McMillans Rd (east), Marrara Dr, McMillans Rd (west)	18 A13	5526	77	-
Dept L and P	3	Bagot Rd (north), Bagot Rd (south), Fitzer Dr	26 J4	5513	73	-
Dept L and P	3	McMillans Rd (east), McMillans Rd (west), Sabine Rd	17 B13	5517	71	-
Dept L and P	4	Lee Point Rd (north), Vanderlin Dr (east), Lee Point Rd (south), Vanderlin Dr (west)	18 D5	5520	69	-
Dept L and P	4	Amy Johnson Ave (north), Stuart Hwy (east), Amy Johnson Ave (south), Stuart Hwy (west)	29 B11	5527	65	-
Dept L and P	3	McMillans Rd (east), Charles Eaton Dr, McMillans Rd (west)	17 F13	5524	59	-
Dept L and P	4	Vanderlin Dr, Stuart Hwy (east), Berrimah Rd, Stuart Hwy (west)	29 H14	5528	59	-
Dept L and P	4	Bagot Rd (north), Old McMillans Rd (east), Bagot Rd (south), Old McMillans Rd (west)	16 J13	5515	57	-
Dept L and P	4	Vanderlin Drive (north), McMillans Road (east), Vanderlin Drive (south), McMillans Road (west)	29 H4	5523	56	-
Dept L and P	3	Trower Rd (east), Sabine Rd, Trower Rd (west)	16 K10	5516	50	-
Dept L and P	4	Tiger Brennan Dr, McMinn St (east), Bennett St, McMinn St (west)	36 D11	5506	40	-
Dept L and P	3	Vanderlin Dr (south), Kalymnos Dr, Vanderlin Dr (north)	19 H15	5522	35	-
Dept L and P	3	Farrar Rd, McMillans Rd (east), McMillans Rd (west)	30 F9	5531	33	-
Dept L and P	3	Vanderlin Dr (east), Mueller Rd, Vanderlin Dr (west)	19 C11	5521	32	-
Dept L and P	4	Tiger Brennan Dr (north), Stoddart Dr, Tiger Brennan Dr (south), Woolner Rd	26 F16	5509	17	-
Dept L and P	4	Tiger Brennan Dr (east), Berrimah Rd (south), Tiger Brennan Dr (west), Berrimah Rd (north)	39 H5	5529	1	-
Dept L and P	4	Trower Rd (north), Vanderlin Dr (east), Trower Rd (south), Casuarina Shops	18 A4	5519	-	-
Dept L and P	4	Rothdale Rd, McMillans Rd (east), Henry Wrigley Dr, McMillans Rd (west)	17 J13	5525	-	-

Figure 6 - Count Sites for Department of Transport, 4 September 2012

Click this link to see figure 6 in full: [Department of Transport Super Tuesday Data](#)



3.2 The Busiest Commuter Routes in the Greater Darwin Region

Table 1 shows the five busiest intersections recorded in the Greater Darwin Region Super Tuesday count. This table is best viewed electronically to allow a greater understanding of rider movements at each of the intersections.

Table 1 - The Five Busiest Commuter Locations in the Greater Darwin Region

Council	Description	Map	Site No	Total	Change from 2011*
Darwin	Rapid Creek Path Bridge, Foreshore Path (east), Foreshore Path (west)	17 A5	5483	173	-7%
Darwin	Casuarina Foreshore Path (north), Casuarina Foreshore Path (east), Casuarina Foreshore Path (south)	17 B3	5981	133	new site
Dept of Transport	Stuart Hwy, McMinn St (east), Daly St, McMinn St (west), Stuart Hwy path	36 B7	5507	131	20%
Darwin	Progress Dr (east), Dick Ward Dr, Progress Dr (west)	16 H10	5478	126	107%
Darwin	Daly St (north), Smith St (east), Daly St (south), Smith St (west)	35 K9	5469	124	14%

*data is not directly comparable due to change in count period

3.2.1 Observations on Top 5 Busiest Sites

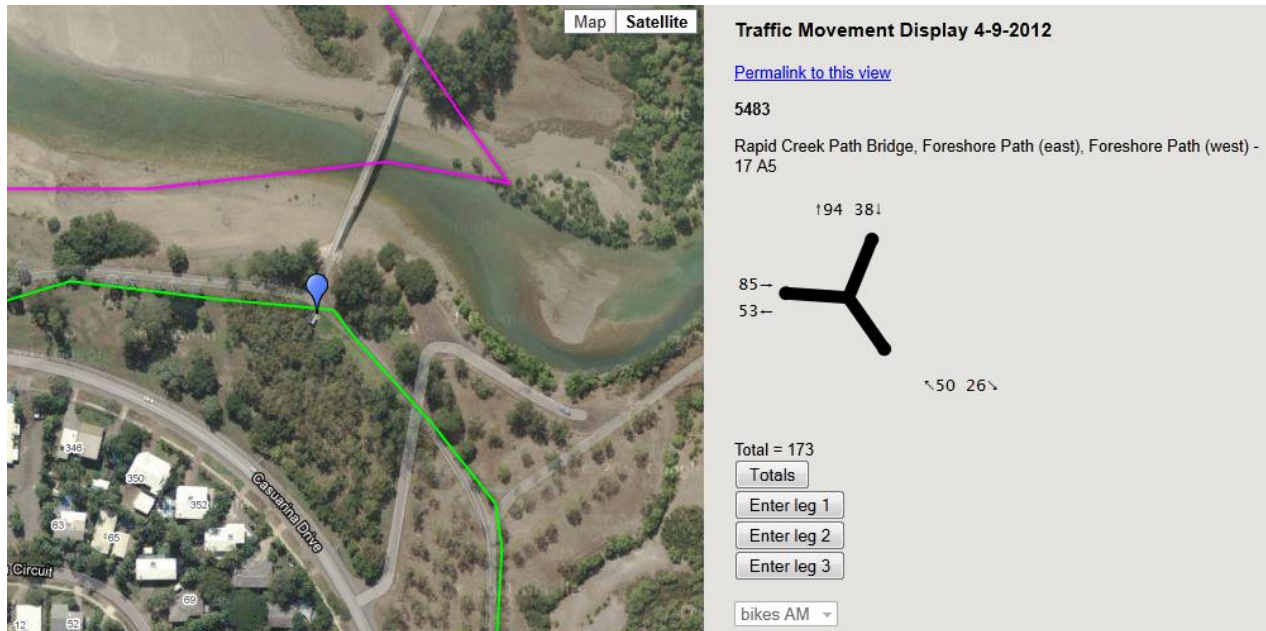


Figure 7 - Site 5483

Site 5483: Rapid Creek Path Bridge, Foreshore Path (east), Foreshore Path, was the busiest commuter route in the Greater Darwin region, with a total of 173 riders. This is a 7% decrease in total number of riders compared with 2011. Most of the riders (94) crossed the bridge and headed north, and 38 riders crossed the bridge in the opposite direction. Significant northbound destinations across the Rapid Creek Bridge include the Royal Darwin Hospital and Charles Darwin University.

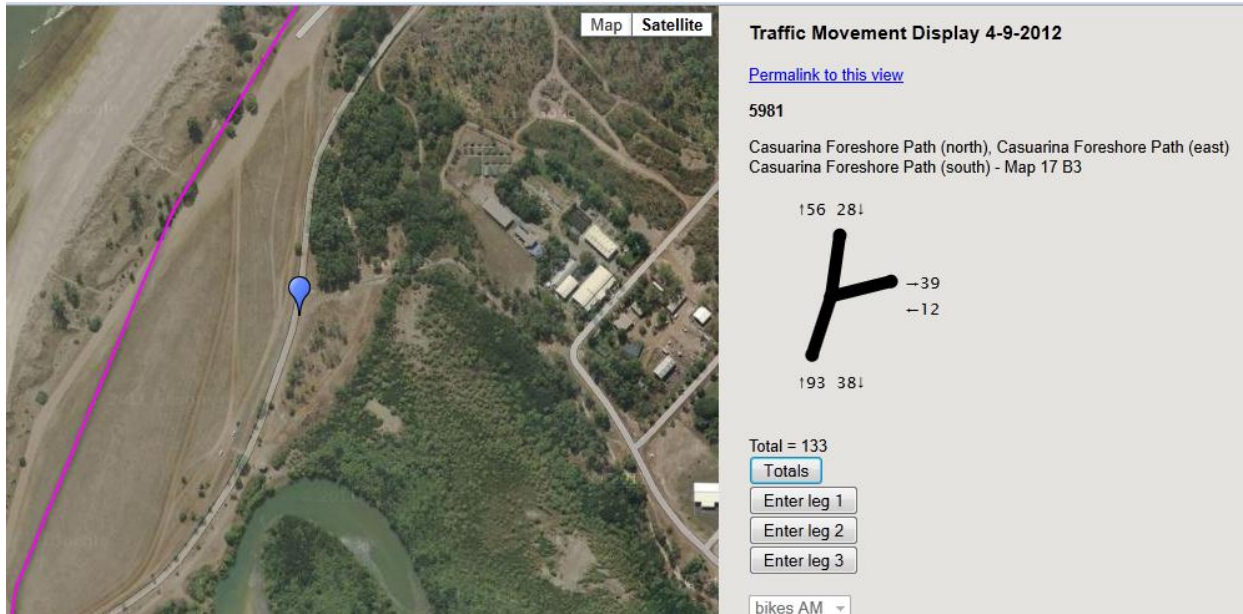


Figure 8 - Site 5981

Site 5981: Casuarina Foreshore Path (north), Casuarina Foreshore Path (east) Casuarina Foreshore Path, was the second busiest site with a total of 133 riders. Consistent with site 5483 above, 93 riders were recorded travelling along the foreshore path. This is a new site for 2012.



Figure 9 - Site 5507

Site 5507: Stuart Hwy path, Stuart Hwy, McMinn St (SE), Daly St and McMinn St, recorded 131 riders in total. This is a 20% increase from 2011. The Stuart Highway path experienced 24% growth in number of riders travelling south. However, the main flow of riders was on McMinn St travelling into central Darwin.



Figure 10 - Site 5478

Site 5478: Progress Dr (east), Dick Ward Dr, Progress Dr, recorded 126 riders. The total number of riders at this intersection has more than doubled. There has been a 100% increase in riders eastbound on Progress Dr and 114% increase in riders westbound. Riders on Dick Ward Dr also doubled. There was a 143% increase in riders northbound and 129% increase in riders southbound.



Figure 11 - Site 5469

Site 5469: Daly St (north), Smith St (east), Daly St (south), Smith St, recorded 124 riders, up 14% from 2011. A growth in riders of 46% was observed travelling south on Smith St.

3.3 Other Significant Sites

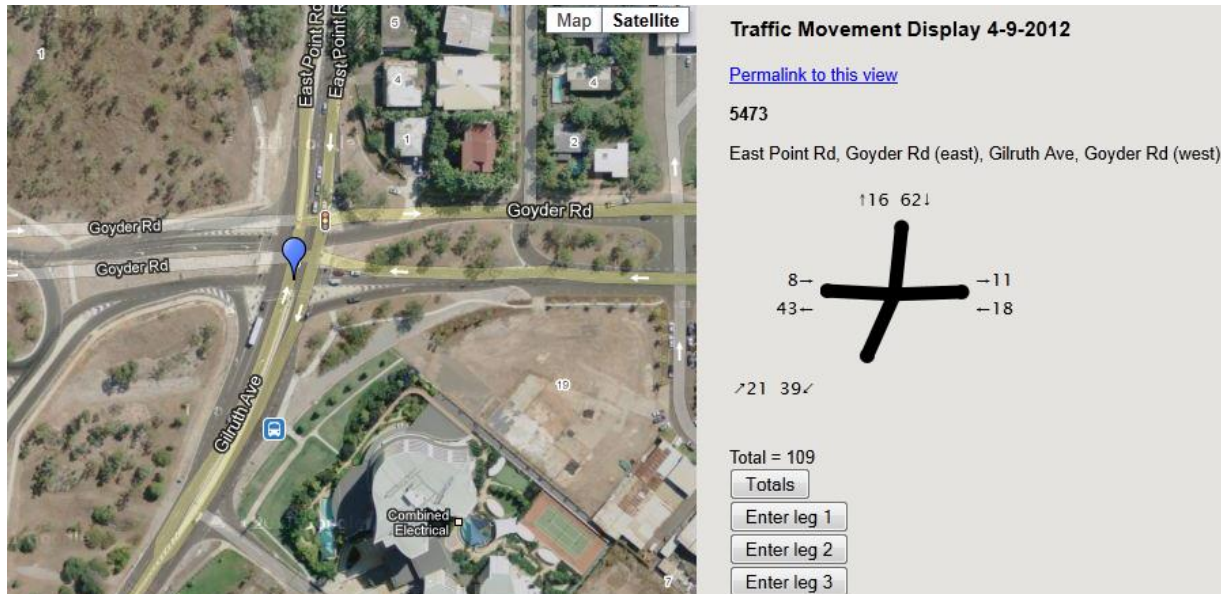


Figure 12 - Site 5473

5473: East Point Rd, Goyder Rd (east), Gilruth Ave, Goyder Rd (west), experienced a 36% increase (from 80 to 109 riders). The growth in numbers is coming from East Point Rd travelling south (59% increase).

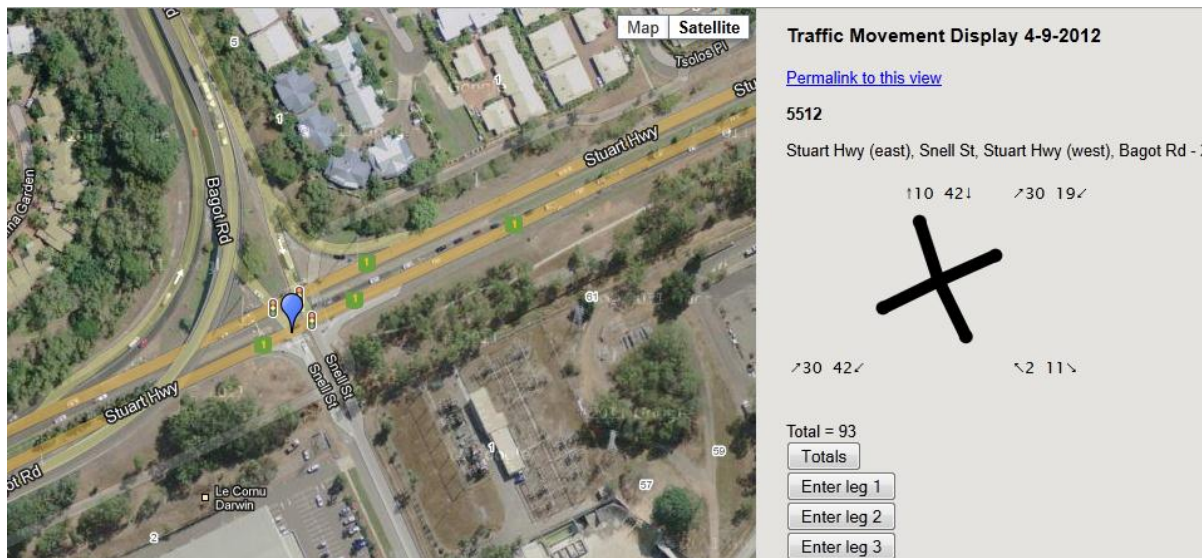


Figure 13 - Site 5512

5512: Stuart Hwy (east), Snell St, Stuart Hwy (west), Bagot Rd saw a 33% increase in riders (from 70 in 2011 to 93 in 2012). 42 riders were observed travelling south on Bagot Rd compared with just 2 riders in 2011.



3.4 Average Riders Per Hour

Average riders per hour are calculated on the busiest counted site in each region.

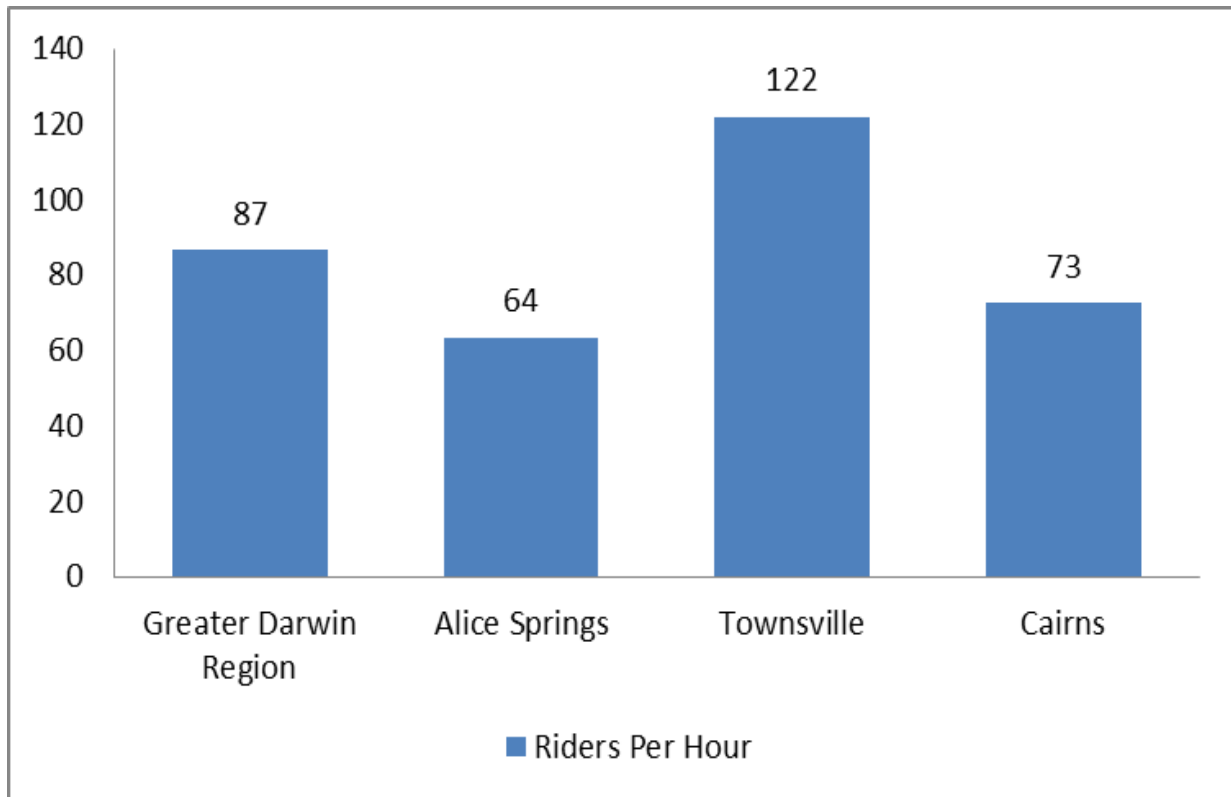


Figure 14 – Average riders per hour

Figure 14 shows the Greater Darwin Region averaged 87 riders per hour at its busiest location

3.5 Commuter Flow at the Busiest Site in Greater Darwin

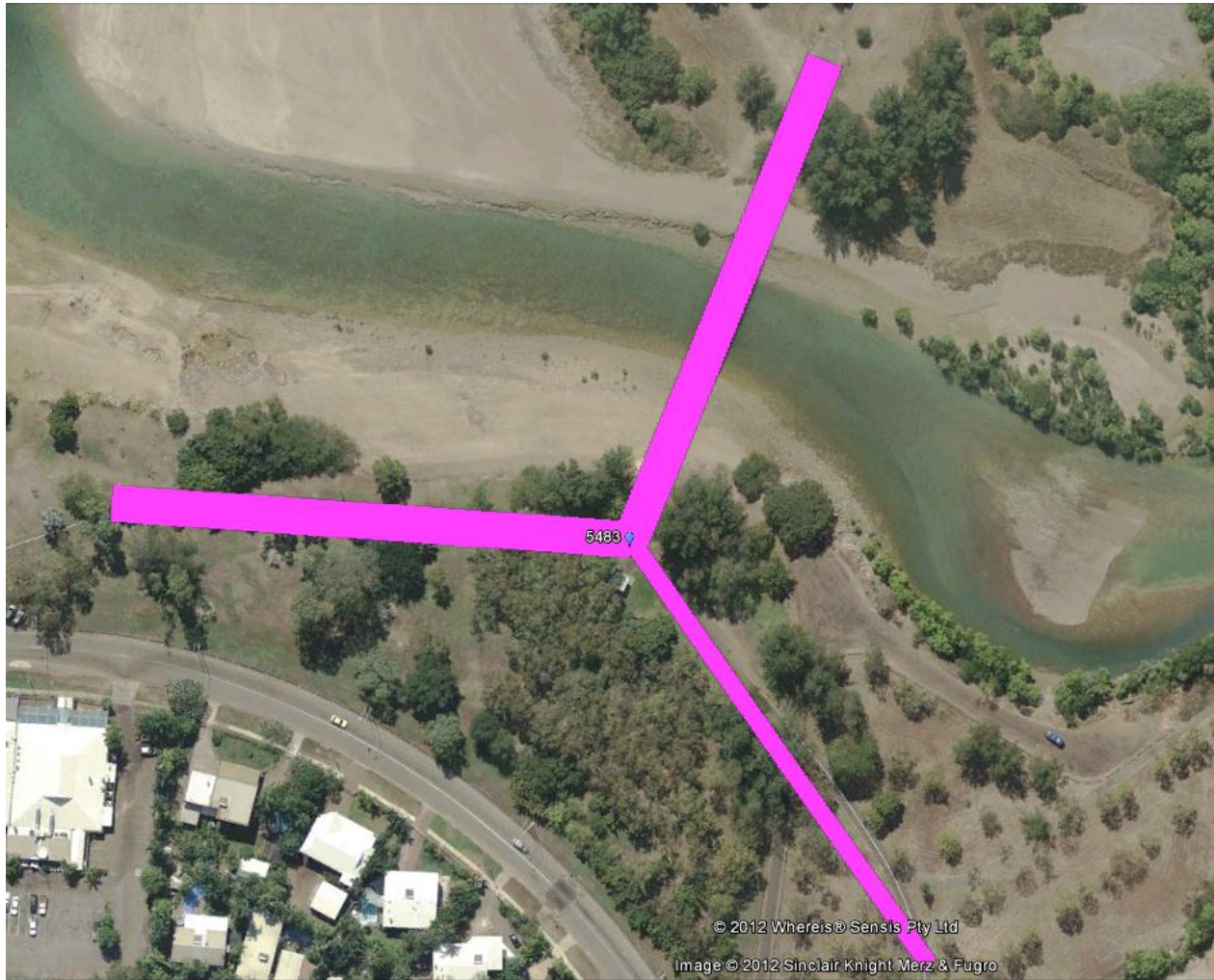


Figure 15 - Commuter Flow at Site 5483

Access the full Google Earth map Victoria through the Google Earth attachment accompanying this report.

Figure 15 illustrates the rider flow at the busiest location counted in the Greater Darwin Region on Super Tuesday. Riders are travelling along the foreshore and crossing the bridge rather than going inland. Significant destinations heading north across the Rapid Creek Bridge include the Royal Darwin Hospital and Charles Darwin University.



4.0 Recommendations for Further Analysis

To get a more in-depth understanding of rider movement and patterns, council should consider the RiderView, BikeScope and PinPoint services that are available in the Bike Futures program which is specifically designed to help and inform local government. Refer to Appendix C for more details.



APPENDIX A: Super Tuesday

A.1 Aims and Purpose

The Super Tuesday project provides reliable annual figures of bicycle commuters and their movements on roads and bike paths. This information is accurate, relevant, up-to-date and – for those councils who participate in Super Tuesday for consecutive years – cumulative, making the Super Tuesday data an important tool for councils, who are responsible for providing bike riding facilities for their constituents.

Super Tuesday is designed to complement the surveys that individual councils and other agencies run on a regular or occasional basis. To better inform council's decisions, City of Darwin and the Department of Transport has commissioned Bike Futures to run the Super Tuesday bicycle count in their area.

The Super Tuesday count is a bike commuter count conducted simultaneously across council boundaries. The project aims to answer two questions:

- How many riders are there?
- Which routes are riders using?

The Super Tuesday sites collect data from popular commuter routes in this municipality and from subsidiary routes that are of a lower priority.

The sites are staffed by volunteer counters who record their observations on standardised counting templates (see Visual Count Sheets in Appendix B). This data is submitted to Bike Futures and compiled into reports for participating councils.

A.2 Visual Count Sites

Super Tuesday project aims to record the movements of a minimum of 80% of riders. To determine rider routes, the sites are placed along known bicycle commuter routes and at locations on known or suspected 'tributaries'. Sites are more spread out at the outer edge of the rider catchments and more closely clustered near high volume destinations. Councils can also request counts at locations where they are considering infrastructure or where they have infrastructure planned, in order to establish a 'before' data set.

Initially, the sites are selected in consultation with the commissioning local government. Sites are designated in locations that are considered worth counting in the long term. In subsequent years some sites may be eliminated; for example where the data shows that there is no rider route. Sometimes, sites may be moved to a better location along a route. But we recommend using the same sites from year to year as much as possible, for the sake of continuity.



A.3 Visual Count Sheets

All bicycle movements are counted at each site and recorded in a spreadsheet (hard copy). An example of a four-way intersection count sheet for 2012 is shown here:

A Four-way Intersection Count Sheet from Super Tuesday 2012

The image shows a visual count sheet for a four-way intersection. It includes a map of the intersection, a diagram with numbered movement paths (1-4), and a data entry spreadsheet. The spreadsheet has columns for 'Please fill in these details' (Your name, State in Australia, Site number, Start time, End time) and 'Please insert the intersection leg/street names below' (Leg 1, Leg 2, Leg 3, Leg 4). Below that, it has a table for 'Enter rider numbers below in the appropriate cells - counters on particularly busy intersections may need to print out additional sheets'. The table has columns for 'Movement type' and 'Movement type Totals'. The movement types are listed as follows:

Leg	Movement type	Movement type Totals
Leg 1	1 to 2	17
	1 to 3	13
	1 to 4	14
	4 to 1	21
Leg 2	2 to 1	23
	2 to 3	24
	2 to 4	24
	4 to 2	21
Leg 3	3 to 1	22
	3 to 2	34
	3 to 4	31
	4 to 3	42
Leg 4	4 to 1	43
	4 to 2	41
	4 to 3	42
	1 to 4	43

Following the completion of the visual count, counters are able to send the count data to Bike Futures in one of three ways, as follows:

1. Enter the data directly online via the Bike Futures web link.
2. Via email with the completed electronic spreadsheet attached.
3. As a 'hard copy' spreadsheet in the post.

Once data has been entered and checked, it is displayed in an electronic form, as shown on the right. Each intersection 'balloon' shows total rider numbers and the movement of riders through the intersection.

Each council has access to the data for their municipality electronically, through the clickable map of their count area and through the links in the table showing their list of count locations.

The screenshot shows a web interface titled 'Traffic Movement Display 4-9-2012'. It includes a 'Permalink to this view' link, the site number '5469', and the intersection name 'Daly St (north), Smith St (east), Daly St (south), Smith St (west)'. The interface shows a map area with a large black 'X' over it, indicating a problem or that the map is not loaded. Below the map, it shows 'Total = 124' and a 'Totals' button. There are also buttons for 'Enter leg 1', 'Enter leg 2', 'Enter leg 3', and 'Enter leg 4'. At the bottom, there is a dropdown menu for 'bikes AM'.



APPENDIX B: Media Coverage

Table 2 - Print Media Coverage for Super Tuesday 2012

Press	State	Date	Article	Page	Circulation
Northern Territory News	NT	3-Aug	Rider Count for Bike Boom	6	19,588
Townsville Sun	QLD	8-Aug	Wheels in motion for Bike Count	3	55,858
Coffs Coast Independent	QLD	23-Aug	Count bikes to earn money for your group	14	29,548
Northern Territory News	NT	28-Aug	Pedal Tally	6	19,588
Centralian Advocate, Alice Springs	NT	31-Aug	Bike Survey to make sure cyclists count	16	6,107
Northern Territory News	NT	4-Sep	Bike monitors perform wheel service for cities	9	18,977
Centralian Advocate, Alice Springs	NT	7-Sep	Cyclists make it count	9	6,107

Total Eyeballs: 155,773

- Table 2 shows a list of the print media coverage generated from Super Tuesday 2012
- The total number of “eyeballs” indicates the high level of interest that Super Tuesday generated amongst the general community



APPENDIX C: Other Tools for Councils

These tools from the Bike Futures Toolbox may be of use to councils wanting to learn more about their current bike facilities and rider numbers and movements within their municipality. Visit the Bike Futures website (www.bikefutures.com.au) to learn more, or contact the Bike Futures team to discuss how your council can better utilise these tools.

C.1 BikeScope

BikeScope is an online consultation tool that collects base data and direct input from riders, allowing in-depth analysis of an area's bike riding environment. The analysis looks at all bike facilities and infrastructure in a council area and provides feedback from the views of the riding community.

BikeScope helps councils identify and prioritise the actions that will improve and increase cycling in their municipality, clearly identifying resident riders' needs with qualitative certainty.

Click on link to learn more: <http://www.bv.com.au/bike-futures/40536/>

C.2 Census Data

We use data obtained from the Australian Bureau of Statistics to understand the role of bikes as a mode of transport. With a sample size of more than one million people who travel to work, this data represents the most comprehensive data set for cycling trips to work in Melbourne.

Click on link to learn more: <http://www.bv.com.au/general/bike-futures/91532/>

C.3 RiderLog

RiderLog is a free iPhone app. Once downloaded, the app will log your ride in your phone and track your cumulative distance and time, providing a record of your activity. The data is then anonymously uploaded to the Bicycle Network to show when, where and why people ride.

Click on link to learn more: <http://www.bv.com.au/general/ride-to-work/91481/>

C.4 Intercept Surveys

A good way to find out what riders need in your municipality is to ask them. To gather information on rider attitudes and behaviours, a coffee cart can be set up along a route and riders are offered a free coffee. At this time riders can be interviewed on specific issues.



C.5 Bike Path Audits

Good access, connectivity, gradient and user safety are all key features of a successful shared path. These encourage a greater number and wider range of users. Therefore, it is important that councils audit the shared paths in their area and establish a prioritised works program.

Path audits identify the areas which can be improved or modified. Key findings are then ranked in order of priority to enable the responsible authority to carry out works in a manner that will add the most benefit.

Click on link to learn more: <http://www.bv.com.au/general/bike-futures/10562/>

C.6 Phone Surveys

Telephone surveys can be undertaken on behalf of local government to gather feedback from ratepayers and assess performance against benchmarks. They are a useful tool in gathering information about bike riding

Click on link to learn more: <http://www.bv.com.au/general/bike-futures/91545/>

C.7 PinPoint

PinPoint is a Google Earth map-based consultation tool that enables riders in a municipality to identify issues, preferences or problems along a route or within a specified area. PinPoint is an online rider consultation tool used to collect feedback on issues from potential and current bike riders.

PinPoint allows respondents to 'pin-point' the locations of their three top cycling hotspots on a Google Earth map. PinPoint will clearly identify the issues and hotspots that riders have in a municipal area, in response to various issues (council may select the themes of these issues).

In addition, PinPoint enables respondents to log a comment next to the pin, so that the issue can be clarified. Pins are placed independently of other respondents' pins, so respondents are not persuaded by what others have identified.

Click on link to learn more: <http://www.bicyclenetwork.com.au/general/bike-futures/91393/>



C.8 RiderView

A snapshot of the riding environment within a municipality by gathering qualitative base data and direct input from residents. RiderView is an introductory research survey that is commissioned by councils wanting qualitative base data about riders and bike riding in a municipality.

RiderView provides a snapshot into what it is like to be a rider in the local riding environment. The findings of a RiderView Survey may be used to guide further research (such as a BikeScope).

Click on link to learn more: <http://www.bicyclenetwork.com.au/general/bike-futures/94101/>